



Transit and Bus Committee Meeting December 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

P. Ward

C. Weisbrod



Customers can ride one of our 1930s-era subway cars, as NYCT continues its annual tradition of placing vintage R1-9 train cars into passenger service. Rides are available every Sunday through December 30. For routes and full schedules visit the [New York Transit Museum website](#).

New York City Transit and Bus Committee Meeting

2 Broadway - 20th Floor Conference Room

New York, NY 10004

Monday, 12/10/2018

10:00 - 11:30 AM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – November 13, 2018

November Committee Meeting Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 11

4. PRESIDENT'S REPORT

President's Commentary - Page 19

a. Customer Service Report

i. Subway Report

Subway Report - Page 21

ii. NYCT, MTA Bus Reports

NYCT, MTA Bus Reports - Page 52

iii. Paratransit Report

Paratransit Report - Page 76

iv. Accessibility Update

Accessibility Update - Page 90

v. Strategy & Customer Experience Report

Strategy Customer Experience - Page 92

b. Safety Report

Safety Report - Page 97

c. Crime Report

Crime Report - Page 101

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

Financial and Ridership Reports - Page 111

e. Capital Program Status Report

Capital Program Status Report - Page 171

5. PROCUREMENTS

NYCT December Staff Summary and Resolution - Page 181

a. Non-Competitive (none)

b. Competitive (none)

c. Ratifications

NYCT Ratification - Page 186

6. Action Items

a. NYCT 2019 Final Proposed Budget

NYCT 2019 Final Budget - Page 188

b. SIR 2019 Final Proposed Budget

SIR 2019 Final Proposed Budget - Page 200

c. MTA Bus 2019 Final Proposed Budget

MTA Bus 2019 Final Proposed Budget - Page 211

7. SERVICE CHANGES

a. Bus Schedule Changes Effective Spring 2019

Bus Schedule Changes Effective Spring 2019 - Page 223

b. Alternative Service Plan Bus Routes for L Tunnel Reconstruction Project

Alternative Service Plan Bus Routes for L Tunnel Reconstruction Project - Page 228

8. STANDARD FOLLOW UP REPORTS

a. MetroCard Report

MetroCard Report - Page 241

b. Transit Recidivism Report, 3rd Quarter, 2018

Transit Recidivism Report, 3rd Quarter 2018 - Page 246

c. NYCT & MTA Bus EEO & Diversity Report, 3rd Quarter, 2018

NYCT EEO & Diversity Report, 3rd Quarter 2018 - Page 248

MTA Bus EEO & Diversity, 3rd Qtr 2018 - Page 265

9. OUTSTANDING BUSINESS (No Materials)

10. EXECUTIVE OFFICE CONTACT INFORMATION

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Minutes of Regular Meeting
Committee on Operations of the MTA New York City Transit Authority, Manhattan
and Bronx Surface Transit Operating Authority,
Staten Island Rapid Transit Operating Authority,
Capital Construction Company and Bus Company
November 13, 2018

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

The following Members were present:

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

Also present were:

Hon. Ira Greenberg, Board Member
Hon. Carl V. Wortendyke, Board Member

Andy Byford, President
Joel Andrews, Vice President, EEO and Diversity
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
James Henly, Vice President and General Counsel, Law
Frank Jezycki, Chief Operating Officer, Subways
Robert Lai, Assistant Chief Officer, MTA Bus
Sally Librera, Senior Vice President, Subways
Judith McClain, Senior Director, Service Planning
Sarah Meyer, Chief Customer Officer
Tim Mulligan, Senior Vice President, Operations Support
John O'Grady, Senior Vice President, Capital Program Management
Stephen Plochochi, Senior Vice President, Procurement & Supply Chain
Deborah Prato, Senior Vice President, Chief People Officer

I. Chairman Ferrer opened the meeting.

II. Public Speakers

There were eleven public speakers. A video recording of the meeting produced by the MTA and maintained in MTA records contains the content of speakers' statements.

President Byford presented train operator Louis-Mark Perry with a Heroism Award.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the minutes of the November 13, 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, SVP Operations Support, noted since the Corporate Governance Committee and the full Board completed the annual review of all the charters in March of this year, the charter review was removed from the November work plan.

IV. Agenda Items

President Byford delivered the President's Report.

A. Customer Service Operations Report

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

Member Weisbrod noted 40% of delays are being attributed to operating delays and inquired about progress taking place to categorize the underlying causes of these delays. Ms. Librera responded that progress is being made. There is a team in place analyzing the operating statistics and looking for patterns in delays. President Byford agreed and cited signal grade timers as an example.

Member Weisbrod stated ridership continues to decline. He asked for data regarding the number of fare evaders on the subways. President Byford responded a detailed analysis will be provided at the December committee meeting. He noted fare evasion signage has been posted at the subway stations. Also, Eagle teams have been deployed on regular and SBS buses.

Member Moerdler noted the large number of delays caused by people as opposed to equipment (i.e. public conduct, crime, police response, injured customers, and people on road beds) and inquired what can be done to lower those statistics.

Ms. Librera responded the Subway Action Plan targets those issues. As an example, emergency medical technicians are now staged at certain stations to expedite resolution of medical emergencies. Also, the addition of platform conductors has proven very useful in assisting sick and disoriented customers and in enabling the train crew to begin moving again more quickly.

Member Moerdler asked with respect to the “public conduct police response” category whether this entails events on the platform or train. He further inquired whether adding more police officers to the trains might be useful. Ms. Librera responded the statistic refers to events on the trains as well as the platforms. She is working with Chief Delatorre to identify hotspots where additional staff may be needed.

Chief Delatorre stated a training video was just finished and distributed to all the officers which addresses issues such as handling crime scenes and injuries in ways that enable the trains to move again as quickly as possible.

Member Albert inquired why the MDBF for the R 32 fleet is down again and why there is no MDBF report for the R 179s. Ms. Librera responded the fleet specific report is based on the past twelve months, so there is not yet a R 179 report. Ms. Librera added as long as the R 32s are in service, they will be recorded on the chart.

Member Moerdler requested a plan be implemented to address the number one cause of delays, which is the “public conduct police response”. President Byford responded the Subway Action Plan is addressing this issue and he stated he would summarize, for December, how the Subway Action Plan is addressing each of the categories of delay.

Member Vanterpool noted significant improvement on the 2 3 4 and 5 due to what is labeled “previous schedule adjustment” and asked for clarification. Ms. Librera responded they conducted a thorough schedule review and found that many of the running times were unrealistic and were subsequently adjusted, which led to the improvement.

Craig Cipriano, Executive Vice President, MTA Bus, delivered the Buses Report and the Paratransit Report.

Member Vanterpool asked Chief Delatorre to explain the Clear Bus Lane Initiative. Chief Delatorre responded the Clear Bus Lane Initiative is under the jurisdiction of Chief Chan. He stated bus lane enforcement has been increased dramatically and stated Chief Chan, who handles the buses, could better explain the details.

Mr. Cipriano added NYCTA has identified certain corridors where more enforcement is needed and Chief Chan will be enhancing bus lane enforcement in those areas.

President Byford stated he had asked his team to identify the worst performing routes and the root causes of those delays. NYCTA is addressing the problems on each route one by one.

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

Member Vanterpool referenced a recent news article about elevators under private control, such as an elevator at Barclays Center, being out of service for fifty-five days. She asked how NYCT can address that problem. Mr. Elegudin responded there are approximately fifty third party run elevators in the system. NYCT is working with third party partners to install onboard remote diagnostic units, which are already a component of all NYCT elevators. NYCT is also looking at other solutions, such as advising third parties on maintenance issues. He noted commitment from the third parties is also important and NYCT is currently in the middle of that process. So far, the third parties have been cooperative. Mr. Elegudin further noted older third party elevator contracts contain some weak language but the newer contracts are much stronger. He also noted the Barclays elevator from the news articles was not the sole elevator at that location.

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

Member Albert inquired when the new signage regarding diversions and GOs will be going up in stations, and whether the new signage will include alternate routes. Ms. Meyer responded NYCT is working with an advertising concession partner to continue putting up digital signs outside stations. Over the next year, customer information screens will be installed. Also, NYCT is currently redesigning the wall of services. With respect to alternate routes, Ms. Meyer stated that may be difficult to include in the digital signage, however, the MYmta App does take into account all service changes.

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

In response to Member Albert's inquiry into where a particular derailment occurred, Mr. Diehl responded it occurred at 38th Street Yard. Mr. Albert suggested yard derailments be distinguished from main line derailments. Mr. Diehl agreed.

Member Albert referenced a picture on page 98 and asked Mr. Diehl if he was referencing an elevated structure between 72nd and 104th Street. Mr. Diehl responded the reference was to the general area.

Member Moerdler suggested the treads and bannisters on outside stations be inspected in preparation for upcoming inclement weather. Mr. Diehl agreed and noted NYCT already conducts inspections.

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

Member Moerdler noted an increase in hate crimes and stated the public has an obligation to be reminded regularly that a hate crime is an attack against all of society. He advocated for more resources to combat this issue. Mr. Delatorre agreed.

B. Financial Reports

Tim Mulligan, Senior Vice President, Operations Support, delivered the NYCT, SIR and MTA Bus Finance Reports.

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

Member Moerdler noted an increase in the number of inoperable fans and inquired when they will be fixed and how long they have been out of order. Mr. O'Grady responded some of the fans are out for capital improvements and some are out for normal maintenance. He stated he would look into the issue of how long they have been out of service.

Member Moerdler stated although summer is over, the subway platforms remain very hot and fans are imperative. He asked whether NYCT could agree to keep the fans out for no longer than thirty days. Mr. O'Grady responded when a fan is out for capital improvement, it is not something that can be limited to thirty days. He added in general, the fans are not used for normal ventilation. They are used for smoke and heat exhaustion.

Chairman Ferrer suggested Mr. O'Grady provide, for the next meeting, a list of: (1) what fans are out for capital replacement, (2) what fans are being repaired, and (3) what stations they are in. Mr. O'Grady agreed.

In response to Member Albert's inquiry as to whether work on the Cranberry Tube due to damage from Hurricane Sandy has been completed, Mr. O'Grady stated it is complete. He also confirmed after the Canarsie Tube is repaired, the only remaining tube for repair post-Sandy is the Rutgers Tube.

C. Procurements

Stephen Plochochi, Senior Vice President, Procurement & Supply Chain, introduced the procurement package representing NYCT procurements, which included three actions totaling an estimated \$10M in expenditures, and highlighting two procurements: (1) approval to award a noncompetitive purchase contract for 3,000 subway car wheels to Transit Sourcing Services Inc. for a total estimated amount of \$3.2M, and (2) ratification of a modification to a construction contract for the installation of 34 trackside platform steel girders to make steel repairs at the 121st Street, 111th Street and 104th Street stations in Queens totaling \$5,798,000.

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

Member Greenberg stated Astoria station had a similar problem with girders and asked how the girder issue can be taken into account in future negotiations to avoid the need for future modifications. Mr. O'Grady responded the condition of the girders varies greatly from station to station.

In response to Member Albert's inquiry whether the Bonatrans contract was for all car classes of wheels, Mr. Plochochi responded in the affirmative.

Member Weisbrod stated it seems the cost is higher when negotiating a change to an existing contract after a problem is found as opposed to the cost when everything is anticipated in the initial contract. Mr. Plochochi stated it would be difficult to determine. President Byford stated often only after a project has started can the parties understand what the underlying state of the infrastructure is. NYCT is working to improve the process.

NYCT's non-competitive procurements requiring a two-thirds vote (Schedule A in the agenda), those competitive procurements requiring a majority vote (Schedule L in the Agenda), and the ratification (Schedule K in the agenda) were approved without opposition.

Mr. Mulligan introduced the Fair Fares program.

Motions were duly made and seconded to approve the Fair Fares program.

Member Moerdler asked whether this program is expected to reduce the number of fare evasions. Mr. Mulligan responded NYCT will monitor the program to find out. The primary goal of the program is to provide access.

Member Jones noted the passes only apply to 7 day and 30 day MetroCards. He inquired whether there is any plan to expand the program. Mr. Mulligan responded there have been numerous discussions of the program and all the options have been considered. NYCT's role is to provide operational and administrative support to the City. The City will be providing more information in January.

Member Jones asked that NYCT monitor weekend ridership. He expressed concern that it may be cost prohibitive for families in this program to take their children out on the weekends.

Chairman Ferrer congratulated Mr. Jones on his advancement of the Fair Fares program.

Member Albert asked how often the City would be billed by the MTA. Mr. Mulligan responded it would likely be a monthly bill. Member Albert asked whether the cards will have pictures. Mr. Mulligan responded they will not. They will look almost identical to regular MetroCards.

Member Albert asked whether anyone will be monitoring in case people in the program pass the cards along to other riders. Mr. Mulligan responded the City is establishing rules of use and enforcement. NYCT will be providing analytic support to monitor the use of the cards.

Member Albert asked whether NYCT will be analyzing whether the introduction of these cards will result in a decrease in sales of other MetroCards. Mr. Mulligan stated NYCT will continue to track sales of all of its regular fare products. He added he is hopeful the program will increase ridership.

Member Trottenberg asked for clarification as to whether the program is a pilot. Mr. Mulligan stated the first phase of the program will be six months. After that time, adjustments may be made, but the program is expected to continue.

Member Trottenberg asked for clarification as to how the decision came about that this program only applies to 7 day and 30 day MetroCards. Mr. Mulligan responded the program will reflect the City's preferences for the products available.

The Fair Fares program was approved without opposition.

V. Special Reports and Action Items

President Byford noted four standard follow-up reports, which included the Monthly MetroCard Report, the Elevator and Escalator Report, the Transit Adjudication Bureau Report covering the third quarter of 2018 and the EEO and Diversity reports covering the second quarter of 2018.

VI. 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

Approval of Minutes
 NYCT Committee Work Plan
 Operations Performance Summary Presentation
 (including Financial/Ridership, Capital Program
 Status, Crime & Safety)
 Procurements
 MTACC Projects Report
 MetroCard Report
 Service Changes (if any)
 Tariff Changes (if any)
 Capital Budget Modifications (if any)
 Action Items (if any)

Responsibility

Committee Chair & Members
 Committee Chair & Members
 NYCT President &
 MTA Bus Co. President

Materiel
 MTACC
 AFC Program Mgmt & Sales
 Operations Planning
 Management & Budget
 Capital Planning & Budget
 As Listed

II. SPECIFIC AGENDA ITEMS

December 2018

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

Responsibility

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

January 2019

Approval of 2019 NYCT Committee Work Plan
 Quarterly Customer Satisfaction Report, 4th Qtr, 2018

Committee Chair & Members
 Strategy & Customer
 Experience

February 2019

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

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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

March 2019

Transit Recidivism Report, 4th Qtr, 2018

Law

April 2019

Homeless Outreach Report

MTA

Final Review of NYCT 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, 1st Qtr, 2018

Strategy & Customer
Experience

May 2019

Transit Adjudication Bureau Report, 1st Qtr, 2019

Law

Elevator & Escalator Service Report, 1st Qtr, 2019

Subways

NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2019

EEO & Human Resources

June 2019

Transit Recidivism Report, 1st Qtr, 2019

Law

July 2019

Quarterly Customer Satisfaction Report, 2nd Qtr 2018

Strategy & Customer
Experience

August 2019

No Meetings Held

September 2019

Public comment/Committee review of budget

Management & Budget

2019 NYCT 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 NYCT 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

October 2019

Public Comment/Committee review of budget

MTA

Homeless Outreach Report

Management & Budget

2019 Preliminary NYCT Budget

Management & Budget

2019 Preliminary SIR Budget

Management & Budget

2019 Preliminary MTA Bus Budget

Management & Budget

November 2019

Elevator & Escalator Service Report, 3rd Qtr, 2019

Subways

Transit Adjudication Bureau Report, 3rd Qtr, 2019

Law



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.

NYCT Work Plan

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

Operations Performance Summary

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

Procurements

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

MTACC Projects Report

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

MetroCard Report

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

Service Changes

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

Tariff Changes

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

Capital Budget Modifications

Proposals presented to the Board for approval of changes to NYCT'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)

DECEMBER 2018

NYCT 2019 Adopted Budget/Financial Plan 2019-2022

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

SIR 2019 Adopted Budget/Financial Plan 2019-2022

SIR 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.

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 NYCT'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, 4th Qtr 2018

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 NYCT's 2018 Operating Results

NYCT will present a brief review of its 2018 Budget results.

Preliminary Review of SIR 2018 Operating Results

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

II. SPECIFIC AGENDA ITEMS (con't)

Preliminary Review of MTA Bus 2018 Operating Results

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

Adopted Budget/Financial Plan 2019-2022

NYCT 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

NYCT 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.

MTA 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 NYCT 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 NYCT 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 NYCT'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 NYCT 2018 Operating Results

NYCT 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

NYCT 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, 1st Qtr 2019

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 NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

JULY 2019

Quarterly Customer Satisfaction Report, 2nd Qtr 2019

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

II. SPECIFIC AGENDA ITEMS (con't)

AUGUST 2019

No Meetings Held

SEPTEMBER 2019

2019 NYCT Mid-Year Forecast Monthly Allocation

NYCT 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

NYCT 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 NYCT 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 NYCT 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 NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

II. SPECIFIC AGENDA ITEMS (con't)

OCTOBER 2019

Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

2019 NYCT 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 2019

Elevator & Escalator Service Report, 3rd 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, 3rd Qtr, 2019

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



NYCT hosted Security Awareness Day on November 29 in Brooklyn to enhance the safety culture within the organization and to remind employees that security is a shared responsibility. Dr. Charles Burrus (center) demonstrates the proper use of hazmat suits.



President's Commentary

I continue to make the case for Fast Forward funding to various audiences and across the city, most recently at a New York City Council Transportation Committee hearing.

It is encouraging to note that the plan continues to enjoy widespread support among elected officials, advocacy groups and the business community and a third-party economic impact analysis is underway to reinforce the benefits that system modernization will deliver and to make the case for the necessary funding. Further, Fast Forward community conversations are being planned across the city in the New Year to give New Yorkers the opportunity to learn more about the plan and to ask questions about the benefits it will bring.

I have always stressed the need to relentlessly improve service in order to earn the confidence of stakeholders and New Yorkers to entrust us to deliver Fast Forward, so our day-to-day focus remains very much on getting the existing bus, subway and paratransit service to run smoothly, punctually and safely. To that end, while major incidents increased over last month's figure, it was encouraging to note that Subways met its delay reduction target for the third month in a row. Meanwhile, good work continues on the bus network to further tackle bottlenecks on specific routes and to continue to refine the Staten Island express bus network.

In parallel, our capital program continues to deliver with the reopening of more refurbished stations and continued progress on the initial phases of the L Project. A milestone was also reached with the final weekend closure on the 7 line, thereby enabling end-to-end Communications Based Train Control (modern signaling) from 34 St Hudson Yards to Flushing Main St. Further work is needed to now resolve outstanding software issues in advance of introduction of automated train operation and increased train service on the 7 line in the spring.

With the winter almost upon us, our winter preparations are complete, and my operational teams are fully prepared to deal with adverse weather.

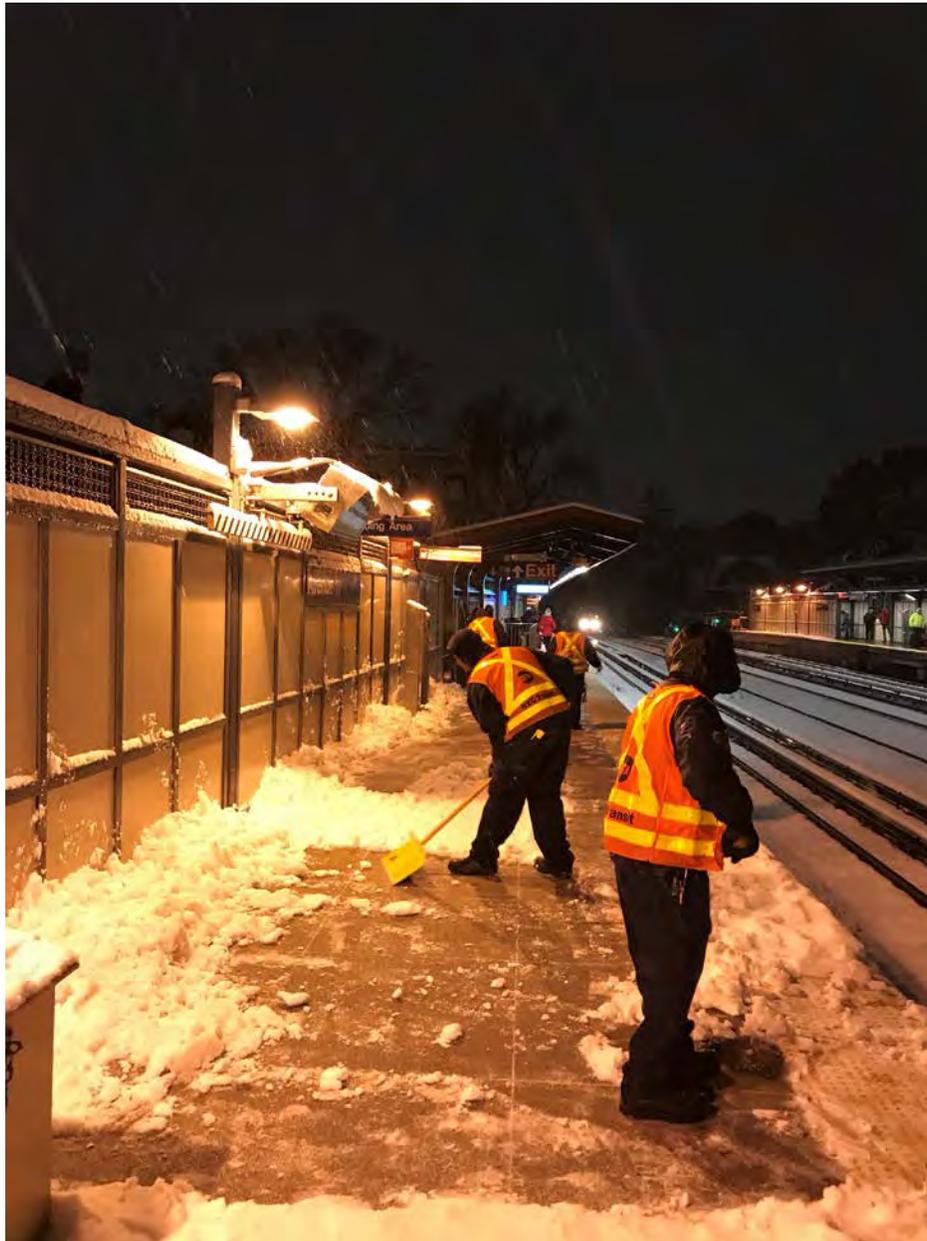
Finally, I am pleased to welcome a high-quality addition to the Transit team. In January, Pete Tomlin, a world expert in subway resignalling, will join NYCT to oversee and manage the unprecedented resignalling program that will transform subway reliability and line capacity.

Andy Byford

President, New York City Transit

Customer Service Report: Subways

Sally Librera, Senior Vice President



Department of Subways teams clear snow during the first snowfall of the season on November 15. Teams worked through the night to clean outdoor platforms such as this one at the Avenue H station in Brooklyn.

December 2018 Highlights: Department of Subways

In November, Subways made significant progress on several station projects. Two stations renewed under the Enhanced Station Initiative – the 145 Street station on the 3 line and the 23 Street station on the F and M lines – welcomed customers to reopened entrances and platforms after significant structural repairs and functional improvements. On the J/Z line, the Jamaica-bound platform reopened at the 121 Street station after major repairs, new stairways opened at Broadway Junction platforms, and new entrances were added to both platforms at Hewes Street (which is also served by the M line).

Subway performance also continued to improve in November. For the third consecutive month, we exceeded our goal of reducing 10,000 monthly delays. Fewer delays translates into better On-Time Performance, which improved by 7.6 percent on weekdays and 8.0 percent on weekends. Customer-focused metrics – Service Delivered, Additional Train Time, and Customer Journey Time Performance – all improved as well. We're proud of the hard work and dedication of the Subways team as we continue to undertake the Subway Action Plan, Fast Forward, and the Save Safe Seconds initiative. We are seeing the benefits of these efforts and are committed to working together to continue this progress.

There were 67 weekday major incidents during the month. Twelve of these incidents occurred during an early season storm on November 15 that dropped 6.4 inches of snow, significantly higher than forecast. Subways was prepared with additional staff to keep the system and our passengers moving, but there were five major incidents directly attributed to weather conditions, plus five signal and two track incidents that were more impactful than normal as the storm hampered our ability to respond. There were also twelve major incidents in November involving persons on the roadbed – an unusually high number – including at least four involving homeless persons. Particularly disturbing were three incidents where an individual was observed riding on the outside of a train before fleeing to the roadbed; we are working with the NYPD to stop this extremely reckless and dangerous behavior.

As we enter the very busy holiday season, we know our customers will rely on us to get to shopping, entertainment, and friends and relatives, and we hope they notice our commitment to improving service. We also hope they enjoy one of our favorite holiday traditions – vintage train rides running in regular service every Sunday through the end of the year.

I would like to thank all Subways employees for their hard work and dedication over the course of 2018. On behalf of the entire Department of Subways, we are fully committed and eager to continue our comprehensive efforts to maintain and further service improvement.

Sally Librera

Senior Vice President, Department of Subways

Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	November 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	67	53	+26.4%	67.8	70.2	-3.4%
Weekday Service Delivered (Chart 3) % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	95.0%	94.8%	+0.2%	94.7%	94.5%	+0.2%
Additional Platform Time (h:mm:ss) (Chart 7) Average added time spent waiting for trains, compared with scheduled wait time	0:01:18	0:01:18	0.0%	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	0:01:17	0:01:30	-14.4%	0:01:21	N/A*	N/A*
Customer Journey Time Performance (Chart 11) % of customers whose journeys are completed within five minutes of schedule.	79.2%	77.8%	+1.4%	79.3%	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	114,008	126,578	-9.9%	121,249	119,741	+1.3%
Elevator Availability** (Chart 14) % of time elevators are operational systemwide	96.0%	96.0%	0.0%	96.5%	95.7%	+0.8%
Escalator Availability** (Chart 14) % of time escalators are operational systemwide	92.2%	94.2%	-2.0%	93.8%	94.4%	-0.6%
Passenger Environment						
Subway Car PES-KPI (Chart 15) Composite indicator for subway car environment (cleanliness, condition, information) reflecting customer experience				94.4%	94.9%	-0.5%
Stations PES-KPI (Chart 16) Composite indicator for station environment (cleanliness, condition, information) reflecting customer experience				91.2%	91.4%	-0.2%
Weekday Legacy Indicators						
Weekday Wait Assessment (Chart 18)	71.6%	70.2%	+1.4%	70.6%	71.5%	-0.9%
Weekday Terminal On-Time Performance (Chart 20)	69.9%	62.3%	+7.6%	66.3%	63.4%	+2.9%
Weekday Trains Delayed (Chart 22)	51,964	65,429	-20.6%	59,109	62,608	-5.6%

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

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

Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	November 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	6	8	-25.0%	8.5	7	+21.4%
Weekend Service Delivered (Chart 5) % of scheduled trains operated during Weekends (10a-6p)	97.9%	95.9%	+2.0%	96.9%	97.6%	-0.7%
Weekend Legacy Indicators						
Weekend Wait Assessment (Chart 19)	79.2%	74.4%	+4.8%	77.2%	78.9%	-1.7%
Weekend Terminal On-Time Performance (Chart 21)	75.3%	67.3%	+8.0%	69.0%	70.4%	-1.4%
Weekend Trains Delayed (Chart 23)	11,914	16,905	-29.5%	16,332	15,499	+5.4%

Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	November 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	84.8%	88.7%	-3.9%	95.4%	96.5%	-1.1%
AM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	78.9%	86.0%	-7.1%	96.1%	97.2%	-1.1%
PM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	82.4%	89.9%	-7.5%	94.6%	95.9%	-1.3%
Percentage of Completed Trips						
Percentage of Completed Trips	99.0%	99.9%	-0.9%	99.6%	99.8%	-0.2%
Passenger Environment						
Staten Island Railway PES-KPI (Chart 17) Composite indicator for subway car and station environments reflecting customer experience				91.7%	90.3%	+1.4%
Mean Distance Between Failures						
Mean Distance Between Failures Revenue car miles divided by the number of delays attributed to car-related causes	53,529	27,255	+96.4%	70,847	51,774	+36.8%

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

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.

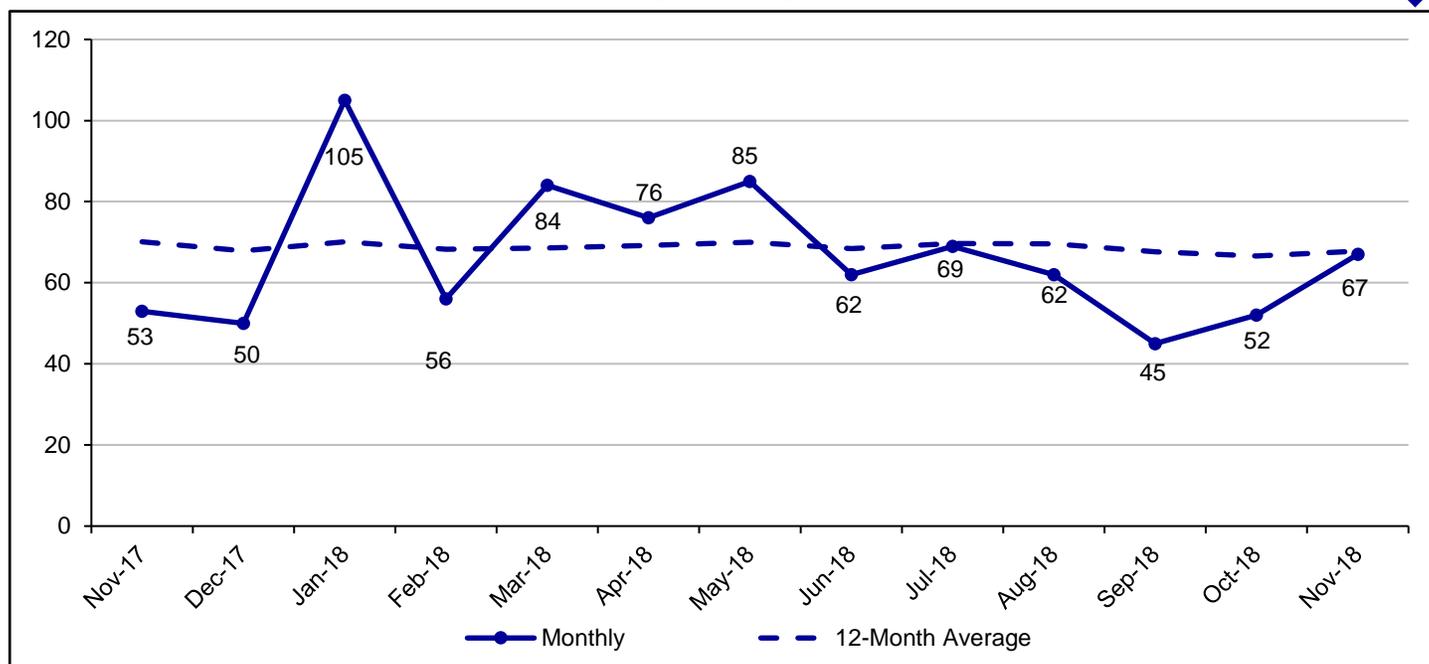
Customer Journey Time Performance (CJTP)

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)

Desired trend ↓



Categories	Monthly			12-Month Average		
	Nov 18	Nov 17	Difference	Nov 18	Nov 17	Difference
Track	11	17	-6	11.8	16.5	-4.7
Signals	24	17	+7	22.8	21.2	+1.6
Persons on Trackbed/Police/Medical	18	10	+8	13.3	15.6	-2.3
Stations & Structures	1	4	-3	6.1	4.8	+1.3
Subway Car	5	1	+4	3.9	4.8	-0.9
Other	8	4	+4	9.9	7.3	+2.6
Subdivision A	37	31	+6	31.3	36.0	-4.7
Subdivision B	30	22	+8	36.4	34.1	+2.3
Systemwide	67	53	+14	67.8	70.2	-2.4
Avg Incident Duration (h:mm:ss)	0:12:48	0:15:42	-0:02:54	0:17:06	0:16:53	+0:00:13
Avg Trains Delayed per Incident	99	86	+13	104	110	-6.0

Major Incidents Discussion

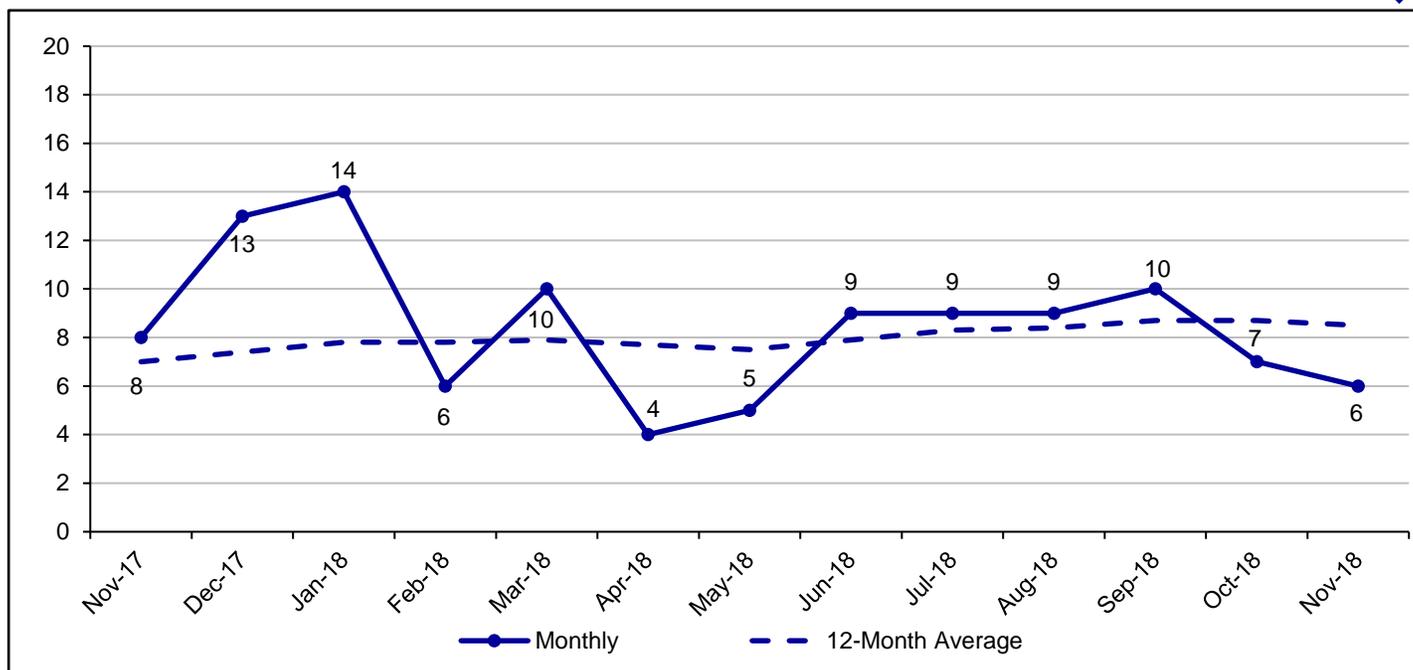
- There were 67 weekday Major Incidents in November 2018, an increase from 52 last month and 53 last year.
- 12 Major Incidents occurred during an early season winter storm on November 15 that unexpectedly dropped 6.4 inches of snow during the afternoon/evening rush.
 - Five of these incidents were directly attributed to the weather.
 - An additional five Signal and two Track Major Incidents occurred during the storm, which hampered the ability to respond to and correct the failures.
- Other inclement weather, including freezing temperatures and heavy rain, also affected performance of signals and contributed to the increase in Major Incidents.
- There were 12 Major Incidents involving persons on the roadbed or struck by trains.
 - At least four of these incidents involved homeless individuals.
 - Three incidents involved a person riding on the outside of a train before going to the roadbed. We are working with the NYPD to find the individual(s) and stop this extremely dangerous activity.

Chart 1

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

Subway Weekend Major Incidents (24 hours)

Desired trend



Categories	Monthly			12-Month Average		
	Nov 18	Nov 17	Difference	Nov 18	Nov 17	Difference
Track	1	1	0	1.3	1.1	+0.2
Signals	2	4	-2	2.6	2.4	+0.2
Persons on Trackbed/Police/Medical	0	2	-2	1.4	1.0	+0.4
Stations & Structure	2	0	+2	1.3	0.3	+1.0
Subway Car	0	0	0	0.2	0.2	0.0
Other	1	1	0	1.7	2.1	-0.4
Subdivision A	3	4	-1	3.7	3.4	0.3
Subdivision B	3	4	-1	4.8	3.6	1.2
Systemwide	6	8	-2	8.5	7.0	+1.5
Avg Incident Duration (h:mm:ss)	0:17:48	0:10:30	+0:07:18	0:19:48	0:19:59	-0:00:11
Avg Trains Delayed per Incident	105	103	+2	91	104	-13

Major Incidents Discussion

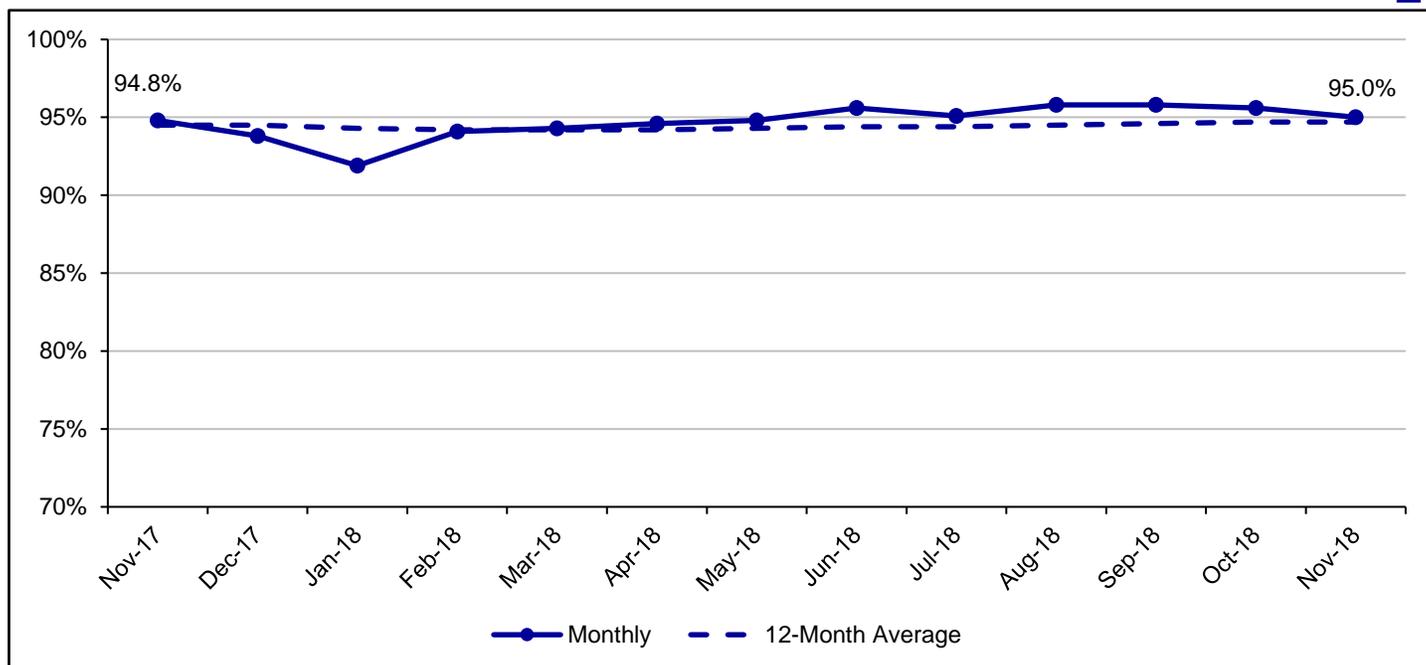
- November 2018 had six Major Incidents, one fewer than the prior month and two fewer than the prior year.
- There were 0.7 Major Incidents per weekend day, a decrease from the average of about one per weekend day over the past few months.

Chart 2

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

Subway Weekday % Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Nov 18	Nov 17	Difference	Nov 18	Nov 17	Difference
Subdivision A	94.2%	92.7%	+1.5%	93.1%	92.3%	+0.8%
Subdivision B	95.6%	96.4%	-0.8%	95.9%	96.2%	-0.3%
Systemwide	95.0%	94.8%	+0.2%	94.7%	94.5%	+0.2%

Weekday Service Delivered Discussion

- November 2018 weekday Service Delivered improved 0.2% year-over-year and is 0.3% better than the 12-month average.
 - The largest improvements were on the 2, 3, and 5 lines, which continue to reflect schedule revisions made in late 2017 and early 2018 to incorporate more accurate running times and allow for more precise service management.
- On the B Division, the largest improvement was on the C.
- The largest decline was on the M, due at least in part to Major Incidents affecting the afternoon rush hour.

Subway Weekday % Service Delivered
Monthly
(Peak Hours)

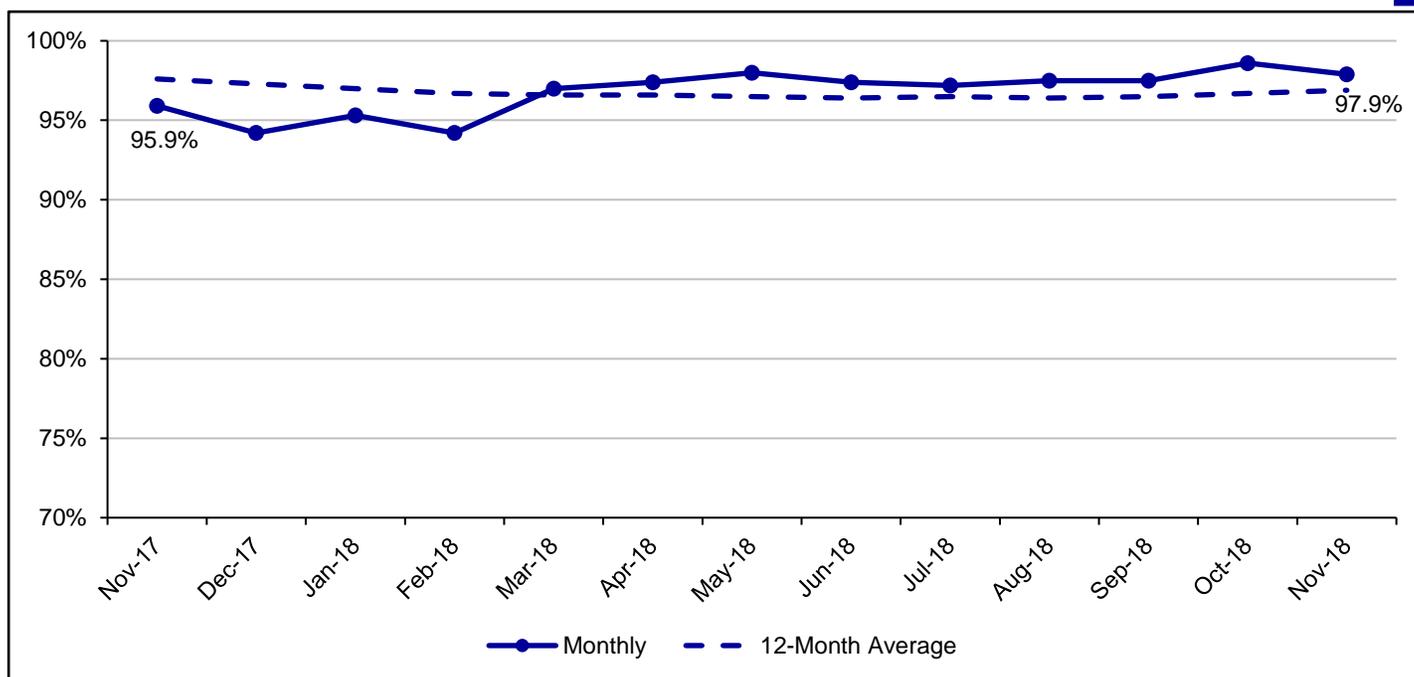
<u>Line</u>	<u>Nov 18</u>	<u>Nov 17</u>	<u>Difference</u>
1	97.0%	98.9%	-1.9%
2	94.5%	90.9%	+3.6%
3	96.0%	92.9%	+3.1%
4	92.7%	91.3%	+1.4%
5	91.6%	85.5%	+6.1%
6	93.7%	91.5%	+2.2%
7	89.3%	91.8%	-2.5%
S 42nd	99.2%	99.8%	-0.6%
Subdivision A	94.2%	92.7%	+1.5%
A	94.6%	94.9%	-0.3%
B	97.5%	97.7%	-0.2%
C	95.7%	92.6%	+3.1%
D	97.9%	97.4%	+0.5%
E	94.6%	94.4%	+0.2%
F	95.8%	97.6%	-1.8%
S Fkln	98.4%	99.9%	-1.5%
G	102.4%	101.8%	+0.6%
S Rock	97.6%	99.1%	-1.5%
JZ	96.1%	96.6%	-0.5%
L	98.5%	98.2%	+0.3%
M	91.9%	94.9%	-3.0%
N	93.8%	96.4%	-2.6%
Q	92.8%	95.0%	-2.2%
R	94.1%	96.8%	-2.7%
W	94.4%	93.7%	+0.7%
Subdivision B	95.6%	96.4%	-0.8%
Systemwide	95.0%	94.8%	+0.2%

Chart 4

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

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

Desired trend



	Monthly			12-Month Average		
	Nov 18	Nov 17	Difference	Nov 18	Nov 17	Difference
Subdivision A	97.7%	93.8%	+3.9%	95.7%	96.6%	-0.9%
Subdivision B	98.0%	97.1%	+0.9%	97.6%	98.2%	-0.6%
Systemwide	97.9%	95.9%	+2.0%	96.9%	97.6%	-0.7%

Weekend Service Delivered Discussion

- November 2018 weekend Service Delivered improved 2.0% year-over-year.
- The largest improvements were on the A Division.
 - Improvements on the 2 and 5 continue to reflect the return to normal service after the Clark Street tunnel work.
 - The improvements on the 1 and 4 were due, in part, to planned work that affected those lines in November 2017.

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

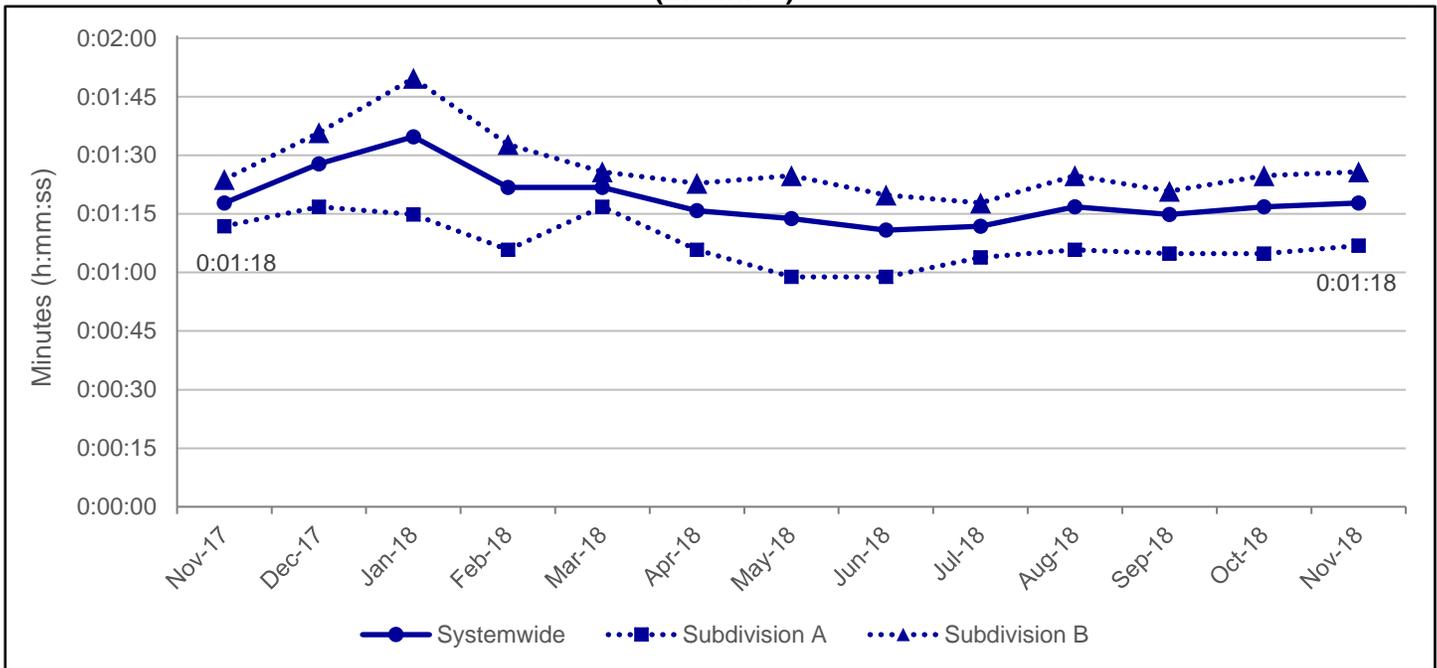
<u>Line</u>	<u>Nov 18</u>	<u>Nov 17</u>	<u>Difference</u>
1	99.1%	92.1%	+7.0%
2	97.5%	87.4%	+10.1%
3	97.4%	98.4%	-1.0%
4	95.5%	90.6%	+4.9%
5	97.5%	93.1%	+4.4%
6	98.1%	96.2%	+1.9%
7	98.0%	98.8%	-0.8%
S 42nd	99.9%	100.0%	-0.1%
Subdivision A	97.7%	93.8%	+3.9%
A	96.3%	93.6%	+2.7%
C	96.1%	92.4%	+3.7%
D	98.5%	96.5%	+2.0%
E	98.5%	96.2%	+2.3%
F	98.2%	99.3%	-1.1%
S Fkln	99.4%	100.0%	-0.6%
G	97.8%	98.8%	-1.0%
S Rock	100.6%	100.5%	+0.1%
JZ	100.2%	99.8%	+0.4%
L	100.2%	99.0%	+1.2%
M	100.2%	98.4%	+1.8%
N	97.9%	97.9%	0.0%
Q	99.1%	99.6%	-0.5%
R	99.3%	93.5%	+5.8%
Subdivision B	98.0%	97.1%	+0.9%
Systemwide	97.9%	95.9%	+2.0%

Chart 6

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

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

Desired trend ↓



	Monthly			12-Month Average
	Nov 18	Nov 17	Difference	Nov 18
Subdivision A	0:01:07	0:01:12	-0:00:05	0:01:07
Subdivision B	0:01:26	0:01:24	+0:00:02	0:01:27
Systemwide	0:01:18	0:01:18	0:00:00	0:01:19

Additional Platform Time Discussion

- November 2018 Additional Platform Time (APT) is equal to the prior year, and is nearly the same as the 12-month average.
- The worsening of APT on the 7 line was due in part to particularly disruptive incidents involving persons on the roadbed.

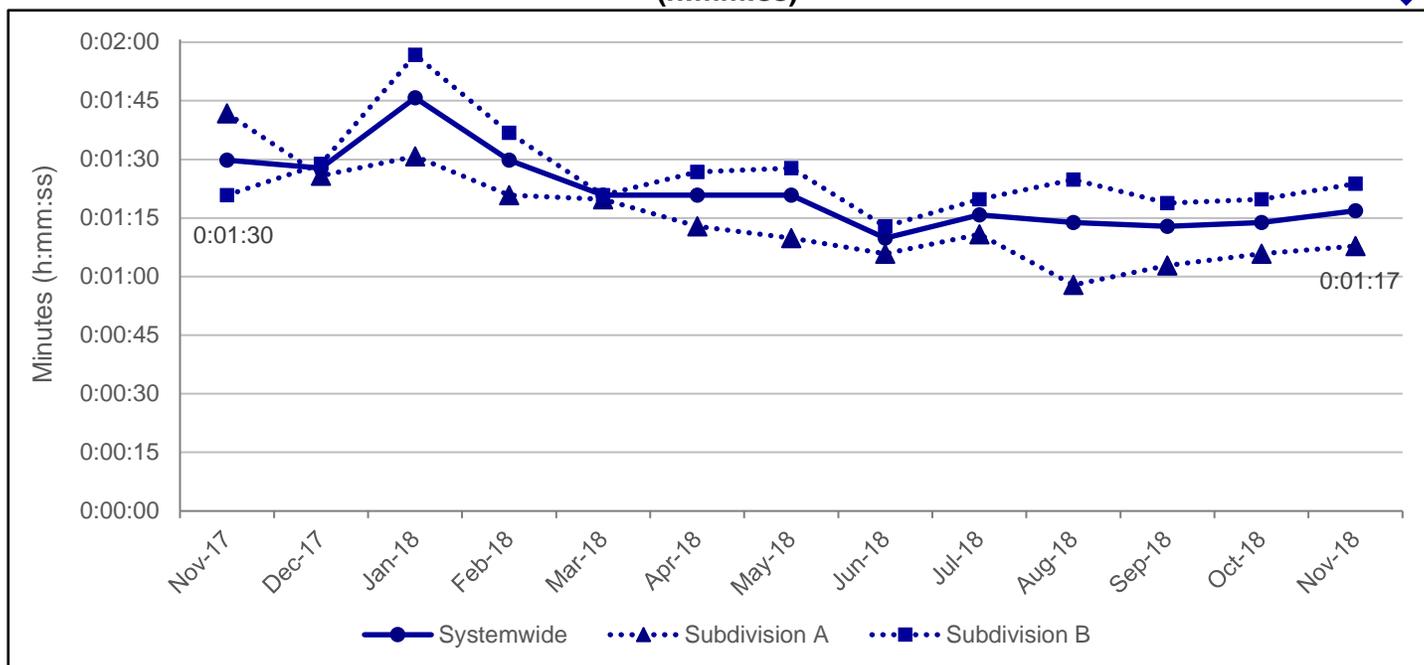
Note: This metric uses electronic data made available systemwide by the MTA's investments in new train tracking technology and in more robust methods for determining how customers use the subway. It is likely that this measure will be refined and enhanced as the MTA gains experience integrating the latest 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>Nov 18</u>	<u>Nov 17</u>	<u>Difference</u>
1	0:01:05	0:00:54	+0:00:11
2	0:01:22	0:01:22	0:00:00
3	0:01:00	0:01:04	-0:00:04
4	0:01:01	0:01:46	-0:00:45
5	0:01:13	0:01:20	-0:00:07
6	0:01:05	0:01:12	-0:00:07
7	0:01:16	0:00:58	+0:00:18
S 42nd	0:00:24	0:00:21	+0:00:03
Subdivision A	0:01:07	0:01:12	-0:00:05
A	0:01:22	0:01:23	-0:00:01
B	0:01:43	0:01:43	0:00:00
C	0:01:47	0:01:52	-0:00:05
D	0:01:34	0:01:45	-0:00:11
E	0:01:10	0:01:07	+0:00:03
F	0:01:26	0:01:23	+0:00:03
S Fkln	0:00:47	0:00:31	+0:00:16
G	0:01:14	0:01:17	-0:00:03
S Rock	0:01:10	0:00:28	+0:00:42
JZ	0:01:47	0:01:39	+0:00:08
L	0:00:43	0:00:49	-0:00:06
M	0:02:04	0:01:51	+0:00:13
N	0:01:27	0:01:15	+0:00:12
Q	0:01:25	0:01:19	+0:00:06
R	0:01:38	0:01:26	+0:00:12
W	0:01:06	0:01:02	+0:00:04
Subdivision B	0:01:26	0:01:24	+0:00:02
Systemwide	0:01:18	0:01:18	0:00:00

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

Desired trend



	Monthly			12-Month Average
	Nov 18	Nov 17	Difference	Nov 18
Subdivision A	0:01:08	0:01:42	-0:00:34	0:01:13
Subdivision B	0:01:24	0:01:21	+0:00:03	0:01:27
Systemwide	0:01:17	0:01:30	-0:00:13	0:01:21

Additional Train Time Discussion

- Additional Train Time (ATT) improved by 13 seconds compared to the prior year, and remains better than the 12-month average.
- Large ATT improvements on the 2, 3, 4 and 5 lines relative to one year ago are a continued reflection of schedule adjustments on those lines, which have allowed dispatchers to more precisely manage service.
- The J/Z had the largest worsening of ATT, a continued reflection of the recent, extensive planned work along the line, as well as several Major Incidents.

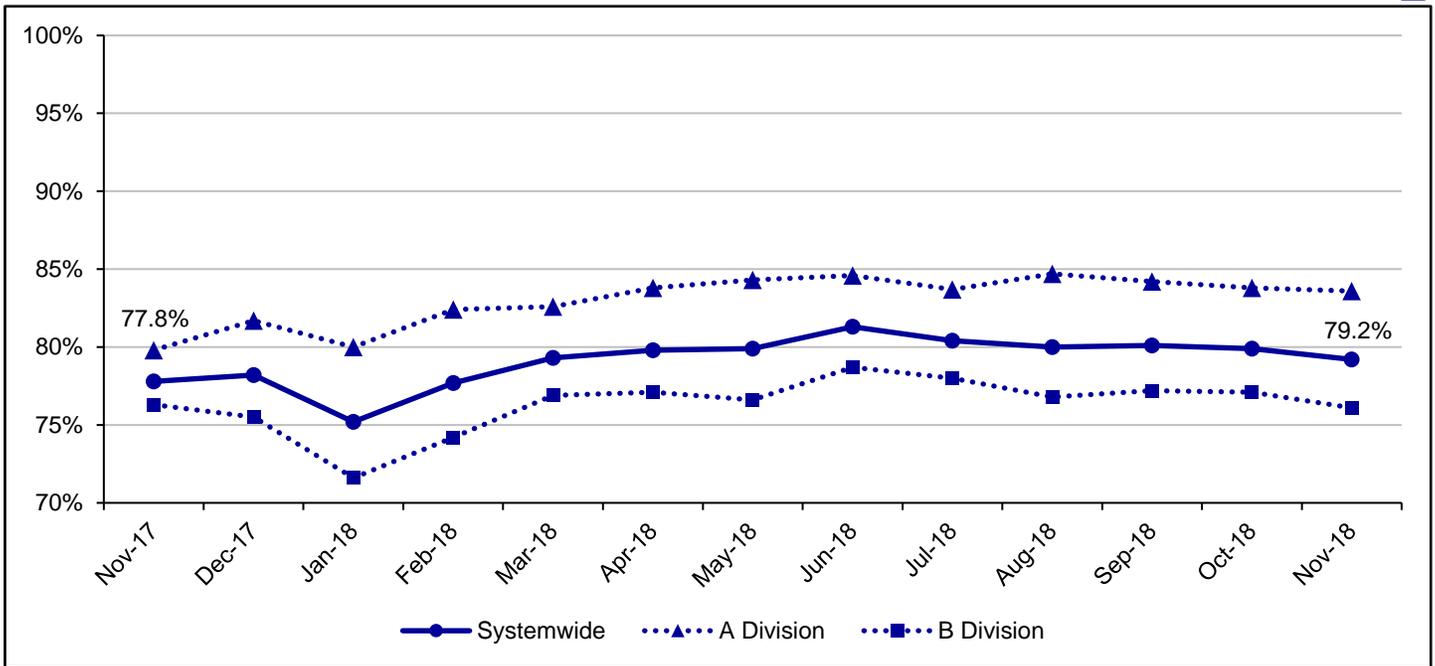
Note: This metric uses electronic data made available systemwide by the MTA's investments in new train tracking technology and in more robust methods for determining how customers use the subway. It is likely that this measure will be refined and enhanced as the MTA gains experience integrating the latest 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>Nov 18</u>	<u>Nov 17</u>	<u>Difference</u>
1	0:01:12	0:01:05	+0:00:07
2	0:01:05	0:02:07	-0:01:02
3	0:00:47	0:01:38	-0:00:51
4	0:01:05	0:02:23	-0:01:18
5	0:01:01	0:02:36	-0:01:35
6	0:01:03	0:01:23	-0:00:20
7	0:01:40	0:01:27	+0:00:13
S 42nd	0:00:28	0:00:28	0:00:00
Subdivision A	0:01:08	0:01:42	-0:00:34
A	0:01:51	0:02:14	-0:00:23
B	0:01:58	0:01:55	+0:00:03
C	0:01:09	0:01:12	-0:00:03
D	0:01:42	0:01:56	-0:00:14
E	0:01:07	0:01:17	-0:00:10
F	0:01:22	0:01:31	-0:00:09
S Fkln	0:00:46	0:00:43	+0:00:03
G	0:01:06	0:01:33	-0:00:27
S Rock	0:00:30	0:00:18	+0:00:12
JZ	0:02:34	0:01:42	+0:00:52
L	-0:00:02	0:00:02	-0:00:04
M	0:01:28	0:00:46	+0:00:42
N	0:01:36	0:01:25	+0:00:11
Q	0:01:45	0:01:37	+0:00:08
R	0:01:09	0:00:46	+0:00:23
W	0:01:08	0:00:59	+0:00:09
Subdivision B	0:01:24	0:01:21	+0:00:03
Systemwide	0:01:17	0:01:30	-0:00:13

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

Desired trend



	Monthly			12-Month Average
	Nov 18	Nov 17	Difference	Nov 18
Subdivision A	83.6%	79.8%	+3.8%	83.3%
Subdivision B	76.1%	76.3%	-0.2%	76.3%
Systemwide	79.2%	77.8%	+1.4%	79.3%

Weekday Customer Journey Time Performance Discussion

- Customer Journey Time Performance (CJTP) systemwide improved by 1.4% compared to the prior year and was nearly equal to the prior month.
- Since CJTP serves as a composite measure of Additional Platform Time (APT) and Additional Train Time (ATT), 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>Nov 18</u>	<u>Nov 17</u>	<u>Difference</u>
1	84.1%	88.0%	-3.9%
2	81.4%	74.0%	+7.4%
3	86.7%	81.6%	+5.1%
4	82.6%	72.0%	+10.6%
5	82.2%	72.0%	+10.2%
6	85.6%	81.4%	+4.2%
7	78.5%	81.3%	-2.8%
S 42nd	99.6%	99.7%	-0.1%
Subdivision A	83.6%	79.8%	+3.8%
A	73.4%	69.9%	+3.5%
B	68.9%	68.7%	+0.2%
C	75.0%	72.6%	+2.4%
D	70.8%	68.7%	+2.1%
E	80.6%	78.5%	+2.1%
F	75.5%	74.4%	+1.1%
S Fkln	93.6%	95.2%	-1.6%
G	81.5%	76.9%	+4.6%
S Rock	90.2%	91.5%	-1.3%
JZ	64.4%	71.9%	-7.5%
L	94.1%	93.0%	+1.1%
M	72.0%	78.5%	-6.5%
N	74.6%	77.1%	-2.5%
Q	72.4%	74.1%	-1.7%
R	76.7%	80.1%	-3.4%
W	84.2%	83.6%	+0.6%
Subdivision B	76.1%	76.3%	-0.2%
Systemwide	79.2%	77.8%	+1.4%

Chart 12

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

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)

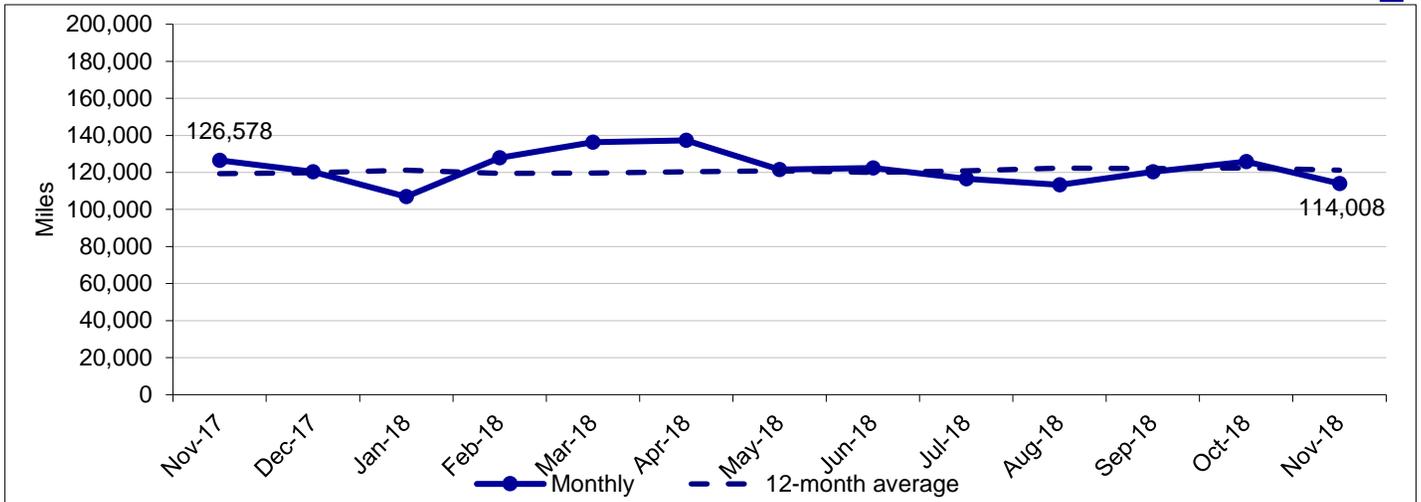
Subway MDBF is a measure of car fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

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

Desired trend



		Monthly		
	# of Cars	Nov '18	Nov '17	<u>% Diff</u>
Subdivision A	2,895	146,366	135,718	+7.8%
Subdivision B*	3,635	98,301	120,857	-18.7%
Systemwide*	6,530	114,008	126,578	-9.9%
		12-Month Average		
	# of Cars	Nov '18	Nov '17	<u>% Diff</u>
R32	222	36,146	32,724	+10.5%
R42	50	26,292	40,466	-35.0%
R46	752	66,791	74,145	-9.9%
R62	315	343,344	201,495	+70.4%
R62A	824	100,139	98,769	+1.4%
R68	425	80,764	111,082	-27.3%
R68A	200	103,476	91,229	+13.4%
R142	1,030	179,845	161,938	+11.1%
R142A	220	74,730	53,606	+39.4%
R143	212	99,559	89,418	+11.3%
R160	1,662	248,656	234,090	+6.2%
R188 - New	126	588,336	445,561	+32.0%
R188 - Conversion	380	182,861	175,306	+4.3%
Subdivision A	2,895	140,742	126,719	+11.1%
Subdivision B*	3,635	110,210	115,216	-4.3%
Systemwide*	6,530	121,249	119,741	+1.3%

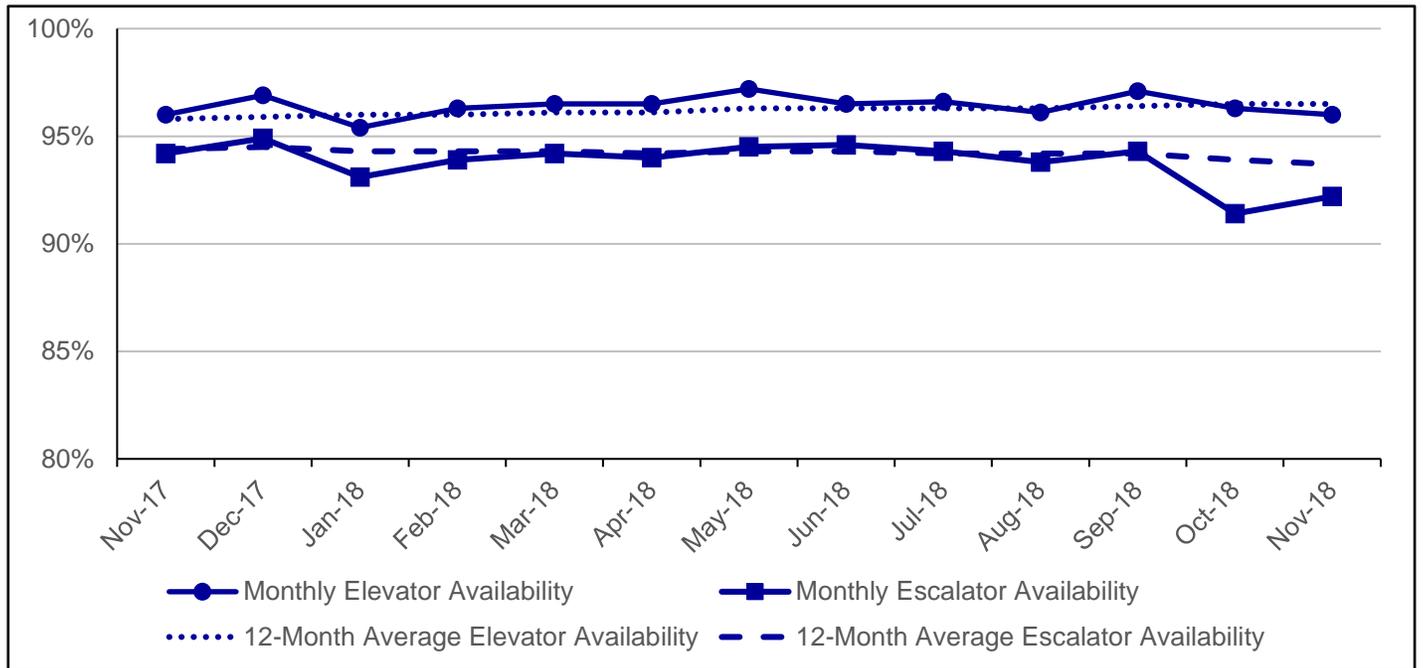
MDBF Discussion

- November 2018 monthly MDBF decreased compared to November 2017, although the 12-month average continued to show improvement.
- Only two car fleets showed decreases. The R42 cars are among the oldest cars in the system, and only operate on a small number of trips. The R68 cars are currently entering an aggressive SMS program which is expected to improve their performance beginning in 2019.
- On the A Division, the R62 fleet had no in-service subway car incidents in the month of November, and had the largest increase in MDBF.

*Fleet MDBF includes 112 R179 cars. Reporting of separate R179 12-Month Average MDBF will begin in March 2019.

Elevator and Escalator Availability (24 Hours)

Desired trend



	Monthly			12-Month Average		
	Nov 18	Nov 17	Difference	Nov 18	Nov 17	Difference
Elevator Availability	96.0%	96.0%	0.0%	96.5%	95.7%	+0.8%
Escalator Availability	92.2%	94.2%	-2.0%	93.8%	94.4%	-0.6%

Elevator and Escalator Availability Discussion

- Escalator availability decreased to 92.2% due to scheduled outages for a detailed inspection campaign. The significant downtime required for the inspections lowered availability. Availability is expected to return to more typical levels in December, after all of the inspections are completed.

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.

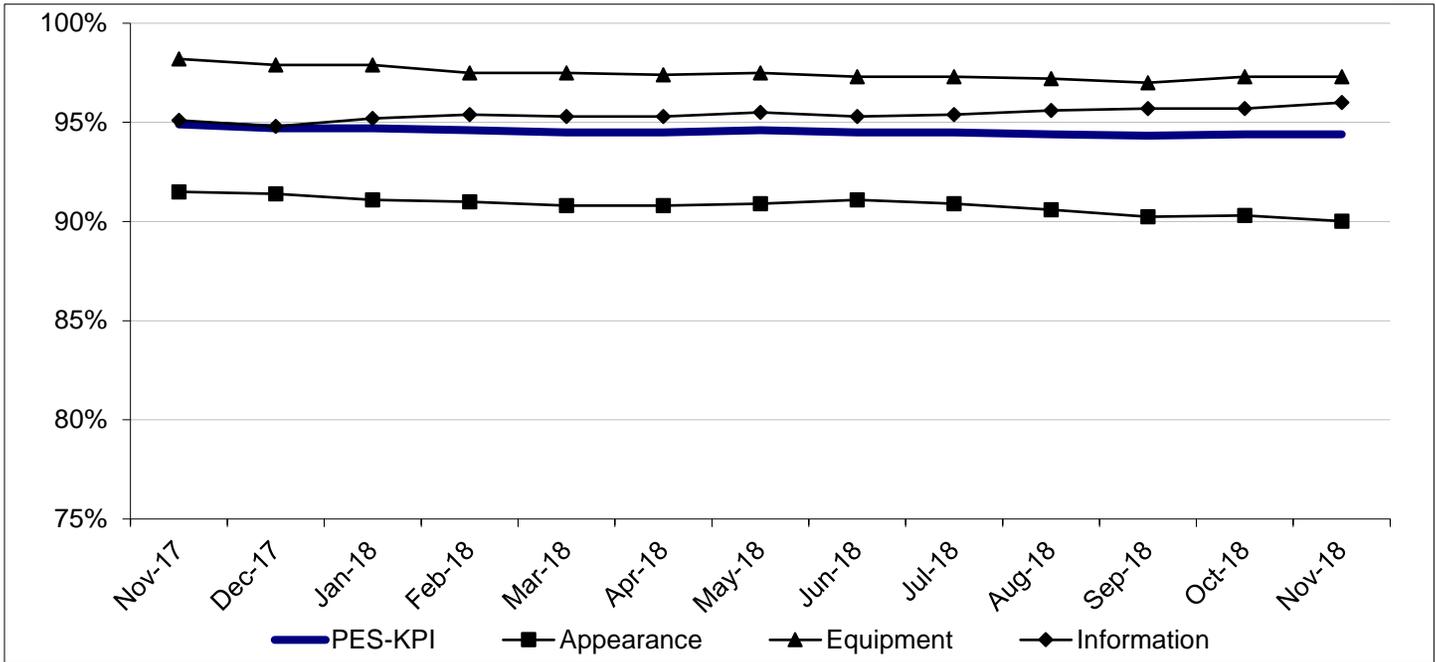
Equipment: Includes the functionality of door panels, lighting, and climate control in cars.

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

Desired trend 



	Dec 17 - Nov 18				Dec 16 - Nov 17				% Difference KPI
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	
Subdivision A	94.8%	91.2%	97.4%	95.8%	94.9%	93.0%	97.7%	94.1%	-0.1%
Subdivision B	94.2%	89.4%	97.3%	96.0%	94.9%	90.7%	98.4%	95.7%	-0.7%
Systemwide	94.4%	90.0%	97.3%	96.0%	94.9%	91.5%	98.2%	95.1%	-0.5%

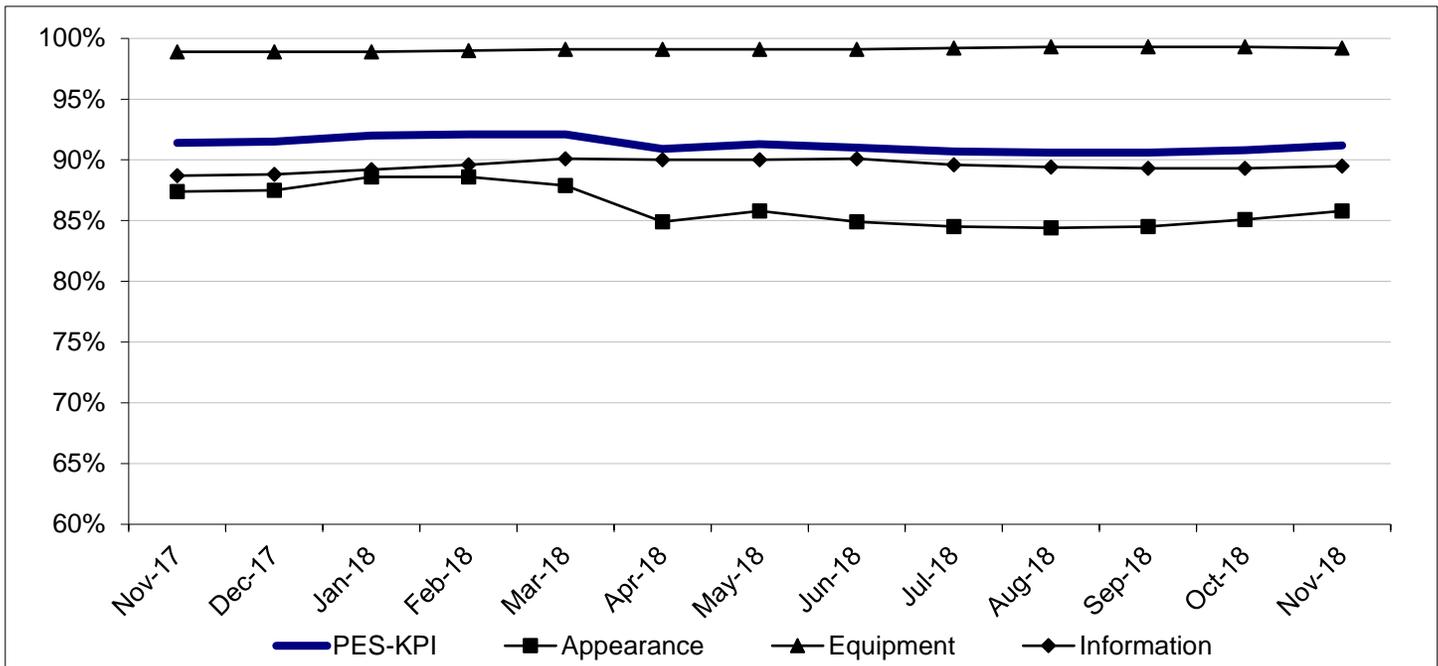
Subway Car Passenger Environment Survey Discussion

- Subway Car PES Key Performance Indicator (KPI) declined by -0.5% but was stable with the prior month.

Station Passenger Environment Survey (PES-KPI)

12-Month Rolling Average

Desired trend



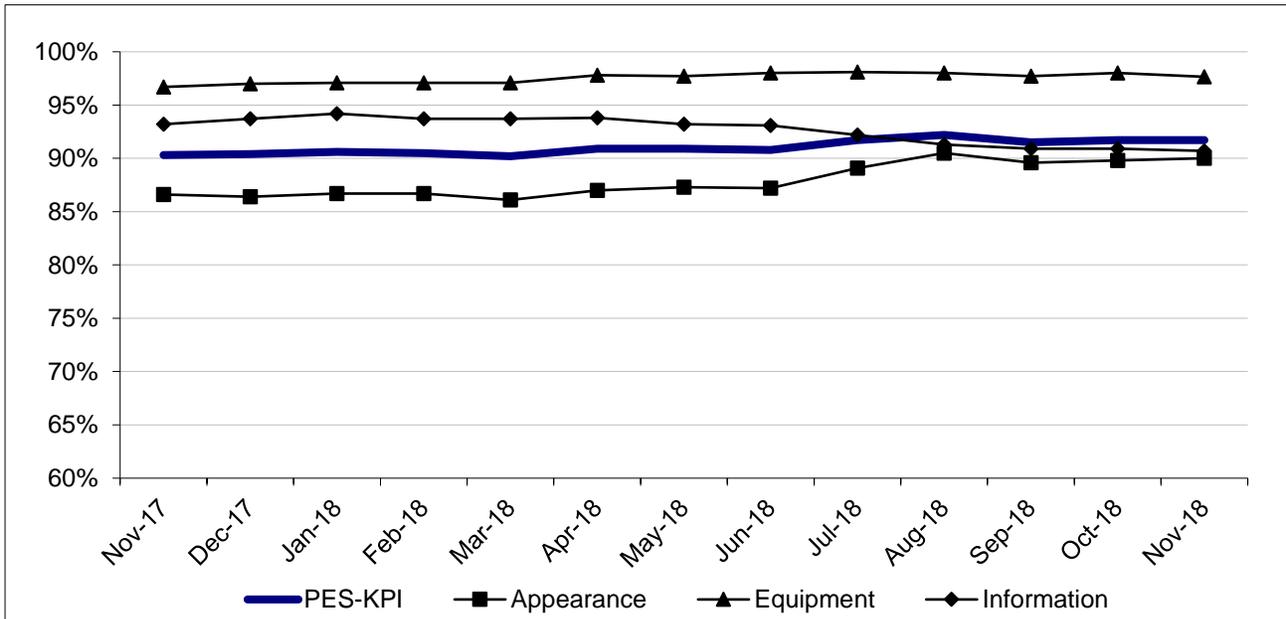
Borough	Dec 17 - Nov 18				Dec 16 - Nov 17				% Difference KPI
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	
Bronx	90.2%	82.9%	99.1%	89.9%	89.9%	83.2%	98.9%	89.0%	+0.3%
Manhattan	91.9%	87.4%	99.1%	90.0%	92.1%	89.0%	98.8%	89.2%	-0.2%
Brooklyn	91.3%	85.8%	99.3%	90.0%	91.7%	87.3%	99.0%	89.9%	-0.4%
Queens	90.4%	85.5%	99.4%	87.3%	90.6%	88.3%	99.0%	85.0%	-0.2%
Systemwide	91.2%	85.8%	99.2%	89.5%	91.4%	87.4%	98.9%	88.7%	-0.2%

Station Passenger Environment Survey Discussion

- Station Passenger Environment Survey (PES-KPI) declined by -0.2%.
- Scores for Equipment and Information improved, offset by a decrease in Appearance scores.

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

Desired trend



	PES-KPI	Appearance	Equipment	Information
Dec 17 - Nov 18:	91.7%	90.0%	97.7%	90.7%
Dec 16 - Nov 17:	90.3%	86.6%	96.7%	93.2%
% Difference:	+1.4%	+3.4%	+1.0%	-2.5%

SIR Discussion

- Staten Island Railway Passenger Environment Survey increased by 1.4%.
 - Appearance and Equipment scores increased by 3.4% and 1.0%, respectively, while the Information score decreased by 2.5%.

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)

Nov 18

Nov 17

Line	Monthly				12 month	Monthly				12 month	Monthly
	Meets	Monthly GAP			Meets	Meets	Monthly GAP			Meets	Standard
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	Difference
1	74.9%	10.0%	7.9%	7.2%	75.4%	77.0%	9.6%	7.8%	5.6%	76.4%	-2.1%
2	68.9%	10.7%	10.4%	9.9%	67.4%	64.9%	10.9%	11.8%	12.4%	66.5%	+4.0%
3	71.9%	11.4%	9.2%	7.5%	70.3%	68.6%	12.2%	11.1%	8.0%	70.8%	+3.3%
4	69.7%	10.9%	9.5%	9.9%	66.9%	64.8%	10.3%	11.1%	13.8%	66.8%	+4.9%
5	67.1%	10.9%	10.3%	11.7%	64.3%	59.2%	10.7%	12.9%	17.2%	61.3%	+7.9%
6	71.3%	9.3%	9.0%	10.4%	67.8%	66.0%	10.3%	11.1%	12.6%	67.9%	+5.3%
7	69.4%	10.2%	10.1%	10.3%	67.0%	70.4%	11.7%	10.0%	7.9%	70.9%	-1.0%
S 42nd	93.4%	3.2%	1.9%	1.5%	93.7%	94.7%	2.8%	1.6%	0.9%	94.5%	-1.3%
Subdivision A	71.4%	10.2%	9.2%	9.3%	69.3%	68.1%	10.4%	10.5%	11.0%	69.4%	+3.3%
A	67.4%	9.4%	10.4%	12.8%	66.8%	66.8%	9.2%	10.4%	13.6%	68.4%	+0.6%
B	70.7%	12.2%	10.0%	7.1%	72.0%	69.5%	11.6%	10.7%	8.2%	74.0%	+1.2%
C	72.8%	11.5%	9.5%	6.2%	71.2%	68.2%	13.8%	10.8%	7.2%	71.7%	+4.6%
D	70.5%	11.9%	10.5%	7.1%	70.6%	70.1%	11.8%	11.0%	7.1%	74.2%	+0.4%
E	69.0%	11.5%	10.1%	9.4%	66.7%	68.3%	11.8%	10.6%	9.3%	68.9%	+0.7%
F	69.1%	10.0%	10.2%	10.7%	68.7%	69.7%	10.1%	9.9%	10.3%	69.9%	-0.6%
S Fkln	97.7%	0.5%	0.4%	1.3%	97.9%	97.5%	0.8%	1.0%	0.7%	98.7%	+0.2%
G	80.5%	11.0%	5.8%	2.7%	80.1%	80.1%	11.4%	6.0%	2.6%	81.2%	+0.4%
S Rock	95.0%	2.6%	1.3%	1.1%	93.5%	93.2%	3.5%	1.8%	1.5%	94.4%	+1.8%
JZ	73.8%	11.1%	8.8%	6.3%	75.5%	76.6%	10.6%	7.8%	5.0%	76.6%	-2.8%
L	77.7%	11.5%	7.3%	3.5%	76.1%	78.1%	11.4%	7.2%	3.3%	78.1%	-0.4%
M	71.4%	11.0%	9.3%	8.3%	71.9%	73.1%	10.4%	9.0%	7.5%	72.9%	-1.7%
N	69.8%	11.6%	9.9%	8.7%	69.5%	70.8%	11.5%	9.4%	8.3%	72.8%	-1.0%
Q	69.6%	11.2%	10.1%	9.0%	74.0%	74.5%	10.8%	8.9%	5.8%	75.6%	-4.9%
R	70.1%	10.5%	10.0%	9.5%	69.6%	71.0%	11.0%	9.4%	8.7%	73.2%	-0.9%
W	71.4%	10.2%	9.2%	9.2%	70.4%	69.5%	11.0%	9.8%	9.7%	71.0%	+1.9%
Subdivision B	71.8%	10.8%	9.3%	8.1%	71.6%	72.0%	10.9%	9.3%	7.8%	73.4%	-0.2%
Systemwide	71.6%	10.5%	9.2%	8.6%	70.6%	70.2%	10.7%	9.8%	9.3%	71.5%	+1.4%

Weekday Wait Assessment Discussion

- November 2018 weekday Wait Assessment improved 1.4% compared to November 2017.
- The largest increases were on the 4, 5, and 6 lines due in part to improved schedules implemented earlier this year, which have allowed for improved dispatching and service management.
- The largest decrease was on the Q, due in part to disruptive incidents that affected service on the line.

Chart 18

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

Subway Weekend Wait Assessment (6 am - midnight)

Line	Nov 18					Nov 17					Monthly Standard Difference
	Monthly Meets	Monthly GAP			12 month Meets	Monthly Meets	Monthly GAP			12 month Meets	
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	
1	84.6%	8.9%	4.7%	1.7%	82.1%	66.5%	14.3%	11.9%	7.2%	79.4%	+18.1%
2	74.7%	12.0%	9.4%	3.9%	69.4%	59.3%	14.3%	14.5%	12.0%	70.2%	+15.4%
3	83.6%	9.1%	4.3%	3.0%	84.1%	83.7%	8.8%	4.7%	2.8%	85.4%	-0.1%
4	69.2%	11.1%	11.0%	8.7%	67.6%	64.3%	11.3%	12.3%	12.1%	71.2%	+4.9%
5	84.0%	9.8%	5.0%	1.2%	73.9%	68.0%	14.4%	11.7%	5.8%	74.6%	+16.0%
6	80.4%	9.0%	6.1%	4.4%	80.5%	77.1%	9.5%	7.8%	5.6%	82.3%	+3.3%
7	82.4%	9.4%	5.0%	3.2%	77.5%	88.1%	8.2%	2.9%	0.7%	80.0%	-5.7%
S 42nd	98.6%	0.5%	0.4%	0.5%	98.5%	98.6%	0.8%	0.4%	0.2%	98.1%	0.0%
Subdivision A	79.5%	9.7%	6.8%	4.1%	76.3%	71.2%	11.6%	10.0%	7.2%	77.7%	+8.3%
A	69.2%	11.3%	10.9%	8.6%	71.9%	64.4%	12.9%	11.7%	11.0%	73.3%	+4.8%
C	74.9%	11.5%	8.5%	5.1%	74.0%	69.5%	13.3%	11.1%	6.1%	78.6%	+5.4%
D	76.6%	12.2%	7.6%	3.5%	75.5%	74.5%	11.2%	8.4%	6.0%	79.4%	+2.1%
E	83.1%	10.2%	4.6%	2.1%	80.3%	79.2%	11.2%	6.7%	2.9%	81.6%	+3.9%
F	78.7%	10.8%	6.5%	3.9%	77.7%	78.9%	9.9%	7.3%	3.9%	79.1%	-0.2%
S Fkn	97.7%	1.1%	0.1%	1.0%	98.4%	97.8%	0.9%	0.6%	0.6%	98.7%	-0.1%
G	86.9%	8.9%	2.7%	1.5%	86.2%	84.5%	9.1%	4.9%	1.5%	85.7%	+2.4%
S Rock	93.4%	4.3%	0.5%	1.7%	93.9%	96.2%	2.6%	1.0%	0.1%	95.3%	-2.8%
JZ	85.3%	9.0%	4.3%	1.4%	84.6%	81.0%	7.9%	5.3%	5.8%	85.7%	+4.3%
L	80.1%	9.2%	6.0%	4.7%	78.9%	81.4%	10.3%	5.3%	3.0%	79.0%	-1.3%
M	80.4%	10.1%	6.2%	3.2%	86.6%	93.2%	4.5%	1.5%	0.8%	90.0%	-12.8%
N	76.1%	11.5%	8.3%	4.1%	72.3%	74.5%	10.6%	7.9%	7.0%	77.9%	+1.6%
Q	81.4%	8.6%	6.1%	4.0%	80.0%	81.6%	9.6%	6.4%	2.4%	82.4%	-0.2%
R	78.7%	11.6%	6.7%	3.0%	74.4%	68.3%	13.2%	10.5%	8.0%	73.9%	+10.4%
Subdivision B	79.0%	10.4%	6.6%	4.0%	77.9%	76.6%	10.6%	7.6%	5.2%	79.8%	+2.4%
Systemwide	79.2%	10.1%	6.7%	4.1%	77.2%	74.4%	11.0%	8.6%	6.1%	78.9%	+4.8%

Weekend Wait Assessment Discussion

- November 2018 weekend Wait Assessment improved 4.8% compared to November 2017.
- The largest changes in wait assessment were due to differences in planned work and their impact on individual lines.

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

Chart 19

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

Subway Weekday Terminal On-Time Performance

Monthly (24 hours)

<u>Line</u>	<u>Nov 18</u>	<u>Nov 17</u>	<u>Difference</u>
1	74.4%	69.6%	+4.8%
2	61.0%	24.9%	+36.1%
3	73.5%	41.3%	+32.2%
4	62.8%	27.0%	+35.8%
5	72.7%	25.2%	+47.5%
6	67.6%	47.6%	+20.0%
7	74.8%	69.2%	+5.6%
S 42nd	99.6%	98.7%	+0.9%
Subdivision A	75.0%	56.7%	+18.3%
A	52.3%	49.7%	+2.6%
B	50.9%	46.5%	+4.4%
C	61.6%	56.3%	+5.3%
D	54.5%	45.4%	+9.1%
E	65.4%	61.5%	+3.9%
F	51.1%	46.4%	+4.7%
S Fkln	99.1%	99.6%	-0.5%
G	69.0%	70.3%	-1.3%
S Rock	96.2%	93.7%	+2.5%
JZ	59.9%	70.9%	-11.0%
L	95.0%	96.6%	-1.6%
M	56.5%	76.0%	-19.5%
NW	60.8%	67.3%	-6.5%
Q	69.8%	64.6%	+5.2%
R	46.8%	63.9%	-17.1%
Subdivision B	65.9%	66.6%	-0.7%
Systemwide	69.9%	62.3%	+7.6%

Weekday Terminal On-Time Performance Discussion

- November 2018 weekday On-Time Performance was 69.9%, an improvement of 7.6% vs. November 2017.
- The largest increases were on the A-Division lines that had improved schedules implemented earlier this year, which have allowed for better dispatching and service management.
- The largest decreases were on the J/Z, M, and R lines due in part to significant and disruptive planned work, as well as major incidents that affected these lines.

Subway Weekend Terminal On-Time Performance

Monthly (24 hours)

<u>Line</u>	<u>Nov 18</u>	<u>Nov 17</u>	<u>Difference</u>
1	86.0%	59.5%	+26.5%
2	41.0%	12.5%	+28.5%
3	49.0%	54.5%	-5.5%
4	56.0%	23.5%	+32.5%
5	77.6%	37.2%	+40.4%
6	69.6%	50.7%	+18.9%
7	90.2%	92.4%	-2.2%
S 42nd	99.8%	99.6%	+0.2%
Subdivision A	73.9%	59.4%	+14.5%
A	58.9%	58.2%	+0.7%
C	65.7%	51.5%	+14.2%
D	68.8%	46.0%	+22.8%
E	78.2%	52.9%	+25.3%
F	58.1%	51.0%	+7.1%
S Fkn	99.6%	99.9%	-0.3%
G	74.4%	76.9%	-2.5%
S Rock	93.8%	95.2%	-1.4%
JZ	85.6%	89.2%	-3.6%
L	91.2%	95.3%	-4.1%
M	86.0%	99.0%	-13.0%
N	61.2%	54.3%	+6.9%
Q	79.7%	81.7%	-2.0%
R	64.2%	49.2%	+15.0%
Subdivision B	76.3%	72.3%	+4.0%
Systemwide	75.3%	67.3%	+8.0%

Weekend Terminal On-Time Performance Discussion

- November 2018 weekend On-Time Performance was 75.3%.
- The largest changes in weekend OTP were due to differences in planned work and their impact on individual lines.

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

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

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (21)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>2,540</u>	<u>121</u>	<u>4.9%</u>
Rail and Roadbed	2,214	105	4.3%
Fire, Smoke, Debris	326	16	0.6%
Signal Failures and Emergency Remediation	5,981	285	11.5%
Subway Car	<u>1,894</u>	<u>90</u>	<u>3.6%</u>
Door-Related	587	28	1.1%
Propulsion	223	11	0.4%
Braking	447	21	0.9%
Other	637	30	1.2%
Other Unplanned Disruptions (e.g. station defect)	425	20	0.8%
Train Brake Activation - cause unknown	281	13	0.5%
Service Delivery (e.g., crew performance)	1,171	56	2.3%
External	<u>10,011</u>	<u>477</u>	<u>19.3%</u>
Public Conduct, Crime, Police Response	2,892	138	5.6%
Sick/Injured Customer	2,075	99	4.0%
Persons on Roadbed (including persons struck by train)	1,856	88	3.6%
External Debris on Roadbed (e.g., trees, shopping cart)	146	7	0.3%
Other Passenger-Related (e.g., retrieval of property from track)	972	46	1.9%
Public Event (e.g., civil demonstration, parade)	298	14	0.6%
Inclement Weather	1,751	83	3.4%
Other External Disruptions	21	1	0.0%
Operating Environment	18,640	888	35.9%
Planned Right-of-Way Work	11,021	525	21.2%
Total Trains Delayed	<u>51,964</u>	<u>2,474</u>	<u>100%</u>

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	126%

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

Chart 22

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

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

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (9)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>568</u>	<u>63</u>	<u>4.8%</u>
Rail and Roadbed	498	55	4.2%
Fire, Smoke, Debris	70	8	0.6%
Signal Failures and Emergency Remediation	853	95	7.2%
Subway Car	<u>244</u>	<u>27</u>	<u>2.0%</u>
Door-Related	75	8	0.6%
Propulsion	20	2	0.2%
Braking	93	10	0.8%
Other	56	6	0.5%
Other Unplanned Disruptions (e.g. station defect)	204	23	1.7%
Train Brake Activation - cause unknown	4	0	0.0%
Service Delivery (e.g., crew performance)	368	41	3.1%
External	<u>1,733</u>	<u>193</u>	<u>14.5%</u>
Public Conduct, Crime, Police Response	732	81	6.1%
Sick/Injured Customer	244	27	2.0%
Persons on Roadbed (including persons struck by train)	114	13	1.0%
External Debris on Roadbed (e.g., trees, shopping cart)	11	1	0.1%
Other Passenger-Related (e.g., retrieval of property from track)	150	17	1.3%
Public Event (e.g., civil demonstration, parade)	168	19	1.4%
Inclement Weather	141	16	1.2%
Other External Disruptions	173	19	1.5%
Operating Environment	2,341	260	19.6%
Planned Right-of-Way Work	5,599	622	47.0%
Total Trains Delayed	11,914	1,324	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	254%

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



Continuing a holiday season tradition, vintage buses are now in service on the M42 bus route along 42nd Street in Manhattan on weekdays from 9 a.m. to 5 p.m., until December 22. These buses, manufactured by General Motors and Mack, operated in passenger service from the late 1940s through the early 1970s.

December 2018 Highlights: Buses

Preliminary metrics in November show a slight decline in bus performance against last year, due in part to severe weather experienced over three specific days during the month.

We continue to focus on bus performance and the basics. As part of our Fast Forward commitment, we have implemented multiple initiatives to improve reliability, including one to reduce the occurrence of bus bunching that resulted in gaps and unpredictable service for customers. This initiative, launched in June, targets bunching on high-priority routes in every borough and focuses on improved route management and dispatching practices. One key to the success of this effort has been the engagement of frontline staff. Managers shared best practices and effective service adjustments with dispatchers. A specific emphasis was placed on active solicitation of feedback throughout the ranks, making this a truly bottom-up initiative. Since June, bunching on weekdays system-wide is down 5% as compared to the same period last year. Of the 18 routes targeted, 13 showed improvement, with an average reduction in bunching of almost 10%. We have incorporated this initiative into our broader priority route initiative and will provide updates on performance in the new year.

We remain deeply committed to the success of our first network redesign in Staten Island. To that end, we have collaborated with all stakeholders toward improving service for our customers, incorporating feedback and implementing changes where needed. I am pleased to report that Staten Island express bus service speeds were up 10% in November against the same period last year. Our customers can expect to see more service improvements in 2019, including two new routes in January, trip additions, and extensions to existing routes. For specifics on these service adjustments, please visit our website at <https://new.mta.info/SIM-Bus-Network-Redesign>.

Other Fast Forward commitments we are implementing include the network redesigns in Staten Island and the Bronx, implementing a new SBS route, increasing the frequency of off-peak service, implementing Transit Signal Priority on additional routes, and installing digital information screens on buses. In addition, we have been collaborating closely with our partners at the New York City Department of Transportation (NYC DOT) and the New York Police Department (NYPD) on many of these and other initiatives to clear the right of way for our buses.

As we end this year, I want to thank my entire team for their hard work and dedication, and for the service they provide for this great City every day. And, from the Buses team we wish to thank the MTA Board, our MTA colleagues, our partners at NYC DOT and NYPD, our customers, and the community, for all the support you provide us throughout the year. We look forward to our continued work together to make bus service the best it can be. Have a happy and very safe holiday.

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: November 2018			12-Month Average			
		This Year	Last Year	% Diff	This Year	Last Year	% Diff	
Customer Focused Metrics	Service Delivered (Chart 1)	96.3%	97.2%	-0.9%	97.1%	97.1%	0.0%	
	Additional Bus Stop Time (h:mm:ss) (Chart 3)	0:01:59	0:01:56	0:00:03	0:01:47	N/A	N/A	
	Additional Travel Time (h:mm:ss) (Chart 5)	0:01:19	0:01:19	0:00:00	0:00:54	N/A	N/A	
	Customer Journey Time Performance (Chart 7)	68.2%	68.5%	-0.3%	71.7%	N/A	N/A	
Inputs To Operations	Mean Distance Between Failures (Chart 9)	7,192	7,164	+0.4%	6,428	6,471	-0.7%	
	Speed (MPH) (Chart 11)	8.0	7.8	+2.6%	8.0	8.0	0.0%	
Passenger Environment	Passenger Environment Survey (Chart 13)							
Legacy Indicators	Wait Assessment (Chart 14)	75.0%	76.5%	-1.5%	77.5%	77.7%	-0.2%	
	System MDBSI (Chart 16)	2,794	2,895	-3.5%	2,783	2,838	-1.9%	
	NYCT Bus	2,596	2,686	-3.4%	2,598	2,676	-2.9%	
	MTA Bus	3,720	3,868	-3.8%	3,599	3,520	+2.2%	
	System Trips Completed (Chart 17)	98.9%	99.4%	-0.5%	99.1%	99.2%	-0.1%	
	NYCT Bus	99.0%	99.3%	-0.3%	99.1%	99.2%	-0.1%	
	MTA Bus	98.8%	99.5%	-0.7%	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	99.9%	99.9%	0.0%	99.8%	99.8%	0.0%	
	MTA Bus	99.4%	99.9%	-0.5%	99.7%	99.6%	+0.1%	
	System PM Pull Out (Chart 19)	99.7%	99.9%	-0.2%	99.8%	99.9%	-0.1%	
	NYCT Bus	99.8%	99.9%	-0.1%	99.9%	99.9%	0.0%	
	MTA Bus	99.5%	100.0%	-0.5%	99.8%	99.8%	0.0%	
	System Buses >=12 years	22.0%	22.5%					
	NYCT Bus	17.7%	22.7%					
	MTA Bus	39.0%	21.8%					
	System Fleet Age	8.1	8.0					
	NYCT Bus	7.6	7.5					
MTA Bus	10.0	9.6						

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

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

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)

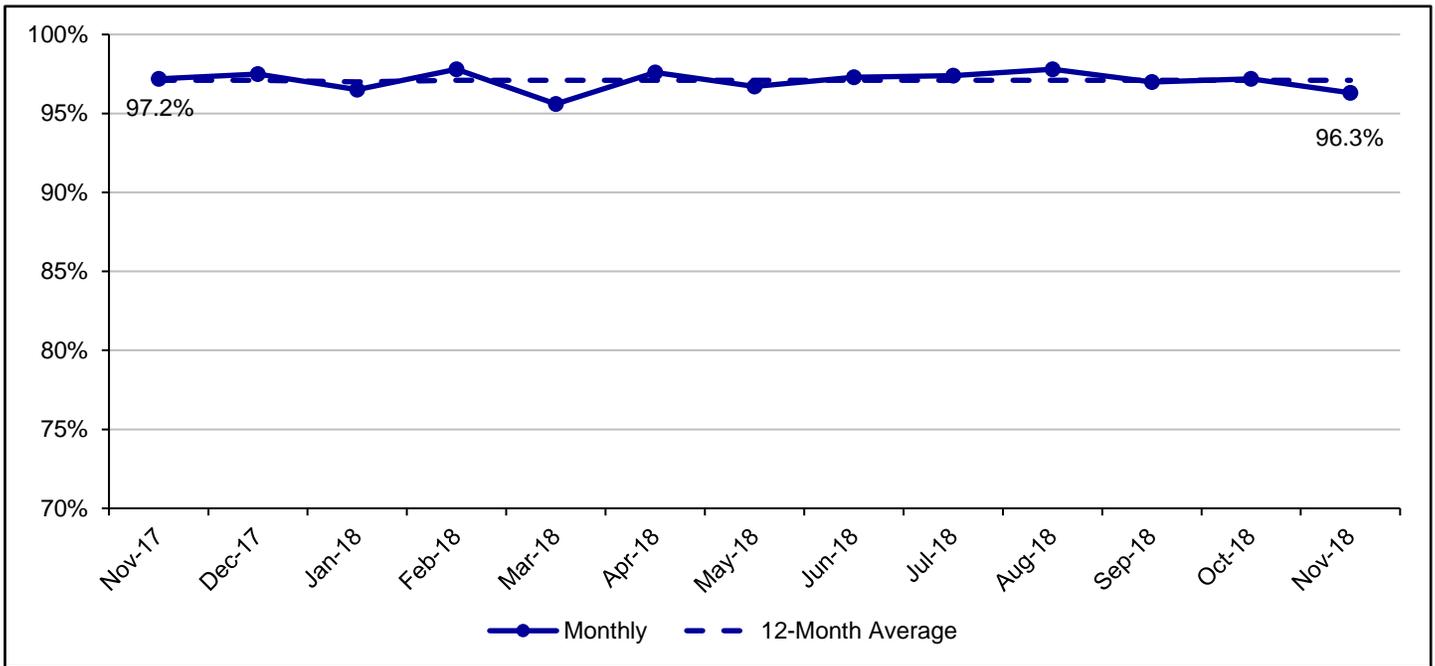
Additional Travel Time (ATT) is the average additional time customers are onboard the bus compared to the scheduled time. ATT (sometimes referred to as Excess In-Vehicle Travel Time) is a new indicator for the MTA, but is considered an industry best practice worldwide. ATT is measured using customers' 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)

Desired trend



	Monthly			12-Month Average		
	Nov 18	Nov 17	Difference	Nov 18	Nov 17	Difference
Bronx	95.7%	97.9%	-2.2%	97.3%	97.8%	-0.5%
Brooklyn	96.9%	96.8%	+0.1%	97.3%	97.1%	+0.2%
Manhattan	96.8%	97.8%	-1.0%	97.2%	97.0%	+0.2%
Queens	96.1%	96.9%	-0.8%	96.8%	96.8%	0.0%
Staten Island	95.9%	96.7%	-0.8%	96.8%	96.7%	+0.1%
Systemwide	96.3%	97.2%	-0.9%	97.1%	97.1%	0.0%

Service Delivered Discussion

- Preliminary metrics on Service Delivered in November 2018 decreased by 0.9% as compared to November 2017 and remained the same on a 12-month average as compared to last year.
- This slight decline was due in part to severe weather experienced over three specific days during the month. Buses continues to focus on performance improvement, identifying root causes and implementing corrective actions where necessary.

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

Chart 1

Service Delivered
Monthly
(Peak Hours)

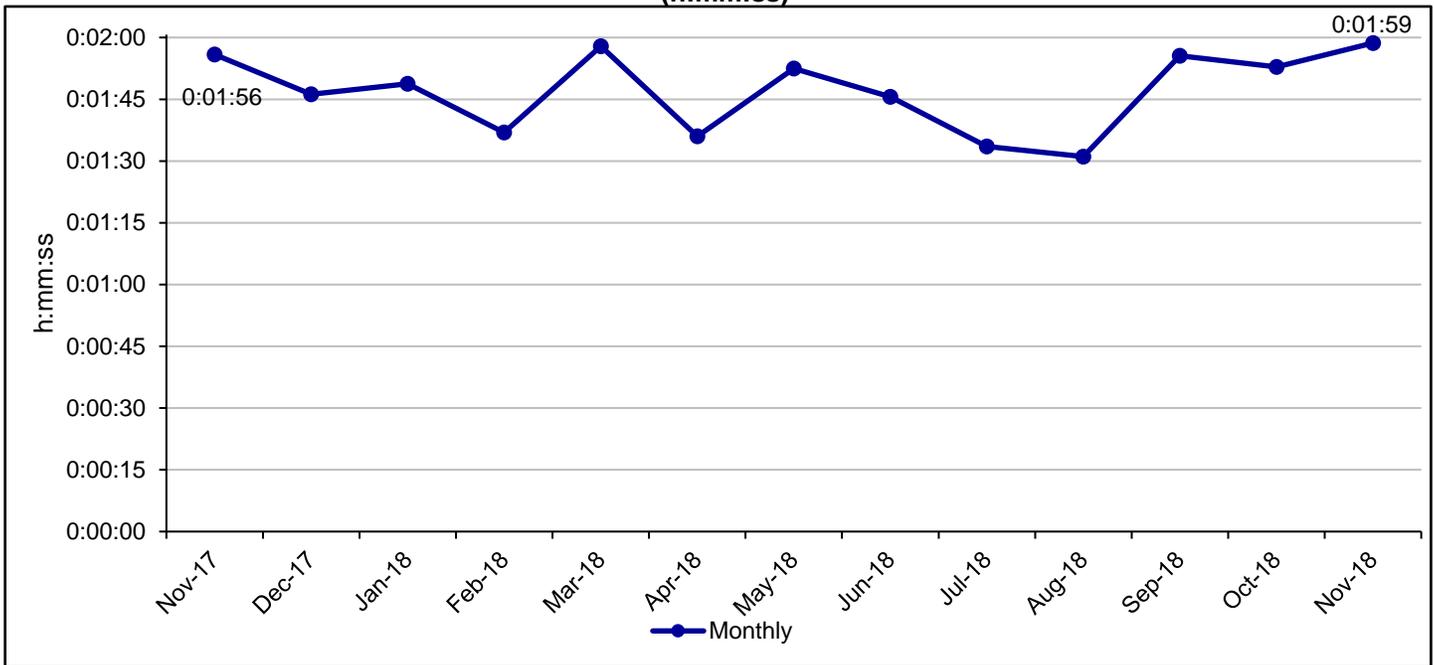
<u>Borough</u>	<u>Nov 18</u>	<u>Nov 17</u>	<u>Difference</u>
Bronx	95.7%	97.9%	-2.2%
Local/Limited	95.6%	97.9%	-2.3%
Select Bus Service	96.1%	97.5%	-1.4%
Express	95.8%	97.8%	-2.0%
Brooklyn	96.9%	96.8%	+0.1%
Local/Limited	96.8%	96.9%	-0.1%
Select Bus Service	95.9%	95.1%	+0.8%
Express	98.1%	97.2%	+0.9%
Manhattan	96.8%	97.8%	-1.0%
Local/Limited	96.4%	97.5%	-1.1%
Select Bus Service	98.2%	98.8%	-0.6%
Express	N/A	N/A	N/A
Queens	96.1%	96.9%	-0.8%
Local/Limited	95.8%	96.9%	-1.1%
Select Bus Service	100.1%	98.8%	+1.3%
Express	96.4%	96.7%	-0.3%
Staten Island	95.9%	96.7%	-0.8%
Local/Limited	96.0%	97.1%	-1.1%
Select Bus Service	97.2%	99.1%	-1.9%
Express	95.8%	96.1%	-0.3%
Systemwide	96.3%	97.2%	-0.9%
Local/Limited	96.1%	97.2%	-1.1%
Select Bus Service	97.7%	97.9%	-0.2%
Express	96.3%	96.7%	-0.4%

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

Chart 2

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

Desired trend ↓



	Monthly			12-Month Average		
	Nov 18	Nov 17	Difference	Nov 18	Nov 17	Difference
Bronx	0:01:58	0:01:49	+0:00:09	0:01:42	N/A	N/A
Brooklyn	0:02:07	0:02:07	0:00:00	0:01:56	N/A	N/A
Manhattan	0:01:46	0:01:42	+0:00:04	0:01:32	N/A	N/A
Queens	0:01:57	0:01:56	+0:00:01	0:01:46	N/A	N/A
Staten Island	0:02:13	0:02:13	0:00:00	0:02:07	N/A	N/A
Systemwide	0:01:59	0:01:56	0:00:03	0:01:47	N/A	N/A

Additional Bus Stop Time Discussion

- Preliminary metrics on Additional Bus Stop Time showed a performance decline from 0:01:56 in November 2017 to 0:01:59 in November 2018.
- The decline was due in part to severe weather experienced over three specific days during the month. Buses continues to focus on performance improvement by identifying root cause and implementing corrective actions where necessary.

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

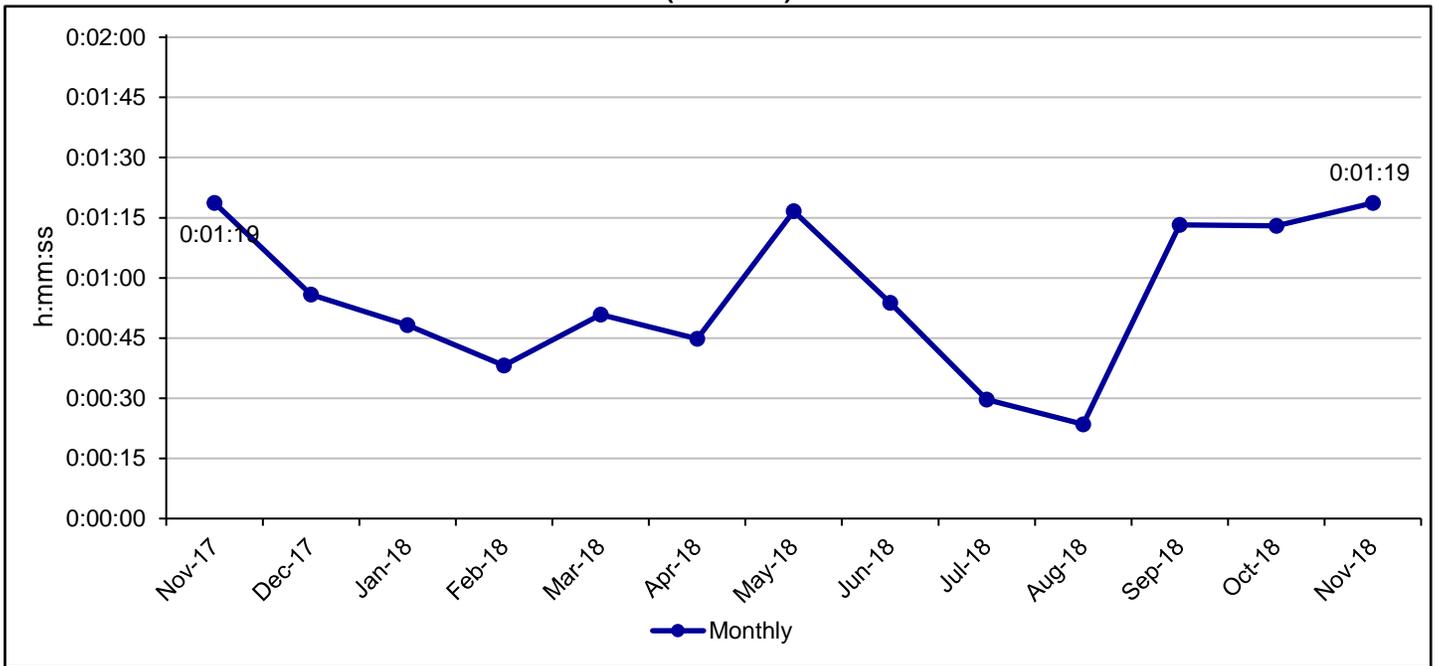
<u>Borough</u>	<u>Nov 18</u>	<u>Nov 17</u>	<u>Difference</u>
Bronx	0:01:58	0:01:49	+0:00:09
Local/Limited	0:01:59	0:01:50	+0:00:09
Select Bus Service	0:01:36	0:01:26	+0:00:10
Express	0:02:55	0:02:45	+0:00:10
Brooklyn	0:02:07	0:02:07	0:00:00
Local/Limited	0:02:09	0:02:10	-0:00:01
Select Bus Service	0:01:35	0:01:20	+0:00:15
Express	0:02:17	0:02:09	+0:00:08
Manhattan	0:01:46	0:01:42	+0:00:04
Local/Limited	0:01:56	0:01:49	+0:00:07
Select Bus Service	0:01:18	0:01:23	-0:00:05
Express	N/A	N/A	N/A
Queens	0:01:57	0:01:56	+0:00:01
Local/Limited	0:01:59	0:01:58	+0:00:01
Select Bus Service	0:01:30	0:01:17	+0:00:13
Express	0:02:36	0:02:32	+0:00:04
Staten Island	0:02:13	0:02:13	0:00:00
Local/Limited	0:02:29	0:02:26	+0:00:03
Select Bus Service	0:01:31	0:01:32	-0:00:01
Express	0:01:45	0:01:50	-0:00:05
Systemwide	0:01:59	0:01:56	+0:00:03
Local/Limited	0:02:03	0:02:00	+0:00:03
Select Bus Service	0:01:27	0:01:23	+0:00:04
Express	0:02:12	0:02:11	+0:00:01

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

Chart 4

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

Desired trend



	Monthly			12-Month Average		
	Nov 18	Nov 17	Difference	Nov 18	Nov 17	Difference
Bronx	0:01:24	0:01:17	+0:00:07	0:01:02	N/A	N/A
Brooklyn	0:01:14	0:01:18	-0:00:04	0:00:53	N/A	N/A
Manhattan	0:00:55	0:00:53	+0:00:02	0:00:30	N/A	N/A
Queens	0:01:28	0:01:29	-0:00:01	0:01:01	N/A	N/A
Staten Island	0:01:41	0:01:48	-0:00:07	0:00:53	N/A	N/A
Systemwide	0:01:19	0:01:19	0:00:00	0:00:54	N/A	N/A

Additional Travel Time Discussion

- Preliminary metrics on Additional Travel Time for November 2018 remained the same as November 2017 at 0:01:19.
- Performance in November 2018 was impacted in part due to severe weather experienced over three specific days during the month. Buses continues to focus on performance improvement by identifying root cause and implementing corrective actions where necessary.

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

Chart 5

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

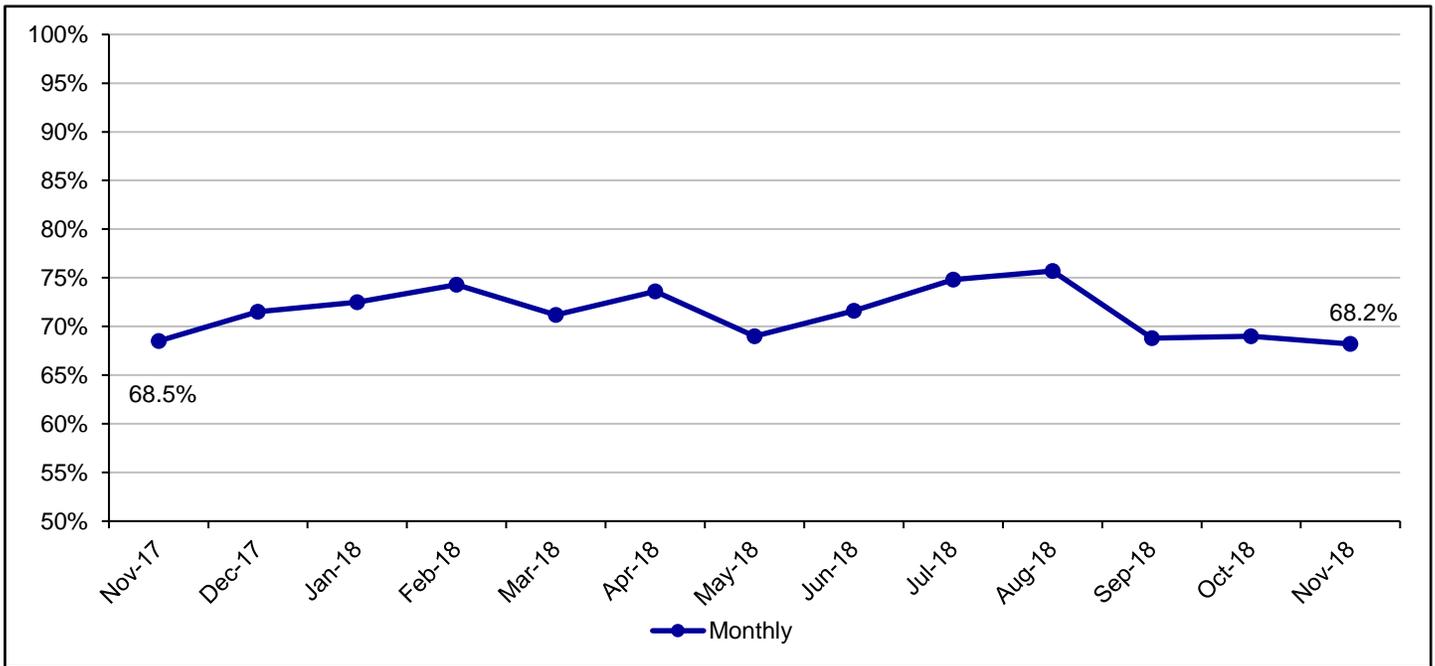
<u>Borough</u>	<u>Nov 18</u>	<u>Nov 17</u>	<u>Difference</u>
Bronx	0:01:24	0:01:17	+0:00:07
Local/Limited	0:01:10	0:01:07	+0:00:03
Select Bus Service	0:01:52	0:01:33	+0:00:19
Express	0:08:18	0:08:19	-0:00:01
Brooklyn	0:01:14	0:01:18	-0:00:04
Local/Limited	0:01:10	0:01:18	-0:00:08
Select Bus Service	0:01:35	0:00:54	+0:00:41
Express	0:03:09	0:03:53	-0:00:44
Manhattan	0:00:55	0:00:53	+0:00:02
Local/Limited	0:01:06	0:00:59	+0:00:07
Select Bus Service	0:00:29	0:00:37	-0:00:08
Express	N/A	N/A	N/A
Queens	0:01:28	0:01:29	-0:00:01
Local/Limited	0:01:20	0:01:20	0:00:00
Select Bus Service	0:01:06	0:01:19	-0:00:13
Express	0:09:29	0:08:37	+0:00:52
Staten Island	0:01:41	0:01:48	-0:00:07
Local/Limited	0:01:00	0:00:57	+0:00:03
Select Bus Service	0:01:32	0:01:34	-0:00:02
Express	0:03:25	0:04:26	-0:01:01
Systemwide	0:01:19	0:01:19	0:00:00
Local/Limited	0:01:12	0:01:13	-0:00:01
Select Bus Service	0:01:06	0:01:02	+0:00:04
Express	0:05:30	0:05:53	-0:00:23

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

Chart 6

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

Desired trend



	Monthly			12-Month Average		
	Nov 18	Nov 17	Difference	Nov 18	Nov 17	Difference
Bronx	68.4%	69.6%	-1.2%	71.6%	N/A	N/A
Brooklyn	67.3%	67.4%	-0.1%	70.6%	N/A	N/A
Manhattan	71.6%	72.5%	-0.9%	75.5%	N/A	N/A
Queens	67.8%	67.6%	+0.2%	71.4%	N/A	N/A
Staten Island	63.6%	63.5%	+0.1%	68.1%	N/A	N/A
Systemwide	68.2%	68.5%	-0.3%	71.7%	N/A	N/A

Customer Journey Time Performance Discussion

- Preliminary metrics on Customer Journey Time Performance in November 2018 decreased by 0.3% as compared to November 2017.
- The decline was due in part to severe weather experienced over three specific days during the month. Buses continues to focus on performance improvement by identifying root cause and implementing corrective actions where necessary.

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

Customer Journey Time Performance Monthly

<u>Borough</u>	<u>Nov 18</u>	<u>Nov 17</u>	<u>Difference</u>
Bronx	68.4%	69.6%	-1.2%
Local/Limited	69.5%	70.5%	-1.0%
Select Bus Service	65.2%	68.3%	-3.1%
Express	35.2%	33.9%	+1.3%
Brooklyn	67.3%	67.4%	-0.1%
Local/Limited	67.4%	67.1%	+0.3%
Select Bus Service	68.4%	75.8%	-7.4%
Express	54.2%	52.1%	+2.1%
Manhattan	71.6%	72.5%	-0.9%
Local/Limited	69.4%	71.0%	-1.6%
Select Bus Service	77.5%	76.5%	+1.0%
Express	N/A	N/A	N/A
Queens	67.8%	67.6%	+0.2%
Local/Limited	68.3%	68.2%	+0.1%
Select Bus Service	70.4%	70.0%	+0.4%
Express	30.6%	32.5%	-1.9%
Staten Island	63.6%	63.5%	+0.1%
Local/Limited	66.8%	67.2%	-0.4%
Select Bus Service	69.7%	69.5%	+0.2%
Express	53.7%	50.3%	+3.4%
Systemwide	68.2%	68.5%	-0.3%
Local/Limited	68.4%	68.8%	-0.4%
Select Bus Service	71.8%	73.2%	-1.4%
Express	45.7%	44.0%	+1.7%

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

Chart 8

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.

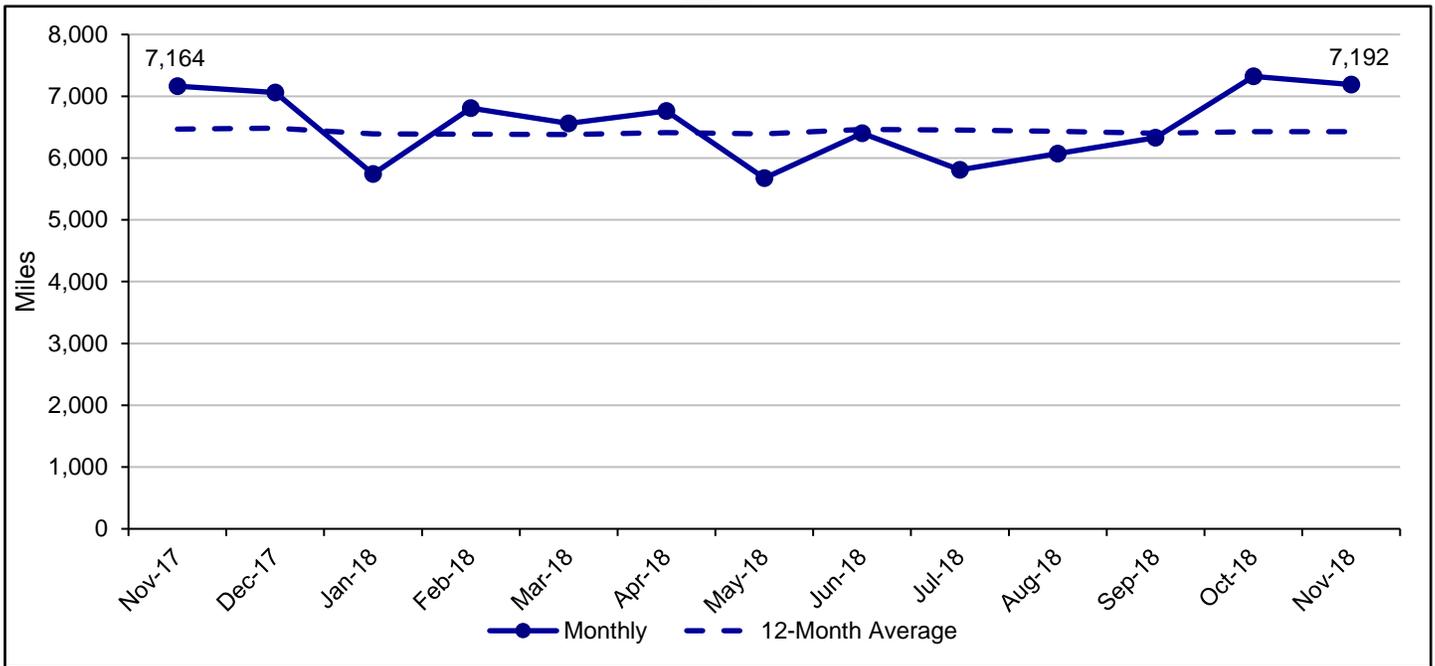
MDBF numbers include weekdays and weekends. This borough and trip-type combinations (Chart 10) are reported as a 12-month average.

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

Desired trend



	Monthly			12-Month Average		
	Nov 18	Nov 17	Difference	Nov 18	Nov 17	Difference
Bronx	5,732	4,899	+17.0%	4,514	4,434	+1.8%
Brooklyn	6,648	6,664	-0.2%	6,259	6,796	-7.9%
Manhattan	4,443	4,216	+5.4%	3,803	3,565	+6.7%
Queens	7,405	8,538	-13.3%	7,216	7,150	+0.9%
Staten Island	20,265	23,225	-12.7%	19,287	21,992	-12.3%
Systemwide	7,192	7,164	+0.4%	6,428	6,471	-0.7%

Mean Distance Between Failures Discussion

- Preliminary metric on Means Distance Between Failures improved by 0.4% from 7,164 in November 2017 to 7,192 in November 2018.
- The 12-month rolling average through November 2018 slightly decreased by 0.7%.
- Performance in November was impacted by severe weather experienced over three specific days during the month. Buses continues to focus on performance improvement by identifying root cause and implementing corrective actions where necessary.

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

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

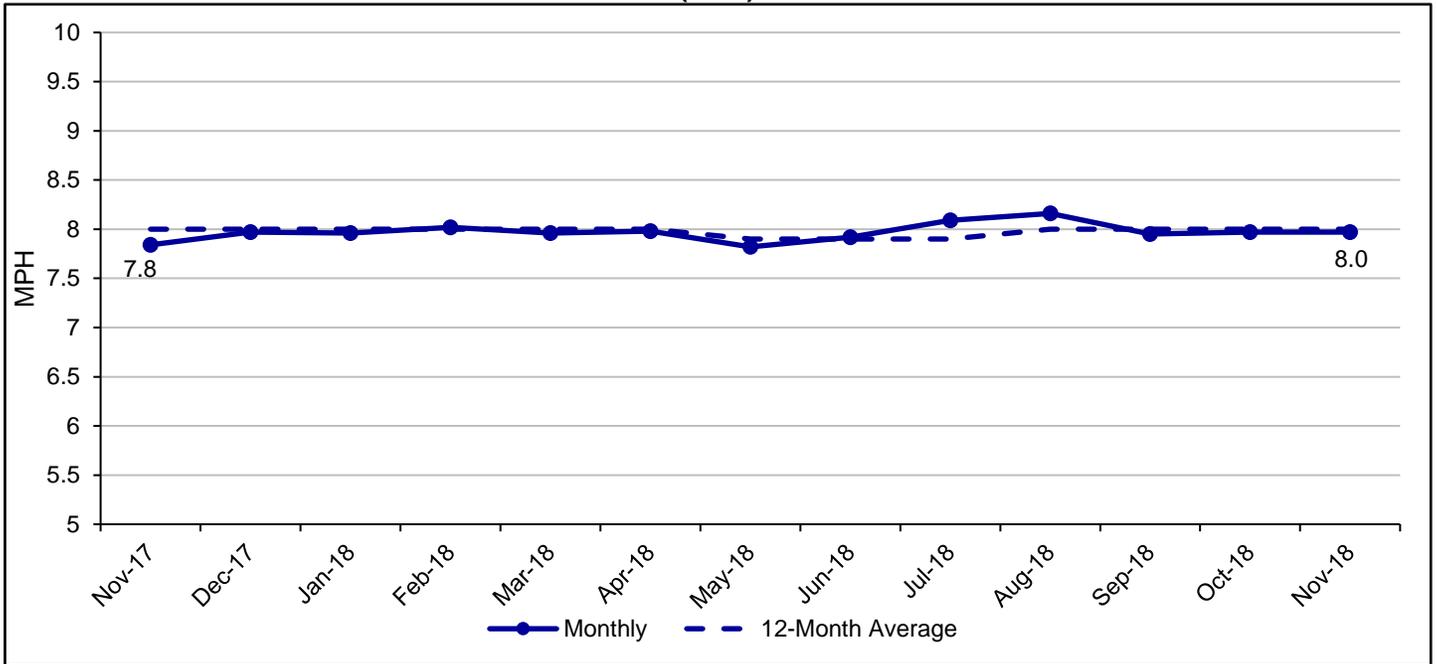
<u>Borough</u>	<u>Nov 18</u>	<u>Nov 17</u>	<u>Difference</u>
Bronx	4,514	4,434	+1.8%
Local/Limited	3,803	3,720	+2.2%
Select Bus Service	5,891	5,172	+13.9%
Express	10,646	11,915	-10.7%
Brooklyn	6,259	6,796	-7.9%
Local/Limited	6,083	6,582	-7.6%
Select Bus Service	8,227	8,519	-3.4%
Express	8,660	11,721	-26.1%
Manhattan	3,803	3,565	+6.7%
Local/Limited	3,411	3,246	+5.1%
Select Bus Service	7,107	6,076	+17.0%
Express	N/A	N/A	N/A
Queens	7,216	7,150	+0.9%
Local/Limited	6,820	6,676	+2.2%
Select Bus Service	12,026	12,618	-4.7%
Express	7,913	9,346	-15.3%
Staten Island	19,287	21,992	-12.3%
Local/Limited	17,282	20,112	-14.1%
Select Bus Service	10,422	10,809	-3.6%
Express	23,305	26,682	-12.7%
Systemwide	6,428	6,471	-0.7%
Local/Limited	5,603	5,633	-0.5%
Select Bus Service	8,385	7,527	+11.4%
Express	12,373	14,389	-14.0%

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

Chart 10

Bus Speeds (24 Hours) (MPH)

Desired trend



	Monthly			12-Month Average		
	Nov 18	Nov 17	Difference	Nov 18	Nov 17	Difference
Bronx	7.3	7.4	-1.4%	7.4	7.5	-1.3%
Brooklyn	7.0	7.0	0.0%	7.1	7.1	0.0%
Manhattan	5.9	5.8	+1.7%	6.0	5.9	+1.7%
Queens	8.7	8.8	-1.1%	8.9	9.0	-1.1%
Staten Island	13.7	12.9	+6.2%	13.4	13.2	+1.5%
Systemwide	8.0	7.8	+2.6%	8.0	8.0	0.0%

Speed Discussion

- Preliminary metric on Bus Speeds improved by 2.6% from 7.8 mph in November 2017 to 8.0 mph in November 2018.
- Speeds on Staten Island express buses improved by 9.9% from 15.1mph in November 2017 to 16.6mph in November 2018.

Bus Speeds
Monthly (24 Hours)
MPH

<u>Borough</u>	<u>Nov 18</u>	<u>Nov 17</u>	<u>Difference</u>
Bronx	7.3	7.4	-1.4%
Local/Limited	6.7	6.8	-1.5%
Select Bus Service	8.5	8.5	0.0%
Express	10.8	10.8	0.0%
Brooklyn	7.0	7.0	0.0%
Local/Limited	6.8	6.8	0.0%
Select Bus Service	8.3	8.5	-2.4%
Express	11.8	11.6	+1.7%
Manhattan	5.9	5.8	+1.7%
Local/Limited	5.5	5.5	0.0%
Select Bus Service	7.5	7.2	+4.2%
Express	N/A	N/A	N/A
Queens	8.7	8.8	-1.1%
Local/Limited	8.4	8.5	-1.2%
Select Bus Service	11.2	10.7	+4.7%
Express	11.9	12.0	-0.8%
Staten Island	13.7	12.9	+6.2%
Local/Limited	11.5	11.3	+1.8%
Select Bus Service	14.2	14.3	-0.7%
Express	16.6	15.1	+9.9%
Systemwide	8.0	7.8	+2.6%
Local/Limited	7.4	7.3	+1.4%
Select Bus Service	9.2	9.1	+1.1%
Express	13.5	12.7	+6.3%

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

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?

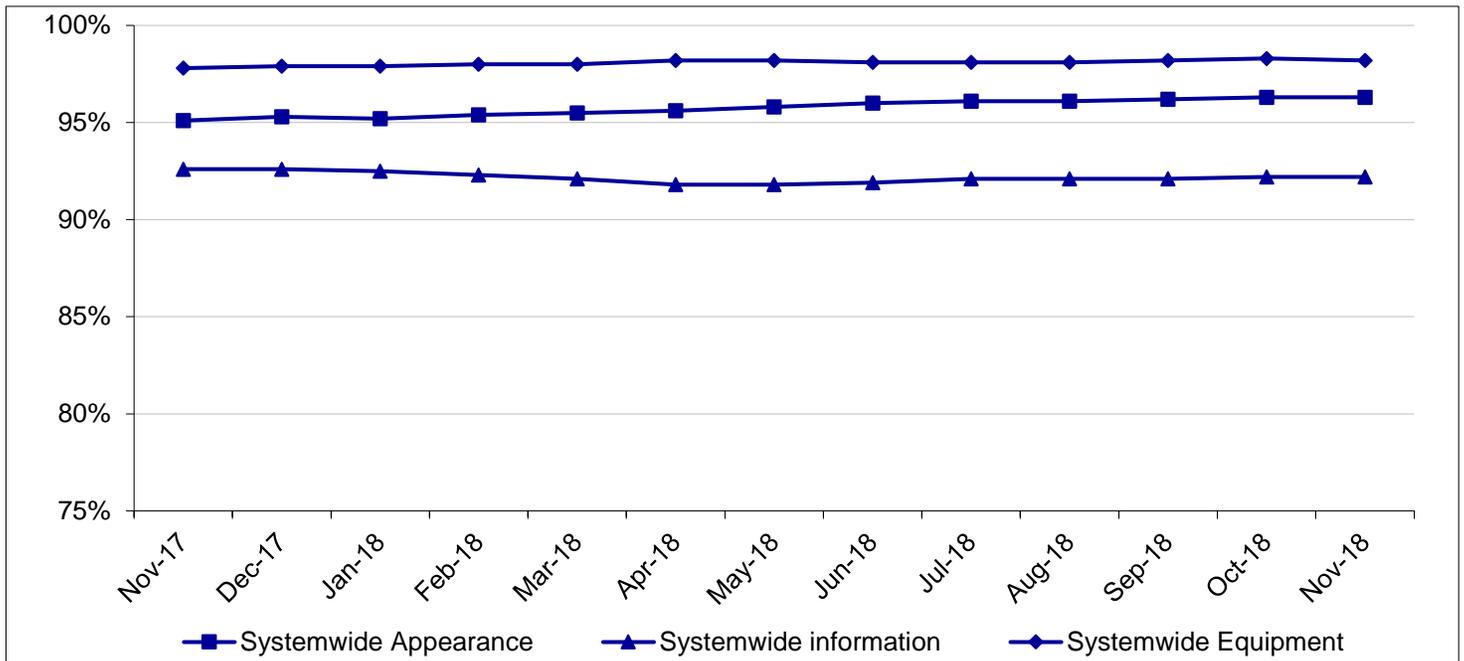
Information: For example, is the information helpful and appropriate? Are the electronic signs correct? Are the announcements clear?

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

Desired trend



	Dec 17 - Nov 18			Dec 16 - Nov 17		
	Appearance	Equipment	Information	Appearance	Equipment	Information
Bronx	95.9%	98.4%	91.8%	94.6%	98.3%	92.8%
Brooklyn	96.9%	98.2%	91.5%	95.3%	97.9%	92.1%
Manhattan	94.9%	97.9%	94.3%	91.2%	98.1%	94.4%
Queens	97.6%	97.7%	91.5%	97.5%	97.4%	92.9%
Staten Island	95.6%	98.8%	91.9%	95.0%	97.7%	91.0%
Systemwide	96.3%	98.2%	92.2%	95.1%	97.8%	92.6%

Passenger Environment Survey Discussion

- The information quality score decreased by 0.4% 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 by the end of 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 1.2%, due to better litter and cleanliness scores.
- Equipment performance improved by 0.4% on a 12-month average.

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

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

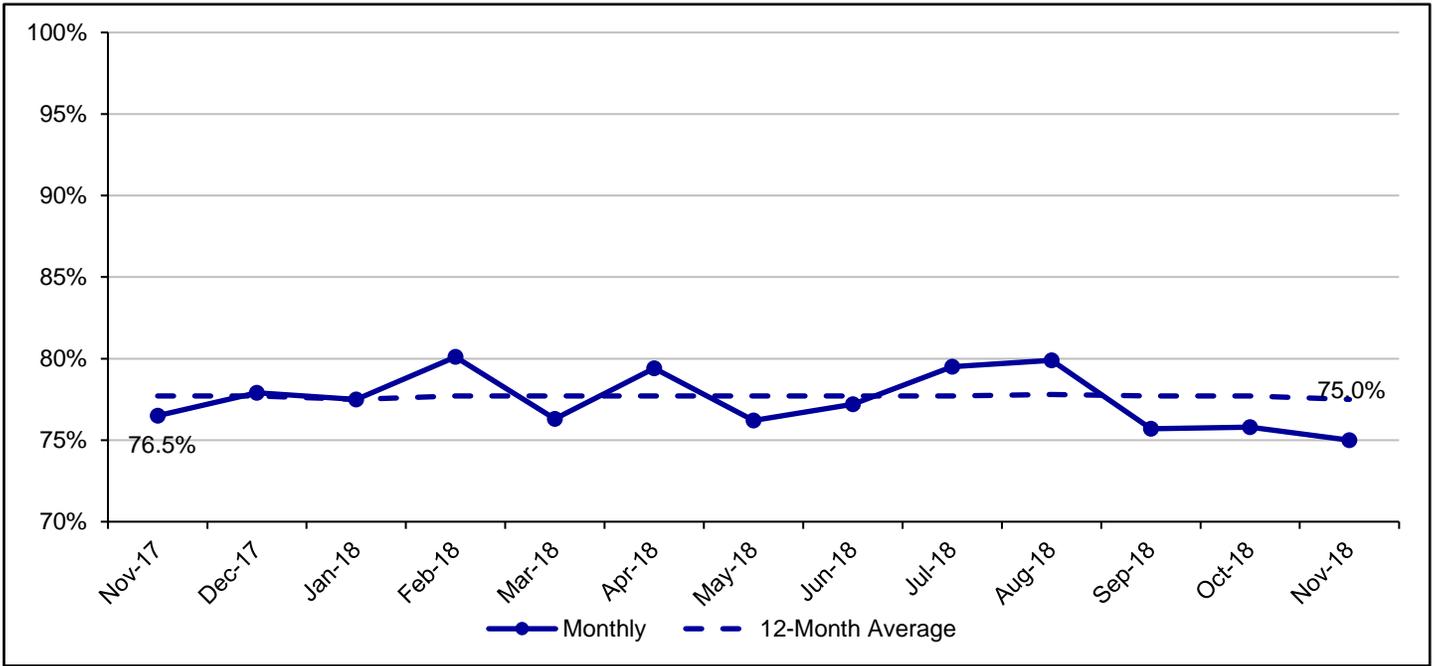
Bus AM Weekday Pull Out Performance is the percent of required buses and operators available in the AM peak period. The sytemwide metric is the combined results of NYCT Bus and MTA Bus.

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

Desired trend



	Monthly			12-Month Average		
	Nov 18	Nov 17	Difference	Nov 18	Nov 17	Difference
Bronx	74.2%	76.7%	-2.5%	76.9%	77.5%	-0.6%
Brooklyn	73.8%	74.8%	-1.0%	76.1%	76.3%	-0.2%
Manhattan	73.3%	74.8%	-1.5%	76.2%	76.2%	0.0%
Queens	76.5%	77.5%	-1.0%	79.0%	78.6%	+0.4%
Staten Island	77.9%	79.9%	-2.0%	80.2%	81.5%	-1.3%
Systemwide	75.0%	76.5%	-1.5%	77.5%	77.7%	-0.2%

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

Wait Assessment Monthly

<u>Borough</u>	<u>Nov 18</u>	<u>Nov 17</u>	<u>Difference</u>
Bronx	74.2%	76.7%	-2.5%
Local/Limited	74.0%	76.5%	-2.5%
Select Bus Service	73.7%	79.1%	-5.4%
Express	78.2%	79.9%	-1.7%
Brooklyn	73.8%	74.8%	-1.0%
Local/Limited	73.7%	74.6%	-0.9%
Select Bus Service	77.9%	80.4%	-2.5%
Express	75.0%	78.4%	-3.4%
Manhattan	73.3%	74.8%	-1.5%
Local/Limited	72.8%	74.5%	-1.7%
Select Bus Service	78.8%	78.8%	+0.0%
Express	N/A	N/A	N/A
Queens	76.5%	77.5%	-1.0%
Local/Limited	76.4%	77.4%	-1.0%
Select Bus Service	79.4%	81.4%	-2.0%
Express	77.3%	78.9%	-1.6%
Staten Island	77.9%	79.9%	-2.0%
Local/Limited	77.0%	79.8%	-2.8%
Select Bus Service	78.8%	80.5%	-1.7%
Express	81.0%	80.0%	+1.0%
Systemwide	75.0%	76.5%	-1.5%
Local/Limited	74.7%	76.2%	-1.5%
Select Bus Service	78.4%	80.0%	-1.6%
Express	78.7%	79.5%	-0.8%

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

Chart 15

Bus Mean Distance Between Service Interruptions

Desired trend

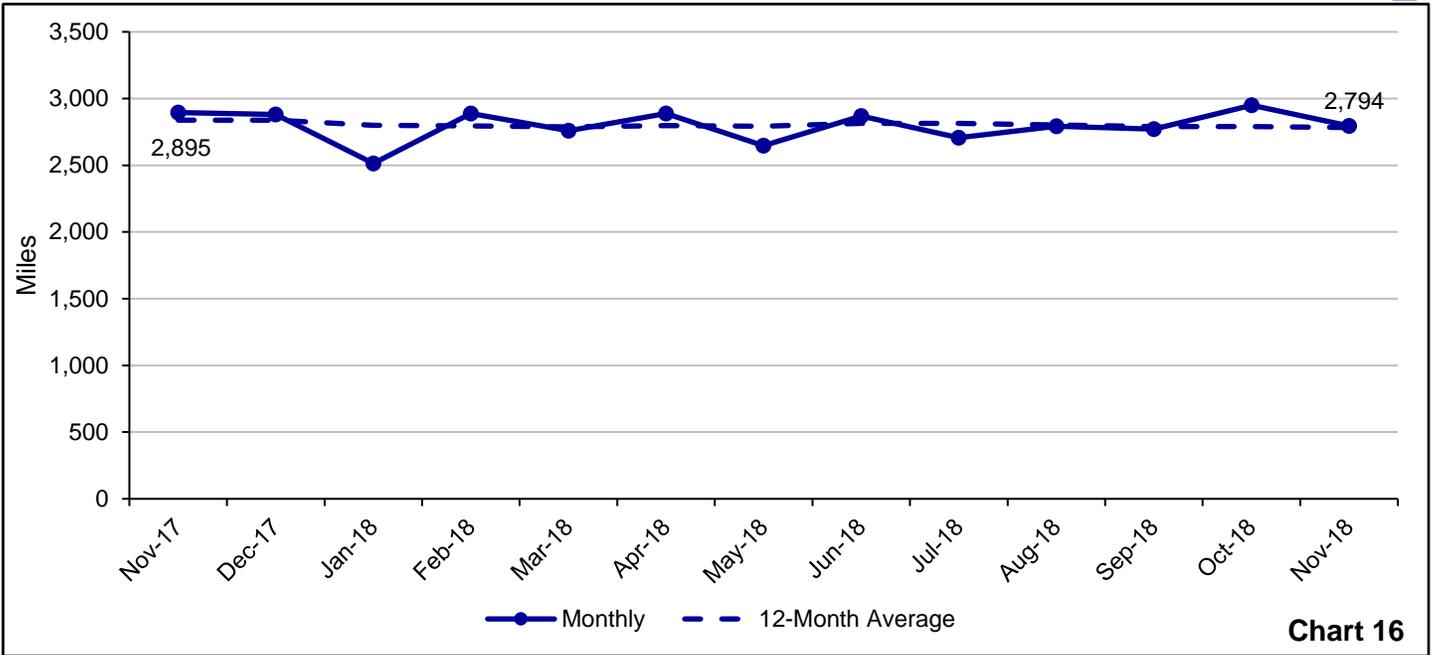


Chart 16

Systemwide	Monthly			12-Month Average		
	Nov 18	Nov 17	Difference	Nov 18	Nov 17	Difference
	2,794	2,895	-3.5%	2,783	2,838	-1.9%

Bus Percentage of Completed Trips

Desired trend

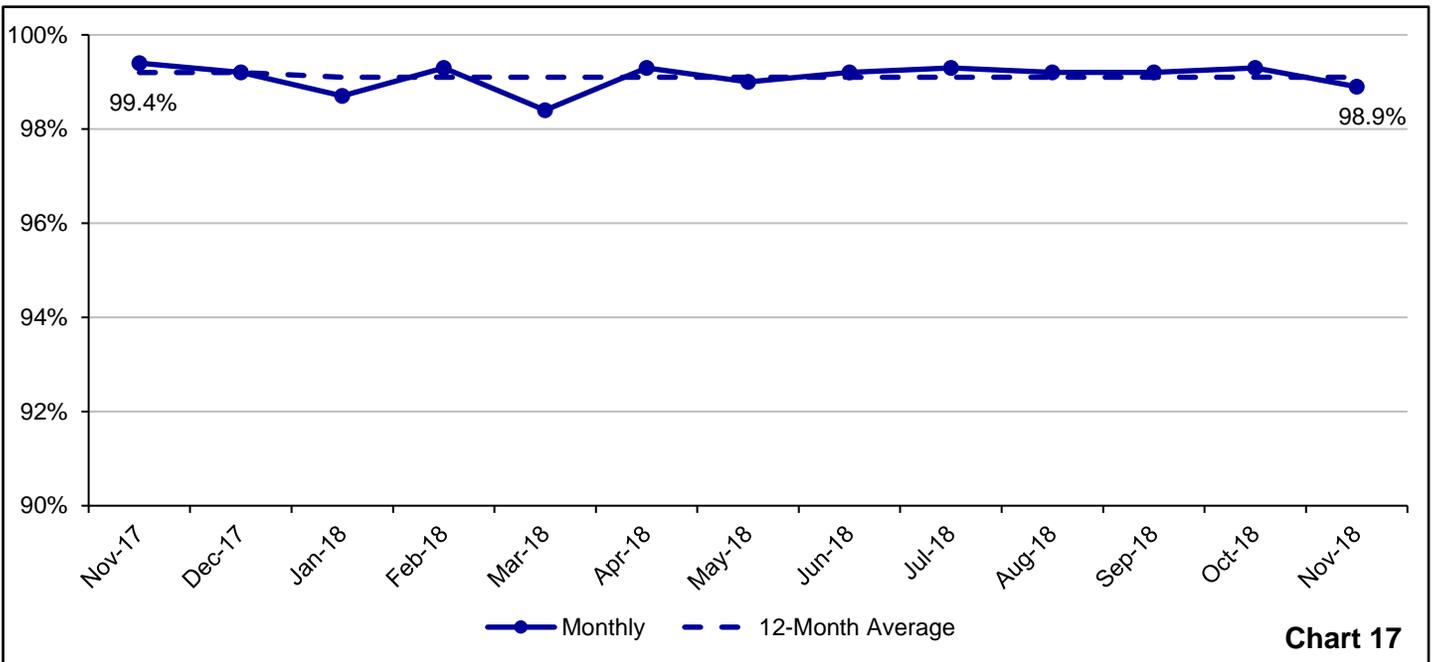


Chart 17

Systemwide	Monthly			12-Month Average		
	Nov 18	Nov 17	Difference	Nov 18	Nov 17	Difference
	98.9%	99.4%	-0.5%	99.1%	99.2%	-0.1%

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

Bus AM Weekday Pull Out Performance

Desired trend 

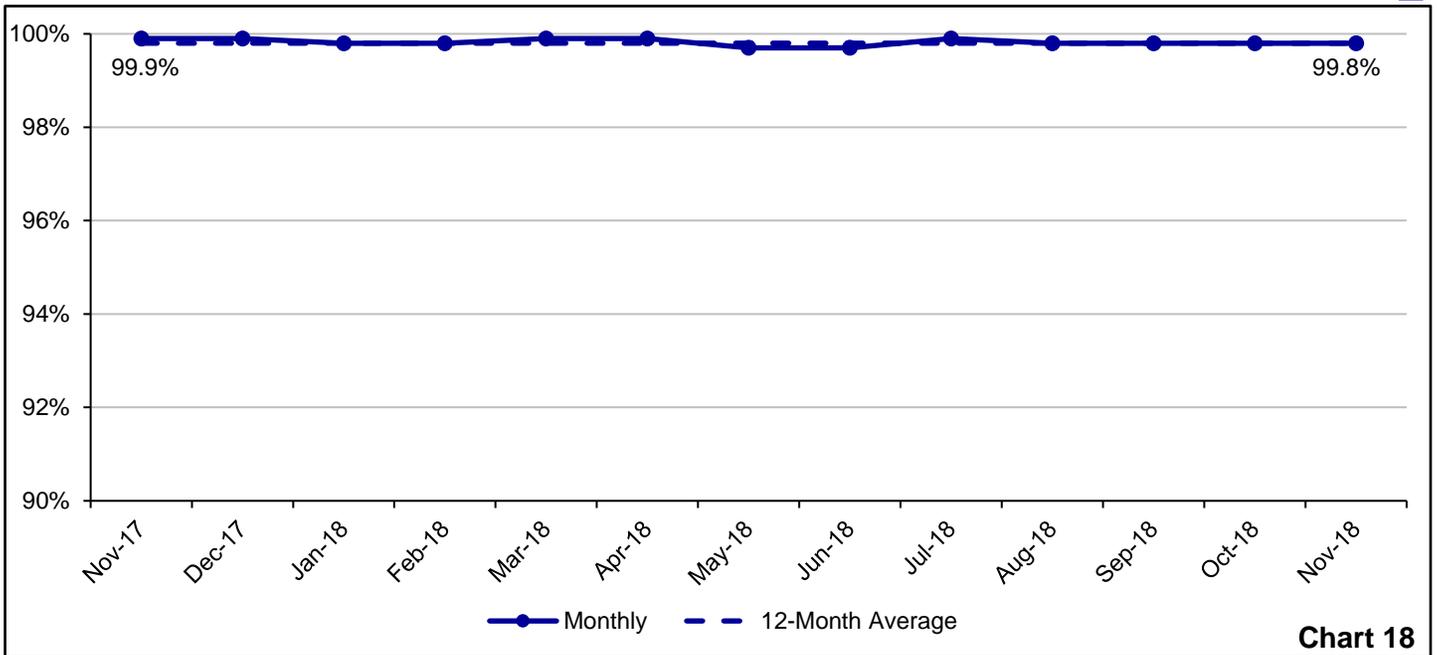


Chart 18

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

Bus PM Weekday Pull Out Performance

Desired trend 

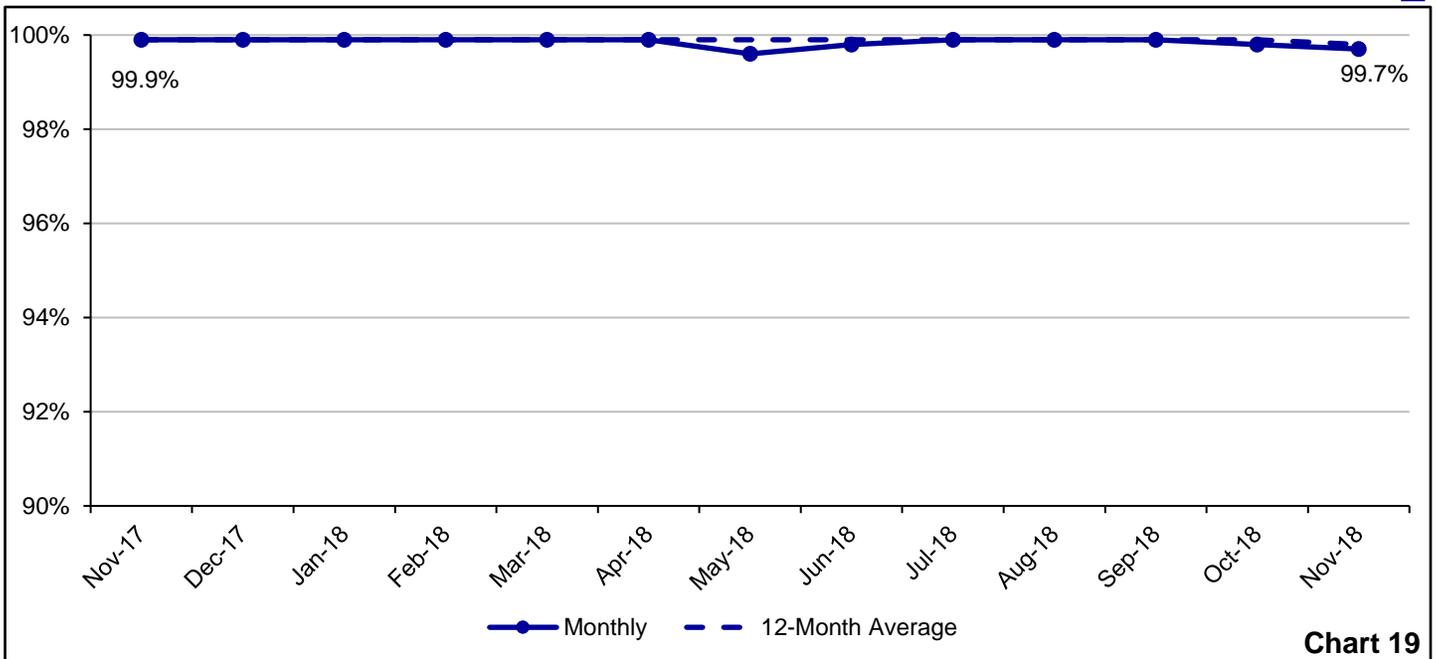


Chart 19

	Monthly			12-Month Average		
	Nov 18	Nov 17	Difference	Nov 18	Nov 17	Difference
Systemwide	99.7%	99.9%	-0.2%	99.8%	99.9%	-0.1%

Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

Customer Service Report: Paratransit

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



The bi-monthly Paratransit Advisory Committee (PAC) meeting was held at Paratransit's Headquarters on November 13. These meetings provide a forum for valuable customer and community feedback and an open exchange of ideas and opinions. The Committee reviewed and discussed paratransit issues affecting individuals with disabilities including service policies, service availability, safety, and training.

December 2018 Highlights: Paratransit

Performance in October remained stable despite a 24% growth in ridership as compared to last year.

This month we are happy to report that we have rolled out the test version of MY AAR, a new feature in the MYmta app. MY AAR gives our Access-A-Ride customers more control, and more options than ever before, including the ability to:

- Schedule an AAR trip that will be serviced by a dedicated carrier or broker
- Track the carrier or broker vehicle's progress on a scheduled ride
- See the dedicated and broker trip's progress on a map while their ride is underway, and
- Rate their trip and driver – a first for Access-A-Ride

In building this part of the MYmta app, we worked closely with the Access-A-Ride community, holding workshops, sharing rides and more.

The test version of this new feature reflects feedback from the community, including their request that this feature be part of the central experience.

As a direct result, MY AAR is fully integrated into both the MYmta app and the new website, which means that Paratransit customers can also use the app or the website to see all accessible options for any trip – from subways and buses to the Long Island Rail Road and Metro-North. Going forward, we plan to continue the dialogue with all our customers and refine the MYmta experience in direct response to their needs.

Making Paratransit service responsive to our customers' needs is a key tenet of Fast Forward. We have worked closely with the Paratransit Task Force, led by Commissioner Vanterpool, with a view to proactively improving the customer experience, communication, and transparency. Commissioner Vanterpool will be presenting 2018 Task Force highlights at the MTA Board meeting this month.

I would like to thank my Paratransit team for their hard work and dedication in implementing our Fast Forward initiatives in 2018. And, on behalf of the Paratransit team, I wish to thank Commissioner Vanterpool and the entire MTA Board, our MTA colleagues, our customers, and the AAR community, for all the support you provide us throughout the year. We look forward to our continued work together to make Paratransit more flexible, reliable and transparent.

Darryl C. Irick

President, MTA Bus Company

Senior Vice President, NYCT Department of Buses

Paratransit Report

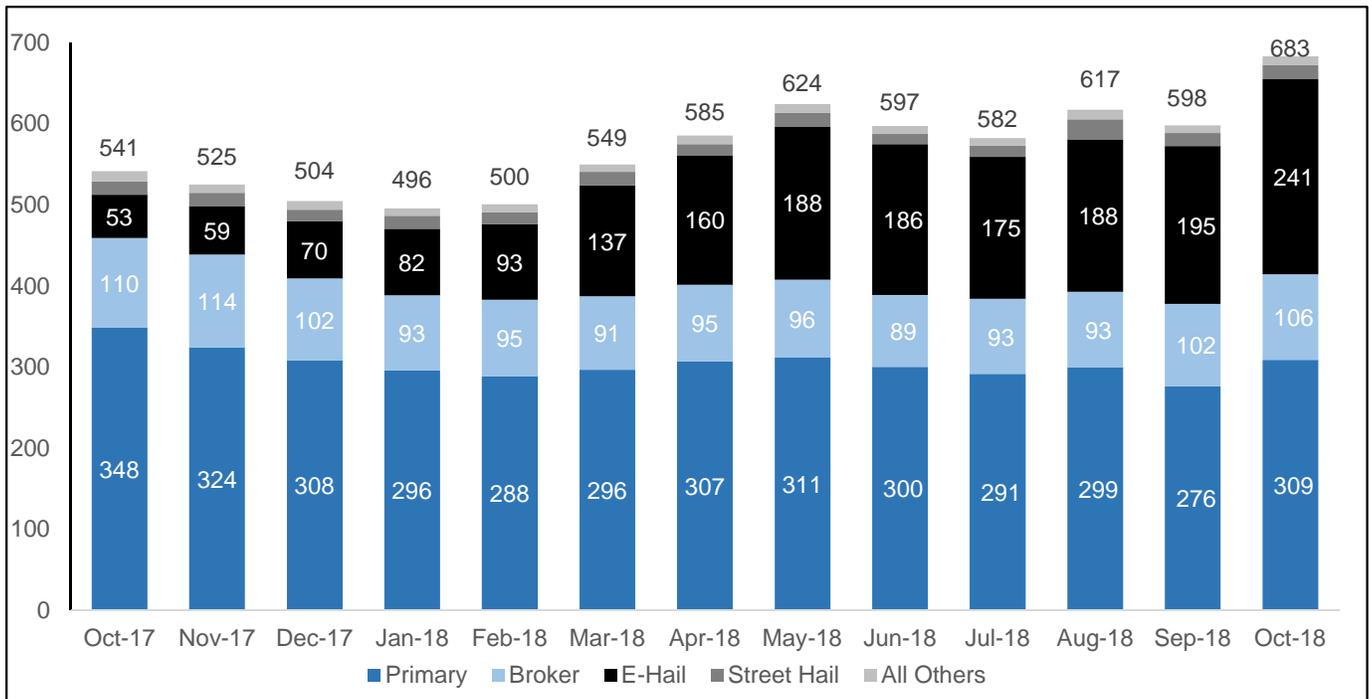
Statistical results for the month of October 2018 are shown below.

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: October 2018			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Legacy Indicators	% of Trips Completed	94.5%	90.4%	+4.1%	92.3%	90.8%	+1.5%
	Trips Requested	820,349	688,897	+19.1%	713,135	649,802	+9.7%
	Trips Scheduled	722,523	598,602	+20.7%	619,443	558,101	+11.0%
	Trips Completed*	683,002	541,350	+26.2%	571,792	506,964	+12.8%
	Early Cancellations (Passenger) as a Percentage of Trips Requested	11.2%	12.4%	-1.2%	12.5%	13.3%	-0.8%
	Late Cancellations (Passenger) as a Percentage of Trips Scheduled	3.9%	3.3%	+0.6%	3.7%	3.4%	+0.3%
	No-Shows (Passenger) as a Percentage of Trips Scheduled	2.1%	2.4%	-0.3%	2.0%	2.0%	0.0%
	No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.5%	0.7%	-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	0.7%	0.7%	0.0%	0.6%	0.8%	-0.2%
	New Applications Received	3,779	2,935	+28.8%	3,061	2,747	+11.4%

*October 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.

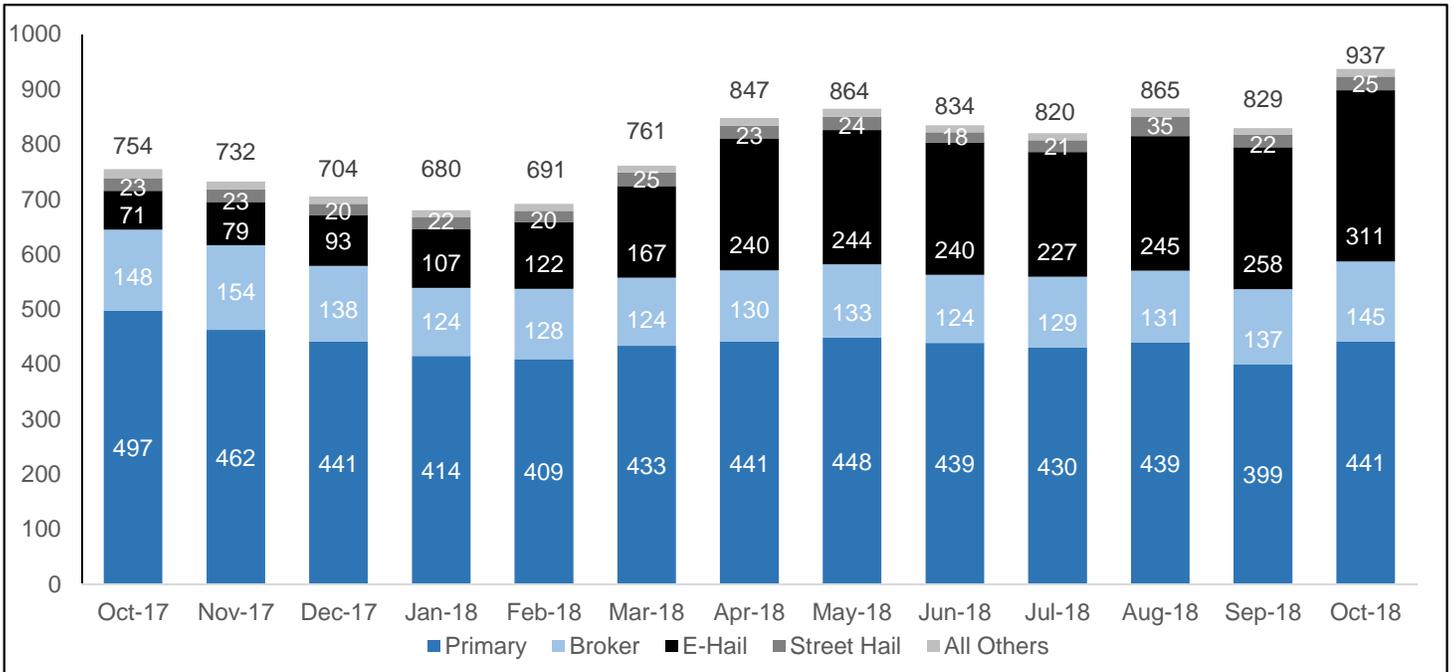
Total Trips



Total Trips Discussion

- Total Trips increased by 142K (or 26%) in October 2018 when compared to October 2017, and increased by 85K (or 14%) when compared to September 2018.
- The increase in overall trips is mainly attributed to the popularity of E-Hail. E-Hail usage increased by 188K in October 2018 when compared to October 2017 and increased by 46K when compared to September 2018. Primary trips decreased by 39K in October 2018 when compared to same month last year and increased 33K to the previous month.

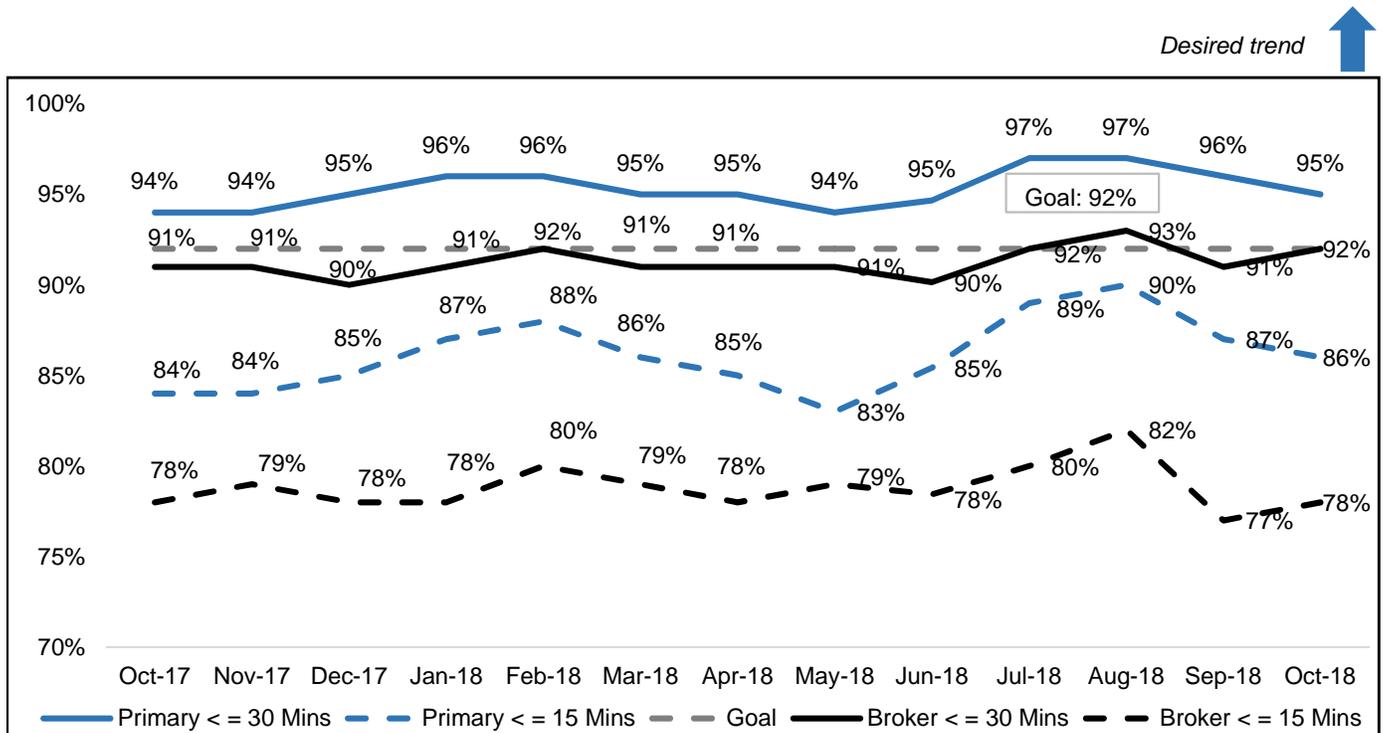
Total Ridership



Total Ridership Discussion

- Total Ridership increased by 183K (or 24%) in October 2018 when compared to October 2017, and increased by 108K (or 13%) when compared to September 2018.
- The increase in overall ridership is mainly attributed to the popularity of E-Hail. E-Hail ridership increased by 240K in October 2018 when compared to October 2017, and increased by 53K when compared to September 2018. Primary ridership decreased by 56K in October 2018 when compared to same month last year, and increased by 42K when compared to previous month.

Pick Up On-Time Performance



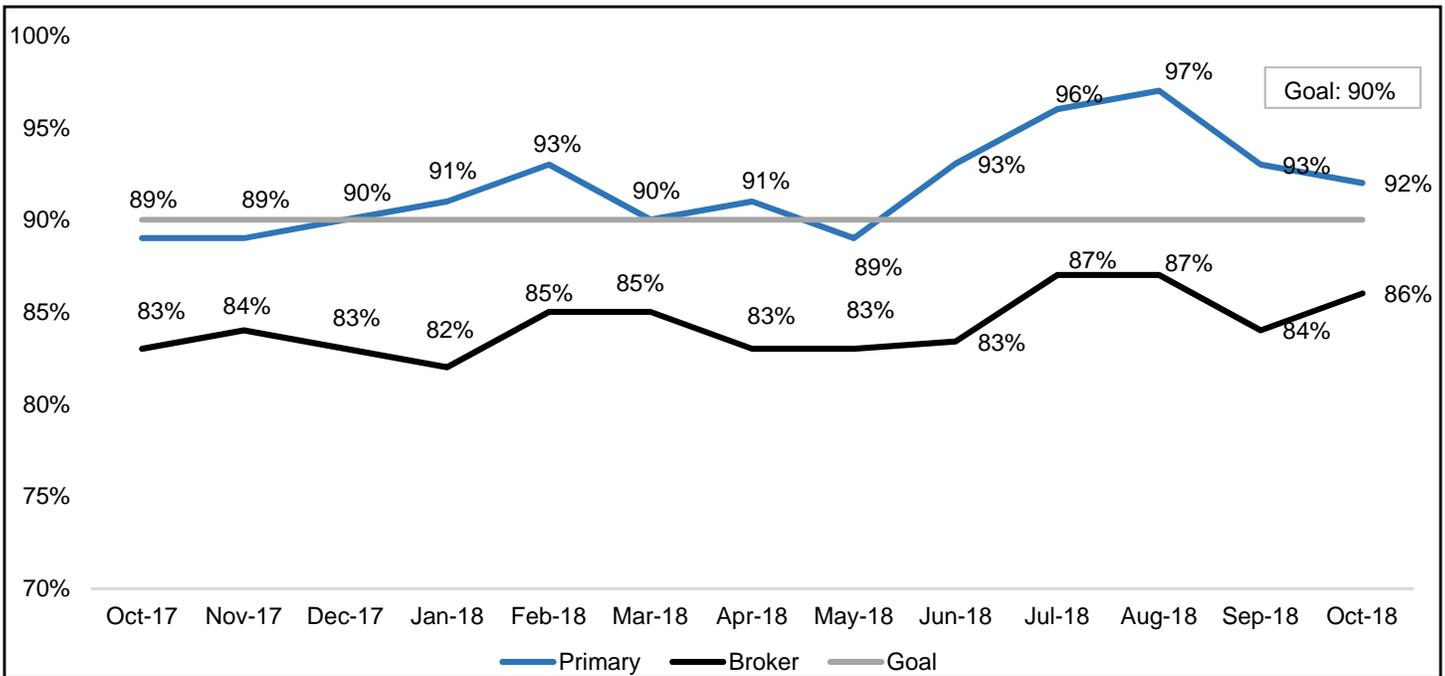
Pick Up On-Time Performance Discussion

- Primary Carrier 30 minute P/U OTP was 95% in October 2018, an improvement of 1% when compared to October 2017, and a decline of 1% when compared to September 2018.
- Primary Carrier 15 minute P/U OTP was 86% in October 2018, an improvement of 2% when compared to October 2017, and a decline of 1% when compared to September 2018.
- Broker 30 minute P/U OTP was 92% in October 2018, an improvement of 1% when compared to October 2017, and also improved by 1% when compared to September 2018.
- Broker 15 minute P/U OTP was 78% in October 2018, remained the same when compared to October 2017, and improved by 1% when compared to September 2018.
- The decrease in Primary Carrier P/U OTP in October 2018 when compared to September 2018 is mainly attributed to seasonal fluctuations related to street conditions.

Chart 3

Drop Off On-Time Performance On Appointment Trips

Desired trend 



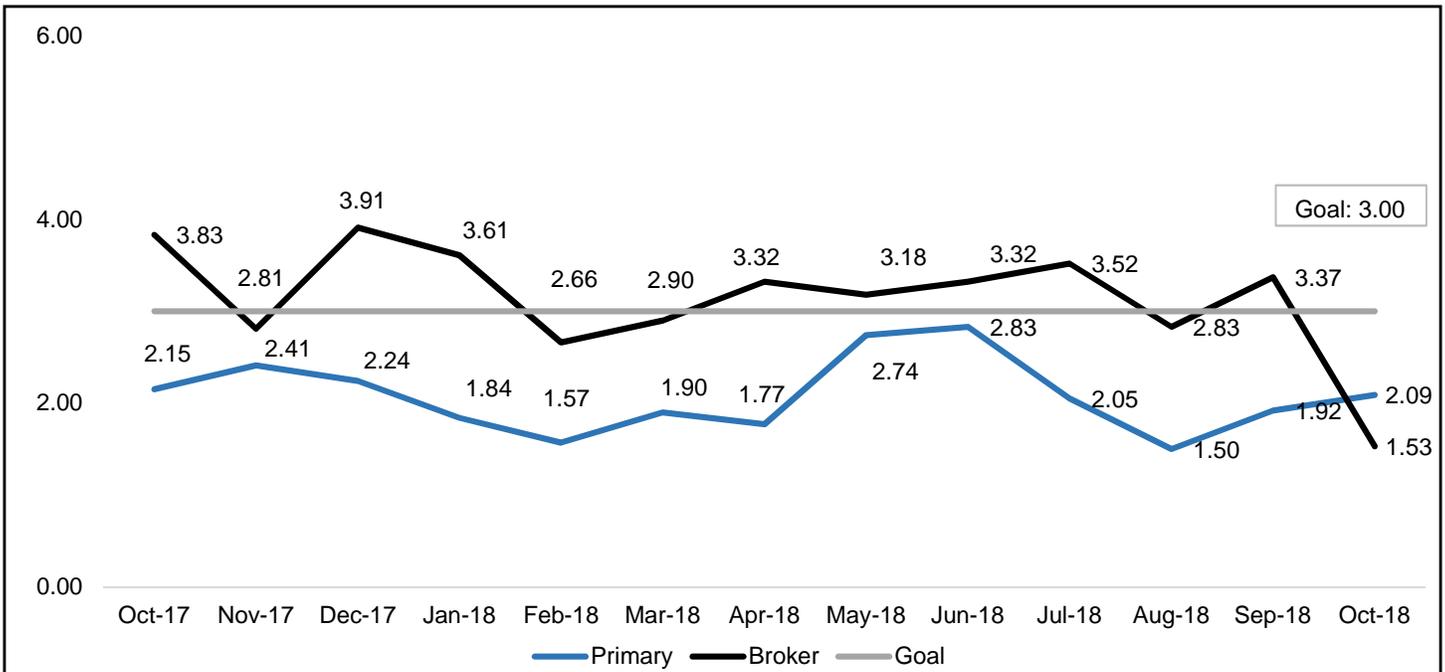
Drop Off On-Time Performance On Appointment Trips Discussion

- Primary Carrier D/O OTP improved by 3% in October 2018 as compared to October 2017, and declined slightly by 1% when compared to the previous month.
- Broker D/O OTP improved by 3% in October 2018 as compared to October 2017, and also improved by 2% when compared to the previous month.
- The decrease in Primary Carrier D/O OTP in October 2018 when compared to September 2018 is mainly attributed to seasonal fluctuations related to street conditions.

Chart 4

Provider No Shows Per 1,000 Scheduled Trips

Desired trend

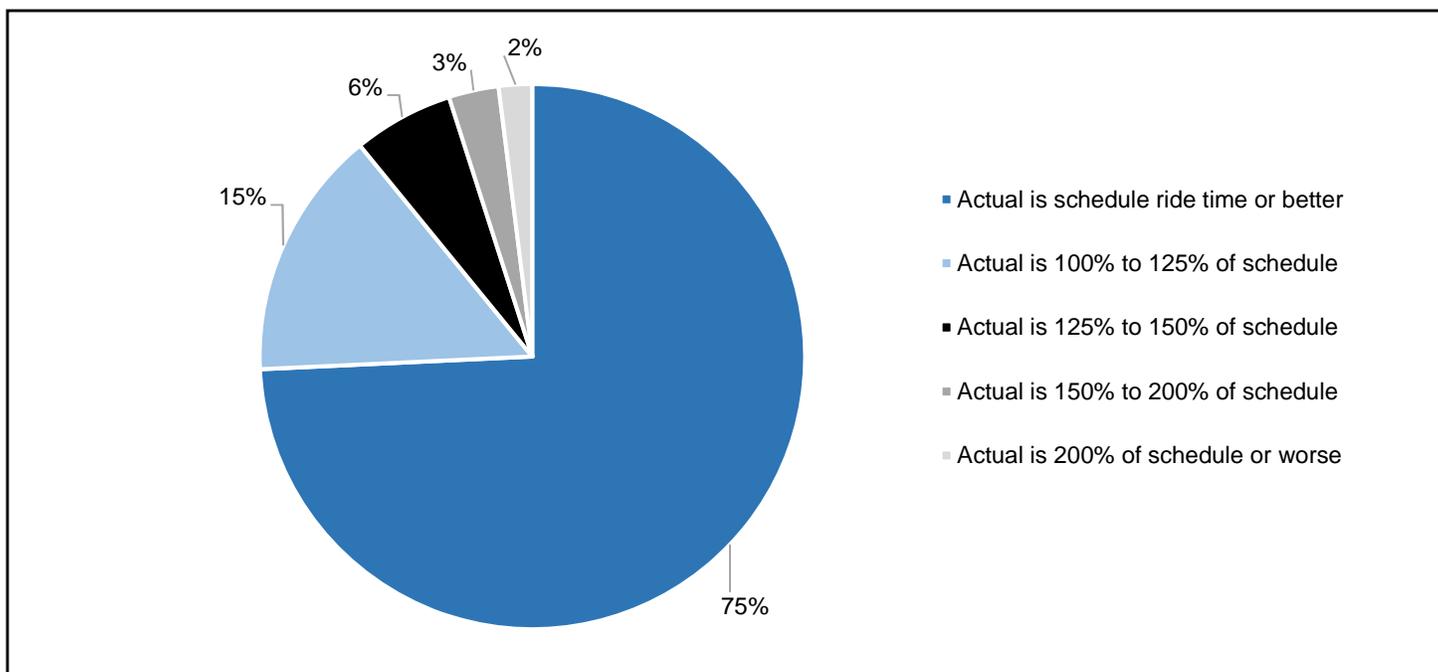


Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary Carrier No-Shows improved by 0.06 per 1,000 trips in October 2018 when compared to October 2017, and showed a decline by 0.17 per 1,000 trips when compared to the previous month.
- Broker No-Shows improved by 2.30 per 1,000 trips in October 2018 when compared to October 2017, and also improved by 1.84 per 1,000 trips when compared to the previous month.

Chart 5

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

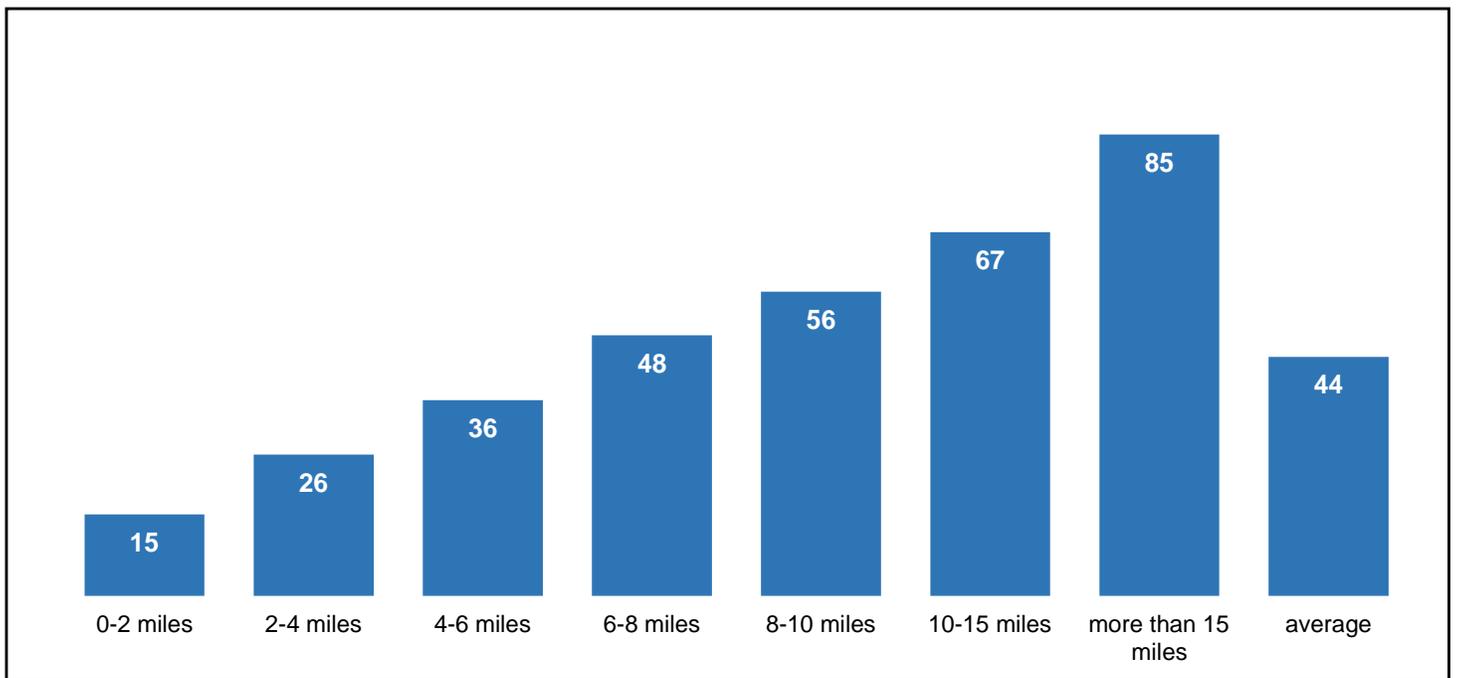


Access-A-Ride Carrier Ride Time Performance - Actual vs. Scheduled Discussion

- 75% of trips in October 2018 were performed within the scheduled time or better, decreased by 4% when compared to September 2018 mainly attributed to seasonal fluctuations related to street conditions.

Note: Percentages may not be exact due to rounding.

Average Travel Time in Minutes by Trip Distance Category

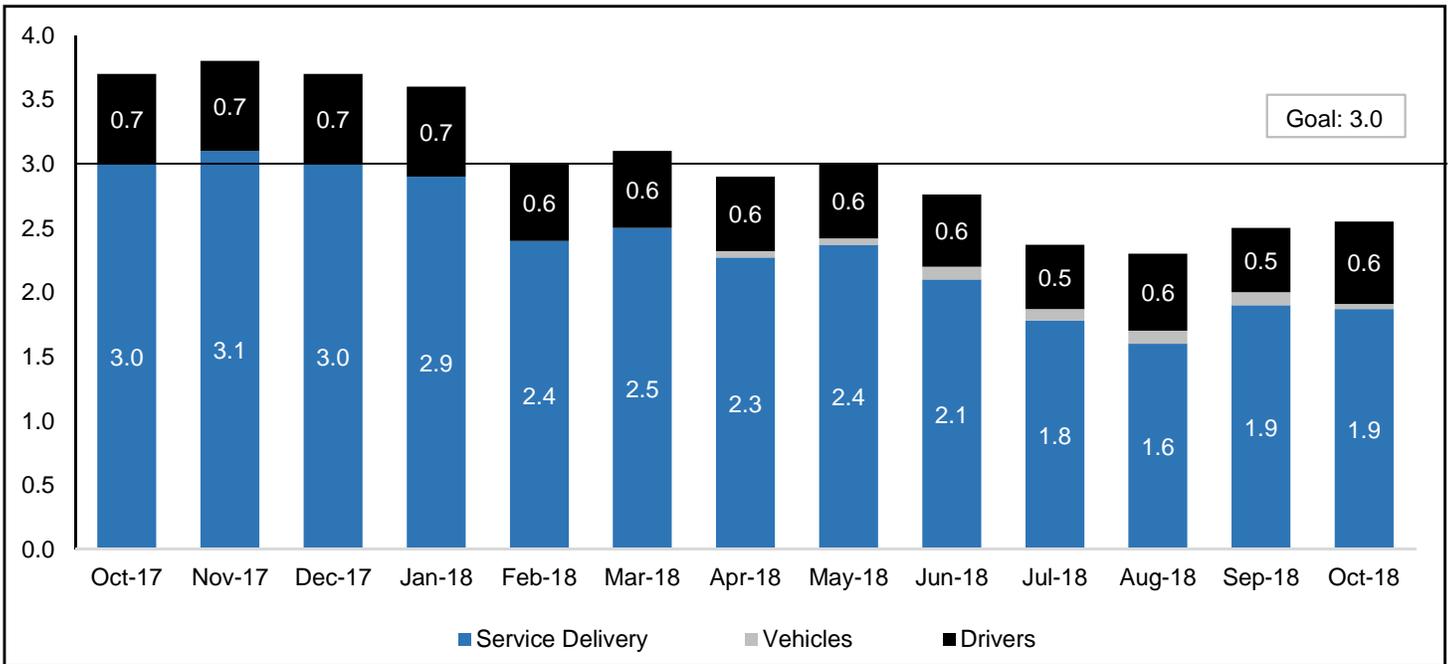


Average Travel Time in Minutes by Trip Distance Category Discussion

- The average travel time for all categories increased by 1 minute in October 2018 when compared to September 2018 mainly attributed to seasonal fluctuations related to street conditions.

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

Desired trend ↓

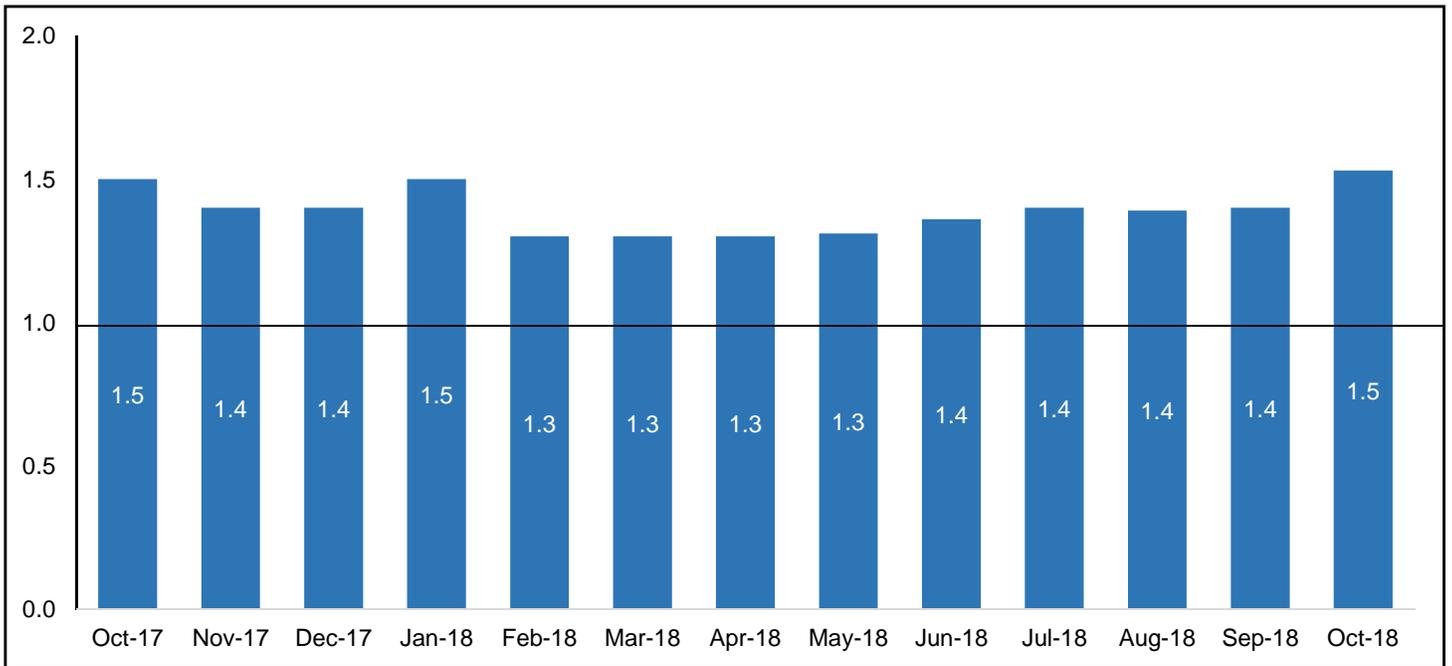


Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips Discussion

- Transportation Service related passenger complaints improved (decreased) by 1.1 per 1,000 trips from 3.7 per 1,000 trips in October 2017 to 2.6 per 1,000 trips in October 2018, and slightly increased by 0.1 per 1,000 trips when compared to the previous month.

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

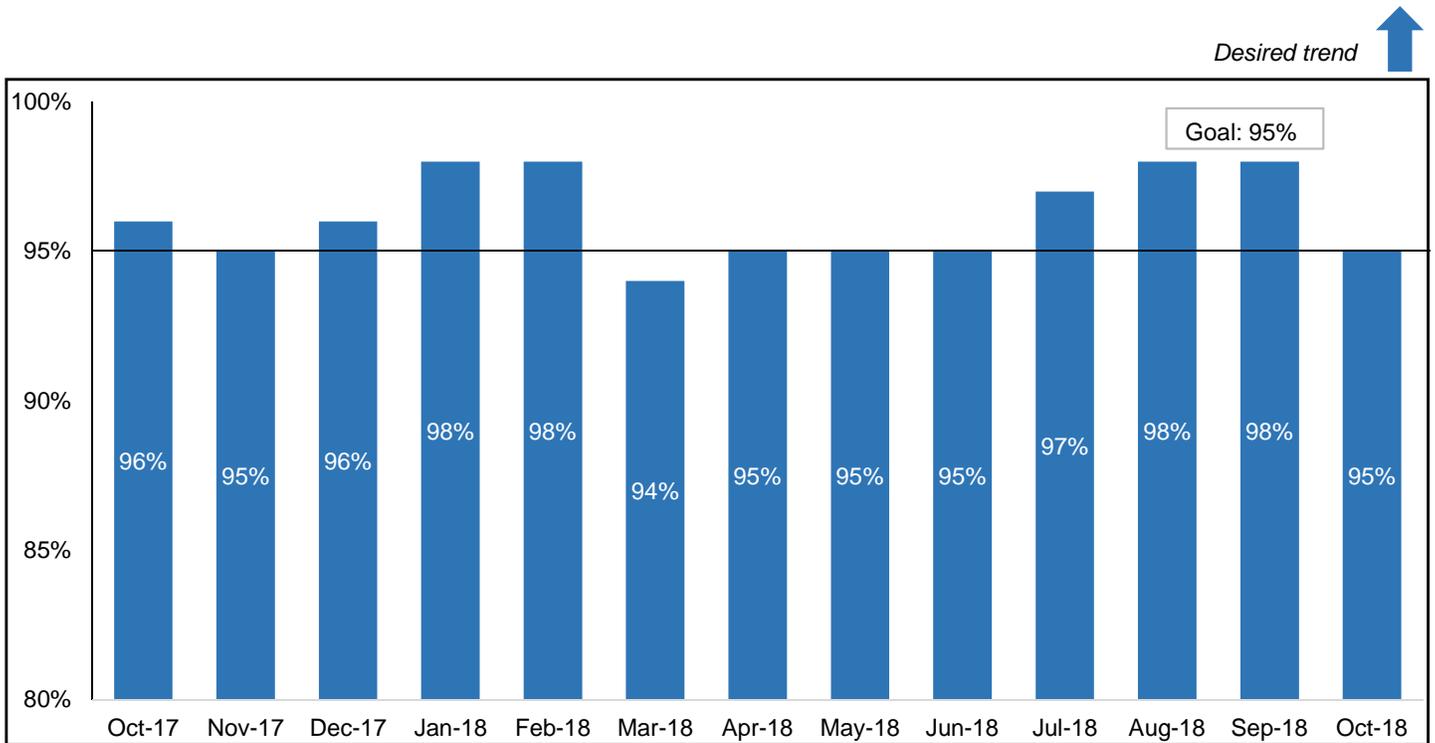
Desired trend



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

- Non-Transportation related passenger complaints remained the same at 1.5 in October 2018 when compared to the same month last year, and showed an increase of 0.1 per 1,000 trips when compared to the previous month.

Percent of Calls Answered

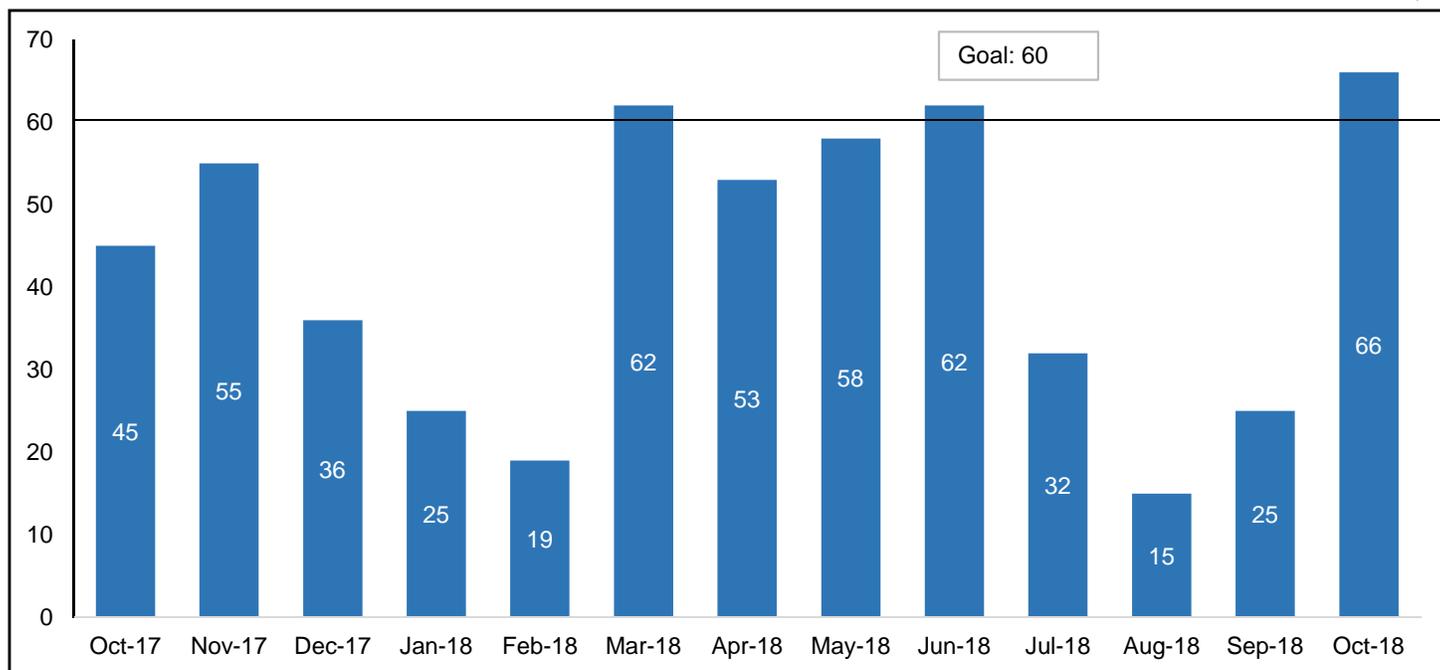


Percent of Calls Answered Discussion

- The Percent of Calls Answered decreased by 1% when compared to October 2017, and decreased by 3% when compared to the previous month.

Average Call Answer Speed in Seconds

Desired trend



Average Call Answer Speed in Seconds Discussion

- Call answering speed increased by 21 seconds in October 2018 when compared to October 2017, and increased by 41 seconds when compared to the previous month.
- The increase in time to answer calls was due to Adept system outages which impacted our ability to monitor the status of trips, the introduction of customer choice for the E-Hail program, and increased demand.

Accessibility Update

Alex Elegudin, Senior Advisor for Systemwide Accessibility



The NYCT Systemwide Accessibility team and the NYPD Transit Bureau Neighborhood Coordination Officers (NCOs) met with members of the disability community in Brooklyn on November 21 for a discussion and training. The open dialogue, facilitated by Alex Elegudin, Senior Advisor for Systemwide Accessibility (front row, second from right), focused on understanding the challenges faced by the disability community, so NCOs can better assist people with disabilities navigate the transit system.

December 2018 Highlights: Accessibility

NYCT continues to progress toward the Fast Forward goal of providing enhanced elevator status and alternate route information to our customers. In November, we launched a new elevator and escalator status feature within the myMTA app, providing up-to-date information on all elevators and escalators across the network of subways, LIRR and Metro-North. App-based information allows customers to plan a journey from anywhere and to get the latest information at any point in their trip. Customers with disabilities want and need this information at their fingertips as they plan and complete their daily Transit journeys, and we are excited to provide the information on this new platform in direct response to customer requests. NYCT continues to deploy alternate route signage to help passengers navigate unexpected elevator outages, an initiative that will expand in the coming months.

Systemwide Accessibility's work to engage members of the disability community in our decision-making processes continues as well. In November, my team worked with the NYPD Transit Bureau to host a first-of-its kind dialogue and disability training for more than fifty Neighborhood Coordination Officers (NCOs). The NCOs, who are all Transit Bureau officers selected for this new line of duty, met and heard directly from half a dozen bus and subway users with a range of disabilities. We had a multi-hour dialogue full of real-world lessons about how Transit Bureau officers can better interact with and assist passengers with disabilities, and came to better understand the responsibilities and challenges that officers face each day. We spoke about the real fears that many people with disabilities have but also began the work of breaking down those barriers. This meeting was just the beginning of what we know will be a productive partnership with the NCO program and the Transit Bureau, and we look forward to hosting similar meetings with our Group Station Managers and other key Transit personnel in future months.

Of course, the goal of making more of our subway stations accessible continues apace. Work on the accessibility study to inform the stations to be selected for future capital programs continues, and we remain on track to complete assessments of 150 stations by the end of this calendar year, with the remaining inaccessible stations to be studied next year.

Finally, I am excited to report that the bathrooms on the 20th floor here at 2 Broadway, where we host public Board and Committee meetings, are now fully ADA accessible. Work was completed on this important facility upgrade earlier this month. This improvement furthers NYCT and the MTA's commitment to make our events and our spaces accessible even as we work to improve accessibility throughout the Transit system itself.

Alex Elegudin

Senior Advisor for Systemwide Accessibility

Strategy and Customer Experience

Sarah Meyer, Senior Vice President & Chief Customer Officer



Notre Dame's Band of the Fighting Irish boarded a Bronx-bound D "Train to the Game" on November 17 to cheer on their beloved Notre Dame football team as they took on Syracuse in the 2018 Shamrock Series matchup at Yankee Stadium.

December 2018 Highlights: Strategy and Customer Experience

Our focus on improving customer engagement continues to show results. We answered more than 90% of incoming telephone calls in November, a nearly 17% increase over last year. Customer telephone wait time continues to decrease, down 61%. We have seen a small increase in wait time for Help Point calls, for which we are taking steps to address.

The social media, email, and letter correspondence teams sent out more than 21,000 responses. In December we will be rolling out a significant enhancement to how we collect, route, and respond to customer feedback in these channels.

The rate of customer Access-A-Ride complaints decreased by 11% versus last month and nearly 33% versus November 2017. Bus complaints decreased slightly this month but are still substantially higher than November 2017. However, Bus commendations are up 31% suggesting many of our customers are receiving better service.

Sarah Meyer

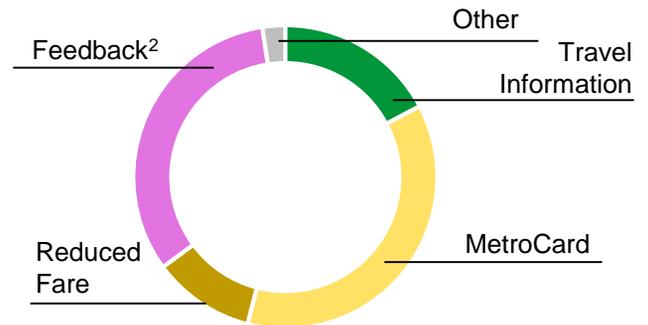
Senior Vice President and Chief Customer Officer
Strategy and Customer Experience

Customer engagement

Telephone

	Nov 2018	Nov 2017	Variance
Telephone calls	65,255	62,192	▲ 4.9%
Calls answered	90.5%	77.5%	▲ 16.9%
Average time to answer ¹ (seconds)	136	352	▼ 61.4%

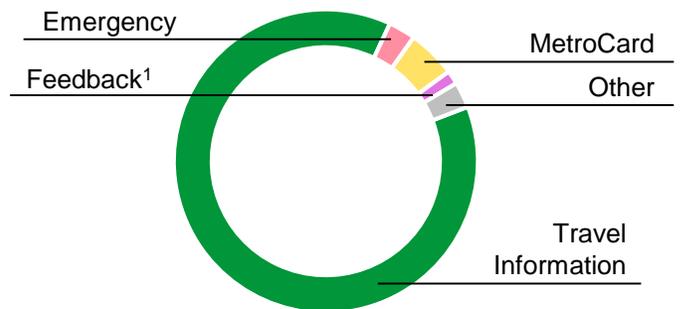
1. Excludes automated self-service calls
2. Feedback is customers calling with comments or concerns



Help Point

	Nov 2018	Nov 2017	Variance
Help Point activations	71,730	77,086	▼ 6.9%
Average time to answer (seconds)	10.8	9.8	▲ 9.2%

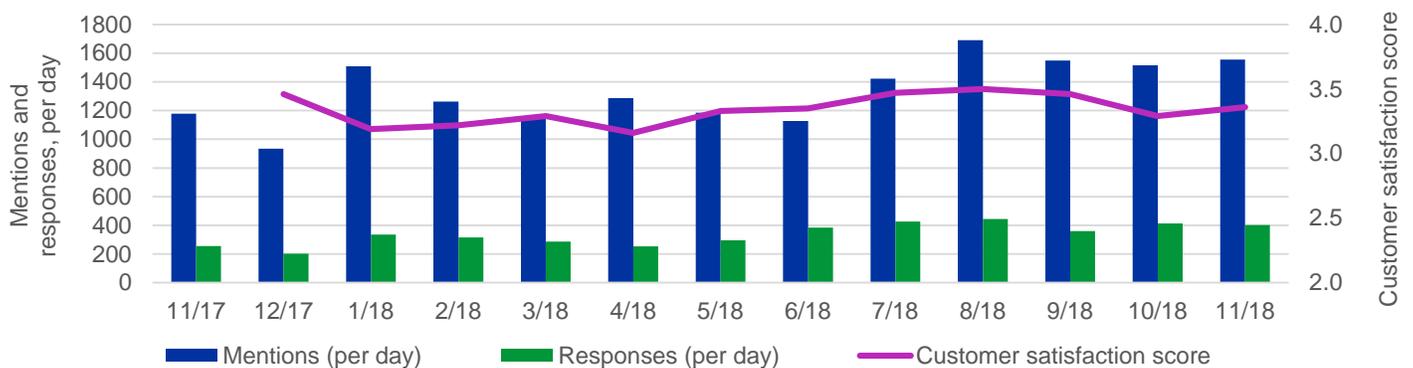
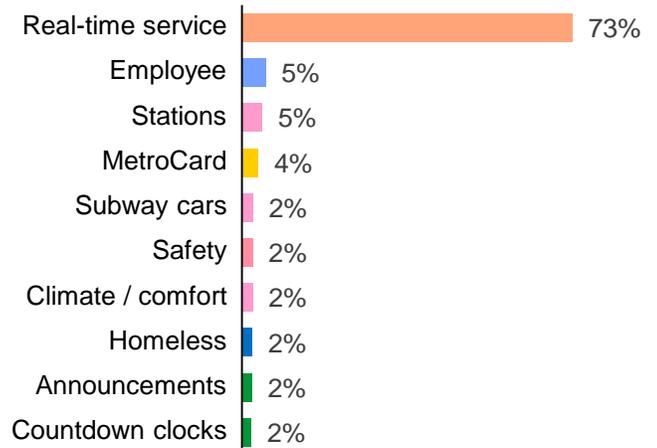
1. Feedback is customers calling with comments or concerns



Social media

	Nov 2018	Nov 2017	Variance
Social media mentions ¹	46,673	35,322	▲ 32.1%
Responses sent	12,071	7,688	▲ 57.0%
Customer satisfaction score ²	3.36	-- 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

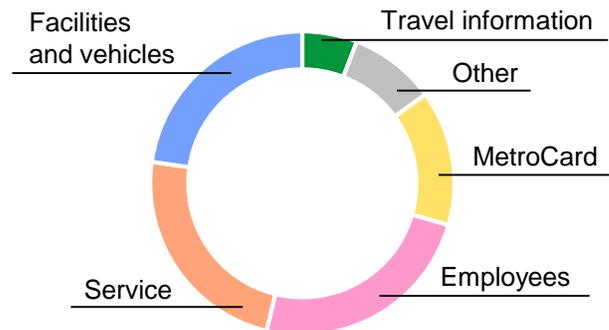


Customer engagement

Email and letters¹

	Nov 2018	Nov 2017	Variance
Received	6,222	6,291	▼1.1%
Responses sent ²	9,322	9,107	▲2.4%

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



Keeping customers informed

Alerts and service notices

	Nov 2018
Web	6,048
Twitter	3,612
Kiosks / Digital Displays ¹	4,314
Email and text alerts	
• Service	4,085
• Elevator and escalator status	10,845
Service Notice posters developed	580

1. Excludes countdown clocks

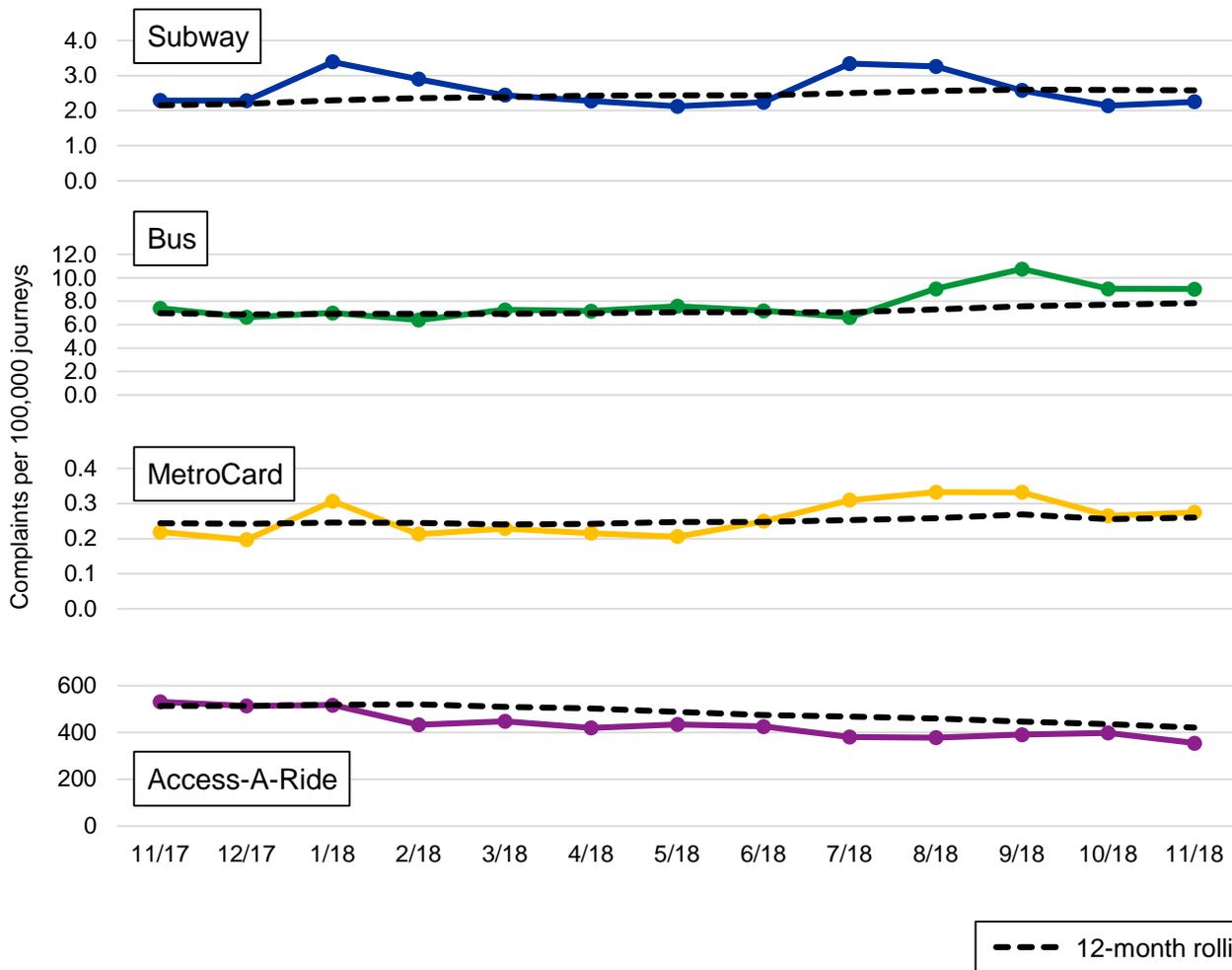
Social media followers

		Nov 2018	Nov 2017	Variance
Twitter	@NYCTSubway	957k	808k	▲18.4%
	@NYCTBus	21.9k	18k	▲21.9%
	@MTA	1,285k	1,010k	▲27.2%
Facebook	NYCT	61k	47.7k	▲28.0%
Instagram	@mtanyctransit	18k	-	

Customer feedback

Complaints per 100,000 journeys

	Nov 2018	Nov 2017	Variance
Subway	2.25	2.29	▼ 1.6%
Bus	9.04	7.40	▲ 22.2%
MetroCard	0.27	0.22	▲ 25.6%
Access-A-Ride	354.5	530.9	▼ 33.2%



Commendations per 100,000 journeys

	Nov 2018	Nov 2017	Variance
Subway	0.07	0.08	▼ 8.7%
Bus	0.41	0.32	▲ 31.1%
Access-A-Ride	149.4	166.5	▼ 10.3%

Safety

Robert Diehl

Senior Vice President, Safety & Security



As part of an inspection, System Safety Specialists Jeanie Justinvil and Sheldon Hudson observe Assistant General Manager Kenneth Daube, Jr. guide a bus in reverse at East New York Depot.

December 2018 Highlights: Safety

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

Subway Fires increased slightly when comparing the most-recent 12-month rolling period to the previous 12-months.

System Safety participates in the Executive Fire Task Force which analyzes the fire statistics, makes recommendations, and evaluates existing programs for their effectiveness. Additionally, fire statistics are being shared with Group and District Station Managers, so they can offer direct insight related to these fires.

Bus Collisions and Collision Injuries are continuing to decrease when compared to the same period last year. Bus Customer Accidents showed a slight increase.

Subway Customer Accidents increased when comparing them between 12-month periods, but it is worth noting that they have continued to decrease on a monthly basis for the past number of months. For instance, we have seen a 6% decrease in accidents during the month of October when compared to the same month a year ago.

Employee Lost Time Accidents were relatively flat.

NYCT continues to make steady progress against all 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		
		Dec 15 - Nov 16	Dec 16 - Nov 17	Dec 17 - Nov 18
Subways				
Subway Customer Accidents per Million Customers ¹		2.53	2.82	2.94
Subway Collisions ²		0	0	0
Subway Derailments ²		1	6	1
Subway Fires ²		943	927	940
Buses				
Bus Collisions Per Million Miles Regional		56.38	55.24	53.48
Bus Collision Injuries Per Million Miles Regional		6.68	6.17	6.06
Bus Customer Accidents Per Million Customers ¹ Regional		1.22	1.26	1.29
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹		4.19	3.55	3.58

¹ 12-month Average data from November through October.

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

Leading Indicators				
Subways	November	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	28	355	340	104.4%
Joint Track Safety Audits -- Compliance Rate	98.9%	98.4%	100.0%	98.4%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	10,182	93,426	72,000	129.8%
Friction Pad Installation	9,507	103,344	50,000	206.7%
Buses	November	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System Pilot	48	276	339	81.4%
Vision Zero Employee Training	543	5,969	6,100	97.9%

Monthly Operations Report

Safety Report Definitions:

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

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

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

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

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



Crime Report

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



CRIME STATISTICS NOVEMBER

	2018	2017	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	1	-1	-100.0%
ROBBERY	39	33	6	18.2%
GL	180	173	7	4.0%
FELASSAULT	38	34	4	11.8%
BURGLARY	0	1	-1	-100.0%
<u>TOTAL MAJOR FELONIES</u>	<u>257</u>	<u>242</u>	<u>15</u>	<u>6.2%</u>

During November, the daily Robbery average increased from 1.1 to 1.3

During November, the daily Major Felony average increased from 8.1 to 8.6

CRIME STATISTICS JANUARY THRU NOVEMBER

	2018	2017	Diff	% Change
MURDER	1	0	1	***. *%
RAPE	1	7	-6	-85.7%
ROBBERY	431	410	21	5.1%
GL	1525	1509	16	1.1%
FELASSAULT	323	306	17	5.6%
BURGLARY	11	25	-14	-56.0%
<u>TOTAL MAJOR FELONIES</u>	<u>2292</u>	<u>2257</u>	<u>35</u>	<u>1.6%</u>

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

Year to date the daily Major Felony average increased from 6.8 to 6.9

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

MTA Report

NOVEMBER ACTIVITY

	2018	2017	Diff	% Change
Total Arrests	1023	2026	-1003	-49.5%
TOS Arrests	350	1267	-917	-72.4%
Total Summons	7325	5342	1983	37.1%
TOS TABs	5747	3704	2043	55.2%
TOS C-Summ	243	0	243	***.*%

JANUARY THRU NOVEMBER ACTIVITY

	2018	2017	Diff	% Change
Total Arrests	12907	25107	-12200	-48.6%
TOS Arrests	5586	16866	-11280	-66.9%
Total Summons	65398	68814	-3416	-5.0%
TOS TABs	47196	51665	-4469	-8.6%
TOS C-Summ	1606	0	1606	***.*%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

REPORT

	JANUARY-NOVEMBER																					
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Murder	4	1	5	2	2	2	4	3	5	2	4	2	2	1	1	0	1	2	2	2	0	1
Rape	2	14	1	5	2	0	3	3	3	3	1	2	2	1	3	9	5	5	1	0	7	1
Robbery	2066	1720	1530	1260	1107	1137	1041	993	1026	899	724	718	643	644	709	731	559	397	476	433	410	431
Assault	455	394	386	327	250	266	237	254	202	176	188	165	143	178	184	187	180	201	240	287	306	323
Burglary	29	15	10	12	41	15	7	6	1	5	2	5	1	3	8	26	32	18	19	16	25	11
GL	3242	2297	2185	2315	2075	1953	1634	1705	1627	1382	1186	1194	1051	1125	1407	1539	1564	1430	1529	1481	1509	1525
TOTAL MAJOR FELONIES	5798	4441	4117	3921	3477	3373	2926	2964	2864	2467	2105	2086	1842	1952	2312	2492	2341	2053	2267	2219	2257	2292
Major Fel Per Day	17.36	13.30	12.33	11.74	10.41	10.10	8.76	8.87	8.57	7.39	6.30	6.25	5.51	5.84	6.92	7.46	7.01	6.15	6.79	6.62	6.76	6.86

**Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 11/25/2018)**

Motivation:

Motivation	2018	2017	Diff	% Change
ASIAN	1	0	1	***.*
BLACK	7	4	3	75%
ETHNIC	1	1	0	0%
HISPANIC	4	1	3	300%
MUSLIM	6	1	5	500%
OTHER	1	5	-4	-80%
SEMITIC	22	29	-7	-24%
SEXUAL ORIENTATION	3	9	-6	-67%
WHITE	4	2	2	100%
Grand Total	49	52	-3	-6%

Crime Name:

Crime Name	2018	2017	Diff	% Change
Aggravated Harassment 1	6	2	4	200%
Aggravated Harassment 2	4	4	0	0%
Assault 2	3	2	1	50%
Assault 3	2	9	-7	-78%
Criminal Impersonation 1	1	0	1	***.*
Criminal Mischief 3	0	1	-1	-100%
Criminal Mischief 4	24	33	-9	-27%
Grand Larceny 4	1	0	1	***.*
Harassment 2	2	0	2	***.*
Menacing 2	1	1	0	0%
Public Lewdness	1	0	1	***.*
Reckless Endangerment 2	1	0	1	***.*
Robbery 2	2	0	2	***.*
Robbery 3	1	0	1	***.*
Grand Total	49	52	-3	-6%

Transit District by Motivation:

TD	Motivation	2018	2017	Diff	% Change
TD 01	BLACK	0	1	-1	-100%
	OTHER	0	2	-2	-100%
	SEMITIC	1	4	-3	-75%
TD 02	BLACK	0	1	-1	-100%
	MUSLIM	1	0	1	***.*
	SEMITIC	1	6	-5	-83%
	SEXUAL ORIENTATION	0	1	-1	-100%
	WHITE	1	0	1	***.*
TD 03	BLACK	1	0	1	***.*
	HISPANIC	1	0	1	***.*
	MUSLIM	1	1	0	0%
	OTHER	1	2	-1	-50%
	SEMITIC	3	1	2	200%
TD 04	BLACK	1	0	1	***.*
	HISPANIC	1	0	1	***.*
	SEMITIC	3	3	0	0%
	SEXUAL ORIENTATION	0	1	-1	-100%
TD 11	ETHNIC	1	0	1	***.*
	HISPANIC	1	0	1	***.*
	MUSLIM	1	0	1	***.*
	OTHER	0	1	-1	-100%
TD 12	BLACK	1	0	1	***.*
	SEMITIC	0	1	-1	-100%
	SEXUAL ORIENTATION	0	2	-2	-100%

	WHITE	0	1	-1	-100%
TD 20	ETHNIC	0	1	-1	-100%
	MUSLIM	1	0	1	***.*
	SEMITIC	1	2	-1	-50%
	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	2	1	1	100%
	HISPANIC	1	0	1	***.*
	SEMITIC	0	3	-3	-100%
	SEXUAL ORIENTATION	2	0	2	***.*
TD 33	HISPANIC	0	1	-1	-100%
	MUSLIM	1	0	1	***.*
	SEMITIC	4	1	3	300%
	SEXUAL ORIENTATION	1	0	1	***.*
	WHITE	1	0	1	***.*
TD 34	ASIAN	1	0	1	***.*
	BLACK	1	0	1	***.*
	MUSLIM	1	0	1	***.*
	SEMITIC	9	2	7	350%
Grand Total		49	52	-3	-6%

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	6	-6	-100%
TD 02	Aggravated Harassment 1	1	0	1	***.*
	Aggravated Harassment 2	1	1	0	0%
	Criminal Mischief 4	0	7	-7	-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	7	2	5	250%
TD 04	Aggravated Harassment 1	2	0	2	***.*
	Aggravated Harassment 2	1	0	1	***.*
	Assault 2	1	0	1	***.*
	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	0	3	-3	-100%
	Robbery 2	1	0	1	***.*
TD 11	Criminal Mischief 4	1	1	0	0%
	Reckless Endangerment 2	1	0	1	***.*
	Robbery 3	1	0	1	***.*
TD 12	Assault 2	0	1	-1	-100%
	Assault 3	0	2	-2	-100%
	Criminal Mischief 4	1	1	0	0%
TD 20	Assault 3	0	2	-2	-100%
	Criminal Impersonation 1	1	0	1	***.*

	Criminal Mischief 4	1	2	-1	-50%
	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	***.*
	Assault 2	1	0	1	***.*
	Criminal Mischief 4	2	3	-1	-33%
	Harassment 2	1	0	1	***.*
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	3	1	2	200%
	Menacing 2	1	0	1	***.*
TD 34	Aggravated Harassment 1	1	0	1	***.*
	Assault 3	1	0	1	***.*
	Criminal Mischief 4	8	2	6	300%
	Harassment 2	1	0	1	***.*
	Public Lewdness	1	0	1	***.*
Grand Total		49	52	-3	-6%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit

November 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	0	3	-3	-100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	0	4	-4	-100%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	8	-5	-63%
Felony Assault	2	4	-2	-50%
Burglary	0	0	0	0%
Grand Larceny	5	8	-3	-38%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	10	20	-10	-50%



Financial and Ridership Reports

Jaibala Patel, Chief Financial Officer

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



The MTA reopened the 163 St-Amsterdam Av station on the C line at the end of September 2018, following nearly 7 months of work to repair deteriorating infrastructure and update the station environment. The newly opened station returns service to nearly 4,500 weekday riders.

Preliminary October 2018 Monthly Report: New York City Transit

This report provides the preliminary October 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:

- October 2018 New York City Transit ridership of 207.0 million was 0.5 million (0.2 percent) below forecast, of which subway ridership of 154.1 million was 0.1 million (0.1 percent) above forecast, and bus ridership of 52.0 million was 0.8 million (1.5 percent) below forecast.
- Farebox revenue of \$403.8 million was \$3.0 million (0.8 percent) above forecast.
- Operating expenses of \$692.6 million were under forecast in October by \$46.9 million (6.3 percent). Labor expenses underran by \$43.8 million (7.8 percent), due largely to an underrun in health & welfare/OPEB current expenses of \$37.8 million (31.9 percent), caused primarily by greater-than-anticipated Express Scripts rebates. Non-labor expenses were slightly below forecast on a net basis by \$3.1 million (1.7 percent),

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

Preliminary Financial Results Compared to Mid-Year Forecast						
Category (\$ in millions)	October Results		October Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prelim Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	3.0	0.8	3,724.8	3,723.0	(1.8)	0.0
Nonreimb. Exp. before Dep./OPEB	46.9	6.3	7,081.4	7,048.6	32.7	0.5
Net Cash Deficit*	(33.6)	(15.3)	(2,709.8)	(2,961.4)	(251.7)	(9.3)

*Excludes Subsidies and Debt Service

October 2018 **farebox revenue** was \$403.8 million, \$3.0 million (0.8 percent) above forecast. Subway revenue was \$2.4 million (0.8 percent) above forecast, bus revenue was \$0.2 million (0.2 percent) above forecast, and paratransit revenue was \$0.5 million (30.3 percent) above forecast. Accrued fare media liability was equal to forecast. Year-to-date revenue of \$3,723.0 million was \$1.8 million (0.0 percent) below forecast. The October 2018 non-student average fare of \$2.03 increased 0.03¢ from October 2017; the subway fare increased 0.02¢, the local bus fare increased 0.02¢, and the express bus fare declined 0.03¢.

Total **ridership** in October 2018 of 207.0 million was 0.5 million trips (0.2 percent) below forecast. Average weekday ridership in October 2018 was 7.7 million, 2.4 percent below October 2017. Average weekday ridership for the twelve months ending October 2018 was 7.3 million, 3.2 percent lower than the twelve months ending October 2017.

Nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were under forecast in October by \$46.9 million (6.3 percent).

Labor expenses were below forecast by \$43.8 million (7.8 percent), due primarily to an underrun in health & welfare/OPEB current expenses of \$37.8 million (31.9 percent), due primarily to greater-than-anticipated Express Script rebates.

Non-labor expenses were slightly below forecast by a net \$3.1 million (1.7 percent).

Year-to-date, nonreimbursable expenses were less than forecast by a net \$32.7 million (0.5 percent), of which labor expenses were under forecast by \$37.7 million (0.7 percent), again including an underrun in health & welfare/OPEB current expenses of \$46.9 million (4.1 percent), due principally to greater-than-anticipated Express Script rebates. Other major favorable results included increased reimbursable overhead credits of \$43.2 million (17.2 percent) and lower payroll expenses of \$31.3 million (1.1 percent), partly offset by an overrun in overtime expenses of \$80.5 million (16.5 percent). Non-labor expenses were unfavorable on a net basis by \$4.9 million (0.3 percent), including unfavorable results in paratransit service contracts of \$29.2 million (8.4 percent) and higher accrued claims requirements of \$18.0 million (12.6 percent), mostly offset by favorable maintenance contract results of \$45.3 million (18.0 percent).

The **net cash deficit** for October year-to-date was \$2,961.4 million, unfavorable to forecast by \$251.7 million (9.3 percent), due mainly to the unfavorable timing of capital reimbursements.

Financial Results

Farebox Revenue

October 2018 Farebox Revenue - (\$ in millions)								
	October				October Year-to-Date			
	Forecast	Prelim Actual	Favorable/(Unfavorable)		Forecast	Actual	Favorable/(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	309.7	312.1	2.4	0.8%	2,863.8	2,858.7	(5.1)	(0.2%)
NYCT Bus	82.9	83.1	0.2	0.2%	780.2	782.1	1.9	0.2%
Paratransit	1.5	2.0	0.5	30.3%	15.4	16.9	1.5	9.9%
Subtotal	394.2	397.2	3.0	0.8%	3,659.4	3,657.6	(1.8)	(0.0%)
Fare Media Liability	6.5	6.5	0.0	0.0%	65.4	65.4	0.0	0.0%
Total - NYCT	400.7	403.8	3.0	0.8%	3,724.8	3,723.0	(1.8)	(0.0%)

Note: Totals may not add due to rounding.

- The positive revenue variance is driven by higher than expected pass average fares, stemming from fewer trips per pass, and slowing of the ongoing unfavorable ridership trend.

Average Fare

October Non-Student Average Fare - (in \$)				
NYC Transit				
	2017	Prelim 2018	Change	
			Amount	Percent
Subway	2.094	2.118	0.024	1.1%
Local Bus	1.672	1.694	0.021	1.3%
Subway & Local Bus	1.991	2.018	0.027	1.4%
Express Bus	5.320	5.292	(0.029)	(0.5%)
Total	2.007	2.034	0.027	1.4%

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

Other Operating Revenue

In the month, other operating revenue exceeded forecast by \$3.8 million (10.6 percent), due mostly to the favorable timing of student fare reimbursements. Year-to-date, other operating revenue was below forecast by \$4.3 million (1.2 percent), driven by lower advertising/real estate revenues and the unfavorable timing of student fare reimbursements, partly offset by higher Urban Tax revenues.

Nonreimbursable Expenses

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, underran forecast in the month by \$46.9 million (6.3 percent). Year-to-date, expenses were below forecast by \$32.7 million (0.5 percent).

Labor expenses in the month of October were under forecast by \$43.8 million (7.8 percent):

- Health & welfare/OPEB current expenses were less than forecast by \$37.8 million (31.9 percent), due principally to greater-than-anticipated Express Script rebates.
- Reimbursable overhead credits were favorable by \$5.9 million (25.9 percent), due mainly to increased reimbursable overtime work requirements.
- Payroll expenses were less than forecast by \$5.7 million (1.9 percent), due largely to vacancies and the favorable timing of expenses.
- Other fringe benefit expense were under by \$1.2 million (2.7 percent), due mainly to favorable overhead credits, resulting from increased reimbursable labor requirements.
- Overtime expenses were higher than forecast by \$6.8 million (13.5 percent), due primarily to additional vacancy/absentee coverage requirements, subway service delays, and higher than forecasted requirements for Car Maintainers and Cleaners, Elevators/Escalators, Trackwork and Bus Maintainers/Dispatchers.

Year-to-date, labor expenses were below forecast by a net \$37.7 million (0.7 percent):

- Health & welfare/OPEB current expenses were less than forecast by \$46.9 million (4.1 percent), due principally to greater-than-anticipated Express Script rebates.
- Reimbursable overhead credits were favorable by \$43.2 million (17.2 percent), due mainly to increased reimbursable overtime work requirements.
- Payroll expenses were less than forecast by \$31.3 million (1.1 percent), due largely to vacancies and the favorable timing of expenses.
- Other fringe benefit expense were under by \$1.4 million (0.3 percent), due mainly to favorable overhead credits, resulting from increased reimbursable labor requirements, mostly offset by higher FICA expenses.

- Overtime expenses were higher than forecast by \$80.5 million (16.5 percent), due largely to subway service delays, higher than forecasted requirements for Car Maintainers and Cleaners, Elevators/Escalators, Trackwork and Bus Maintainers/Dispatchers as well as vacancy/absentee coverage requirements and the unfavorable timing of expenses.
- Pension expenses were over by \$4.7 million (0.6 percent), primarily the unfavorable timing of both NYCERS and MaBSTOA pension expenses.

Non-labor expenses were less than forecast in October by a net \$3.1 million (1.7 percent):

- Professional service contract expenses were below forecast by \$9.4 million (47.7 percent), mainly from the favorable timing of various professional service contract requirements.
- Materials & supplies expenses were below forecast by \$8.6 million (25.1 percent), due mainly to the favorable timing of maintenance material requirements and favorable inventory/obsolescence adjustments.
- Maintenance contract expenses underran by \$3.3 million (12.7 percent), due essentially to the transfer of operating vehicles to be capitalized and the favorable timing of paratransit vehicle purchases.
- Claims accrued expenses were increased by \$9.0 million (63.0 percent), representing additional reserve accruals in anticipation of the year-end reserve update.
- Paratransit expenses exceeded forecast by \$7.9 million (22.6 percent), due primarily to increased E-Hail related trip activity.

Year-to-date, non-labor expenses were over forecast by a net \$4.9 million (0.3 percent), including the following:

- Paratransit expenses exceeded forecast by \$29.2 million (8.4 percent), due primarily to increased E-Hail related trip activity.
- Claims accrued expenses were increased by \$18.0 million (12.6 percent), representing additional reserve accruals in anticipation of the year-end reserve update.
- Materials & supplies expenses were over forecast by \$4.8 million (1.7 percent), due mainly to the unfavorable timing of non-vehicle maintenance requirements. .
- Fuel expenses were over forecast by \$4.4 million (4.8 percent), due mainly to higher prices and consumption, partly offset by the favorable timing of expenses.

- Professional service contract expenses exceeded forecast by \$3.1 million (2.0 percent), mainly from the unfavorable timing of various professional service contract requirements.
- Maintenance contract expenses underran by \$45.3 million (18.0 percent), due essentially to the transfer of operating vehicles to be capitalized, the favorable timing of paratransit vehicle purchases and the timing of revenue vehicle maintenance & repair expenses
- Electric power expenses were less by \$13.1 million (5.1 percent), due mainly to the favorable timing of expenses, lower prices and consumption.

Depreciation expenses were higher than forecast year-to-date by \$18.0 million (1.2 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 \$785.9 million were recorded through October, \$226.8 million (22.4 percent) below forecast.

GASB #68 Pension Adjustment was adopted by the MTA in 2015. Accrued credits of \$6.6 million were recorded through October, equal to forecast.

Net Cash Deficit

The net cash deficit for October year-to-date was \$2,961.4 million, unfavorable to forecast by \$251.7 million (9.3 percent), due mostly to the unfavorable timing of capital reimbursements.

Incumbents

There were 49,594 full-time paid incumbents at the end of October, a net decrease of 8 from the end of September.

Ridership Results

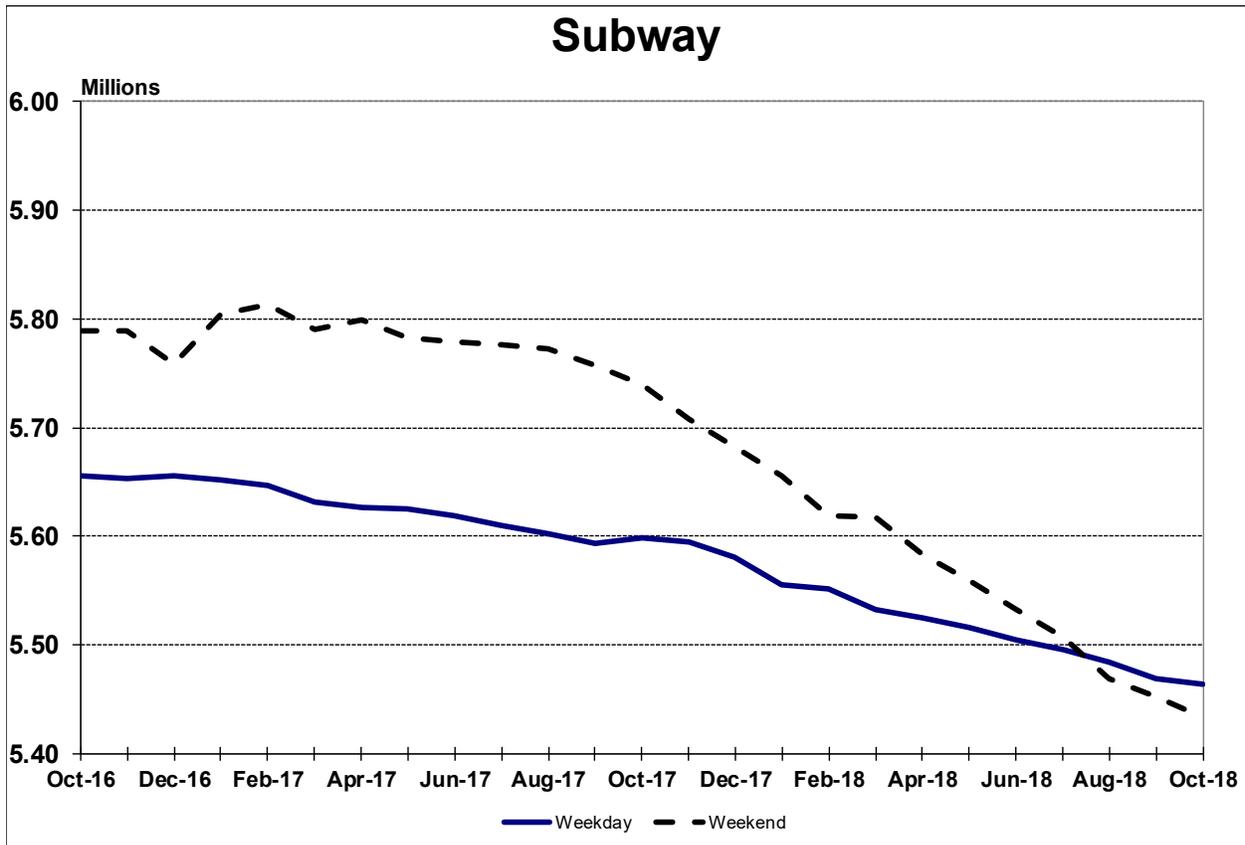
October 2018 Ridership vs. Forecast - (millions)								
	October				October Year-to-Date			
			More/(Less)				More/(Less)	
	Forecast	Prelim Actual	Amount	Percent	Forecast	Prelim Actual	Amount	Percent
Subway	154.0	154.1	0.1	0.1%	1,411.8	1,403.1	(8.7)	(0.6%)
NYCT Bus	52.8	52.0	(0.8)	(1.5%)	481.3	479.6	(1.8)	(0.4%)
Subtotal	206.8	206.1	(0.7)	(0.3%)	1,893.1	1,882.7	(10.5)	(0.6%)
Paratransit	0.7	1.0	0.2	28.5%	7.3	8.2	0.8	11.3%
Total - NYCT	207.5	207.0	(0.5)	(0.2%)	1,900.5	1,890.8	(9.7)	(0.5%)

Notes: Totals may not add due to rounding.

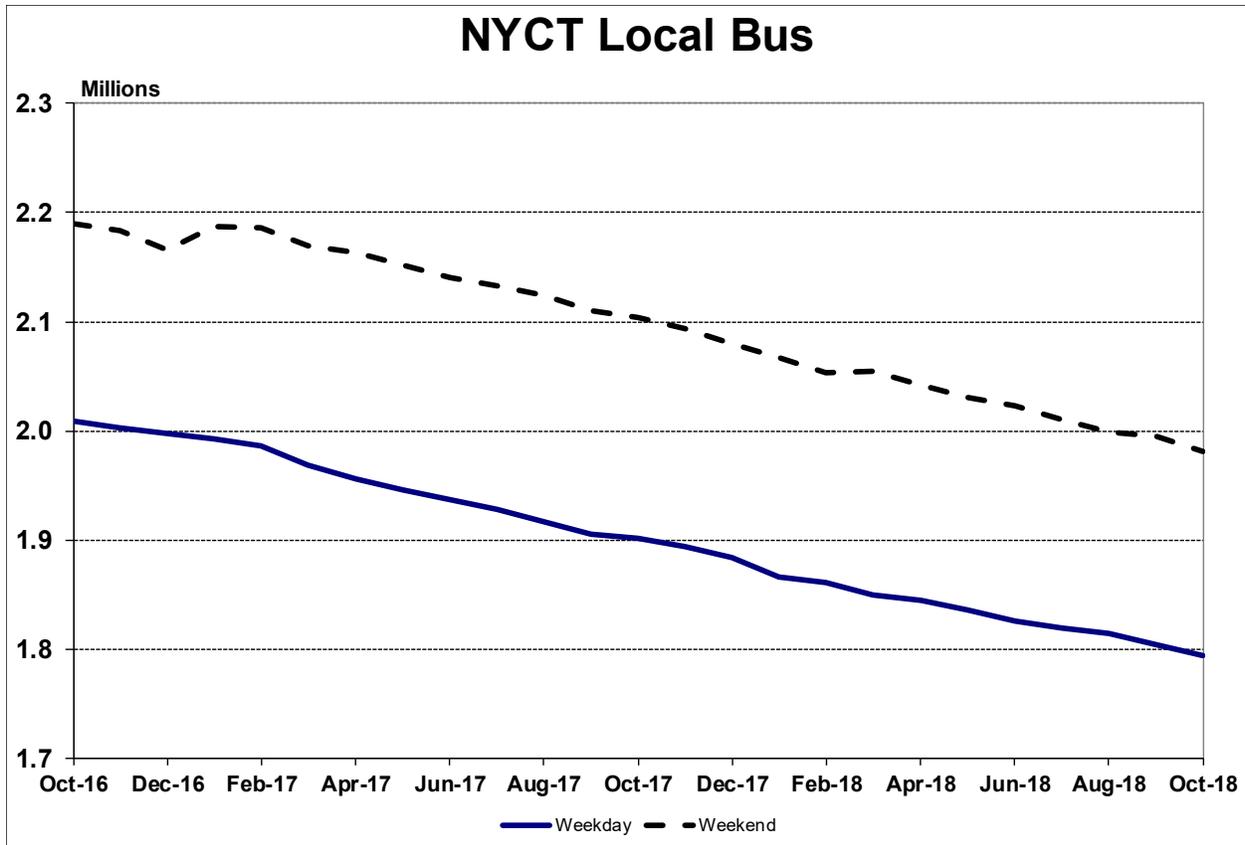
October Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday - (thousands)				Average Weekend - (thousands)			
			Change				Change	
	2017	Prelim 2018	Amount	Percent	2017	Prelim 2018	Amount	Percent
Subway	5,809	5,733	(76)	-1.3%	5,778	5,554	(224)	-3.9%
NYCT Local Bus	1,988	1,870	(119)	-6.0%	2,135	1,963	(172)	-8.1%
NYCT Express Bus	42	41	(0)	-0.6%	14	13	(1)	-4.2%
Paratransit	27	34	7	+25.2%	34	42	8	+22.5%
TOTAL - NYCT	7,866	7,678	(188)	-2.4%	7,960	7,571	(389)	-4.9%
12-Month Rolling Average								
Subway	5,599	5,464	(135)	-2.4%	5,739	5,434	(305)	-5.3%
Local Bus	1,902	1,795	(107)	-5.6%	2,103	1,982	(122)	-5.8%
Express Bus	40	40	(0)	-0.1%	13	13	(0)	-1.2%
Paratransit	27	30	3	+12.0%	33	37	4	+11.8%
TOTAL - NYCT	7,568	7,329	(239)	-3.2%	7,888	7,465	(423)	-5.4%

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

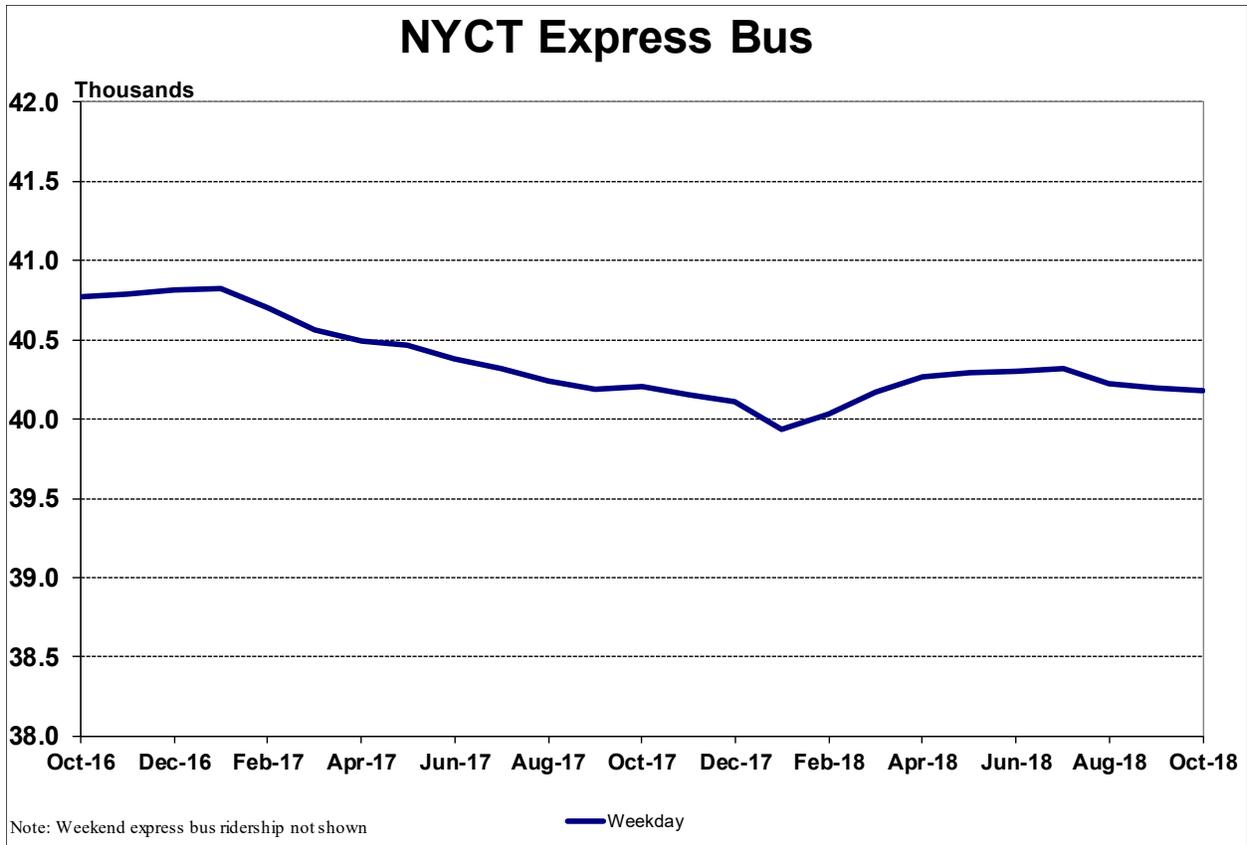
Average Weekday and Weekend Ridership
12-Month Rolling Averages



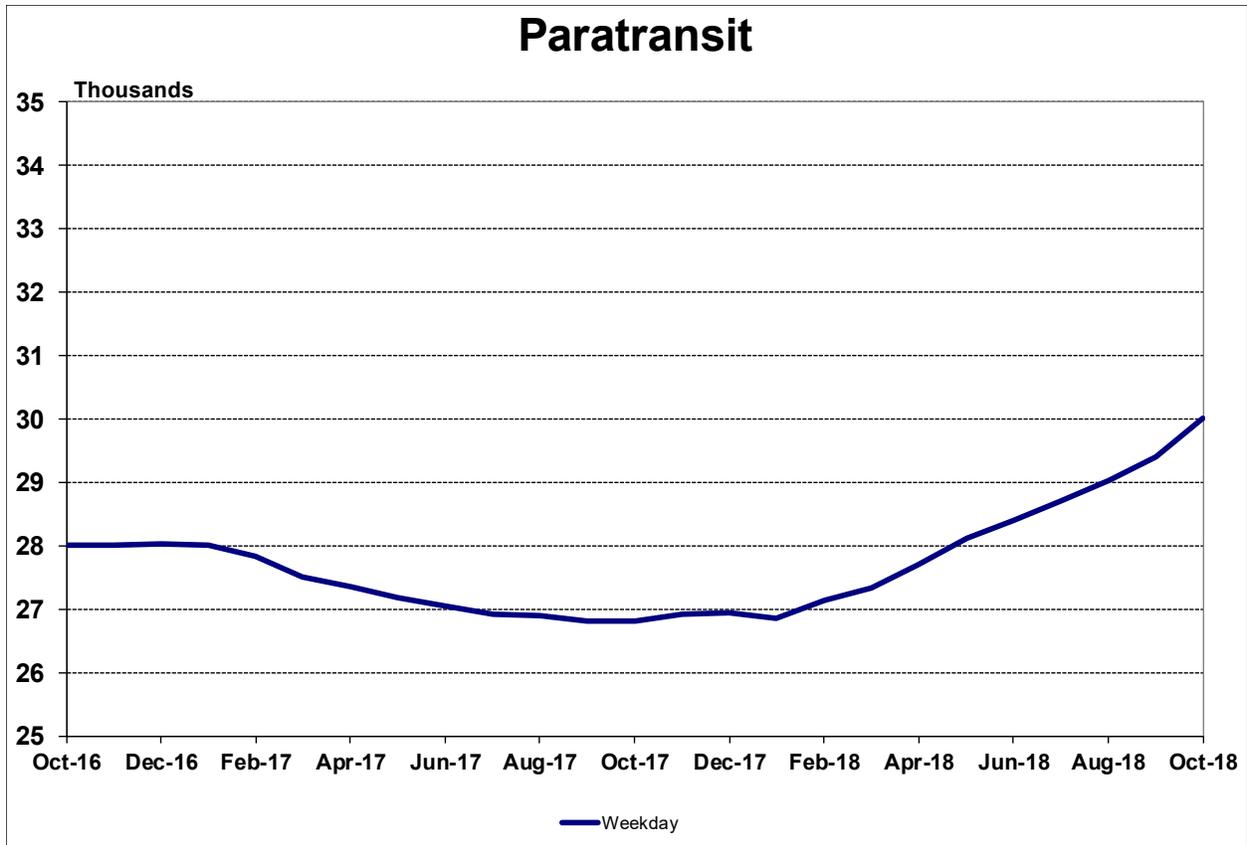
- Average weekday subway ridership was flat in 2016 and began to decline in 2017. October 2018 average weekday subway ridership was 1.3 percent lower than October 2017, slowing the ongoing negative trend.
- Average weekend ridership decreased from 2015 to 2016, and from 2016 to 2017. The 12-month rolling average weekend subway ridership in October 2018 was 5.3 percent lower than October 2017.



- October 2018 average weekday local bus ridership was 1.9 million, a decrease of 6.0 percent from October 2017.
- October 2018 average weekend bus ridership was 2.0 million, a decrease of 8.1 percent from October 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 began to decline again in August of 2018.



- Paratransit ridership has been mostly 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 October 2017 to October 2018, average weekday ridership was mixed across area services: Paratransit (up 18.1 percent) and MTA Express Bus (up 3.3 percent) showed the greatest gains, while NYCT Local Bus (down 6.0 percent) posted the largest decline. Weekend ridership was also mixed across area services: Paratransit (up 22.4 percent) and MTA Express Bus (up 15.4 percent) again saw year-over-year increases, while SIR (down 24 percent) and PATH (down 12.2 percent) declined. The decline in SIR weekend ridership is due to no service between St. George and Grasmere during the final weekend in October. The PATH weekend ridership decline is due primarily to weekend station closures at PATH Uptown stations for four weekends in the month and the closure of the Hoboken and Newport stations on two Sundays during the month.

Bridges and Tunnels traffic increased on weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Sep-17	Prelim Sep-18	Percent Change	12-Month Rolling Average Percent Change
Average Weekday				
NYCT Subway	5,714	5,523	-3.3%	-2.2%
NYCT Local Bus	1,947	1,831	-6.0%	-5.3%
NYCT Express Bus	41	40	-1.4%	-0.0%
NYCT Paratransit	27	32	+18.1%	+10.0%
Staten Island Railway	18	18	-0.3%	+1.0%
MTA Local Bus	383	380	-0.8%	-1.6%
MTA Express Bus	29	30	+3.3%	+6.2%
Long Island Rail Road	322	327	+1.5%	-0.3%
Metro-North Railroad	288	290	+0.5%	-0.2%
PATH	293	289	-1.5%	+0.5%
Average Weekend				
NYCT Subway	5,730	5,522	-3.6%	-5.3%
NYCT Local Bus	2,106	2,053	-2.5%	-5.4%
NYCT Express Bus	14	13	-5.0%	-0.5%
NYCT Paratransit	33	41	+22.4%	+10.2%
Staten Island Railway	9	7	-24.0%	+3.1%
MTA Local Bus	395	401	+1.4%	-2.1%
MTA Express Bus	11	13	+15.4%	+8.7%
Long Island Rail Road	212	216	+1.8%	+0.7%
Metro-North Railroad	237	240	+1.3%	+0.7%
PATH	220	193	-12.2%	-0.5%

MTA Bridges and Tunnels (thousands)				
Average Weekday	909	917	+0.9%	+3.7%
Average Weekend	1,669	1,787	+7.1%	+4.4%

Note: Percentages are based on unrounded data.

Economy

From October 2017 to October 2018, New York City employment increased 1.5 percent (67,900 jobs). Total private sector employment increased 1.7 percent (68,600 jobs) and government employment decreased 0.1 percent (700 jobs). All of the private employment sectors increased over the prior year with the exception of the manufacturing sector (down 100 jobs, or 0.1 percent), Financial Activities (down 1,100 jobs, or 0.2 percent), and Information (down 700 jobs, or 0.3 percent). The sector with the largest absolute increase was educational and health services, up 38,900 jobs (4.0 percent), and the sector with the largest percentage increase was construction, up 2.7 percent (4,200 jobs).

NYC Employment by Sector - (thousands)					
Employment Sector	Oct-17	Oct-18	Change		
			Amount	%	% YTD
Construction	156.6	160.8	4.2	2.7%	4.3%
Manufacturing	72.4	72.3	-0.1	-0.1%	-1.7%
Trade & Transportation	639.7	640.5	0.8	0.1%	0.9%
Leisure & Hospitality	458.1	468.7	10.6	2.3%	1.7%
Financial Activities	474.5	473.4	-1.1	-0.2%	0.8%
Information	200.3	199.6	-0.7	-0.3%	0.3%
Professional & Business Services	751.3	762.3	11.0	1.5%	1.9%
Educational & Health Services	982.5	1,021.4	38.9	4.0%	3.7%
Other Services	192.3	197.3	5.0	2.6%	1.1%
Total Private	3,927.7	3,996.3	68.6	1.7%	1.9%
Government	553.8	553.1	-0.7	-0.1%	-0.3%
Total NYC Employment	4,481.5	4,549.4	67.9	1.5%	1.7%

MTA NEW YORK CITY TRANSIT
Oct - 2018 Mid_Year
Accrual Statement of Operations By Category
Month - Oct 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:												
Subway	\$309.745	\$312.144	\$2.399	0.8	\$0.000	\$0.000	-	-	\$309.745	\$312.144	\$2.399	0.8
Bus	\$82.884	\$83.062	\$0.178	0.2	\$0.000	\$0.000	-	-	\$82.884	\$83.062	\$0.178	0.2
Paratransit	\$1.550	\$2.020	\$0.470	30.3	\$0.000	\$0.000	-	-	\$1.550	\$2.020	\$0.470	30.3
Fare Liability	\$6.541	\$6.542	\$0.001	0.0	\$0.000	\$0.000	-	-	\$6.541	\$6.542	\$0.001	0.0
Farebox Revenue	\$400.720	\$403.768	\$3.047	0.8	\$0.000	\$0.000	-	-	\$400.720	\$403.768	\$3.047	0.8
Fare Reimbursement	\$6.133	\$9.749	\$3.616	59.0	\$0.000	\$0.000	-	-	\$6.133	\$9.749	\$3.616	59.0
Paratransit Reimbursement	\$15.007	\$16.929	\$1.922	12.8	\$0.000	\$0.000	-	-	\$15.007	\$16.929	\$1.922	12.8
Other Operating Revenue	\$14.566	\$12.819	\$(1.747)	(12.0)	\$0.000	\$0.000	-	-	\$14.566	\$12.819	\$(1.747)	(12.0)
Other Revenue	\$35.706	\$39.496	\$3.790	10.6	\$0.000	\$0.000	-	-	\$35.706	\$39.496	\$3.790	10.6
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$113.635	\$125.764	\$12.129	10.7	\$113.635	\$125.764	\$12.129	10.7
Total Revenue	\$436.427	\$443.264	\$6.837	1.6	\$113.635	\$125.764	\$12.129	10.7	\$550.062	\$569.028	\$18.966	3.4
Expenses												
Labor :												
Payroll	\$294.781	\$289.066	\$5.715	1.9	\$44.627	\$40.611	\$4.017	9.0	\$339.408	\$329.677	\$9.731	2.9
Overtime	\$50.229	\$56.995	\$(6.767)	(13.5)	\$9.433	\$18.974	\$(9.541)	-	\$59.662	\$75.969	\$(16.307)	(27.3)
Total Salaries & Wages	\$345.010	\$346.062	\$(1.052)	(0.3)	\$54.060	\$59.585	\$(5.524)	(10.2)	\$399.070	\$405.646	\$(6.576)	(1.6)
Health and Welfare	\$79.268	\$59.537	\$19.731	24.9	\$2.096	\$2.118	\$(0.022)	(1.0)	\$81.364	\$61.655	\$19.709	24.2
OPEB Current Payment	\$39.238	\$21.171	\$18.067	46.0	\$0.835	\$0.785	\$0.050	6.0	\$40.074	\$21.956	\$18.118	45.2
Pensions	\$78.663	\$78.719	\$(0.055)	(0.1)	\$3.041	\$3.156	\$(0.116)	(3.8)	\$81.704	\$81.875	\$(0.171)	(0.2)
Other Fringe Benefits	\$43.042	\$41.862	\$1.180	2.7	\$17.528	\$18.179	\$(0.651)	(3.7)	\$60.571	\$60.041	\$0.530	0.9
Total Fringe Benefits	\$240.212	\$201.288	\$38.924	16.2	\$23.501	\$24.239	\$(0.738)	(3.1)	\$263.713	\$225.527	\$38.186	14.5
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$(22.748)	\$(28.648)	\$5.900	25.9	\$22.748	\$28.648	\$(5.900)	(25.9)	\$0.000	\$0.000	\$0.000	-
Labor	\$562.474	\$518.702	\$43.772	7.8	\$100.309	\$112.471	\$(12.162)	(12.1)	\$662.783	\$631.173	\$31.610	4.8
Non-Labor :												
Electric Power	\$25.467	\$26.058	\$(0.591)	(2.3)	\$0.021	\$0.039	\$(0.017)	(80.7)	\$25.488	\$26.096	\$(0.608)	(2.4)
Fuel	\$9.789	\$10.008	\$(0.219)	(2.2)	\$0.000	\$0.000	\$0.000	-	\$9.789	\$10.008	\$(0.219)	(2.2)
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	\$23.278	\$(9.000)	(63.0)	\$0.000	\$0.000	-	-	\$14.278	\$23.278	\$(9.000)	(63.0)
Paratransit Service Contracts	\$35.117	\$43.038	\$(7.922)	(22.6)	\$0.000	\$0.000	\$0.000	-	\$35.117	\$43.038	\$(7.922)	(22.6)
Maintenance and Other Operating Contracts	\$25.738	\$22.467	\$3.272	12.7	\$5.719	\$4.751	\$0.968	16.9	\$31.457	\$27.217	\$4.240	13.5
Professional Service Contracts	\$19.726	\$10.309	\$9.417	47.7	\$1.935	\$1.296	\$0.639	33.0	\$21.662	\$11.605	\$10.057	46.4
Materials & Supplies	\$34.297	\$25.696	\$8.601	25.1	\$5.492	\$6.792	\$(1.300)	(23.7)	\$39.789	\$32.489	\$7.300	18.3
Other Business Expenses	\$6.811	\$7.303	\$(0.492)	(7.2)	\$0.159	\$0.415	\$(0.256)	-	\$6.970	\$7.718	\$(0.748)	(10.7)
Non-Labor	\$177.012	\$173.933	\$3.079	1.7	\$13.326	\$13.293	\$0.033	0.3	\$190.338	\$187.226	\$3.113	1.6
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$739.486	\$692.635	\$46.851	6.3	\$113.635	\$125.764	\$(12.129)	(10.7)	\$853.121	\$818.399	\$34.722	4.1
Depreciation	\$160.705	\$153.957	\$6.747	4.2	\$0.000	\$0.000	-	-	\$160.705	\$153.957	\$6.747	4.2
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	\$900.190	\$846.592	\$53.599	6.0	\$113.635	\$125.764	\$(12.129)	(10.7)	\$1,013.826	\$972.356	\$41.470	4.1
OPERATING SURPLUS/DEFICIT	(463.764)	(403.328)	\$60.436	13.0	\$0.000	\$0.000	\$0.000	-	(463.764)	(403.328)	\$60.436	13.0

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 NEW YORK CITY TRANSIT
Oct - 2018 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Oct 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:												
Subway	\$2,863.791	\$2,858.652	(5.139)	(0.2)	\$0.000	\$0.000	-	-	\$2,863.791	\$2,858.652	(5.139)	(0.2)
Bus	\$780.239	\$782.105	\$1.866	0.2	\$0.000	\$0.000	-	-	\$780.239	\$782.105	\$1.866	0.2
Paratransit	\$15.350	\$16.863	\$1.513	9.9	\$0.000	\$0.000	-	-	\$15.350	\$16.863	\$1.513	9.9
Fare Liability	\$65.418	\$65.420	\$0.002	0.0	\$0.000	\$0.000	-	-	\$65.418	\$65.420	\$0.002	0.0
Farebox Revenue	\$3,724.798	\$3,723.040	(1.758)	0.0	\$0.000	\$0.000	-	-	\$3,724.798	\$3,723.040	(1.758)	0.0
Fare Reimbursement	\$71.750	\$68.411	(3.339)	(4.7)	\$0.000	\$0.000	-	-	\$71.750	\$68.411	(3.339)	(4.7)
Paratransit Reimbursement	\$158.203	\$165.735	\$7.532	4.8	\$0.000	\$0.000	-	-	\$158.203	\$165.735	\$7.532	4.8
Other Operating Revenue	\$135.923	\$127.438	(8.485)	(6.2)	\$0.000	\$0.000	-	-	\$135.923	\$127.438	(8.485)	(6.2)
Other Revenue	\$365.876	\$361.584	(4.292)	(1.2)	\$0.000	\$0.000	-	-	\$365.876	\$361.584	(4.292)	(1.2)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$1,194.248	\$1,251.554	\$57.305	4.8	\$1,194.248	\$1,251.554	\$57.305	4.8
Total Revenue	\$4,090.674	\$4,084.624	(6.051)	(0.1)	\$1,194.248	\$1,251.554	\$57.305	4.8	\$5,284.923	\$5,336.178	\$51.255	1.0
Expenses												
Labor :												
Payroll	\$2,839.138	\$2,807.842	\$31.296	1.1	\$450.181	\$424.206	\$25.976	5.8	\$3,289.319	\$3,232.047	\$57.272	1.7
Overtime	\$488.394	\$568.912	(80.518)	(16.5)	\$114.000	\$179.633	(65.633)	(57.6)	\$602.394	\$748.545	(146.151)	(24.3)
Total Salaries & Wages	\$3,327.532	\$3,376.754	(49.222)	(1.5)	\$564.181	\$603.838	(39.657)	(7.0)	\$3,891.713	\$3,980.592	(88.879)	(2.3)
Health and Welfare	\$772.703	\$736.565	\$36.137	4.7	\$20.285	\$20.336	(0.051)	(0.3)	\$792.988	\$756.902	\$36.086	4.6
OPEB Current Payment	\$383.673	\$372.880	\$10.793	2.8	\$8.253	\$7.735	\$0.518	6.3	\$391.926	\$380.614	\$11.311	2.9
Pensions	\$774.142	\$778.814	(4.672)	(0.6)	\$30.304	\$32.467	(2.163)	(7.1)	\$804.447	\$811.281	(6.834)	(0.8)
Other Fringe Benefits	\$416.906	\$415.461	\$1.445	0.3	\$182.237	\$192.036	(9.799)	(5.4)	\$599.143	\$607.497	(8.355)	(1.4)
Total Fringe Benefits	\$2,347.424	\$2,303.720	\$43.704	1.9	\$241.079	\$252.574	(11.495)	(4.8)	\$2,588.503	\$2,556.294	\$32.209	1.2
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(250.636)	(293.812)	\$43.176	17.2	\$250.636	\$293.812	(43.176)	(17.2)	\$0.000	\$0.000	\$0.000	-
Labor	\$5,424.319	\$5,386.662	\$37.657	0.7	\$1,055.897	\$1,150.225	(94.328)	(8.9)	\$6,480.216	\$6,536.886	(56.670)	(0.9)
Non-Labor :												
Electric Power	\$258.176	\$245.059	\$13.117	5.1	\$0.210	\$0.310	(0.100)	(47.6)	\$258.386	\$245.370	\$13.017	5.0
Fuel	\$91.416	\$95.841	(4.424)	(4.8)	\$0.027	\$0.255	(0.228)	-	\$91.443	\$96.096	(4.652)	(5.1)
Insurance	\$56.095	\$56.128	(0.033)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$56.095	\$56.128	(0.033)	(0.1)
Claims	\$142.777	\$160.727	(17.950)	(12.6)	\$0.000	\$0.000	-	-	\$142.777	\$160.727	(17.950)	(12.6)
Paratransit Service Contracts	\$345.444	\$374.613	(29.169)	(8.4)	\$0.000	\$0.000	\$0.000	-	\$345.444	\$374.613	(29.169)	(8.4)
Maintenance and Other Operating Contracts	\$251.659	\$206.316	\$45.343	18.0	\$59.858	\$39.436	\$20.422	34.1	\$311.517	\$245.751	\$65.765	21.1
Professional Service Contracts	\$156.165	\$159.263	(3.098)	(2.0)	\$19.083	\$8.762	\$10.322	54.1	\$175.249	\$168.025	\$7.224	4.1
Materials & Supplies	\$286.684	\$291.440	(4.757)	(1.7)	\$59.946	\$48.972	\$10.974	18.3	\$346.629	\$340.412	\$6.217	1.8
Other Business Expenses	\$68.627	\$72.583	(3.956)	(5.8)	(0.773)	\$3.594	(4.367)	-	\$67.854	\$76.177	(8.323)	(12.3)
Non-Labor	\$1,657.044	\$1,661.971	(4.927)	(0.3)	\$138.351	\$101.329	\$37.022	26.8	\$1,795.396	\$1,763.300	\$32.096	1.8
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	\$7,081.363	\$7,048.633	\$32.730	0.5	\$1,194.248	\$1,251.554	(57.305)	(4.8)	\$8,275.612	\$8,300.187	(24.575)	(0.3)
Depreciation	\$1,501.919	\$1,519.886	(17.967)	(1.2)	\$0.000	\$0.000	-	-	\$1,501.919	\$1,519.886	(17.967)	(1.2)
OPEB Liability	\$1,012.643	\$785.893	\$226.750	22.4	\$0.000	\$0.000	-	-	\$1,012.643	\$785.893	\$226.750	22.4
GASB 68 Pension Adjustment	(6.571)	(6.571)	\$0.000	0.0	\$0.000	\$0.000	-	-	(6.571)	(6.571)	\$0.000	0.0
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$9,589.355	\$9,347.841	\$241.513	2.5	\$1,194.248	\$1,251.554	(57.305)	(4.8)	\$10,783.603	\$10,599.395	\$184.208	1.7
OPERATING SURPLUS/DEFICIT	(5,498.680)	(5,263.218)	\$235.462	4.3	\$0.000	\$0.000	\$0.000	-	(5,498.680)	(5,263.218)	\$235.462	4.3

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
October 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	3.0	0.8	Subways was above forecast by \$2.4 million (0.8 percent), buses was higher by \$0.2 million (0.2 percent), and paratransit was favorable by \$0.5 million (30.3 percent).	(1.8)	0.0	Subways was below forecast by \$5.1 million (0.2 percent), buses was higher by \$1.9 million (0.2 percent), and paratransit exceeded forecast by \$1.5 million (9.9 percent).
Other Operating Revenue	NR	3.8	10.6	Mostly the favorable timing of student fare reimbursements	(4.3)	(1.2)	Mostly lower advertising/real estate revenues and the unfavorable timing of student fare reimbursements, partly offset by higher Urban Tax revenues
Payroll	NR	5.7	1.9	Due mostly to vacancies and the favorable timing of expenses	31.3	1.1	Largely from vacancies and the favorable timing of expenses
Overtime	NR	(6.8)	(13.5)	Due primarily to additional vacancy/absentee coverage requirements, subway service delays, and higher than forecasted requirements for Car Maintainers and Cleaners, Elevators/Escalators, Trackwork and Bus Maintainers/Dispatchers	(80.5)	(16.5)	Due largely to subway service delays, higher than forecasted requirements for Car Maintainers and Cleaners, Elevators/Escalators, Trackwork and Bus Dispatchers/Maintainers as well as vacancy/absentee coverage requirements and the unfavorable timing of expenses
Health & Welfare (including OPEB current payment)	NR	37.8	31.9	Due primarily to greater-than-anticipated Express Script rebates	46.9	4.1	Due primarily to greater-than-anticipated Express Script rebates
Pension	NR				(4.7)	(0.6)	Primarily the unfavorable timing of both NYCERS and MaBSTOA pension expenses
Other Fringe Benefits	NR	1.2	2.7	Due mainly to favorable overhead credits, resulting largely from increased reimbursable labor requirements	1.4	0.3	Due mainly to favorable overhead credits, resulting largely from increased reimbursable labor requirements, mostly offset by higher FICA expenses
Reimbursable Overhead	NR	5.9	25.9	Due mainly to increased reimbursable overtime work requirements	43.2	17.2	Due mainly to increased reimbursable overtime work requirements
Electric Power	NR				13.1	5.1	Primarily the favorable timing of expenses, lower prices and consumption.
Fuel	NR				(4.4)	(4.8)	Due mainly to higher prices and consumption, partly offset by the favorable timing of expenses

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
October 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		
		\$	%		\$	%	
Claims	NR	(9.0)	(63.0)	Additional reserve accruals in anticipation of the year-end reserve update	(18.0)	(12.6)	Additional reserve accruals in anticipation of the year-end reserve update
Paratransit Service Contracts	NR	(7.9)	(22.6)	Due principally to increased E-hail related trip activity	(29.2)	(8.4)	Due principally to increased E-hail related trip activity
Maintenance and Other Operating Contracts	NR	3.3	12.7	Due essentially to the transfer of operating vehicles to be capitalized and the favorable timing of paratransit vehicle purchases	45.3	18.0	Due essentially to the transfer of operating vehicles to be capitalized, the favorable timing of paratransit vehicle purchases and the timing of revenue vehicle maintenance & repair expenses
Professional Service Contracts	NR	9.4	47.7	Mainly the favorable timing of various professional service contract requirements	(3.1)	(2.0)	Mainly the unfavorable timing of various professional service contract requirements
Materials & Supplies	NR	8.6	25.1	Primarily the favorable timing of maintenance material requirements and favorable inventory/obsolescence adjustments	(4.8)	(1.7)	Primarily the unfavorable timing of non-vehicle maintenance requirements
Capital and Other Reimbursements	R	12.1	10.7	Increased reimbursements, consistent with an increase in reimbursable expenses	57.3	4.8	Increased reimbursements, consistent with an increase in reimbursable expenses
Payroll	R	4.0	9.0	Mainly vacancies/absentees not available for non-capital and capital engineering requirements, partly offset by higher capital construction requirements	26.0	5.8	Mainly vacancies/absentees not available for non-capital and capital engineering requirements, partly offset by higher capital construction requirements
Overtime	R	(9.5)	over (100.0)	Due mainly to vacancy/absentee coverage requirements, SAP job overruns and additional capital support	(65.6)	(57.6)	Due mainly to vacancy/absentee coverage requirements, SAP job overruns and additional capital support
Maintenance Contracts	R				20.4	34.1	Primarily the favorable timing of non-vehicle maintenance & repair expenses
Professional Service Contracts	R				10.3	54.1	Primarily the favorable timing of engineering services expenses
Materials & Supplies	R				11.0	18.3	Mainly the favorable timing of non-vehicle maintenance requirements
Other Business Expenses	R				(4.4)	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
Oct 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	\$400.720	\$402.382	\$1.662	0.4	\$3,724.998	\$3,736.667	\$11.669	0.3
Fare Reimbursement	\$4.848	\$0.000	(4.848)	-	\$30.554	\$26.426	(4.128)	(13.5)
Paratransit Reimbursement	\$41.969	\$3.108	(38.861)	(92.6)	\$181.597	\$141.114	(40.483)	(22.3)
Other Operating Revenue	\$4.734	\$4.118	(0.616)	(13.0)	\$40.939	\$37.144	(3.795)	(9.3)
Other Revenue	\$51.552	\$7.226	(44.326)	(86.0)	\$253.090	\$204.684	(48.406)	(19.1)
Capital and Other Reimbursements	\$133.635	\$129.660	(3.975)	(3.0)	\$1,270.122	\$1,064.788	(205.334)	(16.2)
Total Revenue	\$585.907	\$539.268	(46.639)	(8.0)	\$5,248.210	\$5,006.139	(242.071)	(4.6)
Expenditures								
Labor :								
Payroll	\$320.039	\$307.078	\$12.961	4.0	\$3,191.475	\$3,117.017	\$74.458	2.3
Overtime	\$59.662	\$75.969	(16.307)	(27.3)	\$602.394	\$748.545	(146.151)	(24.3)
Total Salaries & Wages	\$379.701	\$383.047	(3.346)	(0.9)	\$3,793.869	\$3,865.562	(71.693)	(1.9)
Health and Welfare	\$81.364	\$73.495	\$7.869	9.7	\$785.860	\$737.498	\$48.362	6.2
OPEB Current Payment	\$40.074	\$21.956	\$18.118	45.2	\$392.120	\$380.808	\$11.311	2.9
Pensions	\$81.704	\$81.856	(0.152)	(0.2)	\$804.383	\$811.130	(6.747)	(0.8)
Other Fringe Benefits	\$37.530	\$41.419	(3.889)	(10.4)	\$409.312	\$425.069	(15.757)	(3.8)
Total Fringe Benefits	\$240.672	\$218.726	\$21.946	9.1	\$2,391.674	\$2,354.505	\$37.169	1.6
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$620.373	\$601.773	\$18.600	3.0	\$6,185.544	\$6,220.067	(34.523)	(0.6)
Non-Labor :								
Electric Power	\$25.488	\$27.533	(2.045)	(8.0)	\$258.386	\$257.239	\$1.147	0.4
Fuel	\$9.789	\$10.560	(0.771)	(7.9)	\$91.443	\$96.763	(5.320)	(5.8)
Insurance	\$11.883	\$0.000	\$11.883	-	\$67.568	\$67.429	\$0.139	0.2
Claims	\$9.893	\$11.661	(1.768)	(17.9)	\$110.330	\$118.015	(7.685)	(7.0)
Paratransit Service Contracts	\$35.117	\$46.842	(11.725)	(33.4)	\$343.444	\$373.563	(30.119)	(8.8)
Maintenance and Other Operating Contracts	\$31.457	\$27.212	\$4.245	13.5	\$322.149	\$243.225	\$78.924	24.5
Professional Service Contracts	\$18.662	\$24.373	(5.711)	(30.6)	\$168.581	\$169.399	(0.818)	(0.5)
Materials & Supplies	\$36.014	\$34.662	\$1.352	3.8	\$342.675	\$343.627	(0.952)	(0.3)
Other Business Expenses	\$6.970	\$7.989	(1.019)	(14.6)	\$67.854	\$78.245	(10.391)	(15.3)
Non-Labor	\$185.274	\$190.832	(5.558)	(3.0)	\$1,772.431	\$1,747.505	\$24.926	1.4
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$805.646	\$792.605	\$13.041	1.6	\$7,957.975	\$7,967.572	(9.597)	(0.1)
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	\$805.646	\$792.605	\$13.041	1.6	\$7,957.975	\$7,967.572	(9.597)	(0.1)
Net Surplus/(Deficit)	(219.739)	(253.337)	(33.598)	(15.3)	(2,709.764)	(2,961.433)	(251.669)	(9.3)

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
 October 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	1.7	0.4	Primarily the favorable timing of receipts	11.7	0.3	Primarily the favorable timing of receipts
Other Operating Receipts	(44.3)	(86.0)	Due principally to the unfavorable timing of Paratransit reimbursements	(48.4)	(19.1)	Due principally to the unfavorable timing of Paratransit reimbursements
Capital and Other Reimbursements	(4.0)	(3.0)	Largely the unfavorable timing of capital reimbursements	(205.3)	(16.2)	Largely the unfavorable timing of capital reimbursements
Salaries & Wages	(3.3)	(0.9)	Mainly higher overtime expenditures	(71.7)	(1.9)	Mainly higher overtime expenditures
Health & Welfare (including OPEB current payment)	26.0	21.3	Mostly lower expenses	59.6	5.1	Principally lower expenses and the favorable timing of payments
Paratransit Service Contracts	(11.7)	(33.4)	Due principally to increased E-hail related trip activity	(30.1)	(8.8)	Due principally to increased E-hail related trip activity
Maintenance Contracts	4.2	13.5	Mainly the favorable timing of expenses	78.9	24.5	Mainly the favorable timing of expenses and payments
Professional Service Contracts	(5.7)	(30.6)	Mainly the unfavorable timing of payments			

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2018 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Oct 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	(1.386)	(1.386)	-	\$0.200	\$13.627	\$13.427	-
Fare Reimbursement	(1.285)	(9.749)	(8.464)	-	(41.197)	(41.985)	(0.789)	(1.9)
Paratransit Reimbursement	\$26.962	(13.821)	(40.783)	-	\$23.394	(24.621)	(48.015)	-
Other Operating Revenue	(9.832)	(8.701)	\$1.131	11.5	(94.984)	(90.294)	\$4.690	4.9
Other Revenue	\$15.845	(32.270)	(48.116)	-	(112.786)	(156.900)	(44.114)	(39.1)
Capital and Other Reimbursements	\$20.000	\$3.896	(16.104)	(80.5)	\$75.874	(186.766)	(262.640)	-
Total Revenue	\$35.845	(29.760)	(65.605)	-	(36.712)	(330.039)	(293.326)	-
Expenses								
Labor :								
Payroll	\$19.369	\$22.599	\$3.230	16.7	\$97.844	\$115.030	\$17.187	17.6
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	\$19.369	\$22.599	\$3.230	16.7	\$97.844	\$115.030	\$17.187	17.6
Health and Welfare	\$0.000	(11.840)	(11.840)	-	\$7.128	\$19.404	\$12.276	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	(0.194)	(0.194)	\$0.000	0.0
Pensions	\$0.000	\$0.019	\$0.019	-	\$0.064	\$0.151	\$0.087	-
Other Fringe Benefits	\$23.041	\$18.622	(4.419)	(19.2)	\$189.831	\$182.428	(7.402)	(3.9)
Total Fringe Benefits	\$23.041	\$6.801	(16.240)	(70.5)	\$196.829	\$201.789	\$4.960	2.5
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Labor	\$42.410	\$29.400	(13.010)	(30.7)	\$294.672	\$316.819	\$22.147	7.5
Non-Labor :								
Electric Power	\$0.000	(1.437)	(1.437)	-	\$0.000	(11.869)	(11.869)	-
Fuel	\$0.000	(0.552)	(0.552)	-	\$0.000	(0.667)	(0.667)	-
Insurance	(6.095)	\$5.776	\$11.871	-	(11.473)	(11.301)	\$0.172	1.5
Claims	\$4.384	\$11.617	\$7.232	-	\$32.447	\$42.712	\$10.265	31.6
Paratransit Service Contracts	\$0.000	(3.804)	(3.804)	-	\$2.000	\$1.050	(0.950)	(47.5)
Maintenance and Other Operating Contracts	\$0.000	\$0.005	\$0.005	-	(10.632)	\$2.526	\$13.158	-
Professional Service Contracts	\$3.000	(12.768)	(15.768)	-	\$6.668	(1.374)	(8.042)	-
Materials & Supplies	\$3.775	(2.173)	(5.949)	-	\$3.954	(3.215)	(7.169)	-
Other Business Expenses	\$0.000	(0.271)	(0.271)	-	\$0.000	(2.068)	(2.068)	-
Non-Labor	\$5.065	(3.606)	(8.671)	-	\$22.965	\$15.795	(7.170)	(31.2)
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$47.475	\$25.794	(21.681)	(45.7)	\$317.637	\$332.615	\$14.978	4.7
Depreciation	\$160.705	\$153.957	(6.747)	(4.2)	\$1,501.919	\$1,519.886	\$17.967	1.2
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$1,012.643	\$785.893	(226.750)	(22.4)
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	(6.571)	(6.571)	\$0.000	0.0
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$208.180	\$179.751	(28.429)	(13.7)	\$2,825.628	\$2,631.823	(193.805)	(6.9)
Total Cash Conversion Adjustments	\$244.025	\$149.991	(94.034)	(38.5)	\$2,788.916	\$2,301.785	(487.131)	(17.5)

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
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
October 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	280	40	
Office of the EVP	36	28	8	
Human Resources	252	243	9	
Office of Management and Budget	43	40	3	
Capital Planning & Budget	36	31	5	
Corporate Communications	214	193	21	
Non-Departmental	(25)	-	(25)	
Labor Relations	100	86	14	
Materiel	261	251	10	
Controller	125	115	10	
Total Administration	1,400	1,300	100	
Operations				
Subways Service Delivery	8,689	8,650	39	
Subways Operations Support/Admin	444	449	(5)	
Subways Stations	2,741	2,589	152	Mostly Station Supervisors & Agents
Sub-total Subways	11,874	11,688	186	
Buses	11,093	10,944	149	Largely Bus Operators
Paratransit	213	201	12	
Operations Planning	407	383	24	
Revenue Control	643	620	23	
Non-Departmental	0	(1)	1	
Total Operations	24,230	23,835	395	
Maintenance				
Subways Operations Support/Admin	188	173	15	
Subways Engineering	398	343	55	Mostly PTEs
Subways Car Equipment	5,178	5,160	18	
Subways Infrastructure	1,842	1,812	30	
Subways Elevators & Escalators	482	422	60	Mainly Elev. & Escal. Maintainers
Subways Stations	3,454	3,285	169	Mostly Cleaners & Maintainers
Subways Track	3,348	3,244	104	Largely Maintainers
Subways Power	701	674	27	
Subways Signals	1,650	1,630	20	
Subways Electronic Maintenance	1,721	1,593	128	Primarily PTE/Maintainer shortage
Sub-total Subways	18,962	18,336	626	
Buses	3,662	3,620	42	
Supply Logistics	597	593	4	
System Safety	97	89	8	
Non-Departmental	(140)	(1)	(139)	
Total Maintenance	23,178	22,637	541	
Engineering/Capital				
Capital Program Management	1,438	1,394	44	
Total Engineering/Capital	1,438	1,394	44	
Public Safety				
Security	644	630	14	
Total Public Safety	644	630	14	
Total Positions				
	50,890	49,796	1,094	
Non-Reimbursable	45,245	44,546	699	
Reimbursable	5,645	5,250	395	
Total Full-Time	50,694	49,594	1,100	
Total Full-Time Equivalents	196	202	(6)	

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
October 2018

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	523	431	92	
Professional, Technical, Clerical	841	841	0	
Operational Hourlies	36	28	8	
Total Administration	1,400	1,300	100	
Operations				
Managers/Supervisors	2,886	2,755	131	
Professional, Technical, Clerical	588	558	30	
Operational Hourlies	20,756	20,522	234	
Total Operations	24,230	23,835	395	
Maintenance				
Managers/Supervisors	4,177	4,071	106	
Professional, Technical, Clerical	1,159	1,016	143	
Operational Hourlies	17,842	17,550	292	
Total Maintenance	23,178	22,637	541	
Engineering/Capital				
Managers/Supervisors	360	341	19	
Professional, Technical, Clerical	1,076	1,051	25	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,438	1,394	44	
Public Safety				
Managers/Supervisors	264	258	6	
Professional, Technical, Clerical	44	38	6	
Operational Hourlies	336	334	2	
Total Public Safety	644	630	14	
Total Positions				
Managers/Supervisors	8,210	7,856	354	
Professional, Technical, Clerical	3,708	3,504	204	
Operational Hourlies	38,972	38,436	536	
Total Positions	50,890	49,796	1,094	

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

	Oct						Oct Year-to-Date						
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)		
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	392,999	\$12.994	394,718	\$13.110	(1,719)	(\$0.116)	3,742,037	\$122.882	3,644,930	\$120.734	97,107	\$2.148	1.7%
<u>Unscheduled Service</u>	346,286	\$11.691	476,982	\$13.869	(130,696)	(\$2.178)	3,347,605	\$112.782	5,102,667	\$149.217	(1,755,062)	(\$36.436)	-32.3%
<u>Programmatic/Routine Maintenance</u>	601,808	\$21.733	646,906	\$23.261	(45,099)	(\$1.528)	5,552,754	\$200.170	6,068,622	\$216.709	(515,868)	(\$16.539)	-8.3%
<u>Vacancy/Absentee Coverage</u>	52,304	\$1.703	166,439	\$5.512	(114,135)	(\$3.809)	523,033	\$16.964	1,121,881	\$38.596	(598,849)	(\$21.632)	*
<u>Weather Emergencies</u>	5,133	\$0.150	12,036	\$0.410	(6,903)	(\$0.261)	1,041,461	\$34.354	1,095,315	\$36.308	(53,853)	(\$1.954)	-5.7%
<u>Safety/Security/Law Enforcement</u>	9,616	\$0.287	6,726	\$0.191	2,890	\$0.096	96,152	\$2.853	81,658	\$2.372	14,494	\$0.480	16.8%
<u>Other</u>	50,466	\$1.671	17,168	\$0.641	33,297	\$1.030	(57,853)	(\$1.611)	173,095	\$4.977	(230,948)	(\$6.588)	*
Subtotal	1,458,611	\$50.229	1,720,975	\$56.996	(262,364)	(\$6.767)	14,245,189	\$488.394	17,288,167	\$568.914	(3,042,979)	(\$80.521)	-16.5%
REIMBURSABLE OVERTIME	305,286	\$9.433	532,500	\$18.974	(227,215)	(\$9.541)	3,091,302	\$114.000	5,023,800	\$179.630	(1,932,498)	(\$65.630)	-57.6%
TOTAL OVERTIME	1,763,897	\$59.662	2,253,475	\$75.969	(489,578)	(\$16.307)	17,336,491	\$602.394	22,311,967	\$748.545	(4,975,476)	(\$146.151)	-24.3%

Totals may not add due to rounding

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

* Exceeds 100%

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

	Oct			Oct Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(1,719)	(\$0.1)		97,107	\$2.1	Favorable variance is related to the timing of the expense in addition to vacancies within the department of Buses
		1.7%			(2.7%)	
<u>Unscheduled Service</u>	(130,696)	(\$2.2)	Unfavorable variance due to subway service delays	(1,755,062)	(\$36.4)	Unfavorable variance due to subway service delays and Bus
		32.2%			45.3%	
<u>Programmatic/Routine Maintenance</u>	(45,099)	(\$1.5)	Unfavorable variance mainly due to overrun for Car maintainer, Car cleaner, MS E&E ,MS Track, Track workers, Bus Maintainer and Bus Dispatcher	(515,868)	(\$16.5)	Unfavorable variance mainly due to overrun for Car maintainer, Car cleaner, MS E&E ,MS Track, Track workers, Bus Maintainer and Bus Dispatcher
		22.6%			20.5%	
<u>Vacancy/Absentee Coverage</u>	(114,135)	(\$3.8)	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Bus operators and Track hourly employees	(598,849)	(\$21.6)	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Bus operators and Track and Signal hourly employees
		56.3%			26.9%	
<u>Weather Emergencies</u>	(6,903)	(\$0.3)		(53,853)	(\$2.0)	Unfavorable variances mainly due to heavy rain systemwide and MOW coverage & support during heat
		3.9%			2.4%	
<u>Safety/Security/Law Enforcement</u>	2,890	\$0.1		14,494	\$0.5	
		(1.4%)			(0.6%)	
<u>Other</u>	33,297	\$1.0	Favorable variance is primarily due to timing of expense	(230,948)	(\$6.6)	Unfavorable variance mainly due to timing lag of reimbursable charges and timing of budgeted target reduction for training
		(15.2%)			8.2%	
Subtotal	(262,364)	(\$6.8)		(3,042,979)	(\$80.5)	
		41.5%			55.1%	
REIMBURSABLE OVERTIME	(227,215)	(\$9.5)	Unfavorable variance mainly due to vacancy/absentee Coverage, SAP Job overrun and additional Capital support	(1,932,498)	(\$65.6)	Unfavorable variance mainly due to vacancy/absentee Coverage, SAP Job overrun and additional Capital support
		58.5%			44.9%	
TOTAL OVERTIME	(489,578)	(\$16.3)		(4,975,476)	(\$146.2)	

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.

MTA NEW YORK CITY TRANSIT
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2018 YEAR-TO-DATE
(\$ in millions)

	October 2018 Year-to-Date			Favorable/(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual Results	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	4,090.7	4,081.5	4,084.6	(6.1)	(0.1)	3.1	0.1
Total Expenses before Depreciation, OPEB and Environmental Remediation	7,081.4	7,063.7	7,048.6	32.8	0.5	15.1	0.2
Depreciation	1,501.9	1,501.9	1,519.9	(18.0)	(1.2)	(18.0)	(1.2)
OPEB Account	1,012.7	785.9	785.9	226.8	22.4	0.0	0.0
GASB 68 Pension Adjustment	(6.6)	(6.6)	(6.6)	0.0	n/a	0.0	0.0
Total Expenses	9,589.4	9,344.9	9,347.8	241.6	2.5	(2.9)	(0.0)
Net Surplus/(Deficit)	(5,498.7)	(5,263.4)	(5,263.2)	235.5	4.3	0.2	0.0

Note: Totals may not add due to rounding

**MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
OCTOBER 2018 YEAR-TO-DATE
(\$ in millions)**

	October 2018 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	3.1	0.1	Mostly higher subway revenue
Total Expenses (Nonreimbursable)	(2.9)	0.0	Operating expenses favorable by \$15.1M (0.2)% Depreciation expense unfavorable by \$(18.0M) (1.2)%

NOTE: Regarding Mid-Year Forecast vs. Actual Results, variance explanations are provided in the monthly report to the Finance Committee.

Preliminary October 2018 Report: Staten Island Railway

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

- October 2018 Staten Island Railway ridership of 432,256 riders was 23,931 riders (5.2 percent) below forecast. Average weekday ridership of 17,845 riders was 539 riders (2.9 percent) below October 2017.
- Farebox revenue of \$0.6 million was below forecast by \$0.02 million (2.9 percent).
- Operating expenses of \$4.7 million in October were below forecast by \$1.0 million (17.0 percent).
 - Labor expenses were below forecast by \$0.4 million (9.8 percent).
 - Non-labor expenses were under forecast by \$0.6 million (37.0%).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

October 2018

(All data are preliminary and subject to audit)

Total **ridership** in October 2018 was 432,256 riders, 5.2 percent (23,931 riders) below the Mid-Year Forecast (forecast). Year-to-date, ridership was 3,779,353 riders, 1.7 percent (67,315 riders) lower than forecast. October 2018 average weekday ridership was 17,845 riders, 4.0 percent (745 riders) lower than October 2017. Average weekday ridership for the twelve months ending October 2018 was 16,250 riders, 0.3 percent (51 riders) below the previous twelve-month period.

Operating revenue of \$0.9 million in October was \$0.1 million (11.8 percent) above forecast. Year-to-date, operating revenue of \$8.0 million was less than \$0.1 million (0.2 percent) under forecast.

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were lower than forecast in October by \$1.0 million (17.0 percent).

- Labor expenses were under forecast by \$0.4 million (9.8 percent), due primarily to an underrun in health & welfare/OPEB current expenses of \$0.4 million (49.0 percent), resulting mostly from the favorable timing of expenses and vacancies.
- Non-labor expenses underran forecast by \$0.6 million (37.0 percent), due mainly to the favorable timing of expenses reported in maintenance contract expenses of \$0.5 million (91.6 percent), due largely to the favorable timing of non-revenue vehicle purchases and various maintenance work requirements.

Year-to-date, expenses were below forecast by \$2.9 million (5.6 percent).

- Labor costs were below forecast by a net \$0.3 million (0.8 percent), including lower health & welfare/OPEB current expenses of \$1.0 million (13.5 percent), again due to the favorable timing of expenses and vacancies. Reimbursable overhead credits were favorable by \$0.4 million (over 100.0 percent). Partly offsetting these positive results are higher overtime expenses \$1.0 million (44.2 percent), due mainly to the unfavorable timing of project work and vacancy coverage requirements.
- Non-labor expenses were under by \$2.6 million (22.3 percent), due essentially to lower maintenance contract expenses of \$2.6 million (77.9 percent), again resulting from the favorable timing of non-revenue vehicle purchases and various maintenance work requirements.

Depreciation expenses of \$9.9 million year-to-date were above forecast by \$2.6 million (34.8 percent), due mainly to year-end updates of additional assets reaching beneficial use. OPEB Liability expenses of \$5.3 million were \$0.3 million (5.0 percent) below forecast. GASB #68 Pension Adjustment was favorable to forecast by \$0.9 million

The **operating cash deficit** (excluding subsidies) was \$42.5 million year-to-date, \$3.1 million (6.8 percent) favorable to forecast

MTA STATEN ISLAND RAILWAY
 oct - 2018 Mid_Year
 Accrual Statement of Operations By Category
 Month - oct 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	\$0.656	\$0.637	(0.019)	(2.9)	\$0.000	\$0.000	-	-	\$0.656	\$0.637	(0.019)	(2.9)
Other Revenue	\$0.168	\$0.284	\$0.116	69.2	\$0.000	\$0.000	-	-	\$0.168	\$0.284	\$0.116	69.2
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.126	\$0.244	\$0.118	93.8	\$0.126	\$0.244	\$0.118	93.8
Total Revenue	\$0.824	\$0.921	\$0.097	11.8	\$0.126	\$0.244	\$0.118	93.8	\$0.949	\$1.165	\$0.215	22.7
Expenses												
Labor :												
Payroll	\$2.164	\$2.103	\$0.061	2.8	\$0.036	\$0.048	(0.012)	(34.5)	\$2.200	\$2.151	\$0.048	2.2
Overtime	\$0.101	\$0.300	(0.199)	-	\$0.127	\$0.075	\$0.052	40.9	\$0.229	\$0.375	(0.147)	(64.1)
Total Salaries & Wages	\$2.265	\$2.403	(0.138)	(6.1)	\$0.163	\$0.124	\$0.040	24.3	\$2.428	\$2.527	(0.098)	(4.0)
Health and Welfare	\$0.647	\$0.307	\$0.340	52.5	\$0.000	\$0.000	\$0.000	-	\$0.647	\$0.307	\$0.340	52.5
OPEB Current Payment	\$0.223	\$0.137	\$0.086	38.7	\$0.000	\$0.000	(0.001)	-	\$0.223	\$0.137	\$0.086	38.4
Pensions	\$0.599	\$0.545	\$0.053	8.9	\$0.000	\$0.000	\$0.000	-	\$0.599	\$0.545	\$0.053	8.9
Other Fringe Benefits	\$0.477	\$0.497	(0.020)	(4.3)	\$0.000	\$0.000	-	-	\$0.477	\$0.497	(0.020)	(4.3)
Total Fringe Benefits	\$1.946	\$1.486	\$0.460	23.6	\$0.000	\$0.000	(0.001)	-	\$1.946	\$1.487	\$0.459	23.6
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.026)	(0.116)	\$0.089	-	\$0.026	\$0.116	(0.089)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$4.185	\$3.774	\$0.411	9.8	\$0.189	\$0.240	(0.050)	(26.6)	\$4.374	\$4.014	\$0.361	8.2
Non-Labor :												
Electric Power	\$0.430	\$0.224	\$0.207	48.0	\$0.000	\$0.000	\$0.000	-	\$0.430	\$0.224	\$0.206	48.0
Fuel	\$0.015	\$0.016	(0.001)	(5.8)	\$0.000	\$0.000	\$0.000	-	\$0.015	\$0.016	(0.001)	(5.8)
Insurance	\$0.098	\$0.122	(0.025)	(25.6)	\$0.000	\$0.000	\$0.000	-	\$0.098	\$0.122	(0.025)	(25.6)
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	\$0.047	\$0.518	91.6	\$0.000	\$0.000	-	-	\$0.565	\$0.047	\$0.518	91.6
Professional Service Contracts	\$0.122	\$0.159	(0.037)	(30.4)	(0.002)	\$0.004	(0.006)	-	\$0.120	\$0.163	(0.043)	(35.6)
Materials & Supplies	\$0.277	\$0.353	(0.076)	(27.5)	(0.062)	\$0.000	(0.062)	-	\$0.215	\$0.353	(0.138)	(64.0)
Other Business Expenses	\$0.003	\$0.009	(0.007)	-	\$0.000	\$0.000	-	-	\$0.003	\$0.009	(0.007)	-
Non-Labor	\$1.507	\$0.950	\$0.557	37.0	(0.063)	\$0.004	(0.068)	-	\$1.443	\$0.954	\$0.489	33.9
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	\$5.692	\$4.724	\$0.968	17.0	\$0.126	\$0.244	(0.118)	(93.8)	\$5.817	\$4.968	\$0.850	14.6
Depreciation	\$0.482	\$0.992	(0.511)	-	\$0.000	\$0.000	-	-	\$0.482	\$0.992	(0.511)	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$6.173	\$5.716	\$0.457	7.4	\$0.126	\$0.244	(0.118)	(93.8)	\$6.299	\$5.960	\$0.339	5.4
OPERATING SURPLUS/DEFICIT	(5.349)	(4.795)	\$0.554	10.4	\$0.000	\$0.000	\$0.000	-	(5.349)	(4.795)	\$0.554	10.4

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.

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MTA STATEN ISLAND RAILWAY
 oct - 2018 Mid_Year
 Accrual Statement of Operations By Category
 Year-To-Date - oct 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	\$5.879	\$5.784	(0.095)	(1.6)	\$0.000	\$0.000	-	-	\$5.879	\$5.784	(0.095)	(1.6)
Other Revenue	\$2.112	\$2.188	\$0.076	3.6	\$0.000	\$0.000	-	-	\$2.112	\$2.188	\$0.076	3.6
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$1.764	\$2.426	\$0.662	37.5	\$1.764	\$2.426	\$0.662	37.5
Total Revenue	\$7.992	\$7.973	(0.019)	(0.2)	\$1.764	\$2.426	\$0.662	37.5	\$9.756	\$10.398	\$0.643	6.6
Expenses												
Labor :												
Payroll	\$20.412	\$20.374	\$0.037	0.2	\$0.455	\$0.648	(0.193)	(42.3)	\$20.867	\$21.023	(0.155)	(0.7)
Overtime	\$2.216	\$3.196	(0.980)	(44.2)	\$0.745	\$0.422	\$0.323	43.4	\$2.961	\$3.618	(0.657)	(22.2)
Total Salaries & Wages	\$22.628	\$23.571	(0.943)	(4.2)	\$1.200	\$1.070	\$0.130	10.9	\$23.829	\$24.641	(0.812)	(3.4)
Health and Welfare	\$5.223	\$4.321	\$0.902	17.3	\$0.000	\$0.000	\$0.000	-	\$5.223	\$4.321	\$0.902	17.3
OPEB Current Payment	\$2.142	\$2.048	\$0.094	4.4	\$0.001	\$0.004	(0.003)	-	\$2.143	\$2.052	\$0.091	4.2
Pensions	\$5.903	\$5.710	\$0.193	3.3	\$0.000	\$0.000	\$0.000	-	\$5.903	\$5.710	\$0.193	3.3
Other Fringe Benefits	\$4.788	\$5.165	(0.377)	(7.9)	\$0.000	\$0.000	-	-	\$4.788	\$5.165	(0.377)	(7.9)
Total Fringe Benefits	\$18.056	\$17.243	\$0.813	4.5	\$0.001	\$0.004	(0.003)	-	\$18.057	\$17.247	\$0.810	4.5
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.436)	(0.882)	\$0.446	-	\$0.436	\$0.882	(0.446)	-	\$0.000	\$0.001	\$0.000	-
Labor	\$40.248	\$39.932	\$0.316	0.8	\$1.637	\$1.956	(0.319)	(19.5)	\$41.886	\$41.889	(0.003)	0.0
Non-Labor :												
Electric Power	\$4.151	\$3.703	\$0.448	10.8	\$0.000	\$0.008	(0.007)	-	\$4.152	\$3.711	\$0.441	10.6
Fuel	\$0.206	\$0.205	\$0.001	0.7	\$0.000	\$0.000	\$0.000	-	\$0.206	\$0.205	\$0.001	0.7
Insurance	\$0.999	\$0.899	\$0.100	10.0	\$0.000	\$0.000	\$0.000	-	\$0.999	\$0.899	\$0.100	10.0
Claims	\$0.091	\$0.200	(0.109)	-	\$0.000	\$0.000	-	-	\$0.091	\$0.200	(0.109)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$3.344	\$0.741	\$2.603	77.9	\$0.000	\$0.000	-	-	\$3.344	\$0.741	\$2.603	77.9
Professional Service Contracts	\$0.796	\$0.643	\$0.153	19.2	\$0.003	\$0.020	(0.017)	-	\$0.799	\$0.663	\$0.136	17.1
Materials & Supplies	\$1.879	\$2.280	(0.401)	(21.4)	\$0.123	\$0.442	(0.319)	-	\$2.002	\$2.722	(0.720)	(36.0)
Other Business Expenses	\$0.184	\$0.387	(0.202)	-	\$0.000	\$0.000	-	-	\$0.184	\$0.387	(0.202)	-
Non-Labor	\$11.650	\$9.058	\$2.592	22.3	\$0.127	\$0.469	(0.343)	-	\$11.777	\$9.527	\$2.250	19.1
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	\$51.898	\$48.990	\$2.908	5.6	\$1.764	\$2.426	(0.662)	(37.5)	\$53.662	\$51.416	\$2.247	4.2
Depreciation	\$7.337	\$9.890	(2.553)	(34.8)	\$0.000	\$0.000	-	-	\$7.337	\$9.890	(2.553)	(34.8)
OPEB Liability	\$5.618	\$5.337	\$0.281	5.0	\$0.000	\$0.000	-	-	\$5.618	\$5.337	\$0.281	5.0
GASB 68 Pension Adjustment	\$0.329	(0.565)	\$0.894	-	\$0.000	\$0.000	-	-	\$0.329	(0.565)	\$0.894	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$65.182	\$63.651	\$1.531	2.3	\$1.764	\$2.426	(0.662)	(37.5)	\$66.946	\$66.077	\$0.869	1.3
OPERATING SURPLUS/DEFICIT	(57.190)	(55.679)	\$1.512	2.6	\$0.000	\$0.000	\$0.000	33.3	(57.190)	(55.679)	\$1.512	2.6

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.

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MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
OCTOBER 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>(Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>(Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Revenue	Non Reimb.	(0.019)	(2.9)	Lower ridership	(0.095)	(1.6)	Due mostly to lower ridership along with a one day service suspension due to flooding and 8.5 inches of rain in August
Other Operating Revenue	Non Reimb.	0.116	69.2	The favorable timing of advertising and real estate revenue	0.076	3.6	The favorable timing of advertising and real estate revenue
Payroll	Non Reimb.	0.061	2.8	Mostly vacancies	0.037	0.2	Mostly vacancies
Overtime	Non Reimb.	(0.199)	over (100.0)	The unfavorable timing of project work requirements and vacancy coverage requirements	(0.980)	(44.2)	The unfavorable timing of project work requirements and vacancy coverage requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.426	49.0	The favorable timing of expenses and vacancies	0.996	13.5	The favorable timing of expenses and vacancies
Pension	Non Reimb.	0.053	8.9	The favorable timing of expenses	0.193	3.3	The favorable timing of expenses
Other Fringe Benefits	Non Reimb.				(0.377)	(7.9)	Mainly higher inter-agency charges
Electric Power	Non Reimb.	0.207	48.0	Mostly lower prices than anticipated	0.448	10.8	Mostly lower prices than anticipated
Insurance	Non Reimb.	(0.025)	(25.6)	The unfavorable timing of interagency billing with MTA	0.100	10.0	The favorable timing of interagency billing with MTA
Maintenance & Other Operating Contracts	Non Reimb.	0.518	91.6	Mainly the favorable timing of non-revenue vehicle purchases and various maintenance work requirements	2.603	77.9	Mainly the favorable timing of non-revenue vehicle purchases and various maintenance work requirements
Professional Service Contracts	Non Reimb.	(0.037)	(30.4)	Mostly the unfavorable timing of various professional service contract expenses	0.153	19.2	Mostly the favorable timing of bridge inspections and other professional service contract expenses
Materials and Supplies	Non Reimb.	(0.076)	(27.5)	Largely the unfavorable timing of various material requirements	(0.401)	(21.4)	Largely the unfavorable timing of various material requirements

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
OCTOBER 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>(Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>(Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Other Business Expenses	Non Reimb.				(0.202)	over (100.0)	Mainly various needs not foreseen in the forecast
Capital and Other Reimbursements	Reimb.	0.118	93.8	Timing of contractor requirements	0.662	37.5	Timing of contractor requirements
Payroll	Reimb.	(0.012)	(34.5)	Timing of contractor requirements	(0.193)	(42.3)	Timing of contractor requirements
Overtime	Reimb.	0.052	4.9	Timing of contractor requirements	0.323	43.4	Timing of contractor requirements

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2018 Mid_Year
Cash Receipts and Expenditures
 oct 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	\$0.656	\$0.557	(0.099)	(15.0)	\$5.822	\$5.696	(0.126)	(2.2)
Other Revenue	\$0.168	\$0.035	(0.133)	(79.0)	\$1.214	\$2.290	\$1.076	88.7
Capital and Other Reimbursements	\$0.414	\$0.236	(0.178)	(43.1)	\$3.265	\$1.591	(1.675)	(51.3)
Total Revenue	\$1.238	\$0.828	(0.409)	(33.1)	\$10.301	\$9.576	(0.725)	(7.0)
Expenditures								
Labor :								
Payroll	\$2.200	\$1.902	\$0.298	13.5	\$22.430	\$19.534	\$2.896	12.9
Overtime	\$0.229	\$0.299	(0.070)	(30.7)	\$2.870	\$3.362	(0.492)	(17.1)
Total Salaries & Wages	\$2.428	\$2.201	\$0.227	9.4	\$25.301	\$22.896	\$2.404	9.5
Health and Welfare	\$0.647	\$1.006	(0.358)	(55.3)	\$5.088	\$5.316	(0.227)	(4.5)
OPEB Current Payment	\$0.223	\$0.124	\$0.100	44.6	\$1.537	\$0.960	\$0.577	37.5
Pensions	\$0.599	\$0.545	\$0.053	8.9	\$5.903	\$5.710	\$0.193	3.3
Other Fringe Benefits	\$0.262	\$0.201	\$0.061	23.3	\$2.731	\$3.024	(0.293)	(10.7)
Total Fringe Benefits	\$1.731	\$1.876	(0.144)	(8.3)	\$15.259	\$15.009	\$0.250	1.6
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$4.160	\$4.076	\$0.083	2.0	\$40.560	\$37.906	\$2.654	6.5
Non-Labor :								
Electric Power	\$0.423	\$0.896	(0.473)	-	\$4.165	\$4.785	(0.621)	(14.9)
Fuel	\$0.043	\$0.002	\$0.040	94.3	\$0.294	\$0.090	\$0.204	69.4
Insurance	\$0.074	\$0.535	(0.461)	-	\$0.369	\$0.535	(0.165)	(44.8)
Claims	\$0.012	\$0.000	\$0.012	-	\$0.063	\$0.156	(0.092)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.565	\$0.045	\$0.520	92.1	\$7.050	\$4.318	\$2.732	38.7
Professional Service Contracts	\$0.120	\$0.063	\$0.057	47.7	\$0.769	\$0.358	\$0.411	53.5
Materials & Supplies	\$0.215	\$1.049	(0.834)	-	\$2.555	\$3.802	(1.247)	(48.8)
Other Business Expenses	\$0.003	\$0.014	(0.011)	-	\$0.066	\$0.099	(0.033)	(50.3)
Non-Labor	\$1.454	\$2.603	(1.149)	(79.0)	\$15.331	\$14.143	\$1.189	7.8
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	\$5.614	\$6.679	(1.065)	(19.0)	\$55.891	\$52.048	\$3.842	6.9
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	\$5.614	\$6.679	(1.065)	(19.0)	\$55.891	\$52.048	\$3.842	6.9
Net Surplus/(Deficit)	(4.376)	(5.851)	(1.475)	(33.7)	(45.590)	(42.472)	\$3.118	6.8

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
OCTOBER 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	(0.099)	(15.0%)	The unfavorable timing of interagency cash settlements with NYCT	(0.126)	(2.2)	The unfavorable timing of interagency cash settlements with NYCT
Other Operating Revenue	(0.133)	(79.0%)	Mostly the unfavorable timing of student fare reimbursements	1.076	88.7	Mostly the favorable timing of student fare reimbursements
Capital and Other Reimbursements	(0.178)	(43.1%)	The unfavorable timing of reimbursements	(1.675)	(51.3)	The unfavorable timing of reimbursements
Salaries & Wages	0.227	9.4%	Mostly the favorable timing of payments and vacancies	2.404	9.5	Mostly the favorable timing of payments and vacancies
Health and Welfare (including OPEB current payment)	(0.258)	(29.7%)	Largely the unfavorable timing of payments	0.350	5.3	Mostly the favorable timing of payments and vacancies
Other Fringe Benefits				(0.293)	(10.7)	Mainly higher interagency charges
Maintenance Contracts	0.520	92.1%	Mainly the favorable timing of non-revenue vehicle purchases and various maintenance work requirements	2.732	38.7	Mainly the favorable timing of non-revenue vehicle purchases and various maintenance work requirements
Materials & Supplies	(0.834)	over (100.0)	Largely the unfavorable timing of various material requirements	(1.247)	(48.8)	Largely the unfavorable timing of various material requirements

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2018 Mid_Year
Cash Conversion (Cash Flow Adjustments)
 oct 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	(0.080)	(0.080)	-	(0.057)	(0.089)	(0.032)	(55.2)
Other Revenue	\$0.000	(0.249)	(0.249)	-	(0.899)	\$0.102	\$1.001	-
Capital and Other Reimbursements	\$0.288	(0.008)	(0.296)	-	\$1.501	(0.835)	(2.337)	-
Total Revenue	\$0.288	(0.337)	(0.625)	-	\$0.545	(0.822)	(1.367)	-
Expenses								
Labor :								
Payroll	\$0.000	\$0.249	\$0.249	-	(1.563)	\$1.488	\$3.052	-
Overtime	\$0.000	\$0.077	\$0.077	-	\$0.091	\$0.256	\$0.165	-
Total Salaries & Wages	\$0.000	\$0.326	\$0.326	-	(1.472)	\$1.744	\$3.216	-
Health and Welfare	\$0.000	(0.698)	(0.698)	-	\$0.135	(0.995)	(1.130)	-
OPEB Current Payment	\$0.000	\$0.014	\$0.014	-	\$0.606	\$1.092	\$0.486	80.2
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.214	\$0.296	\$0.081	38.0	\$2.057	\$2.141	\$0.084	4.1
Total Fringe Benefits	\$0.214	(0.389)	(0.603)	-	\$2.798	\$2.238	(0.560)	(20.0)
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	(0.063)	(0.277)	-	\$1.326	\$3.983	\$2.657	-
Non-Labor :								
Electric Power	\$0.007	(0.672)	(0.679)	-	(0.013)	(1.074)	(1.061)	-
Fuel	(0.028)	\$0.013	\$0.041	-	(0.088)	\$0.115	\$0.203	-
Insurance	\$0.024	(0.412)	(0.436)	-	\$0.630	\$0.365	(0.265)	(42.1)
Claims	(0.013)	\$0.020	\$0.033	-	\$0.027	\$0.044	\$0.017	62.9
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	\$0.003	\$0.003	-	(3.706)	(3.578)	\$0.128	3.5
Professional Service Contracts	\$0.000	\$0.100	\$0.100	-	\$0.030	\$0.305	\$0.275	-
Materials & Supplies	\$0.000	(0.696)	(0.696)	-	(0.553)	(1.080)	(0.527)	(95.3)
Other Business Expenses	\$0.000	(0.004)	(0.004)	-	\$0.119	\$0.288	\$0.169	-
Non-Labor	(0.011)	(1.649)	(1.638)	-	(3.554)	(4.616)	(1.061)	(29.9)
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	\$0.204	(1.711)	(1.915)	-	(2.229)	(0.633)	\$1.596	71.6
Depreciation	\$0.482	\$0.992	\$0.511	-	\$7.337	\$9.890	\$2.553	34.8
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$5.618	\$5.337	(0.281)	(5.0)
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.329	(0.565)	(0.894)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$0.685	(0.719)	(1.404)	-	\$11.055	\$14.029	\$2.973	26.9
Total Cash Conversion Adjustments	\$0.973	(1.056)	(2.029)	-	\$11.600	\$13.207	\$1.606	13.8

Note: Totals may not add due to rounding

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

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

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	10	3
General Office	9	14	(5)
Purchasing/Stores	6	4	2
Total Administration	28	28	0
Operations			
Transportation	111	110	1
Total Operations	111	110	1
Maintenance			
Mechanical	52	50	2
Electronics/Electrical	15	13	2
Power/Signals	27	29	(2)
Maintenance of Way	69	70	(1)
Infrastructure	26	31	(5)
Total Maintenance	189	193	(4)
Engineering/Capital			
Capital Project Support	14	9	5
Total Engineering Capital	14	9	5
Total Positions	342	340	2
Non-Reimbursable	328	331	(3)
Reimbursable	14	9	5
Total Full-Time	342	340	2
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
 OCTOBER 2018

	<u>Forecast</u>	<u>Actual</u>	Favorable (Unfavorable) <u>Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	15	1	
Professional, Technical, Clerical	12	13	(1)	
Operational Hourlies	0	0	0	
Total Administration	28	28	0	
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	23	(7)	
Professional, Technical, Clerical	6	5	1	
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	46	(2)	
Professional, Technical, Clerical	23	19	4	
Operational Hourlies	275	275	0	
Total Positions	342	340	2	

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

<u>Month of October</u>				
		<u>Variance</u>		
<u>Forecast</u>	<u>Actual</u>	<u>Amount</u>	<u>Percent</u>	<u>Explanation</u>
0.456	0.432	(0.024)	(5.2%)	Driven in part by lower than expected student ridership
<u>Year-to-Date</u>				
3.847	3.779	(0.067)	(1.7%)	

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

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

	Month of October		Variance		<u>Explanation</u>
	<u>2017</u>	<u>2018</u>	<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.019	0.018	(0.001)	(4.0%)	Driven in part by lower student ridership compared to October 2017
Average Weekend	0.009	0.008	(0.001)	(8.0%)	Driven primarily by two Saturdays: low ridership on 10/20/2018 and on 10/27/2018 account for 80% of the year-over-year variance
	12-Month Rolling Average				
Average Weekday	0.016	0.016	(0.000)	(0.3%)	
Average Weekend	0.008	0.008	0.000	0.2%	

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

MTA STATEN ISLAND RAILWAY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2018 YEAR-TO-DATE
(\$ in millions)

	<u>October 2018 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual Results</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Total Revenue	8.0	7.9	8.0	0.0	0.0	0.1	1.3
Total Expenses before Depreciation, OPEB and Environmental Remediation	51.9	50.6	49.0	2.9	5.6	1.6	3.2
Depreciation	7.3	10.4	9.9	(2.6)	(35.6)	0.5	4.8
OPEB Account/Gasb #68 Pension Adjustment	6.0	4.8	4.8	1.2	20.0	0.0	0.0
Total Expenses	65.2	65.8	63.7	1.5	2.3	2.1	3.2
Net Surplus/(Deficit)	(57.2)	(57.9)	(55.7)	1.5	2.6	2.2	3.8

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
OCTOBER 2018 YEAR-TO-DATE
(\$ in millions)

	OCTOBER 2018 Year-to-Date		Reason for Variance
	Favorable (Unfavorable) Variance		
	\$	%	
Total Revenue (Nonreimbursable)	0.1	1.3	
Total Expenses (Nonreimbursable)	2.1	3.2	Labor expenses (overtime) were lower by \$0.3M. Non-labor expenses were under by \$1.3M-Maint. Contracts Timing Depreciation expenses were less by \$0.5M.

NOTE: Regarding Mid-Year Forecast vs. Actual Results, variance explanations are provided in the monthly report to the Finance Committee.

Preliminary October 2018 Report: Bus Company

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

- October 2018 Bus Company ridership of 11.3 million was 0.4 million (3.3 percent) above forecast.
- Farebox revenue of \$19.5 million was \$0.1 million (0.6 percent) above forecast.
- Operating expenses of \$63.3 million were \$10.1 million (13.8 percent) below forecast on a net basis.
 - Labor expenses were under forecast by a net \$1.4 million (2.9 percent), including underruns in other fringe benefit expenses of \$1.5 million (23.2 percent) and payroll expenses of \$0.9 million (3.4 percent). These underruns are partly offset by an overrun in overtime expenses of \$1.5 million (27.7 percent).
 - Non-labor expenses underran forecast by \$8.7 million (36.5 percent), including primarily favorable results in materials & supplies of \$3.3 million (48.9 percent) and maintenance contracts of \$2.8 million (55.5 percent).

BUS COMPANY FINANCIAL AND RIDERSHIP REPORT

October 2018

(All data are preliminary and subject to audit)

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

Operating revenue was \$21.5 million in October, \$0.4 million (1.9 percent) above forecast. Year-to-date, operating revenue of \$200.6 million was over forecast by a net \$1.8 million (0.9 percent), due mostly to higher ridership, partly offset by the unfavorable timing of student fare reimbursements.

Total MTA Bus **ridership** in October 2018 was 11.3 million, 3.3 percent (0.4 million riders) above forecast. Year-to-date, ridership was 101.8 million, 1.7 percent (1.7 million riders) above forecast. October 2018 average weekday ridership was 422,384, an increase of 1.5 percent (6,333 riders) from October 2017. Average weekday ridership for the twelve months ending October 2018 was 393,981, a decrease of 0.9 percent (3,529 riders) from the twelve months ending October 2017.

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$63.3 million in October, \$10.1 million (13.8 percent) below forecast. Labor expenses underran forecast by a net \$1.4 million (2.9 percent), including an underrun in other fringe benefit expenses of \$1.5 million (23.2 percent), due to the timing of interagency expenses. Payroll expenses were also below forecast by \$0.9 million (3.4 percent), due to vacancies and the timing of interagency expenses. Partly offsetting these favorable results was an increase in overtime expenses of \$1.5 million (27.7 percent), due mostly to vacancy coverage requirements and traffic. Non-labor expenses were below forecast by \$8.7 million (36.5 percent), due primarily to underruns in materials & supplies of \$3.3 million (48.9 percent), due mainly to the timing of the new fare payment system, and maintenance contract expenses of \$2.8 million (55.5 percent), caused essentially by the timing of the Shop Program, bus technology and Select Bus Service (SBS) rollouts. **Year-to-date**, expenses were under by a net \$28.2 million (4.2 percent), of which labor expenses were in excess of forecast by \$4.5 million (0.9 percent), with primary overruns reported in overtime of \$5.4 million (9.8 percent), due to vacancy coverage requirements and traffic, payroll of \$2.6 million (1.1 percent) attributable to the timing of interagency expenses, offset in part by lower other fringe benefit expenses of \$3.7 million (6.3 percent), involving the timing of interagency expenses. Non-labor expenses were less by \$32.7 million (16.7 percent), including favorable results in materials & supplies of \$14.3 million (28.4 percent) and maintenance contract expenses of \$12.7 million (35.7 percent). These results were driven by the same factors described in the month results above.

Depreciation expenses year-to-date of \$43.5 million were \$1.3 million (3.0 percent) below forecast. Other Post-Employment Benefits accrued expenses of \$55.4 million year-to-date were under forecast by \$24.6 million (30.8 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 \$419.1 million year-to-date, \$32.0 million (7.1 percent) favorable to forecast.

MTA BUS COMPANY
Oct - 2018 Mid_Year
Accrual Statement of Operations By Category
Month - Oct 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	\$19.335	\$19.457	\$0.122	0.6	\$0.000	\$0.000	-	-	\$19.335	\$19.457	\$0.122	0.6
Other Revenue	\$1.778	\$2.065	\$0.287	16.1	\$0.000	\$0.000	-	-	\$1.778	\$2.065	\$0.287	16.1
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.507	\$0.560	\$0.053	10.5	\$0.507	\$0.560	\$0.053	10.5
Total Revenue	\$21.113	\$21.522	\$0.409	1.9	\$0.507	\$0.560	\$0.053	10.5	\$21.620	\$22.082	\$0.462	2.1
Expenses												
Labor :												
Payroll	\$24.898	\$24.044	\$0.854	3.4	\$0.171	\$0.348	(0.178)	-	\$25.069	\$24.392	\$0.677	2.7
Overtime	\$5.311	\$6.782	(1.471)	(27.7)	\$0.000	\$0.000	\$0.000	-	\$5.311	\$6.782	(1.471)	(27.7)
Total Salaries & Wages	\$30.209	\$30.826	(0.617)	(2.0)	\$0.171	\$0.348	(0.178)	-	\$30.380	\$31.174	(0.794)	(2.6)
Health and Welfare	\$5.914	\$6.183	(0.269)	(4.6)	\$0.166	\$0.000	\$0.166	-	\$6.081	\$6.183	(0.103)	(1.7)
OPEB Current Payment	\$2.215	\$1.787	\$0.429	19.4	\$0.000	\$0.000	\$0.000	-	\$2.215	\$1.787	\$0.429	19.4
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	\$5.079	\$1.533	23.2	\$0.000	\$0.000	\$0.000	-	\$6.611	\$5.079	\$1.533	23.2
Total Fringe Benefits	\$19.434	\$17.586	\$1.848	9.5	\$0.166	-	\$0.166	-	\$19.600	\$17.586	\$2.014	10.3
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.006)	(0.212)	\$0.206	-	\$0.006	\$0.212	(0.206)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$49.637	\$48.200	\$1.437	2.9	\$0.343	\$0.560	(0.217)	(63.4)	\$49.980	\$48.760	\$1.220	2.4
Non-Labor :												
Electric Power	\$0.186	\$0.158	\$0.028	14.8	\$0.000	\$0.000	-	-	\$0.186	\$0.158	\$0.028	14.8
Fuel	\$2.219	\$1.486	\$0.733	33.0	\$0.000	\$0.000	-	-	\$2.219	\$1.486	\$0.733	33.0
Insurance	\$0.527	\$0.479	\$0.049	9.2	\$0.000	\$0.000	-	-	\$0.527	\$0.479	\$0.049	9.2
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	\$2.272	\$2.836	55.5	\$0.035	\$0.000	\$0.035	-	\$5.142	\$2.272	\$2.871	55.8
Professional Service Contracts	\$3.148	\$1.821	\$1.327	42.2	\$0.000	\$0.000	-	-	\$3.148	\$1.821	\$1.327	42.2
Materials & Supplies	\$6.829	\$3.492	\$3.336	48.9	\$0.129	\$0.000	\$0.129	-	\$6.957	\$3.492	\$3.465	49.8
Other Business Expenses	\$0.535	\$0.391	\$0.144	27.0	\$0.000	\$0.000	-	-	\$0.535	\$0.391	\$0.144	27.0
Non-Labor	\$23.764	\$15.098	\$8.665	36.5	\$0.164	\$0.000	\$0.164	-	\$23.928	\$15.098	\$8.829	36.9
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	\$73.401	\$63.298	\$10.103	13.8	\$0.507	\$0.560	(0.053)	(10.5)	\$73.907	\$63.858	\$10.049	13.6
Depreciation	\$4.669	\$4.070	\$0.600	12.8	\$0.000	\$0.000	-	-	\$4.669	\$4.070	\$0.600	12.8
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	\$95.431	\$72.567	\$22.864	24.0	\$0.507	\$0.560	(0.053)	(10.5)	\$95.938	\$73.128	\$22.810	23.8
OPERATING SURPLUS/DEFICIT	(74.318)	(51.045)	\$23.272	31.3	\$0.000	\$0.000	\$0.000	-	(74.317)	(51.045)	\$23.272	31.3

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
Oct - 2018 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Oct 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	\$181.702	\$184.611	\$2.909	1.6	\$0.000	\$0.000	-	-	\$181.702	\$184.611	\$2.909	1.6
Other Revenue	\$17.134	\$16.006	(1.128)	(6.6)	\$0.000	\$0.000	-	-	\$17.134	\$16.006	(1.128)	(6.6)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$4.990	\$5.001	\$0.011	0.2	\$4.990	\$5.001	\$0.011	0.2
Total Revenue	\$198.836	\$200.617	\$1.781	0.9	\$4.990	\$5.001	\$0.011	0.2	\$203.826	\$205.618	\$1.792	0.9
Expenses												
Labor :												
Payroll	\$239.177	\$241.734	(2.557)	(1.1)	\$2.405	\$3.109	(0.704)	(29.3)	\$241.582	\$244.843	(3.261)	(1.3)
Overtime	\$55.186	\$60.592	(5.406)	(9.8)	\$0.000	\$0.000	\$0.000	-	\$55.186	\$60.592	(5.406)	(9.8)
Total Salaries & Wages	\$294.363	\$302.326	(7.963)	(2.7)	\$2.405	\$3.109	(0.704)	(29.3)	\$296.768	\$305.435	(8.667)	(2.9)
Health and Welfare	\$61.759	\$63.791	(2.032)	(3.3)	\$0.803	\$0.000	\$0.803	-	\$62.562	\$63.791	(1.229)	(2.0)
OPEB Current Payment	\$19.207	\$18.269	\$0.938	4.9	\$0.000	\$0.000	\$0.000	-	\$19.207	\$18.269	\$0.938	4.9
Pensions	\$44.289	\$44.321	(0.032)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$44.289	\$44.321	(0.032)	(0.1)
Other Fringe Benefits	\$58.113	\$54.452	\$3.662	6.3	\$0.000	\$0.000	\$0.000	-	\$58.113	\$54.452	\$3.662	6.3
Total Fringe Benefits	\$183.369	\$180.833	\$2.536	1.4	\$0.803	-	\$0.803	-	\$184.172	\$180.833	\$3.339	1.8
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.991)	(1.892)	\$0.901	90.9	\$0.991	\$1.892	(0.901)	(90.9)	\$0.000	\$0.000	\$0.000	-
Labor	\$476.741	\$481.267	(4.526)	(0.9)	\$4.199	\$5.001	(0.802)	(19.1)	\$480.940	\$486.268	(5.328)	(1.1)
Non-Labor :												
Electric Power	\$1.740	\$1.655	\$0.085	4.9	\$0.000	\$0.000	-	-	\$1.740	\$1.655	\$0.085	4.9
Fuel	\$22.170	\$21.463	\$0.707	3.2	\$0.000	\$0.000	-	-	\$22.170	\$21.463	\$0.707	3.2
Insurance	\$4.932	\$4.784	\$0.148	3.0	\$0.000	\$0.000	-	-	\$4.932	\$4.784	\$0.148	3.0
Claims	\$50.164	\$50.000	\$0.164	0.3	\$0.000	\$0.000	-	-	\$50.164	\$50.000	\$0.164	0.3
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$35.592	\$22.883	\$12.709	35.7	\$0.170	\$0.000	\$0.170	-	\$35.762	\$22.883	\$12.879	36.0
Professional Service Contracts	\$26.724	\$22.919	\$3.805	14.2	\$0.060	\$0.000	\$0.060	-	\$26.783	\$22.919	\$3.864	14.4
Materials & Supplies	\$50.525	\$36.189	\$14.336	28.4	\$0.634	\$0.000	\$0.634	-	\$51.159	\$36.189	\$14.970	29.3
Other Business Expenses	\$4.002	\$3.257	\$0.745	18.6	\$0.000	\$0.000	-	-	\$4.002	\$3.257	\$0.745	18.6
Non-Labor	\$195.848	\$163.150	\$32.699	16.7	\$0.864	\$0.000	\$0.864	-	\$196.713	\$163.150	\$33.563	17.1
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	\$672.589	\$644.417	\$28.172	4.2	\$5.063	\$5.001	\$0.062	1.2	\$677.653	\$649.418	\$28.234	4.2
Depreciation	\$44.812	\$43.484	\$1.328	3.0	\$0.000	\$0.000	-	-	\$44.812	\$43.484	\$1.328	3.0
OPEB Liability	\$80.074	\$55.430	\$24.644	30.8	\$0.000	\$0.000	-	-	\$80.074	\$55.430	\$24.644	30.8
GASB 68 Pension Adjustment	\$33.156	\$0.000	\$33.156	-	\$0.000	\$0.000	-	-	\$33.156	\$0.000	\$33.156	-
Environmental Remediation	\$0.000	\$0.218	(0.218)	-	\$0.000	\$0.000	-	-	\$0.000	\$0.218	(0.218)	-
Total Expenses	\$830.632	\$743.549	\$87.083	10.5	\$5.063	\$5.001	\$0.062	1.2	\$835.695	\$748.550	\$87.145	10.4
OPERATING SURPLUS/DEFICIT	(631.796)	(542.932)	\$88.864	14.1	(0.073)	\$0.000	\$0.073	-	(631.869)	(542.932)	\$88.937	14.1

Note: Totals may not add due to rounding

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

MTA 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	October 2018			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ 0.122	0.6	Higher ridership	\$ 2.909	1.6	Higher ridership
Other Operating Revenue	NR	\$ 0.287	16.1	Receipt of students reimbursements and advertising revenue	\$ (1.128)	(6.6)	Timing of students reimbursements
Capital and Other Reimbursements	R	\$ 0.053	10.5	(a)	\$ 0.011	0.2	(a)
Total Revenue Variance		\$ 0.462	2.1		\$ 1.792	0.9	
Payroll	NR	\$ 0.854	3.4	Vacancies and timing of interagency expenses	\$ (2.557)	(1.1)	Timing of interagency expenses
Overtime	NR	\$ (1.471)	(27.7)	Vacancies and traffic, offset by timing of bus technology	\$ (5.407)	(9.8)	Vacancies and traffic, offset by timing of bus technology
Health and Welfare	NR	\$ (0.269)	(3.3)	Higher expenses	\$ (2.032)	(3.3)	Higher expenses
OPEB Current Payment	NR	\$ 0.428	19.3	Timing of expenses	\$ 0.938	4.9	Timing of expenses
Pension	NR	\$ 0.156	3.3	Timing of expenses	\$ (0.032)	(0.1)	Timing of expenses
Other Fringe Benefits	NR	\$ 1.532	23.2	Timing of interagency expenses	\$ 3.661	6.3	Timing of interagency expenses
Reimbursable Overhead	NR	\$ 0.206	-	Greater than budgeted	\$ 0.901	-	Greater than budgeted
Electric Power	NR	\$ 0.030	16.0	(a)	\$ 0.085	16.0	(a)
Fuel	NR	\$ 0.733	33.0	CNG rebate offset by higher cost for diesel and CNG fuels	\$ 0.707	3.2	CNG rebate offset by higher cost for diesel and CNG fuels
Insurance	NR	\$ 0.048	9.1	(a)	\$ 0.148	3.0	Timing of expenses
Claims	NR	\$ 0.213	4.1	Timing of expenses	\$ 0.164	0.3	Timing of expenses
Maintenance and Other Operating Contracts	NR	\$ 2.835	55.5	Timing of Shop program, bus technology and SBS rollouts	\$ 12.709	35.7	Timing of Shop program, bus technology and SBS rollouts
Professional Service Contracts	NR	\$ 1.327	42.1	Mainly due to timing of interagency billing	\$ 3.805	14.2	Mainly due to timing of interagency billing
Materials & Supplies	NR	\$ 3.337	48.9	Timing of new fare payment system	\$ 14.336	28.4	Timing of new fare payment system and general maintenance expenses
Other Business Expense	NR	\$ 0.144	26.9	Timing of Misc. expenses and lower AFC expenses	\$ 0.745	18.6	Timing of Misc. expenses and lower AFC expenses

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

<u>Generic Revenue or Expense Category</u>	<u>Nonreimb or Reimb</u>	<u>October 2018</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>	
Depreciation	NR	\$ 0.599	12.8	Non cash expense	\$ 1.328	3.0	Non cash expense
Other Post Employment Benefits	NR	\$ 5.292	50.4	Non cash expense	\$ 24.644	30.8	Non cash expense
GASB 68 Pension Adjustment	NR	\$ 6.869	100.0	Non cash expense	\$ 33.156	100.0	Non cash expense
Environmental Remediation	NR	\$ -	-	(a)	\$ (0.218)	-	Not Budgeted
Payroll	R	\$ (0.177)	*	Timing of charges	\$ (0.704)	(29.3)	Timing of charges
Overtime	R	-	-	Vacancies and pending budget reductions	\$ -	-	Vacancies and pending budget reductions
Health and Welfare	R	\$ 0.166	100.0	} Timing of charges	\$ 0.803	100.0	} Timing of charges.
Pension	R	\$ -	-				
Other Fringe Benefits	R	\$ -	-				
Reimbursable Overhead	R	\$ (0.206)	*		\$ (0.901)	*	
Insurance	R	\$ -	*		\$ -	*	
Claims	R	\$ -	(63.3)		\$ -	*	
Fuel for Buses and Trains	R	\$ -	-		\$ -	*	
Professional Service Contracts					\$ 0.060	-	Correction of misclassification
Maintenance and Other Operating Contracts	R	\$ 0.035	*	Timing of charges	\$ 0.169	*	Timing of charges
Materials & Supplies	R	\$ 0.129	*	Timing of charges	\$ 0.634	*	Timing of charges
Total Expense Variance		\$ 22.810	23.8		\$ 87.144	10.4	
Net Variance		\$ 23.272	31.3		\$ 88.937	14.1	

(a) - Variance less than 100K

MTA BUS COMPANY
July Financial Plan - 2018 Mid_Year
Cash Receipts and Expenditures
Oct 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	\$19.335	\$22.845	\$3.510	18.2	\$183.708	\$187.029	\$3.321	1.8
Other Revenue	\$2.302	\$1.142	(1.160)	(50.4)	\$15.933	\$16.082	\$0.149	0.9
Capital and Other Reimbursements	\$0.796	\$0.838	\$0.042	5.3	\$6.450	\$5.024	(1.426)	(22.1)
Total Revenue	\$22.433	\$24.825	\$2.392	10.7	\$206.090	\$208.135	\$2.045	1.0
Expenditures								
Labor :								
Payroll	\$23.978	\$27.318	(3.340)	(13.9)	\$244.432	\$249.827	(5.395)	(2.2)
Overtime	\$5.311	\$6.782	(1.471)	(27.7)	\$55.185	\$60.592	(5.407)	(9.8)
Total Salaries & Wages	\$29.289	\$34.100	(4.811)	(16.4)	\$299.617	\$310.419	(10.802)	(3.6)
Health and Welfare	\$5.625	\$7.769	(2.144)	(38.1)	\$62.519	\$68.576	(6.057)	(9.7)
OPEB Current Payment	\$2.039	\$1.787	\$0.252	12.4	\$19.368	\$18.928	\$0.440	2.3
Pensions	\$4.530	\$4.536	(0.006)	(0.1)	\$44.035	\$44.069	(0.034)	(0.1)
Other Fringe Benefits	\$5.056	\$4.399	\$0.657	13.0	\$45.474	\$40.293	\$5.181	11.4
Total Fringe Benefits	\$17.250	\$18.491	(1.241)	(7.2)	\$171.397	\$171.866	(0.469)	(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	-	\$0.297	\$0.297	\$0.000	0.0
Labor	\$46.538	\$52.591	(6.053)	(13.0)	\$471.312	\$482.582	(11.270)	(2.4)
Non-Labor :								
Electric Power	\$0.186	\$0.158	\$0.028	15.1	\$1.740	\$1.707	\$0.033	1.9
Fuel	\$2.205	\$1.202	\$1.003	45.5	\$22.197	\$22.410	(0.213)	(1.0)
Insurance	\$0.881	\$0.000	\$0.881	-	\$4.254	\$0.000	\$4.254	-
Claims	\$2.602	\$1.124	\$1.478	56.8	\$21.025	\$17.958	\$3.067	14.6
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$6.052	\$3.221	\$2.831	46.8	\$46.423	\$32.062	\$14.361	30.9
Professional Service Contracts	\$4.891	\$3.201	\$1.690	34.6	\$33.448	\$27.313	\$6.135	18.3
Materials & Supplies	\$6.250	\$4.379	\$1.871	29.9	\$52.751	\$39.863	\$12.888	24.4
Other Business Expenses	\$0.518	\$0.444	\$0.074	14.2	\$4.033	\$3.346	\$0.687	17.0
Non-Labor	\$23.585	\$13.729	\$9.856	41.8	\$185.872	\$144.659	\$41.213	22.2
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	\$70.124	\$66.320	\$3.804	5.4	\$657.183	\$627.241	\$29.942	4.6
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	\$70.124	\$66.320	\$3.804	5.4	\$657.184	\$627.241	\$29.943	4.6
Net Surplus/(Deficit)	(47.690)	(41.495)	\$6.195	13.0	(451.094)	(419.106)	\$31.988	7.1

Note: Totals may not add due to rounding

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

Operating Receipts or Disbursements	October 2018			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ 3.510	18.2	Timing of receipts	\$ 3.322	1.8	Higher ridership
Other Operating Revenue	(1.160)	(50.4)	Timing of students reimbursements	0.148	0.9	Timing of students reimbursements
Capital and Other Reimbursements	0.042	5.3	(a)	(1.425)	(22.1)	Timing of reimbursement receipts
Total Receipts	\$ 2.391	10.7		\$ 2.044	1.0	
Payroll	\$ (3.340)	(13.9)	Payment of interagency billings	\$ (5.393)	(2.2)	Reimbursement of interagency receipts from prior periods and RWA
Overtime	(1.471)	(27.7)	Vacancies and traffic, offset by timing of bus technology	(5.407)	(9.8)	Vacancies and traffic, offset by timing of bus technology
Health and Welfare	(2.144)	(38.1)	Higher expenses	(6.056)	(9.7)	Higher expenses
OPEB Current Payment	0.252	12.4	Timing of expenses	0.441	2.3	Timing of expenses
Pension	(0.006)	(0.1)	(a)	(0.033)	(0.1)	(a)
Other Fringe Benefits	0.657	13.0	Favorable interagency expenses	5.179	11.4	Favorable interagency expenses
Reimbursable Overhead	-	-	(a)	-	-	(a)
Electric Power	0.028	14.8	(a)	0.031	1.8	(a)
Fuel	1.003	45.5	CNG rebate offset by higher cost for diesel and CNG fuels	(0.214)	(1.0)	Higher cost for diesel and CNG fuels offset by CNG rebate
Insurance	0.881	100.0	Timing of payments	4.254	100.0	Timing of payments
Claims	1.478	56.8	Timing of Claim payments	3.069	14.6	Timing of Claim payments
Maintenance and Other Operating Contracts	2.831	46.8	Timing of Shop program, bus technology and SBS rollouts	14.360	30.9	Timing of Shop program, bus technology and SBS rollouts
Professional Service Contracts	1.690	34.6	Timing of inter-agency expenses	6.138	18.3	Timing of inter-agency expenses
Materials & Supplies	1.871	29.9	Timing of new fare payment system	12.888	24.4	Timing of new fare payment system and general maintenance expenses
Other Business Expenditure	0.074	14.3	(a)	0.689	17.1	Timing of expenses
Total Expenditures	\$ 3.805	5.4		\$ 29.946	4.6	
Net Cash Variance	\$ 6.197	13.0		\$ 31.990	7.1	

(a) - Variance less than 100K

MTA BUS COMPANY
July Financial Plan - 2018 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Oct 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	\$3.388	\$3.388	-	\$2.006	\$2.418	\$0.412	20.5
Other Revenue	\$0.524	(0.923)	(1.447)	-	(1.201)	\$0.076	\$1.278	-
Capital and Other Reimbursements	\$0.289	\$0.278	(0.011)	(3.9)	\$1.459	\$0.023	(1.436)	(98.4)
Total Revenue	\$0.813	\$2.743	\$1.930	-	\$2.264	\$2.517	\$0.253	11.2
Expenses								
Labor :								
Payroll	\$1.091	(2.926)	(4.017)	-	(2.850)	(4.984)	(2.134)	(74.9)
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.001	\$0.000	(0.001)	-
Total Salaries & Wages	\$1.091	(2.926)	(4.017)	-	(2.849)	(4.984)	(2.135)	(74.9)
Health and Welfare	\$0.456	(1.586)	(2.041)	-	\$0.043	(4.785)	(4.828)	-
OPEB Current Payment	\$0.176	\$0.000	(0.177)	-	(0.161)	(0.659)	(0.498)	-
Pensions	\$0.163	\$0.001	(0.162)	-	\$0.254	\$0.252	(0.001)	(0.5)
Other Fringe Benefits	\$1.555	\$0.680	(0.875)	(56.3)	\$12.639	\$14.159	\$1.520	12.0
Total Fringe Benefits	\$2.350	(0.905)	(3.255)	-	\$12.775	\$8.967	(3.808)	(29.8)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	(0.297)	(0.297)	\$0.000	0.0
Labor	\$3.441	(3.831)	(7.273)	-	\$9.628	\$3.686	(5.942)	(61.7)
Non-Labor :								
Electric Power	\$0.000	\$0.000	\$0.001	-	\$0.000	(0.052)	(0.052)	-
Fuel	\$0.014	\$0.284	\$0.270	-	(0.026)	(0.947)	(0.921)	-
Insurance	(0.354)	\$0.479	\$0.833	-	\$0.678	\$4.784	\$4.106	-
Claims	\$2.611	\$3.876	\$1.265	48.4	\$29.138	\$32.042	\$2.904	10.0
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	(0.910)	(0.949)	(0.040)	(4.3)	(10.661)	(9.179)	\$1.482	13.9
Professional Service Contracts	(1.743)	(1.380)	\$0.363	20.8	(6.665)	(4.394)	\$2.271	34.1
Materials & Supplies	\$0.707	(0.887)	(1.594)	-	(1.592)	(3.674)	(2.082)	-
Other Business Expenses	\$0.017	(0.053)	(0.071)	-	(0.032)	(0.089)	(0.058)	-
Non-Labor	\$0.342	\$1.369	\$1.027	-	\$10.841	\$18.491	\$7.650	70.6
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$3.784	(2.462)	(6.246)	-	\$20.469	\$22.177	\$1.708	8.3
Depreciation	\$4.669	\$4.070	(0.600)	(12.8)	\$44.812	\$43.484	(1.328)	(3.0)
OPEB Liability	\$10.492	\$5.200	(5.292)	(50.4)	\$80.074	\$55.430	(24.644)	(30.8)
GASB 68 Pension Adjustment	\$6.869	\$0.000	(6.869)	-	\$33.156	\$0.000	(33.156)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.218	\$0.218	-
Total Expenditures	\$25.814	\$6.808	(19.007)	(73.6)	\$178.511	\$121.309	(57.203)	(32.0)
Total Cash Conversion Adjustments	\$26.627	\$9.550	(17.077)	(64.1)	\$180.775	\$123.826	(56.949)	(31.5)

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

	<u>October 2018</u>			<u>Year-to-date as of October 2018</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 19.335	\$ 19.457	\$ 0.122	\$ 181.702	\$ 184.611	\$ 2.909
Total Farebox Revenue	\$ 19.335	\$ 19.457	\$ 0.122	\$ 181.702	\$ 184.611	\$ 2.909
<u>Ridership</u>						
Fixed Route	10.967	11.325	0.358	100.129	101.794	1.665
Total Ridership	10.967	11.325	0.358	100.129	101.794	1.665

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2018 MID - YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME EQUIVALENTS
OCTOBER 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	15	1	
Technology & Information Services	-	-	-	
Material	17	17	-	
Controller	19	19	-	
Office of the President	5	2	3	
System Safety Administration	5	1	4	
Law	25	23	2	
Corporate Communications	-	-	-	
Labor Relations	-	-	-	
Strategic Office	30	25	5	
Non-Departmental	12	-	12	
Total Administration	153	126	27	Vacancies to be filled
Operations				
Buses	2,320	2,336	(16)	Bus Operator Excess
Office of the Executive VP	4	4	-	
Safety & Training	57	26	31	Students vacancies
Road Operations	123	129	(6)	
Transportation Support	22	26	(4)	
Operations Planning	33	33	-	
Revenue Control	4	6	(2)	
Total Operations	2,563	2,560	3	
Maintenance				
Buses	764	739	25	
Maintenance Support/CMF	270	264	6	
Facilities	77	73	4	
Supply Logistics	100	97	3	
Total Maintenance	1,211	1,173	38	Vacancies to be filled
Capital Program Management	37	27	10	
Total Engineering/Capital	37	27	10	Vacancies to be filled
Security	18	13	5	
Total Public Safety	18	13	5	Vacancies to be filled
Total Positions	3,982	3,899	83	
Non-Reimbursable	3,942	3,862	80	
Reimbursable	40	37	3	
Total Full-Time	3,964	3,888	76	
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
OCTOBER 2018

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	66	53	13	
Professional, Technical, Clerical	77	73	4	
Operational Hourlies	10	-	10	
Total Administration	153	126	27	Vacancies to be filled
Operations				
Managers/Supervisors	307	316	(9)	
Professional, Technical, Clerical	51	51	-	
Operational Hourlies	2,205	2,193	12	
Total Operations	2,563	2,560	3	
Maintenance				
Managers/Supervisors	245	240	5	
Professional, Technical, Clerical	33	33	-	
Operational Hourlies	933	900	33	
Total Maintenance	1,211	1,173	38	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	14	7	
Professional, Technical, Clerical	16	13	3	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	27	10	Vacancies to be filled
Public Safety				
Managers/Supervisors	9	7	2	
Professional, Technical, Clerical	6	6	-	
Operational Hourlies	3	-	3	
Total Public Safety	18	13	5	Vacancies to be filled
Total Baseline Positions				
Managers/Supervisors	648	630	18	
Professional, Technical, Clerical	183	176	7	
Operational Hourlies	3,151	3,093	58	
Total Baseline Positions	3,982	3,899	83	

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

	October						October 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>	61,860	\$2.277	53,658	\$2.559	8,203	(\$0.282)	549,003	\$22.781	498,738	\$23.469	50,265	(\$0.688)
					13.3%	-12.4%					9.2%	-3.0%
<u>Unscheduled Service</u>	13,785	\$0.247	13,065	\$0.655	721	(\$0.408)	119,687	\$5.941	107,501	\$8.255	12,185	(\$2.314)
					5.2%	-165.3%					10.2%	-38.9%
<u>Programmatic/Routine Maintenance</u>	20,751	\$0.888	40,567	\$1.953	(19,816)	(\$1.066)	260,585	\$11.606	338,735	\$15.778	(78,150)	(\$4.172)
					-95.5%	-120.0%					-30.0%	-35.9%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	-	0	\$0.000	0	\$0.000	0	(\$0.000)
					0.0%	0.0%					0.0%	#DIV/0!
<u>Vacancy/Absentee Coverage</u>	27,778	\$1.880	31,078	\$1.485	(3,299)	\$0.395	253,741	\$12.835	286,005	\$10.856	(32,264)	\$1.979
					-11.9%	21.0%					-12.7%	15.4%
<u>Weather Emergencies</u>	999	(\$0.022)	1,756	\$0.085	(757)	(\$0.107)	43,478	\$1.658	40,721	\$1.877	2,757	(\$0.219)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	364	\$0.018	148	\$0.013	216	\$0.004	2,415	\$0.131	1,375	\$0.108	1,039	\$0.023
					59.4%	24.6%					43.0%	17.3%
<u>Other</u>	295	\$0.023	315	\$0.030	(20)	(\$0.007)	2,731	\$0.233	2,635	\$0.250	95	(\$0.016)
					*	*					*	*
Subtotal	125,833	\$5.311	140,587	\$6.782	(14,754)	(\$1.471)	1,231,639	\$55.185	1,275,711	\$60.592	(44,072)	(\$5.406)
					-11.7%	-27.7%					-3.6%	-9.8%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
TOTAL OVERTIME	125,833	\$5.311	140,587	\$6.782	(14,754)	(\$1.471)	1,231,639	\$55.185	1,275,711	\$60.592	(44,072)	(\$5.406)
					-11.7%	-27.7%					-3.6%	-9.8%

Totals may not add due to rounding.

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

* Exceeds 100%

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

	October			October Year- To - Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	8,203 13.3%	(\$0.282) -12.4%	Less scheduled service operated	50,265 9.2%	(\$0.688) -3.0%	Less scheduled service operated due to weather
<u>Unscheduled Service</u>	721 5.2%	(\$0.408) -165.3%	Unfavorable variance due to Traffic	12,185 10.2%	(\$2.314) -38.9%	Unfavorable variance due to Traffic
<u>Programmatic/Routine Maintenance</u>	(19,816) -95.5%	(\$1.066) -120.0%	Overage buses offset by Bus Technology	(78,150) -30.0%	(\$4.172) -35.9%	Overage buses offset by Bus Technology
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.000 0.0%		- 0.0%	(\$0.000) #DIV/0!	
<u>Vacancy/Absentee Coverage</u>	(3,299) -11.9%	\$0.395 21.0%	Vacancy/absentee coverage offset by favorable rates	(32,264) -12.7%	\$1.979 15.4%	Vacancy/absentee coverage offset by favorable rates
<u>Weather Emergencies</u>	(757) *	(\$0.107) *	Inclement Weather	2,757 *	(\$0.219) *	Inclement Weather
<u>Safety/Security/Law Enforcement</u>	216 59.4%	\$0.004 24.6%		1,039 43.0%	\$0.023 17.3%	
<u>Other</u>	(20) *	(\$0.007) *		95 *	(\$0.016) *	
Subtotal	(14,754) -11.7%	(\$1.471) -27.7%		(44,072) -3.6%	(\$5.406) -9.8%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%	
TOTAL OVERTIME	(14,754)	(\$1.471)		(44,072)	(\$5.406)	

**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.

MTA BUS COMPANY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2018 YEAR-TO-DATE
(\$ in millions)

	October Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	198.8	198.7	200.6	1.8	0.9	2.0	1.0
Total Expenses before Non-Cash Liability Adjs	672.6	662.0	644.4	28.2	4.2	17.6	2.7
Depreciation	44.8	44.5	43.5	1.3	3.0	1.1	2.4
OPEB Obligation	80.1	67.4	55.4	24.6	30.8	11.9	17.7
GASB 68 Pension Expense Adjustment	33.2	15.9	0.0	33.2	100.0	15.9	100.0
Environmental Remediation		0.2	0.2	(0.2)	0.0	0.0	0.0
Total Expenses	830.6	790.1	743.5	87.1	10.5	46.5	5.9
Net Surplus/(Deficit)	(631.8)	(591.4)	(542.9)	88.9	14.1	48.5	8.2

Note: Totals may not add due to rounding

MTA BUS COMPANY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2018 YEAR-TO-DATE
(\$ in millions)

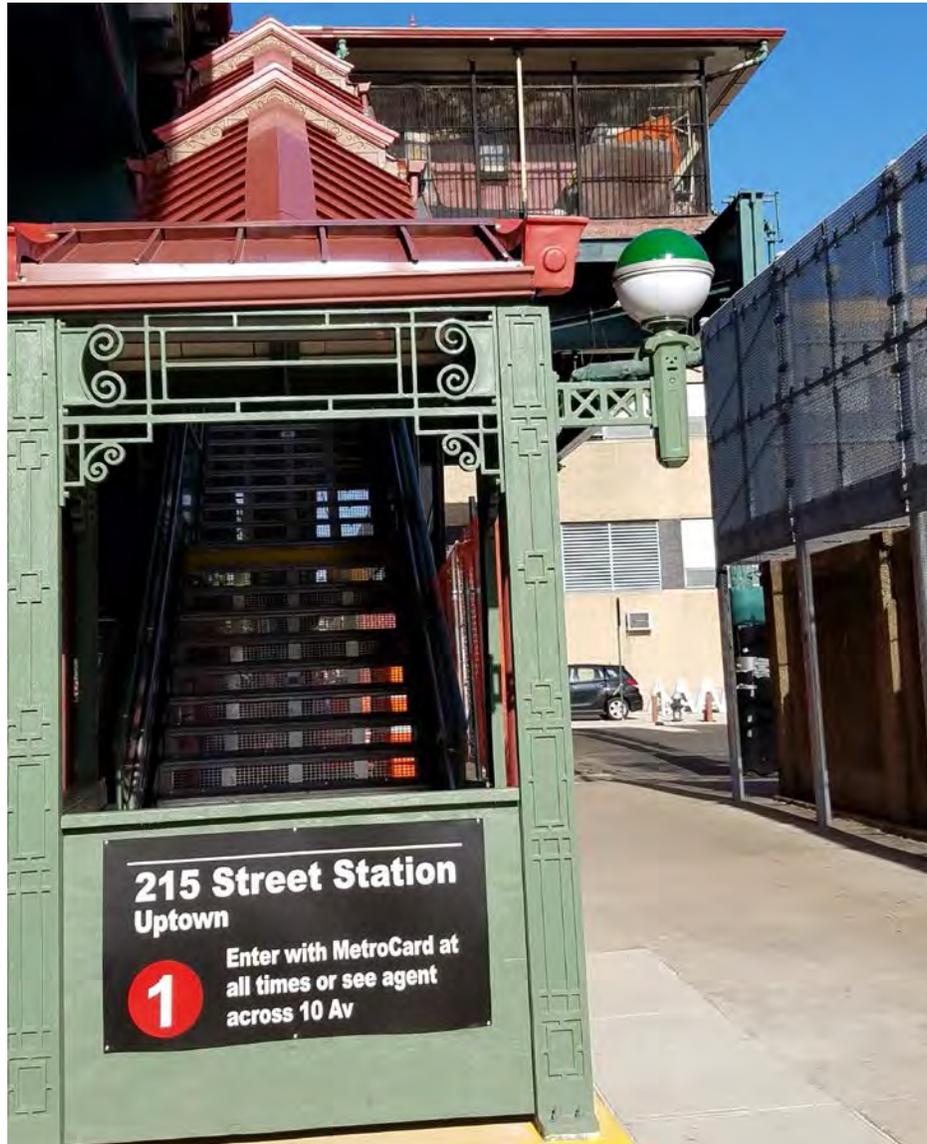
	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$2.0	1.0	(a)
Total Expenses	\$46.5	5.9	Favorable timing of the shop program, bus technology, SBS rollout , new fare payment system, interagency billings and GASB 68 Pension Expense Adjustment. This is partially offset by higher overtime expenses due to vacancies and traffic, shuttles and availability and Claims expense.

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

(a) - Variance less than 5%

Capital Program

John F. O'Grady, Senior Vice President



Through the MTA Small Business Mentoring Program (SBMP) four staircases were replaced at the 215 St station along the 1 Line in Manhattan. SBMP's goal is to provide the small contracting business community, including Minority and Women-Owned Business Enterprises (M/W/BEs), the opportunity to establish stable, long-term business relationships with the MTA. Since 2010, the SBMP has awarded \$328 million in contracts and created 7,800 jobs.

December 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 (October) 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 presented below are current highlights since the end of the reporting month.

In October, NYCT awarded projects totaling \$202.5 million, including the award of platform component replacement at 4 locations on the L Line for \$17.4 million, station ventilator reconstruction at 6 locations in the Bronx and Brooklyn for \$13.8 million, the purchase of paratransit technology investments for \$26.7 million, and the installation of low-resistance contact rail and supplemental negative cables on the Queens Boulevard Line for Communications Based Train Control (CBTC) for \$63.2 million. Also in October, NYCT completed projects totaling \$44.8 million, including three stair replacement Small Business Mentoring Program (SBMP) projects for \$5.5 million and track and switch replacement projects on the Concourse Line and Brighton Line respectively for \$39.3 million.

Project highlights since October include the award of an Americans with Disabilities (ADA) accessibility project at 59th Street Station on the 4th Avenue Line for \$55.2 million and the replacement of supervisory ventilation controls at 11 fan plants for \$27.4 million; completions include the rehabilitation of Circuit Breaker House (CBH) #275 rehabilitation on the Clark Street Line for \$9 million.

Through October 30, NYCT's performance against its 2018 Capital Project Milestones was:
(\$ in Millions)

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$92.6	\$121.2	131
Design Completions	\$266.1	\$203.4	76
Construction Awards	\$6,531.8	\$5,170.0	82
Substantial Completions	\$3,106.1	\$1,486.1	48
Closeouts	\$7,927.2	\$1,492.3	19

John O'Grady, Senior Vice President
Capital Program Management

Capital Program Status Through October 2018

NYCT awarded \$202.5 million in projects, including platform component replacement at 4 locations on the L Line for \$17.4 million. The stations that will receive investments are Morgan Avenue, DeKalb Avenue, Halsey Street, and Bushwick Avenue-Aberdeen Street. Components such as edges, rubbing boards, tactile warning strips and concrete at column bases will be repaired or replaced as required. Station painting will also occur at DeKalb Avenue.

NYCT also awarded station ventilator reconstruction at 6 locations in the Bronx and Brooklyn for \$13.8 million. Ventilators are placed at sidewalk level to circulate air in or out of the system and to channel away water intrusion using a drip pan. This project will repair structural elements and eliminate water leaks for the ventilators that are in disrepair. The stations that will receive ventilator replacement or repair are 205th Street and East 143rd Street-St Mary's Street in the Bronx and 36th Street, Grand Army Plaza, President Street and Winthrop Street in Brooklyn.

Furthermore, NYCT awarded the purchase of paratransit technology investments for \$26.7 million. An upgraded replacement of the existing Automatic Vehicle Location Monitoring (AVLM) system will improve the Paratransit Division's ability to track the location of vehicles and provide customers with reliable estimated times of arrival based on vehicle speed and direction. A new Real-Time Scheduling and Computer-Aided Dispatch (RTS/CAD) software engine will also be procured and integrated with the new AVLM system. Unlike the existing scheduling system, the new RTS/CAD system will incorporate real-time traffic conditions and continuously update trip schedules, allowing Paratransit to react more quickly to emergencies and avoid potential delays. It also will record mileage, passenger pick-ups and drop-offs with greater accuracy. The improved systems will allow Paratransit to schedule up to 50,000 trips on weekdays, provide improved customer service and produce more efficient schedules.

Lastly, NYCT awarded the installation of low-resistance contact rail and supplemental negative cables on the Queens Boulevard Line for \$63.2 million. Additionally, approximately 57,250 feet and 3,050 third rail splice bars will be furnished and installed on both tracks in the 53rd Street Tube between Manhattan and Queens. Approximately 188,500 linear feet of unshielded negative side feeder cables will be run in existing duct banks along the line between the 8th Avenue/53rd Street Substation and Union Turnpike Station in Queens. These traction power improvements will be necessary to increase train throughput on the Queens Boulevard Line upon completion of the Communications Based Train Control (CBTC) project.

NYCT substantially completed projects totaling \$44.8 million, including three stair replacement Small Business Mentoring Program (SBMP) projects for \$5.5 million. Four elevated street stairs were replaced at 215th Street station on the Broadway-7th Avenue Line, and one interior stair was replaced on the lower level of Canal Street station on the Broadway Line.

NYCT also completed track and switch replacement projects on the Concourse Line and Brighton Line respectively for \$39.3 million. Track work included the replacement of track and associated equipment or materials such as signals, contact rail, and ballast. Switch replacement work included replacement of existing turnouts, track switches, switch valves, connecting rails, contact rails, ties, ballast, signal cable and any associated signal and equipment work.

In addition, NYCT started two design projects for \$0.5 million, completed six design projects for \$3.3 million, and closed out four projects for \$30.3 million.

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

Projects Closed During October 2018

(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Paint Booth Replacement at Queens Village Depot [SBMP Tier2]	\$2.25	\$2.13	6/2017	16
Mainline Track Replacement 2017 / Myrtle	\$14.29	\$19.34	9/2018	1
Structural Remediation: E 180 St Maint Shop & Retaining Wall	\$5.16	\$5.05	10/2018	0
Shoreline Upgrade: Kingsbridge Depot	\$3.75	\$3.89	11/2018	(1)

The closeout of Paint Booth Replacement at Queens Village Depot [SBMP Tier 2] was delayed by 16 months because of additional worker orders (AWOs) that required an extension of time for the contractor.

Capital Project Milestone Summary 2018

(Through October 31, 2018)

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

October

Design Starts	\$0.9	1	\$0.5	2	52.1	200.0
Design Completions	28.5	14	3.3	6	11.7	42.9
Construction Awards	229.4	9	202.5	16	88.3	177.8
Substantial Completions	92.8	7	44.8	5	48.3	71.4
Closeouts	9.9	4	30.3	4	307.1	100.0

2018 Year-To-Date

Design Starts	\$92.6	80	\$121.2	97	130.8	121.3
Design Completions	266.1	177	203.4	124	76.5	70.1
Construction Awards	6,531.8	191	5,170.0	156	79.2	81.7
Substantial Completions	3,106.1	133	1,486.1	83	47.8	62.4
Closeouts	7,927.2	210	1,492.3	103	18.8	49.0

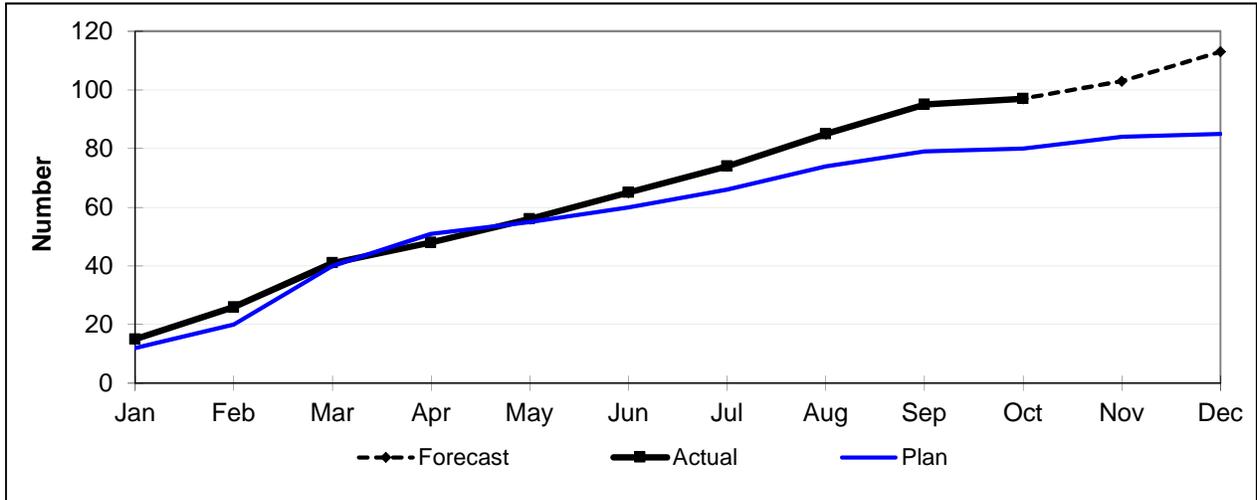
2018 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$100.9	85	\$144.6	113	143.3	132.9
Design Completions	284.1	192	265.4	161	93.4	83.9
Construction Awards	6,964.8	203	6,918.7	210	99.3	103.4
Substantial Completions	4,422.5	201	3,802.2	159	86.0	79.1
Closeouts	8,571.0	239	3,722.3	201	43.4	84.1

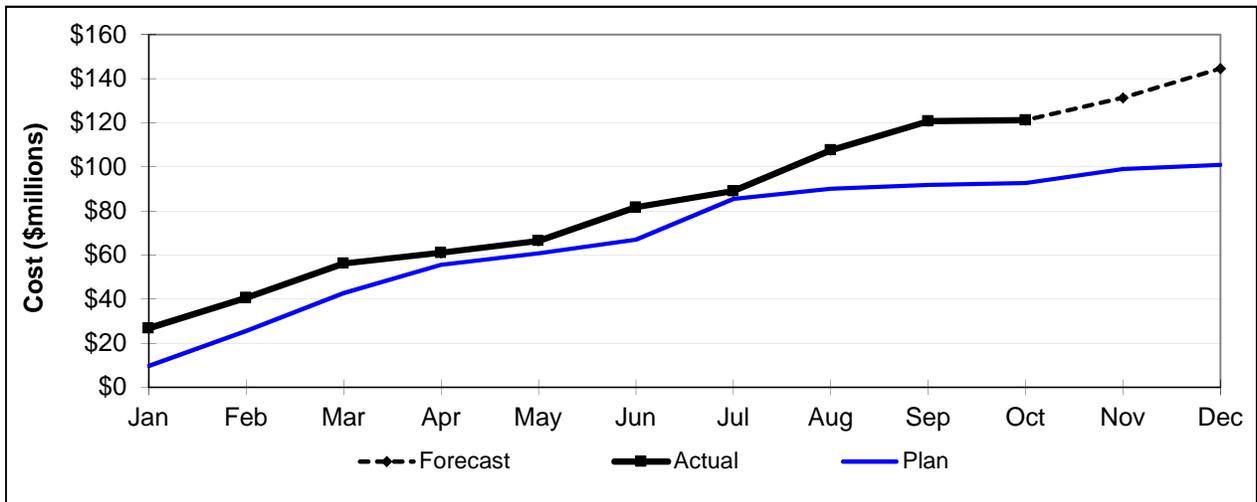
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

2018 Design Starts Charts

As of October 2018



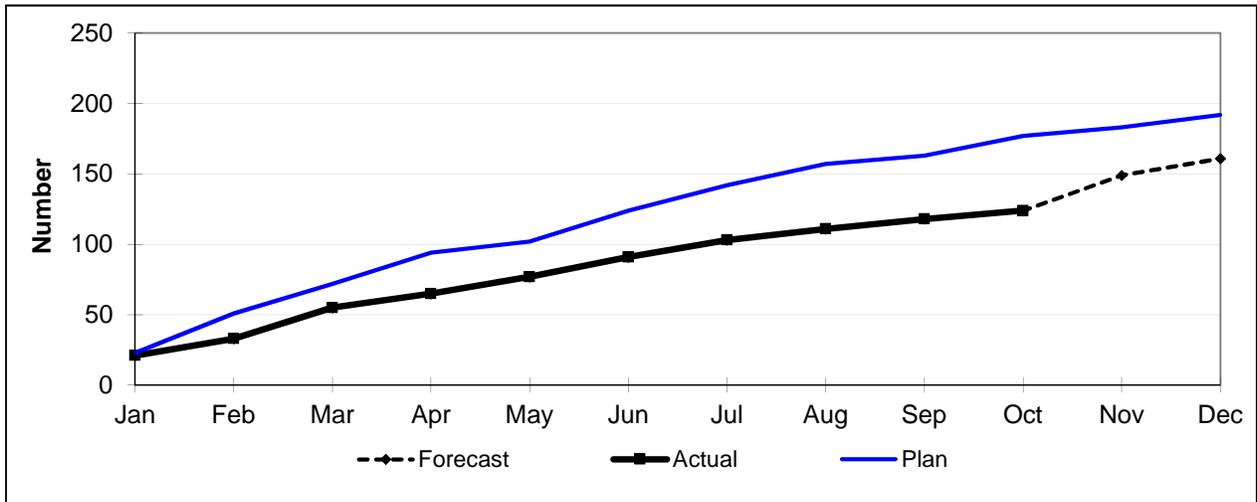
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Cummulative												
Forecast											103	113
Actual	15	26	41	48	56	65	74	85	95	97	103	113
Plan	12	20	40	51	55	60	66	74	79	80	84	85



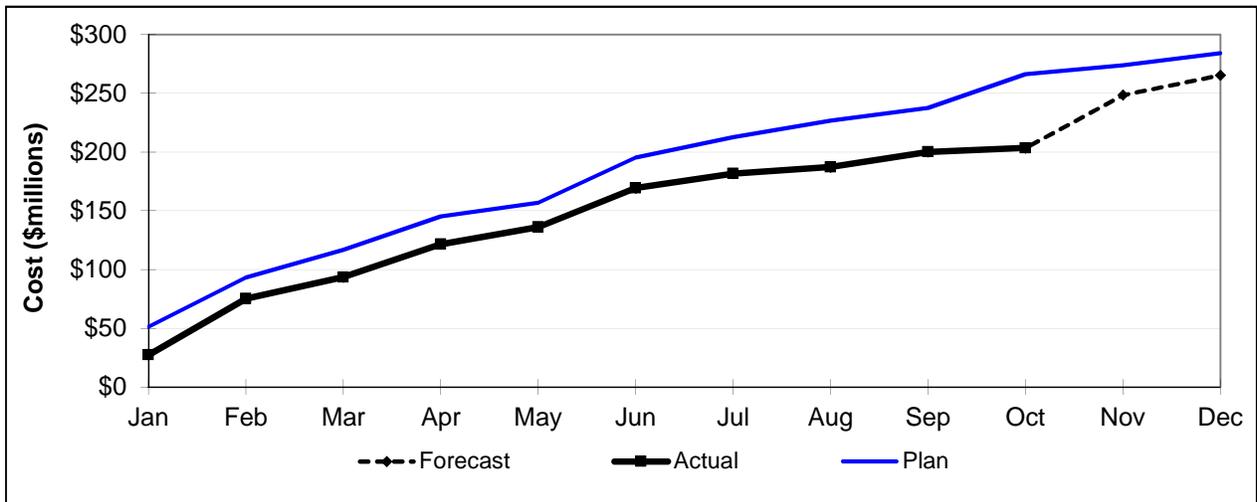
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Cummulative												
Forecast											131.3	144.6
Actual	26.8	40.6	56.2	61.0	66.4	81.7	89.0	107.5	120.7	121.2	131.3	144.6
Plan	9.7	25.5	42.7	55.5	60.9	67.0	85.5	90.0	91.8	92.6	99.1	100.9

2018 Design Completions Charts

As of October 2018



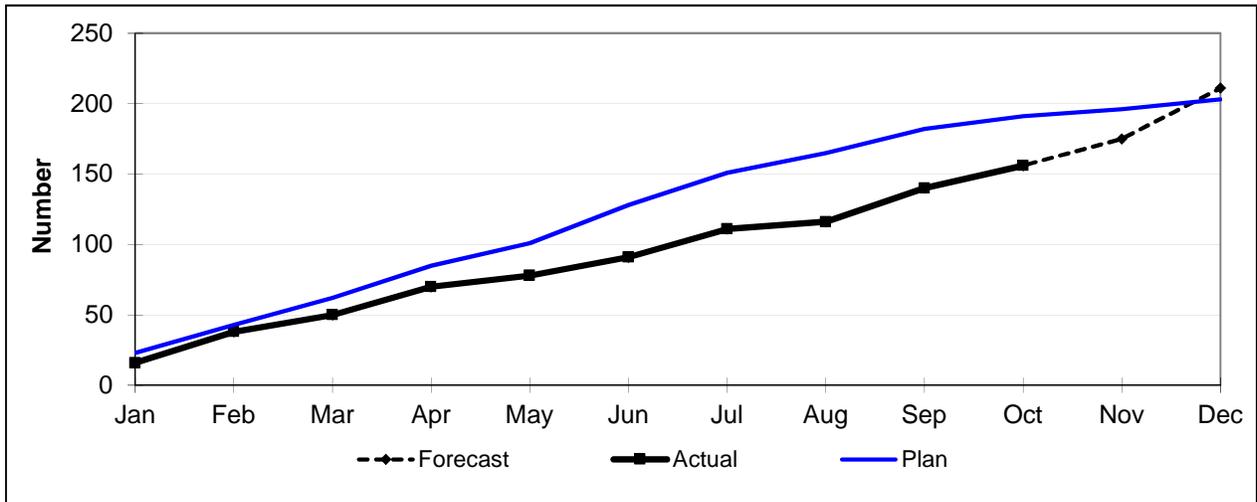
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast											25	12
Actual	21	33	55	65	77	91	103	111	118	124	149	161
Plan	23	28	21	22	8	22	18	15	6	14	6	9
Cummulative												
Forecast											149	161
Actual	21	33	55	65	77	91	103	111	118	124	149	161
Plan	23	51	72	94	102	124	142	157	163	177	183	192



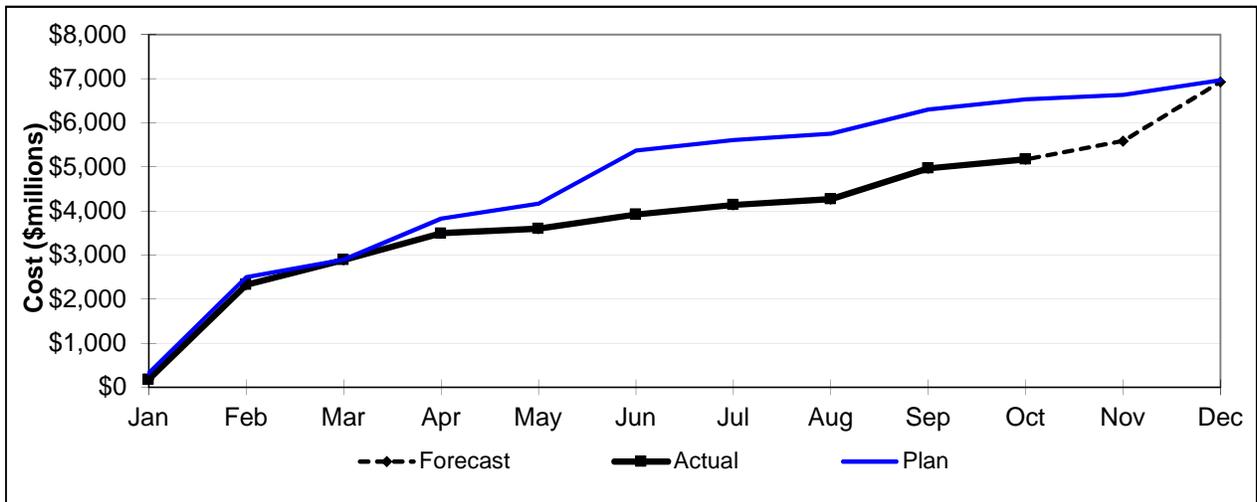
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast											45.1	16.9
Actual	27.5	75.3	93.5	121.6	136.2	169.3	181.7	187.2	200.1	203.4	248.5	265.4
Plan	51.3	42.0	23.5	28.5	11.5	38.6	17.3	14.1	10.9	28.5	7.7	10.4
Cummulative												
Forecast											248.5	265.4
Actual	27.5	75.3	93.5	121.6	136.2	169.3	181.7	187.2	200.1	203.4	248.5	265.4
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 October 2018



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast											19	36
Actual	16	22	12	20	8	13	20	5	24	16	5	7
Plan	23	20	19	23	16	27	23	14	17	9	5	7
Cummulative												
Forecast											175	211
Actual	16	38	50	70	78	91	111	116	140	156	175	211
Plan	23	43	62	85	101	128	151	165	182	191	196	203

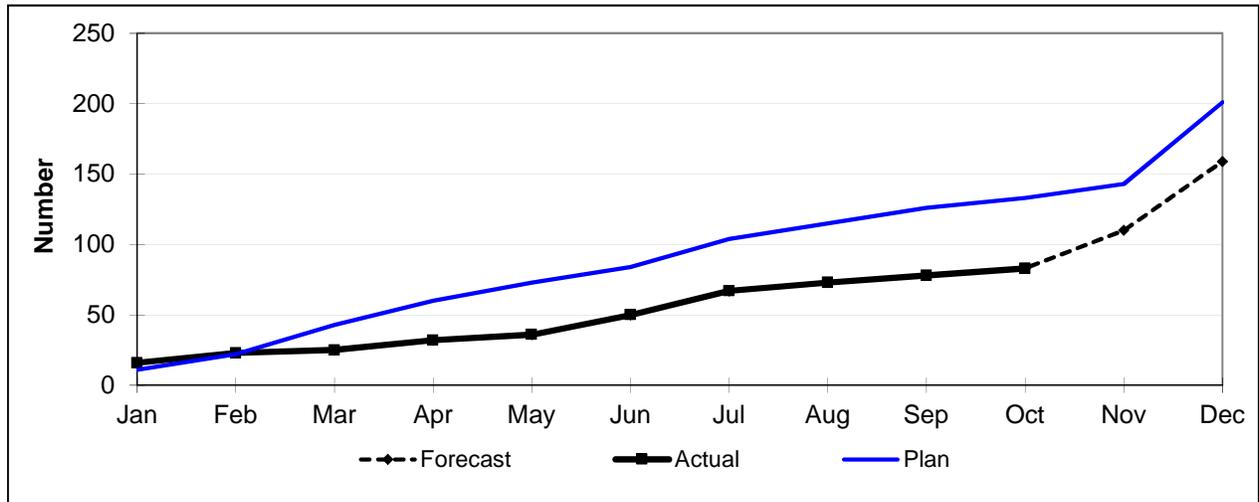


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast											414.3	1,343.6
Actual	181.0	2,146.8	561.6	604.2	104.1	324.6	216.9	129.3	699.2	202.5	103.6	329.4
Plan	326.7	2,168.0	397.8	929.6	339.0	1,208.9	235.5	147.9	549.1	229.4	103.6	329.4
Cummulative												
Forecast											5,584.3	6,927.9
Actual	181.0	2,327.7	2,889.3	3,493.5	3,597.6	3,922.2	4,139.1	4,268.4	4,967.6	5,170.0	5,584.3	6,927.9
Plan	326.7	2,494.7	2,892.5	3,822.1	4,161.1	5,370.0	5,605.4	5,753.3	6,302.4	6,531.8	6,635.4	6,964.8

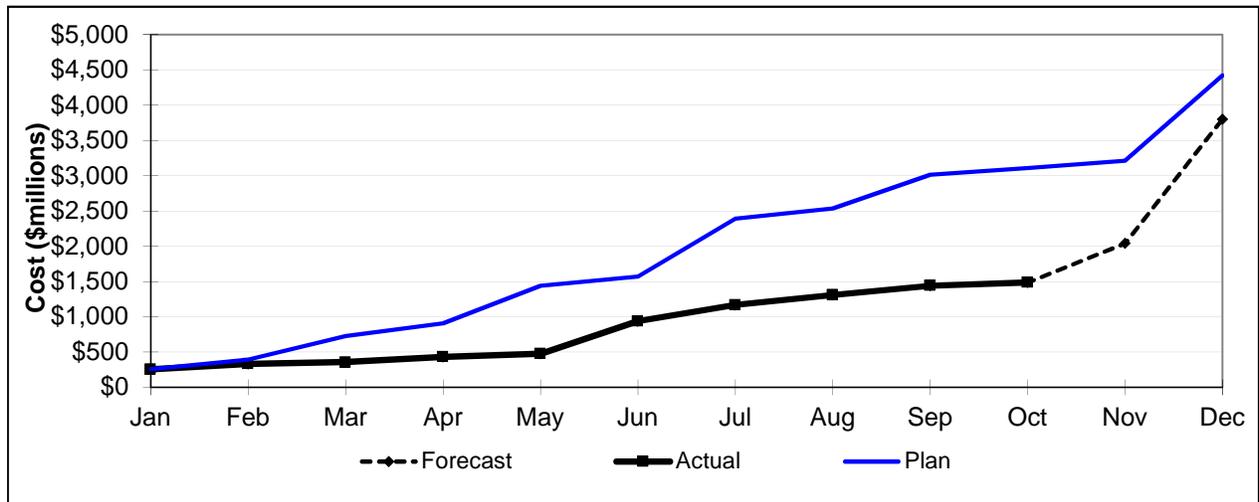
- The gap of approximately \$1.3 billion is largely explained by a delay in the award of various Communications-based Train Control (CBTC) projects on the Culver Line for \$430.3 million and Times Square Shuttle Station improvement projects for \$274.4 million

2018 Substantial Completions Charts

As of October 2018



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Cummulative												
Forecast											110	159
Actual	16	23	25	32	36	50	67	73	78	83	110	159
Plan	11	22	43	60	73	84	104	115	126	133	143	201

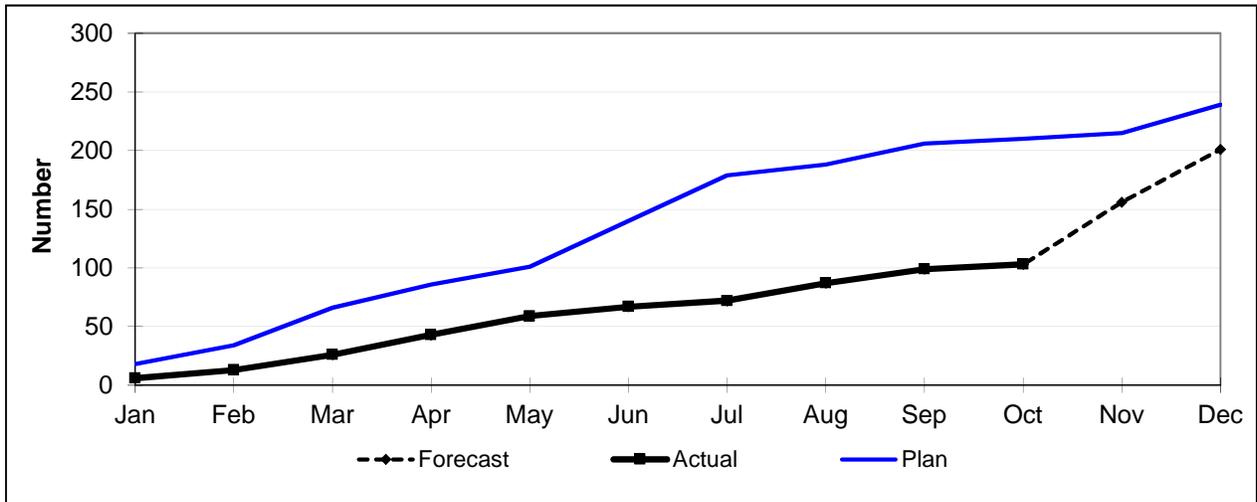


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Cummulative												
Forecast											2,040.0	3,802.2
Actual	254.9	330.9	355.6	429.9	476.3	938.3	1,167.0	1,308.5	1,441.3	1,486.2	3,209.8	4,422.5
Plan	256.4	395.0	724.7	909.2	1,441.4	1,571.1	2,392.7	2,533.5	3,013.4	3,106.1	3,209.8	4,422.5

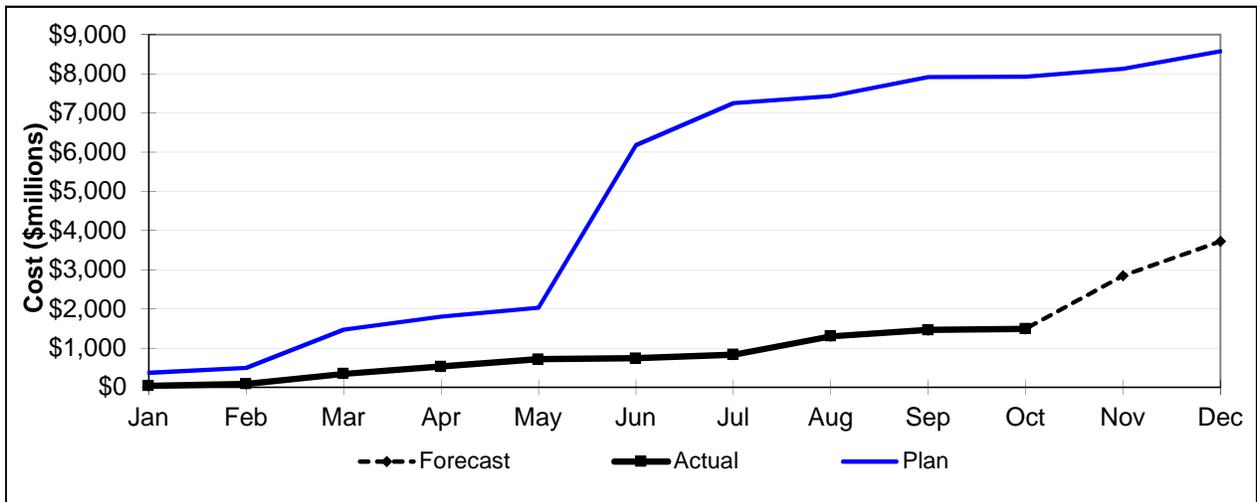
- The gap of approximately \$1.6 billion is largely explained by a delay in the completion of CBTC on the Flushing Line for \$563.3 million and two interlocking modernization projects on the 6th Avenue Line for \$357 million.

2018 Closeouts Charts

As of October 2018



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast											53	45
Actual	6	7	13	17	16	8	5	15	12	4	5	24
Plan	18	16	32	20	15	39	39	9	18	4	5	24
Cummulative												
Forecast											156	201
Actual	6	13	26	43	59	67	72	87	99	103	215	239
Plan	18	34	66	86	101	140	179	188	206	210	215	239

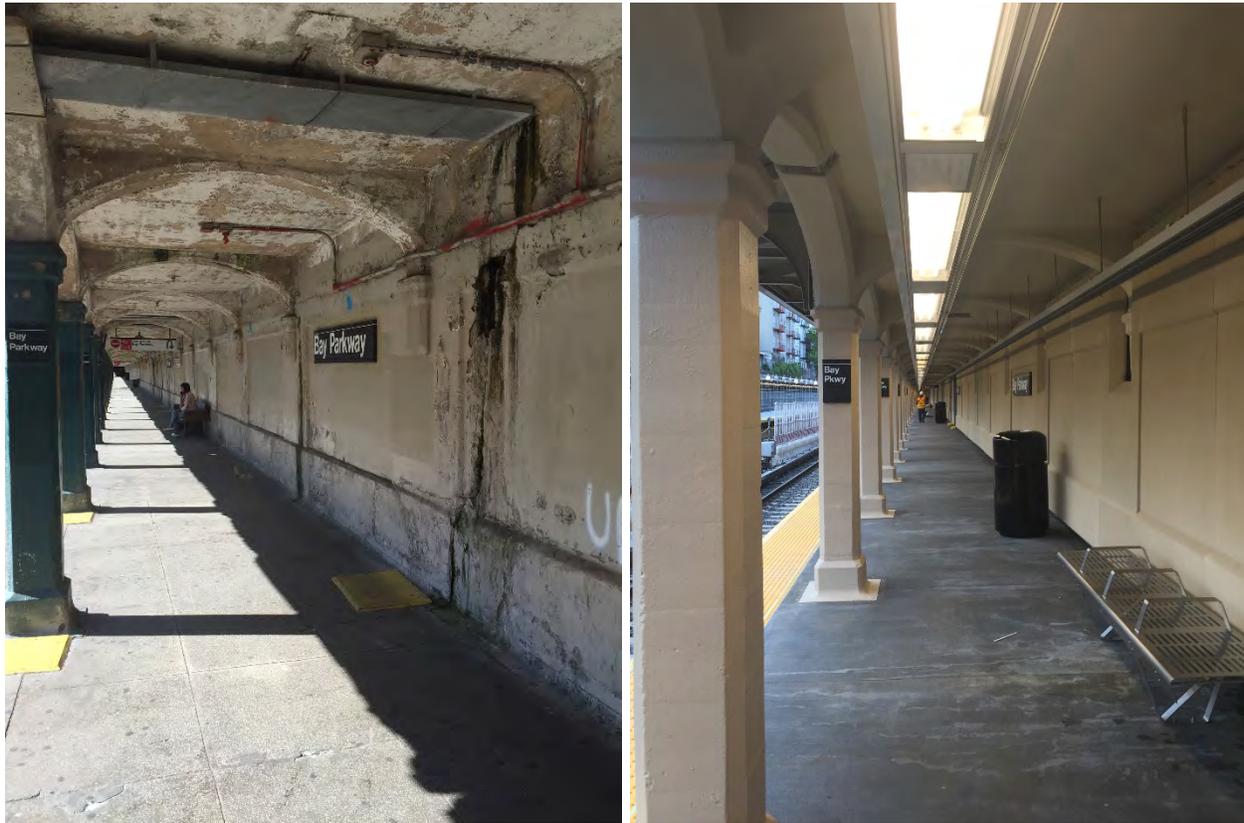


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast											1,356.0	874.0
Actual	40.9	44.2	260.3	181.2	187.7	22.7	95.6	471.1	158.5	30.3	203.6	440.3
Plan	368.9	123.4	979.4	327.6	235.3	4,146.4	1,067.2	181.4	487.9	9.9	203.6	440.3
Cummulative												
Forecast											2,848.3	3,722.3
Actual	40.9	85.0	345.3	526.5	714.2	736.9	832.4	1,303.5	1,462.1	1,492.3	8,130.8	8,571.0
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 of approximately \$6.4 billion is largely explained by a delay in the closeout of rolling stock purchases.

Procurement

Steve Plochochi, Senior Vice President



This set of before and after photos from the Sea Beach Renewal project at the Bay Pkwy station depicts the structural and concrete repairs that have taken place to improve this station. The Additional Work Order (AWO) included in this month's agenda enhances similar work being performed at the 8 Av station in Brooklyn on the Sea Beach N line by providing structural modifications required to include a new elevator.

PROCUREMENTS

The Procurement Agenda this month includes 1 action for a proposed expenditure of \$1.1M.

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	12/10/18			
2	Board	12/12/18			

December 4, 2018			
Department			
Department Head Name			
Department Head Signature			
Internal Approvals			
	Approval		Approval
	President NYCT		President MTACC
	Operations Support		President MTA Bus/Buses
X	Capital Prog. Management	X	Subways
	Law		Diversity/Civil Rights

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

PURPOSE

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

DISCUSSION

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

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

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

NYC Transit proposes to award Competitive procurements in the following categories: None			
MTA Capital Construction proposes to award Competitive procurements in the following categories: None			
MTA Bus Company proposes to award Competitive procurements in the following categories: None			
MTA Bus Company proposes to award Ratifications in the following categories: None			
MTA Capital Construction proposes to award Ratifications in the following categories: None			
NYC Transit proposes to award Ratifications in the following categories:			
<u>Schedules Requiring Two-Thirds Vote:</u>			
Schedule K: Ratification of Completed Procurement Actions		1	\$ 1.1 M
	SUBTOTAL	1	\$ 1.1 M
	TOTAL	1	\$ 1.1 M
 COMPETITIVE BIDDING REQUIREMENTS: The procurement actions in Schedules A, B, C, and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.			
 BUDGET IMPACT: The purchases/contracts will result in obligating funds in the amounts listed. Funds are available in the current operating/capital budgets for this purpose.			
 RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)			

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

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

DECEMBER 2018

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)

(Staff Summaries required for items requiring Board approval.)

- | | | |
|--|--------------------|--------------------------------------|
| 1. John P. Picone, Inc. | \$1,054,000 | <u>Staff Summary Attached</u> |
| Contract# A-36090.275 | | |
| Modification to the contract for the renewal of six stations and line structure repair on the Sea Beach line, in order to perform platform foundation work required to incorporate a new Americans with Disabilities access elevator on the southbound platform at the 8th Avenue Station. | | |

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (Location) John P. Picone, Inc. (Lawrence, New York)
Description Renewal of Six Stations and Line Structure Repair on the Sea Beach Line, Borough of Brooklyn
Contract Term (including Options, if any) December 30, 2014–December 28, 2018
Option(s) included in Total Amt? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: Capital Program Management, John O’Grady

Contract Number A-36090	AWO/Mod. # 275
Original Amount:	\$ 188,761,000
Prior Modifications:	\$ 13,611,880
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 202,372,880
This Request:	\$ 1,054,000
% of This Request to Current Amt.:	0.5%
% of Modifications (including This Request) to Original Amount:	7.8%

Discussion

This retroactive modification is for platform foundation work required to incorporate a new Americans with Disabilities Act (“ADA”) elevator on the southbound platform at the 8th Avenue Station (Sea Beach line). This is one of several modifications that will provide ADA elevators on the northbound and southbound platforms for this station.

The base contract provides for the renewal of six stations along the Sea Beach line in Brooklyn: 8th Avenue, Fort Hamilton Parkway, New Utrecht, 18th Avenue, 20th Avenue, and Bay Parkway. The work includes concrete repairs; repair of steel structural members; replacement of all interior/exterior stairs, windows, and doors; replacement/upgrade of existing electrical, security, and signal systems; demolition and replacement of platform columns, tunnel arches, parapets, canopies, and concrete platform slabs; construction of four new ADA elevators at New Utrecht Station; and construction of an ADA-compliant ramp at the 8th Avenue station’s northbound platform. (This has since changed to an elevator.)

The original Federal Transit Administration– (“FTA”) approved intent of the project was to provide ADA-compliant access for the 8th Avenue station’s southbound platform. During the design phase of the project it was determined that ADA-compliant access would block an adjoining property, and thus ADA southbound access was not part of the original contract. However, an agreement with the owner has been reached in principle which allows the reincorporation of ADA-compliant access for the southbound platform. This work requires several additional contract modifications. The other changes will relocate the roadway to the adjoining property; provide an ADA elevator; and reconfigure new stairs and the control house passageway above this new foundation work. It is anticipated that the additional modifications will be submitted to the Board in the future.

This modification provides for platform foundation work, additional support beams, and a widened section of the southbound platform slab. The work includes additional hand excavation to facilitate spall repair to front platform support beams; removal of existing footings, rear platform support beam, and associated excavation; furnish and installation of new concrete footings, and steel support beams to support the modified stairs and control house passageway; and installation of a new wider section of concrete platform with reinforcement. John P. Picone, Inc.’s (“Picone”) revised proposal was net \$1,392,824; NYC Transit’s revised estimate was net \$960,287. Negotiations resulted in the agreed-upon lump-sum price of \$1,054,000. Savings of \$338,824 were achieved. This price is found to be fair and reasonable.

The SVP, Capital Program Management approved a retroactive waiver and the SVP, Procurement & Supply Chain authorized a partial payment up to \$599,238, and on October 12, 2018, Picone commenced work. The contract’s substantial completion date of December 28, 2018, is not changed by this modification. An extension of time associated with other modifications is being negotiated.

In connection with a previous contract awarded to Picone, Picone was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility findings were approved by the MTA Chairman & CEO in consultation with the MTA General Counsel in December 2014. No new SAI has been found relating to Picone and Picone has been found to be responsible.

Staff Summary

Subject NYCT 2019 Budget and 2019-2022 Financial Plan Adoption
Department Office of Management & Budget
Department Head Name Aaron Stern
Department Head Signature
Project Manager Name

Date December 4, 2018
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	TA Committee	12/10/18	X		
2	Finance Committee	12/10/18	X		
3	MTA Board	12/12/18	X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB - Director		
2	CFO		
3	SVP		
4	President		

Purpose

To secure MTA Board adoption of MTA New York City Transit's 2018 November Forecast, 2019 Final Proposed Budget, and the Four-Year Financial Plan for 2019-2022.

Discussion

MTA New York City Transit's subway system runs 24/7 and serves nearly 5.5 million customers on a typical weekday. The system operates across 24 lines, 665 miles of track, and 472 stations. The system is 114 years old and a substantial portion of the basic infrastructure has never been reconstructed, notably a large proportion of signal equipment is original equipment that is more than 50 years old.

The baseline projections for MTA New York City Transit include new programmatic initiatives and support for current projects. NYCT projections do not include the estimated impacts from projected fare increases, unidentified MTA efficiencies, and MTA policy actions. These impacts will be presented as part of MTA consolidated materials.

The primary financial assumptions reflected in the July Financial Plan have dramatically worsened in the November Financial Plan as follows:

- For subways, the ridership decline that began in 2016 has accelerated to a projected 2.8% decline in 2018. Significant contributing factors are competition from for-hire-vehicles, increasing rates of fare evasion, and increased service disruption due to capital reconstruction projects and Subway Action Plan (SAP) track access requirements. For 2019, a decline of 1.0 percent is projected.
- NYCT Bus ridership has experienced a longer-term trend of ridership declines including a projected 5.2% decline in 2018. Significant contributing factors are competition from for-hire-vehicles and increasing rates of fare evasion. For 2019, a decline of 3.0% is projected.
- NYCT farebox revenue is projected to decrease in the November Plan by \$20.5 million in 2018, \$95.4 million in 2019, \$113.0 million in 2020, \$116.5 million in 2021 and \$120.1 million in 2022.
- At the same time, paratransit ridership has surged, due largely to the popularity of advance reservation E-Hail service. Completed Paratransit trips are projected to increase by 16% in 2018 and 11% in 2019. As a result, paratransit service expenses are projected to increase by \$321 million over the plan period.
- Workers' compensation claim reserves have been increasing by \$250-\$300 million annually for the past several years, reflecting high rates of injury-on-duty lost days and high indemnity payment rates. As a result, cash expenditures are projected to increase by 7% in 2018 and annually thereafter.

- Two major Scheduled Maintenance System (SMS) car upgrade projects are included in the November Plan. First, the HVAC system on the millennium fleet (R142A, R143, R160, and R188) is being upgraded to use a new refrigerant. This upgrade is required to comply with a Federal EPA mandate to phase-out use of the current refrigerant, which contributes to ozone depletion. Second, the R142 car class is being upgraded in order to improve its below standard reliability performance. The first phase of this process includes upgrades to the door control and propulsion system which is part of this plan; as well as the test replacement of HVAC systems on 45 cars of this car class; a future phase will include the upgrade of the HVAC system (including replacement of the current refrigerant) on the remaining 985 cars.

Budget Reduction Program (including re-estimates) – The Plan provides overall savings of \$896.4 million through 2022, comprised of annual savings of \$105.3 million (267 positions) in 2018, \$212.1 million (855 positions) in 2019, \$202.6 million (880 positions) in 2020, \$191.1 million (794 positions) in 2021, and \$185.4 million (830 positions) in 2022.

2018 November Forecast-Baseline

Total operating revenues are projected at \$4.884 billion, including \$4.438 billion of farebox revenues. Total operating expenses are projected to be \$8.615 billion, consisting of labor costs of \$6.583 billion and non-labor expenses of \$2.032 billion. Non-cash depreciation expense is projected at \$1.828 billion, other post-employment benefit expenses are projected at \$1.350 billion, and GASB 68 pension expenses are projected as a credit of \$0.306 billion. After including favorable cash adjustments of \$3.026 billion, the projected net cash deficit is \$3.577 billion. Projected reimbursable expenses of \$1.417 billion are fully offset by capital reimbursements. Total end-of-year positions are projected at 50,757, including 45,175 non-reimbursable positions and 5,582 reimbursable positions.

2019 Final Proposed Budget-Baseline

Total operating revenues are projected at \$4.871 billion, including farebox revenues of \$4.391 billion. Total operating expenses are projected to be \$8.755 billion, consisting of labor costs of \$6.621 billion and non-labor expenses of \$2.133 billion. Non-cash depreciation expense is projected at \$1.878 billion, other post-employment benefit expenses are projected at \$1.437 billion, and GASB 68 pension expenses are projected as a credit of \$0.296 billion. After including favorable cash adjustments of \$3.342 billion, the projected net cash deficit is \$3.560 billion. Projected reimbursable expenses of \$1.458 billion are fully offset by capital reimbursements. Total end-of-year positions are projected at 51,046, including 44,525 non-reimbursable positions and 6,521 reimbursable positions.

Impact on Funding

The 2018 November Forecast, the 2019 Final Proposed Budget and the Four-Year Financial Plan for 2019-2022, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2018 November Forecast, the 2019 Final Proposed Budget and the Four-Year Financial Plan for 2019-2022 for MTA New York City Transit and the related authorization to draw down Transit Adjudication Bureau (TAB) receipts and interest consistent with this Final Proposed Budget.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Non-Reimbursable						
Operating Revenue						
<i>Farebox Revenue:</i>						
Subway	\$3,441.124	\$3,413.257	\$3,383.861	\$3,395.653	\$3,387.779	\$3,389.617
Bus	952.363	925.789	905.992	905.864	902.169	902.608
Paratransit	17.526	20.763	23.047	24.199	25.409	26.679
Fare Media Liability	<u>75.743</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>
Farebox Revenue	\$4,486.756	\$4,438.309	\$4,391.400	\$4,404.216	\$4,393.857	\$4,397.404
<i>Other Operating Revenue:</i>						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	164.340	196.322	214.981	215.570	223.556	232.142
Other	<u>176.522</u>	<u>165.280</u>	<u>180.278</u>	<u>191.426</u>	<u>197.030</u>	<u>196.538</u>
Other Operating Revenue	\$424.879	\$445.618	\$479.275	\$491.012	\$504.602	\$512.696
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$4,911.635	\$4,883.927	\$4,870.675	\$4,895.228	\$4,898.459	\$4,910.100
Operating Expense						
<i>Labor:</i>						
Payroll	\$3,308.713	\$3,427.083	\$3,507.469	\$3,584.087	\$3,636.260	\$3,714.589
Overtime	<u>592.050</u>	<u>683.852</u>	<u>474.311</u>	<u>487.402</u>	<u>491.450</u>	<u>497.580</u>
Total Salaries and Wages	\$3,900.763	\$4,110.935	\$3,981.780	\$4,071.489	\$4,127.710	\$4,212.170
Health and Welfare	860.115	937.370	1,029.070	1,092.611	1,154.598	1,237.585
OPEB Current Payments	413.712	453.997	505.365	558.588	616.745	680.616
Pension	926.786	933.899	947.166	926.068	916.382	896.502
Other Fringe Benefits	<u>409.671</u>	<u>472.247</u>	<u>445.232</u>	<u>472.986</u>	<u>502.210</u>	<u>515.442</u>
Total Fringe Benefits	\$2,610.284	\$2,797.513	\$2,926.834	\$3,050.253	\$3,189.935	\$3,330.145
Reimbursable Overhead	(304.409)	(325.435)	(287.291)	(264.777)	(243.595)	(244.492)
Total Labor Expenses	\$6,206.639	\$6,583.012	\$6,621.323	\$6,856.966	\$7,074.050	\$7,297.823
<i>Non-Labor:</i>						
Electric Power	\$265.304	\$290.682	\$272.038	\$281.194	\$291.321	\$305.408
Fuel	95.440	112.275	113.954	112.772	110.160	109.297
Insurance	72.101	67.988	71.671	78.008	85.880	94.799
Claims	278.671	207.333	208.909	210.484	210.484	210.484
Paratransit Service Contracts	392.849	452.190	482.751	501.230	518.038	547.829
Maintenance and Other Operating Contracts	245.875	261.543	369.131	323.401	318.317	303.441
Professional Services Contracts	172.184	206.429	187.358	174.438	169.825	174.494
Materials and Supplies	319.469	347.363	341.964	367.695	374.151	379.350
Other Business Expenses	82.909	85.717	85.575	87.147	87.561	88.466
Total Non-Labor Expenses	\$1,924.802	\$2,031.520	\$2,133.352	\$2,136.369	\$2,165.737	\$2,213.567
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$8,131.441	\$8,614.532	\$8,754.674	\$8,993.335	\$9,239.787	\$9,511.390
Depreciation	\$1,681.857	\$1,828.062	\$1,878.062	\$1,928.062	\$1,978.062	\$2,029.359
OPEB Liability Adjustment	1,102.586	1,350.191	1,436.666	1,528.680	1,626.587	1,730.764
GASB 68 Pension Expense Adjustment	(221.205)	(305.534)	(296.398)	(303.171)	(308.944)	(308.944)
Environmental Remediation	8.537	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$10,703.217	\$11,487.251	\$11,773.004	\$12,146.906	\$12,535.492	\$12,962.569
Net Surplus/(Deficit)	(\$5,791.582)	(\$6,603.324)	(\$6,902.329)	(\$7,251.678)	(\$7,637.033)	(\$8,052.468)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1,378.752	1,416.911	1,457.544	1,341.242	1,229.854	1,231.159
Total Revenues	\$1,378.752	\$1,416.911	\$1,457.544	\$1,341.242	\$1,229.854	\$1,231.159
Operating Expense						
Labor:						
Payroll	\$481.483	\$499.823	\$601.068	\$559.113	\$502.111	\$500.963
Overtime	<u>184.026</u>	<u>187.569</u>	<u>125.631</u>	<u>119.460</u>	<u>113.999</u>	<u>115.923</u>
Total Salaries and Wages	\$665.510	\$687.392	\$726.699	\$678.573	\$616.109	\$616.886
Health and Welfare	24.126	25.364	27.805	28.938	28.465	29.523
OPEB Current Payments	9.771	10.396	11.305	11.989	12.763	13.586
Pension	36.408	38.814	40.294	38.512	36.212	34.333
Other Fringe Benefits	<u>206.279</u>	<u>211.773</u>	<u>240.869</u>	<u>222.725</u>	<u>199.765</u>	<u>199.793</u>
Total Fringe Benefits	\$276.585	\$286.347	\$320.273	\$302.164	\$277.205	\$277.235
Reimbursable Overhead	304.409	325.435	287.291	264.777	243.595	244.492
Total Labor Expenses	\$1,246.503	\$1,299.175	\$1,334.263	\$1,245.513	\$1,136.909	\$1,138.613
Non-Labor:						
Electric Power	(\$0.113)	\$0.252	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	0.015	0.235	1.475	0.976	(0.023)	(0.023)
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	38.154	38.557	44.729	33.846	32.642	32.418
Professional Services Contracts	15.060	13.032	9.472	9.472	9.472	9.472
Materials and Supplies	77.317	62.700	67.689	51.605	51.043	50.868
Other Business Expenses	1.815	2.959	(0.336)	(0.423)	(0.442)	(0.442)
Total Non-Labor Expenses	\$132.248	\$117.735	\$123.281	\$95.728	\$92.944	\$92.545
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$1,378.752	\$1,416.911	\$1,457.544	\$1,341.242	\$1,229.854	\$1,231.159
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Non-Reimbursable / Reimbursable						
Operating Revenue						
<i>Farebox Revenue:</i>						
Subway	\$3,441.124	\$3,413.257	\$3,383.861	\$3,395.653	\$3,387.779	\$3,389.617
Bus	952.363	925.789	905.992	905.864	902.169	902.608
Paratransit	17.526	20.763	23.047	24.199	25.409	26.679
Fare Media Liability	<u>75.743</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>
Farebox Revenue	\$4,486.756	\$4,438.309	\$4,391.400	\$4,404.216	\$4,393.857	\$4,397.404
<i>Other Operating Revenue:</i>						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	164.340	196.322	214.981	215.570	223.556	232.142
Other	<u>176.522</u>	<u>165.280</u>	<u>180.278</u>	<u>191.426</u>	<u>197.030</u>	<u>196.538</u>
Other Operating Revenue	\$424.879	\$445.618	\$479.275	\$491.012	\$504.602	\$512.696
Capital and Other Reimbursements	1,378.752	1,416.911	1,457.544	1,341.242	1,229.854	1,231.159
Total Revenues	\$6,290.387	\$6,300.838	\$6,328.220	\$6,236.470	\$6,128.313	\$6,141.259
Operating Expense						
<i>Labor:</i>						
Payroll	\$3,790.197	\$3,926.906	\$4,108.538	\$4,143.200	\$4,138.371	\$4,215.552
Overtime	<u>776.076</u>	<u>871.421</u>	<u>599.941</u>	<u>606.862</u>	<u>605.449</u>	<u>613.504</u>
Total Salaries and Wages	\$4,566.273	\$4,798.327	\$4,708.479	\$4,750.062	\$4,743.819	\$4,829.056
<i>Health and Welfare</i>	884.241	962.735	1,056.876	1,121.549	1,183.063	1,267.108
OPEB Current Payments	423.483	464.392	516.670	570.576	629.508	694.202
Pension	963.195	972.713	987.460	964.580	952.594	930.835
Other Fringe Benefits	<u>615.950</u>	<u>684.020</u>	<u>686.102</u>	<u>695.711</u>	<u>701.975</u>	<u>715.235</u>
Total Fringe Benefits	\$2,886.869	\$3,083.860	\$3,247.107	\$3,352.417	\$3,467.140	\$3,607.380
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$7,453.142	\$7,882.187	\$7,955.586	\$8,102.479	\$8,210.960	\$8,436.436
<i>Non-Labor:</i>						
Electric Power	\$265.191	\$290.934	\$272.290	\$281.446	\$291.573	\$305.660
Fuel	95.455	112.510	115.429	113.748	110.137	109.274
Insurance	72.101	67.988	71.671	78.008	85.880	94.799
Claims	278.671	207.333	208.909	210.484	210.484	210.484
Paratransit Service Contracts	392.849	452.190	482.751	501.230	518.038	547.829
Maintenance and Other Operating Contracts	284.028	300.100	413.860	357.247	350.959	335.859
Professional Services Contracts	187.245	219.461	196.830	183.910	179.297	183.966
Materials and Supplies	396.786	410.064	409.653	419.300	425.193	430.218
Other Business Expenses	84.724	88.676	85.239	86.724	87.120	88.024
Total Non-Labor Expenses	\$2,057.051	\$2,149.255	\$2,256.633	\$2,232.098	\$2,258.681	\$2,306.113
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$9,510.193	\$10,031.443	\$10,212.219	\$10,334.577	\$10,469.641	\$10,742.549
Depreciation	\$1,681.857	\$1,828.062	\$1,878.062	\$1,928.062	\$1,978.062	\$2,029.359
OPEB Liability Adjustment	1,102.586	1,350.191	1,436.666	1,528.680	1,626.587	1,730.764
GASB 68 Pension Expense Adjustment	(221.205)	(305.534)	(296.398)	(303.171)	(308.944)	(308.944)
Environmental Remediation	8.537	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$12,081.969	\$12,904.162	\$13,230.549	\$13,488.148	\$13,765.346	\$14,193.727
Net Surplus/(Deficit)	(\$5,791.582)	(\$6,603.324)	(\$6,902.329)	(\$7,251.678)	(\$7,637.033)	(\$8,052.468)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$4,490.430	\$4,438.509	\$4,391.600	\$4,404.416	\$4,394.057	\$4,397.604
<i>Other Operating Revenue:</i>						
Fare Reimbursement	97.852	40.250	84.016	84.016	84.016	84.016
Paratransit Reimbursement	167.124	195.709	215.109	215.570	223.487	232.109
Other Revenue	59.683	60.207	72.953	81.245	84.013	80.779
Other Operating Revenue	324.659	296.166	372.078	380.831	391.516	396.904
Capital and Other Reimbursements	1,369.149	1,453.048	1,578.594	1,364.944	1,252.111	1,230.378
Total Receipts	\$6,184.238	\$6,187.723	\$6,342.272	\$6,150.191	\$6,037.684	\$6,024.886
Expenditures						
<i>Labor:</i>						
Payroll	\$3,739.330	\$3,899.577	\$4,075.265	\$4,109.003	\$4,102.568	\$4,178.578
Overtime	776.076	871.421	599.941	606.862	605.449	613.504
Total Salaries & Wages	\$4,515.406	\$4,770.999	\$4,675.207	\$4,715.865	\$4,708.017	\$4,792.082
Health and Welfare	885.732	943.901	1,046.179	1,110.051	1,170.702	1,253.820
OPEB Current Payments	423.483	464.392	516.670	570.576	629.508	694.202
Pension	963.045	972.713	987.460	964.580	952.594	930.835
Other Fringe Benefits	493.387	515.179	514.926	522.975	533.588	551.870
Total Fringe Benefits	\$2,765.647	\$2,896.185	\$3,065.235	\$3,168.182	\$3,286.393	\$3,430.728
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
Total Labor Expenditures	\$7,281.053	\$7,667.184	\$7,740.442	\$7,884.047	\$7,994.410	\$8,222.810
<i>Non-Labor:</i>						
Electric Power	\$272.947	\$290.934	\$272.290	\$281.446	\$291.573	\$305.660
Fuel	89.401	112.510	115.429	113.748	110.137	109.274
Insurance	74.540	67.659	70.578	78.917	84.188	92.988
Claims	103.474	141.193	122.718	125.209	127.750	130.344
Paratransit Service Contracts	390.165	450.190	480.751	499.230	516.038	545.829
Maintenance and Other Operating Contracts	272.643	325.111	421.712	364.038	359.889	344.789
Professional Services Contracts	163.854	212.793	184.830	171.910	167.297	171.966
Materials and Supplies	397.166	408.564	408.153	417.800	423.693	428.718
Other Business Expenses	85.967	88.676	85.239	86.724	87.120	88.024
Total Non-Labor Expenditures	\$1,850.157	\$2,097.629	\$2,161.701	\$2,139.023	\$2,167.685	\$2,217.592
<i>Other Expenditure Adjustments:</i>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$9,131.210	\$9,764.813	\$9,902.142	\$10,023.070	\$10,162.095	\$10,440.401
Net Cash Balance	(\$2,946.972)	(\$3,577.090)	(\$3,559.870)	(\$3,872.879)	(\$4,124.411)	(\$4,415.515)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$3.674	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200
<i>Other Operating Revenue:</i>						
Fare Reimbursement	13.836	(43.766)	0.000	0.000	0.000	0.000
Paratransit Reimbursement	2.784	(0.613)	0.128	0.000	(0.069)	(0.033)
Other Revenue	<u>(116.839)</u>	<u>(105.073)</u>	<u>(107.325)</u>	<u>(110.181)</u>	<u>(113.017)</u>	<u>(115.759)</u>
Other Operating Revenue	(\$100.220)	(\$149.452)	(\$107.197)	(\$110.181)	(\$113.086)	(\$115.792)
Capital and Other Reimbursements	(9.603)	36.137	121.050	23.702	22.257	(0.781)
Total Receipts	<u>(\$106.149)</u>	<u>(\$113.115)</u>	<u>\$14.053</u>	<u>(\$86.279)</u>	<u>(\$90.629)</u>	<u>(\$116.373)</u>
Expenditures						
Labor:						
Payroll	\$50.867	\$27.328	\$33.272	\$34.197	\$35.802	\$36.974
Overtime	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
Total Salaries and Wages	\$50.867	\$27.328	\$33.272	\$34.197	\$35.802	\$36.974
Health and Welfare	(1.490)	18.834	10.696	11.498	12.361	13.288
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.150	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	<u>122.563</u>	<u>168.841</u>	<u>171.176</u>	<u>172.736</u>	<u>168.387</u>	<u>163.364</u>
Total Fringe Benefits	\$121.222	\$187.675	\$181.872	\$184.235	\$180.747	\$176.652
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
Total Labor Expenditures	<u>\$172.089</u>	<u>\$215.004</u>	<u>\$215.144</u>	<u>\$218.432</u>	<u>\$216.550</u>	<u>\$213.626</u>
Non-Labor:						
Electric Power	(\$7.756)	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	6.054	0.000	0.000	0.000	0.000	0.000
Insurance	(2.439)	0.329	1.093	(0.909)	1.692	1.811
Claims	175.197	66.140	86.191	85.275	82.734	80.140
Paratransit Service Contracts	2.684	2.000	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	11.385	(25.011)	(7.852)	(6.791)	(8.930)	(8.930)
Professional Services Contracts	23.391	6.668	12.000	12.000	12.000	12.000
Materials and Supplies	(0.380)	1.500	1.500	1.500	1.500	1.500
Other Business Expenses	<u>(1.243)</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
Total Non-Labor Expenditures	<u>\$206.894</u>	<u>\$51.626</u>	<u>\$94.932</u>	<u>\$93.075</u>	<u>\$90.996</u>	<u>\$88.521</u>
Other Expenditure Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>
Total Expenditures	<u>\$378.983</u>	<u>\$266.630</u>	<u>\$310.076</u>	<u>\$311.507</u>	<u>\$307.546</u>	<u>\$302.147</u>
Total Cash Conversion Adjustments before Depreciation	<u>\$272.834</u>	<u>\$153.515</u>	<u>\$324.129</u>	<u>\$225.228</u>	<u>\$216.917</u>	<u>\$185.774</u>
Depreciation	\$1,681.857	\$1,828.062	\$1,878.062	\$1,928.062	\$1,978.062	\$2,029.359
OPEB Liability Adjustment	1,102.586	1,350.191	1,436.666	1,528.680	1,626.587	1,730.764
GASB 68 Pension Expense Adjustment	(221.205)	(305.534)	(296.398)	(303.171)	(308.944)	(308.944)
Environmental Remediation	8.537	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	<u>\$2,844.610</u>	<u>\$3,026.234</u>	<u>\$3,342.459</u>	<u>\$3,378.799</u>	<u>\$3,512.622</u>	<u>\$3,636.953</u>

MTA NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
Ridership (Utilization)
(in millions)

	Actual	November	Final			
	2017	Forecast	Proposed	2020	2021	2022
		2018	Budget			
			2019			

RIDERSHIP

Subway	1,727.367	1,679.059	1,661.190	1,666.869	1,663.285	1,664.157
Bus	602.620	571.305	558.503	558.403	556.296	556.546
Paratransit	8.921	9.915	11.005	11.555	12.133	12.740

Total Ridership

2,338.908	2,260.279	2,230.699	2,236.827	2,231.714	2,233.443
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FAREBOX REVENUE (Excluding fare media liability)

Subway	\$3,441.124	\$3,413.257	\$3,383.861	\$3,395.653	\$3,387.779	\$3,389.617
Bus	952.363	925.789	905.992	905.864	902.169	902.608
Paratransit	17.526	20.763	23.047	24.199	25.409	26.679

Total Revenue

\$4,411.013	\$4,359.809	\$4,312.900	\$4,325.716	\$4,315.357	\$4,318.904
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NEW YORK CITY TRANSIT
November Financial Plan 2019-2022
2018 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022
Administration										
Administrative Staff Reductions (Nov. Plan)		(0.360)	121	17.102	122	17.105	122	17.105	122	17.105
Labor Efficiencies (Nov. Plan)		0.000	60	14.720	60	14.720	60	14.720	60	14.720
Mandated Training Frequency (Nov. Plan)		0.000		4.469		(1.942)		0.863		4.469
OTPS Reductions (Nov. Plan)		(2.525)		2.492		2.087		1.587		1.587
Overtime Savings (Nov. Plan)		0.000		0.600		0.600		0.600		0.600
Traffic Checking (Nov. Plan)		-	0.000	16	1.379	16	1.576	16	1.576	16
Administrative Staffing Reductions (July Plan)	54	9.265	65	9.221	65	9.221	65	9.221	65	9.221
Hiring Restriction Savings (July Plan)		28.198		17.663						
OTPS Reductions (July Plan)		3.542		5.546		5.546		5.546		5.546
Traffic Checking Efficiencies (July Plan)	4	0.533	4	0.705	4	0.705	4	0.705	4	0.705
Reduce Wellness Program (July Plan)		2.095		2.139		2.139		2.139		2.139
Mandated Training Reduction (July Plan)		-	4.848	-	4.854	-	4.854	-	4.854	-
<i>Subtotal Administration</i>	58	45.596	266	80.890	267	56.611	267	58.916	267	62.522
Customer Convenience/Amenities										
Reforecast of Bus Contract Costs (Nov. Plan)		0.000		3.250		3.250		3.750		1.750
Priority Initiative Efficiency (July Plan)	9	0.821	9	1.739	9	1.739	9	1.739	9	1.739
<i>Subtotal Customer Convenience/Amenities</i>	9	0.821	9	4.989	9	4.989	9	5.489	9	3.489
Maintenance										
Department of Subways Material Savings (Nov. Plan)				11.000		7.000		7.000		7.000
Transition to Mid-Life Overhaul from Cycle Mtce. (Nov. Plan)			59	12.039	85	12.408	1	(0.320)	35	2.004
Tires Contract Reforecast (Nov. Plan)				1.300		1.300		1.300		1.300
Kitting Efficiency (Nov. Plan)			4	0.403	2	0.216	2	0.216	2	0.216
Labor Efficiencies - Buses (Nov. Plan)			40	4.500	40	4.500	40	4.500	40	4.500
Station Painting Contract Savings (Nov. Plan)				2.179		2.179		2.179		2.179
Turnstile Maintenance Efficiencies (Nov. Plan)			4	0.466	4	0.466	4	0.466	4	0.466
DEP Water Payment Savings (July Plan)		5.000		2.254		2.254		2.254		2.254
EAM Reductions (July Plan)	16	2.805	36	5.372	36	5.879	36	5.879	36	5.879
Depot Maintenance and Cleaning Efficiencies (July Plan)	10	1.846	38	3.788	38	3.788	38	3.788	38	3.788
Shop Plan Maintenance Efficiency (July Plan)			27	5.896	27	5.833	27	5.810	27	5.827
Terminal Car Cleaning Reduction (July Plan)	91	3.746	91	8.358	91	8.358	91	8.358	91	8.358
Track Inspection Savings (July Plan)		-	0.000	53	5.721	53	5.721	53	5.721	53
<i>Subtotal Maintenance</i>	117	13.397	352	63.276	376	59.902	292	47.151	326	49.492
Revenue Enhancement										
None		-	0.000	-	0.000	-	0.000	-	0.000	-
<i>Subtotal Revenue Enhancement</i>		-	0.000	-	0.000	-	0.000	-	0.000	-
Safety										
None		-	0.000	-	0.000	-	0.000	-	0.000	-
<i>Subtotal Safety</i>		-	0.000	-	0.000	-	0.000	-	0.000	-
Security										
Security Post Savings (Nov. Plan)		-	0.000	9	0.640	9	0.840	9	0.840	9
SBS Eagle Team Efficiency (Nov. Plan)		-	0.000	14	1.542	14	1.542	14	1.542	14
Security-SBS Eagle Team Efficiency (July Plan)	22	1.626	22	2.471	22	2.471	22	2.471	22	2.471
<i>Subtotal Security</i>	22	1.626	45	4.653	45	4.853	45	4.853	45	4.853
Service										
Paratransit Improved Productivity (Nov. Plan)				1.766		1.766		1.766		1.766
SBS Adjustments (Nov. Plan)			(5)	0.602	(5)	0.632	(5)	0.632	(5)	0.632
Paratransit Savings (July Plan)	(2)	10.868	(2)	27.125	(2)	38.860	(2)	37.254	(2)	32.767
SI Ferry Service Reduction (July Plan)	6	0.546	9	1.144	9	1.144	9	1.144	9	1.144
SBS Defer New Routes (July Plan)	(7)	1.018	(7)	3.751	(7)	9.751	(7)	9.751	(7)	3.751
<i>Subtotal Service</i>	(3)	12.432	(5)	34.388	(5)	52.153	(5)	50.547	(5)	40.060
Service Support										
Stations Efficiencies (Nov. Plan)		-	0.000	68	3.974	68	7.948	68	7.948	68
Stations Signage Efficiency (Nov. Plan)		-	0.000	3	0.324	3	0.324	3	0.324	3
Revenue Collection Efficiencies (July Plan)	14	1.166	11	1.047	11	1.047	11	1.047	11	1.047

NEW YORK CITY TRANSIT
November Financial Plan 2019-2022
2018 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	<u>Pos.</u>	<u>2018</u>	<u>Pos.</u>	<u>2019</u>	<u>Pos.</u>	<u>2020</u>	<u>Pos.</u>	<u>2021</u>	<u>Pos.</u>	<u>2022</u>
Reduce Mobile Sales Program (July Plan)			3	0.328	3	0.328	3	0.328	3	0.328
Eliminate Police Fare Evasion Overtime (July Plan)		2.000		4.000		4.000		4.000		4.000
Tower Operator/TSS Economy (July Plan)	<u>5</u>	<u>0.269</u>	<u>8</u>	<u>0.911</u>	<u>8</u>	<u>0.911</u>	<u>8</u>	<u>0.911</u>	<u>8</u>	<u>0.911</u>
<i>Subtotal Service Support</i>	19	3.435	93	10.584	93	14.558	93	14.558	93	14.558
<u>Other</u>										
One-Time Savings (Nov. Plan)	25	29.520		6.180		0.000		0.000		0.000
Other *	26	1.000	101	9.323	101	9.323	101	9.323	101	9.323
PE Inflation (Nov. Plan)	<u>-</u>	<u>0.000</u>	<u>-</u>	<u>0.000</u>		<u>0.624</u>		<u>0.784</u>		<u>1.544</u>
<i>Subtotal Other</i>	51	30.520	101	15.503	101	9.947	101	10.107	101	10.867
Agency Submission	273	\$107.827	861	\$214.283	886	\$203.013	802	\$191.621	836	\$185.841

* Select BRP's are removed, reflecting revised assumptions which are captured in Volume I within MTA re-estimates.

MTA New York City Transit
November Financial Plan 2019 - 2022
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2017 Actual*	2018 November Forecast	2019 Final Proposed Budget	2020	2021	2022
Administration						
Office of the President	31	30	32	32	32	32
Law	290	320	315	315	315	315
Office of the EVP	44	18	18	18	17	17
Human Resources	253	252	248	248	248	248
Office of Management and Budget	39	43	43	43	43	43
Capital Planning & Budget	31	36	37	37	36	36
Strategy & Customer Experience**	264	215	215	215	214	213
Non-Departmental	(1)	(33)	8	10	10	10
Labor Relations	87	100	100	100	100	100
Materiel	256	261	269	257	244	238
Controller	119	125	122	119	118	117
Office of People & Business Transformation	-	24	25	25	25	25
Total Administration	1,413	1,391	1,432	1,419	1,402	1,394
Operations						
Subways Rapid Transit Operations	8,724	8,607	8,902	8,558	8,523	8,482
Subways Operation Support /Admin	473	411	411	411	411	411
Subways Stations	2,551	2,741	2,684	2,616	2,616	2,616
Subtotal - Subways	11,748	11,759	11,997	11,585	11,550	11,509
Buses	11,050	11,049	11,412	10,958	10,958	10,958
Paratransit	204	213	214	214	214	214
Operations Planning	394	407	429	421	419	418
Revenue Control	544	643	653	646	646	646
Non-Departmental	-	-	-	-	-	-
Total Operations	23,940	24,071	24,705	23,824	23,787	23,745
Maintenance						
Subways Operation Support /Admin	179	188	81	79	77	76
Subways Engineering	365	398	386	350	327	324
Subways Car Equipment	5,274	5,165	4,981	5,171	5,054	5,024
Subways Infrastructure	1,759	1,842	1,963	1,867	1,790	1,787
Subways Elevator & Escalators	397	482	464	461	486	486
Subways Stations	3,423	3,454	3,389	3,397	3,401	3,401
Subways Track	3,001	3,348	3,155	3,039	3,021	3,021
Subways Power	633	723	711	679	650	650
Subways Signals	1,586	1,652	1,650	1,591	1,578	1,578
Subways Electronics Maintenance	1,590	1,715	1,754	1,638	1,611	1,610
Subtotal - Subways	18,207	18,967	18,534	18,272	17,995	17,957
Buses	3,660	3,656	3,649	3,575	3,610	3,605
Supply Logistics	571	597	567	569	569	569
System Safety	95	97	95	95	94	93
Non-Departmental	(1)	(104)	(91)	(67)	(67)	(67)
Total Maintenance	22,532	23,213	22,754	22,444	22,201	22,157
Engineering/Capital						
Capital Program Management	1,420	1,438	1,468	1,450	1,361	1,342
Total Engineering/Capital	1,420	1,438	1,468	1,450	1,361	1,342
Public Safety						
Security	646	644	687	634	618	618
Total Public Safety	646	644	687	634	618	618
Total Baseline Positions	49,951	50,757	51,046	49,771	49,369	49,256
Non-Reimbursable	45,141	45,175	44,525	44,570	44,524	44,513
Reimbursable	4,810	5,582	6,521	5,201	4,845	4,743
Total Full-Time	49,715	50,561	50,814	49,539	49,137	49,024
Total Full-Time Equivalents	236	196	232	232	232	232

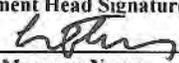
*2017 Actuals are not restated to reflect reorganization changes.

**Formerly Corporate Communications.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Administration						
Managers/Supervisors	439	521	542	536	526	523
Professional/Technical/Clerical	950	834	854	847	840	835
Operational Hourlies	24	36	36	36	36	36
Total Administration Headcount	1,413	1,391	1,432	1,419	1,402	1,394
Operations						
Managers/Supervisors	2,804	2,850	2,890	2,796	2,788	2,784
Professional/Technical/Clerical	499	588	591	586	584	584
Operational Hourlies	20,637	20,633	21,224	20,442	20,415	20,377
Total Operations Headcount	23,940	24,071	24,705	23,824	23,787	23,745
Maintenance						
Managers/Supervisors	4,052	4,168	4,037	3,943	3,900	3,892
Professional/Technical/Clerical	1,077	1,150	1,099	1,015	964	959
Operational Hourlies	17,403	17,895	17,618	17,486	17,337	17,306
Total Maintenance Headcount	22,532	23,213	22,754	22,444	22,201	22,157
Engineering / Capital						
Managers/Supervisors	346	360	379	365	331	317
Professional/Technical/Clerical	1,072	1,076	1,087	1,083	1,028	1,023
Operational Hourlies	2	2	2	2	2	2
Total Engineering Headcount	1,420	1,438	1,468	1,450	1,361	1,342
Public Safety						
Managers/Supervisors	271	264	292	249	248	248
Professional/Technical/Clerical	38	44	41	41	41	41
Operational Hourlies	337	336	354	344	329	329
Total Public Safety Headcount	646	644	687	634	618	618
Total Positions						
Managers/Supervisors	7,912	8,163	8,140	7,889	7,793	7,764
Professional/Technical/ Clerical	3,636	3,692	3,672	3,572	3,457	3,442
Operational Hourlies	38,403	38,902	39,234	38,310	38,119	38,050
Total Positions	49,951	50,757	51,046	49,771	49,369	49,256

Staff Summary

Subject SIR 2019 Budget and 2019 – 2022 Financial Plan Adoption
Department Office of Management & Budget
Department Head Name Aaron Stern
Department Head Signature 
Project Manager Name

Date December 4, 2018
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	TA Committee	12/10/18	X		
2	Finance Committee	12/10/18	X		
3	MTA Board	12/12/18	X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB – Director 		
2	CFO 		
3	SVP 		
4	President 		

Purpose

To secure MTA Board adoption of MTA Staten Island Railway’s 2018 November Forecast, 2019 Final Proposed Budget, and the Four-Year Financial Plan for 2019-2022.

Discussion

The 2019 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA Staten Island Railway’s planned service levels, as well as MTA’s commitment to provide safe, reliable and efficient transportation service. The baseline projections that follow for MTA Staten Island Railway include several operational new needs as summarized below. SIR projections do not include the estimated impacts from projected fare increases, unidentified MTA efficiencies, and MTA policy actions. These impacts are presented as part of MTA consolidated materials.

Operational New Need Initiatives:

- Re-Certification of the Automatic Train Control (ATC) system on all four locomotives.
- Establish a four year annual bridge inspection contract to be compliant with state/federal mandates.
- Resolve identified bridge defects.
- Repair a staircase, walkway and retaining wall.
- Upgrade a network configuration and avoid a crippling effect on the security network.
- Take steps to avoid safety/security controls being compromised.
- Fix damaged bathrooms.
- Upgrade Sonic/Fiber Optic to stabilize security/safety controls.
- Contain High Voltage Transformer spills.
- Upgrade station lighting LED’s.
- Repair HVAC units at 10 locations to ensure proper operation of signal relays.
- Roof Replacement.
- Upgrade concrete walkways and paths.
- Reconstruct Portico at New Dorp and Oakwood Stations.

Operational New Need Initiatives (continued)

- Upgrade public address systems.
- Review of rules/books/video.
- Retrofit all four diesel locomotives with auxiliary power unit.

A Budget Reduction Initiative included in this financial plan represents a reduction of one Enterprise Asset Management (EAM) position with average annual savings of approximately \$.160 million.

2018 November Forecast-Baseline

Total operating revenues are projected at \$9.4 million, including farebox revenues of \$7.0 million. Total operating expenses are projected to be \$61.3 million, consisting of labor costs of \$48.5 million and non-labor expenses of \$12.9 million. Non-cash depreciation expense is projected at \$12.0 million, other post-employment benefit expenses are projected at \$7.5 million and GASB 68 pension expenses are projected at \$0.6 million. After including favorable cash adjustments of \$17.1 million, the projected net cash deficit is \$54.9 million. Projected reimbursable expenses of \$2.1 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 356, including 328 non-reimbursable positions and 28 reimbursable positions.

2019 Final Proposed Budget-Baseline

Total operating revenues are projected at \$9.5 million, including farebox revenues of \$7.0 million. Total operating expenses are projected to be \$65.2 million, consisting of labor costs of \$49.2 million and non-labor expenses of \$16.0 million. Non-cash depreciation expense is projected at \$12.0 million, other post-employment benefit expenses are projected at \$7.5 million, and GASB 68 pension expenses are projected at \$0.5 million. After including favorable cash adjustments of \$20.0 million, the projected net cash deficit is \$55.7 million. Projected reimbursable expenses of \$4.6 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 336, including 308 non-reimbursable positions and 28 reimbursable positions.

Impact on Funding

The 2018 November Forecast, the 2019 Final Proposed Budget and the Four-Year Financial Plan for 2019-2022, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2018 November Forecast, the 2019 Final Proposed Budget and the Four-Year Financial Plan for 2019-2022 for MTA Staten Island Railway.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$6.893	\$6.964	\$7.041	\$7.083	\$7.060	\$7.059
Other Operating Revenue	2.540	2.447	2.468	2.468	2.469	2.469
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$9.433	\$9.411	\$9.509	\$9.551	\$9.529	\$9.528
Operating Expense						
Labor:						
Payroll	\$22.396	\$24.850	\$25.221	\$24.082	\$24.553	\$25.032
Overtime	3.881	2.121	2.709	2.087	1.956	1.962
Health and Welfare	4.267	6.550	6.869	6.761	7.099	7.456
OPEB Current Payments	2.582	2.589	2.585	2.692	2.824	2.964
Pension	6.132	7.215	7.316	6.812	6.413	5.715
Other Fringe Benefits	7.707	5.673	5.363	5.295	5.383	5.474
Reimbursable Overhead	(1.376)	(0.540)	(0.861)	(0.379)	(0.386)	(0.394)
Total Labor Expenses	\$45.588	\$48.458	\$49.202	\$47.350	\$47.842	\$48.209
Non-Labor:						
Electric Power	\$3.809	\$5.012	\$4.404	\$4.512	\$4.646	\$4.824
Fuel	0.182	0.236	0.220	0.207	0.207	0.229
Insurance	1.156	1.194	1.232	1.201	1.271	1.269
Claims	0.695	0.087	0.088	0.090	0.093	0.095
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	14.853	3.374	4.582	2.382	2.210	2.234
Professional Services Contracts	1.001	1.039	1.041	1.061	1.084	1.104
Materials and Supplies	2.917	1.904	3.174	2.134	1.704	1.713
Other Business Expenses	0.317	0.030	1.255	0.730	0.029	0.028
Total Non-Labor Expenses	\$24.930	\$12.876	\$15.996	\$12.317	\$11.244	\$11.496
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$70.519	\$61.334	\$65.198	\$59.667	\$59.086	\$59.705
Depreciation	\$10.472	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000
OPEB Liability Adjustment	7.082	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	0.463	0.600	0.500	(0.100)	(1.100)	(1.100)
Environmental Remediation	0.081	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$88.616	\$81.434	\$85.198	\$79.067	\$77.486	\$78.105
Net Surplus/(Deficit)	(\$79.183)	(\$72.023)	(\$75.689)	(\$69.516)	(\$67.957)	(\$68.577)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	3.066	2.118	4.555	4.576	4.664	4.754
Total Revenues	\$3.066	\$2.118	\$4.555	\$4.576	\$4.664	\$4.754
Operating Expense						
Labor:						
Payroll	\$1.018	\$0.520	\$1.732	\$2.300	\$2.345	\$2.391
Overtime	0.632	1.000	1.000	0.900	0.900	0.900
Health and Welfare	0.000	0.000	0.279	0.300	0.322	0.345
OPEB Current Payments	0.007	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.122	0.124	0.127	0.129
Other Fringe Benefits	0.000	0.058	0.561	0.573	0.584	0.595
Reimbursable Overhead	1.376	0.540	0.861	0.379	0.386	0.394
Total Labor Expenses	\$3.033	\$2.118	\$4.555	\$4.576	\$4.664	\$4.754
Non-Labor:						
Electric Power	\$0.004	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.010	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.018	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.033	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$3.066	\$2.118	\$4.555	\$4.576	\$4.664	\$4.754
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Non-Reimbursable / Reimbursable						
Operating Revenue						
Farebox Revenue	\$6.893	\$6.964	\$7.041	\$7.083	\$7.060	\$7.059
Other Operating Revenue	2.540	2.447	2.468	2.468	2.469	2.469
Capital and Other Reimbursements	3.066	2.118	4.555	4.576	4.664	4.754
Total Revenues	\$12.499	\$11.529	\$14.064	\$14.127	\$14.193	\$14.282
Operating Expense						
Labor:						
Payroll	\$23.413	\$25.370	\$26.953	\$26.382	\$26.898	\$27.423
Overtime	4.513	3.121	3.709	2.987	2.856	2.862
Health and Welfare	4.267	6.550	7.148	7.061	7.421	7.801
OPEB Current Payments	2.589	2.589	2.585	2.692	2.824	2.964
Pension	6.132	7.215	7.438	6.936	6.540	5.844
Other Fringe Benefits	7.707	5.731	5.924	5.868	5.967	6.069
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$48.621	\$50.576	\$53.757	\$51.926	\$52.506	\$52.963
Non-Labor:						
Electric Power	\$3.814	\$5.012	\$4.404	\$4.512	\$4.646	\$4.824
Fuel	0.182	0.236	0.220	0.207	0.207	0.229
Insurance	1.156	1.194	1.232	1.201	1.271	1.269
Claims	0.695	0.087	0.088	0.090	0.093	0.095
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	14.853	3.374	4.582	2.382	2.210	2.234
Professional Services Contracts	1.012	1.039	1.041	1.061	1.084	1.104
Materials and Supplies	2.935	1.904	3.174	2.134	1.704	1.713
Other Business Expenses	0.317	0.030	1.255	0.730	0.029	0.028
Total Non-Labor Expenses	\$24.963	\$12.876	\$15.996	\$12.317	\$11.244	\$11.496
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$73.585	\$63.452	\$69.753	\$64.243	\$63.750	\$64.459
Depreciation	\$10.472	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000
OPEB Liability Adjustment	7.082	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	0.463	0.600	0.500	(0.100)	(1.100)	(1.100)
Environmental Remediation	0.081	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$91.682	\$83.552	\$89.753	\$83.643	\$82.150	\$82.859
Net Surplus/(Deficit)	(\$79.183)	(\$72.023)	(\$75.689)	(\$69.516)	(\$67.957)	(\$68.577)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2019 - 2022
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$6.861	\$6.964	\$7.041	\$7.083	\$7.060	\$7.059
Other Operating Revenue	3.254	2.447	2.468	2.468	2.469	2.469
Capital and Other Reimbursements	2.290	2.118	4.556	4.575	4.664	4.755
Total Receipts	\$12.405	\$11.529	\$14.065	\$14.126	\$14.193	\$14.283
Expenditures						
Labor:						
Payroll	\$25.839	\$25.370	\$26.953	\$26.382	\$26.898	\$27.423
Overtime	4.116	3.121	3.709	2.987	2.856	2.862
Health and Welfare	7.075	6.550	7.148	7.061	7.421	7.801
OPEB Current Payments	1.170	2.589	2.585	2.692	2.824	2.964
Pension	7.154	7.215	7.438	6.936	6.540	5.844
Other Fringe Benefits	4.583	5.731	5.924	5.868	5.967	6.069
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
Total Labor Expenditures	\$49.937	\$50.576	\$53.757	\$51.926	\$52.506	\$52.963
Non-Labor:						
Electric Power	\$3.762	\$5.012	\$4.404	\$4.512	\$4.646	\$4.824
Fuel	0.071	0.236	0.220	0.207	0.208	0.228
Insurance	1.595	1.194	1.232	1.201	1.271	1.269
Claims	0.280	0.087	0.088	0.090	0.093	0.095
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	14.398	3.374	4.582	2.382	2.210	2.234
Professional Services Contracts	0.994	1.039	1.041	1.061	1.084	1.104
Materials and Supplies	4.390	4.929	3.174	2.134	1.704	1.713
Other Business Expenses	0.104	0.030	1.255	0.730	0.030	0.029
Total Non-Labor Expenditures	\$25.594	\$15.901	\$15.996	\$12.317	\$11.246	\$11.496
Other Expenditure Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$75.531	\$66.477	\$69.753	\$64.243	\$63.752	\$64.459
Net Cash Balance	(\$63.126)	(\$54.948)	(\$55.688)	(\$50.117)	(\$49.559)	(\$50.176)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2019 - 2022
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Flow Adjustments						
Receipts						
Farebox Revenue	(\$0.032)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.714	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(0.776)	0.000	0.001	(0.001)	0.000	0.001
Total Receipts	(\$0.094)	\$0.000	\$0.001	(\$0.001)	\$0.000	\$0.001
Expenditures						
<u>Labor:</u>						
Payroll	(\$2.426)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.397	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(2.808)	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	1.419	0.000	0.000	0.000	0.000	0.000
Pension	(1.022)	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	3.124	0.000	0.000	0.000	0.000	0.000
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
Total Labor Expenditures	(\$1.316)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.052	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.111	0.000	0.000	0.000	(0.001)	0.001
Insurance	(0.439)	0.000	0.000	0.000	0.000	0.000
Claims	0.415	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.455	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.018	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	(1.455)	(3.025)	0.000	0.000	0.000	0.000
Other Business Expenses	0.213	0.000	0.000	0.000	(0.001)	(0.001)
Total Non-Labor Expenditures	(\$0.631)	(\$3.025)	\$0.000	\$0.000	(\$0.002)	\$0.000
<u>Other Expenditure Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	(\$1.946)	(\$3.025)	\$0.000	\$0.000	(\$0.002)	\$0.000
Total Cash Conversion Adjustments before Depreciation	(\$2.040)	(\$3.025)	\$0.001	(\$0.001)	(\$0.002)	\$0.001
Depreciation	\$10.472	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000
OPEB Liability Adjustment	7.082	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	0.463	0.600	0.500	(0.100)	(1.100)	(1.100)
Environmental Remediation	0.081	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$16.057	\$17.075	\$20.001	\$19.399	\$18.398	\$18.401

MTA STATEN ISLAND RAILWAY
November Financial Plan 2019 - 2022
Ridership (Utilization)
(in millions)

	Actual	November	Final			
	2017	Forecast	Proposed	2020	2021	2022
		2018	Budget			
			2019			

RIDERSHIP

Fixed Route	4.604	4.582	4.625	4.649	4.636	4.635
Total Ridership	4.604	4.582	4.625	4.649	4.636	4.635

FAREBOX REVENUE

Fixed Route Farebox Revenue	\$6.893	\$6.964	\$7.041	\$7.083	\$7.060	\$7.059
Farebox Revenue	\$6.893	\$6.964	\$7.041	\$7.083	\$7.060	\$7.059

MTA Staten Island Railway
November Financial Plan 2019 - 2022
2018 Budget Reduction Proposals - Accrual Basis
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022
<u>Administration</u>										
Elimination of EAM Manager (July Plan)	1	0.153	1	0.156	1	0.160	1	0.164	1	0.168
<i>Subtotal Administration</i>	1	0.153	1	0.156	1	\$0.160	1	\$0.164	1	\$0.168
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Customer Convenience/Amenities</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Maintenance</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Revenue Enhancement</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Safety</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Security</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Service</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Service Support</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Other</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Agency Submission	1	\$0.153	1	\$0.156	1	\$0.160	1	\$0.164	1	\$0.168

MTA STATEN ISLAND RAILWAY
November Financial Plan 2019-2022
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2017 Actual	2018 November Forecast	2019 Final Proposed Budget	2020	2021	2022
Administration						
Executive	10	13	13	13	13	13
General Office	15	9	9	9	9	9
Purchasing/Stores	4	6	6	6	6	6
Total Administration	29	28	28	28	28	28
Operations						
Transportation	109	119	119	119	119	119
Maintenance						
Mechanical	53	53	53	53	53	53
Electronic/Electrical	14	15	15	15	15	15
Power/Signals	25	29	29	29	29	29
Maintenance of Way	62	70	50	50	50	50
Infrastructure	30	26	26	26	26	26
Total Maintenance	184	193	173	173	173	173
Engineering/Capital						
Capital Project Support	9	16	16	16	16	16
Public Safety						
Police	-					
Baseline Total Positions	331	356	336	336	336	336
Non-Reimbursable	331	328	308	308	308	308
Reimbursable		28	28	28	28	28
Total Full-Time	331	356	336	336	336	336
Total Full-Time Equivalents						

MTA STATEN ISLAND RAILWAY
November Financial Plan 2019 - 2022
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

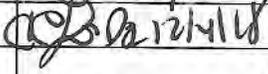
FUNCTION / OCCUPATIONAL GROUP	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Administration						
Managers/Supervisors	16	16	16	16	16	16
Professional/Technical/Clerical	13	12	12	12	12	12
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	29	28	28	28	28	28
Operations						
Managers/Supervisors	5	11	11	11	11	11
Professional/Technical/Clerical	4	3	3	3	3	3
Operational Hourlies	100	105	105	105	105	105
Total Operations Headcount	109	119	119	119	119	119
Maintenance						
Managers/Supervisors	20	16	13	13	13	13
Professional/Technical/Clerical	5	6	6	6	6	6
Operational Hourlies	159	171	154	154	154	154
Total Maintenance Headcount	184	193	173	173	173	173
Engineering / Capital						
Managers/Supervisors	3	3	3	3	3	3
Professional/Technical/Clerical	0	4	4	4	4	4
Operational Hourlies	6	9	9	9	9	9
Total Engineering Headcount	9	16	16	16	16	16
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	44	46	43	43	43	43
Professional/Technical/ Clerical	22	25	25	25	25	25
Operational Hourlies	265	285	268	268	268	268
Total Positions	331	356	336	336	336	336

Staff Summary

Subject MTA Bus 2019 Budget and 2019-2022 Financial Plan Adoption
Department Finance
Department Head Name Craig Cipriano
Department Head Signature 
Project Manager Name Jacqueline Bruce

Date November 28, 2018
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT/MTA Bus	12/10/18			
2	Finance Committee	12/10/18	X		
3	MTA Board	12/12/18	X		

Internal Approvals			
Order	Approval	Order	Approval
1	EVP, Business Strategies & Operations Support		 12/4/18
2	President		 12/4/18

Purpose

To secure MTA Board adoption of MTA Bus Company's 2018 November Forecast, 2019 Final Proposed Budget, and the Four-Year Financial Plan for 2019-2022.

Discussion

The 2019 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA Bus Company's planned service levels, as well as MTA's commitment to provide safe, secure, reliable, and cost efficient transportation service to the metropolitan New York region. The baseline projections that follow for MTA Bus Company include the impact of budget reduction initiatives and exclude certain items that are captured "below-the-line" in the MTA Consolidated Financial Plan: Fare/Toll increases, unidentified MTA Efficiencies, and other MTA policy actions. The MTA is reimbursed from the City of New York for the operating deficits of MTA Bus Company (MTABC).

The 2019 Final Proposed Budget includes funding for new and enhanced investments and initiatives in support of our core transit goals as follows:

Key Programmatic Initiatives

- Bus Action Plan (BAP): - Specific elements of the BAP include a completely redesigned bus route network, working with traffic engineering consultants to develop and support new priority infrastructure, increased collaboration with NYCDOT, NYPD, and local communities to balance bus stops, improve off peak service to meet changing ridership needs, improve bus boarding times by using all doors to improve customer service and the customer experience, and improve service delivery through proactive management.
- Shop MCI Structure - The changes in the MCI Structure program are due to contractual price adjustments for bus structural repairs to an overaged MCI fleet.

- Platform Budget: – The annual Platform Budget service adjustment reflects no increase in service; however, it include adjustments necessary to comply with the recently signed ATU Collective Bargaining Agreement.
- Yonkers Building Maintenance: - Modification of Yonkers bus depot maintenance yard due to an easement from the City of Yonkers.
- Storeroom Superintendents: - Three superintendents will provide the required management coverage across all shifts, ensure adequate weekend coverage and vacation/sick relief across seven operating depot storerooms, and overhaul and salvage storerooms. This is due to increased inventory resulting from additional fleet models, and increased inventory activity due to the need to maintain an aging fleet.

Budget Reduction Initiatives

The Plan provides overall savings of \$120.7 million through 2022, comprised of annual savings of \$17.6 million (2018), \$19.7 million (2019), \$29.3 million (2020), \$34.1 million (2021), and \$19.9 million (2022).

These savings are driven mainly by the budget reduction initiatives discussed below.

- Express Bus Service: Ridership based weekday and weekend service adjustments.
- OTPS: Savings based on a continued multi-year review of controllable non-labor expenses.
- Shop Overhaul Program: Transition to a six-year bus overhaul schedule from the current four-year and eight-year programs.
- Bus Operator Relief Reduction: TWU depots' Bus Operator relief reduction of one percent.
- Maintainer reductions: Reduction of 11 vacant maintenance positions.
- Other Fringe Benefits: One-time savings due to lower than anticipated costs.
- General Superintendent Safety Environmental Management (GSSEM): Reduction of two GSSEMs from select facilities.

2018 November Forecast – Baseline

Total operating revenues are projected at \$239.9 million, including \$219.3 million of farebox revenues. Total non-reimbursable expenses before depreciation and GASB adjustments are projected to be \$812.9 million in 2018, consisting of labor costs of \$574.2 million and non-labor expenses of \$238.7 million. Non-cash depreciation expense is projected at \$54.3 million, other post-employment benefit expenses are projected at \$100.2 million, and GASB 68 pension expense adjustment is projected at \$46.3 million. Projected reimbursable expenses of \$6.0 million are fully offset by capital reimbursements. The projected net cash deficit is \$547.0 million after cash flow adjustments.

Total end-of-year positions are projected at 3,981, consisting of 3,941 non-reimbursable positions and 40 reimbursable positions.

2019 Final Proposed Budget - Baseline

Total operating revenues are budgeted at \$242.1 million, including farebox revenues of \$221.4 million. Total non-reimbursable expenses before depreciation and GASB adjustments are budgeted to be \$818.2 million in 2019, consisting of labor costs of \$575.7 million and non-labor expenses of \$242.4 million. Non-cash depreciation expense is projected at \$54.3 million, other post-employment benefit expenses are projected at \$100.2 million, and GASB 68 pension expense adjustment is projected at \$85.9 million. Projected reimbursable expenses of \$5.9 million are fully offset by capital reimbursements. The projected net cash deficit is \$519.1 million after cash flow adjustments.

Total 2019 end-of-year positions are projected at 3,915 consisting of 3,875 non-reimbursable positions and 40 reimbursable positions.

Impact on Funding

The 2018 November Forecast, the 2019 Final Proposed Budget, and the Four-Year Financial Plan for 2019-2022, which are presented in the attached tables, are consistent with the proposed MTA financial plan.

Recommendation

It is recommended that the MTA Board adopt the 2018 November Forecast, the 2019 Final Proposed Budget, and the Four-Year Financial Plan for 2019-2022 for MTA Bus Company.

MTA BUS COMPANY
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$217.164	\$219.317	\$221.404	\$221.981	\$221.085	\$221.195
Other Operating Revenue	19.834	20.536	20.657	20.797	21.511	22.366
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$236.998	\$239.853	\$242.061	\$242.778	\$242.596	\$243.561
Operating Expense						
Labor:						
Payroll	\$284.677	\$286.747	\$285.086	\$283.706	\$284.218	\$302.771
Overtime	66.202	66.394	62.301	57.357	60.070	62.681
Health and Welfare	68.946	73.056	76.752	79.288	83.043	90.717
OPEB Current Payments	21.186	23.446	25.227	26.287	27.733	29.258
Pension	50.544	56.714	55.703	53.068	50.829	45.771
Other Fringe Benefits	63.833	68.825	71.667	70.458	71.018	73.852
Reimbursable Overhead	(1.462)	(1.002)	(1.003)	(1.004)	(1.015)	(1.046)
Total Labor Expenses	\$553.926	\$574.178	\$575.734	\$569.160	\$575.895	\$604.004
Non-Labor:						
Electric Power	\$1.772	\$2.150	\$1.961	\$2.062	\$2.156	\$2.274
Fuel	19.537	27.144	27.536	26.217	25.504	25.179
Insurance	5.633	5.941	6.700	6.865	7.415	8.401
Claims	88.297	60.139	61.336	63.035	64.711	66.356
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	26.521	44.193	49.569	34.102	39.085	35.268
Professional Services Contracts	23.750	31.562	36.603	36.902	37.231	37.952
Materials and Supplies	47.968	62.825	53.402	37.260	44.270	50.065
Other Business Expenses	3.994	4.741	5.323	5.381	5.515	5.907
Total Non-Labor Expenses	\$217.471	\$238.693	\$242.431	\$211.823	\$225.888	\$231.401
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$771.397	\$812.871	\$818.165	\$780.983	\$801.783	\$835.405
Depreciation	\$58.588	\$54.341	\$54.341	\$54.341	\$54.778	\$56.163
OPEB Liability Adjustment	61.676	100.150	100.150	100.150	100.150	103.295
GASB 68 Pension Expense Adjustment	66.046	46.300	85.900	28.200	18.700	19.200
Environmental Remediation	0.222	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$957.929	\$1,013.662	\$1,058.556	\$963.674	\$975.411	\$1,014.063
Net Surplus/(Deficit)	(\$720.931)	(\$773.809)	(\$816.495)	(\$720.896)	(\$732.815)	(\$770.501)

MTA BUS COMPANY
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	4.383	5.960	5.925	5.871	5.966	6.151
Total Revenues	\$4.383	\$5.960	\$5.925	\$5.871	\$5.966	\$6.151
Operating Expense						
Labor:						
Payroll	\$2.652	\$2.731	\$2.586	\$2.430	\$2.395	\$2.469
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.149	1.121	1.214	1.314	1.422	1.467
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	1.462	1.002	1.003	1.004	1.015	1.046
Total Labor Expenses	\$4.263	\$4.855	\$4.803	\$4.748	\$4.832	\$4.981
Non-Labor:						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.238	0.242	0.242	0.244	0.252
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.121	0.867	0.881	0.881	0.890	0.918
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.121	\$1.105	\$1.122	\$1.123	\$1.134	\$1.170
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$4.383	\$5.960	\$5.925	\$5.871	\$5.966	\$6.151
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Non-Reimbursable / Reimbursable						
Operating Revenue						
Farebox Revenue	\$217.164	\$219.317	\$221.404	\$221.981	\$221.085	\$221.195
Other Operating Revenue	19.834	20.536	20.657	20.797	21.511	22.366
Capital and Other Reimbursements	4.383	5.960	5.925	5.871	5.966	6.151
Total Revenues	\$241.381	\$245.813	\$247.986	\$248.649	\$248.562	\$249.712
Operating Expense						
Labor:						
Payroll	\$287.328	\$289.478	\$287.672	\$286.136	\$286.613	\$305.240
Overtime	66.202	66.394	62.301	57.357	60.070	62.681
Health and Welfare	69.095	74.177	77.966	80.602	84.466	92.184
OPEB Current Payments	21.186	23.446	25.227	26.287	27.733	29.258
Pension	50.544	56.714	55.703	53.068	50.829	45.771
Other Fringe Benefits	63.833	68.825	71.667	70.458	71.018	73.852
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$558.188	\$579.032	\$580.537	\$573.908	\$580.727	\$608.986
Non-Labor:						
Electric Power	\$1.772	\$2.150	\$1.961	\$2.062	\$2.156	\$2.274
Fuel	19.537	27.144	27.536	26.217	25.504	25.179
Insurance	5.633	5.941	6.700	6.865	7.415	8.401
Claims	88.297	60.139	61.336	63.035	64.711	66.356
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	26.521	44.431	49.810	34.344	39.329	35.520
Professional Services Contracts	23.750	31.562	36.603	36.902	37.231	37.952
Materials and Supplies	48.088	63.692	54.282	38.141	45.160	50.983
Other Business Expenses	3.994	4.741	5.323	5.381	5.515	5.907
Total Non-Labor Expenses	\$217.591	\$239.798	\$243.553	\$212.946	\$227.022	\$232.571
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$775.780	\$818.831	\$824.090	\$786.854	\$807.749	\$841.557
Depreciation	\$58.588	\$54.341	\$54.341	\$54.341	\$54.778	\$56.163
OPEB Liability Adjustment	61.676	100.150	100.150	100.150	100.150	103.295
GASB 68 Pension Expense Adjustment	66.046	46.300	85.900	28.200	18.700	19.200
Environmental Remediation	0.222	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$962.313	\$1,019.622	\$1,064.481	\$969.545	\$981.377	\$1,020.214
Net Surplus/(Deficit)	(\$720.931)	(\$773.809)	(\$816.495)	(\$720.896)	(\$732.815)	(\$770.502)

MTA BUS COMPANY
November Financial Plan 2019 - 2022
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$215.980	\$219.317	\$221.404	\$221.981	\$221.085	\$221.195
Other Operating Revenue	20.362	20.536	20.657	20.797	21.511	22.366
Capital and Other Reimbursements	4.576	8.042	11.308	11.247	11.328	11.721
Total Receipts	\$240.918	\$247.895	\$253.369	\$254.025	\$253.924	\$255.282
Expenditures						
Labor:						
Payroll	\$272.085	\$292.316	\$289.051	\$287.674	\$286.207	\$304.820
Overtime	66.214	66.394	62.301	57.357	60.070	62.681
Health and Welfare	72.848	73.749	77.966	80.603	84.466	92.184
OPEB Current Payments	22.256	23.446	25.227	26.287	27.733	29.258
Pension	51.022	56.540	55.529	52.894	50.653	45.590
Other Fringe Benefits	51.657	53.648	56.490	55.281	55.839	58.668
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
Total Labor Expenditures	\$536.082	\$566.091	\$566.566	\$560.096	\$564.966	\$593.201
Non-Labor:						
Electric Power	\$1.771	\$2.150	\$1.961	\$2.062	\$2.156	\$2.274
Fuel	19.246	27.144	26.113	24.794	25.505	25.179
Insurance	5.468	5.941	6.700	6.865	7.415	8.401
Claims	36.766	26.004	26.604	27.455	28.255	28.947
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	27.102	56.931	48.322	32.855	39.330	35.520
Professional Services Contracts	21.847	41.562	36.603	36.902	37.231	37.952
Materials and Supplies	48.047	64.292	54.283	38.141	45.160	50.983
Other Business Expenses	3.357	4.740	5.323	5.381	5.515	5.907
Total Non-Labor Expenditures	\$163.604	\$228.762	\$205.910	\$174.455	\$190.567	\$195.163
Other Expenditure Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$699.686	\$794.853	\$772.476	\$734.551	\$755.533	\$788.365
Net Cash Balance	(\$458.768)	(\$546.958)	(\$519.106)	(\$480.526)	(\$501.608)	(\$533.083)

MTA BUS COMPANY
November Financial Plan 2019 - 2022
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Flow Adjustments						
Receipts						
Farebox Revenue	(\$1.184)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.528	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.193	2.082	5.383	5.376	5.362	5.570
Total Receipts	(\$0.463)	\$2.082	\$5.383	\$5.376	\$5.362	\$5.570
Expenditures						
Labor:						
Payroll	\$15.243	(\$2.838)	(\$1.379)	(\$1.538)	\$0.406	\$0.419
Overtime	(0.012)	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(3.753)	0.428	0.000	(0.001)	0.000	(0.001)
OPEB Current Payments	(1.070)	0.000	0.000	0.000	0.000	0.000
Pension	(0.478)	0.174	0.174	0.174	0.176	0.181
Other Fringe Benefits	12.176	15.177	15.177	15.177	15.179	15.184
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
Total Labor Expenditures	\$22.106	\$12.941	\$13.972	\$13.812	\$15.761	\$15.784
Non-Labor:						
Electric Power	\$0.001	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.291	0.000	1.423	1.423	(0.001)	0.000
Insurance	0.165	0.000	0.000	0.000	0.000	0.000
Claims	51.531	34.135	34.732	35.580	36.457	37.408
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.581)	(12.500)	1.489	1.489	(0.001)	0.000
Professional Services Contracts	1.903	(10.000)	0.000	0.000	0.000	0.000
Materials and Supplies	0.041	(0.600)	(0.001)	0.000	0.000	0.001
Other Business Expenses	0.637	0.001	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$53.987	\$11.036	\$37.643	\$38.492	\$36.455	\$37.408
Other Expenditure Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$76.094	\$23.977	\$51.615	\$52.304	\$52.216	\$53.192
Total Cash Conversion Adjustments before Depreciation	\$75.630	\$26.059	\$56.998	\$57.680	\$57.578	\$58.762
Depreciation	\$58.588	\$54.341	\$54.341	\$54.341	\$54.778	\$56.163
OPEB Liability Adjustment	61.676	100.150	100.150	100.150	100.150	103.295
GASB 68 Pension Expense Adjustment	66.046	46.300	85.900	28.200	18.700	19.200
Environmental Remediation	0.222	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$262.163	\$226.850	\$297.389	\$240.371	\$231.206	\$237.419

MTA BUS COMPANY
November Financial Plan 2019 - 2022
Ridership (Utilization)
(in millions)

	Actual	November	Final			
	2017	Forecast	Proposed	2020	2021	2022
		2018	Budget			
			2019			

RIDERSHIP

Fixed Route	122.214	120.917	120.739	121.014	120.564	120.618
Total Ridership	122.214	120.917	120.739	121.014	120.564	120.618

FAREBOX REVENUE

Fixed Route Farebox Revenue	\$217.164	\$219.317	\$221.404	\$221.981	\$221.085	\$221.195
Farebox Revenue	\$217.164	\$219.317	\$221.404	\$221.981	\$221.085	\$221.195

MTA BUS COMPANY
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022
Administration										
Clerical Reduction (November Plan)	-	0.000	7	0.538	7	0.549	7	0.561	7	0.572
<i>Subtotal Administration</i>	-	0.000	7	0.538	7	\$0.549	7	\$0.561	7	\$0.572
Customer Convenience/Amenities										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Customer Convenience/Amenities</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Maintenance										
CNG Rebate (November Plan)	-	0.975	-	0.000	-	0.000	-	0.000	-	0.000
Shop Overhaul Program (November Plan)	1	(0.001)	34	5.574	25	4.062	52	8.641	(25)	(5.803)
Maintainer Reduction (July Plan)	-	0.000	11	1.145	11	1.168	11	1.193	11	1.216
Facility OT Reduction (July Plan)	-	0.081	-	0.082	-	0.084	-	0.086	-	0.088
Fuel Efficiencies (July Plan)	-	0.226	-	0.226	-	0.221	-	0.212	-	0.218
<i>Subtotal Maintenance</i>	1	1.281	45	7.027	36	5.535	63	10.132	(14)	(4.281)
Revenue Enhancement										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Revenue Enhancement</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Safety										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Safety</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Security										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Security</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Service										
Express Bus Service Adjustment (November Plan)	-	0.000	41	10.001	81	21.008	81	21.044	81	21.078
Bus Operator Relief Reduction (July Plan)	13	0.453	13	1.380	13	1.408	13	1.436	13	1.464
FMLA Outsourcing (July Plan)	-	0.000	-	0.035	-	0.070	-	0.180	-	0.256
<i>Subtotal Service</i>	13	0.453	54	11.416	94	22.486	94	22.660	94	22.798
Service Support										
Superintendent Safety Environmental (GSSEM) (July Plan)	-	0.000	2	0.355	2	0.363	2	0.370	2	0.378
<i>Subtotal Service Support</i>	-	0.000	2	0.355	2	0.363	2	0.370	2	0.378
Other										
OTPS Savings (November Plan)	-	6.263	-	0.000	-	0.000	-	0.000	-	0.000
Other Fringe Benefits (November Plan)	-	2.000	-	0.000	-	0.000	-	0.000	-	0.000
OTPS Savings (July Plan)	-	7.600	-	0.400	-	0.400	-	0.400	-	0.400
<i>Subtotal Other</i>	-	15.863	-	0.400	-	0.400	-	0.400	-	0.400
Agency Submission	14	\$17.597	108	\$19.736	139	\$29.333	166	\$34.123	89	\$19.866

MTA BUS COMPANY
November Financial Plan 2019 - 2022
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2017 Actual	2018 November Forecast	2019 Final Proposed Budget	2020	2021	2022
Administration						
Office of the EVP	3	3	3	3	3	3
Human Resources	15	21	21	21	21	21
Office of Management and Budget	9	16	16	16	16	16
Materiel	15	17	17	17	17	17
Controller	20	19	19	19	19	19
Office of the President	5	5	5	5	5	5
System Safety Administration	1	5	5	5	5	5
Law	22	25	25	25	25	25
Corporate Communications	-	-	-	-	-	-
Strategic Office	17	30	31	31	31	31
Labor Relations	3	-	-	-	-	-
Non Departmental	-	11	4	7	6	11
Total Administration	110	152	146	149	148	153
Operations						
Buses	2,372	2,320	2,301	2,264	2,264	2,264
Office of the Executive Vice President, Regional	4	4	4	4	4	4
Safety & Training	40	57	57	57	57	57
Road Operations	125	123	123	123	123	123
Transportation Support	25	22	22	22	22	22
Operations Planning	33	33	34	34	34	34
Revenue Control	28	7	7	7	7	7
Total Operations	2,627	2,566	2,548	2,511	2,511	2,511
Maintenance						
Buses	760	764	750	738	738	738
Maintenance Support/CMF	238	270	236	237	213	338
Facilities	71	77	80	83	81	81
Supply Logistics	99	100	103	103	103	103
Total Maintenance	1,168	1,211	1,169	1,161	1,135	1,260
Engineering/Capital						
Capital Program Management	27	37	37	37	37	37
Public Safety						
Office of the Senior Vice President	20	15	15	15	15	15
Total Positions	3,952	3,981	3,915	3,873	3,846	3,976
Non-Reimbursable	3,914	3,941	3,875	3,833	3,806	3,936
Reimbursable	38	40	40	40	40	40
Total Full-Time	3,941	3,963	3,897	3,855	3,828	3,958
Total Full-Time Equivalents	11	18	18	18	18	18

MTA BUS COMPANY
November Financial Plan 2019 - 2022
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Administration						
Managers/Supervisors	47	66	66	66	66	66
Professional/Technical/Clerical	63	77	78	78	78	78
Operational Hourlies	0	9	2	5	4	9
Total Administration Headcount	110	152	146	149	148	153
Operations						
Managers/Supervisors	309	307	306	306	306	306
Professional/Technical/Clerical	53	51	44	44	44	44
Operational Hourlies	2,265	2,208	2,198	2,161	2,161	2,161
Total Operations Headcount	2,627	2,566	2,548	2,511	2,511	2,511
Maintenance						
Managers/Supervisors	231	245	249	249	248	248
Professional/Technical/Clerical	35	33	33	33	31	31
Operational Hourlies	902	933	887	879	856	981
Total Maintenance Headcount	1,168	1,211	1,169	1,161	1,135	1,260
Engineering / Capital						
Managers/Supervisors	14	21	21	21	21	21
Professional/Technical/Clerical	13	16	16	16	16	16
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	27	37	37	37	37	37
Public Safety						
Managers/Supervisors	18	9	9	9	9	9
Professional/Technical/Clerical	2	6	6	6	6	6
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	20	15	15	15	15	15
Total Positions						
Managers/Supervisors	619	648	651	651	650	650
Professional/Technical/ Clerical	166	183	177	177	175	175
Operational Hourlies	3,167	3,150	3,087	3,045	3,021	3,151
Total Positions	3,952	3,981	3,915	3,873	3,846	3,976



Service Changes: Bus Schedule Changes Effective Spring 2019

Judy McClain, Acting Chief, Operations Planning

Service Issue

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

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

Recommendation

Forty-eight bus schedule changes (on forty-one routes) are proposed for implementation in Spring 2019.

Budget Impact

A net savings of \$2.5 million is expected with the implementation of the Spring 2019 schedule changes. This is largely due to the conversion of the Bx36 to articulated bus service which in itself saved \$3.1 million dollars. Although frequency will decrease, revenue seat miles on the route will increase weekday, Saturday, and Sunday due to the increased vehicle capacity. This conversion will save nine 40-foot compressed natural gas (CNG) buses that cannot be reinvested. These buses are being removed from revenue service because their fuel tanks expire in spring 2019. Additional buses needed to improve routes operating above guidelines during peak hours were estimated from routes operating below guideline and reinvested accordingly. These guideline adjustments saved \$2.1 million. Although guideline changes saved a total net of \$5.2 million, \$2.7 million was reinvested to meet running time deficiencies to improve route reliability.

Proposed Implementation Date

Spring 2019

Staff Summary



Subject	Bus Schedule Changes Effective Spring 2019
Department	Operations Planning
Department Head Name	Judy McClain
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	November 29, 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 12.3.18
7	SVP OS	3	Director OMB
6	SVP Buses	2	Acting VP GCR
5	Chief Cust. Officer	1	Acting Chief OP

Purpose

To obtain presidential approval for and to inform the New York City Transit and MTA Bus Committee of bus schedule adjustments in response to changes in ridership, bus travel time adjustments to more closely match actual operating conditions; and to reallocate resources to where they are most needed throughout New York City.

Discussion

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

Under the NYCT bus schedule review program all NYCT bus routes are evaluated each year. Bus routes which have shown a change in ridership or running time are selected for review. Where feasible, these 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.

Forty-eight bus schedule changes (on forty-one routes) have been identified for proposed changes in service levels and/or running times in Spring 2019 (see Attachment 1).

Staff Summary

1. Twenty- two of the forty-eight bus schedule changes contain increases in service frequency to meet MTA loading guidelines for bus operation.
2. Thirteen bus schedule changes contain reductions in service frequencies to more closely align service with customer demand and to meet established bus loading guidelines.
3. Thirteen bus schedule changes contain running time only increases to improve reliability utilizing information on the latest available traffic conditions. These changes largely reflect slower traffic speeds.
4. The BX36 weekday, Saturday and Sunday service was converted to articulated buses resulting in reduced frequency but added revenue seat miles due to the higher capacity vehicles.

Recommendation

Implement the proposed changes on the forty-eight bus schedules (on forty-one routes).

Alternatives

Only implement the BX36 artic conversion. These buses are replacing retired CNG buses. NYCT would not make service level adjustments to better meet customer demand, make running time changes to more closely reflect existing conditions and support investments in other services.

Budget Impact

A net savings of \$2.5 million is expected with the implementation of the Spring 2019 schedule changes. This is largely due to the conversion of the Bx36 to articulated bus service which in itself saved \$3.1 million dollars. Although frequency will decrease, revenue seat miles on the route will increase weekday, Saturday and Sunday due to the increased vehicle capacity. This conversion will save nine 40-foot compressed natural gas (CNG) buses that cannot be reinvested. These buses are being removed from revenue service because their fuel tanks expire in spring 2019. Additional buses needed to improve routes operating above guidelines during peak hours were reassigned from routes operating below guideline and reinvested accordingly. These guideline adjustments saved \$2.1 million. Although guideline changes saved a total net of \$5.2 million, \$2.7 million was reinvested to meet running time deficiencies to improve route reliability.

Implementation Date

Spring 2019

Approved:



Andrew Byford
President

**Attachment 1
Spring 2019 - Page 1 of 2**

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

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Miles
	Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B16	6	5	121%	93%	20	20	75%	75%	15	12	94%	71%	30	30	94%	94%	+6.2%
B44	4	6	42%	63%	10	10	70%	70%	9	9	76%	76%	9	10	55%	64%	-6.3%
B44SBS	4	5	66%	78%	9	10	58%	68%	7	7	85%	85%	8	9	71%	81%	-10.7%
B67	12	10	106%	82%	30	30	78%	78%	15	12	93%	70%	20	20	51%	51%	+12.6%
B69	15	12	124%	93%	30	30	81%	81%	20	12	143%	64%	30	20	47%	31%	+14.3%
B83	6	6	93%	93%	12	15	71%	94%	8	10	62%	83%	9	10	50%	59%	-17.3%
Bx3	6	5.5	96%	87%	6.5	6.5	85%	85%	5.5	6	72%	80%	7.5	7.5	86%	86%	+0.7%
Bx17	5	5.5	85%	93%	10	10	86%	86%	7.5	8.5	80%	91%	12	15	74%	93%	-3.0%
Bx18	15	15	61%	61%	30	30	46%	46%	15	15	96%	96%	20	15	109%	82%	+2.2%
Bx21	6	6	98%	98%	8.5	10	84%	98%	7.5	7.5	91%	91%	12	12	87%	87%	-2.2%
Bx31	6	6.5	74%	83%	10	12	61%	73%	8.5	10	66%	79%	12	15	57%	72%	-4.6%
Bx35	3.5	4	83%	94%	8	7	100%	83%	5.5	6	86%	95%	9	10	82%	95%	-1.8%
Bx36*	2	3	49%	72%	8	10	71%	95%	4	5	53%	62%	6	10	46%	77%	+28.3%
Bx39	6	6	81%	81%	10	12	66%	79%	10	10	87%	87%	15	12	133%	69%	-3.6%
M10**	10	10	71%	71%	15	15	73%	73%	10	10	76%	76%	15	15	81%	81%	-11.1%
M12	30	30	40%	40%	30	30	25%	25%	30	30	44%	44%	30	30	7%	7%	-3.2%
M31	6	6.5	64%	71%	12	12	67%	67%	8.5	8.5	69%	69%	10	12	43%	52%	-7.0%
M57**	10	10	64%	64%	15	15	79%	79%	10	10	78%	78%	12	12	53%	53%	+1.6%
M72	10	12	53%	69%	12	12	71%	71%	10	10	73%	73%	20	20	54%	54%	-7.2%
M116**	5	5	88%	88%	10	10	89%	89%	8	8	85%	89%	15	15	79%	79%	+1.7%
Q20	8	7	95%	84%	10	10	79%	79%	9	9	90%	90%	10	10	86%	86%	+1.7%
Q26**	9	9	83%	83%	No Service		No Service		10	10	76%	76%	30	30	108%	54%	+3.1%
Q27	4	4	84%	84%	6	5	110%	93%	4	4	66%	75%	7	7	79%	79%	+1.1%
Q27 Ltd	6	6	84%	84%	No Service		No Service		6	6	76%	76%	8	9	73%	86%	-1.3%
S42**	15	15	65%	65%	No Service		No Service		15	15	83%	83%	30	30	86%	86%	+1.9%

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

Routes with running time changes only - B20, Q54, Bx26, Q76, Q44SBS, S52, X68

(*) Bx36 - Articulated Bus Conversion, "Current" represents Standard Bus service, "Proposed" represents Articulated Bus service and Rev Mile Change represented in Revenue Seat Miles.

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

**Attachment 1
Spring 2019 - Page 2 of 2**

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

Saturday	Morning				Midday				Afternoon				Evening				Rev Miles
	Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route																	Change
B63	15	15	88%	88%	9	9	94%	94%	12	8	141%	85%	20	15	131%	99%	+10.6%
Bx36*	7	9	76%	98%	7	9	66%	85%	7	9	62%	80%	9	10	53%	62%	+27.9%
Q20**	12	12	82%	82%	10	10	80%	80%	12	12	88%	88%	12	12	63%	63%	+1.1%
Q27**	5	5	106%	91%	5	5	83%	83%	6	6	95%	95%	7	7	85%	85%	+1.2%
S52	30	30	74%	74%	30	30	65%	65%	20	15	68%	51%	30	30	79%	79%	+12.8%
S78**	20	20	85%	85%	15	15	59%	59%	15	15	67%	67%	30	30	67%	67%	+1.6%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.
 Routes with running time changes only - B48, B65, S51, S74
 (*) Bx36 - Articulated Bus Conversion, "Current" represents Standard Bus service, "Proposed" represents Articulated Bus service and Rev Mile Change represented in Revenue Seat Miles.
 (**) Trip adjustment may occur during time periods not shown above

Sunday	Morning				Midday				Afternoon				Evening				Rev Miles
	Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		
	Current	Proposed	Current	Proposed													
Route																	Change
Bx36*	9	10	55%	64%	8	10	52%	69%	7	10	50%	75%	10	12	49%	59%	+26.8%
Q20**	15	15	79%	79%	12	12	77%	77%	12	12	79%	79%	15	15	53%	53%	+0.6%
Q27	8	7	114%	93%	8	8	95%	95%	8	8	91%	91%	9	9	94%	94%	+7.2%
S53**	10	10	94%	94%	10	10	87%	87%	12	12	97%	97%	12	12	93%	93%	+1.6%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.
 Routes with running time changes only - B1, B7
 (*) Bx36 - Articulated Bus Conversion, "Current" represents Standard Bus service, "Proposed" represents Articulated Bus service and Rev Mile Change represented in Revenue Seat Miles.
 (**) Trip adjustment may occur during time periods not shown above



Service Changes: Alternative Service Plan Bus Routes for L Tunnel Reconstruction Project

Judy McClain, Acting Chief, Operations Planning

Service Issue

To gain Presidential approval to implement Alternative Service Plan bus routes during the L Tunnel Reconstruction Project.

Recommendation

Implement the M14 SBS, L1 SBS, L2 SBS, L3 SBS, L4 SBS and L5 bus routes as part of the Alternative Service Plan for the L Tunnel Reconstruction Project.

Budget Impact

The estimated cost of this package of bus services is \$67.5 million for the fifteen-month duration of the project. This cost is reimbursable.

Proposed Implementation Date

April 21, 2019 – Summer 2020

Staff Summary



Subject	Alternative Service Plan Bus Routes for L Tunnel Reconstruction Project
Department	Operations Planning
Department Head Name	Judy McClain
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	November 29, 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 * 12.3.18
7	SVP OS	3	Director OMB
6	SVP Buses	2	Acting VP GCR
5	Chief Cust. Officer	1	Acting Chief OP

Purpose

To gain Presidential approval to implement Alternative Service Plan bus routes during the L Tunnel Reconstruction Project.

Discussion

In 2012, Superstorm Sandy damaged the Canarsie Tube, which the **L** train operates through, requiring the complete rehabilitation of the tunnel and the suspension of **L** train service between 8 Av in Manhattan and Bedford Av in Brooklyn for 15 months. New York City Transit developed an Alternative Services Plan (ASP) to provide alternative transit services for **L** train riders to the greatest extent practicable, balanced against the needs of residents in the vicinity of existing **L** train service and other users of the transportation network. MTA NYCT conducted significant analysis and extensive public outreach to develop the proposed ASP, including over 100 town hall meetings, community board meetings with all affected boards, consultations with local groups and organizations, meetings with elected officials, as well as feedback through social media. The agency presented details of the proposed ASP to the affected communities in an iterative fashion as plans were developed. In addition, this ASP was evaluated in a Supplemental Environmental Assessment, and a Finding of No Significant Impact (FONSI) was issued by the FTA in September 2018.

A major component of the ASP are six new temporary bus routes, which will bring customers from Williamsburg quickly and efficiently to the closest subway stations in Manhattan where customers may continue their trip. These routes include a route across 14th Street in Manhattan, four over the Williamsburg Bridge between Brooklyn and Manhattan, as well as a bus route serving the Canarsie neighborhood:

- L1 SBS: Grand Street **L** Station - 1st Avenue/ East 14th Street
- L2 SBS: Grand Street **L** Station - SOHO/ Little Italy Loop
- L3 SBS: North 5th Street/ Bedford Avenue - SOHO/ Little Italy
- L4 SBS: North 5th Street/ Bedford Avenue - 1st Avenue/ East 14th Street
- L5 Limited: Canarsie - Crown Heights
- M14 SBS: Stuyvesant Cove (Avenue C and 20th Street) - 10th Avenue

Staff Summary



Based on the feedback from community stakeholders, the following changes were made:

- A new L4 bus route between North 5th Street/Bedford Avenue and the vicinity of 1st Avenue/East 14th Street was added.
- A new L5 Limited bus route between Canarsie and Crown Heights was added.
- A new bus stop on the L1 and L2 on Grand Street at Union Street in Brooklyn was added.
- The Manhattan terminal of the L1 and L4 routes was relocated Second Avenue between 17th and 15th Streets and the route will operate via 17th Street instead of 15th Street.

These bus routes will operate as Select Bus Service routes with the off-board fare payment system. The L5 Limited route will not be SBS and fare payment will be on-board the buses. The bus routes will be implemented six days prior to the closure of the **L** tunnel to allow customers to explore their travel options as well as to identify operational issues that may warrant immediate attention.

Other bus changes include the following:

- Trips will be added during peak hours to the B6, B24, B48, B57, B60, B62, and B103 as needed to provide additional capacity for connections to alternate subway stations
- The frequencies of the B32 will increase from every 30 minutes to every 15 minutes.
- The B39 will be temporarily discontinued for duration of the project. Customers may use the L3 and L4 bus routes as an alternate.
- Various relocations or suspensions of local bus stops including on the M14A and M14D on 14th Street, the Q54 and Q59 on Grand Street.
- As part of the M14 SBS routes, a temporary bus terminal will be constructed at Stuyvesant Cove (Avenue C and 20th Street) to facilitate connection between the ferry service and M14 SBS.
- Temporary overnight bus storage facilities in Manhattan and in Brooklyn are being secured.

To ensure that these bus routes can operate without heavy traffic delays, NYCT has worked in close partnership with the New York City Department of Transportation, which will provide extensive and wide-ranging street treatments including restricted access to Grand Street in Brooklyn, priority bus access onto and off of the Williamsburg Bridge, HOV 3+ restrictions on the Williamsburg Bridge, bus lanes on Delancey, Kenmare and Allen Streets, and a Busway on 14th Street.

Service Plan

L1 SBS: Grand Street **L Station - 1st Avenue/ East 14th Street** (See attachment 1)

The L1 SBS is an interborough bus route that will provide alternative service for **L** train customers who live in eastern Williamsburg and want access to 14th Street in Manhattan. The L1 SBS will operate as a bi-directional service between Grand Street / Bushwick Avenue in Brooklyn and 1st Avenue / East 14th Street in Manhattan, making stops on Grand Street at Union Avenue, Delancey Street at Essex Street, and 1st Avenue at 13th Street. A stop on 2nd Avenue at 15th Street will provide service for Brooklyn-bound customers. Customers who want to access the subway network can transfer to the **F J M Z** trains at the Delancey/Essex Streets station. The L1 SBS will operate weekdays between the hours of 6 a.m. - 11:00 p.m. during the **L** Tunnel Reconstruction Project. The route will include SBS features including off-board fare collection.

L2 SBS: Grand Street **L Station - SOHO/ Little Italy** (See attachment 2)

The L2 is an interborough bus route that will provide alternative service for **L** train customers who live in eastern Williamsburg and want to access to Manhattan. The L2 SBS will operate as a bi-directional service between Grand Street & Bushwick Avenue in Brooklyn and Lafayette Street & Jersey Street in Manhattan, making stops on Grand Street at Union Avenue, Delancey Street at Essex Street, Lafayette Street at Spring Street, Lafayette Street at Jersey

Staff Summary

Street, and Houston Street at Lafayette Street. Customers who want to access the subway network can transfer to the **F J M Z** trains at the Delancey Essex Station, the **6** train at the Spring Street station, the **R W** trains at the Prince Street Station, the **B D F M** trains at the Broadway-Lafayette Station, or the **6** train at the Bleecker Street station. The L2 SBS will operate 24 hours a day, 7 days a week during the **L** Tunnel Reconstruction project. The route will include SBS features including off-board fare collection.

L3 SBS: North 5th Street/ Bedford Avenue - SOHO/ Little Italy (See attachment 3)

The L3 SBS is an interborough bus route that will provide alternative service for **L** train customers who live in north Williamsburg and want access to Manhattan. The L3 SBS will operate as a bi-directional service between North 5th Street / Bedford Avenue in Brooklyn and Lafayette Street / Jersey Street in Manhattan, making stops on North 5th Street at Bedford Avenue, Roebling Street at South 4th Street, Delancey Street at Essex Street, Lafayette Street at Spring Street, Lafayette Street at Jersey Street, Houston Street at Lafayette Street, and Berry Street at South 5th Street. Customers who want to access the subway network can transfer to the **F J M Z** trains at the Delancey Essex Station, the **6** train at the Spring Street station, the **B D F M** at the Broadway-Lafayette Station, or the **6** train at the Bleecker Street station. The L3 SBS will operate weekdays only between the hours of 6:00 a.m. to 11:00 p.m. during the **L** Tunnel Reconstruction project.

L4 SBS: North 5th Street/ Bedford Avenue - 1st Avenue/ East 14th Street (See attachment 4)

The L4 SBS is an interborough bus route that will provide alternative service for **L** train customers who live in north Williamsburg and want access to 14th Street in Manhattan. The L4 SBS will operate as a bi-directional service between North 5th Street / Bedford Avenue in Brooklyn and 1st Avenue / 14th Street in Manhattan, making stops on North 5th Street and Bedford Avenue, Roebling Street and South 4th Street, Delancey Street and Essex Street, and 1st Avenue & 13th Street. A stop on 2nd Avenue at 15th Street will provide service for Brooklyn-bound customers. Customers who want to access the subway network can transfer to the **F J M Z** trains at the Delancey/Essex Streets station. The L4 SBS will operate 24 hours a day, 7 days a week for the duration of the **L** Tunnel Reconstruction project. *(During the overnight hours, the L4 SBS will operate between North Williamsburg and 14th Street 10th Avenue in Manhattan, becoming the L14 SBS, please see below for more information regarding that route.)*

L5 Limited: Canarsie - Crown Heights (See attachment 5)

The L5 Limited is an intra-borough bus route that will provide alternative service for **L** train customers who live in the Canarsie neighborhood of Brooklyn. The L5 will operate as a bi-directional, peak period only, super limited service between Canarsie and Crown Heights providing a connection to the **3 4** trains at the Crown Heights-Utica Avenue station. The L5 will make stops on Rockaway Parkway at Shore Parkway Service Road North, Skidmore Avenue, Seaview Avenue, Avenue M, Avenue K, and Flatlands Avenue, on Remsen Avenue at Flatlands Avenue, and on Utica Avenue at Eastern Parkway. The L5 will operate weekdays only during the peak hours of 6:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 7:00 p.m.

M14 SBS: Stuyvesant Cove (Avenue C and 20th Street) - 10th Avenue (See attachment 6)

The M14 SBS is an intra-borough route that will provide service for **L** train customers who want to travel on 14th Street. The M14 SBS will operate as a bi-directional service between Avenue C & East 20th Street (location of the Stuyvesant Cover Ferry Terminal) and 14th Street and 10th Avenue in Manhattan. The M14 SBS will connect to the cross-river ferry and will make stops at 1st Avenue, Union Square, 6th Avenue, 8th Avenue, and 10th Avenue. The M14 SBS will operate weekdays between the hours of 6:00 a.m. to 12:00 a.m., and weekends between the hours of 6:00 a.m. to 2:00 a.m. to match the weekend ferry service. The M14 A/D will continue to operate unchanged, except for some bus stop moves where necessary, and customers using this service will benefit from all street treatments that will be in place along 14th Street during the shutdown.

Staff Summary

hours during the overnight as it does during the day. The L14 is a combination of the L4 and the M14 SBS and will operate between North 5th Street / Bedford Avenue in Brooklyn to 14th Street / 10th Avenue in Manhattan. The L14 SBS routes will operate between the hours of 12:00 a.m. and 5:00 a.m. during the week and between the hours of 2:00 a.m. and 5:00 a.m. on weekend nights.

Weekend Service Plan – L2, L3, L4: Grand Street Station & North 5th/ Bedford Avenue to 1st Avenue / 14th Street, and SOHO/ Little Italy

The weekend routing will be comprised of the L2, L3, and L4 routes. Each route will continue to use the same service pattern that it uses during the weekday. The L2 and the L4 will continue to operate 24 hours a day, 7 days a week, and the L3 will operate from 6:00 a.m. to 11:00 p.m. The L1 will not operate on weekends.

Recommendation

Implement the Alternative Service Plan M14 SBS, L1, L2, L3, L4 and L5 temporary bus routes during the  Tunnel Reconstruction project.

Alternatives

1. *Do not provide bus alternatives*

Additional subway service will be implemented to the maximum extent possible, but it not be sufficient to accommodate the total expected displaced  ridership.

Budget Impact

The estimated cost of this package of bus services is \$67.5 million for the fifteen-month duration of the project. This cost is reimbursable.

Implementation Date

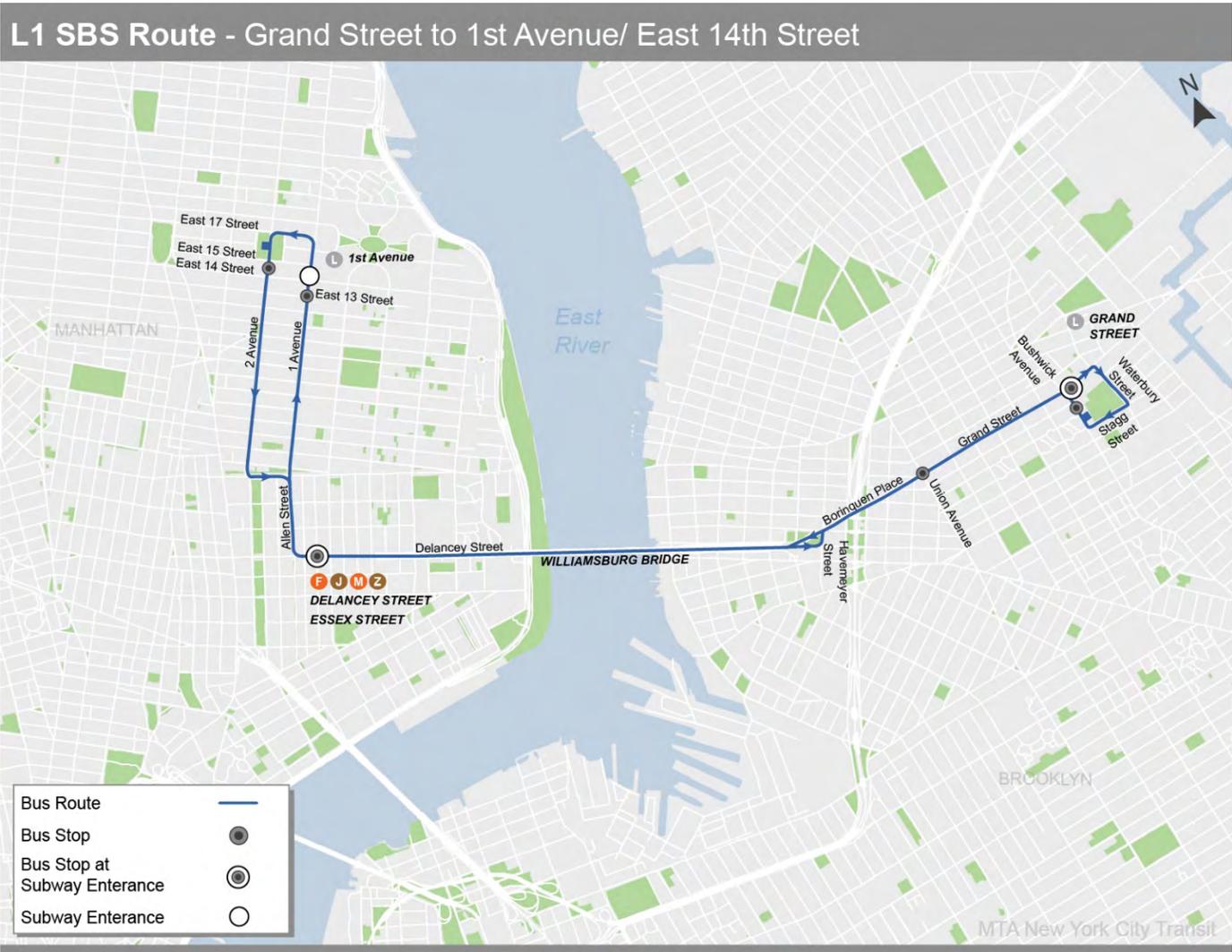
April 21, 2019

Approved:

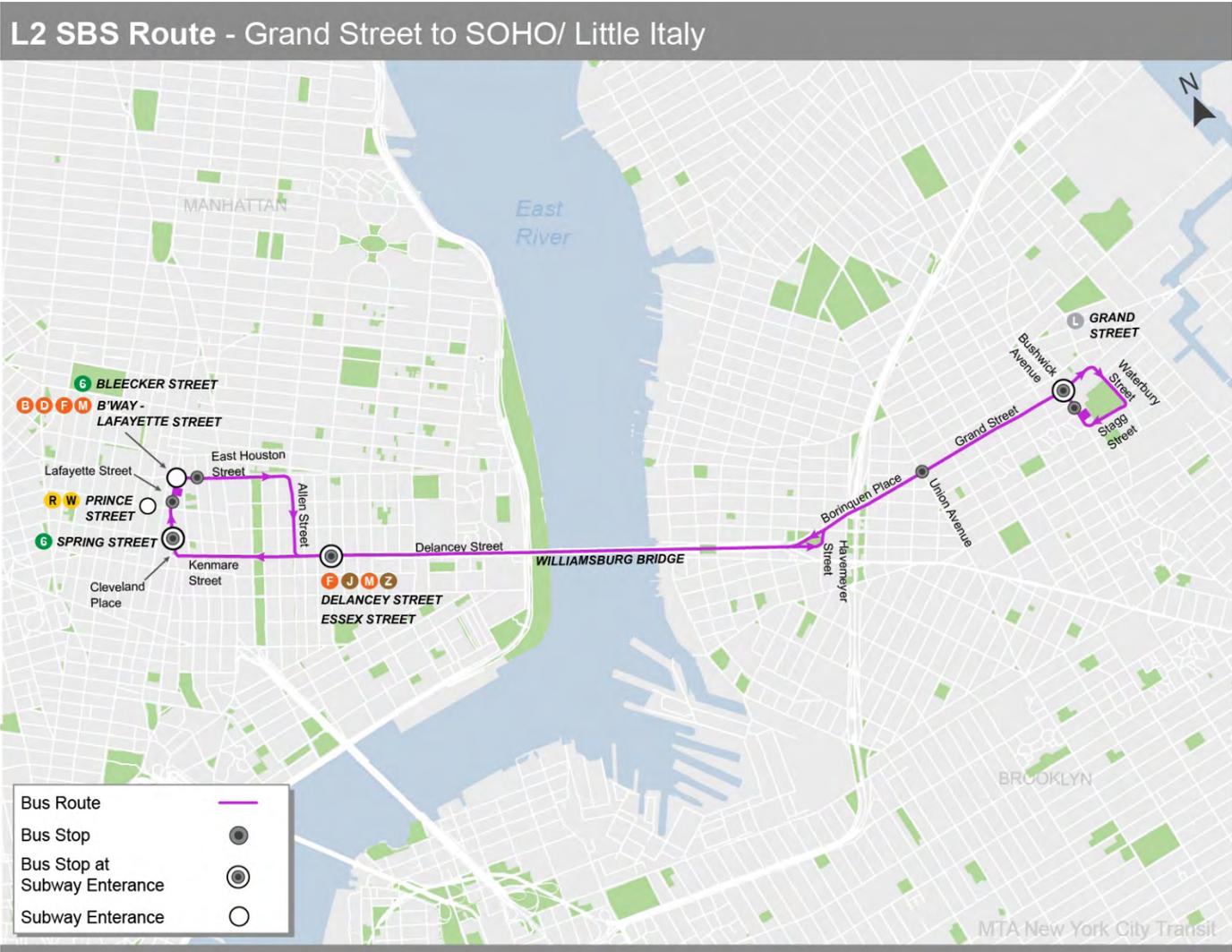


Andrew Byford
President

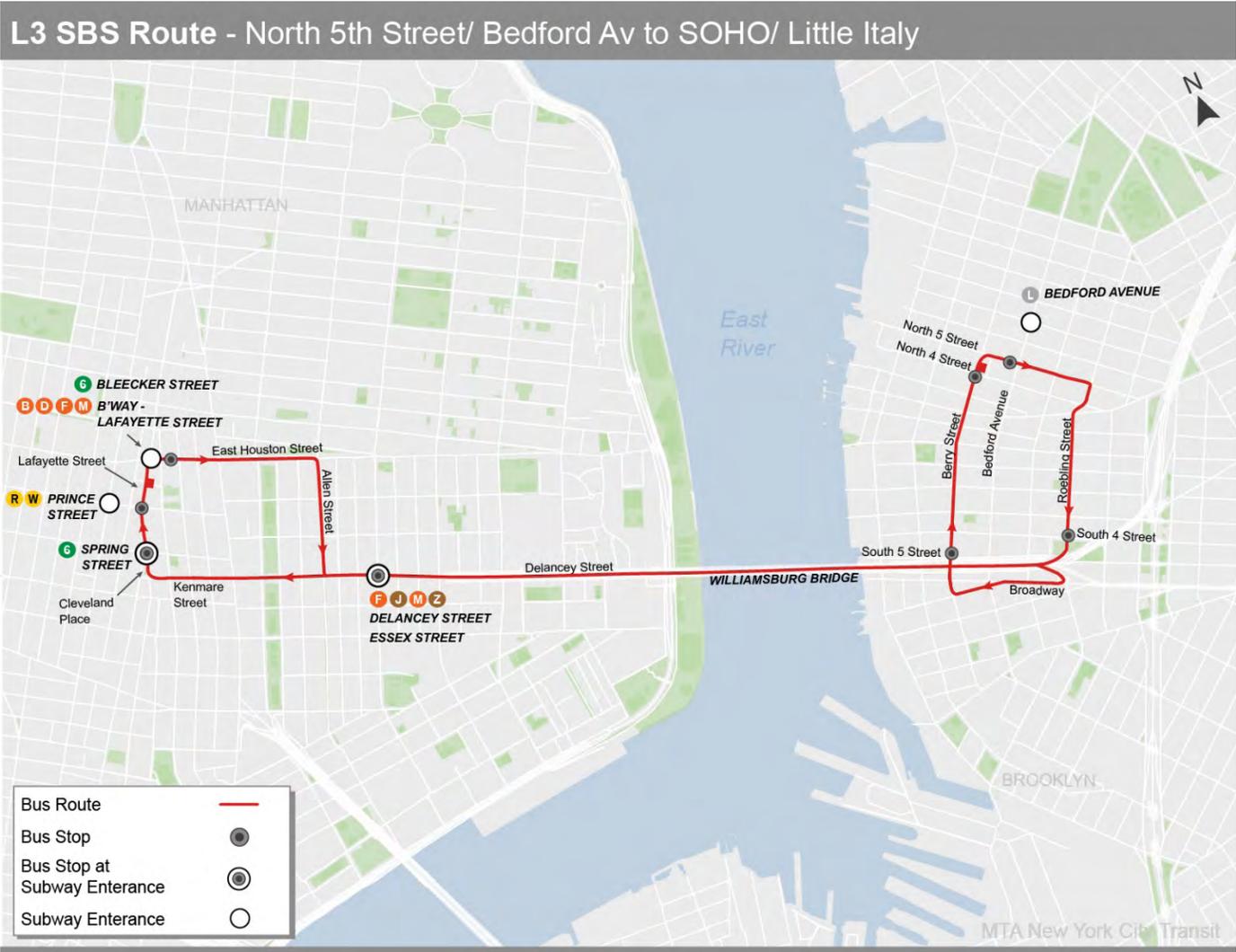
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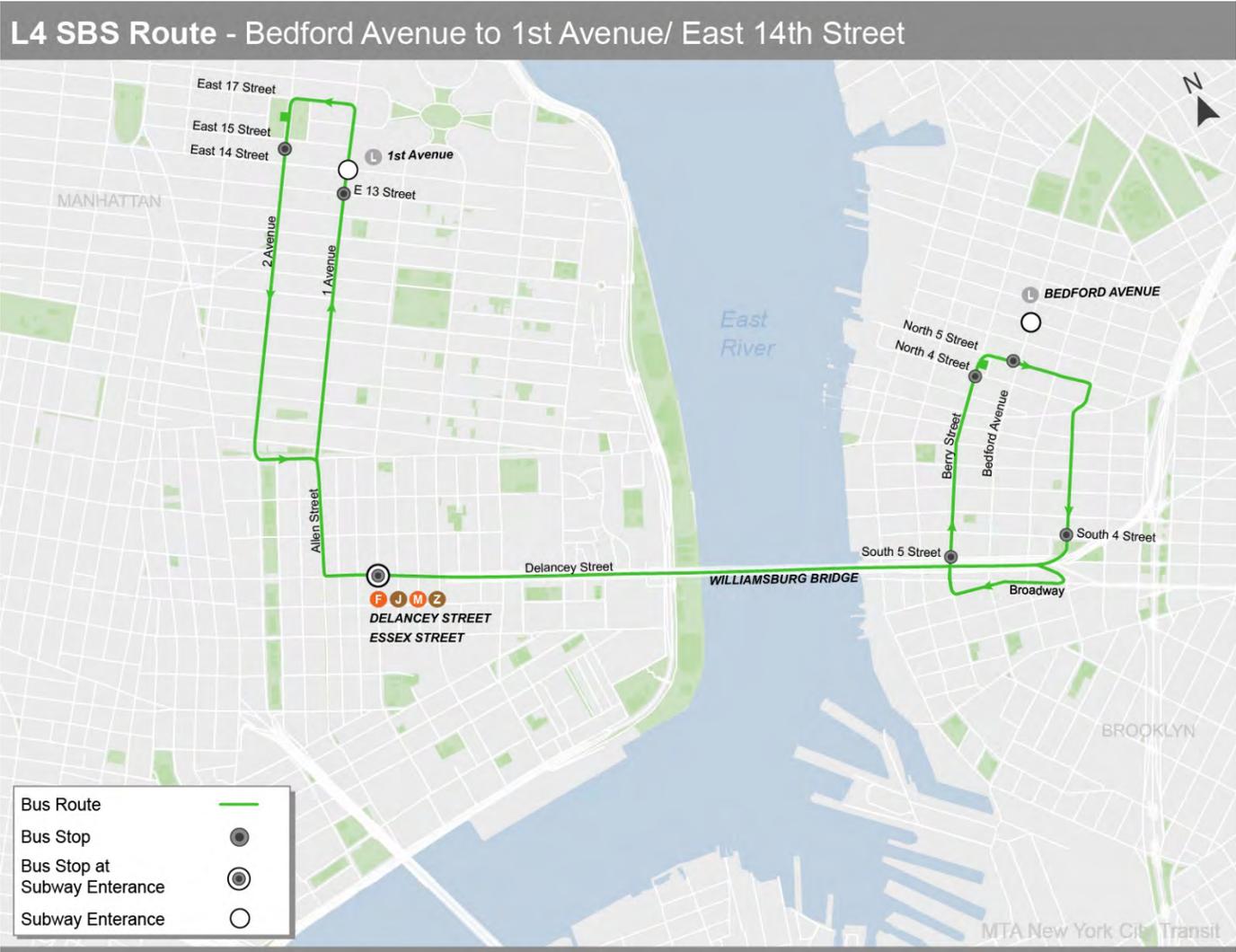
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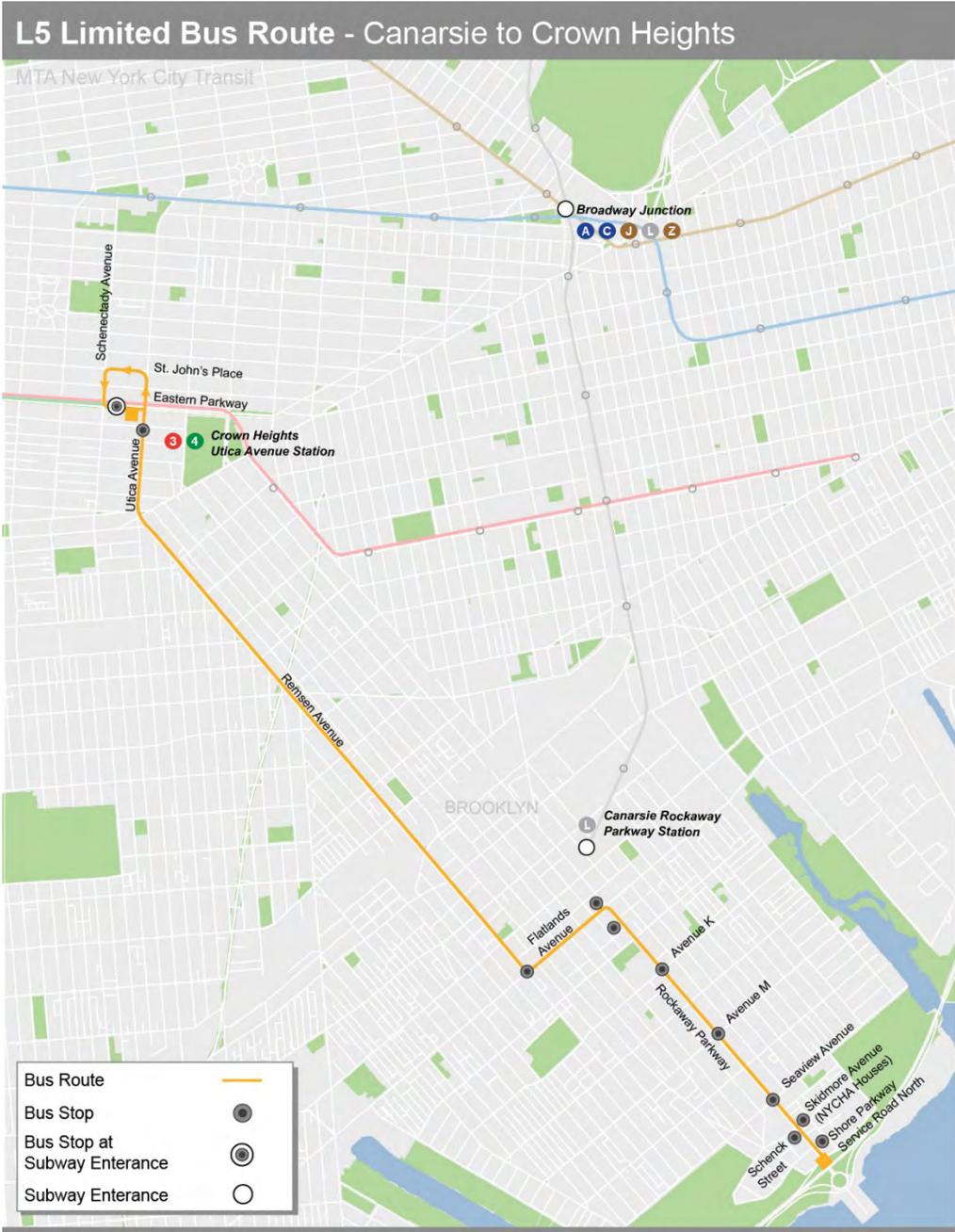
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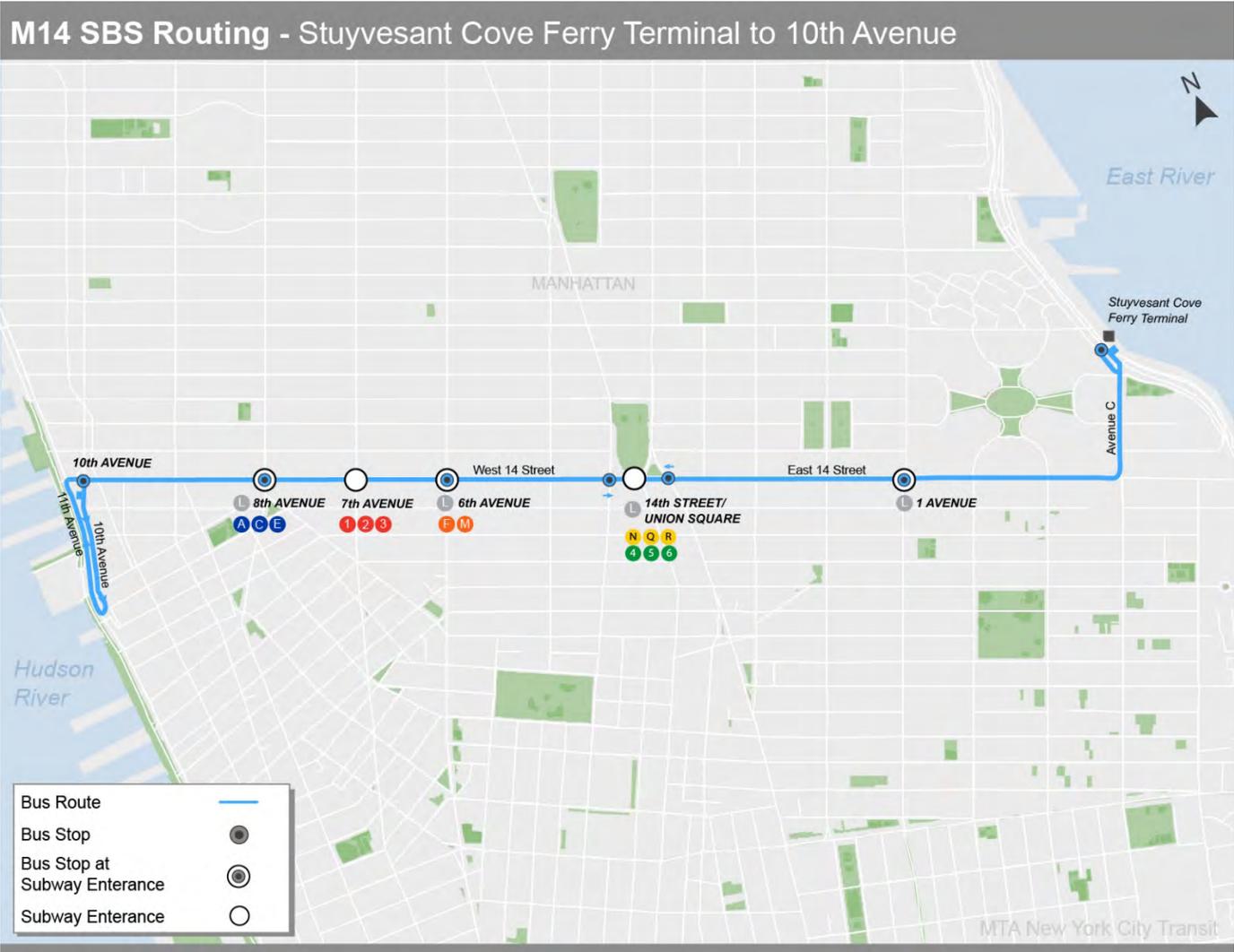
Attachment 4:



Attachment 5:



Attachment 6:



Attachment 7:





Attachment 8:

Proposed Frequencies of Service (in minutes)																
		Weekday					Saturday					Sunday				
Route	Destination	AM Peak	Midday	PM Peak	Evening	Nights	AM Peak	Midday	PM Peak	Evening	Nights	AM Peak	Midday	PM Peak	Evening	Nights
L1 SBS	Grand St. - 14th St/1st Av	2.5	8.5	3.5	5	-	-	-	-	-	-	-	-	-	-	-
L2 SBS	Grand St - SOHO/Little Italy	2.5	8.5	3.5	5	10	10	6.5	6	8.5	10	10	9	9	10	10
L3 SBS	Bedford Av/N. 5th St - SOHO/Little Italy	2.5	10	2.5	4.5	-	20	5	4.5	6	-	20	4	8	20	-
L4 SBS	Bedford Av/N. 5th St - 14th St/1st Av	6	10	5.5	7.5	See L14	10	10	8.5	8.5	See L14	10	8	8	10	See L14
L5 LTD	Canarsie - Crown Hts	20	-	20	-	-	-	-	-	-	-	-	-	-	-	-
M14 SBS	Ferry Terminal - 10th Av	2.5	3	2	3.5	See L14	8.5	3.5	3	5	See L14	8.5	3.5	3	7.5	See L14
L14 SBS	Grand St. - 10th Av	-	-	-	-	10	-	-	-	-	10	-	-	-	-	10

Standard Follow-Up Reports: December 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. Sales data shown is from the month ending two months prior to the report. 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 October 2018 fare media market share of non-student passenger trips compared to the previous year are summarized below:

<u>Fare Media</u>	<u>October 2017</u>	<u>October 2018*</u>	<u>Difference</u>
Cash	2.0%	1.9%	(0.1%)
Single-Ride Ticket	0.8%	0.8%	0.0%
Bonus Pay-Per-Ride	39.8%	40.4%	0.7%
Non-Bonus Pay-Per-Ride	4.5%	4.5%	(0.0%)
7-Day Farecard	22.5%	22.0%	(0.5%)
30-Day Farecard	<u>30.4%</u>	<u>30.5%</u>	0.1%
Total	100.0%	100.0%	

* Preliminary

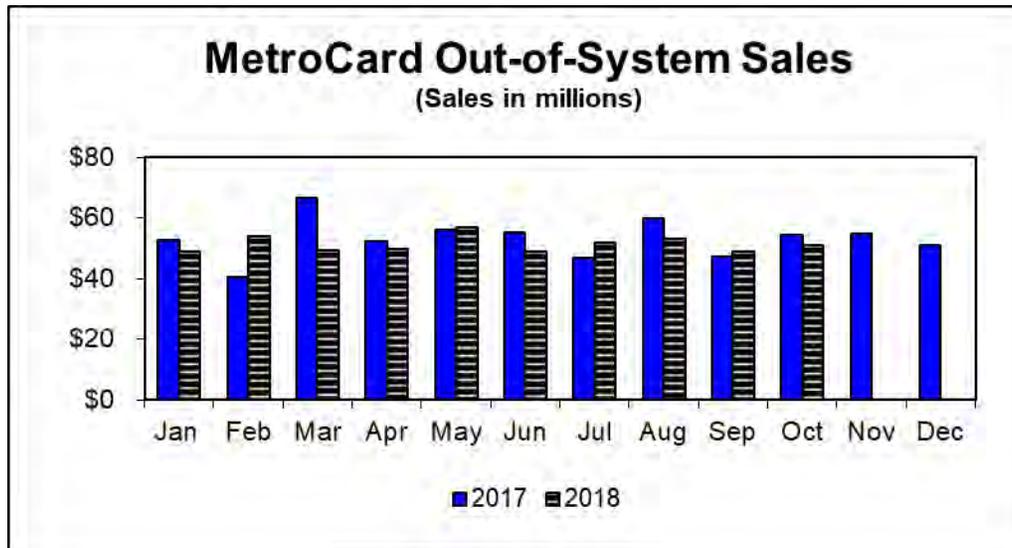
Note: Percentages may not add due to rounding.

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 October 2018 was 4,616, a 7.67 percent increase from the same period last year. The average value of a credit issued was \$73.67.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$50.9 million in October 2018, a 6.8 percent decrease compared to October of 2017. Year to date sales totaled \$512.4 million, a 3.7 percent decrease compared to the same period last year.



Retail Sales

There were 4,139 active out-of-system sales and distribution locations for MetroCards, generating \$23.1 million in sales revenue during October 2018.

Employer-based Sales of Pre-tax Transportation Benefits

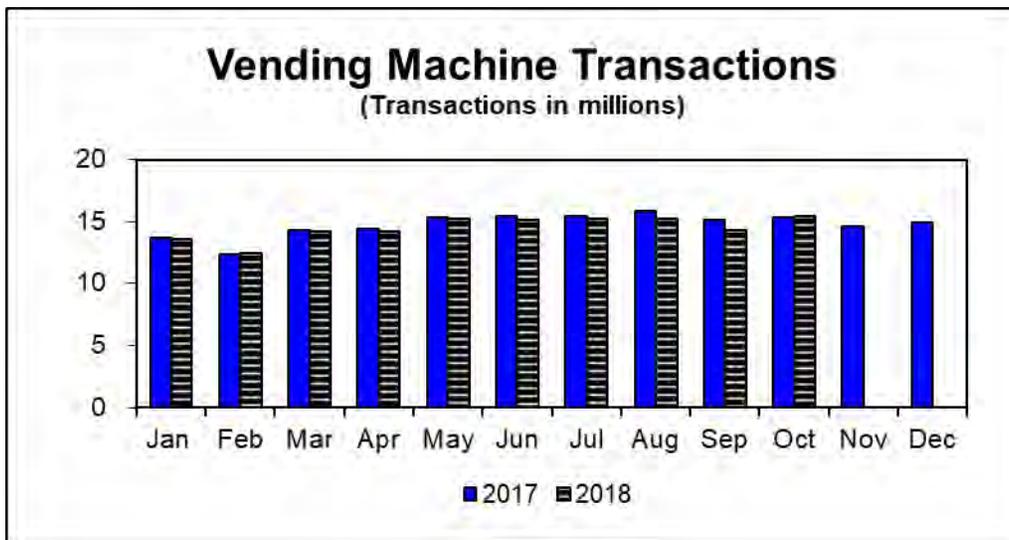
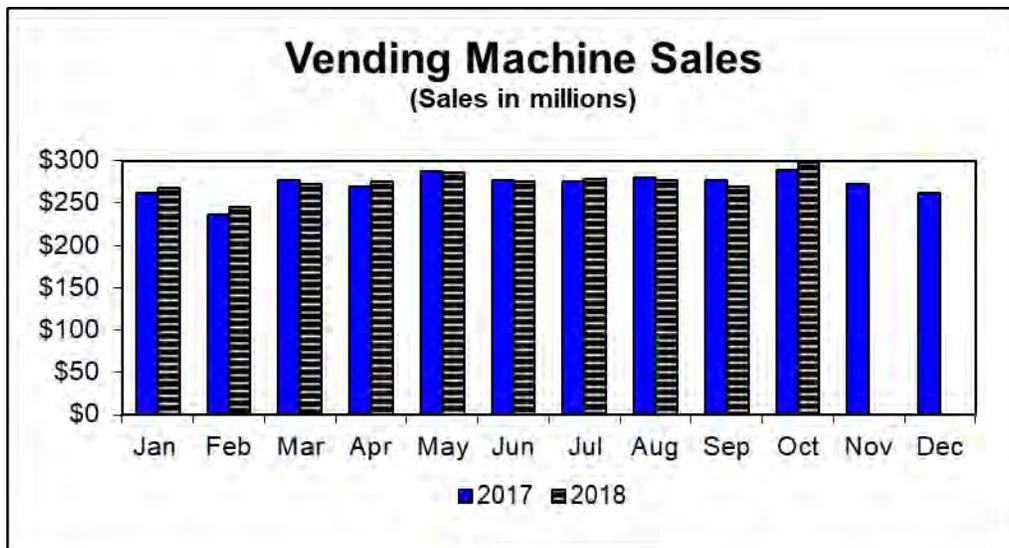
Sales of 114,540 MetroCards valued at approximately \$10.7 million were made in October 2018 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$93.37. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 121,922 for October 2018, generating an additional \$14.8 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$268.9 million, a 4 percent decrease when compared to last year.

Mobile Sales Program

In October 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 \$119,112 in revenue was generated. In October 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 at the St. Francis College Senior Health and Financial Fitness Expo (NY).

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines and MetroCard Express Machines) during October 2018 totaled \$297.3 million, on a base of 15.4 million customer transactions. This represents 1.5 percent decrease in vending machine transactions compared to the same period last year. During October 2018, MEMs accounted for 2,465,332 transactions resulting in \$66,198,727.55 in sales. Debit/credit card purchases accounted for 82.1 percent of total vending machine revenue, while cash purchases accounted for 17.9 percent. Debit/credit card transactions account for 61 percent of total vending machine transactions, while cash transactions account for 39 percent. The average credit sale was \$29.56, more than three times the average cash sale of \$8.86. The average debit sale was \$20.64.



Reduced-Fare Program

During October 2018, enrollment in the Reduced-Fare Program increased by 8,191 new customers. The total number of customers in the program is 1,174,888. Seniors account for 979,459 or 83 percent of the total Reduced-Fare customer base. Persons with disabilities comprise the remaining 17 percent or 195,429 customers. Of those, a total of 40,773 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 \$9.2 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In October 2018, the EasyPay Reduced Fare program enrollment totaled 180,220 accounts. During the month, active EasyPay customers accounted for approximately 2.7 million subway and bus rides with \$2.8 million charged to their accounts. Each active account averaged 30 trips per month, with an average monthly bill of \$15.

EasyPay Xpress Pay-Per-Ride Program

In October 2018, enrollment in the EasyPay Xpress PPR program totaled 121,230 accounts. During that month, active Xpress PPR customers accounted for approximately 2.2 million subway, express bus and local bus rides with \$5.9 million charged to their accounts. Each active account averaged 24 trips per month, with an average monthly bill of \$63.

EasyPay Xpress Unlimited Program

In October 2018, enrollment in the EasyPay Xpress Unlimited program totaled 24,797 accounts. During that month, active Xpress Unlimited customers accounted for approximately 1.2 million subway and local bus rides with \$2.6 million charged to their accounts. Each active account averaged 52 trips per month with a fixed monthly bill of \$121.00.



Standard Follow-Up Report: Transit Recidivism Report, 3rd Quarter 2018

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

The following highlights information reported to New York City Transit by the NYPD Transit Bureau concerning arrests in the subway system, made during the 3rd Quarter of 2018, of persons who had arrest records for prior index felony crimes or sex offenses committed in the subway system. For further statistical information, see the Chart on the following page.

- Total transit recidivist arrests for 3rd Quarter 2018 totaled 71, twenty more than in 2nd Quarter 2018 (51). 3rd Quarter 2018 arrests were higher than the average number of recidivist arrests per quarter during 2017 (50) and the per quarter 2018 average to date (63).
- There were 26 sex offense recidivist arrests for the 3rd Quarter 2018, an increase over the number of such arrests for the prior period (21) and the 2018 quarterly average to date (23). 3rd Quarter forcible touch and public lewdness arrests accounted for nearly three-quarters of these recidivist arrests.
- Index felony recidivist arrests for the 3rd Quarter 2018 totaled 45. This was higher than in 2nd Quarter 2018 (which had 30 such arrests) and also greater than the quarterly average of such arrests year to date (40). Grand larceny and Robbery arrests accounted for more than three-quarters (36 out of 45) of the recidivist index felony arrests during the 3rd Quarter. Eight assault arrests and one menacing arrest were made in the 3rd Quarter, accounting for the remainder.
- We continue to work with NYPD Transit Bureau leadership toward the shared goal of effective arrest and prosecution of recidivist sex offenses and index felony crimes committed in our subways.

James Henly
Vice President and General Counsel
NYC Transit Law Department

MTA New York City Transit

Transit Recidivism Report

Statistical Summary: 3rd Quarter 2018 Update

	3rd Quarter 2018	2nd Quarter 2018	2018 Quarterly Average	Year to Date 2018
Recidivist Arrests				
Index Felony Recidivist Arrests	45	30	40	120
Sex Offense Recidivist Arrests	<u>26</u>	<u>21</u>	<u>23</u>	<u>68</u>
Total Recidivist Arrests	71	51	63	188
Distribution by Offense				
<u>Index Felonies</u>				
Grand Larceny	21	15	20	59
Robbery	15	8	12	36
Assault	8	7	8	24
Other	1	0	0	1
<u>Sex Offenses</u>				
Forcible Touch	9	9	9	28
Public Lewdness	10	6	8	24
Persistent Sex Abuse	4	4	6	10
Other	3	2	2	6
Distribution by County				
New York	42	26	34	101
Kings	14	7	15	45
Bronx	9	14	10	31
Queens	6	4	4	11

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

New York City Transit NYCT

EEO Report – 3rd Quarter 2018

December 10, 2018



Executive Summary

■ EEO

As of **September 30, 2018**, NYCT workforce included 52,054 total employees. This represents a 1.8% increase from the third quarter 2017 (3Q17) workforce.

- Females represent 19% (9,636) of our workforce, an increase by 1% when compared to 3Q17 due to increased outreach efforts.
- Females were hired above their current representation due to successful recruitment initiatives.
- Minorities represent 78% (40,618) of our workforce, an increase by 1% when compared to 3Q17 due to continued participation in job fairs and various outreach programs.
- Minorities were hired above their current representation due to the continued collaboration with state and local government entities as well as educational institutions.



Executive Summary

NYCT conducted a **utilization analysis*** of females and minorities in its workforce as of September 30, 2018. Based on the analysis, the majority of underrepresentation for females and minorities occurred in the following EEO categories:

Females:

- Professionals – Whites
- Technicians – Hispanics, Asians and Whites
- Protective Services – Hispanics, Asians and Whites
- Paraprofessionals – Whites
- Administrative Support – Hispanics and Whites
- Skilled Craft– Blacks, Hispanics, Asians and Whites
- Service Maintenance - Whites

Minorities:

- Officials and Administrators – NHOPI
- Professionals – American Indian/Alaskan Natives
- Technicians – Hispanics and Asians
- Protective Services – Hispanics and Asians
- Administrative Support - Hispanics
- Skilled Craft– Blacks, Hispanics and Asians

*The utilization analysis compares the percentages of females and minorities employed in each job group to 80 percent of the females and minorities available within the relevant labor market.



Executive Summary

■ Diversity Initiatives to increase representation

- Initiatives/Challenges to address underrepresentation for females and minorities
 - Agency-wide hiring restrictions continue to present a challenge.
 - **Female** - 23 percent of approximately 60 recruitment events targeted college/universities that have significant female enrollment. In addition, Seventeen percent of the NYCT recruitment strategy included outreach to CTE/Vocational High Schools. However, fierce competition and low female availability remains a challenge.
 - **Minority** - 31 percent of recruitment efforts included targeted outreach in minority communities in the Bronx, Brooklyn, Manhattan, and Queens.
- Initiatives to increase representation for veterans and persons with disabilities
 - **Veteran** - NYCT continues to work closely with the MTA Director of Veteran's Recruitment to pursue opportunities to promote NYCT as an employer of choice for veterans seeking employment. 16 percent of recruitment activity focused on outreach to Veterans and/or active military.
 - **Persons With Disabilities** - In August 2018, NYCT began to post job opportunities with the Mayor's Office for People with Disabilities.



NYCT

Workforce

as of September 30, 2018



Definitions of EEO Job Categories

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



NYCT Workforce

JOB CATEGORY	TOTAL ¹		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOPI**		2+ RACES		VETERANS	
	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	2,509		1498	60%	1,011	40%	758	30%	285	11%	340	14%	7	0%	2	0%	106	4%	50	2%
F	610	24%	446	18%	164	7%	294	12%	58	2%	67	3%	0	0%	0	0%	27	1%	5	10%
M	1,899	76%	1052	42%	847	34%	464	18%	227	9%	273	11%	7	0%	2	0%	79	3%	45	90%
Professionals	2,980		2146	72%	834	28%	914	31%	309	10%	803	27%	5	0%	0	0%	115	4%	26	1%
F	1,137	38%	914	31%	223	7%	483	16%	148	5%	226	8%	3	0%	0	0%	54	2%	5	19%
M	1,843	62%	1232	41%	611	21%	431	14%	161	5%	577	19%	2	0%	0	0%	61	2%	21	81%
Technicians	207		151	73%	56	27%	92	44%	19	9%	32	15%	1	0%	0	0%	7	3%	4	2%
F	65	31%	55	27%	10	5%	43	21%	7	3%	3	1%	1	0%	0	0%	1	0%	1	25%
M	142	69%	96	46%	46	22%	49	24%	12	6%	29	14%	0	0%	0	0%	6	3%	3	75%
Protective Services	590		461	78%	129	22%	291	49%	118	20%	37	6%	0	0%	0	0%	15	3%	45	8%
F	125	21%	115	19%	10	2%	90	15%	19	3%	1	0%	0	0%	0	0%	5	1%	4	9%
M	465	79%	346	59%	119	20%	201	34%	99	17%	36	6%	0	0%	0	0%	10	2%	41	91%
Paraprofessionals	51		45	88%	6	12%	24	47%	12	24%	6	12%	0	0%	0	0%	3	6%	0	0%
F	29	57%	27	53%	2	4%	14	27%	8	16%	3	6%	0	0%	0	0%	2	4%	0	0%
M	22	43%	18	35%	4	8%	10	20%	4	8%	3	6%	0	0%	0	0%	1	2%	0	0%
Administrative Support	4,908		4410	90%	498	10%	2,651	54%	714	15%	909	19%	14	0%	4	0%	118	2%	37	1%
F	2,141	44%	2022	41%	119	2%	1,532	31%	281	6%	142	3%	7	0%	2	0%	58	1%	11	30%
M	2,767	56%	2388	49%	379	8%	1,119	23%	433	9%	767	16%	7	0%	2	0%	60	1%	26	70%
Skilled Craft	17,957		12208	68%	5,749	32%	6,635	37%	2,287	13%	2,763	15%	43	0%	7	0%	473	3%	257	1%
F	998	6%	943	5%	55	0%	760	4%	124	1%	24	0%	4	0%	0	0%	31	0%	13	5%
M	16,959	94%	11265	63%	5,694	32%	5,875	33%	2,163	12%	2,739	15%	39	0%	7	0%	442	2%	244	95%
Service Maintenance	22,852		19699	86%	3,153	14%	12,926	57%	4,956	22%	1,310	6%	36	0%	8	0%	463	2%	295	1%
F	4,531	20%	4349	19%	182	1%	3,389	15%	809	4%	57	0%	5	0%	1	0%	88	0%	20	7%
M	18,321	80%	15350	67%	2,971	13%	9,537	42%	4,147	18%	1,253	5%	31	0%	7	0%	375	2%	275	93%
Total	52,054		40,618	78%	11,436	22%	24,291	47%	8,700	17%	6,200	12%	106	0%	21	0%	1,300	2%	714	1%

*American Indian/Alaskan Native

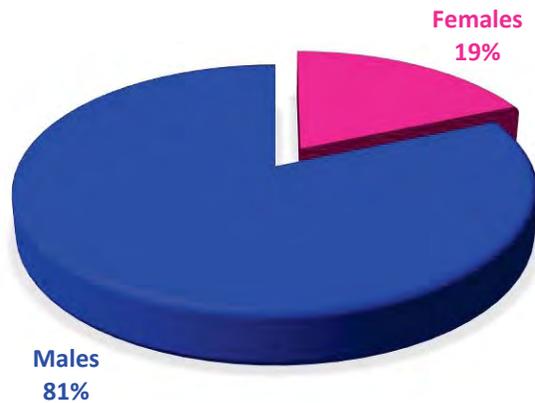
**Native Hawaiian Other Pacific Islander

Note: All percentages have been rounded to the nearest whole number.

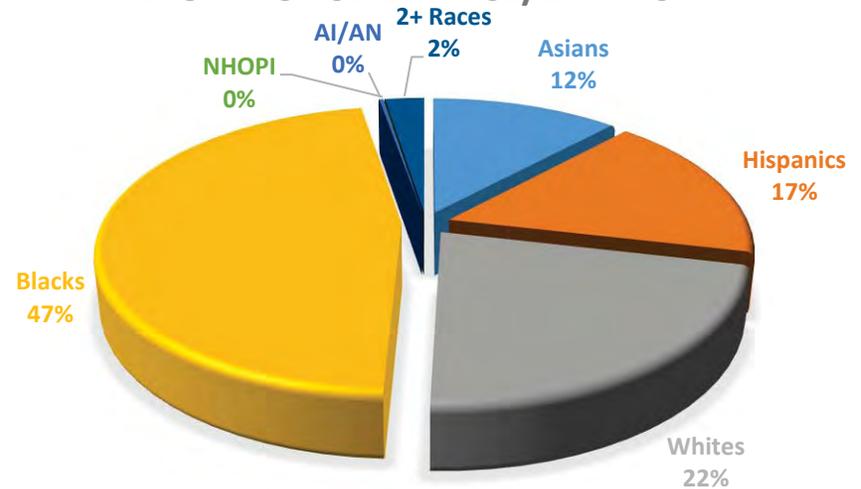


NYCT Workforce

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



NYCT workforce consists of **52,054** employees

- ❑ **19%** females, **78%** minorities, and **1%** veterans
- ❑ The percentage of females employed **increased by 1%** when compared to 3Q17.
- ❑ The percentage of minorities has **increased by 1%** as it relates to race and ethnicity when compared to 3Q17.



Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **September 30, 2018** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80% of their expected estimated availability.

The following chart provide shaded/bolded areas that represent below 80 percent of the Census availability or underutilization: (1) the female and minority workforce percentages for this agency; (2) 80% of the females and minorities available for work based on the 2010 Census by job category; and (3) whether or not the estimated availability percentages were met for females and minorities within each of the job categories.



NYCT Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	6%	12%	2%	2%	1%	3%	0%	0%	0%	0%	0%	1%	6%	7%
	M	18%	18%	8%	9%	10%	11%	0%	0%	1%	0%	2%	3%		
Professionals	F	6%	16%	3%	5%	4%	8%	0%	0%	0%	0%	0%	2%	14%	7%
	M	9%	14%	5%	5%	9%	19%	2%	0%	0%	0%	1%	2%		
Technicians	F	7%	21%	5%	3%	5%	1%	0%	0%	0%	0%	0%	0%	17%	5%
	M	8%	24%	5%	6%	7%	14%	0%	0%	0%	0%	1%	3%		
Protective Services	F	10%	15%	6%	3%	2%	0%	0%	0%	0%	0%	0%	1%	19%	2%
	M	14%	34%	8%	17%	3%	6%	0%	0%	0%	0%	1%	2%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.



NYCT Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %												
Paraprofessionals	F	11%	27%	9%	16%	3%	6%	0%	0%	0%	0%	1%	4%	26%	4%
	M	7%	20%	5%	8%	3%	6%	0%	0%	0%	0%	0%	2%		
Administrative Support	F	19%	31%	8%	6%	3%	3%	0%	0%	0%	0%	1%	1%	8%	2%
	M	19%	23%	9%	9%	6%	16%	0%	0%	0%	0%	1%	1%		
Skilled Craft	F	6%	4%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	0%
	M	26%	33%	12%	12%	8%	15%	0%	0%	0%	0%	1%	2%		
Service Maintenance	F	13%	15%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	2%	1%
	M	28%	42%	16%	18%	4%	5%	0%	0%	0%	0%	1%	2%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.



NYCT

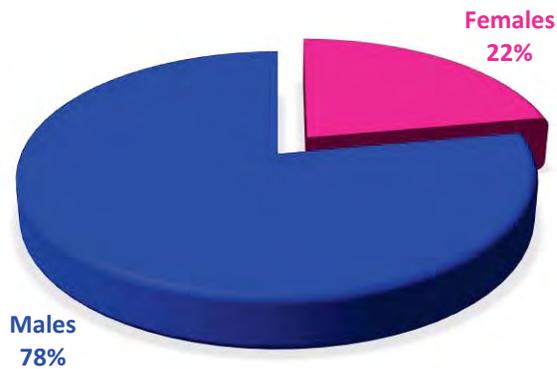
New Hires and Veterans

January 1, 2018 – September 30, 2018

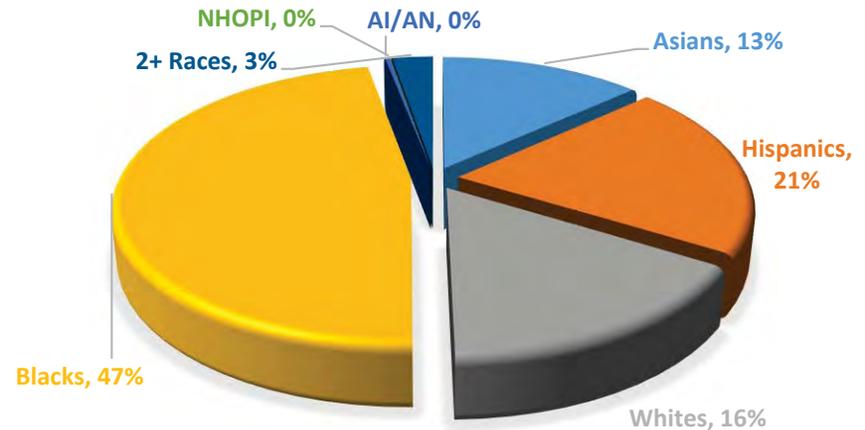


NYCT New Hires and Veterans

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



We added 2,984 employees including 114 veterans

- ❑ 22% females of which 1% were female veterans.
- ❑ Female hires were above percentage when compared to their current representation in the workforce.
- ❑ 84% minorities of which 4% were minority veterans.
- ❑ Minorities were hired above percentage when compared to their current representation in the workforce.



NYCT

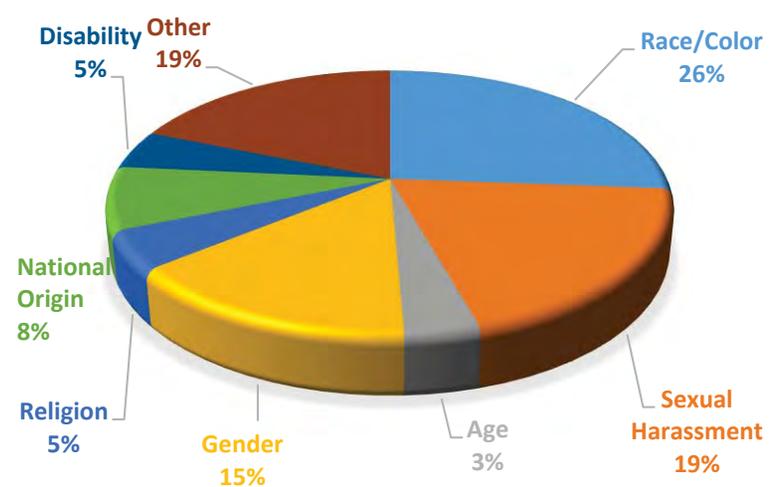
Complaints and Lawsuits

January 1, 2018 – September 30, 2018

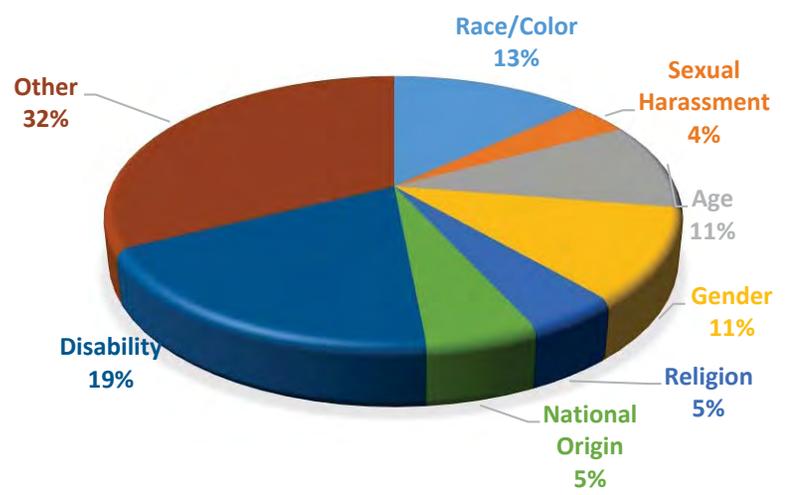


NYCT Internal/External EEO Complaints and Lawsuits

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



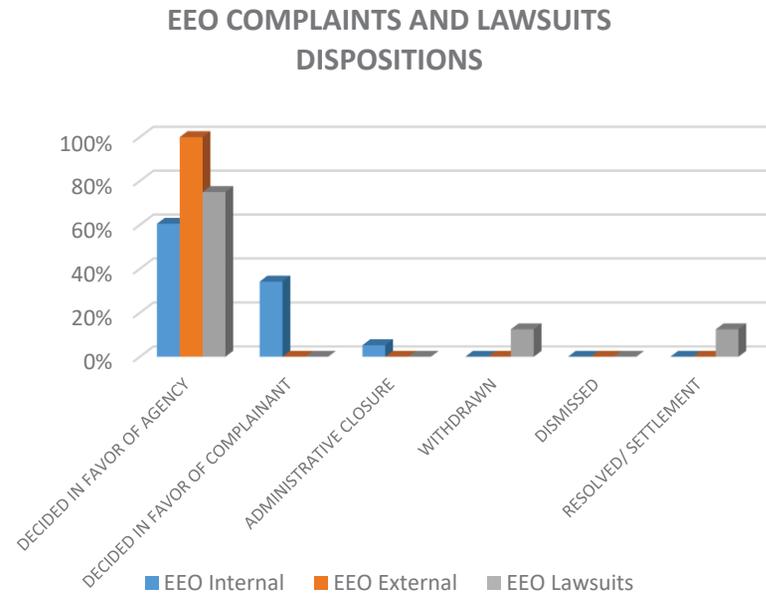
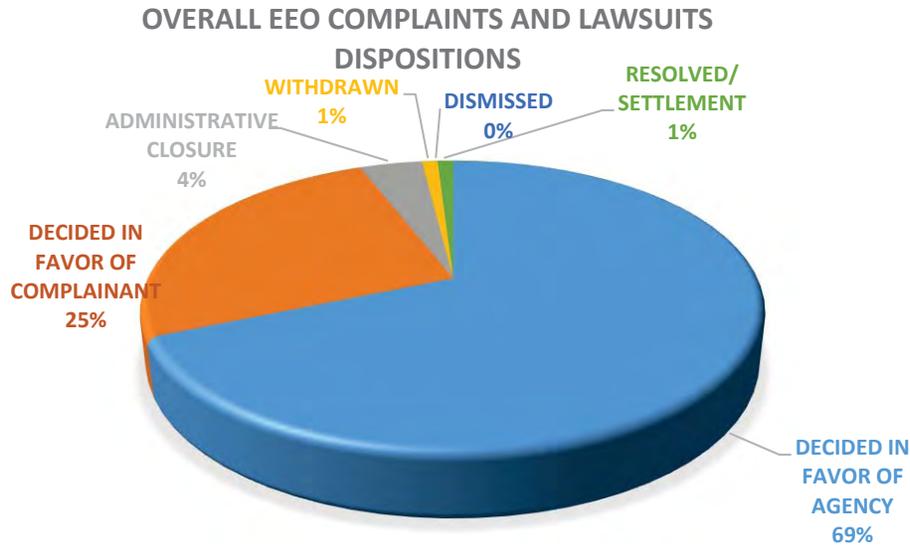
NYCT handled **332** EEO complaints, citing **632** separate allegations, and **64** lawsuits

- ❑ **176** handled internal complaints
- ❑ **156** handled external complaints
- ❑ The most frequently cited allegation internally was race/color and externally was disability

These charts includes all pending matters as of the date of the report; including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specially mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).



NYCT EEO Complaints and Lawsuits Dispositions

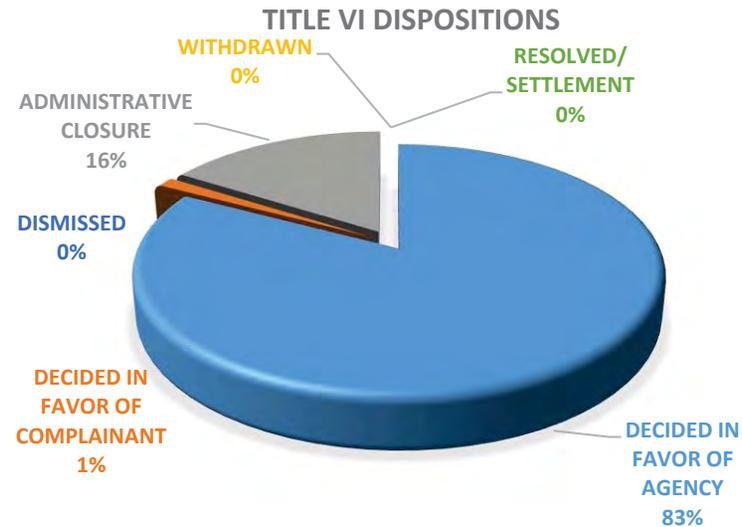
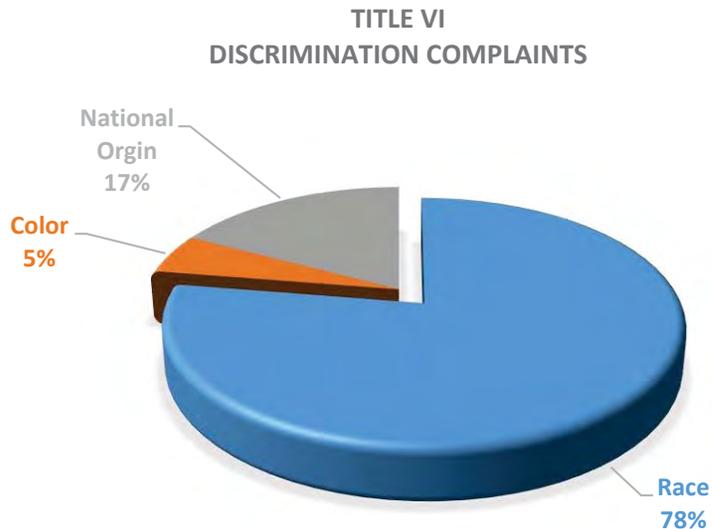


NYCT disposed of **93** EEO complaints and **8** EEO lawsuits

- ❑ 69% complaints/lawsuits decided in favor of the agency
- ❑ 25% complaints/lawsuits decided in favor of the complainant
- ❑ 4% complaints/lawsuits were administrative closures
- ❑ 1% of complaints/lawsuits were resolved/settlement
- ❑ 1% of complaints/lawsuits were withdrawn



NYCT Title VI Discrimination Complaints, Lawsuits and Dispositions



NYCT handled **221** Title VI complaints, citing **227** separate allegations and **0** Title VI lawsuits. Agency disposed of **81** complaints and **0** lawsuits

- ❑ **83%** complaints/lawsuits decided in favor of the agency
- ❑ **1%** complaints/lawsuits decided in favor of the complainant
- ❑ **16%** complaints/lawsuits were administrative closures
- ❑ **0%** complaints/lawsuits were resolved/settlement



MTA Bus Company (MTABC)

EEO Report – 3rd Quarter 2018

December 10, 2018



Executive Summary

□ EEO

As of **September 30, 2018**, MTABC's workforce included 4,143 total employees. This represents a slight increase from the third quarter 2017 (3Q17) workforce.

- Females represent 13% (528) of our workforce, remaining constant, when compared to 3Q17 due to a relatively unchanged overall workforce.
 - 2017 - 531 females to 4,136 overall
 - 2018 - 528 females to 4,143 overall
- Females were hired at a higher percentage compared to their current representation of 13% in the workforce.
- Minorities represent 78% (3,226) of our workforce, an increase by 1% when compared to 3Q17. This increase is not statistically significant.
- Minorities were hired above their current representation due to high minority hiring rates in the Skilled Craft and Service/Maintenance EEO categories.



Executive Summary

MTABC conducted a **utilization analysis*** of females and minorities in its workforce as of September 30, 2018. Based on the analysis, the underrepresentation for females and minorities occurred in the following EEO categories:

Females:

- Officials & Administrators/Professionals – White Females
- Technicians – Blacks and Asians
- Protective Services – Blacks, Asians, and 2+ Races
- Administrative Support – Asians and Whites
- Skilled Craft – Blacks, Hispanics, and Whites
- Service Maintenance – Hispanics

Minorities:

- Technicians – Blacks, Hispanics, and Asians
- Protective Services – Hispanics, Blacks, Asians, and 2+ Races
- Administrative Support – Asians and Hispanics
- Skilled Craft – Blacks and Hispanics
- Service Maintenance – Hispanics

*The utilization analysis compares the percentages of females and minorities employed in each job group to 80 percent of the females and minorities available within the relevant labor market.



Executive Summary

■ Diversity Initiatives to increasing representation

- Initiatives to address underrepresentation for females and minorities
 - **Female** – Participated in the *Today's Girl, Tomorrow's Woman Conference* focusing on career development for young women attending New York City high schools.
 - **Minority** – Established the Transit Mechanical Apprentice Program to increase representation of minorities in the Skilled Craft EEO Category.
- Initiatives to increase representation for veterans and persons with disabilities
 - **Veteran** – MTA Bus participated in veteran career fairs and diversity outreach events throughout the second quarter and will continue to do so through the rest of 2018.
 - **Persons with Disabilities** – MTA Bus hosted a Disability Awareness and Recruiting Workshop in partnership with the New York City Mayor's Office for People with Disabilities.



MTABC

Workforce

as of September 30, 2018



Definitions of EEO Job Categories

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



MTABC Workforce

JOB CATEGORY	TOTAL ¹		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOPI**		2+ RACES		VETERANS	
	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	273		155	57%	118	43%	73	27%	39	14%	29	11%	0	0%	0	0%	14	5%	7	3%
F	58	21%	48	18%	10	4%	29	11%	9	3%	6	2%	0	0%	0	0%	4	1%	0	0%
M	215	79%	107	39%	108	40%	44	16%	30	11%	23	8%	0	0%	0	0%	10	4%	7	100%
Professionals	120		93	78%	27	23%	29	24%	21	18%	32	27%	0	0%	0	0%	11	9%	3	3%
F	58	48%	50	42%	8	7%	18	15%	15	13%	12	10%	0	0%	0	0%	5	4%	2	67%
M	62	52%	43	36%	19	16%	11	9%	6	5%	20	17%	0	0%	0	0%	6	5%	1	33%
Technicians	16		5	31%	11	69%	1	6%	2	13%	1	6%	0	0%	0	0%	1	6%	0	0%
F	10	63%	3	19%	7	44%	1	6%	2	13%	0	0%	0	0%	0	0%	0	0%	0	0%
M	6	38%	2	13%	4	25%	0	0%	0	0%	1	6%	0	0%	0	0%	1	6%	0	0%
Protective Services	6		5	83%	1	17%	3	50%	1	17%	0	0%	0	0%	0	0%	1	17%	0	0%
F	2	33%	1	17%	1	17%	0	0%	1	17%	0	0%	0	0%	0	0%	0	0%	0	0%
M	4	67%	4	67%	0	0%	3	50%	0	0%	0	0%	0	0%	0	0%	1	17%	0	0%
Paraprofessionals	0		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
F	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	103		71	69%	32	31%	36	35%	13	13%	10	10%	1	1%	0	0%	11	11%	1	1%
F	39	38%	32	31%	7	7%	18	17%	9	9%	2	2%	0	0%	0	0%	3	3%	0	0%
M	64	62%	39	38%	25	24%	18	17%	4	4%	8	8%	1	1%	0	0%	8	8%	1	100%
Skilled Craft	712		476	67%	236	33%	232	33%	104	15%	84	12%	1	0%	9	1%	46	6%	9	1%
F	4	1%	3	0%	1	0%	3	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	11%
M	708	99%	473	66%	235	33%	229	32%	104	15%	84	12%	1	0%	9	1%	46	6%	8	89%
Service Maintenance	2,913		2421	83%	492	17%	1,476	51%	655	22%	187	6%	7	0%	5	0%	91	3%	24	1%
F	357	12%	336	12%	21	1%	231	8%	92	3%	4	0%	1	0%	0	0%	8	0%	0	0%
M	2,556	88%	2085	72%	471	16%	1,245	43%	563	19%	183	6%	6	0%	5	0%	83	3%	24	100%
Total	4,143		3,226	78%	917	22%	1,850	45%	835	20%	343	8%	9	0%	14	0%	175	4%	44	1%



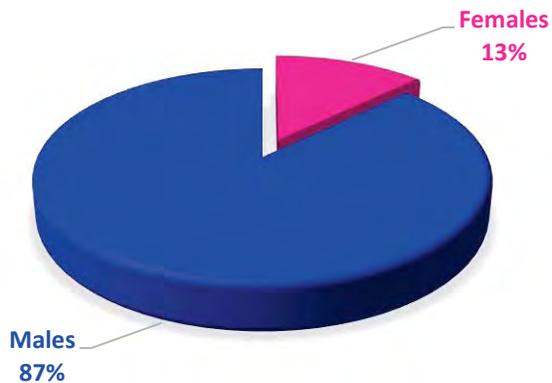
* American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

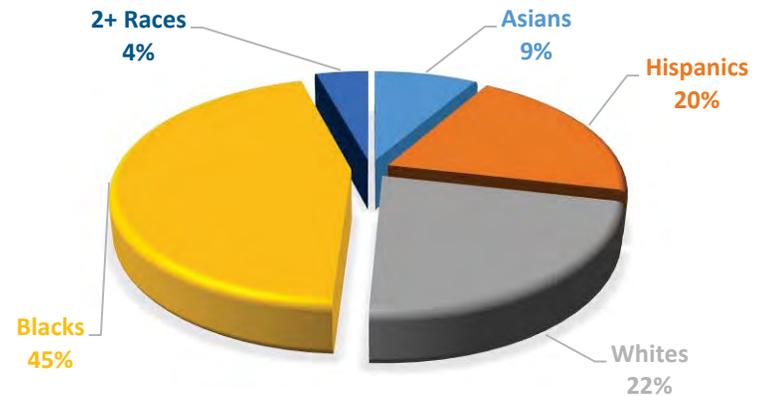
Note: All percentages have been rounded up to the nearest whole number.

MTABC Workforce

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



MTA Bus workforce consists of 4,143 employees

- ❑ 13% females, 78% minorities, and 1% veterans.
- ❑ The percentage of females employed remained constant when compared to 3Q17.
- ❑ The percentage of minorities has increased by 1% as it relates to race and ethnicity when compared to 3Q17.



Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **September 30, 2018** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80% of their expected estimated availability.

The following charts provide shaded/bolded areas that represent below 80 percent of the Census availability or underutilization: (1) the female and minority workforce percentages for this agency; (2) 80% of the females and minorities available for work based on the 2010 Census by job category; and (3) whether or not the estimated availability percentages were met for females and minorities within each of the job categories.



MTABC Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	3%	11%	2%	3%	1%	2%	0%	0%	0%	0%	0%	1%	15%	4%
	M	8%	16%	5%	11%	4%	8%	0%	0%	0%	0%	2%	4%		
Professionals	F	8%	15%	5%	13%	4%	10%	0%	0%	0%	0%	1%	4%	13%	7%
	M	5%	9%	4%	5%	8%	17%	0%	0%	0%	0%	2%	5%		
Technicians	F	7%	6%	6%	13%	1%	0%	0%	0%	0%	0%	0%	0%	21%	44%
	M	5%	0%	5%	0%	8%	6%	0%	0%	0%	0%	3%	6%		
Protective Services	F	7%	0%	16%	17%	1%	0%	0%	0%	0%	0%	1%	0%	13%	17%
	M	22%	50%	5%	0%	0%	0%	0%	0%	0%	0%	7%	17%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guidelines, *white males* have been excluded from the availability analysis. The shaded areas represent underutilization.



MTABC Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %												
Paraprofessionals	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Administrative Support	F	11%	17%	8%	9%	3%	2%	0%	0%	0%	0%	2%	3%	10%	7%
	M	16%	17%	6%	4%	7%	8%	0%	1%	0%	0%	3%	8%		
Skilled Craft	F	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
	M	24%	32%	13%	15%	9%	12%	0%	0%	1%	1%	4%	6%		
Service Maintenance	F	7%	8%	5%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
	M	32%	43%	18%	19%	4%	6%	0%	0%	0%	0%	1%	3%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guidelines, *white males* have been excluded from the availability analysis. The shaded areas represent underutilization.



MTABC

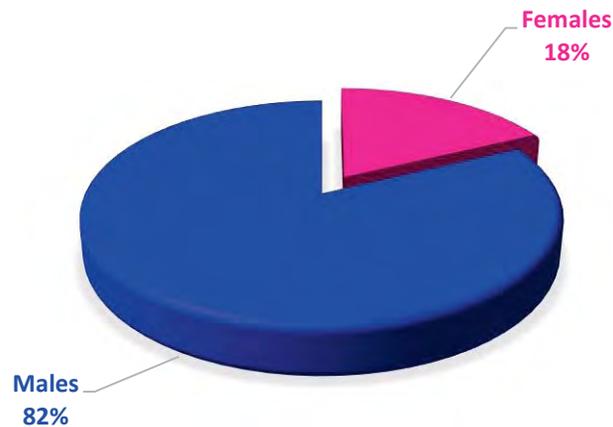
New Hires and Veterans

January 1, 2018 – September 30, 2018

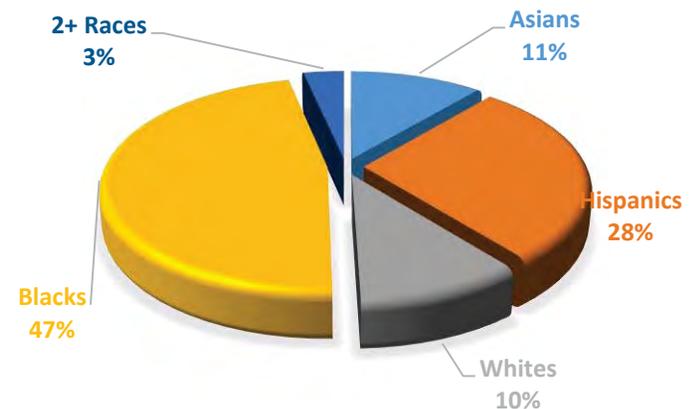


MTABC New Hires and Veterans

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



We added 321 employees including 4 (1%) veterans

- ❑ 18% females in which 0% were female veterans.
- ❑ Females were hired at a higher percentage compared to their current representation of 13% in the workforce.
- ❑ 90% minorities in which 1% were minority veterans.
- ❑ Minorities were hired at a higher percentage when compared to their current representation of 78% in the workforce.



MTABC

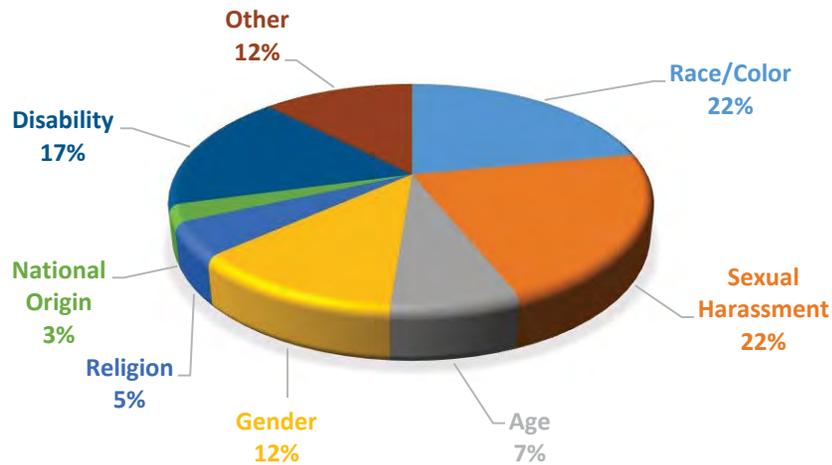
Complaints and Lawsuits

January 1, 2018 – September 30, 2018

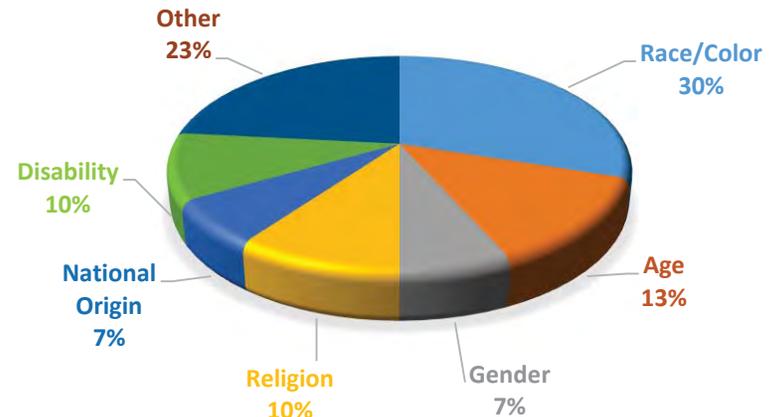


MTABC Internal/External EEO Complaints and Lawsuits

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



MTABC handled 45 EEO complaints, citing 71 separate allegations, and 4 lawsuits.

- ❑ 31 filed internal complaints.
- ❑ 14 filed external complaints.
- ❑ The most frequently cited bases for discrimination were race/color or sexual harassment.

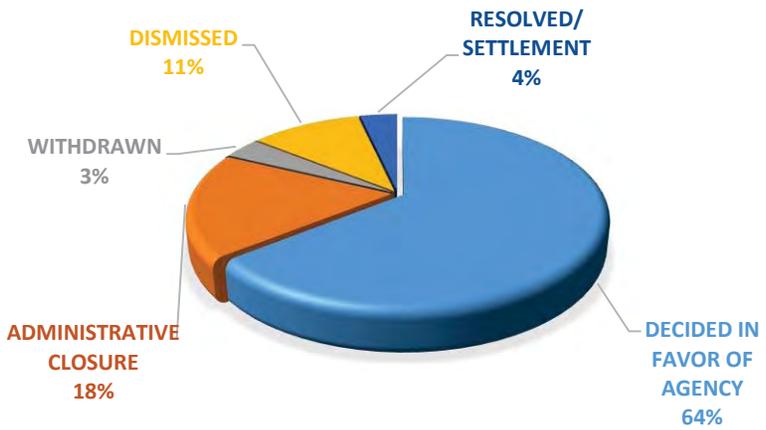


These charts includes all pending matters as of the date of the report; including matters filed prior to the reporting period.

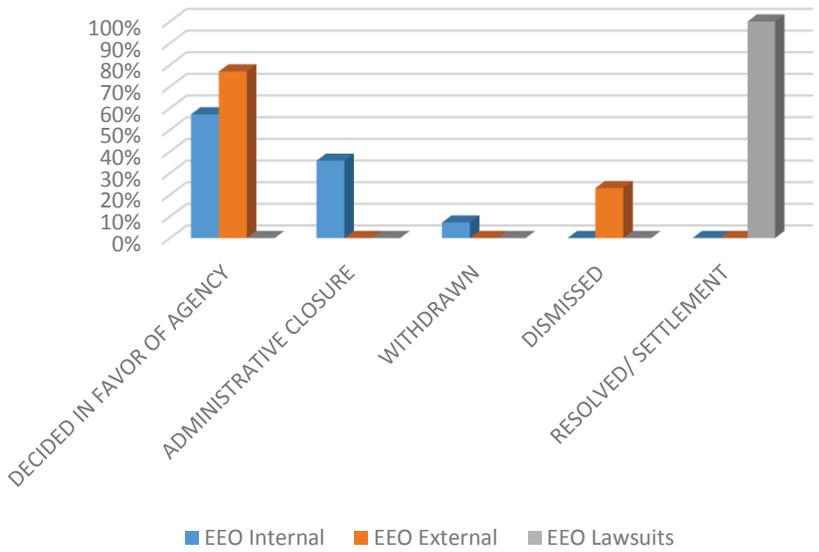
“Other” contains all EEO categories not otherwise specially mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

MTABC EEO Complaint and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS

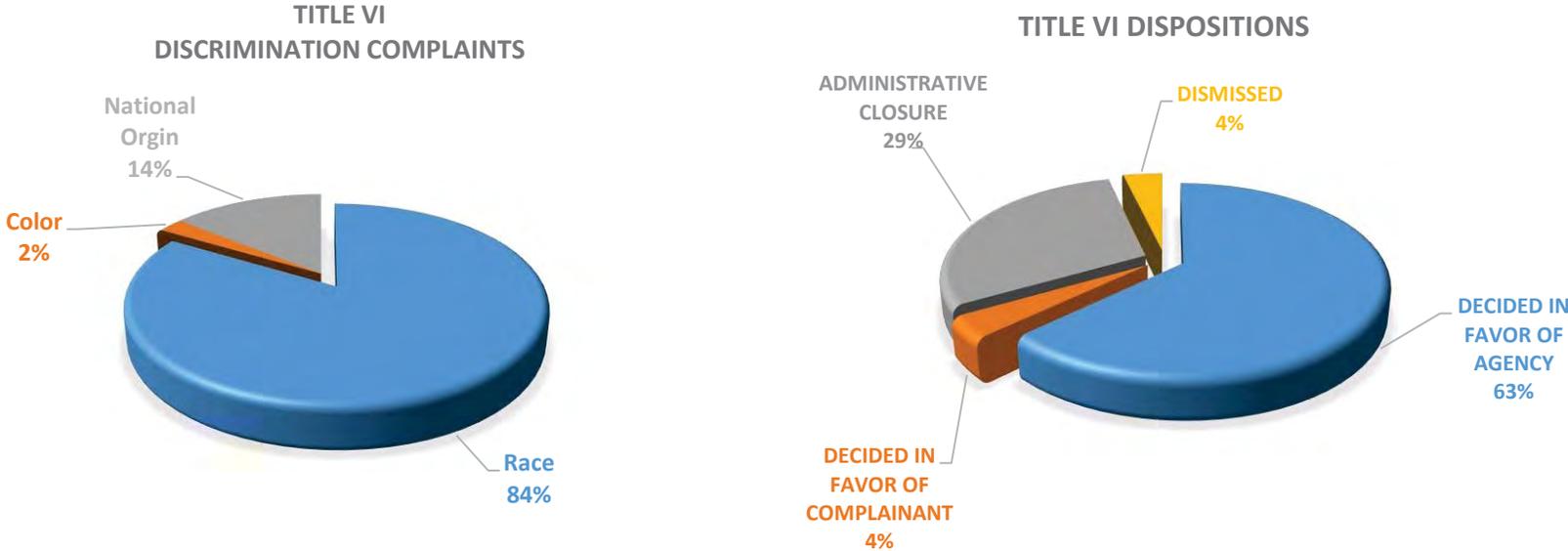


- MTABC disposed of 27 EEO complaints and 1 EEO lawsuits
- 64% complaints/lawsuits decided in favor of the agency.
- 18% complaints/lawsuits were administrative closures.
- 11% of complaints were dismissed.
- 4% complaints/lawsuits were resolved/settled.
- 3% of complaints/lawsuits were withdrawn.



MTABC

Title VI Discrimination Complaints, Lawsuits and Dispositions



MTABC handled 82 Title VI Complaints, citing 85 separate allegations and 0 Title VI lawsuits. Agency disposed of 27 complaints and 0 lawsuits.

- ❑ 63% complaints/lawsuits decided in favor of the agency.
- ❑ 29% complaints/lawsuits were administrative closures.
- ❑ 4% complaints/lawsuits dismissed.
- ❑ 4% complaints/lawsuits decided in favor of the complainant.





New York City Transit

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