



New York City Transit

Committee Meeting

June 2018

Committee Members

F. Ferrer, Committee Chairman

A. Albert
R. Glucksman
D. Jones
S. Metzger
C. Moerdler
S. Rechler

J. Samuelsen
P. Trottenberg
V. Vanterpool
J. Vitiello
P. Ward
C. Weisbrod



MTA New York City Transit will be providing additional trips on several train and bus lines as part of regular, ongoing efforts to accommodate changes in ridership and demand.

New York City Transit and Bus Committee Meeting

**2 Broadway, 20th Floor Conference Room
New York, NY 10004**

**Monday, 6/18/2018
10:00 - 11:30 AM ET**

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – MAY 21, 2018

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3. COMMITTEE WORK PLAN

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4. PRESIDENT'S REPORT

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a. Customer Service Report

i. Subway Report

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ii. NYCT, MTA Bus Report

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iii. Paratransit Report

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iv. Strategy & Customer Experience Report

Strategy and Customer Experience Report - Page 86

b. Safety Report

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c. Crime Report

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

NYCT, SIR, MTA Bus Financial & Ridership Reports - Page 103

e. Capital Program Status Report

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5. MTACC REPORT

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6. PROCUREMENTS

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a. Non-Competitive (None)

b. Competitive

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c. Ratifications

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7. SERVICE CHANGES

a. Staten Island Express Bus Restructuring (For Approval)

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b. Bx27 Extension to Soundview Ferry

Bx27 Extension to Soundview Ferry - Page 227

c. Fall 2018 Bus Schedule Changes

Fall 2018 Bus Schedule Changes - Page 231

d. MTA Bus Off-Peak Frequency Enhancements for the Q6 and Q69

MTA Bus Off-Peak Frequency Enhancements for the Q6 and Q69 - Page 237

8. STANDARD FOLLOW UP REPORTS

a. MetroCard Report

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b. Transit Recidivism Report, 1st Quarter, 2018

Transit Recidivism Report, 1st Quarter, 2018 - Page 249

9. OUTSTANDING BUSINESS (No Materials)

10. EXECUTIVE OFFICE CONTACT INFORMATION

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Minutes of Regular Meeting
Committee on Operations of the MTA New York City Transit Authority, Manhattan and
Bronx Surface Transit Operating Authority,
Staten Island Rapid Transit Operating Authority,
Capital Construction Company and Bus Company
May 21, 2018

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

The following Members were present:

Hon. Fernando Ferrer, Committee Chair
Hon. Andrew Albert
Hon. Randolph Glucksman
Hon. David R. Jones
Hon. Susan G. Metzger
Hon. John J. Molloy
Hon. Scott Rechler
Hon. John Samuelson
Hon. Veronica Vanterpool
Hon. James E. Vitiello
Hon. Peter Ward
Hon. Carl Weisbrod

The following Members were absent:

Hon. Charles G. Moerdler
Hon. Polly Trottenberg

Also present were:

Hon. Carl Wortendyke, Board Member

Andy Byford, President
Joel Andrews, Vice President, EEO and Diversity
Peter Cafiero, Chief, Operations Planning
Craig Cipriano, Executive Vice President, MTA Bus
Vincent Coogan, Assistant Chief, NYPD Transit Bureau
Michael Cosgrove, Vice President, Paratransit
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, Chief Operating Officer, Subways
Sally Librera, Senior Vice President, Subways
Sarah Meyer, Chief Customer Officer

John O'Grady, Senior Vice President, Capital Program Management
Jaibala Patel, Chief Financial Officer
Stephen Plochochi, Senior Vice President, Operations Support, Materiel

Janno Lieber, MTA Chief Development Officer, MTA Capital Construction

I. Chairman Ferrer opened the meeting.

II. Public Speakers

Jean Ryan, from Disabled in Action, stated she is not able to take the Express Bus in the mornings due to too many problems with boarding. She also objected to vehicles constantly blocking the bus lanes.

Pedro Valdez Rivera emphasized the importance of holding contractors accountable for finishing projects on time.

Omar Vera likewise noted the importance of contractors staying on schedule, especially with respect to the Canarsie Tube.

Murray Bodin noted important steps are being taken during the Committee Meetings. These steps are making a positive impact on MNR and LIRR. He expressed optimism that things are getting better.

III. Minutes and Work Plan

Member Weisbrod noted that the April 23, 2018 Committee Minutes indicated his presence at that meeting, when in fact he was not in attendance. The April 23, 2018 Committee Minutes were corrected to reflect Member Weisbrod's absence at the April Committee meeting.

As so corrected, upon motion duly made and seconded, the Committee approved the minutes of the April 23, 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.

A. Customer Service Operations Report

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

Member Albert inquired about the delivery schedule and performance of the R179s. Ms. Librera responded the R179s are more reliable than they were initially. There are six trains currently in operation. Ms. Librera added there is a meeting with the car builder later in the week to help facilitate a more reliable production rate. President Byford stated a contingent will be traveling to the Plattsburgh facility to see production on site. He noted the importance of speaking with front line employees of the manufacturer and making sure they have everything they need.

Member Vanterpool inquired, regarding subway service delays, whether the category for police activity and the category for unruly customers overlap in the records. Ms. Librera responded in the negative, stating such instances are not double counted. She added NYCT will be using one consolidated data source for delay reporting moving forward.

Member Weisbrod inquired whether there is a pattern regarding major incidents of delays. Ms. Librera noted that a major incident is defined as one that causes fifty or more trains to be delayed. The location and timing of an incident has a large impact on whether it causes a major delay. For example, a switch failure in the middle of the night might not cause a major delay, but the same failure during rush hour would. Ms. Librera noted there has been a decrease in major incidents, which is attributed to system-wide improvements. For example, the staging of additional technical personnel and medical personnel has enabled quicker responses.

Craig Cipriano, EVP MTA Bus, delivered the Bus Report and the Paratransit Report.

Member Albert inquired whether the new double decker buses will have electronic indicators showing what stop is next, so as to reduce dwell time. Mr. Cipriano stated that moving forward, all new double decker buses will have electronic indicators. In addition, bus operators announce upcoming stops.

Carl Hamann, Acting Vice President, System Safety, delivered the Safety Report.

Vincent Coogan, Assistant Chief, NYPD Transit Bureau, delivered the Crime Report.

Member Albert inquired as to the cause of the decline in NYPD Transit Bureau TAB summonses. Assistant Chief Coogan indicated TAB summonses are down due to an increased policing focus on crime on subway cars. Member Albert also asked if someone commits a crime in the street, runs into the subway, and is apprehended in the subway, whether that incident would count as a subway crime. Assistant Chief Coogan responded it would not be recorded as a subway crime.

Member Albert further inquired whether an increase in the number of people being pushed off platforms is being studied. Assistant Chief Coogan responded in the affirmative, noting that there is an emphasis on trying to remove emotionally disturbed people from the platforms, and taking them to hospitals, before they can hurt anyone.

B. Financial Reports

Jaibala Patel, Chief Financial Officer, delivered the NYCT and SIR Finance Reports.

Craig Cipriano, EVP, MTA Bus, delivered the MTA Bus Finance Report.

John O'Grady, SVP, CPM, delivered the Capital Program Status Report.

Janno Lieber, MTA Chief Development Officer, delivered the MTACC Projects Report.

C. Procurements

SVP Plochochi introduced the NYCT and MTA Bus Company procurement agendas, which consisted of four actions totaling \$53.8 million in expenditures, highlighting two procurement action items: (1) the award of a \$2,754,675 contract to Siemens to modify an existing communications based train control contract for the Queens Boulevard Line, including a request for approval of a five year maintenance agreement with an option for an additional five years in the amount of \$1.6 million; and (2) the award of a \$45,453,955 contract to New Flyer for 53 articulated buses.

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

NYCT's non-competitive procurements in the Agenda, consisting of those requiring a two-thirds vote (Schedule A in the Agenda), those competitive procurements requiring a majority vote (Schedule H in the Agenda), proposed ratifications requiring a majority vote (Schedule K in the Agenda) and the MTA Bus competitive procurement requiring a two-thirds vote (Schedule C in the Agenda) were approved.

V. Service Changes

Peter Cafiero, Chief, Operations Planning NYCT, and Mark Holmes, Chief, Operations Planning, MTA Bus, provided the Service Changes Report.

In particular, Mr. Cafiero noted planned additional service on the    and  before and after peak hours.

Member Albert inquired whether the additional service on the  line applies to Lefferts Boulevard as well as Far Rockaway. Mr. Cafiero stated he would confirm.

Member Weisbrod inquired why additional trains cannot be added during peak hours. Mr. Cafiero explained that NYCT is at track capacity during peak hours.

Mr. Holmes noted routine changes to seven lines in response to changes in ridership. He further noted the terminus of the Queens bound Q24, Q25 and Q34 express buses will be Myrtle Avenue.

VI. Special Reports and Action Items

President Byford noted the standard follow-up reports, which included the MetroCard Report, the Elevator and Escalator Report, and the TAB Report.

Joel Andrews, Vice President, EEO and Diversity, presented the Diversity Report.

President Byford noted the following outstanding items: (1) The ongoing work to define right of way delays; (2) TAB fines update; (3) State of Good Repair Report (which will be discussed in the Corporate Plan); and (4) Progress Report on the Subway Action Plan, which will be presented in September.

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

Respectfully submitted,



Kristen M. Nolan



2018 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chair & Members
NYC Transit Committee Work Plan	Committee Chair & Members
Operations Performance Summary Presentation (including Financial/Ridership, Capital Program Status, Crime & Safety)	NYC Transit President & MTA Bus Co. President
Procurements	Materiel
MTACC Projects Report	MTACC
MetroCard Report	AFC Program Mgmt & Sales
Service Changes (if any)	Operations Planning
Tariff Changes (if any)	Management & Budget
Capital Budget Modifications (if any)	Capital Planning & Budget
Action Items (if any)	As Listed

II. SPECIFIC AGENDA ITEMS

Responsibility

June 2018

Transit Recidivism Report, 1st Qtr, 2018

Law

July 2018

No Items

August 2018

No Meetings Held

September 2018

Public comment/Committee review of budget	
2018 NYC Transit Mid-Year Forecast Monthly Allocation	Management & Budget
2018 SIR Mid-Year Forecast Monthly Allocation	Management & Budget
2018 MTA Bus Mid-Year Forecast Monthly Allocation	Management & Budget
2019 Preliminary NYC Transit Budget	Management & Budget
2019 Preliminary SIR Budget	Management & Budget
2019 Preliminary MTA Bus Budget	Management & Budget
Service Quality Indicators (including PES & MTA Bus PES)	Operations Planning
Elevator & Escalator Service Report, 2 nd Qtr, 2018	Subways
Transit Adjudication Bureau Report, 2 nd Qtr, 2018	Law
Transit Recidivism Report, 2 nd Qtr, 2018	Law
NYCT & MTA Bus EEO & Diversity Report, 2 nd 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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

2019 Preliminary MTA Bus Budget
Quarterly Customer Satisfaction Report

Management & Budget
Strategy & Customer
Experience

November 2018

Charter for Transit Committee
Elevator & Escalator Service Report, 3rd, Qtr, 2018
Transit Adjudication Bureau Report, 3rd Qtr, 2018

Law
Subways
Law

December 2018

NYCT 2019 Adopted Budget/Financial Plan 2019-2022
SIR 2019 Adopted Budget/Financial Plan 2019-2022
MTA Bus 2019 Adopted Budget/Financial Plan 2019-2022
NYCT & MTA Bus EEO & Diversity Report, 3rd Qtr, 2018
Transit Recidivism Report, 3rd Qtr, 2018

Management & Budget
Management & Budget
Management & Budget
EEO & Human Resources
Law

January 2019

Approval of 2019 NYC Transit Committee Work Plan
Quarterly Customer Satisfaction Report

Committee Chair & Members
Strategy & Customer
Experience

February 2019

Preliminary Review of NYC Transit 2018 Operating Results
Preliminary Review of SIR 2018 Operating Results
Preliminary Review of MTA Bus 2018 Operating Results
NYC Transit Adopted Budget/Financial Plan 2019-2022
SIR Adopted Budget/Financial Plan 2019-2022
MTA Bus Adopted Budget/Financial Plan 2019-2022
Service Quality Indicators (including PES)
ADA Compliance Report, 4th Qtr, 2018
Elevator & Escalator Service Report, 4th Qtr, 2018
Transit Adjudication Bureau Report, 4th Qtr, 2018
NYCT & MTA Bus EEO & Diversity Report, 2018 Yr End Rpt

Management & Budget
Operations Planning
Capital Program Management
Subways
Law
EEO & Human Resources

March 2019

Transit Recidivism Report, 4th Qtr, 2018

Law

April 2019

Homeless Outreach Report
Final Review of NYC Transit 2018 Operating Results
Final Review of SIR 2018 Operating Results
Final Review of MTA Bus 2018 Operating Results
Quarterly Customer Satisfaction Report

MTA
Management & Budget
Management & Budget
Management & Budget
Strategy & Customer
Experience

May 2019

Transit Adjudication Bureau Report, 1st Qtr, 2019
Elevator & Escalator Service Report, 1st Qtr, 2019
NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2019

Law
Subways
EEO & Human Resources

2018 Transit & Bus Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

An official record of proceedings which occurred during the previous month's Committee meeting.

NYC Transit Work Plan

A monthly update of any edits and/or changes in the work plan.

Operations Performance Summary

Summary presentation on the performance of Subway Service, including a discussion on Safety, Finance and Ridership and Capital Program Plan achievements. Information includes discussion on key indicators such as Subway MDBF, On-Time Performance, Subway accident rates; and Capital Plan awards, design starts and completions.

Procurements

List of procurement action items requiring Board approval and items for Committee and Board information. The Non-Competitive items will be first, followed by the Competitive items and then the Ratifications. The list will include items that need a 2/3 vote of the Board for approval.

MTACC Projects Report

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

MetroCard Report

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

Service Changes

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

Tariff Changes

Proposals presented to the Board for approval of changes affecting NYC Transit fare policy structure.

Capital Budget Modifications

Proposals presented to the Board for approval of changes to NYC Transit's 5-Year Capital Program.

Action Items

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

II. SPECIFIC AGENDA ITEMS (con't)

JUNE 2018

Transit Recidivism Report, 1st Qtr, 2018

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

JULY 2018

No Agenda Items

AUGUST 2018

No Meetings Held

SEPTEMBER 2018

2018 NYC Transit Mid-Year Forecast Monthly Allocation

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

2018 SIR Mid-Year Forecast Monthly Allocation

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

2018 MTA Bus Mid-Year Forecast Monthly Allocation

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

2019 NYC Transit Preliminary Budget

Public comments will be accepted on the 2019 Preliminary Budget.

2019 SIR Preliminary Budget

Public comments will be accepted on the 2019 Preliminary Budget.

2019 MTA Bus Preliminary Budget

Public comments will be accepted on the 2019 Preliminary Budget.

Service Quality Indicators/PES Report

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

Elevator & Escalator Service Report, 2nd Qtr, 2018

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

II. SPECIFIC AGENDA ITEMS (con't)

Transit Adjudication Bureau Report, 2nd Qtr, 2018

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

EEO & Diversity Report, 2nd Qtr, 2018

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

Transit Recidivism Report, 2nd Qtr, 2018

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

OCTOBER 2018

Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

2019 NYC Transit Preliminary Budget

Public comments will be accepted on the 2019 Preliminary Budget.

2019 SIR Preliminary Budget

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

2019 MTA Bus Preliminary Budget

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

Quarterly Customer Satisfaction Report

Quarterly presentation of customer satisfaction ratings about NYCT's bus, subway, and paratransit services. Report will identify trends from customer surveys results about key indicators and attributes that define the customer experience.

NOVEMBER 2018

Charter for Transit Committee

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

Elevator & Escalator Service Report, 3rd Qtr, 2018

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

Transit Adjudication Bureau Report, 3rd Qtr, 2018

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

II. SPECIFIC AGENDA ITEMS (con't)

DECEMBER 2018

NYCT 2019 Adopted Budget/Financial Plan 2019-2022

NYC Transit will present its revised 2019-2022 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2019-2022 reflecting the out-year impact of any changes incorporated into the 2019 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2019 by category.

SIR 2019 Adopted Budget/Financial Plan 2019-2022

NYC Transit will present SIR's revised 2019-2022 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2019-2022 reflecting the out-year impact of any changes incorporated into the 2019 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2019 by category.

MTA Bus 2019 Adopted Budget/Financial Plan 2019-2022

MTA Bus will present its revised 2019-2022 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2019-2022 reflecting the out-year impact of any changes incorporated into the 2019 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2019 by category.

EEO & Diversity Report, 3rd Qtr, 2018

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

Transit Recidivism Report, 3rd Qtr, 2018

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

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.

Quarterly Customer Satisfaction Report

Quarterly presentation of customer satisfaction ratings about NYCT's bus, subway, and paratransit services. Report will identify trends from customer surveys results about key indicators and attributes that define the customer experience.

FEBRUARY 2019

Preliminary Review of NYC Transit's 2018 Operating Results

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

II. SPECIFIC AGENDA ITEMS (con't)

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.

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, 4th 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, 4th 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, 4th 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.

II. SPECIFIC AGENDA ITEMS (con't)

MARCH 2019

Transit Recidivism Report, 4th 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.

APRIL 2019

Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

Final Review of NYC Transit 2018 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 2018 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 2018 Operating Results

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

Quarterly Customer Satisfaction Report

Quarterly presentation of customer satisfaction ratings about NYCT's bus, subway, and paratransit services. Report will identify trends from customer surveys results about key indicators and attributes that define the customer experience.

MAY 2019

Transit Adjudication Bureau Report, 1st Qtr, 2019

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

Elevator & Escalator Service Report, 1st Qtr, 2019

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

EEO & Diversity Report, 1st Qtr, 2019

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

President's Report

Andy Byford, President



On June 6, NYCT staff visited the Bombardier manufacturing facility in Plattsburgh, NY to get a firsthand look at the progress of the R179 train cars being assembled for the B Division (NYCT's lettered train lines).



President's Commentary

In the three weeks since the launch of our Fast Forward modernization plan, Transit has been a veritable hive of activity. Senior level sponsors have been identified for each of the main sections of our plan, and cross-departmental kick-off meetings held to identify owners of each group and individual work-stream. A Master Plan will then be created to track progress, identify linkage between projects and assign resources, all under the auspices of a project coordinator.

A number of executives and I recently went to Albany where we were able to present Fast Forward to legislators, as part of an ongoing push to seek buy-in to our plan. Reaction so far has been overwhelmingly positive.

In executing Fast Forward, we will focus on early improvements via a suite of "quick wins" while simultaneously developing our game-changers. These are the major initiatives such as resignalling the subway and expediting the installation of elevators and for which budget, design and lead-time is required.

A major focus continues to be on improving how we deliver the basic facets of operations and customer service. Huge effort is being applied to drive up standards of system reliability, punctuality, cleanliness and customer service. In parallel, work continues to further refine our capture and analysis of performance data, in turn to drive performance improvement.

Consistent with this approach, and in keeping with the Fast Forward foundations of customer service and accountability, this month's report now contains a section to enable the Chief Customer Officer to report out new, customer-facing metrics.

Performance remains mixed as we continue to drive forward the Bus and Subway Action Plans. July 2018 will mark the one-year anniversary of the start of subway program, and I will provide a report on its results to date in September.

Recruitment of key personnel continues. We expect to have selected our new subway station management teams by the end of July, by which time we also hope to have the Senior Accessibility Adviser appointed.

Intense focus is being applied to both the resignalling and accessibility elements of our plan. We are making good progress on the first tranche of surveys of those stations that are not yet accessible, results of which we are reviewing on an ongoing basis. This month we are bringing an RFP Authorizing Resolution to the Board to identify multiple design-build contractors for elevator installation at locations funded in the current Capital Program. This approach will allow us to accelerate the pace of elevator installation and support the goals in the Fast Forward Plan.

A dual-track approach is being adopted to progress signal upgrades. Contracts will shortly be let on two further lines for the installation of modern, communications based train control systems, consistent with the expedited process demanded by our Fast Forward plan. In parallel, we continue to actively explore the potentially quicker and cheaper solution that Ultra Wide Band

may offer and this will be further explored at an upcoming supplier conference that is being arranged.

I look forward to discussing these and other issues in more detail at the Committee and Board meetings.

Andy Byford

President, New York City Transit

Customer Service Report: Subways

Sally Librera, Senior Vice President



Maintenance on wayside track circuit relay which controls signal operations.

May 2018 Highlights: Department of Subways

Last month, President Byford presented *Fast Forward: The Plan to Modernize New York City Transit*. Subways is fully committed to this visionary corporate plan, which aims to install CBTC signal systems on 5 new lines and make 50 more stations accessible within 5 years, among many other commitments. We recognize that delays are costly for New Yorkers so we're moving forward, fast, to improve our reliability, agility, accountability, safety, security, resiliency, customer service, and communication. Delivering safe, reliable and rapid transit is our priority every day and night, 24/7.

The Subway Action Plan has already repaired more than 10,000 track defects and 1,100 signal components, and installed 87,000 friction pads and more than 20 miles of continuous welded rail. We've grouted over 1,500 leaks, cleared over 240 miles of our drainage system, inspected subway doors on more than 6,000 cars, and cleaned more than 200 miles of track litter and debris. The overall major incident trend post-SAP remains positive, weekday major incidents have decreased by 10.4% since the Subway Action Plan was initiated.

Notwithstanding these accomplishments, May was a challenging month in which we experienced 85 major incidents on weekdays. The increase was largely attributable to Signal incidents, which increased to 35 from 25 a year ago. The 7 line had 15 major incidents, about half of which were related to signals. While the new Communications Based Train Control (CBTC) system being installed on the 7 is nearly complete, we have experienced challenges while both the old and new systems operate together. Efforts are continuing on this line and throughout the system to target for improvement the worst performing assets and/or assets in the most critical locations.

Several subway performance measures showed improvement in May 2018, specifically Additional Platform Time (APT) and Additional Train Time (ATT), which measure additional travel time experienced by customers compared to the schedule, as well as Service Delivered, which measures the percent of scheduled trips that are operated. There were improvements on most lines in both divisions, with the largest improvements on the A division, due in part to recent schedule changes on the 2, 3, 4, and 5 lines that better reflected actual running times and improved reliability. While schedules are critical to performance management, we also recognize the need to minimize travel time for customers and are working on service management strategies that will reduce running times.

Subways has also been working to improve our data quality. We reduced the lag time for reporting monthly delays, on-time performance and subway car mean distance between failures (MDBF), with both April and May data presented this month. We have also been developing a revised delay chart based on data from our enhanced incident database which has technical information relevant to assigning delay categories. Only a few years ago, we were using paper sheets to record delays. We've come a long way, and we look forward to discussing progress on this effort with the Committee. We remain fully committed to continued improvement in our delay reporting.

Sally Librera

Senior Vice President, Department of Subways

Subway Report

Subway Report Performance Indicators							
Category	Performance Indicator	May 2018 (except where noted with **)			12-Month Average (May 2018 data except where noted with **)		
		This Year	Last Year	% Diff	This Year	Last Year	% Diff
Customer-Focused Metrics	Weekday Major Incidents (Chart 1)	85	75	+13.3%	70.0	73.0	-4.1%
	Weekend Major Incidents (Chart 2)	5	7	-28.6%	7.5	8.1	-7.2%
	Weekday Service Delivered (Chart 3)	94.8%	93.8%	+1.0%	94.3%	95.0%	-0.7%
	Weekend Service Delivered (Chart 5)	98.0%	98.3%	-0.3%	96.5%	98.2%	-1.7%
	Additional Platform Time (h:mm:ss) (Chart 7)	0:01:14	0:01:25	-12.9%	0:01:21	N/A*	N/A*
	Additional Train Time (h:mm:ss) (Chart 9)	0:01:21	0:01:37	-16.5%	0:01:28	N/A*	N/A*
Inputs to Operations	Mean Distance Between Failures (Chart 11)	121,535	133,209	-8.8%	119,949	115,145	+4.2%
	Mean Distance Between Failures (Chart 11) April 2018 Data**	137,297	130,176	+5.5%	120,835	115,527	+4.6%
	Elevator Availability (Chart 12)	97.2%	95.8%	+1.4%	96.3%	95.7%	+0.6%
	Escalator Availability (Chart 12)	94.5%	93.9%	+0.6%	94.3%	93.9%	+0.4%
Passenger Environment	Subway Car PES-KPI (Chart 13)				94.6%	94.8%	-0.2%
	Stations PES-KPI (Chart 14)				90.7%	89.3%	+1.4%
	Staten Island Railway PES-KPI (Chart 15)				90.9%	87.5%	+3.4%
Staten Island Railway	24 Hour On-Time Performance	97.7%	97.8%	-0.1%	96.7%	95.0%	+1.7%
	AM Rush On-Time Performance	99.3%	100.0%	-0.7%	96.7%	97.4%	-0.7%
	PM Rush On-Time Performance	96.2%	95.5%	+0.7%	96.6%	95.0%	+1.6%
	Percentage of Completed Trips	99.7%	99.5%	+0.2%	99.9%	99.7%	+0.2%
	Mean Distance Between Failures	75,302	75,247	+0.1%	55,012	50,716	+8.5%
Legacy Indicators	Weekday Wait Assessment (Chart 16)	71.2%	71.1%	+0.1%	70.3%	72.6%	-2.3%
	Weekend Wait Assessment (Chart 17)	79.4%	80.5%	-1.1%	76.6%	80.6%	-4.0%
	Weekday Terminal On-Time Performance (Chart 18)	66.3%	61.7%	+4.6%	63.8%	64.6%	-0.8%
	Weekday Terminal On-Time Performance (Chart 18) April 2018 Data**	67.7%	63.4%	+4.3%	63.4%	65.2%	-1.8%
	Weekend Terminal On-Time Performance (Chart 19)	69.7%	71.7%	-2.0%	67.6%	71.9%	-4.3%
	Weekend Terminal On-Time Performance (Chart 19) April 2018 Data**	71.2%	71.2%	0.0%	67.7%	71.9%	-4.2%
	Weekday Trains Delayed	60,681	67,452	-10.0%	63,187	59,003	+7.1%
	Weekday Trains Delayed (Chart 20) April 2018 Data**	56,187	58,651	-4.2%	63,751	57,585	+10.7%
	Weekend Trains Delayed	14,976	14,002	+7.0%	17,443	14,369	+21.4%
	Weekend Trains Delayed (Chart 21) April 2018 Data**	15,385	16,017	-3.9%	17,362	14,446	+20.2%

*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 previously reported information from two months prior, but will now report information from the previous 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)

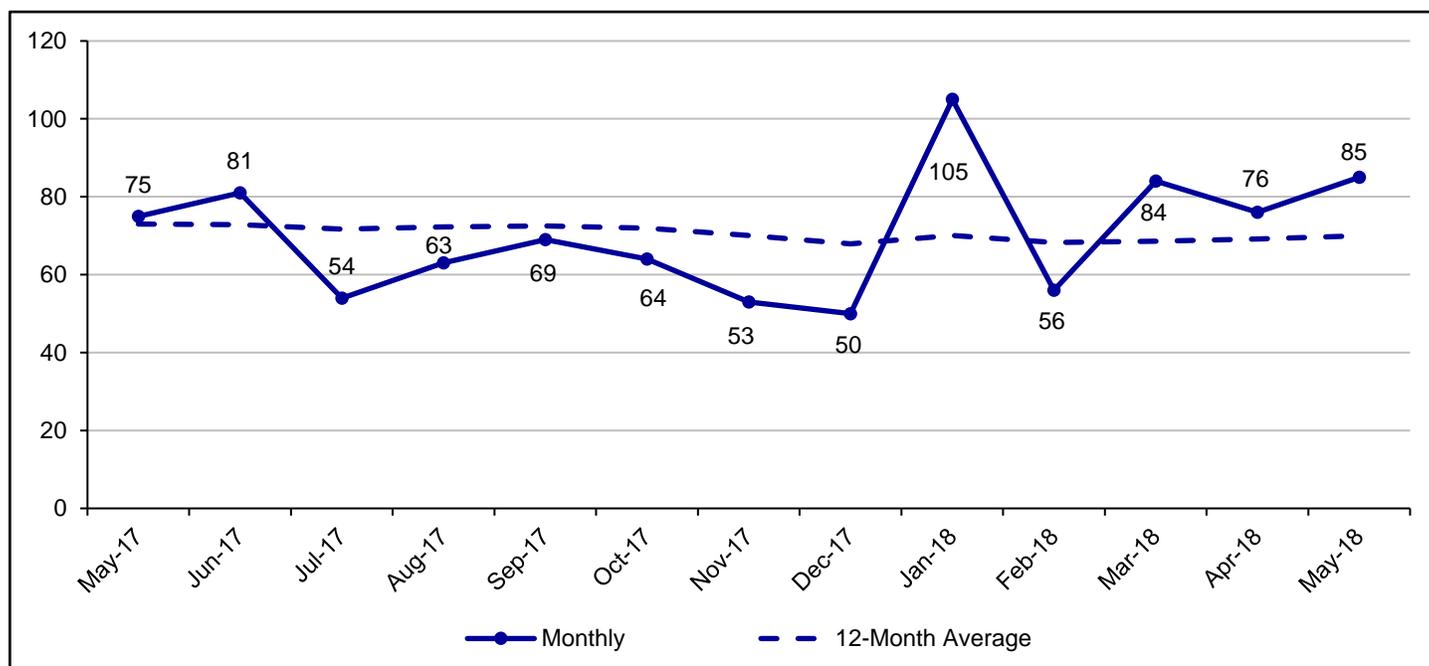
The average added time that customers spend waiting on the platform for a train, compared with their scheduled wait time. Additional Platform Time is measured using a combination of customers' MetroCard entry data into stations and train departure times from those stations, using information from the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



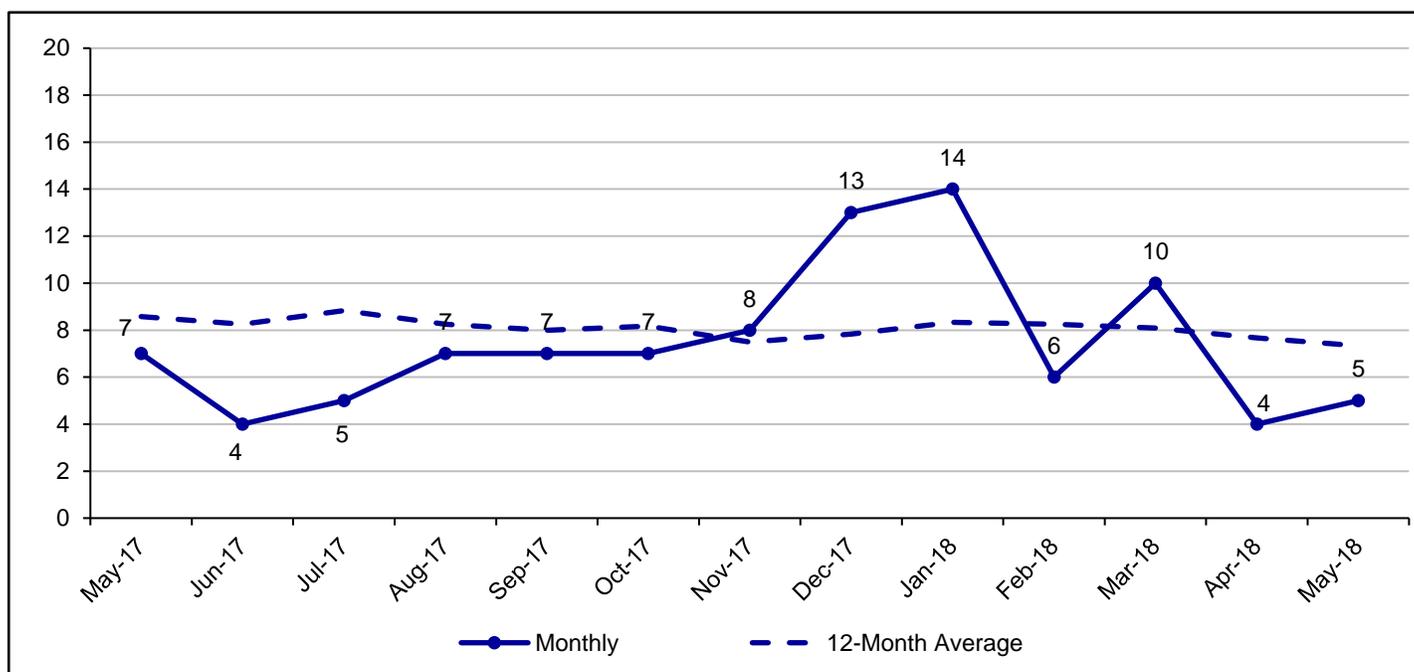
Categories	Monthly			12-Month Average		
	May 18	May 17	Difference	May 18	May 17	Difference
Track	18	9	+9	15.4	16.4	-1.0
Signals	35	25	+10	21.7	24.2	-2.5
Persons on Trackbed/Police/Medical	11	21	-10	14.3	15.9	-1.6
Stations & Structure	9	9	+0	5.1	4.3	+0.8
Subway Car	2	6	-4	3.9	5.3	-1.4
Other	10	5	+5	9.6	6.9	+2.7
Subdivision A	41	38	+3	33.8	37.5	-3.7
Subdivision B	44	37	+7	36.2	35.4	+0.8
Systemwide	85	75	+10	70.0	73.0	-3.0
Avg Incident Duration (h:mm:ss)	0:18:01	0:20:18	-0:02:17	0:16:58	0:17:20	-0:00:22
Avg Trains Delayed per Incident	99	127	-28	108	105	+3

Major Incidents Discussion

- The 85 Major Incidents in May 2018 were 21% higher than the 12-month average of 70. This is nine incidents more than in April 2018 and 10 more than in May 2017.
- The 7 line had 15 major incidents, about half of which were related to signals. While the new Communications Based Train Control (CBTC) system being installed on the 7 is nearly complete, there have been challenges while both the old and new systems operate together.
- Despite the year-over-year increase in Major Incidents, the average number of trains delayed per incident decreased from 127 to 99.
- Comparing July 2017 through May 2018 to the first half of 2017 (before the Subway Action Plan was initiated), weekday major incidents/day declined by 8.5%, 11.0%, and 17.2% for the Track, Signal, and Subway Car categories respectively.

Chart 1

Subway Weekend Major Incidents (24 hours)



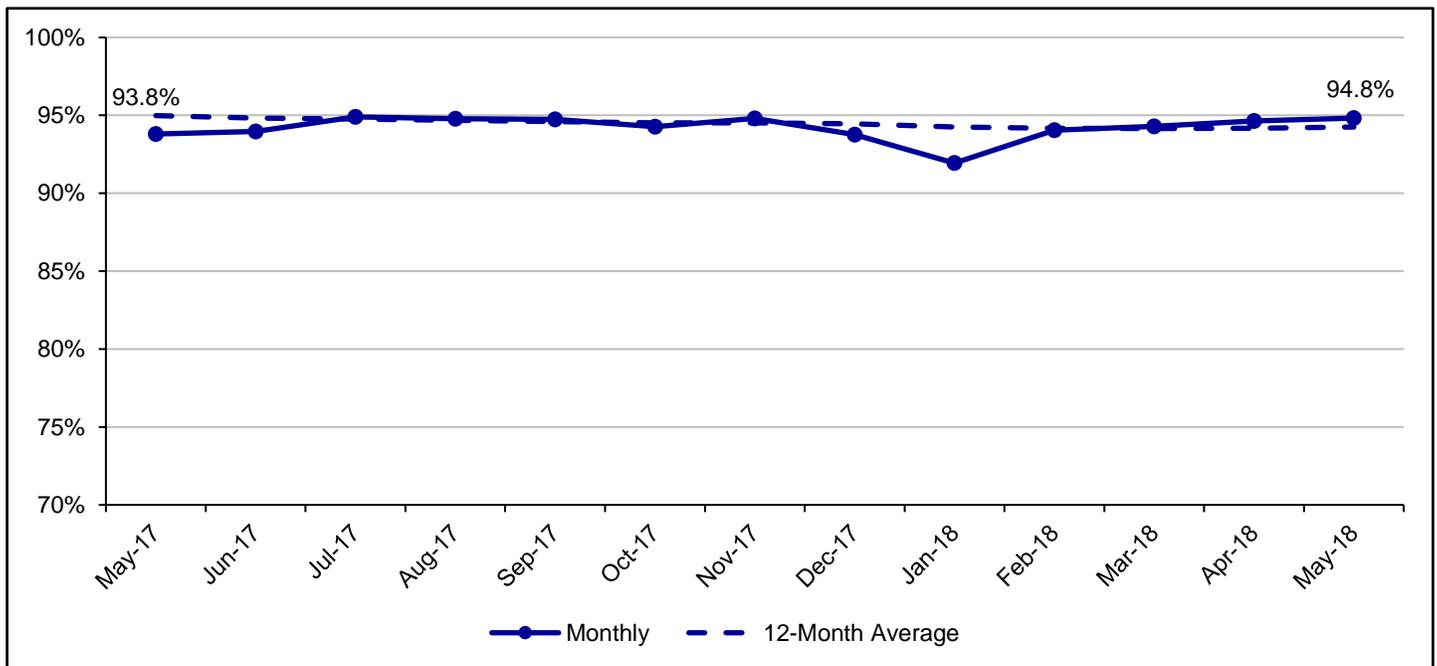
Categories	Monthly			12-Month Average		
	May 18	May 17	Difference	May 18	May 17	Difference
Track	1	1	0	1.3	1.4	-0.1
Signals	2	3	-1	2.3	2.1	+0.2
Persons on Trackbed/Police/Medical	1	0	+1	1.3	1.8	-0.5
Stations & Structure	0	1	-1	0.6	0.3	+0.3
Subway Car	1	0	+1	0.2	0.3	-0.1
Other	0	2	-2	2.0	2.3	-0.3
Subdivision A	1	3	-2	3.4	3.9	-0.5
Subdivision B	4	4	0	4.1	4.2	-0.1
Systemwide	5	7	-2	7.5	8.1	-0.6
Avg Incident Duration (h:mm:ss)	0:09:12	0:31:26	-0:22:15	0:20:41	0:23:37	-0:02:56
Avg Trains Delayed per Incident	64	82	-18	98	88	+10

Major Incidents Discussion

- Weekend Major Incidents remains near its lowest level since this measure has been reported.

Chart 2

Subway Weekday % Service Delivered (Peak Hours)



	Monthly			12-Month Average		
	May 18	May 17	Difference	May 18	May 17	Difference
Subdivision A	93.0%	91.6%	1.4%	92.2%	92.9%	-0.7%
Subdivision B	96.2%	95.4%	0.8%	95.8%	96.6%	-0.8%
Systemwide	94.8%	93.8%	1.0%	94.3%	95.0%	-0.7%

Weekday Service Delivered Discussion

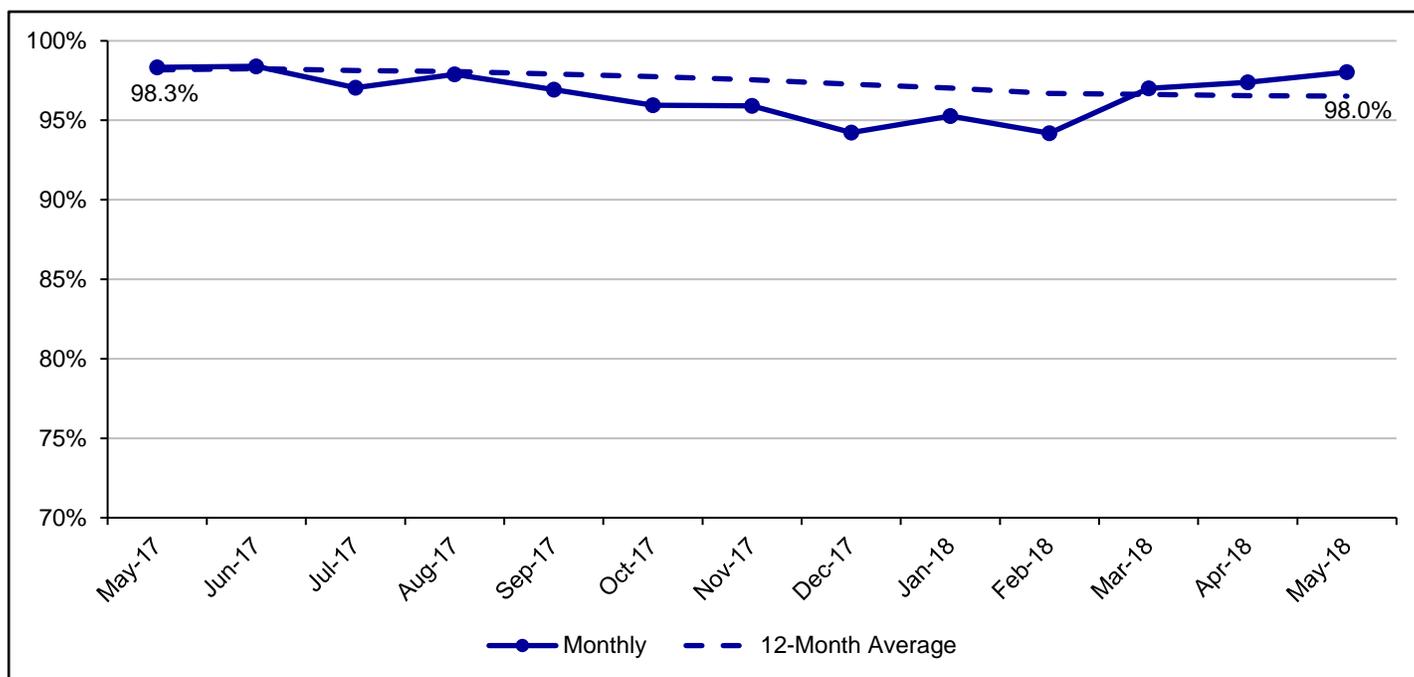
- Weekday Service Delivered increased by 0.2% from April 2018. Both Subdivisions have improved.
- Subdivision A improvements reflect continued improvements on the 2, 3, and 5 lines, compared to April 2018. This is, in part, related to schedule revisions for these lines implemented in December 2017 and March 2018, which allowed more time for trains to complete their scheduled trips and improved the ability to make their return trips.
 - The resulting improvement in Service Delivered means that customers are experiencing more trains running along their normal routes during the peak periods, particularly along the Lexington Avenue line, where 5 line Service Delivered increased by 6.3%.

Subway Weekday % Service Delivered
Monthly
(Peak Hours)

<u>Line</u>	<u>May 18</u>	<u>May 17</u>	<u>Difference</u>
1	97.0%	96.2%	+0.8%
2	93.1%	90.3%	+2.8%
3	94.8%	93.8%	+1.0%
4	90.5%	90.8%	-0.3%
5	88.9%	82.6%	+6.3%
6	91.6%	90.5%	+1.1%
7	89.4%	91.7%	-2.3%
S 42nd	99.4%	99.2%	+0.2%
Subdivision A	93.0%	91.6%	+1.4%
A	96.3%	94.4%	+1.9%
B	97.7%	96.9%	+0.8%
C	96.9%	94.6%	+2.3%
D	96.5%	96.4%	+0.1%
E	91.9%	92.6%	-0.7%
F	96.9%	96.1%	+0.8%
S Fkn	98.9%	94.6%	+4.3%
G	103.8%	101.0%	+2.8%
S Rock	100.3%	98.8%	+1.5%
JZ	98.0%	97.2%	+0.8%
L	98.1%	96.0%	+2.1%
M	93.4%	94.2%	-0.8%
N	94.6%	96.0%	-1.4%
Q	94.5%	93.8%	+0.7%
R	95.2%	96.4%	-1.2%
W	93.6%	90.8%	+2.8%
Subdivision B	96.2%	95.4%	+0.8%
Systemwide	94.8%	93.8%	+1.0%

Chart 4

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



	Monthly			12-Month Average		
	May 18	May 17	Difference	May 18	May 17	Difference
Subdivision A	97.6%	98.4%	-0.8%	95.1%	97.6%	-2.5%
Subdivision B	98.3%	98.3%	0.0%	97.4%	98.5%	-1.1%
Systemwide	98.0%	98.3%	-0.3%	96.5%	98.2%	-1.7%

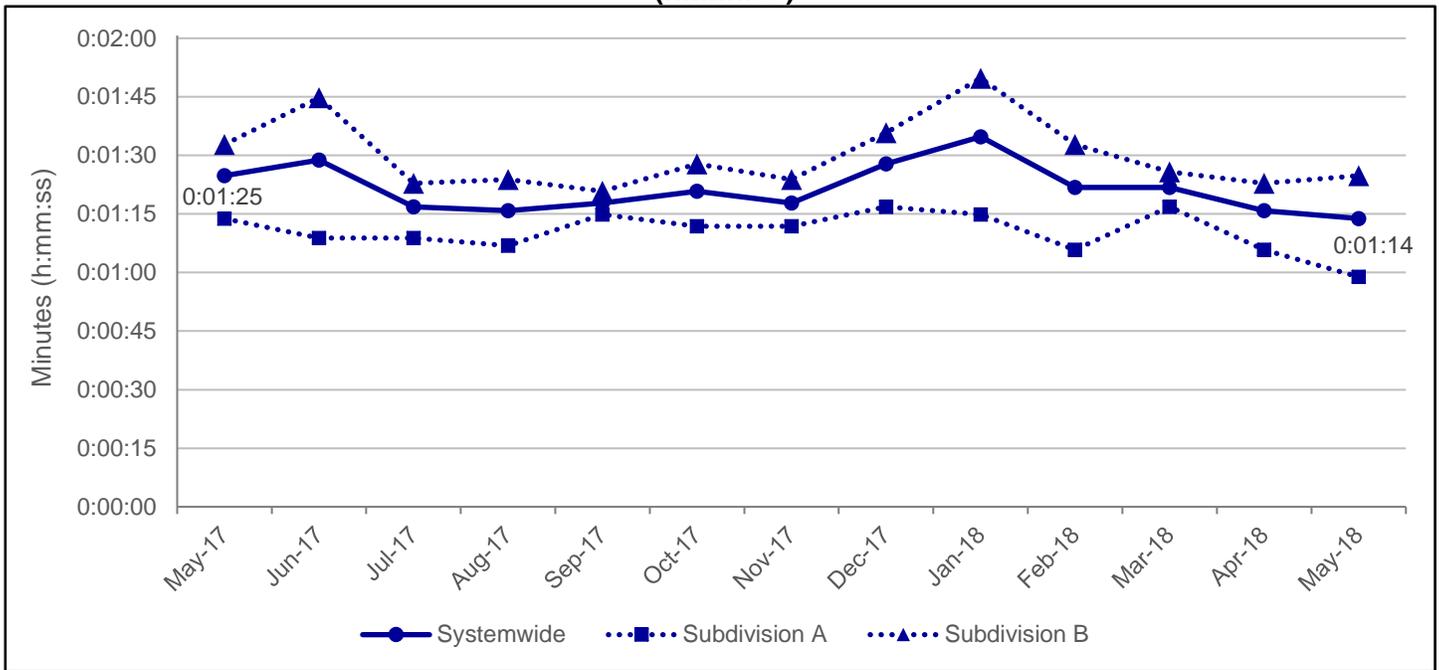
Weekend Service Delivered Discussion

- Weekend Service Delivered decreased slightly compared to May 2017, but has shown an improving trend with month-over-month increases each month of 2018.

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

<u>Line</u>	<u>May 18</u>	<u>May 17</u>	<u>Difference</u>
1	98.0%	97.0%	+1.0%
2	96.7%	97.9%	-1.2%
3	100.0%	101.3%	-1.3%
4	95.2%	98.5%	-3.3%
5	96.6%	97.2%	-0.6%
6	100.0%	97.5%	+2.5%
7	98.1%	96.4%	+1.7%
S 42nd	99.8%	99.9%	-0.1%
Subdivision A	97.6%	98.4%	-0.8%
A	98.3%	98.9%	-0.6%
C	98.0%	98.6%	-0.6%
D	99.9%	99.4%	+0.5%
E	99.2%	98.2%	+1.0%
F	100.5%	100.4%	+0.1%
S Fkln	99.7%	97.3%	+2.4%
G	98.4%	99.3%	-0.9%
S Rock	99.6%	103.3%	-3.7%
JZ	100.4%	97.7%	+2.7%
L	97.3%	98.0%	-0.7%
M	98.5%	98.6%	-0.1%
N	96.3%	97.9%	-1.6%
Q	98.0%	95.8%	+2.2%
R	97.2%	96.5%	+0.7%
Subdivision B	98.3%	98.3%	+0.0%
Systemwide	98.0%	98.3%	-0.3%

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



	Monthly			12-Month Average
	May 18	May 17	Difference	May 18
Subdivision A	0:00:59	0:01:14	-0:00:15	0:01:10
Subdivision B	0:01:25	0:01:33	-0:00:08	0:01:30
Systemwide	0:01:14	0:01:25	-0:00:11	0:01:21

Additional Platform Time Discussion

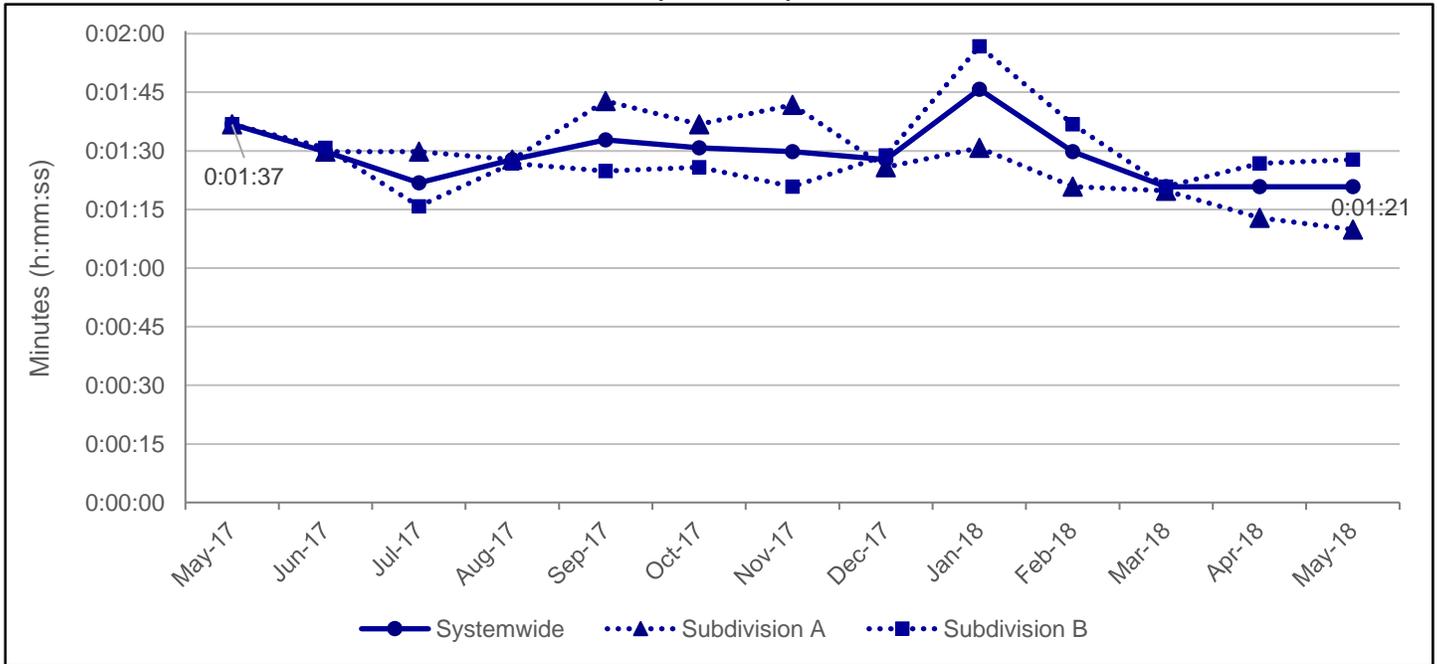
- APT systemwide improved by two seconds compared to April 2018 and is now 0:01:14. This reflects a seven second improvement on Subdivision A and a two second decline on Subdivision B.
- Compared to a year ago, APT improved by 11 seconds, with reductions in APT in both Divisions.

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>May 18</u>	<u>May 17</u>	<u>Difference</u>
1	0:00:57	0:01:06	-0:00:09
2	0:00:59	0:01:20	-0:00:21
3	0:00:42	0:01:01	-0:00:19
4	0:00:53	0:01:23	-0:00:30
5	0:00:57	0:01:27	-0:00:30
6	0:01:08	0:01:17	-0:00:09
7	0:01:13	0:01:16	-0:00:03
S 42nd	0:00:22	0:00:36	-0:00:14
Subdivision A	0:00:59	0:01:14	-0:00:15
A	0:01:18	0:01:25	-0:00:07
B	0:01:38	0:01:52	-0:00:14
C	0:01:40	0:01:51	-0:00:11
D	0:01:48	0:01:45	+0:00:03
E	0:01:32	0:01:26	+0:00:06
F	0:01:40	0:01:40	0:00:00
S Fkln	0:00:20	0:00:03	+0:00:17
G	0:01:10	0:01:30	-0:00:20
S Rock	0:00:20	0:00:36	-0:00:16
JZ	0:01:13	0:01:20	-0:00:07
L	0:00:48	0:00:49	-0:00:01
M	0:01:12	0:02:11	-0:00:59
N	0:01:27	0:01:41	-0:00:14
Q	0:01:20	0:01:36	-0:00:16
R	0:01:35	0:01:33	+0:00:02
W	0:01:15	0:01:28	-0:00:13
Subdivision B	0:01:25	0:01:33	-0:00:08
Systemwide	0:01:14	0:01:25	-0:00:11

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



	Monthly			12-Month Average
	May 18	May 17	Difference	May 18
Subdivision A	0:01:10	0:01:37	-0:00:27	0:01:28
Subdivision B	0:01:28	0:01:37	-0:00:09	0:01:29
Systemwide	0:01:21	0:01:37	-0:00:16	0:01:28

Additional Train Time Discussion

- ATT systemwide is unchanged from the previous month, remaining 0:01:21. It improved by 16 seconds compared to May 2017.
- ATT on Subdivision A has improved for the fourth straight month. There were improvements on the 2, 3, 4, and 5 lines both year-over-year and compared to last month.
- May 2018 ATT on Subdivision B improved nine seconds compared to the prior year.

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>May 18</u>	<u>May 17</u>	<u>Difference</u>
1	0:01:07	0:01:06	+0:00:01
2	0:01:06	0:02:02	-0:00:56
3	0:00:51	0:01:32	-0:00:41
4	0:01:15	0:02:16	-0:01:01
5	0:01:13	0:02:32	-0:01:19
6	0:01:09	0:01:23	-0:00:14
7	0:01:33	0:01:09	+0:00:24
S 42nd	0:00:27	0:00:22	+0:00:05
Subdivision A	0:01:10	0:01:37	-0:00:27
A	0:01:58	0:02:11	-0:00:13
B	0:01:38	0:02:03	-0:00:25
C	0:01:15	0:01:06	+0:00:09
D	0:01:50	0:01:53	-0:00:03
E	0:01:37	0:02:08	-0:00:31
F	0:01:46	0:02:18	-0:00:32
S Fkln	0:00:44	0:00:50	-0:00:06
G	0:01:19	0:01:17	+0:00:02
S Rock	0:00:03	0:00:15	-0:00:12
JZ	0:01:44	0:02:04	-0:00:20
L	0:00:10	0:00:02	+0:00:08
M	0:01:24	0:01:25	-0:00:01
N	0:01:39	0:01:39	+0:00:00
Q	0:01:56	0:01:59	-0:00:03
R	0:00:58	0:00:45	+0:00:13
W	0:00:48	0:01:20	-0:00:32
Subdivision B	0:01:28	0:01:37	-0:00:09
Systemwide	0:01:21	0:01:37	-0:00:16

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

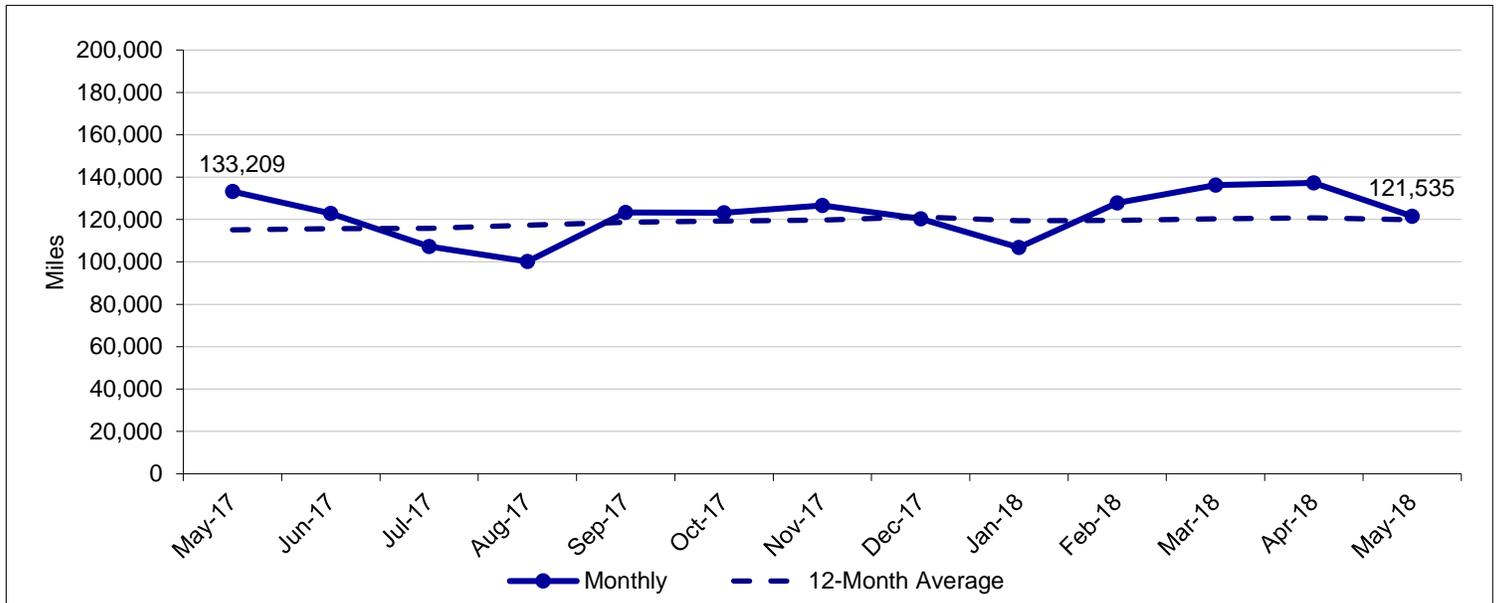
Mean Distance Between Failure (MDBF)

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 twice during every 8 hour.

Subway Mean Distance Between Failure



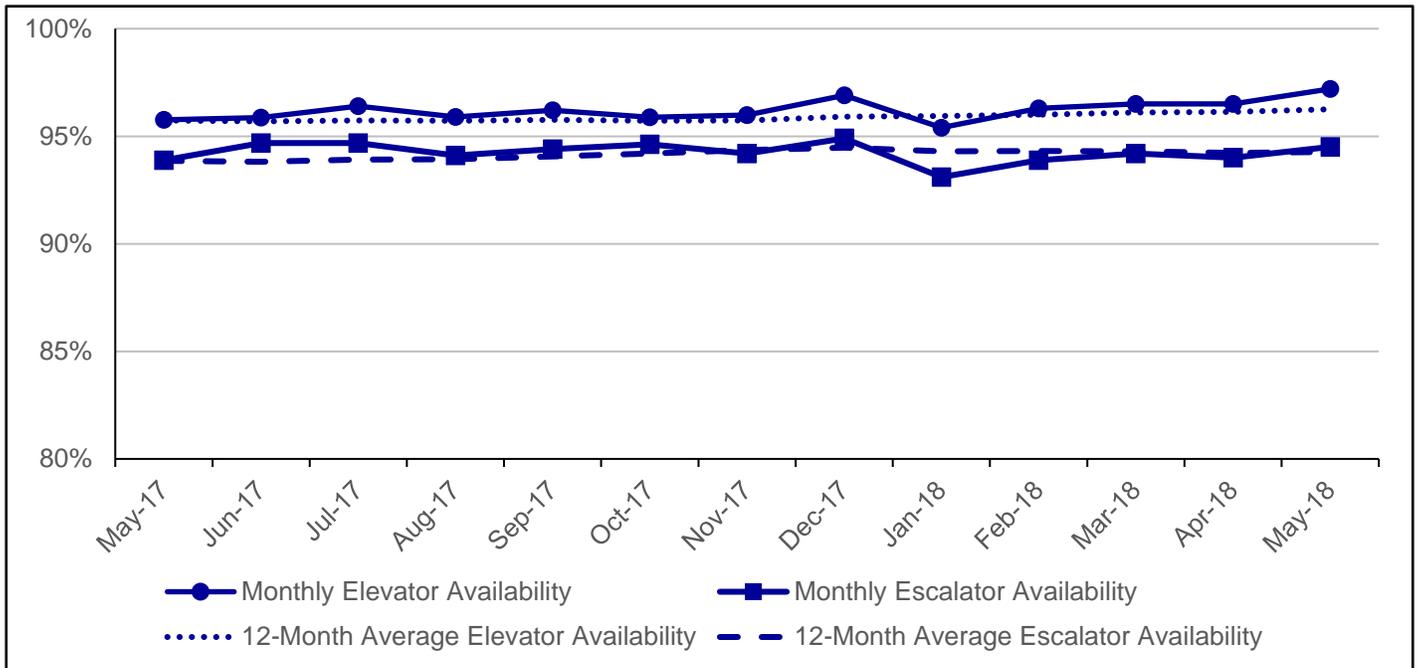
	April Monthly				May Monthly			
	# of Cars	Apr '18	Apr '17	% Diff	# of Cars	May '18	May '17	% Diff
Subdivision A	2,895	163,339	143,190	+14.1%	2,895	130,620	151,544	-13.8%
Subdivision B	3,523	123,420	122,234	+1.0%	3,523	115,682	122,676	-5.7%
Systemwide	6,418	137,297	130,176	+5.5%	6,418	121,535	133,209	-8.8%
	April 12-Month Average				May 12-Month Average			
Car Class	# of Cars	Apr '18	Apr '17	% Diff	# of Cars	May '18	May '17	% Diff
R32	222	31,503	34,377	-8.4%	222	31,560	34,371	-8.2%
R42	50	36,727	39,307	-6.6%	50	35,216	40,698	-13.5%
R46	752	71,787	78,922	-9.0%	752	72,700	76,281	-4.7%
R62	315	201,314	258,252	-22.0%	315	199,957	250,631	-20.2%
R62A	824	103,086	85,378	+20.7%	824	102,773	84,207	+22.0%
R68	425	98,704	119,323	-17.3%	425	95,531	121,448	-21.3%
R68A	200	101,231	96,464	+4.9%	200	94,980	97,086	-2.2%
R142	1,030	163,159	145,836	+11.9%	1,030	161,074	146,333	+10.1%
R142A	220	62,756	49,867	+25.8%	220	62,622	49,669	+26.1%
R143	212	93,418	58,761	+59.0%	212	97,235	60,234	+61.4%
R160	1,662	252,038	235,168	+7.2%	1,662	246,897	237,584	+3.9%
R188 - New	126	443,745	669,480	-33.7%	126	441,333	770,462	-42.7%
R188 - Conversion	380	172,912	173,747	-0.5%	380	164,116	171,771	-4.5%
Subdivision A	2,895	131,117	116,646	+12.4%	2,895	129,600	115,968	+11.8%
Subdivision B	3,523	114,423	114,726	-0.3%	3,523	113,875	114,556	-0.6%
Fleet	6,418	120,835	115,527	+4.6%	6,418	119,949	115,145	+4.2%

MDBF Discussion

- At 137,297, April MDBF was the highest since May 2016, and 13.6% above the April 12-month rolling average – which was itself 4.6% higher than the previous year's rolling average.
- May MDBF was lower, at 121,535, but still improved compared to pre-Subway Action Plan levels.
- Since the Subway Action Plan began, 12-month rolling MDBF has improved 3.9%, from 114,812 (January 2017 to June 2017) to 119,316 (July 2017 to May 2018). Comparing the beginning of 2017 to the beginning of 2018, it has improved even more (4.6%).

Chart 11

Elevator and Escalator Availability (24 Hours)



	Monthly			12-Month Average		
	May 18	May 17	Difference	May 18	May 17	Difference
Elevator Availability	97.2%	95.8%	+1.4%	96.3%	95.7%	+0.6%
Escalator Availability	94.5%	93.9%	+0.6%	94.3%	93.9%	+0.4%

Elevator and Escalator Availability Discussion

- May 2018 elevator availability improved 1.4% compared to the prior year.
- May 2018 escalator availability improved 0.6% compared to the prior year.
- A two-year contract was awarded in December for the maintenance of 18 traction elevators at five stations in Washington Heights: 168th St, 181st St and 191st St on the 1 line, and 181st and 190th St on the A line. Initial performance results are promising; Q1 2018 availability was 94.7% compared to Q1 2017 availability of 88.1%
- Recruitment efforts continue for elevator and escalator mechanics and for new elevator and escalator specialist positions, including a new NYCT elevator & escalator job fair planned for July 2018.

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 MetroCard Vending machines, turnstiles and station attendant booths.

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

Staten Island Railway PES-KPI Definition

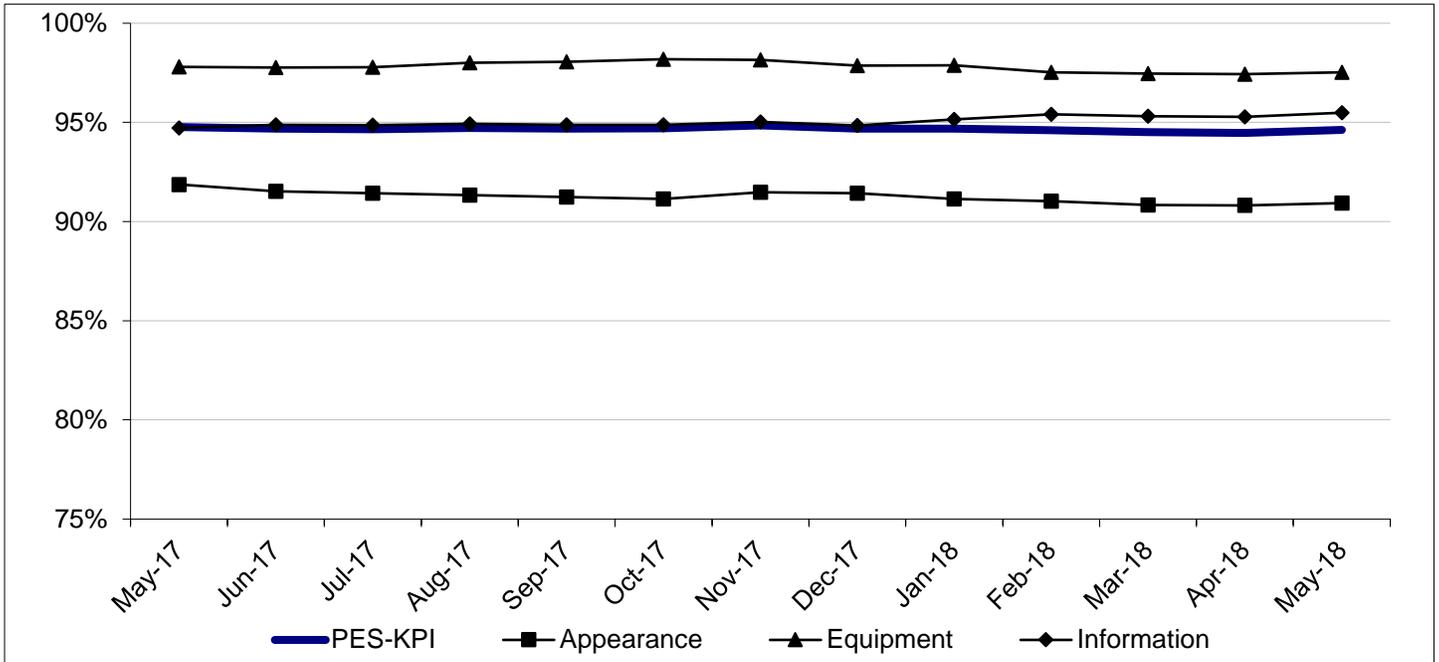
PES-KPI is a composite indicator for the Staten Island Railway car and station environments, which consists of three indicators designed to reflect customer experiences.

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

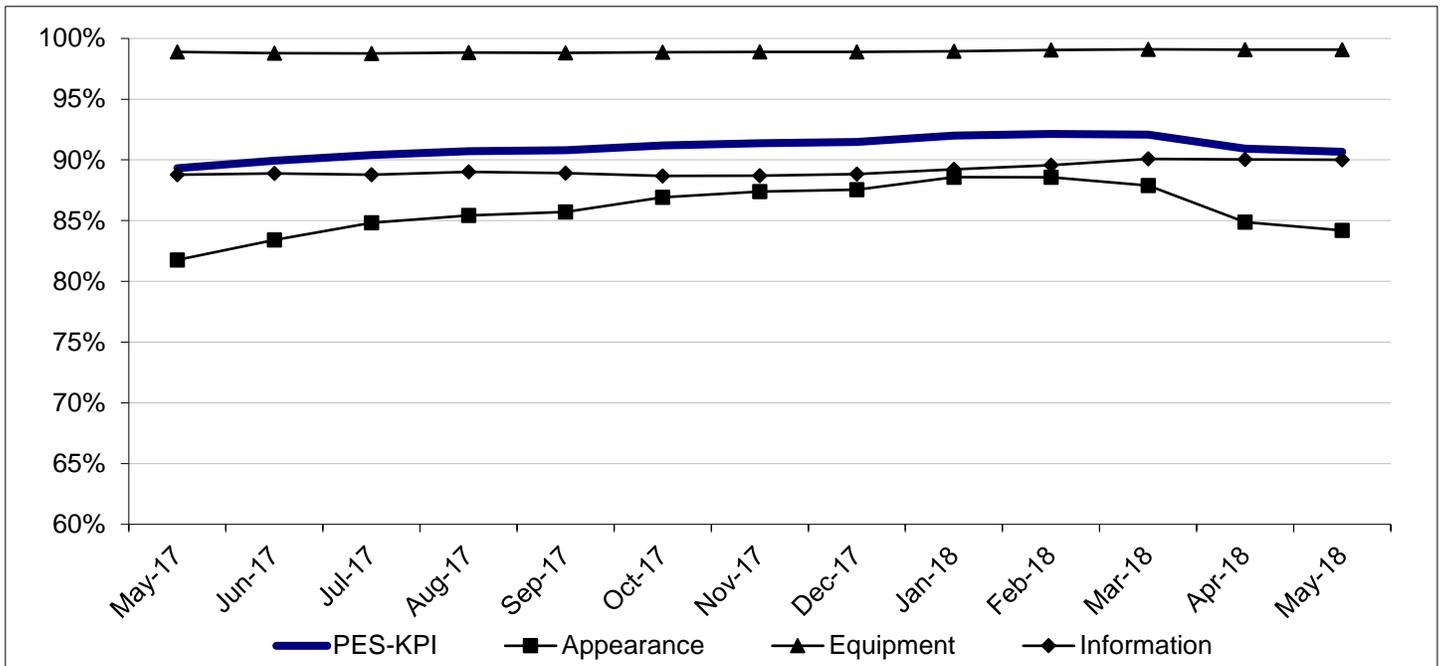


	Jun 17 - May 18				Jun 16 - May 17				% Difference KPI
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	
Subdivision A	94.7%	92.2%	97.1%	94.8%	94.7%	93.2%	97.3%	93.8%	+0.0%
Subdivision B	94.6%	90.2%	97.7%	95.9%	94.8%	91.2%	98.1%	95.3%	-0.2%
Systemwide	94.6%	90.9%	97.5%	95.5%	94.8%	91.9%	97.8%	94.8%	-0.2%

Subway Car Passenger Environment Survey Discussion

- The Subway Car PES Key Performance Indicator (KPI) remained relatively steady, with a modest decline of -0.2% due to a drop in the Appearance score.
- The B line experienced the most improvement, with Information increasing 7.8%. This is a continuation of the trend from April 2018, when B line Information improved 6.9%.

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

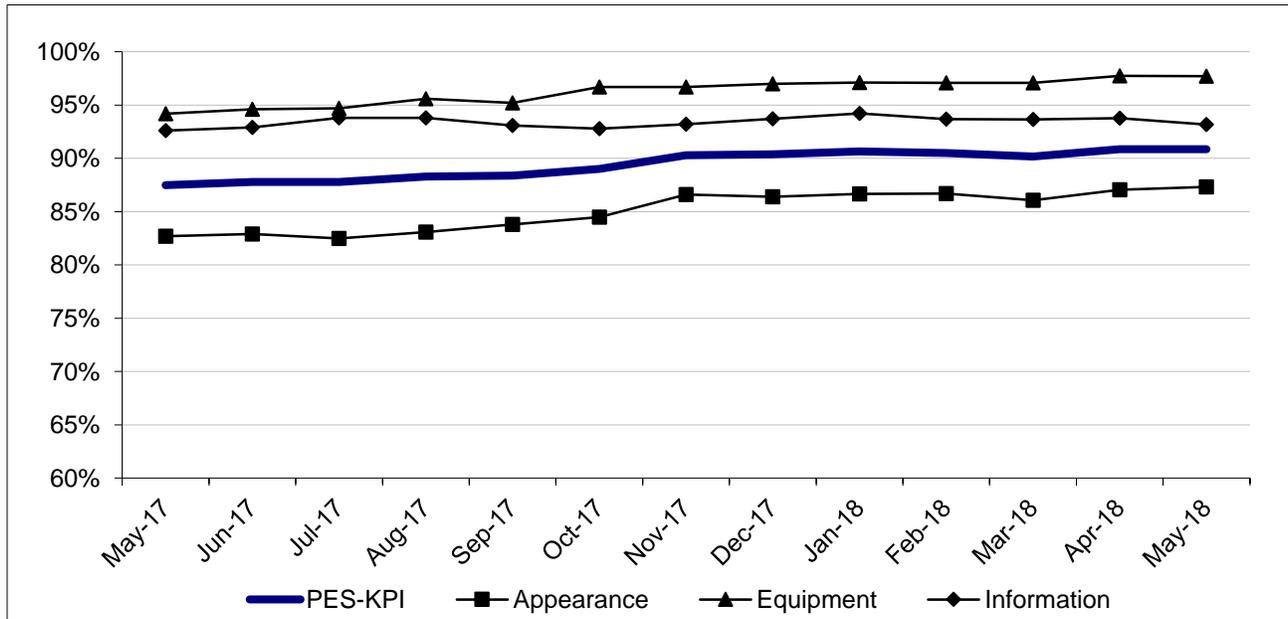


Borough	Jun 17 - May 18				Jun 16 - May 17				% Difference KPI
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	
Bronx	89.8%	81.6%	99.4%	89.9%	86.7%	74.6%	98.7%	89.2%	+3.1%
Manhattan	89.4%	80.4%	98.9%	90.6%	89.6%	82.4%	98.9%	88.7%	-0.2%
Brooklyn	91.3%	85.6%	99.1%	90.2%	90.8%	84.3%	99.1%	90.3%	+0.5%
Queens	92.1%	89.3%	99.3%	88.3%	88.1%	82.0%	98.6%	85.1%	+4.0%
Systemwide	90.7%	84.2%	99.1%	90.0%	89.3%	81.8%	98.9%	88.8%	+1.4%

Station Passenger Environment Survey Discussion

- May 2018 PES KPI showed an improvement vs. the prior year for all indicators.

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



	PES-KPI	Appearance	Equipment	Information
Jun 17 - May 18:	90.9%	87.3%	97.7%	93.2%
Jun 16 - May 17:	87.5%	82.7%	94.2%	92.6%
% Difference:	+3.4%	+4.6%	+3.5%	+0.6%

SIR Discussion

- Staten Island Railway increased in all three KPIs led by improvements in Appearance and Equipment (4.6% and 3.5% respectively).

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)

May 18

May 17

<u>Line</u>	<u>Monthly</u>				<u>12 month</u>	<u>Monthly</u>				<u>12 month</u>	<u>Monthly</u>
	<u>Meets</u>	<u>Monthly GAP</u>			<u>Meets</u>	<u>Meets</u>	<u>Monthly GAP</u>			<u>Meets</u>	<u>Standard</u>
		<u>Standard</u>	<u>Minor</u>	<u>Medium</u>			<u>Major</u>	<u>Standard</u>	<u>Minor</u>		
1	76.6%	10.1%	7.6%	5.8%	76.3%	76.7%	9.9%	7.3%	6.1%	76.9%	-0.1%
2	68.2%	11.6%	10.9%	9.3%	65.7%	65.7%	11.0%	11.4%	11.9%	68.0%	+2.5%
3	71.0%	11.6%	10.3%	7.0%	69.3%	71.2%	11.3%	9.5%	8.0%	72.5%	-0.2%
4	67.7%	10.6%	10.2%	11.5%	66.0%	65.2%	10.5%	10.8%	13.5%	67.8%	+2.5%
5	65.3%	11.1%	10.6%	13.0%	61.4%	59.9%	10.7%	13.1%	16.3%	63.4%	+5.4%
6	68.4%	9.5%	9.7%	12.4%	66.9%	68.5%	10.4%	10.1%	10.9%	66.3%	-0.1%
7	66.8%	12.0%	11.2%	10.0%	68.4%	71.2%	11.5%	9.7%	7.6%	72.4%	-4.4%
S 42nd	95.0%	2.8%	1.2%	1.1%	94.4%	94.7%	2.1%	2.3%	1.0%	92.6%	+0.3%
Subdivision A	70.1%	10.5%	9.7%	9.7%	68.6%	68.9%	10.4%	10.1%	10.6%	70.2%	+1.2%
A	67.2%	10.0%	10.7%	12.1%	66.8%	68.0%	9.4%	10.3%	12.3%	69.5%	-0.8%
B	73.0%	11.1%	9.0%	6.9%	72.3%	74.2%	11.2%	8.4%	6.3%	75.2%	-1.2%
C	73.2%	12.2%	9.7%	4.9%	69.5%	71.8%	11.9%	9.0%	7.2%	73.1%	+1.4%
D	69.5%	11.8%	10.5%	8.3%	72.0%	73.2%	11.4%	9.3%	6.1%	76.6%	-3.7%
E	66.4%	11.2%	11.1%	11.3%	66.4%	67.0%	10.7%	10.8%	11.4%	71.1%	-0.6%
F	68.3%	10.2%	10.3%	11.2%	68.2%	67.8%	9.4%	9.9%	12.9%	71.2%	+0.5%
S Fkln	97.6%	0.9%	0.6%	0.9%	98.2%	98.4%	0.4%	0.4%	0.8%	98.2%	-0.8%
G	80.8%	10.5%	6.3%	2.4%	80.0%	80.8%	10.5%	5.8%	2.9%	82.0%	0.0%
S Rock	94.8%	2.9%	1.0%	1.3%	93.9%	93.4%	3.3%	1.5%	1.7%	93.9%	+1.4%
JZ	77.9%	10.4%	7.3%	4.4%	76.0%	76.6%	11.2%	7.5%	4.7%	77.1%	+1.3%
L	76.6%	11.5%	7.7%	4.2%	76.3%	78.8%	11.6%	6.4%	3.2%	77.4%	-2.2%
M	73.5%	10.9%	8.3%	7.4%	71.1%	72.9%	10.7%	8.3%	8.1%	75.1%	+0.6%
N	70.4%	11.6%	9.4%	8.6%	71.1%	72.3%	10.9%	9.0%	7.8%	75.1%	-1.9%
Q	74.9%	11.1%	8.4%	5.5%	75.1%	75.0%	10.9%	8.4%	5.8%	76.3%	-0.1%
R	69.4%	11.6%	10.2%	8.9%	70.7%	73.9%	10.7%	8.2%	7.1%	75.2%	-4.5%
W	70.9%	11.6%	8.9%	8.6%	71.4%	70.3%	10.9%	8.9%	10.0%	69.9%	+0.6%
Subdivision B	72.0%	10.9%	9.2%	7.9%	71.8%	72.9%	10.5%	8.6%	7.9%	74.7%	-0.9%
Systemwide	71.2%	10.7%	9.4%	8.7%	70.3%	71.1%	10.5%	9.3%	9.2%	72.6%	+0.1%

Note: W service began in November 2016.

Chart 16

Subway Weekend Wait Assessment (6 am - midnight)

Line	May 18					May 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	86.7%	7.2%	3.7%	2.4%	79.3%	78.4%	11.8%	7.2%	2.7%	79.1%	+8.3%
2	75.0%	11.2%	8.5%	5.3%	65.8%	75.6%	11.3%	9.2%	3.9%	73.5%	-0.6%
3	92.3%	4.7%	1.5%	1.4%	88.4%	86.2%	9.1%	3.7%	1.0%	84.1%	+6.1%
4	70.4%	12.7%	10.7%	6.2%	67.2%	77.3%	10.0%	7.1%	5.5%	73.8%	-6.9%
5	75.8%	12.6%	8.2%	3.3%	71.4%	87.9%	7.2%	2.9%	1.9%	79.3%	-12.1%
6	90.1%	7.2%	2.4%	0.3%	80.6%	80.5%	9.5%	6.8%	3.2%	82.4%	+9.6%
7	81.3%	10.2%	6.2%	2.3%	79.0%	78.1%	11.2%	6.9%	3.7%	81.1%	+3.2%
S 42nd	99.3%	0.6%	0.1%	0.1%	98.2%	99.1%	0.4%	0.3%	0.2%	97.6%	+0.2%
Subdivision A	80.3%	9.8%	6.5%	3.4%	75.3%	80.4%	9.9%	6.5%	3.1%	79.3%	-0.1%
A	73.5%	11.3%	10.2%	5.0%	71.2%	78.2%	10.5%	7.9%	3.5%	75.4%	-4.7%
C	75.2%	12.3%	9.2%	3.2%	74.4%	80.3%	11.3%	5.7%	2.7%	79.6%	-5.1%
D	74.2%	12.7%	9.1%	4.0%	75.8%	82.5%	10.2%	5.1%	2.3%	80.5%	-8.3%
E	84.3%	9.8%	4.4%	1.6%	80.3%	80.0%	10.4%	6.3%	3.3%	83.2%	+4.3%
F	82.9%	10.3%	5.0%	1.7%	77.2%	80.6%	9.4%	7.2%	2.8%	80.0%	+2.3%
S Fkn	99.0%	0.3%	0.3%	0.4%	98.5%	96.8%	1.5%	0.4%	1.3%	98.3%	+2.2%
G	84.3%	11.2%	3.7%	0.8%	84.9%	84.5%	10.1%	4.2%	1.2%	87.4%	-0.2%
S Rock	95.6%	2.7%	1.1%	0.6%	94.5%	96.9%	2.2%	0.6%	0.3%	95.2%	-1.3%
JZ	84.9%	8.4%	4.5%	2.2%	84.9%	80.2%	9.7%	6.4%	3.7%	85.9%	+4.7%
L	78.5%	11.0%	6.7%	3.8%	77.9%	83.1%	9.7%	4.9%	2.4%	80.7%	-4.6%
M	89.0%	5.3%	2.2%	3.5%	90.2%	80.5%	9.2%	6.1%	4.2%	92.0%	+8.5%
N	72.1%	13.6%	9.7%	4.6%	74.0%	81.3%	10.5%	5.8%	2.4%	80.8%	-9.2%
Q	80.0%	11.6%	6.2%	2.2%	80.1%	81.7%	8.7%	6.3%	3.3%	84.3%	-1.7%
R	71.4%	13.9%	9.9%	4.7%	71.6%	73.0%	12.2%	9.0%	5.7%	78.5%	-1.6%
Subdivision B	78.6%	11.1%	7.0%	3.2%	77.6%	80.5%	10.0%	6.3%	3.1%	81.7%	-1.9%
Systemwide	79.4%	10.5%	6.8%	3.3%	76.6%	80.5%	10.0%	6.4%	3.1%	80.6%	-1.1%

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

Subway Weekday Terminal On-Time Performance

Monthly (24 hours)

<u>Line</u>	<u>Apr 18</u>	<u>Apr 17</u>	<u>Difference</u>	<u>May 18*</u>	<u>May 17</u>	<u>Difference</u>
1	72.4%	70.6%	+1.8%	71.9%	70.6%	+1.3%
2	49.4%	32.5%	+16.9%	53.4%	30.0%	+23.4%
3	69.7%	53.8%	+15.9%	68.8%	50.4%	+18.4%
4	54.5%	29.9%	+24.6%	54.7%	28.0%	+26.7%
5	53.9%	30.9%	+23.0%	62.7%	26.2%	+36.5%
6	53.2%	53.4%	-0.2%	56.1%	51.3%	+4.8%
7	57.1%	72.6%	-15.5%	63.3%	76.3%	-13.0%
S 42nd	99.1%	98.3%	+0.8%	99.6%	99.3%	+0.3%
Subdivision A	65.4%	60.3%	+5.1%	68.0%	59.7%	+8.3%
A	59.9%	57.3%	+2.6%	55.7%	50.9%	+4.8%
B	61.1%	59.7%	+1.4%	56.8%	52.9%	+3.9%
C	60.4%	60.4%	+0.0%	60.8%	58.4%	+2.4%
D	54.2%	51.4%	+2.8%	47.6%	52.6%	-5.0%
E	57.3%	60.0%	-2.7%	55.4%	53.0%	+2.4%
F	50.2%	45.5%	+4.7%	40.0%	38.5%	+1.5%
S Fkln	99.9%	100.0%	-0.1%	99.6%	98.8%	+0.8%
G	73.2%	75.2%	-2.0%	69.7%	69.9%	-0.2%
S Rock	97.9%	97.6%	+0.3%	96.8%	95.3%	+1.5%
JZ	67.2%	59.4%	+7.8%	71.5%	60.4%	+11.1%
L	93.1%	94.1%	-1.0%	92.0%	93.5%	-1.5%
M	76.5%	61.9%	+14.6%	64.3%	64.6%	-0.3%
NW**	70.0%	56.8%	+13.2%	59.2%	57.2%	+2.0%
Q	72.3%	68.8%	+3.5%	60.7%	63.6%	-2.9%
R	68.5%	70.9%	-2.4%	58.6%	73.8%	-15.2%
Subdivision B	69.5%	65.9%	+3.6%	65.0%	63.3%	+1.7%
Systemwide	67.7%	63.4%	4.3%	66.3%	61.7%	4.6%

*May 2018 data is based on new electronic feeds.

**Beginning in April 2018 the N and W lines will be reported together.

Subway Weekend Terminal On-Time Performance

Monthly (24 hours)

<u>Line</u>	<u>Apr 18</u>	<u>Apr 17</u>	<u>Difference</u>	<u>May 18*</u>	<u>May 17</u>	<u>Difference</u>
1	86.5%	76.1%	+10.4%	85.2%	80.3%	+4.9%
2	48.3%	45.5%	+2.8%	53.0%	39.6%	+13.4%
3	96.6%	56.8%	+39.8%	92.8%	47.4%	+45.4%
4	29.4%	45.6%	-16.2%	26.0%	50.6%	-24.6%
5	59.1%	50.6%	+8.5%	56.1%	63.4%	-7.3%
6	69.0%	62.0%	+7.0%	85.9%	55.2%	+30.7%
7	75.1%	74.4%	+0.7%	77.9%	76.8%	+1.1%
S 42nd	99.9%	99.7%	+0.2%	99.9%	99.9%	+0.0%
Subdivision A	71.0%	66.5%	4.5%	72.8%	66.3%	6.5%
A	56.0%	75.6%	-19.6%	55.7%	71.5%	-15.8%
C	39.1%	62.8%	-23.7%	28.8%	75.3%	-46.5%
D	53.2%	63.9%	-10.7%	36.0%	78.4%	-42.4%
E	72.3%	60.2%	+12.1%	69.9%	61.6%	+8.3%
F	50.2%	53.6%	-3.4%	52.6%	48.9%	+3.7%
S Fkn	99.3%	100.0%	-0.7%	100.0%	99.8%	+0.2%
G	76.5%	85.9%	-9.4%	68.2%	87.5%	-19.3%
S Rock	97.0%	98.7%	-1.7%	97.3%	96.9%	+0.4%
J	90.0%	85.8%	+4.2%	79.1%	75.1%	+4.0%
L	91.3%	84.7%	+6.6%	91.4%	94.8%	-3.4%
M	98.3%	95.0%	+3.3%	96.0%	78.8%	+17.2%
N	51.6%	52.4%	-0.8%	40.4%	68.7%	-28.3%
Q	75.7%	83.9%	-8.2%	72.3%	74.5%	-2.2%
R	50.9%	54.1%	-3.2%	32.8%	57.6%	-24.8%
Subdivision B	71.3%	74.3%	-3.0%	67.6%	75.4%	-7.8%
Systemwide	71.2%	71.2%	0.0%	69.7%	71.7%	-2.0%

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

* May 2018 data is based on new electronic feeds.

Subway Weekday Trains Delayed
Monthly
(24 hours)

<u>Categories</u>	<u>April 2018 Trains Delayed</u>
Overcrowding / Insufficient Capacity / Other	16,964
ROW Delays	9,210
Planned Trackbed Work	7,348
Work Equipment/G. O.	3,640
Car Equipment	2,506
Sick Customer	2,144
Unruly Customer	1,454
Operational Diversions	1,453
Police	1,443
Inclement Weather	880
Employee	858
Fire	706
External	129
Infrastructure	89
Collision/Derailment	3
Unassigned*	7,360
Total Trains Delayed**	56,187

*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>April 2018 Trains Delayed</u>
Work Equipment/G. O.	4,503
Planned Trackbed Work	2,780
Overcrowding / Insufficient Capacity / Other	2,659
ROW Delays	1,206
Unruly Customer	473
Operational Diversions	364
Police	329
Car Equipment	309
Sick Customer	271
Employee	189
Inclement Weather	91
Fire	90
Infrastructure	9
External	40
Unassigned*	2,072
Total Trains Delayed**	15,385

*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, NYCT Department of Buses



A newly reimagined commuter coach being prepared for a three month pilot at NYCT. This bus features an innovative low-entry vestibule with a ramp and adjoining seating area designed to improve accessibility, as well as Wi-Fi, and USB ports.

May 2018 Highlights: Buses

Bus performance remains stable but took a slight dip in May 2018. On a 12-month average, Mean Distance Between Failures (MBDF: our primary maintenance metric) improved by 2.0% against last year, but performance for the month of May declined by 3.3% as compared to May last year. Wait assessment declined by 0.3% on a 12-month rolling average against the same period last year, and by 0.8% in May 2018 as compared to May 2017. We are identifying performance issues and implementing corrective actions moving forward. As part of this process, we will revisit the way we capture information in real-time that can assist in pinpointing root causes.

Last month President Byford unveiled “Fast Forward: The Plan to Modernize New York City Transit,” which challenges the status quo and calls for the kind of bold changes that will yield the most benefits for our 2.3 million average weekday customers. A key tenet of the Fast Forward plan is the complete redesign of our bus network, updating every aspect of our route network and service plan to ensure we meet the needs of all New Yorkers. To that end, I am excited to announce the launch, in August, of our complete redesign of the Staten Island express bus network. This redesign incorporates extensive feedback from our customers and all key stakeholders. The new routes are expected to address many factors that contribute to slow speeds and unreliability. The full report can be viewed at www.mta.info/SIExpressBus. In addition, as part of this Fast Forward initiative, in September we will increase off peak frequency on the Q6 and Q69 routes in Queens to encourage ridership.

Engaging all of our stakeholders is critical to the success of the network redesign and we are committed to listening to what New Yorkers want. As we advance forward on network redesign we continue to look to improve existing services. In May, we held our Rockaways Open House to present faster, more reliable service along the Rockaway Peninsula. Features include streamlined routing, easier connectivity, and more frequent service along the busiest portion of the service area. We also continue to make operational adjustments that help move our buses faster. For example, we recently worked collaboratively with NYCDOT to modify signal timing to help address the queuing of buses leaving St. George terminal in Staten Island. Initial observations show that this adjustment has resulted in a noticeable reduction in bunching at this location.

Another key part of the Fast Forward plan is to continue to enhance our world-class bus fleet by evaluating new bus designs. Last month we completed a test of a double-decker bus in service. We are evaluating the results of the test to determine the suitability of this bus within our network and the logistics for maintaining and housing these buses in our facilities. This month we will begin a 90-day pilot of a newly reimagined coach bus, which includes a first-of-its-kind, low-entry vestibule and an automated ramp allowing for ease of boarding for customers with mobility devices. We will also be testing an automated wheelchair securement system. As with the double-decker, we will be gathering customer feedback throughout this pilot.

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: May 2018			12-Month Average			
		This Year	Last Year	% Diff	This Year	Last Year	% Diff	
Customer Focused Metrics	Service Delivered (Chart 1)	96.7%	97.2%	-0.5%	97.1%	97.0%	0.1%	
	Additional Bus Stop Time (h:mm:ss) (Chart 3)	0:01:53	N/A	N/A	N/A	N/A	N/A	
	Additional Travel Time (h:mm:ss) (Chart 5)	0:01:17	N/A	N/A	N/A	N/A	N/A	
	Customer Journey Time Performance (Chart 7)	69.0%	N/A	N/A	N/A	N/A	N/A	
Inputs To Operations	Mean Distance Between Failures (Chart 9)	5,665	5,860	-3.3%	6,394	6,269	2.0%	
	Speed (MPH) (Chart 11)	7.8	7.9	-0.9%	7.9	8.0	-0.8%	
Passenger Environment	Passenger Environment Survey (Chart 13)							
Legacy Indicators	Wait Assessment (Chart 14)	76.2%	77.0%	-0.8%	77.7%	78.0%	-0.3%	
	System MDBSI (Chart 16)	2,647	2,698	-1.9%	2,792	2,810	-0.6%	
	NYCT Bus	2,486	2,558	-2.8%	2,626	2,648	-0.8%	
	MTA Bus	3,339	3,280	+1.8%	3,488	3,491	-0.1%	
	System Trips Completed (Chart 17)	99.0%	99.2%	-0.2%	+99.1%	+99.2%	-0.1%	
	NYCT Bus	99.0%	99.2%	-0.2%	+99.1%	+99.2%	-0.1%	
	MTA Bus	99.2%	99.2%	0.0%	+99.2%	+99.2%	0.0%	
	System AM Pull Out (Chart 18)	99.7%	99.7%	0.0%	+99.8%	+99.8%	0.0%	
	NYCT Bus	99.7%	99.7%	0.0%	+99.8%	+99.8%	0.0%	
	MTA Bus	99.7%	99.5%	+0.2%	+99.7%	+99.7%	0.0%	
	System PM Pull Out (Chart 19)	99.6%	99.8%	-0.2%	+99.9%	+99.9%	0.0%	
	NYCT Bus	99.6%	99.8%	-0.2%	+99.9%	+99.9%	0.0%	
	MTA Bus	99.8%	99.9%	-0.1%	+99.8%	+99.8%	0.0%	
	System Buses >=12 years	22.5%	21.6%					
	NYCT Bus	20.8%	23.6%					
	MTA Bus	28.2%	14.8%					
	System Fleet Age	8.2	7.9					
	NYCT Bus	7.8	7.5					
MTA Bus	9.7	9.1						

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.

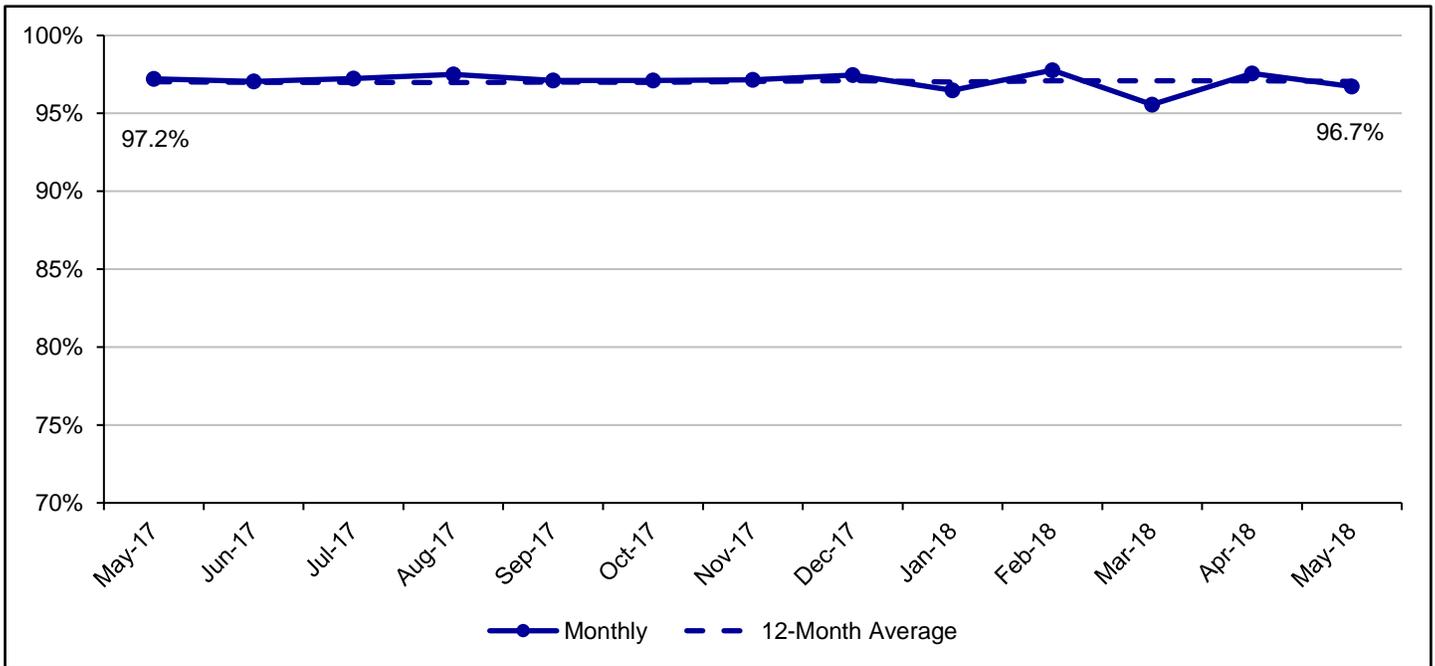
Additional Travel Time (ATT)

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		
	May 18	May 17	Difference	May 18	May 17	Difference
Bronx	96.9%	98.1%	-1.2%	97.5%	97.9%	-0.4%
Brooklyn	96.9%	97.1%	-0.2%	97.3%	97.0%	0.3%
Manhattan	96.9%	97.0%	-0.1%	97.2%	96.6%	0.6%
Queens	96.8%	97.2%	-0.4%	96.8%	96.8%	0.0%
Staten Island	95.7%	96.5%	-0.8%	96.6%	97.0%	-0.4%
Systemwide	96.7%	97.2%	-0.5%	97.1%	97.0%	0.1%

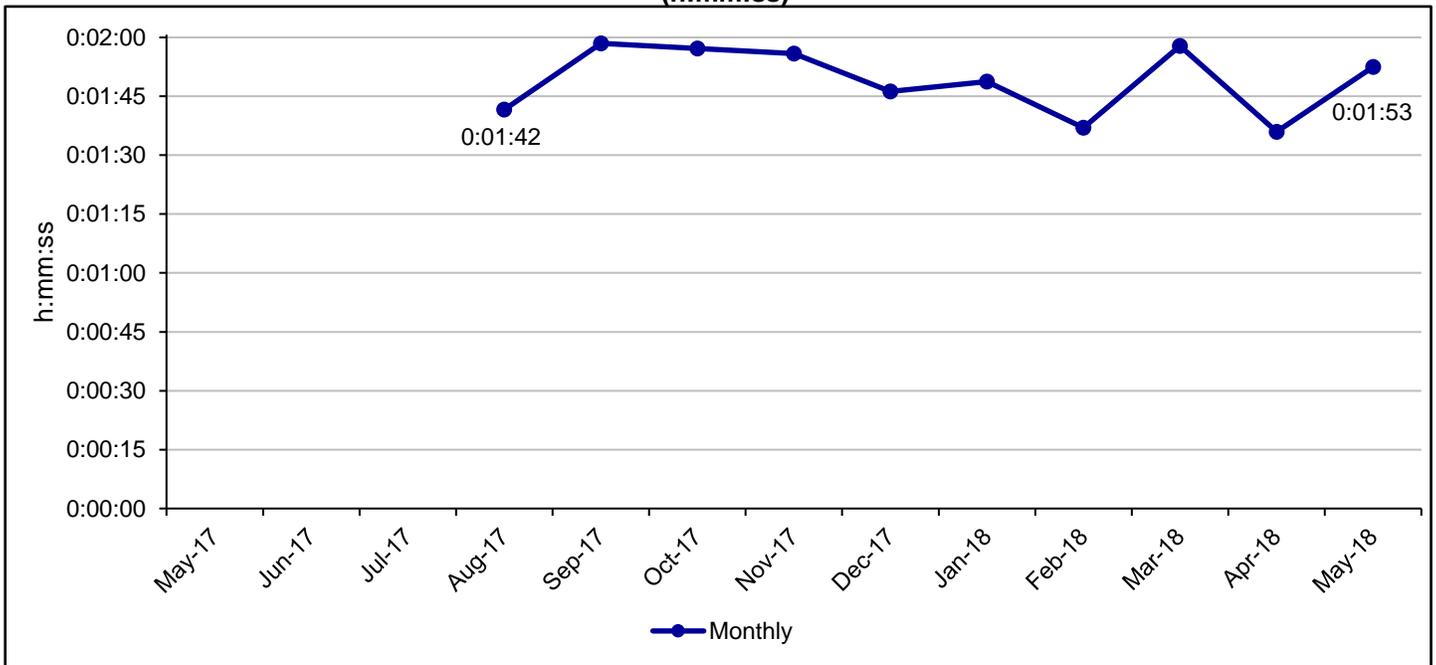
Service Delivered Discussion

- Service Delivered in May 2018 declined slightly by 0.9% from April 2018 but remained relatively the same on a 12-month average.
- Buses is identifying root causes and implementing corrective actions where necessary moving forward. As part of this process, we will revisit the way we capture information in real-time.

Service Delivered
Monthly
(Peak Hours)

<u>Borough</u>	<u>May 18</u>	<u>May 17</u>	<u>Difference</u>
Bronx	96.9%	98.1%	-1.2%
Local/Limited	96.8%	97.9%	-1.1%
Select Bus Service	96.8%	100.2%	-3.4%
Express	97.6%	99.0%	-1.4%
Brooklyn	96.9%	97.1%	-0.2%
Local/Limited	97.0%	97.2%	-0.2%
Select Bus Service	95.9%	97.4%	-1.5%
Express	96.8%	96.2%	+0.6%
Manhattan	96.9%	97.0%	-0.1%
Local/Limited	96.3%	96.9%	-0.6%
Select Bus Service	99.0%	97.5%	+1.5%
Express	N/A	N/A	N/A
Queens	96.8%	97.2%	-0.4%
Local/Limited	96.6%	97.2%	-0.6%
Select Bus Service	100.6%	99.0%	+1.6%
Express	97.1%	96.5%	+0.6%
Staten Island	95.7%	96.5%	-0.8%
Local/Limited	96.6%	97.1%	-0.5%
Select Bus Service	96.8%	100.0%	-3.2%
Express	94.6%	95.6%	-1.0%
Systemwide	96.7%	97.2%	-0.5%
Local/Limited	96.7%	97.2%	-0.5%
Select Bus Service	98.2%	98.2%	+0.0%
Express	96.1%	96.5%	-0.4%

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



	Monthly			12-Month Average		
	May 18	May 17	Difference	May 18	May 17	Difference
Bronx	0:01:50	N/A	N/A	N/A	N/A	N/A
Brooklyn	0:02:03	N/A	N/A	N/A	N/A	N/A
Manhattan	0:01:36	N/A	N/A	N/A	N/A	N/A
Queens	0:01:51	N/A	N/A	N/A	N/A	N/A
Staten Island	0:02:11	N/A	N/A	N/A	N/A	N/A
Systemwide	0:01:53	N/A	N/A	N/A	N/A	N/A

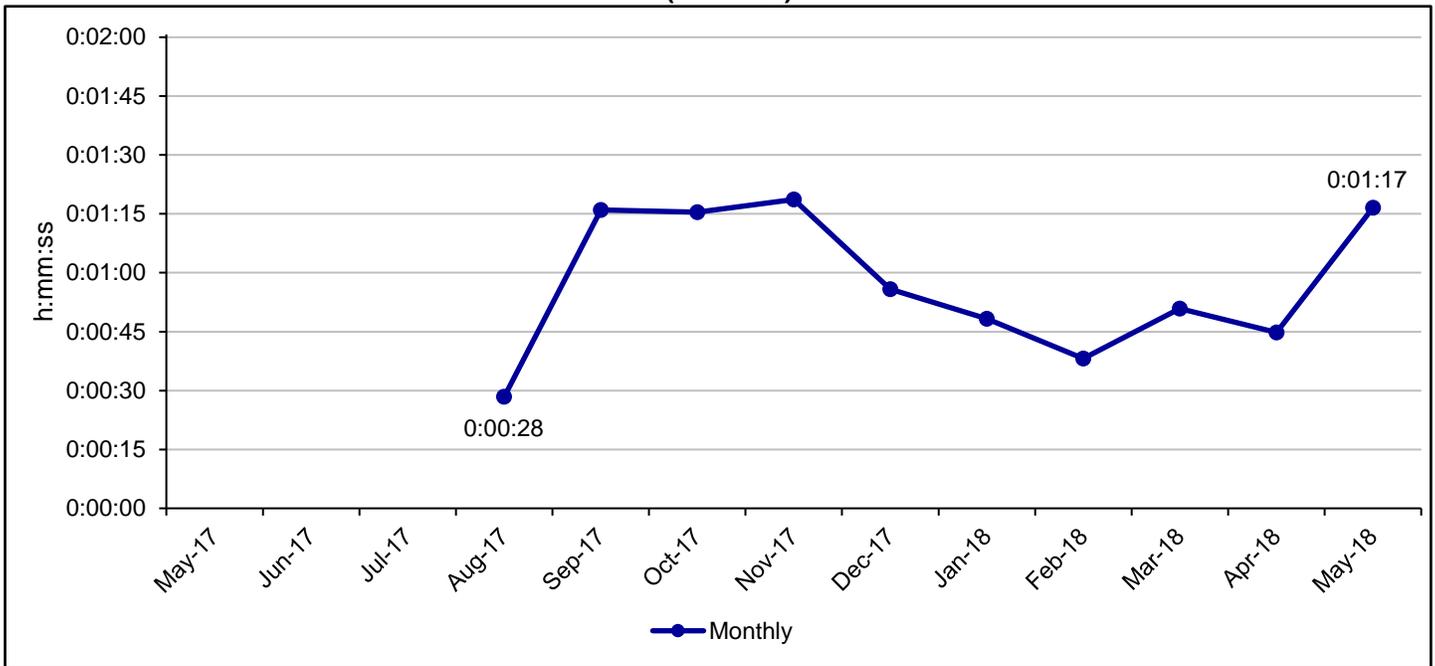
Additional Bus Stop Time Discussion

- Additional Bus Stop Time increased from 0:01:36 in April 2018 to 0:01:53 in May 2018.
- Buses is identifying root causes and implementing corrective actions where necessary moving forward. As part of this process, we will revisit the way we capture information in real-time.
- Additional Bus Stop Time is a new metric for which 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>May 18</u>	<u>May 17</u>	<u>Difference</u>
Bronx	0:01:50	N/A	N/A
Local/Limited	0:01:51	N/A	N/A
Select Bus Service	0:01:30	N/A	N/A
Express	0:02:13	N/A	N/A
Brooklyn	0:02:03	N/A	N/A
Local/Limited	0:02:06	N/A	N/A
Select Bus Service	0:01:19	N/A	N/A
Express	0:02:14	N/A	N/A
Manhattan	0:01:36	N/A	N/A
Local/Limited	0:01:44	N/A	N/A
Select Bus Service	0:01:15	N/A	N/A
Express	N/A	N/A	N/A
Queens	0:01:51	N/A	N/A
Local/Limited	0:01:53	N/A	N/A
Select Bus Service	0:01:17	N/A	N/A
Express	0:02:14	N/A	N/A
Staten Island	0:02:11	N/A	N/A
Local/Limited	0:02:23	N/A	N/A
Select Bus Service	0:01:21	N/A	N/A
Express	0:01:56	N/A	N/A
Systemwide	0:01:53	N/A	N/A
Local/Limited	0:01:56	N/A	N/A
Select Bus Service	0:01:19	N/A	N/A
Express	0:02:05	N/A	N/A

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



	Monthly			12-Month Average		
	May 18	May 17	Difference	May 18	May 17	Difference
Bronx	0:01:32	N/A	N/A	N/A	N/A	N/A
Brooklyn	0:01:10	N/A	N/A	N/A	N/A	N/A
Manhattan	0:00:49	N/A	N/A	N/A	N/A	N/A
Queens	0:01:22	N/A	N/A	N/A	N/A	N/A
Staten Island	0:01:38	N/A	N/A	N/A	N/A	N/A
Systemwide	0:01:17	N/A	N/A	N/A	N/A	N/A

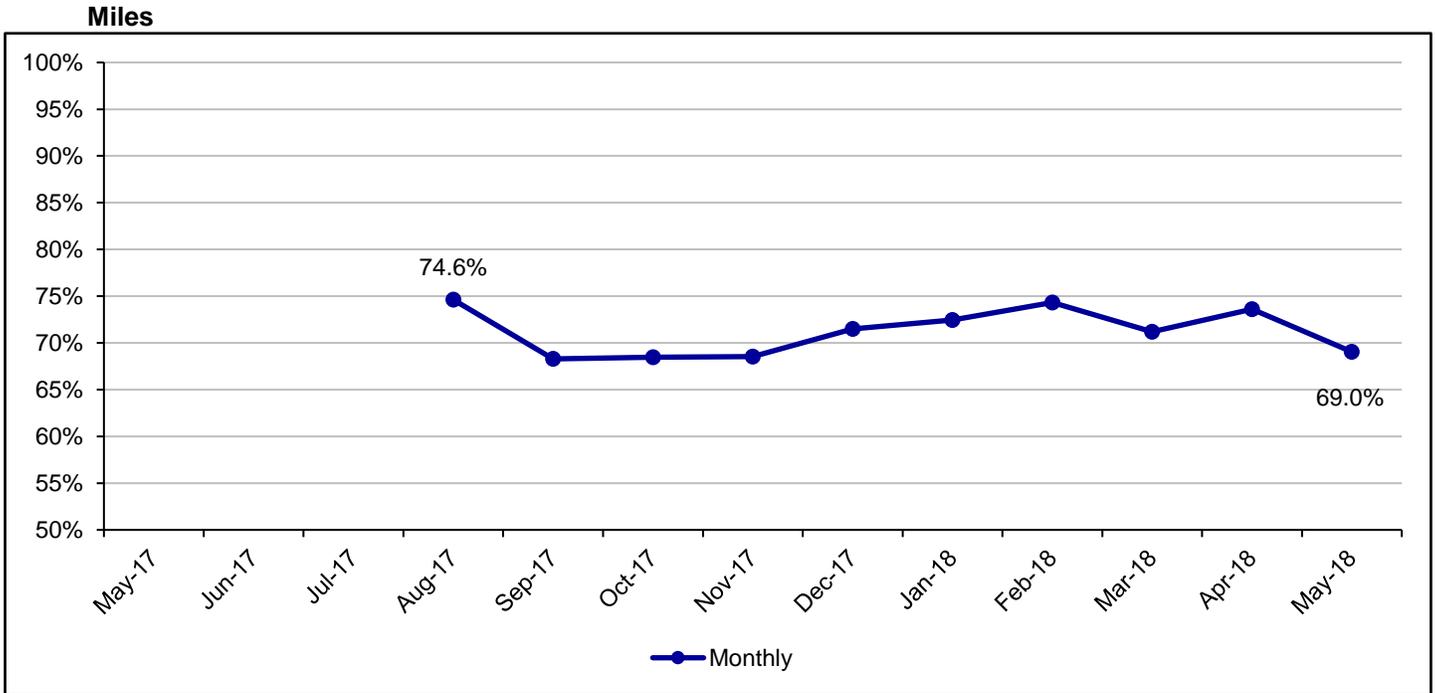
Additional Travel Time Discussion

- Additional Travel Time increased from 0:00:45 in April 2018 to 0:01:17 in May 2018.
- Buses is identifying root causes and implementing corrective actions where necessary moving forward. As part of this process, we will revisit the way we capture information in real-time.
- Additional Travel Time is a new metric for which 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>May 18</u>	<u>May 17</u>	<u>Difference</u>
Bronx	0:01:32	N/A	N/A
Local/Limited	0:01:19	N/A	N/A
Select Bus Service	0:01:54	N/A	N/A
Express	0:08:24	N/A	N/A
Brooklyn	0:01:10	N/A	N/A
Local/Limited	0:01:09	N/A	N/A
Select Bus Service	0:01:03	N/A	N/A
Express	0:02:31	N/A	N/A
Manhattan	0:00:49	N/A	N/A
Local/Limited	0:01:00	N/A	N/A
Select Bus Service	0:00:20	N/A	N/A
Express	N/A	N/A	N/A
Queens	0:01:22	N/A	N/A
Local/Limited	0:01:16	N/A	N/A
Select Bus Service	0:00:58	N/A	N/A
Express	0:07:57	N/A	N/A
Staten Island	0:01:38	N/A	N/A
Local/Limited	0:01:04	N/A	N/A
Select Bus Service	0:00:59	N/A	N/A
Express	0:03:19	N/A	N/A
Systemwide	0:01:17	N/A	N/A
Local/Limited	0:01:12	N/A	N/A
Select Bus Service	0:00:55	N/A	N/A
Express	0:05:03	N/A	N/A

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



	Monthly			12-Month Average		
	May 18	May 17	Difference	May 18	May 17	Difference
Bronx	68.2%	N/A	N/A	N/A	N/A	N/A
Brooklyn	68.5%	N/A	N/A	N/A	N/A	N/A
Manhattan	73.0%	N/A	N/A	N/A	N/A	N/A
Queens	68.9%	N/A	N/A	N/A	N/A	N/A
Staten Island	64.7%	N/A	N/A	N/A	N/A	N/A
Systemwide	69.0%	N/A	N/A	N/A	N/A	N/A

Customer Journey Time Performance Discussion

- Customer Journey Time decreased from 73.6% in April 2018 to 69% in May 2018.
- Buses is identifying root causes and implementing corrective actions where necessary moving forward. As part of this process, we will revisit the way we capture information in real-time.
- Customer Journey Time is a new metric for which no data is available prior to August 2017.

Chart 7

Customer Journey Time Performance Monthly

<u>Borough</u>	<u>May 18</u>	<u>May 17</u>	<u>Difference</u>
Bronx	68.2%	N/A	N/A
Local/Limited	69.3%	N/A	N/A
Select Bus Service	65.8%	N/A	N/A
Express	35.3%	N/A	N/A
Brooklyn	68.5%	N/A	N/A
Local/Limited	68.2%	N/A	N/A
Select Bus Service	74.9%	N/A	N/A
Express	58.9%	N/A	N/A
Manhattan	73.0%	N/A	N/A
Local/Limited	71.2%	N/A	N/A
Select Bus Service	78.1%	N/A	N/A
Express	N/A	N/A	N/A
Queens	68.9%	N/A	N/A
Local/Limited	69.3%	N/A	N/A
Select Bus Service	72.4%	N/A	N/A
Express	36.5%	N/A	N/A
Staten Island	64.7%	N/A	N/A
Local/Limited	66.7%	N/A	N/A
Select Bus Service	73.4%	N/A	N/A
Express	56.7%	N/A	N/A
Systemwide	69.0%	N/A	N/A
Local/Limited	69.1%	N/A	N/A
Select Bus Service	73.8%	N/A	N/A
Express	49.1%	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)

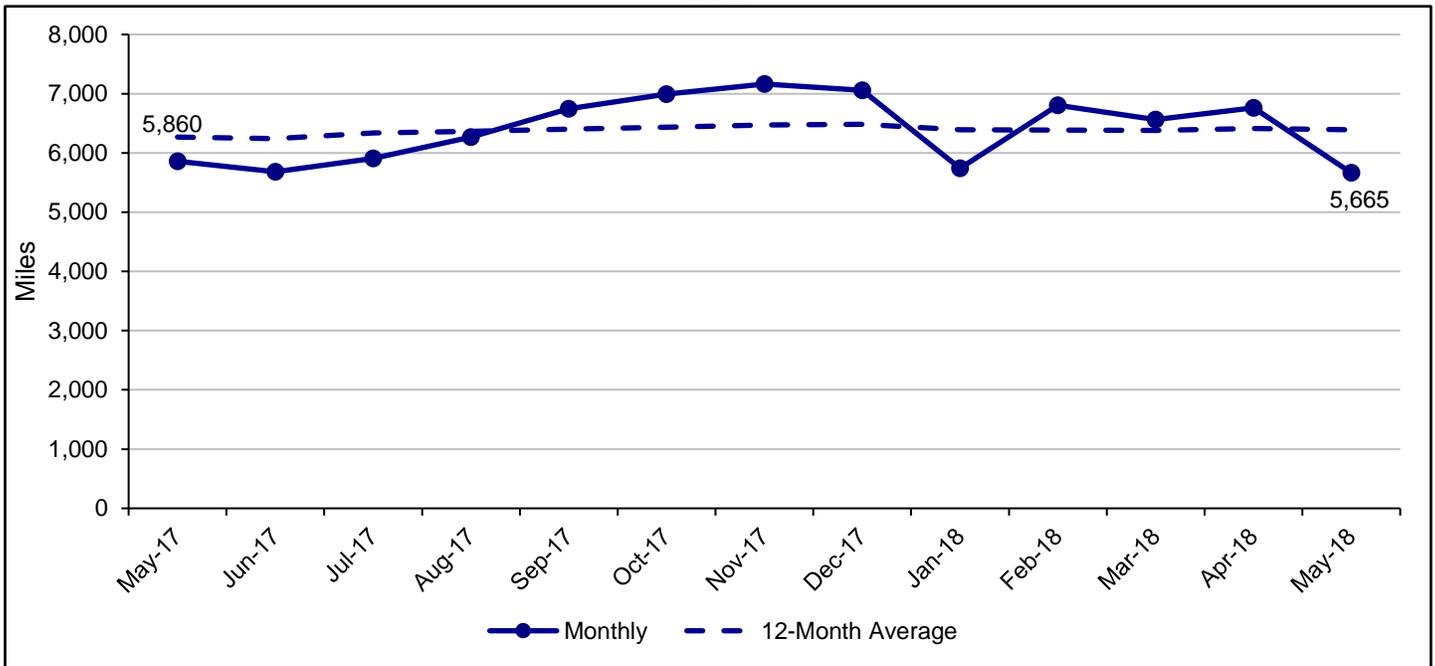
Mean Distance Between Failures (MDBF) reports how frequently mechanical problems such as engine failures or electrical malfunctions cause delays. It is calculated by dividing the number of miles buses run in service by the number of incidents due to mechanical problems.

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		
	May 18	May 17	Difference	May 18	May 17	Difference
Bronx	4,127	3,692	11.8%	4,392	4,475	-1.8%
Brooklyn	5,145	6,958	-26.1%	6,416	6,837	-6.2%
Manhattan	3,575	2,953	21.1%	3,742	3,161	18.4%
Queens	6,356	6,673	-4.7%	7,151	6,831	4.7%
Staten Island	16,393	20,332	-19.4%	20,356	22,813	-10.8%
Systemwide	5,665	5,860	-3.3%	6,394	6,269	2.0%

Mean Distance Between Failures Discussion

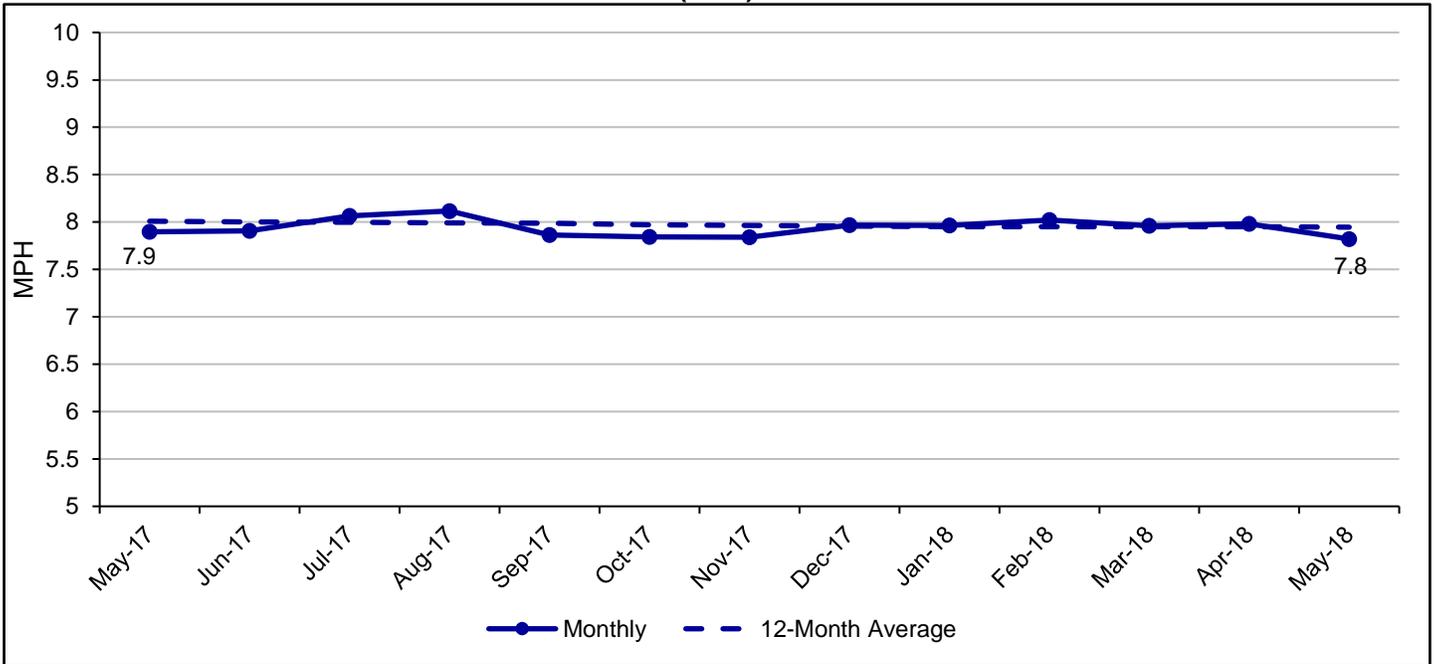
- The 12-month rolling average through May 2018 improved by 2% against last year.
- Mean Distance Between Failures declined by 3.3% from 5,860 in May 2017 to 5,665 in May 2018.
- One factor contributing to the slight dip in May performance is the impact of weather. May 2018 had 11 hotter days as compared to 4 in May 2017.
- Buses is identifying root causes and implementing corrective actions where necessary. As part of this process, we will revisit the way we capture information in real-time.

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

<u>Borough</u>	<u>May 18</u>	<u>May 17</u>	<u>Difference</u>
Bronx	4,392	4,475	-1.8%
Local/Limited	3,662	3,836	-4.5%
Select Bus Service	6,073	N/A	N/A
Express	10,918	12,265	-11.0%
Brooklyn	6,416	6,837	-6.2%
Local/Limited	6,235	6,713	-7.1%
Select Bus Service	7,993	N/A	N/A
Express	9,850	11,606	-15.1%
Manhattan	3,742	3,161	+18.4%
Local/Limited	3,432	3,161	+8.6%
Select Bus Service	5,906	N/A	N/A
Express	#N/A	N/A	N/A
Queens	7,151	6,831	+4.7%
Local/Limited	6,731	6,507	+3.4%
Select Bus Service	13,275	N/A	N/A
Express	8,227	9,045	-9.0%
Staten Island	20,356	22,813	-10.8%
Local/Limited	18,430	19,170	-3.9%
Select Bus Service	12,394	N/A	N/A
Express	23,932	27,583	-13.2%
Systemwide	6,394	6,269	+2.0%
Local/Limited	5,584	5,545	+0.7%
Select Bus Service	7,974	N/A	N/A
Express	12,784	14,407	-11.3%

Prior to June 2017, data for Select Bus Service is combined with Local/Limited service. MDBF data has been captured separately since June 2017 when better tracking mechanisms became available.

Bus Speeds (24 Hours) (MPH)



	Monthly			12-Month Average		
	May 18	May 17	Difference	May 18	May 17	Difference
Bronx	7.3	7.4	-0.1	7.5	7.5	0.0
Brooklyn	7.0	7.0	0.0	7.1	7.2	-0.1
Manhattan	5.9	5.8	+0.1	5.9	5.9	0.0
Queens	8.7	8.9	-0.2	8.9	9.0	-0.1
Staten Island	12.9	12.9	0.0	13.2	13.2	0.0
Systemwide	7.8	7.9	-0.1	7.9	8.0	-0.1

Speed Discussion

- Bus Speeds decreased from 8mph in April 2018 to 7.8mph in May 2018.
- Buses is identifying root causes and implementing corrective actions where necessary moving forward. As part of this process, we will revisit the way we capture information in real-time.

Bus Speeds
Monthly (24 Hours)
MPH

<u>Borough</u>	<u>May 18</u>	<u>May 17</u>	<u>Difference</u>
Bronx	7.3	7.4	-0.1
Local/Limited	6.7	6.8	-0.1
Select Bus Service	8.4	9.0	-0.6
Express	10.8	11.0	-0.2
Brooklyn	7.0	7.0	0.0
Local/Limited	6.8	6.8	0.0
Select Bus Service	8.4	8.6	-0.2
Express	11.7	11.6	+0.1
Manhattan	5.9	5.8	+0.1
Local/Limited	5.5	5.6	-0.1
Select Bus Service	7.5	6.9	+0.6
Express	N/A	N/A	N/A
Queens	8.7	8.9	-0.2
Local/Limited	8.4	8.7	-0.3
Select Bus Service	11.2	10.0	+1.2
Express	12.1	11.8	+0.3
Staten Island	12.9	12.9	0.0
Local/Limited	11.2	11.4	-0.2
Select Bus Service	14.5	14.6	-0.1
Express	15.2	15.0	+0.2
Systemwide	7.8	7.9	-0.1
Local/Limited	7.3	7.4	-0.1
Select Bus Service	9.3	8.9	+0.4
Express	12.7	12.7	0.0

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?

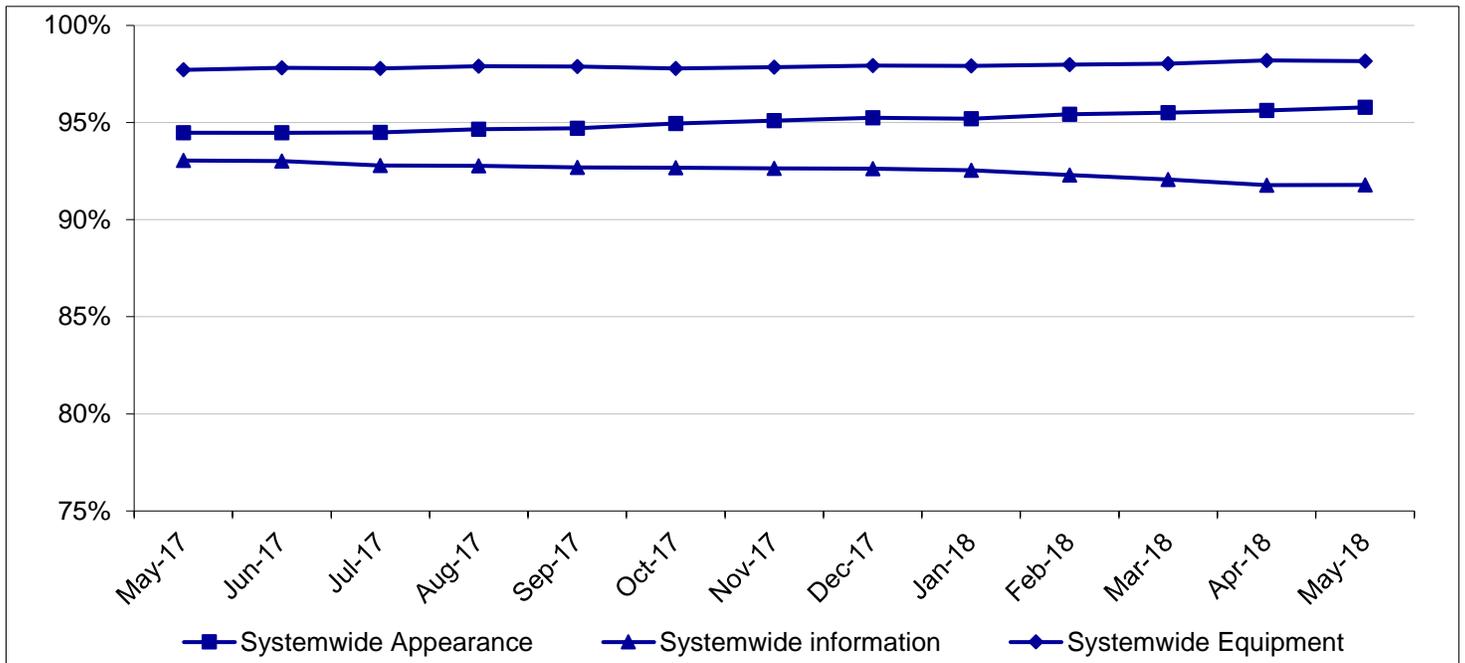
Equipment: For example, do the heat, air conditioning, and wheelchair lift work?

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



	Jun 17 - May 18			Jun 16 - May 17		
	Appearance	Equipment	Information	Appearance	Equipment	Information
Bronx	95.2%	98.2%	91.7%	93.7%	98.6%	93.8%
Brooklyn	96.2%	98.5%	90.9%	94.7%	97.1%	92.7%
Manhattan	93.5%	98.4%	93.8%	91.1%	97.1%	94.6%
Queens	97.4%	97.5%	91.7%	97.2%	97.9%	93.2%
Staten Island	95.5%	98.4%	90.9%	94.0%	97.5%	91.0%
Systemwide	95.8%	98.2%	91.8%	94.5%	97.7%	93.0%

Passenger Environment Survey Discussion

- The information quality score decreased by 1.2% on a 12-month average due to a slight decline in bus map availability and a decline in bus announcements. As part of the Bus Plan, New York City Transit will be retrofitting 1,000 buses with digital information screens in 2018. The digital screens will offer audio and visual route information and display next stop information, service advisories, bus maps, and travel information, including transfers.
- Appearance improved by 1.3%, due to better litter and cleanliness scores.
- Equipment performance remained high, edging up to 98.2%.

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.

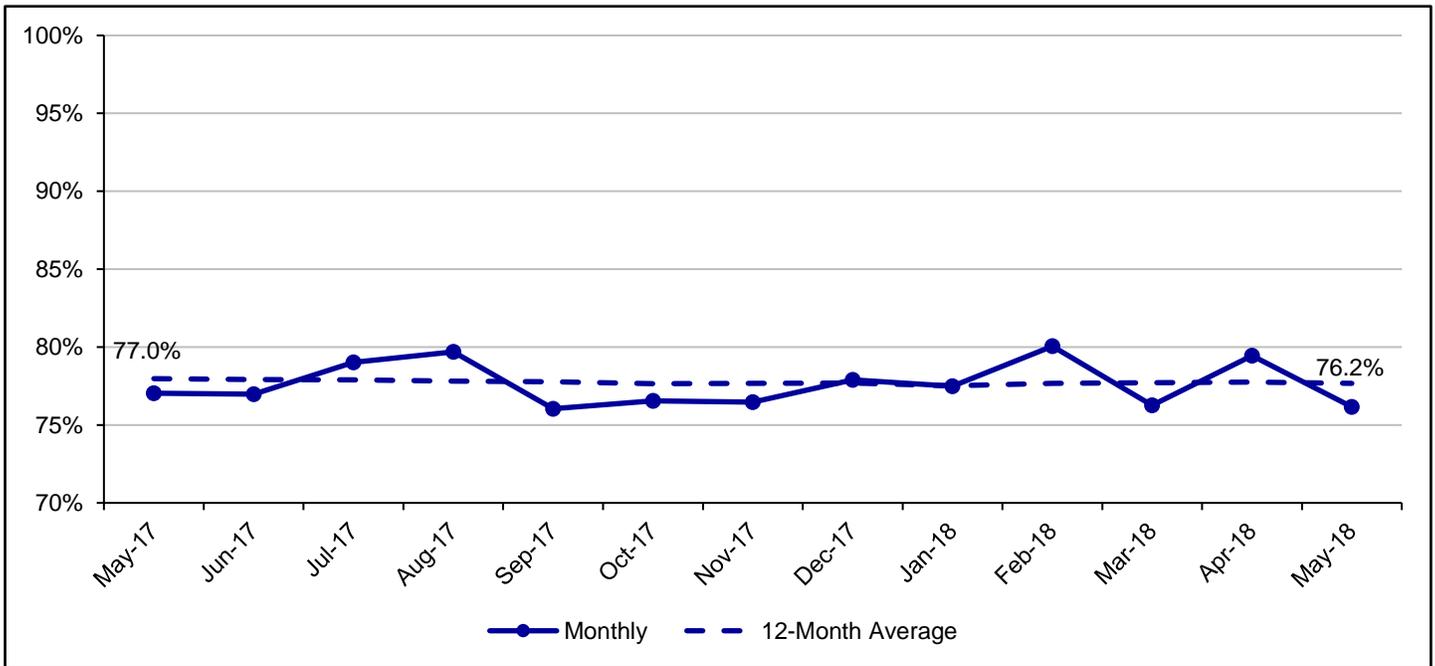
Bus AM Weekday Pull Out Performance

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		
	May 18	May 17	Difference	May 18	May 17	Difference
Bronx	74.7%	76.8%	-2.1%	77.2%	78.2%	-1.0%
Brooklyn	75.1%	75.1%	0.0%	76.3%	76.9%	-0.6%
Manhattan	74.8%	75.2%	-0.4%	76.4%	75.3%	1.1%
Queens	77.7%	78.5%	-0.8%	78.8%	79.0%	-0.2%
Staten Island	79.1%	81.5%	-2.4%	81.0%	81.9%	-0.9%
Systemwide	76.2%	77.0%	-0.8%	77.7%	78.0%	-0.3%

Wait Assessment Monthly

<u>Borough</u>	<u>May 18</u>	<u>May 17</u>	<u>Difference</u>
Bronx	74.7%	76.8%	-2.1%
Local/Limited	74.4%	76.5%	-2.1%
Select Bus Service	77.4%	79.9%	-2.5%
Express	80.6%	81.2%	-0.6%
Brooklyn	75.1%	75.1%	+0.0%
Local/Limited	74.9%	74.9%	+0.0%
Select Bus Service	80.6%	82.3%	-1.7%
Express	77.3%	78.5%	-1.2%
Manhattan	74.8%	75.2%	-0.4%
Local/Limited	74.4%	75.0%	-0.6%
Select Bus Service	79.1%	78.1%	+1.0%
Express	N/A	N/A	N/A
Queens	77.7%	78.5%	-0.8%
Local/Limited	77.6%	78.4%	-0.8%
Select Bus Service	80.3%	81.2%	-0.9%
Express	79.9%	79.2%	+0.7%
Staten Island	79.1%	81.5%	-2.4%
Local/Limited	78.9%	81.3%	-2.4%
Select Bus Service	81.5%	83.5%	-2.0%
Express	79.2%	81.8%	-2.6%
Systemwide	76.2%	77.0%	-0.8%
Local/Limited	75.9%	76.8%	-0.9%
Select Bus Service	79.8%	80.5%	-0.7%
Express	79.4%	80.7%	-1.3%

Bus Mean Distance Between Service Interruptions

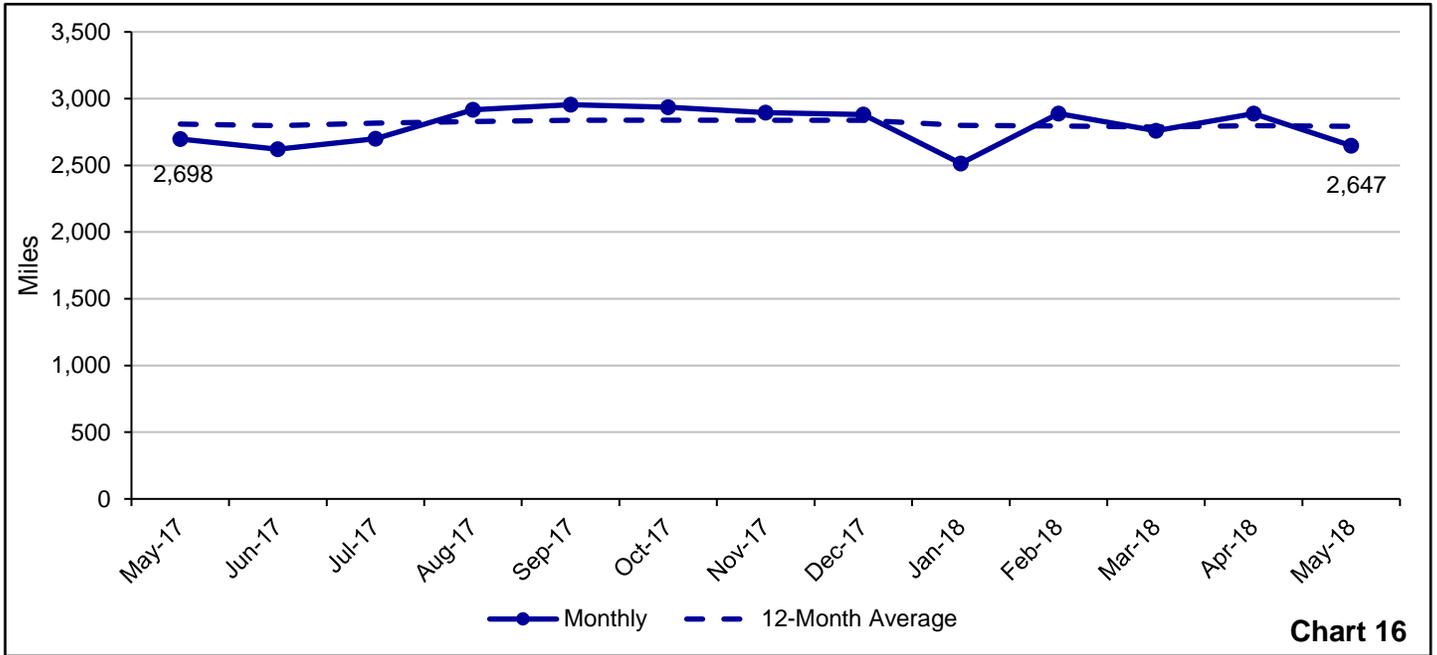


Chart 16

Systemwide	Monthly			12-Month Average		
	May 18	May 17	Difference	May 18	May 17	Difference
	2,647	2,698	-51	2,792	2,810	-18

Bus Percentage of Completed Trips

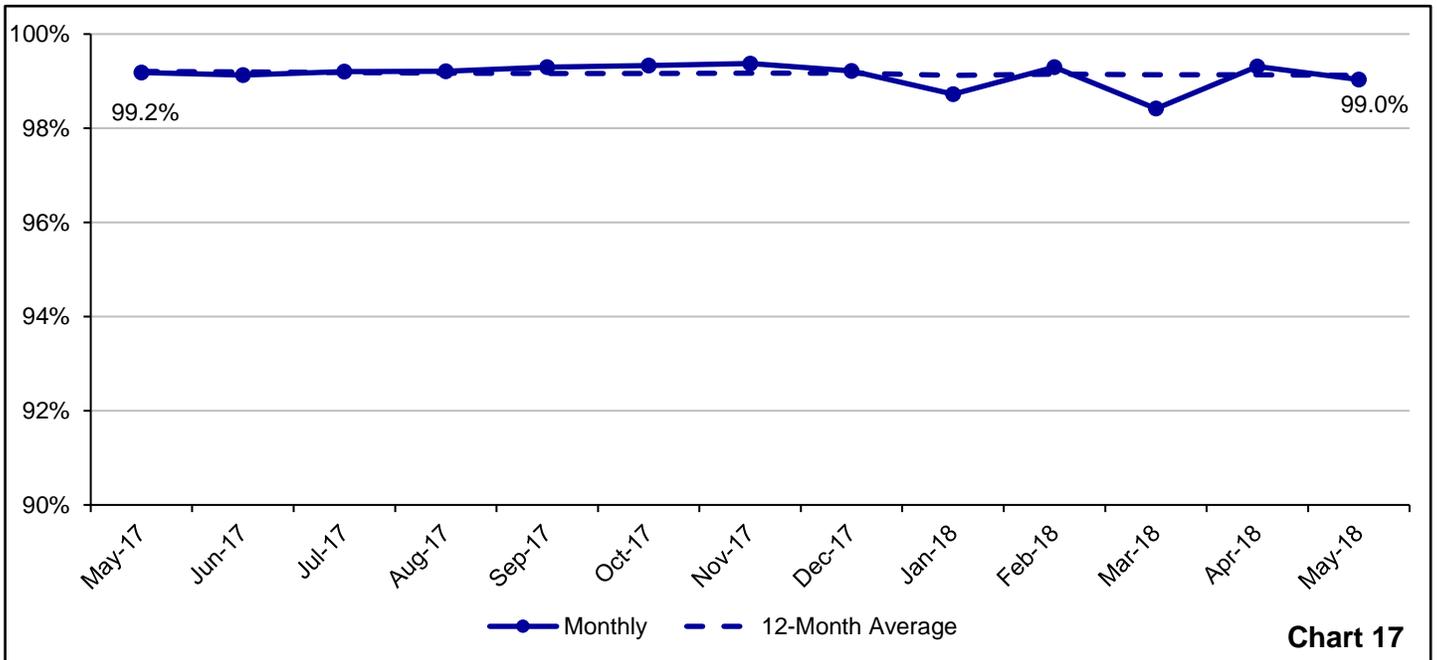


Chart 17

Systemwide	Monthly			12-Month Average		
	May 18	May 17	Difference	May 18	May 17	Difference
	99.0%	99.2%	-0.2%	99.1%	99.2%	-0.1%

Bus AM Weekday Pull Out Performance

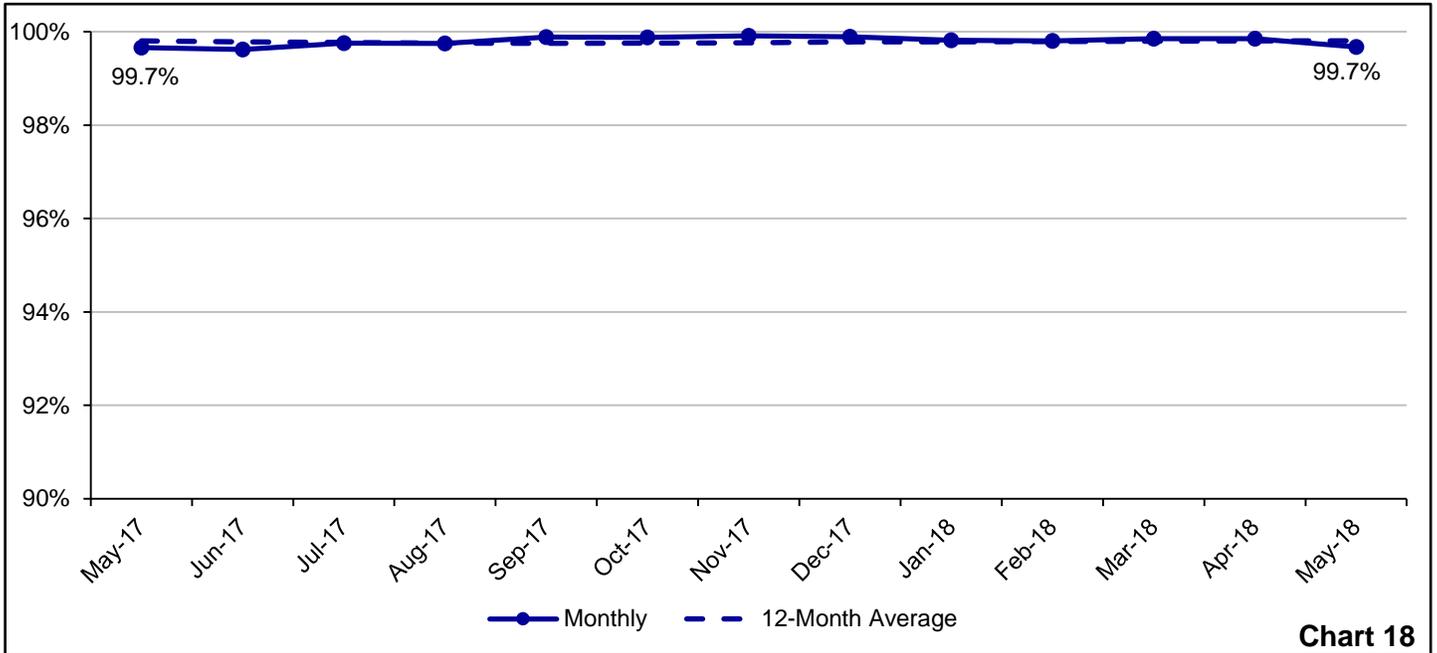


Chart 18

	Monthly			12-Month Average		
	May 18	May 17	Difference	May 18	May 17	Difference
Systemwide	99.7%	99.7%	0.0%	99.8%	99.8%	0.0%

Bus PM Weekday Pull Out Performance

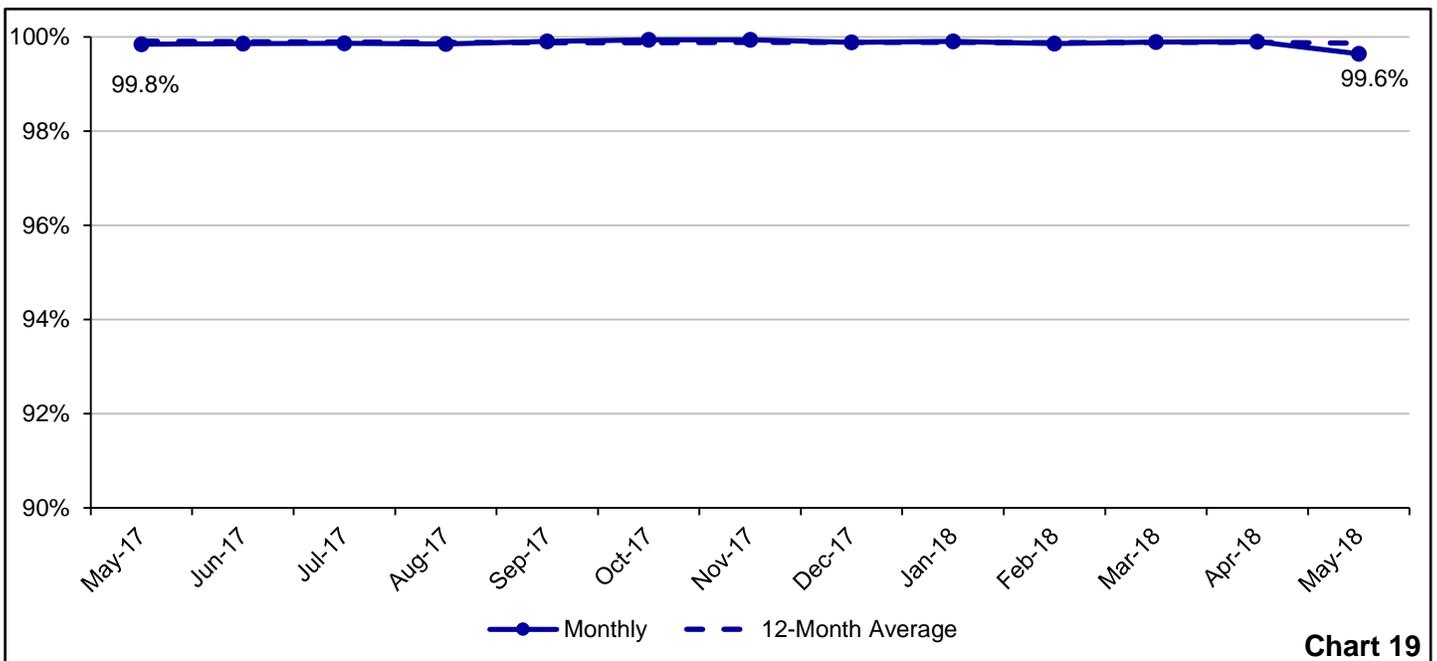
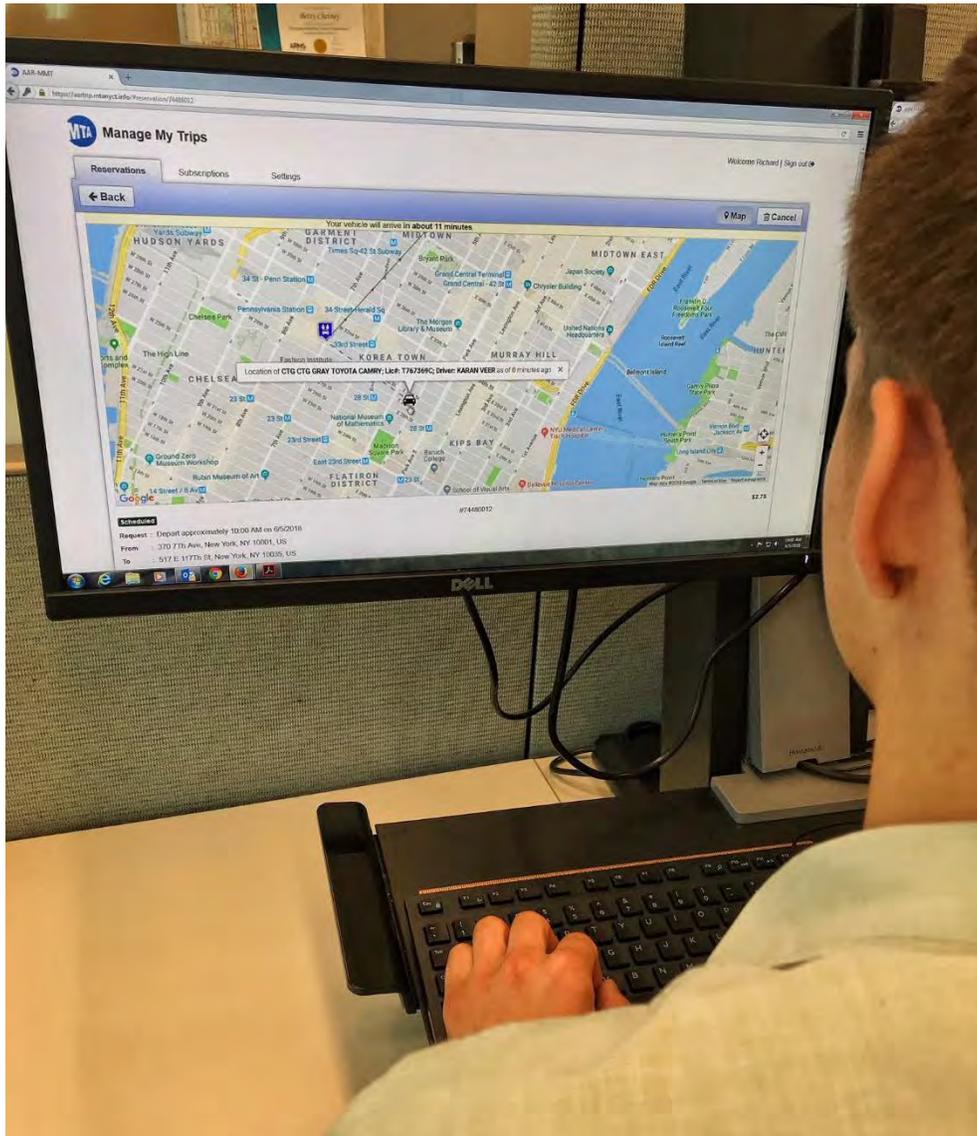


Chart 19

	Monthly			12-Month Average		
	May 18	May 17	Difference	May 18	May 17	Difference
Systemwide	99.6%	99.8%	-0.2%	99.9%	99.9%	0.0%

Customer Service Report: Paratransit

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



Our customers can now track broker vehicles in real time on our web-based app.

May 2018 Highlights: Paratransit

Performance on a 12-month average remains stable overall in spite of a 13% growth in ridership as compared to last year. One area we are focusing on is a slight decline in broker performance, including 'no shows' and on-time performance. We have addressed this issue with the contractor and are closely monitoring the situation going forward.

Our e-hail pilot program, which includes both advance reservation and real-time, on-demand service for Paratransit customers, continues to exceed expectations and is the primary factor in ridership growth. The demand for e-hail services has resulted in a significant increase in trips, which grew from 6,000 in April 2017 to 147,000 in April 2018. Over 1,100 customers have enrolled for on-demand services and have taken approximately 48,000 on-demand trips since the end of last year. Demand for e-hail services has grown exponentially each month.

The recently released "Fast Forward: The Plan to Modernize New York City Transit," holds accessibility as a key priority and commits to continued efforts toward making Paratransit service responsive to our customers' needs while acknowledging the financial and logistical challenges Access-A-Ride faces. Recognizing the new and unprecedented flexibility that on-demand e-hail offers, we fully intend to incorporate on-demand e-hail service within the overall paratransit program when our pilot is completed. As such, we are working closely with the Federal Transit Administration to determine our best options to continue sustainable e-hail services beyond the one-year pilot. Our vision for the future of the e-hail program is to expand it to be more inclusive while ensuring that it remains sustainable as it continues to grow. We are also reviewing e-hail models in use at other Paratransit agencies that will help inform our future program.

This month we will also expand testing of our new MyAAR app to approximately 100 customers. The new app will make it easier for customers to schedule rides, track vehicles, provide feedback and update account information. We will incorporate customer feedback to make improvements as we begin rollout of the app later this year.

Finally, we continue to meet regularly, and work closely, with the Paratransit Task Force to improve communication, reliability and transparency. Commissioner Vanterpool will be presenting Task Force highlights next month.

Darryl C. Irick

President, MTA Bus Company

Senior Vice President, NYCT Department of Buses

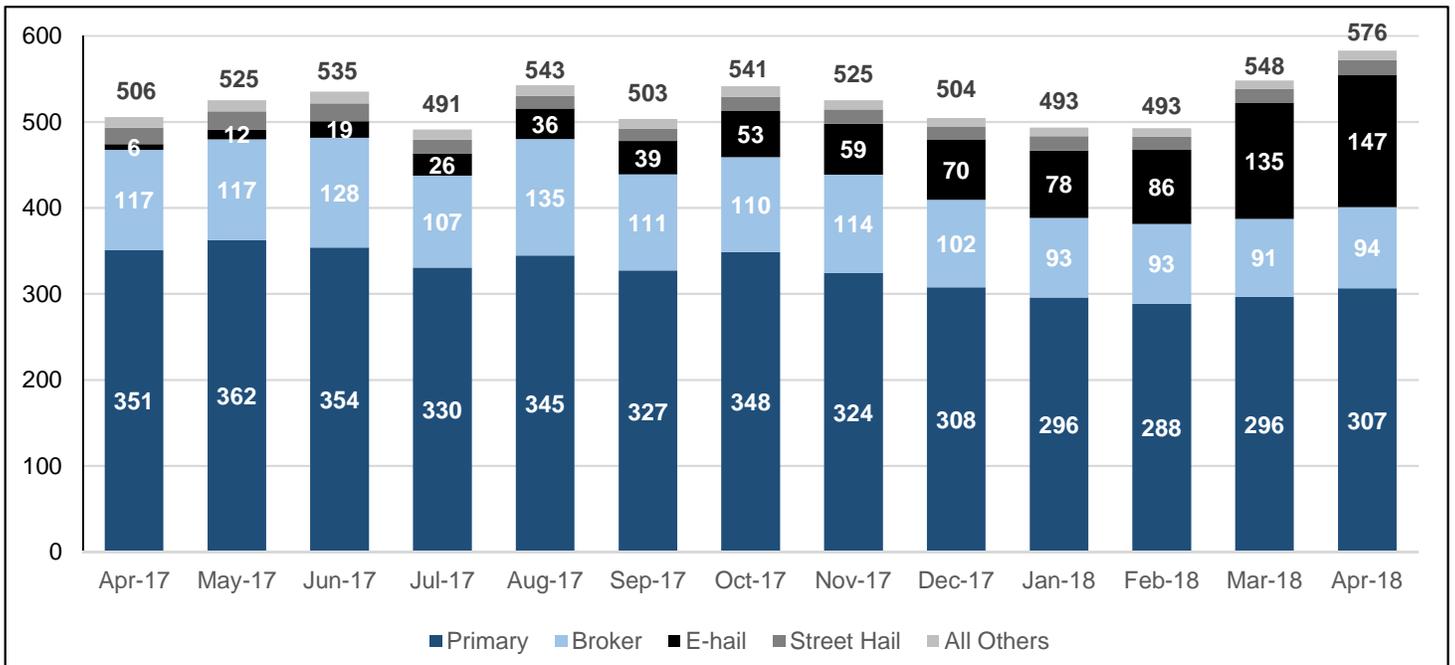
Monthly Operations Report

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

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: Apr-18			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Legacy Indicators	% of Trips Completed	91.1%	90.6%	+0.4%	90.7%	90.4%	+0.3%
	Trips Requested	722,303	645,970	+11.8%	668,446	646,348	+3.4%
	Trips Scheduled	632,829	557,853	+13.4%	576,634	554,878	+3.9%
	Trips Completed*	576,314	505,585	+14.0%	523,141	501,755	+4.3%
	Early Cancellations as a Percentage of Trips Requested	12.0%	12.9%	-0.9%	13.1%	13.3%	-0.2%
	Late Cancellations as a Percentage of Trips Scheduled	3.4%	3.3%	+0.1%	3.5%	3.3%	+0.3%
	No-Shows (Passenger) as a Percentage of Trips Scheduled	1.8%	1.7%	+0.2%	2.1%	1.7%	+0.4%
	No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.5%	0.9%	-0.4%	0.7%	0.8%	-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	0.4%	0.7%	-0.3%	0.7%	0.8%	-0.1%
New Applications Received	3,429	2,744	+25.0%	2,803	2,886	-2.9%	

*Apr-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.

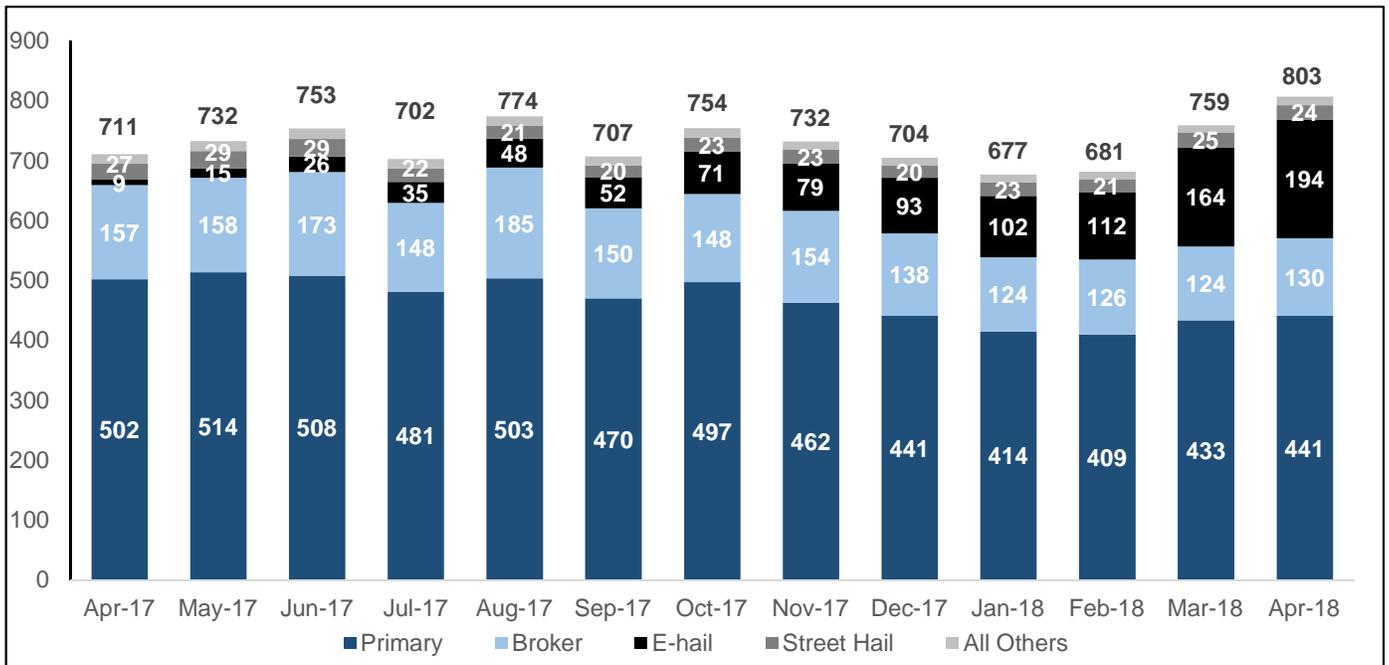
Total Trips



Total Trips Discussion

- Total trips increased by 28K to 576K in April 2018 when compared to 548K in March, and increased by 70K when compared to 506K in April 2017. This represents a percentage increase of 5% and 14% respectively.
- The increase in trips is mainly attributed to heavy demand for E-hail which increased by 12K in April 2018 when compared to the previous month and increased by 141K when compared to the same month last year.

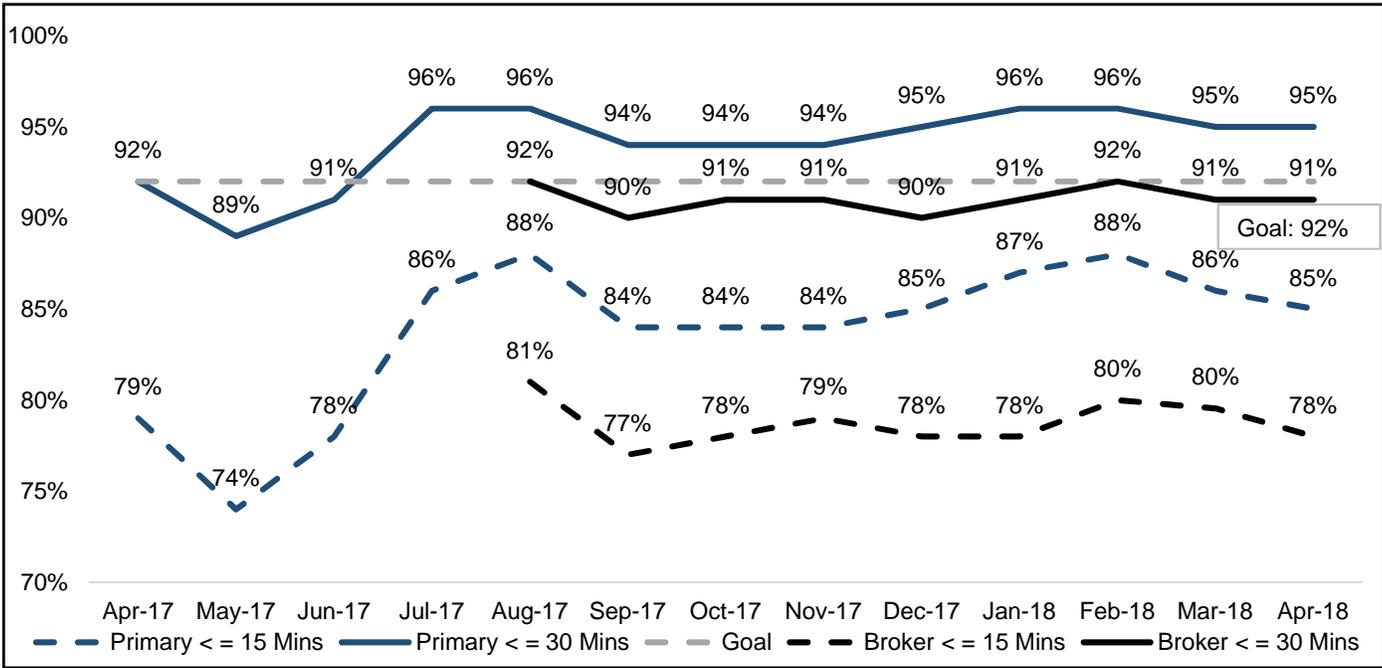
Total Ridership



Total Ridership Discussion

- Total ridership increased by 44K to 803K in April 2018 when compared to 759K in March, and increased by 92K when compared to 711K in April 2017. This represents a percentage increase of 6% and 13% respectively.
- The increase in ridership can be attributed to heavy demand for E-hail which increased by 30K in April 2018 when compared to the previous month and increased by 185K when compared to the same period last year.

Pick Up On-Time Performance

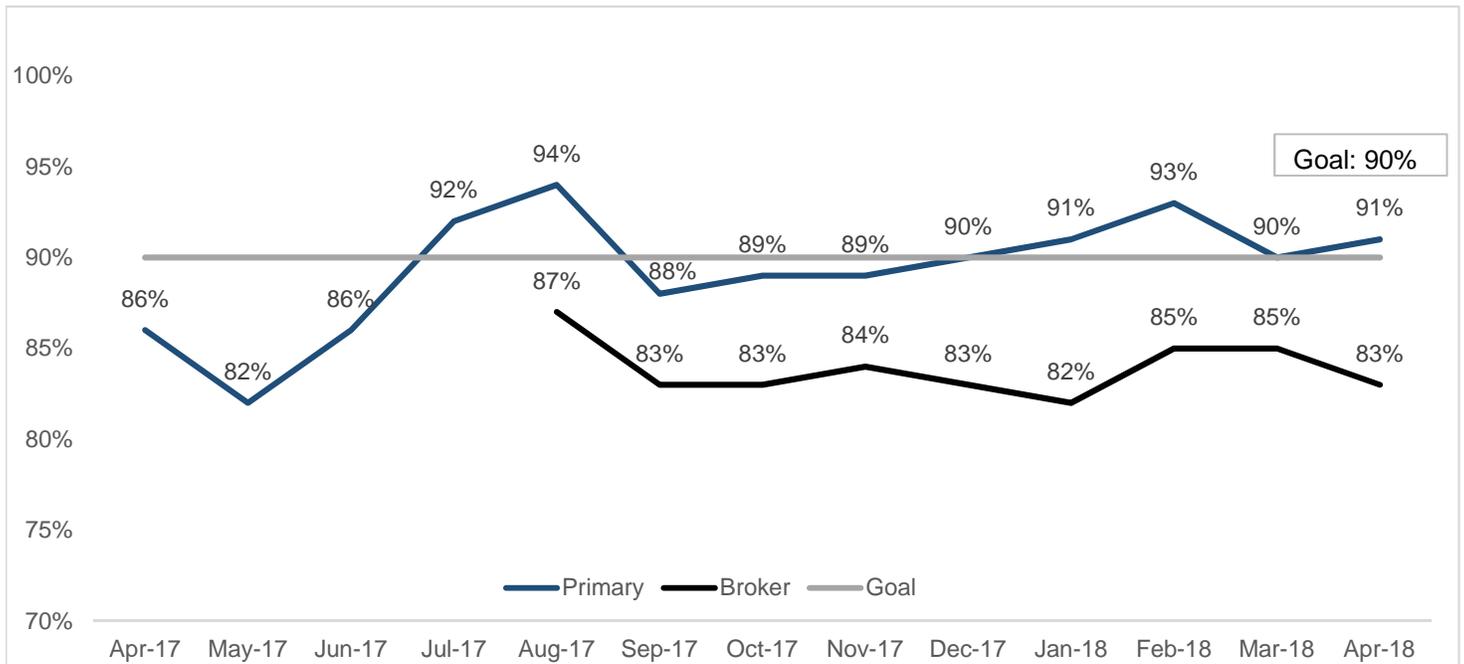


Pick Up On-Time Performance Discussion

- Primary Carrier 30 minute P/U OTP remained flat at 95% in April 2018 when compared the previous month, and showed a 3% improvement when compared to the same period last year.
- Primary Carrier 15 minute P/U OTP was 85% for April 2018, a decrease of 1% when compared the previous month, and showed a 6% improvement when compared to the same month last year.
- Broker 30 minute P/U OTP remained flat at 91% in April 2018 when compared the previous month.
- Broker 15 minute P/U OTP was 78% for April 2018, a decrease of 2% when compared the previous month. We have addressed this issue with the provider and are closely monitoring their performance.

Chart 3

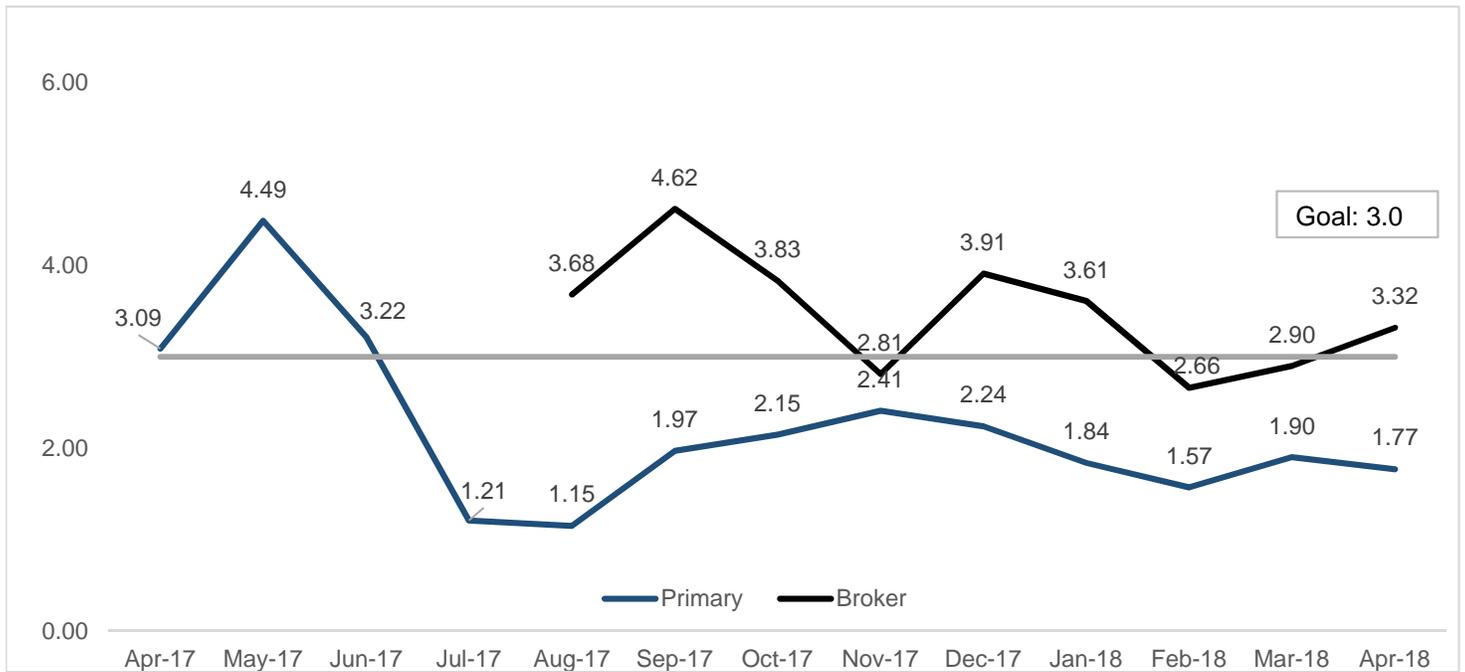
Drop Off On-Time Performance On Appointment Trips



Drop Off On-Time Performance On Appointment Trips Discussion

- Primary Carrier D/O OTP improved by 1% to 91% in April 2018 as compared to 90% in the previous month, and showed a 5% improvement when compared to the same period last year.
- Broker D/O OTP decreased by 2% to 83% in April 2018 as compared to 85% compared in the previous month. We have addressed this issue with the provider and are closely monitoring their performance.

Provider No Shows Per 1000 Scheduled Trips

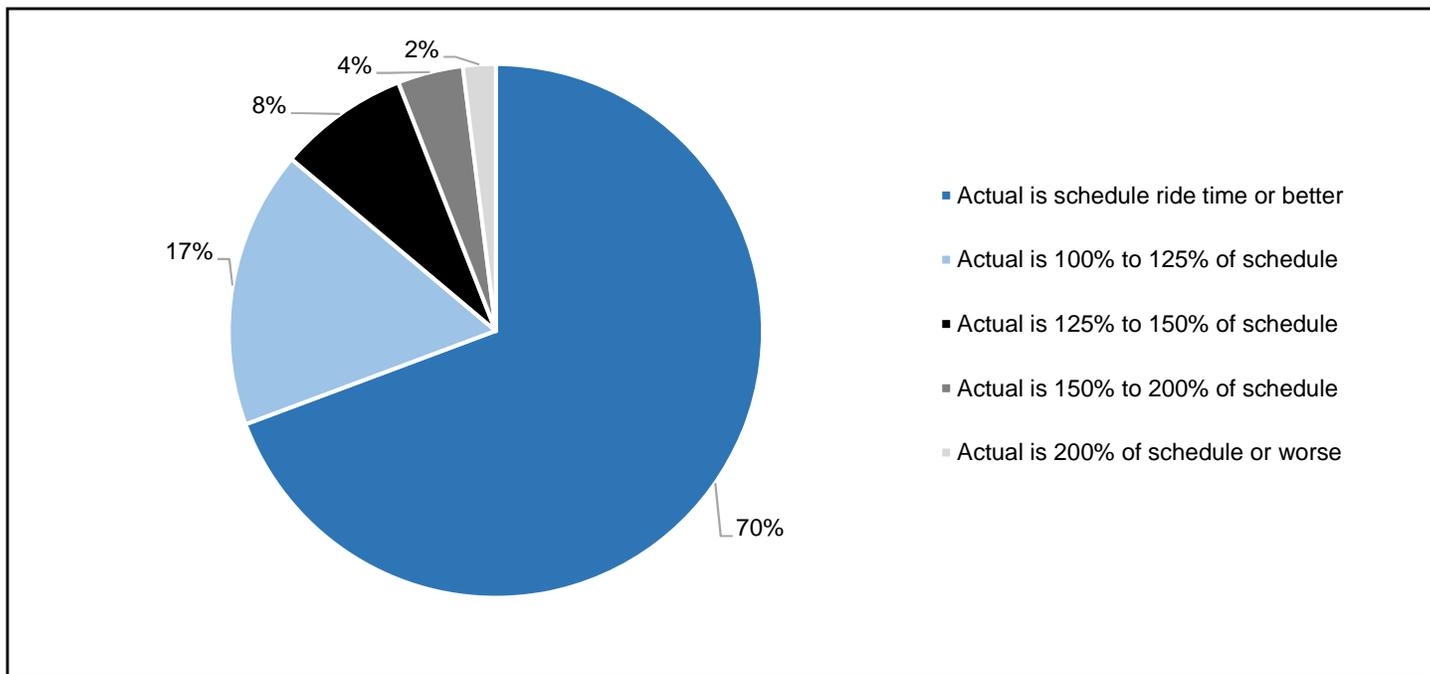


Provider No Shows Per 1000 Scheduled Trips Discussion

- Carrier No-Shows improved to 1.77 in April 2018 compared to 1.90 in the previous month and decreased from 3.09 when compared to the same month in 2017.
- Broker No-Shows increased to 3.32 per thousand trips in April 2018 compared to 2.90 per thousand trips in the previous month. Additionally, we also noted that this trend has continued in the month of May. We have addressed this issue with the provider and are closely monitoring their performance.

Chart 5

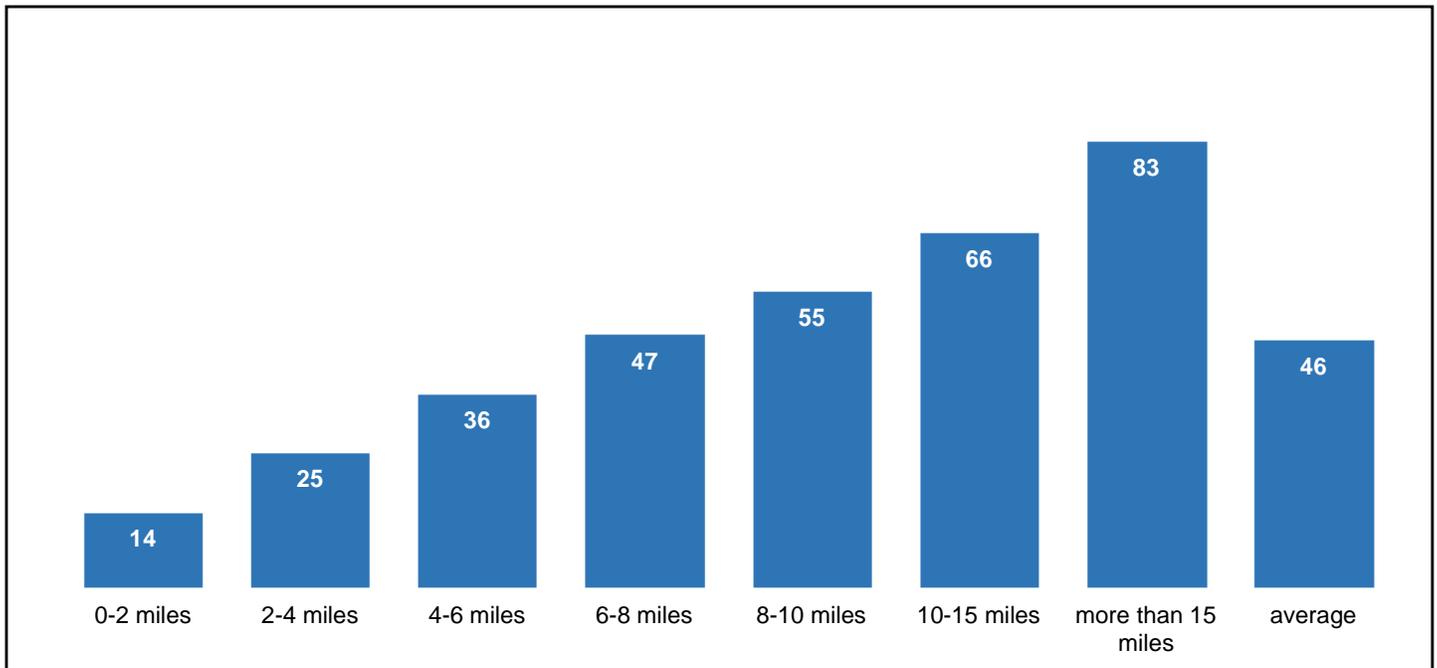
Access-A-Ride Carrier Ride Time Performance - Actual vs. Scheduled



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

- 70% of trips were performed within the scheduled time or better, which is an improvement of 3% from the previous month.

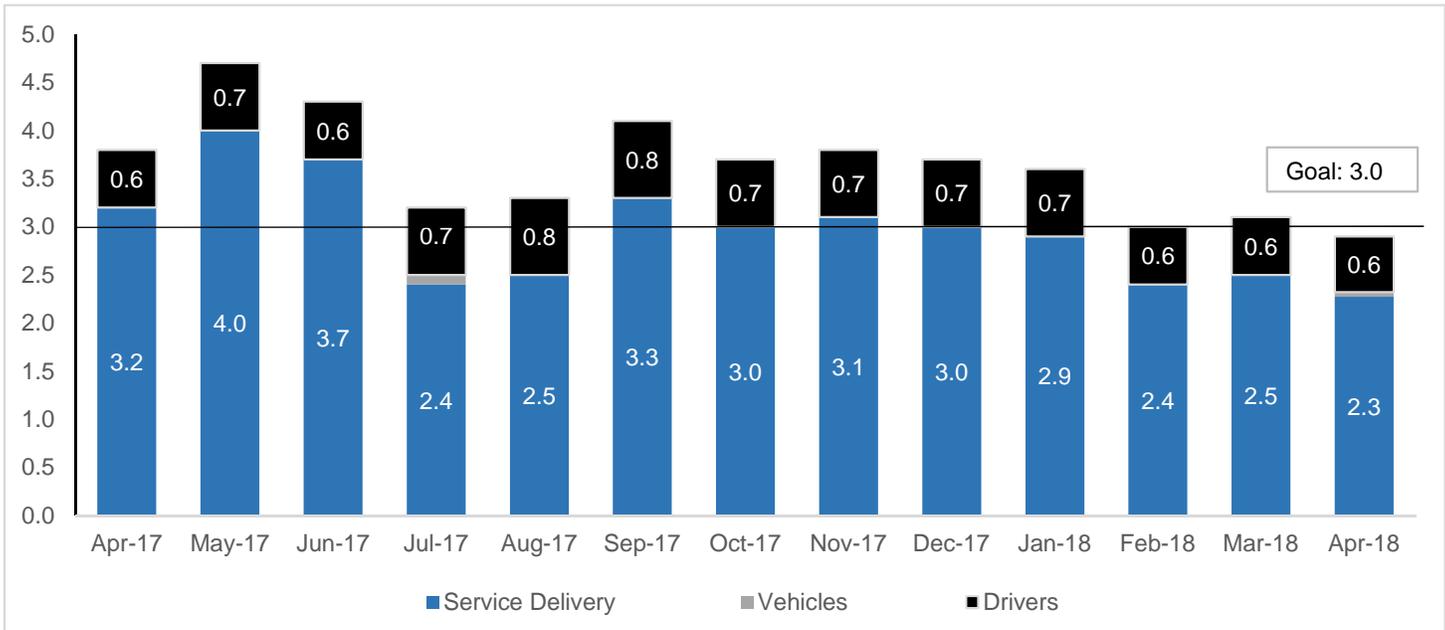
Average Travel Time in Minutes by Trip Distance Category



Average Travel Time in Minutes by Trip Distance Category Discussion

- The average travel time for all categories was 46 minutes, which is flat compared to the previous month.

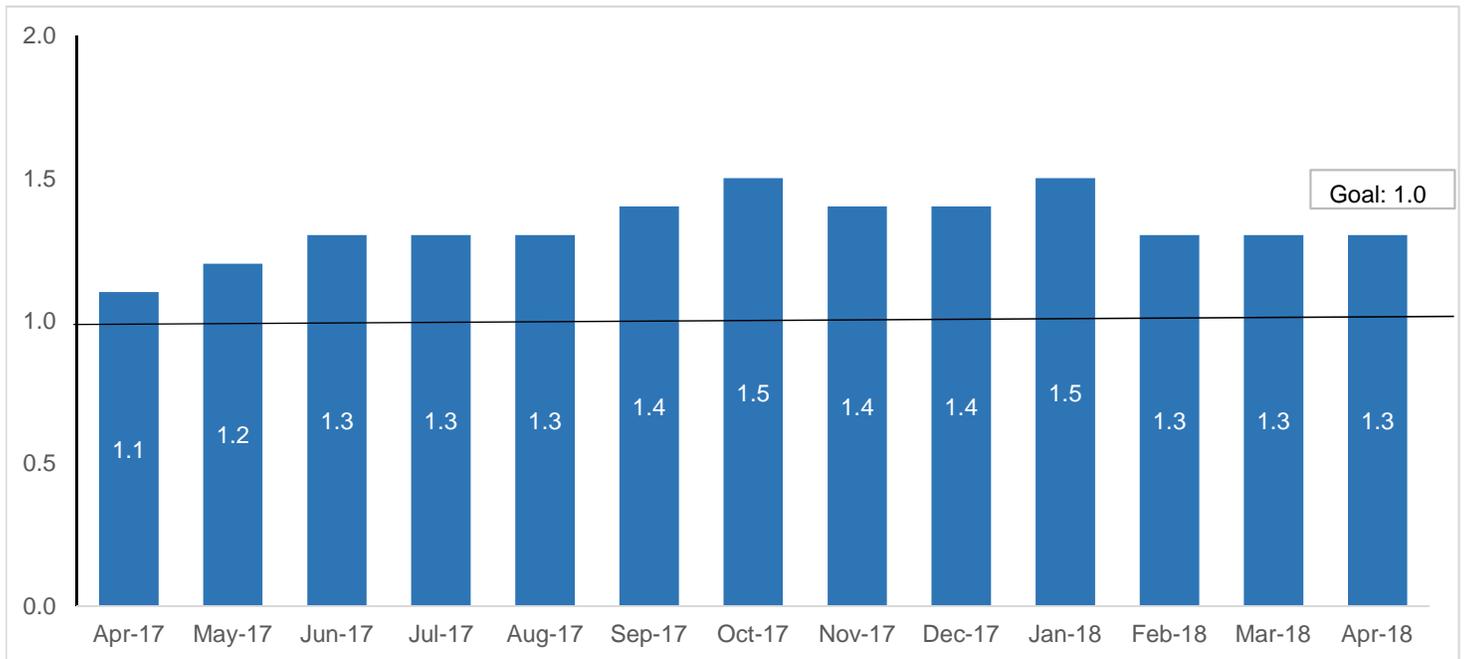
Passenger Complaints Related to Transportation Service Quality Per 1000 Completed Trips



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

- Transportation Service related passenger complaints showed improvement with a decrease to 2.9 per 1000 trips in April 2018 when compared to 3.1 per 1000 trips in the previous month and 3.8 per 1000 trips when compared to the same month last year.

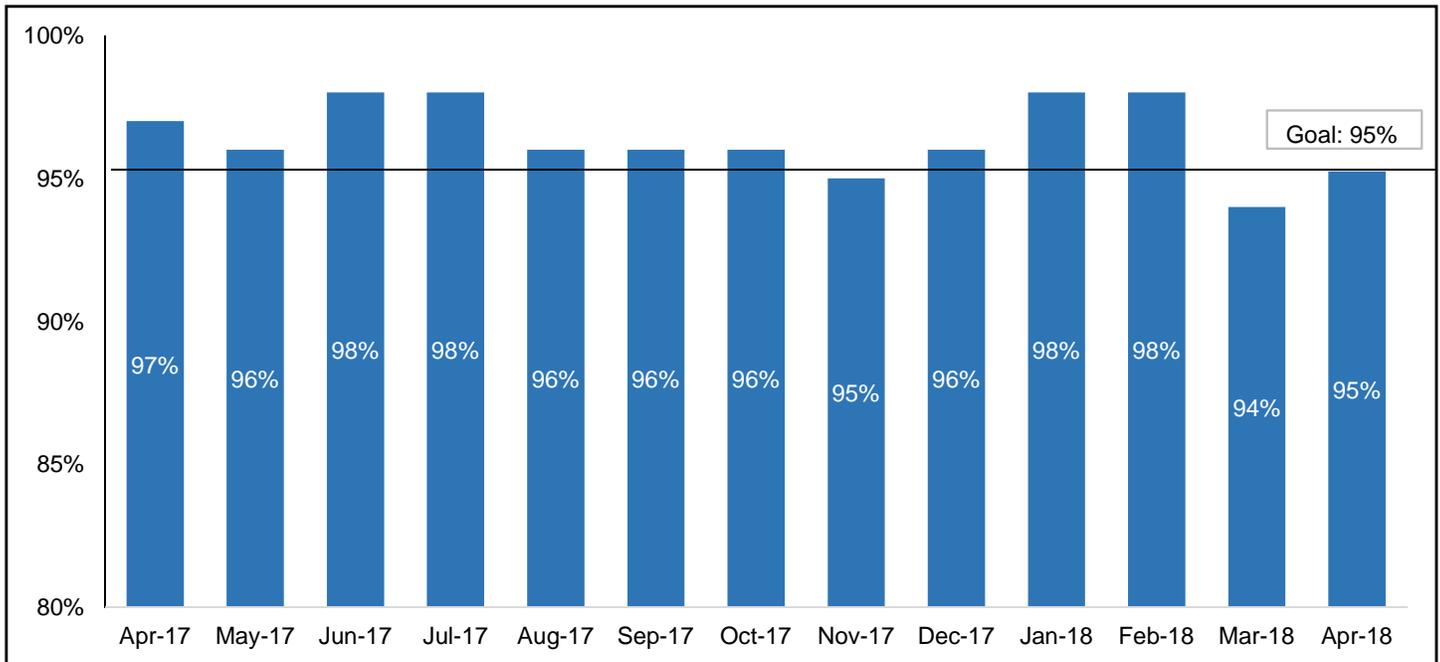
Passenger Complaints Related to Non-Transportation Service Quality Per 1000 Completed Trips



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

- Non-Transportation passenger complaints remained flat in April 2018 when compared to the previous month, and showed an increase of .2 per 1000 trips when compared to the same period last year.

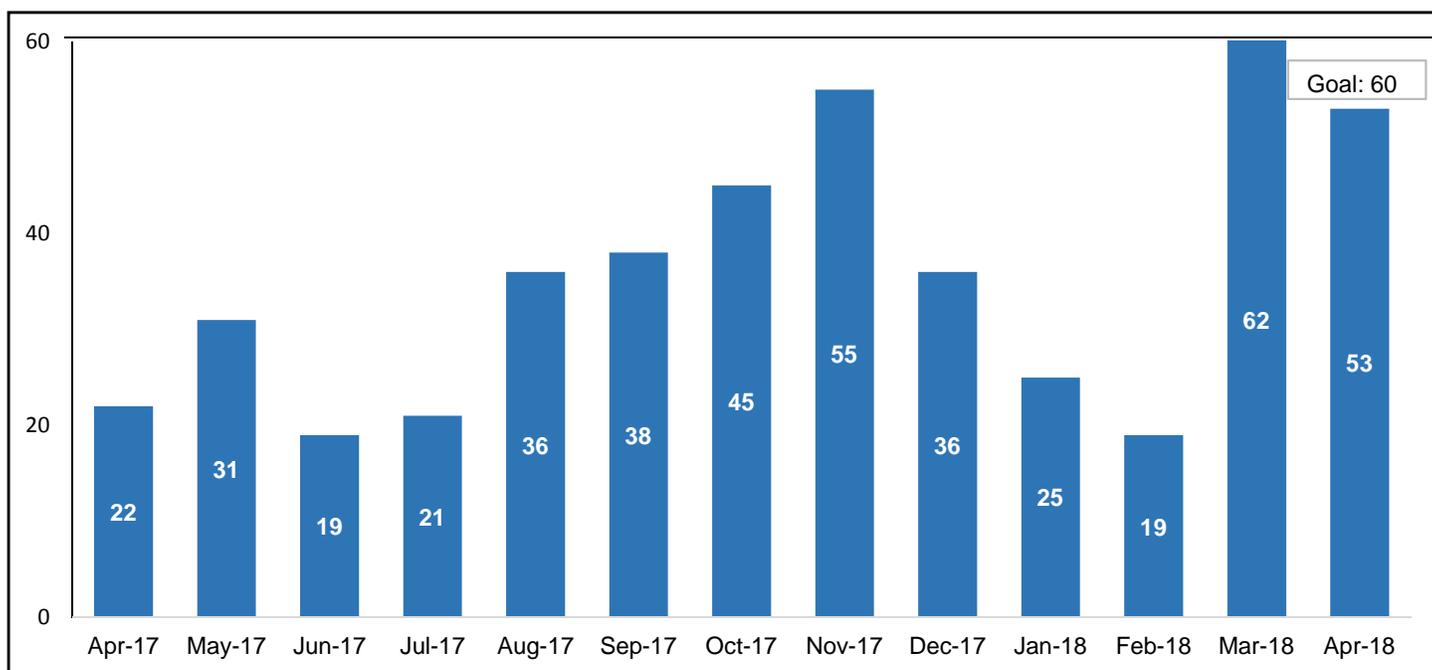
Percent of Calls Answered



Percent of Calls Answered Discussion

- The percent of calls answered improved to 95% in April 2018 from 94% in March 2018 and decreased by 2% when compared to same month last year.

Average Call Answer Speed in Seconds



Average Call Answer Speed in Seconds Discussion

- Call answering speed improved to 53 seconds in April 2018 from 62 seconds in March 2018 and increased by 31 seconds when compared to the same period last year.

Strategy and Customer Experience

Sarah Meyer, Senior Vice President & Chief Customer Officer



Velina Mitchell at the Rail Control Center (RCC) making real-time service announcements to the Grand Central subway platforms. Mitchell has been selected as the new voice of the subways, and her recorded announcements can be heard on select cars.

May 2018 Highlights: Strategy and Customer Experience

Message from the SVP and Chief Customer Officer

Having just completed my first ninety days here at New York City Transit and conducted a high level audit and evaluation of our customer communications, processes, and supporting technology, I first want to thank our customers for their patience as we work to modernize the system. I also want to thank and acknowledge the support and enthusiasm that has been extended to me by my peers in Subways, Buses, Paratransit, Operations Planning, Information Systems & Technology, as well as the NYPD.

As Chief Customer Officer, I am pleased with the opportunity to present monthly reporting/metrics on our various customer feedback channels. My team is committed to pursuing goals and actions that work towards ensuring every interaction is helpful and informative. We are partnering with Subways, Buses and Paratransit to transform front-line customer engagements with new procedures, policies and trainings. My team is also working towards building processes that will streamline and foster faster, action-based resolutions for issues customers report to us.

As indicated on the pages that follow, compared to this time last year we are seeing improvements in some customer service activities. But to be successful, we need to overhaul certain obsolete processes, abandon outdated technologies, and offer multiple options and channels that meet the needs of all of our customers — at any time, wherever they are. We are headed in that direction and a top priority of mine is to better meet the needs of digitally-centric, hyper-connected New Yorkers, with better in-system experiences and digital applications.

In the coming months I will be reporting to you on plans and actions that improve the customer experience. And to ensure we are on track, we will be reporting customer satisfaction research scores in the fall.

Thank you.

Sarah Meyer

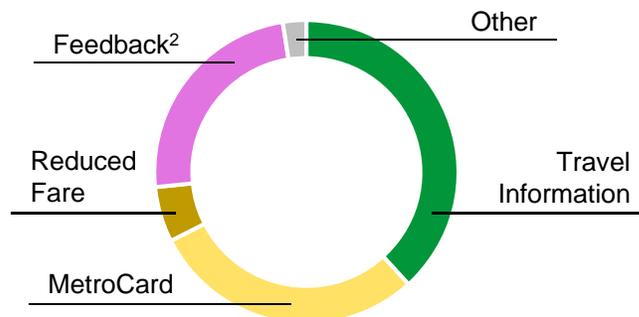
Senior Vice President and Chief Customer Officer
Strategy and Customer Experience

Customer engagement

Telephone

	May 2018	May 2017	Variance
Telephone calls	66,856	63,081	▲ 6.0%
Calls answered	85.5%	73.7%	▲ 15.9%
Average time to answer ¹ (seconds)	192	391	▼ 50.8%

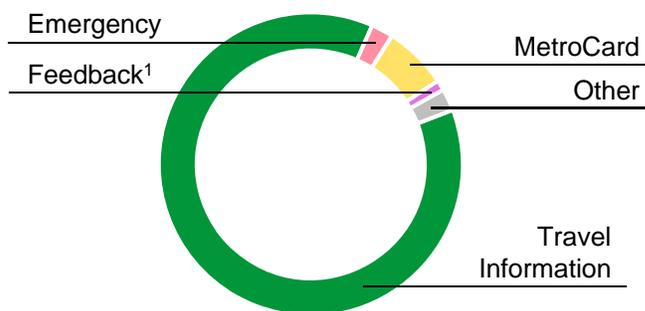
1. Excludes automated self-service calls
2. Feedback is customers calling with comments or concerns



Help Point

	May 2018	May 2017	Variance
Help Point activations	73,819	97,630	▼ 24.4%
Average time to answer (seconds)	10.2	9.9	▲ 2.7%

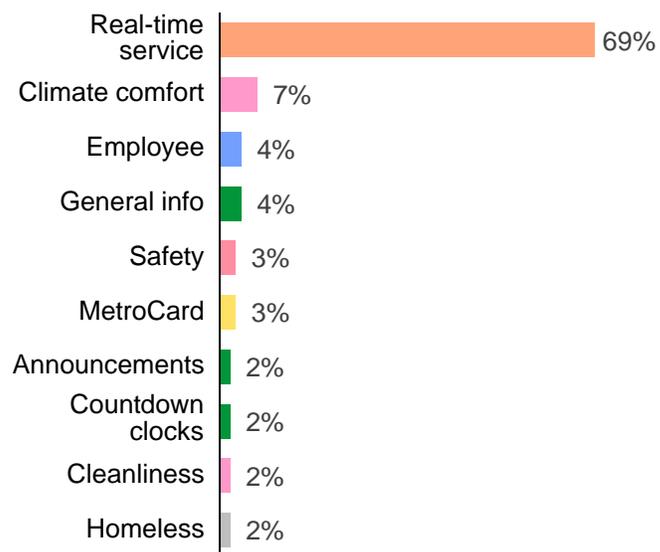
1. Feedback is customers calling with comments or concerns



Social media

	May 2018	May 2017	Variance
Social media mentions ¹	36,760	16,565	▲ 121.9%
Responses sent	9,188	6,045	▲ 52.0%
Customer satisfaction score ²	3.3	-- ³	

1. Social media mentions include Tweets, Facebook posts, and comments
2. Customers were asked *How would you rate your experience on Twitter with NYCT Subway?* using a scale of 1 to 5
3. Customer satisfaction scoring began in December 2017



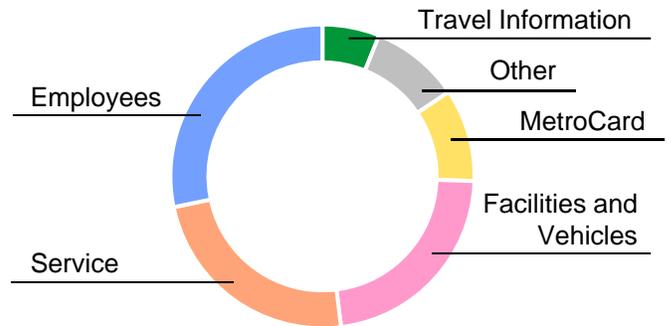
Customer engagement (cont.)

Email and letters¹

	May 2018	May 2017	Variance
Received	5,939	6,935	▼14.4%
Responses sent ²	9,052	10,774	▼16.0%

1. Includes email, letters and executive correspondence

2. Includes automated and manual responses



Keeping customers informed

Alerts and service notices

	May 2018
Web	5,884
Twitter	3,145
On-the-Go Kiosks	6,360
Email and text alerts	6,333
Service Notice posters developed	730

Social media followers

		May 2018	May 2017	Variance
Twitter	@NYCTSubway	948k	673k	▲40.7%
	@NYCTBus	20k	17k	▲22.8%
	@MTA	1,290k	1,030k	▲25.2%
Facebook	NYCT	58k	43k	▲35.0%
Instagram	@mtanyctransit	16k	--	

Customer feedback

Complaints per 100,000 journeys

	May 2018 ¹	May 2017	Variance
Subway	2.10	1.96	▲7.1%
Bus	7.58	6.74	▲12.3%
MetroCard	0.21	0.15	▲39.0%
Access-A-Ride	444.9	603.1	▼26.2%

1. May 2018 data based on preliminary and estimated ridership figures

Commendations

	May 2018	May 2017	Variance
Subway	115	115	0.0%
Bus	251	209	▲20.1%
Access-A-Ride	919	729	▲26.1%

Safety

Carl Hamann, Acting Vice President, System Safety



Tool Box Safety Talk at Stillwell Yard prior to work being started.

Safety Report

Subway Fires decreased when comparing June 2017 thru May 2018 with the prior 12-month period and have had notable decreases on a monthly basis for the past two (2) months. It is also worth noting that 99% of fires reported for the most-recent 12-month period were of Low or Average Severity.

Bus Collisions continue to decline when comparing June 2017 thru May 2018 with the prior 12 months. Bus Collision Injuries, however, showed an increase on a 12-month basis for the first time since last October.

Bus Customer Accidents continue to decline when comparing May 2017 thru April 2018 with the prior 12 months; however, Subway Customer Accidents have increased when comparing them within the same periods. We are continuing to work with the Department of Subways to reduce these increases in the future.

Employee Lost Time Accidents also continue a downward trend when compared with the previous 12 months.

Lastly, NYC Transit continues to make steady progress against all of our Leading Indicator goals and have almost reached our annual goal for the installation of friction pads, thus potentially reducing the number of broken rail incidents and future rail defects.

Carl Hamann

Acting Vice President, Office of System Safety

Monthly Operations Report

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

Safety Report				
Performance Indicators		12-Month Average		
		Jun 15 - May 16	Jun 16 - May 17	Jun 17 - May 18
Subways				
Subway Customer Accidents per Million Customers ¹		2.49	2.69	2.95
Subway Collisions ²		0	0	0
Subway Derailments ²		2	3	4
Subway Fires ²		918	974	956
Buses				
Bus Collisions Per Million Miles Regional		54.99	55.52	54.59
Bus Collision Injuries Per Million Miles Regional		6.36	6.21	6.42
Bus Customer Accidents Per Million Customers ¹ Regional		1.18	1.29	1.23
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹		4.05	3.80	3.46

¹ 12-Month Average data from May through April.

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

Leading Indicators				
Subways	May	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	35	166	340	48.8%
Joint Track Safety Audits -- Compliance Rate	96.7%	97.9%	100.0%	97.9%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	10,908	39,547	72,000	54.9%
Friction Pad Installation	16,137	48,778	50,000	97.6%
Buses	May	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System Pilot	29	99	283	35.0%
Vision Zero Employee Training	503	2,748	6,100	45.0%

Monthly Operations Report

Safety Report Definitions:

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

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

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

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

Vision Zero Training provides focused Safety Awareness Training to all Bus Operators which engages them on all aspects of Pedestrian Safety issues; emphasizing the current challenges of managing their Buses in an environment with distracted Pedestrians, Motorists and Cyclists. The program incorporates Testimonial videos from "Families for Safer Streets" along with a series of videos of serious Bus and Pedestrian accidents secured from on-board bus cameras as well as external traffic and security cameras. The Training which will be delivered over two years is in the midst of a new cycle that began in April 2017 and will run for two years until March 2019.



Crime Report

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



CRIME STATISTICS MAY

	2018	2017	Diff	% Change
RAPE	0	1	-1	-100.0%
ROBBERY	42	41	1	2.4%
GL	141	138	3	2.2%
FELASSAULT	28	31	-3	-9.7%
BURGLARY	1	1	0	0.0%
<u>TOTAL MAJOR FELONIES</u>	<u>212</u>	<u>212</u>	<u>0</u>	<u>0.0%</u>

During May, the daily Robbery average increased from 1.3 to 1.4

During May, the daily Major Felony average decreased from 6.8 to 6.8

CRIME STATISTICS JANUARY THRU MAY

	2018	2017	Diff	% Change
RAPE	0	1	-1	-100.0%
ROBBERY	193	169	24	14.2%
GL	624	684	-60	-8.8%
FELASSAULT	133	145	-12	-8.3%
BURGLARY	4	10	-6	-60.0%
<u>TOTAL MAJOR FELONIES</u>	<u>954</u>	<u>1009</u>	<u>-55</u>	<u>-5.5%</u>

Year to date the daily Robbery average increased from 1.1 to 1.3

Year to date the daily Major Felony average decreased from 6.7 to 6.3

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

MTA Report

MAY ACTIVITY

	2018	2017	Diff	% Change
Total Arrests	1173	2277	-1104	-48.5%
TOS Arrests	432	1509	-1077	-71.4%
Total Summons	5578	6615	-1037	-15.7%
TOS TABs	3940	4964	-1024	-20.6%

JANUARY THRU MAY ACTIVITY

	2018	2017	Diff	% Change
Total Arrests	7217	12716	-5499	-43.2%
TOS Arrests	3434	8857	-5423	-61.2%
Total Summons	26655	34125	-7470	-21.9%
TOS TABs	17479	26087	-8608	-33.0%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-MAY																					
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<i>Murder</i>	1	0	3	1	0	0	1	1	4	1	1	1	1	0	0	0	0	0	0	1	0	0
<i>Rape</i>	1	6	0	1	1	0	2	1	2	3	0	2	0	0	1	4	3	5	0	0	1	0
<i>Robbery</i>	890	843	697	560	547	536	480	444	514	403	306	317	292	310	301	368	251	187	195	202	169	193
<i>Assault</i>	188	213	168	151	110	127	116	118	108	81	83	78	71	92	92	73	76	78	101	130	145	133
<i>Burglary</i>	17	10	1	4	8	3	674	4	0	1	0	4	0	2	0	11	7	7	6	10	10	4
<i>GL</i>	1313	1056	918	963	873	837	393	746	755	528	503	527	480	455	560	687	640	628	640	627	684	624
TOTAL MAJOR FELONIES	2410	2128	1787	1680	1539	1503	1276	1314	1383	1017	893	929	844	859	954	1143	977	905	942	970	1009	954
<i>Major Fel Per Day</i>	<i>15.96</i>	<i>14.09</i>	<i>11.83</i>	<i>11.13</i>	<i>10.19</i>	<i>9.95</i>	<i>8.45</i>	<i>8.70</i>	<i>9.16</i>	<i>6.74</i>	<i>5.91</i>	<i>6.11</i>	<i>5.59</i>	<i>5.69</i>	<i>6.32</i>	<i>7.52</i>	<i>6.47</i>	<i>5.99</i>	<i>6.24</i>	<i>6.38</i>	<i>6.68</i>	<i>6.32</i>

**Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 5/13/2018)**

Motivation:

Motivation	2018	2017	Diff	% Change
BLACK	3	2	1	50%
ETHNIC	0	1	-1	-100%
HISPANIC	1	1	0	0%
MUSLIM	4	1	3	300%
OTHER	0	3	-3	-100%
SEMITIC	8	19	-11	-58%
SEXUAL ORIENTATION	0	3	-3	-100%
WHITE	1	0	1	***.*
Grand Total	17	30	-13	-43%

Crime Name:

Crime Name	2018	2017	Diff	% Change
Aggravated Harassment 1	3	2	1	50%
Aggravated Harassment 2	1	3	-2	-67%
Assault 2	1	0	1	***.*
Assault 3	1	4	-3	-75%
Criminal Impersonation 1	1	0	1	***.*
Criminal Mischief 3	0	1	-1	-100%
Criminal Mischief 4	8	19	-11	-58%
Grand Larceny 4	1	0	1	***.*
Menacing 2	0	1	-1	-100%
Public Lewdness	1	0	1	***.*
Grand Total	17	30	-13	-43%

Transit District by Motivation:

TD	Motivation	2018	2017	Diff	% Change
TD 01	OTHER	0	1	-1	-100%
	SEMITIC	0	2	-2	-100%
TD 02	MUSLIM	1	0	1	***. *
	SEMITIC	1	3	-2	-67%
	SEXUAL ORIENTATION	0	1	-1	-100%
TD 03	MUSLIM	1	1	0	0%
	OTHER	0	2	-2	-100%
	SEMITIC	0	1	-1	-100%
TD 04	HISPANIC	1	0	1	***. *
	SEMITIC	0	3	-3	-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	2	1	1	100%
	SEMITIC	0	5	-5	-100%
	SEXUAL ORIENTATION	0	1	-1	-100%
	WHITE	1	0	1	***. *
TD 32	BLACK	1	1	0	0%
	SEMITIC	0	3	-3	-100%
TD 33	HISPANIC	0	1	-1	-100%
	SEMITIC	2	0	2	***. *
TD 34	MUSLIM	1	0	1	***. *
	SEMITIC	5	1	4	400%
Grand Total		17	30	-13	-43%

Transit District by Crime:

TD	Crime Name	2018	2017	Diff	% Change
TD 01	Aggravated Harassment 2	0	1	-1	-100%
	Criminal Mischief 4	0	2	-2	-100%
TD 02	Aggravated Harassment 1	1	0	1	***.*
	Aggravated Harassment 2	0	1	-1	-100%
	Criminal Mischief 4	0	3	-3	-100%
	Grand Larceny 4	1	0	1	***.*
TD 03	Aggravated Harassment 2	0	1	-1	-100%
	Criminal Mischief 3	0	1	-1	-100%
	Criminal Mischief 4	1	2	-1	-50%
TD 04	Assault 2	1	0	1	***.*
	Criminal Mischief 4	0	3	-3	-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	Aggravated Harassment 1	0	1	-1	-100%
	Aggravated Harassment 2	1	0	1	***.*
	Assault 3	1	1	0	0%
	Criminal Mischief 4	1	4	-3	-75%
	Menacing 2	0	1	-1	-100%
TD 32	Aggravated Harassment 1	0	1	-1	-100%
	Criminal Mischief 4	1	3	-2	-67%
TD 33	Aggravated Harassment 1	1	0	1	***.*
	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	1	0	1	***.*
TD 34	Aggravated Harassment 1	1	0	1	***.*
	Criminal Mischief 4	4	1	3	300%
	Public Lewdness	1	0	1	***.*
Grand Total		17	30	-13	-43%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit

May 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	1	0	1	100%
Burglary	0	0	0	0%
Grand Larceny	2	0	2	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	3	0	3	100%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	0	1	100%
Felony Assault	2	1	1	100%
Burglary	0	0	0	0%
Grand Larceny	2	1	1	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	5	2	3	150%



Financial and Ridership Reports

Jaibala Patel, Chief Financial Officer

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



Though system wide ridership continued to decline in April 2018, average weekday express bus ridership increased 2.8% from April 2017.

Preliminary April 2018 Monthly Report: New York City Transit

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

- April 2018 New York City Transit ridership of 191.4 million was 8.0 million (4.0 percent) below budget, of which subway ridership of 142.0 million was 5.7 million (3.8 percent) below budget, and bus ridership of 48.6 million was 2.3 million (4.6 percent) below budget.
- Farebox revenue of \$367.1 million was \$10.8 million (2.9 percent) below budget, mainly due to the ongoing lower subway and bus ridership trends. There was also a slight negative impact from weather on weekday ridership, mostly due to 5.5 inches of snow on April 2, 2018 and 2.8 inches of rain on April 16, 2018. Additionally, there was a slight negative impact from lower student ridership, particularly on bus.
- Operating expenses of \$677.9 million exceeded budget by \$20.1 million (3.1 percent). Labor expenses were higher by \$11.7 million (2.3 percent), mainly due to higher overtime expenses of \$21.9 million (68.1 percent), caused mostly by subway service delays, SAP requirements, and vacancy/absentee coverage. Non-labor expenses were over budget by \$8.5 million (5.4 percent), due mainly to the timing of maintenance material requirements.

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

Preliminary Financial Results Compared to Budget						
Category (\$ in millions)	April Results		Budget	April Year-to-Date Results		
	Variance Fav/(Unfav)			Prelim Actual	Variance Fav/(Unfav)	
	\$	%	\$		\$	\$
Total Farebox Revenue	(10.8)	(2.9)	1,485.4	1,440.1	(45.3)	(3.1)
Nonreimb. Exp. before Dep./OPEB	(20.1)	(3.1)	2,727.0	2,771.4	(44.4)	(1.6)
Net Cash Deficit*	(62.3)	(29.3)	(992.4)	(1,120.3)	(127.9)	(12.9)

*Excludes Subsidies and Debt Service

April 2018 **farebox revenue** was \$367.1 million, \$10.8 million (2.9 percent) below budget. Subway revenue was \$8.7 million (3.0 percent) below budget, bus revenue was \$2.2 million (2.7 percent) below budget, and paratransit revenue was \$0.1 million (3.5 percent) above budget. Accrued fare media liability was equal to budget. Year-to-date revenue of \$1,440.1 million was \$45.3 million (3.1 percent) below budget. The April 2018 non-student average fare of \$1.99 increased 0.02¢ from April 2017; the subway fare increased 0.01¢, the local bus fare increased 0.01¢, and the express bus fare was flat at \$5.31.

Total **ridership** in April 2018 of 191.4 million was 8.0 million trips (4.0 percent) below budget. Average weekday ridership in April 2018 was 7.5 million, 2.1 percent below April 2017. Average weekday ridership for the twelve months ending April 2018 was 7.4 million, 2.8 percent lower than the twelve months ending April 2017.

Nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were above budget in April by \$20.1 million (3.1 percent).

Labor expenses overran budget by \$11.7 million (2.3 percent), due primarily to higher overtime expenses of \$21.9 million (68.1 percent), due to several causal factors detailed later in this report. Partly offsetting this unfavorable result was an underrun in health & welfare/OPEB current expenses, due to lower rates and vacancies.

Non-labor expenses exceeded budget by a net \$8.5 million (5.4 percent), resulting mostly from the unfavorable timing of maintenance material requirements.

Year-to-date, nonreimbursable expenses exceeded budget by \$44.4 million (1.6 percent), of which labor expenses were higher by \$17.7 million (0.8 percent), including an overtime overrun of \$62.3 million (39.3 percent), partly offset lower health & welfare/OPEB current expenses and by favorable corrections of most reimbursable mischarges in 2017. Non-labor expenses were over budget by a net \$26.7 million (4.3 percent), driven mostly by SAP drain cleaning/other infrastructure contractual maintenance requirements.

The **net cash deficit** for April year-to-date was \$1,120.3 million, unfavorable to budget by \$127.9 million (12.9 percent), due mainly to higher overtime requirements and the unfavorable timing of capital reimbursements.

Financial Results

Farebox Revenue

April 2018 Farebox Revenue - (\$ in millions)								
	April				April Year-to-Date			
	Budget	Prelim Actual	Favorable/(Unfavorable)		Budget	Actual	Favorable/(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	290.7	282.0	(8.7)	(3.0%)	1,137.7	1,105.2	(32.5)	(2.9%)
NYCT Bus	79.1	76.9	(2.2)	(2.7%)	315.1	302.7	(12.5)	(4.0%)
Paratransit	1.6	1.7	0.1	3.5%	6.4	6.1	(0.3)	(5.4%)
Subtotal	371.4	360.6	(10.8)	(2.9%)	1,459.3	1,413.9	(45.3)	(3.1%)
Fare Media Liability	6.5	6.5	0.0	0.0%	26.2	26.2	0.0	0.0%
Total - NYCT	377.9	367.1	(10.8)	(2.9%)	1,485.4	1,440.1	(45.3)	(3.1%)

Note: Totals may not add due to rounding.

- The negative revenue variance is mostly due to a continuation of the ongoing lower subway and bus ridership trends, as well as a slight negative impact from weather on weekday ridership, mostly due to 5.5 inches of snow on April 2, 2018 and 2.8 inches of rain on April 16, 2018.
- Additionally, there was a slight negative impact from lower student ridership, particularly on bus.
- Revenue decreased by a smaller percentage than ridership (down 4.0%) due to higher pass average fares.

Average Fare

April Non-Student Average Fare - (in \$)				
	NYC Transit			
	2017	Prelim 2018	Change	
			Amount	Percent
Subway	2.057	2.069	0.012	0.6%
Local Bus	1.638	1.651	0.014	0.8%
Subway & Local Bus	1.954	1.968	0.013	0.7%
Express Bus	5.312	5.312	(0.001)	(0.0%)
Total	1.970	1.985	0.015	0.7%

- April 2018 total non-student subway and bus average fares were higher than April 2017, perhaps due to customers in April 2017 still using fare media purchased prior to the March 17, 2017 fare increase.

Other Operating Revenue

In the month of April, other operating revenue was slightly below budget by \$0.1 million (0.2 percent). Year-to-date, other operating revenue was below budget by \$8.3 million (5.4 percent), due largely to underruns in real estate and advertising revenues, partly offset by higher Urban Tax revenue.

Nonreimbursable Expenses

Nonreimbursable expenses, before depreciation and Other Post-Employment Benefits, were above budget in April by \$20.1 million (3.1 percent). Year-to-date, expenses overran by \$44.4 million (1.6 percent). Major variances are reviewed below:

Labor expenses in the month of April were above budget by a net \$11.7 million (2.3 percent):

- Overtime expenses were higher than budget by \$21.9 million (68.1 percent), due primarily to service delays, Subway Action Plan (SAP) additional project requirements, vacancy/absentee coverage, adverse weather and the unfavorable timing of expenses.
- Health & welfare/OPEB current expenses were less than budget by a net \$10.3 million (9.1 percent), due principally to lower rates and vacancies.
- Payroll expenses were under budget by \$4.5 million (1.7 percent), due primarily to vacancy savings and the favorable timing of miscellaneous pay.
- Reimbursable overhead credits were unfavorable by \$2.9 million (8.9 percent), due to unfavorable reimbursable overhead credits, resulting from lower reimbursable labor requirements.

Year-to-date, labor expenses were over budget by a net \$17.7 million (0.8 percent):

- Overtime expenses were over budget by \$62.3 million (39.3 percent), due mainly to multiple adverse weather events, Subways Action Plan (SAP) additional requirements and subway service delays, vacancy/absentee coverage requirements, partly offset by the correction of most reimbursable mischarges inadvertently recorded as non-reimbursable in 2017.
- Payroll expenses were below budget by \$14.3 million (1.3 percent), due mostly to favorable corrections of most reimbursable mischarges inadvertently recorded as non-reimbursable in 2017, and vacancy savings
- Health & welfare/OPEB current expenses were less than budget by a net \$16.0 million (3.5 percent), due principally to lower rates and vacancies.
- Reimbursable overhead credits were favorable by \$14.6 million (15.1 percent), resulting from higher reimbursable overtime requirements and the favorable correction of prior year mischarges.

Non-labor expenses were over budget in April by a net \$8.5 million (5.4 percent):

- Materials & supplies expenses were higher by \$6.2 million (24.0 percent), due primarily the unfavorable timing of maintenance material requirements and unfavorable obsolescence/inventory adjustments, partly offset by higher scrap/surplus sales.
- Electric power expenses were lower than budget by \$3.7 million (15.2 percent), due largely to the unfavorable timing of expenses, partly offset by lower prices.
- Maintenance and other operating contract expenses overran by \$2.4 million (14.6 percent), largely from SAP drain cleaning/other infrastructure contractual requirements.
- Professional service contract expenses were lower by \$3.2 million (17.2 percent), principally from the favorable timing of engineering and bond service expenses.

Year-to-date, non-labor expenses were over budget by \$26.7 million (4.3 percent), including the following:

- Maintenance contract expenses were above budget by \$22.2 million (34.5 percent), primarily from SAP drain cleaning/other infrastructure contractual requirements, partly budgeted in professional service contracts.
- Materials & supplies expenses were in excess of budget by \$7.5 million (7.2 percent), due primarily to the unfavorable timing of maintenance material requirements and unfavorable obsolescence/inventory adjustments, partly offset by higher scrap/surplus sales.
- Fuel expenses were over budget by \$3.6 million (1.1 percent), mainly from higher prices.
- Other business expenses were higher by \$1.8 million (6.5 percent), due to the unfavorable timing of Mobility taxes and various miscellaneous purchases.
- Paratransit service contract expenses were below budget by \$3.9 million (2.8 percent), due principally to lower completed trips.

Depreciation expenses were higher than budget year-to-date by \$35.1 million (6.2 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. Accrued expenses of \$253.6 million were recorded through April, \$84.0 million (24.9 percent) below budget.

GASB #68 Pension Adjustment was adopted by the MTA in 2015. Accrued expenses of \$0.3 million were recorded through April, unfavorable to budget by \$76.7 million.

Net Cash Deficit

The net cash deficit for April year-to-date was \$1,120.3 million, unfavorable to budget by \$127.9 million (12.9 percent), due mostly to higher overtime expenditures and the unfavorable timing of capital reimbursements.

Incumbents

There were 49,440 full-time paid incumbents at the end of April, an increase of 103 from March.

Ridership Results

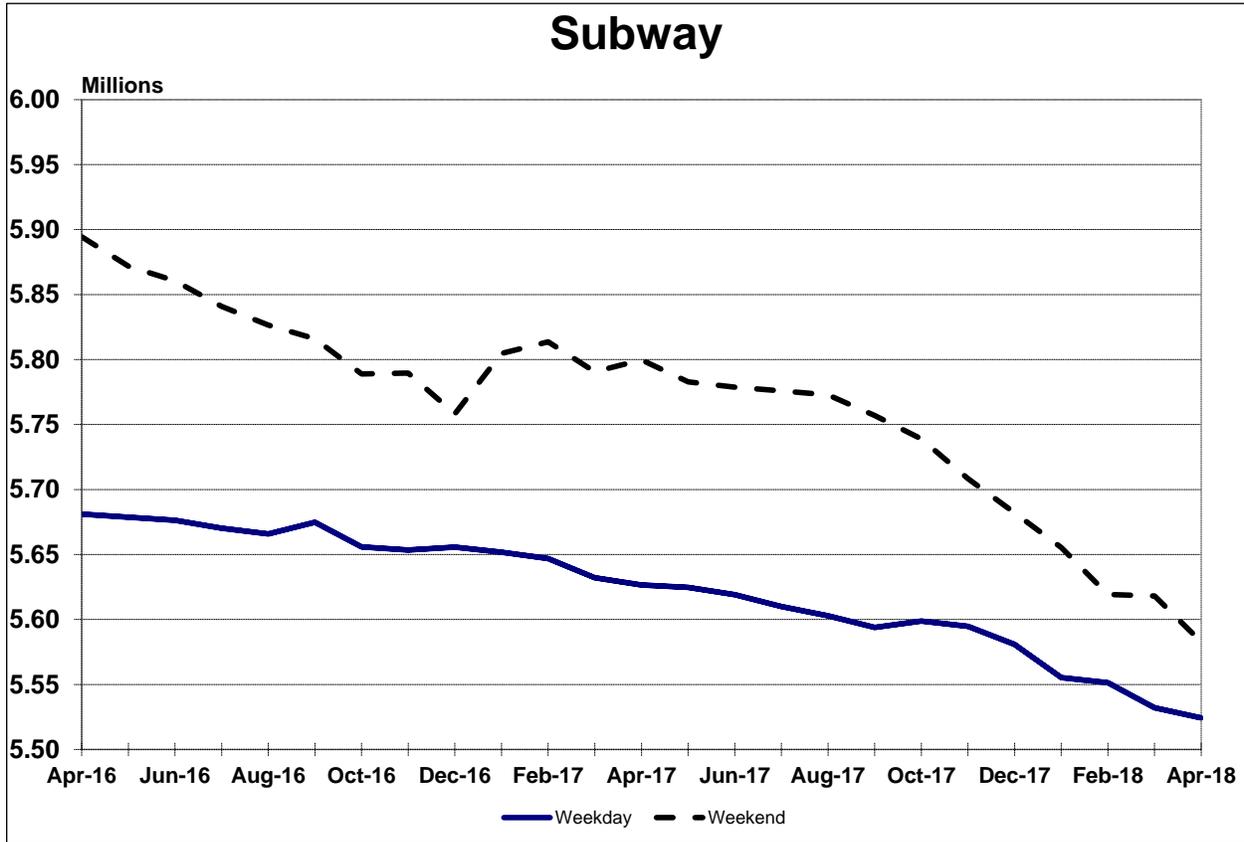
April 2018 Ridership vs. Budget - (millions)								
	April				April Year-to-Date			
	More/(Less)				More/(Less)			
	Budget	Prelim Actual	Amount	Percent	Budget	Prelim Actual	Amount	Percent
Subway	147.6	142.0	(5.7)	(3.8%)	578.5	548.0	(30.5)	(5.3%)
NYCT Bus	50.9	48.6	(2.3)	(4.6%)	203.9	188.4	(15.5)	(7.6%)
Subtotal	198.6	190.6	(8.0)	(4.0%)	782.4	736.4	(46.0)	(5.9%)
Paratransit	0.8	0.8	(0.0)	(0.4%)	3.2	2.9	(0.3)	(9.0%)
Total - NYCT	199.4	191.4	(8.0)	(4.0%)	785.6	739.3	(46.3)	(5.9%)

Notes: Totals may not add due to rounding.

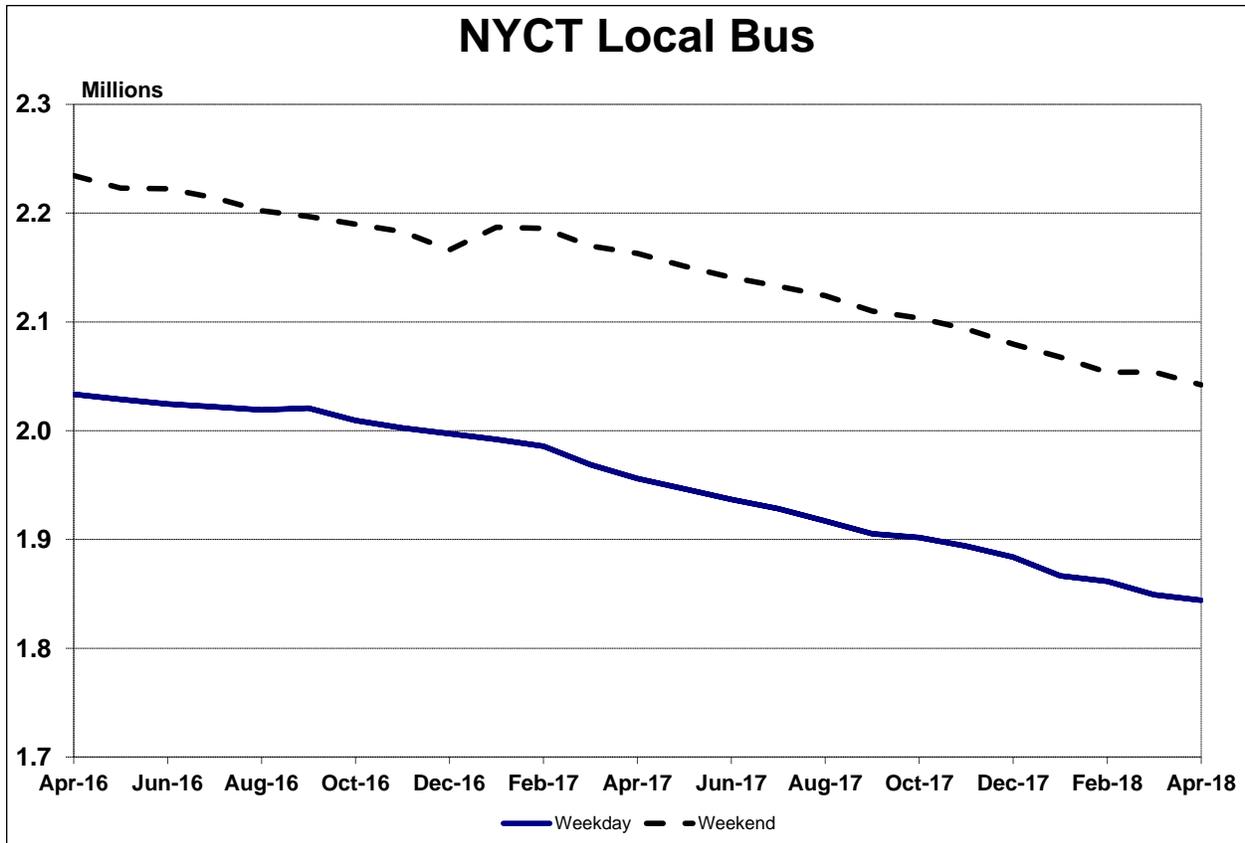
April Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday - (thousands)				Average Weekend - (thousands)			
	Change				Change			
	2017	Prelim 2018	Amount	Percent	2017	Prelim 2018	Amount	Percent
Subway	5,662	5,563	(99)	-1.7%	6,008	5,670	(338)	-5.6%
NYCT Local Bus	1,893	1,830	(63)	-3.3%	2,182	2,069	(113)	-5.2%
NYCT Express Bus	40	42	1	+2.8%	13	13	0	+0.2%
Paratransit	28	30	2	+6.0%	36	39	3	+8.3%
TOTAL - NYCT	7,624	7,465	(159)	-2.1%	8,239	7,791	(449)	-5.4%
12-Month Rolling Average								
Subway	5,627	5,524	(102)	-1.8%	5,800	5,583	(217)	-3.7%
Local Bus	1,956	1,844	(112)	-5.7%	2,163	2,042	(121)	-5.6%
Express Bus	40	40	(0)	-0.6%	13	13	0	+3.1%
Paratransit	28	28	0	+0.7%	33	34	1	+3.1%
TOTAL - NYCT	7,651	7,437	(214)	-2.8%	8,009	7,673	(336)	-4.2%

- The negative trend in subway ridership, which began in 2017, and the long-term negative trend in bus ridership, continued in April 2018 and accounted for more than half of the budget variance and year-to-year average weekday ridership decreases.
- Additionally, the year-to-year change in average weekday ridership was negatively impacted by the snowstorm on April 2, 2018, an additional 1.7 inches of rain in April 2018 compared to April 2017, and milder temperatures in April 2017. This was partially offset by the Good Friday holiday, a school closed day, falling in March 2018 while it fell in April 2017, and a larger proportion of weekdays that were school days in April 2018 due to the timing of spring break.
- The change in average weekend ridership was mainly the negative ridership trend, however, there was also a negative weather impact due to cooler temperatures in April 2018 as compared to April 2017.

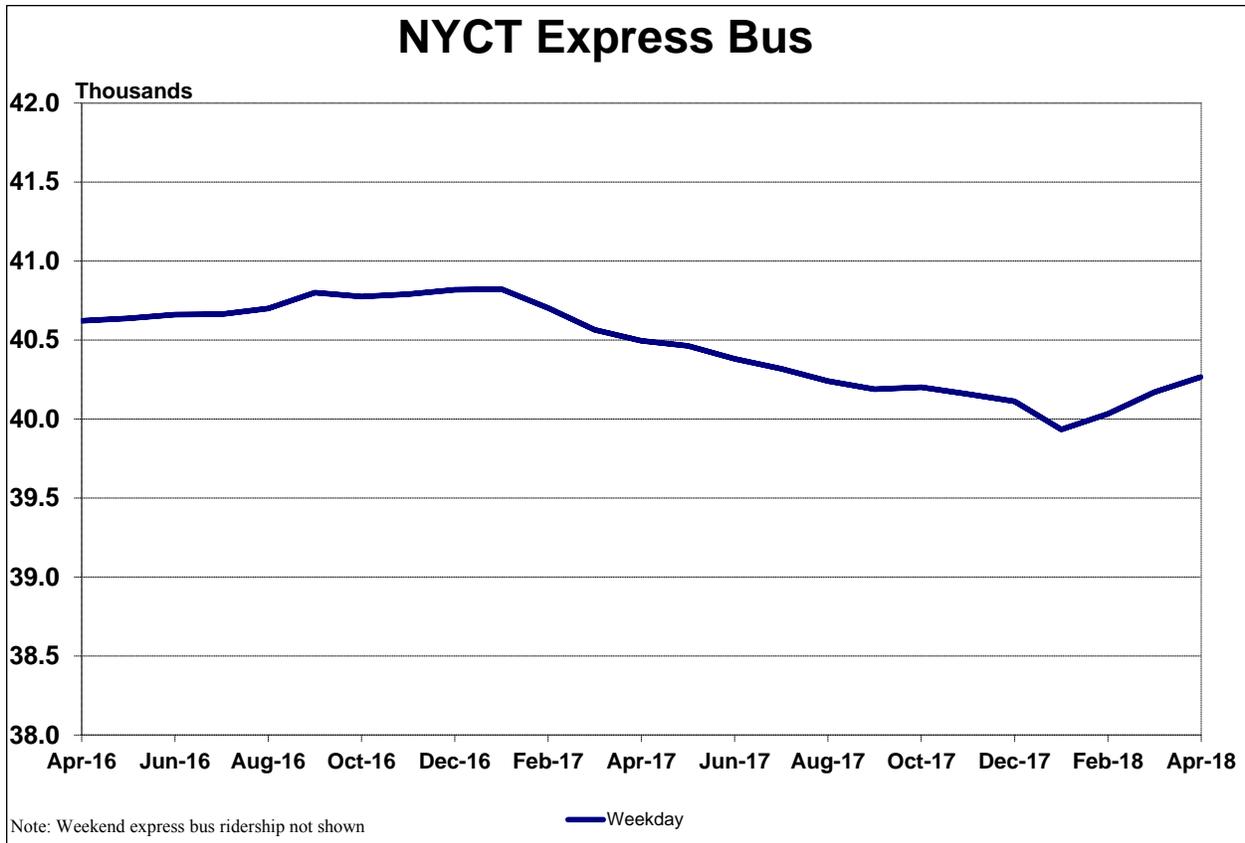
Average Weekday and Weekend Ridership
12-Month Rolling Averages



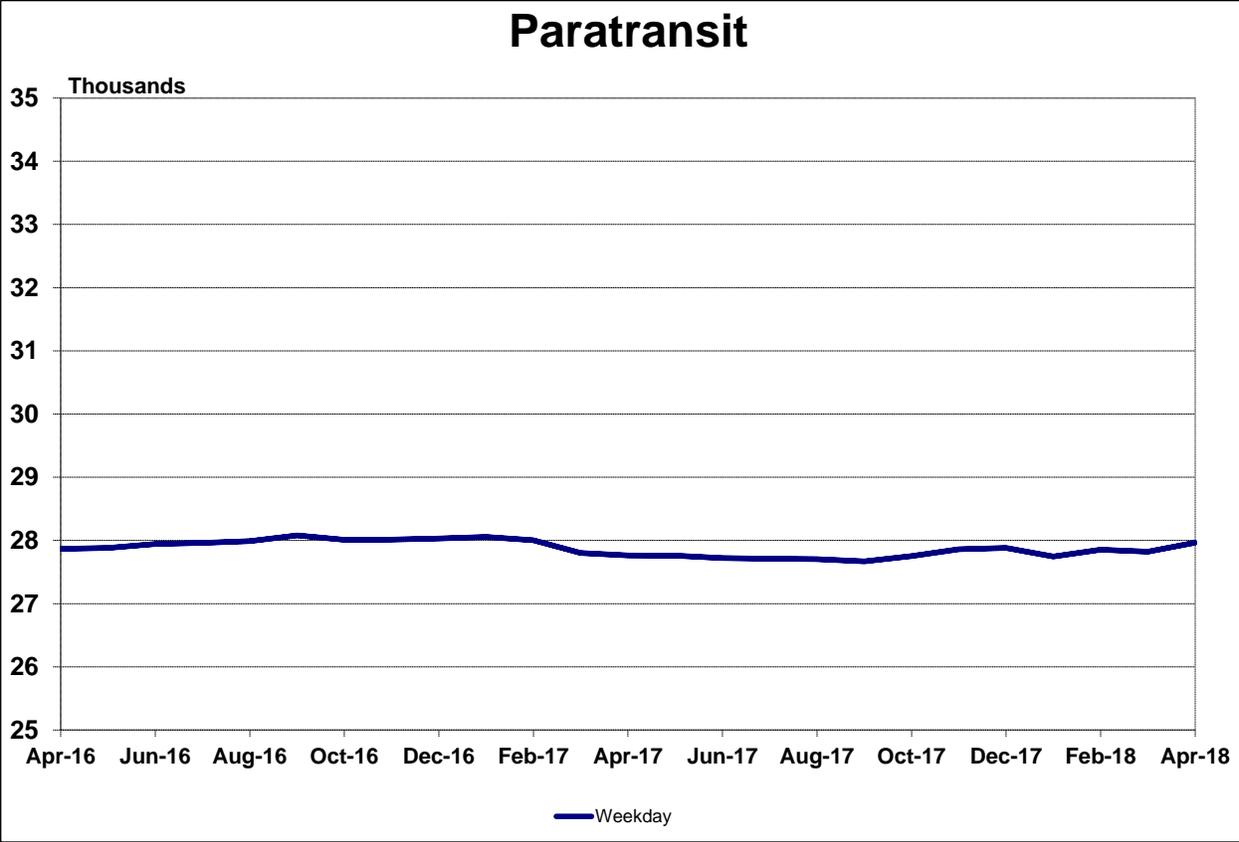
- Average weekday subway ridership was flat in 2016 and began to decline in 2017. The 12-month rolling average weekday subway ridership in April 2018 was 1.8 percent lower than April 2017, a smaller decline than during the first quarter of 2018 due to calendar and weather impacts in the first three months of the year.
- Average weekend ridership decreased from 2015 to 2016, and from 2016 to 2017. The 12-month rolling average weekend subway ridership in April 2018 was 3.7 percent lower than April 2017.



- Average weekday local bus ridership was 1.8 million in April 2018, a decrease of 3.3 percent from April 2017, a less steep decline than seen during the first quarter of 2018, even taking into consideration weather and calendar impacts.
- Average weekend bus ridership was 2.1 million in April 2018, a decrease of 5.2 percent from April 2017. The long-term downward trend in bus ridership accelerated in March 2017, possibly due to the fare increase, and has continued in early 2018.



- After a period of stable ridership, express bus ridership has been declining since the March 2017 fare increase, but has increased for the last three months, going back to the 2016 ridership levels.



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

Ridership on New York Area Transit Services

From April 2017 to April 2018, average weekday ridership was mixed across area services, with MTA Express Bus (up 11.6 percent) and Paratransit (up 6.0 percent) posting the largest gains, while NYCT Local Bus (down 3.3 percent) and Long Island Rail Road (down 2.2 percent) saw the greatest declines. Weekend ridership was similarly mixed across area services, with MTA Express Bus (up 15.5 percent) again showing the largest increase year-over-year, which may be due to people switching from subways, which had a large number of service changes, to express buses in the Bronx.

Bridges and Tunnels traffic increased on weekdays and weekends.

Ridership on Transit Services in the New York Area				
(thousands)				
Transit Service	Apr-17	Prelim Apr-18	Percent Change	12-Month Rolling Average Percent Change
Average Weekday				
NYCT Subway	5,662	5,563	-1.7%	-1.8%
NYCT Local Bus	1,893	1,830	-3.3%	-5.7%
NYCT Express Bus	40	42	+2.8%	-0.6%
NYCT Paratransit	28	30	+6.0%	+0.7%
Staten Island Railway	16	16	+3.1%	+2.2%
MTA Local Bus	364	368	+1.0%	-2.7%
MTA Express Bus	28	31	+11.6%	+2.2%
Long Island Rail Road	311	304	-2.2%	-1.3%
Metro-North Railroad	286	284	-0.8%	-0.3%
PATH	289	284	-1.8%	+4.3%
Average Weekend				
NYCT Subway	6,008	5,670	-5.6%	-3.7%
NYCT Local Bus	2,182	2,069	-5.2%	-5.6%
NYCT Express Bus	13	13	+0.2%	+3.1%
NYCT Paratransit	36	39	+8.3%	+3.1%
Staten Island Railway	8	8	+8.7%	+8.9%
MTA Local Bus	393	385	-2.0%	-2.9%
MTA Express Bus	12	13	+15.5%	+1.8%
Long Island Rail Road	204	197	-3.5%	+0.3%
Metro-North Railroad	234	230	-1.5%	+1.8%
PATH	216	213	-1.6%	+7.1%

MTA Bridges and Tunnels				
(thousands)				
Average Weekday	869	900	+3.6%	+2.2%
Average Weekend	1,591	1,700	+6.9%	+1.7%

Note: Percentages are based on unrounded data.

Economy

From April 2017 to April 2018, New York City employment increased 1.5 percent (65,100 jobs). Total private sector employment increased 1.7 percent (66,900 jobs) and government employment decreased 0.3 percent (1,800 jobs). All of the private employment sectors increased over the prior year with the exception of the manufacturing sector, which decreased 1.9 percent (1,400 jobs). The sector with the largest absolute increase was educational and health services, up 30,800 jobs (3.2 percent). The sector with the largest percentage increase was construction, up 4.6 percent (6,800 jobs).

NYC Employment by Sector - (thousands)					
Employment Sector	Apr-17	Apr-18	Change		
			Amount	%	% YTD
Construction	148.0	154.8	6.8	4.6%	4.2%
Manufacturing	73.3	71.9	-1.4	-1.9%	-2.0%
Trade & Transportation	626.1	632.3	6.2	1.0%	0.8%
Leisure & Hospitality	447.6	450.7	3.1	0.7%	0.6%
Financial Activities	463.9	468.4	4.5	1.0%	1.3%
Information	193.9	197.2	3.3	1.7%	1.0%
Professional & Business Services	733.0	746.0	13.0	1.8%	2.4%
Educational & Health Services	973.6	1,004.4	30.8	3.2%	3.6%
Other Services	190.8	191.4	0.6	0.3%	0.5%
Total Private	3,850.2	3,917.1	66.9	1.7%	1.9%
Government	554.8	553.0	-1.8	-0.3%	-0.4%
Total NYC Employment	4,405.0	4,470.1	65.1	1.5%	1.6%

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

5/14/2018 11:34 AM

	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$290.690	\$282.005	(8.685)	(3.0)	\$0.000	\$0.000	-	-	\$290.690	\$282.005	(8.685)	(3.0)
Bus	\$79.073	\$76.908	(2.165)	(2.7)	\$0.000	\$0.000	-	-	\$79.073	\$76.908	(2.165)	(2.7)
Paratransit	\$1.630	\$1.687	\$0.057	3.5	\$0.000	\$0.000	-	-	\$1.630	\$1.687	\$0.057	3.5
Fare Liability	\$6.542	\$6.542	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.542	\$6.542	\$0.000	0.0
Farebox Revenue	\$377.935	\$367.141	(10.794)	(2.9)	\$0.000	\$0.000	-	-	\$377.935	\$367.141	(10.794)	(2.9)
Fare Reimbursement	\$7.569	\$7.569	\$0.000	0.0	\$0.000	\$0.000	-	-	\$7.569	\$7.569	\$0.000	0.0
Paratransit Reimbursement	\$15.721	\$17.486	\$1.765	11.2	\$0.000	\$0.000	-	-	\$15.721	\$17.486	\$1.765	11.2
Other Operating Revenue	\$14.369	\$12.543	(1.826)	(12.7)	\$0.000	\$0.000	-	-	\$14.369	\$12.543	(1.826)	(12.7)
Other Revenue	\$37.659	\$37.597	(0.062)	(0.2)	\$0.000	\$0.000	-	-	\$37.659	\$37.597	(0.062)	(0.2)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$136.922	\$130.894	(6.028)	(4.4)	\$136.922	\$130.894	(6.028)	(4.4)
Total Revenue	\$415.594	\$404.738	(10.856)	(2.6)	\$136.922	\$130.894	(6.028)	(4.4)	\$552.516	\$535.632	(16.884)	(3.1)
Expenses												
Labor :												
Payroll	\$272.244	\$267.707	\$4.537	1.7	\$47.284	\$45.082	\$2.202	4.7	\$319.528	\$312.789	\$6.738	2.1
Overtime	\$32.121	\$53.994	(21.873)	(68.1)	\$16.355	\$16.648	(0.293)	(1.8)	\$48.476	\$70.642	(22.166)	(45.7)
Total Salaries & Wages	\$304.365	\$321.701	(17.336)	(5.7)	\$63.639	\$61.731	\$1.908	3.0	\$368.004	\$383.431	(15.428)	(4.2)
Health and Welfare	\$75.841	\$85.933	(10.092)	(13.3)	\$1.934	\$2.268	(0.334)	(17.3)	\$77.775	\$88.201	(10.426)	(13.4)
OPEB Current Payment	\$37.929	\$17.528	\$20.401	53.8	\$0.837	\$0.706	\$0.130	15.6	\$38.766	\$18.235	\$20.531	53.0
Pensions	\$77.235	\$77.470	(0.235)	(0.3)	\$3.001	\$3.118	(0.117)	(3.9)	\$80.236	\$80.588	(0.352)	(0.4)
Other Fringe Benefits	\$37.481	\$38.959	(1.479)	(3.9)	\$21.133	\$20.664	\$0.469	2.2	\$58.614	\$59.623	(1.010)	(1.7)
Total Fringe Benefits	\$228.486	\$219.891	\$8.595	3.8	\$26.905	\$26.756	\$0.149	0.6	\$255.391	\$246.647	\$8.744	3.4
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(32.633)	(29.718)	(2.914)	(8.9)	\$32.633	\$29.718	\$2.914	8.9	\$0.000	\$0.000	\$0.000	-
Labor	\$500.218	\$511.873	(11.655)	(2.3)	\$123.177	\$118.205	\$4.971	4.0	\$623.395	\$630.078	(6.684)	(1.1)
Non-Labor :												
Electric Power	\$24.009	\$27.663	(3.654)	(15.2)	\$0.021	\$0.032	(0.011)	(50.8)	\$24.030	\$27.695	(3.665)	(15.3)
Fuel	\$9.036	\$10.211	(1.174)	(13.0)	\$0.013	\$0.418	(0.405)	-	\$9.049	\$10.628	(1.579)	(17.5)
Insurance	\$6.292	\$3.748	\$2.544	40.4	\$0.000	\$0.000	\$0.000	-	\$6.292	\$3.748	\$2.544	40.4
Claims	\$14.278	\$14.278	\$0.000	0.0	\$0.000	\$0.000	-	-	\$14.278	\$14.278	\$0.000	0.0
Paratransit Service Contracts	\$35.080	\$35.726	(0.646)	(1.8)	\$0.000	\$0.000	\$0.000	-	\$35.080	\$35.726	(0.646)	(1.8)
Maintenance and Other Operating Contracts	\$16.741	\$19.180	(2.439)	(14.6)	\$5.710	\$5.345	\$0.364	6.4	\$22.451	\$24.525	(2.074)	(9.2)
Professional Service Contracts	\$18.792	\$15.558	\$3.234	17.2	\$1.907	\$2.946	(1.039)	(54.5)	\$20.699	\$18.504	\$2.195	10.6
Materials & Supplies	\$26.079	\$32.327	(6.249)	(24.0)	\$5.936	\$3.273	\$2.662	44.9	\$32.014	\$35.601	(3.586)	(11.2)
Other Business Expenses	\$7.225	\$7.295	(0.070)	(1.0)	\$0.159	\$0.674	(0.515)	-	\$7.385	\$7.969	(0.585)	(7.9)
Non-Labor	\$157.531	\$165.986	(8.454)	(5.4)	\$13.746	\$12.689	\$1.057	7.7	\$171.277	\$178.674	(7.398)	(4.3)
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$657.749	\$677.859	(20.109)	(3.1)	\$136.922	\$130.894	\$6.028	4.4	\$794.671	\$808.753	(14.081)	(1.8)
Depreciation	\$143.230	\$150.404	(7.174)	(5.0)	\$0.000	\$0.000	-	-	\$143.230	\$150.404	(7.174)	(5.0)
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	-	-
Total Expenses	\$800.980	\$828.262	(27.283)	(3.4)	\$136.922	\$130.894	\$6.028	4.4	\$937.902	\$959.157	(21.255)	(2.3)
OPERATING SURPLUS/DEFICIT	(385.386)	(423.525)	(38.139)	(9.9)	\$0.000	\$0.000	\$0.000	-	(385.386)	(423.525)	(38.139)	(9.9)

Note: Totals may not add due to rounding

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

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

5/14/2018 11:34 AM

	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$1,137.724	\$1,105.206	(32.518)	(2.9)	\$0.000	\$0.000	-	-	\$1,137.724	\$1,105.206	(32.518)	(2.9)
Bus	\$315.144	\$302.661	(12.483)	(4.0)	\$0.000	\$0.000	-	-	\$315.144	\$302.661	(12.483)	(4.0)
Paratransit	\$6.408	\$6.063	(0.344)	(5.4)	\$0.000	\$0.000	-	-	\$6.408	\$6.063	(0.344)	(5.4)
Fare Liability	\$26.168	\$26.168	\$0.000	0.0	\$0.000	\$0.000	-	-	\$26.168	\$26.168	\$0.000	0.0
Farebox Revenue	\$1,485.445	\$1,440.099	(45.346)	(3.1)	\$0.000	\$0.000	-	-	\$1,485.445	\$1,440.099	(45.346)	(3.1)
Fare Reimbursement	\$31.769	\$31.768	(0.001)	0.0	\$0.000	\$0.000	-	-	\$31.769	\$31.768	(0.001)	0.0
Paratransit Reimbursement	\$62.884	\$66.434	\$3.550	5.6	\$0.000	\$0.000	-	-	\$62.884	\$66.434	\$3.550	5.6
Other Operating Revenue	\$57.476	\$45.672	(11.804)	(20.5)	\$0.000	\$0.000	-	-	\$57.476	\$45.672	(11.804)	(20.5)
Other Revenue	\$152.129	\$143.873	(8.256)	(5.4)	\$0.000	\$0.000	-	-	\$152.129	\$143.873	(8.256)	(5.4)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$462.321	\$480.516	\$18.195	3.9	\$462.321	\$480.516	\$18.195	3.9
Total Revenue	\$1,637.574	\$1,583.972	(53.601)	(3.3)	\$462.321	\$480.516	\$18.195	3.9	\$2,099.894	\$2,064.488	(35.406)	(1.7)
Expenses												
Labor :												
Payroll	\$1,113.095	\$1,098.830	\$14.265	1.3	\$175.345	\$170.322	\$5.023	2.9	\$1,288.440	\$1,269.152	\$19.288	1.5
Overtime	\$158.800	\$221.139	(62.338)	(39.3)	\$43.446	\$61.760	(18.313)	(42.2)	\$202.246	\$282.898	(80.652)	(39.9)
Total Salaries & Wages	\$1,271.895	\$1,319.969	(48.074)	(3.8)	\$218.791	\$232.081	(13.290)	(6.1)	\$1,490.686	\$1,552.050	(61.364)	(4.1)
Health and Welfare	\$303.267	\$309.280	(6.013)	(2.0)	\$7.737	\$8.510	(0.773)	(10.0)	\$311.003	\$317.789	(6.786)	(2.2)
OPEB Current Payment	\$151.717	\$129.684	\$22.033	14.5	\$3.347	\$3.005	\$0.342	10.2	\$155.064	\$132.689	\$22.375	14.4
Pensions	\$311.013	\$310.002	\$1.011	0.3	\$12.004	\$12.354	(0.350)	(2.9)	\$323.018	\$322.356	\$0.661	0.2
Other Fringe Benefits	\$163.378	\$164.642	(1.263)	(0.8)	\$71.289	\$76.410	(5.121)	(7.2)	\$234.667	\$241.051	(6.384)	(2.7)
Total Fringe Benefits	\$929.375	\$913.608	\$15.768	1.7	\$94.376	\$100.278	(5.902)	(6.3)	\$1,023.752	\$1,013.886	\$9.866	1.0
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(96.823)	(111.454)	\$14.631	15.1	\$96.823	\$111.454	(14.631)	(15.1)	\$0.000	\$0.000	\$0.000	-
Labor	\$2,104.447	\$2,122.122	(17.675)	(0.8)	\$409.991	\$443.814	(33.823)	(8.2)	\$2,514.438	\$2,565.936	(51.498)	(2.0)
Non-Labor :												
Electric Power	\$105.186	\$105.780	(0.594)	(0.6)	\$0.085	\$0.106	(0.020)	(24.0)	\$105.272	\$105.886	(0.615)	(0.6)
Fuel	\$35.338	\$38.899	(3.560)	(10.1)	\$0.050	\$0.421	(0.371)	-	\$35.388	\$39.320	(3.931)	(11.1)
Insurance	\$24.630	\$21.487	\$3.143	12.8	\$0.000	\$0.000	\$0.000	-	\$24.630	\$21.487	\$3.143	12.8
Claims	\$57.111	\$57.111	\$0.000	0.0	\$0.000	\$0.000	-	-	\$57.111	\$57.111	\$0.000	0.0
Paratransit Service Contracts	\$138.329	\$134.455	\$3.874	2.8	\$0.000	\$0.000	\$0.000	-	\$138.329	\$134.455	\$3.874	2.8
Maintenance and Other Operating Contracts	\$64.331	\$86.546	(22.216)	(34.5)	\$22.965	\$13.664	\$9.301	40.5	\$87.296	\$100.211	(12.915)	(14.8)
Professional Service Contracts	\$66.588	\$64.717	\$1.871	2.8	\$7.341	\$3.397	\$3.944	53.7	\$73.929	\$68.114	\$5.815	7.9
Materials & Supplies	\$103.997	\$111.478	(7.481)	(7.2)	\$23.643	\$17.401	\$6.242	26.4	\$127.640	\$128.879	(1.239)	(1.0)
Other Business Expenses	\$27.080	\$28.847	(1.768)	(6.5)	(1.755)	\$1.713	(3.467)	-	\$25.325	\$30.560	(5.235)	(20.7)
Non-Labor	\$622.590	\$649.320	(26.730)	(4.3)	\$52.330	\$36.702	\$15.628	29.9	\$674.920	\$686.022	(11.102)	(1.6)
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$2,727.037	\$2,771.442	(44.405)	(1.6)	\$462.321	\$480.516	(18.195)	(3.9)	\$3,189.358	\$3,251.958	(62.600)	(2.0)
Depreciation	\$565.819	\$600.955	(35.135)	(6.2)	\$0.000	\$0.000	-	-	\$565.819	\$600.955	(35.135)	(6.2)
OPEB Liability	\$337.548	\$253.589	\$83.959	24.9	\$0.000	\$0.000	-	-	\$337.548	\$253.589	\$83.959	24.9
GASB 68 Pension Adjustment	(76.384)	\$0.335	(76.719)	-	\$0.000	\$0.000	-	-	(76.384)	\$0.335	(76.719)	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$3,554.021	\$3,626.321	(72.300)	(2.0)	\$462.321	\$480.516	(18.195)	(3.9)	\$4,016.342	\$4,106.837	(90.495)	(2.3)
OPERATING SURPLUS/DEFICIT	(1,916.447)	(2,042.349)	(125.901)	(6.6)	\$0.000	\$0.000	\$0.000	-	(1,916.447)	(2,042.349)	(125.901)	(6.6)

Note: Totals may not add due to rounding

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

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	(10.8)	(2.9)	Mostly continuing lower ridership trends	(45.3)	(3.1)	Mostly adverse weather and continuing lower ridership trends
Other Operating Revenue	NR				(8.3)	(5.4)	Due primarily to underruns in real estate and advertising revenues, partly offset by higher Urban Tax revenue
Payroll	NR	4.5	1.7	Primarily vacancy savings and the favorable timing of miscellaneous pay	14.3	1.3	Primarily favorable corrections of most reimbursable mischarges inadvertently recorded as non-reimbursable in 2017 and vacancy savings
Overtime	NR	(21.9)	(68.1)	Mainly due to subway service delays, Subway Action Plan (SAP) additional project requirements, vacancy/absentee coverage requirements, adverse weather and the unfavorable timing of expenses	(62.3)	(39.3)	Mainly due to multiple adverse weather events, Subways Action Plan (SAP) additional requirements and subway service delays, vacancy/absentee coverage requirements, partly offset by the correction of most reimbursable mischarges inadvertently recorded as non-reimbursable in 2017
Health & Welfare (including OPEB current payment)	NR	10.3	9.1	Primarily lower rates and vacancies	16.0	3.5	Largely lower rates and vacancies
Pension	NR				1.0	0.3	Largely the favorable timing of NYCERS expenses
Other Fringe Benefits	NR	(1.5)	(3.9)	Mainly higher FICA expenses than anticipated	(1.3)	(0.8)	Mainly higher FICA expenses than anticipated, partly offset by favorable direct fringe benefit overhead credits
Reimbursable Overhead	NR	(2.9)	(8.9)	Unfavorable reimbursable overhead credits, resulting from lower reimbursable labor requirements	14.6	15.1	Favorable reimbursable overhead credits, resulting from higher reimbursable overtime requirements and the favorable correction of most reimbursable mischarges inadvertently recorded as non-reimbursable in 2017
Electric Power	NR	(3.7)	(15.2)	Primarily the unfavorable timing of expenses, partly offset by lower prices			
Fuel	NR	(1.2)	(13.0)	Due largely to higher prices	(3.6)	(10.1)	Mainly due to higher prices
Paratransit Service Contracts	NR				3.9	2.8	Due principally to lower completed trips

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance and Other Operating Contracts	NR	(2.4)	(14.6)	Largely SAP drain cleaning/other infrastructure contractual requirements	(22.2)	(34.5)	Largely SAP drain cleaning/other infrastructure contractual requirements, partly budgeted in professional service contracts
Professional Service Contracts	NR	3.2	17.2	Primarily the favorable timing of engineering and bond service expenses	1.9	2.8	Primarily the favorable timing of engineering, bond service and IT service and maintenance expenses
Materials and Supplies	NR	(6.2)	(24.0)	Mostly the unfavorable timing of maintenance material requirements and unfavorable obsolescence/inventory adjustments, partly offset by higher scrap/surplus sales	(7.5)	(7.2)	Mostly the unfavorable timing of maintenance material requirements and unfavorable obsolescence/inventory adjustments, partly offset by higher scrap/surplus sales
Other Business Expenses	NR				(1.8)	(6.5)	Due to the unfavorable timing of Mobility taxes and various miscellaneous purchases
Capital and Other Reimbursements	R	(6.0)	(4.4)	Decreased reimbursements consistent with a decrease in reimbursable expenses	18.2	3.9	Increased reimbursements consistent with an increase in reimbursable expenses
Payroll	R	2.2	4.7	Primarily the favorable timing of capital engineering work requirements	5.0	2.9	Primarily favorable corrections of most reimbursable mischarges inadvertently recorded as non-reimbursable in 2017
Overtime	R				(18.3)	(42.2)	Mainly due to payroll timing adjustments /catch-up and the correction of most reimbursable mischarges inadvertently recorded as non-reimbursable in 2017
Other Fringe Benefits	R				(5.1)	(7.2)	Mainly unfavorable fringe benefit overhead credits, due mostly to the correction of reimbursable mischarges inadvertently recorded as non-reimbursable in 2017 expenses
Maintenance and Other Operating Contracts	R				9.3	40.5	Largely the favorable timing of signal-related maintenance & repair expenses
Professional Service Contracts	R				3.9	53.7	Mainly the favorable timing of engineering services expenses
Materials & Supplies	R	2.7	44.9	Primarily the favorable timing of maintenance material requirements	6.2	26.4	Primarily the favorable timing of maintenance material requirements

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

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$377.935	\$361.976	(15.959)	(4.2)	\$1,485.445	\$1,449.849	(35.596)	(2.4)
Fare Reimbursement	\$6.312	\$0.000	(6.312)	-	\$6.312	\$0.000	(6.312)	-
Paratransit Reimbursement	\$2.931	\$0.082	\$1.151	39.3	\$50.066	\$83.323	\$33.257	66.4
Other Operating Revenue	\$5.057	\$3.479	(1.578)	(31.2)	\$20.228	\$13.776	(6.452)	(31.9)
Other Revenue	\$14.300	\$7.561	(6.739)	(47.1)	\$76.606	\$97.099	\$20.493	26.8
Capital and Other Reimbursements	\$136.922	\$89.511	(47.411)	(34.6)	\$462.321	\$370.579	(91.742)	(19.8)
Total Revenue	\$529.157	\$459.048	(70.109)	(13.2)	\$2,024.371	\$1,917.527	(106.844)	(5.3)
Expenditures								
Labor :								
Payroll	\$293.670	\$303.089	(9.419)	(3.2)	\$1,198.846	\$1,182.723	\$16.123	1.3
Overtime	\$48.476	\$70.642	(22.166)	(45.7)	\$202.246	\$282.898	(80.652)	(39.9)
Total Salaries & Wages	\$342.146	\$373.731	(31.585)	(9.2)	\$1,401.093	\$1,465.621	(64.528)	(4.6)
Health and Welfare	\$77.775	\$45.116	\$32.659	42.0	\$311.003	\$276.400	\$34.603	11.1
OPEB Current Payment	\$38.766	\$18.235	\$20.531	53.0	\$155.064	\$132.883	\$22.180	14.3
Pensions	\$80.236	\$80.575	(0.339)	(0.4)	\$323.018	\$322.304	\$0.714	0.2
Other Fringe Benefits	\$37.913	\$42.608	(4.695)	(12.4)	\$152.909	\$164.480	(11.571)	(7.6)
Total Fringe Benefits	\$234.690	\$186.534	\$48.156	20.5	\$941.993	\$896.067	\$45.926	4.9
Contribution to GASB Fund	\$0.525	\$0.000	\$0.525	-	\$2.100	\$0.000	\$2.100	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$577.362	\$560.265	\$17.097	3.0	\$2,345.186	\$2,361.688	(16.502)	(0.7)
Non-Labor :								
Electric Power	\$24.030	\$29.440	(5.410)	(22.5)	\$105.272	\$105.594	(0.322)	(0.3)
Fuel	\$9.049	\$9.688	(0.639)	(7.1)	\$35.388	\$37.168	(1.780)	(5.0)
Insurance	\$3.183	\$13.031	(9.848)	-	\$29.909	\$42.941	(13.032)	(43.6)
Claims	\$10.031	\$8.576	\$1.455	14.5	\$40.123	\$43.275	(3.152)	(7.9)
Paratransit Service Contracts	\$35.080	\$29.808	\$5.272	15.0	\$137.829	\$132.847	\$4.982	3.6
Maintenance and Other Operating Contracts	\$22.451	\$29.364	(6.913)	(30.8)	\$87.296	\$86.268	\$1.028	1.2
Professional Service Contracts	\$17.699	\$5.606	\$12.093	68.3	\$67.929	\$58.450	\$9.479	14.0
Materials & Supplies	\$35.472	\$39.595	(4.123)	(11.6)	\$142.556	\$138.268	\$4.288	3.0
Other Business Expenses	\$7.385	\$8.510	(1.125)	(15.2)	\$25.325	\$31.343	(6.018)	(23.8)
Non-Labor	\$164.379	\$173.618	(9.239)	(5.6)	\$671.627	\$676.154	(4.527)	(0.7)
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$741.740	\$733.883	\$7.857	1.1	\$3,016.813	\$3,037.842	(21.029)	(0.7)
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$741.740	\$733.883	\$7.857	1.1	\$3,016.813	\$3,037.842	(21.029)	(0.7)
Net Surplus/(Deficit)	(212.583)	(274.835)	(62.252)	(29.3)	(992.442)	(1,120.315)	(127.873)	(12.9)

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
April 2018
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	(16.0)	(4.2)	Mostly continuing lower ridership trends	(35.6)	(2.4)	Mostly adverse weather and continuing lower ridership trends
Other Operating Receipts	(6.7)	(47.1)	Due primarily to the unfavorable timing of fare reimbursements	20.5	26.8	Due primarily to the favorable timing of NYC paratransit reimbursements
Capital and Other Reimbursements	(47.4)	(34.6)	Due largely to the unfavorable timing of reimbursements	(91.7)	(19.8)	Due largely to the unfavorable timing of reimbursements
Salaries & Wages	(31.6)	(9.2)	Largely higher overtime expenditures	(64.5)	(4.6)	Largely higher overtime expenditures
Health & Welfare (including OPEB current payment)	53.1	45.8	Due mostly to the favorable timing of payments	54.8	11.8	Due mostly to the favorable timing of payments
Electric Power	(5.4)	(22.5)	Higher expenses/payments			
Maintenance Contracts	(6.9)	(30.8)	Largely higher expenses/payments			
Professional Service Contracts	12.1	68.3	Mainly the favorable timing of payments	9.5	14.0	Expense underruns and the favorable timing of payments
Other Business Expenses				(6.0)	(23.8)	Higher expenses/payments

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

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	(5.165)	(5.165)	-	\$0.000	\$9.750	\$9.750	-
Fare Reimbursement	(1.257)	(7.569)	(6.312)	-	(25.457)	(31.768)	(6.311)	(24.8)
Paratransit Reimbursement	(12.790)	(13.404)	(0.614)	(4.8)	(12.818)	\$16.889	\$29.707	-
Other Operating Revenue	(9.312)	(9.064)	\$0.248	2.7	(37.248)	(31.896)	\$5.352	14.4
Other Revenue	(23.359)	(30.036)	(6.677)	(28.6)	(75.523)	(46.774)	\$28.749	38.1
Capital and Other Reimbursements	\$0.000	(41.383)	(41.383)	-	\$0.000	(109.937)	(109.937)	-
Total Revenue	(23.359)	(76.584)	(53.225)	-	(75.523)	(146.961)	(71.438)	(94.6)
Expenses								
Labor :								
Payroll	\$25.857	\$9.700	(16.157)	(62.5)	\$89.594	\$86.429	(3.165)	(3.5)
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	\$25.857	\$9.700	(16.157)	(62.5)	\$89.594	\$86.429	(3.165)	(3.5)
Health and Welfare	\$0.000	\$43.085	\$43.085	-	\$0.000	\$41.389	\$41.389	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	(0.194)	(0.194)	-
Pensions	\$0.000	\$0.013	\$0.013	-	\$0.000	\$0.052	\$0.052	-
Other Fringe Benefits	\$20.701	\$17.015	(3.685)	(17.8)	\$81.758	\$76.571	(5.187)	(6.3)
Total Fringe Benefits	\$20.701	\$60.113	\$39.412	-	\$81.758	\$117.819	\$36.061	44.1
Contribution to GASB Fund	(0.525)	\$0.000	\$0.525	-	(2.100)	\$0.000	\$2.100	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Labor	\$46.033	\$69.813	\$23.780	51.7	\$169.252	\$204.248	\$34.996	20.7
Non-Labor :								
Electric Power	\$0.000	(1.745)	(1.745)	-	\$0.000	\$0.292	\$0.292	-
Fuel	\$0.000	\$0.940	\$0.940	-	\$0.000	\$2.152	\$2.152	-
Insurance	\$3.109	(9.283)	(12.392)	-	(5.279)	(21.454)	(16.175)	-
Claims	\$4.247	\$5.702	\$1.455	34.3	\$16.988	\$13.836	(3.152)	(18.6)
Paratransit Service Contracts	\$0.000	\$5.918	\$5.918	-	\$0.500	\$1.608	\$1.108	-
Maintenance and Other Operating Contracts	\$0.000	(4.839)	(4.839)	-	\$0.000	\$13.943	\$13.943	-
Professional Service Contracts	\$3.000	\$12.898	\$9.898	-	\$6.000	\$9.664	\$3.664	61.1
Materials & Supplies	(3.458)	(3.994)	(0.536)	(15.5)	(14.916)	(9.389)	\$5.527	37.1
Other Business Expenses	\$0.000	(0.541)	(0.541)	-	\$0.000	(0.783)	(0.783)	-
Non-Labor	\$6.898	\$5.056	(1.842)	(26.7)	\$3.293	\$9.868	\$6.575	-
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$52.931	\$74.870	\$21.939	41.4	\$172.545	\$214.116	\$41.571	24.1
Depreciation	\$143.230	\$150.404	\$7.174	5.0	\$565.819	\$600.955	\$35.135	6.2
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$337.548	\$253.589	(83.959)	(24.9)
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	(76.384)	\$0.335	\$76.719	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$196.161	\$225.274	\$29.112	14.8	\$999.529	\$1,068.995	\$69.466	6.9
Total Cash Conversion Adjustments	\$172.802	\$148.690	(24.113)	(14.0)	\$924.006	\$922.034	(1.972)	(0.2)

Note: Totals may not add due to rounding

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

MTA 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
April 2018

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	33	35	(2)	
Law	320	291	29	
Office of the EVP	53	42	11	
Human Resources	255	256	(1)	
Office of Management and Budget	43	41	2	
Capital Planning & Budget	35	31	4	
Corporate Communications	188	173	15	
Non-Departmental	(27)	-	(27)	
Labor Relations	102	87	15	
Materiel	241	264	(23)	
Controller	128	119	9	
Total Administration	1,371	1,339	32	
Operations				
Subways Service Delivery	8,629	8,579	50	Shortage of Conductors and Tower Operators
Subways Operations Support/Adm	456	480	(24)	
Subways Stations	2,723	2,581	142	Shortage of Station Supervisors & Agents
Sub-total Subways	11,808	11,640	168	
Buses	10,997	10,938	59	Vacancies due to various titles
Paratransit	213	202	11	
Operations Planning	404	381	23	
Revenue Control	665	624	41	
Non-Departmental	0	0	0	
Total Operations	24,087	23,785	302	
Maintenance				
Subways Operations Support/Adm	186	181	5	
Subways Engineering	397	354	43	
Subways Car Equipment	5,090	5,194	(104)	Excess mainly Car Inspectors
Subways Infrastructure	1,659	1,735	(76)	Mostly excess of Maintainers
Subways Elevators & Escalators	478	433	45	
Subways Stations	3,252	3,337	(85)	Excess mostly Supervisors/Cleaners/Maintainers
Subways Track	3,282	3,146	136	Vacancies mainly Track Workers & Maintainers
Subways Power	664	650	14	
Subways Signals	1,637	1,590	47	
Subways Electronic Maintenance	1,655	1,580	75	Mainly shortage of Maintainers and PTEs
Sub-total Subways	18,300	18,200	100	
Buses	3,686	3,621	65	Vacancies mainly shortage of Maintainers
Supply Logistics	571	563	8	
System Safety	98	94	4	
Non-Departmental	(142)	19	(161)	
Total Maintenance	22,513	22,497	16	
Engineering/Capital				
Capital Program Management	1,368	1,414	(46)	Excess mainly due to PTEs
Total Engineering/Capital	1,368	1,414	(46)	
Public Safety				
Security	660	643	17	
Total Public Safety	660	643	17	
Total Positions	49,999	49,678	321	
Non-Reimbursable	44,567	44,554	13	
Reimbursable	5,432	5,124	308	
Total Full-Time	49,798	49,440	358	
Total Full-Time Equivalents	201	238	(37)	

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	505	436	69	
Professional, Technical, Clerical	838	879	(41)	
Operational Hourlies	28	24	4	
Total Administration	1,371	1,339	32	
Operations				
Managers/Supervisors	2,895	2,777	118	
Professional, Technical, Clerical	592	577	15	
Operational Hourlies	20,600	20,431	169	
Total Operations	24,087	23,785	302	
Maintenance				
Managers/Supervisors	4,075	4,072	3	
Professional, Technical, Clerical	1,151	1,060	91	
Operational Hourlies	17,287	17,365	(78)	
Total Maintenance	22,513	22,497	16	
Engineering/Capital				
Managers/Supervisors	340	351	(11)	
Professional, Technical, Clerical	1,026	1,061	(35)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,368	1,414	(46)	
Public Safety				
Managers/Supervisors	281	269	12	
Professional, Technical, Clerical	42	39	3	
Operational Hourlies	337	335	2	
Total Public Safety	660	643	17	
Total Positions				
Managers/Supervisors	8,096	7,905	191	
Professional, Technical, Clerical	3,649	3,616	33	
Operational Hourlies	38,254	38,157	97	
Total Positions	49,999	49,678	321	

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

	Apr						Apr Year-to-Date					
	Adopted		Actuals		Var. - Fav./(Unfav)		Adopted		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	370,624	\$12.270	348,455	\$11.520	22,168	\$0.750 6.1%	1,491,779	\$48.915	1,396,046	\$46.162	95,733	\$2.753 5.6%
<u>Unscheduled Service</u>	308,198	\$10.430	565,441	\$15.882	(257,243)	(\$5.452) -52.3%	1,235,671	\$41.424	1,920,230	\$54.476	(684,560)	(\$13.052) -31.5%
<u>Programmatic/Routine Maintenance</u>	359,654	\$12.801	573,319	\$21.006	(213,665)	(\$8.205) -64.1%	1,359,832	\$47.849	1,821,029	\$65.467	(461,197)	(\$17.618) -36.8%
<u>Vacancy/Absentee Coverage</u>	52,304	\$1.703	80,562	\$3.098	(28,258)	(\$1.395) -81.9%	209,215	\$6.748	563,207	\$19.613	(353,992)	(\$12.865) *
<u>Weather Emergencies</u>	5,307	\$0.158	47,413	\$1.523	(42,106)	(\$1.365) *	402,815	\$13.278	1,000,405	\$33.075	(597,590)	(\$19.796) *
<u>Safety/Security/Law Enforcement</u>	9,680	\$0.288	8,258	\$0.244	1,422	\$0.044 15.2%	38,714	\$1.140	36,692	\$1.073	2,022	\$0.067 5.9%
<u>Other</u>	13,642	(\$5.528)	19,030	\$0.721	(5,388)	(\$6.249) *	54,137	(\$0.553)	74,758	\$1.274	(20,620)	(\$1.827) *
Subtotal	1,119,408	\$32.121	1,642,478	\$53.994	(523,071)	(\$21.873) -68.1%	4,792,162	\$158.800	6,812,367	\$221.139	(2,020,204)	(\$62.338) -39.3%
REIMBURSABLE OVERTIME	297,484	\$16.355	473,745	\$16.648	(176,262)	(\$0.293) -1.8%	1,190,289	\$43.446	1,755,766	\$61.760	(565,478)	(\$18.313) -42.2%
TOTAL OVERTIME	1,416,891	\$48.476	2,116,224	\$70.642	(699,332)	(\$22.166) -45.7%	5,982,451	\$202.246	8,568,133	\$282.898	(2,585,682)	(\$80.652) -39.9%

Totals may not add due to rounding

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

* Exceeds 100%

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

	Apr			Apr Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
Scheduled Service	22,168	\$0.7 (3.4%)		95,733	\$2.8 (4.4%)	
<u>Unscheduled Service</u>	(257,243)	(\$5.5) 24.9%	Unfavorable variance due to subway service delays	(684,560)	(\$13.1) 20.9%	Unfavorable variance due to subway service delays and \$2.3M overrun in SAP
<u>Programmatic/Routine Maintenance</u>	(213,665)	(\$8.2) 37.5%	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	(461,197)	(\$17.6) 28.3%	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
<u>Vacancy/Absentee Coverage</u>	(28,258)	(\$1.4) 6.4%	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Bus dispatchers and Track and Signal hourly employees	(353,992)	(\$12.9) 20.6%	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Bus dispatchers and Track and Signal hourly employees
<u>Weather Emergencies</u>	(42,106)	(\$1.4) 6.2%	Unfavorable variance mainly due to 5.5 inches of snow on April 2nd and 2.8 inches of rain on April 16th.	(597,590)	(\$19.8) 31.8%	Unfavorable variance mainly due to winter storm January 4th and April 2nd (9.8 inches; 5.5 inches), four nor'easter on March 2,7,13 and 21 (total 11.4" snow and heavy rain and wind) and 28 inches of heavy rain on April 16th
<u>Safety/Security/Law Enforcement</u>	1,422	\$0.0 (0.2%)		2,022	\$0.1 (0.1%)	
<u>Other</u>	(5,388)	(\$6.2) 28.6%	Unfavorable variance mainly due to timing of (\$6)M budget credit.	(20,620)	(\$1.8) 2.9%	
Subtotal	(523,071)	(\$21.9) 98.7%		(2,020,204)	(\$62.3) 77.3%	
REIMBURSABLE OVERTIME	(176,262)	(\$0.3) 1.3%		(565,478)	(\$18.3) 22.7%	Unfavorable variance mainly due to \$4.8M Year End rollover expense re-classed from NR to RMB, \$4.7M SAP 2017 missing job charges, and the unfavorable timing of expenses
TOTAL OVERTIME	(699,332)	(\$22.2)		(2,585,682)	(\$80.7)	

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 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 April 2018 Report: Staten Island Railway

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

Summary of Preliminary Financial Results

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

- April 2018 Staten Island Railway ridership of 377,551 riders was 1,957 riders (0.5 percent) above budget. Average weekday ridership of 16,225 riders was 52 riders (0.3 percent) above April 2017.
- Farebox revenue of \$0.6 million was essentially equal to budget.
- Operating expenses of \$4.9 million exceeded budget by less than \$0.1 million (0.7 percent).
 - Labor expenses were above budget by \$0.1 million (2.1 percent).
 - Non-labor expenses were below budget by less than \$0.1 million (4.8%).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

April 2018

(All data are preliminary and subject to audit)

Total **ridership** in April 2018 was 377,551 riders, 0.5 percent (1,957 riders) above budget. Year-to-date, ridership was 1,497,489 riders, 0.3 percent (3,960 riders) higher than budget. April 2018 average weekday ridership was 16,225 riders, 3.1 percent (486 riders) higher than April 2017. Average weekday ridership for the twelve months ending March 2018 was 16,460 riders, 2.2 percent (349 riders) above the previous twelve-month period.

Operating revenue of \$0.8 million in April was essentially equal to the Adopted Budget (budget). Year-to-date, operating revenue of \$3.1 million was slightly above budget by less than \$0.1 million (0.8 percent).

Nonreimbursable expenses, before depreciation and Other Post-Employment Benefits, were higher than budget in April by less than \$0.1 million (0.7 percent).

- Labor expenses exceeded budget by \$0.1 million (2.1 percent), due primarily to higher health & welfare/OPEB current expenses of \$0.2 million (27.5 percent), due to the unfavorable timing of expenses. Overtime expenses also overran by \$0.2 million (over 100.0 percent), due mainly to the timing of project work and adverse weather. Partly offsetting these results was an underrun in payroll expenses of \$0.2 million (8.5 percent), resulting from vacancies and the favorable timing of expenses.
- Non-labor expenses underran budget by less than \$0.1 million (4.8 percent), including lower maintenance contract expenses of \$0.2 million (76.3 percent), resulting from the favorable timing of project expenses. Insurance expenses were less by \$0.1 million (100.0 percent), due to the favorable timing of interagency billing. Mostly offsetting these results was an overrun in electric power expenses of \$0.3 million (71.3 percent), largely due to timing.

Year-to-date, expenses were below budget by a net \$0.2 million (1.0 percent).

- Labor costs were above budget by net \$0.2 million (1.2 percent), including higher overtime expenses of \$1.0 million (over 100.0 percent), due mainly to adverse weather and the timing of project requirements. Partly offsetting this result was an underrun in health & welfare/OPEB current expenses of \$0.6 million (20.0 percent), due to vacancies, favorable rates and the timing of expenses. . Payroll expenses were also favorable by \$0.2 million (2.9 percent), due primarily to vacancies and the timing of expenses.
- Non-labor expenses were under by a net \$0.4 million (10.0 percent), due essentially to lower maintenance contract expenses of \$0.8 million (80.4 percent), resulting from the favorable timing of maintenance requirements, partly offset by the unfavorable timing of electric power expenses of \$0.4 million (30.3 percent).

Depreciation expenses of \$3.9 million year-to-date were above budget by \$1.2 million (42.4 percent), as year-end updates of additional assets reaching beneficial use were not reflected in the budget. OPEB Liability expenses of \$1.9 million were slightly below budget.

The **operating cash deficit** (excluding subsidies) was \$15.1 million year-to-date, \$1.2 million (7.1 percent) favorable to budget.

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

6/06/2018 05:24 PM

	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	\$0.568	\$0.568	\$0.001	0.1	\$0.000	\$0.000	-	-	\$0.568	\$0.568	\$0.001	0.1
Other Revenue	\$0.201	\$0.202	\$0.001	0.3	\$0.000	\$0.000	-	-	\$0.201	\$0.202	\$0.001	0.3
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.167	\$0.169	\$0.001	0.9	\$0.167	\$0.169	\$0.001	0.9
Total Revenue	\$0.769	\$0.770	\$0.001	0.2	\$0.167	\$0.169	\$0.001	0.9	\$0.936	\$0.939	\$0.003	0.3
Expenses												
Labor :												
Payroll	\$1.963	\$1.796	\$0.167	8.5	\$0.044	\$0.038	\$0.006	13.5	\$2.007	\$1.834	\$0.173	8.6
Overtime	\$0.128	\$0.280	(0.151)	-	\$0.082	\$0.050	\$0.033	39.5	\$0.211	\$0.330	(0.119)	(56.4)
Total Salaries & Wages	\$2.091	\$2.076	\$0.015	0.7	\$0.126	\$0.088	\$0.038	30.4	\$2.217	\$2.164	\$0.054	2.4
Health and Welfare	\$0.544	\$0.662	(0.118)	(21.8)	\$0.000	\$0.000	-	-	\$0.544	\$0.662	(0.118)	(21.8)
OPEB Current Payment	\$0.215	\$0.307	(0.091)	(42.3)	\$0.000	\$0.000	\$0.000	-	\$0.215	\$0.307	(0.091)	(42.5)
Pensions	\$0.582	\$0.582	\$0.000	(0.1)	\$0.000	\$0.000	-	-	\$0.582	\$0.582	\$0.000	(0.1)
Other Fringe Benefits	\$0.456	\$0.372	\$0.083	18.3	\$0.000	\$0.000	-	-	\$0.456	\$0.372	\$0.083	18.3
Total Fringe Benefits	\$1.797	\$1.923	(0.127)	(7.0)	-	\$0.000	\$0.000	-	\$1.797	\$1.923	(0.127)	(7.1)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.041)	(0.070)	\$0.029	71.3	\$0.041	\$0.070	(0.029)	(71.3)	\$0.000	\$0.000	\$0.000	-
Labor	\$3.847	\$3.929	(0.082)	(2.1)	\$0.167	\$0.158	\$0.009	5.4	\$4.014	\$4.087	(0.073)	(1.8)
Non-Labor :												
Electric Power	\$0.357	\$0.611	(0.254)	(71.3)	\$0.000	\$0.000	-	-	\$0.357	\$0.611	(0.254)	(71.3)
Fuel	\$0.018	\$0.014	\$0.004	24.4	\$0.000	\$0.000	-	-	\$0.018	\$0.014	\$0.004	24.4
Insurance	\$0.099	\$0.000	\$0.099	-	\$0.000	\$0.000	-	-	\$0.099	\$0.000	\$0.099	-
Claims	\$0.007	\$0.020	(0.013)	-	\$0.000	\$0.000	-	-	\$0.007	\$0.020	(0.013)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.261	\$0.062	\$0.199	76.3	\$0.000	\$0.000	-	-	\$0.261	\$0.062	\$0.199	76.3
Professional Service Contracts	\$0.086	\$0.017	\$0.069	80.1	\$0.000	\$0.011	(0.011)	-	\$0.086	\$0.028	\$0.059	67.9
Materials & Supplies	\$0.145	\$0.146	(0.001)	(0.5)	\$0.000	\$0.000	-	-	\$0.145	\$0.146	(0.001)	(0.5)
Other Business Expenses	\$0.003	\$0.060	(0.058)	-	\$0.000	\$0.000	-	-	\$0.003	\$0.060	(0.058)	-
Non-Labor	\$0.977	\$0.930	\$0.046	4.8	\$0.000	\$0.011	(0.011)	-	\$0.977	\$0.941	\$0.036	3.7
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$4.824	\$4.859	(0.036)	(0.7)	\$0.167	\$0.169	(0.001)	(0.9)	\$4.991	\$5.028	(0.037)	(0.7)
Depreciation	\$0.692	\$0.988	(0.296)	(42.8)	\$0.000	\$0.000	-	-	\$0.692	\$0.988	(0.296)	(42.8)
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$5.515	\$5.847	(0.332)	(6.0)	\$0.167	\$0.169	(0.001)	(0.9)	\$5.683	\$6.016	(0.333)	(5.9)
OPERATING SURPLUS/DEFICIT	(4.747)	(5.077)	(0.330)	(7.0)	\$0.000	\$0.000	\$0.000	-	(4.747)	(5.077)	(0.330)	(7.0)

Note: Totals may not add due to rounding

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

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

6/06/2018 05:24 PM

	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	\$2.190	\$2.207	\$0.018	0.8	\$0.000	\$0.000	-	-	\$2.190	\$2.207	\$0.018	0.8
Other Revenue	\$0.926	\$0.933	\$0.007	0.8	\$0.000	\$0.000	-	-	\$0.926	\$0.933	\$0.007	0.8
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.665	\$1.008	\$0.343	51.6	\$0.665	\$1.008	\$0.343	51.6
Total Revenue	\$3.116	\$3.141	\$0.025	0.8	\$0.665	\$1.008	\$0.343	51.6	\$3.781	\$4.149	\$0.368	9.7
Expenses												
Labor :												
Payroll	\$8.115	\$7.879	\$0.235	2.9	\$0.172	\$0.231	(0.059)	(34.2)	\$8.287	\$8.110	\$0.176	2.1
Overtime	\$0.737	\$1.703	(0.965)	-	\$0.330	\$0.091	\$0.239	72.5	\$1.067	\$1.793	(0.726)	(68.0)
Total Salaries & Wages	\$8.852	\$9.582	(0.730)	(8.2)	\$0.502	\$0.321	\$0.181	36.0	\$9.354	\$9.904	(0.550)	(5.9)
Health and Welfare	\$2.175	\$1.562	\$0.613	28.2	\$0.000	\$0.000	-	-	\$2.175	\$1.562	\$0.613	28.2
OPEB Current Payment	\$0.862	\$0.868	(0.007)	(0.8)	\$0.000	\$0.002	(0.002)	-	\$0.862	\$0.870	(0.009)	(1.0)
Pensions	\$2.326	\$2.328	(0.002)	(0.1)	\$0.000	\$0.000	-	-	\$2.326	\$2.328	(0.002)	(0.1)
Other Fringe Benefits	\$1.910	\$2.060	(0.150)	(7.9)	\$0.000	\$0.000	-	-	\$1.910	\$2.060	(0.150)	(7.9)
Total Fringe Benefits	\$7.273	\$6.818	\$0.455	6.3	-	\$0.002	(0.002)	-	\$7.273	\$6.820	\$0.452	6.2
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.163)	(0.241)	\$0.078	47.7	\$0.163	\$0.242	(0.079)	(48.3)	\$0.000	\$0.001	(0.001)	-
Labor	\$15.962	\$16.160	(0.198)	(1.2)	\$0.665	\$0.565	\$0.100	15.0	\$16.627	\$16.725	(0.098)	(0.6)
Non-Labor :												
Electric Power	\$1.427	\$1.860	(0.433)	(30.3)	\$0.000	\$0.002	(0.002)	-	\$1.427	\$1.862	(0.434)	(30.4)
Fuel	\$0.073	\$0.094	(0.021)	(29.1)	\$0.000	\$0.000	-	-	\$0.073	\$0.094	(0.021)	(29.1)
Insurance	\$0.395	\$0.352	\$0.043	11.0	\$0.000	\$0.000	-	-	\$0.395	\$0.352	\$0.043	11.0
Claims	\$0.029	\$0.080	(0.051)	-	\$0.000	\$0.000	-	-	\$0.029	\$0.080	(0.051)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$1.046	\$0.205	\$0.841	80.4	\$0.000	\$0.000	-	-	\$1.046	\$0.205	\$0.841	80.4
Professional Service Contracts	\$0.346	\$0.171	\$0.175	50.6	\$0.000	\$0.011	(0.011)	-	\$0.346	\$0.181	\$0.164	47.6
Materials & Supplies	\$0.582	\$0.600	(0.019)	(3.2)	\$0.000	\$0.431	(0.431)	-	\$0.582	\$1.031	(0.450)	(77.3)
Other Business Expenses	\$0.010	\$0.157	(0.147)	-	\$0.000	\$0.000	-	-	\$0.010	\$0.157	(0.147)	-
Non-Labor	\$3.907	\$3.518	\$0.389	10.0	\$0.000	\$0.443	(0.443)	-	\$3.907	\$3.962	(0.054)	(1.4)
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$19.869	\$19.678	\$0.191	1.0	\$0.665	\$1.008	(0.343)	(51.6)	\$20.534	\$20.686	(0.152)	(0.7)
Depreciation	\$2.767	\$3.938	(1.172)	(42.4)	\$0.000	\$0.000	-	-	\$2.767	\$3.938	(1.172)	(42.4)
OPEB Liability	\$1.875	\$1.854	\$0.021	1.1	\$0.000	\$0.000	-	-	\$1.875	\$1.854	\$0.021	1.1
GASB 68 Pension Adjustment	\$0.150	\$0.000	\$0.150	-	\$0.000	\$0.000	-	-	\$0.150	\$0.000	\$0.150	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$24.661	\$25.471	(0.810)	(3.3)	\$0.665	\$1.008	(0.343)	(51.6)	\$25.326	\$26.479	(1.153)	(4.6)
OPERATING SURPLUS/DEFICIT	(21.545)	(22.330)	(0.785)	(3.6)	\$0.000	\$0.000	\$0.000	-	(21.545)	(22.330)	(0.785)	(3.6)

Note: Totals may not add due to rounding

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

Table 3

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
APRIL 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.				0.018	0.8	Higher average fares, due to adverse weather
Other Operating Revenue	Non Reimb.				0.007	0.8	The favorable timing of advertising and real estate revenues
Payroll	Non Reimb.	0.167	8.5	Vacancies and the favorable timing of expenses	0.235	2.9	Primarily vacancies and the timing of expenses including interagency charges
Overtime	Non Reimb.	(0.151)	over (100.0)	Mainly due to the timing of project work and adverse weather	(0.965)	over (100.0)	Mainly adverse weather and the timing of project requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.209)	(27.5)	The unfavorable timing of expenses	0.606	20.0	Mainly vacancies, favorable rates and the timing of expenses
Other Fringe Benefits	Non Reimb.	0.083	18.3	Vacancies and the timing of expenses	(0.150)	(7.9)	Mostly higher FICA expenses, consistent with higher overtime requirements
Electric Power	Non Reimb.	(0.254)	(71.3)	Mostly the unfavorable timing of expenses	(0.433)	(30.3)	Mostly adverse weather and the unfavorable timing of expenses
Insurance	Non Reimb.	0.099	100.0	The favorable timing of interagency billing	0.043	11.0	The favorable timing of interagency billing
Maintenance & Other Operating Contracts	Non Reimb.	0.199	76.3	Mainly the favorable timing of maintenance project requirements	0.841	80.4	Mainly the favorable timing of maintenance project requirements
Professional Service Contracts	Non Reimb.	0.069	80.1	The favorable timing of expenses	0.175	50.6	The favorable timing of expenses
Materials and Supplies	Non Reimb.				(0.019)	(3.2)	Primarily the unfavorable timing of maintenance material requirements
Capital and Other Reimbursements	Reimb.				0.343	51.6	Timing of contractor requirements
Payroll	Reimb.	0.006	13.5	Timing of contractor requirements	(0.059)	(34.2)	Timing of contractor requirements
Overtime	Reimb.	0.033	39.5	Timing of contractor requirements	0.239	72.5	Timing of contractor requirements
Materials & Supplies	Reimb.				(0.431)	n/a	Timing of contractor requirements

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

6/06/2018 05:28 PM

	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.568	\$0.590	\$0.022	3.9	\$2.190	\$2.200	\$0.011	0.5
Other Revenue	\$0.201	\$0.921	\$0.720	-	\$0.926	\$1.103	\$0.177	19.1
Capital and Other Reimbursements	\$0.167	\$0.612	\$0.445	-	\$0.665	\$1.106	\$0.441	66.4
Total Revenue	\$0.936	\$2.123	\$1.187	-	\$3.781	\$4.410	\$0.629	16.6
Expenditures								
Labor :								
Payroll	\$2.007	\$1.928	\$0.078	3.9	\$8.287	\$8.389	(0.103)	(1.2)
Overtime	\$0.211	\$0.299	(0.089)	(42.1)	\$1.067	\$1.744	(0.676)	(63.4)
Total Salaries & Wages	\$2.217	\$2.228	(0.010)	(0.5)	\$9.354	\$10.133	(0.779)	(8.3)
Health and Welfare	\$0.544	\$0.010	\$0.533	98.1	\$2.175	\$1.061	\$1.114	51.2
OPEB Current Payment	\$0.215	\$0.062	\$0.154	71.4	\$0.862	\$0.336	\$0.525	60.9
Pensions	\$0.582	\$0.582	\$0.000	(0.1)	\$2.326	\$2.328	(0.002)	(0.1)
Other Fringe Benefits	\$0.331	\$0.199	\$0.131	39.7	\$1.410	\$1.072	\$0.338	24.0
Total Fringe Benefits	\$1.672	\$0.853	\$0.818	49.0	\$6.773	\$4.798	\$1.975	29.2
Contribution to GASB Fund	\$0.004	\$0.000	\$0.004	-	\$0.014	\$0.000	\$0.014	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$3.893	\$3.081	\$0.812	20.8	\$16.141	\$14.931	\$1.210	7.5
Non-Labor :								
Electric Power	\$0.357	\$0.509	(0.152)	(42.5)	\$1.427	\$1.724	(0.297)	(20.8)
Fuel	\$0.018	\$0.007	\$0.011	63.1	\$0.073	\$0.055	\$0.018	24.9
Insurance	\$0.099	\$0.000	\$0.099	-	\$0.395	\$0.000	\$0.395	-
Claims	\$0.007	\$0.000	\$0.007	-	\$0.029	\$0.006	\$0.023	80.7
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.261	\$0.061	\$0.200	76.6	\$1.046	\$0.846	\$0.200	19.1
Professional Service Contracts	\$0.086	\$0.009	\$0.077	89.1	\$0.346	\$0.140	\$0.205	59.4
Materials & Supplies	\$0.145	\$0.365	(0.220)	-	\$0.582	\$1.775	(1.193)	-
Other Business Expenses	\$0.003	\$0.007	(0.004)	-	\$0.010	\$0.037	(0.027)	-
Non-Labor	\$0.977	\$0.958	\$0.019	1.9	\$3.907	\$4.584	(0.676)	(17.3)
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$4.869	\$4.039	\$0.830	17.1	\$20.048	\$19.515	\$0.533	2.7
Depreciation	\$0.000	\$0.000	\$0.000	-	(0.001)	\$0.000	(0.001)	-
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$4.869	\$4.039	\$0.830	17.0	\$20.047	\$19.515	\$0.532	2.7
Net Surplus/(Deficit)	(3.933)	(1.916)	\$2.017	51.3	(16.266)	(15.105)	\$1.161	7.1

Note: Totals may not add due to rounding

Table 5

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

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	0.022	3.9	Primarily the favorable timing of cash settlements with NYCT	0.011	0.5	Primarily the favorable timing of cash settlements with NYCT
Other Operating Revenue	0.720	over 100.0	Mostly the favorable timing of student fare reimbursements	0.177	19.1	Mostly the favorable timing of student fare reimbursements
Salaries & Wages				(0.779)	(8.3)	Higher overtime requirements due mostly to adverse weather
Health and Welfare (including OPEB current payment)	0.687	90.5	Mostly the favorable timing of expenses/payments	1.639	54.0	Mostly the favorable timing of expenses/payments
Maintenance Contracts	0.200	76.6	The favorable timing of expenses	0.200	19.1	The favorable timing of expenses
Materials and Supplies	(0.220)	over (100.0)	The unfavorable timing of payments	(1.193)	over (100.0)	The unfavorable timing of payments and higher material purchases

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

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	\$0.021	\$0.021	-	\$0.000	(0.007)	(0.007)	-
Other Revenue	\$0.000	\$0.720	\$0.720	-	\$0.000	\$0.170	\$0.170	-
Capital and Other Reimbursements	\$0.000	\$0.443	\$0.443	-	\$0.000	\$0.098	\$0.098	-
Total Revenue	\$0.000	\$1.184	\$1.184	-	\$0.000	\$0.261	\$0.261	-
Expenses								
Labor :								
Payroll	\$0.000	(0.094)	(0.094)	-	\$0.000	(0.279)	(0.279)	-
Overtime	\$0.000	\$0.030	\$0.030	-	\$0.000	\$0.050	\$0.050	-
Total Salaries & Wages	-	(0.064)	(0.064)	-	-	(0.229)	(0.229)	-
Health and Welfare	\$0.000	\$0.652	\$0.652	-	\$0.000	\$0.500	\$0.500	-
OPEB Current Payment	\$0.000	\$0.245	\$0.245	-	\$0.000	\$0.534	\$0.534	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.125	\$0.173	\$0.048	38.4	\$0.500	\$0.988	\$0.488	97.6
Total Fringe Benefits	\$0.125	\$1.070	\$0.945	-	\$0.500	\$2.022	\$1.522	-
Contribution to GASB Fund	(0.004)	\$0.000	\$0.004	-	(0.014)	\$0.000	\$0.014	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.001	\$0.001	-
Labor	\$0.122	\$1.006	\$0.885	-	\$0.486	\$1.794	\$1.308	-
Non-Labor :								
Electric Power	\$0.000	\$0.103	\$0.103	-	\$0.000	\$0.137	\$0.137	-
Fuel	\$0.000	\$0.007	\$0.007	-	\$0.000	\$0.039	\$0.039	-
Insurance	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.352	\$0.352	-
Claims	\$0.000	\$0.020	\$0.020	-	\$0.000	\$0.074	\$0.074	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	\$0.001	\$0.001	-	\$0.000	(0.642)	(0.642)	-
Professional Service Contracts	\$0.000	\$0.018	\$0.018	-	\$0.000	\$0.041	\$0.041	-
Materials & Supplies	\$0.000	(0.219)	(0.219)	-	\$0.000	(0.744)	(0.744)	-
Other Business Expenses	\$0.000	\$0.053	\$0.053	-	\$0.000	\$0.120	\$0.120	-
Non-Labor	\$0.000	(0.017)	(0.017)	-	\$0.000	(0.622)	(0.622)	-
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$0.122	\$0.989	\$0.868	-	\$0.486	\$1.172	\$0.686	-
Depreciation	\$0.692	\$0.988	\$0.296	42.7	\$2.768	\$3.938	\$1.170	42.3
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$1.875	\$1.854	(0.021)	(1.1)
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.150	\$0.000	(0.150)	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$0.814	\$1.977	\$1.163	-	\$5.279	\$6.964	\$1.685	31.9
Total Cash Conversion Adjustments	\$0.814	\$3.161	\$2.348	-	\$5.279	\$7.225	\$1.946	36.9

Note: Totals may not add due to rounding

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

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

<u>Function/Departments</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	9	4
General Office	10	14	(4)
Purchasing/Stores	6	3	3
Total Administration	29	26	3
Operations			
Transportation	111	107	4
Total Operations	111	107	4
Maintenance			
Mechanical	52	51	1
Electronics/Electrical	15	14	1
Power/Signals	27	26	1
Maintenance of Way	69	68	1
Infrastructure	26	30	(4)
Total Maintenance	189	189	0
Engineering/Capital			
Capital Project Support	14	9	5
Total Engineering Capital	14	9	5
Total Positions	343	331	12
Non-Reimbursable	329	322	7
Reimbursable	14	9	5
Total Full-Time	343	331	12
Total Full-Time-Equivalents	0	0	0

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

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	17	14	3	
Professional, Technical, Clerical	12	12	0	
Operational Hourlies	0	0	0	
Total Administration	29	26	3	
Operations				
Managers/Supervisors	9	5	4	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	99	101	(2)	
Total Operations	111	107	4	
Maintenance				
Managers/Supervisors	16	19	(3)	
Professional, Technical, Clerical	6	6	0	
Operational Hourlies	167	164	3	
Total Maintenance	189	189	0	
Engineering/Capital (Sandy Recovery)				
Managers/Supervisors	3	3	0	
Professional, Technical, Clerical	2	0	2	
Operational Hourlies	9	6	3	
Total Engineering/Capital	14	9	5	
Total Positions				
Managers/Supervisors	45	41	4	
Professional, Technical, Clerical	23	19	4	
Operational Hourlies	275	271	4	
Total Positions	343	331	12	

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

Month of April				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.376	0.378	0.002	0.5%	
Year-to-Date				
1.494	1.497	0.004	0.3%	

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)**

	Month of April		Variance		<u>Explanation</u>
	<u>2017</u>	<u>2018</u>	<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.016	0.016	0.000	3.1%	Driven by higher student ridership compared to April 2017, due to 3 more weekdays that were school days in 2018 than in 2017.
Average Weekend	0.008	0.008	0.001	8.7%	Driven primarily by two Saturdays: low ridership on April 1, 2017 and high ridership on April 14, 2018 account for 80% of the year-over-year variance
	12-Month Rolling Average				
Average Weekday	0.016	0.016	0.000	2.2%	
Average Weekend	0.008	0.008	0.001	8.9%	More weekends with service changes in the prior 12-month period than in the current 12-month period

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

Preliminary April 2018 Report: Bus Company

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

Summary of Preliminary Financial Results

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

- April 2018 Bus Company ridership of 10.1 million was 0.3 million (2.5 percent) below budget.
- Farebox revenue of \$17.1 million was \$1.2 million (6.4 percent) under budget.
- Operating expenses of \$61.5 million were \$0.9 million (1.5 percent) below budget.
 - Labor expenses exceeded budget by a net \$0.3 million (0.7 percent), including higher overtime expenses of \$0.5 million (9.4 percent), partly offset by favorable results reported in reimbursable overhead credits of \$0.2 million and other fringe benefits of \$0.2 million (3.0 percent).
 - Non-labor expenses underran by a net \$1.3 million (7.8 percent), including favorable results in materials & supplies of \$2.1 million (41.4 percent), maintenance contracts of \$1.2 million (34.5 percent) and professional service contracts of \$1.0 million (42.3 percent), mostly offset by higher public liability claims reserve adjustments of \$2.6 million (over 100 percent).

MTA BUS FINANCIAL AND RIDERSHIP REPORT
April 2018

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

Total MTA Bus **ridership** in April 2018 was 10.1 million, 2.5 percent (0.3 million riders) below budget. Year-to-date, ridership was 39.0 million, 6.2 percent (2.6 million riders) below budget. April 2018 average weekday ridership was 399,312, an increase of 1.8 percent (7,018 riders) from April 2017. Average weekday ridership for the twelve months ending April 2018 was 393,405, a decrease of 2.4 percent (9,578 riders) from the twelve months ending April 2017.

Operating revenue was \$18.9 million in April, \$1.0 million (5.1 percent) below budget, due mostly to lower ridership. Year-to-date, operating revenue was \$74.0 million, below budget by \$4.9 million (6.2 percent), caused mainly by lower ridership resulting primarily from adverse weather.

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$61.5 million in April, below budget by \$0.9 million (1.5 percent).

- Labor expenses were higher than budget by a net \$0.3 million (0.7 percent), including higher overtime expenses of \$0.5 million (9.4 percent), caused principally by maintenance vacancies, shuttles & traffic. This result was partly offset by favorable results mostly in unbudgeted reimbursable overhead credits of \$0.2 million.
- Non-labor expenses were under budget by a net \$1.3 million (7.8 percent). Materials & supplies expenses were under by \$2.1 million (41.4 percent), due to the timing of the new fare payment system and Select Bus Service (SBS) route rollouts. Maintenance contract expenses were less than budget by \$1.2 million (34.5 percent), resulting from the timing of the Shop Program, bus technology and also SBS rollouts. Professional service contract expenses were also under budget by \$1.0 million (42.3 percent), due primarily to the timing of interagency billing. Partly offsetting these favorable results were higher Public Liability claims actuarial-based reserve adjustments of \$2.6 million.

Year-to-date, expenses were below budget by \$6.5 million (2.5 percent).

- Labor expenses were under budget by \$3.7 million (1.9 percent), due primarily to an underrun in other fringe benefit expenses of \$2.3 million (10.1 percent), due to prior period reimbursements of interagency staffing.
- Non-labor expenses were below budget by \$2.8 million (4.2 percent). This net result was driven primarily by the same causal factors described in the non-labor month section above, with the applicable four account variances presented as follows: materials & supplies-favorable \$7.5 million (36.3 percent), maintenance contracts-favorable \$4.8 million (34.0 percent); professional service contract expenses-favorable \$1.2 million (11.8 percent), mostly offset by claims expenses with an unfavorable \$10.2 million.

Depreciation expenses year-to-date of \$17.9 million were on budget. Other Post-Employment Benefit expenses year-to-date were \$24.2 million, \$8.7 million (26.4 percent) below budget.

The **operating cash deficit** (excluding subsidies) year-to-date was \$163.4 million, \$13.2 million (7.4 percent) favorable to budget.

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 18.256	\$ 17.088	\$ (1.168)	(6.4)	\$ -	\$ -	\$ -	-	\$ 18.256	\$ 17.088	\$ (1.168)	(6.4)
Other Operating Income	1.661	1.823	0.162	9.8	-	-	-	-	1.661	1.823	0.162	9.8
Capital and Other Reimbursements	-	-	-	-	0.482	0.596	0.114	23.7	0.482	0.596	0.114	23.7
Total Revenue	\$ 19.917	\$ 18.911	\$ (1.006)	(5.1)	\$ 0.482	\$ 0.596	\$ 0.114	23.7	\$ 20.399	\$ 19.507	\$ (0.892)	(4.4)
Labor:												
Payroll	\$ 23.197	\$ 23.187	\$ 0.010	0.0	\$ 0.221	\$ 0.371	\$ (0.150)	(67.7)	\$ 23.418	\$ 23.558	\$ (0.140)	(0.6)
Overtime	5.097	5.576	(0.479)	(9.4)	-	-	-	-	5.097	5.576	(0.479)	(9.4)
Health and Welfare	5.561	6.140	(0.579)	(10.4)	0.091	-	0.091	100.0	5.652	6.140	(0.488)	(8.6)
OPEB Current Payment	2.251	1.793	0.458	20.3	-	-	-	-	2.251	1.793	0.458	20.3
Pensions	4.311	4.461	(0.150)	(3.5)	0.041	-	0.041	100.0	4.352	4.461	(0.109)	(2.5)
Other Fringe Benefits	5.676	5.505	0.171	3.0	0.040	-	0.040	100.0	5.716	5.505	0.211	3.7
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.226)	0.226	-	-	0.226	(0.226)	-	-	(0.000)	0.000	-
Total Labor Expenses	\$ 46.093	\$ 46.436	\$ (0.343)	(0.7)	\$ 0.393	\$ 0.596	\$ (0.203)	(51.7)	\$ 46.486	\$ 47.032	\$ (0.546)	(1.2)
Non-Labor:												
Electric Power	\$ 0.175	\$ 0.207	\$ (0.032)	(18.3)	\$ -	\$ -	\$ -	-	\$ 0.175	\$ 0.207	\$ (0.032)	(18.3)
Fuel	1.774	2.374	(0.600)	(33.8)	-	-	-	-	1.774	2.374	(0.600)	(33.8)
Insurance	0.532	0.478	0.054	10.2	-	-	-	-	0.532	0.478	0.054	10.2
Claims	2.425	5.000	(2.575)	*	-	-	-	-	2.425	5.000	(2.575)	*
Maintenance and Other Operating Contracts	3.495	2.289	1.206	34.5	0.019	-	0.019	100.0	3.514	2.289	1.225	34.9
Professional Service Contracts	2.430	1.403	1.027	42.3	-	-	-	-	2.430	1.403	1.027	42.3
Materials & Supplies	5.073	2.971	2.102	41.4	0.070	0.010	0.060	85.7	5.143	2.981	2.162	42.0
Other Business Expense	0.414	0.322	0.092	22.2	-	-	-	-	0.414	0.322	0.092	22.2
Total Non-Labor Expenses	\$ 16.318	\$ 15.045	\$ 1.273	7.8	\$ 0.089	\$ 0.010	\$ 0.079	88.8	\$ 16.407	\$ 15.055	\$ 1.352	8.2
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 62.411	\$ 61.481	\$ 0.930	1.5	\$ 0.482	\$ 0.606	\$ (0.124)	(25.8)	\$ 62.893	\$ 62.087	\$ 0.806	1.3
Depreciation	4.396	4.404	(0.008)	(0.2)	-	-	-	-	4.396	4.404	(0.008)	(0.2)
OPEB Obligation	8.102	5.200	2.902	35.8	-	-	-	-	8.102	5.200	2.902	35.8
GASB 68 Pension Adjustment	3.689	-	3.689	100.0	-	-	-	-	3.689	-	3.689	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 78.598	\$ 71.085	\$ 7.513	9.6	\$ 0.482	\$ 0.606	\$ (0.124)	(25.8)	\$ 79.080	\$ 71.691	\$ 7.389	9.3
Net Surplus/(Deficit)	\$ (58.681)	\$ (52.174)	\$ 6.507	11.1	\$ -	\$ (0.010)	\$ (0.010)	-	\$ (58.681)	\$ (52.184)	\$ 6.497	11.1

NOTE: Totals may not add due to rounding

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 72.142	\$ 67.560	\$ (4.582)	(6.4)	\$ -	\$ -	\$ -	-	\$ 72.142	\$ 67.560	\$ (4.582)	(6.4)
Other Operating Income	6.748	6.425	(0.323)	(4.8)	-	-	-	-	6.748	6.425	(0.323)	(4.8)
Capital and Other Reimbursements	-	-	-	-	1.958	2.018	0.060	3.1	1.958	2.018	0.060	3.1
Total Revenue	\$ 78.889	\$ 73.985	\$ (4.904)	(6.2)	\$ 1.958	\$ 2.018	\$ 0.060	3.1	\$ 80.847	\$ 76.003	\$ (4.844)	(6.0)
Expenses												
<i>Labor:</i>												
Payroll	\$ 94.222	\$ 94.567	\$ (0.345)	(0.4)	0.898	1.255	(0.357)	(39.7)	\$ 95.120	\$ 95.822	\$ (0.702)	(0.7)
Overtime	23.007	22.774	0.234	1.0	-	-	-	-	23.007	22.774	0.234	1.0
Health and Welfare	22.587	24.142	(1.555)	(6.9)	0.368	-	0.368	100.0	22.955	24.142	(1.188)	(5.2)
OPEB Current Payment	9.143	7.325	1.818	19.9	-	-	-	-	9.143	7.325	1.818	19.9
Pensions	17.509	17.097	0.412	2.4	0.167	-	0.167	100.0	17.676	17.097	0.579	3.3
Other Fringe Benefits	23.055	20.726	2.329	10.1	0.163	-	0.163	100.0	23.218	20.726	2.492	10.7
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.764)	0.764	-	-	0.764	(0.764)	-	-	(0.000)	0.000	-
Total Labor Expenses	\$ 189.524	\$ 185.867	\$ 3.656	1.9	\$ 1.596	\$ 2.018	\$ (0.423)	(26.5)	\$ 191.119	\$ 187.886	\$ 3.234	1.7
<i>Non-Labor:</i>												
Electric Power	\$ 0.711	\$ 0.706	\$ 0.005	0.8	\$ -	\$ -	\$ -	-	\$ 0.711	\$ 0.706	\$ 0.005	0.8
Fuel	7.207	8.528	(1.321)	(18.3)	-	-	-	-	7.207	8.528	(1.321)	(18.3)
Insurance	2.162	1.912	0.250	11.6	-	-	-	-	2.162	1.912	0.250	11.6
Claims	9.850	20.000	(10.150)	*	-	-	-	-	9.850	20.000	(10.150)	*
Maintenance and Other Operating Contracts	14.196	9.375	4.821	34.0	0.078	-	0.078	100.0	14.274	9.375	4.899	34.3
Professional Service Contracts	9.870	8.709	1.161	11.8	-	-	-	-	9.870	8.709	1.161	11.8
Materials & Supplies	20.606	13.132	7.473	36.3	0.285	0.010	0.275	96.5	20.890	13.142	7.748	37.1
Other Business Expense	1.682	1.126	0.556	33.1	-	-	-	-	1.682	1.126	0.556	33.1
Total Non-Labor Expenses	\$ 66.284	\$ 63.488	\$ 2.795	4.2	\$ 0.363	\$ 0.010	\$ 0.353	97.2	\$ 66.646	\$ 63.498	\$ 3.148	4.7
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 255.807	\$ 249.356	\$ 6.452	2.5	\$ 1.958	\$ 2.028	\$ (0.070)	(3.6)	\$ 257.766	\$ 251.384	\$ 6.382	2.5
Depreciation	17.857	17.860	(0.003)	(0.0)	-	-	-	-	17.857	17.860	(0.003)	(0.0)
OPEB Obligation	32.909	24.230	8.679	26.4	-	-	-	-	32.909	24.230	8.679	26.4
GASB 68 Pension Adjustment	14.984	-	14.984	100.0	-	-	-	-	14.984	-	14.984	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 321.557	\$ 291.446	\$ 30.111	9.4	\$ 1.958	\$ 2.028	\$ 0.060	3.1	\$ 323.515	\$ 293.474	\$ 30.041	9.3
Net Surplus/(Deficit)	\$ (242.668)	\$ (217.461)	\$ 25.207	10.4	\$ (0.000)	\$ (0.010)	\$ -	0.0	\$ (242.668)	\$ (217.471)	\$ 25.197	10.4

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	April 2018				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ (1.168)	(6.4)	Lower ridership	\$ (4.582)	(6.4)	Lower ridership due to adverse winter weather		
Other Operating Revenue	NR	\$ 0.162	9.8	Receipt of advertising revenue for prior period	\$ (0.323)	(4.8)	Lower advertising revenue		
Capital and Other Reimbursements	R	\$ 0.114	23.7	Timing of reimbursement receipts	\$ 0.060	3.1	(a)		
Total Revenue Variance		\$ (0.892)	(4.4)		\$ (4.844)	(6.0)			
Payroll	NR	\$ 0.010	0.0	(a)	\$ (0.345)	(0.4)	Higher cash out of banked holiday, sick and personal time than planned, timing of reimbursable projects, partially offset by vacancies.		
Overtime	NR	\$ (0.479)	(9.4)	Maintenance vacancies, shuttles and traffic, offset by timing of bus technology	\$ 0.234	1.0	Excess bus operators, timing of bus technology offset by maintenance vacancies, shuttles and traffic		
Health and Welfare	NR	\$ (0.579)	(7.4)	Timing of expenses	\$ (1.555)	(6.9)	Timing of expenses		
OPEB Current Payment	NR	\$ 0.458	20.3	Timing of expenses	\$ 1.818	19.9	Timing of expenses		
Pension	NR	\$ (0.150)	(3.5)	(a)	\$ 0.412	2.4	(a)		
Other Fringe Benefits	NR	\$ 0.171	3.0	(a)	\$ 2.329	10.1	Prior period reimbursements of interagency staffing		
Reimbursable Overhead	NR	\$ 0.226	-	Not budgeted	\$ 0.764	-	Not budgeted		
Electric Power	NR	\$ (0.032)	(18.3)	(a)	\$ 0.005	(18.3)	(a)		
Fuel	NR	\$ (0.600)	(33.8)	Higher fuel cost for diesel and CNG fuels	\$ (1.321)	(18.3)	Higher fuel cost for diesel and CNG fuels		
Insurance	NR	\$ 0.054	10.2	(a)	\$ 0.250	11.6	Timing of expenses		
Claims	NR	\$ (2.575)	*	Based on revised actuarial evaluation	\$ (10.150)	*	Based on revised actuarial evaluation		
Maintenance and Other Operating Contracts	NR	\$ 1.206	34.5	Timing of Shop program, bus technology and SBS rollouts	\$ 4.821	34.0	Timing of Shop program, bus technology and SBS rollouts		
Professional Service Contracts	NR	\$ 1.027	42.3	Mainly due to timing of interagency billing	\$ 1.161	11.8	Mainly due to timing of interagency billing		
Materials & Supplies	NR	\$ 2.102	41.4	Timing of new fare payment system and SBS routes rollouts	\$ 7.473	36.3	Timing of new fare payment system and SBS routes rollouts		
Other Business Expense	NR	\$ 0.092	22.2	(a)	\$ 0.556	33.1	Timing of AFC fees and other Misc. expenses		
Depreciation	NR	\$ (0.008)	(0.2)	(a)	\$ (0.003)	(0.0)	(a)		
Other Post Employment Benefits	NR	\$ 2.902	35.8	Non cash expense	\$ 8.679	26.4	Non cash expense		
GASB 68 Pension Adjustment		\$ 3.689	100.0	Non cash expense	\$ 14.984	100.0	Non cash expense		
Environmental Remediation		\$ -	-		\$ -	-			
Payroll	R	\$ (0.150)	(67.7)	Timing of charges	\$ (0.357)	(39.7)	Timing of charges		
Health and Welfare	R	\$ 0.091	100.0	} Timing of charges	\$ 0.368	100.0	} Timing of charges.		
Pension	R	\$ 0.041	100.0						
Other Fringe Benefits	R	\$ 0.040	100.0						
Maintenance and Other Operating Contracts	R	\$ 0.019	*	Timing of charges	\$ 0.078	*	Timing of charges		
Materials & Supplies	R	\$ 0.060	*	Timing of charges	\$ 0.275	*	Timing of charges		
Total Expense Variance		\$ 7.389	9.3		\$ 30.041	9.3			
Net Variance		\$ 6.497	11.1		\$ 25.197	10.4			

(a) - Variance less than 5%

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

(\$ in millions)

	April 2018				Year-To-Date			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$ 18.256	\$ 17.946	\$ (0.310)	(1.7)	\$ 72.142	\$ 69.193	\$ (2.949)	(4.1)
Other Operating Revenue	1.711	0.371	(1.340)	(78.3)	6.844	3.596	(3.248)	(47.5)
Capital and Other Reimbursements	0.670	0.633	(0.037)	(5.5)	2.680	1.771	(0.909)	(33.9)
Total Receipts	\$ 20.637	\$ 18.950	\$ (1.687)	(8.2)	\$ 81.667	\$ 74.560	\$ (7.107)	(8.7)
Expenditures								
<i>Labor:</i>								
Payroll	\$ 22.106	\$ 19.149	\$ 2.957	13.4	\$ 99.478	\$ 91.840	\$ 7.638	7.7
Overtime	5.097	5.576	(0.479)	(9.4)	23.007	22.773	0.233	1.0
Health and Welfare	5.786	6.581	(0.795)	(13.7)	23.144	25.440	(2.296)	(9.9)
OPEB Current Payment	2.319	1.793	0.526	22.7	9.276	7.327	1.948	21.0
Pensions	4.468	4.211	0.257	5.8	17.872	16.847	1.025	5.7
Other Fringe Benefits	4.267	3.172	1.095	25.7	19.202	15.975	3.227	16.8
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	0.297	(0.297)	-
Total Labor Expenditures	\$ 44.043	\$ 40.483	\$ 3.560	8.1	\$ 191.979	\$ 180.500	\$ 11.479	6.0
<i>Non-Labor:</i>								
Electric Power	\$ 0.180	\$ 0.206	\$ (0.026)	(14.4)	\$ 0.720	\$ 0.705	\$ 0.015	2.1
Fuel	1.828	2.263	(0.435)	(23.8)	7.312	8.532	(1.220)	(16.7)
Insurance	0.548	-	0.548	100.0	2.192	-	2.192	100.0
Claims	2.153	1.058	1.095	50.9	8.612	7.486	1.126	13.1
Maintenance and Other Operating Contracts	3.620	3.294	0.326	9.0	14.480	14.369	0.111	0.8
Professional Service Contracts	2.503	1.803	0.700	28.0	10.012	7.249	2.763	27.6
Materials & Supplies	5.298	2.917	2.381	44.9	21.191	17.982	3.209	15.1
Other Business Expenses	0.427	0.275	0.152	35.6	1.708	1.125	0.583	34.1
Total Non-Labor Expenditures	\$ 16.557	\$ 11.816	\$ 4.741	28.6	\$ 66.227	\$ 57.448	\$ 8.778	13.3
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 60.600	\$ 52.299	\$ 8.301	13.7	\$ 258.206	\$ 237.949	\$ 20.257	7.8
Operating Cash Surplus/(Deficit)	\$ (39.963)	\$ (33.349)	\$ 6.614	16.6	\$ (176.539)	\$ (163.389)	\$ 13.151	7.4

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)

Operating Receipts or Disbursements	April 2018			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ (0.310)	(1.7)	Lower ridership	\$ (2.949)	(4.1)	Lower ridership due to adverse winter weather
Other Operating Revenue	(1.340)	(78.3)	Timing of students reimbursements	(3.248)	(47.5)	Timing of students reimbursements
Capital and Other Reimbursements	(0.037)	(5.5)	(a)	(0.909)	(33.9)	(a)
Total Receipts	\$ (1.687)	(8.2)		\$ (7.107)	(8.7)	
Payroll	\$ 2.957	13.4	Reimbursement of interagency receipts from prior periods and RWA	\$ 7.638	7.7	Reimbursement of interagency receipts from prior periods and RWA
Overtime	(0.479)	(9.4)	Maintenance vacancies, shuttles and traffic, offset by timing of bus technology	0.233	1.0	Excess bus operators, timing of bus technology offset by maintenance vacancies, shuttles and traffic
Health and Welfare	(0.795)	(13.7)	Timing of expenses	(2.296)	(9.9)	Timing of expenses
OPEB Current Payment	0.526	22.7	Timing of expenses	1.948	21.0	Timing of expenses
Pension	0.257	5.8	Favorable timing of payments	1.025	5.7	Favorable timing of payments
Other Fringe Benefits	1.095	25.7	Favorable timing of payments	3.227	16.8	Favorable timing of payments
Reimbursable Overhead	-	-		(0.297)	-	Not budgeted
Electric Power	(0.026)	(14.4)	(a)	0.015	2.1	(a)
Fuel	(0.435)	(23.8)	Higher fuel cost for diesel and CNG fuels	(1.220)	(16.7)	Higher fuel cost for diesel and CNG fuels
Insurance	0.548	100.0	Timing of payments	2.192	100.0	Timing of payments
Claims	1.095	50.9	Lower Claim payments	1.126	13.1	Lower Claim payments
Maintenance and Other Operating Contracts	0.326	9.0	Timing of Shop program, bus technology and SBS rollouts	0.111	0.8	(a)
Professional Service Contracts	0.700	28.0	Timing of inter-agency billing	2.763	27.6	Timing of inter-agency billing
Materials & Supplies	2.381	44.9	Mainly due to lower general maintenance material expenses and timing of SBS rollouts	3.209	15.1	Mainly due to lower general maintenance material expenses and timing of SBS rollouts
Other Business Expenditure	0.152	35.6	Timing of expenses	0.583	34.1	Timing of expenses
Total Expenditures	\$ 8.301	13.7		\$ 20.257	7.8	
Net Cash Variance	\$ 6.614	16.6		\$ 13.151	7.4	

(a) - Variance less than 5%

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

(\$ in millions)

	April 2018				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$ -	\$ 0.858	\$ 0.858	-	\$ 0.000	\$ 1.633	\$ 1.633	*
Other Operating Revenue	0.050	(1.452)	(1.502)	*	0.097	(2.829)	(2.926)	*
Capital and Other Reimbursements	0.188	0.037	(0.151)	(80.3)	0.722	(0.247)	(0.969)	*
Total Receipts	\$ 0.238	\$ (0.557)	\$ (0.795)	*	\$ 0.819	\$ (1.443)	\$ (2.262)	*
Expenditures								
<i>Labor:</i>								
Payroll	\$ 1.313	\$ 4.408	\$ 3.096	*	\$ (4.358)	\$ 3.981	\$ 8.340	*
Overtime	-	(0.000)	(0.000)	-	0.001	0.000	(0.000)	(54.6)
Health and Welfare	(0.134)	(0.441)	(0.307)	*	(0.189)	(1.298)	(1.108)	*
OPEB Current Payment	(0.068)	-	0.068	100.0	(0.133)	(0.002)	0.130	98.3
Pensions	(0.116)	0.250	0.366	*	(0.196)	0.250	0.445	*
Other Fringe Benefits	1.449	2.333	0.884	61.0	4.016	4.751	0.735	18.3
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.000)	(0.000)	-	-	(0.297)	(0.297)	-
Total Labor Expenditures	\$ 2.443	\$ 6.549	\$ 4.107	*	\$ (0.860)	\$ 7.385	\$ 8.245	*
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ (0.005)	\$ 0.001	0.006	*	\$ (0.009)	\$ 0.001	0.010	*
Fuel for Buses and Trains	(0.054)	0.111	0.165	*	(0.105)	(0.004)	0.101	96.4
Insurance	(0.016)	0.478	0.494	*	(0.030)	1.912	1.942	*
Claims	0.272	3.942	3.670	*	1.238	12.514	11.276	*
Maintenance and Other Operating Contracts	(0.106)	(1.005)	(0.899)	*	(0.206)	(4.994)	(4.788)	*
Professional Service Contracts	(0.073)	(0.400)	(0.327)	*	(0.142)	1.460	1.602	*
Materials & Supplies	(0.155)	0.064	0.219	*	(0.301)	(4.840)	(4.538)	*
Other Business Expenditures	(0.013)	0.047	0.060	*	(0.026)	0.001	0.027	*
Total Non-Labor Expenditures	\$ (0.150)	\$ 3.239	\$ 3.389	*	\$ 0.419	\$ 6.050	\$ 5.631	*
Other Expenditure Adjustments :								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Gap Closing Expenditures :								
¹ Additional Actions for Budget Balance: Expenditure	-	-	-	-	-	-	-	-
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$ 2.531	\$ 9.231	\$ 6.700	*	\$ 0.379	\$ 11.992	\$ 11.613	*
Depreciation Adjustment	4.396	4.404	0.008	0.2	17.857	17.860	0.003	0.0
Other Post Employment Benefits	8.102	5.200	(2.902)	(35.8)	32.909	24.230	(8.679)	(26.4)
GASB 68 Pension Adjustment	3.689	-	(3.689)	(100.0)	14.984	-	(14.984)	(100.0)
Environmental Remediation	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments	\$ 18.718	\$ 18.835	\$ 0.117	0.6	\$ 66.128	\$ 54.082	\$ (12.046)	(18.2)

NOTE: Totals may not add due to rounding

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

	<u>April 2018</u>			<u>Year-to-date as of April 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>
<u>Farebox Revenue</u>						
Fixed Route	\$ 18.256	\$ 17.088	\$ (1.168)	\$ 72.142	\$ 67.560	\$ (4.582)
Total Farebox Revenue	\$ 18.256	\$ 17.088	\$ (1.168)	\$ 72.142	\$ 67.560	\$ (4.582)
<u>Ridership</u>						
Fixed Route	10.407	10.146	(0.262)	41.614	39.041	(2.573)
Total Ridership	10.407	10.146	(0.262)	41.614	39.041	(2.573)

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

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	18	14	4	
Office of Management and Budget	13	10	3	
Material	17	18	(1)	
Controller	17	18	(1)	
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	19	11	
Non-Departmental	7	-	7	
Total Administration	146	113	33	Vacancies to be filled
Operations				
Buses	2,328	2,335	(7)	Bus Operator Excess
Office of the Executive VP	4	4	-	
Safety & Training	56	60	(4)	Students in training
Road Operations	123	120	3	
Transportation Support	22	26	(4)	
Operations Planning	33	33	-	
Revenue Control	30	28	2	
Total Operations	2,596	2,606	(10)	
Maintenance				
Buses	765	744	21	Vacancies to be filled
Maintenance Support/CMF	233	234	(1)	
Facilities	78	75	3	
Supply Logistics	99	97	2	
Total Maintenance	1,175	1,150	25	Vacancies to be filled
Capital Program Management	37	26	11	
Total Engineering/Capital	37	26	11	Vacancies to be filled
Security	30	24	6	
Total Public Safety	30	24	6	Vacancies to be filled
Total Positions	3,984	3,919	65	
Non-Reimbursable	3,944	3,883	61	
Reimbursable	40	36	4	
Total Full-Time	3,969	3,908	61	
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
APRIL 2018

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	67	50	17	
Professional, Technical, Clerical	75	63	12	
Operational Hourlies	4	-	4	
Total Administration	146	113	33	Vacancies to be filled
Operations				
Managers/Supervisors	310	309	1	
Professional, Technical, Clerical	51	52	(1)	
Operational Hourlies	2,235	2,245	(10)	
Total Operations	2,596	2,606	(10)	
Maintenance				
Managers/Supervisors	230	233	(3)	
Professional, Technical, Clerical	29	34	(5)	
Operational Hourlies	916	883	33	
Total Maintenance	1,175	1,150	25	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	14	7	
Professional, Technical, Clerical	16	12	4	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	26	11	Vacancies to be filled
Public Safety				
Managers/Supervisors	19	18	1	
Professional, Technical, Clerical	8	6	2	
Operational Hourlies	3	-	3	
Total Public Safety	30	24	6	Vacancies to be filled
Total Baseline Positions				
Managers/Supervisors	647	624	23	
Professional, Technical, Clerical	179	167	12	
Operational Hourlies	3,158	3,128	30	
Total Baseline Positions	3,984	3,919	65	

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

	April						April Year- To - Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	45,782	\$1.974	48,785	\$2.163	(3,003)	(\$0.189)	189,529	\$9.356	192,920	\$9.109	(3,391)	\$0.247
					-6.6%	-9.6%					-1.8%	2.6%
<u>Unscheduled Service</u>	6,594	\$0.253	10,200	\$0.918	(3,606)	(\$0.665)	26,612	\$1.075	37,516	\$3.562	(10,904)	(\$2.487)
					-54.7%	-262.6%					-41.0%	-231.4%
<u>Programmatic/Routine Maintenance</u>	26,948	\$1.279	31,276	\$1.414	(4,328)	(\$0.135)	106,781	\$5.249	122,881	\$5.589	(16,100)	(\$0.340)
					-16.1%	-10.6%					-15.1%	-6.5%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	-	0	\$0.000	0	\$0.000	0	\$0.000
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	31,796	\$1.551	29,384	\$1.003	2,412	\$0.548	116,943	\$5.586	88,098	\$2.627	28,845	\$2.959
					7.6%	35.3%					24.7%	53.0%
<u>Weather Emergencies</u>	169	\$0.008	2,519	\$0.049	(2,350)	(\$0.041)	33,510	\$1.582	38,400	\$1.758	(4,890)	(\$0.176)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	136	\$0.006	163	\$0.009	(27)	(\$0.004)	513	\$0.022	529	\$0.034	(16)	(\$0.013)
					-19.7%	-63.5%					-3.2%	-58.0%
<u>Other</u>	188	\$0.027	211	\$0.019	(23)	\$0.008	1,073	\$0.137	1,016	\$0.095	57	\$0.043
					*	*					*	*
Subtotal	111,613	\$5.097	122,538	\$5.576	(10,925)	(\$0.479)	474,962	\$23.007	481,361	\$22.774	(6,399)	\$0.233
					-9.8%	-9.4%					-1.3%	1.0%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
TOTAL OVERTIME	111,613	\$5.097	122,538	\$5.576	(10,925)	(\$0.479)	474,962	\$23.007	481,361	\$22.774	(6,399)	\$0.233
					-9.8%	-9.4%					-1.3%	1.0%

Totals may not add due to rounding.

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

* Exceeds 100%

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

	April			April Year- To - Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(3,003) -6.6%	(\$0.189) -9.6%	Running Time	(3,391) -1.8%	\$0.247 2.6%	Less scheduled service operated due to weather
<u>Unscheduled Service</u>	(3,606) -54.7%	(\$0.665) -262.6%	Unfavorable variance due to Traffic and Shuttles service	(10,904) -41.0%	(\$2.487) -231.4%	Unfavorable variance due to Traffic and Shuttles service
<u>Programmatic/Routine Maintenance</u>	(4,328) -16.1%	(\$0.135) -10.6%	Timing of Bus Technology offset by vacancies and Overage buses	(16,100) -15.1%	(\$0.340) -6.5%	Timing of Bus Technology offset by vacancies and Overage buses
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.000 0.0%		- 0.0%	\$0.000 0.0%	
<u>Vacancy/Absentee Coverage</u>	2,412 7.6%	\$0.548 35.3%	Lower OT usage	28,845 24.7%	\$2.959 53.0%	Excess Bus Operators and lower OT usage
<u>Weather Emergencies</u>	(2,350) *	(\$0.041) *		(4,890) *	(\$0.176) *	Inclement Weather
<u>Safety/Security/Law Enforcement</u>	(27) -19.7%	(\$0.004) -63.5%		(16) -3.2%	(\$0.013) -58.0%	
<u>Other</u>	(23) *	\$0.008 *		57 *	\$0.043 *	
Subtotal	(10,925) -9.8%	(\$0.479) -9.4%		(6,399) -1.3%	\$0.233 1.0%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%	
TOTAL OVERTIME	(10,925)	(\$0.479)		(6,399)	\$0.233	

**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>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

Capital Program

John F. O'Grady, Senior Vice President



This is the first of three new vacuum trains purchased by NYCT. This train is currently undergoing acceptance testing and is expected to be put in service shortly. The vacuum trains are used to remove debris from the track which can cause fires and block drains.

April 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 NYCT's Capital Program including a brief discussion of the reporting month's highlights. The report focuses primarily on providing a summary of achievements regarding project awards, project completions and project closeouts for the period ending 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 April, NYCT awarded projects totaling \$514 million, including the repair of Superstorm Sandy damage and long term resiliency protection at the 148th Street Yard, and several station improvement projects that will provide increased capacity and accessibility to customers. Also in April, NYCT substantially completed projects totaling \$75.3 million, including track and switch replacement projects and the acceptance of eight R179 cars for the B Division.

Through April 30, NYCT's performance against its 2018 Capital Project Milestones was:

(\$ in Millions)

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$55.5	\$45.0	81
Design Completions	\$145.3	\$120.3	83
Construction Awards	\$3,822.1	\$3,359.9	88
Substantial Completions	\$909.2	\$427.3	47
Closeouts	\$1,799.2	\$527.6	29

John O'Grady, Senior Vice President
Capital Program Management

Capital Program Status June 2018

As of April 2018:

NYCT awarded \$514 million in projects, including repair of Superstorm Sandy damage and long term resiliency protection at the 148th Street Yard for \$88.6 million. Flood water from Superstorm Sandy damaged yard equipment such as power cables, which will be repaired to allow the yard to operate at performance levels that preceded the storm damage. Additionally, long term resiliency measures will be implemented in 148th Street Yard to prevent flooding in future storms. Resiliency improvements will include perimeter flood protection walls, drainage system improvements, and the installation of a stop log gate system at the portal.

Also, NYCT awarded several station improvement projects that will provide increased capacity and accessibility to customers for \$186.1 million. Gun Hill Road Station on the Dyre Avenue Line and Bedford Park Boulevard Station on the Concourse Line will receive new Americans with Disabilities (ADA) elevators and ramps, as well as modifications to the fare arrays, station rooms, boarding areas on the platform and stairs to improve accessibility. Broadway Junction on the Jamaica Line will receive station capacity enhancements that include construction of two new stairs, the replacement of two existing stairs and modification of the mezzanine. Lastly, 12 traction elevators will be replaced at 168th Street, 181st Street and 191st Street Stations on the Broadway-7th Avenue Line for improved elevator reliability and availability.

NYCT substantially completed projects totaling \$75.3 million, including track and switch replacement projects for \$31.1 million. Construction was completed for the replacement of mainline track on the Jamaica Line and the replacement of mainline track switches on the Dyre Avenue Line.

Also, NYCT completed the acceptance of eight R179 cars for the B Division for \$19.7 million. Through the end of April, 32 cars have been accepted, 64 have been delivered out of a total of 300 cars in the contract. The procurement of these cars will allow for the retirement of 272 R32 and R42 cars, and provide a modern fleet with improved customer amenities and operational and performance efficiencies to the B Division.

In addition, NYCT started 6 design projects for \$4.5 million, completed 10 design projects for \$28.1 million and closed out 16 projects for \$189.3 million.

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

Projects Closed During April 2018
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
SIR: Station Security Initiatives	\$21.3	\$22.2	8/2016	20
Enhanced Stations: (Pkg #4) VENTS - 23 St / 6AV	\$1.4	\$1.4	8/2017	8
Enhanced Stations:(Pkg #5) VENTS -Clinton-Washington Avs/FUL	\$2.2	\$2.2	8/2017	8
Enhanced Stations: (Pkg #3) VENTS - 163 St / 8AV	\$1.0	\$1.2	9/2017	7
CBTC Test Track, Phase 2 / Culver	\$85.4	\$84.9	9/2017	7
CBTC Test Track Pilot/ Culver Line	\$15.1	\$15.5	9/2017	7
Enhanced Stations: (Pkg #5) VENTS - Van Siclen Av / FUL	\$2.8	\$2.8	11/2017	5
Enhanced Stations: (Pkg #6) VENTS - Hunts Point Av / PEL	\$1.9	\$1.9	12/2017	4
Enhanced Stations: (Pkg #5) VENTS - Classon Av / BCT	\$1.3	\$1.3	1/2018	3
Hydrogen Gas Ventilation: 19 Communications Rooms	\$10.1	\$11.2	3/2018	1
Police Radio System: Enhanced Coverage @ 9 Locations (AWO)	\$1.4	\$1.4	3/2018	1
Passenger Station LAN: 6 Stations	\$6.1	\$6.1	3/2018	1
Sandy Mitigation:Stairwell Prot (Flexgates) - 6 of 8 Station	\$18.2	\$19.1	4/2018	0
Pumps: 2 Locations - Manhattan	\$19.6	\$13.3	4/2018	0
Enhanced Stations: (Pkg #6) VENTS - 3 Av-138 St / PEL	\$5.1	\$5.1	4/2018	0
Sandy Mitig: Lower Mhtrn Flood Drs /Hatches-Rem Work	\$3.1	\$2.1	4/2018	0

The closeout of SIR: Station Security Initiatives was delayed by 20 months due to administrative, technical, user, procurement and legal issues that resulted from the need to coordinate and align

the project system into the overall MTA Security envelope and assure a workable, maintainable and expandable product.

The closeout of the Enhanced Station Initiative (ESI) ventilator rehabilitation project at 23rd Street on the 6th Avenue Line was delayed by 8 months due to the need to complete additional work. The ESI ventilator rehabilitation projects at Clinton-Washington Avenue Station on the Fulton Line and 163rd Street Station on the 8th Avenue Line were delayed by 7 months due to cost overruns and the need to transfer funds to resolve the overruns.

The closeout delay of CBTC Test Track on the Culver Line was delayed by 7 months due to software development issues and the late completion of software installation and integration of the CBTC field equipment.

Capital Project Milestone Summary 2018

(Through April 30, 2018)

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

April

Design Starts	\$12.8	11	\$4.5	6	34.8	54.5
Design Completions	28.5	22	28.1	10	98.5	45.5
Construction Awards	929.6	23	514.0	20	55.3	87.0
Substantial Completions	184.5	17	75.3	7	40.8	41.2
Closeouts	327.6	20	189.3	16	57.8	80.0

2018 Year-To-Date

Design Starts	\$55.5	51	\$45.0	45	81.1	88.2
Design Completions	145.3	94	120.3	63	82.8	67.0
Construction Awards	3,822.1	85	3,359.9	67	87.9	78.8
Substantial Completions	909.2	60	427.3	30	47.0	50.0
Closeouts	1,799.2	86	527.6	41	29.3	47.7

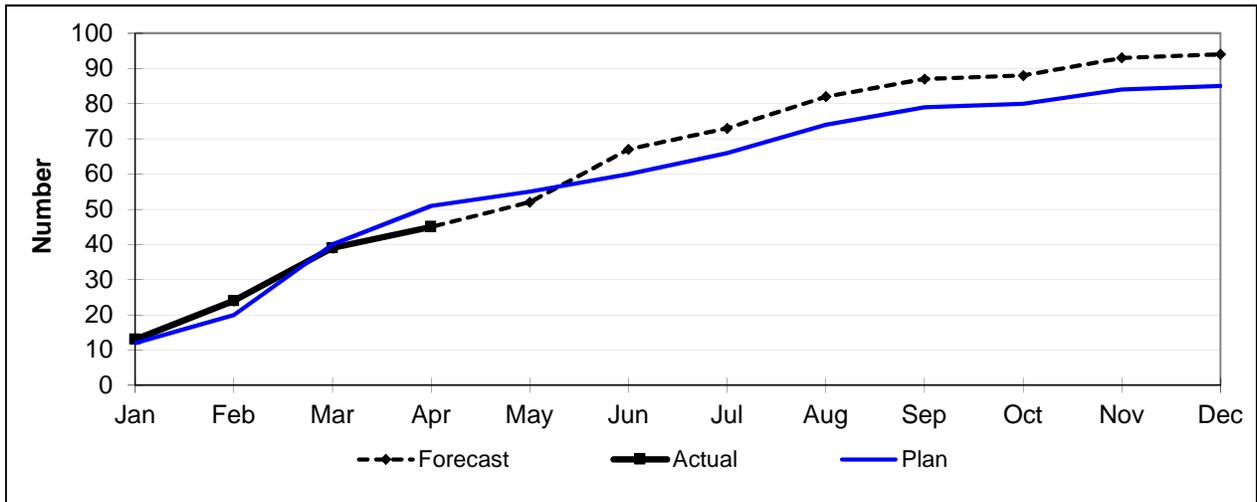
2018 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$100.9	85	\$103.7	94	102.8	110.6
Design Completions	284.1	192	294.1	189	103.5	98.4
Construction Awards	6,964.8	203	7,204.0	228	103.4	112.3
Substantial Completions	4,422.5	201	4,544.3	199	102.8	99.0
Closeouts	8,571.0	239	7,957.8	226	92.8	94.6

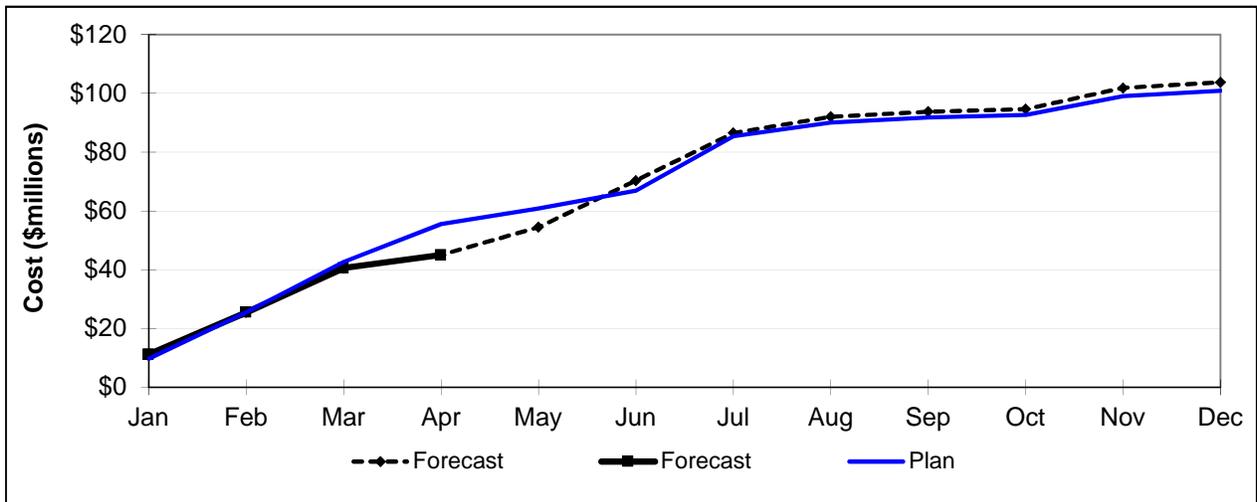
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

2018 Design Starts Charts

As of April 2018



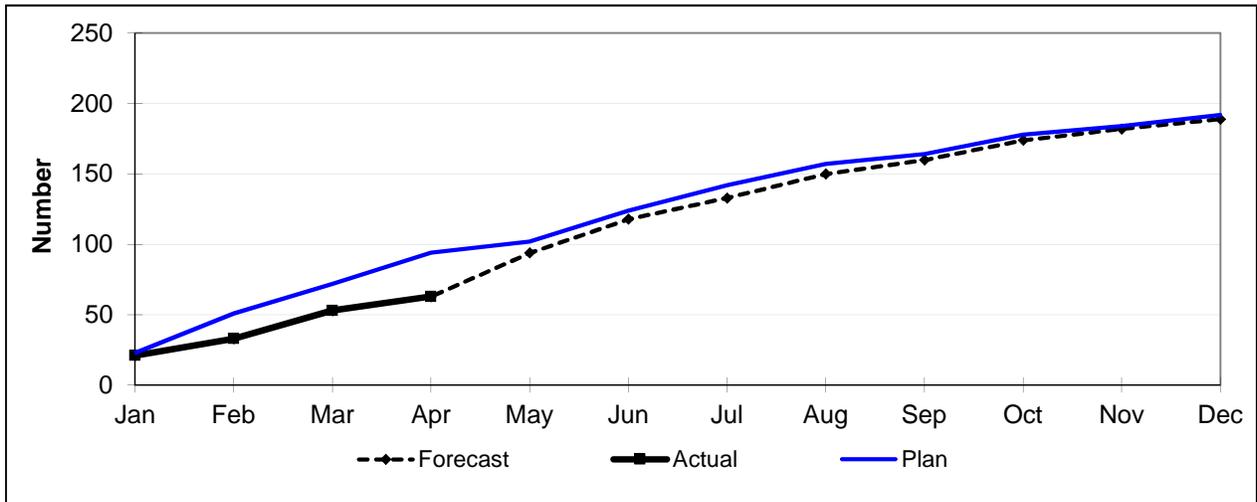
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast					7	15	6	9	5	1	5	1
Actual	13	11	15	6								
Plan	12	8	20	11	4	5	6	8	5	1	4	1
Cummulative												
Forecast					52	67	73	82	87	88	93	94
Actual	13	24	39	45								
Plan	12	20	40	51	55	60	66	74	79	80	84	85



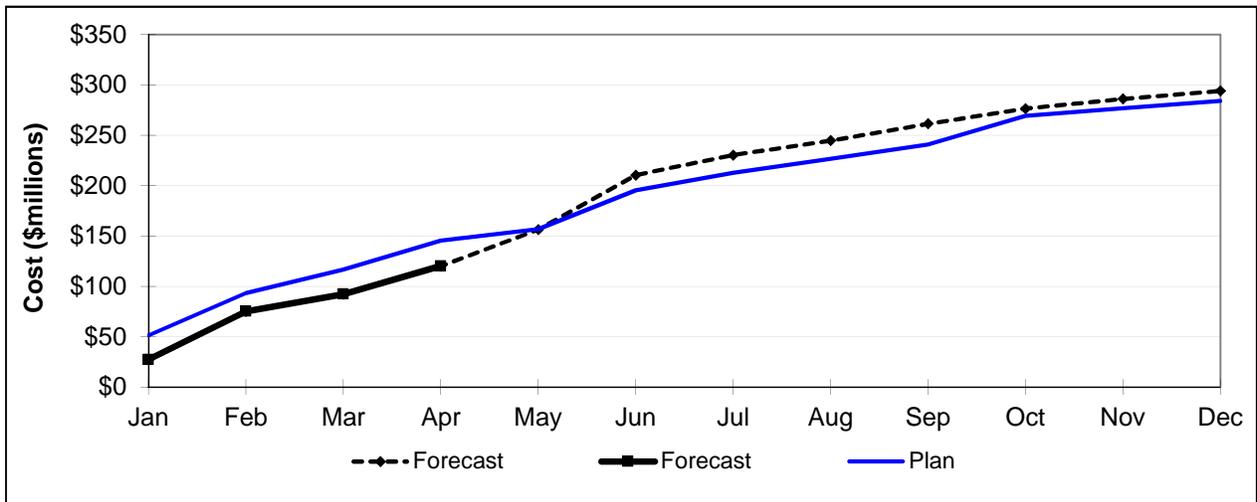
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast					9.4	15.9	16.2	5.5	1.7	0.9	7.2	1.9
Actual	11.2	14.3	15.1	4.5								
Plan	9.7	15.8	17.2	12.8	5.3	6.1	18.5	4.6	1.7	0.9	6.4	1.9
Cummulative												
Forecast					54.5	70.4	86.5	92.0	93.8	94.7	101.9	103.7
Actual	11.2	25.5	40.6	45.0								
Plan	9.7	25.5	42.7	55.5	60.9	67.0	85.5	90.0	91.8	92.6	99.1	100.9

2018 Design Completions Charts

As of April 2018



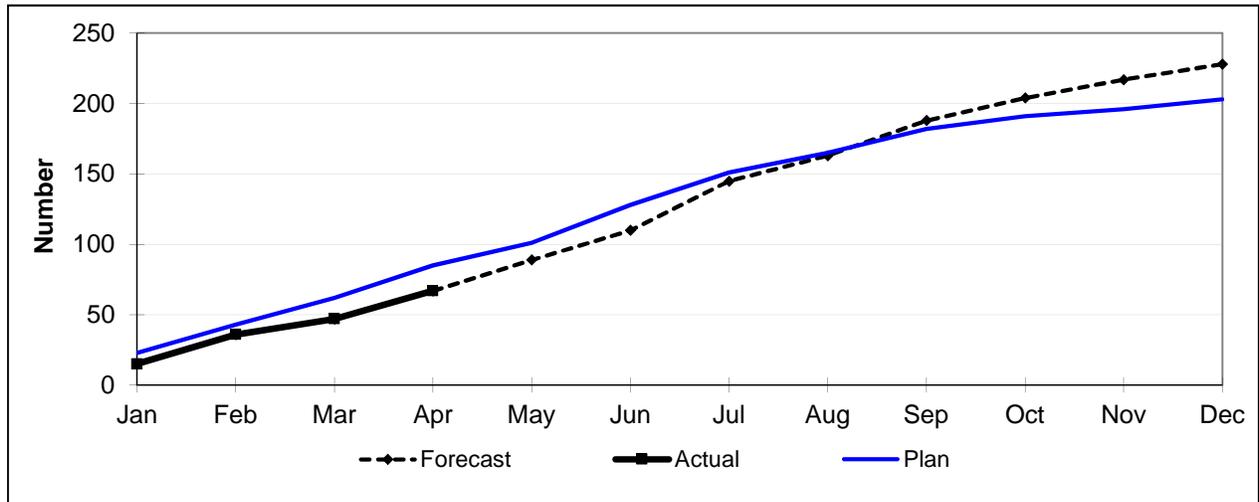
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast					31	24	15	17	10	14	8	7
Actual	21	12	20	10								
Plan	23	28	21	22	8	22	18	15	7	14	6	8
Cummulative												
Forecast					94	118	133	150	160	174	182	189
Actual	21	33	53	63								
Plan	23	51	72	94	102	124	142	157	164	178	184	192



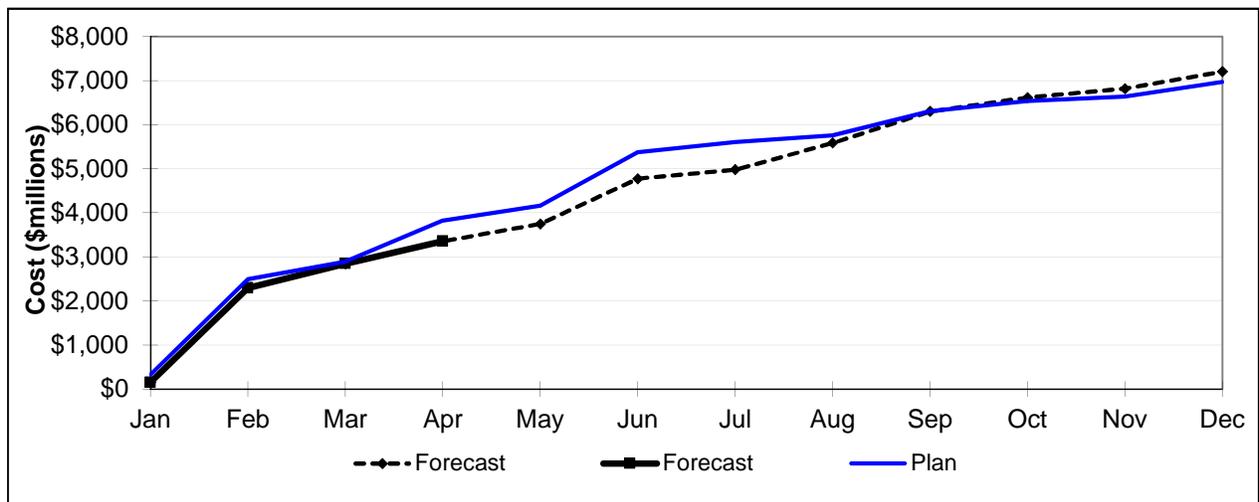
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast					36.3	54.0	19.9	14.4	16.7	15.1	9.6	8.0
Actual	27.5	47.8	16.9	28.1								
Plan	51.3	42.0	23.5	28.5	11.5	38.6	17.3	14.1	14.0	28.5	7.7	7.2
Cummulative												
Forecast					156.6	210.6	230.4	244.9	261.5	276.6	286.1	294.1
Actual	27.5	75.3	92.2	120.3								
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 April 2018



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast					22	21	35	18	25	16	13	11
Actual	15	21	11	20								
Plan	23	20	19	23	16	27	23	14	17	9	5	7
Cummulative												
Forecast					89	110	145	163	188	204	217	228
Actual	15	36	47	67								
Plan	23	43	62	85	101	128	151	165	182	191	196	203

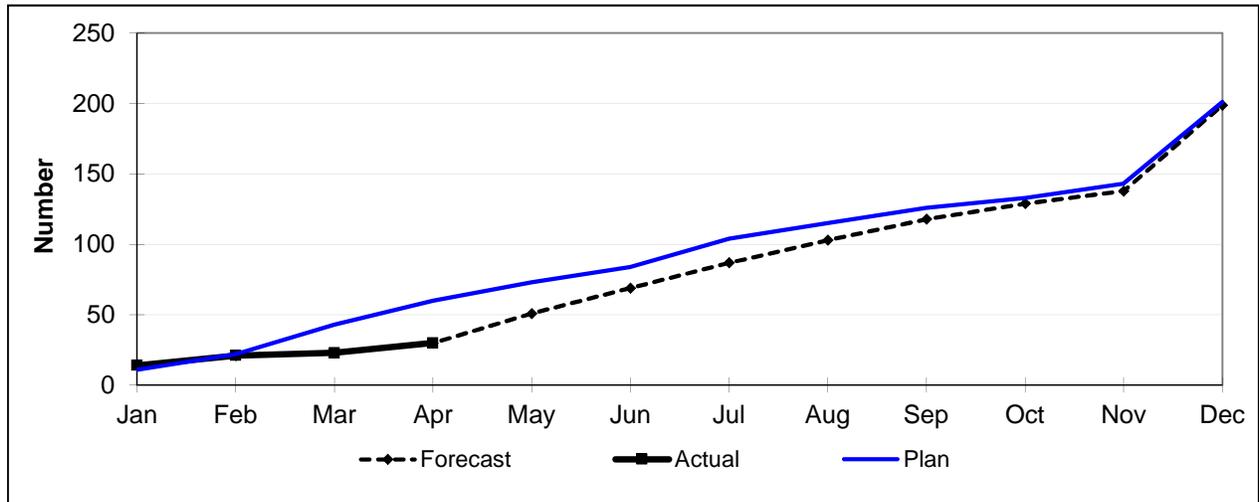


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast					3,749.9	4,777.2	4,982.9	5,587.4	6,301.4	6,618.1	6,818.0	7,204.0
Actual	156.0	2,297.8	2,845.9	3,359.9								
Plan	326.7	2,494.7	2,892.5	3,822.1	4,161.1	5,370.0	5,605.4	5,753.3	6,302.4	6,531.8	6,635.4	6,964.8
Cummulative												
Forecast					3,749.9	4,777.2	4,982.9	5,587.4	6,301.4	6,618.1	6,818.0	7,204.0
Actual	156.0	2,297.8	2,845.9	3,359.9								
Plan	326.7	2,494.7	2,892.5	3,822.1	4,161.1	5,370.0	5,605.4	5,753.3	6,302.4	6,531.8	6,635.4	6,964.8

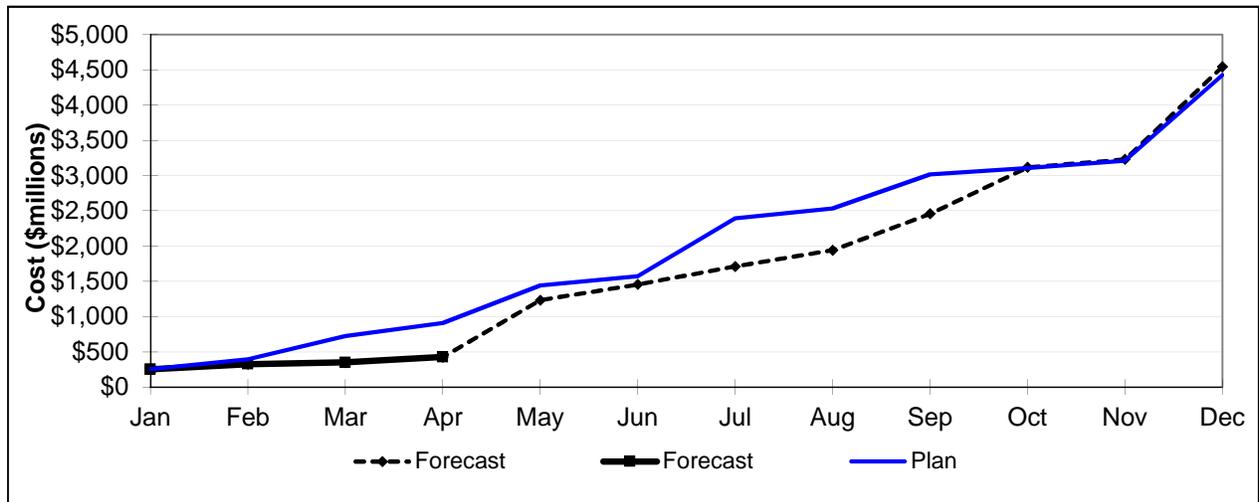
- For April, construction awards were valued at \$3.4 billion, representing 88% of the planned amount.

2018 Substantial Completions Charts

As of April 2018



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast					21	18	18	16	15	11	9	61
Actual	14	7	2	7	13	11	20	11	11	7	10	58
Plan	11	11	21	17	13	11	20	11	11	7	10	58
Cummulative												
Forecast					51	69	87	103	118	129	138	199
Actual	14	21	23	30	51	69	87	103	118	129	138	199
Plan	11	22	43	60	73	84	104	115	126	133	143	201

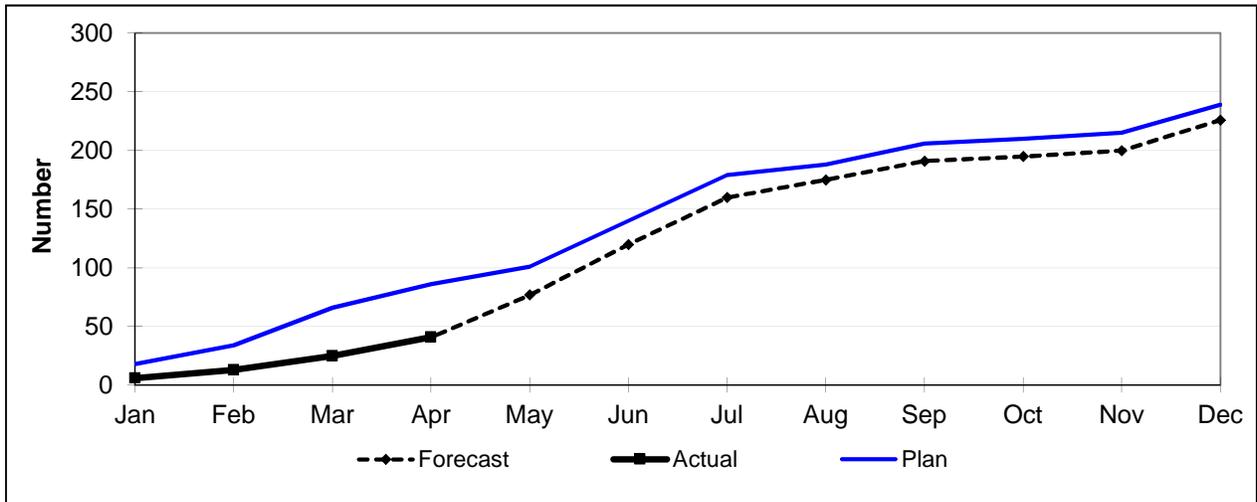


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast					808.3	222.2	255.6	230.0	516.4	659.0	112.2	1,313.2
Actual	253.6	73.7	24.7	75.3	532.2	129.7	821.6	140.8	479.9	92.8	103.7	1,212.6
Plan	256.4	138.6	329.7	184.5	532.2	129.7	821.6	140.8	479.9	92.8	103.7	1,212.6
Cummulative												
Forecast					1,235.6	1,457.9	1,713.4	1,943.4	2,459.9	3,118.9	3,231.1	4,544.3
Actual	253.6	327.3	352.0	427.3	1,235.6	1,457.9	1,713.4	1,943.4	2,459.9	3,118.9	3,231.1	4,544.3
Plan	256.4	395.0	724.7	909.2	1,441.4	1,571.1	2,392.7	2,533.5	3,013.4	3,106.1	3,209.8	4,422.5

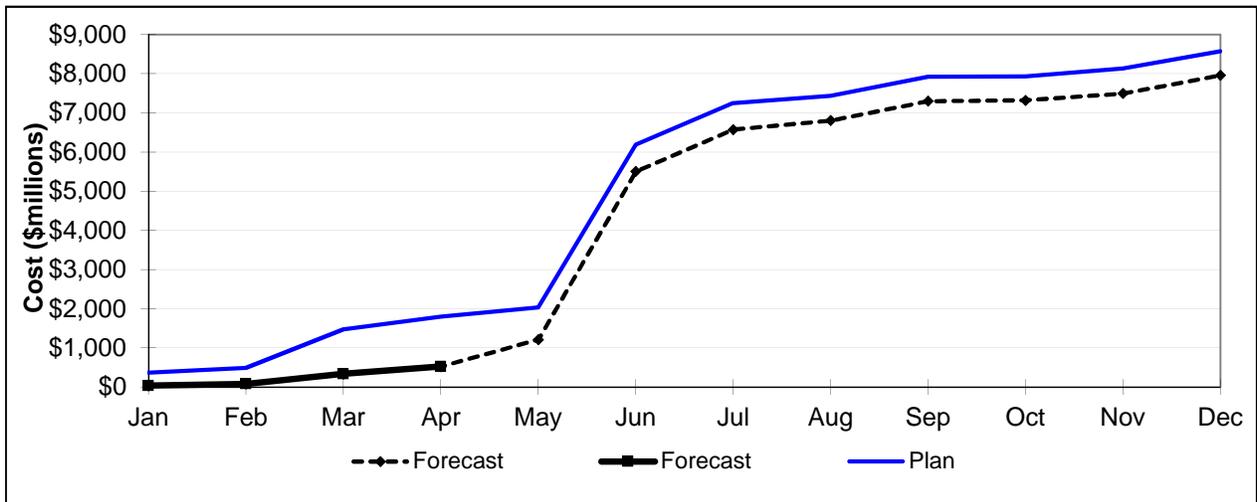
- The gap of approximately \$482 million is largely explained by a delay in the completion of the purchase of 92 articulated buses for \$82 million and various track and switch replacement projects for \$225 million.

2018 Closeouts Charts

As of April 2018



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast					36	43	40	15	16	4	5	26
Actual	6	7	12	16								
Plan	18	16	32	20	15	39	39	9	18	4	5	24
Cummulative												
Forecast					77	120	160	175	191	195	200	226
Actual	6	13	25	41								
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					690.7	4,289.6	1,068.4	231.6	494.9	19.6	175.8	459.6
Actual	41.3	44.4	252.6	189.3								
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
Cummulative												
Forecast					1,218.3	5,507.8	6,576.2	6,807.8	7,302.8	7,322.4	7,498.2	7,957.8
Actual	41.3	85.8	338.3	527.6								
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 gap of approximately \$634 million is largely explained by a delay in the closeout of the purchase of 747 Hybrid Electric Buses for \$426 million to 2019.

MTACC Report

Janno Lieber, Chief Development Officer



Future entrance to Northbound No. 1 line at Cortlandt Street Station from the World Trade Center Oculus upper level.

June 2018 MTACC Monthly Project Status Report



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

Janno Lieber
Chief Development Officer, MTA

Cortlandt Street No. 1 Line Station Reconstruction Active Construction Contracts

Report to the Transit Committee - June 2018

data thru May 2018; \$ in millions

	Budget	Expenditures
Construction	\$ 156.4	\$ 87.9
Design/CPS	8.2	6.4
Construction Management	17.3	8.6
Total	\$ 181.8	\$ 102.9

	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 <i>Judlau Contracting, Inc.</i>	117.1	110.0	7.2	78.5	Apr-2015	Feb 2018	Dec 2018

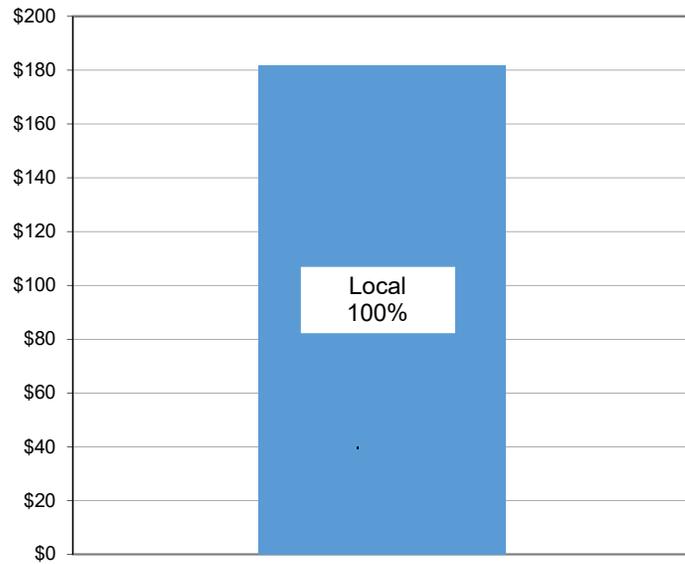
Cortlandt Street No. 1 Line Station Reconstruction Status

Report to the Transit Committee - June 2018

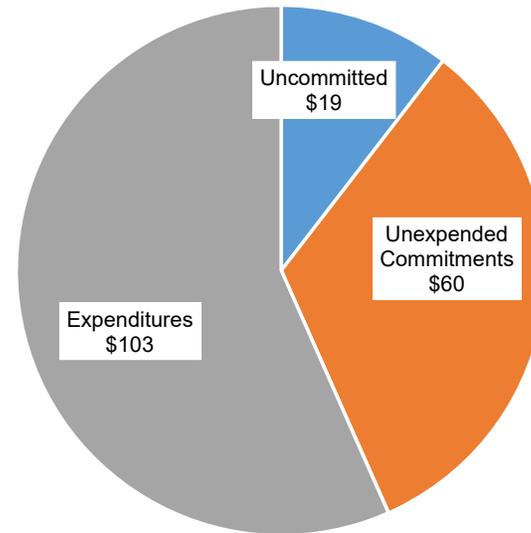
data thru May 2018

MTA Capital Program \$ in Millions	Funding Sources		Status of Commitments		
	Budgeted	Local Funding	Committed	Uncommitted	Expended
Total Authorized	\$ 182	\$ 182	\$ 163	\$ 19	\$ 103

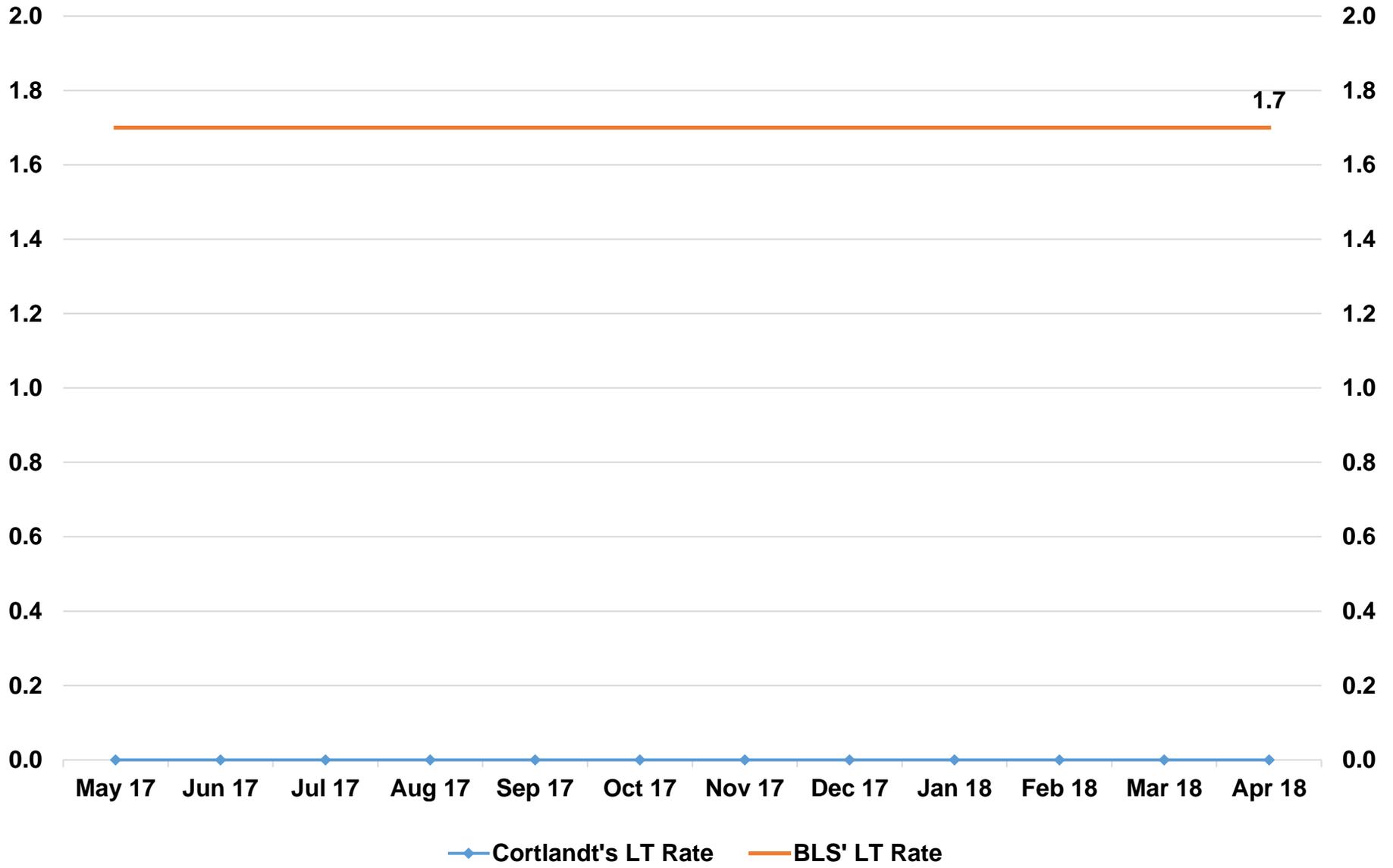
Project Budget: \$182 Million



Commitments and Expenditures (\$ in Millions)



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



Procurement

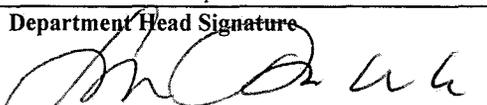
Steve Plochochi, Senior Vice President



An ADA sidewalk elevator installed at NYCT's 23 St station (See the RFP Authorizing Resolution, the first item in NYCT's June Procurement package).

PROCUREMENTS

The Procurement Agenda this month includes 6 actions for a proposed expenditure of \$84.6M.

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

June 13, 2018
Department
Department Head Name
Department Head Signature

Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	6/18/18			
2	Board	6/20/18			

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

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

PURPOSE:

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

DISCUSSION:

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

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

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

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

<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	3	\$ 79.9 M
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	1	\$ 1.2 M
SUBTOTAL		5	\$ 81.1 M

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

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

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

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

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:

Schedule K:	Ratification of Completed Procurement Actions	1	\$ 3.5 M
SUBTOTAL		1	\$ 3.5 M
TOTAL		6	\$ 84.6 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.

JUNE 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.)

- | | | |
|--|-------------------------------------|---|
| <p>1. Contractor To Be Determined
 Contract Term To Be Determined
 Contract# To Be Determined</p> | <p>Cost To Be Determined</p> | <p><u>Staff Summary Attached</u></p> |
| <p>RFP Authorizing Resolution for multiple contracts for the design and construction of Americans with Disabilities Act (ADA) improvements including the installation of elevators at multiple NYC Transit stations.</p> | | |

Procurements Requiring Majority Vote:

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

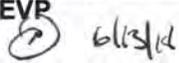
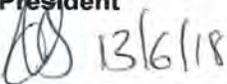
- | | | |
|---|--------------------------------|---|
| <p>2. SYSTRA Engineering, Inc.
 Six Proposals – 33-month contract
 Contract# CM-1428</p> | <p>\$684,931 (Est.)</p> | <p><u>Staff Summary Attached</u></p> |
| <p>Provide Independent Safety Assessor for the CBTC Signal System on the Canarsie Tube Rehabilitation Project.</p> | | |
| <p>3. UPMC Benefit Management Services, Inc. d/b/a/ UPMC WorkPartners
 Four Proposals – 60-month contract
 RFP# 125313</p> | <p>\$10,791,074</p> | <p><u>Staff Summary Attached</u></p> |
| <p>Provide Family Medical Leave Act Administration Services.</p> | | |
| <p>4. ARINC Incorporated
 Two Proposals – 53-month contract
 Contract # W-32789</p> | <p>\$68,445,917</p> | <p><u>Staff Summary Attached</u></p> |
| <p>Provide Integrated Service Information and Management for the B Division (ISIM-B) Module 3.</p> | | |

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

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

- | | | |
|--|---------------------------|---|
| <p>5. HNTB New York Engineering and Architecture, PC
 Contract# CM-6072R.1</p> | <p>\$1,225,388</p> | <p><u>Staff Summary Attached</u></p> |
| <p>Modification to the contract for Consultant Construction Management (CCM) Services for the Construction of Nine Stations Renewals and Rehabilitation of the Retaining Walls on the Sea Beach Line, in order to provide additional CCM services for the rehabilitation of all existing station elements to achieve a State of Good Repair of the Seventh Avenue Control House – Eighth Avenue Station.</p> | | |

Staff Summary

Item Number 1			
Department, Department Head Name: SVP Operations Support, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Order	Approval
1	Material	6	EVP 
2	X Law	7	President 
3	X CFO		
4	X CPM		
5	X Subways		

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	Contract No. TBD
Description Design and Construction of ADA Improvements Including the Installation of Elevators at Multiple NYC Transit Stations (Design-Build)	
Total Amount TBD	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input 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 competitive Requests for Proposals (“RFPs”), pursuant to Public Authorities Law, Section 1209, Subdivisions 9(f) for the award of multiple contracts for the design and construction of Americans with Disabilities Act (“ADA”) improvements including the installation of elevators. NYC Transit stations to be considered under this resolution will be selected from the 2015–2019 Capital Program and any future changes to the program, as amended by the MTA Board and the Capital Program Review Board (“CPRB”) as required. This work will be managed by NYC Transit’s Department of Capital Program Management.

This action also requests approval to proceed with the RFP process for additional 2015–2019 ADA initiatives related to the Canarsie Line closure. Funding for this work will be identified prior to award.

Discussion

NYC Transit is pursuing a more streamlined design and construction approach for certain types of capital projects, as well as alternate project delivery and procurement methods in order to deliver projects faster and more efficiently, while achieving best value benefits.

Pursuant to the Fast Forward Plan, NYC Transit has committed to accelerate the pace at which stations are made ADA accessible. Priority stations will be identified through feasibility studies and advanced through preliminary design and preparation of design-build RFP documents. These station improvement projects will include full vertical accessibility at the stations through the installation of elevators or ramps, as well as other ADA-required improvements to architectural, structural, mechanical, and electrical components.

Pursuant to the two-step RFP selection process, the most qualified design-build proposers will be identified in Step 1 and selected to participate in multiple RFPs under Step 2. Under the design-build method, the pool of selected proposers will receive an RFP including conceptual design documents, the Owner’s Project Requirements, and the proposed contract terms. Prospective firms will propose their design and construction approach and will be encouraged to provide alternate proposals with emphasis on minimizing service outages and accelerating the construction schedule. In accordance with MTA policy regarding the use of design-build, it is NYC Transit’s intent to pay a stipend to proposers that are not selected, yet provide proposals that are responsive to the RFP requirements. This will be done to enhance competition and defray proposal costs.

Staff Summary

While cost remains an important selection criterion, given the complex and schedule-driven nature of these projects, it is in the best interest of NYC Transit to be able to consider technical factors such as design and construction approach, technical ability, performance record, proposed schedule improvements, and other relevant matters to 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, incentives for early completion and modified contract terms and conditions, which could potentially shorten the project durations.

NYC Transit anticipates that the work performed within each station will be substantially similar and so, taking into consideration the associated schedules, proposers qualified under Step 1 will be invited to propose on approximately ten RFP packages addressing stations included in the 2015–2019 Capital Program. Based on the frequency of RFPs as well as the capacity and performance of qualified proposers, NYC Transit may also include future opportunities for the evaluation of new or revised proposer teams.

Alternatives

The use of the sealed bid process, in which factors other than cost cannot be considered, is not recommended. An RFP provides a means to evaluate design and construction approach and technical matters, negotiate an accelerated schedule and negotiate alternate proposals or consider creative solutions.

Impact on Funding

This action has no immediate impact on funding. Additional ADA initiatives related to the Canarsie Line closure will be created in the 2015–2019 Capital Program. Funds to begin design for this work will be provided from the 2015–2019 Design Reserve. The construction funding for this work will be established in a separate MTA Board action prior to award.

Recommendation

That the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public interest to issue competitive RFPs, pursuant to Public Authorities Law, Section 1209, Subdivision 9(f) for the award of multiple contracts for the design and construction of ADA improvements including the installation of elevators. NYC Transit stations to be considered under this resolution will be selected from the 2015–2019 Capital Program and any future changes as amended by the MTA Board and the CPRB, as required. Approval is also requested to proceed with the RFP solicitation for additional ADA initiatives related to the Canarsie Line closure.

Item Number: 2

Vendor Name (Location) SYSTRA Engineering, Inc. (New York, New York)
Description Independent Safety Assessor for the CBTC Signal System on the Canarsie Tube Rehabilitation Project (Contract P-36437)
Contract Term (including Options, if any) 33 months
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:

Contract Number CM-1428	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$684,931 (Est.)
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Capital Program Management, John O’Grady	

Discussion

This competitively negotiated consultant contract is for an Independent Safety Assessor (“ISA”) for the Communications-Based Train Control (“CBTC”) Signal System on the Canarsie Tube Rehabilitation Project (Contract P-36437) in the estimated amount of \$684,931.

This contract requires the services of an ISA consultant to provide an independent review of the system safety analyses and safety activities associated with the removal and return to service of existing CBTC equipment, the installation of two additional automatic signals to facilitate work train movements, and the implementation of updated software as part of the Canarsie Tube Rehabilitation Project. The ISA will assess cutover plans, operating procedures, CBTC database changes, and implement the NYC Transit safety certification process in order to safety certify the CBTC installations prior to restoring revenue service. The CBTC system modifications will be implemented in multiple phases corresponding to construction phasing. The ISA will also conduct independent reviews during the design, development, integration, software testing, installation, and on-site testing of the CBTC system.

Selection was determined via a one-step qualifications-based procurement process established by the federal Brooks Act. Under the federal Brooks Act, contracts for architecture and engineering, and other federally defined services are negotiated with the firm that is determined to be the most technically preferred by the Selection Committee (“SC”), based on established evaluation criteria, and after the evaluation of the consultant’s qualifications and technical proposals. Price is not a consideration in the selection or ranking of the firms. Cost proposals remain sealed until the conclusion of the technical evaluations; only the cost proposal for the most preferred proposer is opened and considered for negotiations. Since only one award is planned under this Request for Proposal (“RFP”), negotiations were conducted with the most technically preferred firm.

A one-step RFP was advertised, and in response, six firms submitted proposals: Battelle Memorial Institute (“Battelle”); Egis Rail Inc. USA (“Egis”); Gannett Fleming Engineers & Architects P.C. (“Gannett”); Henningson, Durham & Richardson Architecture and Engineering, P.C. (“HDR”); Rail Safety Consulting, a Division of TUV Rheinland Mobility, Inc. (“RSC/TUV”); and SYSTRA Engineering, Inc. (“SYSTRA”). Each proposal included a Qualification Package, Technical Proposal, and a Cost Proposal. The SC first reviewed and evaluated the Qualification Packages, which consisted of a Letter of Interest, SF-330 Forms, Schedule J (Responsibility Questionnaire), and Qualification Statement. As a result of this evaluation, the SC recommended to review only the Technical Proposals submitted by Battelle, RSC/TUV, and SYSTRA. The three firms not selected either did not have as much ISA experience or were found not as strong technically.

The SC reviewed and evaluated the written technical proposals of the three selected firms and invited them for oral presentations. Based on their evaluation, the SC determined SYSTRA to be the most technically preferred firm and, as such, was recommended for negotiations. SYSTRA provided the most comprehensive plan of approach in both their technical proposal and oral presentation. The other two firms, while capable of performing the work, provided technical proposals that were not as thorough and/or did not clearly elaborate on how they would perform the required tasks related to this project.

After being selected and approved for negotiations, SYSTRA’s cost proposal was opened and evaluated. The initial cost proposal was \$729,803. The in-house estimate was \$881,407. Negotiations were held with SYSTRA that focused mainly on direct labor rates, and proposed number of hours for several titles. Overhead costs were also reviewed by MTA Audit. As a result of discussions held during negotiations, the in-house estimate was adjusted, and the final estimate was \$715,111.

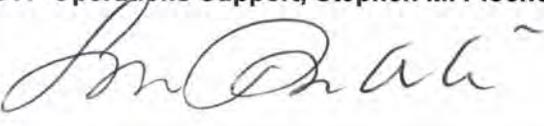
A Best and Final Offer (“BAFO”) was requested and received in the amount of \$684,931. Based on the competitive nature of the RFP and the cost analysis performed, and in comparison to the in-house estimate, SYSTRA’s BAFO was determined to be fair and reasonable.

The MTA Department of Diversity and Civil Rights has established DBE goals at 5 percent for this project. SYSTRA has achieved its previous M/W/DBE goals on previous MTA contracts.

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

This project will be funded with 100 percent federal funds. The contract will not be awarded until an approved WAR Certificate is received.

Staff Summary

Item Number 3			
Department, Department Head Name: SVP Operations Support, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Order	Approval
1	Materiel SJS	7	President 13/6/18
2 X	Law		
3 X	CFO		
4 X	Human Resources		
5 X	Buses		
6	EVP  6/13/18		

SUMMARY INFORMATION	
Vendor Name	Contract No.
UPMC WorkPartners	RFP 125313
Description FMLA Administration Services	
Total Amount \$10,791,074	
Contract Term (including Options, if any) 60 Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input 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 multi-agency contract to UPMC Benefit Management Services, Inc. d/b/a UPMC WorkPartners (“UPMC WorkPartners”) to provide FMLA Administration Services in the estimated amount of \$10,791,074.

Discussion

This contract will provide Family and Medical Leave Act (“FMLA”) administrative services for NYC Transit, MTA Bus, Metro-North Railroad (“MNR”), and Long Island Rail Road (“LIRR”). The services provided under this contract will be aligned with external best practices and ensure compliance and consistency with laws, labor agreements, and Authority policies. These services will include performing all functions related to administering employees’ requests for, and usage of, FMLA leave; providing robust reporting functionality; developing centralized and well-defined processes standardized across all departments; and providing a 24/7/365 call center. In addition, the contractor will provide consistent support and training on the absence program and expectations, as well as monitor FMLA and regulatory updates.

Prior to advertising the Request for Proposal (“RFP”), Procurement engaged in an extensive vendor outreach. An RFP was advertised with selection criteria that included (1) the proposer’s demonstrated knowledge and proven industry experience with efficient FMLA administration, including knowledge of applicable laws and FMLA regulatory rulings/changes; (2) the proposer’s plan for managing the work; (3) the proposer’s diversity practices; (4) overall project cost; and (5) other relevant matters. Six firms obtained the solicitation and four firms attended the pre-proposal conference. Proposals were received from four firms: CareWorks USA, Ltd. (“CareWorks”); FMLA Source, Inc. (“FMLA Source”); POMCO, Inc. (“POMCO”); and UPMC WorkPartners.

The Selection Committee (“SC”) reviewed the proposals in accordance with the evaluation criteria and recommended that CareWorks, FMLA Source, and UPMC WorkPartners be invited to make oral presentations. POMCO was not invited to make an oral presentation because it lacked the requisite industry experience and received technical ratings that were significantly lower than the other proposers.

Following oral presentations, the SC reevaluated the proposals and recommended that UPMC WorkPartners and CareWorks be invited to negotiations. FMLA Source was not invited to negotiations because its oral presentation revealed that its proposal did not meet certain basic requirements in the scope of work and its technical rating was outside of the competitive range.

Staff Summary

Negotiations with the two remaining proposers focused on the assumptions underlying the proposers’ pricing, proposed prices, and contractual terms and conditions. Two rounds of negotiations took place in an attempt to obtain better pricing.

Following negotiations, Best and Final Offers (“BAFOs”) were requested and were received on April 5, 2018. The results are summarized below:

Proposer	Initial Proposal	BAFO
UPMC WorkPartners	\$10,949,582	\$10,791,074
CareWorks	\$8,123,331	\$11,423,534

CareWorks’ initial price proposal was not firm fixed and was based on erroneous assumptions. Thus, CareWorks’ BAFO price increased.

After reviewing the BAFOs, in accordance with the evaluation criteria in the RFP, the SC unanimously recommended UPMC WorkPartners for award. UPMC WorkPartners was unanimously determined to be the higher technically ranked proposer based on its demonstrated expertise in FMLA administration and its plan for managing the work. The SC indicated that UPMC’s performance in orals and in negotiations instilled confidence that it had a thorough understanding of the work and would do an outstanding job if awarded the contract. In addition, UPMC WorkPartners’ BAFO price was \$632,460 (5.5 percent) less than CareWorks’ BAFO price. Reference checks for UPMC WorkPartners were all positive. UPMC WorkPartners has provided FMLA administration to the Massachusetts Bay Transportation Authority, Metropolitan Atlanta Rapid Transit Authority, and Southeastern Pennsylvania Transportation Authority.

The price has been found to be fair and reasonable based on the competitive nature of the RFP. The total price includes the requirements for NYC Transit, MTA Bus, MNR, and LIRR. Approximately \$8.5 million is for NYC Transit, \$0.9 million for MNR, \$0.9 million for LIRR, and \$0.5 million for MTA Bus.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights has established goals at 0 percent MBE and 0 percent WBE due to lack of subcontracting opportunities.

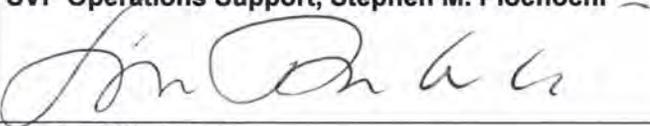
Impact on Funding

Funding for NYC Transit’s portion is available in Human Resources’ operating budget under RC 7134, General Ledger number 712542 and Function 900. Each of the other agencies will provide its own funding.

Alternative

None recommended. This contract provides MTA with access to the expertise and resources needed to manage FMLA leave and ensures consistent administration.

Staff Summary

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

SUMMARY INFORMATION	
Vendor Name ARINC Incorporated	Contract No. W-32789
Description Integrated Service Information and Management "B" Division (ISIM-B) Module 3	
Total Amount \$68,445,917	
Contract Term 53 Months	
Option(s) included in Total Amt? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Purpose

To obtain Board approval to award a competitively solicited contract for the Integrated Service Information and Management B Division ("ISIM-B") Module 3 to ARINC Incorporated ("ARINC") in the amount of \$68,445,917 with a term of 53 months. The contract also includes three different levels of maintenance support for up to 14 years. The pricing for maintenance options (\$30,804,300 / \$15,248,316 / \$7,856,636) are not included in the total amount listed above, as separate approval and funding will be sought prior to the exercise of any option.

Discussion

NYC Transit's rail system operations are managed as two separate divisions: the A Division, with its lines and trains designated by numbers, and the B Division, with its lines and trains designated by letters. Much of the B Division signaling system has not yet been modernized, and therefore a source of exact train location information is not currently uniformly available. Service monitoring and control on the B Division is currently performed in a distributed fashion at local field locations, and at the Rail Control Center ("RCC"), which provides incident management capabilities. The purpose of the ISIM-B Project is to provide consistent and timely information regarding the B Division service to staff and customers. Work under Module 3 at the RCC includes (1) installation of a 10-foot x 166-foot large-scale display ("LSD"), (2) a data warehouse ("DW"), and (3) workstations. The LSD will provide train location information and visibility of the entire B Division at the RCC, and the DW will collect and make available information from 22 different systems to allow analyses and report generation. The project also includes modifications to the existing Programmable Logic Controllers at field locations to provide additional indications to be sent to the RCC.

A one-step Request for Proposal ("RFP") was issued requiring the submission of technical and price proposals, including pricing for three different levels of support options for maintenance of hardware (up to seven years) and software (up to 14 years) to achieve life-cycle costing, and to ensure maintenance coverage throughout the useful life of the system. At the end of the warranty period, NYC Transit can exercise one of the three options based on system performance and coverage needs at that time. The level of support can be reduced from the highest to the lowest during the length of the contract according to NYC Transit's needs (e.g., 24/7 on-site; 12 hours on site Monday-Friday with on-call including weekends; and 24/7 on-call).

In response to the RFP, proposals were received from two firms: ARINC and Siemens Industry Inc. ("Siemens"). The technical proposals were evaluated by a Selection Committee ("SC") in accordance with preestablished selection criteria addressing relevant experience, approach to the work, and other technical matters related to the project. The SC was supported by a Technical Advisory Committee ("TAC") comprised of members from various NYC Transit divisions, Capital Program Management ("CPM"), and MTA-IT. Following oral presentations, and technical and Scope of Work ("SOW") clarifications, it became apparent that neither proposal fully addressed the project scope.

Staff Summary

After providing further details to both proposers, revised technical and price proposals were requested and received. ARINC proposed a base price of \$86,482,065 and optional maintenance prices of \$77,597,948 / \$42,875,065 / \$31,930,662 for the three different levels of service required. Siemens proposed a base price of \$109,697,160 and an optional maintenance price of \$19,344,000. Siemens' optional maintenance proposal was not in compliance with the RFP specification for the duration and level of support required. The internal NYC Transit estimate was \$46,686,730 for the base contract and \$61,024,971 / \$49,368,710 / \$20,259,300 for the three levels of optional maintenance.

The revised technical proposals were evaluated and ARINC's proposal was unanimously ranked superior to Siemens' proposal. The SC unanimously recommended both proposers for negotiations which covered contract terms, technical assumptions, additional SOW clarifications, and discussions of scope efficiencies to achieve savings without compromising project objectives. As a result of the negotiations, revised specifications were issued and interim proposals were requested. The TAC issued a revision of the technical report and still considered ARINC's proposal technically superior to Siemens' proposal. Despite the negotiations, interim pricing remained above the revised internal estimate of \$61,200,000.

Additional negotiations were held with ARINC and Siemens to achieve price reductions. The final internal estimate for the base contract was revised to \$63,500,000 and remained unchanged for the three levels of optional maintenance. Best and Final Offers ("BAFOs") were requested and received. ARINC's BAFO was \$69,420,917 for the base contract and \$30,804,300 / \$15,248,316 / \$7,856,636 for the optional maintenance. Siemens' BAFO was \$75,169,599 for the base contract and \$52,745,746 / \$47,044,153 / \$31,414,775 for the optional maintenance. Both BAFOs offered additional price concessions in exchange for an advance payment and a reduction in retainage. A Net Present Value analysis was performed, and it was determined that the lower BAFO prices would be advantageous for NYC Transit. ARINC's reduced price was \$68,445,917 and Siemens' reduced price was \$73,988,809. The SC reviewed the BAFOs and revisited the technical evaluations. The SC unanimously recommended ARINC for award, determining that its superior technical proposal and lowest price offered the best overall value to NYC Transit based on the selection criteria. Based on the competitive nature of the RFP, the price has been found to be fair and reasonable.

ARINC has experience working on NYC Transit projects and is currently the contractor responsible for System Software and Enhancement Support for the Public Address/Customer Information Screen ("PA/CIS"), Canarsie. ARINC has participated in past NYC Transit projects as a Prime Contractor on Canarsie PA/CIS Upgrade Phase 1, and other projects as a sub-contractor, including Furnishing and Installing Finishes and Systems on the 7 Line Extension. ARINC was also the prime contractor for LSDs at other Transit properties and reference checks for all projects found ARINC's performance satisfactory.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights has established 4 percent MBE and 3 percent WBE goals on this contract due to the specialized engineering expertise requirements. ARINC submitted an MWBE utilization plan to exceed the 7 percent MWBE requirement on this contract. ARINC has not completed any MTA contracts; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

Alternatives

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

Impact on Funding

This project is 100 percent funded with MTA funds under the 2015 – 2019 Capital Program and will be managed by NYC Transit. Maintenance of the ISIM-B Module 3 system will be funded from the operating budget.

Capital Program Reporting

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

Recommendation

It is recommended that the Board approve the award of a contract for the for the Integrated Service Information and Management B Division to ARINC in the amount of \$68,445,917 with a term of 53 months. The contract also includes three different options for maintenance support services. Separate approval and funding will be sought prior to the exercise of any option.

Item Number: 5

Vendor Name (Location) HNTB New York Engineering and Architecture, PC
Description CCM Services for the Construction of Nine Station Renewals and Rehabilitation of the Retaining Walls on the Sea Beach Line (BMT), Borough of Brooklyn
Contract Term (including Options, if any) May 27, 2015–November 26, 2019
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: Capital Program Management, John O’Grady

Contract Number CM-6072R	AWO/Mod. # 1
Original Amount:	\$ 22,317,684
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 22,317,684
This Request:	\$ 1,225,388
% of This Request to Current Amount:	5.5%
% of Modifications (including This Request) to Original Amount:	5.5%

Discussion

This modification is to provide Consultant Construction Management (“CCM”) services to add oversight of the rehabilitation of the Seventh Avenue Control House located at the Eighth Avenue Station on the Sea Beach Line (BMT) in Brooklyn. Construction Contract A-37673 was awarded on December 29, 2017, for the refurbishing and reopening of the Seventh Avenue Control House and its platform access to the Eighth Avenue Station.

The base contract is for CCM services for the construction of nine station renewals and rehabilitation of the retaining walls on the Sea Beach line. Two contracts are covered under these CCM services: Construction Contract A-36090 for six stations, including Eighth Avenue; and Construction Contract A-36094 for three stations. Under this contract, the CCM consultant supports the NYC Transit Construction Manager’s office in the performance of a broad range of construction inspection and closeout services, including coordination with the design consultant, oversight of the performance of the construction contractors throughout the duration of the project, and management of coordinated efforts with other agencies and utility companies.

This modification will provide for overseeing the demolition and restoration of parapet walls, roofing system, concrete landing pads, masonry, tilework, lighting, exterior and interior finishes, security cameras, pendant lights, and ceiling finishes of the Seventh Avenue Control House. The Seventh Avenue Control House was abandoned for public use in 1975 and has recently served as Automatic Fare Control (“AFC”) maintenance quarters. Under this modification, the consultant will manage construction as existing rooms and facilities previously used by NYC Transit AFC personnel will be reconfigured and reallocated. The Substantial Completion of the Seventh Avenue Control House is linked to the Substantial Completion of the nine stations identified under the base contract, currently scheduled for December 2018. Since HNTB New York Engineering and Architecture, PC (“HNTB”) already serves as CCM for the renewal and rehabilitation of the nine base stations and retaining walls, it would be cost effective and efficient to continue its services on the Control House rehabilitation project.

HNTB’s initial proposal was in the amount of \$1,300,331. The revised in-house estimate was \$1,225,753. Negotiations with HNTB resulted in a Best and Final Offer (“BAFO”) of \$1,225,388 or 5.8 percent lower than its initial proposal. HNTB’s BAFO of \$1,225,388 was deemed fair and reasonable. Base contract rates were utilized.

JUNE 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. Nova Bus, a Division of Prevo
Car (US), Inc.
Contract# B-40660.1 | \$3,485,708 | <u>Staff Summary Attached</u> |
|--|--------------------|--------------------------------------|

Modification to the contract to furnish and deliver 92 low-floor 60-foot articulated buses; in order to incorporate a series of technical changes.

Item Number: 1

Vendor Name (Location) Nova Bus, a Division of Prevost Car (US), Inc. (Plattsburgh, New York)	
Description Furnish and deliver 92 low-floor 60-foot articulated buses	
Contract Term (including Options, if any) March 24, 2016–March 30, 2024	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Department of Buses, Darryl C. Irick	

Contract Number	AWO/Mod. #
B-40660	1
Original Amount:	\$ 74,986,729
Option Amount:	\$ 60,028,995
Total Amount:	\$ 135,015,724
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 135,015,724
This Request:	\$ 3,485,708
% of This Request to Current Amount:	2.6%
% of Modifications (including This Request) to Total Amount:	2.6%

Discussion

This retroactive modification is for incorporation of a series of technical changes on 92 low-floor 60-foot articulated buses from Nova Bus, a Division of Prevost Car (US), Inc. (“Nova Bus”).

The base contract is a competitively solicited and negotiated Request for Proposal (“RFP”) for the purchase of 231 low-floor 60-foot articulated diesel buses to replace buses that were beyond their 12-year service life. The solicitation included an option to purchase up to 300 additional buses, which could be ordered via a competitive run-off process if the base contract is split between the two competing bus manufacturers. The contractors who won the base award would then compete by submitting proposals for the option buses. The original RFP resulted in a split award approved by the November 2015 Board: Contract B-40660-1 was awarded to Nova Bus for 92 low-floor 60-foot articulated diesel buses in the amount of \$74,986,729, and Contract B-40660-2 was awarded to New Flyer of America, Inc. for 139 low-floor 60-foot articulated diesel buses in the amount of \$109,937,596.

Delivery of the 92 buses from Nova Bus began in December 2017 and is scheduled to be completed in June 2018. A total of 81 buses have been delivered as of May 31, 2018.

This retroactive modification will memorialize the incorporation of a series of technical changes requested by the NYC Transit Department of Buses (“DOB”) to provide enhanced customer amenities and rebrand the buses while also optimizing performance and improving the reliability and maintainability of various mechanical and electrical systems on the 92 low-floor 60-foot articulated buses purchased under this contract. All of these changes were incorporated on the production line.

Through negotiations that focused on technical changes as well as pricing mark-ups and overhead rates for each of these changes, Procurement obtained a final price of \$3,485,708. The final pricing for this modification has been found to be fair and reasonable based on costs validated by MTA Audit.



Service Changes: Staten Island Express Bus Redesign

Peter Cafiero, Chief, Operations Planning

Service Issue

A major element of the Fast Forward plan to modernize New York City Transit is to redesign the bus network. Fast Forward calls for redesigning the route network based on customer needs, combined with targeted corridor improvements in collaboration with the NYC Department of Transportation, expanded off-peak service, and a rationalization of bus stops to reduce travel times. The Staten Island express bus network is the first part of the bus system where these ideas will be put into practice.

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, at open house events held in October 2017 and March 2018, and a public hearing in May 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.

More details and the full report can be viewed at www.mta.info/SIExpressBus.

Recommendation

Implement the Staten Island express bus redesign.

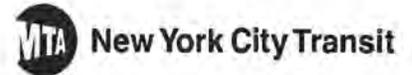
Budget Impact

The net cost is approximately \$1 million. 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

August 19, 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	June 8, 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		X		

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

6/11/18

Purpose

This is a proposal to redesign the Staten Island express bus network to better match ridership demands while improving trip speeds and reliability. The express bus redesign was planned as a result of the Staten Island Bus Study which examined how to improve long and unreliable commutes from Staten Island. The new express routes are more direct where possible on Staten Island and streamlined in Manhattan to minimize long trips on local streets while making the best use of bus priority streets and connecting to subways and local buses. Routes will also have fewer stops to keep buses moving.

Discussion

A major element of the Fast Forward plan to modernize New York City Transit is to redesign the bus network. Fast Forward calls for redesigning the route network based on customer needs, combined with targeted corridor improvements in collaboration with the NYC Department of Transportation, expanded off-peak service, and a rationalization of bus stops to reduce travel times. The Staten Island express bus network is the first part of the bus system where these ideas will be put into practice.

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

Staff Summary



website, surveys on-board buses and at bus stops, at open house events held in October 2017 and March 2018, and a public hearing in May 2018. In total, over 3,000 riders were surveyed and there were nearly 900 attendees at the public events. 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.

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 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 intersections 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, most riders will find that transferring from express bus to subway in Manhattan will provide a faster overall trip than under the existing network. Transferring to another express bus route or a local bus will also continue to be an option.

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 new fourth off-peak route, 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 as buses have to leave and merge back into traffic at each stop. 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 72 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 additional walk.

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.

Additionally, though the network redesign was generally constrained to neighborhoods that currently have express bus service, a branch of the SIM30 route is proposed to operate to Stapleton, Clifton, and Rosebank as an experimental pilot. These areas currently do not have express bus service.

The network redesign may result in a small number of riders requiring a second transfer to complete their trip. An additional second free transfer will be provided in these cases to minimize the number of riders adversely affected.

A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that the Staten Island Express Bus Redesign proposal would not result in a disproportionate impact on either minority or below-poverty populations.

More details and the full report can be viewed at www.mta.info/SIExpressBus and in the attachments.

Recommendation

Implement the Staten Island express bus redesign.

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. Modify bus stops but not routes.* Maintain the existing route network, but increase bus stop spacing as recommended by the network redesign project. Some speed and reliability benefits would be gained from more efficient bus stop spacing, but no improvements would be made to the route structure.
- 3. Modify routes but not bus stops.* Implement the new route network, but add bus stops to decrease the average bus stop spacing to be similar to the existing network. Some speed and reliability benefits would be gained from improved routing, but trips would continue to be slowed by excessive stopping.

Staff Summary

4. *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

The net cost is approximately \$1 million. 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.

Implementation Date

August 19, 2018.

Approved: 

Andrew Byford
President

Attachment 1

Major Revisions to the Express Bus Redesign Proposal

October 2017 Revisions

- Modified SIM15 to use existing X15 routing of Wilder Avenue/Amboy Road instead of continuing along Richmond Road to better serve existing riders and residential areas
- Extended SIM2 and SIM25 to Tottenville to expand service to more riders
- Extended SIM4 to Annadale Road to preserve downtown service for existing riders
- Presented recommended Manhattan routing using Church/Broadway, 34th Street, 5th Avenue/Madison Avenue, and 23rd Street

March 2018 Revisions

- Presented new route numbering scheme
- Presented weekend service variants (using combined downtown/midtown routing) and introduced a 4th weekend route (the SIM2)
- Modified the SIM7 and SIM33 to serve West Street and Greenwich Village in response to feedback
- Modified the SIM5, SIM15, and SIM35 to use Water Street in response to feedback
- Modified the SIM3 and SIM10 to use 6th Avenue in response to feedback
- Modified the SIM2 to use Arden Avenue north of Woodrow Road in response to feedback
- Modified the SIM31 to serve the eastern segment of Gannon Avenue to provide direct Midtown service to more riders
- Introduced one-stop park-and-ride service at the Staten Island Mall and South Beach
- Modified SIM5 and SIM6 to use existing routing of Armstrong Av/Leverett Av due to operational concerns about turns

May 2018 Revisions

- Modified the SIM7 to continue on Hylan Boulevard instead of traveling to Father Capodanno Boulevard via Midland Avenue in response to feedback regarding the density of residents near Hylan Boulevard
- Extended the SIM8 to serve Woodrow Road to Huguenot Avenue in response to feedback about the lack of options on Woodroad Road
- Modified routes operating via the Lincoln Tunnel (SIM8, SIM22, SIM23, SIM24, SIM25, SIM26, SIM30) to operate via 42nd Street in both directions in response to feedback

June Proposed Changes

Bus Stops

One of the most frequent source of comments at the May public hearing were concerns about specific bus stops. Following an analysis of the most common bus stop requests, 12 new bus stop pairs are proposed to be added to the network with four removed. The estimated net gain of riders who retain their bus stop is more than 900, increasing the percentage of riders who will use the same stop that they do today from approximately 67 percent to 72 percent. The bus stop recommendations are:

- Add Hylan Bl/Keegans La and Hylan Bl/Hillside Ter and remove Hylan Bl/Fieldway Av for a net gain of approximately 130 riders who will use the same bus stop that they use today

- Add Watchogue Rd/Livermore Av and Watchogue Rd/Frederick St and remove Watchogue Rd/Neal Dow Av for a net gain of approximately 80 riders who will use the same bus stop that they use today and to provide stops with better adjacent land uses
- Add Richmond Hill Rd/Vassar St and Richmond Av/Nome Av and remove Richmond Av/Richmond Hill Rd to for a net gain of approximately 300 riders who will use the same bus stop that they use today and to provide stops more convenient to residences
- Add Midland Av/Father Capodanno Bl to for approximately 90 riders who will use the same bus stop that they use today
- Add Forest Av/Jewett Av and Forest Av/Manor Rd and remove Forest Av/Dubois Av for a net gain of approximately 50 riders who will use the same bus stop that they use today and to provide better connections to local bus routes
- Add Victory Bl/Arlene St for approximately 20 riders who would otherwise need to cross Richmond Av and to take advantage of a proposed NYCDOT bus stop improvement project
- Add Manor Rd/Martling Av for approximately 25 riders who will use the same bus stop that they use today
- Add Richmond Av/Morani St for approximately 240 riders who will use the same bus stop that they use today
- Add SIM26 service to the West Shore Expressway Service Rd/Victory Bl stop and remove SIM25 to better match existing span of service at that stop
- Remove weekend stop in Bay Ridge, Brooklyn currently made by the X17. This bus stop was added to the X17 after the discontinuation of weekend service on the X28 Brooklyn-to-Manhattan route. X28 weekend service was restored in 2016 and removing the stop will speed up service for Staten Island riders

Park and Ride Service Span/Frequency

Though service spans and frequency have not been published publicly yet, there were concerns about the span and frequency of the one-stop park-and-ride service. These routes (the SIM4x, SIM5x, SIM6x, and SIM8x) are now planned to operate for a two hour span during peak hours with service every 20 minutes.

Given the proximity of the South Beach park-and-ride to the Verrazano Bridge, the SIM5x and SIM6x will not operate during the evening peak in order to allow all riders in Manhattan to take the first bus that arrives, making stops all the way to Eltingville Transit Center.

Richmond Avenue Off-Peak between Victory Blvd and Deppe Pl

The 0.83-mile stretch of Richmond Avenue between Victory Boulevard and Deppe Place does not have off-peak and weekend service in this plan since the SIM4c turns from Richmond Avenue onto Victory Boulevard to provide service to the popular Gannon Avenue corridor and the College of Staten Island and the SIM3c turns from Richmond Avenue onto Deppe Place to serve the dense residential area adjacent to Watchogue Road. The additional walk to reach an off-peak/weekend stop for riders in this segment between Victory Boulevard and Deppe Place is 5 to 9 minutes.

On weekdays many riders on this segment drive and park near the Lamberts Lane stop. To provide more off-peak options to these riders, the span of service for the SIM8 route will be extended to operate from Manhattan between 2 pm and 9 pm, meaning those who have to leave Manhattan before or after peak hours will still have a direct option. On weekends an additional walk or free transfer to the S59 local bus would be required.

Express Bus Service to Rosebank

There were requests to bring express bus service to the Rosebank neighborhood as part of the redesign project. Rosebank was served by the former X18 route prior to the 2010 service cuts. As a pilot project, this proposal includes a branch extension on the SIM30 route to serve Stapleton, Clifton, and Rosebank. The service will be monitored for ridership and performance.

Lexington Avenue Service

In order to provide service located as convenient to the greatest number of people as possible and to take advantage of the NYCDOT 5th Avenue double painted bus lane project being implemented in June 2018, all Midtown service traveling southbound uses 5th Avenue. However, since several routes will need to use existing layover/staging space between 3rd Avenue and Lexington Avenue, the last stop and first stop for some routes will be 57th Street and Lexington Avenue, providing direct service to riders in that area.

Three-Legged Transfer

The network redesign may result in a small number of riders requiring a second transfer to complete their trip. An additional second free transfer will be provided in these cases to minimize the number of riders adversely affected.

Span of Service

A frequent complaints from riders is that their current express service does not operate late enough. In the new network many routes will operate into later hours than current routes. The new network will also have four off-peak and weekend routes while the existing network has three.

Quantity of Service

The more efficient and direct route network allows for more total trips. The new network will have approximately 8 percent more weekday trips, 20 percent more Saturday trips, and 29 percent more Sunday trips than the current network.

Ongoing Congestion Issues

NYC Transit is committed to working with its partner agencies to improve poor performing route segments. This includes projects such as the double painted bus lane on 5th Avenue to be implemented in June 2018 by NYCDOT. One of the most problematic areas for express service is the Broadway, Battery Place, and West Street segment leading to the Hugh L. Carey Tunnel during the evening peak hours in lower Manhattan. NYC Transit will work with city and state DOTs and MTA Bridges and Tunnels to identify improvements to get buses into the tunnel faster and more reliably.

Additionally, NYC Transit will work with its partner agencies to improve slow segments on Staten Island and identify areas where bus lanes and other priority treatments would improve service. A notable example of this is Steuben Street south of the Staten Island Expressway. NYC Transit has participated in a working group with the Borough President's office and NYCDOT on this issue and will continue to seek solutions in partnership with the city and state.

Attachment 2

Summary of Public Comments Regarding Staten Island Express Bus Redesign

In May and June 2018, MTA NYC Transit presented the Staten Island express bus redesign proposal to the three Staten Island community boards. A public hearing was held on May 21, 2018. Below is a summary of the most common comments and concerns expressed by the public.

- **Maintain the existing express bus system as it is.**
Staten Island's express bus service was originally designed in the 1960s, but population, work trends and the number of cars on the road have shifted significantly since then. Changes to the network evolved in a piecemeal fashion, until the MTA launched a comprehensive study in 2015 to seek answers to how we could improve the network to provide the best service to our customers. In a survey, 76 percent of riders said they support the plan with just 13 percent opposed.
- **Maintain all existing bus stops.**
Based on the proposed changes 72 percent of riders will use the same stop that they do today. In an effort to keep buses moving and create a more reliable trip some bus stops will be discontinued to increase the average distance between bus stops from approximately 0.25 miles to 0.4 miles. Less bus stops means buses will spend more time moving in the flow of traffic and less time accelerating and decelerating and stopped at bus stops and red traffic signals. In a survey, 61 percent of riders supported increasing the distance between bus stops while 29 percent opposed.
- **Maintain a specific bus stop.**
Requests to maintain a specific bus stop were reviewed by evaluating ridership, stop spacing, and land use. After analyzing individual bus stop requests, some bus stop changes were made (see Attachment 1).
- **Maintain more route variants on different streets and avenues.**
In a survey, more than half of Staten Island express bus riders said they do not use the same route every day. Many take the first bus that arrives in order to get into Manhattan as quickly as possible. This leads to great variability in day-to-day ridership on each individual route and creates a challenge for scheduling and managing reliable service. In order to provide better and more reliable service, less variants on a few select corridors were created to simplify the network and provide more high-frequency service.
- **Don't change the names of the bus routes.**
Because the Staten Island express bus network underwent a comprehensive redesign, the route numbers had to be changed. The new 'SIM' (Staten Island to Manhattan) numbering scheme emphasizes to customers that they are being served by a brand new system, and it also makes Staten Island express service consistent with express bus service in the other boroughs (BxM for Bronx to Manhattan, BM for Brooklyn to Manhattan, and QM for Queens to Manhattan).

- **Use travel paths other than FDR Drive due to persistent congestion and longer distance traveled versus other routes.**

All possible travel paths were studied for directness, travel time, congestion, and reliability. On travel paths where existing bus service operates, MTA Bus Time GPS data was used to comprehensively compare average travel times. It was determined that Midtown buses traveling via Brooklyn would perform fastest and most reliably by traveling on FDR Drive.

- **Maintain the Church Street and Park Place stop for subway transfers.**

Subway transfers were considered in bus stop placement, which were selected to balance bus service speed and bus stop accessibility. Riders can transfer to the A, C, E, 4, 5, N, R, and W trains at the Fulton Street bus stop and the 1, 2, and 3 trains at the Chambers Street bus stop.

- **Continue to use Lexington Avenue for southbound routes from Midtown instead of 5th Avenue.**

In order to provide service located as convenient to the greatest number of people as possible and to take advantage of the NYCDOT 5th Avenue double painted bus lane project being implemented in June 2018, all Midtown service traveling southbound uses 5th Avenue. However, since several routes will need to use existing layover/staging space between 3rd Avenue and Lexington Avenue, the last stop and first stop for some routes will be 57th Street and Lexington Avenue, providing direct service to riders in that area.

- **Maintain service to 1st Avenue.**

Service to 1st Avenue is available at 23rd Street on the SIM3, SIM6, SIM10, and SIM31. For routes using the Lincoln Tunnel, currently direct express bus service to 1st Avenue is only available on one route, the X21. In the new network, routes were chosen to balance using the fastest streets for buses and going to the most popular travel areas. Most Midtown riders are traveling to destinations north of 42nd Street, so turning left from 42nd Street to travel north helps more riders than continuing to 1st Avenue.

- **Maintain the same number of routes serving the park and ride at South Beach on Father Capodanno Boulevard.**

In response to feedback and data regarding the density of residents near Hylan Boulevard, it was determined to revise the SIM7 travel path to use Hylan Boulevard north of Midland Avenue instead of Father Capodanno Boulevard. Compared to the existing network, Father Capodanno Boulevard will have a similar frequency of service to today. While there will be two routes operating on the street compared to four today, the routes will be operating roughly twice as frequent.

- **Continue to serve 34th Street west of 6th Avenue.**

42nd Street and 34th Street were compared to determine the best way to travel for routes accessing Midtown via the Lincoln Tunnel. 42nd Street was determined to be the best path based on average travel times to and from the tunnel and rider destinations. Riders needing to access 34th Street can walk eight blocks, take a local bus, or use one of 11 subway lines that travel between 42nd Street and 34th Street in approximately two minutes.

- **Extend the Church Street/Broadway routes to terminate at Canal Street.**
The terminal of the Downtown routes at Worth Street was selected based on bus stop location availability, bus staging locations, and cross-streets that are suitable for operating buses. The terminal is approximately a five minute walk from Canal Street.
- **Serve the Staten Island Mall with more than one route.**
The mall is served by the SIM4, SIM8, and SIM31 routes. Additionally, there will be non-stop park-and-ride service from the mall on the SIM4x and SIM8x.
- **Maintain bus stops on Mill Road.**
Mill Road is currently used as the terminal of the X2, X3, and X9 routes. In the redesign, no routes terminate in this location, so the staging area at Mill Road will not be utilized. By having all routes continue all the way to Eltingville Transit Center, riders will have more frequent service and ridership will be better distributed between buses. From the existing stops on Mill Road it is a five to six minute walk to stops on Hylan Boulevard at Tysens Lane and Ebbitts Street.
- **Create more frequency in the reverse commute direction, especially to the College of Staten Island.**
Bus service frequencies are scheduled according to MTA guidelines on ridership in order to use consistent scheduling practices citywide.
- **Add mid-route detours to the SIM33 and SIM31 on Narrows Road at Targee Street, Hylan Boulevard, and Fingerboard Road.**
These stops already have bus service on other routes (the SIM1, SIM7, SIM10, SIM15, and SIM35). Adding stops on the SIM31 and SIM33 would slow down service for riders on those routes.
- **Create real-time tracking on the SIM23 and SIM24.**
The SIM23 and SIM24 are operated by Academy Bus under contract to the City of New York. MTA and Academy are currently investigating the feasibility of implementing MTA Bus Time on the SIM23 and SIM24.
- **Have the MTA take over operation of the SIM23 and SIM24.**
The SIM23 and SIM24 are operated by Academy Bus under contract to the City of New York. While the City of New York and Academy Bus will need to adjust the route paths of the SIM23 and SIM24 to implement this plan, changing the operator of the routes is not a part of this proposal.
- **Enforce bus lanes/HOV lanes.**
The MTA continues to work with the NYPD and city and state DOTs on enforcement and use of bus priority lanes throughout the city.
- **Put a bus lane on Steuben Street.**
The MTA is working with NYCDOT to identify locations where bus lanes and other bus priority treatments can be installed.

Staff Summary

- **Add tolls on the Verrazano Narrows Bridge Brooklyn-bound and tolls on the East River crossings.**

Tolling is not under the authority of New York City Transit and not a part of this proposal.

- **Charge fares for children if they occupy a seat.**

Fare policy is set by the MTA Board and is not a part of this proposal.

- **Enforce fares better.**

Fare enforcement is an ongoing process and is not part of this proposal.

- **Buy newer buses/keep buses cleaner.**

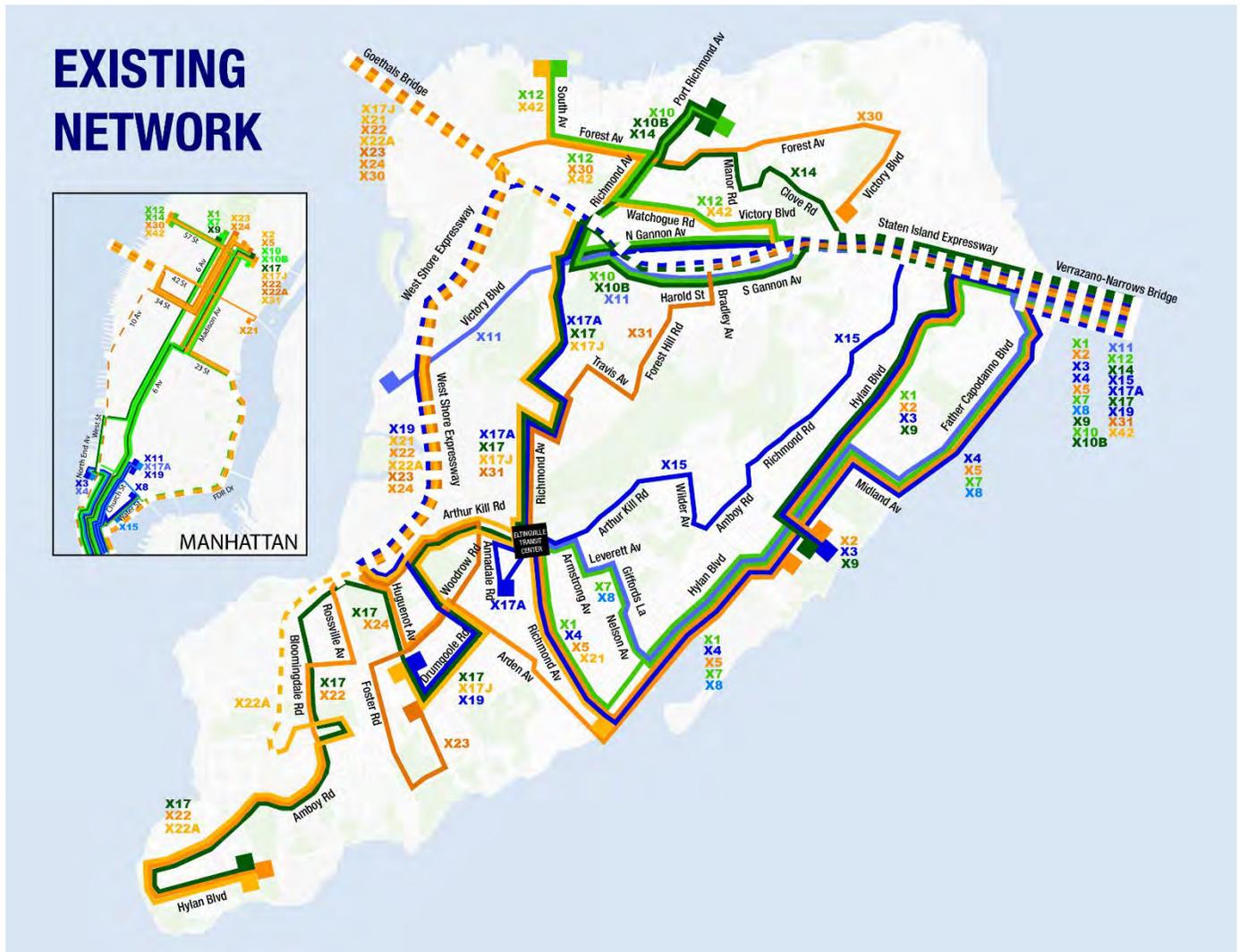
The MTA continues to purchase vehicles to update and upgrade its fleet. As older buses are retired, maintenance and cleaning of buses becomes more successful. Most of the Staten Island express bus fleet has been replaced with new buses in recent years.

- **Add bike racks to all buses.**

The MTA recently piloted bike racks on the S53 and S93 bus routes on Staten Island and the bike rack program was made permanent on those routes. Further expansion of the bike rack program is unrelated to this proposal.

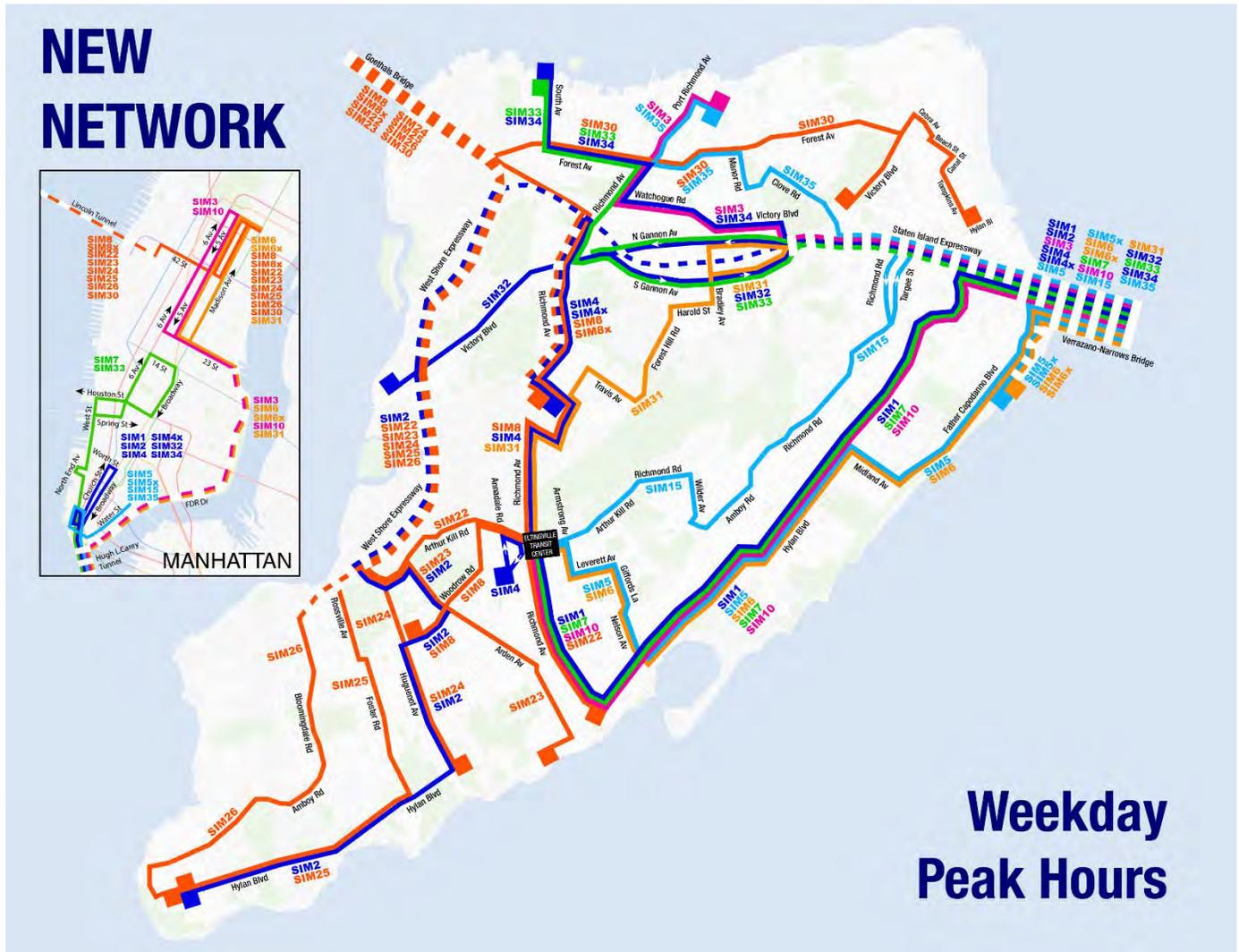
Staff Summary

Attachment 3



Staff Summary

Attachment 4



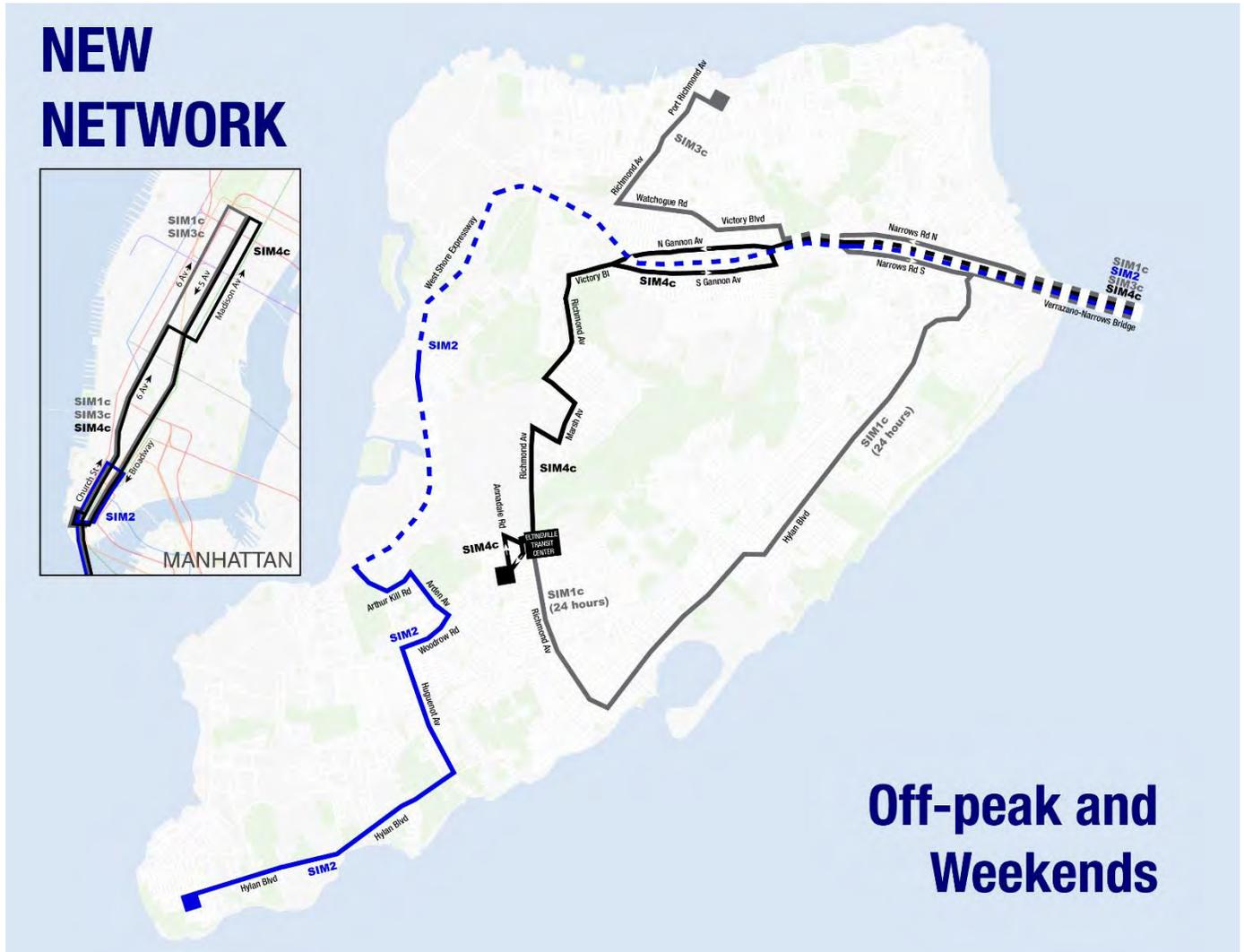
Staff Summary

Attachment 5



Staff Summary

Attachment 6



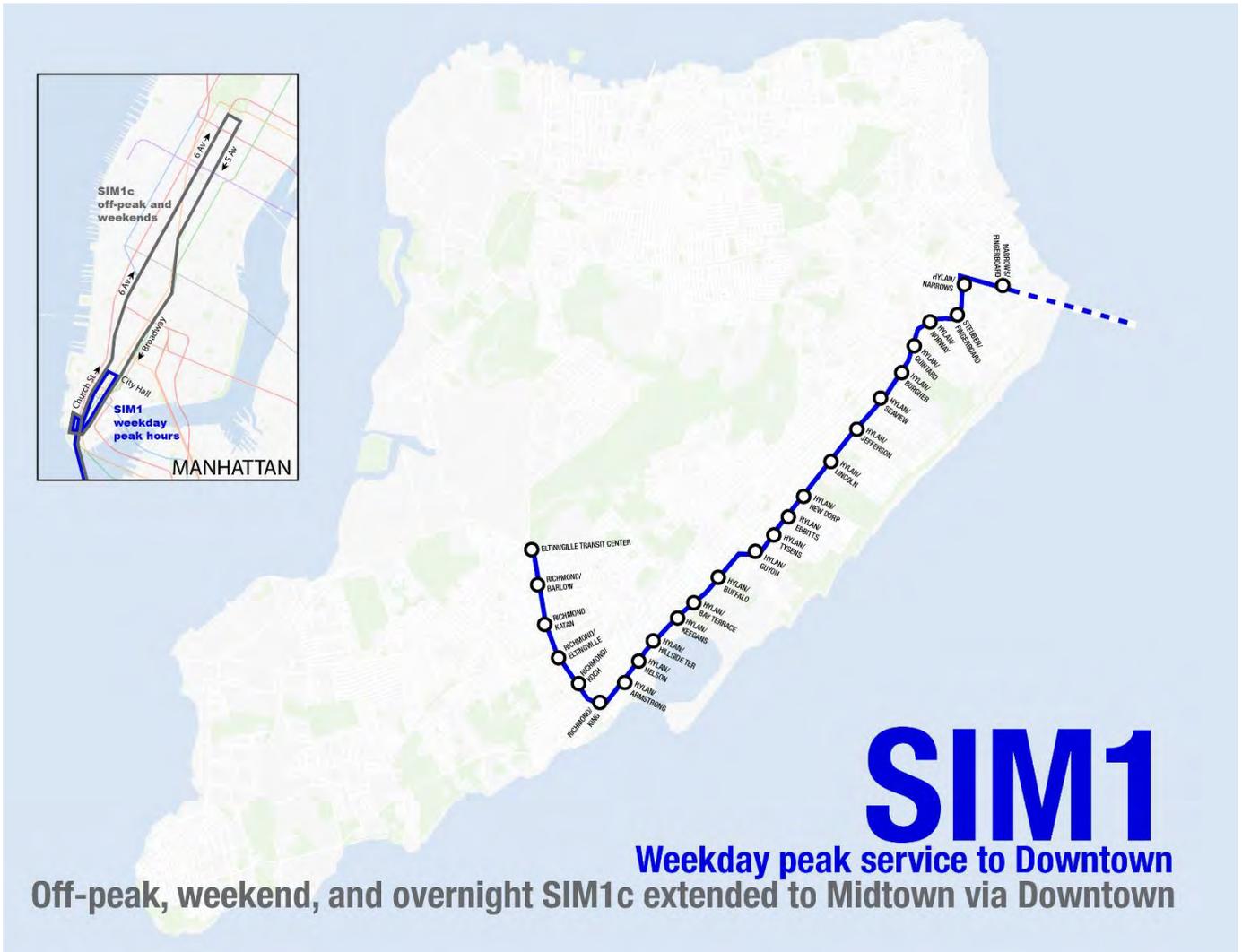
Staff Summary

Attachment 7



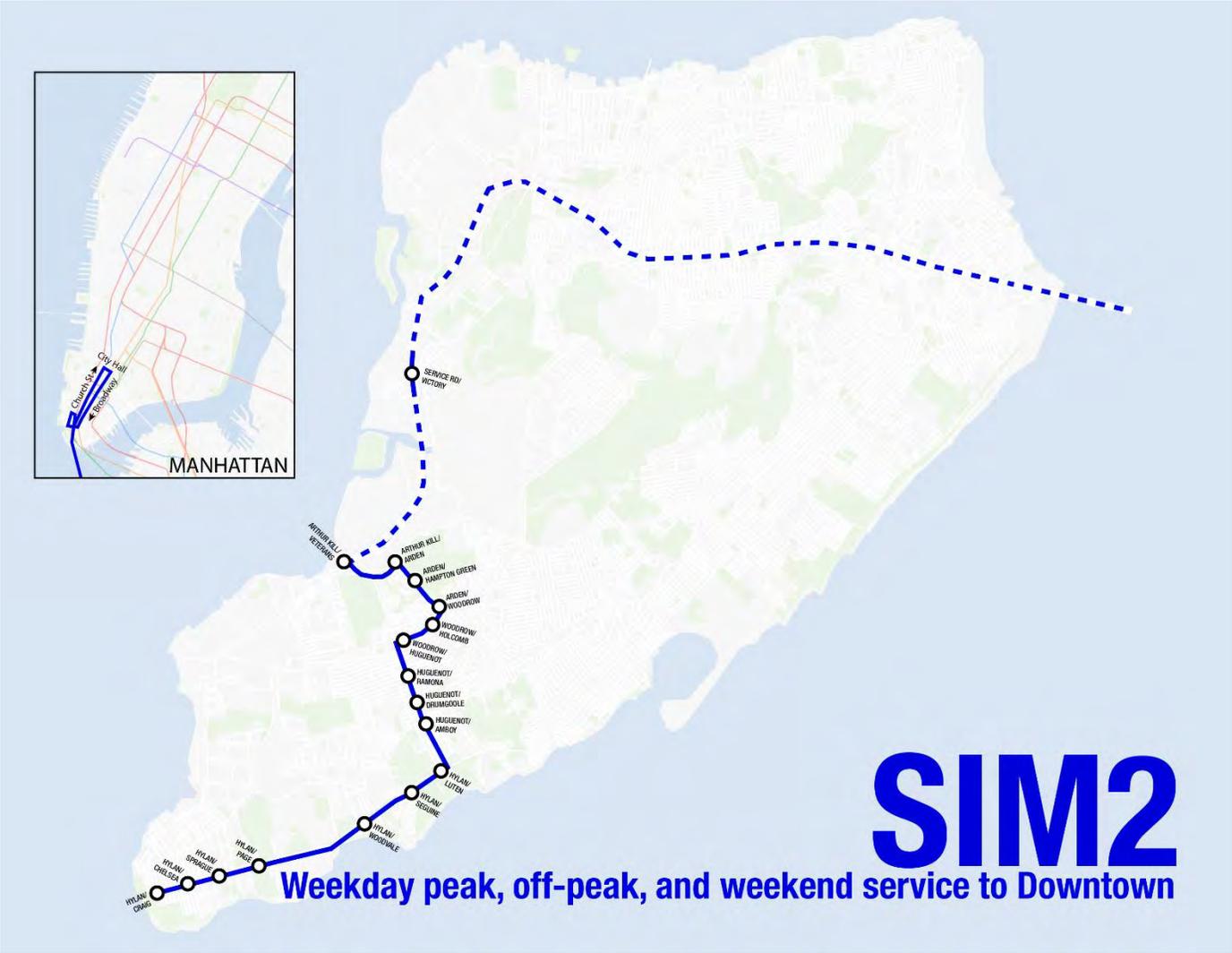
Staff Summary

Attachment 8



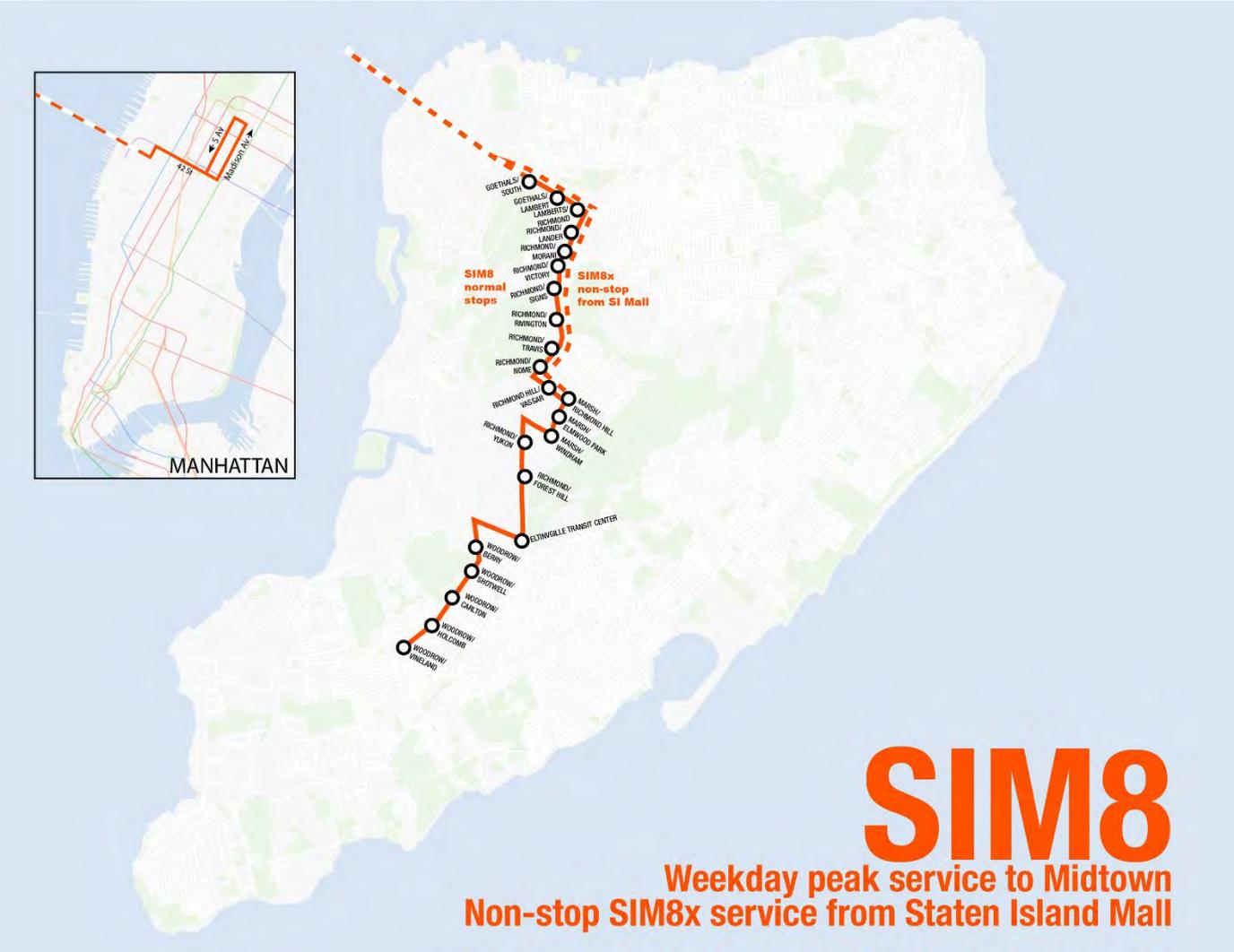
Staff Summary

Attachment 9



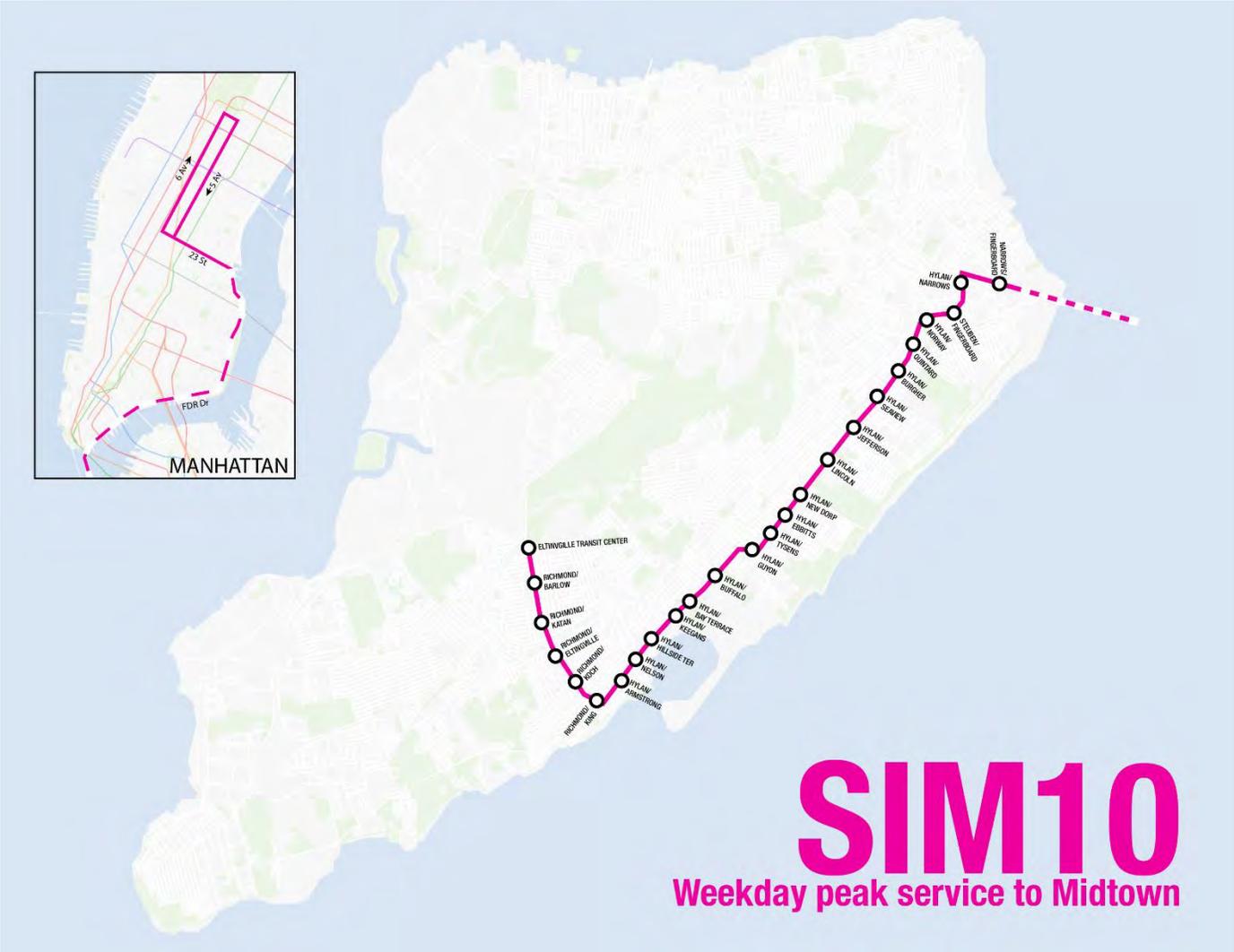
Staff Summary

Attachment 15



Staff Summary

Attachment 16



SIM10
Weekday peak service to Midtown

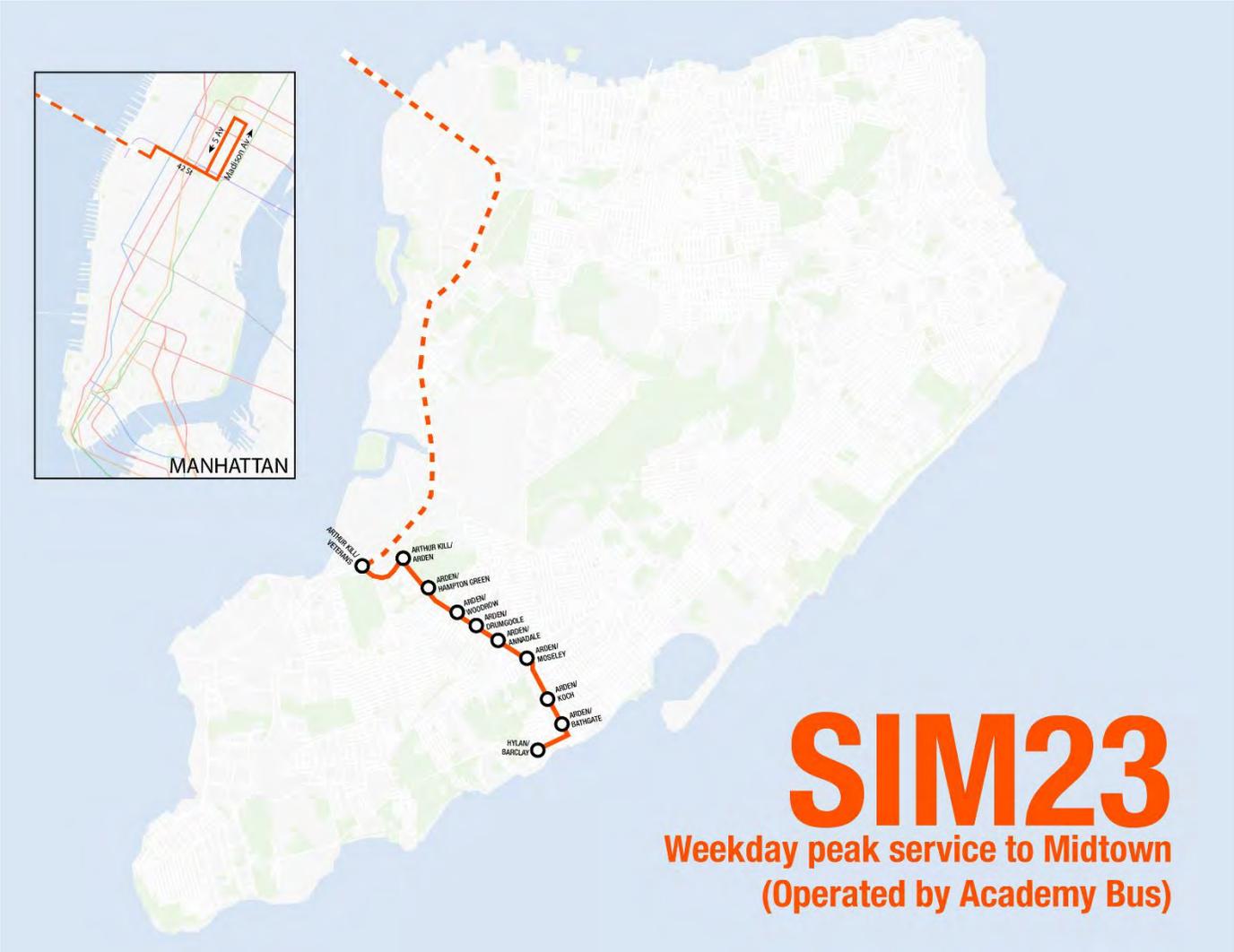
Staff Summary

Attachment 18



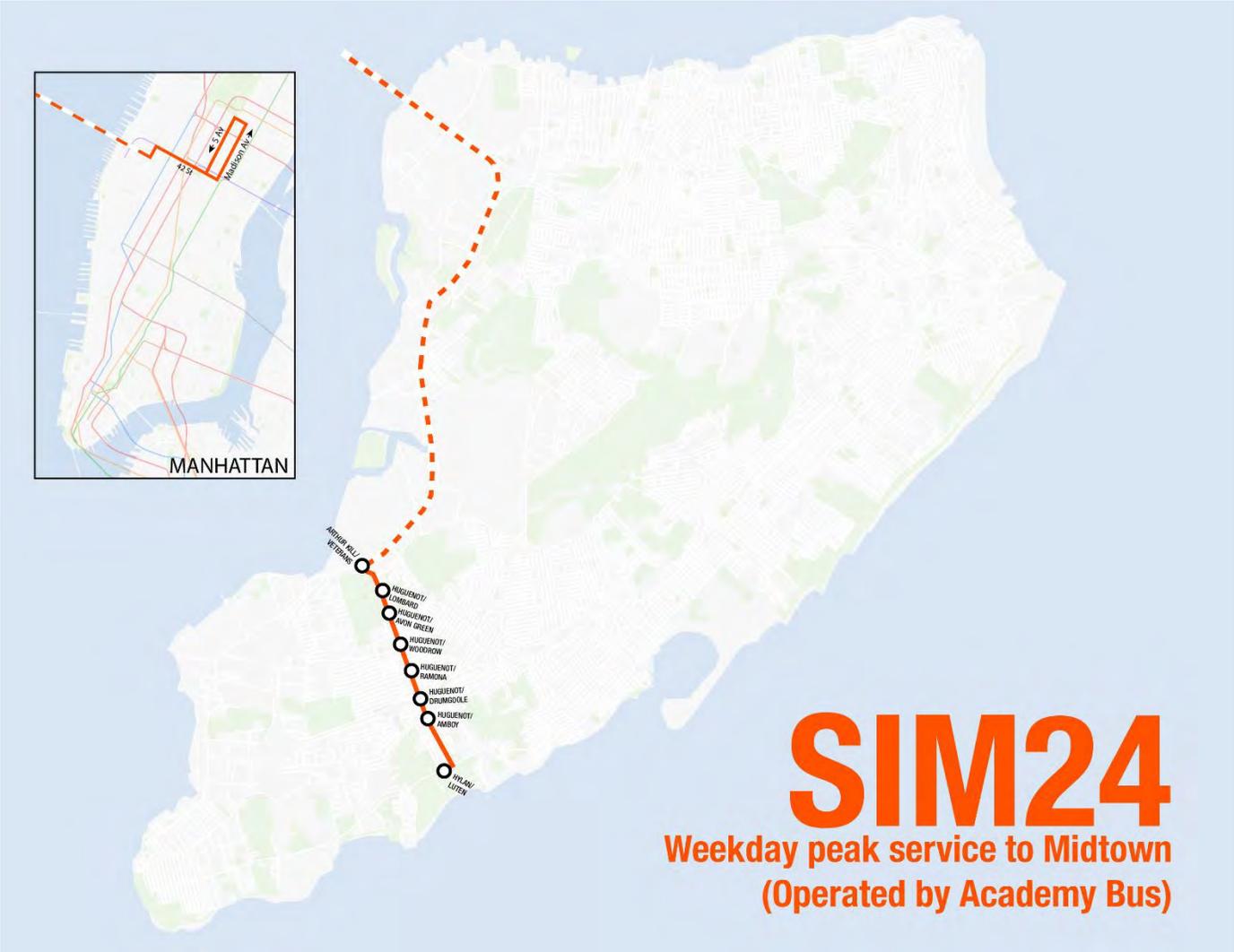
Staff Summary

Attachment 19



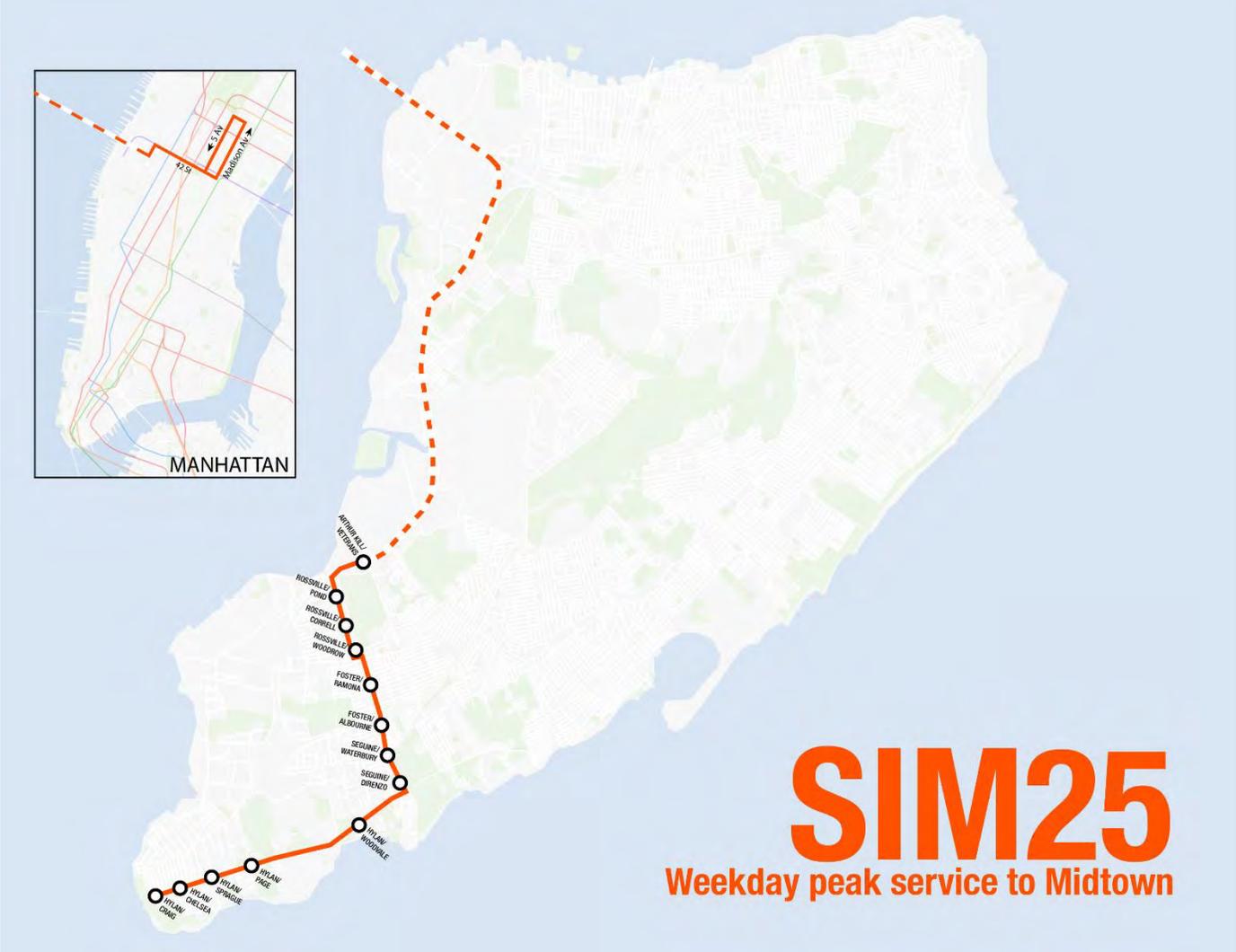
Staff Summary

Attachment 20



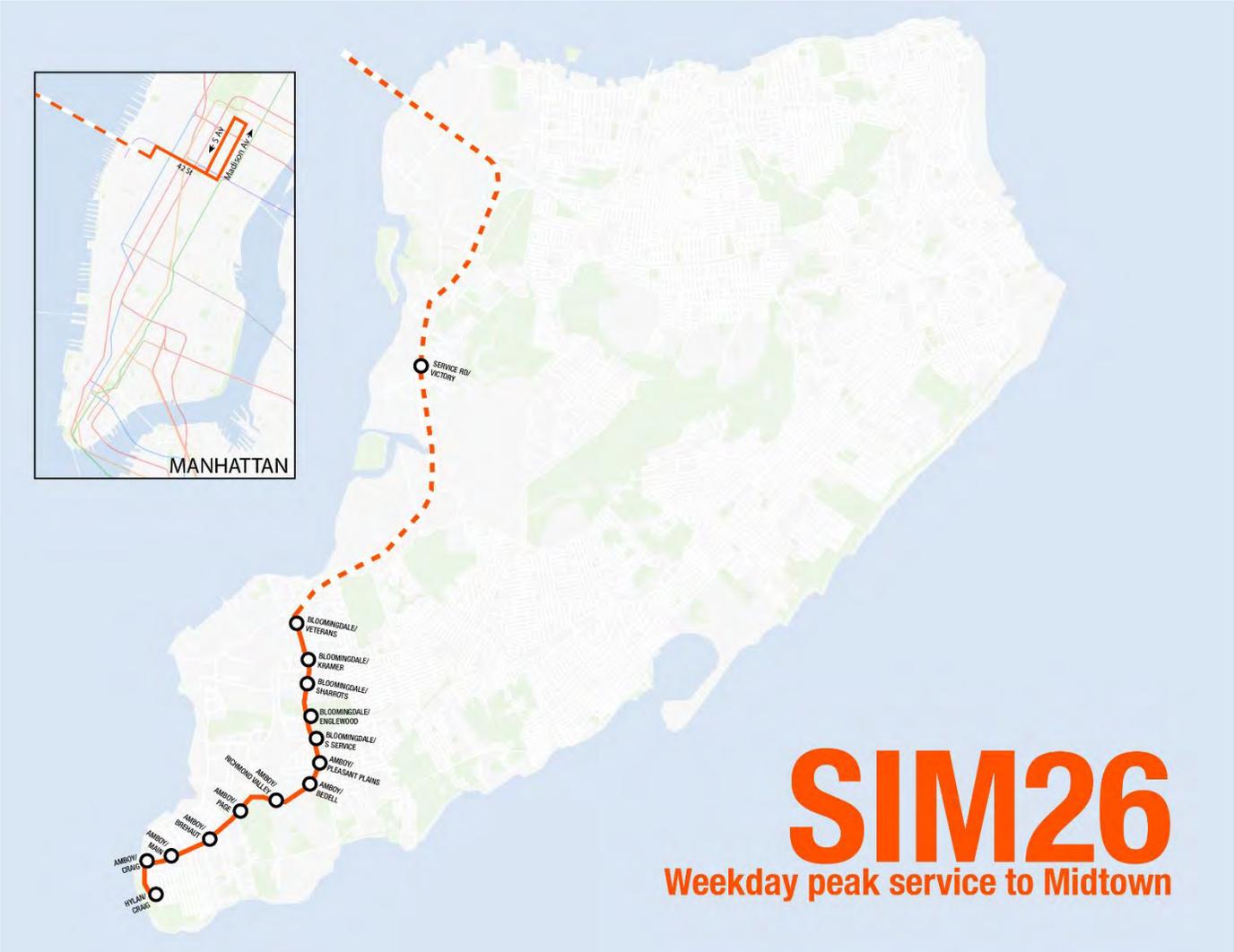
Staff Summary

Attachment 21



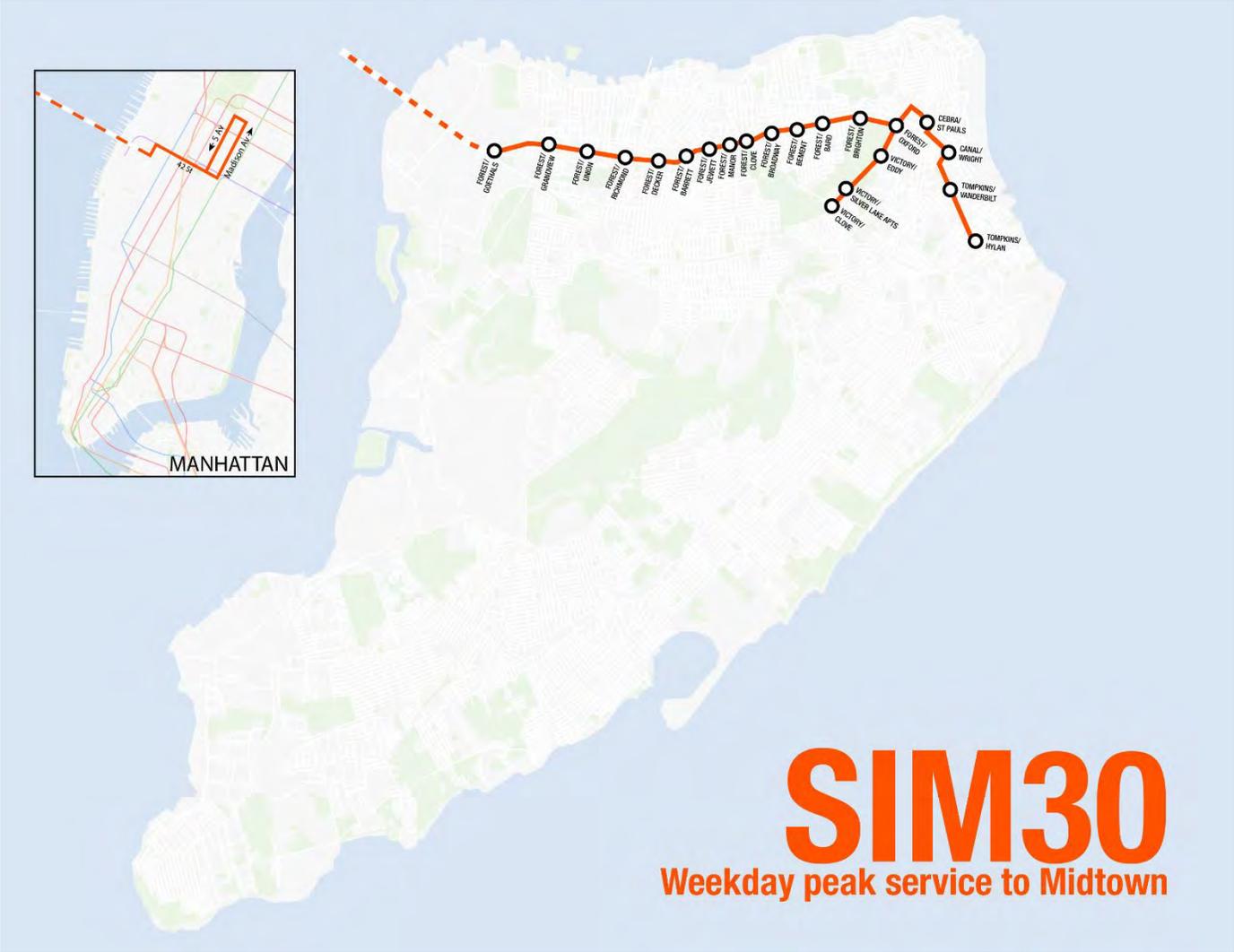
Staff Summary

Attachment 22



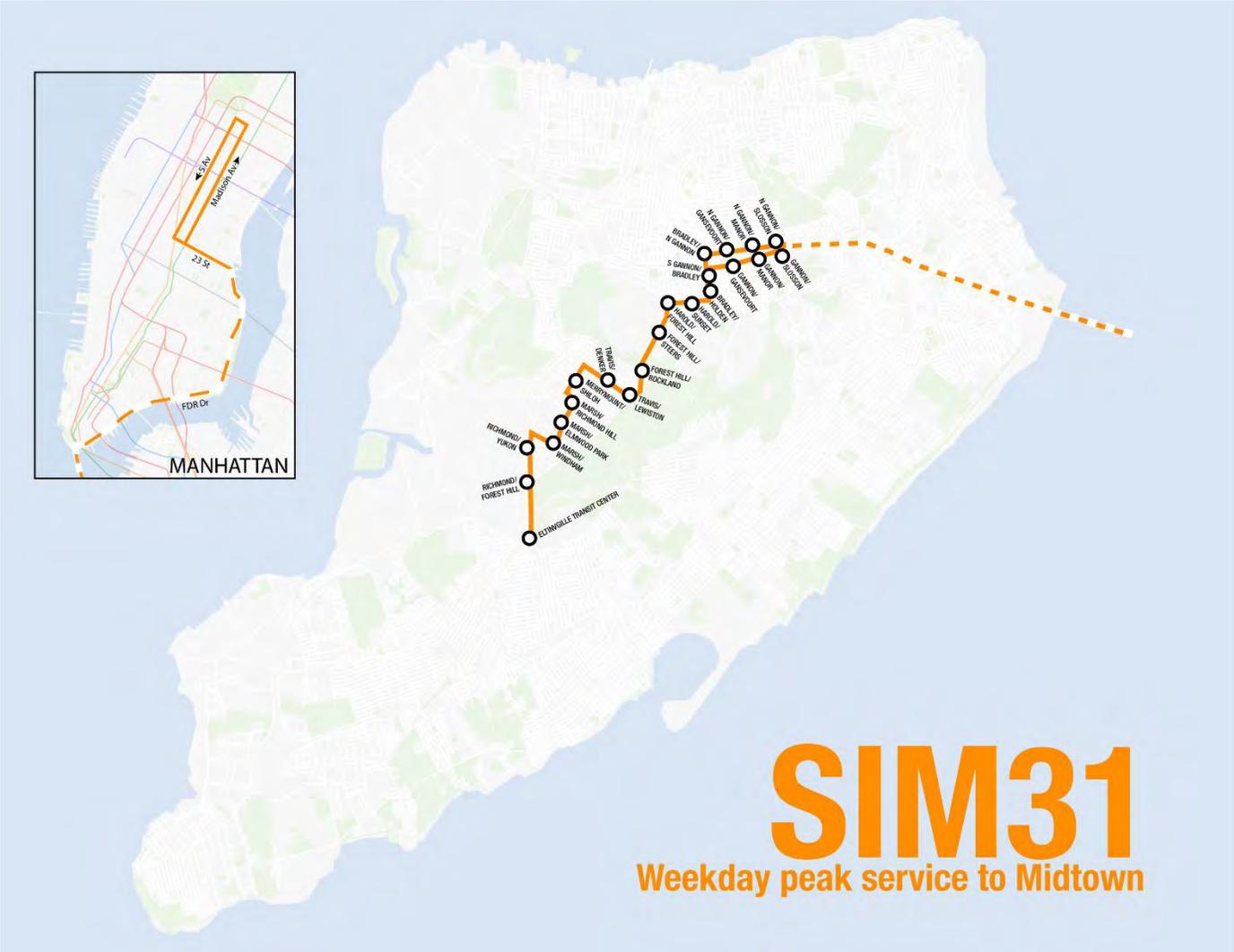
Staff Summary

Attachment 23



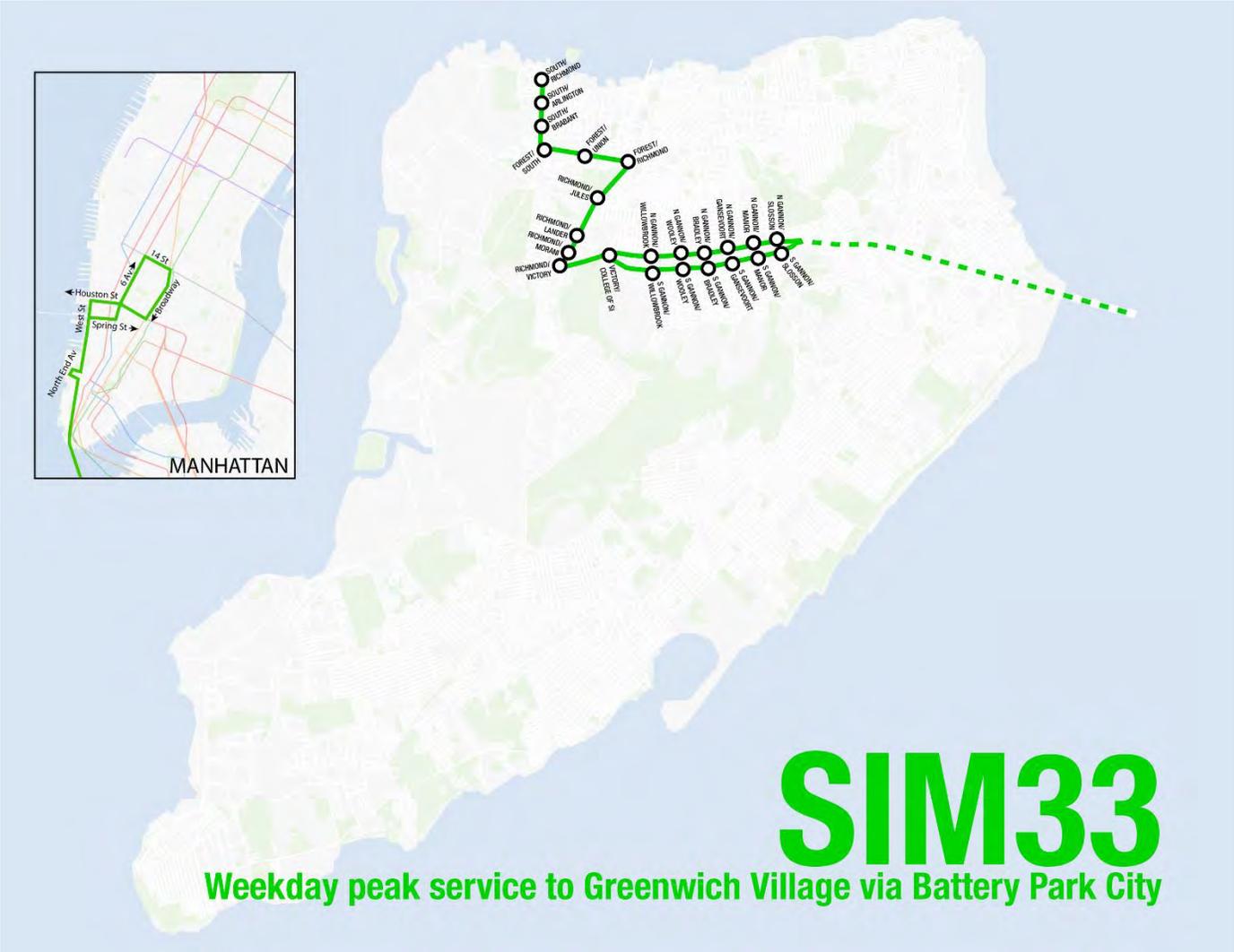
Staff Summary

Attachment 24



Staff Summary

Attachment 26



Staff Summary

Attachment 27





Service Changes: Bx27 Soundview Ferry Service

Peter Cafiero, Chief, Operations Planning

Service Issue

The New York City Economic Development Corporation (NYCEDC) is launching ferry service in Soundview at Clason Point Park in summer 2018. NYCEDC has requested that NYCT provide bus service to/from the ferry terminal. The Bx27 and Bx39 routes currently terminate approximately 1,000 feet northwest of the Soundview Ferry terminal. Having bus service directly at the ferry terminal would provide a seamless intermodal connection for customers.

Recommendation

Extend select weekday and weekend Bx27 trips the ferry landing at Clason Point Park to provide an intermodal connection between buses and ferries. Select Bx27 trips would be extended to the ferry from approximately 6:30 a.m. to 10:00 p.m. every day and would be scheduled around ferry departure and arrival times.

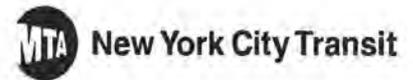
Budget Impact

The cost is estimated to be \$51,000 and will be incorporated into the 2018 Operating Budget.

Proposed Implementation Date

Summer 2018.

Staff Summary



Subject	Bx27 Service to Soundview Ferry
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah J. Wyss

Date	June 6, 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	VP General Counsel
7	Executive VP	3	Director OMB
6	SVP Bus	2	Acting VP G
5	Chief Cust. Office	1	Chief OF

6/7/18
6/7/18

Purpose

To inform the New York City Transit and MTA Bus Committee of a proposal to extend select Bx27 trips to Clason Point Park to serve the Soundview Ferry Terminal.

Discussion

The Bx27 is a 3.5-mile (in each direction) route that provides local bus service in the Bronx between Clasons Point and the Simpson Street **2** **5** subway station via Soundview Avenue, Randall Avenue, Rosedale Avenue, Watson Avenue, Morrison Avenue, and Westchester Avenue. The Bx27 operates daily from 5:00 a.m. to 7:30 p.m. between Clasons Point and the Simpson Street **2** **5** subway station. After 7:30 p.m., and throughout the night, the Bx27 operates between Clasons Point and the Morrison Avenue-Soundview **6** subway station. The Bx27 serves approximately 7,400 daily riders.

As part of the citywide ferry network expansion, the New York City Economic Development Corporation (NYCEDC) is launching ferry service in Soundview at Clason Point Park in summer 2018. NYCEDC has requested that NYCT provide bus service to/from the ferry terminal. The Bx27 and Bx39 routes currently terminate approximately 1,000 feet north of the Soundview Ferry terminal. Having bus service directly at the ferry terminal would provide a seamless intermodal connection for customers.

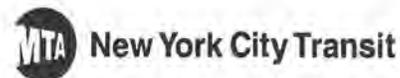
Recommendation

Extend select weekday and weekend Bx27 trips to the ferry landing at Clason Point Park to provide an intermodal connection between buses and ferries. Select Bx27 trips would be extended to the ferry from approximately 6:30 a.m. to 10:00 p.m. every day and would be scheduled around ferry departure and arrival times.

Alternatives

1. *Do nothing* – NYCT would lose the opportunity to provide an intermodal connection.

Staff Summary



2. *Extend all Bx27 trips to the Soundview Ferry Terminal* – The ferry is scheduled to run every 30 minutes during peak hours. At other times, headways will range from 45-90 minutes. Therefore, full-time bus service to/from the ferry terminal is not warranted.
3. *Extend select or all Bx39 trips to the Soundview Ferry Terminal* – The frequency of ferry service and anticipated ridership to/from the Soundview Ferry terminal do not currently warrant additional bus service at the terminal.

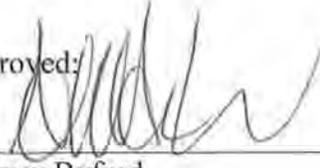
Budget Impact

The cost is estimated to be \$51,000 and will be incorporated into the 2018 Operating Budget.

Implementation Date

Summer 2018.

Approved:



Andrew Byford
President





Service Changes: Bus Schedule Changes Effective Fall 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, vehicle type has 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

Forty bus schedule changes (on twenty-nine routes) are proposed for implementation in Fall 2018.

Budget Impact

A net savings of \$1.9 million is expected with the implementation of the Fall 2018 schedule changes. While a total savings of \$4.9 million was achieved, \$3 million was reinvested to meet loading guidelines and running times, some of which were urgent needs.

The net savings is largely due to converting the B35 to articulated bus service and making service adjustments on the B12 totaling \$4 million in savings.

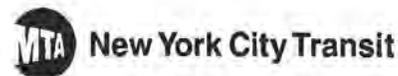
\$1.9 of the \$3 million was used to address significant needs on several routes that were brought to the attention of the Schedules Division. These issues were substantiated by Schedules personnel. Some of these routes include the B1 in the off-peak direction, the B63 in the AM and PM peak, a significant service enhancement on the Bx1/Bx2 Sunday schedule, AM peak service on the Bx13, and the Q32 weekday running time.

The \$1.9 million in savings will be incorporated into the 2018 Operating Budget.

Proposed Implementation Date

Fall 2018

Staff Summary



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

Date	June 6, 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	134	VP General Counsel X-6/7/18
7	Executive VP	R-3	Director OMB
6	SVP Buses	6/12/18	Acting VP
5	Chief	Officer	1 Chief O

6/14/18

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, vehicle type has 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.

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

Staff Summary



1. Twenty of the forty bus schedule changes contain increases in service frequency to meet MTA loading guidelines for bus operation.
2. Thirteen bus schedule changes contain reductions in service frequencies to more closely align service with customer demand and to meet established bus loading guidelines.
3. Seven bus schedule changes contain running time only increases to improve reliability utilizing information on the latest available traffic conditions. These changes largely reflect slower traffic speeds.
4. M60 SBS early AM service is being enhanced due to overcrowding in the eastbound direction toward LaGuardia Airport.
5. Q36 Little Neck branch has two changes: Span of service will be increased to match span of LIRR peak train service. Turnaround path will be reversed to better accommodate transfers to/from LIRR.

Recommendation

Implement the proposed changes on the forty schedules (on twenty-nine 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

A net savings of \$1.9 million is expected with the implementation of the Fall 2018 schedule changes. While a total savings of \$4.9 million was achieved, \$3 million was reinvested to meet loading guidelines and running times, some of which were urgent needs.

The net savings is largely due to converting the B35 to articulated bus service and making service adjustments on the B12 totaling \$4 million in savings.

\$1.9 of the \$3 million was used to address significant needs on several routes that were brought to the attention of the Schedules Division. These issues were substantiated by Schedules personnel. Some of these routes include the B1 in the off-peak direction, the B63 in the AM and PM peak, a significant service enhancement on the Bx1/Bx2 Sunday schedule, AM peak service on the Bx13, and the Q32 weekday running time.

The \$1.9 million in savings will be incorporated into the 2018 Operating Budget.

Implementation Date

Fall 2018

Staff Summary



Accessibility Matters

One-hundred percent accessible now, one-hundred percent accessible with planned service changes.

Approved:

A handwritten signature in black ink, appearing to read "Andrew Byford", written over a horizontal line.

Andrew Byford
President

**Attachment 1
Fall 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
	Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		
	Current	Proposed	Current	Proposed													
Route	Current	Proposed	Current	Proposed	Change												
B1**	2	2	97%	97%	6	6	79%	79%	3	3	93%	93%	12	12	89%	89%	+9.7%
B12	4	5	60%	74%	7	8	67%	81%	5	6	67%	74%	9	10	60%	70%	-8.0%
B35*	3	4	89%	75%	5	6	62%	57%	3	4	91%	77%	4	5	69%	66%	+23.3%
B45	12	12	85%	85%	15	15	74%	74%	10	10	72%	72%	15	15	78%	78%	-1.9%
B49	10	8	128%	92%	10	10	83%	83%	10	10	68%	68%	12	15	54%	68%	-2.3%
B63	9	7	116%	90%	12	12	91%	91%	10	9	99%	82%	20	20	100%	100%	+7.4%
Bx13	4.5	3.5	122%	95%	10	9	101%	86%	4.5	3.5	117%	96%	6	6	93%	93%	+6.6%
Bx30	6	6	95%	95%	15	15	75%	75%	8	10	63%	88%	15	15	94%	94%	-2.0%
Q28	3	3	79%	79%	10	10	71%	71%	5	6	60%	71%	9	9	61%	61%	-3.1%
Q55	5	5	95%	95%	15	15	63%	63%	8	10	71%	95%	20	20	74%	74%	-3.0%
S48/S98	5.5	5	91%	77%	12	12	77%	77%	5	5	77%	71%	30	20	133%	89%	+6.8%
S51/S81**	9	9	95%	95%	20	20	71%	71%	9	9	57%	57%	20	20	95%	95%	-2.1%
S62/S92	8	7	90%	80%	15	15	54%	54%	8	8	61%	61%	20	20	71%	71%	+0.6%
X27/X37***	6.5	7	75%	78%	30	30	70%	70%	9.5	9.5	62%	62%	15	15	70%	70%	-3.7%
X28/X38***	8	8	81%	81%	30	30	40%	40%	10.5	10.5	62%	62%	20	20	53%	53%	+3.9%

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 - Q32

(*) B35 - Articulated Bus Conversion, "Current" represents Standard Bus service, "Proposed" represents Articulated Bus service and Rev Mile Change represented in Revenue Seat Miles.

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

Saturday	Morning				Midday				Afternoon				Evening				Rev Miles
	Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		
	Current	Proposed	Current	Proposed													
Route	Current	Proposed	Current	Proposed	Change												
B15	9	9	79%	79%	8	7	104%	85%	9	8	100%	85%	8	9	64%	75%	+0.7%
B35*	5	7	67%	63%	5	6	73%	78%	4	5	71%	89%	4	6	64%	73%	+11.1%
B49	15	10	138%	92%	15	15	72%	72%	15	15	58%	58%	20	20	52%	52%	+2.0%
Bx13	15	12	101%	81%	9	8	102%	87%	8	7	101%	83%	8	8	90%	90%	+2.6%
Bx26	20	15	102%	76%	15	15	74%	74%	12	15	73%	91%	15	15	55%	55%	0.0%
Bx28/Bx38	10	10	92%	92%	9	9	88%	88%	9	8	100%	85%	9	9	71%	71%	+0.8%
Bx30	20	15	131%	99%	20	15	108%	81%	15	12	113%	90%	15	15	75%	75%	+10.3%
Bx35	9	7	143%	100%	8	7	112%	93%	8	8	96%	96%	9	9	99%	99%	+12.5%
Q12	10	8	132%	96%	9	9	87%	87%	9	9	78%	78%	8	9	51%	60%	-0.4%
S44**	15	15	76%	76%	15	15	65%	65%	15	15	63%	63%	20	20	77%	77%	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 - M20, Q24, S78

(*) B35 - Articulated Bus Conversion, "Current" represents Standard Bus service, "Proposed" represents Articulated Bus service and Rev Mile Change represented in Revenue Seat Miles.

**Attachment 1
Fall 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
	Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route																	
B15	12	12	98%	98%	9	8	109%	93%	8	8	75%	75%	8	9	58%	66%	+2.2%
B35*	9	12	99%	89%	4	6	51%	63%	5	6	70%	75%	8	12	92%	97%	+11.2%
Bx1	20	20	76%	76%	20	15	127%	95%	12	12	58%	58%	30	15	151%	76%	+12.9%
Bx2	20	20	78%	78%	20	15	120%	90%	15	12	115%	59%	20	15	102%	76%	+16.4%
Bx5**	20	20	95%	95%	12	12	63%	63%	12	12	54%	54%	15	15	92%	92%	0.0%
Bx13	20	20	81%	81%	10	10	87%	87%	9	8	112%	95%	8	9	80%	94%	+1.0%
Bx28/Bx38	15	15	84%	84%	15	12	104%	83%	10	10	84%	84%	12	12	93%	93%	-2.0%
Bx30	20	20	94%	94%	20	20	83%	83%	20	15	106%	80%	20	20	75%	75%	+1.9%

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 - Bx29, Q12, S78
 (*) B35 - Articulated Bus Conversion, "Current" represents Standard Bus service, "Proposed" represents Articulated Bus service and Rev Mile Change represented in Revenue Seat Miles.
 (**) Trip adjustment may occur during time periods not shown above



Service Changes: Off-Peak Frequency Enhancements for the Q6 and Q69, Effective September 2018

Darryl C. Irick, President, MTA Bus Company

Service Issue:

Fast Forward is the joint-NYC Transit and MTA Bus plan to modernize NYC's transit system. Included in this plan is a pilot initiative to strategically expand off-peak bus service to increase frequencies. Service would be expanded during the off-peak periods at levels that are above those specified in the loading guidelines. Ridership levels would be evaluated to assess the effect of the added service.

The Q6 and Q69 are the MTA Bus operated local bus routes that would receive increased off-peak service under this pilot.

Recommendation:

Pilot off-peak service enhancements on five bus schedules on the Q6 and Q69 as part of a pilot *Fast Forward* plan initiative.

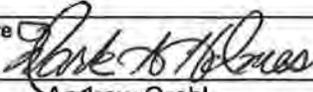
Budget Impact:

The frequency enhancements represent an estimated cost of approximately \$1,346,000 annually. The costs of these service changes will be included in the November Plan Update.

Proposed Implementation Date:

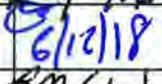
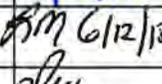
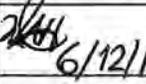
September 2018.

Staff Summary

Subject	Off-Peak Frequency Enhancements for the Q6 and Q69, Effective September 2018
Department	Operations Planning
Department Head Name	Mark A. Holmes
Department Head Signature	
Project Manager Name	Andrew Grahl

Date	June 12, 2018
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
4	President		 6/12/18
3	Executive Vice President		 6/12/18
2	Acting VP, Govt. and Community Relations		 6/12/18
1	Chief Officer, Operations Planning		 6/12/18

Purpose:

To obtain presidential approval for and to inform the New York City Transit and MTA Bus Committee of bus schedule changes to increase off-peak scheduled levels of service on the Q6 and Q69 local bus routes.

Discussion:

Fast Forward is the joint-NYC Transit and MTA Bus plan to modernize NYC’s transit system. Included in this plan is a pilot initiative to strategically expand off-peak bus service to increase frequencies. Service would be expanded during the off-peak periods at levels that are above those specified in the loading guidelines. Ridership levels would be evaluated to assess the effects of the added service. The candidate routes are those that are expected to benefit from more frequent off-peak service, such as those that would attract off-peak commuters, have trip generators along the route, and have strong peak period ridership to build on.

The Q6 and Q69 are the MTA Bus operated local bus routes that would receive off-peak frequency enhancements under this pilot. Note that the Q22 would also receive enhanced off-peak frequencies, however, the off-peak service would be one element of a wider set of proposed Q22 service changes, which will be presented together in a Staff Summary in July 2018.

The Q6 provides local service at all times, as well as weekday peak period, peak direction limited-stop service (northbound weekday AM peak periods and southbound weekday PM peak periods). Q6 local and limited-stop service are provided between Downtown Jamaica, Queens and the JFK Airport North Boundary Road Cargo area, a one-way distance of approximately 5.8 miles (see Attachment 1). The Q6 transports approximately 10,600

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

passengers per weekday, 5,750 passengers per Saturday, and 4,290 passengers per Sunday. The Q6 operates along the dense Sutphin Boulevard corridor with Downtown Jamaica at the northern end, airport related employment centers at the southern end, and residential in the middle.

The Q69 provides local bus service at all times except for overnights between Jackson Heights and Long Island City in Queens, a one-way distance of approximately 5 miles (see Attachment 2). The Q69 transports approximately 9,590 passengers per weekday, 4,350 passengers per Saturday, and 3,050 passengers per Sunday. The Q69 serves the Ditmars Boulevard and 21st Street corridors. There is active growth at the southern end of the route in Queens Plaza and Court Square, and along the 21st Street corridor with new residential and mixed-use buildings, and redevelopment of older buildings. Construction on many of the buildings are complete, but construction continues on many other buildings.

The proposed increases in service levels for September 2018 are shown in Attachment 3. There are five bus schedule changes on the Q6 and Q69. All five schedule changes contain increases in service frequency. (Note that the Q6 already has planned Saturday frequency enhancements effective in July 2018 that were presented in a schedules change Staff Summary in May 2018.)

Recommendation:

Pilot off-peak service enhancements on five bus schedules on the Q6 and Q69 as part of a *Fast Forward* plan initiative.

Alternatives:

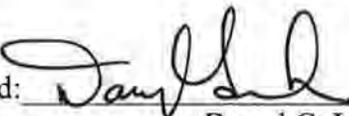
Do nothing. MTA Bus Company would not make adjustments to service levels to pilot improved off-peak service, which is one of the *Fast Forward* plan initiatives.

Budget Impact:

The frequency enhancements represent an estimated cost of approximately \$1,346,000 annually. The costs of these service changes will be included in the November Plan Update.

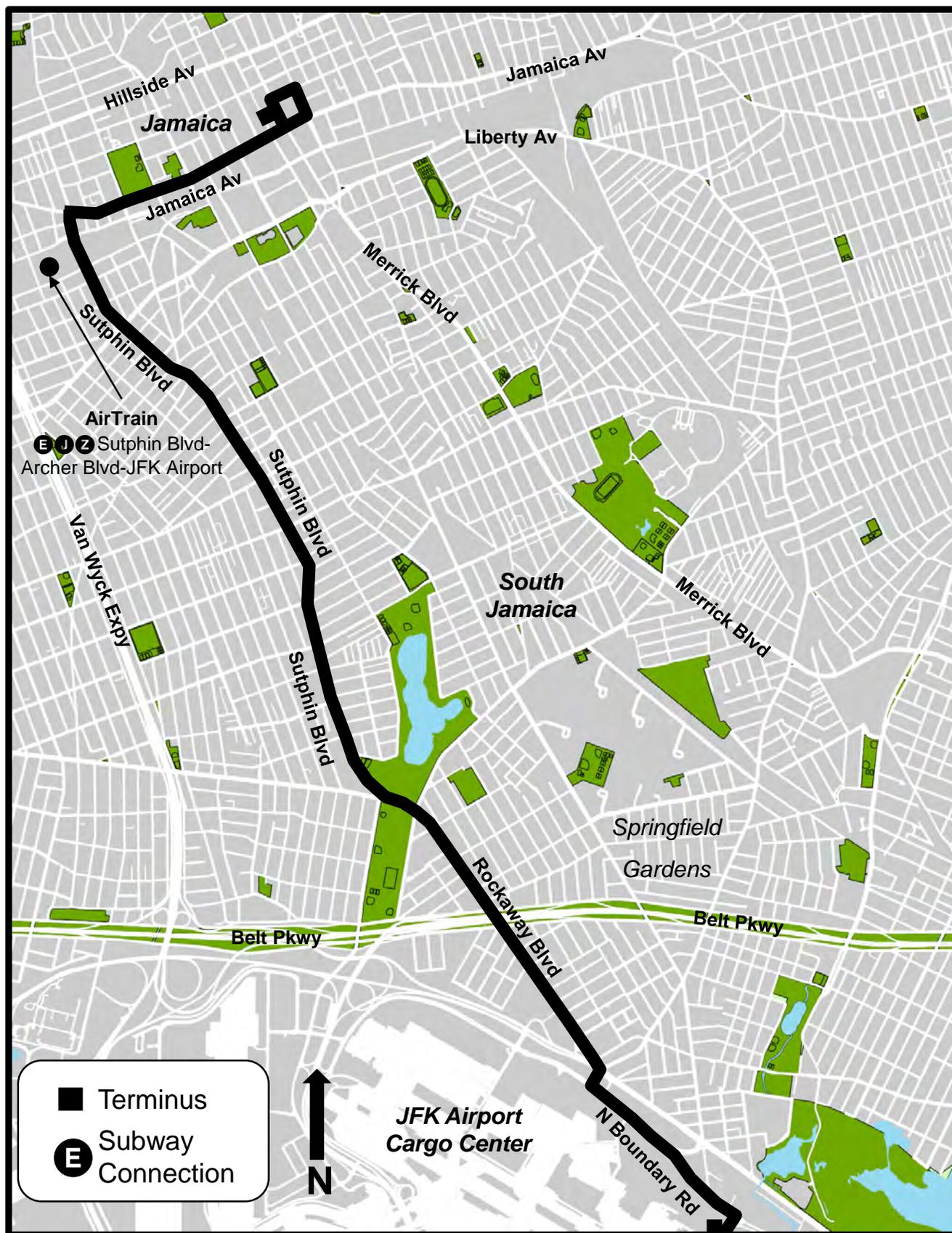
Implementation Date:

September 2018.

Approved: 
Darryl C. Irick
President

Attachment 1

Q6 - Jamaica to JFK Airport North Boundary Road



Attachment 2

Q69 – Long Island City to Jackson Heights



**Attachment 3
September 2018 - Page 1 of 2**

The table below shows the headways 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	
	Scheduled Headway in Minutes (*)		Scheduled Headway in Minutes (*)		Scheduled Headway in Minutes (*)		Scheduled Headway in Minutes (*)	
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Q6	3	3	10	7.5	3.5	3.5	15	12
Q69	6	6	15	10	7.5	7.5	15	15

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

Saturday	AM Peak		Midday		PM Peak		Evening	
	Scheduled Headway in Minutes (*)							
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Q69	20	15	15	10	15	10	20	15

**Attachment 3
September 2018 - Page 2 of 2**

The table below shows the headways 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	AM Peak		Midday		PM Peak		Evening	
	Scheduled Headway in Minutes (*)		Scheduled Headway in Minutes (*)		Scheduled Headway in Minutes (*)		Scheduled Headway in Minutes (*)	
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Q6	20	10	15	12	15	10	20	15
Q69	20	15	20	10	20	10	30	20

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

<u>Fare Media</u>	<u>April 2017</u>	<u>April 2018*</u>	<u>Difference</u>
Cash	2.1%	1.9%	(0.1%)
Single-Ride Ticket	0.8%	0.8%	(0.1%)
Bonus Pay-Per-Ride	39.8%	40.3%	0.6%
Non-Bonus Pay-Per-Ride	4.6%	4.3%	(0.4%)
7-Day Farecard	22.5%	22.1%	(0.3%)
30-Day Farecard	<u>30.3%</u>	<u>30.6%</u>	0.3%
Total	100.0%	100.0%	

* Preliminary

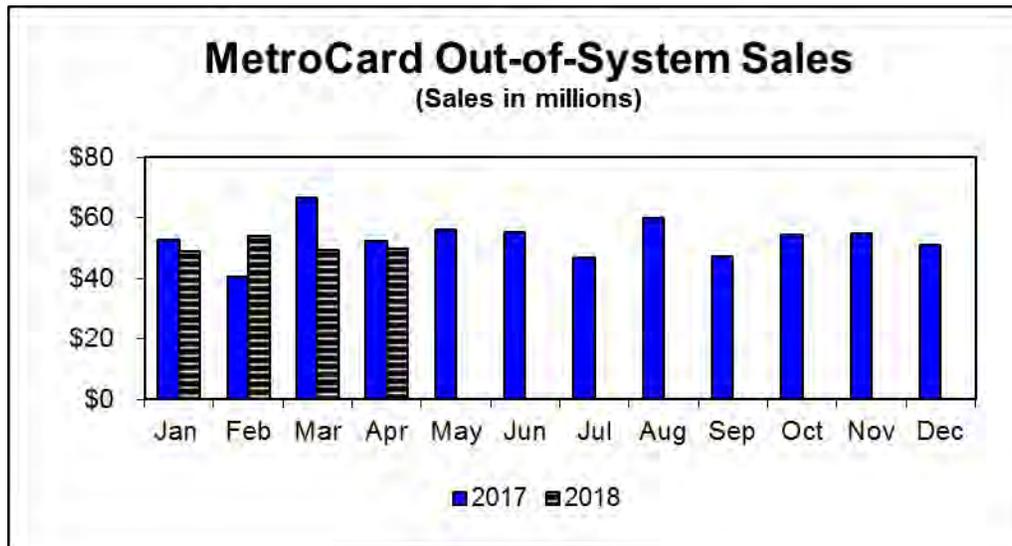
Note: Percentages may not add due to rounding.

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 April 2018 was 4,027, a 4.51 percent decrease from the same period last year. The average value of a credit issued was \$74.34.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$49.7 million in April 2018, a 5.2 percent decrease compared to April of 2017. Year to date sales totaled \$202.1 million, a 4.7 percent decrease compared to the same period last year.



Retail Sales

There were 4,233 active out-of-system sales and distribution locations for MetroCards, generating \$20.7 million in sales revenue during April 2018.

Employer-based Sales of Pre-tax Transportation Benefits

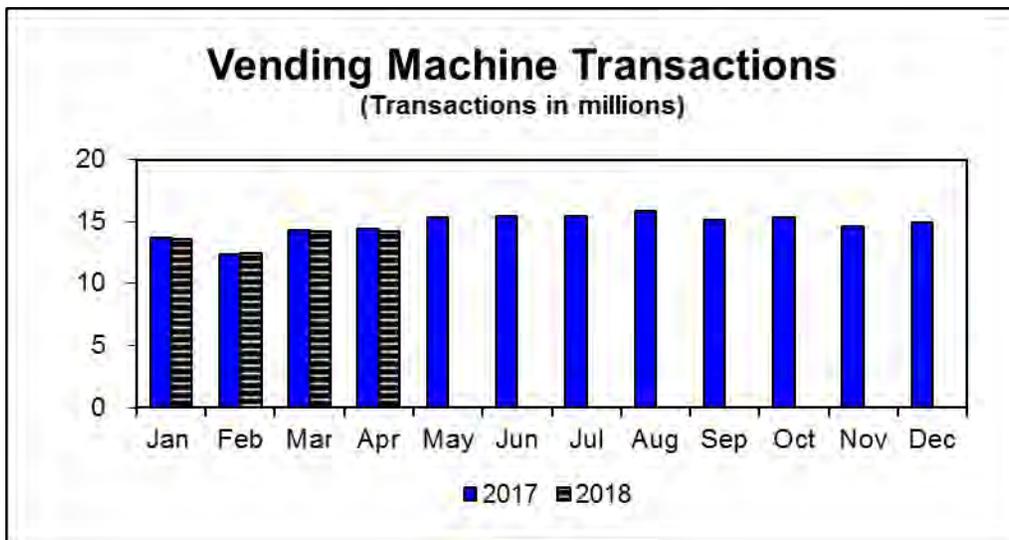
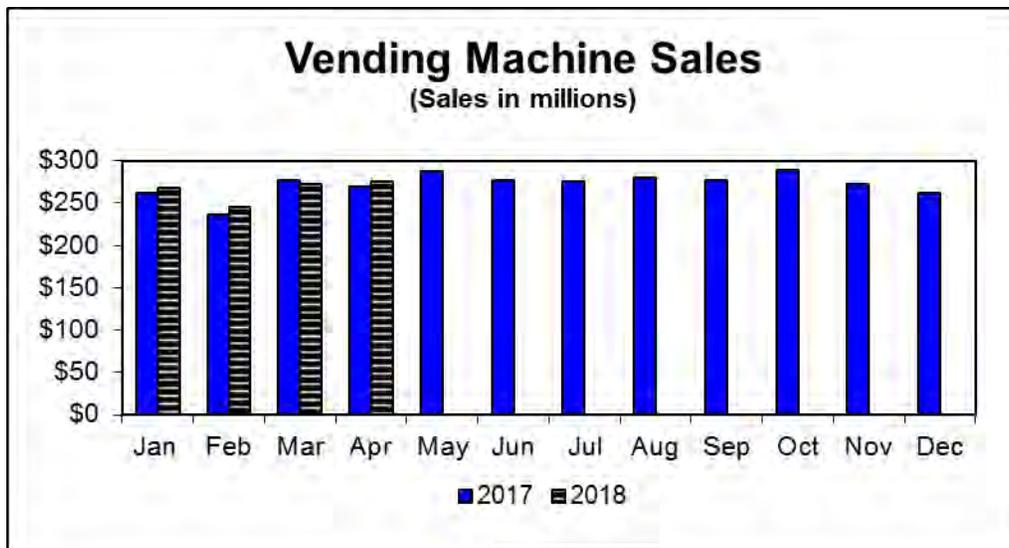
Sales of 133,890 MetroCards valued at approximately \$12.4 million were made in April 2018 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$92.81. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 121,288 for April 2018, generating an additional \$14.7 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$108.1 million, a 5 percent decrease when compared to last year.

Mobile Sales Program

In April 2018, the Mobile Sales unit completed 200 site visits, of which 140 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$100,000 in revenue was generated. In April 2018, the Mobile Sales unit assisted and enabled 1,656 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as support for the Seaview Manor Home for Adults (Queens).

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines and MetroCard Express Machines) during April 2018 totaled \$274.7 million, on a base of 14.2 million customer transactions. This represents 0.5 percent decrease in vending machine transactions compared to the same period last year. During April 2018, MEMs accounted for 2,079,289 transactions resulting in \$57,100,010.05 in sales. Debit/credit card purchases accounted for 81.2 percent of total vending machine revenue, while cash purchases accounted for 18.8 percent. Debit/credit card transactions account for 59.2 percent of total vending machine transactions, while cash transactions account for 40.8 percent. The average credit sale was \$30.23, more than three times the average cash sale of \$8.89. The average debit sale was \$21.10.



Reduced-Fare Program

During April 2018, enrollment in the Reduced-Fare Program increased by 6,471 new customers. The total number of customers in the program is 1,141,971. Seniors account for 949,556 or 84 percent of the total Reduced-Fare customer base. Persons with disabilities comprise the remaining 16 percent or 192,415 customers. Of those, a total of 40,303 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-Fare customers added approximately \$8.4 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In April 2018, the EasyPay Reduced Fare program enrollment totaled 176,727 accounts. During the month, active EasyPay customers accounted for approximately 2.4 million subway and bus rides with \$2.5 million charged to their accounts. Each active account averaged 29 trips per month, with an average monthly bill of \$15.

EasyPay Xpress Pay-Per-Ride Program

In April 2018, enrollment in the EasyPay Xpress PPR program totaled 116,372 accounts. During that month, active Xpress PPR customers accounted for approximately 2.0 million subway, express bus and local bus rides with \$5.3 million charged to their accounts. Each active account averaged 22 trips per month, with an average monthly bill of \$58.

EasyPay Xpress Unlimited Program

In April 2018, enrollment in the EasyPay Xpress Unlimited program totaled 24,052 accounts. During that month, active Xpress Unlimited customers accounted for approximately 1.1 million subway and local bus rides with \$2.4 million charged to their accounts. Each active account averaged 49 trips per month with a fixed monthly bill of \$121.00.



Standard Follow-Up Report: Transit Recidivism Report 1st Quarter 2018

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

The following highlights information reported to New York City Transit by the NYPD Transit Bureau concerning arrests in the subway system, made during the 1st Quarter of 2018, of persons who had arrest records for prior index felony crimes or sex offenses committed in the subway system. For further statistical information, see the Chart on the following page.

- Total transit recidivist arrests for 1st Quarter 2018 totaled 66, an increase over 4th Quarter 2017 (50 arrests) as well as an increase over the average quarterly number of recidivist arrests during 2017 (which was also 50).
- Index felony recidivist arrests for the 1st Quarter 2018 were substantially higher than in 4th Quarter 2017 (45 such arrests compared to 26 in the prior period). Robbery recidivist arrests increased significantly (13 in the 1st Quarter 2018 compared to 6 in the 4th Quarter), while grand larceny recidivist arrests in the 1st Quarter also increased (23 arrests in the 1st Quarter versus 19 in the prior three month period). Combined, the offenses of grand larceny and robbery in the 1st Quarter accounted for 80% (36 out of 45) of the index felony crime recidivist arrests during the period. Nine assault arrests were made in the 1st Quarter, accounting for the remainder.
- There were 21 sex offense recidivist arrests for the 1st Quarter 2018, compared to 24 such arrests for the prior period. 1st Quarter forcible touch and public lewdness arrests both increased slightly, relative to the prior quarter, while arrests of recidivists for persistent sex abuse were lower (from 11 such arrests in the 4th Quarter to 2 in the current period).
- We continue to work with NYPD Transit Bureau leadership toward the shared goal of effective arrest and prosecution of recidivist sex offenses and index felony crimes committed in our subways. The substantial increase in index felony recidivist arrests in the First Quarter of 2018 – such arrests increased by more than 70% over the prior quarter – is a notable indication of NYPD Transit Bureau’s focused efforts.

James Henly

General Counsel and Vice President, Law Department

MTA New York City Transit

Transit Recidivism Report

Statistical Summary: 1st Quarter 2018 Update

	1st Quarter 2018	4th Quarter 2017	Annual 2017	2017 Quarterly Average
Recidivist Arrests				
Index Felony Recidivist Arrests	45	26	110	28
Sex Offense Recidivist Arrests	<u>21</u>	<u>24</u>	<u>89</u>	<u>22</u>
Total Recidivist Arrests	66	50	199	50
Distribution by Offense				
<u>Index Felonies</u>				
Grand Larceny	23	19	63	16
Robbery	13	6	37	9
Assault	9	1	7	2
Other	0	0	3	1
<u>Sex Offenses</u>				
Forcible Touch	10	8	35	9
Public Lewdness	8	4	27	7
Persistent Sex Abuse	2	11	24	6
Other	1	1	3	1
Distribution by County				
New York	33	36	124	31
Kings	24	5	38	10
Bronx	8	5	25	6
Queens	1	4	12	3

Source: NYPD Transit Bureau data reporting individuals arrested in Transit system for index felony crimes or sex offense crimes. For First Quarter 2018, data includes arrests where arrestee had a prior record of arrest in the Transit system for two or more index felony or sex offense crimes.



New York City Transit

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