



New York City Transit

Committee Meeting

September 2018

Committee Members

F. Ferrer, Committee Chairman

A. Albert

R. Glucksman

D. Jones

S. Metzger

C. Moerdler

S. Rechler

J. Samuelsen

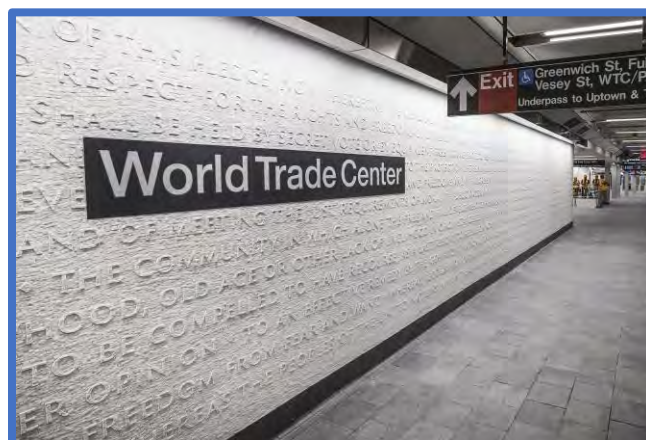
P. Trottenberg

V. Vanterpool

J. Vitiello

P. Ward

C. Weisbrod



NYC Transit's WTC Cortlandt station – rebuilt in the footprint of the former Cortlandt St station whose infrastructure was destroyed by the collapse of the twin towers during the 9/11 terror attacks – is now open. Commissioned by MTA Arts & Design, the platform walls feature a woven field of text from the U.S. Declaration of Independence and the 1948 United Nations Universal Declaration of Human Rights by multimedia artist Anne Hamilton.

New York City Transit and Bus Committee Meeting

**2 BROADWAY
20TH FLOOR BOARD ROOM
NEW YORK, NY 10004**

**Monday, 9/24/2018
10:30 AM - 12:00 PM ET**

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – JULY 23, 2018

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3. COMMITTEE WORK PLAN

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4. PRESIDENT'S REPORT

a. President's Commentary

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b. Customer Service Report

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Subway Report (August and July 2018) - Page 25

ii. NYCT, MTA Bus Reports

NYCT, MTA Bus Reports (August and July 2018) - Page 65

iii. Paratransit Report

Paratransit Report (July and June 2018) - Page 90

iv. Accessibility Update

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v. Strategy & Customer Experience Report

Strategy and Customer Experience Report (August and July 2018) - Page 108

c. Safety Report

Safety Report (August and July 2018) - Page 113

d. Crime Report

Crime Report (August and July 2018) - Page 118

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

i. NYCT, SIR, MTA Bus July 2018 Financial and Ridership Reports

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ii. NYCT, SIR, MTA Bus June 2018 Financial and Ridership Reports

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f. Capital Program Status Report

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5. MTACC REPORT

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6. PROCUREMENTS

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a. Non-Competitive

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b. Competitive

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c. Ratifications

NYCT, MTACC Ratifications - Page 278

7. SERVICE CHANGES

a. Subway Schedule Changes Effective April 2019

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8. SPECIAL REPORTS

a. Subway Action Plan (No Materials)

9. STANDARD FOLLOW UP REPORTS

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b. Service Quality/PES Indicators Reports (NYCT and MTA Bus)

i. NYC Transit

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ii. MTA Bus

MTA Bus PES - Page 333

c. Elevator & Escalator Report, 2nd Quarter 2018

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d. Transit Adjudication Bureau Report, 2nd Quarter 2018

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e. Transit Recidivism Report, 2nd Quarter 2018

Transit Recidivism Report, 2nd Quarter, 2018 - Page 380

f. 2018 NYCT Mid-Year Forecast Monthly Allocation

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g. 2018 SIR Mid-Year Forecast Monthly Allocation

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h. 2018 MTA Bus Mid-Year Forecast Monthly Allocation

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- i. 2019 NYCT Preliminary Budget (Materials Previously Distributed)**
- j. 2019 SIR Preliminary Budget (Materials Previously Distributed)**
- k. 2019 MTA Bus Preliminary Budget (Materials Previously Distributed)**

10. OUTSTANDING BUSINESS (No Materials)

11. EXECUTIVE OFFICE CONTACT INFORMATION

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

July 23, 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. Charles G. Moerdler
Hon. Scott Rechler
Hon. Polly Trottenberg
Hon. Veronica Vanterpool
Hon. James E. Vitiello
Hon. Peter Ward
Hon. Carl Weisbrod

Also present were:

Hon. Ira Greenberg, Board Member

Andy Byford, President
Joel Andrews, Vice President, EEO and Diversity
Peter Cafiero, Chief, Operations Planning
Craig Cipriano, Executive Vice President, MTA Bus
Michael Cosgrove, Vice President, Paratransit
Edward Delatorre, Chief, NYPD Transit Bureau
Robert Diehl, Vice President, Department of Security
Alex Elegudin, Accessibility Advisor to the President
Carl Hamann, Acting Vice President, System Safety
James Henly, Vice President and General Counsel, Law
Darryl Irick, President MTA Bus Company & Senior Vice President NYCT Buses
Frank Jezycki, Chief Operating Officer, Subways
Robert Lai, Assistant Chief Officer, MTA Bus
Sally Librera, Senior Vice President, Subways
Sarah Meyer, Chief Customer Officer
Tim Mulligan, Executive Vice President
John O'Grady, Senior Vice President, Capital Program Management



Jaibala Patel, Chief Financial Officer, Office of Management and Budget
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

Dolores Orr, Chairperson of Community Board 14, requested that the Q22 turn-around at 116th Street be changed and that the Q35 turn around at 108th Street.

David Kelso, Uptown Subway Advocates, complained the  train discharges passengers during evenings at 168/175th Streets to get them up to 207th Street. In addition, he stated there is debris in the tunnels warranting cleaning. He also recommended dividing the  line in Southern Manhattan or Brooklyn.

Omar Vera opined that all M14 Select Buses should run express. He stated he was happy with the performance of the B82. He recommended that the BX41 be extended to LaGuardia Airport.

Jason Piniero noted several items of concern, including an increase in fare evasion; an increase in trains with brakes activating automatically; and the need for more elevators in subway stations and greater ADA accessibility.

Murray Bodin stated people need to listen carefully to each other to better understand each other and avoid misinterpretations.

Pedro Valdez Rivera spoke in support of the implementation of B82 Select Bus Service, noting that the B82 is too slow and unreliable.

Liz Patrick, East 72nd Street Neighborhood Association, addressing cuts to the M31, M66 and M72 buses, noted that a recent report had indicated overcrowding on the M66.

Jean Ryan, Disabled in Action, noted four issues: (1) continued problems boarding express buses for wheelchair users; (2) the backward facing seat in newly designed low floor buses gives her vertigo; (3) AAR should not be transporting people traveling within a borough into other boroughs; and (4) disabled children in adaptive strollers should be allowed to board the buses.

William Henderson spoke in support of implementing the SBS B82 route.

Genise Forbes, Wheeling Forward, expressed satisfaction with the AAR pilot program.

Vernita Worrell, Wheeling Forward, also spoke in support of the AAR pilot program, noting she appreciated that she can call when she is ready to leave, as opposed to having to call in advance.

Jessica DeLarosa, Wheeling Forward, expressed happiness with the Curb App.

Nina Bakoyiannis, U.S. Spinal Association, stated she is on the wait list for the Pilot Program. She opined it will enable her to get to where she needs to go.

Sharifa Abu Hamda, Wheeling Forward, indicated she is part of the AAR pilot program, and requested better accessibility given curbs in her neighborhood.

Tonya Capers, Wheeling Forward, expressed happiness with the AAR pilot program and stated it has brought her greater independence.

Hilda Caba, Wheeling Forward, echoed Ms. Capers' sentiment.

Kevin Zeng commented on several bus routes, opining that the B82 should be extended to Coney Island/Stillwell Avenue on the weekends, the B65 should operate every ten minutes as opposed to every fifteen minutes, and the B11 and B63 take too long.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the minutes of the June 18, 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.

Member Weisbrod inquired about "Operating Environment" delays. Sally Librera, SVP of Subways, noted that 40% of delays in June were categorized as "Operating Environment" delays. These are delays that cannot be tied to a single incident. NYCT is working to discover the root causes of delays in this category. For example, train operator responses to signal timers is an area that may be improved.

President Byford noted that the Subway Action Plan has identified specific areas for minimizing delays such as clearing out drains, installing continuously welded rail, and fixing door delays.

Member Weisbrod, referencing the decline in bus and subway ridership, asked whether the trend is anticipated to continue and whether NYCT has been able to isolate where

the largest declines have occurred. President Byford advised that Mr. Mulligan would be addressing these issues during the ridership presentation on the Agenda.

A. Customer Service Operations Report

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

Member Albert inquired whether subway car delays are categorized by car class. Ms. Librera responded in the affirmative. She further noted the MDBF is a better source of information regarding car class performance.

Member Albert inquired specifically about the performance of the R188s. Ms. Librera responded the R188s have been having some problems and currently only operate on the 7 line. They had a very high MDBF in the prior 12 month period, which was expected for new trains.

In response to a question from Member Greenberg regarding the timeline of implementation of CBTC on the 7 line, Ms. Librera stated NYCT is making significant progress and expects a full cutover in the late Fall. Member Greenberg stated he hoped NYCT has learned from past problems and will prevent similar types of delays in the future. Ms. Librera noted NYCT absolutely strives to incorporate all lessons learned.

Member Moerdler inquired about discrepancies he observed in delay metrics. Ms. Librera stated the "on time" performance numbers are train based, while other metrics are customer based. Customer focused metrics examine delays during a customer's specific trip. Most people are not traveling the entire length of a train line.

President Byford addressed the issue of punctuality versus reliability. A person waiting for a train does not care which specific train appears. That person cares about the amount of time he/she must wait. Thus, the individual train "on time" performance is different from the individual customer wait time.

In response to Member Glucksman's inquiry, Ms. Librera stated NYCT is waiting until February of 2019 for MDBF on the R179s because MDBF is based on a twelve month analysis.

Member Vitiello inquired about what measures should be used for judging acceptable subway service and when might NYCT reach it. President Byford noted that the L line performs the best because it has the best technology. NYCT should be aiming for 90% statistics on all lines, eventually, but this is not achievable with the current state of technology on most lines, which requires signaling system modernization.

Acknowledging that the other lines do not have modern signaling, Member Vitiello inquired about interim goals with the current equipment. President Byford noted the 7 will convert to CBTC this Fall. In the Subway Action Report in September, he will try to

include a forecast of the time it will take to reach a reasonable level of performance throughout the system. Ms. Librera added NYCT has already seen some improvements but there are more to be made. Member Vitiello stated he would like to know how long improved service can be maintained because success can change the public's perception of NYCT's need for more money for long term projects. President Byford agreed there is a law of diminishing returns and NYCT can only get a certain amount of use out of aging equipment. However, improved service is not just about service reliability, it is also about capacity, and the current system cannot run any more trains than it already handles. Member Vitiello reiterated that an expectation should be set that would be a good paradigm moving forward.

Member Greenberg noted goals have been set for categories such as wait assessment and NYCT is not currently not meeting them.

Darryl Irick, President MTA Bus Company & Senior Vice President NYCT Buses, delivered the Buses Report and the Paratransit Report.

Alex Elegudin, Accessibility Advisor to the President, delivered the Accessibility Report.

Member Albert inquired what criteria are most important in deciding which stations will next have elevators installed. Mr. Elegudin responded there has not yet been a decision on the next stations. A number of different criteria have been identified. Ultimately, conversations with the communities will play a role. Factors such as proximity to activity centers, cost, and engineering challenges are being analyzed.

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

Member Weisbrod inquired about how many people call but hang up after being put on hold. Ms. Meyer responded she would review the data and report back at the next meeting.

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

In response to a question from Member Moerdler, Mr. Hamann stated he would provide information to the Committee regarding the number of station fires versus the number of track fires. Member Moerdler opined steps can be taken to minimize fires, such as by restricting people from eating on the platform.

Member Moerdler asked where most subway customer accidents occur. Mr. Hamann responded that the majority of accidents occur in the stations themselves as opposed to on the trains. More specifically, within stations, most accidents occur on the stairs and on the platforms. However, there has been an increase in turnstile accidents as well. Member Moerdler suggested NYCT look at stairway treads to ensure they have not been worn away. Mr. Hamann stated NYCT does so. He added System Safety is

working with Stations to identify the exact causes of accidents and to make sure defects are properly identified and eliminated.

In response to a query from Member Albert, Mr. Hamann stated track fires are largely caused by debris on the track, which is caused by litter.

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

Member Moerdler asked why District 34 (Brooklyn) had a 500% increase in anti-Semitic incidents and what can be done to stop that. Chief Delatorre responded that overall, anti-Semitic incidents are down 45% this year. In the past, there have been some random incidents. He stated he would take a closer look into District 34. Member Moerdler stated he hoped to nip this issue in the bud and he hoped the District 34 statistic was just an aberration.

Tim Mulligan, Executive Vice President, delivered the Ridership Report.

Member Albert opined that confusing G.O.s posted on the weekends are causing riders to take other transportation options. He stated NYCT must do a better job of showing what diversion is at what station. Diversions for other stations should be posted separately.

Mr. Mulligan stated NYCT is working on that. Further away from the central business district is where this becomes a bigger problem, because there is more construction in those areas and fewer transportation options.

Member Metzger asked that the Ridership Report also be shared with the railroads. Mr. Mulligan responded he would do so.

Member Weisbrod opined the Ridership Report provides a strong argument for congestion pricing. He asked whether the ridership decline was possibly lower in outer borough areas as opposed to the central business district where more people are more likely to have the option to telecommute or take cars. He also asked how this data affects 2019 projections and whether the ridership decline will likely continue.

Mr. Mulligan responded NYCT is analyzing the outer boroughs. With the Fast Forward program, NYCT has been trying to arrest the ridership decline. NYCT is also trying to enforce fare evasion more strictly. Also, regulations for "for hire" cars have not yet been established, and subsequently will have an impact as well.

Member Moerdler suggested college students be given a fare break. Mr. Mulligan stated NYCT would look at that option.

Mr. Rechler asked how NYCT determines when people opt not to use public transportation because it is too unreliable and instead take "for hire" cars. He stated this factor should be monitored. He also noted an increase in Queens and Brooklyn in both

population and job growth. Mr. Mulligan responded Brooklyn has seen more job growth. Reverse commutes are also at play in Brooklyn. Queens is very different.

Mr. Rechler suggested NYCT examine whether better performing lines are losing customers at a slower rate than poorly performing lines. Mr. Mulligan responded he would do so.

Member Ward noted as rents rise, people move further away from the city and have longer and more difficult commutes. Although traditionally viewed as a luxury for the more affluent, the charts reflect poorer people have been using services such as Uber. This is a testament to the fact that subway and bus service is so bad, poor people are using resources they do not have to try and get to work. Member Ward inquired whether Uber can provide information regarding the earning capacity of its riders. Mr. Mulligan responded he would look into it. Another factor is "for hire" drivers themselves are no longer taking public transportation.

Mr. Ferrer requested that the Uber data be shared with the entire committee.

B. Financial Reports

Jaibala Patel, Chief, Office of Management and Budget, noted the NYCT and SIR Finance Reports in the Book.

Daryl Irick, President, MTA Bus, noted the MTA Bus Finance Report in the Book.

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

C. Procurements

Stephen Plochochi, Senior Vice President, Operations Support, Materiel, noted in response to a question from Member Albert that the R211 contract was brought to the Board in January of 2018 and was awarded in February of 2018. It is moving along according to schedule. The first pilot cars should be arriving in 2020.

Mr. Plochochi introduced the procurement package representing NYCT and MTACC procurements, which included 35 actions totaling an estimated \$282.4M in expenditures.

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

Discussion ensued concerning the proposed ratification of state-of-good repair modifications to Contract Number A-36622B, with Skanska USA, relating to Astoria Line station work (AWO/Mod. #s 21, 26 and 28). Member Weisbrod objected to ratifying the items and inquired why the Board had not been informed about this issue earlier. He expressed concern about voting to ratify work that was already completed. Mr. O'Grady responded that as panels were removed during the work, they became aware of the

need for additional work. However, the extent and cost of that work was not clear at the time. Member Weisbrod reiterated the Board should be made aware of such situations earlier. Mr. O'Grady responded he would make an effort to do so.

Member Vitiello inquired what would happen if the Board failed to ratify the completed work. Mr. Plochochi responded NYCT attempts to avoid impact costs and delays. It would be more expensive to stop work all together until a Board vote could be taken than to keep working and remain on schedule. Member Vitiello reiterated that a vote is basically meaningless if any additional work and cost can automatically be added. There should be points of reflection where the Board can review these additions.

President Byford agreed retrospective approvals are not a good thing. The point of ESI was to minimize disruptions to customers and to get in and out quickly. Waiting until the next month for a vote would have caused more disruption to the public and added time and cost. He stated he would reflect upon the issue and perhaps arrange for some kind of chairman's approval between meetings.

Member Jones noted an overrun of 1-2% would not be a big deal. However, when the cost gets higher, that is a problem. There should be a mechanism for an emergency Board Meeting.

Chairman Ferrer noted once rehabilitation work begins, you discover things you didn't know were there.

Member Rechler stated risks should be identified beforehand as part of the bidding process and they should be built into the contract. He further noted the Board should be notified of any overrun, even if the exact amount is still unclear.

Member Greenberg noted NYCT has done similar kinds of construction in the past. It seems suspect to say the new problem was completely unexpected. The contractor should have known about historical problems that might occur based on past projects.

Member Trottenberg asked what happened to the plan that NYCT was going to do an extensive analysis of each subway station. The ESI program strategy had been marketed as quick and easy fixes. This has not been the case. Member Trottenberg requested a copy of the station analysis. She also echoed Member Vitiello's question of what would happen if a ratification was not approved. Mr. Henly stated that this could potentially result in a claim being asserted against NYCT.

Mr. Plochochi inquired whether the problem is with the process or the actual work that was performed. The actual work that was performed was essential because it was a structural issue. In this case, the work for which approval is sought is absolutely imperative for the structure to be sound.

Member Trottenberg again inquired how the stations were selected. Part of the selection criteria had been choosing stations with minimal problems that could result in quick repairs. This, she stated, has not been the case.

Member Rechler opined the Board should vote on the procurements, and focus on the process moving forward. President Byford agreed and stated he would revise the process whereby as soon as a problem is discovered, the Board will be alerted.

Except as noted below, NYCT's non-competitive procurement requiring a majority vote (Schedule L in the Agenda), those competitive procurements requiring a majority vote (Schedules F and I in the Agenda), and the proposed ratification requiring a majority vote (Schedule K in the Agenda) were approved without opposition.

The ratification of the state-of-good repair modifications to Contract Number A-36622B, with Skanska USA, relating to Astoria Line station work (AWO/Mod. #s 21, 26 and 28) was approved by a vote of five in favor and three opposed. Those voting in support of the ratification of the modifications were Members Ferrer, Jones, Metzger/Vitiello (shared vote), Rechler and Ward. Members Weisbrod, Vanterpool and Trottenberg voted against the ratification of these modifications.

Member Moerdler was not present during the procurement voting, having departed the meeting prior to that point.

V. Service Changes

Peter Cafiero, Chief, Operations Planning, noted that service changes were described in the Committee Book.

Member Vanterpool expressed disappointment that the B82 is the only SBS route that does not include weekend service and inquired why. Mr. Cafiero responded the weekend ridership is significantly lower, adding that there is always opportunity to re-evaluate. Member Vanterpool expressed that the riding public is paramount and decisions should not be based on political interests. President Byford stated his job is to advocate for the riders, and he does so. Having said that, NYCT does not want to be completely unreceptive to suggestions of public officials.

Member Albert noted the Q22 turn-around at 116th Street could be problematic and inquired whether that spot could be extended further west at another location. Robert Lai of MTA Bus responded a low volume of buses make that turn, but MTA Bus would monitor the situation and make changes if needed.

VI. Special Reports and Action Items

President Byford noted the standard follow-up reports, which included the MetroCard Report.

President Byford stated he would deliver the Subway Action Plan Report in September. Also, NYCT is working on the issue of wireless reliability in the subways. Finally, NYCT will be scheduling time with certain members to discuss some legacy subway performance measures.

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

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

October 2018

Public Comment/Committee review of budget	
Homeless Outreach Report	MTA
2019 Preliminary NYC Transit Budget	Management & Budget
2019 Preliminary SIR Budget	Management & Budget
2019 Preliminary MTA Bus Budget	Management & Budget
NYCT & MTA Bus EEO & Diversity Report, 2 nd Qtr, 2018	EEO & Human Resources
Quarterly Customer Satisfaction Report	Strategy & Customer Experience

November 2018

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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

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
Management & Budget
Management & Budget
Management & Budget
Management & Budget
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

June 2019

Transit Recidivism Report, 1st Qtr, 2019

Law

July 2019

No Items

August 2019

No Meetings Held



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)

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.

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

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.

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

JUNE 2019

Transit Recidivism Report, 1st Qtr, 2019

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 2019

No Agenda Items

AUGUST 2019

No Meetings Held

President's Report

Andy Byford, President



NYCT President Andy Byford greeted customers and community leaders at the reopening of the Cathedral Pkwy (110 St) Station on September 4.



President's Commentary

The summer break saw no let-up in our activity as we worked to simultaneously (1) drive up all aspects of existing performance and (2) gear up to deliver the Fast Forward modernization plan. At the Committee meeting, Board members will receive updates from my Executive Team that will demonstrate just how much we are doing to improve existing service, right now.

On Subways, SVP Librera and her team continue to execute the Subway Action Plan and today's agenda includes a comprehensive presentation around progress and results to date. While customers have yet to feel the full benefits of the relentless work of the last twelve months, delays are trending down, powered by improvements to many of our key performance indicators. We will present statistics that quantify the huge amount of work that has been undertaken and we will discuss emerging results, one year in.

Much more is happening to improve subway service. Tomorrow, we will introduce our new station management team, a group of thirty hand-picked leaders whose mandate is to transform customer service and the ambience and maintenance of our stations, based on a job I used to do in London and a model that was successfully deployed in Toronto. Also, we have embarked on an all-out focus on operational basics to deliver the target of 10,000 fewer monthly incidents by year end.

The big news in buses is the roll-out of our new express bus network on Staten Island and the commencement of the bus network redesign in the Bronx. Early results from Staten Island are encouraging and we are adjusting service in response to feedback to finetune the new plan. Also on buses, we are very much focused on getting the basics right with ongoing blitzes with NYPD to clear bus lanes of illegally parked vehicles and scrutinizing the worst performing routes to identify "quick win" improvements.

Our work on accessibility continues at a good pace. We have conducted approximately 100 station surveys to gauge the cost and complexity of providing full accessibility and we are advancing the concept of a modular elevator design that will expedite installation, once funds become available. In parallel, focus continues to be applied to keeping machines in service, keeping them clean and providing timely notification of alternatives, whenever a device goes out of service.

Finally, our fourth equal priority, namely the delivery of world-class service through motivated, empowered and well-led teams is also progressing. The revamped NYCT Executive team is now in place with an organizational structure designed to meet customer needs by empowering local teams. Our soon-to-be-unveiled station management team is a great example of this decentralized authority, a structure that cuts bureaucracy by giving local teams the ability and tools to fix local issues quickly without having to route issues to 2 Broadway.

For my part, I am spending a lot of my time meeting with elected officials and advocacy groups and speaking at events and town halls to communicate the benefits of our Fast Forward plan. With the plan now launched, the challenge is to build a compelling, irresistible, business case that will win the backing of stakeholders and secure the funds for the rapid transformation of our transit system.

Andy Byford

President, New York City Transit

Customer Service Report: Subways

Sally Librera, Senior Vice President



A Conductor gives a thumbs-up after completion of the Culver F Line Station Renewal project, which restored Manhattan-bound service to five stations along McDonald Av in July.

September 2018 Highlights: Department of Subways

This month, we are pleased to report several milestones in the opening of new and improved station facilities.

- On September 8, the WTC Cortlandt 1 station re-opened, just under 17 years after being destroyed in the September 11th terrorist attack. We were able to rebuild the collapsed tunnel and restore 1 service through the area just one year after the attack, and now have added a fully ADA-accessible station integrated into the redeveloped World Trade Center and Fulton Center transportation hubs.
- On August 31, we opened a new entrance to the 34 Street-Hudson Yards 7 station, helping to further connect the rapidly growing Far West Side.
- On September 2, we re-opened the Cathedral Parkway BC station after several months of structural repairs and other improvements including new canopies, handrails, stair treads, wall tiles, flooring, digital displays, LED lighting, glass barriers, and artwork.
- In late July, we restored Manhattan-bound service at five F line stations in Brooklyn, completing major renewal work at nine stations along the Culver Line.

We continue to see positive trends in our customer-focused metrics. Service Delivered has improved month-over-month in six of the past seven months, and is now at its highest level since this metric was introduced. Additional Platform Time improved in July and was nearly unchanged in August, while Additional Train Time improved in both months. This month's report introduces Customer Journey Time Performance, which serves as a composite measure of the percent of customer trips (both waiting time and time in trains) completed within five minutes of schedule.

Weekday major incidents remain at or below their 12-month average. July and August results were affected by an unusually large number of Stations & Structures incidents caused by heavy rain in July and incidents along 6th Avenue associated with calibrating newly installed interlockings at 34th Street and West 4th St. August was also a challenging month for Signals with 27 major incidents, mostly related to switches and stop machines. We have efforts underway to enhance the reliability of switches and stops through a combination of enhanced preventive maintenance, component replacement and corrective repair. We continue to analyze all of our major incidents and are developing strategies to reduce failures and their impacts on service.

We continue to see strong performance for both elevators and subway cars year over year. Monthly and 12-month average elevator availability have improved, while the 12-month average escalator availability improved despite small decreases in the monthly numbers. Subway car Mean Distance Between Failures (MDBF) increased significantly compared to last summer, despite the challenges of hot weather. The car class with the greatest improvement was the R143, due to coordination with Siemens to enhance the reliability of Communications-Based Train Control (CBTC) systems, a 2-year effort to SMS the fleet, and door component improvements as part of the Subway Action Plan.

Earlier this year, President Byford committed to reducing 10,000 delays per month by the end of the year. Subways has multiple initiatives already underway to reduce delays, and we are engaging all employees in an effort to "save safe seconds," speeding up the system wherever

possible and safe to do so. Starting this month, we have added progress towards the delay reduction goal on the delay charts in this report. The results for July and August show a positive trend, and it will be important to maintain and improve upon that progress as we move into the busier fall months. To that end, Subways leadership reviews the prior day's delays and incidents every day, and all Subways employees receive an update on delays each week.

Finally, I am pleased to welcome our first Group Station Managers (GSMs) to the Subways team. Each GSM is fully accountable for all aspects of customer service, maintenance, and operations in about 25 stations. Through understanding the needs of the customers, employees, and communities in their stations, these talented managers are charged with enhancing the station experience.

Sally Librera

Senior Vice President, Department of Subways

Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	August 2018			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
Weekday Customer-Focused Metrics						
Weekday Major Incidents (Chart 1) Unplanned incidents delaying 50+ trains	62	63	-1.6%	69.5	72.4	-4.0%
Weekday Service Delivered (Chart 3) % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	95.8%	94.8%	+1.0%	94.5%	94.7%	-0.2%
Additional Platform Time* (h:mm:ss) (Chart 7) Average added time spent waiting for trains, compared with scheduled wait time	0:01:17	0:01:16	+1.3%	0:01:20	N/A*	N/A*
Additional Train Time* (h:mm:ss) (Chart 9) Average additional unanticipated time spent onboard train compared to scheduled travel time	0:01:14	0:01:28	-15.9%	0:01:25	N/A*	N/A*
Customer Journey Time Performance* (Chart 11) % of customers whose journeys are completed within five minutes of schedule.	80.0%	79.4%	+0.6%	78.9%	79.7%	-0.8%
Inputs to Operations						
Mean Distance Between Failures (Chart 13) Revenue car miles divided by the number of delays attributed to car-related causes	113,319	100,186	+13.1%	122,334	117,414	+4.2%
Elevator Availability** (Chart 14) % of time elevators are operational systemwide	96.1%	95.9%	+0.2%	96.3%	95.7%	+0.6%
Escalator Availability** (Chart 14) % of time escalators are operational systemwide	93.8%	94.1%	-0.3%	94.2%	94.0%	+0.2%
Passenger Environment						
Subway Car PES-KPI (Chart 15) Composite indicator for subway car environment (cleanliness, condition, information) reflecting customer experience				94.4%	94.8%	-0.4%
Stations PES-KPI (Chart 16) Composite indicator for station environment (cleanliness, condition, information) reflecting customer experience				90.6%	90.7%	-0.1%
Weekday Legacy Indicators						
Weekday Wait Assessment (Chart 18a)	71.7%	71.4%	+0.3%	70.3%	72.0%	-1.7%
Weekday Terminal On-Time Performance (Chart 20)	68.8%	65.2%	+3.6%	64.8%	63.7%	+1.1%
Weekday Trains Delayed (Chart 22a)	60,211	66,295	-9.2%	61,806	61,413	+0.6%

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

**Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	August 2018			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
Weekend Customer-Focused Metrics						
Weekend Major Incidents (Chart 2) Unplanned incidents delaying 50+ trains	9	7	+28.6%	8.5	7.6	+11.8%
Weekend Service Delivered (Chart 5) % of scheduled trains operated during Weekends (10a-6p)	97.5%	97.9%	-0.4%	96.4%	98.1%	-1.7%
Weekend Legacy Indicators						
Weekend Wait Assessment (Chart 19a)	77.9%	79.8%	-1.9%	76.2%	80.0%	-3.8%
Weekend Terminal On-Time Performance (Chart 21)	70.8%	72.2%	-1.4%	67.0%	71.2%	-4.2%
Weekend Trains Delayed (Chart 23a)	13,680	13,229	+3.4%	17,559	14,864	+18.1%

Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	August 2018			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
On-Time Performance						
24 Hour On-Time Performance % of scheduled trains arriving within five minutes of their scheduled arrival time during a 24-hour period	97.9%	98.1%	-0.2%	96.3%	95.3%	+1.0%
AM Rush On-Time Performance % of scheduled trains arriving within five minutes of their scheduled arrival time	99.5%	98.6%	+0.9%	96.6%	97.5%	-0.9%
PM Rush On-Time Performance % of scheduled trains arriving within five minutes of their scheduled arrival time	99.8%	98.2%	+1.6%	95.3%	95.2%	+0.1%
Percentage of Completed Trips						
Percentage of Completed Trips	100.0%	99.8%	0.2%	99.8%	99.7%	0.1%
Passenger Environment						
Staten Island Railway PES-KPI (Chart 17)				92.2%	88.3%	+3.9%
Composite indicator for subway car and station environments reflecting customer experience						
Mean Distance Between Failures						
Mean Distance Between Failures Revenue car miles divided by the number of delays attributed to car-related causes	225,984	114,256	+97.8%	59,843	54,930	+8.9%

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

Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	July 2018			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
Weekday Customer-Focused Metrics						
Weekday Major Incidents (Chart 1) Unplanned incidents delaying 50+ trains	69	54	+27.8%	69.7	71.6	-2.7%
Weekday Service Delivered (Chart 3) % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	95.1%	94.9%	+0.2%	94.4%	94.8%	-0.4%
Additional Platform Time* (h:mm:ss) (Chart 7) Average added time spent waiting for trains, compared with scheduled wait time	0:01:12	0:01:17	-6.5%	0:01:19	N/A*	N/A*
Additional Train Time* (h:mm:ss) (Chart 9) Average additional unanticipated time spent onboard train compared to scheduled travel time	0:01:16	0:01:22	-7.3%	0:01:26	N/A*	N/A*
Customer Journey Time Performance* (Chart 11) % of customers whose journeys are completed within five minutes of schedule.	80.4%	80.0%	+0.4%	78.9%	80.1%	-1.2%
Inputs to Operations						
Mean Distance Between Failures (Chart 13) Revenue car miles divided by the number of delays attributed to car-related causes	116,590	107,209	+8.8%	120,817	115,843	+4.3%
Elevator Availability** (Chart 14) % of time elevators are operational systemwide	96.6%	96.4%	+0.2%	96.3%	95.7%	+0.6%
Escalator Availability** (Chart 14) % of time escalators are operational systemwide	94.3%	94.7%	-0.4%	94.2%	94.0%	+0.2%
Passenger Environment						
Subway Car PES-KPI (Chart 15) Composite indicator for subway car environment (cleanliness, condition, information) reflecting customer experience				94.5%	94.7%	-0.2%
Stations PES-KPI (Chart 16) Composite indicator for station environment (cleanliness, condition, information) reflecting customer experience				90.7%	90.4%	0.3%
Weekday Legacy Indicators						
Weekday Wait Assessment (Chart 18b)	70.3%	71.7%	-1.4%	70.3%	72.2%	-1.9%
Weekday Terminal On-Time Performance (Chart 20)	66.6%	65.6%	+1.0%	64.4%	64.0%	+0.4%
Weekday Trains Delayed (Chart 22b)	58,294	57,164	+2.0%	62,313	60,529	+2.9%

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

**Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations).

Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	July 2018			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
Weekend Customer-Focused Metrics						
Weekend Major Incidents (Chart 2) Unplanned incidents delaying 50+ trains	9	5	+80.0%	8.3	7.4	+12.2%
Weekend Service Delivered (Chart 5) % of scheduled trains operated during Weekends (10a-6p)	97.2%	97.1%	+0.1%	96.5%	98.1%	-1.6%
Weekend Legacy Indicators						
Weekend Wait Assessment (Chart 19b)	76.6%	78.0%	-1.4%	76.4%	80.1%	-3.7%
Weekend Terminal On-Time Performance (Chart 21)	65.5%	70.7%	-5.2%	67.1%	71.3%	-4.2%
Weekend Trains Delayed (Chart 23b)	18,703	19,686	-5.0%	17,522	14,744	+18.8%

Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	July 2018			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
On-Time Performance						
24 Hour On-Time Performance % of scheduled trains arriving within five minutes of their scheduled arrival time during a 24-hour period	95.7%	98.1%	-2.4%	96.3%	95.2%	+1.1%
AM Rush On-Time Performance % of scheduled trains arriving within five minutes of their scheduled arrival time	98.5%	97.4%	+1.1%	96.5%	97.6%	-1.1%
PM Rush On-Time Performance % of scheduled trains arriving within five minutes of their scheduled arrival time	93.0%	100.0%	-7.0%	95.2%	95.2%	0.0%
Percentage of Completed Trips						
Percentage of Completed Trips	98.9%	100.0%	-1.1%	99.8%	99.8%	0.0%
Passenger Environment						
Staten Island Railway PES-KPI (Chart 17)				91.7%	87.8%	+3.9%
Composite indicator for subway car and station environments reflecting customer experience						
Mean Distance Between Failures						
Mean Distance Between Failures Revenue car miles divided by the number of delays attributed to car-related causes	72,963	73,729	-1.0%	58,569	51,695	+13.3%

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 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)

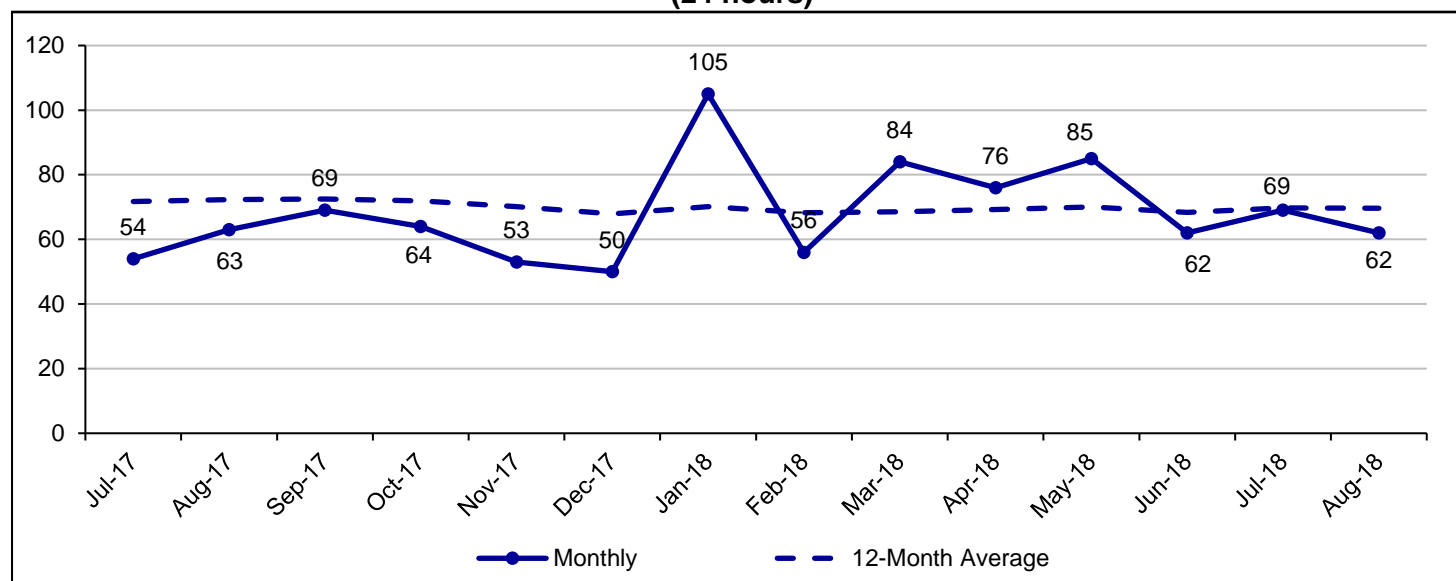
The average additional unanticipated time customers spend onboard the train due to various service issues. Additional Train Time is measured using a combination of customers' MetroCard entry data into their starting stations and customers' arrival times at their destination stations, using information from the real-time train tracking technologies that provide train arrival information. Data for the B Division is not available prior to March 2017.

Customer Journey Time Performance (CJTP)

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

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

Subway Weekday Major Incidents (24 hours)



August 2018

Categories	Monthly			12-Month Average		
	Aug 18	Aug 17	Difference	Aug 18	Aug 17	Difference
Track	12	17	-5	14.3	15.2	-0.9
Signals	27	19	+8	21.8	24.2	-2.4
Persons on Trackbed/Police/Medical	8	15	-7	13.8	15.7	-1.9
Stations & Structures	5	4	+1	6.1	4.3	+1.8
Subway Car	5	4	+1	4.1	5.3	-1.2
Other	5	4	+1	9.4	7.7	+1.7
Subdivision A	25	28	-3	32.7	36.6	-3.9
Subdivision B	37	35	+2	36.9	35.6	+1.3
Systemwide	62	63	-1	69.5	72.4	-2.9
Avg Incident Duration (h:mm:ss)	0:21:06	0:15:54	+0:05:12	0:17:12	0:17:00	+0:00:12
Avg Trains Delayed per Incident	109	114	-5	105	110	-5.0

July 2018

Categories	Monthly			12-Month Average		
	Jul 18	Jul 17	Difference	Jul 18	Jul 17	Difference
Track	11	9	+2	14.8	15.3	-0.5
Signals	19	18	+1	21.2	23.8	-2.6
Persons on Trackbed/Police/Medical	10	13	-3	14.4	15.5	-1.1
Stations & Structures	15	2	+13	6.0	4.1	+1.9
Subway Car	6	5	+1	4.0	5.3	-1.3
Other	8	7	+1	9.3	7.6	+1.7
Subdivision A	26	29	-3	32.9	36.8	-3.9
Subdivision B	43	25	+18	36.8	34.8	+2.0
Systemwide	69	54	+15	69.7	71.6	-1.9
Avg Incident Duration (h:mm:ss)	0:17:42	0:18:12	-0:00:30	0:16:48	0:16:47	+0:00:01
Avg Trains Delayed per Incident	109	118	-9	105	109	-4.0

Chart 1

Subway Weekday Major Incidents

(24 hours)

Weekday Major Incidents Discussion

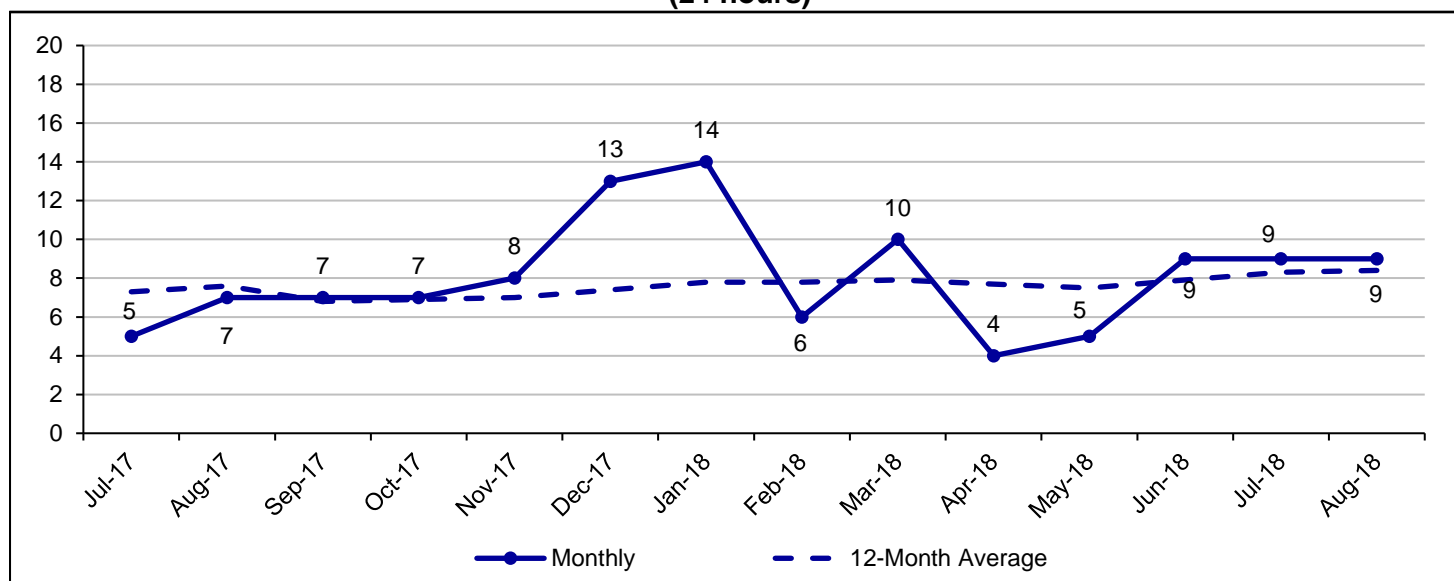
August 2018

- August 2018 had 62 Major Incidents, a one-incident decrease compared to a year ago, and a seven-incident decrease compared to July 2018.
- The decrease is due to fewer incidents in the Track and Persons on Trackbed/Police/Medical categories.
- Signals incidents increased by 8 when compared to the prior year and prior month.

July 2018

- July 2018 had 69 Major Incidents, an increase compared to a year ago, but very close to the 12-month average of 69.7 per month.
- Most of the increase in Major Incidents was in the Stations & Structure category, which increased from two to 15 incidents.
 - Seven of these incidents were related to water conditions, mostly caused by heavy downpours in early July. We took immediate action and these incidents did not recur despite more heavy rain throughout the month.
 - Six of these incidents were related to failures of recently installed equipment, which are being investigated to understand the root cause.
- Track and Signals incidents increased year-over-year but were better than their 12-month averages.

Subway Weekend Major Incidents (24 hours)



August 2018

Categories	Monthly			12-Month Average		
	Aug 18	Aug 17	Difference	Aug 18	Aug 17	Difference
Track	1	2	-1	1.3	1.0	+0.3
Signals	6	1	+5	2.8	2.2	+0.6
Persons on Trackbed/Police/Medical	1	2	-1	1.3	1.6	-0.3
Stations & Structures	1	0	+1	1.2	0.3	+0.9
Subway Car	0	0	0	0.1	0.2	-0.1
Other	0	2	-2	1.8	2.4	-0.6
Subdivision A	4	4	+0	3.8	3.3	+0.5
Subdivision B	5	3	+2	4.7	4.3	+0.4
Systemwide	9	7	+2	8.5	7.6	+0.9
Avg Incident Duration (h:mm:ss)	0:07:54	0:10:24	-0:02:30	0:19:42	0:20:05	-0:00:23
Avg Trains Delayed per Incident	74	114	-40	93	95	-2.0

July 2018

Categories	Monthly			12-Month Average		
	Jul 18	Jul 17	Difference	Jul 18	Jul 17	Difference
Track	0	1	-1	1.4	0.9	+0.5
Signals	2	2	+0	2.3	2.2	+0.1
Persons on Trackbed/Police/Medical	2	1	+1	1.4	1.5	-0.1
Stations & Structures	5	0	+5	1.1	0.3	+0.8
Subway Car	0	0	0	0.1	0.2	-0.1
Other	0	1	-1	1.9	2.3	-0.4
Subdivision A	4	2	+2	3.8	3.3	+0.5
Subdivision B	5	3	+2	4.5	4.1	+0.4
Systemwide	9	5	+4	8.3	7.4	+0.9
Avg Incident Duration (h:mm:ss)	0:06:54	0:10:24	-0:03:30	0:20:06	0:21:53	-0:01:47
Avg Trains Delayed per Incident	96	80	+16	96	93	+3.0

Chart 2

Subway Weekend Major Incidents

(24 hours)

Weekend Major Incidents Discussion

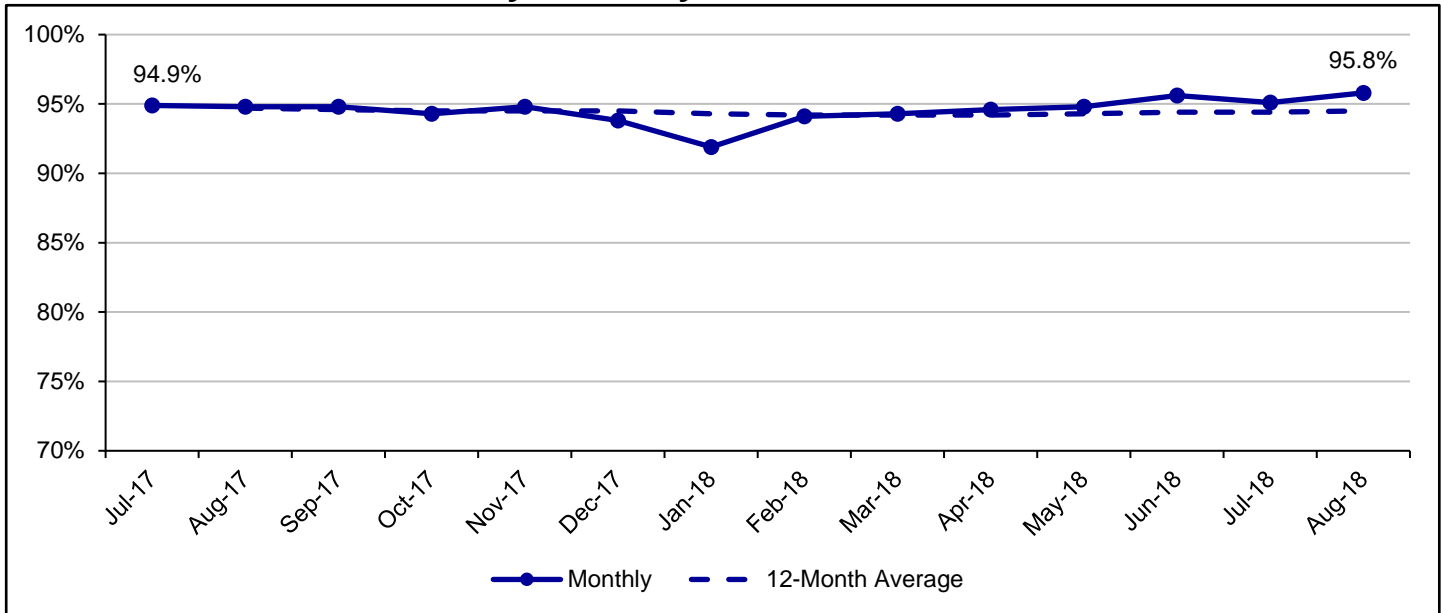
August 2018

- August 2018 had nine weekend major incidents, unchanged from the prior two months and close to the 12-month average of one per weekend day.
- Six of the weekend major incidents were related to Signal failures.

July 2018

- Weekend major incidents tend to fluctuate due to the low number of weekend days.
- The number of weekend major incidents in July 2018 (nine) was close to the 12-month average of one major incident per weekend day.
- There was no pattern to the five Stations & Structure incidents, each of which was a unique occurrence.

Subway Weekday % Service Delivered



August 2018

	Monthly			12-Month Average		
	Aug 18	Aug 17	Difference	Aug 18	Aug 17	Difference
Subdivision A	94.8%	92.7%	+2.1%	92.6%	92.5%	+0.1%
Subdivision B	96.5%	96.4%	+0.1%	95.9%	96.3%	-0.4%
Systemwide	95.8%	94.8%	+1.0%	94.5%	94.7%	-0.2%

July 2018

	Monthly			12-Month Average		
	Jul 18	Jul 17	Difference	Jul 18	Jul 17	Difference
Subdivision A	93.5%	92.9%	+0.6%	92.4%	92.6%	-0.2%
Subdivision B	96.2%	96.4%	-0.2%	95.9%	96.4%	-0.5%
Systemwide	95.1%	94.9%	+0.2%	94.4%	94.8%	-0.4%

Weekday Service Delivered Discussion

August 2018

- August 2018 Weekday Service Delivered increased year-over-year and was the highest monthly result since this metric was introduced.
- The largest increases were on the 2 and 5 lines due to schedule changes made earlier this year.
- The 7 line decrease was due to the continuing challenges of operating the legacy signal system while the new CBTC signal system is completed.

July 2018

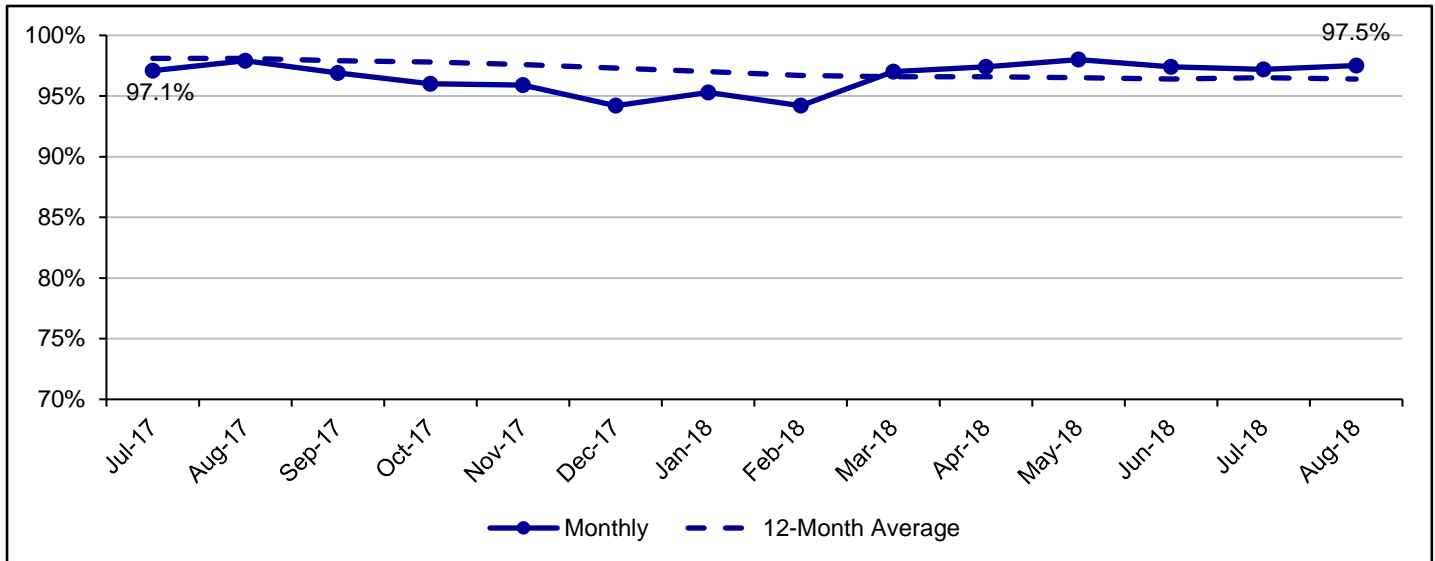
- July 2018 Weekday Service Delivered increased year-over-year.
- The largest increases were on the 2 and 5 lines due to schedule changes made earlier this year.
- The M and 7 lines had the largest decreases.
 - The 7 line decrease was due to continuing challenges of operating the legacy signal system while the new CBTC signal system is being completed.
 - The M line decrease is due to Major Incidents that resulted in delayed or suspended service.

Subway Weekday % Service Delivered
Monthly
(Peak Hours)

	<u>Aug</u>		<u>Jul</u>		<u>Difference</u>	<u>Difference</u>
<u>Line</u>	<u>Aug 18</u>	<u>Jul 18</u>	<u>Aug 17</u>	<u>Jul 17</u>		
1	97.4%	97.7%	95.3%	96.2%	+2.1%	+1.5%
2	97.0%	92.7%	90.3%	90.6%	+6.7%	+2.1%
3	96.8%	94.4%	93.2%	94.0%	+3.6%	+0.4%
4	93.5%	91.7%	92.8%	92.4%	+0.7%	-0.7%
5	93.2%	90.2%	84.3%	85.8%	+8.9%	+4.4%
6	92.9%	92.3%	92.6%	92.9%	+0.3%	-0.6%
7	89.5%	90.6%	94.0%	93.6%	-4.5%	-3.0%
S 42nd	99.1%	99.4%	98.6%	99.1%	+0.5%	+0.3%
Subdivision A	94.8%	93.5%	92.7%	92.9%	+2.1%	+0.6%
A	95.1%	96.2%	94.9%	94.2%	+0.2%	+2.0%
B	97.6%	98.2%	97.8%	97.3%	-0.2%	+0.9%
C	96.0%	96.8%	95.2%	94.9%	+0.8%	+1.9%
D	97.4%	96.7%	97.1%	96.6%	+0.3%	+0.1%
E	93.6%	91.9%	92.9%	91.9%	+0.7%	+0.0%
F	97.6%	96.8%	96.9%	96.2%	+0.7%	+0.6%
S Fkln	98.2%	100.1%	99.3%	99.9%	-1.1%	+0.2%
G	102.1%	102.3%	102.2%	103.1%	-0.1%	-0.8%
S Rock	99.4%	99.4%	100.8%	98.0%	-1.4%	+1.4%
JZ	97.9%	97.3%	98.5%	98.5%	-0.6%	-1.2%
L	98.6%	96.9%	98.4%	99.0%	+0.2%	-2.1%
M	93.6%	92.5%	96.0%	95.6%	-2.4%	-3.1%
N	95.3%	94.9%	96.4%	97.2%	-1.1%	-2.3%
Q	96.2%	97.4%	95.1%	95.9%	+1.1%	+1.5%
R	96.1%	94.6%	96.3%	96.5%	-0.2%	-1.9%
W	95.0%	94.0%	90.9%	95.2%	+4.1%	-1.2%
Subdivision B	96.5%	96.2%	96.4%	96.4%	+0.1%	-0.2%
Systemwide	95.8%	95.1%	94.8%	94.9%	+1.0%	+0.2%

Chart 4

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



August 2018 Statistics

	Monthly			12-Month Average		
	Aug 18	Aug 17	Difference	Aug 18	Aug 17	Difference
Subdivision A	96.1%	96.7%	-0.6%	94.9%	97.3%	-2.4%
Subdivision B	98.5%	98.6%	-0.1%	97.4%	98.5%	-1.1%
Systemwide	97.5%	97.9%	-0.4%	96.4%	98.1%	-1.7%

July 2018 Statistics

	Monthly			12-Month Average		
	Jul 18	Jul 17	Difference	Jul 18	Jul 17	Difference
Subdivision A	96.2%	95.8%	+0.4%	95.0%	97.4%	-2.4%
Subdivision B	97.9%	97.9%	0.0%	97.4%	98.6%	-1.2%
Systemwide	97.2%	97.1%	+0.1%	96.5%	98.1%	-1.6%

Weekday Service Delivered Discussion

August 2018

- August 2018 Weekend Service Delivered was a 0.4% decline from July 2017.
 - Last summer was a high point for the measure before the large amount of Subway Action Plan work began.
- The improvements on the 1 and 2 lines and decrease on the 3 line reflect the restoration of normal service after the completion of the Clark St Tube repairs in June 2018.

July 2018

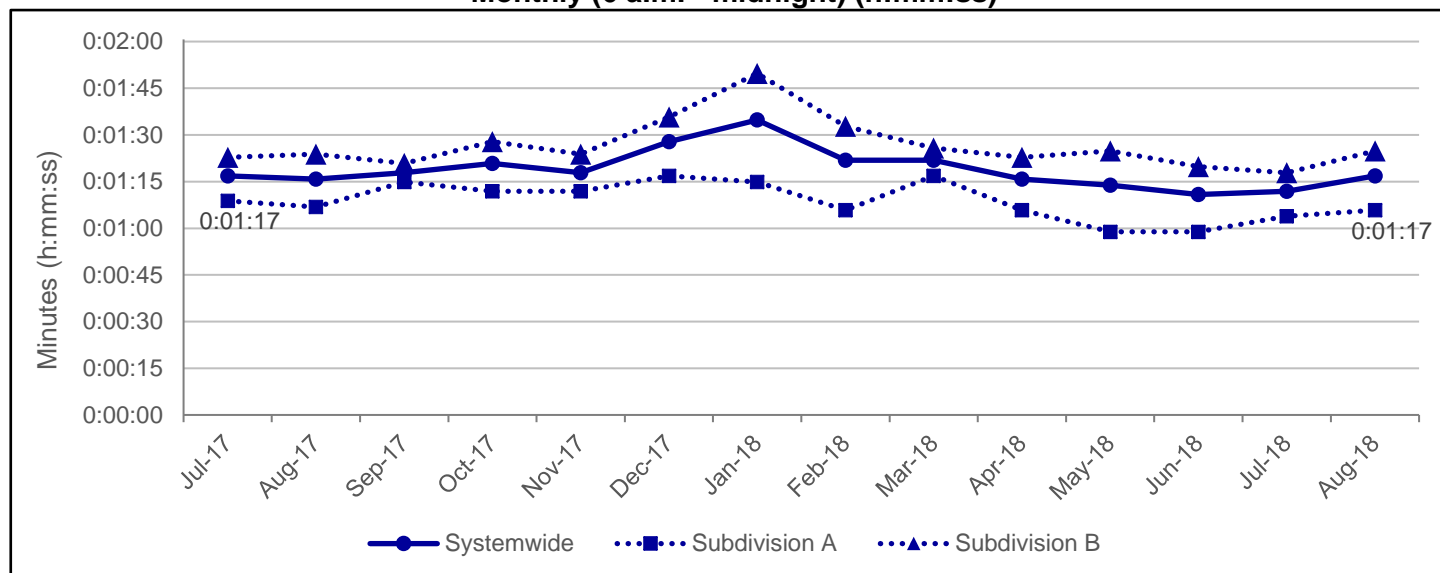
- July 2018 Weekend Service Delivered was virtually unchanged from July 2017.
- The improvements on the 1 and 2 lines and decrease on the 3 line reflect the restoration of normal service after the completion of the Clark St Tube repairs in June 2018.
- The L had the largest improvement of any line, due to extensive work on the outdoor portion of the line in July 2017 that reduced performance.

Subway Weekend % Service Delivered
Monthly
(Peak Hours)

	<u>Aug</u>		<u>Jul</u>		<u>Difference</u>	<u>Difference</u>
<u>Line</u>	<u>Aug 18</u>	<u>Jul 18</u>	<u>Aug 17</u>	<u>Jul 17</u>		
1	98.3%	99.1%	98.3%	96.7%	0.0%	+2.4%
2	95.5%	92.5%	93.3%	88.9%	+2.2%	+3.6%
3	97.6%	98.6%	101.3%	101.1%	-3.7%	-2.5%
4	92.7%	95.5%	93.7%	96.0%	-1.0%	-0.5%
5	94.9%	98.7%	95.4%	96.9%	-0.5%	+1.8%
6	97.1%	96.9%	98.0%	97.6%	-0.9%	-0.7%
7	94.5%	91.5%	99.6%	95.4%	-5.1%	-3.9%
S 42nd	99.8%	100.1%	99.9%	99.6%	-0.1%	+0.5%
Subdivision A	96.1%	96.2%	96.7%	95.8%	-0.6%	+0.4%
A	97.2%	97.7%	97.0%	97.6%	+0.2%	+0.1%
C	98.0%	95.3%	98.2%	98.0%	-0.2%	-2.7%
D	100.9%	100.7%	101.2%	101.2%	-0.3%	-0.5%
E	98.3%	96.1%	99.8%	98.8%	-1.5%	-2.7%
F	99.9%	97.2%	98.4%	97.9%	+1.5%	-0.7%
S Fkln	99.3%	99.3%	100.0%	99.8%	-0.7%	-0.5%
G	99.0%	100.3%	98.7%	98.8%	+0.3%	+1.5%
S Rock	98.7%	98.1%	99.8%	99.7%	-1.1%	-1.6%
JZ	99.3%	97.4%	98.3%	99.0%	+1.0%	-1.6%
L	97.6%	97.8%	97.5%	93.1%	+0.1%	+4.7%
M	97.2%	99.3%	98.0%	99.1%	-0.8%	+0.2%
N	95.8%	97.8%	98.0%	98.0%	-2.2%	-0.2%
Q	99.8%	97.3%	99.6%	97.4%	+0.2%	-0.1%
R	98.7%	97.0%	98.6%	97.9%	+0.1%	-0.9%
Subdivision B	98.5%	97.9%	98.6%	97.9%	-0.1%	0.0%
Systemwide	97.5%	97.2%	97.9%	97.1%	-0.4%	+0.1%

Subway Weekday Average Additional Platform Time

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



August 2018

	Monthly			12-Month Average
	Aug 18	Aug 17	Difference	Aug 18
Subdivision A	0:01:06	0:01:07	-0:00:01	0:01:09
Subdivision B	0:01:25	0:01:24	+0:00:01	0:01:27
Systemwide	0:01:17	0:01:16	+0:00:01	0:01:20

July 2018

	Monthly			12-Month Average
	Jul 18	Jul 17	Difference	Jul 18
Subdivision A	0:01:04	0:01:09	-0:00:05	0:01:09
Subdivision B	0:01:18	0:01:23	-0:00:05	0:01:27
Systemwide	0:01:12	0:01:17	-0:00:05	0:01:19

Additional Platform Time Discussion

August 2018

- Additional Platform Time (APT) worsened by one second when compared to the prior year and by five seconds when compared to July 2018, to 0:01:17.
 - Systemwide APT is better than the 12-month average by three seconds.
- CBTC signal installation work along the 7 Line caused numerous short duration delays. Though these did not develop into Major Incidents, they contributed to increased APT on the line.

July 2018

- APT improved by five seconds when compared the prior year and worsened by one second when compared to June 2018.
 - Systemwide APT is better than the 12-month average by seven seconds.
 - Both divisions improved by five seconds when compared to the previous year.
- The improved APT on the N, Q, R, and W lines was likely due to new, more accurate schedules implemented on these lines at the end of June 2018.

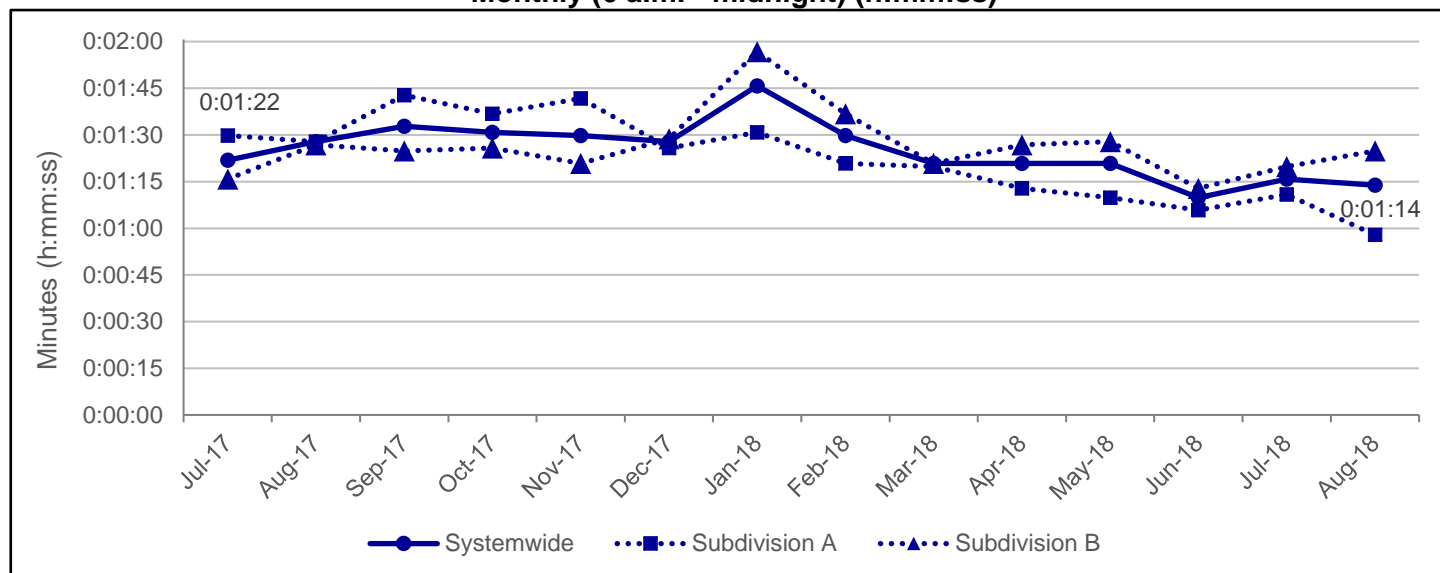
Note: This metric uses electronic data made available systemwide by the MTA's investments in new train tracking technology and in more robust methods for determining how customers use the subway. It is likely that this measure will be refined and enhanced as the MTA gains experience integrating the latest 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>Aug 18</u>	<u>Jul 18</u>	<u>Aug 17</u>	<u>Jul 17</u>	<u>Aug</u> <u>Difference</u>	<u>Jul</u> <u>Difference</u>
1	0:01:08	0:01:02	0:01:01	0:01:10	+0:00:07	-0:00:08
2	0:01:15	0:01:12	0:01:23	0:01:29	-0:00:08	-0:00:17
3	0:00:59	0:00:52	0:01:05	0:01:08	-0:00:06	-0:00:16
4	0:01:04	0:01:04	0:01:10	0:01:08	-0:00:06	-0:00:04
5	0:01:09	0:00:56	0:01:17	0:01:13	-0:00:08	-0:00:17
6	0:01:02	0:01:15	0:01:08	0:01:05	-0:00:06	+0:00:10
7	0:01:17	0:01:05	0:01:00	0:01:03	+0:00:17	+0:00:02
S 42nd	0:00:27	0:00:25	0:00:22	0:00:28	+0:00:05	-0:00:03
Subdivision A	0:01:06	0:01:04	0:01:07	0:01:09	-0:00:01	-0:00:05
A	0:01:21	0:01:21	0:01:21	0:01:39	-0:00:00	-0:00:18
B	0:01:36	0:01:34	0:01:39	0:01:50	-0:00:03	-0:00:16
C	0:01:40	0:01:42	0:01:44	0:01:51	-0:00:04	-0:00:09
D	0:01:43	0:01:47	0:01:34	0:01:40	+0:00:09	+0:00:07
E	0:01:17	0:01:18	0:01:14	0:01:12	+0:00:03	+0:00:06
F	0:01:26	0:01:26	0:01:26	0:01:21	+0:00:00	+0:00:05
S Fkln	0:00:38	0:00:20	0:00:30	0:00:05	+0:00:08	+0:00:15
G	0:01:08	0:01:13	0:01:10	0:01:07	-0:00:02	+0:00:06
S Rock	0:00:28	0:00:29	0:00:36	0:00:43	-0:00:08	-0:00:14
JZ	0:01:33	0:01:24	0:01:21	0:01:11	+0:00:12	+0:00:13
L	0:00:47	0:01:00	0:00:56	0:00:44	-0:00:09	+0:00:16
M	0:01:42	0:01:17	0:01:57	0:01:46	-0:00:15	-0:00:29
N	0:01:29	0:01:02	0:01:24	0:01:14	+0:00:05	-0:00:12
Q	0:01:31	0:01:02	0:01:19	0:01:18	+0:00:12	-0:00:16
R	0:01:36	0:01:10	0:01:26	0:01:24	+0:00:10	-0:00:14
W	0:01:01	0:00:51	0:01:04	0:00:57	-0:00:03	-0:00:06
Subdivision B	0:01:25	0:01:18	0:01:24	0:01:23	+0:00:01	-0:00:05
Systemwide	0:01:17	0:01:12	0:01:16	0:01:17	+0:00:01	-0:00:05

Subway Weekday Average Additional Train Time

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



August 2018

	Monthly			12-Month Average
	Aug 18	Aug 17	Difference	Aug 18
Subdivision A	0:00:58	0:01:28	-0:00:30	0:01:22
Subdivision B	0:01:25	0:01:27	-0:00:02	0:01:27
Systemwide	0:01:14	0:01:28	-0:00:14	0:01:25

July 2018

	Monthly			12-Month Average
	Jul 18	Jul 17	Difference	Jul 18
Subdivision A	0:01:11	0:01:30	-0:00:19	0:01:24
Subdivision B	0:01:20	0:01:16	+0:00:04	0:01:28
Systemwide	0:01:16	0:01:22	-0:00:06	0:01:26

Additional Train Time Discussion

August 2018

- Additional Train Time (ATT) systemwide improved by 14 seconds when compared to the prior year and by two seconds when compared to July 2018, to 0:01:14.
 - ATT improved by 30 seconds on the A Division and by 2 seconds on the B Division.
- Schedule adjustments to the 2, 3, 4 and 5 lines have all improved (decreased) ATT relative to the prior year.
- Major Incidents on 8/8, 8/10, 8/14 and 8/30 negatively affected ATT on many B division lines.
 - When those days are excluded ATT improves by five seconds.

July 2018

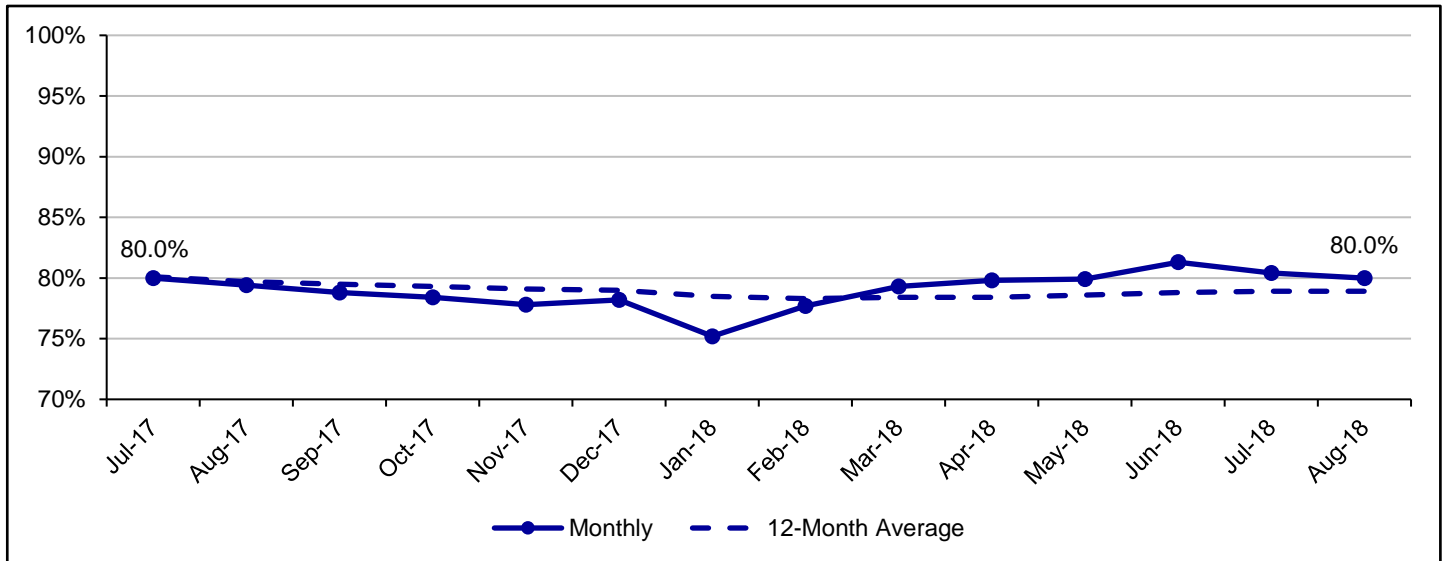
- ATT systemwide improved by six seconds when compared to the prior year and worsened by six seconds when compared to June 2018, to 0:01:16.
- ATT improved by 19 seconds on the A Division and worsened by 4 seconds on the B Division.

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>Aug 18</u>	<u>Jul 18</u>	<u>Aug 17</u>	<u>Jul 17</u>	<u>Aug</u> <u>Difference</u>	<u>Jul</u> <u>Difference</u>
1	0:01:03	0:01:08	0:01:04	0:01:11	-0:00:01	-0:00:03
2	0:01:03	0:01:19	0:01:54	0:02:01	-0:00:51	-0:00:42
3	0:00:38	0:00:56	0:01:27	0:01:34	-0:00:49	-0:00:38
4	0:00:51	0:01:17	0:01:53	0:01:57	-0:01:02	-0:00:40
5	0:00:51	0:01:15	0:02:05	0:02:00	-0:01:14	-0:00:45
6	0:00:52	0:01:03	0:01:03	0:01:03	-0:00:11	+0:00:00
7	0:01:29	0:01:28	0:01:31	0:01:23	-0:00:02	+0:00:05
S 42nd	0:00:27	0:00:28	0:00:27	0:00:25	+0:00:00	+0:00:03
Subdivision A	0:00:58	0:01:11	0:01:28	0:01:30	-0:00:30	-0:00:19
A	0:01:50	0:01:41	0:01:44	0:01:50	+0:00:06	-0:00:09
B	0:01:37	0:01:15	0:01:52	0:02:05	-0:00:15	-0:00:50
C	0:01:11	0:01:05	0:00:57	0:01:00	+0:00:14	+0:00:05
D	0:01:55	0:01:42	0:01:39	0:01:39	+0:00:16	+0:00:03
E	0:01:19	0:01:38	0:01:52	0:01:13	-0:00:33	+0:00:25
F	0:01:24	0:01:38	0:01:56	0:01:19	-0:00:32	+0:00:19
S Fkln	0:00:39	0:00:42	0:00:47	0:00:48	-0:00:08	-0:00:06
G	0:00:59	0:01:03	0:01:20	0:01:23	-0:00:21	-0:00:20
S Rock	0:00:43	0:00:51	0:00:13	0:00:28	+0:00:30	+0:00:23
JZ	0:02:12	0:02:07	0:01:40	0:01:36	+0:00:32	+0:00:31
L	-0:00:01	0:00:11	0:00:03	-0:00:05	-0:00:04	+0:00:16
M	0:01:19	0:01:16	0:00:58	0:00:45	+0:00:21	+0:00:31
N	0:01:57	0:01:15	0:01:53	0:01:29	+0:00:04	-0:00:14
Q	0:01:48	0:01:31	0:01:59	0:02:02	-0:00:11	-0:00:31
R	0:01:13	0:01:07	0:00:42	0:00:31	+0:00:31	+0:00:36
W	0:00:54	0:00:46	0:01:20	0:00:56	-0:00:26	-0:00:10
Subdivision B	0:01:25	0:01:20	0:01:27	0:01:16	-0:00:02	+0:00:04
Systemwide	0:01:14	0:01:16	0:01:28	0:01:22	-0:00:14	-0:00:06

Subway Weekday Customer Journey Time Performance Monthly (6 a.m. - midnight)



August 2018 Statistics

	Monthly			12-Month Average		
	Aug 18	Aug 17	Difference	Aug 18	Aug 17	Difference
Subdivision A	84.6%	82.5%	+2.1%	82.4%	81.0%	+1.4%
Subdivision B	76.8%	76.9%	-0.1%	76.3%	76.9%	-0.6%
Systemwide	80.0%	79.4%	+0.6%	78.9%	79.7%	-0.8%

July 2018 Statistics

	Monthly			12-Month Average		
	Jul 18	Jul 17	Difference	Jul 18	Jul 17	Difference
Subdivision A	83.7%	82.2%	+1.5%	82.3%	81.2%	+1.1%
Subdivision B	78.0%	78.3%	-0.3%	76.3%	76.9%	-0.6%
Systemwide	80.4%	80.0%	+0.4%	78.9%	80.1%	-1.2%

Weekday Customer Journey Time Performance Discussion

This is a new metric making its introduction in this report. Customer Journey Time Performance (CJTP) is the percentage of customers whose journeys (waiting and travel time) are completed within five minutes of their scheduled journey time.

CJTP is similar to the legacy metric On-Time Performance but from a passenger perspective instead of a train perspective. It's intended to capture how often passengers have a "bad commute/trip" on a given line.

August and July 2018

- After a period of decreasing CJTP in 2017, there has been steady improvement each month in 2018, with only a small decrease from June to August.
- When combined, systemwide Additional Platform Time and Additional Train time show improvements in July and August when compared to the prior year. This is reflected in CJTP, which also shows an improvement of 0.6% and 0.4% respectively.

Subway Weekday Customer Journey Time Performance
Monthly
(6 a.m. - midnight)

					<u>Aug</u>	<u>Jul</u>
<u>Line</u>	<u>Aug 18</u>	<u>Jul 18</u>	<u>Aug 17</u>	<u>Jul 17</u>	<u>Difference</u>	<u>Difference</u>
1	84.9%	85.1%	88.2%	86.2%	-3.3%	-1.1%
2	81.8%	80.5%	75.6%	75.7%	+6.2%	+4.8%
3	87.8%	87.1%	83.8%	83.2%	+4.0%	+3.9%
4	83.9%	81.3%	77.7%	77.9%	+6.2%	+3.4%
5	83.4%	82.0%	76.2%	77.0%	+7.2%	+5.0%
6	86.6%	84.8%	86.6%	86.2%	+0.0%	-1.4%
7	80.7%	82.0%	80.8%	81.5%	-0.1%	+0.5%
S 42nd	98.8%	99.2%	99.6%	99.0%	-0.8%	+0.2%
Subdivision A	84.6%	83.7%	82.5%	82.2%	+2.1%	+1.5%
A	74.7%	74.7%	74.9%	74.1%	-0.2%	+0.6%
B	73.6%	76.1%	71.6%	71.1%	+2.0%	+5.0%
C	76.7%	76.4%	76.4%	76.0%	+0.3%	+0.4%
D	69.0%	70.7%	72.8%	73.3%	-3.8%	-2.6%
E	79.0%	77.0%	74.5%	78.5%	+4.5%	-1.5%
F	75.7%	74.3%	71.4%	76.5%	+4.3%	-2.2%
S Fkln	94.2%	95.9%	97.9%	99.0%	-3.7%	-3.1%
G	83.8%	82.3%	81.4%	81.0%	+2.4%	+1.3%
S Rock	93.7%	93.0%	91.8%	90.3%	+1.9%	+2.7%
JZ	67.4%	68.7%	74.6%	76.7%	-7.2%	-8.0%
L	94.4%	91.4%	93.1%	94.2%	+1.3%	-2.8%
M	75.1%	78.1%	75.4%	77.6%	-0.3%	+0.5%
N	71.1%	79.5%	75.3%	77.4%	-4.2%	+2.1%
Q	74.8%	78.6%	75.1%	74.0%	-0.3%	+4.6%
R	76.1%	79.6%	80.9%	82.3%	-4.8%	-2.7%
W	86.0%	87.1%	84.2%	86.3%	+1.8%	+0.8%
Subdivision B	76.8%	78.0%	76.9%	78.3%	-0.1%	-0.3%
Systemwide	80.0%	80.4%	79.4%	80.0%	+0.6%	+0.4%

Section 2: Inputs to Operations

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

Performance Indicator Definitions

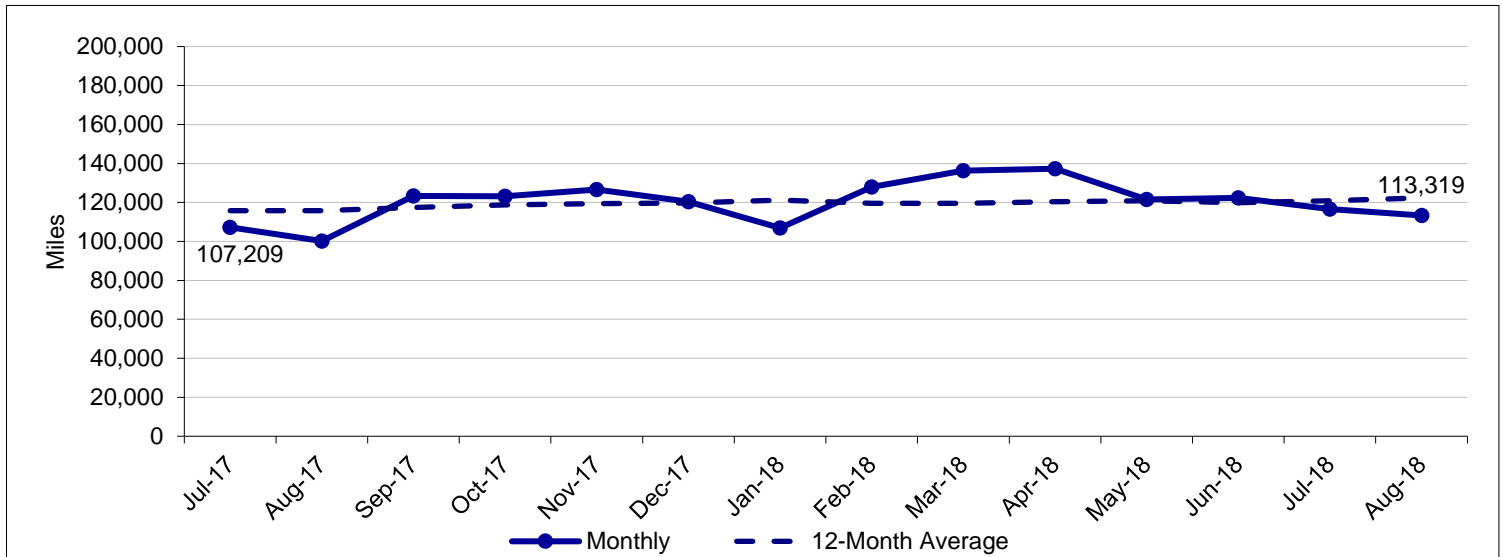
Mean Distance Between Failures (MDBF)

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

Elevator and Escalator Availability

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

Subway Mean Distance Between Failure



	August Monthly				July Monthly			
	# of Cars	Aug '18	Aug '17	% Diff	# of Cars	Jul '18	Jul '17	% Diff
Subdivision A	2,895	146,439	94,689	+54.7%	2,895	139,440	101,426	+37.5%
Subdivision B	3,603	97,317	104,552	-6.9%	3,603	104,037	111,774	-6.9%
Systemwide	6,498	113,319	100,186	+13.1%	6,498	116,590	107,209	+8.8%
	August 12-Month Average				July 12-Month Average			
	# of Cars	Aug '18	Aug '17	% Diff	# of Cars	Jul '18	Jul '17	% Diff
Car Class								
R32	222	31,181	38,186	-18.3%	222	31,355	37,601	-16.6%
R42	50	30,879	42,754	-27.8%	50	33,248	44,306	-25.0%
R46	752	70,496	75,616	-6.8%	752	71,514	76,852	-6.9%
R62	315	271,912	219,310	+24.0%	315	257,187	211,520	+21.6%
R62A	824	104,233	89,598	+16.3%	824	100,447	85,425	+17.6%
R68	425	87,883	116,593	-24.6%	425	91,984	121,774	-24.5%
R68A	200	107,792	86,767	+24.2%	200	100,795	93,080	+8.3%
R142	1,030	180,568	148,092	+21.9%	1,030	172,150	144,345	+19.3%
R142A	220	68,299	50,716	+34.7%	220	64,663	50,766	+27.4%
R143	212	103,421	68,193	+51.7%	212	101,291	62,493	+62.1%
R160	1,662	249,073	237,579	+4.8%	1,662	244,999	232,102	+5.6%
R188 - New	126	405,597	445,786	-9.0%	126	374,926	597,590	-37.3%
R188 - Conversion	380	175,331	184,225	-4.8%	380	169,290	177,913	-4.8%
Subdivision A	2,895	139,647	118,814	+17.5%	2,895	133,549	115,524	+15.6%
Subdivision B	3,603	112,317	116,429	-3.5%	3,603	113,070	116,073	-2.6%
Systemwide*	6,498	122,334	117,414	+4.2%	6,498	120,817	115,843	+4.3%

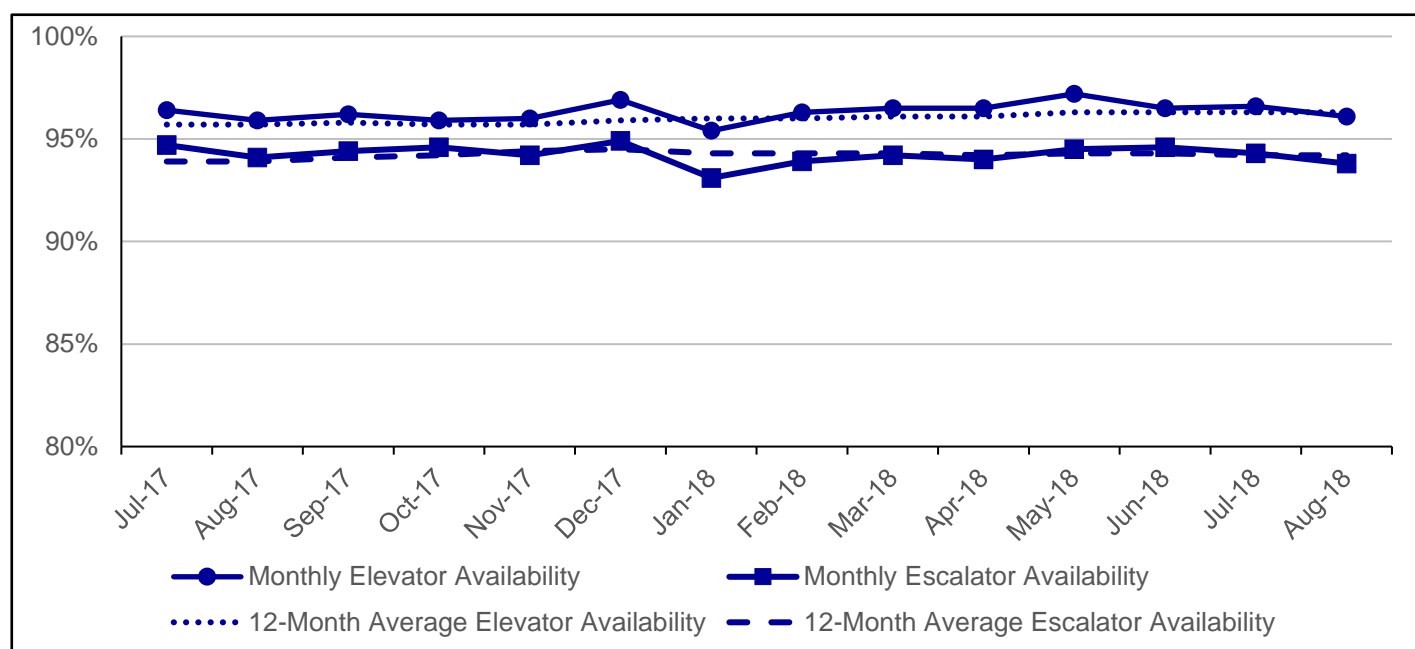
MDBF Discussion

July-August 2018

- 12-month average MDBF improvements follow several Subway Action Plan (SAP) campaigns.
- MDBF increased for the R62A, R142, and R142A fleets as significant numbers of cars recently completed their 14-year SMS programs, as well as SAP improvements.
- The R143 had the largest increase due to CBTC reliability improvements, completion of a 2-year SMS program, and door upgrades.
- The decreases in the R188 new and conversion fleets represent a normalization of MDBF as these cars age; both continue to perform significantly better than the systemwide average.

*Fleet MDBF includes 80 R179 cars. Reporting of separate R179 12-Month Average MDBF will begin in July 2019.

Elevator and Escalator Availability (24 Hours)



August 2018

	Monthly			12-Month Average		
	Aug 18	Aug 17	Difference	Aug 18	Aug 17	Difference
Elevator Availability	96.1%	95.9%	+0.2%	96.3%	95.7%	+0.6%
Escalator Availability	93.8%	94.1%	-0.3%	94.2%	94.0%	+0.2%

July 2018

	Monthly			12-Month Average		
	Jul 18	Jul 17	Difference	Jul 18	Jul 17	Difference
Elevator Availability	96.6%	96.4%	+0.2%	96.3%	95.7%	+0.6%
Escalator Availability	94.3%	94.7%	-0.4%	94.2%	94.0%	+0.2%

Elevator and Escalator Availability Discussion

August 2018

- Both monthly and 12-month average elevator availability improved.
- Escalator availability declined slightly year-over-year, but the 12-month average continues to show improvement.

July 2018

- Elevator availability improved by 0.2% to 96.6% and Escalator availability declined by 0.4% to 94.3%.
- NYCT continues to take actions to improve poorly performing elevators, targeting those with repeated outages with contractor resources supplementing in-house efforts.
- Recruitment efforts continue for Elevator and Escalator mechanics and Specialist positions.

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.

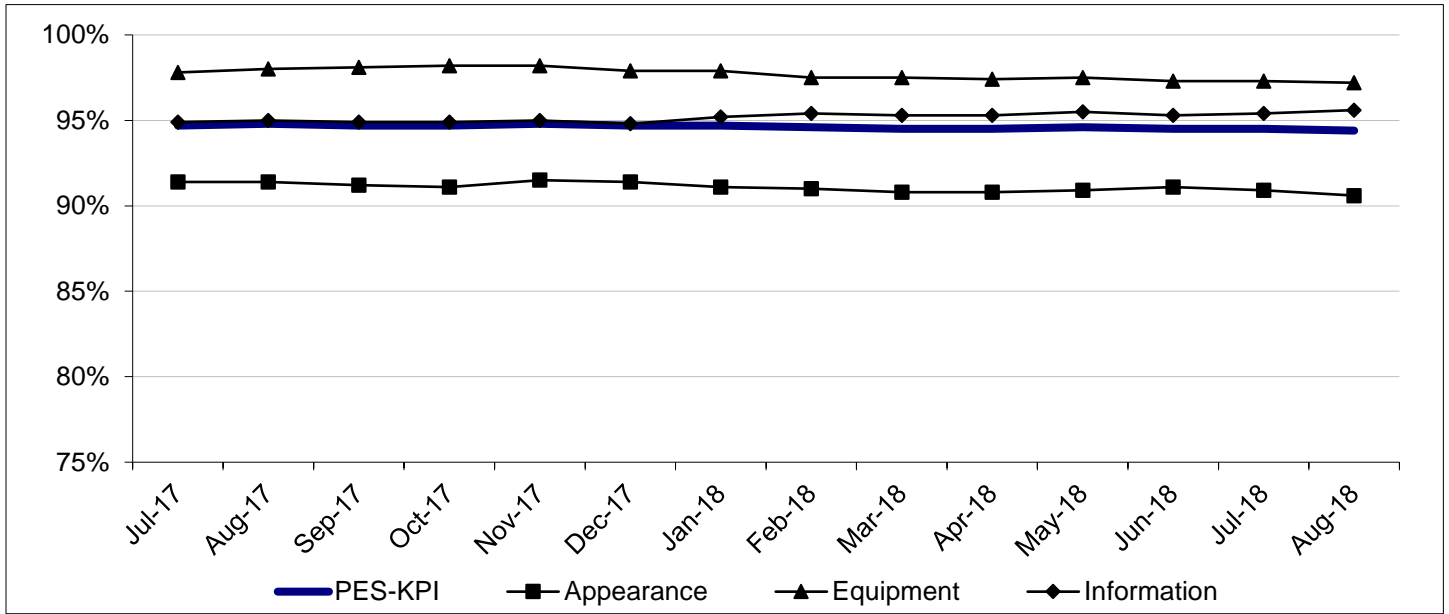
Appearance: Includes cleanliness, and graffiti ratings in cars and stations.

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



August 2018

	Sep 17 - Aug 18				Sep 16 - Aug 17				% Diff
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
Subdivision A	94.8%	91.9%	97.4%	95.3%	94.7%	92.5%	97.5%	94.1%	+0.1%
Subdivision B	94.2%	89.9%	97.2%	95.7%	94.8%	90.8%	98.3%	95.5%	-0.6%
Systemwide	94.4%	90.6%	97.2%	95.6%	94.8%	91.4%	98.0%	95.0%	-0.4%

July 2018

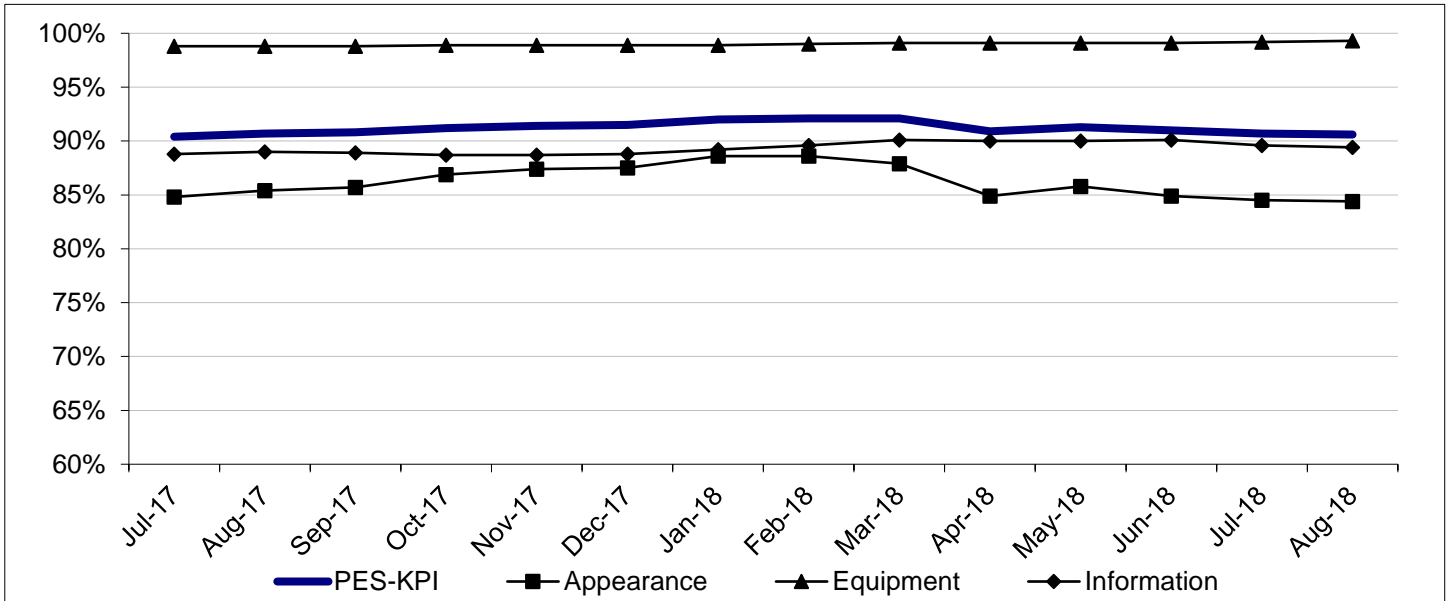
	Aug 17 - Jul 18				Aug 16 - Jul 17				% Diff
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
Subdivision A	94.7%	92.1%	97.2%	95.0%	94.7%	92.8%	97.3%	94.2%	0.0%
Subdivision B	94.4%	90.3%	97.4%	95.6%	94.7%	90.7%	98.1%	95.4%	-0.3%
Systemwide	94.5%	90.9%	97.3%	95.4%	94.7%	91.5%	97.8%	94.9%	-0.2%

Subway Car Passenger Environment Survey Discussion

July and August 2018

- The Subway Car PES Key Performance Indicator (KPI) remains relatively stable.

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



August 2018

Borough	Sep 17 - Aug 18				Sep 16 - Aug 17				% Diff
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
Bronx	89.4%	81.3%	99.4%	88.9%	88.4%	79.5%	98.5%	88.9%	+1.0%
Manhattan	91.6%	86.7%	99.1%	90.1%	91.3%	86.6%	98.9%	89.4%	+0.3%
Brooklyn	90.4%	83.2%	99.4%	89.9%	91.8%	87.1%	99.0%	90.3%	-1.4%
Queens	90.4%	85.4%	99.4%	87.5%	89.4%	84.9%	98.7%	85.5%	+1.0%
Systemwide	90.6%	84.4%	99.3%	89.4%	90.7%	85.4%	98.8%	89.0%	-0.1%

July 2018

Borough	Aug 17 - Jul 18				Aug 16 - Jul 17				% Diff
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
Bronx	89.8%	82.1%	99.5%	89.5%	88.0%	78.2%	98.4%	89.2%	+1.8%
Manhattan	91.6%	86.7%	99.1%	90.1%	90.8%	85.6%	98.8%	89.0%	+0.8%
Brooklyn	90.3%	83.1%	99.3%	89.8%	91.7%	87.1%	98.9%	90.0%	-1.4%
Queens	90.6%	85.3%	99.4%	88.2%	89.1%	84.6%	98.7%	85.0%	+1.5%
Systemwide	90.7%	84.5%	99.2%	89.6%	90.4%	84.8%	98.8%	88.8%	+0.3%

Station Passenger Environment Survey Discussion

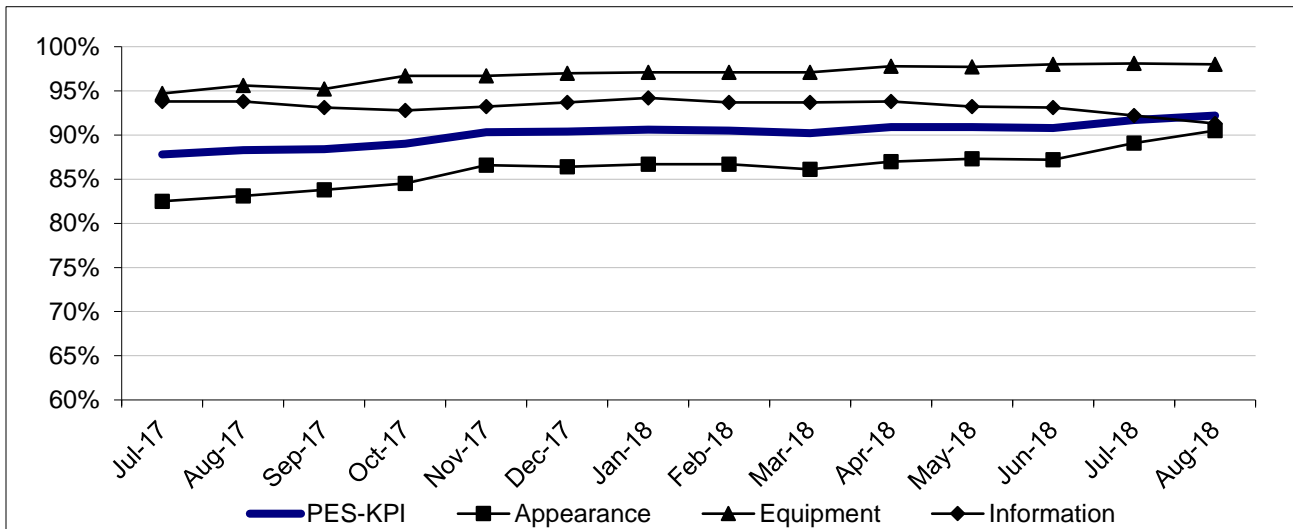
August 2018

- Station Passenger Environment Survey (PES-KPI) remains relatively stable.

July 2018

- Station Passenger Environment Survey (PES-KPI) increased by 0.3% over the prior year, led by improvements of 1.8% in Bronx and 1.5% in Queens.

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



August 2018

	PES-KPI	Appearance	Equipment	Information
Sep 17 - Aug 18:	92.2%	90.5%	98.0%	91.3%
Sep 16 - Aug 17:	88.3%	83.1%	95.6%	93.8%
% Difference:	+3.9%	+7.4%	+2.4%	-2.5%

July 2018

	PES-KPI	Appearance	Equipment	Information
Aug 17 - Jul 18:	91.7%	89.1%	98.1%	92.2%
Aug 16 - Jul 17:	87.8%	82.5%	94.7%	93.8%
% Difference:	+3.9%	+6.6%	+3.4%	-1.6%

SIR Discussion

July and August 2018

- Staten Island Railway Passenger Environment Survey scores increased by 3.9% in both July and August.

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)

Aug 18

Aug 17

Line	Monthly					12 month	Monthly					12 month	Monthly
	Meets	Monthly GAP			Meets	Meets	Monthly GAP			Meets	Standard		
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	Difference		
1	73.5%	10.2%	8.8%	7.6%	76.1%	76.3%	10.0%	7.8%	5.8%	76.1%	-2.8%		
2	70.7%	10.8%	10.2%	8.3%	66.2%	65.6%	10.6%	12.1%	11.7%	67.3%	+5.1%		
3	71.8%	11.6%	9.8%	6.8%	69.6%	69.5%	11.1%	10.8%	8.7%	71.5%	+2.3%		
4	68.8%	10.3%	9.6%	11.3%	66.1%	68.2%	10.2%	10.4%	11.1%	67.3%	+0.6%		
5	67.8%	11.2%	10.7%	10.3%	62.5%	61.1%	10.8%	12.5%	15.6%	62.5%	+6.7%		
6	70.4%	9.5%	9.1%	11.0%	66.5%	71.0%	9.9%	9.6%	9.6%	67.3%	-0.6%		
7	68.2%	11.2%	10.3%	10.3%	67.5%	70.3%	11.4%	10.5%	7.8%	71.5%	-2.1%		
S 42nd	94.0%	3.2%	1.4%	1.5%	94.1%	95.3%	2.5%	1.1%	1.1%	93.8%	-1.3%		
Subdivision A	71.1%	10.3%	9.4%	9.2%	68.7%	69.8%	10.2%	10.2%	9.8%	69.7%	+1.3%		
A	67.8%	10.0%	10.2%	11.9%	66.9%	68.9%	9.2%	10.1%	11.8%	68.6%	-1.1%		
B	72.9%	11.7%	9.2%	6.3%	72.0%	74.6%	11.2%	8.3%	5.9%	74.4%	-1.7%		
C	73.2%	11.8%	8.8%	6.2%	70.2%	73.0%	12.7%	8.8%	5.6%	72.7%	+0.2%		
D	71.0%	12.0%	10.8%	6.2%	71.1%	75.3%	11.5%	8.0%	5.2%	75.4%	-4.3%		
E	67.3%	11.5%	10.9%	10.3%	66.5%	66.2%	11.2%	11.4%	11.2%	69.8%	+1.1%		
F	69.9%	10.3%	10.1%	9.6%	68.5%	68.9%	9.5%	9.7%	12.0%	70.4%	+1.0%		
S FkIn	96.9%	1.0%	0.4%	1.7%	97.8%	98.7%	0.5%	0.1%	0.8%	98.8%	-1.8%		
G	81.2%	11.2%	5.6%	2.1%	80.2%	80.5%	11.0%	6.1%	2.4%	81.5%	+0.7%		
S Rock	95.2%	2.9%	0.4%	1.6%	93.8%	94.5%	3.1%	1.4%	1.0%	94.1%	+0.7%		
JZ	75.4%	11.2%	8.7%	4.7%	75.7%	77.1%	11.0%	7.5%	4.5%	77.0%	-1.7%		
L	78.4%	11.3%	7.0%	3.3%	76.1%	77.2%	11.6%	6.9%	4.3%	78.0%	+1.2%		
M	73.9%	10.6%	8.2%	7.3%	71.7%	69.6%	10.6%	10.2%	9.6%	73.8%	+4.3%		
N	67.7%	12.3%	10.9%	9.1%	70.0%	71.8%	10.9%	8.9%	8.5%	73.8%	-4.1%		
Q	74.1%	10.5%	8.6%	6.9%	74.8%	76.3%	10.8%	8.0%	4.9%	75.5%	-2.2%		
R	68.6%	11.3%	10.8%	9.2%	70.0%	71.4%	10.8%	9.7%	8.1%	74.1%	-2.8%		
W	70.4%	11.9%	9.7%	8.1%	70.2%	73.1%	10.7%	8.0%	8.2%	71.1%	-2.7%		
Subdivision B	72.2%	11.0%	9.3%	7.5%	71.6%	72.9%	10.6%	8.7%	7.7%	74.0%	-0.7%		
Systemwide	71.7%	10.7%	9.3%	8.3%	70.3%	71.4%	10.4%	9.4%	8.7%	72.0%	+0.3%		

Weekday Wait Assessment Discussion

- Wait Assessment improved by 0.3% when compared to the prior year, primarily due to an improvement of 1.3% on the A Division
- The decline in 7 line performance is largely attributable to incidents related to ongoing CBTC upgrade work and the need to maintain the legacy signal system while the new CBTC signal system is being completed.
- The J/Z decline is partly due to planned work and slow zones along the line due to various station repair and other infrastructure projects.

Note: W service began in November 2016.

Chart 18a

Subway Weekday Wait Assessment (6 am - midnight)

Jul 18

Jul 17

Line	Monthly				12 month	Monthly				12 month	Monthly
	Meets	Monthly GAP			Meets	Meets	Monthly GAP			Meets	Standard
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	Difference
1	73.7%	9.7%	8.9%	7.7%	76.3%	73.2%	10.4%	8.5%	7.9%	76.2%	+0.5%
2	65.3%	10.8%	11.9%	12.0%	65.8%	66.0%	10.8%	11.9%	11.3%	67.6%	-0.7%
3	67.4%	11.9%	11.0%	9.7%	69.4%	70.0%	11.3%	10.2%	8.6%	71.8%	-2.6%
4	66.9%	10.2%	10.2%	12.8%	66.1%	67.0%	10.8%	11.0%	11.2%	67.5%	-0.1%
5	64.2%	11.2%	11.0%	13.6%	61.9%	61.6%	11.1%	12.4%	14.9%	62.9%	+2.6%
6	68.5%	9.6%	9.7%	12.2%	66.5%	70.6%	10.1%	9.9%	9.5%	66.9%	-2.1%
7	66.7%	11.5%	11.3%	10.4%	67.7%	70.9%	11.2%	10.3%	7.6%	71.8%	-4.2%
S 42nd	92.7%	3.7%	1.9%	1.7%	94.3%	94.5%	2.6%	2.0%	0.9%	93.3%	-1.8%
Subdivision A	68.5%	10.3%	10.2%	11.0%	68.6%	69.2%	10.5%	10.3%	10.0%	69.8%	-0.7%
A	67.8%	10.2%	10.3%	11.8%	67.0%	67.6%	9.9%	10.3%	12.2%	68.8%	+0.2%
B	74.0%	11.9%	8.3%	5.8%	72.2%	75.3%	10.4%	7.8%	6.5%	74.7%	-1.3%
C	74.1%	11.7%	8.7%	5.6%	70.1%	72.7%	12.3%	9.5%	5.5%	72.8%	+1.4%
D	70.5%	12.2%	10.3%	7.0%	71.5%	75.3%	11.4%	8.3%	5.0%	75.8%	-4.8%
E	67.1%	11.2%	11.1%	10.6%	66.4%	67.7%	11.6%	10.3%	10.4%	70.4%	-0.6%
F	69.2%	10.3%	10.2%	10.4%	68.4%	69.9%	9.7%	9.6%	10.8%	70.8%	-0.7%
S Fkln	98.9%	0.8%	0.2%	0.1%	98.0%	99.3%	0.2%	0.1%	0.4%	98.7%	-0.4%
G	80.6%	11.0%	5.7%	2.7%	80.1%	81.7%	10.4%	6.0%	1.9%	81.8%	-1.1%
S Rock	93.7%	3.6%	1.4%	1.2%	93.8%	93.9%	3.1%	1.4%	1.6%	94.0%	-0.2%
JZ	76.3%	10.6%	8.2%	4.8%	75.8%	78.9%	10.6%	6.9%	3.7%	76.9%	-2.6%
L	76.4%	11.6%	7.8%	4.3%	76.0%	78.9%	11.7%	6.6%	2.9%	77.9%	-2.5%
M	70.1%	11.4%	9.2%	9.2%	71.3%	71.8%	11.0%	9.3%	7.9%	74.3%	-1.7%
N	67.5%	12.2%	11.3%	9.0%	70.4%	74.2%	10.7%	8.3%	6.8%	74.4%	-6.7%
Q	74.2%	10.9%	8.7%	6.1%	75.1%	75.8%	10.2%	8.3%	5.7%	75.8%	-1.6%
R	69.3%	10.6%	10.2%	9.9%	70.3%	73.0%	10.9%	9.0%	7.2%	74.5%	-3.7%
W	70.1%	11.5%	9.1%	9.3%	70.4%	75.8%	11.5%	7.2%	5.6%	70.8%	-5.7%
Subdivision B	71.8%	11.0%	9.3%	7.9%	71.7%	73.9%	10.6%	8.4%	7.0%	74.3%	-2.1%
Systemwide	70.3%	10.7%	9.7%	9.3%	70.3%	71.7%	10.6%	9.3%	8.4%	72.2%	-1.4%

Weekday Wait Assessment Discussion

- Wait Assessment declined by 1.4% when compared to the prior year.
- The decline in 7 line performance is largely attributable to incidents related to ongoing CBTC upgrade work and the need to maintain the legacy signal system while the new CBTC signal system is being completed.
- The D decline is primarily due to disruptive Major Incidents.

Note: W service began in November 2016.

Chart 18b

Subway Weekend Wait Assessment (6 am - midnight)

Aug 18

Aug 17

Line	Aug 18					Aug 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	81.3%	9.0%	6.7%	2.9%	79.6%	87.1%	6.9%	4.0%	1.9%	78.7%	-5.8%
2	74.9%	11.6%	9.0%	4.6%	66.4%	71.5%	12.2%	9.7%	6.6%	72.3%	+3.4%
3	79.2%	11.9%	5.8%	3.1%	85.3%	95.2%	3.9%	0.7%	0.2%	84.9%	-16.0%
4	67.9%	12.4%	11.0%	8.7%	66.6%	70.2%	11.3%	10.4%	8.1%	73.4%	-2.3%
5	79.2%	11.0%	6.3%	3.5%	71.2%	75.6%	12.0%	8.3%	4.2%	78.8%	+3.6%
6	79.3%	11.0%	6.2%	3.5%	79.6%	83.9%	7.8%	5.1%	3.2%	82.7%	-4.6%
7	76.4%	10.6%	7.3%	5.7%	77.7%	82.8%	10.1%	5.1%	2.1%	79.8%	-6.4%
S 42nd	97.5%	0.6%	0.9%	1.1%	98.7%	99.5%	0.4%	0.1%	0.0%	97.9%	-2.0%
Subdivision A	76.8%	10.8%	7.6%	4.8%	74.8%	79.7%	9.4%	6.7%	4.2%	78.9%	-2.9%
A	71.4%	12.1%	9.7%	6.8%	71.2%	72.4%	11.0%	11.2%	5.4%	75.0%	-1.0%
C	75.8%	12.7%	8.1%	3.3%	73.4%	78.8%	11.9%	6.5%	2.8%	80.0%	-3.0%
D	80.2%	9.9%	6.1%	3.8%	75.2%	79.4%	10.5%	7.3%	2.9%	80.4%	+0.8%
E	82.9%	9.3%	5.3%	2.5%	79.8%	82.8%	10.5%	4.7%	2.1%	82.1%	+0.1%
F	79.5%	11.2%	6.7%	2.6%	77.2%	77.5%	11.3%	7.5%	3.7%	79.5%	+2.0%
S Fkln	98.7%	0.7%	0.3%	0.3%	98.4%	99.9%	0.1%	0.1%	0.0%	98.8%	-1.2%
G	87.7%	8.5%	3.1%	0.7%	85.4%	87.3%	8.2%	3.0%	1.5%	86.6%	+0.4%
S Rock	96.0%	2.3%	0.9%	0.7%	94.2%	93.7%	4.5%	1.5%	0.3%	95.2%	+2.3%
JZ	83.3%	8.1%	5.1%	3.5%	84.3%	82.7%	9.7%	4.6%	2.9%	85.5%	+0.6%
L	80.3%	9.8%	5.7%	4.2%	78.3%	79.2%	10.9%	6.1%	3.9%	79.8%	+1.1%
M	81.3%	7.3%	5.7%	5.7%	89.7%	88.7%	6.8%	2.1%	2.5%	91.3%	-7.4%
N	72.1%	12.1%	10.3%	5.5%	72.7%	78.1%	11.4%	7.6%	3.0%	79.5%	-6.0%
Q	83.7%	9.5%	4.9%	1.9%	80.1%	84.2%	9.5%	4.5%	1.8%	83.0%	-0.5%
R	73.7%	11.6%	9.2%	5.5%	71.9%	76.2%	10.7%	8.1%	5.0%	76.5%	-2.5%
Subdivision B	78.8%	10.4%	6.9%	3.9%	77.4%	79.8%	10.3%	6.5%	3.3%	80.9%	-1.0%
Systemwide	77.9%	10.6%	7.2%	4.3%	76.2%	79.8%	9.9%	6.6%	3.7%	80.0%	-1.9%

Weekend Wait Assessment Discussion

- Weekend Wait Assessment declined by 1.9% when compared to the prior year, primarily due to disruptive Major Incidents.
- The increases on the 2 and 5 lines and decrease on the 3 line reflect the restoration of normal service after the Clark Street Tube reconstruction.

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

Chart 19a

Subway Weekend Wait Assessment (6 am - midnight)

Jul 18

Jul 17

Line	Monthly				12 month	Monthly				12 month	Monthly
	Meets	Monthly GAP			Meets	Meets	Monthly GAP			Meets	Standard
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	Difference
1	82.9%	8.9%	4.1%	4.1%	80.1%	81.1%	8.1%	6.1%	4.7%	77.9%	+1.8%
2	67.9%	11.5%	11.1%	9.5%	66.0%	62.5%	11.4%	12.7%	13.4%	72.6%	+5.4%
3	80.8%	10.9%	5.8%	2.5%	86.9%	93.1%	4.6%	1.1%	1.2%	84.6%	-12.3%
4	71.4%	11.3%	10.4%	6.9%	66.8%	71.6%	11.9%	10.0%	6.4%	73.4%	-0.2%
5	83.3%	9.9%	4.7%	2.2%	71.3%	75.1%	11.8%	7.7%	5.4%	79.2%	+8.2%
6	76.5%	10.0%	7.6%	5.9%	79.9%	81.0%	8.7%	6.6%	3.7%	82.7%	-4.5%
7	67.7%	13.2%	10.3%	8.8%	78.2%	72.1%	11.7%	9.0%	7.1%	79.6%	-4.4%
S 42nd	98.0%	1.0%	0.7%	0.4%	98.8%	96.6%	0.6%	1.1%	1.7%	97.8%	+1.4%
Subdivision A	75.4%	10.5%	8.0%	6.1%	75.0%	76.0%	9.9%	8.0%	6.2%	78.8%	-0.6%
A	72.9%	11.4%	9.8%	5.9%	71.3%	71.8%	10.8%	9.5%	7.9%	75.2%	+1.1%
C	73.7%	13.1%	8.8%	4.4%	73.7%	79.1%	11.2%	6.9%	2.8%	79.7%	-5.4%
D	76.2%	12.3%	7.8%	3.7%	75.1%	82.0%	9.6%	6.0%	2.4%	80.8%	-5.8%
E	76.9%	12.4%	7.7%	2.9%	79.8%	82.2%	10.1%	5.1%	2.6%	82.3%	-5.3%
F	77.9%	10.3%	7.2%	4.6%	77.0%	78.9%	10.4%	6.9%	3.8%	79.7%	-1.0%
S Fkln	98.1%	0.8%	0.3%	0.7%	98.5%	99.1%	0.2%	0.2%	0.4%	98.8%	-1.0%
G	86.0%	8.4%	3.8%	1.8%	85.3%	85.8%	8.1%	3.6%	2.5%	86.6%	+0.2%
S Rock	91.8%	4.5%	0.7%	3.0%	94.1%	93.2%	4.6%	1.8%	0.3%	95.1%	-1.4%
JZ	81.7%	8.7%	5.3%	4.4%	84.2%	87.0%	7.5%	3.4%	2.0%	85.8%	-5.3%
L	78.7%	10.7%	6.7%	3.9%	78.2%	75.5%	11.4%	7.3%	5.8%	80.1%	+3.2%
M	94.0%	3.4%	1.6%	1.0%	90.3%	91.8%	5.4%	1.5%	1.3%	91.7%	+2.2%
N	72.3%	12.0%	8.7%	6.9%	73.1%	78.2%	11.0%	7.2%	3.5%	79.9%	-5.9%
Q	79.2%	10.5%	6.6%	3.8%	80.1%	80.9%	9.4%	5.7%	4.0%	83.3%	-1.7%
R	74.4%	12.0%	9.5%	4.1%	72.0%	77.1%	11.8%	7.7%	3.4%	76.9%	-2.7%
Subdivision B	77.7%	10.8%	7.4%	4.2%	77.5%	79.6%	10.0%	6.4%	4.0%	81.1%	-1.9%
Systemwide	76.6%	10.7%	7.7%	5.1%	76.4%	78.0%	10.0%	7.1%	4.9%	80.1%	-1.4%

Weekend Wait Assessment Discussion

- Weekend Wait Assessment declined by 1.4% when compared to the prior year.
- The increases on the 2 and 5 lines and decrease on the 3 line reflect the restoration of normal service after the Clark Street Tube reconstruction.

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

Chart 19b

Subway Weekday Terminal On-Time Performance

Monthly (24 hours)

<u>Line</u>	<u>Aug 18</u>	<u>Jul 18</u>	<u>Aug 17</u>	<u>Jul 17</u>	<u>Aug</u> <u>Difference</u>	<u>Jul</u> <u>Difference</u>
1	74.0%	68.7%	73.8%	66.3%	+0.2%	+2.4%
2	57.3%	46.8%	27.9%	27.7%	+29.4%	+19.1%
3	75.0%	63.7%	50.4%	50.2%	+24.6%	+13.5%
4	64.3%	55.8%	37.2%	34.4%	+27.1%	+21.4%
5	68.6%	59.6%	34.1%	33.7%	+34.5%	+25.9%
6	69.8%	66.1%	62.6%	58.5%	+7.2%	+7.6%
7	71.9%	69.8%	69.3%	71.2%	+2.6%	-1.4%
S 42nd	99.5%	99.7%	99.1%	99.5%	+0.4%	+0.2%
Subdivision A	74.2%	69.0%	62.1%	60.8%	+12.1%	+8.2%
A	53.8%	54.1%	59.0%	59.4%	-5.2%	-5.3%
B	55.8%	61.3%	55.1%	50.5%	+0.7%	+10.8%
C	60.4%	64.3%	65.2%	62.0%	-4.8%	+2.3%
D	65.3%	45.7%	56.0%	59.5%	+9.3%	-13.8%
E	52.7%	55.5%	55.8%	63.0%	-3.1%	-7.5%
F	50.9%	48.6%	41.8%	54.0%	+9.1%	-5.4%
S Fkln	99.3%	99.9%	99.7%	99.9%	-0.4%	+0.0%
G	73.1%	71.6%	77.8%	73.7%	-4.7%	-2.1%
S Rock	94.3%	90.5%	94.1%	95.0%	+0.2%	-4.5%
JZ	57.1%	60.0%	70.8%	74.1%	-13.7%	-14.1%
L	91.1%	88.8%	92.6%	96.2%	-1.5%	-7.4%
M	61.8%	58.3%	74.0%	75.6%	-12.2%	-17.3%
NW**	53.5%	58.3%	59.7%	62.0%	-6.2%	-3.7%
Q	67.5%	72.6%	66.2%	60.8%	+1.3%	+11.8%
R	41.5%	48.6%	71.7%	70.7%	-30.2%	-22.1%
Subdivision B	64.7%	64.7%	67.5%	69.4%	-2.8%	-4.7%
Systemwide	68.8%	66.6%	65.2%	65.6%	+3.6%	+1.0%

Weekday Terminal On-Time Performance Discussion

August 2018

- The large increase in On-Time Performance (OTP) for the 2, 3, 4, and 5 lines was due at least in part to the revised schedules implemented on these lines in Spring 2018.
- The decreases on the R and M are largely due to ongoing installation of CBTC equipment on the Queens Boulevard local line.
- The J/Z has experienced OTP declines partly due to planned work and slow zones along the line due to various station repair and other infrastructure projects.

July 2018

- The large increase in On-Time Performance (OTP) for the 2, 3, 4, and 5 lines was due at least in part to the revised schedules implemented on these lines in Spring 2018.
- Several lines on the B division, including the D, JZ, M, NW, and R, were affected by major incidents which lowered OTP.

*As of April 2018, the N and W lines are reported together.

Chart 20

Subway Weekend Terminal On-Time Performance

Monthly (24 hours)

<u>Line</u>	<u>Aug 18</u>	<u>Jul 18</u>	<u>Aug 17</u>	<u>Jul 17</u>	<u>Aug</u> <u>Difference</u>	<u>Jul</u> <u>Difference</u>
1	80.8%	85.6%	85.1%	73.7%	-4.3%	+11.9%
2	58.7%	24.1%	30.4%	12.8%	+28.3%	+11.3%
3	46.7%	35.5%	95.4%	94.0%	-48.7%	-58.5%
4	41.5%	46.8%	19.8%	26.5%	+21.7%	+20.3%
5	82.7%	65.3%	55.0%	55.6%	+27.7%	+9.7%
6	77.8%	56.5%	69.5%	65.3%	+8.3%	-8.8%
7	73.0%	51.3%	85.2%	66.0%	-12.2%	-14.7%
S 42nd	99.8%	100.0%	100.0%	98.6%	-0.2%	+1.4%
Subdivision A	71.2%	60.1%	69.9%	62.1%	+1.3%	-2.0%
A	60.7%	61.5%	70.1%	65.5%	-9.4%	-4.0%
C	46.5%	63.3%	73.7%	74.6%	-27.2%	-11.3%
D	71.9%	51.8%	50.7%	69.6%	+21.2%	-17.8%
E	57.1%	51.3%	67.0%	64.9%	-9.9%	-13.6%
F	53.4%	46.1%	54.5%	63.3%	-1.1%	-17.2%
S Fkln	100.0%	99.5%	100.0%	99.7%	+0.0%	-0.2%
G	77.7%	81.7%	83.7%	86.8%	-6.0%	-5.1%
S Rock	96.7%	93.6%	93.6%	90.1%	+3.1%	+3.5%
JZ	90.1%	80.5%	80.9%	86.8%	+9.2%	-6.3%
L	84.3%	88.2%	91.9%	85.6%	-7.6%	+2.6%
M	79.7%	93.2%	96.6%	98.8%	-16.9%	-5.6%
N	38.5%	43.8%	42.3%	54.9%	-3.8%	-11.1%
Q	72.2%	60.8%	69.7%	66.4%	+2.5%	-5.6%
R	38.0%	41.6%	51.2%	64.6%	-13.2%	-23.0%
Subdivision B	70.5%	69.1%	73.6%	76.6%	-3.1%	-7.5%
Systemwide	70.8%	65.5%	72.2%	70.7%	-1.4%	-5.2%

Weekend Terminal On-Time Performance Discussion

August 2018

- The improvements on the 1, 2 and 5 lines and decrease on the 3 line reflects the restoration of normal service after the completion of the Clark St Tube repairs in June 2018.
- Weekend planned work has a significant impact on on-time performance, especially when there is a concentration of work such as on the A, C, E, and R lines.
- The 7 line was affected by the same CBTC issues that affected weekdays.

July 2018

- The improvements on the 1, 2 and 5 lines and decrease on the 3 line reflects the restoration of normal service after the completion of the Clark St Tube repairs in June 2018.
- Weekend planned work has a significant impact on on-time performance, especially when there is a concentration of work such as on the 7, D, E, F, and R lines.
- The 7 line was affected by the same CBTC issues that affected weekdays.

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

Chart 21

Subway Weekday Trains Delayed
Monthly - August 2018
(24 hours)

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (23)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>2,607</u>	<u>113</u>	<u>4.3%</u>
Rail and Roadbed	1,501	65	2.5%
Fire, Smoke, Debris	1,106	48	1.8%
Signal Failures and Emergency Remediation	6,465	281	10.7%
Subway Car	<u>2,246</u>	<u>98</u>	<u>3.7%</u>
Door-Related	519	23	0.9%
Propulsion	550	24	0.9%
Braking	316	14	0.5%
Other	861	37	1.4%
Other Unplanned Disruptions (e.g. station defect)	824	36	1.4%
Train Brake Activation - cause unknown	591	26	1.0%
Service Delivery (e.g., crew performance)	1,238	54	2.1%
External	<u>6,706</u>	<u>292</u>	<u>11.1%</u>
Public Conduct, Crime, Police Response	2,122	92	3.5%
Sick/Injured Customer	1,833	80	3.0%
Persons on Roadbed (including persons struck by train)	604	26	1.0%
External Debris on Roadbed (e.g., trees, shopping cart)	128	6	0.2%
Other Passenger-Related (e.g., retrieval of property from track)	735	32	1.2%
Public Event (e.g., civil demonstration, parade)	396	17	0.7%
Inclement Weather	285	12	0.5%
Other External Disruptions	603	26	1.0%
Operating Environment	22,175	964	36.8%
Planned Right-of-Way Work	17,359	755	28.8%
Total Trains Delayed	60,211	2,618	100%

Baseline average daily delays for January-June 2018	2,939
Target average daily delays to achieve reduction of 10,000 monthly delays	2,570
% to Target	87%

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

Chart 22a

Subway Weekday Trains Delayed
Monthly - July 2018
(24 hours)

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (21)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>3,233</u>	<u>154</u>	<u>5.5%</u>
Rail and Roadbed	2,534	121	4.3%
Fire, Smoke, Debris	699	33	1.2%
Signal Failures and Emergency Remediation	4,765	227	8.2%
Subway Car	<u>1,919</u>	<u>91</u>	<u>3.3%</u>
Door-Related	667	32	1.1%
Propulsion	309	15	0.5%
Braking	216	10	0.4%
Other	727	35	1.2%
Other Unplanned Disruptions (e.g. station defect)	2,329	111	4.0%
Train Brake Activation - cause unknown	371	18	0.6%
Service Delivery (e.g., crew performance)	1,291	61	2.2%
External	<u>7,341</u>	<u>350</u>	<u>12.6%</u>
Public Conduct, Crime, Police Response	2,238	107	3.8%
Sick/Injured Customer	2,030	97	3.5%
Persons on Roadbed (including persons struck by train)	898	43	1.5%
External Debris on Roadbed (e.g., trees, shopping cart)	164	8	0.3%
Other Passenger-Related (e.g., retrieval of property from track)	620	30	1.1%
Public Event (e.g., civil demonstration, parade)	164	8	0.3%
Inclement Weather	606	29	1.0%
Other External Disruptions	621	30	1.1%
Operating Environment	22,374	1,065	38.4%
Planned Right-of-Way Work	14,671	699	25.2%
Total Trains Delayed	58,294	2,776	100%

Baseline average daily delays for January-June 2018	2,939
Target average daily delays to achieve reduction of 10,000 monthly delays	2,570
% to Target	44%

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

Chart 22b

Subway Weekend Trains Delayed
Monthly - August 2018
(24 hours)

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (8)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>321</u>	<u>40</u>	<u>2.3%</u>
Rail and Roadbed	214	27	1.6%
Fire, Smoke, Debris	107	13	0.8%
Signal Failures and Emergency Remediation	1,083	135	7.9%
Subway Car	<u>206</u>	<u>26</u>	<u>1.5%</u>
Door-Related	47	6	0.3%
Propulsion	15	2	0.1%
Braking	21	3	0.2%
Other	123	15	0.9%
Other Unplanned Disruptions (e.g. station defect)	210	26	1.5%
Train Brake Activation - cause unknown	46	6	0.3%
Service Delivery (e.g., crew performance)	381	48	2.8%
External	<u>1,208</u>	<u>151</u>	<u>8.8%</u>
Public Conduct, Crime, Police Response	646	81	4.7%
Sick/Injured Customer	211	26	1.5%
Persons on Roadbed (including persons struck by train)	59	7	0.4%
External Debris on Roadbed (e.g., trees, shopping cart)	3	0	0.0%
Other Passenger-Related (e.g., retrieval of property from track)	74	9	0.5%
Public Event (e.g., civil demonstration, parade)	92	12	0.7%
Inclement Weather	123	15	0.9%
Other External Disruptions	0	0	0.0%
Operating Environment	3,768	471	27.5%
Planned Right-of-Way Work	6,457	807	47.2%
Total Trains Delayed	13,680	1,710	100%

Baseline average daily delays for January-June 2018	1,944
Target average daily delays to achieve reduction of 10,000 monthly delays	1,700
% to Target	96%

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

Chart 23a

Subway Weekend Trains Delayed
Monthly - July 2018
(24 hours)

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (10)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>383</u>	<u>38</u>	<u>2.0%</u>
Rail and Roadbed	242	24	1.3%
Fire, Smoke, Debris	141	14	0.8%
Signal Failures and Emergency Remediation	828	83	4.4%
Subway Car	<u>194</u>	<u>19</u>	<u>1.0%</u>
Door-Related	43	4	0.2%
Propulsion	45	5	0.2%
Braking	48	5	0.3%
Other	58	6	0.3%
Other Unplanned Disruptions (e.g. station defect)	773	77	4.1%
Train Brake Activation - cause unknown	67	7	0.4%
Service Delivery (e.g., crew performance)	276	28	1.5%
External	<u>1,802</u>	<u>180</u>	<u>9.6%</u>
Public Conduct, Crime, Police Response	665	67	3.6%
Sick/Injured Customer	289	29	1.5%
Persons on Roadbed (including persons struck by train)	190	19	1.0%
External Debris on Roadbed (e.g., trees, shopping cart)	88	9	0.5%
Other Passenger-Related (e.g., retrieval of property from track)	112	11	0.6%
Public Event (e.g., civil demonstration, parade)	282	28	1.5%
Inclement Weather	171	17	0.9%
Other External Disruptions	5	1	0.0%
Operating Environment	5,558	556	29.7%
Planned Right-of-Way Work	8,822	882	47.2%
Total Trains Delayed	18,703	1,870	100%

Baseline average daily delays for January-June 2018	1,944
Target average daily delays to achieve reduction of 10,000 monthly delays	1,700
% to Target	30%

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

Chart 23b

Customer Service Report: Buses

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



On August 19, NYCT launched its first Bus Network Redesign in Staten Island. This redesign was based on customer input and is a customer-driven process from top to bottom. Approximately 120 customer ambassadors were deployed each weekday at key locations across Staten Island and Manhattan during the first three weeks following the launch to answer questions and get critical feedback.

September 2018 Highlights: Buses

Performance through August was generally good. Mean Distance Between Failures (MDBF) - our primary maintenance metric - improved by 1.1% on a 12-month average against last year. While MDBF performance remains amongst the highest we have experienced, July and August experienced a slight decline in performance against last year. This was primarily due to a higher number of days with hotter and more humid weather this year, which caused a greater number of heat-related breakdowns. As part of the current Capital Program, we expect to receive deliveries of approximately 1,000 new buses over the next few years. These new buses have improved reliability over their expected life than the models they will replace due to focused efforts by the organization to review new fleets, identify and correct problem areas, and incorporate new technologies.

On August 19th, we launched the redesign of the Staten Island express bus network, our first network redesign. This redesign has been a customer-led process from the very beginning. Input was received from more than 3,000 express bus riders, and additional participation and feedback from our bus operators, the Union, elected officials, and local community leaders. For the first three weeks following the launch, 120 customer ambassadors were available during weekdays and 50 during weekends at key locations to answer questions, distribute information and, most importantly, get critical feedback from our customers.

Since the launch, we have received feedback from our customers and have been listening and making continual adjustments. Our team has been very responsive to customer feedback, taking a hands-on approach in tackling issues, working closely with the union and our partners at NYC DOT and NYPD, and implementing immediate changes on an almost daily basis.

The MTA remains deeply committed to getting this right. Express bus riders can expect additional improvement to the newly redesigned system in early October, as we continue to adapt the service where it makes sense for the majority of our 33,000 daily Staten Island express bus customers.

Next, we are strategically expanding off-peak bus service as part of the Fast Forward plan. On September 2nd, we added off-peak frequency to the Q6 and Q69. On September 30, we will add off-peak frequency to the B17 and B65. We will closely monitor this service to see if it attracts additional customers.

Lastly, on October 1st, we look forward to implementing B82 Select Bus Service in southern Brooklyn, replacing the B82 Limited service corridor serving nearly 28,000 average weekday riders.

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: August 2018			12-Month Average		
		This Year	Last Year	% Diff	This Year	Last Year	% Diff
Customer Focused Metrics	Service Delivered (Chart 1)	97.8%	97.5%	+0.3%	97.1%	97.0%	+0.1%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)	0:01:31	0:01:42	-0:00:11	0:01:47	N/A	N/A
	Additional Travel Time (h:mm:ss) (Chart 5)	0:00:24	0:00:28	-0:00:04	0:00:54	N/A	N/A
	Customer Journey Time Performance (Chart 7)	75.7%	74.6%	+1.1%	+71.6%	N/A	N/A
Inputs To Operations	Mean Distance Between Failures (Chart 9)	6,071	6,270	-3.2%	6,434	6,367	+1.1%
	Speed (MPH) (Chart 11)	8.2	8.1	+1.2%	8.0	8.0	0.0%
Passenger Environment	Passenger Environment Survey (Chart 13)						
Legacy Indicators	Wait Assessment (Chart 14)	79.9%	79.7%	+0.2%	77.8%	77.8%	0.0%
	System MDBSI (Chart 16)	2,792	2,917	-4.3%	2,803	2,827	-0.8%
	NYCT Bus	2,564	2,756	-7.0%	2,617	2,672	-2.1%
	MTA Bus	3,860	3,558	+8.5%	3,620	3,477	+4.1%
	System Trips Completed (Chart 17)	99.2%	99.2%	0.0%	99.1%	99.2%	-0.1%
	NYCT Bus	99.2%	99.2%	0.0%	99.1%	99.2%	-0.1%
	MTA Bus	99.3%	99.2%	+0.1%	99.2%	99.1%	+0.1%
	System AM Pull Out (Chart 18)	99.8%	99.7%	+0.1%	99.8%	99.8%	0.0%
	NYCT Bus	99.9%	99.8%	+0.1%	99.9%	99.8%	+0.1%
	MTA Bus	99.8%	99.6%	+0.2%	99.7%	99.6%	+0.1%
	System PM Pull Out (Chart 19)	99.9%	99.8%	+0.1%	99.9%	99.9%	0.0%
	NYCT Bus	99.9%	99.9%	0.0%	99.9%	99.9%	0.0%
	MTA Bus	99.9%	99.8%	+0.1%	99.8%	99.8%	0.0%
	System Buses>=12 years	22.0%	21.8%				
	NYCT Bus	19.0%	23.0%				
	MTA Bus	29.0%	17.3%				
	System Fleet Age	8.1	7.9				
	NYCT Bus	7.7	7.4				
	MTA Bus	9.7	9.4				

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

Bus Report

Bus Report Performance Indicators							
Category	Performance Indicator	Current Month: July 2018			12-Month Average		
		This Year	Last Year	% Diff	This Year	Last Year	% Diff
Customer Focused Metrics	Service Delivered (Chart 1)	97.4%	97.2%	+0.2%	97.1%	97.0%	+0.1%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)	0:01:34	N/A	N/A	0:01:48	N/A	N/A
	Additional Travel Time (h:mm:ss) (Chart 5)	0:00:30	N/A	N/A	0:00:55	N/A	N/A
	Customer Journey Time Performance (Chart 7)	74.8%	N/A	N/A	71.5%	N/A	N/A
Inputs To Operations	Mean Distance Between Failures (Chart 9)	5,809	5,910	-1.7%	6,453	6,336	+1.8%
	Speed (MPH) (Chart 11)	8.1	8.1	0.0%	7.9	8.0	-1.3%
Passenger Environment	Passenger Environment Survey (Chart 13)						
Legacy Indicators	Wait Assessment (Chart 14)	79.5%	79.0%	+0.5%	77.7%	77.9%	-0.2%
	System MDBSI (Chart 16)	2,706	2,699	+0.3%	2,814	2,815	0.0%
	NYCT Bus	2,489	2,558	-2.7%	2,633	2,660	-1.0%
	MTA Bus	3,718	3,270	+13.7%	3,595	3,466	+3.7%
	System Trips Completed (Chart 17)	99.3%	99.2%	+0.1%	99.1%	99.2%	-0.1%
	NYCT Bus	99.3%	99.2%	+0.1%	99.1%	99.2%	-0.1%
	MTA Bus	99.4%	99.2%	+0.2%	99.2%	99.2%	0.0%
	System AM Pull Out (Chart 18)	99.9%	99.8%	+0.1%	99.8%	99.8%	0.0%
	NYCT Bus	99.9%	99.8%	+0.1%	99.9%	99.8%	+0.1%
	MTA Bus	99.8%	99.6%	+0.2%	99.7%	99.6%	+0.1%
	System PM Pull Out (Chart 19)	99.9%	99.9%	0.0%	99.9%	99.9%	0.0%
	NYCT Bus	99.9%	99.9%	0.0%	99.9%	99.9%	0.0%
	MTA Bus	99.9%	99.7%	+0.2%	99.8%	99.8%	0.0%
	System Buses >= 12 years	21.0%	20.6%				
	NYCT Bus	19.0%	22.1%				
	MTA Bus	27.0%	15.6%				
	System Fleet Age	8.0	7.8				
	NYCT Bus	7.6	7.4				
	MTA Bus	9.6	9.3				

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, using GPS tracking data from buses, as well as bus depot operations records.

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

Additional Bus Stop Time (ABST)

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

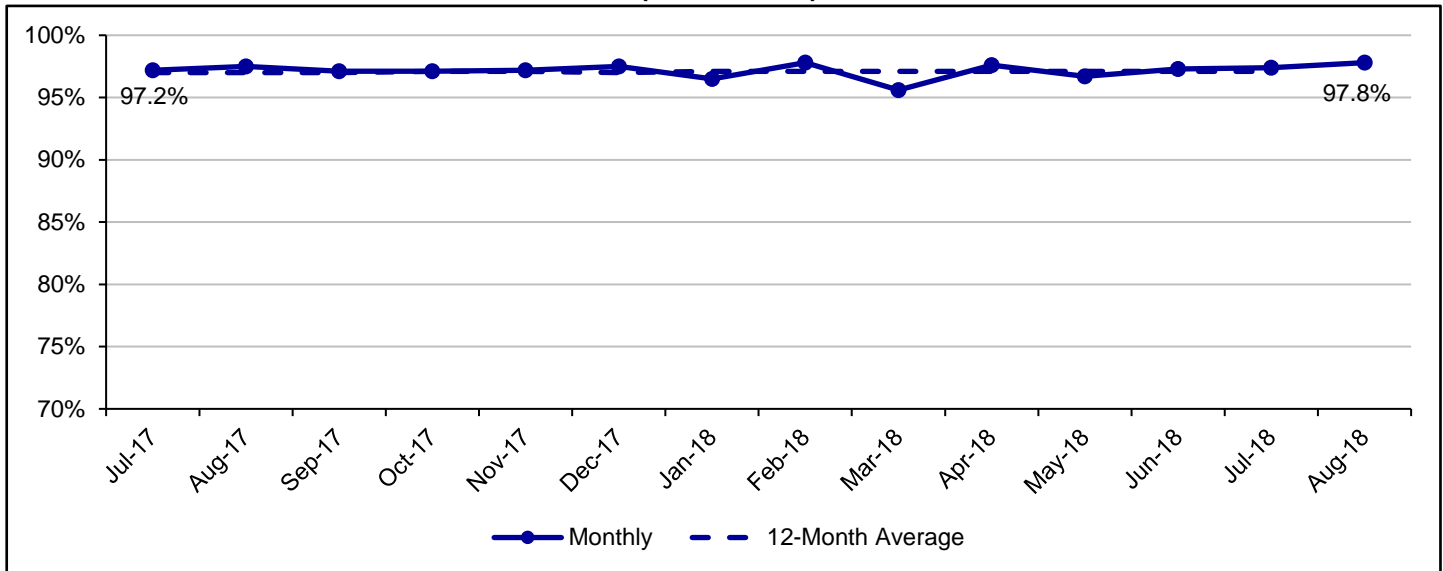
Additional Travel Time (ATT)

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)



August 2018

	Monthly			12-Month Average		
	Aug 18	Aug 17	Difference	Aug 18	Aug 17	Difference
Bronx	97.7%	98.0%	-0.3%	97.5%	97.8%	-0.3%
Brooklyn	98.1%	98.3%	-0.2%	97.3%	97.1%	+0.2%
Manhattan	97.6%	97.2%	+0.4%	97.3%	96.7%	+0.6%
Queens	97.9%	97.3%	+0.6%	96.9%	96.8%	+0.1%
Staten Island	97.1%	96.3%	+0.8%	96.8%	96.6%	+0.2%
Systemwide	97.8%	97.5%	+0.3%	97.1%	97.0%	+0.1%

July 2018

	Monthly			12-Month Average		
	Jul 18	Jul 17	Difference	Jul 18	Jul 17	Difference
Bronx	97.7%	97.9%	-0.2%	97.5%	97.9%	-0.4%
Brooklyn	97.7%	97.9%	-0.2%	97.3%	97.0%	+0.3%
Manhattan	97.3%	97.1%	+0.2%	97.2%	96.7%	+0.5%
Queens	97.5%	96.9%	+0.6%	96.9%	96.8%	+0.1%
Staten Island	96.6%	96.4%	+0.2%	96.8%	96.7%	+0.1%
Systemwide	97.4%	97.2%	+0.2%	97.1%	97.0%	+0.1%

Service Delivered Discussion

August 2018

- Service Delivered in August 2018 increased by 0.4% when compared to July 2018 and by 0.3% when compared to August 2017.
- Service Delivered also increased slightly (by 0.1%) on a 12-month average.

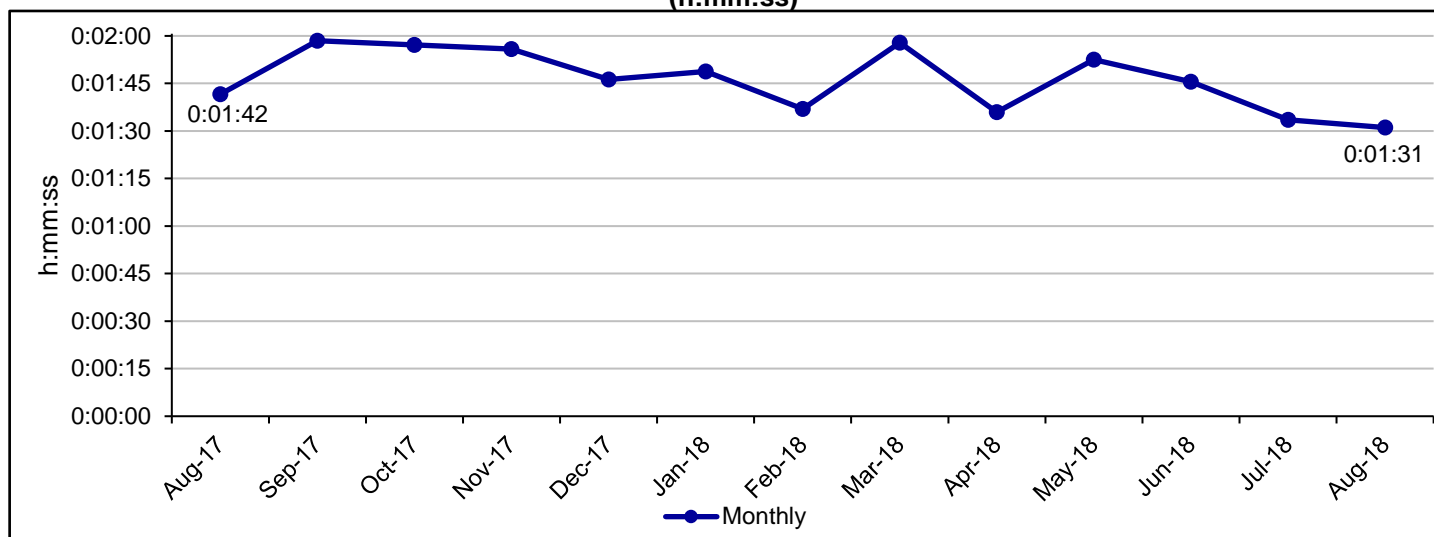
July 2018

- Service Delivered in July 2018 increased by 0.1% when compared to June 2018 and by 0.2% when compared to July 2017.
- Service delivered also increased slightly (by 0.1%) on a 12-month average.

Service Delivered
Monthly
(Peak Hours)

<u>Borough</u>	<u>Aug 18</u>	<u>Jul 18</u>	<u>Aug 17</u>	<u>Jul 17</u>	<u>Aug</u> <u>Difference</u>	<u>Jul</u> <u>Difference</u>
Bronx	97.7%	97.7%	98.0%	97.9%	-0.3%	-0.2%
Local/Limited	97.7%	97.8%	97.8%	97.9%	-0.1%	-0.1%
Select Bus Service	97.9%	98.1%	98.6%	98.5%	-0.7%	-0.4%
Express	97.4%	96.8%	98.9%	97.7%	-1.5%	-0.9%
Brooklyn	98.1%	97.7%	98.3%	97.9%	-0.2%	-0.2%
Local/Limited	98.1%	97.7%	98.1%	97.8%	0.0%	-0.1%
Select Bus Service	97.5%	97.4%	98.7%	97.5%	-1.2%	-0.1%
Express	99.0%	97.7%	99.3%	98.3%	-0.3%	-0.6%
Manhattan	97.6%	97.3%	97.2%	97.1%	+0.4%	+0.2%
Local/Limited	97.1%	96.9%	97.2%	97.0%	-0.1%	-0.1%
Select Bus Service	99.1%	98.3%	97.6%	97.5%	+1.5%	+0.8%
Express	N/A	N/A	N/A	N/A	N/A	N/A
Queens	97.9%	97.5%	97.3%	96.9%	+0.6%	+0.6%
Local/Limited	97.7%	97.3%	97.0%	96.6%	+0.7%	+0.7%
Select Bus Service	99.6%	99.1%	99.2%	98.5%	+0.4%	+0.6%
Express	98.7%	98.5%	99.3%	98.6%	-0.6%	-0.1%
Staten Island	97.1%	96.6%	96.3%	96.4%	+0.8%	+0.2%
Local/Limited	97.5%	97.1%	96.5%	96.9%	+1.0%	+0.2%
Select Bus Service	97.1%	97.2%	98.7%	98.2%	-1.6%	-1.0%
Express	96.7%	96.0%	95.9%	95.7%	+0.8%	+0.3%
Systemwide	97.8%	97.4%	97.5%	97.2%	+0.3%	+0.2%
Local/Limited	97.7%	97.4%	97.4%	97.2%	+0.3%	+0.2%
Select Bus Service	98.7%	98.2%	98.2%	97.8%	+0.5%	+0.4%
Express	97.8%	97.1%	97.9%	97.2%	-0.1%	-0.1%

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



August 2018

	Monthly			12-Month Average		
	Aug 18	Aug 17	Difference	Aug 18	Aug 17	Difference
Bronx	0:01:30	0:01:37	-0:00:07	0:01:43	N/A	N/A
Brooklyn	0:01:40	0:01:47	-0:00:07	0:01:56	N/A	N/A
Manhattan	0:01:17	0:01:29	-0:00:12	0:01:31	N/A	N/A
Queens	0:01:27	0:01:44	-0:00:17	0:01:47	N/A	N/A
Staten Island	0:01:59	0:02:05	-0:00:06	0:02:06	N/A	N/A
Systemwide	0:01:31	0:01:42	-0:00:11	0:01:47	N/A	N/A

July 2018

	Monthly			12-Month Average		
	Jul 18	Jul 17	Difference	Jul 18	Jul 17	Difference
Bronx	0:01:31	N/A	N/A	0:01:43	N/A	N/A
Brooklyn	0:01:44	N/A	N/A	0:01:56	N/A	N/A
Manhattan	0:01:21	N/A	N/A	0:01:32	N/A	N/A
Queens	0:01:29	N/A	N/A	0:01:48	N/A	N/A
Staten Island	0:01:56	N/A	N/A	0:02:07	N/A	N/A
Systemwide	0:01:34	N/A	N/A	0:01:48	N/A	N/A

Additional Bus Stop Time Discussion

August 2018

- Additional Bus Stop Time improved (decreased) from 0:01:34 in July 2018 to 0:01:31 in August 2018.
- Additional Bus Stop Time also improved (decreased) from 0:01:42 in August 2017 to 0:01:31 in August 2018.

July 2018

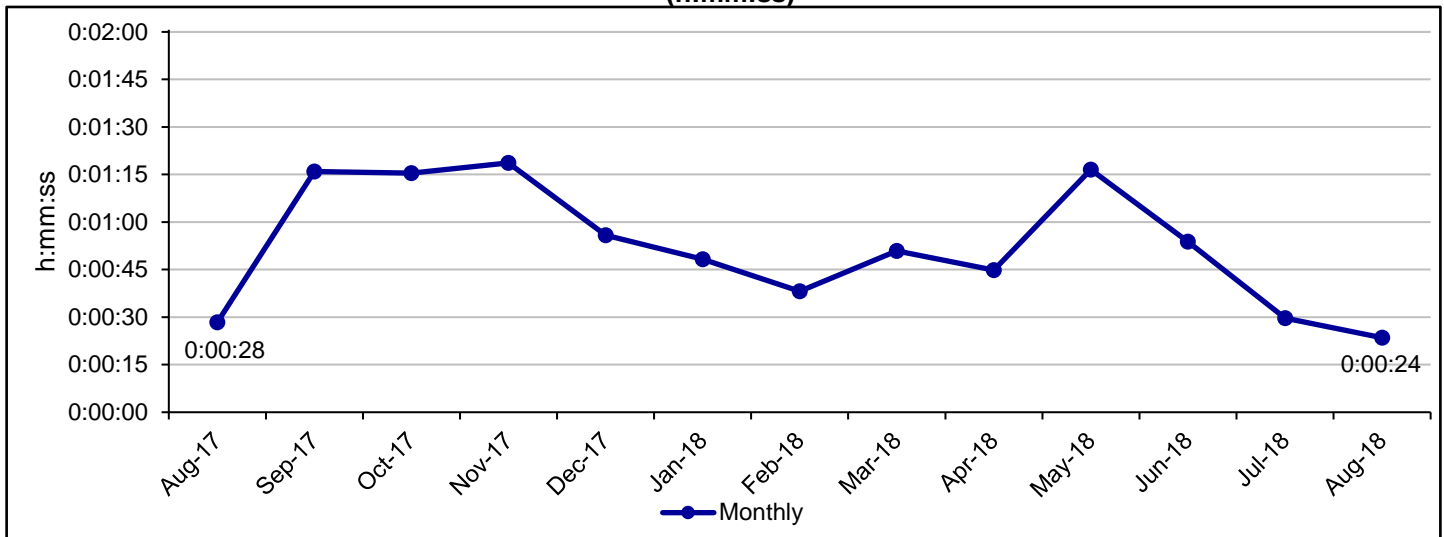
- Additional Bus Stop Time improved (decreased) from 0:01:46 in June 2018 to 0:01:34 in July 2018.
- Additional Bus Stop Time is a new metric for which no data is available prior to August 2017.

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

<u>Borough</u>	<u>Aug 18</u>	<u>Jul 18</u>	<u>Aug 17</u>	<u>Jul 17</u>	<u>Aug</u> <u>Difference</u>	<u>Jul</u> <u>Difference</u>
Bronx	0:01:30	0:01:31	0:01:37	N/A	-0:00:07	N/A
Local/Limited	0:01:32	0:01:33	0:01:39	N/A	-0:00:07	N/A
Select Bus Service	0:01:06	0:01:09	0:01:04	N/A	+0:00:02	N/A
Express	0:01:53	0:02:02	0:02:10	N/A	-0:00:17	N/A
Brooklyn	0:01:40	0:01:44	0:01:47	N/A	-0:00:07	N/A
Local/Limited	0:01:41	0:01:45	0:01:50	N/A	-0:00:09	N/A
Select Bus Service	0:01:14	0:01:15	0:01:08	N/A	+0:00:06	N/A
Express	0:02:07	0:02:12	0:02:03	N/A	+0:00:04	N/A
Manhattan	0:01:17	0:01:21	0:01:29	N/A	-0:00:12	N/A
Local/Limited	0:01:24	0:01:27	0:01:35	N/A	-0:00:11	N/A
Select Bus Service	0:01:00	0:01:05	0:01:13	N/A	-0:00:13	N/A
Express	N/A	N/A	N/A	N/A	N/A	N/A
Queens	0:01:27	0:01:29	0:01:44	N/A	-0:00:17	N/A
Local/Limited	0:01:29	0:01:31	0:01:45	N/A	-0:00:16	N/A
Select Bus Service	0:01:00	0:00:58	0:01:13	N/A	-0:00:13	N/A
Express	0:01:56	0:01:57	0:02:08	N/A	-0:00:12	N/A
Staten Island	0:01:59	0:01:56	0:02:05	N/A	-0:00:06	N/A
Local/Limited	0:02:08	0:02:09	0:02:24	N/A	-0:00:15	N/A
Select Bus Service	0:01:15	0:01:06	0:01:16	N/A	-0:00:01	N/A
Express*	0:01:44	0:01:39	0:01:32	N/A	+0:00:12	N/A
Systemwide	0:01:31	0:01:34	0:01:42	N/A	-0:00:11	N/A
Local/Limited	0:01:34	0:01:37	0:01:45	N/A	-0:00:11	N/A
Select Bus Service	0:01:04	0:01:06	0:01:10	N/A	-0:00:06	N/A
Express	0:01:53	0:01:52	0:01:51	N/A	+0:00:02	N/A

*Due to the Staten Island express bus redesign August 2018 ABST is being reported through August 17, 2018.

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



August 2018

	Monthly			12-Month Average		
	Aug 18	Aug 17	Difference	Aug 18	Aug 17	Difference
Bronx	0:00:31	0:00:35	-0:00:04	0:01:02	N/A	N/A
Brooklyn	0:00:27	0:00:24	+0:00:03	0:00:54	N/A	N/A
Manhattan	0:00:07	0:00:17	-0:00:10	0:00:30	N/A	N/A
Queens	0:00:27	0:00:42	-0:00:15	0:01:03	N/A	N/A
Staten Island	0:00:02	-0:00:16	+0:00:18	0:00:51	N/A	N/A
Systemwide	0:00:24	0:00:28	-0:00:04	0:00:54	N/A	N/A

July 2018

	Monthly			12-Month Average		
	Jul 18	Jul 17	Difference	Jul 18	Jul 17	Difference
Bronx	0:00:35	N/A	N/A	0:01:02	N/A	N/A
Brooklyn	0:00:35	N/A	N/A	0:00:53	N/A	N/A
Manhattan	0:00:15	N/A	N/A	0:00:31	N/A	N/A
Queens	0:00:37	N/A	N/A	0:01:04	N/A	N/A
Staten Island	-0:00:13	N/A	N/A	0:00:49	N/A	N/A
Systemwide	0:00:30	N/A	N/A	0:00:55	N/A	N/A

Additional Travel Time Discussion

August 2018

- Additional Travel Time improved (decreased) from 0:00:30 in July 2018 to 0:00:24 in August 2018.
- Additional Travel Time also improved (decreased) from 0:00:28 in August 2017 to 0:00:24 in August 2018.

July 2018

- Additional Travel Time improved (decreased) from 0:00:54 in June 2018 to 0:00:30 in July 2018.
- Additional Travel Time is a new metric for which no data is available prior to August 2017.

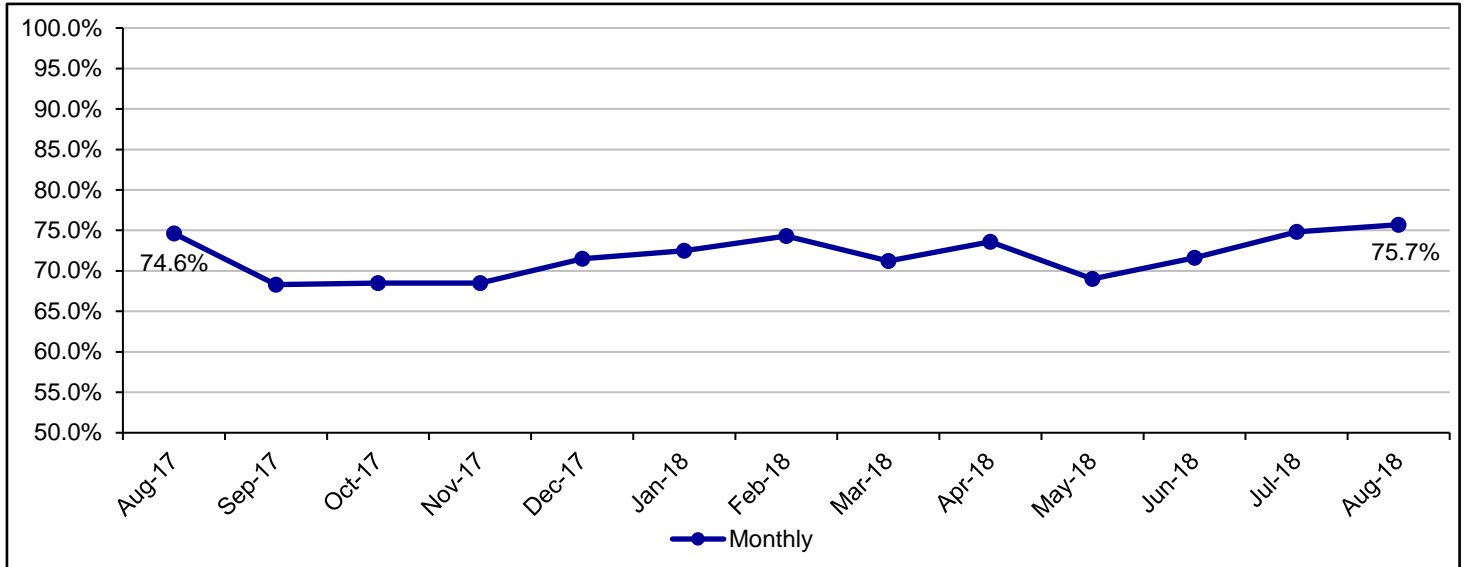
Additional Travel Time
(4 a.m. - 11 p.m.)
(h:mm:ss)

<u>Borough</u>	<u>Aug 18</u>	<u>Jul 18</u>	<u>Aug 17</u>	<u>Jul 17</u>	<u>Aug</u> <u>Difference</u>	<u>Jul</u> <u>Difference</u>
Bronx	0:00:31	0:00:35	0:00:35	N/A	-0:00:04	N/A
Local/Limited	0:00:30	0:00:31	0:00:32	N/A	-0:00:02	N/A
Select Bus Service	0:00:43	0:00:56	0:00:35	N/A	+0:00:08	N/A
Express	0:00:11	0:01:32	0:03:09	N/A	-0:02:58	N/A
Brooklyn	0:00:27	0:00:35	0:00:24	N/A	+0:00:03	N/A
Local/Limited	0:00:27	0:00:35	0:00:28	N/A	-0:00:01	N/A
Select Bus Service	0:00:33	0:00:35	0:00:08	N/A	+0:00:25	N/A
Express	-0:00:19	-0:00:07	-0:02:11	N/A	+0:01:52	N/A
Manhattan	0:00:07	0:00:15	0:00:17	N/A	-0:00:10	N/A
Local/Limited	0:00:19	0:00:26	0:00:22	N/A	-0:00:03	N/A
Select Bus Service	-0:00:26	-0:00:17	0:00:04	N/A	-0:00:30	N/A
Express	N/A	N/A	N/A	N/A	N/A	N/A
Queens	0:00:27	0:00:37	0:00:42	N/A	-0:00:15	N/A
Local/Limited	0:00:25	0:00:33	0:00:38	N/A	-0:00:13	N/A
Select Bus Service	0:00:30	0:00:30	0:01:38	N/A	-0:01:08	N/A
Express	0:02:06	0:03:36	0:01:41	N/A	+0:00:24	N/A
Staten Island	0:00:02	-0:00:13	-0:00:16	N/A	+0:00:18	N/A
Local/Limited	0:00:05	0:00:14	0:00:12	N/A	-0:00:07	N/A
Select Bus Service	-0:00:20	-0:00:24	0:00:32	N/A	-0:00:52	N/A
Express*	0:00:00	-0:01:23	-0:01:49	N/A	+0:01:50	N/A
Systemwide	0:00:24	0:00:30	0:00:28	N/A	-0:00:04	N/A
Local/Limited	0:00:25	0:00:32	0:00:30	N/A	-0:00:05	N/A
Select Bus Service	0:00:09	0:00:16	0:00:25	N/A	-0:00:16	N/A
Express	0:00:32	0:00:24	-0:00:14	N/A	+0:00:46	N/A

*Due to the Staten Island express bus redesign August 2018 ATT is being reported through August 17, 2018.

Customer Journey Time Performance

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



August 2018

	Monthly			12-Month Average		
	Aug 18	Aug 17	Difference	Aug 18	Aug 17	Difference
Bronx	75.4%	75.0%	+0.4%	71.6%	N/A	N/A
Brooklyn	74.1%	74.1%	0.0%	70.6%	N/A	N/A
Manhattan	78.6%	77.4%	+1.2%	75.6%	N/A	N/A
Queens	76.1%	73.4%	+2.7%	71.1%	N/A	N/A
Staten Island	72.7%	73.3%	-0.6%	68.4%	N/A	N/A
Systemwide	75.7%	74.6%	+1.1%	71.6%	N/A	N/A

July 2018

	Monthly			12-Month Average		
	Jul 18	Jul 17	Difference	Jul 18	Jul 17	Difference
Bronx	75.0%	N/A	N/A	71.5%	N/A	N/A
Brooklyn	73.0%	N/A	N/A	70.6%	N/A	N/A
Manhattan	77.5%	N/A	N/A	75.5%	N/A	N/A
Queens	75.1%	N/A	N/A	70.9%	N/A	N/A
Staten Island	73.1%	N/A	N/A	68.4%	N/A	N/A
Systemwide	74.8%	N/A	N/A	71.5%	N/A	N/A

Customer Journey Time Performance Discussion

August 2018

- Customer Journey Time Performance improved (increased) from 74.8% in July 2018 to 75.7% in August 2018.
- Customer Journey Time Performance also improved (increased) from 74.6% in August 2017 to 75.7% in August 2018.

July 2018

- Customer Journey Time Performance improved (increased) from 71.6% in June 2018 to 74.8% in July 2018.
- Customer Journey Time Performance is a new metric for which no data is available prior to August 2017.

Customer Journey Time Performance Monthly

<u>Borough</u>	<u>Aug 18</u>	<u>Jul 18</u>	<u>Aug 17</u>	<u>Jul 17</u>	<u>Aug</u> <u>Difference</u>	<u>Jul</u> <u>Difference</u>
Bronx	75.4%	75.0%	75.0%	N/A	+0.4%	N/A
Local/Limited	75.6%	75.6%	75.3%	N/A	+0.3%	N/A
Select Bus Service	75.6%	73.6%	77.4%	N/A	-1.8%	N/A
Express	69.9%	62.4%	55.8%	N/A	+14.1%	N/A
Brooklyn	74.1%	73.0%	74.1%	N/A	0.0%	N/A
Local/Limited	73.8%	72.7%	73.6%	N/A	+0.2%	N/A
Select Bus Service	78.5%	78.3%	81.9%	N/A	-3.4%	N/A
Express	69.1%	67.9%	74.6%	N/A	-5.5%	N/A
Manhattan	78.6%	77.5%	77.4%	N/A	+1.2%	N/A
Local/Limited	76.6%	75.6%	76.1%	N/A	+0.5%	N/A
Select Bus Service	84.1%	82.5%	81.1%	N/A	+3.0%	N/A
Express	N/A	N/A	N/A	N/A	N/A	N/A
Queens	76.1%	75.1%	73.4%	N/A	+2.7%	N/A
Local/Limited	76.6%	75.6%	74.0%	N/A	+2.6%	N/A
Select Bus Service	75.6%	75.8%	68.4%	N/A	+7.2%	N/A
Express	58.9%	52.3%	59.5%	N/A	-0.6%	N/A
Staten Island	72.7%	73.1%	73.3%	N/A	-0.6%	N/A
Local/Limited	73.1%	72.3%	72.1%	N/A	+1.0%	N/A
Select Bus Service	78.1%	79.8%	78.0%	N/A	+0.1%	N/A
Express*	67.3%	73.0%	74.8%	N/A	-7.5%	N/A
Systemwide	75.7%	74.8%	74.6%	N/A	+1.1%	N/A
Local/Limited	75.4%	74.6%	74.4%	N/A	+1.0%	N/A
Select Bus Service	79.4%	78.5%	78.6%	N/A	+0.8%	N/A
Express	66.0%	65.9%	68.1%	N/A	-2.1%	N/A

*Due to the Staten Island express bus redesign August 2018 CJTP is being reported through August 17, 2018.

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)

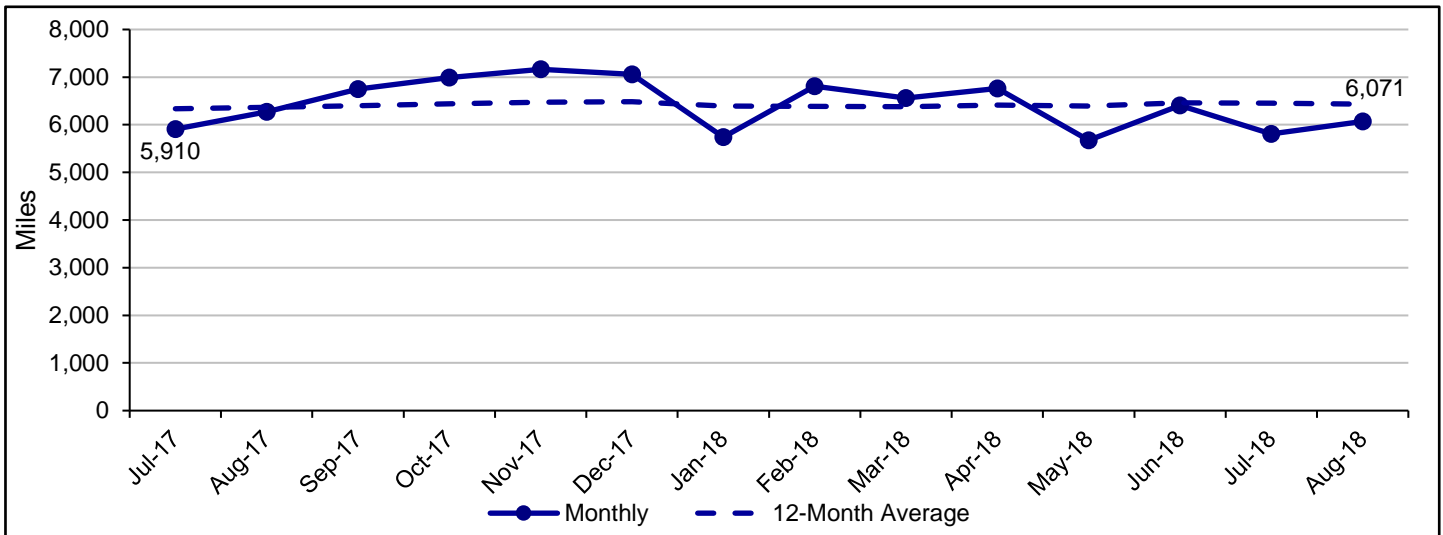
Mean Distance Between Failures (MDBF) reports how frequently mechanical problems such as engine failures or electrical malfunctions cause delays. It is calculated by dividing the number of miles buses run in service by the number of incidents due to mechanical problems.

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



August 2018

	Monthly			12-Month Average		
	Aug 18	Aug 17	Difference	Aug 18	Aug 17	Difference
Bronx	4,531	4,256	+6.5%	4,469	4,447	+0.5%
Brooklyn	5,333	7,198	-25.9%	6,250	6,882	-9.2%
Manhattan	3,906	3,735	+4.6%	3,769	3,367	+11.9%
Queens	6,950	6,348	+9.5%	7,373	6,900	+6.9%
Staten Island	15,496	19,696	-21.3%	19,618	22,744	-13.7%
Systemwide	6,071	6,270	-3.2%	6,434	6,367	+1.1%

July 2018

	Monthly			12-Month Average		
	Jul 18	Jul 17	Difference	Jul 18	Jul 17	Difference
Bronx	3,949	4,172	-5.3%	4,444	4,449	-0.1%
Brooklyn	5,316	5,964	-10.9%	6,417	6,783	-5.4%
Manhattan	3,693	3,660	+0.9%	3,754	3,291	+14.1%
Queens	6,991	6,360	+9.9%	7,309	6,962	+5.0%
Staten Island	16,066	18,292	-12.2%	20,101	22,803	-11.8%
Systemwide	5,809	5,910	-1.7%	6,453	6,336	+1.8%

Mean Distance Between Failures Discussion

August 2018

- Means Distance Between Failures improved by 1.1% against last year on a 12-month rolling average through August 2018 and decreased by 3.2% from 6,270 in August 2017 to 6,071 in August 2018.

July 2018

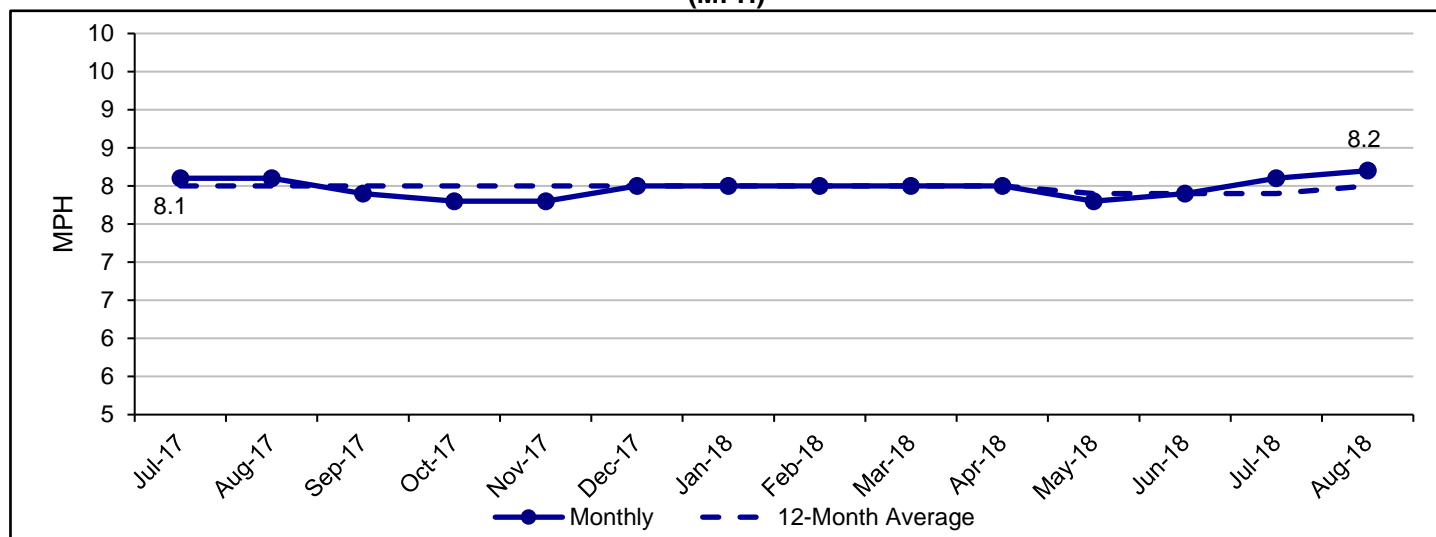
- Means Distance Between Failures improved by 1.8% against last year on a 12-month rolling average through July 2018 and decreased by 1.7% from 5,910 in July 2017 to 5,809 in July 2018.
- The decline in performance in July and August was primarily due to weather. There was an increase of hot and humid days that adversely affected bus performance as compared to the same period last year. Buses continues to implement corrective actions to enhance performance.

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

<u>Borough</u>	<u>Aug 18</u>	<u>Jul 18</u>	<u>Aug 17</u>	<u>Jul 17</u>	<u>Aug</u> <u>Difference</u>	<u>Jul</u> <u>Difference</u>
Bronx	4,469	4,444	4,447	4,449	+0.5%	-0.1%
Local/Limited	3,753	3,704	3,756	3,781	-0.1%	-2.0%
Select Bus Service	5,762	6,289	4,893	4,449	+17.8%	+41.4%
Express	10,592	10,765	12,080	12,045	-12.3%	-10.6%
Brooklyn	6,250	6,417	6,882	6,783	-9.2%	-5.4%
Local/Limited	6,084	6,247	6,672	6,589	-8.8%	-5.2%
Select Bus Service	7,366	7,585	8,451	8,248	-12.8%	-8.0%
Express	9,953	10,134	11,886	11,172	-16.3%	-9.3%
Manhattan	3,769	3,754	3,367	3,291	+11.9%	+14.1%
Local/Limited	3,409	3,414	3,067	3,017	+11.2%	+13.2%
Select Bus Service	6,568	6,316	5,877	5,514	+11.8%	+14.5%
Express	N/A	N/A	N/A	N/A	N/A	N/A
Queens	7,373	7,309	6,900	6,962	+6.9%	+5.0%
Local/Limited	6,973	6,930	6,449	6,515	+8.1%	+6.4%
Select Bus Service	12,379	12,530	9,824	9,405	+26.0%	+33.2%
Express	8,182	8,044	9,436	9,527	-13.3%	-15.6%
Staten Island	19,618	20,101	22,744	22,803	-13.7%	-11.8%
Local/Limited	17,584	18,025	21,051	21,041	-16.5%	-14.3%
Select Bus Service	10,823	11,692	10,673	10,981	+1.4%	+6.5%
Express	23,668	24,033	27,536	27,526	-14.0%	-12.7%
Systemwide	6,434	6,453	6,367	6,336	+1.1%	+1.8%
Local/Limited	5,622	5,639	5,544	5,530	+1.4%	+2.0%
Select Bus Service	7,987	8,102	7,097	6,746	+12.5%	+20.1%
Express	12,649	12,649	14,645	14,634	-13.6%	-13.6%

Chart 10

Bus Speeds (24 Hours) (MPH)



August 2018

	Monthly			12-Month Average		
	Aug 18	Aug 17	Difference	Aug 18	Aug 17	Difference
Bronx	7.6	7.6	0.0%	7.5	7.5	0.0%
Brooklyn	7.2	7.3	-1.4%	7.1	7.2	-1.4%
Manhattan	6.1	6.1	0.0%	6.0	5.9	+1.7%
Queens	9.1	9.1	0.0%	8.9	9.0	-1.1%
Staten Island	13.8	13.6	+1.5%	13.2	13.2	0.0%
Systemwide	8.2	8.1	+1.2%	8.0	8.0	0.0%

July 2018

	Monthly			12-Month Average		
	Jul 18	Jul 17	Difference	Jul 18	Jul 17	Difference
Bronx	7.6	7.6	0.0%	7.5	7.5	0.0%
Brooklyn	7.2	7.2	0.0%	7.1	7.2	-1.4%
Manhattan	6.1	6.0	+1.7%	6.0	5.9	+1.7%
Queens	9.0	9.1	-1.1%	8.9	9.0	-1.1%
Staten Island	13.5	13.5	0.0%	13.2	13.2	0.0%
Systemwide	8.1	8.1	0.0%	7.9	8.0	-1.3%

Bus Speeds Discussion

August 2018

- Bus Speeds increased from 8.1 mph in August 2017 to 8.2 mph in August 2018.

July 2018

- Bus Speeds remained steady at 8.1 mph as compared to July 2017.

Bus Speeds
Monthly (24 Hours)
MPH

<u>Borough</u>	<u>Aug 18</u>	<u>Jul 18</u>	<u>Aug 17</u>	<u>Jul 17</u>	<u>Aug</u> <u>Difference</u>	<u>Jul</u> <u>Difference</u>
Bronx	7.6	7.6	7.6	7.6	0.0%	0.0%
Local/Limited	6.9	6.9	7.0	6.9	-1.4%	0.0%
Select Bus Service	8.9	8.8	9.3	9.2	-4.3%	-4.3%
Express	12.1	11.8	12.1	11.8	0.0%	0.0%
Brooklyn	7.2	7.2	7.3	7.2	-1.4%	0.0%
Local/Limited	7.0	6.9	7.0	6.9	0.0%	0.0%
Select Bus Service	8.6	8.6	8.9	8.9	-3.4%	-3.4%
Express	12.2	12.1	12.3	12.1	-0.8%	0.0%
Manhattan	6.1	6.1	6.1	6.0	0.0%	+1.7%
Local/Limited	5.7	5.7	5.7	5.7	0.0%	0.0%
Select Bus Service	7.9	7.9	7.6	7.6	+3.9%	+3.9%
Express	N/A	N/A	N/A	N/A	N/A	N/A
Queens	9.1	9.0	9.1	9.1	0.0%	-1.1%
Local/Limited	8.7	8.6	8.9	8.9	-2.2%	-3.4%
Select Bus Service	11.4	11.3	10.2	10.3	+11.8%	+9.7%
Express	13.0	12.9	12.9	12.8	+0.8%	+0.8%
Staten Island	13.8	13.5	13.6	13.5	+1.5%	0.0%
Local/Limited	11.9	11.9	11.8	11.7	+0.8%	+1.7%
Select Bus Service	14.8	14.9	15.3	15.2	-3.3%	-2.0%
Express	16.7	16.3	16.2	15.9	+3.1%	+2.5%
Systemwide	8.2	8.1	8.1	8.1	+1.2%	0.0%
Local/Limited	7.6	7.5	7.6	7.6	0.0%	-1.3%
Select Bus Service	9.6	9.6	9.3	9.3	+3.2%	+3.2%
Express	14.0	13.6	13.8	13.5	+1.4%	+0.7%

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?

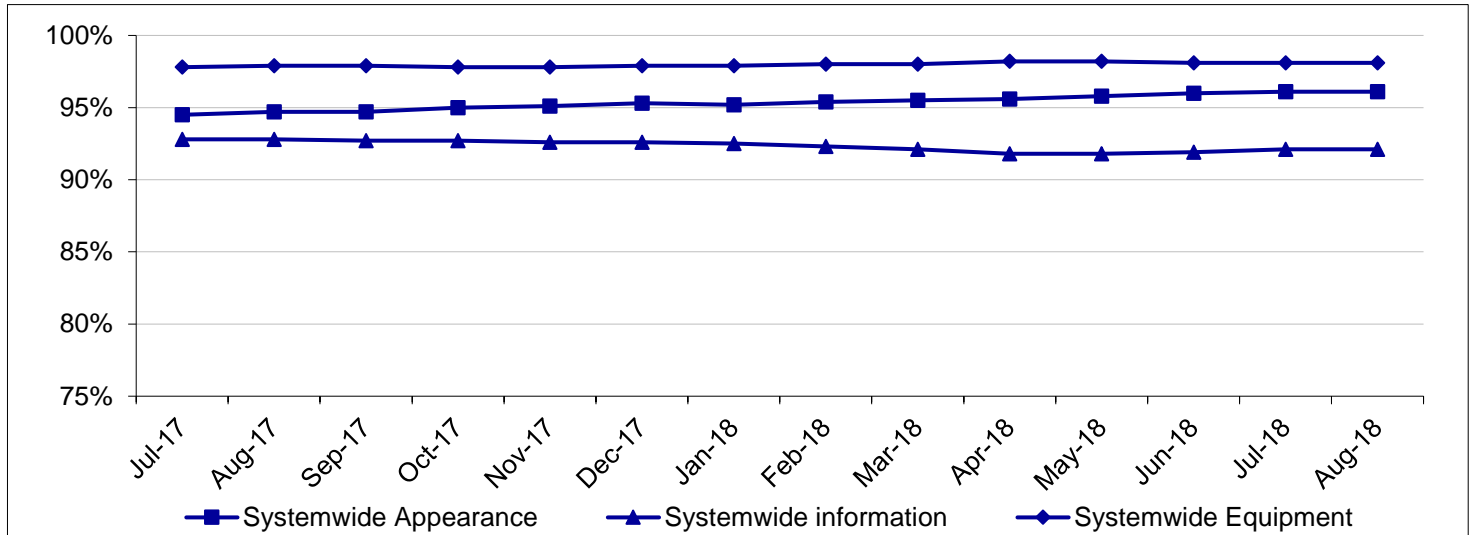
Equipment: For example, do the heat, air conditioning, and wheelchair lift work?

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



August 2018

Sep 17 - Aug 18

Sep 16 - Aug 17

	Appearance	Equipment	Information	Appearance	Equipment	Information
Bronx	95.5%	98.2%	91.8%	94.0%	98.4%	93.5%
Brooklyn	96.7%	98.1%	91.3%	95.0%	97.8%	92.3%
Manhattan	94.8%	98.1%	93.9%	91.0%	97.8%	94.2%
Queens	97.6%	97.4%	91.6%	97.3%	97.9%	93.1%
Staten Island	95.2%	98.7%	91.7%	94.2%	97.6%	90.7%
Systemwide	96.1%	98.1%	92.1%	94.7%	97.9%	92.8%

July 2018

Aug 17 - Jul 18

Aug 16 - Jul 17

	Appearance	Equipment	Information	Appearance	Equipment	Information
Bronx	95.6%	98.2%	91.7%	93.8%	98.4%	93.6%
Brooklyn	96.6%	98.1%	91.2%	94.8%	97.6%	92.3%
Manhattan	95.1%	98.4%	93.9%	90.4%	97.2%	94.2%
Queens	97.6%	97.4%	91.7%	97.2%	97.9%	93.1%
Staten Island	95.3%	98.7%	91.8%	94.2%	97.5%	90.7%
Systemwide	96.1%	98.1%	92.1%	94.5%	97.8%	92.8%

Passenger Environment Survey Discussion

August 2018

- The information quality score decreased by 0.7% on a 12-month average due to a slight decline in bus map availability and 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 1.4%, due to better litter and cleanliness score's and Equipment performance improved by 0.2% on a 12-month average.

July 2018

- The information quality score decreased by 0.7% on a 12-month average due to a slight decline in bus map availability and bus announcements,
- Appearance improved by 1.6%, due to better litter and cleanliness score's and Equipment performance improved by 0.3% on a 12-month average.

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.

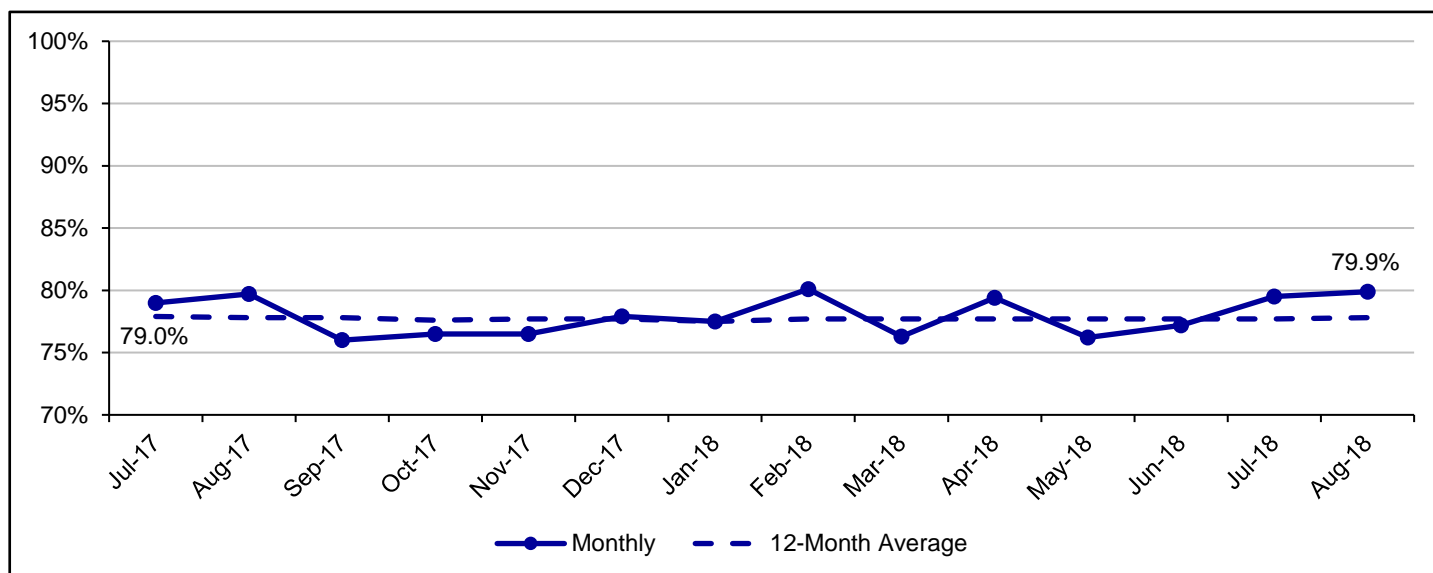
Bus AM Weekday Pull Out Performance

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



August 2018

	Monthly			12-Month Average		
	Aug 18	Aug 17	Difference	Aug 18	Aug 17	Difference
Bronx	78.9%	79.5%	-0.6%	77.1%	77.8%	-0.7%
Brooklyn	78.4%	78.6%	-0.2%	76.4%	76.5%	-0.1%
Manhattan	78.5%	78.1%	+0.4%	76.6%	75.7%	+0.9%
Queens	82.1%	80.7%	+1.4%	79.1%	78.9%	+0.2%
Staten Island	81.5%	82.6%	-1.1%	80.8%	81.5%	-0.7%
Systemwide	79.9%	79.7%	+0.2%	77.8%	77.8%	0.0%

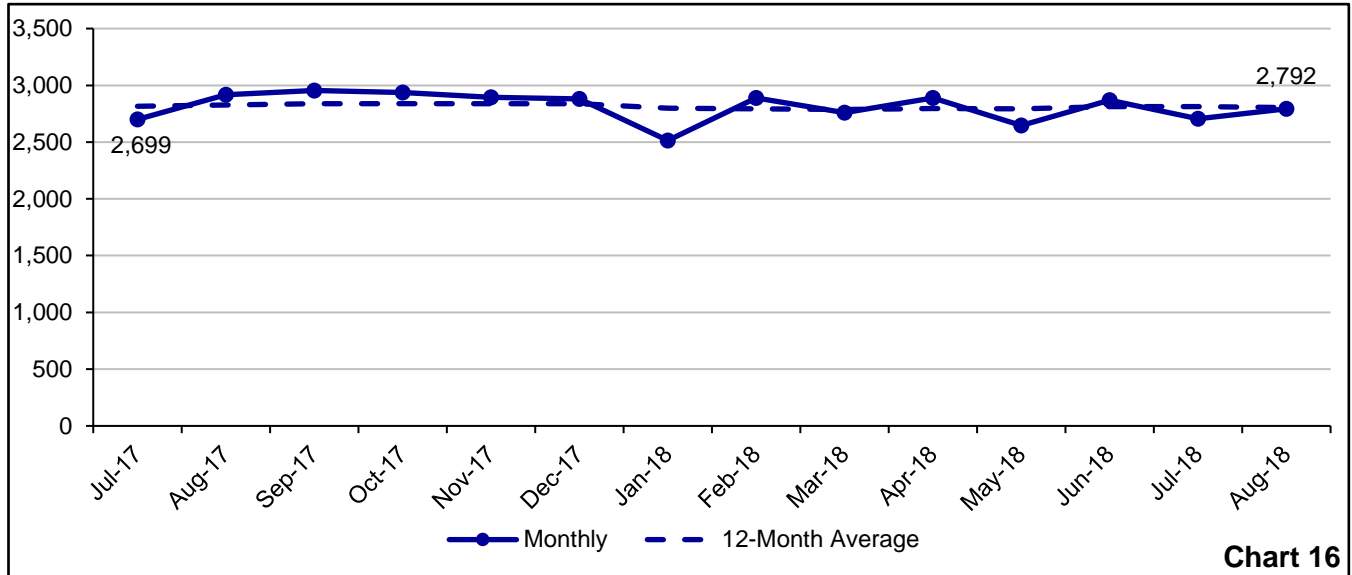
July 2018

	Monthly			12-Month Average		
	Jul 18	Jul 17	Difference	Jul 18	Jul 17	Difference
Bronx	78.6%	78.9%	-0.3%	77.1%	78.0%	-0.9%
Brooklyn	77.9%	77.9%	0.0%	76.4%	76.6%	-0.2%
Manhattan	77.6%	77.1%	+0.5%	76.5%	75.5%	+1.0%
Queens	81.7%	79.9%	+1.8%	79.0%	79.0%	0.0%
Staten Island	81.8%	82.9%	-1.1%	80.9%	81.7%	-0.8%
Systemwide	79.5%	79.0%	+0.5%	77.7%	77.9%	-0.2%

Wait Assessment
Monthly
(Peak Hours)

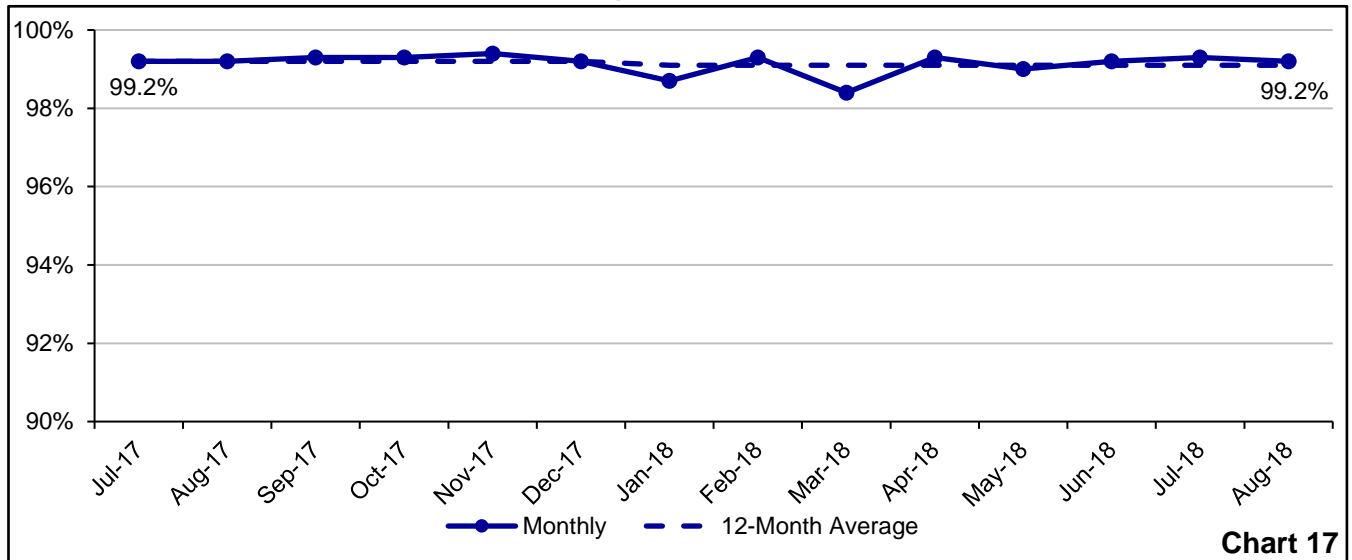
<u>Borough</u>	<u>Aug 18</u>	<u>Jul 18</u>	<u>Aug 17</u>	<u>Jul 17</u>	<u>Aug</u> <u>Difference</u>	<u>Jul</u> <u>Difference</u>
Bronx	78.9%	78.6%	79.5%	78.9%	-0.6%	-0.3%
Local/Limited	78.5%	78.3%	79.2%	78.6%	-0.7%	-0.3%
Select Bus Service	82.9%	82.5%	84.4%	82.9%	-1.5%	-0.4%
Express	85.6%	84.1%	86.2%	84.4%	-0.6%	-0.3%
Brooklyn	78.4%	77.9%	78.6%	77.9%	-0.2%	0.0%
Local/Limited	78.3%	77.8%	78.5%	77.7%	-0.2%	+0.1%
Select Bus Service	80.4%	81.0%	83.3%	82.8%	-2.9%	-1.8%
Express	80.2%	78.4%	81.8%	80.1%	-1.6%	-1.7%
Manhattan	78.5%	77.6%	78.1%	77.1%	+0.4%	+0.5%
Local/Limited	78.0%	77.1%	77.9%	76.8%	+0.1%	+0.3%
Select Bus Service	83.9%	83.1%	81.0%	81.8%	+2.9%	+1.3%
Express	N/A	N/A	N/A	N/A	N/A	N/A
Queens	82.1%	81.7%	80.7%	79.9%	+1.4%	+1.8%
Local/Limited	82.0%	81.6%	80.6%	79.8%	+1.4%	+1.8%
Select Bus Service	83.4%	83.4%	82.1%	83.9%	+1.3%	-0.5%
Express	84.4%	82.9%	83.2%	83.0%	+1.2%	-0.1%
Staten Island	81.5%	81.8%	82.6%	82.9%	-1.1%	-1.1%
Local/Limited	81.2%	81.4%	82.0%	82.4%	-0.8%	-1.0%
Select Bus Service	81.8%	82.4%	84.4%	85.3%	-2.6%	-2.9%
Express	82.8%	83.1%	84.5%	84.2%	-1.7%	-1.1%
Systemwide	79.9%	79.5%	79.7%	79.0%	+0.2%	+0.5%
Local/Limited	79.7%	79.3%	79.5%	78.7%	+0.2%	+0.6%
Select Bus Service	83.0%	82.8%	82.4%	83.0%	+0.6%	-0.2%
Express	83.4%	82.6%	84.3%	83.4%	-0.9%	-0.8%

Bus Mean Distance Between Service Interruptions



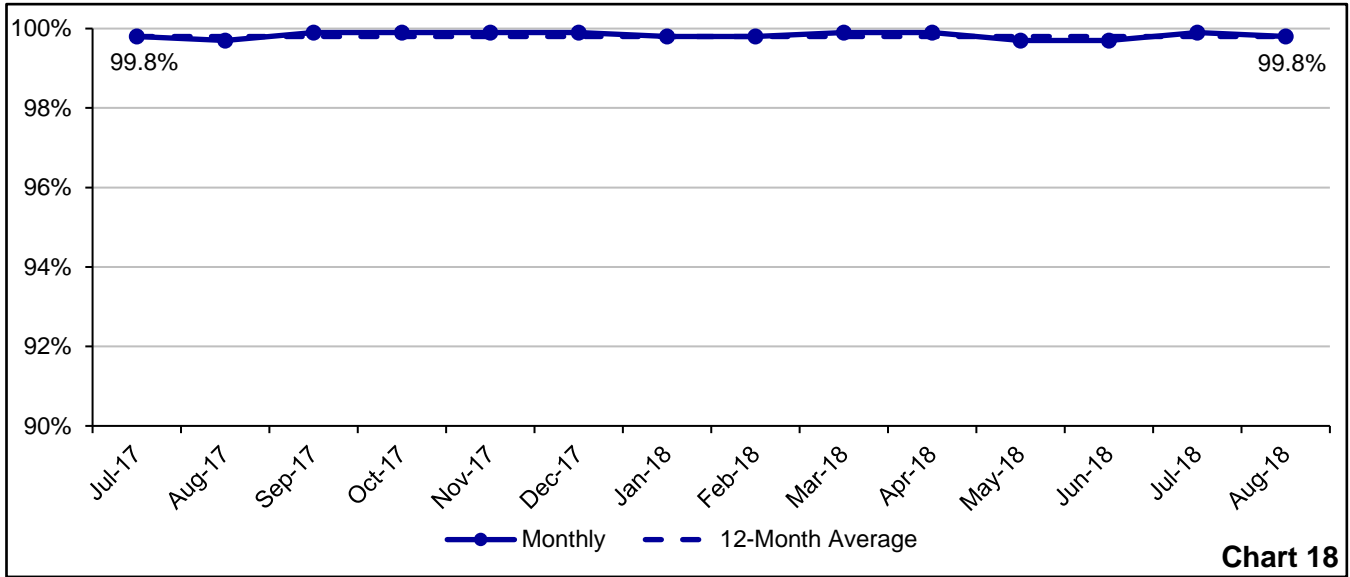
	<u>Aug 18</u>	<u>Jul 18</u>	<u>Aug 17</u>	<u>Jul 17</u>	<u>Aug Difference</u>	<u>Jul Difference</u>
Monthly	2,792	2,706	2,917	2,699	-4.3%	+0.3%
12-Month Average	2,803	2,814	2,827	2,815	-0.8%	0.0%

Bus Percentage of Completed Trips



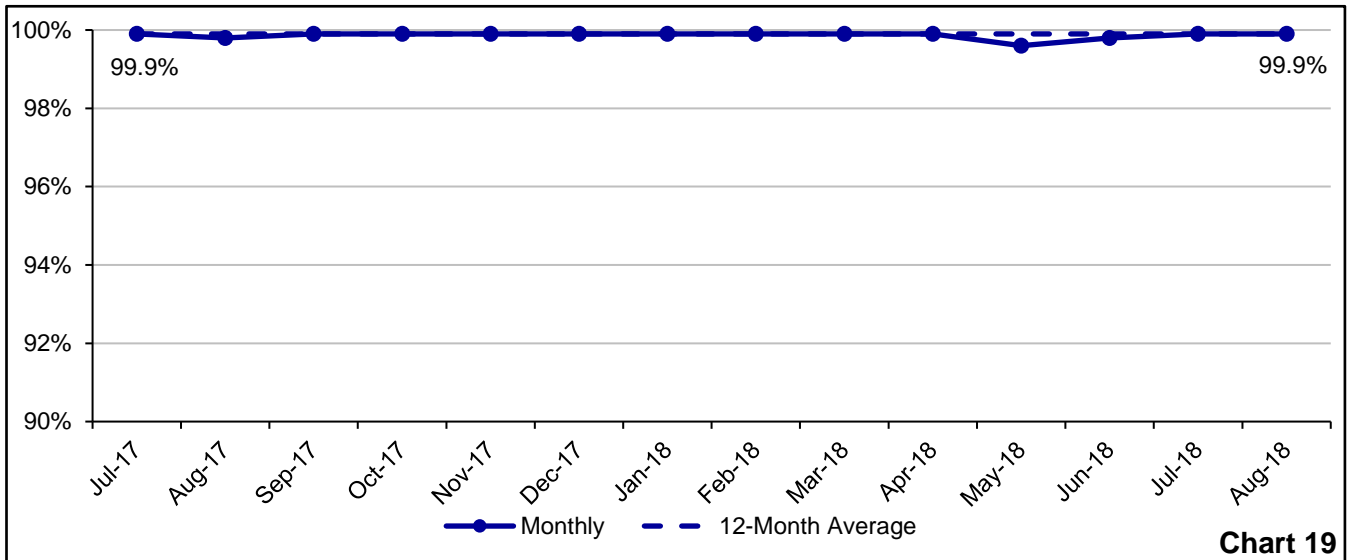
	<u>Aug 18</u>	<u>Jul 18</u>	<u>Aug 17</u>	<u>Jul 17</u>	<u>Aug Difference</u>	<u>Jul Difference</u>
Monthly	99.2%	99.3%	99.2%	99.2%	0.0%	+0.1%
12-Month Average	99.1%	99.1%	99.2%	99.2%	-0.1%	-0.1%

Bus AM Weekday Pull Out Performance



	<u>Aug 18</u>	<u>Jul 18</u>	<u>Aug 17</u>	<u>Jul 17</u>	<u>Aug Difference</u>	<u>Jul Difference</u>
Monthly	99.8%	99.9%	99.7%	99.8%	+0.1%	+0.1%
12-Month Average	99.8%	99.8%	99.8%	99.8%	0.0%	0.0%

Bus PM Weekday Pull Out Performance



	<u>Aug 18</u>	<u>Jul 18</u>	<u>Aug 17</u>	<u>Jul 17</u>	<u>Aug Difference</u>	<u>Jul Difference</u>
Monthly	99.9%	99.9%	99.8%	99.9%	+0.1%	0.0%
12-Month Average	99.9%	99.9%	99.9%	99.9%	0.0%	0.0%

Customer Service Report: Paratransit

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



In July, the Paratransit team and its carriers participated in the 2018 Disability Pride Parade transporting almost 300 participants to and from the parade. Accessibility and providing customers with fast, reliable and friendly customer service, are key components of the Fast Forward Plan.

September 2018 Highlights: Paratransit

Performance in July remains stable as we manage an 18% growth in ridership as compared to last year.

As you may know, our FTA sanctioned e-hail pilot has demonstrated the ability of e-hail services to deliver much-needed flexibility to customers who rely on Paratransit for their daily travels. Customers enrolled in the pilot have taken over 100,000 on-demand trips and 1.4 million total trips since the pilot started in October 2017.

The term of the FTA-sanctioned pilot is set to expire in October 2018. Post pilot, we will continue to offer e-hail services in a similar fashion to how it is currently being operated with some operational modifications to meet FTA rules. We intend to bring to the October Board meeting modifications for extension of the e-hail program to provide continued service.

We fully recognize the freedom on-demand e-hail services provide to the community and continue to explore options to expand this premium service, in a sustainable manner, to a broader range of customers.

Finally, as part of our Fast Forward plan, we will be upgrading our current technology to improve schedule adherence and provide customers with the most up to date information about their trip. To that end, this month there is a procurement action to request Board approval to award a contract to StrataGen Systems for a Real-Time Scheduling and Computer-Aided Dispatch system and an Automatic Vehicle Location Monitoring (or AVL) system for Paratransit. Significantly, the new scheduling and dispatch system is expected to build more efficient schedules with shorter and more direct rides.

Darryl C. Irick

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

Paratransit Report

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

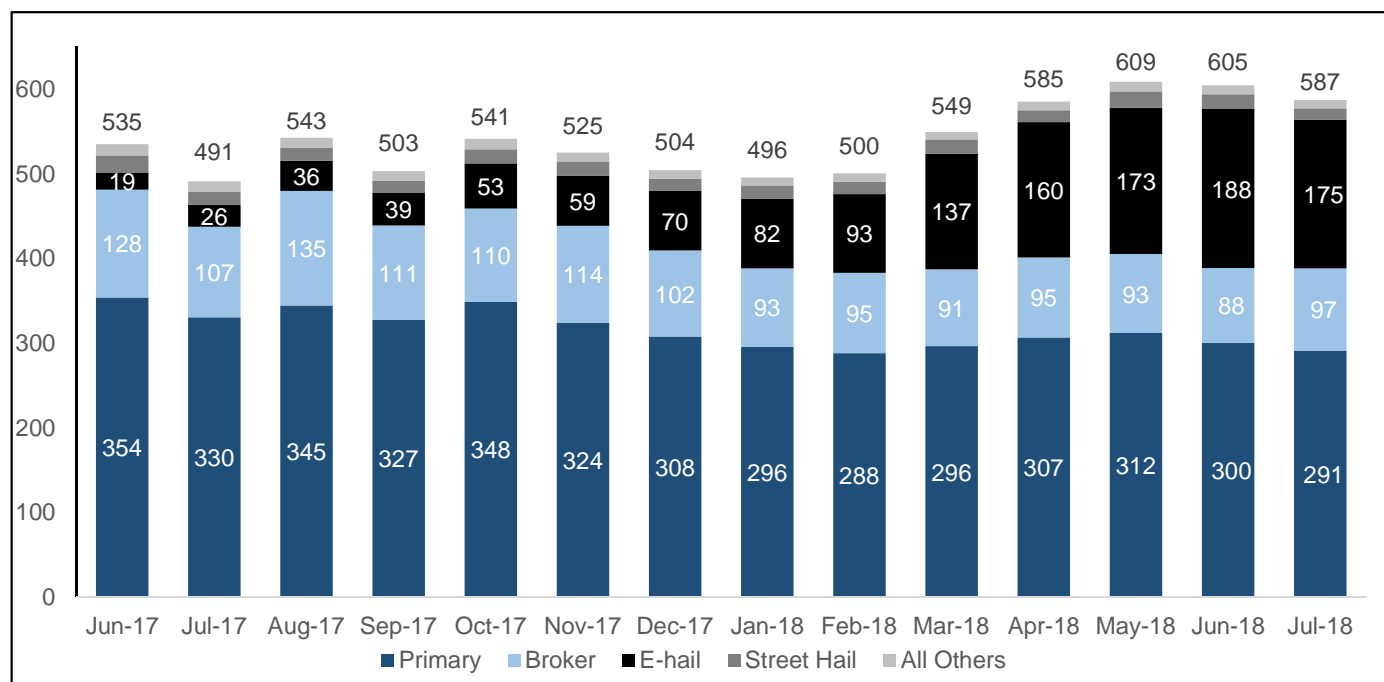
Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: July 2018			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Legacy Indicators	% of Trips Completed	93.2%	89.6%	+3.6%	91.4%	90.4%	+1.0%
	Trips Requested	722,141	634,378	+13.8%	689,489	645,698	+6.8%
	Trips Scheduled	629,506	547,954	+14.9%	597,208	554,250	+7.8%
	Trips Completed*	586,972	491,083	+19.5%	545,614	501,174	+8.9%
	Early Cancellations as a Percentage of Trips Requested	12.1%	12.8%	-0.7%	12.8%	13.3%	-0.5%
	Late Cancellations as a Percentage of Trips Scheduled	3.7%	3.3%	+0.3%	3.6%	3.4%	+0.1%
	No-Shows (Passenger) as a Percentage of Trips Scheduled	1.9%	2.1%	-0.2%	2.1%	1.8%	+0.3%
	No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.5%	0.6%	-0.1%	0.6%	0.8%	-0.2%
	Denials (Capacity) as a Percentage of Trips Requested	0.0%	0.0%	-0.0%	0.0%	0.0%	0.0%
	Customer Refusals as a Percentage of Trips Requested	0.7%	0.8%	-0.1%	0.6%	0.8%	-0.2%
	New Applications Received	3,318	2,590	+28.1%	2,923	2,788	+4.8%

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

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: June 2018			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Legacy Indicators	% of Trips Completed	93.5%	92.0%	+1.5%	91.5%	90.4%	+1.1%
	Trips Requested	739,453	674,076	+9.7%	680,466	645,799	+5.4%
	Trips Scheduled	646,787	581,297	+11.3%	588,703	554,085	+6.2%
	Trips Completed*	604,644	534,967	+13.0%	538,407	500,726	+7.5%
	Early Cancellations as a Percentage of Trips Requested	11.8%	12.9%	-1.1%	12.8%	13.4%	-0.6%
	Late Cancellations as a Percentage of Trips Scheduled	3.5%	3.4%	+0.1%	3.5%	3.4%	+0.1%
	No-Shows (Passenger) as a Percentage of Trips Scheduled	1.9%	1.7%	+0.2%	2.1%	1.7%	+0.4%
	No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.7%	0.9%	-0.3%	0.6%	0.8%	-0.2%
	Denials (Capacity) as a Percentage of Trips Requested	0.0%	0.0%	-0.0%	0.0%	0.0%	+0.0%
	Customer Refusals as a Percentage of Trips Requested	0.7%	0.9%	-0.1%	0.6%	0.8%	-0.2%
	New Applications Received	3,079	2,901	+6.1%	2,862	2,838	+0.8%

*June-18 and July-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

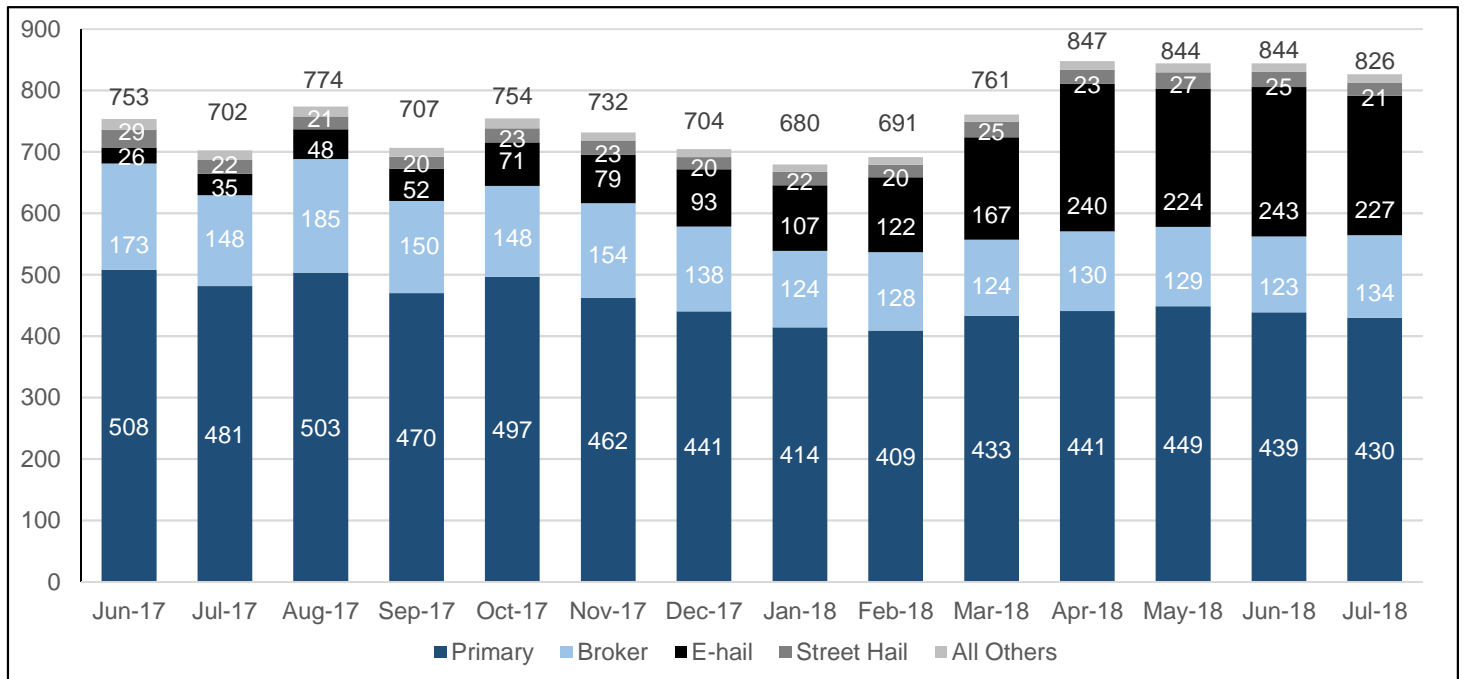
July 2018

- Total Trips decreased by 18K to 587K in July 2018 when compared to 605K in June, and increased by 96K when compared to 491K in July 2017. This represents a percentage decrease of 3% and an increase of 20% respectively.
- The decrease in trips is mainly attributed to a reduction of e-hail and Primary usage due to seasonality. E-hail usage decreased 13K in July 2018 when compared to the previous month and increased 149K when compared to the same month last year. However, Broker trips increased by 9K in July 2018 when compared to the previous month.

June 2018

- Total Trips decreased by 4K to 605K in June 2018 when compared to 609K in May, and increased by 70K when compared to 535K in June 2017. This represents a percentage decrease of 0.7% and an increase of 13% respectively.
- The decrease in trips is mainly attributed to a reduction of Broker and Primary usage due to seasonality. Although e-hail usage increased 15K in June 2018 when compared to the previous month and 169K when compared to the same month last year.
- January through April 2018 trips has been adjusted to reflect the most recent data submitted from the vendors.

Total Ridership



Total Ridership Discussion

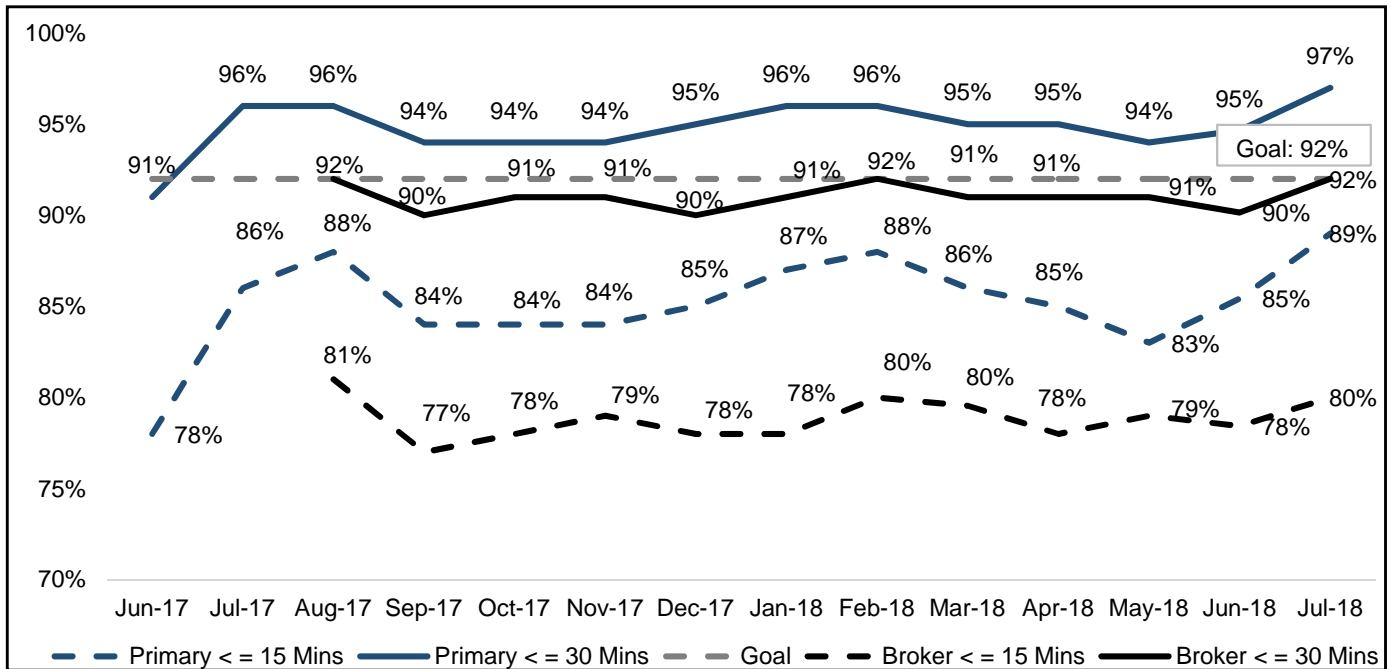
July 2018

- Total Ridership of 826K in July 2018 decreased by 18K when compared to June, and increased by 124K when compared to 702K in July 2017. This represents a percentage decrease of 2% and an increase of 18%.
- The decrease in ridership is mainly attributed to lower demand for e-hail which decreased by 16K in July 2018 when compared to the previous month and lower demand for the Primary carriers which decreased by 9K in July 2018 when compared to the previous month. However, Broker ridership increased by 11K in July 2018 when compared to the previous month.

June 2018

- Total Ridership remained flat at 844K in June 2018 when compared to May, and increased by 91K when compared to 753K in June 2017. This represents a percentage increase of 12%.
- The increase in ridership is mainly attributed to heavy demand for e-hail which increased by 19K in June 2018 when compared to the previous month and increased by 217K when compared to the same period last year.
- January through April 2018 ridership has been adjusted to reflect the most recent data submitted from the vendors.

Pick Up On-Time Performance



Pick Up On-Time Performance Discussion

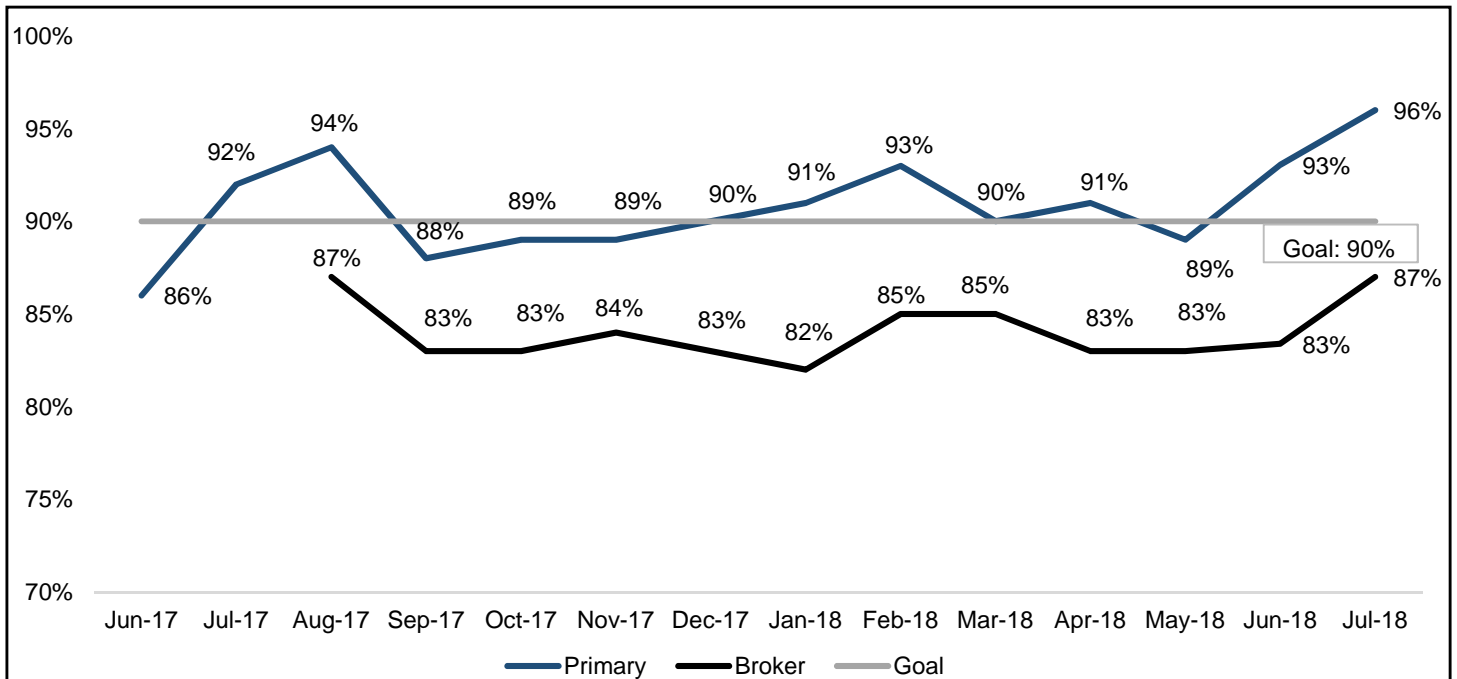
July 2018

- Primary Carrier 30 minute P/U OTP was 97% in July 2018, an improvement of 2% when compared to the previous month, and showed a 1% improvement when compared to the same period last year.
- Primary Carrier 15 minute P/U OTP was 89% in July 2018, an improvement of 4% when compared to the previous month, and showed a 3% improvement when compared to the same month last year.
- Broker 30 minute P/U OTP was 92% in July 2018, an increase of 2% when compared the previous month.
- Broker 15 minute P/U OTP was 80% in July 2018, an increase of 2% when compared to the previous month.

June 2018

- Primary Carrier 30 minute P/U OTP was 95% in June 2018, an improvement of 1% when compared to the previous month, and showed a 4% improvement when compared to the same period last year.
- Primary Carrier 15 minute P/U OTP was 85% in June 2018, an improvement of 2% when compared the previous month, and showed a 7% improvement when compared to the same month last year.
- Broker 30 minute P/U OTP was 90% in June 2018, a decrease of 1% when compared the previous month.
- Broker 15 minute P/U OTP was 78% in June 2018, a decrease of 1% when compared to the previous month. We continue to closely monitor their performance.

Drop Off On-Time Performance On Appointment Trips



Drop Off On-Time Performance On Appointment Trips Discussion

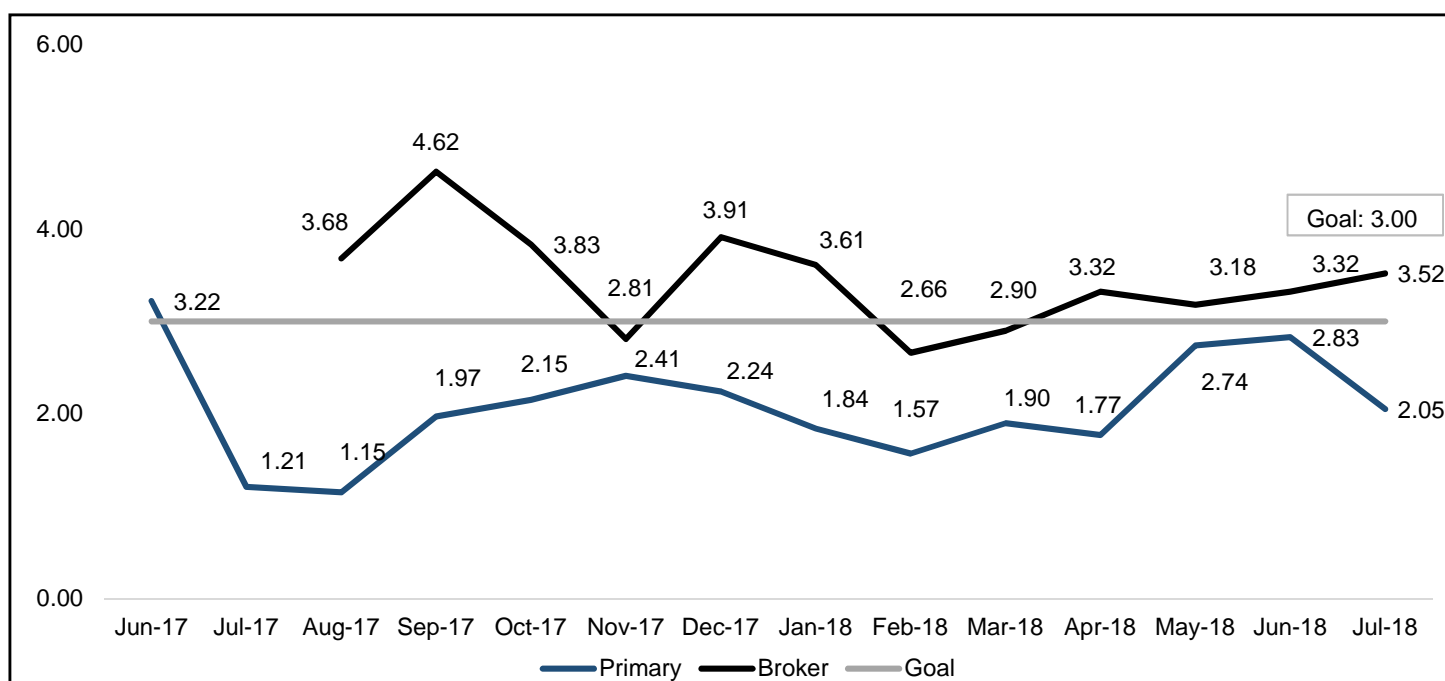
July 2018

- Primary Carrier D/O OTP improved by 3% to 96% in July 2018 as compared to 93% in the previous month, and showed a 4% improvement when compared to the same period last year.
- Broker D/O OTP improved by 4% to 87% in July 2018 as compared to 83% in the previous month.

June 2018

- Primary Carrier D/O OTP improved by 4% to 93% in June 2018 as compared to 89% in the previous month, and showed a 7% improvement when compared to the same period last year.
- Broker D/O OTP remained flat at 83% in June 2018 as compared to the previous month. We will continue to closely monitor their performance.

Provider No Shows Per 1,000 Scheduled Trips



Provider No Shows Per 1000 Scheduled Trips Discussion

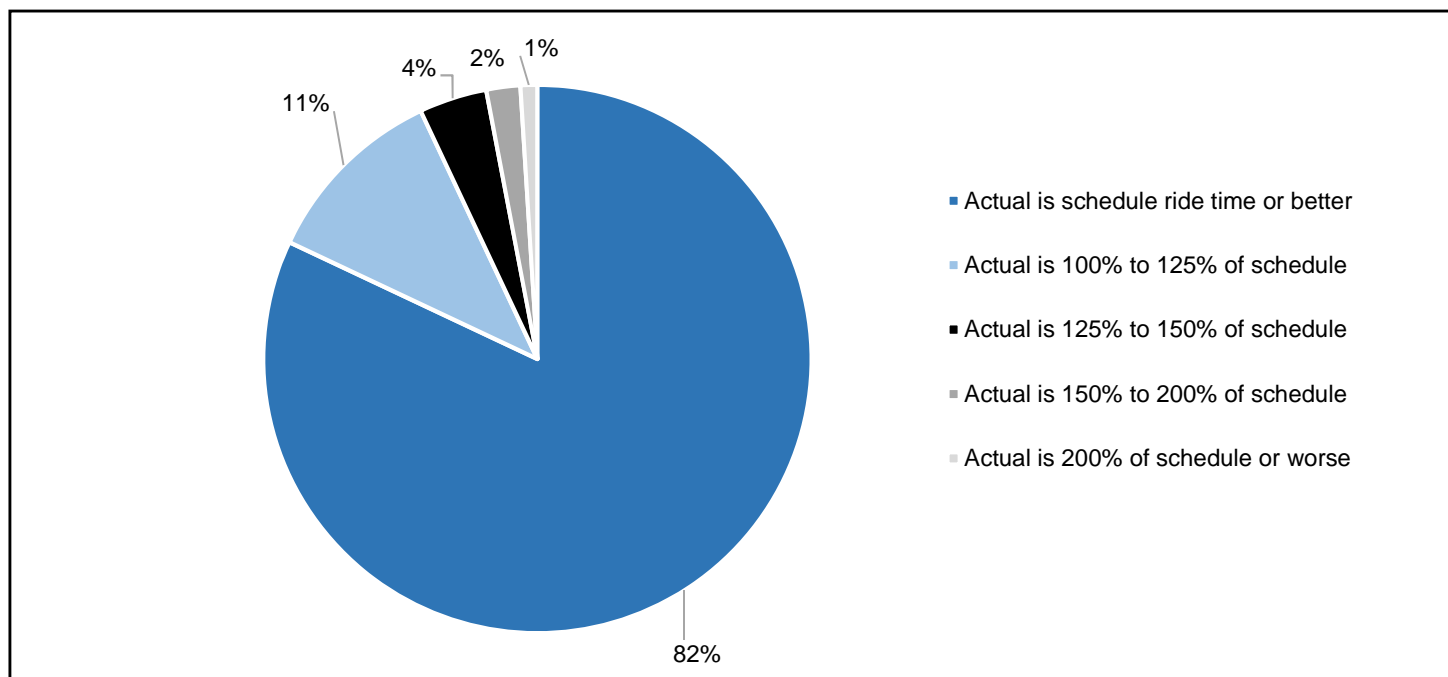
July 2018

- Primary Carrier No-Shows improved to 2.05 per 1,000 trips in July 2018 compared to 2.83 in the previous month and showed an increase of 0.84 per 1,000 trips when compared to the same month in the previous year.
- Broker No-Shows increased to 3.52 per thousand trips in July 2018 compared to 3.32 per thousand trips in the previous month. We continue to closely monitor their performance.

June 2018

- Carrier No-Shows increased to 2.83 per 1,000 trips in June 2018 compared to 2.74 in the previous month and showed an improvement of 0.39 per 1,000 trips when compared to the same month in 2017.
- Broker No-Shows increased to 3.32 per thousand trips in June 2018 compared to 3.18 per thousand trips in the previous month. We continue to closely monitor their performance.

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

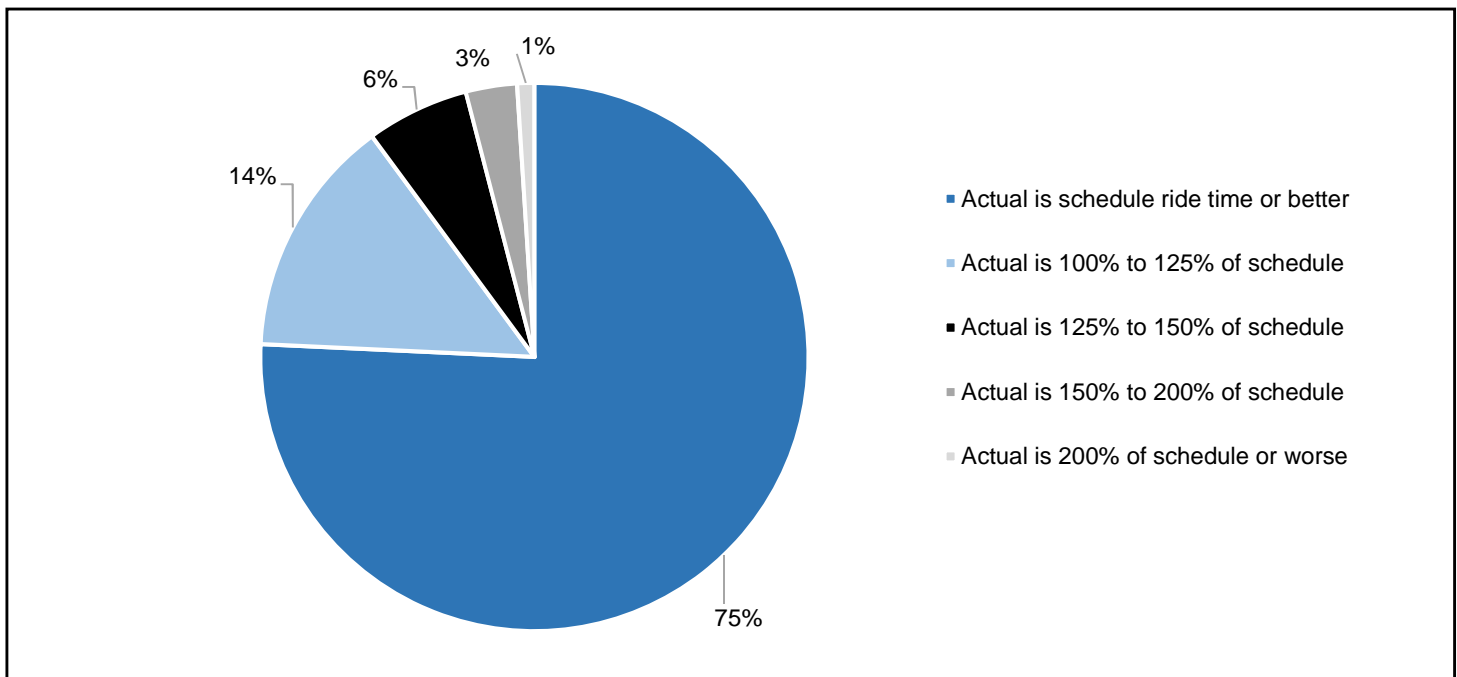


Access-A-Ride Carrier Ride Time Performance - Actual vs. Scheduled Discussion

July 2018

- 82% of trips in July 2018 were performed within the scheduled time or better, which is an improvement of 7% from the previous month.

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



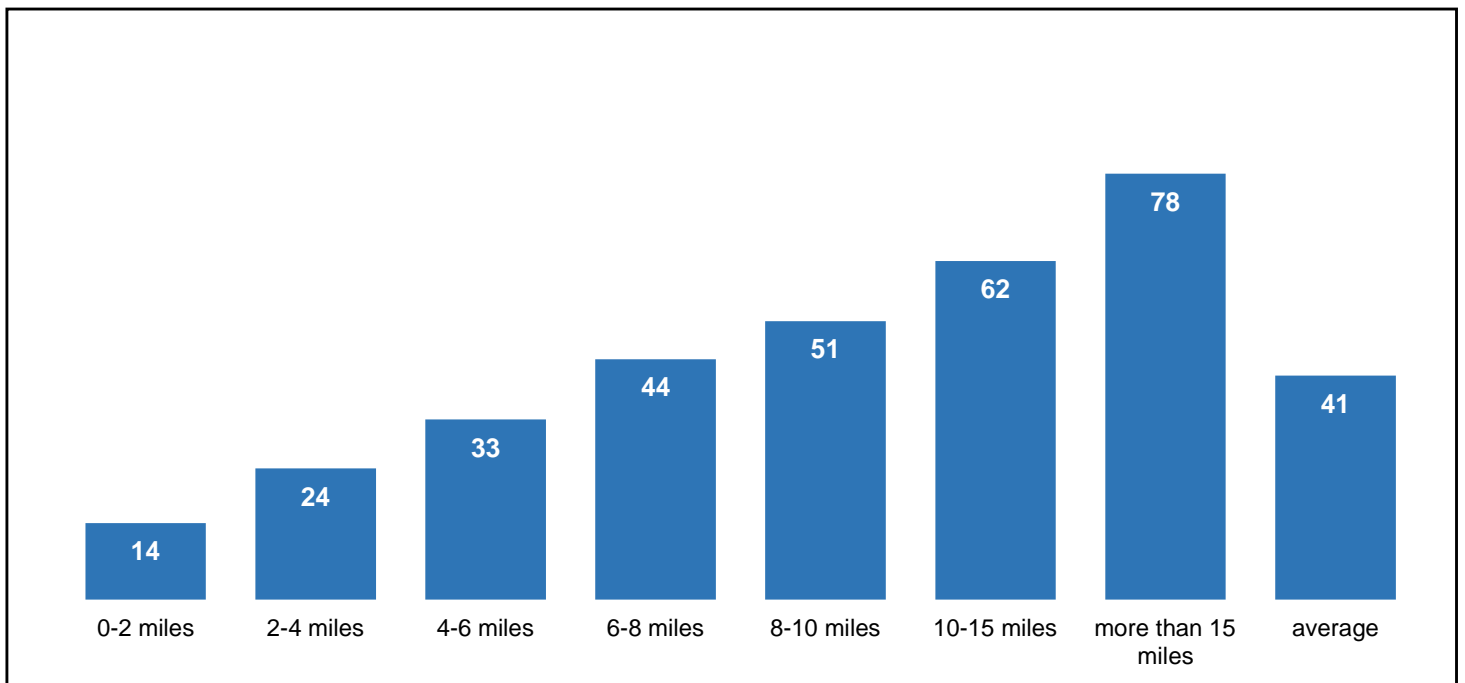
Access-A-Ride Carrier Ride Time Performance - Actual vs. Scheduled Discussion

June 2018

- 75% of trips in June 2018 were performed within the scheduled time or better, which is an improvement of 8% from the previous month.

* Numbers might not add up due to rounding.

Average Travel Time in Minutes by Trip Distance Category

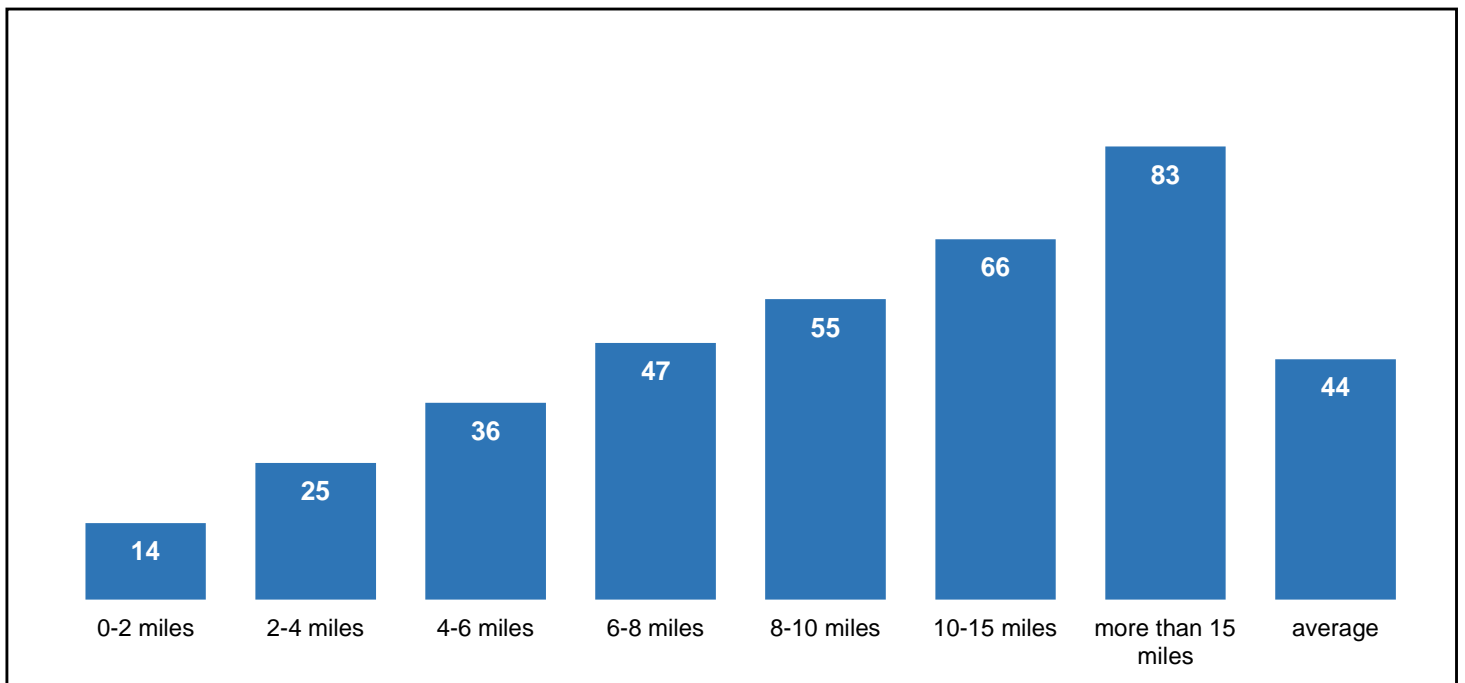


Average Travel Time in Minutes by Trip Distance Category Discussion

July 2018

- The average travel time in July 2018 for all categories was 41 minutes, which was an improvement of 3 minutes from the previous month.

Average Travel Time in Minutes by Trip Distance Category

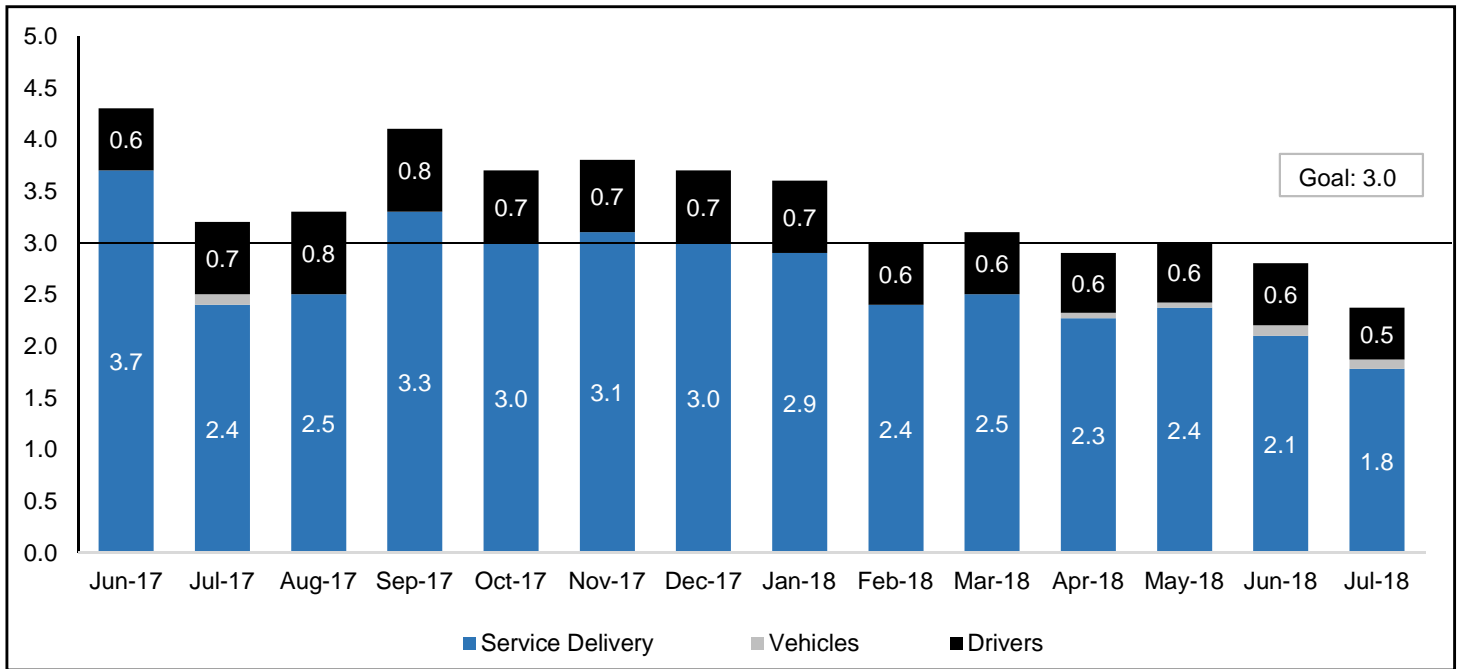


Average Travel Time in Minutes by Trip Distance Category Discussion

June 2018

- The average travel time in June 2018 for all categories was 44 minutes, which was an improvement of 1 minute from the previous month.

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



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

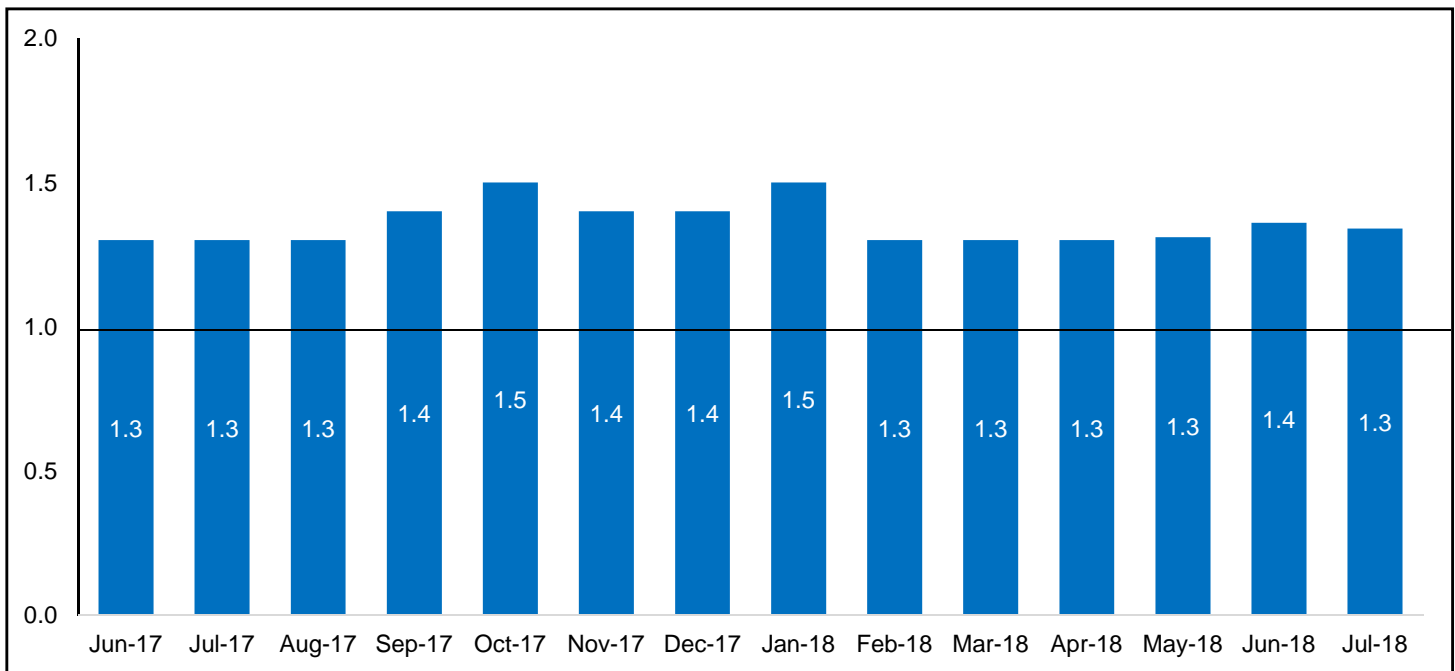
July 2018

- Transportation Service related passenger complaints improved to 2.4 per 1,000 trips in July 2018 when compared to 2.5 per 1,000 trips in the previous month and showed an improvement of 0.7 complaints per 1,000 trips when compared to the same month last year.

June 2018

- Transportation Service related passenger complaints improved to 2.5 per 1,000 trips in June 2018 when compared to 3.0 per 1,000 trips in the previous month and showed an improvement of 1.8 complaints per 1,000 trips when compared to the same month last year.

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



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

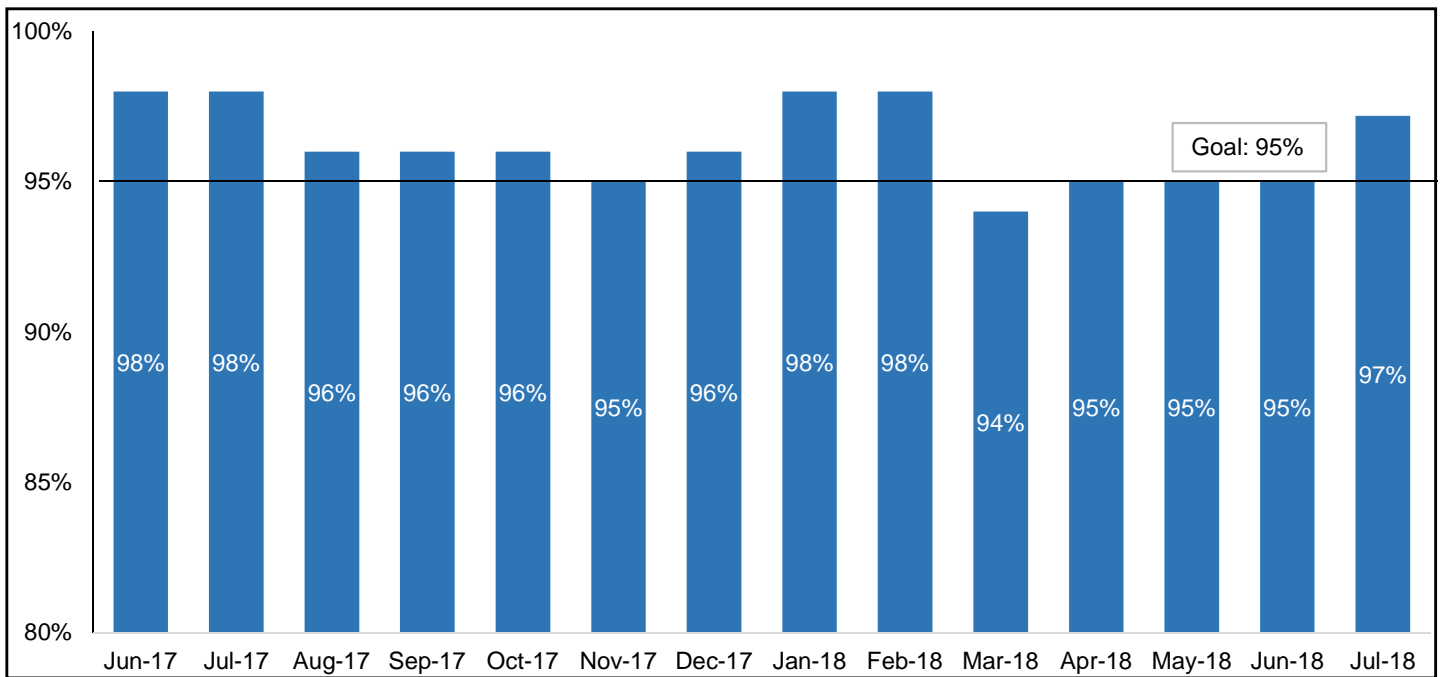
July 2018

- Non-Transportation passenger complaints improved to 1.3 in July 2018, a decrease of 0.1 per 1000 trips when compared to the previous month, and remained flat per 1,000 trips when compared to the same period last year.

June 2018

- Non-Transportation passenger complaints increased to 1.4 in June 2018, an increase of 0.1 per 1000 trips when compared to the previous month, and showed an increase of 0.1 per 1,000 trips when compared to the same period last year.

Percent of Calls Answered



Percent of Calls Answered Discussion

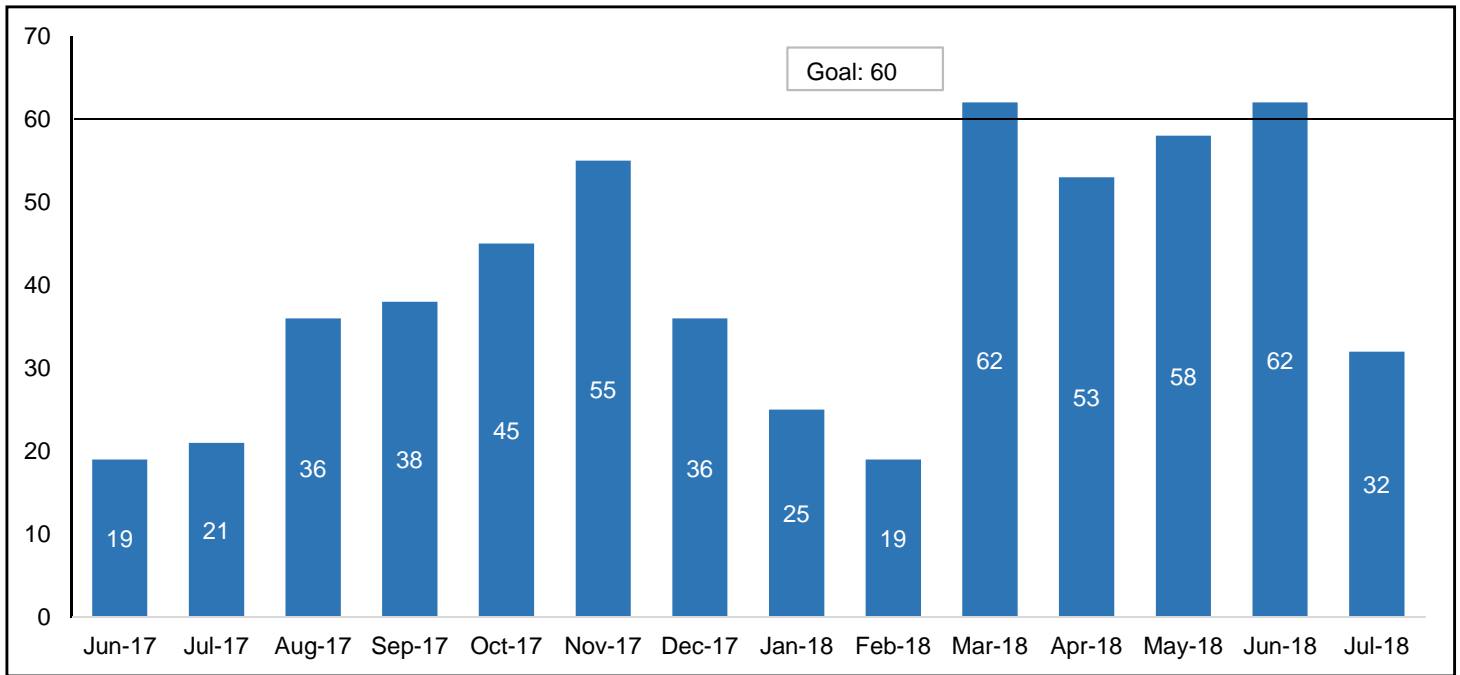
July 2018

- The percent of calls answered improved to 97% in July 2018 when compared to the previous month and decreased by 1% when compared to same month last year.

June 2018

- The percent of calls answered remained flat at 95% in June 2018 when compared to the previous month and decreased by 3% when compared to same month last year.

Average Call Answer Speed in Seconds



Average Call Answer Speed in Seconds Discussion

July 2018

- Call answering speed improved to 32 seconds in July 2018 from 62 seconds in June 2018 and increased by 11 seconds when compared to the same period last year.

June 2018

- Call answering speed increased to 62 seconds in June 2018 from 58 seconds in May 2018 and increased by 43 seconds when compared to the same period last year.
- The increase in time to answer calls was primarily due to AVL system outages on June 8th, 9th, 10th, and 11th which impacted our ability to monitor the status of trips. As a result, call takers were required to contact carrier dispatch and address trip status inquiries from customers.

Accessibility Update

Alex Elegudin, Senior Advisor for Systemwide Accessibility



During a recent town hall held at York College, Senior Advisor for Systemwide Accessibility Alex Elegudin discusses one of the Fast Forward Plan's priorities to Accelerate Accessibility. The Queens event, held on August 21, was the first in a series of town halls scheduled across the five boroughs.

September 2018 Highlights: Accessibility

It has been a busy summer meeting with NYCT departments to see how accessibility can be considered in all aspects of NYCT planning, projects and communication. I continue to hold meetings with the accessibility community. Over the summer, I held twenty separate meetings with accessibility advocates and organizations. Going into the fall, we will be starting our initial large-scale community engagements on NYCT's accessibility plans.

Subways

- Station Accessibility Study – the study on how to make stations accessible continues. Nearly one hundred stations have been studied to date and the evaluation of all remaining stations will be complete by the end of 2019.
- Alternate route signage – signage providing instructions on alternate routes in case of an elevator outage is going up at the first ten station complexes (twenty stations) this month. Mapping the alternate route instructions in the rest of the stations is in progress.
- Diagnostics for third party elevators – we are working on adding diagnostic tools to elevators owned by third parties so that we can have better, more up-to-date information on availability. More timely information will lead to quicker repairs. We have reached out to third-party developers with the hope that they will cooperate in these efforts.
- Releasing upgraded E&E dashboard – a dashboard showing monthly availability information on individual elevators and escalators is being launched online this month.
- Station accessibility audits – an internal team is being created to go out into the subway system and survey existing accessibility features of stations. The audits will gauge stations' current conditions as well as make recommendations that can help customers with disabilities have better experiences while utilizing the system.

Trainings and customer materials

- Agency-wide sensitivity training – we are developing a mandatory comprehensive training module for employees on how to interact with people with disabilities.
- Updates to MyMTA app – rigorous user testing has been performed over the last few months on the accessibility features in the app, specifically elevator status. Customers should be seeing a significant improvement being rolled out before the end of the year.
- Accessible travel guide – we have put together an accessible travel guide that we hope will be a comprehensive yet concise resource for our customers with disabilities and our employees. You should be seeing that become available over the next month or so.

Building out the Systemwide Accessibility division

Lastly, I am incredibly excited and happy to share that the Systemwide accessibility division here at NYCT is continuing to grow with the addition of three positions that will help me and the agency to do the important work of pushing accessibility forward. Stay tuned for the specific announcements soon.

Alex Elegudin

Senior Advisor for Systemwide Accessibility

Strategy and Customer Experience

Sarah Meyer, Senior Vice President & Chief Customer Officer



In preparation for the August 19 launch of Staten Island Express Bus network redesign, specially trained “Customer Ambassadors” were deployed to key locations in Staten Island and Manhattan to help acclimate customers to the “SIM” routes.

September 2018 Highlights: Strategy and Customer Experience

It's been a busy, productive two months.

We proudly released NYC Transit's first **Customer Commitment** to keep everyone informed about projects and programs underway that will make a difference in our riders' daily travel experience. Our first priority remains getting people from point A to point B safely and quickly, and these initiatives put customers at the center of all our efforts. A status update on the 24 initiatives listed in the Commitment will be provided next month.

Customer engagement remains one of my top priorities, opening up Transit to feedback, making us more responsive along the way. We have started a series of Fast Forward outreach meetings in every borough to ensure our plan to modernize NYC Transit incorporates our riders' input. Eleven additional public meetings took place regarding the Canarsie Tunnel Reconstruction Project and the alternative service plans available. Further, our teams continue to partner with Buses with the new Staten Island express bus service to ensure we are collecting every piece of customer feedback, making route and frequency adjustments daily and promoting them through our digital channels, our customer ambassadors and in newspaper advertisements.

In August, 511 calls and inquiries from our Help Point devices were up slightly compared to last year but there was a 17% improvement in the time customers wait to speak with an agent. We have moved forward to include a new customer call back feature and are now providing callers with estimated wait times. Our goal continues to reduce wait time to two or three minutes.

Our social media and email channels remain most active, with a 40% increase from Twitter and Facebook contacts and a 30% increase in email. Proactive digital communications about bus and subway service totaled over 30,000 messages. We also posted 800 different types of in-station signage.

Finally, our new, quarterly Customer Satisfaction survey is now underway. The results of the survey will help prioritize work on our subway and bus system and will inform our new Group Station Managers' worklists. I look forward to sharing the results next month.

Thank you.

Sarah Meyer

Senior Vice President and Chief Customer Officer
Strategy and Customer Experience

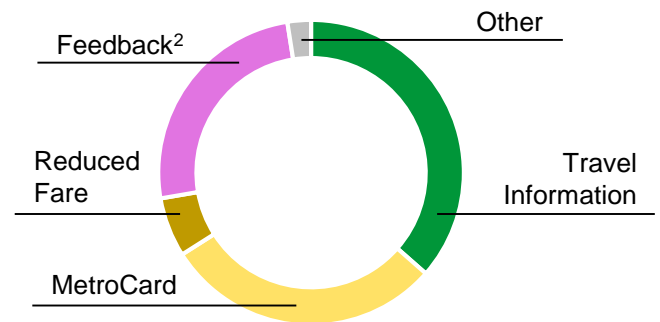
Customer engagement

Telephone

	Aug 2018	Aug 2017	Variance
Telephone calls	64,225	62,359	▲ 3.0%
Calls answered	80.4%	78.3%	▲ 2.7%
Average time to answer ¹ (seconds)	288	346	▼ 16.8%

1. Excludes automated self-service calls

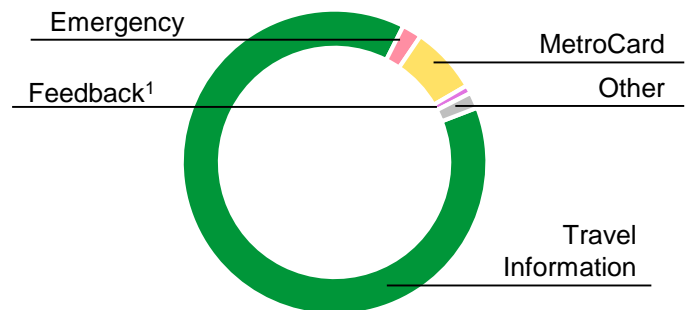
2. Feedback is customers calling with comments or concerns



Help Point

	Aug 2018	Aug 2017	Variance
Help Point activations	84,193	81,590	▲ 3.2%
Average time to answer (seconds)	11.6	9.0	▲ 28.8%

1. Feedback is customers calling with comments or concerns



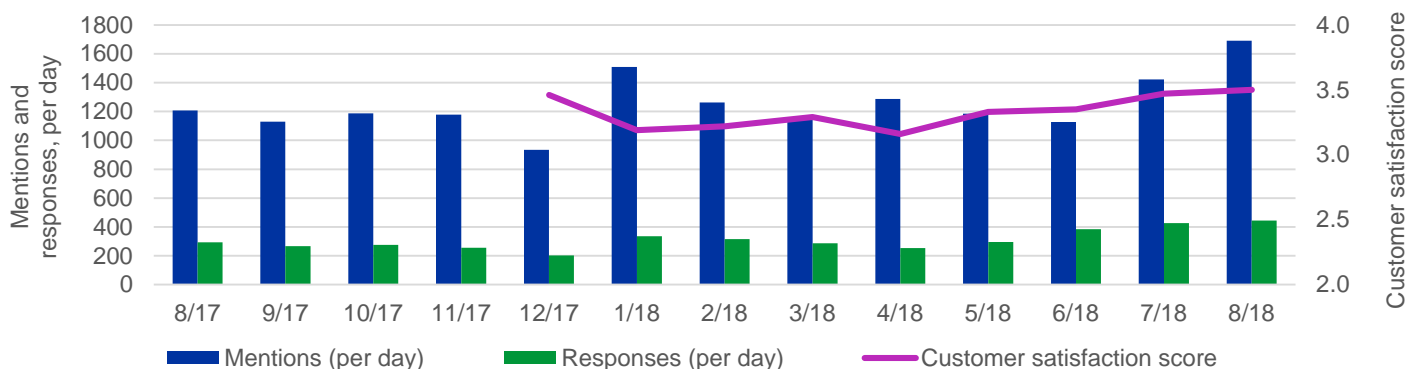
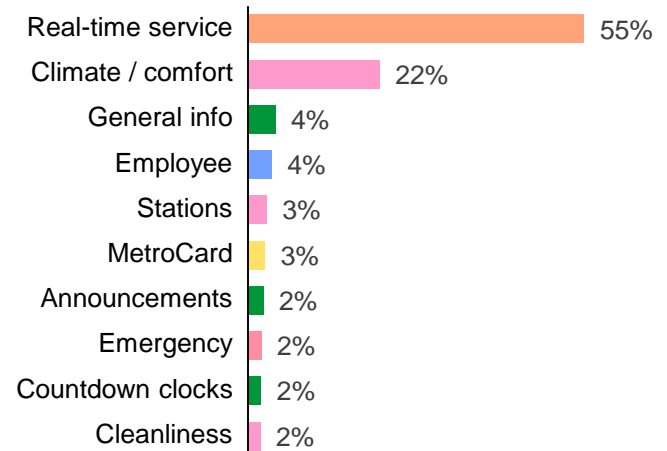
Social media

	Aug 2018	Aug 2017	Variance
Social media mentions ¹	52,380	37,448	▲ 39.9%
Responses sent	13,764	9,127	▲ 50.8%
Customer satisfaction score ²	3.50	-- 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



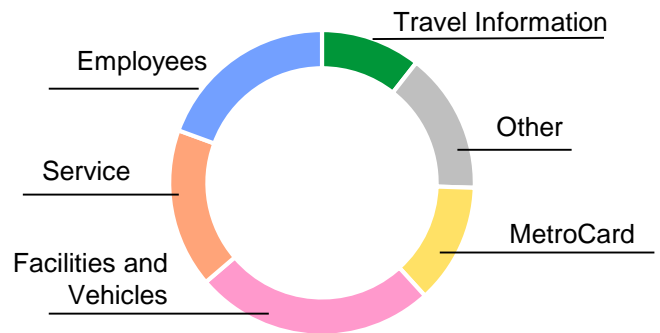
Customer engagement

Email and letters¹

	Aug 2018	Aug 2017	Variance
Received	7,349	5,632	▲ 30.5%
Responses sent ²	11,518	8,756	▲ 31.5%

1. Includes email, letters and executive correspondence

2. Includes automated and manual responses



Keeping customers informed

Alerts and service notices

	Aug 2018
Web	5,329
Twitter	2,928
Kiosks/Digital Displays ¹	8,683
Email and text alerts	
• Service	4,230
• Elevator and escalator status	8,859
Service Notice posters developed	770

1. Excludes countdown clocks

Social media followers

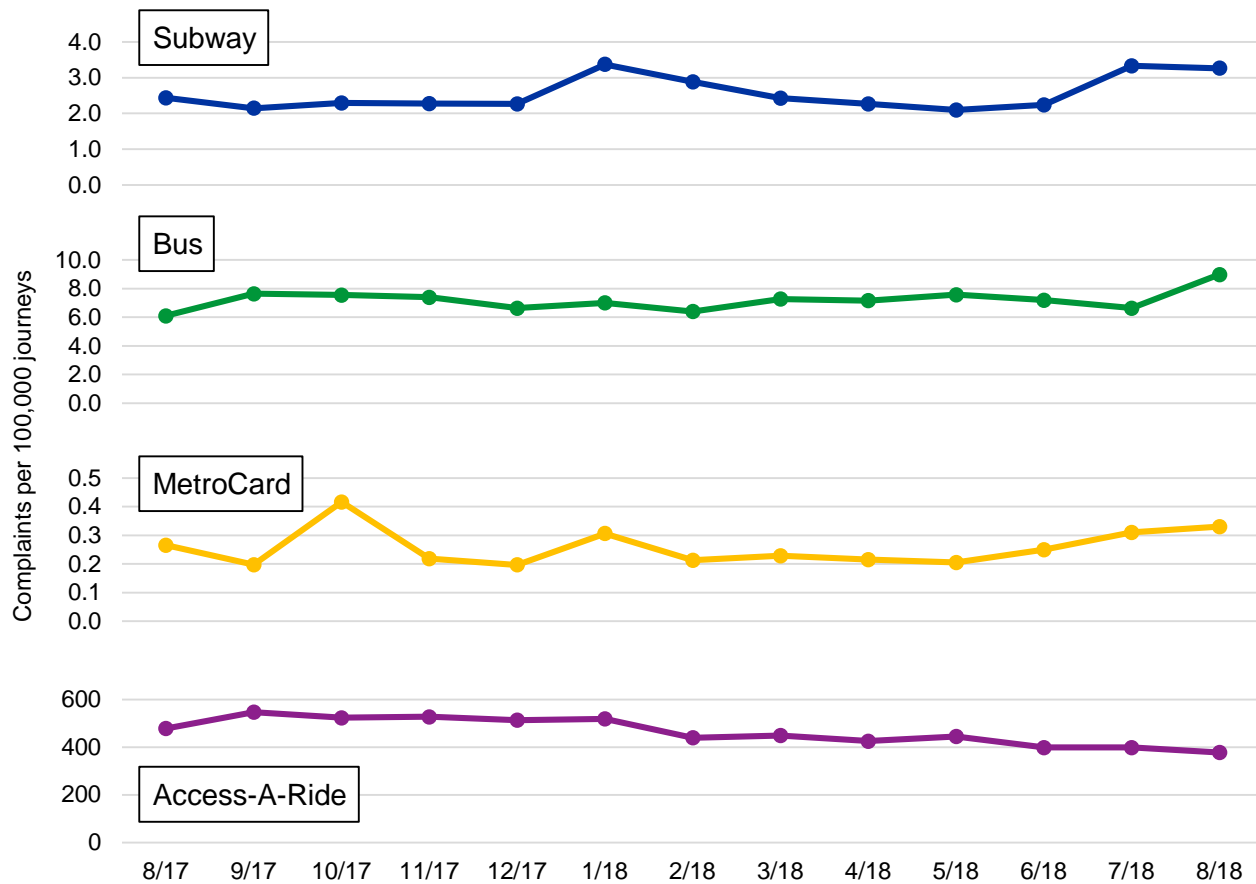
		Aug 2018	Aug 2017	Variance
Twitter	@NYCTSubway	950k	673k	▲ 27.0%
	@NYCTBus	21k	17k	▲ 23.5%
	@MTA	1,282k	1,030k	▲ 27.2%
Facebook	NYCT	59k	43k	▲ 28.3%
Instagram	@mtanyctransit	17k	--	

Customer feedback

Complaints per 100,000 journeys

	Aug 2018 ¹	Aug 2017	Variance
Subway	3.26	2.43	▲33.1%
Bus	8.98	6.10	▲47.2%
MetroCard	0.33	0.27	▲24.4%
Access-A-Ride	377.7	478.4	▼21.1%

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



Commendations

	Aug 2018	Aug 2017	Variance
Subway	98	112	▼12.5%
Bus	223	190	▲17.4%
Access-A-Ride	939	794	▲18.3%

Safety

Robert Diehl

Senior Vice President, Safety & Security



Pre-Trip Safety Inspection of a 2015 New Flyer Bus at East New York Bus Depot performed by a bus operator and yard dispatcher.

September 2018 Highlights: Safety

We regret to announce that since the last Committee meeting there was a bus related fatality involving a pedestrian on September 5, 2018 in Brooklyn. Additionally, there was an accident involving a train and an employee that resulted in serious injuries to our employee. Both accidents are currently under investigation.

Subways Fires as of both July and August experienced decreases in the most-recent 12-month period compared to the total in the preceding 12 months. 99.1% of fires reported for the most recent 12-month period were of Low or Average Severity with 70.7% occurring along the Right-of-Way and 58.8% attributed to debris.

Likewise, Bus Collisions and Collision Injures decreased in both reporting periods from the previous 12 months. However, Bus Customer Accidents had a slight increase in the 12-month period ending June 2018 and declined slightly when comparing August 2017 through July 2018 with the prior 12 months.

Subway Customer Accidents increased in both reporting periods from the previous 12-months. It is also worth noting that they decreased on a monthly basis for the months of May, June and July 2018.

Employee Lost Time Accidents continued to show decreases when comparing the most recent 12-month period with the previous 12 months.

Lastly, NYCT continues to make steady progress against all our Leading Indicator Goals.

Robert Diehl

Senior Vice President, Safety and Security

Note: with the exception of Fires, all numbers reported refer to Rates.

Monthly Operations Report

Statistical results for the 12-Month period are shown below

Safety Report			
Performance Indicators	12-Month Average		
	Sep 15 - Aug 16	Sep 16 - Aug 17	Sep 17 - Aug 18
Subways			
Subway Customer Accidents per Million Customers ¹	2.55	2.74	2.95
Subway Collisions ²	0	0	0
Subway Derailments ²	2	5	2
Subway Fires ^{1,2}	936	964	951
Buses			
Bus Collisions Per Million Miles Regional	56.13	54.54	53.96
Bus Collision Injuries Per Million Miles Regional	6.69	6.38	5.97
Bus Customer Accidents Per Million Customers ¹ Regional	1.21	1.27	1.26
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹	4.16	3.63	3.48

¹ 12-Month Average data from August through July.

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

Leading Indicators				
Subways	August	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	34	262	340	77.1%
Joint Track Safety Audits -- Compliance Rate	98.8%	98.3%	100.0%	98.3%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	6,765	67,063	72,000	93.1%
Friction Pad Installation	8,666	76,320	50,000	152.6%
Buses	August	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System Pilot	50	153	339	45.1%
Vision Zero Employee Training	543	4,339	6,100	71.1%

Monthly Operations Report

Statistical results for the 12-Month period are shown below

Safety Report			
Performance Indicators	12-Month Average		
	Aug 15 - Jul 16	Aug 16 - Jul 17	Aug 17 - Jul 18
Subways			
Subway Customer Accidents per Million Customers ¹	2.51	2.74	2.95
Subway Collisions ²	0	0	0
Subway Derailments ²	2	5	2
Subway Fires ²	947	960	953
Buses			
Bus Collisions Per Million Miles Regional	55.49	55.26	53.96
Bus Collision Injuries Per Million Miles Regional	6.58	6.22	6.39
Bus Customer Accidents Per Million Customers ¹ Regional	1.22	1.26	1.27
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹	4.16	3.67	3.42

¹ 12-Month Average data from July through June.

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

Leading Indicators				
Subways	July	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	29	228	340	67.1%
Joint Track Safety Audits -- Compliance Rate	99.0%	98.2%	100.0%	98.2%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	10,182	60,298	72,000	83.7%
Friction Pad Installation	12,138	67,654	50,000	135.3%
Buses	July	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System Pilot	4	103	339	30.4%
Vision Zero Employee Training	495	3,796	6,100	62.2%

Monthly Operations Report

Safety Report Definitions:

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

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

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

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

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



Crime Report

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



Police Department
City of New York

MTA Report

CRIME STATISTICS AUGUST

	2018	2017	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	1	-1	-100.0%
ROBBERY	43	42	1	2.4%
GL	152	113	39	34.5%
FELASSAULT	30	27	3	11.1%
BURGLARY	1	6	-5	-83.3%
<u>TOTAL MAJOR FELONIES</u>	<u>226</u>	<u>189</u>	<u>37</u>	<u>19.6%</u>

During August, the daily Robbery average decreased from 1.4 to 1.4

During August, the daily Major Felony average increased from 6.1 to 7.3

CRIME STATISTICS JANUARY THRU AUGUST

	2018	2017	Diff	% Change
MURDER	1	0	1	***. %
RAPE	0	3	-3	-100.0%
ROBBERY	307	298	9	3.0%
GL	1031	1040	-9	-0.9%
FELASSAULT	227	217	10	4.6%
BURGLARY	6	19	-13	-68.4%
<u>TOTAL MAJOR FELONIES</u>	<u>1572</u>	<u>1577</u>	<u>-5</u>	<u>-0.3%</u>

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

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

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

AUGUST ACTIVITY

	2018	2017	Diff	% Change
Total Arrests	978	2025	-1047	-51.7%
TOS Arrests	404	1305	-901	-69.0%
Total Summons	7778	5570	2208	39.6%
TOS TABs	6199	4218	1981	47.0%

JANUARY THRU AUGUST ACTIVITY

	2018	2017	Diff	% Change
Total Arrests	10102	18520	-8418	-45.5%
TOS Arrests	4626	12597	-7971	-63.3%
Total Summons	44909	51031	-6122	-12.0%
TOS TABs	31390	38869	-7479	-19.2%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

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

**Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 8/19/2018)**

Motivation:

Motivation	2018	2017	Diff	% Change
ASIAN	1	0	1	***.*
BLACK	6	2	4	200%
ETHNIC	0	1	-1	-100%
HISPANIC	1	1	0	0%
MUSLIM	5	1	4	400%
OTHER	1	4	-3	-75%
SEMITIC	12	23	-11	-48%
SEXUAL ORIENTATION	2	8	-6	-75%
WHITE	3	1	2	200%
Grand Total	31	41	-10	-24%

Crime Name:

Crime Name	2018	2017	Diff	% Change
Aggravated Harassment 1	4	2	2	100%
Aggravated Harassment 2	3	4	-1	-25%
Assault 2	1	2	-1	-50%
Assault 3	2	7	-5	-71%
Criminal Impersonation 1	1	0	1	***.*
Criminal Mischief 3	0	1	-1	-100%
Criminal Mischief 4	15	24	-9	-38%
Grand Larceny 4	1	0	1	***.*
Harassment 2	1	0	1	***.*
Menacing 2	1	1	0	0%
Public Lewdness	1	0	1	***.*
Robbery 2	1	0	1	***.*
Grand Total	31	41	-10	-24%

Transit District by Motivation:

TD	Motivation	2018	2017	Diff	% Change
TD 01	OTHER	0	1	-1	-100%
	SEMITIC	1	4	-3	-75%
TD 02	BLACK	1	0	1	*** *
	MUSLIM	1	0	1	*** *
	SEMITIC	1	4	-3	-75%
	SEXUAL ORIENTATION	0	1	-1	-100%
	WHITE	1	0	1	*** *
TD 03	MUSLIM	1	1	0	0%
	OTHER	1	2	-1	-50%
	SEMITIC	0	1	-1	-100%
TD 04	BLACK	1	0	1	*** *
	HISPANIC	1	0	1	*** *
	SEMITIC	1	3	-2	-67%
TD 11	MUSLIM	1	0	1	*** *
	OTHER	0	1	-1	-100%
TD 12	BLACK	1	0	1	*** *
	SEMITIC	0	1	-1	-100%
	SEXUAL ORIENTATION	0	2	-2	-100%
TD 20	ETHNIC	0	1	-1	-100%
	MUSLIM	1	0	1	*** *
	SEXUAL ORIENTATION	0	1	-1	-100%
TD 30	BLACK	1	1	0	0%
	SEMITIC	0	6	-6	-100%
	SEXUAL ORIENTATION	0	4	-4	-100%
	WHITE	1	1	0	0%
TD 32	BLACK	1	1	0	0%
	SEMITIC	0	3	-3	-100%
	SEXUAL ORIENTATION	1	0	1	*** *
TD 33	HISPANIC	0	1	-1	-100%
	SEMITIC	2	0	2	*** *

	SEXUAL ORIENTATION	1	0	1	*** *
	WHITE	1	0	1	*** *
TD 34	ASIAN	1	0	1	*** *
	BLACK	1	0	1	*** *
	MUSLIM	1	0	1	*** *
	SEMITIC	7	1	6	600%
	Grand Total	31	41	-10	-24%

Transit District by Crime:

TD	Crime Name	2018	2017	Diff	% Change
TD 01	Aggravated Harassment 1	1	0	1	*** *
	Aggravated Harassment 2	0	1	-1	-100%
	Criminal Mischief 4	0	4	-4	-100%
TD 02	Aggravated Harassment 1	1	0	1	*** *
	Aggravated Harassment 2	1	1	0	0%
	Criminal Mischief 4	1	4	-3	-75%
	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	2	2	0	0%
TD 04	Aggravated Harassment 2	1	0	1	*** *
	Assault 2	1	0	1	*** *
	Criminal Mischief 4	0	3	-3	-100%
	Robbery 2	1	0	1	*** *
TD 11	Criminal Mischief 4	1	1	0	0%
TD 12	Assault 2	0	1	-1	-100%
	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	1	1	0	0%
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	0	1	-1	-100%
	Assault 2	0	1	-1	-100%
	Assault 3	1	3	-2	-67%
	Criminal Mischief 4	1	5	-4	-80%
	Menacing 2	0	1	-1	-100%
TD 32	Aggravated Harassment 1	0	1	-1	-100%

	Criminal Mischief 4	2	3	-1	-33%
TD 33	Aggravated Harassment 1	1	0	1	***.*
	Aggravated Harassment 2	1	0	1	***.*
	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	1	0	1	***.*
	Menacing 2	1	0	1	***.*
TD 34	Aggravated Harassment 1	1	0	1	***.*
	Assault 3	1	0	1	***.*
	Criminal Mischief 4	6	1	5	500%
	Harassment 2	1	0	1	***.*
	Public Lewdness	1	0	1	***.*
Grand Total		31	41	-10	-24%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

August 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	0	2	100%
Felony Assault	0	2	-2	-100%
Burglary	0	0	0	0%
Grand Larceny	0	1	-1	-100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	2	3	-1	-33%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	5	-2	-40%
Felony Assault	2	4	-2	-50%
Burglary	0	0	0	0%
Grand Larceny	2	4	-2	-50%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	7	13	-6	-46%



Police Department
City of New York

MTA Report

CRIME STATISTICS JULY

	2015	2014	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	45	30	15	50.0%
GL	164	133	31	23.3%
FELASSAULT	10	15	-5	-33.3%
BURGLARY	0	2	-2	-100.0%
<u>TOTAL MAJOR FELONIES</u>	<u>219</u>	<u>180</u>	<u>39</u>	<u>21.7%</u>

During July, the daily Robbery average increased from 1 to 1.5

During July, the daily Major Felony average increased from 5.8 to 7.1

CRIME STATISTICS JANUARY THRU JULY

	2015	2014	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	0	5	-5	-100.0%
ROBBERY	289	242	47	19.4%
GL	919	893	26	2.9%
FELASSAULT	140	114	26	22.8%
BURGLARY	7	9	-2	-22.2%
<u>TOTAL MAJOR FELONIES</u>	<u>1355</u>	<u>1264</u>	<u>91</u>	<u>7.2%</u>

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

Year to date the daily Major Felony average increased from 6 to 6.4

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

JULY ACTIVITY

	2015	2014	Diff	% Change
Total Arrests	4216	4406	-190	-4.3%
TOS Arrests	2406	2254	152	6.7%
Total Summons	6802	8145	-1343	-16.5%
TOS TABs	5322	5769	-447	-7.7%

JANUARY THRU JULY ACTIVITY

	2015	2014	Diff	% Change
Total Arrests	27621	31674	-4053	-12.8%
TOS Arrests	14917	16530	-1613	-9.8%
Total Summons	46628	58788	-12160	-20.7%
TOS TABs	35755	42517	-6762	-15.9%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	<i>JANUARY-JULY</i>																					
	<i>1997</i>	<i>1998</i>	<i>1999</i>	<i>2000</i>	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>
<i>Murder</i>	<i>1</i>	<i>0</i>	<i>4</i>	<i>1</i>	<i>1</i>	<i>0</i>	<i>1</i>	<i>2</i>	<i>4</i>	<i>2</i>	<i>2</i>	<i>2</i>	<i>1</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>1</i>	<i>1</i>	<i>0</i>	<i>1</i>	<i>0</i>	<i>1</i>
<i>Rape</i>	<i>1</i>	<i>8</i>	<i>0</i>	<i>3</i>	<i>1</i>	<i>0</i>	<i>2</i>	<i>1</i>	<i>3</i>	<i>3</i>	<i>0</i>	<i>2</i>	<i>1</i>	<i>0</i>	<i>2</i>	<i>6</i>	<i>3</i>	<i>5</i>	<i>0</i>	<i>0</i>	<i>2</i>	<i>0</i>
<i>Robbery</i>	<i>1046</i>	<i>961</i>	<i>852</i>	<i>683</i>	<i>641</i>	<i>624</i>	<i>588</i>	<i>532</i>	<i>622</i>	<i>573</i>	<i>476</i>	<i>438</i>	<i>396</i>	<i>416</i>	<i>425</i>	<i>513</i>	<i>360</i>	<i>242</i>	<i>289</i>	<i>305</i>	<i>256</i>	<i>264</i>
<i>Assault</i>	<i>229</i>	<i>248</i>	<i>211</i>	<i>178</i>	<i>143</i>	<i>145</i>	<i>143</i>	<i>142</i>	<i>129</i>	<i>116</i>	<i>118</i>	<i>1405</i>	<i>94</i>	<i>120</i>	<i>121</i>	<i>118</i>	<i>111</i>	<i>114</i>	<i>140</i>	<i>181</i>	<i>189</i>	<i>196</i>
<i>Burglary</i>	<i>20</i>	<i>10</i>	<i>2</i>	<i>4</i>	<i>16</i>	<i>6</i>	<i>3</i>	<i>5</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>5</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>18</i>	<i>22</i>	<i>9</i>	<i>7</i>	<i>11</i>	<i>13</i>	<i>5</i>
<i>GL</i>	<i>1629</i>	<i>1273</i>	<i>1152</i>	<i>1205</i>	<i>1080</i>	<i>1017</i>	<i>823</i>	<i>882</i>	<i>907</i>	<i>823</i>	<i>726</i>	<i>759</i>	<i>656</i>	<i>668</i>	<i>852</i>	<i>954</i>	<i>936</i>	<i>893</i>	<i>919</i>	<i>854</i>	<i>923</i>	<i>878</i>
<i>TOTAL MAJOR FELONIES</i>	<i>2926</i>	<i>2500</i>	<i>2221</i>	<i>2074</i>	<i>1882</i>	<i>1792</i>	<i>1560</i>	<i>1564</i>	<i>1666</i>	<i>1518</i>	<i>1323</i>	<i>2611</i>	<i>1149</i>	<i>1207</i>	<i>1403</i>	<i>1609</i>	<i>1433</i>	<i>1264</i>	<i>1355</i>	<i>1352</i>	<i>1383</i>	<i>1344</i>
<i>Major Fel Per Day</i>	<i>16.17</i>	<i>13.81</i>	<i>12.27</i>	<i>11.40</i>	<i>10.40</i>	<i>9.90</i>	<i>8.62</i>	<i>8.59</i>	<i>9.20</i>	<i>8.39</i>	<i>7.31</i>	<i>14.35</i>	<i>6.35</i>	<i>6.67</i>	<i>7.75</i>	<i>8.84</i>	<i>7.92</i>	<i>6.98</i>	<i>7.49</i>	<i>7.43</i>	<i>7.64</i>	<i>7.43</i>

**Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 7/8/2018)**

Motivation:

Motivation	2018	2017	Diff	% Change
BLACK	6	2	4	200%
ETHNIC	0	1	-1	-100%
HISPANIC	1	1	0	0%
MUSLIM	5	1	4	400%
OTHER	1	4	-3	-75%
SEMITIC	12	22	-10	-45%
SEXUAL ORIENTATION	2	5	-3	-60%
WHITE	2	1	1	100%
Grand Total	29	37	-8	-22%

Crime Name:

Crime Name	2018	2017	Diff	% Change
Aggravated Harassment 1	4	2	2	100%
Aggravated Harassment 2	1	4	-3	-75%
Assault 2	1	0	1	*** *
Assault 3	2	6	-4	-67%
Criminal Impersonation 1	1	0	1	*** *
Criminal Mischief 3	0	1	-1	-100%
Criminal Mischief 4	15	23	-8	-35%
Grand Larceny 4	1	0	1	*** *
Menacing 2	1	1	0	0%
Public Lewdness	1	0	1	*** *
Robbery 2	1	0	1	*** *
(blank)	1	0	1	*** *
Grand Total	29	37	-8	-22%

Transit District by Motivation:

TD	Motivation	2018	2017	Diff	% Change
TD 01	OTHER	0	1	-1	-100%
	SEMITIC	1	4	-3	-75%
TD 02	BLACK	1	0	1	***.*
	MUSLIM	1	0	1	***.*
	SEMITIC	1	4	-3	-75%
	SEXUAL ORIENTATION	0	1	-1	-100%
TD 03	MUSLIM	1	1	0	0%
	OTHER	1	2	-1	-50%
	SEMITIC	0	1	-1	-100%
TD 04	BLACK	1	0	1	***.*
	HISPANIC	1	0	1	***.*
	SEMITIC	1	3	-2	-67%
TD 11	MUSLIM	1	0	1	***.*
	OTHER	0	1	-1	-100%
TD 12	BLACK	1	0	1	***.*
	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	1	1	0	0%
	SEMITIC	0	5	-5	-100%
	SEXUAL ORIENTATION	0	3	-3	-100%
	WHITE	1	1	0	0%
TD 32	BLACK	1	1	0	0%
	SEMITIC	0	3	-3	-100%
	SEXUAL ORIENTATION	1	0	1	***.*
TD 33	HISPANIC	0	1	-1	-100%
	SEMITIC	2	0	2	***.*
	SEXUAL ORIENTATION	1	0	1	***.*

	WHITE	1	0	1	***. *
TD 34	BLACK	1	0	1	***. *
	MUSLIM	1	0	1	***. *
	SEMITIC	7	1	6	600%
Grand Total		29	37	-8	-22%

Transit District by Crime:

TD	Crime Name	2018	2017	Diff	% Change
TD 01	Aggravated Harassment 1	1	0	1	***. *
	Aggravated Harassment 2	0	1	-1	-100%
	Criminal Mischief 4	0	4	-4	-100%
TD 02	Aggravated Harassment 1	1	0	1	***. *
	Aggravated Harassment 2	0	1	-1	-100%
	Criminal Mischief 4	1	4	-3	-75%
	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	2	2	0	0%
TD 04	Assault 2	1	0	1	***. *
	Criminal Mischief 4	0	3	-3	-100%
	Robbery 2	1	0	1	***. *
	(blank)	1	0	1	***. *
TD 11	Criminal Mischief 4	1	1	0	0%
TD 12	Criminal Mischief 4	1	1	0	0%
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	0	1	-1	-100%
	Assault 3	1	3	-2	-67%
	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	2	3	-1	-33%
TD 33	Aggravated Harassment 1	1	0	1	***. *
	Aggravated Harassment 2	1	0	1	***. *
	Assault 3	0	1	-1	-100%

	Criminal Mischief 4	1	0	1	***.*
	Menacing 2	1	0	1	***.*
TD 34	Aggravated Harassment 1	1	0	1	***.*
	Assault 3	1	0	1	***.*
	Criminal Mischief 4	6	1	5	500%
	Public Lewdness	1	0	1	***.*
Grand Total		29	37	-8	-22%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

July 2018 vs. 2017

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

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	5	-4	-80%
Felony Assault	2	2	0	0%
Burglary	0	0	0	0%
Grand Larceny	2	3	-1	-33%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	5	10	-5	-50%



Financial and Ridership Reports

Jaibala Patel, Chief Financial Officer

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



MTA New York City Transit announced that the 30 Av and 36 Av stations on the Astoria Line reopened for service on June 22, 2018, following successful on-time repairs and improvements that restored and modernized the century-old stations for thousands of customers who use the N/W lines.

(Photo: Marc A. Hermann / MTA New York City Transit)

Preliminary July 2018 Monthly Report: New York City Transit

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

Summary of Preliminary Financial Results

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

- July 2018 New York City Transit ridership of 183.1 million was 2.3 million (1.3 percent) below forecast, of which subway ridership of 136.1 million was 2.0 million (1.4 percent) below forecast, and bus ridership of 46.1 million was 0.5 million (1.1 percent) below forecast.
- Farebox revenue of \$372.2 million was \$3.7 million (1.0 percent) below forecast, mainly due to the ongoing lower subway and bus ridership trends. There was also a small negative weather impact due to 4.8 inches of rainfall on weekdays and 2.7 inches on weekends.
- Operating expenses of \$747.0 million exceeded forecast in July by \$6.4 million (0.9 percent). Labor expenses were higher by \$16.7 million (3.0 percent), mainly due to higher overtime expenses of \$14.8 million (30.3 percent), caused mostly by subway service delays and vacancy/absentee coverage requirements. Non-labor expenses were less than forecast by \$10.3 million (5.8 percent), due mainly to underruns in maintenance contract expenses, resulting mostly from the favorable timing of several maintenance expense accounts.

Preliminary financial results for July 2018 are presented in the table below and compared to the forecast.

Preliminary Financial Results Compared to Mid-Year Forecast						
Category (\$ in millions)	July Results		Forecast	July Year-to-Date Results		
	Variance Fav/(Unfav)			Prelim Actual	Variance Fav/(Unfav)	
	\$	%			\$	\$
Total Farebox Revenue	(3.7)	(1.0)	2,582.6	2,579.4	(3.1)	(0.1)
Nonreimb. Exp. before Dep./OPEB	(6.4)	(0.9)	4,932.8	5,005.7	(73.0)	(1.5)
Net Cash Deficit*	(46.9)	(21.9)	(2,006.0)	(2,079.9)	(73.9)	(3.7)

*Excludes Subsidies and Debt Service

July 2018 **farebox revenue** was \$372.2 million, \$3.7 million (1.0 percent) below forecast. Subway revenue was \$3.2 million (1.1 percent) below forecast, bus revenue was \$0.8 million (1.0 percent) below forecast, and paratransit revenue was \$0.2 million (15.1 percent) above forecast. Accrued fare media liability was equal to forecast. Year-to-date revenue of \$2,579.4 million was \$3.1 million (0.1 percent) below forecast. The July 2018 non-student average fare of \$2.02 increased 0.02¢ from July 2017; the subway fare increased 0.02¢, the local bus fare increased 0.01¢, and the express bus fare decreased 0.01¢.

Total **ridership** in July 2018 of 183.1 million was 2.3 million trips (1.3 percent) below forecast. Average weekday ridership in July 2018 was 7.0 million, 2.6 percent below July 2017. Average weekday ridership for the twelve months ending July 2018 was 7.4 million, 2.9 percent lower than the twelve months ending July 2017.

Nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were above forecast in July by a net \$6.4 million (0.9 percent).

Labor expenses overran forecast by \$16.7 million (3.0 percent), due primarily to higher overtime expenses of \$14.8 million (30.3 percent), due primarily to subway service delays and vacancy/absentee coverage requirements.

Non-labor expenses underran forecast by \$10.3 million (5.8 percent), resulting mostly from the favorable timing of several maintenance contract expenses totaling \$12.2 million (43.0 percent).

Year-to-date, nonreimbursable expenses exceeded forecast by \$73.0 million (1.5 percent), of which labor expenses were higher by \$53.7 million (1.4 percent), including an overtime overrun of \$59.5 million (17.1 percent). Non-labor expenses were over budget by a net \$19.3 million (1.7 percent), including overruns in material requirements of \$12.9 million (6.8 percent), professional service contracts of \$12.4 million (11.5 percent), and paratransit service contracts of \$11.5 million (4.7 percent), partly offset by an underrun in maintenance contracts of \$17.5 million (10.4 percent).

The **net cash deficit** for July year-to-date was \$2,079.9 million, unfavorable to forecast by \$73.9 million (3.7 percent), due mainly to the unfavorable timing of capital reimbursements.

Financial Results

Farebox Revenue

July 2018 Farebox Revenue - (\$ in millions)									
	July					July Year-to-Date			
	Forecast	Prelim Actual	Favorable/(Unfavorable)			Forecast	Actual	Favorable/(Unfavorable)	
			Amount	Percent				Amount	Percent
Subway	288.1	284.9	(3.2)	(1.1%)		1,984.3	1,981.1	(3.2)	(0.2%)
NYCT Bus	79.8	79.0	(0.8)	(1.0%)		541.6	541.3	(0.4)	(0.1%)
Paratransit	1.5	1.7	0.2	15.1%		10.8	11.3	0.5	4.1%
Subtotal	369.4	365.6	(3.7)	(1.0%)		2,536.8	2,533.6	(3.1)	(0.1%)
Fare Media Liability	6.5	6.5	0.0	0.0%		45.8	45.8	0.0	0.0%
Total - NYCT	375.9	372.2	(3.7)	(1.0%)		2,582.6	2,579.4	(3.1)	(0.1%)

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.

Average Fare

July Non-Student Average Fare - (in \$)				
NYC Transit				
	2017	Prelim 2018	Change	
			Amount	Percent
Subway	2.089	2.109	0.020	0.9%
Local Bus	1.658	1.673	0.014	0.9%
Subway & Local Bus	1.980	2.001	0.021	1.1%
Express Bus	5.333	5.319	(0.014)	(0.3%)
Total	1.996	2.017	0.022	1.1%

- July 2018 total non-student subway and bus average fares were higher than July 2017, due in part to fewer trips per pass resulting in higher average fares for unlimited ride passes.

Other Operating Revenue

In the month of July, other operating revenue was below forecast by \$2.6 million (7.3 percent) and, year-to-date, other operating revenue was below forecast by \$3.0 million (1.2 percent). These results were due mainly to lower advertising/real estate revenues and the unfavorable timing of student fare reimbursements, partly offset by higher Urban Tax revenues.

Nonreimbursable Expenses

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, exceeded forecast in July by \$6.4 million (0.9 percent). Year-to-date, expenses overran by \$73.0 million (1.5 percent). Major variances are reviewed below:

Labor expenses in the month of July were above forecast by a net \$16.7 million (3.0 percent):

- Overtime expenses were higher than forecast by \$14.8 million (30.3 percent), due primarily to subway service delays and vacancy/absentee coverage requirements.
- Payroll expenses were over forecast by \$7.1 million (2.4 percent), largely from the unfavorable timing of expenses/adjustments, partly offset by vacancies. .
- Other Fringe Benefits were higher by \$5.6 million (\$12.8 percent), mainly from unfavorable overhead credits, due to lower reimbursable labor expenses, and higher FICA expenses.
- Reimbursable overhead credits were also unfavorable by \$4.9 million (22.5 percent), due to lower reimbursable labor requirements.
- Health & welfare/OPEB current expenses were less than forecast by \$16.0 million (13.4 percent), due principally to favorable accrual adjustments.

Year-to-date, labor expenses were over forecast by a net \$53.7 million (1.4 percent):

- Overtime expenses were in excess of forecast by \$59.5 million (17.1 percent), due primarily to subway service delays, SAP project cost overruns, and vacancy/absentee coverage requirements.
- Other fringe benefit expenses were above forecast by \$10.2 million (3.5 percent), due mainly to unfavorable overhead credits, due to lower reimbursable expenses, and higher FICA expenses.
- Pension expenses were higher than forecast by \$2.0 million (0.4 percent), resulting from the unfavorable timing of both NYCERS and MaBSTOA expenses.

- Health & welfare/OPEB current expenses were less than forecast by \$10.4 million (1.3 percent), due principally to lower rates and vacancies.
- Reimbursable overhead credits were favorable by \$6.9 million (4.0 percent), resulting from higher reimbursable labor requirements.

Non-labor expenses were less than forecast in July by \$10.3 million (5.8 percent):

- Maintenance contract expenses underran by \$12.2 million (43.0 percent), largely from the timing of vehicle and non-vehicle maintenance & repair requirements and auto purchases.
- Materials & supplies expenses were lower by \$5.2 million (16.6 percent), due primarily to the favorable timing of non-vehicle maintenance requirements, favorable inventory obsolescence adjustments, and increased scrap/surplus sales.
- Fuel expenses were below forecast by \$2.0 million (18.2 percent), due mainly to lower consumption and the favorable timing of expenses, partly offset by higher prices.
- Paratransit expenses exceeded forecast by \$4.8 million (14.0 percent), due primarily to increased E-Hail-related trip activity.
- Electric power expenses were higher by \$3.8 million (14.0 percent), due mainly to the unfavorable timing of expenses, partly offset by lower consumption.
- Professional service contract expenses were over by \$1.4 million (7.7 percent), principally from the unfavorable timing of office-related equipment purchases and Workers' Compensation Board expenses, partly offset by the favorable timing of bond services expenses.

Year-to-date, non-labor expenses were over forecast by \$19.3 million (1.7 percent), including the following:

- Materials & supplies expenses were higher by \$12.9 million (6.8 percent), due primarily to the unfavorable timing of non-vehicle maintenance requirements, including SAP requirements.
- Professional service contract expenses were over by \$12.4 million (11.5 percent), principally from the unfavorable timing of various professional service contract requirements as well as Workers' Compensation Board expenses.
- Paratransit expenses exceeded forecast by \$11.5 million (4.7 percent), due primarily to increased E-Hail-related trip activity.

- Maintenance contract expenses underran by \$17.5 million (10.4 percent), largely from the timing of vehicle and non-vehicle maintenance & repair requirements along with elevator/escalator maintenance requirements.
- Electric power expenses were lower by \$4.5 million (2.5 percent), due mainly to lower consumption and prices, partly offset by the unfavorable timing of expenses.

Depreciation expenses were higher than forecast year-to-date by \$34.3 million (3.4 percent), due mainly to a year-end update of system capital assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Accrued expenses of \$526.9 million were recorded through July, \$148.2 million (22.0 percent) below forecast.

GASB #68 Pension Adjustment was adopted by the MTA in 2015. Accrued credits of \$1.2 million were recorded through July, equal to forecast.

Net Cash Deficit

The net cash deficit for July year-to-date was \$2,079.9 million, unfavorable to forecast by \$73.9 million (3.7 percent), due mostly to the unfavorable timing of capital reimbursements.

Incumbents

There were 49,407 full-time paid incumbents at the end of July, a net decrease of 8 from end of June.

Ridership Results

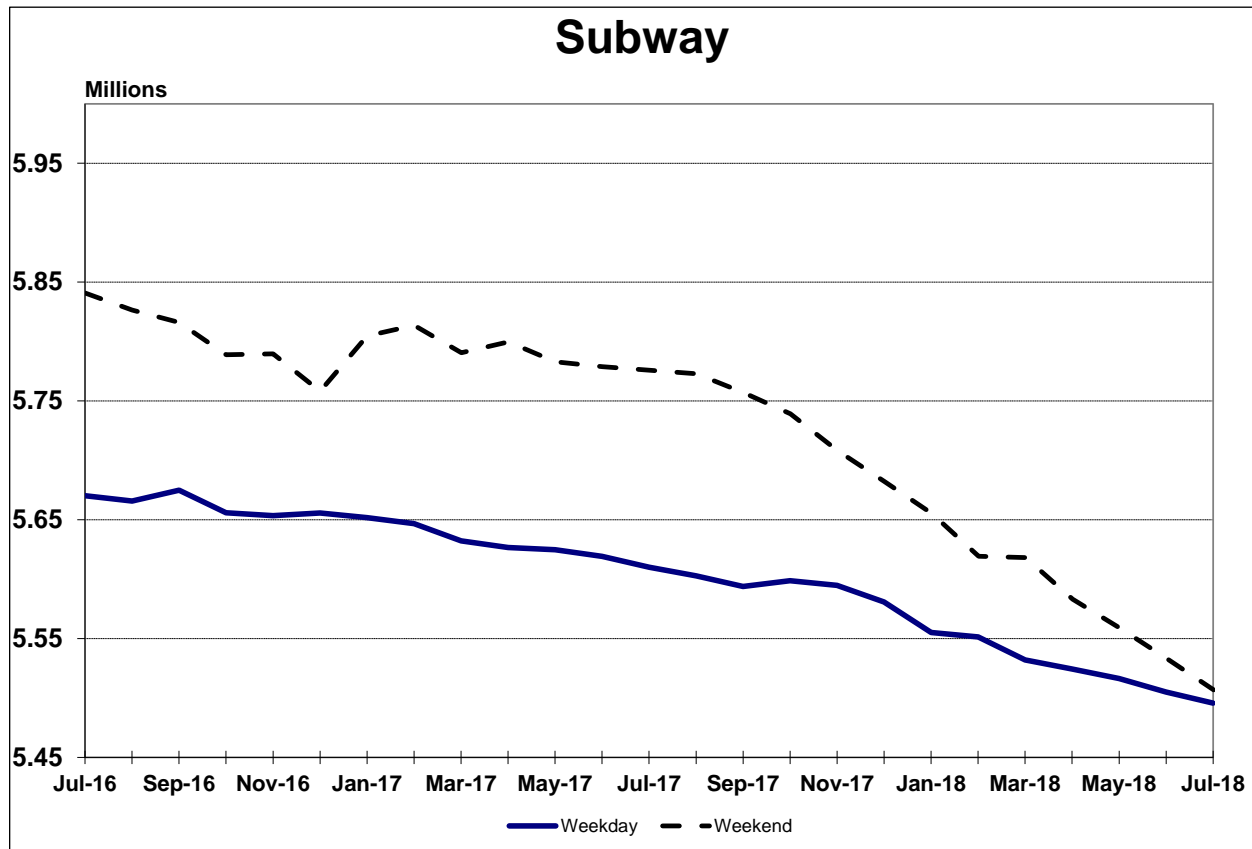
July 2018 Ridership vs. Forecast - (millions)									
	July					July Year-to-Date			
			More/(Less)					More/(Less)	
	Forecast	Prelim Actual	Amount	Percent		Forecast	Prelim Actual	Amount	Percent
Subway	138.1	136.1	(2.0)	(1.4%)		981.8	977.1	(4.7)	(0.5%)
NYCT Bus	46.6	46.1	(0.5)	(1.1%)		335.3	333.9	(1.4)	(0.4%)
Subtotal	184.7	182.2	(2.5)	(1.4%)		1,317.1	1,311.0	(6.1)	(0.5%)
Paratransit	0.7	0.9	0.2	24.3%		5.2	5.5	0.3	5.8%
Total - NYCT	185.4	183.1	(2.3)	(1.3%)		1,322.3	1,316.5	(5.8)	(0.4%)

Notes: Totals may not add due to rounding.

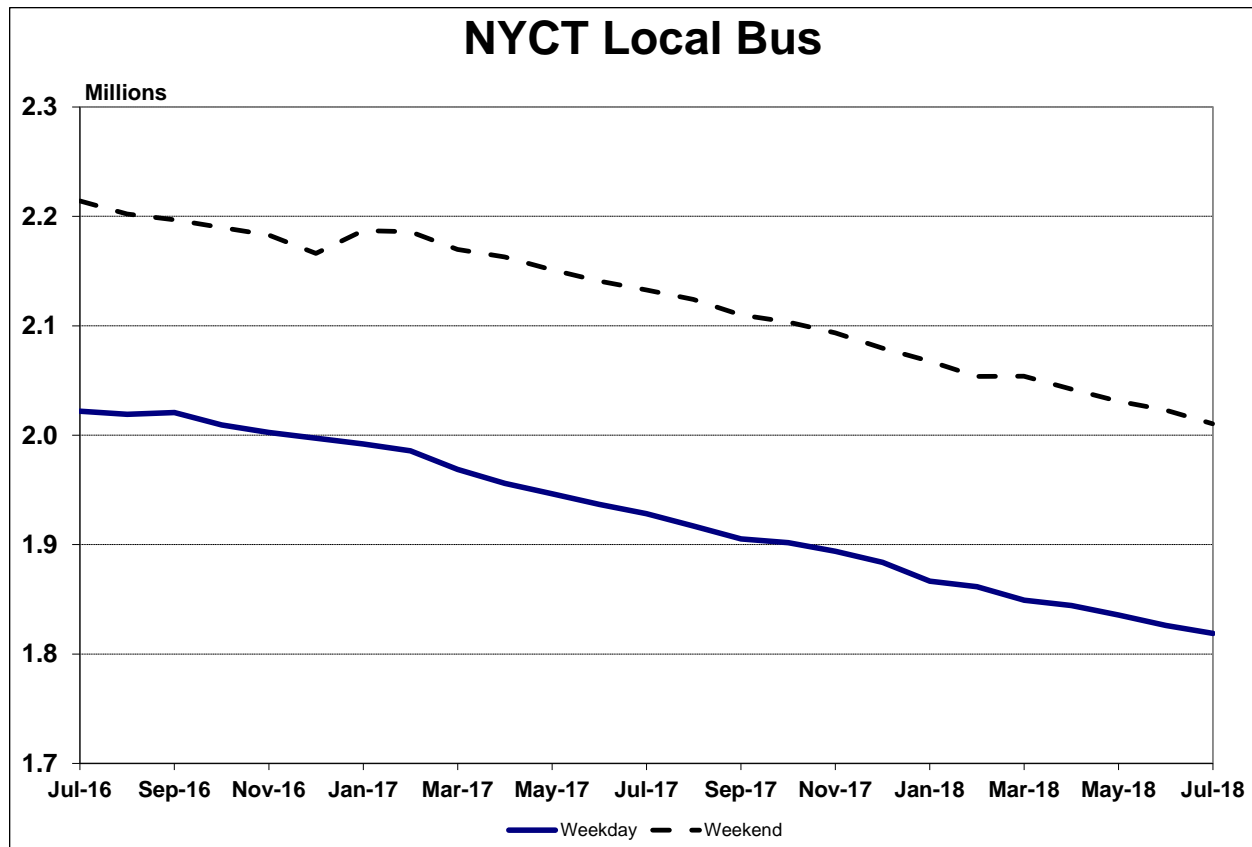
July Average Weekday and Weekend Ridership vs. Prior Year									
Month	Average Weekday - (thousands)					Average Weekend - (thousands)			
			Change					Change	
	2017	Prelim 2018	Amount	Percent		2017	Prelim 2018	Amount	Percent
Subway	5,330	5,227	(103)	-1.9%		5,633	5,334	(299)	-5.3%
NYCT Local Bus	1,761	1,676	(85)	-4.8%		2,158	2,029	(128)	-6.0%
NYCT Express Bus	38	39	0	+0.9%		13	13	(0)	-1.6%
Paratransit	26	30	4	+15.7%		33	38	5	+16.6%
TOTAL - NYCT	7,156	6,972	(183)	-2.6%		7,836	7,414	(422)	-5.4%
12-Month Rolling Average									
Subway	5,610	5,496	(114)	-2.0%		5,776	5,507	(269)	-4.7%
Local Bus	1,928	1,819	(109)	-5.7%		2,133	2,011	(122)	-5.7%
Express Bus	40	40	0	+0.0%		13	13	0	+1.6%
Paratransit	27	29	2	+7.2%		33	35	3	+8.1%
TOTAL - NYCT	7,605	7,384	(222)	-2.9%		7,954	7,566	(389)	-4.9%

- The negative trend in subway ridership, which began in 2017, and the long-term negative trend in bus ridership, continued in July 2018.
- Part of the decline in ridership compared to the prior year is a decline in student ridership, particularly on bus.

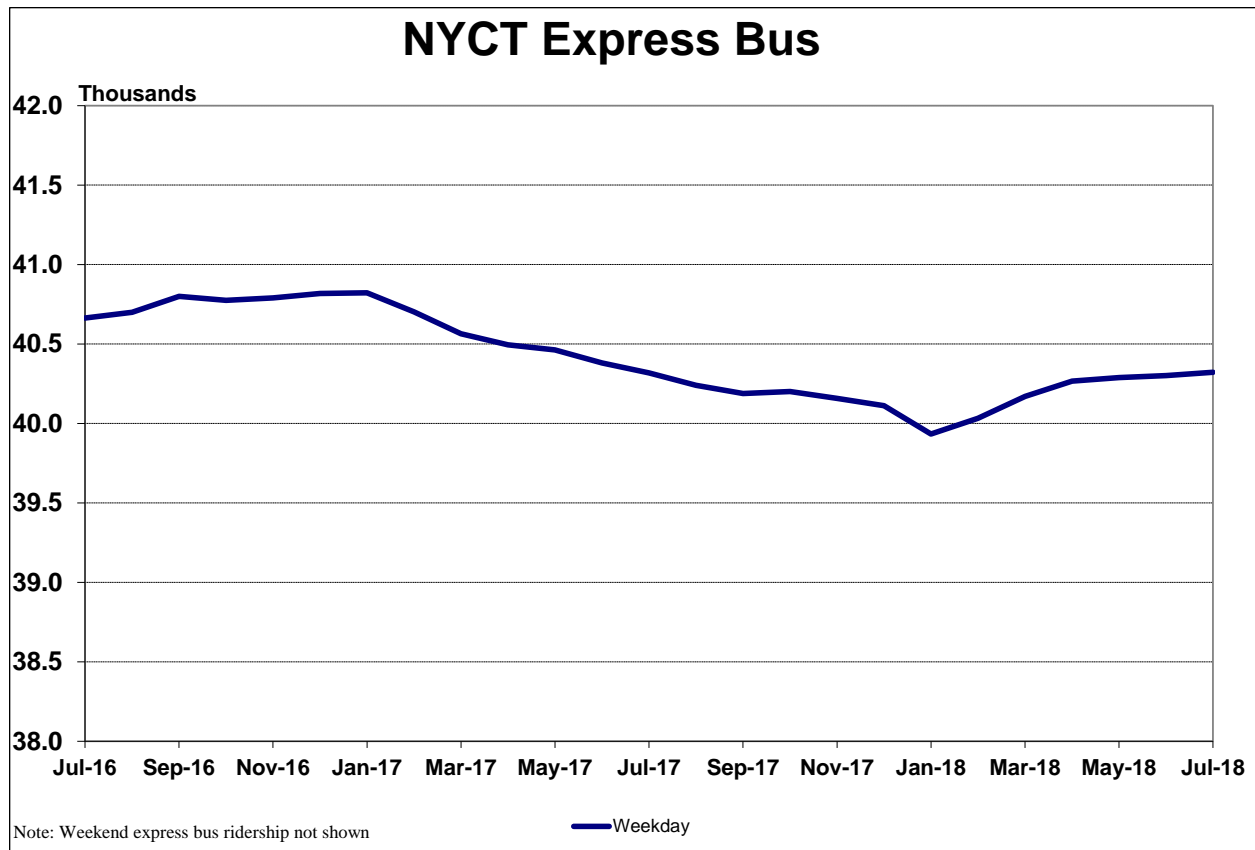
Average Weekday and Weekend Ridership
12-Month Rolling Averages



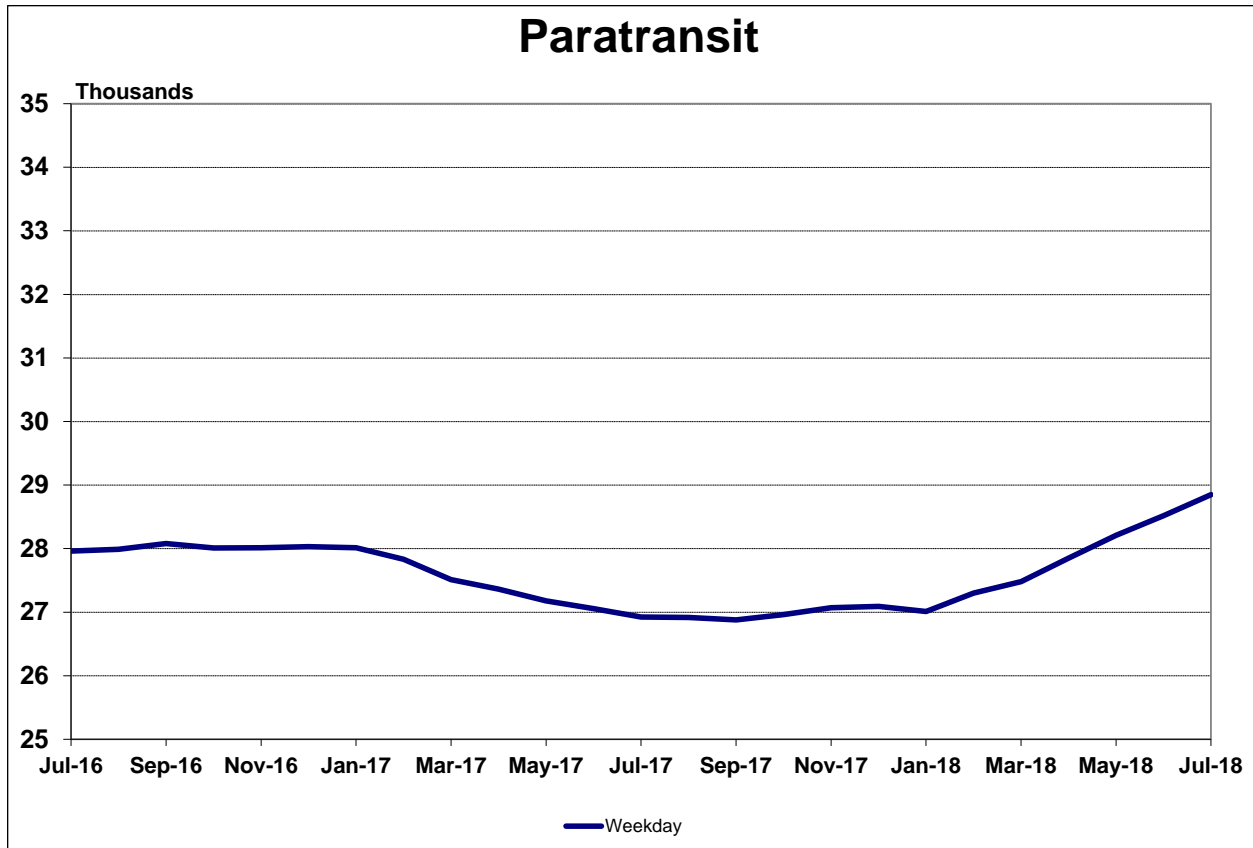
- Average weekday subway ridership was flat in 2016 and began to decline in 2017. Average weekday subway ridership in July 2018 was 1.9 percent lower than July 2017, a larger decline than during the second quarter of 2018.
- Average weekend ridership decreased from 2015 to 2016, and from 2016 to 2017. The 12-month rolling average weekend subway ridership in July 2018 was 4.7 percent lower than July 2017.



- Average weekday local bus ridership was 1.7 million in July 2018, a decrease of 4.8 percent from July 2017.
- Average weekend bus ridership was 2.0 million in July 2018, a decrease of 6.0 percent from July 2017. The long-term downward trend in bus ridership accelerated in March 2017, possibly due to the fare increase, and has continued in 2018.



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



- Paratransit ridership has been fairly stable for the last two years, and the increase in recent months is driven by a surge in E-hail trips.

Ridership on New York Area Transit Services

From July 2017 to July 2018, average weekday ridership was mixed across area services, with Paratransit (up 15.7 percent) and MTA Express Bus (up 4.7 percent) posting the largest gains, while PATH (down 5.3 percent) saw the greatest decline, due to the July 2017 cross-honoring of NJ Transit commuter rail ticket holders at three stations. Weekend ridership was also mixed across area services, though MTA Express Bus (up 16.6 percent) again saw a large increase year-over-year. PATH weekend ridership declined 12.4 percent, due primarily to weekend station closures at World Trade Center and Exchange Place for one weekend and at PATH Uptown stations for three weekends.

Bridges and Tunnels traffic increased on weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Jul-17	Prelim Jul-18	Percent Change	12-Month Rolling Average Percent Change
Average Weekday				
NYCT Subway	5,330	5,227	-1.9%	-2.0%
NYCT Local Bus	1,761	1,676	-4.8%	-5.7%
NYCT Express Bus	38	39	+0.9%	+0.0%
NYCT Paratransit	26	30	+15.7%	+7.2%
Staten Island Railway	14	14	-2.7%	+1.5%
MTA Local Bus	349	348	-0.5%	-2.3%
MTA Express Bus	28	29	+4.7%	+5.2%
Long Island Rail Road	319	319	+0.1%	-0.5%
Metro-North Railroad	288	288	+0.2%	-0.2%
PATH	297	282	-5.3%	+2.7%
Average Weekend				
NYCT Subway	5,633	5,334	-5.3%	-4.7%
NYCT Local Bus	2,158	2,029	-6.0%	-5.7%
NYCT Express Bus	13	13	-1.6%	+1.6%
NYCT Paratransit	33	38	+16.6%	+8.1%
Staten Island Railway	9	9	-4.7%	+7.8%
MTA Local Bus	407	408	+0.1%	-2.7%
MTA Express Bus	12	12	+0.6%	+6.7%
Long Island Rail Road	231	232	+0.2%	+0.9%
Metro-North Railroad	249	248	-0.3%	+1.1%
PATH	213	187	-12.4%	+4.9%

MTA Bridges and Tunnels (thousands)				
Average Weekday	911	942	+3.5%	+3.6%
Average Weekend	1,726	1,803	+4.5%	+3.6%

Note: Percentages are based on unrounded data.

Economy

From July 2017 to July 2018, New York City employment increased 1.8 percent (81,600 jobs). Total private sector employment increased 2.2 percent (83,000 jobs) and government employment decreased 0.2 percent (1,400 jobs). All of the private employment sectors increased over the prior year with the exception of the manufacturing sector, which decreased 2.6 percent (1,900 jobs). The sector with the largest absolute increase was educational and health services, up 35,600 jobs (3.8 percent). The sector with the largest percentage increase was construction, up 4.6 percent (7,100 jobs).

NYC Employment by Sector - (thousands)					
Employment Sector	Jul-17	Jul-18	Change		
			Amount	%	% YTD
Construction	153.0	160.1	7.1	4.6%	4.6%
Manufacturing	73.1	71.2	-1.9	-2.6%	-2.2%
Trade & Transportation	626.5	637.4	10.9	1.7%	1.0%
Leisure & Hospitality	458.0	471.4	13.4	2.9%	1.4%
Financial Activities	476.3	479.3	3.0	0.6%	1.1%
Information	197.7	197.8	0.1	0.1%	0.8%
Professional & Business Services	749.2	762.0	12.8	1.7%	2.2%
Educational & Health Services	933.9	969.5	35.6	3.8%	3.6%
Other Services	191.4	193.4	2.0	1.0%	0.7%
Total Private	3,859.1	3,942.1	83.0	2.2%	2.0%
Government	562.7	561.3	-1.4	-0.2%	-0.4%
Total NYC Employment	4,421.8	4,503.4	81.6	1.8%	1.7%

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$288.085	\$284.889	(3.196)	(1.1)	\$0.000	\$0.000	-	-	\$288.085	\$284.889	(3.196)	(1.1)
Bus	\$79.785	\$79.027	(0.758)	(1.0)	\$0.000	\$0.000	-	-	\$79.785	\$79.027	(0.758)	(1.0)
Paratransit	\$1.486	\$1.710	\$0.224	15.1	\$0.000	\$0.000	-	-	\$1.486	\$1.710	\$0.224	15.1
Fare Liability	\$6.542	\$6.542	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.542	\$6.542	\$0.000	0.0
Farebox Revenue	\$375.898	\$372.168	(3.730)	(1.0)	\$0.000	\$0.000	-	-	\$375.898	\$372.168	(3.730)	(1.0)
Fare Reimbursement	\$6.133	\$2.634	(3.499)	(57.1)	\$0.000	\$0.000	-	-	\$6.133	\$2.634	(3.499)	(57.1)
Paratransit Reimbursement	\$15.007	\$18.045	\$3.038	20.2	\$0.000	\$0.000	-	-	\$15.007	\$18.045	\$3.038	20.2
Other Operating Revenue	\$14.566	\$12.434	(2.132)	(14.6)	\$0.000	\$0.000	-	-	\$14.566	\$12.434	(2.132)	(14.6)
Other Revenue	\$35.706	\$33.113	(2.594)	(7.3)	\$0.000	\$0.000	-	-	\$35.706	\$33.113	(2.594)	(7.3)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$109.937	\$90.868	(19.069)	(17.3)	\$109.937	\$90.868	(19.069)	(17.3)
Total Revenue	\$411.604	\$405.280	(6.324)	(1.5)	\$109.937	\$90.868	(19.069)	(17.3)	\$521.541	\$496.148	(25.393)	(4.9)
Expenses												
Labor :												
Payroll	\$294.948	\$302.009	(7.060)	(2.4)	\$42.513	\$30.342	\$12.171	28.6	\$337.461	\$332.350	\$5.111	1.5
Overtime	\$49.041	\$63.886	(14.845)	(30.3)	\$9.451	\$12.580	(3.129)	(33.1)	\$58.492	\$76.466	(17.974)	(30.7)
Total Salaries & Wages	\$343.989	\$365.895	(21.906)	(6.4)	\$51.964	\$42.922	\$9.043	17.4	\$395.954	\$408.816	(12.863)	(3.2)
Health and Welfare	\$79.104	\$64.195	\$14.909	18.8	\$2.066	\$1.888	\$0.178	8.6	\$81.170	\$66.082	\$15.088	18.6
OPEB Current Payment	\$39.238	\$38.113	\$1.125	2.9	\$0.835	\$0.746	\$0.090	10.7	\$40.074	\$38.859	\$1.215	3.0
Pensions	\$78.417	\$78.715	(0.299)	(0.4)	\$3.226	\$3.156	\$0.069	2.1	\$81.642	\$81.872	(0.229)	(0.3)
Other Fringe Benefits	\$43.993	\$49.619	(5.626)	(12.8)	\$16.803	\$12.721	\$4.082	24.3	\$60.796	\$62.340	(1.544)	(2.5)
Total Fringe Benefits	\$240.752	\$230.642	\$10.110	4.2	\$22.930	\$18.511	\$4.419	19.3	\$263.682	\$249.153	\$14.529	5.5
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(21.794)	(16.885)	(4.909)	(22.5)	\$21.794	\$16.885	\$4.909	22.5	\$0.000	\$0.000	\$0.000	96.9
Labor	\$562.946	\$579.651	(16.705)	(3.0)	\$96.689	\$78.318	\$18.371	19.0	\$659.636	\$657.969	\$1.667	0.3
Non-Labor :												
Electric Power	\$27.143	\$30.943	(3.799)	(14.0)	\$0.020	\$0.034	(0.014)	(68.5)	\$27.164	\$30.977	(3.813)	(14.0)
Fuel	\$10.981	\$8.987	\$1.994	18.2	(0.023)	\$0.040	(0.063)	-	\$10.958	\$9.027	\$1.931	17.6
Insurance	\$5.788	\$5.776	\$0.012	0.2	\$0.000	\$0.000	\$0.000	-	\$5.788	\$5.776	\$0.012	0.2
Claims	\$14.278	\$14.278	\$0.000	0.0	\$0.000	\$0.000	-	-	\$14.278	\$14.278	\$0.000	0.0
Paratransit Service Contracts	\$34.392	\$39.194	(4.802)	(14.0)	\$0.000	\$0.000	\$0.000	-	\$34.392	\$39.194	(4.802)	(14.0)
Maintenance and Other Operating Contracts	\$28.443	\$16.207	\$12.237	43.0	\$5.722	\$3.030	\$2.692	47.0	\$34.165	\$19.237	\$14.929	43.7
Professional Service Contracts	\$18.554	\$19.978	(1.424)	(7.7)	\$1.958	\$0.768	\$1.190	60.8	\$20.512	\$20.746	(0.234)	(1.1)
Materials & Supplies	\$31.223	\$26.044	\$5.179	16.6	\$5.411	\$6.422	(1.010)	(18.7)	\$36.635	\$32.466	\$4.169	11.4
Other Business Expenses	\$6.922	\$5.983	\$0.938	13.6	\$0.159	\$2.256	(2.097)	-	\$7.081	\$8.239	(1.159)	(16.4)
Non-Labor	\$177.725	\$167.390	\$10.335	5.8	\$13.248	\$12.550	\$0.698	5.3	\$190.973	\$179.940	\$11.033	5.8
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	\$740.672	\$747.041	(6.370)	(0.9)	\$109.937	\$90.868	\$19.069	17.3	\$850.609	\$837.909	\$12.700	1.5
Depreciation	\$157.153	\$152.334	\$4.820	3.1	\$0.000	\$0.000	-	-	\$157.153	\$152.334	\$4.820	3.1
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$897.825	\$899.375	(1.550)	(0.2)	\$109.937	\$90.868	\$19.069	17.3	\$1,007.762	\$990.243	\$17.519	1.7
OPERATING SURPLUS/DEFICIT	(486.221)	(494.095)	(7.874)	(1.6)	\$0.000	\$0.000	\$0.000	-	(486.221)	(494.095)	(7.874)	(1.6)

Note: Totals may not add due to rounding

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

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance		Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance		Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	
				Percent				Percent				Percent
Revenue												
Farebox Revenue:												
Subway	\$1,984.309	\$1,981.092	(3.217)	(0.2)	\$0.000	\$0.000	-	-	\$1,984.309	\$1,981.092	(3.217)	(0.2)
Bus	\$541.639	\$541.260	(0.379)	(0.1)	\$0.000	\$0.000	-	-	\$541.639	\$541.260	(0.379)	(0.1)
Paratransit	\$10.848	\$11.298	\$0.450	4.1	\$0.000	\$0.000	-	-	\$10.848	\$11.298	\$0.450	4.1
Fare Liability	\$45.794	\$45.794	\$0.000	0.0	\$0.000	\$0.000	-	-	\$45.794	\$45.794	\$0.000	0.0
Farebox Revenue	\$2,582.590	\$2,579.444	(3.146)	(0.1)	\$0.000	\$0.000	-	-	\$2,582.590	\$2,579.444	(3.146)	(0.1)
Fare Reimbursement	\$53.352	\$50.334	(3.018)	(5.7)	\$0.000	\$0.000	-	-	\$53.352	\$50.334	(3.018)	(5.7)
Paratransit Reimbursement	\$113.181	\$117.099	\$3.918	3.5	\$0.000	\$0.000	-	-	\$113.181	\$117.099	\$3.918	3.5
Other Operating Revenue	\$92.225	\$88.310	(3.915)	(4.2)	\$0.000	\$88.310	-	-	\$92.225	\$88.310	(3.915)	(4.2)
Other Revenue	\$258.758	\$255.743	(3.015)	(1.2)	\$0.000	\$0.000	-	-	\$258.758	\$255.743	(3.015)	(1.2)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$823.174	\$788.366	(34.808)	(4.2)	\$823.174	\$788.366	(34.808)	(4.2)
Total Revenue	\$2,841.347	\$2,835.186	(6.161)	(0.2)	\$823.174	\$788.366	(34.808)	(4.2)	\$3,664.521	\$3,623.552	(40.969)	(1.1)
Expenses												
Labor :												
Payroll	\$1,980.463	\$1,979.755	\$0.708	0.0	\$308.994	\$277.478	\$31.516	10.2	\$2,289.456	\$2,257.233	\$32.224	1.4
Overtime	\$348.210	\$407.668	(59.458)	(17.1)	\$78.475	\$105.544	(27.069)	(34.5)	\$426.686	\$513.212	(86.526)	(20.3)
Total Salaries & Wages	\$2,328.673	\$2,387.423	(58.750)	(2.5)	\$387.469	\$383.022	\$4.447	1.1	\$2,716.142	\$2,770.444	(54.303)	(2.0)
Health and Welfare	\$534.413	\$520.280	\$14.133	2.6	\$14.027	\$14.412	(0.385)	(2.7)	\$548.440	\$534.692	\$13.748	2.5
OPEB Current Payment	\$265.958	\$269.682	(3.724)	(1.4)	\$5.747	\$5.350	\$0.396	6.9	\$271.705	\$275.033	(3.328)	(1.2)
Pensions	\$540.367	\$542.407	(2.040)	(0.4)	\$21.182	\$22.998	(1.816)	(8.6)	\$561.549	\$565.405	(3.856)	(0.7)
Other Fringe Benefits	\$293.673	\$303.839	(10.166)	(3.5)	\$125.252	\$122.460	\$2.792	2.2	\$418.925	\$426.299	(7.374)	(1.8)
Total Fringe Benefits	\$1,634.410	\$1,636.208	(1.798)	(0.1)	\$166.208	\$165.220	\$0.988	0.6	\$1,800.618	\$1,801.428	(0.810)	0.0
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(171.435)	(178.330)	\$6.895	4.0	\$171.435	\$178.330	(6.895)	(4.0)	\$0.000	\$0.000	\$0.000	-
Labor	\$3,791.649	\$3,845.301	(53.652)	(1.4)	\$725.111	\$726.572	(1.460)	(0.2)	\$4,516.760	\$4,571.873	(55.113)	(1.2)
Non-Labor :												
Electric Power	\$179.850	\$175.311	\$4.539	2.5	\$0.147	\$0.189	(0.042)	(28.2)	\$179.997	\$175.500	\$4.497	2.5
Fuel	\$68.597	\$70.293	(1.695)	(2.5)	\$0.027	\$0.255	(0.228)	-	\$68.624	\$70.548	(1.923)	(2.8)
Insurance	\$38.730	\$38.800	(0.070)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$38.730	\$38.800	(0.070)	(0.2)
Claims	\$99.944	\$99.944	\$0.000	0.0	\$0.000	\$0.000	-	-	\$99.944	\$99.944	\$0.000	0.0
Paratransit Service Contracts	\$241.573	\$253.046	(11.473)	(4.7)	\$0.000	\$0.000	\$0.000	-	\$241.573	\$253.046	(11.473)	(4.7)
Maintenance and Other Operating Contracts	\$168.063	\$150.603	\$17.460	10.4	\$42.567	\$21.991	\$20.576	48.3	\$210.630	\$172.594	\$38.036	18.1
Professional Service Contracts	\$107.407	\$119.781	(12.374)	(11.5)	\$13.023	\$5.381	\$7.642	58.7	\$120.430	\$125.163	(4.732)	(3.9)
Materials & Supplies	\$189.348	\$202.296	(12.948)	(6.8)	\$43.560	\$31.258	\$12.302	28.2	\$232.908	\$233.554	(0.645)	(0.3)
Other Business Expenses	\$47.630	\$50.369	(2.740)	(5.8)	(1.263)	\$2.720	(3.982)	-	\$46.367	\$53.089	(6.722)	(14.5)
Non-Labor	\$1,141.142	\$1,160.443	(19.301)	(1.7)	\$98.062	\$61.794	\$36.268	37.0	\$1,239.204	\$1,222.237	\$16.967	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	\$4,932.791	\$5,005.744	(72.953)	(1.5)	\$823.174	\$788.366	\$34.808	4.2	\$5,755.964	\$5,794.110	(38.145)	(0.7)
Depreciation	\$1,023.357	\$1,057.656	(34.299)	(3.4)	\$0.000	\$0.000	-	-	\$1,023.357	\$1,057.656	(34.299)	(3.4)
OPEB Liability	\$675.096	\$526.861	\$148.235	22.0	\$0.000	\$0.000	-	-	\$675.096	\$526.861	\$148.235	22.0
GASB 68 Pension Adjustment	(1.191)	(1.191)	\$0.000	0.0	\$0.000	\$0.000	-	-	(1.191)	(1.191)	\$0.000	0.0
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$6,630.052	\$6,589.070	\$40.982	0.6	\$823.174	\$788.366	\$34.808	4.2	\$7,453.226	\$7,377.436	\$75.790	1.0
OPERATING SURPLUS/DEFICIT	(3,788.705)	(3,753.884)	\$34.821	0.9	\$0.000	\$0.000	\$0.000	-	(3,788.705)	(3,753.884)	\$34.821	0.9

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.

Table 3

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
July 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	(3.7)	(1.0)	Subways was below forecast by \$3.2 million (1.1 percent), buses lower by \$0.8 million (1.0 percent), and paratransit was favorable by \$0.2 million (15.1 percent), due to increased E-hail trips	(3.1)	(0.1)	Subways was below forecast by \$3.2 million (0.2 percent), buses was lower by \$0.4 million (0.1 percent), and paratransit was favorable by \$0.5 million (4.1 percent), due to increased E-hail trips
Other Operating Revenue	NR	(2.6)	(7.3)	Mostly lower advertising/real estate revenues and the unfavorable timing of student fare reimbursements, partly offset by higher Urban Tax revenues	(3.0)	(1.2)	Mostly lower advertising/real estate revenues and the unfavorable timing of student fare reimbursements, partly offset by higher Urban Tax revenues
Payroll	NR	(7.1)	(2.4)	Largely the unfavorable timing of expenses/adjustments, partly offset by vacancies			
Overtime	NR	(14.8)	(30.3)	Due primarily to subway service delays and vacancy/absentee coverage requirements	(59.5)	(17.1)	Due primarily to subway service delays, SAP project cost overruns, and vacancy/absentee coverage requirements
Health & Welfare (including OPEB current payment)	NR	16.0	13.4	Mainly favorable accrual adjustments	10.4	1.3	Mainly due to lower rates
Pension	NR				(2.0)	(0.4)	Primarily the unfavorable timing of both NYCERS and MaBSTOA pension expenses
Other Fringe Benefits	NR	(5.6)	(12.8)	Primarily unfavorable overhead credits, due to lower reimbursable labor expenses, and higher FICA expenses	(10.2)	(3.5)	Primarily unfavorable overhead credits, due to lower reimbursable labor expenses, and higher FICA expenses
Reimbursable Overhead	NR	(4.9)	(22.5)	Caused largely by lower reimbursable labor requirements	6.9	4.0	Caused largely by higher reimbursable labor requirements
Electric Power	NR	(3.8)	(14.0)	Primarily the unfavorable timing of expenses, partly offset by lower consumption	4.5	2.5	Primarily lower consumption and prices, partly offset by the unfavorable timing of expenses
Fuel	NR	2.0	18.2	Due mainly to lower consumption and the favorable timing of expenses, partly offset by higher prices	(1.7)	(2.5)	Due mainly to higher prices and consumption, partly offset by the favorable timing of expenses

Table 3

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
July 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
		\$	%		\$	%	
Paratransit Service Contracts	NR	(4.8)	(14.0)	Due principally to increased E-hail related trip activity	(11.5)	(4.7)	Due principally to increased E-hail related trip activity
Maintenance and Other Operating Contracts	NR	12.2	43.0	Mainly the favorable timing of vehicle and non-vehicle maintenance & repair requirements and auto purchases	17.5	10.4	Mainly the favorable timing of vehicle and non-vehicle maintenance & repair requirements along with elevator/escalator maintenance requirements
Professional Service Contracts	NR	(1.4)	(7.7)	Mainly the unfavorable timing of office-related equipment purchases and Workers' Compensation Board expenses, partly offset by the favorable timing of bond services expenses	(12.4)	(11.5)	Mainly the unfavorable timing of various professional service contract requirements as well as Workers' Compensation Board expenses
Materials & Supplies	NR	5.2	16.6	Primarily the favorable timing of non-vehicle maintenance requirements, favorable inventory obsolescence adjustments, and increased scrap/surplus sales	(12.9)	(6.8)	Largely due to the unfavorable timing of non-vehicle maintenance requirements, including SAP requirements
Capital and Other Reimbursements	R	(19.1)	(17.3)	Decreased reimbursements, consistent with a decrease in reimbursable expenses	(34.8)	(4.2)	Decreased reimbursements, consistent with a decrease in reimbursable expenses
Payroll	R	12.2	28.6	Mainly vacancies/absentees not available for Capital Support/project requirements	31.5	10.2	Mainly vacancies/absentees not available for Capital Support/project requirements
Overtime	R	(3.1)	(33.1)	Due mainly to vacancy/absentee coverage requirements and additional Capital support	(27.1)	(34.5)	Due mainly to vacancy/absentee coverage requirements and additional Capital support
Maintenance Contracts	R	2.7	47.0	Largely the favorable timing of maintenance services requirements	20.6	48.3	Largely the favorable timing of maintenance services requirements
Professional Service Contracts	R	1.2	60.8	Primarily the favorable timing of various professional service contract requirements	7.6	58.7	Primarily the favorable timing of various professional service contract requirements
Materials & Supplies	R	(1.0)	(18.7)	Mainly the unfavorable timing of maintenance material requirements	12.3	28.2	Mainly the favorable timing of maintenance material requirements

Table 3

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
July 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
		\$	%		\$	%	
Other Business Expenses	R	(2.1)	n/a	The unfavorable timing of reimbursable job closing adjustments and various miscellaneous expenses	(4.0)	n/a	The unfavorable timing of reimbursable job closing adjustments and various miscellaneous expenses

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2018 Mid_Year
Cash Receipts and Expenditures
Jul FY18
(\$ in Millions)

8/23/2018 04:05 PM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$375.898	\$371.067	(4.831)	(1.3)	\$2,582.790	\$2,596.453	\$13.663	0.5
Fare Reimbursment	\$4.848	\$0.000	(4.848)	-	\$16.009	\$20.113	\$4.104	25.6
Paratransit Reimbursment	\$41.969	\$37.969	(4.000)	(9.5)	\$133.126	\$129.796	(3.330)	(2.5)
Other Operating Revenue	\$4.734	\$3.929	(0.805)	(17.0)	\$26.737	\$25.053	(1.684)	(6.3)
Other Revenue	\$51.552	\$41.898	(9.654)	(18.7)	\$175.873	\$174.962	(0.911)	(0.5)
Capital and Other Reimbursements	\$149.937	\$91.578	(58.359)	(38.9)	\$839.048	\$734.346	(104.702)	(12.5)
Total Revenue	\$577.386	\$504.543	(72.843)	(12.6)	\$3,597.710	\$3,505.761	(91.949)	(2.6)
Expenditures								
Labor :								
Payroll	\$300.494	\$290.239	\$10.255	3.4	\$2,259.246	\$2,221.548	\$37.698	1.7
Overtime	\$58.492	\$76.466	(17.974)	(30.7)	\$426.686	\$513.212	(86.526)	(20.3)
Total Salaries & Wages	\$358.986	\$366.705	(7.719)	(2.2)	\$2,685.931	\$2,734.760	(48.829)	(1.8)
Health and Welfare	\$81.170	\$69.505	\$11.665	14.4	\$541.312	\$513.960	\$27.351	5.1
OPEB Current Payment	\$40.074	\$38.859	\$1.215	3.0	\$271.899	\$275.227	(3.328)	(1.2)
Pensions	\$81.642	\$81.858	(0.216)	(0.3)	\$561.485	\$565.310	(3.825)	(0.7)
Other Fringe Benefits	\$37.711	\$42.326	(4.615)	(12.2)	\$293.354	\$300.076	(6.722)	(2.3)
Total Fringe Benefits	\$240.598	\$232.548	\$8.050	3.3	\$1,668.050	\$1,654.573	\$13.477	0.8
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$599.584	\$599.253	\$0.331	0.1	\$4,353.981	\$4,389.333	(35.352)	(0.8)
Non-Labor :								
Electric Power	\$27.164	\$29.502	(2.338)	(8.6)	\$179.997	\$177.247	\$2.750	1.5
Fuel	\$10.958	\$9.439	\$1.519	13.9	\$68.624	\$67.129	\$1.495	2.2
Insurance	\$4.233	\$4.232	\$0.001	0.0	\$55.684	\$55.778	(0.094)	(0.2)
Claims	\$9.893	\$12.284	(2.391)	(24.2)	\$80.650	\$84.508	(3.858)	(4.8)
Paratransit Service Contracts	\$35.072	\$40.443	(5.371)	(15.3)	\$240.073	\$247.135	(7.062)	(2.9)
Maintenance and Other Operating Contracts	\$43.912	\$21.373	\$22.539	51.3	\$221.262	\$164.597	\$56.665	25.6
Professional Service Contracts	\$17.512	\$7.065	\$10.447	59.7	\$116.762	\$107.625	\$9.137	7.8
Materials & Supplies	\$35.859	\$32.933	\$2.926	8.2	\$240.281	\$237.373	\$2.908	1.2
Other Business Expenses	\$7.081	\$8.775	(1.694)	(23.9)	\$46.367	\$54.920	(8.553)	(18.4)
Non-Labor	\$191.685	\$166.046	\$25.639	13.4	\$1,249.700	\$1,196.312	\$53.388	4.3
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	\$791.269	\$765.299	\$25.970	3.3	\$5,603.681	\$5,585.645	\$18.036	0.3
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$791.269	\$765.299	\$25.970	3.3	\$5,603.681	\$5,585.645	\$18.036	0.3
Net Surplus/(Deficit)	(213.883)	(260.756)	(46.873)	(21.9)	(2,005.971)	(2,079.884)	(73.913)	(3.7)

Note: Totals may not add due to rounding

Table 5

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL CASH BASIS
July 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	(4.8)	(1.3)	Primarily the unfavorable timing of receipts	13.7	0.5	Primarily the favorable timing of receipts
Other Operating Receipts	(9.7)	(18.7)	Due principally to the unfavorable timing of fare reimbursements and the NYC partial reimbursement of paratransit expenses			
Capital and Other Reimbursements	(58.4)	(38.9)	Largely the unfavorable timing of capital reimbursements	(104.7)	(12.5)	Largely the unfavorable timing of capital reimbursements
Salaries & Wages	(7.7)	(2.2)	Primarily higher overtime requirements covering vacancies	(48.8)	(1.8)	Primarily higher overtime requirements covering vacancies
Health & Welfare (including OPEB current payment)	12.9	10.6	Primarily lower expenses, partly offset by the unfavorable timing of payments	24.1	3.0	Primarily lower expenses and the favorable timing of payments
Electric Power	(2.3)	(8.6)	Primarily higher expenses, partly offset by the favorable timing of payments	2.8	1.5	Primarily lower expenses, partly offset by the unfavorable timing of payments
Paratransit Service Contracts	(5.4)	(15.3)	Due principally to increased E-hail related trip activity	(7.1)	(2.9)	Due principally to increased E-hail related trip activity, partly offset by the favorable timing of payments
Maintenance Contracts	22.5	51.3	Mainly the favorable timing of expenses and payments	56.7	25.6	Mainly the favorable timing of expenses and payments
Professional Service Contracts	10.4	59.7	Mainly the favorable timing of payments	9.1	7.8	Mainly the favorable timing of payments

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2018 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Jul FY18
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	(1.101)	(1.101)	-	\$0.200	\$17.009	\$16.809	-
Fare Reimbursement	(1.285)	(2.634)	(1.349)	-	(37.343)	(30.221)	\$7.122	19.1
Paratransit Reimbursement	\$26.962	\$19.924	(7.038)	(26.1)	\$19.945	\$12.697	(7.249)	(36.3)
Other Operating Revenue	(9.832)	(8.505)	\$1.327	13.5	(65.488)	(63.257)	\$2.231	3.4
Other Revenue	\$15.845	\$8.785	(7.060)	(44.6)	(82.885)	(80.781)	\$2.105	2.5
Capital and Other Reimbursements	\$40.000	\$0.710	(39.290)	(98.2)	\$15.874	(54.020)	(69.894)	-
Total Revenue	\$55.845	\$8.395	(47.450)	(85.0)	(66.811)	(117.791)	(50.980)	(76.3)
Expenses								
Labor :								
Payroll	\$36.967	\$42.111	\$5.144	13.9	\$30.211	\$35.684	\$5.474	18.1
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	\$36.967	\$42.111	\$5.144	13.9	\$30.211	\$35.684	\$5.474	18.1
Health and Welfare	\$0.000	(3.423)	(3.423)	-	\$7.128	\$20.732	\$13.604	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	(0.194)	(0.194)	\$0.000	0.0
Pensions	\$0.000	\$0.014	\$0.014	-	\$0.064	\$0.095	\$0.031	48.2
Other Fringe Benefits	\$23.084	\$20.014	(3.070)	(13.3)	\$125.571	\$126.223	\$0.652	0.5
Total Fringe Benefits	\$23.084	\$16.605	(6.479)	(28.1)	\$132.569	\$146.855	\$14.287	10.8
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Labor	\$60.051	\$58.716	(1.335)	(2.2)	\$162.779	\$182.540	\$19.761	12.1
Non-Labor :								
Electric Power	\$0.000	\$1.475	\$1.475	-	\$0.000	(1.747)	(1.747)	-
Fuel	\$0.000	(0.412)	(0.412)	-	\$0.000	\$3.419	\$3.419	-
Insurance	\$1.555	\$1.544	(0.011)	(0.7)	(16.954)	(16.978)	(0.024)	(0.1)
Claims	\$4.384	\$1.994	(2.391)	(54.5)	\$19.295	\$15.436	(3.858)	(20.0)
Paratransit Service Contracts	(0.680)	(1.249)	(0.569)	(83.6)	\$1.500	\$5.911	\$4.411	-
Maintenance and Other Operating Contracts	(9.747)	(2.136)	\$7.611	78.1	(10.632)	\$7.997	\$18.629	-
Professional Service Contracts	\$3.000	\$13.681	\$10.681	-	\$3.668	\$17.538	\$13.870	-
Materials & Supplies	\$0.775	(0.467)	(1.242)	-	(7.372)	(3.819)	\$3.553	48.2
Other Business Expenses	\$0.000	(0.536)	(0.536)	-	\$0.000	(1.831)	(1.831)	-
Non-Labor	(0.712)	\$13.894	\$14.606	-	(10.496)	\$25.925	\$36.421	-
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	\$59.339	\$72.610	\$13.271	22.4	\$152.284	\$208.465	\$56.181	36.9
Depreciation	\$157.153	\$152.334	(4.820)	(3.1)	\$1,023.357	\$1,057.656	\$34.299	3.4
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$675.096	\$526.861	(148.235)	(22.0)
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	(1.191)	(1.191)	\$0.000	0.0
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$216.493	\$224.944	\$8.451	3.9	\$1,849.545	\$1,791.791	(57.754)	(3.1)
Total Cash Conversion Adjustments	\$272.338	\$233.339	(38.999)	(14.3)	\$1,782.734	\$1,674.000	(108.734)	(6.1)

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
July 2018

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav)</u>	<u>Explanation</u>
Administration				
Office of the President	33	33	0	
Law	320	287	33	
Office of the EVP	36	29	7	
Human Resources	252	251	1	
Office of Management and Budget	43	40	3	
Capital Planning & Budget	35	29	6	
Strategy & Customer Experience	213	188	25	
Non-Departmental	(25)	-	(25)	
Labor Relations	100	88	12	
Materiel	261	260	1	
Controller	125	117	8	
Total Administration	1,393	1,322	71	
Operations				
Subways Service Delivery	8,691	8,582	109	Mostly Train Operators & Conductors
Subways Operations Support/Admin	444	460	(16)	
Subways Stations	2,753	2,606	147	Mostly Station Supervisors & Agents
Sub-total Subways	11,888	11,648	240	
Buses	11,015	10,853	162	Largely Bus Operators
Paratransit	213	201	12	
Operations Planning	396	392	4	
Revenue Control	643	623	20	
Non-Departmental	0	(1)	1	
Total Operations	24,155	23,716	439	
Maintenance				
Subways Operations Support/Admin	187	159	28	
Subways Engineering	391	349	42	
Subways Car Equipment	5,177	5,205	(28)	
Subways Infrastructure	1,835	1,738	97	Mainly Maint. Supervisors & Maintainers
Subways Elevators & Escalators	482	425	57	Mainly Elev. & Escal. Maintainers
Subways Stations	3,463	3,272	191	Mostly Cleaners & Maintainers
Subways Track	3,345	3,210	135	Largely Track Workers & Maintainers
Subways Power	701	683	18	
Subways Signals	1,647	1,619	28	
Subways Electronic Maintenance	1,720	1,578	142	Primarily PTE/Maintainer shortage
Sub-total Subways	18,948	18,238	710	
Buses	3,663	3,598	65	Largely Maintainers
Supply Logistics	597	565	32	
System Safety	97	94	3	
Non-Departmental	(140)	16	(156)	
Total Maintenance	23,165	22,511	654	
Engineering/Capital				
Capital Program Management	1,418	1,416	2	
Total Engineering/Capital	1,418	1,416	2	
Public Safety				
Security	642	653	(11)	
Total Public Safety	642	653	(11)	
Total Positions	50,773	49,618	1,155	
Non-Reimbursable	45,158	44,589	569	
Reimbursable	5,615	5,029	586	
Total Full-Time	50,577	49,407	1,170	
Total Full-Time Equivalents	196	211	(15)	

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
July 2018

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	517	438	79	
Professional, Technical, Clerical	840	856	(16)	
Operational Hourlies	36	28	8	
Total Administration	1,393	1,322	71	
Operations				
Managers/Supervisors	2,870	2,756	114	
Professional, Technical, Clerical	579	567	12	
Operational Hourlies	20,706	20,393	313	
Total Operations	24,155	23,716	439	
Maintenance				
Managers/Supervisors	4,167	4,014	153	
Professional, Technical, Clerical	1,141	1,010	131	
Operational Hourlies	17,857	17,487	370	
Total Maintenance	23,165	22,511	654	
Engineering/Capital				
Managers/Supervisors	360	347	13	
Professional, Technical, Clerical	1,056	1,067	(11)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,418	1,416	2	
Public Safety				
Managers/Supervisors	265	270	(5)	
Professional, Technical, Clerical	41	38	3	
Operational Hourlies	336	345	(9)	
Total Public Safety	642	653	(11)	
Total Positions				
Managers/Supervisors	8,179	7,825	354	
Professional, Technical, Clerical	3,657	3,538	119	
Operational Hourlies	38,937	38,255	682	
Total Positions	50,773	49,618	1,155	

NON-REIMBURSABLE OVERTIME	Jul						Jul Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
Scheduled Service	361,564	\$11.973	394,257	\$11.913	(32,692)	\$0.060 0.5%	2,619,685	\$85.737	2,539,691	\$82.867	79,995	\$2.870 3.3%
Unscheduled Service	339,064	\$11.450	523,171	\$15.221	(184,107)	(\$3.771) -32.9%	2,332,575	\$78.473	3,508,499	\$104.033	(1,175,924)	(\$25.559) -32.6%
Programmatic/Routine Maintenance	602,072	\$21.763	669,499	\$23.686	(67,426)	(\$1.923) -8.8%	3,771,384	\$135.758	4,093,355	\$142.554	(321,972)	(\$6.796) -5.0%
Vacancy/Absentee Coverage	52,303	\$1.703	142,221	\$4.966	(89,919)	(\$3.264) *	366,123	\$11.856	906,385	\$32.322	(540,262)	(\$20.466) *
Weather Emergencies	6,245	\$0.190	13,271	\$0.436	(7,026)	(\$0.246) *	1,024,033	\$33.834	1,028,167	\$34.019	(4,134)	(\$0.186) -0.5%
Safety/Security/Law Enforcement	9,613	\$0.286	7,621	\$0.219	1,992	\$0.068 23.7%	67,305	\$1.993	60,666	\$1.769	6,639	\$0.224 11.2%
Other	50,718	\$1.676	216,661	\$7.445	(165,943)	(\$5.769) *	11,831	\$0.560	327,736	\$10.106	(315,905)	(\$9.546) *
Subtotal	1,421,580	\$49.041	1,966,700	\$63.886	(545,120)	(\$14.845) -30.3%	10,192,936	\$348.210	12,464,499	\$407.669	(2,271,563)	(\$59.459) -17.1%
REIMBURSABLE OVERTIME	305,989	\$9.451	345,667	\$12.580	(39,677)	(\$3.128) -33.1%	2,174,275	\$78.475	2,937,333	\$105.543	(763,057)	(\$27.068) -34.5%
TOTAL OVERTIME	1,727,569	\$58.492	2,312,367	\$76.466	(584,798)	(\$17.974) -30.7%	12,367,212	\$426.686	15,401,832	\$513.212	(3,034,620)	(\$86.526) -20.3%

Totals may not add due to rounding

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

* Exceeds 100%

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

	Jul			Jul Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(32,692)	\$0.1 (0.4%)		79,995	\$2.9 (4.8%)	
<u>Unscheduled Service</u>	(184,107)	(\$3.8) 25.4%	Unfavorable variance due to subway service delays	(1,175,924)	(\$25.6) 43.0%	Unfavorable variance due to subway service delays and \$1.5M overrun in SAP
<u>Programmatic/Routine Maintenance</u>	(67,426)	(\$1.9) 13.0%		(321,972)	(\$6.8) 11.4%	Unfavorable variance mainly due to Job timing
<u>Vacancy/Absentee Coverage</u>	(89,919)	(\$3.3) 22.0%	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Bus operators and Track and Signal hourly employees	(540,262)	(\$20.5) 34.4%	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Bus operators and Track and Signal hourly employees
<u>Weather Emergencies</u>	(7,026)	(\$0.2) 1.7%		(4,134)	(\$0.2) .3%	
<u>Safety/Security/Law Enforcement</u>	1,992	\$0.1 (0.5%)		6,639	\$0.2 (0.4%)	
<u>Other</u>	(165,943)	(\$5.8) 38.9%	\$6.8M related to incorrect entry will be reversed in August	(315,905)	(\$9.5) 16.1%	\$6.8M related to incorrect entry will be reversed in August and timing of a correction entry re-classed from NR to RMB
Subtotal	(545,120)	(\$14.8) 82.6%		(2,271,563)	(\$59.5) 68.7%	
REIMBURSABLE OVERTIME	(39,677)	(\$3.1) 17.4%	Unfavorable variance mainly due to vacancy/absentee Coverage, timing of the NR-RMB reclass entry and additional Capital support	(763,057)	(\$27.1) 31.3%	Unfavorable variance mainly due to vacancy/absentee Coverage, timing of the NR-RMB reclass entry and additional Capital support
TOTAL OVERTIME	(584,798)	(\$18.0)		(3,034,620)	(\$86.5)	

Totals may not add due to rounding.

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2018 Overtime Reporting
Overtime Legend

<u>Type</u>	<u>Definition</u>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not</u> resulting from extraordinary events, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<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 July 2018 Report: Staten Island Railway

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

Summary of Preliminary Financial Results

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

- July 2018 Staten Island Railway ridership of 331,964 riders was 12,240 riders (3.6 percent) below forecast. Average weekday ridership of 13,785 riders was 376 riders (2.7 percent) below July 2017.
- Farebox revenue of \$0.6 million was slightly below forecast by less than \$0.1 million (2.1 percent).
- Operating expenses of \$4.8 million in July were below forecast by \$0.9 million (16.2 percent).
 - Labor expenses were below forecast by \$0.4 million (10.5 percent).
 - Non-labor expenses were under forecast by \$0.5 million (31.1%).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

July 2018

(All data are preliminary and subject to audit)

Total **ridership** in July 2018 was 331,964 riders, 3.6 percent (12,240 riders) below the Mid-Year Forecast (forecast), due largely to lower ridership during the week of the fourth of July and a one-day service suspension caused by flooding. Year-to-date, ridership was 2,631,049 riders, 0.9 percent (23,866 riders) lower than forecast. July 2018 average weekday ridership was 13,785 riders, 2.7 percent (376 riders) lower than July 2017. Average weekday ridership for the twelve months ending July 2018 was 16,400 riders, 1.5 percent (246 riders) above the previous twelve-month period.

Operating revenue of \$0.7 million in July was \$0.1 million (11.6 percent) below forecast. Year-to-date, operating revenue of \$5.6 million was \$0.1 million (1.2 percent) under forecast.

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were lower than forecast in July by \$0.9 million (16.2 percent).

- Labor expenses were under forecast by \$0.4 million (10.5 percent), due primarily to lower payroll expenses of \$0.3 million (14.7 percent), caused by the favorable timing of expenses.
- Non-labor expenses underran forecast by a net \$0.5 million (31.1 percent), due mainly to an underrun in maintenance contract expenses of \$0.8 million (\$96.1 percent), due largely to the favorable timing of non-revenue vehicle purchases and various maintenance work requirements. This result was partly offset by an overrun in materials & supplies expenses of \$0.3 million (over 100.0 percent), due mainly to the unfavorable timing of various material requirements.

Year-to-date, expenses were below forecast by a net \$0.9 million (2.4 percent).

- Labor costs were higher than forecast by net \$0.1 million (0.4 percent), including higher overtime expenses of \$0.5 million (23.5 percent), due mainly to the unfavorable timing of project work requirements, partly offset by underruns in health & welfare/OPEB current expenses of \$0.4 million (7.5 percent), caused by the favorable timing of expenses.
- Non-labor expenses were under by a net \$1.0 million (13.2 percent), due essentially to lower maintenance contract expenses of \$1.2 million (70.1 percent), resulting from the favorable timing of non-revenue vehicle purchases and maintenance project requirements.

Depreciation expenses of \$6.9 million year-to-date were above forecast by \$1.0 million (17.3 percent), due mainly to year-end updates of additional assets reaching beneficial use. OPEB Liability expenses of \$3.5 million were \$0.2 million (5.5 percent) below forecast. GASB #68 Pension Adjustment was favorable to forecast by \$0.5 million.

The **operating cash deficit** (excluding subsidies) was \$29.4 million year-to-date, \$3.3 million (10.0 percent) favorable to forecast.

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

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	Nonreimbursable		Var Percent		Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	\$0.594	\$0.581	(0.013)	(2.1)	\$0.000	\$0.000	-	-	\$0.594	\$0.581	(0.013)	(2.1)
Other Revenue	\$0.168	\$0.092	(0.076)	(45.3)	\$0.000	\$0.000	-	-	\$0.168	\$0.092	(0.076)	(45.3)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.122	\$0.266	\$0.144	-	\$0.122	\$0.266	\$0.144	-
Total Revenue	\$0.761	\$0.673	(0.089)	(11.6)	\$0.122	\$0.266	\$0.144	-	\$0.883	\$0.939	\$0.056	6.3
Expenses												
Labor :												
Payroll	\$2.217	\$1.891	\$0.326	14.7	\$0.032	\$0.080	(0.048)	-	\$2.250	\$1.971	\$0.278	12.4
Overtime	\$0.029	\$0.254	(0.225)	-	\$0.127	\$0.060	\$0.067	52.8	\$0.156	\$0.315	(0.158)	-
Total Salaries & Wages	\$2.246	\$2.146	\$0.101	4.5	\$0.160	\$0.140	\$0.019	12.0	\$2.406	\$2.286	\$0.120	5.0
Health and Welfare	\$0.647	\$0.559	\$0.088	13.6	\$0.000	\$0.000	\$0.000	-	\$0.647	\$0.559	\$0.088	13.6
OPEB Current Payment	\$0.223	\$0.177	\$0.046	20.7	\$0.000	\$0.000	(0.001)	-	\$0.223	\$0.177	\$0.046	20.5
Pensions	\$0.599	\$0.582	\$0.017	2.8	\$0.000	\$0.000	\$0.000	-	\$0.599	\$0.582	\$0.017	2.8
Other Fringe Benefits	\$0.475	\$0.382	\$0.093	19.5	\$0.000	\$0.000	-	-	\$0.475	\$0.382	\$0.093	19.5
Total Fringe Benefits	\$1.944	\$1.700	\$0.244	12.5	\$0.000	\$0.000	(0.001)	-	\$1.943	\$1.700	\$0.243	12.5
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.026)	(0.119)	\$0.093	-	\$0.026	\$0.119	(0.093)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$4.164	\$3.726	\$0.438	10.5	\$0.186	\$0.260	(0.074)	(40.1)	\$4.349	\$3.986	\$0.363	8.3
Non-Labor :												
Electric Power	\$0.430	\$0.497	(0.067)	(15.5)	\$0.000	\$0.006	(0.006)	-	\$0.430	\$0.503	(0.073)	(17.0)
Fuel	\$0.015	\$0.039	(0.024)	-	\$0.000	\$0.000	\$0.000	-	\$0.015	\$0.039	(0.024)	-
Insurance	\$0.098	\$0.043	\$0.055	56.0	\$0.000	\$0.000	\$0.000	-	\$0.098	\$0.043	\$0.055	56.0
Claims	(0.002)	\$0.020	(0.022)	-	\$0.000	\$0.000	-	-	(0.002)	\$0.020	(0.022)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.795	\$0.031	\$0.764	96.1	\$0.000	\$0.000	-	-	\$0.795	\$0.031	\$0.764	96.1
Professional Service Contracts	\$0.122	\$0.002	\$0.120	98.4	(0.002)	\$0.000	(0.002)	-	\$0.120	\$0.002	\$0.118	98.4
Materials & Supplies	\$0.147	\$0.423	(0.276)	-	(0.062)	\$0.000	(0.062)	-	\$0.085	\$0.423	(0.337)	-
Other Business Expenses	\$0.003	\$0.054	(0.051)	-	\$0.000	\$0.000	-	-	\$0.003	\$0.054	(0.051)	-
Non-Labor	\$1.607	\$1.108	\$0.500	31.1	(0.063)	\$0.006	(0.070)	-	\$1.544	\$1.114	\$0.430	27.8
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$5.771	\$4.834	\$0.937	16.2	\$0.122	\$0.266	(0.144)	-	\$5.893	\$5.100	\$0.793	13.5
Depreciation	\$0.482	\$0.992	(0.511)	-	\$0.000	\$0.000	-	-	\$0.482	\$0.992	(0.511)	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$6.253	\$5.826	\$0.427	6.8	\$0.122	\$0.266	(0.144)	-	\$6.375	\$6.092	\$0.282	4.4
OPERATING SURPLUS/DEFICIT	(5.491)	(5.153)	\$0.338	6.2	\$0.000	\$0.000	\$0.000	-	(5.491)	(5.153)	\$0.338	6.2

Note: Totals may not add due to rounding

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

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

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	Nonreimbursable		Var Percent		Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	\$4.022	\$4.002	(0.020)	(0.5)	\$0.000	\$0.000	-	-	\$4.022	\$4.002	(0.020)	(0.5)
Other Revenue	\$1.609	\$1.561	(0.048)	(3.0)	\$0.000	\$0.000	-	-	\$1.609	\$1.561	(0.048)	(3.0)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$1.391	\$1.595	\$0.204	14.6	\$1.391	\$1.595	\$0.204	14.6
Total Revenue	\$5.631	\$5.563	(0.068)	(1.2)	\$1.391	\$1.595	\$0.204	14.6	\$7.022	\$7.158	\$0.136	1.9
Expenses												
Labor :												
Payroll	\$14.020	\$13.966	\$0.054	0.4	\$0.353	\$0.440	(0.087)	(24.7)	\$14.372	\$14.406	(0.033)	(0.2)
Overtime	\$1.978	\$2.443	(0.465)	(23.5)	\$0.363	\$0.197	\$0.166	45.7	\$2.341	\$2.640	(0.299)	(12.8)
Total Salaries & Wages	\$15.998	\$16.409	(0.411)	(2.6)	\$0.716	\$0.637	\$0.079	11.0	\$16.714	\$17.046	(0.332)	(2.0)
Health and Welfare	\$3.281	\$2.916	\$0.365	11.1	\$0.000	\$0.000	\$0.000	-	\$3.281	\$2.916	\$0.365	11.1
OPEB Current Payment	\$1.472	\$1.478	(0.007)	(0.5)	\$0.002	\$0.003	(0.001)	(79.8)	\$1.473	\$1.482	(0.008)	(0.6)
Pensions	\$4.107	\$4.074	\$0.033	0.8	\$0.000	\$0.000	\$0.000	-	\$4.107	\$4.074	\$0.033	0.8
Other Fringe Benefits	\$3.364	\$3.592	(0.228)	(6.8)	\$0.000	\$0.000	-	-	\$3.364	\$3.592	(0.228)	(6.8)
Total Fringe Benefits	\$12.224	\$12.061	\$0.164	1.3	\$0.002	\$0.003	(0.001)	(79.8)	\$12.226	\$12.064	\$0.162	1.3
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.357)	(0.499)	\$0.142	39.9	\$0.357	\$0.499	(0.142)	(39.9)	\$0.000	\$0.001	\$0.000	(40.1)
Labor	\$27.866	\$27.971	(0.105)	(0.4)	\$1.074	\$1.139	(0.065)	(6.0)	\$28.940	\$29.110	(0.170)	(0.6)
Non-Labor :												
Electric Power	\$2.860	\$2.761	\$0.099	3.5	\$0.001	\$0.008	(0.007)	-	\$2.861	\$2.768	\$0.093	3.2
Fuel	\$0.161	\$0.173	(0.012)	(7.4)	\$0.000	\$0.000	\$0.000	-	\$0.161	\$0.173	(0.012)	(7.4)
Insurance	\$0.706	\$0.614	\$0.093	13.1	\$0.000	\$0.000	\$0.000	-	\$0.706	\$0.614	\$0.093	13.1
Claims	\$0.096	\$0.140	(0.044)	(45.4)	\$0.000	\$0.000	-	-	\$0.096	\$0.140	(0.044)	(45.4)
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$1.649	\$0.493	\$1.156	70.1	\$0.000	\$0.000	-	-	\$1.649	\$0.493	\$1.156	70.1
Professional Service Contracts	\$0.431	\$0.300	\$0.131	30.3	\$0.008	\$0.012	(0.004)	(54.6)	\$0.439	\$0.312	\$0.126	28.8
Materials & Supplies	\$1.179	\$1.536	(0.358)	(30.4)	\$0.308	\$0.436	(0.128)	(41.5)	\$1.487	\$1.972	(0.486)	(32.7)
Other Business Expenses	\$0.177	\$0.283	(0.106)	(59.8)	\$0.000	\$0.000	-	-	\$0.177	\$0.283	(0.106)	(59.8)
Non-Labor	\$7.259	\$6.300	\$0.959	13.2	\$0.317	\$0.456	(0.139)	(43.8)	\$7.576	\$6.756	\$0.820	10.8
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	\$35.125	\$34.271	\$0.854	2.4	\$1.391	\$1.595	(0.204)	(14.6)	\$36.516	\$35.866	\$0.650	1.8
Depreciation	\$5.892	\$6.914	(1.021)	(17.3)	\$0.000	\$0.000	-	-	\$5.892	\$6.914	(1.021)	(17.3)
OPEB Liability	\$3.736	\$3.530	\$0.206	5.5	\$0.000	\$0.000	-	-	\$3.736	\$3.530	\$0.206	5.5
GASB 68 Pension Adjustment	\$0.058	(0.426)	\$0.484	-	\$0.000	\$0.000	-	-	\$0.058	(0.426)	\$0.484	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$44.811	\$44.289	\$0.522	1.2	\$1.391	\$1.595	(0.204)	(14.6)	\$46.203	\$45.884	\$0.318	0.7
OPERATING SURPLUS/DEFICIT	(39.181)	(38.727)	\$0.454	1.2	\$0.000	\$0.000	\$0.000	-	(39.181)	(38.727)	\$0.454	1.2

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.

Table 3

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JULY 2018
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/ \$ %		Reason for Variance	Favorable/ \$ %		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	(0.013)	(2.1)	Lower ridership than expected during the week of 4th of July along with a one day service suspension due to flooding	(0.020)	(0.5)	Due mostly to lower ridership than expected during the week of 4th of July along with a one day service suspension due to flooding
Other Operating Revenue	Non Reimb.	(0.076)	(45.3)	The unfavorable timing of student fare reimbursements	(0.048)	(3.0)	The unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	0.326	14.7	The favorable timing of expenses	0.054	0.4	The favorable timing of expenses
Overtime	Non Reimb.	(0.225)	over (100.0)	The unfavorable timing of project work requirements	(0.465)	(23.5)	The unfavorable timing of project work requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.134	15.4	The favorable timing of expenses	0.358	7.5	The favorable timing of expenses
Pension	Non Reimb.	0.017	2.8	The favorable timing of expenses	0.033	0.8	The favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.093	19.5	Mostly the timing of billing regarding interagency personnel	(0.228)	(6.8)	Mostly the timing of billing regarding interagency personnel
Electric Power	Non Reimb.	(0.067)	(15.5)	Mostly the timing of expenses	0.099	3.5	Mostly the timing of expenses and lower prices
Fuel	Non Reimb.	(0.024)	over (100.0)	Largely the timing of expenses	(0.012)	(7.4)	Largely the timing of expenses
Insurance	Non Reimb.	0.055	56.0	The favorable timing of interagency billing with MTA	0.093	13.1	The favorable timing of interagency billing with MTA
Maintenance & Other Operating Contracts	Non Reimb.	0.764	96.1	Mainly the favorable timing of non-revenue vehicle purchases and various maintenance work requirements	1.156	70.1	Mainly the favorable timing of non-revenue vehicle purchases and various maintenance work requirements
Professional Service Contracts	Non Reimb.	0.120	98.4	Mostly the favorable timing of bridge inspections and other professional service expenses	0.131	30.3	Mostly the favorable timing of bridge inspections and other professional service expenses
Materials and Supplies	Non Reimb.	(0.276)	over (100.0)	Largely the unfavorable timing of various material requirements	(0.358)	(30.4)	Largely the unfavorable timing of various material requirements
Other Business Expenses	Non Reimb.	(0.051)	over (100.0)	Mainly various needs not foreseen in the forecast	(0.106)	(59.8)	Mainly various needs not foreseen in the forecast
Capital and Other Reimbursements	Reimb.	0.144	over 100.0	Timing of contractor requirements	0.204	14.6	Timing of contractor requirements
Payroll	Reimb.	(0.048)	over (100.0)	Timing of contractor requirements	(0.087)	(24.7)	Timing of contractor requirements
Overtime	Reimb.	0.067	52.8	Timing of contractor requirements	0.166	45.7	Timing of contractor requirements

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2018 Mid_Year
Cash Receipts and Expenditures
Jul FY18
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.594	\$0.605	\$0.011	1.9	\$3.965	\$3.977	\$0.012	0.3
Other Revenue	\$0.168	\$0.867	\$0.699	-	\$0.710	\$2.082	\$1.372	-
Capital and Other Reimbursements	\$0.410	\$0.091	(0.320)	(77.9)	\$2.028	\$1.355	(0.673)	(33.2)
Total Revenue	\$1.172	\$1.562	\$0.391	33.4	\$6.703	\$7.414	\$0.711	10.6
Expenditures								
Labor :								
Payroll	\$2.250	\$1.335	\$0.915	40.7	\$15.935	\$14.268	\$1.667	10.5
Overtime	\$0.156	\$0.257	(0.101)	(64.7)	\$2.251	\$2.433	(0.182)	(8.1)
Total Salaries & Wages	\$2.406	\$1.592	\$0.814	33.8	\$18.187	\$16.701	\$1.485	8.2
Health and Welfare	\$0.647	\$0.821	(0.174)	(26.9)	\$3.147	\$3.177	(0.030)	(1.0)
OPEB Current Payment	\$0.223	\$0.064	\$0.159	71.1	\$0.868	\$0.674	\$0.194	22.4
Pensions	\$0.599	\$0.582	\$0.017	2.8	\$4.107	\$4.074	\$0.033	0.8
Other Fringe Benefits	\$0.260	\$0.359	(0.098)	(37.8)	\$1.950	\$2.293	(0.343)	(17.6)
Total Fringe Benefits	\$1.729	\$1.826	(0.097)	(5.6)	\$10.071	\$10.217	(0.146)	(1.5)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$4.135	\$3.418	\$0.717	17.3	\$28.258	\$26.919	\$1.339	4.7
Non-Labor :								
Electric Power	\$0.423	\$0.398	\$0.026	6.1	\$2.894	\$2.864	\$0.030	1.1
Fuel	\$0.043	\$0.001	\$0.042	98.4	\$0.165	\$0.086	\$0.079	47.9
Insurance	\$0.074	\$0.000	\$0.074	-	\$0.148	\$0.000	\$0.148	-
Claims	\$0.012	\$0.000	\$0.012	-	\$0.029	\$0.006	\$0.023	80.5
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.795	\$0.032	\$0.763	96.0	\$5.355	\$4.177	\$1.178	22.0
Professional Service Contracts	\$0.120	\$0.049	\$0.071	59.3	\$0.409	\$0.228	\$0.181	44.3
Materials & Supplies	\$0.085	\$0.426	(0.340)	-	\$2.039	\$2.444	(0.404)	(19.8)
Other Business Expenses	\$0.003	\$0.009	(0.007)	-	\$0.058	\$0.069	(0.011)	(18.9)
Non-Labor	\$1.555	\$0.914	\$0.641	41.2	\$11.098	\$9.873	\$1.225	11.0
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$5.690	\$4.332	\$1.358	23.9	\$39.355	\$36.792	\$2.563	6.5
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$5.690	\$4.332	\$1.358	23.9	\$39.355	\$36.792	\$2.563	6.5
Net Surplus/(Deficit)	(4.518)	(2.769)	\$1.749	38.7	(32.652)	(29.378)	\$3.274	10.0

Note: Totals may not add due to rounding

Table 5

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
JULY 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	0.011	1.9%	The favorable timing of interagency cash settlements with NYCT	0.012	0.3	The favorable timing of interagency cash settlements with NYCT
Other Operating Revenue	0.699	over 100.0%	Mostly the favorable timing of student fare reimbursements	1.372	over 100.0%	Mostly the favorable timing of student fare reimbursements
Capital and Other Reimbursements	(0.320)	(77.9%)	The unfavorable timing of reimbursements	(0.673)	(33.2)	The unfavorable timing of reimbursements
Salaries & Wages	0.814	33.8%	Mostly the favorable timing of payments	1.485	8.2	Mostly the favorable timing of payments
Health and Welfare (including OPEB current payment)				0.164	4.1	The favorable timing of expenses, partly offset by the unfavorable timing of payments
Other Fringe Benefits				(0.343)	(17.6)	Mostly the timing of billing regarding interagency personnel
Maintenance Contracts	0.763	96.0%	Mainly the favorable timing of non-revenue vehicle purchases and various maintenance work requirements	1.178	22.0	Mainly the favorable timing of non-revenue vehicle purchases and various maintenance work requirements
Materials & Supplies	(0.340)	over (100.0)	Largely the unfavorable timing of various material requirements	(0.404)	(19.8)	Largely the unfavorable timing of various material requirements

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2018 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Jul FY18
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	\$0.024	\$0.024	-	(0.057)	(0.025)	\$0.032	56.3
Other Revenue	\$0.000	\$0.775	\$0.775	-	(0.899)	\$0.521	\$1.420	-
Capital and Other Reimbursements	\$0.288	(0.176)	(0.464)	-	\$0.637	(0.240)	(0.877)	-
Total Revenue	\$0.288	\$0.623	\$0.335	-	(0.319)	\$0.256	\$0.575	-
Expenses								
Labor :								
Payroll	\$0.000	\$0.637	\$0.637	-	(1.563)	\$0.137	\$1.700	-
Overtime	\$0.000	\$0.057	\$0.057	-	\$0.090	\$0.207	\$0.117	-
Total Salaries & Wages	\$0.000	\$0.694	\$0.694	-	(1.473)	\$0.344	\$1.817	-
Health and Welfare	\$0.000	(0.262)	(0.262)	-	\$0.135	(0.260)	(0.395)	-
OPEB Current Payment	\$0.000	\$0.113	\$0.113	-	\$0.606	\$0.808	\$0.202	33.4
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.214	\$0.023	(0.191)	(89.2)	\$1.414	\$1.299	(0.115)	(8.2)
Total Fringe Benefits	\$0.214	(0.126)	(0.340)	-	\$2.155	\$1.847	(0.308)	(14.3)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.001	\$0.001	-
Labor	\$0.215	\$0.568	\$0.354	-	\$0.682	\$2.191	\$1.509	-
Non-Labor :								
Electric Power	\$0.007	\$0.106	\$0.099	-	(0.033)	(0.096)	(0.062)	-
Fuel	(0.028)	\$0.038	\$0.066	-	(0.004)	\$0.088	\$0.091	-
Insurance	\$0.024	\$0.043	\$0.019	80.8	\$0.559	\$0.614	\$0.055	9.9
Claims	(0.013)	\$0.020	\$0.033	-	\$0.068	\$0.134	\$0.067	99.0
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)	-	(3.706)	(3.683)	\$0.023	0.6
Professional Service Contracts	\$0.000	(0.047)	(0.047)	-	\$0.030	\$0.085	\$0.055	-
Materials & Supplies	\$0.000	(0.003)	(0.003)	-	(0.553)	(0.471)	\$0.082	14.7
Other Business Expenses	\$0.000	\$0.045	\$0.045	-	\$0.119	\$0.213	\$0.095	79.9
Non-Labor	(0.011)	\$0.200	\$0.211	-	(3.521)	(3.117)	\$0.405	11.5
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$0.204	\$0.769	\$0.565	-	(2.839)	(0.925)	\$1.914	67.4
Depreciation	\$0.482	\$0.992	\$0.511	-	\$5.892	\$6.914	\$1.021	17.3
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$3.736	\$3.530	(0.206)	(5.5)
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.058	(0.426)	(0.484)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$0.685	\$1.761	\$1.076	-	\$6.847	\$9.093	\$2.245	32.8
Total Cash Conversion Adjustments	\$0.973	\$2.384	\$1.411	-	\$6.528	\$9.348	\$2.821	43.2

Note: Totals may not add due to rounding

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

**MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
JULY 2018**

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	9	4
General Office	9	14	(5)
Purchasing/Stores	6	3	3
Total Administration	28	26	2
Operations			
Transportation	111	109	2
Total Operations	111	109	2
Maintenance			
Mechanical	52	51	1
Electronics/Electrical	15	14	1
Power/Signals	27	27	0
Maintenance of Way	69	73	(4)
Infrastructure	26	30	(4)
Total Maintenance	189	195	(6)
Engineering/Capital			
Capital Project Support	14	9	5
Total Engineering Capital	14	9	5
Total Positions	342	339	3
Non-Reimbursable	328	330	(2)
Reimbursable	14	9	5
Total Full-Time	342	339	3
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
JULY 2018

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	14	2	
Professional, Technical, Clerical	12	12	0	
Operational Hourlies	0	0	0	
Total Administration	28	26	2	
Operations				
Managers/Supervisors	9	5	4	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	99	103	(4)	
Total Operations	111	109	2	
Maintenance				
Managers/Supervisors	16	22	(6)	
Professional, Technical, Clerical	6	6	0	
Operational Hourlies	167	167	0	
Total Maintenance	189	195	(6)	
Engineering/Capital				
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	44	44	0	
Professional, Technical, Clerical	23	19	4	
Operational Hourlies	275	276	(1)	
Total Positions	342	339	3	

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

Month of July				Explanation
Forecast	Actual	Variance		
		Amount	Percent	
0.344	0.332	(0.012)	(3.6%)	Driven partially by lower than expected ridership during the week of July 4th, as well as by unexpected service suspension on Friday 7/27 due to flooding.
Year-to-Date				
2.655	2.631	(0.024)	(0.9%)	

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

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

	Month of July				Explanation
	2017	2018	Variance		
			Amount	Percent	
Average Weekday	0.014	0.014	(0.000)	(2.7%)	
Average Weekend	0.009	0.009	(0.000)	(4.7%)	Driven by lower ridership on Sundays
	12-Month Rolling Average				
Average Weekday	0.016	0.016	0.000	1.5%	
Average Weekend	0.008	0.008	0.001	7.8%	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 July 2018 Report: Bus Company

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

Summary of Preliminary Financial Results

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

- July 2018 Bus Company ridership of 10.0 million was 0.4 million (3.9 percent) above forecast.
- Farebox revenue of \$18.0 million was \$0.6 million (3.0 percent) under forecast.
- Operating expenses of \$65.9 million were \$5.5 million (7.7 percent) below forecast.
 - Labor expenses exceeded forecast by a net \$0.8 million (1.7 percent), including overruns in health & welfare/OPEB current expenses of \$1.5 million (19.2 percent) and overtime expenses of \$1.0 million (18.0). Partly offsetting these overruns were favorable results in other fringe benefits of \$1.5 million (23.7 percent).
 - Non-labor expenses underran by \$6.3 million (27.5 percent), including primarily favorable results in materials & supplies expenses of \$3.1 million (47.2 percent) and maintenance contract expenses of \$3.0 million (60.8 percent).

FINANCIAL AND RIDERSHIP REPORT**July 2018**

(All data are preliminary and subject to audit)

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

Operating revenue was \$18.8 million in July, \$1.4 million (7.1 percent) below forecast, due primarily to lower other operating revenue of \$0.9 million (51.8 percent), caused by the timing of student reimbursements, and an underrun in farebox revenue of \$0.6 million (3.0 percent), caused by lower average rates. Year-to-date, operating revenue of \$137.2 million was under forecast by a net \$0.3 million (0.2 percent), due mostly to the timing of student reimbursements.

Total MTA Bus **ridership** in July 2018 was 10.0 million, 3.9 percent (0.4 million riders) above forecast. Year-to-date, ridership was 70.1 million, 0.6 percent (0.4 million riders) above forecast. July 2018 average weekday ridership was 377,060, a decrease of 0.1 percent (315 riders) from July 2017. Average weekday ridership for the twelve months ending July 2018 was 393,105, a decrease of 1.8 percent (7,059 riders) from the twelve months ending July 2017.

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$65.9 million in July, \$5.5 million (7.7 percent) below forecast. Labor expenses overran forecast by \$0.8 million (1.7 percent), including higher health & welfare/OPEB current expenses of \$1.5 million (19.2 percent), due partly to the timing of expenses. Overtime expenses were also over forecast by \$1.0 million (18.0 percent), due mainly to vacancies and traffic. Other fringe benefits underran by \$1.5 million (23.7 percent), due to lower interagency expenses. Non-labor expenses were below forecast by \$6.3 million (27.5 percent), due primarily to an underrun in materials & supplies of \$3.1 million (47.2 percent), caused by the timing of the new fare payment system and Select Bus Service (SBS) route rollouts. Maintenance contract expenses were also lower by \$3.0 million (60.8 percent), caused mostly by the timing of the Shop Program, bus technology and SBS route rollouts. **Year-to-date**, expenses were under by \$10.2 million (2.2 percent), of which labor expenses were in excess of forecast by \$2.4 million (0.7 percent), with overruns reported in overtime of \$1.7 million (4.3 percent-vacancies/traffic), health & welfare/OPEB current net expenses of \$1.5 million (2.7 percent-expense overrun), and payroll of \$1.4 million (0.9 percent-prior period interagency expenses). These overruns were partly offset by an underrun in other fringe benefit expenses of \$2.0 million (5.2 percent-lower interagency expenses). Non-labor expenses were less by \$12.6 million (10.0 percent), due largely to the same factors impacting the month results described above.

Depreciation expenses year-to-date of \$31.0 million were below forecast by \$0.2 million (0.5 percent). Other Post-Employment Benefit accrued expenses of \$39.8 million year-to-date were under forecast by \$9.7 million (19.5 percent). Regarding GASB #68 Pension Expense Adjustment, there were no accrued expenses or credits recorded year-to-date.

The **operating cash deficit** (excluding subsidies) was \$266.4 million year-to-date, \$36.0 million (11.9 percent) favorable to forecast.

MTA BUS COMPANY
JULY FINANCIAL PLAN 2018 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2018

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 18.565	\$ 18.015	\$ (0.550)	(3.0)	\$ -	\$ -	\$ -	-	\$ 18.565	\$ 18.015	\$ (0.550)	(3.0)
Other Operating Income	1.727	0.833	(0.894)	(51.8)	-	-	-	-	1.727	0.833	(0.894)	(51.8)
Capital and Other Reimbursements	-	-	-	-	0.492	0.189	(0.303)	(61.6)	0.492	0.189	(0.303)	(61.6)
Total Revenue	\$ 20.292	\$ 18.848	\$ (1.444)	(7.1)	\$ 0.492	\$ 0.189	\$ (0.303)	(61.6)	\$ 20.784	\$ 19.037	\$ (1.747)	(8.4)
Labor:												
Payroll	\$ 24.180	\$ 24.165	\$ 0.015	0.1	\$ 0.166	\$ 0.118	\$ 0.048	29.0	\$ 24.346	\$ 24.283	\$ 0.063	0.3
Overtime	5.299	6.252	(0.953)	(18.0)	-	-	-	-	5.299	6.252	(0.953)	(18.0)
Health and Welfare	5.744	7.586	(1.842)	(32.1)	0.162	-	0.162	100.0	5.906	7.586	(1.680)	(28.5)
OPEB Current Payment	2.151	1.793	0.358	16.6	-	-	-	-	2.151	1.793	0.358	16.6
Pensions	4.558	4.536	0.022	0.5	-	-	-	-	4.558	4.536	0.022	0.5
Other Fringe Benefits	6.421	4.901	1.520	23.7	-	-	-	-	6.421	4.901	1.520	23.7
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.006)	(0.072)	0.066	*	0.006	0.072	(0.066)	*	-	(0.000)	0.000	-
Total Labor Expenses	\$ 48.347	\$ 49.162	\$ (0.815)	(1.7)	\$ 0.333	\$ 0.189	\$ 0.144	43.2	\$ 48.680	\$ 49.351	\$ (0.671)	(1.4)
Non-Labor:												
Electric Power	\$ 0.181	\$ 0.218	\$ (0.037)	(20.4)	\$ -	\$ -	\$ -	-	\$ 0.181	\$ 0.218	\$ (0.037)	(20.4)
Fuel	2.155	2.556	(0.401)	(18.6)	-	-	-	-	2.155	2.556	(0.401)	(18.6)
Insurance	0.512	0.481	0.031	6.1	-	-	-	-	0.512	0.481	0.031	6.1
Claims	5.063	5.000	0.063	1.2	-	-	-	-	5.063	5.000	0.063	1.2
Maintenance and Other Operating Contracts	4.960	1.943	3.017	60.8	0.034	-	0.034	100.0	4.994	1.943	3.051	61.1
Professional Service Contracts	3.057	2.679	0.378	12.4	-	-	-	-	3.057	2.679	0.378	12.4
Materials & Supplies	6.632	3.501	3.131	47.2	0.125	-	0.125	100.0	6.757	3.501	3.256	48.2
Other Business Expense	0.519	0.362	0.157	30.3	-	-	-	-	0.519	0.362	0.157	30.3
Total Non-Labor Expenses	\$ 23.078	\$ 16.740	\$ 6.338	27.5	\$ 0.159	\$ -	\$ 0.159	100.0	\$ 23.237	\$ 16.740	\$ 6.497	28.0
Other Expense Adjustments :												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adj.	\$ 71.425	\$ 65.903	\$ 5.523	7.7	\$ 0.492	\$ 0.189	\$ 0.303	61.6	\$ 71.917	\$ 66.092	\$ 5.826	8.1
Depreciation	4.535	4.365	0.170	3.7	-	-	-	-	4.535	4.365	0.170	3.7
OPEB Obligation	10.189	5.200	4.989	49.0	-	-	-	-	10.189	5.200	4.989	49.0
GASB 68 Pension Adjustment	6.671	-	6.671	100.0	-	-	-	-	6.671	-	6.671	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 92.820	\$ 75.468	\$ 17.353	18.7	\$ 0.492	\$ 0.189	\$ 0.303	61.6	\$ 93.312	\$ 75.657	\$ 17.656	18.9
Net Surplus/(Deficit)	\$ (72.528)	\$ (56.620)	\$ 15.909	21.9	\$ (0.000)	\$ (0.000)	\$ -	0.0	\$ (72.528)	\$ (56.620)	\$ 15.909	21.9

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2018 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2018 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$ 125.562	\$ 125.973	\$ 0.411	0.3	\$ -	\$ -	\$ -	-	\$ 125.562	\$ 125.973	\$ 0.411	0.3
Other Operating Income	11.954	11.221	(0.733)	(6.1)	-	-	-	-	11.954	11.221	(0.733)	(6.1)
Capital and Other Reimbursements	-	-	-	-	3.514	3.296	(0.218)	(6.2)	3.514	3.296	(0.218)	(6.2)
Total Revenue	\$ 137.516	\$ 137.194	\$ (0.322)	(0.2)	\$ 3.514	\$ 3.296	\$ (0.218)	(6.2)	\$ 141.030	\$ 140.490	\$ (0.540)	(0.4)
Expenses												
Labor:												
Payroll	\$ 166.637	\$ 168.076	\$ (1.439)	(0.9)	1.908	2.049	\$ (0.141)	(7.4)	\$ 168.545	\$ 170.126	\$ (1.580)	(0.9)
Overtime	39.454	41.135	(1.681)	(4.3)	-	-	-	-	39.454	41.135	(1.681)	(4.3)
Health and Welfare	44.529	46.622	(2.093)	(4.7)	0.319	-	0.319	100.0	44.848	46.622	(1.774)	(4.0)
OPEB Current Payment	12.753	12.119	0.634	5.0	-	-	-	-	12.753	12.119	0.634	5.0
Pensions	30.616	30.710	(0.094)	(0.3)	-	-	-	-	30.616	30.710	(0.094)	(0.3)
Other Fringe Benefits	38.853	36.849	2.003	5.2	-	-	-	-	38.853	36.849	2.003	5.2
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.975)	(1.247)	0.272	27.9	0.975	1.247	(0.273)	(28.0)	(0.000)	0.000	(0.001)	*
Total Labor Expenses	\$ 331.868	\$ 334.265	\$ (2.397)	(0.7)	\$ 3.201	\$ 3.296	\$ (0.095)	(3.0)	\$ 335.069	\$ 337.561	\$ (2.492)	(0.7)
Non-Labor:												
Electric Power	\$ 1.198	\$ 1.197	\$ 0.001	0.1	\$ -	\$ -	\$ -	-	\$ 1.198	\$ 1.197	\$ 0.001	0.1
Fuel	15.705	15.300	0.405	2.6	-	-	-	-	15.705	15.300	0.405	2.6
Insurance	3.398	3.351	0.047	1.4	-	-	-	-	3.398	3.351	0.047	1.4
Claims	34.975	35.000	(0.025)	(0.1)	-	-	-	-	34.975	35.000	(0.025)	(0.1)
Maintenance and Other Operating Contracts	20.713	15.532	5.181	25.0	0.067	-	0.067	100.0	20.780	15.532	5.248	25.3
Professional Service Contracts	17.552	16.856	0.696	4.0	0.060	-	0.060	100.0	17.612	16.856	0.756	4.3
Materials & Supplies	30.630	24.597	6.033	19.7	0.259	0.013	0.246	95.0	30.889	24.610	6.279	20.3
Other Business Expense	2.443	2.162	0.281	11.5	-	-	-	-	2.443	2.162	0.281	11.5
Total Non-Labor Expenses	\$ 126.613	\$ 113.995	\$ 12.618	10.0	\$ 0.386	\$ 0.013	\$ 0.373	96.6	\$ 126.999	\$ 114.008	\$ 12.991	10.2
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adj.	\$ 458.480	\$ 448.260	\$ 10.221	2.2	\$ 3.587	\$ 3.309	\$ 0.278	7.7	\$ 462.068	\$ 451.569	\$ 10.499	2.3
Depreciation	31.208	31.044	0.164	0.5	-	-	-	-	31.208	31.044	0.164	0.5
OPEB Obligation	49.506	39.830	9.676	19.5	-	-	-	-	49.506	39.830	9.676	19.5
GASB 68 Pension Adjustment	13.144	-	13.144	100.0	-	-	-	-	13.144	-	13.144	100.0
Environmental Remediation	-	0.218	(0.218)	-	-	-	-	-	-	0.218	(0.218)	-
Total Expenses	\$ 552.337	\$ 519.352	\$ 32.986	6.0	\$ 3.587	\$ 3.309	\$ (0.218)	(6.1)	\$ 555.925	\$ 522.661	\$ 33.264	6.0
Net Surplus/(Deficit)	\$ (414.822)	\$ (382.158)	\$ 32.664	7.9	\$ (0.073)	\$ (0.013)	\$ -	0.0	\$ (414.895)	\$ (382.171)	\$ 32.724	7.9

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NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2018 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	July 2018				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$ (0.550)	(3.0)	Lower average rates		\$ 0.411	0.3	Higher ridership	
Other Operating Revenue	NR	\$ (0.894)	(51.8)	Lower students reimbursements		\$ (0.733)	(6.1)	Lower students reimbursements	
Capital and Other Reimbursements	R	\$ (0.303)	(61.6)	Timing of reimbursement receipts		\$ (0.218)	(6.2)	Timing of reimbursement receipts	
Total Revenue Variance		\$ (1.747)	(8.4)			\$ (0.540)	(0.4)		
Payroll	NR	\$ 0.015	0.1	(a)		\$ (1.439)	(0.9)	Prior period interagency expense	
Overtime	NR	\$ (0.953)	(18.0)	Vacancies and traffic, offset by timing of bus technology		\$ (1.681)	(4.3)	Vacancies and traffic, offset by timing of bus technology	
Health and Welfare	NR	\$ (1.842)	(23.3)	Higher expenses		\$ (2.093)	(4.7)	Higher expenses	
OPEB Current Payment	NR	\$ 0.358	16.6	Timing of expenses		\$ 0.634	5.0	Timing of expenses	
Pension	NR	\$ 0.022	0.5	(a)		\$ (0.094)	(0.3)	(a)	
Other Fringe Benefits	NR	\$ 1.520	23.7	Lower interagency expenses		\$ 2.003	5.2	Lower interagency expenses	
Reimbursable Overhead	NR	\$ 0.066	-	(a)		\$ 0.272	-	Greater than budgeted	
Electric Power	NR	\$ (0.037)	(20.4)	(a)		\$ 0.001	(20.4)	(a)	
Fuel	NR	\$ (0.401)	(18.6)	Higher cost for diesel and CNG fuels		\$ 0.405	2.6	CNG rebate offset by higher cost for diesel and CNG fuels	
Insurance	NR	\$ 0.031	6.1	(a)		\$ 0.047	1.4	(a)	
Claims	NR	\$ 0.063	1.2	(a)		\$ (0.025)	(0.1)	(a)	
Maintenance and Other Operating Contracts	NR	\$ 3.017	60.8	Timing of Shop program, bus technology and SBS rollouts		\$ 5.181	25.0	Timing of Shop program, bus technology and SBS rollouts	
Professional Service Contracts	NR	\$ 0.378	12.4	Mainly due to timing of interagency billing		\$ 0.696	4.0	Mainly due to timing of interagency billing	
Materials & Supplies	NR	\$ 3.131	47.2	Timing of new fare payment system and SBS routes rollouts		\$ 6.033	19.7	Timing of new fare payment system and SBS routes rollouts	
Other Business Expense	NR	\$ 0.157	30.3	Timing of Misc. expenses		\$ 0.281	11.5	Timing of Misc. expenses	
Depreciation	NR	\$ 0.170	3.7	Non cash expense		\$ 0.164	0.5	Non cash expense	
Other Post Employment Benefits	NR	\$ 4.989	49.0	Non cash expense		\$ 9.676	19.5	Non cash expense	
GASB 68 Pension Adjustment	NR	\$ 6.671	100.0	Non cash expense		\$ 13.144	100.0	Non cash expense	
Environmental Remediation	NR	\$ -	-	(a)		\$ (0.218)	-	Not Budgeted	
Payroll	R	\$ 0.048	29.0	Timing of charges		\$ (0.141)	(7.4)	Timing of charges	
Health and Welfare	R	\$ 0.162	100.0	Timing of charges		\$ 0.319	100.0	Timing of charges.	
Pension	R	\$ -	-			\$ -	-		
Other Fringe Benefits	R	\$ -	-			\$ -	-		
Professional Service Contracts						\$ 0.060	-	Correction of misclassification	
Maintenance and Other Operating Contracts	R	\$ 0.034	*	Timing of charges		\$ 0.067	*	Timing of charges	
Materials & Supplies	R	\$ 0.125	*	Timing of charges		\$ 0.246	*	Timing of charges	
Total Expense Variance		\$ 17.656	18.9			\$ 33.264	6.0		
Net Variance		\$ 15.909	21.9			\$ 32.724	7.9		

(a) - Variance less than 100K

MTA BUS COMPANY
JULY FINANCIAL PLAN 2018 MID YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES

(\$ in millions)

	July 2018					Year-To-Date				
			Favorable (Unfavorable)					Favorable (Unfavorable)		
	Mid Year Forecast	Actual	Variance	Percent		Mid Year Forecast	Actual	Variance	Percent	
<u>Receipts</u>										
Farebox Revenue	\$ 18.565	\$ 21.386	\$ 2.821	15.2		\$ 127.568	\$ 128.730	\$ 1.162	0.9	
Other Operating Revenue	2.302	0.485	(1.817)	(78.9)		9.028	11.682	2.654	29.4	
Capital and Other Reimbursements	0.796	0.584	(0.212)	(26.6)		4.061	3.593	(0.468)	(11.5)	
Total Receipts	\$ 21.663	\$ 22.455	\$ 0.792	3.7		\$ 140.657	\$ 144.005	\$ 3.348	2.4	
<u>Expenditures</u>										
<i>Labor:</i>										
Payroll	\$ 29.972	\$ 20.198	\$ 9.774	32.6		\$ 166.505	\$ 152.544	\$ 13.961	8.4	
Overtime	5.299	6.252	(0.953)	(18.0)		39.453	41.135	(1.682)	(4.3)	
Health and Welfare	5.625	8.393	(2.768)	(49.2)		45.645	48.807	(3.162)	(6.9)	
OPEB Current Payment	2.039	1.793	0.246	12.1		13.252	12.778	0.474	3.6	
Pensions	4.530	4.536	(0.006)	(0.1)		30.446	30.460	(0.014)	(0.0)	
Other Fringe Benefits	5.056	3.843	1.213	24.0		30.304	27.321	2.983	9.8	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	-	-	-		0.297	0.297	-	0.0	
Total Labor Expenditures	\$ 52.521	\$ 45.015	\$ 7.506	14.3		\$ 325.903	\$ 313.342	\$ 12.561	3.9	
<i>Non-Labor:</i>										
Electric Power	\$ 0.181	\$ 0.218	\$ (0.037)	(20.4)		\$ 1.197	\$ 1.195	\$ 0.002	0.2	
Fuel	2.141	2.421	(0.280)	(13.1)		15.772	16.455	(0.683)	(4.3)	
Insurance	0.856	-	0.856	100.0		1.687	-	1.687	100.0	
Claims	2.527	2.237	0.290	11.5		13.445	12.210	1.235	9.2	
Maintenance and Other Operating Contracts	5.878	2.168	3.710	63.1		28.790	22.054	6.736	23.4	
Professional Service Contracts	4.750	2.046	2.704	56.9		19.200	14.025	5.176	27.0	
Materials & Supplies	6.070	4.253	1.817	29.9		34.542	28.969	5.573	16.1	
Other Business Expenses	0.503	0.346	0.157	31.2		2.525	2.197	0.328	13.0	
Total Non-Labor Expenditures	\$ 22.905	\$ 13.689	\$ 9.216	40.2		\$ 117.159	\$ 97.105	\$ 20.053	17.1	
<u>Other Expenditure Adjustments:</u>										
Other	-	-	-	-		-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-		\$ -	\$ -	\$ -	-	
Total Expenditures	\$ 75.426	\$ 58.704	\$ 16.722	22.2		\$ 443.061	\$ 410.447	\$ 32.614	7.4	
Operating Cash Surplus/(Deficit)	\$ (53.763)	\$ (36.249)	\$ 17.514	32.6		\$ (302.404)	\$ (266.442)	\$ 35.962	11.9	

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2018 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

Operating Receipts or Disbursements	July 2018			Year-To-Date				
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
	\$	%		\$	%			
Farebox Revenue	\$	2.821	15.2	Higher ridership	\$	1.162	0.9	Higher ridership
Other Operating Revenue		(1.817)	(78.9)	Timing of students reimbursements		2.654	29.4	Receipt students reimbursements
Capital and Other Reimbursements		(0.212)	(26.6)	Timing of reimbursement receipts		(0.468)	(11.5)	Timing of reimbursement receipts
Total Receipts	\$	0.792	3.7		\$	3.348	2.4	
Payroll	\$	9.774	32.6	Reimbursement of interagency receipts from prior periods and RWA	\$	13.961	8.4	Reimbursement of interagency receipts from prior periods and RWA
Overtime		(0.953)	(18.0)	Vacancies and traffic, offset by timing of bus technology		(1.682)	(4.3)	Vacancies and traffic, offset by timing of bus technology
Health and Welfare		(2.768)	(49.2)	Higher expenses		(3.162)	(6.9)	Higher expenses
OPEB Current Payment		0.246	12.1	Timing of expenses		0.474	3.6	Timing of expenses
Pension		(0.006)	(0.1)	(a)		(0.014)	(0.0)	(a)
Other Fringe Benefits		1.213	24.0	Favorable interagency expenses		2.983	9.8	Favorable interagency expenses
Reimbursable Overhead		-	-	(a)		-	-	(a)
Electric Power		(0.037)	(20.4)	(a)		0.002	0.2	(a)
Fuel		(0.280)	(13.1)	Higher cost for diesel and CNG fuels		(0.683)	(4.3)	Higher cost for diesel and CNG fuels
Insurance		0.856	100.0	Timing of payments		1.687	100.0	Timing of payments
Claims		0.290	11.5	Lower Claim payments		1.235	9.2	Lower Claim payments
Maintenance and Other Operating Contracts		3.710	63.1	Timing of Shop program, bus technology and SBS rollouts		6.736	23.4	Timing of Shop program, bus technology and SBS rollouts
Professional Service Contracts		2.704	56.9	Timing of inter-agency expenses		5.176	27.0	Timing of inter-agency expenses
Materials & Supplies		1.817	29.9	Mainly due to lower general maintenance material expenses and timing of SBS rollouts		5.573	16.1	Mainly due to lower general maintenance material expenses and timing of SBS rollouts
Other Business Expenditure		0.157	31.2	(a)		0.328	13.0	Timing of expenses
Total Expenditures	\$	16.722	22.2		\$	32.614	7.4	
Net Cash Variance	\$	17.514	32.6		\$	35.962	11.9	

(a) - Variance less than 100K

MTA BUS COMPANY
JULY FINANCIAL PLAN 2018 MID YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

(\$ in millions)

	July 2018					Year-To-Date				
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Percent	Mid Year Forecast	Actual	Favorable (Unfavorable)		Percent
			Variance					Variance		
Receipts										
Farebox Revenue	\$ -	\$ 3.371	\$ 3.371	-		\$ 2.006	\$ 2.757	\$ 0.751	37.4	
Other Operating Revenue	0.575	(0.348)	(0.923)	*		(2.926)	0.461	3.387	*	
Capital and Other Reimbursements	0.304	0.395	0.091	29.9		0.547	0.297	(0.250)	(45.7)	
Total Receipts	\$ 0.879	\$ 3.418	\$ 2.539	*		\$ (0.373)	\$ 3.515	\$ 3.888	*	
Expenditures										
<i>Labor:</i>										
Payroll	\$ (5.626)	\$ 4.085	\$ 9.711	*		\$ 2.040	\$ 17.582	\$ 15.542	*	
Overtime	-	-	-	-		0.001	(0.000)	(0.001)	*	
Health and Welfare	0.280	(0.807)	(1.087)	*		(0.797)	(2.185)	(1.388)	*	
OPEB Current Payment	0.112	-	(0.112)	(100.0)		(0.499)	(0.659)	(0.160)	(32.1)	
Pensions	0.028	0.000	(0.027)	(98.6)		0.170	0.250	0.080	47.1	
Other Fringe Benefits	1.365	1.058	(0.307)	(22.5)		8.549	9.528	0.980	11.5	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	(0.000)	(0.000)	-		(0.297)	(0.297)	0.001	0.2	
Total Labor Expenditures	\$ (3.841)	\$ 4.336	\$ 8.178	*		\$ 9.166	\$ 24.219	\$ 15.053	*	
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ -	\$ -	-	-		\$ 0.001	\$ 0.002	0.001	*	
Fuel for Buses and Trains	0.014	0.135	0.121	*		(0.067)	(1.155)	(1.088)	*	
Insurance	(0.344)	0.481	0.825	*		1.711	3.351	1.640	95.9	
Claims	2.536	2.763	0.227	9.0		21.529	22.790	1.260	5.9	
Maintenance and Other Operating Contracts	(0.884)	(0.225)	0.659	74.5		(8.010)	(6.522)	1.488	18.6	
Professional Service Contracts	(1.693)	0.633	2.326	*		(1.588)	2.831	4.420	*	
Materials & Supplies	0.687	(0.752)	(1.439)	*		(3.653)	(4.359)	(0.706)	(19.3)	
Other Business Expenditures	0.016	0.016	-	0.0		(0.082)	(0.035)	0.047	57.3	
Total Non-Labor Expenditures	\$ 0.332	\$ 3.051	\$ 2.719	*		\$ 9.840	\$ 16.902	\$ 7.062	71.8	
Other Expenditure Adjustments:										
Other	-	-	-	-		-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-		\$ -	\$ -	\$ -	-	
Gap Closing Expenditures:										
'Additional Actions for Budget Balance: Expenditures	-	-	-	-		-	-	-	-	
Total Gap Closing Expenditures	-	-	-	-		-	-	-	-	
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$ (2.630)	\$ 10.806	\$ 13.436	*		\$ 18.634	\$ 44.637	\$ 26.003	*	
Depreciation Adjustment	4.535	4.365	(0.170)	(3.7)		31.208	31.044	(0.164)	(0.5)	
Other Post Employment Benefits	10.189	5.200	(4.989)	(49.0)		49.506	39.830	(9.676)	(19.5)	
GASB 68 Pension Adjustment	6.671	-	(6.671)	(100.0)		13.144	-	(13.144)	(100.0)	
Environmental Remediation	-	-	-	-		-	0.218	0.218		
Total Cash Conversion Adjustments	\$ 18.765	\$ 20.371	\$ 1.606	8.6		\$ 112.491	\$ 115.729	\$ 3.238	2.9	

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2018 MID YEAR FORECAST
Utilization
(In millions)

	<u>July 2018</u>			<u>Year-to-date as of July 2018</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 18.565	\$ 18.015	\$ (0.550)	\$ 125.562	\$ 125.973	\$ 0.411
Total Farebox Revenue	\$ 18.565	\$ 18.015	\$ (0.550)	\$ 125.562	\$ 125.973	\$ 0.411
<u>Ridership</u>						
Fixed Route	9.606	9.978	0.372	69.733	70.149	0.417
Total Ridership	9.606	9.978	0.372	69.733	70.149	0.417

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2018 MID - YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME EQUIVALENTS
JULY 2018

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	21	19	2	
Office of Management and Budget	16	14	2	
Technology & Information Services	-	-	-	
Material	17	18	(1)	
Controller	19	19	-	
Office of the President	5	1	4	
System Safety Administration	5	1	4	
Law	25	22	3	
Corporate Communications	-	-	-	
Labor Relations	-	-	-	
Strategic Office	29	23	6	
Non-Departmental	12	-	12	
Total Administration	152	120	32	Vacancies to be filled
Operations				
Buses	2,327	2,317	10	Bus Operator Excess
Office of the Executive VP	4	5	(1)	
Safety & Training	56	108	(52)	Students vacancies
Road Operations	123	122	1	
Transportation Support	22	26	(4)	
Operations Planning	33	33	-	
Revenue Control	4	7	(3)	
Total Operations	2,569	2,618	(49)	
Maintenance				
Buses	764	733	31	
Maintenance Support/CMF	270	265	5	
Facilities	77	74	3	
Supply Logistics	100	94	6	
Total Maintenance	1,211	1,166	45	Vacancies to be filled
Capital Program Management	37	26	11	
Total Engineering/Capital	37	26	11	Vacancies to be filled
Security	18	14	4	
Total Public Safety	18	14	4	Vacancies to be filled
Total Positions	3,987	3,944	43	
Non-Reimbursable	3,947	3,907	40	
Reimbursable	40	37	3	
Total Full-Time	3,969	3,933	36	
Total Full-Time Equivalents	18	11	7	

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2018 MID - YEAR FORECAST
TOTAL FULL-TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
JULY 2018

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	66	51	15	
Professional, Technical, Clerical	76	69	7	
Operational Hourlies	10	-	10	
Total Administration	152	120	32	Vacancies to be filled
Operations				
Managers/Supervisors	306	310	(4)	
Professional, Technical, Clerical	51	52	(1)	
Operational Hourlies	2,212	2,256	(44)	
Total Operations	2,569	2,618	(49)	
Maintenance				
Managers/Supervisors	245	239	6	
Professional, Technical, Clerical	33	33	-	
Operational Hourlies	933	894	39	
Total Maintenance	1,211	1,166	45	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	9	8	1	
Professional, Technical, Clerical	6	6	-	
Operational Hourlies	3	-	3	
Total Public Safety	18	14	4	Vacancies to be filled
Total Baseline Positions				
Managers/Supervisors	647	622	25	
Professional, Technical, Clerical	182	172	10	
Operational Hourlies	3,158	3,150	8	
Total Baseline Positions	3,987	3,944	43	

MTA Bus Company
2018 July Financial Plan Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	July						July Year- To - Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	61,821	\$2.273	50,750	\$2.404	11,071	(\$0.131)	365,502	\$16.030	343,396	\$15.918	22,106	\$0.111
					17.9%	-5.8%					6.0%	0.7%
<u>Unscheduled Service</u>	13,939	\$0.265	10,259	\$0.936	3,680	(\$0.671)	78,384	\$5.169	72,824	\$6.559	5,561	(\$1.390)
					26.4%	-253.0%					7.1%	-26.9%
<u>Programmatic/Routine Maintenance</u>	20,766	\$0.886	34,459	\$1.610	(13,692)	(\$0.724)	199,019	\$8.978	227,641	\$10.411	(28,622)	(\$1.433)
					-65.9%	-81.7%					-14.4%	-16.0%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	-	0	\$0.000	0	\$0.000	0	\$0.000
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	27,484	\$1.855	34,613	\$1.259	(7,130)	\$0.596	172,045	\$7.313	188,576	\$6.222	(16,530)	\$1.091
					-25.9%	32.1%					-9.6%	14.9%
<u>Weather Emergencies</u>	1,018	(\$0.021)	191	\$0.010	827	(\$0.031)	40,477	\$1.721	38,738	\$1.776	1,739	(\$0.055)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	362	\$0.018	151	\$0.013	210	\$0.005	1,338	\$0.078	1,000	\$0.076	338	\$0.003
					58.2%	26.2%					25.3%	3.3%
<u>Other</u>	297	\$0.023	207	\$0.019	91	\$0.004	1,851	\$0.165	1,822	\$0.172	29	(\$0.007)
					*	*					*	*
Subtotal	125,688	\$5.299	130,631	\$6.252	(4,943)	(\$0.952)	858,616	\$39.454	873,996	\$41.135	(15,380)	(\$1.681)
					-3.9%	-18.0%					-1.8%	-4.3%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
TOTAL OVERTIME	125,688	\$5.299	130,631	\$6.252	(4,943)	(\$0.952)	858,616	\$39.454	873,996	\$41.135	(15,380)	(\$1.681)
					-3.9%	-18.0%					-1.8%	-4.3%

Totals may not add due to rounding.

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

* Exceeds 100%

MTA Bus Company
2018 July Financial Plan Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	July			July Year- To - Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	11,071 17.9%	(\$0.131) -5.8%	Less scheduled service operated	22,106 6.0%	\$0.111 0.7%	Less scheduled service operated due to weather
<u>Unscheduled Service</u>	3,680 26.4%	(\$0.671) -253.0%	Unfavorable variance due to Traffic	5,561 7.1%	(\$1.390) -26.9%	Unfavorable variance due to Traffic
<u>Programmatic/Routine Maintenance</u>	(13,692) -65.9%	(\$0.724) -81.7%	Timing of Bus Technology offset by vacancies and Overage buses	(28,622) -14.4%	(\$1.433) -16.0%	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>	(7,130) -25.9%	\$0.596 32.1%	Excess Bus Operators and lower OT usage	(16,530) -9.6%	\$1.091 14.9%	Excess Bus Operators and lower OT usage
<u>Weather Emergencies</u>	827 *	(\$0.031) *	Inclement Weather	1,739 *	(\$0.055) *	Inclement Weather
<u>Safety/Security/Law Enforcement</u>	210 58.2%	\$0.005 26.2%		338 25.3%	\$0.003 3.3%	
<u>Other</u>	91 *	\$0.004 *		29 *	(\$0.007) *	
Subtotal	(4,943) -3.9%	(\$0.952) -18.0%		(15,380) -1.8%	(\$1.681) -4.3%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%	
TOTAL OVERTIME	(4,943)	(\$0.952)		(15,380)	(\$1.681)	

**MTA Bus Company
2018 Overtime Reporting
Overtime legend**

Type

Definition

<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.

Preliminary June 2018 Monthly Report: New York City Transit

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

Summary of Preliminary Financial Results

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

- June 2018 New York City Transit ridership of 191.2 million was 3.4 million (1.8 percent) below forecast, of which subway ridership of 142.7 million was 2.7 million (1.9 percent) below forecast, and bus ridership of 47.6 million was 0.9 million (1.8 percent) below forecast.
- Farebox revenue of \$381.4 million was \$0.6 million (0.2 percent) above forecast.
- Operating expenses of \$741.7 million exceeded forecast by \$63.4 million (9.3 percent). Labor expenses were higher by \$36.7 million (6.8 percent), mainly due to higher overtime expenses of \$44.6 million (over 100.0 percent), caused mostly by subway service delays, vacancy/absentee coverage requirements, and the timing of SAP (Subways Action Plan) project cost overruns. Non-labor expenses were over forecast by \$26.7 million (19.0 percent), due mainly to overruns in material requirements and paratransit service contract expenses.

Preliminary financial results for June 2018 are presented in the table below and compared to the Mid-Year Forecast (forecast).

Preliminary Financial Results Compared to Mid-Year Forecast						
Category (\$ in millions)	June Results		Forecast	June Year-to-Date Results		
	Variance Fav/(Unfav)			Prelim Actual	Variance Fav/(Unfav)	
	\$	%	\$		\$	%
Total Farebox Revenue	0.6	0.2	2,206.7	2,207.3	0.6	0.0
Nonreimb. Exp. before Dep./OPEB	(63.4)	(9.3)	4,192.1	4,255.5	(63.4)	(1.5)
Net Cash Deficit*	(26.1)	(10.4)	(1,792.1)	(1,819.1)	(27.0)	(1.5)

*Excludes Subsidies and Debt Service

June 2018 **farebox revenue** was \$381.4 million, \$0.6 million (0.2 percent) above forecast. Subway revenue was roughly equal to forecast, bus revenue was \$0.4 million (0.5 percent) above forecast, and paratransit revenue was \$0.2 million (14.8 percent) above forecast. Accrued fare media liability was equal to forecast. Since the forecast includes actual revenue results through May, year-to-date revenue variances are the same as for the month of June. The June 2018 non-student average fare of \$2.01 increased 0.03¢ from June 2017; the subway fare increased 0.03¢, the local bus fare increased 0.02¢, and the express bus fare decreased 0.05¢.

Total **ridership** in June 2018 of 191.2 million was 3.4 million trips (1.8 percent) below forecast. Average weekday ridership in June 2018 was 7.4 million, 3.1 percent below June 2017. Average weekday ridership for the twelve months ending June 2018 was 7.4 million, 2.9 percent lower than the twelve months ending June 2017.

Nonreimbursable expenses in June, before depreciation, OPEB and GASB 68 Pension Adjustment, were above forecast in June by \$63.4 million (9.3 percent).

Labor expenses overran forecast by \$36.7 million (6.8 percent), due primarily to higher overtime expenses of \$44.6 million (over 100.0 percent), due to several causal factors detailed later in this report. Partly offsetting this unfavorable result were favorable reimbursable overhead credits of \$11.8 million (85.5 percent) and an underrun in payroll expenses of \$7.9 million (2.8 percent).

Non-labor expenses exceeded forecast by a net \$26.7 million (19.0 percent), resulting mostly from additional materials & supplies requirements of \$18.1 million (over 100.0 percent) and the unfavorable timing of various professional service contract expenses of \$8.8 million (over 100.0 percent).

Year-to-date, since the Mid-Year Forecast includes actual results through May, the June year-to-date dollar variances are the same as the month dollar variances.

Financial Results

Farebox Revenue

June 2018 Farebox Revenue - (\$ in millions)									
	June					June Year-to-Date			
	Forecast	Prelim Actual	Favorable/(Unfavorable)			Forecast	Actual	Favorable/(Unfavorable)	
			Amount	Percent				Amount	Percent
Subway	294.2	294.2	(0.0)	(0.0%)		1,696.2	1,696.2	(0.0)	(0.0%)
NYCT Bus	78.5	78.9	0.4	0.5%		461.9	462.2	0.4	0.1%
Paratransit	1.5	1.8	0.2	14.8%		9.4	9.6	0.2	2.4%
Subtotal	374.3	374.8	0.6	0.2%		2,167.4	2,168.0	0.6	0.0%
Fare Media Liability	6.5	6.5	0.0	0.0%		39.3	39.3	0.0	0.0%
Total - NYCT	380.8	381.4	0.6	0.2%		2,206.7	2,207.3	0.6	0.0%

Note: Totals may not add due to rounding.

- Revenue performed better than ridership mainly due to higher-than-forecasted average fares.

Average Fare

June Non-Student Average Fare - (in \$)				
	NYC Transit			
	2017	Prelim 2018	Change	
			Amount	Percent
Subway	2.070	2.095	0.025	1.2%
Local Bus	1.637	1.659	0.022	1.3%
Subway & Local Bus	1.965	1.990	0.026	1.3%
Express Bus	5.322	5.271	(0.051)	(1.0%)
Total	1.981	2.007	0.026	1.3%

- June 2018 total non-student subway and bus average fares were higher than June 2017, due in part to fewer trips per pass resulting in higher average fares for unlimited ride passes.

Other Operating Revenue

In the month of June, other operating revenue was below forecast by \$0.4 million (1.2 percent), due mainly to lower real estate and advertising revenues, partly offset by favorable paratransit reimbursements.

Nonreimbursable Expenses

Nonreimbursable expenses, before depreciation and Other Post-Employment Benefits, were above forecast in June by \$63.4 million (9.3 percent).

Labor expenses were above forecast by a net \$36.7 million (6.8 percent):

- Overtime expenses overran forecast by \$44.6 million (over 100.0 percent), due primarily to subway service delays, vacancy/absentee coverage requirements, and the timing of SAP project cost overruns.
- Health & welfare/OPEB current expenses were higher than forecast by \$5.6 million (4.1 percent), due principally to the unfavorable timing of expenses.
- Other Fringe Benefits were higher by \$4.5 million (11.5 percent), mainly from higher FICA expenses than anticipated.
- Pension expenses were in excess of forecast by \$1.7 million (2.3 percent), largely from the unfavorable timing of NYCERS expenses.
- Reimbursable overhead credits were favorable by \$11.8 million (85.5 percent), due to higher reimbursable overtime requirements.
- Payroll expenses were under forecast by \$7.9 million (2.8 percent), due to vacancy savings, partly offset by the unfavorable timing of expenses.

Non-labor expenses were over forecast in June by \$26.7 million (19.0 percent):

- Materials & supplies were above forecast by \$18.1 million (over 100.0 percent), due principally to higher non-vehicle maintenance requirements including SAP requirements.
- Professional service contract expenses were over by \$8.8 million (over 100.0 percent), principally from the unfavorable timing of various professional service contract requirements.
- Paratransit service contract expenses exceeded forecast by \$6.7 million (19.6 percent), due primarily to increased E-hail-related trip activity.
- Fuel expenses were above forecast by \$3.2 million (44.6 percent), due mainly to higher consumption and prices, partly offset by the favorable timing of expenses.
- Maintenance contract expenses underran forecast by \$7.9 million (30.5 percent), due largely to lower revenue vehicle maintenance & repair requirements and the favorable timing of building-related expenses.

- Electric power expenses were below forecast by \$6.0 million (21.2 percent), due largely to lower prices and consumption.

Depreciation expenses were higher than forecast year-to-date by \$38.0 million (4.4 percent), due mainly to a year-end update of system capital assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Accrued expenses of \$609.8 million were recorded through June, \$65.3 million (9.7 percent) below forecast.

GASB #68 Pension Adjustment was adopted by the MTA in 2015. Accrued credits of \$1.2 million were recorded through June, equal to forecast.

Net Cash Deficit

The net cash deficit for June year-to-date was \$1,819.1 million, unfavorable to forecast by \$27.0 million (1.5 percent), due mostly to higher overtime expenditures.

Incumbents

There were 49,415 full-time paid incumbents at the end of June, a net decrease of 145 paid incumbents from May 2018. .

Ridership Results

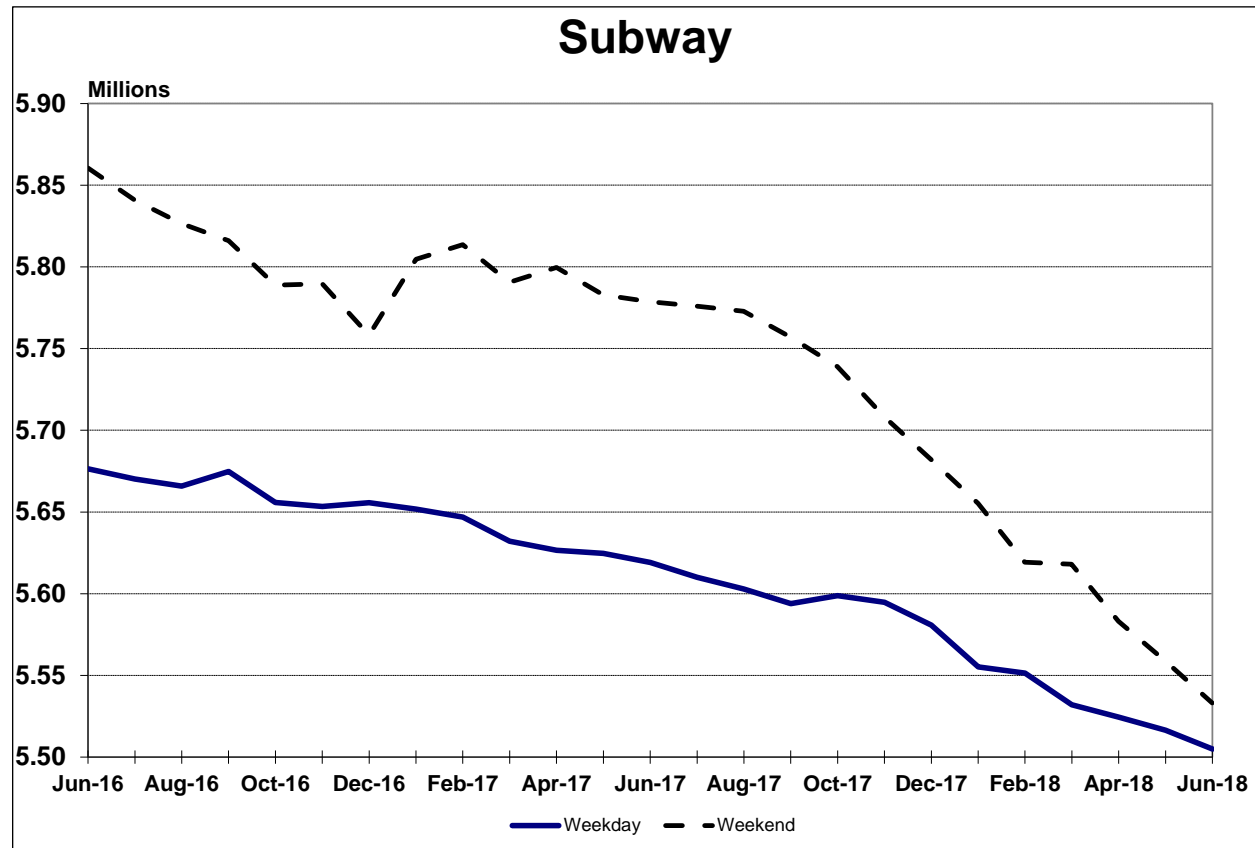
June 2018 Ridership vs. Forecast - (millions)									
	June					June Year-to-Date			
	Forecast	Prelim Actual	More/(Less)			Forecast	Prelim Actual	More/(Less)	
			Amount	Percent				Amount	Percent
Subway	145.4	142.7	(2.7)	(1.9%)		843.7	841.0	(2.7)	(0.3%)
NYCT Bus	48.5	47.6	(0.9)	(1.8%)		288.7	287.8	(0.9)	(0.3%)
Subtotal	193.9	190.4	(3.6)	(1.8%)		1,132.4	1,128.8	(3.6)	(0.3%)
Paratransit	0.7	0.9	0.1	18.6%		4.5	4.6	0.1	2.9%
Total - NYCT	194.6	191.2	(3.4)	(1.8%)		1,136.9	1,133.5	(3.4)	(0.3%)

Notes: Totals may not add due to rounding.

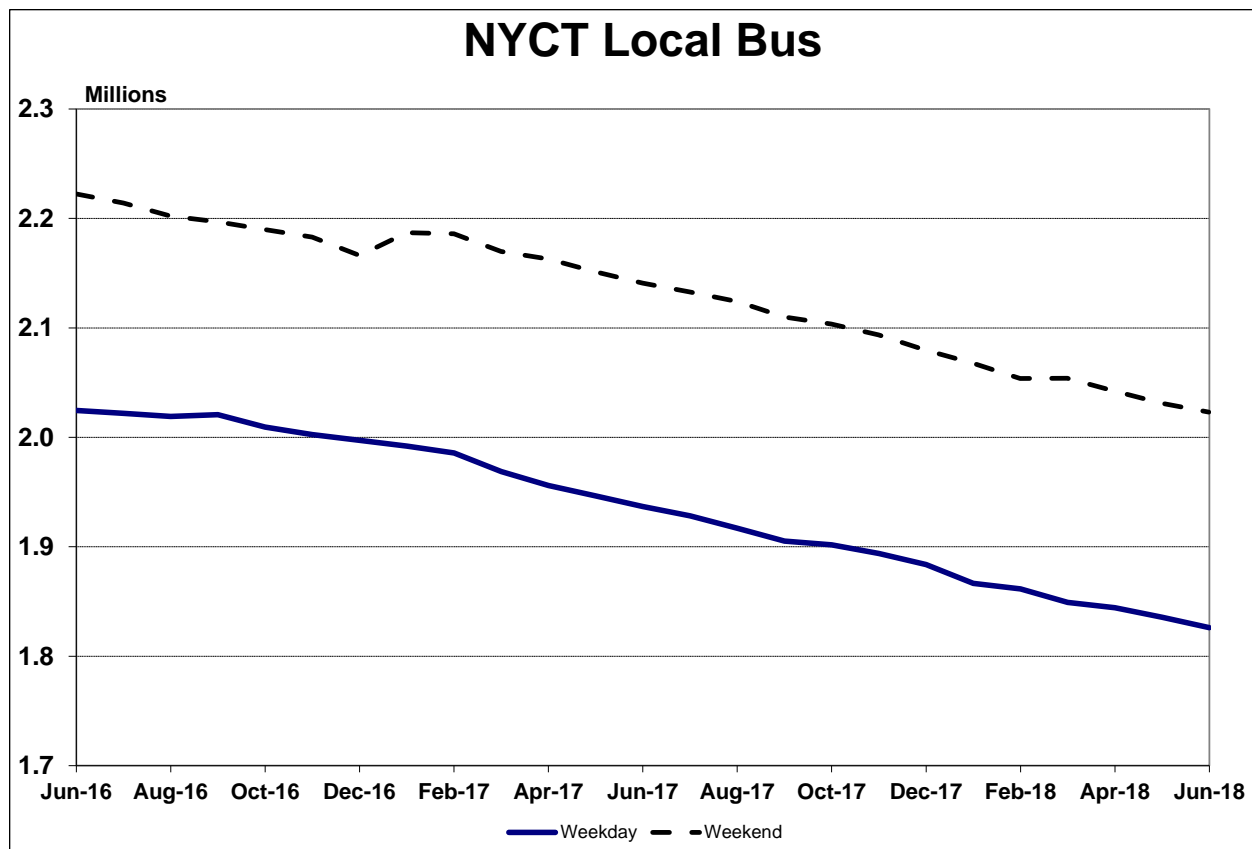
June Average Weekday and Weekend Ridership vs. Prior Year									
Month	Average Weekday - (thousands)				Average Weekend - (thousands)				
	2017	Prelim 2018	Change		2017	Prelim 2018	Change		
			Amount	Percent			Amount	Percent	
Subway	5,698	5,569	(129)	-2.3%	5,999	5,665	(334)	-5.6%	
NYCT Local Bus	1,892	1,778	(114)	-6.0%	2,166	2,056	(110)	-5.1%	
NYCT Express Bus	41	41	0	+0.4%	14	14	(0)	-1.2%	
Paratransit	29	32	4	+12.4%	36	41	5	+14.5%	
TOTAL - NYCT	7,659	7,420	(239)	-3.1%	8,215	7,777	(439)	-5.3%	
12-Month Rolling Average									
Subway	5,619	5,505	(114)	-2.0%	5,779	5,533	(246)	-4.2%	
Local Bus	1,937	1,826	(111)	-5.7%	2,141	2,023	(118)	-5.5%	
Express Bus	40	40	(0)	-0.2%	13	13	0	+2.1%	
Paratransit	28	28	1	+2.7%	33	35	2	+5.2%	
TOTAL - NYCT	7,624	7,400	(224)	-2.9%	7,966	7,604	(361)	-4.5%	

- The negative trend in subway ridership, which began in 2017, and the long-term negative trend in bus ridership, continued in June 2018.
- Part of the decline in ridership compared to the prior year is a decline in student ridership, particularly on bus.

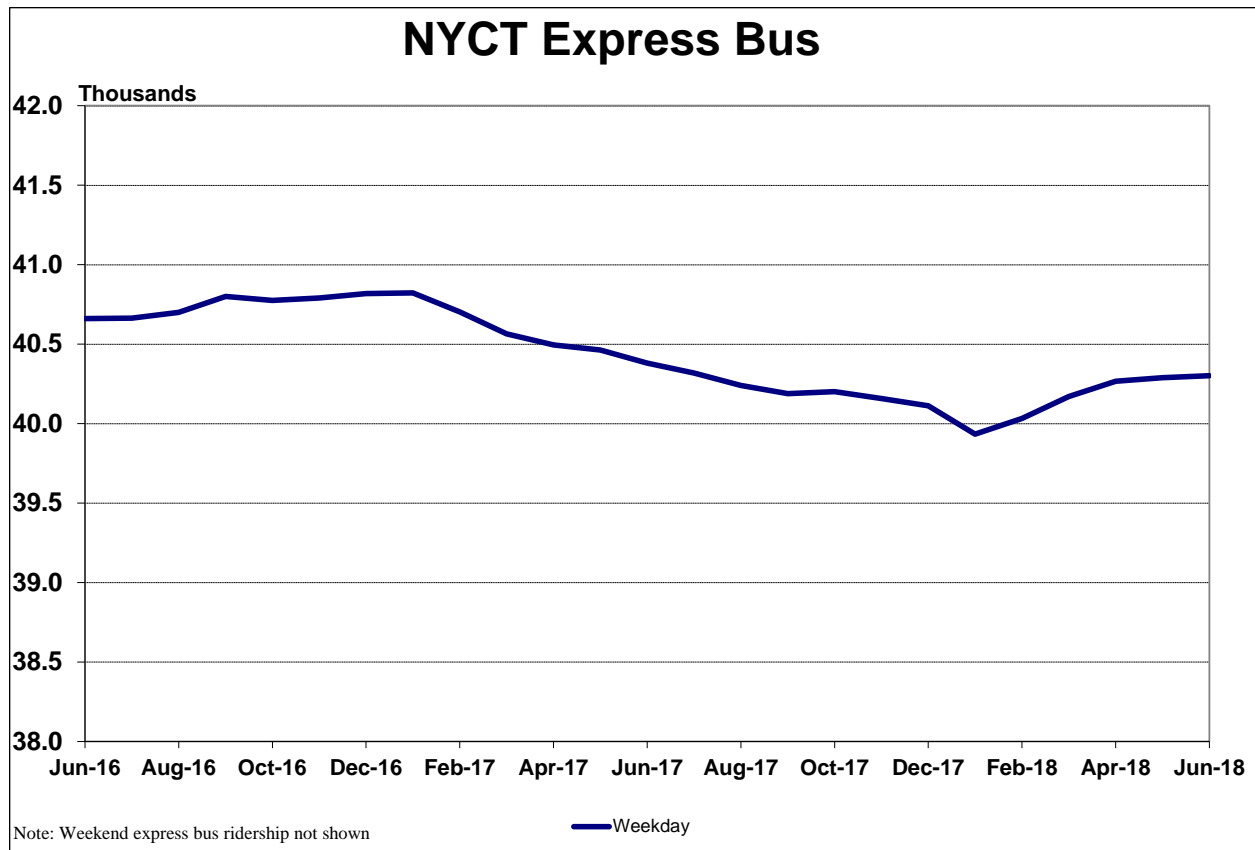
Average Weekday and Weekend Ridership
12-Month Rolling Averages



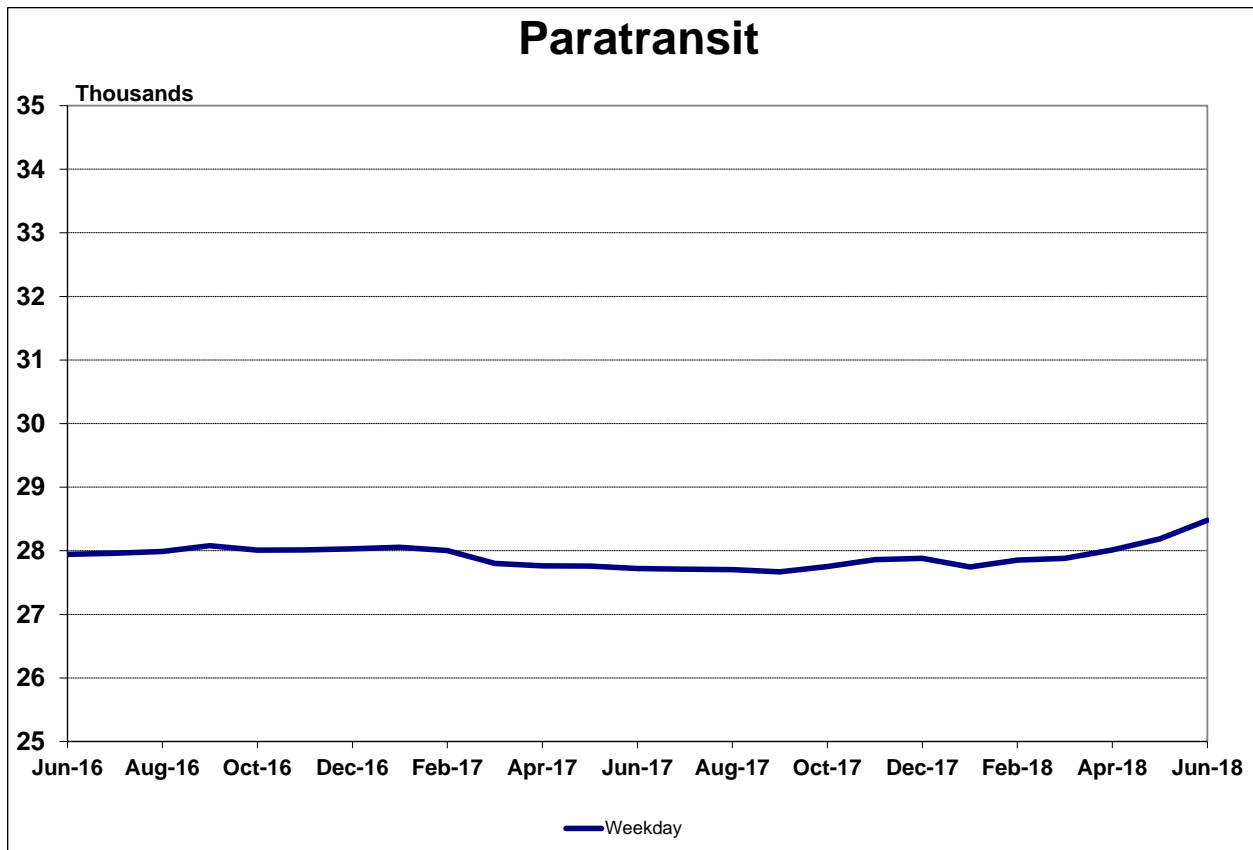
- Average weekday subway ridership was flat in 2016 and began to decline in 2017. The 12-month rolling average weekday subway ridership in June 2018 was 2.0 percent lower than June 2017, a larger decline than during the first quarter of 2018, as the downward trend accelerated in 2018.
- Average weekend ridership decreased from 2015 to 2016, and from 2016 to 2017. The 12-month rolling average weekend subway ridership in June 2018 was 4.2 percent lower than June 2017.



- Average weekday local bus ridership was 1.8 million in June 2018, a decrease of 6.0 percent from June 2017.
- Average weekend local bus ridership was 2.1 million in June 2018, a decrease of 5.1 percent from June 2017. The long-term downward trend in bus ridership accelerated in March 2017, possibly due to the fare increase, and has continued in 2018.



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



- Paratransit ridership has been fairly stable for the last two years, and the increase in the last two months is driven by a surge in E-hail trips.

Ridership on New York Area Transit Services

From June 2017 to June 2018, average weekday ridership was mixed across area services, with Paratransit (up 12.4 percent) and MTA Express Bus (up 5.9 percent) posting the largest gains, while NYCT Local Bus (down 6.0 percent) saw the greatest decline. Weekend ridership was also mixed across area services, with Paratransit (up 14.5 percent) and MTA Express Bus (up 13.4 percent) again showing large increases year-over-year.

Bridges and Tunnels traffic increased on weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Jun-17	Prelim Jun-18	Percent Change	12-Month Rolling Average Percent Change
Average Weekday				
NYCT Subway	5,698	5,569	-2.3%	-2.0%
NYCT Local Bus	1,892	1,778	-6.0%	-5.7%
NYCT Express Bus	41	41	+0.4%	-0.2%
NYCT Paratransit	29	32	+12.4%	+2.7%
Staten Island Railway	17	16	-2.8%	+1.9%
MTA Local Bus	368	361	-1.8%	-2.4%
MTA Express Bus	29	30	+5.9%	+4.6%
Long Island Rail Road	317	329	+3.5%	-0.7%
Metro-North Railroad	298	300	+0.5%	-0.2%
PATH	288	291	+1.0%	+3.8%
Average Weekend				
NYCT Subway	5,999	5,665	-5.6%	-4.2%
NYCT Local Bus	2,166	2,056	-5.1%	-5.5%
NYCT Express Bus	14	14	-1.2%	+2.1%
NYCT Paratransit	36	41	+14.5%	+5.2%
Staten Island Railway	9	9	-0.8%	+9.1%
MTA Local Bus	410	402	-2.2%	-2.7%
MTA Express Bus	11	13	+13.4%	+7.0%
Long Island Rail Road	217	229	+5.2%	+1.0%
Metro-North Railroad	250	253	+1.2%	+1.6%
PATH	223	218	-2.1%	+6.7%

MTA Bridges and Tunnels (thousands)				
Average Weekday	918	966	+5.2%	+3.3%
Average Weekend	1,707	1,832	+7.4%	+3.4%

Note: Percentages are based on unrounded data.

Economy

From June 2017 to June 2018, New York City employment increased 1.7 percent (74,400 jobs). Total private sector employment increased 2.0 percent (76,800 jobs) and government employment decreased 0.4 percent (2,400 jobs). All of the private employment sectors increased over the prior year with the exception of the manufacturing sector, which decreased 2.2 percent (1,600 jobs). The sector with the largest absolute increase was educational and health services, up 30,300 jobs (3.2 percent). The sector with the largest percentage increase was construction, up 5.5 percent (8,300 jobs).

NYC Employment by Sector - (thousands)					
Employment Sector	Jun-17	Jun-18	Change		
			Amount	%	% YTD
Construction	151.4	159.7	8.3	5.5%	4.6%
Manufacturing	73.9	72.3	-1.6	-2.2%	-2.2%
Trade & Transportation	635.1	642.3	7.2	1.1%	0.9%
Leisure & Hospitality	462.9	473.8	10.9	2.4%	1.1%
Financial Activities	474.1	478.2	4.1	0.9%	1.1%
Information	197.9	201.3	3.4	1.7%	0.9%
Professional & Business Services	748.4	761.9	13.5	1.8%	2.2%
Educational & Health Services	953.7	984.0	30.3	3.2%	3.6%
Other Services	193.5	194.2	0.7	0.4%	0.6%
Total Private	3,890.9	3,967.7	76.8	2.0%	1.9%
Government	547.4	545.0	-2.4	-0.4%	-0.4%
Total NYC Employment	4,438.3	4,512.7	74.4	1.7%	1.7%

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

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	Nonreimbursable		Var Percent		Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$294.194	\$294.174	(0.021)	0.0	\$0.000	\$0.000	-	-	\$294.194	\$294.174	(0.021)	0.0
Bus	\$78.543	\$78.922	\$0.379	0.5	\$0.000	\$0.000	-	-	\$78.543	\$78.922	\$0.379	0.5
Paratransit	\$1.528	\$1.754	\$0.226	14.8	\$0.000	\$0.000	-	-	\$1.528	\$1.754	\$0.226	14.8
Fare Liability	\$6.542	\$6.542	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.542	\$6.542	\$0.000	0.0
Farebox Revenue	\$380.807	\$381.391	\$0.585	0.2	\$0.000	\$0.000	-	-	\$380.807	\$381.391	\$0.585	0.2
Fare Reimbursement	\$6.133	\$6.613	\$0.481	7.8	\$0.000	\$0.000	-	-	\$6.133	\$6.613	\$0.481	7.8
Paratransit Reimbursement	\$15.007	\$15.888	\$0.881	5.9	\$0.000	\$0.000	-	-	\$15.007	\$15.888	\$0.881	5.9
Other Operating Revenue	\$14.566	\$12.766	(1.800)	(12.4)	\$0.000	\$0.000	-	-	\$14.566	\$12.766	(1.800)	(12.4)
Other Revenue	\$35.706	\$35.268	(0.438)	(1.2)	\$0.000	\$0.000	-	-	\$35.706	\$35.268	(0.438)	(1.2)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$125.529	\$109.790	(15.739)	(12.5)	\$125.529	\$109.790	(15.739)	(12.5)
Total Revenue	\$416.513	\$416.659	\$0.146	0.0	\$125.529	\$109.790	(15.739)	(12.5)	\$542.042	\$526.449	(15.593)	(2.9)
Expenses												
Labor :												
Payroll	\$286.142	\$278.202	\$7.941	2.8	\$57.835	\$38.491	\$19.345	33.4	\$343.978	\$316.692	\$27.286	7.9
Overtime	\$12.909	\$57.522	(44.613)	-	(7.567)	\$16.373	(23.940)	-	\$5.343	\$73.896	(68.553)	-
Total Salaries & Wages	\$299.052	\$335.724	(36.672)	(12.3)	\$50.269	\$54.864	(4.595)	(9.1)	\$349.321	\$390.588	(41.267)	(11.8)
Health and Welfare	\$85.233	\$86.010	(0.776)	(0.9)	\$1.479	\$2.042	(0.564)	(38.1)	\$86.712	\$88.052	(1.340)	(1.5)
OPEB Current Payment	\$54.533	\$59.382	(4.849)	(8.9)	\$1.126	\$0.819	\$0.306	27.2	\$55.658	\$60.201	(4.543)	(8.2)
Pensions	\$74.479	\$76.221	(1.742)	(2.3)	\$2.484	\$4.369	(1.885)	(75.9)	\$76.963	\$80.590	(3.627)	(4.7)
Other Fringe Benefits	\$38.582	\$43.038	(4.455)	(11.5)	\$15.850	\$17.140	(1.290)	(8.1)	\$54.432	\$60.177	(5.745)	(10.6)
Total Fringe Benefits	\$252.827	\$264.650	(11.823)	(4.7)	\$20.938	\$24.370	(3.432)	(16.4)	\$273.765	\$289.020	(15.255)	(5.6)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(13.813)	(25.617)	\$11.804	85.5	\$13.813	\$25.617	(11.804)	(85.5)	\$0.000	\$0.000	\$0.000	-
Labor	\$538.066	\$574.757	(36.691)	(6.8)	\$85.020	\$104.851	(19.831)	(23.3)	\$623.086	\$679.608	(56.522)	(9.1)
Non-Labor :												
Electric Power	\$28.471	\$22.422	\$6.049	21.2	(0.008)	\$0.020	(0.028)	-	\$28.463	\$22.442	\$6.022	21.2
Fuel	\$7.221	\$10.439	(3.218)	(44.6)	(0.372)	(0.207)	(0.165)	(44.4)	\$6.849	\$10.232	(3.383)	(49.4)
Insurance	\$5.694	\$5.777	(0.082)	(1.4)	\$0.000	\$0.000	\$0.000	-	\$5.694	\$5.777	(0.082)	(1.4)
Claims	\$14.278	\$14.278	\$0.000	0.0	\$0.000	\$0.000	-	-	\$14.278	\$14.278	\$0.000	0.0
Paratransit Service Contracts	\$34.086	\$40.758	(6.672)	(19.6)	\$0.000	\$0.000	\$0.000	-	\$34.086	\$40.758	(6.672)	(19.6)
Maintenance and Other Operating Contracts	\$25.867	\$17.970	\$7.897	30.5	\$20.536	\$2.653	\$17.883	87.1	\$46.403	\$20.622	\$25.780	55.6
Professional Service Contracts	\$5.418	\$14.229	(8.811)	-	\$6.503	\$0.050	\$6.452	-	\$11.920	\$14.279	(2.359)	(19.8)
Materials & Supplies	\$16.027	\$34.153	(18.126)	-	\$15.364	\$2.051	\$13.313	86.7	\$31.391	\$36.204	(4.813)	(15.3)
Other Business Expenses	\$3.192	\$6.945	(3.753)	-	(1.514)	\$0.372	(1.886)	-	\$1.678	\$7.316	(5.639)	-
Non-Labor	\$140.253	\$166.969	(26.716)	(19.0)	\$40.509	\$4.939	\$35.570	87.8	\$180.762	\$171.908	\$8.854	4.9
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$678.319	\$741.726	(63.407)	(9.3)	\$125.529	\$109.790	\$15.739	12.5	\$803.848	\$851.516	(47.668)	(5.9)
Depreciation	\$112.862	\$150.847	(37.985)	(33.7)	\$0.000	\$0.000	-	-	\$112.862	\$150.847	(37.985)	(33.7)
OPEB Liability	\$408.033	\$342.766	\$65.266	16.0	\$0.000	\$0.000	-	-	\$408.033	\$342.766	\$65.266	16.0
GASB 68 Pension Adjustment	(1.526)	(1.526)	\$0.000	0.0	\$0.000	\$0.000	-	-	(1.526)	(1.526)	\$0.000	0.0
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$1,197.688	\$1,233.814	(36.126)	(3.0)	\$125.529	\$109.790	\$15.739	12.5	\$1,323.216	\$1,343.603	(20.387)	(1.5)
OPERATING SURPLUS/DEFICIT	(781.175)	(817.154)	(35.980)	(4.6)	\$0.000	\$0.000	\$0.000	-	(781.175)	(817.154)	(35.980)	(4.6)

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
Jun - 2018 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Jun 2018
(\$ in Millions)

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	Nonreimbursable		Var Percent		Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$1,696.224	\$1,696.203	(0.021)	0.0	\$0.000	\$0.000	-	-	\$1,696.224	\$1,696.203	(0.021)	0.0
Bus	\$461.854	\$462.233	\$0.379	0.1	\$0.000	\$0.000	-	-	\$461.854	\$462.233	\$0.379	0.1
Paratransit	\$9.362	\$9.588	\$0.226	2.4	\$0.000	\$0.000	-	-	\$9.362	\$9.588	\$0.226	2.4
Fare Liability	\$39.252	\$39.252	\$0.000	0.0	\$0.000	\$0.000	-	-	\$39.252	\$39.252	\$0.000	0.0
Farebox Revenue	\$2,206.691	\$2,207.276	\$0.585	0.0	\$0.000	\$0.000	-	-	\$2,206.691	\$2,207.276	\$0.585	0.0
Fare Reimbursement	\$47.219	\$47.700	\$0.481	1.0	\$0.000	\$0.000	-	-	\$47.219	\$47.700	\$0.481	1.0
Paratransit Reimbursement	\$98.173	\$99.054	\$0.881	0.9	\$0.000	\$0.000	-	-	\$98.173	\$99.054	\$0.881	0.9
Other Operating Revenue	\$77.659	\$75.859	(1.800)	(2.3)	\$0.000	\$0.000	-	-	\$77.659	\$75.859	(1.800)	(2.3)
Other Revenue	\$223.051	\$222.613	(0.438)	(0.2)	\$0.000	\$0.000	-	-	\$223.051	\$222.613	(0.438)	(0.2)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$713.237	\$697.498	(15.739)	(2.2)	\$713.237	\$697.498	(15.739)	(2.2)
Total Revenue	\$2,429.743	\$2,429.889	\$0.146	0.0	\$713.237	\$697.498	(15.739)	(2.2)	\$3,142.980	\$3,127.387	(15.592)	(0.5)
Expenses												
Labor :												
Payroll	\$1,685.515	\$1,677.573	\$7.941	0.5	\$266.481	\$247.136	\$19.344	7.3	\$1,951.995	\$1,924.709	\$27.286	1.4
Overtime	\$299.169	\$343.782	(44.613)	(14.9)	\$69.024	\$92.964	(23.940)	(34.7)	\$368.193	\$436.746	(68.553)	(18.6)
Total Salaries & Wages	\$1,984.684	\$2,021.355	(36.671)	(1.8)	\$335.505	\$340.100	(4.596)	(1.4)	\$2,320.188	\$2,361.455	(41.267)	(1.8)
Health and Welfare	\$455.308	\$456.085	(0.777)	(0.2)	\$11.961	\$12.524	(0.563)	(4.7)	\$467.269	\$468.609	(1.340)	(0.3)
OPEB Current Payment	\$226.719	\$231.569	(4.850)	(2.1)	\$4.911	\$4.605	\$0.307	6.2	\$231.631	\$236.174	(4.543)	(2.0)
Pensions	\$461.951	\$463.692	(1.741)	(0.4)	\$17.956	\$19.841	(1.885)	(10.5)	\$479.907	\$483.533	(3.627)	(0.8)
Other Fringe Benefits	\$249.680	\$254.136	(4.456)	(1.8)	\$108.449	\$109.739	(1.290)	(1.2)	\$358.129	\$363.875	(5.746)	(1.6)
Total Fringe Benefits	\$1,393.659	\$1,405.482	(11.824)	(0.8)	\$143.277	\$146.709	(3.432)	(2.4)	\$1,536.936	\$1,552.192	(15.256)	(1.0)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(149.640)	(161.444)	\$11.804	7.9	\$149.640	\$161.444	(11.804)	(7.9)	\$0.000	\$0.000	\$0.000	-
Labor	\$3,228.702	\$3,265.393	(36.691)	(1.1)	\$628.422	\$648.254	(19.832)	(3.2)	\$3,857.124	\$3,913.647	(56.522)	(1.5)
Non-Labor :												
Electric Power	\$152.706	\$146.657	\$6.049	4.0	\$0.127	\$0.155	(0.028)	(21.7)	\$152.833	\$146.812	\$6.021	3.9
Fuel	\$57.617	\$60.835	(3.218)	(5.6)	\$0.050	\$0.215	(0.165)	-	\$57.667	\$61.050	(3.383)	(5.9)
Insurance	\$32.942	\$33.024	(0.082)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$32.942	\$33.024	(0.082)	(0.2)
Claims	\$85.666	\$85.666	\$0.000	0.0	\$0.000	\$0.000	-	-	\$85.666	\$85.666	\$0.000	0.0
Paratransit Service Contracts	\$207.181	\$213.852	(6.671)	(3.2)	\$0.000	\$0.000	\$0.000	-	\$207.181	\$213.852	(6.671)	(3.2)
Maintenance and Other Operating Contracts	\$139.620	\$131.723	\$7.897	5.7	\$36.845	\$18.961	\$17.884	48.5	\$176.465	\$150.684	\$25.781	14.6
Professional Service Contracts	\$88.853	\$97.664	(8.811)	(9.9)	\$11.065	\$4.613	\$6.452	58.3	\$99.918	\$102.277	(2.359)	(2.4)
Materials & Supplies	\$158.125	\$176.251	(18.126)	(11.5)	\$38.149	\$24.836	\$13.313	34.9	\$196.274	\$201.087	(4.814)	(2.5)
Other Business Expenses	\$40.708	\$44.461	(3.753)	(9.2)	(1.422)	\$0.464	(1.885)	-	\$39.286	\$44.925	(5.638)	(14.4)
Non-Labor	\$963.417	\$990.132	(26.715)	(2.8)	\$84.815	\$49.244	\$35.570	41.9	\$1,048.232	\$1,039.377	\$8.855	0.8
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	\$4,192.119	\$4,255.525	(63.406)	(1.5)	\$713.237	\$697.498	\$15.739	2.2	\$4,905.356	\$4,953.024	(47.668)	(1.0)
Depreciation	\$866.203	\$904.189	(37.985)	(4.4)	\$0.000	\$0.000	-	-	\$866.203	\$904.189	(37.985)	(4.4)
OPEB Liability	\$675.096	\$609.830	\$65.266	9.7	\$0.000	\$0.000	-	-	\$675.096	\$609.830	\$65.266	9.7
GASB 68 Pension Adjustment	(1.191)	(1.191)	\$0.000	0.0	\$0.000	\$0.000	-	-	(1.191)	(1.191)	\$0.000	0.0
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$5,732.227	\$5,768.353	(36.126)	(0.6)	\$713.237	\$697.498	\$15.739	2.2	\$6,445.464	\$6,465.851	(20.387)	(0.3)
OPERATING SURPLUS/DEFICIT	(3,302.484)	(3,338.464)	(35.980)	(1.1)	\$0.000	\$0.000	\$0.000	-	(3,302.484)	(3,338.464)	(35.980)	(1.1)

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
June 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	0.6	0.2	Subways was slightly below forecast. Buses was favorable to forecast by \$0.4 million (0.5 percent) and paratransit was also favorable by \$0.2 million (14.8 percent), due to increased E-hail trips	SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES		
Other Operating Revenue	NR	(0.4)	(1.2)	Largely lower real estate and advertising revenues, partly offset by favorable paratransit reimbursements			
Payroll	NR	7.9	2.8	Mainly vacancies, party offset by the unfavorable timing of expenses			
Overtime	NR	(44.6)	over (100.0)	Due primarily to subway service delays, vacancy/absentee coverage requirements, and the timing of SAP project cost overruns			
Health & Welfare (including OPEB current payment)	NR	(5.6)	(4.1)	Mainly the unfavorable timing of expenses			
Pension	NR	(1.7)	(2.3)	Primarily the unfavorable timing of NYCERS expenses			
Other Fringe Benefits	NR	(4.5)	(11.5)	Due mostly to higher FICA expenses than projected			
Reimbursable Overhead	NR	11.8	85.5	Caused largely by higher reimbursable overtime requirements			
Electric Power	NR	6.0	21.2	Primarily lower prices and consumption			
Fuel	NR	(3.2)	(44.6)	Due mainly to higher consumption and prices, partly offset by the favorable timing of expenses			
Paratransit Service Contracts	NR	(6.7)	(19.6)	Due principally to increased E-hail related trip activity			

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
June 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	7.9	30.5	Mainly lower revenue vehicle maintenance & repair requirements and the favorable timing of building-related expenses			
Professional Service Contracts	NR	(8.8)	over (100.0)	Mainly the unfavorable timing of various professional service contract requirements			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Materials & Supplies		(18.1)	over (100.0)	Principally higher non-vehicle maintenance requirements, including SAP requirements			
Capital and Other Reimbursements	R	(15.7)	(12.5)	Decreased reimbursements consistent with a decrease in reimbursable maintenance contract expense requirements			
Payroll	R	19.3	33.4	Mainly vacancies/absentees not available for Capital Support/project requirements			
Overtime	R	(23.9)	over (100.0)	Due mainly to vacancy/absentee coverage requirements and additional Capital support			
Maintenance Contracts	R	17.9	87.1	Largely the favorable timing of maintenance services requirements			
Professional Service Contracts	R	6.5	100.0	Primarily the favorable timing of various professional service contract requirements			
Materials & Supplies	R	13.3	86.7	Mainly the favorable timing of maintenance material requirements			
Other Business Expenses	R	(1.9)	n/a	The unfavorable timing of various miscellaneous expenses			

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2018 Mid_Year
Cash Receipts and Expenditures
Jun FY18
(\$ in Millions)

7/31/2018 01:27 PM

	Month				Year-To-Date			
	Forecast	Actual	Favorable(Unfavorable)		Forecast	Actual	Favorable(Unfavorable)	
	Mid_Year		Variance	Percent	Mid_Year		Variance	Percent
Receipts								
Farebox Revenue	354.721	373.216	18.495	5.2	2,206.891	2,225.386	18.495	0.8
Fare Reimbursement	4.848	13.800	8.952	-	11.161	20.113	8.952	80.2
Paratransit Reimbursement	3.251	3.921	0.670	20.6	91.157	91.827	0.670	0.7
Other Operating Revenue	4.734	3.855	(0.879)	(18.6)	22.003	21.124	(0.879)	(4.0)
Other Revenue	12.833	21.576	8.743	68.1	124.321	133.064	8.743	7.0
Capital and Other Reimbursements	165.529	119.187	(46.342)	(28.0)	689.111	642.768	(46.343)	(6.7)
Total Revenue	533.082	513.979	(19.103)	(3.6)	3,020.323	3,001.218	(19.105)	(0.6)
Expenditures								
Labor :								
Payroll	319.217	291.774	27.442	8.6	1,958.752	1,931.309	27.443	1.4
Overtime	5.343	73.896	(68.553)	-	368.193	436.746	(68.553)	(18.6)
Total Salaries & Wages	324.559	365.670	(41.111)	(12.7)	2,326.945	2,368.055	(41.110)	(1.8)
Health and Welfare	86.712	71.026	15.686	18.1	460.141	444.455	15.686	3.4
OPEB Current Payment	55.658	60.201	(4.543)	(8.2)	231.825	236.368	(4.543)	(2.0)
Pensions	76.963	80.573	(3.610)	(4.7)	479.843	483.452	(3.609)	(0.8)
Other Fringe Benefits	49.064	51.171	(2.107)	(4.3)	255.643	257.750	(2.107)	(0.8)
Total Fringe Benefits	268.397	262.971	5.426	2.0	1,427.452	1,422.025	5.427	0.4
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	592.956	628.641	(35.685)	(6.0)	3,754.397	3,790.080	(35.683)	(1.0)
Non-Labor :								
Electric Power	25.686	20.598	5.088	19.8	152.833	147.745	5.088	3.3
Fuel	10.059	10.083	(0.024)	(0.2)	57.667	57.690	(0.023)	0.0
Insurance	8.403	8.500	(0.097)	(1.2)	51.451	51.546	(0.095)	(0.2)
Claims	9.893	11.360	(1.467)	(14.8)	70.756	72.224	(1.468)	(2.1)
Paratransit Service Contracts	33.586	35.278	(1.692)	(5.0)	205.001	206.692	(1.691)	(0.8)
Maintenance and Other Operating Contracts	56.403	22.277	34.126	60.5	177.350	143.224	34.126	19.2
Professional Service Contracts	15.571	15.982	(0.411)	(2.6)	99.250	100.560	(1.310)	(1.3)
Materials & Supplies	30.616	30.633	(0.017)	(0.1)	204.421	204.440	(0.019)	0.0
Other Business Expenses	0.488	7.348	(6.860)	-	39.286	46.145	(6.859)	(17.5)
Non-Labor	190.705	162.059	28.646	15.0	1,058.015	1,030.266	27.749	2.6
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	783.661	790.700	(7.039)	(0.9)	4,812.412	4,820.346	(7.934)	(0.2)
Depreciation	0.000	\$0.000	0.000	-	0.000	\$0.000	0.000	-
OPEB Liability	0.000	\$0.000	0.000	-	0.000	\$0.000	0.000	-
GASB 68 Pension Adjustment	0.000	\$0.000	0.000	-	0.000	\$0.000	0.000	-
Environmental Remediation	0.000	\$0.000	0.000	-	0.000	\$0.000	0.000	-
Total Expenditures	783.661	790.700	(7.039)	(0.9)	4,812.412	4,820.346	(7.934)	(0.2)
Net Surplus/(Deficit)	(250.578)	(276.721)	(26.143)	(10.4)	(1,792.088)	(1,819.128)	(27.040)	(1.5)

Note: Totals may not add due to rounding
Mid_Year. Final

Table 5

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL CASH BASIS
June 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	18.5	5.2	Primarily the favorable timing of receipts			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Other Operating Receipts	8.7	68.1	Due principally to the favorable timing of NYC partial reimbursement of paratransit expenses			
Capital and Other Reimbursements	(46.3)	(28.0)	Largely the unfavorable timing of capital reimbursements			
Salaries & Wages	(41.1)	(12.7)	Primarily higher overtime requirements covering vacancies			
Health & Welfare (including OPEB current payment)	11.1	7.8	Primarily the favorable timing of payments			
Electric Power	5.1	19.8	Primarily lower prices and consumption			
Paratransit Service Contracts	(1.7)	(5.0)	Due principally to increased E-hail related trip activity, partly offset by the favorable timing of payments			
Maintenance Contracts	34.1	60.5	Mainly the favorable timing of expenses and payments			
Other Business Expenses	(6.9)	over (100.0)	The unfavorable timing of various miscellaneous expenses			

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2018 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Jun FY18
(\$ in Millions)

7/31/2018 01:36 PM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	(26.086)	(8.175)	\$17.911	68.7	\$0.200	\$18.110	\$17.910	-
Fare Reimbursement	(1.285)	\$7.187	\$8.471	-	(36.058)	(27.587)	\$8.471	23.5
Paratransit Reimbursement	(11.757)	(11.967)	(0.211)	(1.8)	(7.017)	(7.227)	(0.211)	(3.0)
Other Operating Revenue	(9.832)	(8.911)	\$0.921	9.4	(55.656)	(54.735)	\$0.921	1.7
Other Revenue	(22.873)	(13.692)	\$9.181	40.1	(98.730)	(89.549)	\$9.181	9.3
Capital and Other Reimbursements	\$40.000	\$9.397	(30.603)	(76.5)	(24.126)	(54.730)	(30.604)	-
Total Revenue	(8.959)	(12.470)	(3.511)	(39.2)	(122.656)	(126.169)	(3.513)	(2.9)
Expenses								
Labor :								
Payroll	\$24.761	\$24.918	\$0.157	0.6	(6.757)	(6.600)	\$0.157	2.3
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	\$24.761	\$24.918	\$0.157	0.6	(6.757)	(6.600)	\$0.157	2.3
Health and Welfare	\$0.000	\$17.026	\$17.026	-	\$7.128	\$24.154	\$17.026	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	(0.194)	(0.194)	\$0.000	0.0
Pensions	\$0.000	\$0.017	\$0.017	-	\$0.064	\$0.081	\$0.017	26.9
Other Fringe Benefits	\$5.368	\$9.006	\$3.638	67.8	\$102.486	\$106.125	\$3.639	3.6
Total Fringe Benefits	\$5.368	\$26.049	\$20.681	-	\$109.484	\$130.167	\$20.682	18.9
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Labor	\$30.130	\$50.967	\$20.838	69.2	\$102.728	\$123.567	\$20.839	20.3
Non-Labor :								
Electric Power	\$2.777	\$1.844	(0.933)	(33.6)	\$0.000	(0.933)	(0.933)	-
Fuel	(3.210)	\$0.149	\$3.359	-	\$0.000	\$3.360	\$3.360	-
Insurance	(2.709)	(2.723)	(0.014)	(0.5)	(18.509)	(18.522)	(0.013)	(0.1)
Claims	\$4.384	\$2.918	(1.467)	(33.4)	\$14.910	\$13.442	(1.468)	(9.8)
Paratransit Service Contracts	\$0.500	\$5.480	\$4.980	-	\$2.180	\$7.160	\$4.980	-
Maintenance and Other Operating Contracts	(10.000)	(1.655)	\$8.345	83.5	(0.885)	\$7.460	\$8.345	-
Professional Service Contracts	(3.650)	(1.703)	\$1.948	53.4	\$0.668	\$1.717	\$1.049	-
Materials & Supplies	\$0.775	\$5.571	\$4.796	-	(8.148)	(3.353)	\$4.795	58.9
Other Business Expenses	\$1.190	(0.032)	(1.222)	-	\$0.000	(1.220)	(1.220)	-
Non-Labor	(9.942)	\$9.849	\$19.791	-	(9.783)	\$9.111	\$18.894	-
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	\$20.187	\$60.816	\$40.629	-	\$92.944	\$132.678	\$39.733	42.7
Depreciation	\$112.862	\$150.847	\$37.985	33.7	\$866.203	\$904.189	\$37.985	4.4
OPEB Liability	\$408.033	\$342.766	(65.266)	(16.0)	\$675.096	\$609.830	(65.266)	(9.7)
GASB 68 Pension Adjustment	(1.526)	(1.526)	\$0.000	0.0	(1.191)	(1.191)	\$0.000	0.0
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$539.556	\$552.903	\$13.348	2.5	\$1,633.052	\$1,645.505	\$12.453	0.8
Total Cash Conversion Adjustments	\$530.596	\$540.433	\$9.837	1.9	\$1,510.396	\$1,519.336	\$8.940	0.6

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
June 2018

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav)</u>	<u>Explanation</u>
Administration				
Office of the President	33	33	0	
Law	320	292	28	
Office of the EVP	36	30	6	
Human Resources	252	252	0	
Office of Management and Budget	42	40	2	
Capital Planning & Budget	35	29	6	
Strategy & Customer Experience	206	192	14	
Non-Departmental	(26)	-	(26)	
Labor Relations	100	87	13	
Materiel	256	258	(2)	
Controller	125	118	7	
Total Administration	1,379	1,331	48	
Operations				
Subways Service Delivery	8,629	8,541	88	Mostly Train & Tower Operators
Subways Operations Support/Admin	444	466	(22)	
Subways Stations	2,753	2,625	128	Mostly Station Supervisors & Agents
Sub-total Subways	11,826	11,632	194	
Buses	11,057	10,889	168	Largely Bus Operators
Paratransit	213	203	10	
Operations Planning	400	379	21	
Revenue Control	649	624	25	
Non-Departmental	0	(1)	1	
Total Operations	24,145	23,726	419	
Maintenance				
Subways Operations Support/Admin	185	178	7	
Subways Engineering	392	350	42	
Subways Car Equipment	5,256	5,231	25	
Subways Infrastructure	1,761	1,721	40	
Subways Elevators & Escalators	482	426	56	Mainly Elev. & Escal. Maintainers
Subways Stations	3,397	3,268	129	Mostly Cleaners & Maintainers
Subways Track	3,258	3,171	87	Largely Track Workers & Maintainers
Subways Power	664	684	(20)	
Subways Signals	1,637	1,630	7	
Subways Electronic Maintenance	1,699	1,559	140	Primarily PTE/Maintainer shortage
Sub-total Subways	18,731	18,218	513	
Buses	3,664	3,616	48	
Supply Logistics	571	566	5	
System Safety	97	93	4	
Non-Departmental	(140)	18	(158)	
Total Maintenance	22,923	22,511	412	
Engineering/Capital				
Capital Program Management	1,418	1,415	3	
Total Engineering/Capital	1,418	1,415	3	
Public Safety				
Security	645	648	(3)	
Total Public Safety	645	648	(3)	
Total Positions	50,510	49,631	879	
Non-Reimbursable	44,968	44,622	346	
Reimbursable	5,542	5,009	533	
Total Full-Time	50,311	49,415	896	
Total Full-Time Equivalents	199	216	(17)	

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
June 2018

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	505	438	67	
Professional, Technical, Clerical	838	865	(27)	
Operational Hourlies	36	28	8	
Total Administration	1,379	1,331	48	
Operations				
Managers/Supervisors	2,875	2,771	104	
Professional, Technical, Clerical	582	568	14	
Operational Hourlies	20,688	20,387	301	
Total Operations	24,145	23,726	419	
Maintenance				
Managers/Supervisors	4,135	4,021	114	
Professional, Technical, Clerical	1,142	1,040	102	
Operational Hourlies	17,646	17,450	196	
Total Maintenance	22,923	22,511	412	
Engineering/Capital				
Managers/Supervisors	360	345	15	
Professional, Technical, Clerical	1,056	1,068	(12)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,418	1,415	3	
Public Safety				
Managers/Supervisors	268	267	1	
Professional, Technical, Clerical	41	38	3	
Operational Hourlies	336	343	(7)	
Total Public Safety	645	648	(3)	
Total Positions				
Managers/Supervisors	8,143	7,842	301	
Professional, Technical, Clerical	3,659	3,579	80	
Operational Hourlies	38,708	38,210	498	
Total Positions	50,510	49,631	879	

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

	Jun						Jun Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	470,082	\$14.645	357,395	\$11.835	112,687	\$2.810 19.2%	2,258,121	\$73.764	2,145,434	\$70.954	112,687	\$2.810 3.8%
<u>Unscheduled Service</u>	(625,037)	(\$7.547)	366,780	\$14.241	(991,817)	(\$21.788) *	1,993,511	\$67.023	2,985,328	\$88.811	(991,817)	(\$21.788) -32.5%
<u>Programmatic/Routine Maintenance</u>	562,217	\$20.764	816,763	\$25.637	(254,545)	(\$4.873) -23.5%	3,169,311	\$113.995	3,423,857	\$118.868	(254,545)	(\$4.873) -4.3%
<u>Vacancy/Absentee Coverage</u>	(324,419)	(\$12.377)	125,924	\$4.825	(450,344)	(\$17.202) *	313,820	\$10.153	764,164	\$27.355	(450,344)	(\$17.202) *
<u>Weather Emergencies</u>	5,670	\$0.170	2,779	\$0.109	2,892	\$0.060 35.5%	1,017,788	\$33.644	1,014,896	\$33.584	2,892	\$0.060 0.2%
<u>Safety/Security/Law Enforcement</u>	13,216	\$0.410	8,569	\$0.254	4,647	\$0.156 38.1%	57,692	\$1.706	53,045	\$1.550	4,647	\$0.156 9.1%
<u>Other</u>	(133,777)	(\$3.155)	16,184	\$0.621	(149,962)	(\$3.776) *	(38,886)	(\$1.116)	111,075	\$2.661	(149,962)	(\$3.776) *
Subtotal	(32,048)	\$12.910	1,694,394	\$57.523	(1,726,442)	(\$44.614) *	8,771,357	\$299.169	10,497,799	\$343.783	(1,726,442)	(\$44.614) -14.9%
REIMBURSABLE OVERTIME	(308,222)	(\$7.567)	415,158	\$16.373	(723,380)	(\$23.939) *	1,868,286	\$69.024	2,591,666	\$92.963	(723,380)	(\$23.939) -34.7%
TOTAL OVERTIME	(340,270)	\$5.343	2,109,552	\$73.896	(2,449,822)	(\$68.553) *	10,639,643	\$368.193	13,089,465	\$436.746	(2,449,822)	(\$68.553) -18.6%

Totals may not add due to rounding

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

* Exceeds 100%

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

	Jun			Jun Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	112,687	\$2.8 (6.3%)		112,687	\$2.8 (6.3%)	
<u>Unscheduled Service</u>	(991,817)	(\$21.8) 48.8%	Unfavorable variance due to subway service delays	(991,817)	(\$21.8) 48.8%	Unfavorable variance due to subway service delays and \$2M overrun in SAP
<u>Programmatic/Routine Maintenance</u>	(254,545)	(\$4.9) 10.9%	Unfavorable variance mainly due to timing of SAP project cost overruns.	(254,545)	(\$4.9) 10.9%	Unfavorable variance mainly due to timing of SAP project cost overruns.
<u>Vacancy/Absentee Coverage</u>	(450,344)	(\$17.2) 38.6%	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Bus dispatchers and Track and Signal hourly employees	(450,344)	(\$17.2) 38.6%	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Bus dispatchers and Track and Signal hourly employees
<u>Weather Emergencies</u>	2,892	\$0.1 (0.1%)		2,892	\$0.1 (0.1%)	
<u>Safety/Security/Law Enforcement</u>	4,647	\$0.2 (0.3%)		4,647	\$0.2 (0.3%)	
<u>Other</u>	(149,962)	(\$3.8) 8.5%	Timing of a correction entry re-classed from NR to RMB	(149,962)	(\$3.8) 8.5%	Timing of a correction entry re-classed from NR to RMB
Subtotal	(1,726,442)	(\$44.6) 65.1%		(1,726,442)	(\$44.6) 65.1%	
REIMBURSABLE OVERTIME	(723,380)	(\$23.9) 34.9%	Unfavorable variance mainly due to vacancy/absentee Coverage and additional Capital support	(723,380)	(\$23.9) 34.9%	Unfavorable variance mainly due to vacancy/absentee Coverage and additional Capital support
TOTAL OVERTIME	(2,449,822)	(\$68.6)		(2,449,822)	(\$68.6)	

Totals may not add due to rounding.

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2018 Overtime Reporting
Overtime Legend

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

Preliminary June 2018 Report: Staten Island Railway

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

Summary of Preliminary Financial Results

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

- June 2018 Staten Island Railway ridership of 381,439 riders was 11,625 riders (3.0 percent) below forecast. Average weekday ridership of 16,211 riders was 464 riders (2.8 percent) below prior year.
- Farebox revenue of \$0.6 million was slightly below forecast.
- Operating expenses of \$4.8 million were below forecast by \$0.5 million (9.6 percent).
 - Labor expenses were slightly above forecast by \$0.1 million (1.6 percent).
 - Non-labor expenses were under forecast by \$0.6 million (44.0%).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

June 2018

(All data are preliminary and subject to audit)

Total **ridership** in June 2018 was 381,439 riders, 3.0 percent (11,625 riders) below forecast. Year-to-date, ridership was 2,299,085 riders, 0.5 percent (11,626 riders) lower than forecast. June 2018 average weekday ridership was 16,211 riders, 2.8 percent (464 riders) lower than June 2017. Average weekday ridership for the twelve months ending June 2018 was 16,440 riders, 1.9 percent (299 riders) above the previous twelve-month period.

Operating revenue of \$0.8 million in June was less than \$0.1 million (2.6 percent) above the Mid-Year Forecast (forecast). Inasmuch as the forecast includes actual results through May, the June year-to-date results represent the same dollar variances from the forecast as in the month.

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were lower than forecast in June by \$0.5 million (9.6 percent).

- Labor expenses were slightly above forecast by a net \$0.1 million (1.6 percent). Overtime expenses exceeded forecast by \$0.2 million (over 100.0 percent), due primarily to the unfavorable timing of project work requirements. Other fringe benefits were above forecast by \$0.1 million (23.0 percent), due mostly to the timing of billing regarding interagency personnel. Partly offsetting these overruns was an underrun in health & welfare/OPEB current expenses of \$0.2 million (25.7 percent), due to the favorable timing of expenses.
- Non-labor expenses underran forecast by a net \$0.6 million (44.0 percent), due mainly to an underrun in maintenance contract expenses, mainly from the favorable timing of non-revenue vehicle purchases and various maintenance work requirements.

Again, as noted above in the Operating Revenue section, the year-to-date expense results are the same as the month results, inasmuch as the forecast includes actual results through May.

Depreciation expenses of \$5.9 million year-to-date were above forecast by \$0.5 million (9.4 percent). OPEB Liability expenses of \$3.5 million were favorable by \$0.2 million (5.5 percent). GASB #68 Pension Adjustment reported a credit of \$0.4 million, favorable to forecast by \$0.5 million.

The **operating cash deficit** (excluding subsidies) was \$26.6 million year-to-date, \$1.5 million (5.4 percent) favorable to forecast.

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

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	Nonreimbursable		Var Percent		Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	\$0.608	\$0.600	(0.008)	(1.2)	\$0.000	\$0.000	-	-	\$0.608	\$0.600	(0.008)	(1.2)
Other Revenue	\$0.168	\$0.196	\$0.028	16.6	\$0.000	\$0.000	-	-	\$0.168	\$0.196	\$0.028	16.6
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.117	\$0.177	\$0.060	51.0	\$0.117	\$0.177	\$0.060	51.0
Total Revenue	\$0.776	\$0.796	\$0.020	2.6	\$0.117	\$0.177	\$0.060	51.0	\$0.893	\$0.973	\$0.080	9.0
Expenses												
Labor :												
Payroll	\$2.072	\$2.082	(0.010)	(0.5)	\$0.027	\$0.066	(0.039)	-	\$2.099	\$2.148	(0.049)	(2.3)
Overtime	\$0.015	\$0.254	(0.239)	-	\$0.127	\$0.029	\$0.099	77.6	\$0.142	\$0.283	(0.141)	(98.8)
Total Salaries & Wages	\$2.087	\$2.336	(0.249)	(12.0)	\$0.154	\$0.095	\$0.060	38.8	\$2.241	\$2.431	(0.190)	(8.5)
Health and Welfare	\$0.647	\$0.370	\$0.277	42.8	\$0.000	\$0.000	\$0.000	-	\$0.647	\$0.370	\$0.277	42.8
OPEB Current Payment	\$0.223	\$0.277	(0.053)	(23.8)	\$0.000	\$0.000	(0.001)	-	\$0.223	\$0.277	(0.054)	(24.1)
Pensions	\$0.599	\$0.582	\$0.017	2.8	\$0.000	\$0.000	\$0.000	-	\$0.599	\$0.582	\$0.017	2.8
Other Fringe Benefits	\$0.457	\$0.562	(0.105)	(23.0)	\$0.000	\$0.000	-	-	\$0.457	\$0.562	(0.105)	(23.0)
Total Fringe Benefits	\$1.926	\$1.791	\$0.135	7.0	\$0.000	\$0.000	(0.001)	-	\$1.926	\$1.791	\$0.135	7.0
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.026)	(0.076)	\$0.049	-	\$0.026	\$0.076	(0.049)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$3.987	\$4.051	(0.065)	(1.6)	\$0.180	\$0.171	\$0.010	5.3	\$4.167	\$4.222	(0.055)	(1.3)
Non-Labor :												
Electric Power	\$0.430	\$0.264	\$0.166	38.6	\$0.000	\$0.000	\$0.000	-	\$0.430	\$0.264	\$0.166	38.5
Fuel	\$0.015	\$0.003	\$0.012	78.1	\$0.000	\$0.000	\$0.000	-	\$0.015	\$0.003	\$0.012	78.1
Insurance	\$0.098	\$0.060	\$0.038	38.9	\$0.000	\$0.000	\$0.000	-	\$0.098	\$0.060	\$0.038	38.9
Claims	(0.002)	\$0.020	(0.022)	-	\$0.000	\$0.000	-	-	(0.002)	\$0.020	(0.022)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.498	\$0.094	\$0.404	81.1	\$0.000	\$0.000	-	-	\$0.498	\$0.094	\$0.404	81.1
Professional Service Contracts	\$0.122	\$0.013	\$0.109	89.2	(0.002)	\$0.001	(0.003)	-	\$0.120	\$0.014	\$0.106	88.1
Materials & Supplies	\$0.130	\$0.212	(0.082)	(62.9)	(0.062)	\$0.005	(0.066)	-	\$0.069	\$0.217	(0.148)	-
Other Business Expenses	\$0.003	\$0.057	(0.054)	-	\$0.000	\$0.000	-	-	\$0.003	\$0.057	(0.054)	-
Non-Labor	\$1.294	\$0.724	\$0.570	44.0	(0.063)	\$0.006	(0.069)	-	\$1.231	\$0.730	\$0.501	40.7
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	\$5.281	\$4.775	\$0.505	9.6	\$0.117	\$0.177	(0.060)	(51.0)	\$5.398	\$4.952	\$0.446	8.3
Depreciation	\$0.482	\$0.992	(0.510)	-	\$0.000	\$0.000	-	-	\$0.482	\$0.992	(0.510)	-
OPEB Liability	\$1.882	\$1.676	\$0.206	10.9	\$0.000	\$0.000	-	-	\$1.882	\$1.676	\$0.206	10.9
GASB 68 Pension Adjustment	\$0.271	(0.213)	\$0.484	-	\$0.000	\$0.000	-	-	\$0.271	(0.213)	\$0.484	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$7.915	\$7.230	\$0.685	8.7	\$0.117	\$0.177	(0.060)	(51.0)	\$8.032	\$7.407	\$0.625	7.8
OPERATING SURPLUS/DEFICIT	(7.140)	(6.435)	\$0.705	9.9	\$0.000	\$0.000	\$0.000	-	(7.140)	(6.435)	\$0.705	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 STATEN ISLAND RAILWAY
Jun - 2018 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Jun 2018
(\$ in Millions)

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	Nonreimbursable		Var Percent		Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	\$3.428	\$3.421	(0.008)	(0.2)	\$0.000	\$0.000	-	-	\$3.428	\$3.421	(0.008)	(0.2)
Other Revenue	\$1.441	\$1.469	\$0.028	1.9	\$0.000	\$0.000	-	-	\$1.441	\$1.469	\$0.028	1.9
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$1.269	\$1.329	\$0.060	4.7	\$1.269	\$1.329	\$0.060	4.7
Total Revenue	\$4.870	\$4.890	\$0.020	0.4	\$1.269	\$1.329	\$0.060	4.7	\$6.139	\$6.219	\$0.080	1.3
Expenses												
Labor :												
Payroll	\$11.802	\$11.812	(0.010)	(0.1)	\$0.320	\$0.359	(0.039)	(12.2)	\$12.123	\$12.172	(0.049)	(0.4)
Overtime	\$1.949	\$2.189	(0.239)	(12.3)	\$0.236	\$0.137	\$0.099	41.9	\$2.185	\$2.326	(0.141)	(6.4)
Total Salaries & Wages	\$13.752	\$14.001	(0.249)	(1.8)	\$0.556	\$0.496	\$0.060	10.8	\$14.308	\$14.497	(0.190)	(1.3)
Health and Welfare	\$2.634	\$2.357	\$0.277	10.5	\$0.000	\$0.000	\$0.000	-	\$2.634	\$2.357	\$0.277	10.5
OPEB Current Payment	\$1.248	\$1.301	(0.053)	(4.3)	\$0.002	\$0.003	(0.001)	(33.3)	\$1.250	\$1.304	(0.054)	(4.3)
Pensions	\$3.509	\$3.492	\$0.017	0.5	\$0.000	\$0.000	\$0.000	-	\$3.509	\$3.492	\$0.017	0.5
Other Fringe Benefits	\$2.890	\$2.994	(0.105)	(3.6)	\$0.000	\$0.000	-	-	\$2.890	\$2.994	(0.105)	(3.6)
Total Fringe Benefits	\$10.281	\$10.145	\$0.135	1.3	\$0.002	\$0.003	(0.001)	(33.3)	\$10.283	\$10.148	\$0.135	1.3
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.330)	(0.379)	\$0.049	15.0	\$0.331	\$0.380	(0.049)	(15.0)	\$0.000	\$0.001	\$0.000	(16.7)
Labor	\$23.702	\$23.767	(0.065)	(0.3)	\$0.889	\$0.879	\$0.010	1.1	\$24.591	\$24.646	(0.055)	(0.2)
Non-Labor :												
Electric Power	\$2.429	\$2.263	\$0.166	6.8	\$0.001	\$0.002	\$0.000	(16.7)	\$2.431	\$2.265	\$0.166	6.8
Fuel	\$0.147	\$0.135	\$0.012	7.9	\$0.000	\$0.000	\$0.000	-	\$0.147	\$0.135	\$0.012	7.9
Insurance	\$0.609	\$0.571	\$0.038	6.2	\$0.000	\$0.000	\$0.000	-	\$0.609	\$0.571	\$0.038	6.2
Claims	\$0.098	\$0.120	(0.022)	(22.3)	\$0.000	\$0.000	-	-	\$0.098	\$0.120	(0.022)	(22.3)
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.854	\$0.450	\$0.404	47.3	\$0.000	\$0.000	-	-	\$0.854	\$0.450	\$0.404	47.3
Professional Service Contracts	\$0.309	\$0.200	\$0.109	35.1	\$0.010	\$0.012	(0.003)	(28.8)	\$0.319	\$0.213	\$0.106	33.2
Materials & Supplies	\$1.032	\$1.114	(0.082)	(8.0)	\$0.369	\$0.436	(0.066)	(18.0)	\$1.401	\$1.549	(0.148)	(10.6)
Other Business Expenses	\$0.174	\$0.229	(0.054)	(31.2)	\$0.000	\$0.000	-	-	\$0.174	\$0.229	(0.054)	(31.2)
Non-Labor	\$5.652	\$5.082	\$0.570	10.1	\$0.380	\$0.450	(0.069)	(18.2)	\$6.032	\$5.532	\$0.501	8.3
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	\$29.354	\$28.849	\$0.505	1.7	\$1.269	\$1.329	(0.060)	(4.7)	\$30.623	\$30.178	\$0.446	1.5
Depreciation	\$5.411	\$5.921	(0.510)	(9.4)	\$0.000	\$0.000	-	-	\$5.411	\$5.921	(0.510)	(9.4)
OPEB Liability	\$3.736	\$3.530	\$0.206	5.5	\$0.000	\$0.000	-	-	\$3.736	\$3.530	\$0.206	5.5
GASB 68 Pension Adjustment	\$0.058	(0.426)	\$0.484	-	\$0.000	\$0.000	-	-	\$0.058	(0.426)	\$0.484	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$38.559	\$37.874	\$0.685	1.8	\$1.269	\$1.329	(0.060)	(4.7)	\$39.828	\$39.203	\$0.625	1.6
OPERATING SURPLUS/DEFICIT	(33.689)	(32.984)	\$0.705	2.1	\$0.000	\$0.000	\$0.000	-	(33.689)	(32.984)	\$0.705	2.1

Note: Totals may not add due to rounding

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

Table 3

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JUNE 2018
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/		Reason for Variance	Favorable/		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	(0.008)	(1.2)	Lower ridership as forecasted positive trend did not continue	SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES		
Other Operating Revenue	Non Reimb.	0.028	16.6	The favorable timing of student fare reimbursements			
Payroll	Non Reimb.	(0.010)	(0.5)	The unfavorable timing of expenses			
Overtime	Non Reimb.	(0.239)	over (100.0)	The unfavorable timing of project work requirements			
Health and Welfare (including OPEB current payment)	Non Reimb.	0.224	25.7	The favorable timing of expenses			
Pension	Non Reimb.	0.017	2.8	The favorable timing of expenses			
Other Fringe Benefits	Non Reimb.	(0.105)	(23.0)	Mostly the timing of billing regarding interagency personnel			
Electric Power	Non Reimb.	0.166	38.6	Mostly the timing of expenses and lower prices			
Fuel	Non Reimb.	0.012	78.1	Largely the timing of expenses			
Insurance	Non Reimb.	0.038	38.9	The favorable timing of interagency billing with MTA			
Maintenance & Other Operating Contracts	Non Reimb.	0.404	81.1	Mainly the favorable timing of non-revenue vehicle purchases and various maintenance work requirements			
Professional Service Contracts	Non Reimb.	0.109	89.2	Mostly the favorable timing of bridge inspections and other professional service expenses			
Materials and Supplies	Non Reimb.	(0.082)	(62.9)	Largely the unfavorable timing of various material requirements			
Other Business Expenses	Non Reimb.	(0.054)	over (100.0)	Mainly various needs not foreseen in the forecast			
Capital and Other Reimbursements	Reimb.	0.060	51.0	Timing of contractor requirements			
Payroll	Reimb.	(0.039)	over (100.0)	Timing of contractor requirements			
Overtime	Reimb.	0.099	77.6	Timing of contractor requirements			

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2018 Mid_Year
Cash Receipts and Expenditures
Jun FY18
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.608	\$0.608	\$0.001	0.1	\$3.371	\$3.372	\$0.001	0.0
Other Revenue	\$0.168	\$0.037	(0.131)	(78.2)	\$0.542	\$1.216	\$0.673	-
Capital and Other Reimbursements	\$0.405	\$0.051	(0.354)	(87.3)	\$1.618	\$1.264	(0.354)	(21.9)
Total Revenue	\$1.181	\$0.696	(0.484)	(41.0)	\$5.531	\$5.851	\$0.320	5.8
Expenditures								
Labor :								
Payroll	\$2.099	\$1.347	\$0.752	35.8	\$13.686	\$12.934	\$0.752	5.5
Overtime	\$0.142	\$0.223	(0.081)	(57.0)	\$2.095	\$2.176	(0.081)	(3.9)
Total Salaries & Wages	\$2.241	\$1.570	\$0.671	29.9	\$15.781	\$15.110	\$0.671	4.3
Health and Welfare	\$0.649	\$0.505	\$0.144	22.2	\$2.499	\$2.355	\$0.144	5.8
OPEB Current Payment	\$0.223	\$0.188	\$0.035	15.8	\$0.645	\$0.609	\$0.035	5.5
Pensions	\$0.599	\$0.582	\$0.017	2.8	\$3.509	\$3.492	\$0.017	0.5
Other Fringe Benefits	\$0.243	\$0.488	(0.245)	-	\$1.689	\$1.934	(0.245)	(14.5)
Total Fringe Benefits	\$1.714	\$1.763	(0.049)	(2.9)	\$8.342	\$8.391	(0.049)	(0.6)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$3.955	\$3.333	\$0.622	15.7	\$24.123	\$23.501	\$0.622	2.6
Non-Labor :								
Electric Power	\$0.423	\$0.419	\$0.005	1.1	\$2.471	\$2.466	\$0.005	0.2
Fuel	\$0.043	\$0.006	\$0.037	85.9	\$0.122	\$0.085	\$0.037	30.2
Insurance	\$0.074	\$0.000	\$0.074	-	\$0.074	\$0.000	\$0.074	-
Claims	\$0.012	\$0.000	\$0.012	-	\$0.017	\$0.006	\$0.012	67.4
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.498	\$0.083	\$0.415	83.3	\$4.560	\$4.145	\$0.415	9.1
Professional Service Contracts	\$0.120	\$0.010	\$0.110	91.7	\$0.289	\$0.179	\$0.110	38.1
Materials & Supplies	\$0.069	\$0.133	(0.064)	(92.7)	\$1.954	\$2.018	(0.064)	(3.3)
Other Business Expenses	\$0.003	\$0.007	(0.005)	-	\$0.056	\$0.060	(0.005)	(8.1)
Non-Labor	\$1.242	\$0.658	\$0.583	47.0	\$9.543	\$8.959	\$0.583	6.1
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$5.196	\$3.991	\$1.205	23.2	\$33.666	\$32.460	\$1.205	3.6
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$5.196	\$3.991	\$1.205	23.2	\$33.666	\$32.460	\$1.205	3.6
Net Surplus/(Deficit)	(4.015)	(3.294)	\$0.721	18.0	(28.134)	(26.609)	\$1.525	5.4

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
JUNE 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	-	-		SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES		
Other Operating Revenue	(0.131)	(78.2%)	Mostly the unfavorable timing of student fare reimbursements			
Capital and Other Reimbursements	(0.354)	(87.3%)	The unfavorable timing of reimbursements			
Salaries & Wages	0.671	29.9%	Mostly the favorable timing of payments			
Health and Welfare (including OPEB current payment)	0.179	20.5%	Primarily the favorable timing of expenses			
Other Fringe Benefits	(0.245)	over (100.0)	Largely the unfavorable timing of payments			
Maintenance Contracts	0.415	83.3%	Mainly the favorable timing of non-revenue vehicle purchases and various maintenance work requirements			
Professional Service Contracts	0.110	91.7%	Mostly the favorable timing of bridge inspections and other professional service expenses			

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2018 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Jun FY18
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	\$0.008	\$0.008	-	(0.057)	(0.049)	\$0.008	14.3
Other Revenue	\$0.000	(0.159)	(0.159)	-	(0.899)	(0.254)	\$0.645	71.8
Capital and Other Reimbursements	\$0.288	(0.125)	(0.414)	-	\$0.349	(0.065)	(0.414)	-
Total Revenue	\$0.288	(0.276)	(0.564)	-	(0.607)	(0.368)	\$0.240	39.5
Expenses								
Labor :								
Payroll	\$0.000	\$0.801	\$0.801	-	(1.563)	(0.762)	\$0.801	51.2
Overtime	\$0.000	\$0.060	\$0.060	-	\$0.090	\$0.150	\$0.060	66.3
Total Salaries & Wages	\$0.000	\$0.861	\$0.861	-	(1.473)	(0.613)	\$0.861	58.4
Health and Welfare	(0.002)	(0.135)	(0.133)	-	\$0.135	\$0.002	(0.133)	(98.6)
OPEB Current Payment	\$0.000	\$0.089	\$0.089	-	\$0.606	\$0.695	\$0.089	14.7
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.214	\$0.074	(0.140)	(65.3)	\$1.200	\$1.060	(0.140)	(11.7)
Total Fringe Benefits	\$0.212	\$0.029	(0.184)	(86.5)	\$1.941	\$1.757	(0.184)	(9.5)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.001	\$0.001	-
Labor	\$0.213	\$0.889	\$0.677	-	\$0.467	\$1.145	\$0.677	-
Non-Labor :								
Electric Power	\$0.007	(0.155)	(0.161)	-	(0.040)	(0.201)	(0.161)	-
Fuel	(0.028)	(0.003)	\$0.025	90.0	\$0.024	\$0.050	\$0.025	-
Insurance	\$0.024	\$0.060	\$0.036	-	\$0.535	\$0.571	\$0.036	6.7
Claims	(0.013)	\$0.020	\$0.033	-	\$0.081	\$0.114	\$0.033	41.3
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	\$0.011	\$0.011	-	(3.706)	(3.695)	\$0.011	0.3
Professional Service Contracts	\$0.000	\$0.004	\$0.004	-	\$0.030	\$0.034	\$0.004	14.4
Materials & Supplies	\$0.000	\$0.085	\$0.085	-	(0.553)	(0.468)	\$0.085	15.3
Other Business Expenses	\$0.000	\$0.050	\$0.050	-	\$0.119	\$0.168	\$0.050	42.1
Non-Labor	(0.011)	\$0.072	\$0.083	-	(3.510)	(3.428)	\$0.083	2.4
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	\$0.202	\$0.961	\$0.760	-	(3.043)	(2.283)	\$0.760	25.0
Depreciation	\$0.482	\$0.992	\$0.510	-	\$5.411	\$5.921	\$0.510	9.4
OPEB Liability	\$1.882	\$1.676	(0.206)	(10.9)	\$3.736	\$3.530	(0.206)	(5.5)
GASB 68 Pension Adjustment	\$0.271	(0.213)	(0.484)	-	\$0.058	(0.426)	(0.484)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$2.836	\$3.416	\$0.580	20.5	\$6.162	\$6.743	\$0.581	9.4
Total Cash Conversion Adjustments	\$3.124	\$3.140	\$0.016	0.5	\$5.555	\$6.375	\$0.821	14.8

Note: Totals may not add due to rounding

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

**MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
JUNE 2018**

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	9	4
General Office	9	14	(5)
Purchasing/Stores	6	3	3
Total Administration	28	26	2
Operations			
Transportation	111	108	3
Total Operations	111	108	3
Maintenance			
Mechanical	52	51	1
Electronics/Electrical	15	14	1
Power/Signals	27	26	1
Maintenance of Way	69	72	(3)
Infrastructure	26	30	(4)
Total Maintenance	189	193	(4)
Engineering/Capital			
Capital Project Support	14	9	5
Total Engineering Capital	14	9	5
Total Positions	342	336	6
Non-Reimbursable	328	327	1
Reimbursable	14	6	8
Total Full-Time	342	336	6
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
JUNE 2018

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	14	2	
Professional, Technical, Clerical	12	12	0	
Operational Hourlies	0	0	0	
Total Administration	28	26	2	
Operations				
Managers/Supervisors	9	5	4	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	99	102	(3)	
Total Operations	111	108	3	
Maintenance				
Managers/Supervisors	16	22	(6)	
Professional, Technical, Clerical	6	6	0	
Operational Hourlies	167	165	2	
Total Maintenance	189	193	(4)	
Engineering/Capital				
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	44	44	0	
Professional, Technical, Clerical	23	19	4	
Operational Hourlies	275	273	2	
Total Positions	342	336	6	

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

Month of June				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.393	0.381	(0.012)	(3.0%)	Positive trend used in forecast has not continued
Year-to-Date				
2.311	2.299	(0.012)	(0.5%)	

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 June				Explanation
	2017	2018	Variance		
			Amount	Percent	
Average Weekday	0.017	0.016	(0.000)	(2.8%)	
Average Weekend	0.009	0.009	(0.000)	(0.8%)	
	12-Month Rolling Average				
Average Weekday	0.016	0.016	0.000	1.9%	
Average Weekend	0.008	0.008	0.001	9.1%	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 June 2018 Report: Bus Company

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

Summary of Preliminary Financial Results

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

- June 2018 Bus Company ridership of 10.1 million was less than 0.1 million (0.4 percent) above forecast.
- Farebox revenue of \$19.4 million was \$1.0 million (5.2 percent) over forecast.
- Operating expenses of \$64.6 million were \$4.7 million (6.8 percent) below forecast.
 - Labor expenses exceeded forecast by a net \$1.6 million (3.4 percent), including overruns in payroll expenses of \$1.5 million (6.2 percent) and overtime expenses of \$0.7 million (14.2 percent). Partly offsetting these overruns were favorable results in other fringe benefits of \$0.5 million (7.8 percent).
 - Non-labor expenses underran by \$6.3 million (28.0 percent), including primarily favorable results in materials & supplies expenses of \$2.9 million (45.1 percent) and maintenance contract expenses of \$2.2 million (45.0 percent).

MTA BUS FINANCIAL AND RIDERSHIP REPORT June 2018

(All data are preliminary and subject to audit)

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

Total MTA Bus **ridership** in June 2018 was 10.1 million, 0.4 percent (less than 0.1 million riders) above forecast. Since the forecast includes the first five months of actual results, the year-to-date June dollar variances are therefore the same as the June month dollar variances. Average weekday ridership for the twelve months ending June 2018 was 393,193, a decrease of 1.9 percent (7,615 riders) from the twelve months ending June 2017.

Operating revenue in June exceeded forecast by \$1.1 million (5.6 percent), due largely to higher farebox revenue, driven by increased ridership.

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$64.6 million in June, \$4.7 million (6.8 percent) below forecast.

- Labor expenses overran forecast by \$1.6 million (3.4 percent), including higher payroll expenses of \$1.5 million (6.2 percent), mainly from prior period interagency expenses. Overtime expenses were also above forecast by \$0.7 million (14.2 percent), evolving mostly from the impacts of vacancies and traffic. Other fringe benefits were below forecast by \$0.5 million (7.8 percent), caused by favorable interagency billings.
- Non-labor expenses were below forecast by \$6.3 million (28.0 percent). Materials & supplies expenses were favorable by \$2.9 million (45.1 percent), due primarily to the timing of implementation of a new fare payment system and the timing of the rollout of SBS (Select Bus Service) routes. Maintenance contract expenses were also below forecast by \$2.2 million (45.0 percent), resulting from the timing of the Shop Program, bus technology and also SBS rollouts.
- Again, regarding year-to-date results, since the forecast includes the first five months of actual results, the year-to-date June dollar variances are therefore the same as the June month dollar variances.

Depreciation expenses year-to-date of \$26.7 million, essentially equal to the forecast.

Other Post-Employment Benefit accrued expenses of \$34.6 million year-to-date were under forecast by \$4.7 million (11.9 percent).

Regarding GASB #68 Pension Expense Adjustment, there were no accrued expenses or credits recorded year-to-date. The Mid-Year Forecast assumed expenses of \$6.5 million.

Environmental remediation expenses of \$0.2 million were recorded year-to-date, compared to a zero forecast.

The **operating cash deficit** (excluding subsidies) was \$230.2 million year-to-date, \$18.4 million (7.4 percent) favorable to forecast.

MTA BUS COMPANY
JULY FINANCIAL PLAN 2018 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June 2018
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 18.445	\$ 19.406	\$ 0.961	5.2	\$ -	\$ -	\$ -	-	\$ 18.445	\$ 19.406	\$ 0.961	5.2
Other Operating Income	1.675	1.836	0.161	9.6	-	-	-	-	1.675	1.836	0.161	9.6
Capital and Other Reimbursements	-	-	-	-	0.478	0.563	0.085	17.8	0.478	0.563	0.085	17.8
Total Revenue	\$ 20.120	\$ 21.242	\$ 1.122	5.6	\$ 0.478	\$ 0.563	\$ 0.085	17.8	\$ 20.598	\$ 21.805	\$ 1.207	5.9
-												
Labor:												
Payroll	\$ 23.462	\$ 24.916	\$ (1.454)	(6.2)	\$ 0.161	\$ 0.350	\$ (0.189)	*	\$ 23.623	\$ 25.266	\$ (1.643)	(7.0)
Overtime	5.121	5.850	(0.729)	(14.2)	-	-	-	-	5.121	5.850	(0.729)	(14.2)
Health and Welfare	5.573	5.824	(0.251)	(4.5)	0.157	-	0.157	100.0	5.730	5.824	(0.094)	(1.6)
OPEB Current Payment	2.087	1.811	0.276	13.2	-	-	-	-	2.087	1.811	0.276	13.2
Pensions	4.422	4.538	(0.115)	(2.6)	-	-	-	-	4.422	4.538	(0.115)	(2.6)
Other Fringe Benefits	6.230	5.746	0.484	7.8	-	-	-	-	6.230	5.746	0.484	7.8
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.006)	(0.213)	0.207	*	0.006	0.213	(0.207)	*	-	-	-	-
Total Labor Expenses	\$ 46.889	\$ 48.472	\$ (1.582)	(3.4)	\$ 0.324	\$ 0.563	\$ (0.239)	(73.8)	\$ 47.213	\$ 49.035	\$ (1.821)	(3.9)
Non-Labor:												
Electric Power	\$ 0.175	\$ 0.137	\$ 0.038	21.7	\$ -	\$ -	\$ -	-	\$ 0.175	\$ 0.137	\$ 0.038	21.7
Fuel	2.091	1.285	0.806	38.5	-	-	-	-	2.091	1.285	0.806	38.5
Insurance	0.497	0.481	0.016	3.2	-	-	-	-	0.497	0.481	0.016	3.2
Claims	4.912	5.000	(0.088)	(1.8)	-	-	-	-	4.912	5.000	(0.088)	(1.8)
Maintenance and Other Operating Contracts	4.812	2.649	2.163	45.0	0.033	-	0.033	100.0	4.845	2.649	2.196	45.3
Professional Service Contracts	2.966	2.648	0.318	10.7	-	(0.060)	0.060	-	2.966	2.588	0.378	12.8
Materials & Supplies	6.435	3.532	2.903	45.1	0.121	-	0.121	100.0	6.556	3.532	3.024	46.1
Other Business Expense	0.504	0.380	0.124	24.6	-	-	-	-	0.504	0.380	0.124	24.6
Total Non-Labor Expenses	\$ 22.392	\$ 16.112	\$ 6.281	28.0	\$ 0.154	\$ (0.060)	\$ 0.214	*	\$ 22.546	\$ 16.052	\$ 6.495	28.8
Other Expense Adjustments :												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adj.	\$ 69.281	\$ 64.583	\$ 4.698	6.8	\$ 0.478	\$ 0.503	\$ (0.025)	(5.2)	\$ 69.759	\$ 65.086	\$ 4.673	6.7
Depreciation	4.400	4.406	(0.006)	(0.1)	-	-	-	-	4.400	4.406	(0.006)	(0.1)
OPEB Obligation	9.887	5.200	4.687	47.4	-	-	-	-	9.887	5.200	4.687	47.4
GASB 68 Pension Adjustment	6.473	-	6.473	100.0	-	-	-	-	6.473	-	6.473	100.0
Environmental Remediation	-	0.218	(0.218)	-	-	-	-	-	-	0.218	(0.218)	-
Total Expenses	\$ 90.040	\$ 74.407	\$ 15.633	17.4	\$ 0.478	\$ 0.503	\$ (0.025)	(5.2)	\$ 90.518	\$ 74.910	\$ 15.608	17.2
Net Surplus/(Deficit)	\$ (69.920)	\$ (53.165)	\$ 16.755	24.0	\$ -	\$ 0.060	\$ 0.060	-	\$ (69.920)	\$ (53.105)	\$ 16.815	24.0

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2018 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June 2018 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 106.997	\$ 107.958	\$ 0.961	0.9	\$ -	\$ -	\$ -	-	\$ 106.997	\$ 107.958	\$ 0.961	0.9
Other Operating Income	10.227	10.388	0.161	1.6	-	-	-	-	10.227	10.388	0.161	1.6
Capital and Other Reimbursements	-	-	-	-	3.022	3.107	0.085	2.8	3.022	3.107	0.085	2.8
Total Revenue	\$ 117.224	\$ 118.346	\$ 1.122	1.0	\$ 3.022	\$ 3.107	\$ 0.085	2.8	\$ 120.246	\$ 121.453	\$ 1.207	1.0
Expenses												
Labor:												
Payroll	\$ 142.457	\$ 143.911	\$ (1.454)	(1.0)	1.743	1.932	\$ (0.189)	(10.8)	\$ 144.200	\$ 145.843	\$ (1.643)	(1.1)
Overtime	34.155	34.884	(0.729)	(2.1)	-	-	-	-	34.155	34.884	(0.729)	(2.1)
Health and Welfare	38.785	39.036	(0.251)	(0.6)	0.157	-	0.157	100.0	38.942	39.036	(0.094)	(0.2)
OPEB Current Payment	10.602	10.326	0.276	2.6	-	-	-	-	10.602	10.326	0.276	2.6
Pensions	26.058	26.174	(0.115)	(0.4)	-	-	-	-	26.058	26.174	(0.115)	(0.4)
Other Fringe Benefits	32.432	31.948	0.484	1.5	-	-	-	-	32.432	31.948	0.484	1.5
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.969)	(1.176)	0.207	21.4	0.969	1.176	(0.207)	(21.4)	(0.000)	(0.000)	-	0.0
Total Labor Expenses	\$ 283.521	\$ 285.103	\$ (1.582)	(0.6)	\$ 2.868	\$ 3.107	\$ (0.239)	(8.3)	\$ 286.389	\$ 288.210	\$ (1.821)	(0.6)
Non-Labor:												
Electric Power	\$ 1.017	\$ 0.979	\$ 0.038	3.7	\$ -	\$ -	\$ -	-	\$ 1.017	\$ 0.979	\$ 0.038	3.7
Fuel	13.550	12.744	0.806	5.9	-	-	-	-	13.550	12.744	0.806	5.9
Insurance	2.886	2.870	0.016	0.6	-	-	-	-	2.886	2.870	0.016	0.6
Claims	29.912	30.000	(0.088)	(0.3)	-	-	-	-	29.912	30.000	(0.088)	(0.3)
Maintenance and Other Operating Contracts	15.753	13.590	2.163	13.7	0.033	-	0.033	100.0	15.786	13.590	2.196	13.9
Professional Service Contracts	14.495	14.177	0.318	2.2	0.060	-	0.060	100.0	14.555	14.177	0.378	2.6
Materials & Supplies	23.998	21.095	2.903	12.1	0.134	0.013	0.121	90.3	24.132	21.108	3.024	12.5
Other Business Expense	1.924	1.800	0.124	6.4	-	-	-	-	1.924	1.800	0.124	6.4
Total Non-Labor Expenses	\$ 103.535	\$ 97.254	\$ 6.281	6.1	\$ 0.227	\$ 0.013	\$ 0.214	94.3	\$ 103.762	\$ 97.267	\$ 6.495	6.3
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adj.	\$ 387.055	\$ 382.357	\$ 4.698	1.2	\$ 3.095	\$ 3.120	\$ (0.025)	(0.8)	\$ 390.150	\$ 385.477	\$ 4.673	1.2
Depreciation	26.673	26.679	(0.006)	(0.0)	-	-	-	-	26.673	26.679	(0.006)	(0.0)
OPEB Obligation	39.317	34.630	4.687	11.9	-	-	-	-	39.317	34.630	4.687	11.9
GASB 68 Pension Adjustment	6.473	-	6.473	100.0	-	-	-	-	6.473	-	6.473	100.0
Environmental Remediation	-	0.218	(0.218)	-	-	-	-	-	-	0.218	(0.218)	-
Total Expenses	\$ 459.517	\$ 443.884	\$ 15.633	3.4	\$ 3.095	\$ 3.120	\$ (0.025)	(0.8)	\$ 462.612	\$ 447.004	\$ 15.608	3.4
Net Surplus/(Deficit)	\$ (342.293)	\$ (325.538)	\$ 16.755	4.9	\$ (0.073)	\$ (0.013)	\$ 0.060	82.0	\$ (342.367)	\$ (325.552)	\$ 16.815	4.9

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NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2018 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	June 2018				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$ 0.961	5.2	Higher ridership		\$ 0.961	0.9	Higher ridership	
Other Operating Revenue	NR	\$ 0.161	9.6	Receipt of students reimbursements		\$ 0.161	1.6	Receipt students reimbursements	
Capital and Other Reimbursements	R	\$ 0.085	17.8	(a)		\$ 0.085	2.8	(a)	
Total Revenue Variance		\$ 1.207	5.9			\$ 1.207	1.0		
Payroll	NR	\$ (1.454)	(6.2)	Prior period interagency expense		\$ (1.454)	(1.0)	Prior period interagency expense	
Overtime	NR	\$ (0.729)	(14.2)	Vacancies and traffic, offset by timing of bus technology		\$ (0.729)	(2.1)	Vacancies and traffic, offset by timing of bus technology	
Health and Welfare	NR	\$ (0.251)	(3.3)	Higher expenses		\$ (0.251)	(0.6)	Higher expenses	
OPEB Current Payment	NR	\$ 0.276	13.2	Timing of expenses		\$ 0.276	2.6	Timing of expenses	
Pension	NR	\$ (0.115)	(2.6)	Higher expenses		\$ (0.115)	(0.4)	Higher expenses	
Other Fringe Benefits	NR	\$ 0.484	7.8	Favorable interagency billings		\$ 0.484	1.5	Favorable interagency billings	
Reimbursable Overhead	NR	\$ 0.207	-	Greater than budgeted		\$ 0.207	-	Greater than budgeted	
Electric Power	NR	\$ 0.038	21.7	(a)		\$ 0.038	21.7	(a)	
Fuel	NR	\$ 0.806	38.5	CNG rebate		\$ 0.806	5.9	CNG rebate	
Insurance	NR	\$ 0.016	3.2	(a)		\$ 0.016	0.6	(a)	
Claims	NR	\$ (0.088)	(1.8)	(a)		\$ (0.088)	(0.3)	(a)	
Maintenance and Other Operating Contracts	NR	\$ 2.163	45.0	Timing of Shop program, bus technology and SBS rollouts		\$ 2.163	13.7	Timing of Shop program, bus technology and SBS rollouts	
Professional Service Contracts	NR	\$ 0.318	10.7	Mainly due to timing of interagency billing		\$ 0.318	2.2	Mainly due to timing of interagency billing	
Materials & Supplies	NR	\$ 2.903	45.1	Timing of new fare payment system and SBS routes rollouts		\$ 2.903	12.1	Timing of new fare payment system and SBS routes rollouts	
Other Business Expense	NR	\$ 0.124	24.6	Timing of Misc. expenses		\$ 0.124	6.4	Timing of Misc. expenses	
Depreciation	NR	\$ (0.006)	(0.1)	Non cash expense		\$ (0.006)	(0.0)	Non cash expense	
Other Post Employment Benefits	NR	\$ 4.687	47.4	Non cash expense		\$ 4.687	11.9	Non cash expense	
GASB 68 Pension Adjustment	NR	\$ 6.473	100.0	Non cash expense		\$ 6.473	100.0	Non cash expense	
Environmental Remediation	NR	\$ (0.218)	-	Not Budgeted		\$ (0.218)	-	Not Budgeted	
Payroll	R	\$ (0.189)	*	Timing of charges		\$ (0.189)	(10.8)	Timing of charges	
Health and Welfare	R	\$ 0.157	100.0	Timing of charges		\$ 0.157	100.0	Timing of charges.	
Pension	R	\$ -	-			\$ -	-		
Other Fringe Benefits	R	\$ -	-			\$ -	-		
Maintenance and Other Operating Contracts	R	\$ 0.033	*	Timing of charges		\$ 0.033	*	Timing of charges	
Professional Service Contracts	R	\$ 0.060	*	Correction of misclassification		\$ 0.060	-	Correction of misclassification	
Materials & Supplies	R	\$ 0.121	*	Timing of charges		\$ 0.121	*	Timing of charges	
Total Expense Variance		\$ 15.608	17.2			\$ 15.608	3.4		
Net Variance		\$ 16.815	24.0			\$ 16.815	4.9		

(a) - Variance less than 100K

MTA BUS COMPANY
JULY FINANCIAL PLAN 2018 MID YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES

(\$ in millions)

	June 2018					Year-To-Date				
			Favorable (Unfavorable)					Favorable (Unfavorable)		
	Mid Year Forecast	Actual	Variance	Percent		Mid Year Forecast	Actual	Variance	Percent	
Receipts										
Farebox Revenue	\$ 18.445	\$ 16.786	\$ (1.659)	(9.0)	\$	109.003	\$ 107.344	\$ (1.659)	(1.5)	
Other Operating Revenue	2.302	6.773	4.471	*		6.726	11.197	4.471	66.5	
Capital and Other Reimbursements	0.796	0.540	(0.256)	(32.2)		3.265	3.009	(0.256)	(7.8)	
Total Receipts	\$ 21.543	\$ 24.099	\$ 2.556	11.9	\$	118.994	\$ 121.550	\$ 2.556	2.1	
Expenditures										
<i>Labor:</i>										
Payroll	\$ 23.978	\$ 19.791	\$ 4.187	17.5	\$	136.533	\$ 132.346	\$ 4.187	3.1	
Overtime	5.121	5.850	(0.729)	(14.2)		34.154	34.883	(0.729)	(2.1)	
Health and Welfare	5.625	6.019	(0.394)	(7.0)		40.020	40.414	(0.394)	(1.0)	
OPEB Current Payment	2.039	1.811	0.228	11.2		11.213	10.985	0.228	2.0	
Pensions	4.530	4.538	(0.008)	(0.2)		25.916	25.924	(0.008)	(0.0)	
Other Fringe Benefits	5.056	3.286	1.770	35.0		25.248	23.478	1.770	7.0	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	-	-	-		0.297	0.297	-	0.0	
Total Labor Expenditures	\$ 46.349	\$ 41.294	\$ 5.055	10.9	\$	273.382	\$ 268.327	\$ 5.055	1.8	
<i>Non-Labor:</i>										
Electric Power	\$ 0.175	\$ 0.136	\$ 0.039	22.3	\$	1.016	\$ 0.977	\$ 0.039	3.8	
Fuel	2.078	2.481	(0.403)	(19.4)		13.631	14.034	(0.403)	(3.0)	
Insurance	0.831	-	0.831	100.0		0.831	-	0.831	100.0	
Claims	2.452	1.507	0.945	38.5		10.918	9.973	0.945	8.7	
Maintenance and Other Operating Contracts	5.703	2.677	3.026	53.1		22.912	19.886	3.026	13.2	
Professional Service Contracts	4.609	2.137	2.472	53.6		14.451	11.979	2.472	17.1	
Materials & Supplies	5.889	2.133	3.756	63.8		28.472	24.716	3.756	13.2	
Other Business Expenses	0.488	0.317	0.171	35.0		2.022	1.851	0.171	8.5	
Total Non-Labor Expenditures	\$ 22.225	\$ 11.388	\$ 10.837	48.8	\$	94.253	\$ 83.416	\$ 10.837	11.5	
<i>Other Expenditure Adjustments :</i>										
Other	-	-	-	-		-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$	-	\$ -	\$ -	-	
Total Expenditures	\$ 68.574	\$ 52.682	\$ 15.892	23.2	\$	367.635	\$ 351.743	\$ 15.892	4.3	
Operating Cash Surplus/(Deficit)	\$ (47.031)	\$ (28.583)	\$ 18.448	39.2	\$	(248.641)	\$ (230.193)	\$ 18.448	7.4	

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2018 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

	June 2018				Year-To-Date			
	Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
Operating Receipts or Disbursements	\$	%			\$	%		
Farebox Revenue	\$	(1.659)	(9.0)	Timing of receipts	\$	(1.659)	(1.5)	Timing of receipts
Other Operating Revenue		4.471	*	Receipt of students reimbursements		4.471	66.5	Receipt of students reimbursements
Capital and Other Reimbursements		(0.256)	(32.2)	Timing of reimbursement receipts		(0.256)	(7.8)	Timing of reimbursement receipts
Total Receipts	\$	2.556	11.9		\$	2.556	2.1	
Payroll	\$	4.187	17.5	Reimbursement of interagency receipts from prior periods and RWA	\$	4.187	3.1	Reimbursement of interagency receipts from prior periods and RWA
Overtime		(0.729)	(14.2)	Vacancies and traffic, offset by timing of bus technology		(0.729)	(2.1)	Vacancies and traffic, offset by timing of bus technology
Health and Welfare		(0.394)	(7.0)	Higher expenses		(0.394)	(1.0)	Higher expenses
OPEB Current Payment		0.228	11.2	Timing of expenses		0.228	2.0	Timing of expenses
Pension		(0.008)	(0.2)	(a)		(0.008)	(0.0)	(a)
Other Fringe Benefits		1.770	35.0	Reimbursement of interagency receipts from prior periods and RWA		1.770	7.0	Reimbursement of interagency receipts from prior periods and RWA
Reimbursable Overhead		-	-			-	-	Not budgeted
Electric Power		0.039	22.3	(a)		0.039	3.8	(a)
Fuel		(0.403)	(19.4)	Higher cost for diesel and CNG fuels		(0.403)	(3.0)	Higher cost for diesel and CNG fuels
Insurance		0.831	100.0	Timing of payments		0.831	100.0	Timing of payments
Claims		0.945	38.5	Lower Claim payments		0.945	8.7	Lower Claim payments
Maintenance and Other Operating Contracts		3.026	53.1	Timing of Shop program, bus technology and SBS rollouts		3.026	13.2	Timing of Shop program, bus technology and SBS rollouts
Professional Service Contracts		2.472	53.6	Timing of inter-agency billing		2.472	17.1	Timing of inter-agency billing
Materials & Supplies		3.756	63.8	Mainly due to lower general maintenance material expenses and timing of SBS rollouts		3.756	13.2	Mainly due to lower general maintenance material expenses and timing of SBS rollouts
Other Business Expenditure		0.171	35.0	(a)		0.171	8.5	Timing of expenses
Total Expenditures	\$	15.892	23.2		\$	15.892	4.3	
Net Cash Variance	\$	18.448	39.2		\$	18.448	7.4	

(a) - Variance less than 100K

MTA BUS COMPANY
JULY FINANCIAL PLAN 2018 MID YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

(\$ in millions)

	June 2018					Year-To-Date				
			Favorable (Unfavorable)					Favorable (Unfavorable)		
	Mid Year Forecast	Actual	Variance	Percent		Mid Year Forecast	Actual	Variance	Percent	
Receipts										
Farebox Revenue	\$ -	\$ (2.620)	\$ (2.620)	-		\$ 2.006	\$ (0.614)	\$ (2.620)	*	
Other Operating Revenue	0.627	4.937	4.310	*		(3.501)	0.809	4.310	*	
Capital and Other Reimbursements	0.318	(0.023)	(0.341)	*		0.243	(0.098)	(0.341)	*	
Total Receipts	\$ 0.945	\$ 2.294	\$ 1.349	*		\$ (1.252)	\$ 0.097	\$ 1.349	*	
Expenditures										
<i>Labor:</i>										
Payroll	\$ (0.355)	\$ 5.475	\$ 5.830	*		\$ 7.666	\$ 13.497	\$ 5.831	76.1	
Overtime	-	-	-	-		0.001	0.001	-	0.0	
Health and Welfare	0.105	(0.195)	(0.300)	*		(1.077)	(1.377)	(0.300)	(27.8)	
OPEB Current Payment	0.048	-	(0.048)	(100.0)		(0.611)	(0.659)	(0.048)	(7.9)	
Pensions	(0.108)	(0.000)	0.108	100.0		0.142	0.250	0.108	75.9	
Other Fringe Benefits	1.174	2.460	1.286	*		7.184	8.470	1.286	17.9	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	-	-	-		(0.297)	(0.297)	-	0.0	
Total Labor Expenditures	\$ 0.864	\$ 7.740	\$ 6.877	*		\$ 13.007	\$ 19.883	\$ 6.876	52.9	
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ -	\$ 0.001	0.001	-		\$ 0.001	\$ 0.002	0.001	*	
Fuel for Buses and Trains	0.013	(1.196)	(1.209)	*		(0.081)	(1.290)	(1.209)	*	
Insurance	(0.334)	0.481	0.815	*		2.055	2.870	0.815	39.7	
Claims	2.460	3.493	1.033	42.0		18.994	20.027	1.033	5.4	
Maintenance and Other Operating Contracts	(0.858)	(0.028)	0.830	96.7		(7.126)	(6.296)	0.830	11.6	
Professional Service Contracts	(1.643)	0.451	2.094	*		0.105	2.198	2.094	*	
Materials & Supplies	0.667	1.399	0.732	*		(4.340)	(3.608)	0.732	16.9	
Other Business Expenditures	0.016	0.063	0.047	*		(0.098)	(0.051)	0.047	48.0	
Total Non-Labor Expenditures	\$ 0.321	\$ 4.664	\$ 4.342	*		\$ 9.508	\$ 13.851	\$ 4.342	45.7	
Other Expenditure Adjustments:										
Other	-	-	-	-		-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-		\$ -	\$ -	\$ -	-	
Gap Closing Expenditures:										
'Additional Actions for Budget Balance: Expenditures	-	-	-	-		-	-	-	-	
Total Gap Closing Expenditures	-	-	-	-		-	-	-	-	
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.										
	\$ 2.130	\$ 14.698	\$ 12.568	*		\$ 21.264	\$ 33.831	\$ 12.568	59.1	
Depreciation Adjustment	4.400	4.406	0.006	0.1		26.673	26.679	0.006	0.0	
Other Post Employment Benefits	9.887	5.200	(4.687)	(47.4)		39.317	34.630	(4.687)	(11.9)	
GASB 68 Pension Adjustment	6.473	-	(6.473)	(100.0)		6.473	-	(6.473)	(100.0)	
Environmental Remediation	-	0.218	0.218			-	0.218	0.218		
Total Cash Conversion Adjustments	\$ 22.889	\$ 24.522	\$ 1.633	7.1		\$ 93.726	\$ 95.358	\$ 1.633	1.7	

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2018 MID YEAR FORECAST
Utilization
(In millions)

	<u>June 18</u>			<u>Year-to-date as of June 18</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 18.445	\$ 19.406	\$ 0.961	\$ 106.997	\$ 107.958	\$ 0.961
Total Farebox Revenue	\$ 18.445	\$ 19.406	\$ 0.961	\$ 106.997	\$ 107.958	\$ 0.961
<u>Ridership</u>						
Fixed Route	10.076	10.121	0.045	60.126	60.171	0.045
Total Ridership	10.076	10.121	0.045	60.126	60.171	0.045

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2018 MID - YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME EQUIVALENTS
JUNE 2018

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	21	15	6	
Office of Management and Budget	16	12	4	
Technology & Information Services	-	-	-	
Material	17	18	(1)	
Controller	19	19	-	
Office of the President	5	3	2	
System Safety Administration	5	1	4	
Law	25	22	3	
Corporate Communications	-	-	-	
Labor Relations	-	3	(3)	
Strategic Office	29	21	8	
Non-Departmental	12	-	12	
Total Administration	152	117	35	Vacancies to be filled
Operations				
Buses	2,327	2,326	1	
Office of the Executive VP	4	5	(1)	
Safety & Training	56	110	(54)	Students in training
Road Operations	123	124	(1)	
Transportation Support	22	26	(4)	
Operations Planning	33	33	-	
Revenue Control	4	7	(3)	
Total Operations	2,569	2,631	(62)	
Maintenance				
Buses	764	729	35	
Maintenance Support/CMF	270	267	3	
Facilities	77	74	3	
Supply Logistics	100	95	5	
Total Maintenance	1,211	1,165	46	Vacancies to be filled
Capital Program Management	37	26	11	
Total Engineering/Capital	37	26	11	Vacancies to be filled
Security	18	12	6	
Total Public Safety	18	12	6	Vacancies to be filled
Total Positions	3,987	3,951	36	
Non-Reimbursable	3,947	3,914	33	
Reimbursable	40	37	3	
Total Full-Time	3,969	3,940	29	
Total Full-Time Equivalents	18	11	7	

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2018 MID - YEAR FORECAST
TOTAL FULL-TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
JUNE 2018

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	66	50	16	
Professional, Technical, Clerical	76	67	9	
Operational Hourlies	10	-	10	
Total Administration	152	117	35	Vacancies to be filled
Operations				
Managers/Supervisors	306	313	(7)	
Professional, Technical, Clerical	51	53	(2)	
Operational Hourlies	2,212	2,265	(53)	Students in training
Total Operations	2,569	2,631	(62)	
Maintenance				
Managers/Supervisors	245	241	4	
Professional, Technical, Clerical	33	34	(1)	
Operational Hourlies	933	890	43	
Total Maintenance	1,211	1,165	46	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	9	6	3	
Professional, Technical, Clerical	6	6	-	
Operational Hourlies	3	-	3	
Total Public Safety	18	12	6	Vacancies to be filled
Total Baseline Positions				
Managers/Supervisors	647	624	23	
Professional, Technical, Clerical	182	172	10	
Operational Hourlies	3,158	3,155	3	
Total Baseline Positions	3,987	3,951	36	

MTA Bus Company
2018 July Financial Plan Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	June						June Year- To - Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	59,818	\$2.201	48,783	\$1.959	11,035	\$0.242	303,681	\$13.757	292,646	\$13.515	11,035	\$0.242
					18.4%	11.0%					3.6%	1.8%
<u>Unscheduled Service</u>	13,586	\$0.261	11,705	\$0.980	1,881	(\$0.719)	64,445	\$4.903	62,564	\$5.623	1,881	(\$0.719)
					13.8%	-275.9%					2.9%	-14.7%
<u>Programmatic/Routine Maintenance</u>	20,047	\$0.854	34,975	\$1.564	(14,928)	(\$0.709)	178,254	\$8.092	193,182	\$8.802	(14,928)	(\$0.709)
					-74.5%	-83.0%					-8.4%	-8.8%
<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>	26,418	\$1.786	35,819	\$1.291	(9,401)	\$0.494	144,561	\$5.458	153,962	\$4.964	(9,401)	\$0.494
					-35.6%	27.7%					-6.5%	9.1%
<u>Weather Emergencies</u>	984	(\$0.020)	72	\$0.004	912	(\$0.024)	39,458	\$1.742	38,546	\$1.766	912	(\$0.024)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	350	\$0.017	223	\$0.019	128	(\$0.002)	977	\$0.060	849	\$0.062	128	(\$0.002)
					36.5%	-11.6%					13.1%	-3.4%
<u>Other</u>	290	\$0.022	350	\$0.033	(60)	(\$0.011)	1,554	\$0.142	1,615	\$0.153	(62)	(\$0.011)
					*	*					*	*
Subtotal	121,493	\$5.121	131,927	\$5.850	(10,434)	(\$0.729)	732,930	\$34.154	743,366	\$34.884	(10,436)	(\$0.729)
					-8.6%	-14.2%					-1.4%	-2.1%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
TOTAL OVERTIME	121,493	\$5.121	131,927	\$5.850	(10,434)	(\$0.729)	732,930	\$34.154	743,366	\$34.884	(10,436)	(\$0.729)
					-8.6%	-14.2%					-1.4%	-2.1%

Totals may not add due to rounding.

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

* Exceeds 100%

MTA Bus Company
2018 July Financial Plan Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	June			June Year- To - Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	11,035 18.4%	\$0.242 11.0%	Less scheduled service operated	11,035 3.6%	\$0.242 1.8%	Less scheduled service operated due to weather
<u>Unscheduled Service</u>	1,881 13.8%	(\$0.719) -275.9%	Unfavorable variance due to Traffic	1,881 2.9%	(\$0.719) -14.7%	Unfavorable variance due to Traffic
<u>Programmatic/Routine Maintenance</u>	(14,928) -74.5%	(\$0.709) -83.0%	Timing of Bus Technology offset by vacancies and Overage buses	(14,928) -8.4%	(\$0.709) -8.8%	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>	(9,401) -35.6%	\$0.494 27.7%	Excess Bus Operators and lower OT usage	(9,401) -6.5%	\$0.494 9.1%	Excess Bus Operators and lower OT usage
<u>Weather Emergencies</u>	912 *	(\$0.024) *	Inclement Weather	912 *	(\$0.024) *	Inclement Weather
<u>Safety/Security/Law Enforcement</u>	128 36.5%	(\$0.002) -11.6%		128 13.1%	(\$0.002) -3.4%	
<u>Other</u>	(60) *	(\$0.011) *		(62) *	(\$0.011) *	
Subtotal	(10,434) -8.6%	(\$0.729) -14.2%		(10,436) -1.4%	(\$0.729) -2.1%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%	
TOTAL OVERTIME	(10,434)	(\$0.729)		(10,436)	(\$0.729)	

**MTA Bus Company
2018 Overtime Reporting
Overtime legend**

Type

Definition

<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



18 Avenue Station was one of nine Culver Line stations that recently received a full renewal or component repair. All precast platform panels were replaced, in addition to repair or replacement of street stairs, columns, and public areas in the mezzanine such as walls, roofs, doors and windows.

September Highlights 2018: Capital Program Status Report

The Capital Program Status Report provides a monthly and year-to-date overview of the progress of NYCT's Capital Program including a brief discussion of the reporting months' 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 June and July, NYCT awarded projects totaling \$542.5 million, including an Americans with Disabilities (ADA) accessibility project at Greenpoint Avenue Station on the Crosstown Line and ADA accessibility/station renewal project at Astoria Boulevard Station on the Astoria Line, Module 3 of Integrated Service Information and Management for the B-Division (ISIM-B), and fourteen Small Business Mentoring Program (SBMP) station component repair projects. Lastly, NYCT substantially completed projects totaling \$672.7 million, including nine station improvement projects on the Culver Line and two interlocking modernizations at Union Turnpike and 71st Avenue on the Queens Boulevard Line.

Through July 31, NYCT's performance against its 2018 Capital Project Milestones was:

(\$ in Millions)

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$85.4	\$85.0	99
Design Completions	\$212.6	\$181.8	85
Construction Awards	\$5,605.4	\$4,065.5	73
Substantial Completions	\$2,392.7	\$1,148.2	48
Closeouts	\$7,248.0	\$839.3	12

John O'Grady, Senior Vice President
Capital Program Management

Capital Program Status September 2018

As of July 2018:

NYCT awarded \$542.5 million in projects, including two Americans with Disabilities (ADA) accessibility projects: Greenpoint Avenue Station on the Crosstown Line for \$38.3 million and Astoria Boulevard Station on the Astoria Line. At Greenpoint Avenue, three elevators will be installed; one from the street to the mezzanine and two from the mezzanine to each platform. Other ADA improvements include modifications to the fare arrays and gates ADA boarding areas at platforms, platform edge warning strips, and rubbing boards. The \$89.6 million project at Astoria Boulevard includes the installation of four new hydraulic elevators, the aforementioned ADA treatments, and the repair or replacement of deficient conditions at the columns, girders, column bases, platform windscreens and canopies and station rooms as required.

NYCT awarded ISIM-B Module 3 for \$98.5 million. This project develops a rail traffic management system that utilizes train location information collected under Module 1 to provide schedule-based train tracking and other functions for use by RTO service managers. The software will provide external interfaces to current and future RTO and customer information systems (including PA/CIS and CBTC). Module 3 includes workstations and portable display devices for the Rail Control Center (RCC), Backup Command Center (BCC), and field locations that incorporate the ISIM-B driven software improvements. Real-time monitoring and control will improve the quality, accuracy, and timeliness of the service information that staff can provide customers, hasten decision making, and allow for better operational plans and scheduling.

Furthermore, NYCT awarded fourteen Small Business Mentoring Program (SBMP) projects at various stations for \$16.3 million. These projects will repair or replace deficient components at each station including stairs, lighting, floors and wall tiles. The stations that will receive a component investment are 14th Street, Franklin Street and 79th Street on the Broadway-7th Avenue Line, Kingsbridge Road, 170th Street and 182nd-183rd Street on the Concourse Line, 50th Street and 155th Street on the 8th Avenue Line, Freeman Street, Simpson Street, 174th Street, East Tremont Avenue-177th Street and Prospect Avenue on the White Plains Road Line, Bowery on the Nassau Line, Fulton Street on the Crosstown Line, 4th Avenue-9th Street on the 6th Avenue Line, 33rd Street on the Lexington Avenue Line and Vernon-Jackson on the Flushing Line. The MTA's SBMP facilitates and encourages the participation of small businesses, including Minority and Women-Owned Business Enterprises (M/W/BEs) by providing a supportive framework for eligible firms to develop and grow within the construction industry and to establish stable, long-term business relationships with the MTA.

NYCT substantially completed projects totaling \$672.7 million, including station improvement projects at nine stations on the Culver Line for \$150.9 million. Seven stations, Ditmas Avenue, 18th Avenue, Avenue I, Bay Parkway, Avenue P, Avenue U, and Avenue X, received renewal enhancements. The renewal projects addressed deficient conditions by repairing or replacing street stairs, platform surfaces, edges, columns and stairs, windscreens, public areas in the mezzanine such as walls, roofs, doors and windows, and other elements as required. Additionally, component repairs were made at 2 Stations, Avenue N and Kings Highway, addressing deficient conditions at platform stairs, floors, columns and edges, and the mezzanine ceiling and walls as required. Painting was completed at all stations that received renewal and component work.

Lastly, NYCT completed the modernization of two interlockings at Union Turnpike and 71st Avenue on the Queens Boulevard Line for \$305.6 million. Modernization work included replacement of the existing mechanical interlockings with new conventional relay-based interlockings and the construction of new relay rooms to house all associated equipment. This project will improve reliability on the Queens Boulevard Line and facilitate the line's conversion to Communications Based Train Control (CBTC) which is currently under construction.

In addition, NYCT started 16 design projects for \$19.8 million, completed 26 design projects for \$45.5 million, and closed out 8 projects for \$113.1 million.

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

Projects Closed During June & July 2018
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Help Point: 9 Stations (3rd Party PSLAN Locations)	\$0.5	\$0.5	2/2018	4
Station Ventilators: Ph 8 - 3 Loc / Southeast Brooklyn	\$7.2	\$6.5	6/2018	0
Rehabilitation of Emergency Exits - 2 Locations	\$7.0	\$7.0	6/2018	0
Sandy Mitigation: NTFP Stillwell Terminal Facilities [SBFP]	\$2.3	\$2.7	6/2018	0
Substation Hatchways: Phase 3	\$11.2	\$11.3	7/2018	0
207 Street / 8th Avenue	\$8.8	\$8.8	7/2018	0
Upgrade HVAC 130 Livingston Plaza Data Center [SBMP Tier2]	\$2.6	\$2.9	7/2018	0
Passenger Station LAN: 187 Stations (Transit Wireless)	\$73.5	\$73.5	11/2018	(4)

The closeout of Help Point: 9 Stations (3rd Party PSLAN Locations) was delayed by four months because of the need to coordinate with the completion of the separate PSLAN project.

**Status of Fan Plants and Fans
(as of June 30, 2018)**

Fan plants and fans enhance passenger safety in the event of fire or smoke conditions in tunnels by directing heat, smoke, and noxious fumes away from passengers and evacuation routes. The Capital Program Status Report examines fan plant data on a quarterly basis, compared to the previous year's quarter.

There are 184 operable fans plants; seven less in the NYCT system as of June 30th, 2018 compared to 2nd Quarter 2017. The number of inoperable fan plants in the system increased to 17 from 10 compared to last year's quarter. 12 inoperable fan plants are maintained by Capital Program Management and 4 by MOW/Hydraulics, while 1 is out of service for test section repair. The total number of fan plants in the system remains the same at 201.

There are 400 operable fan units in the system, down from 424 compared to 2nd Quarter 2017. The number of inoperable fan units in the system is now 41, up from 11 compared to the same time period. 32 inoperable fan units are maintained by Capital Program Management and 8 by MOW/Hydraulics, while 1 is out of service for test section repair. The total number of fan units in the system remains the same at 441.

Fan Plants	June '17	June '18	More/(Less)
All	201	201	-
Operable	191	184	(7)
Inoperable	10	17	7
Reduced Capacity	0	0	-
Fan Units	June '17	June '18	More/(Less)
All	441	441	-
Operable	424	400	(24)
Inoperable	11	41	30
Reduced Capacity	0	0	-

**Inoperable Fan Plants and Fans
(as of June 30, 2018)**

Jurisdiction	Fan Plants	Fan Units
Capital Program Management	12	32
MOW / Hydraulics	4	8
Warranty Work, Test Section Repair, MTA-CC or Cable Sct.	1	1
Total	17	41

Capital Project Milestone Summary 2018

(Through July 31, 2018)

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

July

Design Starts	\$18.5	6	\$7.3	9	39.5	150.0
Design Completions	17.3	18	12.4	12	71.9	66.7
Construction Awards	235.5	23	210.5	19	89.4	82.6
Substantial Completions	821.6	20	210.1	15	25.6	75.0
Closeouts	1,067.2	39	96.4	4	9.0	10.3

2018 Year-To-Date

Design Starts	\$85.4	66	\$85.0	71	99.4	107.6
Design Completions	212.6	142	181.8	103	85.5	72.5
Construction Awards	5,605.4	151	4,065.5	110	72.5	72.8
Substantial Completions	2,392.7	104	1,148.2	65	48.0	62.5
Closeouts	7,248.0	179	839.3	70	11.6	39.1

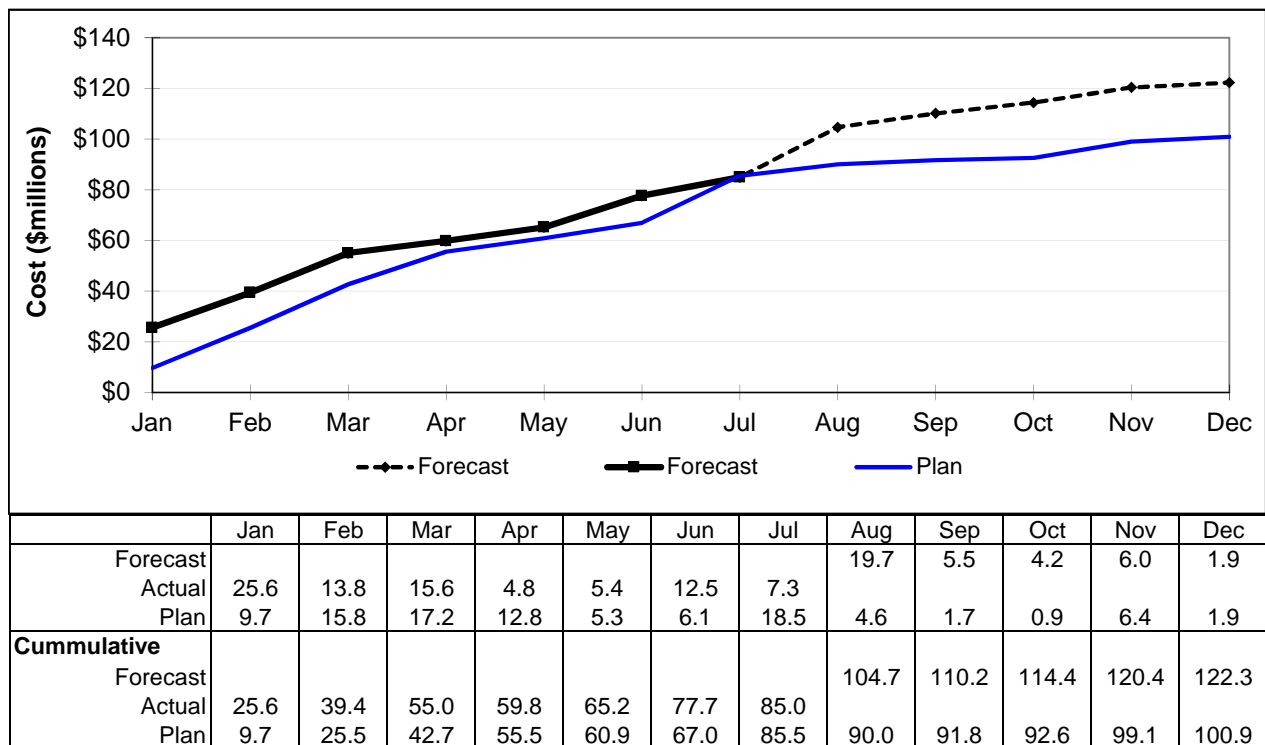
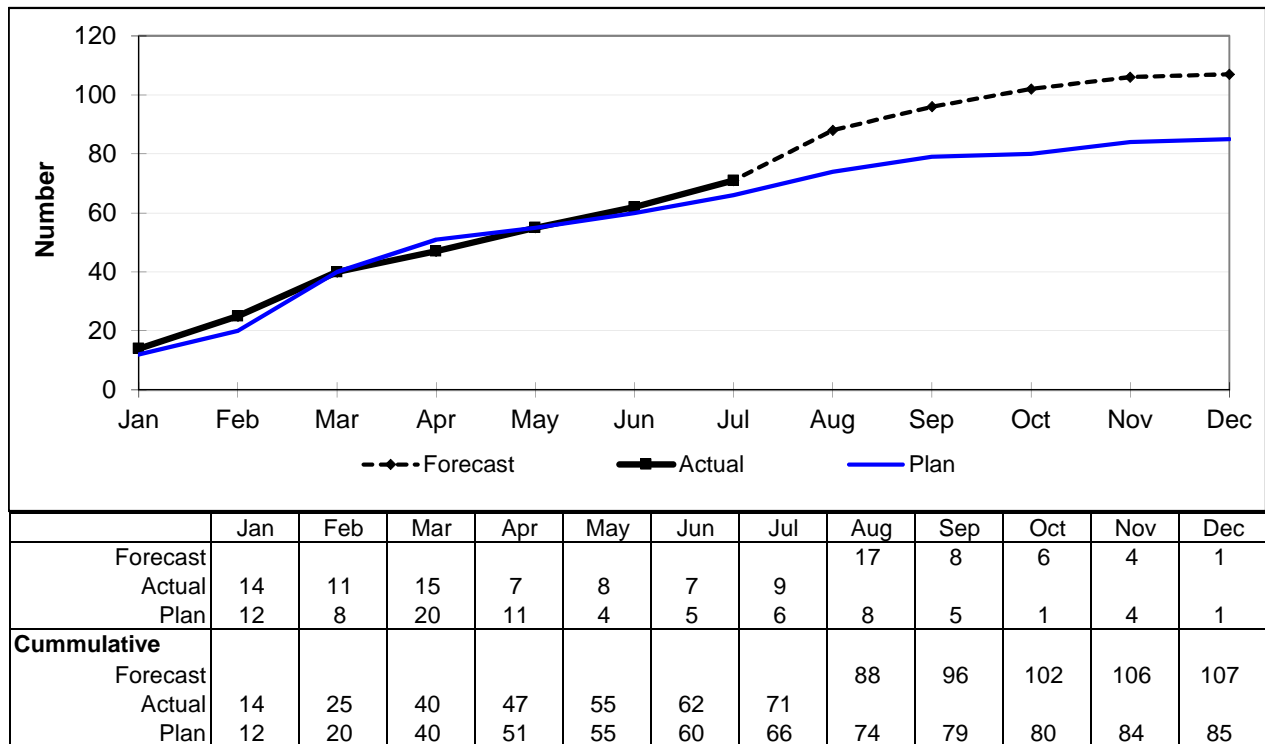
2018 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$100.9	85	\$122.3	107	121.1	125.9
Design Completions	284.1	192	291.1	188	102.5	97.9
Construction Awards	6,964.8	203	7,126.1	222	102.3	109.4
Substantial Completions	4,422.5	201	4,419.3	192	99.9	95.5
Closeouts	8,571.0	239	7,170.9	212	83.7	88.7

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

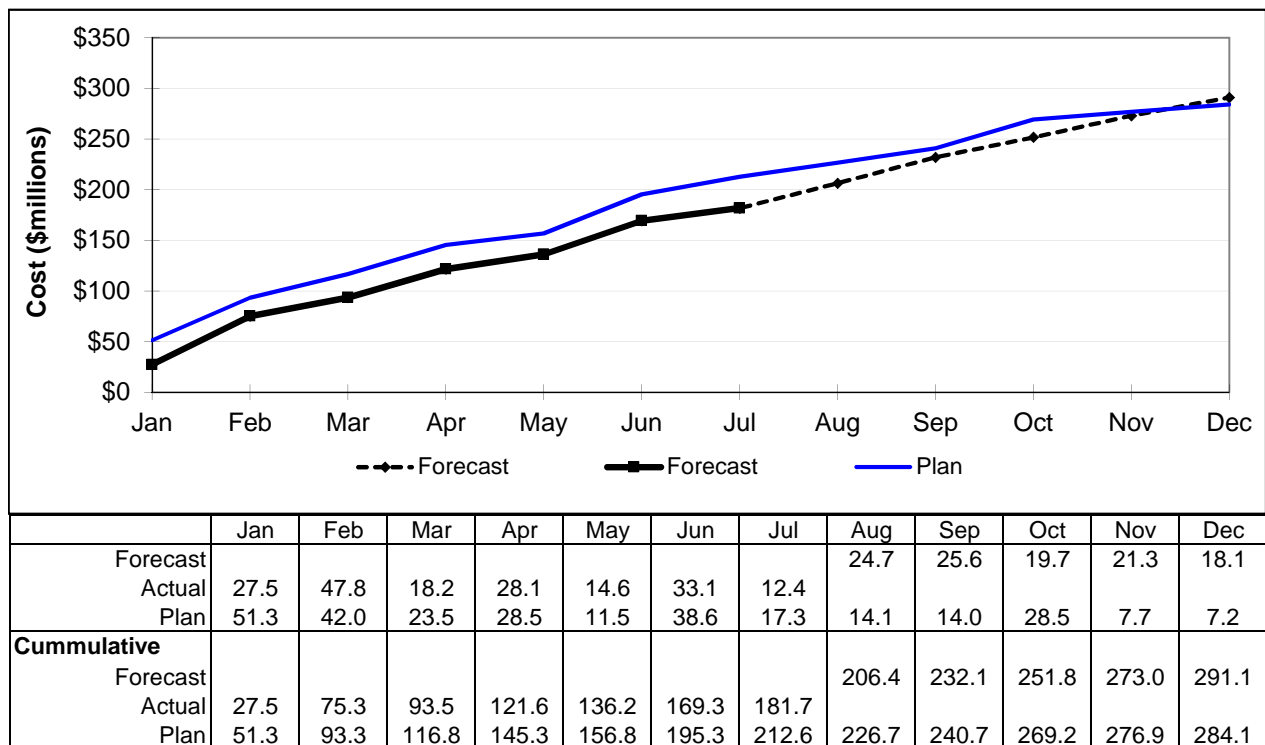
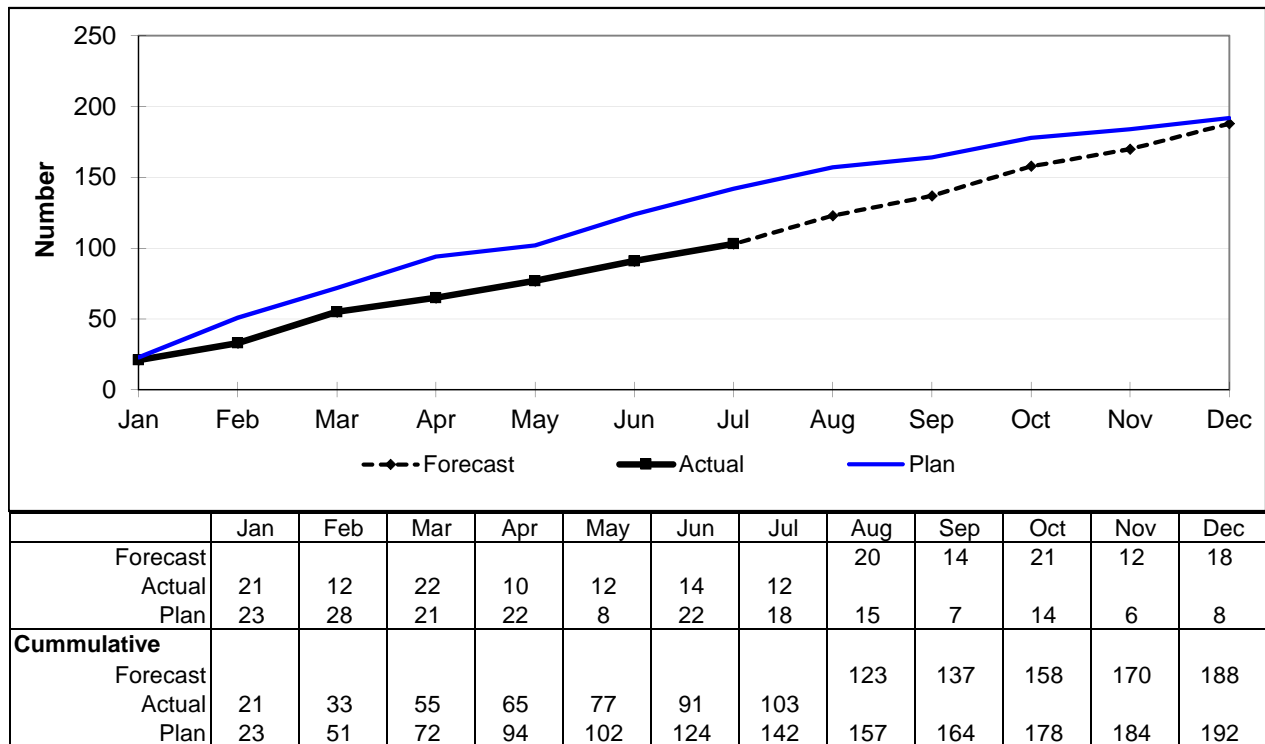
2018 Design Starts Charts

As of July 2018



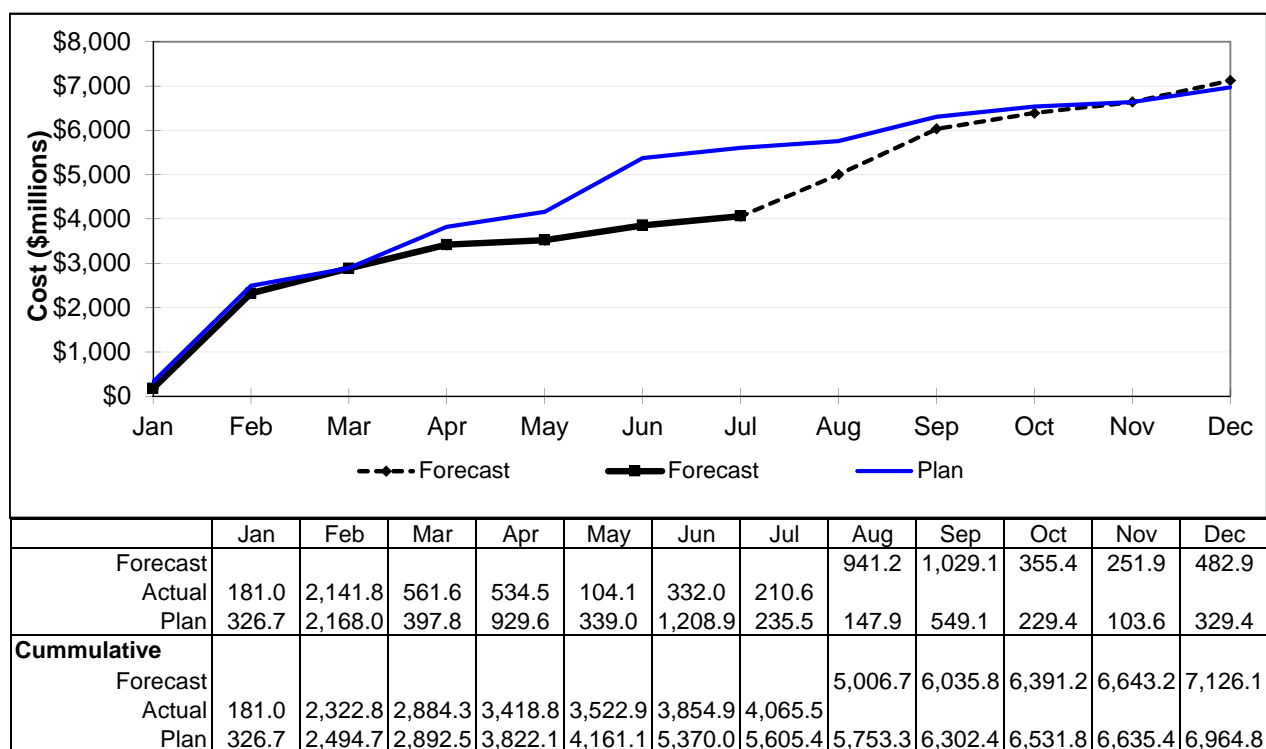
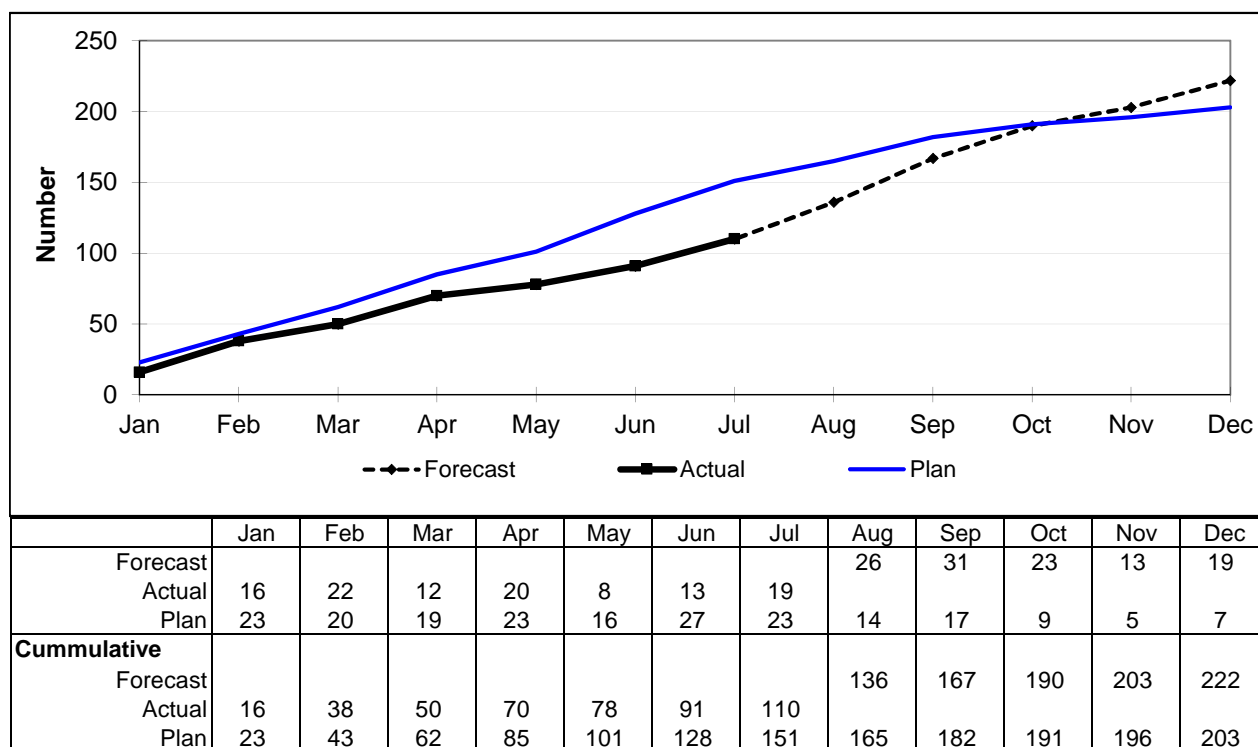
2018 Design Completions Charts

As of July 2018



2018 Awards Charts

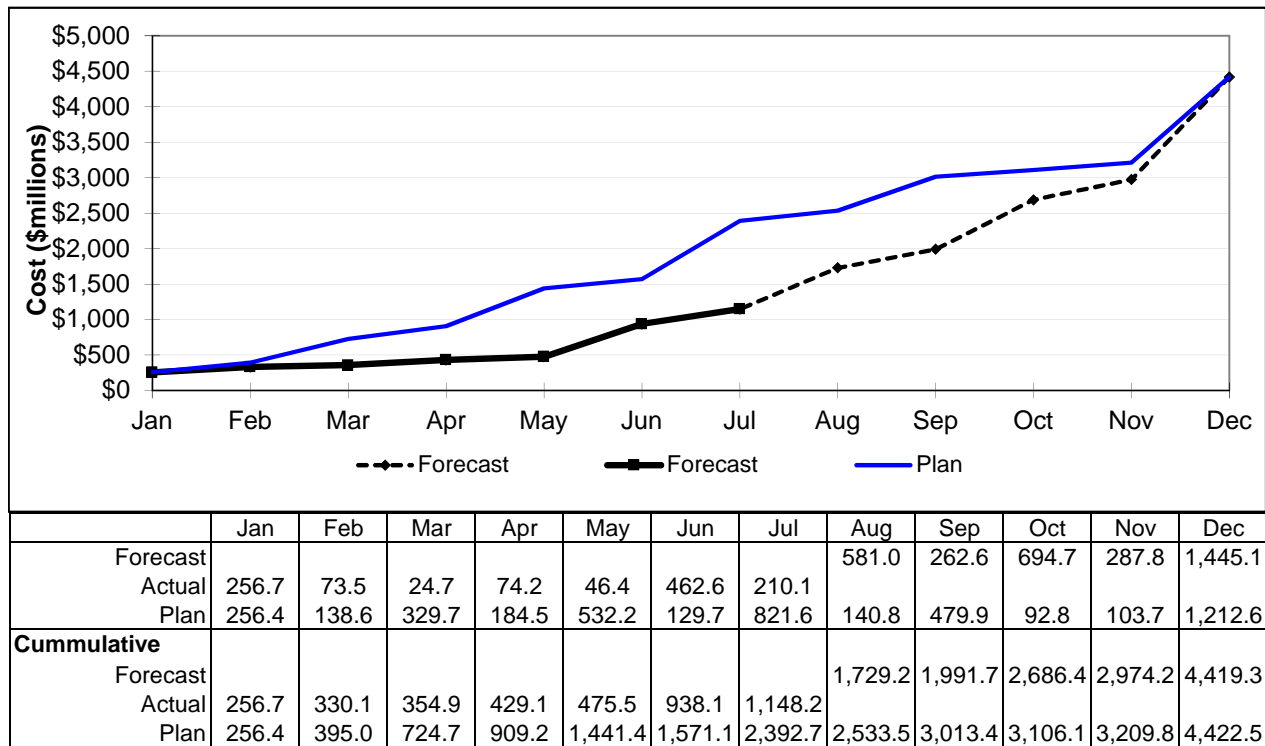
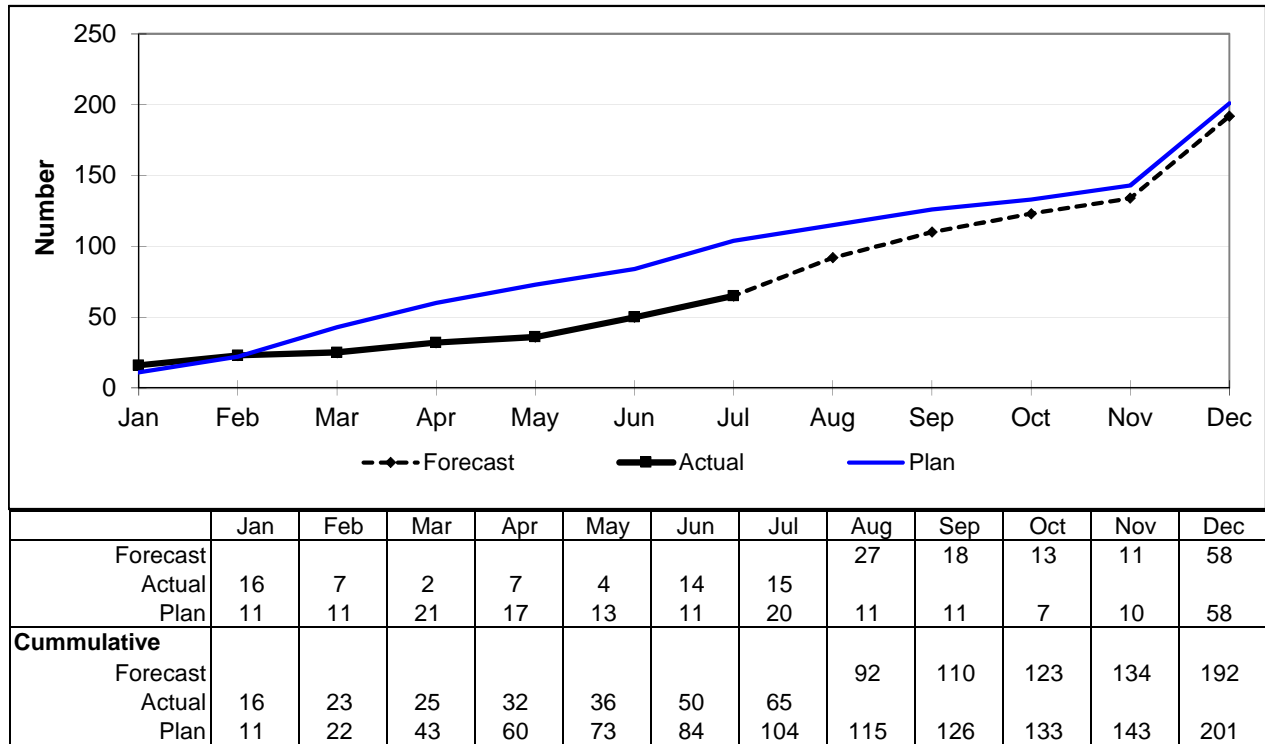
As of July 2018



- The gap of approximately \$1.5 billion is largely explained by a delay in the award of 207th Street Yard Superstorm Sandy repairs for \$675.8 million and Times Square Shuttle station improvement projects for \$284.9 million.

2018 Substantial Completions Charts

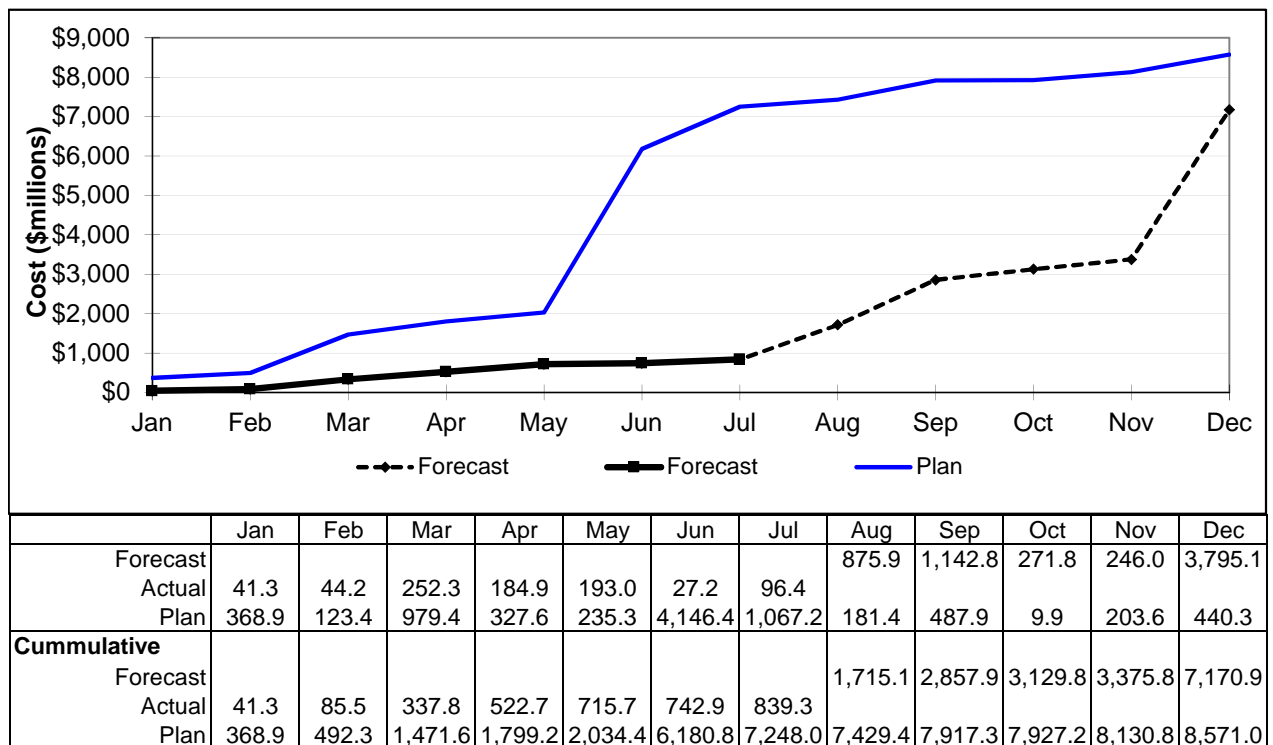
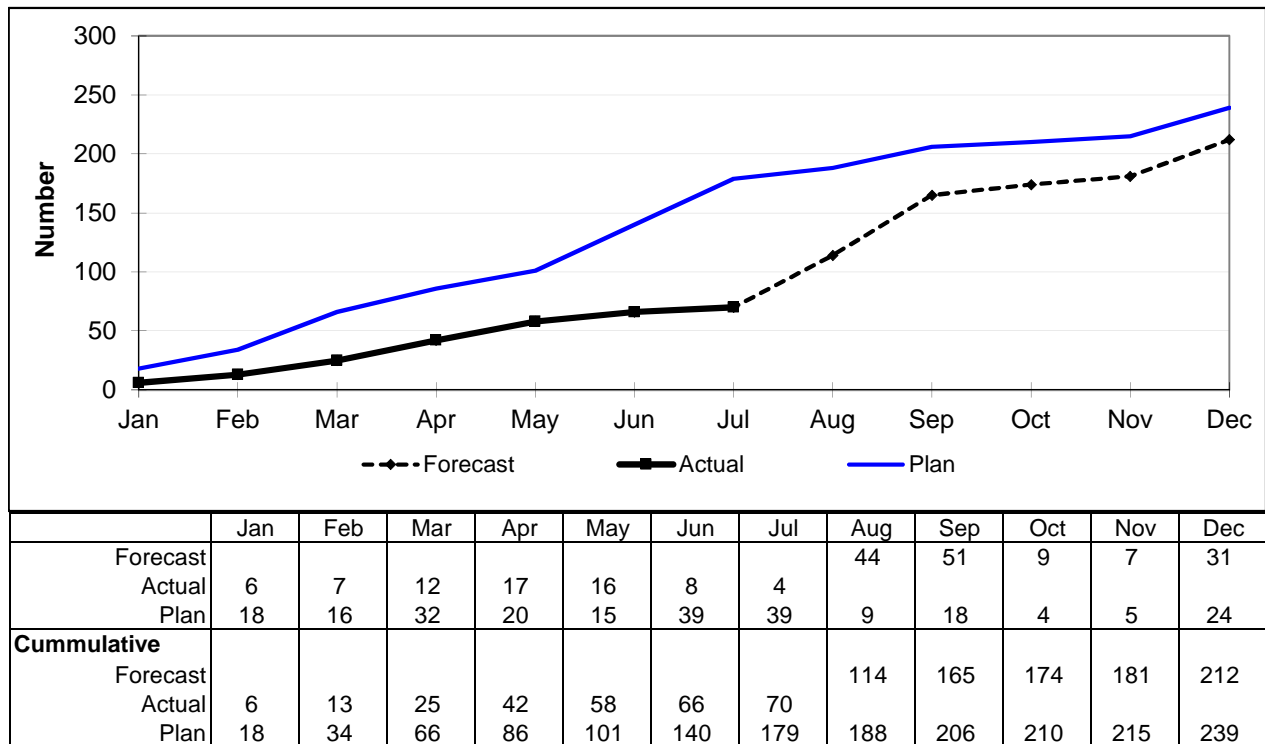
As of July 2018



- The gap of approximately \$1.2 billion is largely explained by a delay in the completion of Communication Based Train Control (CBTC) on the Flushing Line for \$563.3 million.

2018 Closeouts Charts

As of July 2018



- The gap of approximately \$6.4 billion is largely explained by a delay in the closeout of the R160 car purchase for \$3.2 billion and the purchase of 747 hybrid electric buses, 328 articulated buses, and 786 standard buses for \$1 billion. These delays account for most of the recovery shown in December.



Art Wall on Southbound Platform at No. 1 Line WTC Cortlandt Station.

September 2018 MTACC Monthly Project Status Report



The purpose of this report is to provide 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 - September 2018

data thru August 2018; \$ in millions

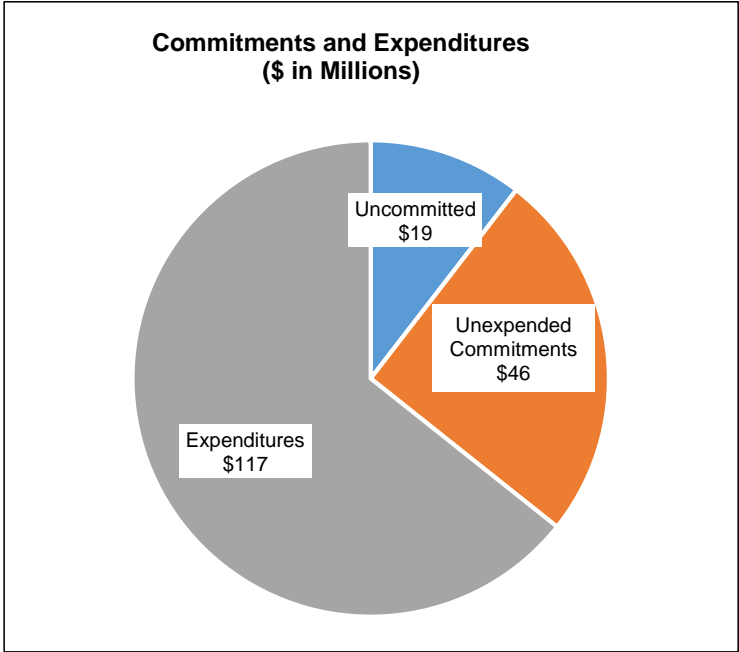
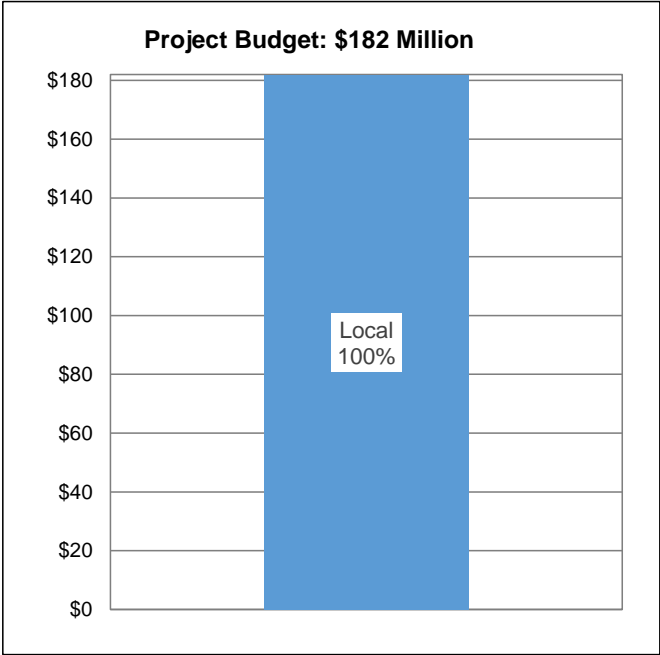
	Budget	Expenditures
Construction	\$ 156.4	\$ 100.4
Design/CPS	8.2	6.2
Construction Management	17.3	10.3
Total	\$ 181.8	\$ 116.9

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

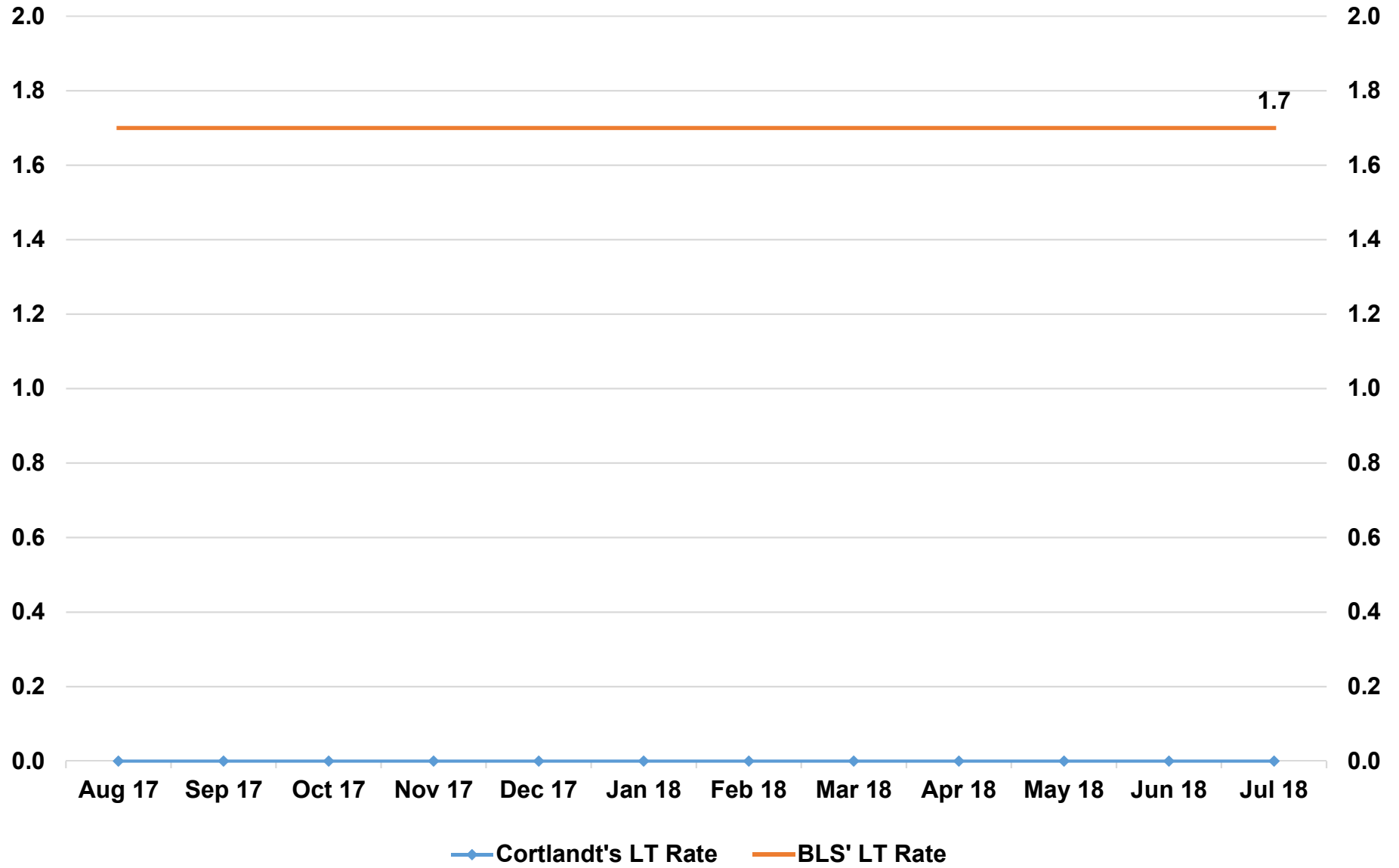
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Actual Award Date	Planned Completion at Award	Forecast Substantial Completion
Reconstruct Cortlandt Street Station <i>Judlau Contracting, Inc.</i>	117.1	111.0	6.1	89.3	Apr-2015	Feb 2018	Dec 2018

Cortlandt Street No. 1 Line Station Reconstruction Status **Report to the Transit Committee - September 2018** data thru August 2018

MTA Capital Program	Funding Sources		Status of Commitments		
	Budgeted	Local Funding	Committed	Uncommitted	Expended
\$ in Millions					
Total Authorized	\$ 182	\$ 182	\$ 163	\$ 19	\$ 117



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



Procurement

Steve Plochochi, Senior Vice President



Ferry boats such as this one will provide temporary service between Brooklyn and Manhattan during the Canarsie tunnel reconstruction, as detailed in item 2 of NYC Transit's Procurement Package.

PROCUREMENTS

The Procurement Agenda this month includes 40 actions for a proposed expenditure of \$381.1M.

Subject Request for Authorization to Award Various Procurements					
Department Procurement and Supply Chain – NYCT					
Department Head Name Stephen M. Plochochi					
Department Head Signature 					
Project Manager Name Rose Davis					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	9/24/18			
2	Board	9/26/18			

September 20, 2018			
Department Law and Procurement – MTACC			
Department Head Name Evan Eisland			
Department Head Signature 			
Internal Approvals			
	Approval		Approval
	President NYCT		President MTACC 
X	Executive VP of S-P		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:

Procurements Requiring Two-Thirds Vote:

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Noncompetitive Purchases and Public Work Contracts	1	\$ 1.2 M
• Lucchini RS S.p.A.	\$ 1.2 M	

Schedules Requiring Majority Vote:

Schedule G: Miscellaneous Service Contracts	1	\$ 21.9 M
• New York City Economic Development Corporation	\$ 21.9 M	

SUBTOTAL 2 \$ 23.1 M

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

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

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

<u>Procurements Requiring Two-Thirds Vote:</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule B:	Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	3	\$ TBD M
Schedule C:	Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$ 49.9 M
<u>Schedules Requiring Majority Vote:</u>			
Schedule F:	Personal Service Contracts	5	\$ 48.5 M
Schedule I:	Modifications to Purchase and Public Work Contracts	1	\$ 120.0 M
SUBTOTAL		10	\$ 218.4 M

MTA Capital Construction proposes to award Competitive procurements in the following categories: None**MTA Bus Company proposes to award Competitive procurements in the following categories: None****MTA Bus Company proposes to award Ratifications in the following categories: None****NYC Transit proposes to award Ratifications in the following categories:**Schedules Requiring Two-Thirds Vote:

Schedule D:	Ratification of Completed Procurement Actions	2	\$ 42.7 M
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Schedules Requiring Majority Vote:

Schedule K:	Ratification of Completed Procurement Actions	2	\$ 49.8 M
SUBTOTAL		4	\$ 92.5 M

MTA Capital Construction proposes to award Ratifications in the following categories:Schedules Requiring Majority Vote:

Schedule K:	Ratification of Completed Procurement Actions	24	\$ 47.1 M
SUBTOTAL		24	\$ 47.1 M
TOTAL		40	\$ 381.1 M

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

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

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

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

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

SEPTEMBER 2018

LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Noncompetitive Purchases and Public Work Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$750K Other Noncompetitive.)

1. Lucchini RS S.p.A. \$1,202,500 *Staff Summary Attached*
Noncompetitive – Thirty-six-month contract
SSE# 189500
Test and evaluation of subway car wheels.

Procurements Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

2. New York City Economic Development \$21,944,091 (Est.) *Staff Summary Attached*
Corporation
15-month contract
Contract# P36437EDC
Temporary ferry shuttle service for Canarsie Tunnel reconstruction.

Item Number: 1

Vendor Name (Location) Lucchini RS S.p.A. (Lovere, Italy)		Contract Number SSE 189500	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Test and Evaluation of Subway Car Wheels		Total Amount: \$1,202,500	
Contract Term (including Options, if any) 36 months		Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		Requesting Dept./Div., Dept./Div. Head Name: Department of Subways, Sally Librera	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive			
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Test and Evaluation			

Discussion

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to New York State Public Authorities Law, Section 1209, Subdivision 9(d), and approve the award of noncompetitive purchase contract 189500 to Lucchini RS S.p.A. ("Lucchini") for the purchase of 1,300 subway car wheels ("wheels") for use in a two-phase qualification testing program. Lucchini manufactures its own wheels in Italy.

This procurement for 1,300 wheels from Lucchini will be evaluated by the Department of Subway's Division of Car Equipment ("DCE") during a two-phase qualification testing process in accordance with NYC Transit specifications. The qualification process consists of the successful completion and performance evaluation of in-service testing of the 1,300 wheels in two phases.

For Phase I testing, NYC Transit will purchase 300 wheels from Lucchini, install them on subway cars, and operate those cars in service for six months. If NYC Transit finds the wheel performance satisfactory, testing will proceed to Phase II. In Phase II, NYC Transit will purchase 1,000 additional wheels from Lucchini, install them on subway cars, and operate those cars in service for one year. If, after the completion of Phase II testing, Lucchini's wheel is found to be satisfactory, it will be included on the NYC Transit Qualified Products List ("QPL") for wheels, thereby allowing NYC Transit to increase competition for this item.

Wheels are safety-sensitive items, and currently MWL Brasil Rodas & Eixos Ltda. ("MWL"), Sumitomo Corporation, and Standard Steel are the only manufacturers whose products are approved on the NYC Transit QPL for subway car wheels. [In April 2012, Sumitomo Metals and Sumitomo Corporation acquired Standard Steel and formed a new entity, Summit Railroad Products, Inc. ("Summit"). Summit represents both Sumitomo Corporation and Standard Steel.] NYC Transit is currently testing wheels manufactured by GHH-Bonatrans Group ("Bonatrans"), which has successfully completed Phase I testing and has entered Phase II testing. If Phase II is successful, Bonatrans' wheel will be QPL approved.

Lucchini submitted its quote in the amount of \$925 each for both Phase I testing (300 wheels at \$925 each for a total of \$277,500) and Phase II testing (1,000 wheels at \$925 each for a total of \$925,000) for a total contract amount of \$1,202,500 (1,300 wheels at \$925 each). In December 2017, NYC Transit awarded contracts to two approved wheel suppliers. The prices ranged from \$890.80 each to \$1,149 each. The price submitted by Lucchini has been found to be fair and reasonable based on NYC Transit's Cost Price Analysis Unit's review.

This contract is subject to review and approval of the Office of the New York State Comptroller, and an award will not be made prior to this approval. Delivery will commence 195 days after Notice of Award.

Schedule G: Miscellaneous Service Contracts



Item Number: 2

Vendor Name (Location) New York City Economic Development Corporation (New York, New York)
Description Temporary Ferry Service for Canarsie Tunnel Reconstruction
Contract Term (including Options, if any) October 1, 2018 through August 31, 2020
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Negotiation

Contract Number P36437EDC	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$21,944,091 (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: Peter Cafiero, Division of Operations Planning Darryl C. Irick, Department of Buses	

Discussion

This contract is to provide temporary ferry service between Brooklyn and Manhattan during the Canarsie tunnel reconstruction. The prime contract provides for management of the temporary ferry service by New York City Economic Development Corporation ("NYCEDC"). The service will be provided via a ferry service operator subcontract to be competitively awarded in the estimated amount of \$21,010,057. For management of the temporary ferry service, NYCEDC will be compensated for its expenses, estimated at \$934,034 (approximately 4 percent of the total contract price of \$21,944,091).

The alternative service plan for the Canarsie tunnel closure that will affect the L train starting in April 2019 provides for temporary ferry service between North Williamsburg in Brooklyn and Stuyvesant Cove in Manhattan (North 6th Street in Brooklyn to East 20th Street in Manhattan). Under this contract, NYCEDC will provide the temporary ferry service through a competitively awarded subcontract with Port Imperial Ferry Corp d/b/a NY Waterway ("NY Waterway"). NY Waterway was selected via a competitive RFP conducted by NYCEDC in coordination with NYC Transit.

Maritime operations on the East River are not part of NYC Transit's core subway/bus competencies. NYCEDC, in contrast, currently manages six ferry routes within New York City under the logo of the NYC Ferry service. NYCEDC also controls and manages the Stuyvesant Cove landing in Manhattan that will be used to provide the temporary ferry service, as well as the site where buses will pick up and discharge passengers at Stuyvesant Cove. Moreover, the safe and seamless operation of the temporary ferry service alongside NYCEDC's existing NYC Ferry service, which also utilizes the Stuyvesant Cove landing, is most efficiently accomplished through common management of both services by NYCEDC. Accordingly, NYC Transit engaged with NYCEDC to conduct a competitive RFP for a ferry operator to provide the temporary service and to manage the resulting contract for ferry service.

Since this contract is funded by the Federal Transit Administration ("FTA"), MTA obtained permission from the FTA to enter into a noncompetitive contract with NYCEDC. NYC Transit's contract with NYCEDC and NYCEDC's contract with NY Waterway both comply with applicable FTA requirements. NYCEDC will seek approval from its own Board on September 28, 2018, for award of the ferry operator contract and this contract with NYCEDC. Award of this contract to NYCEDC is contingent on those approvals.

Under the contracts, NY Waterway will provide approximately 15 months of temporary ferry service and will construct a temporary landing at the North Williamsburg site in Brooklyn adjacent to the existing NYC Ferry landing. The ferry operator contract requires NY Waterway to remove the landing at the end of the project and restore the site to its original condition. The contract includes pricing in the event that the number of ferry trips must be increased or decreased, and includes optional pricing for additional months, if necessary.

¹ NYCEDC is a not-for-profit corporation that operates ferry service and performs a number of other functions on behalf of the City of New York.

The temporary ferry service will operate every 7½ minutes during peak, every 10 minutes during off-peak, and every 15 minutes during early morning and late-night hours. Ferry service will coordinate with the temporary M14 Select Bus Service that NYC Transit will provide on the 14th Street corridor during the tunnel closure.

NYCEDC issued a competitive RFP to select a ferry operator in April 2018 and received three proposals in June 2018. In accordance with NYCEDC's procurement process, the Selection Committee, which included a representative from NYC Transit, reviewed the proposals, conducted in-person interviews with the three proposers, and selected NY Waterway for negotiations. NY Waterway was unanimously selected because it had the highest overall technical ranking and the lowest price. Negotiations with NY Waterway were completed in early September 2018.

NYCEDC's proposed management fee in the amount of \$934,034 will compensate NYCEDC for staff time required for managing the temporary ferry service and additional maintenance activities such as garbage removal and additional landing inspections. NYC Transit performed a cost analysis of NYCEDC's proposed fee which was found to be fair and reasonable. The price of \$21,010,057 for the subcontract with NY Waterway includes the actual ferry service, construction of the temporary landing, and removal of the landing at the end of the service. The overall price of \$21,944,091 for the temporary ferry service has been found to be fair and reasonable based on the competitive nature of the RFP and the aforementioned cost analysis.

An Immediate Operating Need ("ION") was declared to expedite award of this contract. The ION was necessary to allow award of this contract to coincide with NYCEDC's award of the ferry operator contract and allow for the necessary lead time to complete design of the temporary landing at North Williamsburg, order the needed materials, obtain the necessary permits, and construct the landing prior to the end of February 2019. It is anticipated that construction permits will contain a moratorium on in-water work at this site between March and June 2019 requiring this work to be completed by February. NYCEDC's contract with NY Waterway, and NYC Transit's contract with NYCEDC must both be awarded by the first week of October 2018. This contract will not be subject to prior approval by the Office of the New York State Comptroller since an ION has been invoked to expedite award of NYC Transit's contract with NYCEDC to ensure that the temporary ferry service is available to coincide with the closure of the Canarsie tunnel.

Funding for this contract is available under the Sandy Canarsie Tunnel project.

SEPTEMBER 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.)

- | | | |
|---|------------------------------|--------------------------------------|
| 1–2. Contractor To Be Determined
Contract Term To Be Determined
Contract# B-40665/B-40668
RFP Authorizing Resolutions for the purchase of 50 over-the-road express diesel buses for NYC Transit and purchase of 257 over-the-road express diesel buses for MTA Bus Company. | Cost To Be Determined | <u>Staff Summary Attached</u> |
|---|------------------------------|--------------------------------------|

- | | | |
|---|------------------------------|--------------------------------------|
| 3. Contractor To Be Determined
Contract Term To Be Determined
Contract# P-36490
RFP Authorizing Resolution for design and construction of approximately 12 substations and five circuit breaker houses for the Communications-Based Train Control Traction Power Upgrade Program. | Cost To Be Determined | <u>Staff Summary Attached</u> |
|---|------------------------------|--------------------------------------|

C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

(Staff Summaries required for items requiring Board approval.)

- | | | |
|--|----------------------------|--------------------------------------|
| 4. StrataGen Systems, Inc.
Nine Proposals – 10-year contract
Contract# W-32564
Real-time Scheduling and Computer-Aided Dispatch, and Automatic Vehicle Monitoring Systems. | \$49,697,080 (Est.) | <u>Staff Summary Attached</u> |
|--|----------------------------|--------------------------------------|

F. Personal Service Contracts

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

- | | | |
|--|--------------------------------------|---|
| 5. AECOM USA, Inc.
Eight Proposals – 36-month contract
Contract# CM-1061
Indefinite Quantity Consultant Services for the Underground Storage Tank and Environmental Remediation Program for NYC Transit and MTA Bus Company. | \$5,500,000 (Est.) | <u>Staff Summary Attached</u> |
| 6. Management Concepts System & Services, Inc. | \$43,000,000 (Est. Aggregate) | <u>Staff Summary Attached</u>
↓ |
| 7. SJH Engineering, P.C. | | ↓ |
| 8. TOLL International, LLC | | ↓ |
| 9. Group PMX, LLC
Nineteen Proposals – 60-month contract
Contract #s CM-1424, CM-1425, CM-1426, CM-1427
Indefinite Quantity Staffing Contracts to provide schedulers. | | ↓ |

SEPTEMBER 2018

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

I. Modifications to Purchases and Public Work Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$750K Other Noncompetitive.)

- | | | |
|---|-----------------------------|--------------------------------------|
| 10. Siemens Mobility, Inc. | \$120,000,000 (Est.) | <u>Staff Summary Attached</u> |
| Competitive – Sixty-month contract with a five-year option | | |
| Contract# S-87055 | | |

Indefinite Quantity contract for the supply of carborne and wayside Data Communication Systems radio equipment, including design and engineering to support the installation of Communications-Based Train Control systems.

Staff Summary

Item Number 1-2			
Department, Department Head Name SVP Procurement & Supply Chain, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Order	Approval
1	Materiel	6	President, MTABC
2 X	Law, MTABC	3	SVP OPS, NYCT
3 X	Law, NYCT	8	President, NYCT
4 X	CFO		
5	EVP, MTABC		

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	Contract Nos. B-40665 B-40668
Description Purchase of 50 over-the-road express diesel buses for NYC Transit and purchase of 257 over-the-road express diesel buses for MTA Bus Company	
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 checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

Purpose

To request that the Board declare competitive bidding impractical or inappropriate for the procurement of over-the-road express diesel ("OTR") buses for NYC Transit and MTA Bus Company ("MTABC") and that it is in the public interest to issue a competitive Request for Proposals ("RFP") pursuant to New York State Public Authorities Law, Section 1209, subdivision 9(g) for NYC Transit and New York State Public Authorities Law, Section 1265-a, subdivision 4(g) for MTABC.

Discussion

The Public Authorities Law, Section 1209, Subdivision 9(g) and Section 1265-a, subdivision 4(g) permits NYC Transit and MTABC, respectively, to use the competitive RFP process in lieu of competitive bidding to award contracts based on a formal evaluation of characteristics such as quality, delivery, and cost against stated selection criteria. NYC Transit is desirous of utilizing such a procedure with respect to the procurement of 50 OTR buses, and MTABC is desirous of utilizing such a procedure with respect to the procurement of 257 OTR buses.

NYC Transit will conduct the procurement of these OTR buses on behalf of itself and MTABC. Utilizing the RFP process will allow NYC Transit to select the proposal(s) that offer the best overall value through negotiations and evaluation based on criteria that reflect the critical needs of each agency. Upon completion of the RFP process, NYC Transit will obtain Board approval for the actual contract awards.

NYC Transit will utilize different selection criteria for each contract based on the funding source. The main difference between the two is that the locally funded contract for 50 OTR buses will include a preference for New York State Content; this criterion cannot be included in the federally funded contract for 257 OTR buses as the Federal Transit Administration strictly prohibits the use of geographic preference in the selection process.

By utilizing the RFP process for the locally funded 50 OTR buses, NYC Transit will be able to (1) weigh factors such as overall project price, overall quality of proposer and product including delivery and NYS Content; (2) negotiate specific contract terms, such as warranty and payment terms; (3) negotiate technical matters as deemed appropriate; and (4) include any other factors that NYC Transit deems relevant to its operation.

By utilizing the RFP process for the federally funded 257 OTR buses, NYC Transit, on behalf of MTABC, will be able to (1) weigh factors such as overall project price, and overall quality of proposer and product including delivery; (2) negotiate specific contract terms, such as warranty and payment terms; (3) negotiate technical matters as deemed appropriate; (4) include any other factors that MTABC deems relevant to its operation; and (5) potentially split the award in such a manner as deemed to be in the public interest provided that the terms and conditions offered by the proposers are commercially reasonable and the proposers' Best and Final Offers ("BAFOs") are deemed to be within a reasonable competitive range. NYC Transit reserves the right to award the entire contract to a single proposer if there are substantial differences between the BAFOs received.

These OTR buses will replace aging buses that have reached the end of their 12-year useful life; the 50 OTR buses for NYC Transit will be operated out of depots on Staten Island; the 257 OTR buses for MTABC will be operated out of MTABC depots in the Bronx, Queens, and Yonkers.

All of these OTR buses will be outfitted with new features including improved driver visibility, pedestrian turn warning, Wi-Fi, USB charging ports, automatic passenger counters, digital information screens, and new branding.

Alternative

Issue competitive Invitations for Bid. Not recommended given the complexity of these procurements and the advantages offered by the RFP process.

Impact on Funding

The procurement of 50 OTR buses is funded under SF02-2453 as part of the approved 2015–2019 Capital Program. It is anticipated that this project will be 100 percent locally funded.

The procurement of 257 OTR buses is funded under U7030202/SF02-2709 as part of the approved 2015–2019 Capital Program. It is anticipated that this project will be 80 percent federally funded and 20 percent locally funded.

Recommendation

That the Board declare competitive bidding impractical or inappropriate for the procurement of OTR buses for NYC Transit and MTABC and that it is in the public interest to issue a competitive RFP pursuant to New York State Public Authorities Law, Section 1209, subdivision 9(g) for NYC Transit and New York State Public Authorities Law, Section 1265-a, Subdivision 4(g) for MTABC.

Staff Summary



Item Number 3			
Department, Department Head Name SVP Procurement & Supply Chain, Stephen M. Plochochi			
Internal Approvals			
Order	Approval	Order	Approval
1	Materiel	6	SVP OPS
2 X	Law	7	President
3 X	CFO		
4 X	Subways		
5 X	CPM		

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	Contract No. P-36490
Description Design and Construction of approximately 12 substations and five circuit breaker houses for the CBTC Traction Power Upgrade Program	
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 for the award of contracts under the Communications-Based Train Control ("CBTC") Traction Power Upgrade Program, and that, pursuant to New York State Public Authorities Law, Section 1209, Subdivision 9(f), it is in the public's interest to authorize NYC Transit to issue competitive Requests for Proposals ("RFPs") in lieu of sealed competitive bids for some or all contracts for the construction or upgrade of approximately 12 Substations and five Circuit Breaker Houses ("CBHs") under the CBTC Traction Power Upgrade Program. This program will be managed by NYC Transit's Department of Capital Program Management.

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.

The CBTC Traction Power Upgrade program is to support the Fast Forward Plan initiative for delivering the state-of-the-art CBTC. The Traction Power Upgrade Program will enable NYC Transit to increase train throughput per hour on subway lines that are controlled by CBTC. The program includes the construction or upgrade of approximately 12 substations and five CBHs located in the boroughs of Manhattan, Brooklyn, Bronx, and Queens, and has a goal of awarding multiple contract packages. The types work will include architectural (building layout for the substation and CBH), structural (foundation and support), electrical (transformers and rectifiers, DC and AC power), supervisory control and data acquisition (power zone control), fiber-optic (network system), utility (underground utilities, duct bank), mechanical (ventilation), communications (telephone and fire detection), environmental, and instrumentation and controls. In order to achieve this accelerated schedule, NYC Transit recommends utilizing the RFP process for all of the contract packages in order to evaluate factors other than cost.

NYC Transit is in the process of obtaining a facilitator to develop RFP documents for procurement of the design-build contracts, construction schedule, cost estimates, constructability analysis, environmental documentation, and support for community outreach.

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, Project Requirements and Design Criteria, 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 provided proposals that are responsive to the RFP requirements. This will be done to enhance competition and defray proposal costs.

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, as well as contract terms and conditions, which could potentially shorten the project duration.

NYC Transit anticipates that the work to be performed across all new substations and CBHs, and upgrade of substations will be substantially similar. Taking into consideration the associated schedule constraints, proposers qualified under Step 1 will be invited to propose on subsequent RFP packages, which may also include opportunities for the evaluation of revised proposer teams.

Alternatives

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

Impact on Funding

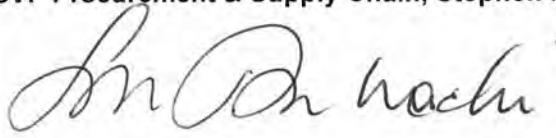
This action has no immediate impact on funding. Funding to begin design for these projects will be provided from the 2015–2019 Design Reserve. Funding for construction will be identified at a later date either through a revision of the 2015–2019 Capital Program in support of the advancement of the Fast Forward Plan and/or through the next 2020–2024 Capital Program.

Recommendation

That the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate, and that, pursuant to New York State Public Authorities Law, Section 1209, Subdivision 9(f), it is in the public's interest to issue competitive RFPs for the CBTC Traction Power Upgrade Program.

Staff Summary



Item Number 4			
Department, Department Head Name: SVP Procurement & Supply Chain, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Order	Approval
1	Materiel	6	SVP OPS
2 X	Law	7	President
3 X	CFO		
4 X	DDCR		
5 X	Buses		

SUMMARY INFORMATION	
Vendor Name StrataGen Systems, Inc.	Contract No. W-32564
Description Real-Time Scheduling and Computer-Aided Dispatch, and Automatic Vehicle Location Monitoring Systems for Paratransit	
Total Amount: \$49,697,080 (Est.)	
RTS/CAD System: \$24,629,930 AVLM System: \$25,067,150	
Contract Term (including Options, if any) RTS/CAD: October 1, 2018–March 31, 2028 (114 months) AVLM: October 1, 2018–June 30, 2028 (117 months)	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
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: Immediate Operating Need	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Purpose

It is requested that the Board approve the award of contract W-32546 to StrataGen Systems, Inc. ("StrataGen"), in the estimated amount of \$49,697,080 for a Real-Time Scheduling and Computer-Aided Dispatch ("RTS/CAD") system and an Automatic Vehicle Location Monitoring ("AVLM") system for Paratransit Access-A-Ride ("AAR") operations.

Discussion

Presently, Paratransit uses its existing scheduling system for booking paratransit trips for eligible customers, in advance of a trip request or for same-day requests. It batches trips and produces daily manifests for scheduling and dispatching trips. The existing scheduling system interfaces with the existing AVLM system, which utilizes technologies including GPS, and Mobile Data Terminals ("MDTs") on board dedicated Primary Carrier vehicles to remotely monitor vehicle location and feed this information to the scheduling system to provide dispatching information for Paratransit's Command Center personnel. Paratransit has utilized StrataGen's scheduling system since 2002, which has been adapted over the years to accommodate the current scheduling requirement of 25,000 trips per day or greater. Paratransit's current AVLM system is a product of INIT Innovations in Transportation ("INIT"), and was purchased in 2005. These systems have been adapted to communicate and share information, facilitate trip scheduling, and provide vehicle location information to support Paratransit operations. However, the trip scheduling and AVLM systems currently used by Paratransit need to be replaced as they are out-of-date and lack the flexibility and key functionality necessary to address on-street issues encountered on the day of service. As traffic congestion increases, replacing Paratransit's outdated technology systems, which cannot take advantage of current technological advancements, is necessary to deliver critical service improvements promised to Paratransit customers.

Unlike the existing system (which does not continuously update trip schedules), the new RTS/CAD system will continuously update (or optimize) trip schedules and routes based on real-time traffic conditions, changes in service demand, last-minute destination changes, and other events throughout the day of service. As such, the new system will help to improve on-time performance by proactively detecting potential delays, re-routing trips to avoid traffic congestion, and reassigning or rescheduling trips to the best route when problematic conditions delay a vehicle. The new AVLM system will include the latest MDT technology and will provide vehicle speed, location and direction to the RTS/CAD where it will be interpreted along with real-time traffic condition information to optimize the trip schedule.

The procurement was structured to allow for the award of one contract to a single contractor providing both systems, or two separate contracts to two different contractors (one providing the RTS/CAD system and the other providing the AVL system). Proposals were evaluated to determine the advantages of having a single contractor award versus a dual contractor award including the proposer's approach to system software interfaces with respective systems.

Procurement conducted a Request for Information ("RFI") in February 2017, from which 15 potential contractors were identified. An Authorizing Resolution was approved by the July 2017 Board to procure both new systems via the competitive Request for Proposal ("RFP") process. The RFP was released to qualified proposers identified through the RFI process.

On January 8, 2018, nine proposers responded to the RFP. The Selection Committee ("SC") evaluated the proposals in accordance with the evaluation criteria covering Overall Technical Qualifications, Overall Price, and Other Relevant Matters. Following the SC's review, three proposers were eliminated, as these proposers did not have the necessary experience related to projects of similar magnitude and complexity and/or were unable to fulfill the technical requirements. The remaining six proposers were invited for oral presentations. After oral presentations, three proposers were eliminated as the SC determined that these proposers lacked experience and were unable to fulfill the technical requirements.

Three proposers were invited to negotiations including StrataGen, proposing on both the RTS/CAD and the AVL system; Waye LLC ("Waye"), proposing on the RTS/CAD system only; and INIT, proposing on the AVL system only. The SC considered StrataGen's proposed RTS/CAD solution to be technically superior as compared to Waye's, and StrataGen's combined RTS/CAD and AVL system solution to be technically superior to the utilization of StrataGen's RTS/CAD with INIT's AVL system. While INIT offered a strong product, the combined StrataGen RTS/CAD and AVL system solution was evaluated as providing better system functionality due to the systems' cohesive integration. After further evaluation, Waye was eliminated from further consideration because its pricing was substantially outside of the competitive range without providing full system functionality, and the company was unable to satisfy the financial qualification requirements. Negotiations continued with StrataGen for the RTS/CAD system, and with both StrataGen and INIT for the AVL system. Negotiations focused on exceptions, deviations, and clarifications to the technical specifications and the terms and conditions; on-board vehicle equipment hardware used for the AVL system; various system combinations proposed, project schedule, and pricing. Negotiations with StrataGen also covered pricing for maintenance for the continuation of the Interactive Voice Response ("IVR") system and a database module, systems previously provided by StrataGen that will remain in use. At the conclusion of negotiations, Best and Final Offers ("BAFOs") were received from both StrataGen and INIT.

The SC reviewed the BAFOs and unanimously recommended for award, StrataGen's combined RTS/CAD and AVL systems solution as it was technically superior to the utilization of StrataGen's RTS/CAD with INIT's AVL system. The direct communication from StrataGen's combined system solution provides drivers with better navigation and communication, and maintains the integrity of route decisions made from the RTS/CAD system or manually from the Paratransit Command Center. This direct communication functionality would not be readily available if INIT's AVL solution was chosen. The SC also recommended MDT's as the best value for the on-board vehicle equipment hardware as opposed to tablet PCs, as the tablet solution was too expensive. In addition, StrataGen's project schedule was better than INIT's, achieving full system acceptance of the AVL system four months sooner than INIT's schedule. The pricing of StrataGen's RTS/CAD (base \$24,629,930 + option \$13,688,279) and StrataGen's AVL (base \$25,067,150 + option \$10,716,900) is \$74,102,259 (\$49,697,080 for the base and \$24,405,179 for the option terms). StrataGen's price of \$74,102,259 is approximately 22 percent or \$20,580,591 less than the pricing of StrataGen's RTS/CAD (base \$27,378,748 + option \$13,574,384) with INIT's AVL (base \$35,070,714 + option \$18,659,004) for the base and option terms of \$94,682,850.

Full system acceptance of StrataGen's RTS/CAD and AVL will be delivered in 18 months and 21 months, respectively. The full term of the base contract for RTS/CAD will be a total of 114 months, comprised of the 18 months for full system acceptance, 12 months of warranty and 84 months of maintenance. The full term of the base contract for AVL will be a total of 117 months, comprised of the 21 months for full system acceptance, 12 months of warranty and 84 months of maintenance. It should be noted that to achieve the most significant customer service improvement for Paratransit customers and to expedite the use of the system, StrataGen will deliver its Dispatch module within 11 months of award. The Dispatch module will continuously correct potential service disruptions on the day of service through real-time route optimization by reassigning or rescheduling trips to the best route thereby minimizing delays to the customer. Additionally, within 16 months of award, all AVL equipment will be installed on the vehicles providing vehicle speed, location and direction to the RTS/CAD system. The options will provide continued maintenance for the systems. The option terms are 63 months for the RTS/CAD system and 60 months for the AVL system which will allow for coterminous expiration at 177 months (RTS/CAD 114 months base + 63 months option = 177 months, AVL 117 months base + 60 months option = 177 months).

Staff Summary

Board approval is therefore being requested for the award to StrataGen utilizing its combined solution for the base term in the estimated amount of \$49,697,080. Board approval will be sought at a later date to exercise the options.

An Immediate Operating Need (“ION”) for this procurement has been issued to address the importance of obtaining new RTS/CAD and AVL/M systems and to improve Paratransit customer service. The ION resulted in the ability to make the award approximately six weeks earlier.

Procurement, Paratransit, and NYC Transit’s Cost Price Analysis Unit have determined the final price to be fair and reasonable. The Office of the Controller performed a financial review and found there is reasonable assurance that StrataGen is financially qualified to perform this contract.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights has established 0 percent M/WBE and 0 percent Service-Disabled Veteran-Owned Business (“SDVOB”) goals due to the lack of qualified M/WBE/SDVOB firms capable of providing the services required for this procurement. StrataGen has not been awarded any MTA contracts with goals; therefore, no assessment of the firm’s M/W/DBE/SDVOB performance can be determined at this time.

Impact on Funding

Both operating and capital funds will be utilized for these projects. Funding of \$21,204,280 is available under Project Planning No. SF03-2470 / MTA Project No. T70302015 as part of the approved 2015–2019 Capital Program. Funding of \$28,492,800 for system maintenance is available in the Division of Paratransit’s Operating Budget under RC No. 3042, Function No. 120, with Account No. 709102.

Alternatives


None. These new systems are critical to NYC Transit’s goal to improve customer service and increase efficiencies.

Recommendation

It is recommended that the Board approve the award of a contract to StrataGen in the estimated amount of \$49,697,080 for the new RTS/CAD and AVL/M Systems for Paratransit AAR operations.

Staff Summary



Item Number 5			
Department, Department Head Name:			
SVP Procurement & Supply Chain, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Order	Approval
1	Materiel	6	EVP, MTABC
2 X	Law	7	President, MTABC
3 X	CFO	8	SVP OPS, NYCT
4 X	DDCR	9	President, NYCT
5 X	CPM		

SUMMARY INFORMATION	
Vendor Name	Contract
AECOM USA, Inc.	CM-1061
Description	
IQ Consultant Services for the Underground Storage Tank and Environmental Remediation Program	
Total Amount	
\$5,550,000 (Estimated)	
Contract Term (including Options, if any)	
36 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input 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 Indefinite Quantity ("IQ") consultant contract for the Underground Storage Tank ("UST") and Environmental Remediation Program to AECOM USA, Inc., for a total estimated amount of \$5.55 million. This is a joint procurement between NYC Transit and MTA Bus Company ("MTABC"). The NYC Transit portion will be valued at \$4.8M and the MTABC portion will be valued at \$750,000. The contract duration will be 36 months.

Discussion

This contract is for an environmental engineering consultant to provide services for the UST and Environmental Remediation Program, on a task-order basis. One contract will be awarded, with a scope of work that applies to both NYC Transit and MTABC. As part of an agreement with the New York State Department of Environmental Conservation ("NYSDEC"), the agencies are required to continually test and monitor tanks. The goal of the UST Program is to investigate and remediate any contaminated soil and groundwater caused by petroleum spills, primarily from leaking USTs. The services will include remedial investigations of soil and water contamination and recommendations, remedial design, technical inspection, tank tightness testing, and tank closures. Remediation is performed by a separate contractor. These services will be performed at various NYC Transit and MTABC sites.

A two-step Request for Proposal ("RFP") was utilized for this procurement. In Step 1, in response to the solicitation and advertisement, 20 Qualification Packages were received. Each package consisted of a customized qualification statement, a Federal SF330 form, and a Schedule J Responsibility Questionnaire. The Selection Committee ("SC") reviewed the packages in accordance with the evaluation criteria of the advertisement and selected the following eight firms to receive the RFP and submit proposals: AECOM; D&B Engineers and Architects, P.C. ("D&B"); LiRo Engineers, Inc.; H2M Architects and Engineers; HAKS Engineers, Architects and Land Surveyors, P.C.; HRP Associates, Inc. dba HRP; TRC Engineers, Inc. ("TRC"); and GZA GeoEnvironmental of NY. The other 12 firms were not selected due to inadequate staff resources and/or insufficient relevant experience.

Eight proposals were received. The SC evaluated the eight technical proposals utilizing the selection criteria set forth in the RFP and all eight consultants were invited to make oral presentations. Selection criteria included: Plan of Approach, Experience in Relevant Areas, Experience of Project Team, Current Workload of Prime and Subconsultant, Past Performance on Similar Projects, Proposer's Diversity Practices, Management Approach, Quality Assurance Plan, Proposed Pricing, and other relevant matters. After review of technical proposals and participation in the oral presentations, the SC recommended negotiations to be conducted with three firms: AECOM, D&B, and TRC.

The three firms were selected for negotiations based on their extensive UST and Environmental Remediation experience, including remedial investigation, remedial design, tank tightness testing, and tank closures. The firms not selected lacked sufficient relevant experience and qualified personnel in key areas of the scope to efficiently perform the work.

D&B was initially selected for negotiations by the SC. However, D&B subsequently decided to withdraw its proposal from further consideration on this procurement. The SC reconvened and decided to move forward without D&B. Cost proposals for the two remaining firms were opened, a detailed cost analysis was performed, and a negotiation objective was developed for each consultant, using estimated hours for various labor categories that were provided for evaluation purposes.

Negotiations were subsequently conducted with AECOM and TRC, focusing on hourly rates, overhead, fixed fees, and out-of-pocket expenses. After negotiations concluded, Best and Final Offers (“BAFOs”) were received from each firm and evaluated against NYC Transit/MTABC’s in-house budget estimate based on hours distributed among various titles, overhead, and fixed fees. BAFOs were received in the following amounts: TRC \$7,083,711 and AECOM \$5,414,020. The combined NYC Transit and MTABC budget estimate was \$5.55M. Based on an analysis of the components of the initial and revised cost proposals, estimate, and the competitive nature of the RFP, AECOM’s BAFO was determined to be fair and reasonable.

The SC reconvened and unanimously voted to award AECOM the contract based on the technical evaluation and lower cost. AECOM was deemed technically superior due to their experience gained as an incumbent on six of the last seven contracts and for their extensive experience in remedial design services, a critical aspect of this project. AECOM has completed numerous UST projects and petroleum spill investigation/remediation projects throughout the five boroughs of New York City, maintaining an excellent working relationship with NYSDEC Region II Division of Environmental Remediation. AECOM has past experience with NYC Transit, and has worked extensively with other Agencies over the past years on similar projects. AECOM has also worked for major public entities, environmental-related government agencies, and public authorities. All contacted references provided positive feedback.

In connection with a previous contract awarded to AECOM, AECOM was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Managing Director in consultation with the MTA General Counsel in November 2017. No new SAI has been found relating to AECOM and AECOM has been found to be responsible. A Contractor Compliance Program was put in place for AECOM in September 2018.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights DDCR has established 15 percent MBE and 15 percent WBE goals on this contract. AECOM has submitted an M/WBE utilization plan that meets the 30 percent M/WBE requirements of this contract. AECOM has achieved its M/W/DBE goals on previous MTA contracts.

Alternatives

Perform the work using in-house personnel. At this time, NYC Transit lacks available staff with the expertise necessary to perform the specific tasks required under the scope of work for these projects.

Capital Program Reporting

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

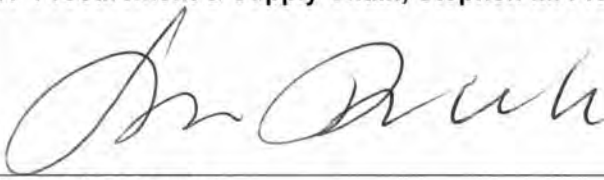
Impact on Funding

These contracts will be funded with 100 percent MTA funds provided on a task-order basis by the individual capital project requiring these services. Task Orders will not be issued until approved WAR certificates are received.

Recommendation

That the Board approve the award of a competitively solicited IQ Consultant contract for the UST and Environmental Program to AECOM for a total estimated amount of \$5.55 million. This is a joint procurement between NYC Transit and MTABC. The NYC Transit portion will be valued at \$4.8M and the MTABC portion will be valued at \$750,000. The contract duration will be 36 months.

Staff Summary

Item Number 6-9			
Department, Department Head Name: SVP Procurement & Supply Chain, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Order	Approval
1	Materiel	6	EVP, MTACC
2 X	Law	7	President, MTACC
3 X	CFO	8	SVP OPS, NYCT
4 X	DDCR	9	President, NYCT
5 X	CPM		

SUMMARY INFORMATION	
Vendor Name	Contract No.
Various (see list below)	CM-1424 to CM-1427
Description: IQ Staffing Contracts to Provide Schedulers	
Total Amount \$43,000,000 (Est. Aggregate)	
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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

Purpose

To obtain Board approval to award four competitively solicited contracts to provide Indefinite Quantity ("IQ") Staffing Contracts for Schedulers to support NYC Transit and MTA Capital Construction ("MTACC") Capital projects, on an as-needed basis for a period of 60 months. The estimated aggregate value of the awarded contracts is \$43 million (\$40M for NYC Transit and \$3M for MTACC). These will be zero dollar-based contracts and have no minimum guarantee of any assignments. The recommended awardees are as follows:

Awardee Firms

1. Management Concepts System & Services, Inc. ("MCSS") – M/DBE (Incumbent)
2. SJH Engineering, P.C. ("SJH") – M/DBE
3. Toll International, LLC ("Toll") – M/DBE
4. Group PMX, LLC ("PMX") – MBE

Contract No.

- CM-1424
CM-1425
CM-1426
CM-1427

Discussion

The selected firms will provide schedulers to NYC Transit and MTACC on an as-needed basis for designated Capital projects. Schedulers will provide program and project schedule control support for all phases of project design and construction. The prime responsibility of schedule control personnel is to assist various program areas by providing scheduling services to more efficiently control and monitor Capital projects from the predesign phase to closeout. Schedulers may be required to be familiar with the current global techniques in tunnel construction and possess scheduling expertise in (1) subsurface construction, concrete and structural steel construction, (2) communication-based train control, (3) tunneling, electrical and power systems, signals and systems, and (4) elevators, escalators, and fire alarm/fire suppressions systems. Unlike a contract awarded to an engineering firm, where the firm would have the responsibility to execute an entire project or assigned portion thereof, these contracts will enable NYC Transit and MTACC to meet their need for temporary staff to perform project-specific, short-term, specialized assignments under the direction of assigned Agency personnel.

Staff Summary

Work Orders for new staffing requirements will be competitively solicited from awardee firms. Firms will be requested to submit resumes of proposed candidates. Resumes are then reviewed, candidates are selected for interview, and selection(s) are made by the requesting department. Negotiations are conducted with the selected candidate(s) and Work Order(s) are subsequently issued. Costs will be incurred only when the Work Order has been issued and the work has been performed. Selected firms will pre-qualify all candidates prior to referral to the requesting MTA agency. This process includes interview, background verification, reference checks, and furnishing resumes and other related data. The requesting agency will consider technical factors and costs in determining candidates for assignments. The selected firms will be paid the actual salary of the person whose services are provided to the agency, plus a markup that includes profit, overhead, and other expenses. This approach has been used successfully by NYC Transit under previous and current contracts. The firms were selected via a qualifications-based one-step procurement process.

In response to NYC Transit's advertisement, 19 firms submitted proposals. The Selection Committee ("SC") reviewed the proposals and evaluated the firms based on the Evaluation Criteria established for this Request for Proposal. The Evaluation Criteria included: Plan of Approach, Experience in Relevant Areas, Experience of Key Personnel and Project Team, Current Workload, Management Approach, Staff Development, Markup Percentage, and other relevant matters. The SC subsequently selected the following eight firms for negotiations: ARCADIS of New York, Inc. ("ARCADIS"); PMX (MBE); Hill International, Inc. ("Hill"); JOIS Construction Management System, Inc ("JCMS") (M/DBE); MCSS (MBE); PACO Technologies, Inc. ("PACO") (MBE); SJH (M/DBE); and Toll (M/DBE). The remaining eleven proposers were not recommended due to inadequate relevant qualifications, resources, and/or experience.

Initial proposed markup rates from these eight firms range from 78.2 to 239 percent. Negotiations were conducted with the eight selected firms, culminating in the receipt of Best and Final Offers ("BAFOs") ranging from markups of 73 to 126 percent.

The SC reviewed the BAFOs in accordance with the Evaluation Criteria and selected the following firms for award: MCSS (M/DBE); SJH (M/DBE), and PMX (MBE) were unanimously selected; TOLL (M/DBE) received four of five votes. The recommended firms' BAFO markups ranged from 73 to 90 percent. BAFO markups from ARCADIS, Hill, JCMS, and PACO were higher than the in-house estimate and NYC Transit's Cost Price Analysis Unit's objective, and they were not recommended for award. NYC Transit considers the final proposals of the selected firms to be fair and reasonable.

The four selected firms were previously awarded the following public sector contracts: MCSS (incumbent) – CM-1380, CM-1061, and CM-1138; SJH – (PSEG) – MA-00004492, and (PANYNJ) – 4900007269, (NYCSCA) – C0000014256 and C0000014046; Toll (NYC Transit) – S-32742, S-32765, R-50529, and (MTACC) – C-009 and C-019, and PMX – (New York City Department of Design and Construction) – EBXD6900-I15-0001 and (New York State Economic Development Council) – G00022.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights has established 0 percent participation goals on this contract due to the lack of subcontracting opportunities on this contract. Management Concepts System & Services, Inc. (M/DBE), SJH Engineering, P.C. (M/DBE), Toll International, LLC (M/DBE), and Group PMX (MBE) have not completed any MTA contracts with M/W/DBE goals; therefore, no assessment of the firm's M/W/DBE performance can be determined at this time.

Alternatives

Perform the work using in-house personnel. At this time, NYC Transit lacks available staff with the expertise necessary to perform the specific tasks required under the scope of work for these projects.

Capital Program Reporting

These contracts have been reviewed for compliance with the requirements of the 1986 legislation application to Capital Contract Awards and the necessary inputs have been secured from the responsible functional departments.

Impact on Funding

These contracts will be funded with Federal/MTA funds provided on a work-order basis by the individual capital project requiring these services. Work Orders will not be issued until approved WAR certificates are received.

Recommendation

That the Board approve the award of up to four contracts on a competitive basis to provide IQ Staffing Contracts for Schedulers to support NYC Transit and MTACC on an as-needed basis for a period of 60 months. Other MTA agencies may also participate as required. The estimated aggregate value of the awarded contracts is \$43M (\$40M for NYC Transit and \$3M for MTACC). These will be zero dollar-based contracts and have no minimum guarantee of any assignments.

Item Number: 10

Vendor Name (Location) Siemens Mobility, Inc. (New York, New York)		Contract Number S-87055	AWO/Modification 1
Description CBTC DCS Long-Term Purchase Agreement		Original Amount:	\$ 0
Contract Term (including Options, if any) January 7, 2014–January 6, 2039		Prior Modifications:	\$ 0
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		Prior Budgetary Increases:	\$ 0
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive		Current Amount:	\$ 0
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		This Request:	\$ 120,000,000 (Est.)
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount:	N/A
Requesting Dept./Div., Dept./Div. Head Name: Procurement & Supply Chain, Stephen M. Plochochi		% of Modifications (including This Request) to Original Amount:	N/A

Discussion

This modification to the Long-Term Purchase Agreement (“LTA”) for the Supply of Carborne and Wayside Data Communication System (“DCS”) radio equipment will include non-LTA equipment and related design and engineering services to support the installation of DCS for the Communications-Based Train Control (“CBTC”) systems on the R179 and R211 base and option cars (carborne) and wayside equipment for the Culver and 8th Avenue lines. In addition, this approval will be for associated A Division cars and wayside equipment on the Lexington Avenue, Queens Boulevard East, Crosstown, 6th Avenue, and 7th Avenue lines in the estimated amount of \$120,000,000 for five years. The modified contract will also be used for future CBTC needs for DCS equipment with corresponding duration and funding.

As needs arise, release task orders will be issued pursuant to this contract. Each task order will require funding approval prior to award. At present, budget funds are available for DCS wayside equipment for Culver and 8th Avenue, and for the base order of R211 cars and for the R179 cars. Board approval will be sought for any additional amount beyond the request above.

In September 2011, the Board approved the award of a 46-month competitively negotiated contract, S-32748, to the Thales/Siemens Team, a consortium between Thales Transport & Security Inc. (“Thales”) and Siemens Industry, Inc. (“Siemens”) in the amount of \$63,998,000 for the Culver Test Track B Division in the borough of Brooklyn. The core goals of the Culver Test Track project were finalization of NYC Transit’s Interoperability Interface Specifications (“I2S”) and NYC Transit’s Standard CBTC System Design; design, supply, and validation of an Integrated Test Facility (“ITF”), which is a comprehensive CBTC test simulator; development of interoperable CBTC subsystems in accordance with the I2S and NYC Transit’s Standard CBTC System Design; safety certification of the interoperable CBTC system; and verification of the safety certification of the individual CBTC subsystems using the Culver Test Track and the ITF. The deliverables under this contract were necessary to qualify additional CBTC subsystem suppliers to allow NYC Transit the capability to procure CBTC systems competitively from multiple qualified suppliers for future projects. The test track and ITF were completed and are in use for the CBTC program.

In addition to the Culver Test Track, a second requirement was also competed at that time via the same Request for Proposal (“RFP”): to select a standard wayside/carborne Data Communication System (“DCS”), including radio and fiber transponder, and transponder interrogator antenna equipment for the Culver Test Track Project and future CBTC projects. This requirement was included to standardize and to assure interoperability of CBTC equipment, parts availability, and manage obsolescence.

The DCS provides a communication network for continuous communications between the different elements of the CBTC system. This is mainly between the radios along the wayside and the cars. The DCS also provides for communication across the CBTC limits on the line.

In response to the RFP, technical and price proposals were separately submitted by Siemens and Thales for DCS equipment. The Selection Committee, based on the DCS equipment's performance, cost, scalability, installation, and long-term equipment availability in accordance with established evaluation criteria, selected the Siemens' DCS equipment as offering the best value to NYC Transit. Board approval for the establishment of an LTA with Siemens was received as part of the approval to award the Culver Test Track project.

This agreement ensures that DCS carborne and wayside equipment will be available from Siemens for a period of 25 years, and established formulas, based on escalation and quantity discounts, for determining the price of each purchase. The Board approved that future DCS equipment purchases made pursuant to the LTA would be subject to Board approval. The LTA covers equipment such as carborne and wayside radios, transponder units, and power supplies, and does not include ancillary items such as cabinets, external cables, and radio cases, or labor rates for design and engineering services. Pricing for LTA equipment will be based on the agreement price and applicable price adjustment factors; engineering labor rates will be based on other contracts with Siemens that have been previously determined to be fair and reasonable. The balance of any materials representing a small portion of orders will be subject to price verification and negotiation prior to ordering.

In connection with a previous contract awarded to Siemens, Siemens was found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in August 2016. No new SAI has been found relating to Siemens and Siemens has been found to be responsible. A Contractor Compliance Program was put in place for Siemens in April 2018.

SEPTEMBER 2018**LIST OF RATIFICATIONS FOR BOARD APPROVAL****Procurements Requiring Two-Thirds Vote:****D. Ratification of Completed Procurement Actions**

(Staff Summaries required for items requiring Board approval.)

- | | | |
|--|---------------------|--------------------------------------|
| 1. Eastern Lift Truck Company
Contract# SSE 214118
Immediate Operating Need
Furnish and deliver four battery-powered railcar movers. | \$2,276,408 | <u>Staff Summary Attached</u> |
|
 | | |
| 2. Harsco Metro Rail, LLC
Contract# R-34252
Immediate Operating Need
Purchase of 65 R252 flatcars. | \$40,362,487 | <u>Staff Summary Attached</u> |

Procurements Requiring Majority Vote:**K. Ratification of Completed Procurement Actions (Involving Schedule E-J)**

(Staff Summaries required for items requiring Board approval.)

- | | | |
|---|---------------------|--------------------------------------|
| 3. Loram Maintenance of Way, Inc.
Contract# 6%17424
Immediate Operating Need
Rail-grinding services. | \$44,227,176 | <u>Staff Summary Attached</u> |
|
 | | |
| 4. Nokia of America Corporation
Req.# 48577
Immediate Operating Need
Maintenance of the VHF Radio System. | \$5,600,000 | <u>Staff Summary Attached</u> |

Item Number: 1

Vendor Name (Location) Eastern Lift Truck Company, Inc. (Maple Shade, New Jersey)	
Description Furnish and Deliver Four Battery-Powered Rail Car Movers	
Contract Term (including Options, if any) June 6, 2018–April 10, 2019	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	

Contract Number SSE 214118	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$2,276,408	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Procurement & Supply Chain, Stephen M. Plochochi	

Purpose

It is requested that the Board ratify the contract award made pursuant to the declaration of an Immediate Operating Need (“ION”), waiving competitive bidding pursuant to Article III, Paragraph A of the All-Agency Procurement Guidelines and New York State Public Authorities Law, Section 1209, subsection 9(a). The ION requested by the Department of Subways authorized the Procurement Subdivision to award a contract (SSE 214118) on June 6, 2018 to Eastern Lift Truck Company, Inc.¹ (“ELT”) for the purchase of four battery-powered railcar movers in the amount of \$2,276,408.

Discussion

This contract is for the purchase of four battery-operated rail car movers, model LOK 13.90E, manufactured by Zephir Socio Unico (“Zephir”), an Italian manufacturer. These rail car movers are small vehicles equipped with (1) rubber tires and steel wheels that operate on both rail and paved road and (2) the ability to cross tracks to move across rail yards quickly and efficiently. These rail car movers possess sufficient pulling capacity to move loaded flatcars and other work equipment within the yards, thus making full-sized locomotives available for transporting heavier loads throughout the NYC Transit system, and enabling NYC Transit to support major construction projects for the Subway Action Plan. Designing, manufacturing, and receiving delivery of new locomotives that can be used everywhere in the NYC Transit system will require several years, but these small rail car movers, with minimal modifications to meet NYC Transit’s safety requirements, will be delivered in approximately six months. Under this contract, one prototype (LOK 13.90E) will be delivered by November 2018, which will be tested and evaluated by NYC Transit. Upon successful completion of the evaluation, three additional units will be delivered in April 2019. If these rail car movers prove to be successful, additional units may be purchased to make critically needed locomotives available for other projects throughout the transit system.

NYC Transit conducted an international market outreach by issuing a Request for Information (“RFI”) in order to identify suppliers of battery-operated rail car movers. Initially, these rail car movers were envisioned to be transported through tunnels on flatcars and used within confined General Orders (“GO”). The RFI elicited responses from 13 companies. Of the 13 responders, four of the proposed units were potentially suitable for use for NYC Transit’s GO work.

Under the Subway Action Plan (Track/Infrastructure Task 7 – Increase Work Train Availability), the Division of Car Equipment (“DCE”) was challenged to increase the availability of locomotives (those currently used to move all equipment in the yards) to be readily available for other critical operations throughout the NYC Transit system. As a result, a decision was made to purchase, utilizing an ION, four battery-operated rail car movers for yard use only. These rail car movers will only be used in the yards because the hi-rail wheels are not designed to traverse NYC Transit’s subway system. Of all the 13 responses reviewed, only the LOK 13.90E, manufactured by Zephir, had sufficient pulling capacity and a braking system that met the requirements for use in the yard. In addition, the LOK 13.90E required the fewest modifications and had the shortest delivery time.

¹On August 9, 2018, Zephir, the manufacturer, advised NYC Transit that it will be changing its US regional distributor, therefore NYC Transit is evaluating this request and will be working with Zephir regarding the assignment of the contract from ELT to the new distributor.

In order to meet NYC Transit requirements, the unit must be equipped with an NYC Transit brake tripping device and an additional battery car to (1) to increase the overall length of the unit so that its presence is detectable by the signal system sensors along the track bed in the yard when passing over switches, and (2) provide extended battery life.

Through discussions with Zephir, ELT quoted a per-unit price of \$569,102. ELT's pricing of \$395,000 for the base unit remained the same as it had quoted for the RFI. However, the necessary modifications and additional safety features required by NYC Transit increased the overall price per unit by \$174,102. The price per unit of \$569,102 is \$26,044 or 4.4 percent lower than the internal independent estimate of \$595,146 per unit. Procurement requested a unilateral price concession from ELT, but ELT declined, advising that NYC Transit was already receiving the most favorable pricing as compared to pricing charged to other customers of Zephir units, and no further concession could be provided. Based on the information above, and the review by NYC Transit's Cost Price Analysis Unit, the determination has been made that the total price of \$2,276,408, quoted by ELT, is fair and reasonable, and DCE concurs.

In connection with the review of Zephir's responsibility pursuant to the All-Agency Responsibility Guidelines, Zephir was found to be responsible notwithstanding significant adverse information and such responsibility finding was approved by the NYC Transit President in June 2018.

Utilizing the ION process and awarding the contract prior to obtaining Board approval enabled NYC Transit to secure an earlier opening in Zephir's production line and thus expedite the delivery of these units. Therefore, Zephir will be able to deliver these rail car movers at least six months sooner than if a formal RFP process had been utilized.

Schedule D: Ratification of Completed Procurement Actions

Item Number: 2

Vendor Name (Location) Harsco Metro Rail, LLC (Charlotte, North Carolina)	Contract Number R-34252	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Purchase of 65 R252 Flatcars	Total Amount: \$40,362,487	
Contract Term (including Options, if any) June 11, 2018–December 22, 2023	Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	Requesting Dept./Div., Dept./Div. Head Name: Procurement & Supply Chain, Stephen M. Plochochi	
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:		

Purpose

It is requested that the Board ratify the contract award made pursuant to the declaration of an Immediate Operating Need (“ION”) waiving competitive bidding pursuant to Article III, Paragraph A of the All-Agency Procurement Guidelines and New York State Public Authorities Law, Section 1209, subsection 9(a). The ION requested by Department of Subways authorized the Procurement Subdivision to award, on June 11, 2018, Contract 34252 to Harsco Metro Rail, LLC (“Harsco”) for the design, furnish, and delivery of 65 flatcars, and related non-car items, such as spare parts, technical documentation, and training, in the amount of \$40,362,487. The contract includes two options: Option A for 27 flatcars, totaling \$16,028,205, and Option B for 62 flatcars, totaling \$36,788,649, (for a total of an additional 89 flatcars) to be exercised at a later date, for which subsequent Board approval will be sought.

Discussion

A flatcar, which consists of a frame (a steel structure with a deck) mounted on a pair of trucks (a chassis with two axles, each axle having two wheels), is designed to handle and transport track maintenance machinery and other heavy equipment, materials, and supplies throughout the NYC Transit system. Flatcars are used to support work at various NYC Transit jobsite locations and Subway Action Plan operations.

This project is a re-solicitation of a Request for Proposal (“RFP”) originally issued in August 2016 (following the March 2016 Board RFP Authorizing Resolution) for the purchase of 27 refuse flatcars and either 92 flatcars, or 54 flatcars with 38 frames. An extensive outreach to the marketplace was conducted and, as a result, fifteen firms picked up the contract documents. Only three firms submitted proposals. During discussions with the proposers, the Division of Car Equipment (“DCE”) decided to remove the alternate of 54 flatcars with 38 frames from the RFP, and moved forward with 92 new flatcars in order to unify the new fleet and to use readily available, commercially produced trucks. The 27 refuse flatcars remained the same. However, following a review by the Selection Committee (“SC”), it was determined that none of the proposers could adequately demonstrate the engineering capability and/or the financial wherewithal to handle a project of this magnitude. Other firms originally expressing interest in submitting a proposal subsequently declined, stating that they either could not be competitive, or had other commitments and could not allocate sufficient engineering resources to support this project.

Utilizing the ION procedure this project was re-solicited informally, and the contract documents were sent to eighteen firms. Three firms submitted proposals: Harsco, RCC Fabricators, Inc. (“RCCF”), and Ebenezer Railcar Services (“Ebenezer”). The technical proposals were evaluated by the SC in accordance with the evaluation criteria. The evaluation criteria included experience in relevant areas such as (1) manufacturing flatcars; (2) provision of the most aggressive and achievable delivery schedule; (3) compliance with technical requirements; (4) management approach, quality assurance program, and providing quality drawings and manuals; (5) overall project cost and value to NYC Transit; and other relevant matters such as (6) compliance with and acceptance of NYC Transit’s terms and conditions or willingness to negotiate same, and (7) the overall quality of the written proposal.

Following the initial review of the technical proposals, the SC determined that Harsco’s proposal was technically superior. The SC recommended that RCCF’s proposal be eliminated from further consideration based on the firm’s limited experience in projects of this scale. The SC was concerned with RCCF’s engineering ability, as well as its lead time of 19 months after Notice of Award for the delivery of the first two flatcars.

Given the urgent operational need for flatcars, negotiations were conducted with both Ebenezer and Harsco, with a focus on achieving accelerated delivery schedules from both proposers. After further evaluation of the technical proposals, the SC determined that although both proposers could do the work, Harsco was technically superior and better qualified overall, as it demonstrated superior engineering capability, as well as a thorough understanding of NYC Transit's operating requirements. The SC expressed a concern that Ebenezer evidenced limited engineering resources to commit to this project, given its engagement in other projects, including the repair of NYC Transit's R141 flatcar frames under Contract 175791. In addition, Harsco Rail is a global supplier for railway track maintenance equipment and has performed successfully on prior contracts with NYC Transit, Metro North Railroad and Long Island Rail Road. Therefore, the SC unanimously recommended to continue negotiations with Harsco and eliminate Ebenezer from further consideration.

In order to coordinate funding, maintain continuous production, and increase the total quantity of flatcars in this procurement from 92 to 154 to allow for fleet expansion, the contract was structured with a base quantity of 65 flatcars (scheduled delivery from June 2019 to December 2021), Option A for 27 flatcars (scheduled delivery from January 2022 to February 2023), and Option B for 62 flatcars (scheduled delivery from February 2023 to July 2025). The base contract is funded from the 2010–2014 Capital Program while the options are planned to be funded from the 2020–2024 Capital Program. The number of refuse flatcars has remained at 27 and will be funded from the 2015–2019 Capital Program. In order to maintain continuous production, Option A would need to be exercised by the end of January 2021, and Option B by the end of February 2022.

In view of the urgency of the flatcar procurement, negotiations for flatcars were finalized first, while negotiations for refuse flatcars remain ongoing. Award of the refuse flatcars is planned to be submitted to a subsequent Board for ratification.

NYC Transit's negotiation team worked with Harsco from a technical and pricing perspective in an effort to obtain the most competitive proposal. Extensive negotiations centered on pricing and commercial alternatives with specific emphasis on achieving the most accelerated, attainable delivery schedule. In an effort to further accelerate Harsco's 13-month delivery schedule, incentives for early delivery have been included in the contract.

The final negotiated price for the Base Order of 65 flatcars is \$40,362,487, or \$620,961 per flatcar. Harsco's total price for Option A is \$16,028,205, or \$593,637 per flatcar. The total price for Option B is \$36,788,649, or \$593,365 per flatcar. The prices compare favorably to the independent estimate and are lower than pricing provided by RCCF and Ebenezer. Based on the foregoing, the base and option pricing have been found to be fair and reasonable. Option pricing is subject to a price adjustment based on a price index set forth in the contract.

The SC reviewed the results of negotiations pertaining to technical issues, and terms and conditions as well as pricing, and unanimously recommended Harsco for award. Harsco's technically superior proposal, lower price, and shortest delivery schedule provided the best overall value to NYC Transit.

A review of Harsco's financial documents by the NYC Transit Controller's Office found that Harsco is financially qualified to perform work under this contract.

Utilizing the ION procedure and awarding the contract prior to obtaining Board approval enabled Harsco to commence work on building the flatcars and allowed Harsco to insert the flatcars into its production schedule at least two months sooner than if a formal RFP process had been utilized.

Item Number: 3

Vendor Name (Location) Loram Maintenance of Way Inc. (Hamel, Minnesota)
Description Rail-Grinding Services
Contract Term (including Options, if any) March 1, 2017–February 29, 2020
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: Procurement & Supply Chain, Stephen M. Plochochi

Contract Number 6%17424	AWO/Mod. # 2
Original Amount:	\$ 11,081,850
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 11,081,850
This Request (including options):	\$ 44,227,176
% of This Request to Current Amount:	399.1%
% of Modifications (including This Request) to Original Amount:	399.1%

Discussion

It is requested that the Board ratify the contract modification made pursuant to the declaration of an Immediate Operating Need (“ION”), waiving formal requirements for modifications pursuant to All-Agency Procurement Guidelines Article XI, and approve the award of a modification increasing the capacity of an existing rail-grinding services contract with Loram Maintenance of Way, Inc. (“Loram”). In accordance with the ION which was requested by the Department of Subways, Division of Track (“Track”), the Procurement Subdivision first issued Letters of Intent directing Loram to commence additional rail-grinding services and thereafter awarded Modification 2 to Contract 6%17424.

An effective rail-grinding program is integral to promoting optimal rail surface conditions, and advances the Subway Action Plan’s goal of accelerating repairs of track issues (SAP Track Goal No. 3). Pursuant to this modification the current contract will be extended 33 months, from February 29, 2020 through November 24, 2022. In addition, in years 2018 and 2019, the number of rail grinders deployed will increase from one eight-stone grinder to two eight-stone grinders and one sixteen-stone grinder, for a total of three grinders in each of those years. As part of the extension in years 2020–2022, a minimum of two grinders, an eight-stone and a sixteen-stone, will be deployed. In addition, there are also three annual options, exercisable at the discretion of NYC Transit, to deploy a second eight-stone grinder during the February 29, 2020 through November 24, 2022 extension period.

A well-managed rail grinding program is necessary to restore rail head profile, and remove running rail surface/gauge (fatigue) anomalies. In the absence of rail surface conditioning, rail and rolling stock wheel life are adversely impacted. Due to the aging infrastructure conditions, NYC Transit determined that it was necessary to employ, as part of its Right-of-Way preventive maintenance program, rail-grinding services in order to optimize rail surface conditions. Approximately 500 miles of the system need rail grinding from a corrective state (where rail surface conditions such as corrugation and rolling contact fatigue are removed, and where the rail is profiled to the applicable template), to a preventive state (requiring ongoing regular maintenance grinding cycles).

NYC Transit confirmed through market research that Loram is considered a premier rail-grinding service provider both nationally and internationally. Loram utilizes its own personnel and equipment, and is the only company in North America that has rail grinders readily available with a history of successful performance in the NYC Transit system.

In the past, NYC Transit employed the rail-grinding services of Loram through a competitive solicitation with Long Island Rail Road (“LIRR”) and Metro-North Railroad (“MNR”), under which Loram was the only company offering equipment that was readily available and suitable for use in the limited tunnel clearances and tighter curves found in the NYC Transit system. MNR and LIRR have different operating environments and are therefore able to utilize larger rail grinders.

On March 1, 2017, NYC Transit entered into Contract 6%17424, a noncompetitive three-year contract for rail-grinding services in the amount of \$11,081,850 with Loram. The contract was approved by the Board and the Office of the New York State Comptroller. Prior to this award, NYC Transit established through market research and a published advertisement for rail-grinding services, to which no responses were received, that the Loram rail grinder was the only device readily available and suitable for use in the NYC Transit system. In May 2018, this was again confirmed by NYC Transit through a follow-up market research effort.

Pursuant to the contract, Loram has been effectively utilizing one eight-stone rail grinder to grind the rails throughout the subway system. During the first year of the contract, Loram completed approximately 60 miles of track. In order to accomplish the task of bringing approximately 500 miles of track from a corrective to a preventive state, the rail-grinding program needs to be significantly accelerated. NYC Transit's Division of Track therefore requested modification of the contract with Loram to allow for the increased deployment of up to three rail grinders, and to extend the term of the contract through November 24, 2022.

The value of this modification is \$44,227,176, which includes the cost of each of the three annual options for a second eight-stone grinder. The estimated amount of each one-year option is \$3,431,730.

While the modification provides the same base rates for the additional eight-stone grinder, NYC Transit successfully negotiated more favorable terms triggering discounted rates. Commensurate favorable rates were also negotiated in connection with the 16-stone grinder. These values, like all values in the Price Schedule, are subject to a formulaic annual price adjustment, which is linked to published indices and wage schedules. NYC Transit's Cost Price Analysis Unit reviewed Loram's proposal, participated in negotiations, and has determined the final price to be fair and reasonable.

Utilizing the ION process enabled NYC Transit to secure an immediate commitment from Loram that the requisite rail grinders would be reserved for NYC Transit's use, rather than being committed to other customers. Additionally, it facilitated the prompt delivery and acceptance testing of the second eight-stone grinder, which allowed grinding by this unit to commence in early July 2018. If the formal modification process had been utilized, both Board and OSC approval would have been required before award of the modification. This further time expenditure of approximately four months would have foreclosed the opportunity to take advantage of increased grinding capacity in advance of winter operations.

In order to facilitate the completion of all requisite rail grinder exhaust emissions testing, NYC Transit is modifying an existing testing contract to allow for these additional services. Additionally, given the importance of an effective rail-grinding program to promote both rail integrity and increased rail and wheel life, NYC Transit anticipates enlisting consultant program management support to develop a programmatic approach to scheduling rail-grinding general orders, and also to review current practices and further develop and enhance the rail-grinding program. These additional procurement actions, taken pursuant to the same ION, will be presented to the Board at a future date.

Item Number: 4

Vendor Name (Location) Nokia of America Corporation (Murray Hill, New Jersey)		Contract Number Requisition No 48577	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Technical Assistance and Maintenance Support for VHF Radio System		Total Amount \$5,600,000	
Contract Term (including Options, if any) July 1, 2018–June 30, 2021		Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		Requesting Dept./Div., Dept./Div. Head Name: Department of Subways, Sally Librera	
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: Exercise of Option			

Discussion

The Board is requested to ratify the declaration of an Immediate Operating Need (“ION”) requested by the Department of Subways and approved by the SVP, Procurement & Supply Chain and ratify the exercise of an option in modified form in the amount of \$5,600,000 for technical assistance and maintenance support for the VHF Radio System for three years. The VHF Radio System provides critical communications between the Rail Control Center (“RCC”) and Department of Subways’ dispatchers, towers, and subway train crews.

In October 2011, the Board approved award of competitively negotiated capital contract W-32686R to Alcatel-Lucent USA, Inc. (“Alcatel-Lucent”) to provide a new upgraded VHF Radio System. The project brought NYC Transit into compliance with the Federal Communications Commission requirement that all radio systems operating below 512 MHz be migrated from 25 kHz wideband channels to 12.5 kHz narrowband channels. This required replacement of approximately 230 radio base stations at 115 locations as well as work involving additional hardware at the RCC. Alcatel-Lucent was the system integrator.

Subsequent to the award of the capital contract to Alcatel-Lucent, Nokia Corporation of Finland acquired Alcatel-Lucent, and contract W-32686R was assigned to Nokia of America Corporation (“Nokia”).

Contract W-32686R included an option for three years of technical assistance and maintenance support following the warranty period, which ran for one year after substantial completion. The contract required NYC Transit to exercise the option 90 days before the end of the warranty period. However, NYC Transit’s Department of Subways (“Subways”) did not fully understand the degree and scope of the support required from Nokia at that time. As a result, the aforementioned option was not exercised. The scope has now been modified to address additional training and maintenance requirements. The requested contract is retroactive to July 1, 2018. In order to ensure continuous maintenance coverage, Nokia was directed to continue providing warranty support for the system through August 31, 2018.

This system is critical to communications between the Rail Control Center and subway trains because it provides real-time information to train crews from the desk superintendents at the RCC and allows train crews to communicate critical right-of-way issues such as broken rails, unauthorized personnel on the tracks, employee track flagging matters, mechanical and environmental safety issues to the RCC in real time. Therefore, maintenance for the system is critical to NYC Transit’s ability to provide subway service and an ION was declared. The contract was awarded on August 31, 2018.

Regarding the aforementioned option, it was necessary to modify the scope of the option to better address the current needs of Subways. The negotiated price based on the revised scope of work is \$5,600,000. The scope modifications include: (1) addition of training sessions for Subways technicians to facilitate Subways taking over all maintenance of the system in the future; (2) provision of up to 300 hours of engineering labor to be used for additional hands-on training of Subways technicians, system upgrades, etc.; (3) an increase in the amount of hardware included in the scope of maintenance; and (4) addition of maintenance for two simulation laboratories. The negotiated price has been found to be fair and reasonable.

Under this contract, the support Nokia will provide includes: routine and emergency technical assistance for outages and other problems that Subways technicians cannot quickly resolve; software maintenance; software and firmware upgrades; depot maintenance for equipment; periodic training classes for NYC Transit technicians; and tracking and reporting of problem tickets. Nokia engineers and technicians will be available 24x7x365 to provide remote or on-site technical assistance for emergency service for this critical system.

Nokia, as the system integrator for the VHF Radio System, is the only third-party firm with the expertise to provide the requisite technical assistance for this extremely complex radio system.

During the three-year term of this contract, training will be provided to Subways personnel, and Subways will evaluate its ability to take over all maintenance of the system using in-house forces. Based on the results of that evaluation, the scope for any subsequent contract extension may be reduced or the contract itself may be eliminated.

This contract will not be subject to prior approval by the Office of the New York State Comptroller since an ION has been invoked to expedite award of the contract.

In connection with a previous contract awarded to Alcatel-Lucent¹, Alcatel-Lucent (now named Nokia) was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in October 2011. No new SAI has been found relating to Alcatel-Lucent (now named Nokia). Nokia has no SAI except that stemming from its acquisition of Alcatel-Lucent². Nokia has been found to be responsible.

¹Alcatel-Lucent was acquired by Nokia in November 2016 and that acquisition carries with it Alcatel-Lucent’s SAI.

²Since Nokia has SAI stemming from its acquisition of Alcatel-Lucent, the MTA Managing Director in consultation with the MTA General Counsel approved the responsibility finding for Nokia for this contract in August 2018.

SEPTEMBER 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.)

		<u>Staff Summary Attached</u>
Judlau Contracting		
1. Contract# C-26006.219	\$10,842,004	↓
Comstock/Skanska JV		
2. Contract# C-26009.128	\$1,800,000	↓
3. Contract# C-26009.130	\$1,855,000	↓
4. Contract# C-26009.141	\$2,125,000	↓
5. Contract# C-26009.142	\$2,100,000	↓
6. Contract# C-26009.146	\$1,350,000	↓
7. Contract# C-26009.206	\$4,000,000	↓
8. Contract# C-26009.207	\$2,815,000	↓
9. Contract# C-26009.208	\$2,900,000	↓
10. Contract# C-26009.202	\$960,000	↓
11. Contract# C-26009.209	\$945,000	↓
12. Contract# C-26009.210	\$1,080,000	↓
13. Contract# C-26009.211	\$1,380,000	↓
14. Contract# C-26009.174	\$1,030,000	↓
15. Contract# C-26009.195	\$1,400,000	↓
16. Contract# C-26009.143	\$1,400,000	↓
17. Contract# C-26009.161	\$1,500,000	↓
18. Contract# C-26009.259	\$835,000	↓
E.E. Cruz/Tully Construction JV		
19. Contract# C-26010.248	\$2,000,000	↓
Judlau Contracting		
20. Contract# C-26011.317	\$930,000	↓
21. Contract# C-26011.351	\$1,250,000	↓
22. Contract# C-26011.355	\$850,000	↓
86th Street Constructors		
23. Contract# C-26012.145	\$884,000	↓
24. Contract# C-26012.280	\$891,000	↓
Modifications to the contract for the construction of part of the Second Avenue Subway Route - Track, Signal, Traction Power, Communication Systems, in order to address changed field conditions, changed standards, design errors and omissions, and the resolution of claims.		

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1-24

Vendor Name (Location) Various (See Below)
Description Various AWO's for Phase 1, Second Avenue Subway Project
Contract Term (including Options, if any) Various (See Below)
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
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: MTA Capital Construction, John N. Lieber

Contract Number	AWO/Mod. #
Various (See Below)	Various (See Below)
Total Amounts:	\$ 1,229,679,000
Prior Modifications:	\$ 253,469,285
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 1,483,148,285
This Request:	\$47,122,004
% of This Request to Current Amount:	3.2%
% of Modifications (including This Request) to Original Amount:	24.4%

Contract #	Contract Description	Contract Term	Contractor	# of AWOs	Amount
C-26009	Second Avenue Subway – Track, Signal, Traction Power and Communications Systems in the Borough of Manhattan	1/18/2012 – 8/18/2016	Comstock/Skanska, JV (“CSJV”)	17	\$29,475,000
C-26010	Second Avenue Subway – 96th Street Station Finishes in the Borough of Manhattan	6/22/2012 – 12/21/2015	EE Cruz/Tully Construction Co. JV (“CTJV”)	1	\$2,000,000
C-26011	Second Avenue Subway – 72nd Street Station Finishes in the Borough of Manhattan	2/14/2013 – 11/13/2015	Judlau Contracting, Inc (“JCI”)	3	\$3,030,000
C-26012	Second Avenue Subway – 86th Street Station Finishes in the Borough of Manhattan	6/12/2013 – 5/31/2016	86th St Constructors JV (“86SCJV”)	2	\$1,775,000
C-26006	Second Avenue Subway – 63rd Street Station Finishes in the Borough of Manhattan	1/13/2011 – 5/13/2014	Judlau Contracting, Inc (“JCI”)	1	\$10,842,004
Total				24	\$47,122,004

Discussion:

The following 24 retroactive modifications are for work carried out to complete Phase I of the Second Avenue Subway. These modifications address changed field conditions, changed standards, design errors and omissions, and the resolution of claims. To progress the work without delay and avoid or mitigate schedule impacts, the President, MTA Capital Construction (“MTACC”) approved retroactive waivers for this work. Funding is available in Program Reserve as approved by the Board in October 2017. These are the final modifications for additional work on Phase I that are being presented to the Board. However, MTACC is still in the process of resolving impact cost claims and expects to present those claims to the Board when they are resolved.

Schedule K: Ratification of Completed Procurement Actions



AWOs 146, 206, 207, and 208 (C-26009) (CSJV): Completion of communication system infrastructure work that was either not included in the respective 63rd, 72nd, 86th, and 96th Street stations contracts, or not completed by the respective station contractors. This work involved the installation or modification of conduits and device-mounting hardware for use by the fire alarm, closed-circuit TV (“CCTV”) camera, public address/customer information sign, Automatic Fare Collection, elevator communication, building management, and intrusion access control systems. This work also required the C-26009 contractor to complete the communication system infrastructure and make the communications systems fully operational and compliant with New York State codes and NYC Transit requirements on or before the revenue service date. Accordingly, MTACC directed CSJV, the system contractor, to proceed with the work immediately, so that the revenue service date could be achieved. This action was approved by the MTACC President. In cases where it was determined that this work is attributable to incomplete or incorrectly installed work performed by the station contractor or errors or omissions by the designer of record, back-charges and/or claims are being pursued. The negotiated amounts for all four AWOs listed below were found to be fair and reasonable.

AWO #	Contractor’s Proposal	MTACC’s Final Estimate	Negotiated Amount
146	\$1,558,255	\$1,348,772	\$1,350,000
206	\$4,469,161	\$3,846,116	\$4,000,000
207	\$3,095,136	\$2,702,474	\$2,815,000
208	\$3,341,451	\$2,776,937	\$2,900,000

AWOs 202, 209, 210, and 211 (C-26009) (CSJV): Installation of additional network communication equipment to correct communication signal losses between telephone, data, CCTV, and Help Point equipment at the 63rd, 72nd, 86th, and 96th Street stations. To avoid the signal losses, it was determined that fiber-optic cable needed to be used in lieu of the copper cable originally specified in the contract. However, because fiber-optic cable cannot be connected directly to the equipment, additional communication devices were required to transmit and convert the signals. These AWOs provide for furnishing and installing additional network devices (i.e. access and application nodes, and media convertors), conduit, power cable (for the converters), fiber-optic cable, and the rerouting of copper cable. These AWOs are believed to be the result of an error or omission and a claim is being pursued against the designer of record. The negotiated amounts for all four AWO’s listed below were found to be fair and reasonable.

AWO #	Contractor’s Proposal	MTACC’s Final Estimate	Negotiated Amount
202	\$1,394,922	\$961,813	\$960,000
209	\$1,448,543	\$903,538	\$945,000
210	\$1,677,652	\$1,014,445	\$1,080,000
211	\$2,046,766	\$1,302,732	\$1,380,000

AWOs 128, 130, 141, and 142 (C-26009) (CSJV): Redesign of the fire alarm system and provision of additional fire alarm devices not included in the original station designs at the 63rd, 96th, 86th, and 72nd Street stations. After the award of the contract, Underwriters Laboratory (“UL”), a national independent product testing agency, withdrew its listing of the specified fire alarm Circuit Integrity cable rendering the SAS fire alarm system not code compliant. As a result, and because no acceptable UL-rated cable was immediately available, the system had to be redesigned. The new design provides diversity in cable routing so that a single fire or emergency event will not lead to a system failure. These AWOs also included the installation of additional smoke detectors in certain locations for proper annunciation and for the control of dampers for fire suppression in signal rooms. A portion of these AWOs is believed to be the result of an error or omission and a claim is being pursued against the designer of record. The negotiated amounts for all four AWOs listed below were found to be fair and reasonable.

AWO #	Contractor’s Proposal	MTACC’s Final Estimate	Negotiated Amount
128	\$3,052,307	\$1,689,340	\$1,800,000
130	\$2,547,147	\$1,811,078	\$1,855,000
141	\$3,136,445	\$2,230,933	\$2,125,000
142	\$3,094,730	\$2,040,771	\$2,100,000

AWO 174 (C-26009) (CSJV): Furnishing and installing additional fire protection sound-powered telephones (“SPTs”) and approximately 16,000 feet of additional cable at the 63rd, 72nd, 86th, and 96th Street stations. After award of Contract C-26009, it was determined that the specified cable design for the SPTs did not conform with NYC Transit cabling standards and there was no SPT connectivity between stations and at the street level, which is required by the Fire Department of the City of New York (“FDNY”). This AWO addresses the modified design for additional communication locations in the tunnels at the street level, eliminated all cable splicing, and provides for a closed-loop design that would maintain communication in the event of a single cable failure. This AWO appears to be the result of an error or omission and a claim is being pursued against the designer of record. The contractor’s proposal was \$1,337,300. MTACC’s revised estimate was \$1,072,067. Negotiations resulted in the agreed-upon net lump-sum price of \$1,030,000, that was found to be fair and reasonable.

AWO 195 (C-26009) (CSJV): Installation of SPTs between tunnel ventilation control rooms and their associated tunnel vent damper locations for troubleshooting and maintenance of the dampers at the 63rd, 72nd, 86th, and 96th Street stations. The original contract called for an SPT system to be included as part of the ventilation system. However, additional SPTs were required to provide field communication for NYC Transit personnel between the tunnel ventilation control rooms and the tunnel ventilation dampers during routine maintenance operations. This AWO appears to be the result of an error or omission, and a claim is being pursued against the designer of record. The contractor’s proposal was \$1,724,494. MTACC’s revised estimate was \$1,496,771. Negotiations resulted in the agreed-upon net lump-sum price of \$1,400,000, that was found to be fair and reasonable.

AWO 143 (C-26009) (CSJV): Furnishing and installing additional bidirectional amplifiers and associated supervisory control, data acquisition equipment, and uninterruptable power supplies for the new equipment; and additional antenna cables and accessories for monitoring the Ultra-High Frequency (“UHF”) radio system at the 63rd, 72nd, 86th, and 96th Street stations. Based on a study of the UHF radio system design at the new station platforms, mezzanines, and tunnels it was determined that the original contract design did not provide adequate radio coverage for New York City Police Department or FDNY radios. This AWO appears to be the result of an error or omission and a claim is being pursued against the designer of record. The contractor’s proposal was \$1,469,857. MTACC’s revised estimate was for the net amount of \$1,380,975. Negotiations resulted in the agreed-upon net lump-sum price of \$1,400,000, that was found to be fair and reasonable.

AWO 161 (C-26009) (CSJV): Furnishing and installing a Remote Auxiliary Alarm and Control System (“RAACS”) in the pump rooms at the 72nd, 86th, 96th, and 105th Street (north end of 96th Street Station) locations and CCTV systems in 16 fan rooms located throughout the stations. This modification addresses a NYC Transit Department of Subways’ request that could not be incorporated into the contract prior to award without resulting in a delay to the project schedule but with the understanding that it would be incorporated by change order as a condition of NYC Transit’s approval of the SAS Final Design. The contractor’s proposal was \$1,933,749. MTACC’s revised estimate was \$1,468,702. Negotiations resulted in the agreed-upon lump-sum price of \$1,500,000, that was found to be fair and reasonable.

AWO 259 (C-26009) (CSJV): Furnishing, installing, and/or modifying Intrusion Access Control at 25 egress doors at the 63rd, 72nd, 86th, and 96th Street stations. The base contract required 20 egress doors separating the back-of-house (“BOH”) areas from public spaces at the mezzanine and platform levels be alarmed and locally/remotely monitored with no means of reentry back into the public space without setting off an alarm. The 20 doors were modified to provide access control for reentry of NYC Transit personnel into the public space, and an additional five doors were added to provide NYC Transit with controlled access into other BOH rooms not included in the base contract. This AWO appears to be the result of an error or omission and a claim is being pursued against the designer of record. The contractor’s proposal was \$1,340,492. MTACC’s revised estimate was \$785,097. Negotiations resulted in the agreed-upon lump-sum price of \$835,000, that was found to be fair and reasonable.

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

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

AWO 248 (C-26010) (CTJV): Resolution of a claim for costs associated with water damage. After incidents of water intrusion caused water damage in the 96th Street station, the contractor claimed entitlement to payment for extra work performed for cleanup of the site and the repair of damaged equipment and material. MTACC determined that the water intrusion was attributable, in part, to insufficient grouting required by the contract in connection with the change in the waterproofing system incorporated by a previous AWO (AWO 7).

MTACC determined that that additional grouting work, beyond that previously provided for in AWO 7, was required to prevent water from entering the station. The cost of damage to the equipment by the water intrusion was settled by the Owner-Controlled Insurance Policy (“OCIP”), leaving the cost of cleanup and the additional grouting. The contractor’s overall claim was in the amount of \$7,048,459, less the OCIP settlement of \$2,150,000. MTACC’s cost estimate was prepared based on the remaining scope of work in the amount of \$2,050,578. Negotiations resulted in the agreed-upon lump-sum price of \$2,000,000, that was found to be fair and reasonable. This AWO appears to be the result of an error or omission, and a claim is being pursued against the designer of record.

In connection with a previous contract awarded to E.E. Cruz & Company, Inc. (“E.E. Cruz”), E.E. Cruz was found to be responsible notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the NYC Transit President in July 2018. No new SAI has been found relating to E.E. Cruz and E.E. Cruz has been found to be responsible.

AWO 351 (C-26011) (JCI): Con Edison utility changes associated with the relocation of Entrance 1 of the 72nd Street station from within the building and onto the sidewalk at the corner of 69th Street. A 16-inch steam main required realignment to accommodate the relocated station entrance, and a gas valve had to be lowered because of inadequate cover between the top of the valve and the pavement. The contractor’s final proposal was \$1,885,725. MTACC’s revised estimate was \$1,226,543. Negotiations resulted in the agreed-upon lump-sum price of \$1,250,000, that was found to be fair and reasonable.

AWO 317(C-26011) (JCI): Temporary Road Pavement. The utility relocation AWO described above and the road bump-out necessitated by the relocation of entrance 1 onto the sidewalk at 69th Street caused a schedule slippage to the restoration of the Second Avenue roadway between 69th and 74th streets. As a result, and due to cold weather temperature restrictions in December 2016, final permanent street restoration in accordance with NYC Department of Transportation (“DOT”) specifications could not be performed. Instead, a temporary road surface with pavement markings was installed for the winter months. The contractor’s revised proposal was \$1,087,654. MTACC’s estimate was \$847,941. Negotiations resulted in the agreed-upon lump-sum price of \$930,000, that was found to be fair and reasonable.

AWO 355 (C-26011) (JCI): Additional work for stiffening of the steel wire mesh used to partially enclose the hoistway of the Entrance 3 elevators. Structural reinforcement for the mesh was required at approximately 90 locations within the 75-foot-high hoistway to meet the deflection/rigidity criteria necessary to prevent entry by a person into the hoistway. This AWO appears to be the result of an error or omission and a claim is being pursued against the designer of record. The contractor’s final proposal was \$1,164,051. MTACC’s revised estimate was \$808,309. Negotiations resulted in the agreed-upon lump-sum price of \$850,000, that was found to be fair and reasonable.

In connection with a previous contract awarded to Judlau Contracting, Inc. (“Judlau”), Judlau was found to be responsible notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Interim Executive Director in consultation with the MTA General Counsel in March 2017. No new SAI has been found relating to Judlau and Judlau has been found to be responsible.

AWO 145 (C-26012) (86SCJV): Additional Street Restoration Modifications on Second Avenue. In order to insure a consistent streetscape along Second Avenue after SAS Phase 1 construction was completed, and by agreement with DOT, the limits of the surface restoration work included in the 86th Street contract was expanded to change the specified street lights, signals, and pavement markings to reflect the current NYC street finishing specifications. The contractor’s final proposal was \$1,184,807. MTACC’s estimate was \$813,625. Negotiations resulted in the agreed-upon lump-sum price of \$884,000, that was found to be fair and reasonable.

AWO 280 (C-26012) (86SCJV): The contractor claimed entitlement to additional compensation for additional conduits installed under the platform of the 86th Street Station and for additional control wiring. MTACC acknowledged that the contractor was entitled to payment for the additional conduit and control wiring work, which was not provided for under any previously issued AWO but was required. This AWO appears to be the result of an error or omission and a claim is being pursued against the designer of record. The contractor’s proposal was \$1,236,617. MTACC’s estimate was \$1,094,488. Negotiations resulted in the agreed-upon lump-sum price of \$891,000, that was found to be fair and reasonable.

In connection with a previous contract awarded to Schiavone Construction Co., LLC (“Schiavone”), Schiavone was found to be responsible notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines and such responsibility findings were approved by the MTA Chairman & CEO in consultation with the MTA General Counsel in April 2014. No new SAI has been found relating to Schiavone and Schiavone has been found to be responsible.

In connection with a previous contract awarded to John P. Picone, Inc. (“Picone”), Picone was found to be responsible notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines and such responsibility findings was approved by the MTA Chairman & CEO in consultation with the MTA General Counsel in December 2014. No new SAI has been found relating to Picone and Picone has been found to be responsible.

AWO 219 (C-26006) (JCI): Settlement of a claim for all compensable delays on Contract C-26006. There is no direct work associated with this AWO. This AWO resolves the cumulative effect of 345 days of delay associated with approximately 20 previously negotiated AWOs. These AWOs were for the relocation, support, and protection of utilities, steel design/fabrication issues, and access delays to Entrance 1 on Contract C-26006. Compensable delays under the contract provide for the recovery of costs associated with extended field office and work site expenses, increased wages, and increased costs for the purchase or storage of materials. The contractor’s proposal was \$16,143,063. MTACC’s revised estimate was \$10,809,835. Negotiations resulted in the agreed-upon lump-sum price of \$10,842,004, that was found to be fair and reasonable.



Service Changes: Subway Schedule Changes Effective April 2019

Service Issue

To ensure that subway schedules accurately match current rider demand, schedules are regularly reviewed, evaluated and revised in order to provide passengers with the most efficient and effective service possible. NYC Transit routinely changes service to reflect changes in ridership demand in compliance with MTA Board-adopted subway loading guidelines. NYC Transit also routinely modifies schedules to reflect changes in the operational environment.

In addition, due to the planned long-term reconstruction of the **L** tunnel and the resulting projected changes in passenger demand on alternative routes, changes in scheduled frequency are warranted to meet that projected demand per the loading guidelines.

Recommendation

Implement schedule adjustments for the **6** and **7** routes on weekdays to accommodate additional service based on existing and projected ridership demand as well as to increase the operational reliability of the **6** during the PM peak hour.

Budget Impact

Implementation of the proposed **6** and **7** schedule changes would cost approximately \$3.0 million annually. The cost of ten of the additional 14 **7** trips, which is approximately \$1.7 million annually, is included in the **L** Tunnel Reconstruction Project's budget. The remaining \$1.3 million annual cost for service adds is included in the 2019 operating budget.

Proposed Implementation Date

6 and **7** schedule changes would be implemented in April 2019.

Peter G. Cafiero

Chief, Operations Planning, NYCT



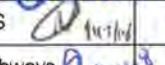
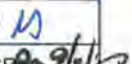
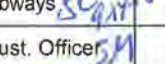
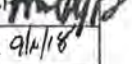
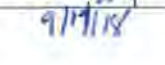

Staff Summary



Subject	NYCT COMMITTEE STAFF SUMMARY: Subway Schedule Changes Effective April 2019
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Judy McClain

Date	September 11, 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  9/13/18		VP General Counsel  9.13.18
7	SVP OS  9/13/18	3	Director OMB  10/1/18
6	SVP Subways  9/13/18	2	Acting VP GC  9/13/18
5	Chief Cust. Office  9/13/18	1	Chief OP  9/13/18

Purpose

To obtain Presidential approval, and to inform the NYC Transit and MTA Bus Committee, of schedule adjustments on the ⑥ and ⑦ routes. Adjustments are warranted on the ⑥ to match current ridership demand during the AM and to improve reliability in the PM by adjusting running time. Adjustments are warranted on the ⑦ to match both current ridership demand as well as projected ridership demand during the L tunnel closure.

Discussion

The schedule adjustments on the ⑥ and ⑦ routes are a product of NYC Transit's continuing effort to review and revise subway schedules, when feasible, to ensure that they accurately meet customer demand and are in compliance with MTA Board-adopted loading guidelines and to make improvements to schedule reliability. In addition, due to the planned long-term reconstruction of the L tunnel and the resulting projected changes in passenger demand on alternative routes, changes in scheduled frequency are warranted to meet that projected demand per the loading guidelines. The schedule changes outlined below would be implemented with the Spring 2019 Pick. These changes represent service adjustments during the weekday AM rush period, weekday post-AM rush shoulder period, weekday PM rush period, and weekday evening period to more closely align service with observed customer demand and established guidelines for subway operation.

Basic information about these proposed adjustments is outlined below, and additional details are shown in Attachment 1.

- One additional ⑥ roundtrip would be operated on weekdays between approximately 7:00 AM and 7:30 AM.
- One additional ⑥ roundtrip would be operated on weekdays between approximately 5:00 PM and 5:30 PM.

Staff Summary

- Five additional 7 roundtrips would be operated on weekdays between approximately 8:00 AM and 11:00 AM.
- Nine additional 7 roundtrips would be operated on weekdays between approximately 5:30 PM and midnight.

Service Plan

NYCT routinely observes ridership of all subway lines at key locations throughout the day and, where feasible, recommends changes in frequency as warranted per MTA Board-adopted loading guidelines. Based on the ridership data collected, weekday a.m. southbound ridership volumes on the 6 line warrant one additional roundtrip, which would shorten average headways and supply the additional capacity needed to bring ridership levels within guidelines. During the PM peak hour, an additional round trip on the 6 line is recommended in order to accommodate long dwell times that have been observed during this time. Adding the additional trip will shorten average dwell times during that time period, optimizing operations and improving reliability.

Average southbound ridership volumes on the 7 line warrant two additional roundtrips in the AM peak period, and average northbound ridership volumes warrant two additional roundtrips in the PM peak period. With the introduction of CBTC on this line, we are now able to add these trips. Additionally, due to the projected increase in ridership volumes to the northbound and southbound 7 during the L tunnel closure, a total of 14 additional roundtrips are warranted on weekdays.

Note that service equity analyses, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that the L Line Reconstruction Alternative Service Plan and L Line Reconstruction proposals would not result in disproportionate impacts on either minority or below-poverty populations. The President has considered the analysis of this service change prepared in accordance with Title VI requirements, and has considered the impacts of this proposed change upon riders of mass transportation services, including minority and low-income users of such services.

Recommendation

Implement schedule adjustments on the 6 and 7 routes to improve reliability and to meet existing and projected ridership demand.

Alternatives

NYCT would not make routine schedule adjustments to improve reliability on the 6 route, better meet existing customer demand on the 6 and 7 routes, nor meet projected ridership demand on the 7 during the L tunnel closure.

Budget Impact

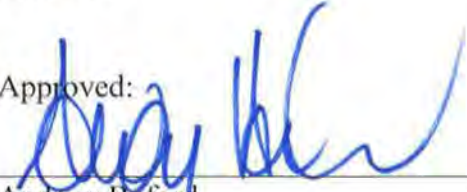
Implementation of the proposed 6 and 7 schedule changes would cost approximately \$3.0 million annually. The cost of ten of the additional 14 7 trips, which is approximately \$1.7 million annually, is included in the L Tunnel Reconstruction Project's budget. The remaining \$1.3 million annual cost for service adds is included in the 2019 operating budget.

Staff Summary

Implementation Date

⑥ and ⑦ schedule changes would be implemented in April 2019.

Approved:



Andrew Byford
President

Attachment 1--Spring 2019 Schedule Changes

Route	Direction	Day	Time	Current/Projected				Proposed					
				Fall 2018 Scheduled Number of Trips	Average Headway (Minutes)	Average Scheduled Riders/Car (1)	Percent of Guideline	Proposed Additional Trips	Guideline Pass/Car	Spring 2019 Proposed Trip Count	Average Headway (Minutes)	Average Scheduled Riders/Car	Percent of Guideline
6	SB	Weekday	7:00 - 7:29	3	10.0	111	101%	1	110	4	7.5	84	76%
6	NB	Weekday	17:00 - 17:29	10	3.0	65 (2)	59% (2)	1	110	11	2.7	59	54%
7	SB	Weekday	8:00 - 8:29	12	2.5	111	101%	2	110	14	2.1	95	86%
7	SB	Weekday	10:00 - 10:29	7	4.3	65 (3)	77% (3)	1	84	8	3.8	57	67%
7	SB	Weekday	10:30 - 10:59	6	5.0	64	134%	2	48	8	3.8	48	100%
7	NB	Weekday	17:30 - 17:59	13	2.3	76 (4)	69% (4)	2	110	15	2.0	66	60%
7	NB	Weekday	18:00 - 18:29	9	3.3	100	91%	2	110	11	2.7	82	74%
7	NB	Weekday	20:30 - 20:59	8	3.8	60	124%	1	48	9	3.3	53	111% (5)
7	NB	Weekday	21:00 - 21:29	7	4.3	53	111%	1	48	8	3.8	46	97%
7	NB	Weekday	22:00 - 22:29	7	4.3	51	107%	1	48	8	3.8	45	94%
7	NB	Weekday	22:30 - 22:59	7	4.3	50	104%	1	48	8	3.8	44	91%
7	NB	Weekday	23:30 - 23:59	4	7.5	68	142%	1	48	5	6.0	55	114% (6)

Notes:

1. Ridership data for 6 based on field surveys at peak load point. Ridership data for 7 based on field surveys and projected increase with 1 tunnel closed except where noted.
2. Additional service for operational optimization and reliability, not for guideline passenger loading.
3. Additional trip needed to maintain even headway during transition from AM peak to midday period.
4. Volume and capacity shown for existing combined express and local. Express currently at 91% of guideline during PM peak hour.
5. Due to need to maintain even rampdown of service during transition from PM peak period to evening, volume projected to exceed guideline capacity during one half hour period.
6. Additional frequency limited by need to accommodate late night maintenance.

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

<u>Fare Media</u>	<u>July 2017</u>	<u>July 2018*</u>	<u>Difference</u>
Cash	2.3%	2.1%	(0.1%)
Single-Ride Ticket	0.9%	0.9%	(0.0%)
Bonus Pay-Per-Ride	40.8%	41.4%	0.6%
Non-Bonus Pay-Per-Ride	4.8%	4.7%	(0.2%)
7-Day Farecard	22.7%	22.4%	(0.3%)
30-Day Farecard	<u>28.5%</u>	<u>28.6%</u>	0.0%
Total	100.0%	100.0%	

* Preliminary

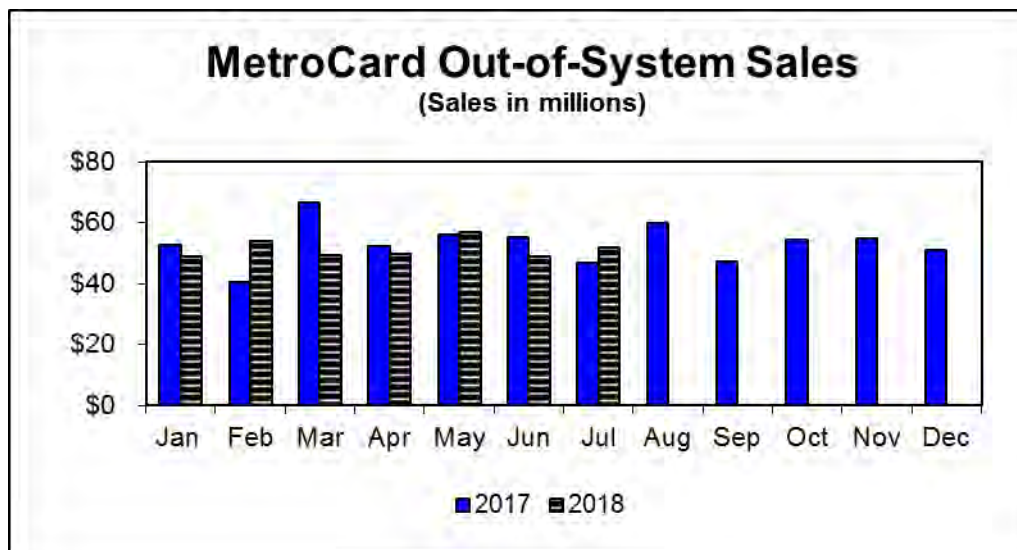
Note: Percentages may not add due to rounding.

Balance-Protection Program

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in July 2018 was 3,644, a 5.08 percent decrease from the same period last year. The average value of a credit issued was \$74.54.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$51.7 million in July 2018, a 10.7 percent increase compared to July of 2017. Year to date sales totaled \$359.6 million, a 2.9 percent decrease compared to the same period last year.



Retail Sales

There were 4,178 active out-of-system sales and distribution locations for MetroCards, generating \$23.8 million in sales revenue during July 2018.

Employer-based Sales of Pre-tax Transportation Benefits

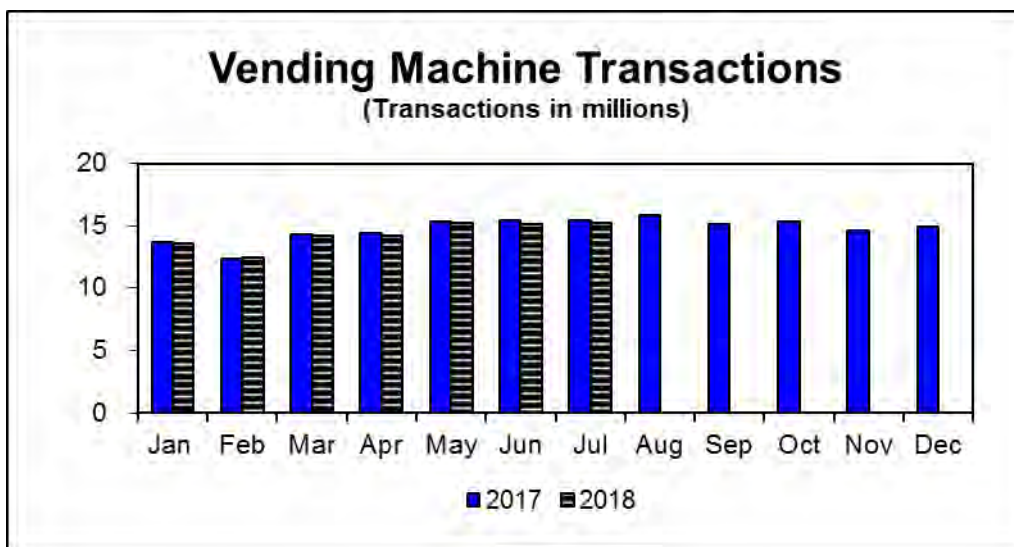
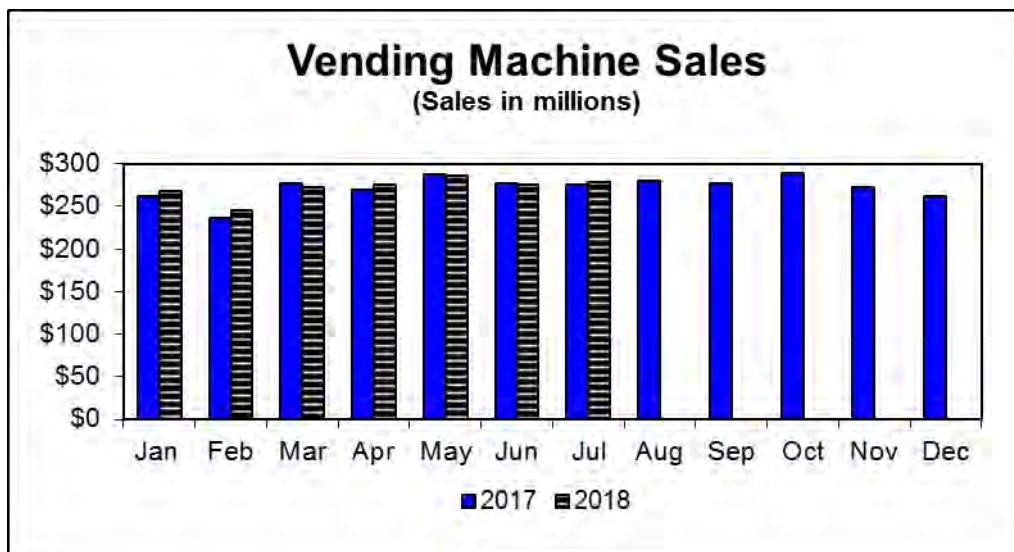
Sales of 118,370 MetroCards valued at approximately \$10.9 million were made in July 2018 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$91.91. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 120,433 for July 2018, generating an additional \$14.6 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$188.9 million, a 3 percent decrease when compared to last year.

Mobile Sales Program

In July 2018, the Mobile Sales unit completed 196 site visits, of which 123 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$113,455 in revenue was generated. In July 2018, the Mobile Sales unit assisted and enabled 1,878 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as support for the Health and Wellness Fair (Staten Island).

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines and MetroCard Express Machines) during July 2018 totaled \$278.5 million, on a base of 15.2 million customer transactions. This represents 0.9 percent decrease in vending machine transactions compared to the same period last year. During July 2018, MEMs accounted for 2,348,601 transactions resulting in \$60,636,481.05 in sales. Debit/credit card purchases accounted for 81 percent of total vending machine revenue, while cash purchases accounted for 19 percent. Debit/credit card transactions account for 59.6 percent of total vending machine transactions, while cash transactions account for 40.4 percent. The average credit sale was \$28.41, more than three times the average cash sale of \$8.63. The average debit sale was \$19.73.



Reduced-Fare Program

During July 2018, enrollment in the Reduced-Fare Program increased by 6,721 new customers. The total number of customers in the program is 1,158,435. Seniors account for 964,593 or 83 percent of the total Reduced-Fare customer base. Persons with disabilities comprise the remaining 17 percent or 193,842 customers. Of those, a total of 40,541 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 \$8.2 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In July 2018, the EasyPay Reduced Fare program enrollment totaled 178,803 accounts. During the month, active EasyPay customers accounted for approximately 2.2 million subway and bus rides with \$2.2 million charged to their accounts. Each active account averaged 27 trips per month, with an average monthly bill of \$14.

EasyPay Xpress Pay-Per-Ride Program

In July 2018, enrollment in the EasyPay Xpress PPR program totaled 118,317 accounts. During that month, active Xpress PPR customers accounted for approximately 1.9 million subway, express bus and local bus rides with \$4.8 million charged to their accounts. Each active account averaged 20 trips per month, with an average monthly bill of \$53.

EasyPay Xpress Unlimited Program

In July 2018, enrollment in the EasyPay Xpress Unlimited program totaled 24,182 accounts. During that month, active Xpress Unlimited customers accounted for approximately 1.0 million subway and local bus rides with \$2.3 million charged to their accounts. Each active account averaged 46 trips per month with a fixed monthly bill of \$121.00.



Significant Indicator Improvements/Declines

Of the 54 PES indicators, 39 indicators remained unchanged, 5 indicators showed an improvement while 8 declined when comparing First Half 2018 and First Half 2017

IMPROVEMENTS

	2018 1st Half	2017 1st Half	Net Change
Subway Cars			
Subway Cars with Public Address Announcements	93%	89%	4%

Stations

Station Control Areas with a Correct Subway Map Available	90%	84%	6%
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SIR Cars

SIR Cars with No Scratchitied Windows	100%	88%	12%
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SIR Stations

Litter Conditions in SIR Stations (% none and light) includes Trackbed	70%	59%	11%
Floor and Seat Cleanliness Conditions in SIR Stations (% none and light)	98%	80%	18%
Litter Conditions in SIR Stations (% none and light) without Trackbed	94%	73%	21%

DECLINES

	2018 1st Half	2017 1st Half	Net Change
Subway Cars			
Subway Cars with No Scratchitied Windows	78%	82%	-4%
Subway Cars with No Clouded Windows	92%	99%	-7%
Subway Cars with No Cracked Windows	96%	100%	-4%
Subway Cars with All System Maps Correct/Legible	92%	97%	-5%

Stations

Graffiti Conditions in Stations (% none and light)	96%	99%	-3%
Litter Conditions in Stations (% none and light) included Trackbed	78%	81%	-3%
Floor and Seat Cleanliness Conditions in Stations (% none and light)	83%	92%	-9%
Litter Conditions in Stations (% none and light) without Trackbed	87%	90%	-3%

SIR Cars

SIR Cars with All System Maps Correct/Legible	90%	98%	-8%
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Passenger Environment Survey

Subway Car Results

The Subway Car PES consists of 17 indicators. Of the 17 indicators, 12 remained statistically unchanged while 1 showed an increase and 4 declined when comparing the First Half 2018 to the First Half 2017. The table below depicts the results for the First Half 2018 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods. Also included are two tables showing the subway car "Litter" and "Cleanliness" results by line.

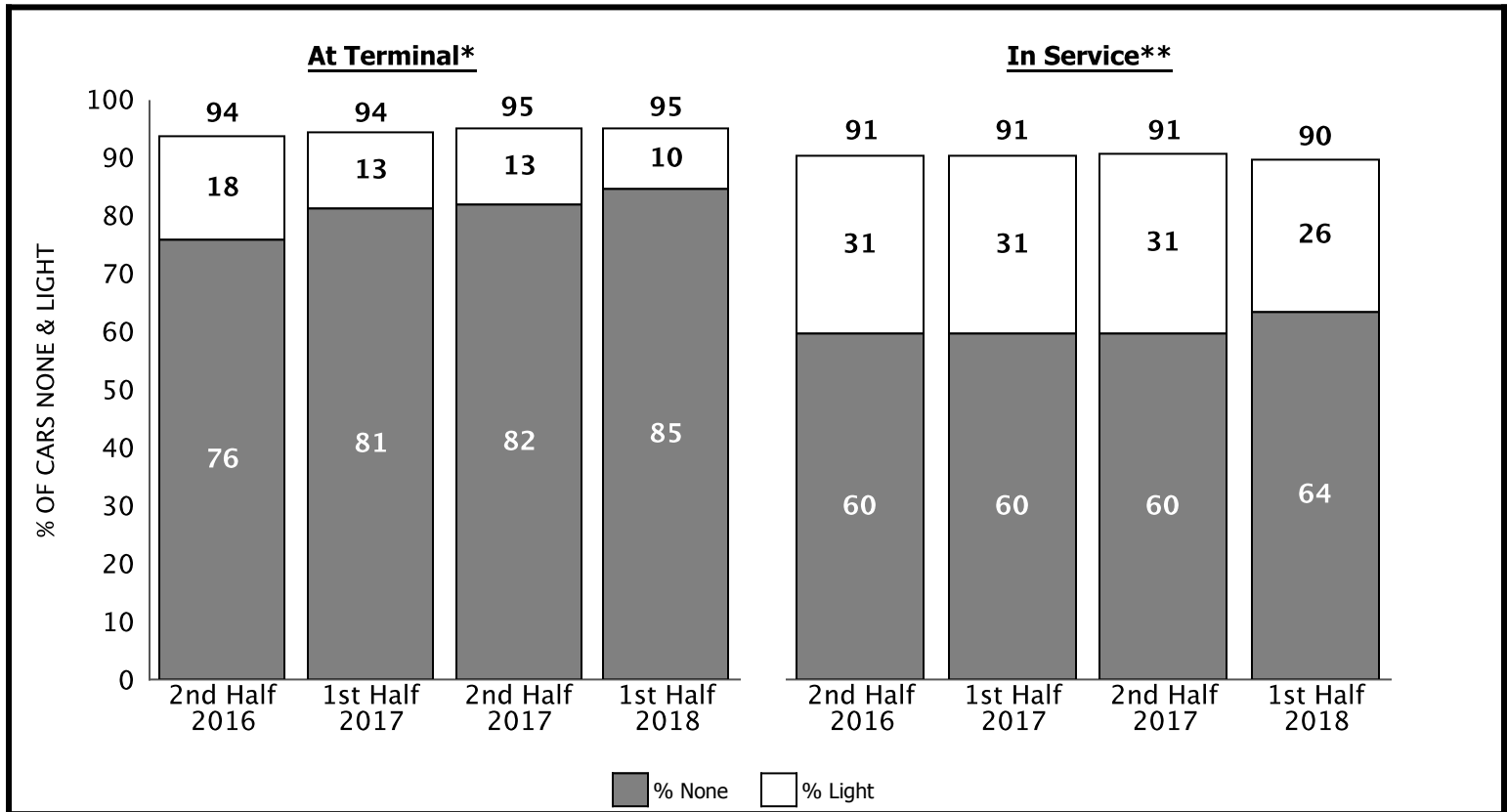
Cleanliness and Appearance		2016		2017		2017		2018	
		2nd Half		1st Half		2nd Half		1st Half	
		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
Litter Conditions in Cars <i>Presence of Litter</i> <i>See Chart 1</i>	% None	76	60	81	60	82	60	85	64
	% Light	18	31	13	31	13	31	10	26
	% Moderate	0	1	0	0	0	0	0	0
	% Heavy	6	9	5	9	5	9	5	10
Cleanliness of Car Floors and Seats <i>Degree of Dirtiness</i> <i>See Chart 2</i>	% None	86	79	90	79	91	81	92	84
	% Light	8	12	4	11	4	8	3	5
	% Moderate	0	1	0	0	1	2	0	1
	% Heavy	6	9	6	10	5	10	5	10
% Cars with No Interior Graffiti		94		96		97		94	
% Cars with No Exterior Graffiti		98		98		98		99	
% Cars with No Graffiti Windows		99		99		99		98	
% Cars with No Scratchtied Windows		89		82		87		78	
% Cars with No Clouded Windows		98		99		97		92	
% Cars with No Broken or Cracked Windows		99		100		100		96	
Customer Information									
% Cars with All System Maps Correct/Legible		98		97		96		92	
% Cars with All Signage Correct		98		97		99		99	
% Cars with Public Address Announcements		89		89		90		93	
<i>Automated Announcements</i>		99		98		99		100	
<i>Conductor Announcements</i>		77		78		80		85	
Functioning Equipment									
% Cars with No Broken Door Panels		99		99		100		99	
% Lighting Conditions in Cars ¹		99		99		99		99	
% Climate Control Conditions in Cars ²		95		98		95		96	
Operation									
% Conductors in Proper Uniform		100		100		100		100	

¹ % of cars with at least 90% of lights on.

² % of cars with average interior temperature between 58F and 78F.

Passenger Environment Survey

Litter Conditions in Subway Cars



* Measured throughout the day at only those terminals that have cleaners.

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

None - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2018 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

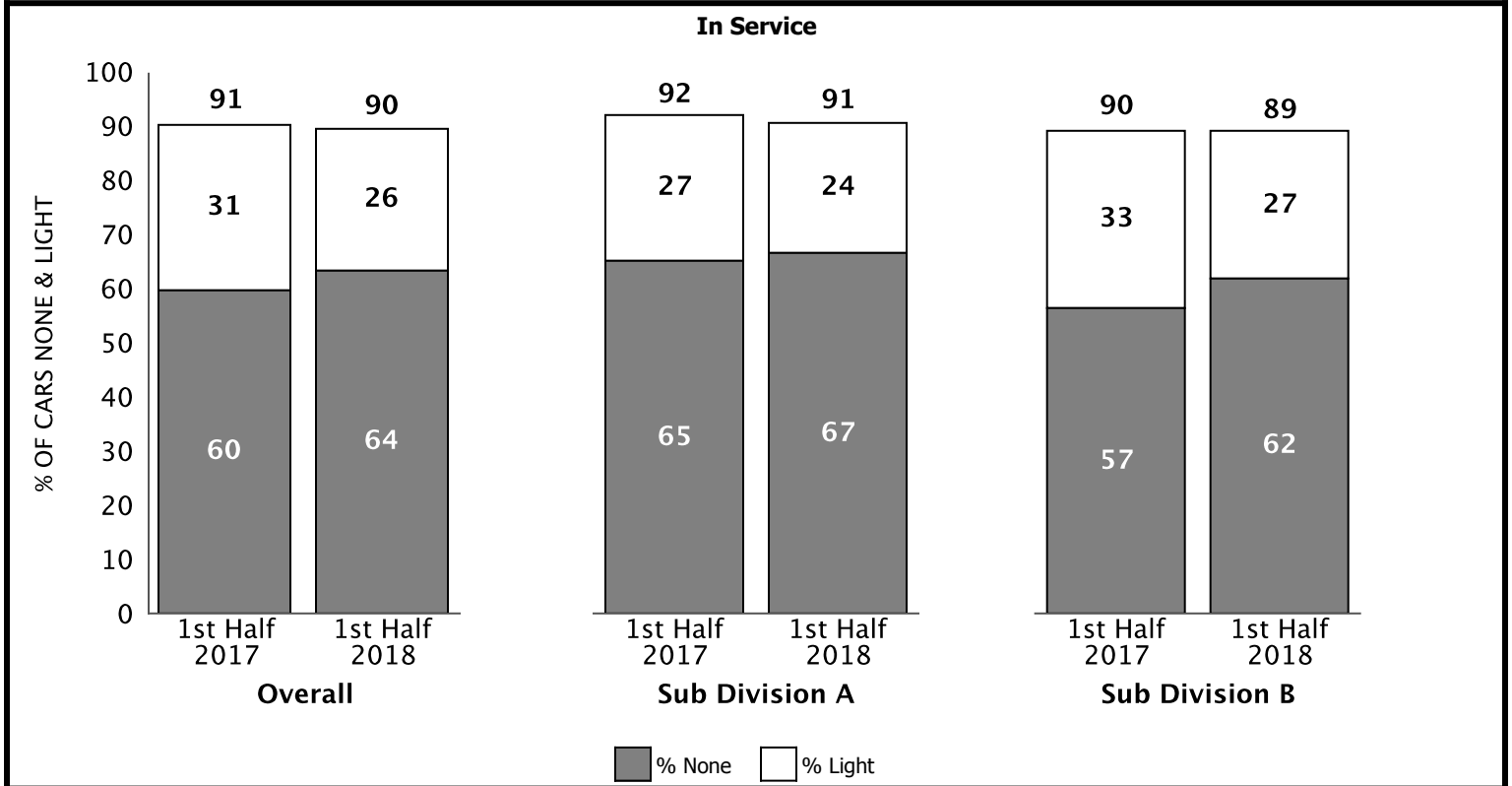
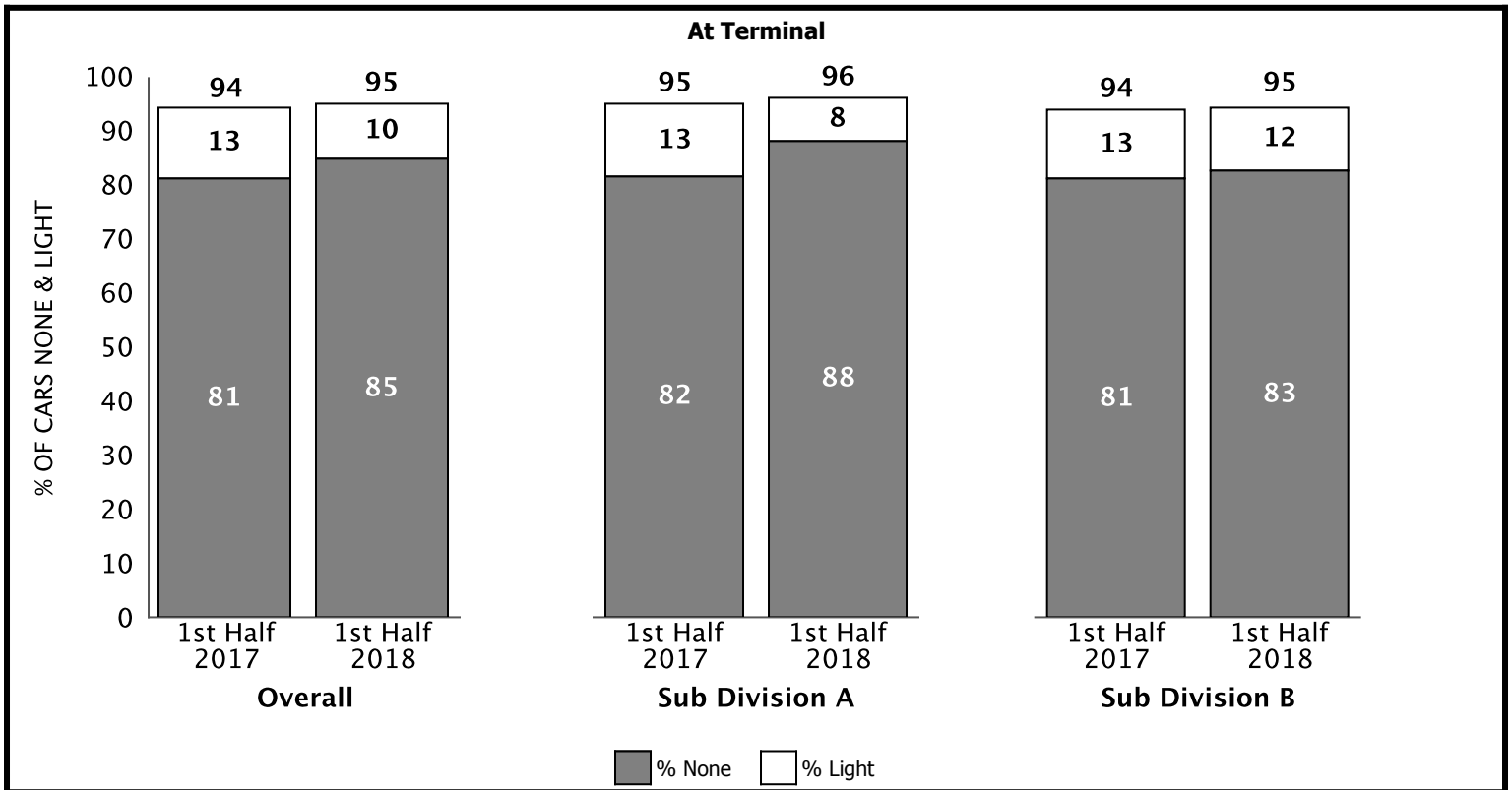
Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2018	85%	10%	0%	5%	64%	26%	0%	10%
2nd Half 2017	82%	13%	0%	5%	60%	31%	0%	9%
1st Half 2017	81%	13%	0%	5%	60%	31%	0%	9%
2nd Half 2016	76%	18%	0%	6%	60%	31%	1%	9%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2018 vs. 1st Half 2017: Both the "At Terminal" results (1%) and the "In Service" results (0%) were statistically unchanged.

**Passenger Environment Survey
Subway Car Litter Conditions by Group**



Groups: 1 2 3 4 5 6 7 S -42nd Street
A B C D E F G J Z L M N O R W S -Franklin

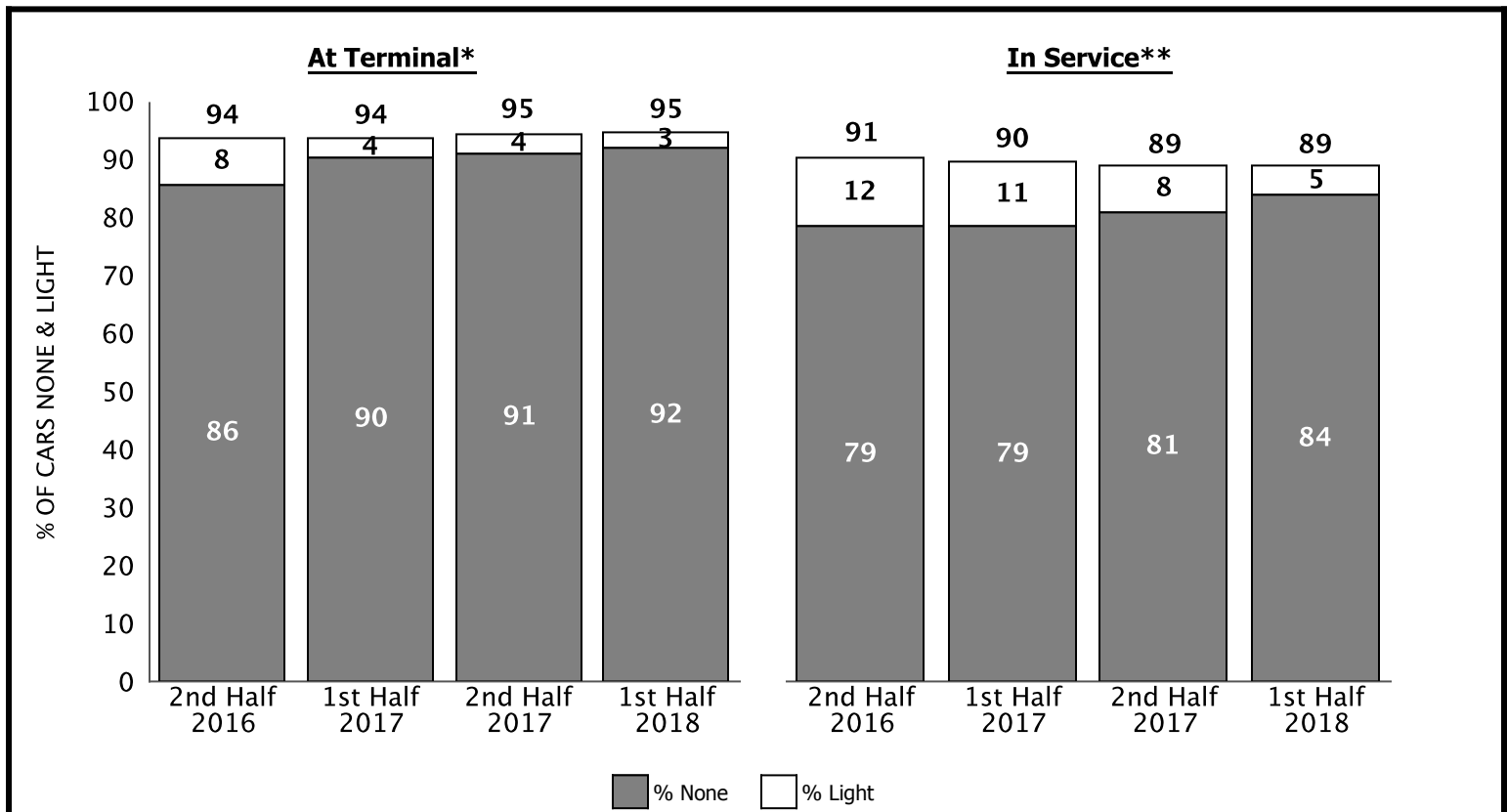
**Passenger Environment Survey
Subway Car Litter Conditions by Line
% None and Light**

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>1st Half 2017</u>	<u>1st Half 2018</u>	<u>1st Half 2017</u>	<u>1st Half 2018</u>
①	99%	98%	94%	94%
②	86%	96%	88%	86%
③	96%	95%	96%	90%
④	95%	96%	91%	92%
⑤	95%	92%	90%	84%
⑥	97%	99%	91%	90%
⑦	98%	97%	97%	94%
⑤ 42nd St.	-	-	90%	98%
Sub Division A	95%	96%	92%	91%
①	89%	95%	88%	92%
②	87%	94%	88%	86%
③	97%	95%	93%	86%
④	92%	97%	91%	92%
⑤	96%	96%	80%	93%
⑥	96%	94%	88%	89%
⑤ Fkln	-	-	90%	78%
⑦	94%	98%	89%	94%
① ②	94%	96%	94%	90%
③	93%	92%	93%	93%
④	94%	89%	91%	75%
⑤	97%	95%	90%	94%
⑥	99%	97%	92%	94%
⑦	90%	96%	82%	89%
⑧	94%	92%	92%	86%
Sub Division B	94%	95%	89%	89%

Note: Changes of 6.0% or more by line are considered statistically significant.

* at terminal - with cleaners present

Passenger Environment Survey
Cleanliness Conditions in Subway Cars



* Measured throughout the day at only those terminals that have cleaners.

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in" spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

None - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2018 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

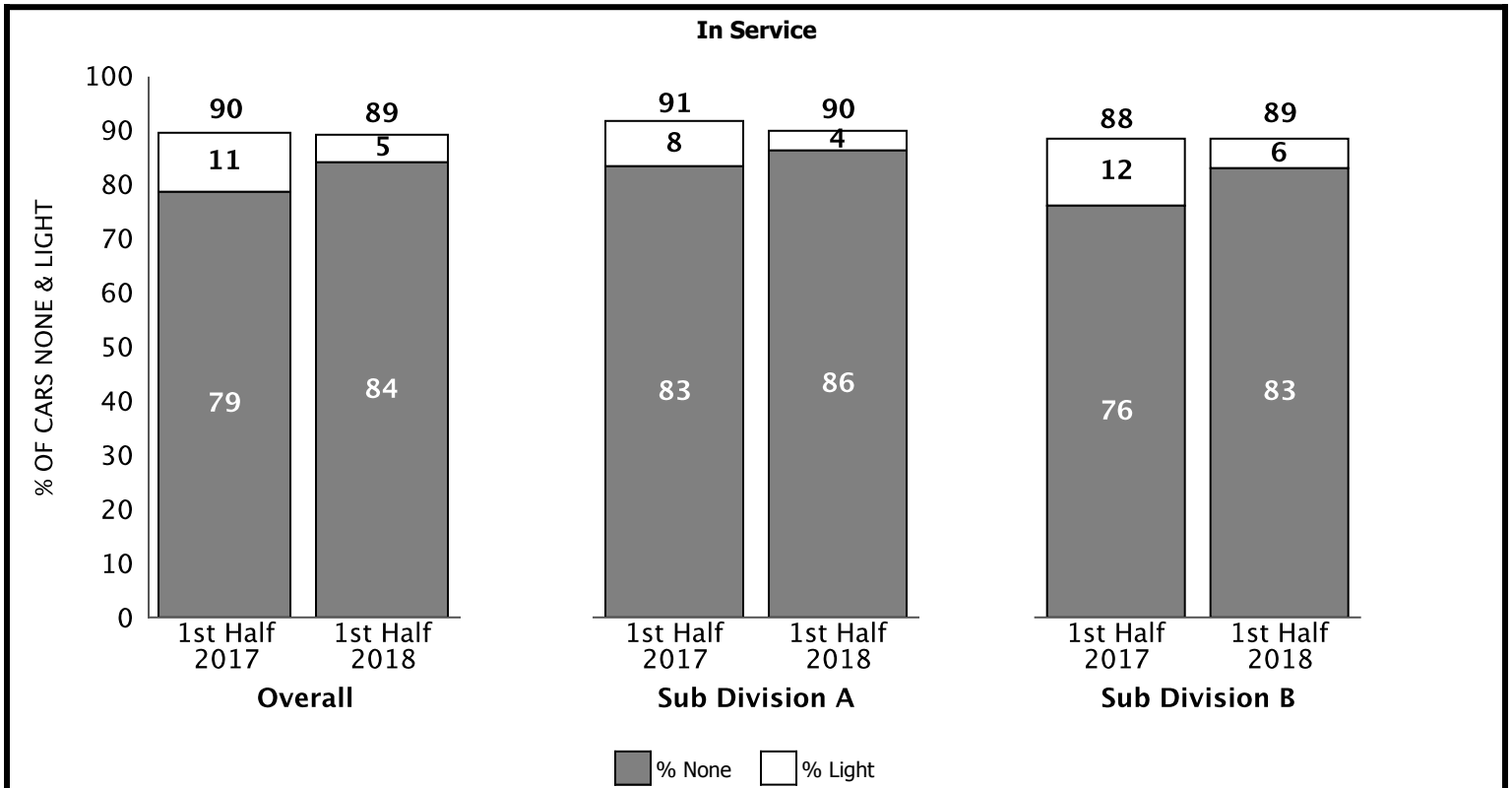
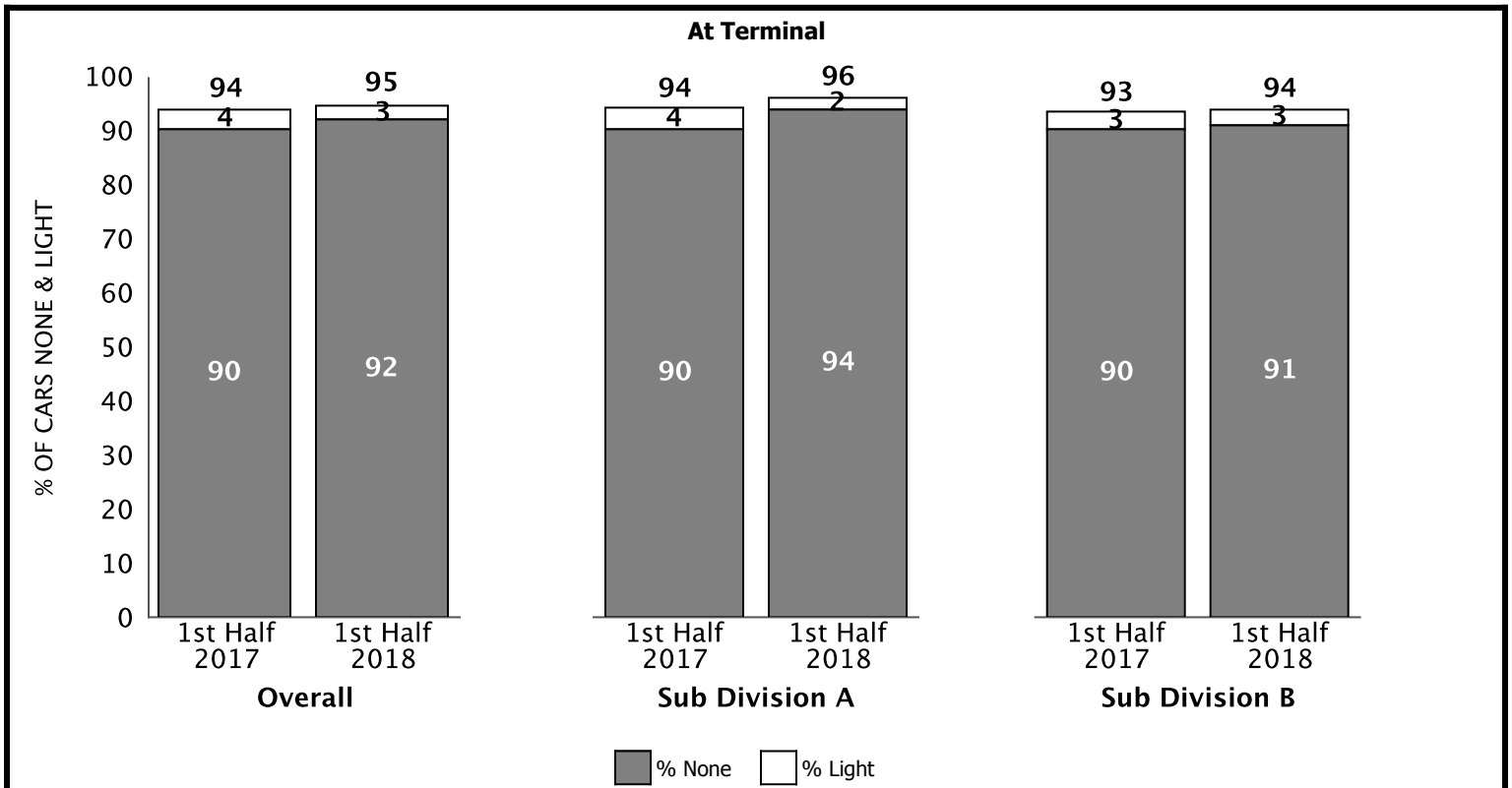
Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2018	92%	3%	0%	5%	84%	5%	1%	10%
2nd Half 2017	91%	4%	1%	5%	81%	8%	2%	10%
1st Half 2017	90%	4%	0%	6%	79%	11%	0%	10%
2nd Half 2016	86%	8%	0%	6%	79%	12%	1%	9%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2018 vs. 1st Half 2017: Both the "At Terminal" results (1%) and the "In Service" results (-1%) were statistically unchanged.

**Passenger Environment Survey
Subway Car Cleanliness Conditions by Group**



Groups: 1 2 3 4 5 6 7 S -42nd Street
A B C D E F G J Z L M N O R W S -Franklin

Passenger Environment Survey
Subway Car Cleanliness Conditions by Line
% None and Light

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>1st Half 2017</u>	<u>1st Half 2018</u>	<u>1st Half 2017</u>	<u>1st Half 2018</u>
①	99%	97%	94%	94%
②	88%	95%	88%	87%
③	96%	95%	96%	90%
④	95%	96%	89%	90%
⑤	89%	93%	89%	83%
⑥	97%	99%	91%	89%
⑦	96%	97%	96%	94%
⑤ 42nd St.	-	-	90%	98%
Sub Division A	94%	96%	92%	90%
①	90%	95%	87%	92%
②	87%	94%	88%	86%
③	97%	95%	92%	85%
④	93%	96%	91%	90%
⑤	96%	96%	80%	93%
⑥	96%	93%	86%	86%
⑤ Fkln	-	-	85%	78%
⑦	95%	98%	88%	94%
① ②	95%	91%	94%	90%
③	92%	92%	91%	94%
④	91%	89%	89%	74%
⑤	95%	95%	90%	94%
⑥	99%	97%	91%	94%
⑦	87%	95%	82%	88%
⑧	96%	91%	92%	86%
Sub Division B	94%	94%	89%	89%

Note: Changes of 6.0% or more by line are considered statistically significant.

* at terminal - with cleaners present

Passenger Environment Survey

Stations Results

The Stations PES consists of 14 indicators. Of the 14 indicators, 10 remained statistically unchanged while 1 showed an increase and 3 declined when comparing the First Half 2018 to the First Half 2017. The table below depicts the results for the First Half 2018 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

Cleanliness and Appearance			2016	2017	2017	2018
			2nd Half	1st Half	2nd Half	1st Half
			Daytime	Daytime	Daytime	Daytime
Litter Conditions in Stations <i>Presence of Litter</i> <i>See Chart 3</i>	Include Trackbed Component	% None	3	6	4	5
		% Light	60	75	75	73
		% Moderate	32	19	20	21
		% Heavy	4	1	0	0
 <i>See Chart 4</i>	Measured without Trackbed component	% None	30	25	25	23
		% Light	46	65	64	64
		% Moderate	20	9	10	12
		% Heavy	4	1	0	0
Floor and Seat Cleanliness Conditions in Stations <i>Degree of Dirtiness</i> <i>See Chart 5</i>		% None	45	51	33	23
		% Light	34	41	55	60
		% Moderate	18	8	12	16
		% Heavy	3	1	0	1
Graffiti Conditions in Stations <i>Presence of Graffiti</i>		% None	88	99	89	82
		% Light	12	1	9	14
		% Moderate	0	1	2	4
		% Heavy	0	0	0	0

Customer Information

% Stations with Legible/Correct System Maps	72	73	76	74
% Stations with Correct Passenger Information Center (PIC)	98	99	99	99
% Station Control Areas with Correct Subway Map Available	95	84	90	90

Functioning Equipment

% Stations with Functional Annunciator (where applicable)	98	96	99	98
% Escalators/Elevators in Operation	99	99	99	99
% Station Control Areas with Working Booth Microphone	99	98	100	100
% Trash Receptacles Usable in Stations	100	100	100	99
% Workign Turnstiles in Stations	99	99	99	99
% Working MetroCard Vending Machines	99	99	99	99

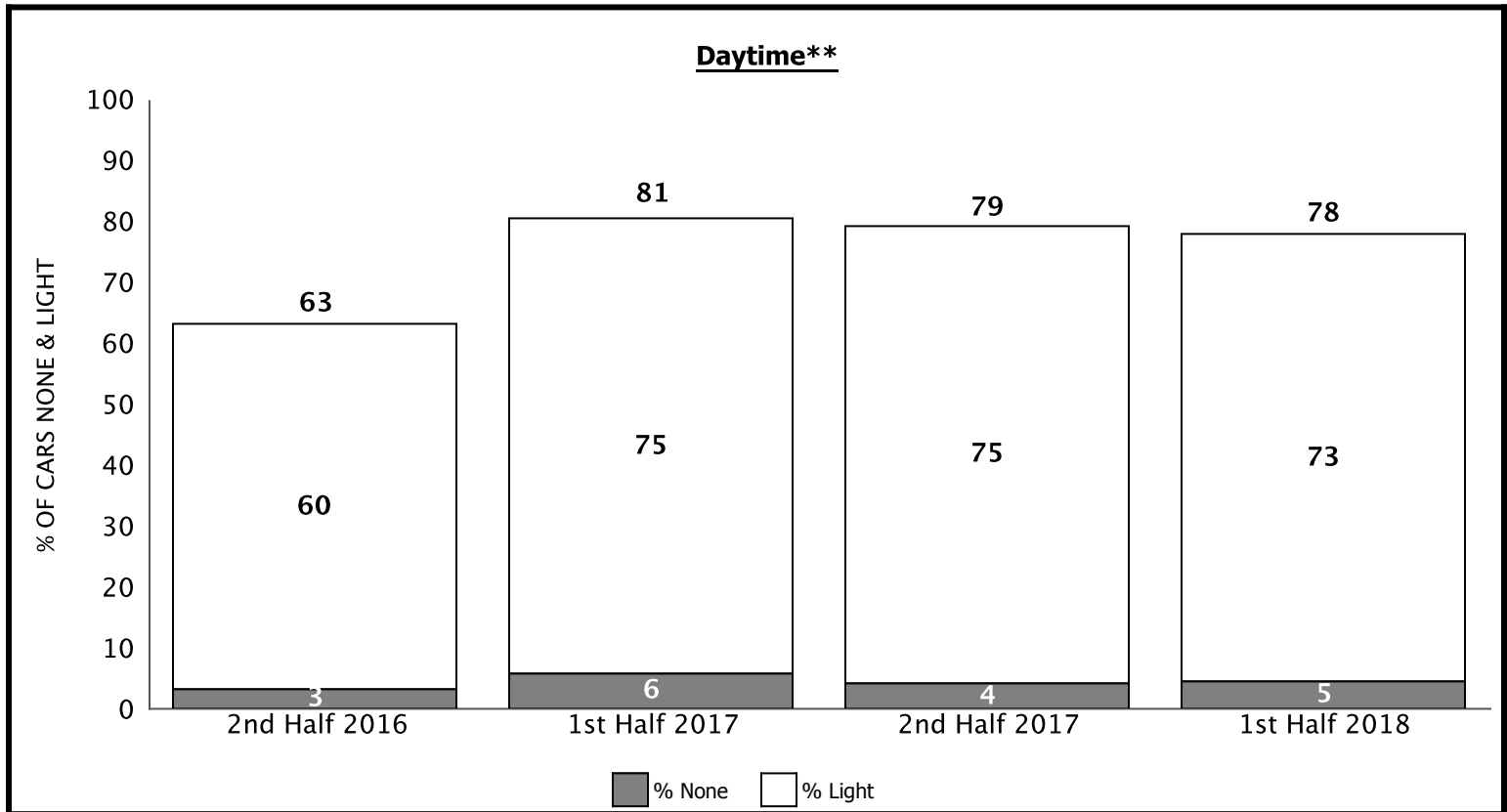
Operation

% Station Agents in Proper Uniform	100	100	100	100
% Station Agents Properly Displaying Badges	96	97	97	98

Daytime - Surveyed after heavy passenger utilization (post-AM Peak).

Passenger Environment Survey

Litter Conditions in Stations* (includes Trackbed)



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

** Measured after heavy passenger utilization (post AM Peak).

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

None - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2018 Annual Goals: (% none & light) At Terminal: N/A In Service: N/A

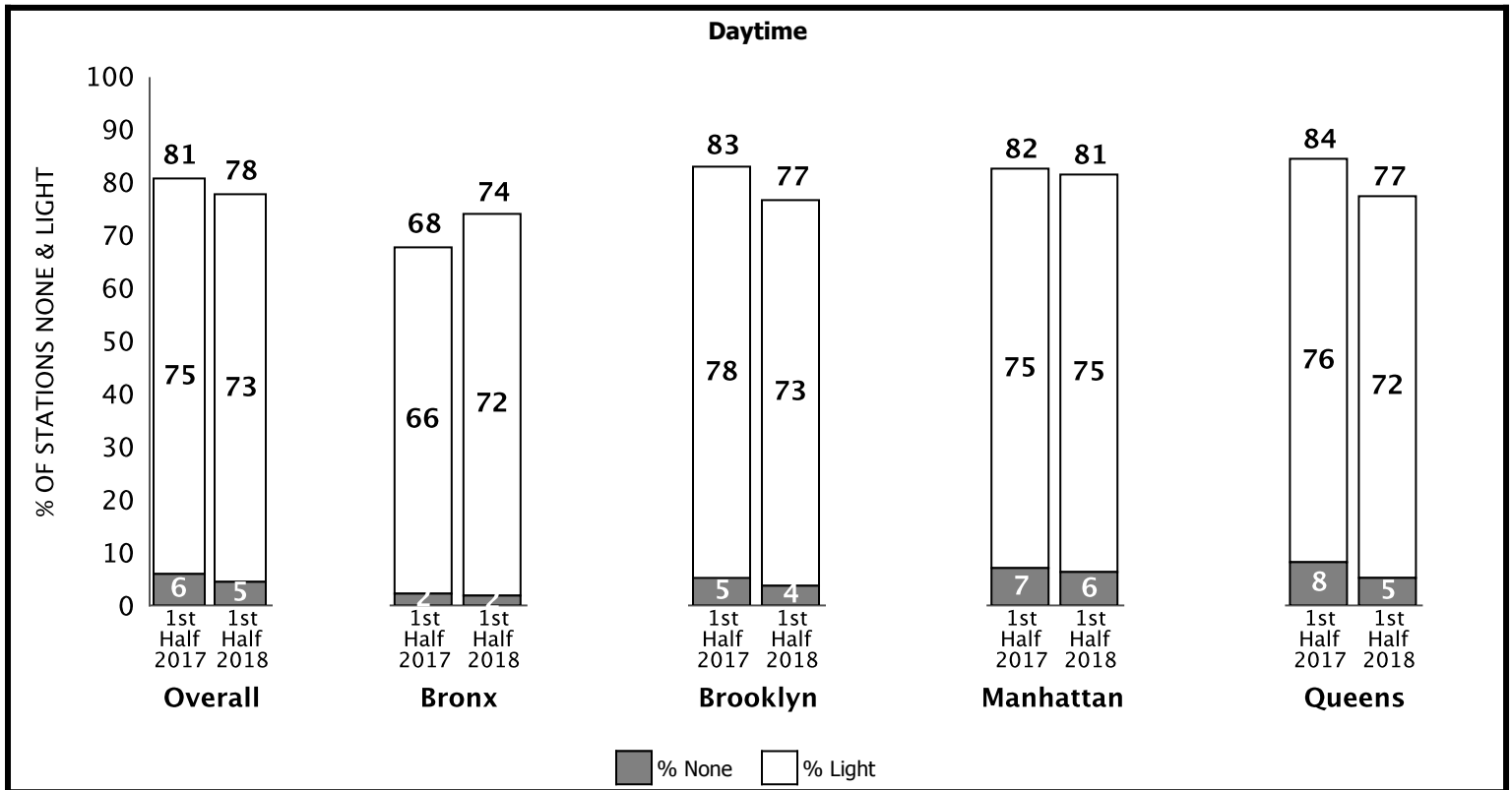
Semi-Annual Results

	Daytime			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2018	5%	73%	21%	0%
2nd Half 2017	4%	75%	20%	0%
1st Half 2017	6%	75%	19%	1%
2nd Half 2016	3%	60%	32%	4%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

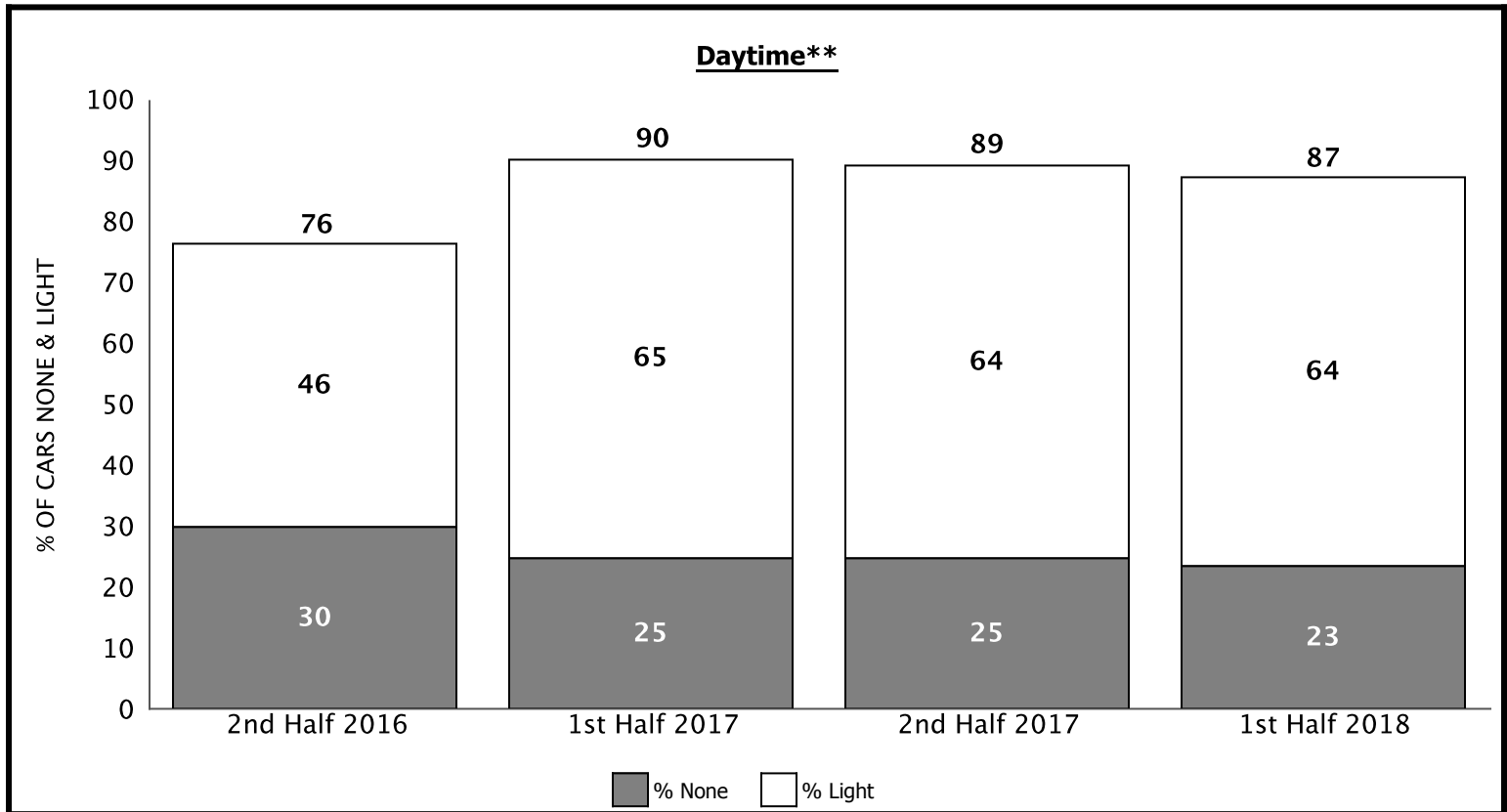
1st Half 2018 vs. 1st Half 2017: The "Daytime" results (-3%) showed a statistically significant decrease.

**Passenger Environment Survey
Litter Conditions by Borough* (includes Trackbed)**



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

Passenger Environment Survey
Litter Conditions in Stations* (without Trackbed)



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

** Measured after heavy passenger utilization (post AM Peak).

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

None - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2018 Annual Goals: (% none & light) At Terminal: 87.0% In Service: 81.0%

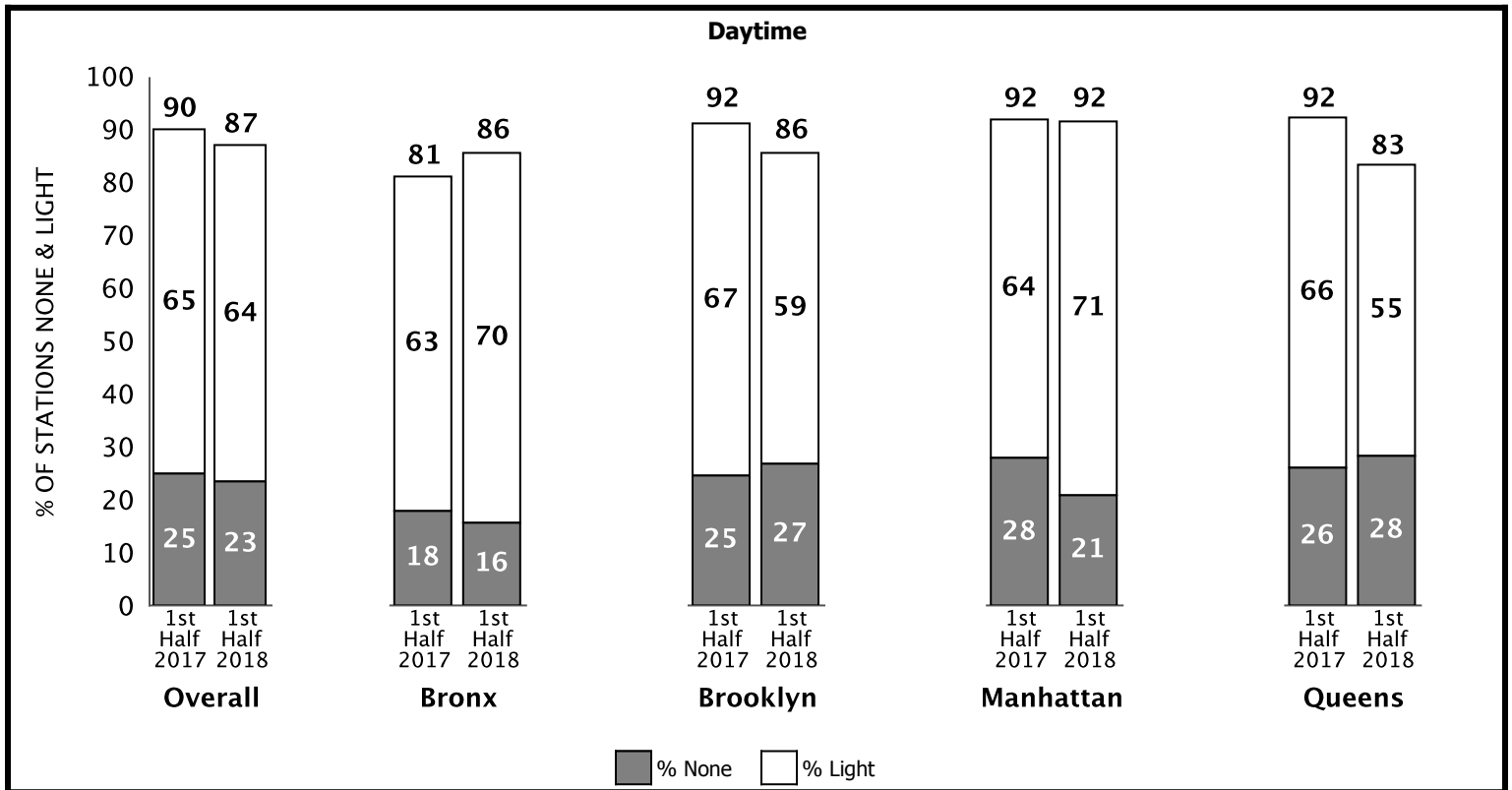
Semi-Annual Results

	Daytime			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2018	23%	64%	12%	0%
2nd Half 2017	25%	64%	10%	0%
1st Half 2017	25%	65%	9%	1%
2nd Half 2016	30%	46%	20%	4%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

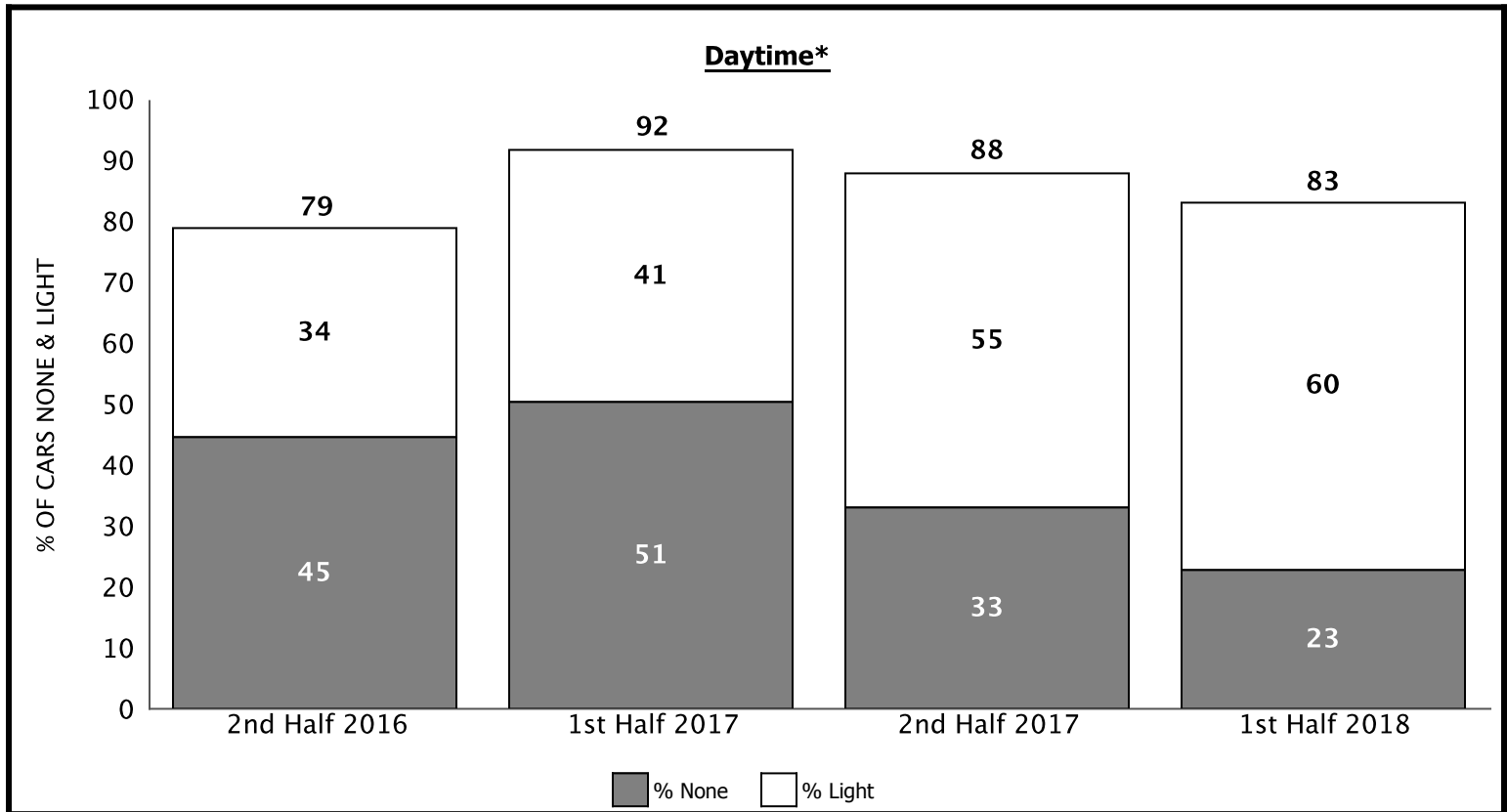
1st Half 2018 vs. 1st Half 2017: The "Daytime" results (-3%) showed a statistically significant decrease.

**Passenger Environment Survey
Litter Conditions by Borough* (without Trackbed)**



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

Passenger Environment Survey
Cleanliness Conditions in Stations



* Measured after heavy passenger utilization (post AM Peak).

Definition

Cleanliness of Station Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in" spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

None - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2018 Annual Goals: (% none & light) At Terminal: 87.0% In Service: 81.0%

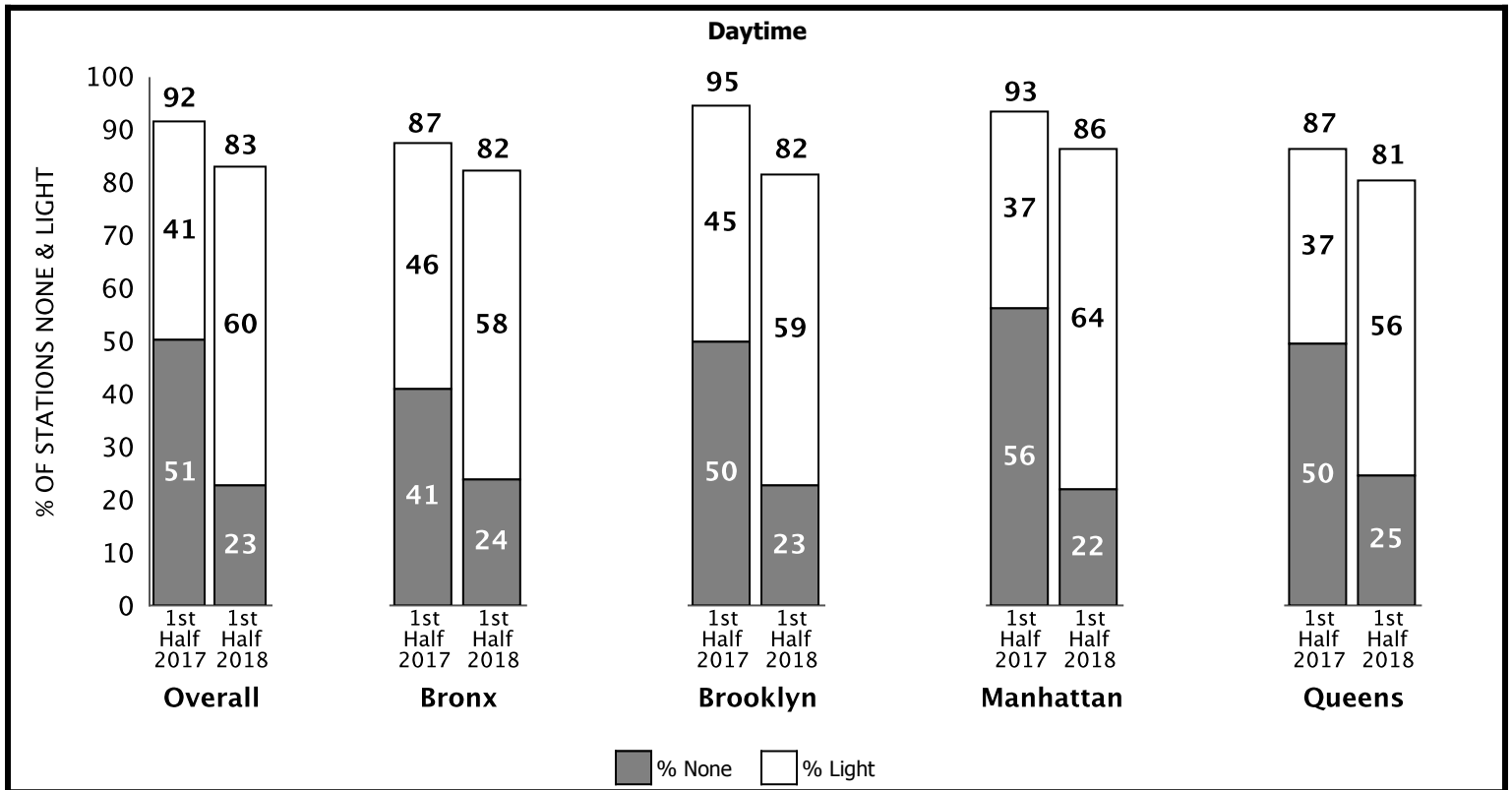
Semi-Annual Results

	At Terminal			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2018	23%	60%	16%	1%
2nd Half 2017	33%	55%	12%	0%
1st Half 2017	51%	41%	8%	1%
2nd Half 2016	45%	34%	18%	3%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2018 vs. 1st Half 2017: The "Daytime" results (-9%) showed a statistically significant decrease.

**Passenger Environment Survey
Cleanliness Conditions by Borough**



Passenger Environment Survey

Staten Island Railway (SIR) Car Results

The Staten Island Railway Car PES consists of 16 indicators. Of the 16 indicators, 14 remained statistically unchanged while 1 showed an increase and 1 declined when comparing the First Half 2018 to the First Half 2017. The table below depicts the results for the First Half 2018 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

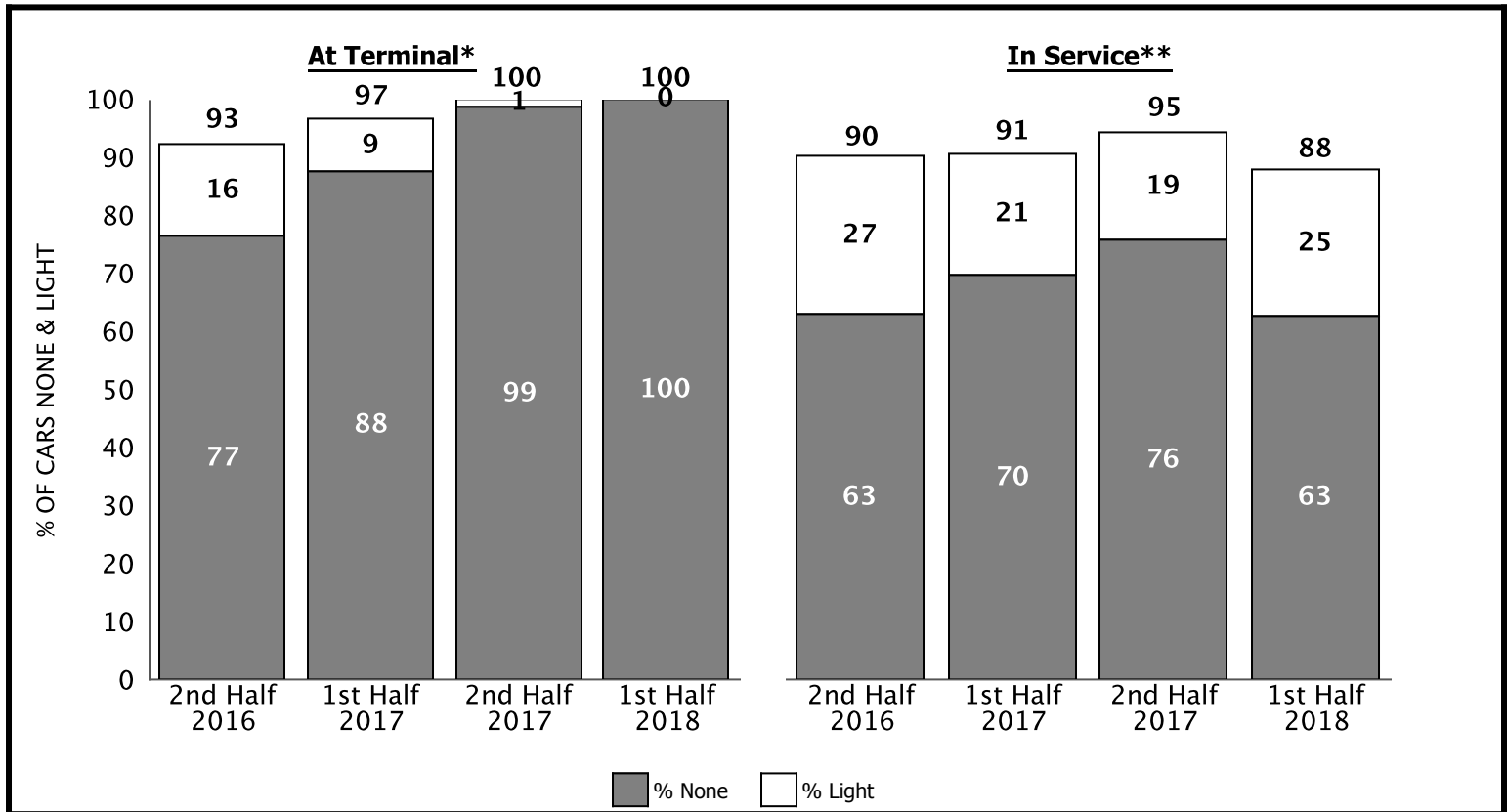
Cleanliness and Appearance		2016		2017		2017		2018	
		2nd Half		1st Half		2nd Half		1st Half	
		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
Litter Conditions in Cars <i>Presence of Litter</i> <i>See Chart 6</i>	% None	77	63	88	70	99	76	100	63
	% Light	16	27	9	21	1	19	0	25
	% Moderate	1	1	0	0	0	0	0	0
	% Heavy	7	9	3	9	0	5	0	12
Cleanliness of Car Floors and Seats <i>Degree of Dirtiness</i> <i>See Chart 7</i>	% None	84	79	96	88	100	93	100	87
	% Light	9	12	1	4	0	2	0	1
	% Moderate	0	1	0	0	0	0	0	0
	% Heavy	7	9	3	9	0	5	0	12
% Cars with No Interior Graffiti		95		97		100		100	
% Cars with No Exterior Graffiti		99		100		100		100	
% Cars with No Graffiti'd Windows		99		99		100		100	
% Cars with No Scratchitied Windows		93		88		100		100	
% Cars with No Clouded Windows		98		100		100		99	
% Cars with No Broken or Cracked Windows		100		100		100		100	
Customer Information									
% Cars with All System Maps Correct/Legible		99		98		97		90	
% Cars with Public Address Announcements		80		82		82		80	
Functioning Equipment									
% Cars with No Broken Door Panels		100		99		100		100	
% Lighting Conditions in Cars ¹		100		100		100		100	
% Climate Control Conditions in Cars ²		88		91		97		96	
Operation									
% Conductors in Proper Uniform		100		100		100		100	

¹ % of cars with at least 90% of lights on.

² % of cars with average interior temperature between 58F and 78F.

Passenger Environment Survey

Litter Conditions in Staten Island Railway (SIR) Cars



* Measured throughout the day at St. George Ferry Terminal.

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

None - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

Semi-Annual Results

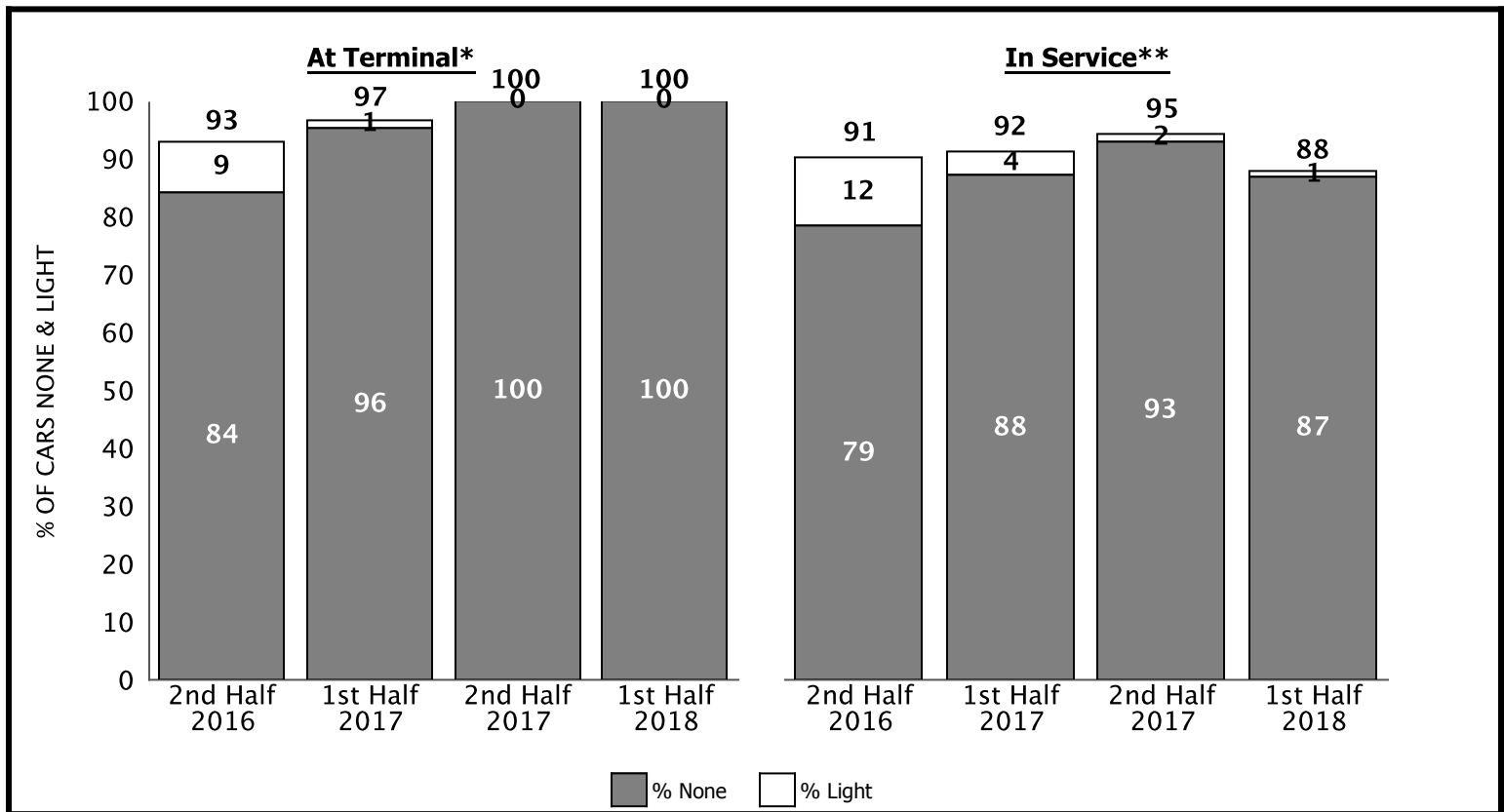
	At Terminal				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2018	100%	0%	0%	0%	63%	25%	0%	12%
2nd Half 2017	99%	1%	0%	0%	76%	19%	0%	5%
1st Half 2017	88%	9%	0%	3%	70%	21%	0%	9%
2nd Half 2016	77%	16%	1%	7%	63%	27%	1%	9%

Discussion of Results: an increase/decrease of less than 6% is statistically unchanged.

1st Half 2018 vs. 1st Half 2017: Both the "At Terminal" results (3%) and the "In Service" results (-3%) were statistically unchanged.

Passenger Environment Survey

Cleanliness Conditions on Staten Island Railway (SIR) Cars



* Measured throughout the day at only those terminals that have cleaners.

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in" spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

None - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	At Terminal				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2018	100%	0%	0%	0%	87%	1%	0%	12%
2nd Half 2017	100%	0%	0%	0%	93%	2%	0%	5%
1st Half 2017	96%	1%	0%	3%	88%	4%	0%	9%
2nd Half 2016	84%	9%	0%	7%	79%	12%	1%	9%

Discussion of Results: an increase/decrease of less than 6% is statistically unchanged.

1st Half 2018 vs. 1st Half 2017: Both the "At Terminal" results (3%) and the "In Service" results (-3%) were statistically unchanged.

Passenger Environment Survey

Staten Island Railway (SIR) Stations Results

The Stations PES consists of 5 indicators. Of the 5 indicators, 3 remained statistically unchanged while 2 showed an increase and 0 declined when comparing the First Half 2018 to the First Half 2017. The table below depicts the results for the First Half 2018 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

Cleanliness and Appearance			2016	2017	2017	2018
			2nd Half	1st Half	2nd Half	1st Half
Litter Conditions in Stations <i>Presence of Litter</i> <i>See Chart 8</i>	Include Trackbed Component	% None	14	9	12	27
		% Light	38	49	43	43
		% Moderate	30	34	39	30
		% Heavy	19	7	6	0
	Measured without Trackbed component	% None	31	31	20	37
		% Light	35	42	56	57
		% Moderate	18	22	18	6
		% Heavy	16	5	6	0
Floor and Seat Cleanliness Conditions in Stations <i>Degree of Dirtiness</i> <i>See Chart 9</i>			% None	44	49	46
			% Light	23	31	38
			% Moderate	16	15	10
			% Heavy	17	5	6
Graffiti Conditions in Stations <i>Presence of Graffiti</i>			% None	68	74	82
			% Light	20	26	18
			% Moderate	11	0	0
			% Heavy	0	0	0

Customer Information

% Stations with Correct Customer Information Center (CIC)	95	99	100	99
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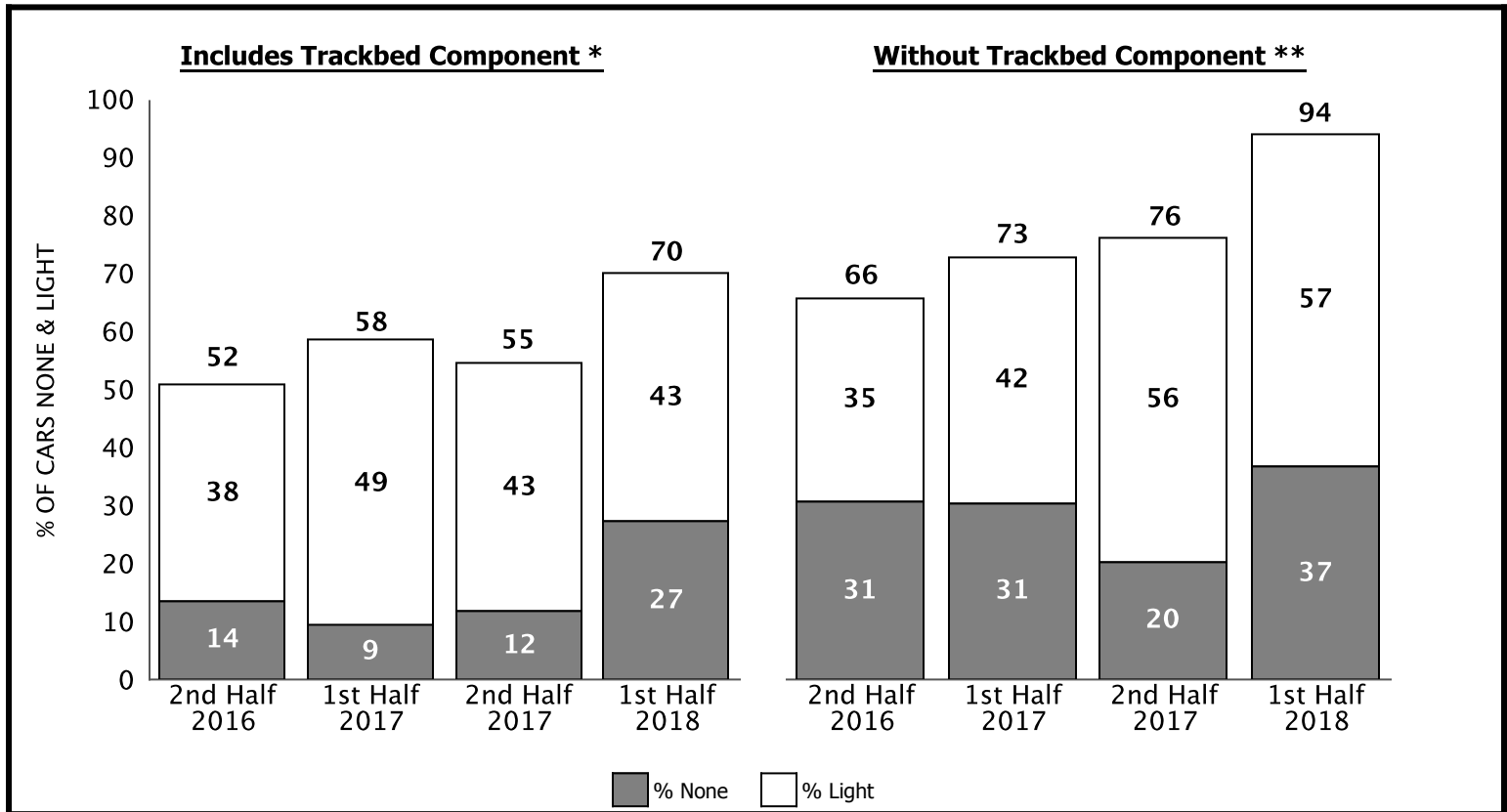
Functioning Equipment

% Trash Receptacles Usable in Stations	99	100	100	100
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All surveys done after heavy passenger utilization (post AM Peak)

Passenger Environment Survey

Litter Conditions in Staten Island Railway (SIR) Stations



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

** Includes mezzanine, passageway, stairway and platform components only, not trackbed.

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

None - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

Semi-Annual Results

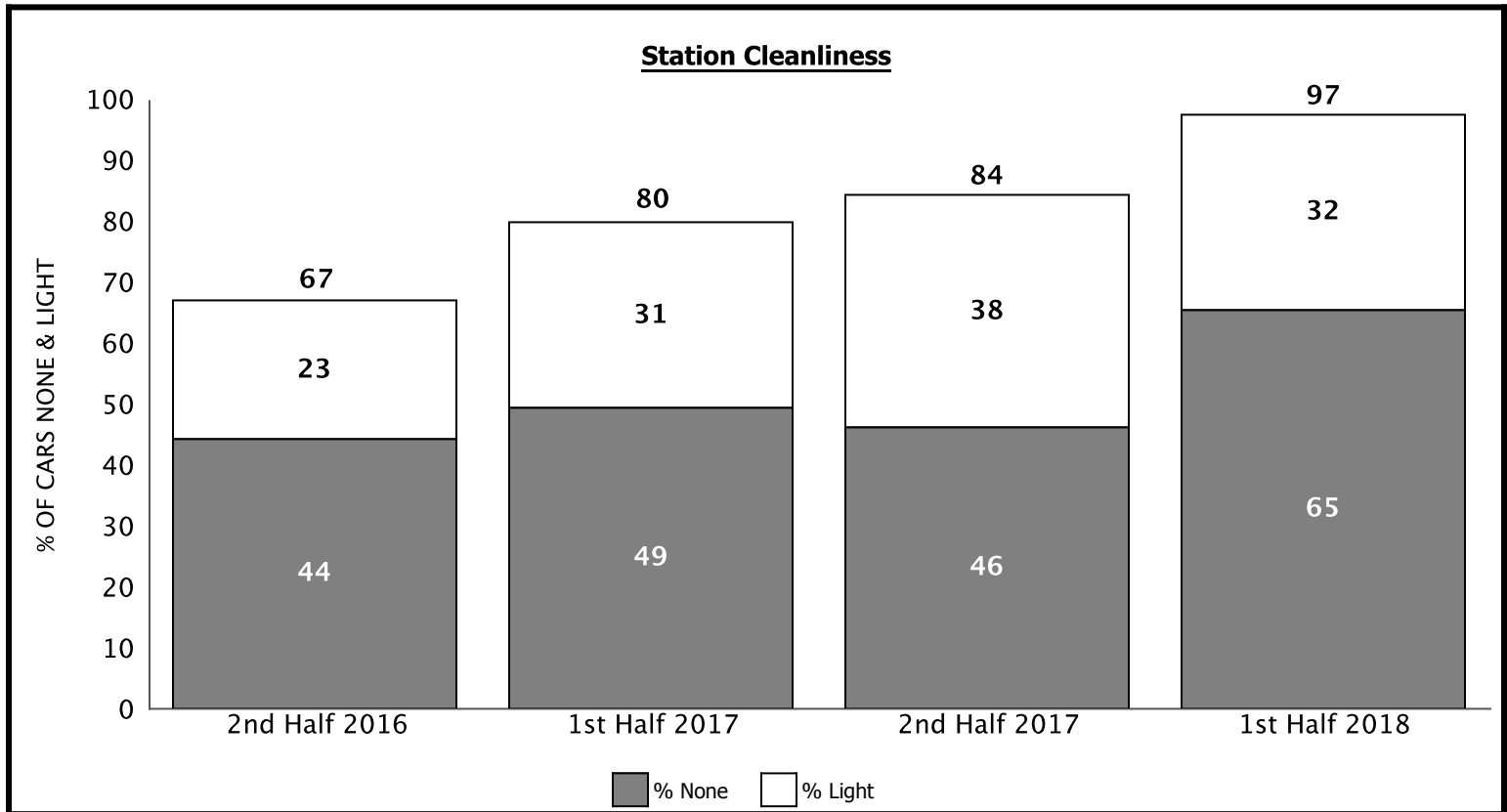
	Includes Trackbed Component				Without Trackbed Component			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2018	27%	43%	30%	0%	37%	57%	6%	0%
2nd Half 2017	12%	43%	39%	6%	20%	56%	18%	6%
1st Half 2017	9%	49%	34%	7%	31%	42%	22%	5%
2nd Half 2016	14%	38%	30%	19%	31%	35%	18%	16%

Discussion of Results: an increase/decrease of less than 10% is statistically unchanged.

1st Half 2018 vs. 1st Half 2017: Both the Litter with trackbed results (11%) and the Litter without trackbed results (21%) showed a statistically significant increase. Please note, the litter without tracked component is not an official indicator and is provided for information only.

Passenger Environment Survey

Cleanliness Conditions in Staten Island Railway (SIR) Stations

**Definition**

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in" spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

None - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	Cleanliness			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2018	65%	32%	2%	0%
2nd Half 2017	46%	38%	10%	6%
1st Half 2017	49%	31%	15%	5%
2nd Half 2016	44%	23%	16%	17%

Discussion of Results: an increase/decrease of less than 10% is statistically unchanged.

1st Half 2018 vs. 1st Half 2017: The Cleanliness results (18%) showed a statistically significant increase.



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The purpose of this report is to evaluate the quality of the passenger environment onboard buses. By providing the Department of Buses with an internal diagnostic tool of the environments on buses, this report can lead to actions to improve areas of concern.

The Passenger Environment Survey (PES) was first established in 1983 to provide an overview of the quality of the system through the use of surveyors who had no direct affiliation with the operating departments. Over time, PES has expanded its scope of work to include expanded indicators, such as graffiti in 2000, and additional surveying environments, such as express buses in 2007.

NYC Transit's weekday service quality indicators, the Bus Passenger Environment Survey (PES), is reported on a semi-annual basis. It includes a summary of all indicators (Local bus and Express bus) that also compares the most recent half-year to the prior three periods.

The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for local buses and 12 for express buses.

Of the 38 indicators, 34 indicators remained statistically unchanged while two (2) increased and two (2) decreased when comparing First Half 2018 and First Half 2017. For those PES indicators that rate Bus environments as "None," "Light," "Moderate", and "Heavy," the indicator changes combine the "None" and "Light" ratings.

The results for all PES indicators for First Half 2018 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Peter G. Cafiero

Chief, Operations Planning, NYCT

Significant Indicator Improvements/Declines

Of the 38 Local and Express Bus passenger environment indicators, 34 indicators remained unchanged, 2 indicators showed an improvement while 2 declined when comparing First Half 2018 and First Half 2017

IMPROVEMENTS

	2018 1st Half	2017 1st Half	Net Change
Local Buses			
Litter Conditions on Local Buses (In Service)	83%	90%	7%
Cleanliness Conditions on Local Buses (In Service)	84%	90%	6%

DECLINES

	2018 1st Half	2017 1st Half	Net Change
Local Buses			
Local Buses Displaying a Correct/Legible Bus Map	98%	80%	-18%
Express Buses			
Exterior Dirt Conditions on Express Buses (In Service)	97%	94%	-3%

Passenger Environment Survey

Local Bus Results

The Local Bus PES consists of 26 indicators. Of the 26 indicators, 23 remained statistically unchanged while 2 showed an increase and 1 declined when comparing the First Half 2018 to the First Half 2017. The table below depicts the results for the First Half 2018 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

Cleanliness and Appearance		2016		2017		2017		2018	
		2nd Half		1st Half		2nd Half		1st Half	
		Before Service	In service	Before Service	In Service	Before Service	In Service	Before Service	In Service
Litter Conditions in Buses <i>Presence of Litter</i> <i>See Chart 1</i>	% None	92	38	86	38	90	47	95	53
	% Light	6	44	12	44	8	40	4	36
	% Moderate	0	2	0	2	0	1	0	0
	% Heavy	1	16	2	15	2	13	1	10
Exterior Dirt Condition of Buses <i>Degree of Dirtiness</i>	% None	100	92	99	92	100	98	100	98
	% Light	0	7	0	6	0	2	0	1
	% Moderate	0	0	0	2	0	0	0	1
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior <i>Degree of Dirtiness</i> <i>See Chart 2</i>	% None	92	69	88	72	91	81	90	88
	% Light	6	14	10	12	7	6	9	2
	% Moderate	1	1	1	0	1	0	1	0
	% Heavy	1	16	2	16	1	13	1	10
% Buses with No Damaged Panels		98		98		99		100	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Scratchtied Windows		92		96		93		94	
% Buses with No Clouded Windows		99		99		98		97	
% Buses with No Interior Graffiti		95		94		94		94	
% Buses with No Exterior Graffiti		100		100		100		100	

Customer Information

% Buses with Readable/Correct Front Sign	100	100	100	100
% Buses with Correct Electronic Side Sign	100	100	100	100
% Buses with Correct Rear Sign	99	99	99	99
% Bus Announcements that are Understandable/Correct	56	55	56	55
% Buses with Priority Seating Stickers	100	100	99	99
% Buses Displaying a Correct/Legible Bus Map ¹	96	98	96	80

Functioning Equipment

Climate Control Conditions in Buses ¹	91	97	94	95
% Buses with Operative Kneeling Feature	100	100	100	100
% Buses with Operative Wheelchair Lift	98	99	99	99
% Buses with Operating Windows	99	99	99	99
% Buses with Operative Rear Door	98	98	98	99

Operations

% Bus Stops where Buses Board/Discharge Passengers Appropriately	96	95	97	97
% Bus Operators in Proper Uniform	99	99	100	100
% Bus Operators Properly Displaying Badges	96	96	95	97

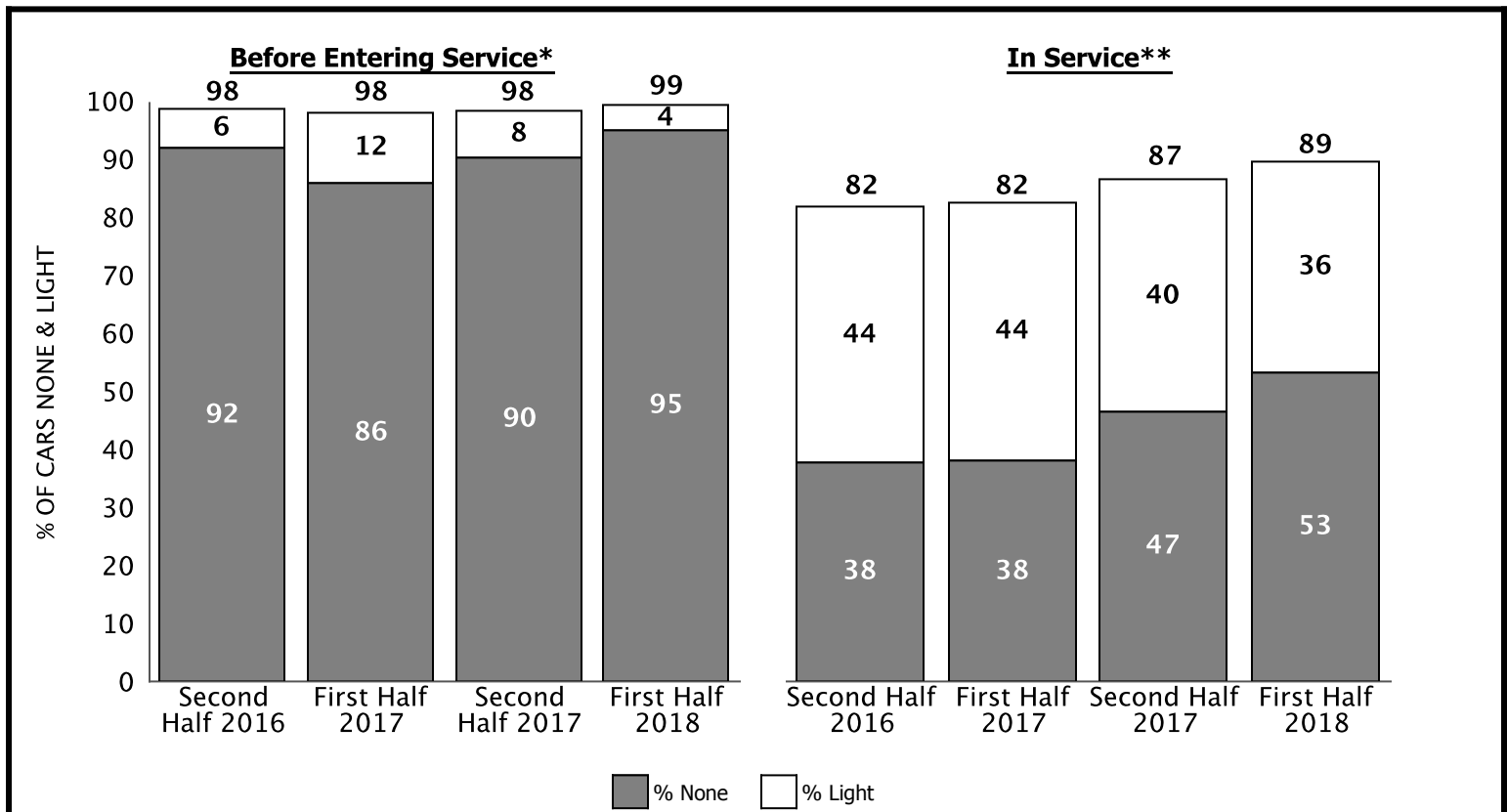
¹ % of buses with average interior temperature between 50F and 78F, except if ambient temperature is above 98F, then the climate control must maintain a 20F gradient.

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

None - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2018 Annual Goals: (% none & light) At Terminal: 99.9% In Service: N/A

Semi-Annual Results

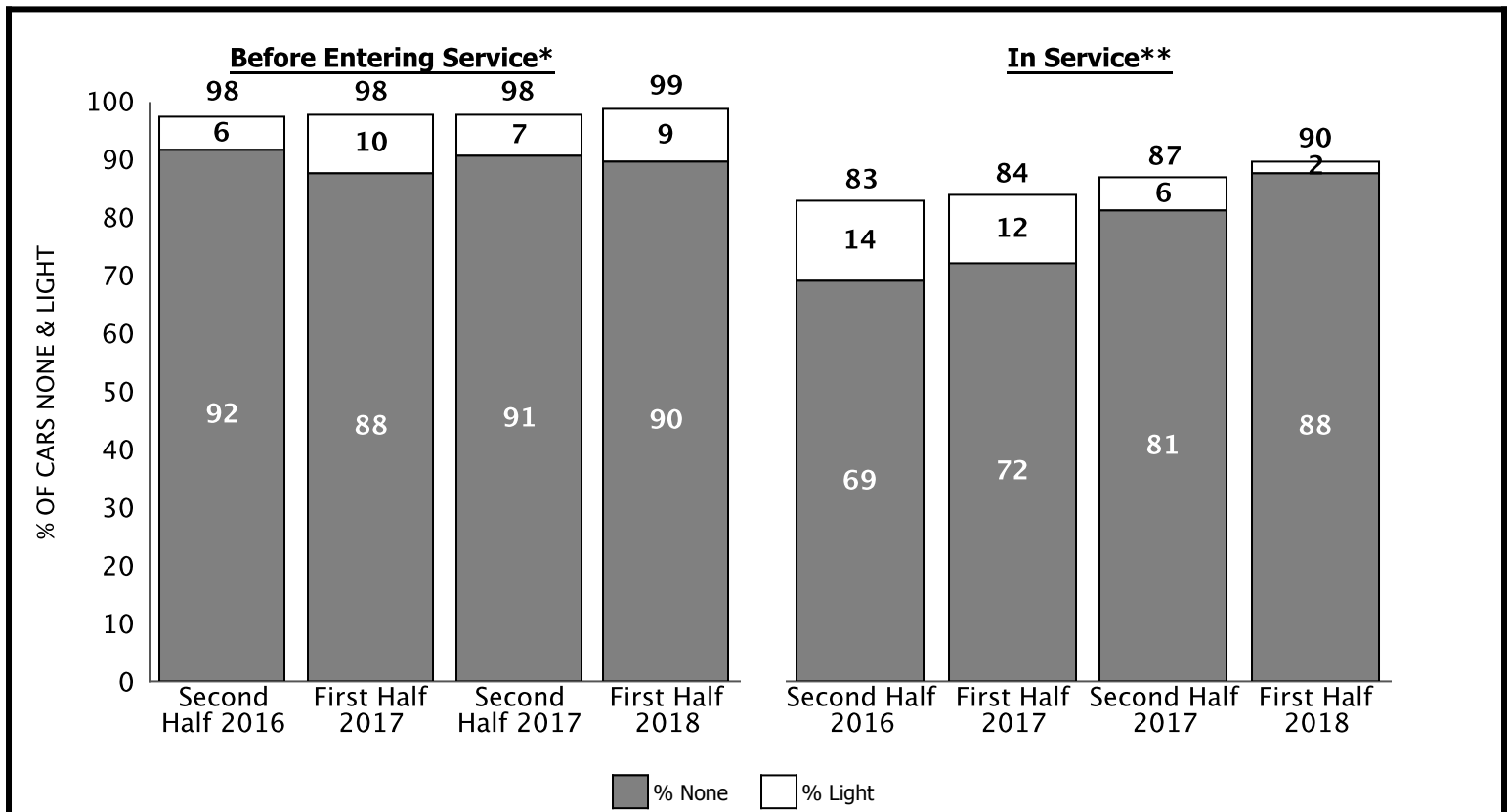
	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
First Half 2018	95%	4%	0%	1%	53%	36%	0%	10%
Second Half 2017	90%	8%	0%	2%	47%	40%	1%	13%
First Half 2017	86%	12%	0%	2%	38%	44%	2%	15%
Second Half 2016	92%	6%	0%	1%	38%	44%	2%	16%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2018 vs. 1st Half 2017: Both the "Before Entering Service" results (1%) and the "In Service" results (7%) were statistically unchanged.

Passenger Environment Survey

Cleanliness Conditions on Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in" spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

None - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2018 Annual Goals: (% none & light)

At Terminal: 99.9%

In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
First Half 2018	90%	9%	1%	1%	88%	2%	0%	10%
Second Half 2017	91%	7%	1%	1%	81%	6%	0%	13%
First Half 2017	88%	10%	1%	2%	72%	12%	0%	16%
Second Half 2016	92%	6%	1%	1%	69%	14%	1%	16%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2018 vs. 1st Half 2017: Both the "Before Entering Service" results (1%) and the "In Service" results (6%) were statistically unchanged.

Passenger Environment Survey

Express Bus Results

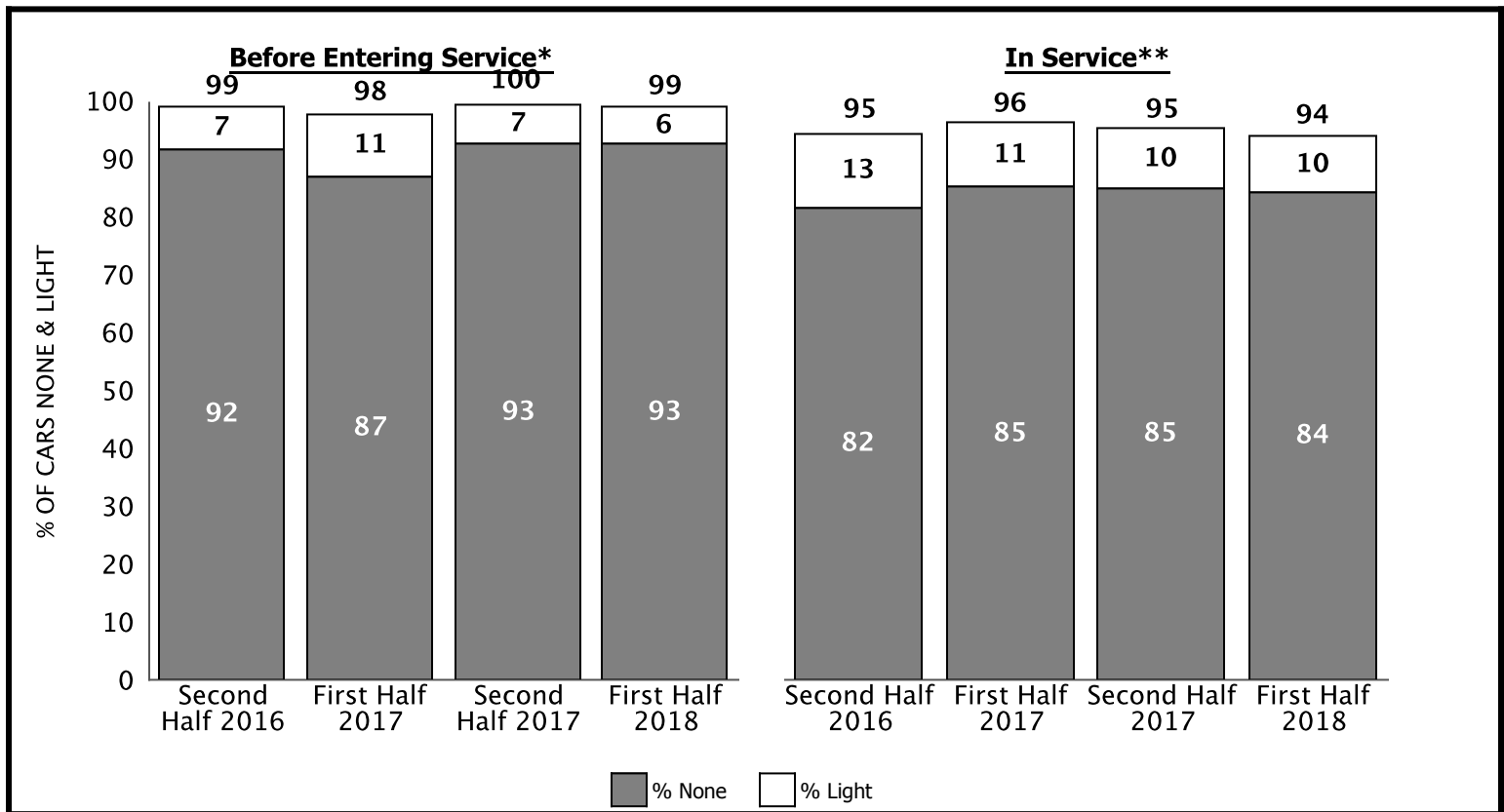
The Express Bus PES consists of 12 indicators. Of the 12 indicators, 11 remained statistically unchanged while 0 showed an increase and 1 declined when comparing the First Half 2018 to the First Half 2017. The table below depicts the results for the First Half 2018 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

Cleanliness and Appearance			2016		2017		2017		2018	
			2nd Half		1st Half		2nd Half		1st Half	
			Before Service	In service	Before Service	In Service	Before Service	In Service	Before Service	In Service
Litter Conditions in Buses <i>Presence of Litter</i> <i>See Chart 3</i>	% None		92	82	87	85	93	85	93	84
	% Light		7	13	11	11	7	10	6	10
	% Moderate		0	1	0	0	0	0	0	0
	% Heavy		1	5	2	3	1	4	1	6
Exterior Dirt Condition of Buses <i>Degree of Dirtiness</i>	% None		100	99	99	97	100	100	99	100
	% Light		0	1	0	2	0	0	1	0
	% Moderate		0	0	0	1	0	0	0	0
	% Heavy		0	0	0	0	0	0	0	0
Cleanliness of Bus Interior <i>Degree of Dirtiness</i> <i>See Chart 4</i>	% None		92	88	90	94	95	95	92	94
	% Light		5	5	7	2	4	1	6	0
	% Moderate		1	1	1	0	0	0	1	0
	% Heavy		1	5	2	3	1	4	1	6
% Buses with No Damaged Panels			99		98		99		100	
% Buses with No Cracked Windows			100		100		100		100	
% Buses with No Interior Graffiti			99		99		99		99	
% Buses with No Exterior Graffiti			100		100		100		100	
Functioning Equipment										
% of Operative Reading Lights on Buses			97		99		98		99	
% of Operative Reclining Seats on Buses			98		96		98		98	

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey
Litter Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

None - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2018 Annual Goals: (% none & light) At Terminal: 99.9% In Service: N/A

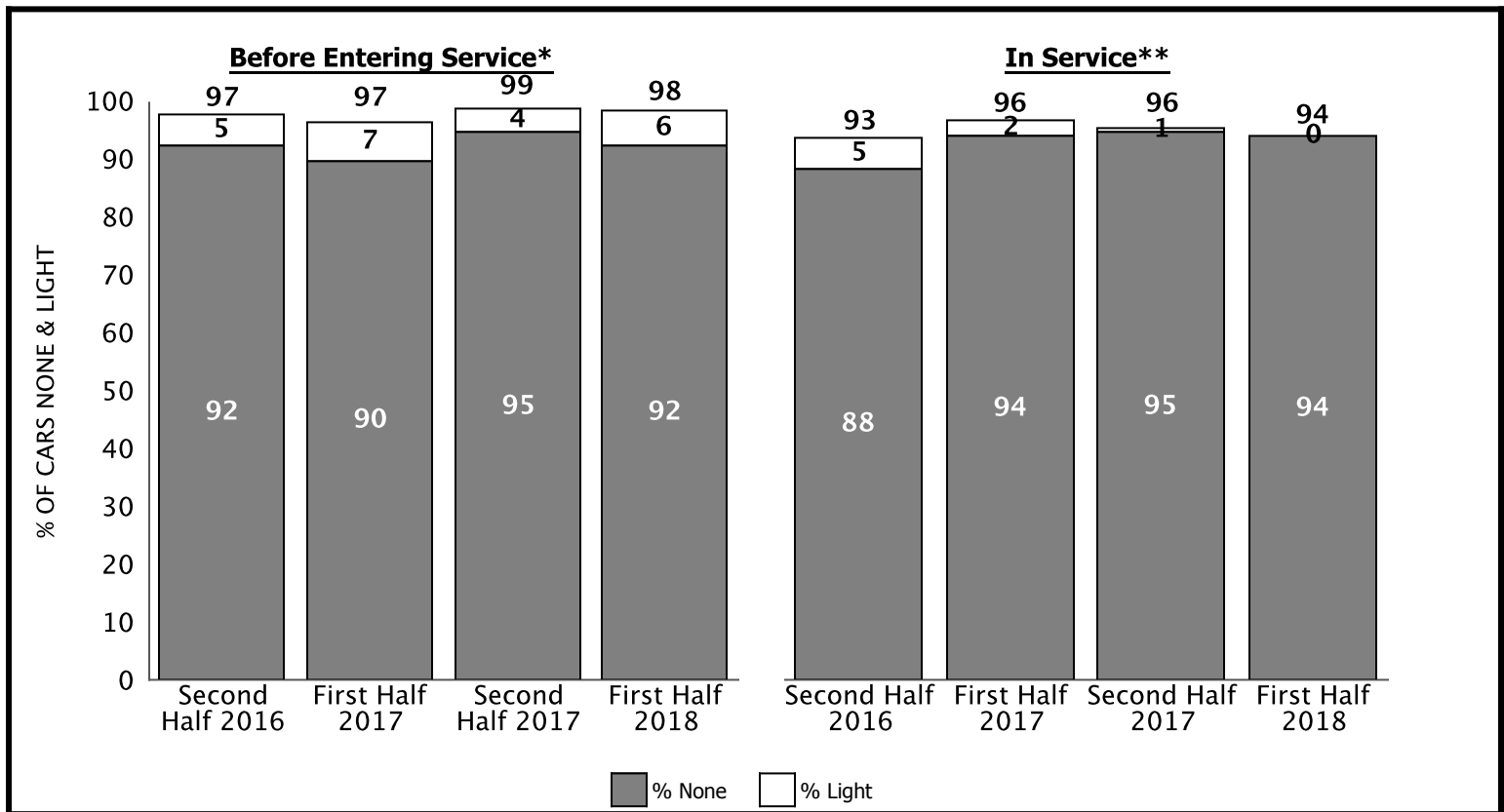
Semi-Annual Results

	Before Entering Service				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
First Half 2018	93%	6%	0%	1%	84%	10%	0%	6%
Second Half 2017	93%	7%	0%	1%	85%	10%	0%	4%
First Half 2017	87%	11%	0%	2%	85%	11%	0%	3%
Second Half 2016	92%	7%	0%	1%	82%	13%	1%	5%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2018 vs. 1st Half 2017: Both the "Before Entering Service" results (1%) and the "In Service" results (-2%) were statistically unchanged.

Passenger Environment Survey
Cleanliness Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in" spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

None - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2018 Annual Goals: (% none & light) At Terminal: 99.9% In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
First Half 2018	92%	6%	1%	1%	94%	0%	0%	6%
Second Half 2017	95%	4%	0%	1%	95%	1%	0%	4%
First Half 2017	90%	7%	1%	2%	94%	2%	0%	3%
Second Half 2016	92%	5%	1%	1%	88%	5%	1%	5%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2018 vs. 1st Half 2017: The "Before Entering Service" results (2%) was statistically unchanged while the "In Service" results (-3%) showed a statistically significant decrease.



Standard Follow-up Report: June 2018 Service Quality Indicators – MTA Bus PES

The purpose of this report is to evaluate the quality of the passenger environment onboard buses. By providing the Department of Buses with an internal diagnostic tool of the environments on buses, this report can lead to actions to improve areas of concern.

The Passenger Environment Survey (PES) was first established in 1983 to provide an overview of the quality of the system through the use of surveyors who had no direct affiliation with the operating departments. Over time, PES has expanded its scope of work to include expanded indicators, such as graffiti in 2000, and additional surveying environments, such as express buses in 2007.

MTA Bus weekday Passenger Environment Survey (PES) results are reported on a semi-annual basis. This section includes a summary of all indicators (Local bus and Express bus) that also compares the most recent half-year, January - June 2018, to the prior three periods. The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for Local Buses and 12 for Express Buses.

Of the 26 local bus indicators, one (1) declined while twenty-five (25) remained statistically unchanged when comparing First Half 2018 and First Half 2017. Of the 12 express bus indicators, one (1) improved, one (1) declined and ten (10) indicators remained statistically the same. For PES indicators that rate bus environments as “None,” “Light,” “Moderate” and “Heavy,” the indicator changes are a measure of the combined “None” and “Light” rating with changes of 3% or greater deemed significant.

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

Significant Indicator Improvements/Declines

Of the 38 Local and Express Bus passenger environment indicators, one (1) indicator improved, two (2) indicators declined while thirty five (35) indicators remained statistically the same, when comparing the First Half 2017 to the First Half 2018.

Improved

Express Buses	1st Half 2017	1st Half 2018	Net Change
Litter Conditions on Express Buses (Before Entering Service)	97%	100%	3%

Declined

Local Buses			
Buses Displaying a Correct/Legible Bus Map on Local Buses	99%	87%	-12%

Express Buses			
Operative Reclining Seats on Express Buses	94%	88%	-6%

Passenger Environment Survey

Local Bus Results

The Local Bus PES consists of 26 indicators. One (1) declined while twenty five (25) remained statistically unchanged when comparing the 1st Half 2018 to the 1st Half 2017. The table below shows the results for the 1st Half of 2018 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2016		2017				2018	
		2nd half		1st Half		2nd Half		1st Half	
		Before Service	in Service	Before Service	in Service	Before Service	in Service	Before Service	in Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	94	64	91	57	95	65	91	63
Presence of Litter	% Light	5	30	8	39	4	28	8	32
See Chart 1	% Moderate	0	2	0	2	0	2	0	1
	% Heavy	1	4	1	2	1	5	1	4
Exterior Dirt Condition of Buses	% None	98	100	97	99	93	100	96	94
Degree of Dirtiness	% Light	2	0	3	1	5	0	4	4
See Chart 2	% Moderate	0	0	0	0	1	0	0	1
	% Heavy	0	0	0	0	1	0	0	1
Cleanliness of Bus Interior	% None	97	94	97	94	96	93	93	94
Degree of Dirtiness	% Light	2	2	2	3	3	2	6	2
See Chart 2	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	1	4	1	3	1	5	1	4
% Buses with No Damaged Panels		100		100		100		100	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Scratchtied Windows		99		100		100		100	
% Buses with No Clouded Windows		100		100		100		100	
% Buses with No Interior Graffiti		96		97		98		97	
% Buses with No Exterior Graffiti		100		100		100		100	

Customer Information

% Buses with Readable/Correct Front Sign	100	100	100	100
% Buses with Correct Electronic Side Sign	100	100	100	100
% Buses with Correct Rear Sign	100	100	100	100
% Bus Announcements that are Understandable/Correct	52	48	39	46
% Buses with Priority Seating Stickers	100	100	100	100
% Buses Displaying a Correct/Legible Bus Map	98	99	96	87

Functioning Equipment

Climate Control Conditions in Buses ¹	93	96	91	98
% Buses with Operative Kneeling Feature	100	100	99	100
% Buses with Operative Wheelchair Lift	99	98	98	99
% Buses with Operating Windows	100	100	99	100
% Buses with Operative Rear Door	100	100	99	100

Operations

% Bus Stops where Buses Board/Discharge				
Passengers Appropriately	99	100	100	100
% Bus Operators in Proper Uniform	100	100	100	100
% Bus Operators Properly Displaying Badges	100	100	100	100

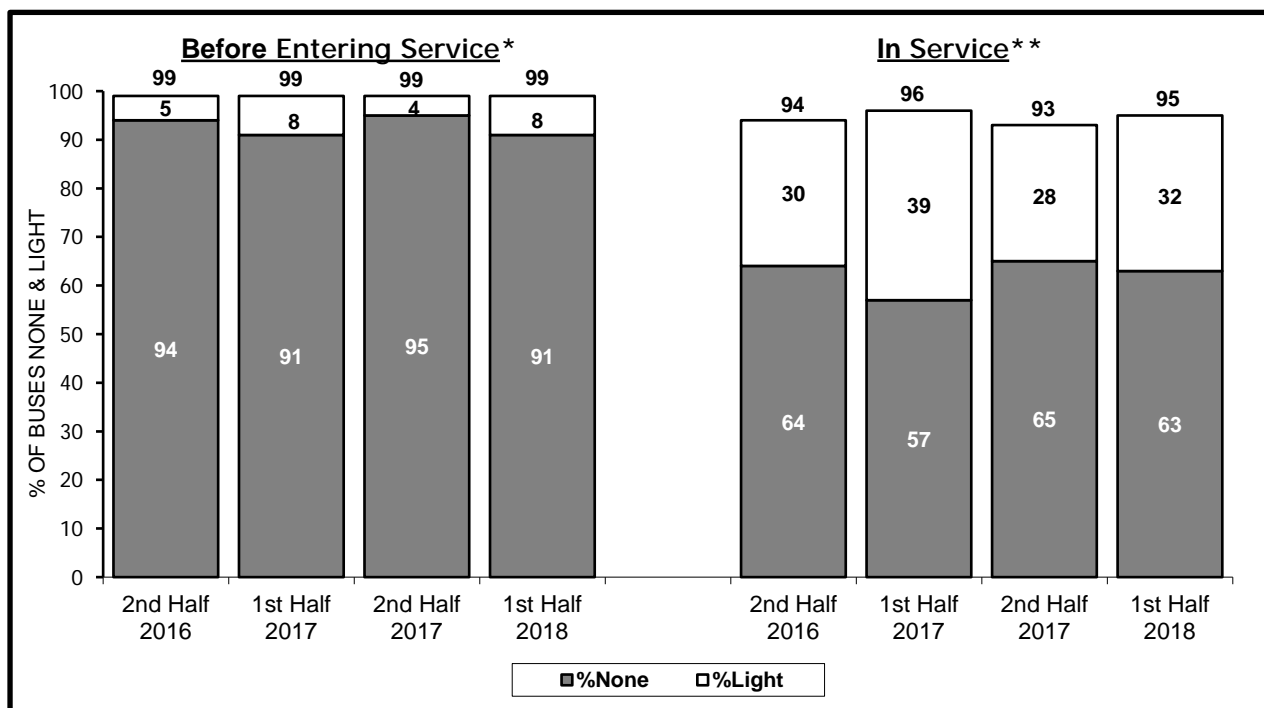
¹ % of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Local Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, can

Semi-Annual Results

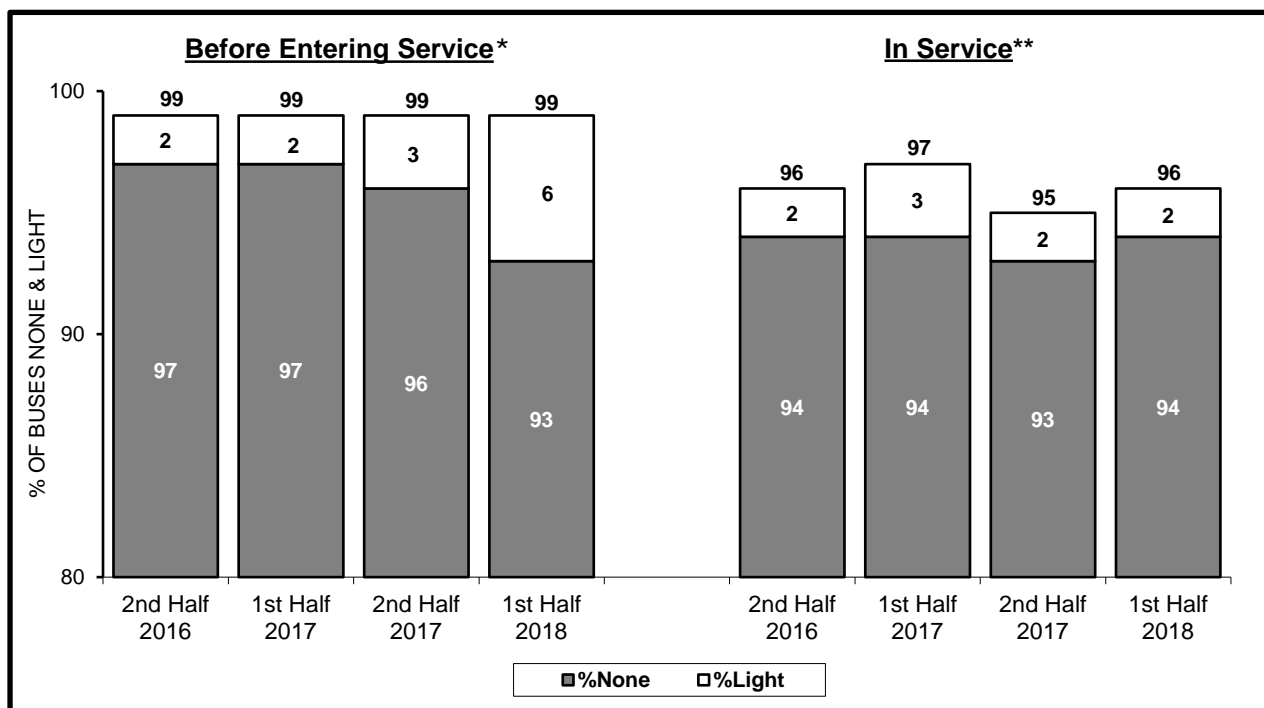
	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2018	91%	8%	0%	1%	63%	32%	1%	4%
2nd Half 2017	95%	4%	0%	1%	65%	28%	2%	5%
1st Half 2017	91%	8%	0%	1%	57%	39%	2%	2%
2nd Half 2016	94%	5%	0%	1%	64%	30%	2%	4%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2018 vs. 1st Half 2017: Both the "Before Entering Service" results and the "In Service" results depict no statistically significant change when comparing the 1st Half 2018 to the 1st Half 2017.

Passenger Environment Survey

Cleanliness Conditions on Local Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	Before Entering Service				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2018	93%	6%	0%	1%	94%	2%	0%	4%
2nd Half 2017	96%	3%	0%	1%	93%	2%	0%	5%
1st Half 2017	97%	2%	0%	1%	94%	3%	0%	3%
2nd Half 2016	97%	2%	0%	1%	94%	2%	0%	4%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2018 vs. 1st Half 2017: Both the "Before Entering Service" results and the "In Service" results depict no statistically significant change when comparing the 1st Half 2018 to the 1st Half 2017.

Passenger Environment Survey

Express Bus Results

The Express Bus PES consists of 12 indicators, of which one (1) improved, one (1) declined and ten (10) remained statistically unchanged when comparing the 1st Half 2018 to the 1st Half 2017. The table below depicts the results for the 1st Half of 2018 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2016		2017				2018	
		2nd Half		1st Half		2nd Half		1st Half	
		Before Service	In Service	Before Service	In Service	Before Service	In Service	Before Service	In Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	88	88	84	93	93	95	90	88
Presence of Litter	% Light	9	10	13	6	6	5	10	11
See Chart 3	% Moderate	0	1	1	1	0	0	0	0
	% Heavy	3	1	2	0	1	0	0	1
Exterior Dirt Condition of Buses	% None	98	100	99	100	96	100	94	99
Degree of Dirtiness	% Light	2	0	1	0	4	0	6	1
	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior	% None	96	97	94	98	97	99	96	98
Degree of Dirtiness	% Light	1	2	4	1	2	1	4	1
See Chart 4	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	3	1	2	1	1	0	0	1
% Buses with No Damaged Panels		99		99		99		100	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Interior Graffiti		100		100		100		100	
% Buses with No Exterior Graffiti		100		100		100		100	

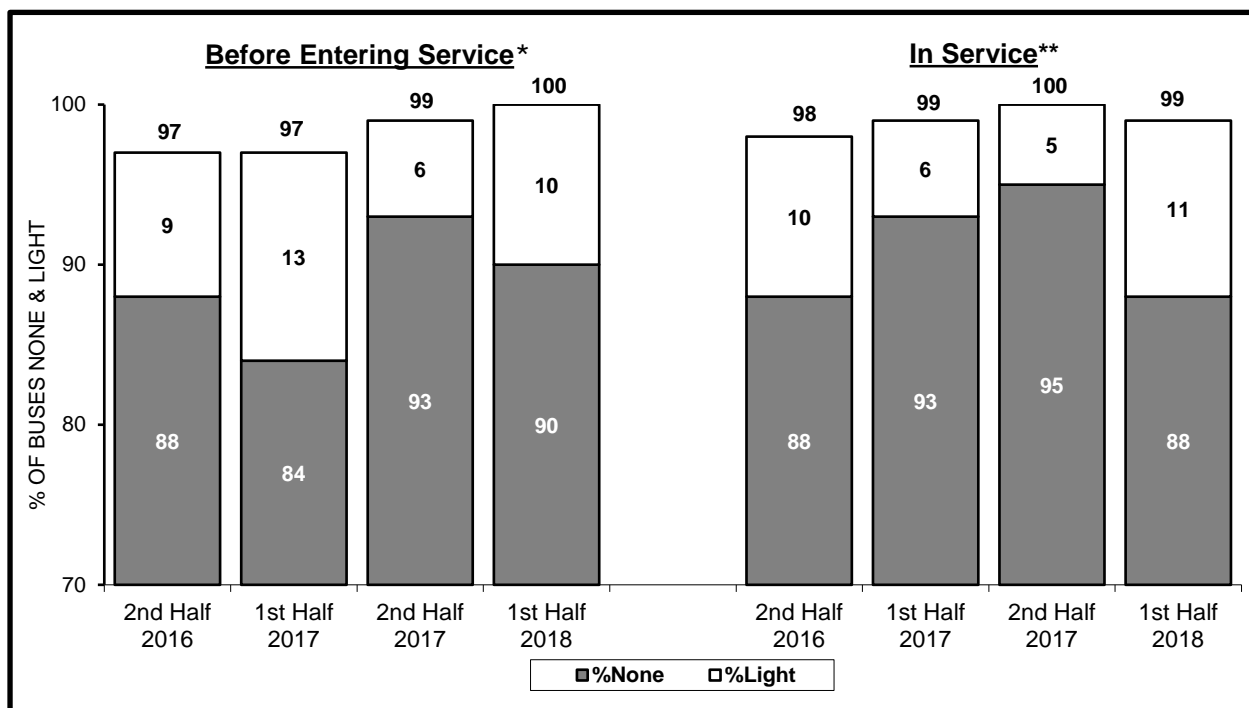
Functioning Equipment									
% of Operative Reading Lights on Buses		95		94		91		93	
% of Operative Reclining Seats on Buses		93		94		91		88	

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

Semi-Annual Results

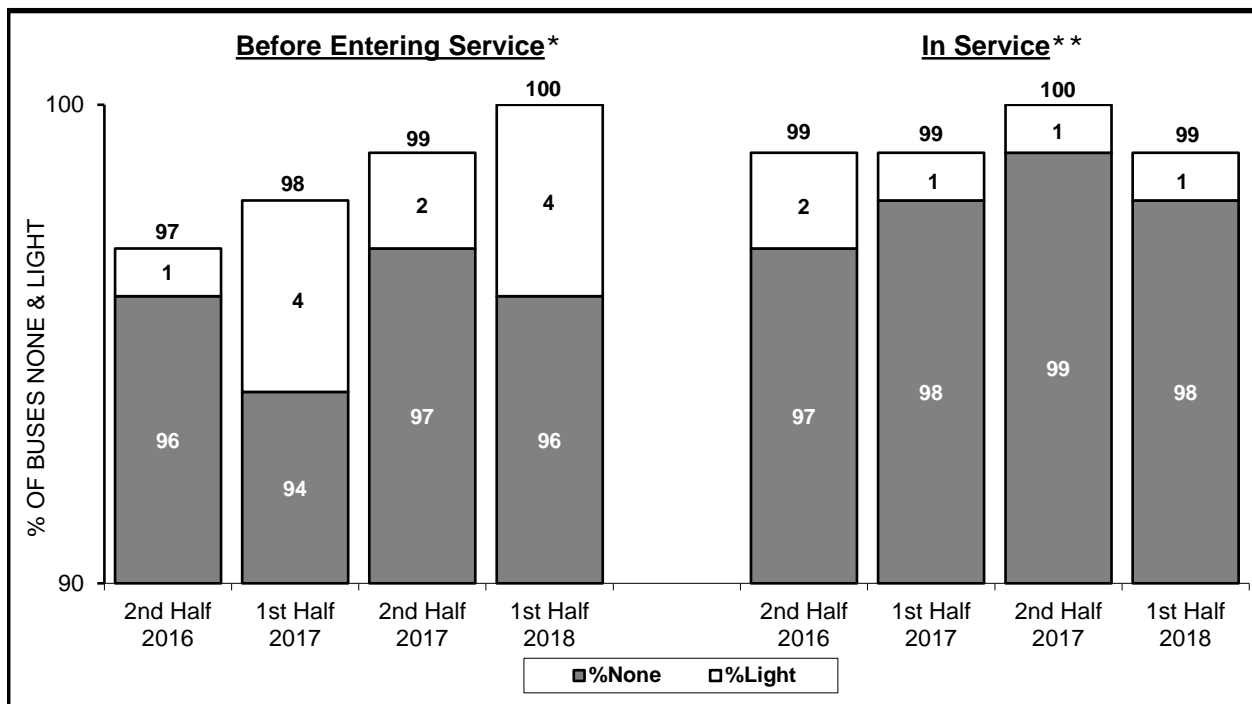
	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2018	90%	10%	0%	0%	88%	11%	0%	1%
2nd Half 2017	93%	6%	0%	1%	95%	5%	0%	0%
1st Half 2017	84%	13%	1%	2%	93%	6%	1%	0%
2nd Half 2016	88%	9%	0%	3%	88%	10%	1%	1%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2018 vs. 1st Half 2017: the "Before Entering Service" results improved 3% while the "In Service" results remained statistically unchanged when comparing 1st Half 2018 and 1st Half 2017.

Passenger Environment Survey

Cleanliness Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- Occasional "ground in" spots, but generally clean;

Moderate- Dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2018	96%	4%	0%	0%	98%	1%	0%	1%
2nd Half 2017	97%	2%	0%	1%	99%	1%	0%	0%
1st Half 2017	94%	4%	0%	2%	98%	1%	0%	1%
2nd Half 2016	96%	1%	0%	3%	97%	2%	0%	1%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2018 vs. 1st Half 2017: Both the "Before Entering Service" results and the "In Service" results depict no significant change when comparing the 1st Half 2018 to the 1st Half 2017.



Standard Follow-up Report: Elevator & Escalator Quarterly Report, 2018 Q2

This report provides the MTA Board with information on the availability and performance of elevators and escalators at NYCT. NYCT is fully committed to providing first in class customer experience to all Subway riders. Maintaining clean, functioning elevators and escalators is our priority.

Highlight of Activities

- NYCT continues to take actions to improve poorly performing elevators, targeting those with repeated outages with contractor resources supplementing in-house efforts.
- A two-year contract was awarded in December for the maintenance of 18 traction elevators at 5 stations in Washington Heights: 168th St, 181st St and 191st St on the 1 line, and 181st and 190th St on the A line. Performance in the second quarter of 2018 improved significantly over performance in the second quarter of 2017; Q2 2018 availability was 97.1% compared to Q2 2017 availability of 86.2%.
- Recruitment efforts continue for Elevator and Escalator mechanics and Specialist positions. We conducted an NYCT Elevator and Escalator job fair on July 14, 2018 from which we are anticipating hiring 8 Elevator & Escalator mechanics and several Specialists.
- NYCT's Elevator & Escalator team includes 25 apprentices working through a three-year labor-management apprenticeship program and an additional group is scheduled to begin in September.
- NYCT is reaching out to the parties responsible for third-party elevators to better track performance and expedite repairs.

Elevator and Escalator Performance

- Overall elevator and escalator performance generally improved in the second quarter of 2018 compared to the second quarter of 2017.
- Elevator availability increased to 96.7% in Q2 2018 compared to 95.9% Q2 2017.
- Elevator AM peak availability increased to 97.7% in Q2 2018 compared to 97.0% in Q2 2017. Elevator PM peak availability increased to 97.3% in Q2 2018 compared to 96.4% in Q2 2017.
- Escalator availability decreased slightly to 94.4% in Q2 2018 compared to 94.5% in Q2 2017 principally due to increased major repairs that have taken equipment out of service.
- Escalator AM peak availability increased to 96% in Q2 2018 compared to 95.9% in Q2 2017. Escalator PM peak availability increased to 94.7% in Q2 2018 compared to 94.3% in Q2 2017.

Sally Librera

Senior Vice President, Department of Subways

Passenger Elevator 2018 2nd Quarter Availability

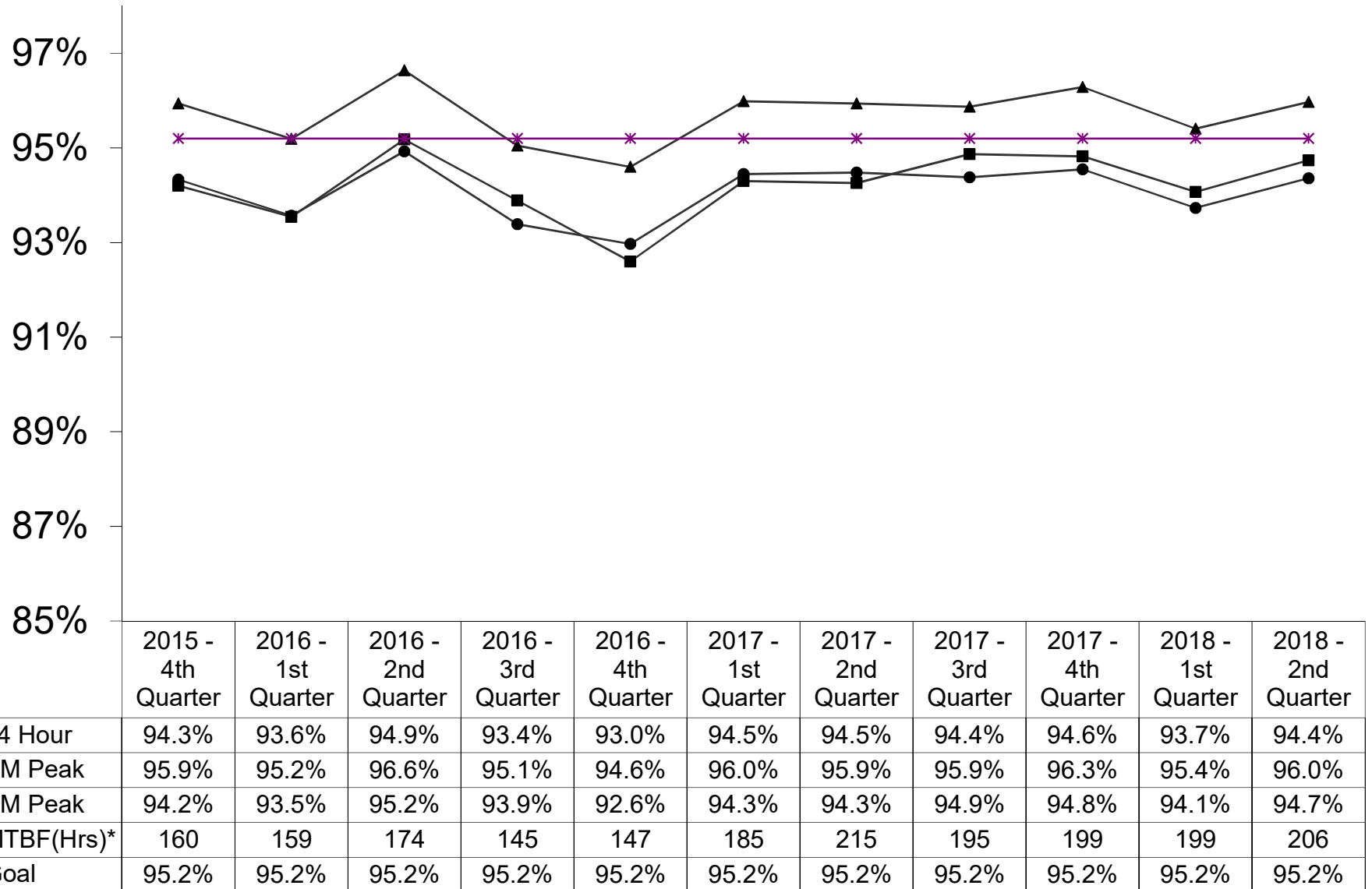
99%
97%
95%
93%
91%
89%
87%
85%

	2015 - 4th Quarter	2016 - 1st Quarter	2016 - 2nd Quarter	2016 - 3rd Quarter	2016 - 4th Quarter	2017 - 1st Quarter	2017 - 2nd Quarter	2017 - 3rd Quarter	2017 - 4th Quarter	2018 - 1st Quarter	2018 - 2nd Quarter
●— 24 Hour	96.3%	95.7%	96.2%	95.9%	95.7%	95.3%	95.9%	96.2%	96.3%	96.1%	96.7%
▲— AM Peak	97.3%	96.7%	97.2%	96.9%	96.9%	96.3%	97.0%	97.3%	97.3%	97.1%	97.7%
■— PM Peak	96.9%	96.3%	96.8%	96.5%	96.0%	95.6%	96.4%	96.5%	96.7%	96.5%	97.3%
— MTBF(Hrs)*	417	354	340	319	289	266	324	320	329	289	356
✱— Goal	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%

* In the third quarter of 2017, the MTBF calculation method was revised to more accurately reflect the frequency of equipment breakdown. To facilitate period comparisons, the MTBF statistics in this report, including for prior quarters, are stated under the revised calculation method.

Definitions : Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

Escalator 2018 2nd Quarter Availability



* In the third quarter of 2017, the MTBF calculation method was revised to more accurately reflect the frequency of equipment breakdown. To facilitate period comparisons, the MTBF statistics in this report, including for prior quarters, are stated under the revised calculation method.

Definitions : Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

Elevator and Escalator Quarterly Performance Summary Second Quarter - 2018

Elevator Performance

Borough	No. Units	Avg Age	2018 2nd Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	32	9.5	97.1%	97.9%	97.8%	433	201	232	25
Brooklyn	54	12.6	96.6%	97.7%	97.1%	961	461	500	53
Manhattan	130	11.2	96.5%	97.4%	97.0%	2224	1193	1031	115
Queens	35	9.4	97.6%	98.6%	98.2%	475	200	275	22
System	251	10.7	96.7%	97.7%	97.3%	4093	2055	2038	215

Escalator Performance

Borough	No. Units	Avg Age	2018 2nd Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	12	19.1	89.0%	91.4%	87.2%	379	264	115	0
Brooklyn	32	17.2	93.7%	95.6%	92.8%	1163	770	393	0
Manhattan	146	11.3	94.7%	96.4%	95.6%	5366	2332	3034	0
Queens	34	16.5	95.3%	96.3%	95.7%	719	482	237	0
System	224	16.0	94.4%	96.0%	94.7%	7627	3848	3779	0

Definitions : Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

AM Peak: 6 AM - 10 AM

PM Peak: 3 PM - 7 PM

Elevator and Escalator											
Quarterly Performance By Borough											
Second Quarter - 2018											
	Borough:		Bronx								
	Unit ID	Age	Station	2018 2nd Quarter Availability			2017 2nd Qtr. Availability	Outages			Entrap ments
		(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non * Scheduled	Scheduled	
					Peak	Peak					
1	EL133	16	161 St-Yankee Stadium ④	89.28%	90.88%	90.73%	96.68%	17	5	12	2
2	EL129	21	3 Av-149 St ② ⑤	90.77%	91.78%	91.81%	85.01%	11	4	7	0
3	EL192	11	233 St ② ⑤	92.86%	92.21%	94.95%	89.80%	29	18	11	3
4	EL136	10	Pelham Pkwy ② ⑤	93.10%	92.72%	93.41%	92.82%	15	13	2	1
5	EL187	12	Fordham Rd ④	93.57%	96.13%	96.22%	97.16%	22	5	17	0
6	EL188	12	Fordham Rd ④	93.64%	96.45%	94.04%	94.77%	25	10	15	3
7	EL182	11	Gun Hill Rd ② ⑤	96.66%	97.86%	98.29%	88.40%	20	12	8	1
8	EL128	2	Simpson St ② ⑤	96.74%	99.00%	96.38%	96.46%	22	16	6	0
9	EL195	3	Hunts Point Av ⑥	96.90%	97.54%	97.30%	96.84%	21	14	7	2
10	EL160	6	180 St ② ⑤	97.33%	97.48%	98.90%	99.34%	9	5	4	0
11	EL189	3	Kingsbridge Rd ③ ④	97.35%	97.93%	96.09%	97.40%	18	11	7	0
12	EL185	11	231 St ①	97.35%	98.03%	97.32%	98.17%	15	5	10	3
13	EL137	10	Pelham Pkwy ② ⑤	97.64%	98.71%	99.47%	99.58%	12	3	9	0
14	EL186	12	Fordham Rd ④	97.69%	97.94%	97.28%	99.17%	20	11	9	1
15	EL191	3	Kingsbridge Rd ③ ④	97.75%	98.54%	99.17%	99.12%	12	3	9	1
16	EL183	11	Gun Hill Rd ② ⑤	97.88%	98.78%	99.92%	96.98%	14	4	10	0
17	EL194	11	233 St ② ⑤	97.91%	99.34%	99.06%	95.51%	16	4	12	1
18	EL132	16	161 St-Yankee Stadium ④	98.07%	97.69%	99.57%	97.32%	10	7	3	1
19	EL159	6	180 St ② ⑤	98.34%	99.85%	99.73%	98.55%	14	11	3	1
20	EL134	16	161 St-Yankee Stadium ③ ④	98.44%	99.57%	100%	98.57%	8	0	8	0
21	EL193	11	233 St ② ⑤	98.47%	99.51%	99.45%	96.80%	12	1	11	0
22	EL127	2	Simpson St ② ⑤	98.57%	98.79%	99.57%	96.35%	8	4	4	2
23	EL184	11	231 St ①	98.62%	98.89%	98.15%	95.95%	13	6	7	0
24	EL122	2	Pelham Bay Park ⑥	98.64%	99.95%	98.42%	95.63%	11	2	9	0
25	EL196	3	Hunts Point Av ⑥	98.78%	98.56%	99.34%	99.30%	9	5	4	0
26	EL190	3	Kingsbridge Rd ③ ④	98.92%	100%	100%	98.27%	7	0	7	0
27	EL121	2	Pelham Bay Park ⑥	98.96%	99.77%	99.33%	98.13%	10	7	3	1
28	EL197	3	Hunts Point Av ⑥	99.00%	100%	99.06%	98.61%	10	6	4	1
29	EL131	16	161 St-Yankee Stadium ④ ③ ④	99.15%	100%	98.33%	88.68%	5	4	1	0
30	EL138	10	Pelham Pkwy ② ⑤	99.16%	100%	100%	98.22%	8	2	6	0
31	EL135	16	161 St-Yankee Stadium ③ ④	99.31%	100%	99.29%	95.81%	4	0	4	0
32	EL130	21	3 Av-149 St ② ⑤	99.42%	99.24%	99.54%	96.61%	6	3	3	1
	32	9.5	Elevator Subtotal:	97.1%	97.9%	97.8%	96.1%	433	201	232	25
1	ES104	12	Gun Hill Rd ② ⑤	53.05%	55.72%	52.63%	91.80%	27	17	10	0
2	ES120	28	Pelham Bay Park ⑥	78.68%	81.73%	77.46%	75.86%	32	24	8	0
3	ES106	13	West Farms Sq-E Tremont Av ② ⑤	86.03%	89.77%	80.47%	80.99%	45	40	5	0
4	ES114	19	161 St-Yankee Stadium ④	86.43%	88.29%	85.43%	92.78%	39	29	10	0
5	ES108	25	Intervale Av ② ⑤	88.80%	94.71%	81.12%	87.08%	59	40	19	0
6	ES111	17	Parkchester ⑥	94.41%	96.18%	94.00%	90.22%	36	24	12	0
7	ES113	16	161 St-Yankee Stadium ④	95.15%	99.23%	93.63%	94.38%	31	22	9	0
8	ES122	22	Pelham Pkwy ② ⑤	96.25%	98.20%	97.46%	93.34%	16	7	9	0
9	ES123	21	Pelham Pkwy ② ⑤	96.33%	100%	88.74%	95.86%	32	24	8	0
10	ES105	12	Gun Hill Rd ② ⑤	96.48%	96.33%	96.87%	93.13%	29	22	7	0
11	ES112	16	Norwood-205 St ④	97.85%	97.95%	99.40%	98.44%	20	9	11	0
12	ES121	28	Pelham Bay Park ⑥	97.92%	98.26%	98.89%	96.32%	13	6	7	0
	12	19.1	Escalator Subtotal:	89.0%	91.4%	87.2%	90.9%	379	264	115	0
	*Note the number of entrapments are included in the non scheduled outages count.										

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	Borough:		Manhattan								
	Unit ID	Age	Station	2018 2nd Quarter Availability			2017 2nd Qtr. Availability	Outages			Entrap ments
		(Yrs)		24 Hr	AM	PM		24 Hr	Total	Non *	
					Peak	Peak			Scheduled		
1	EL329	5	Bleecker St D F B M 6	84.45%	86.98%	83.00%	97.35%	30	17	13	1
2	EL223	15	14 St A C E	85.19%	85.71%	84.82%	98.85%	5	2	3	0
3	EL277	8	59 St-Columbus Circle A B C D 1	85.59%	88.93%	87.01%	96.77%	44	23	21	4
4	EL402	28	Lexington Av-63 St F Q	85.73%	85.62%	86.86%	97.47%	21	17	4	2
5	EL262	1	72 St Q	86.24%	87.51%	85.14%	98.54%	16	8	8	1
6	EL731	1	South Ferry 1	86.99%	88.34%	86.72%	100%	12	8	4	3
7	EL222	15	14 St A C E	89.30%	90.65%	89.17%	96.39%	20	15	5	1
8	EL245	13	Lexington Av-53 St E M	90.16%	90.71%	88.86%	98.04%	39	27	12	2
9	EL142	12	125 St A B C D	90.53%	91.57%	91.12%	98.08%	11	3	8	0
10	EL221	15	14 St/8 Av A C E L	90.83%	92.91%	93.17%	99.13%	40	27	13	1
11	EL218	18	14 St-Union Sq L	91.04%	89.26%	90.41%	91.16%	20	15	5	2
12	EL244	16	Grand Central-42 St 7	91.38%	91.92%	94.55%	75.71%	70	18	52	6
13	EL119	32	181 St A	91.53%	92.98%	91.71%	92.11%	26	22	4	3
14	EL232	11	Times Sq-42 St 1 2 3 7	91.55%	94.91%	93.90%	94.58%	30	10	20	2
15	EL237	18	66 St-Lincoln Center 1	91.78%	92.31%	92.88%	92.15%	8	4	4	1
16	EL224	15	8 Av L	92.12%	94.32%	94.33%	98.29%	24	16	8	0
17	EL144	12	125 St A B C D	92.14%	93.93%	92.05%	98.89%	20	11	9	1
18	EL108	18	181 St 1	92.32%	90.12%	95.20%	97.50%	43	36	7	8
19	EL229	15	Times Sq-42 St N O R W	93.00%	92.62%	96.71%	96.21%	28	9	19	1
20	EL333	13	West 4 St A B C D E F M	93.01%	94.70%	94.93%	94.95%	44	23	21	2
21	EL328	5	Bleecker St D F B M 6	93.19%	93.57%	94.65%	87.11%	25	15	10	0
22	EL180	10	135 St 2 3	93.29%	95.17%	92.48%	97.23%	21	9	12	3
23	EL440	1	Lexington Av-63 St F Q	93.55%	97.24%	94.32%	94.58%	38	19	19	5
24	EL213	2	34 St-Herald Sq B D F M N Q R W	93.80%	94.48%	95.88%	98.27%	17	6	11	3
25	EL710	11	Bowling Green 4 5	94.01%	97.00%	95.83%	95.67%	37	21	16	1
26	EL212	24	34 St-Herald Sq N O R W	94.08%	94.63%	94.29%	97.00%	17	12	5	1
27	EL234	9	47-50 Sts-Rockefeller Center B D F M	94.22%	91.93%	98.26%	96.60%	41	26	15	1
28	EL442	1	Lexington Av-63 St F Q	94.40%	96.37%	96.96%	96.65%	37	13	24	1
29	EL146	7	96 St 2 3 1	94.57%	97.87%	94.49%	96.16%	38	18	20	0
30	EL145	7	96 St 2 3 1	94.58%	95.18%	97.14%	88.87%	49	38	11	1
31	EL721	4	Fulton St A C J Z 2 3 4 5	94.67%	97.93%	95.37%	99.40%	32	19	13	1
32	EL325	17	Canal St 6	94.69%	95.75%	92.67%	99.06%	10	8	2	1
33	EL111	20	168 St 1	95.20%	94.79%	95.74%	89.15%	26	21	5	2
34	EL107	18	181 St 1	95.46%	95.55%	97.13%	41.95%	25	17	8	0
35	EL204	27	Grand Central-42 St 4 5 6 7 S	95.57%	97.29%	97.37%	96.05%	18	10	8	4
36	EL247	1	96 St Q	95.90%	95.99%	96.40%	98.92%	9	3	6	0
37	EL238	18	66 St-Lincoln Center 1	96.28%	98.90%	95.61%	99.23%	12	7	5	0
38	EL109	18	181 St 1	96.38%	96.79%	97.97%	97.88%	16	11	5	0
39	EL215	18	34 St-Penn Station 2 3	96.57%	98.70%	98.71%	99.18%	22	5	17	0
40	EL219	18	14 St-Union Sq N O R W	96.66%	96.70%	96.91%	97.91%	11	6	5	0
41	EL720	3	Fulton St A C J Z 2 3 4 5	96.67%	98.05%	98.30%	97.96%	37	25	12	0
42	EL722	4	Fulton St J Z	96.71%	97.59%	97.48%	95.30%	27	15	12	0
43	EL266	1	72 St Q	96.88%	98.35%	97.07%	99.49%	17	7	10	0
44	EL443	1	Lexington Av-63 St F Q	97.03%	99.63%	97.68%	93.26%	28	10	18	0
45	EL114	20	168 St 1	97.08%	97.61%	99.86%	86.04%	28	19	9	0
46	EL719	4	Fulton St A C J Z 2 3 4 5	97.10%	99.43%	98.77%	97.80%	36	21	15	2
47	EL334	13	West 4 St A B C D E F M	97.17%	97.15%	98.45%	92.50%	12	4	8	0
48	EL441	1	Lexington Av-63 St F Q	97.20%	99.23%	95.35%	96.88%	20	6	14	0
49	EL235	9	47-50 Sts-Rockefeller Center B D F M	97.23%	97.21%	97.85%	95.90%	17	11	6	0
50	EL227	16	34 St-Penn Station A	97.28%	97.67%	98.05%	98.85%	11	4	7	1
51	EL331	5	Bleecker St D F B M 6	97.29%	99.57%	95.88%	98.65%	17	11	6	1
52	EL250	1	86 St Q	97.38%	97.30%	97.06%	99.19%	12	7	5	4
53	EL716	3	Fulton St A C J Z 2 3 4 5	97.42%	99.71%	97.21%	90.83%	23	15	8	0
54	EL730	1	South Ferry 1	97.44%	99.75%	98.60%	100%	23	6	17	1
55	EL248	1	96 St Q	97.48%	98.90%	96.32%	98.69%	12	7	5	0

Elevator and Escalator
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Elevator and Escalator											
Quarterly Performance By Borough											
Second Quarter - 2018											
	Borough:		Manhattan								
	Unit ID	Age	Station	2018 2nd Quarter Availability			2017 2nd Qtr. Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non *	Scheduled	
					Peak	Peak			Scheduled		
56	EL113	20	168 St ①	97.50%	97.79%	99.42%	86.86%	28	23	5	0
57	EL125	1	125 St ④⑤⑥	97.63%	99.45%	95.96%	96.36%	18	10	8	1
58	EL732	10	Fulton St ②③	97.68%	98.12%	97.51%	97.91%	10	4	6	0
59	EL120	32	190 St ①	97.73%	97.17%	95.87%	72.86%	19	18	1	7
60	EL148	18	Inwood-207 St ①	97.75%	97.49%	98.38%	98.89%	17	7	10	1
61	EL711	11	Bowling Green ④⑤	97.75%	99.47%	98.26%	97.69%	18	10	8	2
62	EL149	18	Inwood-207 St ①	97.76%	99.45%	97.80%	99.34%	14	7	7	1
63	EL226	16	34 St-Penn Station ③⑤	97.81%	97.63%	98.24%	93.57%	16	10	6	0
64	EL603	2	34 St-Hudson Yards ⑦	97.82%	98.33%	98.55%	98.13%	19	9	10	0
65	EL298	1	23 St ⑥	97.83%	100%	97.04%	98.25%	16	8	8	2
66	EL444	1	Lexington Av-63 St ③④	97.84%	98.26%	98.84%	97.64%	21	11	10	0
67	EL338	9	Chambers St ①②③	97.85%	97.94%	96.77%	99.72%	7	2	5	0
68	EL206	27	Grand Central-42 St ④⑤⑥	97.85%	98.80%	99.00%	97.36%	20	8	12	1
69	EL118	13	181 St ①	97.90%	98.79%	99.05%	78.54%	18	13	5	0
70	EL104	14	191 St ①	97.96%	98.89%	97.82%	63.03%	20	14	6	1
71	EL115	17	190 St ①	97.97%	97.36%	97.45%	96.33%	11	7	4	0
72	EL112	20	168 St ①	98.00%	98.94%	97.55%	95.85%	15	7	8	1
73	EL280	8	59 St-Columbus Circle ①②③④⑤⑥⑦	98.03%	99.46%	97.84%	98.18%	19	13	6	0
74	EL123	28	175 St ①	98.08%	99.27%	98.34%	95.79%	10	2	8	0
75	EL239	14	72 St ①②③	98.09%	98.90%	98.90%	99.35%	6	0	6	0
76	EL278	8	59 St-Columbus Circle ①②③④⑤⑥⑦	98.14%	100%	100%	96.59%	14	3	11	0
77	EL205	27	Grand Central-42 St ④⑤⑥	98.16%	97.99%	100%	95.18%	15	4	11	0
78	EL279	8	59 St-Columbus Circle ①②③④⑤⑥⑦	98.17%	100%	98.92%	84.30%	8	2	6	0
79	EL140	11	168 St ①②	98.19%	99.49%	99.19%	97.59%	15	6	9	0
80	EL141	11	168 St ①②	98.23%	98.90%	100%	98.31%	9	2	7	1
81	EL106	15	191 St ①	98.25%	98.93%	98.53%	93.31%	21	16	5	2
82	EL143	12	125 St ①②③④	98.30%	98.90%	99.73%	95.72%	8	3	5	1
83	EL332	5	Bleecker St ③④⑤⑥⑦⑧	98.32%	99.59%	97.41%	97.67%	13	5	8	2
84	EL216	14	34 St-Penn Station ①	98.33%	98.24%	99.53%	99.40%	9	2	7	1
85	EL124	28	175 St ①	98.36%	100%	99.13%	98.81%	8	0	8	0
86	EL299	1	23 St ⑥	98.50%	98.91%	100%	98.51%	9	3	6	0
87	EL210	24	34 St-Herald Sq ③④⑤⑥⑦⑧	98.51%	99.65%	99.04%	99.40%	10	4	6	3
88	EL178	4	Dyckman St ①	98.51%	100%	96.67%	97.64%	13	11	2	1
89	EL225	16	34 St-Penn Station ③⑤	98.53%	99.08%	98.79%	85.66%	11	4	7	1
90	EL267	1	72 St ①	98.54%	99.00%	100%	99.32%	18	10	8	0
91	EL116	13	190 St ①	98.55%	99.54%	98.12%	96.76%	22	17	5	2
92	EL228	16	34 St-Penn Station ③⑤	98.55%	99.66%	98.55%	98.49%	12	3	9	0
93	EL220	18	14 St-Union Sq ③④⑤⑥⑦⑧	98.55%	100%	98.66%	96.99%	8	2	6	1
94	EL126	1	125 St ④⑤⑥	98.57%	99.31%	98.05%	97.66%	11	6	5	0
95	EL281	9	57 St-7 Av ③④⑤⑥⑦⑧	98.58%	99.44%	97.79%	91.91%	17	14	3	0
96	EL600	2	34 St-Hudson Yards ⑦	98.59%	99.65%	97.15%	99.40%	11	6	5	1
97	EL236	9	47-50 Sts-Rockefeller Center ③④⑤⑥⑦⑧	98.59%	100%	99.06%	98.85%	8	4	4	1
98	EL103	14	191 St ①	98.62%	99.02%	98.94%	96.40%	16	13	3	1
99	EL403	28	Roosevelt Island ③	98.66%	98.61%	98.69%	97.23%	8	3	5	1
100	EL330	5	Bleecker St ③④⑤⑥⑦⑧	98.66%	100%	98.73%	88.64%	13	7	6	0
101	EL202	0	51 St ⑥	98.70%	99.90%	98.95%	N/A	8	4	4	1
102	EL139	11	168 St ①②③	98.74%	98.76%	100%	97.02%	10	5	5	0
103	EL315	1	Brooklyn Bridge ④⑤⑥	98.74%	99.44%	98.45%	N/A	16	12	4	1
104	EL211	24	34 St-Herald Sq ③④⑤⑥⑦⑧	98.75%	98.83%	98.90%	98.75%	8	6	2	1
105	EL105	15	191 St ①	98.77%	98.65%	100%	93.65%	10	7	3	0
106	EL265	1	72 St ①	98.78%	98.76%	99.82%	99.62%	12	3	9	0
107	EL316	1	Brooklyn Bridge ④⑤⑥	98.88%	99.45%	99.58%	N/A	8	3	5	0
108	EL404	28	Roosevelt Island ③	98.88%	99.84%	99.59%	94.46%	8	2	6	0
109	EL335	13	West 4 St ①②③④⑤⑥⑦⑧	98.94%	99.86%	98.98%	99.10%	5	2	3	1
110	EL181	10	135 St ②③	99.01%	100%	99.54%	96.38%	6	3	3	0
111	EL723	4	Fulton St ②③	99.02%	100%	99.79%	97.25%	8	1	7	0

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Borough: Manhattan											
	Unit ID	Age	Station	2018 2nd Quarter Availability			2017 2nd Qtr. Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non *	Scheduled	
					Peak	Peak			Scheduled		
112	EL201	0	51 St 6	99.03%	99.08%	100%	N/A	7	3	4	0
113	EL314	1	Brooklyn Bridge 4 5 6	99.08%	99.88%	99.47%	N/A	6	3	3	0
114	EL401	2	Lexington Av-63 St F Q	99.10%	100%	98.78%	98.06%	8	2	6	0
115	EL217	18	14 St-Union Sq L N Q R W	99.13%	99.94%	99.58%	94.01%	10	4	6	0
116	EL110	18	181 St 1	99.13%	99.95%	99.71%	94.81%	8	6	2	0
117	EL117	15	181 St A	99.14%	100%	99.72%	78.12%	6	1	5	0
118	EL230	15	Times Sq-42 St N Q R W	99.20%	100%	100%	99.03%	5	1	4	0
119	EL264	1	72 St Q	99.28%	99.18%	100%	98.99%	9	3	6	0
120	EL209	24	34 St-Herald Sq B D F M	99.31%	100%	100%	99.08%	10	7	3	0
121	EL233	11	Times Sq-42 St 1 2 3	99.39%	100%	99.09%	88.14%	4	1	3	0
122	EL602	2	34 St-Hudson Yards 7	99.41%	100%	99.98%	98.90%	4	0	4	0
123	EL601	2	34 St-Hudson Yards 7	99.42%	99.75%	99.00%	94.35%	6	2	4	0
124	EL259	1	72 St Q	99.42%	100%	100%	99.82%	8	0	8	0
125	EL240	14	72 St 1 2 3	99.45%	98.83%	100%	97.46%	6	3	3	1
126	EL336	9	Chambers St 1 2 3	99.46%	99.66%	100%	98.49%	8	5	3	0
127	EL337	9	Chambers St 1 2 3	99.61%	99.71%	100%	98.50%	4	0	4	0
128	EL324	17	Canal St 6	99.65%	100%	98.54%	91.72%	3	2	1	0
129	EL214	14	34 St-Penn Station 1	99.66%	100%	99.83%	98.30%	9	6	3	0
130	EL249	1	86 St Q	99.79%	100%	100%	99.04%	3	0	3	0
	130	11.2	Elevator Subtotal:	96.5%	97.4%	97.0%	95.0%	2224	1193	1031	115

Elevator and Escalator											
Quarterly Performance By Borough											
Second Quarter - 2018											
	Borough:	Manhattan									
	Unit ID	Age	Station	2018 2nd Quarter Availability			2017 2nd Qtr. Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non *	Scheduled	
					Peak	Peak			Scheduled		
1	ES255	29	Grand Central-42 St 4 5 6 7 S	55.49%	54.59%	56.13%	93.23%	54	10	44	0
2	ES216	11	Times Sq-42 St 7	61.09%	63.56%	64.16%	95.47%	34	28	6	0
3	ES277	1	86 St Q	73.52%	76.79%	74.83%	88.85%	64	17	47	0
4	ES209	16	Grand Central-42 St 7	79.34%	81.25%	82.49%	96.35%	39	30	9	0
5	ES213	19	59 St 4 5 6	80.35%	82.87%	79.22%	96.02%	38	31	7	0
6	ES101	16	125 St 1	84.24%	87.07%	81.32%	73.83%	67	49	18	0
7	ES252	29	51 St 6	85.42%	86.05%	84.91%	91.87%	43	37	6	0
8	ES364	3	Fulton St 4 5	86.19%	99.04%	94.37%	96.67%	88	21	67	0
9	ES235	10	34 St-Herald Sq B D F M	87.14%	85.68%	89.74%	96.07%	37	28	9	0
10	ES204	18	Grand Central-42 St 7	87.43%	88.86%	88.09%	71.47%	126	56	70	0
11	ES245	21	Lexington Av-53 St E M	87.47%	87.63%	88.55%	97.13%	34	25	9	0
12	ES243	21	Lexington Av-53 St E M	88.26%	88.06%	89.95%	89.57%	34	19	15	0
13	ES367	4	Fulton St A C J 2 2 3 4 5	88.33%	87.77%	86.17%	97.10%	40	25	15	0
14	ES403	28	Lexington Av-63 St F Q	89.20%	92.63%	88.98%	96.83%	107	44	63	0
15	ES372	1	South Ferry 1	89.75%	89.55%	91.75%	98.52%	30	20	10	0
16	ES233	10	34 St-Herald Sq B D F M	90.63%	91.61%	93.06%	96.97%	31	25	6	0
17	ES371	1	South Ferry 1	90.64%	93.93%	92.82%	100%	35	14	21	0
18	ES102	16	125 St 1	90.80%	93.10%	87.09%	94.74%	67	55	12	0
19	ES626	2	34 St-Hudson Yards 7	91.14%	92.46%	93.88%	97.88%	42	17	25	0
20	ES259	1	96 St Q	91.43%	95.37%	94.10%	99.14%	48	13	35	0
21	ES208	17	Grand Central-42 St 7	91.46%	95.48%	91.39%	95.90%	110	45	65	0
22	ES217	11	Times Sq-42 St 7	92.42%	90.26%	90.53%	98.36%	47	41	6	0
23	ES215	21	Lexington Av-59 St N Q R W	92.49%	92.88%	93.63%	91.57%	62	51	11	0
24	ES210	16	Grand Central-42 St 7	92.66%	96.02%	95.15%	96.59%	38	25	13	0
25	ES269	14	Lexington Av-53 St E M	92.73%	95.00%	92.82%	90.75%	63	51	12	0
26	ES295	1	72 St Q	93.00%	94.19%	96.21%	97.16%	78	29	49	0
27	ES221	11	34 St-Herald Sq B D F M N O R W	93.10%	94.66%	90.29%	93.90%	32	22	10	0
28	ES627	2	34 St-Hudson Yards 7	93.13%	95.85%	95.18%	84.55%	52	20	32	0
29	ES116	16	145 St B D	93.21%	96.04%	88.75%	92.45%	31	25	6	0
30	ES103	22	125 St 1	93.49%	93.03%	91.93%	95.66%	37	29	8	0
31	ES200	1	96 St Q	93.84%	98.96%	99.75%	99.16%	88	17	71	0
32	ES271	1	96 St Q	93.84%	99.98%	99.16%	98.31%	93	10	83	0
33	ES202	1	96 St Q	94.04%	99.68%	99.12%	99.20%	92	11	81	0
34	ES289	1	72 St Q	94.06%	97.11%	97.72%	98.08%	57	12	45	0
35	ES214	20	59 St 4 5 6	94.12%	95.38%	95.98%	98.47%	23	13	10	0
36	ES244	21	Lexington Av-53 St E M	94.30%	96.07%	92.96%	96.52%	106	28	78	0
37	ES220	1	96 St Q	94.42%	99.33%	99.14%	99.35%	90	7	83	0
38	ES238	19	7 Av B D E	94.51%	94.57%	95.00%	93.48%	60	37	23	0
39	ES369	1	South Ferry 1	94.54%	95.50%	95.72%	94.66%	40	30	10	0
40	ES288	1	72 St Q	94.55%	96.82%	95.32%	96.92%	31	19	12	0
41	ES291	1	72 St Q	94.71%	94.98%	97.45%	98.03%	35	17	18	0
42	ES207	17	Grand Central-42 St 7	94.75%	95.41%	96.71%	97.73%	101	30	71	0
43	ES329	4	East Broadway F	94.82%	94.51%	96.51%	97.89%	68	51	17	0
44	ES270	1	96 St Q	94.84%	97.09%	96.71%	97.48%	36	10	26	0
45	ES229	11	34 St-Herald Sq B D F M	95.03%	96.32%	94.72%	96.93%	36	25	11	0
46	ES117	21	181 St A	95.10%	96.19%	95.55%	94.65%	20	11	9	0
47	ES247	1	96 St Q	95.18%	97.55%	97.80%	98.71%	30	3	27	0
48	ES203	18	Grand Central-42 St 7	95.19%	96.40%	95.93%	93.63%	18	8	10	0
49	ES274	1	86 St Q	95.21%	98.48%	93.23%	99.26%	37	26	11	0
50	ES334	4	Bowery J Z	95.23%	96.55%	93.77%	87.23%	24	18	6	0
51	ES212	19	59 St 4 5 6	95.25%	97.33%	93.36%	97.81%	17	12	5	0
52	ES246	21	Lexington Av-53 St E M	95.31%	97.84%	95.72%	95.64%	77	18	59	0
53	ES224	11	34 St-Herald Sq B D F M N O R W	95.32%	95.09%	95.55%	97.93%	29	22	7	0
54	ES294	1	72 St Q	95.44%	96.76%	96.38%	98.10%	25	9	16	0
55	ES119	21	181 St A	95.46%	97.13%	97.86%	96.46%	25	11	14	0

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2018

Elevator and Escalator											
Quarterly Performance By Borough											
Second Quarter - 2018											
	Borough:	Manhattan									
	Unit ID	Age	Station	2018 2nd Quarter Availability			2017 2nd Qtr. Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non *	Scheduled	
					Peak	Peak			Scheduled		
56	ES115	17	145 St B D	95.48%	97.92%	94.38%	96.75%	23	17	6	0
57	ES412	9	Roosevelt Island F	95.49%	97.01%	97.33%	93.99%	24	14	10	0
58	ES410	28	Lexington Av-63 St F Q	95.53%	98.90%	99.59%	95.38%	84	2	82	0
59	ES218	12	Times Sq-42 St 7	95.60%	95.73%	97.64%	94.36%	30	20	10	0
60	ES231	11	34 St-Herald Sq B D F M	95.63%	98.43%	94.23%	96.14%	39	33	6	0
61	ES222	11	34 St-Herald Sq B D F M N Q R W	95.71%	94.62%	96.09%	93.79%	36	25	11	0
62	ES414	10	Roosevelt Island F	95.75%	98.22%	97.12%	95.57%	16	6	10	0
63	ES458	1	Lexington Av-63 St F Q	95.80%	98.40%	96.09%	97.67%	32	12	20	0
64	ES326	19	West 4 St A B C D E F M	95.83%	96.83%	95.24%	81.96%	21	14	7	0
65	ES628	2	34 St-Hudson Yards 7	95.89%	99.20%	98.00%	98.27%	31	14	17	0
66	ES290	1	72 St Q	95.92%	99.01%	91.10%	97.35%	23	14	9	0
67	ES406	28	Lexington Av-63 St F Q	95.93%	99.70%	99.43%	97.51%	82	4	78	0
68	ES230	11	34 St-Herald Sq B D F M	95.98%	97.35%	97.57%	95.20%	32	25	7	0
69	ES118	21	181 St A	96.05%	96.74%	98.40%	90.38%	21	7	14	0
70	ES413	21	Roosevelt Island F	96.17%	96.07%	96.54%	96.49%	33	19	14	0
71	ES351	18	Whitehall St R W	96.17%	98.80%	96.22%	92.52%	28	21	7	0
72	ES239	19	5 Av-53 St E M	96.26%	96.89%	96.34%	99.11%	16	11	5	0
73	ES405	28	Lexington Av-63 St F Q	96.27%	99.52%	100%	97.66%	87	12	75	0
74	ES328	19	Delancey St F	96.36%	97.82%	97.21%	93.72%	20	11	9	0
75	ES276	1	86 St Q	96.37%	96.92%	96.60%	89.90%	22	10	12	0
76	ES272	1	96 St Q	96.39%	99.70%	98.85%	92.67%	39	8	31	0
77	ES337	15	Bowling Green 4 5	96.40%	98.61%	97.58%	94.10%	20	11	9	0
78	ES407	28	Lexington Av-63 St F Q	96.43%	98.90%	100.00%	97.06%	85	6	79	0
79	ES287	1	72 St Q	96.54%	99.18%	93.37%	98.26%	25	17	8	0
80	ES312	4	Whitehall St R W	96.57%	97.53%	97.32%	94.49%	18	5	13	0
81	ES368	4	Fulton St A C J Z 2 3 4 5	96.63%	97.46%	97.78%	98.12%	20	9	11	0
82	ES409	28	Lexington Av-63 St F Q	96.67%	100%	99.73%	98.19%	77	1	76	0
83	ES343	15	Bowling Green 4 5	96.72%	97.59%	97.43%	93.41%	27	23	4	0
84	ES338	14	Bowling Green 4 5	96.73%	98.83%	93.88%	97.35%	27	22	5	0
85	ES237	19	7 Av B D E	96.75%	97.18%	99.22%	94.39%	26	10	16	0
86	ES205	17	Grand Central-42 St 7	96.80%	99.54%	96.71%	98.00%	33	16	17	0
87	ES370	1	South Ferry 1	96.83%	99.25%	96.09%	94.24%	37	24	13	0
88	ES411	10	Roosevelt Island F	96.86%	99.45%	96.40%	95.64%	26	21	5	0
89	ES256	29	Grand Central-42 St 4 5 6 7 S	96.99%	95.44%	97.61%	94.26%	22	17	5	0
90	ES232	11	34 St-Herald Sq B D F M	97.03%	97.98%	98.22%	95.86%	28	22	6	0
91	ES401	28	Lexington Av-63 St F Q	97.03%	99.59%	98.16%	98.96%	42	6	36	0
92	ES408	28	Lexington Av-63 St F Q	97.04%	99.64%	99.77%	97.44%	84	4	80	0
93	ES327	19	Delancey St F	97.05%	99.42%	96.51%	94.93%	30	18	12	0
94	ES373	1	South Ferry 1	97.07%	98.15%	98.90%	100%	19	11	8	0
95	ES236	10	34 St-Herald Sq B D F M	97.08%	97.27%	98.03%	94.38%	21	16	5	0
96	ES260	1	96 St Q	97.14%	99.74%	98.21%	98.98%	33	10	23	0
97	ES280	1	86 St Q	97.18%	99.23%	98.64%	99.01%	81	10	71	0
98	ES223	11	34 St-Herald Sq B D F M N Q R W	97.20%	96.96%	97.44%	97.34%	18	15	3	0
99	ES342	13	Bowling Green 4 5	97.22%	98.63%	97.52%	94.65%	26	21	5	0
100	ES285	1	72 St Q	97.26%	98.94%	97.26%	72.02%	26	18	8	0
101	ES248	15	Lexington Av-59 St N R W	97.38%	95.74%	98.82%	96.58%	19	16	3	0
102	ES296	1	72 St Q	97.41%	99.84%	98.80%	97.71%	19	8	11	0
103	ES281	1	86 St Q	97.43%	100%	96.69%	98.97%	20	7	13	0
104	ES311	16	Whitehall St R W	97.48%	98.86%	96.59%	94.51%	22	15	7	0
105	ES275	1	86 St Q	97.53%	99.74%	98.88%	99.39%	16	7	9	0
106	ES249	15	Lexington Av-59 St N R W	97.54%	98.96%	96.79%	92.51%	19	17	2	0
107	ES300	5	Bleecker St D F B M 6	97.55%	97.95%	98.44%	91.80%	27	20	7	0
108	ES339	14	Bowling Green 4 5	97.55%	98.47%	98.65%	97.73%	12	7	5	0
109	ES625	2	34 St-Hudson Yards 7	97.58%	98.21%	96.45%	98.65%	11	4	7	0
110	ES302	18	Park Pl 2 3	97.59%	98.90%	95.74%	98.39%	11	7	4	0
111	ES629	2	34 St-Hudson Yards 7	97.61%	99.12%	99.74%	83.73%	32	7	25	0

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2018

Borough: Manhattan											
	Unit ID	Age	Station	2018 2nd Quarter Availability			2017 2nd Qtr. Availability	Outages			Entrap ments
		(Yrs)		24 Hr	AM Peak	PM Peak		24 Hr	Total	Non * Scheduled	
112	ES282	1	86 St Q	97.72%	98.07%	100%	97.95%	17	4	13	0
113	ES416	21	Roosevelt Island F	97.72%	99.55%	99.50%	94.66%	23	3	20	0
114	ES621	2	34 St-Hudson Yards 7	97.78%	99.22%	98.43%	95.84%	27	8	19	0
115	ES374	1	South Ferry 1	97.78%	99.96%	98.62%	100%	16	6	10	0
116	ES286	1	72 St Q	97.87%	98.44%	98.63%	98.81%	20	10	10	0
117	ES206	17	Grand Central-42 St 7	97.91%	99.74%	98.84%	98.11%	98	15	83	0
118	ES234	10	34 St-Herald Sq B D F M	97.92%	99.74%	97.63%	97.81%	12	8	4	0
119	ES340	13	Bowling Green 4 5	97.95%	99.91%	98.59%	98.21%	11	7	4	0
120	ES336	15	Bowling Green 4 5	98.00%	99.45%	98.72%	85.41%	22	14	8	0
121	ES341	14	Bowling Green 4 5	98.06%	98.55%	98.76%	98.32%	16	12	4	0
122	ES459	1	Lexington Av-63 St F Q	98.08%	100%	99.79%	90.05%	23	3	20	0
123	ES278	1	86 St Q	98.12%	99.24%	98.75%	89.05%	13	8	5	0
124	ES404	28	Lexington Av-63 St F Q	98.16%	98.71%	97.40%	97.39%	43	19	24	0
125	ES211	20	59 St 4 5 6	98.19%	98.84%	98.29%	93.10%	10	5	5	0
126	ES297	1	86 St Q	98.29%	99.27%	98.43%	98.04%	15	7	8	0
127	ES402	28	Lexington Av-63 St F Q	98.33%	99.36%	98.80%	99.07%	35	9	26	0
128	ES279	1	86 St Q	98.35%	99.65%	99.30%	99.17%	13	4	9	0
129	ES301	18	Park Pl 2 3	98.35%	99.71%	97.79%	94.89%	10	7	3	0
130	ES345	22	Bowling Green 4 5	98.35%	100%	99.59%	97.05%	13	7	6	0
131	ES273	1	86 St Q	98.36%	99.74%	99.51%	99.28%	13	5	8	0
132	ES415	9	Roosevelt Island F	98.38%	98.90%	98.97%	95.66%	15	8	7	0
133	ES283	1	86 St Q	98.38%	99.15%	99.27%	98.50%	11	3	8	0
134	ES240	19	5 Av-53 St E M	98.46%	99.52%	99.55%	95.19%	47	6	41	0
135	ES419	10	Roosevelt Island F	98.47%	99.35%	99.12%	96.29%	13	8	5	0
136	ES418	10	Roosevelt Island F	98.47%	99.61%	98.79%	94.83%	16	7	9	0
137	ES375	1	South Ferry 1	98.58%	99.97%	100%	100%	9	3	6	0
138	ES420	9	Roosevelt Island F	98.62%	99.37%	99.02%	97.86%	11	5	6	0
139	ES624	2	34 St-Hudson Yards 7	98.66%	100%	100%	96.22%	16	2	14	0
140	ES622	2	34 St-Hudson Yards 7	98.67%	100%	99.83%	97.18%	19	4	15	0
141	ES284	1	86 St Q	98.70%	99.74%	100%	99.19%	10	1	9	0
142	ES242	20	5 Av-53 St E M	98.86%	98.91%	99.59%	99.00%	45	6	39	0
143	ES325	19	West 4 St A B C D E F M	98.86%	99.89%	99.80%	74.49%	15	11	4	0
144	ES623	2	34 St-Hudson Yards 7	99.05%	100%	100%	98.13%	14	1	13	0
145	ES417	9	Roosevelt Island F	99.06%	99.84%	100%	97.43%	6	1	5	0
146	ES241	20	5 Av-53 St E M	99.34%	100%	99.33%	95.03%	5	1	4	0
	146	11.3	Escalator Subtotal:	94.7%	96.4%	95.6%	95.1%	5366	2332	3034	0
*Note the number of entrapments are included in the non scheduled outage count.											

Elevator and Escalator											
Quarterly Performance By Borough											
Second Quarter - 2018											
	Borough:	Brooklyn									
	Unit ID	Age	Station	2018 2nd Quarter Availability			2017 2nd Qtr. Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non *	Scheduled	
					Peak	Peak			Scheduled		
1	EL311	17	Clark St 23	88.22%	90.16%	86.69%	94.97%	23	14	9	2
2	EL392	13	Marcy Av J M Z	89.95%	91.21%	90.66%	98.08%	9	2	7	0
3	EL317	23	Borough Hall 2345	89.97%	91.48%	88.00%	92.98%	17	7	10	3
4	EL312	17	Clark St 23	90.29%	91.42%	88.26%	95.23%	26	15	11	2
5	EL397	10	Myrtle-Wyckoff Avs L	91.96%	94.45%	93.07%	92.59%	39	18	21	4
6	EL396	10	Myrtle-Wyckoff Avs L M	93.62%	95.82%	96.31%	98.73%	27	8	19	3
7	EL371	13	DeKalb Av B C R	93.74%	94.95%	96.81%	97.33%	40	17	23	1
8	EL320	19	Church Av 25	93.96%	96.45%	92.61%	85.64%	15	6	9	0
9	EL760	6	Kings Highway B Q	94.50%	92.63%	94.30%	98.41%	22	15	7	1
10	EL341	12	Euclid Av A C	94.55%	96.05%	95.17%	97.85%	32	17	15	1
11	EL374	10	Church Av F G	94.57%	94.67%	97.15%	95.59%	26	14	12	0
12	EL395	15	Flushing Av J M	94.85%	96.93%	97.06%	97.29%	31	13	18	2
13	EL398	10	Myrtle-Wyckoff Avs M	95.21%	96.89%	97.96%	96.31%	28	10	18	0
14	EL376	5	Bay Parkway D	95.55%	95.98%	95.99%	97.10%	34	25	9	1
15	EL761	6	Kings Highway B Q	96.07%	97.68%	96.53%	98.73%	13	6	7	0
16	EL303	14	Pacific St-Atlantic Av D N R	96.49%	99.03%	97.13%	97.28%	20	11	9	4
17	EL319	20	Brooklyn College-Flatbush Av 25	96.60%	98.63%	97.03%	94.86%	16	9	7	2
18	EL321	19	Church Av 25	96.69%	97.69%	96.80%	98.09%	18	12	6	0
19	EL309	17	Court St R	96.74%	95.71%	96.40%	99.33%	18	13	5	1
20	EL346	4	Utica Av A C	96.78%	98.47%	98.24%	98.06%	27	17	10	0
21	EL340	18	Franklin Av C S	96.82%	98.79%	96.84%	97.34%	14	5	9	1
22	EL391	13	Marcy Av J M Z	96.94%	99.47%	96.51%	97.12%	17	6	11	2
23	EL383	15	Prospect Park B Q S	97.18%	99.32%	97.81%	97.18%	17	7	10	0
24	EL342	12	Euclid Av A C	97.26%	98.68%	97.53%	96.66%	14	5	9	0
25	EL372	13	DeKalb Av B C R	97.33%	98.37%	97.49%	98.21%	20	13	7	1
26	EL306	14	Atlantic Av 23	97.34%	98.20%	96.23%	98.97%	17	11	6	4
27	EL310	17	Clark St 23	97.37%	96.30%	97.76%	95.83%	23	15	8	0
28	EL706	8	Jay St A C F R	97.55%	99.43%	97.07%	96.82%	35	27	8	1
29	EL339	18	Franklin Av C S	97.60%	98.02%	98.48%	96.33%	16	4	12	0
30	EL344	4	Utica Av A C	97.66%	99.60%	97.41%	92.26%	17	11	6	0
31	EL701	12	Coney Island-Stillwell Av D F N Q	97.66%	99.63%	97.45%	98.14%	13	5	8	2
32	EL323	13	Crown Hts-Utica Av 34	97.75%	98.24%	99.39%	95.66%	14	5	9	0
33	EL393	15	Flushing Av J M	97.92%	98.94%	100%	90.84%	16	5	11	0
34	EL382	15	Prospect Park B Q S	98.01%	99.66%	98.06%	91.56%	9	3	6	0
35	EL709	7	Jay St A C F R	98.04%	98.76%	98.24%	98.73%	11	6	5	3
36	EL708	8	Jay St A C F R	98.11%	98.95%	99.81%	97.72%	18	8	10	2
37	EL304	14	Atlantic Av 23	98.22%	99.39%	98.70%	98.10%	14	5	9	1
38	EL394	15	Flushing Av J M	98.29%	100%	98.37%	98.64%	11	6	5	0
39	EL378	5	Bay Parkway D	98.36%	99.86%	99.70%	99.09%	14	1	13	0
40	EL305	14	Atlantic Av 45	98.40%	100%	98.75%	98.83%	15	6	9	1
41	EL343	12	Euclid Av A C	98.44%	98.68%	98.90%	96.72%	8	1	7	0
42	EL702	12	Coney Island-Stillwell Av D F N Q	98.46%	99.39%	100%	98.87%	9	0	9	0
43	EL308	17	Court St R	98.56%	98.41%	98.58%	96.87%	15	9	6	0
44	EL370	13	DeKalb Av B C R	98.57%	99.95%	98.24%	97.91%	14	6	8	1
45	EL302	14	Pacific St-Atlantic Av D N R	98.58%	100%	96.98%	97.12%	17	7	10	2
46	EL301	14	Pacific St-Atlantic Av D N R	98.62%	99.34%	99.30%	97.29%	11	6	5	3
47	EL345	4	Utica Av A C	98.73%	98.92%	99.70%	99.14%	9	3	6	1
48	EL375	10	Church Av F G	98.79%	99.39%	99.31%	98.20%	11	2	9	0
49	EL707	8	Jay St A C F R	98.84%	99.63%	99.50%	98.09%	16	11	5	0
50	EL318	23	Borough Hall 2345	98.87%	99.75%	99.04%	94.08%	9	3	6	0
51	EL307	14	Atlantic Av B Q	98.91%	99.82%	99.57%	95.49%	12	6	6	1
52	EL322	13	Crown Hts-Utica Av 34	98.95%	99.65%	99.86%	97.05%	11	3	8	0
53	EL373	10	Church Av F G	99.05%	99.57%	100%	96.83%	8	1	7	0
54	EL377	5	Bay Parkway D	99.24%	99.59%	99.57%	99.46%	5	0	5	0
	54	12.6	Elevator Subtotal:	96.6%	97.7%	97.1%	96.7%	961	461	500	53

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2018

Borough: Brooklyn											
	Unit ID	Age	Station	2018 2nd Quarter Availability			2017 2nd Qtr. Availability	Outages			Entrap ments
				24 Hr	AM	PM		24 Hr	Total	Non * Scheduled	
		(Yrs)			Peak	Peak					
1	ES330	21	Broadway Junction A C J L Z	66.85%	69.24%	67.79%	97.02%	48	30	18	0
2	ES332	15	Myrtle-Wyckoff Avs L M	81.14%	83.95%	80.14%	95.53%	48	34	14	0
3	ES335	14	West 8 St-NY Aquarium F Q	81.18%	88.43%	75.57%	84.78%	66	41	25	0
4	ES324	18	High St A C	84.58%	85.51%	83.11%	92.89%	44	35	9	0
5	ES321	20	High St A C	89.36%	94.89%	84.29%	94.72%	61	53	8	0
6	ES347	21	Broadway Junction A C J L Z	89.66%	91.76%	89.43%	80.51%	20	9	11	0
7	ES346	15	Brighton Beach B Q	89.68%	95.75%	87.48%	79.62%	71	44	27	0
8	ES333	15	Myrtle-Wyckoff Avs L M	90.73%	93.15%	87.13%	74.33%	47	38	9	0
9	ES304	16	President St 2 5	92.02%	95.13%	90.49%	94.94%	64	49	15	0
10	ES323	19	High St A C	94.14%	93.05%	92.91%	93.93%	51	46	5	0
11	ES331	22	Broadway Junction A C J L Z	95.08%	96.65%	95.15%	87.11%	49	37	12	0
12	ES315	18	Smith 9 St F G	95.35%	95.87%	93.20%	32.59%	33	28	5	0
13	ES310	16	Atlantic Av B Q	95.95%	97.72%	97.43%	91.94%	23	16	7	0
14	ES309	18	DeKalb Av B Q R	95.97%	97.79%	94.12%	95.68%	35	31	4	0
15	ES349	19	Smith 9 St F G	96.25%	98.43%	90.46%	96.96%	30	24	6	0
16	ES305	14	Court St R	96.41%	95.91%	98.93%	92.49%	21	16	5	0
17	ES348	19	Smith 9 St F G	96.53%	97.31%	96.87%	95.54%	25	13	12	0
18	ES316	18	Smith 9 St F G	96.95%	100%	91.82%	96.98%	34	23	11	0
19	ES356	7	Jay St A C F R	97.10%	97.95%	98.41%	88.87%	132	30	102	0
20	ES306	14	Court St R	97.20%	97.95%	96.25%	86.69%	24	20	4	0
21	ES320	20	Jay St A C F	97.39%	98.57%	97.23%	95.25%	26	17	9	0
22	ES303	14	Borough Hall 2 3 4 5	97.56%	98.18%	99.27%	94.74%	25	16	9	0
23	ES350	21	High St A C	97.62%	100%	99.49%	97.66%	16	7	9	0
24	ES319	20	Jay St A C F	97.64%	99.01%	97.66%	98.24%	24	18	6	0
25	ES314	18	Smith 9 St F G	97.89%	99.97%	94.24%	98.41%	26	20	6	0
26	ES313	18	Smith 9 St F G	98.14%	99.33%	95.76%	93.05%	20	18	2	0
27	ES357	7	Jay St A C F R	98.21%	99.71%	97.33%	96.06%	24	18	6	0
28	ES318	18	Jay St A C F	98.31%	99.72%	98.71%	97.60%	20	11	9	0
29	ES352	18	Franklin Av S	98.36%	99.81%	99.77%	96.25%	12	6	6	0
30	ES322	20	High St A C	98.38%	98.90%	100%	82.15%	13	8	5	0
31	ES317	18	Jay St A C F	98.71%	99.93%	99.93%	96.90%	24	10	14	0
32	ES308	18	DeKalb Av B Q R	99.24%	99.54%	99.43%	96.41%	7	4	3	0
	32	17.2	Escalator Subtotal:	93.7%	95.6%	92.8%	90.5%	1163	770	393	0
*Note the number of entrapments are included in the non scheduled outage count.											

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2018

Elevator and Escalator											
Quarterly Performance By Borough											
Second Quarter - 2018											
	Borough:		Queens								
	Unit ID	Age	Station	2018 2nd Quarter Availability			2017 2nd Qtr. Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non *	Scheduled	
					Peak	Peak			Scheduled		
1	EL425	11	Junction Blvd 7	91.18%	95.80%	91.60%	96.27%	44	23	21	8
2	EL420	12	74 St-Broadway 7	93.85%	97.33%	98.05%	96.14%	35	15	20	3
3	EL498	6	Mott Av A	95.03%	95.87%	94.38%	98.69%	17	12	5	0
4	EL462	0	Ozone Park-Lefferts Boulevard A	95.43%	95.12%	94.85%	N/A	14	6	8	0
5	EL411	29	Sutphin Blvd-Archer Av-JFK E J Z	95.45%	95.37%	96.70%	98.84%	18	9	9	0
6	EL412	29	Jamaica Center E J Z	95.71%	98.21%	95.83%	95.79%	15	10	5	0
7	EL463	0	Ozone Park-Lefferts Boulevard A	95.78%	96.24%	96.28%	N/A	15	2	13	0
8	EL439	4	Forest Hills E F M R	95.89%	97.65%	98.17%	98.74%	26	11	15	2
9	EL437	4	Forest Hills E F M R	96.15%	97.62%	94.70%	97.89%	25	19	6	0
10	EL446	7	CitiCorp/Court Square 7 E G	96.26%	98.93%	96.20%	97.88%	12	5	7	2
11	EL432	12	Jamaica-179 St F	96.89%	97.49%	96.66%	98.07%	13	4	9	0
12	EL413	29	Jamaica Center E J Z	96.91%	96.90%	97.81%	94.23%	24	19	5	1
13	EL431	12	Jamaica-179 St F	97.33%	99.50%	97.99%	97.13%	14	2	12	0
14	EL433	13	Jamaica-179 St F	97.58%	99.30%	97.32%	97.59%	15	8	7	1
15	EL428	12	Queens Plaza E M R	97.79%	99.52%	98.90%	96.63%	10	1	9	0
16	EL436	9	Kew Gardens-Union Tpke E F	97.96%	99.89%	99.71%	97.63%	13	3	10	1
17	EL435	9	Kew Gardens-Union Tpke E F	98.03%	99.26%	99.66%	98.17%	15	4	11	0
18	EL426	11	Junction Blvd 7	98.30%	99.82%	100%	96.98%	12	5	7	1
19	EL414	18	Flushing-Main St 7	98.34%	98.68%	99.14%	98.31%	9	4	5	2
20	EL434	9	Kew Gardens-Union Tpke E F	98.46%	98.97%	99.56%	98.38%	12	4	8	0
21	EL421	12	Jackson Hts-Roosevelt Av E F M R	98.54%	99.58%	99.05%	95.73%	12	4	8	0
22	EL438	4	Forest Hills E F M R	98.68%	100%	99.23%	98.51%	9	3	6	0
23	EL405	1	21 St-Queensbridge F	98.81%	98.90%	99.06%	96.65%	9	4	5	1
24	EL429	12	Queens Plaza E M R	98.88%	99.93%	100%	99.49%	7	0	7	0
25	EL424	1	Briarwood E F	98.89%	99.73%	99.63%	97.19%	7	0	7	0
26	EL423	12	74 St-Broadway 7	98.95%	99.02%	99.27%	98.69%	9	1	8	0
27	EL447	7	CitiCorp/Court Square 7 E G	98.96%	100%	100%	98.21%	6	1	5	0
28	EL406	1	21 St-Queensbridge F	99.10%	99.85%	99.30%	99.26%	10	4	6	0
29	EL409	1	Jamaica-Van Wyck E	99.19%	100%	99.23%	99.26%	9	1	8	0
30	EL497	6	Mott Av A	99.22%	98.26%	99.31%	99.46%	8	5	3	0
31	EL408	1	Jamaica-Van Wyck E	99.30%	99.22%	99.27%	97.91%	12	7	5	0
32	EL407	1	21 St-Queensbridge F	99.33%	100%	99.90%	99.27%	6	2	4	0
33	EL427	11	Junction Blvd 7	99.38%	100%	99.79%	98.85%	4	2	2	0
34	EL422	12	Jackson Hts-Roosevelt Av E F M R	99.46%	99.81%	100%	98.57%	5	0	5	0
35	EL430	12	Queens Plaza E M R	99.46%	100%	100%	99.19%	4	0	4	0
	35	9.4	Elevator Subtotal:	97.6%	98.6%	98.2%	97.9%	475	200	275	22

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2018

Borough: Queens											
	Unit ID	Age	Station	2018 2nd Quarter Availability			2017 2nd Qtr. Availability	Outages			Entrap ments
		(Yrs)		24 Hr	AM Peak	PM Peak		24 Hr	Total	Non * Scheduled	
1	ES453	3	74 St-Broadway 7	55.76%	54.75%	56.92%	97.09%	37	25	12	0
2	ES431	10	Jamaica-Van Wyck E	86.81%	87.02%	86.68%	97.54%	18	15	3	0
3	ES450	18	74 St-Broadway 7	91.04%	91.44%	94.05%	94.37%	68	58	10	0
4	ES455	19	Flushing-Main St 7	91.58%	93.01%	92.40%	94.04%	43	26	17	0
5	ES456	19	Flushing-Main St 7	92.18%	96.82%	81.63%	94.66%	41	32	9	0
6	ES440	9	Jamaica Center E J Z	94.78%	94.04%	96.97%	98.05%	33	26	7	0
7	ES434	29	Sutphin Blvd-Archer Av-JFK E J Z	94.89%	96.35%	95.91%	98.42%	32	26	6	0
8	ES439	10	Jamaica Center E J Z	95.35%	97.24%	94.51%	97.21%	21	14	7	0
9	ES457	19	Flushing-Main St 7	95.88%	96.19%	98.21%	95.39%	26	17	9	0
10	ES441	10	Jamaica Center E J Z	95.95%	97.31%	97.71%	93.96%	18	8	10	0
11	ES446	9	Jamaica Center E J Z	96.11%	96.15%	96.72%	95.51%	34	27	7	0
12	ES448	18	Woodside-61 St 7	96.18%	97.76%	95.42%	93.13%	24	16	8	0
13	ES427	9	Jamaica-Van Wyck E	96.26%	98.44%	96.78%	96.74%	19	12	7	0
14	ES438	9	Jamaica Center E J Z	96.61%	98.77%	97.82%	96.41%	27	20	7	0
15	ES451	20	74 St-Broadway 7	96.80%	98.16%	96.93%	96.74%	23	12	11	0
16	ES449	18	74 St-Broadway 7	96.90%	97.10%	97.04%	95.41%	19	9	10	0
17	ES452	3	74 St-Broadway 7	96.92%	98.75%	99.29%	96.12%	27	16	11	0
18	ES444	9	Jamaica Center E J Z	97.01%	97.41%	97.85%	97.21%	21	12	9	0
19	ES445	9	Jamaica Center E J Z	97.15%	98.99%	99.08%	98.44%	22	14	8	0
20	ES442	10	Jamaica Center E J Z	97.47%	98.55%	98.48%	96.60%	18	9	9	0
21	ES422	28	21 St-Queensbridge F	97.63%	98.66%	98.23%	96.14%	18	13	5	0
22	ES437	29	Sutphin Blvd-Archer Av-JFK E J Z	97.82%	98.47%	98.27%	97.75%	16	13	3	0
23	ES428	9	Jamaica-Van Wyck E	97.86%	99.59%	96.69%	98.43%	13	7	6	0
24	ES443	9	Jamaica Center E J Z	98.10%	98.86%	98.83%	98.08%	16	9	7	0
25	ES426	28	21 St-Queensbridge F	98.25%	99.16%	98.82%	97.59%	12	3	9	0
26	ES435	29	Sutphin Blvd-Archer Av-JFK E J Z	98.32%	98.47%	99.25%	97.41%	13	9	4	0
27	ES447	10	Jamaica Center E J Z	98.40%	100%	98.62%	97.28%	9	4	5	0
28	ES429	9	Jamaica-Van Wyck E	98.50%	99.44%	98.26%	99.01%	10	7	3	0
29	ES421	28	21 St-Queensbridge F	98.61%	99.28%	99.13%	96.74%	10	7	3	0
30	ES430	10	Jamaica-Van Wyck E	98.78%	99.44%	98.95%	98.81%	9	7	2	0
31	ES425	28	21 St-Queensbridge F	98.95%	99.68%	98.48%	97.39%	6	1	5	0
32	ES423	28	21 St-Queensbridge F	99.15%	100%	98.55%	99.24%	6	3	3	0
33	ES436	29	Sutphin Blvd-Archer Av-JFK E J Z	99.32%	100%	100%	97.20%	7	4	3	0
34	ES424	28	21 St-Queensbridge F	99.51%	100%	100%	97.20%	3	1	2	0
	34	16.5	Escalator Subtotal:	95.3%	96.3%	95.7%	96.8%	719	482	237	0
*Note the number of entrapments are included in the non scheduled outage count.											

Quarterly Performance of Elevators and Escalators Maintained By Third Parties							
Second Quarter - 2018							
	Unit ID	Station	Owner	2018 2nd Quarter Availability			2017 2nd Qtr. Availability 24 Hr
				24 Hr	AM Peak	PM Peak	
1	EL700X	Atlantic Av-Barclays Ctr 2345BQ	Atlantic Rail Yards, LLC c/o Forest City Ratner Co	46.82%	45.92%	45.63%	61.90%
2	EL290X	42 St - Port Authority Bus Terminal ACE	Tishman Asset Corporation c/o the Intercontinental Hotel	79.53%	83.09%	77.15%	61.56%
3	EL445X	Court Square G7	Perennially Green c/o Citicorp	82.96%	82.85%	84.50%	96.97%
4	EL295X	42 St - Bryant Park BDFM	Hines Incorporated/Bank of China	84.09%	84.62%	83.79%	98.43%
5	EL279X	28 St 6	Park and 28th Street Condominium	84.65%	83.23%	87.36%	44.75%
6	EL448X	Sutphin Blvd - Archer Av - JFK Airport EUZ	Port Authority	89.55%	87.79%	86.31%	96.89%
7	EL449X	Sutphin Blvd - Archer Av - JFK Airport EUZ	Port Authority	89.90%	90.54%	89.15%	99.21%
8	EL450X	Sutphin Blvd - Archer Av - JFK Airport EUZ	Port Authority	90.18%	89.07%	90.80%	95.64%
9	EL489X	Aqueduct Racetrack A	Genting New York LLC	90.77%	92.30%	88.98%	N/A
10	EL327X	Jay St - MetroTech ACFR	Avalon Willoughby West LLC	91.54%	92.31%	90.18%	100%
11	EL291X	42 St - Port Authority Bus Terminal ACE	Tishman Asset Corporation c/o the Intercontinental Hotel	92.35%	92.10%	92.31%	89.85%
12	EL494X	Howard Beach A	Port Authority	94.79%	95.36%	93.98%	89.97%
13	EL495X	Howard Beach A	Port Authority	95.47%	95.29%	95.84%	100%
14	EL492X	Howard Beach A	Port Authority	96.22%	95.60%	96.70%	92.68%
15	EL294X	42 St - Bryant Park BDFM	3 BP Property Owner LLC	96.61%	95.60%	96.70%	96.63%
16	EL493X	Howard Beach A	Port Authority	97.20%	97.28%	97.80%	98.29%
17	EL207X	50 St CE	WWP Office, LLC c/o RXR Realty	97.32%	96.50%	98.70%	99.59%
18	EL287X	42 St - Bryant Park BDFM	The Durst Organization	97.46%	96.15%	98.49%	78.86%
19	EL728X	Fulton St 45	Westfield Management	97.60%	97.61%	97.44%	100%
20	EL415X	61 St - Woodside 7	LIRR	98.30%	97.83%	99.80%	99.00%
21	EL737X	Atlantic Av-Barclays Ctr 2345BQ	LIRR	98.64%	98.93%	97.58%	99.20%
22	EL276X	59 St - Columbus Cir 1ABCD	Columbus Centre LLC, c/o The Related Companies	98.88%	100%	98.14%	100%
23	EL289X	42 St - Port Authority Bus Terminal ACE	Port Authority	98.91%	99.82%	97.80%	100%
24	EL231X	Times Sq - 42 St NORSW1237	Boston Properties	98.95%	98.90%	98.90%	99.71%
25	EL729X	Fulton St 45	Westfield Management	99.00%	99.59%	98.06%	98.97%
26	EL417X	61 St - Woodside 7	LIRR	99.33%	99.26%	99.80%	99.40%
27	EL418X	61 St - Woodside 7	LIRR	99.43%	99.67%	99.41%	99.60%
28	EL34X	34 St - Penn 123	LIRR	99.55%	97.92%	100%	99.90%
29	EL288X	42 St - Port Authority Bus Terminal ACE	Port Authority	99.55%	100%	98.90%	99.83%
30	EL419X	61 St - Woodside 7	LIRR	99.56%	98.24%	100%	99.40%
31	EL300X	Atlantic Av-Barclays Ctr 2345BQ	LIRR	99.59%	99.61%	100%	98.50%
32	EL416X	61 St - Woodside 7	LIRR	99.61%	99.80%	99.41%	98.80%
33	EL200X	34 St - Herald Sq BDFMNRW	PATH	99.69%	98.97%	100%	99.40%
34	EL491X	Howard Beach A	Port Authority	99.73%	99.79%	99.13%	90.85%
35	EL490X	Howard Beach A	Port Authority	99.95%	99.79%	100%	94.84%
36	EL203X	Lexington Av / 53 St EM	BP 599 Lexington Avenue LLC, c/o Boston Properties	100%	100%	100%	85.30%
37	EL208X	50 St CE	WWP Office, LLC c/o RXR Realty	100%	100%	100%	79.89%
38	EL268X	49 St NORW	Barclays	100%	100%	100%	100%
39	EL717X	Fulton St ACJZ2345	Westfield Management	100%	100%	100%	100%
40	EL718X	Fulton St ACJZ2345	Westfield Management	100%	100%	100%	100%
41	EL726X	Cortlandt St RW	Westfield Management	100%	100%	100%	98.55%
42	EL727X	Cortlandt St RW	Westfield Management	100%	100%	100%	98.69%
43	EL733X	Fulton St ACJZ2345	Westfield Management	100%	100%	100%	98.83%
43							
	* Data provided by LIRR						

Quarterly Performance of Elevators and Escalators Maintained By Third Parties							
Second Quarter - 2018							
	Unit ID	Station	Owner	2018 2nd Quarter Availability			2017 2nd Qtr. Availability 24 Hr
				24 Hr	AM Peak	PM Peak	
1	ES254X	Lexington Av / 53 St E M	885 Third Holding LLC	30.36%	29.88%	31.21%	27.29%
2	ES264X	50 St C E	WWP Office, LLC c/o RXR Realty	54.17%	55.95%	53.64%	99.57%
3	ES257X	14 St - Union Sq L N Q R W	Zeckendorf Towers	61.63%	60.71%	59.28%	33.03%
4	ES362X	Fulton St A C J Z 2 3 4 5	Westfield Management	63.76%	64.03%	64.70%	98.48%
5	ES358X	Atlantic Av-Barclays Ctr 2 3 4 5 B Q	Atlantic Rail Yards, LLC c/o Forest City Ratner Co	68.26%	66.69%	66.28%	56.45%
6	ES607X	42 St - Port Authority Bus Terminal A C E	SJP Properties	73.92%	64.20%	79.41%	78.56%
7	ES258X	14 St - Union Sq L N Q R W	Zeckendorf Towers	80.10%	81.08%	73.67%	36.88%
8	ES268X	Times Sq - 42 St N Q R S W 1 2 3 7	Boston Properties	85.46%	88.31%	82.34%	98.55%
9	ES267X	Times Sq - 42 St N Q R S W 1 2 3 7	Boston Properties	87.05%	86.21%	86.44%	98.70%
10	ES461X	Court Square G 7	Perennially Green c/o Citicorp	87.29%	85.07%	88.80%	67.79%
11	ES265X	Court Square G 7	Perennially Green c/o Citicorp	88.15%	87.87%	91.26%	92.94%
12	ES261X	Times Sq - 42 St N Q R S W 1 2 3 7	RXR Realty	89.89%	88.83%	90.11%	89.03%
13	ES462X	Court Square G 7	Perennially Green c/o Citicorp	91.12%	89.24%	88.93%	70.54%
14	ES250X	Columbus Circle 1 A B	Columbus Centre LLC, c/o The Related Companies	91.42%	90.84%	93.79%	99.19%
15	ES263X	50 St C E	WWP Office, LLC c/o RXR Realty	92.21%	95.33%	85.92%	100%
16	ES262X	Times Sq - 42 St N Q R S W 1 2 3 7	RXR Realty	92.96%	92.14%	92.59%	93.97%
17	ES266X	Court Square G 7	Perennially Green c/o Citicorp	93.24%	96.41%	94.54%	93.26%
18	ES359X	Atlantic Av-Barclays Ctr 2 3 4 5 B Q	Atlantic Rail Yards, LLC c/o Forest City Ratner Co	94.67%	95.54%	92.88%	93.35%
19	ES606X	42 St - Port Authority Bus Terminal A C E	SJP Properties	94.69%	93.64%	94.82%	93.65%
20	ES363X	Fulton St A C J Z 2 3 4 5	Westfield Management	94.76%	95.05%	93.98%	97.58%
21	ES251X	Columbus Circle 1 A B	Columbus Centre LLC, c/o The Related Companies	94.89%	95.18%	94.65%	98.84%
22	ES433X	Sutphin Blvd - Archer Av - JFK Airport E J Z	Port Authority	95.22%	95.09%	92.02%	98.31%
23	ES432X	Sutphin Blvd - Archer Av - JFK Airport E J Z	Port Authority	95.30%	93.06%	96.70%	99.20%
24	ES366X	Fulton St A C J Z 2 3 4 5	Westfield Management	95.77%	96.94%	94.51%	97.04%
25	ES600X	Lexington Av / 53 St E M	875 Third Avenue LLC., c/o Eastgate Realty	96.85%	97.25%	95.60%	93.02%
26	ES379X	Wall St 2 3	Deutsche Bank	97.14%	97.80%	98.55%	99.68%
27	ES498X	Howard Beach A	Port Authority	97.63%	95.82%	98.52%	95.96%
28	ES365X	Fulton St A C J Z 2 3 4 5	Westfield Management	97.68%	97.83%	97.80%	91.82%
29	ES253X	599 Lexington Av E M	BP 599 Lexington Avenue LLC, c/o Boston Properties	97.97%	99.93%	97.02%	89.92%
30	ES499X	Howard Beach A	Port Authority	98.58%	97.80%	98.90%	99.49%
31	ES361X	Fulton St A C J Z 2 3 4 5	Westfield Management	98.58%	99.73%	97.28%	98.21%
32	ES360X	Fulton St A C J Z 2 3 4 5	Westfield Management	98.66%	98.21%	97.80%	95.28%
33	ES376X	Fulton St J Z	BBV US Real Estate Fund	99.58%	100%	98.90%	0.25%
34	ES377X	Fulton St J Z	BBV US Real Estate Fund	99.58%	100%	98.90%	0.00%
35	ES378X	Wall St 2 3	Deutsche Bank	99.58%	100%	99.86%	96.75%
36	ES383X	Fulton St A C J Z 2 3 4 5	Westfield Management	99.62%	100%	100%	90.33%
37	ES380X	Cortlandt St 1	Brookfield Property Partners	100%	100%	100%	100%
38	ES496X	Howard Beach A	Port Authority	100%	100%	100%	100%
39	ES497X	Howard Beach A	Port Authority	100%	100%	100%	97.98%
40	ES608X	42 St - Grand Central 4 5 6 7 S	120 Park Ave Associates LLC	100%	100%	100%	100%
41	ES609X	42 St - Grand Central 4 5 6 7 S	120 Park Ave Associates LLC	100%	100%	100%	100%
42	ES610X	42 St - Grand Central 4 5 6 7 S	SL Green	100%	100%	100%	97.99%
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2018 2ND QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
MANHATTAN			
EL329	Bleecker St D F B M 6	84.45%	This elevator was out of service from 6/4/18 to 6/14/18 for rope replacement; the old ropes were damaged. The ropes were replaced; the elevator was tested and returned to service.

2018 2ND QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
ES104	Gun Hill Rd 2 5	53.05%	This escalator was out of service from 1/2/18 to 5/7/18 due to a defective gear case. The gear case was ordered from a vendor in Germany and was received on 5/1/18. New gear case was installed; the escalator was tested and returned to service.
ES120	Pelham Bay Park 6	78.68%	This escalator was out of service from 6/16/18 to 7/8/18 due to several component failures. The internal handrail drive gearcase, the brakes and the brake monitor were replaced; the escalator was tested and returned to service. This escalator is scheduled for replacement in the 2015-2019 Capital Program.
BROOKLYN			
ES324	High St A C	84.58%	This escalator was out of service from 3/8/18 to 4/9/18 due to major repairs. All steps, the main drive chain and the bull gear were replaced; the escalator was tested and returned back to service. This escalator is scheduled for replacement in the 2015-2019 Capital Program.
ES330	Broadway Junction A C J L Z	66.85%	The escalator was out of service from 5/31/18 to 6/23/18 for the scheduled replacement of the step chain and the steps; the escalator was tested and returned back to service. This escalator is scheduled for replacement in the 2015-2019 Capital Program.
ES332	Myrtle-Wyckoff Aves L M	81.14%	The escalator was out of service from 5/17/18 to 5/29/18 for the scheduled replacement of the step chain and the steps; the escalator was tested and returned to service.
ES335	West 8 St-NY Aquarium F G	81.18%	The escalator was out of service from 5/17/18 to 5/25/18 due to repairs of a damaged right handrail guide roller assembly; the escalator was tested and returned to service.
MANHATTAN			
ES101	125 St 1	84.24%	This escalator was out of service from 3/31/18 to 4/3/18 in order to repair a broken step chain load track. The track was repaired; the escalator was tested and returned to service. The escalator was out of service 17 times due to vandalism as a result of customers activating either the upper or lower emergency stop buttons. In addition, the escalator was removed from service on multiple occasions for planned maintenance repairs in order to improve its reliability; the repairs have been completed.
ES209	Grand Central-42 St 7	79.34%	This escalator was out of service from 4/23/18 to 5/8/18 in order to repair a broken step return track support assembly on the return side of the escalator. The handrail pressure roller assembly was also repaired; the escalator was tested and returned to service.
ES213	59 St 4 5 6	80.35%	This escalator was out of service on 5/25/18 to 5/26/18, 5/30/18 to 6/1/18 and from 6/18/18 to 6/21/18 due to damaged handrails. The left handrail was replaced. The right handrail drive system and handrail guides were repaired. The right handrail was replaced; the escalator was tested and returned to service.
ES216	Times Sq-42 St 7	61.09%	This escalator was out of service from 5/3/18 to 5/17/18 due to a failing/defective safety brake and shaft assembly. The safety brake, shaft assembly, brake lift sensors, speed sensors and wiring were replaced; the escalator was tested and returned to service. The escalator was out of service from 5/28/18 to 6/4/18 as a result of a defective relay interface card and CPU board. The interface board and CPU were replaced; the escalator was tested and returned to service. The escalator was out of service from 6/13/18 to 6/18/18 and from 6/21/18 to 6/26/18 as a result of the emergency brake failing multiple times. The emergency brakes were replaced and adjusted; the escalator was tested and returned to service.

2018 2ND QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
ES255	Grand Central-42 St 4 5 6 7 9	55.49%	This escalator was out of service on four occasions due to broken steps and damaged up thrust tracks. The out of service dates were from 3/28/18 to 4/18/18, 4/18/18 to 4/20/18 and from 4/21/18 to 5/9/18. The step up thrust tracks have been replaced and adjusted, the lower landing step chain tension assembly was repaired, the step chain and steps were replaced due to excessive wear and the lower comb carrier was sent to the vendor for repair and has since been installed. The escalator was tested and returned to service. Currently this escalator is in the 2015-2019 Capital Program for replacement. The replacement is scheduled to begin later in fall of 2018.
ES277	86 St 6	73.52%	This escalator was out of service from 4/7/18 to 4/21/18 due to damaged handrail countershaft assembly. The handrail countershaft assembly was replaced; the escalator was tested and returned to service. The escalator was also out of service was from 5/3/18 to 5/9/18 due to broken lower landing left handrail turnaround assembly guard. The handrail assembly guard was repaired; the escalator was tested and returned to service.
QUEENS			
ES453	74 St-Broadway 7	55.76%	This escalator was out of service from 4/12/18 to 5/17/18 due to failure of several components. The upper landing right side step chain sprocket, the head shaft assembly and all steps were replaced or refurbished; the escalator was tested and returned to service.

2018 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
BRONX			
EL121	Pelham Bay Park ⑥	1	The entrapment that occurred on 4/15/18 was the result of debris (plastic fork) wedged in the car door sill. The debris was removed; the elevator was tested, and returned to service.
EL127	Simpson St ②⑤	2	The entrapment that occurred on 4/30/18 was the result of debris in the car door sill. The debris was removed; the elevator was tested, and returned to service. The entrapment that occurred on 5/7/18 was the result of the door open limit failure. The fault was reset; the elevator was tested, and returned to service.
EL130	3 Av-149 St ②⑤	1	The entrapment that occurred on 5/21/18 was the result of the release roller not working correctly. The lower landing release rollers were adjusted as well as the car door clutch assembly; the elevator was tested, and returned to service.
EL132	161 St-Yankee Stadium ④	1	The entrapment that occurred on 5/22/18 was the result of the interlocks not working correctly. The interlocks at all landings were replaced, the car door restrictor, and the release rollers were adjusted; the elevator was tested, and returned to service.
EL133	161 St-Yankee Stadium ④	2	The entrapment that occurred on 4/5/18 was the result of a defective valve body. The valve body was replaced; the elevator was tested, and returned to service. The entrapment that occurred on 6/6/18 was the result of the doors being kicked in at the lower landing. The lower landing high speed door was installed, the lower landing release rollers were replaced, and adjusted; the elevator was tested, and returned to service.
EL136	Pelham Pkwy ②⑤	1	The entrapment that occurred on 6/29/18 was the result of the elevator not leveling correctly at the lower landing. A loose wire for the lower landing leveling circuit was secured; the elevator was tested, and returned to service.
EL159	180 St ②⑤	1	The entrapment that occurred on 5/1/18 was the result of a defective hoistway interlock. The upper landing hoistway interlock was replaced, and adjusted; the elevator was tested, and returned to service.
EL182	Gun Hill Rd ②⑤	1	The entrapment that occurred on 6/14/18 was the result of the hoistway release rollers needing adjusting. The upper, and lower landing hoistway release rollers were adjusted; the elevator was tested, and returned to service.
EL185	231 St ①	3	The entrapment that occurred on 6/2/18 was the result of the lower landing car door restrictor not working correctly. The lower landing car door restrictor was adjusted; the elevator was tested, and returned to service. The entrapment that occurred on 6/10/18 was the result of the selector guide shoe, and lower door motor belt needing replacement. The selector guide shoe, and door motor belt were replaced; the elevator was tested, and returned to service. The entrapment that occurred on 6/12/18 was the result of debris (plastic strap) in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested, and returned to service.
EL186	Fordham Rd ④	1	The entrapment that occurred on 4/15/18 was the result of debris (teddy bear) preventing the doors from operating correctly. The debris was removed; the elevator was tested, and returned to service.

2018 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL188	Fordham Rd ④	3	The entrapment that occurred on 6/12/18 was the result of the lower landing hoistway interlock needing adjustment, and various relays on the controller needing replacement. The lower landing hoistway release rollers were adjusted, and various relays were replaced on the control board; the elevator was tested, and returned to service. The entrapment that occurred on 6/16/18 was the result of debris in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested, and returned to service. The entrapment that occurred on 6/17/18 was the result of the lower landing hoistway interlock getting stuck. The lower landing hoistway interlock was adjusted; the elevator was tested, and returned to service.
EL191	Kingsbridge Rd ⑧ ⑩	1	The entrapment that occurred on 6/29/18 was the result of debris (paper) in the door sill that prevented the doors from not operating correctly. The debris was removed, and the car door restrictor was adjusted; the elevator was tested, and returned to service.
EL192	233 St ② ⑤	3	The entrapment that occurred on 5/10/18 was the result of defective glass panel switches. The switches were replaced; the elevator was tested, and returned to service. The entrapment that occurred on 6/5/18 was the result of the elevator overshooting the lower landing. The elevator was removed from the lower landing, and the problem could not be duplicated; the elevator was tested, and returned to service. The entrapment that occurred on 6/5/18 was the result of the elevator not leveling correctly. The up, and down leveling speed was adjusted as well as the door operator cams; the elevator was tested, and returned to service.
EL194	233 St ② ⑤	1	The entrapment that occurred on 4/13/18 was the result of debris preventing the doors from operating correctly, and the hydraulic oil overheating. The debris was removed, and the oil cooler was turned on; the elevator was tested, and returned to service.
EL195	Hunts Point Av ⑥	2	The entrapments that occurred on 4/4/18, and 5/4/18 were the result of debris (plastic) on both occasions preventing the doors from operating correctly. The debris was removed; the elevator was tested, and returned to service.
EL197	Hunts Point Av ⑥	1	The entrapment that occurred on 5/8/18 was the result of activation of the pressure switch. The pressure switch was reset; the elevator was tested, and returned to service.

2018 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
BROOKLYN			
EL301	Pacific St-Atlantic Av D N R	3	The entrapment that occurred on 5/5/18 was the result of the lower landing interlock needing adjustment. The lower landing interlock was adjusted; the elevator was tested, and returned to service. The entrapment that occurred on 5/27/18 was the result of defective door restrictor. The car door restrictor was repaired; the elevator was tested, and returned to service. The cause of the entrapment that occurred on 6/16/18 could not be determined; the elevator was tested, and returned to service.
EL302	Pacific St-Atlantic Av D N R	2	The cause of the entrapment that occurred on 4/4/18 could not be determined; the elevator was tested, and returned to service. The entrapment that occurred on 5/8/18 was the result of debris (bottle cap) in the upper landing door sill that prevented the doors from operating properly. The debris was removed; the elevator was tested, and returned to service.
EL303	Pacific St-Atlantic Av D N R	4	The entrapment that occurred on 4/3/18 was the result of the top of car guide shoes needing adjustment. The top of car guide assembly shoes, car door related parts were adjusted, and car door hanger rollers was replaced; the elevator was tested, and returned to service. The entrapment that occurred on 4/5/18 was the result of debris (plastic bottle part) preventing the doors from operating properly. The debris was removed; the elevator was tested, and returned to service. The cause of the entrapment that occurred on 4/8/18 could not be determined; the elevator was tested, and returned to service. The cause of the entrapment that occurred on 5/12/18 could not be determined; the elevator was tested, and returned to service.
EL304	Atlantic Av 2 3	1	The entrapment that occurred on 6/19/18 was the result of the upper landing hoist way doors not functioning as designed. The upper landing hoist way door interlocks contact was replaced; the elevator was tested, and returned to service.
EL305	Atlantic Av 4 5	1	The entrapment that occurred on 4/12/18 was the result of a defective hoistway interlock. The upper landing hoist way interlock was replaced; the elevator was tested, and returned to service.
EL306	Atlantic Av 2 3	4	The entrapment that occurred on 4/30/18 was the result of the upper landing hoist way doors not working as designed. The car door operator inverter drive fault was reset; the elevator was tested, and returned to service. The cause of the entrapment that occurred on 5/2/18 could not be determined; the elevator was tested, and returned to service. The entrapment that occurred on 5/4/18 was the result of a defective door operator belt. The door operator belt, and the lower landing door hanger rollers were replaced; the elevator was tested, and returned to service. The entrapment that occurred on 6/4/18 was the result of the car door operator not working correctly due to a loose car door operator connection. The car door operator connection was tightened; the elevator was tested, and returned to service.
EL307	Atlantic Av B Q	1	The entrapment that occurred on 6/16/18 was the result of debris on the landing door saddles. Debris was removed, test ran, equipment monitored and returned to service.

2018 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL309	Court St R	1	The entrapment that occurred on 6/17/18 was the result of a broken release roller assembly at the lower landing. The release roller assembly was replaced; the elevator was tested, and returned to service. The elevator machine brakes were adjusted; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL311	Clark St 2 3	2	The entrapment that occurred on 4/3/18 was the result of the hoist motor brake not working as designed. The hoist motor brake was repaired; the elevator was tested, and returned to service. The entrapment that occurred on 4/23/18 was the result of the elevator machine brakes being out of adjustment. The elevator machine brakes were adjusted; the elevator was tested, and returned to service. The elevator machine brakes were adjusted; the elevator was tested, and returned to service. The elevator machine brakes were adjusted; the elevator was tested, and returned to service. The elevator machine brakes were adjusted; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL312	Clark St 2 3	2	The entrapment that occurred on 6/11/18 was the result of the elevator governor hammer needing adjustment. The elevator governor hammer was adjusted; the elevator was tested, and returned to service. The entrapment that occurred on 6/12/18 was the result of a defective controller MGS relay contact. The controller MGS contact was cleaned; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL317	Borough Hall 2 3 4 5	3	The entrapment that occurred on 5/18/2018 was the result of a misaligned door leading edged, and a broken door operator stop roller. The leading edges was aligned, and door operator stop roller replaced; the elevator was tested, and returned to service. The entrapment that occurred on 5/18/18 was the result of warp upper landing door sill. The upper landing door sill was bolted secured; the elevator was tested, and returned to service. The entrapment that occurred on 6/20/18 was the result of a defective DMS relay contact. The brake relay "DMS" relay contact was cleaned; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL319	Brooklyn College-Flatbush Av 2 5	2	The entrapment that occurred on 4/6/18 was the result of the lower landing interlock needing adjustment. The lower landing interlock, and door gibs were adjusted; the elevator was tested, and returned to service. The entrapment that occurred on 6/6/18 after investigation found no defects. Machine is running as designed and was returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL340	Franklin Av C S	1	The cause of the entrapment that occurred on 6/16/18 could not be determined; after investigating, inspected and tested, machine was found to be working as designed and was returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL341	Euclid Av A C	1	The cause of the entrapment that occurred on 6/28/18 could not be determined; the elevator was tested, and returned to service.

2018 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL345	Utica Av A C	1	The entrapment that occurred on 4/5/18 was the result of debris (pizza crust) preventing the doors from operating correctly. The debris was removed; the elevator was tested, and returned to service.
EL370	DeKalb Av B Q R	1	The cause of the entrapment that occurred on 6/24/18 could not be determined; the elevator was tested, and returned to service.
EL371	DeKalb Av B Q R	1	The entrapment that occurred on 6/7/18 was the result of the upper landing hanger roller misaligned. The upper landing hanger roller was adjusted; the elevator was tested, and returned to service.
EL372	DeKalb Av B Q R	1	The cause of the entrapment that occurred on 5/4/18 could not be determined; the elevator was tested, and returned to service.
EL376	Bay Parkway D	1	The entrapment that occurred on 6/13/18 was the result of smoke detector activation. The smoke detector was reset, and the fire alarm was reprogrammed; the elevator was tested, and returned to service.
EL391	Marcy Av J M Z	2	The entrapment that occurred on 4/22/18 was the result of loose car door restrictors. The car door restrictors were tightened, and secured; the elevator was tested, and returned to service. The entrapment that occurred on 5/27/18 was the result of debris (stones) preventing the doors from operating correctly. The debris was removed; the elevator was tested, and returned to service.
EL395	Flushing Av J M	2	The entrapment that occurred on 4/13/18 was the result of a faulty car door operator relay, and resistor. The car door operator relay, and resistor were replaced; the elevator was tested, and returned to service. The entrapment that occurred on 4/14/18 was the result of a broken gate switch roller, stop roller, and misaligned upper, and lower landing door interlock. The gate switch roller, and stop roller were replaced, and both landing door interlock were adjusted; the elevator was tested, and returned to service.
EL396	Myrtle-Wyckoff Avs L M	3	The entrapment that occurred on 5/25/18 was the result of loose door operator transformer connection. The door operator transformer connection was tightened, and secured; the elevator was tested, and returned to service. The entrapment that occurred on 6/17/18 was the result of blown fuses in the controller. The controller 4A fuse was replaced; the elevator was tested, and returned to service. The entrapment that occurred on 6/18/18 was the result of blown DPL1 fuses in the controller. The DPL1 fuses were replaced; the elevator was tested, and returned to service.
EL397	Myrtle-Wyckoff Avs L	4	The cause of the entrapment that occurred on 4/12/18 could not be determined; the elevator was tested, and returned to service. The cause of the entrapment that occurred on 4/27/18 could not be determined; the elevator was tested, and returned to service. The entrapment that occurred on 5/3/18 was the result of the doors not working correctly. The upper landing hoist way door track was cleaned; the elevator was tested, and returned to service. The entrapment that occurred on 5/25/18 was the result of a defective hanger roller at the lower landing. The hanger roller was replaced; the elevator was tested, and returned to service.

2018 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL701	Coney Island-Stillwell Av D F N Q	2	The entrapment that occurred on 4/14/18 was the result of a loose hatch door support bolt. The hatch door support bolt was tightened, and secured; the elevator was tested, and returned to service. The entrapment that occurred on 5/3/18 was the result of a tripped overspeed governor valve. The valve was adjusted; the elevator was tested, and returned to service.
EL706	Jay St A C F R	1	The cause of the entrapment that occurred on 6/2/18 could not be determined; the elevator was tested, and returned to service.
EL708	Jay St A C F R	2	The entrapment that occurred on 4/28/18 was the result of debris (wood) preventing the doors from operating correctly. The debris was removed; the elevator was tested, and returned to service. The entrapment that occurred on 6/10/18 was the result of a faulty pressure switch. The pressure switch fault could not be simulated. The pressure switch connection was tightened, and secured; the elevator was tested, and returned to service.
EL709	Jay St A C F R	3	The entrapment that occurred on 4/14/18 was the result of debris (plastic cup) preventing the doors from operating correctly. The debris was removed; the elevator was tested, and returned to service. The entrapment that occurred on 5/18/18 was the result of debris preventing the doors from operating correctly. The debris was removed; the elevator was tested, and returned to service. The entrapment that occurred on 6/13/18 was the result of a defective soft-start. The soft-start was replaced; the elevator was tested, and returned to service.
EL760	Kings Highway B Q	1	The entrapment that occurred on 6/25/18 was the result of the interlocks not working as designed. The interlocks at all landings were cleaned, and adjusted, the car door restrictor, and the release rollers were adjusted; the elevator was tested, and returned to service.

2018 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
MANHATTAN			
EL103	191 St ①	1	The entrapment that occurred on 4/8/18 was the result of a burnt wire in the controller brake relay. The burnt wire in brake relay "BKM2" was repaired; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL104	191 St ①	1	The entrapment that occurred on 4/13/18 was the result of the elevator machine brakes being out of adjustment. The elevator machine brakes were adjusted; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL106	191 St ①	2	The entrapment that occurred on 4/18/18 was the result of the upper landing hoistway doors not working correctly. The upper landing hoistway door release rollers were adjusted, and the interlocks were cleaned; the elevator was tested, and returned to service. The entrapment that occurred on 5/22/18 was the result of the top door interlock not working correctly. The top door interlock was adjusted; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL108	181 St ①	8	The entrapment that occurred on 4/9/18 was the result of the elevator losing its position in the hoistway. The elevator was taken to the top landing, and the controller was reset; the elevator was tested, and returned to service. The entrapment that occurred on 4/22/18 was the result of the selector tape magnet not working correctly. The selector tape magnet was replaced; the elevator was tested, and returned to service. The entrapment that occurred on 5/4/18 was the result of the motor overload activating. The motor overload was reset, the leveling, and releveing parameters were adjusted; the elevator was tested, and returned to service. The entrapment that occurred on 5/4/18 was the result of the lower right-side release rollers not operating correctly. The lower landing release rollers were adjusted, and various relays on the HC-TAB # 1 speed control board were replaced; the elevator was tested, and returned to service. The entrapment that occurred on 5/15/18 was the result of the motor overload activating. The motor overload was reset, and the H relay was replaced; the elevator was tested, and returned to service. The entrapment that occurred on 5/24/18 was the result of the motor overload activating. The motor overload was reset, and adjusted; the elevator was tested, and returned to service. The entrapment that occurred on 6/21/18 was the result of the upper landing hoistway release rollers needing adjustment. The upper landing hoistway release rollers were adjusted; the elevator was tested, and returned to service. The entrapment that occurred on 6/25/18 was the result of the car door needing adjustment. The car door, and door operator were adjusted; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.

2018 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL111	168 St ①	2	The entrapment that occurred on 4/17/18 was the result of a defective relay wire that activated the safety circuit. The loose wire on "SSN1" relay was secured; the elevator was tested, and returned to service. The entrapment that occurred on 5/16/18 was the result of elevator overshooting the bottom landing. The elevator was removed from the lower final limit; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL112	168 St ①	1	The entrapment that occurred on 4/22/18 was the result of debris in the car door sill. The debris was removed; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL116	190 St ①	2	The entrapment that occurred on 4/28/18 was the result of the upper landing hoistway doors not opening. The upper landing hoistway door release rollers were replaced, and adjusted; the elevator was tested, and returned to service. The entrapment that occurred on 5/8/18 was the result of the door operator linkage needing adjustment. The door operator linkage, and the car door restrictor were adjusted; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL119	181 St ①	3	The entrapment that occurred on 6/20/18 was the result of the car safety plank switch activating. The car safety plank switch was reset; the elevator was tested, and returned to service. The entrapment that occurred on 6/23/18 was the result of the overload tripping. The overload was reset; the elevator was tested, and returned to service. The entrapment that occurred on 6/24/18 was the result of the car doors not working correctly. The car doors were adjusted, and the escape hatch switch was adjusted; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL120	190 St ①	7	The four entrapments that occurred on 4/5/18, 4/12/18, 4/17/18, 4/19/18, and 6/9/18 were the result of the selector unit not operating correctly. The selector unit was reset each time; the elevator was tested, and returned to service. The entrapment that occurred on 6/14/18 was the result of the elevator overshooting the lower landing. The elevator was removed from the limits; the elevator was tested, and returned to service. The entrapment that occurred on 6/19/18 was the result of the selector unit not operating correctly. The selector unit was reset; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL125	125 St ④ ⑤ ⑥	1	The entrapment that occurred on 4/29/18 was the result of debris (cigarette butts) in the car door sill. The debris was removed; the elevator was tested, and returned to service.
EL141	168 St ① ③	1	The entrapment that occurred on 6/13/18 was the result of the elevator not leveling correctly. The valve body was adjusted; the elevator was tested, and returned to service.
EL143	125 St ① ② ③ ④	1	The entrapment that occurred on 4/1/18 was the result of a defective slow down switch in the upper landing hoistway. The slow down hoistway switch was replaced; the elevator was tested, and returned to service.

2018 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL144	125 St A B C D	1	The entrapment that occurred on 4/3/18 was the result of the lower landing interlock contacts not working correctly. The lower landing interlock was replaced; the elevator was tested, and returned to service.
EL145	96 St 2 3 1	1	The entrapment that occurred on 5/8/18 was the result of the oil overheating. The oil was allowed to cool off, and the leveling speed was adjusted; the elevator was tested, and returned to service.
EL148	Inwood-207 St A	1	The entrapment that occurred on 4/25/18 was the result of the car door clutch not working correctly. The car door clutch, and car door restrictor were adjusted; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL149	Inwood-207 St A	1	The entrapment that occurred on 5/29/18 was the result of a broken release roller assembly at the lower landing. The release roller assembly was replaced, and adjusted; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL178	Dyckman St 1	1	The entrapment that occurred on 4/21/18 was the result of the car gate switch contacts in need of cleaning. The car gate switch contacts were cleaned, and the car door restrictor was adjusted; the elevator was tested, and returned to service.
EL180	135 St 2 3	3	The entrapment that occurred on 4/13/18 was the result of debris in the door sill. The debris was removed; the elevator was tested, and returned to service. The entrapment that occurred on 4/30/18 was the result of debris (piece of metal) in the lower landing door sill. The debris was removed; the elevator was tested, and returned to service. The entrapment that occurred on 5/25/18 was the result of the car door restrictor getting loose. The car door restrictor was secured, and adjusted; the elevator was tested, and returned to service.
EL202	51 St 6	1	The entrapment that occurred on 4/25/18 was the result of the doors not closing correctly. The door sill was cleaned; the elevator was tested, and returned to service.
EL204	Grand Central-42 St 4 5 6 7 9	4	The entrapment that occurred on 4/21/18 was the result of the lower landing final limit switch not working correctly. The lower landing final limit switch was replaced; the elevator was tested, and returned to service. The entrapment that occurred on 5/1/18 was the result of a defective hoistway release roller at the upper level. The hoist way release roller at the upper level was replaced, and adjusted; the elevator was tested, and returned to service. The entrapment that occurred on 5/1/18 was the result of a defective car door restrictor, and worn car door guide shoes. The car door restrictor was replaced, and adjusted, the car door guide shoes were replaced; the elevator was tested, and returned to service. The entrapment that occurred on 5/19/18 was the result of a defective bridge rectifier. The bridge rectifier was replaced; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL206	Grand Central-42 St 4 5 6	1	The entrapment that occurred on 4/1/18 was the result of the door interlock linkage assembly getting loose. The door lock linkage assembly was secured; the elevator was tested, and returned to service.

2018 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL210	34 St-Herald Sq B D F M	3	The entrapment that occurred on 4/13/18 was the result of debris (clothing) stuck in the door sill. The debris was removed; the elevator was tested, and returned to service. The entrapment that occurred on 4/20/18 was the result of the door operator cam needing adjustment. The door operator cam "DCL" was adjusted; the elevator was tested, and returned to service. The cause of the entrapment that occurred on 6/9/18 could not be determined; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL211	34 St-Herald Sq N Q R W	1	The entrapment that occurred on 5/21/18 was the result of the doors not closing correctly. The door sill was cleaned; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL212	34 St-Herald Sq N Q R W	1	The entrapment that occurred on 5/12/18 was the result of the door operator resistor, and motor not working correctly. Both the resistor, and door motor were replaced; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL213	34 St-Herald Sq B D F M N Q R W	3	The entrapment that occurred on 5/9/18 was the result of a defective in-car inspection key switch, and defective door zone input on selector unit. The in-car inspection key switch was repaired, and the door zone input board was replaced on the selector unit; the elevator was tested, and returned to service. The entrapment that occurred on 5/16/18 was the result of debris (rock) on the door sill that prevented the doors from opening correctly. The debris was removed; the elevator was tested, and returned to service. The entrapment that occurred on 6/3/18 was the result of a defective soft-starter for the pump motor. The soft-starter was replaced; the elevator was tested, and returned to service.
EL216	34 St-Penn Station 1	1	The entrapment that occurred on 5/17/18 was the result of the lower landing release roller getting damaged due to worn out rail guide shoes. The lower landing release rollers, and rail guide shoes were replaced; the elevator was tested, and returned to service.
EL218	14 St-Union Sq L	2	The entrapment that occurred on 5/21/18 was the result of the car escape hatch door not properly secured. The car escape hatch door was secured; the elevator was tested, and returned to service. The entrapment that occurred on 6/10/18 was the result of the doors not working correctly at the lower landing. The lower landing gate switch was replaced, and the mechanical components were adjusted; the elevator was tested, and returned to service.
EL220	14 St-Union Sq N Q R W	1	The entrapment that occurred on 6/29/18 was the result of the car door restrictors being out of adjustment. The car door restrictors were adjusted; the elevator was tested, and returned to service.
EL221	14 St/8 Av A G E L	1	The entrapment that occurred on 4/25/18 was the result of the lower landing interlock being out of adjustment. The lower landing interlock was adjusted; the elevator was tested, and returned to service.
EL222	14 St A C E	1	The entrapment that occurred on 6/1/18 was the result of wearing of the car door bumper that caused the interlocks to not operate correctly. The car door bumper was replaced; the elevator was tested, and returned to service.

2018 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL225	34 St-Penn Station C E	1	The entrapment that occurred on 5/11/18 was the result of debris (rock) in the door sill that prevented the door from operating correctly. The debris was removed; the elevator was tested, and returned to service.
EL227	34 St-Penn Station A	1	The entrapment that occurred on 5/10/18 was the result of the door restrictor not operating correctly. The car door restrictor was adjusted; the elevator was tested, and returned to service.
EL229	Times Sq-42 St N Q R W	1	The entrapment that occurred on 6/27/18 was the result of the hydraulic reservoir needing oil, and the car door restrictor being out of adjustment. Hydraulic oil was added to the oil reservoir, and the car door zone restrictor was adjusted; the elevator was tested, and returned to service.
EL232	Times Sq-42 St 1 2 3 7	2	The entrapment that occurred on 5/14/18 was the result of the car door clutch not working correctly. The car door clutch, and hoistway release rollers were adjusted; the elevator was tested, and returned to service. The cause of the entrapment that occurred on 6/18/18 was undetermined; the elevator was tested, and returned to service.
EL234	47-50 Sts-Rockefeller Center B D F M	1	The entrapment that occurred on 4/5/18 was the result of debris (pennies, and tie-wraps) stuck in the door sill. The debris was removed; the elevator was tested, and returned to service.
EL236	47-50 Sts-Rockefeller Center B D F M	1	The entrapment that occurred on 5/24/18 was the result of the doors not closing correctly. The elevator was inspected, and the interlocks were checked; the elevator was tested, and returned to service.
EL237	66 St-Lincoln Center 1	1	The entrapment that occurred on 5/9/18 was the result of the car door restrictor not operating correctly. The car door restrictor, release rollers, and interlocks were adjusted; the elevator was tested, and returned to service.
EL240	72 St 1 2 3	1	The entrapment that occurred on 4/20/18 was the result of debris stuck in the door sill at the top landing. The debris was removed; the elevator was tested, and returned to service.
EL244	Grand Central-42 St 7	6	The cause of the entrapment that occurred on 4/3/18 could not be determined. The elevator was tested, and returned to service. The entrapment that occurred on 4/5/18 was the result of debris in the door sill, and a loose stop roller on the door operator. The debris was removed, and the door stop was secured; the elevator was tested, and returned to service. The entrapment that occurred on 4/12/18 was the result of the bottom limit switches faulting due to water damage. The bottom limit switches were replaced; the elevator was tested, and returned to service. The entrapment that occurred on 4/13/18 was the result of the elevator completing the full trip to the top landing. The valve body screen was cleaned, the limit switches were checked; the elevator was tested, and returned to service. The entrapment that occurred on 4/17/18 was the result of the top landing interlock not working correctly. The top landing interlock was replaced; the elevator was tested, and returned to service. The entrapment that occurred on 6/5/18 was the result of the lower landing release roller assembly not operating correctly. The lower landing release roller assembly was replaced, and adjusted; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.

2018 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL245	Lexington Av-53 St E M	2	The entrapment that occurred on 6/8/18 was the result of debris in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested, and returned to service. The cause of the entrapment that occurred on 6/15/18 was the result of debris (bathroom tissue) jammed in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested, and returned to service.
EL250	86 St Q	4	The entrapment that occurred on 4/17/18 was the result of the earthquake sensor safety device getting activated. The earthquake sensor safety device was reset; the elevator was tested, and returned to service. The entrapment that occurred on 5/26/18 was the result of the brake switch actuating rod breaking. The brake switch rod was replaced; the elevator was tested, and returned to service. The entrapment that occurred on 5/26/18 was the result of the doors not opening. Circuit breaker F9 was reset, and the doors on the M level was adjusted; the elevator was tested, and returned to service. The entrapment that occurred on 5/27/18 was the result of the elevator not leveling correctly. The emergency brake fault was reset, and the hoistway door interlocks were cleaned; the elevator was tested, and returned to service.
EL262	72 St Q	1	The entrapment that occurred on 4/4/18 was the result of debris stuck in the top landing door sill. The debris was removed; the elevator was tested, and returned to service.
EL277	59 St-Columbus Circle A B C D 1	4	The entrapment that occurred on 4/7/18 was the result of the motor limit timer fault activating. The motor limit timer fault was reset; the elevator was tested, and returned to service. The entrapment that occurred on 5/20/18 was the result of the governor tension switch activating. The governor tension switch was adjusted, and reset; the elevator was tested, and returned to service. The entrapment that occurred on 5/24/18 was the result of the doors not operating correctly. The middle landing hoistway door guide gib was replaced, and adjusted; the elevator was tested, and returned to service. The entrapment that occurred on 6/14/18 was the result of the elevator not leveling correctly. The leveling speed was adjusted, and a relay was replaced on the control board; the elevator was tested, and returned to service.
EL298	23 St 6	2	The entrapment that occurred on 4/18/18 was the result of debris (cardboard box) stuck in the door sill. The debris was removed; the elevator was tested, and returned to service. The entrapment that occurred on 6/13/18 was the result of the car gate switch not operating correctly. The car gate switch, and upper landing hoistway interlock were cleaned; the elevator was tested, and returned to service.
EL315	Brooklyn Bridge 4 5 6	1	The entrapment that occurred on 6/4/18 was the result of defective lower landing hoistway door closer. The lower landing hoistway door closer was replaced; the elevator was tested, and returned to service.
EL325	Canal St 6	1	The cause of the entrapment that occurred on 4/7/18 could not be determined; the elevator was tested, and returned to service.
EL329	Bleecker St D F B M 6	1	The entrapment that occurred on 4/11/18 was the result of the bottom limit switch arm getting stuck. The bottom limit switch arm was cleaned, and lubricated; the elevator was tested, and returned to service.

2018 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL331	Bleecker St D F B M 6	1	The cause of the entrapment that occurred on 6/26/18 was the result of a damaged lower landing release roller assembly and bad upper slow down limit switch; replaced lower landing release roller and upper slow down limit switch; the elevator was tested, and returned to service.
EL332	Bleecker St D F B M 6	2	The entrapment that occurred on 5/8/18 was the result of a loose wire on the Controller High Speed Relay. The loose wire was secured; the elevator was tested, and returned to service. The entrapment that occurred on 6/17/18 was the result of 5 loose wires on the PF-relay. The wires were secured and the governor switch was reset; the elevator was tested, and returned to service.
EL333	West 4 St A B C D E F M	2	The cause of the entrapment that occurred on 5/24/18 could not be determined; the elevator was tested, and returned to service. The cause of the entrapment that occurred on 5/27/18 was the result of defective wiring on the safety edge at the top landing; The wires were repaired, the street level car door zone lock and car door release roller assembly were adjusted; and removed debris from the street level hoist way door sills; the elevator was tested, and returned to service.
EL335	West 4 St A B C D E F M	1	The entrapment that occurred on 6/9/18 was the result of a damaged release roller assembly at the lower landing. The release roller, and door stop roller were replaced, and adjusted; the elevator was tested, and returned to service.
EL402	Lexington Av-63 St F Q	2	The entrapment that occurred on 4/5/18 was the result of burnt contacts on the DZ2 relay. The DZ2 relay was replaced; the elevator was tested, and returned to service. The entrapment that occurred on 5/23/18 was the result of the car door clutch not working correctly. The car door clutch, door closing speed cam, and the DX relay were all adjusted; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL403	Roosevelt Island F	1	The entrapment that occurred on 6/3/18 was the result of burnt contacts on the CX relay, and a bad pair of motor brushes. The CX relay, and the pair of motor brushes were replaced; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL440	Lexington Av-63 St F Q	5	The entrapment that occurred on 4/10/18 was the result of a leveling switch failure. Modules 4X, and 5X on the controller were swapped; the elevator was tested, and returned to service. The entrapment that occurred on 4/12/18 was the result of the rope gripper not lifting. The rope gripper was manually reset, and the top car inspection switch was replaced; the elevator was tested, and returned to service. The entrapment that occurred on 4/20/18 was the result of the rope gripper not lifting. The rope gripper was manually reset; the elevator was tested, and returned to service. The entrapment that occurred on 4/28/18 was the result of a faulty controller drive. Module 2 on the controller was replaced; the elevator was tested, and returned to service. The entrapment that occurred on 5/23/18 was the result of a door open conflict fault on the controller. The fault was reset; the elevator was tested, and returned to service.
EL442	Lexington Av-63 St F Q	1	The entrapment that occurred on 6/7/18 was the result of the upper landing door interlock contacts not working as designed. The upper landing door interlock contacts were cleaned; the elevator was tested, and returned to service.

2018 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL600	34 St-Hudson Yards ⑦	1	The entrapment that occurred on 6/29/18 was the result of debris in the door sill. The debris was removed; the elevator was tested, and returned to service.
EL710	Bowling Green ④⑤	1	The entrapment that occurred on 5/2/18 was the result of the upper landing interlock contacts not working as designed. The upper landing interlock contacts were replaced; the elevator was tested, and returned to service.
EL711	Bowling Green ④⑤	2	The cause of the entrapment that occurred on 4/23/18 could not be determined; the elevator was tested, and returned to service. The entrapment that occurred on 5/4/18 was the result of debris in the upper landing hoistway door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested, and returned to service.
EL719	Fulton St ①②③④⑤	2	The entrapment that occurred on 4/1/18 was the result of debris (lollipop stick) wedged in the upper landing hoistway door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested, and returned to service. The entrapment that occurred on 5/30/18 was the result of a failure on the door open limit. The door restrictor was manually unlocked; the elevator was tested, and returned to service.
EL721	Fulton St ①②③④⑤	1	The entrapment that occurred on 4/3/18 was the result of debris (stock paper) wedged in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested, and returned to service.
EL730	South Ferry ①	1	The entrapment that occurred on 5/4/18 was the result of debris in the upper landing hoistway door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested, and returned to service.
EL731	South Ferry ①	3	The entrapment that occurred on 5/14/18 was the result of the car door gate switch contacts not working correctly. The car door gate switch contacts, and the intermediate landing hoistway door interlock contacts were replaced, the intermediate landing hoistway door interlock assembly, and intermediate landing hoistway door release rollers were adjusted. The elevator was tested, and returned to service. The entrapment that occurred on 6/3/18 was the result of the door restrictor not working as designed. The door restrictor was adjusted; the elevator was tested, and returned to service. The second entrapment that occurred on 6/3/18 was the result of the lower landing release rollers, and car door gate switch roller not working correctly. The lower landing release rollers, and car door gate switch roller were adjusted; the elevator was tested, and returned to service.

2018 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
QUEENS			
EL405	21 St-Queensbridge ❸	1	The entrapment that occurred on 4/7/18 was the result of the door restrictor on rear door not working as designed. The door restrictor on the rear door was adjusted; the elevator was tested, and returned to service.
EL413	Jamaica Center ❸❹❺	1	The entrapment that occurred on 5/27/18 was the result of the elevator not leveling correctly. A loose selector wire inside the selector box was secured; the elevator was tested, and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL414	Flushing-Main St ❷	2	The entrapment that occurred on 5/2/18 was the result of debris blocking the upper landing hatch door. The debris was removed; the elevator was tested, and returned to service. The entrapment that occurred on 5/6/18 was the result of the upper final limit switch arm overextending, and clipping the unit causing a shutdown. The pivot arm was removed, and re-installed to the correct position; the elevator was tested, and returned to service.
EL420	74 St-Broadway ❷	3	The entrapment that occurred on 5/10/18 was the result of a passenger's bag being stuck in the elevator doors causing the doors to be timed out. The bag was removed; the elevator was tested, and returned to service. The cause of the entrapment that occurred on 6/18/18 was not determined; the elevator was tested, and returned to service. The entrapment that occurred on 6/26/18 was the result of debris (paper) wedged in the car door saddles that prevented the doors from operating correctly. The debris was removed; the elevator was tested, and returned to service.
EL425	Junction Blvd ❷	8	The cause of the entrapment that occurred on 5/6/18 was the result of debris blocking the upper landing saddle hoistway door. The debris was removed; the elevator was tested, and returned to service. The cause of the entrapment that occurred on 5/12/18 could not be determined; the elevator was tested, and returned to service. The entrapment that occurred on 5/15/18 was the result of debris (paper) found stuck on the car doors. The debris was removed; the elevator was tested, and returned to service. The cause of the entrapment that occurred on 5/19/18 was the result of a bad contact found in a LD Relay. The relay was replaced, CAM settings were adjusted, and a loose connection was secured; the elevator was tested, and returned to service. The entrapment that occurred on 5/28/18 was the result of a blown F9 fuse on the controller. The F9 fuse was replaced; the elevator was tested, and returned to service. The entrapment that occurred on 5/30/18 was the result of the door timing out from excess foot traffic at a malfunctioned turnstile on the upper landing. The level release roller was found frozen, and it was lubricated. The release rollers were adjusted; the elevator was tested, and returned to service. The cause of entrapment that occurred on 6/4/18 could not be determined; the elevator was tested, and returned to service. The entrapment that occurred on 6/7/18 was the result of a broken spirator on the mezzanine level. The spirator was replaced; the elevator was tested, and returned to service.
EL426	Junction Blvd ❷	1	The cause of entrapment that occurred on 4/15/18 was the result of a blown F9 fuse on the controller. The F9 fuse was replaced; the elevator was tested, and returned to service.

2018 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL433	Jamaica-179 St F	1	The entrapment that occurred on 6/20/18 was the result of a plastic bottle cap stuck on the door tracks. The bottle cap was removed; the elevator was tested, and returned to service.
EL436	Kew Gardens-Union Tpke E F	1	The cause of entrapment that occurred on 4/9/18 could not be determined; the elevator was tested, and returned to service.
EL439	Forest Hills E F M R	2	The entrapment that occurred on 4/8/18 was the result of a broken upper landing door restrictor. The door restrictor was replaced, and the lower landing spirator was adjusted; the elevator was tested, and returned to service. The cause of entrapment that occurred on 4/14/18 could not be determined; the elevator was tested, and returned to service.
EL446	CitiCorp/Court Square 7 E G	2	The entrapment that occurred on 4/9/18 was the result of a worn roller on the gate switch, and a broken base on the lower landing door keeper. The interlock, and roller were replaced, and the door saddles was cleaned; the elevator was tested, and returned to service. The cause of entrapment that occurred on 5/20/18 could not be determined; the elevator was tested, and returned to service.



Standard Follow-Up Report: Transit Adjudication Bureau, 2nd Quarter 2018

The purpose of this quarterly report is to update the Transit Committee on Transit Adjudication Bureau (TAB) activities and outcomes, as reflected by several Key Indicators.

TAB is the statutory administrative tribunal that receives, processes, adjudicates and pursues collection of civil penalties arising from, the tens of thousands of civil summonses that are issued each year for violations of the Transit Rules of Conduct.

This quarterly reporting on TAB activities and outcomes commenced in 1992. The report provides the Committee with metrics, covering the most recently completed quarter, for the following Key Indicators:

- Number of TAB violations received by TAB
- Number and dollar amount of payments TAB received
- TAB revenues and expenses for the quarter
- Number of cases adjudicated

James Henly

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NYC Transit Law Department

Transit Adjudication Bureau, Second Quarter 2018

The following is a comparison of the key indicators for the second quarter of 2018 as compared to the same period in 2017.

- TAB violations issued in the second quarter of 2018 (Q2 2018) decreased by 18.9% (from 39,037 in 2017 to 31,649 in 2018), continuing the year-to-date trend (18.7%).
- TAB received 24,975 payments in Q2 2018, a 29.6% decrease from the 35,472 received in 2017. Direct payments decreased by 19.0% (from 21,967 to 17,790) compared to the second quarter of 2017, closely matching the percentage decrease in TAB violations issued. The number of second quarter payments received from state tax refunds also decreased (from 13,505 in 2017 to 7,185 in 2018), although 2018 second quarter payments from use of SWOP to recover summons debt exceeded second quarter 2016 results by several fold (7,185 v. 2,065). The very high number of payments from state tax refunds collected in the second quarter of 2017 reflected TAB's launching of a special project to enhance use of the Statewide Offset Program (SWOP) to recover uncollected summons debt from prior periods.
- Total revenue for Q2 2018 was 43.4% lower than in 2017 (\$3,165,376 versus \$5,590,835) but 26.7% greater than in 2016 (\$2,498,965). Receipts from direct payments in Q2 2018 decreased by 19.9% (\$1,659,986 compared to \$2,072,015 in 2017). \$1,023,476 in SWOP receipts from state tax refunds were received in Q2 2018. These receipts exceeded Q2 2016 state tax refund receipts (\$225,189), but declined from Q2 2017's unprecedented state tax refund receipts of \$2,250,812, resulting from TAB's successful launch of the noted SWOP special project.
- TAB revenue for Q2 2018 exceeded expenses by \$1,699,340. This compared to a margin of \$4,395,616 for Q2 2017, and of \$666,288 for Q2 2016. Second quarter expenses increased by 22.7% relative to 2017 (\$1,466,036 compared to \$1,195,219) but were lower by 20.0% relative to Q2 2016 expenses of \$1,832,677.

For further information, see the Key Indicators Chart on the following page.

<http://www.mta.info/nyct/TransitAdjudicationBureau.html>

**MTA New York City Transit
Transit Adjudication Bureau
Key Indicators
Second Quarter 2018**

Indicator	ANNUAL TOTALS					
	2nd Qtr 2018	2nd Qtr 2017	2nd Qtr 2016	Y-T-D 2018	Y-T-D 2017	Y-T-D 2016
Issuance Data						
Violations Issued	31,649	39,037	39,395	61,542	75,706	77,590
Payment Data						
Number of Payments	24,975	35,472	25,966	52,575	77,642	51,412
Regular	17,790	21,967	23,901	37,884	45,767	45,890
State Tax Refund	7,185	13,505	2,065	14,691	31,875	5,522
Amount Paid	\$2,683,461	\$4,322,827	\$2,559,756	\$5,723,432	\$10,043,299	\$5,093,194
Regular	\$1,659,986	\$2,072,015	\$2,304,567	\$3,566,375	\$4,389,829	\$4,369,047
State Tax Refund	\$1,023,476	\$2,250,812	\$255,189	\$2,157,057	\$5,653,470	\$724,147
Average Payment	\$107.45	\$121.87	\$98.58	\$108.86	\$129.35	\$99.07
Yield per NOV	\$84.79	\$110.74	\$64.98	\$93.00	\$132.66	\$65.64
Revenue/Expense Data						
Revenue	\$3,165,376	\$5,590,835	\$2,498,965	\$5,632,503	\$9,696,738	\$5,022,964
Expenses	\$1,466,036	\$1,195,219	\$1,832,677	\$2,741,054	\$2,450,138	\$3,474,049
Adjudications						
Total Cases Adjudicated	4,960	7,205	6,257	10,108	13,219	12,381

Note: The State Tax Refund dollar amount generated from the Statewide Offset Program (SWOP) is significantly higher in 2017 compared to 2018 due to a special project in 2017 to recoup unpaid summonses. 2016 data are included for reference.



Standard Follow-Up Report: Transit Recidivism Report, 2nd 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 to focus attention and law enforcement resources on recidivist subway crime in two primary areas in which it is concentrated: sex offenses and the index felony crimes of grand larceny and robbery.

The following highlights information reported to New York City Transit by the NYPD Transit Bureau concerning arrests in the subway system, made during the 2nd Quarter of 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 2nd Quarter 2018 totaled 51. This was fewer than the number of 1st Quarter 2018 recidivist arrests (66), although on par with the average number of recidivist arrests per quarter during 2017 (50).
- There were 21 sex offense recidivist arrests for the 2nd Quarter 2018, matching the number of such arrests for the prior period. 2nd Quarter forcible touch and public lewdness arrests accounted for nearly three-quarters of these recidivist arrests.
- Index felony recidivist arrests for the 2nd Quarter 2018 totaled 30. This was lower than in 1st Quarter 2018 (which had 45 such arrests) but slightly greater than the quarterly average of such arrests in 2017 (28). Grand larceny and Robbery arrests accounted for more than three-quarters (23 out of 30) of the recidivist index felony arrests during the 2nd Quarter. Seven assault arrests were made in the 2nd Quarter, accounting for the remainder.
- 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.

James Henly
General Counsel and Vice President
Law Department

MTA New York City Transit

Transit Recidivism Report

Statistical Summary: 2nd Quarter 2018 Update

	2nd Quarter 2018	1st Quarter 2018	2018 Quarterly Average	Year to Date 2018
Recidivist Arrests				
Index Felony Recidivist Arrests	30	45	38	75
Sex Offense Recidivist Arrests	<u>21</u>	<u>21</u>	<u>21</u>	<u>42</u>
Total Recidivist Arrests	51	66	59	117
Distribution by Offense				
<u>Index Felonies</u>				
Grand Larceny	15	23	19	38
Robbery	8	13	11	21
Assault	7	9	8	16
Other	0	0	0	0
<u>Sex Offenses</u>				
Forcible Touch	9	10	10	19
Public Lewdness	6	8	7	14
Persistent Sex Abuse	4	2	3	6
Other	2	1	2	3
Distribution by County				
New York	26	33	30	59
Kings	7	24	16	31
Bronx	14	8	11	22
Queens	4	1	3	5

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



Standard Follow-Up Report: NYCT 2018 Mid-Year Forecast Monthly Allocation

Monthly allocation of MTA New York City Transit's 2018 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

Jaibala Patel
Chief Financial Officer

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2018 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue													
<i>Farebox Revenue</i>													
Subway	\$271.422	\$255.516	\$296.264	\$282.005	\$296.824	\$294.194	\$288.085	\$291.252	\$278.485	\$309.745	\$286.481	\$283.283	\$3,433.554
Bus	72.677	71.503	81.574	76.908	80.650	78.543	79.785	80.052	75.663	82.884	75.295	72.990	928.525
Paratransit	1.417	1.436	1.524	1.687	1.770	1.528	1.486	1.519	1.433	1.550	1.473	1.431	18.255
Fare Media Liability	<u>6.542</u>	<u>6.542</u>	<u>6.542</u>	<u>6.542</u>	<u>6.542</u>	<u>6.542</u>	<u>6.542</u>	<u>6.542</u>	<u>6.542</u>	<u>6.541</u>	<u>6.541</u>	<u>6.541</u>	<u>78.500</u>
Farebox Revenue	\$352.057	\$334.997	\$385.903	\$367.141	\$385.786	\$380.807	\$375.898	\$379.365	\$362.123	\$400.720	\$369.791	\$364.245	\$4,458.834
<i>Other Operating Revenue</i>													
Fare Reimbursement	8.130	7.019	9.051	7.569	9.318	6.133	6.133	6.133	6.133	6.133	6.133	6.133	84.016
Paratransit Reimbursement	16.206	15.879	16.863	17.486	16.732	15.007	15.007	15.007	15.007	15.007	15.007	15.007	188.218
Other	<u>11.126</u>	<u>11.806</u>	<u>10.217</u>	<u>12.543</u>	<u>17.402</u>	<u>14.566</u>	<u>14.566</u>	<u>14.566</u>	<u>14.566</u>	<u>14.566</u>	<u>14.566</u>	<u>14.791</u>	<u>165.280</u>
Other Operating Revenue	\$35.461	\$34.704	\$36.131	\$37.597	\$43.452	\$35.706	\$35.706	\$35.706	\$35.706	\$35.706	\$35.706	\$35.931	\$437.514
Total Revenues	\$387.519	\$369.702	\$422.034	\$404.738	\$429.238	\$416.513	\$411.604	\$415.071	\$397.829	\$436.427	\$405.497	\$400.177	\$4,896.348
Operating Expenses													
<i>Labor:</i>													
Payroll	\$294.208	\$264.892	\$272.452	\$267.707	\$300.113	\$286.142	\$294.948	\$294.268	\$269.626	\$294.781	\$311.909	\$304.692	\$3,455.738
Overtime	<u>56.067</u>	<u>54.684</u>	<u>56.394</u>	<u>53.994</u>	<u>65.121</u>	<u>12.909</u>	<u>49.041</u>	<u>49.008</u>	<u>40.946</u>	<u>50.229</u>	<u>48.027</u>	<u>48.452</u>	<u>584.873</u>
Total Salaries & Wages	\$350.276	\$319.575	\$328.846	\$321.701	\$365.234	\$299.052	\$343.989	\$343.276	\$310.573	\$345.010	\$359.935	\$353.144	\$4,040.611
Health and Welfare	75.938	47.140	100.269	85.933	60.796	85.233	79.104	79.718	79.304	79.268	79.208	87.260	939.170
OPEB Current Payments	34.066	57.667	20.421	17.528	42.504	54.533	39.238	39.238	39.238	39.238	39.238	37.840	460.751
Pension	77.593	77.464	77.475	77.470	77.469	74.479	78.417	78.441	76.671	78.663	79.975	79.538	933.656
Other Fringe Benefits	<u>47.185</u>	<u>43.183</u>	<u>35.709</u>	<u>38.959</u>	<u>46.061</u>	<u>38.582</u>	<u>43.993</u>	<u>43.290</u>	<u>36.901</u>	<u>43.042</u>	<u>44.902</u>	<u>44.789</u>	<u>506.596</u>
Total Fringe Benefits	\$234.782	\$225.455	\$233.874	\$219.891	\$226.829	\$252.827	\$240.752	\$240.687	\$232.114	\$240.212	\$243.324	\$249.427	\$2,840.174
Reimbursable Overhead	(17.818)	(20.726)	(43.192)	(29.718)	(24.373)	(13.813)	(21.794)	(22.392)	(34.062)	(22.748)	(20.425)	(22.388)	(293.450)
Total Labor Expenses	\$567.240	\$524.304	\$519.528	\$511.873	\$567.690	\$538.066	\$562.946	\$561.571	\$508.625	\$562.474	\$582.833	\$580.183	\$6,587.335
<i>Non-Labor:</i>													
Electric Power	\$26.087	\$28.140	\$21.610	\$27.663	\$20.735	\$28.471	\$27.143	\$25.924	\$26.936	\$25.467	\$25.140	\$27.090	\$310.406
Fuel	10.650	8.717	9.321	10.211	11.498	7.221	10.981	5.749	7.281	9.789	9.305	9.753	110.474
Insurance	5.994	5.994	5.750	3.749	5.760	5.694	5.788	5.788	5.788	5.788	5.945	5.947	67.988
Claims	14.278	14.278	14.278	14.278	14.278	14.278	14.278	14.278	14.278	14.278	14.278	14.278	171.333
Paratransit Service Contracts	33.650	31.949	33.130	35.726	38.640	34.086	34.392	34.763	33.991	35.117	33.704	33.096	412.244
Maintenance and Other Operating Contracts	21.177	16.418	31.863	19.180	25.115	25.867	28.443	27.592	30.265	25.738	25.650	31.934	309.243
Professional Services Contracts	9.890	16.957	22.811	15.558	18.218	5.418	18.554	13.605	15.427	19.726	16.542	20.182	192.890
Materials and Supplies	24.311	27.437	27.402	32.328	30.620	16.027	31.223	31.716	31.322	34.297	34.856	37.037	358.577
Other Business Expenses	7.956	6.270	7.410	7.295	8.585	3.192	6.922	6.953	7.233	6.811	6.850	7.003	82.480
Total Non-Labor Expenses	\$153.994	\$156.160	\$173.576	\$165.986	\$173.447	\$140.253	\$177.725	\$166.369	\$172.521	\$177.012	\$172.270	\$186.321	\$2,015.635
<i>Other Expense Adjustments:</i>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$721.235	\$680.464	\$693.104	\$677.860	\$741.138	\$678.319	\$740.672	\$727.940	\$681.146	\$739.486	\$755.103	\$766.503	\$8,602.970
Depreciation	\$150.053	\$150.053	\$151.305	\$150.404	\$151.526	\$112.862	\$157.153	\$158.337	\$159.521	\$160.705	\$161.888	\$164.255	\$1,828.062
OPEB Liability Adjustment	0.000	0.000	267.063	0.000	0.000	408.033	0.000	0.000	337.548	0.000	0.000	337.548	1,350.191
GASB 68 Pension Expense Adjustment	0.000	0.000	0.335	0.000	0.000	(1.526)	0.000	0.000	(5.380)	0.000	0.000	(298.963)	(305.534)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$871.288	\$830.517	\$1,111.807	\$828.264	\$892.664	\$1,197.688	\$897.825	\$886.277	\$1,172.834	\$900.190	\$916.992	\$969.343	\$11,475.689
Net Surplus/(Deficit)	(\$483.769)	(\$460.815)	(\$689.773)	(\$423.526)	(\$463.426)	(\$781.175)	(\$486.221)	(\$471.206)	(\$775.005)	(\$463.764)	(\$511.495)	(\$569.166)	(\$6,579.341)

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2018 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	88.176	94.816	166.629	130.894	107.193	125.529	109.937	112.192	145.248	113.635	107.262	114.472	1,415.982
Total Revenues	\$88.176	\$94.816	\$166.629	\$130.894	\$107.193	\$125.529	\$109.937	\$112.192	\$145.248	\$113.635	\$107.262	\$114.472	\$1,415.982
Operating Expenses													
Labor:													
Payroll	\$34.166	\$35.614	\$55.459	\$45.082	\$38.324	\$57.835	\$42.513	\$43.553	\$53.007	\$44.627	\$41.267	\$43.480	\$534.928
Overtime	9.642	11.706	23.763	16.648	14.831	(7.567)	9.451	9.466	16.626	9.433	9.284	10.448	133.732
Total Salaries & Wages	\$43.808	\$47.320	\$79.222	\$61.731	\$53.154	\$50.269	\$51.964	\$53.019	\$69.632	\$54.060	\$50.551	\$53.928	\$668.659
Health and Welfare	2.176	2.077	1.987	2.268	1.973	1.479	2.066	2.066	2.096	2.096	2.332	2.537	25.155
OPEB Current Payments	0.751	0.559	0.990	0.707	0.781	1.126	0.835	0.835	0.835	0.835	0.835	0.835	9.923
Pension	3.000	3.118	3.118	3.118	3.118	2.484	3.226	3.041	3.041	3.041	3.041	3.041	36.386
Other Fringe Benefits	13.781	15.156	26.809	20.664	16.190	15.850	16.803	17.230	22.226	17.528	16.501	17.492	216.230
Total Fringe Benefits	\$19.708	\$20.910	\$32.904	\$26.757	\$22.061	\$20.938	\$22.930	\$23.173	\$28.198	\$23.501	\$22.709	\$23.906	\$287.694
Reimbursable Overhead	17.818	20.726	43.192	29.718	24.373	13.813	21.794	22.392	34.062	22.748	20.425	22.388	293.450
Total Labor Expenses	\$81.334	\$88.956	\$155.318	\$118.206	\$99.589	\$85.020	\$96.689	\$98.584	\$131.893	\$100.309	\$93.685	\$100.221	\$1,249.803
Non-Labor:													
Electric Power	\$0.028	\$0.016	\$0.029	\$0.032	\$0.029	(\$0.008)	\$0.020	\$0.021	\$0.020	\$0.021	\$0.020	\$0.021	\$0.252
Fuel	0.001	0.001	0.001	0.417	0.001	(0.372)	(0.023)	0.000	0.000	0.000	0.000	0.000	0.027
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.555	2.936	2.828	5.346	2.645	20.536	5.722	5.854	5.719	5.719	5.866	5.738	71.463
Professional Services Contracts	(0.400)	0.190	0.660	2.946	1.167	6.503	1.958	1.983	2.142	1.935	1.911	2.639	23.633
Materials and Supplies	4.213	2.516	7.399	3.273	5.384	15.364	5.411	5.591	5.302	5.492	5.620	5.679	71.246
Other Business Expenses	0.445	0.200	0.394	0.674	(1.621)	(1.514)	0.159	0.159	0.171	0.159	0.159	0.173	(0.441)
Total Non-Labor Expenses	\$6.842	\$5.859	\$11.311	\$12.688	\$7.605	\$40.509	\$13.248	\$13.608	\$13.355	\$13.326	\$13.577	\$14.251	\$166.179
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$88.176	\$94.816	\$166.629	\$130.894	\$107.193	\$125.529	\$109.937	\$112.192	\$145.248	\$113.635	\$107.262	\$114.472	\$1,415.982
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2018 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable / Reimbursable													
Operating Revenue													
<u>Farebox Revenue</u>													
Subway	\$271.422	\$255.516	\$296.264	\$282.005	\$296.824	\$294.194	\$288.085	\$291.252	\$278.485	\$309.745	\$286.481	\$283.283	\$3,433.554
Bus	72.677	71.503	81.574	76.908	80.650	78.543	79.785	80.052	75.663	82.884	75.295	72.990	928.525
Paratransit	1.417	1.436	1.524	1.687	1.770	1.528	1.486	1.519	1.433	1.550	1.473	1.431	18.255
Fare Media Liability	6.542	6.542	6.542	6.542	6.542	6.542	6.542	6.542	6.541	6.541	6.541	6.541	78.500
Farebox Revenue	\$352.057	\$334.997	\$385.903	\$367.141	\$385.786	\$380.807	\$375.898	\$379.365	\$362.123	\$400.720	\$369.791	\$364.245	\$4,458.834
<u>Other Operating Revenue</u>													
Fare Reimbursement	8.130	7.019	9.051	7.569	9.318	6.133	6.133	6.133	6.133	6.133	6.133	6.133	84.016
Paratransit Reimbursement	16.206	15.879	16.863	17.486	16.732	15.007	15.007	15.007	15.007	15.007	15.007	15.007	188.218
Other	11.126	11.806	10.217	12.543	17.402	14.566	14.566	14.566	14.566	14.566	14.566	14.791	165.280
Other Operating Revenue	\$35.461	\$34.704	\$36.131	\$37.597	\$43.452	\$35.706	\$35.706	\$35.706	\$35.706	\$35.706	\$35.706	\$35.931	\$437.514
Capital and Other Reimbursements	88.176	94.816	166.629	130.894	107.193	125.529	109.937	112.192	145.248	113.635	107.262	114.472	1,415.982
Total Revenues	\$475.695	\$464.517	\$588.663	\$535.632	\$536.431	\$542.042	\$521.541	\$527.263	\$543.077	\$550.062	\$512.759	\$514.648	\$6,312.330
Operating Expenses													
<u>Labor:</u>													
Payroll	\$328.374	\$300.505	\$327.911	\$312.790	\$338.437	\$343.978	\$337.461	\$337.821	\$322.633	\$339.408	\$353.175	\$348.172	\$3,990.666
Overtime	65.710	66.390	80.157	70.642	79.951	5.343	58.492	58.474	57.572	59.662	57.311	58.900	718.604
Total Salaries & Wages	\$394.084	\$366.895	\$408.068	\$383.432	\$418.388	\$349.321	\$395.954	\$396.296	\$380.205	\$399.070	\$410.486	\$407.071	\$4,709.270
Health and Welfare	78.114	49.218	102.256	88.201	62.768	86.712	81.170	81.784	81.401	81.364	81.540	89.797	964.325
OPEB Current Payments	34.817	58.226	21.411	18.235	43.284	55.658	40.074	40.074	40.074	40.074	40.074	38.675	470.675
Pension	80.593	80.582	80.593	80.588	80.587	76.963	81.642	81.482	79.712	81.704	83.016	82.579	970.042
Other Fringe Benefits	60.966	58.339	62.518	59.623	62.251	54.432	60.796	60.520	59.127	60.571	61.403	62.281	722.826
Total Fringe Benefits	\$254.490	\$246.365	\$266.778	\$246.647	\$248.891	\$273.765	\$263.682	\$263.859	\$260.313	\$263.713	\$266.033	\$273.332	\$3,127.868
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$648.574	\$613.260	\$674.846	\$630.079	\$667.279	\$623.086	\$659.636	\$660.155	\$640.518	\$662.783	\$676.519	\$680.403	\$7,837.138
<u>Non-Labor:</u>													
Electric Power	\$26.115	\$28.156	\$21.640	\$27.695	\$20.764	\$28.463	\$27.164	\$25.946	\$26.956	\$25.488	\$25.161	\$27.111	\$310.658
Fuel	10.651	8.718	9.322	10.628	11.498	6.849	10.958	5.749	7.281	9.789	9.305	9.753	110.501
Insurance	5.994	5.994	5.750	3.749	5.760	5.694	5.788	5.788	5.788	5.788	5.945	5.947	67.988
Claims	14.278	14.278	14.278	14.278	14.278	14.278	14.278	14.278	14.278	14.278	14.278	14.278	171.333
Paratransit Service Contracts	33.650	31.949	33.130	35.726	38.640	34.086	34.392	34.763	33.991	35.117	33.704	33.096	412.244
Maintenance and Other Operating Contracts	23.732	19.354	34.691	24.525	27.759	46.403	34.165	33.446	35.984	31.457	31.516	37.673	380.706
Professional Services Contracts	9.491	17.147	23.471	18.504	19.385	11.920	20.512	15.588	17.569	21.662	18.453	22.821	216.522
Materials and Supplies	28.524	29.953	34.801	35.601	36.004	31.391	36.635	37.308	36.624	39.789	40.476	42.717	429.822
Other Business Expenses	8.401	6.470	7.804	7.969	6.964	1.678	7.081	7.112	7.404	6.970	7.009	7.176	82.039
Total Non-Labor Expenses	\$160.837	\$162.019	\$184.887	\$178.674	\$181.052	\$180.762	\$190.973	\$179.977	\$185.876	\$190.338	\$185.847	\$200.572	\$2,181.814
<u>Other Expense Adjustments:</u>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$809.411	\$775.280	\$859.733	\$808.753	\$848.331	\$803.848	\$850.609	\$840.132	\$826.394	\$853.121	\$862.365	\$880.975	\$10,018.952
Depreciation	\$150.053	\$150.053	\$151.305	\$150.404	\$151.526	\$112.862	\$157.153	\$158.337	\$159.521	\$160.705	\$161.888	\$164.255	\$1,828.062
OPEB Liability Adjustment	0.000	0.000	267.063	0.000	0.000	408.033	0.000	0.000	337.548	0.000	0.000	337.548	1,350.191
GASB 68 Pension Expense Adjustment	0.000	0.000	0.335	0.000	0.000	(1.526)	0.000	0.000	(5.380)	0.000	0.000	(298.963)	(305.534)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$959.464	\$925.333	\$1,278.436	\$959.158	\$999.857	\$1,323.216	\$1,007.762	\$998.469	\$1,318.082	\$1,013.826	\$1,024.254	\$1,083.814	\$12,891.671
Net Surplus/(Deficit)	(\$483.769)	(\$460.815)	(\$689.773)	(\$423.526)	(\$463.426)	(\$781.175)	(\$486.221)	(\$471.206)	(\$775.005)	(\$463.764)	(\$511.495)	(\$569.166)	(\$6,579.341)

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2018 Mid-Year Forecast
Cash Receipts and Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Receipts and Expenditures													
Receipts													
Farebox Revenue	\$374.222	\$330.929	\$382.722	\$361.976	\$402.321	\$354.721	\$375.898	\$379.365	\$362.123	\$400.720	\$369.791	\$364.245	\$4,459.034
Other Operating Revenue:													
Fare Reimbursement	0.000	0.000	0.000	0.000	6.313	4.848	4.848	4.848	4.848	4.848	4.848	4.848	40.250
Paratransit Reimbursement	37.505	3.425	38.311	4.082	4.583	3.251	41.969	3.251	3.251	41.969	3.251	3.251	188.099
Other	3.627	2.864	3.806	3.479	3.493	4.734	4.734	4.734	4.734	4.734	4.734	14.534	60.207
Other Operating Revenue	\$41.132	\$6.289	\$42.117	\$7.561	\$14.389	\$12.833	\$51.552	\$12.833	\$12.833	\$51.552	\$12.833	\$22.633	\$288.556
Capital and Other Reimbursements	96.899	95.587	88.582	89.511	153.003	165.529	149.937	132.192	165.248	133.635	138.964	143.227	1,552.313
Total Receipts	\$512.254	\$432.805	\$513.421	\$459.048	\$569.713	\$533.082	\$577.386	\$524.390	\$540.203	\$585.907	\$521.588	\$530.105	\$6,299.903
Expenditures													
Labor:													
Payroll	\$289.853	\$293.278	\$296.502	\$303.090	\$456.812	\$319.217	\$300.494	\$326.678	\$285.512	\$320.039	\$467.372	\$309.578	\$3,968.426
Overtime	65.710	66.390	80.157	70.642	79.951	5.343	58.492	58.474	57.572	59.662	57.311	58.900	718.604
Total Salaries and Wages	\$355.563	\$359.668	\$376.659	\$373.732	\$536.763	\$324.559	\$358.986	\$385.152	\$343.084	\$379.701	\$524.683	\$368.478	\$4,687.030
Health and Welfare	71.755	67.547	91.982	45.116	97.029	86.712	81.170	81.784	81.401	81.364	81.540	80.237	947.637
OPEB Current Payments	34.817	58.226	21.605	18.235	43.284	55.658	40.074	40.074	40.074	40.074	40.074	38.481	470.675
Pension	80.577	80.576	80.576	80.575	80.575	76.963	81.642	81.482	79.712	81.704	83.016	82.643	970.042
Other Fringe Benefits	42.906	38.375	40.591	42.608	42.099	49.064	37.711	41.123	37.304	37.530	52.755	34.109	496.176
Total Fringe Benefits	\$230.055	\$244.724	\$234.754	\$186.534	\$262.988	\$268.397	\$240.598	\$244.463	\$238.490	\$240.672	\$257.385	\$235.470	\$2,884.529
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$585.618	\$604.392	\$611.413	\$560.266	\$799.751	\$592.956	\$599.584	\$629.615	\$581.575	\$620.373	\$782.068	\$603.948	\$7,571.560
Non-Labor:													
Electric Power	\$23.643	\$26.254	\$26.257	\$29.440	\$21.553	\$25.686	\$27.164	\$25.946	\$26.956	\$25.488	\$25.161	\$27.111	\$310.658
Fuel	9.856	7.866	9.758	9.688	10.439	10.059	10.958	5.749	7.281	9.789	9.305	9.753	110.501
Insurance	26.727	0.000	3.183	13.032	0.105	8.403	4.233	0.000	0.000	11.883	0.000	0.090	67.659
Claims	9.566	11.862	13.271	8.576	17.589	9.893	9.893	9.893	9.893	9.893	9.893	9.893	130.117
Paratransit Service Contracts	34.359	33.043	35.638	29.808	38.567	33.586	35.072	34.763	33.491	35.117	33.704	33.096	410.244
Maintenance and Other Operating Contracts	8.269	18.272	30.362	29.364	34.679	56.403	43.912	33.446	35.984	31.457	31.516	46.603	400.268
Professional Services Contracts	9.491	14.678	23.471	16.655	19.385	15.571	17.512	15.588	17.569	18.662	18.453	22.821	209.854
Materials and Supplies	27.804	34.589	36.279	39.595	35.539	30.616	35.859	33.532	32.849	36.014	36.701	48.946	428.322
Other Business Expenses	8.882	6.629	7.323	8.510	7.454	0.488	7.081	7.112	7.404	6.970	7.009	7.176	82.039
Total Non-Labor Expenditures	\$158.598	\$153.193	\$185.542	\$184.667	\$185.310	\$190.705	\$191.685	\$166.029	\$171.428	\$185.274	\$171.742	\$205.490	\$2,149.663
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$744.216	\$757.586	\$796.955	\$744.933	\$985.061	\$783.661	\$791.269	\$795.645	\$753.003	\$805.646	\$953.810	\$809.438	\$9,721.223
Net Cash Balance	(\$231.962)	(\$324.781)	(\$283.534)	(\$285.885)	(\$415.348)	(\$250.578)	(\$213.883)	(\$271.254)	(\$212.800)	(\$219.739)	(\$432.222)	(\$279.333)	(\$3,421.320)

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2018 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Flow Adjustments													
Receipts													
Farebox Revenue	\$22.165	(\$4.068)	(\$3.181)	(\$5.165)	\$16.535	(\$26.086)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.200
Other Operating Revenue:													
Fare Reimbursement	(8.130)	(7.019)	(9.051)	(7.569)	(3.005)	(1.285)	(1.285)	(1.285)	(1.285)	(1.285)	(1.285)	(1.285)	(43.766)
Paratransit Reimbursement	21.857	(12.781)	22.432	(12.902)	(12.811)	(11.890)	26.828	(11.890)	(11.890)	26.828	(11.890)	(11.890)	0.000
Other	(8.056)	(8.616)	(7.395)	(9.565)	(13.246)	(9.698)	(9.698)	(9.698)	(9.698)	(9.698)	(9.698)	(0.123)	(105.192)
Other Operating Revenue	\$5.671	(\$28.415)	\$5.986	(\$30.036)	(\$29.063)	(\$22.873)	\$15.845	(\$22.873)	(\$22.873)	\$15.845	(\$22.873)	(\$13.298)	(\$148.958)
Capital and Other Reimbursements	8.723	0.771	(78.047)	(41.383)	45.810	40.000	40.000	20.000	20.000	20.000	31.702	28.755	136.331
Total Receipts	\$36.559	(\$31.712)	(\$75.242)	(\$76.584)	\$33.282	(\$8.959)	\$55.845	(\$2.873)	(\$2.873)	\$35.845	\$8.829	\$15.456	(\$12.427)
Expenditures													
Labor:													
Payroll	\$38.521	\$7.227	\$31.409	\$9.700	(\$118.375)	\$24.761	\$36.967	\$11.143	\$37.121	\$19.369	(\$114.197)	\$38.594	\$22.240
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Salaries and Wages	\$38.521	\$7.227	\$31.409	\$9.700	(\$118.375)	\$24.761	\$36.967	\$11.143	\$37.121	\$19.369	(\$114.197)	\$38.594	\$22.240
Health and Welfare	6.359	(18.329)	10.274	43.085	(34.261)	0.000	0.000	0.000	0.000	0.000	0.000	9.560	16.688
OPEB Current Payments	0.000	0.000	(0.194)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.194	0.000
Pension	0.016	0.006	0.017	0.013	0.012	0.000	0.000	0.000	0.000	0.000	0.000	(0.064)	0.000
Other Fringe Benefits	18.060	19.964	21.927	17.015	20.152	5.368	23.084	19.397	21.822	23.041	8.648	28.172	226.650
Total Fringe Benefits	\$24.435	\$1.641	\$32.024	\$60.113	(\$14.097)	\$5.368	\$23.084	\$19.397	\$21.822	\$23.041	\$8.648	\$37.862	\$243.338
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$62.956	\$8.868	\$63.433	\$69.813	(\$132.472)	\$30.130	\$60.051	\$30.540	\$58.943	\$42.410	(\$105.549)	\$76.455	\$265.578
Non-Labor:													
Electric Power	\$2.472	\$1.902	(\$4.617)	(\$1.745)	(\$0.789)	\$2.777	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.795	0.852	(0.436)	0.940	1.059	(3.210)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(20.733)	5.994	2.567	(9.283)	5.655	(2.709)	1.555	5.788	5.788	(6.095)	5.945	5.857	0.329
Claims	4.712	2.416	1.007	5.702	(3.311)	4.384	4.384	4.384	4.384	4.384	4.384	4.384	41.216
Paratransit Service Contracts	(0.709)	(1.094)	(2.508)	5.918	0.073	0.500	(0.680)	0.000	0.500	0.000	0.000	0.000	2.000
Maintenance and Other Operating Contracts	15.463	1.082	4.329	(4.839)	(6.920)	(10.000)	(9.747)	0.000	0.000	0.000	0.000	(8.930)	(19.562)
Professional Services Contracts	0.000	2.469	0.000	1.849	0.000	(3.650)	3.000	0.000	0.000	3.000	0.000	0.000	6.668
Materials and Supplies	0.720	(4.636)	(1.478)	(3.994)	0.465	0.775	0.775	3.775	3.775	3.775	3.775	(6.230)	1.500
Other Business Expenses	(0.481)	(0.159)	0.481	(0.541)	(0.490)	1.190	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$2.239	\$8.826	(\$0.655)	(\$5.993)	(\$4.258)	(\$9.942)	(\$0.712)	\$13.948	\$14.448	\$5.065	\$14.105	(\$4.918)	\$32.151
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$65.195	\$17.694	\$62.778	\$63.820	(\$136.730)	\$20.187	\$59.339	\$44.488	\$73.391	\$47.475	(\$91.445)	\$71.537	\$297.729
Total Cash Conversion before Non-Cash Liability Adjs.	\$101.754	(\$14.018)	(\$12.464)	(\$12.764)	(\$103.448)	\$11.228	\$115.184	\$41.614	\$70.517	\$83.320	(\$82.616)	\$86.993	\$285.302
Depreciation	\$150.053	\$150.053	\$151.305	\$150.404	\$151.526	\$112.862	\$157.153	\$158.337	\$159.521	\$160.705	\$161.888	\$164.255	\$1,828.062
OPEB Liability Adjustment	0.000	0.000	267.063	0.000	0.000	408.033	0.000	0.000	337.548	0.000	0.000	337.548	1,350.191
GASB 68 Pension Expense Adjustment	0.000	0.000	0.335	0.000	0.000	(1.526)	0.000	0.000	(5.380)	0.000	0.000	(298.963)	(305.534)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$251.807	\$136.035	\$406.239	\$137.641	\$48.078	\$530.596	\$272.338	\$199.951	\$562.206	\$244.025	\$79.272	\$289.833	\$3,158.021

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2018 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime Expenses
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<i>Non-Reimbursable Overtime</i>													
Scheduled Service	\$11.345	\$11.280	\$12.018	\$11.520	\$12.957	\$14.645	\$11.973	\$12.445	\$11.706	\$12.994	\$12.280	\$12.090	\$147.251
Unscheduled Service	14.092	12.356	12.146	15.882	20.095	(7.547)	11.450	11.447	11.171	11.691	11.212	10.896	134.889
Programmatic/Routine Maintenance	13.743	22.204	8.514	21.006	27.763	27.390	21.763	21.310	21.369	21.733	20.982	20.460	248.238
Unscheduled Maintenance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Vacancy/Absentee Coverage	1.611	6.269	8.634	3.098	2.918	(12.377)	1.703	1.703	1.703	1.703	1.703	1.703	20.370
Weather Emergencies	14.451	1.322	15.778	1.523	0.400	(6.457)	0.190	0.141	0.229	0.150	0.231	2.915	30.874
Safety/Security/Law Enforcement	0.246	0.281	0.301	0.244	0.223	0.410	0.286	0.287	0.287	0.287	0.287	0.287	3.426
Other	0.580	0.971	(0.997)	0.721	0.765	(3.155)	1.676	1.676	(5.518)	1.671	1.333	0.102	(0.176)
<i>NON-REIMBURSABLE OVERTIME</i>	\$56.067	\$54.684	\$56.394	\$53.994	\$65.121	\$12.910	\$49.041	\$49.008	\$40.946	\$50.229	\$48.027	\$48.452	\$584.873
<i>REIMBURSABLE OVERTIME</i>	\$9.642	\$11.706	\$23.763	\$16.648	\$14.831	(\$7.567)	\$9.451	\$9.466	\$16.626	\$9.433	\$9.284	\$10.448	\$133.732
TOTAL OVERTIME	\$65.710	\$66.390	\$80.157	\$70.642	\$79.951	\$5.343	\$58.492	\$58.474	\$57.572	\$59.662	\$57.311	\$58.900	\$718.604

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2018 Mid-Year Forecast
Ridership and Traffic Volume (Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Subway	134.641	127.340	144.064	141.973	150.254	145.436	138.088	139.223	136.792	153.981	142.129	137.788	1,691.707
Bus	45.323	44.687	49.761	48.619	51.833	48.478	46.603	46.491	46.748	52.806	47.769	44.897	574.015
Paratransit	0.677	0.681	0.739	0.807	0.844	0.729	0.709	0.724	0.684	0.739	0.703	0.683	8.717
Total Ridership	180.641	172.708	194.564	191.398	202.932	194.643	185.400	186.438	184.224	207.526	190.601	183.367	2,274.439
<u>FAREBOX REVENUE</u> <u>(Excluding fare media liability)</u>													
Subway	\$271.422	\$255.516	\$296.264	\$282.005	\$296.824	\$294.194	\$288.085	\$291.252	\$278.485	\$309.745	\$286.481	\$283.283	\$3,433.554
Bus	72.677	71.503	81.574	76.908	80.650	78.543	79.785	80.052	75.663	82.884	75.295	72.990	928.525
Paratransit	1.417	1.436	1.524	1.687	1.770	1.528	1.486	1.519	1.433	1.550	1.473	1.431	18.255
Total Farebox Revenue	\$345.515	\$328.455	\$379.361	\$360.599	\$379.244	\$374.265	\$369.356	\$372.823	\$355.582	\$394.179	\$363.250	\$357.704	\$4,380.334

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2018 Mid-Year Forecast
Non-Reimbursable - Reimbursable Positions By Function and Department
Full-Time Positions and Full-Time Equivalents

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	Act					Mid Year						
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	EOY
Administration:												
Office of the President	34	33	33	35	32	33	33	38	38	38	38	38
Law	290	290	289	291	295	320	320	320	320	320	320	320
Office of the EVP	44	43	43	42	43	36	36	36	36	36	36	36
Human Resources	254	259	258	256	257	252	252	252	252	252	252	252
Office of Management and Budget	40	41	41	41	40	42	43	43	43	43	43	43
Capital Planning and Budget	32	32	32	31	30	35	35	35	35	36	36	36
Corporate Communications	260	172	172	173	174	206	213	213	213	214	214	214
Non-Departmental	0	0	0	0	0	(24)	(24)	(24)	(24)	(24)	(24)	(24)
Labor Relations	87	88	88	87	86	100	100	100	100	100	100	100
Materiel	258	260	263	264	260	256	261	261	261	261	261	261
Controller	119	119	118	119	119	125	125	125	125	125	125	125
Total Administration	1,418	1,338	1,338	1,339	1,336	1,380	1,393	1,398	1,398	1,400	1,400	1,401
Operations:												
Subways Service Delivery	8,681	8,629	8,552	8,579	8,588	8,629	8,691	8,692	8,689	8,689	8,660	8,696
Subways Operations Support/Admin	472	474	480	480	479	444	444	444	444	444	444	411
Subways Stations	2,528	2,535	2,547	2,581	2,640	2,753	2,753	2,759	2,759	2,741	2,741	2,741
SubTotal Subways	11,681	11,638	11,579	11,640	11,707	11,826	11,888	11,895	11,892	11,874	11,845	11,848
Buses	10,904	10,915	10,926	10,938	11,026	11,057	11,015	11,030	11,130	11,093	11,093	11,046
Paratransit	203	204	203	202	202	213	213	213	213	213	213	213
Operations Planning	395	393	383	381	383	400	396	396	396	407	407	407
Revenue Control	541	626	626	624	624	649	643	643	643	643	643	643
Non-Departmental	0	0	0	0	0	0	0	0	0	0	0	0
Total Operations	23,724	23,776	23,717	23,785	23,942	24,144	24,155	24,177	24,274	24,230	24,201	24,157
Maintenance:												
Subways Operations Support/Admin	176	191	193	181	181	185	187	188	188	188	188	188
Subways Engineering	363	361	355	354	351	392	391	393	398	398	398	398
Subways Car Equipment	5,267	5,233	5,214	5,194	5,287	5,256	5,177	5,178	5,178	5,178	5,166	5,165
Subways Infrastructure	1,758	1,763	1,759	1,735	1,734	1,761	1,835	1,838	1,838	1,842	1,842	1,842
Subways Elevators & Escalators	405	403	408	433	434	482	482	482	482	482	482	482
Subways Stations	3,399	3,383	3,355	3,337	3,315	3,397	3,463	3,466	3,454	3,454	3,454	3,454
Subways Track	2,980	2,977	3,051	3,146	3,222	3,258	3,345	3,345	3,345	3,348	3,348	3,348
Subways Power	630	643	639	650	652	664	701	701	701	701	701	723
Subways Signals	1,594	1,595	1,589	1,590	1,604	1,637	1,647	1,649	1,649	1,650	1,651	1,652
Subways Electronic Maintenance	1,583	1,588	1,584	1,580	1,584	1,699	1,720	1,722	1,721	1,721	1,722	1,724
Subtotal Subways	18,155	18,135	18,146	18,200	18,363	18,731	18,948	18,962	18,954	18,962	18,952	18,976
Buses	3,654	3,652	3,635	3,621	3,631	3,664	3,663	3,663	3,659	3,662	3,662	3,660
Supply Logistics	571	566	566	563	570	571	597	597	597	597	597	597
System Safety	95	93	93	94	94	97	97	97	97	97	97	97
Non-Departmental	(1)	20	20	20	19	(140)	(140)	(140)	(140)	(140)	(140)	(89)
Total Maintenance	22,474	22,466	22,460	22,497	22,676	22,923	23,165	23,179	23,167	23,178	23,168	23,241
Engineering:												
Capital Program Management	1,422	1,423	1,418	1,414	1,411	1,418	1,418	1,418	1,438	1,438	1,438	1,438
Total Engineering/Capital	1,422	1,423	1,418	1,414	1,411	1,418	1,418	1,418	1,438	1,438	1,438	1,438
Public Safety:												
Security	646	649	644	643	645	645	642	642	642	644	644	644
Total Public Safety	646	649	644	643	645	645	642	642	642	644	644	644
Total Positions	49,684	49,652	49,575	49,678	50,010	50,510	50,773	50,814	50,919	50,890	50,851	50,881
NON_REIMB	45,006	44,887	44,840	44,554	45,073	44,968	45,158	45,199	45,280	45,245	45,270	45,257
REIMBURSABLE	4,678	4,766	4,735	5,124	4,936	5,542	5,615	5,615	5,639	5,645	5,581	5,624
Total Full-Time	49,461	49,412	49,337	49,440	49,772	50,311	50,577	50,618	50,723	50,694	50,655	50,684
Total Full-Time Equivalents	223	240	238	238	238	199	196	196	196	196	196	197

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MTA NEW YORK CITY TRANSIT
July Financial Plan - 2018 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	441	432	434	436	434	505	517	522	522	523	523	523
Professional/Technical/Clerical	953	882	879	879	878	839	840	840	840	841	841	842
Operational Hourlies	24	24	25	24	24	36	36	36	36	36	36	36
Total Administration Headcount	1,418	1,338	1,338	1,339	1,336	1,380	1,393	1,398	1,398	1,400	1,400	1,401
Operations												
Managers/Supervisors	2,786	2,771	2,781	2,777	2,770	2,875	2,870	2,873	2,881	2,886	2,886	2,851
Professional/Technical/Clerical	495	577	575	577	573	582	579	580	580	588	588	588
Operational Hourlies	20,443	20,428	20,360	20,431	20,599	20,688	20,706	20,724	20,813	20,756	20,727	20,718
Total Operations Headcount	23,724	23,776	23,717	23,785	23,942	24,144	24,155	24,177	24,274	24,230	24,201	24,157
Maintenance												
Managers/Supervisors	4,058	4,071	4,078	4,072	4,045	4,135	4,167	4,168	4,169	4,177	4,177	4,179
Professional/Technical/Clerical	1,070	1,068	1,066	1,060	1,056	1,142	1,141	1,153	1,156	1,159	1,159	1,155
Operational Hourlies	17,346	17,327	17,316	17,365	17,576	17,646	17,857	17,858	17,842	17,842	17,832	17,907
Total Maintenance Headcount	22,474	22,466	22,460	22,497	22,676	22,923	23,165	23,179	23,167	23,178	23,168	23,241
Engineering / Capital												
Managers/Supervisors	348	348	346	351	350	360	360	360	360	360	360	360
Professional/Technical/Clerical	1,072	1,073	1,070	1,061	1,059	1,056	1,056	1,056	1,076	1,076	1,076	1,076
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
Total Engineering Headcount	1,422	1,423	1,418	1,414	1,411	1,418	1,418	1,418	1,438	1,438	1,438	1,438
Public Safety												
Managers/Supervisors	270	267	265	269	273	268	265	265	265	264	264	264
Professional, Technical, Clerical	38	38	39	39	39	41	41	41	41	44	44	44
Operational Hourlies	338	344	340	335	333	336	336	336	336	336	336	336
Total Public Safety Headcount	646	649	644	643	645	645	642	642	642	644	644	644
Total Positions												
Managers/Supervisors	7,903	7,889	7,904	7,905	7,872	8,143	8,179	8,188	8,197	8,210	8,210	8,177
Professional, Technical, Clerical	3,628	3,639	3,628	3,617	3,604	3,659	3,656	3,669	3,692	3,707	3,707	3,705
Operational Hourlies	38,153	38,125	38,043	38,156	38,534	38,708	38,937	38,956	39,029	38,972	38,933	38,999
Total Positions	49,684	49,652	49,575	49,678	50,010	50,510	50,773	50,814	50,919	50,890	50,851	50,881



Standard Follow-Up Report: SIR 2018 Mid-Year Forecast Monthly Allocation

Monthly allocation of MTA Staten Island Railway's 2018 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

Jaibala Patel
Chief Financial Officer

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2018 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Non-Reimbursable</u>													
Operating Revenue													
Farebox Revenue	\$0.545	\$0.517	\$0.577	\$0.568	\$0.613	\$0.608	\$0.594	\$0.620	\$0.582	\$0.656	\$0.594	\$0.527	\$7.001
Other Operating Revenue	0.224	0.142	0.365	0.202	0.340	0.168	0.168	0.168	0.168	0.168	0.168	0.168	2.448
Total Revenues	\$0.770	\$0.659	\$0.942	\$0.770	\$0.953	\$0.776	\$0.761	\$0.788	\$0.750	\$0.824	\$0.762	\$0.695	\$9.449
Operating Expenses													
<u>Labor:</u>													
Payroll	\$1.988	\$1.613	\$2.482	\$1.796	\$1.851	\$2.072	\$2.217	\$2.164	\$2.064	\$2.164	\$2.280	\$2.158	\$24.850
Overtime	0.499	0.270	0.653	0.280	0.232	0.015	0.029	0.035	0.102	0.101	0.077	0.077	2.371
Health and Welfare	0.203	0.263	0.433	0.662	0.425	0.647	0.647	0.647	0.647	0.647	0.647	0.647	6.518
OPEB Current Payments	0.146	0.241	0.175	0.307	0.156	0.223	0.223	0.223	0.223	0.223	0.223	0.223	2.589
Pension	0.582	0.582	0.582	0.582	0.582	0.599	0.599	0.599	0.599	0.599	0.599	0.599	7.100
Other Fringe Benefits	0.406	0.388	0.894	0.372	0.372	0.457	0.475	0.474	0.474	0.477	0.480	0.473	5.740
Reimbursable Overhead	(0.063)	(0.068)	(0.040)	(0.070)	(0.063)	(0.026)	(0.026)	(0.026)	(0.026)	(0.026)	(0.026)	(0.026)	(0.489)
Total Labor Expenses	\$3.762	\$3.289	\$5.179	\$3.929	\$3.556	\$3.987	\$4.164	\$4.116	\$4.082	\$4.185	\$4.280	\$4.151	\$48.679
<u>Non-Labor:</u>													
Electric Power	\$0.379	\$0.483	\$0.387	\$0.611	\$0.139	\$0.430	\$0.430	\$0.430	\$0.430	\$0.430	\$0.430	\$0.430	\$5.012
Fuel	0.049	(0.014)	0.045	0.014	0.038	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.236
Insurance	0.187	0.085	0.080	0.000	0.160	0.098	0.098	0.098	0.098	0.098	0.098	0.098	1.194
Claims	0.025	0.015	0.020	0.020	0.020	(0.002)	(0.002)	(0.002)	(0.002)	(0.002)	(0.002)	(0.002)	0.087
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.043	0.009	0.091	0.062	0.151	0.498	0.795	0.565	0.565	0.565	0.565	0.565	4.474
Professional Services Contracts	0.017	(0.009)	0.145	0.017	0.017	0.122	0.122	0.122	0.122	0.122	0.122	0.122	1.039
Materials and Supplies	0.137	0.096	0.222	0.146	0.301	0.130	0.147	0.147	0.277	0.277	0.277	0.277	2.432
Other Business Expenses	0.036	0.012	0.050	0.060	0.015	0.003	0.003	0.003	0.003	0.003	0.003	(0.157)	0.030
Total Non-Labor Expenses	\$0.872	\$0.677	\$1.040	\$0.930	\$0.840	\$1.294	\$1.607	\$1.377	\$1.507	\$1.507	\$1.507	\$1.347	\$14.504
<u>Other Expense Adjustments:</u>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$4.634	\$3.966	\$6.219	\$4.859	\$4.395	\$5.281	\$5.771	\$5.493	\$5.589	\$5.692	\$5.787	\$5.498	\$63.183
Depreciation	\$0.924	\$0.924	\$1.103	\$0.988	\$0.991	\$0.482	\$0.482	\$0.482	\$0.482	\$0.482	\$0.482	\$0.482	\$8.300
OPEB Liability Adjustment	0.000	0.000	1.854	0.000	0.000	1.882	0.000	0.000	1.882	0.000	0.000	1.882	7.500
GASB 68 Pension Expense Adjustment	0.000	0.000	(0.213)	0.000	0.000	0.271	0.000	0.000	0.271	0.000	0.000	0.271	0.600
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$5.558	\$4.890	\$8.963	\$5.847	\$5.386	\$7.915	\$6.253	\$5.975	\$8.223	\$6.173	\$6.268	\$8.133	\$79.583
Net Surplus/(Deficit)	(\$4.788)	(\$4.231)	(\$8.021)	(\$5.077)	(\$4.433)	(\$7.140)	(\$5.491)	(\$5.187)	(\$7.473)	(\$5.349)	(\$5.506)	(\$7.438)	(\$70.135)

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2018 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.154	0.159	0.527	0.169	0.144	0.117	0.122	0.126	0.121	0.126	0.121	0.124	2.010
Total Revenues	\$0.154	\$0.159	\$0.527	\$0.169	\$0.144	\$0.117	\$0.122	\$0.126	\$0.121	\$0.126	\$0.121	\$0.124	\$2.010
Operating Expenses													
Labor:													
Payroll	\$0.074	\$0.064	\$0.055	\$0.038	\$0.062	\$0.027	\$0.032	\$0.036	\$0.031	\$0.036	\$0.031	\$0.034	\$0.521
Overtime	0.010	0.022	0.008	0.050	0.018	0.127	0.127	0.127	0.127	0.127	0.127	0.127	1.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.063	0.068	0.040	0.070	0.062	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.489
Total Labor Expenses	\$0.149	\$0.155	\$0.103	\$0.158	\$0.143	\$0.180	\$0.186	\$0.189	\$0.185	\$0.189	\$0.185	\$0.188	\$2.010
Non-Labor:													
Electric Power	\$0.002	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.011	0.001	(0.002)	(0.002)	(0.002)	(0.002)	(0.002)	(0.002)	(0.002)	0.000
Materials and Supplies	0.003	0.004	0.424	0.000	0.000	(0.062)	(0.062)	(0.062)	(0.062)	(0.062)	(0.062)	(0.062)	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.005	\$0.004	\$0.424	\$0.011	\$0.001	(\$0.063)	(\$0.063)	(\$0.063)	(\$0.063)	(\$0.063)	(\$0.063)	(\$0.063)	\$0.000
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$0.154	\$0.159	\$0.527	\$0.169	\$0.144	\$0.117	\$0.122	\$0.126	\$0.121	\$0.126	\$0.121	\$0.124	\$2.010
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2018 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Non-Reimbursable / Reimbursable</u>													
Operating Revenue													
Farebox Revenue	\$0.545	\$0.517	\$0.577	\$0.568	\$0.613	\$0.608	\$0.594	\$0.620	\$0.582	\$0.656	\$0.594	\$0.527	\$7.001
Other Operating Revenue	0.224	0.142	0.365	0.202	0.340	0.168	0.168	0.168	0.168	0.168	0.168	0.168	2.448
Capital and Other Reimbursements	0.154	0.159	0.527	0.169	0.144	0.117	0.122	0.126	0.121	0.126	0.121	0.124	2.010
Total Revenues	\$0.923	\$0.818	\$1.469	\$0.939	\$1.097	\$0.893	\$0.883	\$0.913	\$0.871	\$0.949	\$0.883	\$0.819	\$11.458
Operating Expenses													
<u>Labor:</u>													
Payroll	\$2.062	\$1.677	\$2.536	\$1.834	\$1.913	\$2.099	\$2.250	\$2.200	\$2.095	\$2.200	\$2.312	\$2.192	\$25.371
Overtime	0.510	0.293	0.662	0.330	0.250	0.142	0.156	0.162	0.229	0.229	0.205	0.205	3.371
Health and Welfare	0.203	0.263	0.433	0.662	0.425	0.647	0.647	0.647	0.647	0.647	0.647	0.647	6.518
OPEB Current Payments	0.147	0.241	0.175	0.307	0.157	0.223	0.223	0.223	0.223	0.223	0.223	0.223	2.589
Pension	0.582	0.582	0.582	0.582	0.582	0.599	0.599	0.599	0.599	0.599	0.599	0.599	7.100
Other Fringe Benefits	0.406	0.388	0.894	0.372	0.372	0.457	0.475	0.474	0.474	0.477	0.480	0.473	5.740
Reimbursable Overhead	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$3.911	\$3.444	\$5.283	\$4.087	\$3.699	\$4.167	\$4.349	\$4.305	\$4.267	\$4.374	\$4.465	\$4.339	\$50.689
<u>Non-Labor:</u>													
Electric Power	\$0.381	\$0.483	\$0.387	\$0.611	\$0.139	\$0.430	\$0.430	\$0.430	\$0.430	\$0.430	\$0.430	\$0.430	\$5.012
Fuel	0.049	(0.014)	0.045	0.014	0.038	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.236
Insurance	0.187	0.085	0.080	0.000	0.160	0.098	0.098	0.098	0.098	0.098	0.098	0.098	1.194
Claims	0.025	0.015	0.020	0.020	0.020	(0.002)	(0.002)	(0.002)	(0.002)	(0.002)	(0.002)	(0.002)	0.087
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.043	0.009	0.091	0.062	0.151	0.498	0.795	0.565	0.565	0.565	0.565	0.565	4.474
Professional Services Contracts	0.017	(0.009)	0.145	0.028	0.017	0.120	0.120	0.120	0.120	0.120	0.120	0.120	1.039
Materials and Supplies	0.140	0.100	0.645	0.146	0.301	0.069	0.085	0.085	0.215	0.215	0.215	0.215	2.432
Other Business Expenses	0.036	0.012	0.050	0.060	0.015	0.003	0.003	0.003	0.003	0.003	0.003	(0.157)	0.030
Total Non-Labor Expenses	\$0.877	\$0.681	\$1.463	\$0.941	\$0.840	\$1.231	\$1.544	\$1.314	\$1.443	\$1.443	\$1.443	\$1.284	\$14.504
<u>Other Expense Adjustments:</u>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$4.788	\$4.125	\$6.746	\$5.028	\$4.539	\$5.398	\$5.893	\$5.619	\$5.710	\$5.817	\$5.908	\$5.622	\$65.193
Depreciation	\$0.924	\$0.924	\$1.103	\$0.988	\$0.991	\$0.482	\$0.482	\$0.482	\$0.482	\$0.482	\$0.482	\$0.482	\$8.300
OPEB Liability Adjustment	0.000	0.000	1.854	0.000	0.000	1.882	0.000	0.000	1.882	0.000	0.000	1.882	7.500
GASB 68 Pension Expense Adjustment	0.000	0.000	(0.213)	0.000	0.000	0.271	0.000	0.000	0.271	0.000	0.000	0.271	0.600
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$5.712	\$5.049	\$9.490	\$6.016	\$5.530	\$8.032	\$6.375	\$6.100	\$8.344	\$6.299	\$6.390	\$8.257	\$81.593
Net Surplus/(Deficit)	(\$4.788)	(\$4.231)	(\$8.021)	(\$5.077)	(\$4.433)	(\$7.140)	(\$5.491)	(\$5.187)	(\$7.473)	(\$5.349)	(\$5.506)	(\$7.438)	(\$70.135)

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2018 Mid-Year Forecast
Cash Receipts and Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Receipts and Expenditures													
Receipts													
Farebox Revenue	\$0.546	\$0.555	\$0.509	\$0.590	\$0.563	\$0.608	\$0.594	\$0.620	\$0.582	\$0.656	\$0.594	\$0.584	\$7.001
Other Operating Revenue	0.002	0.000	0.184	0.051	0.138	0.168	0.168	0.168	0.168	0.168	0.168	1.067	2.448
Capital and Other Reimbursements	0.484	0.011	0.000	0.612	0.106	0.405	0.410	0.414	0.409	0.414	0.410	0.352	4.027
Total Receipts	\$1.033	\$0.566	\$0.693	\$1.252	\$0.807	\$1.181	\$1.172	\$1.201	\$1.159	\$1.238	\$1.172	\$2.003	\$13.475
Expenditures													
Labor:													
Payroll	\$2.524	\$1.848	\$2.089	\$1.928	\$3.197	\$2.099	\$2.250	\$2.200	\$2.095	\$2.200	\$2.312	\$0.631	\$25.373
Overtime	0.414	0.298	0.732	0.299	0.210	0.142	0.156	0.162	0.229	0.229	0.204	0.296	3.371
Health and Welfare	1.013	0.027	0.010	0.010	0.789	0.649	0.647	0.647	0.647	0.647	0.647	0.782	6.518
OPEB Current Payments	0.047	0.134	0.094	0.062	0.085	0.223	0.223	0.223	0.223	0.223	0.223	0.829	2.589
Pension	0.582	0.582	0.582	0.582	0.582	0.599	0.599	0.599	0.599	0.599	0.599	0.599	7.100
Other Fringe Benefits	0.330	0.197	0.345	0.199	0.375	0.243	0.260	0.259	0.259	0.262	0.265	1.244	4.240
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$4.911	\$3.086	\$3.853	\$3.081	\$5.237	\$3.955	\$4.135	\$4.090	\$4.052	\$4.160	\$4.250	\$4.381	\$49.191
Non-Labor:													
Electric Power	\$0.379	\$0.429	\$0.408	\$0.509	\$0.323	\$0.423	\$0.423	\$0.423	\$0.423	\$0.423	\$0.423	\$0.424	\$5.012
Fuel	0.013	0.017	0.017	0.007	0.025	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.380
Insurance	0.000	0.000	0.000	0.000	0.000	0.074	0.074	0.074	0.074	0.074	0.074	0.074	0.517
Claims	0.005	0.001	0.000	0.000	0.000	0.012	0.012	0.012	0.012	0.012	0.012	0.012	0.087
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.610	0.029	0.147	0.061	3.215	0.498	0.795	0.565	0.565	0.565	0.565	(3.141)	4.474
Professional Services Contracts	0.031	0.044	0.055	0.009	0.028	0.120	0.120	0.120	0.120	0.120	0.120	0.150	1.039
Materials and Supplies	1.252	0.068	0.090	0.365	0.110	0.069	0.085	0.085	0.215	0.215	0.215	2.687	5.457
Other Business Expenses	0.014	0.008	0.009	0.007	0.016	0.003	0.003	0.003	0.003	0.003	0.003	(0.038)	0.030
Total Non-Labor Expenditures	\$2.304	\$0.595	\$0.727	\$0.958	\$3.718	\$1.242	\$1.555	\$1.325	\$1.454	\$1.454	\$1.454	\$0.210	\$16.996
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$7.215	\$3.681	\$4.580	\$4.039	\$8.955	\$5.196	\$5.690	\$5.415	\$5.506	\$5.614	\$5.705	\$4.591	\$66.187
Net Cash Balance	(\$6.182)	(\$3.115)	(\$3.887)	(\$2.787)	(\$8.148)	(\$4.015)	(\$4.518)	(\$4.214)	(\$4.347)	(\$4.376)	(\$4.533)	(\$2.588)	(\$52.712)

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2018 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Flow Adjustments													
Receipts													
Farebox Revenue	\$0.001	\$0.039	(\$0.068)	\$0.021	(\$0.050)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.057	\$0.000
Other Operating Revenue	(0.222)	(0.142)	(0.181)	(0.151)	(0.202)	0.000	0.000	0.000	0.000	0.000	0.000	0.899	0.000
Capital and Other Reimbursements	0.330	(0.148)	(0.527)	0.443	(0.038)	0.288	0.288	0.288	0.288	0.288	0.288	0.228	2.017
Total Receipts	\$0.109	(\$0.252)	(\$0.777)	\$0.314	(\$0.290)	\$0.288	\$0.288	\$0.288	\$0.288	\$0.288	\$0.288	\$1.184	\$2.017
Expenditures													
Labor:													
Payroll	(\$0.462)	(\$0.170)	\$0.447	(\$0.094)	(\$1.284)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.561	(\$0.002)
Overtime	0.095	(0.005)	(0.071)	0.030	0.040	0.000	0.000	0.000	0.000	0.000	0.000	(0.091)	0.000
Health and Welfare	(0.810)	0.236	0.423	0.652	(0.364)	(0.002)	0.000	0.000	0.000	0.000	0.000	(0.135)	0.000
OPEB Current Payments	0.100	0.107	0.082	0.245	0.072	0.000	0.000	0.000	0.000	0.000	0.000	(0.606)	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.076	0.191	0.548	0.173	(0.002)	0.214	0.214	0.214	0.214	0.214	0.214	(0.771)	1.500
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$1.001)	\$0.358	\$1.430	\$1.006	(\$1.538)	\$0.212	\$0.214	\$0.214	\$0.214	\$0.214	\$0.214	(\$0.042)	\$1.498
Non-Labor:													
Electric Power	\$0.002	\$0.054	(\$0.021)	\$0.103	(\$0.184)	\$0.007	\$0.007	\$0.007	\$0.007	\$0.007	\$0.007	\$0.007	\$0.000
Fuel	0.036	(0.031)	0.028	0.007	0.013	(0.028)	(0.028)	(0.028)	(0.028)	(0.028)	(0.028)	(0.028)	(0.144)
Insurance	0.187	0.085	0.080	0.000	0.160	0.024	0.024	0.024	0.024	0.024	0.024	0.023	0.677
Claims	0.020	0.014	0.020	0.020	0.020	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	(0.014)	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.567)	(0.020)	(0.056)	0.001	(3.064)	0.000	0.000	0.000	0.000	0.000	0.000	3.706	0.000
Professional Services Contracts	(0.014)	(0.053)	0.090	0.018	(0.011)	0.000	0.000	0.000	0.000	0.000	0.000	(0.030)	0.000
Materials and Supplies	(1.112)	0.032	0.555	(0.219)	0.191	0.000	0.000	0.000	0.000	0.000	0.000	(2.472)	(3.025)
Other Business Expenses	0.022	0.004	0.040	0.053	(0.002)	0.000	0.000	0.000	0.000	0.000	0.000	(0.119)	0.000
Total Non-Labor Expenditures	(\$1.427)	\$0.085	\$0.736	(\$0.017)	(\$2.877)	(\$0.011)	(\$0.011)	(\$0.011)	(\$0.011)	(\$0.011)	(\$0.011)	\$1.073	(\$2.492)
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	(\$2.427)	\$0.444	\$2.166	\$0.989	(\$4.416)	\$0.201	\$0.203	\$0.203	\$0.203	\$0.203	\$0.203	\$1.031	(\$0.994)
Total Cash Conversion before Non-Cash Liability Adjs.	(\$2.318)	\$0.192	\$1.390	\$1.303	(\$4.706)	\$0.490	\$0.492	\$0.492	\$0.492	\$0.492	\$0.492	\$2.215	\$1.023
Depreciation	\$0.924	\$0.924	\$1.103	\$0.988	\$0.991	\$0.482	\$0.482	\$0.482	\$0.482	\$0.482	\$0.482	\$0.482	\$8.300
OPEB Liability Adjustment	0.000	0.000	1.854	0.000	0.000	1.882	0.000	0.000	1.882	0.000	0.000	1.882	7.500
GASB 68 Pension Expense Adjustment	0.000	0.000	(0.213)	0.000	0.000	0.271	0.000	0.000	0.271	0.000	0.000	0.271	0.600
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	(\$1.394)	\$1.116	\$4.133	\$2.290	(\$3.715)	\$3.124	\$0.973	\$0.973	\$3.126	\$0.973	\$0.973	\$4.849	\$17.423

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2018 Mid-Year Forecast
Ridership and Traffic Volume (Utilization)
(in millions)

RIDERSHIP

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Fixed Route	0.390	0.344	0.385	0.378	0.420	0.393	0.344	0.354	0.382	0.456	0.408	0.371	4.626
Total Ridership	0.390	0.344	0.385	0.378	0.420	0.393	0.344	0.354	0.382	0.456	0.408	0.371	4.626

FAREBOX REVENUE

Fixed Route Farebox Revenue	\$0.545	\$0.517	\$0.577	\$0.568	\$0.613	\$0.608	\$0.594	\$0.620	\$0.582	\$0.656	\$0.594	\$0.527	\$7.001
Total Farebox Revenue	\$0.545	\$0.517	\$0.577	\$0.568	\$0.613	\$0.608	\$0.594	\$0.620	\$0.582	\$0.656	\$0.594	\$0.527	\$7.001

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2018 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	16	15	15	14	14	16	16	16	16	16	16	16
Professional/Technical/Clerical	13	13	13	12	12	12	12	12	12	12	12	12
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration Headcount	29	28	28	26	26	28	28	28	28	28	28	28
Operations												
Managers/Supervisors	5	5	5	5	5	9	9	9	9	9	9	9
Professional/Technical/Clerical	1	1	1	1	1	3	3	3	3	3	3	3
Operational Hourlies	102	101	101	101	102	99	99	99	99	99	99	99
Total Operations Headcount	108	107	107	107	108	111	111	111	111	111	111	111
Maintenance												
Managers/Supervisors	18	18	18	19	20	16	16	16	16	16	16	16
Professional/Technical/Clerical	6	6	6	6	6	6	6	6	6	6	6	6
Operational Hourlies	161	159	158	164	164	167	167	167	167	167	167	167
Total Maintenance Headcount	185	183	182	189	190	189	189	189	189	189	189	189
Engineering / Capital												
Managers/Supervisors	3	3	3	3	3	3	3	3	3	3	3	3
Professional/Technical/Clerical	0	0	0	0	0	2	2	2	2	2	2	2
Operational Hourlies	6	6	6	6	6	9	9	9	9	9	9	9
Total Engineering Headcount	9	9	9	9	9	14	14	14	14	14	14	14
Public Safety												
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0	0	0	0	0	0	0
Total Positions												
Managers/Supervisors	42	41	41	41	42	44	44	44	44	44	44	44
Professional, Technical, Clerical	20	20	20	19	19	23	23	23	23	23	23	23
Operational Hourlies	269	266	265	271	272	275	275	275	275	275	275	275
Total Positions	331	327	326	331	333	342	342	342	342	342	342	342



Standard Follow-Up Report: MTA Bus Company 2018 Mid-Year Forecast Monthly Allocation

Monthly allocation of MTA Bus Company's 2018 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

Darryl C. Irick

President MTA Bus Company

Senior Vice President, NYCT Department of Buses

MTA BUS COMPANY
July Financial Plan - 2018 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue													
Farebox Revenue	\$15.297	\$17.092	\$19.881	\$17.088	\$19.195	\$18.445	\$18.565	\$18.950	\$17.854	\$19.335	\$17.665	\$17.792	\$217.159
Other Operating Revenue	1.188	1.170	2.313	1.823	2.058	1.675	1.727	1.778	1.624	1.778	1.710	1.693	20.536
Total Revenues	\$16.485	\$18.261	\$22.194	\$18.911	\$21.252	\$20.120	\$20.292	\$20.728	\$19.478	\$21.113	\$19.375	\$19.484	\$237.695
Operating Expenses													
Labor:													
Payroll	\$25.741	\$22.426	\$23.240	\$23.187	\$24.402	\$23.462	\$24.180	\$24.898	\$22.743	\$24.898	\$23.940	\$23.701	\$286.819
Overtime	5.900	4.905	6.392	5.576	6.260	5.121	5.299	5.304	5.117	5.311	5.125	5.393	65.704
Health and Welfare	5.676	5.735	7.249	6.140	8.412	5.573	5.744	5.914	5.402	5.914	5.687	5.630	73.076
OPEB Current Payments	1.882	1.882	1.110	1.793	1.847	2.087	2.151	2.215	2.024	2.215	2.130	2.109	23.446
Pension	4.214	4.211	4.211	4.461	4.539	4.422	4.558	4.693	4.287	4.693	4.512	4.467	53.269
Other Fringe Benefits	4.960	5.387	4.891	5.505	5.458	6.230	6.421	6.611	6.039	6.611	6.357	6.293	70.764
Reimbursable Overhead	(0.129)	(0.168)	(0.241)	(0.226)	(0.199)	(0.005)	(0.006)	(0.006)	(0.005)	(0.006)	(0.006)	(0.006)	(1.002)
Total Labor Expenses	\$48.245	\$44.379	\$46.852	\$46.437	\$50.718	\$46.890	\$48.346	\$49.630	\$45.607	\$49.637	\$47.746	\$47.588	\$572.075
Non-Labor:													
Electric Power	\$0.157	\$0.157	\$0.185	\$0.207	\$0.136	\$0.175	\$0.181	\$0.186	\$0.170	\$0.186	\$0.179	\$0.177	\$2.096
Fuel	2.108	1.980	2.065	2.374	2.932	2.091	2.155	2.219	2.027	2.219	2.134	2.113	26.417
Insurance	0.478	0.478	0.478	0.478	0.476	0.497	0.512	0.527	0.482	0.527	0.507	0.501	5.940
Claims	5.000	5.000	5.000	5.000	5.000	4.912	5.063	5.213	4.762	5.213	5.013	4.963	60.139
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.163	1.776	3.146	2.289	1.566	4.812	4.960	5.107	4.665	5.107	4.911	4.763	45.266
Professional Services Contracts	1.865	2.122	3.319	1.403	2.820	2.966	3.057	3.148	2.876	3.148	3.027	3.057	32.808
Materials and Supplies	3.709	3.559	3.393	2.971	3.931	6.435	6.632	6.829	6.238	6.829	6.566	6.154	63.244
Other Business Expenses	0.192	0.241	0.371	0.322	0.293	0.504	0.519	0.535	0.489	0.535	0.514	0.508	5.024
Total Non-Labor Expenses	\$15.673	\$15.313	\$17.957	\$15.045	\$17.155	\$22.393	\$23.078	\$23.764	\$21.707	\$23.764	\$22.850	\$22.236	\$240.934
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$63.918	\$59.692	\$64.809	\$61.481	\$67.873	\$69.282	\$71.424	\$73.394	\$67.314	\$73.401	\$70.596	\$69.824	\$813.009
Depreciation	\$4.869	\$4.869	\$3.717	\$4.404	\$4.414	\$4.400	\$4.535	\$4.669	\$4.265	\$4.669	\$4.490	\$5.039	\$54.341
OPEB Liability Adjustment	6.915	6.915	5.200	5.200	5.200	9.887	10.189	10.492	9.584	10.492	10.088	9.988	100.150
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	6.473	6.671	6.869	6.275	6.869	6.605	6.539	46.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$75.702	\$71.476	\$73.727	\$71.085	\$77.487	\$90.042	\$92.819	\$95.424	\$87.438	\$95.431	\$91.779	\$91.389	\$1,013.800
Net Surplus/(Deficit)	(\$59.217)	(\$53.215)	(\$51.533)	(\$52.174)	(\$56.235)	(\$69.921)	(\$72.528)	(\$74.696)	(\$67.960)	(\$74.318)	(\$72.404)	(\$71.905)	(\$776.105)

MTA BUS COMPANY
July Financial Plan - 2018 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.341	0.444	0.637	0.596	0.526	0.478	0.492	0.507	0.463	0.507	0.487	0.482	5.960
Total Revenues	\$0.341	\$0.444	\$0.637	\$0.596	\$0.526	\$0.478	\$0.492	\$0.507	\$0.463	\$0.507	\$0.487	\$0.482	\$5.960
Operating Expenses													
Labor:													
Payroll	\$0.212	\$0.276	\$0.396	\$0.371	\$0.327	\$0.161	\$0.166	\$0.171	\$0.156	\$0.171	\$0.164	\$0.162	\$2.731
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.157	0.162	0.166	0.152	0.166	0.160	0.158	1.121
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.129	0.168	0.241	0.226	0.199	0.006	0.006	0.006	0.005	0.006	0.006	0.006	1.002
Total Labor Expenses	\$0.341	\$0.444	\$0.637	\$0.596	\$0.526	\$0.323	\$0.333	\$0.343	\$0.313	\$0.343	\$0.330	\$0.326	\$4.855
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.033	0.034	0.035	0.032	0.035	0.034	0.034	0.238
Professional Services Contracts	0.000	0.000	0.000	0.000	0.060	0.000	0.000	0.000	0.000	0.000	0.000	(0.060)	0.000
Materials and Supplies	0.000	0.000	0.000	0.010	0.003	0.121	0.125	0.129	0.117	0.129	0.124	0.109	0.867
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.010	\$0.063	\$0.154	\$0.159	\$0.164	\$0.150	\$0.164	\$0.158	\$0.083	\$1.105
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$0.341	\$0.444	\$0.637	\$0.607	\$0.589	\$0.478	\$0.492	\$0.507	\$0.463	\$0.507	\$0.487	\$0.409	\$5.960
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	(\$0.011)	(\$0.063)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.073	\$0.000

MTA BUS COMPANY
July Financial Plan - 2018 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Non-Reimbursable / Reimbursable</u>													
Operating Revenue													
Farebox Revenue	\$15.297	\$17.092	\$19.881	\$17.088	\$19.195	\$18.445	\$18.565	\$18.950	\$17.854	\$19.335	\$17.665	\$17.792	\$217.159
Other Operating Revenue	1.188	1.170	2.313	1.823	2.058	1.675	1.727	1.778	1.624	1.778	1.710	1.693	20.536
Capital and Other Reimbursements	0.341	0.444	0.637	0.596	0.526	0.478	0.492	0.507	0.463	0.507	0.487	0.482	5.960
Total Revenues	\$16.826	\$18.705	\$22.831	\$19.507	\$21.778	\$20.598	\$20.784	\$21.235	\$19.941	\$21.620	\$19.862	\$19.967	\$243.655
Operating Expenses													
<u>Labor:</u>													
Payroll	\$25.953	\$22.702	\$23.636	\$23.558	\$24.729	\$23.622	\$24.345	\$25.069	\$22.899	\$25.069	\$24.104	\$23.863	\$289.550
Overtime	5.900	4.905	6.392	5.576	6.260	5.121	5.299	5.304	5.117	5.311	5.125	5.393	65.704
Health and Welfare	5.676	5.735	7.249	6.140	8.412	5.730	5.905	6.081	5.554	6.081	5.847	5.788	74.197
OPEB Current Payments	1.882	1.882	1.110	1.793	1.847	2.087	2.151	2.215	2.024	2.215	2.130	2.109	23.446
Pension	4.214	4.211	4.211	4.461	4.539	4.422	4.558	4.693	4.287	4.693	4.512	4.467	53.269
Other Fringe Benefits	4.960	5.387	4.891	5.505	5.458	6.230	6.421	6.611	6.039	6.611	6.357	6.293	70.764
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$48.586	\$44.823	\$47.489	\$47.033	\$51.244	\$47.213	\$48.679	\$49.973	\$45.920	\$49.980	\$48.076	\$47.914	\$576.930
<u>Non-Labor:</u>													
Electric Power	\$0.157	\$0.157	\$0.185	\$0.207	\$0.136	\$0.175	\$0.181	\$0.186	\$0.170	\$0.186	\$0.179	\$0.177	\$2.096
Fuel	2.108	1.980	2.065	2.374	2.932	2.091	2.155	2.219	2.027	2.219	2.134	2.113	26.417
Insurance	0.478	0.478	0.478	0.478	0.476	0.497	0.512	0.527	0.482	0.527	0.507	0.501	5.940
Claims	5.000	5.000	5.000	5.000	5.000	4.912	5.063	5.213	4.762	5.213	5.013	4.963	60.139
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.163	1.776	3.146	2.289	1.566	4.846	4.994	5.142	4.697	5.142	4.945	4.797	45.504
Professional Services Contracts	1.865	2.122	3.319	1.403	2.880	2.966	3.057	3.148	2.876	3.148	3.027	2.998	32.808
Materials and Supplies	3.709	3.559	3.393	2.982	3.934	6.556	6.757	6.957	6.355	6.957	6.690	6.263	64.111
Other Business Expenses	0.192	0.241	0.371	0.322	0.293	0.504	0.519	0.535	0.489	0.535	0.514	0.508	5.024
Total Non-Labor Expenses	\$15.673	\$15.313	\$17.957	\$15.055	\$17.218	\$22.547	\$23.237	\$23.928	\$21.857	\$23.928	\$23.007	\$22.319	\$242.039
<u>Other Expense Adjustments:</u>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$64.259	\$60.136	\$65.446	\$62.088	\$68.462	\$69.760	\$71.917	\$73.900	\$67.777	\$73.907	\$71.083	\$70.233	\$818.969
Depreciation	\$4.869	\$4.869	\$3.717	\$4.404	\$4.414	\$4.400	\$4.535	\$4.669	\$4.265	\$4.669	\$4.490	\$5.039	\$54.341
OPEB Liability Adjustment	6.915	6.915	5.200	5.200	5.200	9.887	10.189	10.492	9.584	10.492	10.088	9.988	100.150
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	6.473	6.671	6.869	6.275	6.869	6.605	6.539	46.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$76.043	\$71.920	\$74.364	\$71.692	\$78.076	\$90.519	\$93.312	\$95.931	\$87.901	\$95.938	\$92.266	\$91.799	\$1,019.760
Net Surplus/(Deficit)	(\$59.217)	(\$53.215)	(\$51.533)	(\$52.185)	(\$56.297)	(\$69.921)	(\$72.528)	(\$74.696)	(\$67.960)	(\$74.317)	(\$72.404)	(\$71.832)	(\$776.105)

MTA BUS COMPANY
July Financial Plan - 2018 Mid-Year Forecast
Cash Receipts and Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Cash Receipts and Expenditures</u>													
Receipts													
Farebox Revenue	\$17.792	\$17.113	\$16.342	\$17.946	\$21.365	\$18.445	\$18.565	\$18.950	\$17.854	\$19.335	\$17.665	\$15.786	\$217.159
Other Operating Revenue	1.197	1.160	0.868	0.371	0.828	2.302	2.302	2.302	2.302	2.302	2.302	2.302	20.536
Capital and Other Reimbursements	0.354	0.334	0.450	0.633	0.698	0.796	0.796	0.796	0.796	0.796	0.796	0.796	8.042
Total Receipts	\$19.343	\$18.607	\$17.660	\$18.950	\$22.891	\$21.543	\$21.663	\$22.048	\$20.952	\$22.433	\$20.763	\$18.884	\$245.737
Expenditures													
<u>Labor:</u>													
Payroll	\$28.146	\$20.134	\$24.411	\$19.149	\$20.715	\$23.978	\$29.972	\$29.972	\$23.978	\$23.978	\$23.978	\$23.978	\$292.388
Overtime	5.900	4.905	6.392	5.576	6.260	5.121	5.299	5.304	5.117	5.311	5.125	5.394	65.704
Health and Welfare	9.909	2.377	6.573	6.581	8.955	5.625	5.625	5.625	5.625	5.625	5.625	5.625	73.769
OPEB Current Payments	1.882	1.882	1.770	1.793	1.847	2.039	2.039	2.039	2.039	2.039	2.039	2.039	23.446
Pension	4.214	4.211	4.211	4.211	4.539	4.530	4.530	4.530	4.530	4.530	4.530	4.530	53.095
Other Fringe Benefits	4.511	2.856	5.436	3.172	4.217	5.056	5.056	5.056	5.056	5.056	5.056	5.056	55.587
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.127	0.170	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.297)	0.000
Total Labor Expenditures	\$54.562	\$36.492	\$48.964	\$40.482	\$46.533	\$46.348	\$52.521	\$52.526	\$46.344	\$46.538	\$46.352	\$46.324	\$563.989
<u>Non-Labor:</u>													
Electric Power	\$0.157	\$0.157	\$0.185	\$0.206	\$0.136	\$0.175	\$0.181	\$0.186	\$0.170	\$0.186	\$0.179	\$0.177	\$2.096
Fuel	2.287	1.933	2.049	2.263	3.021	2.078	2.141	2.205	2.014	2.205	2.120	2.100	26.416
Insurance	0.000	0.000	0.000	0.000	0.000	0.831	0.856	0.881	0.805	0.881	0.848	0.838	5.940
Claims	2.447	2.716	1.265	1.058	0.980	2.452	2.527	2.602	2.377	2.602	2.502	2.477	26.004
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.427	4.524	2.123	3.294	2.840	5.703	5.878	6.052	5.528	6.052	5.819	5.762	58.004
Professional Services Contracts	1.367	2.499	1.580	1.803	2.593	4.609	4.750	4.891	4.468	4.891	4.703	4.657	42.808
Materials and Supplies	4.864	5.460	4.741	2.917	4.601	5.889	6.070	6.250	5.709	6.250	6.010	5.951	64.711
Other Business Expenses	0.262	0.246	0.342	0.275	0.409	0.488	0.503	0.518	0.473	0.518	0.498	0.491	5.023
Total Non-Labor Expenditures	\$15.811	\$17.535	\$12.286	\$11.816	\$14.580	\$22.224	\$22.905	\$23.585	\$21.544	\$23.585	\$22.678	\$22.452	\$231.002
<u>Other Expenditure Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$70.373	\$54.027	\$61.250	\$52.299	\$61.113	\$68.573	\$75.426	\$76.111	\$67.889	\$70.124	\$69.031	\$68.777	\$794.991
Net Cash Balance	(\$51.031)	(\$35.420)	(\$43.590)	(\$33.348)	(\$38.222)	(\$47.030)	(\$53.763)	(\$54.063)	(\$46.937)	(\$47.690)	(\$48.267)	(\$49.893)	(\$549.254)

MTA BUS COMPANY
July Financial Plan - 2018 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Flow Adjustments													
Receipts													
Farebox Revenue	\$2.495	\$0.021	(\$3.539)	\$0.858	\$2.170	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$2.006)	\$0.000
Other Operating Revenue	0.009	(0.010)	(1.445)	(1.452)	(1.230)	0.626	0.575	0.524	0.678	0.524	0.592	0.609	0.000
Capital and Other Reimbursements	0.013	(0.110)	(0.187)	0.037	0.172	0.319	0.304	0.289	0.333	0.289	0.309	0.314	2.082
Total Receipts	\$2.517	(\$0.098)	(\$5.171)	(\$0.557)	\$1.113	\$0.945	\$0.879	\$0.813	\$1.011	\$0.813	\$0.901	(\$1.083)	\$2.082
Expenditures													
Labor:													
Payroll	(\$2.193)	\$2.568	(\$0.775)	\$4.409	\$4.014	(\$0.355)	(\$5.627)	(\$4.903)	(\$1.078)	\$1.091	\$0.127	(\$0.114)	(\$2.838)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)	0.000
Health and Welfare	(4.233)	3.358	0.676	(0.441)	(0.543)	0.105	0.280	0.456	(0.070)	0.456	0.222	0.163	0.428
OPEB Current Payments	0.000	0.000	(0.660)	0.000	0.000	0.049	0.113	0.176	(0.015)	0.176	0.091	0.070	0.000
Pension	0.000	0.000	0.000	0.250	0.000	(0.108)	0.028	0.163	(0.243)	0.163	(0.017)	(0.063)	0.174
Other Fringe Benefits	0.449	2.531	(0.545)	2.333	1.241	1.174	1.364	1.555	0.983	1.555	1.301	1.237	15.177
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	(0.127)	(0.170)	(0.001)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.297	0.000
Total Labor Expenditures	(\$5.976)	\$8.331	(\$1.474)	\$6.551	\$4.711	\$0.864	(\$3.842)	(\$2.553)	(\$0.424)	\$3.441	\$1.723	\$1.590	\$12.941
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.001	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.179)	0.047	0.016	0.111	(0.089)	0.013	0.014	0.014	0.013	0.014	0.013	0.013	0.000
Insurance	0.478	0.478	0.478	0.478	0.476	(0.334)	(0.344)	(0.354)	(0.324)	(0.354)	(0.341)	(0.337)	0.000
Claims	2.553	2.284	3.735	3.942	4.020	2.461	2.536	2.611	2.385	2.611	2.511	2.486	34.135
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(2.264)	(2.748)	1.023	(1.005)	(1.274)	(0.857)	(0.884)	(0.910)	(0.831)	(0.910)	(0.875)	(0.964)	(12.500)
Professional Services Contracts	0.498	(0.377)	1.739	(0.400)	0.287	(1.642)	(1.693)	(1.743)	(1.592)	(1.743)	(1.676)	(1.659)	(10.000)
Materials and Supplies	(1.154)	(1.901)	(1.349)	0.065	(0.667)	0.666	0.687	0.707	0.646	0.707	0.680	0.312	(0.600)
Other Business Expenses	(0.070)	(0.005)	0.029	0.047	(0.116)	0.016	0.017	0.017	0.016	0.017	0.017	0.016	0.001
Total Non-Labor Expenditures	(\$0.138)	(\$2.222)	\$5.671	\$3.239	\$2.638	\$0.323	\$0.333	\$0.342	\$0.313	\$0.342	\$0.329	(\$0.133)	\$11.037
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	(\$6.114)	\$6.109	\$4.197	\$9.789	\$7.349	\$1.187	(\$3.509)	(\$2.211)	(\$0.111)	\$3.784	\$2.053	\$1.456	\$23.978
Total Cash Conversion before Non-Cash Liability Adjs.	(\$3.597)	\$6.011	(\$0.974)	\$9.232	\$8.462	\$2.132	(\$2.630)	(\$1.398)	\$0.899	\$4.597	\$2.953	\$0.373	\$26.060
Depreciation	\$4.869	\$4.869	\$3.717	\$4.404	\$4.414	\$4.400	\$4.535	\$4.669	\$4.265	\$4.669	\$4.490	\$5.039	\$54.340
OPEB Liability Adjustment	6.915	6.915	5.200	5.200	5.200	9.887	10.189	10.492	9.584	10.492	10.088	9.988	100.150
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	6.473	6.671	6.869	6.275	6.869	6.605	6.539	46.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$8.187	\$17.795	\$7.943	\$18.836	\$18.076	\$22.891	\$18.765	\$20.633	\$21.023	\$26.627	\$24.136	\$21.938	\$226.850

MTA BUS COMPANY
July Financial Plan - 2018 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime Expenses
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<i>Non-Reimbursable Overtime</i>													
Scheduled Service	\$2.462	\$2.084	\$2.400	\$2.163	\$2.447	\$2.201	\$2.273	\$2.278	\$2.197	\$2.277	\$2.204	\$2.271	\$27.256
Unscheduled Service	0.909	0.798	0.936	0.918	1.082	0.261	0.265	0.252	0.274	0.247	0.250	0.278	6.469
Programmatic/Routine Maintenance	1.389	1.158	1.628	1.414	1.649	0.854	0.886	0.885	0.855	0.888	0.855	0.884	13.345
Unscheduled Maintenance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Vacancy/Absentee Coverage	0.347	0.681	0.596	1.003	1.046	1.786	1.855	1.870	1.771	1.880	1.798	1.838	16.471
Weather Emergencies	0.753	0.158	0.798	0.049	0.003	(0.020)	(0.021)	(0.022)	(0.019)	(0.022)	(0.021)	0.081	1.718
Safety/Security/Law Enforcement	0.006	0.004	0.015	0.009	0.009	0.017	0.018	0.018	0.017	0.018	0.017	0.018	0.166
Other	0.035	0.022	0.018	0.019	0.025	0.022	0.023	0.023	0.022	0.023	0.022	0.023	0.279
<i>NON-REIMBURSABLE OVERTIME</i>	\$5.900	\$4.905	\$6.392	\$5.576	\$6.260	\$5.121	\$5.299	\$5.304	\$5.117	\$5.311	\$5.125	\$5.393	\$65.703
<i>REIMBURSABLE OVERTIME</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
TOTAL OVERTIME	\$5.900	\$4.905	\$6.392	\$5.576	\$6.260	\$5.121	\$5.299	\$5.304	\$5.117	\$5.311	\$5.125	\$5.393	\$65.703

MTA BUS COMPANY
July Financial Plan - 2018 Mid-Year Forecast
Ridership and Traffic Volume (Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Fixed Route	9.378	9.153	10.365	10.146	11.009	10.076	9.606	9.642	9.787	10.967	9.986	9.101	119.216
Total Ridership	9.378	9.153	10.365	10.146	11.009	10.076	9.606	9.642	9.787	10.967	9.986	9.101	119.216
<u>FAREBOX REVENUE</u>													
Fixed Route Farebox Revenue	\$15.297	\$17.092	\$19.881	\$17.088	\$19.195	\$18.445	\$18.565	\$18.950	\$17.854	\$19.335	\$17.665	\$17.792	\$217.159
Total Farebox Revenue	\$15.297	\$17.092	\$19.881	\$17.088	\$19.195	\$18.445	\$18.565	\$18.950	\$17.854	\$19.335	\$17.665	\$17.792	\$217.159

MTA BUS COMPANY
July Financial Plan - 2018 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	66	66	66	66	66	66	66	66	66	66	66	66
Professional/Technical/Clerical	76	76	76	76	76	76	76	76	77	77	77	77
Operational Hourlies	10	10	10	10	10	10	10	10	10	10	10	10
Total Administration Headcount	152	152	152	152	152	152	152	152	153	153	153	153
Operations												
Managers/Supervisors	306	306	306	306	306	306	306	306	307	307	307	307
Professional/Technical/Clerical	51	51	51	51	51	51	51	51	51	51	51	51
Operational Hourlies	2,212	2,212	2,212	2,212	2,212	2,212	2,212	2,212	2,205	2,205	2,205	2,205
Total Operations Headcount	2,569	2,569	2,569	2,569	2,569	2,569	2,569	2,569	2,563	2,563	2,563	2,563
Maintenance												
Managers/Supervisors	245	245	245	245	245	245	245	245	245	245	245	245
Professional/Technical/Clerical	33	33	33	33	33	33	33	33	33	33	33	33
Operational Hourlies	933	933	933	933	933	933	933	933	933	933	933	933
Total Maintenance Headcount	1,211	1,211	1,211	1,211	1,211	1,211	1,211	1,211	1,211	1,211	1,211	1,211
Engineering / Capital												
Managers/Supervisors	21	21	21	21	21	21	21	21	21	21	21	21
Professional/Technical/Clerical	16	16	16	16	16	16	16	16	16	16	16	16
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Engineering Headcount	37	37	37	37	37	37	37	37	37	37	37	37
Public Safety												
Managers/Supervisors	9	9	9	9	9	9	9	9	9	9	9	9
Professional, Technical, Clerical	6	6	6	6	6	6	6	6	6	6	6	6
Operational Hourlies	3	3	3	3	3	3	3	3	3	3	3	3
Total Public Safety Headcount	18	18	18	18	18	18	18	18	18	18	18	18
Total Positions												
Managers/Supervisors	647	647	647	647	647	647	647	647	648	648	648	648
Professional, Technical, Clerical	182	182	182	182	182	182	182	182	183	183	183	183
Operational Hourlies	3,158	3,158	3,158	3,158	3,158	3,158	3,158	3,158	3,151	3,151	3,151	3,151
Total Positions	3,987	3,987	3,987	3,987	3,987	3,987	3,987	3,987	3,982	3,982	3,982	3,982



New York City Transit

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