



Transit and Bus Committee Meeting

October 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



The reimagined 163 St-Amsterdam Av station reopened on September 27. The six-month renovation included structural and platform work, repairs to stairways and wall tiles, and installation of tactile warning strips. The station also has digital customer information screens, Countdown Clocks, Help Point intercoms, and security cameras, and includes the glass mosaic tile artwork of New York-based artist Firelei Báez.

New York City Transit and Bus Committee Meeting

2 Broadway - 20th Floor Conference Room

New York, NY 10004

Monday, 10/22/2018

10:00 - 11:30 AM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – JUNE 18, 2018

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3. COMMITTEE WORK PLAN

Committee Work Plan - Page 13

4. PRESIDENT'S REPORT

President's Commentary - Page 21

a. Customer Service Report

i. Subway Report

Subway Report - Page 23

ii. NYCT, MTA Bus Report

NYCT, MTA Bus Report - Page 54

iii. Paratransit Report

Paratransit Report - Page 78

iv. Accessibility Update

Accessibility Update - Page 92

v. Strategy and Customer Experience Report

Strategy Customer Experience - Page 94

b. Safety Report

Safety Report - Page 99

c. Crime Report

Crime Report - Page 103

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

Financial and Ridership Reports - Page 112

e. Capital Program Status Report

Capital Program Status Report - Page 164

5. PROCUREMENTS

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a. Expedited Change Order Procedure

Expedited Change Order Procedure - Page 176

b. NYCT October Procurement Staff Summary & Resolution

NYCT October Procurement Staff Summary and Resolution - Page 179

c. Non-Competitive

NYCT Non-Competitive Actions - Page 182

d. Competitive

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e. Ratifications (None)

6. SERVICE CHANGES

a. Subway Schedule Changes Effective April 2019

Subway Schedule Changes Effective April 2019 - Page 193

b. Winter 2019 Queens Bus Schedule Changes

Winter 2019 Queens Bus Schedule Changes - Page 203

7. STANDARD FOLLOW UP REPORTS

a. MetroCard Report

MetroCard Report - Page 207

b. MTA Homeless Outreach Report

Homeless Outreach Report - Page 212

8. OUTSTANDING BUSINESS (No Materials)

9. 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
September 24, 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. Scott Rechler
Hon. Polly Trottenberg
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, Senior Vice President, Safety and Security Department
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, Procurement & Supply Chain

Janno Lieber, MTA Chief Development Officer, MTA Capital Construction

I. Chairman Ferrer opened the meeting.

II. Public Speakers

Omar Vera thanked President Byford, Mr. Lieber, and their team for completing the Cortland Street Station ahead of schedule. He advocated for B41 Select Bus Service. He also advocated for Manhattan cross-town buses to be SBS.

Jason Pineiro advocated for more  trains on the eastern side of the Bronx.

Murray Bodin presented President Byford with an award on behalf of concerned grandparents.

Ruth Lowenkron, of New York Lawyers for Public Interest, expressed happiness with the Access a Ride (“AAR”) on Demand program and stated it should be offered to all disabled individuals.

Wendy Attwell spoke in support of the AAR on Demand program.

Kathleen Collins expressed support for the AAR on Demand program.

Vittorio Bugatti, of Express Bus Advocacy Group, expressed dissatisfaction with the service on the Express Buses. He asked Member Trottenberg to help enforce bus lanes.

Jean Ryan, of Disabled in Action, spoke in support of continued AAR on Demand service and suggested NYCT pay for tips for the drivers because otherwise, drivers may elect not to pick up AAR passengers. She further remarked that AAR vans are old and uncomfortable.

Michael Ring, of Disabled in Action, spoke in support of the AAR on Demand program, describing it as “life-changing.” He urged that NYCT stop penalizing users for losing MetroCards and stop requiring them to pay for replacement MetroCards with money orders.

Valerie Bruno, of Disabled in Action, spoke in support of the AAR on Demand program.

Robert Acevedo, of Disabled in Action, spoke in support of the AAR on Demand program and noted he was particularly appreciative of the phone number for assistance with the App.

Margarita Roberts spoke in support of the AAR on Demand program and urged that employees be more respectful of AAR customers.

Hilda Caba spoke in support of the AAR on Demand program.

Robert Weekes spoke in support of the AAR on Demand program and advocated for a yellow strip on the Seventh Avenue subway line.

Larita Bailon complained that she applied for AAR on Demand about six months ago and has not received a response. She also complained there are many no-shows with AAR.

Valerie Joseph, of Brooklyn Center for the Independence of the Disabled, expressed gratitude for the AAR on Demand program, noted its life transforming impact, and asked that the program be extended to all disabled riders.

Tucker Salovara expressed appreciation for the AAR on Demand program because it has enabled him to be more mobile.

Dmitry Lazarev expressed his happiness with the AAR on Demand program and stated it has enabled him to be more productive.

Debra Nussbaum-Cohen expressed dissatisfaction with the AAR program but support for AAR on Demand, noting that this e-hail program restores dignity to those with disabilities. She requested that the program be extended to all disabled riders.

Monica Bartley, of the Center for the Independence of the Disabled of New York, commended Chairman Lhota, President Byford, and his Accessibility Advisor, Alex Elegudin, for their steps taken, to date, on reforming AAR. She stated she regrets not enrolling in AAR on Demand and is currently on the wait list. She advocated for expansion of the program.

Manyon Lyons expressed appreciation for the AAR on Demand program.

Dorothy Zuniga expressed support for AAR on Demand and its expansion and noted her friend, a basic AAR user, had to leave the Committee meeting early because her car had arrived and she was afraid she would be left behind.

Kelly Irish stated she wished she were a part of the AAR on Demand program and expressed frustration with the basic AAR service, in particular, the rule that rides must be reserved by 5 pm the previous day.

Madeline DeAddio thanked NYCT for the AAR on Demand program and stated it enabled her to get to the hospital to be with her dying father.

Victor Andrews thanked NYCT for the AAR on Demand program.

Ellyn Shannon, of the New York City Transit Riders' Council, stated the Subway Action Plan, which was implemented in 2017 to be a short-term intensive repair operation, needs to be expanded into Fast Forward, with a long term funding solution supporting system modernization.

Neil Landwehr expressed dissatisfaction with the new Staten Island Bus Plan and opined the old system, with charter buses, was better. He also opined that the Staten Island Railway service needs improvement.

Mary Conner expressed happiness with AAR on Demand and requested that the program continue.

Dustin Jones, of the Center for Independence of the Disabled in New York, spoke favorably about AAR on Demand and stated it should be offered to all AAR users. He further stated AAR on Demand will assist unemployed people with disabilities in getting back to work.

Alfonso McFadden, an instructor at Vision Services for the Blind and Vice President at the New York Association for Blind Athletes, thanked NYCT for enabling him to be more active. He noted there is a wait-list for AAR on Demand and asked that people who are enrolled in the program but not using it be replaced with wait-listed individuals.

Joe Rappaport, of Brooklyn Center for Independence of the Disabled in New York, commended NYCT for AAR on Demand and advocated for its expansion.

Genise Forbes expressed appreciation for AAR on Demand, calling it life-changing.

Jessica DeLarosa stated AAR on Demand is a “life-saver” and noted it took her friend, who was not as fortunate to be in the program, three hours to get to the Committee Meeting.

Antwon Gabriel expressed support for AAR on Demand and asked that the program be continued.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the minutes of the July 23, 2018 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company.

There was one change to the Work Plan. Tim Mulligan, Executive Vice President, noted the EEO and Diversity Report is being moved to October to coincide with the Diversity Committee meeting.

IV. Agenda Items

President Byford delivered the President’s Report.

Member Weisbrod inquired how much the Fast Forward program is going to cost over the next 5, 10, and 15 years. President Byford responded NYCT has prepared cost estimates and members of the Board will be briefed on this matter in the near future.

A. Customer Service Operations Report

President Byford, Sally Librera, SVP of Subways, and Sarah Meyer, Chief Customer Officer, delivered the Subway Action Plan Report.

Member Trottenberg inquired about the availability of hard copies of the Report. President Byford responded that hard copies will be distributed shortly.

Member Albert asked SVP Librera to confirm whether in areas where the Subway Action Plan (“SAP”) has been enacted, there have been demonstrable improvements in operations and reductions in major incidents. Ms. Librera responded NYCT has made a dramatic change to a long and persistent decline in performance. Progress has been made. There are still major incidents, but major incidents are no longer increasing.

Member Albert inquired whether signage has been placed in the stations explaining the work that is being done and the anticipated benefits. Ms. Librera and Sarah Meyer, Chief Customer Officer, responded that this is a work in progress.

Member Jones noted a change from categorizing delays as “overcrowding” to “operating environment”. He stated the category change does not seem to provide any more detail regarding the root causes of delays. He inquired whether more details were possible. SVP Librera responded that the “operating environment” category is not solely attributable to overcrowding. “Operating environment” delays occur when a train operator arrives at his/her terminal more than five minutes late and there is no specific incident attributable to the delay. NYCT has merged its delay data collection systems and a team is now in place to analyze the causes of “operating environment” delays.

Member Weisbrod inquired whether, given the marginal improvements from the SAP and the introduction of Fast Forward, other than finishing of welded rail work, the SAP will morph into the Fast Forward program. SVP Librera responded the SAP is still in effect. NYCT is still working to be proactive with defect elimination and is focused with respect to reliability based efforts, i.e., addressing the most problematic switches and stops. The SAP will continue and grow moving forward.

Member Weisbrod inquired when countdown clocks will be installed at the four Second Avenue stations that do not yet have them. Janno Lieber, MTA Chief Development Officer, MTA Capital Construction, stated there is one operational countdown clock at the Third Avenue end of the 63rd Street Station. There are 85 existing three color displays which will soon be available for conversion to countdown clocks. A virus infected all of the servers for the Second Avenue subway clocks. The virus will be fixed by the end of this month. After that, the conversion to countdown clocks can take place. There are also currently ten kiosks that display train arrival information.

President Byford stated the SAP is a living thing. NYCT is adding to it. For example, seventy stations were identified as not having public address systems. That is now being addressed.

Member Weisbrod inquired as to the ultimate goal of the SAP, in terms of delay incidents, noting six years ago there were 30,000 incidents per month recorded, and currently, there are 60,000 incidents per month. President Byford responded that ideally, there should not be any delays, but there will always be some delays in such a large system. A delay-free journey should be the norm. President Byford stated that he suspected, in light of improved methods of data capture, that the old 30,000 figure was actually higher. He reiterated the importance of NYCT replacing old technology.

Member Weisbrod stated the “operating environment” category seems to indicate NYCT does not know a lot about 40% of the delays. He inquired whether the 40% number is expected to decline significantly. President Byford responded the first step is to properly categorize problems so that the appropriate remedies can be applied. He stated the “operating environment” category is a target area of golden opportunity where improvements can – and are being – made. President Byford noted he has set a goal of 10,000 fewer delays per month. He stated if and when that goal is reached, NYCT will target greater reductions in incidents per month.

SVP Librera stated that as NYCT better understands the root causes of the “operating environment” statistic, it will be better able to attribute some “operating environment” problems to other parent causes. Further, the Subways Department has been working to minimize delays of any nature, including of just a few seconds, because every small improvement will make a difference. Ms. Librera reiterated NYCT is focused on the 10,000 reduction goal, and anticipates improvement in the “operating environment” statistic.

Member Rechler analogized the subway system to being in cardiac arrest. NYCT is taking every step possible to prolong function; however, what is needed is a heart transplant (full modernization). He stated the Board must be supportive in procuring the financing to make that happen. He opined that without full modernization, NYCT will likely not see meaningful improvement because as things get fixed, other parts of the aging system will likely fail.

President Byford agreed NYCT is working as hard as possible to enhance system stability, but in order for things to be vastly improved, a whole scale modernization, as called for by the Fast Forward plan, is required.

Member Jones noted when hearings begin in December regarding a fare increase, he anticipates people will be opposed and will claim there has not been enough improvement in service to justify an increase. He noted the importance of Board Member attendance at the hearings and the need to be prepared with a good offensive strategy.

Ms. Librera delivered the Subway Report.

Member Albert noted poor statistics with the R68 fleet and inquired about the cause. Ms. Librera responded she would look into it.

Member Greenberg stated he anticipates improvements in performance statistics. He noted the 7 should have CBTC soon, and that will be significant.

Member Albert inquired how the new customer journey time metric is calculated. Ms. Librera explained that journey time is calculated through modeling. Peter Cafiero, Chief, Operations Planning, added that journey time metrics look at the next Metrocard swipe, which provides information as to where someone exited the system. President Byford added that NYCT's customer journey metric is a proven technique that has been used by other agencies, such as Transport for London, for years. NYCT looks at the delta between what it should have taken for a trip and what it actually took.

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.

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

Member Weisbrod asked Ms. Meyer how her role differed from Ms. Prato's role. Ms. Meyer responded she is the customer advocate and Ms. Prato is the employee advocate.

Robert Diehl, Senior Vice President, Safety and Security Department, delivered the Safety Report.

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

Member Weisbrod inquired about the increase in grand larcenies. Chief Delatorre responded that during August, there was an increase in plain clothes officers on the trains to deal with transient groups of pickpockets. On August 28th, a group of traveling Chilean pickpockets was arrested. On September 18th, a Colombian pickpocket group was arrested. On September 15th, a repeat pickpocket with more than sixty prior arrests was arrested. After these people were arrested, there was a sharp decline in crime levels.

Member Albert inquired why Transit District 34 experienced a rise in anti-Semitic activity. Chief Delatorre noted that there were seven instances of such activity. He stated an arrest was made on September 16th regarding a violent anti-Semitic incident. The other six instances were comprised of five instances of graffiti and one verbal dispute.

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.

Chairman Ferrer noted an increase of 400,000 above forecast in ridership in July and stated that appeared to be good news. Mr. Irick responded he was cautiously optimistic as the overall trend has not changed.

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

Mr. Weisbrod inquired about the rate of closeouts and substantial completions, noting there were only 12% of closeouts by funding and only 48% of substantial completions by funding this late in the year. Mr. O'Grady responded that substantial completion goals are distorted because of the Flushing CBTC project, which should be substantially complete in November of this year. There is one closeout in the Capital Program that has been delayed at South Ferry. The other closeouts are rolling stock close-outs that are being progressively pursued.

Mr. Lieber delivered the MTACC Projects Report.

Chairman Ferrer stated WTC Cortlandt station is magnificent. Member Glucksman agreed.

C. Procurements

Stephen Plochochi, Senior Vice President, Procurement & Supply Chain, introduced the procurement package representing NYCT and MTACC procurements, which included 40 actions totaling an estimated \$381.1M in expenditures.

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

NYCT's non-competitive procurement requiring a majority vote (Schedule G in the Agenda), NYCT's non-competitive procurement requiring a two-thirds vote (Schedule A in the agenda), those competitive procurements requiring a majority vote (Schedules F and I in the Agenda), those competitive procurements requiring a two-thirds vote (Schedules B and C in the agenda), the proposed ratification requiring a majority vote (Schedule K in the Agenda), the proposed ratification requiring a two-thirds vote (Schedule D in the agenda), and the proposed MTACC ratification requiring a majority vote (Schedule K in the agenda) were approved without opposition.

V. Service Changes

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

Member Greenberg inquired when, if ever, mid-day express service would be restored on the 7. Mr. Cafiero responded he did not anticipate it being restored. Member Greenberg stated that should be changed. President Byford responded he would take a look at it.

Member Albert inquired when increases in service on the E, Ω, M and Z would occur. Mr. Cafiero responded the picks are staggered. In October, the letter routes will be addressed.

VI. Special Reports and Action Items

President Byford noted the standard follow-up reports, which included the MetroCard Report, the semi-annual Service Quality/PED indicators Report, the Mid-Year Budget Forecast Monthly Allocations, and three quarterly reports for the second quarter of 2018: the Elevator and Escalator Report, the Transit Adjudication Bureau Report, and the Transit Recidivism Report.

James Henly, Vice President and General Counsel, Law, delivered a presentation on Transit Recidivist prosecutions.

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
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

October 2018

Public Comment/Committee review of budget	MTA
Homeless Outreach Report	Management & Budget
2019 Preliminary NYC Transit Budget	Management & Budget
2019 Preliminary SIR Budget	Management & Budget
2019 Preliminary MTA Bus Budget	

November 2018

Charter for Transit Committee	Law
Elevator & Escalator Service Report, 3rd, Qtr, 2018	Subways
Transit Adjudication Bureau Report, 3rd Qtr, 2018	Law
NYCT & MTA Bus EEO & Diversity Report, 2 nd Qtr, 2018	EEO & Human Resources

December 2018

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

January 2019

Approval of 2019 NYC Transit Committee Work Plan	Committee Chair & Members
Quarterly Customer Satisfaction Report	Strategy & Customer Experience

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

February 2019

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

March 2019

Transit Recidivism Report, 4 th Qtr, 2018	Law
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April 2019

Homeless Outreach Report	MTA
Final Review of NYC Transit 2018 Operating Results	Management & Budget
Final Review of SIR 2018 Operating Results	Management & Budget
Final Review of MTA Bus 2018 Operating Results	Management & Budget
Quarterly Customer Satisfaction Report	Strategy & Customer Experience

May 2019

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

June 2019

Transit Recidivism Report, 1 st Qtr, 2019	Law
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July 2019

No Items

August 2019

No Meetings Held

September 2019

Public comment/Committee review of budget	
2019 NYC Transit Mid-Year Forecast Monthly Allocation	Management & Budget
2019 SIR Mid-Year Forecast Monthly Allocation	Management & Budget
2019 MTA Bus Mid-Year Forecast Monthly Allocation	Management & Budget
2020 Preliminary NYC Transit Budget	Management & Budget
2020 Preliminary SIR Budget	Management & Budget
2020 Preliminary MTA Bus Budget	Management & Budget
Service Quality Indicators (including PES & MTA Bus PES)	Operations Planning
Elevator & Escalator Service Report, 2nd Qtr, 2019	Subways
Transit Adjudication Bureau Report, 2nd Qtr, 2019	Law
Transit Recidivism Report, 2nd Qtr, 2019	Law
NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2019	EEO & Human Resources



2018 Transit & Bus Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

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

NYC Transit Work Plan

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

Operations Performance Summary

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

Procurements

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

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)

OCTOBER 2018

Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

2019 NYC Transit Preliminary Budget

Public comments will be accepted on the 2019 Preliminary Budget.

2019 SIR Preliminary Budget

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

2019 MTA Bus Preliminary Budget

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

NOVEMBER 2018

Charter for Transit Committee

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

Elevator & Escalator Service Report, 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.

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.

DECEMBER 2018

NYCT 2019 Adopted Budget/Financial Plan 2019-2022

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

II. SPECIFIC AGENDA ITEMS (con't)

SIR 2019 Adopted Budget/Financial Plan 2019-2022

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

MTA Bus 2019 Adopted Budget/Financial Plan 2019-2022

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

EEO & Diversity Report, 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.

II. SPECIFIC AGENDA ITEMS (con't)

Adopted Budget/Financial Plan 2019-2022

NYC Transit will present its revised 2019-2022 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2019-2022 reflecting the out-year impact of any changes incorporated into the 2018 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2019 by category.

SIR Adopted Budget/Financial Plan 2019-2022

NYC Transit will present SIR's revised 2019-2022 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2019-2022 reflecting the out-year impact of any changes incorporated into the 2018 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2019 by category.

TA Bus Adopted Budget/Financial Plan 2019-2022

MTA Bus will present its revised 2019-2022 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2019-2022 reflecting the out-year impact of any changes incorporated into the 2018 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2019 by category.

Service Quality Indicators/PES Report

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

ADA Compliance Report, 4th Qtr, 2018

The annual update to the NYC Transit Committee on the status of compliance with the Americans with Disabilities Act (ADA) at New York City Transit. The report summarizes activities for compliance including, rehabilitation of key stations and ADA requirements in bus and subway transportation.

Elevator & Escalator Service Report, 4th Qtr, 2018

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

Transit Adjudication Bureau Report, 4th Qtr, 2018

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

EEO & Diversity Report- 2018 Year-End Report

A detailed year-end 2018 report to the committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

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.

II. SPECIFIC AGENDA ITEMS (con't)

APRIL 2019

Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

Final Review of NYC Transit 2018 Operating Results

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

Final Review of SIR 2018 Operating Results

NYC Transit will review SIR's prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Final Review of MTA Bus 2018 Operating Results

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

Quarterly Customer Satisfaction Report

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

MAY 2019

Transit Adjudication Bureau Report, 1st Qtr, 2019

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

Elevator & Escalator Service Report, 1st Qtr, 2019

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

EEO & Diversity Report, 1st Qtr, 2019

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

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

II. SPECIFIC AGENDA ITEMS (con't)

AUGUST 2019

No Meetings Held

SEPTEMBER 2019

2019 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of its 2019 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2019 SIR Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of SIR's 2019 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2019 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2019 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2020 NYC Transit Preliminary Budget

Public comments will be accepted on the 2020 Preliminary Budget.

2020 SIR Preliminary Budget

Public comments will be accepted on the 2020 Preliminary Budget.

2020 MTA Bus Preliminary Budget

Public comments will be accepted on the 2020 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, 2019

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, 2019

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

EEO & Diversity Report, 2nd Qtr, 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.

Transit Recidivism Report, 2nd 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.

President's Report

Andy Byford, President



NYCT President Andy Byford greets community members and elected officials in Brooklyn on September 20 at the new B44 SBS stop located at Avenue R and Nostrand Av.



President's Commentary

A major *Fast Forward* milestone was reached last month with the deployment of our new station management model.

Having named accountable managers for every station on the subway to drive up all aspects of our service was something I wanted us to achieve from my very first day at Transit. It's a job I used to do and it's a model that I know works.

Just nine months on, we now have a high-quality team of 22 Group Station Managers (GSMs), overseen by four District Customer Service Managers, all chosen for their ability to lead and motivate a team and for their proven passion for customer service. The GSMs will focus all-out on the safety, cleanliness, maintenance and customer service aspects of stations within their domain, as well as being a one-stop point of contact for the communities they serve.

Further progress was made in the past month with the launch of our newest SBS route – the B82 service in Brooklyn. This was achieved following extensive outreach to the community, local businesses and elected officials and with much assistance from our colleagues at the NYC Department of Transportation.

In the same vein, our customer-led redesign of the NYC bus network – another *Fast Forward* deliverable – is making good progress. Community workshops are underway in the Bronx while over on Staten Island, we continue to refine the recently launched, revised express bus network to address customer concerns and to deliver the intended benefits.

Our all-out focus on driving up subway reliability is bearing fruit. While I stress again that the job is nowhere near done, you will see encouraging statistics in today's Subways report that indicate improving trends. We still face huge challenges in coaxing more life out of time-expired assets but I expect further improvement as our back-to-basics approach takes effect.

Finally, I remain heavily engaged in briefing customer and industry groups on the benefits of *Fast Forward*, in addition to extensive briefings to elected officials. Community conversation events have been well-attended and generated much support, and I am now focusing on development of the economic impact analysis and specific plan deliverables to position NYCT to make an irresistible case for the required funding.

Andy Byford

President, New York City Transit

Customer Service Report: Subways

Sally Librera, Senior Vice President



NYCT President Andy Byford announced the launch of the systemwide Group Station Manager (GSM) program at Fulton Transit Center on September 25. The GSMs, pictured here with President Byford and senior staff, will serve as single points of contact for specific stations, and maintain accountability for all aspects of those stations, from cleanliness to customer service.

October 2018 Highlights: Department of Subways

The NYC subway has more stations than any other system in the world. This month, we are pleased to reopen two stations which had been closed as part of the Enhanced Station Initiative (ESI): 163rd Street and 72nd Street on the IND Eighth Avenue line. These stations were originally opened more than 85 years ago.

We also continue to roll out our Group Station Manager (GSM) program, which brings more accountability and better customer service to all our stations. Each GSM is assigned to up to 25 stations and is responsible for all aspects of customer service and station environment. The approximately two dozen GSMs – drawn from a mix of internal and external backgrounds – will report to four new District Customer Service Managers, who are based throughout the City.

GSMs have offices in their service areas and will spend significant time personally inspecting stations and helping to ensure that customer service, cleanliness, safety, and other customer-facing aspects of the station environments are held to the highest possible standards. Working with cleaners, painters, electricians, plumbers, customer service personnel, countdown clock specialists, MetroCard Vending Machine technicians, elevator and escalator repair personnel, cellular and WiFi service providers, first responders, and others, they are the new faces of New York City Transit to subway customers and community partners, working to foster relationships and open lines of communication.

We are also very excited that we achieved our target of reducing 10,000 monthly delays in September. The entire Subways team is dedicated to reducing delays wherever possible, through a back-to-basics approach to operating trains, ongoing Subway Action Plan (SAP) work to improve reliability of equipment, and fast response when incidents do occur. We are proud to have achieved this goal, and are fully committed to maintaining the momentum and continuing efforts to improve performance.

September 2018 also saw improvements in several other performance measures. Weekday major incidents were the lowest since we began reporting this metric publicly. On a per-weekday basis, there were 2.4 major incidents compared to the 3.6 before the SAP began. We are especially pleased with the improvements in Track, which has received significant investments as part of the SAP; there were five major incidents related to Track during the month compared to 19 last year. Additional Platform Time, Additional Train Time, and Customer Journey Time Performance, as well as both weekday and weekend Service Delivered all improved in September, meaning we are more reliably operating trains according to schedule and getting our customers to their destinations in the time they should expect their journey to take.

Elevator availability also improved, reaching 97.1%. We continue to focus on improving the availability of existing elevators while we continue efforts to expand accessibility to additional stations.

Sally Librera
Senior Vice President, Department of Subways

Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	September 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	45	69	-34.8%	67.6	72.6	-6.9%
Weekday Service Delivered (Chart 3) % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	95.8%	94.8%	+1.0%	94.6%	94.6%	0.0%
Additional Platform Time (h:mm:ss) (Chart 7) Average added time spent waiting for trains, compared with scheduled wait time	0:01:15	0:01:18	-3.8%	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	0:01:13	0:01:33	-21.5%	0:01:23	N/A*	N/A*
Customer Journey Time Performance* (Chart 11) % of customers whose journeys are completed within five minutes of schedule.	80.1%	78.8%	+1.3%	79.0%	N/A*	N/A*
Inputs to Operations						
Mean Distance Between Failures (Chart 13) Revenue car miles divided by the number of delays attributed to car-related causes	120,355	123,349	-2.4%	122,090	118,699	+2.9%
Elevator Availability** (Chart 14) % of time elevators are operational systemwide	97.1%	96.2%	+0.9%	96.4%	95.8%	+0.6%
Escalator Availability** (Chart 14) % of time escalators are operational systemwide	94.3%	94.4%	-0.1%	94.2%	94.1%	+0.1%
Passenger Environment						
Subway Car PES-KPI (Chart 15) Composite indicator for subway car environment (cleanliness, condition, information) reflecting customer experience				94.3%	94.7%	-0.4%
Stations PES-KPI (Chart 16) Composite indicator for station environment (cleanliness, condition, information) reflecting customer experience				90.6%	90.8%	-0.2%
Weekday Legacy Indicators						
Weekday Wait Assessment (Chart 18)	71.9%	71.3%	+0.6%	70.3%	71.8%	-1.5%
Weekday Terminal On-Time Performance (Chart 20)	69.0%	64.6%	+4.4%	65.0%	63.6%	+1.4%
Weekday Trains Delayed (Chart 22)	48,212	58,413	-17.5%	60,956	61,620	-1.1%

*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	September 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	10	7	+42.9%	8.7	6.9	+26.1%
Weekend Service Delivered (Chart 5) % of scheduled trains operated during Weekends (10a-6p)	97.5%	96.9%	+0.6%	96.5%	97.9%	-1.4%
Weekend Legacy Indicators						
Weekend Wait Assessment (Chart 19)	79.4%	77.4%	+2.0%	76.4%	79.7%	-3.3%
Weekend Terminal On-Time Performance (Chart 21)	74.6%	69.4%	+5.2%	67.4%	71.1%	-3.7%
Weekend Trains Delayed (Chart 23)	15,629	17,942	-12.9%	17,367	15,195	+14.3%

Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	September 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 six minutes of their scheduled arrival time during a 24-hour period	95.6%	98.8%	-3.2%	96.1%	95.5%	+0.6%
AM Rush On-Time Performance* % of scheduled trains arriving within six minutes of their scheduled arrival time	98.6%	99.7%	-1.1%	96.5%	97.5%	-1.0%
PM Rush On-Time Performance* % of scheduled trains arriving within six minutes of their scheduled arrival time	98.2%	96.5%	+1.7%	95.4%	95.2%	+0.2%
Percentage of Completed Trips						
Percentage of Completed Trips	99.2%	99.9%	-0.7%	99.7%	99.7%	0.0%
Passenger Environment						
Staten Island Railway PES-KPI (Chart 17) Composite indicator for subway car and station environments reflecting customer experience				91.5%	88.4%	3.1%
Mean Distance Between Failures						
Mean Distance Between Failures Revenue car miles divided by the number of delays attributed to car-related causes	103,924	43,088	+141.2%	64,036	52,673	+21.6%

* The September 2018 report incorrectly stated that Staten Island Railway on-time performance was based on trains arriving within five minutes of their scheduled arrival.

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)

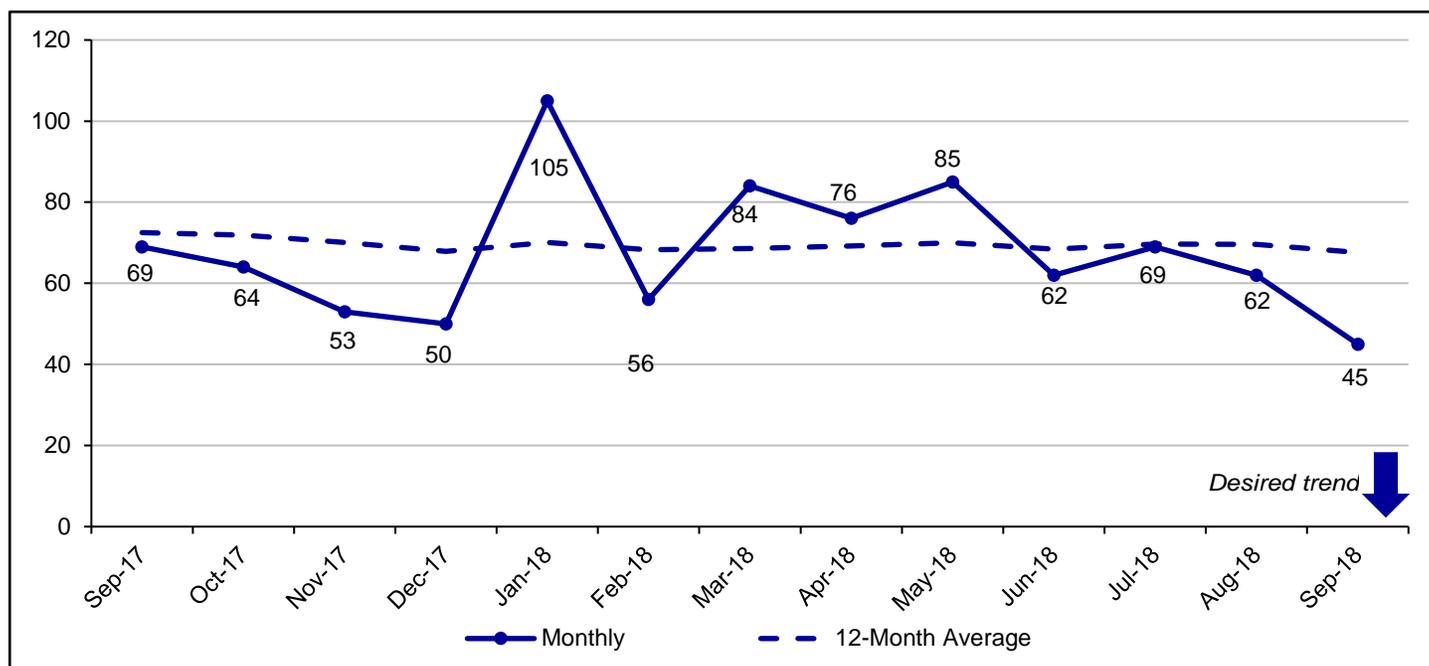
The average additional unanticipated time customers spend onboard the train due to various service issues. Additional Train Time is measured using a combination of customers' MetroCard entry data into their starting stations and customers' arrival times at their destination stations, using information 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)



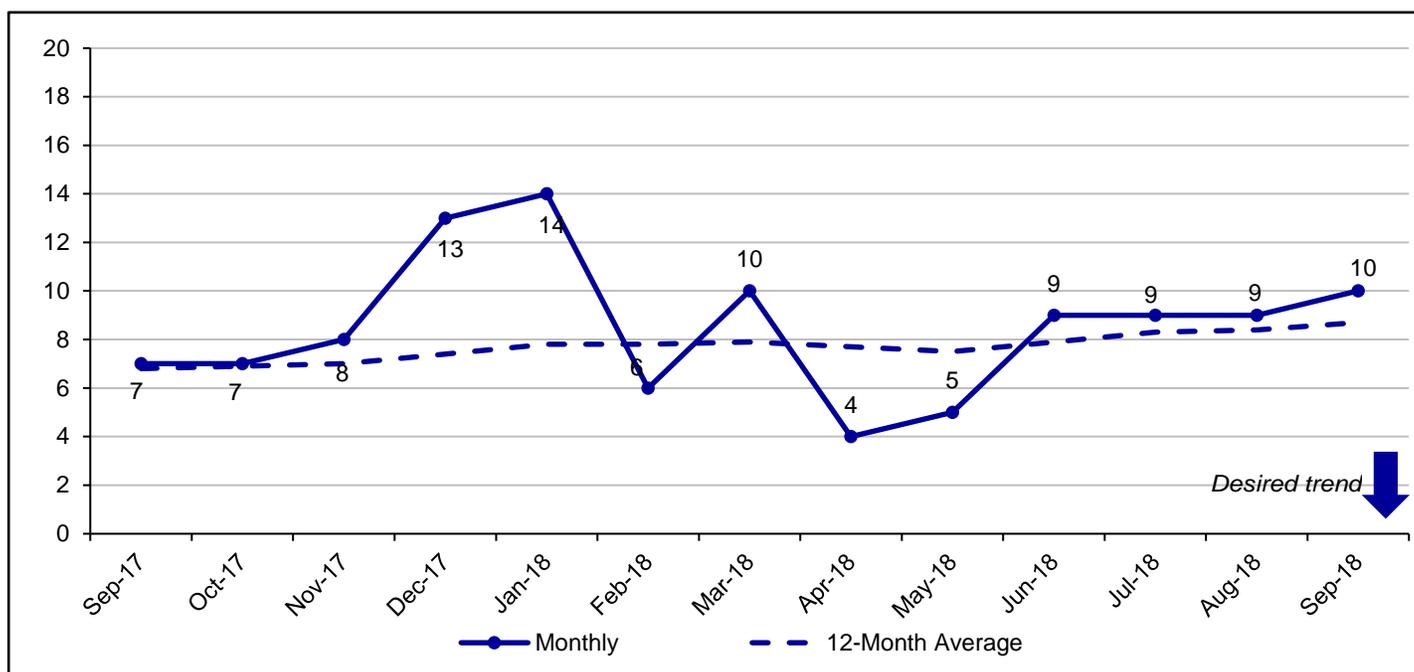
Categories	Monthly			12-Month Average		
	Sep 18	Sep 17	Difference	Sep 18	Sep 17	Difference
Track	5	19	-14	13.2	15.9	-2.7
Signals	16	19	-3	21.6	23.3	-1.7
Persons on Trackbed/Police/Medical	11	18	-7	13.3	15.8	-2.5
Stations & Structures	7	4	+3	6.3	4.7	+1.6
Subway Car	4	6	-2	3.9	5.3	-1.4
Other	2	3	-1	9.3	7.6	+1.7
Subdivision A	21	38	-17	31.3	36.8	-5.5
Subdivision B	24	31	-7	36.3	35.6	+0.7
Systemwide	45	69	-24	67.6	72.6	-5.0
Avg Incident Duration (h:mm:ss)	0:15:48	0:15:36	+0:00:12	0:17:18	0:17:06	+0:00:12
Avg Trains Delayed per Incident	100	101	-1	105	110	-5.0

Major Incidents Discussion

- September 2018 had 45 Major Incidents, a decrease of 24 compared to a year ago and 17 compared to August 2018.
- This is the lowest number of monthly Major Incidents since the performance metric was introduced.
- Track Major Incidents decreased by 14 when compared to the prior year and seven when compared to the prior month. The improvement was due to both fewer incidents and better response times. Track has been a major focus of the Subway Action Plan.

Chart 1

Subway Weekend Major Incidents (24 hours)



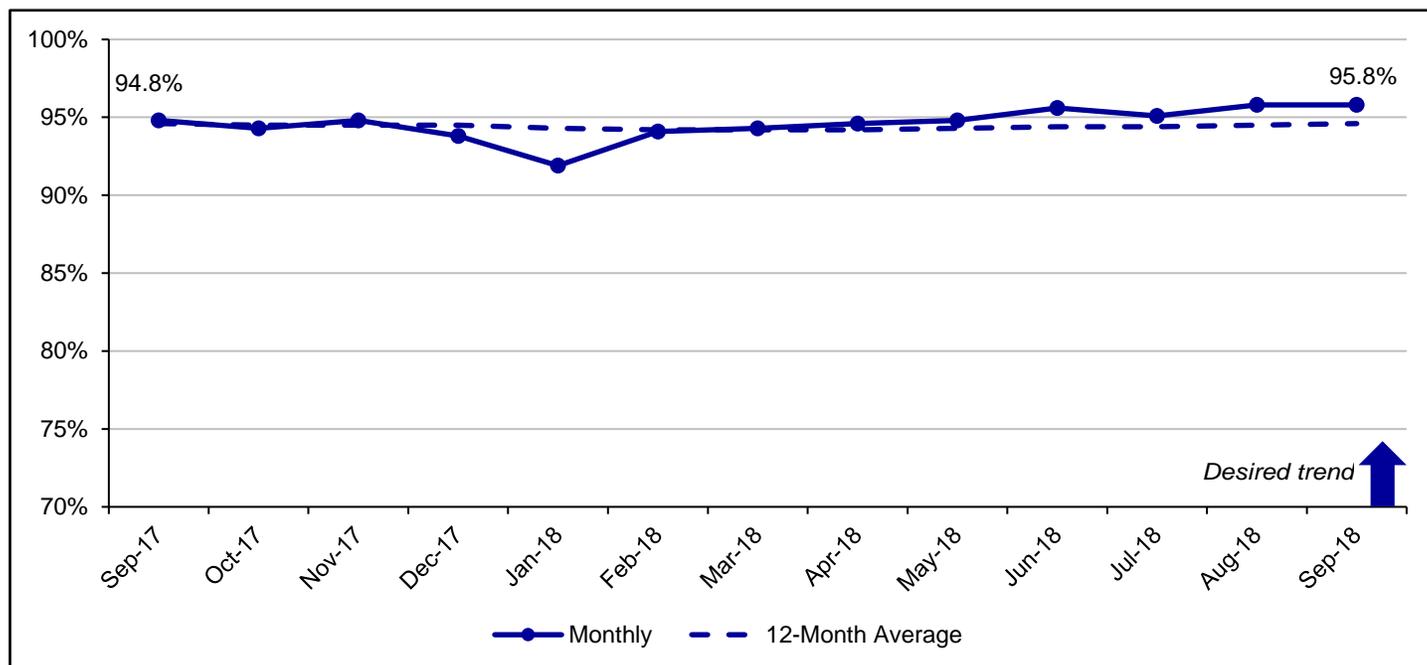
Categories	Monthly			12-Month Average		
	Sep 18	Sep 17	Difference	Sep 18	Sep 17	Difference
Track	2	1	+1	1.4	0.9	+0.5
Signals	4	2	+2	2.9	2.2	+0.7
Persons on Trackbed/Police/Medical	2	1	+1	1.4	1.3	+0.1
Stations & Structure	1	0	+1	1.3	0.2	+1.1
Subway Car	0	0	0	0.1	0.2	-0.1
Other	1	3	-2	1.6	2.1	-0.5
Subdivision A	1	5	-4	3.4	3.3	0.1
Subdivision B	9	2	+7	5.3	3.6	1.7
Systemwide	10	7	+3	8.7	6.9	+1.8
Avg Incident Duration (h:mm:ss)	0:23:30	0:14:00	+0:09:29	0:20:30	0:21:06	-0:00:35
Avg Trains Delayed per Incident	106	122	-16	92	100	-8

Major Incidents Discussion

- September 2018 had ten weekend Major Incidents, similar to the average of one per weekend day that has been consistent over the past several months.
- Signals was the largest category of Major Incidents in September 2018, with four.

Chart 2

Subway Weekday % Service Delivered (Peak Hours)



	Monthly			12-Month Average		
	Sep 18	Sep 17	Difference	Sep 18	Sep 17	Difference
Subdivision A	94.7%	91.8%	+2.9%	92.8%	92.4%	+0.4%
Subdivision B	96.5%	97.0%	-0.5%	95.9%	96.3%	-0.4%
Systemwide	95.8%	94.8%	+1.0%	94.6%	94.6%	0.0%

Weekday Service Delivered Discussion

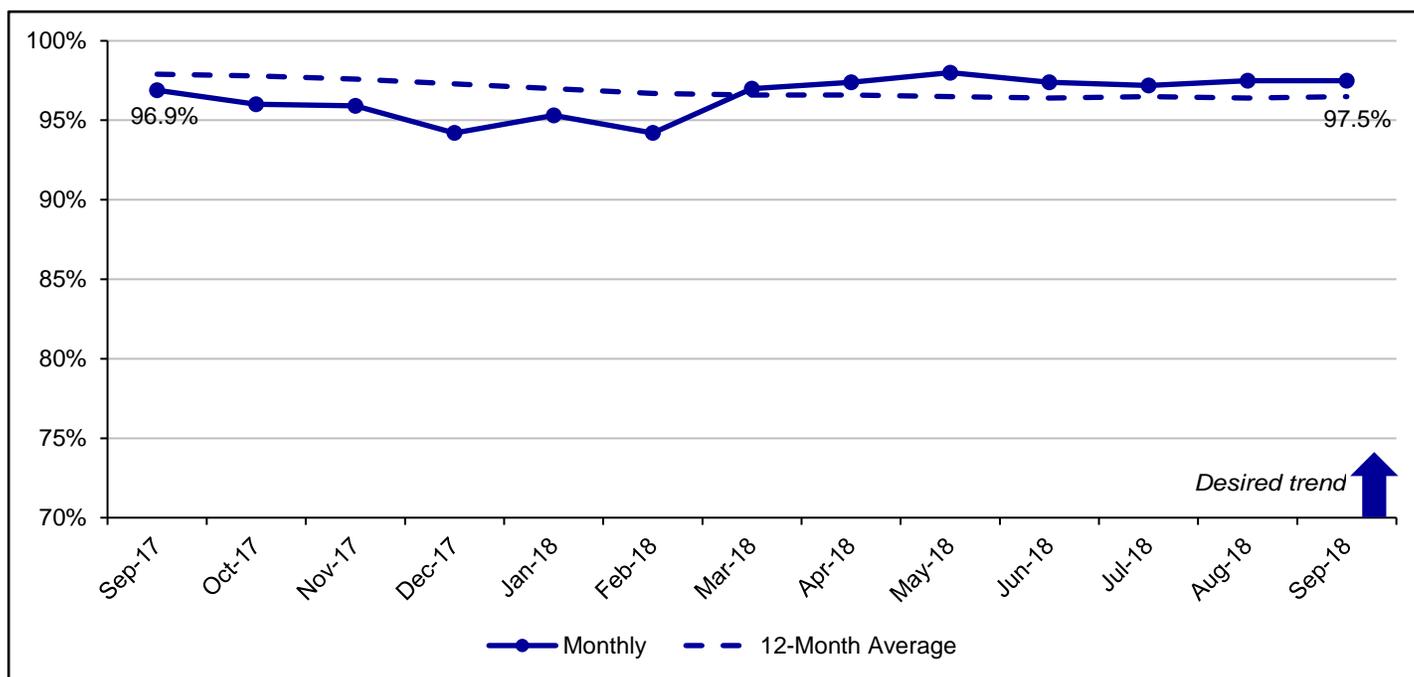
- September 2018 Weekday Service Delivered improved by 1% year-over-year and was unchanged from last month.
- The 2 and 5 lines had the largest improvements due at least in part to schedule changes that incorporated more accurate running times.

Subway Weekday % Service Delivered
Monthly
(Peak Hours)

<u>Line</u>	<u>Sep 18</u>	<u>Sep 17</u>	<u>Difference</u>
1	96.7%	95.8%	+0.9%
2	96.2%	88.8%	+7.4%
3	95.8%	91.3%	+4.5%
4	92.6%	90.1%	+2.5%
5	90.8%	83.5%	+7.3%
6	94.3%	90.6%	+3.7%
7	93.0%	94.1%	-1.1%
S 42nd	99.0%	99.7%	-0.7%
Subdivision A	94.7%	91.8%	+2.9%
A	95.6%	96.5%	-0.9%
B	98.0%	98.4%	-0.4%
C	96.8%	96.4%	+0.4%
D	96.2%	98.9%	-2.7%
E	93.4%	94.4%	-1.0%
F	97.0%	98.0%	-1.0%
S Fkn	99.0%	100.0%	-1.0%
G	102.5%	102.7%	-0.2%
S Rock	100.0%	100.7%	-0.7%
JZ	97.5%	97.4%	+0.1%
L	98.4%	96.9%	+1.5%
M	93.4%	95.0%	-1.6%
N	97.3%	95.3%	+2.0%
Q	96.4%	95.6%	+0.8%
R	95.0%	96.8%	-1.8%
W	94.2%	94.7%	-0.5%
Subdivision B	96.5%	97.0%	-0.5%
Systemwide	95.8%	94.8%	+1.0%

Chart 4

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



	Monthly			12-Month Average		
	Sep 18	Sep 17	Difference	Sep 18	Sep 17	Difference
Subdivision A	97.6%	96.4%	+1.2%	95.0%	97.2%	-2.2%
Subdivision B	97.4%	97.3%	+0.1%	97.4%	98.4%	-1.0%
Systemwide	97.5%	96.9%	+0.6%	96.5%	97.9%	-1.4%

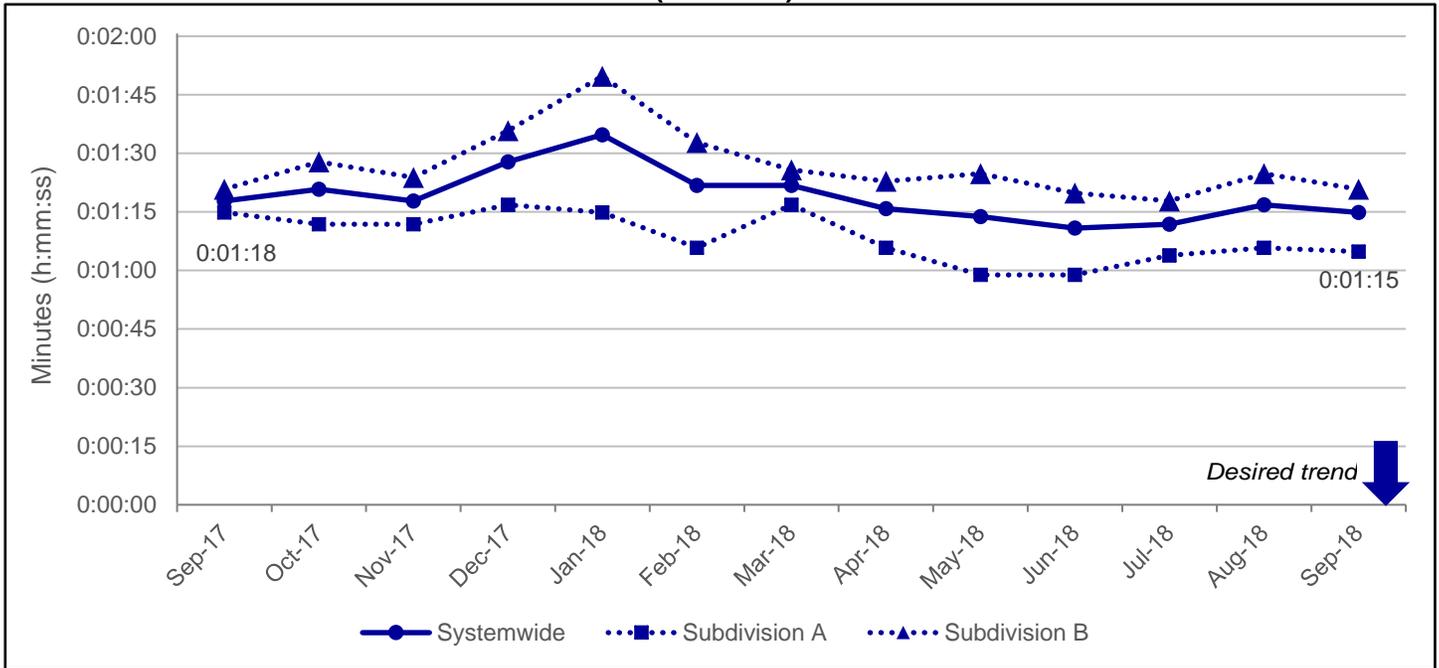
Weekend Service Delivered Discussion

- September 2018 Weekend Service Delivered improved by 0.6% year-over-year and was equal to the prior month.
- The decrease in the 12-month average reflects the service impacts of extensive Subway Action Plan work in late 2017 and early 2018. Monthly results have been consistently above the 12-month average since March 2018.

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

<u>Line</u>	<u>Sep 18</u>	<u>Sep 17</u>	<u>Difference</u>
1	99.8%	98.3%	+1.5%
2	96.2%	90.5%	+5.7%
3	97.6%	95.9%	+1.7%
4	94.4%	95.5%	-1.1%
5	98.0%	96.3%	+1.7%
6	99.4%	98.8%	+0.6%
7	98.8%	98.0%	+0.8%
S 42nd	100.0%	99.8%	+0.2%
Subdivision A	97.6%	96.4%	+1.2%
A	96.7%	98.0%	-1.3%
C	95.5%	95.3%	+0.2%
D	97.4%	99.3%	-1.9%
E	98.0%	97.8%	+0.2%
F	98.8%	97.0%	+1.8%
S Fkln	99.5%	99.4%	+0.1%
G	99.7%	96.0%	+3.7%
S Rock	100.0%	99.5%	+0.5%
JZ	97.7%	99.0%	-1.3%
L	96.7%	94.7%	+2.0%
M	98.3%	99.7%	-1.4%
N	91.5%	96.4%	-4.9%
Q	99.6%	99.4%	+0.2%
R	98.5%	95.6%	+2.9%
Subdivision B	97.4%	97.3%	+0.1%
Systemwide	97.5%	96.9%	+0.6%

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



	Monthly			12-Month Average
	Sep 18	Sep 17	Difference	Sep 18
Subdivision A	0:01:05	0:01:15	-0:00:10	0:01:08
Subdivision B	0:01:21	0:01:21	0:00:00	0:01:27
Systemwide	0:01:15	0:01:18	-0:00:03	0:01:19

Additional Platform Time Discussion

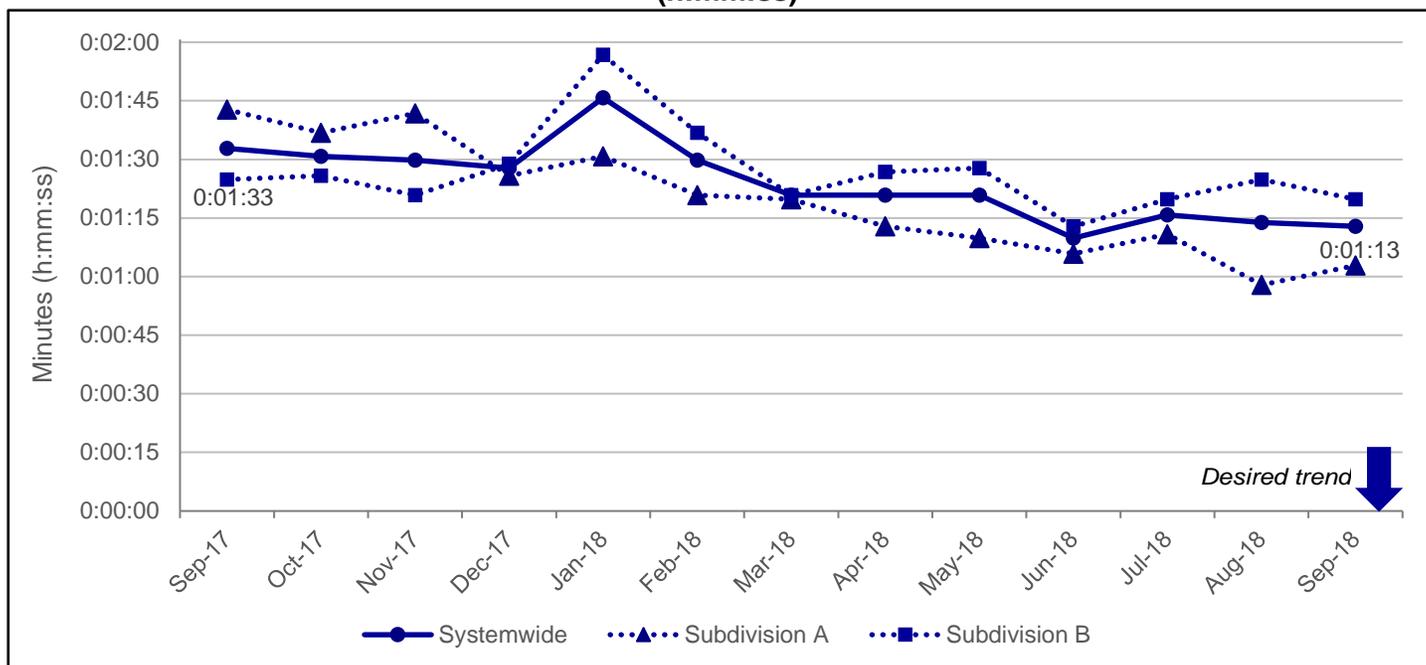
- Additional Platform Time (APT) improved by three seconds compared to the prior year and by two seconds compared to August 2018.
 - Systemwide APT is better than the 12-month average by four seconds.
- The 2 and L lines had the largest improvements, due in part to fewer Major Incidents on these lines in September 2018 than in September 2017.
- The Franklin Shuttle had the largest decrease due to two incidents that disrupted service during the evening rush hour.

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>Sep 18</u>	<u>Sep 17</u>	<u>Difference</u>
1	0:01:14	0:01:24	-0:00:10
2	0:01:08	0:01:38	-0:00:30
3	0:01:01	0:01:20	-0:00:19
4	0:01:05	0:01:13	-0:00:08
5	0:01:12	0:01:22	-0:00:10
6	0:01:07	0:01:13	-0:00:06
7	0:00:55	0:00:53	+0:00:02
S 42nd	0:00:23	0:00:21	+0:00:02
Subdivision A	0:01:05	0:01:15	-0:00:10
A	0:01:22	0:01:12	-0:00:10
B	0:01:30	0:01:30	0:00:00
C	0:01:40	0:01:41	-0:00:01
D	0:01:32	0:01:28	+0:00:04
E	0:01:13	0:01:12	+0:00:01
F	0:01:20	0:01:20	0:00:00
S Fkln	0:00:25	0:00:04	+0:00:21
G	0:01:10	0:01:06	+0:00:04
S Rock	0:00:37	0:00:25	+0:00:12
JZ	0:01:34	0:01:26	+0:00:08
L	0:00:43	0:01:17	-0:00:34
M	0:01:51	0:01:54	-0:00:03
N	0:01:21	0:01:20	+0:00:01
Q	0:01:20	0:01:18	+0:00:02
R	0:01:32	0:01:22	+0:00:10
W	0:00:55	0:01:02	-0:00:07
Subdivision B	0:01:21	0:01:21	-0:00:00
Systemwide	0:01:15	0:01:18	-0:00:03

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



	Monthly			12-Month Average
	Sep 18	Sep 17	Difference	Sep 18
Subdivision A	0:01:03	0:01:43	-0:00:40	0:01:18
Subdivision B	0:01:20	0:01:25	-0:00:05	0:01:27
Systemwide	0:01:13	0:01:33	-0:00:20	0:01:23

Additional Train Time Discussion

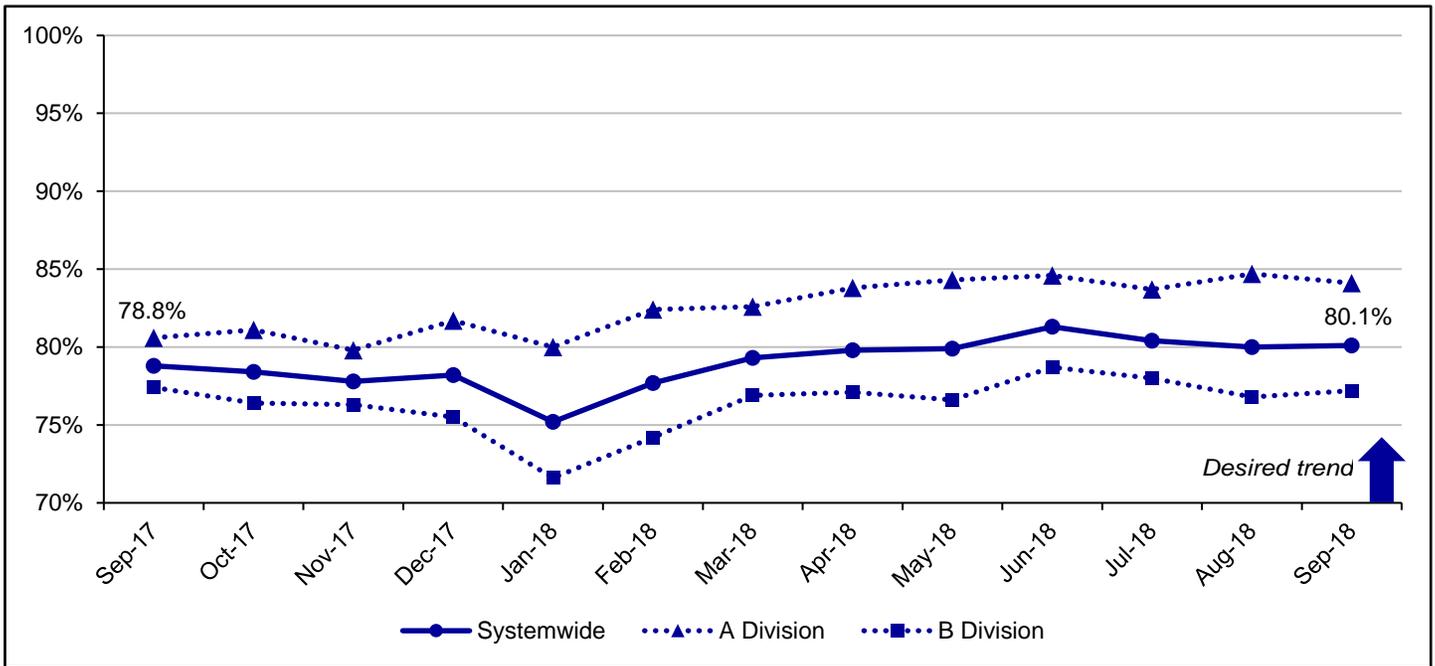
- Additional Train Time (ATT) systemwide improved by 20 seconds compared to the prior year and by one second compared to August 2018.
 - ATT improved by 40 seconds on the A Division and by five seconds on the B Division.
- Schedule adjustments to the 2, 3, 4 and 5 lines have all improved (decreased) ATT relative to the prior year.
- The E line improved to 0:01:04, the lowest value since ATT was introduced. ATT on the E has improved for five of the last six months.
- The J/Z line had the largest worsening in ATT due in part to extensive planned work along the line.

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

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



	Monthly			12-Month Average
	Sep 18	Sep 17	Difference	Sep 18
Subdivision A	84.2%	80.6%	+3.6%	82.7%
Subdivision B	77.2%	77.4%	-0.2%	76.3%
Systemwide	80.1%	78.8%	+1.3%	79.0%

Weekday Customer Journey Time Performance Discussion

- Customer Journey Time Performance (CJTP) improved by 1.3% compared to the prior year and by 0.1% compared to August 2018.
- The improvement in CJPT is mostly due to the reduction in Additional Train Time.
- Since CJTP serves as a composite measure of Additional Platform Time (APT) and Additional Train Time (ATT), the line-by-line changes are due to the same factors affecting those metrics.

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

<u>Line</u>	<u>Sep 18</u>	<u>Sep 17</u>	<u>Difference</u>
1	83.0%	86.8%	-3.8%
2	82.3%	73.6%	+8.7%
3	87.6%	81.8%	+5.8%
4	80.9%	74.9%	+6.0%
5	81.3%	73.2%	+8.1%
6	85.5%	81.9%	+3.6%
7	85.4%	83.2%	+2.2%
S 42nd	99.6%	99.7%	-0.1%
Subdivision A	84.2%	80.6%	+3.6%
A	75.1%	74.5%	+0.6%
B	72.5%	72.9%	-0.4%
C	76.6%	75.6%	+1.0%
D	71.1%	73.8%	-2.7%
E	80.8%	75.4%	+5.4%
F	76.7%	74.0%	+2.7%
S Fkln	95.5%	98.3%	-2.8%
G	82.9%	81.5%	+1.4%
S Rock	90.7%	92.3%	-1.6%
JZ	66.1%	73.8%	-7.7%
L	94.3%	92.1%	+2.2%
M	75.6%	75.6%	0.0%
N	71.9%	75.6%	-3.7%
Q	74.0%	74.0%	0.0%
R	76.6%	81.6%	-5.0%
W	87.4%	85.0%	+2.4%
Subdivision B	77.2%	77.4%	-0.2%
Systemwide	80.1%	78.8%	+1.3%

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

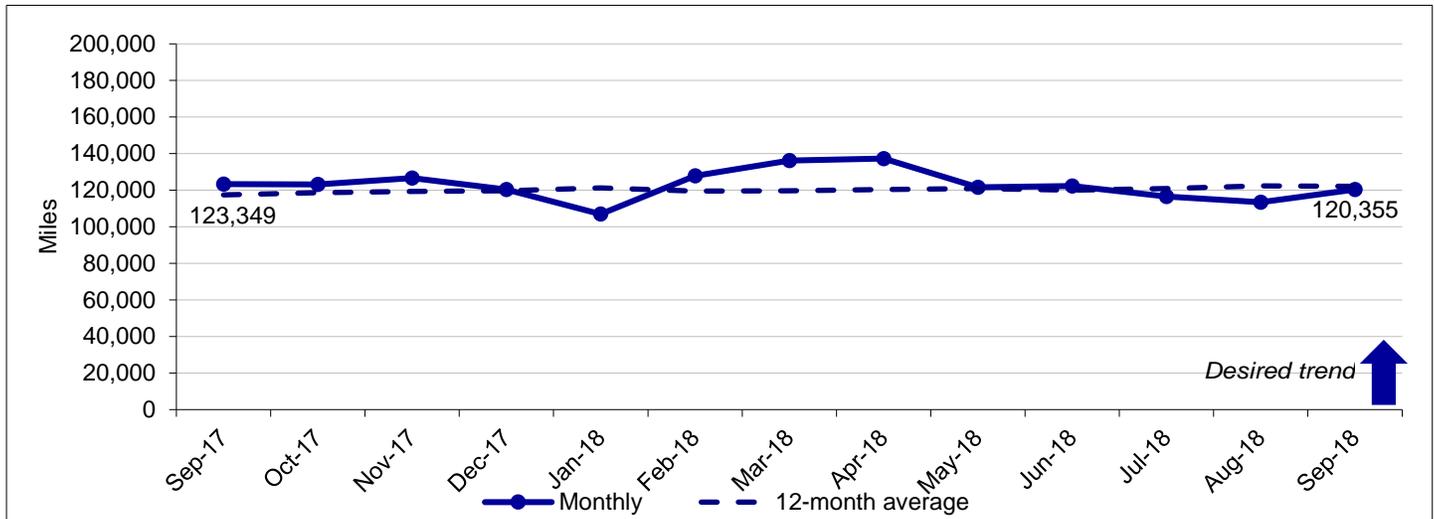
Mean Distance Between Failures (MDBF)

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 Failures



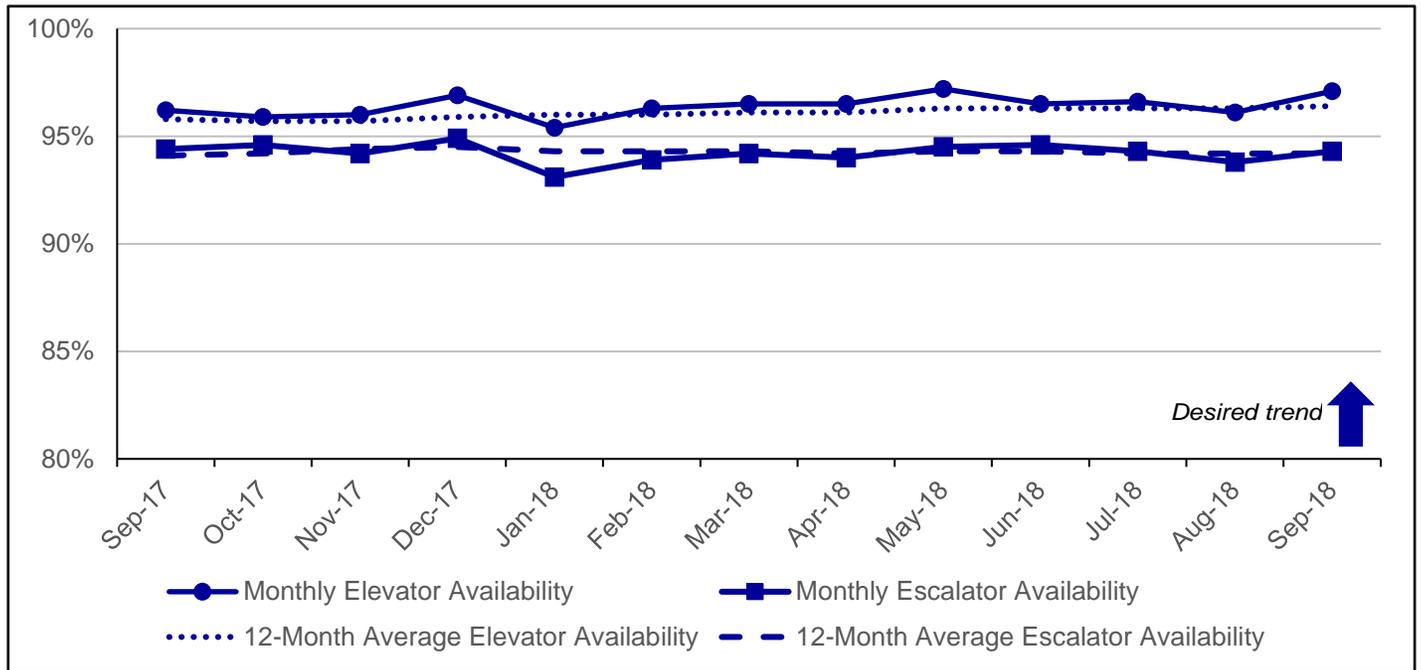
		Monthly		
	# of Cars	Sep '18	Sep '17	% Diff
Subdivision A	2,895	129,435	138,672	-6.7%
Subdivision B*	3,619	114,496	114,261	+0.2%
Systemwide*	6,514	120,355	123,349	-2.4%
		12-Month Average		
	# of Cars	Sep '18	Sep '17	% Diff
R32	222	32,293	36,193	-10.8%
R42	50	28,151	42,729	-34.1%
R46	752	69,602	75,644	-8.0%
R62	315	288,774	207,805	+39.0%
R62A	824	102,900	93,226	+10.4%
R68	425	86,669	115,519	-25.0%
R68A	200	113,201	94,297	+20.0%
R142	1,030	180,620	151,053	+19.6%
R142A	220	68,404	52,083	+31.3%
R143	212	106,832	77,921	+37.1%
R160	1,662	249,625	233,807	+6.8%
R188 - New	126	585,858	443,704	+32.0%
R188 - Conversion	380	171,072	184,097	-7.1%
Subdivision A	2,895	138,840	121,460	+14.3%
Subdivision B*	3,619	112,331	116,796	-3.8%
Systemwide*	6,514	122,090	118,699	+2.9%

MDBF Discussion

- 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.

*Fleet MDBF includes 96 R179 cars. Reporting of separate R179 12-Month Average MDBF will begin in July 2019.
 Note: September 2018 MDBF is subject to final review.

Elevator and Escalator Availability (24 Hours)



	Monthly			12-Month Average		
	Sep 18	Sep 17	Difference	Sep 18	Sep 17	Difference
Elevator Availability	97.1%	96.2%	+0.9%	96.4%	95.8%	+0.6%
Escalator Availability	94.3%	94.4%	-0.1%	94.2%	94.1%	+0.1%

Elevator and Escalator Availability Discussion

- Elevator availability increased by 0.9% compared to the prior year and 1.0% compared to August 2017, nearly matching its peak in May 2018.
- Escalator availability improved compared to August 2018, but the overall trend remains nearly unchanged.

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

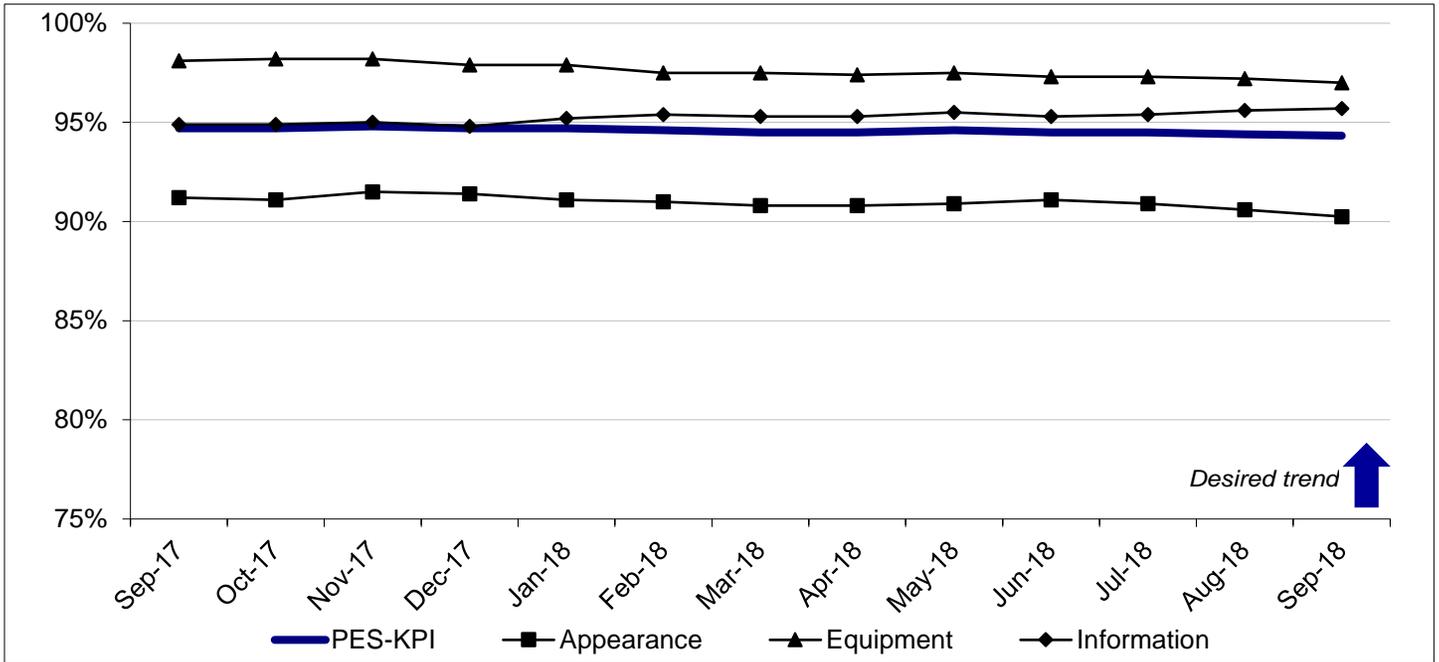
PES-KPI is a composite indicator for the Staten Island Railway car and station environments, which consists of three indicators designed to reflect customer experiences.

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

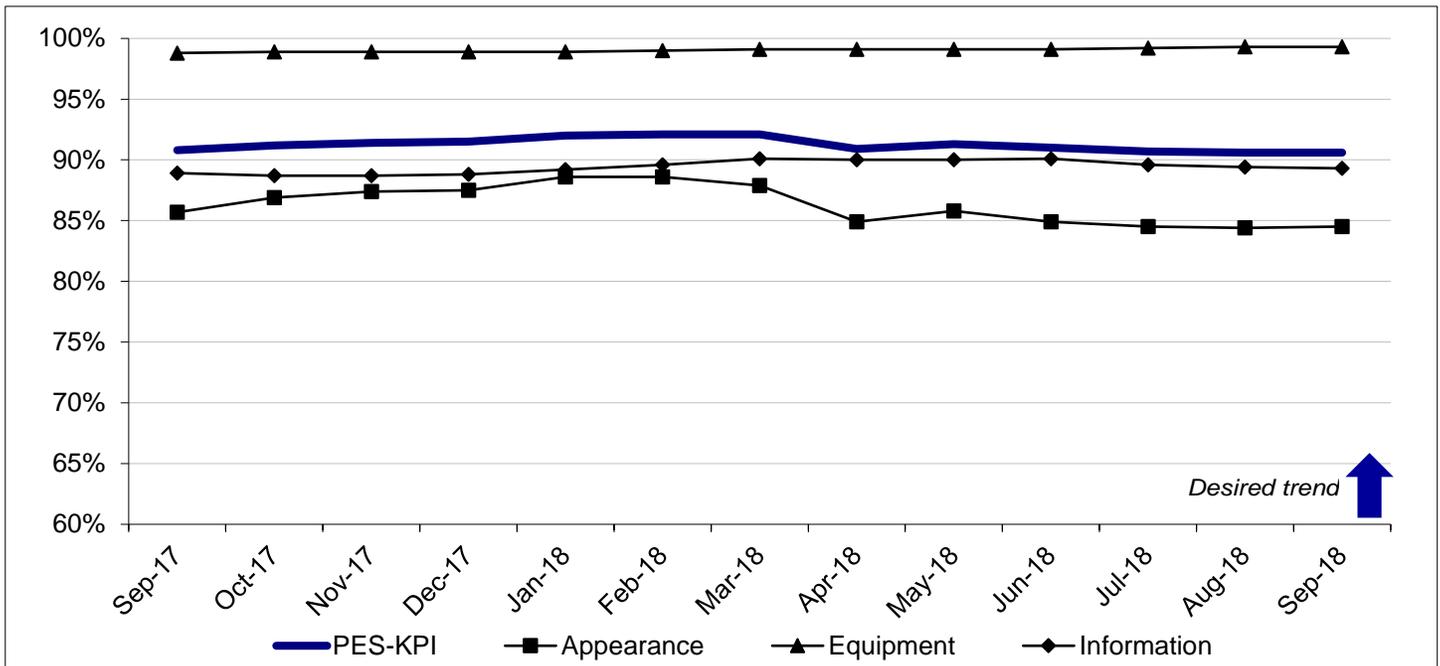


	Oct 17 - Sep 18				Oct 16 - Sep 17				% Difference KPI
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	
Subdivision A	94.7%	91.6%	97.3%	95.4%	94.7%	92.5%	97.7%	94.0%	0.0%
Subdivision B	94.1%	89.5%	97.1%	95.9%	94.7%	90.6%	98.2%	95.5%	-0.6%
Systemwide	94.3%	90.2%	97.2%	95.7%	94.7%	91.3%	98.1%	95.0%	-0.4%

Subway Car Passenger Environment Survey Discussion

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

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

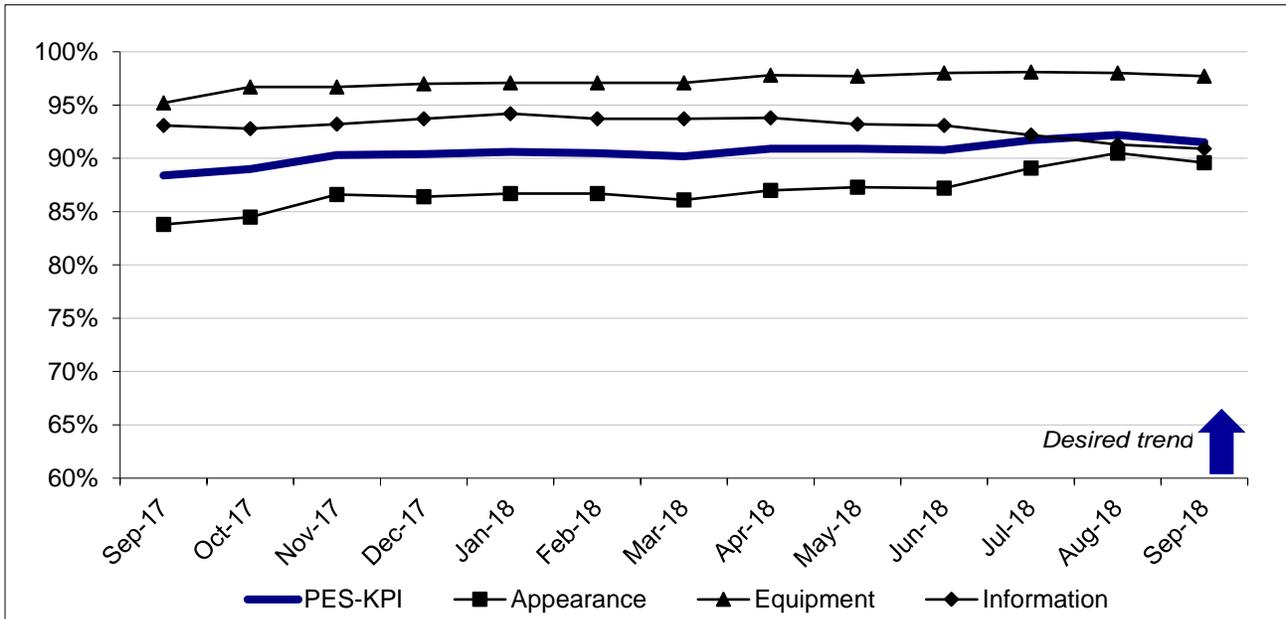


Borough	Oct 17 - Sep 18				Oct 16 - Sep 17				% Difference KPI
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	
Bronx	89.8%	82.3%	99.4%	89.2%	88.5%	79.6%	98.4%	89.1%	+1.3%
Manhattan	91.3%	86.2%	99.2%	89.6%	91.8%	87.8%	98.9%	89.6%	-0.5%
Brooklyn	90.6%	83.6%	99.3%	90.2%	91.6%	86.8%	99.0%	89.9%	-1.0%
Queens	90.1%	84.9%	99.5%	87.0%	89.5%	85.2%	98.7%	85.4%	+0.6%
Systemwide	90.6%	84.5%	99.3%	89.3%	90.8%	85.7%	98.8%	88.9%	-0.2%

Station Passenger Environment Survey Discussion

- Station Passenger Environment Survey (PES-KPI) results remain relatively stable compared to the prior year and prior month.

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



	PES-KPI	Appearance	Equipment	Information
Oct 17 - Sep 18:	91.5%	89.6%	97.7%	90.9%
Oct 16 - Sep 17:	88.4%	83.8%	95.2%	93.1%
% Difference:	+3.1%	+5.8%	+2.5%	-2.2%

SIR Discussion

- Staten Island Railway Passenger Environment Survey scores increased by 3.1%.

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)

Sep 18

Sep 17

Line	Monthly				12 month	Monthly				12 month	Monthly
	Meets	Monthly GAP			Meets	Meets	Monthly GAP			Meets	Standard
		Standard	Minor	Medium			Major	Standard	Minor		
1	72.6%	9.7%	9.3%	8.4%	75.8%	76.3%	9.5%	7.7%	6.6%	76.2%	-3.7%
2	69.3%	11.3%	10.8%	8.5%	66.6%	64.6%	10.6%	11.7%	13.1%	67.1%	+4.7%
3	70.5%	12.0%	10.1%	7.4%	69.7%	68.9%	11.5%	10.3%	9.3%	71.4%	+1.6%
4	68.5%	10.7%	9.9%	10.8%	66.3%	66.1%	10.3%	10.7%	12.9%	67.1%	+2.4%
5	66.8%	11.2%	9.9%	12.0%	63.1%	58.9%	10.9%	13.1%	17.1%	62.1%	+7.9%
6	71.5%	9.1%	9.0%	10.4%	66.8%	66.9%	9.8%	10.7%	12.7%	67.4%	+4.6%
7	71.1%	11.3%	10.0%	7.6%	67.3%	73.1%	11.1%	9.1%	6.7%	71.3%	-2.0%
S 42nd	93.2%	3.7%	1.8%	1.2%	94.1%	94.3%	3.4%	1.5%	0.7%	94.0%	-1.1%
Subdivision A	70.9%	10.4%	9.5%	9.1%	68.9%	68.6%	10.2%	10.2%	11.0%	69.6%	+2.3%
A	67.7%	10.1%	10.1%	12.1%	66.8%	69.3%	9.8%	10.1%	10.8%	68.5%	-1.6%
B	74.0%	11.7%	8.8%	5.5%	71.8%	76.6%	11.4%	7.5%	4.5%	74.4%	-2.6%
C	72.9%	12.3%	10.1%	4.8%	70.1%	73.4%	12.8%	9.1%	4.7%	72.8%	-0.5%
D	71.1%	12.0%	10.5%	6.4%	70.8%	75.5%	11.6%	8.4%	4.6%	75.1%	-4.4%
E	67.9%	12.0%	10.8%	9.3%	66.5%	67.6%	11.4%	10.8%	10.2%	69.3%	+0.3%
F	70.7%	9.9%	9.7%	9.7%	68.5%	69.7%	9.8%	9.9%	10.5%	70.1%	+1.0%
S Fkln	98.2%	0.9%	0.3%	0.7%	97.7%	99.2%	0.4%	0.3%	0.0%	98.8%	-1.0%
G	80.4%	10.9%	6.1%	2.6%	80.1%	81.5%	10.7%	5.7%	2.2%	81.4%	-1.1%
S Rock	93.6%	3.2%	1.7%	1.5%	93.7%	94.7%	3.0%	1.4%	1.0%	94.2%	-1.1%
JZ	76.1%	10.7%	8.2%	5.1%	75.6%	76.9%	10.9%	7.7%	4.5%	76.9%	-0.8%
L	78.2%	11.6%	7.0%	3.3%	76.2%	76.9%	11.7%	7.0%	4.4%	78.0%	+1.3%
M	74.1%	10.9%	8.3%	6.7%	71.8%	72.3%	10.2%	8.8%	8.8%	73.5%	+1.8%
N	69.8%	12.0%	10.5%	7.6%	69.8%	71.9%	11.4%	8.8%	7.9%	73.4%	-2.1%
Q	74.4%	11.0%	8.6%	5.9%	74.7%	76.2%	10.4%	8.0%	5.5%	75.4%	-1.8%
R	69.9%	11.1%	10.4%	8.6%	69.8%	73.2%	10.7%	8.9%	7.1%	73.9%	-3.3%
W	72.1%	12.1%	8.3%	7.5%	70.1%	74.1%	10.9%	7.9%	7.2%	71.3%	-2.0%
Subdivision B	72.8%	11.0%	9.1%	7.1%	71.5%	73.7%	10.7%	8.6%	7.0%	73.9%	-0.9%
Systemwide	71.9%	10.8%	9.3%	8.0%	70.3%	71.3%	10.5%	9.3%	8.9%	71.8%	+0.6%

Weekday Wait Assessment Discussion

- Wait Assessment increased by 0.6% when compared to the prior year.
- Wait Assessment improved on the A Division, with the largest increases on the lines that had schedule changes earlier this year.

Note: W service began in November 2016.

Subway Weekend Wait Assessment (6 am - midnight)

Sep 18

Sep 17

Line	Monthly				12 month	Monthly				12 month	Monthly
	Meets	Monthly GAP			Meets	Meets	Monthly GAP			Meets	Standard
		Standard	Minor	Medium			Major	Standard	Minor		
1	86.0%	9.3%	3.8%	1.0%	80.2%	80.4%	10.1%	5.9%	3.7%	79.4%	+5.6%
2	71.9%	12.1%	9.8%	6.2%	67.3%	63.5%	12.0%	13.0%	11.4%	71.5%	+8.4%
3	81.3%	11.1%	5.6%	2.1%	84.4%	89.0%	6.0%	2.4%	2.5%	85.0%	-7.7%
4	71.1%	11.5%	9.9%	7.5%	66.6%	71.2%	11.2%	10.0%	7.6%	73.3%	-0.1%
5	87.5%	6.8%	3.5%	2.2%	71.8%	71.0%	13.6%	9.9%	5.4%	77.6%	+16.5%
6	86.4%	8.3%	3.9%	1.3%	79.7%	86.1%	8.5%	4.1%	1.4%	82.9%	+0.3%
7	81.0%	9.4%	5.9%	3.7%	77.9%	78.9%	11.5%	6.8%	2.8%	79.5%	+2.1%
S 42nd	98.7%	0.8%	0.3%	0.3%	98.6%	99.3%	0.3%	0.1%	0.2%	98.0%	-0.6%
Subdivision A	79.8%	9.9%	6.5%	3.8%	75.1%	77.0%	10.4%	7.6%	5.0%	78.7%	+2.8%
A	71.4%	11.3%	9.9%	7.3%	71.2%	72.0%	11.3%	9.9%	6.8%	74.6%	-0.6%
C	72.4%	12.4%	8.8%	6.3%	73.0%	76.7%	11.3%	7.6%	4.3%	79.7%	-4.3%
D	79.5%	9.3%	6.8%	4.4%	75.0%	79.2%	10.0%	7.1%	3.7%	80.3%	+0.3%
E	82.8%	9.4%	5.1%	2.7%	79.9%	81.1%	10.9%	5.3%	2.7%	81.9%	+1.7%
F	81.3%	11.0%	6.1%	1.6%	77.4%	78.8%	10.4%	7.3%	3.5%	79.5%	+2.5%
S Fkn	98.7%	0.4%	0.2%	0.6%	98.5%	98.6%	0.7%	0.6%	0.2%	98.8%	+0.1%
G	90.6%	6.8%	2.0%	0.6%	85.9%	83.6%	9.3%	4.1%	3.0%	86.2%	+7.0%
S Rock	94.9%	3.8%	0.7%	0.5%	94.3%	94.2%	4.0%	1.3%	0.5%	95.4%	+0.7%
JZ	86.3%	7.5%	4.1%	2.1%	84.2%	86.8%	8.1%	3.4%	1.7%	85.8%	-0.5%
L	78.5%	11.4%	6.2%	3.9%	78.6%	74.7%	10.6%	7.3%	7.5%	79.3%	+3.8%
M	94.0%	3.4%	1.3%	1.3%	90.4%	86.3%	3.6%	5.6%	4.5%	90.6%	+7.7%
N	67.4%	13.6%	12.3%	6.8%	72.1%	73.4%	13.1%	9.0%	4.5%	78.8%	-6.0%
Q	82.2%	9.9%	5.9%	2.1%	80.1%	82.4%	10.4%	5.5%	1.8%	82.6%	-0.2%
R	78.6%	11.5%	6.5%	3.5%	72.7%	70.4%	13.7%	10.7%	5.2%	75.7%	+8.2%
Subdivision B	79.1%	10.4%	6.7%	3.8%	77.5%	77.8%	10.6%	7.2%	4.5%	80.6%	+1.3%
Systemwide	79.4%	10.2%	6.6%	3.8%	76.4%	77.4%	10.5%	7.4%	4.7%	79.7%	+2.0%

Weekend Wait Assessment Discussion

- Weekend Wait Assessment improved by 2.0% when compared to the prior year, with increases on both divisions.
- The large improvements on the 2, 5, G, M, and R lines may reflect differences in planned work that created more disruptions in September 2017 than this year.

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

Chart 19

Subway Weekday Terminal On-Time Performance

Monthly (24 hours)

<u>Line</u>	<u>Sep 18</u>	<u>Sep 17</u>	<u>Difference</u>
1	72.9%	70.4%	+2.5%
2	57.2%	27.7%	+29.5%
3	72.3%	44.5%	+27.8%
4	59.7%	32.0%	+27.7%
5	61.3%	26.1%	+35.2%
6	68.7%	51.9%	+16.8%
7	79.0%	78.2%	+0.8%
S 42nd	99.6%	99.6%	+0.0%
Subdivision A	73.7%	60.2%	+13.5%
A	57.2%	58.1%	-0.9%
B	55.6%	58.5%	-2.9%
C	60.8%	60.4%	+0.4%
D	51.2%	57.6%	-6.4%
E	61.4%	56.7%	+4.7%
F	50.4%	44.8%	+5.6%
S Fkln	99.6%	99.9%	-0.3%
G	74.1%	78.9%	-4.8%
S Rock	95.9%	93.7%	+2.2%
JZ	54.9%	69.0%	-14.1%
L	92.6%	92.9%	-0.3%
M	66.1%	74.6%	-8.5%
NW**	54.7%	62.7%	-8.0%
Q	64.1%	66.3%	-2.2%
R	46.8%	68.4%	-21.6%
Subdivision B	65.4%	67.9%	-2.5%
Systemwide	69.0%	64.6%	+4.4%

Weekday Terminal On-Time Performance Discussion

- On-Time Performance improved 4.4% from September 2017 to September 2018, mostly due to improvements on the A Division.
- The largest increases were on the 2, 3, 4, and 5 lines, due at least in part to new schedules with more accurate running times implemented in spring 2018.
- The largest decrease was on the R line, which may be due in part to extensive construction work along the line, including CBTC installation on Queens Boulevard and structural work on the 4th Avenue Line.
- The J/Z also had a large decrease due in part to extensive track and station construction along the line.

*June 2018 data is based on new electronic feeds.

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

Note: After publication of the last month's report, August 2018 weekday on-time performance for the D line was revised to 51.6%.

Subway Weekend Terminal On-Time Performance

Monthly (24 hours)

<u>Line</u>	<u>Sep 18</u>	<u>Sep 17</u>	<u>Difference</u>
1	88.7%	76.8%	+11.9%
2	45.6%	25.5%	+20.1%
3	42.1%	83.9%	-41.8%
4	53.7%	21.1%	+32.6%
5	89.9%	41.3%	+48.6%
6	80.3%	73.0%	+7.3%
7	75.9%	79.1%	-3.2%
S 42nd	99.9%	99.9%	+0.0%
Subdivision A	73.2%	65.5%	+7.7%
A	55.7%	66.8%	-11.1%
C	46.8%	63.8%	-17.0%
D	59.5%	62.5%	-3.0%
E	75.5%	53.5%	+22.0%
F	73.0%	40.2%	+32.8%
S Fkn	99.8%	99.9%	-0.1%
G	89.6%	79.6%	+10.0%
S Rock	95.3%	90.4%	+4.9%
JZ	88.1%	88.5%	-0.4%
L	90.7%	85.4%	+5.3%
M	95.2%	95.1%	+0.1%
N	43.0%	50.3%	-7.3%
Q	66.4%	71.8%	-5.4%
R	67.7%	53.2%	+14.5%
Subdivision B	75.6%	71.8%	+3.8%
Systemwide	74.6%	69.4%	+5.2%

Weekend Terminal On-Time Performance Discussion

- Weekend On-Time Performance improved in both divisions and on most lines.
- The fluctuations by line, which were significant in many cases, were due in part to the mix of planned construction projects, which affected different lines in September 2018 than in 2017.

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

Note: After publication of the last month's report, August 2018 weekend on-time performance for the D line was revised to 63.5%.

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

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (19)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>1,660</u>	<u>87</u>	<u>3.4%</u>
Rail and Roadbed	1,186	62	2.5%
Fire, Smoke, Debris	474	25	1.0%
Signal Failures and Emergency Remediation	3,987	210	8.3%
Subway Car	<u>1,745</u>	<u>92</u>	<u>3.6%</u>
Door-Related	514	27	1.1%
Propulsion	322	17	0.7%
Braking	362	19	0.8%
Other	547	29	1.1%
Other Unplanned Disruptions (e.g. station defect)	1,437	76	3.0%
Train Brake Activation - cause unknown	222	12	0.5%
Service Delivery (e.g., crew performance)	803	42	1.7%
External	<u>6,405</u>	<u>337</u>	<u>13.3%</u>
Public Conduct, Crime, Police Response	2,024	107	4.2%
Sick/Injured Customer	1,560	82	3.2%
Persons on Roadbed (including persons struck by train)	967	51	2.0%
External Debris on Roadbed (e.g., trees, shopping cart)	35	2	0.1%
Other Passenger-Related (e.g., retrieval of property from track)	537	28	1.1%
Public Event (e.g., civil demonstration, parade)	361	19	0.7%
Inclement Weather	921	48	1.9%
Other External Disruptions	0	0	0.0%
Operating Environment	18,813	990	39.0%
Planned Right-of-Way Work	13,140	692	27.3%
Total Trains Delayed	48,212	2,537	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	109%

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

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

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (11)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>358</u>	<u>33</u>	<u>2.3%</u>
Rail and Roadbed	217	20	1.4%
Fire, Smoke, Debris	141	13	0.9%
Signal Failures and Emergency Remediation	874	79	5.6%
Subway Car	<u>246</u>	<u>22</u>	<u>1.6%</u>
Door-Related	82	7	0.5%
Propulsion	28	3	0.2%
Braking	23	2	0.1%
Other	113	10	0.7%
Other Unplanned Disruptions (e.g. station defect)	267	24	1.7%
Train Brake Activation - cause unknown	56	5	0.4%
Service Delivery (e.g., crew performance)	223	20	1.4%
External	<u>1,800</u>	<u>164</u>	<u>11.5%</u>
Public Conduct, Crime, Police Response	582	53	3.7%
Sick/Injured Customer	252	23	1.6%
Persons on Roadbed (including persons struck by train)	252	23	1.6%
External Debris on Roadbed (e.g., trees, shopping cart)	31	3	0.2%
Other Passenger-Related (e.g., retrieval of property from track)	144	13	0.9%
Public Event (e.g., civil demonstration, parade)	510	46	3.3%
Inclement Weather	26	2	0.2%
Other External Disruptions	3	0	0.0%
Operating Environment	4,509	410	28.9%
Planned Right-of-Way Work	7,296	663	46.7%
Total Trains Delayed	15,629	1,421	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	214%

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

Customer Service Report: Buses

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



NYCT implemented the B82 Select Bus Service (SBS) in southern Brooklyn on October 1. The B82 SBS replaces the B82 Limited which serves nearly 28,000 average weekday riders. Off-board fare collection, dedicated bus lanes, as well as enhanced and safer bus stops are just a few of the features the B82 SBS is providing. Representatives of the NYC Department of Transportation and MTA Customer Ambassadors were deployed to assist customers with the off-board fare payment system.

October 2018 Highlights: Buses

Bus performance in September remained generally stable. Mean Distance Between Failures (MDBF) - Buses' primary maintenance metric – remained flat on a 12-month average but experienced a decline in performance in September against last year. This was primarily due to a higher number of high heat and precipitation days, which caused a greater number of related breakdowns.

On October 1st, the B82 Select Bus Service (SBS) was launched with our partners at the NYC Department of Transportation (NYC DOT), providing faster bus service to multiple neighborhoods across southern Brooklyn. Improvements on this SBS route include: off-board fare collection and all-door boarding; bus lanes; better curb regulations to reduce truck double-parking; new buses; more streamlined routing via Avenue K and Glenwood Road; and bus stops on new boarding islands with improved accessibility. The B82 SBS will give Brooklynites improved access to six subway lines, two other SBS routes, and 21 local bus routes, in addition to major shopping and residential areas.

Since the launch of the new Staten Island Express Bus network in August, we continue to make adjustments to tailor the network to our customers' needs based on their feedback and our observations on the ground. We have been listening and responsive, working every day with the union and our partners at NYC DOT and NYPD to affect adjustments as needed. On October 7th, several new changes were implemented, including:

- launching a new route (the SIM9) providing service on Father Capodanno Blvd to the west side of lower Manhattan;
- extending the SIM4/4c route to Woodrow Rd & Huguenot Av for trips starting in Midtown from 7:04pm until midnight; and
- adding a total of 38 more weekday trips, bringing the number of additional weekday trips in the new network up to 106.

A ground-level customer survey is being conducted to get critical feedback on these changes.

Implementation of the Fast Forward Plan remains a key priority. As an integral part of this plan, we are constantly looking for ways to improve bus service on targeted corridors, with the help of our partners at the NYPD and NYC DOT. This quarter, key priority routes have been chosen to provide extra focus on performance improvement. These routes were selected based on a number of customer-facing metrics synthesizing the most important aspects of customer experience. The additional focus and thorough review are intended to improve bus speed and reliability where they are most needed.

The NYPD continues to play a key role when it comes to bus lane and bus stop enforcement and making buses move faster. Through September, they issued approximately 6,500 bus lane moving violations (more than triple the number issued in 2017) and approximately 22,300 bus lane parking violations (nearly 50% more than the number issued in 2017). In addition, through September, they issued approximately 211,000 bus stop violations, 9% more than in 2017. Several productive meetings to address high-priority traffic hotspots have been held, resulting in the implementation of multiple joint initiatives to prioritize bus service.

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: September 2018			12-Month Average			
		This Year	Last Year	% Diff	This Year	Last Year	% Diff	
Customer Focused Metrics	Service Delivered (Chart 1)	97.0%	97.1%	-0.1%	97.1%	97.0%	+0.1%	
	Additional Bus Stop Time (h:mm:ss) (Chart 3)	0:01:56	0:01:59	-0:00:03	0:01:47	N/A	N/A	
	Additional Travel Time (h:mm:ss) (Chart 5)	0:01:13	0:01:16	-0:00:03	0:00:54	N/A	N/A	
	Customer Journey Time Performance (Chart 7)	68.8%	68.3%	+0.5%	71.7%	N/A	N/A	
Inputs To Operations	Mean Distance Between Failures (Chart 9)	6,329	6,748	-6.2%	6,401	6,400	0.0%	
	Speed (MPH) (Chart 11)	8.0	7.9	+1.3%	8.0	8.0	0.0%	
Passenger Environment	Passenger Environment Survey (Chart 13)							
Legacy Indicators	Wait Assessment (Chart 14)	75.7%	76.0%	-0.3%	77.7%	77.8%	-0.1%	
	System MDBSI (Chart 16)	2,771	2,955	-6.2%	2,789	2,837	-1.7%	
	NYCT Bus	2,585	2,756	-6.2%	2,603	2,681	-2.9%	
	MTA Bus	3,628	3,811	-4.8%	3,605	3,491	+3.3%	
	System Trips Completed (Chart 17)	99.2%	99.3%	-0.1%	99.1%	99.2%	-0.1%	
	NYCT Bus	99.2%	99.3%	-0.1%	99.1%	99.2%	-0.1%	
	MTA Bus	99.2%	99.4%	-0.2%	99.2%	99.1%	+0.1%	
	System AM Pull Out (Chart 18)	99.8%	99.9%	-0.1%	99.8%	99.8%	0.0%	
	NYCT Bus	99.8%	99.9%	-0.1%	99.9%	99.8%	+0.1%	
	MTA Bus	99.6%	99.9%	-0.3%	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	99.8%	99.9%	-0.1%	99.8%	99.8%	0.0%	
	System Buses >=12 years	21.0%	22.0%					
	NYCT Bus	17.0%	22.5%					
	MTA Bus	34.0%	20.5%					
	System Fleet Age	8.0	7.8					
	NYCT Bus	7.4	7.3					
MTA Bus	9.8	9.4						

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 buses. ABST is measured from 4 a.m. to 11 p.m.

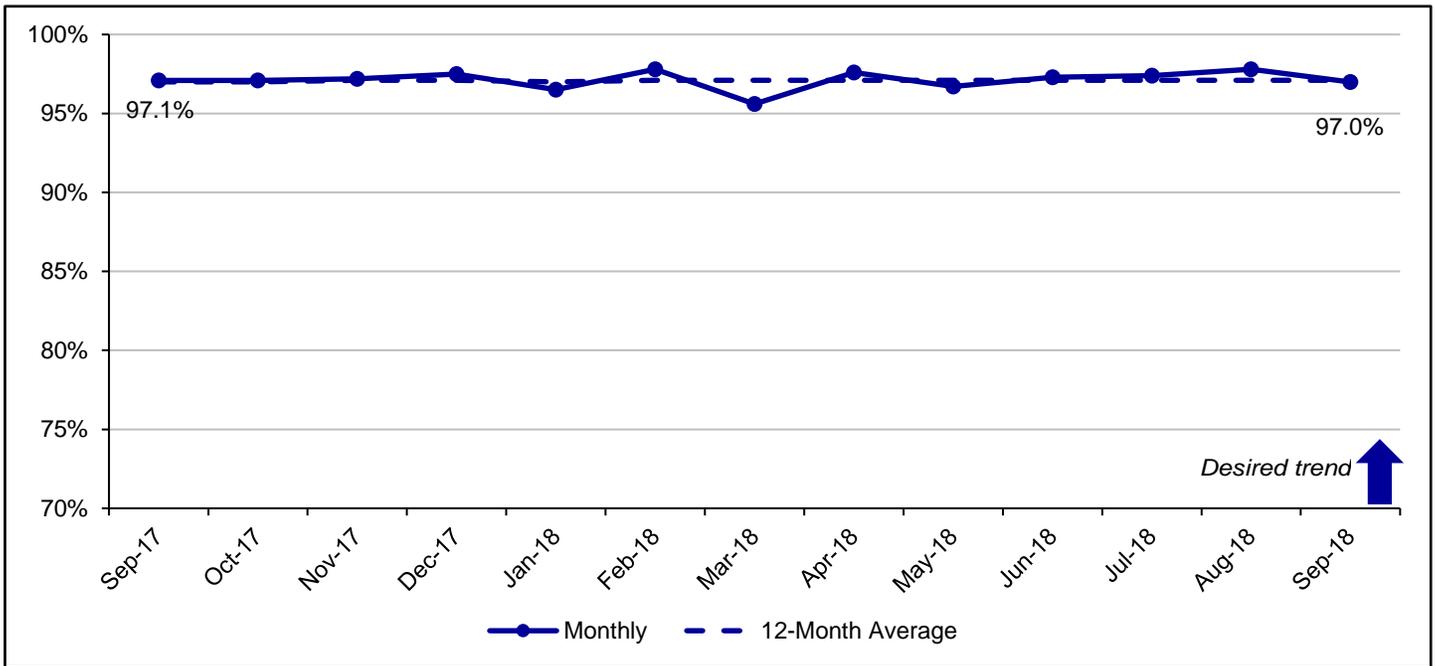
Additional Travel Time (ATT)

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 buses. 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 buses. CJTP is measured from 4 a.m. to 11 p.m.

Service Delivered (Peak Hours)



	Monthly			12-Month Average		
	Sep 18	Sep 17	Difference	Sep 18	Sep 17	Difference
Bronx	97.2%	97.3%	-0.1%	97.4%	97.8%	-0.4%
Brooklyn	97.5%	97.7%	-0.2%	97.3%	97.1%	+0.2%
Manhattan	97.2%	97.4%	-0.2%	97.2%	96.8%	+0.4%
Queens	96.4%	96.5%	-0.1%	96.9%	96.8%	+0.1%
Staten Island	97.6%	97.2%	+0.4%	96.9%	96.7%	+0.2%
Systemwide	97.0%	97.1%	-0.1%	97.1%	97.0%	+0.1%

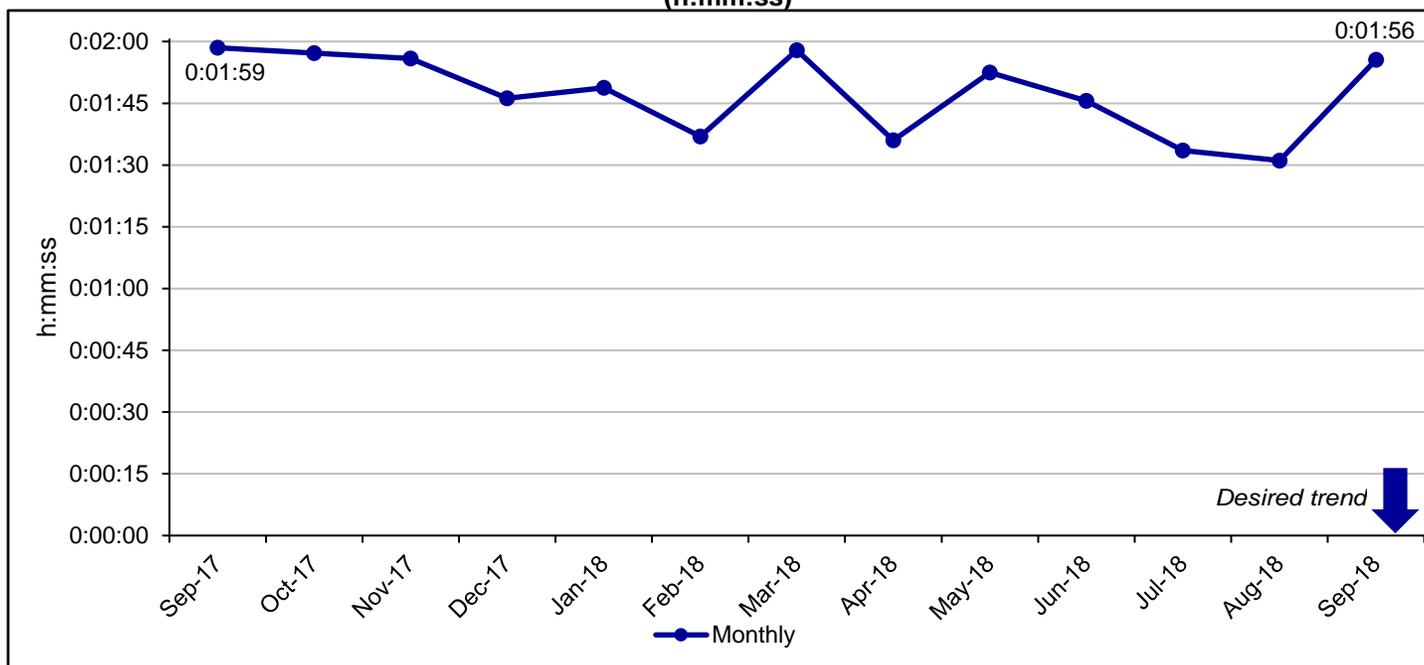
Service Delivered Discussion

- Service Delivered in September 2018 slightly decreased by 0.1% when compared to September 2017.
- Service Delivered increased slightly (by 0.1%) on a 12-month average.

Service Delivered
Monthly
(Peak Hours)

<u>Borough</u>	<u>Sep 18</u>	<u>Sep 17</u>	<u>Difference</u>
Bronx	97.2%	97.3%	-0.1%
Local/Limited	97.2%	97.3%	-0.1%
Select Bus Service	98.6%	96.9%	+1.7%
Express	96.8%	97.3%	-0.5%
Brooklyn	97.5%	97.7%	-0.2%
Local/Limited	97.4%	97.6%	-0.2%
Select Bus Service	98.3%	97.6%	+0.7%
Express	98.2%	97.9%	+0.3%
Manhattan	97.2%	97.4%	-0.2%
Local/Limited	96.8%	97.1%	-0.3%
Select Bus Service	98.6%	98.2%	+0.4%
Express	N/A	N/A	N/A
Queens	96.4%	96.5%	-0.1%
Local/Limited	96.3%	96.5%	-0.2%
Select Bus Service	98.4%	96.8%	+1.6%
Express	96.5%	96.7%	-0.2%
Staten Island	97.6%	97.2%	+0.4%
Local/Limited	97.0%	97.3%	-0.3%
Select Bus Service	99.7%	98.5%	+1.2%
Express	98.0%	97.0%	+1.0%
Systemwide	97.0%	97.1%	-0.1%
Local/Limited	96.8%	97.1%	-0.3%
Select Bus Service	98.6%	97.7%	+0.9%
Express	97.5%	97.1%	+0.4%

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



	Monthly			12-Month Average		
	Sep 18	Sep 17	Difference	Sep 18	Sep 17	Difference
Bronx	0:01:48	0:01:55	-0:00:07	0:01:42	N/A	N/A
Brooklyn	0:02:05	0:02:06	-0:00:01	0:01:56	N/A	N/A
Manhattan	0:01:46	0:01:43	+0:00:03	0:01:32	N/A	N/A
Queens	0:01:55	0:02:00	-0:00:05	0:01:47	N/A	N/A
Staten Island	0:02:16	0:02:13	+0:00:03	0:02:07	N/A	N/A
Systemwide	0:01:56	0:01:59	-0:00:03	0:01:47	N/A	N/A

Additional Bus Stop Time Discussion

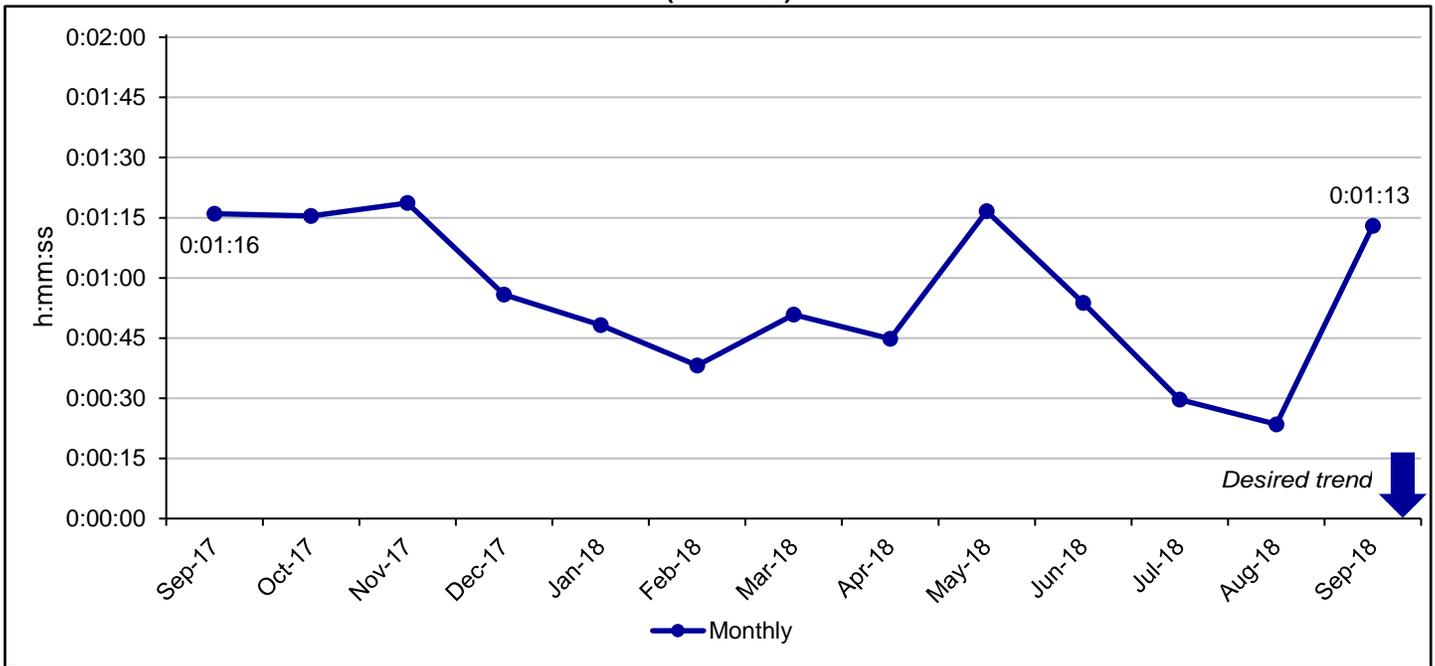
- Additional Bus Stop Time improved (decreased) from 0:01:59 in September 2017 to 0:01:56 in September 2018.

Chart 3

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

<u>Borough</u>	<u>Sep 18</u>	<u>Sep 17</u>	<u>Difference</u>
Bronx	0:01:48	0:01:55	-0:00:07
Local/Limited	0:01:50	0:01:57	-0:00:07
Select Bus Service	0:01:23	0:01:26	-0:00:03
Express	0:02:31	0:02:45	-0:00:14
Brooklyn	0:02:05	0:02:06	-0:00:01
Local/Limited	0:02:08	0:02:10	-0:00:02
Select Bus Service	0:01:21	0:01:10	+0:00:11
Express	0:02:24	0:02:12	+0:00:12
Manhattan	0:01:46	0:01:43	+0:00:03
Local/Limited	0:01:56	0:01:52	+0:00:04
Select Bus Service	0:01:20	0:01:21	-0:00:01
Express	N/A	N/A	N/A
Queens	0:01:55	0:02:00	-0:00:05
Local/Limited	0:01:57	0:02:01	-0:00:04
Select Bus Service	0:01:23	0:01:31	-0:00:08
Express	0:02:32	0:02:29	+0:00:03
Staten Island	0:02:16	0:02:13	+0:00:03
Local/Limited	0:02:25	0:02:27	-0:00:02
Select Bus Service	0:01:27	0:01:20	+0:00:07
Express	0:02:07	0:01:49	+0:00:18
Systemwide	0:01:56	0:01:59	-0:00:03
Local/Limited	0:01:59	0:02:02	-0:00:03
Select Bus Service	0:01:22	0:01:22	0:00:00
Express	0:02:19	0:02:10	+0:00:09

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



	Monthly			12-Month Average		
	Sep 18	Sep 17	Difference	Sep 18	Sep 17	Difference
Bronx	0:01:18	0:01:22	-0:00:04	0:01:02	N/A	N/A
Brooklyn	0:01:05	0:01:10	-0:00:05	0:00:53	N/A	N/A
Manhattan	0:00:54	0:00:54	0:00:00	0:00:30	N/A	N/A
Queens	0:01:25	0:01:31	-0:00:06	0:01:03	N/A	N/A
Staten Island	0:01:19	0:01:05	+0:00:14	0:00:52	N/A	N/A
Systemwide	0:01:13	0:01:16	-0:00:03	0:00:54	N/A	N/A

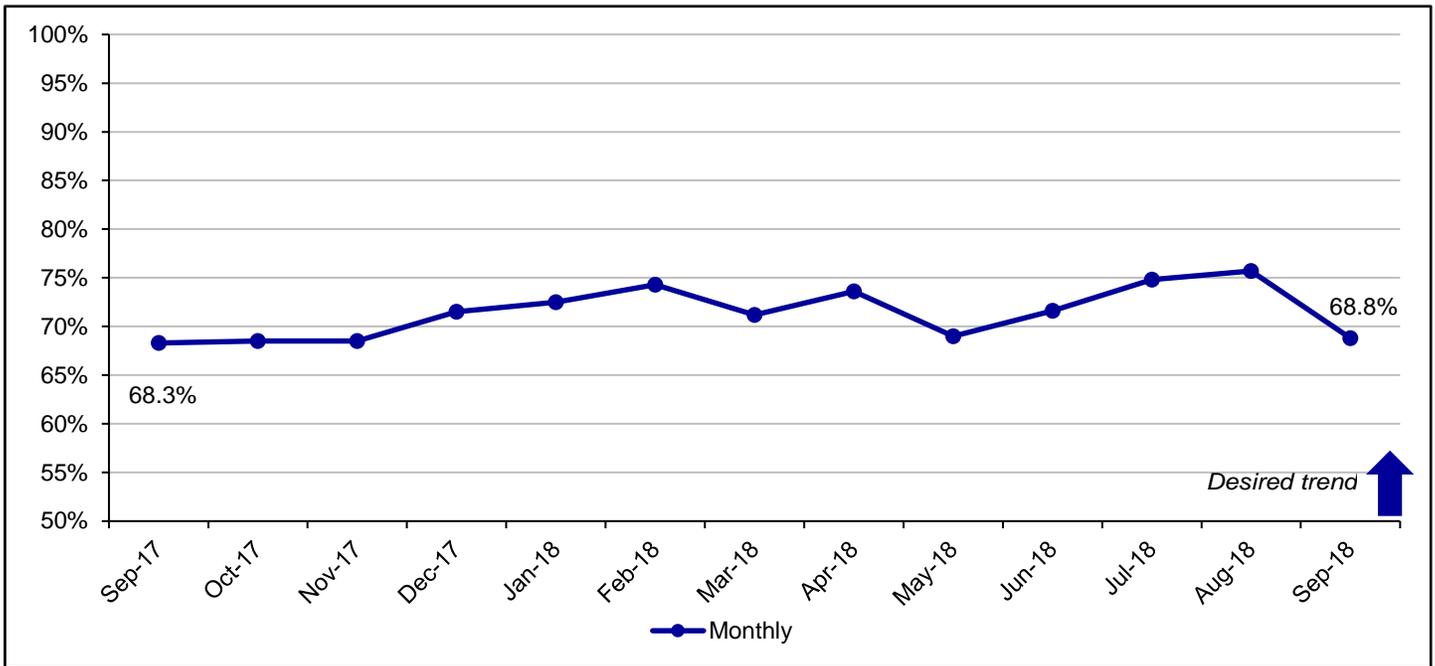
Additional Travel Time Discussion

- Additional Travel Time improved (decreased) from 0:01:16 in September 2017 to 0:01:13 in September 2018.

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

<u>Borough</u>	<u>Sep 18</u>	<u>Sep 17</u>	<u>Difference</u>
Bronx	0:01:18	0:01:22	-0:00:04
Local/Limited	0:01:08	0:01:14	-0:00:06
Select Bus Service	0:01:39	0:01:36	+0:00:03
Express	0:06:20	0:06:54	-0:00:34
Brooklyn	0:01:05	0:01:10	-0:00:05
Local/Limited	0:01:03	0:01:11	-0:00:08
Select Bus Service	0:01:05	0:00:40	+0:00:25
Express	0:03:11	0:01:55	+0:01:16
Manhattan	0:00:54	0:00:54	0:00:00
Local/Limited	0:01:03	0:01:03	0:00:00
Select Bus Service	0:00:31	0:00:32	-0:00:01
Express	N/A	N/A	N/A
Queens	0:01:25	0:01:31	-0:00:06
Local/Limited	0:01:18	0:01:23	-0:00:05
Select Bus Service	0:00:59	0:01:59	-0:01:00
Express	0:09:05	0:07:18	+0:01:47
Staten Island	0:01:19	0:01:05	+0:00:14
Local/Limited	0:00:55	0:00:53	+0:00:02
Select Bus Service	0:01:24	0:00:56	+0:00:28
Express	0:02:25	0:01:45	+0:00:40
Systemwide	0:01:13	0:01:16	-0:00:03
Local/Limited	0:01:09	0:01:13	-0:00:04
Select Bus Service	0:00:58	0:01:00	-0:00:02
Express	0:04:37	0:03:46	+0:00:51

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



	Monthly			12-Month Average		
	Sep 18	Sep 17	Difference	Sep 18	Sep 17	Difference
Bronx	69.3%	68.3%	+1.0%	71.7%	N/A	N/A
Brooklyn	68.4%	67.9%	+0.5%	70.6%	N/A	N/A
Manhattan	71.8%	72.3%	-0.5%	75.6%	N/A	N/A
Queens	67.9%	66.9%	+1.0%	71.2%	N/A	N/A
Staten Island	64.3%	66.1%	-1.8%	68.2%	N/A	N/A
Systemwide	68.8%	68.3%	+0.5%	71.7%	N/A	N/A

Customer Journey Time Performance Discussion

- Customer Journey Time Performance improved (increased) from 68.3% in September 2017 to 68.8% in September 2018.

Customer Journey Time Performance Monthly

<u>Borough</u>	<u>Sep 18</u>	<u>Sep 17</u>	<u>Difference</u>
Bronx	69.3%	68.3%	+1.0%
Local/Limited	70.2%	69.0%	+1.2%
Select Bus Service	67.7%	67.7%	0.0%
Express	42.0%	39.2%	+2.8%
Brooklyn	68.4%	67.9%	+0.5%
Local/Limited	68.3%	67.4%	+0.9%
Select Bus Service	74.0%	78.2%	-4.2%
Express	54.1%	60.1%	-6.0%
Manhattan	71.8%	72.3%	-0.5%
Local/Limited	69.9%	70.4%	-0.5%
Select Bus Service	76.7%	77.1%	-0.4%
Express	N/A	N/A	N/A
Queens	67.9%	66.9%	+1.0%
Local/Limited	68.3%	67.6%	+0.7%
Select Bus Service	71.5%	64.8%	+6.7%
Express	33.1%	38.5%	-5.4%
Staten Island	64.3%	66.1%	-1.8%
Local/Limited	66.5%	66.9%	-0.4%
Select Bus Service	70.2%	73.5%	-3.3%
Express	55.9%	61.2%	-5.3%
Systemwide	68.8%	68.3%	+0.5%
Local/Limited	68.9%	68.2%	+0.7%
Select Bus Service	73.1%	73.4%	-0.3%
Express	48.4%	52.7%	-4.3%

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)

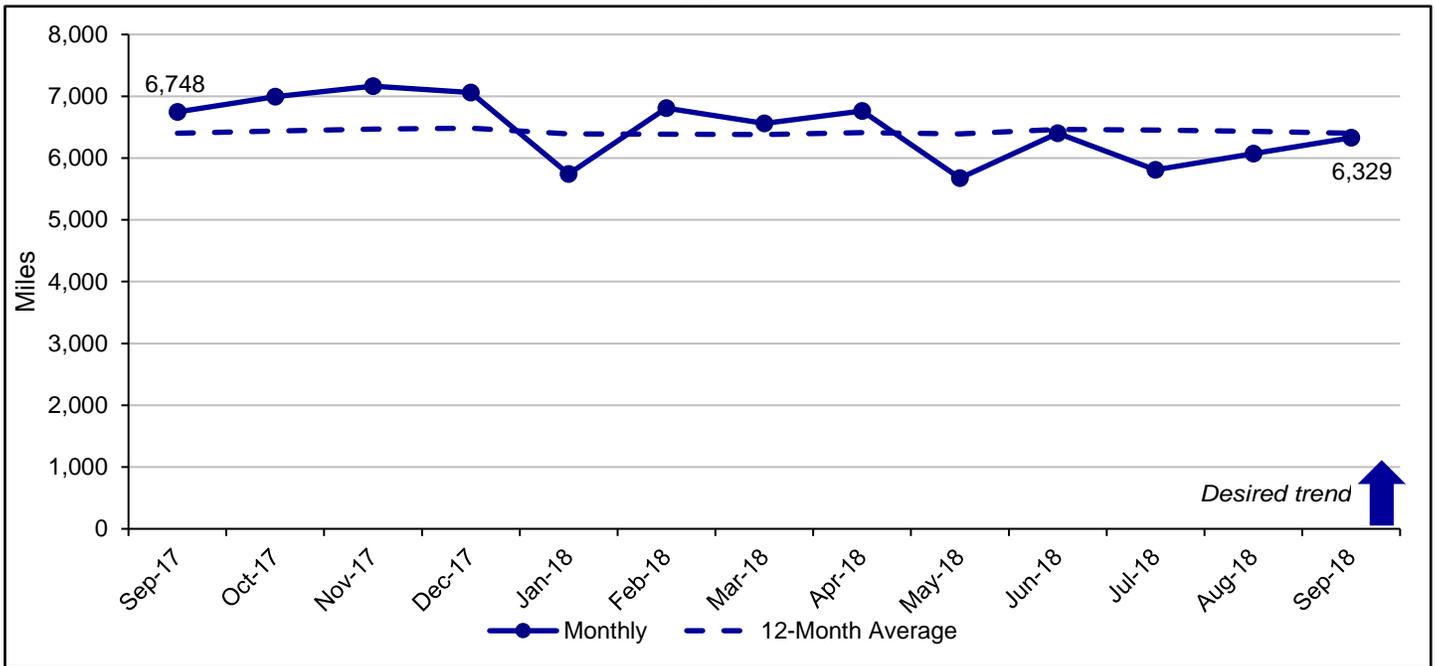
Mean Distance Between Failures (MDBF) reports how frequently mechanical problems such as engine failures or electrical malfunctions cause delays. It is calculated by dividing the number of miles buses run in service by the number of incidents due to mechanical problems.

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 GPS data.

Mean Distance Between Failures (24 Hours) Miles



	Monthly			12-Month Average		
	Sep 18	Sep 17	Difference	Sep 18	Sep 17	Difference
Bronx	4,701	4,811	-2.3%	4,460	4,439	+0.5%
Brooklyn	6,212	6,423	-3.3%	6,233	6,843	-8.9%
Manhattan	3,761	3,776	-0.4%	3,768	3,431	+9.8%
Queens	6,545	7,722	-15.2%	7,272	6,974	+4.3%
Staten Island	21,795	23,251	-6.3%	19,532	22,747	-14.1%
Systemwide	6,329	6,748	-6.2%	6,401	6,400	0.0%

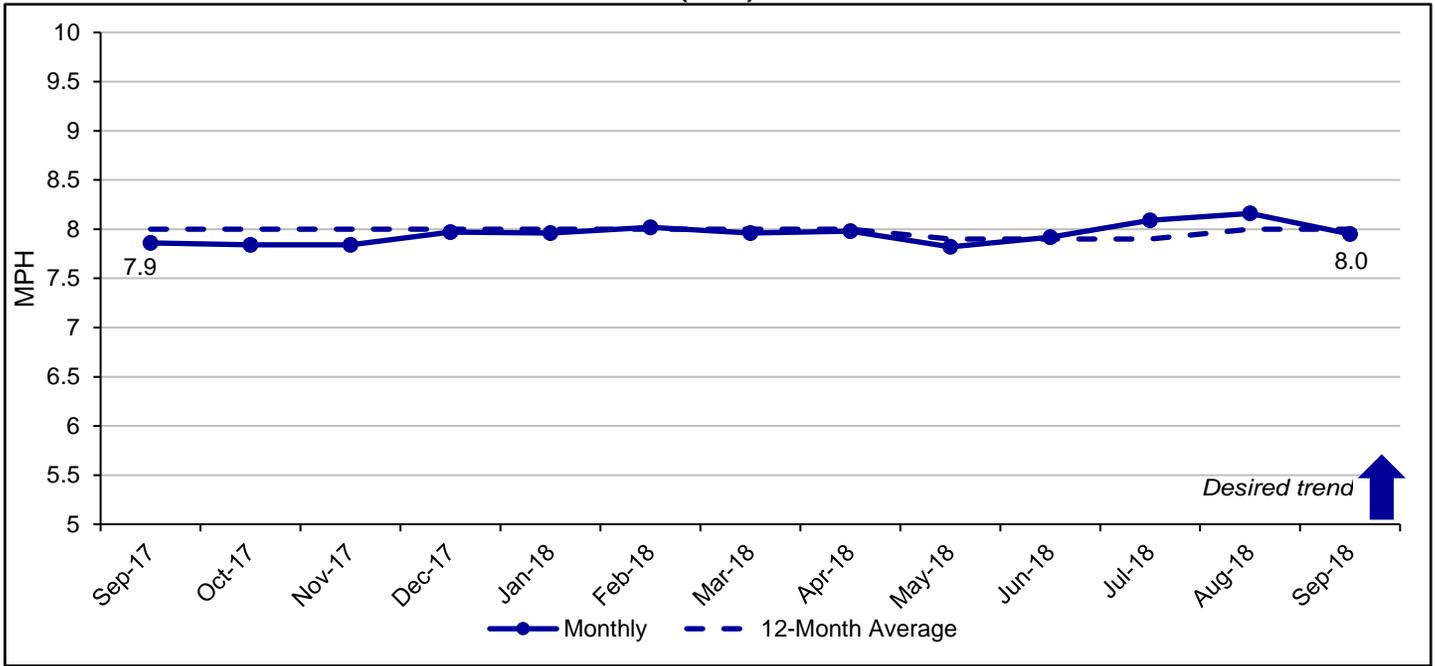
Mean Distance Between Failures Discussion

- Means Distance Between Failures was even with last year on a 12-month rolling average through September 2018 and decreased by 6.2% from 6,748 in September 2017 to 6,329 in September 2018.
- The decline in performance was primarily due to an increase of extremely hot and high precipitation 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>Sep 18</u>	<u>Sep 17</u>	<u>Difference</u>
Bronx	4,460	4,439	+0.5%
Local/Limited	3,756	3,736	+0.5%
Select Bus Service	5,621	4,883	+15.1%
Express	10,621	12,330	-13.9%
Brooklyn	6,233	6,843	-8.9%
Local/Limited	6,069	6,632	-8.5%
Select Bus Service	7,802	8,193	-4.8%
Express	8,973	12,520	-28.3%
Manhattan	3,768	3,431	+9.8%
Local/Limited	3,401	3,118	+9.1%
Select Bus Service	6,677	6,017	+11.0%
Express	N/A	N/A	N/A
Queens	7,272	6,974	+4.3%
Local/Limited	6,886	6,510	+5.8%
Select Bus Service	12,164	10,903	+11.6%
Express	7,953	9,449	-15.8%
Staten Island	19,532	22,747	-14.1%
Local/Limited	17,108	21,003	-18.5%
Select Bus Service	11,579	10,428	+11.0%
Express	23,857	27,772	-14.1%
Systemwide	6,401	6,400	0.0%
Local/Limited	5,590	5,568	+0.4%
Select Bus Service	8,119	7,176	+13.1%
Express	12,456	14,789	-15.8%

Bus Speeds (24 Hours) (MPH)



	Monthly			12-Month Average		
	Sep 18	Sep 17	Difference	Sep 18	Sep 17	Difference
Bronx	7.3	7.3	0.0%	7.5	7.5	0.0%
Brooklyn	7.1	7.0	+1.4%	7.1	7.2	-1.4%
Manhattan	6.0	5.9	+1.7%	6.0	5.9	+1.7%
Queens	8.7	8.8	-1.1%	8.9	9.0	-1.1%
Staten Island	13.5	13.0	+3.8%	13.3	13.2	+0.8%
Systemwide	8.0	7.9	+1.3%	8.0	8.0	0.0%

Speed Discussion

- Bus Speeds increased from 7.9 mph in September 2017 to 8.0 in September 2018.

Bus Speeds
Monthly (24 Hours)
MPH

<u>Borough</u>	<u>Sep 18</u>	<u>Sep 17</u>	<u>Difference</u>
Bronx	7.3	7.3	0.0%
Local/Limited	6.7	6.7	0.0%
Select Bus Service	8.6	8.6	0.0%
Express	11.1	11.1	0.0%
Brooklyn	7.1	7.0	+1.4%
Local/Limited	6.8	6.8	0.0%
Select Bus Service	8.4	8.6	-2.3%
Express	11.6	11.8	-1.7%
Manhattan	6.0	5.9	+1.7%
Local/Limited	5.6	5.6	0.0%
Select Bus Service	7.7	7.3	+5.5%
Express	N/A	N/A	N/A
Queens	8.7	8.8	-1.1%
Local/Limited	8.4	8.6	-2.3%
Select Bus Service	11.3	10.1	+11.9%
Express	11.9	12.1	-1.7%
Staten Island	13.5	13.0	+3.8%
Local/Limited	11.5	11.3	+1.8%
Select Bus Service	14.3	14.5	-1.4%
Express	16.6	15.4	+7.8%
Systemwide	8.0	7.9	+1.3%
Local/Limited	7.4	7.4	0.0%
Select Bus Service	9.4	8.9	+5.6%
Express	13.4	13.0	+3.1%

Chart 12

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?

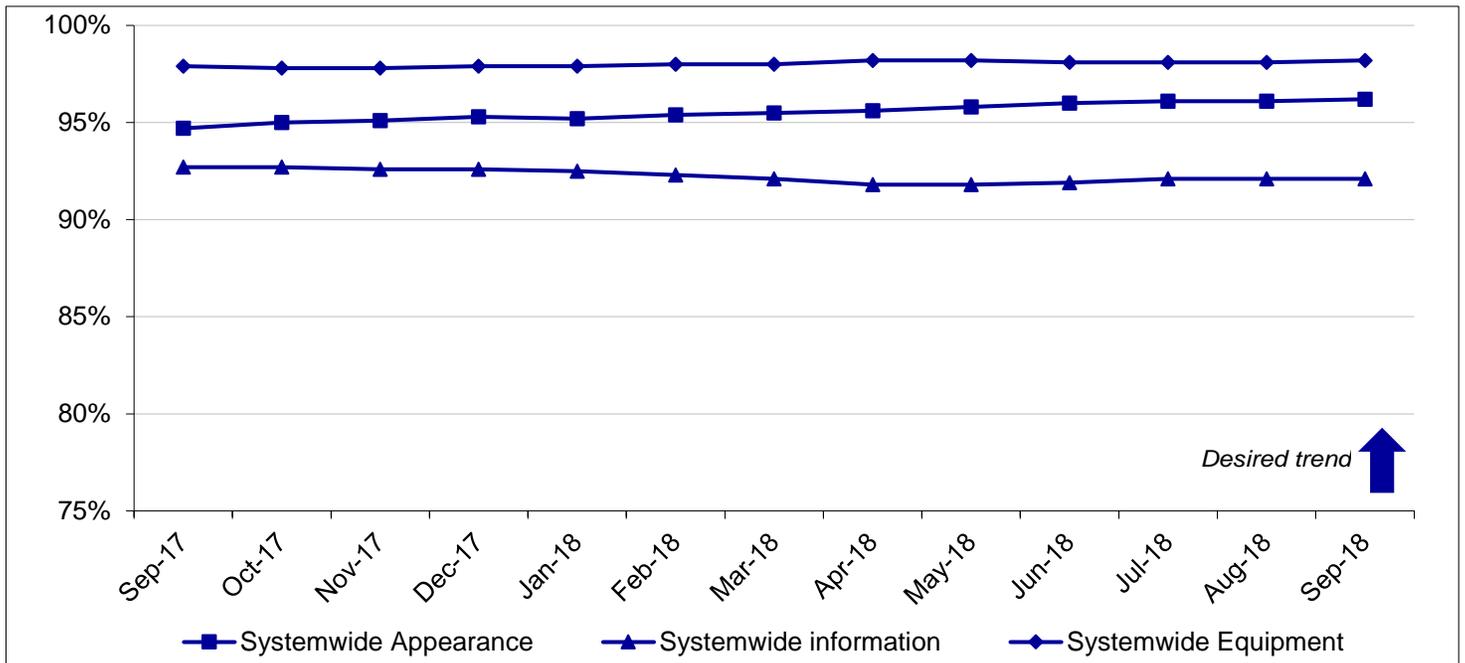
Equipment: For example, do the heat, air conditioning, and wheelchair lift work?

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



	Oct 17 - Sep 18			Oct 16 - Sep 17		
	Appearance	Equipment	Information	Appearance	Equipment	Information
Bronx	95.6%	98.3%	91.9%	93.9%	98.4%	93.3%
Brooklyn	96.7%	98.2%	91.3%	95.1%	97.9%	92.3%
Manhattan	94.8%	97.8%	94.0%	90.8%	97.9%	94.2%
Queens	97.6%	97.7%	91.6%	97.4%	97.5%	93.1%
Staten Island	95.3%	98.7%	91.7%	94.3%	97.7%	90.7%
Systemwide	96.2%	98.2%	92.1%	94.7%	97.9%	92.7%

Passenger Environment Survey Discussion

- The information quality score decreased by 0.6% on a 12-month average due to a slight decline in bus map availability and bus announcements. As part of the Fast Forward Plan, 1,000 buses will be retrofitted 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 1.5%, due to better litter and cleanliness scores.
- 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.

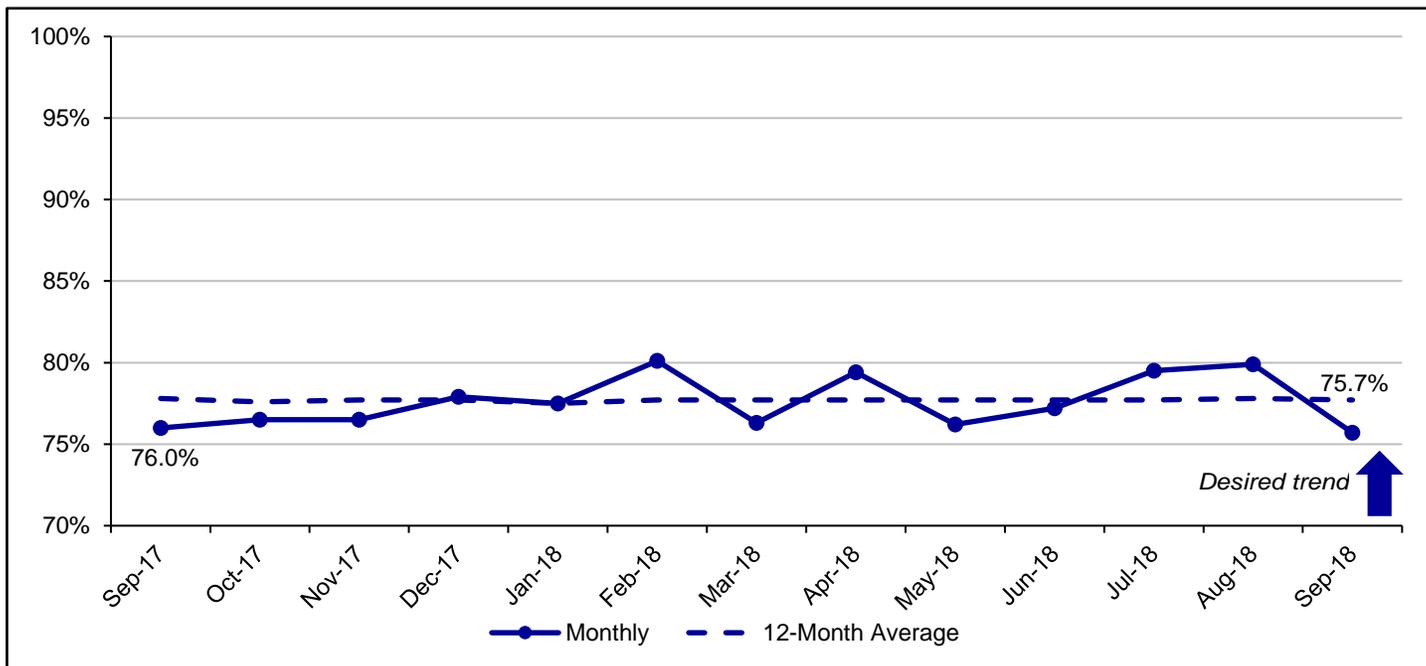
Bus AM Weekday Pull Out Performance

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



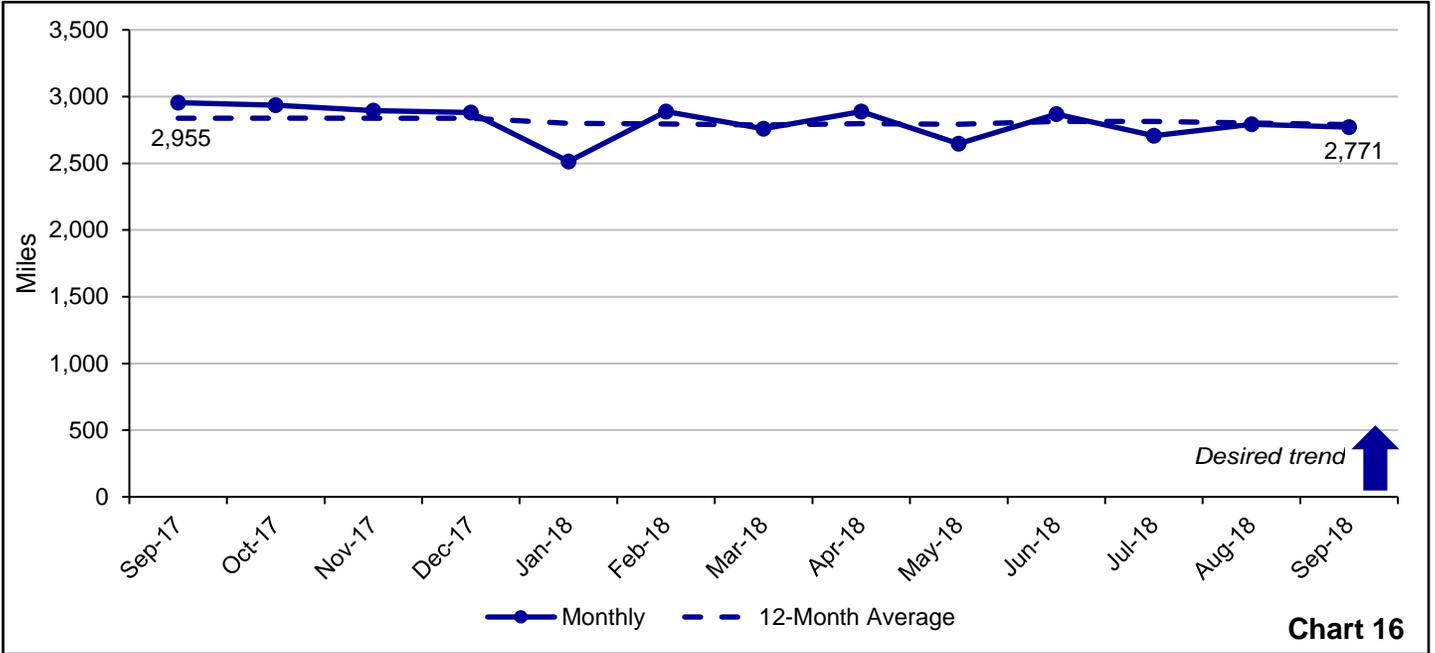
	Monthly			12-Month Average		
	Sep 18	Sep 17	Difference	Sep 18	Sep 17	Difference
Bronx	75.7%	75.4%	+0.3%	77.1%	77.7%	-0.6%
Brooklyn	74.4%	75.0%	-0.6%	76.3%	76.5%	-0.2%
Manhattan	72.9%	74.2%	-1.3%	76.4%	75.8%	+0.6%
Queens	77.1%	77.1%	0.0%	79.1%	78.8%	+0.3%
Staten Island	78.6%	80.3%	-1.7%	80.6%	81.6%	-1.0%
Systemwide	75.7%	76.0%	-0.3%	77.7%	77.8%	-0.1%

Chart 14

Wait Assessment Monthly

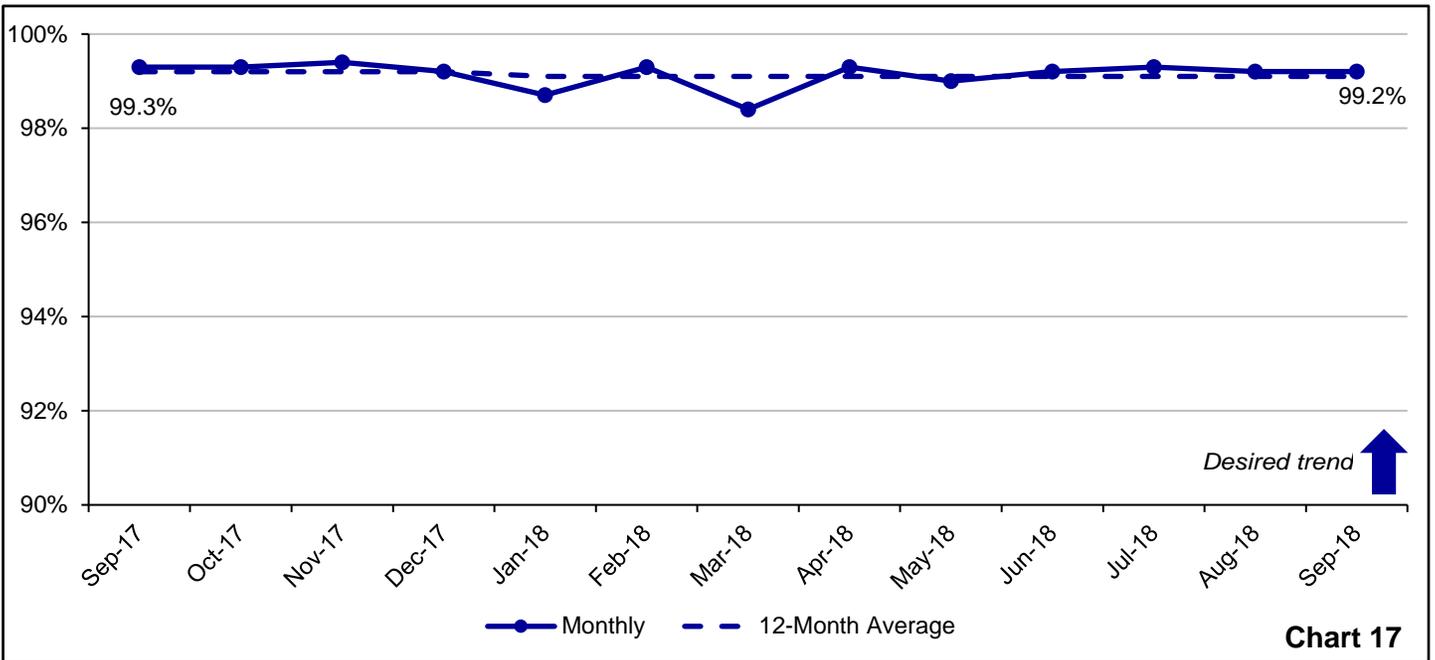
<u>Borough</u>	<u>Sep 18</u>	<u>Sep 17</u>	<u>Difference</u>
Bronx	75.7%	75.4%	+0.3%
Local/Limited	75.4%	75.2%	+0.2%
Select Bus Service	78.6%	78.7%	-0.1%
Express	80.2%	80.7%	-0.5%
Brooklyn	74.4%	75.0%	-0.6%
Local/Limited	74.3%	74.8%	-0.5%
Select Bus Service	79.9%	82.4%	-2.5%
Express	73.7%	77.8%	-4.1%
Manhattan	72.9%	74.2%	-1.3%
Local/Limited	72.4%	73.8%	-1.4%
Select Bus Service	78.7%	78.5%	+0.2%
Express	N/A	N/A	N/A
Queens	77.1%	77.1%	+0.0%
Local/Limited	76.9%	77.0%	-0.1%
Select Bus Service	81.4%	79.2%	+2.2%
Express	77.5%	78.2%	-0.7%
Staten Island	78.6%	80.3%	-1.7%
Local/Limited	78.1%	80.0%	-1.9%
Select Bus Service	79.5%	82.4%	-2.9%
Express	80.5%	80.8%	-0.3%
Systemwide	75.7%	76.0%	-0.3%
Local/Limited	75.4%	75.8%	-0.4%
Select Bus Service	79.9%	79.8%	+0.1%
Express	78.9%	79.8%	-0.9%

Bus Mean Distance Between Service Interruptions



	Monthly			12-Month Average		
	Sep 18	Sep 17	Difference	Sep 18	Sep 17	Difference
Systemwide	2,771	2,955	-6.2%	2,789	2,837	-1.7%

Bus Percentage of Completed Trips



	Monthly			12-Month Average		
	Sep 18	Sep 17	Difference	Sep 18	Sep 17	Difference
Systemwide	99.2%	99.3%	-0.1%	99.1%	99.2%	-0.1%

Bus AM Weekday Pull Out Performance

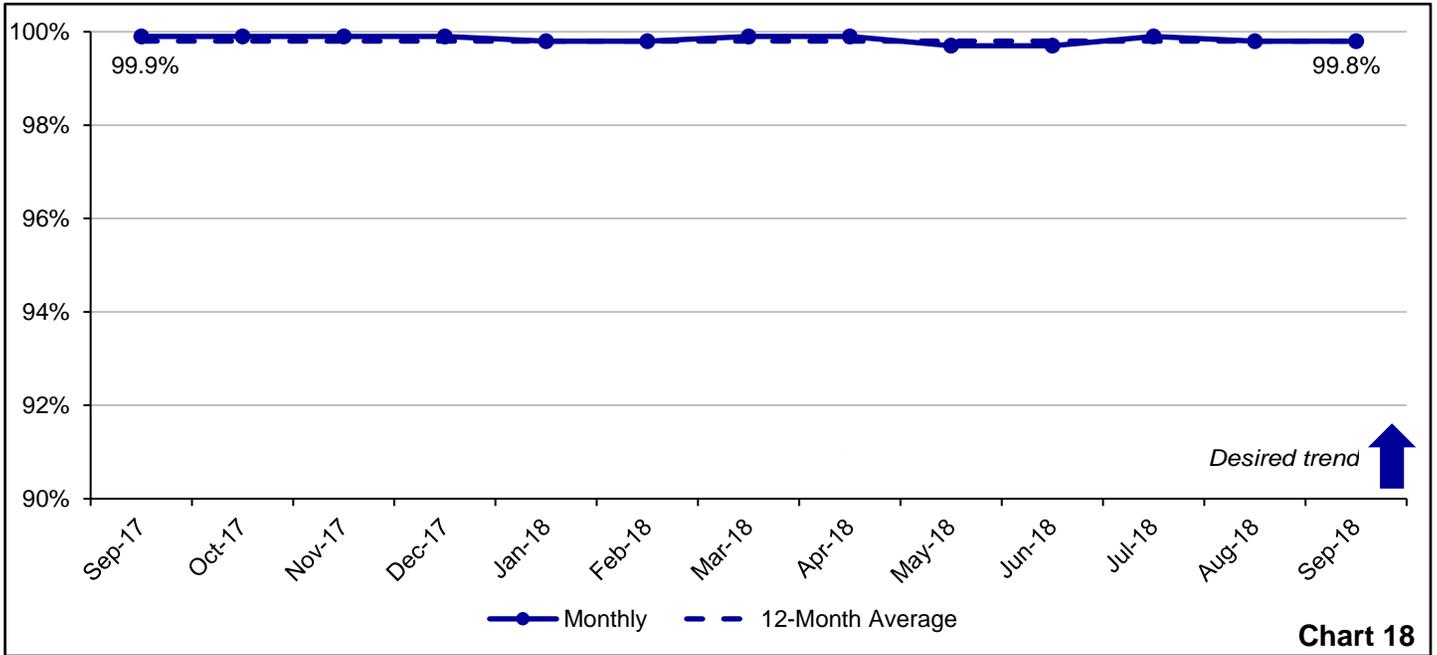


Chart 18

	Monthly			12-Month Average		
	Sep 18	Sep 17	Difference	Sep 18	Sep 17	Difference
Systemwide	99.8%	99.9%	-0.1%	99.8%	99.8%	0.0%

Bus PM Weekday Pull Out Performance

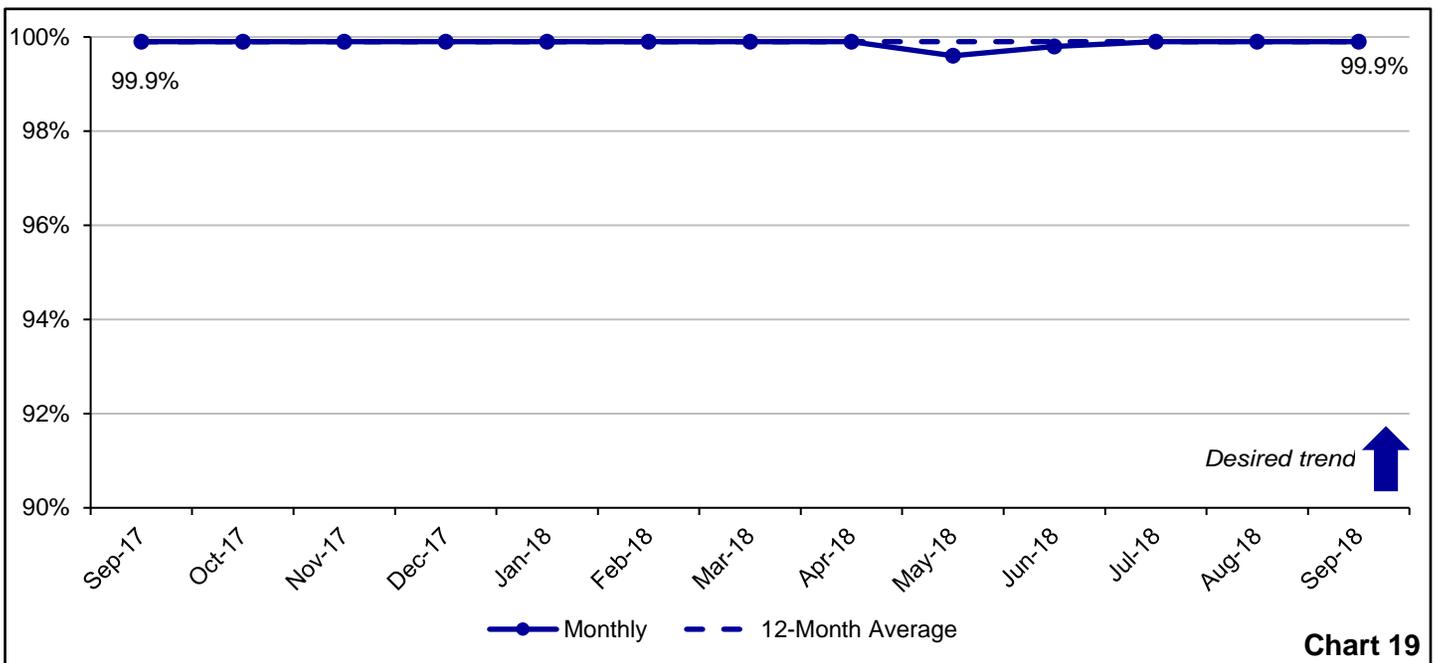


Chart 19

	Monthly			12-Month Average		
	Sep 18	Sep 17	Difference	Sep 18	Sep 17	Difference
Systemwide	99.9%	99.9%	0.0%	99.9%	99.9%	0.0%

Customer Service Report: Paratransit

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



As part of the "Meet the Execs" program, NYCT President Andy Byford and his leadership team, including Senior Advisor for Systemwide Accessibility Alex Elegudin and Labor Relations' Executive Vice President Kim Ward-Moore (pictured above), visited Paratransit headquarters in Queens on October 12 to view operations and meet with staff.

October 2018 Highlights: Paratransit

This report shows Paratransit performance measures for August 2018. August performance remained stable despite a 12% growth in ridership as compared to last year. Our E-Hail pilot program, which includes both advance reservation and real-time, on-demand service for Paratransit customers, is the primary driver of ridership growth and has resulted in a significant increase in E-Hail trips. Approximately 1,200 customers have enrolled for on-demand services and have taken over 120,000 on-demand trips since the end of last year. In total, we have provided 1.4 million E-Hail trips since the inception of the program, with demand for E-Hail services growing significantly each month.

We fully recognize the unprecedented flexibility that on-demand E-Hail offers customers. We are working with all our stakeholders to determine how we can offer this program in a way that's financially sustainable in the future, including looking to E-Hail models in use at other Paratransit agencies across the country. As we consider our best options, this month we are requesting approval for several procurements that will allow us to extend the current E-Hail service for six months through April 30th, 2019.

One of these procurement actions introduces a third E-Hail contractor, LimoSys, alongside the two current contractors, Curb and Arro. Curb and Arro disseminate their trips to yellow and green taxicabs. LimoSys will disseminate their trips to for-hire vehicles. Adding LimoSys will not only allow the MTA to test another type of E-Hail service, it will bring added capacity and greater access for customers in the outer boroughs. It will also enable us to garner more data for the future structure of the program.

Darryl C. Irick

President, MTA Bus Company

Senior Vice President, NYCT Department of Buses

Paratransit Report

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

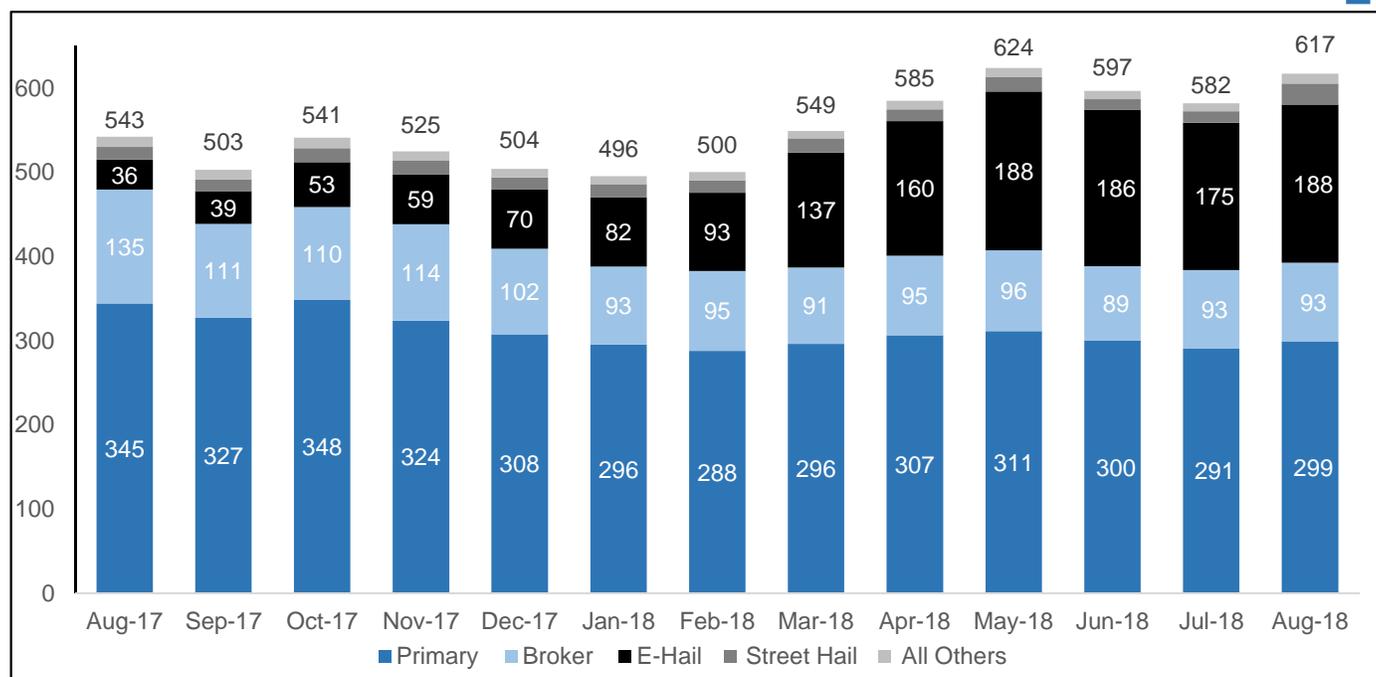
Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: August 2018			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Legacy Indicators	% of Trips Completed	92.9%	93.7%	-0.8%	91.4%	90.7%	+0.7%
	Trips Requested	759,685	670,549	+13.3%	696,917	646,688	+7.8%
	Trips Scheduled	664,197	579,386	+14.6%	604,276	555,015	+8.9%
	Trips Completed*	617,228	542,647	+13.7%	552,089	503,161	+9.7%
	Early Cancellations as a Percentage of Trips Requested	12.0%	12.8%	-0.8%	12.7%	13.4%	-0.7%
	Late Cancellations as a Percentage of Trips Scheduled	3.7%	3.2%	+0.5%	3.6%	3.4%	+0.2%
	No-Shows (Passenger) as a Percentage of Trips Scheduled	1.9%	2.5%	-0.6%	2.1%	1.9%	+0.2%
	No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.4%	0.6%	-0.2%	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	0.6%	0.8%	-0.2%	0.6%	0.8%	-0.2%
	New Applications Received	3,556	3,045	+16.8%	2,965	2,746	+8.0%

*August 2018 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.

Note: The percentage change may not be exact due to rounding.

Total Trips

Desired trend



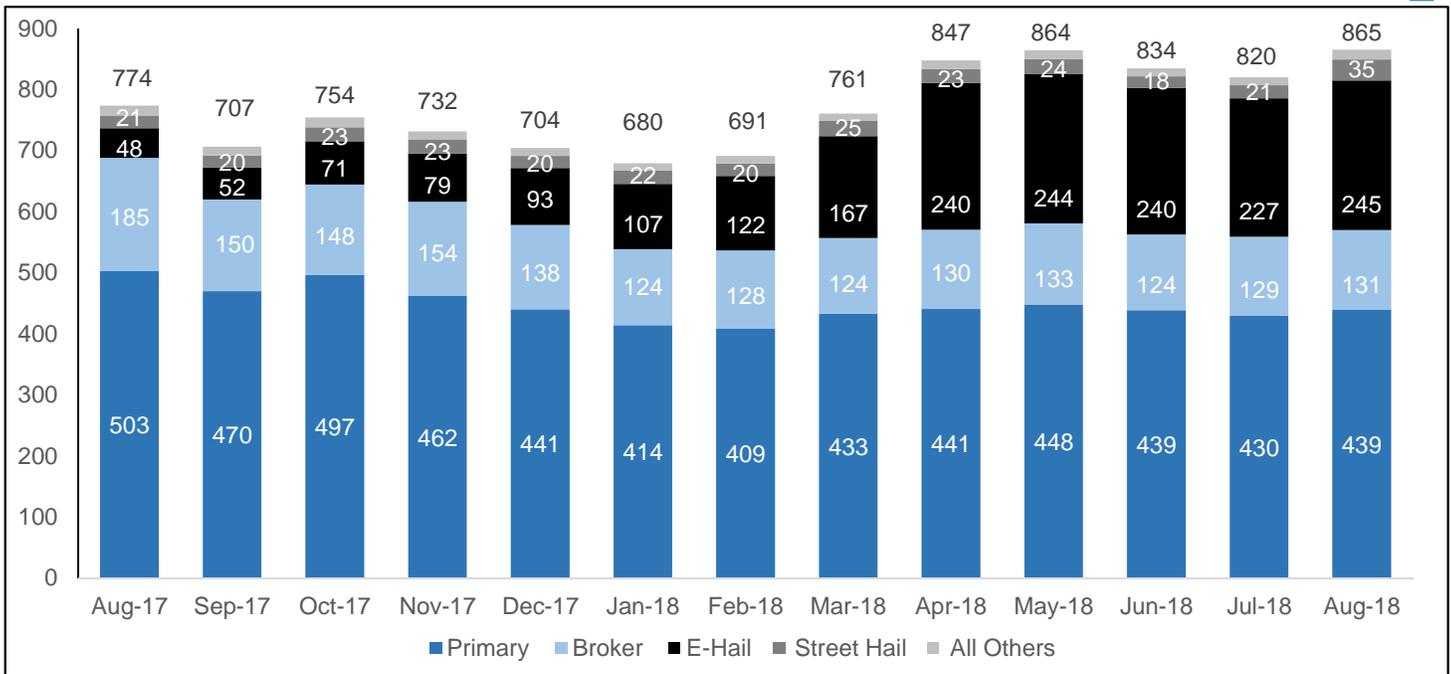
Total Trips Discussion

- Total trips increased by 35K to 617K in August 2018 when compared to 582K in July, and increased by 74K when compared to 543K in August 2017. This represents a percentage increase of 6% and 14% respectively.
- The increase in trips is mainly attributed to an increase of E-Hail and Primary usage. E-Hail usage increased 13K in August 2018 when compared to the previous month and increased 152K when compared to the same month last year. Additionally, Primary trips increased by 8K in August 2018 when compared to the previous month.
- May through July 2018 trips has been adjusted to reflect the most recent data submitted from the vendors.

Chart 1

Total Ridership

Desired trend 

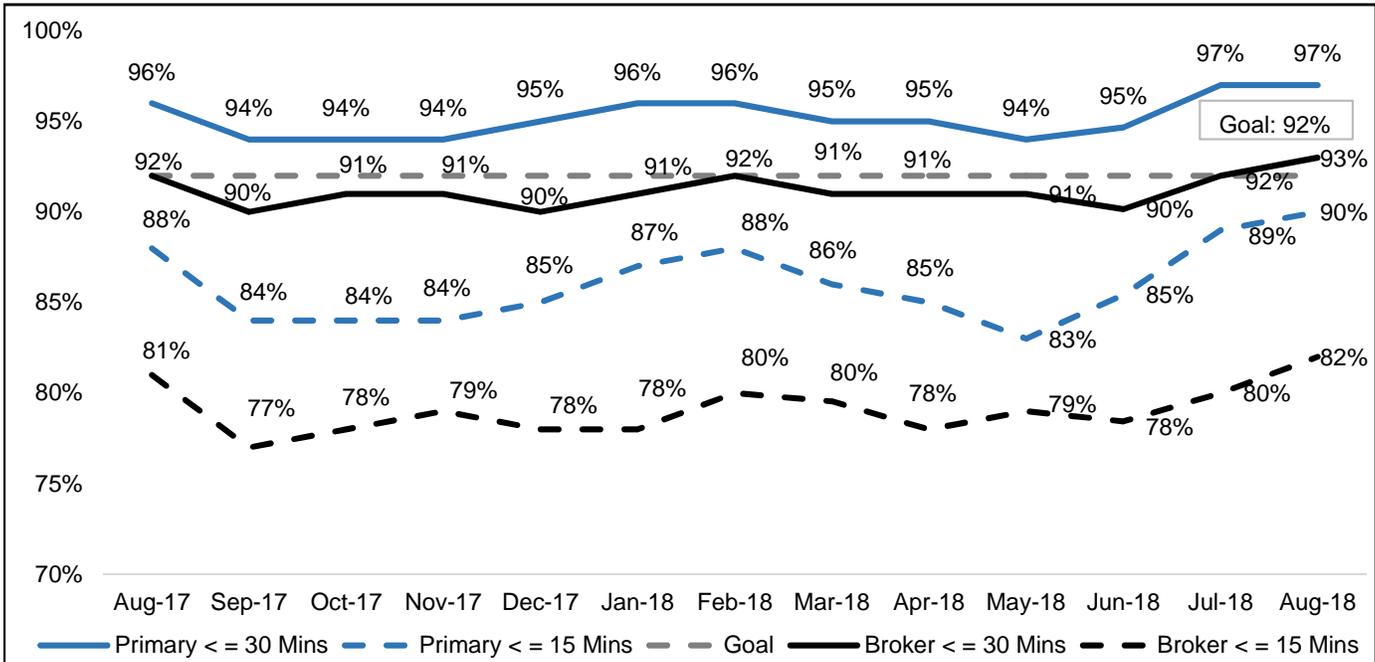


Total Ridership Discussion

- Total ridership increased by 45K to 865K in August 2018 when compared to 820K in July, and increased by 91K when compared to 774K in August 2017. This represents a percentage increase of 5% and 12% respectively.
- The increase in ridership is mainly attributed to an increase of E-Hail and Primary usage. E-Hail ridership increased 18K in August 2018 when compared to the previous month and increased 197K when compared to the same month last year. Additionally, Primary trips increased by 9K in August 2018 when compared to the previous month.
- May through July 2018 ridership has been adjusted to reflect the most recent data submitted from the vendors.

Pick Up On-Time Performance

Desired trend 



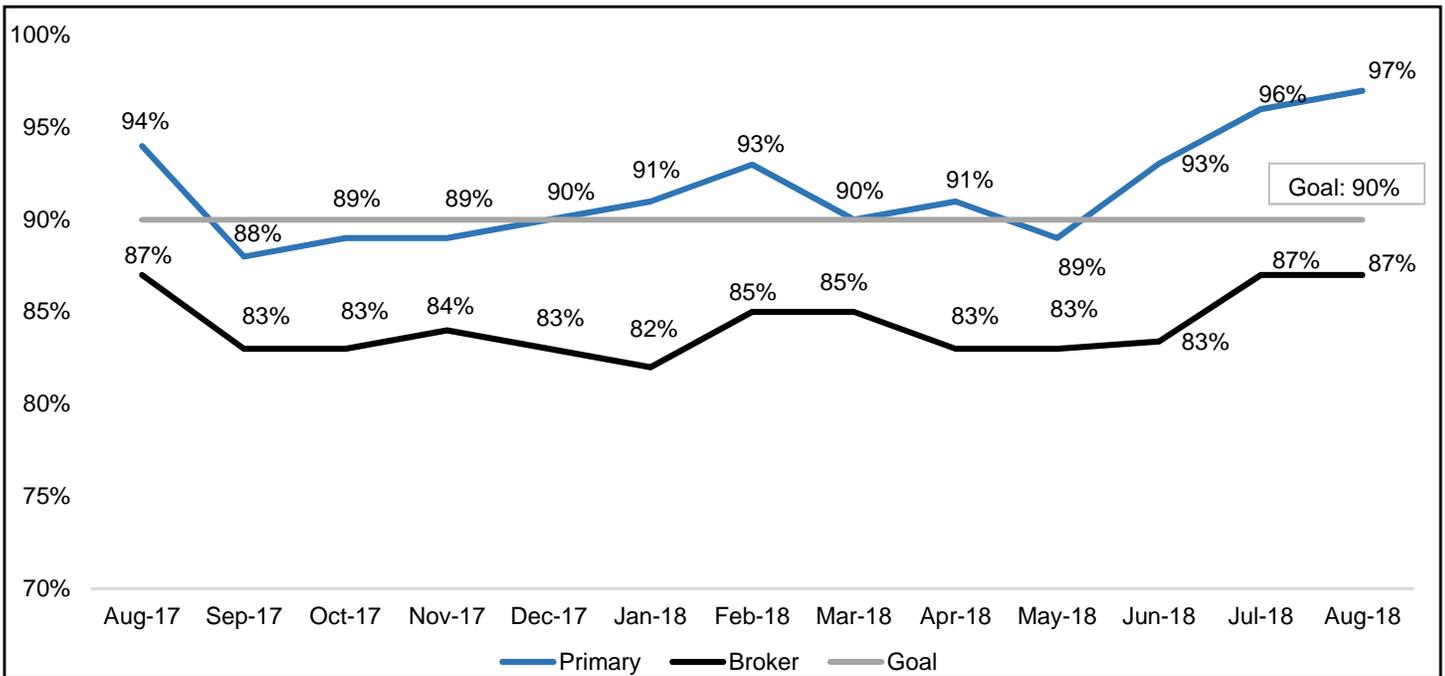
Pick Up On-Time Performance Discussion

- Primary Carrier 30 minute P/U OTP remained flat at 97% in August 2018, 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 90% in August 2018, an improvement of 1% when compared to the previous month, and showed a 2% improvement when compared to the same month last year.
- Broker 30 minute P/U OTP was 93% in August 2018, an increase of 1% when compared to the previous month, and showed a 1% improvement when compared to the same period last year.
- Broker 15 minute P/U OTP was 82% in August 2018, an increase of 2% when compared to the previous month, and showed a 1% improvement when compared to the same period last year.

Chart 3

Drop Off On-Time Performance On Appointment Trips

Desired trend 



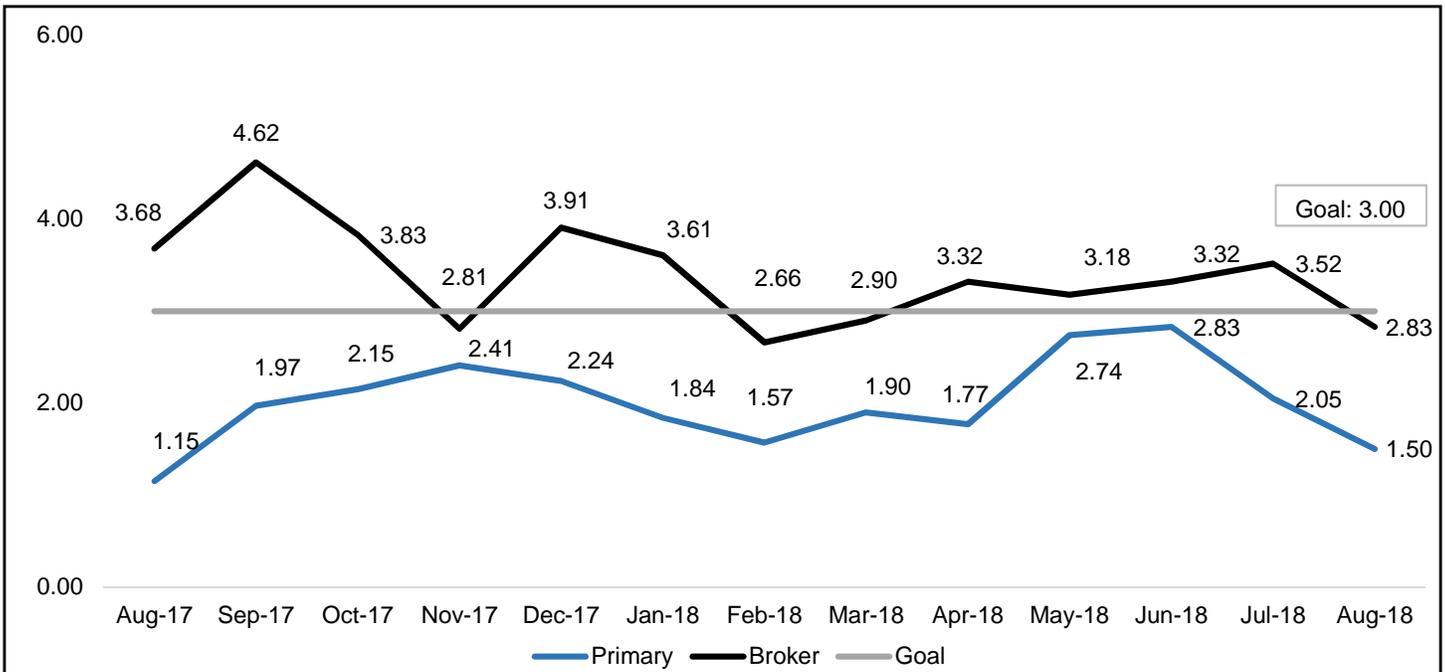
Drop Off On-Time Performance On Appointment Trips Discussion

- Primary Carrier D/O OTP improved by 1% to 97% in August 2018 as compared to 96% in the previous month, and showed a 3% improvement when compared to the same period last year.
- Broker D/O OTP remained flat at 87% in August 2018 as compared to the previous month, and the same period last year.

Chart 4

Provider No Shows Per 1,000 Scheduled Trips

Desired trend ↓

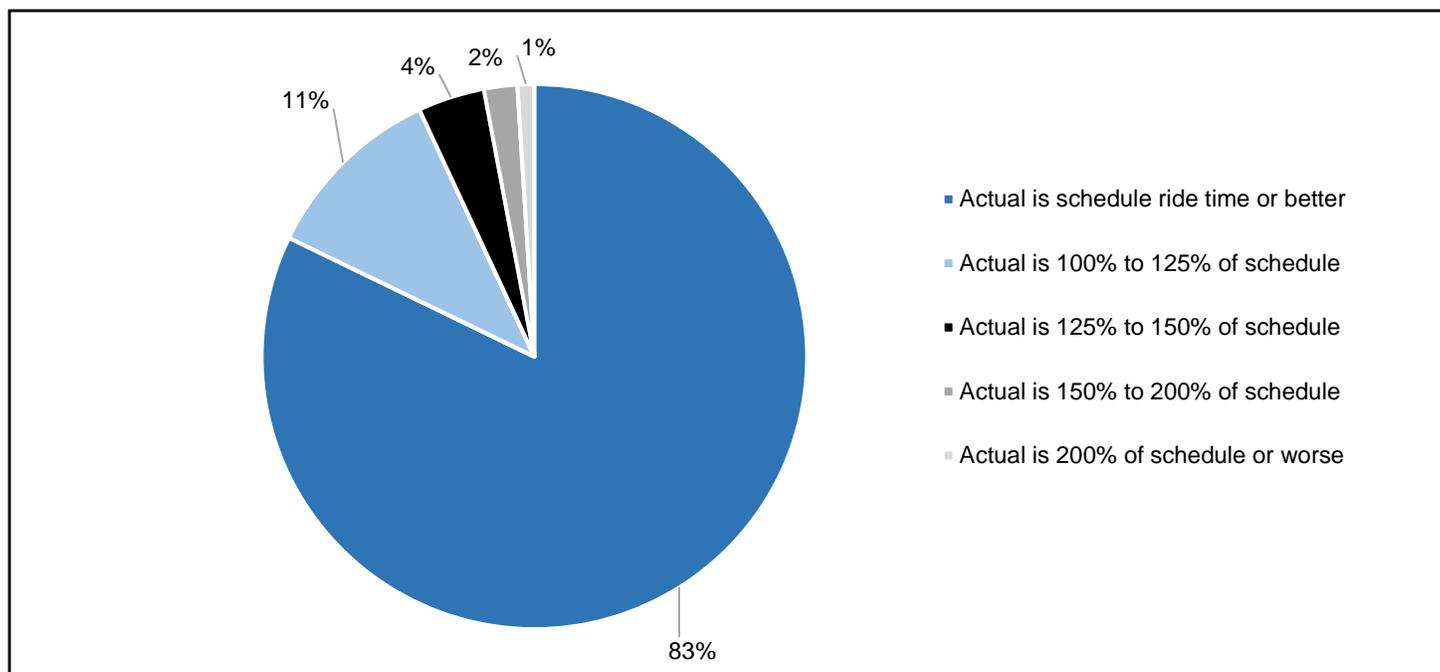


Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary Carrier No-Shows improved to 1.50 per 1,000 trips in August 2018 when compared to 2.05 in the previous month and showed an increase of 0.35 per 1,000 trips when compared to the same month in the previous year.
- Broker No-Shows improved to 2.83 per thousand trips in August 2018 when compared to 3.52 per thousand trips in the previous month and showed an improvement of 0.85 per 1,000 trips when compared to the same month in the previous year.

Chart 5

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

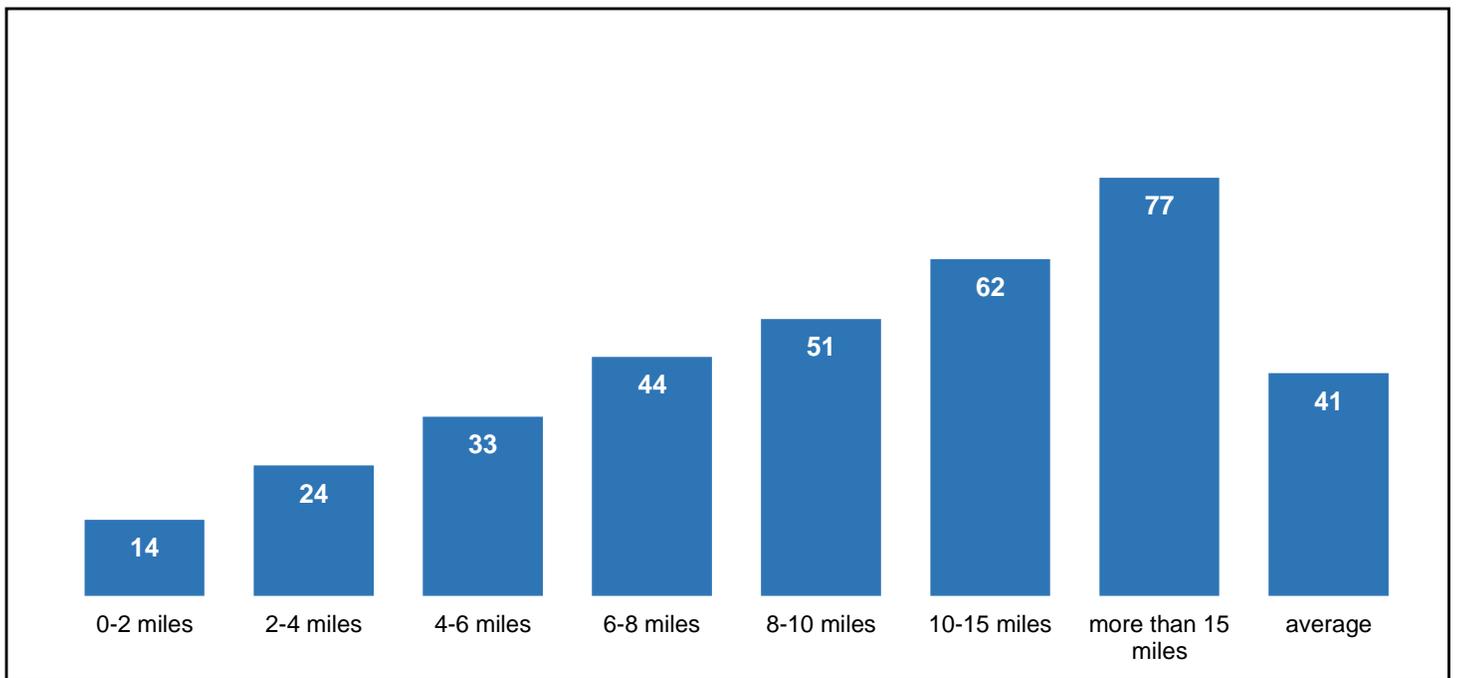


Access-A-Ride Carrier Ride Time Performance - Actual vs. Scheduled Discussion

- 83% of trips were performed within the scheduled time or better, which is an improvement of 1% from the previous month.

Note: Percentages may not be exact due to rounding.

Average Travel Time in Minutes by Trip Distance Category

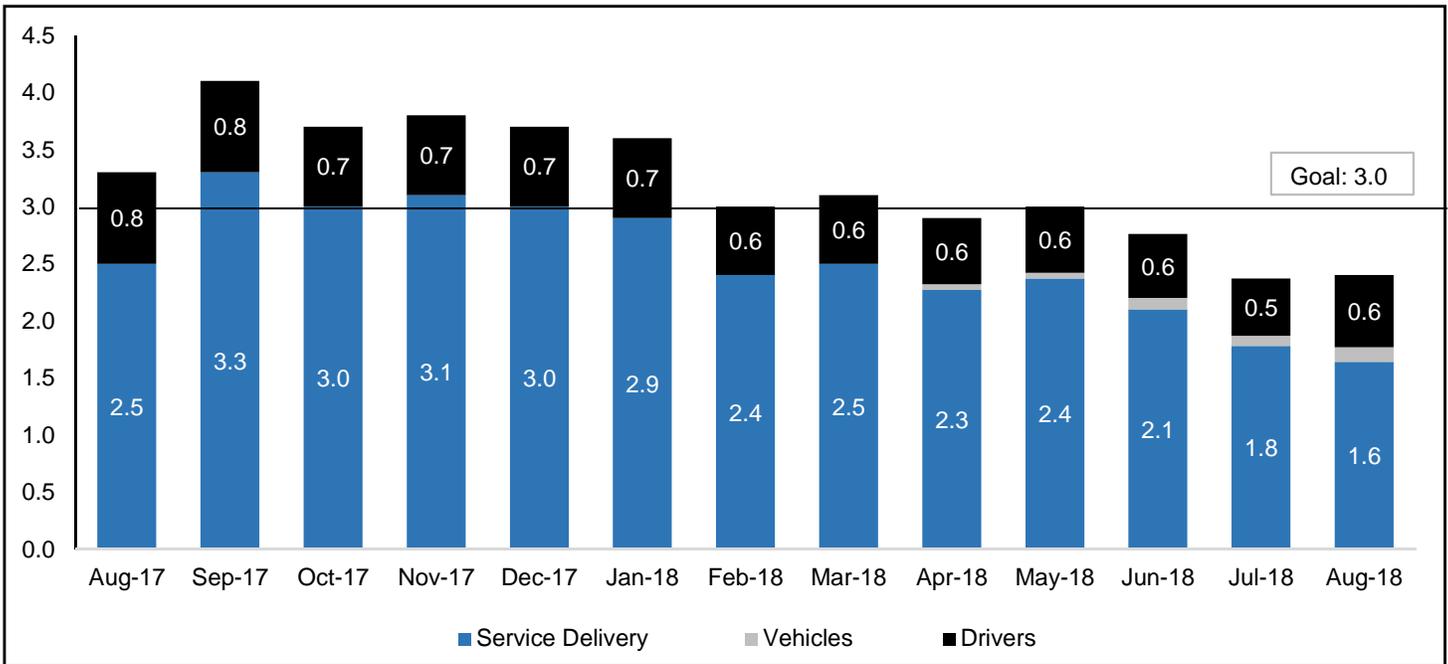


Average Travel Time in Minutes by Trip Distance Category Discussion

- The average travel time for all categories remained flat at 41 minutes when compared to the previous month.

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

Desired trend ↓

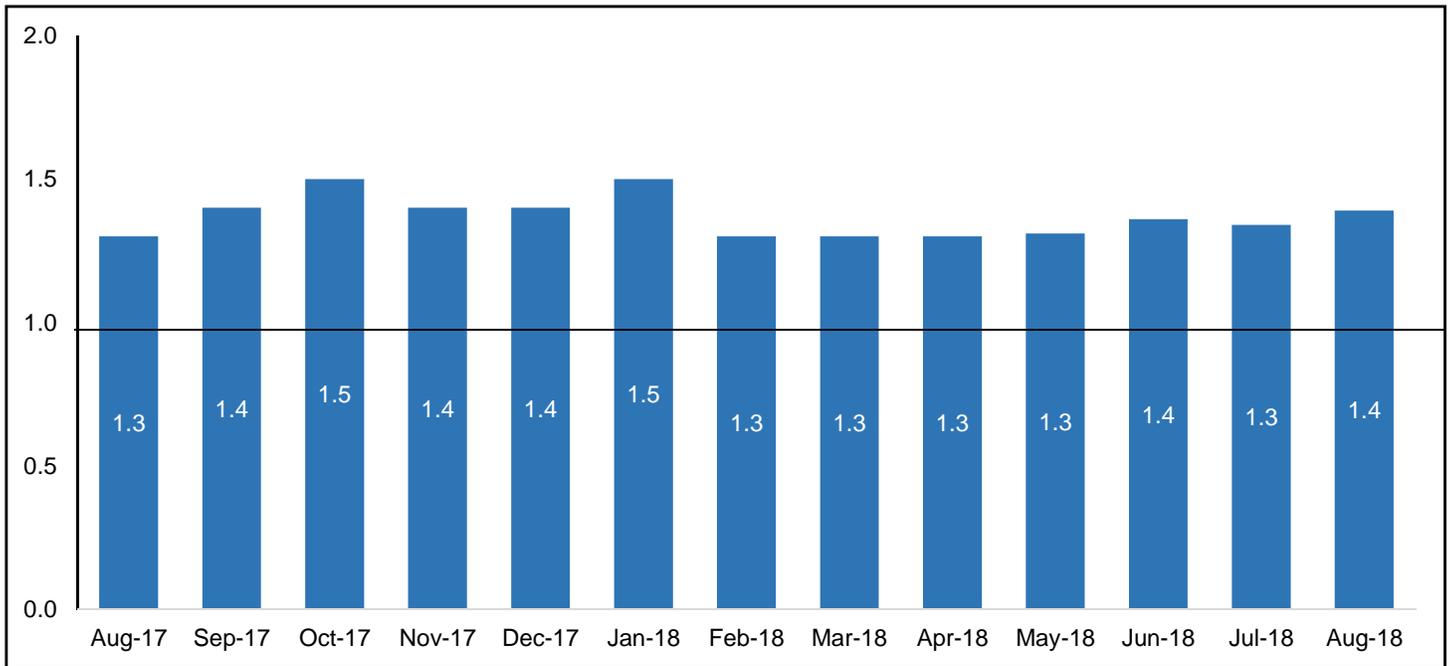


Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips Discussion

- Transportation Service related passenger complaints improved to 2.3 per 1,000 trips in August 2018 when compared to 2.4 per 1,000 trips in the previous month and showed an improvement of 1.0 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

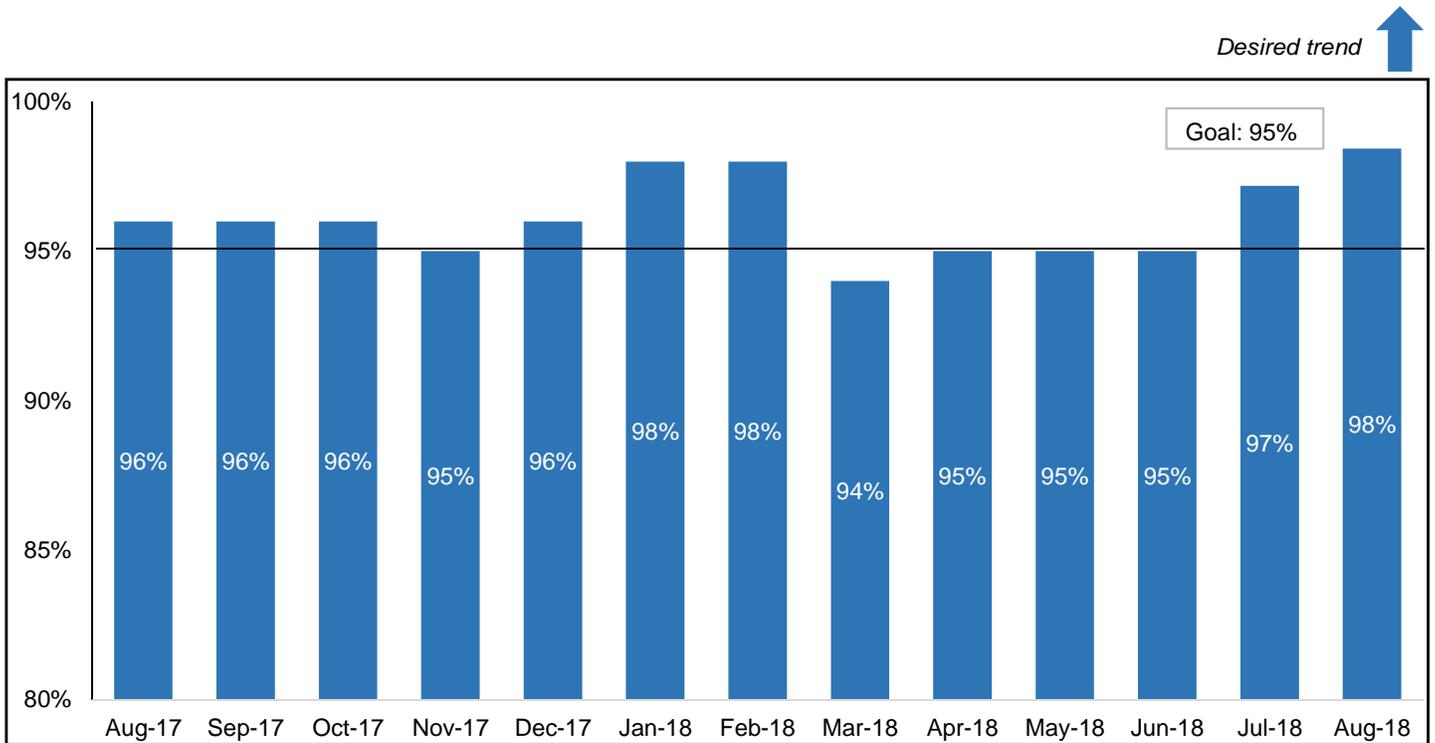
Desired trend



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

- Non-Transportation related passenger complaints increased to 1.4 in August 2018 when compared to 1.3 in the previous month, and increased 0.1 per 1,000 trips when compared to the same period last year.

Percent of Calls Answered

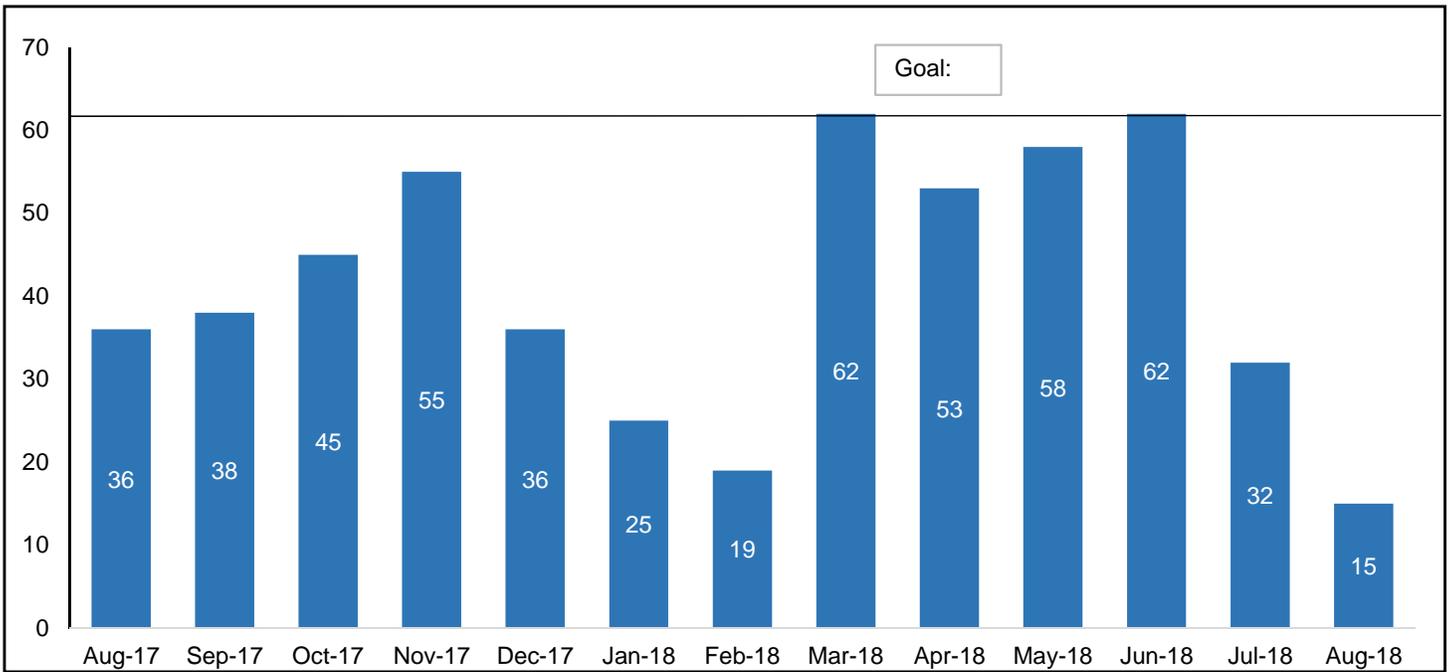


Percent of Calls Answered Discussion

- The Percent of Calls Answered improved to 98% in August 2018 when compared to 97% in the previous month and showed a 2% improvement when compared to same month last year.

Average Call Answer Speed in Seconds

Desired trend



Average Call Answer Speed in Seconds Discussion

- Call answering speed improved to 15 seconds in August 2018 from 32 seconds in July 2018 and improved by 21 seconds when compared to the same period last year.

Accessibility Update

Alex Elegudin, Senior Advisor for Systemwide Accessibility



 **Alternate Accessible Travel Information**

If this elevator is out of service:

- For Flatbush Av-bound 2 or New Lots Av-bound 3, use the elevator in this passageway that serves the Manhattan-bound 2 or 3.
- Then take an uptown 2 or 3 to Borough Hall where you can use the platform elevator to transfer for downtown service.

Subway and bus service may vary by time of day.
For the most updated service and equipment status:
- Visit www.mta.info, or
- Use a Help Point intercom, or
- Talk with station personnel

Please report an outage using the MYmta app, www.mta.info/accessibility or call 511.

Include the elevator number: EL-304
Downtown 2 3 mezzanine at Atlantic Av-Barclays Ctr.

Improving communication for people with disabilities is a priority of the Fast Forward Plan. New signs that provide alternate accessible travel directions in the event of a breakdown or other unexpected barrier to mobility have been installed on elevators at 10 of NYCT's busiest station complexes (24 stations). One such sign can be seen on the right side panel of this elevator on the lower mezzanine at Atlantic Av-Barclays Ctr.

October 2018 Highlights: Accessibility

The station accessibility study continues, and NYCT is on pace to have 150 stations studied by the end of 2018. The study will help the agency prioritize the stations that will become accessible. NYCT continues to work to maintain reliable elevator service. Recognizing the realities of maintenance and unplanned outages, NYCT continues to install signs with alternate accessible route instructions so that they can be referenced in the event of an outage. The agency has received positive feedback from the community on this initiative.

Systemwide Accessibility is beginning to survey accessibility features at accessible stations which should lead to improvements, including improved signage for navigating accessible routes. Improved signage will more clearly direct the customer to the accessible boarding area and elevator.

The new Accessible Travel Guide is being released this fall. The guide is a useful resource for customers with disabilities navigating the transit system and has information such as tips on using the subway and bus system, where to find elevators to enter accessible stations, information on paratransit, and accommodations such as service animals.

We continue to work with our partners at the NYC Department of Transportation so that the rules of New York City can be amended to allow Access-A-Ride vehicles to use bus lanes and are making progress. Once this allowance is in place, Paratransit anticipates shorter trip times.

We are working with numerous transit partners, including the NYPD, to make sure accessibility-specific content is included in their training materials.

Lastly, we are continuing to engage with community organizations and disability advocates to gather feedback on how we can improve accessibility throughout our system and best serve all of our customers.

Alex Elegudin

Senior Advisor for Systemwide Accessibility

Strategy and Customer Experience

Sarah Meyer, Senior Vice President & Chief Customer Officer



NYCT staff receives input on comment cards from neighborhood attendees during a recent community conversation held at Medgar Evers College on September 25. The Brooklyn event was one of a series of outreach events scheduled across the five boroughs to present and have a dialogue about the Fast Forward Plan.

October 2018 Highlights: Strategy and Customer Experience

This month brings our first quarterly "Customer Commitment" report, to report back on the promises we have made to our community. We met 21 of our 24 commitments in Q3 and surpassed our goals for several projects that were designed to bring real, tangible improvements. Among the highlights, NYCT installed 25% more continuous welded rail than planned, creating a smoother, more reliable ride; increased service on five bus routes in Queens and Brooklyn – two more than we expected to launch this quarter; installed digital customer information signage on 220 buses; broke ground on elevators at six inaccessible stations (accelerating on our plan to start installation at five); and installed PA systems at 13 subway stations that previously had none. We are working diligently to complete all of our Q3 goals and expect to meet them before the end of October. You can see the full report at new.mta.info/CustomerCommitment.

We are happy to report that our new customer satisfaction survey, **Customers Count**, is live at mta.info/customerscount. We have gathered two weeks of data so far. While too early for a full analysis, our GSMs and Bus leadership are using preliminary results to begin to prioritize and take action accordingly.

We also continued our community conversations, gaining feedback and insight from Brooklyn, Manhattan and Queens residents about the Fast Forward Plan. We hosted 15 public meetings including many in the Bronx to gather and exchange information to support plans for the bus redesign. We also met with some of our customers at the Senior Citizens Advisory Committee meeting. Discussions continued with community members and elected officials on updates about service changes needed to support the Canarsie Tunnel Reconstruction project. I am encouraged and optimistic by the participation and desire shown to partner on helping prioritize local needs.

In September, 511 calls and inquiries from our Help Point devices were about 5% lower compared to last year. The time customers wait to speak with an agent decreased slightly and we remain on track to meet a 25% reduction in average wait time.

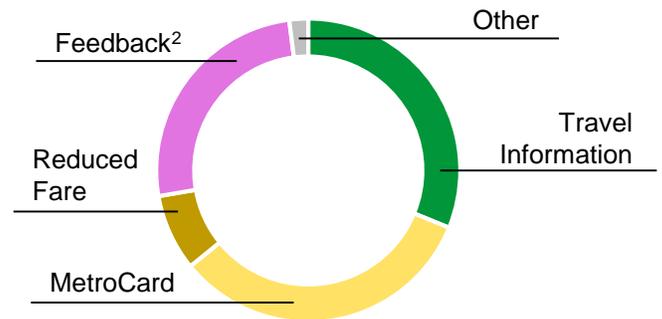
New initiatives, such as the launch of the Staten Island Express Bus Redesign, resulted in higher social and email activity. Contacts from social were 46,000 this month, an increase of 37% from 2017. We also saw a 24% increase in emails, that prompted us to shift resources from the call center to the correspondence unit temporarily. Proactive digital communications about bus and subway service totaled over 15,000 messages.

Customer engagement

Telephone

	Sep 2018	Sep 2017	Variance
Telephone calls	60,523	63,524	▼4.7%
Calls answered	76.7%	77.0%	▼0.4%
Average time to answer ¹ (seconds)	348	351	▼0.9%

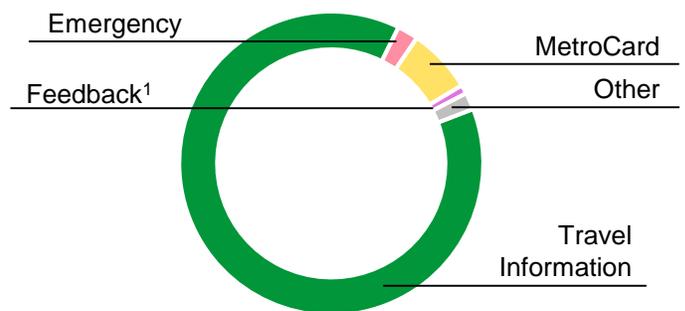
1. Excludes automated self-service calls
2. Feedback is customers calling with comments or concerns



Help Point

	Sep 2018	Sep 2017	Variance
Help Point activations	74,859	84,171	▼11.1%
Average time to answer (seconds)	11.2	10.2	▲9.6%

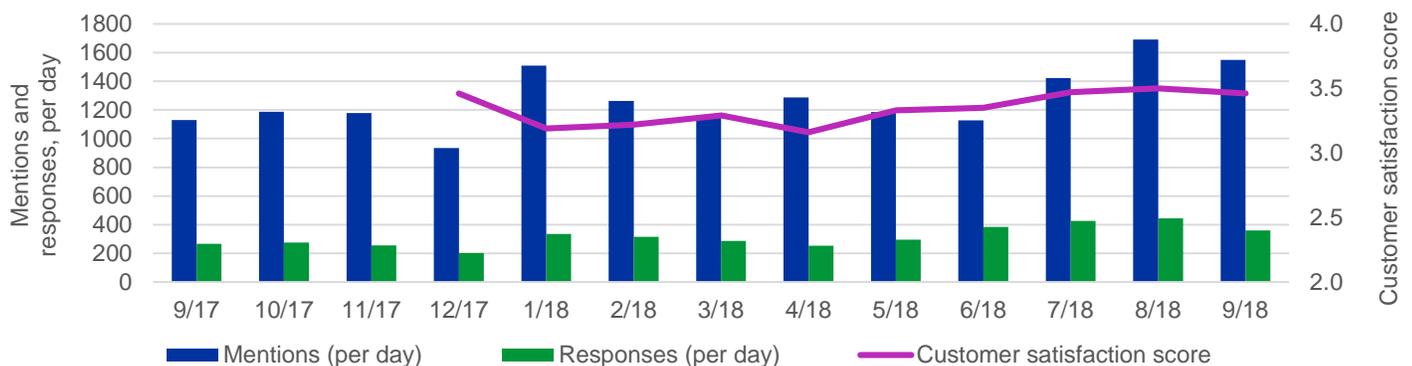
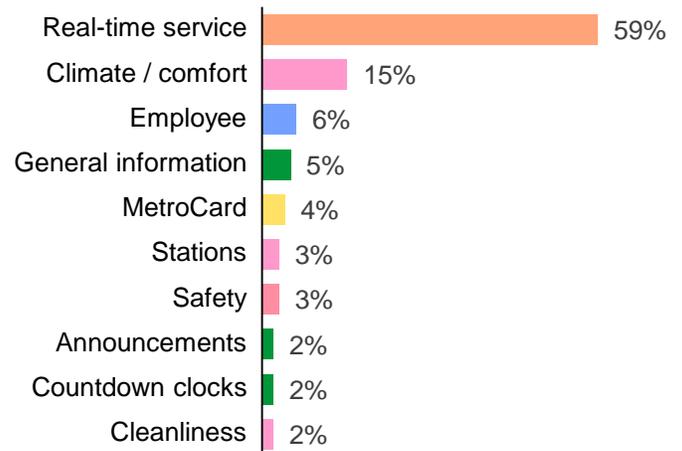
1. Feedback is customers calling with comments or concerns



Social media

	Sep 2018	Sep 2017	Variance
Social media mentions ¹	46,464	33,883	▲37.1%
Responses sent	10,804	8,023	▲34.7%
Customer satisfaction score ²	3.46	-- 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

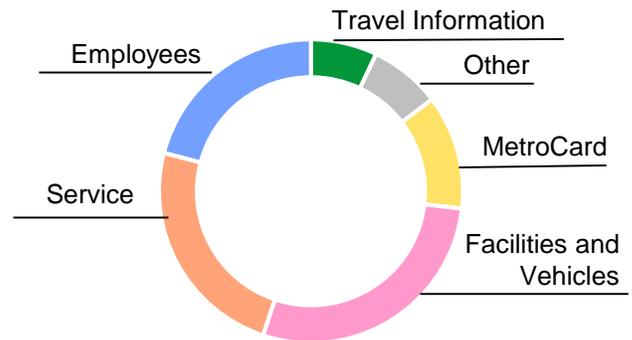


Customer engagement

Email and letters¹

	Sep 2018	Sep 2017	Variance
Received	7,468	6,036	▲ 23.7%
Responses sent ²	12,458	8,692	▲ 43.3%

1. Includes email, letters and executive correspondence
2. Includes automated and manual responses



Keeping customers informed

Alerts and service notices

	Sep 2018
Web	5,255
Twitter	2,755
Kiosks / digital displays ^{1 2}	4,563
Email and text alerts	
• Service	3,189
• Elevator and escalator status	8,482
Service Notice posters developed	625

1. Excludes countdown clocks
2. There was a correction made to Kiosk/Digital Displays totals in the reported August results. The correct totals were 4,968 for August 2018.

Social media followers

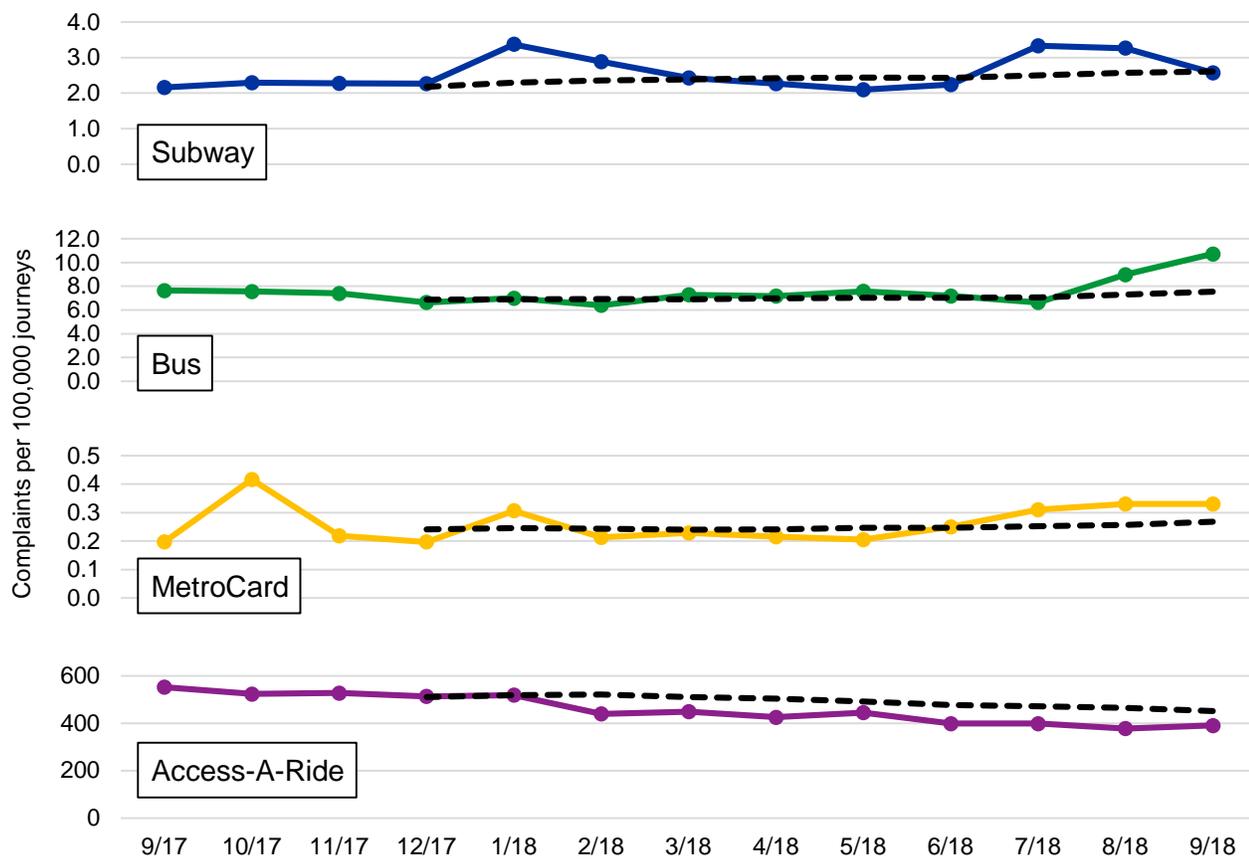
		Sep 2018	Sep 2017	Variance
Twitter	@NYCTSubway	954k	767k	▲ 24.4%
	@NYCTBus	21.3k	17.4k	▲ 22.4%
	@MTA	1,285k	1,008k	▲ 27.5%
Facebook	NYCT	60.2k	47k	▲ 28.1%
Instagram	@mtanyctransit	17.4k	-	

Customer feedback

Complaints per 100,000 journeys

	Sep 2018 ¹	Sep 2017	Variance
Subway	2.57	2.16	▲ 19.0%
Bus	10.73	7.64	▲ 40.4%
MetroCard	0.33	0.20	▲ 67.2%
Access-A-Ride	390.9	552.1	▼ 29.2%

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



--- Moving annual average

Commendations per 100,000 journeys

	Sep 2018 ¹	Sep 2017	Variance
Subway	0.10	0.05	▲ 89.1%
Bus	0.33	0.24	▲ 36.2%
Access-A-Ride	131.0	147.7	▼ 11.3%

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

Safety

Robert Diehl

Senior Vice President, Safety & Security



System Safety Specialists Jon Florida and Walley Richards (left) inspect the handrail on a staircase at the South Ferry station with James LaMorte (far right), one of NYCT's new Group Station Managers.

October Highlights: Safety

The October Safety report shows performance indicator results for the most recent twelve months available.

Overall Subway Fires had a slight increase in the most-recent 12-month period from the total in the preceding 12 months. It is worth noting that debris fires are down for the year.

Likewise, Bus Collisions, Collision Injures and Customer Accidents all decreased on a 12-month basis.

Subway Customer Accidents increased from the previous 12-months. However, they have shown a decrease in the past 4 months on a monthly basis.

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

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

Note: except for Fires, all numbers reported refer to rates.

Robert Diehl

Senior Vice President, Safety and Security

Monthly Operations Report

Statistical results for the 12-Month period are shown below

Safety Report				
Performance Indicators		12-Month Average		
		Oct 15 - Sep 16	Oct 16 - Sep 17	Oct 17 - Sep 18
Subways				
Subway Customer Accidents per Million Customers ¹		2.53	2.79	2.95
Subway Collisions ²		0	0	0
Subway Derailments ²		1	5	2
Subway Fires ²		923	938	957
Buses				
Bus Collisions Per Million Miles	Regional	56.42	54.62	53.64
Bus Collision Injuries Per Million Miles	Regional	6.69	6.55	5.89
Bus Customer Accidents Per Million Customers ¹	Regional	1.20	1.29	1.26
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹		4.28	3.61	3.44

¹ 12-Month Average data from September through August.

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

Leading Indicators				
Subways	September	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	30	292	340	85.9%
Joint Track Safety Audits -- Compliance Rate	98.2%	98.3%	100.0%	98.3%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	7,333	74,396	72,000	103.3%
Friction Pad Installation	6,521	82,841	50,000	165.7%
Buses	September	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System Pilot	34	187	339	55.2%
Vision Zero Employee Training	507	4,846	6,100	79.4%

Monthly Operations Report

Safety Report Definitions:

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

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

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

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

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



Crime Report

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



CRIME STATISTICS SEPTEMBER

	2018	2017	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	3	-3	-100.0%
ROBBERY	37	35	2	5.7%
GL	142	130	12	9.2%
FELASSAULT	25	23	2	8.7%
BURGLARY	2	4	-2	-50.0%
<u>TOTAL MAJOR FELONIES</u>	<u>206</u>	<u>195</u>	<u>11</u>	<u>5.6%</u>

During September, the daily Robbery average decreased from 1.2 to 1.2
During September, the daily Major Felony average increased from 6.5 to 6.9

CRIME STATISTICS JANUARY THRU SEPTEMBER

	2018	2017	Diff	% Change
MURDER	1	0	1	***. *%
RAPE	0	6	-6	-100.0%
ROBBERY	345	333	12	3.6%
GL	1174	1170	4	0.3%
FELASSAULT	252	240	12	5.0%
BURGLARY	8	23	-15	-65.2%
<u>TOTAL MAJOR FELONIES</u>	<u>1780</u>	<u>1772</u>	<u>8</u>	<u>0.5%</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



SEPTEMBER ACTIVITY

	2018	2017	Diff	% Change
Total Arrests	794	2136	-1342	-62.8%
TOS Arrests	260	1427	-1167	-81.8%
Total Summons	6109	6004	105	1.7%
TOS TABs	4650	4512	138	3.1%
TOS C-Summ	153	0	153	***. *%

JANUARY THRU SEPTEMBER ACTIVITY

	2018	2017	Diff	% Change
Total Arrests	10906	20656	-9750	-47.2%
TOS Arrests	4887	14024	-9137	-65.2%
Total Summons	51018	57035	-6017	-10.5%
TOS TABs	36040	43381	-7341	-16.9%
TOS C-Summ	153	0	153	***. *%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-SEPTEMBER																					
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Murder	1	0	4	1	1	0	1	2	4	2	4	2	1	1	1	0	1	1	1	1	0	1
Rape	1	8	0	3	1	0	2	1	3	3	1	2	1	0	3	8	5	5	1	0	6	0
Robbery	1046	961	852	683	641	624	588	532	622	727	582	560	524	526	570	631	465	315	379	367	333	345
Assault	229	248	211	178	143	145	143	142	129	139	154	131	118	148	149	148	141	154	184	230	240	252
Burglary	20	10	2	4	16	6	3	5	1	5	2	5	1	2	7	19	29	15	16	14	23	8
GL	1629	1273	1152	1205	1080	1017	823	882	907	1103	942	976	850	891	1126	1254	1247	1144	1209	1171	1170	1174
TOTAL MAJOR FELONIES	2926	2500	2221	2074	1882	1792	1560	1564	1666	1979	1685	1676	1495	1568	1856	2060	1888	1634	1790	1783	1772	1780
Major Fel Per Day	10.72	9.16	8.14	7.57	6.89	6.56	5.71	5.71	6.10	7.25	6.17	6.12	5.48	5.74	6.80	7.52	6.92	5.99	6.56	6.51	6.49	6.52

**Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 9/30/2018)**

Motivation:

Motivation	2018	2017	Diff	% Change
ASIAN	1	0	1	***.*
BLACK	6	2	4	200%
DISABILITY	1	0	1	***.*
ETHNIC	0	1	-1	-100%
HISPANIC	2	1	1	100%
MUSLIM	6	1	5	500%
OTHER	1	4	-3	-75%
SEMITIC	14	25	-11	-44%
SEXUAL ORIENTATION	3	8	-5	-63%
WHITE	4	2	2	100%
Grand Total	38	44	-6	-14%

Crime Name:

Crime Name	2018	2017	Diff	% Change
Aggravated Harassment 1	5	2	3	150%
Aggravated Harassment 2	4	4	0	0%
Assault 2	2	2	0	0%
Assault 3	3	8	-5	-63%
Criminal Impersonation 1	1	0	1	***.*
Criminal Mischief 3	0	1	-1	-100%
Criminal Mischief 4	17	26	-9	-35%
Grand Larceny 4	1	0	1	***.*
Harassment 2	1	0	1	***.*
Menacing 2	1	1	0	0%
Public Lewdness	1	0	1	***.*
Robbery 2	2	0	2	***.*
Grand Total	38	44	-6	-14%

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	5	-4	-80%
	SEXUAL ORIENTATION	0	1	-1	-100%
	WHITE	1	0	1	***.*
TD 03	BLACK	1	0	1	***.*
	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	2	3	-1	-33%
TD 11	MUSLIM	1	0	1	***.*
	OTHER	0	1	-1	-100%
TD 12	BLACK	1	0	1	***.*
	DISABILITY	1	0	1	***.*
	SEMITIC	0	1	-1	-100%
	SEXUAL ORIENTATION	0	2	-2	-100%
	WHITE	0	1	-1	-100%
TD 20	ETHNIC	0	1	-1	-100%
	MUSLIM	1	0	1	***.*
	SEXUAL ORIENTATION	0	1	-1	-100%
	WHITE	1	0	1	***.*
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	2	0	2	***.*
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	8	2	6	300%
Grand Total		37	44	-7	-16%

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	0	5	-5	-100%
	Grand Larceny 4	1	0	1	***.*
TD 03	Aggravated Harassment 2	0	1	-1	-100%
	Criminal Mischief 3	0	1	-1	-100%
	Criminal Mischief 4	4	2	2	100%
TD 04	Aggravated Harassment 1	1	0	1	***.*
	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	1	2	-1	-50%
	Criminal Mischief 4	1	1	0	0%
TD 20	Assault 3	0	2	-2	-100%
	Criminal Impersonation 1	1	0	1	***.*
	Robbery 2	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%
	Aggravated Harassment 2	1	0	1	***.*
	Criminal Mischief 4	2	3	-1	-33%
TD 33	Aggravated Harassment 1	1	0	1	***.*
	Aggravated Harassment 2	1	0	1	***.*
	Assault 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	7	2	5	250%
	Harassment 2	1	0	1	***.*
	Public Lewdness	1	0	1	***.*
Grand Total		38	44	-6	-14%



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

September 2018 vs. 2017

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

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	7	-4	-57%
Felony Assault	2	4	-2	-50%
Burglary	0	0	0	0%
Grand Larceny	3	4	-1	-25%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	8	15	-7	-47%



Financial and Ridership Reports

Jaibala Patel, Chief Financial Officer

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



NYCT launched the redesigned network of express buses on Staten Island on August 19, following extensive community engagement.

Preliminary August 2018 Monthly Report: New York City Transit

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

- August 2018 New York City Transit ridership of 184.6 million was 1.9 million (1.0 percent) below forecast, of which subway ridership of 136.9 million was 2.3 million (1.7 percent) below forecast, and bus ridership of 46.8 million was 0.3 million (0.7 percent) above forecast.
- Farebox revenue of \$375.6 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 modest negative weather impact on weekdays, while nearly all of the variance from forecast on weekends was due to a negative impact from weather, stemming from 4.4 inches of rain.
- Operating expenses of \$649.7 million were below forecast in August by \$78.2 million (10.7 percent). Labor expenses were lower by \$61.5 million (11.0 percent), due largely to significant unfavorable corrections to reimbursable labor expenses, resulting in corresponding favorable adjustments to non-reimbursable labor costs, specifically in payroll, other fringe benefits and reimbursable overhead. Non-labor expenses were less than forecast by \$16.7 million (10.0 percent), due mainly to favorable results in maintenance contract expenses.

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

Preliminary Financial Results Compared to Mid-Year Forecast						
Category (\$ in millions)	August Results		August Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prelim Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(3.7)	(1.0)	2,962.0	2,955.1	(6.9)	(0.2)
Nonreimb. Exp. before Dep./OPEB	78.2	10.7	5,660.7	5,657.0	3.7	0.1
Net Cash Deficit*	(45.6)	(16.8)	(2,277.2)	(2,396.7)	(119.5)	(5.2)

*Excludes Subsidies and Debt Service

August 2018 **farebox revenue** was \$375.6 million, \$3.7 million (1.0 percent) below forecast. Subway revenue was \$4.6 million (1.6 percent) below forecast, bus revenue was \$0.6 million (0.7 percent) above forecast, and paratransit revenue was \$0.3 million (18.9 percent) above forecast. Accrued fare media liability was equal to forecast. Year-to-date revenue of \$2,955.1 million was \$6.9 million (0.2 percent) below forecast. The August 2018 non-student average fare of \$2.02 increased 0.02¢ from August 2017; the subway fare increased 0.02¢, the local bus fare increased 0.02¢, and the express bus fare decreased 0.04¢.

Total **ridership** in August 2018 of 184.6 million was 1.9 million trips (1.0 percent) below forecast. Average weekday ridership in August 2018 was 6.8 million, 2.7 percent below August 2017. Average weekday ridership for the twelve months ending August 2018 was 7.4 million, 2.9 percent lower than the twelve months ending August 2017.

Nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were below forecast in August by \$78.2 million (10.7 percent).

Labor expenses underran forecast by \$61.5 million (11.0 percent), due largely to significant unfavorable corrections to reimbursable labor expenses, resulting in corresponding favorable adjustments to non-reimbursable labor costs, specifically in payroll, other fringe benefits and reimbursable overhead.

Non-labor expenses were less than forecast by \$16.7 million (10.0 percent), resulting mostly from favorable results in maintenance contract expenses of \$14.6 million (52.9 percent), involving classification adjustments and the timing of expenses.

Year-to-date, nonreimbursable expenses were below forecast by a net \$3.7 million (0.1 percent), of which labor expenses were less by \$7.9 million (0.2 percent), including favorable results in payroll of \$22.4 million (1.0 percent), reimbursable overhead credits of \$32.6 million (16.8 percent) and health & welfare/OPEB current expenses of \$16.8 million (1.8 percent), mostly offset by higher overtime expenses of \$62.6 million (15.8 percent). Non-labor expenses were above forecast by a net \$4.2 million (0.3 percent), including overruns in paratransit service contracts of \$16.7 million (6.0 percent), materials & supplies of \$13.9 million (6.3 percent) and professional service contracts of \$7.6 million (6.3 percent), which were mostly offset by an underrun in maintenance contract expenses of \$32.1 million (16.4 percent).

The **net cash deficit** for August year-to-date was \$2,396.7 million, unfavorable to forecast by \$119.5 million (5.2 percent), due mainly to the unfavorable timing of capital reimbursements.

Financial Results

Farebox Revenue

August 2018 Farebox Revenue - (\$ in millions)									
	August				August Year-to-Date				
	Forecast	Prelim Actual	Favorable/(Unfavorable)		Forecast	Actual	Favorable/(Unfavorable)		
			Amount	Percent			Amount	Percent	
Subway	291.3	286.6	(4.6)	(1.6%)	2,275.6	2,267.7	(7.8)	(0.3%)	
NYCT Bus	80.1	80.6	0.6	0.7%	621.7	621.9	0.2	0.0%	
Paratransit	1.5	1.8	0.3	18.9%	12.4	13.1	0.7	6.0%	
Subtotal	372.8	369.1	(3.7)	(1.0%)	2,909.6	2,902.7	(6.9)	(0.2%)	
Fare Media Liability	6.5	6.5	0.0	0.0%	52.3	52.3	0.0	0.0%	
Total - NYCT	379.4	375.6	(3.7)	(1.0%)	2,962.0	2,955.1	(6.9)	(0.2%)	

Note: Totals may not add due to rounding.

- The negative revenue variance is mostly due to a continuation of the ongoing lower subway trend.

Average Fare

August Non-Student Average Fare - (in \$)				
NYC Transit				
	2017	Prelim 2018	Change	
			Amount	Percent
Subway	2.089	2.108	0.019	0.9%
Local Bus	1.654	1.672	0.017	1.1%
Subway & Local Bus	1.980	1.999	0.019	1.0%
Express Bus	5.342	5.307	(0.035)	(0.7%)
Total	1.997	2.016	0.019	0.9%

- August 2018 total non-student subway and bus average fares were higher than August 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 August, other operating revenue was below forecast by \$5.1 million (14.2 percent), due mainly to the unfavorable timing of student fare reimbursements and lower advertising/real estate revenues. Year-to-date, other operating revenue was below forecast by \$8.1 million (2.7 percent), driven by lower advertising/real estate revenues and the unfavorable timing 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, were below forecast by \$78.2 million (10.7 percent). Year-to-date, expenses underran by net \$3.7 million (0.1 percent). Major variances are reviewed below:

Labor expenses in the month of August were under forecast by \$61.5 million (11.0 percent):

- Payroll expenses were less than forecast by \$21.7 million (7.4 percent), largely from unfavorable reimbursable corrections resulting in corresponding favorable non-reimbursable payroll expenses.
- Reimbursable overhead was favorable by \$25.7 million (over 100.0 percent), due also to unfavorable corrections to reimbursable overhead expenses, resulting in increased favorable non-reimbursable overhead credits.
- Other Fringe Benefits were lower by \$11.3 million (\$26.0 percent), mainly from unfavorable corrections to reimbursable fringe benefit overhead expenses, resulting in increased favorable non-reimbursable fringe benefit overhead credits.
- Health & welfare/OPEB current expenses were less than forecast by \$6.3 million (5.3 percent), due principally to favorable accrual adjustments.
- Overtime expenses were higher than forecast by \$3.1 million (6.4 percent), due primarily to subway service delays and vacancy/absentee coverage requirements, partly offset by the favorable reclassification of some SAP-related expenses to reimbursable expenses.

Year-to-date, labor expenses were below forecast by a net \$7.9 million (0.2 percent):

- Payroll expenses were less than forecast by \$22.4 million (1.0 percent), largely from unfavorable reimbursable corrections resulting in corresponding favorable non-reimbursable payroll expenses.

- Reimbursable overhead was favorable by \$32.6 million (16.8 percent), due also to unfavorable corrections to reimbursable overhead expenses, resulting in increased favorable non-reimbursable overhead credits.
- Health & welfare/OPEB current expenses were less than forecast by \$16.8 million (1.8 percent), due to the favorable timing of accrual adjustments.
- Overtime expenses were higher than forecast by \$62.6 million (15.8 percent), due primarily to subway service delays and vacancy/absentee coverage requirements.

Non-labor expenses were less than forecast in August by \$16.7 million (10.0 percent):

- Maintenance contract expenses underran by \$14.6 million (52.9 percent), due largely to the reclassification of mostly Subway Action Plan (SAP) vehicles and vehicle maintenance & repair expenses to reimbursable, and the favorable timing of building-related expenses.
- Professional service contract expenses were lower by \$6.4 million (46.7 percent), principally from the favorable timing of office-related equipment purchases and various professional service contract expenses.
- Electric power expenses were less by \$6.7 million (26.0 percent), due mainly to the favorable timing of expenses and lower prices.
- Paratransit expenses exceeded forecast by \$5.2 million (15.0 percent), due primarily to increased E-Hail-related trip activity.
- Fuel expenses were above forecast by \$3.3 million (56.8 percent), due mainly to the unfavorable timing of expenses and higher prices.

Year-to-date, non-labor expenses were over forecast by a net \$4.2 million (0.3 percent), including the following:

- Paratransit expenses exceeded forecast by \$16.7 million (6.0 percent), due primarily to increased E-Hail-related trip activity.
- Materials & supplies expenses were higher by \$13.9 million (6.3 percent), due primarily to the unfavorable timing of non-vehicle maintenance requirements.
- Professional service contract expenses were above forecast by \$7.6 million (6.3 percent), principally from the unfavorable timing of various professional service contract requirements.
- Fuel expenses were above forecast by \$5.0 million (6.7 percent), due mainly to higher prices and the unfavorable timing of expenses.

- Maintenance contract expenses underran by \$32.1 million (16.4 percent), due largely to the reclassification of mostly Subway Action Plan (SAP) vehicles and vehicle maintenance & repair expenses to reimbursable, and the favorable timing of building-related expenses.
- Electric power expenses were less by \$11.3 million (5.5 percent), due mainly to the favorable timing of expenses, lower consumption and prices.

Depreciation expenses were higher than forecast year-to-date by \$29.9 million (2.5 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 August, \$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 August, equal to forecast.

Net Cash Deficit

The net cash deficit for August year-to-date was \$2,396.7 million, unfavorable to forecast by \$119.5 million (5.2 percent), due mostly to the unfavorable timing of capital reimbursements.

Incumbents

There were 49,558 full-time paid incumbents at the end of August, a net increase of 151 from the end of July.

Ridership Results

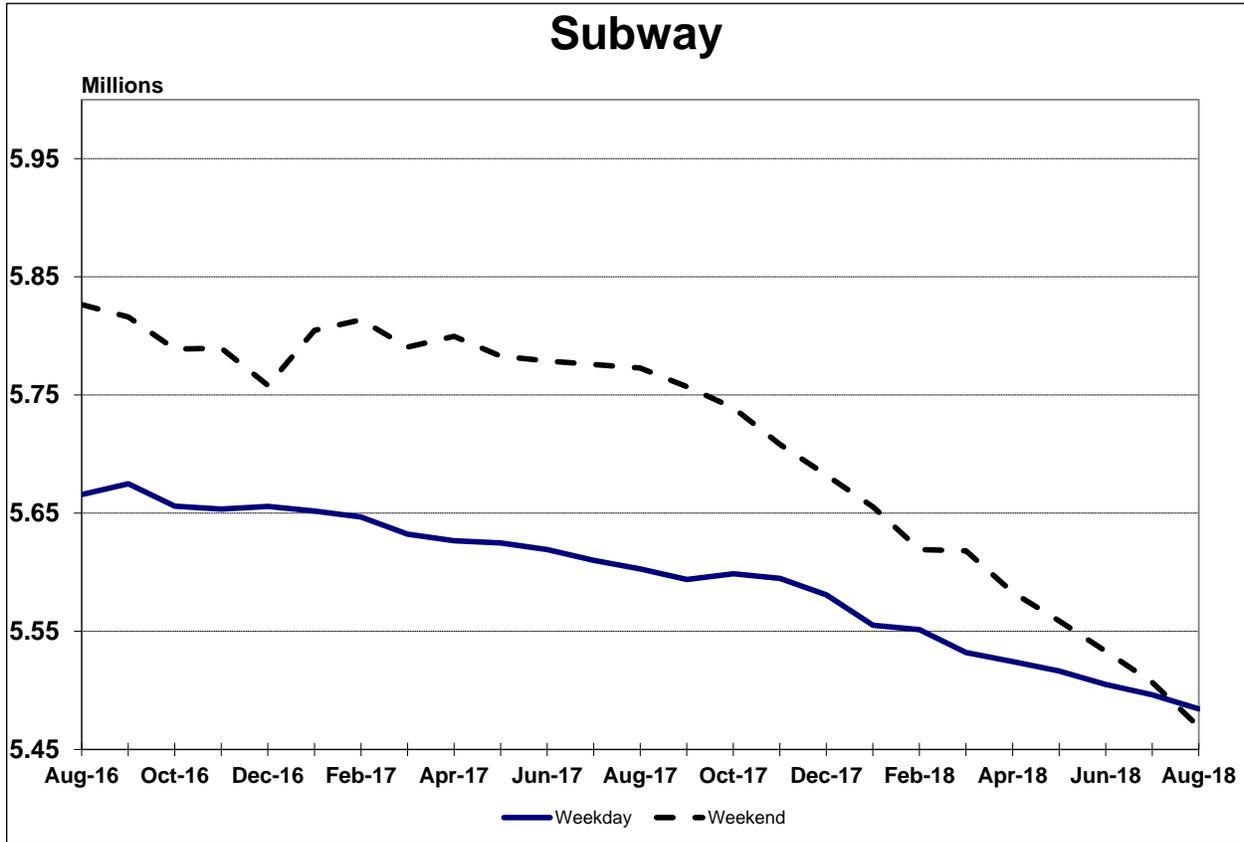
August 2018 Ridership vs. Forecast - (millions)								
	August				August Year-to-Date			
	Forecast	Prelim Actual	More/(Less)		Forecast	Prelim Actual	More/(Less)	
			Amount	Percent			Amount	Percent
Subway	139.2	136.9	(2.3)	(1.7%)	1,121.0	1,114.0	(7.0)	(0.6%)
NYCT Bus	46.5	46.8	0.3	0.7%	381.8	380.7	(1.1)	(0.3%)
Subtotal	185.7	183.7	(2.0)	(1.1%)	1,502.8	1,494.8	(8.1)	(0.5%)
Paratransit	0.7	0.9	0.1	19.5%	5.9	6.4	0.5	8.0%
Total - NYCT	186.4	184.6	(1.9)	(1.0%)	1,508.7	1,501.1	(7.6)	(0.5%)

Notes: Totals may not add due to rounding.

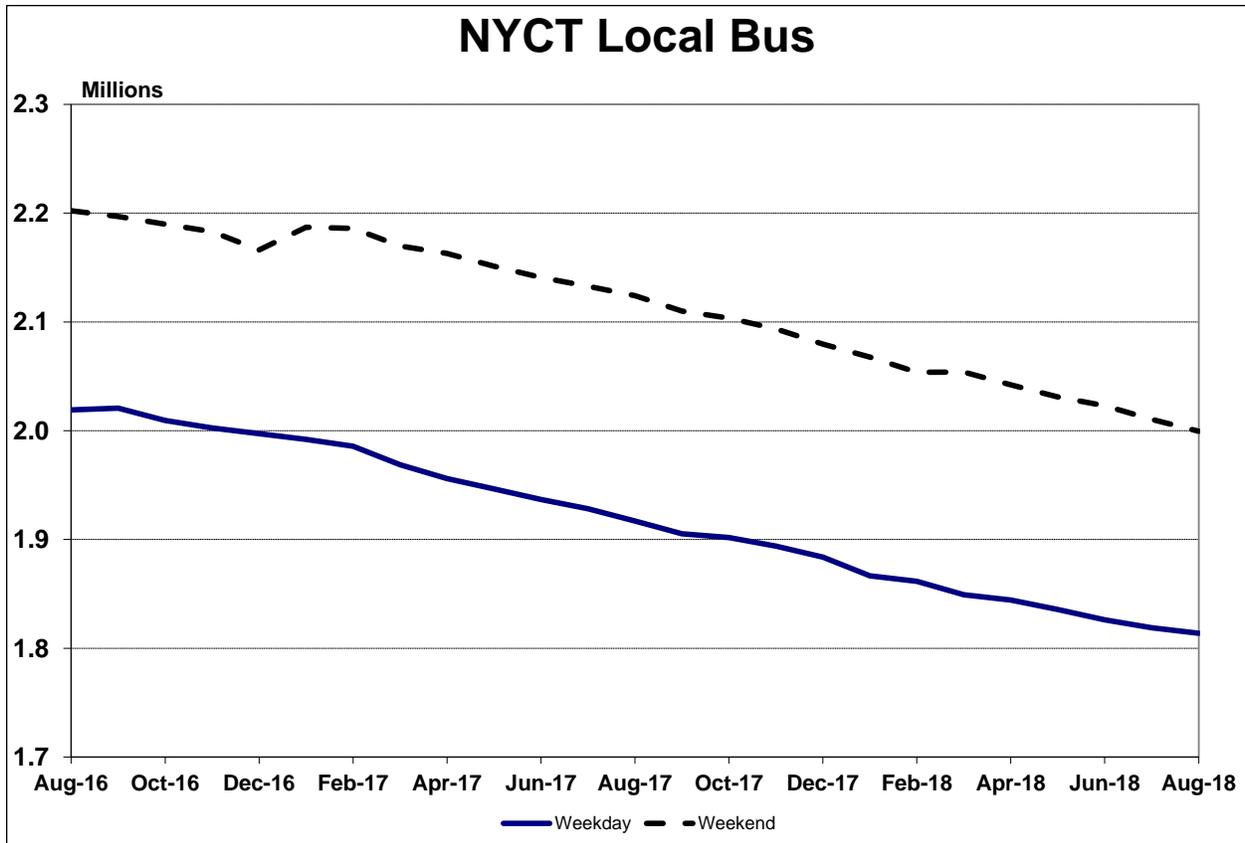
August Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday - (thousands)				Average Weekend - (thousands)			
	2017	Prelim 2018	Change		2017	Prelim 2018	Change	
			Amount	Percent			Amount	Percent
Subway	5,197	5,068	(130)	-2.5%	5,545	5,057	(488)	-8.8%
NYCT Local Bus	1,705	1,648	(58)	-3.4%	2,140	1,996	(144)	-6.7%
NYCT Express Bus	39	37	(1)	-3.0%	13	11	(1)	-9.5%
Paratransit	28	31	3	+12.5%	35	38	3	+8.4%
TOTAL - NYCT	6,969	6,784	(185)	-2.7%	7,733	7,103	(630)	-8.2%
12-Month Rolling Average								
Subway	5,603	5,484	(118)	-2.1%	5,773	5,469	(303)	-5.3%
Local Bus	1,917	1,814	(103)	-5.4%	2,124	1,999	(125)	-5.9%
Express Bus	40	40	(0)	-0.1%	13	13	0	+0.2%
Paratransit	27	29	2	+8.4%	33	36	3	+8.3%
TOTAL - NYCT	7,587	7,368	(219)	-2.9%	7,943	7,517	(425)	-5.4%

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

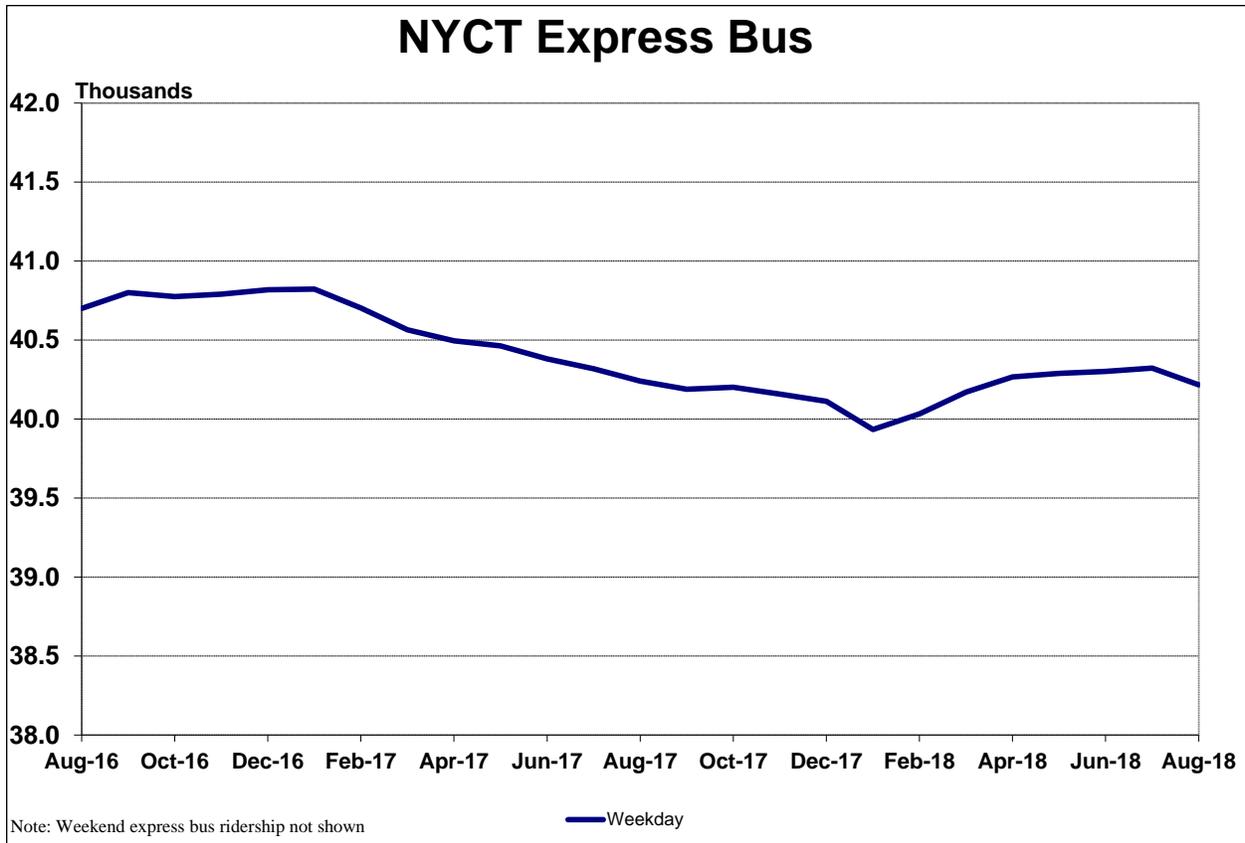
Average Weekday and Weekend Ridership
12-Month Rolling Averages



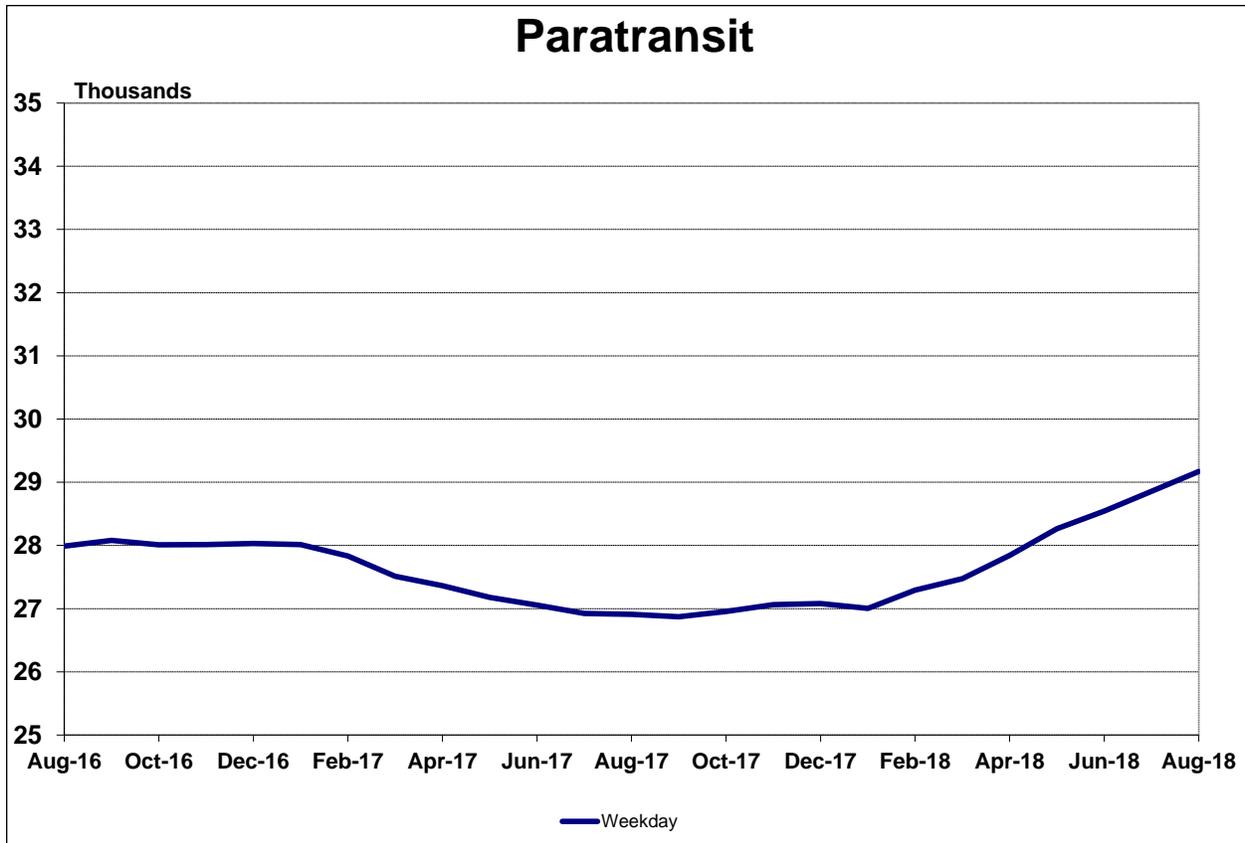
- Average weekday subway ridership was flat in 2016 and began to decline in 2017. Average weekday subway ridership in August 2018 was 2.5 percent lower than August 2017, a larger decline than during the second quarter of 2018.
- Average weekend ridership decreased from 2015 to 2016, and from 2016 to 2017. The 12-month rolling average weekend subway ridership in August 2018 was 5.3 percent lower than August 2017.



- Average weekday local bus ridership was 1.6 million in August 2018, a decrease of 3.4 percent from August 2017.
- Average weekend bus ridership was 2.0 million in August 2018, a decrease of 6.7 percent from August 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. Though ridership increased year-over-year from February 2018 to July 2018, returning to the 2016 ridership levels, ridership declined again in August of 2018.



- 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 August 2017 to August 2018, average weekday ridership was mixed across area services, with Paratransit (up 12.5 percent) and MTA Express Bus (up 3.8 percent) posting the largest gains, while PATH (down 7.3 percent) saw the greatest decline. The PATH decline is due to the August 2017 cross-honoring of NJ Transit commuter rail ticket holders at three stations. Weekend ridership was largely down across area services, though MTA Express Bus (up 16.6 percent) and Paratransit (up 8.4 percent) again saw increases year-over-year. PATH weekend ridership declined 17.3 percent, due primarily to weekend station closures at PATH Uptown stations for all four weekends in the month.

Bridges and Tunnels traffic increased on weekdays and weekends.

Ridership on Transit Services in the New York Area				
(thousands)				
Transit Service	Aug-17	Prelim Aug-18	Percent Change	12-Month Rolling Average Percent Change
Average Weekday				
NYCT Subway	5,197	5,068	-2.5%	-2.1%
NYCT Local Bus	1,705	1,648	-3.4%	-5.4%
NYCT Express Bus	39	37	-3.0%	-0.1%
NYCT Paratransit	28	31	+12.5%	+8.4%
Staten Island Railway	14	13	-3.0%	+1.2%
MTA Local Bus	341	345	+1.1%	-1.9%
MTA Express Bus	28	29	+3.8%	+5.8%
Long Island Rail Road	299	301	+0.7%	-0.3%
Metro-North Railroad	278	276	-0.8%	-0.3%
PATH	297	275	-7.3%	+1.0%
Average Weekend				
NYCT Subway	5,545	5,057	-8.8%	-5.3%
NYCT Local Bus	2,140	1,996	-6.7%	-5.9%
NYCT Express Bus	13	11	-9.5%	+0.2%
NYCT Paratransit	35	38	+8.4%	+8.3%
Staten Island Railway	9	8	-9.1%	+6.3%
MTA Local Bus	410	404	-1.6%	-2.7%
MTA Express Bus	12	12	+4.3%	+6.7%
Long Island Rail Road	217	216	-0.4%	+1.0%
Metro-North Railroad	240	238	-1.1%	+0.7%
PATH	214	177	-17.3%	+1.9%

MTA Bridges and Tunnels				
(thousands)				
Average Weekday	919	959	+4.4%	+3.8%
Average Weekend	1,750	1,804	+3.1%	+3.7%

Note: Percentages are based on unrounded data.

Economy

From August 2017 to August 2018, New York City employment increased 1.6 percent (72,300 jobs). Total private sector employment increased 1.9 percent (74,200 jobs) and government employment decreased 0.3 percent (1,900 jobs). All of the private employment sectors increased over the prior year with the exception of the information and manufacturing sectors, which decreased 1.7 percent (3,300 jobs) and 1.4 percent (1,000 jobs), respectively. The sector with the largest absolute and percentage increase was educational and health services, up 36,200 jobs (3.9 percent).

NYC Employment by Sector - (thousands)					
Employment Sector	Aug-17	Aug-18	Change		
			Amount	%	% YTD
Construction	153.4	158.7	5.3	3.5%	4.5%
Manufacturing	73.0	72.0	-1.0	-1.4%	-2.1%
Trade & Transportation	624.6	632.3	7.7	1.2%	1.1%
Leisure & Hospitality	456.6	470.0	13.4	2.9%	1.6%
Financial Activities	477.3	477.4	0.1	0.0%	0.9%
Information	199.8	196.5	-3.3	-1.7%	0.5%
Professional & Business Services	747.4	758.5	11.1	1.5%	2.1%
Educational & Health Services	930.8	967.0	36.2	3.9%	3.6%
Other Services	190.2	194.9	4.7	2.5%	0.9%
Total Private	3,853.1	3,927.3	74.2	1.9%	2.0%
Government	550.4	548.5	-1.9	-0.3%	-0.4%
Total NYC Employment	4,403.5	4,475.8	72.3	1.6%	1.7%

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent
			Variance				Variance				Variance	
Revenue												
Farebox Revenue:												
Subway	\$291.252	\$286.644	(4.608)	(1.6)	\$0.000	\$0.000	-	-	\$291.252	\$286.644	(4.608)	(1.6)
Bus	\$80.052	\$80.643	\$0.591	0.7	\$0.000	\$0.000	-	-	\$80.052	\$80.643	\$0.591	0.7
Paratransit	\$1.519	\$1.806	\$0.286	18.9	\$0.000	\$0.000	-	-	\$1.519	\$1.806	\$0.286	18.9
Fare Liability	\$6.542	\$6.542	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.542	\$6.542	\$0.000	0.0
Farebox Revenue	\$379.365	\$375.635	(3.730)	(1.0)	\$0.000	\$0.000	-	-	\$379.365	\$375.635	(3.730)	(1.0)
Fare Reimbursement	\$6.133	\$2.188	(3.945)	(64.3)	\$0.000	\$0.000	-	-	\$6.133	\$2.188	(3.945)	(64.3)
Paratransit Reimbursement	\$15.007	\$15.787	\$0.780	5.2	\$0.000	\$0.000	-	-	\$15.007	\$15.787	\$0.780	5.2
Other Operating Revenue	\$14.566	\$12.666	(1.900)	(13.0)	\$0.000	\$0.000	-	-	\$14.566	\$12.666	(1.900)	(13.0)
Other Revenue	\$35.706	\$30.641	(5.065)	(14.2)	\$0.000	\$0.000	-	-	\$35.706	\$30.641	(5.065)	(14.2)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$112.192	\$190.963	\$78.771	70.2	\$112.192	\$190.963	\$78.771	70.2
Total Revenue	\$415.071	\$406.276	(8.795)	(2.1)	\$112.192	\$190.963	\$78.771	70.2	\$527.263	\$597.240	\$69.976	13.3
Expenses												
Labor :												
Payroll	\$294.268	\$272.594	\$21.674	7.4	\$43.553	\$59.314	(15.760)	(36.2)	\$337.821	\$331.907	\$5.914	1.8
Overtime	\$49.008	\$52.142	(3.133)	(6.4)	\$9.466	\$30.091	(20.625)	-	\$58.474	\$82.232	(23.758)	(40.6)
Total Salaries & Wages	\$343.276	\$324.736	\$18.541	5.4	\$53.019	\$89.404	(36.385)	(68.6)	\$396.296	\$414.140	(17.844)	(4.5)
Health and Welfare	\$79.718	\$74.889	\$4.829	6.1	\$2.066	\$2.103	(0.037)	(1.8)	\$81.784	\$76.992	\$4.792	5.9
OPEB Current Payment	\$39.238	\$37.754	\$1.485	3.8	\$0.835	\$0.818	\$0.018	2.1	\$40.074	\$38.571	\$1.502	3.7
Pensions	\$78.441	\$78.723	(0.282)	(0.4)	\$3.041	\$3.156	(0.116)	(3.8)	\$81.482	\$81.879	(0.398)	(0.5)
Other Fringe Benefits	\$43.290	\$32.029	\$11.260	26.0	\$17.230	\$29.156	(11.926)	(69.2)	\$60.520	\$61.185	(0.665)	(1.1)
Total Fringe Benefits	\$240.687	\$223.395	\$17.292	7.2	\$23.173	\$35.233	(12.060)	(52.0)	\$263.859	\$258.628	\$5.232	2.0
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(22.392)	(48.079)	\$25.687	-	\$22.392	\$48.079	(25.687)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$561.571	\$500.051	\$61.520	11.0	\$98.584	\$172.716	(74.132)	(75.2)	\$660.155	\$672.767	(12.612)	(1.9)
Non-Labor :												
Electric Power	\$25.924	\$19.181	\$6.743	26.0	\$0.021	\$0.042	(0.021)	(98.3)	\$25.946	\$19.224	\$6.722	25.9
Fuel	\$5.749	\$9.016	(3.267)	(56.8)	\$0.000	\$0.000	\$0.000	-	\$5.749	\$9.016	(3.267)	(56.8)
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	\$14.227	\$0.050	0.4	\$0.000	\$0.000	-	-	\$14.278	\$14.227	\$0.050	0.4
Paratransit Service Contracts	\$34.763	\$39.985	(5.221)	(15.0)	\$0.000	\$0.000	\$0.000	-	\$34.763	\$39.985	(5.221)	(15.0)
Maintenance and Other Operating Contracts	\$27.592	\$12.991	\$14.601	52.9	\$5.854	\$8.607	(2.754)	(47.0)	\$33.446	\$21.599	\$11.847	35.4
Professional Service Contracts	\$13.605	\$7.253	\$6.352	46.7	\$1.983	\$1.211	\$0.772	38.9	\$15.588	\$8.464	\$7.124	45.7
Materials & Supplies	\$31.716	\$32.705	(0.989)	(3.1)	\$5.591	\$8.085	(2.494)	(44.6)	\$37.308	\$40.791	(3.483)	(9.3)
Other Business Expenses	\$6.953	\$8.550	(1.597)	(23.0)	\$0.159	\$0.301	(0.143)	(89.7)	\$7.112	\$8.852	(1.739)	(24.5)
Non-Labor	\$166.369	\$149.686	\$16.683	10.0	\$13.608	\$18.247	(4.639)	(34.1)	\$179.977	\$167.933	\$12.044	6.7
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	\$727.940	\$649.737	\$78.203	10.7	\$112.192	\$190.963	(78.771)	(70.2)	\$840.132	\$840.700	(0.568)	(0.1)
Depreciation	\$158.337	\$153.905	\$4.433	2.8	\$0.000	\$0.000	-	-	\$158.337	\$153.905	\$4.433	2.8
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	\$886.277	\$803.642	\$82.636	9.3	\$112.192	\$190.963	(78.771)	(70.2)	\$998.469	\$994.605	\$3.864	0.4
OPERATING SURPLUS/DEFICIT	(471.206)	(397.366)	\$73.840	15.7	\$0.000	\$0.000	\$0.000	-	(471.206)	(397.366)	\$73.840	15.7

Note: Totals may not add due to rounding

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

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent
			Variance				Variance				Variance	
Revenue												
Farebox Revenue:												
Subway	\$2,275.560	\$2,267.736	(7.824)	(0.3)	\$0.000	\$0.000	-	-	\$2,275.560	\$2,267.736	(7.824)	(0.3)
Bus	\$621.691	\$621.904	\$0.212	0.0	\$0.000	\$0.000	-	-	\$621.691	\$621.904	\$0.212	0.0
Paratransit	\$12.367	\$13.103	\$0.736	6.0	\$0.000	\$0.000	-	-	\$12.367	\$13.103	\$0.736	6.0
Fare Liability	\$52.336	\$52.336	\$0.000	0.0	\$0.000	\$0.000	-	-	\$52.336	\$52.336	\$0.000	0.0
Farebox Revenue	\$2,961.955	\$2,955.079	(6.876)	(0.2)	\$0.000	\$0.000	-	-	\$2,961.955	\$2,955.079	(6.876)	(0.2)
Fare Reimbursement	\$59.485	\$52.522	(6.963)	(11.7)	\$0.000	\$0.000	-	-	\$59.485	\$52.522	(6.963)	(11.7)
Paratransit Reimbursement	\$128.188	\$132.886	\$4.698	3.7	\$0.000	\$0.000	-	-	\$128.188	\$132.886	\$4.698	3.7
Other Operating Revenue	\$106.791	\$100.976	(5.815)	(5.4)	\$0.000	\$0.000	-	-	\$106.791	\$100.976	(5.815)	(5.4)
Other Revenue	\$294.464	\$286.384	(8.080)	(2.7)	\$0.000	\$0.000	-	-	\$294.464	\$286.384	(8.080)	(2.7)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$935.366	\$979.336	\$43.971	4.7	\$935.366	\$979.336	\$43.971	4.7
Total Revenue	\$3,256.419	\$3,241.463	(14.956)	(0.5)	\$935.366	\$979.336	\$43.971	4.7	\$4,191.784	\$4,220.799	\$29.015	0.7
Expenses												
Labor :												
Payroll	\$2,274.731	\$2,252.353	\$22.378	1.0	\$352.547	\$336.791	\$15.756	4.5	\$2,627.278	\$2,589.144	\$38.134	1.5
Overtime	\$397.219	\$459.810	(62.591)	(15.8)	\$87.941	\$135.635	(47.693)	(54.2)	\$485.160	\$595.444	(110.284)	(22.7)
Total Salaries & Wages	\$2,671.949	\$2,712.162	(40.213)	(1.5)	\$440.488	\$472.426	(31.938)	(7.3)	\$3,112.438	\$3,184.588	(72.151)	(2.3)
Health and Welfare	\$614.130	\$595.168	\$18.962	3.1	\$16.093	\$16.515	(0.422)	(2.6)	\$630.224	\$611.683	\$18.540	2.9
OPEB Current Payment	\$305.196	\$307.436	(2.240)	(0.7)	\$6.582	\$6.168	\$0.414	6.3	\$311.778	\$313.604	(1.826)	(0.6)
Pensions	\$618.808	\$621.130	(2.322)	(0.4)	\$24.223	\$26.154	(1.932)	(8.0)	\$643.031	\$647.284	(4.254)	(0.7)
Other Fringe Benefits	\$336.962	\$335.887	\$1.076	0.3	\$142.483	\$151.601	(9.118)	(6.4)	\$479.445	\$487.487	(8.042)	(1.7)
Total Fringe Benefits	\$1,875.097	\$1,859.621	\$15.476	0.8	\$189.380	\$200.438	(11.057)	(5.8)	\$2,064.478	\$2,060.059	\$4.419	0.2
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(193.827)	(226.431)	\$32.605	16.8	\$193.827	\$226.431	(32.605)	(16.8)	\$0.000	\$0.000	\$0.000	57.1
Labor	\$4,353.220	\$4,345.352	\$7.868	0.2	\$823.695	\$899.295	(75.599)	(9.2)	\$5,176.915	\$5,244.647	(67.732)	(1.3)
Non-Labor :												
Electric Power	\$205.774	\$194.492	\$11.282	5.5	\$0.169	\$0.231	(0.063)	(37.1)	\$205.943	\$194.723	\$11.219	5.4
Fuel	\$74.346	\$79.309	(4.962)	(6.7)	\$0.027	\$0.255	(0.228)	-	\$74.373	\$79.564	(5.191)	(7.0)
Insurance	\$44.519	\$44.576	(0.057)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$44.519	\$44.576	(0.057)	(0.1)
Claims	\$114.222	\$114.172	\$0.050	0.0	\$0.000	\$0.000	-	-	\$114.222	\$114.172	\$0.050	0.0
Paratransit Service Contracts	\$276.336	\$293.031	(16.695)	(6.0)	\$0.000	\$0.000	\$0.000	-	\$276.336	\$293.031	(16.695)	(6.0)
Maintenance and Other Operating Contracts	\$195.655	\$163.594	\$32.061	16.4	\$48.421	\$30.598	\$17.822	36.8	\$244.076	\$194.193	\$49.883	20.4
Professional Service Contracts	\$121.012	\$128.589	(7.577)	(6.3)	\$15.006	\$6.592	\$8.414	56.1	\$136.018	\$135.181	\$0.837	0.6
Materials & Supplies	\$221.065	\$235.001	(13.936)	(6.3)	\$49.151	\$39.343	\$9.808	20.0	\$270.216	\$274.344	(4.128)	(1.5)
Other Business Expenses	\$54.583	\$58.919	(4.336)	(7.9)	(1.104)	\$3.021	(4.125)	(7.9)	\$53.479	\$61.940	(8.461)	(15.8)
Non-Labor	\$1,307.511	\$1,311.683	(4.172)	(0.3)	\$111.670	\$80.041	\$31.629	28.3	\$1,419.181	\$1,391.724	\$27.457	1.9
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	\$5,660.731	\$5,657.035	\$3.696	0.1	\$935.366	\$979.336	(43.971)	(4.7)	\$6,596.097	\$6,636.371	(40.275)	(0.6)
Depreciation	\$1,181.694	\$1,211.561	(29.867)	(2.5)	\$0.000	\$0.000	-	-	\$1,181.694	\$1,211.561	(29.867)	(2.5)
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	\$7,516.330	\$7,394.266	\$122.064	1.6	\$935.366	\$979.336	(43.971)	(4.7)	\$8,451.695	\$8,373.602	\$78.093	0.9
OPERATING SURPLUS/DEFICIT	(4,259.911)	(4,152.803)	\$107.108	2.5	\$0.000	\$0.000	\$0.000	-	(4,259.911)	(4,152.803)	\$107.108	2.5

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
August 2018
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH		Reason for Variance	YEAR TO DATE		Reason for Variance
		Favorable (Unfavorable) Variance			Favorable (Unfavorable) Variance		
		\$	%		\$	%	
Farebox Revenue	NR	(3.7)	(1.0)	Subways was below forecast by \$4.6 million (1.6 percent), buses was higher by \$0.6 million (0.7 percent), and paratransit was favorable by \$0.3 million (18.9 percent), due to increased E-Hail trips	(6.9)	(0.2)	Subways was below forecast by \$7.8 million (0.3 percent), buses was higher by \$0.2 million (0.0 percent), and paratransit was favorable by \$0.7 million (6.0 percent), due to increased E-Hail trips
Other Operating Revenue	NR	(5.1)	(14.2)	Mostly the unfavorable timing of student fare reimbursements and lower advertising/real estate revenues	(8.1)	(2.7)	Mostly lower advertising/real estate revenues and the unfavorable timing of student fare reimbursements, partly offset by higher Urban Tax revenues
Payroll	NR	21.7	7.4	Largely unfavorable reimbursable payroll corrections resulting in offsetting favorable non-reimbursable payroll expenses	22.4	1.0	Largely unfavorable reimbursable payroll corrections resulting in offsetting favorable non-reimbursable payroll expenses
Overtime	NR	(3.1)	(6.4)	Due primarily to subway service delays and vacancy/absentee coverage requirements, partly offset by the favorable reclassification of some SAP-related expenses to reimbursable expenses	(62.6)	(15.8)	Due primarily to subway service delays and vacancy/absentee coverage requirements
Health & Welfare (including OPEB current payment)	NR	6.3	5.3	Mainly favorable accrual adjustments	16.8	1.8	Mainly due to the favorable timing of accrual adjustments
Pension	NR				(2.3)	(0.4)	Primarily the unfavorable timing of both NYCERS and MaBSTOA pension expenses
Other Fringe Benefits	NR	11.3	26.0	Primarily unfavorable corrections to reimbursable fringe benefit overhead expenses, resulting in increased favorable non-reimbursable fringe benefit overhead credits			
Reimbursable Overhead	NR	25.7	over 100.0	Primarily unfavorable corrections to reimbursable overhead expenses, resulting in increased favorable non-reimbursable overhead credits	32.6	16.8	Primarily unfavorable corrections to reimbursable overhead expenses, resulting in increased favorable non-reimbursable overhead credits
Electric Power	NR	6.7	26.0	Primarily the favorable timing of expenses and lower prices	11.3	5.5	Primarily the favorable timing of expenses, lower consumption and prices.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
August 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
		\$	%		\$	%	
Fuel	NR	(3.3)	(56.8)	Due mainly to the unfavorable timing of expenses and higher prices	(5.0)	(6.7)	Due mainly to higher prices and the unfavorable timing of expenses
Paratransit Service Contracts	NR	(5.2)	(15.0)	Due principally to increased E-Hail related trip activity	(16.7)	(6.0)	Due principally to increased E-Hail related trip activity
Maintenance and Other Operating Contracts	NR	14.6	52.9	Due largely to the reclassification of mostly Subway Action Plan (SAP) vehicles and vehicle maintenance & repair expenses to reimbursable, and the favorable timing of building-related expenses.	32.1	16.4	Due largely to the reclassification of mostly Subway Action Plan (SAP) vehicles and vehicle maintenance & repair expenses to reimbursable, and the favorable timing of building-related expenses.
Professional Service Contracts	NR	6.4	46.7	Mainly the favorable timing of office-related equipment purchases and various professional services contract expenses	(7.6)	(6.3)	Mainly the unfavorable timing of various professional service contract requirements
Materials & Supplies	NR	(1.0)	(3.1)	Principally the unfavorable timing of non-vehicle maintenance requirements	(13.9)	(6.3)	Principally the unfavorable timing of non-vehicle maintenance requirements
Capital and Other Reimbursements	R	78.8	70.2	Increased reimbursements, consistent with an increase in reimbursable expenses	44.0	4.7	Increased reimbursements, consistent with an increase in reimbursable expenses
Payroll	R	(15.8)	(36.2)	Mainly additional capital construction requirements	15.8	4.5	Mainly vacancies/absentees not available for non-capital and capital engineering requirements, partly offset by higher capital construction requirements
Overtime	R	(20.6)	over (100.0)	Due mainly to vacancy/absentee coverage requirements	(47.7)	(54.2)	Due mainly to vacancy/absentee coverage requirements
Maintenance Contracts	R	(2.8)	(47.0)	Largely the unfavorable timing of operating contract requirements	17.8	36.8	Largely the favorable timing of maintenance services requirements
Professional Service Contracts	R	0.8	38.9	Primarily the favorable timing of various professional service contract requirements	8.4	56.1	Primarily the favorable timing of various professional service contract requirements
Materials & Supplies	R	(2.5)	(44.6)	Mainly the unfavorable timing of non-vehicle maintenance requirements	9.8	20.0	Mainly the favorable timing of non-vehicle maintenance requirements
Other Business Expenses	R				(4.1)	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
Aug 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	\$379.365	\$391.572	\$12.207	3.2	\$2,962.155	\$2,988.025	\$25.870	0.9
Fare Reimbursement	\$4.848	\$6.313	\$1.465	30.2	\$20.857	\$26.426	\$5.569	26.7
Paratransit Reimbursement	\$3.251	\$5.234	\$1.983	61.0	\$136.377	\$135.030	(1.347)	(1.0)
Other Operating Revenue	\$4.734	\$4.151	(0.583)	(12.3)	\$31.471	\$29.204	(2.267)	(7.2)
Other Revenue	\$12.833	\$15.698	\$2.865	22.3	\$188.706	\$190.660	\$1.954	1.0
Capital and Other Reimbursements	\$132.192	\$103.612	(28.580)	(21.6)	\$971.240	\$837.958	(133.282)	(13.7)
Total Revenue	\$524.390	\$510.882	(13.508)	(2.6)	\$4,122.100	\$4,016.643	(105.457)	(2.6)
Expenditures								
Labor :								
Payroll	\$326.678	\$300.415	\$26.264	8.0	\$2,585.924	\$2,521.963	\$63.961	2.5
Overtime	\$58.474	\$82.232	(23.758)	(40.6)	\$485.160	\$595.444	(110.284)	(22.7)
Total Salaries & Wages	\$385.152	\$382.647	\$2.505	0.7	\$3,071.084	\$3,117.407	(46.323)	(1.5)
Health and Welfare	\$81.784	\$88.362	(6.578)	(8.0)	\$623.096	\$602.322	\$20.774	3.3
OPEB Current Payment	\$40.074	\$38.571	\$1.502	3.7	\$311.972	\$313.798	(1.826)	(0.6)
Pensions	\$81.482	\$81.857	(0.375)	(0.5)	\$642.967	\$647.167	(4.200)	(0.7)
Other Fringe Benefits	\$41.123	\$43.332	(2.209)	(5.4)	\$334.478	\$343.408	(8.930)	(2.7)
Total Fringe Benefits	\$244.463	\$252.122	(7.659)	(3.1)	\$1,912.512	\$1,906.695	\$5.817	0.3
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$629.615	\$634.769	(5.154)	(0.8)	\$4,983.596	\$5,024.102	(40.506)	(0.8)
Non-Labor :								
Electric Power	\$25.946	\$26.539	(0.593)	(2.3)	\$205.943	\$203.786	\$2.157	1.0
Fuel	\$5.749	\$10.948	(5.199)	(90.4)	\$74.373	\$78.077	(3.704)	(5.0)
Insurance	\$0.000	\$0.000	\$0.000	-	\$55.685	\$55.778	(0.093)	(0.2)
Claims	\$9.893	\$12.508	(2.615)	(26.4)	\$90.543	\$97.016	(6.473)	(7.1)
Paratransit Service Contracts	\$34.763	\$41.396	(6.633)	(19.1)	\$274.836	\$288.531	(13.695)	(5.0)
Maintenance and Other Operating Contracts	\$33.446	\$27.582	\$5.864	17.5	\$254.708	\$192.179	\$62.529	24.5
Professional Service Contracts	\$15.588	\$22.842	(7.254)	(46.5)	\$132.350	\$130.467	\$1.883	1.4
Materials & Supplies	\$33.532	\$42.782	(9.250)	(27.6)	\$273.813	\$280.155	(6.342)	(2.3)
Other Business Expenses	\$7.112	\$8.360	(1.248)	(17.5)	\$53.479	\$63.280	(9.801)	(18.3)
Non-Labor	\$166.029	\$192.957	(26.928)	(16.2)	\$1,415.729	\$1,389.269	\$26.460	1.9
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	\$795.645	\$827.726	(32.081)	(4.0)	\$6,399.326	\$6,413.371	(14.045)	(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	\$795.645	\$827.726	(32.081)	(4.0)	\$6,399.326	\$6,413.371	(14.045)	(0.2)
Net Surplus/(Deficit)	(271.254)	(316.844)	(45.590)	(16.8)	(2,277.226)	(2,396.728)	(119.502)	(5.2)

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL CASH BASIS
August 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	12.2	3.2	Primarily the favorable timing of receipts	25.9	0.9	Primarily the favorable timing of receipts
Other Operating Receipts	2.9	22.3	Due principally to the favorable timing of fare and paratransit reimbursements			
Capital and Other Reimbursements	(28.6)	(21.6)	Largely the unfavorable timing of capital reimbursements	(133.3)	(13.7)	Largely the unfavorable timing of capital reimbursements
Salaries & Wages				(46.3)	(1.5)	Primarily higher overtime requirements covering vacancies
Health & Welfare (including OPEB current payment)	(5.1)	(4.2)	Mostly the unfavorable timing of payments	19.0	2.0	Principally lower expenses and the favorable timing of payment
Paratransit Service Contracts	(6.6)	(19.1)	Due principally to increased E-Hail related trip activity	(13.7)	(5.0)	Due principally to increased E-Hail related trip activity, partly offset by the favorable timing of payments
Maintenance Contracts	5.9	17.5	Mainly the favorable timing of expenses	62.5	24.5	Mainly the favorable timing of expenses and payments
Professional Service Contracts	(7.3)	(46.5)	Mainly the unfavorable timing of payments			

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2018 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Aug 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	\$15.937	\$15.937	-	\$0.200	\$32.946	\$32.746	-
Fare Reimbursement	(1.285)	\$4.125	\$5.410	-	(38.627)	(26.096)	\$12.531	32.4
Paratransit Reimbursement	(11.757)	(10.553)	\$1.203	10.2	\$8.189	\$2.144	(6.045)	(73.8)
Other Operating Revenue	(9.832)	(8.515)	\$1.317	13.4	(75.320)	(71.772)	\$3.548	4.7
Other Revenue	(22.873)	(14.943)	\$7.930	34.7	(105.758)	(95.724)	\$10.035	9.5
Capital and Other Reimbursements	\$20.000	(87.351)	(107.351)	-	\$35.874	(141.378)	(177.252)	-
Total Revenue	(2.873)	(86.358)	(83.484)	-	(69.684)	(204.156)	(134.471)	-
Expenses								
Labor :								
Payroll	\$11.143	\$31.493	\$20.350	-	\$41.354	\$67.181	\$25.828	62.5
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	\$11.143	\$31.493	\$20.350	-	\$41.354	\$67.181	\$25.828	62.5
Health and Welfare	\$0.000	(11.370)	(11.370)	-	\$7.128	\$9.361	\$2.233	31.3
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	(0.194)	(0.194)	\$0.000	0.0
Pensions	\$0.000	\$0.022	\$0.022	-	\$0.064	\$0.117	\$0.053	83.2
Other Fringe Benefits	\$19.397	\$17.853	(1.543)	(8.0)	\$144.967	\$144.079	(0.888)	(0.6)
Total Fringe Benefits	\$19.397	\$6.506	(12.891)	(66.5)	\$151.965	\$153.364	\$1.399	0.9
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	\$30.540	\$37.998	\$7.459	24.4	\$193.319	\$220.545	\$27.226	14.1
Non-Labor :								
Electric Power	\$0.000	(7.315)	(7.315)	-	\$0.000	(9.063)	(9.063)	-
Fuel	\$0.000	(1.932)	(1.932)	-	\$0.000	\$1.487	\$1.487	-
Insurance	\$5.788	\$5.776	(0.012)	(0.2)	(11.166)	(11.202)	(0.036)	(0.3)
Claims	\$4.384	\$1.719	(2.665)	(60.8)	\$23.679	\$17.156	(6.523)	(27.5)
Paratransit Service Contracts	\$0.000	(1.411)	(1.411)	-	\$1.500	\$4.500	\$3.000	-
Maintenance and Other Operating Contracts	\$0.000	(5.983)	(5.983)	-	(10.632)	\$2.014	\$12.646	-
Professional Service Contracts	\$0.000	(14.378)	(14.378)	-	\$3.668	\$4.714	\$1.046	28.5
Materials & Supplies	\$3.775	(1.991)	(5.767)	-	(3.597)	(5.811)	(2.214)	(61.6)
Other Business Expenses	\$0.000	\$0.492	\$0.492	-	\$0.000	(1.340)	(1.340)	-
Non-Labor	\$13.948	(25.024)	(38.972)	-	\$3.452	\$2.455	(0.997)	(28.9)
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	\$44.488	\$12.974	(31.513)	(70.8)	\$196.771	\$223.000	\$26.229	13.3
Depreciation	\$158.337	\$153.905	(4.433)	(2.8)	\$1,181.694	\$1,211.561	\$29.867	2.5
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	\$202.825	\$166.879	(35.946)	(17.7)	\$2,052.370	\$1,960.231	(92.139)	(4.5)
Total Cash Conversion Adjustments	\$199.951	\$80.522	(119.430)	(59.7)	\$1,982.685	\$1,756.075	(226.610)	(11.4)

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
August 2018

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	38	33	5	
Law	320	288	32	
Office of the EVP	36	28	8	
Human Resources	252	249	3	
Office of Management and Budget	43	40	3	
Capital Planning & Budget	35	31	4	
Corporate Communications	213	191	22	
Non-Departmental	(25)	1	(26)	
Labor Relations	100	86	14	
Materiel	261	256	5	
Controller	125	117	8	
Total Administration	1,398	1,320	78	
Operations				
Subways Service Delivery	8,692	8,624	68	Mostly Train Operators & Conductors
Subways Operations Support/Admin	444	459	(15)	
Subways Stations	2,759	2,606	153	Mostly Station Supervisors & Agents
Sub-total Subways	11,895	11,689	206	
Buses	11,030	10,934	96	Largely Bus Operators
Paratransit	213	203	10	
Operations Planning	396	394	2	
Revenue Control	643	616	27	
Non-Departmental	0	0	0	
Total Operations	24,177	23,836	341	
Maintenance				
Subways Operations Support/Admin	188	160	28	
Subways Engineering	393	347	46	
Subways Car Equipment	5,178	5,175	3	
Subways Infrastructure	1,838	1,787	51	Mainly Maintenance Maintainers
Subways Elevators & Escalators	482	425	57	Mainly Elev. & Escal. Maintainers
Subways Stations	3,466	3,263	203	Mostly Cleaners & Maintainers
Subways Track	3,345	3,235	110	Largely Track Workers & Maintainers
Subways Power	701	678	23	
Subways Signals	1,649	1,615	34	
Subways Electronic Maintenance	1,722	1,576	146	Primarily PTE/Maintainer shortage
Sub-total Subways	18,962	18,261	701	
Buses	3,663	3,602	61	Largely Maintainers
Supply Logistics	597	592	5	
System Safety	97	93	4	
Non-Departmental	(140)	0	(140)	
Total Maintenance	23,179	22,548	631	
Engineering/Capital				
Capital Program Management	1,418	1,414	4	
Total Engineering/Capital	1,418	1,414	4	
Public Safety				
Security	642	641	1	
Total Public Safety	642	641	1	
Total Positions				
	50,814	49,759	1,055	
Non-Reimbursable	45,199	44,591	608	
Reimbursable	5,615	5,168	447	
Total Full-Time	50,618	49,558	1,060	
Total Full-Time Equivalents	196	201	(5)	

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
August 2018

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	522	437	85	
Professional, Technical, Clerical	840	856	(16)	
Operational Hourlies	36	27	9	
Total Administration	1,398	1,320	78	
Operations				
Managers/Supervisors	2,873	2,751	122	
Professional, Technical, Clerical	580	564	16	
Operational Hourlies	20,724	20,521	203	
Total Operations	24,177	23,836	341	
Maintenance				
Managers/Supervisors	4,168	4,042	126	
Professional, Technical, Clerical	1,153	1,013	140	
Operational Hourlies	17,858	17,493	365	
Total Maintenance	23,179	22,548	631	
Engineering/Capital				
Managers/Supervisors	360	345	15	
Professional, Technical, Clerical	1,056	1,067	(11)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,418	1,414	4	
Public Safety				
Managers/Supervisors	265	264	1	
Professional, Technical, Clerical	41	38	3	
Operational Hourlies	336	339	(3)	
Total Public Safety	642	641	1	
Total Positions				
Managers/Supervisors	8,188	7,839	349	
Professional, Technical, Clerical	3,670	3,538	132	
Operational Hourlies	38,956	38,382	574	
Total Positions	50,814	49,759	1,055	

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

	Aug						Aug Year-to-Date					
	Forecast Hours		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	\$	Hours	\$	Hours	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	376,145	\$12.445	406,112	\$12.101	(29,967)	\$0.344 2.8%	2,995,831	\$98.182	2,945,803	\$94.968	50,028	\$3.215 3.3%
<u>Unscheduled Service</u>	338,677	\$11.447	547,643	\$16.033	(208,966)	(\$4.586) -40.1%	2,671,253	\$89.920	4,056,142	\$120.066	(1,384,889)	(\$30.146) -33.5%
<u>Programmatic/Routine Maintenance</u>	588,758	\$21.310	628,448	\$22.384	(39,689)	(\$1.075) -5.0%	4,360,142	\$157.067	4,721,803	\$164.938	(361,661)	(\$7.871) -5.0%
<u>Vacancy/Absentee Coverage</u>	52,303	\$1.703	162,001	\$5.704	(109,698)	(\$4.002) *	418,425	\$13.559	1,068,386	\$38.026	(649,960)	(\$24.467) *
<u>Weather Emergencies</u>	4,891	\$0.141	31,752	\$1.054	(26,861)	(\$0.913) *	1,028,924	\$33.975	1,059,919	\$35.074	(30,995)	(\$1.099) -3.2%
<u>Safety/Security/Law Enforcement</u>	9,617	\$0.287	7,781	\$0.228	1,836	\$0.059 20.5%	76,922	\$2.279	68,447	\$1.997	8,475	\$0.283 12.4%
<u>Other</u>	50,776	\$1.676	(154,708)	(\$5.362)	205,484	\$7.038 *	62,607	\$2.236	173,028	\$4.744	(110,421)	(\$2.508) *
Subtotal	1,421,168	\$49.008	1,629,028	\$52.143	(207,860)	(\$3.134) -6.4%	11,614,104	\$397.219	14,093,527	\$459.812	(2,479,423)	(\$62.593) -15.8%
REIMBURSABLE OVERTIME	306,383	\$9.466	846,181	\$30.090	(539,798)	(\$20.624) *	2,480,659	\$87.941	3,783,514	\$135.632	(1,302,856)	(\$47.691) -54.2%
TOTAL OVERTIME	1,727,551	\$58.474	2,475,209	\$82.232	(747,659)	(\$23.758) -40.6%	14,094,763	\$485.160	17,877,041	\$595.444	(3,782,279)	(\$110.284) -22.7%

Totals may not add due to rounding

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

* Exceeds 100%

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

	Aug			Aug Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(29,967)	\$0.3 (11.0%)		50,028	\$3.2 (5.1%)	
<u>Unscheduled Service</u>	(208,966)	(\$4.6) 146.3%	Unfavorable variance due to subway service delays	(1,384,889)	(\$30.1) 48.2%	Unfavorable variance due to subway service delays
<u>Programmatic/Routine Maintenance</u>	(39,689)	(\$1.1) 34.3%	Unfavorable variance mainly due to Job timing	(361,661)	(\$7.9) 12.6%	Unfavorable variance mainly due to Job timing
<u>Vacancy/Absentee Coverage</u>	(109,698)	(\$4.0) 127.7%	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Bus operators and Track and Signal hourly employees	(649,960)	(\$24.5) 39.1%	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Bus operators and Track and Signal hourly employees
<u>Weather Emergencies</u>	(26,861)	(\$0.9) 29.1%	Unfavorable variances mainly due to heavy rain events and several weekdays temperature were 10 degrees above normal	(30,995)	(\$1.1) 1.8%	Unfavorable variances mainly due to heavy rain events and several weekdays temperature were 10 degrees above normal
<u>Safety/Security/Law Enforcement</u>	1,836	\$0.1 (1.9%)		8,475	\$0.3 (0.5%)	
<u>Other</u>	205,484	\$7.0 (224.5%)	Favorable variance mainly due to SAP Job re-class from NR to RMB	(110,421)	(\$2.5) 4.0%	Favorable variance mainly due to SAP Job re-class from NR to RMB
Subtotal	(207,860)	(\$3.1) 13.2%		(2,479,423)	(\$62.6) 56.8%	
REIMBURSABLE OVERTIME	(539,798)	(\$20.6) 86.8%	Unfavorable variances mainly due to vacancy/absentee Coverage, SAP Job Reclass from NR to RMB and additional capital support	(1,302,856)	(\$47.7) 43.2%	Unfavorable variances mainly due to vacancy/absentee Coverage, SAP Job Reclass from NR to RMB and additional capital support
TOTAL OVERTIME	(747,659)	(\$23.8)		(3,782,279)	(\$110.3)	

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 August 2018 Report: Staten Island Railway

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

- August 2018 Staten Island Railway ridership of 340,947 riders was 12,584 riders (3.6 percent) below forecast. Average weekday ridership of 13,380 riders was 478 riders (3.4 percent) below August 2017.
- Farebox revenue of \$0.6 million was slightly below forecast by less than \$0.1 million (3.4 percent).
- Operating expenses of \$4.6 million in August were below forecast by \$0.9 million (16.4 percent).
 - Labor expenses were below forecast by \$0.2 million (5.8 percent).
 - Non-labor expenses were under forecast by \$0.7 million (47.8%).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

August 2018

(All data are preliminary and subject to audit)

Total **ridership** in August 2018 was 340,947 riders, 3.6 percent (12,584 riders) below the Mid-Year Forecast (forecast), partly driven by 8.5 inches of rain during the month. Year-to-date, ridership was 2,972,038 riders, 1.2 percent (36,409 riders) lower than forecast. August 2018 average weekday ridership was 13,380 riders, 3.4 percent (478 riders) lower than August 2017. Average weekday ridership for the twelve months ending August 2018 was 16,363 riders, 1.2 percent (407 riders) above the previous twelve-month period.

Operating revenue of \$0.6 million in August was \$0.2 million (21.6 percent) below forecast. Year-to-date, operating revenue of \$6.2 million was \$0.2 million (3.7 percent) under forecast.

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were lower than forecast in August by \$0.9 million (16.4 percent).

- Labor expenses were under forecast by \$0.2 million (5.8 percent), due primarily to lower health & welfare/OPEB current expenses of \$0.2 million (27.0 percent), due to the favorable timing of expenses and vacancies. Payroll expenses were also favorable by \$0.1 million (5.7 percent), due mostly to vacancies. Other fringe benefit expenses were below forecast by \$0.1 million (17.4 percent), related mainly to interagency personnel billing. Overtime expenses overran by \$0.3 million (over 100.0 percent), due largely to the timing of project work and vacancy coverage requirements.
- Non-labor expenses underran forecast by \$0.7 million (47.8 percent), due mainly to an underrun in maintenance contract expenses of \$0.4 million (78.6 percent), caused primarily by the favorable timing of non-revenue vehicle purchases and various maintenance work requirements. Electric power expenses were also favorable by \$0.2 million (45.3 percent), due mostly to the timing of expenses.

Year-to-date, expenses were below forecast by a net \$1.8 million (4.3 percent).

- Labor costs were below forecast by a net \$0.1 million (0.4 percent), including higher overtime expenses of \$0.7 million (36.2 percent), due mainly to the unfavorable timing of project work and vacancy coverage requirements, essentially offset by underruns in health & welfare/OPEB current expenses of \$0.6 million (10.6 percent), caused by the favorable timing of expenses and vacancies, and favorable reimbursable overhead credits of \$0.2 million (48.9 percent).
- Non-labor expenses were under by a net \$1.6 million (18.7 percent), due essentially to lower maintenance contract expenses of \$1.6 million (72.3 percent), again resulting from the favorable timing of non-revenue vehicle purchases and various maintenance work requirements.

Depreciation expenses of \$7.9 million year-to-date were above forecast by \$1.5 million (24.0 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 \$33.1 million year-to-date, \$3.7 million (10.2 percent) favorable to forecast.

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

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	Nonreimbursable				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	\$0.620	\$0.599	(0.021)	(3.4)	\$0.000	\$0.000	-	-	\$0.620	\$0.599	(0.021)	(3.4)
Other Revenue	\$0.168	\$0.019	(0.149)	(88.8)	\$0.000	\$0.000	-	-	\$0.168	\$0.019	(0.149)	(88.8)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.126	\$0.166	\$0.040	31.8	\$0.126	\$0.166	\$0.040	31.8
Total Revenue	\$0.788	\$0.618	(0.170)	(21.6)	\$0.126	\$0.166	\$0.040	31.8	\$0.913	\$0.783	(0.130)	(14.2)
Expenses												
Labor :												
Payroll	\$2.164	\$2.041	\$0.124	5.7	\$0.036	\$0.057	(0.021)	(59.1)	\$2.200	\$2.098	\$0.103	4.7
Overtime	\$0.035	\$0.298	(0.263)	-	\$0.127	\$0.033	\$0.094	73.8	\$0.162	\$0.332	(0.169)	-
Total Salaries & Wages	\$2.199	\$2.339	(0.140)	(6.4)	\$0.163	\$0.090	\$0.073	44.8	\$2.362	\$2.429	(0.067)	(2.8)
Health and Welfare	\$0.647	\$0.463	\$0.184	28.5	\$0.000	\$0.000	\$0.000	-	\$0.647	\$0.463	\$0.184	28.5
OPEB Current Payment	\$0.223	\$0.172	\$0.051	23.0	\$0.000	\$0.000	(0.001)	-	\$0.223	\$0.172	\$0.051	22.7
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	\$0.474	\$0.391	\$0.082	17.4	\$0.000	\$0.000	-	-	\$0.474	\$0.391	\$0.082	17.4
Total Fringe Benefits	\$1.943	\$1.608	\$0.335	17.2	\$0.000	\$0.000	(0.001)	-	\$1.943	\$1.609	\$0.334	17.2
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.026)	(0.072)	\$0.045	-	\$0.026	\$0.072	(0.045)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$4.116	\$3.876	\$0.240	5.8	\$0.189	\$0.162	\$0.027	14.3	\$4.305	\$4.038	\$0.267	6.2
Non-Labor :												
Electric Power	\$0.430	\$0.236	\$0.195	45.3	\$0.000	\$0.000	\$0.000	-	\$0.430	\$0.236	\$0.195	45.3
Fuel	\$0.015	\$0.009	\$0.006	39.4	\$0.000	\$0.000	\$0.000	-	\$0.015	\$0.009	\$0.006	39.4
Insurance	\$0.098	\$0.100	(0.002)	(2.0)	\$0.000	\$0.000	\$0.000	-	\$0.098	\$0.100	(0.002)	(2.0)
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	\$0.565	\$0.121	\$0.444	78.6	\$0.000	\$0.000	-	-	\$0.565	\$0.121	\$0.444	78.6
Professional Service Contracts	\$0.122	\$0.022	\$0.100	82.3	(0.002)	\$0.003	(0.005)	-	\$0.120	\$0.025	\$0.095	79.4
Materials & Supplies	\$0.147	\$0.171	(0.024)	(16.1)	(0.062)	\$0.001	(0.062)	-	\$0.085	\$0.171	(0.086)	-
Other Business Expenses	\$0.003	\$0.041	(0.039)	-	\$0.000	\$0.000	-	-	\$0.003	\$0.041	(0.039)	-
Non-Labor	\$1.377	\$0.719	\$0.659	47.8	(0.063)	\$0.004	(0.067)	-	\$1.314	\$0.722	\$0.592	45.0
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	\$5.493	\$4.595	\$0.899	16.4	\$0.126	\$0.166	(0.040)	(31.8)	\$5.619	\$4.760	\$0.859	15.3
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	\$5.975	\$5.587	\$0.388	6.5	\$0.126	\$0.166	(0.040)	(31.8)	\$6.100	\$5.752	\$0.348	5.7
OPERATING SURPLUS/DEFICIT	(5.187)	(4.969)	\$0.218	4.2	\$0.000	\$0.000	\$0.000	-	(5.187)	(4.969)	\$0.218	4.2

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.

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

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	Nonreimbursable				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	\$4.642	\$4.600	(0.041)	(0.9)	\$0.000	\$0.000	-	-	\$4.642	\$4.600	(0.041)	(0.9)
Other Revenue	\$1.777	\$1.580	(0.197)	(11.1)	\$0.000	\$0.000	-	-	\$1.777	\$1.580	(0.197)	(11.1)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$1.517	\$1.761	\$0.244	16.1	\$1.517	\$1.761	\$0.244	16.1
Total Revenue	\$6.418	\$6.180	(0.238)	(3.7)	\$1.517	\$1.761	\$0.244	16.1	\$7.935	\$7.941	\$0.006	0.1
Expenses												
Labor :												
Payroll	\$16.184	\$16.007	\$0.177	1.1	\$0.388	\$0.496	(0.108)	(27.8)	\$16.572	\$16.503	\$0.069	0.4
Overtime	\$2.013	\$2.741	(0.728)	(36.2)	\$0.490	\$0.230	\$0.260	53.0	\$2.504	\$2.972	(0.468)	(18.7)
Total Salaries & Wages	\$18.197	\$18.748	(0.551)	(3.0)	\$0.879	\$0.727	\$0.152	17.3	\$19.076	\$19.475	(0.399)	(2.1)
Health and Welfare	\$3.929	\$3.379	\$0.549	14.0	\$0.000	\$0.000	\$0.000	-	\$3.929	\$3.379	\$0.549	14.0
OPEB Current Payment	\$1.695	\$1.651	\$0.045	2.6	\$0.001	\$0.003	(0.002)	-	\$1.697	\$1.654	\$0.042	2.5
Pensions	\$4.706	\$4.656	\$0.050	1.1	\$0.000	\$0.000	\$0.000	-	\$4.706	\$4.656	\$0.050	1.1
Other Fringe Benefits	\$3.838	\$3.983	(0.145)	(3.8)	\$0.000	\$0.000	-	-	\$3.838	\$3.983	(0.145)	(3.8)
Total Fringe Benefits	\$14.167	\$13.669	\$0.498	3.5	\$0.001	\$0.003	(0.002)	-	\$14.169	\$13.672	\$0.496	3.5
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.383)	(0.570)	\$0.187	48.9	\$0.383	\$0.571	(0.188)	(48.9)	\$0.000	\$0.001	\$0.000	(75.1)
Labor	\$31.982	\$31.847	\$0.135	0.4	\$1.263	\$1.301	(0.038)	(3.0)	\$33.245	\$33.148	\$0.097	0.3
Non-Labor :												
Electric Power	\$3.290	\$2.996	\$0.294	8.9	\$0.001	\$0.008	(0.007)	-	\$3.291	\$3.004	\$0.287	8.7
Fuel	\$0.176	\$0.183	(0.006)	(3.5)	\$0.000	\$0.000	\$0.000	-	\$0.176	\$0.183	(0.006)	(3.5)
Insurance	\$0.804	\$0.713	\$0.091	11.3	\$0.000	\$0.000	\$0.000	-	\$0.804	\$0.713	\$0.091	11.3
Claims	\$0.094	\$0.160	(0.066)	(69.4)	\$0.000	\$0.000	-	-	\$0.094	\$0.160	(0.066)	(69.4)
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$2.214	\$0.614	\$1.600	72.3	\$0.000	\$0.000	-	-	\$2.214	\$0.614	\$1.600	72.3
Professional Service Contracts	\$0.552	\$0.322	\$0.231	41.8	\$0.006	\$0.016	(0.009)	-	\$0.559	\$0.337	\$0.222	39.7
Materials & Supplies	\$1.326	\$1.707	(0.381)	(28.8)	\$0.246	\$0.436	(0.190)	(77.1)	\$1.572	\$2.143	(0.571)	(36.3)
Other Business Expenses	\$0.179	\$0.324	(0.145)	(80.7)	\$0.000	\$0.000	-	-	\$0.179	\$0.324	(0.145)	(80.7)
Non-Labor	\$8.636	\$7.019	\$1.618	18.7	\$0.254	\$0.460	(0.206)	(81.2)	\$8.890	\$7.479	\$1.412	15.9
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	\$40.618	\$38.866	\$1.752	4.3	\$1.517	\$1.761	(0.244)	(16.1)	\$42.135	\$40.627	\$1.508	3.6
Depreciation	\$6.374	\$7.906	(1.532)	(24.0)	\$0.000	\$0.000	-	-	\$6.374	\$7.906	(1.532)	(24.0)
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	\$50.786	\$49.876	\$0.910	1.8	\$1.517	\$1.761	(0.244)	(16.1)	\$52.303	\$51.637	\$0.666	1.3
OPERATING SURPLUS/DEFICIT	(44.368)	(43.696)	\$0.672	1.5	\$0.000	\$0.000	\$0.000	-	(44.368)	(43.696)	\$0.672	1.5

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.

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Table 3

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

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>MONTH</u>			<u>YEAR-TO-DATE</u>		
		<u>Favorable/ \$</u>	<u>%</u>	<u>Reason for Variance</u>	<u>Favorable/ \$</u>	<u>%</u>	<u>Reason for Variance</u>
Farebox Revenue	Non Reimb.	(0.021)	(3.4)	Due partially to 8.5 inches of rain during the month	(0.041)	(0.9)	Due mostly to lower ridership than expected during the week of 4th of July along with a one day service suspension due to flooding and 8.5 inches of rain in August
Other Operating Revenue	Non Reimb.	(0.149)	(88.8)	The unfavorable timing of student fare reimbursements	(0.197)	(11.1)	The unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	0.124	5.7	Mostly vacancies	0.177	1.1	Mostly vacancies
Overtime	Non Reimb.	(0.263)	over (100.0)	The unfavorable timing of project work requirements and vacancy coverage requirements	(0.728)	(36.2)	The unfavorable timing of project work requirements and vacancy coverage requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.235	27.0	The favorable timing of expenses and vacancies	0.594	10.6	The favorable timing of expenses and vacancies
Pension	Non Reimb.	0.017	2.8	The favorable timing of expenses	0.050	1.1	The favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.082	17.4	Mostly the timing of billing regarding interagency personnel	(0.145)	(3.8)	Mostly the timing of billing regarding interagency personnel
Electric Power	Non Reimb.	0.195	45.3	Mostly the timing of expenses	0.294	8.9	Mostly the timing of expenses and lower prices
Insurance	Non Reimb.				0.091	11.3	The favorable timing of interagency billing with MTA
Maintenance & Other Operating Contracts	Non Reimb.	0.444	78.6	Mainly the favorable timing of non-revenue vehicle purchases and various maintenance work requirements	1.600	72.3	Mainly the favorable timing of non-revenue vehicle purchases and various maintenance work requirements
Professional Service Contracts	Non Reimb.	0.100	82.3	Mostly the favorable timing of bridge inspections and other professional service expenses	0.231	41.8	Mostly the favorable timing of bridge inspections and other professional service expenses
Materials and Supplies	Non Reimb.	(0.024)	(16.1)	Largely the unfavorable timing of various material requirements	(0.381)	(28.8)	Largely the unfavorable timing of various material requirements
Other Business Expenses	Non Reimb.	(0.039)	over (100.0)	Mainly various needs not foreseen in the forecast	(0.145)	(80.7)	Mainly various needs not foreseen in the forecast
Capital and Other Reimbursements	Reimb.	0.040	31.8	Timing of contractor requirements	0.244	16.1	Timing of contractor requirements
Payroll	Reimb.	(0.021)	(59.1)	Timing of contractor requirements	(0.108)	(27.8)	Timing of contractor requirements
Overtime	Reimb.	0.094	73.8	Timing of contractor requirements	0.260	53.0	Timing of contractor requirements

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2018 Mid_Year
Cash Receipts and Expenditures
Aug 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	\$0.620	\$0.572	(0.047)	(7.7)	\$4.584	\$4.549	(0.035)	(0.8)
Other Revenue	\$0.168	\$0.117	(0.050)	(30.0)	\$0.878	\$2.200	\$1.322	-
Capital and Other Reimbursements	\$0.414	\$0.000	(0.414)	-	\$2.442	\$1.355	(1.087)	(44.5)
Total Revenue	\$1.201	\$0.690	(0.512)	(42.6)	\$7.904	\$8.104	\$0.199	2.5
Expenditures								
Labor :								
Payroll	\$2.200	\$1.851	\$0.349	15.9	\$18.135	\$16.120	\$2.016	11.1
Overtime	\$0.162	\$0.257	(0.095)	(58.5)	\$2.413	\$2.690	(0.277)	(11.5)
Total Salaries & Wages	\$2.362	\$2.108	\$0.254	10.8	\$20.549	\$18.810	\$1.739	8.5
Health and Welfare	\$0.647	\$0.620	\$0.028	4.3	\$3.794	\$3.797	(0.003)	(0.1)
OPEB Current Payment	\$0.223	\$0.052	\$0.171	76.6	\$1.091	\$0.726	\$0.365	33.5
Pensions	\$0.599	\$0.582	\$0.017	2.8	\$4.706	\$4.656	\$0.050	1.1
Other Fringe Benefits	\$0.259	\$0.339	(0.080)	(30.8)	\$2.209	\$2.632	(0.423)	(19.1)
Total Fringe Benefits	\$1.728	\$1.593	\$0.135	7.8	\$11.799	\$11.810	(0.011)	(0.1)
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	\$4.090	\$3.701	\$0.389	9.5	\$32.348	\$30.620	\$1.728	5.3
Non-Labor :								
Electric Power	\$0.423	\$0.394	\$0.029	6.9	\$3.318	\$3.258	\$0.059	1.8
Fuel	\$0.043	\$0.001	\$0.042	98.5	\$0.208	\$0.086	\$0.121	58.4
Insurance	\$0.074	\$0.000	\$0.074	-	\$0.221	\$0.000	\$0.221	-
Claims	\$0.012	\$0.150	(0.138)	-	\$0.040	\$0.156	(0.115)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.565	\$0.073	\$0.492	87.2	\$5.920	\$4.249	\$1.671	28.2
Professional Service Contracts	\$0.120	\$0.027	\$0.093	77.6	\$0.529	\$0.255	\$0.274	51.9
Materials & Supplies	\$0.085	\$0.073	\$0.013	15.1	\$2.125	\$2.516	(0.391)	(18.4)
Other Business Expenses	\$0.003	\$0.016	(0.014)	-	\$0.061	\$0.086	(0.025)	(41.1)
Non-Labor	\$1.325	\$0.734	\$0.591	44.6	\$12.423	\$10.607	\$1.816	14.6
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	\$5.415	\$4.435	\$0.981	18.1	\$44.771	\$41.226	\$3.544	7.9
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$5.415	\$4.435	\$0.981	18.1	\$44.771	\$41.226	\$3.544	7.9
Net Surplus/(Deficit)	(4.214)	(3.745)	\$0.469	11.1	(36.866)	(33.123)	\$3.743	10.2

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
 AUGUST 2018
 (\$ in millions)

<u>Operating Receipts or Disbursements</u>	<u>MONTH</u>			<u>YEAR TO DATE</u>		
	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
	<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Receipts	(0.047)	(7.7%)	The unfavorable timing of interagency cash settlements with NYCT	(0.035)	(0.8)	The unfavorable timing of interagency cash settlements with NYCT
Other Operating Revenue				1.322	over 100.0	Mostly the favorable timing of student fare reimbursements
Capital and Other Reimbursements	(0.414)	(100.0%)	The unfavorable timing of reimbursements	(1.087)	(44.5)	The unfavorable timing of reimbursements
Salaries & Wages	0.254	10.8%	Mostly the favorable timing of payments	1.739	8.5	Mostly the favorable timing of payments
Health and Welfare (including OPEB current payment)	0.199	22.9%	Mostly lower expenses/expenditures	0.362	7.4	Mostly lower expenses/expenditures
Other Fringe Benefits				(0.423)	(19.1)	Mostly the timing of billing regarding interagency personnel
Maintenance Contracts	0.492	87.2%	Mainly the favorable timing of non-revenue vehicle purchases and various maintenance work requirements	1.671	28.2	Mainly the favorable timing of non-revenue vehicle purchases and various maintenance work requirements
Materials & Supplies				(0.391)	(18.4)	Largely the unfavorable timing of various material requirements

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2018 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Aug 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	(0.026)	(0.026)	-	(0.057)	(0.051)	\$0.006	10.2
Other Revenue	\$0.000	\$0.099	\$0.099	-	(0.899)	\$0.620	\$1.519	-
Capital and Other Reimbursements	\$0.288	(0.166)	(0.454)	-	\$0.925	(0.406)	(1.331)	-
Total Revenue	\$0.288	(0.093)	(0.381)	-	(0.031)	\$0.163	\$0.194	-
Expenses								
Labor :								
Payroll	\$0.000	\$0.246	\$0.246	-	(1.563)	\$0.383	\$1.947	-
Overtime	\$0.000	\$0.075	\$0.074	-	\$0.091	\$0.282	\$0.191	-
Total Salaries & Wages	\$0.000	\$0.321	\$0.321	-	(1.473)	\$0.665	\$2.138	-
Health and Welfare	\$0.000	(0.157)	(0.157)	-	\$0.135	(0.417)	(0.552)	-
OPEB Current Payment	\$0.000	\$0.120	\$0.120	-	\$0.606	\$0.928	\$0.322	53.2
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.214	\$0.052	(0.162)	(75.7)	\$1.629	\$1.351	(0.277)	(17.0)
Total Fringe Benefits	\$0.214	\$0.016	(0.199)	(92.7)	\$2.369	\$1.862	(0.507)	(21.4)
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	\$0.001	\$0.001	-
Labor	\$0.215	\$0.337	\$0.122	56.9	\$0.897	\$2.528	\$1.632	-
Non-Labor :								
Electric Power	\$0.007	(0.159)	(0.166)	-	(0.027)	(0.255)	(0.228)	-
Fuel	(0.028)	\$0.008	\$0.036	-	(0.032)	\$0.096	\$0.128	-
Insurance	\$0.024	\$0.100	\$0.076	-	\$0.582	\$0.713	\$0.131	22.5
Claims	(0.013)	(0.130)	(0.117)	-	\$0.054	\$0.004	(0.050)	(91.9)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	\$0.048	\$0.048	-	(3.706)	(3.635)	\$0.071	1.9
Professional Service Contracts	\$0.000	(0.002)	(0.002)	-	\$0.030	\$0.082	\$0.053	-
Materials & Supplies	\$0.000	\$0.099	\$0.099	-	(0.553)	(0.373)	\$0.180	32.6
Other Business Expenses	\$0.000	\$0.025	\$0.025	-	\$0.119	\$0.238	\$0.120	-
Non-Labor	(0.011)	(0.011)	\$0.000	(2.2)	(3.532)	(3.128)	\$0.404	11.4
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	\$0.204	\$0.326	\$0.122	59.9	(2.636)	(0.600)	\$2.036	77.2
Depreciation	\$0.482	\$0.992	\$0.511	-	\$6.374	\$7.906	\$1.532	24.0
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	\$1.318	\$0.633	92.3	\$7.532	\$10.410	\$2.878	38.2
Total Cash Conversion Adjustments	\$0.973	\$1.224	\$0.251	25.8	\$7.501	\$10.573	\$3.072	41.0

Note: Totals may not add due to rounding

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

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

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	9	4
General Office	9	13	(4)
Purchasing/Stores	6	4	2
Total Administration	28	26	2
Operations			
Transportation	111	110	1
Total Operations	111	110	1
Maintenance			
Mechanical	52	50	2
Electronics/Electrical	15	13	2
Power/Signals	27	28	(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	338	4
Non-Reimbursable	328	329	(1)
Reimbursable	14	9	5
Total Full-Time	342	338	4
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
 AUGUST 2018

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	13	3	
Professional, Technical, Clerical	12	13	(1)	
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	104	(5)	
Total Operations	111	110	1	
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	43	1	
Professional, Technical, Clerical	23	20	3	
Operational Hourlies	275	275	0	
Total Positions	342	338	4	

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

Month of August				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.354	0.341	(0.013)	(3.5%)	Partially driven by 8.5 inches of rain during the month
Year-to-Date				
3.008	2.972	(0.036)	(1.2%)	

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)**

	<u>Month of August</u>				<u>Explanation</u>
	<u>2017</u>	<u>2018</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.014	0.013	(0.000)	(3.0%)	
Average Weekend	0.009	0.008	(0.001)	(9.1%)	Partially driven by more rain on weekends (4.4 inches this year compared to 0.4 inches last year)
	<u>12-Month Rolling Average</u>				
Average Weekday	0.016	0.016	0.000	1.2%	
Average Weekend	0.008	0.008	0.000	6.3%	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 August 2018 Report: Bus Company

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

- August 2018 Bus Company ridership of 10.3 million was 0.6 million (6.5 percent) above forecast.
- Farebox revenue of \$20.1 million was \$1.1 million (5.9 percent) over forecast.
- Operating expenses of \$67.1 million were \$6.3 million (8.6 percent) below forecast.
 - Labor expenses exceeded forecast by a net \$0.2 million (0.3 percent), including overruns in overtime of \$1.3 million (24.7 percent) and health & welfare/OPEB current expenses of \$0.8 million (9.9 percent). Partly offsetting these overruns were favorable results in other fringe benefits of \$1.3 million (20.2 percent).
 - Non-labor expenses underran by \$6.5 million (27.3 percent), including primarily favorable results in materials & supplies expenses of \$2.7 million (40.2 percent) and maintenance contract expenses of \$2.5 million (48.3 percent).

FINANCIAL AND RIDERSHIP REPORT**August 2018**

(All data are preliminary and subject to audit)

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

Operating revenue was \$20.9 million in August, \$0.1 million (0.7 percent) above forecast, due primarily to an increase in farebox revenue of \$1.1 million (5.9 percent), driven by higher ridership, mostly offset by the unfavorable timing of student fare reimbursements, reported in other operating revenue. Year-to-date, operating revenue of \$158.1 million was under forecast by a net \$0.2 million (0.1 percent), due mostly to the same factors impacting the month results.

Total MTA Bus **ridership** in August 2018 was 10.3 million, 6.5 percent (0.6 million riders) above forecast. Year-to-date, ridership was 80.4 million, 1.3 percent (1.0 million riders) above forecast. August 2018 average weekday ridership was 374,172, an increase of 1.3 percent (4,830 riders) from August 2017. Average weekday ridership for the twelve months ending August 2018 was 393,542, a decrease of 1.4 percent (5,501 riders) from the twelve months ending August 2017.

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$67.1 million in August, \$6.3 million (8.6 percent) below forecast. Labor expenses overran forecast by a net \$0.2 million (0.3 percent), including higher overtime expenses of \$1.3 million (24.7 percent), due primarily to vacancies and traffic. Health & welfare/OPEB current expenses were above forecast by \$0.8 million (9.9 percent), due partly to the timing of expenses. Other fringe benefits underran by \$1.3 million (20.2 percent), due to the timing of interagency expenses. Payroll expenses were favorable by \$0.4 million (1.5 percent), due to vacancies. Non-labor expenses were below forecast by \$6.5 million (27.3 percent), due primarily to an underrun in materials & supplies of \$2.7 million (40.2 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 \$2.5 million (48.3 percent), caused mostly by the timing of the Shop Program, bus technology and SBS route rollouts. **Year-to-date**, expenses were under by \$16.6 million (3.1 percent), of which labor expenses were in excess of forecast by \$2.6 million (0.7 percent), with overruns reported in overtime of \$3.0 million (6.7 percent-vacancies/traffic), health & welfare/OPEB current expenses of \$2.3 million (3.5 percent-expense overrun), and payroll of \$1.1 million (0.6 percent-prior period interagency expenses). These overruns were partly offset by an underrun in other fringe benefit expenses of \$3.3 million (7.3 percent-timing of interagency expenses). Non-labor expenses were less by \$19.1 million (12.7 percent), due largely to the same factors impacting the month results described above.

Depreciation expenses year-to-date of \$35.3 million were below forecast by \$0.5 million (1.5 percent). Other Post-Employment Benefit accrued expenses of \$45.0 million year-to-date were under forecast by \$15.0 million (24.9 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 \$314.6 million year-to-date, \$41.9 million (11.8 percent) favorable to forecast.

MTA BUS COMPANY
Aug - 2018 Mid_Year
Accrual Statement of Operations By Category
Month - Aug 2018
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent
			Variance				Variance				Variance	
Revenue												
Farebox Revenue:												
Farebox Revenue	\$18.950	\$20.075	\$1.125	5.9	\$0.000	\$0.000	-	-	\$18.950	\$20.075	\$1.125	5.9
Other Revenue	\$1.778	\$0.792	(0.986)	(55.4)	\$0.000	\$0.000	-	-	\$1.778	\$0.792	(0.986)	(55.4)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.507	\$0.387	(0.120)	(23.7)	\$0.507	\$0.387	(0.120)	(23.7)
Total Revenue	\$20.728	\$20.867	\$0.139	0.7	\$0.507	\$0.387	(0.120)	(23.7)	\$21.235	\$21.254	\$0.019	0.1
Expenses												
Labor :												
Payroll	\$24.898	\$24.532	\$0.366	1.5	\$0.171	\$0.240	(0.070)	(40.9)	\$25.069	\$24.773	\$0.296	1.2
Overtime	\$5.304	\$6.612	(1.308)	(24.7)	\$0.000	\$0.000	\$0.000	-	\$5.304	\$6.612	(1.308)	(24.7)
Total Salaries & Wages	\$30.202	\$31.145	(0.943)	(3.1)	\$0.171	\$0.240	(0.070)	(40.9)	\$30.373	\$31.385	(1.013)	(3.3)
Health and Welfare	\$5.914	\$6.379	(0.465)	(7.9)	\$0.166	\$0.000	\$0.166	-	\$6.081	\$6.379	(0.298)	(4.9)
OPEB Current Payment	\$2.215	\$2.595	(0.380)	(17.1)	\$0.000	\$0.000	\$0.000	-	\$2.215	\$2.595	(0.380)	(17.1)
Pensions	\$4.693	\$4.537	\$0.156	3.3	\$0.000	\$0.000	\$0.000	-	\$4.693	\$4.537	\$0.156	3.3
Other Fringe Benefits	\$6.611	\$5.277	\$1.335	20.2	\$0.000	\$0.000	\$0.000	-	\$6.611	\$5.277	\$1.335	20.2
Total Fringe Benefits	\$19.434	\$18.788	\$0.646	3.3	\$0.166	-	\$0.166	-	\$19.600	\$18.788	\$0.812	4.1
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.006)	(0.146)	\$0.140	-	\$0.006	\$0.146	(0.140)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$49.630	\$49.786	(0.156)	(0.3)	\$0.343	\$0.387	(0.044)	(12.8)	\$49.973	\$50.173	(0.200)	(0.4)
Non-Labor :												
Electric Power	\$0.186	\$0.130	\$0.057	30.4	\$0.000	\$0.000	-	-	\$0.186	\$0.130	\$0.057	30.4
Fuel	\$2.219	\$2.548	(0.329)	(14.8)	\$0.000	\$0.000	-	-	\$2.219	\$2.548	(0.329)	(14.8)
Insurance	\$0.527	\$0.476	\$0.051	9.6	\$0.000	\$0.000	-	-	\$0.527	\$0.476	\$0.051	9.6
Claims	\$5.213	\$5.000	\$0.213	4.1	\$0.000	\$0.000	-	-	\$5.213	\$5.000	\$0.213	4.1
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$5.107	\$2.641	\$2.466	48.3	\$0.035	\$0.000	\$0.035	-	\$5.142	\$2.641	\$2.501	48.6
Professional Service Contracts	\$3.148	\$2.071	\$1.077	34.2	\$0.000	\$0.000	-	-	\$3.148	\$2.071	\$1.077	34.2
Materials & Supplies	\$6.829	\$4.082	\$2.746	40.2	\$0.129	(0.013)	\$0.142	-	\$6.957	\$4.069	\$2.888	41.5
Other Business Expenses	\$0.535	\$0.329	\$0.206	38.5	\$0.000	\$0.000	-	-	\$0.535	\$0.329	\$0.206	38.5
Non-Labor	\$23.764	\$17.277	\$6.486	27.3	\$0.164	(0.013)	\$0.177	-	\$23.928	\$17.264	\$6.664	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	\$73.394	\$67.064	\$6.330	8.6	\$0.507	\$0.373	\$0.133	26.3	\$73.900	\$67.437	\$6.463	8.7
Depreciation	\$4.669	\$4.289	\$0.380	8.1	\$0.000	\$0.000	-	-	\$4.669	\$4.289	\$0.380	8.1
OPEB Liability	\$10.492	\$5.200	\$5.292	50.4	\$0.000	\$0.000	-	-	\$10.492	\$5.200	\$5.292	50.4
GASB 68 Pension Adjustment	\$6.869	\$0.000	\$6.869	-	\$0.000	\$0.000	-	-	\$6.869	\$0.000	\$6.869	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$95.424	\$76.553	\$18.871	19.8	\$0.507	\$0.373	\$0.133	26.3	\$95.931	\$76.926	\$19.005	19.8
OPERATING SURPLUS/DEFICIT	(74.696)	(55.686)	\$19.010	25.5	\$0.000	\$0.013	\$0.013	-	(74.696)	(55.672)	\$19.023	25.5

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.

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MTA BUS COMPANY
Aug - 2018 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Aug 2018
(\$ in Millions)

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	Nonreimbursable				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	\$144.512	\$146.048	\$1.536	1.1	\$0.000	\$0.000	-	-	\$144.512	\$146.048	\$1.536	1.1
Other Revenue	\$13.732	\$12.013	(1.719)	(12.5)	\$0.000	\$0.000	-	-	\$13.732	\$12.013	(1.719)	(12.5)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$4.021	\$3.683	(0.337)	(8.4)	\$4.021	\$3.683	(0.337)	(8.4)
Total Revenue	\$158.244	\$158.061	(0.183)	(0.1)	\$4.021	\$3.683	(0.337)	(8.4)	\$162.264	\$161.744	(0.520)	(0.3)
Expenses												
Labor :												
Payroll	\$191.536	\$192.608	(1.072)	(0.6)	\$2.079	\$2.290	(0.212)	(10.2)	\$193.615	\$194.898	(1.284)	(0.7)
Overtime	\$44.758	\$47.747	(2.989)	(6.7)	\$0.000	\$0.000	\$0.000	-	\$44.758	\$47.747	(2.989)	(6.7)
Total Salaries & Wages	\$236.294	\$240.355	(4.061)	(1.7)	\$2.079	\$2.290	(0.212)	(10.2)	\$238.372	\$242.645	(4.273)	(1.8)
Health and Welfare	\$50.443	\$53.001	(2.558)	(5.1)	\$0.485	\$0.000	\$0.485	-	\$50.928	\$53.001	(2.073)	(4.1)
OPEB Current Payment	\$14.968	\$14.714	\$0.254	1.7	\$0.000	\$0.000	\$0.000	-	\$14.968	\$14.714	\$0.254	1.7
Pensions	\$35.309	\$35.248	\$0.061	0.2	\$0.000	\$0.000	\$0.000	-	\$35.309	\$35.248	\$0.061	0.2
Other Fringe Benefits	\$45.463	\$42.126	\$3.337	7.3	\$0.000	\$0.000	\$0.000	-	\$45.463	\$42.126	\$3.337	7.3
Total Fringe Benefits	\$146.183	\$145.090	\$1.093	0.7	\$0.485	-	\$0.485	-	\$146.668	\$145.090	\$1.578	1.1
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.980)	(1.393)	\$0.413	42.2	\$0.980	\$1.393	(0.413)	(42.2)	\$0.000	\$0.000	\$0.000	-
Labor	\$381.497	\$384.052	(2.555)	(0.7)	\$3.543	\$3.683	(0.140)	(4.0)	\$385.040	\$387.735	(2.695)	(0.7)
Non-Labor :												
Electric Power	\$1.384	\$1.326	\$0.058	4.2	\$0.000	\$0.000	-	-	\$1.384	\$1.326	\$0.058	4.2
Fuel	\$17.924	\$17.848	\$0.076	0.4	\$0.000	\$0.000	-	-	\$17.924	\$17.848	\$0.076	0.4
Insurance	\$3.924	\$3.827	\$0.097	2.5	\$0.000	\$0.000	-	-	\$3.924	\$3.827	\$0.097	2.5
Claims	\$40.189	\$40.000	\$0.189	0.5	\$0.000	\$0.000	-	-	\$40.189	\$40.000	\$0.189	0.5
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$25.820	\$18.173	\$7.646	29.6	\$0.103	\$0.000	\$0.103	-	\$25.923	\$18.173	\$7.749	29.9
Professional Service Contracts	\$20.700	\$18.926	\$1.774	8.6	\$0.060	\$0.000	\$0.060	-	\$20.760	\$18.926	\$1.834	8.8
Materials & Supplies	\$37.458	\$28.679	\$8.779	23.4	\$0.388	\$0.000	\$0.388	-	\$37.846	\$28.679	\$9.167	24.2
Other Business Expenses	\$2.978	\$2.492	\$0.487	16.3	\$0.000	\$0.000	-	-	\$2.978	\$2.492	\$0.487	16.3
Non-Labor	\$150.378	\$131.272	\$19.106	12.7	\$0.551	\$0.000	\$0.551	-	\$150.928	\$131.272	\$19.656	13.0
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	\$531.875	\$515.324	\$16.551	3.1	\$4.093	\$3.683	\$0.410	10.0	\$535.968	\$519.007	\$16.961	3.2
Depreciation	\$35.877	\$35.333	\$0.544	1.5	\$0.000	\$0.000	-	-	\$35.877	\$35.333	\$0.544	1.5
OPEB Liability	\$59.998	\$45.030	\$14.968	24.9	\$0.000	\$0.000	-	-	\$59.998	\$45.030	\$14.968	24.9
GASB 68 Pension Adjustment	\$20.013	\$0.000	\$20.013	-	\$0.000	\$0.000	-	-	\$20.013	\$0.000	\$20.013	-
Environmental Remediation	\$0.000	\$0.218	(0.218)	-	\$0.000	\$0.000	-	-	\$0.000	\$0.218	(0.218)	-
Total Expenses	\$647.763	\$595.905	\$51.858	8.0	\$4.093	\$3.683	\$0.410	10.0	\$651.856	\$599.588	\$52.268	8.0
OPERATING SURPLUS/DEFICIT	(489.519)	(437.844)	\$51.675	10.6	(0.073)	\$0.000	\$0.073	-	(489.592)	(437.844)	\$51.748	10.6

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 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	August 2018				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ 1.125	5.9	Higher ridership	\$ 1.536	1.1	Higher ridership		
Other Operating Revenue	NR	\$ (0.986)	(55.5)	Timing of students reimbursements	\$ (1.719)	(12.5)	Timing of students reimbursements		
Capital and Other Reimbursements	R	\$ (0.120)	(23.7)	Timing of reimbursement receipts	\$ (0.338)	(8.4)	Timing of reimbursement receipts		
Total Revenue Variance		\$ 0.019	0.1		\$ (0.521)	(0.3)			
Payroll	NR	\$ 0.366	1.5	Vacancies	\$ (1.073)	(0.6)	Prior period interagency expense		
Overtime	NR	\$ (1.308)	(24.7)	Vacancies and traffic, offset by timing of bus technology	\$ (2.990)	(6.7)	Vacancies and traffic, offset by timing of bus technology		
Health and Welfare	NR	\$ (0.465)	(5.7)	Higher expenses	\$ (2.558)	(5.1)	Higher expenses		
OPEB Current Payment	NR	\$ (0.380)	(17.2)	Timing of expenses	\$ 0.254	1.7	Timing of expenses		
Pension	NR	\$ 0.156	3.3	(a)	\$ 0.061	0.2	(a)		
Other Fringe Benefits	NR	\$ 1.334	20.2	Timing of interagency expenses	\$ 3.338	7.3	Timing of interagency expenses		
Reimbursable Overhead	NR	\$ 0.140	-	(a)	\$ 0.412	-	Greater than budgeted		
Electric Power	NR	\$ 0.056	30.1	(a)	\$ 0.057	30.1	(a)		
Fuel	NR	\$ (0.329)	(14.8)	Higher cost for diesel and CNG fuels	\$ 0.076	0.4	CNG rebate offset by higher cost for diesel and CNG fuels		
Insurance	NR	\$ 0.051	9.7	(a)	\$ 0.098	2.5	(a)		
Claims	NR	\$ 0.213	4.1	Timing of expenses	\$ 0.188	0.5	Timing of expenses		
Maintenance and Other Operating Contracts	NR	\$ 2.466	48.3	Timing of Shop program, bus technology and SBS rollouts	\$ 7.647	29.6	Timing of Shop program, bus technology and SBS rollouts		
Professional Service Contracts	NR	\$ 1.077	34.2	Mainly due to timing of interagency billing	\$ 1.773	8.6	Mainly due to timing of interagency billing		
Materials & Supplies	NR	\$ 2.747	40.2	Timing of new fare payment system and SBS routes rollouts	\$ 8.779	23.4	Timing of new fare payment system and SBS routes rollouts		
Other Business Expense	NR	\$ 0.206	38.5	Timing of Misc. expenses	\$ 0.487	16.4	Timing of Misc. expenses		
Depreciation	NR	\$ 0.380	8.1	Non cash expense	\$ 0.544	1.5	Non cash expense		
Other Post Employment Benefits	NR	\$ 5.292	50.4	Non cash expense	\$ 14.968	24.9	Non cash expense		
GASB 68 Pension Adjustment	NR	\$ 6.869	100.0	Non cash expense	\$ 20.013	100.0	Non cash expense		
Environmental Remediation	NR	\$ -	-	(a)	\$ (0.218)	-	Not Budgeted		
Payroll	R	\$ (0.069)	(40.6)	Timing of charges	\$ (0.210)	(10.1)	Timing of charges		
Health and Welfare	R	\$ 0.166	100.0	} Timing of charges.	\$ 0.485	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	\$ 0.035	*	Timing of charges	\$ 0.102	*	Timing of charges		
Materials & Supplies	R	\$ 0.142	*	Timing of charges	\$ 0.388	*	Timing of charges		
Total Expense Variance		\$ 19.004	19.8		\$ 52.267	8.0			
Net Variance		\$ 19.023	25.5		\$ 51.746	10.6			

(a) - Variance less than 100K

MTA BUS COMPANY
July Financial Plan - 2018 Mid_Year
Cash Receipts and Expenditures
Aug 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	\$18.950	\$18.215	(0.735)	(3.9)	\$146.518	\$146.945	\$0.427	0.3
Other Revenue	\$2.302	\$2.502	\$0.200	8.7	\$11.329	\$14.184	\$2.855	25.2
Capital and Other Reimbursements	\$0.796	\$0.193	(0.603)	(75.8)	\$4.857	\$3.786	(1.071)	(22.1)
Total Revenue	\$22.048	\$20.910	(1.138)	(5.2)	\$162.705	\$164.915	\$2.210	1.4
Expenditures								
Labor :								
Payroll	\$29.972	\$30.271	(0.299)	(1.0)	\$196.477	\$182.815	\$13.662	7.0
Overtime	\$5.304	\$6.612	(1.308)	(24.7)	\$44.757	\$47.747	(2.990)	(6.7)
Total Salaries & Wages	\$35.276	\$36.883	(1.607)	(4.6)	\$241.234	\$230.562	\$10.672	4.4
Health and Welfare	\$5.625	\$6.189	(0.564)	(10.0)	\$51.270	\$54.996	(3.726)	(7.3)
OPEB Current Payment	\$2.039	\$2.595	(0.556)	(27.3)	\$15.291	\$15.373	(0.082)	(0.5)
Pensions	\$4.530	\$4.537	(0.007)	(0.2)	\$34.976	\$34.997	(0.021)	(0.1)
Other Fringe Benefits	\$5.056	\$3.635	\$1.421	28.1	\$35.362	\$30.956	\$4.406	12.5
Total Fringe Benefits	\$17.250	\$16.956	\$0.294	1.7	\$136.897	\$136.322	\$0.575	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	-	\$0.297	\$0.297	\$0.000	0.1
Labor	\$52.526	\$53.839	(1.313)	(2.5)	\$378.429	\$367.181	\$11.248	3.0
Non-Labor :								
Electric Power	\$0.186	\$0.183	\$0.003	1.7	\$1.383	\$1.378	\$0.005	0.4
Fuel	\$2.205	\$2.761	(0.556)	(25.2)	\$17.977	\$19.216	(1.239)	(6.9)
Insurance	\$0.881	\$0.000	\$0.881	-	\$2.568	\$0.000	\$2.568	-
Claims	\$2.602	\$1.032	\$1.570	60.3	\$16.047	\$13.242	\$2.805	17.5
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$6.052	\$4.071	\$1.981	32.7	\$34.842	\$26.125	\$8.717	25.0
Professional Service Contracts	\$4.891	\$2.871	\$2.020	41.3	\$24.090	\$16.896	\$7.194	29.9
Materials & Supplies	\$6.250	\$3.934	\$2.316	37.1	\$40.792	\$32.903	\$7.889	19.3
Other Business Expenses	\$0.518	\$0.333	\$0.185	35.7	\$3.043	\$2.530	\$0.513	16.9
Non-Labor	\$23.585	\$15.185	\$8.400	35.6	\$140.742	\$112.290	\$28.452	20.2
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	\$76.111	\$69.024	\$7.087	9.3	\$519.171	\$479.471	\$39.700	7.6
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	\$76.111	\$69.024	\$7.087	9.3	\$519.171	\$479.471	\$39.700	7.6
Net Surplus/(Deficit)	(54.063)	(48.114)	\$5.949	11.0	(356.467)	(314.556)	\$41.911	11.8

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)

	August 2018			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Operating Receipts or Disbursements						
Farebox Revenue	\$ (0.735)	(3.9)	Timing of receipts	\$ 0.427	0.3	Higher ridership
Other Operating Revenue	0.200	8.7	Receipt students reimbursements	2.854	25.2	Receipt of students reimbursements from prior periods
Capital and Other Reimbursements	(0.603)	(75.8)	Timing of reimbursement receipts	(1.071)	(22.1)	Timing of reimbursement receipts
Total Receipts	\$ (1.138)	(5.2)		\$ 2.210	1.4	
Payroll	\$ (0.299)	(1.0)	Payment of interagency billings	\$ 13.662	7.0	Reimbursement of interagency receipts from prior periods and RWA
Overtime	(1.308)	(24.7)	Vacancies and traffic, offset by timing of bus technology	(2.990)	(6.7)	Vacancies and traffic, offset by timing of bus technology
Health and Welfare	(0.564)	(10.0)	Higher expenses	(3.726)	(7.3)	Higher expenses
OPEB Current Payment	(0.556)	(27.3)	Timing of expenses	(0.082)	(0.5)	Timing of expenses
Pension	(0.007)	(0.2)	(a)	(0.021)	(0.1)	(a)
Other Fringe Benefits	1.421	28.1	Favorable interagency expenses	4.404	12.5	Favorable interagency expenses
Reimbursable Overhead	-	-	(a)	-	-	(a)
Electric Power	0.003	1.4	(a)	0.005	0.3	(a)
Fuel	(0.556)	(25.2)	Higher cost for diesel and CNG fuels	(1.239)	(6.9)	Higher cost for diesel and CNG fuels
Insurance	0.881	100.0	Timing of payments	2.568	100.0	Timing of payments
Claims	1.570	60.4	Lower Claim payments	2.805	17.5	Lower Claim payments
Maintenance and Other Operating Contracts	1.981	32.7	Timing of Shop program, bus technology and SBS rollouts	8.717	25.0	Timing of Shop program, bus technology and SBS rollouts
Professional Service Contracts	2.020	41.3	Timing of inter-agency expenses	7.195	29.9	Timing of inter-agency expenses
Materials & Supplies	2.316	37.1	Mainly due to lower general maintenance material expenses and timing of SBS rollouts	7.889	19.3	Mainly due to lower general maintenance material expenses and timing of SBS rollouts
Other Business Expenditure	0.185	35.7	(a)	0.513	16.9	Timing of expenses
Total Expenditures	\$ 7.087	9.3		\$ 39.701	7.6	
Net Cash Variance	\$ 5.949	11.0		\$ 41.911	11.8	

(a) - Variance less than 100K

MTA BUS COMPANY
July Financial Plan - 2018 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Aug 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	(1.860)	(1.860)	-	\$2.006	\$0.897	(1.109)	(55.3)
Other Revenue	\$0.524	\$1.710	\$1.186	-	(2.402)	\$2.171	\$4.574	-
Capital and Other Reimbursements	\$0.289	(0.194)	(0.483)	-	\$0.837	\$0.103	(0.734)	(87.7)
Total Revenue	\$0.813	(0.344)	(1.157)	-	\$0.440	\$3.171	\$2.730	-
Expenses								
Labor :								
Payroll	(4.903)	(5.498)	(0.595)	(12.1)	(2.862)	\$12.083	\$14.946	-
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.001	\$0.000	(0.001)	(82.5)
Total Salaries & Wages	(4.903)	(5.498)	(0.594)	(12.1)	(2.862)	\$12.083	\$14.945	-
Health and Welfare	\$0.456	\$0.190	(0.266)	(58.3)	(0.342)	(1.995)	(1.653)	-
OPEB Current Payment	\$0.176	\$0.000	(0.176)	-	(0.322)	(0.659)	(0.336)	-
Pensions	\$0.163	\$0.000	(0.163)	-	\$0.334	\$0.251	(0.083)	(24.8)
Other Fringe Benefits	\$1.555	\$1.642	\$0.087	5.6	\$10.101	\$11.170	\$1.069	10.6
Total Fringe Benefits	\$2.350	\$1.832	(0.518)	(22.1)	\$9.770	\$8.768	(1.003)	(10.3)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	(0.297)	(0.297)	\$0.000	0.1
Labor	(2.553)	(3.666)	(1.113)	(43.6)	\$6.612	\$20.554	\$13.942	-
Non-Labor :								
Electric Power	\$0.000	(0.053)	(0.053)	-	\$0.001	(0.052)	(0.053)	-
Fuel	\$0.014	(0.213)	(0.227)	-	(0.053)	(1.368)	(1.315)	-
Insurance	(0.354)	\$0.476	\$0.831	-	\$1.356	\$3.827	\$2.471	-
Claims	\$2.611	\$3.968	\$1.357	52.0	\$24.142	\$26.758	\$2.616	10.8
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	(0.910)	(1.430)	(0.520)	(57.1)	(8.920)	(7.952)	\$0.968	10.9
Professional Service Contracts	(1.743)	(0.800)	\$0.942	54.1	(3.330)	\$2.030	\$5.360	-
Materials & Supplies	\$0.707	\$0.135	(0.572)	(80.9)	(2.945)	(4.224)	(1.278)	(43.4)
Other Business Expenses	\$0.017	(0.004)	(0.022)	-	(0.065)	(0.038)	\$0.026	40.7
Non-Labor	\$0.342	\$2.079	\$1.737	-	\$10.186	\$18.982	\$8.796	86.4
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	(2.211)	(1.587)	\$0.624	28.2	\$16.797	\$39.536	\$22.739	-
Depreciation	\$4.669	\$4.289	(0.380)	(8.1)	\$35.877	\$35.333	(0.544)	(1.5)
OPEB Liability	\$10.492	\$5.200	(5.292)	(50.4)	\$59.998	\$45.030	(14.968)	(24.9)
GASB 68 Pension Adjustment	\$6.869	\$0.000	(6.869)	-	\$20.013	\$0.000	(20.013)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.218	\$0.218	-
Total Expenditures	\$19.820	\$7.902	(11.917)	(60.1)	\$132.685	\$120.117	(12.568)	(9.5)
Total Cash Conversion Adjustments	\$20.633	\$7.558	(13.074)	(63.4)	\$133.125	\$123.288	(9.838)	(7.4)

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

	<u>August 2018</u>			<u>Year-to-date as of August 2018</u>		
	<u>Mid Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Mid Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<u>Farebox Revenue</u>						
Fixed Route	\$ 18.950	\$ 20.075	\$ 1.125	\$ 144.512	\$ 146.048	\$ 1.536
Total Farebox Revenue	\$ 18.950	\$ 20.075	\$ 1.125	\$ 144.512	\$ 146.048	\$ 1.536
<u>Ridership</u>						
Fixed Route	9.642	10.270	0.628	79.375	80.420	1.045
Total Ridership	9.642	10.270	0.628	79.375	80.420	1.045

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

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	21	21	-	
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	20	9	
Non-Departmental	12	-	12	
Total Administration	152	119	33	Vacancies to be filled
Operations				
Buses	2,327	2,347	(20)	Bus Operator Excess
Office of the Executive VP	4	4	-	
Safety & Training	56	49	7	Students vacancies
Road Operations	123	123	-	
Transportation Support	22	25	(3)	
Operations Planning	33	33	-	
Revenue Control	4	7	(3)	
Total Operations	2,569	2,588	(19)	
Maintenance				
Buses	764	727	37	
Maintenance Support/CMF	270	266	4	
Facilities	77	72	5	
Supply Logistics	100	94	6	
Total Maintenance	1,211	1,159	52	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	3,906	81	
Non-Reimbursable	3,947	3,869	78	
Reimbursable	40	37	3	
Total Full-Time	3,969	3,895	74	
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
AUGUST 2018

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	66	49	17	
Professional, Technical, Clerical	76	70	6	
Operational Hourlies	10	-	10	
Total Administration	152	119	33	Vacancies to be filled
Operations				
Managers/Supervisors	306	307	(1)	
Professional, Technical, Clerical	51	51	-	
Operational Hourlies	2,212	2,230	(18)	
Total Operations	2,569	2,588	(19)	
Maintenance				
Managers/Supervisors	245	241	4	
Professional, Technical, Clerical	33	33	-	
Operational Hourlies	933	885	48	
Total Maintenance	1,211	1,159	52	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	619	28	
Professional, Technical, Clerical	182	172	10	
Operational Hourlies	3,158	3,115	43	
Total Baseline Positions	3,987	3,906	81	

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

	August					August 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>	61,851	\$2.278	53,876	\$2.681	7,975	(\$0.404)	427,353	\$18.307	397,272	\$18.600	30,081	(\$0.292)
					12.9%	-17.7%					7.0%	-1.6%
<u>Unscheduled Service</u>	13,873	\$0.252	9,055	\$0.469	4,818	(\$0.217)	92,258	\$5.420	81,879	\$7.027	10,379	(\$1.607)
					34.7%	-86.4%					11.2%	-29.7%
<u>Programmatic/Routine Maintenance</u>	20,714	\$0.885	35,743	\$1.743	(15,029)	(\$0.857)	219,733	\$9.863	263,384	\$12.154	(43,651)	(\$2.290)
					-72.6%	-96.8%					-19.9%	-23.2%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	27,615	\$1.870	35,393	\$1.678	(7,778)	\$0.193	199,660	\$9.183	223,968	\$7.900	(24,309)	\$1.283
					-28.2%	10.3%					-12.2%	14.0%
<u>Weather Emergencies</u>	999	(\$0.022)	161	\$0.011	838	(\$0.033)	41,476	\$1.699	38,899	\$1.787	2,577	(\$0.088)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	364	\$0.018	95	\$0.008	270	\$0.010	1,703	\$0.096	1,095	\$0.084	608	\$0.012
					74.0%	54.7%					35.7%	12.8%
<u>Other</u>	295	\$0.023	237	\$0.023	58	(\$0.000)	2,146	\$0.188	2,059	\$0.195	87	(\$0.007)
					*	*					*	-4.0%
Subtotal	125,711	\$5.304	134,561	\$6.612	(8,849)	(\$1.308)	984,327	\$44.757	1,008,557	\$47.747	(24,230)	(\$2.989)
					-7.0%	-24.7%					-2.5%	-6.7%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	-	0	\$0.000	0	\$0.000	0	-
TOTAL OVERTIME	125,711	\$5.304	134,561	\$6.612	(8,849)	(\$1.308)	984,327	\$44.757	1,008,557	\$47.747	(24,230)	(\$2.989)
					-7.0%	-24.7%					-2.5%	-6.7%

Totals may not add due to rounding.

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

* Exceeds 100%

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

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	7,975 12.9%	(\$0.404) -17.7%	More scheduled service operated	30,081 7.0%	(\$0.292) -1.6%	More scheduled service operated
<u>Unscheduled Service</u>	4,818 34.7%	(\$0.217) -86.4%	Unfavorable variance due to Traffic	10,379 11.2%	(\$1.607) -29.7%	Unfavorable variance due to Traffic
<u>Programmatic/Routine Maintenance</u>	(15,029) -72.6%	(\$0.857) -96.8%	Overage buses offset by Bus Technology	(43,651) -19.9%	(\$2.290) -23.2%	Overage buses offset by Bus Technology
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.000 0.0%		- 0.0%	\$0.000 0.0%	
<u>Vacancy/Absentee Coverage</u>	(7,778) -28.2%	\$0.193 10.3%	Vacancy and Absentee coverage offset by excess Bus Operators	(24,309) -12.2%	\$1.283 14.0%	Vacancy and Absentee coverage offset by excess Bus Operators
<u>Weather Emergencies</u>	838 *	(\$0.033) *	Inclement Weather	2,577 *	(\$0.088) *	Inclement Weather
<u>Safety/Security/Law Enforcement</u>	270 74.0%	\$0.010 54.7%		608 35.7%	\$0.012 12.8%	
<u>Other</u>	58 *	(\$0.000) *		87 *	(\$0.007) -4.0%	
Subtotal	(8,849) -7.0%	(\$1.308) -24.7%		(24,230) -2.5%	(\$2.989) -6.7%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%	
TOTAL OVERTIME	(8,849)	(\$1.308)		(24,230)	(\$2.989)	

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

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

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

Capital Program

John F. O'Grady, Senior Vice President



NYCT recently awarded Superstorm Sandy repair and mitigation projects at the 207th Street Yard in Manhattan, the main storage facility for 8 Av line rolling stock. The \$603.8 million repairs will include critical yard assets such as the signal system, power cables, track, and switches. Additionally, the yard will receive flood mitigation enhancements that include a perimeter wall, deployable gates, and a flood door at the yard tunnel portal. These enhancements will limit disruptions in service after future storms.

October 2018 Highlights: 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 month's highlights. The report focuses primarily on providing a summary of achievements regarding project awards, project completions and project closeouts for the period ending two months prior to the presentation of the report. In addition, year-to-date performance for all five major capital program milestones, as well as a quarterly report on fan plant status are presented. Also discussed are current highlights since the end of the reporting month.

In August, NYCT awarded projects totaling \$129.6 million, including two Americans with Disabilities (ADA) accessibility projects at Eastern Parkway-Brooklyn Museum Station on the Eastern Parkway Line and Chambers Street Station on the Nassau Loop Line, and the replacement of cable at four substation control zones. During August, NYCT substantially completed projects totaling \$141.7 million, including a new ventilation plant at 46th Street-Northern Boulevard on the Queens Boulevard Line and switch replacement on the Astoria Line.

Project highlights since August include the award of Superstorm Sandy repair and mitigation projects at the 207th Street Yard for \$603.8 million, Canarsie Line capacity enhancements and platform structural repairs at 14th Street-Union Square Station for \$17.2 million, and eight Small Business Mentoring Program (SBMP) stair replacement projects at various stations for \$8 million. Also since August, NYCT completed projects included the purchases of 92 articulated buses for \$84.1 million and sixteen B Division R179 train cars for \$39.4 million.

An additional major accomplishment since August was the reopening of the WTC Cortlandt Street Station (\$165.6 million) following severe damage to the station sustained during the 9/11 attacks. The station is fully accessible, includes artwork, air tempering and other customer amenities and allows connections to several NYCT lines, the PATH trains and the World Trade Center Transportation Hub. Finally, other recent station openings included 72nd Street, Cathedral Parkway-110th Street and 163rd Street-Amsterdam Ave on the 8th Avenue Line for (\$118.2 million). Improvements at these stations included the repair of deteriorating infrastructure such as columns and floors and the modernization of the station environment with customer focused amenities.

Through August 31, NYCT's performance against its 2018 Capital Project Milestones was:
(\$ in Millions)

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$90.0	\$101.9	113
Design Completions	\$226.7	\$187.2	83
Construction Awards	\$5,753.3	\$4,194.2	73
Substantial Completions	\$2,533.5	\$1,308.9	52
Closeouts	\$7,429.4	\$1,319.0	18

John O'Grady, Senior Vice President
Capital Program Management

Capital Program Status October 2018

As of August 2018:

NYCT awarded \$129.6 million in projects, including two Americans with Disabilities (ADA) accessibility projects: Eastern Parkway-Brooklyn Museum Station on the Eastern Parkway Line for \$39.2 million and Chambers Street Station on the Nassau Loop Line for \$44 million. At Eastern Parkway-Brooklyn Museum, 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 project at Chambers Street includes the installation of two new elevators, ADA boarding areas at platforms, platform edge warning strips, rubbing boards, ramps and the relocation of platform stairs.

Furthermore, NYCT awarded the replacement of battery and control cables at four traction power control zones for \$27.4 million. The four control zones are located at the Central, Stanton, Washington Heights, and Harlem substations in Manhattan. Control cable will be replaced between the equipment control rooms and various remote locations in all four zones. In the Washington Heights Substation control zone, battery cable will also be replaced. Replacement of these cables will facilitate continued reliability of the power system's remote supervisory control system.

NYCT substantially completed projects totaling \$141.7 million, including a new ventilation plant at 46th Street-Northern Boulevard on the Queens Boulevard Line for \$78.8 million. Work included constructing the new fan chamber, electrical distribution room and control room to accommodate new fans and an instrumentation and control system. The new ventilation plant also has the necessary communication links for remote control and monitoring. 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.

NYCT also completed switch replacement on the Astoria Line for \$19.6 million. Work included, as required, replacement of existing turnouts, track switches, switch valve, connecting rails, contact rails, ties, ballast, signal cable, and any associated signal and equipment work.

In addition, NYCT started 10 design projects for \$15.7 million, completed 8 design projects for \$5.5 million, and closed out 15 projects for \$483.6 million.

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

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

Project	Base Budget	Current Budget	Original Date	Months Delay
Replace 2 Bus Washers: Fresh Pond Depot [SBMP Tier2]	\$3.1	\$3.1	5/2018	3
Station Component: Eastchester-Dyre Av / Dyre	\$23.2	\$27.7	6/2018	2
Overcoating: Bridge Work at Dyre Ave Station	\$2.5	\$4.0	6/2018	2
Mainline Track Replacement 2016 / Jamaica	\$18.7	\$23.6	6/2018	2
Mainline Track Replacement 2017 / Sea Beach	\$3.8	\$3.8	7/2018	1
Mainline Track Switches 2015 / Dyre	\$7.6	\$7.6	8/2018	0
Mainline Track Switches - 2016 / Dyre	\$4.9	\$4.9	8/2018	0
Fire Alarm: 207 Street Overhaul Shop	\$12.4	\$12.8	9/2018	(1)
Bus Washer: Zerega Consolidated Maint Facility [SBMP]	\$1.4	\$1.4	12/2018	(4)

*Table does not include closeout of bus purchases

The closeout of the Replace 2 Bus Washers: Fresh Pond Depot project was delayed by 3 months because of delays in processing documentation needed for closeout approval.

Capital Project Milestone Summary 2018

(Through August 31, 2018)

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

August

Design Starts	\$4.6	8	\$15.7	10	342.6	125.0
Design Completions	14.1	15	5.5	8	39.1	53.3
Construction Awards	147.9	14	129.6	5	87.6	35.7
Substantial Completions	140.8	11	141.7	6	100.6	54.5
Closeouts	181.4	9	483.6	15	266.6	166.7

2018 Year-To-Date

Design Starts	\$90.0	74	\$101.9	82	113.2	110.8
Design Completions	226.7	157	187.2	111	82.6	70.7
Construction Awards	5,753.3	165	4,194.2	116	72.9	70.3
Substantial Completions	2,533.5	115	1,308.9	73	51.7	63.5
Closeouts	7,429.4	188	1,319.0	86	17.8	45.7

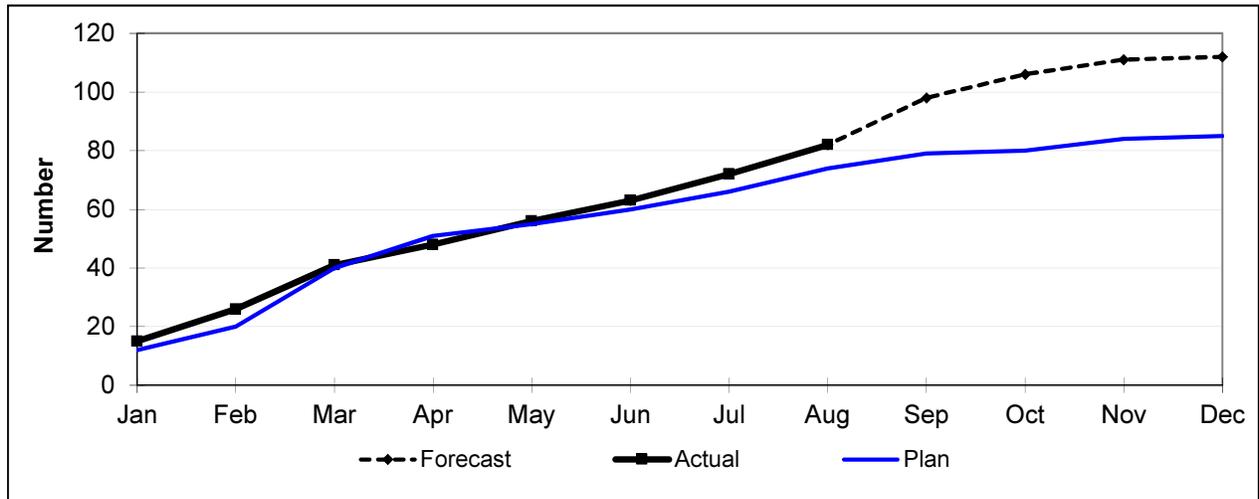
2018 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$100.9	85	\$136.9	112	135.6	131.8
Design Completions	284.1	192	289.7	185	102.0	96.4
Construction Awards	6,964.8	203	6,960.4	218	99.9	107.4
Substantial Completions	4,422.5	201	4,427.3	189	100.1	94.0
Closeouts	8,571.0	239	3,979.1	210	46.4	87.9

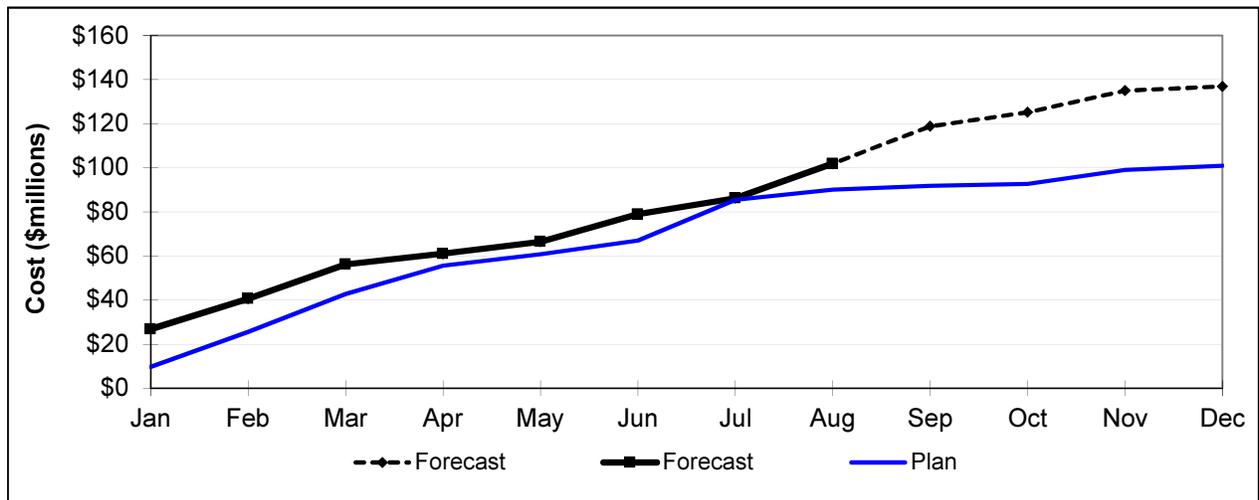
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

2018 Design Starts Charts

As of August 2018



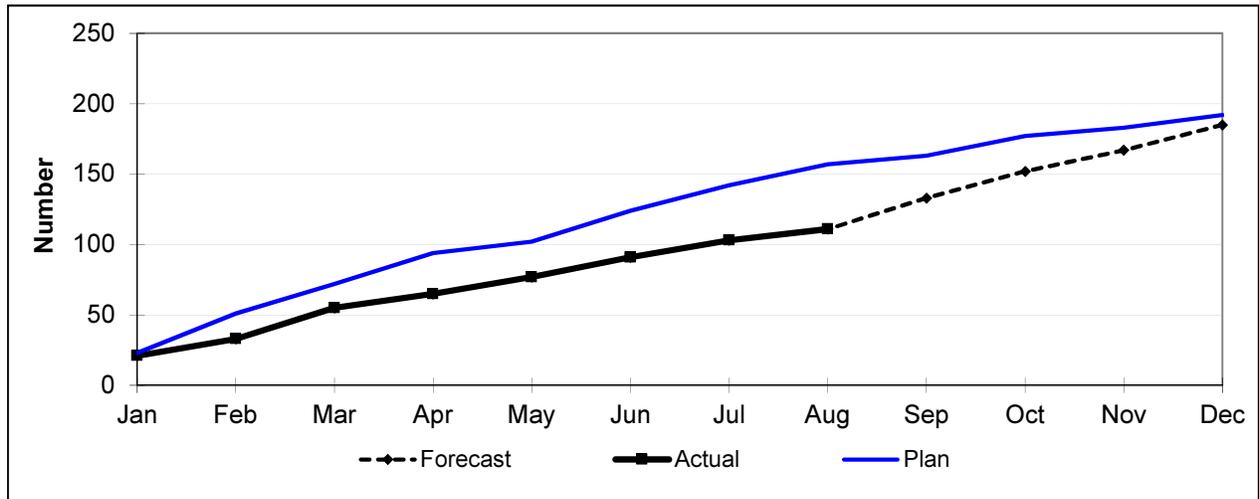
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									16	8	5	1
Actual	15	11	15	7	8	7	9	10	5	1	4	1
Plan	12	8	20	11	4	5	6	8	5	1	4	1
Cummulative												
Forecast									98	106	111	112
Actual	15	26	41	48	56	63	72	82	82	82	82	82
Plan	12	20	40	51	55	60	66	74	79	80	84	85



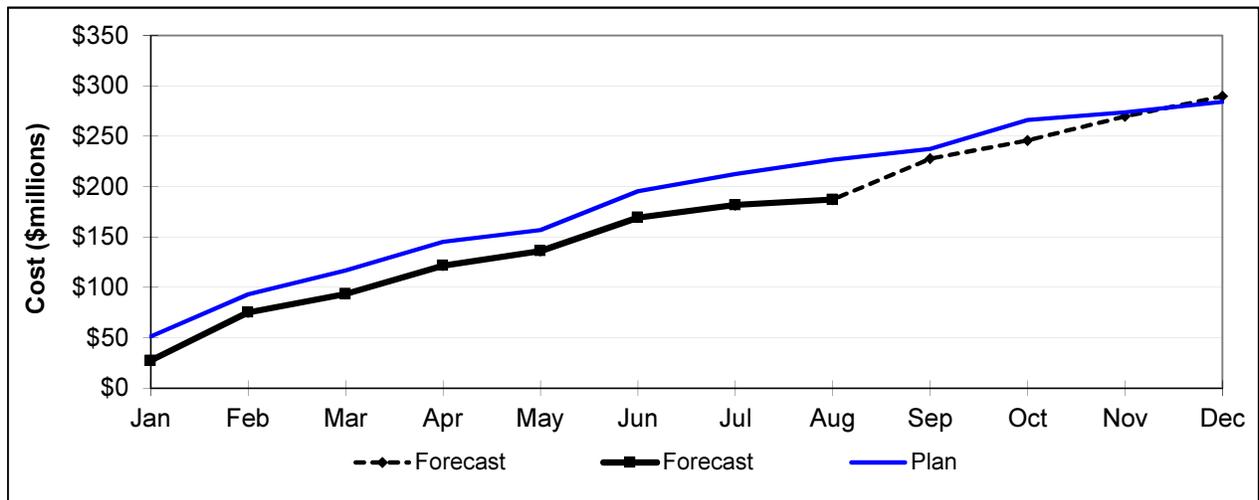
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									16.9	6.4	9.8	1.9
Actual	26.8	13.8	15.6	4.8	5.4	12.5	7.3	15.7	5	1	4	1
Plan	9.7	15.8	17.2	12.8	5.3	6.1	18.5	4.6	1.7	0.9	6.4	1.9
Cummulative												
Forecast									118.8	125.2	135.0	136.9
Actual	26.8	40.6	56.2	61.0	66.4	78.9	86.2	101.9	101.9	101.9	101.9	101.9
Plan	9.7	25.5	42.7	55.5	60.9	67.0	85.5	90.0	91.8	92.6	99.1	100.9

2018 Design Completions Charts

As of August 2018



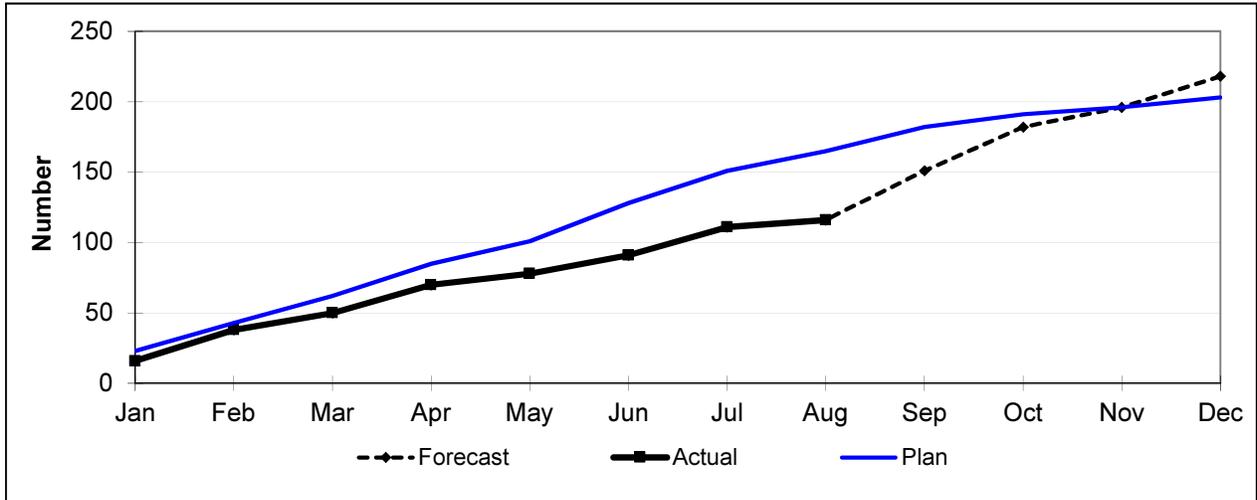
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast	21	12	22	10	12	14	12	8	22	19	15	18
Actual	23	28	21	22	8	22	18	15	6	14	6	9
Plan	23	28	21	22	8	22	18	15	6	14	6	9
Cummulative												
Forecast									133	152	167	185
Actual	21	33	55	65	77	91	103	111				
Plan	23	51	72	94	102	124	142	157	163	177	183	192



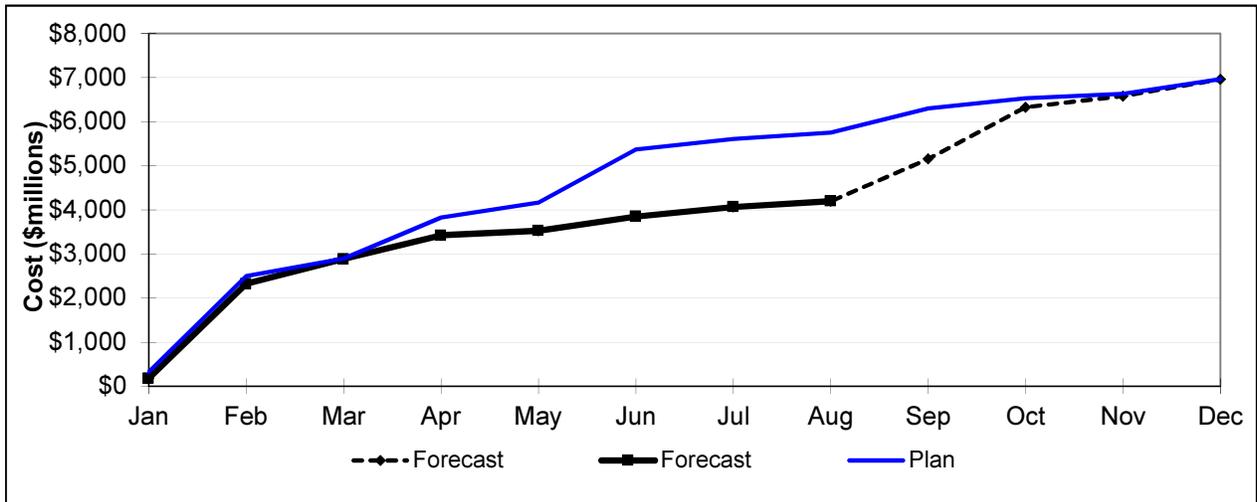
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast	27.5	47.8	18.2	28.1	14.6	33.1	12.4	5.5	40.5	18.2	23.9	19.9
Actual	51.3	42.0	23.5	28.5	11.5	38.6	17.3	14.1	10.9	28.5	7.7	10.4
Plan	51.3	42.0	23.5	28.5	11.5	38.6	17.3	14.1	10.9	28.5	7.7	10.4
Cummulative												
Forecast									227.7	245.9	269.8	289.7
Actual	27.5	75.3	93.5	121.6	136.2	169.3	181.7	187.2				
Plan	51.3	93.3	116.8	145.3	156.8	195.3	212.6	226.7	237.6	266.1	273.8	284.1

2018 Awards Charts

As of August 2018



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									35	31	14	22
Actual	16	22	12	20	8	13	20	5	17	9	5	7
Plan	23	20	19	23	16	27	23	14	17	9	5	7
Cummulative												
Forecast									151	182	196	218
Actual	16	38	50	70	78	91	111	116	182	182	196	218
Plan	23	43	62	85	101	128	151	165	182	191	196	203

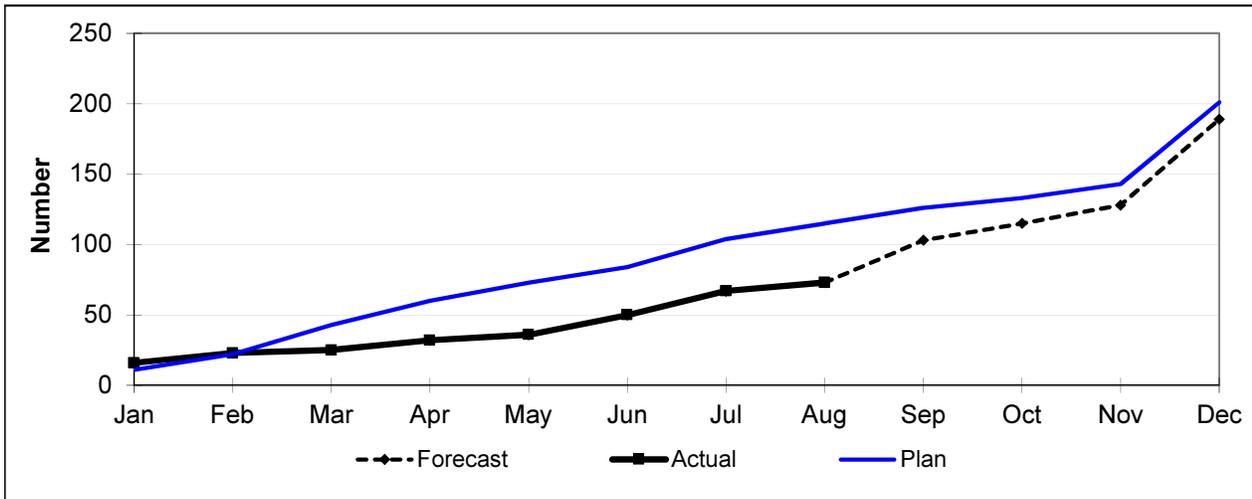


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									962.1	1,172.2	252.5	379.4
Actual	181.0	2,141.8	561.6	534.7	104.1	324.5	216.9	129.6	1,172.2	1,172.2	252.5	379.4
Plan	326.7	2,168.0	397.8	929.6	339.0	1,208.9	235.5	147.9	549.1	229.4	103.6	329.4
Cummulative												
Forecast									5,156.3	6,328.5	6,581.0	6,960.4
Actual	181.0	2,322.8	2,884.3	3,419.1	3,523.2	3,847.7	4,064.6	4,194.2	5,156.3	6,328.5	6,581.0	6,960.4
Plan	326.7	2,494.7	2,892.5	3,822.1	4,161.1	5,370.0	5,605.4	5,753.3	6,302.4	6,531.8	6,635.4	6,964.8

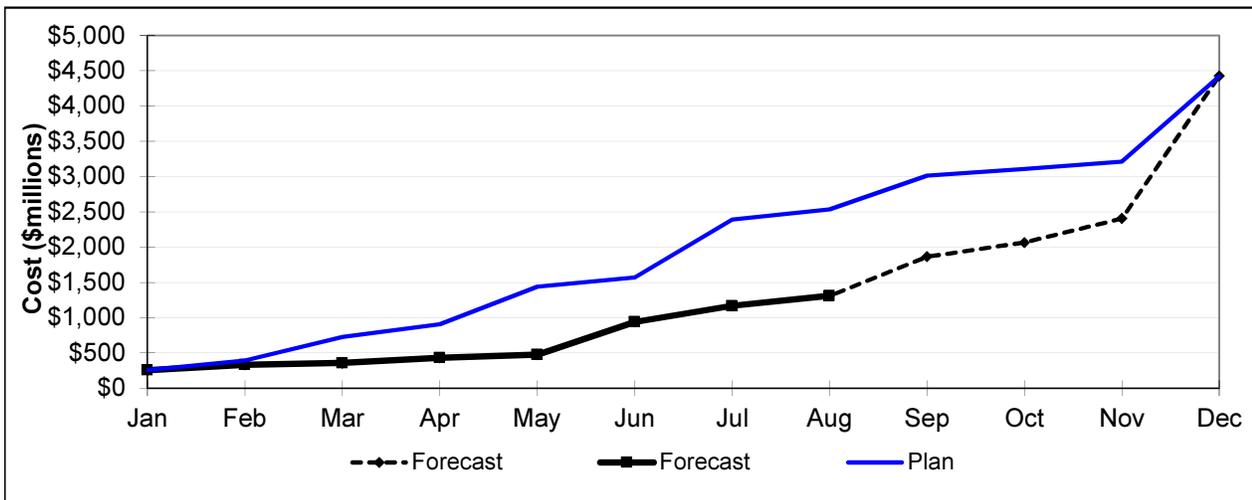
The gap of approximately \$1.5 billion is largely explained by a delay in the award of 207th Street Yard Superstorm Sandy repairs for \$675.8 million and Times Square Shuttle station improvement projects for \$284.9 million.

2018 Substantial Completions Charts

As of August 2018



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									103	115	128	189
Actual	16	23	25	32	36	50	67	73				
Plan	11	22	43	60	73	84	104	115	126	133	143	201
Cummulative												
Forecast									103	115	128	189
Actual	16	23	25	32	36	50	67	73				
Plan	11	22	43	60	73	84	104	115	126	133	143	201

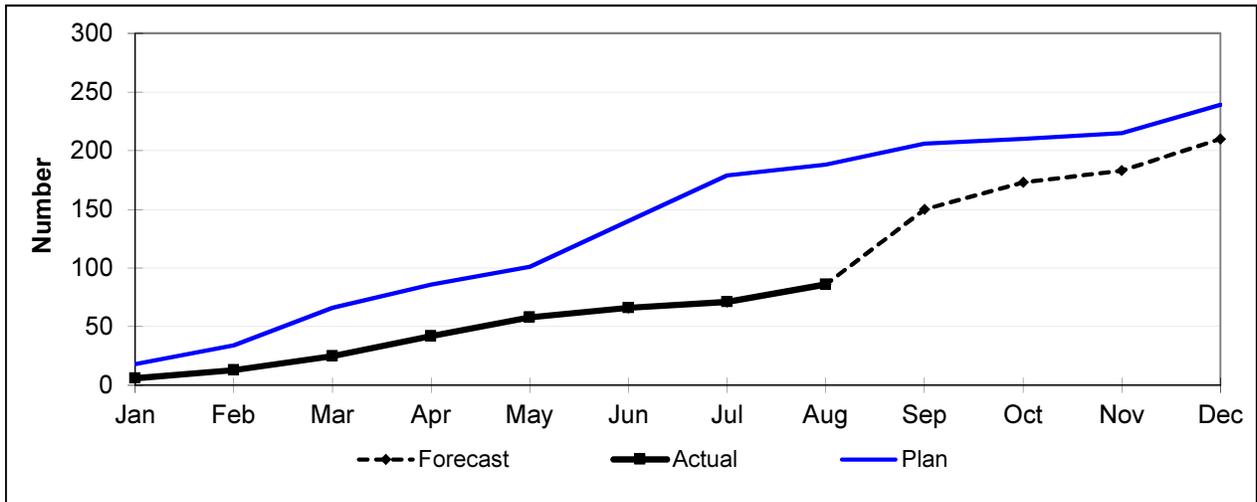


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									1,864.9	2,065.3	2,405.0	4,427.3
Actual	256.8	330.7	355.4	429.7	476.1	938.6	1,167.2	1,308.9				
Plan	256.4	395.0	724.7	909.2	1,441.4	1,571.1	2,392.7	2,533.5	3,013.4	3,106.1	3,209.8	4,422.5
Cummulative												
Forecast									1,864.9	2,065.3	2,405.0	4,427.3
Actual	256.8	330.7	355.4	429.7	476.1	938.6	1,167.2	1,308.9				
Plan	256.4	395.0	724.7	909.2	1,441.4	1,571.1	2,392.7	2,533.5	3,013.4	3,106.1	3,209.8	4,422.5

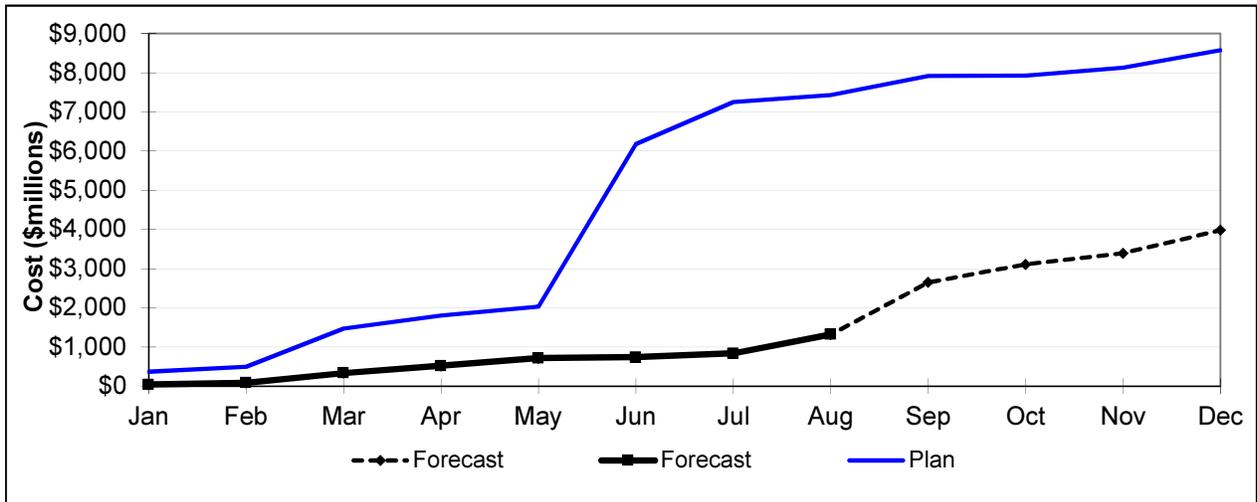
The gap of approximately \$1.2 billion is largely explained by a delay in the completion of Communication Based Train Control (CBTC) on the Flushing Line for \$563.3 million.

2018 Closeouts Charts

As of August 2018



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									64	23	10	27
Actual	6	7	12	17	16	8	5	15				
Plan	18	16	32	20	15	39	39	9	18	4	5	24
Cummulative												
Forecast									150	173	183	210
Actual	6	13	25	42	58	66	71	86				
Plan	18	34	66	86	101	140	179	188	206	210	215	239



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									1,330.2	459.5	284.8	585.7
Actual	41.3	44.2	252.3	182.6	191.7	27.1	96.1	483.6				
Plan	368.9	123.4	979.4	327.6	235.3	4,146.4	1,067.2	181.4	487.9	9.9	203.6	440.3
Cummulative												
Forecast									2,649.1	3,108.6	3,393.4	3,979.1
Actual	41.3	85.5	337.8	520.4	712.1	739.3	835.4	1,319.0				
Plan	368.9	492.3	1,471.6	1,799.2	2,034.4	6,180.8	7,248.0	7,429.4	7,917.3	7,927.2	8,130.8	8,571.0

The gap between forecast and plan is largely explained by a delay in the closeout of rolling stock purchases.

Procurement

Steve Plochochi, Senior Vice President

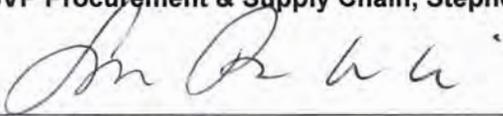


Under an omnibus approval, NYCT will purchase bus parts for buses such as this Nova Articulated SBS Bus.

PROCUREMENTS

The Procurement Agenda this month includes 33 actions for a proposed expenditure of \$870.1M.

Staff Summary

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

SUMMARY INFORMATION	
Vendor Name: N/A	Contract No. R34211
Description Expedited Change Order Procedure for the R211 Train Procurement	
Total Amount:	
Contract Term (including Options, if any)	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type: Action Item	
<input type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input 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 authorization from the Board to use the expedited change order procedure developed pursuant to the All-Agency General Contract Procurement Guidelines ("Guidelines") for the R211 Train Procurement with Kawasaki Rail Car, Inc. ("Kawasaki"), including base and option cars. This change order procedure will be the same as those previously authorized by the Board for the R142 and all subsequent train procurements including the R179.

Discussion

The R211 Train Procurement is for a base quantity of 535 cars. As work progresses on the contract, changes may be required for legal, safety, design, or maintenance concerns or requirements. The need for these changes can be raised by either NYC Transit or the contractor. Once the need for the change is recognized, it is critical that an additional work order ("AWO") be finalized and issued as quickly as possible. Delivery of these cars to NYC Transit is paramount, and due to the rapid rate of production, any delay in the issuance of AWOs will result in additional costs associated with retrofit of already-manufactured equipment. The greater the delay in issuance of AWOs, the greater likelihood of increased costs and potential delays to the delivery of the cars.

A specific expedited change order procedure was developed, Board approved, and subsequently utilized for each of the R142, R142A, R143, R160, R188, and R179 train procurements. In July 1997, the Board first authorized the use of the expedited change order procedure as developed pursuant to the Guidelines for the R142 and R142A train procurements and most recently in November 2012 for the R179 train procurement. The same rationale that applied to the aforementioned train procurements also applies to the R211 train procurement.

The expedited change order procedure establishes specific, consistent approval thresholds depending on the dollar value of the change order. For all change orders with a total value of \$50,000 or more (or credits of \$50,000 or more), approval is required from the VP, Materiel before the change order can be issued. Change orders of less than \$50,000 (or credits of less than \$50,000) can be approved by the Assistant Chief Procurement Officer.

Proper fiscal controls over the issuance of AWOs exist in the form of the already-established 1.5 percent budgetary contingency for R211 AWOs. Capital Budget approval would be necessary to exceed this contingency amount. Maximum hourly personnel rates for AWO work performed by the contractor are set forth in the R211 contract and each AWO will comply with the rules for conducting cost/price analyses. Cost estimates related to each proposed AWO will be provided by NYC Transit's independent engineering consultant, who has extensive experience in railcar manufacturing and NYC Transit train procurements.

Staff Summary

Under normal AWO procedures, all change orders exceeding \$750,000 that do not meet the Guidelines' expedited approval requirement must be submitted to the Board through its regular processing cycle. As the R211 base order quantity is 535 cars, each R211 change order for as little as \$1,402 per car would require Board action, potentially causing a more lengthy approval process. As time is of the essence with regard to delivery of the R211 cars, any delay in issuance of a change order could result in additional costs and delay delivery of the cars. However, the Guidelines permit the Authority President or his designee to enter into AWOs without Board action if there exists the risk of substantial increase of cost or delay if prompt action is not taken.

Whenever possible, a lump-sum price will be negotiated for an AWO prior to its issuance. When advance negotiations cannot be concluded, NYC Transit will issue a Change Order Directive, which obligates the contractor to commence the work. Negotiations would continue to be conducted with a goal of reaching an agreed-upon price prior to completion of work under the AWO.

Use of this expedited change order procedure will also standardize the AWO process by keeping the existing administrative process and will avoid confusion of having separate administrative AWO programs for all train procurements. The Board will be apprised of the status of the R211 Train Procurement in regular presentations to the Capital Program Oversight Committee by the MTA, NYC Transit, and the MTA oversight consultant as was the case for the R142, R142A, and R143 train procurements and is currently performed for the R160, R188, and R179 train procurements.

Impact on Funding

No impact on funding.

Recommendation

It is recommended that the Board adopt the attached resolution to authorize the use of the expedited change order procedure developed pursuant to the Guidelines for all change orders under the R211 Train Procurement with Kawasaki, including base and option cars.

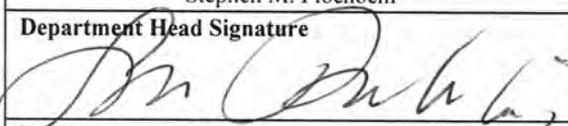
RESOLUTION

WHEREAS, in a Staff Summary dated October 16, 2018, the Senior Vice President, Procurement & Supply Chain, has recommended that the Authority be authorized to use the expedited change order process developed pursuant to the All-Agency General Contract Procurement Guidelines for the R211 Train Procurement; and

WHEREAS, the expedited process is the same as that authorized by the Board for each of the R142, R142A, R143, R160, R188 and R179 Train Procurements. In July 1997, the Board first authorized the use of the expedited change order procedure for the R142 and R142A train procurements, and then most recently in November 2012 for the R179 train procurement; and

WHEREAS, as time is of the essence with regard to delivery of the R211 cars, and any delay in the issuance of a change order could result in additional costs and delay delivery of the cars, the Authority has determined that it is in the public interest to authorize the expedited process for the R211 Train Procurement as recommended in the said Staff Summary;

NOW, THEREFORE, BE IT RESOLVED, effective immediately, that the Authority is authorized to use the expedited change order process developed pursuant to the All-Agency General Contract Procurement Guidelines for all change orders under the R211 Train Procurement.

Subject Request for Authorization to Award Various Procurements					
Department Procurement & 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	10/22/18			
2	Board	10/24/18			
Internal Approvals (cont.)					
Order	Approval	Order	Approval	Order	Approval

October 16, 2018			
Department			
Department Head Name			
Department Head Signature			
Internal Approvals			
	Approval		Approval
	President NYCT		President MTACC
	Operations Support	X	President MTA Bus/Buses
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights
Internal Approvals (cont.)			
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: Non-Competitive Purchases and Public Work Contracts	2	\$ 14.0 M
• Knorr Brake Corporation	\$ 10.0 M	
• Prevost Parts (US) Inc.	\$ 4.0 M	

Schedules Requiring Majority Vote:

Schedule H: Modifications to Personal/Miscellaneous Service Contracts	3	\$ 56.1 M
• Arro, Inc.	\$ 56.1 M	
• Curb Mobility		
• LimoSys LLC		

SUBTOTAL 5 \$ 70.1 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)	1	\$ TBD M
<u>Schedules Requiring Majority Vote:</u>		
Schedule F: Personal Service Contracts	26	\$ 800.0 M
SUBTOTAL	27	\$ 800.0 M
TOTAL	32	\$ 870.1 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

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

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

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

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.

OCTOBER 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. | Knorr Brake Corporation
Sole Source – Three-year omnibus
Purchase of inventory and non-inventory replacement air brake parts for subway cars. | \$10,000,000 (Est.) | <u>Staff Summary Attached</u> |
| 2. | Prevost Parts (US) Inc.
Sole Source – Three-year omnibus
Purchase of inventory and non-inventory replacement bus parts. | \$4,000,000 (Est.) | <u>Staff Summary Attached</u> |

Procurements Requiring Majority Vote:

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

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

- | | | | |
|----|--------------------------|----------------------------|--------------------------------------|
| 3. | Arro, Inc. | \$56,081,429 (Est.) | <u>Staff Summary Attached</u> |
| 4. | Curb Mobility | | ↓ |
| 5. | LimoSys LLC | | ↓ |
| | Contract# 6%20838 (Arro) | | ↓ |
| | Contract# 6%21852 (Curb) | | ↓ |
| | Contract# TBD (LimoSys) | | ↓ |
- Modifications to the contracts for Paratransit E-Hail services under NYC Transit’s E-Hail Pilot program, in order to extend the term by six months, add funding, and change scope requirements. This also includes an award to an additional E-hail company.

Item Number: 1

Vendor Name (Location) Knorr Brake Company LLC (Westminster, Maryland)
Description Purchase of inventory and non-inventory replacement air brake parts for subway cars
Contract Term (including Options, if any) December 1, 2018–November 30, 2021
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole-Source Approval

Contract Number NONE	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$10,000,000 (Est.)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Procurement & Supply Chain, Stephen M. Plochochi	

Discussion

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

There are approximately 2,785 items covered by this approval for the purchase of replacement air brake parts supplied by Knorr. These items are identified as obtainable only from Knorr for the following reasons: sole pre-qualified item on the Qualified Products List and not available from any distributors or other sources, publicly advertised within a 12-month period without an acceptable alternate supplier, or proprietary to Knorr. These items are advertised a minimum of once every 12 months to seek competition. A list of Knorr’s sole-source items, as well as NYC Transit’s intention to purchase items on the list without competitive bidding, is available for download from the NYC Transit website at any time by any prospective vendor. These sole-source replacement parts will be used by the Division of Car Equipment (“DCE”) for Scheduled Maintenance System (“SMS”) and normal maintenance for 3,031 subway cars (752 R46, 824 R62A, 425 R68, and 1,030 R142) in the NYC Transit fleet.

The existing Knorr omnibus approval for \$5,000,000 was approved by the Board in December 2016, and expires on December 14, 2019. There is a remaining balance of \$532,025 in unexpended funds on the existing omnibus approval, which is insufficient to support the requirements through the end of the existing omnibus approval; therefore, Board approval is being sought early.

Procurement performed an analysis on the 13 contracts issued during the term of the existing omnibus approval that exceeded the small purchase threshold, which represents a total contract value of \$3,805,357. Of the 13 contracts, eight items have comparative price history and represent 54.89 percent, or \$2,088,665, of the total dollar value of the contracts. A comparative price analysis of six items (two outliers were excluded) revealed an annual weighted average price increase of 0.66 percent, which compares favorably with the Producer Price Index over the same time period, which shows an annual average price increase of 1.4 percent. Had these two outliers been included in the analysis, the annual weighted average price decrease would have been 1.59 percent. NYC Transit’s Cost Price Analysis Unit reviewed the comparative price analysis and concurred that pricing offered by Knorr is fair and reasonable.

Based on the current forecasts as well as projections for 2019 through 2021, it is anticipated that DCE will require approximately \$10,000,000 for the purchase from Knorr of sole-source items exceeding the small purchase threshold. During the term of the new omnibus approval, 304 R46, 324 R62A, 245 R68, and 230 R142 subway cars will undergo a six-year overhaul and 45 R142 subway cars will undergo a 12-year overhaul.

Procurement, with the concurrence of DCE, believes that the amount requested will be sufficient to procure all sole-source materials that exceed the small purchase threshold from Knorr for the next three-year period. Procurement and DCE will continue to research alternate sources of supply wherever possible. Pricing for any noncompetitive procurement is established by a request for quotation for each item from Knorr on an as-required basis, and each individual procurement is subject to a cost and/or price analysis and a determination that the price is fair and reasonable.

Item Number: 2

Vendor Name (Location) Prevost Parts (US) Inc. (Elgin, Illinois)
Description Purchase of inventory and non-inventory replacement bus parts
Contract Term (including Options, if any) December 17, 2018–December 16, 2021
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole-Source Approval

Contract Number NONE	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$4,000,000 (Est.)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Procurement & Supply Chain, Stephen M. Plochochi	

Discussion

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

There are approximately 13,405 items covered by this approval for the purchase of replacement bus parts for Nova Bus (“Nova”) and Prevost such as cooling system components, hydraulic components, panels, and door assemblies used on NYC Transit buses. These items are identified as obtainable only from Prevost for the following reasons: sole pre-qualified item on the Qualified Products List and not available from any distributors or other sources, publicly advertised within a 12-month period without an acceptable alternate supplier; or proprietary to Prevost. These items are advertised a minimum of once every 12 months to seek competition. A list of Nova and Prevost sole-source items, as well as NYC Transit’s intention to purchase items on the list without competitive bidding, is available for download from the NYC Transit website at any time by any prospective vendor. These sole-source parts will be used by NYC Transit’s Department of Buses (“DOB”) for normal maintenance and replenishment of inventory and non-inventory bus parts identified as sole source and/or proprietary to Prevost. NYC Transit operates a fleet of 1,265 Nova buses (757 forty-foot and 508 sixty-foot Articulated) and 389 Prevost 45-foot Over-the-Road buses for a combined total of 1,654 Nova and Prevost buses, which represents approximately 36.9 percent of 4,477 buses in the NYC Transit fleet.

The existing Prevost omnibus approval for \$9,000,000 was approved by the Board in December 2015, and expires on December 16, 2018. There is a remaining balance of \$1,674,370 of unexpended funds on the existing omnibus approval as of August 21, 2018.

Procurement performed an analysis on the 60 contracts issued during the term of the existing omnibus approval that exceeded the small purchase threshold, which have comparative history. A price analysis of the 60 sole-source contracts revealed an annual weighted average price increase of 1.18 percent. These 60 contracts amount to a total of \$4,127,598, which represents 56.35 percent of the total dollars spent as of August 21, 2018. The 1.18 percent annual weighted average price increase compares favorably to the corresponding Producer Price Indexes that showed a combined annual weighted average price increase of 1.68 percent. NYC Transit’s Cost Price Analysis Unit reviewed the comparative price analysis and concurred that pricing offered by Prevost is fair and reasonable.

Based on an analysis of the fleet composition, it is anticipated that NYC Transit will require approximately \$4,000,000 for sole-source items from Prevost during the term of this new omnibus approval request. Procurement believes that the amount requested will be sufficient to procure all sole-source materials from Prevost for the next three-year period. Procurement and DOB will continue to research alternate sources of supply wherever possible. Pricing for any noncompetitive procurement is established by a request for quotation for each item from Prevost on an as-required basis and each individual procurement is subject to a cost and/or price analysis, and a determination that the price is fair and reasonable.

Item Number: 3-5

Vendor Names (Locations) Arro Inc. (Long Island City, New York) Curb Mobility, LLC, formerly VeriFone Transportation Systems (Long Island City, New York) ¹ LimoSys (Englewood Cliffs, New Jersey)
Description: Pilot contract for E-Hail services for Paratransit
Contract Term (including Options, if any) Arro: May 1, 2018–October 26, 2018 Curb: October 11, 2017–October 26, 2018 LimoSys: 6 months
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: 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: Department of Buses, Darryl C. Irick

Contract Numbers: Arro: 6%20838 Curb: 6%21852 LimoSys: TBD	AWO/Mod #s Mod. #1 Mod. #2 New Award
Original Amount: Arro: \$2,458,470 Curb: \$11,627,562	\$ 14,086,032 (Est.)
Prior Modifications: Arro: \$350,000 Curb: \$0	\$ 350,000
Prior Budgetary Increases: (Curb)	\$ 47,384,178
Current Amount: Arro: \$2,808,470 Curb: \$59,011,740	\$ 61,820,210
This Request: (Estimated Aggregate Arro, Curb, and LimoSys)	\$ 56,081,429
% of This Request (Estimated Aggregate) to Current Amount:	90.7%
% of Modifications (including This Request) to Original Amount:	N/A%

Discussion

To extend the Paratransit E-Hail Pilot (“Pilot”), NYC Transit is requesting Board approval to modify the existing contracts with Arro, Inc. (“Arro”) and Curb Mobility, LLC (“Curb”). Extension of the term of both contracts is sought from October 27, 2018 through April 30, 2019, with sufficient funding. In addition, Board approval is sought to award a new contract to LimoSys, LLC (“LimoSys”) for the same time period. Under this phase of the Pilot, Access-A-Ride (“AAR”) customers will be afforded a choice of E-Hail companies for service. The aggregate value of these awards will be pooled for distribution among the three contractors as the AAR customers will be able to select the contractor that will arrange an E-Hail trip. The estimated aggregate value of these modifications and the recommended new contract award is approximately \$56.1 million.

Three E-Hail companies will now be participating in the extension of the Pilot: Arro, Curb, and LimoSys. In addition to the AAR customer being provided a choice of E-Hail companies, the new scope adds a requirement that each of the E-Hail contractors provide a call center for handling customer reservations, complaints, and inquiries, as well as a requirement for the E-Hail contractors to provide additional reporting capabilities on a daily basis.

In October 2017, NYC Transit began a 12-month Pilot to test and evaluate whether E-Hail companies could be utilized to electronically disseminate trips to NYC Taxi and Limousine Commission (“TLC”) licensed drivers using an E-Hail company’s web-based application. E-Hail companies are technology companies that have developed web-based applications intended to match individuals in need of transportation with vehicles located within the individual’s immediate geographical area. The drivers of these vehicles are TLC-licensed independent contractors. Within the five boroughs of New York City, Arro operates an application that disseminates trips to approximately 7,800 affiliated yellow and green metered taxicabs, Curb operates an application that disseminates trips to approximately 13,500 affiliated yellow and green metered taxicabs, and LimoSys operates an application that disseminates trips to approximately 25,000 affiliated, livery type, for-hire vehicles.

¹ The contract was originally awarded to VeriFone Transportation Systems (“VeriFone”) on October 11, 2017. Thereafter, VeriFone was acquired by Curb. After a thorough evaluation of Curb, including a responsibility background check, the Authority executed a contract assignment to Curb.

Since the E-Hail Pilot's inception, Paratransit has provided over 1.4 million trips (approximately 6,500 daily trips) utilizing Arro and Curb. The E-Hail Pilot has been well received by AAR customers and paratransit advocates. It is anticipated that the Pilot will continue to deliver improved customer service to AAR customers by providing additional transportation options and continue testing of on-demand same-day service.

E-Hail pricing is a fixed price per trip based on distance; pricing differs slightly from contractor to contractor. The average per-trip price for the three is approximately \$36.05 (with averages per company of \$35.63 for Arro, \$35.91 for Curb, and \$36.60 for LimoSys). Pricing for Arro, Curb, and LimoSys is deemed fair and reasonable. During this period, it is anticipated that approximately 1,555,656 AAR trips will be performed at an estimated cost of \$56,081,429 (accounting for averaging and rounding) at an average per-trip price of approximately \$36.05.

It should be noted that in April 2018, an Immediate Operating Need ("ION") was declared to increase the capacity of trips being performed under the initial E-Hail contract and to expedite the awards made to other E-Hail companies in support of the Pilot and beyond. The purpose of the ION was to allow NYC Transit the ability to evaluate multiple contractors during the Pilot and continue improvements to customer service. This action is being processed under the existing ION. Due to the established ION, this action is not subject to prior approval by the Office of the New York State Comptroller.

OCTOBER 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. **Contractor To Be Determined** **Cost To Be Determined** **Staff Summary Attached**
Contract Term To Be Determined
Contract# S-48013
RFP Authorizing Resolution for R179/R211 Carborne Equipment for the CBTC 8th Avenue Line.

Procurements Requiring Majority Vote:

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

- 2-27. **Various Contractors** **\$800,000,000 (Est. Aggregate)** **Staff Summary Attached**
Fourteen Proposals – 60-month contract
Contract#s CM-1600/1601/1602/1603/1604/1605/1606/1607, CM-1626/1627/1628/1629/1630
(Federally funded)
Contract#s CM-1608/1609/1610/1611/1612/1613/1614/1615, CM-1631/1632/1633/1634/1635 (State funded)
Indefinite Quantity Consultant Construction Management and Inspection Services for Miscellaneous Construction Projects.

Staff Summary

Item Number 1			
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. S-48013
Description R179/R211 Carborne Equipment for the CBTC 8th Avenue Line	
Total Amount TBD	
Contract Term: TBD	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input 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 a contract(s) to provide Carborne Communication-Based Train Control ("CBTC") equipment for the R179 and R211 subway cars that will operate on the 8th Avenue line, and that it is in the public interest to issue a competitive Request for Proposal ("RFP") pursuant to Public Authorities Law, Section 1209, subdivision 9(f). This project will be managed by NYC Transit Capital Program Management.

As a result of a competitive process, there are currently two companies whose systems have been pre-qualified to participate on this project: Siemens Mobility, Inc. ("Siemens") and Thales Transportation, Inc. ("Thales"). Siemens' CBTC system is currently in use on the Canarsie line, and Thales is in the process of completing the installation of its system on the Flushing line. Both companies successfully demonstrated the feasibility of achieving interoperability between their CBTC systems under the Culver Test Track project and are providing equipment for the Queens Boulevard Line ("QBL") Signal System Modernization project.

Discussion

NYC Transit has been moving toward a state-of-the-art train control system with the installation of CBTC along with an Auxiliary Wayside Signaling System on various subway lines. Since late 2006, CBTC has been operational along the full length of the Canarsie line. The Flushing CBTC project is nearing completion. The Culver Test Track CBTC project was awarded to a Siemens/Thales consortium to achieve interoperability between their systems in a test environment, which was accomplished. The QBL CBTC project was awarded to both Siemens and Thales to demonstrate interoperability and integration of two distinct CBTC systems on a revenue line. CBTC operational benefits to NYC Transit include enhanced train control capabilities, improved safety, and shorter headway between trains, allowing for more efficient use of track capacity and car fleet. This can provide for an increase in service and number of trains per hour so that customers can experience improved and more reliable service.

Contractors under the Canarsie and Flushing projects were not required to achieve full interoperability, as these are the only two stand-alone lines in the system. All future CBTC projects, starting with the QBL project, will be on lines where a train with one manufacturer's equipment can ride on a wayside system installed by another manufacturer, requiring full interoperability.

Staff Summary

Rather than issue a formal RFP that would result in a new negotiated contract, NYC Transit will utilize a streamlined acquisition strategy similar to what was done this year for the CBTC train simulator for QBL. NYC Transit will be competing the requirements between the only two qualified CBTC suppliers, Siemens and Thales, using a condensed RFP for the R179 and R211 CBTC carborne equipment that requires both Siemens and Thales to submit technical and price proposals.

The RFP will be based on the terms and conditions of the QBL contract to purchase CBTC carborne equipment for installation on R179 cars and on the new R211 cars (base and options). The resulting procurement is expected to be in the form of a supplemental agreement to the QBL contract, incorporating that contract's terms. The CBTC carborne equipment purchase for the R179 cars will provide CBTC carborne equipment to outfit 73 (four- and five-car) operating units that will be installed by NYC Transit personnel in NYC Transit facilities. CBTC carborne equipment will be installed on the first and last car of each train's two operating units. The original R179 car delivery specification required only that the cars be prepared to later accommodate CBTC installation. The R211 carborne equipment purchase will furnish CBTC equipment to outfit 92 (five-car) operating units under the base contract, 128 (five-car) operating units under Option 1, and 89 (four- and five-car) operating units under Option 2 to the carbuilder, Kawasaki Rail Car, Inc. ("Kawasaki"). The R211 cars are being designed to have CBTC equipment installed by Kawasaki at its manufacturing facilities. The CBTC contractor(s) will conduct training for installation personnel and will support installation of all the purchased units. Long-term maintenance provisions for CBTC equipment will also be included.

In order to achieve project objectives and be consistent with the competitive procurement requirements to obtain a fair and reasonable price, it is advantageous to NYC Transit to have these two CBTC suppliers, whose equipment can fully interoperate, compete for these requirements. Utilizing this condensed RFP process is the best way to solicit this contract. Given the complex nature of CBTC, it is in the best interest of NYC Transit to be able to consider, in addition to price, factors such as technical expertise, design, fabrication and integration approaches to the work, delivery schedule and maintenance provisions, as well as past performance and experience on similar projects and other relevant matters to determine which proposal offers the best overall value. In addition, unlike a bid, the RFP process will allow NYC Transit the flexibility to negotiate alternative contract terms and conditions that could potentially result in a lower overall cost for the project while still achieving NYC Transit's requirements. Depending on the results of the RFP, it is anticipated that the contract(s) will be awarded for one or both car types.

Alternatives

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

Impact on Funding

This project is funded by the MTA and will be managed by NYC Transit under the MTA Capital Program. Additional funding for R211 options will be available in the future. Long-term maintenance will be funded by the Operating budget.

Recommendation

That the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate in order to award a contract to provide R179/R211 Carborne equipment for the CBTC 8th Avenue line, and that it is in the public interest to issue a competitive RFP pursuant to Public Authorities Law, Section 1209, subdivision 9(f).

Staff Summary

Item Number 2-27			
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 Budget		
4	X DDCR		
5	X CPM		

SUMMARY INFORMATION	
Vendor Name	Contract Nos.
Various	CM-1600 – CM-1607 (Federal) CM-1608 – CM-1615 (State) CM-1626 – CM-1630 (Federal) CM-1631 – CM-1635 (State)
Description	
IQ Consultant Construction Management and Inspection Services for Miscellaneous Construction Projects	
Total Amount	
\$800,000,000 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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

Purpose

To obtain Board approval to award 26 competitively solicited Indefinite Quantity (“IQ”) consultant contracts for Consultant Construction Management (“CCM”) and Inspection Services for a total estimated aggregate amount of \$800 million. This contract series is both federally and state funded. Each contract duration is 60 months. These will be zero dollar based contracts with no minimum guarantee of any assignments. The 13 firms and their respective contracts are:

Consultants

- | | |
|--|----------------------|
| | <u>Contract Nos.</u> |
| 1. AECOM USA, Inc. (“AECOM”) | CM-1600 / CM-1608 |
| 2. Henningson, Durham & Richardson Architecture and Engineering, P.C. (“HDR”) | CM-1601 / CM-1609 |
| 3. Hill International, Inc./Parsons Transportation Group of New York, Inc. Joint Venture (“Hill/Parsons JV”) | CM-1602 / CM-1610 |
| 4. HNTB New York Engineering and Architecture, P.C. (“HNTB”) | CM-1603 / CM-1611 |
| 5. Jacobs Civil Consultants, Inc. (“Jacobs”) | CM-1604 / CM-1612 |
| 6. LiRo Engineers, Inc. (“LiRo”) | CM-1605 / CM-1613 |
| 7. Mott MacDonald NY, Inc. (“Mott”) | CM-1606 / CM-1614 |
| 8. Naik Consulting Group, P.C. (“Naik”) M/DBE | CM-1607 / CM-1615 |
| 9. STV Incorporated (“STV”) | CM-1626 / CM-1631 |
| 10. Systra Engineering, Inc./MCSS, Inc. Joint Venture (“Systra/MCSS JV”) M/DBE | CM-1627 / CM-1632 |
| 11. Tectonic Engineering & Surveying Consultants, P.C. (“Tectonic”) | CM-1628 / CM-1633 |
| 12. T.Y. Lin International (“TYL”) | CM-1629 / CM-1634 |
| 13. WSP USA, Inc. (“WSP”) | CM-1630 / CM-1635 |

Discussion

These contracts are for CCM and Inspection Services, on a task-order basis. A total of 26 contracts will be awarded: 13 contracts will be federally funded, and 13 contracts will be state funded. These services will be performed at various sites throughout New York City. Various architectural and engineering disciplines such as civil, electrical and power, track and signals, historic preservation, signage and graphic design, contract administration, and landscape architecture, will be utilized in the performance of the CCM and Inspection Services during a project life cycle including pre-construction, construction, and closeout phases. Specific scope requirements for a project will be defined in the scope of work for each Task Order that, in general, will be competed among the consultants.

Staff Summary

A two-step Request for Proposal (“RFP”) was utilized for this procurement. For Federal contracts, the Brooks method was utilized whereby cost is not a factor in the evaluation. Cost was considered for evaluative purposes for the State contracts only. In Step 1, 27 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 and selected the following 14 firms to receive the RFP and submit proposals: AECOM; HAKS Engineers, Architects and Land Surveyors, P.C. (“HAKS”); HDR; Hill/Parsons JV; HNTB; Jacobs; LiRo; Mott; Naik; STV; Systra/MCSS JV; Tectonic; TYL; and WSP. The other 13 firms were not selected due to inadequate staff resources and/or insufficient relevant experience.

Fourteen proposals were received in response to the RFP. During the evaluation process, HAKS withdrew its Technical and Cost proposals. The SC evaluated the remaining 13 technical proposals utilizing the selection criteria set forth in the RFP and all 13 consultants were invited to make oral presentations. Selection Criteria included: Plan of Approach, Experience in Relevant Areas, Experience of Key Personnel, Current Workload of Key Personnel, Past Performance on Similar Projects, Diversity Practices (evaluated for state-funded contracts only), Management, Quality Assurance, Risk Management, and Construction Support. After review of technical proposals and participation in the oral presentations, the SC recommended negotiations to be conducted with all 13 firms. All 13 consultants have prior relevant experience either as a Prime or a Subconsultant in either the Public or Private sector.

Negotiations were conducted, focusing on direct labor rates, overhead and fixed fees. The total hours and out-of-pocket expenses were provided to all proposers by NYC Transit to ensure a fair and equitable evaluation of the cost. The overhead rates were reviewed and approved by MTA Audit. The initial cost proposal’s average hourly rates ranged from \$112.05 to \$171.66. The average hourly rate for the in-house estimate was \$136.07.

Best and Final Offers (“BAFOs”) were received from each firm and evaluated against NYC Transit’s in-house budget estimate based on hours distributed among various titles, overhead, and fixed fees. BAFOs were received, and the average hourly rates ranged from \$118.86 to \$148.92. Based on the expanded needs of the capital program and to facilitate the requirements of Fast Forward, the original estimated budget was increased from \$500 million to \$800 million. Accordingly, the SC unanimously recommended that all 13 firms be awarded contracts so that NYC Transit can have the maximum amount of resources available when needed. Based on an analysis of the components of the initial and revised cost proposals, the in-house estimate, and the competitive nature of the RFP, all BAFOs were determined to be fair and reasonable.

In connection with a previous contract awarded to AECOM, AECOM was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Managing Director in consultation with the MTA General Counsel in November 2017. No new SAI has been found relating to AECOM and AECOM has been found to be responsible. A Contractor Compliance Program was put in place for AECOM in September 2018.

In connection with a previous contract awarded to Jacobs, Jacobs was found to be responsible notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman and CEO in consultation with the MTA General Counsel in December 2013¹. No new SAI has been found relating to Jacobs and Jacobs has been found to be responsible.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights (“DDCR”) has established 20 percent DBE goals for the federally funded contracts and 15 percent MBE, 15 percent WBE, and 6 percent SDVOB goals for the state-funded contracts. No awards will be made until DDCR approves the utilization plans. The following summarizes the consultants’ past performance on previous MTA contracts: (1) Has achieved previous M/W/DBE goals on previous MTA contracts: (AECOM, HNTB, Jacobs, LiRo, Mott, STV and WSP); and (2) Has not completed any MTA contracts with goals; therefore, no assessment of the firm’s M/W/DBE performance can be determined at this time: (HDR, Hill/Parsons JV, Naik, Systra/MCSS JV, Tectonic, and TY Lin).

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.

¹ While Jacobs has no direct SAI, its acquisition of CH2M Hill Companies Ltd. (CH2M) in December 2017 mandates reporting of CH2M’s SAI. CH2M, notwithstanding its SAI, was found responsible by Senior Management in December 2013 – this approval may be relied upon by Jacobs.

Staff Summary

Capital Program Reporting

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

Impact on Funding

These contracts will be funded with state and federal funds, and 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 26 competitively solicited IQ Consultant contracts for CCM and Inspection Services for a total estimated aggregate amount of \$800 million. The contract duration for each contract will be 60 months.



Service Changes: Subway Schedule Changes Effective April 2019

Peter Cafiero, Chief, Operations Planning

Service Issue

Due to the planned long-term reconstruction of the **L** tunnel and the resulting projected changes in passenger demand on the **L** and on alternative routes, changes in route design and scheduled frequency are warranted to meet that projected demand per the loading guidelines.

Recommendation

Implement schedule adjustments for the **A E F G J L M R** and **Z** routes on weekdays, Saturdays, and Sundays to accommodate additional service based on projected ridership demand during the **L** tunnel reconstruction project. Implement temporary route changes on weekdays on the **G J L M** and **Z** and on Saturdays and Sundays on the **M**.

Budget Impact

Implementation of the proposed **A E F G J L M R** and **Z** schedule and route changes would cost approximately \$27.2 million annually. This is included in the **L** Tunnel Reconstruction Project's budget.

Proposed Implementation Date

A E F G J L M R and **Z** schedule changes and **G J L M** and **Z** route changes would be implemented in April 2019, concurrent with the start of the full-time **L** tunnel closure.

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	October 10, 2018
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
8	President	4	VP General Counsel X 10.15.18
7	SVP OS	3	Director OMB
6	SVP Subways 10/11/18	2	Acting VP
5	Chief Cust. Officer 10/11/18	1	Chief OF 10/11/18

Purpose

To obtain Presidential approval, and to inform the NYC Transit and MTA Bus Committee, of temporary schedule adjustments on the **A E F G J L M R** and **Z** routes. Adjustments are warranted on these routes to accommodate projected ridership demand during the **L** tunnel closure.

Discussion

In October 2012, Hurricane Sandy and related coastal flooding resulted in the **L** tunnel between Brooklyn and Manhattan being inundated with 7 million gallons of salt water. Due to the resulting damage to the tunnel, a full reconstruction of the interior of the tunnel is needed. Following a public outreach process, it was determined to complete the reconstruction of the tunnel with a full, 2-track closure of the tunnel lasting 18 months, during which time **L** service would operate only within Brooklyn. The contractor that was awarded reconstruction contract plans to perform the work in a timeframe that will allow for full **L** service to be restored in 15 months instead of 18 months.

During the 15-month construction period, approximately 225,000 daily riders who utilize the **L** tunnel will require alternative transit service between Brooklyn and Manhattan. NYC Transit staff have analyzed the trip patterns of **L** tunnel users and in consultation with the New York City Department of Transportation and the New York City Economic Development Corporation, have planned a comprehensive transit service plan that provides for increased subway service on alternative lines, four high-frequency interborough bus routes that will operate between Brooklyn and Manhattan via the Williamsburg Bridge, and a ferry service that will operate between North 5th Street in Williamsburg and Stuyvesant Cove at E 20th Street in Manhattan. Planning staff have also sought input from affected communities at over 100 meetings held in every neighborhood along the **L** line.

Staff Summary

Based on this analysis, the following temporary route and schedule changes are proposed on weekdays:

- 2 additional **A** roundtrips would be operated on weekdays between approximately 10:00 PM and Midnight.
- 26 additional **E** roundtrips would be operated on weekdays.
- 12 additional **F** roundtrips would be operated on weekdays.
- 66 additional **G** roundtrips would be operated on weekdays.
 - Some peak period trips would operate only between Court Sq-23 St and Bedford-Nostrand Avs.
 - Some peak period trips would terminate at 18 Av due to terminal capacity constraints at Church Av.
- 16 total additional **J Z** roundtrips would be operated on weekdays (one trip in each peak hour would be cut and 18 trips would be added in other hours).
 - Due to increased demand at stations between Broadway Junction and Marcy Av, **J Z** trains would make all stops along that segment at all times. Peak hour **J Z** skip-stop service would operate between Jamaica Center and Broadway Junction only.
- 88 fewer **L** roundtrips would be operated on weekdays, with service between Bedford Av and Canarsie-Rockaway Parkway.
- 62 additional **M** roundtrips would be operated on weekdays.
 - To accommodate late night maintenance on Queens Blvd, from approximately 10:00 PM to 5:00 AM, **M** service would operate between Middle Village-Metropolitan Av and 96 St-2 Av.
- 3 fewer **R** roundtrips would be operated on weekdays, 2 during the AM peak and 1 during the PM peak, in order to accommodate additional **M** service along Queens Blvd, which is needed to accommodate riders who will be transferring from the **G** train. AM and PM peak hour peak direction **R** service to/from the 4th Avenue line in Brooklyn would not be affected.

The following changes are proposed on Saturdays:

- 1 additional **E** roundtrip would be operated on Saturdays.
- 1 additional **F** roundtrip would be operated on Saturdays.
- 16 additional **G** roundtrips would be operated on Saturdays.
- 2 additional **J** roundtrips would be operated on Saturdays.
- 90 fewer **L** roundtrips would be operated on Saturdays, with service between Bedford Av and Canarsie-Rockaway Parkway.
- 26 additional **M** roundtrips would be operated on Saturdays.
 - To accommodate weekend maintenance and capital work on Queens Blvd **M** service would operate between Middle Village-Metropolitan Av and 96 St-2 Av.

The following changes are proposed on Sundays:

- 1 additional **E** roundtrip would be operated on Sundays.
- 2 additional **F** roundtrips would be operated on Sundays.
- 8 additional **G** roundtrips would be operated on Sundays.
- 6 additional **J** roundtrips would be operated on Sundays.
- 53 fewer **L** roundtrips would be operated on Sundays, with service between Bedford Av and Canarsie-Rockaway Parkway.
- 31 additional **M** roundtrips would be operated on Sundays.
 - To accommodate weekend maintenance and capital work on Queens Blvd **M** service would operate between Middle Village-Metropolitan Av and 96 St-2 Av.

Additional details are shown in Attachments 1 and 2.

Service Plan

During the **L** tunnel reconstruction project, approximately 225,000 daily riders who utilize the **L** tunnel will require alternative transit service between Brooklyn and Manhattan. Based on customers' existing origins and destinations, NYC Transit planners have determined the projected ridership levels for the **L** and for alternative subway routes as well as for temporary planned interborough bus routes, the temporary ferry service to be operated between Williamsburg and Stuyvesant Cove, the planned M14 SBS, and for existing local bus routes. Service on alternate subway lines will be scheduled to provide the capacity need to meet the projected ridership levels as warranted by the MTA Board-adopted loading guidelines.

In the cases of the primary alternate river crossings, which include the **M** and **JZ** on the Williamsburg Bridge, the **E** and **M** via the 53rd Street tunnel, the **7** via the Steinway Tunnel, and the **AC** via the Cranberry Tunnel, subway service will be operated with the maximum feasible frequency that is permitted by track and signal capacity during the AM peak hour. The northbound **F** will also be scheduled with one additional northbound train during the AM peak hour, maximizing potential track and signal capacity along the 6th Avenue local corridor. AM peak **G** service will be scheduled with the maximum potential frequency on the segment between Bedford-Nostrand Aves and Court Sq. All of these routes except the **E** currently have unutilized capacity during peak hours, and with the more frequent scheduled service planned for these routes, only the **E** is projected to have volumes in excess of the guideline capacity level of 3 square feet per standee. It should be noted that the combined **EM** will have available capacity for riders boarding at Court Sq-23 St or at Lexington Av-53 St.

Recommendation

Implement schedule adjustments for the **A E F G J L M R** and **Z** routes on weekdays, Saturdays, and Sundays to accommodate additional service based on projected ridership demand during the **L** tunnel reconstruction project. Implement temporary route changes on weekdays on the **G J L M** and **Z** and on Saturdays and Sundays on the **M**.

Alternatives

NYCT would not make temporary schedule and route adjustments to accommodate **L** tunnel reconstruction. Full reconstruction of the **L** tunnel could not take place, increasing the risk that power and communication equipment within the tunnel would fail on an unplanned basis, resulting in untenable crowding on alternative subway lines and substantial traffic congestion on city streets.

Budget Impact

Implementation of the proposed **A E F G J L M R** and **Z** schedule and route changes would cost approximately \$27.2 million annually. This is included in the **L** Tunnel Reconstruction Project's budget.

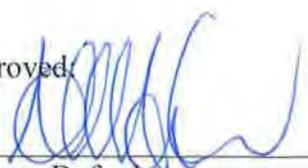
Staff Summary



Implementation Date

A E F G J L M R and **Z** schedule changes and **G J L M** and **Z** route changes would be implemented in April 2019.

Approved:



Andrew Byford
President

Attachment 1--Spring 2019 Schedule Changes WEEKDAY

Route	Direction	Time Period	Current		Proposed			Notes
			Fall 2018 Scheduled Number of Trips	Average Headway (Minutes)	Proposed Additional Trips	Spring 2019 Proposed Trip Count	Average Headway (Minutes)	
A	SB	Evening	43	5.6	2	45	5.3	Added A during late evening after C service ends.
E	SB	Pre-AM Peak	9	6.7	2	11	5.5	Additional ridership between Court Sq and Manhattan due to diverted L riders. Longer period of maximum feasible throughput during peak period.
E	SB	AM Peak	33	4.5	3	36	4.2	
E	SB	Post-AM Peak	11	5.5	1	12	5.0	
E	NB/SB	Midday	31	6.8	5	36	5.8	
E	NB	PM Peak	33	4.5	1	34	4.4	
E	NB	Evening	33	7.3	14	47	5.1	
F	NB	Pre-AM Peak	6	10.0	0	6	10.0	Additional ridership between Delancey St and Midtown due to diverted L riders. Additional AM peak hour trip, up to 15 trains in peak hour.
F	NB	AM Peak	28	5.4	3	31	4.8	
F	NB	Post-AM Peak	9	6.7	1	10	6.0	
F	NB/SB	Midday	29	7.2	1	30	7.0	
F	SB	Post-PM Peak	18	5.0	1	19	4.7	
F	SB	Evening	30	8.0	6	36	6.7	

Route	Direction	Time Period	Current		Proposed			Notes
			Fall 2018 Scheduled Number of Trips	Average Headway (Minutes)	Proposed Additional Trips	Spring 2019 Proposed Trip Count	Average Headway (Minutes)	
G	NB	Pre-AM Peak	8	7.5	1	9	6.7	Longer trains and additional trains, up to 15 trains per hour between Bedford-Nostrand Aves and Court Sq; up to 12 trains per hour during peak hours south of Bedford-Nostrand Aves. Some G service to operate to 18 Av due to terminal constraints at Church Av.
G	NB	AM Peak	19	7.9	17	36	4.2	
G	NB	Post-AM Peak	7	8.6	5	12	5.0	
G	NB/SB	Midday	21	10.0	3	24	8.8	
G	SB	Pre-PM Peak	6	10.0	5	11	5.5	
G	SB	PM Peak	19	7.9	17	36	4.2	
G	SB	Post-PM Peak	11	8.2	9	20	4.5	
G	SB	Evening	26	9.2	9	35	6.9	
J	SB	Pre-AM Peak	6	10.0	1	7	8.6	To accommodate more peak hour M trains, reduce from 12 J trains during peak 60 minutes to 10 J trains during peak 60 minutes in both AM and PM. Added peak period trips outside of 60 minute peak result in no change in trips during entire peak period.
J	SB	AM Peak	23	6.5	0	23	6.5	
J	SB	Post-AM Peak	6	10.0	2	8	7.5	
J	NB/SB	Midday	21	10.0	2	23	9.1	
J	NB	Pre-PM Peak	7	8.6	1	8	7.5	
J	NB	PM Peak	22	6.8	0	22	6.8	
J	NB	Post-PM Peak	9	10.0	3	12	7.5	
J	NB	Evening	21	11.4	7	28	8.6	

Route	Direction	Time Period	Current		Proposed			Notes
			Fall 2018 Scheduled Number of Trips	Average Headway (Minutes)	Proposed Additional Trips	Spring 2019 Proposed Trip Count	Average Headway (Minutes)	
L	NB	Pre-AM Peak	10	6.0	-2	8	7.5	Operate minimum feasible headway of 6 minutes during AM and PM peak 120 minute periods. Throughput constrained by one pocket terminal at Bedford Av. 7.5 minute headway during midday and evening.
L	NB	AM Peak	41	3.7	-17	24	6.3	
L	NB	Post-AM Peak	17	3.5	-9	8	7.5	
L	NB/SB	Midday	46	4.6	-18	28	7.5	
L	SB	Pre-PM Peak	12	5.0	-4	8	7.5	
L	SB	PM Peak	35	4.3	-12	23	6.5	
L	SB	Post-PM Peak	22	4.1	-9	13	6.9	
L	SB	Evening	49	4.9	-17	32	7.5	
M	NB	Pre-AM Peak	5	12.0	3	8	7.5	Maximum feasible frequency of 14 trains per hour via Williamsburg Bridge during both AM and PM peak hours. Increase from 9 trains per hour to 12 trains per hour during AM peak hour along Queens Blvd to accommodate transferring riders at Court Sq.
M	NB	AM Peak	19	7.9	11	30	5.0	
M	NB	Post-AM Peak	6	10.0	5	11	5.5	
M	NB/SB	Midday	21	10.0	8	29	7.2	
M	SB	Pre-PM Peak	6	10.0	2	8	7.5	
M	SB	PM Peak	18	8.3	10	28	5.4	
M	SB	Post-PM Peak	12	7.5	6	18	5.0	
M	SB	Evening	21	11.4	17	38	6.3	

Route	Direction	Time Period	Current		Proposed			Notes
			Fall 2018 Scheduled Number of Trips	Average Headway (Minutes)	Proposed Additional Trips	Spring 2019 Proposed Trip Count	Average Headway (Minutes)	
R	SB	AM Peak	21	7.1	-2	19	7.9	Reduce to allow for increased throughput of M on Queens Blvd. No change in AM or PM peak hour peak direction frequency to/from Brooklyn.
R	NB	PM Peak	20	7.5	-1	18	8.3	

Attachment 2--Spring 2019 Schedule Changes WEEKEND

Route	Day	Current	Proposed		Notes
		Typical Midday Headway (Minutes)	Proposed Additional Daily Trips	Typical Midday Headway (Minutes)	
E	Saturday	12.0	1	12.0	Additional early AM trips. Ability to add weekend service constrained due to ongoing capital work on Queens Blvd.
E	Sunday	12.0	1	12.0	
F	Saturday	12.0	1	12.0	Additional early AM trips. Ability to add weekend service constrained due to ongoing capital work on Queens Blvd.
F	Sunday	12.0	2	12.0	
G	Saturday	10.0	16	8.0	Additional Sunday service after 3:00pm only.
G	Sunday	10.0	8	8.0	
J	Saturday	10.0	1	10.0	Extended span of 10 minute headway on Sunday.
J	Sunday	10.0-12.0	5	10.0	
L	Saturday	4.0	-90	8.0	Must reduce frequency from current due to one pocket terminal at Bedford Av.
L	Sunday	5.0	-53	8.0	
M	Saturday	10.0	26	8.0	Weekend M to operate between Middle Village-Metropolitan Av and 96 St on Second Avenue line. Unable to operate to Forest Hills-71 Av on weekends due to ongoing capital work on Queens Blvd.
M	Sunday	10.0	31	8.0	



Service Changes: Winter 2019 Queens Bus Schedule Change

Peter Cafiero, Chief, Operations Planning

Service Issue

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

Under the NYCT bus schedule review program, NYCT bus routes are evaluated each year. Bus routes which have shown a change in ridership or running time are selected for review. Sometimes routes are brought to our attention by Department of Buses or union representatives to investigate a suspected issue ahead of our review cycle. Where feasible, these routes are modified to reflect changes in operating conditions and ridership demand in compliance with MTA Board-adopted loading guidelines. In addition, schedules on routes where destinations have changed, vehicle type has changed, or route paths have been significantly modified, are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

The Q77 weekday schedule was brought to our attention by ATU Local 1056 as being overcrowded in the AM peak. This schedule was not due for a review until next year. However, we investigated their concern and it is in fact very overcrowded in the AM peak. Our analysis shows that we would need 2 buses to correct the service. We have two routes, the Q17 and the Q46 weekday, which were analyzed, and are showing decreases in ridership that will provide the resources needed for the Q77.

Recommendation

Implement the service adjustments on the Q17, Q46, and Q77 weekday schedules.

Budget Impact

This is budget neutral. While a total of \$359,000 will be saved with the Q17 and Q46, the schedule changes on the Q77 will cost an estimated \$346,000.

Proposed Implementation Date

January 2019

Staff Summary



Subject	
Winter 2019 Queens Bus Schedule Changes	
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah J. Wyss

Date	October 10, 2018
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
8	President	4	VP General Counsel X 10.15.18
7	SVP OS	3	Director OMB
6	SVP Buses	2	Acting VP
5	Chief Cust. Officer	1	Chief Of

Purpose

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

Discussion

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

Under the NYCT bus schedule review program, NYCT bus routes are evaluated each year. Bus routes which have shown a change in ridership or running time are selected for review. Sometimes routes are brought to our attention by Department of Buses or union representatives to investigate a suspected issue ahead of our review cycle. Where feasible, these routes are modified to reflect changes in operating conditions and ridership demand in compliance with MTA Board-adopted loading guidelines. In addition, schedules on routes where destinations have changed, vehicle type has changed, or route paths have been significantly modified, are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

The Q77 weekday schedule was brought to our attention by ATU Local 1056 as being overcrowded in the AM peak. This schedule was not due for a review until next year. However, we investigated their concern and it is in fact very overcrowded in the AM peak. Our analysis shows that we would need 2 buses to correct the service. We have two routes, the Q17 and the Q46 weekday, which were analyzed, and are showing decreases in ridership that will provide the resources needed for the Q77.

Staff Summary



Recommendation

Implement the service adjustments on the Q17, Q46, and Q77 weekday schedules.

Alternatives

Do nothing, NYCT would not make service level adjustments to better meet customer demand or running time adjustments to more closely reflect existing conditions.

Budget Impact

This is budget neutral. While a total of \$359,000 will be saved with the Q17 and Q46, the schedule changes on the Q77 will cost an estimated \$346,000.

Implementation Date

January 7, 2019

Approved:

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

Andrew Byford
President

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

<u>Fare Media</u>	<u>August 2017</u>	<u>August 2018*</u>	<u>Difference</u>
Cash	2.2%	2.1%	(0.1%)
Single-Ride Ticket	0.8%	0.8%	0.0%
Bonus Pay-Per-Ride	41.1%	41.5%	0.4%
Non-Bonus Pay-Per-Ride	4.9%	4.8%	(0.1%)
7-Day Farecard	22.9%	22.8%	(0.1%)
30-Day Farecard	<u>28.0%</u>	<u>27.9%</u>	(0.1%)
Total	100.0%	100.0%	

* Preliminary

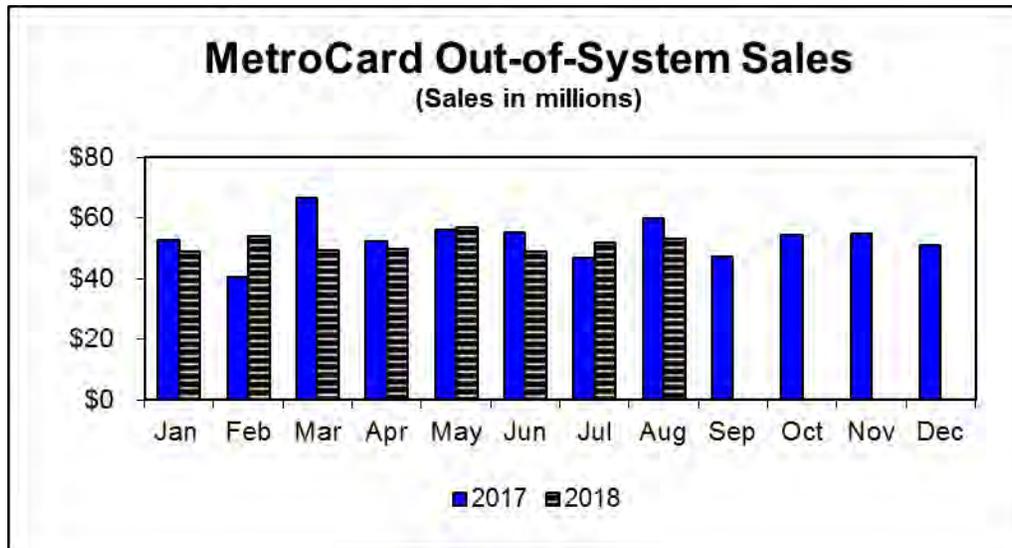
Note: Percentages may not add due to rounding.

Balance-Protection Program

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in August 2018 was 3,449, a 14.03 percent decrease from the same period last year. The average value of a credit issued was \$74.18.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$53.1 million in August 2018, an 11.4 percent decrease compared to August of 2017. Year to date sales totaled \$412.7 million, a 4 percent decrease compared to the same period last year.



Retail Sales

There were 4,151 active out-of-system sales and distribution locations for MetroCards, generating \$22.6 million in sales revenue during August 2018.

Employer-based Sales of Pre-tax Transportation Benefits

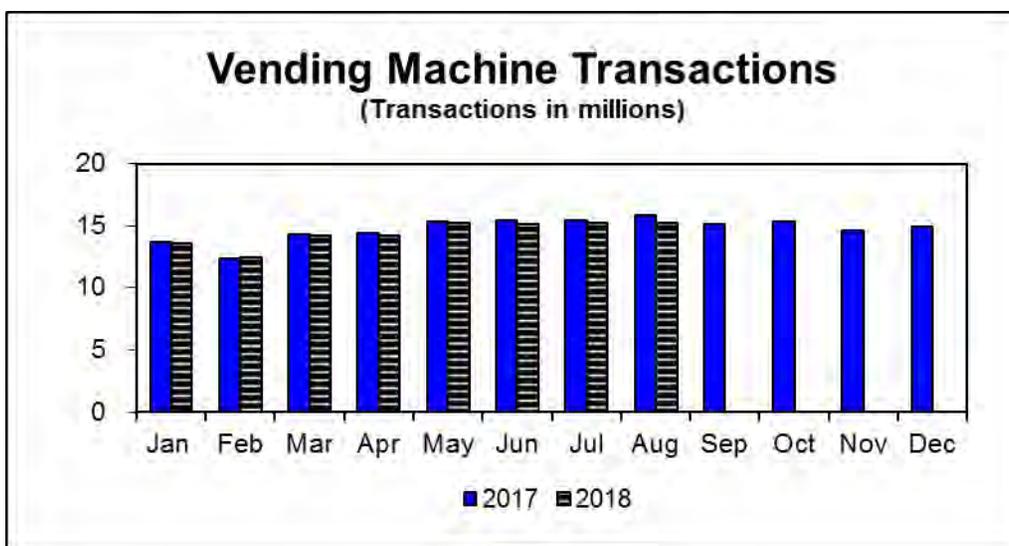
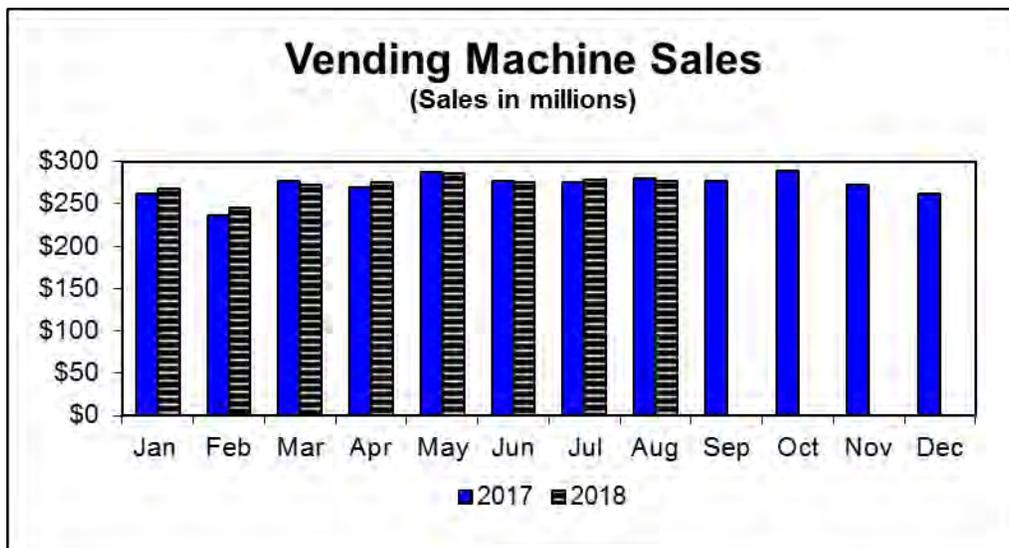
Sales of 143,335 MetroCards valued at approximately \$13.5 million were made in August 2018 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$94.32. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 119,778 for August 2018, generating an additional \$14.5 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$216.9 million, a 4 percent decrease when compared to last year.

Mobile Sales Program

In August 2018, the Mobile Sales unit completed 202 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 \$111,412 in revenue was generated. In August 2018, the Mobile Sales unit assisted and enabled 1,900 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as support for the Jewish Board (Brooklyn).

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines and MetroCard Express Machines) during August 2018 totaled \$276.5 million, on a base of 15.2 million customer transactions. This represents 1.3 percent decrease in vending machine transactions compared to the same period last year. During August 2018, MEMs accounted for 2,386,600 transactions resulting in \$60,813,539.75 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 59.8 percent of total vending machine transactions, while cash transactions account for 40.1 percent. The average credit sale was \$28.08, more than three times the average cash sale of \$8.58. The average debit sale was \$19.46.



Reduced-Fare Program

During August 2018, enrollment in the Reduced-Fare Program increased by 6,390 new customers. The total number of customers in the program is 1,163,488. Seniors account for 969,151 or 83 percent of the total Reduced-Fare customer base. Persons with disabilities comprise the remaining 17 percent or 194,337 customers. Of those, a total of 40,612 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 \$8.5 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In August 2018, the EasyPay Reduced Fare program enrollment totaled 179,636 accounts. During the month, active EasyPay customers accounted for approximately 2.2 million subway and bus rides with \$2.3 million charged to their accounts. Each active account averaged 28 trips per month, with an average monthly bill of \$14.

EasyPay Xpress Pay-Per-Ride Program

In August 2018, enrollment in the EasyPay Xpress PPR program totaled 119,281 accounts. During that month, active Xpress PPR customers accounted for approximately 1.9 million subway, express bus and local bus rides with \$5.2 million charged to their accounts. Each active account averaged 21 trips per month, with an average monthly bill of \$59.

EasyPay Xpress Unlimited Program

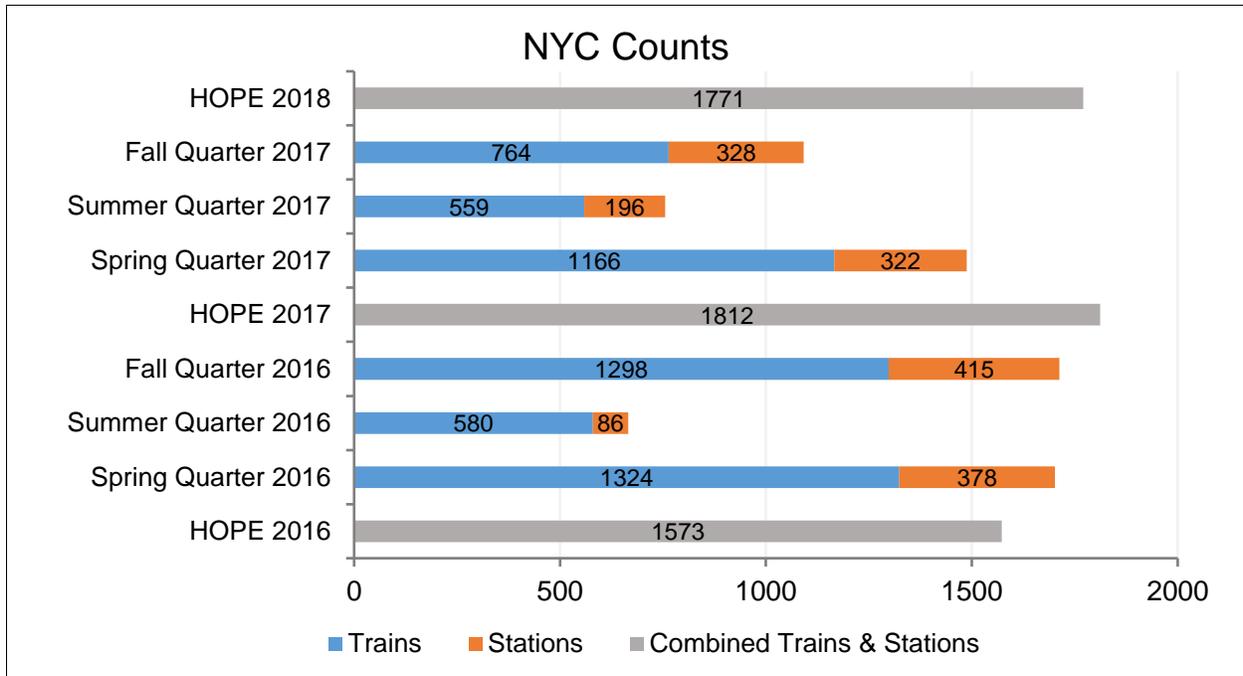
In August 2018, enrollment in the EasyPay Xpress Unlimited program totaled 24,352 accounts. During that month, active Xpress Unlimited customers accounted for approximately 1.1 million subway and local bus rides with \$2.4 million charged to their accounts. Each active account averaged 46 trips per month with a fixed monthly bill of \$121.00.

Standard Follow-up Report: October 2018 MTA Homeless Outreach

The purpose of the report is to provide an update on homeless outreach activity of the Bowery Residents' Committee (BRC) in the subway system. Homeless outreach is a joint MTA/New York City-funded program under an MOU between the MTA and the New York City's Department of Homeless Services (DHS), which has contracted with BRC. The DHS data show the estimated homeless subway population count and total placements. Placements are voluntary with the exception of individuals who pose a danger to themselves or others. MTA Homeless Outreach Services partners with the New York City Police Department.

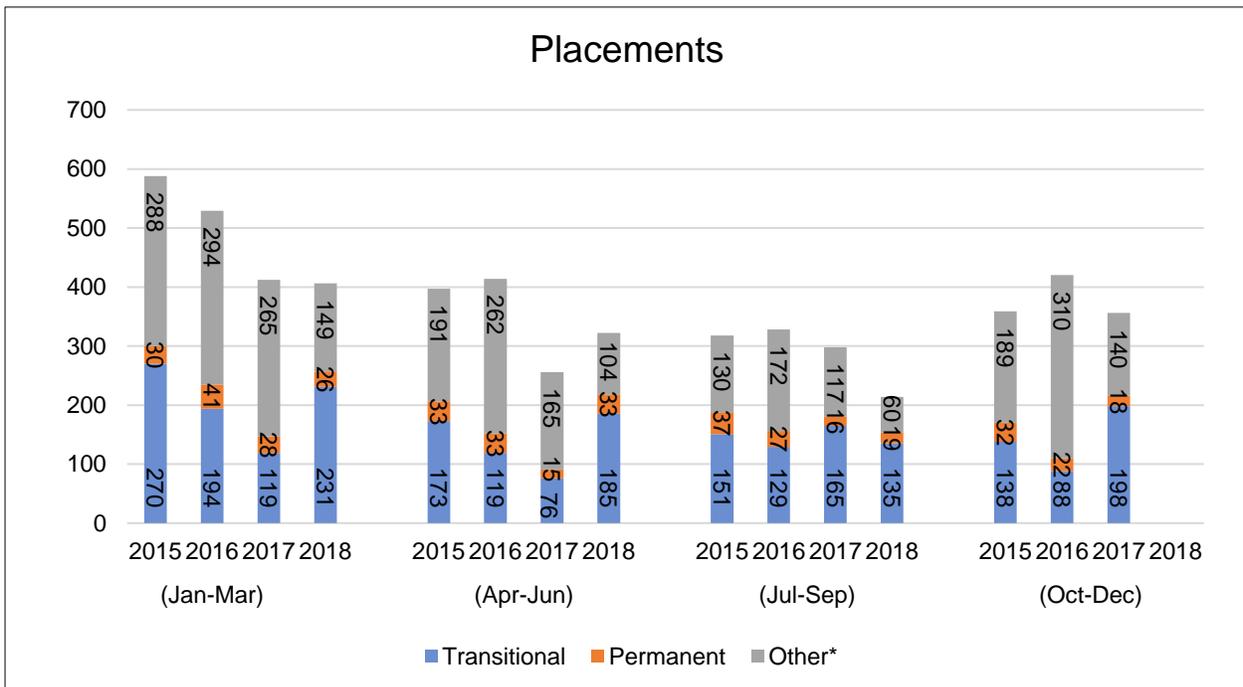
Cynthia Wilson
Assistant Director
MTA Homeless Outreach Services

HOPE and Quarterly Counts^α



^α Total City-Wide 2018 Homeless Outreach Population Estimate (HOPE) Count estimate of 3,675 unsheltered individuals of which 1,771 or 48% were counted in the subways. The count is an estimate of the number of homeless people sleeping in public places such as streets, parks, and subways on a single winter night. The spring, summer and fall counts supplement the federally mandated winter HOPE Count. Data provided by NYC Department of Homeless Services.

Total Placements[†]



[†] Sep 2018 data is preliminary. Data provided by NYC Department of Homeless Services.

* Other - Detox, Hospitals, Drop-In Centers.



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