



New York City Transit

# Committee Meeting

## April 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



This summer NYC Transit plans to implement the Staten Island Bus Plan which will make significant improvements to express service to simplify the network and shorten commute times for the majority of customers.

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

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

**New York, NY 10004**

**Monday, 4/23/2018**

**10:00 - 11:30 AM ET**

## **1. PUBLIC COMMENT PERIOD**

## **2. APPROVAL OF MINUTES – MARCH 19, 2018**

*March Committee Meeting Minutes - Page 4*

## **3. COMMITTEE WORK PLAN**

*Committee Work Plan - Page 11*

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

*President's Report April 2018 - Page 19*

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

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

*Subway Report - Page 21*

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

*Bus Report - Page 49*

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

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

*Paratransit Report - Page 73*

### **b. Safety Report**

*Safety Report - Page 87*

### **c. Crime Report**

*Crime Report - Page 92*

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

*NYCT, SIR, MTA Bus Financial and Ridership Reports - Page 101*

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

*Capital Program Status Report - Page 153*

## **5. MTACC REPORT**

*MTACC Report - Page 163*

## **6. PROCUREMENTS**

*NYCT April Procurement Staff Summary and Resolution - Page 168*

### **a. Non-Competitive**

*NYCT Non-Competitive Actions - Page 173*

**b. Competitive**

*NYCT Competitive Actions - Page 176*

**c. Ratifications**

*NYCT Ratifications - Page 183*

**7. SERVICE CHANGES**

**a. Request for Public Hearing to Implement Staten Island Express Bus Redesign**

*Request for Public Hearing to Implement Staten Island Express Bus Redesign - Page 186*

**b. M4 Terminus Reroute**

*M4 Terminal Reroute - Page 193*

**c. Bus Schedule Changes, Effective July 2018**

*Bus Schedule Changes, Effective July 2018 - Page 197*

**8. STANDARD FOLLOW UP REPORTS**

**a. MetroCard Report**

*MetroCard Report - Page 202*

**b. MTA Homeless Outreach Report**

*Homeless Outreach Report - Page 207*

**c. Final Review of NYCT, SIR, MTA Bus 2017 Operating Results**

*Final Review of NYCT, SIR, MTA Bus 2017 Operating Results - Page 209*

**9. OUTSTANDING BUSINESS (No Materials)**

**10. EXECUTIVE OFFICE CONTACT INFORMATION**

*Executive Office Contact Information - Page 276*

**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**  
**March 19, 2018**

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

The following Members were present:

Hon. Fernando Ferrer, Committee Chair  
Hon. Andrew Albert  
Hon. Norman E. Brown  
Hon. Randolph Glucksman  
Hon. Ira Greenberg  
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. David R. Jones  
Hon. John Samuelson  
Hon. James E. Vitiello

Also present were:

Andy Byford, President  
Joel Andrews, Vice President, EEO and Diversity  
Peter Cafiero, Chief, Operations Planning  
Vincent Coogan, Assistant Chief, NYPD Transit Bureau  
Robert Diehl, Vice President, Department of Security  
Carl Hamann, Acting Vice President, System Safety  
James Henly, Vice President and General Counsel, Law  
Mark Holmes, Chief Officer, Operations Planning, MTA Bus  
Frank Jezycki, Acting Senior Vice President, Subways  
Sarah Meyer, Chief Customer Officer  
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 advocated for “entry only” and “exit only” turnstiles and proposed more extensions of subway lines, such as extending the 7 into New Jersey.

Erica Overton, a representative of Assemblywoman Linda Rosenthal, opposed reducing service on the M104 bus line.

Murray Bodin advocated for increased speed limits on the subways and opined that some of the Transit Authority’s procedures should be re-evaluated.

Eugene Falik inquired about the Queens Rail Study results. He suggested NYCT should run more train cars. He also suggested NYCT should install fiber optics and eliminate mechanical towers.

Liz Patrick of the East 72<sup>nd</sup> Street Neighborhood Association stated she was looking forward to the Bus Action Plan and requested that a copy of the plan be distributed to the Community Boards. She suggested NYCT partner with residents to assist with bus lane enforcement. Residents could keep daily logs and take photographs of vehicles blocking the bus lanes.

Ellyn Shannon, Associate Director of the Permanent Citizens Advisory Committee, suggested subway timers in the system are causing trains to move slower. She opined the solution to this problem is CBTC.

Marcel Dejean suggested NYCT should not only record average wait times but wait times in the 90<sup>th</sup> percentile as well. He stated NYCT needs to focus on wait times exceeding twenty minutes.

Jean Ryan, Vice President of Public Affairs for Disabled in Action, stated wheelchair users continue to experience express bus problems. She stated there are four issues: (1) untrained drivers; (2) poorly designed lifts; (3) poorly maintained equipment; and (4) indifferent NYCT staff. She requested more driver training, better instructional videos, better maintenance and better bus designs.

Parvati Devi of Disabled in Action suggested committee meetings should be held later in the day, during non-working hours. She additionally stated the West Side does not have any accordion buses and seating should be installed at the Central Park West stop. She inquired whether the scheduled June renovation of the Central Park West subway stop will include elevators. She noted a need for more elevators and more escalators, especially “down”

escalators to assist people with disabilities. She suggested bus operators be more active in making seating on buses available to disabled customers.

Christine Berthet of Community Board 4 stated committee meetings should be scheduled later in the day and bus service should not be cut.

Roberta Semer of Community Board 7 opposed the plan to cut M104 bus service. She further requested increased service on the M10 bus during subway construction.

Emily Miller of 83<sup>rd</sup> Broad Association opposed the plan to cut M104 bus service. She noted the Upper West Side is an aging population with many people with disabilities and children taking public transportation who rely on the bus line.

David Paul Gerber stated the MTA website did not post all changes on its website during the last storm. He further noted bus lanes should not be blocked by unauthorized vehicles and identified Livingston Street in Brooklyn as a particularly problematic area.

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

Upon motion duly made and seconded, the Committee approved the minutes of the February 20, 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.

There were no changes to the work plan.

### **IV. Agenda Items**

President Byford delivered the President's Report and welcomed Sarah Meyer, NYCT's first Chief Customer Officer.

Member Moerdler asked President Byford to review a recent "Village Voice" article that stated signals has caused significant subway delays. President Byford stated he read it and it was not a surprise because he has been studying this issue for the past few weeks.

Member Weisbrod expressed appreciation for improved monthly reporting and the inclusion of a bus "wait time" metric. He asked why monthly revenue miles increased for MNR and LIRR while revenue miles for subways did not. President Byford stated he would look into it. He noted storms have had an impact on operations and customer service. Member Weisbrod also noted the suggestion of one of the speakers that instead of focusing on average wait times, the focus should be on wait times exceeding five minutes. President Byford indicated that for MNR and LIRR, the "on time" metric is very important. He stated the most important metric for subways is "headway," which measures the gap between trains, further noting that NYCT should be mindful of all metrics.

Member Rechler inquired what can be done about enforcement of the bus lanes. President Byford stated there will be a review of all bus routes to determine the root causes of delays.

Member Glucksman noted that in 2012, many violations were issued for obstructing bus lanes. He stated this enforcement practice should be increased. He requested that NYPD vigorously enforce right-of-way in bus lanes and report on its efforts. Member Glucksman also expressed appreciation for President Byford's plan to have some managers ride the buses. President Byford stated the corporate plan being developed will include more managers riding the system, which will help leadership provide operators with greater assistance.

Member Trottenberg identified the need for more camera enforcement of bus lanes and noted the NYPD cannot be present all the time.

Member Moerdler discussed the desirability of subway metrics measuring how long it takes for a customer to get from their station of origin to their station of destination. He questioned whether the existing metrics reflect the amount of time a person waits, after swiping into the system at a given station, for their train to arrive. Member Moerdler further stated the police department has the authority to ticket for bus lane violations and requested reporting as to when and how ticketing for such violations will be increased.

#### **A. Operations Report**

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

Member Albert inquired about the R179s. Mr. Jezycki stated three of them had to be removed from service on Friday due to a problem with the emergency brake handles. NYCT is working with Bombardier to resolve this issue.

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

Peter Cafiero, Chief, Operations Planning, discussed the new Bus Performance Dashboard. He also noted there is a metric to measure the time elapsed between swiping into the system and arrival of a particular train.

Member Albert asked whether certain bus routes experience congestion at certain times of the day and whether schedules are adjusted to allow for longer run times during high congestion periods. Mr. Cafiero responded that all bus lines experience congestion at certain times. President Byford emphasized the need for NYCT to examine root causes of what is impeding the buses, so that focus can be placed on addressing those causes of delay.

Member Moerdler asked whether, at a bus stop where three buses stop and eight people are waiting, NYCT can track the length of each person's trip. Mr. Cafiero responded NYCT's metrics do not track a specific rider on a given day; the metrics rely on statistical travel tables based on repeated days. Member Moerdler requested an offline conversation to further discuss this issue. Mr. Cafiero responded in the affirmative.

Member Weisbrod suggested putting cameras on buses themselves. President Irick stated inward facing cameras are already on many of the buses. NYCT is working with City DOT to install forward facing cameras. Member Weisbrod opined use of cameras to identify and cite bus lane violations will be very effective.

Member Weisbrod inquired whether NYCT has enough buses and drivers. President Irick stated impediments on the road warrant more resources. The plan going forward is to analyze the entire network to ensure NYCT has the right sized fleet. Member Weisbrod noted when replacing buses, NYCT must consider the need for modernization and expansion of the fleet as well as environmental consequences. He inquired whether growth of the bus fleet was anticipated. President Irick responded technology and environmental issues are both important, and that growth of the fleet is anticipated.

Members Rechler and Weisbrod asked whether NYCT has the legislative right to collect on fines when cameras show violations. President Irick noted NYCT was working with Member Trottenberg's DOT team on this issue, and that legislation is needed to further address this.

Member Moerdler asked whether taxis and Uber cars are allowed to drive in the bus lanes. President Irick responded in the negative.

President Byford noted the Bus Action Plan will include a list of things NYCT needs, including any legislation required to help with issuing bus lane violations.

Carl Hamann, Acting Vice President, System Safety, presented the Safety Report. Member Moerdler noted an increase in subway customer accidents and requested a break-down by type of accidents on subways and buses. Mr. Hamann responded that a large portion of the subway accidents was due to slip and falls along stairways and platforms. He stated he would compile a breakdown for subways and buses.

Assistant Chief Vincent Coogan presented the Crime Report.

## **B. Financial Reports**

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

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

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

Member Albert inquired as to the status of the Hammels Wye project. Mr. O'Grady stated the project had recently commenced. Member Albert inquired about GO's that would be required for the Hammels Wye project and the impacts upon Far Rockaway and Rockaway Park service. SVP O'Grady responded that a GO plan is under way and Mr. Cafiero noted that service will be affected and the community has been briefed.

MTA Chief Development Officer Janno Lieber presented the MTACC Projects Report.

### **C. Procurements**

SVP Plochochi introduced the NYCT, MTA CC and MTA Bus Company procurement agendas, which consisted of five actions totaling \$22 million in expenditures, highlighting three procurement action items: (1) the award of an \$8.7 million contract to Siemens for signal system modernization; (2) the award of a \$4 million contract to Cinalta-Forte for modifications to the contract for Enhanced Station Initiative-Package 1; and (3) the award of a \$4.65 million contract to Skanska USA for modifications to the contract for Enhanced Station Initiative-Package 2.

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

Members Moerdler and Weisbrod noted the existence of responsibility issues relating to Siemens and AECOM, requesting monitors be appointed. Member Ward questioned why these companies are selected to continue doing business with NYCT in view of a record of law violation, expressing the view that NYCT should not deal with organizations that repeatedly violated the law. SVP Plochochi noted that NYCT has used monitors in appropriate situations in the past to address such responsibility concerns, noting that there are currently seven active monitors. Mr. Plochochi further noted that Siemens had paid substantial fines in connection with the resolution many years ago of bribery charges in Argentina, and had subsequently adopted a robust monitoring system. NYCT reviewed this past penalty and its compliance programs and believed these would deter future wrongdoing. He noted NYCT could add further monitoring if warranted.

President Byford stated he will review the situation and monitors will be appointed to both Siemens and AECOM. Chief Lieber stated he would like to have a later conversation with Member Moerdler about the suitability of a monitor for AECOM.

NYCT's procurements in the Agenda, consisting of those requiring a majority vote (Schedule I in the Agenda) and proposed ratifications requiring a majority vote (Schedule K in the Agenda) were approved.

MTA Capital Construction's competitive procurements requiring a majority vote (Schedule H in the Agenda) were approved.

### **V. Action Items**

There were no action items this month.

### **VI. Service Changes**

There were no service changes this month.

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

President Byford noted the standard follow-up reports, which included the MetroCard Report and the Transit Recidivism Report. He stated a third report will be added next month as subsection "C" entitled "President's Report on Outstanding Business".

**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

#### April 2018

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

#### May 2018

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

#### June 2018

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

No Items

#### August 2018

No Meetings Held

#### September 2018

Public comment/Committee review of budget	
2018 NYC Transit Mid-Year Forecast Monthly Allocation	Management & Budget
2018 SIR Mid-Year Forecast Monthly Allocation	Management & Budget
2018 MTA Bus Mid-Year Forecast Monthly Allocation	Management & Budget

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

## Responsibility

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

### March 2019

Transit Recidivism Report, 4 <sup>th</sup> Qtr, 2018	Law
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## 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)

### 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.

### JULY 2018

No Agenda Items

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

### **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.

#### 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.

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

### 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.

#### 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.

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

### 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 2019

### 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.

### 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.

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

### 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.

## **MARCH 2019**

### Transit Recidivism Report, 4<sup>th</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.

**President's Report**  
Andy Byford, President



President Andy Byford visiting employees at the Stillwell Avenue crew room.

# President's Commentary



The recent tragic loss of two valued TA colleagues served as a stark reminder of the dangers present in our industry and of the ongoing primary importance of safety. Joint investigations continue into the two accidents and in parallel, NYC Transit has joined with MTA sister agencies to issue proactive safety guidance to all employees.

Safety will of course be one of the anchors of our emerging Corporate Plan, the bold vision to modernize NYC Transit that I will present at the May meeting of the MTA Board. In advance of that, I am pleased to present the bus element of that plan at today's meeting.

Board members will recall that improving bus service and arresting the decline in bus patronage was one of four equal priorities that I committed to on my first day in office. Since then – and under the leadership of Darryl Irick, my SVP of buses – we have worked hard to put together a comprehensive plan that will transform the quality and attractiveness of our bus network and that addresses many, if not all of the concerns raised by customers and stakeholders in recent months. Critically, we sought input from user groups, customers and government partners, factoring in also the findings of other reports on this key subject.

In a forerunner for what you will see in the main Corporate Plan, the bus document proposes short, medium and longer term time-bound commitments, to which I would expect to be held publicly accountable.

Accessibility is another of my key priorities. I recently did a subway ride-along with accessibility advocates to witness some of the challenges presented by our current network. The ride was invaluable in informing my thinking about what needs to be done and it was consistent with the customer-led, listening, transparent culture that we must adopt to improve.

A lot of work is being done to improve our capture, attribution and control of subway delay incidents. I will provide the Board with an update on our progress to date, consistent with my statement at the January meeting that this was an area that would receive my scrutiny and that needed to be more clearly explained.

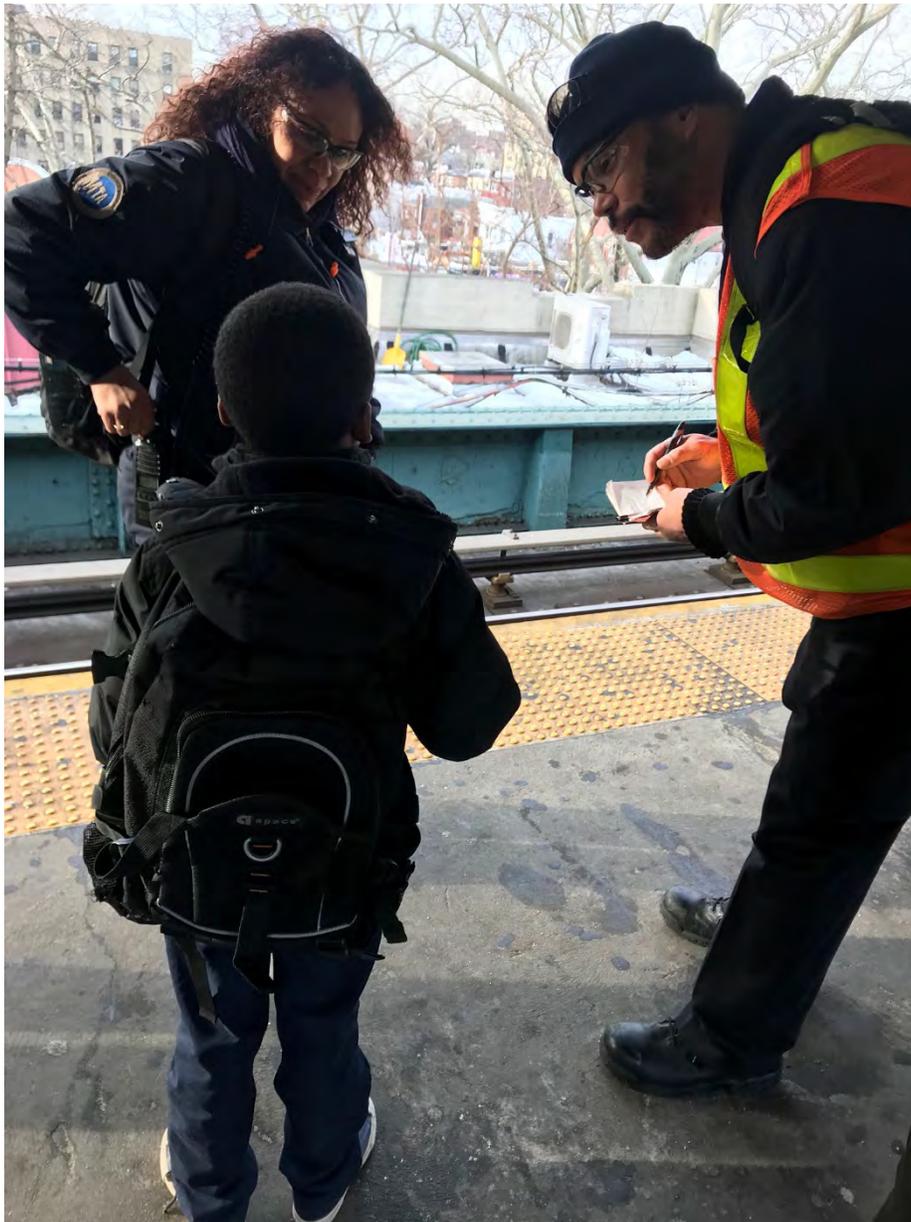
Recent operating performance has been adversely affected by late winter storms and flooding. I am confident that service reliability will now start to improve as our ongoing focus on basic maintenance and housekeeping takes effect. In the meantime, I would like to thank my 50,000 NYC Transit colleagues for their ongoing hard work to keep our great city moving.

**Andy Byford**

President, New York City Transit

## Customer Service Report: Subways

Frank Jezycki, Acting Senior Vice President



On March 23rd, Conductor Venus Marzan (background, left) and Train Service Supervisor Shawn Blakley (right) helped reunite a child who was separated from his mother on a 6 train. The train crew was initially alerted to the situation by a Superintendent from the Department of Buses, Mikhail Kolyadov, who was on the train when the child and mother were separated.

# March 2018 Highlights

## Department of Subways

On March 20, the Department of Subways lost a colleague when St Clair Ziare Richards-Stephens was tragically killed after falling from a worksite near 125<sup>th</sup> Street. He was a new member of the NYC Transit family, having joined Subways just six months ago. Subways took immediate action to suspend work along the right-of-way while safety policies and procedures were reviewed with all maintenance employees. A full investigation is underway to understand the root causes of this tragedy and to ensure it never happens again. Nothing trumps safety, and we have redoubled our efforts to ensure everyone gets home safely, every day.

Even though spring has officially arrived, winter weather hampered subway performance in March when there were four Nor'easters causing trains to be rerouted or stored underground and operated more slowly and cautiously on slippery rails. Trees fell onto the tracks above ground, and icy conditions led to longer dwell times in stations.

There were 84 major incidents on weekdays in March, including 27 related to the unfavorable weather. Excluding these weather-related incidents, there were 2.48 incidents per weekday compared to 2.95 in February. Looking at longer term trends and including weather-related incidents, weekday major incidents have declined 13.7%, from an average of 77 per month (for January-June 2017) to 66.4 per month (from July 2017 to March 2018). This improvement is due in large part to the Subway Action Plan, which has reduced track and signal issues through concentrated efforts to reduce defects, remove debris from the system, and install continuously welded rail.

Elevator availability was 96.5% in March, a 1.2% point improvement from March 2017, largely due to additional resources resulting from a contract for the older Washington Heights elevators, a reorganization of existing staff, and progress in filling vacancies. Escalator availability decreased 0.2% points from March 2017 to 94.2%.

Subway Car MDBF increased to 127,910 miles in February 2018, an increase of 1.9% compared to February 2017. New technology car performance in February was 19.6% stronger than its 12-month average, and the fleet performance overall was 6.9% stronger than the 12 month trend.

Additionally, the Subway Action Plan is now fully funded as the City has agreed to contribute \$418 million towards the \$836 million plan. This will allow Subways to accelerate its efforts to reduce incidents contributing to delays and improve the passenger environment.

Lastly, we experienced serious service disruptions across multiple lines in March and April at our Bergen St solid state interlocking on the F and G lines. The interlocking is a computer-based interlocking, consisting of electronic components and processors that collectively govern the safe movement of trips through the territory. In March and April, we experienced failures of combinations of components which led to significant disruptions for our customers. We are working on multiple fronts to improve the reliability of the interlocking, including restoring an uninterrupted power supply system, and reviewing system error logs to identify potential system upgrades. We continue to stage personnel onsite 24-7 to quickly respond to any issues as they arise and appreciate our customers' patience as we identify and address root cause.

**Frank Jezycki**  
Acting Senior Vice President, Department of Subways

# Subway Report

Subway Report Performance Indicators							
Category	Performance Indicator	Current Month: March 2018			12-Month Average		
		This Year	Last Year	% Diff	This Year	Last Year	% Diff
Customer-Focused Metrics	Weekday Major Incidents (Chart 1)	84	80	+5.0%	68.6	71.3	-3.9%
	Weekend Major Incidents (Chart 2)	10	8	+25.0%	7.9	8.3	-5.0%
	Weekday Service Delivered (Chart 3)	94.3%	94.5%	-0.2%	94.2%	95.3%	-1.1%
	Weekend Service Delivered (Chart 5)	97.0%	97.7%	-0.7%	96.6%	98.2%	-1.6%
	Additional Platform Time (h:mm:ss) (Chart 7)	0:01:22	0:01:19	3.8%	0:01:23	N/A*	N/A*
	Additional Train Time (h:mm:ss) (Chart 9)	0:01:21	0:01:33	-12.9%	0:01:30	N/A*	N/A*
Inputs to Operations	Mean Distance Between Failures (Chart 11) February 2018 Data**	127,910	125,470	+1.9%	119,622	114,261	+4.7%
	Elevator Availability (Chart 12)	96.5%	95.3%	+1.2%	96.1%	95.8%	+0.3%
	Escalator Availability (Chart 12)	94.2%	94.4%	-0.2%	94.3%	93.9%	+0.4%
Passenger Environment	Subway Car PES-KPI (Chart 13)				94.5%	95.1%	-0.6%
	Stations PES-KPI (Chart 14)				92.1%	88.3%	+3.8%
	Staten Island Railway PES-KPI (Chart 15)				90.2%	88.7%	+1.5%
Staten Island Railway	24 Hour On-Time Performance	96.9%	98.1%	-1.2%	96.8%	94.9%	+1.9%
	AM Rush On-Time Performance	96.9%	97.9%	-1.0%	96.9%	97.1%	-0.2%
	PM Rush On-Time Performance	94.9%	98.7%	-3.8%	96.5%	95.4%	+1.1%
	Percentage of Completed Trips	99.8%	99.9%	-0.1%	99.9%	99.8%	+0.1%
	Mean Distance Between Failures	56,656	74,359	-23.8%	60,014	47,114	+27.4%
Legacy Indicators	Weekday Wait Assessment (Chart 16)	70.3%	72.0%	-1.7%	70.4%	73.1%	-2.7%
	Weekend Wait Assessment (Chart 17)	76.6%	78.7%	-2.1%	76.9%	80.8%	-3.9%
	Weekday Terminal On-Time Performance (Chart 18) February 2018 Data**	61.7%	62.4%	-0.7%	62.9%	66.1%	-3.2%
	Weekend Terminal On-Time Performance (Chart 19) February 2018 Data**	62.5%	70.4%	-7.9%	68.1%	72.2%	-4.1%
	Weekday Trains Delayed (Chart 20) February 2018 Data**	60,446	57,204	+5.7%	64,068	56,229	+13.9%
	Weekend Trains Delayed (Chart 21) February 2018 Data**	20,504	14,600	+40.4%	17,003	14,119	+20.4%

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

\*\*Mean Distance Between Failure, Terminal On-Time Performance and Trains Delayed report information from two months prior while the other metrics report information from last month.

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

# Section 1: Customer-Focused Metrics

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

## Performance Indicator Definitions

### Major Incidents (Weekday and Weekend)

An unplanned incident that delays 50 or more trains. Major incidents are separated into 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)

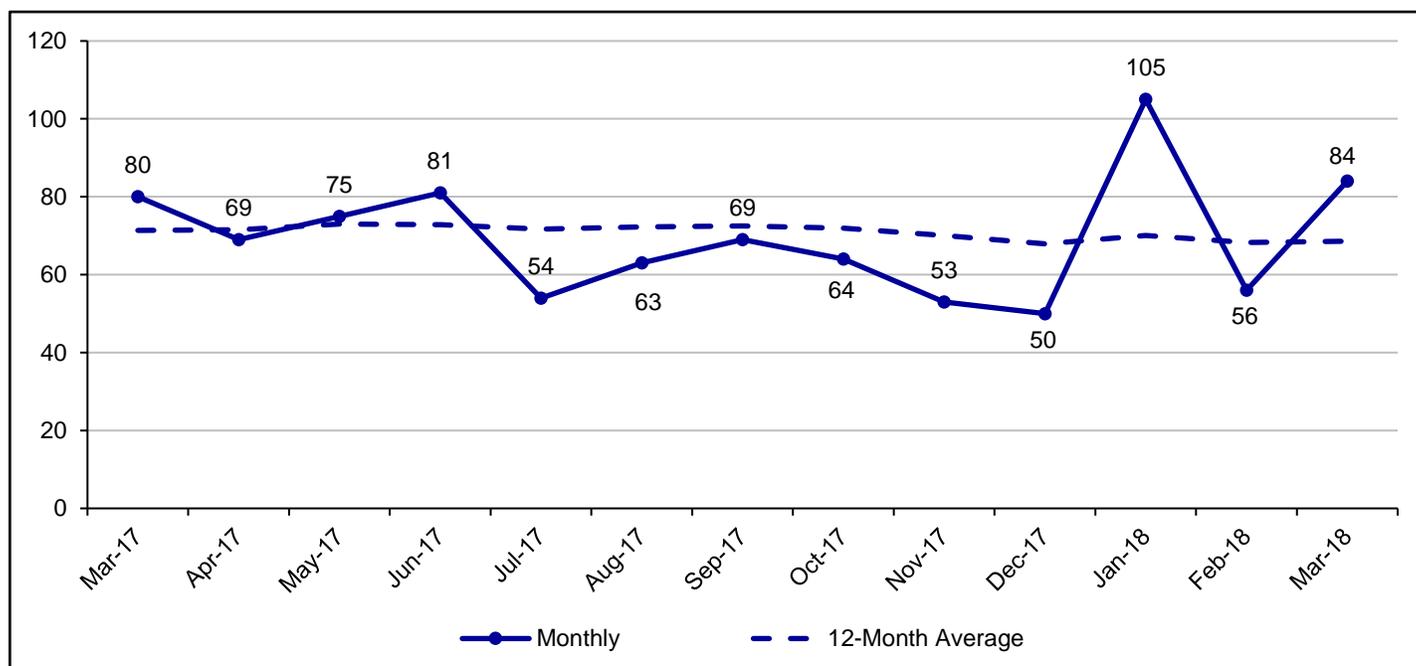
The average added time that customers spend waiting on the platform for a train, compared with their scheduled wait time. Additional Platform Time is measured using a combination of customers' MetroCard entry data into stations and train departure times from those stations, using information from the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



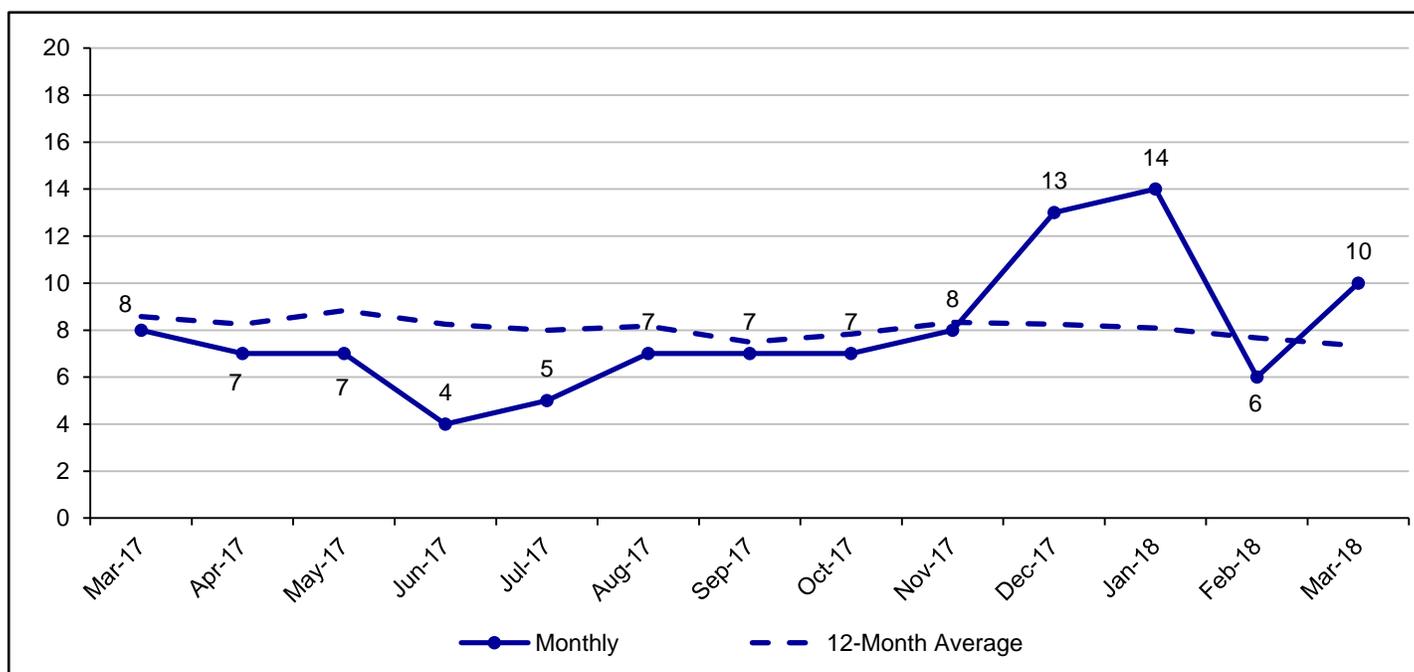
Categories	Monthly			12-Month Average		
	Mar 18	Mar 17	Difference	Mar 18	Mar 17	Difference
Track	13	15	-2	14.3	17.8	-3.5
Signals	19	22	-3	20.8	23.3	-2.5
Persons on Trackbed/Police/Medical	18	16	+2	15.6	15.3	+0.3
Stations & Structure	1	7	-6	5.3	3.2	+2.1
Subway Car	4	5	-1	4.0	5.3	-1.3
Other	29	15	+14	8.7	6.4	+2.3
<b>Subdivision A</b>	<b>38</b>	<b>39</b>	<b>-1</b>	<b>33.6</b>	<b>37.0</b>	<b>-3.4</b>
<b>Subdivision B</b>	<b>46</b>	<b>41</b>	<b>+5</b>	<b>35.0</b>	<b>34.3</b>	<b>+0.7</b>
<b>Systemwide</b>	<b>84</b>	<b>80</b>	<b>+4</b>	<b>68.6</b>	<b>71.3</b>	<b>-2.7</b>
Avg Incident Duration (h:mm:ss)	<b>0:12:32</b>	<b>0:14:43</b>	<b>-0:02:12</b>	<b>0:17:02</b>	<b>0:17:06</b>	<b>-0:00:04</b>
Avg Trains Delayed per Incident	<b>116</b>	<b>109</b>	<b>+7</b>	<b>111</b>	<b>102</b>	<b>+9</b>

### Major Incidents Discussion

- The 84 Major Incidents in March 2018 were 20% higher than the 12-month average of 68.6 and 28 higher than in February 2018.
- The increase is mostly due to the 27 weather-related incidents caused by the four March Nor'easters.
  - Excluding those related to weather, there were 57 Major Incidents in March, only one more than February despite four more weekdays in March.
- The 6<sup>th</sup> Avenue line (B, D, F, M) saw the largest reduction between March 2017 and 2018 (17 to 11 incidents).
- Comparing July 2017 to March 2018 to the first half of 2017 (before the Subway Action Plan was initiated), weekday major track incidents have declined by 11.1%, weekday major signal incidents have declined by 19.4%, and weekday major subway car incidents have declined by 21%.

Chart 1

## Subway Weekend Major Incidents (24 hours)



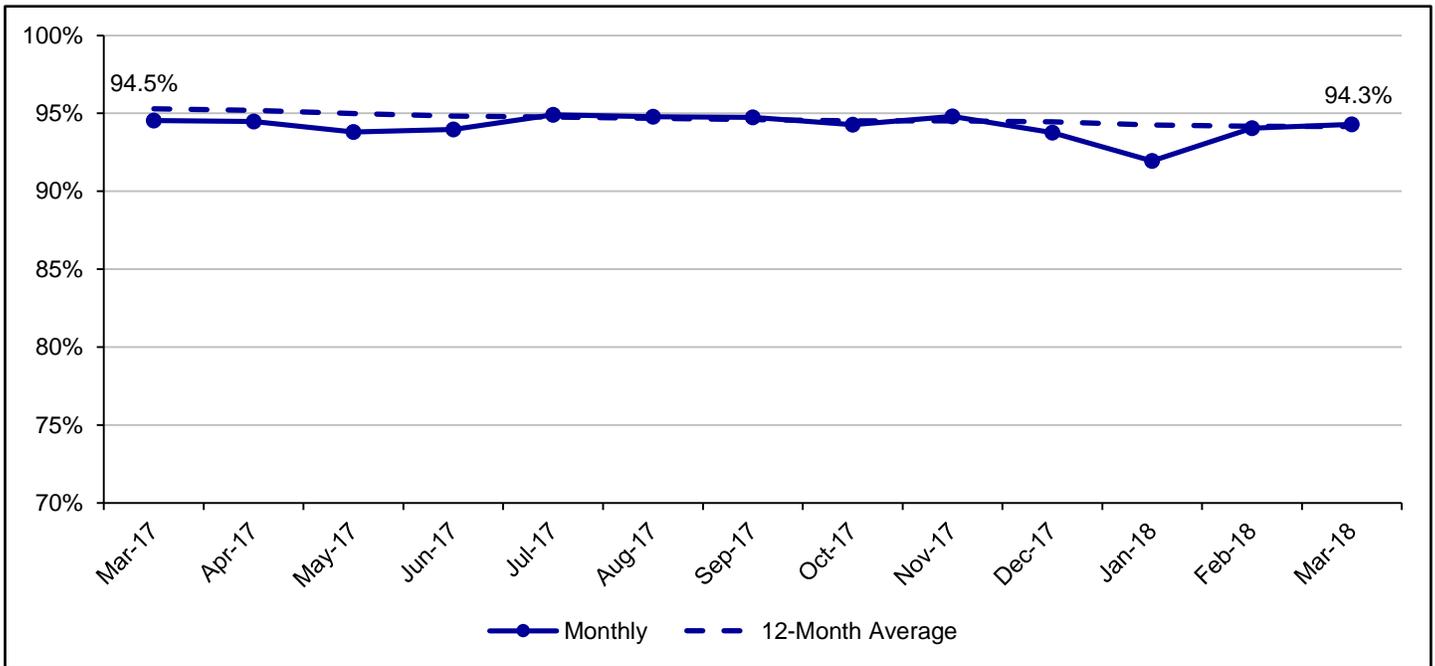
Categories	Monthly			12-Month Average		
	Mar 18	Mar 17	Difference	Mar 18	Mar 17	Difference
Track	1	0	+1	1.3	1.7	-0.4
Signals	3	2	+1	2.6	1.8	+0.8
Persons on Trackbed/Police/Medical	1	1	0	1.1	2.3	-1.2
Stations & Structure	2	0	+2	0.6	0.3	+0.3
Subway Car	0	0	0	0.2	0.4	-0.2
Other	3	5	-2	2.3	1.9	+0.4
<b>Subdivision A</b>	<b>5</b>	<b>6</b>	<b>-1</b>	<b>3.8</b>	<b>4.2</b>	<b>-0.4</b>
<b>Subdivision B</b>	<b>5</b>	<b>2</b>	<b>+3</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>
<b>Systemwide</b>	<b>10</b>	<b>8</b>	<b>+2</b>	<b>7.9</b>	<b>8.3</b>	<b>-0.4</b>
Avg Incident Duration (h:mm:ss)	<b>0:38:00</b>	<b>0:13:52</b>	<b>+0:24:07</b>	<b>0:20:54</b>	<b>0:22:52</b>	<b>-0:01:58</b>
Avg Trains Delayed per Incident	<b>100</b>	<b>112</b>	<b>-11</b>	<b>98</b>	<b>88</b>	<b>+10</b>

### Major Incidents Discussion

- Of the ten weekend major incidents in March, two on Saturday, March 24<sup>th</sup> related to the March for Our Lives protest, caused the majority of delays.
- That day there were 236 delays on the A, C and D lines and 134 delays on the Broadway-7th Avenue Line (1, 2, 3).
  - Subways rerouted A trains to provide additional service to the march's starting point in Central Park, but total capacity was limited because of the need to continue system rebuilding work, including Subway Action Plan projects.

**Chart 2**

## Subway Weekday % Service Delivered (Peak Hours)



	Monthly			12-Month Average		
	Mar 18	Mar 17	Difference	Mar 18	Mar 17	Difference
<b>Subdivision A</b>	91.4%	91.9%	-0.5%	92.0%	93.2%	-1.2%
<b>Subdivision B</b>	96.4%	96.5%	-0.1%	95.7%	96.9%	-1.2%
<b>Systemwide</b>	94.3%	94.5%	-0.2%	94.2%	95.3%	-1.1%

### Weekday Service Delivered Discussion

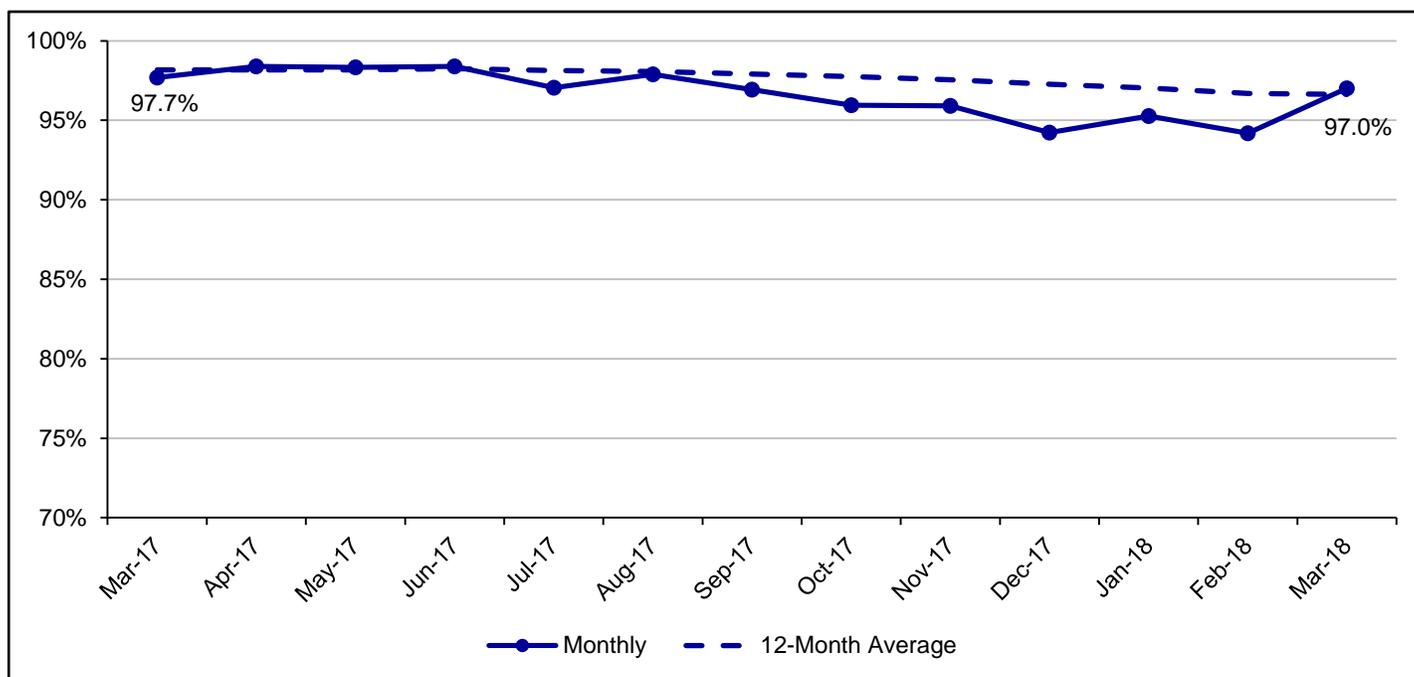
- Service Delivered improved by 0.2% in March 2018 vs. the prior month, but is -0.2% lower than one year earlier.
- The four late-season snow storms negatively affected Service Delivered.
  - Excluding storms this indicator is flat with the prior period.
  - Lines with outdoor sections (5, 7, A and L) were most susceptible and experienced the most significant declines.

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

<u>Line</u>	<u>Mar 18</u>	<u>Mar 17</u>	<u>Difference</u>
1	98.0%	96.4%	+1.6%
2	92.7%	90.1%	+2.6%
3	94.3%	94.0%	+0.3%
4	87.4%	90.4%	-3.0%
5	86.3%	84.5%	+1.8%
6	87.9%	90.2%	-2.3%
7	88.3%	91.9%	-3.6%
S 42nd	99.0%	99.8%	-0.8%
<b>Subdivision A</b>	<b>91.4%</b>	<b>91.9%</b>	<b>-0.5%</b>
A	96.4%	96.1%	+0.3%
B	98.4%	97.1%	+1.3%
C	97.1%	95.7%	+1.4%
D	98.5%	97.8%	+0.7%
E	92.8%	94.7%	-1.9%
F	96.6%	97.8%	-1.2%
S Fkn	99.7%	98.0%	+1.7%
G	100.4%	101.3%	-0.9%
S Rock	99.6%	99.8%	-0.2%
JZ	97.6%	95.8%	+1.8%
L	95.0%	97.6%	-2.6%
M	95.3%	94.9%	+0.4%
N	94.9%	96.8%	-1.9%
Q	95.7%	94.0%	+1.7%
R	95.8%	97.0%	-1.2%
W	93.1%	91.4%	+1.7%
<b>Subdivision B</b>	<b>96.4%</b>	<b>96.5%</b>	<b>-0.1%</b>
<b>Systemwide</b>	<b>94.3%</b>	<b>94.5%</b>	<b>-0.2%</b>

**Chart 4**

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



	Monthly			12-Month Average		
	Mar 18	Mar 17	Difference	Mar 18	Mar 17	Difference
<b>Subdivision A</b>	94.8%	95.3%	-0.5%	95.3%	97.6%	-2.3%
<b>Subdivision B</b>	98.4%	99.1%	-0.7%	97.5%	98.5%	-1.0%
<b>Systemwide</b>	97.0%	97.7%	-0.7%	96.6%	98.2%	-1.6%

### Weekend Service Delivered Discussion

- Weekend Service Delivered declined by -0.7% vs. the prior year but improved over February 2018.
  - The A Division improved by 4.0% and the B division by 2.0% for an overall improvement of 2.8%.
- Weekend Service Delivered in March was the best month since August 2017, a month with significantly lower ridership and more favorable weather.

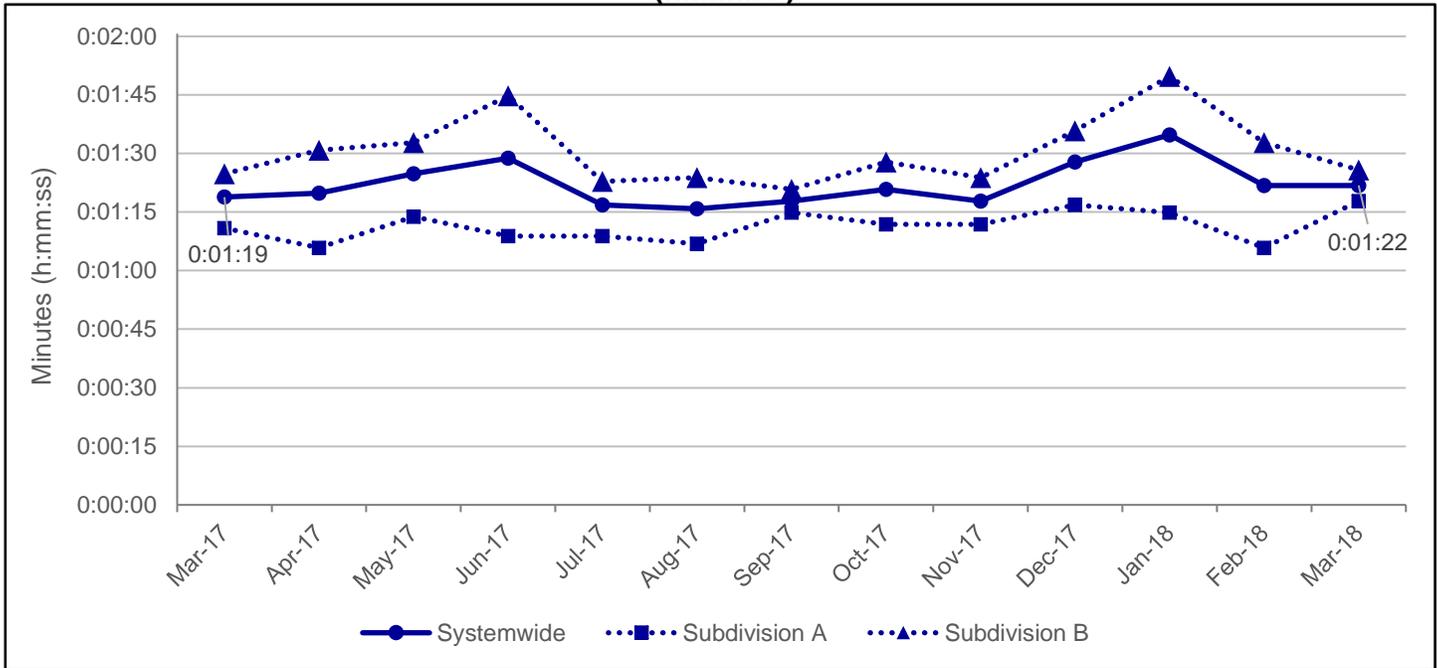
**Subway Weekend % Service Delivered**  
**Monthly**  
**(10 a.m. to 6 p.m.)**

<u>Line</u>	<u>Mar 18</u>	<u>Mar 17</u>	<u>Difference</u>
1	98.1%	88.5%	+9.6%
2	91.7%	92.9%	-1.2%
3	98.1%	97.1%	+1.0%
4	91.2%	92.7%	-1.5%
5	93.1%	98.1%	-5.0%
6	96.8%	97.5%	-0.7%
7	95.6%	97.0%	-1.4%
S 42nd	99.9%	99.8%	+0.1%
<b>Subdivision A</b>	<b>94.8%</b>	<b>95.3%</b>	<b>-0.5%</b>
A	97.4%	97.4%	+0.0%
C	97.6%	97.5%	+0.1%
D	99.4%	98.1%	+1.3%
E	96.8%	99.5%	-2.7%
F	99.4%	100.1%	-0.7%
S Fkln	100.0%	99.7%	+0.3%
G	100.0%	99.5%	+0.5%
S Rock	97.5%	100.0%	-2.5%
JZ	98.9%	99.5%	-0.6%
L*	96.9%	98.4%	-1.5%
M**	99.5%	99.1%	+0.4%
N	98.3%	97.2%	+1.1%
Q	98.5%	100.1%	-1.6%
R	98.5%	100.7%	-2.2%
<b>Subdivision B</b>	<b>98.4%</b>	<b>99.1%</b>	<b>-0.7%</b>
<b>Systemwide</b>	<b>97.0%</b>	<b>97.7%</b>	<b>-0.7%</b>

\*Note: Due to a data outage, 3/10/2018 is excluded from the L line Service Delivered metric.

\*\*Note: Due to planned work that began in September 2017, M service operates as a shuttle between Metropolitan Av and Myrtle-Wyckoff Aves on some weekends. When this occurs its operation is not captured by the Service Delivered measurement location for the M at Essex St. Due to this planned work the March 2018 metric includes a limited number of days.

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



	Monthly			12-Month Average
	Mar 18	Mar 17	Difference	Mar 18
<b>Subdivision A</b>	0:01:18	0:01:11	<b>+0:00:07</b>	0:01:12
<b>Subdivision B</b>	0:01:26	0:01:25	<b>+0:00:01</b>	0:01:31
<b>Systemwide</b>	0:01:22	0:01:19	<b>+0:00:03</b>	0:01:23

### Additional Platform Time Discussion

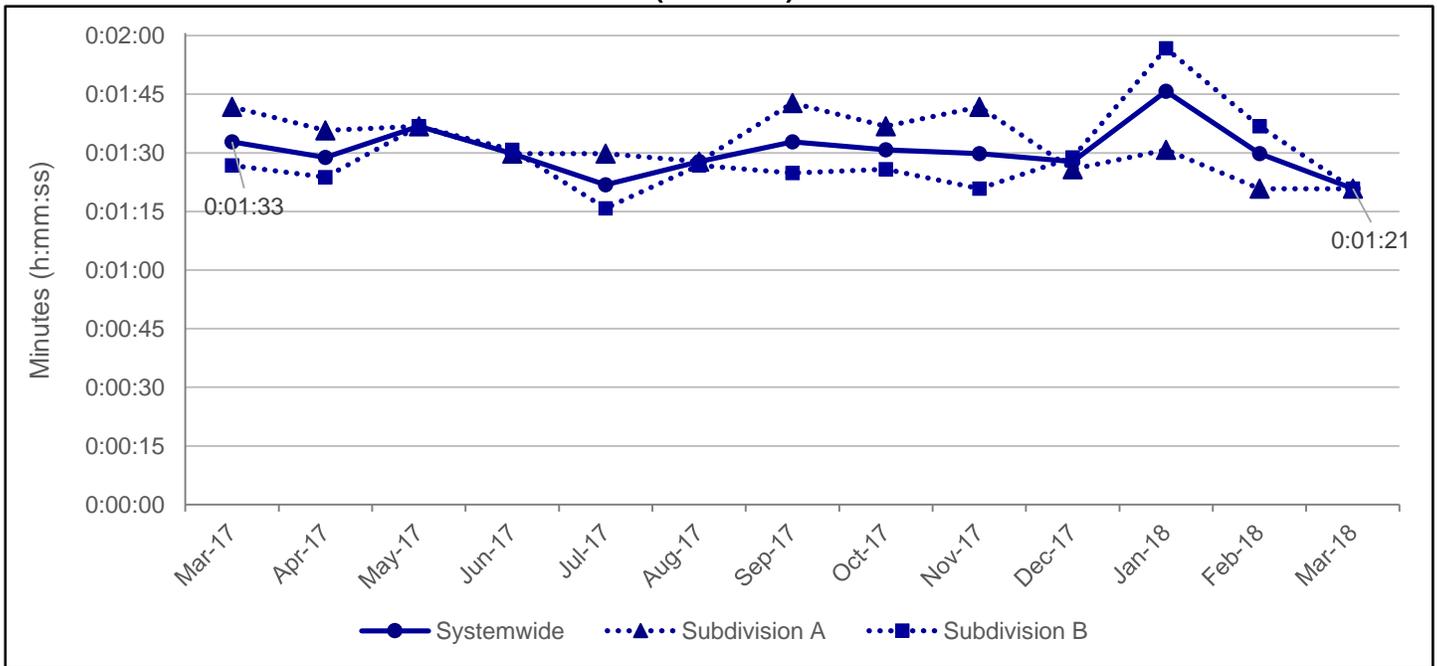
- APT systemwide was flat from March 2018 to February 2018, and worsened by three seconds from the prior year.
- The A division worsened by seven seconds when compared to the prior year.
  - Much of this increase is related to the tragic fatality and resulting service disruptions which occurred on March 20. Service on the 4, 5 and 6 lines was suspended between the Bronx and Manhattan for several hours as emergency personnel responded to the scene and the investigation began.
- The decrease on the 7 line is attributable to month-long track work which had all 7 trains running on the local tracks between 74 St and Queensboro Plaza. In effect this increased service to local stations, reducing Additional Platform Time but increasing Additional Train time.
- Although the B division was virtually unchanged, there was a significant increase on the L line.
  - This was due in part to a CBTC failure on March 8 caused by fiber optic cable damage on the outdoor portion of the line that disrupted service for several hours.

Note: This metric uses electronic data made available systemwide by the MTA's investments in new train tracking technology and in more robust methods for determining how customers use the subway. It is likely that this measure will be refined and enhanced as the MTA gains experience integrating the latest technology and information. Data for the B Division is not available prior to March 2017.

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

<u>Line</u>	<u>Mar 18</u>	<u>Mar 17</u>	<u>Difference</u>
1	0:00:54	0:00:59	-0:00:05
2	0:01:00	0:01:14	-0:00:14
3	0:00:48	0:00:52	-0:00:04
4	0:01:34	0:01:10	+0:00:24
5	0:01:36	0:01:24	+0:00:12
6	0:01:57	0:01:16	+0:00:41
7	0:01:12	0:01:27	-0:00:15
S 42nd	0:00:27	0:00:28	-0:00:01
<b>Subdivision A</b>	0:01:18	0:01:11	+0:00:07
A	0:01:17	0:01:19	-0:00:02
B	0:01:33	0:01:48	-0:00:15
C	0:01:44	0:01:49	-0:00:05
D	0:01:35	0:01:30	+0:00:05
E	0:01:10	0:01:09	+0:00:01
F	0:01:31	0:01:24	+0:00:07
S Fkln	0:00:21	0:00:09	+0:00:12
G	0:01:39	0:01:21	+0:00:18
S Rock	0:00:47	0:00:38	+0:00:09
JZ	0:01:24	0:01:43	-0:00:19
L	0:01:41	0:00:59	+0:00:42
M	0:01:36	0:02:00	-0:00:24
N	0:01:23	0:01:22	+0:00:01
Q	0:01:13	0:01:29	-0:00:16
R	0:01:25	0:01:24	+0:00:01
W	0:01:05	0:01:04	+0:00:01
<b>Subdivision B</b>	0:01:26	0:01:25	+0:00:01
<b>Systemwide</b>	<b>0:01:22</b>	0:01:19	+0:00:03

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



	Monthly			12-Month Average
	Mar 18	Mar 17	Difference	Mar 18
<b>Subdivision A</b>	0:01:21	0:01:42	<b>-0:00:21</b>	0:01:32
<b>Subdivision B</b>	0:01:21	0:01:27	<b>-0:00:06</b>	0:01:29
<b>Systemwide</b>	0:01:21	0:01:33	<b>-0:00:12</b>	0:01:30

### Additional Train Time Discussion

- ATT systemwide improved by eight seconds from February 2018 to March 2018 and by 11 seconds when compared to the prior year.
- ATT on the A division improved by 21 seconds compared to a year earlier, totaling 0:01:21.
  - Schedule adjustments to the 2, 3, 4 and 5 lines have all decreased additional train time relative to the prior year.
  - The flipside of the improvements in Additional Platform Time on the 7 is the higher Additional Travel Time due to increased traffic on the local tracks between 74 St and Queensboro Plaza.

Note: This metric uses electronic data made available systemwide by the MTA's investments in new train tracking technology and in more robust methods for determining how customers use the subway. It is likely that this measure will be refined and enhanced as the MTA gains experience integrating the latest technology and information. Data for the B Division is not available prior to March 2017.

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

<u>Line</u>	<u>Mar 18</u>	<u>Mar 17</u>	<u>Difference</u>
1	0:01:03	0:01:08	-0:00:05
2	0:01:17	0:02:03	-0:00:46
3	0:00:59	0:01:32	-0:00:33
4	0:01:29	0:02:11	-0:00:42
5	0:01:32	0:02:41	-0:01:09
6	0:01:27	0:01:28	-0:00:01
7	0:01:52	0:01:21	+0:00:31
S 42nd	0:00:30	0:00:26	+0:00:04
<b>Subdivision A</b>	0:01:21	0:01:42	-0:00:21
A	0:01:46	0:01:54	-0:00:08
B	0:01:38	0:01:57	-0:00:19
C	0:01:07	0:00:55	+0:00:12
D	0:01:38	0:01:45	-0:00:07
E	0:01:10	0:01:34	-0:00:24
F	0:01:36	0:01:40	-0:00:04
S Fkln	0:00:46	0:00:49	-0:00:03
G	0:01:31	0:01:26	+0:00:05
S Rock	0:00:25	0:00:25	+0:00:00
JZ	0:01:57	0:02:16	-0:00:19
L	0:00:19	0:00:03	+0:00:16
M	0:00:51	0:01:15	-0:00:24
N	0:01:47	0:01:49	-0:00:02
Q	0:01:52	0:01:52	+0:00:00
R	0:00:56	0:00:53	+0:00:03
W	0:00:45	0:01:11	-0:00:26
<b>Subdivision B</b>	0:01:21	0:01:27	-0:00:06
<b>Systemwide</b>	<b>0:01:21</b>	<b>0:01:33</b>	<b>-0:00:12</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**

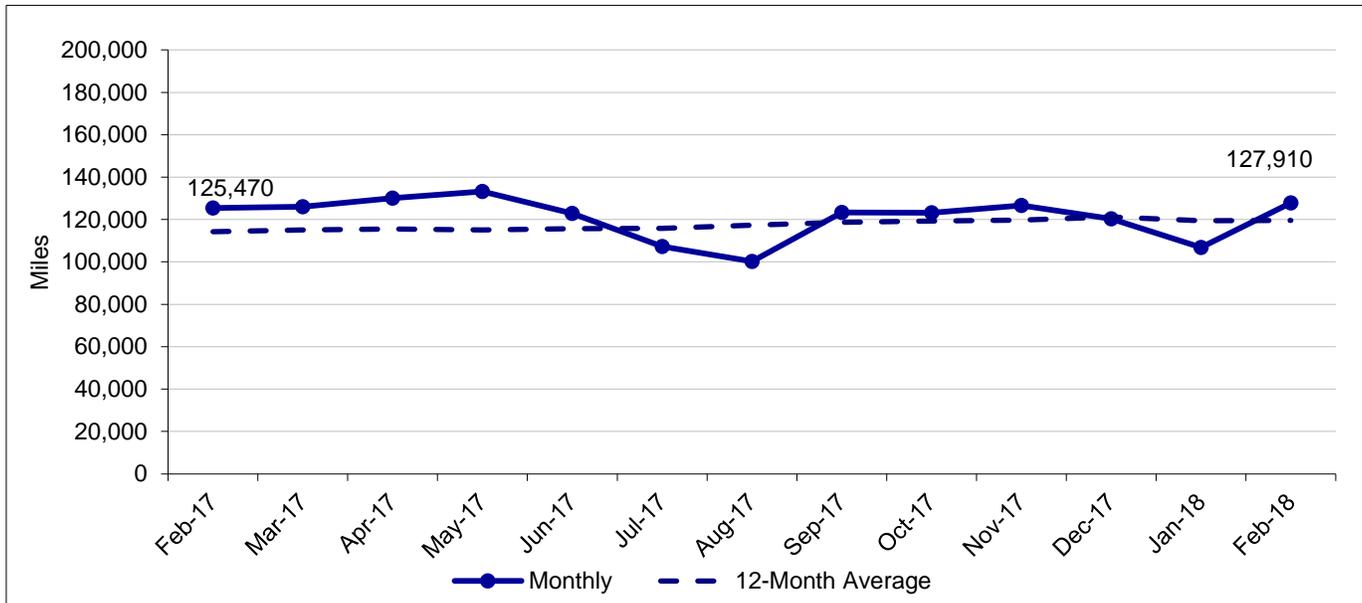
#### **Mean Distance Between Failure (MDBF)**

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

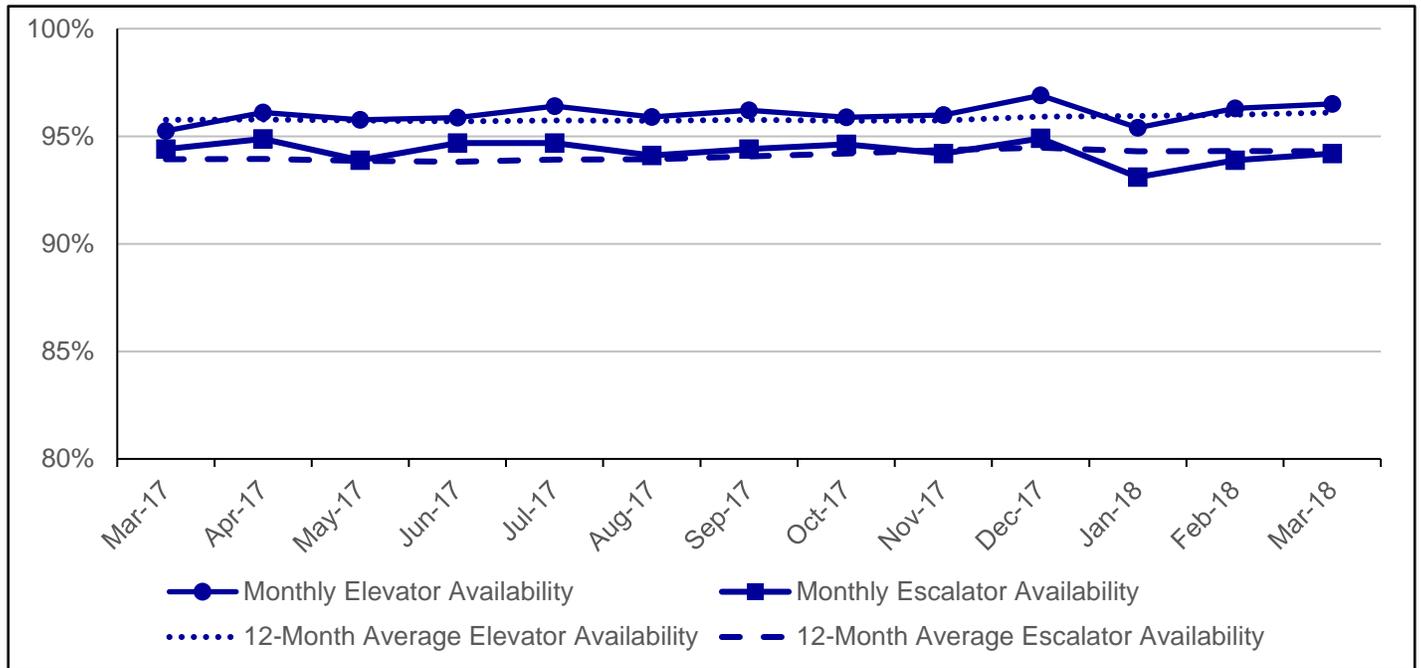


	# of Cars	Monthly		% Diff
		Feb '18	Feb '17	
<b>Subdivision A</b>	2,895	138,591	122,509	<b>+13.1%</b>
<b>Subdivision B</b>	3,523	121,299	127,637	<b>-5.0%</b>
<b>Systemwide</b>	6,418	127,910	125,470	<b>+1.9%</b>
		12-Month Average		
Car Class	# of Cars	Feb '18	Feb '17	% Diff
R32	222	32,750	33,217	-1.4%
R42	50	35,467	42,094	-15.7%
R46	752	71,398	73,917	-3.4%
R62	315	193,784	216,306	-10.4%
R62A	824	100,573	84,988	+18.3%
R68	425	98,682	120,838	-18.3%
R68A	200	94,046	99,385	-5.4%
R142	1,030	162,916	148,382	+9.8%
R142A	220	58,927	47,997	+22.8%
R143	212	96,623	56,254	+71.8%
R160	1,662	248,310	245,721	+1.1%
R188 - New	126	488,654	591,207	-17.3%
R188 - Conversion	380	158,277	201,532	-21.5%
<b>Subdivision A</b>	2,895	127,884	115,923	<b>+10.3%</b>
<b>Subdivision B</b>	3,523	114,346	113,075	<b>+1.1%</b>
<b>Fleet</b>	<b>6,418</b>	<b>119,622</b>	<b>114,261</b>	<b>+4.7%</b>

### MDBF Discussion

- February MDBF results indicated consistent performance for the legacy fleets with improvements in the New Tech/Millennium fleets.
- The subway car fleet performance continues an improving trend. Comparing July 2017 to February 2018 to the first half of 2017 (before the Subway Action Plan was initiated), the 12-month rolling MDBF increased 3.6%, from 114,812 to 118,918 miles.

## Elevator and Escalator Availability (24 Hours)



	Monthly			12-Month Average		
	Mar 18	Mar 17	Difference	Mar 18	Mar 17	Difference
<b>Elevator Availability</b>	96.5%	95.3%	<b>+1.2%</b>	96.1%	95.8%	<b>+0.3%</b>
<b>Escalator Availability</b>	94.2%	94.4%	<b>-0.2%</b>	94.3%	93.9%	<b>+0.4%</b>

### Elevator and Escalator Availability Discussion

- Comparing July 2017 to March 2018 to the first half of 2017 (before the Subway Action Plan was initiated), elevator availability improved from 95.6% to 96.2%. Comparing the same periods, escalator availability declined by only 0.2%, from 94.4% to 94.2%.
- This year, the MTA will be surveying 150 subway stations and studying the feasibility and cost of making them ADA accessible, with the remainder being studied next year.

## 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 experience. 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 experience. 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

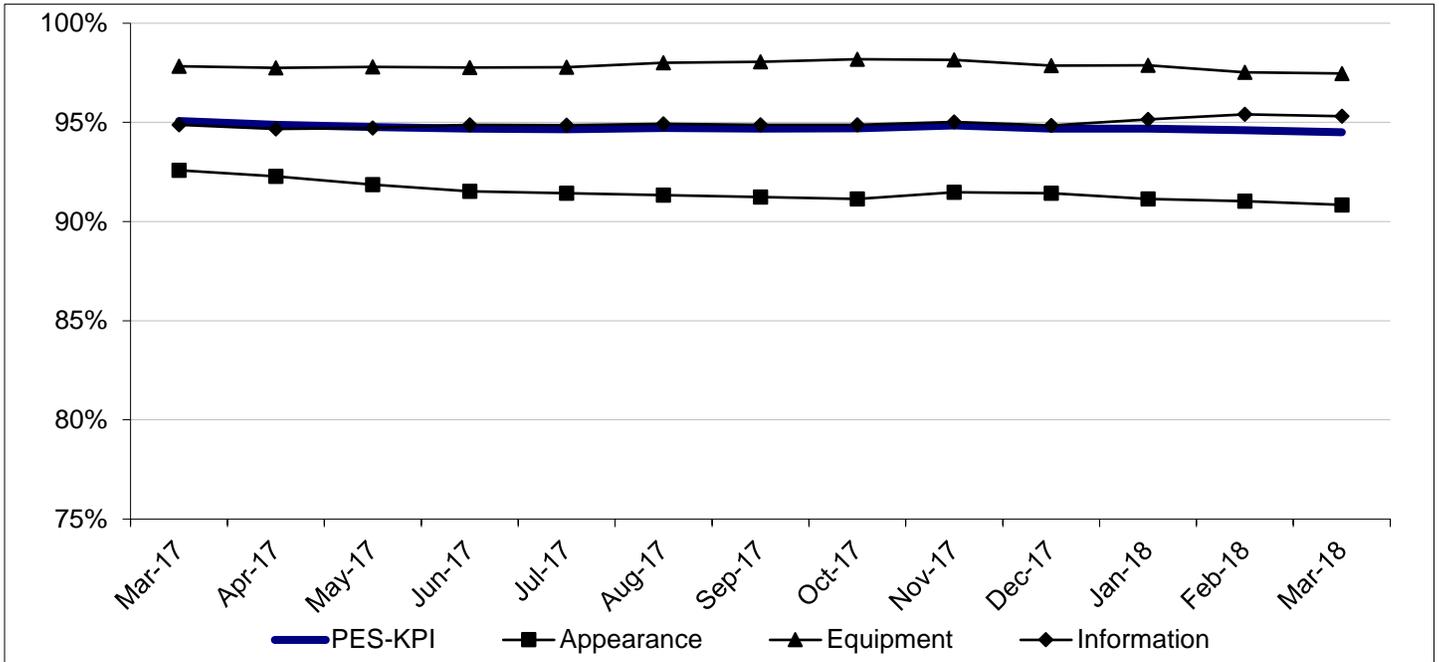
PES-KPI is a composite indicator for the Staten Island Railway car and station environments, which consists of three indicators designed to reflect customer experiences.

*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

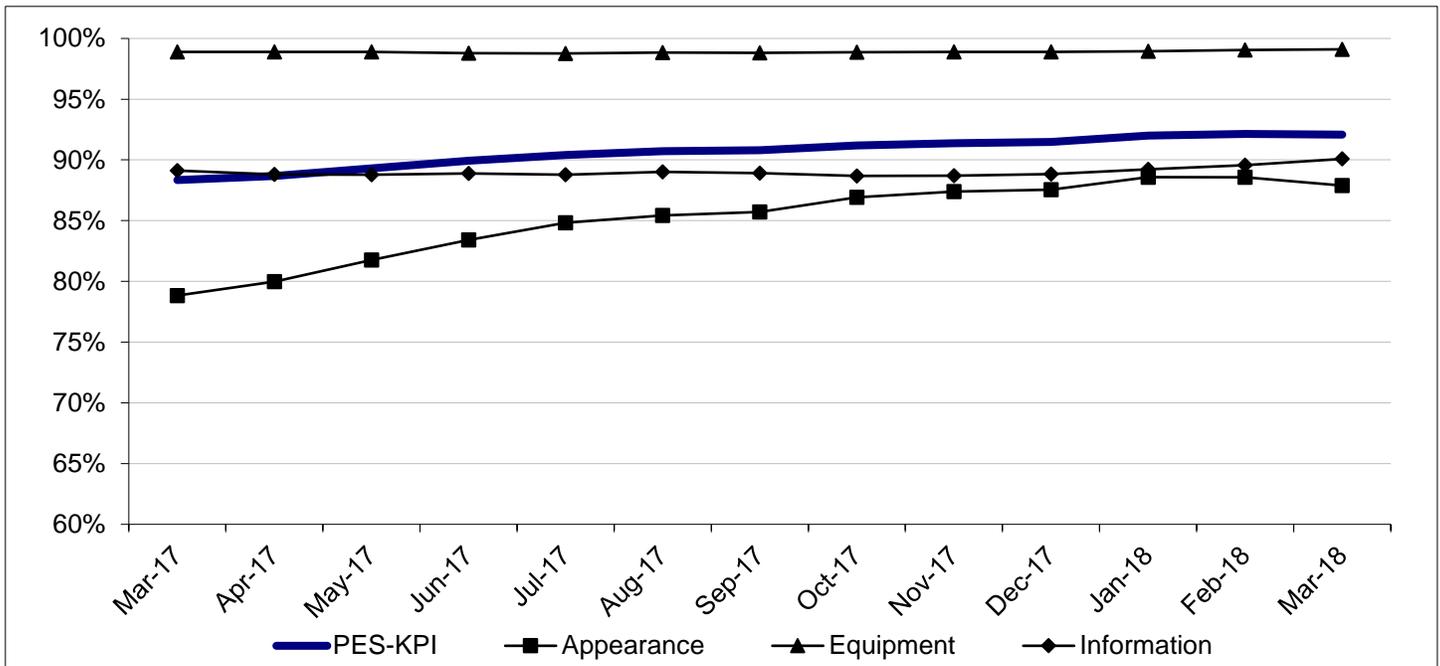


	Apr 17 - Mar 18				Apr 16 - Mar 17				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
<b>Subdivision A</b>	<b>94.8%</b>	92.4%	97.1%	94.8%	<b>94.9%</b>	93.5%	97.3%	94.0%	<b>-0.1%</b>
<b>Subdivision B</b>	<b>94.4%</b>	90.0%	97.7%	95.6%	<b>95.2%</b>	92.1%	98.1%	95.5%	<b>-0.8%</b>
<b>Systemwide</b>	<b>94.5%</b>	90.8%	97.5%	95.3%	<b>95.1%</b>	<b>92.6%</b>	<b>97.8%</b>	<b>94.9%</b>	<b>-0.6%</b>

### Subway Car Passenger Environment Survey Discussion

- The Subway Car PES Key Performance Indicator (KPI) decreased by -0.6% when compared to the previous 12 month period.
- Appearance has declined for both Subdivisions and Systemwide; however, there has been an uptick in the percentage for information and a slight decrease in equipment percentage.

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

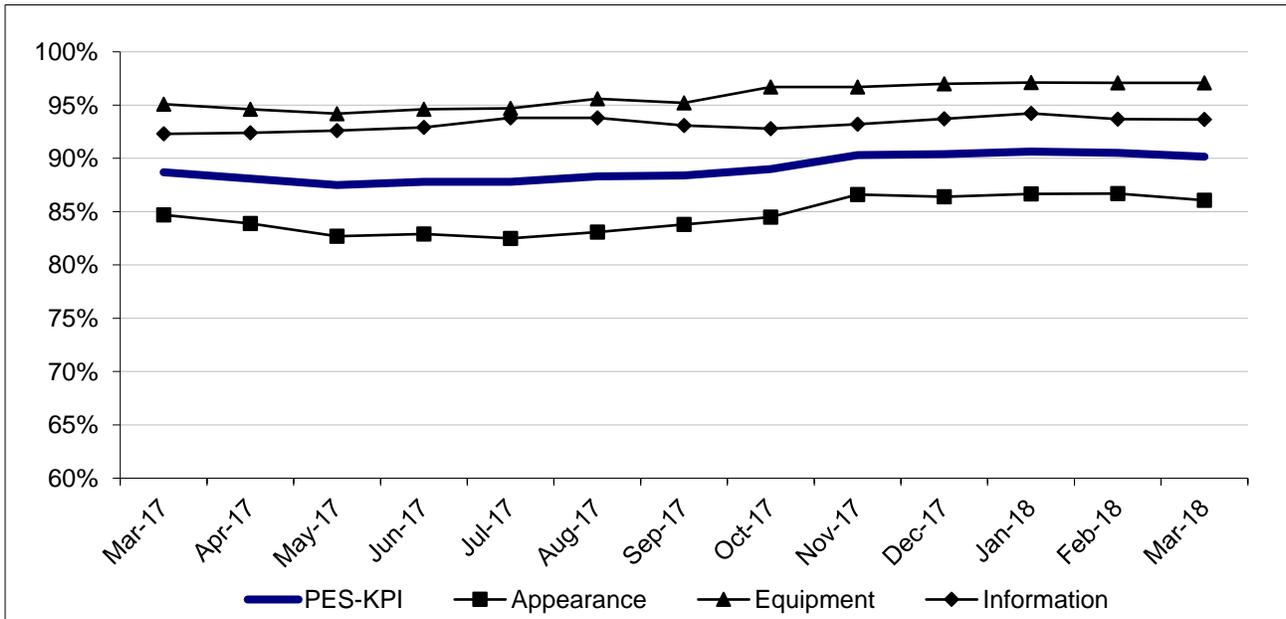


Borough	Apr 17 - Mar 18				Apr 16 - Mar 17				% Difference KPI
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	
<b>Bronx</b>	<b>91.3%</b>	85.2%	99.4%	90.7%	<b>85.8%</b>	72.0%	98.6%	89.3%	<b>+5.5%</b>
<b>Manhattan</b>	<b>93.0%</b>	89.8%	99.1%	90.7%	<b>88.3%</b>	78.9%	98.9%	88.9%	<b>+4.7%</b>
<b>Brooklyn</b>	<b>91.7%</b>	86.7%	99.1%	90.3%	<b>89.9%</b>	81.5%	99.1%	90.7%	<b>+1.8%</b>
<b>Queens</b>	<b>91.8%</b>	89.3%	99.1%	87.7%	<b>87.6%</b>	79.8%	98.6%	85.8%	<b>+4.2%</b>
<b>Systemwide</b>	<b>92.1%</b>	<b>87.9%</b>	<b>99.1%</b>	<b>90.1%</b>	<b>88.3%</b>	<b>78.8%</b>	<b>98.9%</b>	<b>89.1%</b>	<b>+3.8%</b>

### Station Passenger Environment Survey Discussion

- The Station PES increased by +3.8%, with improvements across all boroughs, largely driven by Appearance scores.
- This can be attributed to new survey methods that are more precise.
- The Bronx increased by +5.5%, the largest increase by Borough.

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



	PES-KPI	Appearance	Equipment	Information
<b>Apr 17 - Mar 18:</b>	90.2%	86.1%	97.1%	93.7%
<b>Apr 16 - Mar 17:</b>	88.7%	84.7%	95.1%	92.3%
<b>% Difference:</b>	<b>+1.5%</b>	<b>+1.4%</b>	<b>+2.0%</b>	<b>+1.4%</b>

### SIR Discussion

- Staten Island Railway Passenger Environment Survey scores increased by 1.5% with the largest increase in the Equipment score (+2.0%)

## 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)

**Mar 18**

**Mar 17**

<u>Line</u>	<u>Mar 18</u>					<u>Mar 17</u>					<u>Monthly Standard Difference</u>
	<u>Monthly Meets</u>	<u>Monthly GAP</u>			<u>12 month Meets</u>	<u>Monthly Meets</u>	<u>Monthly GAP</u>			<u>12 month 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	78.1%	9.4%	7.5%	5.0%	76.3%	77.8%	9.7%	7.2%	5.3%	77.1%	+0.3%
2	66.9%	11.2%	11.1%	10.8%	65.6%	67.8%	10.8%	10.8%	10.5%	68.5%	-0.9%
3	69.9%	11.5%	10.2%	8.4%	69.5%	71.6%	11.3%	9.4%	7.7%	73.1%	-1.7%
4	65.0%	10.1%	10.3%	14.6%	65.7%	67.7%	10.5%	10.0%	11.8%	68.4%	-2.7%
5	61.4%	10.9%	11.7%	16.0%	60.8%	62.1%	10.5%	12.2%	15.2%	64.0%	-0.7%
6	64.4%	9.7%	10.8%	15.1%	67.0%	67.1%	9.8%	10.4%	12.7%	66.3%	-2.7%
7	64.4%	11.5%	12.2%	11.8%	69.3%	69.4%	11.8%	9.9%	8.9%	73.0%	-5.0%
S 42nd	94.2%	3.1%	1.4%	1.3%	94.3%	94.9%	3.0%	1.3%	0.8%	92.7%	-0.7%
<b>Subdivision A</b>	<b>68.1%</b>	<b>10.3%</b>	<b>10.1%</b>	<b>11.5%</b>	<b>68.5%</b>	<b>69.7%</b>	<b>10.3%</b>	<b>9.8%</b>	<b>10.2%</b>	<b>70.6%</b>	<b>-1.6%</b>
A	67.2%	9.7%	10.9%	12.1%	67.0%	68.7%	9.1%	10.2%	12.1%	70.1%	-1.5%
B	74.0%	11.9%	9.0%	5.0%	72.4%	74.1%	11.2%	7.6%	7.1%	75.8%	-0.1%
C	72.3%	12.0%	9.7%	5.9%	69.5%	74.1%	12.1%	8.2%	5.5%	73.8%	-1.8%
D	72.3%	12.1%	10.2%	5.4%	72.3%	75.4%	11.0%	8.0%	5.6%	77.9%	-3.1%
E	66.4%	11.6%	11.6%	10.4%	66.9%	70.7%	10.6%	9.7%	9.0%	72.0%	-4.3%
F	67.7%	10.4%	10.8%	11.2%	68.2%	70.9%	9.3%	9.5%	10.3%	72.0%	-3.2%
S Fkln	98.0%	1.2%	0.5%	0.3%	98.3%	98.4%	0.3%	0.2%	1.2%	98.1%	-0.4%
G	80.0%	10.1%	5.9%	3.9%	80.1%	81.4%	10.5%	5.4%	2.6%	82.3%	-1.4%
S Rock	94.6%	2.7%	1.2%	1.6%	93.9%	93.9%	2.9%	1.7%	1.5%	93.9%	+0.7%
JZ	76.7%	10.7%	7.7%	5.0%	76.0%	74.8%	10.6%	8.1%	6.5%	77.4%	+1.9%
L	74.6%	11.3%	7.9%	6.2%	76.5%	78.7%	11.8%	6.3%	3.3%	77.4%	-4.1%
M	74.8%	10.5%	8.0%	6.7%	71.4%	75.0%	10.4%	8.0%	6.6%	75.9%	-0.2%
N	70.1%	11.7%	10.1%	8.1%	71.4%	73.2%	11.1%	8.6%	7.1%	76.1%	-3.1%
Q	77.3%	10.9%	7.7%	4.1%	75.1%	74.1%	11.1%	9.0%	5.8%	76.9%	+3.2%
R	71.1%	11.2%	9.4%	8.3%	71.2%	75.7%	9.8%	7.8%	6.6%	75.7%	-4.6%
W	71.9%	11.5%	8.4%	8.2%	71.2%	67.1%	11.1%	10.6%	11.1%	69.8%	+4.8%
<b>Subdivision B</b>	<b>72.2%</b>	<b>10.9%</b>	<b>9.2%</b>	<b>7.7%</b>	<b>72.0%</b>	<b>74.1%</b>	<b>10.4%</b>	<b>8.3%</b>	<b>7.2%</b>	<b>75.4%</b>	<b>-1.9%</b>
<b>Systemwide</b>	<b>70.3%</b>	<b>10.6%</b>	<b>9.6%</b>	<b>9.4%</b>	<b>70.4%</b>	<b>72.0%</b>	<b>10.4%</b>	<b>9.0%</b>	<b>8.6%</b>	<b>73.1%</b>	<b>-1.7%</b>

Note: W service began in November 2016.

Chart 16

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

Line	Mar 18					Mar 17					Monthly Standard Difference
	Monthly Meets	Monthly GAP			12 month Meets	Monthly Meets	Monthly GAP			12 month Meets	
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	
1	82.0%	9.7%	5.9%	2.5%	78.5%	60.9%	18.4%	11.5%	9.3%	80.3%	+21.1%
2	68.9%	11.4%	10.2%	9.5%	66.8%	69.1%	12.1%	11.8%	7.0%	72.8%	-0.2%
3	87.0%	7.5%	3.3%	2.3%	87.1%	76.1%	12.6%	7.8%	3.5%	84.1%	+10.9%
4	64.1%	11.4%	12.6%	11.9%	67.9%	68.6%	10.5%	10.6%	10.3%	73.6%	-4.5%
5	69.6%	12.7%	11.7%	6.0%	71.3%	83.5%	8.7%	4.5%	3.4%	78.8%	-13.9%
6	75.5%	11.0%	8.6%	4.9%	80.1%	83.7%	9.4%	4.1%	2.8%	82.7%	-8.2%
7	76.6%	10.4%	8.5%	4.5%	78.4%	88.7%	7.0%	2.4%	1.9%	82.1%	-12.1%
S 42nd	98.4%	0.3%	0.2%	1.1%	98.2%	97.9%	1.0%	0.1%	0.9%	97.4%	+0.5%
<b>Subdivision A</b>	<b>73.9%</b>	<b>10.5%</b>	<b>9.2%</b>	<b>6.4%</b>	<b>75.5%</b>	<b>74.3%</b>	<b>11.3%</b>	<b>8.3%</b>	<b>6.1%</b>	<b>79.3%</b>	<b>-0.4%</b>
A	71.9%	11.0%	10.7%	6.4%	72.0%	72.5%	11.4%	9.3%	6.7%	74.6%	-0.6%
C	76.5%	13.0%	7.3%	3.2%	75.7%	79.3%	11.3%	5.8%	3.5%	78.9%	-2.8%
D	74.3%	12.7%	8.9%	4.0%	76.8%	77.0%	13.0%	7.0%	3.0%	80.7%	-2.7%
E	79.0%	11.0%	6.6%	3.5%	80.1%	82.1%	9.7%	5.8%	2.4%	83.6%	-3.1%
F	79.8%	10.8%	7.0%	2.4%	77.2%	79.0%	10.3%	7.7%	3.0%	79.7%	+0.8%
S Fkn	98.7%	0.7%	0.4%	0.2%	98.5%	98.9%	0.3%	0.2%	0.5%	98.3%	-0.2%
G	86.8%	9.9%	2.8%	0.5%	85.0%	88.0%	8.6%	2.9%	0.4%	88.0%	-1.2%
S Rock	93.8%	2.8%	2.6%	0.8%	94.9%	98.3%	1.2%	0.2%	0.2%	95.3%	-4.5%
JZ	85.1%	8.2%	5.0%	1.7%	84.9%	87.8%	7.1%	2.9%	2.2%	86.5%	-2.7%
L	78.5%	11.0%	6.9%	3.5%	77.9%	81.4%	10.7%	5.3%	2.5%	81.0%	-2.9%
M	92.7%	3.4%	2.7%	1.3%	89.0%	95.3%	3.2%	0.9%	0.7%	93.7%	-2.6%
N	76.1%	12.1%	8.2%	3.6%	75.4%	78.5%	11.7%	7.2%	2.7%	81.3%	-2.4%
Q	77.5%	10.7%	7.7%	4.0%	80.5%	85.5%	9.1%	3.9%	1.5%	84.7%	-8.0%
R	75.9%	11.6%	7.9%	4.5%	71.8%	83.5%	9.3%	4.9%	2.3%	79.3%	-7.6%
<b>Subdivision B</b>	<b>78.7%</b>	<b>10.8%</b>	<b>7.1%</b>	<b>3.4%</b>	<b>78.0%</b>	<b>81.7%</b>	<b>10.0%</b>	<b>5.7%</b>	<b>2.7%</b>	<b>81.9%</b>	<b>-3.0%</b>
<b>Systemwide</b>	<b>76.6%</b>	<b>10.7%</b>	<b>8.0%</b>	<b>4.7%</b>	<b>76.9%</b>	<b>78.7%</b>	<b>10.5%</b>	<b>6.7%</b>	<b>4.1%</b>	<b>80.8%</b>	<b>-2.1%</b>

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

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

<u>Line</u>	<u>Feb 18</u>	<u>Feb 17</u>	<u>Difference</u>
1	68.0%	60.0%	+8.0%
2	44.1%	27.3%	+16.8%
3	61.5%	50.3%	+11.2%
4	42.3%	33.4%	+8.9%
5	49.6%	32.2%	+17.4%
6	49.2%	47.0%	+2.2%
7	61.1%	69.1%	-8.0%
S 42nd	98.7%	99.1%	-0.4%
<b>Subdivision A</b>	62.1%	57.4%	4.7%
A	50.9%	55.2%	-4.3%
B	48.5%	57.1%	-8.6%
C	45.4%	58.0%	-12.6%
D	47.8%	56.4%	-8.6%
E	50.1%	65.4%	-15.3%
F	38.0%	48.7%	-10.7%
S Fkln	100.0%	99.8%	+0.2%
G	61.3%	76.4%	-15.1%
S Rock	95.4%	92.0%	+3.4%
JZ	59.5%	65.1%	-5.6%
L	90.6%	91.7%	-1.1%
M	72.4%	60.6%	+11.8%
N	56.4%	54.5%	+1.9%
Q	64.3%	67.9%	-3.6%
R	54.1%	68.7%	-14.6%
W	72.5%	68.5%	+4.0%
<b>Subdivision B</b>	61.4%	66.5%	-5.1%
<b>Systemwide</b>	<b>61.7%</b>	<b>62.4%</b>	<b>-0.7%</b>

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

<b><u>Line</u></b>	<b><u>Feb 18</u></b>	<b><u>Feb 17</u></b>	<b><u>Difference</u></b>
1	57.1%	72.2%	-15.1%
2	14.7%	31.0%	-16.3%
3	89.8%	34.0%	+55.8%
4	13.5%	57.3%	-43.8%
5	31.2%	70.0%	-38.8%
6	62.4%	67.4%	-5.0%
7	59.9%	88.9%	-29.0%
S 42nd	99.5%	99.7%	-0.2%
<b>Subdivision A</b>	<b>55.3%</b>	<b>68.3%</b>	<b>-13.0%</b>
A	58.6%	71.1%	-12.5%
C	49.7%	67.3%	-17.6%
D	38.4%	49.1%	-10.7%
E	62.9%	57.6%	+5.3%
F	35.9%	50.4%	-14.5%
S Fkn	99.3%	99.8%	-0.5%
G	64.7%	71.4%	-6.7%
S Rock	94.8%	97.3%	-2.5%
JZ	88.0%	87.9%	+0.1%
L	93.3%	87.3%	+6.0%
M	99.1%	97.1%	+2.0%
N	50.2%	59.2%	-9.0%
Q	66.8%	75.0%	-8.2%
R	37.6%	55.6%	-18.0%
<b>Subdivision B</b>	<b>67.3%</b>	<b>71.9%</b>	<b>-4.6%</b>
<b>Systemwide</b>	<b>62.5%</b>	<b>70.4%</b>	<b>-7.9%</b>

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

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

<u>Categories</u>	<u>February 2018 Trains Delayed</u>
Overcrowding / Insufficient Capacity / Other	20,651
Planned Trackbed Work	7,888
ROW Delays	7,356
Work Equipment/G. O.	4,963
Car Equipment	2,093
Sick Customer	1,796
Employee	1,391
Operational Diversions	1,377
Unruly Customer	1,182
Fire	1,093
Police	1,073
Inclement Weather	295
Infrastructure	123
External	125
<b>Unassigned*</b>	<b>9,040</b>
<b>Total Trains Delayed**</b>	<b>60,446</b>

\*Historically, unassigned delays have been proportionately distributed across delay categories in Board reporting materials. This month they are shown separately as unassigned.

\*\*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)**

<u>Categories</u>	<u>February 2018 Trains Delayed</u>
Work Equipment/G. O.	5,845
Overcrowding / Insufficient Capacity / Other	3,147
Planned Trackbed Work	2,962
ROW Delays	1,630
Police	578
Unruly Customer	477
Operational Diversions	426
Fire	382
Sick Customer	360
Employee	346
Car Equipment	335
Inclement Weather	325
External	37
Infrastructure	13
<b>Unassigned*</b>	<b>3,641</b>
<b>Total Trains Delayed**</b>	<b>20,504</b>

\*Historically, unassigned delays have been proportionately distributed across delay categories in Board reporting materials. This month they are shown separately as unassigned.

\*\*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



One of 10 electric, zero-emission buses currently in service. These buses are the first step in our journey toward a zero-emissions fleet which will improve air quality and reduce greenhouse gas emissions.

## March 2018 Highlights: Buses

Sunday April 22<sup>nd</sup> was Earth Day. The Department of Buses (DOB) is deeply committed to environmental sustainability. Beginning in the late 1990s, we pioneered the use of hybrid-electric buses and we now operate the largest hybrid-electric fleet in the country, with over 1,600 buses. Together, hybrid-electric and Compressed Natural Gas (CNG) buses make up 50 percent of our current local fleet. Building on this legacy, DOB is looking to the next-generation of bus technology.

A pilot fleet of 10 All-Electric Buses (AEB) is currently operating on the M42 in Manhattan and on the B32 in Brooklyn and Queens. In addition, DOB is planning to order 60 AEBs, some of which will be deployed in service around this time next year.

DOB is also innovating its CNG fleet. Our first ever 60-foot articulated CNG bus was delivered in October, as part of a fleet of 110 to be delivered by the end of the year.

In addition, DOB is evaluating the next generation hybrid-electric buses, with plans to order 275 within the current Capital Program.

Beyond the bus fleet, DOB is also working toward environmental sustainability in our facilities. Our newest bus depot, Mother Clara Hale is LEED Gold certified. DOB is also working with the New York Power Authority on a comprehensive program to conduct energy audits and make efficiency upgrades in our depots.

President Byford asked us to conduct a top-to-bottom review of the system and put together a bold, customer-centric improvement plan. Environmental sustainability is a key part of the Bus Plan that will be presented this month and is one outcome of this review.

### **Darryl C. Irick**

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

# Bus Report

Bus Report Performance Indicators							
Category	Performance Indicator	Current Month: March 2018			12-Month Average		
		This Year	Last Year	% Diff	This Year	Last Year	% Diff
Customer Focused Metrics	Service Delivered (Chart 1)	95.6%	95.6%	0.0%	97.1%	96.9%	+0.2%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)	0:01:58	N/A	N/A	N/A	N/A	N/A
	Additional Travel Time (h:mm:ss) (Chart 5)	0:00:51	N/A	N/A	N/A	N/A	N/A
	Customer Journey Time Performance (Chart 7)	71.2%	N/A	N/A	N/A	N/A	N/A
Inputs To Operations	Mean Distance Between Failures (Chart 9)	6,561	6,610	-0.7%	6,382	6,359	+0.4%
	Speed (MPH) (Chart 11)	8.0	8.0	0.0%	8.0	8.0	0.0%
Passenger Environment	Passenger Environment Survey (Chart 13)						
Legacy Indicators	Wait Assessment (Chart 14)	76.3%	75.7%	0.6%	77.7%	77.9%	-0.2%
	<b>System MDBSI (Chart 16)</b>	2,759	2,837	-2.8%	2,787	2,834	-1.6%
	NYCT Bus	2,590	2,635	-1.7%	2,632	2,666	-1.3%
	MTA Bus	3,459	3,773	-8.3%	3,430	3,546	-3.3%
	<b>System Trips Completed (Chart 17)</b>	98.4%	98.6%	-0.2%	99.1%	99.2%	-0.1%
	NYCT Bus	98.3%	98.6%	-0.3%	99.1%	99.2%	-0.1%
	MTA Bus	98.9%	98.6%	+0.3%	99.2%	99.3%	-0.1%
	<b>System AM Pull Out (Chart 18)</b>	99.9%	99.7%	+0.2%	99.8%	99.8%	0.0%
	NYCT Bus	99.9%	99.9%	0.0%	99.8%	99.9%	-0.1%
	MTA Bus	99.6%	99.3%	+0.3%	99.7%	99.7%	0.0%
	<b>System PM Pull Out (Chart 19)</b>	99.9%	99.8%	+0.1%	99.9%	99.9%	0.0%
	NYCT Bus	100.0%	99.9%	+0.1%	99.9%	99.9%	0.0%
	MTA Bus	99.7%	99.6%	+0.1%	99.8%	99.9%	-0.1%
	<b>System Buses &gt;=12 years</b>	23%	19%				
	NYCT Bus	22%	22%				
	MTA Bus	28%	9%				
	<b>System Fleet Age</b>	8.1	7.7				
	NYCT Bus	7.7	7.4				
MTA Bus	9.5	8.9					

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

# Section 1: Customer Focused Metrics

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

## Performance Indicator Definitions

### Service Delivered

Service Delivered (sometimes referred to as throughput) measures our ability to deliver the scheduled service. It is calculated as the percentage of scheduled bus trips that are actually provided during peak hours. Service Delivered is measured at the peak load point, which is the stop on the route where the bus is most crowded.

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

### Additional Bus Stop Time (ABST)

Additional Bus Stop Time (ABST) is the average added time that customers wait at a stop for a bus, compared with their scheduled wait time. The measure assumes customers arrive at the bus stop uniformly, except for routes with longer headways, where customers arrive more closely aligned to the schedule. ABST (sometimes referred to as Excess Wait Time) is a new indicator for the MTA, but is considered an industry best practice worldwide. ABST is measured using customers' MetroCard swipes on buses combined with GPS tracking data from Bus Time. ABST is measured from 4 a.m. to 11 p.m.

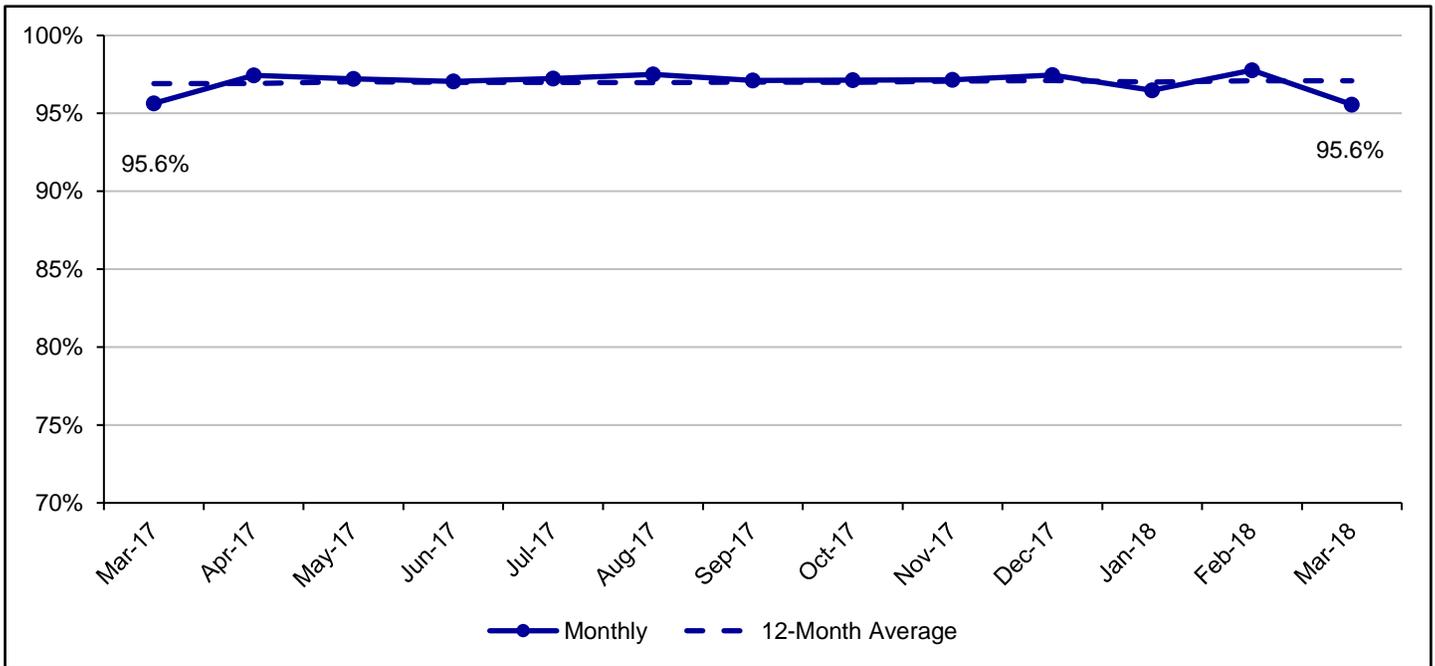
### Additional Travel Time (ATT)

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

### Customer Journey Time Performance (CJTP)

Customer Journey Time Performance (CJTP) measures the percentage of customers who complete their journey (ABST + ATT) within 5 minutes of the scheduled time. This is a new indicator for the MTA, but is used by other transit agencies to measure service. CJTP is measured using customers' MetroCard swipes on buses combined with GPS tracking data from Bus Time. CJTP is measured from 4 a.m. to 11 p.m.

## Service Delivered (Peak Hours)



	Monthly			12-Month Average		
	Mar 18	Mar 17	Difference	Mar 18	Mar 17	Difference
<b>Bronx</b>	95.5%	96.4%	-0.9%	97.7%	97.8%	-0.1%
<b>Brooklyn</b>	96.0%	95.2%	0.8%	97.3%	97.0%	0.3%
<b>Manhattan</b>	95.9%	95.6%	0.3%	97.2%	96.4%	0.8%
<b>Queens</b>	95.0%	95.4%	-0.4%	96.8%	96.6%	0.2%
<b>Staten Island</b>	96.2%	96.1%	0.1%	96.7%	97.0%	-0.3%
<b>Systemwide</b>	<b>95.6%</b>	<b>95.6%</b>	<b>0.0%</b>	<b>97.1%</b>	<b>96.9%</b>	<b>0.2%</b>

### Service Delivered Discussion

- Service Delivered declined from 97.1% in February 2018 to 95.6% in March 2018.
- Several late season snow events occurred in March 2018.
- In reviewing our performance in March, the snowstorm on March 7<sup>th</sup> had the most significant adverse impact on our metrics for the month and is the primary cause for the decline in service delivered.

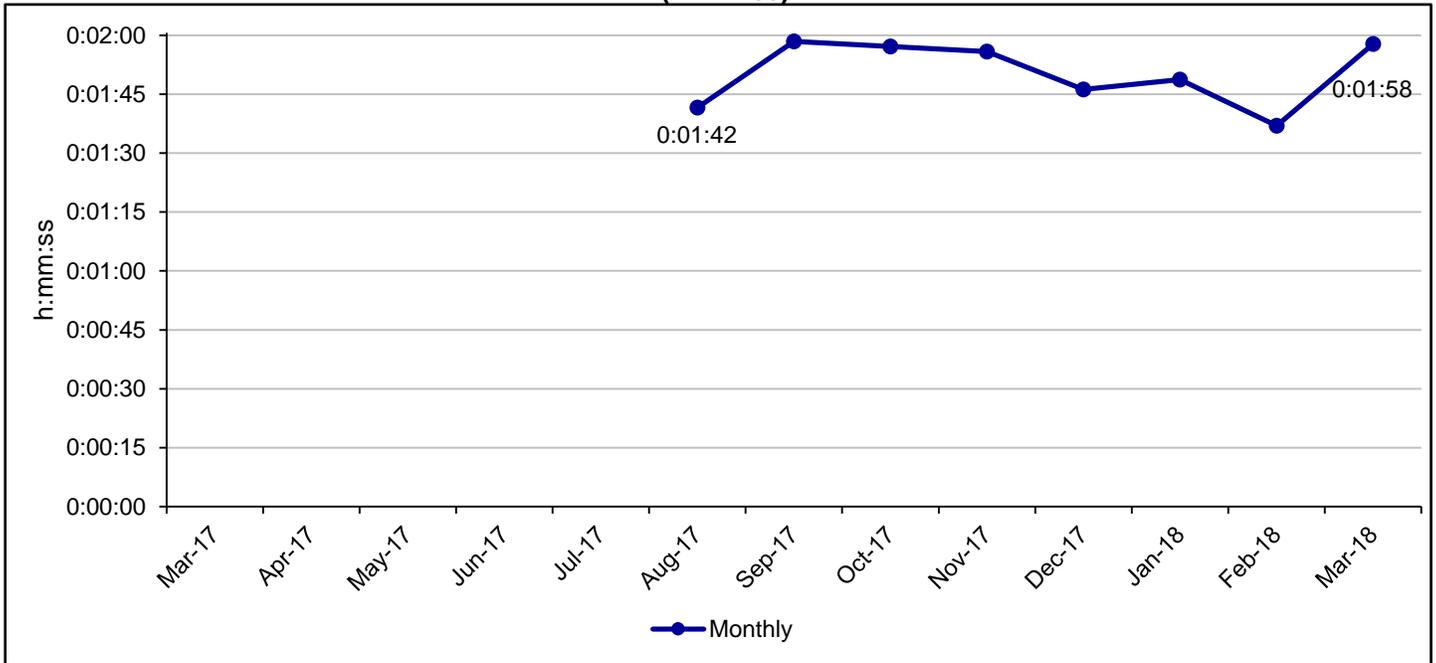
Chart 1

**Service Delivered**  
**Monthly**  
**(Peak Hours)**

<b><u>Borough</u></b>	<b><u>Mar 18</u></b>	<b><u>Mar 17</u></b>	<b><u>Difference</u></b>
<b>Bronx</b>	<b>95.5%</b>	<b>96.4%</b>	<b>-0.9%</b>
Local/Limited	95.1%	96.0%	-0.9%
Select Bus Service	95.5%	94.5%	+1.0%
Express	98.3%	99.5%	-1.2%
<b>Brooklyn</b>	<b>96.0%</b>	<b>95.2%</b>	<b>+0.8%</b>
Local/Limited	95.9%	95.0%	+0.9%
Select Bus Service	95.1%	96.4%	-1.3%
Express	97.2%	95.5%	+1.7%
<b>Manhattan</b>	<b>95.9%</b>	<b>95.6%</b>	<b>+0.3%</b>
Local/Limited	95.5%	95.5%	+0.0%
Select Bus Service	97.3%	96.2%	+1.1%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>95.0%</b>	<b>95.4%</b>	<b>-0.4%</b>
Local/Limited	94.6%	95.4%	-0.8%
Select Bus Service	98.1%	96.8%	+1.3%
Express	97.0%	94.8%	+2.2%
<b>Staten Island</b>	<b>96.2%</b>	<b>96.1%</b>	<b>+0.1%</b>
Local/Limited	95.8%	95.7%	+0.1%
Select Bus Service	97.0%	99.4%	-2.4%
Express	96.6%	96.3%	+0.3%
<b>Systemwide</b>	<b>95.6%</b>	<b>95.6%</b>	<b>+0.0%</b>
Local/Limited	95.2%	95.5%	-0.3%
Select Bus Service	96.7%	96.2%	+0.5%
Express	97.1%	96.4%	+0.7%

**Chart 2**

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



	Monthly			12-Month Average		
	Mar 18	Mar 17	Difference	Mar 18	Mar 17	Difference
<b>Bronx</b>	0:01:51	N/A	N/A	N/A	N/A	N/A
<b>Brooklyn</b>	0:02:05	N/A	N/A	N/A	N/A	N/A
<b>Manhattan</b>	0:01:33	N/A	N/A	N/A	N/A	N/A
<b>Queens</b>	0:02:07	N/A	N/A	N/A	N/A	N/A
<b>Staten Island</b>	0:02:16	N/A	N/A	N/A	N/A	N/A
<b>Systemwide</b>	<b>0:01:58</b>	N/A	N/A	N/A	N/A	N/A

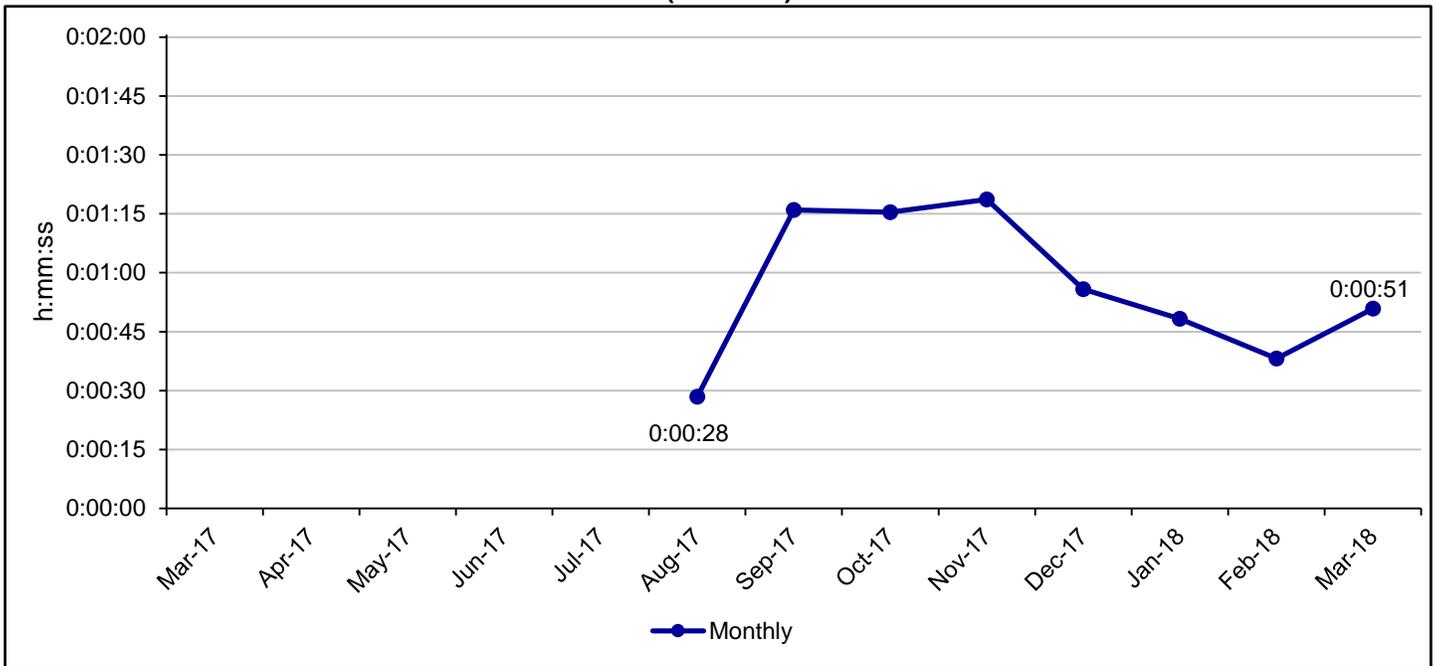
### Additional Bus Stop Time Discussion

- Additional Bus Stop Time increased from 0:01:37 in February 2018 to 0:01:58 in March 2018.
- Several late season snow events occurred in March 2018.
- In reviewing our performance in March, the snowstorm on March 7<sup>th</sup> had the most significant adverse impact on our metrics for the month and is the primary cause for the increase in additional bus stop time.
- Additional Bus Stop Time is a new metric, no data is available prior to August 2017.

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

<u>Borough</u>	<u>Mar 18</u>	<u>Mar 17</u>	<u>Difference</u>
<b>Bronx</b>	<b>0:01:51</b>	N/A	N/A
Local/Limited	0:01:53	N/A	N/A
Select Bus Service	0:01:20	N/A	N/A
Express	0:02:39	N/A	N/A
<b>Brooklyn</b>	<b>0:02:05</b>	N/A	N/A
Local/Limited	0:02:07	N/A	N/A
Select Bus Service	0:01:27	N/A	N/A
Express	0:02:30	N/A	N/A
<b>Manhattan</b>	<b>0:01:33</b>	N/A	N/A
Local/Limited	0:01:39	N/A	N/A
Select Bus Service	0:01:16	N/A	N/A
Express	N/A	N/A	N/A
<b>Queens</b>	<b>0:02:07</b>	N/A	N/A
Local/Limited	0:02:09	N/A	N/A
Select Bus Service	0:01:29	N/A	N/A
Express	0:02:48	N/A	N/A
<b>Staten Island</b>	<b>0:02:16</b>	N/A	N/A
Local/Limited	0:02:34	N/A	N/A
Select Bus Service	0:01:25	N/A	N/A
Express	0:01:46	N/A	N/A
<b>Systemwide</b>	<b>0:01:58</b>	N/A	N/A
Local/Limited	0:02:02	N/A	N/A
Select Bus Service	0:01:21	N/A	N/A
Express	0:02:15	N/A	N/A

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



	Monthly			12-Month Average		
	Mar 18	Mar 17	Difference	Mar 18	Mar 17	Difference
<b>Bronx</b>	0:00:59	N/A	N/A	N/A	N/A	N/A
<b>Brooklyn</b>	0:00:54	N/A	N/A	N/A	N/A	N/A
<b>Manhattan</b>	0:00:15	N/A	N/A	N/A	N/A	N/A
<b>Queens</b>	0:01:01	N/A	N/A	N/A	N/A	N/A
<b>Staten Island</b>	0:00:51	N/A	N/A	N/A	N/A	N/A
<b>Systemwide</b>	<b>0:00:51</b>	N/A	N/A	N/A	N/A	N/A

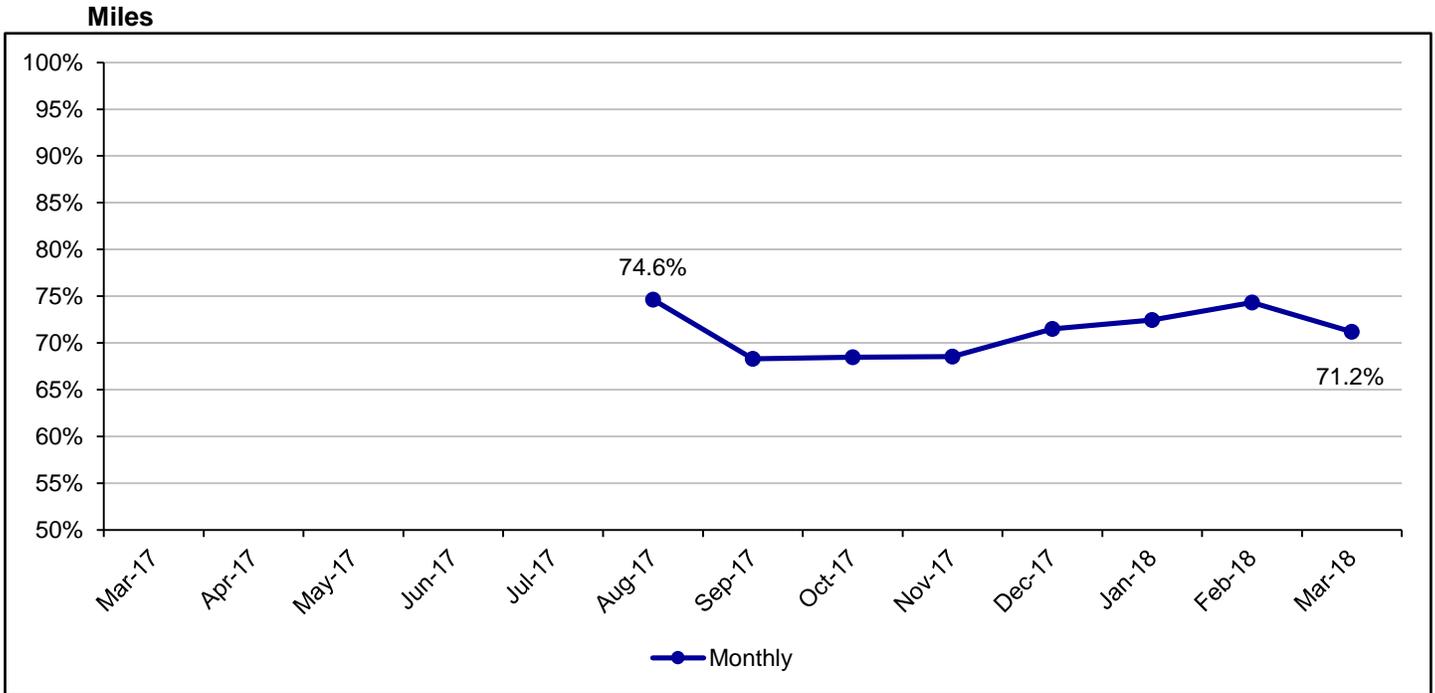
**Additional Travel Time Discussion**

- Additional Travel Time increased from 0:00:38 in February 2018 to 0:00:51 in March 2018.
- Several late season snow events occurred in March 2018.
- In reviewing our performance in March, the snowstorm on March 7<sup>th</sup> had the most significant adverse impact on our metrics for the month and is the primary cause for the increase in additional travel time.
- Additional Bus Stop Time is a new metric, no data is available prior to August 2017.

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

<u>Borough</u>	<u>Mar 18</u>	<u>Mar 17</u>	<u>Difference</u>
<b>Bronx</b>	<b>0:00:59</b>	N/A	N/A
Local/Limited	0:00:51	N/A	N/A
Select Bus Service	0:01:09	N/A	N/A
Express	0:05:09	N/A	N/A
<b>Brooklyn</b>	<b>0:00:54</b>	N/A	N/A
Local/Limited	0:00:54	N/A	N/A
Select Bus Service	0:00:51	N/A	N/A
Express	0:00:57	N/A	N/A
<b>Manhattan</b>	<b>0:00:15</b>	N/A	N/A
Local/Limited	0:00:20	N/A	N/A
Select Bus Service	-0:00:01	N/A	N/A
Express	N/A	N/A	N/A
<b>Queens</b>	<b>0:01:01</b>	N/A	N/A
Local/Limited	0:00:58	N/A	N/A
Select Bus Service	0:00:18	N/A	N/A
Express	0:05:06	N/A	N/A
<b>Staten Island</b>	<b>0:00:51</b>	N/A	N/A
Local/Limited	0:00:46	N/A	N/A
Select Bus Service	0:00:50	N/A	N/A
Express	0:01:02	N/A	N/A
<b>Systemwide</b>	<b>0:00:51</b>	N/A	N/A
Local/Limited	0:00:50	N/A	N/A
Select Bus Service	0:00:28	N/A	N/A
Express	0:02:38	N/A	N/A

## Customer Journey Time Performance (Peak Hours)



	Monthly			12-Month Average		
	Mar 18	Mar 17	Difference	Mar 18	Mar 17	Difference
<b>Bronx</b>	71.1%	N/A	N/A	N/A	N/A	N/A
<b>Brooklyn</b>	69.8%	N/A	N/A	N/A	N/A	N/A
<b>Manhattan</b>	77.0%	N/A	N/A	N/A	N/A	N/A
<b>Queens</b>	70.1%	N/A	N/A	N/A	N/A	N/A
<b>Staten Island</b>	67.8%	N/A	N/A	N/A	N/A	N/A
<b>Systemwide</b>	<b>71.2%</b>	N/A	N/A	N/A	N/A	N/A

### Customer Journey Time Performance Discussion

- Customer Journey Travel Performance decreased from 74.3% in February 2018 to 71.2% in March 2018.
- Several late season snow events occurred in March 2018.
- In reviewing our performance in March, the snowstorm on March 7<sup>th</sup> had the most significant adverse impact on our metrics for the month and is the primary cause for the decrease in customer journey time performance.
- Additional Bus Stop Time is a new metric, no data is available prior to August 2017.

## Customer Journey Time Performance Monthly

<u>Borough</u>	<u>Mar 18</u>	<u>Mar 17</u>	<u>Difference</u>
<b>Bronx</b>	<b>71.1%</b>	N/A	N/A
Local/Limited	71.8%	N/A	N/A
Select Bus Service	71.3%	N/A	N/A
Express	45.2%	N/A	N/A
<b>Brooklyn</b>	<b>69.8%</b>	N/A	N/A
Local/Limited	69.6%	N/A	N/A
Select Bus Service	75.0%	N/A	N/A
Express	62.0%	N/A	N/A
<b>Manhattan</b>	<b>77.0%</b>	N/A	N/A
Local/Limited	75.7%	N/A	N/A
Select Bus Service	81.0%	N/A	N/A
Express	N/A	N/A	N/A
<b>Queens</b>	<b>70.1%</b>	N/A	N/A
Local/Limited	70.2%	N/A	N/A
Select Bus Service	75.6%	N/A	N/A
Express	45.7%	N/A	N/A
<b>Staten Island</b>	<b>67.8%</b>	N/A	N/A
Local/Limited	68.5%	N/A	N/A
Select Bus Service	74.0%	N/A	N/A
Express	64.3%	N/A	N/A
<b>Systemwide</b>	<b>71.2%</b>	N/A	N/A
Local/Limited	71.1%	N/A	N/A
Select Bus Service	76.6%	N/A	N/A
Express	56.6%	N/A	N/A

## Section 2: Inputs to Operations

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

### Performance Indicator Definitions

#### Mean Distance Between Failures (MDBF)

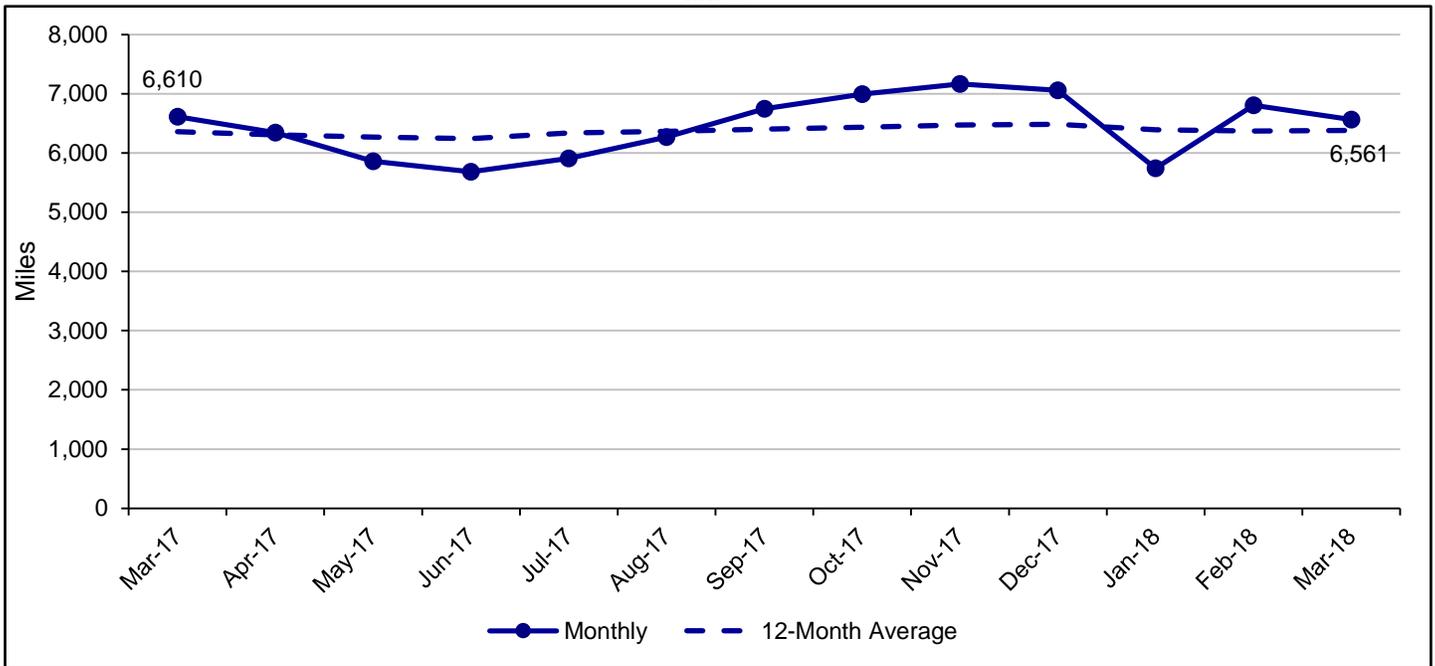
Mean Distance Between Failures (MDBF) reports how frequently mechanical problems such as engine failures or electrical malfunctions cause delays. It is calculated by dividing the number of miles buses run in service by the number of incidents due to mechanical problems.

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

#### Bus Speeds

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

## Mean Distance Between Failures (24 Hours) Miles



	Monthly			12-Month Average		
	Mar 18	Mar 17	Difference	Mar 18	Mar 17	Difference
<b>Bronx</b>	4,831	4,480	7.8%	4,290	4,678	-8.3%
<b>Brooklyn</b>	6,717	6,842	-1.8%	6,616	6,888	-4.0%
<b>Manhattan</b>	3,724	3,490	6.7%	3,658	3,221	13.6%
<b>Queens</b>	7,114	7,546	-5.7%	7,140	6,836	4.4%
<b>Staten Island</b>	18,128	21,876	-17.1%	20,696	22,185	-6.7%
<b>Systemwide</b>	<b>6,561</b>	<b>6,610</b>	<b>-0.7%</b>	<b>6,382</b>	<b>6,359</b>	<b>0.4%</b>

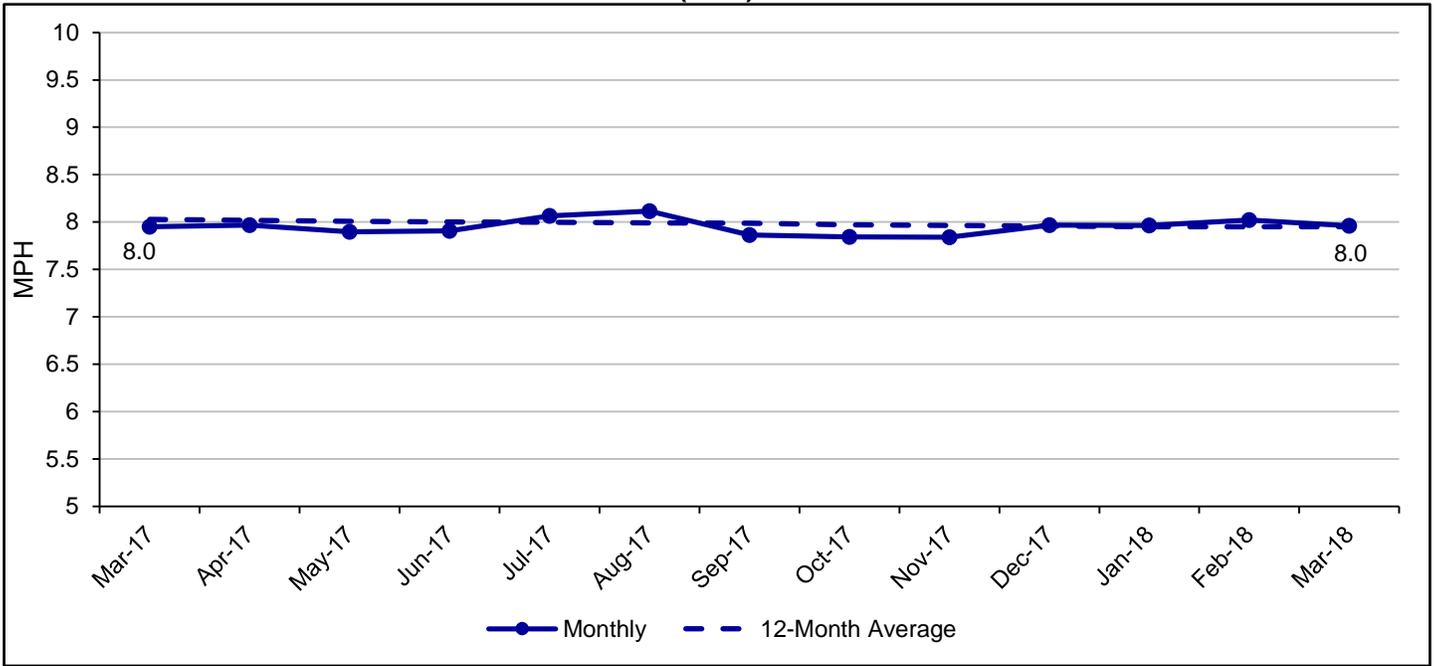
### Mean Distance Between Failures Discussion

- Mean Distance Between Failures declined 3.6% from 6,807 in February 2018 to 6,561 in March 2018.
- The average fleet continues to pose operational challenges, as the percentage of 12+ year old buses in service increased from 19% to 23% when compared to previous year.
- Mean Distance Between Failures showed a 0.4% improvement on 12-month average basis.

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

<u>Borough</u>	<u>Mar 18</u>	<u>Mar 17</u>	<u>Difference</u>
<b>Bronx</b>	<b>4,290</b>	<b>4,678</b>	<b>-8.3%</b>
Local/Limited	3,586	4,028	-11.0%
Select Bus Service	5,554	N/A	N/A
Express	11,024	12,192	-9.6%
<b>Brooklyn</b>	<b>6,616</b>	<b>6,888</b>	<b>-4.0%</b>
Local/Limited	6,415	6,762	-5.1%
Select Bus Service	8,473	N/A	N/A
Express	10,499	11,823	-11.2%
<b>Manhattan</b>	<b>3,658</b>	<b>3,221</b>	<b>+13.6%</b>
Local/Limited	3,356	3,221	+4.2%
Select Bus Service	5,797	N/A	N/A
Express	N/A	N/A	N/A
<b>Queens</b>	<b>7,140</b>	<b>6,836</b>	<b>+4.4%</b>
Local/Limited	6,716	6,495	+3.4%
Select Bus Service	13,837	N/A	N/A
Express	8,379	9,212	-9.0%
<b>Staten Island</b>	<b>20,696</b>	<b>22,185</b>	<b>-6.7%</b>
Local/Limited	18,157	18,980	-4.3%
Select Bus Service	12,610	N/A	N/A
Express	25,195	26,197	-3.8%
<b>Systemwide</b>	<b>6,382</b>	<b>6,359</b>	<b>+0.4%</b>
Local/Limited	5,569	5,634	-1.2%
Select Bus Service	7,843	N/A	N/A
Express	13,154	14,351	-8.3%

### Bus Speeds (24 Hours) (MPH)



	Monthly			12-Month Average		
	Mar 18	Mar 17	Difference	Mar 18	Mar 17	Difference
<b>Bronx</b>	7.5	7.3	+0.2	7.5	7.5	+0.0
<b>Brooklyn</b>	7.1	7.1	+0.0	7.1	7.2	-0.1
<b>Manhattan</b>	6.0	5.9	+0.1	5.9	5.9	+0.0
<b>Queens</b>	8.9	8.9	+0.0	8.9	9.0	-0.1
<b>Staten Island</b>	13.2	13.1	+0.1	13.2	13.3	-0.1
<b>Systemwide</b>	<b>8.0</b>	<b>8.0</b>	<b>+0.0</b>	<b>8.0</b>	<b>8.0</b>	<b>+0.0</b>

#### Speed Discussion

- Bus Speeds remained relatively flat when compared to the previous year.

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

<u>Borough</u>	<u>Mar 18</u>	<u>Mar 17</u>	<u>Difference</u>
<b>Bronx</b>	<b>7.5</b>	<b>7.3</b>	<b>+0.2</b>
Local/Limited	6.8	6.8	+0.1
Select Bus Service	8.7	8.8	-0.2
Express	11.6	11.3	+0.3
<b>Brooklyn</b>	<b>7.1</b>	<b>7.1</b>	<b>-0.0</b>
Local/Limited	6.8	6.8	-0.0
Select Bus Service	8.5	8.4	+0.1
Express	12.0	11.8	+0.2
<b>Manhattan</b>	<b>6.0</b>	<b>5.9</b>	<b>+0.1</b>
Local/Limited	5.7	5.7	+0.1
Select Bus Service	7.4	7.3	+0.1
Express	N/A	N/A	N/A
<b>Queens</b>	<b>8.9</b>	<b>8.9</b>	<b>-0.0</b>
Local/Limited	8.6	8.7	-0.2
Select Bus Service	11.4	10.1	+1.3
Express	12.6	12.0	+0.5
<b>Staten Island</b>	<b>13.2</b>	<b>13.1</b>	<b>+0.1</b>
Local/Limited	11.4	11.5	-0.1
Select Bus Service	14.6	14.7	-0.1
Express	15.8	15.3	+0.5
<b>Systemwide</b>	<b>8.0</b>	<b>8.0</b>	<b>0.0</b>
Local/Limited	7.4	7.5	-0.1
Select Bus Service	9.4	9.1	+0.4
Express	13.4	13.1	+0.3

## 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

#### Passenger Environment Survey

Passenger Environment Survey (PES) indicators combine the results of surveys of a number of different aspects of bus vehicle and operating conditions in three categories:

*Appearance:* For example, do the buses appear clean? Are they free of graffiti?

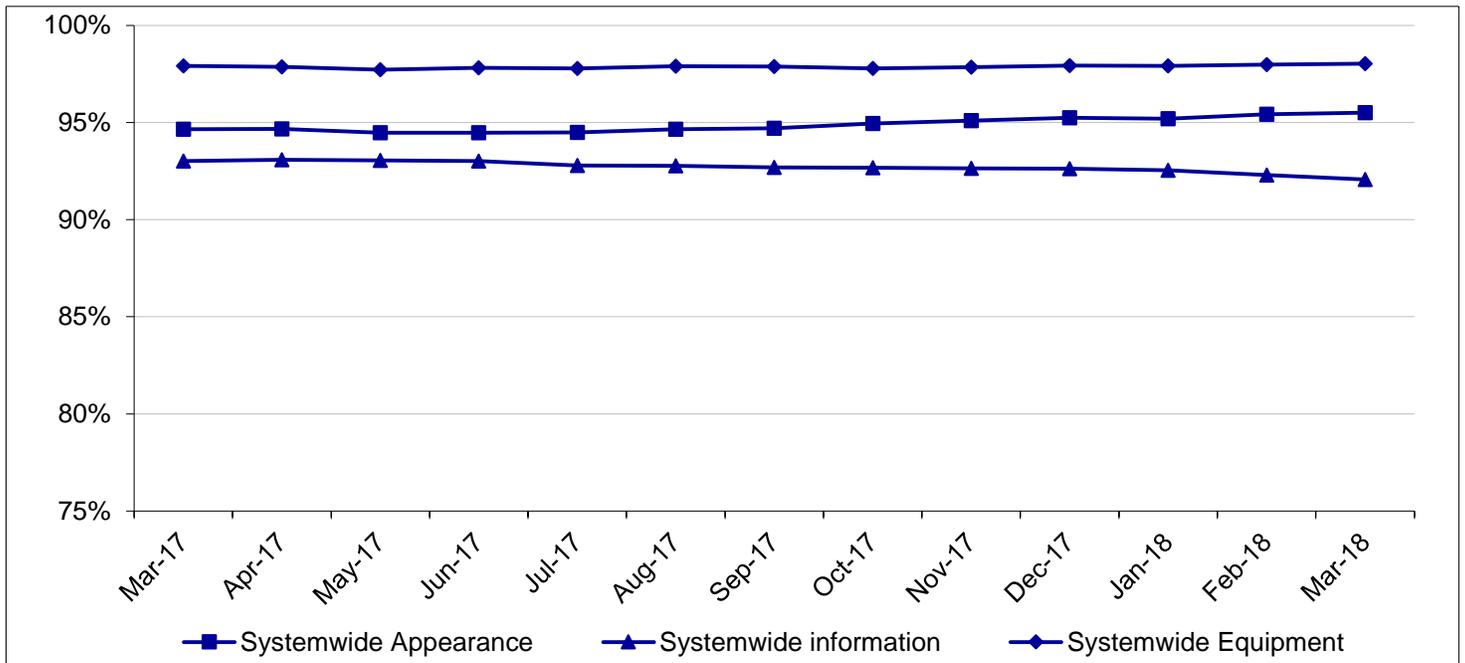
*Equipment:* For example, do the heat, air conditioning, and wheelchair lift work?

*Information:* For example, is the information helpful and appropriate? Are the electronic signs correct? Are the announcements clear?

Separate surveys are conducted for local and express buses. Express buses are only surveyed for appearance and equipment indicators.

Surveys are conducted between 4 a.m. and 11 p.m. on weekdays. This number is reported as a 12-month average.

## Passenger Environment Survey 12-Month Rolling Average



	Apr 17 - Mar 18			Apr 16 - Mar 17		
	Appearance	Equipment	Information	Appearance	Equipment	Information
<b>Bronx</b>	94.6%	98.1%	92.3%	93.7%	98.6%	93.8%
<b>Brooklyn</b>	95.8%	98.4%	90.8%	94.8%	97.4%	93.0%
<b>Manhattan</b>	92.4%	98.4%	93.9%	91.8%	97.5%	94.7%
<b>Queens</b>	97.6%	97.4%	92.0%	97.2%	98.1%	93.1%
<b>Staten Island</b>	95.6%	98.1%	91.3%	94.4%	97.8%	90.4%
<b>Systemwide</b>	<b>95.5%</b>	<b>98.0%</b>	<b>92.1%</b>	<b>94.7%</b>	<b>97.9%</b>	<b>93.0%</b>

### Passenger Environment Survey Discussion

- The information quality score decreased slightly due to a small decline in bus map availability.
- Appearance improved by almost 1% driven by better litter and cleanliness scores.
- Equipment performance remained high, edging up to 98%.

## 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

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

#### Bus Mean Distance Between Service Interruptions

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

#### Bus Percentage of Completed Trips

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

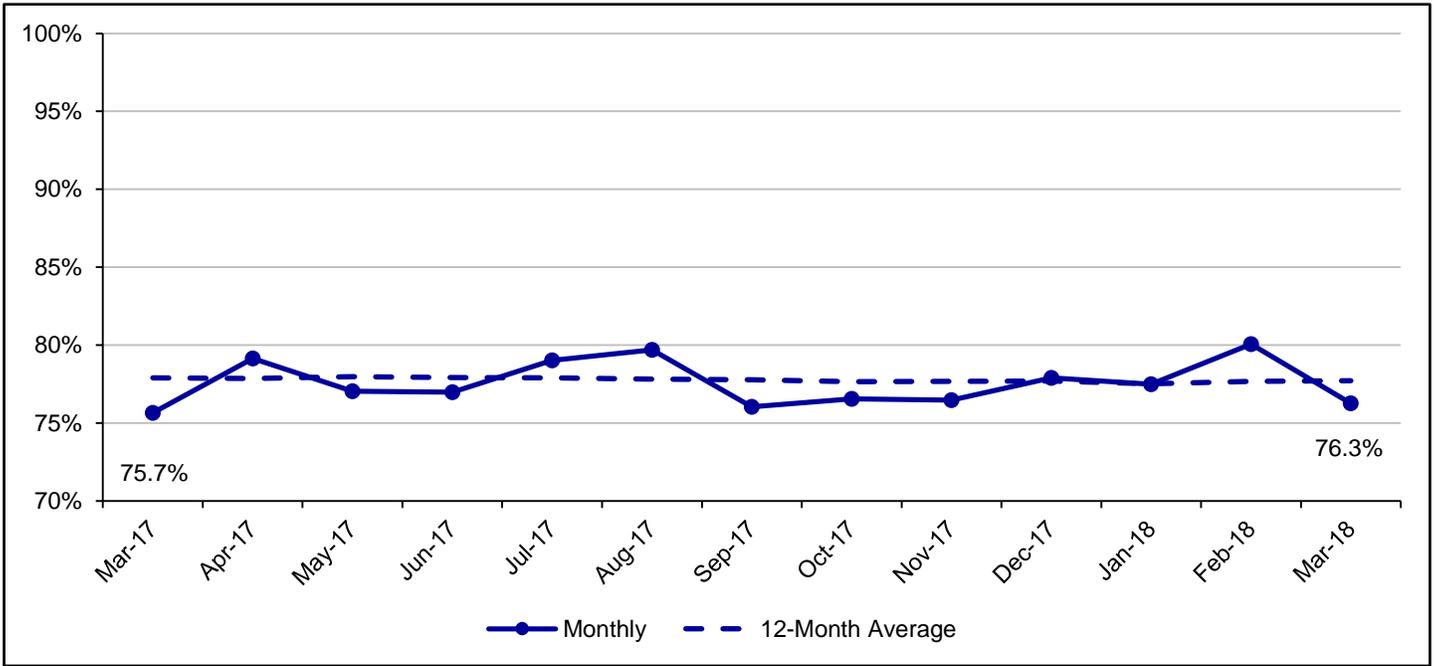
#### Bus AM Weekday Pull Out Performance

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

#### Bus PM Weekday Pull Out Performance

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

# Wait Assessment



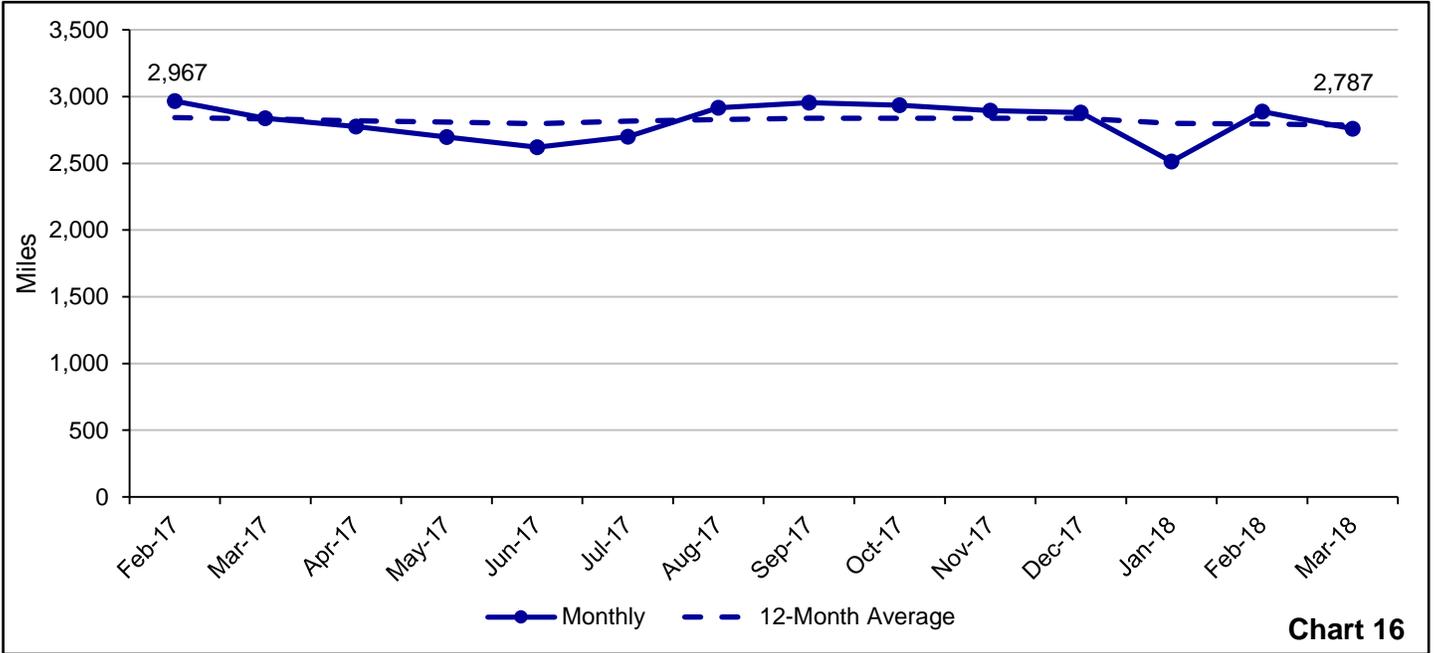
	Monthly			12-Month Average		
	Mar 18	Mar 17	Difference	Mar 18	Mar 17	Difference
<b>Bronx</b>	75.7%	75.2%	0.5%	77.4%	78.2%	-0.8%
<b>Brooklyn</b>	74.9%	73.5%	1.4%	76.3%	77.0%	-0.7%
<b>Manhattan</b>	76.2%	75.2%	1.0%	76.4%	74.8%	1.6%
<b>Queens</b>	77.0%	76.5%	0.5%	78.8%	78.8%	0.0%
<b>Staten Island</b>	79.3%	80.9%	-1.6%	81.2%	81.8%	-0.6%
<b>Systemwide</b>	<b>76.3%</b>	<b>75.7%</b>	<b>0.6%</b>	<b>77.7%</b>	<b>77.9%</b>	<b>-0.2%</b>

**Chart 14**

## Wait Assessment Monthly

<u>Borough</u>	<u>Mar 18</u>	<u>Mar 17</u>	<u>Difference</u>
<b>Bronx</b>	<b>75.7%</b>	<b>75.2%</b>	<b>+0.5%</b>
Local/Limited	75.3%	75.0%	+0.3%
Select Bus Service	79.0%	74.8%	+4.2%
Express	83.5%	82.2%	+1.3%
<b>Brooklyn</b>	<b>74.9%</b>	<b>73.5%</b>	<b>+1.4%</b>
Local/Limited	74.8%	73.3%	+1.5%
Select Bus Service	79.2%	78.6%	+0.6%
Express	78.5%	78.0%	+0.5%
<b>Manhattan</b>	<b>76.2%</b>	<b>75.2%</b>	<b>+1.0%</b>
Local/Limited	76.0%	75.1%	+0.9%
Select Bus Service	78.9%	77.4%	+1.5%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>77.0%</b>	<b>76.5%</b>	<b>+0.5%</b>
Local/Limited	76.7%	76.4%	+0.3%
Select Bus Service	81.3%	82.6%	-1.3%
Express	79.6%	78.0%	+1.6%
<b>Staten Island</b>	<b>79.3%</b>	<b>80.9%</b>	<b>-1.6%</b>
Local/Limited	78.6%	80.4%	-1.8%
Select Bus Service	80.5%	83.0%	-2.5%
Express	81.7%	82.3%	-0.6%
<b>Systemwide</b>	<b>76.3%</b>	<b>75.7%</b>	<b>+0.6%</b>
Local/Limited	76.0%	75.4%	+0.6%
Select Bus Service	79.9%	79.1%	+0.8%
Express	81.3%	80.8%	+0.5%

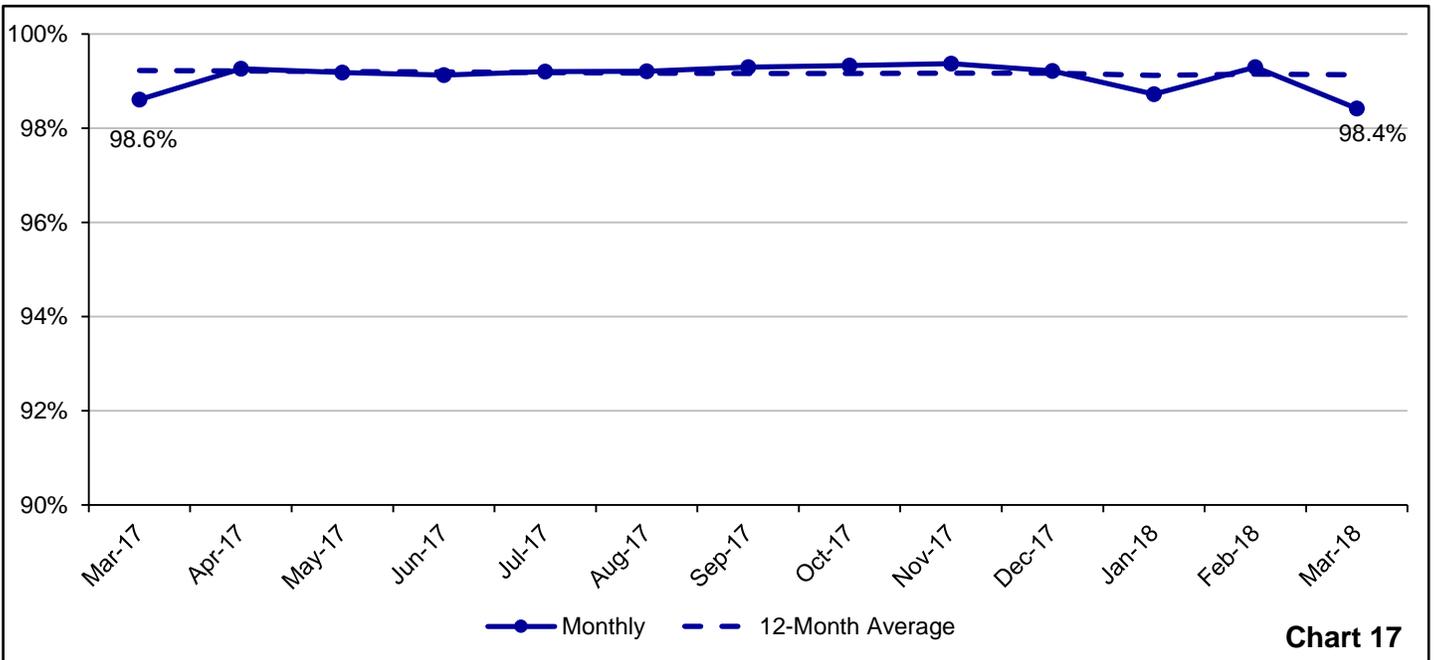
## Bus Mean Distance Between Service Interruptions



**Chart 16**

	Monthly			12-Month Average		
	Mar 18	Mar 17	Difference	Mar 18	Mar 17	Difference
<b>Systemwide</b>	2,759	2,837	-78	2,787	2,834	-46

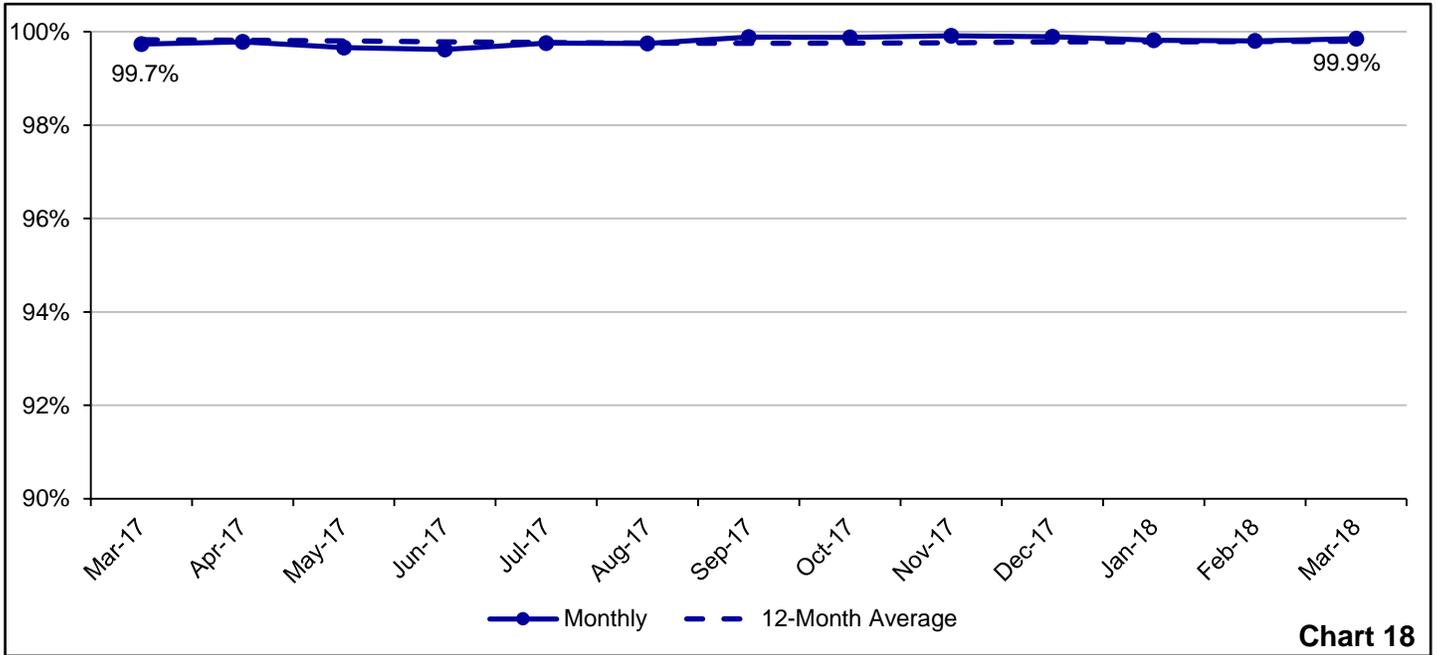
## Bus Percentage of Completed Trips



**Chart 17**

	Monthly			12-Month Average		
	Mar 18	Mar 17	Difference	Mar 18	Mar 17	Difference
<b>Systemwide</b>	98.4%	98.6%	-0.2%	99.1%	99.2%	-0.1%

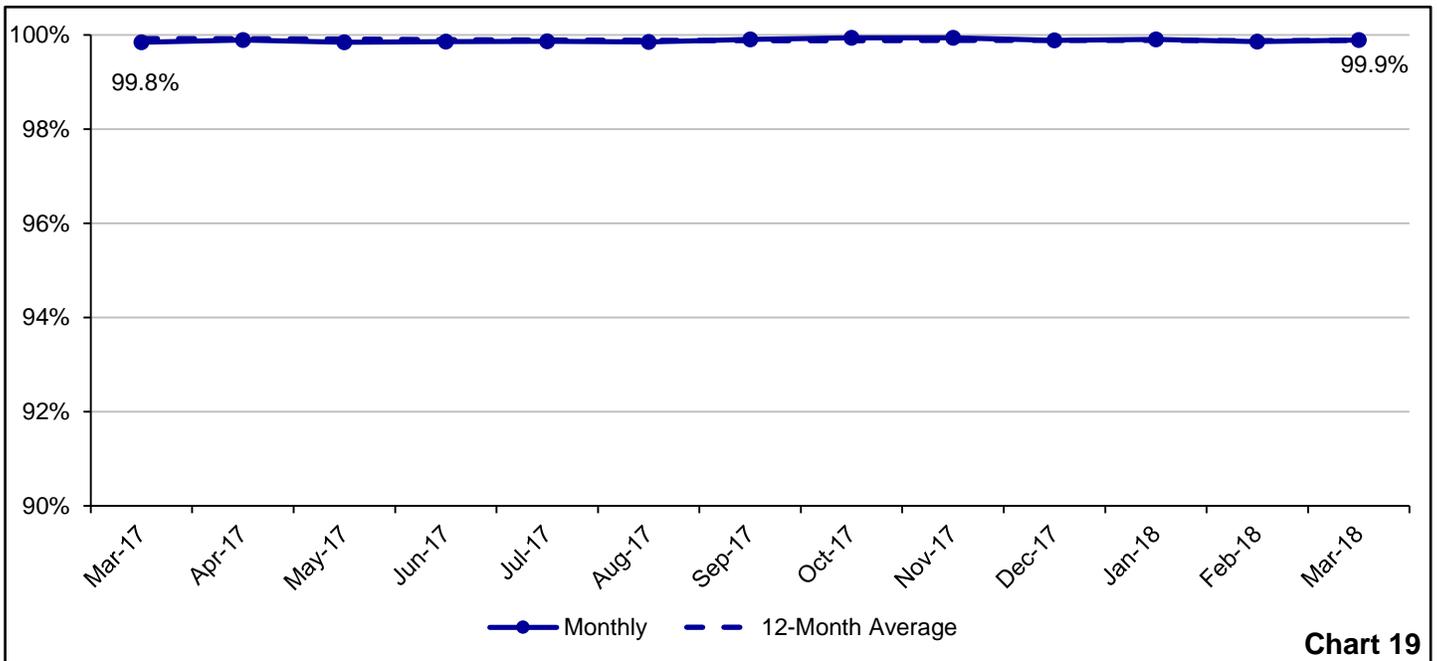
## Bus AM Weekday Pull Out Performance



**Chart 18**

	Monthly			12-Month Average		
	Mar 18	Mar 17	Difference	Mar 18	Mar 17	Difference
<b>Systemwide</b>	99.9%	99.7%	0.2%	99.8%	99.8%	0.0%

## Bus PM Weekday Pull Out Performance

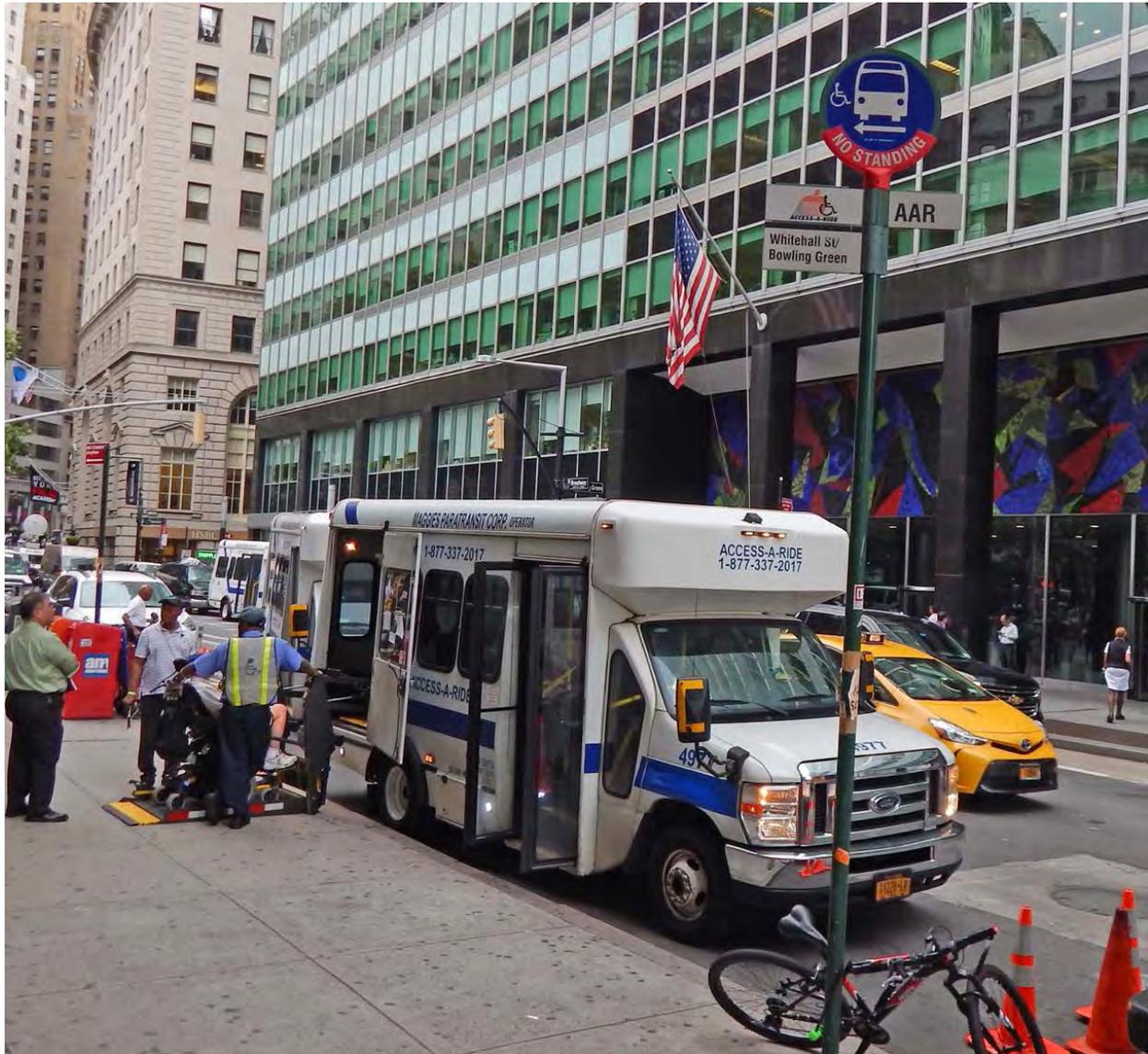


**Chart 19**

	Monthly			12-Month Average		
	Mar 18	Mar 17	Difference	Mar 18	Mar 17	Difference
<b>Systemwide</b>	99.9%	99.8%	0.1%	99.9%	99.9%	0.0%

# Customer Service Report: Paratransit

Michael Cosgrove, Acting Vice President



Command Center Officer Thomas Chin observes a Paratransit Operator assisting a customer boarding a vehicle; Paratransit recently provided a special Train-the-Trainer customer service targeted program to its contractors that was rolled out to all drivers.

## March 2018 Highlights: Paratransit

NYC Transit's Paratransit strategy is based, first and foremost, on our customers.

Last year, we launched an e-hail pilot program that introduced real-time, on-demand service for Paratransit customers. Since that time, riders have had the ability to request a yellow or green taxicab on demand via an app or the Paratransit call center.

Due to the overwhelming success of the pilot, this month we are seeking Board approval to expand the pilot to include additional capacity for our customers. Over 1,000 participating customers have enrolled in our on-demand pilot and have taken approximately 20,000 trips since last year. In addition, we are booking close to 5,000 advance reservation trips each weekday. Importantly, e-hail offers great capacity, which can be used to improve flexibility and provide additional options for our customers. It allows us to mitigate on-street issues that otherwise delay service.

We continue to work closely with the Paratransit Task Force, led by Commissioner Vanterpool, with a view to proactively improving the customer experience, communication, and transparency.

### **Darryl C. Irick**

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

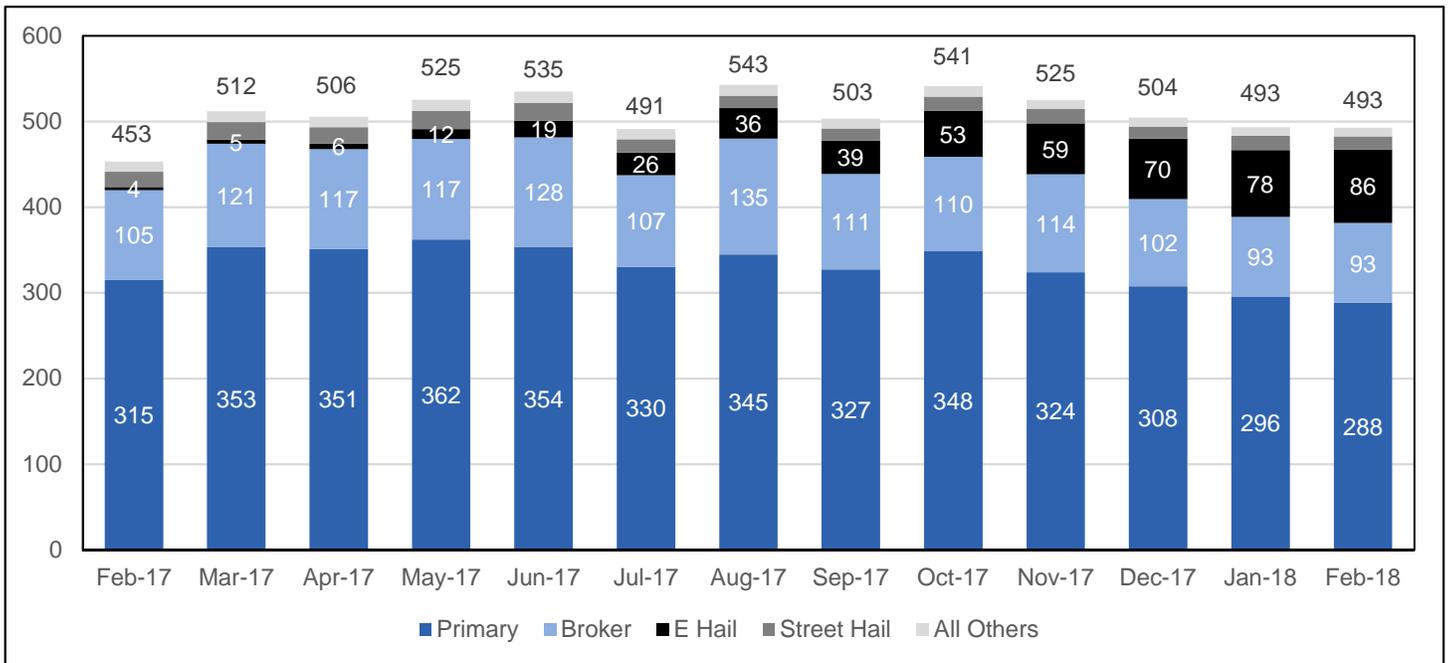
# Monthly Operations Report

Statistical results for the month of Feb-18 are shown below.

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: Feb-18			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Legacy Indicators	% of Trips Completed	90.2%	90.9%	-0.7%	90.6%	90.5%	0.1%
	Trips Requested	628,638	587,329	7.0%	659,133	651,064	1.2%
	Trips Scheduled	545,973	498,140	9.6%	567,669	560,135	1.3%
	Trips Completed*	492,524	453,047	8.7%	514,220	507,036	1.4%
	Early Cancellations as a Percentage of Trips Requested	12.6%	14.5%	-1.9%	13.2%	13.1%	0.0%
	Late Cancellations as a Percentage of Trips Scheduled	3.4%	3.5%	-0.1%	3.5%	3.2%	0.3%
	No-Shows (Passenger) as a Percentage of Trips Scheduled	2.1%	1.9%	0.2%	2.1%	1.6%	0.5%
	No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.5%	0.7%	-0.2%	0.8%	0.7%	0.1%
	Denials (Capacity) as a Percentage of Trips Requested	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Customer Refusals as a Percentage of Trips Requested	0.5%	0.7%	-0.2%	0.7%	0.9%	-0.1%
	New Applications Received	2,580	2,473	4.3%	2,760	2,980	-7.4%

\*Feb-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.

## Total Trips

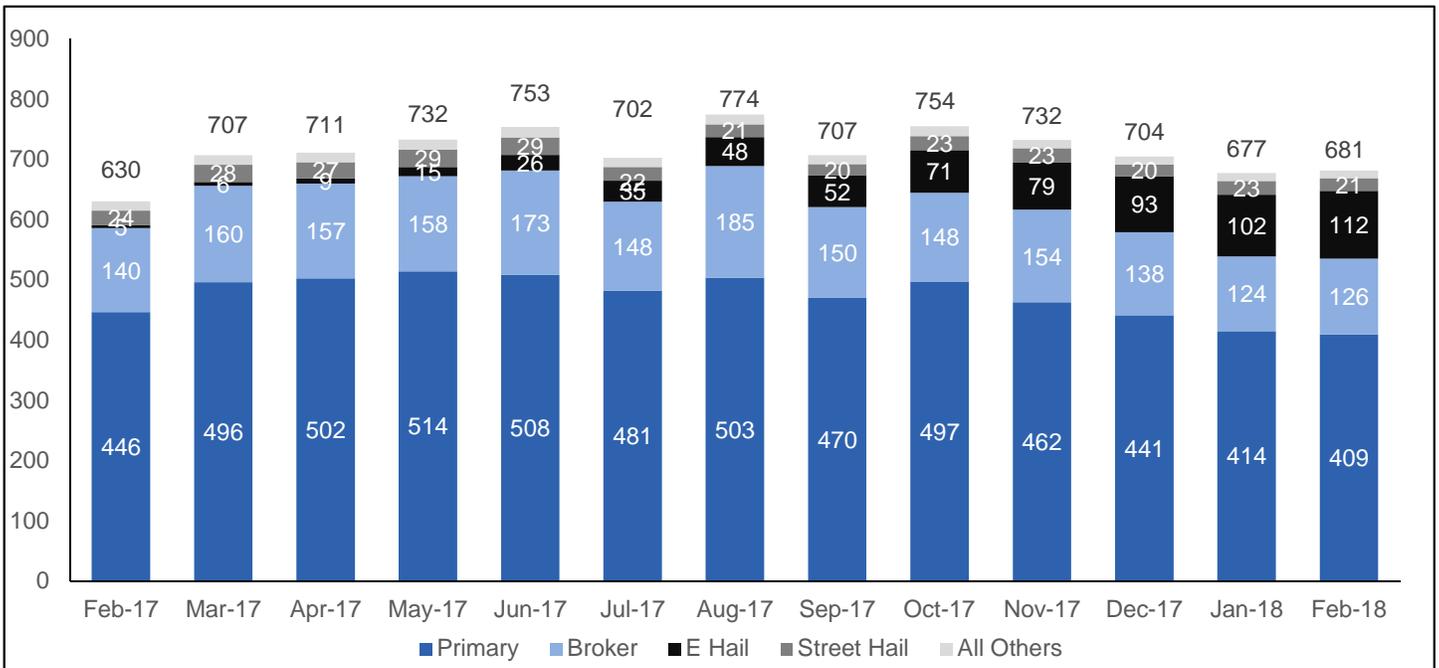


### Total Trips Discussion

- Total Trips remained flat when compared to the previous month, but showed an increase of 9% from February 2017.
- Total Trips increase was driven by improved service and the roll-out of E-Hail.

Chart 1

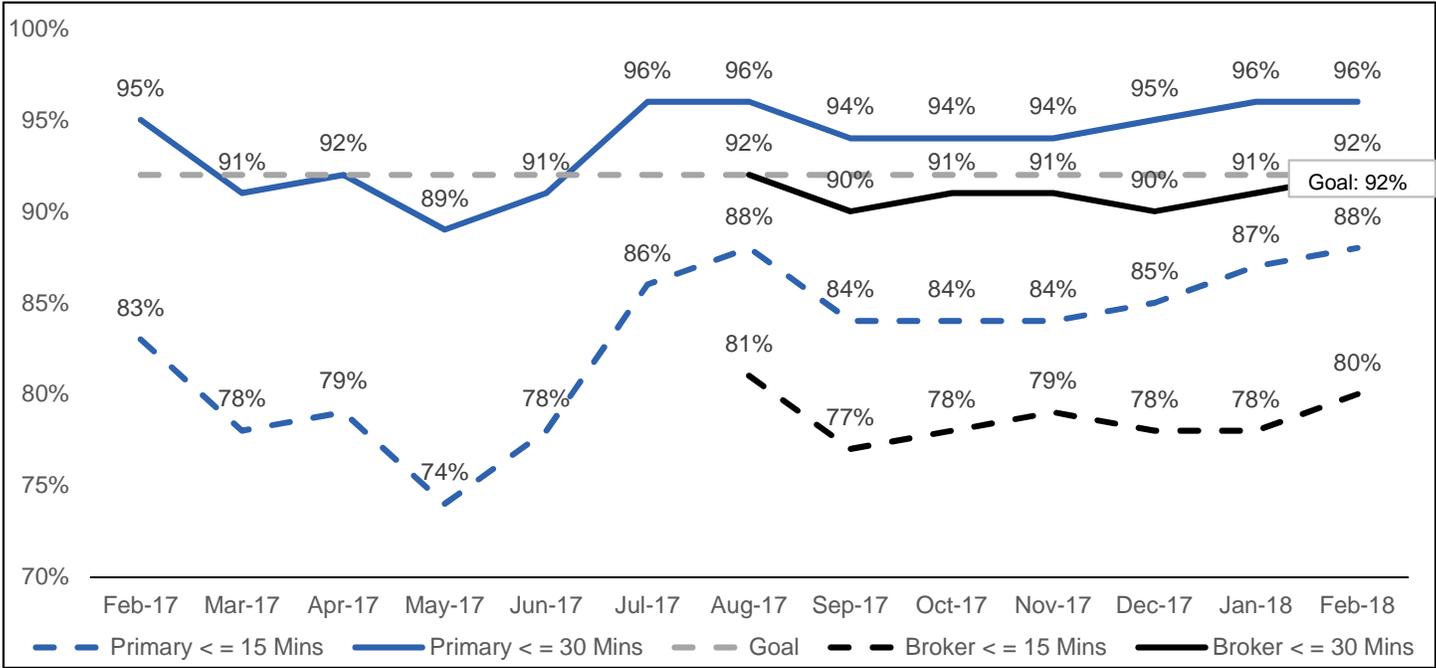
## Total Ridership



### Total Ridership Discussion

- Total Ridership showed a 1% increase from the previous month, and an 8% increase from February 2017.
- The increase in Total Ridership was driven by improved service and the roll-out of E-Hail.

# Pick Up On-Time Performance

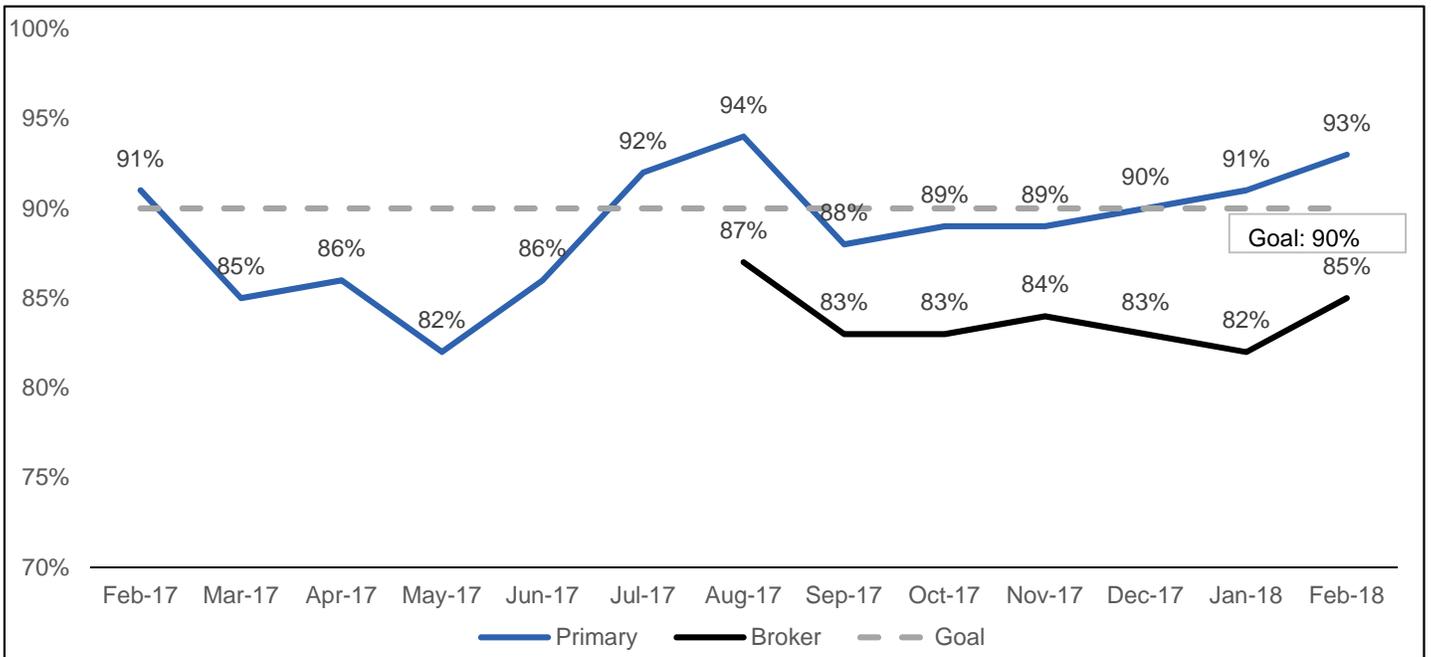


## Pick Up On-Time Performance Discussion

- 30 Minute Pick Up On-Time Performance remained flat for Primary Carriers when compared to the previous month, and increased by 1% from February 2017.
- 15 Minute Pick Up On-Time Performance increased by 1% for Primary Carriers when compared to the previous month, and increased by 5% from February 2017.
- 30 Minute Pick Up On-Time Performance increased by 1% for Brokers when compared to the previous month.
- 15 Minute Pick Up On-Time Performance increased by 2% for Brokers when compared to the previous month.
- Pick Up On-Time Performance for Primary Carriers increased due to enhanced pick up appointment times for customers.
- Improved Broker performance was primarily due to enhanced scheduling efficiencies.

Chart 3

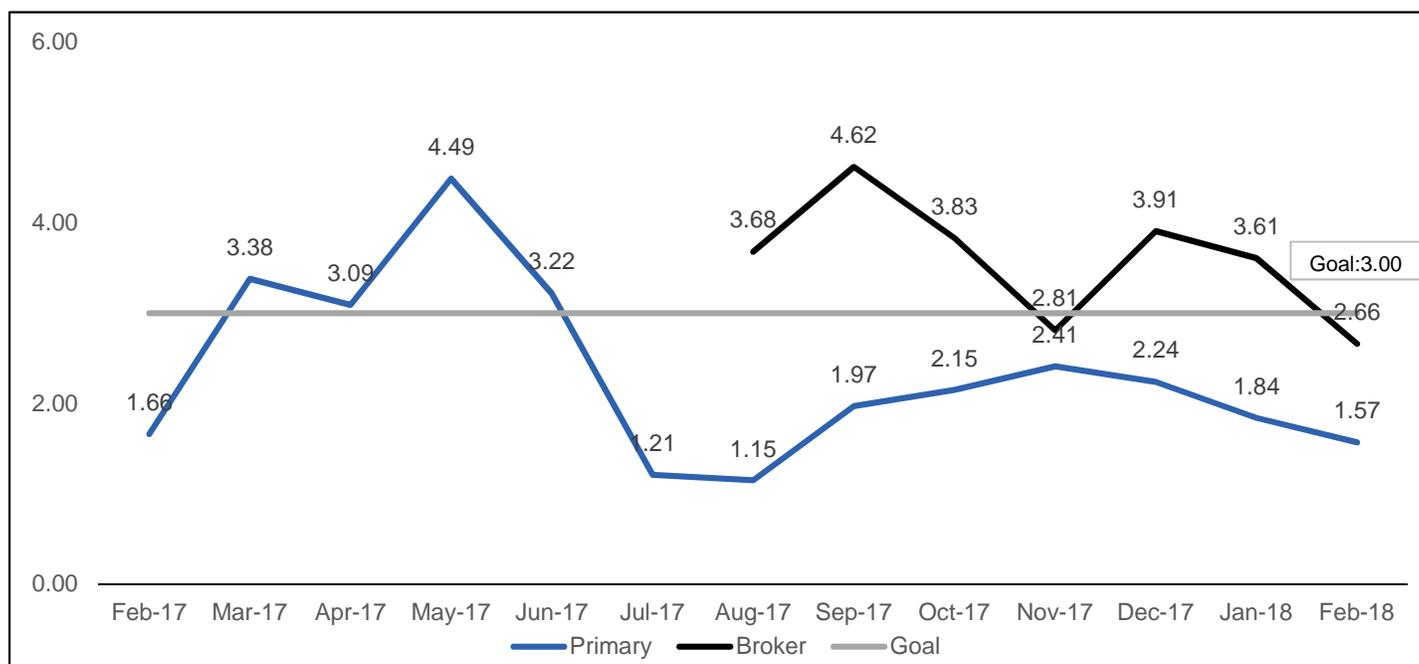
## Drop Off On-Time Performance On Appointment Trips



### Drop Off On-Time Performance On Appointment Trips Discussion

- Drop-Off On-Time Performance increased by 2% for Primary Carriers when compared to the previous month.
- Drop-Off On-Time Performance increased by 3% for Brokers when compared to the previous month.
- Drop-Off On-Time Performance for Primary Carriers increase due to enhanced drop off appointment times for customers.
- Improved Broker performance was primarily due to enhanced scheduling efficiencies.

## Provider No Shows Per 1000 Schedule Trips

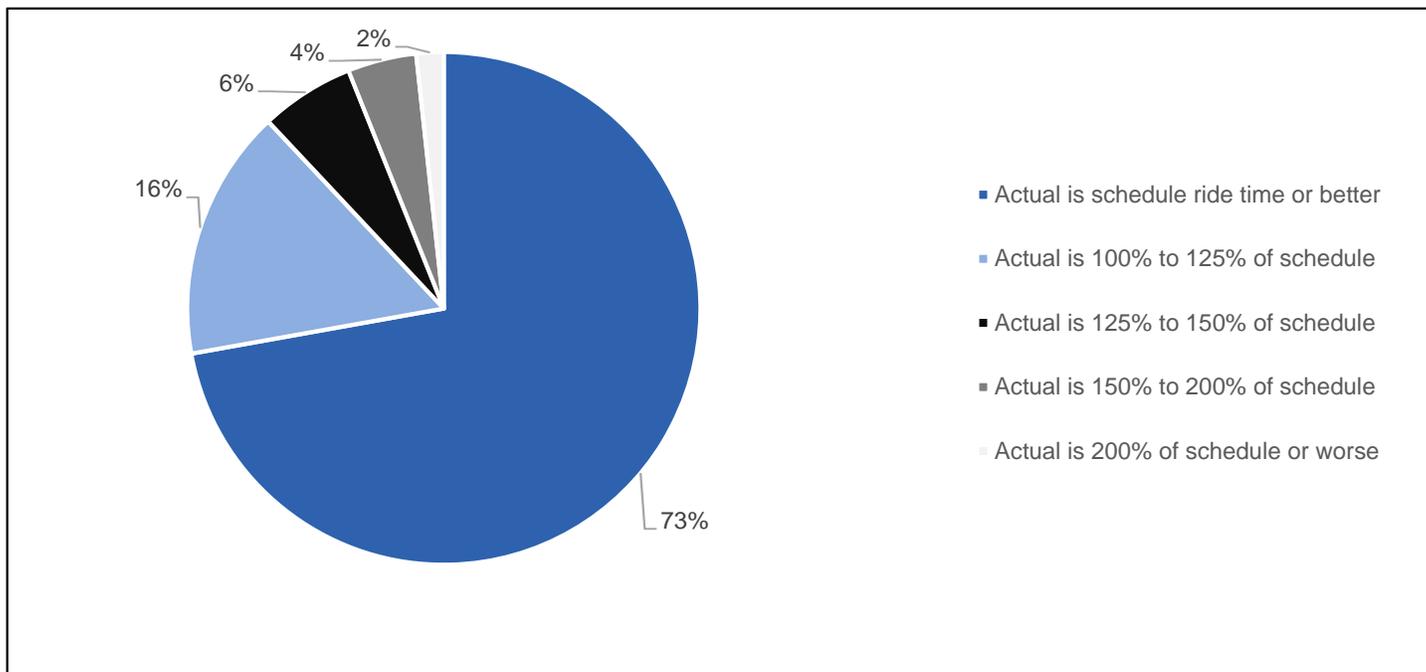


### Provider No Shows Per 1000 Schedule Trips Discussion

- Primary Carrier No Shows improved by 15% when compared to the previous month, and improved by 5% compared to February 2017.
- Broker No Shows improved by 26% when compared to the previous month.
- No shows decreased primarily due to improved on-time performance and appointment times as a result of enhanced oversight of Primary Carrier management operations.
- Improved Broker performance was primarily due to enhanced scheduling efficiencies.

**Chart 5**

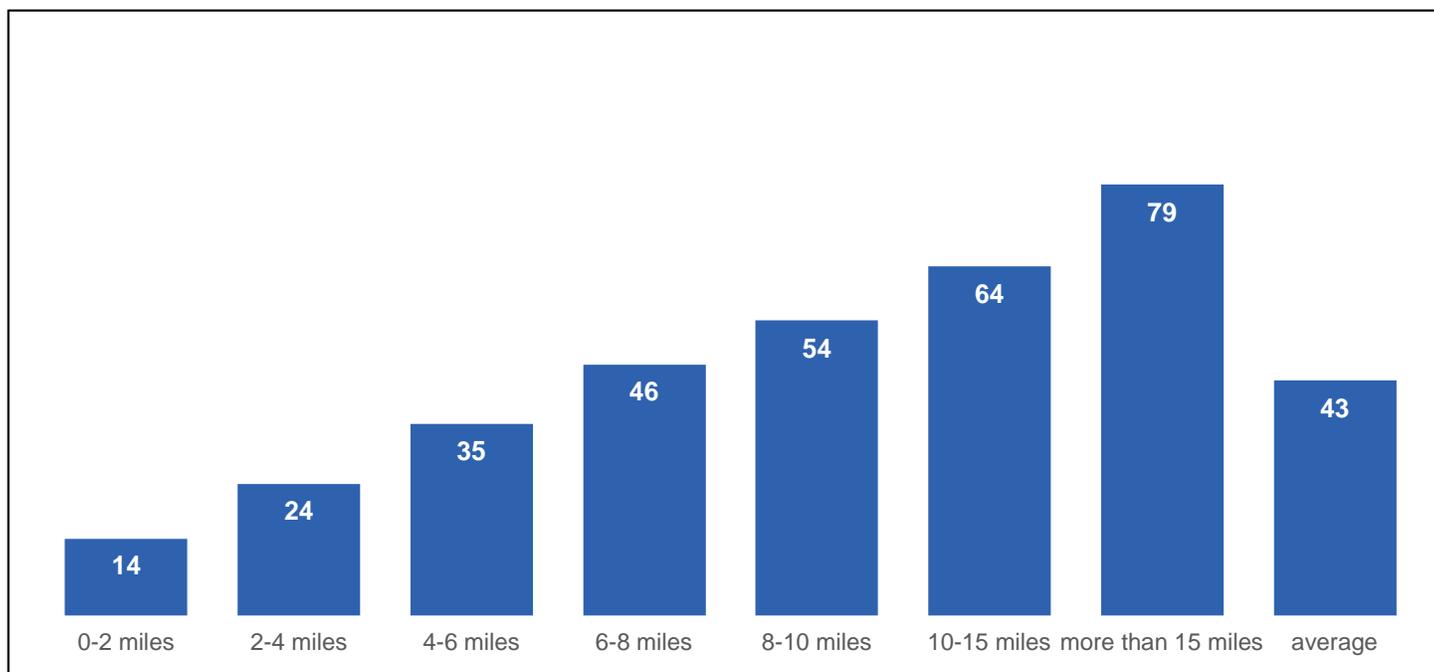
## Access-A-Ride Carrier Ride Time Performance - Actual vs. Scheduled



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

- 73% of trips were performed within the scheduled time or better, which is an improvement of 1% from the previous month.
- Ride Time Performance has improved due to more direct route rides, more efficient scheduling and the utilization of the E-Hail program.

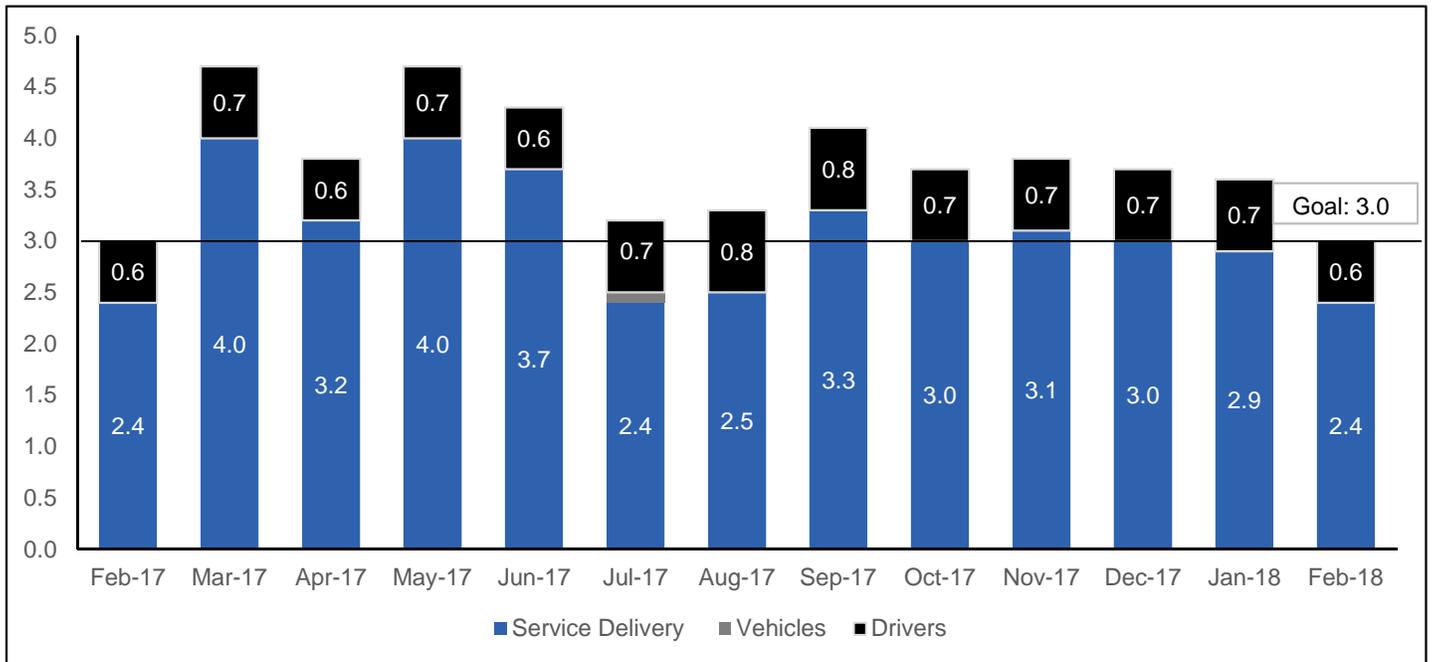
## Average Travel Time in Minutes by Trip Distance Category



### Average Travel Time in Minutes by Trip Distance Category Discussion

- The average travel time for all categories was 43 minutes, which is an improvement of 2% compared to previous month.
- Ride Time Performance has improved due to more direct route rides, more efficient scheduling and the utilization of the E-Hail program.

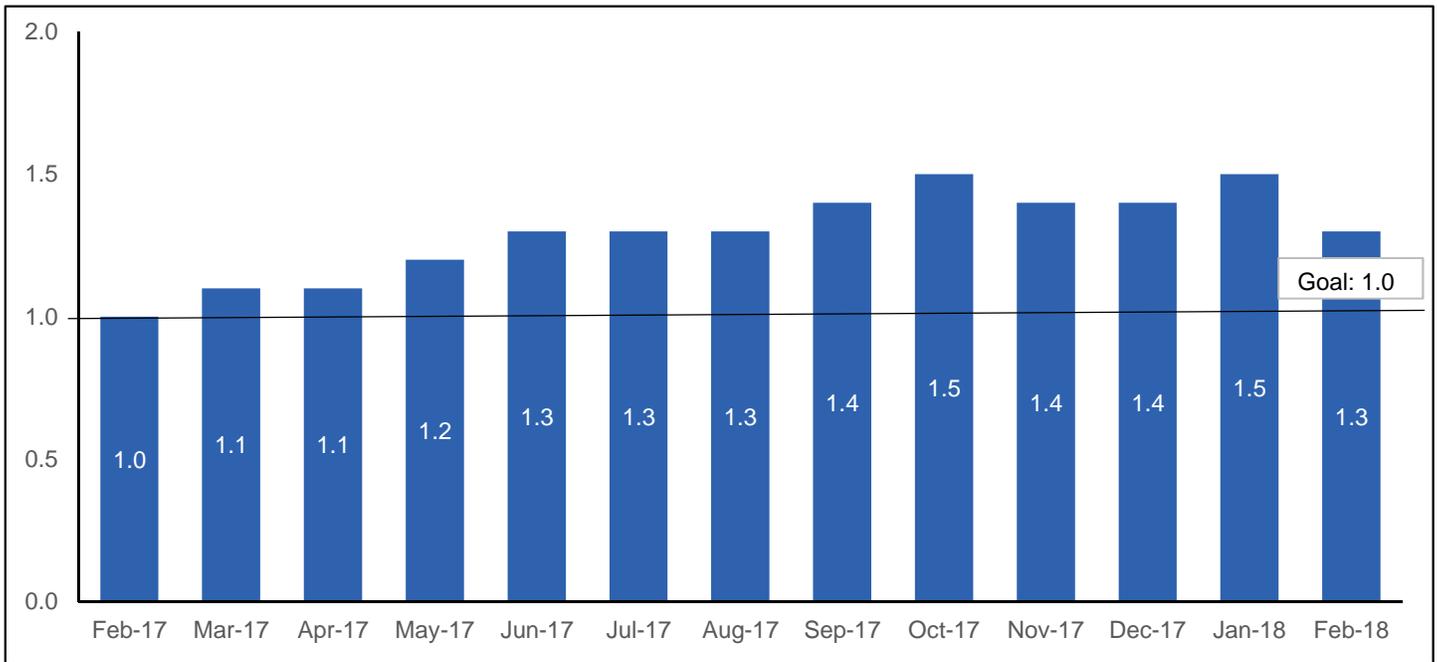
## Passenger Complaints Related to Transportation Service Quality Per 1000 Completed Trips



### Passenger Complaints Related to Transportation Service Quality Per 1000 Completed Trips Discussion

- Transportation related complaints showed improvement of 17% from the previous month, and remained flat as compared to this time last year.
- Decreased Complaints in volume from previous month was primarily due to improved service of the entire Access-A-Ride program.

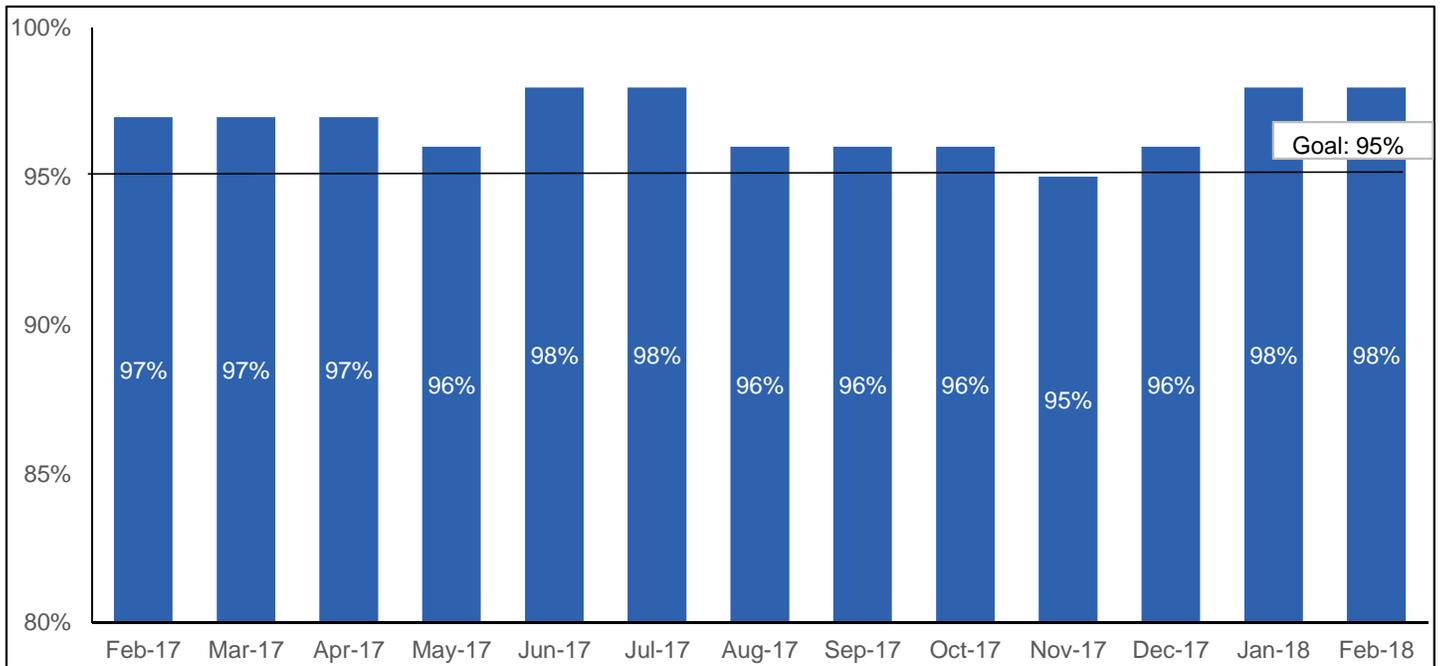
## Passenger Complaints Related to Non-Transportation Service Quality Per 1000 Completed Trips



### Passenger Complaints Related to Non-Transportation Service Quality Per 1000 Completed Trips Discussion

- Non-Transportation related complaints showed improvement of 13% from the previous month.
- Decreased Complaints in volume from previous month was primarily due to improved service of the entire Access-A-Ride program.

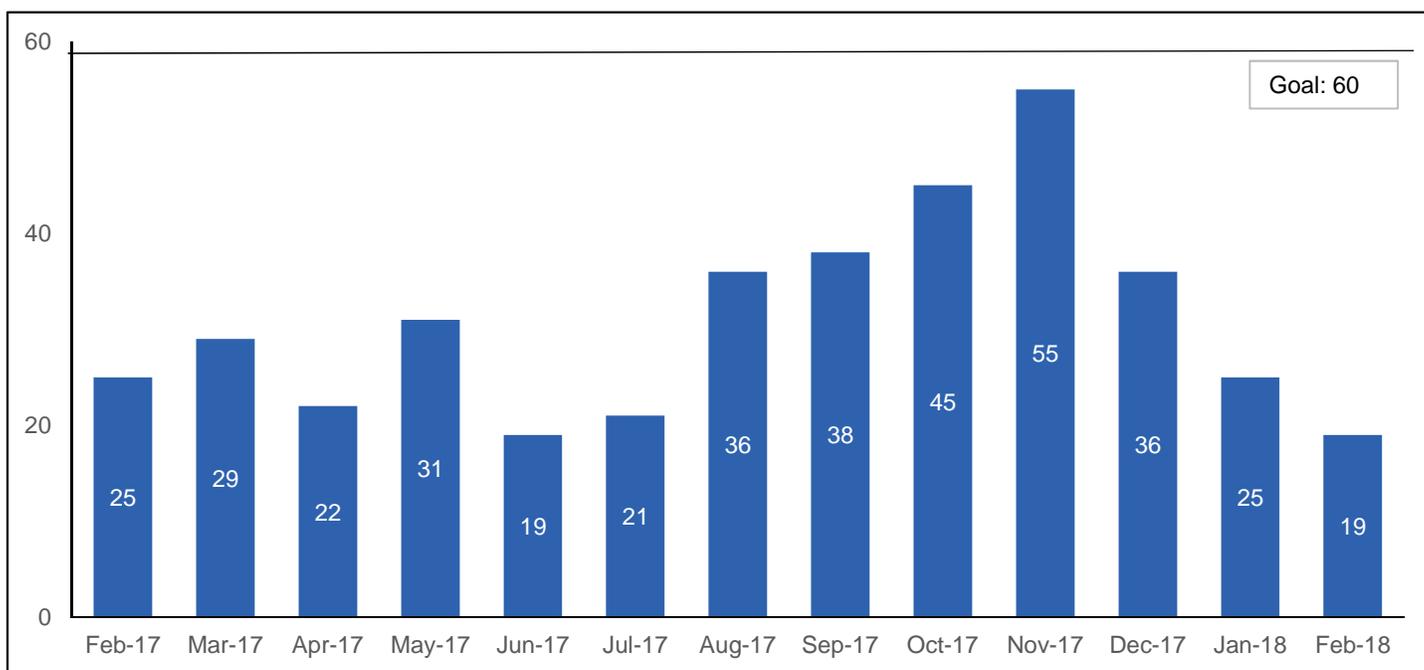
## Percent of Calls Answered



### Percent of Calls Answered Discussion

- The Percent of Calls Answered remained flat at 98% as compared to last month.
- The Percent of Calls Answered showed an increase of 1% from February 2017 due to increase in Call Center staffing and improved Call Center agent training.

## Average Call Answer Speed in Seconds

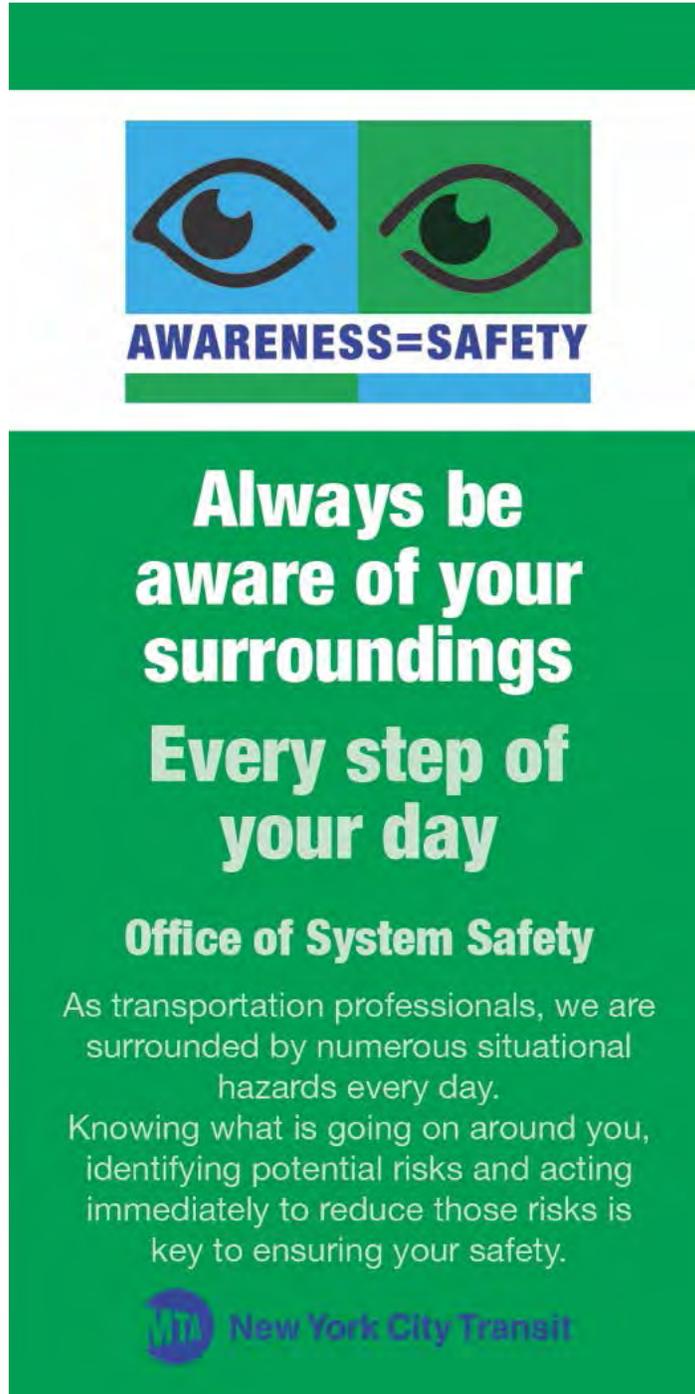


### Average Call Answer Speed in Seconds Discussion

- Average call answer speeds showed an improvement of 31% from the previous month.
- The improvement was due to the increase in Call Center staffing and improved Call Center agent training.

## Safety

Carl Hamann, Acting Vice President, System Safety

A safety brochure with a green background. At the top is a solid green horizontal bar. Below it is a graphic featuring two stylized eyes: the left eye is on a blue background and the right eye is on a green background. Below the eyes, the text "AWARENESS=SAFETY" is written in blue, bold, uppercase letters. The main body of the brochure is a large green rectangle containing white text. At the bottom of this rectangle is the New York City Transit logo, which includes a blue circular icon with a white "NYCT" and the text "New York City Transit" in blue.

**Always be  
aware of your  
surroundings  
Every step of  
your day**

**Office of System Safety**

As transportation professionals, we are surrounded by numerous situational hazards every day. Knowing what is going on around you, identifying potential risks and acting immediately to reduce those risks is key to ensuring your safety.

 **New York City Transit**

Safety brochure to be distributed to all NYC Transit employees.

# Safety Report

Following direction from President Byford, a significant effort has been made to reduce reporting lags. To account for the lag reduction you will see a complete metric grid covering our regular reporting period and an abbreviated grid with updated data for those items we have been able to reduce reporting lags on. The metrics with reduced lags are Subway Customer Accidents, Subway Fires, Bus Collisions, and Bus Collision Injuries.

Employee Lost Time Accidents continued on a downward trend.

Subway Fires slightly increased over both periods being reported. However, it should be noted that since the Subway Action Plan was initiated in July 2017, Right of Way (ROW) Fires which account for the majority of the fires decreased when compared to the same periods in the previous year. Over 99% on were of low or average severity for both periods being reported.

Consistent with our positive downward trend, Bus Collisions and Collision Injuries continue to decline for the periods being reported on.

Bus Customer Accidents have continued to decline while Subway Customer Accidents have increased. Subway Customer Accidents were driven by Slip/Trip/Fall incidents with increases seen around station turnstiles as well as escalator and mezzanine areas.

NYC Transit continues to make steady progress against all of our Leading Indicator goals. In response to accelerated production, NYC Transit has increased the Friction Pad installation goal from 37,000 to 50,000.

**Carl Hamann**

Acting Vice President, Office of System Safety

## Monthly Operations Report

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

<b>Safety Report</b>				
<b>Performance Indicators</b>		<b>12-Month Average</b>		
		Mar 15 - Feb 16	Mar 16 - Feb 17	Mar 17 - Feb 18
<b>Subways</b>				
Subway Customer Accidents per Million Customers <sup>1</sup>		2.60	2.58	2.90
Subway Collisions <sup>2,3</sup>		0	0	0
Subway Derailments <sup>2,3</sup>		2	3	4
Subway Fires <sup>2</sup>		1,022	952	977
<b>Buses</b>				
Bus Collisions Per Million Miles                      Regional		53.79	55.92	54.95
Bus Collision Injuries Per Million Miles                      Regional		6.28	6.50	6.10
Bus Customer Accidents Per Million Customers                      Regional		1.15	1.28	1.24
Total NYC Transit and MTA Bus Lost Time Accidents per 100 Employees		3.95	3.91	3.46

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

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

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

<b>Leading Indicators</b>				
<b>Subways</b>	March	YTD	Goal	YTD as % of Goal
<b>Roadway Worker Protection</b>				
Joint Track Safety Audits -- Actual Count	33	100	340	29.4%
Joint Track Safety Audits -- Compliance Rate	98.2%	97.9%	100.0%	97.9%
<b>Mainline Collision/Derailment Prevention</b>				
Continuous Welded Rail Initiative (# of Track Feet)	9,206	18,159	72,000	25.2%
Friction Pad Installation	8,292	25,170	50,000	50.3%
<b>Buses</b>	March	YTD	Goal	YTD as % of Goal
<b>Collision Prevention</b>				
Audible Pedestrian Warning System Pilot	20	52	283	18.4%
Vision Zero Employee Training	531	1,625	6,100	26.6%



# 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 curbside 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.



**CRIME STATISTICS MARCH**

	2018	2017	Diff	% Change
RAPE	0	0	0	0.0%
ROBBERY	45	38	7	18.4%
GL	106	151	-45	-29.8%
FELASSAULT	27	32	-5	-15.6%
BURGLARY	1	5	-4	-80.0%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>179</u></b>	<b><u>226</u></b>	<b><u>-47</u></b>	<b><u>-20.8%</u></b>

*During March, the daily Robbery average increased from 1.2 to 1.5*  
*During March, the daily Major Felony average decreased from 7.3 to 5.8*

**CRIME STATISTICS JANUARY THRU MARCH**

	2018	2017	Diff	% Change
RAPE	0	0	0	0.0%
ROBBERY	121	99	22	22.2%
GL	346	421	-75	-17.8%
FELASSAULT	79	92	-13	-14.1%
BURGLARY	3	8	-5	-62.5%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>549</u></b>	<b><u>620</u></b>	<b><u>-71</u></b>	<b><u>-11.5%</u></b>

*Year to date the daily Robbery average increased from 1.1 to 1.3*  
*Year to date the daily Major Felony average decreased from 6.9 to 6.1*

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



Police Department  
City of New York

## MTA Report

### MARCH ACTIVITY

	<b>2018</b>	<b>2017</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	1264	2723	-1459	-53.6%
TOS Arrests	502	1898	-1396	-73.6%
Total Summons	5141	6982	-1841	-26.4%
TOS TABs	3202	5313	-2111	-39.7%

### JANUARY THRU MARCH ACTIVITY

	<b>2018</b>	<b>2017</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	4940	8003	-3063	-38.3%
TOS Arrests	2596	5659	-3063	-54.1%
Total Summons	16203	20058	-3855	-19.2%
TOS TABs	10523	15678	-5155	-32.9%

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

**Hate Crime Task Force  
Transit Bureau  
HCTF Statistical Data  
(As of 3/18/2018)**

**Motivation:**

Motivation	2018	2017	Diff	% Change
ASIAN	0	0	0	***.*
BLACK	0	2	-2	<b>-100%</b>
DISABILITY	0	0	0	***.*
ETHNIC	0	1	-1	<b>-100%</b>
GENDER	0	0	0	***.*
HISPANIC	0	1	-1	<b>-100%</b>
MUSLIM	1	0	1	***.*
OTHER	0	3	-3	<b>-100%</b>
RELIGION	0	0	0	***.*
SEMITIC	6	13	-7	<b>-54%</b>
SEXUAL ORIENTATION	1	1	0	<b>0%</b>
WHITE	0	0	0	***.*
Grand Total	8	21	-13	<b>-62%</b>

**Crime Name:**

Crime Name	2018	2017	Diff	% Change
Aggravated Harassment 1	1	1	0	<b>0%</b>
Aggravated Harassment 2	0	2	-2	<b>-100%</b>
Assault 3	0	3	-3	<b>-100%</b>
Criminal Mischief 3	0	1	-1	<b>-100%</b>
Criminal Mischief 4	5	13	-8	<b>-62%</b>
Harassment 2	1	0	1	***.*
Menacing 2	0	1	-1	<b>-100%</b>
Criminal Impersonation 1	1	0	1	***.*
Grand Total	8	21	-13	<b>-62%</b>

**Transit District by Motivation:**

Command	Motivation	2018	2017	Diff	% Change
TD 1	OTHER	0	1	-1	-100%
	SEMITIC	0	1	-1	-100%
TD 2	SEMITIC	1	2	-1	-50%
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%
	MUSLIM	1	0	1	***.*
	SEXUAL ORIENTATION	0	1	-1	-100%
TD 30	BLACK	0	1	-1	-100%
	SEMITIC	0	4	-4	-100%
TD 32	BLACK	0	1	-1	-100%
	SEMITIC	0	3	-3	-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		8	21	-13	-62%

**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 1	1	0	1	***.*
	Aggravated Harassment 2	0	1	-1	-100%

	Criminal Mischief 4	0	1	-1	-100%
TD 3	Criminal Mischief 3	0	1	-1	-100%
	Criminal Mischief 4	0	1	-1	-100%
TD 4	Criminal Mischief 4	0	2	-2	-100%
TD 12	Criminal Mischief 4	0	1	-1	-100%
TD 20	Assault 3	0	2	-2	-100%
	Criminal Impersonation 1	1	0	1	***.*
TD 30	Criminal Mischief 4	0	4	-4	-100%
	Menacing 2	0	1	-1	-100%
TD 32	Aggravated Harassment 1	0	1	-1	-100%
	Criminal Mischief 4	0	3	-3	-100%
	Harassment 2	1	0	1	***.*
TD 33	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	1	0	1	***.*
TD 34	Criminal Mischief 4	4	0	4	***.*
Grand Total		8	21	-13	-62%

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

2018	2017
2017-071-01249	2017-006-00528
2018-006-01069	2017-010-00359
2018-060-01071	2017-017-00488
2018-060-01151	2017-019-01370
2018-061-00319	2017-020-00490
2018-066-00877	2017-020-00531
2018-081-00340	2017-030-00565
2018-110-01493	2017-045-01210

<b>Grand Total: 8</b>	2017-050-00744
	2017-070-01639
	2017-070-01666
	2017-070-01938
	2017-075-03051
	2017-078-01080
	2017-079-01596
	2017-084-00310
	2017-084-00485
	2017-084-00653
	2017-084-00676
	2017-103-00305
	2017-107-00043
	<b>Grand Total: 21</b>



Police Department  
City of New York

**REPORT**

	<i>JANUARY-MARCH</i>																					
	<i>1997</i>	<i>1998</i>	<i>1999</i>	<i>2000</i>	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>
<i>Murder</i>	1	0	3	1	0	0	0	1	2	1	1	0	1	0	0	0	0	0	0	1	0	0
<i>Rape</i>	1	4	0	1	1	0	2	0	2	2	0	2	0	0	0	3	2	3	0	0	0	0
<i>Robbery</i>	553	503	412	336	321	308	289	258	327	233	188	189	188	184	176	236	155	119	98	123	99	121
<i>Assault</i>	120	130	105	99	71	71	60	63	79	45	48	52	46	51	56	38	46	48	52	75	92	79
<i>Burglary</i>	12	5	1	2	3	1	3	0	0	1	0	2	0	2	0	3	5	6	5	7	8	3
<i>GL</i>	762	637	533	548	519	500	393	430	485	282	292	312	295	264	318	403	384	393	344	369	421	346
<i>TOTAL MAJOR FELONIES</i>	<i>1449</i>	<i>1279</i>	<i>1054</i>	<i>987</i>	<i>915</i>	<i>880</i>	<i>747</i>	752	895	564	529	557	530	501	550	683	592	569	499	575	620	549
<i>Major Fel Per Day</i>	<i>16.10</i>	<i>14.21</i>	<i>11.71</i>	<i>10.97</i>	<i>10.17</i>	<i>9.78</i>	<i>8.30</i>	<i>8.36</i>	<i>9.94</i>	<i>6.27</i>	<i>5.88</i>	<i>6.12</i>	<i>5.89</i>	<i>5.57</i>	<i>6.11</i>	<i>7.51</i>	<i>6.58</i>	<i>6.32</i>	<i>5.54</i>	<i>6.32</i>	<i>6.89</i>	<i>6.10</i>



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

**March 2018 vs. 2017**

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

**Year to Date 2018 vs. 2017**

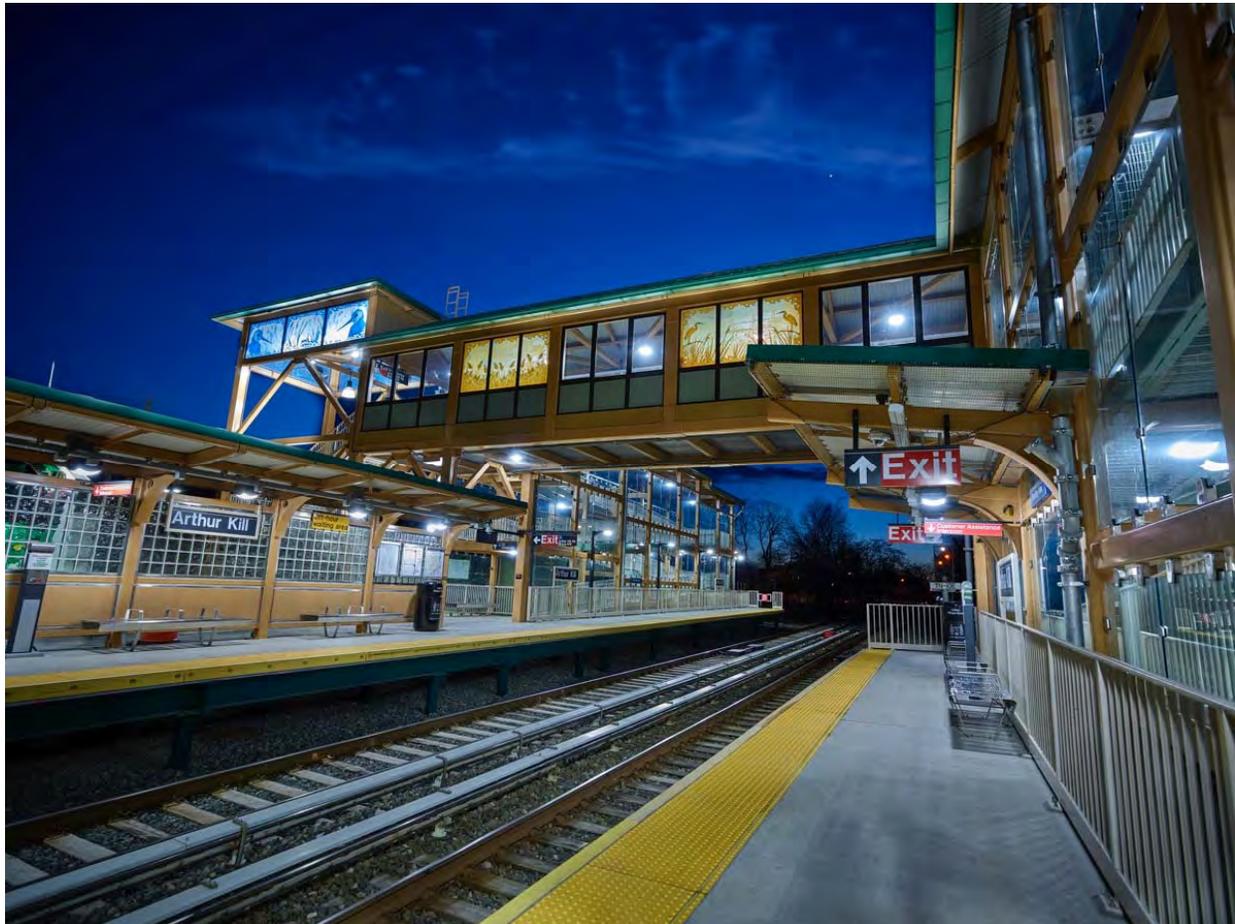
	<b>2018</b>	<b>2017</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	1	0	1	100%
<b>Felony Assault</b>	0	1	-1	-100%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	0	1	-1	-100%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	1	2	-1	-50%



## Financial and Ridership Reports

**Jaibala Patel**, Chief Financial Officer

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



Twilight at the recently opened Arthur Kill station on the Staten Island Railway. Weekday ridership growth on the line has averaged nearly four percent over the past five months, due in part to increased residential development on the Island.

# Preliminary February 2018 Monthly Report: New York City Transit

The purpose of this report is to provide the preliminary February 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:

- February 2018 New York City Transit ridership of 172.7 million was 7.7 million (4.3 percent) below budget, of which subway ridership of 127.3 million was 5.1 million (3.9 percent) below budget, and bus ridership of 44.7 million was 2.5 million (5.3 percent) below budget.
- Farebox revenue of \$335.0 million was \$7.2 million (2.1 percent) below budget. There was a slight negative impact from weather, mostly due to 3.5 inches of rain on weekends and 4.4 inches of snow on Saturday, February 17<sup>th</sup>.
- Operating expenses of \$680.5 million exceeded budget by \$6.2 million (0.9 percent). Labor expenses were higher by \$3.0 million (0.6 percent), mainly due to additional overtime requirements. Non-labor expenses were above budget by a net \$3.1 million (2.0 percent).

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

Preliminary Financial Results Compared to Budget						
Category (\$ in millions)	February Results		February Year-to-Date Results			
	Variance Fav/(Unfav)		Budget	Prelim Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(7.2)	(2.1)	714.1	687.1	(27.1)	(3.8)
Nonreimb. Exp. before Dep./OPEB	(6.2)	(0.9)	1,379.4	1,401.7	(22.3)	(1.6)
Net Cash Deficit*	(27.3)	(9.2)	(581.9)	(562.4)	19.5	3.3

\*Excludes Subsidies and Debt Service

February 2018 **farebox revenue** was \$335.0 million, \$7.2 million (2.1 percent) below budget. Subway revenue was \$5.5 million (2.1 percent) below budget, bus revenue was \$1.6 million (2.2 percent) below budget, and paratransit revenue was \$0.1 million (3.8 percent) below budget. Accrued fare media liability was equal to budget. Year-to-date revenue of \$687.1 million was \$27.1 million (3.8 percent) below budget. The February 2018 non-student average fare of \$2.01 increased 8.4¢ from February 2017; the subway fare increased 8.7¢, the local bus fare increased 6.0¢, and the express bus fare increased 26.9¢.

Total **ridership** in February 2018 of 172.7 million was 7.7 million trips (4.3 percent) below budget. Average weekday ridership in February 2018 was 7.4 million, 1.9 percent below February 2017. Average weekday ridership for the twelve months ending February 2018 was 7.5 million, 2.9 percent lower than the twelve months ending February 2017.

**Nonreimbursable expenses**, before depreciation, OPEB and GASB 68 Pension Adjustment, were above budget in February by a net \$6.2 million (0.9 percent).

**Labor expenses** were in excess of budget by a net \$3.0 million (0.6 percent), as additional overtime requirements were partly offset by favorable results in health & welfare/OPEB current expenses and payroll expenses.

**Non-labor expenses** also exceeded budget by a net \$3.1 million (2.0 percent).

**Year-to-date**, nonreimbursable expenses exceeded budget by \$22.3 million (1.6 percent), of which labor expenses were higher by \$19.7 million (1.8 percent), driven mostly by an overtime overrun of \$26.1 million (30.8 percent). Non-labor expenses were over budget by a net \$2.6 million (0.9 percent).

The **net cash deficit** for February year-to-date was \$562.4 million, favorable to budget by \$19.5 million (3.3 percent).

## Financial Results

### Farebox Revenue

February 2018 Farebox Revenue - (\$ in millions)								
	February				February Year-to-Date			
	Budget	Prelim Actual	Favorable/(Unfavorable)		Budget	Actual	Favorable/(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	261.0	255.5	(5.5)	(2.1%)	545.6	526.9	(18.7)	(3.4%)
NYCT Bus	73.1	71.5	(1.6)	(2.2%)	152.4	144.2	(8.2)	(5.4%)
Paratransit	1.5	1.4	(0.1)	(3.8%)	3.1	2.9	(0.2)	(7.0%)
Subtotal	335.6	328.5	(7.2)	(2.1%)	701.1	674.0	(27.1)	(3.9%)
Fare Media Liability	6.5	6.5	0.0	0.0%	13.1	13.1	0.0	0.0%
<b>Total - NYCT</b>	<b>342.2</b>	<b>335.0</b>	<b>(7.2)</b>	<b>(2.1%)</b>	<b>714.1</b>	<b>687.1</b>	<b>(27.1)</b>	<b>(3.8%)</b>

Note: Totals may not add due to rounding.

- There was a slight negative impact from weather, mostly due to 3.5 inches of rain on weekends and 4.4 inches of snow on Saturday, February 17<sup>th</sup>.
- Year-to-date ridership and revenue were also affected by the colder than normal temperatures in the first week of January and the snowstorm on January 4<sup>th</sup>, 2018. However, the primary factor driving the negative variance is the ongoing unfavorable ridership trends.

### Average Fare

February Non-Student Average Fare - (in \$)				
	NYC Transit			
	2017	Prelim 2018	Change	
			Amount	Percent
Subway	2.003	2.091	0.087	4.4%
Local Bus	1.617	1.677	0.060	3.7%
Subway & Local Bus	1.907	1.989	0.082	4.3%
Express Bus	5.090	5.359	0.269	5.3%
<b>Total</b>	<b>1.923</b>	<b>2.006</b>	<b>0.084</b>	<b>4.4%</b>

- February 2018 total non-student subway and bus average fares were higher than February 2017 due mainly to the March 19, 2017 fare increase. February 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) due to weather and ridership trends in January and February.

### **Other Operating Revenue**

In the month of February, other operating revenue was under budget by \$2.4 million (6.5 percent) and, year-to-date, also was lower than budget by \$5.2 million (6.9 percent). These unfavorable results were both due to lower real estate and MetroCard surcharge 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 in the month of February were more than budget by \$3.0 million (0.6 percent):

- Overtime expenses were over budget by \$13.9 million (34.0 percent), due mainly to Subway Action Plan (SAP) requirements, vacancy/absentee coverage, and subway service delays.
- Health & welfare/OPEB current expenses underran by a net \$9.0 million (8.0 percent), caused primarily by lower rates and vacancies.
- Payroll expenses were less by \$3.6 million (1.3 percent), due primarily to vacancy savings.
- Pension expenses were higher by \$1.4 million (1.9 percent), largely from the unfavorable timing of NYCERS expenses.

Year-to-date, labor expenses were over budget by a net \$19.7 million (1.8 percent):

- Overtime expenses were in excess of budget by \$26.1 million (30.8 percent), due mainly to Subway Action Plan (SAP) requirements, vacancy/absentee coverage, subway service delays and adverse weather-related requirements.
- Other fringe benefits were above budget by \$5.4 million (6.4 percent), caused mainly by unfavorable fringe benefit overhead credits, due to reimbursable payroll underruns, and higher FICA expenses.
- Reimbursable overhead credits were also unfavorable by \$2.4 million (5.8 percent), resulting from favorable reimbursable labor results.
- Partly offsetting these negative results was a net expense underrun in health & welfare/OPEB current expenses of \$12.6 million (5.6 percent), due mainly to lower rates and vacancies.

*Non-labor* expenses were over budget in February by a net \$3.1 million (2.0 percent):

- Materials & supplies expenses were higher by \$1.8 million (6.9 percent), due primarily to the unfavorable timing of non-vehicle maintenance material requirements.

- Professional service contract expenses overran by \$1.7 million (10.8 percent), due principally to the unfavorable timing of bond service and various professional service contract expenses, partly offset by the favorable timing of engineering service expenses.
- Fuel expenses were above budget by \$0.8 million (10.2 percent), driven by higher prices and the unfavorable timing of expenses, partly offset by lower consumption.
- Partly offsetting these overruns were favorable results in paratransit service contracts of \$0.7 million (2.0 percent), due principally to lower completed trips.
- Other business expenses were favorable by \$0.4 million (6.5 percent), due mostly to lower MVM credit card fees.

Year-to-date, non-labor expenses were over budget by \$2.6 million (0.9 percent), including the following:

- Maintenance contract expenses were above budget by \$6.7 million (21.7 percent), primarily from the unfavorable timing of non-vehicle maintenance & repair expenses.
- Fuel expenses were higher than budget by \$2.6 million (15.4 percent), mainly from higher prices.
- Other business expenses were higher by \$1.2 million (9.1 percent), due to various miscellaneous purchases, including office supplies.
- Paratransit service contract expenses were below budget by \$1.1 million (1.6 percent), due principally to lower completed trips.
- Electric power expenses were under budget by \$1.3 million (2.4 percent), due mainly to lower prices and consumption, partly offset by the unfavorable timing of expenses.
- Professional service contract expenses were favorable by \$5.5 million (17.1 percent), due primarily to the favorable timing of engineering services and Information Technology-related expenses, partly offset by the unfavorable timing of various professional service contract expenses.

Depreciation expenses were higher than budget year-to-date by \$19.6 million (7.0 percent), due mainly to a 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 through February, as expenses are now recorded on a quarterly basis. GASB #68 Pension Adjustment was adopted by the MTA in 2015. No accrued expenses were recorded through February, inasmuch as these expenses will also be recorded on a quarterly basis.

**Net Cash Deficit**

The net cash deficit for February year-to-date was \$562.4 million, favorable to budget by \$19.5 million (3.3 percent).

**Incumbents**

There were 49,412 full-time paid incumbents at the end of February, a decrease of 49 from January.

## Ridership Results

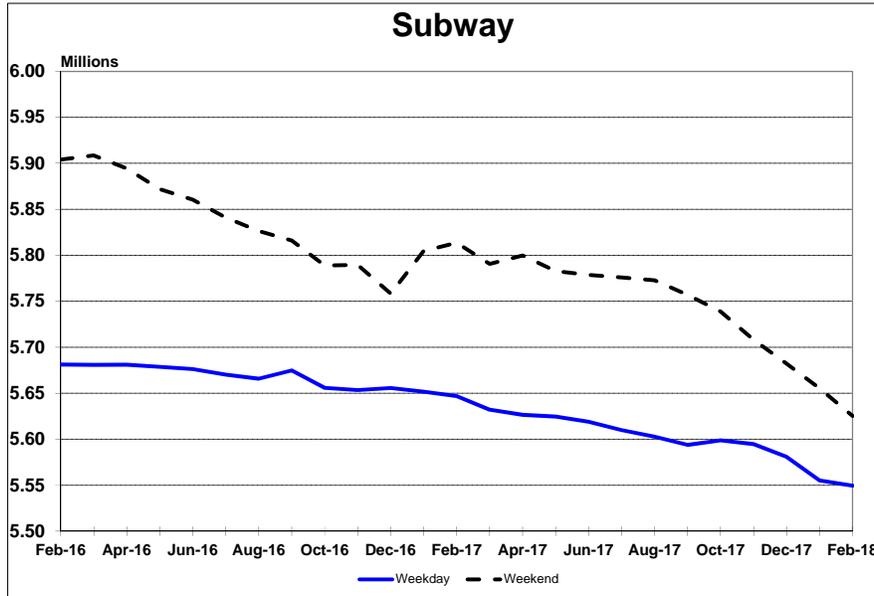
February 2018 Ridership vs. Budget - (millions)									
	February				February Year-to-Date				
	Budget	Prelim Actual	More/(Less)		Budget	Prelim Actual	More/(Less)		
			Amount	Percent			Amount	Percent	
Subway	132.5	127.3	(5.1)	(3.9%)	277.2	262.0	(15.2)	(5.5%)	
NYCT Bus	47.2	44.7	(2.5)	(5.3%)	98.5	90.0	(8.5)	(8.6%)	
Subtotal	179.6	172.0	(7.6)	(4.2%)	375.7	352.0	(23.7)	(6.3%)	
Paratransit	0.7	0.7	(0.1)	(7.8%)	1.5	1.4	(0.2)	(10.5%)	
<b>Total - NYCT</b>	<b>180.4</b>	<b>172.7</b>	<b>(7.7)</b>	<b>(4.3%)</b>	<b>377.2</b>	<b>353.4</b>	<b>(23.9)</b>	<b>(6.3%)</b>	

Notes: Totals may not add due to rounding.

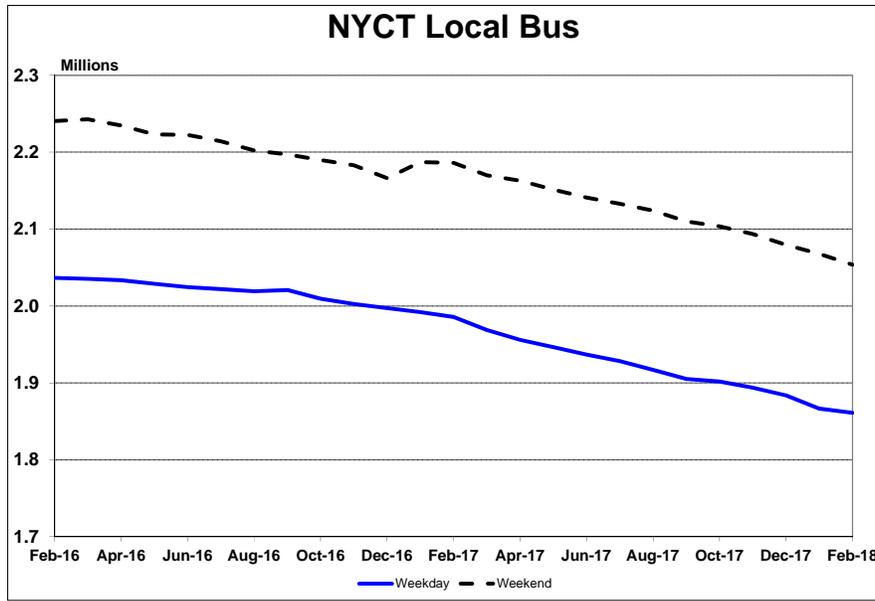
February Average Weekday and Weekend Ridership vs. Prior Year									
Month	Average Weekday - (thousands)				Average Weekend - (thousands)				
	2017	Prelim 2018	Change		2017	Prelim 2018	Change		
			Amount	Percent			Amount	Percent	
Subway	5,529	5,454	(75)	-1.4%	5,525	5,133	(392)	-7.1%	
NYCT Local Bus	1,913	1,842	(71)	-3.7%	2,078	1,895	(182)	-8.8%	
NYCT Express Bus	40	42	1	+3.3%	13	12	(0)	-3.4%	
Paratransit	27	29	2	+5.7%	33	32	(1)	-2.1%	
<b>TOTAL - NYCT</b>	<b>7,510</b>	<b>7,366</b>	<b>(144)</b>	<b>-1.9%</b>	<b>7,648</b>	<b>7,072</b>	<b>(576)</b>	<b>-7.5%</b>	
<b>12-Month Rolling Average</b>									
Subway	5,647	5,550	(97)	-1.7%	5,814	5,625	(188)	-3.2%	
Local Bus	1,986	1,861	(124)	-6.3%	2,186	2,054	(132)	-6.1%	
Express Bus	41	40	(1)	-1.6%	13	13	0	+2.4%	
Paratransit	28	28	(0)	-0.5%	34	34	0	+1.2%	
<b>TOTAL - NYCT</b>	<b>7,701</b>	<b>7,479</b>	<b>(223)</b>	<b>-2.9%</b>	<b>8,046</b>	<b>7,726</b>	<b>(320)</b>	<b>-4.0%</b>	

- The change in average weekday ridership from February 2017 to February 2018 was positively impacted by over 9.4 inches of snow in February 2017 and warmer than normal weather in February 2018. This was partially offset by the negative impact of the Lunar New Year holiday, a school closed day, which fell on the weekend in 2017, but fell on Friday, February 16<sup>th</sup> in 2018. Additionally, there was a slight negative impact from lower student ridership, particularly on bus.
- Average weekend subway ridership was negatively affected by 2.5 inches more rain in February 2018 than the 1.0 inch received in February 2017, as well as the 4.4 inches of snow received on February 17, 2018 compared to no weekend snow in February 2017.

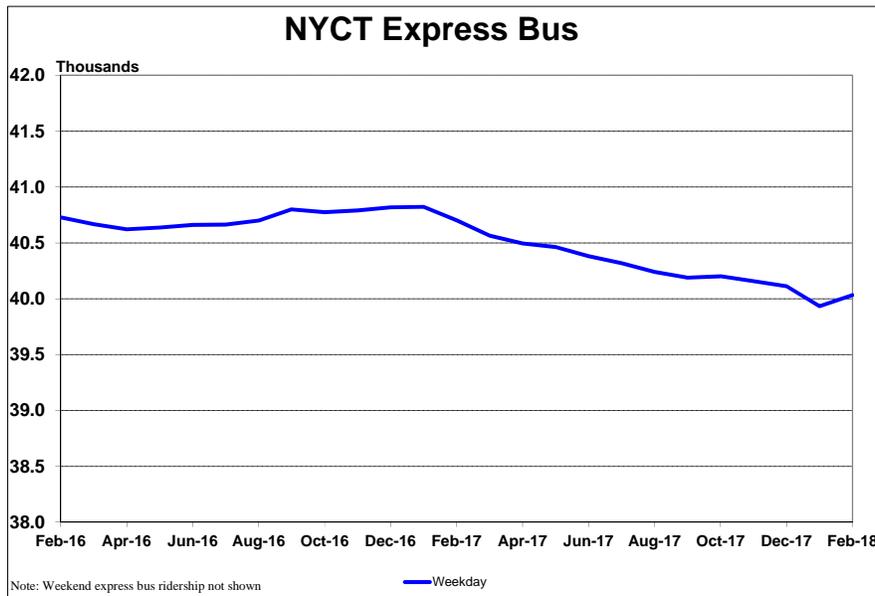
**Average Weekday and Weekend Ridership**  
*12-Month Rolling Averages*



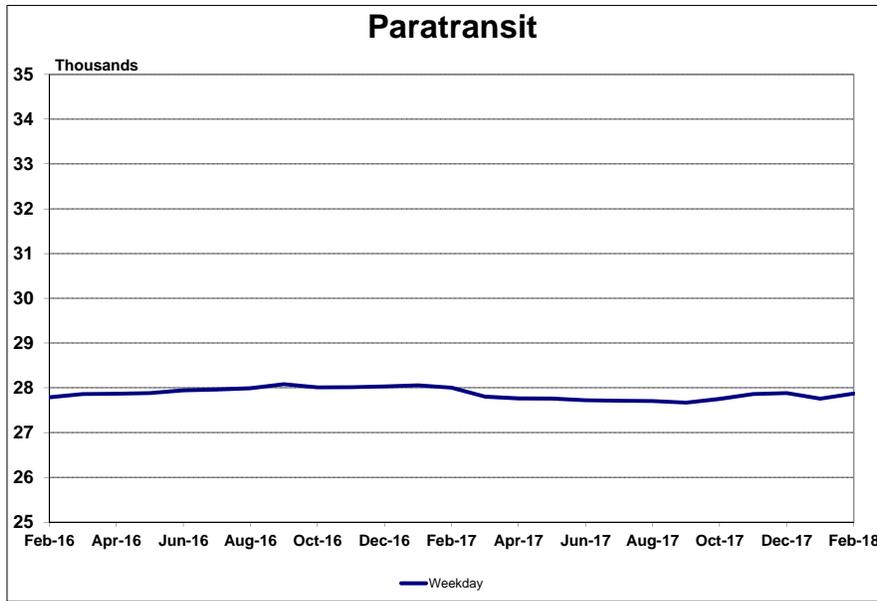
- Average weekday subway ridership was 5.581 million in 2017, a decrease of 1.3 percent from 2016. The decline in average weekday subway ridership began in 2017. Average weekday ridership was flat from 2015 to 2016. The 12-month rolling average weekday subway ridership in February 2018 was 1.7 percent lower than February 2017, despite better weather in February 2018, continuing the year-over-year declining trend from January 2018.
- 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. The 12-month rolling average weekend subway ridership in February 2018 was 3.2 percent lower than February 2017, a steeper decline than the 2.6 percent decrease in January 2018.



- Average weekday local 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. Excluding the snow storm on February 9<sup>th</sup>, 2017, express bus ridership slightly declined year-over-year in February 2018.



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

## Ridership on New York Area Transit Services

From February 2017 to February 2018, average weekday ridership changes were mixed across area services, with MTA Express Bus posting the largest gain (up 10.7 percent) and NYCT Local Bus the largest decrease (down 3.7 percent). Weekend ridership was down on most area services, except for Staten Island Railway (up 12.7 percent) due in part to no service between St. George and Tompkinsville on three weekends in 2017, MTA Express Bus (up 1.5 percent), and Metro-North Railroad (up 0.5 percent).

Bridges and Tunnels traffic increased on weekdays and weekends.

<b>Ridership on Transit Services in the New York Area</b>				
<b>(thousands)</b>				
<b>Transit Service</b>	<b>Feb-17</b>	<b>Prelim Feb-18</b>	<b>Percent Change</b>	<b>12-Month Rolling Average Percent Change</b>
<b>Average Weekday</b>				
NYCT Subway	5,529	5,454	-1.4%	-1.7%
NYCT Local Bus	1,913	1,842	-3.7%	-6.3%
NYCT Express Bus	40	42	+3.3%	-1.6%
NYCT Paratransit	27	29	+5.7%	-0.5%
Staten Island Railway	16	16	+4.4%	+1.6%
MTA Local Bus	366	364	-0.6%	-3.3%
MTA Express Bus	28	31	+10.7%	-0.9%
Long Island Rail Road	302	299	-0.7%	-0.9%
Metro-North Railroad	274	273	-0.4%	-0.4%
PATH	266	280	+5.0%	+5.1%
<b>Average Weekend</b>				
NYCT Subway	5,525	5,133	-7.1%	-3.2%
NYCT Local Bus	2,078	1,895	-8.8%	-6.1%
NYCT Express Bus	13	12	-3.4%	+2.4%
NYCT Paratransit	33	32	-2.1%	+1.2%
Staten Island Railway	6	7	+12.7%	+6.3%
MTA Local Bus	379	342	-9.6%	-3.4%
MTA Express Bus	11	11	+1.5%	-2.2%
Long Island Rail Road	171	170	-0.2%	+1.1%
Metro-North Railroad	211	212	+0.5%	+2.2%
PATH	191	176	-7.5%	+6.5%

<b>MTA Bridges and Tunnels</b>				
<b>(thousands)</b>				
Average Weekday	802	860	+7.3%	+1.3%
Average Weekend	1,409	1,412	+0.2%	-0.1%

Note: Percentages are based on unrounded data.

## **Economy**

From February 2017 to February 2018, New York City employment increased 1.7 percent (72,500 jobs). Total private sector employment increased 2.0 percent (74,700 jobs) and government employment decreased 0.4 percent (2,200 jobs). All of the private employment sectors increased over the prior year with the exception of the manufacturing sector, which decreased 2.6 percent (1,900 jobs). The sector with the largest absolute increase was educational and health services, up 35,700 jobs (3.7 percent). The sector with the largest percentage increase was construction, up 4.6 percent (6,700 jobs).

<b>NYC Employment by Sector - (thousands)</b>					
<b>Employment Sector</b>	<b>Feb-17</b>	<b>Feb-18</b>	<b>Change</b>		
			<b>Amount</b>	<b>%</b>	<b>% YTD</b>
Construction	145.1	151.8	6.7	4.6%	4.0%
Manufacturing	73.7	71.8	-1.9	-2.6%	-2.2%
Trade & Transportation	625.5	630.8	5.3	0.8%	0.7%
Leisure & Hospitality	438.0	440.6	2.6	0.6%	0.5%
Financial Activities	463.4	468.4	5.0	1.1%	1.3%
Information	193.7	194.3	0.6	0.3%	0.5%
Professional & Business Services	729.8	748.1	18.3	2.5%	2.8%
Educational & Health Services	963.5	999.2	35.7	3.7%	3.9%
Other Services	189.4	191.8	2.4	1.3%	0.5%
<b>Total Private</b>	<b>3,822.1</b>	<b>3,896.8</b>	<b>74.7</b>	<b>2.0%</b>	<b>2.0%</b>
Government	549.8	547.6	-2.2	-0.4%	-0.4%
<b>Total NYC Employment</b>	<b>4,371.9</b>	<b>4,444.4</b>	<b>72.5</b>	<b>1.7%</b>	<b>1.7%</b>

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

4/04/2018 02:22 PM

	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	\$260.981	\$255.516	(5.464)	(2.1)	\$0.000	\$0.000	-	-	\$260.981	\$255.516	(5.464)	(2.1)
Bus	\$73.144	\$71.503	(1.641)	(2.2)	\$0.000	\$0.000	-	-	\$73.144	\$71.503	(1.641)	(2.2)
Paratransit	\$1.494	\$1.436	(0.057)	(3.8)	\$0.000	\$0.000	-	-	\$1.494	\$1.436	(0.057)	(3.8)
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>\$342.160</b>	<b>\$334.997</b>	<b>(7.162)</b>	<b>(2.1)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$342.160</b>	<b>\$334.997</b>	<b>(7.162)</b>	<b>(2.1)</b>
Fare Reimbursement	\$7.019	\$7.019	\$0.000	0.0	\$0.000	\$0.000	-	-	\$7.019	\$7.019	\$0.000	0.0
Paratransit Reimbursement	\$15.721	\$15.879	\$0.158	1.0	\$0.000	\$0.000	-	-	\$15.721	\$15.879	\$0.158	1.0
Other Operating Revenue	\$14.369	\$11.806	(2.563)	(17.8)	\$0.000	\$0.000	-	-	\$14.369	\$11.806	(2.563)	(17.8)
<b>Other Revenue</b>	<b>\$37.109</b>	<b>\$34.704</b>	<b>(2.405)</b>	<b>(6.5)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$37.109</b>	<b>\$34.704</b>	<b>(2.405)</b>	<b>(6.5)</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$101.669	\$94.815	(6.854)	(6.7)	\$101.669	\$94.815	(6.854)	(6.7)
<b>Total Revenue</b>	<b>\$379.269</b>	<b>\$369.702</b>	<b>(9.567)</b>	<b>(2.5)</b>	<b>\$101.669</b>	<b>\$94.815</b>	<b>(6.854)</b>	<b>(6.7)</b>	<b>\$480.938</b>	<b>\$464.517</b>	<b>(16.421)</b>	<b>(3.4)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$268.444	\$264.892	\$3.552	1.3	\$38.154	\$35.614	\$2.540	6.7	\$306.598	\$300.506	\$6.092	2.0
Overtime	\$40.815	\$54.684	(13.869)	(34.0)	\$8.986	\$11.706	(2.720)	(30.3)	\$49.801	\$66.390	(16.589)	(33.3)
<b>Total Salaries &amp; Wages</b>	<b>\$309.259</b>	<b>\$319.576</b>	<b>(10.317)</b>	<b>(3.3)</b>	<b>\$47.141</b>	<b>\$47.321</b>	<b>(0.180)</b>	<b>(0.4)</b>	<b>\$356.400</b>	<b>\$366.896</b>	<b>(10.497)</b>	<b>(2.9)</b>
Health and Welfare	\$75.800	\$47.140	\$28.660	37.8	\$1.934	\$2.078	(0.143)	(7.4)	\$77.734	\$49.217	\$28.517	36.7
OPEB Current Payment	\$37.929	\$57.667	(19.738)	(52.0)	\$0.837	\$0.558	\$0.278	33.3	\$38.766	\$58.226	(19.460)	(50.2)
Pensions	\$76.025	\$77.464	(1.439)	(1.9)	\$3.001	\$3.118	(0.117)	(3.9)	\$79.026	\$80.582	(1.556)	(2.0)
Other Fringe Benefits	\$41.922	\$43.184	(1.262)	(3.0)	\$15.431	\$15.156	\$0.275	1.8	\$57.353	\$58.339	(0.986)	(1.7)
<b>Total Fringe Benefits</b>	<b>\$231.676</b>	<b>\$225.455</b>	<b>\$6.221</b>	<b>2.7</b>	<b>\$21.203</b>	<b>\$20.910</b>	<b>\$0.293</b>	<b>1.4</b>	<b>\$252.879</b>	<b>\$246.365</b>	<b>\$6.514</b>	<b>2.6</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(19.663)	(20.726)	\$1.063	5.4	\$19.663	\$20.726	(1.063)	(5.4)	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$521.271</b>	<b>\$524.305</b>	<b>(3.033)</b>	<b>(0.6)</b>	<b>\$88.007</b>	<b>\$88.956</b>	<b>(0.949)</b>	<b>(1.1)</b>	<b>\$609.279</b>	<b>\$613.261</b>	<b>(3.982)</b>	<b>(0.7)</b>
<b>Non-Labor :</b>												
Electric Power	\$28.090	\$28.140	(0.050)	(0.2)	\$0.021	\$0.016	\$0.005	23.8	\$28.111	\$28.156	(0.045)	(0.2)
Fuel	\$7.912	\$8.717	(0.805)	(10.2)	\$0.013	\$0.001	\$0.011	90.7	\$7.924	\$8.718	(0.794)	(10.0)
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	\$32.608	\$31.949	\$0.659	2.0	\$0.000	\$0.000	\$0.000	-	\$32.608	\$31.949	\$0.659	2.0
Maintenance and Other Operating Contracts	\$16.442	\$16.418	\$0.024	0.1	\$5.841	\$2.935	\$2.906	49.7	\$22.283	\$19.353	\$2.930	13.1
Professional Service Contracts	\$15.306	\$16.957	(1.651)	(10.8)	\$1.751	\$0.190	\$1.561	89.1	\$17.057	\$17.147	(0.090)	(0.5)
Materials & Supplies	\$25.676	\$27.437	(1.761)	(6.9)	\$5.876	\$2.516	\$3.360	57.2	\$31.552	\$29.953	\$1.600	5.1
Other Business Expenses	\$6.706	\$6.269	\$0.437	6.5	\$0.159	\$0.200	(0.041)	(25.7)	\$6.865	\$6.469	\$0.396	5.8
<b>Non-Labor</b>	<b>\$153.041</b>	<b>\$156.159</b>	<b>(3.119)</b>	<b>(2.0)</b>	<b>\$13.662</b>	<b>\$5.859</b>	<b>\$7.803</b>	<b>57.1</b>	<b>\$166.702</b>	<b>\$162.019</b>	<b>\$4.684</b>	<b>2.8</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>\$674.312</b>	<b>\$680.464</b>	<b>(6.152)</b>	<b>(0.9)</b>	<b>\$101.669</b>	<b>\$94.815</b>	<b>\$6.854</b>	<b>6.7</b>	<b>\$775.981</b>	<b>\$775.280</b>	<b>\$0.701</b>	<b>0.1</b>
Depreciation	\$140.863	\$150.053	(9.190)	(6.5)	\$0.000	\$0.000	-	-	\$140.863	\$150.053	(9.190)	(6.5)
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 Expenses</b>	<b>\$815.175</b>	<b>\$830.518</b>	<b>(15.343)</b>	<b>(1.9)</b>	<b>\$101.669</b>	<b>\$94.815</b>	<b>\$6.854</b>	<b>6.7</b>	<b>\$916.844</b>	<b>\$925.333</b>	<b>(8.489)</b>	<b>(0.9)</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(435.906)</b>	<b>(460.816)</b>	<b>(24.910)</b>	<b>(5.7)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(435.906)</b>	<b>(460.816)</b>	<b>(24.910)</b>	<b>(5.7)</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**  
**Feb - 2018 Adopted**  
**Accrual Statement of Operations By Category**  
**Year-To-Date - Feb 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	\$545.605	\$526.938	(18.667)	(3.4)	\$0.000	\$0.000	-	-	\$545.605	\$526.938	(18.667)	(3.4)
Bus	\$152.391	\$144.180	(8.211)	(5.4)	\$0.000	\$0.000	-	-	\$152.391	\$144.180	(8.211)	(5.4)
Paratransit	\$3.068	\$2.853	(0.215)	(7.0)	\$0.000	\$0.000	-	-	\$3.068	\$2.853	(0.215)	(7.0)
Fare Liability	\$13.084	\$13.084	\$0.000	0.0	\$0.000	\$0.000	-	-	\$13.084	\$13.084	\$0.000	0.0
<b>Farebox Revenue</b>	<b>\$714.148</b>	<b>\$687.055</b>	<b>(27.093)</b>	<b>(3.8)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$714.148</b>	<b>\$687.055</b>	<b>(27.093)</b>	<b>(3.8)</b>
Fare Reimbursement	\$15.149	\$15.148	(0.001)	0.0	\$0.000	\$0.000	-	-	\$15.149	\$15.148	(0.001)	0.0
Paratransit Reimbursement	\$31.442	\$32.085	\$0.643	2.0	\$0.000	\$0.000	-	-	\$31.442	\$32.085	\$0.643	2.0
Other Operating Revenue	\$28.738	\$22.932	(5.806)	(20.2)	\$0.000	\$0.000	-	-	\$28.738	\$22.932	(5.806)	(20.2)
<b>Other Revenue</b>	<b>\$75.329</b>	<b>\$70.165</b>	<b>(5.164)</b>	<b>(6.9)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$75.329</b>	<b>\$70.165</b>	<b>(5.164)</b>	<b>(6.9)</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$209.520	\$182.992	(26.528)	(12.7)	\$209.520	\$182.992	(26.528)	(12.7)
<b>Total Revenue</b>	<b>\$789.477</b>	<b>\$757.220</b>	<b>(32.256)</b>	<b>(4.1)</b>	<b>\$209.520</b>	<b>\$182.992</b>	<b>(26.528)</b>	<b>(12.7)</b>	<b>\$998.997</b>	<b>\$940.213</b>	<b>(58.784)</b>	<b>(5.9)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$560.407	\$559.100	\$1.307	0.2	\$79.930	\$69.780	\$10.150	12.7	\$640.337	\$628.880	\$11.457	1.8
Overtime	\$84.692	\$110.751	(26.059)	(30.8)	\$17.935	\$21.348	(3.413)	(19.0)	\$102.627	\$132.099	(29.472)	(28.7)
<b>Total Salaries &amp; Wages</b>	<b>\$645.099</b>	<b>\$669.851</b>	<b>(24.752)</b>	<b>(3.8)</b>	<b>\$97.865</b>	<b>\$91.129</b>	<b>\$6.737</b>	<b>6.9</b>	<b>\$742.964</b>	<b>\$760.979</b>	<b>(18.015)</b>	<b>(2.4)</b>
Health and Welfare	\$151.601	\$123.078	\$28.523	18.8	\$3.868	\$4.254	(0.386)	(10.0)	\$155.469	\$127.332	\$28.137	18.1
OPEB Current Payment	\$75.858	\$91.734	(15.875)	(20.9)	\$1.673	\$1.309	\$0.364	21.8	\$77.532	\$93.043	(15.511)	(20.0)
Pensions	\$155.281	\$155.057	\$0.224	0.1	\$6.002	\$6.118	(0.116)	(1.9)	\$161.283	\$161.175	\$0.108	0.1
Other Fringe Benefits	\$84.944	\$90.368	(5.424)	(6.4)	\$32.017	\$28.937	\$3.080	9.6	\$116.962	\$119.305	(2.344)	(2.0)
<b>Total Fringe Benefits</b>	<b>\$467.685</b>	<b>\$460.237</b>	<b>\$7.448</b>	<b>1.6</b>	<b>\$43.561</b>	<b>\$40.619</b>	<b>\$2.942</b>	<b>6.8</b>	<b>\$511.246</b>	<b>\$500.856</b>	<b>\$10.390</b>	<b>2.0</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(40.917)	(38.543)	(2.373)	(5.8)	\$40.917	\$38.543	\$2.373	5.8	\$0.000	\$0.000	\$0.000	(30.4)
<b>Labor</b>	<b>\$1,071.867</b>	<b>\$1,091.545</b>	<b>(19.677)</b>	<b>(1.8)</b>	<b>\$182.343</b>	<b>\$170.290</b>	<b>\$12.052</b>	<b>6.6</b>	<b>\$1,254.210</b>	<b>\$1,261.835</b>	<b>(7.625)</b>	<b>(0.6)</b>
<b>Non-Labor :</b>												
Electric Power	\$55.534	\$54.227	\$1.307	2.4	\$0.043	\$0.044	(0.002)	(4.2)	\$55.577	\$54.272	\$1.305	2.3
Fuel	\$16.779	\$19.367	(2.588)	(15.4)	\$0.025	\$0.002	\$0.023	90.7	\$16.804	\$19.370	(2.565)	(15.3)
Insurance	\$12.048	\$11.989	\$0.059	0.5	\$0.000	\$0.000	\$0.000	-	\$12.048	\$11.989	\$0.059	0.5
Claims	\$28.555	\$28.555	\$0.000	0.0	\$0.000	\$0.000	-	-	\$28.555	\$28.555	\$0.000	0.0
Paratransit Service Contracts	\$66.695	\$65.599	\$1.095	1.6	\$0.000	\$0.000	\$0.000	-	\$66.695	\$65.599	\$1.095	1.6
Maintenance and Other Operating Contracts	\$30.881	\$37.595	(6.715)	(21.7)	\$11.545	\$5.490	\$6.055	52.4	\$42.426	\$43.086	(0.660)	(1.6)
Professional Service Contracts	\$32.369	\$26.847	\$5.521	17.1	\$3.476	(0.209)	\$3.685	-	\$35.845	\$26.638	\$9.207	25.7
Materials & Supplies	\$51.640	\$51.748	(0.108)	(0.2)	\$11.773	\$6.729	\$5.045	42.8	\$63.413	\$58.477	\$4.936	7.8
Other Business Expenses	\$13.039	\$14.226	(1.186)	(9.1)	\$0.315	\$0.645	(0.330)	-	\$13.354	\$14.871	(1.517)	(11.4)
<b>Non-Labor</b>	<b>\$307.540</b>	<b>\$310.154</b>	<b>(2.615)</b>	<b>(0.9)</b>	<b>\$27.177</b>	<b>\$12.702</b>	<b>\$14.475</b>	<b>53.3</b>	<b>\$334.717</b>	<b>\$322.856</b>	<b>\$11.861</b>	<b>3.5</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>\$1,379.407</b>	<b>\$1,401.699</b>	<b>(22.292)</b>	<b>(1.6)</b>	<b>\$209.520</b>	<b>\$182.992</b>	<b>\$26.528</b>	<b>12.7</b>	<b>\$1,588.927</b>	<b>\$1,584.691</b>	<b>\$4.236</b>	<b>0.3</b>
Depreciation	\$280.542	\$300.107	(19.565)	(7.0)	\$0.000	\$0.000	-	-	\$280.542	\$300.107	(19.565)	(7.0)
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>\$1,659.949</b>	<b>\$1,701.806</b>	<b>(41.857)</b>	<b>(2.5)</b>	<b>\$209.520</b>	<b>\$182.992</b>	<b>\$26.528</b>	<b>12.7</b>	<b>\$1,869.469</b>	<b>\$1,884.798</b>	<b>(15.329)</b>	<b>(0.8)</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(870.472)</b>	<b>(944.585)</b>	<b>(74.113)</b>	<b>(8.5)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(870.472)</b>	<b>(944.585)</b>	<b>(74.113)</b>	<b>(8.5)</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**  
**February 2018**  
**(\$ in millions)**

<b>Generic Revenue or Expense Category</b>	<b>Nonreimb or Reimb</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
		<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>
		<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>	
Farebox Revenue	NR	(7.2)	(2.1)	Due primarily to lower ridership, caused by recent negative trends	(27.1)	(3.8)	Due primarily to lower ridership, caused by recent negative trends and unfavorable weather in early January
Other Operating Revenue	NR	(2.4)	(6.5)	Caused mostly by lower real estate and MetroCard surcharge revenues	(5.2)	(6.9)	Caused mostly by lower real estate and MetroCard surcharge revenues
Payroll	NR	3.6	1.3	Primarily vacancy savings	1.3	0.2	Primarily vacancy savings, partly offset by the unfavorable timing of miscellaneous expenses
Overtime	NR	(13.9)	(34.0)	Mainly due to Subway Action Plan (SAP) requirements, vacancy/absentee coverage, and subway service delays	(26.1)	(30.8)	Mainly due to Subway Action Plan (SAP) requirements, vacancy/absentee coverage, subway service delays and adverse weather-related requirements
Health & Welfare (including OPEB current payment)	NR	9.0	8.0	Primarily lower rates and vacancies	12.6	5.6	Primarily lower rates and vacancies
Pension	NR	(1.4)	(1.9)	Largely the unfavorable timing of NYERS expenses			
Other Fringe Benefits	NR	(1.3)	(3.0)	Mainly higher FICA costs and unfavorable fringe benefit overhead results	(5.4)	(6.4)	Caused mainly by unfavorable fringe benefit overhead credits, due to reimbursable payroll underruns, and higher FICA expenses
Reimbursable Overhead	NR	1.1	5.4	Favorable reimbursable overhead credits, resulting from higher reimbursable overtime requirements	(2.4)	(5.8)	Unfavorable reimbursable overhead credits, due to favorable reimbursable labor results
Electric Power	NR				1.3	2.4	Lower prices and consumption, partly offset by the unfavorable timing of expenses
Fuel	NR	(0.8)	(10.2)	Mainly higher prices and the unfavorable timing of expenses, partly offset by lower consumption	(2.6)	(15.4)	Mainly due to higher prices

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

<b>Generic Revenue or Expense Category</b>	<b>Nonreimb or Reimb</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
		<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>
		<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>	
Paratransit Service Contracts	NR	0.7	2.0	Due principally to lower completed trips	1.1	1.6	Due principally to lower completed trips
Maintenance and Other Operating Contracts	NR				(6.7)	(21.7)	Primarily the unfavorable timing of non-vehicle maintenance & repair expenses
Professional Service Contracts	NR	(1.7)	(10.8)	Primarily the unfavorable timing of bond service and various professional service contract expenses, partly offset by the favorable timing of engineering service expenses	5.5	17.1	Primarily the favorable timing of engineering services and Information Technology-related expenses, partly offset by the unfavorable timing of various professional service contract expenses
Materials and Supplies	NR	(1.8)	(6.9)	Mostly the unfavorable timing of non-vehicle maintenance material requirements			
Other Business Expenses	NR				(1.2)	(9.1)	Due to various miscellaneous purchases, including office supplies
Capital and Other Reimbursements	R	(6.9)	(6.7)	Decreased reimbursements consistent with a decrease in reimbursable expenses	(26.5)	(12.7)	Decreased reimbursements consistent with a decrease in reimbursable expenses
Payroll	R	2.5	6.7	Mainly the favorable timing of non-capital transactions	10.2	12.7	Mainly the favorable timing of non-capital transactions and capital construction work
Overtime	R	(2.7)	(30.3)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability	(3.4)	(19.0)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability
Other Fringe Benefits	R				3.1	9.6	Mostly from favorable direct overhead expenses, due to reimbursable payroll underruns
Maintenance and Other Operating Contracts	R	2.9	49.7	Largely the favorable timing of non-vehicle maintenance & repair expenses	6.1	52.4	Largely the favorable timing of non-vehicle maintenance & repair expenses
Professional Service Contracts	R				3.7	n/a	Mainly the favorable timing of engineering services expenses
Materials & Supplies	R	3.4	57.2	Primarily the favorable timing of maintenance material requirements	5.0	42.8	Primarily the favorable timing of maintenance material requirements

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

4/04/2018 02:24 PM

	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
<b>Farebox Revenue</b>	<b>\$342.160</b>	<b>\$330.929</b>	<b>(11.231)</b>	<b>(3.3)</b>	<b>\$714.148</b>	<b>\$705.151</b>	<b>(8.997)</b>	<b>(1.3)</b>
Fare Reimbursement	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Paratransit Reimbursement	\$2.931	\$3.425	\$0.494	16.9	\$5.862	\$40.930	\$35.068	-
Other Operating Revenue	\$5.057	\$2.864	(2.193)	(43.4)	\$10.114	\$6.491	(3.623)	(35.8)
<b>Other Revenue</b>	<b>\$7.988</b>	<b>\$6.289</b>	<b>(1.699)</b>	<b>(21.3)</b>	<b>\$15.976</b>	<b>\$47.421</b>	<b>\$31.445</b>	<b>-</b>
Capital and Other Reimbursements	\$101.669	\$95.586	(6.083)	(6.0)	\$209.520	\$192.486	(17.034)	(8.1)
<b>Total Revenue</b>	<b>\$451.817</b>	<b>\$432.804</b>	<b>(19.013)</b>	<b>(4.2)</b>	<b>\$939.644</b>	<b>\$945.058</b>	<b>\$5.414</b>	<b>0.6</b>
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$305.153	\$293.279	\$11.874	3.9	\$601.199	\$583.132	\$18.067	3.0
Overtime	\$49.801	\$66.390	(16.589)	(33.3)	\$102.627	\$132.099	(29.472)	(28.7)
<b>Total Salaries &amp; Wages</b>	<b>\$354.954</b>	<b>\$359.669</b>	<b>(4.715)</b>	<b>(1.3)</b>	<b>\$703.826</b>	<b>\$715.231</b>	<b>(11.405)</b>	<b>(1.6)</b>
Health and Welfare	\$77.734	\$67.546	\$10.188	13.1	\$155.469	\$139.302	\$16.167	10.4
OPEB Current Payment	\$38.766	\$58.226	(19.460)	(50.2)	\$77.532	\$93.043	(15.511)	(20.0)
Pensions	\$79.026	\$80.576	(1.550)	(2.0)	\$161.283	\$161.153	\$0.130	0.1
Other Fringe Benefits	\$38.495	\$38.375	\$0.120	0.3	\$76.510	\$81.281	(4.771)	(6.2)
<b>Total Fringe Benefits</b>	<b>\$234.021</b>	<b>\$244.723</b>	<b>(10.702)</b>	<b>(4.6)</b>	<b>\$470.794</b>	<b>\$474.779</b>	<b>(3.985)</b>	<b>(0.8)</b>
Contribution to GASB Fund	\$0.525	\$0.000	\$0.525	-	\$1.050	\$0.000	\$1.050	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Labor</b>	<b>\$589.500</b>	<b>\$604.392</b>	<b>(14.892)</b>	<b>(2.5)</b>	<b>\$1,175.670</b>	<b>\$1,190.010</b>	<b>(14.340)</b>	<b>(1.2)</b>
<b>Non-Labor :</b>								
Electric Power	\$28.111	\$26.254	\$1.857	6.6	\$55.577	\$49.897	\$5.680	10.2
Fuel	\$7.924	\$7.866	\$0.058	0.7	\$16.804	\$17.722	(0.918)	(5.5)
Insurance	\$0.000	\$0.000	\$0.000	-	\$26.727	\$26.727	\$0.000	0.0
Claims	\$10.031	\$11.862	(1.831)	(18.3)	\$20.061	\$21.428	(1.367)	(6.8)
Paratransit Service Contracts	\$32.608	\$33.043	(0.435)	(1.3)	\$66.695	\$67.402	(0.707)	(1.1)
Maintenance and Other Operating Contracts	\$22.283	\$18.271	\$4.012	18.0	\$42.426	\$26.541	\$15.885	37.4
Professional Service Contracts	\$17.057	\$15.355	\$1.702	10.0	\$32.845	\$29.862	\$2.983	9.1
Materials & Supplies	\$35.552	\$34.589	\$0.963	2.7	\$71.413	\$62.393	\$9.020	12.6
Other Business Expenses	\$6.865	\$6.628	\$0.237	3.5	\$13.354	\$15.510	(2.156)	(16.1)
<b>Non-Labor</b>	<b>\$160.431</b>	<b>\$153.868</b>	<b>\$6.563</b>	<b>4.1</b>	<b>\$345.902</b>	<b>\$317.482</b>	<b>\$28.420</b>	<b>8.2</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>\$749.932</b>	<b>\$758.260</b>	<b>(8.328)</b>	<b>(1.1)</b>	<b>\$1,521.572</b>	<b>\$1,507.492</b>	<b>\$14.080</b>	<b>0.9</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	\$0.000	\$0.000	-
<b>Total Expenditures</b>	<b>\$749.932</b>	<b>\$758.260</b>	<b>(8.328)</b>	<b>(1.1)</b>	<b>\$1,521.572</b>	<b>\$1,507.492</b>	<b>\$14.080</b>	<b>0.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(298.115)</b>	<b>(325.456)</b>	<b>(27.341)</b>	<b>(9.2)</b>	<b>(581.928)</b>	<b>(562.434)</b>	<b>\$19.494</b>	<b>3.3</b>

Note: Totals may not add due to rounding

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

<b>Operating Receipts or Disbursements</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	(11.2)	(3.3)	The unfavorable timing of receipts	(9.0)	(1.3)	Mostly the unfavorable timing of receipts
Other Operating Receipts	(1.7)	(21.3)	Due primarily to lower real estate-related and MetroCard surcharge receipts	31.4	over 100.0	Due primarily to the favorable timing of receipt of NYC partial reimbursement of paratransit expenses
Capital and Other Reimbursements	(6.1)	(6.0)	Due largely to the unfavorable timing of reimbursements	(17.0)	(8.1)	Due largely to the unfavorable timing of reimbursements
Salaries & Wages	(4.7)	(1.3)	Largely higher overtime expenditures	(11.4)	(1.6)	Largely higher overtime expenditures
Health & Welfare (including OPEB current payment)	(9.3)	(8.0)	Due mostly to the unfavorable timing of payments			
Electric Power	1.9	6.6	Due to the favorable timing of payments	5.7	10.2	Due to the favorable timing of payments
Maintenance Contracts	4.0	18.0	Due to the favorable timing of payments	15.9	37.4	Due to the favorable timing of payments
Professional Service Contracts	1.7	10.0	The favorable timing of payments	3.0	9.1	The favorable timing of payments

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2018 Adopted**  
**Cash Conversion (Cash Flow Adjustments)**  
Feb 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>								
<b>Farebox Revenue</b>	<b>\$0.000</b>	<b>(4.068)</b>	<b>(4.068)</b>	-	<b>\$0.000</b>	<b>\$18.096</b>	<b>\$18.096</b>	-
Fare Reimbursement	(7.019)	(7.019)	\$0.000	0.0	(15.149)	(15.148)	\$0.001	0.0
Paratransit Reimbursement	(12.790)	(12.454)	\$0.336	2.6	(25.580)	\$8.845	\$34.425	-
Other Operating Revenue	(9.312)	(8.942)	\$0.370	4.0	(18.624)	(16.441)	\$2.183	11.7
<b>Other Revenue</b>	<b>(29.121)</b>	<b>(28.415)</b>	<b>\$0.706</b>	<b>2.4</b>	<b>(59.353)</b>	<b>(22.744)</b>	<b>\$36.609</b>	<b>61.7</b>
Capital and Other Reimbursements	\$0.000	\$0.771	\$0.771	-	\$0.000	\$9.494	\$9.494	-
<b>Total Revenue</b>	<b>(29.121)</b>	<b>(31.713)</b>	<b>(2.592)</b>	<b>(8.9)</b>	<b>(59.353)</b>	<b>\$4.845</b>	<b>\$64.198</b>	-
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	\$1.446	\$7.227	\$5.782	-	\$39.138	\$45.748	\$6.610	16.9
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Salaries &amp; Wages</b>	<b>\$1.446</b>	<b>\$7.227</b>	<b>\$5.782</b>	-	<b>\$39.138</b>	<b>\$45.748</b>	<b>\$6.610</b>	<b>16.9</b>
Health and Welfare	\$0.000	(18.329)	(18.329)	-	\$0.000	(11.970)	(11.970)	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	\$0.000	\$0.006	\$0.006	-	\$0.000	\$0.022	\$0.022	-
Other Fringe Benefits	\$18.858	\$19.964	\$1.107	5.9	\$40.452	\$38.024	(2.427)	(6.0)
<b>Total Fringe Benefits</b>	<b>\$18.858</b>	<b>\$1.642</b>	<b>(17.216)</b>	<b>(91.3)</b>	<b>\$40.452</b>	<b>\$26.077</b>	<b>(14.375)</b>	<b>(35.5)</b>
Contribution to GASB Fund	(0.525)	\$0.000	\$0.525	-	(1.050)	\$0.000	\$1.050	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$19.778</b>	<b>\$8.869</b>	<b>(10.909)</b>	<b>(55.2)</b>	<b>\$78.540</b>	<b>\$71.825</b>	<b>(6.715)</b>	<b>(8.5)</b>
<b>Non-Labor :</b>								
Electric Power	\$0.000	\$1.902	\$1.902	-	\$0.000	\$4.375	\$4.375	-
Fuel	\$0.000	\$0.852	\$0.852	-	\$0.000	\$1.648	\$1.648	-
Insurance	\$6.024	\$5.994	(0.030)	(0.5)	(14.679)	(14.738)	(0.059)	(0.4)
Claims	\$4.247	\$2.416	(1.831)	(43.1)	\$8.494	\$7.127	(1.367)	(16.1)
Paratransit Service Contracts	\$0.000	(1.094)	(1.094)	-	\$0.000	(1.803)	(1.803)	-
Maintenance and Other Operating Contracts	\$0.000	\$1.082	\$1.082	-	\$0.000	\$16.545	\$16.545	-
Professional Service Contracts	\$0.000	\$1.792	\$1.792	-	\$3.000	(3.224)	(6.224)	-
Materials & Supplies	(4.000)	(4.636)	(0.636)	(15.9)	(8.000)	(3.916)	\$4.084	51.0
Other Business Expenses	\$0.000	(0.159)	(0.159)	-	\$0.000	(0.639)	(0.639)	-
<b>Non-Labor</b>	<b>\$6.271</b>	<b>\$8.151</b>	<b>\$1.880</b>	<b>30.0</b>	<b>(11.185)</b>	<b>\$5.374</b>	<b>\$16.559</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>\$0.000</b>	<b>\$0.000</b>	-	-
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$26.049</b>	<b>\$17.020</b>	<b>(9.030)</b>	<b>(34.7)</b>	<b>\$67.355</b>	<b>\$77.199</b>	<b>\$9.844</b>	<b>14.6</b>
Depreciation	\$140.863	\$150.053	\$9.190	6.5	\$280.542	\$300.107	\$19.565	7.0
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>\$166.912</b>	<b>\$167.073</b>	<b>\$0.161</b>	<b>0.1</b>	<b>\$347.897</b>	<b>\$377.306</b>	<b>\$29.409</b>	<b>8.5</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$137.791</b>	<b>\$135.360</b>	<b>(2.431)</b>	<b>(1.8)</b>	<b>\$288.544</b>	<b>\$382.151</b>	<b>\$93.607</b>	<b>32.4</b>

Note: Totals may not add due to rounding

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

**MTA 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**  
**February 2018**

	<b>Adopted Budget</b>	<b>Actual</b>	<b>Variance Fav./(Unfav)</b>	<b>Explanation</b>
<b>Administration</b>				
Office of the President	33	33	0	
Law	320	290	30	
Office of the EVP	53	43	10	
Human Resources	255	259	(4)	
Office of Management and Budget	43	41	2	
Capital Planning & Budget	35	32	3	
Corporate Communications	188	172	16	
Non-Departmental	(27)	1	(28)	
Labor Relations	102	88	14	
Materiel	241	260	(19)	
Controller	128	119	9	
<b>Total Administration</b>	<b>1,371</b>	<b>1,338</b>	<b>33</b>	
<b>Operations</b>				
Subways Service Delivery	8,553	8,629	(76)	Excess of Train Operators and Conductors
Subways Operations Support/Admi	456	474	(18)	
Subways Stations	2,723	2,535	188	Shortage of Station Supervisors & Agents
<b>Sub-total Subways</b>	<b>11,732</b>	<b>11,638</b>	<b>94</b>	
Buses	11,031	10,915	116	Mainly shortage of Bus Operators
Paratransit	213	204	9	
Operations Planning	404	393	11	
Revenue Control	665	626	39	
Non-Departmental	0	0	0	
<b>Total Operations</b>	<b>24,045</b>	<b>23,776</b>	<b>269</b>	
<b>Maintenance</b>				
Subways Operations Support/Admi	186	191	(5)	
Subways Engineering	397	361	36	
Subways Car Equipment	5,086	5,233	(147)	Excess mainly Car Inspectors
Subways Infrastructure	1,659	1,763	(104)	Mostly excess of Maintainers
Subways Elevators & Escalators	478	403	75	Mostly shortage of E&E Maintainers
Subways Stations	3,240	3,383	(143)	Excess mostly Supervisors, Cleaners & Maintenar
Subways Track	3,280	2,977	303	Vacancies mainly Track Workers & Maintainers
Subways Power	664	643	21	
Subways Signals	1,637	1,595	42	
Subways Electronic Maintenance	1,686	1,588	98	Mainly shortage of Maintainers and PTEs
<b>Sub-total Subways</b>	<b>18,313</b>	<b>18,137</b>	<b>176</b>	
Buses	3,687	3,652	35	
Supply Logistics	571	566	5	
System Safety	98	93	5	
Non-Departmental	(142)	18	(160)	
<b>Total Maintenance</b>	<b>22,527</b>	<b>22,466</b>	<b>61</b>	
<b>Engineering/Capital</b>				
Capital Program Management	1,368	1,423	(55)	Excess mainly due to PTEs
<b>Total Engineering/Capital</b>	<b>1,368</b>	<b>1,423</b>	<b>(55)</b>	
<b>Public Safety</b>				
Security	660	649	11	
<b>Total Public Safety</b>	<b>660</b>	<b>649</b>	<b>11</b>	
<b>Total Positions</b>	<b>49,971</b>	<b>49,652</b>	<b>319</b>	
Non-Reimbursable	44,553	44,886	(333)	
Reimbursable	5,418	4,766	652	
Total Full-Time	49,770	49,412	358	
Total Full-Time Equivalents	201	240	(39)	

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./(Unfav )	Explanation
<b>Administration:</b>				
Managers/Supervisors	505	432	73	
Professional, Technical, Clerical	838	882	(44)	
Operational Hourlies	28	24	4	
<b>Total Administration</b>	<b>1,371</b>	<b>1,338</b>	<b>33</b>	
<b>Operations</b>				
Managers/Supervisors	2,895	2,771	124	
Professional, Technical, Clerical	592	577	15	
Operational Hourlies	20,558	20,428	130	
<b>Total Operations</b>	<b>24,045</b>	<b>23,776</b>	<b>269</b>	
<b>Maintenance</b>				
Managers/Supervisors	4,076	4,071	5	
Professional, Technical, Clerical	1,159	1,068	91	
Operational Hourlies	17,292	17,327	(35)	
<b>Total Maintenance</b>	<b>22,527</b>	<b>22,466</b>	<b>61</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	340	348	(8)	
Professional, Technical, Clerical	1,026	1,073	(47)	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,368</b>	<b>1,423</b>	<b>(55)</b>	
<b>Public Safety</b>				
Managers/Supervisors	281	267	14	
Professional, Technical, Clerical	42	38	4	
Operational Hourlies	337	344	(7)	
<b>Total Public Safety</b>	<b>660</b>	<b>649</b>	<b>11</b>	
<b>Total Positions</b>				
Managers/Supervisors	8,097	7,889	208	
Professional, Technical, Clerical	3,657	3,638	19	
Operational Hourlies	38,217	38,125	92	
<b>Total Positions</b>	<b>49,971</b>	<b>49,652</b>	<b>319</b>	

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

	February						February 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>	347,269	\$11.363	333,653	\$11.280	13,616	\$0.083	733,827	\$23.843	684,105	\$22.625	49,722	\$1.218
						0.7%						5.1%
<u>Unscheduled Service</u>	298,553	\$9.990	447,151	\$12.356	(148,597)	(\$2.366)	613,977	\$20.408	913,523	\$26.448	(299,546)	(\$6.040)
						-23.7%						-22.8%
<u>Programmatic/Routine Maintenance</u>	325,722	\$11.411	644,702	\$22.204	(318,980)	(\$10.793)	668,537	\$23.297	1,029,749	\$35.948	(361,212)	(\$12.651)
						-94.6%						-35.2%
<u>Vacancy/Absentee Coverage</u>	52,304	\$1.681	186,273	\$6.269	(133,969)	(\$4.589)	104,607	\$3.342	232,611	\$7.880	(128,004)	(\$4.538)
						*						-57.6%
<u>Weather Emergencies</u>	135,106	\$4.460	34,720	\$1.322	100,386	\$3.137	300,476	\$9.924	470,940	\$15.773	(170,465)	(\$5.849)
						70.4%						-37.1%
<u>Safety/Security/Law Enforcement</u>	9,680	\$0.284	9,468	\$0.281	212	\$0.003	19,354	\$0.565	18,266	\$0.527	1,088	\$0.038
						0.9%						7.3%
<u>Other</u>	12,693	\$1.627	24,647	\$0.971	(11,954)	\$0.656	27,060	\$3.314	40,510	\$1.550	(13,450)	\$1.763
						40.3%						*
Subtotal	1,181,328	\$40.815	1,680,615	\$54.684	(499,286)	(\$13.869)	2,467,838	\$84.692	3,389,704	\$110.751	(921,865)	(\$26.059)
						-34.0%						-23.5%
<b>REIMBURSABLE OVERTIME</b>	296,618	\$8.986	329,449	\$11.706	(32,831)	(\$2.720)	594,476	\$17.935	602,485	\$21.348	(8,009)	(\$3.413)
						-23.2%						-16.0%
<b>TOTAL OVERTIME</b>	<b>1,477,946</b>	<b>\$49.801</b>	<b>2,010,063</b>	<b>\$66.390</b>	<b>(532,117)</b>	<b>(\$16.589)</b>	<b>3,062,314</b>	<b>\$102.627</b>	<b>3,992,189</b>	<b>\$132.099</b>	<b>(929,875)</b>	<b>(\$29.472)</b>
						-25.0%						-22.3%

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)

	February			February Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	13,616	\$0.1 (0.6%)		49,722	\$1.2 (4.7%)	
<u>Unscheduled Service</u>	(148,597)	(\$2.4) 17.1%	Unfavorable variance due to Subways service delays	(299,546)	(\$6.0) 23.2%	Unfavorable variance due to Subways service delays
<u>Programmatic/Routine Maintenance</u>	(318,980)	(\$10.8) 77.8%	Unfavorable variance mainly due to SAP project cost overruns for Water Management, Drain Cleaning, Accelerated Track Defect Repairs, Power Reliability, Station Environment Initiative, and Improved Car Reliability.	(361,212)	(\$12.7) 48.5%	Unfavorable variance mainly due to SAP project cost overrun in Track related to Water Management cleaning drain and accelerated Track defect repairs, in Signal related to Power reliability by contractor, In Station related to Station environment Initiative, In Car Equipment related to reduce car count and improved SMS throughout.
<u>Vacancy/Absentee Coverage</u>	(133,969)	(\$4.6) 33.1%	Unfavorable variance mainly due to vacancy/absentee coverage for Bus Dispatchers, Track Supervisors, and Signal Hourly employees	(128,004)	(\$4.5) 17.4%	Unfavorable variance mainly due to vacancy/absentee coverage for Bus dispatchers, Track supervisors and Signal hourly employees
<u>Weather Emergencies</u>	100,386	\$3.1 (22.6%)	Favorable variance mainly due to mild weather in the month.	(170,465)	(\$5.8) 22.4%	Residual unfavorable variance mainly due to severity of winter storm event January 4th (9.8 inches)
<u>Safety/Security/Law Enforcement</u>	212	\$0.0 (0.0%)		1,088	\$0.0 (0.1%)	
<u>Other</u>	(11,954)	\$0.7 (4.7%)		(13,450)	\$1.8 (6.8%)	
<b>Subtotal</b>	(499,286)	(\$13.9) 83.6%		(921,865)	(\$26.1) 88.4%	
<b>REIMBURSABLE OVERTIME</b>	(32,831)	(\$2.7) 16.4%		(8,009)	(\$3.4) 11.6%	
<b>TOTAL OVERTIME</b>	<b>(532,117)</b>	<b>(\$16.6)</b>		<b>(929,875)</b>	<b>(\$29.5)</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**

<u>Type</u>	<u>Definition</u>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime, 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 February 2018 Report: Staten Island Railway

The purpose of this report is to provide the preliminary February 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:

- February 2018 Staten Island Railway ridership of 344,192 riders was 10,871 riders (3.3 percent) above budget. Average weekday ridership of 16,359 riders was (4.4 percent) or 683 riders above February 2017.
- Farebox revenue of \$517 thousand was above budget by \$11 thousand (2.3 percent).
- Operating expenses of \$3.966 million were below budget by \$0.955 million (19.4 percent).
  - Labor expenses underran budget by \$0.654 million (16.6 percent).
  - Non-labor expenses were below budget by \$0.300 million (30.7%).

## STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

February 2018

(All data are preliminary and subject to audit)

**Operating revenue**, which was \$0.7 million in February, was less than \$0.1 million (5.6 percent) below the Adopted Budget (budget). Year-to-date, operating revenue was \$1.4 million, \$0.1 million (6.7 percent) below budget.

Total **ridership** in February 2018 was 344,192 riders, 3.3 percent (10,871 riders) above budget, due to increased residential development on the North Shore. Year-to-date, ridership was 734,528 riders, 0.4 percent (3,167 riders) higher than budget. February 2018 average weekday ridership was 16,359 riders, 4.4 percent (683 riders) higher than February 2017. Average weekday ridership for the twelve months ending February 2018 was 16,451 riders, 1.6 percent (267 riders) above the previous twelve-month period.

**Nonreimbursable expenses**, before depreciation and Other Post-Employment Benefits, were lower than budget in February by \$1.0 million (19.4 percent).

Labor expenses underran budget by \$0.7 million (16.6 percent), including favorable results in payroll expenses of \$0.3 million (17.4 percent), due to vacancies and the timing of expenses, including interagency charges. Health & welfare/OPEB current expenses were below budget by \$0.3 million (33.7 percent), due to the favorable timing of expenses. Other fringe benefit expenses were less than budget by \$0.1 million (21.5 percent), due to vacancies and the timing of expenses.

Non-labor expenses were also below budget by \$0.3 million (30.7 percent), due essentially to lower maintenance contract expenses of \$0.3 million (96.6 percent), resulting from the favorable timing of expenses.

Year-to-date, expenses were below budget by \$1.5 million (14.6 percent), of which labor costs were less than budget by \$1.1 million (13.1 percent), due largely to the favorable timing of health & welfare/OPEB current expenses of \$0.7 million (43.8 percent). Payroll expenses were also favorable by \$0.5 million (12.4 percent), due primarily to vacancies and the timing of expenses, including interagency charges. Overtime expenses were over budget by \$0.3 million (83.0 percent), due to adverse weather requirements early in the year and the timing of project requirements. Other fringe benefits were lower than budget by \$0.2 million (19.0 percent), also due to vacancies and the timing of expenses. Non-labor expenses were under by \$0.4 million (20.7 percent), due essentially to lower maintenance contract expenses of \$0.5 million (90.2 percent), again due to the favorable timing of expenses.

Depreciation expenses of \$1.8 million year-to-date were above budget by \$0.5 million (33.6 percent), as year-end updates of additional assets reaching beneficial use were not envisioned in the budget.

The **operating cash deficit** (excluding subsidies) was \$9.2 million year-to-date, \$0.9 million (11.3 percent) unfavorable to budget.

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

	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>												
Farebox Revenue	0.505	0.517	0.011	2.3	\$0.000	\$0.000	-	-	0.505	0.517	0.011	2.3
Other Revenue	0.193	0.142	(0.051)	(26.2)	\$0.000	\$0.000	-	-	0.193	0.142	(0.051)	(26.2)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	0.160	0.159	(0.001)	(0.7)	0.160	0.159	(0.001)	(0.7)
<b>Total Revenue</b>	<b>0.698</b>	<b>0.659</b>	<b>(0.039)</b>	<b>(5.6)</b>	<b>0.160</b>	<b>0.159</b>	<b>(0.001)</b>	<b>(0.7)</b>	<b>0.858</b>	<b>0.818</b>	<b>(0.040)</b>	<b>(4.7)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	1.954	1.613	0.341	17.4	0.037	0.064	(0.027)	(74.4)	1.991	1.677	0.314	15.8
Overtime	0.195	0.270	(0.075)	(38.7)	0.082	0.022	0.060	73.1	0.277	0.293	(0.015)	(5.5)
<b>Total Salaries &amp; Wages</b>	<b>2.149</b>	<b>1.884</b>	<b>0.265</b>	<b>12.4</b>	<b>0.119</b>	<b>0.086</b>	<b>0.033</b>	<b>27.7</b>	<b>2.268</b>	<b>1.970</b>	<b>0.298</b>	<b>13.2</b>
Health and Welfare	0.544	0.263	0.281	51.6	\$0.000	\$0.000	-	-	0.544	0.263	0.281	51.6
OPEB Current Payment	0.215	0.241	(0.025)	(11.7)	\$0.000	0.000	0.000	-	0.215	0.241	(0.025)	(11.8)
Pensions	0.582	0.582	0.000	(0.1)	\$0.000	\$0.000	-	-	0.582	0.582	0.000	(0.1)
Other Fringe Benefits	0.494	0.388	0.106	21.5	\$0.000	\$0.000	-	-	0.494	0.388	0.106	21.5
<b>Total Fringe Benefits</b>	<b>1.835</b>	<b>1.474</b>	<b>0.361</b>	<b>19.7</b>	<b>-</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>1.835</b>	<b>1.474</b>	<b>0.361</b>	<b>19.7</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.041)	(0.068)	0.027	67.0	0.041	0.068	(0.028)	(67.6)	0.000	0.000	0.000	-
<b>Labor</b>	<b>3.944</b>	<b>3.289</b>	<b>0.654</b>	<b>16.6</b>	<b>0.160</b>	<b>0.155</b>	<b>0.005</b>	<b>3.2</b>	<b>4.104</b>	<b>3.444</b>	<b>0.659</b>	<b>16.1</b>
<b>Non-Labor :</b>												
Electric Power	0.357	0.483	(0.126)	(35.4)	\$0.000	\$0.000	-	-	0.357	0.483	(0.126)	(35.4)
Fuel	0.018	(0.014)	0.032	-	\$0.000	\$0.000	-	-	0.018	(0.014)	0.032	-
Insurance	0.099	0.085	0.014	13.8	\$0.000	\$0.000	-	-	0.099	0.085	0.014	13.8
Claims	0.007	0.015	(0.008)	-	\$0.000	\$0.000	-	-	0.007	0.015	(0.008)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	0.261	0.009	0.253	96.6	\$0.000	\$0.000	-	-	0.261	0.009	0.253	96.6
Professional Service Contracts	0.086	(0.009)	0.095	-	\$0.000	\$0.000	-	-	0.086	(0.009)	0.095	-
Materials & Supplies	0.145	0.096	0.049	34.0	\$0.000	0.004	(0.004)	-	0.145	0.100	0.045	31.2
Other Business Expenses	0.003	0.012	(0.009)	-	\$0.000	\$0.000	-	-	0.003	0.012	(0.009)	-
<b>Non-Labor</b>	<b>0.977</b>	<b>0.677</b>	<b>0.300</b>	<b>30.7</b>	<b>\$0.000</b>	<b>0.004</b>	<b>(0.004)</b>	<b>-</b>	<b>0.977</b>	<b>0.681</b>	<b>0.296</b>	<b>30.3</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>4.921</b>	<b>3.966</b>	<b>0.955</b>	<b>19.4</b>	<b>0.160</b>	<b>0.159</b>	<b>0.001</b>	<b>0.7</b>	<b>5.080</b>	<b>4.125</b>	<b>0.956</b>	<b>18.8</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>5.612</b>	<b>4.890</b>	<b>0.722</b>	<b>12.9</b>	<b>0.160</b>	<b>0.159</b>	<b>0.001</b>	<b>0.7</b>	<b>5.772</b>	<b>5.049</b>	<b>0.723</b>	<b>12.5</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(4.914)</b>	<b>(4.231)</b>	<b>0.683</b>	<b>13.9</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>(4.914)</b>	<b>(4.231)</b>	<b>0.683</b>	<b>13.9</b>

Note: Totals may not add due to rounding

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

TRANSIT : RPTNG  
Adopted. FinalFY18

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

	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>												
Farebox Revenue	1.064	1.062	(0.002)	(0.2)	\$0.000	\$0.000	-	-	1.064	1.062	(0.002)	(0.2)
Other Revenue	0.467	0.367	(0.100)	(21.5)	\$0.000	\$0.000	-	-	0.467	0.367	(0.100)	(21.5)
Capital and Other Reimbursements	\$0.000	0.000	0.000	-	0.328	0.313	(0.015)	(4.6)	0.328	0.313	(0.015)	(4.6)
<b>Total Revenue</b>	<b>1.531</b>	<b>1.429</b>	<b>(0.102)</b>	<b>(6.7)</b>	<b>0.328</b>	<b>0.313</b>	<b>(0.015)</b>	<b>(4.6)</b>	<b>1.858</b>	<b>1.741</b>	<b>(0.117)</b>	<b>(6.3)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	4.111	3.602	0.510	12.4	0.081	0.138	(0.057)	(70.3)	4.192	3.740	0.453	10.8
Overtime	0.421	0.770	(0.349)	(83.0)	0.165	0.033	0.132	80.3	0.586	0.802	(0.217)	(37.0)
<b>Total Salaries &amp; Wages</b>	<b>4.532</b>	<b>4.371</b>	<b>0.161</b>	<b>3.5</b>	<b>0.246</b>	<b>0.171</b>	<b>0.075</b>	<b>30.6</b>	<b>4.778</b>	<b>4.542</b>	<b>0.236</b>	<b>4.9</b>
Health and Welfare	1.088	0.467	0.621	57.1	\$0.000	\$0.000	-	-	1.088	0.467	0.621	57.1
OPEB Current Payment	0.431	0.387	0.044	10.2	\$0.000	0.001	(0.001)	-	0.431	0.388	0.043	9.9
Pensions	1.163	1.164	(0.001)	(0.1)	\$0.000	\$0.000	-	-	1.163	1.164	(0.001)	(0.1)
Other Fringe Benefits	0.980	0.794	0.186	19.0	\$0.000	\$0.000	-	-	0.980	0.794	0.186	19.0
<b>Total Fringe Benefits</b>	<b>3.661</b>	<b>2.811</b>	<b>0.850</b>	<b>23.2</b>	<b>-</b>	<b>0.001</b>	<b>(0.001)</b>	<b>-</b>	<b>3.661</b>	<b>2.813</b>	<b>0.848</b>	<b>23.2</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.082)	(0.131)	0.050	60.9	0.082	0.131	(0.050)	(61.3)	0.000	0.000	0.000	-
<b>Labor</b>	<b>8.111</b>	<b>7.051</b>	<b>1.060</b>	<b>13.1</b>	<b>0.328</b>	<b>0.304</b>	<b>0.024</b>	<b>7.3</b>	<b>8.439</b>	<b>7.355</b>	<b>1.084</b>	<b>12.8</b>
<b>Non-Labor :</b>												
Electric Power	0.714	0.862	(0.148)	(20.8)	\$0.000	0.002	(0.002)	-	0.714	0.864	(0.150)	(21.0)
Fuel	0.036	0.035	0.002	4.5	\$0.000	\$0.000	-	-	0.036	0.035	0.002	4.5
Insurance	0.198	0.272	(0.074)	(37.6)	\$0.000	\$0.000	-	-	0.198	0.272	(0.074)	(37.6)
Claims	0.015	0.040	(0.025)	-	\$0.000	\$0.000	-	-	0.015	0.040	(0.025)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	0.523	0.051	0.472	90.2	\$0.000	\$0.000	-	-	0.523	0.051	0.472	90.2
Professional Service Contracts	0.173	0.008	0.164	95.1	\$0.000	\$0.000	-	-	0.173	0.008	0.164	95.1
Materials & Supplies	0.291	0.233	0.058	20.0	\$0.000	0.007	(0.007)	-	0.291	0.240	0.051	17.6
Other Business Expenses	0.005	0.048	(0.043)	-	\$0.000	\$0.000	-	-	0.005	0.048	(0.043)	-
<b>Non-Labor</b>	<b>1.954</b>	<b>1.548</b>	<b>0.405</b>	<b>20.7</b>	<b>\$0.000</b>	<b>0.009</b>	<b>(0.009)</b>	<b>-</b>	<b>1.954</b>	<b>1.557</b>	<b>0.396</b>	<b>20.3</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>10.065</b>	<b>8.600</b>	<b>1.465</b>	<b>14.6</b>	<b>0.328</b>	<b>0.313</b>	<b>0.015</b>	<b>4.6</b>	<b>10.393</b>	<b>8.912</b>	<b>1.480</b>	<b>14.2</b>
Depreciation	1.383	1.848	(0.465)	(33.6)	\$0.000	\$0.000	-	-	1.383	1.848	(0.465)	(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>11.448</b>	<b>10.448</b>	<b>1.000</b>	<b>8.7</b>	<b>0.328</b>	<b>0.313</b>	<b>0.015</b>	<b>4.6</b>	<b>11.776</b>	<b>10.761</b>	<b>1.015</b>	<b>8.6</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(9.918)</b>	<b>(9.019)</b>	<b>0.898</b>	<b>9.1</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>(9.918)</b>	<b>(9.019)</b>	<b>0.898</b>	<b>9.1</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 actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD n

TRANSIT - RPTNG  
Adopted: FinalFY18

Table 3

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**FEBRUARY 2018**

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>MONTH</u>			<u>YEAR-TO-DATE</u>		
		<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Revenue	Non Reimb.	0.011	2.3	Higher ridership			
Other Operating Revenue	Non Reimb.	(0.051)	(26.2)	Mainly the unfavorable timing of student fare reimbursements	(0.100)	(21.5)	Mainly the unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	0.341	17.4	Primarily vacancies and the timing of expenses including interagency charges	0.510	12.4	Primarily the vacancies and the timing of expenses including interagency charges
Overtime	Non Reimb.	(0.075)	(38.7)	Additional project requirements	(0.349)	(83.0)	Mainly adverse weather early in the year and the timing of project requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.256	33.7	The favorable timing of expenses	0.665	43.8	The favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.106	21.5	Vacancies and the timing of expenses	0.186	19.0	Vacancies and the timing of expenses
Electric Power	Non Reimb.	(0.126)	(35.4)	Mostly the unfavorable timing of expenses	(0.148)	(20.8)	Mostly the unfavorable timing of expenses
Insurance	Non Reimb.	0.014	13.8	The favorable timing of interagency billing	(0.074)	(37.6)	The unfavorable timing of interagency billing
Maintenance & Other Operating Contracts	Non Reimb.	0.253	96.6	Mainly the favorable timing of expenses	0.472	90.2	Mainly the favorable timing of expenses
Professional Service Contracts	Non Reimb.	0.095	n/a	The favorable timing of expenses	0.164	95.1	The favorable timing of expenses
Materials and Supplies	Non Reimb.	0.049	34.0	Primarily the favorable timing of maintenance material requirements	0.058	20.0	Primarily the favorable timing of maintenance material requirements
Capital and Other Reimbursements	Reimb.				(0.015)	(4.6)	Timing of contractor requirements
Payroll	Reimb.	(0.027)	(74.4)	Timing of contractor requirements	(0.057)	(70.3)	Timing of contractor requirements
Overtime	Reimb.	0.060	73.1	Timing of contractor requirements	0.132	80.3	Timing of contractor requirements

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

	Month				Year-To-Date			
	Adopted	Actual	Favorable(Unfavorable)		Adopted	Actual	Favorable(Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	0.505	0.555	0.050	9.9	1.064	1.102	0.038	3.6
Other Revenue	0.193	0.067	(0.126)	(65.4)	0.467	0.069	(0.398)	(85.2)
Capital and Other Reimbursements	0.160	0.011	(0.149)	(93.3)	0.328	0.495	0.167	51.0
<b>Total Revenue</b>	<b>0.858</b>	<b>0.633</b>	<b>(0.225)</b>	<b>(26.3)</b>	<b>1.858</b>	<b>1.665</b>	<b>(0.193)</b>	<b>(10.4)</b>
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	1.991	1.848	0.143	7.2	4.192	4.372	(0.179)	(4.3)
Overtime	0.277	0.298	(0.020)	(7.3)	0.586	0.712	(0.126)	(21.6)
<b>Total Salaries &amp; Wages</b>	<b>2.268</b>	<b>2.145</b>	<b>0.123</b>	<b>5.4</b>	<b>4.778</b>	<b>5.084</b>	<b>(0.306)</b>	<b>(6.4)</b>
Health and Welfare	0.544	0.027	0.516	94.9	1.088	1.041	0.047	4.3
OPEB Current Payment	0.215	0.134	0.081	37.8	0.431	0.181	0.249	57.9
Pensions	0.582	0.582	0.000	(0.1)	1.163	1.164	(0.001)	(0.1)
Other Fringe Benefits	0.369	0.197	0.172	46.6	0.730	0.527	0.202	27.7
<b>Total Fringe Benefits</b>	<b>1.710</b>	<b>0.941</b>	<b>0.770</b>	<b>45.0</b>	<b>3.411</b>	<b>2.913</b>	<b>0.498</b>	<b>14.6</b>
Contribution to GASB Fund	0.004	\$0.000	0.004	-	0.007	\$0.000	0.007	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Labor</b>	<b>3.982</b>	<b>3.086</b>	<b>0.896</b>	<b>22.5</b>	<b>8.196</b>	<b>7.997</b>	<b>0.199</b>	<b>2.4</b>
<b>Non-Labor :</b>								
Electric Power	0.357	0.429	(0.072)	(20.2)	0.714	0.808	(0.094)	(13.2)
Fuel	0.018	0.017	0.001	5.5	0.036	0.031	0.006	15.8
Insurance	0.099	\$0.000	0.099	-	0.198	\$0.000	0.198	-
Claims	0.007	0.001	0.007	91.7	0.015	0.006	0.009	61.4
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	0.261	0.029	0.233	89.1	0.523	0.638	(0.115)	(22.0)
Professional Service Contracts	0.086	0.044	0.042	48.8	0.173	0.076	0.097	56.3
Materials & Supplies	0.145	0.068	0.077	53.2	0.291	1.320	(1.029)	-
Other Business Expenses	0.003	0.008	(0.005)	-	0.005	0.021	(0.016)	-
<b>Non-Labor</b>	<b>0.977</b>	<b>0.595</b>	<b>0.382</b>	<b>39.1</b>	<b>1.954</b>	<b>2.899</b>	<b>(0.945)</b>	<b>(48.4)</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>4.959</b>	<b>3.681</b>	<b>1.278</b>	<b>25.8</b>	<b>10.150</b>	<b>10.896</b>	<b>(0.746)</b>	<b>(7.4)</b>
Depreciation	0.000	\$0.000	0.000	-	(0.001)	\$0.000	(0.001)	-
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>4.959</b>	<b>3.681</b>	<b>1.278</b>	<b>25.8</b>	<b>10.149</b>	<b>10.896</b>	<b>(0.747)</b>	<b>(7.4)</b>
<b>Net Surplus/(Deficit)</b>	<b>(4.100)</b>	<b>(3.048)</b>	<b>1.052</b>	<b>25.7</b>	<b>(8.291)</b>	<b>(9.230)</b>	<b>(0.940)</b>	<b>(11.3)</b>

Note: Totals may not add due to rounding  
Adopted. FinalFY18

Table 5

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

<b>Operating Receipts or Disbursements</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>
	<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>	
Farebox Receipts	0.050	9.9	Primarily the favorable timing of cash settlements with NYCT	0.038	3.6	Primarily the favorable timing of cash settlements with NYCT
Other Operating Revenue	(0.126)	(65.4)	Mostly the unfavorable timing of student fare reimbursements	(0.398)	(85.2)	Mostly the unfavorable timing of student fare reimbursements
Salaries & Wages	0.123	5.4	The favorable timing of expenses/payments	(0.306)	(6.4)	The unfavorable timing of expenses/payments
Health and Welfare (including OPEB current payment)	0.597	78.7	Mostly the favorable timing of expenses/payments	0.296	19.5	Mostly the favorable timing of expenses, partly offset by the unfavorable timing of payments
Maintenance Contracts	0.233	89.1	The favorable timing of expenses	(0.115)	(22.0)	The unfavorable timing of payments, partly offset by the favorable timing of expenses
Materials and Supplies	0.077	53.2	The favorable timing of expenses and payments	(1.029)	over (100.0)	The unfavorable timing of payments

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2018 Adopted**  
**Cash Conversion (Cash Flow Adjustments)**  
**Feb 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	\$0.039	\$0.039	-	\$0.000	\$0.040	\$0.040	-
Other Revenue	\$0.000	(0.076)	(0.076)	-	\$0.000	(0.298)	(0.298)	-
Capital and Other Reimbursements	\$0.000	(0.148)	(0.148)	-	\$0.000	\$0.182	\$0.182	-
<b>Total Revenue</b>	<b>\$0.000</b>	<b>(0.185)</b>	<b>(0.185)</b>	<b>-</b>	<b>\$0.000</b>	<b>(0.076)</b>	<b>(0.076)</b>	<b>-</b>
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	\$0.000	(0.170)	(0.170)	-	\$0.000	(0.632)	(0.632)	-
Overtime	\$0.000	(0.005)	(0.005)	-	\$0.000	\$0.090	\$0.090	-
<b>Total Salaries &amp; Wages</b>	<b>-</b>	<b>(0.175)</b>	<b>(0.175)</b>	<b>-</b>	<b>-</b>	<b>(0.542)</b>	<b>(0.542)</b>	<b>-</b>
Health and Welfare	\$0.000	\$0.236	\$0.236	-	\$0.000	(0.574)	(0.574)	-
OPEB Current Payment	\$0.000	\$0.107	\$0.107	-	\$0.000	\$0.207	\$0.207	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.125	\$0.191	\$0.066	52.7	\$0.250	\$0.267	\$0.017	6.7
<b>Total Fringe Benefits</b>	<b>\$0.125</b>	<b>\$0.533</b>	<b>\$0.408</b>	<b>-</b>	<b>\$0.250</b>	<b>(0.101)</b>	<b>(0.351)</b>	<b>-</b>
Contribution to GASB Fund	(0.004)	\$0.000	\$0.004	-	(0.007)	\$0.000	\$0.007	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$0.122</b>	<b>\$0.358</b>	<b>\$0.237</b>	<b>-</b>	<b>\$0.243</b>	<b>(0.642)</b>	<b>(0.885)</b>	<b>-</b>
<b>Non-Labor :</b>								
Electric Power	\$0.000	\$0.054	\$0.054	-	\$0.000	\$0.056	\$0.056	-
Fuel	\$0.000	(0.031)	(0.031)	-	\$0.000	\$0.004	\$0.004	-
Insurance	\$0.000	\$0.085	\$0.085	-	\$0.000	\$0.272	\$0.272	-
Claims	\$0.000	\$0.014	\$0.014	-	\$0.000	\$0.034	\$0.034	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	(0.020)	(0.020)	-	\$0.000	(0.587)	(0.587)	-
Professional Service Contracts	\$0.000	(0.053)	(0.053)	-	\$0.000	(0.067)	(0.067)	-
Materials & Supplies	\$0.000	\$0.032	\$0.032	-	\$0.000	(1.080)	(1.080)	-
Other Business Expenses	\$0.000	\$0.004	\$0.004	-	\$0.000	\$0.026	\$0.026	-
<b>Non-Labor</b>	<b>\$0.000</b>	<b>\$0.085</b>	<b>\$0.085</b>	<b>-</b>	<b>\$0.000</b>	<b>(1.341)</b>	<b>(1.341)</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 Expenses before Depreciation and OPEB</b>	<b>\$0.122</b>	<b>\$0.444</b>	<b>\$0.322</b>	<b>-</b>	<b>\$0.243</b>	<b>(1.984)</b>	<b>(2.227)</b>	<b>-</b>
Depreciation	\$0.692	\$0.924	\$0.232	33.5	\$1.384	\$1.848	\$0.464	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>\$1.368</b>	<b>\$0.554</b>	<b>68.1</b>	<b>\$1.627</b>	<b>(0.135)</b>	<b>(1.762)</b>	<b>-</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$0.814</b>	<b>\$1.183</b>	<b>\$0.369</b>	<b>45.4</b>	<b>\$1.627</b>	<b>(0.211)</b>	<b>(1.838)</b>	<b>-</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  
 FEBRUARY 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	14	(4)
Purchasing/Stores	6	4	2
<b>Total Administration</b>	<b>29</b>	<b>28</b>	<b>1</b>
<b>Operations</b>			
Transportation	111	107	4
<b>Total Operations</b>	<b>111</b>	<b>107</b>	<b>4</b>
<b>Maintenance</b>			
Mechanical	52	51	1
Electronics/Electrical	15	14	1
Power/Signals	27	26	1
Maintenance of Way	69	62	7
Infrastructure	26	30	(4)
<b>Total Maintenance</b>	<b>189</b>	<b>183</b>	<b>6</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>327</b>	<b>16</b>
Non-Reimbursable	329	318	11
Reimbursable	14	9	5
Total Full-Time	343	327	16
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  
 FEBRUARY 2018

	<u>Adopted Budget</u>	<u>Actual</u>	Favorable (Unfavorable) <u>Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	17	15	2	
Professional, Technical, Clerical	12	13	(1)	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>29</b>	<b>28</b>	<b>1</b>	
<b>Operations</b>				
Managers/Supervisors	9	5	4	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	99	101	(2)	
<b>Total Operations</b>	<b>111</b>	<b>107</b>	<b>4</b>	
<b>Maintenance</b>				
Managers/Supervisors	16	18	(2)	
Professional, Technical, Clerical	6	6	0	
Operational Hourlies	167	159	8	
<b>Total Maintenance</b>	<b>189</b>	<b>183</b>	<b>6</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	41	4	
Professional, Technical, Clerical	23	20	3	
Operational Hourlies	275	266	9	
<b>Total Positions</b>	<b>343</b>	<b>327</b>	<b>16</b>	

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

<b>Month of February</b>				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.333	0.344	0.011	3.3%	Increased residential development in the North Shore
<b>Year-to-Date</b>				
0.731	0.735	0.003	0.4%	

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 February</b>				<u>Explanation</u>
	<u>2017</u>	<u>2018</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.016	0.016	0.001	4.4%	Due to a winter storm on Feb 9, 2017
Average Weekend	0.006	0.007	0.001	12.7%	Due in part to no service between St. George and Tompkinsville on three weekends in 2017
	<b>12-Month Rolling Average</b>				
Average Weekday	0.016	0.016	0.000	1.6%	
Average Weekend	0.008	0.008	0.000	6.3%	Increased residential development in the North Shore

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

# Preliminary February 2018 Report: Bus Company

The purpose of this report is to provide the preliminary February 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:

- February 2018 Bus Company ridership of 9.2 million was 0.5 million (4.9 percent) below budget.
- Farebox revenue of \$17.1 million was \$0.3 million (2.0 percent) above budget.
- Operating expenses of \$59.7 million were essentially on budget.
  - Labor expenses were over budget by a net \$0.2 million (0.4 percent), as overruns in payroll, pensions and health & welfare/OPEB current expenses were partially offset by an underrun in overtime expenses.
  - Non-labor expenses were lower than budget by a net \$0.2 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**  
**February 2018**

(All data are preliminary and subject to audit)

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

**Operating revenue** was \$18.3 million in February, \$0.1 million (0.4 percent) below budget. Year-to-date, operating revenue was \$34.7 million, below budget by \$3.4 million (8.9 percent), due primarily to an underrun in farebox revenue of \$2.4 million (6.9 percent), caused by lower ridership resulting from adverse weather early in the year.

Total MTA Bus **ridership** in February 2018 was 9.2 million, 4.9 percent (0.5 million riders) below budget. Year-to-date, ridership was 18.5 million, 7.8 percent (1.6 million riders) below budget. February 2018 average weekday ridership was 394,753, an increase of 0.2 percent (717 riders) from February 2017. Average weekday ridership for the twelve months ending February 2018 was 393,962, a decrease of 3.1 percent (12,800 riders) from the twelve months ending February 2017.

**Nonreimbursable expenses**, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$59.7 million in February, with essentially a zero variance versus budget.

- Labor expenses were over budget by a net \$0.2 million (0.4 percent), including an overrun in payroll of \$0.4 million (1.9 percent), due mainly to interagency billings and the timing of reimbursable projects. Offsetting this result was an underrun in overtime expenses of \$0.4 million (8.0 percent), resulting from excess Bus Operators and lower overtime usage. Health & welfare/OPEB current expenses were over by \$0.2 million (2.8 percent), due to the timing of expenses.
- Non-labor expenses were below budget by a net \$0.2 million (1.1 percent), as a result of favorable maintenance contract of \$1.5 million (46.4 percent), due to the timing of the Shop Program, Bus Technology and Select Bus Service Rollouts, and underruns in materials & supplies of \$1.3 million (26.0 percent), due to the timing of the New Fare Payment system and Select Bus Service route rollouts. Offsetting this result was an overrun in claims reserve accruals of \$2.7 million, which is based on an updated actuarial valuation.

Year-to-date, expenses were below budget by a net \$3.3 million (2.6 percent).

- Labor expenses were under budget by \$1.3 million (1.4 percent), due primarily to underruns in: other fringe benefit expenses of (1.1 million (9.8 percent), due to the timing of interagency billings; health & welfare/OPEB current expenses of \$0.6 million (3.9 percent)-timing of expenses; overtime expenses of \$0.3 million (2.8 percent), due to excess bus operators, lower overtime usage, partly offset by adverse weather and pension expenses of \$0.3 million (3.3 percent)-timing. These favorable results were partly offset by higher payroll expenses of \$1.3 million (2.8 percent), due to several causal factors.
- Non-labor expenses were below budget by \$2.0 million (6.0 percent), driven by the same factors impacting the non-labor month results.

Depreciation expenses year-to-date were \$0.9 million (9.6 percent) above budget.  
Other Post-Employment Benefit expenses year-to-date were \$2.5 million (15.5 percent) below budget.

The **operating cash deficit** (excluding subsidies) year-to-date was \$86.5 million, \$3.9 million (4.7 percent) above budget.

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2018 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**February 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	\$ 16.761	\$ 17.092	\$ 0.331	2.0	\$ -	\$ -	\$ -	-	\$ 16.761	\$ 17.092	\$ 0.331	2.0
Other Operating Income	1.576	1.170	(0.406)	(25.7)	-	-	-	-	1.576	1.170	(0.406)	(25.7)
Capital and Other Reimbursements	-	-	-	-	0.457	0.444	(0.013)	(2.8)	0.457	0.444	(0.013)	(2.8)
<b>Total Revenue</b>	<b>\$ 18.336</b>	<b>\$ 18.262</b>	<b>\$ (0.074)</b>	<b>(0.4)</b>	<b>\$ 0.457</b>	<b>\$ 0.444</b>	<b>\$ (0.013)</b>	<b>(2.8)</b>	<b>\$ 18.793</b>	<b>\$ 18.706</b>	<b>\$ (0.087)</b>	<b>(0.5)</b>
<b>Labor:</b>												
Payroll	\$ 22.001	\$ 22.426	\$ (0.425)	(1.9)	\$ 0.210	\$ 0.276	\$ (0.066)	(31.4)	\$ 22.211	\$ 22.702	\$ (0.491)	(2.2)
Overtime	5.331	4.905	0.426	8.0	-	-	-	-	5.331	4.905	0.426	8.0
Health and Welfare	5.274	5.735	(0.461)	(8.7)	0.086	-	0.086	100.0	5.360	5.735	(0.375)	(7.0)
OPEB Current Payment	2.135	1.882	0.253	11.9	-	-	-	-	2.135	1.882	0.253	11.9
Pensions	4.088	4.211	(0.123)	(3.0)	0.039	-	0.039	100.0	4.127	4.211	(0.084)	(2.0)
Other Fringe Benefits	5.383	5.387	(0.004)	(0.1)	0.038	-	0.038	100.0	5.421	5.387	0.034	0.6
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.168)	0.168	-	-	0.168	(0.168)	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 44.213</b>	<b>\$ 44.379</b>	<b>\$ (0.166)</b>	<b>(0.4)</b>	<b>\$ 0.373</b>	<b>\$ 0.444</b>	<b>\$ (0.071)</b>	<b>(19.2)</b>	<b>\$ 44.585</b>	<b>\$ 44.823</b>	<b>\$ (0.237)</b>	<b>(0.5)</b>
<b>Non-Labor:</b>												
Electric Power	\$ 0.166	\$ 0.157	\$ 0.009	5.4	\$ -	\$ -	\$ -	-	\$ 0.166	\$ 0.157	\$ 0.009	5.4
Fuel	1.683	1.980	(0.298)	(17.7)	-	-	-	-	1.683	1.980	(0.298)	(17.7)
Insurance	0.505	0.478	0.027	5.3	-	-	-	-	0.505	0.478	0.027	5.3
Claims	2.300	5.000	(2.700)	*	-	-	-	-	2.300	5.000	(2.700)	*
Maintenance and Other Operating Contracts	3.315	1.776	1.538	46.4	0.018	-	0.018	100.0	3.333	1.776	1.556	46.7
Professional Service Contracts	2.305	2.122	0.183	7.9	-	-	-	-	2.305	2.122	0.183	7.9
Materials & Supplies	4.812	3.559	1.253	26.0	0.067	-	0.067	100.0	4.878	3.559	1.319	27.0
Other Business Expense	0.393	0.241	0.152	38.7	-	-	-	-	0.393	0.241	0.152	38.7
<b>Total Non-Labor Expenses</b>	<b>\$ 15.477</b>	<b>\$ 15.314</b>	<b>\$ 0.164</b>	<b>1.1</b>	<b>\$ 0.085</b>	<b>\$ -</b>	<b>\$ 0.085</b>	<b>100.0</b>	<b>\$ 15.562</b>	<b>\$ 15.314</b>	<b>\$ 0.248</b>	<b>1.6</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>\$ 59.690</b>	<b>\$ 59.693</b>	<b>\$ (0.002)</b>	<b>(0.0)</b>	<b>\$ 0.457</b>	<b>\$ 0.444</b>	<b>\$ 0.013</b>	<b>2.9</b>	<b>\$ 60.147</b>	<b>\$ 60.137</b>	<b>\$ 0.011</b>	<b>0.0</b>
Depreciation	4.170	4.869	(0.699)	(16.8)	-	-	-	-	4.170	4.869	(0.699)	(16.8)
OPEB Obligation	7.685	6.915	0.770	10.0	-	-	-	-	7.685	6.915	0.770	10.0
GASB 68 Pension Adjustment	3.499	-	3.499	100.0	-	-	-	-	3.499	-	3.499	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 75.043</b>	<b>\$ 71.477</b>	<b>\$ 3.567</b>	<b>4.8</b>	<b>\$ 0.457</b>	<b>\$ 0.444</b>	<b>\$ 0.013</b>	<b>2.9</b>	<b>\$ 75.501</b>	<b>\$ 71.921</b>	<b>\$ 3.580</b>	<b>4.7</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (56.707)</b>	<b>\$ (53.215)</b>	<b>\$ 3.493</b>	<b>6.2</b>	<b>\$ (0.000)</b>	<b>\$ -</b>	<b>\$ 0.000</b>	<b>100.0</b>	<b>\$ (56.707)</b>	<b>\$ (53.215)</b>	<b>\$ 3.493</b>	<b>6.2</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2018 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**February 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	\$ 34.805	\$ 32.389	\$ (2.416)	(6.9)	\$ -	\$ -	\$ -	-	\$ 34.805	\$ 32.389	\$ (2.416)	(6.9)
Other Operating Income	3.357	2.358	(0.999)	(29.8)	-	-	-	-	3.357	2.358	(0.999)	(29.8)
Capital and Other Reimbursements	-	-	-	-	0.974	0.785	(0.189)	(19.4)	0.974	0.785	(0.189)	(19.4)
<b>Total Revenue</b>	<b>\$ 38.161</b>	<b>\$ 34.747</b>	<b>\$ (3.414)</b>	<b>(8.9)</b>	<b>\$ 0.974</b>	<b>\$ 0.785</b>	<b>\$ (0.189)</b>	<b>(19.4)</b>	<b>\$ 39.135</b>	<b>\$ 35.532</b>	<b>\$ (3.603)</b>	<b>(9.2)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$ 46.872	\$ 48.168	\$ (1.296)	(2.8)	0.447	0.488	\$ (0.041)	(9.2)	\$ 47.319	\$ 48.656	\$ (1.337)	(2.8)
Overtime	11.113	10.805	0.308	2.8	-	-	-	-	11.113	10.805	0.308	2.8
Health and Welfare	11.236	11.411	(0.175)	(1.6)	0.183	-	0.183	100.0	11.411	11.411	0.007	0.1
OPEB Current Payment	4.549	3.764	0.785	17.3	-	-	-	-	4.549	3.764	0.785	17.3
Pensions	8.710	8.425	0.285	3.3	0.083	-	0.083	100.0	8.793	8.425	0.368	4.2
Other Fringe Benefits	11.469	10.347	1.122	9.8	0.081	-	0.081	100.0	11.550	10.347	1.203	10.4
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.297)	0.297	-	-	0.297	(0.297)	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 93.949</b>	<b>\$ 92.624</b>	<b>\$ 1.325</b>	<b>1.4</b>	<b>\$ 0.794</b>	<b>\$ 0.785</b>	<b>\$ 0.009</b>	<b>1.1</b>	<b>\$ 94.743</b>	<b>\$ 93.409</b>	<b>\$ 1.334</b>	<b>1.4</b>
<i>Non-Labor:</i>												
Electric Power	\$ 0.354	\$ 0.314	\$ 0.040	11.3	\$ -	\$ -	\$ -	-	\$ 0.354	\$ 0.314	\$ 0.040	11.3
Fuel	3.585	4.089	(0.504)	(14.1)	-	-	-	-	3.585	4.089	(0.504)	(14.1)
Insurance	1.076	0.956	0.120	11.2	-	-	-	-	1.076	0.956	0.120	11.2
Claims	4.900	10.000	(5.100)	*	-	-	-	-	4.900	10.000	(5.100)	*
Maintenance and Other Operating Contracts	7.062	3.940	3.122	44.2	0.039	-	0.039	100.0	7.101	3.940	3.161	44.5
Professional Service Contracts	4.910	3.987	0.923	18.8	-	-	-	-	4.910	3.987	0.923	18.8
Materials & Supplies	10.251	7.268	2.983	29.1	0.142	-	0.142	100.0	10.392	7.268	3.124	30.1
Other Business Expense	0.837	0.433	0.404	48.3	-	-	-	-	0.837	0.433	0.404	48.3
<b>Total Non-Labor Expenses</b>	<b>\$ 32.973</b>	<b>\$ 30.987</b>	<b>\$ 1.987</b>	<b>6.0</b>	<b>\$ 0.181</b>	<b>\$ -</b>	<b>\$ 0.181</b>	<b>100.0</b>	<b>\$ 33.154</b>	<b>\$ 30.987</b>	<b>\$ 2.167</b>	<b>6.5</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>\$ 126.922</b>	<b>\$ 123.610</b>	<b>\$ 3.312</b>	<b>2.6</b>	<b>\$ 0.974</b>	<b>\$ 0.785</b>	<b>\$ 0.189</b>	<b>19.4</b>	<b>\$ 127.897</b>	<b>\$ 124.395</b>	<b>\$ 3.501</b>	<b>2.7</b>
Depreciation	8.883	9.738	(0.855)	(9.6)	-	-	-	-	8.883	9.738	(0.855)	(9.6)
OPEB Obligation	16.372	13.830	2.542	15.5	-	-	-	-	16.372	13.830	2.542	15.5
GASB 68 Pension Adjustment	7.454	-	7.454	100.0	-	-	-	-	7.454	-	7.454	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 159.631</b>	<b>\$ 147.178</b>	<b>\$ 12.452</b>	<b>7.8</b>	<b>\$ 0.974</b>	<b>\$ 0.785</b>	<b>\$ (0.189)</b>	<b>(19.4)</b>	<b>\$ 160.605</b>	<b>\$ 147.963</b>	<b>\$ 12.642</b>	<b>7.9</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (121.469)</b>	<b>\$ (112.431)</b>	<b>\$ 9.038</b>	<b>7.4</b>	<b>\$ (0.000)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0</b>	<b>\$ (121.470)</b>	<b>\$ (112.431)</b>	<b>\$ 9.038</b>	<b>7.4</b>

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	February 2018				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ 0.331	2.0	Timing of farebox revenue settlements	\$ (2.416)	(6.9)	Lower ridership due to adverse Winter Weather		
Other Operating Revenue	NR	\$ (0.406)	(25.7)	Timing of advertising revenue	\$ (0.999)	(29.8)	Timing of advertising revenue		
Capital and Other Reimbursements	R	\$ (0.013)	(2.8)	(a)	\$ (0.189)	(19.4)	Timing of reimbursement receipts and vacancies		
<b>Total Revenue Variance</b>		<b>\$ (0.087)</b>	<b>(0.5)</b>		<b>\$ (3.603)</b>	<b>(9.2)</b>			
Payroll	NR	\$ (0.425)	(1.9)	Mainly due to interagency billings and timing of reimbursable projects	\$ (1.296)	(2.8)	Higher cash out of banked holiday, sick and personal time than planned, inter-agency billing, timing of reimbursable projects, partially offset by vacancies.		
Overtime	NR	\$ 0.426	8.0	Excess Bus Operators and lower OT usage	\$ 0.308	2.8	Excess Bus Operators and lower OT usage, partially offset by Weather		
Health and Welfare (including OPEB)	NR	\$ (0.208)	(2.8)	Timing of expenses	\$ 0.610	3.9	Timing of expenses		
Pension	NR	\$ (0.123)	(3.0)	Timing of expenses	\$ 0.285	3.3	Timing of expenses		
Other Fringe Benefits	NR	\$ (0.004)	(0.1)	(a)	\$ 1.122	9.8	Timing of interagency billings		
Reimbursable Overhead	NR	\$ 0.168	-	Not budgeted	\$ 0.297	-	Not budgeted		
Electric Power	NR	\$ 0.009	5.4	(a)	\$ 0.040	5.4	(a)		
Fuel	NR	\$ (0.298)	(17.7)	Higher rates for Diesel and CNG fuels	\$ (0.504)	(14.1)	Higher rates for Diesel and CNG fuels		
Insurance	NR	\$ 0.027	5.3	(a)	\$ 0.120	11.2	Timing of expenses		
Claims	NR	\$ (2.700)	*	Based on revised actuarial evaluation	\$ (5.100)	*	Based on revised actuarial evaluation		
Maintenance and Other Operating Contracts	NR	\$ 1.538	46.4	Timing of Shop program, Bus Technology and SBS rollouts	\$ 3.122	44.2	Timing of Shop program, Bus Technology and SBS rollouts		
Professional Service Contracts	NR	\$ 0.183	7.9	Mainly due to timing of interagency billings	\$ 0.923	18.8	Mainly due to timing of interagency billing		
Materials & Supplies	NR	\$ 1.253	26.0	Timing of New Fare Payment system and SBS Routes Rollouts	\$ 2.983	29.1	Timing of New Fare Payment system and SBS Routes Rollouts		
Other Business Expense	NR	\$ 0.152	38.7	Timing of AFC fees and other Misc. expenses	\$ 0.404	48.3	Timing of AFC fees and other Misc. expenses		
Depreciation	NR	\$ (0.699)	(16.8)	Non cash expense	\$ (0.855)	(9.6)	Non cash expense		
Other Post Employment Benefits	NR	\$ 0.770	10.0	Non cash expense	\$ 2.542	15.5	Non cash expense		
GASB 68 Pension Adjustment		\$ 3.499	100.0	Non cash expense	\$ 7.454	100.0	Non cash expense		
Environmental Remediation		\$ -	-			-			
Payroll	R	\$ (0.066)	(31.4)	Timing of charges	\$ (0.041)	(9.2)	Timing of charges		
Health and Welfare	R	\$ 0.086	100.0	Timing of charges	\$ 0.183	100.0	Timing of charges.		
Pension	R	\$ 0.039	100.0		\$ 0.083	100.0			
Other Fringe Benefits	R	\$ 0.038	100.0		\$ 0.081	100.0			
Maintenance and Other Operating Contracts	R	\$ 0.018	*	Timing of charges	\$ 0.039	*	Timing of charges		
Materials & Supplies	R	\$ 0.067	*	Timing of charges	\$ 0.142	*	Timing of charges		
<b>Total Expense Variance</b>		<b>\$ 3.580</b>	<b>4.7</b>		<b>\$ 12.642</b>	<b>7.9</b>			
<b>Net Variance</b>		<b>\$ 3.493</b>	<b>6.2</b>		<b>\$ 9.038</b>	<b>7.4</b>			

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2018 ADOPTED BUDGET**  
**CASH RECEIPTS AND EXPENDITURES**

(\$ in millions)

	February 2018				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ 16.761	\$ 17.113	\$ 0.352	2.1	\$ 34.805	\$ 34.905	\$ 0.100	0.3
Other Operating Revenue	1.711	1.160	(0.551)	(32.2)	3.422	2.357	(1.065)	(31.1)
Capital and Other Reimbursements	0.670	0.334	(0.336)	(50.1)	1.340	0.688	(0.652)	(48.7)
<b>Total Receipts</b>	<b>\$ 19.142</b>	<b>\$ 18.607</b>	<b>\$ (0.535)</b>	<b>(2.8)</b>	<b>\$ 39.568</b>	<b>\$ 37.950</b>	<b>\$ (1.618)</b>	<b>(4.1)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$ 22.106	\$ 20.134	\$ 1.972	8.9	\$ 44.212	\$ 48.280	\$ (4.068)	(9.2)
Overtime	5.331	4.905	0.426	8.0	11.113	10.805	0.308	2.8
Health and Welfare	5.786	2.377	3.409	58.9	11.572	12.286	(0.714)	(6.2)
OPEB Current Payment	2.319	1.882	0.437	18.8	4.638	3.764	0.874	18.8
Pensions	4.468	4.211	0.257	5.8	8.936	8.425	0.511	5.7
Other Fringe Benefits	4.267	2.856	1.411	33.1	8.534	7.367	1.167	13.7
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	0.127	(0.127)	-	-	0.127	(0.127)	-
<b>Total Labor Expenditures</b>	<b>\$ 44.277</b>	<b>\$ 36.492</b>	<b>\$ 7.786</b>	<b>17.6</b>	<b>\$ 89.005</b>	<b>\$ 91.054</b>	<b>\$ (2.049)</b>	<b>(2.3)</b>
<i>Non-Labor:</i>								
Electric Power	\$ 0.180	\$ 0.157	\$ 0.023	12.8	\$ 0.360	\$ 0.314	\$ 0.046	12.8
Fuel	1.828	1.933	(0.105)	(5.7)	3.656	4.220	(0.564)	(15.4)
Insurance	0.548	-	0.548	100.0	1.096	-	1.096	100.0
Claims	2.153	2.716	(0.563)	(26.1)	4.306	5.163	(0.857)	(19.9)
Maintenance and Other Operating Contracts	3.620	4.524	(0.904)	(25.0)	7.240	8.952	(1.712)	(23.6)
Professional Service Contracts	2.503	2.499	0.004	0.2	5.006	3.866	1.140	22.8
Materials & Supplies	5.298	5.460	(0.162)	(3.1)	10.596	10.324	0.272	2.6
Other Business Expenses	0.427	0.246	0.181	42.4	0.854	0.508	0.346	40.5
<b>Total Non-Labor Expenditures</b>	<b>\$ 16.557</b>	<b>\$ 17.535</b>	<b>\$ (0.978)</b>	<b>(5.9)</b>	<b>\$ 33.114</b>	<b>\$ 33.347</b>	<b>\$ (0.233)</b>	<b>(0.7)</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>\$ 60.834</b>	<b>\$ 54.026</b>	<b>\$ 6.808</b>	<b>11.2</b>	<b>\$ 122.119</b>	<b>\$ 124.400</b>	<b>\$ (2.282)</b>	<b>(1.9)</b>
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (41.692)</b>	<b>\$ (35.419)</b>	<b>\$ 6.273</b>	<b>15.0</b>	<b>\$ (82.551)</b>	<b>\$ (86.450)</b>	<b>\$ (3.899)</b>	<b>(4.7)</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)

	February 2018			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Operating Receipts or Disbursements</b>						
Farebox Revenue	\$ 0.352	2.1	Timing of farebox revenue settlements	\$ 0.100	0.3	(a)
Other Operating Revenue	(0.551)	(32.2)	Timing of students reimbursements	(1.065)	(31.1)	Timing of students reimbursements
Capital and Other Reimbursements	(0.336)	(50.1)	Timing of reimbursement receipts and vacancies	(0.652)	(48.7)	Timing of reimbursement receipts and vacancies
<b>Total Receipts</b>	<b>\$ (0.535)</b>	<b>(2.8)</b>		<b>\$ (1.618)</b>	<b>(4.1)</b>	
Payroll	\$ 1.972	8.9	Reimbursement of interagency receipts from prior periods	\$ (4.068)	(9.2)	Higher cashout of vacation, sick and personal time than planned, partially offset by vacancies and interagency payments from last year
Overtime	0.426	8.0	Excess Bus Operators and lower OT usage	0.308	2.8	Excess Bus Operators and lower OT usage
Health and Welfare (including OPEB)	3.846	47.5	Timing of Payments	0.160	1.0	Timing of Payments
Pension	0.257	5.8	(a)	0.511	5.7	(a)
Other Fringe Benefits	1.411	33.1	Favorable timing of payments	1.167	13.7	Favorable timing of payments
GASB	-	-		-	-	
Electric Power	0.023	12.8	(a)	0.046	12.8	(a)
Fuel	(0.105)	(5.7)	Higher rates for Diesel and CNG fuels	(0.564)	(15.4)	Higher rates for Diesel and CNG fuels
Insurance	0.548	100.0	Timing of Payments	1.096	100.0	Timing of Payments
Claims	(0.563)	(26.1)	Higher Claim payments	(0.857)	(19.9)	Higher Claim payments
Maintenance and Other Operating Contracts	(0.904)	(25.0)	Timing of Shop program, Bus Technology and SBS rollouts	(1.712)	(23.6)	Timing of Shop program, Bus Technology and SBS rollouts
Professional Service Contracts	0.004	0.2	(a)	1.140	22.8	Timing of inter-agency billing
Materials & Supplies	(0.162)	(3.1)	Payment for prior periods	0.272	2.6	Mainly due to lower general maintenance material expenses and timing of SBS rollouts
Other Business Expenditure	0.181	42.4	Timing of expenses	0.346	40.5	Timing of expenses
<b>Total Expenditures</b>	<b>\$ 6.934</b>	<b>11.2</b>		<b>\$ (2.155)</b>	<b>(1.9)</b>	
<b>Net Cash Variance</b>	<b>\$ 6.273</b>	<b>15.0</b>		<b>\$ (3.899)</b>	<b>(4.7)</b>	

(a) - Variance less than 5%

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

(\$ in millions)

	February 2018				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ 0.000	\$ 0.021	\$ 0.021	*	\$ 0.000	\$ 2.516	\$ 2.516	*
Other Operating Revenue	0.135	(0.010)	(0.145)	*	0.066	(0.001)	(0.067)	*
Capital and Other Reimbursements	0.213	(0.110)	(0.323)	*	0.366	(0.097)	(0.463)	*
<b>Total Receipts</b>	<b>\$ 0.349</b>	<b>\$ (0.099)</b>	<b>\$ (0.448)</b>	<b>*</b>	<b>\$ 0.432</b>	<b>\$ 2.418</b>	<b>\$ 1.986</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$ 0.106	\$ 2.568	\$ 2.463	*	\$ 3.106	\$ 0.376	\$ (2.730)	(87.9)
Overtime	-	0.000	0.000	-	0.000	0.000	(0.000)	(16.9)
Health and Welfare	(0.427)	3.358	3.785	*	(0.153)	(0.875)	(0.721)	*
OPEB Current Payment	(0.184)	-	0.184	100.0	(0.089)	-	0.089	100.0
Pensions	(0.341)	-	0.341	100.0	(0.143)	-	0.143	100.0
Other Fringe Benefits	1.154	2.531	1.377	*	3.016	2.980	(0.036)	(1.2)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.127)	(0.127)	-	-	(0.127)	(0.127)	-
<b>Total Labor Expenditures</b>	<b>\$ 0.308</b>	<b>\$ 8.331</b>	<b>\$ 8.023</b>	<b>*</b>	<b>\$ 5.738</b>	<b>\$ 2.355</b>	<b>\$ (3.383)</b>	<b>(59.0)</b>
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ (0.014)	\$ -	0.014	100.0	\$ (0.006)	\$ -	0.006	100.0
Fuel for Buses and Trains	(0.145)	0.047	0.193	*	(0.071)	(0.131)	(0.060)	(83.8)
Insurance	(0.043)	0.478	0.521	*	(0.020)	0.956	0.976	*
Claims	0.147	2.284	2.137	*	0.593	4.837	4.244	*
Maintenance and Other Operating Contracts	(0.287)	(2.748)	(2.460)	*	(0.139)	(5.012)	(4.873)	*
Professional Service Contracts	(0.198)	(0.377)	(0.179)	(90.3)	(0.096)	0.121	0.217	*
Materials & Supplies	(0.420)	(1.901)	(1.481)	*	(0.204)	(3.056)	(2.852)	*
Other Business Expenditures	(0.034)	(0.005)	0.029	85.3	(0.017)	(0.075)	(0.058)	*
<b>Total Non-Labor Expenditures</b>	<b>\$ (0.995)</b>	<b>\$ (2.221)</b>	<b>\$ (1.226)</b>	<b>*</b>	<b>\$ 0.040</b>	<b>\$ (2.360)</b>	<b>\$ (2.401)</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>								
'Additional Actions for Budget Balance: Expenditures	-	-	-	-	-	-	-	-
<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 Non-Cash Liability Adjs.</b>	<b>\$ (0.338)</b>	<b>\$ 6.011</b>	<b>\$ 6.349</b>	<b>*</b>	<b>\$ 6.210</b>	<b>\$ 2.413</b>	<b>\$ (3.797)</b>	<b>(61.1)</b>
Depreciation Adjustment	4.170	4.869	0.699	16.8	8.883	9.738	0.855	9.6
Other Post Employment Benefits	7.685	6.915	(0.770)	(10.0)	16.372	13.830	(2.542)	(15.5)
GASB 68 Pension Adjustment	3.499	-	(3.499)	(100.0)	7.454	-	(7.454)	(100.0)
Environmental Remediation	-	-	-	-	-	-	-	-
<b>Total Cash Conversion Adjustments</b>	<b>\$ 15.015</b>	<b>\$ 17.795</b>	<b>\$ 2.780</b>	<b>18.5</b>	<b>\$ 38.918</b>	<b>\$ 25.981</b>	<b>\$ (12.938)</b>	<b>(33.2)</b>

NOTE: Totals may not add due to rounding

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

	<u>February 2018</u>			<u>Year-to-date as of February 2018</u>		
	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 16.761	\$ 17.092	\$ 0.331	\$ 34.805	\$ 32.389	\$ (2.416)
<b>Total Farebox Revenue</b>	<b>\$ 16.761</b>	<b>\$ 17.092</b>	<b>\$ 0.331</b>	<b>\$ 34.805</b>	<b>\$ 32.389</b>	<b>\$ (2.416)</b>
<b><u>Ridership</u></b>						
Fixed Route	9.622	9.153	(0.469)	20.087	18.531	(1.556)
<b>Total Ridership</b>	<b>9.622</b>	<b>9.153</b>	<b>(0.469)</b>	<b>20.087</b>	<b>18.531</b>	<b>(1.556)</b>

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

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<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	20	10	
Non-Departmental	7	-	7	
<b>Total Administration</b>	<b>146</b>	<b>114</b>	<b>32</b>	Vacancies to be filled
<b>Operations</b>				
Buses	2,328	2,346	(18)	Bus Operator Excess
Office of the Executive VP	4	4	-	
Safety & Training	56	32	24	Students vacancies
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>2,592</b>	<b>4</b>	
<b>Maintenance</b>				
Buses	765	746	19	
Maintenance Support/CMF	233	231	2	
Facilities	78	71	7	
Supply Logistics	99	96	3	
<b>Total Maintenance</b>	<b>1,175</b>	<b>1,144</b>	<b>31</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>3,899</b>	<b>85</b>	
Non-Reimbursable	3,944	3,860	84	
Reimbursable	40	39	1	
<b>Total Full-Time</b>	<b>3,969</b>	<b>3,888</b>	<b>81</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**  
**FEBRUARY 2018**

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	67	51	16	
Professional, Technical, Clerical	75	63	12	
Operational Hourlies	4	-	4	
<b>Total Administration</b>	<b>146</b>	<b>114</b>	<b>32</b>	Vacancies to be filled
<b>Operations</b>				
Managers/Supervisors	310	310	-	
Professional, Technical, Clerical	51	54	(3)	
Operational Hourlies	2,235	2,228	7	
<b>Total Operations</b>	<b>2,596</b>	<b>2,592</b>	<b>4</b>	
<b>Maintenance</b>				
Managers/Supervisors	230	226	4	
Professional, Technical, Clerical	29	35	(6)	
Operational Hourlies	916	883	33	
<b>Total Maintenance</b>	<b>1,175</b>	<b>1,144</b>	<b>31</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	619	28	
Professional, Technical, Clerical	179	169	10	
Operational Hourlies	3,158	3,111	47	
<b>Total Baseline Positions</b>	<b>3,984</b>	<b>3,899</b>	<b>85</b>	

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

	Adopted Budget		February			Adopted Budget		February Year- To - Date				
	Hours	\$	Actuals		Var. - Fav./(Unfav)		Hours	\$	Actuals		Var. - Fav./(Unfav)	
			Hours	\$	Hours	\$			Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	43,910	\$2.190	44,817	\$2.084	(906) -2.1%	\$0.106 4.8%	92,218	\$4.651	95,026	\$4.545	(2,808) -3.0%	\$0.105 2.3%
<u>Unscheduled Service</u>	4,994	\$0.189	7,602	\$0.798	(2,608) -52.2%	(\$0.610) -323.4%	10,452	\$0.397	17,265	\$1.707	(6,813) -65.2%	(\$1.310) -330.1%
<u>Programmatic/Routine Maintenance</u>	22,815	\$1.114	25,317	\$1.158	(2,503) -11.0%	(\$0.044) -3.9%	50,527	\$2.475	56,881	\$2.547	(6,354) -12.6%	(\$0.072) -2.9%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0 0.0%	- 0.0%	0	\$0.000	0	\$0.000	0 0.0%	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	27,057	\$1.250	22,621	\$0.681	4,436 16.4%	\$0.569 45.6%	59,487	\$2.828	38,181	\$1.027	21,306 35.8%	\$1.801 63.7%
<u>Weather Emergencies</u>	11,670	\$0.543	3,327	\$0.158	8,342 *	\$0.386 *	14,439	\$0.667	19,080	\$0.911	(4,641) *	(\$0.244) *
<u>Safety/Security/Law Enforcement</u>	144	\$0.006	63	\$0.004	82 56.6%	\$0.002 28.2%	284	\$0.012	203	\$0.010	82 28.7%	\$0.002 14.3%
<u>Other</u>	316	\$0.039	232	\$0.022	84 *	\$0.017 *	668	\$0.082	595	\$0.057	74 *	\$0.025 *
Subtotal	110,907	\$5.331	103,980	\$4.905	6,927 6.2%	\$0.426 8.0%	228,076	\$11.112	227,231	\$10.805	845 0.4%	\$0.307 2.8%
<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>110,907</b>	<b>\$5.331</b>	<b>103,980</b>	<b>\$4.905</b>	<b>6,927</b> 6.2%	<b>\$0.426</b> 8.0%	<b>228,076</b>	<b>\$11.112</b>	<b>227,231</b>	<b>\$10.805</b>	<b>845</b> 0.4%	<b>\$0.307</b> 2.8%

Totals may not add due to rounding.

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

\* Exceeds 100%

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

	February			February Year- To - Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	(906) -2.1%	\$0.106 4.8%		(2,808) -3.0%	\$0.105 2.3%	
<u>Unscheduled Service</u>	(2,608) -52.2%	(\$0.610) -323.4%	Running Time, Traffic and Shuttles	(6,813) -65.2%	(\$1.310) -330.1%	Running Time, Traffic and Shuttles
<u>Programmatic/Routine Maintenance</u>	(2,503) -11.0%	(\$0.044) -3.9%		(6,354) -12.6%	(\$0.072) -2.9%	
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.000 0.0%		- 0.0%	\$0.000 0.0%	
<u>Vacancy/Absentee Coverage</u>	4,436 16.4%	\$0.569 45.6%	Excess Bus Operators and lower OT usage	21,306 35.8%	\$1.801 63.7%	Excess Bus Operators and lower OT usage
<u>Weather Emergencies</u>	8,342 *	\$0.386 *	Lower than budgeted winter weather event	(4,641) *	(\$0.244) *	Inclement Weather
<u>Safety/Security/Law Enforcement</u>	82 56.6%	\$0.002 28.2%		82 28.7%	\$0.002 14.3%	
<u>Other</u>	84 *	\$0.017 *		74 *	\$0.025 *	
<b>Subtotal</b>	<b>6,927</b> 6.2%	<b>\$0.426</b> 8.0%		<b>845</b> 0.4%	<b>\$0.307</b> 2.8%	
<b>REIMBURSABLE OVERTIME</b>	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%	
<b>TOTAL OVERTIME</b>	<b>6,927</b>	<b>\$0.426</b>		<b>845</b>	<b>\$0.307</b>	

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

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

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



Mechanical closure devices installed at sidewalk ventilation gratings at Broad Street protect stations and the right-of-way from flooding.

## February 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 reporting month's highlights. The report focuses primarily on providing a summary of achievements regarding project awards, project completions and project closeouts for the period ending 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.

In the month of February, NYC Transit awarded projects totaling \$2.1 billion, including the purchase of 535 R211 B-Division and Staten Island Railway (SIR) railcars and Enhanced Station Initiative (ESI) improvements at eight stations on various lines. Also in February, NYC Transit substantially completed projects totaling \$71.6 million, including various track and switch replacement projects on multiple lines and the installation of coastal storm mechanical closure devices (MCDs) at five critical stations in flood zones.

Through February 28, 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	\$25.5	\$26.5	104
Design Completions	\$93.3	\$75.2	81
Construction Awards	\$2,494.7	\$2,279.9	91
Substantial Completions	\$395.0	\$317.5	80
Closeouts	\$492.3	\$85.4	17

**John O'Grady, Senior Vice President**  
Capital Program Management.

## **Capital Program Status April 2018**

### **As of February 2018:**

NYC Transit awarded \$2.1 billion in projects, including \$1.7 billion for the purchase of R211 railcars. The base order will be 440 closed-end B-Division cars, 75 Staten Island Railway (SIR) and 20 Open Gangway prototype cars, with the option to purchase up to 1,612 cars in all. The R211s will replace aging cars in the B-Division fleet with next generation of subway cars that feature advanced technologies for optimal performance and efficiency, improved customer accessibility features such as door indication lights and flexible customer service information signs, and the capacity to manage projected ridership growth.

Also, NYC Transit awarded Enhanced Station Initiative (ESI) improvements at eight stations on various lines for \$291.3 million. ESI package #4 includes 57<sup>th</sup> Street and 23<sup>rd</sup> Street Stations on the 6<sup>th</sup> Avenue Line, 28<sup>th</sup> Street Station on the Lexington Line and 34<sup>th</sup> Street-Penn Station on the Bway-7<sup>th</sup> and 8<sup>th</sup> Avenue Lines. ESI package #8 includes 167<sup>th</sup> Street and 174-175<sup>th</sup> Streets Stations on the Concourse Line and 145<sup>th</sup> Street Station on the Lenox Line.

NYC Transit substantially completed projects totaling \$71.6 million, including various track and switch replacement projects for \$47.6 million. Construction was completed for the replacement of mainline track on two subway lines across the system, the White Plains Road Line and the Flushing Line, as well as for mainline switch replacement on the Lenox-White Plains Road Lines.

Also, NYC Transit completed the installation of coastal storm mechanical closure devices (MCDs) at five critical stations in the lower Manhattan flood zone for \$10.4 million. The storm surge of Superstorm Sandy demonstrated the need to make critical stations more resistant to flooding in sidewalk ventilations gratings, manholes, and other openings. The installation of MCDs in sidewalk ventilation gratings allow for a temporary, watertight seal of the opening when a storm is imminent. The stations that received MCD installation are Broad Street, Whitehall Street, Old South Ferry, Bowling Green and Rector Street.

In addition, NYC Transit started 11 design projects for \$15.4 million, completed 11 design projects for \$47.7 million and closed out seven projects for \$44.7 million.

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

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

Project	Base Budget	Current Budget	Original Date	Months Delay
Help Point: 2 Stations / Canarsie [SBMP]	\$1.4	\$1.4	11/2016	15
Mainline Track Replacement 2016 / Pelham	\$7.1	\$7.1	11/2017	3
Help Point: 2 Stations / Jerome [SBMP]	\$1.3	\$1.3	12/2017	2
Mainline Track Switches - 2016 / Queens Blvd	\$18.4	\$18.4	1/2018	1
Enterprise-Wide SAN/Disaster Recovery Phase 2	\$17.7	\$13.7	2/2018	0
Mainline Track Replacement 2017 / Liberty	\$3.2	\$3.2	3/2018	(1)
Mainline Track Replacement 2015 / Pelham	\$3.5	\$3.5	3/2018	(1)

The closeout of Help Point: 2 Stations / Canarsie [SBMP] was delayed by 15 months due to a delay in commissioning the Help Point equipment and submitting the related Extension of Time (EOT) request. The closeout of Mainline Track Replacement 2016 / Pelham was delayed by three months due to awaiting final inspections and approvals for closeout.

## Capital Project Milestone Summary 2018

Through February 28, 2018

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

### February

Design Starts	\$15.8	8	\$15.4	11	97.6	137.5
Design Completions	42.0	28	47.7	11	113.7	39.3
Construction Awards	2,168.0	20	2,131.6	20	98.3	100.0
Substantial Completions	138.6	11	71.6	6	51.7	54.5
Closeouts	123.4	16	44.7	7	36.3	43.8

### 2018 Year-To-Date

Design Starts	\$25.5	20	\$26.5	23	103.7	115.0
Design Completions	93.3	51	75.2	32	80.6	62.7
Construction Awards	2,494.7	43	2,279.9	34	91.4	79.1
Substantial Completions	395.0	22	317.5	19	80.4	86.4
Closeouts	492.3	34	85.4	12	17.3	35.3

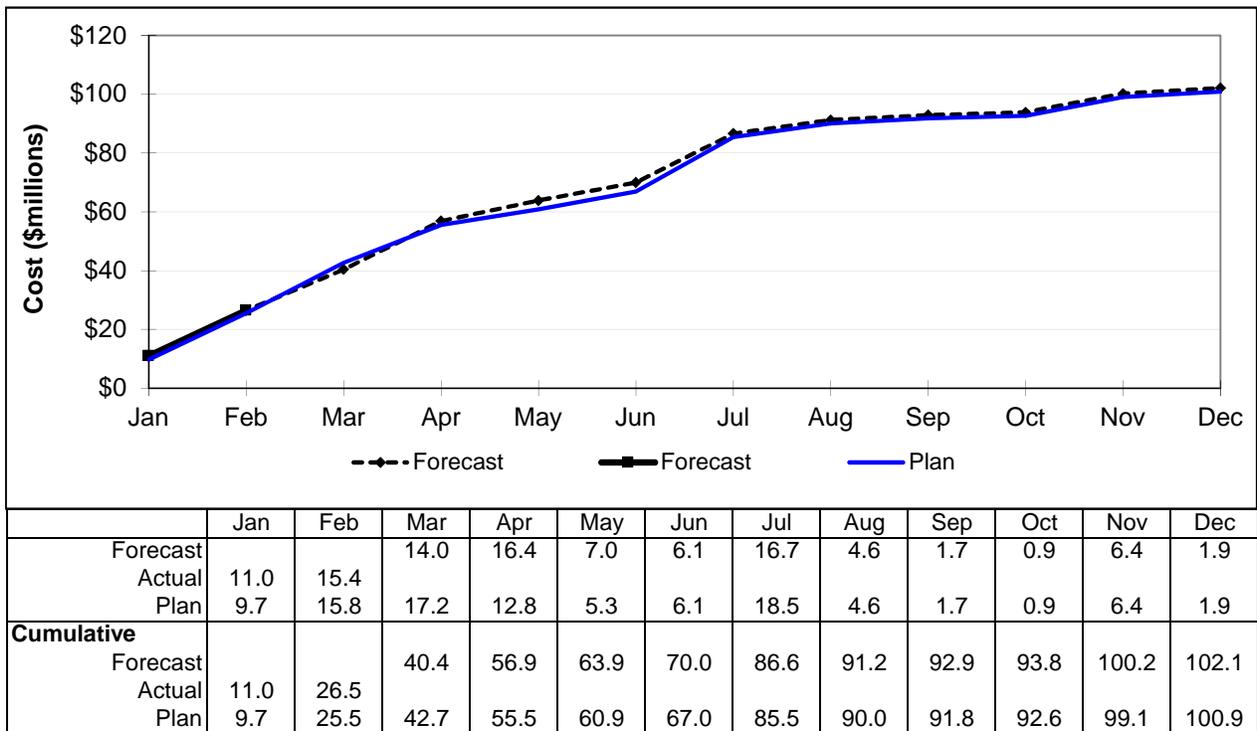
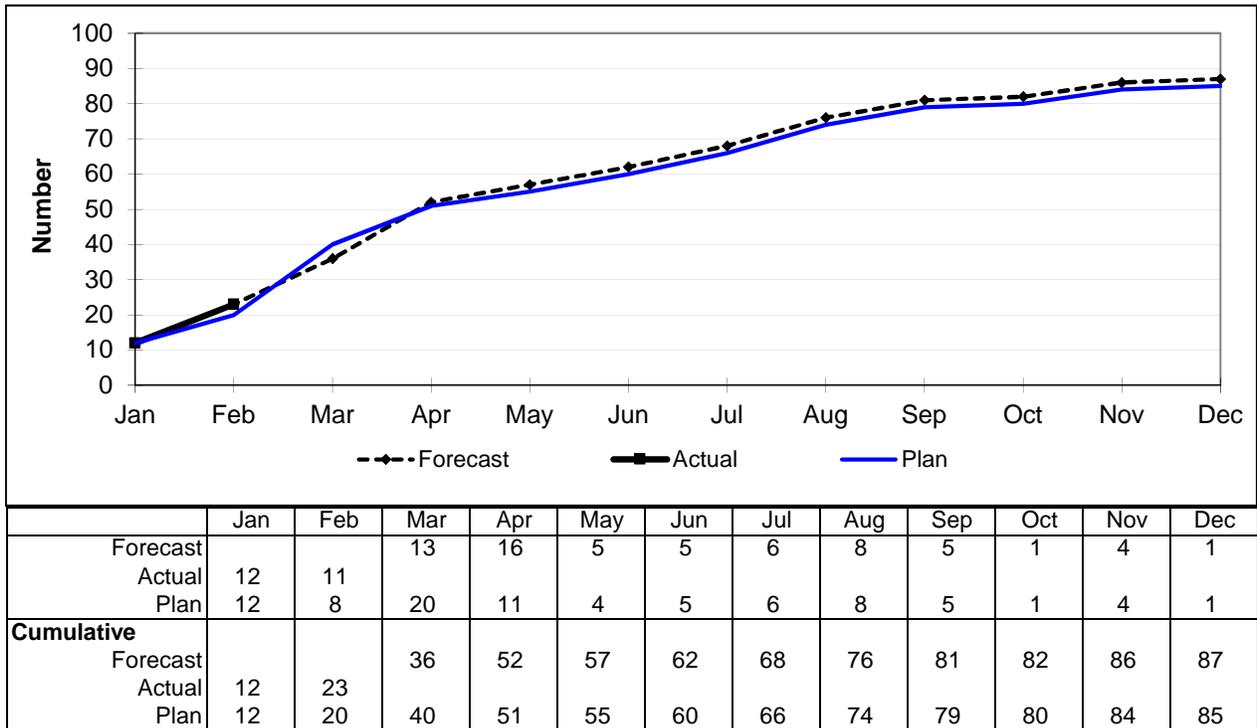
### 2018 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$100.9	85	\$102.1	87	101.2	102.4
Design Completions	284.1	192	292.6	190	103.0	99.0
Construction Awards	6,964.8	203	7,235.7	215	103.9	105.9
Substantial Completions	4,422.5	201	4,447.8	200	100.6	99.5
Closeouts	8,571.0	239	8,563.8	238	99.9	99.6

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

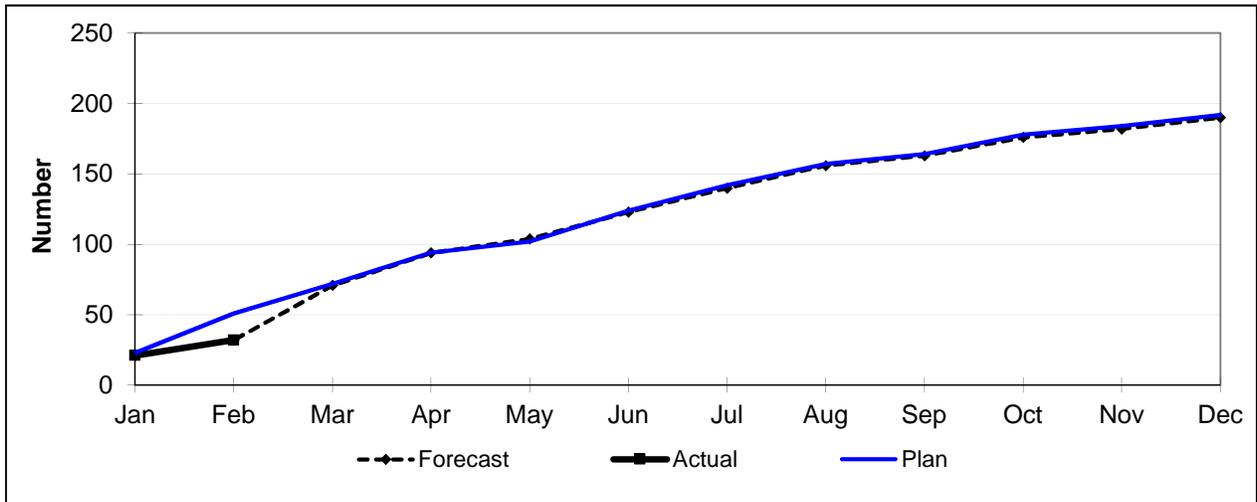
## 2018 Design Starts Charts

As of February 2018

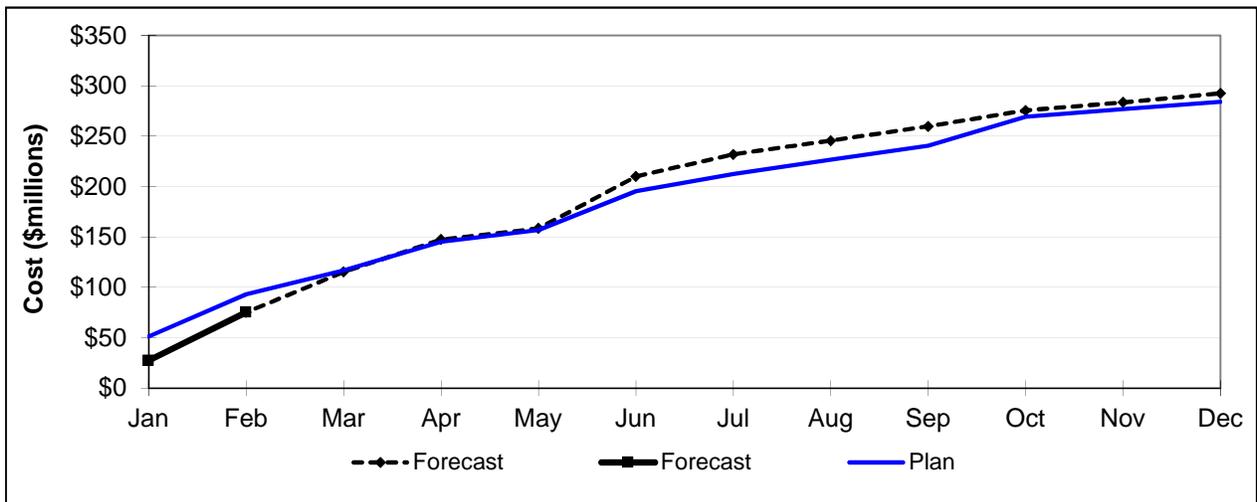


## 2018 Design Completions Charts

As of February 2018



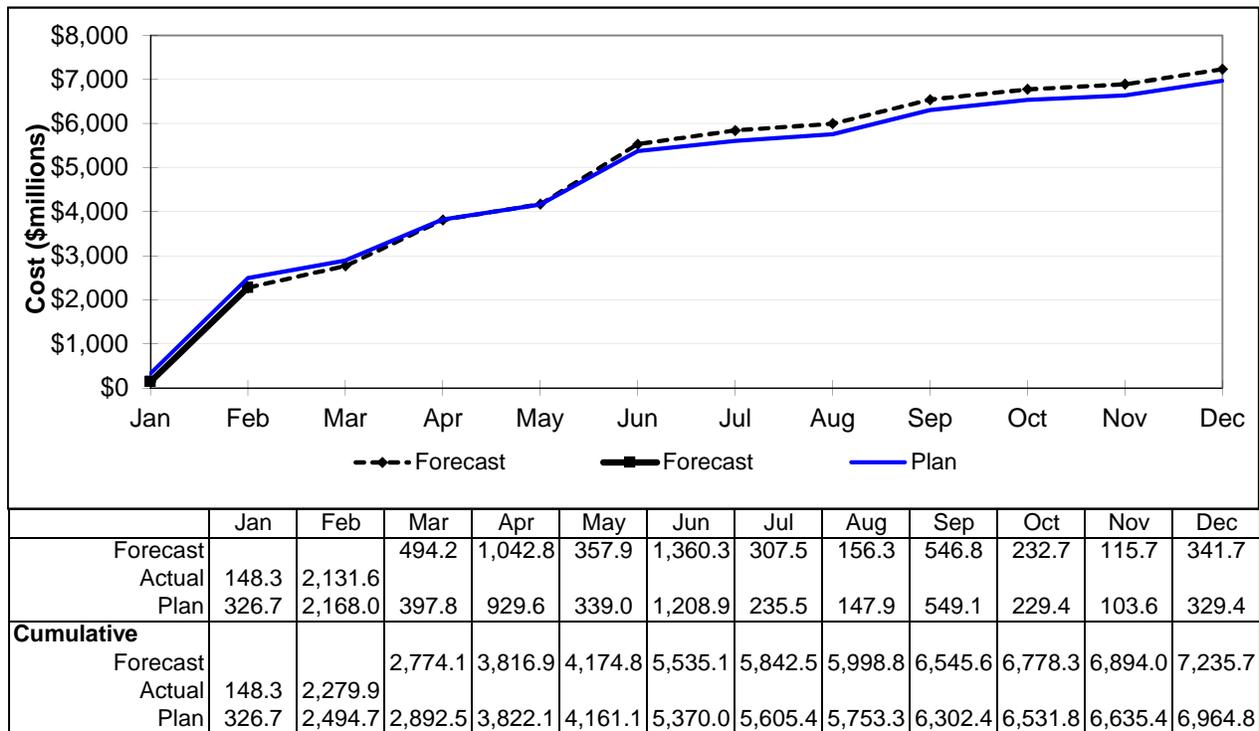
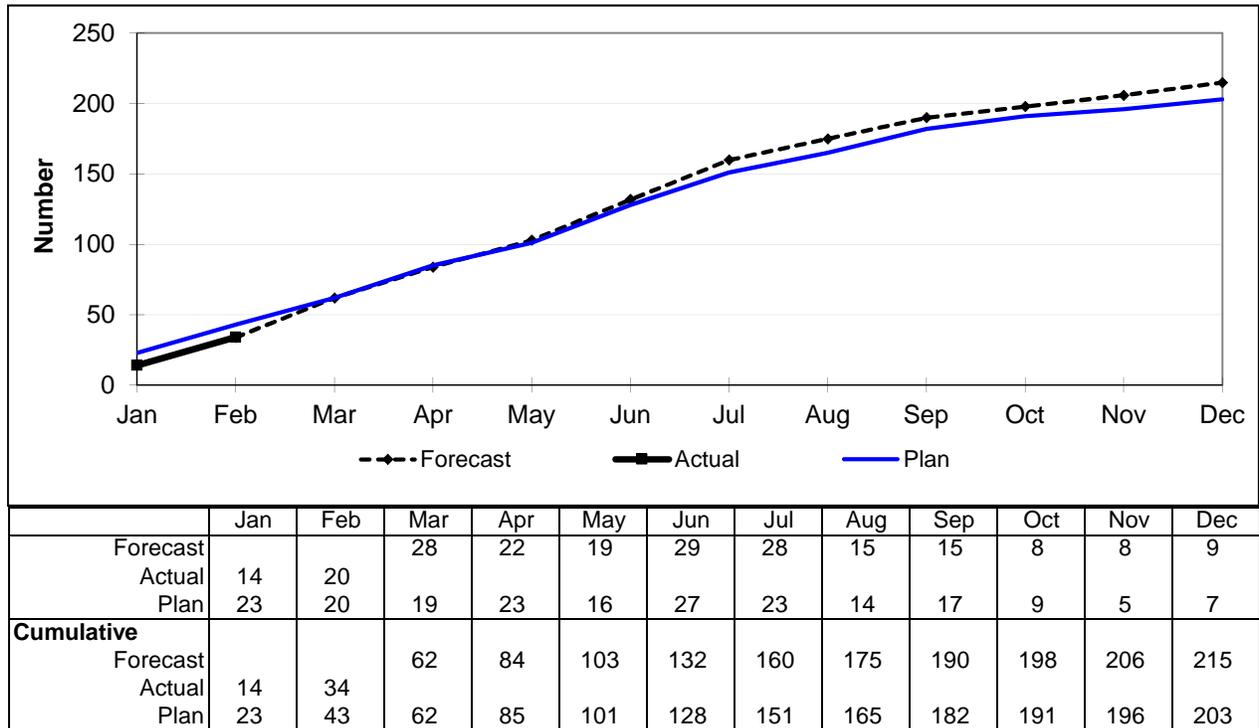
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast			71	94	104	123	140	156	163	176	182	190
Actual	21	32	71	94	102	124	142	157	164	178	184	192
Plan	23	51	72	94	102	124	142	157	164	178	184	192



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast			115.3	147.6	158.7	210.1	231.9	245.6	259.7	275.6	283.7	292.6
Actual	27.5	75.2	115.3	145.3	156.8	195.3	212.6	226.7	240.7	269.2	276.9	284.1
Plan	51.3	93.3	116.8	145.3	156.8	195.3	212.6	226.7	240.7	269.2	276.9	284.1

## 2018 Awards Charts

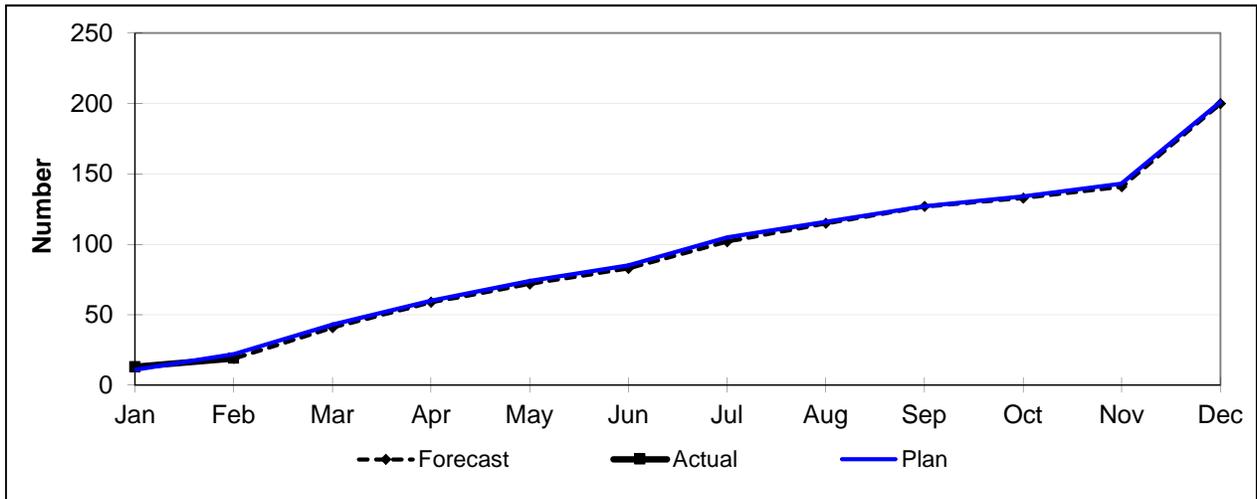
As of February 2018



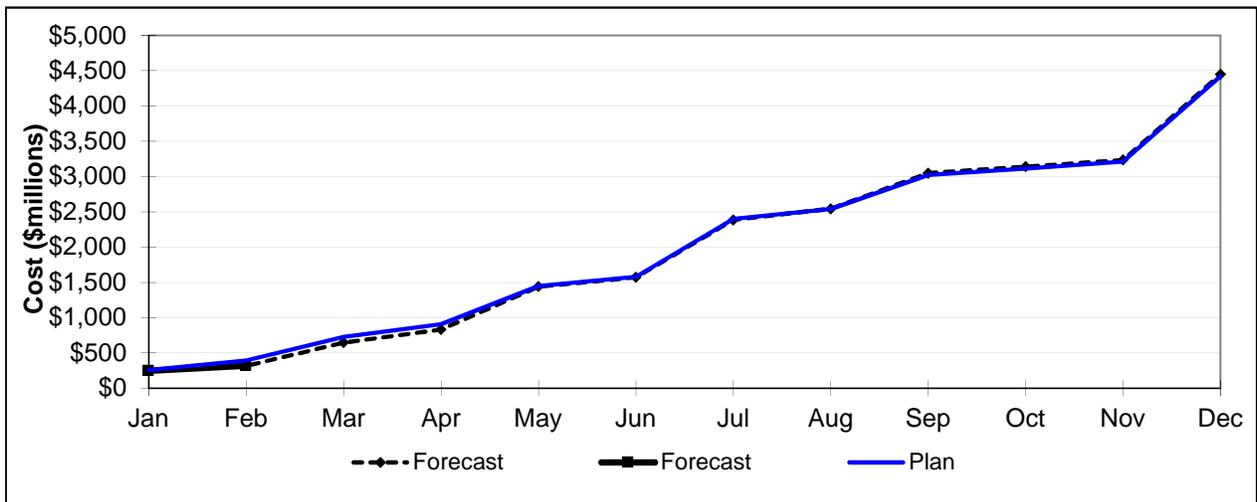
In February, NYCT awarded projects valued at \$2.1 billion largely due to the award of the R211 car purchase valued at \$1.7 billion.

## 2018 Substantial Completions Charts

As of February 2018



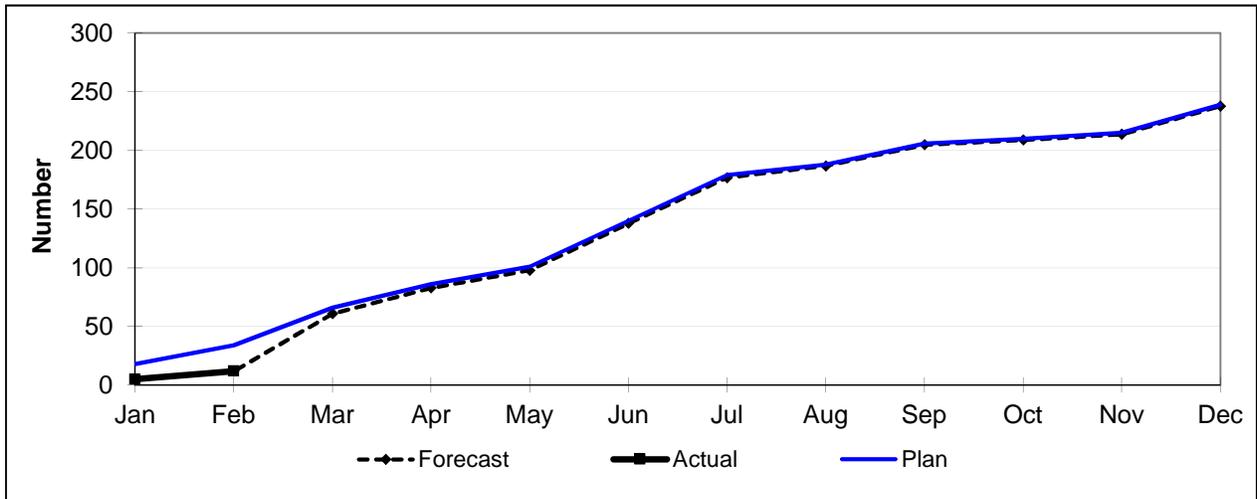
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast			22	18	13	11	19	13	12	6	8	59
Actual	13	6	21	17	14	11	20	11	11	7	9	58
Plan	11	11	21	17	14	11	20	11	11	7	9	58
<b>Cumulative</b>												
Forecast			41	59	72	83	102	115	127	133	141	200
Actual	13	19	43	60	74	85	105	116	127	134	143	201
Plan	11	22	43	60	74	85	105	116	127	134	143	201



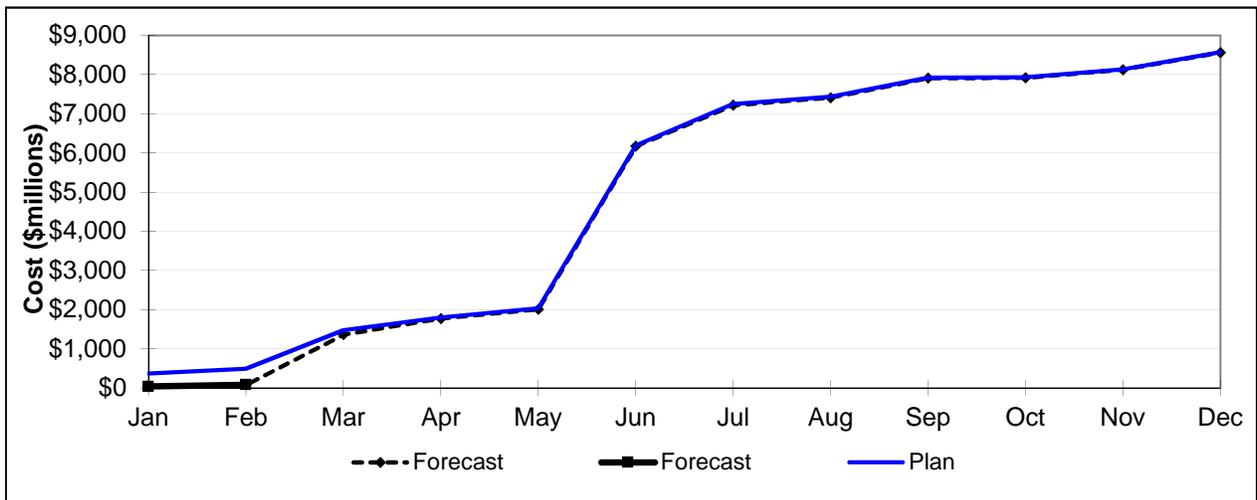
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast			329.6	183.9	610.5	129.8	812.9	159.2	506.0	90.7	95.8	1,212.0
Actual	245.9	71.6	329.7	184.5	540.0	129.7	821.6	140.8	479.9	92.8	96.0	1,212.6
Plan	256.4	138.6	329.7	184.5	540.0	129.7	821.6	140.8	479.9	92.8	96.0	1,212.6
<b>Cumulative</b>												
Forecast			647.1	831.0	1,441.5	1,571.3	2,384.2	2,543.3	3,049.3	3,140.0	3,235.9	4,447.9
Actual	245.9	317.5	724.7	909.2	1,449.2	1,578.8	2,400.5	2,541.2	3,021.1	3,113.9	3,209.8	4,422.5
Plan	256.4	395.0	724.7	909.2	1,449.2	1,578.8	2,400.5	2,541.2	3,021.1	3,113.9	3,209.8	4,422.5

## 2018 Closeouts Charts

As of February 2018



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast			49	22	15	40	39	10	18	4	5	24
Actual	5	7										
Plan	18	16	32	20	15	39	39	9	18	4	5	24
<b>Cumulative</b>												
Forecast			61	83	98	138	177	187	205	209	214	238
Actual	5	12										
Plan	18	34	66	86	101	140	179	188	206	210	215	239



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast			1,282.4	410.8	234.2	4,158.4	1,048.5	191.0	498.7	9.3	206.1	438.9
Actual	40.7	44.7										
Plan	368.9	123.4	979.4	327.6	235.3	4,146.4	1,067.2	181.4	487.9	9.9	203.6	440.3
<b>Cumulative</b>												
Forecast			1,367.8	1,778.6	2,012.8	6,171.1	7,219.7	7,410.7	7,909.4	7,918.7	8,124.8	8,563.8
Actual	40.7	85.4										
Plan	368.9	492.3	1,471.6	1,799.2	2,034.4	6,180.8	7,248.0	7,429.4	7,917.3	7,927.2	8,130.8	8,571.0

The large forecast of March closeouts anticipates the closeout of numerous bus purchase projects.

## MTACC Report

Janno Lieber, Chief Development Officer



Electrical work in progress on the northbound platform at Cortlandt St station.

# April 2018 MTACC Monthly Project Status Report

The purpose of this report is to give a status update on active MTA Capital Construction Company (MTACC) projects involving future Transit assets. This report reviews budget, contract status, funding, and safety on a monthly basis.

# Cortlandt Street No. 1 Line Station Reconstruction Active Construction Contracts

## Report to the Transit Committee - April 2018

data thru March 2018; \$ in millions

	Budget	Expenditures
Construction	\$ 156.4	\$ 80.6
Design/CPS	8.2	5.9
Construction Management	17.3	7.8
<b>Total</b>	<b>\$ 181.8</b>	<b>\$ 94.3</b>

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

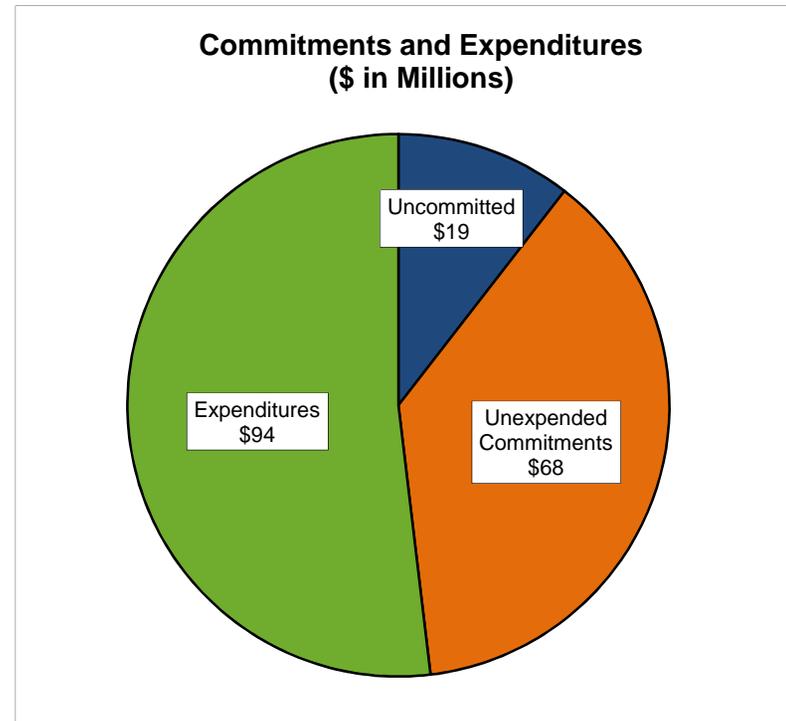
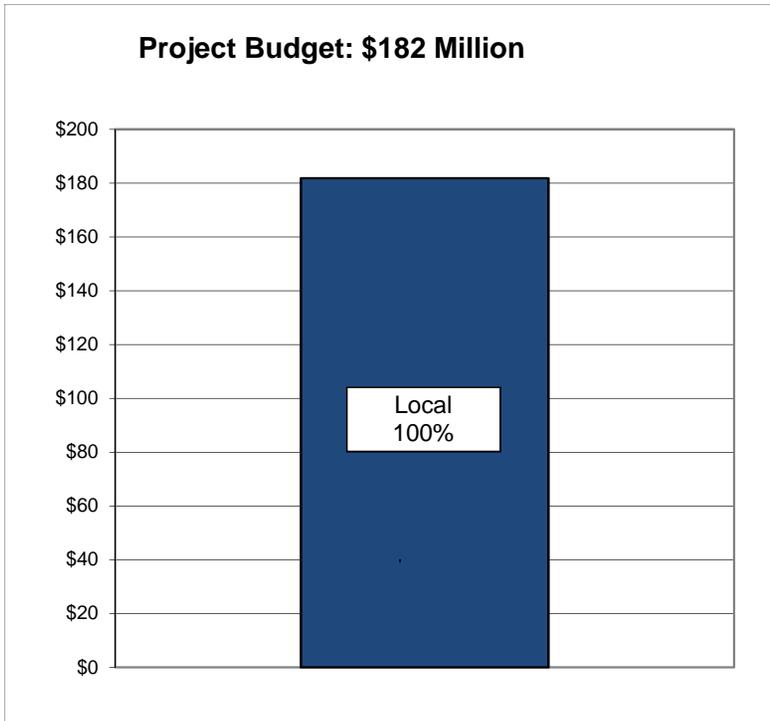
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Actual Award Date	Planned Completion at Award	Forecast Substantial Completion
Reconstruct Cortlandt Street Station Judlau Contracting, Inc.	117.1	110.3	6.8	71.3	Apr-2015	Feb 2018	Dec 2018

# Cortlandt Street No. 1 Line Station Reconstruction Status

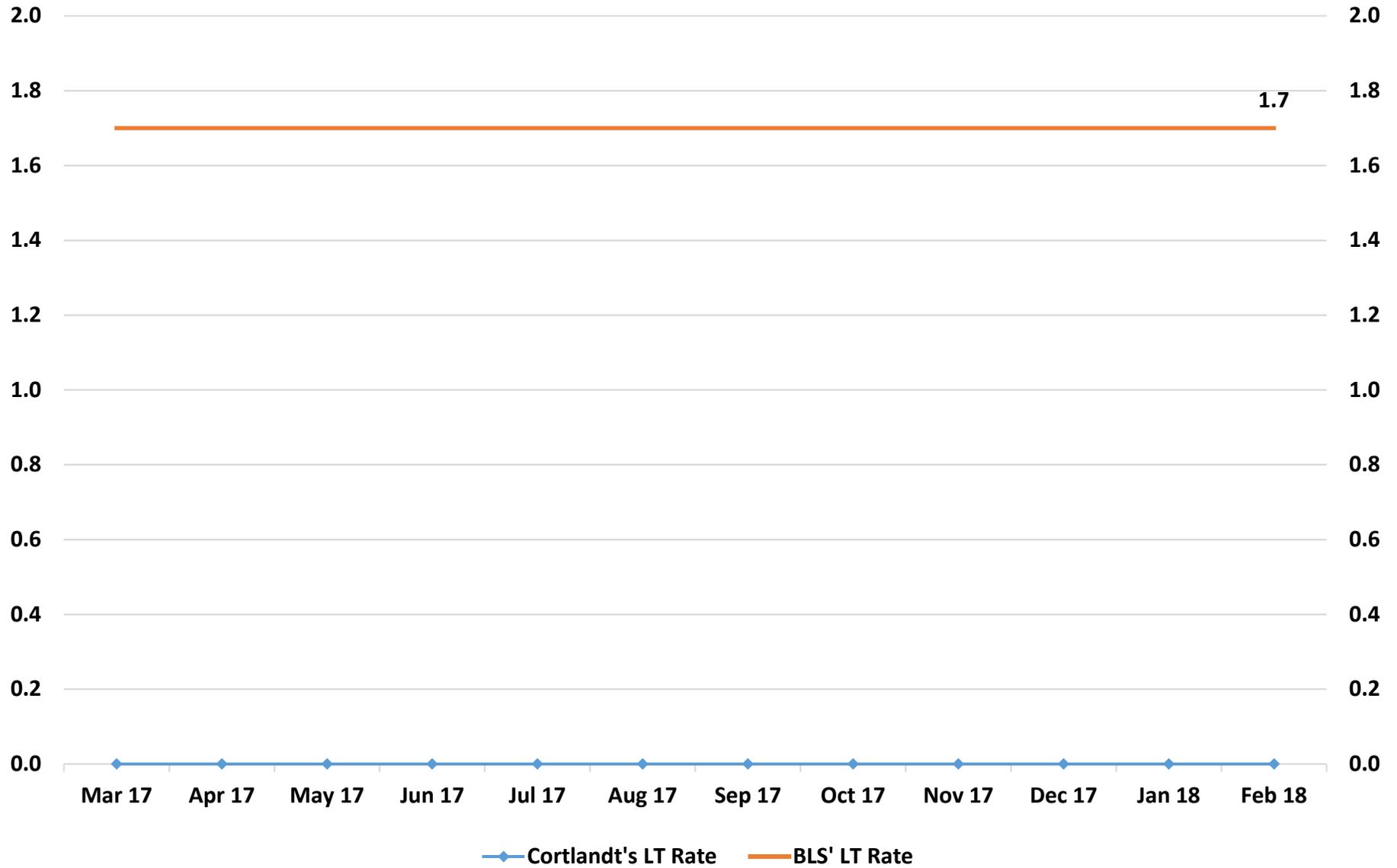
Report to the Transit Committee - April 2018

data thru March 2018

MTA Capital Program \$ in Millions	Funding Sources		Status of Commitments		
	Budgeted	Local Funding	Committed	Uncommitted	Expended
Total Authorized	\$ 182	\$ 182	\$ 163	\$ 19	\$ 94



## Cortlandt Street No. 1 Line Station Reconstruction 12 Month Rolling Average Lost Time(LT) Injury Rates



## Procurement

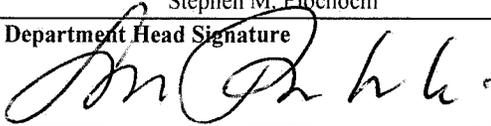
Steve Plochochi, Senior Vice President



Flatcars are used to transport equipment and materials to work sites. Photos show before and after images of flatcar frame repair. These refurbished flatcars will support ongoing maintenance and construction activities.

## PROCUREMENTS

The Procurement Agenda this month includes 8 actions for a proposed expenditure of \$28.7M.

<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					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Committee	4/23/18			
2	Board	4/25/18			

April 16, 2018			
<b>Department</b>			
<b>Department Head Name</b>			
<b>Department Head Signature</b>			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
	President NYCT	X	Buses
	Executive VP	X	Subways
	Capital Prog. Management	X	Diversity/Civil Rights
	Law		

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

**PURPOSE:**

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

**DISCUSSION:**

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

Schedules Requiring Majority Vote:

Schedule G: Miscellaneous Service Contracts	1	\$	2.5 M
• Arro, Inc.		\$	2.5 M
Schedule I: Modification to Purchase and Public Work Contracts	1	\$	2.1 M
• Seon Design (USA) Corp.		\$	2.1 M
SUBTOTAL	2	\$	4.6 M

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

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

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

<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	\$ TBD M
<u>Schedules Requiring Majority Vote:</u>		
Schedule F: Personal Service Contracts	1	\$ 0.9 M
Schedule L: Budget Adjustments to Estimated Quantity Contracts	2	\$ 19.9 M
SUBTOTAL	4	\$ 20.8 M

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

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

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

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

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

<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	2	\$ 3.3 M
SUBTOTAL	2	\$ 3.3 M
TOTAL	8	\$ 28.7 M

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

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

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

## **BOARD RESOLUTION**

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

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

**APRIL 2018**

**LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**G. Miscellaneous Service Contracts**

(Staff Summaries required for all items greater than: \$100K Sole Source; \$750K Other Noncompetitive; \$1M RFP; No Staff Summary required if sealed bid procurement.)

1. **Arro, Inc.** **\$2,458,470** **Staff Summary Attached**  
**5-month contract**  
**Contract# SSE 36327**  
Pilot contract for E-Hail services for Paratransit.

**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.)

2. **Seon Design (USA) Corp.** **\$2,051,089** **Staff Summary Attached**  
**Contract# C-52097A.8**  
Modification to the contract for purchase and installation of a Bus Camera Security System (“BCSS”), in order to provide continued maintenance services for buses and depots equipped with bus camera security systems, the installation of additional interior cameras, the purchase of mobile hard drives, and Microsoft server and client access licenses to support the use of BCSS.

**Schedule G: Miscellaneous Service Contracts**



**Item Number: 1**

<b>Vendor Name (Location)</b> Arro Inc. (Long Island City, New York)
<b>Description</b> Pilot contract for E-Hail services for Paratransit
<b>Contract Term (including Options, if any)</b> May 1, 2018–October 10, 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 type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Test and Evaluation

<b>Contract Number</b> SSE-36327	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount</b>	\$2,458,470
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Department of Buses, Darryl C. Irick	

**Discussion**

In October 2017, NYC Transit began a 12-month pilot program to test and evaluate if E-Hail companies could be utilized to electronically disseminate paratransit trips to NYC Taxi and Limousine Commission (“TLC”) licensed drivers through the use of web-based applications. At this time NYC Transit is requesting approval to award an estimated quantities contract under this E-Hail pilot program to Arro Inc. (“Arro”), a New York-based company, for the remainder of the pilot program.

Access-A-Ride (“AAR”) service is provided through two different approaches, dedicated service and non-dedicated service. Dedicated service providers are known as Primary Carriers whose only business is to transport NYC Transit AAR customers. Non-dedicated service providers such as Broker Car Service, Voucher Car Service, Taxicabs, and E-Hail perform AAR service in concert with each contractor’s existing operations. The use of non-dedicated service provides cost and operational benefits to NYC Transit in that Paratransit does not bear the total responsibility for maintenance and operating costs, as is the case with dedicated service, and non-dedicated service providers offer access to a larger vehicle capacity to perform a high volume of trips.

E-Hail providers are technology companies that have developed web-based applications intended to match customers with vehicles located within a customer’s immediate geographical area. In New York City, Arro operates an application that disseminates trips to approximately 7,800 yellow and green metered taxicabs that are affiliated to its application and that are located within the five boroughs. The drivers of these vehicles are TLC-licensed drivers that are independent contractors. Arro is expected to perform an estimated 69,000 AAR trips during this pilot.

It is anticipated that the E-Hail pilot program will continue to deliver improved customer service to AAR customers by providing additional transportation options. The E-Hail pilot also allows for the testing of on-demand same-day service, which is expected to provide AAR customers with flexibility of their schedules and reduce the out-of-pocket expenses to AAR customers who utilize the current Taxicab service program (which requires customers to pay the entire taxi fare up front and then be reimbursed by NYC Transit). It is also anticipated that E-Hail will provide additional capacity at a cost savings to NYC Transit when compared to the cost of Primary Carriers. The addition of Arro to the existing pilot program will provide even greater capacity and allow Paratransit to analyze the capabilities of multiple E-Hail companies simultaneously. The E-Hail pilot program has been operating successfully since October 2017, with service being provided by VeriFone Transportation Systems (“VeriFone”) and has received positive feedback from AAR Customers and paratransit advocates.

The limited term of the pilot program has necessitated that an Immediate Operating Need (“ION”) be declared to expedite the award of a contract to Arro, expedite awards to other additional contractors during this period, as well as increase the capacity of the work already being performed by VeriFone (another action on this month’s Procurement Agenda). The expedited award will enable NYC Transit to evaluate multiple contractors engaged in the pilot and to continue improvements to customer service.

Arro’s pricing is based on a fixed price per trip based on distance. The estimated average price per trip is \$35.63 and the total contract value is for an estimated \$2,458,470 (69,000 trips x \$35.63 per trip). This represents a savings of approximately \$33.08 per trip (or 48 percent) when compared to the average cost of \$68.71 for a Primary Carrier trip. If Primary Carriers were used to perform these trips, the cost to the Authority would be approximately \$4,740,990. Arro’s pricing is deemed fair and reasonable. This action is being processed as an ION and therefore not subject to prior approval by the Office of the State Comptroller.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 2

<b>Vendor Name (Location)</b> Seon Design (USA) Corp (Bellingham, Washington)
<b>Description</b> Bus Camera Security System
<b>Contract Term (including Options, if any)</b> February 15, 2011–December 31, 2019
<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 type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Department of Buses, Darryl C. Irick

<b>Contract Number</b> C-52097A	<b>AWO/Mod. #</b> 8
<b>Original Amount:</b>	\$ 9,748,256
<b>Option Amount:</b>	\$ 22,642,618
<b>Total Amount:</b>	\$ 32,390,874
<b>Prior Modifications:</b>	\$ 2,984,795
<b>Prior Budgetary Increases:</b>	\$ 249,800
<b>Current Amount:</b>	\$ 35,625,469
<b>This Request:</b>	\$ 2,051,089
<b>% of This Request to Current Amount:</b>	5.8%
<b>% of Modifications (including This Request) to Original Amount:</b>	51.7%

**Discussion**

This modification is for the provision of maintenance services for buses and depots equipped with bus camera security systems (“BCSS”) and the installation of additional interior cameras to further enhance operator safety and security on 1,505 buses in the estimated total amount of \$2,051,089. The BCSS allows video images to be captured on buses and then wirelessly uploaded along with a system health report from buses to depot servers during the refueling process for use in managing data and ensuring proper operation of the onboard equipment.

Contract C52097 was awarded to UTC Fire & Security (“UTCFS”) for the provision and installation of its MobileView BCSS, consisting of cameras and mobile digital video recorders, on an estimated quantity of 426 buses as well as software and hardware for nine depots with an option for an additional 1,150 buses and corresponding depots. An additional 37 buses and 19 depots were outfitted with BCSS through subsequent modifications, bringing the total number of buses and depots retrofit with BCSS to 1,613 and 28 respectively. As of March 29, 2017, NYC Transit and MTA Bus Company have also received a combined 1,512 new bus deliveries with BCSS pre-installed, bringing the total number of buses equipped with BCSS to 3,125.

The original procurement was conducted after an outreach to eight companies that were invited to present their BCSS for evaluation. Of the eight, three ultimately provided their equipment for a five-bus test to determine performance acceptability: NICE Systems, Inc. (“NICE”); UTCFS; and March Networks (“March”). Negotiations with each commenced while the tests were underway. Technical ratings on the performance of the respective systems showed that UTCFS’s performance far exceeded that of March and NICE. This process allowed the Authority to evaluate technical performance, price and warranty provisions, and ultimately select a superior product at a competitive price from UTCFS.

In October 2017, UTCFS notified NYC Transit that Seon Design (USA) Corp. (“Seon”) was acquiring its MobileView business unit. NYC Transit performed a responsibility check on Seon and agreed to the assignment. Seon officially acquired MobileView on November 30, 2017. Contract C52097 was renamed C52097A as a result of the assignment to Seon.

This modification will provide maintenance services for 1,613 buses and 28 depots currently equipped with BCSS through the end of 2019, allowing for the warranty and maintenance of all systems purchased under this contract to expire simultaneously. A renewal contract will be put in place prior to this expiration. In addition, this modification will allow for the purchase and installation of an additional interior camera on 1,505 buses in order to capture additional data that can be utilized in post-incident analysis.

Through negotiations, Procurement was able to achieve significant savings for the maintenance portion of the modification as compared to these services under the initial acquisition. Procurement also achieved savings for the additional cameras as compared to pricing negotiated in a previous modification. The final price of \$2,051,089 was determined to be fair and reasonable by the Cost Price Analysis Unit, and both Procurement and the Department of Buses concur with this determination.

APRIL 2018

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)**  
 (Staff Summaries required for items estimated to be greater than \$1M.)

- |                                                                                                                                                                               |                              |                                      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|--------------------------------------|
| <b>1. Contractor To Be Determined</b><br><b>Contract Term To Be Determined</b><br><b>Contract# P-36340</b>                                                                    | <b>Cost To Be Determined</b> | <b><u>Staff Summary Attached</u></b> |
| RFP Authorizing Resolution for the design-build, furnish, and delivery of four deployable battery-powered substations; funded under the Superstorm Sandy Resiliency contract. |                              |                                      |

**Procurements Requiring Majority Vote:**

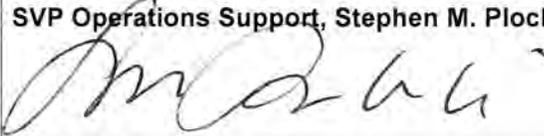
**F. Personal Service Contracts**  
 (Staff Summaries required for all items greater than: \$100K Sole Source; \$750K Other Noncompetitive; \$1M Competitive.)

- |                                                                                                    |                  |                                      |
|----------------------------------------------------------------------------------------------------|------------------|--------------------------------------|
| <b>2. Tramm Consultants, Inc.</b><br><b>Two Proposals – 60-month contract</b><br><b>RFP# 96217</b> | <b>\$925,000</b> | <b><u>Staff Summary Attached</u></b> |
| Provide Quality Assurance reviews of union assistance programs.                                    |                  |                                      |

**L. Budget Adjustments to Estimated Quantity Contracts**  
 (Expenditures which are anticipated to exceed the lesser of \$750,000 or \$50,000 in the event such expenditures exceed 15% of the adjusted contract budget, including any contract modifications.)

- |                                                                                                                        |                     |                                      |
|------------------------------------------------------------------------------------------------------------------------|---------------------|--------------------------------------|
| <b>3. Ultimate Power, Inc.</b><br><b>Contract# 8983</b>                                                                | <b>\$550,000</b>    | <b><u>Staff Summary Attached</u></b> |
| Provide additional funding for continued maintenance and repair of heating, ventilation, and air-conditioning systems. |                     |                                      |
| <b>4. VeriFone Transportation Systems</b><br><b>Contract# 6%19129</b>                                                  | <b>\$19,335,380</b> | <b><u>Staff Summary Attached</u></b> |
| Provide additional funds for continued Paratransit E-Hail services under NYC Transit’s E-Hail Pilot program.           |                     |                                      |

# Staff Summary

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

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> RFP Authorizing Resolution	<b>Contract No.</b> P-36340
<b>Description</b> Sandy Resiliency: Deployable Substations (Design-Build)	
<b>Total Amount</b> \$TBD	
<b>Contract Term (including Options, if any)</b> 25 Months	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Purpose

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public interest to issue a competitive Request for Proposal ("RFP") pursuant to Public Authorities Law, Section 1209, Subdivision 9(f) to solicit Sandy Resiliency: Deployable Substations for the Design-Build, Furnish, and Delivery of Four Deployable Battery-Powered Substations. This project will be managed by NYC Transit's Capital Program Management.

## Discussion

NYC Transit is pursuing a more streamlined design-build strategy for certain types of capital projects, as well as alternate project delivery and procurement methods to achieve overall best value and approach for NYC Transit and the public. As a result, this project is part of a design-build program within the 2015–2019 timeframe, which promises efficient and faster delivery of projects while achieving best value benefits.

NYC Transit's subway system depends on traction power to run subway service. The network of substations in the system convert high-tension AC power to the DC power used for train propulsion. Substations located in the low-lying areas along the coastline were damaged by floodwater from Superstorm Sandy, which resulted in prolonged service outages and required emergency repairs to restore service. Deployable Battery-Powered Substations ("DBPS") are part of NYC Transit's overall resiliency strategy for restoring traction power to substations that could experience flood damage in the future. The purpose of this project is to procure four DBPS units that will be used to provide temporary power until the damaged substations are repaired and placed back in service. The DBPS units will be designed, manufactured, and delivered to designated NYC Transit storage facilities. Each unit will consist of two trailers: one housing battery cells and the other containing the converter, transformer, and all the substation elements. A separate contract will be issued to provide site improvements at two designated storage facilities to house these units.

Selection will be accomplished by using a competitive RFP process. Firms that participate will receive an RFP, including conceptual design documents and the proposed contract terms. As part of the RFP, prospective Design-Build teams will propose their technical solutions and will be encouraged to provide alternate proposals to NYC Transit requirements in addition to proposed price. In accordance with MTA policy regarding the use of design-build, a stipend will be paid to design-build teams that were not selected, yet provided detailed proposals. This will be done in order to enhance competition and defray proposal costs.

Utilizing an RFP process is the best way to solicit for this project. Given the project's complex nature, it is in the best interest of NYC Transit to be able to consider, in addition to cost, technical factors such as design and fabrication and integration approach, technical ability, performance record, proposed schedule improvements, and other relevant matters to select a contractor to perform the work and determine which proposal offers the best overall value. In addition, the RFP process will allow NYC Transit greater flexibility (than a low-bid process) to negotiate alternative approaches to the work and incentives for early completion, as well as contract terms and conditions, which could potentially shorten the project duration.

### **Alternatives**

The use of a sealed bid process in which factors other than price cannot be considered is not recommended as it does not provide the best flexibility in assessing the alternative means toward accomplishing this project. An RFP is the best means to evaluate different technical approaches and to enable the consideration of alternative proposals. A negotiated procurement in the context of a complex project would better serve the public interest and offer NYC Transit the best overall value.

### **Impact on Funding**

This project is federally funded under Superstorm Sandy Resiliency Funding and managed by NYC Transit under the Capital Program. The stipends will be funded by the MTA.

### **Recommendation**

That the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate, and that, pursuant to Public Authorities Law, Section 1209, Subdivision 9(f), it is in the public interest to issue a competitive RFP to solicit Sandy Resiliency: Deployable Substations for the Design-Build, Furnish, and Delivery of Four Deployable Battery-Powered Substations.

# Staff Summary

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

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b>	<b>Contract No.</b>
Tramm Consultants, Inc.	RFP 96217
<b>Description</b>	
Provide Quality Assurance Reviews of Union Assistance Programs	
<b>Total Amount</b>	
\$925,000	
<b>Contract Term (including Options, if any)</b>	
60 Months	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Procurement Type</b>	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b>	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b>	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Purpose**

To obtain approval from the Board to award a five-year competitively negotiated contract requested by MTA Occupational Health Services to Tramm Consultants, Inc. ("Tramm") to provide Quality Assurance reviews of Union Assistance Programs ("UAPs") in the estimated amount of \$925,000.

**Discussion**

Federal Transit Administration ("FTA") regulations mandate that transit agencies establish programs to provide diagnosis, counseling, and treatment to employees with drug and alcohol issues. NYC Transit maintains a management-administered Employee Assistance Program ("EAP") to assist employees with these and other issues. To further promote participation in such programs, since 1988, three Union Assistance Programs ("UAPs") were established through collective bargaining agreements between NYC Transit and the Transport Workers Union Local 100, as well as the Amalgamated Transit Union locals 726 and 1056. Under these agreements, union members may be required to go to the UAPs in certain circumstances to obtain appropriate treatment. In addition, in furtherance of participation in such programs, represented employees seeking voluntary assistance are directed to the UAPs rather than the EAP. Voluntary requests account for the largest number of entries into the UAPs.

NYC Transit's oversight of the UAP programs is necessary to ensure continued compliance with FTA regulations. The UAPs are administered and managed by the unions while being funded by NYC Transit. The UAPs refer employees to outside providers for treatment and manage the outside providers. Subsequently, the UAPs make recommendations for employees returning to work.

A consultant hired by NYC Transit reviews UAP policies, procedures, and practices to ensure the program follows state, local, and FTA rules and regulations and clinical industry standards. In addition, the consultant: (1) evaluates credentials of UAP staff and treatment providers' staff, (2) reviews UAP treatment plans to determine appropriateness of the types and length of services provided, (3) reviews the clinical validity of return-to-work decisions made by UAPs based on clinical industry standards, (4) evaluates treatment facilities to which employees are referred, (5) determines overall compliance with regulatory requirements, (6) reviews UAP expenditures, administrative costs, budget and per-client cost of treatment, and (7) audits payments made by the UAPs.

This contract is performed by a third-party consultant because the aforementioned collective bargaining agreements contemplate third-party oversight, primarily to ensure confidentiality of those employees who seek treatment voluntarily.

Prior to advertising the Request for Proposal (“RFP”), the Procurement team engaged in an extensive outreach effort to firms engaged in the EAP field to enhance interest and competition for this procurement. The RFP was advertised with selection criteria that included (1) the proposer’s relevant experience and qualifications, including demonstrated experience and expertise as a qualified industry expert in the evaluation of substance abuse programs’ policies and procedures, particularly as they relate to FTA regulations, demonstrated experience and expertise performing quality assurance reviews and care management evaluations of substance abuse programs, quality of proposer’s assigned personnel as demonstrated by the quality and length of experience, knowledge of relevant local, state and federal rules and regulations, labor/management contractual agreements and clinical industry standards, and demonstrated experience and expertise evaluating assistance programs’ policies and procedures; (2) the proposer’s approach to the work, including the proposer’s understanding of the work, the technique by which the proposer plans to meet the technical requirements, the proposer’s responsiveness to the RFP, and project management plan; (3) overall project cost; and (4) other relevant matters.

Seven firms obtained the solicitation, and three firms attended the pre-proposal conference. Two firms submitted proposals: Masi Research Consultants (“Masi”) and Tramm. A survey of potential proposers revealed that some firms did not propose because they normally manage employee assistance programs, while this contract only calls for the consultant to provide oversight; as stated above, the UAPs are managed by the TWU and ATU unions.

The Selection Committee (“SC”) reviewed the proposals in accordance with the evaluation criteria in the RFP, and recommended that both proposers be invited for oral presentations. Following oral presentations, the SC recommended that Masi and Tramm be invited to negotiations. Both firms were invited because of their experience and expertise. In addition, the SC considered Tramm’s approach to the work to be superior.

Negotiations with Masi and Tramm focused on pricing. Following negotiations, Best and Final Offers (“BAFOs”) were requested, and were received on February 16, 2018. The results are summarized below:

<u>Proposer</u>	<u>Initial Proposal</u>	<u>BAFO</u>
Masi	\$1,483,000	\$1,113,500
Tramm	\$1,280,000	\$925,000

After reviewing the BAFOs, in accordance with the evaluation criteria, the SC unanimously recommended Tramm for award. Tramm was unanimously determined to be the highest technically ranked proposer because its demonstrated experience and expertise exceeded Masi’s, particularly with regard to quality assurance reviews and care management evaluations of substance abuse programs and evaluating such programs’ policies and procedures. Further, Tramm demonstrated a superior approach to the work and understanding of the work, especially in the context of unionized workforces which made it especially well qualified. Tramm has performed quality assurance reviews of union and employee assistance programs for firms including Brooklyn Union Gas and Consolidated Edison. Tramm’s references were checked and all were positive. In addition to receiving the highest technical rating, Tramm’s BAFO price was 17 percent below Masi’s BAFO price. The final price has been found to be fair and reasonable based on the competitive nature of the RFP.

Tramm was unable to provide sufficient financial data to make a determination on its financial responsibility. However, payments under this contract are made only after services are rendered. Therefore, Procurement concluded that there is reasonable assurance that Tramm can fulfill this contract and recommends award based on a business decision.

### M/W/DBE Information

The MTA Department of Diversity and Civil Rights has established goals of 0 percent MBE and 0 percent WBE for this contract due to the limited number of available M/WBE firms. Tramm Consultants Inc. has not completed any MTA contracts with goals; therefore, no assessment of the firm’s M/W/DBE performance can be determined at this time.

### Impact on Funding

Funding is available in the Division of Human Resources’ operating budget under RC 7134, General Ledger number 712542, and Function 900.

### Alternative

None recommended.

**L. Budget Adjustments to Estimated Quantity Contracts**

(Expenditures anticipated to exceed the lesser of \$250,000 or \$50,000 in the event such expenditures exceed 15% of the adjusted contract budget, including any contract modifications.)

<b>3.</b>	<b>Ultimate Power, Inc.</b>	<b>Original Amount:</b>	\$	1,204,432
	<b>Contract# 8983</b>	<b>Prior Modifications:</b>	\$	29,320
	<b>June 1, 2014–May 31, 2019</b>	<b>Prior Budgetary Increases:</b>	\$	248,500
		<b>Current Amount:</b>	\$	1,482,252
		<b>This Request:</b>	\$	550,000
		<b>% of This Request to Current Amount:</b>		37.1%
		<b>% of Mods/Budget Adjustments (including This Request) to Original Amount:</b>		68.7%

**Discussion**

This budget adjustment for \$550,000 will provide additional funds for the continued maintenance and repair of heating, ventilation, and air-conditioning (“HVAC”) systems for NYC Transit Department of Buses (“DOB”) and MTA Bus Company (“MTABC”) through May 31, 2019. The contract is for HVAC repairs on a task-order basis for all DOB and MTABC facilities within the five boroughs and Yonkers. Additional funding is required due to an increase in repairs being performed due to the performance of the equipment. If expenditures continue at the current rate, \$550,000 will be sufficient to cover expenditures for the remaining 13 months of the contract. This budget adjustment does not extend the contract term or modify the contract provisions.

This contract was an MTA Bridges and Tunnels-led joint procurement. DOB and MTABC, and Staten Island Rapid Transit Operating Authority were also participants, each as separate classes on the solicitation. Contract 8983 was awarded as a five-year contract in the estimated amount of \$1,204,432 on June 1, 2014 for DOB and MTABC. Ultimate Power was the lowest of five bidders on the DOB and MTABC class, and was 16.6 percent lower than the second low bidder. Pricing will remain the same as originally established at contract award. A market survey conducted by Procurement confirmed that better pricing could not be obtained if this requirement is solicited on a new procurement. A review of the Producer Price Index indicated that pricing for this service has increased by approximately 6.1 percent since the contract was awarded.

**L. Budget Adjustments to Estimated Quantity Contracts**

(Expenditures anticipated to exceed the lesser of \$250,000 or \$50,000 in the event such expenditures exceed 15% of the adjusted contract budget, including any contract modifications.)

<b>4.</b>	<b>VeriFone Transportation Systems</b>	<b>Original Amount: (including options)</b>	\$	11,627,562
	<b>Contract# 6%19129</b>	<b>Prior Modifications:</b>	\$	0
	<b>October 11, 2017–October 10, 2018</b>	<b>Prior Budgetary Increases:</b>	\$	0
		<b>Current Amount:</b>	\$	11,627,562
		<b>This Request:</b>	\$	19,335,380
		<b>% of This Request to Current Amount:</b>		166.3%
		<b>% of Mods/Budget Adjustments (including This Request) to Original Amount:</b>		166.3%

**Discussion**

NYC Transit is requesting the approval of a budget adjustment to provide additional funds for continued Paratransit E-Hail services being provided by VeriFone Transportation Systems, a division of VeriFone Systems (“VeriFone”), under NYC Transit’s E-Hail Pilot program.

In October 2017, NYC Transit began a 12-month pilot program to test and evaluate if E-Hail companies could be utilized to electronically disseminate paratransit trips to NYC Taxi and Limousine Commission (“TLC”) licensed drivers through the use of the E-Hail company’s web-based application. VeriFone was the first of multiple E-Hail companies intended to be awarded a contract under this pilot. E-Hail providers are technology companies that have developed web-based applications intended to match individuals in need of transportation with vehicles located within the individual’s immediate geographical area. In New York City, VeriFone operates an application that disseminates trips to approximately 13,500 yellow and green metered taxicabs that are affiliated to its application and that are located within the five boroughs. The drivers of these vehicles are TLC-licensed drivers that are independent contractors.

At the beginning of the pilot, it was anticipated that VeriFone would perform approximately 2,500 daily trips for the 12-month pilot, however, they are actually performing approximately 5,000 trips daily. In addition, it was originally anticipated that multiple E-Hail companies would participate in the program and share the work. However, to date, while negotiations are ongoing, additional E-Hail companies are not yet participating, which has dramatically increased VeriFone’s daily trip volume.

The limited term of the pilot program has necessitated that an Immediate Operating Need (“ION”) be declared to increase the capacity of work being performed by VeriFone, and expedite the award to other additional contractors during this period such as Arro (another action on this month’s Procurement Agenda). These actions will enable NYC Transit to evaluate multiple contractors engaged in the pilot and continue improvements to customer service. The E-Hail pilot program has also been receiving positive feedback from customers, which has resulted in increased demand. For these reasons, there is a need to increase the funding in this VeriFone Contract through the end of the term.

In order to fulfill the estimated 538,440 Access-A-Ride (“AAR”) trips that will be performed by VeriFone through October 10, 2018, funding of \$19,335,380 (538,440 trips x \$35.91 per trip) is being requested. VeriFone’s pricing is based on a fixed price per trip based on distance. Per the contract price schedule, the average price per trip is \$35.91. VeriFone’s continued participation in this pilot yields a savings of approximately \$32.80 per trip (or approximately 47 percent) when compared to the average cost of \$68.71 for a Primary Carrier trip. If Primary Carriers were used to perform these trips, the cost to the Authority would be approximately \$36,996,212.

This action is being processed as an ION and therefore not subject to prior approval by the Office of the State Comptroller.

APRIL 2018

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

**K. Ratification of Completed Procurement Actions (Involving Schedule E–J)**  
(Staff Summaries required for items requiring Board approval.)

1. **Ebenezer Railcar Services, Inc.**                      **\$1,769,760**                      **Staff Summary Attached**  
**Contract# RFX 175791**  
Provide additional funding for the repair of flatcar frames.
  
2. **Penta Corporation**                                      **\$1,499,992**                      **Staff Summary Attached**  
**Contract# 06%13034.1**  
Modification to the multi-agency contract for maintenance support services for the Penta Communications Exchange Control (PCx) system; in order to provide hardware and software upgrades to NYC Transit’s portion of the PCx system, and training modules.

Item Number: 1

<b>Vendor Name (Location)</b> Ebenezer Railcar Services, Inc. (West Seneca, New York)
<b>Description</b> Repair of up to 38 Flatcar Frames
<b>Contract Term (including Options, if any)</b> October 6, 2017–July 10, 2020
<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 checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Department of Subways, Frank Jezycki

Contract Number	AWO/Mod. #	
RFx# 175791		
<b>Original Amount:</b>	\$	1,311,968
<b>Prior Modifications:</b>	\$	0
<b>Prior Budgetary Increases:</b>	\$	0
<b>Current Amount:</b>	\$	1,311,968
<b>This Request:</b>	\$	1,769,760
<b>% of This Request to Current Amt.:</b>		134.9%
<b>% of Modifications (including This Request) to Original Amt.:</b>		134.9%

**Discussion**

This budget adjustment adds \$1,769,760 to an estimated quantity contract for the repair of flatcar frames. A flatcar consists of a frame (a flat steel girder-like structure with a deck and sideboards) mounted on a pair of trucks (a chassis with two axles, each axle having two wheels), and is designed to handle and transport track maintenance machinery and other heavy equipment, materials and supplies throughout the NYC Transit system. Flatcars are used to support work at various NYC Transit jobsite locations by transporting equipment and materials to and from, and carrying debris away from, contractor and in-house worksites. NYC Transit has a critical need for flatcars to support both in-house and construction contractors’ work in the transit system. The significant volume of maintenance and construction projects occurring simultaneously at multiple locations throughout the transit system pursuant to the Subway Action Plan necessitates the availability of a greater number of flatcars than has typically been available. NYC Transit in-house forces remanufacture the trucks.

The initial estimated quantity contract was for the repair of 38 flatcar frames whose award was split between two contractors to accelerate delivery. As part of the initial awards, NYC Transit reserved the right to increase the quantity to either contractor after reviewing the contractor’s performance, and as a result, funding has been added to the contract with Ebenezer Railcar Services, Inc. (“Ebenezer”) to repair 10 additional frames.

The initial estimated quantity contract was solicited and awarded pursuant to EO 168. A Request for Proposals was sent to seven contractors in order to secure competition. Five contractors responded to the solicitation. The contract award was split between the two lowest-priced proposers meeting technical requirements in order to expedite NYC Transit’s receipt of repaired flatcar frames. At the time of award, 28 of the fleet of 38 R141 flatcars were in immediate need of rehabilitation. A contract for 70 percent (20 frames) was awarded to the lowest-priced proposer and another contract for 30 percent (8 frames) was awarded to Ebenezer, the second-lowest priced proposer. There was a third proposer with prices significantly higher than Ebenezer that did not receive any contract award.

The award of these contracts was reported to the Board during the October 2017 meeting. Ebenezer has significantly improved and accelerated its rate of production and delivery schedule and has the capacity to take the balance of the 10 flatcar frames from the R141 fleet and deliver rehabilitated frames sooner than the other contractor awarded the 20 flatcar frames, therefore, funding for the remaining 10 frames requiring repair has been added to Ebenezer’s estimated quantity contract. This action will result in the completion of repairs on all 38 frames within a shorter time frame than if these additional frames were given to the other contractor.

Procurement was able to secure a price reduction from Ebenezer that saved NYC Transit \$139,000.

Item Number: 2

<b>Vendor Name (Location)</b> Penta Corporation (New Orleans, Louisiana)
<b>Description</b> Multi-agency for Maintenance Support Services for Penta Communications Exchange Control System
<b>Contract Term (including Options, if any)</b> December 1, 2015–November 30, 2020
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> MTA-IT, Sidney Gellineau; Dept. of Subways, Frank Jezycki

Contract Number	AWO/Mod. #
06%13034	1
<b>Original Amount:</b>	\$ 2,421,634
<b>Prior Modifications:</b>	\$ 0
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 2,421,634
<b>This Request:</b>	\$ 1,499,992
<b>% of This Request to Current Amt.:</b>	60.0%
<b>% of Modifications (including This Request) to Original Amt.:</b>	60.0%

**Discussion**

It is requested that the Board ratify the declaration of an Immediate Operating Need (“ION”) approved by the Senior Vice President, Operations Support, pursuant to Article VIII.B of the All Agency General Contract Procurement Guidelines and approve the award of a modification to a miscellaneous procurement contract for a hardware and software upgrade to NYC Transit’s Penta Communications Exchange Control (“PCx”) system, and procurement of training modules. The base contract is for maintenance of Penta communication systems utilized by NYC Transit, Long Island Rail Road (“LIRR”) and MetroNorth Railroad (“MNR”).

The base contract was approved by the Board and was awarded to Penta Corporation (“Penta”) by LIRR, on behalf of itself, NYC Transit, and MNR. It is a sole-source multi-agency miscellaneous procurement contract with a term of three-years, with two one-year options for maintenance support services for the Penta communications systems installed at NYC Transit, LIRR, and MNR locations that were developed and integrated by Penta. Under this contract, Penta supports the LIRR Audio Visual Paging System, the MNR Public Address System, and NYC Transit’s PCx system.

The PCx system facilitates communications between the Rail Control Center (“RCC”), Department of Subways’ dispatchers, towers, and train crews. The system includes approximately 2,160 devices located at eight NYC Transit locations, including the RCC and field locations. The PCx system is a sophisticated audio matrix switch critical to the operations of NYC Transit’s Department of Subways. The PCx system works in conjunction with the Rapid Transit Operations (“RTO”) VHF Radio System to allow RTO staff at both the RCC and in towers to communicate with dispatchers, subway train crews, groups of trains, or all trains simultaneously. The PCx provides extensive command capabilities, permitting immediate control over a vast number of lines and consoles.

MTA IT requested an upgrade to the hardware and software at all eight locations that make up the PCx. This work will include (1) new servers, (2) installing and updating the existing software, (3) testing, and (4) a one-year warranty on the hardware and software. It was necessary to expedite award of this modification because the servers and certain other hardware that support the PCx system are end-of-life. Further, the servers currently run unsupported operating systems and were becoming increasingly more challenging to keep in a state of good repair. Replacing the entire PCx system would be far more costly than the proposed upgrade, as the upgrade requires primarily only replacement of the server hardware while a replacement of the entire PCx would require replacement of considerable additional Penta hardware.

This modification also includes training modules which will be used to train personnel from NYC Transit’s Electronics Maintenance Division (“EMD”) on testing the components of the Penta system that EMD repairs.

The in-house estimate was \$1,612,805 and Penta’s proposal was \$1,556,654. Through negotiations, the final price was reduced to \$1,499,992. The final price has been found to be fair and reasonable.

The PCx software was developed specifically for NYC Transit by Penta, which is also the system integrator. The software components are proprietary to Penta. Only Penta can maintain and upgrade the PCx system.



## Service Changes: Request for Public Hearing to Implement Staten Island Express Bus Redesign

Peter Cafiero, Chief, Operations Planning

### Service Issue

Express buses carry nearly 36,000 riders between Staten Island and Manhattan on an average weekday. Much of the express bus network has evolved through piecemeal changes over several decades. As traffic congestion (particularly in Manhattan) has progressively worsened, express bus performance has suffered, and riders frequently complain of poor reliability and long travel times.

After examining the issues with express buses using data and public feedback as part of the Staten Island Bus Study, it was concluded that the most realistic way to make substantial improvements would be to undertake a comprehensive reorganization of the network, focusing on rider origins and destinations rather than specific routes.

Using an in-depth analysis of ridership data, the study proposed a redesign of the entire express bus network in order to simplify service and improve reliability, travel time, and frequency. The original proposal was released in May 2017. Public feedback on the proposal was solicited through the MTA website, surveys on-board buses and at bus stops, and open house events held in October 2017 and March 2018. Multiple iterations of significant revisions were made to the plan in response to feedback from the public, elected officials, and labor. The final plan maintains most of the benefits of the original recommendations while better accommodating many existing riders.

In the new express bus network, routes will serve the same general geographic areas of Staten Island that they do today. During weekday peak hours when all routes are operating, each route will provide direct service to one particular area of Manhattan, replacing the existing configuration where nearly half of riders use routes that serve both Downtown and Midtown Manhattan, creating very long and unreliable trips.

The new routes are expected to address many factors that contribute to slow speeds and unreliability by concentrating service where possible to streets with bus priority, reducing the average length of routes, increasing the percent of routes that are on non-stop segments, reducing the number of turns, reducing the amount of mileage on congested Manhattan streets, and increasing the average spacing between bus stops.

Implementation is currently targeted for mid-to-late August 2018. More details and the full report can be viewed at [www.mta.info/SIExpressBus](http://www.mta.info/SIExpressBus).

### **Recommendation**

As per MTA service change guidelines, a public hearing is required for changes affecting 25% or more of a bus route. Hold a public hearing regarding the proposal to redesign the Staten Island express bus network.

### **Budget Impact**

The net cost is estimated to be \$1.0M. Though the project will not require additional vehicles, the additional budget will enable an additional off-peak and weekend route to be added, preserving off-peak/weekend coverage under the new network in areas of Staten Island that have it today and enabling an expansion to some new areas.

### **Proposed Implementation Date**

Hold the public hearing in May 2018.

# Staff Summary



Subject	Staten Island Express Bus Redesign
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah J. Wyss

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

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	Chairman	4/10	X		
3	Board			X	

Internal Approvals			
Order	Approval	Order	Approval
8	President	1	VP General Counsel
7	Executive VP	3	Director OMB
6	SVP Buses	2	Acting VP
5	Chief Cust. Officer		Chief OP

## Purpose

The purpose of this staff summary is to gain the approval of the Chairman and President to hold a public hearing on a proposal to redesign the Staten Island express bus network.

## Discussion

Express buses carry nearly 36,000 riders between Staten Island and Manhattan on an average weekday. Much of the express bus network has evolved through piecemeal changes over several decades. As traffic congestion (particularly in Manhattan) has progressively worsened, express bus performance has suffered, and riders frequently complain of poor reliability and long travel times.

After examining the issues with express buses using data and public feedback as part of the Staten Island Bus Study, it was concluded that the most realistic way to make substantial improvements would be to undertake a comprehensive reorganization of the network, focusing on rider origins and destinations rather than specific routes.

Using an in-depth analysis of ridership data, the study proposed a redesign of the entire express bus network in order to simplify service and improve reliability, travel time, and frequency. The original proposal was released in May 2017. Public feedback on the proposal was solicited through the MTA website, surveys on-board buses and at bus stops, and open house events held in October 2017 and March 2018. Multiple iterations of significant revisions were made to the plan in response to feedback from the public, elected officials, and labor. The final plan maintains most of the benefits of the original recommendations while better accommodating many existing riders.

In the new express bus network, routes will serve the same general geographic areas of Staten Island that they do today. During weekday peak hours when all routes are operating, each route will provide direct service to one particular area of Manhattan, replacing the existing configuration where nearly

# Staff Summary



half of riders use routes that serve both Downtown and Midtown Manhattan, creating very long and unreliable trips.

In Downtown Manhattan, five routes will serve the Church St/Broadway corridor and three will use Water Street/Pearl Street. Two routes will travel to Greenwich Village, making stops in Battery Park City, Tribeca, and SoHo. Four routes will travel to Midtown via the Gowanus Expressway, Hugh L. Carey Tunnel, and FDR Drive, with two routes using 6th Av/5th Av and two routes using Madison Av/5th Av. Seven routes will travel to Midtown via the New Jersey Turnpike and Lincoln Tunnel, using 42nd St/34th St and Madison Av/5th Av.

These new routes are expected to address several factors that contribute to slow speeds and unreliability. Bus Time GPS data was used to identify which streets operate best for buses today and streets that have existing or planned bus priority treatments were used when possible. As the length of a route often correlates with performance, on Staten Island, the average length of a route was reduced from approximately 7.1 miles to 5.5 miles (23 percent reduction). Correspondingly, the average route now spends approximately 69 percent of its mileage on non-stop express segments, compared to 61 percent before. Additionally, as turns at intersects contribute to unreliability, the average number of turns per route has been reduced from 10 to 6.6 (34 percent decrease).

In Manhattan, where the worst speed and reliability problems are found and express routes often duplicate subway and local bus service, the average route mileage has been reduced from 3.1 miles to 2 miles (40 percent decrease). Routes better match the most popular areas that riders are traveling to and ensure good connectivity to the subway and local bus network to provide access to destinations throughout Manhattan and the rest of the city. Around 90 percent of riders who have a one-seat express bus ride today are expected to continue to have that option. For the remaining 10 percent, transferring from express bus to subway in Manhattan will provide the fastest overall trip for the vast majority of riders, while transferring between express bus routes or to a local bus will continue to be an option as well.

Because the express bus network underwent a comprehensive redesign, a new numbering scheme is recommended to distinguish new routes from old. The 'SIM' (Staten Island to Manhattan) numbering scheme is recommended to emphasize to riders that they are being served by a brand new system, and to make Staten Island express service consistent with much of the express service in the other boroughs (BxM for Bronx to Manhattan, BM for Brooklyn to Manhattan, and QM for Queens to Manhattan).

At off-peak and weekend times, the redesigned network will offer four routes (today there are three). Though the peak hour routes all travel directly to one part of Manhattan, since travel destinations in Manhattan are more widespread in off-peak hours, three of the off-peak routes (the SIM1, SIM3, and SIM4) will operate more like the express routes do today, traveling to both Downtown and Midtown. The fourth, the SIM2, will operate only to Downtown.

On all routes, bus stops will be re-spaced to better reflect the intended speed of express service. Currently, the average Staten Island express bus route makes 27 stops before even leaving Staten Island. This makes trips slower and contributes to unreliability. In the redesign, the average distance between bus stops will be increased from approximately 0.25 miles today to 0.4 miles. The average route will make 15 stops on Staten Island. An estimated 70 percent of riders will continue to use the same stop they use today, and all but a fraction of a percent of the remaining riders will have a less than 5 minute walk from their old stop to their new stop.

# Staff Summary



The new network will also introduce an experimental park-and-ride service on four routes. The SIM4 and SIM8 routes will have SIM4x and SIM8x variants that make one stop on Marsh Avenue adjacent to the Staten Island Mall then travel non-stop into Manhattan. Likewise, the SIM5 and SIM6 will have SIM5x and SIM6x variants that make one stop at the South Beach park-and-ride on Father Capodanno Boulevard and travel non-stop into Manhattan.

Implementation is currently targeted for mid-to-late August 2018. More details and the full report can be viewed at [www.mta.info/SIExpressBus](http://www.mta.info/SIExpressBus).

## **Recommendation**

As per MTA service change guidelines, a public hearing is required for changes affecting 25% or more of a bus route. Hold a public hearing in May 2018 regarding the proposal to redesign the Staten Island express bus network.

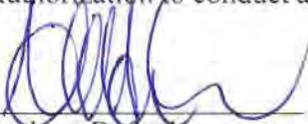
## **Alternatives**

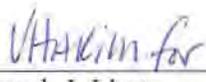
- 1. Do nothing.* The status quo would be maintained with the express bus network, missing an opportunity to modernize the network and improve speed and reliability.
- 2. Consider less comprehensive changes.* Further study would be required to identify less impactful changes that could be made to individual routes without fundamentally altering the overall express bus network.

## **Budget Impact**

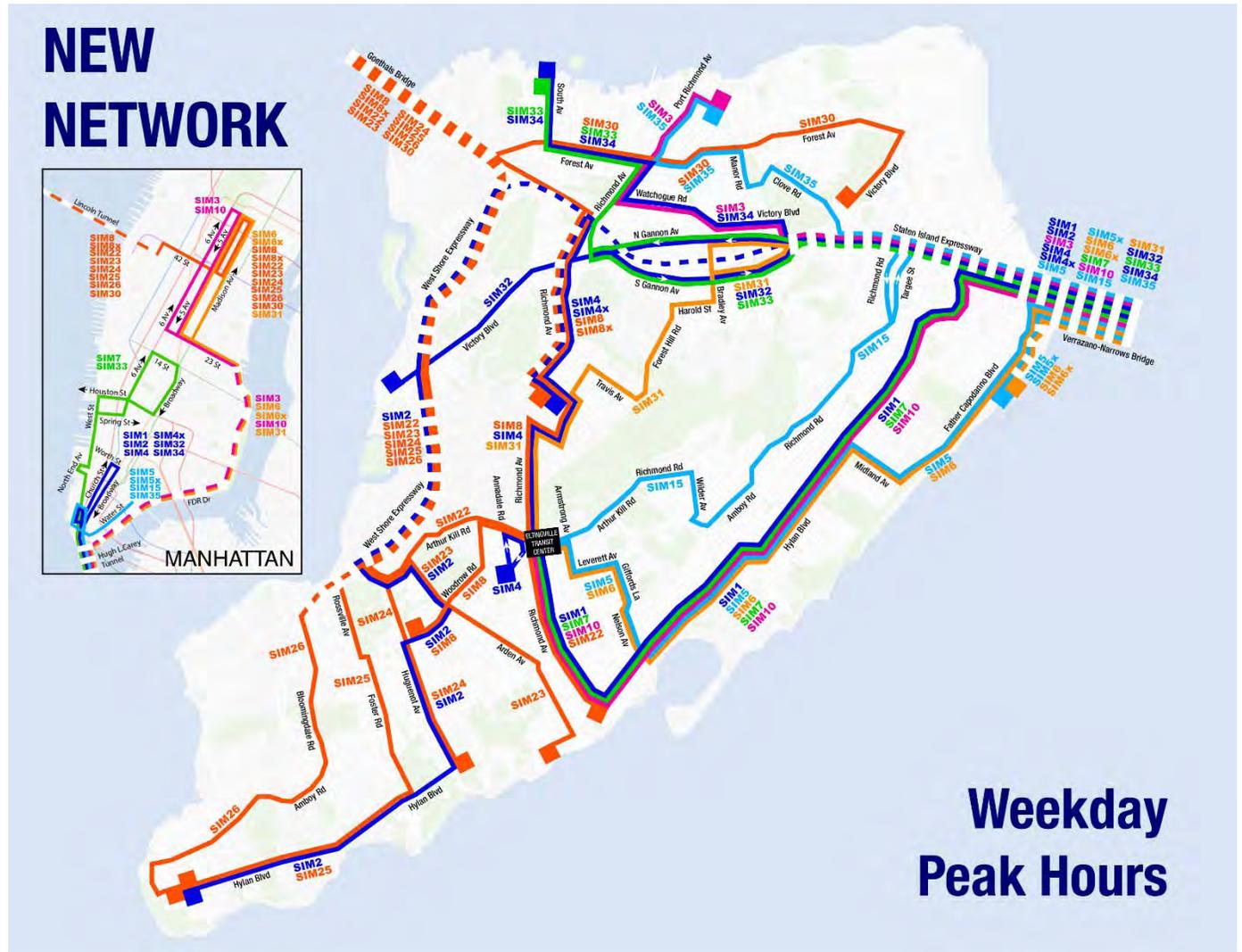
This net cost is estimated to be \$1.0M. Though the project will not require additional vehicles, the additional budget will enable an additional off-peak and weekend route to be added, preserving off-peak/weekend coverage under the new network in areas of Staten Island that have it today and enabling an expansion to some new areas.

Authorization to conduct a public hearing:

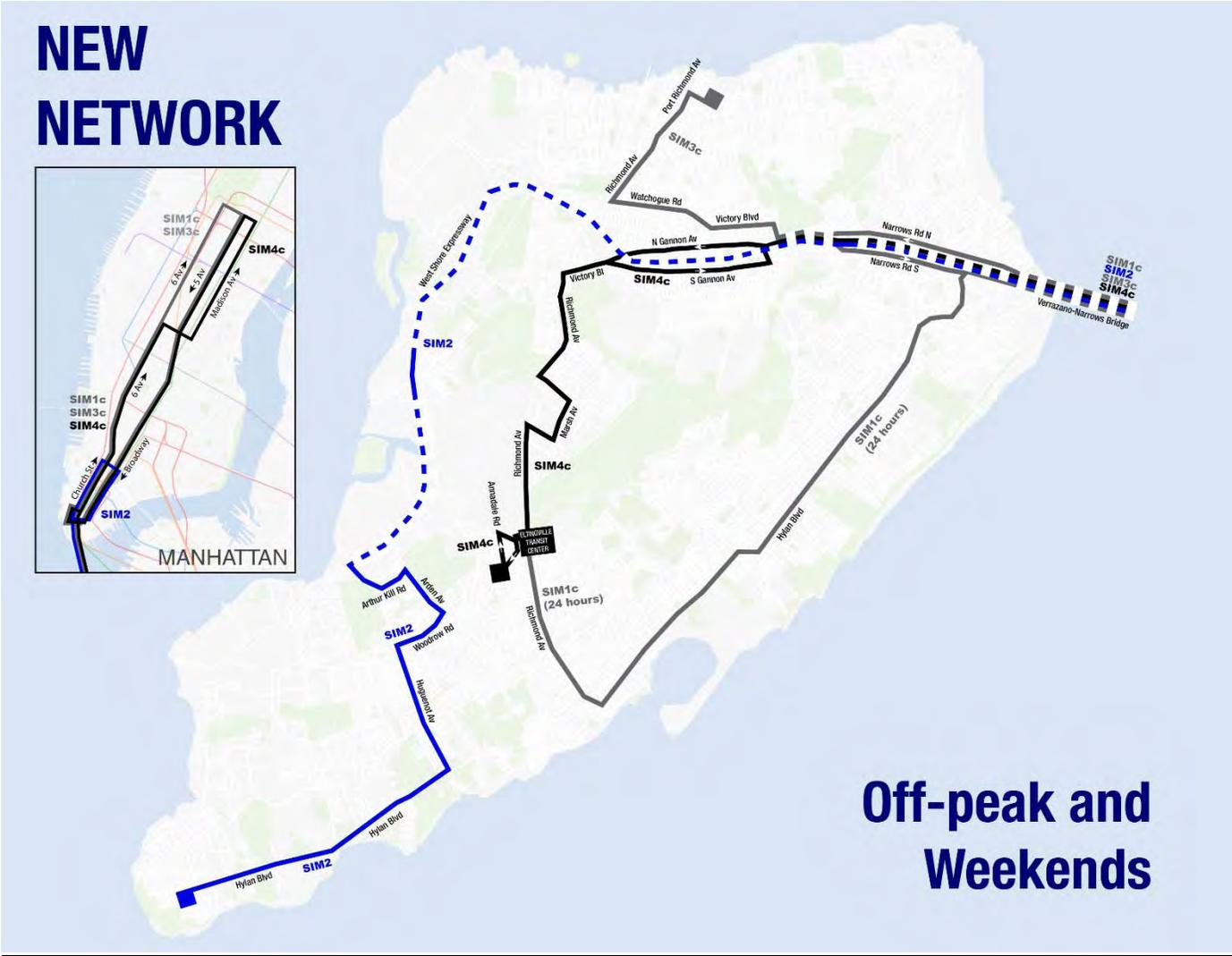
  
\_\_\_\_\_  
Andrew Byford  
President, NYCT

  
\_\_\_\_\_  
Joseph J. Lhota  
Chairman, MTA

## Attachment 1



## Attachment 2





## **Service Changes: M4 Terminal Reroute**

**Peter Cafiero**, Chief, Operations Planning

### **Service Issue**

The NYC Department of Transportation has plans to widen the northern sidewalk of West 32<sup>nd</sup> Street between 6<sup>th</sup> and 7<sup>th</sup> Avenues; this requires changes to the current M4 and Q32 layover on the southern curb in order to accommodate commercial loading. A similar, slightly narrower, sidewalk widening was piloted by the NYC Department of Transportation (in partnership with Vornado Realty and the 34<sup>th</sup> Street Partnership) in the same location during the summer of 2015. During the pilot period, the M4 and Q32 layover remained on the southern curb of this block with some operational difficulty.

### **Recommendation**

Relocate the M4 terminal to East 41<sup>st</sup> Street between 5<sup>th</sup> and Madison Avenues. Leave the Q32 terminal at its current location on West 32<sup>nd</sup> Street between 6<sup>th</sup> and 7<sup>th</sup> Avenues. The length of the existing terminal would be shortened and can accommodate only one bus route instead of two.

If M4 buses are unable to layover at their current location, the direct connection to and from Penn Station will be lost for a significant portion of customers riding south of Midtown. Therefore, less service will be needed south of Midtown and, as there are several other travel options for M4 customers in the 5<sup>th</sup> Avenue and Madison Avenue corridors, the M4 route will be shortened to 41<sup>st</sup> Street. The Q32 terminal will be shortened but will otherwise remain unchanged in order to maintain service to the Penn Station area for customers who have fewer travel alternatives.

For service to Penn Station, M4 customers can transfer to the Q32 on 5<sup>th</sup> Avenue. For service from Penn Station, customers can take the Q32 and transfer to the M4 on Madison Avenue north of 42<sup>nd</sup> Street.

### **Budget Impact**

The savings are estimated to be \$1 million.

### **Proposed Implementation Date**

Summer 2018.

# Staff Summary



Subject	M4 Terminal Reroute
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	NYCT Comm			X	
3	Board				

Internal Approvals			
Order	Approval	Order	Approval
8	President	4	VP General Counsel  4-11-18
7	Executive VP	3	Director OMB
6	SVP Buses	2	Acting VP GCF  4/3/18
5	Chief Cust. Officer	1	Chief OP  4/3/18

## Purpose

To obtain presidential approval for, and to inform the New York City Transit and MTA Bus Committee of, a proposal to relocate the M4 terminal from its current location on West 32<sup>nd</sup> Street between 6<sup>th</sup> and 7<sup>th</sup> Avenues.

## Discussion

The M4 is a 10-mile (in each direction) north-south route that provides local and limited-stop bus service in Manhattan between Fort Tryon Park and Penn Station via Fort Washington Avenue, Broadway, Cathedral Parkway, Central Park North, 5<sup>th</sup> Avenue, West 37<sup>th</sup> Street, 7<sup>th</sup> Avenue, 32<sup>nd</sup> Street, and Madison Avenue. The M4 operates daily from 6:30 a.m. to 11:30 p.m. Limited-stop service operates during weekday peak hours southbound from 6:30 a.m. to 8:30 a.m. and northbound from 4:10 p.m. to 5:30 p.m. The M4 serves approximately 16,000 daily riders.

The NYC Department of Transportation is planning to widen the northern sidewalk of West 32<sup>nd</sup> Street between 6<sup>th</sup> and 7<sup>th</sup> Avenues to address the overcrowded sidewalk conditions of the segment. This proposal requires the reduction in bus stop and layover space on the southern curb in order to accommodate commercial loading. A similar, slightly narrower, sidewalk widening was piloted by the NYC Department of Transportation (in partnership with Vornado Realty and the 34<sup>th</sup> Street Partnership). During the pilot period, the M4 and Q32 layover remained on the southern curb of this block with some operational difficulty. The reduced layover space will require that either the M4 or the Q32 terminal be relocated.

The M4 and Q32 currently serve approximately 3,000 daily customers in the Penn Station area. Relocating the M4 terminal will result in a reduction in service to and from Penn Station. The Q32 is a less frequent service than the M4. Average peak hour headways at Penn Station will decrease from a combined 3-4 minutes currently to 9 minutes with just the Q32 serving Penn Station. The Q32 can accommodate the additional displaced M4 riders. A reduction in both ridership and, therefore, revenue can be expected due to the rerouting of the M4 away from the Penn Station area.

# Staff Summary

## Recommendation

Relocate the southern M4 terminal to East 41<sup>st</sup> Street between 5<sup>th</sup> and Madison Avenues. Leave the Q32 terminal at its current location on West 32<sup>nd</sup> Street between 6<sup>th</sup> and 7<sup>th</sup> Avenues.

For service to Penn Station, M4 customers can transfer to the Q32 on 5<sup>th</sup> Avenue. For service from Penn Station, customers can take the Q32 and transfer to the M4 on Madison Avenue north of 42<sup>nd</sup> Street.

## Alternatives

1. *Do nothing* – leaving the current terminal as is would preclude the build out of the widened sidewalk on the northern curb of West 32<sup>nd</sup> Street between 6<sup>th</sup> and 7<sup>th</sup> Avenues.
2. *Terminate the M4 on East 32<sup>nd</sup> Street and the Q32 on East 52<sup>nd</sup> Street* – This option was originally presented to the affected Queens community boards and received an unfavorable reaction due to the large number of customers who would have to transfer twice in order to complete their trip. Terminating in Midtown would be less onerous for M4 customers who have more alternatives (along upper 5<sup>th</sup> Avenue, Madison Avenue, and north of Central Park) than for Q32 customers.

## Budget Impact

The savings are estimated to be \$1 million.

## Implementation Date

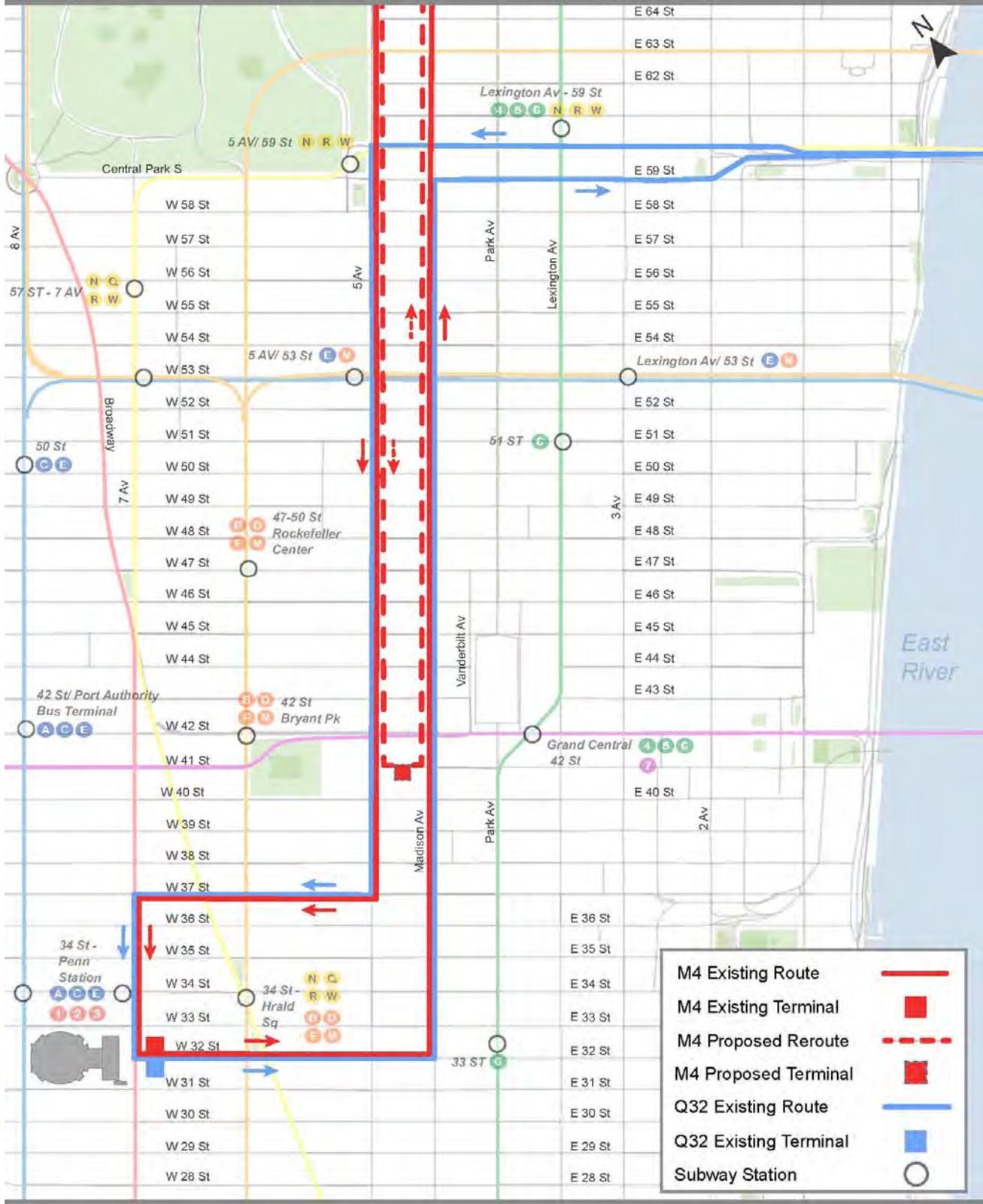
Summer 2018.

Approved:

  
\_\_\_\_\_  
Andrew Byford  
President

**Attachment 1**

**M4 & Q32 Existing and Proposed Routing**





## **Service Changes: Bus Schedule Changes, Effective July 2018**

**Peter Cafiero**, Chief, Operations Planning

### **Service Issue**

To ensure that bus schedules accurately match current rider demand and operating conditions as well as to ensure the NYCT has resources available where needed, schedules are regularly reviewed, evaluated and revised in order to provide passengers with the most efficient and effective service possible. NYCT routinely changes service to reflect changes in demand in compliance with MTA Board-adopted bus loading guidelines. These changes also address the need for running time adjustments to more accurately reflect observed traffic conditions. Traffic speeds, including bus speeds, have slowed in recent years and scheduled bus service must reflect the changing conditions.

Under the NYCT bus schedule review program, all NYCT bus routes are evaluated each year. Bus routes which have shown a change in ridership or running time are selected for review. Where feasible, these routes are modified to reflect changes in operating conditions and ridership demand in compliance with MTA Board-adopted loading guidelines. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

### **Recommendation**

Twenty-nine bus schedule changes (on twenty-one routes) are proposed for implementation in July 2018.

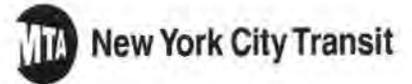
### **Budget Impact**

This is budget neutral. While a total of \$460 thousand is expected to be saved with the frequency changes, running time increases are estimated to cost \$460 thousand.

### **Proposed Implementation Date**

July 2018.

# Staff Summary



Subject	Bus Schedule Changes Effective July 2018
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	April 3, 2018
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	NYCT Comm			X	
3	Board				

Internal Approvals			
Order	Approval	Order	Approval
8	President  4/17/18	4	VP General Counsel  X 4-11-18
7	Executive VP  4/17/18	3	Director OMB  NS
6	SVP Buses  4/17/18	2	Acting VP GCR  4/3/18
5	Chief Cust. Officer  4/17/18		Chief OP  4/12/18

## Purpose

To obtain presidential approval for and to inform the New York City Transit and MTA Bus Committee of bus schedule changes in response to changes in ridership and bus travel times which necessitate adjustments in scheduled levels of service and running times that more closely match operating conditions, and to balance resources throughout New York City.

## Discussion

To ensure that bus schedules accurately match current rider demand and operating conditions as well as to ensure that NYCT has resources available where they are most needed, schedules are regularly reviewed, evaluated and revised to provide passengers with the most efficient and effective service possible. NYCT routinely adjusts service to reflect changes in demand in compliance with MTA Board-adopted bus loading guidelines. These changes also address the need for running time adjustments to more accurately reflect observed traffic conditions. Traffic speeds, including bus speeds, have generally slowed in recent years and bus schedules must reflect these changing conditions.

Under the NYCT bus schedule review program all NYCT bus routes are evaluated each year. Bus routes which have shown a change in ridership or running time are selected for review. Where feasible, these route are modified to reflect changes in operating conditions and ridership demand in compliance with MTA Board-adopted loading guidelines. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

Twenty-nine bus schedule changes (on twenty-one routes) have been identified for proposed changes in service levels and/or running times in July 2018 (see Attachment 1).

# Staff Summary

1. Eleven of the twenty-nine bus schedule changes contain increases in service frequency to meet MTA loading guidelines for bus operation.
2. Fourteen bus schedule changes contain reductions in service frequencies to more closely align service with customer demand and to meet established bus loading guidelines.
3. Four bus schedule changes contain modifications in running times to improve reliability utilizing information on the latest available traffic conditions. These changes reflect slower traffic speeds.

There are, as is typical with these regular service reviews, increases as well as decreases. Four schedules were revised to increase running time while maintaining frequency, aligning the schedule with observed travel times on these routes. These routes travel in commercial neighborhoods and have seen increases in congestion and decreases in traffic speeds. These changes are necessary to maintain reliability without reducing frequency (which would lead to overcrowding).

## **Recommendation**

Implement the proposed changes on the twenty-nine bus schedules (on twenty-one routes).

## **Alternatives**

*Do nothing.* NYCT would not make service level adjustments to better meet customer demand, make running time changes to more closely reflect existing conditions and support investments in other services.

## **Budget Impact**

These changes are budget neutral. While a total of \$460 thousand is expected to be saved with the frequency changes, running time increases are estimated to cost \$460 thousand.

## **Implementation Date**

July 2018

Approved:



Andrew Byford  
President

**Attachment 1  
July 2018 - Page 1 of 2**

The table below shows the headways and percent of guideline capacity at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed													
Route																	Change
B70	10	9	102%	84%	30	20	108%	72%	12	12	77%	77%	30	30	89%	89%	+17.0%
Bx08	8	8	86%	86%	15	15	68%	68%	8.5	10	71%	86%	30	30	69%	69%	-4.4%
Bx28/38	4.5	5	77%	84%	7	7	81%	81%	6	6	81%	81%	10	10	85%	85%	-3.3%
Bx32**	9	8	97%	85%	12	12	68%	68%	10	10	81%	81%	15	20	44%	59%	0.0%
Bx41	15	12	167%	86%	15	15	88%	88%	10	12	58%	75%	12	15	51%	99%	-2.8%
Q42**	10	10	77%	77%	30	30	35%	35%	15	15	45%	45%	20	20	31%	31%	0.0%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.

Routes with running time changes only -

(\*\*) Trip adjustment may occur during time periods not shown above

Saturday	Morning				Midday				Afternoon				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed													
Route																	Change
B3**	15	12	111%	89%	9	9	84%	84%	9	9	94%	94%	10	12	59%	71%	0.0%
B12	9	9	74%	74%	8	9	68%	79%	7	8	64%	77%	10	10	68%	68%	-8.0%
B36	15	15	99%	99%	15	12	101%	81%	15	15	81%	81%	20	20	83%	83%	+1.4%
B41	7	8	63%	76%	7	7	69%	69%	7	7	76%	76%	8	10	55%	75%	-9.3%
B41 Ltd	-	-	-	-	7	7	69%	69%	8	9	62%	73%	10	10	49%	49%	-4.1%
B46	9	9	75%	75%	9	10	79%	92%	7	7	84%	84%	7	8	52%	63%	-5.4%
B82	9	8	103%	88%	10	10	95%	95%	10	9	111%	95%	12	12	83%	83%	+7.4%
Bx21**	15	12	102%	82%	15	12	113%	90%	10	12	69%	83%	12	15	66%	83%	0.0%
X27	30	30	53%	53%	30	30	55%	55%	30	30	46%	46%	60	30	127%	48%	+20.8%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.

Routes with running time changes only - Q16, X28

(\*\*) Trip adjustment may occur during time periods not shown above

**Attachment 1  
July 2018 - Page 2 of 2**

The table below shows the headways and percent of guideline capacity at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Sunday	Morning				Midday				Afternoon				Evening				Rev Miles Change
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed													
Route	Current	Proposed	Current	Proposed	Change												
B8	20	15	105%	79%	12	15	73%	92%	12	12	79%	79%	15	15	63%	63%	-1.2%
B41	9	9	77%	77%	8	8	77%	77%	10	10	91%	91%	9	10	66%	77%	-4.8%
B41 LTD	-	-	-	-	12	12	62%	62%	10	10	74%	74%	10	12	49%	59%	-4.1%
B44	10	12	74%	89%	12	12	88%	88%	10	10	74%	74%	9	10	56%	65%	-7.8%
B46	7	8	78%	94%	9	10	64%	74%	9	9	84%	84%	9	10	62%	73%	-7.1%
B82	12	10	112%	94%	10	10	90%	90%	10	10	88%	88%	12	12	71%	71%	+2.0%
B83	20	20	68%	68%	15	15	61%	61%	12	15	55%	73%	15	20	58%	77%	-11.6%
Bx19	10	10	63%	63%	10	12	67%	81%	9	10	74%	87%	10	12	67%	80%	-7.0%
Q48	30	30	75%	75%	20	20	67%	67%	30	20	117%	78%	20	30	60%	90%	+5.4%
X27	60	30	110%	55%	30	30	46%	46%	30	30	31%	31%	60	60	53%	53%	+4.8%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.  
 Routes with running time changes only - Q16,X28  
 (\*\*) Trip adjustment may occur during time periods not shown above



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

<u>Fare Media</u>	<u>February 2017</u>	<u>February 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	39.7%	40.1%	0.5%
Non-Bonus Pay-Per-Ride	4.6%	4.4%	(0.2%)
7-Day Farecard	21.7%	21.8%	0.1%
30-Day Farecard	<u>31.4%</u>	<u>31.1%</u>	(0.3%)
Total	100.0%	100.0%	

\* Preliminary

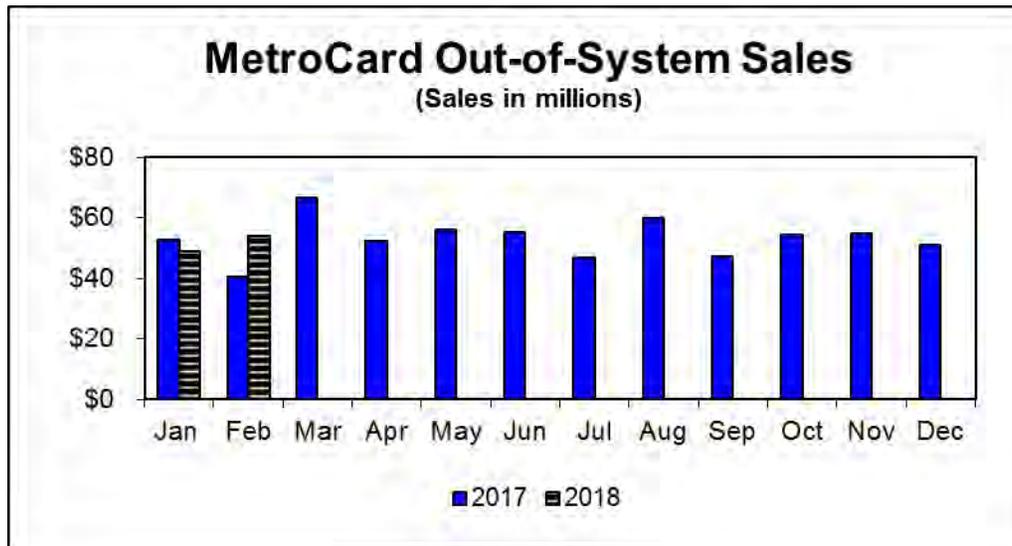
*Note: Percentages may not add due to rounding.*

### **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 February 2018 was 4,341 an 8.94 percent decrease from the same period last year. The average value of a credit issued was \$74.86.

## **MetroCard Extended Sales**

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$54 million in February 2018, a 33.7 percent increase compared to February of 2017. Year to date sales totaled \$102.9 million, a 10.4 percent increase compared to the same period last year.



### *Retail Sales*

There were 4,264 active out-of-system sales and distribution locations for MetroCards, generating \$20.41 million in sales revenue during February 2018.

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

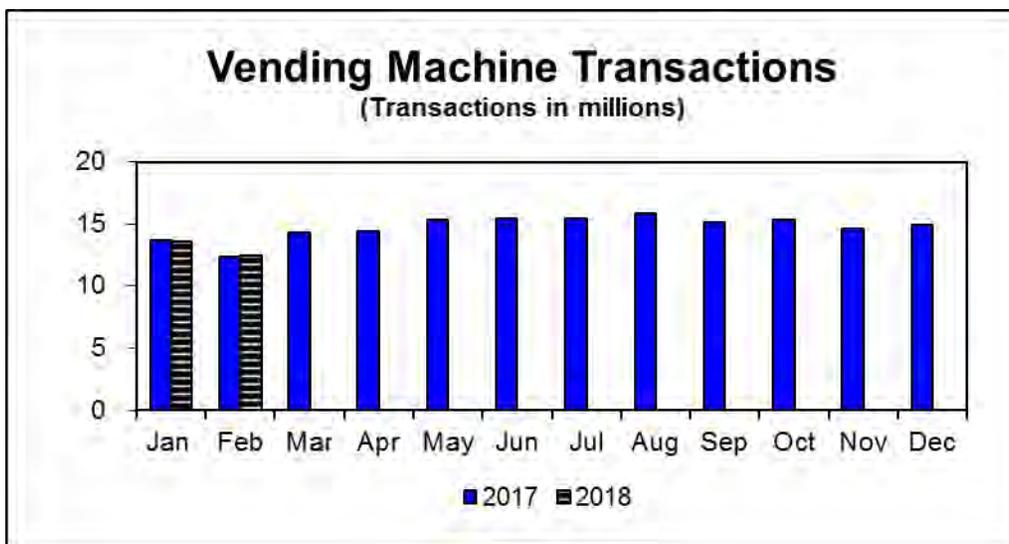
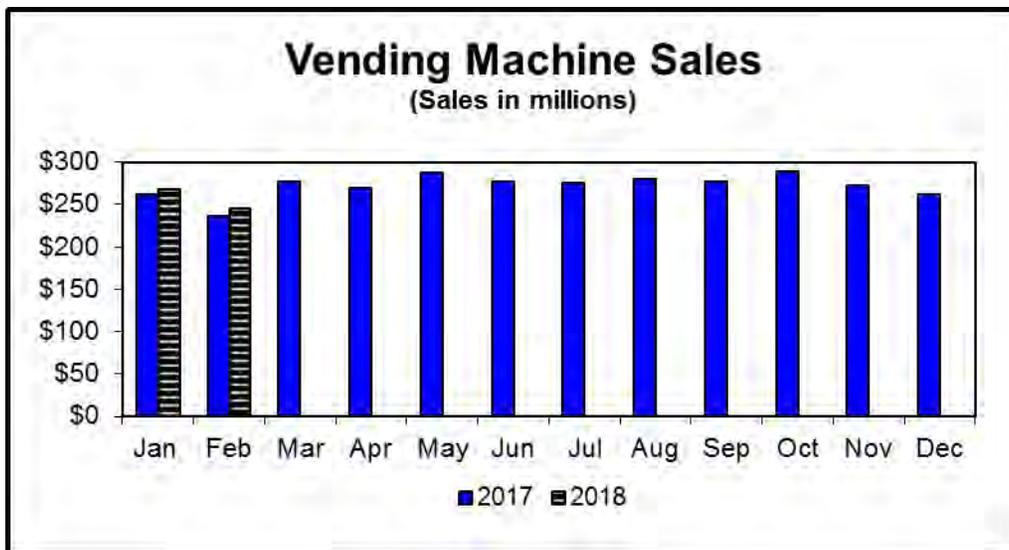
Sales of 174,450 MetroCards valued at approximately \$16.9 million were made in February 2018 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$96.72. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 119,926 for February 2018, generating an additional \$14.5 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$56.8 million, a 14 percent increase when compared to last year.

## **Mobile Sales Program**

In February 2018, the Mobile Sales unit completed 180 site visits, of which 123 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$74,000 in revenue was generated. In February 2018, the Mobile Sales unit assisted and enabled 1,269 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as support under a General Order for the A train closures at the Howard Beach Station (Queens).

### In-System Automated Sales

Vending machine sales (MetroCard Vending Machines and MetroCard Express Machines) during February 2018 totaled \$245.6 million, on a base of 12.5 million customer transactions. This represents the same amount of vending machine transactions compared to the same period last year. During February 2018, MEMs accounted for 1,829,967 transactions resulting in \$51,197,876.95 in sales. Debit/credit card purchases accounted for 81.7 percent of total vending machine revenue, while cash purchases accounted for 18.3 percent. Debit/credit card transactions account for 59.3 percent of total vending machine transactions, while cash transactions account for 40.7 percent. The average credit sale was \$31.39, more than three times the average cash sale of \$8.80. The average debit sale was \$21.29.



### **Reduced-Fare Program**

During February 2018 enrollment in the Reduced-Fare Program increased by 4,553 new customers. The total number of customers in the program is 1,131,647. Seniors account for 940,022 or 83 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 17 percent or 191,625 customers. Of those, a total of 40,188 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 \$7.4 million in value to their farecards during the month.

### **EasyPay Reduced Fare Program**

In February 2018, the EasyPay Reduced Fare program enrollment totaled 175,196 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 February 2018, enrollment in the EasyPay Xpress PPR program totaled 114,455 accounts. During that month, active Xpress PPR customers accounted for approximately 1.8 million subway, express bus and local bus rides with \$4.9 million charged to their accounts. Each active account averaged 21 trips per month, with an average monthly bill of \$57.

### **EasyPay Xpress Unlimited Program**

In February 2018, enrollment in the EasyPay Xpress Unlimited program totaled 23,723 accounts. During that month, active Xpress Unlimited customers accounted for approximately 1.0 million subway and local bus rides with \$2.1 million charged to their accounts. Each active account averaged 45 trips per month with a fixed monthly bill of \$121.00.



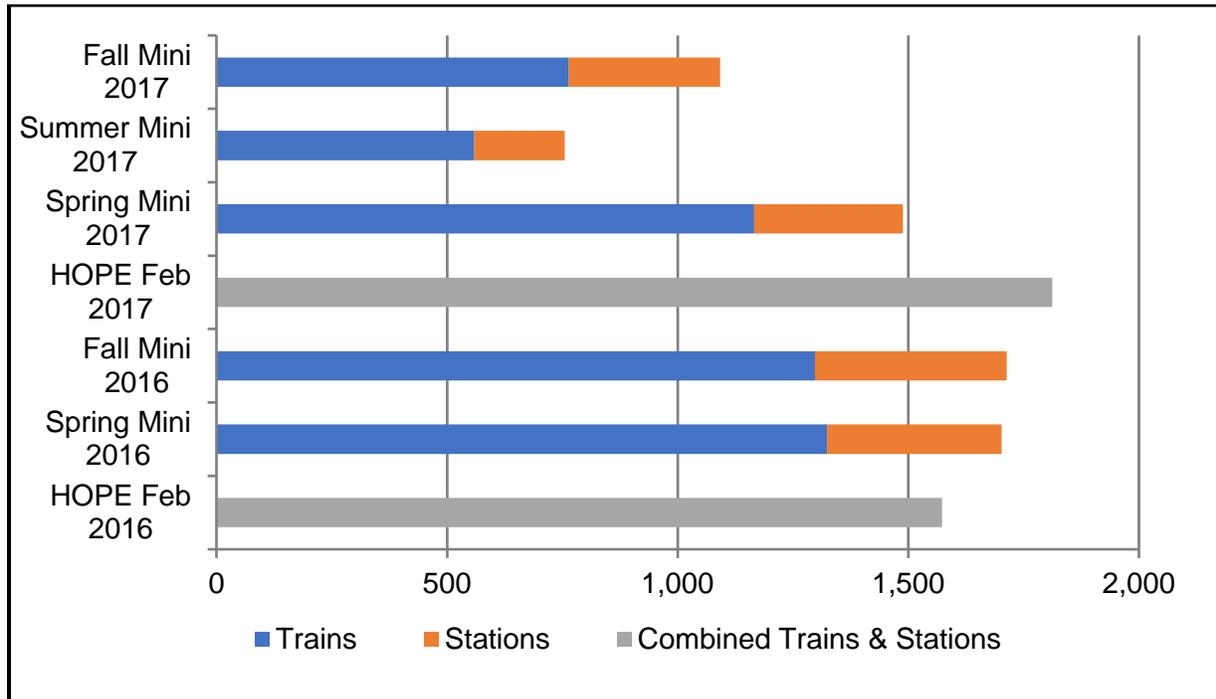
## Standard Follow-up Report: April 2018 MTA Homeless Outreach

The purpose of the report is to provide an update on the outreach activity of the MTA's contracted provider, Bowery Residents' Committee. The homeless outreach is a joint MTA/New York City-funded program. The data shows the estimated homeless subway population count and total NYC Transit placements. Placements are voluntary with the exception of individuals who pose a danger to themselves or others. MTA Homeless Services partners with the New York City Police Department (NYPD).

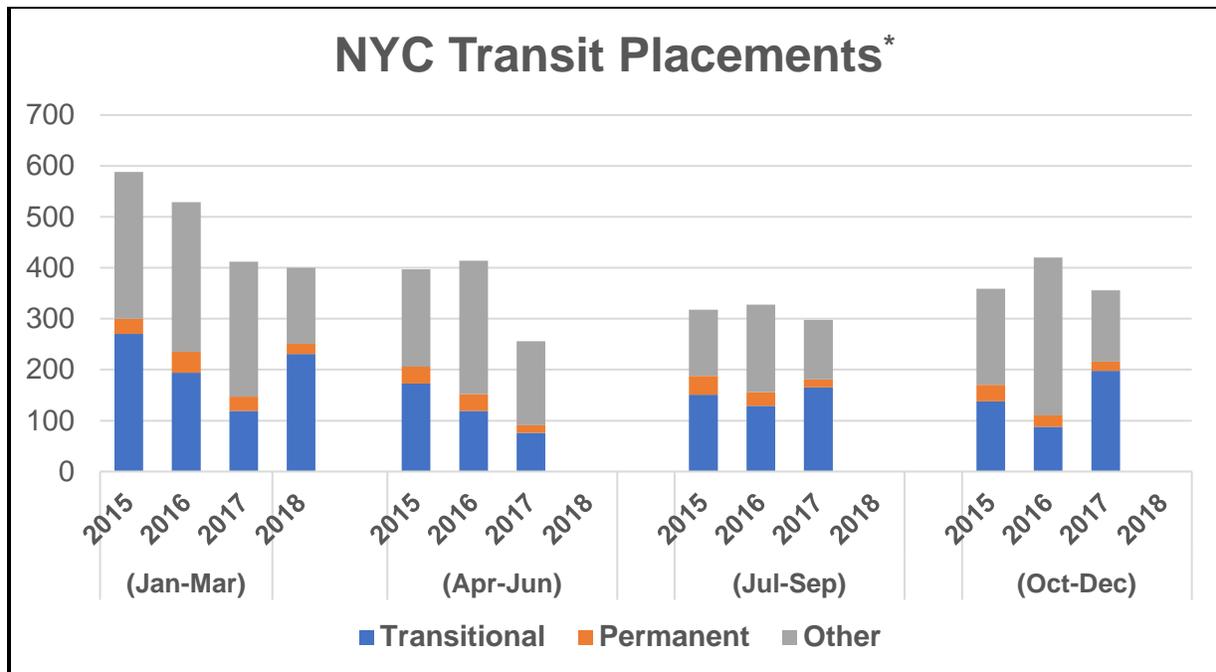
**Cynthia Wilson**  
Assistant Director  
MTA Homeless Outreach Services

## Subway Population Estimate

City-Wide Hope Count February 2017: 1,812, 47% of the total count (street plus subway).



## Total Placements



\* March 2018 preliminary data

† All data provided by NYC Department of Homeless Services



# Standard Follow-Up Reports: NYC Transit 2017 Year-End Report Summary

## 2017 ACCRUAL RESULTS-ACTUAL VERSUS FINAL ESTIMATE

Operating revenues were less than the Estimate by \$7.6 million (0.2 percent).

- Farebox revenue was higher than the Estimate by \$3.9 million (0.1 percent).
- Other operating revenue was lower than the Estimate by \$11.5 million (2.6 percent).

Operating expenses, before depreciation, Other Post-Employment Benefits, GASB #68 Pension Adjustment, and Environmental Remediation, were higher than the Estimate by \$28.9 million (0.4 percent).

Labor expenses were favorable by \$55.7 million (0.9 percent).

- Other fringe benefit expenses were favorable by \$106.2 million (20.6 percent), caused primarily by a decrease in Workers' Compensation reserve requirements based on a current actuarial update.
- Overtime expenses overran the Estimate by \$44.3 million (8.1 percent), due largely to track, signals, infrastructure, station maintenance and car equipment requirements, including SAP requirements, as well as vacancy/absentee coverage.
- Health & welfare/OPEB current expenses also exceeded the Estimate by a net \$12.2 million (1.0 percent).

Non-labor expenses exceeded the Estimate by \$84.5 million (4.6 percent).

- Public liability claims expenses overran the Estimate by \$110.2 million (65.4 percent), resulting from additional reserve requirements, based on a current actuarial update.
- Fuel expenses were higher by \$5.1 million (5.6 percent), due mostly to higher prices and consumption.
- Maintenance contract expenses were above the Estimate by \$7.0 million (2.9 percent), due to several year-end accrual adjustments.
- Professional service contract expenses underran the Estimate by \$33.8 million (16.4 percent).

Depreciation expenses were less than the Estimate by \$96.2 million (5.4 percent), due in part to the timing of assets reaching beneficial use and more retirements than anticipated in the Estimate. Other Post-Employment Benefit expenses were lower by \$166.3 million (13.1 percent), also based on a current actuarial update. GASB #68 Pension Expense Adjustment resulted in a credit of \$221.2 million, unfavorable to the Estimate by \$74.8 million (25.3 percent).

## 2017 CASH RESULTS- ACTUAL VERSUS FINAL ESTIMATE

MTA New York City Transit's net operating cash deficit (excluding subsidies and debt service) at the end of 2017 was \$2,947.0 million, \$15.2 million (0.5 percent) unfavorable to the Estimate. This net unfavorable variance consisted of \$5.3 million of unfavorable real variances and \$9.9 million of unfavorable timing variances, which will be offset in the 2018/2019 period. These variances are detailed in subsequent sections of this report.

**MTA NEW YORK CITY TRANSIT  
2017 YEAR-END REPORT  
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES  
ACCRUAL BASIS**

**2017 ACTUALS VS. FINAL ESTIMATE**

**Non-Reimbursable**

**Operating Revenues**

- **Farebox Revenue.** Farebox revenue of \$4,486.8 million was \$3.9 million (0.1 percent) above the Estimate. Subway revenue was lower by \$3.1 million (0.1 percent) and Bus revenue was higher by \$4.5 million (0.5 percent). Fare media liability revenue, reflecting the residual values of expired MetroCards, exceeded Estimate by \$2.2 million (3.1 percent). Total 2017 ridership was 2,330.0 million, 16.4 million (0.7 percent) below the Estimate. The 2017 average non-student subway and bus fare was \$1.98, \$0.08 (4.4 percent) higher than in 2016 due mainly to the March 2017 fare increase.
- **Other Operating Revenue.** Other operating revenue of \$424.9 million underran the Estimate by \$11.5 million (2.6 percent), due mostly to lower advertising and paratransit reimbursement revenues.

**Operating Expenses**

- **Payroll.** Payroll expenses of \$3,308.7 million were over the Estimate by a net \$3.7 million (0.1 percent), mainly due to additional sick & vacation reserve and Subway Action Plan (SAP) requirements, partly offset by vacancies.
- **Overtime.** Overtime expenses of \$592.1 million exceeded the Estimate by \$44.3 million (8.1 percent), due largely to track, signals, infrastructure, station maintenance and car equipment requirements, including SAP requirements, as well as vacancy/absentee coverage.
- **Health & Welfare (including OPEB Current expenses).** Health & Welfare/OPEB Current expenses of \$1,273.8 million were above the Estimate by a net \$12.2 million (1.0 percent), due largely to an increase in the estimated liability for medical claims incurred but not reported, reflecting slower claim processing by the new medical benefit carrier Aetna.
- **Pension.** Pension expenses of \$926.8 million were slightly lower than the Estimate by 0.2 million.
- **Other Fringe Benefits.** Other fringe benefit costs of \$409.7 million decreased from the Estimate by \$106.2 million (20.6 percent), due primarily to lower Workers' Compensation claims reserve adjustments than projected in the Estimate.
- **Electric Power.** Power expenses of \$265.3 million underran the Estimate by \$6.4 million (2.4 percent), due mainly to lower consumption/prices.
- **Fuel.** Fuel expenses of \$95.4 million were above the Estimate by \$5.1 million (5.6 percent), due mostly to higher prices and consumption.

- **Claims.** Public liability claims expenses of \$278.7 million exceeded the Estimate by \$110.2 million (65.4 percent), resulting primarily from additional reserve requirements, based on a current actuarial valuation.
- **Paratransit Service Contracts.** Paratransit service contract expenses of \$392.9 million were slightly higher than the Estimate by \$2.0 million (0.5 percent).
- **Maintenance Contracts.** Maintenance contract expenses of \$245.9 million exceeded the Estimate by \$7.0 million (2.9 percent), primarily due to a change in methodology for estimating outstanding liabilities.
- **Professional Service Contracts.** Professional service contract expenses of \$172.2 million underran the Estimate by \$33.8 million (16.4 percent), due primarily to the delayed completion of several major projects, including leasing of electric buses, and installation of WiFi and digital signs on buses.
- **Materials and Supplies.** Materials and supplies expenses of \$319.5 million were slightly below the Estimate by \$3.3 million (1.0 percent).
- **Other Business Expenses.** Other business expenses of \$82.9 million were higher than the Estimate by \$3.8 million (4.8 percent), due largely to year-end accounting/accrual adjustments.

### **Reimbursable Results**

Total reimbursable expenses of \$1,378.8 million were offset by capital and other reimbursements. Reimbursable expenses were higher than the Estimate by \$5.3 million (0.4 percent), due mainly to additional professional service contract requirements.

**MTA NEW YORK CITY TRANSIT  
2017 YEAR-END REPORT  
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES  
ACCRUAL BASIS**

**2017 ACTUALS VS. ADOPTED BUDGET**

**Non-Reimbursable**

Operating revenues were lower than Budget by \$113.4 million (2.3 percent).

- Farebox revenue underran Budget by \$83.0 million (1.8 percent), mainly due to lower than expected ridership. Subway revenue decreased by \$43.8 million (1.3 percent), bus revenue decreased by \$39.3 million (4.0 percent), and paratransit revenue was lower by \$2.1 million (10.7 percent). Fare media liability expired revenue increased by \$2.2 million (3.1 percent).
- Other operating revenue was below Budget by \$30.4 million (6.7 percent), due to the unfavorable timing of paratransit reimbursements from NYC.

Operating expenses were under Budget by a net \$9.6 million (0.1 percent).

Labor expenses were under Budget by \$82.9 million (1.3 percent), including:

- A significant decrease in other fringe benefit expenses of \$98.4 million (19.4 percent), caused primarily by a reduction in Workers' Compensation reserve requirements from Budgeted-level projections, based on a current actuarial update.
- Health & welfare/OPEB current expenses underran Budget by \$74.7 million (5.5 percent), due mostly to lower rates.
- Reimbursable overhead credits increased by \$48.7 million (19.0 percent), driven by higher reimbursable work requirements.
- Overtime expenses increased by \$148.5 million (33.5 percent), resulting from additional subway track, signals, infrastructure, station maintenance and car equipment requirements, including SAP requirements, as well as vacancy/absentee coverage and adverse weather requirements.

Non-labor expenses surpassed Budget by a net \$73.3 million (4.0 percent), including:

- Public liability claims expenses increased by \$132.2 million (90.3 percent), due to a current actuarial update resulting in increased reserve requirements.
- Electric power expenses were less by \$47.6 million (15.2 percent), due mostly to lower prices.

**Reimbursable Results**

Total reimbursable expenses of \$1,378.8 million were offset by capital and other reimbursements. Reimbursable expenses were higher than Budget by \$128.3 million (10.3 percent), due mainly to additional reimbursable work requirements supported by higher overtime requirements of \$75.6 million (69.7 percent), increased reimbursable overhead of \$48.7 million (19.0 percent), and non-labor expense support of \$21.0 million (18.9 percent).

**MTA NEW YORK CITY TRANSIT  
2017 YEAR-END REPORT  
EXPLANATIONS OF OPERATING CASH RECEIPTS AND EXPENDITURE  
VARIANCES**

**2017 ACTUALS VS. FINAL ESTIMATE**

**Operating Receipts**

- **Farebox Receipts.** Farebox revenue receipts of \$4,490.4 million were lower than the Estimate by an unfavorable real variance of \$2.6 million.
- **Other Operating Receipts.** Receipts of \$324.7 million were essentially equal to the Estimate.

**Operating Expenditures**

- **Total Salaries & Wages.** Salary & wage expenditures of \$3,849.9 million exceeded the Estimate by \$27.4 million, including an unfavorable real overrun of \$22.5 million, due mainly to higher overtime requirements, and an unfavorable timing variance of \$4.9 million.
- **Health and Welfare.** Health and welfare expenditures (including OPEB current payments) of \$1,275.3 million were over the Estimate by \$15.2 million, including a \$6.3 million real overrun and an unfavorable health benefit carrier payment lag of \$8.9 million.
- **Pension.** Pension expenditures of \$926.6 million were essentially equal to the Estimate.
- **Other Fringe Benefits.** Other fringe benefit expenditures of \$287.1 million underran the Estimate by \$3.3 million, including a favorable real variance of \$6.6 million and an unfavorable timing variance of \$3.3 million.
- **Reimbursable Overhead Credits.** Reimbursable overhead credits of \$304.4 million exceeded the Estimate by \$9.5 million, including a favorable real variance of \$20.0 million and an unfavorable timing variance of \$10.5 million.
- **Electric Power.** Power operating expenditures of \$273.1 million were slightly over the Estimate by an unfavorable real variance of \$1.4 million.
- **Fuel.** Fuel operating expenditures of \$89.4 million were over the Estimate by an unfavorable real variance of \$1.8 million.
- **Insurance.** Insurance expenditures of \$74.5 million were higher than the Estimate by an unfavorable real \$0.3 million.
- **Claims.** Claims expenditures of \$103.5 million were below the Estimate by \$14.1 million, including a favorable real variance of \$4.4 million and a favorable timing variance of \$9.7 million.

- **Paratransit Service Contracts.** Paratransit service contract expenditures of \$390.2 million were \$0.9 million below the Estimate, including a \$0.5 million real overrun and a favorable \$1.4 million timing variance.
- **Maintenance and Other Operating Contracts.** Maintenance contract expenditures of \$234.4 million were \$23.6 million below the Estimate, including an unfavorable real variance of \$5.2 million and a favorable timing variance of \$28.8 million.
- **Professional Service Contracts.** Professional service contract expenditures of \$148.8 million were below the Estimate by \$50.5 million, including a favorable real variance of \$21.1 million and a favorable timing variance of \$29.4 million.
- **Materials & Supplies.** Materials & supplies expenditures of \$319.8 million overran the Estimate by a net \$12.7 million. This variance included an unfavorable real variance of \$8.8 million and an unfavorable timing variance of \$3.9 million.
- **Other Business Expenditures.** Other business expenditures of \$84.2 million were \$5.1 million above the Estimate on a real spending basis.

#### **Reimbursable Cash Results-Reimbursements Net of Expenditures**

Actual capital reimbursements net of expenditures were unfavorable by \$50.8 million versus the Estimate, including an unfavorable real variance of \$3.1 million and an unfavorable timing variance of \$47.7 million. The timing variance is due to a higher than estimated job overrun balance, which cannot be billed until capital project budget adjustments are implemented.

**MTA NEW YORK CITY TRANSIT  
2017 YEAR-END REPORT  
EXPLANATIONS OF VARIANCES ON POSITIONS  
BY FUNCTION AND DEPARTMENT  
NON-REIMBURSABLE-REIMBURSABLE and FULL-TIME/FULL-TIME  
EQUIVALENTS**

**2017 Actuals vs. Final Estimate**

2017 year-end total full-time equivalents was 49,951, 120 positions below the Estimate.

**2017 Actuals vs. Adopted Budget**

2017 year-end total full-time equivalents of 49,951 exceeded Budget by 641 positions, due mostly to Subways Action Plan (SAP) requirements.

**MTA NEW YORK CITY TRANSIT  
2017 YEAR-END REPORT  
EXPLANATION OF VARIANCES IN RIDERSHIP (UTILIZATION)**

**Ridership**

2017 total ridership (subway, bus, and paratransit combined) of 2.34 billion was 0.7 percent lower (16.3 million trips) than the Final Estimate. Subway ridership was 0.8 percent (13.1 million trips) below the Estimate, bus ridership was 0.5 percent (3.3 million trips) below the Estimate, and paratransit ridership was 0.9 percent (0.1 million trips) above the Estimate.

2017 total ridership was 3.5 percent (83.8 million trips) below the 2017 Adopted Budget. Subway ridership was 2.6 percent (46.2 million trips) below Budget, bus ridership was 5.8 percent (36.8 million trips) below Budget, and paratransit ridership was 7.8 percent (0.7 million trips) below Budget.

2017 total ridership was 2.7 percent (65.3 million trips) below 2016 ridership, due to lower subway and bus trends, as well as a leap year in 2016.

**Annual Ridership by Mode**

2017 subway ridership was 1.727 billion. Subway ridership decreased 1.7 percent (29.4 million trips) from 2016 to 2017. Since 1996, annual subway ridership has increased 55.6%.

2017 bus ridership was 602.6 million, a decrease of 5.6 percent (35.8 million trips) from 2016. From 1996 to 2017, annual bus ridership increased 25.5 percent, with a 57.2 percent increase between 1996 and 2002 as a result of MetroCard fare incentives, including elimination of 2-fare zones which had a larger percentage impact on buses than subway. Since 2002, bus ridership has declined 20.2 percent.

2017 paratransit ridership was 8.9 million, a decrease of 0.2 percent (0.02 million trips) from 2016. Paratransit ridership increased steeply until tightened management controls were instituted in 2010, and has remained approximately level since then.

## Weekday and Weekend Ridership

Average weekday total ridership (subway, bus, and paratransit combined) decreased by 2.5 percent from 2016 to 2017. Average weekday subway ridership decreased 1.3 percent, average weekday bus ridership decreased 5.6 percent, and average weekday paratransit ridership decreased 0.5 percent.

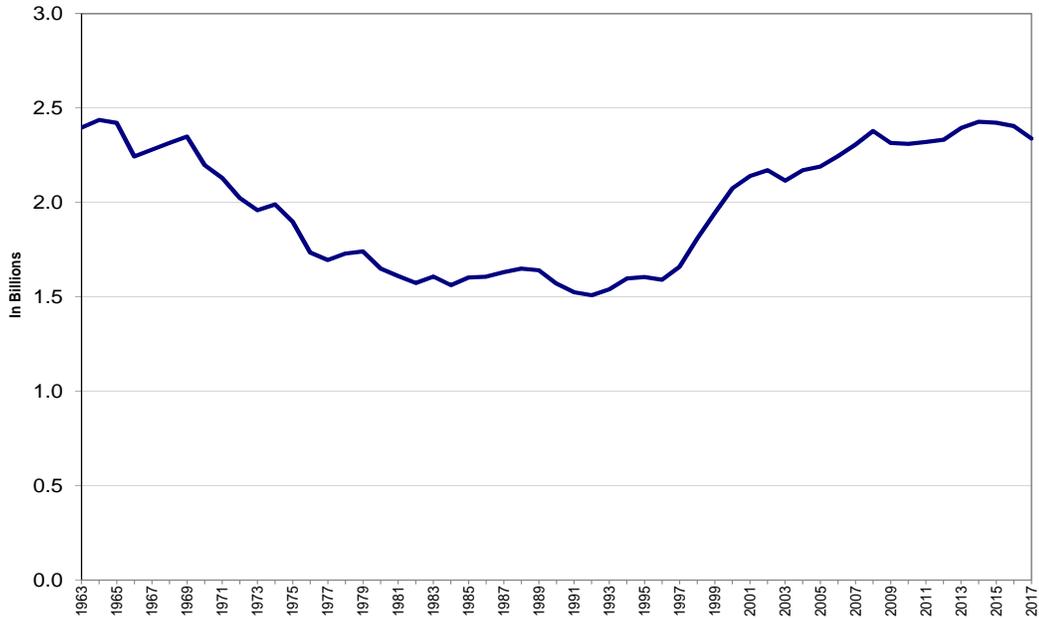
Average weekend total ridership (Saturday and Sunday combined) decreased 2.0 percent. Average weekend subway ridership decreased 1.3 percent, average weekend bus ridership decreased 3.9 percent, and average weekend paratransit ridership increased 2.3 percent.

### NYC Transit Average Weekday and Weekend Ridership (Thousands)

	Weekday			Weekend (Saturday + Sunday)		
	2016	2017	Change	2016	2017	Change
Subway	5,656	5,581	-1.3%	5,758	5,682	-1.3%
Bus	2,038	1,924	-5.6%	2,179	2,093	-3.9%
Paratransit	28	28	-0.5%	33	34	+2.3%
<b>Total</b>	<b>7,722</b>	<b>7,533</b>	<b>-2.5%</b>	<b>7,970</b>	<b>7,809</b>	<b>-2.0%</b>

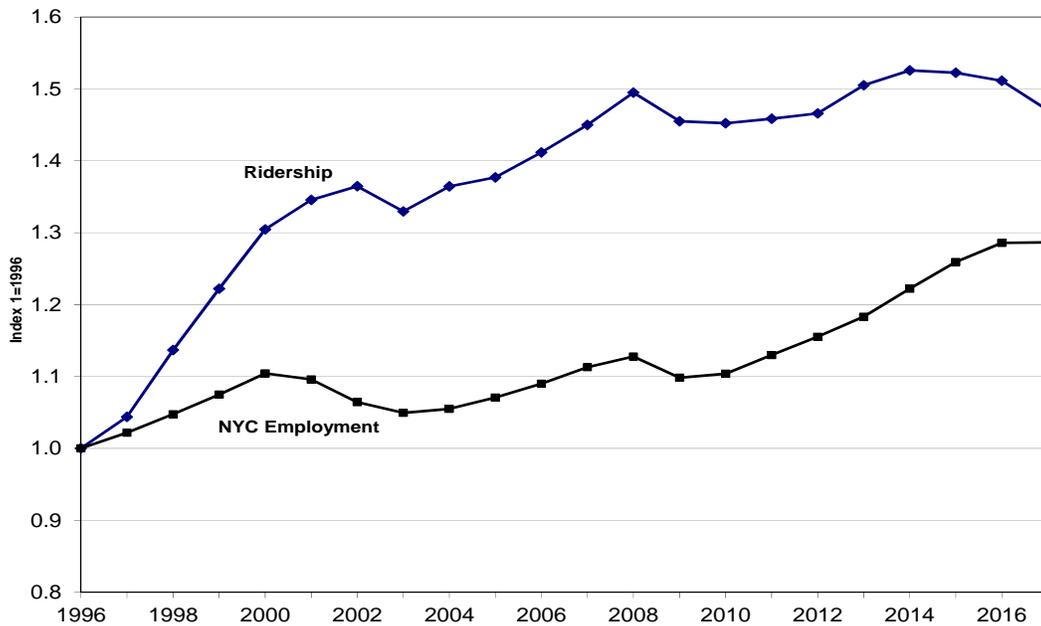
Note: Totals may not add due to rounding

**Chart 1: Annual NYC Transit Ridership**



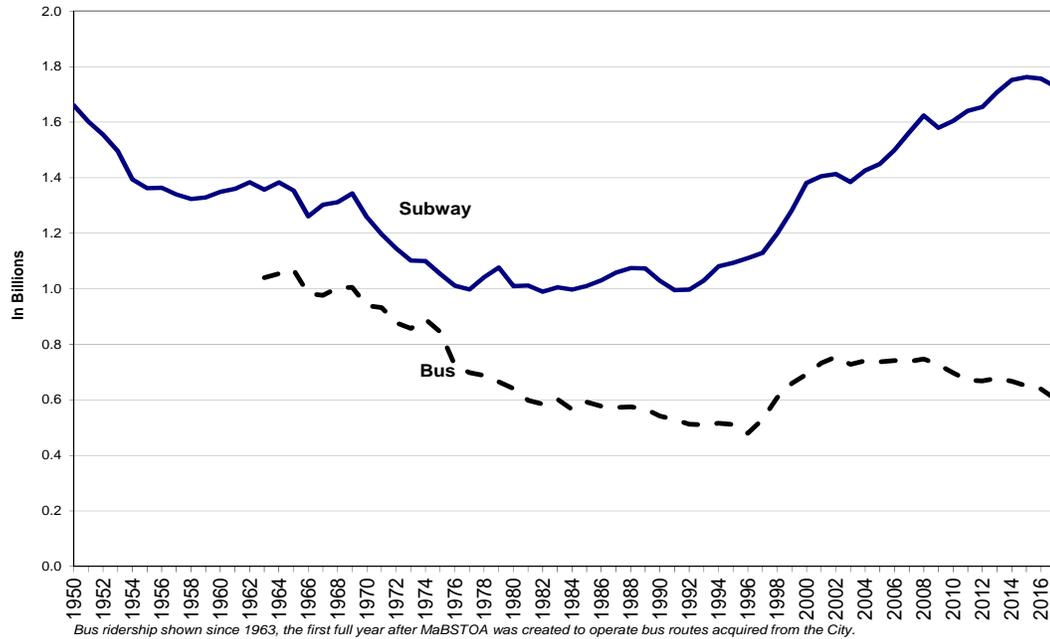
*Despite a 1.7 percent decrease in 2017, ridership has increased 55.0 percent compared to its low point in 1992, including a period of rapid growth following the introduction of fare incentives and free bus to subway transfers in 1997 and 1998.*

**Chart 2: NYC Employment and Total Ridership Index**



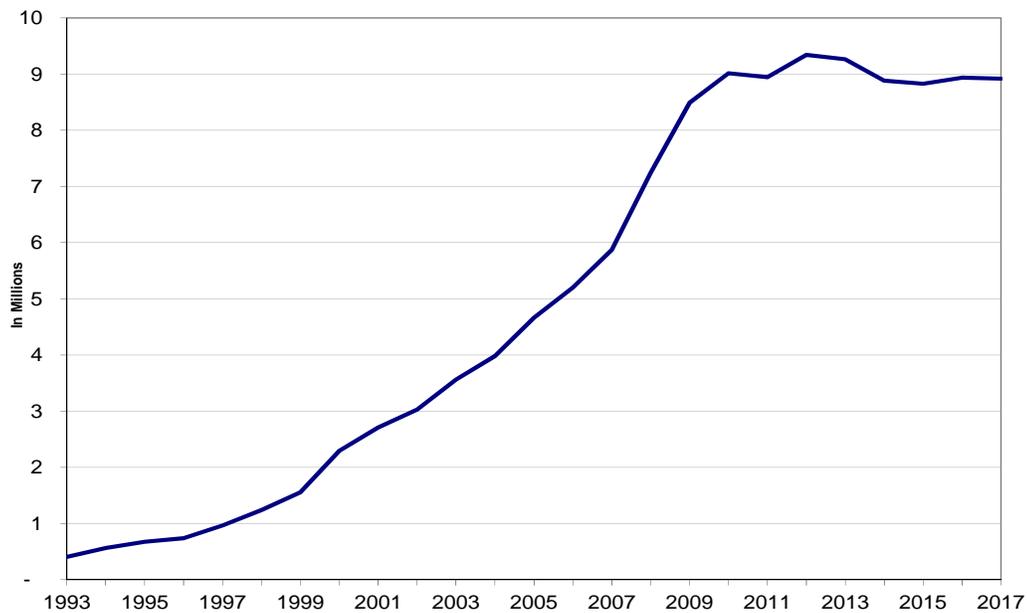
*New York City employment has historically been an important factor in ridership changes. Ridership decreased in 2003 and 2009 due at least in part to declining employment. However, ridership growth outpaced employment growth by a wide margin between 1996 and 2002, and to a lesser extent between 2003 and 2008. Employment has increased 19.3 percent since the 2009 recession, compared to a 9.3 percent increase in subway ridership.*

**Chart 3: Annual Subway and Bus Ridership**



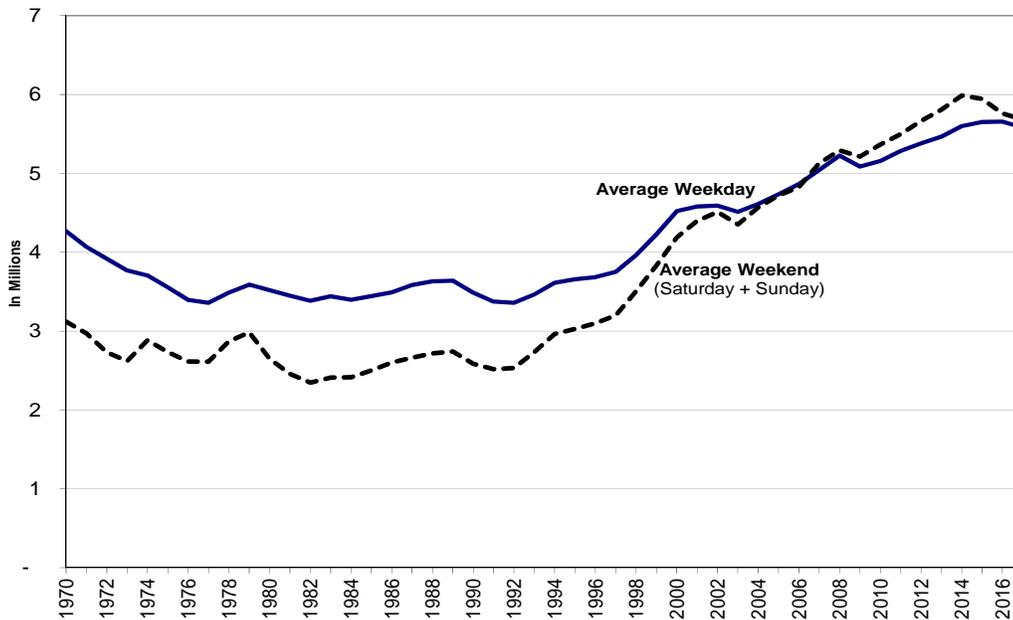
*From 2016 to 2017, subway ridership decreased 1.7 percent, while bus ridership decreased 5.6 percent. Both subway and bus ridership had a period of rapid growth following the introduction of fare incentives and free bus to subway transfers in 1997 and 1998. Subway ridership also grew rapidly from 2003 to 2008, while bus ridership was stable during that period. Since 1992, subway ridership increased 73.3 percent and bus ridership grew 17.7 percent.*

**Chart 4: Annual Paratransit Ridership**



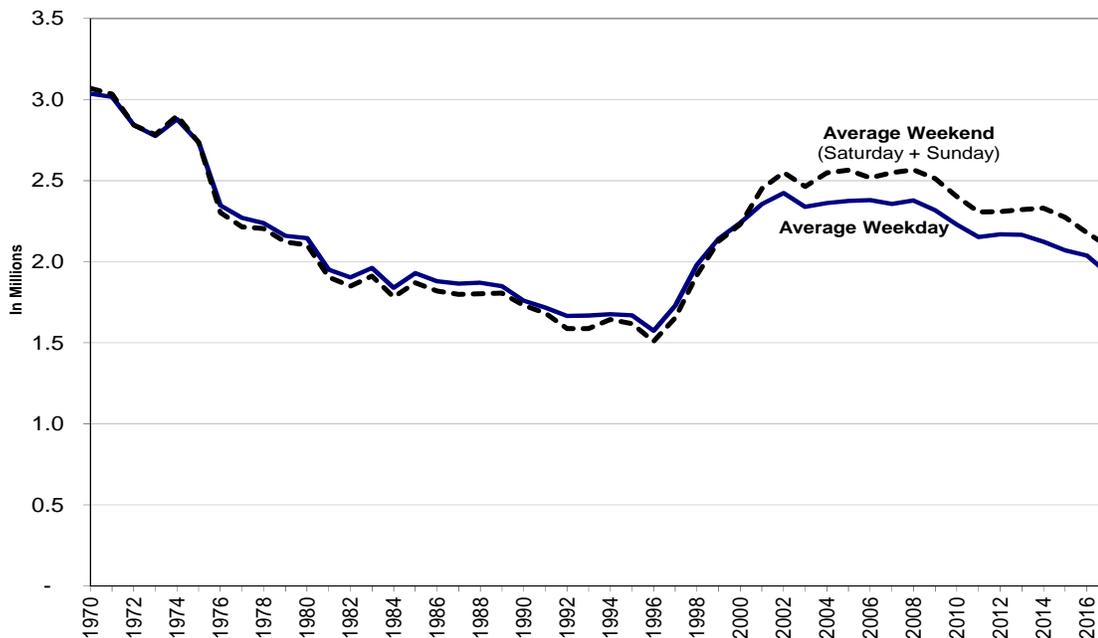
*Paratransit ridership has grown rapidly since NYC Transit became responsible for the service in 1993, but growth has slowed since 2010.*

**Chart 5: Weekday and Weekend Subway Ridership**



Historically, subway ridership was much higher on weekdays than weekends (Saturday plus Sunday combined). However, weekend ridership grew rapidly between 2007 and 2014; during that time weekend ridership growth had averaged higher than weekdays. Since 2014, ridership has declined on weekends which may be related to increasing system repair and maintenance. Compared to 1992, weekday ridership grew by 66.1 percent, while weekend ridership more than doubled (up 124.5 percent).

**Chart 6: Weekday and Weekend Bus Ridership**



Weekday and weekend bus ridership were historically similar, but weekends had faster growth following the 1997-1998 fare incentives and the introduction of free transfers, and ridership has been higher than on weekdays since 2001. Both weekday and weekend ridership were stable from 2003 to 2008. Even with decreases since 2008, weekday ridership grew 22.2 percent and weekend ridership grew 38.7 percent compared to their low points in 1996.

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

**NON-REIMBURSABLE**

	December 2017 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue:							
Subway	3,484.965	3,444.242	3,441.124	(43.841)	(1.3)	(3.118)	(0.1)
Bus	991.684	947.841	952.363	(39.321)	(4.0)	4.522	0.5
Paratransit	19.633	17.244	17.526	(2.107)	(10.7)	0.282	1.6
Fare Media Liability	73.500	73.500	75.743	2.243	3.1	2.243	3.1
<b>Total Farebox Revenue</b>	<b>4,569.782</b>	<b>4,482.827</b>	<b>4,486.756</b>	<b>(83.026)</b>	<b>(1.8)</b>	<b>3.929</b>	<b>0.1</b>
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	84.016	0.000	-	0.000	-
Paratransit Reimbursement	194.372	168.784	164.340	(30.032)	(15.5)	(4.444)	(2.6)
Other	176.867	183.564	176.523	(0.344)	(0.2)	(7.041)	(3.8)
Total Other Operating Revenue	455.255	436.364	424.879	(30.376)	(6.7)	(11.485)	(2.6)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>5,025.037</b>	<b>4,919.191</b>	<b>4,911.635</b>	<b>(113.402)</b>	<b>(2.3)</b>	<b>(7.556)</b>	<b>(0.2)</b>
<b>Expenses</b>							
Labor:							
Payroll	3,301.566	3,305.002	3,308.713	(7.147)	(0.2)	(3.711)	(0.1)
Overtime	443.570	547.789	592.050	(148.480)	(33.5)	(44.261)	(8.1)
Total Salaries & Wages	3,745.136	3,852.791	3,900.763	(155.627)	(4.2)	(47.972)	(1.2)
Health and Welfare	917.559	847.265	860.116	57.443	6.3	(12.851)	(1.5)
OPEB Current Payment	430.981	414.363	413.712	17.269	4.0	0.651	0.2
Pensions	943.532	926.942	926.785	16.747	1.8	0.157	0.0
Other Fringe Benefits	508.050	515.857	409.671	98.379	19.4	106.186	20.6
Total Fringe Benefits	2,800.122	2,704.427	2,610.284	189.838	6.8	94.143	3.5
Reimbursable Overhead	(255.718)	(294.917)	(304.408)	48.690	19.0	9.491	3.2
<b>Total Labor Expenses</b>	<b>6,289.540</b>	<b>6,262.301</b>	<b>6,206.639</b>	<b>82.901</b>	<b>1.3</b>	<b>55.662</b>	<b>0.9</b>
Non-Labor:							
Electric Power	312.878	271.745	265.304	47.574	15.2	6.441	2.4
Fuel	98.309	90.361	95.440	2.869	2.9	(5.079)	(5.6)
Insurance	80.992	72.153	72.101	8.891	11.0	0.052	0.1
Claims	146.455	168.455	278.671	(132.216)	(90.3)	(110.216)	(65.4)
Paratransit Service Contracts	411.338	390.819	392.850	18.488	4.5	(2.031)	(0.5)
Maintenance and Other Operating Contracts	244.282	238.850	245.875	(1.593)	(0.7)	(7.025)	(2.9)
Professional Service Contracts	165.611	206.009	172.184	(6.573)	(4.0)	33.825	16.4
Materials & Supplies	313.765	322.730	319.469	(5.704)	(1.8)	3.261	1.0
Other Business Expenses	77.901	79.145	82.911	(5.010)	(6.4)	(3.766)	(4.8)
<b>Total Non-Labor Expenses</b>	<b>1,851.531</b>	<b>1,840.267</b>	<b>1,924.805</b>	<b>(73.274)</b>	<b>(4.0)</b>	<b>(84.538)</b>	<b>(4.6)</b>
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expense Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>
<b>Total Expenses Before GASB Adjs.</b>	<b>8,141.071</b>	<b>8,102.568</b>	<b>8,131.444</b>	<b>9.627</b>	<b>0.1</b>	<b>(28.876)</b>	<b>(0.4)</b>
Depreciation	1,778.062	1,778.062	1,681.858	96.204	5.4	96.204	5.4
Other Post Employment Benefits	1,501.095	1,268.921	1,102.586	398.509	26.5	166.335	13.1
GASB 68 Pension Adjustment	(296.004)	(296.003)	(221.205)	(74.799)	-	(74.798)	25.3
Environmental Remediation	0.000	0.000	8.537	(8.537)	-	(8.537)	-
<b>Total Expenses</b>	<b>11,124.224</b>	<b>10,853.548</b>	<b>10,703.220</b>	<b>421.004</b>	<b>3.8</b>	<b>150.328</b>	<b>1.4</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>(6,099.187)</b>	<b>(5,934.357)</b>	<b>(5,791.585)</b>	<b>307.602</b>	<b>5.0</b>	<b>142.772</b>	<b>2.4</b>

Totals may not add due to rounding.

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

**REIMBURSABLE**

	December 2017 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	1,250.500	1,373.444	1,378.751	128.251	10.3	5.307	0.4
<b>Total Revenue</b>	<b>1,250.500</b>	<b>1,373.444</b>	<b>1,378.751</b>	<b>128.251</b>	<b>10.3</b>	<b>5.307</b>	<b>0.4</b>
<b>Expenses</b>							
Labor:							
Payroll	510.744	488.777	481.483	29.261	5.7	7.294	1.5
Overtime	108.461	184.075	184.027	(75.566)	(69.7)	0.048	0.0
Total Salaries & Wages	619.205	672.852	665.510	(46.305)	(7.5)	7.342	1.1
Health and Welfare	22.287	24.240	24.147	(1.860)	(8.3)	0.093	0.4
OPEB Current Payment	8.347	10.114	9.771	(1.424)	-	0.343	-
Pensions	33.617	36.354	36.408	(2.791)	(8.3)	(0.054)	(0.1)
Other Fringe Benefits	200.074	206.870	206.259	(6.185)	(3.1)	0.611	0.3
Total Fringe Benefits	264.325	277.578	276.585	(12.260)	(4.6)	0.993	0.4
Reimbursable Overhead	255.718	294.917	304.408	(48.690)	(19.0)	(9.491)	(3.2)
<b>Total Labor Expenses</b>	<b>1,139.248</b>	<b>1,245.347</b>	<b>1,246.503</b>	<b>(107.255)</b>	<b>(9.4)</b>	<b>(1.156)</b>	<b>(0.1)</b>
Non-Labor:							
Electric Power	0.252	0.252	(0.113)	0.365	144.8	0.365	144.8
Fuel	0.119	0.119	0.015	0.104	-	0.104	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	33.988	37.218	38.153	(4.165)	(12.3)	(0.935)	(2.5)
Professional Service Contracts	9.120	9.303	15.061	(5.941)	(65.1)	(5.758)	(61.9)
Materials & Supplies	67.815	80.797	77.317	(9.502)	(14.0)	3.480	4.3
Other Business Expenses	(0.042)	0.408	1.815	(1.857)	4,421.4	(1.407)	(344.9)
<b>Total Non-Labor Expenses</b>	<b>111.252</b>	<b>128.097</b>	<b>132.248</b>	<b>(20.996)</b>	<b>(18.9)</b>	<b>(4.151)</b>	<b>(3.2)</b>
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expense Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>
<b>Total Expenses</b>	<b>1,250.500</b>	<b>1,373.444</b>	<b>1,378.751</b>	<b>(128.251)</b>	<b>(10.3)</b>	<b>(5.307)</b>	<b>(0.4)</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>

Totals may not add due to rounding.

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

<b>NON-REIMBURSABLE &amp; REIMBURSABLE</b>	<b>December 2017 Year-to-Date</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<u>Adopted</u>	<u>Final</u>		<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>Budget</u>	<u>Estimate</u>	<u>Actual</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
<b>Revenue</b>							
Farebox Revenue:							
Subway	3,484.965	3,444.242	3,441.124	(43.841)	(1.3)	(3.118)	(0.1)
Bus	991.684	947.841	952.363	(39.321)	(4.0)	4.522	0.5
Paratransit	19.633	17.244	17.526	(2.107)	(10.7)	0.282	1.6
Fare Media Liability	73.500	73.500	75.743	2.243	3.1	2.243	3.1
<b>Total Farebox Revenue</b>	<b>4,569.782</b>	<b>4,482.827</b>	<b>4,486.756</b>	<b>(83.026)</b>	<b>(1.8)</b>	<b>3.929</b>	<b>0.1</b>
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	84.016	0.000	-	0.000	-
Paratransit Reimbursement	194.372	168.784	164.340	(30.032)	(15.5)	(4.444)	(2.6)
Other	176.867	183.564	176.523	(0.344)	(0.2)	(7.041)	(3.8)
Total Other Operating Revenue	455.255	436.364	424.879	(30.376)	(6.7)	(11.485)	(2.6)
Capital and Other Reimbursements	1,250.500	1,373.444	1,378.751	128.251	10.3	5.307	0.4
<b>Total Revenue</b>	<b>6,275.537</b>	<b>6,292.635</b>	<b>6,290.386</b>	<b>14.849</b>	<b>0.2</b>	<b>(2.249)</b>	<b>(0.0)</b>
<b>Expenses</b>							
Labor:							
Payroll	3,812.310	3,793.779	3,790.196	22.114	0.6	3.583	0.1
Overtime	552.031	731.864	776.077	(224.046)	(40.6)	(44.213)	(6.0)
Total Salaries & Wages	4,364.341	4,525.643	4,566.273	(201.932)	(4.6)	(40.630)	(0.9)
Health and Welfare	939.846	871.505	884.263	55.583	5.9	(12.758)	(1.5)
OPEB Current Payment	439.328	424.477	423.483	15.845	3.6	0.994	0.2
Pensions	977.149	963.296	963.193	13.956	1.4	0.103	0.0
Other Fringe Benefits	708.124	722.727	615.930	92.194	13.0	106.797	14.8
Total Fringe Benefits	3,064.447	2,982.005	2,886.869	177.578	5.8	95.136	3.2
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenses</b>	<b>7,428.788</b>	<b>7,507.648</b>	<b>7,453.142</b>	<b>(24.354)</b>	<b>(0.3)</b>	<b>54.506</b>	<b>0.7</b>
Non-Labor:							
Electric Power	313.130	271.997	265.191	47.939	15.3	6.806	2.5
Fuel	98.428	90.480	95.455	2.973	3.0	(4.975)	(5.5)
Insurance	80.992	72.153	72.101	8.891	11.0	0.052	0.1
Claims	146.455	168.455	278.671	(132.216)	(90.3)	(110.216)	(65.4)
Paratransit Service Contracts	411.338	390.819	392.850	18.488	4.5	(2.031)	(0.5)
Maintenance and Other Operating Contracts	278.270	276.068	284.028	(5.758)	(2.1)	(7.960)	(2.9)
Professional Service Contracts	174.731	215.312	187.245	(12.514)	(7.2)	28.067	13.0
Materials & Supplies	381.580	403.527	396.786	(15.206)	(4.0)	6.741	1.7
Other Business Expenses	77.859	79.553	84.726	(6.867)	(8.8)	(5.173)	(6.5)
<b>Total Non-Labor Expenses</b>	<b>1,962.783</b>	<b>1,968.364</b>	<b>2,057.053</b>	<b>(94.270)</b>	<b>(4.8)</b>	<b>(88.689)</b>	<b>(4.5)</b>
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expense Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>
<b>Total Expenses Before GASB Adjs.</b>	<b>9,391.571</b>	<b>9,476.012</b>	<b>9,510.195</b>	<b>(118.624)</b>	<b>(1.3)</b>	<b>(34.183)</b>	<b>(0.4)</b>
Depreciation	1,778.062	1,778.062	1,681.858	96.204	5.4	96.204	5.4
Other Post Employment Benefits	1,501.095	1,268.921	1,102.586	398.509	26.5	166.335	13.1
GASB 68 Pension Adjustment	(296.004)	(296.003)	(221.205)	(74.799)	-	(74.798)	25.3
Environmental Remediation	0.000	0.000	8.537	(8.537)	-	(8.537)	-
<b>Total Expenses</b>	<b>12,374.724</b>	<b>12,226.992</b>	<b>12,081.971</b>	<b>292.753</b>	<b>2.4</b>	<b>145.021</b>	<b>1.2</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>(6,099.187)</b>	<b>(5,934.357)</b>	<b>(5,791.585)</b>	<b>307.602</b>	<b>5.0</b>	<b>142.772</b>	<b>2.4</b>

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

	December 2017 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	4,569.982	4,493.027	4,490.430	(79.552)	(1.7)	(2.597)	(0.1)
Other Operating Revenue:							
Fare Reimbursement	39.016	97.782	97.852	58.836	150.8	0.070	0.1
Paratransit Reimbursement	194.407	165.504	167.124	(27.283)	(14.0)	1.620	1.0
Other	56.299	61.489	59.683	3.384	6.0	(1.806)	(2.9)
Total Other Operating Revenue	289.722	324.775	324.659	34.937	12.1	(0.116)	(0.0)
Capital and Other Reimbursements	1,363.559	1,414.568	1,369.149	5.590	0.4	(45.419)	(3.2)
<b>Total Receipts</b>	<b>6,223.263</b>	<b>6,232.370</b>	<b>6,184.238</b>	<b>(39.025)</b>	<b>(0.6)</b>	<b>(48.132)</b>	<b>(0.8)</b>
<b>Expenditures</b>							
Labor:							
Payroll	3,781.662	3,763.507	3,739.329	42.333	1.1	24.178	0.6
Overtime	552.031	731.865	776.077	(224.046)	(40.6)	(44.212)	(6.0)
Total Salaries & Wages	4,333.693	4,495.372	4,515.406	(181.713)	(4.2)	(20.034)	(0.4)
Health and Welfare	936.002	869.967	885.732	50.270	5.4	(15.765)	(1.8)
OPEB Current Payment	439.328	424.478	423.483	15.845	3.6	0.995	0.2
Pensions	977.149	963.296	963.045	14.104	1.4	0.251	0.0
Other Fringe Benefits	475.253	497.222	493.387	(18.134)	(3.8)	3.835	0.8
Total Fringe Benefits	2,827.732	2,754.963	2,765.647	62.085	2.2	(10.684)	(0.4)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>7,161.425</b>	<b>7,250.335</b>	<b>7,281.053</b>	<b>(119.628)</b>	<b>(1.7)</b>	<b>(30.718)</b>	<b>(0.4)</b>
Non-Labor:							
Electric Power	313.130	271.996	272.947	40.183	12.8	(0.951)	(0.3)
Fuel	98.428	87.733	89.401	9.027	9.2	(1.668)	(1.9)
Insurance	80.674	74.176	74.540	6.134	7.6	(0.364)	(0.5)
Claims	115.689	117.635	103.474	12.215	10.6	14.161	12.0
Paratransit Service Contracts	409.338	391.142	390.165	19.173	4.7	0.977	0.2
Maintenance and Other Operating Contracts	294.870	295.168	272.642	22.228	7.5	22.526	7.6
Professional Service Contracts	162.731	208.565	163.855	(1.124)	(0.7)	44.710	21.4
Materials & Supplies	365.897	387.888	397.166	(31.269)	(8.5)	(9.278)	(2.4)
Other Business Expenses	85.061	79.552	85.967	(0.906)	(1.1)	(6.415)	(8.1)
<b>Total Non-Labor Expenditures</b>	<b>1,925.818</b>	<b>1,913.855</b>	<b>1,850.157</b>	<b>75.661</b>	<b>3.9</b>	<b>63.698</b>	<b>3.3</b>
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>9,087.243</b>	<b>9,164.190</b>	<b>9,131.210</b>	<b>(43.967)</b>	<b>(0.5)</b>	<b>32.980</b>	<b>0.4</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>(2,863.980)</b>	<b>(2,931.820)</b>	<b>(2,946.972)</b>	<b>(82.992)</b>	<b>(2.9)</b>	<b>(15.152)</b>	<b>(0.5)</b>

Totals may not add due to rounding.

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

	December 2017 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	0.200	10.200	3.674	3.474	1,737.0	(6.526)	(64.0)
Other Operating Revenue:							
Fare Reimbursement	(45.000)	13.766	13.836	58.836	-	0.070	-
Paratransit Reimbursement	0.035	(3.280)	2.784	2.749	7,854.3	6.064	(184.9)
Other	(120.568)	(122.075)	(116.840)	3.728	(3.1)	5.235	(4.3)
Total Other Operating Revenue	(165.533)	(111.589)	(100.220)	65.313	(39.5)	11.369	(10.2)
Capital and Other Reimbursements	113.059	41.124	(9.602)	(122.661)	(108.5)	(50.726)	123.3
<b>Total Receipts</b>	<b>(52.274)</b>	<b>(60.265)</b>	<b>(106.148)</b>	<b>(53.874)</b>	<b>103.1</b>	<b>(45.883)</b>	<b>(76.1)</b>
<b>Expenditures</b>							
Labor:							
Payroll	30.648	30.272	50.867	20.219	66.0	20.595	68.0
Overtime	0.000	(0.001)	0.000	0.000	-	0.001	-
Total Salaries & Wages	30.648	30.271	50.867	20.219	66.0	20.596	68.0
Health and Welfare	3.844	1.538	(1.469)	(5.313)	(138.2)	(3.007)	195.5
OPEB Current Payment	0.000	(0.001)	0.000	0.000	-	0.001	-
Pensions	0.000	0.000	0.148	0.148	#DIV/0!	0.148	#DIV/0!
Other Fringe Benefits	232.871	225.505	122.543	(110.328)	(47.4)	(102.962)	(45.7)
Total Fringe Benefits	236.715	227.042	121.222	(115.493)	(48.8)	(105.820)	(46.6)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>267.363</b>	<b>257.313</b>	<b>172.089</b>	<b>(95.274)</b>	<b>(35.6)</b>	<b>(85.224)</b>	<b>(33.1)</b>
Non-Labor:							
Electric Power	0.000	0.001	(7.756)	(7.756)	-	(7.757)	-
Fuel	0.000	2.747	6.054	6.054	-	3.307	-
Insurance	0.318	(2.023)	(2.439)	(2.757)	867.0	(0.416)	20.6
Claims	30.766	50.820	175.197	144.431	469.5	124.377	244.7
Paratransit Service Contracts	2.000	(0.323)	2.685	0.685	(34.3)	3.008	(931.3)
Maintenance and Other Operating Contracts	(16.600)	(19.100)	11.386	27.986	168.6	30.486	159.6
Professional Service Contracts	12.000	6.747	23.390	11.390	94.9	16.643	246.7
Materials & Supplies	15.683	15.639	(0.380)	(16.063)	(102.4)	(16.019)	102.4
Other Business Expenses	(7.202)	0.001	(1.241)	5.961	-	(1.242)	-
<b>Total Non-Labor Expenditures</b>	<b>36.965</b>	<b>54.509</b>	<b>206.896</b>	<b>169.931</b>	<b>459.7</b>	<b>152.387</b>	<b>279.6</b>
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>
<b>Total Expenditures Before GASB Adjs.</b>	<b>304.328</b>	<b>311.822</b>	<b>378.985</b>	<b>74.657</b>	<b>24.5</b>	<b>67.163</b>	<b>21.5</b>
Depreciation	1,778.062	1,778.062	1,681.858	(96.204)	(5.4)	(96.204)	(5.4)
Other Post Employment Benefits	1,501.095	1,268.921	1,102.586	(398.509)	(26.5)	(166.335)	(13.1)
GASB 68 Pension Adjustment	(296.004)	(296.003)	(221.205)	74.799	-	74.798	(25.3)
Environmental Remediation	0.000	0.000	8.537	8.537	-	8.537	-
<b>Total Expenditures</b>	<b>3,287.481</b>	<b>3,062.802</b>	<b>2,950.761</b>	<b>(336.720)</b>	<b>(10.2)</b>	<b>(112.041)</b>	<b>(3.7)</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>3,235.207</b>	<b>3,002.537</b>	<b>2,844.613</b>	<b>(390.594)</b>	<b>(12.1)</b>	<b>(157.924)</b>	<b>(5.3)</b>

Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT**  
**2017 Year-End Report**  
**Ridership/Traffic Volume (Utilization)**  
 (ridership in millions)

	December 2017 Year-to-Date			Favorable/(Unfavorable)			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		Variance	Percent	Variance	Percent
Subway	1,773.592	1,740.491	1,727.367	(46.225)	(2.6%)	(13.125)	(0.8%)
Bus	639.435	605.880	602.620	(36.814)	(5.8%)	(3.260)	(0.5%)
Paratransit	9.671	8.843	8.921	(0.750)	(7.8%)	0.078	0.9%
<b>Total Utilization</b>	<b>2,422.697</b>	<b>2,355.215</b>	<b>2,338.908</b>	<b>(83.790)</b>	<b>(3.5%)</b>	<b>(16.307)</b>	<b>(0.7%)</b>

Notes: Paratransit ridership includes guests and personal care attendants.

Totals may not add due to rounding.

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

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

\* Above 100%

**MTA NEW YORK CITY TRANSIT**  
**2017 YEAR-END REPORT**  
**2017 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE**  
**(\$ in millions)**

	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
<b>Receipts</b>					
Farebox Revenue	\$4,493.0	\$4,490.4	(\$2.6)	(\$2.6)	\$0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	324.8	324.7	(0.1)	(0.1)	0.0
Capital and Other Reimbursements	1,414.6	1,369.1	(45.5)	37.9	(83.4)
<b>Total Receipts</b>	<b>6,232.4</b>	<b>6,184.2</b>	<b>(48.2)</b>	<b>35.2</b>	<b>(83.4)</b>
<b>Expenditures</b>					
Labor:					
Payroll	3,763.5	3,739.3	24.2	15.3	8.9
Overtime	731.9	776.1	(44.2)	(44.0)	(0.2)
Health and Welfare	870.0	887.7	(17.7)	(8.8)	(8.9)
OPEB Current Payment	424.5	423.5	1.0	1.0	0.0
Pensions	963.3	963.0	0.3	0.3	0.0
Other Fringe Benefits	497.2	491.4	5.8	5.1	0.7
GASB Account	0.0	0.0	0.0	0.0	0.0
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
<b>Total Labor Expenditures</b>	<b>7,250.4</b>	<b>7,281.0</b>	<b>(30.6)</b>	<b>(31.1)</b>	<b>0.5</b>
Non-Labor:					
Electric Power	272.0	272.9	(0.9)	(0.9)	0.0
Fuel	87.7	89.4	(1.7)	(1.7)	0.0
Insurance	74.2	74.5	(0.3)	(0.3)	0.0
Claims	117.6	103.5	14.1	4.3	9.8
Paratransit Service Contracts	391.1	390.2	0.9	(0.5)	1.4
Maintenance and Other Operating Contracts	295.2	272.6	22.6	(8.7)	31.3
Professional Service Contracts	208.6	163.9	44.7	15.9	28.8
Materials & Supplies	387.9	397.2	(9.3)	(11.0)	1.7
Other Business Expenses	79.5	86.0	(6.5)	(6.5)	0.0
<b>Total Non-Labor Expenditures</b>	<b>1,913.8</b>	<b>1,850.2</b>	<b>63.6</b>	<b>(9.4)</b>	<b>73.0</b>
Other Expenditure Adjustments:					
Other	0.0	0.0	0.0	0.0	0.0
<b>Total Other Expenditure Adjustments</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total Expenditures</b>	<b>9,164.2</b>	<b>9,131.2</b>	<b>33.0</b>	<b>(40.5)</b>	<b>73.5</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$2,931.8)</b>	<b>(\$2,947.0)</b>	<b>(\$15.2)</b>	<b>(\$5.3)</b>	<b>(\$9.9)</b>

Totals may not agree due to rounding.

**MTA NEW YORK CITY TRANSIT**  
**2017 YEAR-END REPORT**  
**2017 OPERATING CASH RESULTS - ACTUAL vs. FINAL ESTIMATE**  
(\$ in millions)

	Final	Actual	Favorable/(Unfavorable) Variance		
	Estimate		Total	Real	Timing
	\$	\$	\$	\$	\$
<b>Operating Receipts</b>					
Farebox Revenue	4,493.0	4,490.4	(2.6)	(2.6)	0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:					
Fare Reimbursement	97.8	97.9	0.1	0.1	0.0
Paratransit Reimbursement	165.5	167.1	1.6	1.6	0.0
Other	61.5	59.7	(1.8)	(1.8)	0.0
Total Other Operating Revenue	324.8	324.7	(0.1)	(0.1)	0.0
<b>Total Operating Receipts</b>	<b>4,817.8</b>	<b>4,815.1</b>	<b>(2.7)</b>	<b>(2.7)</b>	<b>0.0</b>
<b>Operating Expenditures</b>					
Labor:					
Total Salaries & Wages	3,822.5	3,849.9	(27.4)	(22.5)	(4.9)
Health and Welfare (including OPEB)	1,260.1	1,275.3	(15.2)	(6.3)	(8.9)
Pensions	926.9	926.6	0.3	0.3	0.0
Other Fringe Benefits	290.4	287.1	3.3	6.6	(3.3)
Total Fringe Benefits	2,477.4	2,489.0	(11.6)	0.6	(12.2)
GASB Account					
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
	(294.9)	(304.4)	9.5	20.0	(10.5)
<b>Total Labor Expenditures</b>	<b>6,005.0</b>	<b>6,034.5</b>	<b>(29.5)</b>	<b>(1.9)</b>	<b>(27.6)</b>
Non-Labor:					
Electric Power	271.7	273.1	(1.4)	(1.4)	0.0
Fuel	87.6	89.4	(1.8)	(1.8)	0.0
Insurance	74.2	74.5	(0.3)	(0.3)	0.0
Claims	117.6	103.5	14.1	4.4	9.7
Paratransit Service Contracts	391.1	390.2	0.9	(0.5)	1.4
Maintenance and Other Operating Contracts	258.0	234.4	23.6	(5.2)	28.8
Professional Service Contracts	199.3	148.8	50.5	21.1	29.4
Materials & Supplies	307.1	319.8	(12.7)	(8.8)	(3.9)
Other Business Expenses	79.1	84.2	(5.1)	(5.1)	0.0
<b>Total Non-Labor Expenditures</b>	<b>1,785.7</b>	<b>1,717.9</b>	<b>67.8</b>	<b>2.4</b>	<b>65.4</b>
Other Expenditure Adjustments:					
Other	0.0	0.0	0.0	0.0	0.0
<b>Total Other Expenditure Adjustments</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total Operating Expenditures</b>	<b>7,790.7</b>	<b>7,752.4</b>	<b>38.3</b>	<b>0.5</b>	<b>37.8</b>
Capital and Other Reimbursements	1,414.6	1,369.0	(45.6)	37.8	(83.4)
Capital and Other Reimbursable Expenditures	1,373.4	1,378.7	(5.3)	(41.0)	35.7
<b>Net Capital and Other Reimbursements</b>	<b>41.1</b>	<b>(9.7)</b>	<b>(50.8)</b>	<b>(3.1)</b>	<b>(47.7)</b>
<b>Net Cash Deficit</b>	<b>(2,931.8)</b>	<b>(2,947.0)</b>	<b>(15.2)</b>	<b>(5.3)</b>	<b>(9.9)</b>

Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT**  
**2017 YEAR-END REPORT**  
**2017 OPERATING CASH RESULTS - ACTUAL vs. ADOPTED BUDGET**  
(\$ in millions)

	<u>Adopted</u> <u>Budget</u> \$	<u>Actual</u> \$	<u>Favorable</u> <u>(Unfavorable)</u> <u>Variance</u> \$
<b><u>Operating Receipts</u></b>			
Farebox Revenue	4,570.0	4,490.4	(79.6)
Vehicle Toll Revenue	0.0	0.0	0.0
Other Operating Revenue:			
Fare Reimbursement	39.0	97.9	58.9
Paratransit Reimbursement	194.4	167.1	(27.3)
Other	56.3	59.7	3.4
Total Other Operating Revenue	289.7	324.7	35.0
<b>Total Operating Receipts</b>	<b>4,859.7</b>	<b>4,815.1</b>	<b>(44.6)</b>
<b><u>Operating Expenditures</u></b>			
Labor:			
Total Salaries & Wages	3,714.5	3,849.9	(135.4)
Health and Welfare (including OPEB)	1,344.7	1,276.8	67.9
Pensions	943.5	926.8	16.7
Other Fringe Benefits	275.2	285.5	(10.3)
Total Fringe Benefits	2,563.4	2,489.1	74.3
GASB Account	0.0	0.0	0.0
Reimbursable Overhead	(255.7)	(304.4)	48.7
<b>Total Labor Expenditures</b>	<b>6,022.2</b>	<b>6,034.6</b>	<b>(12.4)</b>
Non-Labor:			
Electric Power	312.9	273.1	39.8
Fuel	98.3	89.4	8.9
Insurance	80.7	74.5	6.2
Claims	115.7	103.5	12.2
Paratransit Service Contracts	409.3	390.2	19.1
Maintenance and Other Operating Contracts	260.9	234.4	26.5
Professional Service Contracts	153.6	148.8	4.8
Materials & Supplies	298.1	319.8	(21.7)
Other Business Expenses	85.1	84.3	0.8
<b>Total Non-Labor Expenditures</b>	<b>1,814.6</b>	<b>1,718.0</b>	<b>96.6</b>
Other Expenditure Adjustments:			
Other	0.0	0.0	0.0
<b>Total Other Expenditure Adjustments</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total Operating Expenditures</b>	<b>7,836.8</b>	<b>7,752.6</b>	<b>84.2</b>
Capital and Other Reimbursements	1,363.6	1,369.2	5.6
Capital and Other Reimbursable Expenditures	1,250.5	1,378.7	(128.2)
<b>Net Capital and Other Reimbursements</b>	<b>113.1</b>	<b>(9.5)</b>	<b>(122.6)</b>
<b>Net Cash Deficit</b>	<b>(2,864.0)</b>	<b>(2,947.0)</b>	<b>(83.0)</b>

Totals may not add due to rounding.

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

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

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

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



# Standard Follow-Up Reports: SIR 2017 Year-End Report Summary

## 2017 Final Estimate vs. Actual

### Accrual / Non-Reimbursable

Operating revenues in 2017 of \$9.433 million were favorable to the Estimate by \$0.225 million (2.4 percent), due mostly to additional student fare reimbursements.

Operating expenses of \$70.519 million, before depreciation, Other Post-Employment Benefits, GASB #68 Pension Expense Adjustment and environmental remediation, were below the Estimate by \$5.106 million (6.8 percent).

- Labor expenses were lower by a net \$1.191 million (2.5 percent), including an underrun in health & welfare/OPEB current expenses of \$1.239 million (15.3 percent), due to lower rates and vacancies. Payroll expenses were below the Estimate by \$0.916 million (3.9 percent), due mostly to vacancies. Reimbursable overhead credits were favorable by \$0.887 million (over 100.0 percent), due largely to higher reimbursable work requirements. Other fringe benefits exceeded the Estimate by \$2.058 million (36.4 percent), due primarily to additional Workers' Compensation reserve requirements, based on a current actuarial update.
- Non-labor expenses were below the Estimate by \$3.915 million (13.6 percent). Maintenance contract expenses were below the Estimate by \$5.996 million (28.8 percent), resulting primarily from underruns and the favorable timing of expenses involving the R44 car fleet maintenance project. Partly offsetting these favorable results were higher materials & supplies expenses of \$0.996 million (51.8 percent), due to purchases of new composite rail to support a scheduled new car fleet planned for 2022 and other material requirements, and a net increase in Public Liability claims additional reserve requirements of \$0.608 million, based on a current actuarial update.

Depreciation expenses of \$10.472 million were \$2.172 million (26.2 percent) above the Estimate. Other Post-Employment Benefit expenses of \$7.082 million were \$0.418 million (5.6 percent) below the Estimate, based on current actuarial information. GASB 68 Pension Expense Adjustment expenses of \$0.463 million were \$0.163 million (54.3 percent) unfavorable to the Estimate. Environmental remediation expenses of \$0.081 million were reported.

### Cash Results – Final Estimate vs. Actual

The MTA Staten Island Railway's net cash deficit (excluding subsidies and loans) at the end of 2017 was \$63.126 million, \$6.101 million (8.8 percent) favorable to the Estimate. This variance consisted of a favorable real variance of \$3.739 million and a favorable timing variance of \$2.362 million.

- The favorable real net variance of \$3.739 million includes a favorable non-labor maintenance contract variance of \$8.039 million, due primarily to lower R44 car fleet

maintenance project costs than originally projected. This project segment was originally budgeted as a \$32 million project, spanning over two years and processed in a subways facility in Brooklyn. Partly offsetting this favorable result was a cash overrun in materials and supplies of \$1.999 million, due mainly to mandatory purchases of composite third rail that is necessary to support a new and more modern fleet of cars (R211) expected to be installed in around five years. Additional other material requirements not anticipated in the 2017 budget were also purchased. Labor cash expenditures overran by \$2.147 million, due mainly to higher than anticipated payroll/fringe benefit expenditures originating from the prior year.

- A favorable net timing variance of \$2.362 million, including \$4.912 million of favorable maintenance contract account expense timing, comprised of the following elements: residual funds transferred from the fleet maintenance project to enable SIR to reimburse subways for the remaining materials of \$3.025 million installed in the fleet maintenance process; \$0.787 million of residual car fleet maintenance costs to be transferred to SIR in 2018 in order to provide for a maintenance cycle close-down of the fleet processing of some cars in the SIR maintenance shop; the favorable timing to 2018 of \$0.700 million regarding the purchase of non-revenue vehicles and \$0.400 million regarding non-revenue facility roof repairs. These favorable timing items are assumed to be partly offset by the unfavorable timing of \$2.017 million of capital reimbursements, now projected to be received in 2018.

## **2017 Adopted Budget vs. Actual**

### **Accrual Results - Non-Reimbursable**

Operating revenues in 2017 of \$9.433 million exceeded budget by \$0.134 million (1.4 percent).

Operating expenses of \$70.519 million were below budget by \$1.466 million (2.0 percent).

- Labor expenses exceeded budget by \$3.923 million (9.4 percent), due mainly to higher other fringe benefit expenses of \$3.614 million (88.3 percent), resulting primarily from higher Workers' Compensation reserve requirements, based on a current actuarial update. Overtime expenses were also higher by \$0.819 million (26.7 percent), due mostly to adverse weather requirements early in the year and vacancy coverage requirements. Reimbursable overhead credits were favorable by \$0.887 million (over 100.0 percent), due to additional reimbursable project work.
- Non-labor expenses were below budget by \$5.389 million (17.8 percent), due principally to R44 car fleet maintenance project/other underruns of \$6.654 million (30.9 percent)

**MTA STATEN ISLAND RAILWAY  
2017 YEAR-END REPORT  
Explanation of Variances on Positions  
by Function and Department  
Non-Reimbursable-Reimbursable and Full-Time/Full-Time Equivalents**

## **2017 Final Estimate vs. Actual**

At the end of 2017, there were 331 actual incumbents, 7 less than the Estimate.

## **2017 Adopted Budget vs. Actual**

At the end of 2017, there were 331 actual incumbents, 13 more than the 2017 budget.

**MTA STATEN ISLAND RAILWAY  
2017 YEAR-END REPORT  
EXPLANATIONS OF VARIANCES ON RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)**

**Annual Ridership**

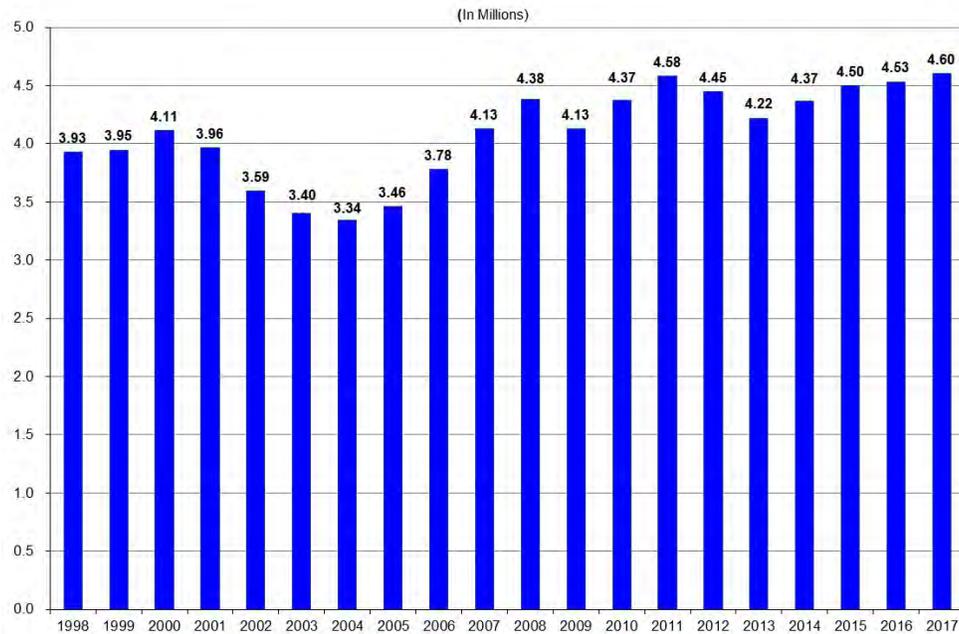
2017 total ridership of 4.604 million was 1.1 percent (49,500 trips) above the 2017 Estimate and 0.3 percent (14,500 trips) above the 2017 Adopted Budget.

2017 total ridership was 1.6 percent (72,400 trips) above 2016.

**Weekday and Weekend ridership**

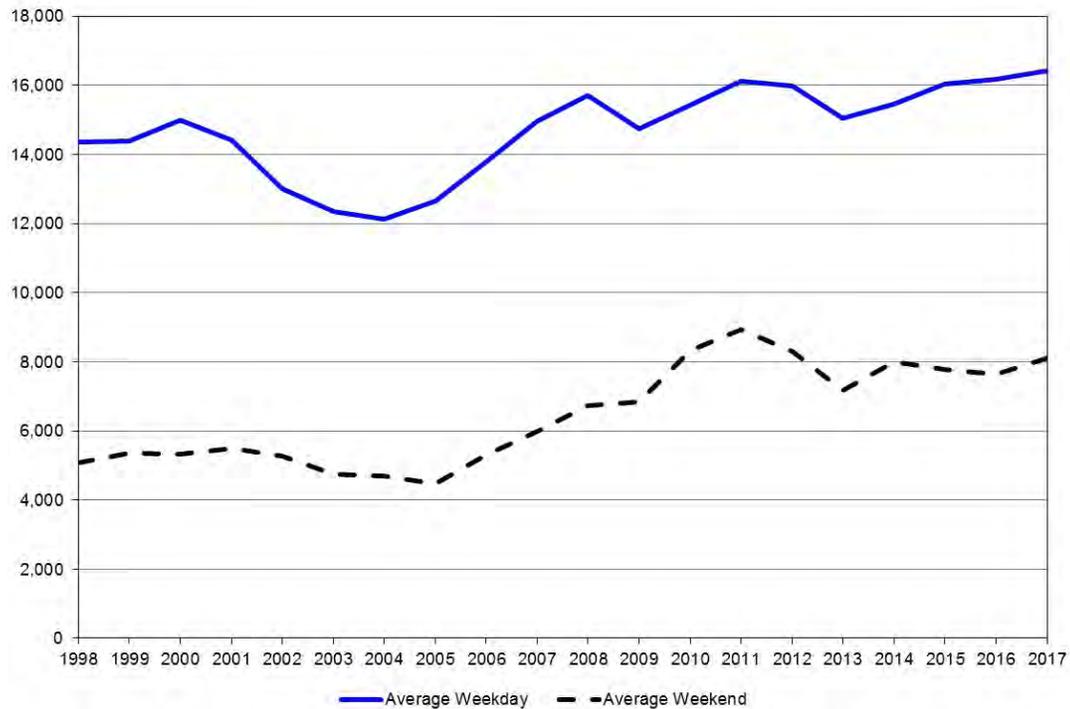
2017 average weekday ridership increased 2.1 percent from 2016 and average weekend ridership (Saturday and Sunday combined) increased 11.4 percent. Average weekday ridership increased 35.5 percent from 2004 to 2017 and average weekend ridership was up 50.9 percent over the same period.

**Chart 1: SIR Annual Ridership**



2017 SIR ridership increased 1.6 percent from 2016. SIR ridership has increased 17.2 percent since 1998 and 37.7 percent since 2004.

**Chart 2: SIR Average Weekday and Weekend Ridership**



From 2016 to 2017, SIR ridership increased 1.5 percent on weekdays and increased 6.1 percent on weekends. Since 1998, SIR ridership increased 14.4 percent on weekdays and 60.2 percent on weekends.

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

<b>NON-REIMBURSABLE</b>	<b>December 2017 Year-to-Date</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted Budget</b>	<b>Final Estimate</b>	<b>Actual</b>	<b>Adopted Budget</b>		<b>Final Estimate</b>	
				<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Revenue</b>							
Farebox Revenue	\$6.849	\$6.841	\$6.893	\$0.044	0.6	\$0.052	0.8
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.450	2.367	2.540	0.090	3.7	0.173	7.3
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$9.299</b>	<b>\$9.208</b>	<b>\$9.433</b>	<b>\$0.134</b>	<b>1.4</b>	<b>\$0.225</b>	<b>2.4</b>
<b>Expenses</b>							
Labor:							
Payroll	\$22.726	\$23.312	\$22.396	\$0.330	1.5	\$0.916	3.9
Overtime	3.062	3.409	3.881	(0.819)	(26.7)	(0.472)	(13.8)
Health and Welfare	4.649	5.713	4.267	0.382	8.2	1.446	25.3
OPEB Current Payment	1.497	2.375	2.582	(1.085)	(72.5)	(0.207)	(8.7)
Pensions	6.128	6.811	6.132	(0.004)	0.0	0.679	10.0
Other Fringe Benefits	4.093	5.649	7.707	(3.614)	(88.3)	(2.058)	(36.4)
Reimbursable Overhead	(0.489)	(0.489)	(1.376)	0.887	*	0.887	*
<b>Total Labor Expenses</b>	<b>\$41.666</b>	<b>\$46.780</b>	<b>\$45.589</b>	<b>(\$3.923)</b>	<b>(9.4)</b>	<b>\$1.191</b>	<b>2.5</b>
Non-Labor:							
Electric Power	\$4.025	\$3.716	\$3.809	\$0.216	5.4	(\$0.093)	(2.5)
Fuel	0.280	0.215	0.182	0.098	35.0	0.033	15.3
Insurance	1.462	0.918	1.156	0.306	20.9	(0.238)	(25.9)
Claims	0.088	0.087	0.695	(0.607)	*	(0.608)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	21.507	20.849	14.853	6.654	30.9	5.996	28.8
Professional Service Contracts	1.112	1.109	1.001	0.111	10.0	0.108	9.7
Materials & Supplies	1.815	1.921	2.917	(1.102)	(60.7)	(0.996)	(51.8)
Other Business Expenses	0.030	0.030	0.317	(0.287)	*	(0.287)	*
<b>Total Non-Labor Expenses</b>	<b>\$30.319</b>	<b>\$28.845</b>	<b>\$24.930</b>	<b>\$5.389</b>	<b>17.8</b>	<b>\$3.915</b>	<b>13.6</b>
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$71.985</b>	<b>\$75.625</b>	<b>\$70.519</b>	<b>\$1.466</b>	<b>2.0</b>	<b>\$5.106</b>	<b>6.8</b>
Depreciation	8.300	8.300	10.472	(2.172)	(26.2)	(2.172)	(26.2)
Other Post Employment Benefits	7.500	7.500	7.082	0.418	5.6	0.418	5.6
GASB 68 Pension Adjustment	(0.500)	0.300	0.463	(0.963)	*	(0.163)	(54.3)
Environmental Remediation	0.000	0.000	0.081	(0.081)	-	(0.081)	-
<b>Total Expenses</b>	<b>\$87.285</b>	<b>\$91.725</b>	<b>\$88.617</b>	<b>(\$1.332)</b>	<b>(1.5)</b>	<b>\$3.108</b>	<b>3.5</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>(\$77.986)</b>	<b>(\$82.517)</b>	<b>(\$79.184)</b>	<b>(\$1.198)</b>	<b>(1.5)</b>	<b>\$3.333</b>	<b>4.0</b>

Totals may not add due to rounding

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

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

Totals may not add due to rounding

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

<b>NON-REIMBURSABLE/ REIMBURSABLE</b>	December 2017 Year-to-Date			Favorable/(Unfavorable) Variance			
	<b>Adopted Budget</b>	<b>Final Estimate</b>	<b>Actual</b>	<b>Adopted Budget</b>		<b>Final Estimate</b>	
				<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
<b>Revenue</b>							
Farebox Revenue	\$6.849	\$6.841	\$6.893	\$0.044	0.6	\$0.052	0.8
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.450	2.367	2.540	0.090	3.7	0.173	7.3
Capital and Other Reimbursements	2.510	2.510	3.066	0.556	22.2	0.556	22.2
<b>Total Revenue</b>	<b>\$11.809</b>	<b>\$11.718</b>	<b>\$12.499</b>	<b>\$0.690</b>	<b>5.8</b>	<b>\$0.781</b>	<b>6.7</b>
<b>Expenses</b>							
Labor:							
Payroll	\$23.247	\$23.833	\$23.414	(\$0.167)	(0.7)	\$0.419	1.8
Overtime	4.562	4.909	4.513	0.049	1.1	0.396	8.1
Health and Welfare	4.649	5.713	4.267	0.382	8.2	1.446	25.3
OPEB Current Payment	1.497	2.375	2.589	(1.092)	(72.9)	(0.214)	(9.0)
Pensions	6.128	6.811	6.132	(0.004)	0.0	0.679	10.0
Other Fringe Benefits	4.093	5.649	7.707	(3.614)	(88.3)	(2.058)	(36.4)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenses</b>	<b>\$44.176</b>	<b>\$49.290</b>	<b>\$48.622</b>	<b>(\$4.446)</b>	<b>(10.1)</b>	<b>\$0.668</b>	<b>1.4</b>
Non-Labor:							
Electric Power	\$4.025	\$3.716	\$3.813	\$0.212	5.3	(\$0.097)	(2.6)
Fuel	0.280	0.215	0.182	0.098	35.0	0.033	15.3
Insurance	1.462	0.918	1.156	0.306	20.9	(0.238)	(25.9)
Claims	0.088	0.087	0.695	(0.607)	*	(0.608)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	21.507	20.849	14.853	6.654	30.9	5.996	28.8
Professional Service Contracts	1.112	1.109	1.011	0.101	9.1	0.098	8.8
Materials & Supplies	1.815	1.921	2.936	(1.121)	(61.8)	(1.015)	(52.8)
Other Business Expenses	0.030	0.030	0.317	(0.287)	*	(0.287)	*
<b>Total Non-Labor Expenses</b>	<b>\$30.319</b>	<b>\$28.845</b>	<b>\$24.963</b>	<b>\$5.356</b>	<b>17.7</b>	<b>\$3.882</b>	<b>13.5</b>
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$74.495</b>	<b>\$78.135</b>	<b>\$73.585</b>	<b>\$0.910</b>	<b>1.2</b>	<b>\$4.550</b>	<b>5.8</b>
Depreciation	8.300	8.300	10.472	(2.172)	(26.2)	(2.172)	(26.2)
Other Post Employment Benefits	7.500	7.500	7.082	0.418	5.6	0.418	5.6
GASB 68 Pension Adjustment	(0.500)	0.300	0.463	(0.963)	*	(0.163)	(54.3)
Environmental Remediation	0.000	0.000	0.081	(0.081)	-	(0.081)	-
<b>Total Expenses</b>	<b>\$89.795</b>	<b>\$94.235</b>	<b>\$91.683</b>	<b>(\$1.888)</b>	<b>(2.1)</b>	<b>\$2.552</b>	<b>2.7</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>(\$77.986)</b>	<b>(\$82.517)</b>	<b>(\$79.184)</b>	<b>(\$1.198)</b>	<b>(1.5)</b>	<b>\$3.333</b>	<b>4.0</b>

Totals may not add due to rounding

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

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

Totals may not add due to rounding

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

	December 2017 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$0.000	(\$0.406)	(\$0.032)	(\$0.032)	-	0.374	92.1
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	1.269	0.714	0.714	-	(0.555)	(43.7)
Capital and Other Reimbursements	0.000	1.797	(0.776)	(0.776)	-	(2.573)	*
<b>Total Receipts</b>	<b>\$0.000</b>	<b>\$2.660</b>	<b>(\$0.094)</b>	<b>(\$0.094)</b>	-	<b>(\$2.754)</b>	<b>*</b>
<b>Expenditures</b>							
Labor:							
Payroll	\$0.000	\$0.000	(\$2.425)	(2.425)	-	(2.425)	-
Overtime	0.000	0.000	0.397	0.397	-	0.397	-
Health and Welfare	0.000	0.000	(2.808)	(2.808)	-	(2.808)	-
OPEB Current Payment	0.000	0.000	1.419	1.419	-	1.419	-
Pensions	0.000	0.000	(1.022)	(1.022)	-	(1.022)	-
Other Fringe Benefits	0.000	1.500	3.124	3.124	-	1.624	*
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>\$0.000</b>	<b>\$1.500</b>	<b>(\$1.315)</b>	<b>(\$1.315)</b>	-	<b>(\$2.815)</b>	<b>*</b>
Non-Labor:							
Electric Power	\$0.000	\$0.000	\$0.051	0.051	-	0.051	-
Fuel	0.000	0.000	0.111	0.111	-	0.111	-
Insurance	0.000	0.000	(0.439)	(0.439)	-	(0.439)	-
Claims	0.000	0.000	0.415	0.415	-	0.415	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	(6.500)	0.455	0.455	-	6.955	*
Professional Service Contracts	0.000	0.000	0.017	0.017	-	0.017	-
Materials & Supplies	0.000	(0.470)	(1.454)	(1.454)	-	(0.984)	*
Other Business Expenses	0.000	0.000	0.213	0.213	-	0.213	-
<b>Total Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>(\$6.970)</b>	<b>(\$0.631)</b>	<b>(\$0.631)</b>	-	<b>\$6.339</b>	<b>90.9</b>
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	-	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures Before Depreciation</b>	<b>\$0.000</b>	<b>(\$5.470)</b>	<b>(\$1.946)</b>	<b>(\$1.946)</b>	-	<b>\$3.524</b>	<b>64.4</b>
Depreciation	8.300	8.300	10.472	2.172	26.2	2.172	26.2
Other Post Employment Benefits	7.500	7.500	7.082	(0.418)	(5.6)	(0.418)	(5.6)
GASB 68 Pension Adjustment	(0.500)	0.300	0.463	0.963	*	0.163	54.3
Environmental Remediation	0.000	0.000	0.081	0.081	-	0.081	-
<b>Total Expenditures</b>	<b>\$15.300</b>	<b>\$10.630</b>	<b>\$16.152</b>	<b>\$0.852</b>	<b>5.6</b>	<b>\$5.522</b>	<b>51.9</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$15.300</b>	<b>\$13.290</b>	<b>\$16.058</b>	<b>\$0.758</b>	<b>5.0</b>	<b>\$2.768</b>	<b>20.8</b>

Totals may not add due to rounding

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

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

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

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

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

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

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

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

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

**MTA STATEN ISLAND RAILWAY  
2017 YEAR-END RESULTS  
CASH RESULTS - ACTUAL UPDATE vs. FINAL ESTIMATE  
(\$ in millions)**

	2017		Favorable/(Unfavorable) Variance		
	Final Estimate	Preliminary Actual	Total	Real	Timing
<b><u>Receipts</u></b>					
Farebox Revenue	\$6.435	\$6.861	\$0.426	\$0.426	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	3.636	3.254	(0.382)	(0.382)	0.000
Capital and Other Reimbursements	4.307	2.290	(2.017)	0.000	(2.017)
<b>Total Receipts</b>	<b>\$14.378</b>	<b>\$12.405</b>	<b>(\$1.973)</b>	<b>\$0.044</b>	<b>(\$2.017)</b>
<b><u>Expenditures</u></b>					
Labor:					
Payroll	23.833	25.839	(2.006)	(2.006)	0.000
Overtime	4.909	4.116	0.793	0.793	0.000
Health and Welfare	5.713	7.075	(1.362)	(1.362)	0.000
OPEB Current Payment	2.375	1.170	1.205	1.205	0.000
Pensions	6.811	7.154	(0.343)	(0.343)	0.000
Other Fringe Benefits	4.149	4.583	(0.434)	(0.434)	0.000
GASB Account	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$47.790</b>	<b>\$49.937</b>	<b>(\$2.147)</b>	<b>(\$2.147)</b>	<b>\$0.000</b>
Non-Labor:					
Traction and Propulsion Power	\$3.716	\$3.762	(0.046)	(0.046)	\$0.000
Fuel for Buses and Trains	0.215	0.071	0.144	0.000	0.144
Insurance	0.918	1.595	(0.677)	0.000	(0.677)
Claims	0.087	0.280	(0.193)	(0.193)	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	27.349	14.398	12.951	8.039	4.912
Professional Service Contracts	1.109	0.994	0.115	0.115	0.000
Materials & Supplies	2.391	4.390	(1.999)	(1.999)	0.000
Other Business Expenses	0.030	0.104	(0.074)	(0.074)	0.000
<b>Total Non-Labor Expenditures</b>	<b>\$35.815</b>	<b>\$25.594</b>	<b>\$10.221</b>	<b>\$5.842</b>	<b>\$4.379</b>
Other Expenditure Adjustments:					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$83.605</b>	<b>\$75.531</b>	<b>\$8.074</b>	<b>\$3.695</b>	<b>\$4.379</b>
<b>Baseline Cash Deficit</b>	<b>(\$69.227)</b>	<b>(\$63.126)</b>	<b>\$6.101</b>	<b>\$3.739</b>	<b>\$2.362</b>



# Standard Follow-Up Reports: MTA Bus 2017 Year-End Report Summary

## 2017 Final Estimate vs. Actual

### Accrual / Non Reimbursable and Reimbursable

Total revenues had an unfavorable variance of \$2.9 million (1.2 percent). This was due to lower Capital and Other Reimbursement revenue of \$1.5 million (25.2 percent), reflecting the impact of revised timing assumptions for scheduled capital project activity; lower Other Operating Revenue of \$0.9 million (4.4 percent), primarily due to lower advertising receipts; and lower Farebox Revenue of \$0.5 million (0.2 percent), due to the impact of lower ridership.

Total expenses before Depreciation and GASB adjustments were higher than the Final Estimate by \$35.1 million (4.8 percent).

Total Labor Expenses were unfavorable by \$2.8 million (0.5 percent). This was largely due to higher Payroll of \$3.1 million (1.1 percent), mainly due to the timing of inter-agency billings and the timing of reimbursable projects; Overtime expenses of \$3.1 million (4.9 percent); and Health & Welfare/OPEB expenses of \$0.8 million (0.1 percent). These unfavorable variances were partially offset by lower Pension expenses of \$2.3 million (4.3 percent), and Other Fringe Benefits of \$1.9 million (2.8 percent).

Total Non-Labor expenses were unfavorable by \$32.3 million (18.3 percent), mainly due to higher Claims expenses of \$52.7 million (179.0 percent) based on actuarial re-estimates. This was partially offset by lower Maintenance and Other Operating Contracts expenses of \$9.3 million (27.1 percent), lower Professional Services expenses of \$6.6 million (22.1 percent), and lower Materials & Supplies expenses of \$3.3 million (6.5 percent).

The GASB 68 Pension Expense adjustment was favorable by \$114.6 million (100 percent) pending the completion of the actuarial review. MTABC's final audited 2017 financials will be updated to reflect the actuary's adjustment. Other Post Employment Benefit Obligation expenses were \$17.2 million favorable (17.1 percent) and Depreciation was higher by \$4.1 million (7.6 percent).

**MTA BUS COMPANY  
2017 YEAR-END REPORT  
SUMMARY**

**2017 Final Estimate vs. Actual**

**Cash**

The baseline cash deficit was \$22.4 million (4.7 percent) favorable to the Final Estimate, of which \$27.0 million (14.1 percent) was due to lower Non-Labor costs, partially offset by \$5.0 million (2.0 percent) in lower Receipts.

Cash receipts of \$240.9 million were \$5.0 million (2.0 percent) lower than the 2017 Final Estimate. The unfavorable variance was mainly due to lower Capital and Other Reimbursements of \$3.3 million (42.1 percent) resulting from schedule changes to capital projects, lower Farebox Revenue of \$0.9 million (0.4 percent) due to lower ridership, and lower Other Operating Revenue of \$0.7 million (3.4 percent) due to lower advertising revenue.

Total Expenditures of \$699.7 million were \$27.3 million (3.8 percent) lower than the 2017 Final Estimate.

Total Labor expenses were \$0.4 million favorable, reflecting lower Payroll expenses of \$4.9 million (1.8 percent) mainly due to the timing of retroactive wage adjustment (RWA) payments, and lower Other Fringe Benefits of \$4.2 million (7.5 percent). These results were partly offset by higher Health and Welfare/OPEB expenses of \$5.4 million (6.1 percent), and higher Overtime of \$3.1 million (4.9 percent).

Total Non-Labor expenses were \$27.0 million (14.1 percent) favorable, mostly due to lower expenses for Professional Service Contracts of \$17.3 million (44.3 percent), Maintenance and Other Operating Contracts of \$12.5 million (31.6 percent), and Materials & Supplies of 6.4 million (11.7 percent). These results were partially offset by higher Claims expenses of \$11.4 million (44.8 percent) due to the settlement of several large claims.

**Ridership**

Overall, 2017 ridership of 122.2 million was lower than the Final Estimate by 0.8 million or 0.6%.

**Positions**

As of December 31, 2017, total actual headcount was 3,952, the same as the Final Estimate.

**MTA BUS COMPANY  
2017 YEAR-END REPORT  
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES  
ACCRUAL BASIS**

**2017 Final Estimate vs. Actual**

- **Non-Reimbursable:**
  - **Operating Revenue** was \$1.5 million (0.6 percent) unfavorable primarily due to lower advertising receipts and the impact of lower ridership.
  - **Labor Costs** were \$3.3 million (0.6 percent) unfavorable mainly due to higher Payroll and Overtime costs. Payroll expenses exceeded the Final Estimate by \$3.2 million (1.1 percent) mostly due to the timing of inter-agency billings and reimbursable projects. Overtime expenses exceeded the Final Estimate by \$3.1 million (4.9 percent), primarily due to higher running time/traffic, shuttle service, and availability coverage requirements. Health & Welfare/OPEB current payment expenses exceeded the Final Estimate by \$1.7 million (1.9 percent) due to higher claims and prescription drug coverage. These results were partially offset by lower Pension expenses of \$1.8 million (3.4 percent) and Reimbursable Overhead of \$1.5 million.
  - **Non-Labor Costs** were \$33.3 million (19.0 percent) unfavorable to the Final Estimate. This was mostly due to higher Claims expenses of \$52.7 million (179.0 percent) based on actuarial re-estimates. This was partially offset by lower expenses for Maintenance and Other Operating Contracts of \$9.0 million (26.6 percent) mainly due to the timing of planned work, facility maintenance, and SBS rollouts; Professional Service Contracts of \$6.6 million (22.1 percent), due to the timing of inter-agency billings; Materials & Supplies of \$2.6 million (5.2 percent), mainly attributable to lower general maintenance material requirements and the timing of SBS rollouts; and Other Business Expenses of \$0.8 million (18.0 percent), due to lower Automatic Fare Collection (AFC) fees.
  - **Ridership** of 122.2 million was lower than the Final Estimate by 0.8 million, or 0.6% mainly due to inclement weather and the usage of alternative modes of transportation.

**MTA BUS COMPANY  
2017 YEAR-END REPORT  
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES  
ACCRUAL BASIS**

- **Reimbursable:**
  - **Capital and Other Reimbursements** were \$1.5 million (25.2 percent) unfavorable, reflecting the impact of revised timing assumptions for scheduled capital project activity. Accordingly, reimbursable expenses were lower by the same amount.
  - Non-Labor expenses and Labor expenses were favorable by \$1.0 million (88.9 percent) and \$0.5 million (10.6 percent), respectively.

**MTA BUS COMPANY  
2017 YEAR-END REPORT  
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES  
ACCRUAL BASIS**

**2017 Adopted Budget vs. Actual**

- **Non-Reimbursable:**
  - **Operating Revenue** of \$235.2 million was below the Adopted Budget by \$5.7 million (2.4 percent). Farebox Revenue was unfavorable by \$4.8 million (2.2 percent) due to lower ridership and Other Operating Revenue was lower by \$0.9 million (4.4 percent) due to lower advertising revenue.
  - **Labor Costs** were \$18.8 million (3.5 percent) unfavorable mostly due to higher Payroll, Overtime, and Pension expenses. Payroll expenses exceeded the Adopted Budget by \$5.1 million (1.8 percent) mainly due to the timing of inter-agency billings and reimbursable projects. Overtime expenses exceeded the Adopted Budget by \$10.8 million (19.4 percent), mainly due to higher running time/traffic, shuttle service, and availability coverage requirements. Pension expenses were \$5.8 million (13.0 percent) unfavorable based on actuarial re-estimates. These overruns were partially offset by lower Health & Welfare/OPEB expenses of \$0.9 million (0.1 percent) and other Fringe Benefits of \$0.5 million (0.8 percent).
  - **Non-Labor Costs** were \$18.2 million (9.6 percent) unfavorable to the Adopted Budget. Claims expenses were unfavorable by \$52.7 million (179 percent) based on actuarial re-estimates. This result was partially offset by lower expenses for Maintenance and Other Operating Contracts of \$17.5 million (41.4 percent), mainly due to the timing of planned work, facility maintenance, and SBS rollouts; Materials & Supplies expenses of \$6.8 million (12.5 percent) primarily due to lower general maintenance material requirements and the timing of SBS rollouts; Professional Service Contracts of \$4.1 million (15.2 percent), due to the timing of inter-agency billings; Fuel of \$4.0 million (17.1 percent), mainly due to CNG rebates; and Other Business Expenses of \$1.4 million (27.2 percent) due to lower AFC fees.
  - **Ridership** of 122.2 million was unfavorable to the Adopted Budget by 3.4 million, or 2.7% mainly due to inclement weather.

**MTA BUS COMPANY  
2017 YEAR-END REPORT  
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES  
ACCRUAL BASIS**

**2017 Adopted Budget vs. Actual**

- **Reimbursable:**
  - **Capital and Other Reimbursements** were \$1.5 million (25.2 percent) unfavorable, reflecting the impact of revised timing assumptions for scheduled capital project activity. Accordingly, reimbursable expenses were lower by the same amount.
  - Non-Labor expenses and Labor expenses were favorable by \$1.0 million (88.9 percent) and \$0.5 million (10.6 percent), respectively.

**MTA BUS COMPANY  
2017 YEAR-END REPORT  
EXPLANATIONS OF CASH RECEIPT AND EXPENDITURE VARIANCES**

**2017 Final Estimate vs. Actual**

**Receipts:** Total Receipts were unfavorable by \$5.0 million (2.0 percent).

- **Farebox Revenue:** Unfavorable real variance of \$0.9 million (0.4 percent), due to lower ridership.
- **Other Operating Revenue:** Unfavorable real variance of \$0.7 million (3.4 percent), due to lower advertising revenue.
- **Capital and Other Reimbursements:** Unfavorable real variance of \$3.3 million (42.1 percent) mainly due to schedule changes to capital projects.

**Expenditures/Labor:** Total Labor Expenditures were favorable by \$0.4 million. Major contributors were:

- **Payroll:** Favorable variance of \$4.9 million (1.8 percent) mainly due to the timing of the retroactive wage adjustment (RWA) payments.
- **Overtime:** Unfavorable real variance of \$3.1 million (4.9 percent) mainly due to higher running time/traffic, shuttle services, and availability coverage requirements.
- **Health & Welfare/OPEB:** Unfavorable real variance of \$5.4 million (6.1 percent) due to higher claims and prescription drug coverage.
- **Other Fringe Benefits:** Favorable variance of \$4.2 million (7.5 percent) primarily due to the timing of workers' compensation payments.

**Expenditures/Non-Labor:** Total Non-Labor Expenditures were \$27.0 million (14.1 percent) favorable. Major contributors were:

- **Fuel:** Favorable real variance of \$0.5 million (2.3 percent) mainly due to the receipt of CNG rebates.
- **Claims:** Unfavorable real variance of \$11.4 million (44.8 percent) due to the payment of several large claim settlements.
- **Maintenance and Other Operating Contracts:** Favorable timing variance of \$12.5 million (31.6 percent) mostly due to the timing of planned work, facility maintenance, and SBS rollouts.
- **Professional Service Contracts:** Favorable variance of \$17.4 million (44.3 percent). This consists of \$3.0 million real variance due to lower

engineering consulting and other professional services, and a \$14.3 million timing variance primarily due to the timing of inter-agency billings.

- **Materials and Supplies:** Favorable variance of \$6.4 million (11.7 percent). This consists of \$2.9 million real variance mainly due to lower material usage resulting from improved maintenance practices, the use of recycled/reconditioned material, and a \$3.5 million timing variance due to SBS rollouts.
- **Other Business Expenses:** Favorable timing variance of \$1.2 million (26.9 percent) million mostly due to the timing of payments.

**MTA BUS COMPANY  
2017 YEAR-END REPORT  
EXPLANATIONS OF CASH RECEIPT AND EXPENDITURE VARIANCES**

**2017 Adopted Budget vs. Actual**

**Receipts:** Total Receipts were \$11.1 million (4.4 percent) unfavorable.

- **Farebox Revenue:** Unfavorable variance of \$3.9 million (1.8 percent) due to lower ridership.
- **Other Operating Revenue** Unfavorable by \$0.7 million (3.4 percent) primarily due to lower advertising revenue.
- **Capital and Other Reimbursements:** Unfavorable variance of \$6.5 million (58.6 percent) mainly due to schedule changes of capital projects.

**Expenditures/Labor:** Total Labor Expenditures were unfavorable by \$12.8 million (2.4 percent). Major contributors were:

- **Payroll:** Favorable variance of \$6.8 million (2.4 percent) mainly due to the reserve for RWA payments.
- **Overtime:** Unfavorable variance of \$10.8 million (19.4 percent) mainly due to running time/traffic, shuttle services, and availability coverage requirements.
- **Health & Welfare/OPEB:** Unfavorable variance of \$2.9 million (3.1 percent) due to prior period payments.
- **Pensions:** Unfavorable variance of \$6.0 million (13.2 percent) due to changes in retirement benefits.

**Expenditures/Non-Labor:** Total Non-Labor Expenditures were \$23.8 million (12.7 percent) favorable. Major contributors were:

- **Fuel:** Favorable variance of \$4.3 million (18.3 percent) mostly due to the receipt of CNG rebates.
- **Claims:** Unfavorable variance of \$11.4 million (44.8 percent) due to the settlement of several large claims.
- **Maintenance and Other Operating Contracts:** Favorable variance of \$15.5 million (36.4 percent) primarily due to the timing of planned work, facility maintenance, and SBS rollouts.

- **Professional Service Contracts:** Favorable variance of \$5.4 million (19.9 percent) mainly due to the timing of inter-agency billings and lower than budgeted MOU expenses.
- **Materials and Supplies:** Favorable variance of \$7.4 million (13.3 percent) mainly due to lower material usage resulting from improved maintenance practices, the use of recycled/reconditioned material and the timing of SBS rollouts.
- **Other Business Expenses:** Favorable variance of \$1.8 million (35.1 percent) mainly due to the timing of payments.

**MTA BUS COMPANY  
2017 YEAR-END REPORT  
Explanation of Variances on Positions  
By Function and Department  
Non-Reimbursable-Reimbursable and Full-Time/Full-Time Equivalents**

**2017 Final Estimate vs. Actual**

There was a total of 3,952 employees, the same number as the Final Estimate. By function, the vacancies/(excess) were in the following categories:

- 41 Administration
- (65) Operations
- 9 Maintenance
- 10 Engineering/Capital
- 5 Public Safety

**MTA BUS COMPANY  
2017 YEAR-END REPORT  
Explanation of Variances on Positions  
By Function and Occupation Group  
Non-Reimbursable-Reimbursable and Full-Time/Full-Time Equivalents**

**2017 Final Estimate vs. Actual**

At year-end, there were a total of 3,952 employees, the same number as the Final Estimate. By Occupational Group (OG), the vacancies/(excess) positions were:

- 23 Managers/Supervisors
- 8 Professional/Technical/Clerical
- (31) Operation Hourlies

**MTA BUS COMPANY  
2017 YEAR-END REPORT  
EXPLANATIONS OF VARIANCES ON RIDERSHIP/TRAFFIC VOLUME  
(UTILIZATION)**

Revenue was lower than the Final Estimate by 0.2% and 0.8% higher than 2016 Actuals.

**Financial Summary**

Passenger Revenue	2017 Actuals	2016 Actuals	Percent Change + More / - Less Than	
			2016 Actual	2017 Final Estimate
<b>Fixed Route Revenue</b>	215,091,602	213,304,948	0.8%	-0.2%

**2017 Final Estimate vs. Actual**

MTA Bus Company Ridership was 0.8 million, or 0.6% lower than the Final Estimate and unfavorable by 3.4 million, or 2.7 % compared to 2016.

**Ridership Data - As of December 31, 2017**

	2017 Actuals	2016 Actuals	Percent Change + More / - Less Than	
			2016 Actuals	2017 Final Estimate
<b>Total Riders</b>	122,213,569	125,617,157	-2.7%	-0.6%
<b>Avg. Weekday</b>	396,227	407,201	-2.7%	n/a
<b>Avg. Weekend</b>	396,271	399,756	-0.9%	n/a
<b>Avg. Weekday Local</b>	364,465	374,066	-2.6%	n/a
<b>Avg. Weekday Express</b>	28,425	29,205	-2.7%	n/a

**MTA BUS COMPANY  
2017 YEAR-END REPORT  
RESULTS OF OPERATIONS**

Weekday AM pullouts were 0.2% lower than 2016 Actuals and 0.3% higher than 2017 Final Estimate.

Weekday PM Pullouts were 0.1% lower than 2016 Actuals and 0.5% higher than 2017 Final Estimate.

Completed Trips were the same as 2016 Actuals and 0.2% lower than 2017 Final Estimate.

The 2017 MDBF of 7,479 was 3.1% higher than the 2016 Actuals and 9.3% higher than the Final Estimate.

**MTA BUS COMPANY  
2017 YEAR-END REPORT  
RESULTS OF OPERATIONS**

<b>Performance</b>	<b>Final Estimate</b>	<b>2017 Actuals</b>	<b>2016 Actuals</b>	<b>2017 vs 2016 Variance</b>	<b>2017 Final Estimate Variance</b>
<b>Bus</b>					
AM Weekday Pullout Performance	99.36%	99.61%	99.79%	-0.18%	0.25%
PM Weekday Pullout Performance	99.36%	99.82%	99.87%	-0.05%	0.46%
Percentage of Completed Trips	99.36%	99.17%	99.17%	0.00%	-0.19%
Mean Distance Between Failures	6,842	7,479	7,271	2.86%	9.31%
Mean Distance Between Service Interruptions	2,778	3,508	3,443	1.89%	26.28%
<b>Safety</b>					
Customer Accidents/Million Customers	1.20	0.97	1.25	22.40%	19.17%
Customer Accidents Injuries/Million Customers	1.21	1.12	1.32	15.15%	7.44%
Collision/Million Miles	40.37	47.43	50.40	5.89%	-17.49%
Collision Injuries/Million Miles	4.58	3.34	6.04	44.70%	27.07%
Employee On-Duty Lost-Time Accidents per 100 Employees	6.67	N/A	7.32	-100.00%	100.00%

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

<b>NON-REIMBURSABLE</b>
-------------------------

	2017			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Operating Revenue</b>							
Farebox Revenue	\$ 219.857	\$ 215.630	\$ 215.092	\$ (4.765)	(2.2)	\$ (0.538)	(0.2)
Other Operating Revenue	21.089	21.089	20.157	(0.932)	(4.4)	(0.932)	(4.4)
Capital and Other Reimbursements				-		-	
<b>Total Revenue</b>	<b>\$ 240.946</b>	<b>\$ 236.719</b>	<b>\$ 235.249</b>	<b>\$ (5.697)</b>	<b>(2.4)</b>	<b>\$ (1.470)</b>	<b>(0.6)</b>
<b>Operating Expenses</b>							
<b>Labor:</b>							
Payroll	\$ 278.272	\$ 280.147	\$ 283.322	\$ (5.050)	(1.8)	\$ (3.175)	(1.1)
Overtime	55.441	63.093	66.215	(10.774)	(19.4)	(3.122)	(4.9)
Health and Welfare	65.624	63.090	68.797	(3.173)	(4.8)	(5.707)	(9.0)
OPEB Current Payment	25.928	25.892	21.897	4.031	15.5	3.995	15.4
Pensions	44.743	52.336	50.544	(5.801)	(13.0)	1.792	3.4
Other Fringe Benefits	66.349	67.238	65.830	0.519	0.8	1.408	2.1
GASB Account				-		-	
Reimbursable Overhead			(1.462)	1.462		1.462	
<b>Total Labor Expenses</b>	<b>\$ 536.357</b>	<b>\$ 551.797</b>	<b>\$ 555.143</b>	<b>\$ (18.786)</b>	<b>(3.5)</b>	<b>\$ (3.346)</b>	<b>(0.6)</b>
<b>Non-Labor:</b>							
Traction and Propulsion Power	\$ 1.937	\$ 1.916	\$ 1.772	\$ 0.165	8.5	\$ 0.144	7.5
Fuel for Buses and Trains	23.555	19.704	19.535	4.020	17.1	0.169	0.9
Insurance	6.100	5.755	5.633	0.467	7.7	0.122	2.1
Claims	29.447	29.447	82.155	(52.708)	*	(52.708)	*
Maintenance and Other Operating Contracts	42.379	33.878	24.854	17.525	41.4	9.024	26.6
Professional Service Contracts	27.276	29.693	23.134	4.142	15.2	6.559	22.1
Materials & Supplies	54.542	50.347	47.751	6.791	12.5	2.596	5.2
Other Business Expenses	5.172	4.591	3.765	1.407	27.2	0.826	18.0
<b>Total Non-Labor Expenses</b>	<b>\$ 190.409</b>	<b>\$ 175.332</b>	<b>\$ 208.599</b>	<b>\$ (18.191)</b>	<b>(9.6)</b>	<b>\$ (33.268)</b>	<b>(19.0)</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>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 726.766</b>	<b>\$ 727.129</b>	<b>\$ 763.742</b>	<b>\$ (36.976)</b>	<b>(5.1)</b>	<b>\$ (36.614)</b>	<b>(5.0)</b>
Depreciation	\$ 53.901	\$ 53.901	\$ 58.016	\$ (4.115)	(7.6)	\$ (4.115)	(7.6)
OPEB Obligation	100.150	100.150	82.980	17.170	17.1	17.170	17.1
GASB 68 Pension Expense Adjustment	43.300	114.600	-	43.300	100.0	114.600	100.0
Environmental Remediation	-	-	0.222	(0.222)		(0.222)	
<b>Total Expenses</b>	<b>\$ 924.118</b>	<b>\$ 995.780</b>	<b>\$ 904.960</b>	<b>\$ 19.157</b>	<b>2.1</b>	<b>\$ 90.820</b>	<b>9.1</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$ (683.172)</b>	<b>\$ (759.061)</b>	<b>\$ (669.711)</b>	<b>\$ 13.460</b>	<b>2.0</b>	<b>\$ 89.350</b>	<b>11.8</b>

\*Totals may not add due to rounding

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

	REIMBURSABLE			Favorable/(Unfavorable) Variance			
	2017						
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Other Operating Revenue							
Capital and Other Reimbursements	5.857	5.857	4.383	(1.474)	(25.2)	(1.474)	(25.2)
<b>Total Revenue</b>	<b>\$ 5.857</b>	<b>\$ 5.857</b>	<b>\$ 4.383</b>	<b>\$ (1.474)</b>	<b>(25.2)</b>	<b>\$ (1.474)</b>	<b>(25.2)</b>
<b>Expenses</b>							
<b><u>Labor:</u></b>							
Payroll	\$ 2.682	\$ 2.682	\$ 2.651	\$ 0.031	1.2	\$ 0.031	1.2
Overtime	-	-	-	-	-	-	-
Health and Welfare	1.101	1.101	0.149	0.952	86.5	0.952	86.5
OPEB Current Payment	-	-	-	-	-	-	-
Pensions	0.499	0.499	-	0.499	100.0	0.499	100.0
Other Fringe Benefits	0.485	0.485	-	0.485	100.0	0.485	100.0
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead			1.462	(1.462)	-	(1.462)	-
<b>Total Labor Expenses</b>	<b>\$ 4.767</b>	<b>\$ 4.767</b>	<b>\$ 4.262</b>	<b>\$ 0.505</b>	<b>10.6</b>	<b>\$ 0.505</b>	<b>10.6</b>
<b><u>Non-Labor:</u></b>							
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Fuel for Buses and Trains	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.235	0.235	-	0.235	100.0	0.235	100.0
Professional Service Contracts	-	-	-	-	-	-	-
Materials & Supplies	0.855	0.855	0.121	0.734	85.8	0.734	85.8
Other Business Expenses	-	-	-	-	-	-	-
<b>Total Non-Labor Expenses</b>	<b>\$ 1.090</b>	<b>\$ 1.090</b>	<b>\$ 0.121</b>	<b>\$ 0.969</b>	<b>88.9</b>	<b>\$ 0.969</b>	<b>88.9</b>
<b><u>Other Expense Adjustments:</u></b>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
<b>Total Other Expense Adjustments</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$ 5.857</b>	<b>\$ 5.857</b>	<b>\$ 4.383</b>	<b>\$ 1.474</b>	<b>25.2</b>	<b>\$ 1.474</b>	<b>25.2</b>
Depreciation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
OPEB Obligation	-	-	-	-	-	-	-
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 5.857</b>	<b>\$ 5.857</b>	<b>\$ 4.383</b>	<b>\$ 1.474</b>	<b>25.2</b>	<b>\$ 1.474</b>	<b>25.2</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>-</b>

\*Totals may not add due to rounding

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

<b>NON-REIMBURSABLE/ REIMBURSABLE</b>
-------------------------------------------

	2017			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$ 219.857	\$ 215.630	\$ 215.092	\$ (4.765)	(2.2)	\$ (0.538)	(0.2)
Other Operating Revenue	21.089	21.089	20.157	(0.932)	(4.4)	(0.932)	(4.4)
Capital and Other Reimbursements	5.857	5.857	4.383	(1.474)	(25.2)	(1.474)	(25.2)
<b>Total Revenue</b>	<b>\$ 246.803</b>	<b>\$ 242.576</b>	<b>\$ 239.632</b>	<b>\$ (7.171)</b>	<b>(2.9)</b>	<b>(2.944)</b>	<b>(1.2)</b>
<b>Expenses</b>							
<b><u>Labor:</u></b>							
Payroll	\$ 280.954	\$ 282.829	\$ 285.973	\$ (5.019)	(1.8)	\$ (3.144)	(1.1)
Overtime	55.441	63.093	66.215	(10.774)	(19.4)	(3.122)	(4.9)
Health and Welfare	66.725	64.191	68.946	(2.221)	(3.3)	(4.755)	(7.4)
OPEB Current Payment	25.928	25.892	21.897	4.031	15.5	3.995	15.4
Pensions	45.242	52.835	50.544	(5.302)	(11.7)	2.291	4.3
Other Fringe Benefits	66.834	67.723	65.830	1.004	1.5	1.893	2.8
Reimbursable Overhead	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>541.124</b>	<b>556.564</b>	<b>559.405</b>	<b>(18.281)</b>	<b>(3.4)</b>	<b>(2.841)</b>	<b>(0.5)</b>
<b><u>Non-Labor:</u></b>							
Traction and Propulsion Power	\$ 1.937	\$ 1.916	\$ 1.772	\$ 0.165	8.5	\$ 0.144	7.5
Fuel for Buses and Trains	23.555	19.704	19.535	4.020	17.1	0.169	0.9
Insurance	6.100	5.755	5.633	0.467	7.7	0.122	2.1
Claims	29.447	29.447	82.155	(52.708)	*	(52.708)	*
Maintenance and Other Operating Contracts	42.614	34.113	24.854	17.760	41.7	9.259	27.1
Professional Service Contracts	27.276	29.693	23.134	4.142	15.2	6.559	22.1
Materials & Supplies	55.397	51.202	47.872	7.525	13.6	3.330	6.5
Other Business Expenses	5.172	4.591	3.765	1.407	27.2	0.826	18.0
<b>Total Non-Labor Expenses</b>	<b>191.499</b>	<b>176.422</b>	<b>208.720</b>	<b>(17.222)</b>	<b>(9.0)</b>	<b>(32.299)</b>	<b>(18.3)</b>
<b><u>Other Expense Adjustments:</u></b>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
<b>Total Other Expense Adjustments</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$ 732.623</b>	<b>\$ 732.986</b>	<b>\$ 768.125</b>	<b>\$ (35.502)</b>	<b>(4.8)</b>	<b>\$ (35.140)</b>	<b>(4.8)</b>
Depreciation	\$ 53.901	\$ 53.901	\$ 58.016	\$ (4.115)	(7.6)	\$ (4.115)	(7.6)
OPEB Obligation	100.150	100.150	82.980	17.170	17.1	17.170	17.1
GASB 68 Pension Expense Adjustment	43.300	114.600	-	43.300	0.0	114.600	100.0
Environmental Remediation	-	-	0.222	(0.222)	-	(0.222)	-
<b>Total Expenses</b>	<b>\$ 929.975</b>	<b>\$ 1,001.637</b>	<b>\$ 909.343</b>	<b>\$ 20.631</b>	<b>2.2</b>	<b>\$ 92.294</b>	<b>9.2</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$ (683.172)</b>	<b>\$ (759.061)</b>	<b>\$ (669.711)</b>	<b>\$ 13.460</b>	<b>2.0</b>	<b>\$ 89.350</b>	<b>11.8</b>

\*Totals may not add due to rounding

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance
		\$	%	
Farebox Revenue	Non Reimb	(\$0.538)	(0.2)	Lower than planned ridership
Other Operating Revenue	Non Reimb	(\$0.932)	(4.4)	Lower advertising revenue
Capital and Other Reimbursements	Reimb	(\$1.474)	(25.2)	Timing of reimbursable projects and vacancies
Payroll	Non Reimb	(\$3.175)	(1.1)	Mainly due to interagency billings and timing of reimbursable projects
Overtime	Non Reimb	(\$3.122)	(4.9)	Mainly due to running time/traffic, shuttles and availability.
Health and Welfare	Non Reimb	(\$5.707)	(9.0)	} Higher medical expenses
OPEB Current Payment	Non Reimb	\$3.995	15.4	
Pensions	Non Reimb	\$1.792	3.4	Decrease in expenses
Other Fringe Benefits	Non Reimb	\$1.408	2.1	(a)
Reimbursable Overhead	Non Reimb	\$1.462	-	Primarily shuttle reimbursements
Traction and Propulsion Power	Non Reimb	\$0.144	7.5	Lower rates
Fuel for Buses and Trains	Non Reimb	\$0.169	0.9	Primarily due to CNG rebate offset by higher average fuel rates
Insurance	Non Reimb	\$0.122	2.1	(a)
Claims	Non Reimb	(\$52.708)	*	Higher than anticipated claim expense per new actuarial review
Maintenance and Other Operating Contracts	Non Reimb	\$9.024	26.6	Timing of planned work, facility maintenance, and SBS rollout.
Professional Service Contracts	Non Reimb	\$6.559	22.1	Mainly due to timing of interagency billings
Materials & Supplies	Non Reimb	\$2.596	5.2	Primarily due to lower general maintenance material expenses
Other Business Expenses	Non Reimb	\$0.826	18.0	Lower AFC collection fees and timing of mobility taxes
Depreciation	Non Reimb	(\$4.115)	(7.6)	Non cash expense
Other Post Employment Benefits	Non Reimb	\$17.170	17.1	Non cash expense
GASB 68 Pension Expense Adjustment	Non Reimb	\$114.600	100.0	Timing, pending actuarial evaluation at year end close
Environmental Remediation	Non Reimb	(\$0.222)	-	(a)
Payroll	Reimb	\$0.031	1.2	Timing of reimbursable projects
Health and Welfare	Reimb	\$0.952	86.5	Timing of reimbursable projects
Pension	Reimb	\$0.499	100.0	Timing of reimbursable projects
Other Fringe Benefits	Reimb	\$0.485	100.0	Timing of reimbursable projects
Reimbursable Overhead	Reimb	(\$1.462)	-	Timing of reimbursable projects
Maintenance and Other Operating Contracts	Reimb	\$0.235	-	Timing of reimbursable projects
Materials & Supplies	Reimb	\$0.734	85.8	Timing of reimbursable projects

**Total Expense Variance**                      \$92.294

**Net Variance**                                      \$89.350

\* Variance exceeds 100%.

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

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

	2017			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$ 219.857	\$ 216.876	\$ 215.980	\$ (3.877)	(1.8)	\$ (0.896)	(0.4)
Other Operating Revenue	21.089	21.089	20.362	(0.727)	(3.4)	(0.727)	(3.4)
Capital and Other Reimbursements	11.048	7.908	4.576	(6.472)	(58.6)	(3.332)	(42.1)
<b>Total Receipts</b>	<b>\$ 251.994</b>	<b>\$ 245.873</b>	<b>\$ 240.919</b>	<b>\$ (11.075)</b>	<b>(4.4)</b>	<b>\$ (4.954)</b>	<b>(2.0)</b>
<b>Expenditures</b>							
<b><u>Labor:</u></b>							
Payroll	\$ 278.914	\$ 277.002	\$ 272.085	\$ 6.830	2.4	\$ 4.917	1.8
Overtime	55.441	63.093	66.214	(10.773)	(19.4)	(3.121)	(4.9)
Health and Welfare	66.305	63.771	72.848	(6.542)	(9.9)	(9.077)	(14.2)
OPEB Current Payment	25.928	25.892	22.256	3.672	14.2	3.636	14.0
Pensions	45.071	50.870	51.023	(5.952)	(13.2)	(0.153)	(0.3)
Other Fringe Benefits	51.662	55.830	51.657	0.005	0.0	4.173	7.5
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 523.322</b>	<b>\$ 536.458</b>	<b>\$ 536.082</b>	<b>\$ (12.760)</b>	<b>(2.4)</b>	<b>\$ 0.376</b>	<b>0.0</b>
<b><u>Non-Labor:</u></b>							
Traction and Propulsion Power	\$ 1.937	\$ 1.916	\$ 1.771	\$ 0.166	8.6	\$ 0.145	7.6
Fuel for Buses and Trains	23.555	19.704	19.246	4.309	18.3	0.458	2.3
Insurance	6.100	5.755	5.468	0.632	10.4	0.287	5.0
Claims	25.385	25.385	36.766	(11.381)	(44.8)	(11.381)	(44.8)
Maintenance and Other Operating Contracts	42.615	39.614	27.102	15.513	36.4	12.512	31.6
Professional Service Contracts	27.276	39.193	21.847	5.430	19.9	17.347	44.3
Materials & Supplies	55.397	54.402	48.047	7.350	13.3	6.355	11.7
Other Business Expenses	5.172	4.591	3.357	1.815	35.1	1.234	26.9
<b>Total Non-Labor Expenditures</b>	<b>\$ 187.438</b>	<b>\$ 190.561</b>	<b>\$ 163.604</b>	<b>\$ 23.834</b>	<b>12.7</b>	<b>\$ 26.957</b>	<b>14.1</b>
<b>Total Expenditures Before Depreciation</b>	<b>\$ 710.760</b>	<b>\$ 727.019</b>	<b>\$ 699.686</b>	<b>\$ 11.074</b>	<b>1.6</b>	<b>\$ 27.333</b>	<b>3.8</b>
Depreciation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
OPEB Obligation	-	-	-	-	-	-	-
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-
<b>Total Expenditures</b>	<b>\$ 710.760</b>	<b>\$ 727.019</b>	<b>\$ 699.686</b>	<b>\$ 11.074</b>	<b>1.6</b>	<b>\$ 27.333</b>	<b>3.8</b>
<b>Baseline Cash Deficit</b>	<b>\$ (458.766)</b>	<b>\$ (481.146)</b>	<b>\$ (458.767)</b>	<b>\$ (0.001)</b>	<b>0.0</b>	<b>\$ 22.379</b>	<b>4.7</b>

\*Totals may not add due to rounding

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

	2017			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$ -	\$ 1,246	\$ 0.888	\$ 0.888	-	\$ (0.358)	(28.7)
Other Operating Revenue	-	-	0.205	0.205	-	0.205	-
Capital and Other Reimbursements	5.191	2.051	0.193	(4.998)	(96.3)	(1.858)	(90.6)
<b>Total Receipts</b>	<b>\$ 5.191</b>	<b>\$ 3.297</b>	<b>\$ 1.287</b>	<b>\$ (3.904)</b>	<b>(75.2)</b>	<b>\$ (2.010)</b>	<b>(61.0)</b>
<b>Expenditures</b>							
<b>Labor:</b>							
Payroll	\$ 2.040	\$ 5.827	\$ 13.888	\$ 11.848	*	\$ 8.061	*
Overtime	-	-	0.001	0.001	-	0.001	-
Health and Welfare	0.420	0.420	(3.902)	(4.321)	*	(4.322)	*
OPEB Current Payment	-	-	(0.359)	(0.359)	-	(0.359)	-
Pensions	0.171	1.965	(0.479)	(0.650)	*	(2.444)	*
Other Fringe Benefits	15.172	11.893	14.173	(0.999)	(6.6)	2.280	19.2
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 17.803</b>	<b>\$ 20.106</b>	<b>\$ 23.323</b>	<b>\$ 5.520</b>	<b>31.0</b>	<b>\$ 3.217</b>	<b>16.0</b>
<b>Non-Labor:</b>							
Traction and Propulsion Power	\$ -	\$ -	\$ 0.001	\$ (0.001)	-	\$ (0.001)	-
Fuel for Buses and Trains	0.000	-	0.289	0.289	*	0.289	-
Insurance	-	-	0.165	0.165	-	0.165	-
Claims	4.062	4.062	45.389	41.327	*	41.326	*
Maintenance and Other Operating Contracts	(0.001)	(5.501)	(2.248)	(2.247)	*	3.253	59.1
Professional Service Contracts	(0.000)	(9.500)	1.287	1.288	*	10.788	*
Materials & Supplies	-	(3.200)	(0.174)	(0.174)	-	3.025	94.6
Other Business Expenses	-	-	0.408	0.408	-	0.408	-
<b>Total Non-Labor Expenditures</b>	<b>\$ 4.061</b>	<b>\$ (14.139)</b>	<b>\$ 45.117</b>	<b>\$ 41.056</b>	<b>*</b>	<b>\$ 59.256</b>	<b>*</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>\$ 27.055</b>	<b>\$ 9.264</b>	<b>\$ 69.726</b>	<b>\$ 42.672</b>	<b>*</b>	<b>\$ 60.463</b>	<b>*</b>
Depreciation	\$ 53.901	\$ 53.901	\$ 58.016	\$ 4.115	7.6	\$ 4.115	7.6
OPEB Obligation	100.150	100.150	82.980	(17.170)	(17.1)	(17.170)	(17.1)
GASB 68 Pension Expense Adjustment	43.300	114.600	-	(43.300)	(100.0)	(114.600)	(100.0)
Environmental Remediation	-	-	0.222	(0.222)	-	0.222	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$ 224.406</b>	<b>\$ 277.915</b>	<b>\$ 210.944</b>	<b>\$ (13.462)</b>	<b>(6.0)</b>	<b>\$ (66.971)</b>	<b>(24.1)</b>

\*Totals may not add due to rounding

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

Generic Revenue or Expense Category	Variance Fav (Unfav)		Reason for Variance
	\$	%	
Farebox Revenue	(\$0.896)	(0.4)	Lower ridership
Other Operating Revenue	(\$0.727)	(3.4)	Lower Advertising Revenues
Capital and Other Reimbursements	(\$3.332)	(42.1)	Timing of reimbursable projects and vacancies
Payroll	\$4.917	1.8	Mainly due to interagency billings and timing of reimbursable projects
Overtime	(\$3.121)	(4.9)	Mainly due to running time/traffic, shuttles and availability.
Health and Welfare	(\$9.077)	(14.2)	} Timing of payments
OPEB Current Payment	\$3.636	14.0	
Pensions	(\$0.153)	(0.3)	(a)
Other Fringe Benefits	\$4.173	7.5	Timing of Workers Compensation payments.
Reimbursable Overhead	\$0.000	-	(a)
GASB account	\$0.000	-	(a)
Traction and Propulsion Power	\$0.145	7.6	Lower rates
Fuel for Buses and Trains	\$0.458	2.3	Timing of payments
Insurance	\$0.287	5.0	(a)
Claims	(\$11.381)	(44.8)	Higher than anticipated claim payouts
Maintenance and Other Operating Contracts	\$12.512	31.6	Timing of planned work, facility maintenance, and SBS rollout.
Professional Service Contracts	\$17.347	44.3	Timing of interagency billings
Materials & Supplies	\$6.355	11.7	Primarily due to lower general maintenance material expenses
Other Business Expenses	\$1.234	26.9	Timing of payments
Environmental Remediation	\$0.000	-	(a)

**Total Expense Variance**     \$27.333

**Net Variance**     \$22.379

\* Variance exceeds 100%.

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

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

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

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

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

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

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

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

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

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

\* Above 100%

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

**December 2017 Year-to-Date vs. Final Estimate**

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

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

\* Above 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2017 Overtime Reporting**  
**Overtime Legend**

**MTA Bus Company**  
**2018 Overtime Reporting**  
**Overtime legend**

<u>Type</u>	<u>Definition</u>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes 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>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.



**New York City Transit**

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