



Transit and Bus Committee Meeting February 2019

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



MTA New York City Transit bestowed its highest honor on 38 exemplary employees during the 2019 Medals of Excellence Ceremony. The event featured accounts of heroism, courage, dedication, and commitment. The awards were presented to employees who have gone above and beyond their calls of duty to serve NYCT, their fellow employees, and NYCT's eight million daily customers.

New York City Transit and Bus Committee Meeting

2 Broadway, 20th Floor Conference Room

New York, NY 10004

Monday, 2/25/2019

10:30 AM - 12:00 PM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – JANUARY 22, 2019

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3. COMMITTEE WORK PLAN

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4. PRESIDENT'S REPORT

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i. Subway Report

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ii. NYCT, MTA Bus Report

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iii. Paratransit Report

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iv. Accessibility Update

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v. Strategy and Customer Experience Report

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b. Safety Report

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c. Crime Report

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

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e. Capital Program Status Report

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5. PROCUREMENTS

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a. Non-Competitive

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b. Competitive

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c. Ratifications

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b. NYCT Adopted Budget/Financial Plan 2019-2022

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c. SIR Adopted Budget/Financial Plan 2019-2022

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d. MTA Bus Adopted Budget/Financial Plan 2019-2022

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e. Service Quality/PES Indicators Reports (NYCT & MTA Bus)

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ii. MTA Bus

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f. ADA Compliance Report

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g. Elevator & Escalator Report, 4th Quarter 2018

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h. Transit Adjudication Bureau Report, 4th Quarter 2018

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i. EEO & Diversity Reports, 2018 Year-End Reports (NYCT & MTA Bus)

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7. SPECIAL PRESENTATION

a. MTA Live Media Update — Year One in Review (No Materials)

8. 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**

January 22, 2019

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

The following Members were present:

Hon. Fernando Ferrer, Committee Chair
Hon. Andrew Albert
Hon. Randolph Glucksman
Hon. David R. Jones
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. Scott Rechler
Hon. John Samuelson
Hon. Polly Trottenberg
Hon. Veronica Vanterpool

Also present were:

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
Gwen Harleston, Deputy Director of Compliance, MTA Bus
James Henly, General Counsel
Frank Jezycki, Chief Operating Officer, Subways
Robert Lai, Assistant Chief Officer, MTA Bus
Sally Librera, Senior Vice President, Subways
Judith McClain, Acting Chief, Operations Planning
Sarah Meyer, Chief Customer Officer
Tim Mulligan, Senior Vice President, Operations Support
Jaibala Patel, Chief Financial Officer, Office of Management and Budget
Stephen Plochochi, Senior Vice President, Procurement & Supply Chain
Deborah Prato, Senior Vice President, Chief People Officer
Alok Saha, Vice President and Chief Engineer

I. Chairman Ferrer opened the meeting.

II. Public Speakers

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

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the minutes of the December 10, 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, Senior Vice President, Operations Support, stated the Quarterly Fare Evasion Report has been added. The first report of the year, for the fourth quarter of 2018, will be published in the March 2019 Committee Book.


Upon motion duly made and seconded, the Committee approved the amended 2019 Committee Work Plan.

IV. Agenda Items

President Byford delivered the President's Report.

Member Vanterpool questioned whether the new deep cleaning initiative for stations and subway cars, which began in December, was the best use of resources. President Byford noted that while service reliability and safety is the priority, clean surroundings are also important. The new cleaning initiative, announced by Governor Cuomo, incorporates methods, processes and products used in the private sector which are being incorporated into the Transit system. After reaching an improved base level of cleaning for stations and cars, Transit cleaners will take over. In response to member Vanterpool's inquiry as to the initiative's cost, President Byford stated the cost so far was about \$1M, with final cost yet to be determined. Member Vanterpool opined that Transit cleaners can do their jobs without outside help and resources should be directed to signals, not cleaning. Member Moerdler agreed and noted his opposition to the initiative. Member Albert questioned the timing of the cleaning initiative and noted people are constantly tracking in salt and snow during the winter. President Byford responded that station cleanliness deteriorates more in the winter so more cleaning is needed. In response to Member Samuelson's request for an example of the new cleaning technology, President Byford cited the use of a new type of sponge that can sand blast debris off walls and floors. Member Jones opined this technology could have been introduced into the system in a more cost-effective way than by hiring contractors. President Byford responded that the use of contractors helped to expedite the process. Chairman Ferrer noted his support of the cleaning initiative. Member Vanterpool voiced

concern that \$1M had already been spent on the cleaning initiative in one month. Member Samuelson stated track inspections should be prioritized over cleaning. President Byford responded he is clear on priorities and the upcoming reports from his team will demonstrate that safety and reliability come first.

Chairman Ferrer expressed appreciation for Member Trottenberg's work on the  train tunnel project over the weekend. Member Trottenberg stated the City and the MTA have been working hard and the City is glad to be included in the process.

A. Customer Service Operations Report


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

Member Moerdler asked how more than 1600 people wound up on the tracks in December. Ms. Librera clarified that the statistic refers to the number of train delays resulting from people being on the tracks, not the number of people on the tracks, noting that one person on the tracks may cause multiple train delays. Member Moerdler asked for data on how many people wind up on the tracks and how they get there. Ms. Librera responded she would provide the number of people statistic, noting that how individuals get there is often unknown.

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

Member Vanterpool expressed approval of the Clear Bus Lane Initiative and asked whether any of the 24 segments selected for the initiative were SBS routes. Mr. Cipriano responded in the affirmative. Member Vanterpool asked why travel time on the SBS routes has increased. Mr. Cipriano stated Buses was looking at the data and taking proactive steps to improve this, working with NYPD and NYCDOT.

Member Vanterpool asked Mr. Cipriano to explain how the three new procurements relate to the E-Hail pilot program. Mr. Cipriano stated NYCT has invested greatly into the E-Hail program and has made great improvements over the last few years. As a result, ridership is increasing. A goal of the three new procurements is to make service improvements sustainable. Alex Elegudin, Accessibility Advisor to the President, added NYCT is working to bring on vendors with better capacity and positive performance to help transition out of the pilot program and into a sustainable program.

Chairman Ferrer, addressing the cleaning initiative, noted it is premature to put a price on it, as it hasn't been bid out yet. He further noted that once the contract ends, the work will be given back to Transit cleaners. He also stated with respect to the  train tunnel project, a consultant will be selected by the Board and will report to the Board. Member Vanterpool added the pool of potential consultants includes entities outside of those that normally do business with MTA. In response to Member Albert's inquiry regarding when the meetings with the consultants will occur, Chairman Ferrer stated it remains to be determined.

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

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

Member Moerdler asked what is being done about fare evasion. Ms. Meyer noted that materials warning of the illegality of fare evasion have been created for subways and buses. Also, efforts are being made to repair MetroCard vending machines more quickly as well as to promote the EZ Pay MetroCard option. Member Moerdler stated although he is in favor of all those things, more needs to be done. He stated he would like to see the NYPD enforcing the fare. Ms. Meyer responded the Security Team and Chief Delatorre will be speaking to that issue shortly.

Member Jones noted the highest incidence of fare evasion occurs on buses, where NYPD is not involved. He voiced his opposition to criminal enforcement of turnstile jumpers and to selective enforcement programs in minority neighborhoods.

President Byford stated much of the fare evasion is occurring on buses, including in Staten Island. He stated he is aware of the history of fare evasion enforcement and of a past focus on criminal enforcement. While fare evasion will not be ignored, there has been a reduced focus on criminalizing fare evasion.

Member Albert asked whether progress has been made regarding improved signage at stations that can make people aware of service changes before entering a particular station. Ms. Meyer responded that Transit has committed to a pilot program intended to take down a significant amount of signage at stations, while making sure the remaining signage is relevant to each station. Further, Transit is increasing its digital signage throughout the system.

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

Member Moerdler asked Mr. Diehl if he was working on an analysis of the root cause of subway and bus accidents and whether weather was a factor. Mr. Diehl responded in the affirmative as to subway accidents. After months of decline, the number of subway accidents went up in November. He stated weather can always be a factor although sometimes during inclement weather, accidents actually go down because people are moving more carefully. Member Moerdler asked for a copy of the report when it is ready. Mr. Diehl responded in the affirmative.

Chairman Ferrer stated due to the late hour, Mr. Lieber would be deferring the Signage Report to the next meeting.

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

Member Albert asked what is being done to stop theft of buses. Chairman Ferrer stated Mr. Warren will be making a report at the Safety Committee about that. Mr. Diehl added security personnel have increased at the bus depots.

Member Moerdler noted the major felonies per day statistic has increased. He noted a police officer was recently attacked in Washington Heights by two individuals, and one of the individuals was given a pass by DA Vance. Chief Delatorre stated one individual was held pending substantial bail and the other case was deferred pending further investigation. Chief Delatorre subsequently clarified that one of the two individuals involved in the Washington Heights incident was not held on high bail, but on a warrant in Bronx County, further noting that an order of protection was issued for the officer and the station.

B. Financial Reports

Jaibala Patel, Chief Financial Officer, Office of Management and Budget, noted the NYCT, SIR and MTA Bus Finance Reports are in the Book.

Alok Saha, Vice President and Chief Engineer, delivered the Capital Program Report.

C. Procurements

Stephen Plochochi, Senior Vice President, Procurement & Supply Chain, introduced the procurement package representing NYCT procurements, which included nine actions totaling an estimated \$282.4M in expenditures, highlighting two actions: (1) the award of three-year contracts to Curb Mobility, Corporate Transportation Group, and Islander Transportation for Broker Car services for Paratransit in the total estimated amount of \$210M and (2) ratification of an award to New Flyer of America for the purchase of 15 Low-Floor 60-foot Articulated All-Electric Buses (AEBs), 16 in-depot chargers, and one mobile charging unit in the total estimated contract amount of \$27M.

NYCT's noncompetitive procurements requiring two-thirds vote (Schedule A in the agenda), its noncompetitive procurements requiring majority vote (Schedule L in the agenda), its competitive procurements requiring two-thirds vote (Schedule B in the agenda), its competitive procurements requiring majority vote (Schedules G and H in the agenda), as well as the proposed ratification (Schedule D in the agenda) were approved and forwarded to the full Board for consideration.

V. Special Reports and Action Items

President Byford noted the standard follow-up reports in the Committee Book, which include the Monthly MetroCard Report and the Customer Satisfaction Report. He noted that he will be reporting back to the Committee on a pending item regarding E-Hail cost. Member Vanterpool inquired whether there will be an update on the new fare payment technology, and in particular, as applied to Access-A-Ride. President Byford responded in the affirmative.

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

Respectfully submitted,

A handwritten signature in blue ink, appearing to be 'Kristen M. Nolan', with a stylized, cursive script.

Kristen M. Nolan



2019 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
 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
 AFC Program Mgmt & Sales
 Operations Planning
 Management & Budget
 Capital Planning & Budget
 As Listed

II. SPECIFIC AGENDA ITEMS

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 & MTA Bus PES)
 ADA Compliance Report
 Elevator & Escalator Service Report, 4th Qtr, 2018
 Transit Adjudication Bureau Report, 4th Qtr, 2018
 NYCT & MTA Bus EEO & Diversity Report, 2018 Yr End Rpt

Responsibility

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

March 2019

Transit Recidivism Report, 4th Qtr, 2018
 Fare Evasion Report, 4th Qtr, 2018

Law
 Management & Budget

April 2019

Homeless Outreach Report
 Final Review of NYCT 2018 Operating Results
 Final Review of SIR 2018 Operating Results
 Final Review of MTA Bus 2018 Operating Results
 Quarterly Customer Satisfaction Report, 1st Qtr, 2019

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

May 2019

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

Law
 Subways
 EEO & Human Resources

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

June 2019

Transit Recidivism Report, 1st Qtr, 2019
Fare Evasion Report, 1st Qtr, 2019

Law
Management & Budget

July 2019

Quarterly Customer Satisfaction Report, 2nd Qtr 2019

Strategy & Customer Experience

August 2019

No Meetings Held

September 2019

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

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

October 2019

Public Comment/Committee review of budget
Homeless Outreach Report
2020 Preliminary NYCT Budget
2020 Preliminary SIR Budget
2020 Preliminary MTA Bus Budget

MTA
Management & Budget
Management & Budget
Management & Budget

November 2019

Elevator & Escalator Service Report, 3rd Qtr, 2019
Transit Adjudication Bureau Report, 3rd Qtr, 2019

Subways
Law

December 2019

NYCT 2020 Adopted Budget/Financial Plan 2020-2023
SIR 2020 Adopted Budget/Financial Plan 2020-2023
MTA Bus 2020 Adopted Budget/Financial Plan 2020-2023
NYCT & MTA Bus EEO & Diversity Report, 3rd Qtr, 2019
Transit Recidivism Report, 3rd Qtr, 2019
Fare Evasion Report, 3rd Qtr, 2019

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

January 2020

Approval of 2020 NYCT Committee Work Plan
Quarterly Customer Satisfaction Report, 4th Qtr, 2019

Committee Chair & Members
Strategy & Customer Experience

2019 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.

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)

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.

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 NYCT and MTA Bus Passenger Environment Survey results, which measure subway and bus cleanliness, customer information and operations.

ADA Compliance Report

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

II. SPECIFIC AGENDA ITEMS (con't)

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.

Fare Evasion Report, 4th Qtr, 2018

Quarterly report to the Committee which provides estimated revenue lost to fare evasion on subways and buses based on staff surveys of stations and routes.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

Fare Evasion Report, 1st Qtr, 2019

Quarterly report to the Committee which provides estimated revenue lost to fare evasion on subways and buses based on staff surveys of stations and routes.

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.

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 NYCT and MTA Bus Passenger Environment Survey results, which measure subway and bus cleanliness, customer information and operations.

II. SPECIFIC AGENDA ITEMS (con't)

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.

Fare Evasion Report, 2nd Qtr, 2019

Quarterly report to the Committee which provides estimated revenue lost to fare evasion on subways and buses based on staff surveys of stations and routes.

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.

OCTOBER 2019

Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

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 SIR 2020 Preliminary Budget.

2020 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2020 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.

DECEMBER 2019

NYCT 2020 Adopted Budget/Financial Plan 2020-2023

II. SPECIFIC AGENDA ITEMS (con't)

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 2020 Adopted Budget/Financial Plan 2020-2023

SIR will present its revised 2019-2022 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2020-2023 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 2020 Adopted Budget/Financial Plan 2020-2023

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, 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, 3rd 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.

Fare Evasion Report, 3rd Qtr, 2019

Quarterly report to the Committee which provides estimated revenue lost to fare evasion on subways and buses based on staff surveys of stations and routes.

JANUARY 2020

Approval of Committee Work Plan

The Committee will be provided with the work plan for 2020 and will be asked to approve its use for the year.

Quarterly Customer Satisfaction Report, 4th 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.



NYCT President Andy Byford visited the Lexington Avenue line 28 St station on February 11 and spoke with Team 8 Group Station Manager (GSM) Shann Greene (left) and Station Cleaner Crystal Torres (right). The station stop was one in a series in which the President will tour the subway alongside each GSM, with the goal of seeing every station in the system this year.



President's Commentary

At a time where there are huge pressures on the organization and many competing draws on our time, it is essential that we maintain all-out focus on job number one, namely provision of safe, punctual, reliable transit service.

In our quest for continuous improvement, it is very pleasing to report further substantial progress across the board.

Subway performance shows further improvement across all indicators, a testament to the hard work and attention to operational detail of our subway team. As Sally Librera reports in the Subways monthly highlights, January marks the fifth month in a row that we have met the delay reduction target that I set last July. Customers are noticing these improvements and Sarah Meyer's Strategy and Customer Experience report shows a marked reduction in subway-related complaints.

On buses and paratransit, we continue to make steady progress as a result of our route-by-route analysis that highlights delay hotspots to be addressed. As Alex Elegudin mentions in the Accessibility update, I recently booked and took an Access-A-Ride trip to see for myself, how the service performed. The update reports on a most informative, highly positive accessibility forum held earlier this month - a first for the MTA.

Our capital team achieved a milestone with the successful completion of the last of the Enhanced Station Initiative projects. Many lessons were learnt along the way but there is no doubt that the program delivered greatly enhanced station facilities for our customers, received to widespread acclaim.

In addition to many other initiatives, a huge effort has been put into creating a modified alternative service plan for the revised L line project. With around 70 days to go before the planned start of tunnel work, we have begun to share the emerging plan with stakeholders and communities to enable smooth implementation.

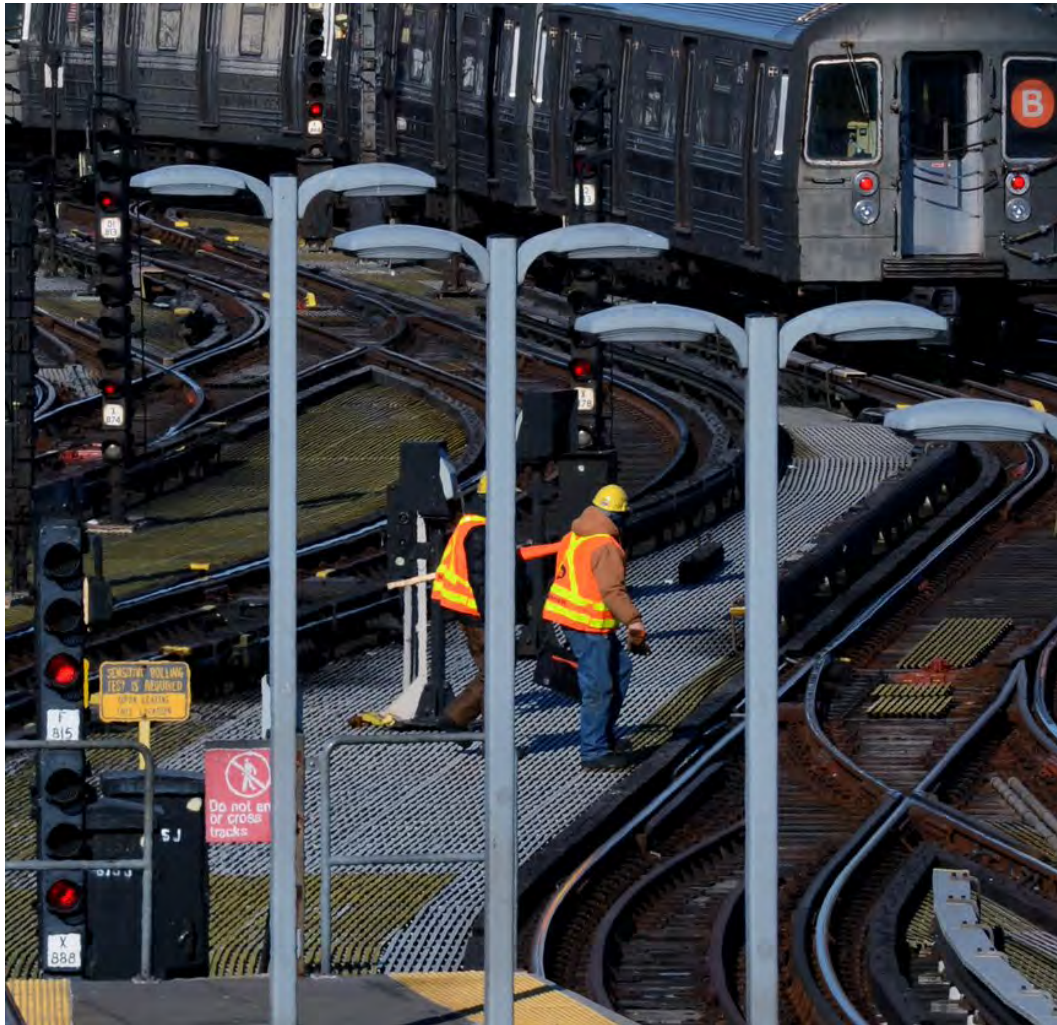
I am grateful to my team that continues to deliver great work in the midst of such demanding and complex times.

Andy Byford

President, New York City Transit

Customer Service Report: Subways

Sally Librera, Senior Vice President



Signal Maintainers were among the many Department of Subways employees who battled the harsh winter elements on January 31 at Coney Island-Stillwell Av terminal. Working around the clock in single-digit temperatures, they monitored conditions closely and remained ready to respond where needed to keep service moving safely.

February 2019 Highlights: Department of Subways

Subways began 2019 with continued improvements in system performance. Weekday and weekend delays were both the lowest in over four years, while on-time performance increased to 76.7%, the highest in over four years. The improvement was evident on nearly every line when comparing weekday OTP January 2019 versus 2018.

Our customer-focused metrics (Weekday Service Delivered, Additional Platform Time, Additional Train Time, and Customer Journey Time) all were significantly higher than last January and higher than the 12-month average. In particular, additional train time dropped to the lowest level since this metric has been measured.

These measures demonstrate the impact of our Save Safe Seconds campaign and the work of the SPEED team. Our back-to-basics approach to service management ensures Dispatchers at the Rail Control Center and in the field constantly monitor service and proactively intervene to minimize delays and reduce the impact of unplanned incidents when they do occur. Meanwhile the efforts to speed up the system continue as speed restrictions are regularly reviewed by a safety committee and updated where possible. The SPEED team is also working with train crews to encourage optimal operations, whereby trains operate at the fastest safely attainable speeds.

Subway Action Plan work in 2017 and 2018 resulted in a system in far better condition, and we must work hard to maintain and build on that progress. Thousands of track defects and leaks were addressed, and new maintenance protocols are in place to ensure we rapidly address any new issues as they arise. Teams also cleaned trackbeds, drains, and vents throughout the entire system, setting a new baseline for cleanliness that not only improves the appearance of tracks in stations, but also reduces fires and the occurrence of new defects. This new level of cleanliness is being maintained through greatly increased track cleaning, with tools like mobile vacuums and vacuum trains allowing many stations to be cleaned as much as six times as often as before.

I would like to thank the entire Subways team for all their efforts, especially those who toiled in single-digit temperatures performing delicate work to ensure switches and other assets were functional during the extreme cold. Their work is a testament to the dedication of the hard-working subways staff.

Sally Librera

Senior Vice President, Department of Subways

Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	January 2019			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	52	105	-50.5%	63.6	70.1	-9.3%
Weekday Service Delivered (Chart 3) % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	96.2%	91.9%	+4.3%	95.2%	94.3%	+0.9%
Additional Platform Time (h:mm:ss) (Chart 7) Average added time spent waiting for trains, compared with scheduled wait time	0:01:11	0:01:35	-25.3%	0:01:16	N/A*	N/A*
Additional Train Time (h:mm:ss) (Chart 9) Average additional unanticipated time spent onboard train compared to scheduled travel time	0:00:58	0:01:46	-45.3%	0:01:15	N/A*	N/A*
Customer Journey Time Performance (Chart 11) % of customers whose journeys are completed within five minutes of schedule.	82.7%	75.2%	+7.5%	80.0%	N/A*	N/A*
Inputs to Operations						
Mean Distance Between Failures (Chart 12) Revenue car miles divided by the number of delays attributed to car-related causes	107,163	106,900	+0.2%	121,093	119,469	+1.4%
Elevator Availability** (Chart 13) % of time elevators are operational systemwide	96.1%	95.4%	+0.7%	96.5%	96.0%	+0.5%
Escalator Availability** (Chart 13) % of time escalators are operational systemwide	92.5%	93.1%	-0.6%	93.5%	94.3%	-0.8%
Passenger Environment						
Subway Car PES-KPI (Chart 14) Composite indicator for subway car environment (cleanliness, condition, information) reflecting customer experience				94.6%	94.7%	-0.1%
Weekday Legacy Indicators						
Weekday Wait Assessment (Chart 17)	74.1%	66.4%	+7.7%	71.4%	70.8%	+0.6%
Weekday Terminal On-Time Performance (Chart 19)	76.7%	58.1%	+18.6%	68.7%	62.9%	+5.8%
Weekday Trains Delayed (Chart 21)	42,348	76,287	-44.5%	54,945	63,798	-13.9%

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

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

The metrics in this report are preliminary.

Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	January 2019			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	7	14	-50.0%	7.6	7.8	-2.6%
Weekend Service Delivered (Chart 5) % of scheduled trains operated during Weekends (10a-6p)	98.9%	95.3%	+3.6%	97.5%	97.0%	+0.5%
Weekend Legacy Indicators						
Weekend Wait Assessment (Chart 18)	82.4%	74.6%	+7.8%	78.5%	77.7%	+0.8%
Weekend Terminal On-Time Performance (Chart 20)	83.1%	64.7%	+18.4%	71.8%	68.8%	+3.0%
Weekend Trains Delayed (Chart 22)	8,180	18,931	-56.8%	14,670	16,511	-11.2%

Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	January 2019			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	96.8%	96.6%	+0.2%	95.4%	96.6%	-1.2%
AM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	97.6%	93.8%	+3.8%	96.5%	96.8%	-0.3%
PM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	92.7%	96.9%	-4.2%	94.6%	96.2%	-1.6%
Percentage of Completed Trips						
Percentage of Completed Trips	99.6%	100.0%	-0.4%	99.6%	99.9%	-0.3%
Passenger Environment						
Staten Island Railway PES-KPI (Chart 16)				91.6%	90.6%	+1.0%
Composite indicator for subway car environment reflecting customer experience						
Mean Distance Between Failures						
Mean Distance Between Failures Revenue car miles divided by the number of delays attributed to car-related causes	74,498	28,233	+163.9%	81,962	53,812	+52.3%

The metrics in this report are preliminary.

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.

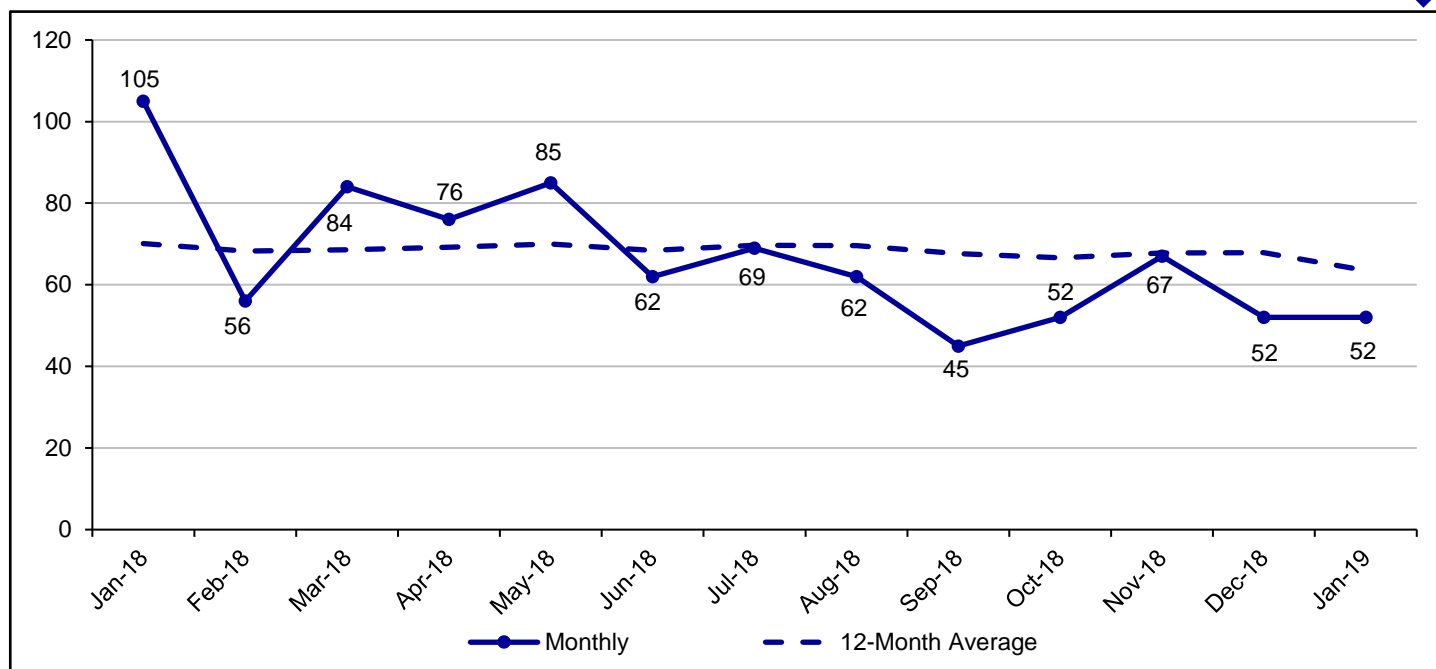
Customer Journey Time Performance (CJTP)

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		
	Jan 19	Jan 18	Difference	Jan 19	Jan 18	Difference
Track	8	20	-12	11.2	15.4	-4.2
Signals	16	21	-5	21.5	21.2	+0.3
Persons on Trackbed/Police/Medical	10	23	-13	12.6	15.2	-2.6
Stations & Structures	1	13	-12	4.8	5.4	-0.6
Subway Car*	5	4	+1	4.2	4.4	-0.2
Other	12	24	-12	9.3	8.5	+0.8
Subdivision A	22	49	-27	29.4	34.8	-5.4
Subdivision B	30	56	-26	34.1	35.3	-1.2
Systemwide	52	105	-53	63.6	70.1	-6.5
Avg Incident Duration (h:mm:ss)	0:15:12	0:18:18	-0:03:06	0:16:42	0:17:30	-0:00:48
Avg Trains Delayed per Incident	100	108	-8	105	109	-4

Major Incidents Discussion

- There were 52 Major Incidents in January 2019, a reduction of 50% from January 2018.
- January 2018 had an unusually high number of incidents, due in part to harsh winter weather that month.
- Track and Signals both saw significant improvements compared to last January and their 12-month averages.
- Other major incidents decreased 50% mostly due to fewer weather-related incidents.
- Subway Car was the only category to increase, due to the addition of incidents related to work train malfunctions.
- Major incidents also became less disruptive as both the incident duration and average trains delayed per incident decreased.

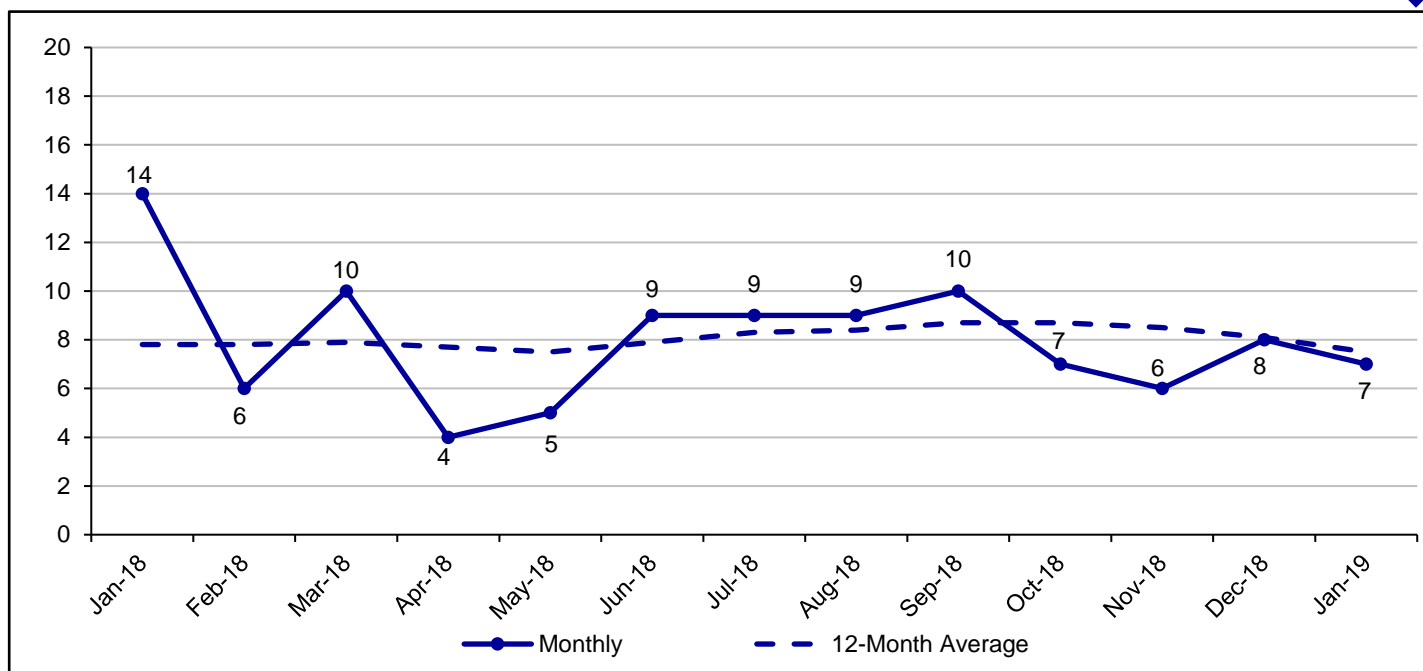
* Starting in January 2019 the Subway Car category includes incidents due to work trains with mechanical issues.

The metrics in this report are preliminary.

Chart 1

Subway Weekend Major Incidents (24 hours)

Desired trend



Categories	Monthly			12-Month Average		
	Jan 19	Jan 18	Difference	Jan 19	Jan 18	Difference
Track	1	2	-1	1.3	1.2	+0.1
Signals	1	2	-1	2.2	2.5	-0.3
Persons on Trackbed/Police/Medical	1	1	0	1.3	1.1	+0.2
Stations & Structure	1	2	-1	1.3	0.4	+0.9
Subway Car	0	0	0	0.2	0.2	0.0
Other	3	7	-4	1.2	2.4	-1.2
Subdivision A	2	5	-3	3.3	3.6	-0.3
Subdivision B	5	9	-4	4.3	4.2	0.1
Systemwide	7	14	-7	7.6	7.8	-0.2
Avg Incident Duration (h:mm:ss)	0:07:18	0:22:12	-0:14:55	0:17:24	0:18:35	-0:01:12
Avg Trains Delayed per Incident	67	117	-50	86	100	-14

Major Incidents Discussion

- Weekend major incidents decreased by seven from January 2018, due in part to four weather-related incidents that month.
- As with weekdays, there were fewer major incidents for Track, Signals, and Stations & Structures.

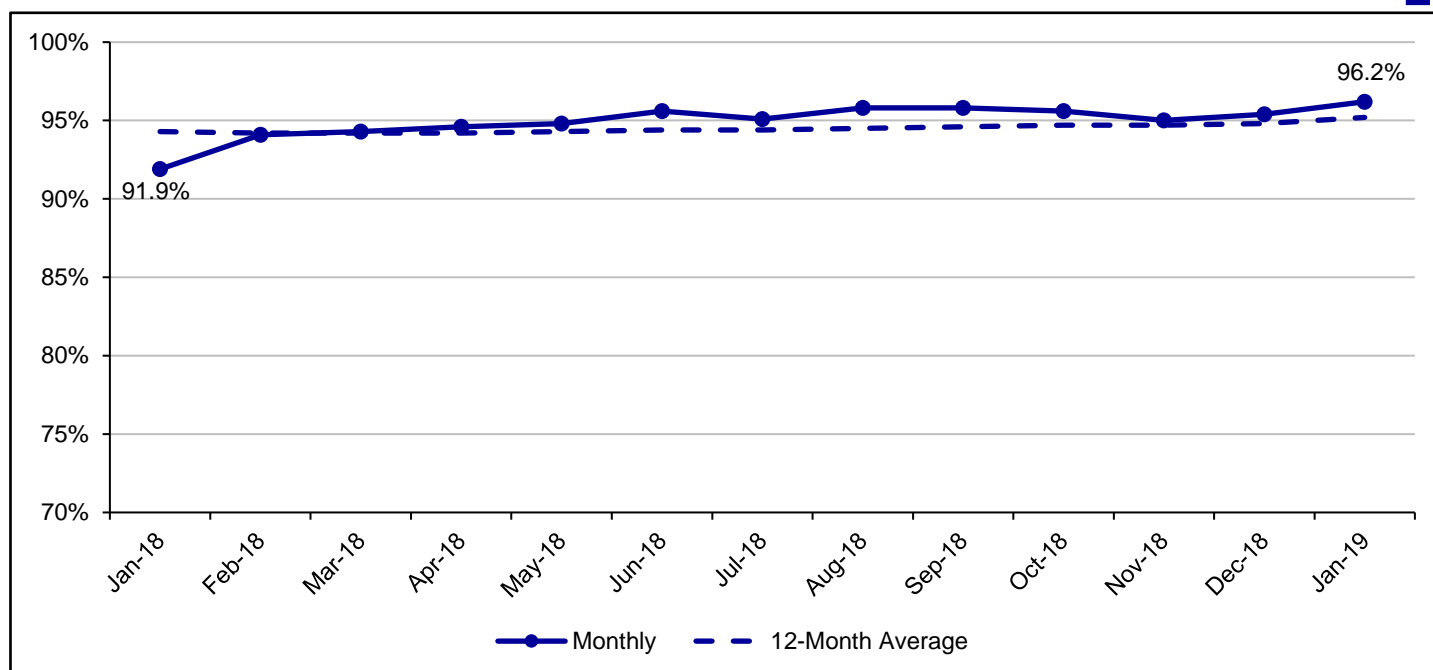
* Starting in January 2019 the Subway Car category includes incidents due to work trains with mechanical issues.

The metrics in this report are preliminary.

Chart 2

Subway Weekday % Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Jan 19	Jan 18	Difference	Jan 19	Jan 18	Difference
Subdivision A	95.7%	90.1%	+5.6%	93.8%	92.1%	+1.7%
Subdivision B	96.6%	93.3%	+3.3%	96.2%	95.9%	+0.3%
Systemwide	96.2%	91.9%	+4.3%	95.2%	94.3%	+0.9%

Weekday Service Delivered Discussion

- January 2019 weekday Service Delivered improved 4.3% year-over-year.
 - This is the best monthly result in nearly four years.
- The improvement on the 7 is due at least in part to the new CBTC signal system, which has become increasingly reliable.
- The 2, 3, and 5 lines had the largest increases in the A Division. All three lines are benefitting from more precise service management made possible by more accurate schedules implemented in Spring 2018.
- The B, Q, and Rockaway Shuttle lines had the largest improvements in the B Division. All three lines have significant outdoor sections on embankments, open cuts, or viaducts that were significantly affected by last year's snow and ice.

The metrics in this report are preliminary.

Chart 3

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

Desired trend 

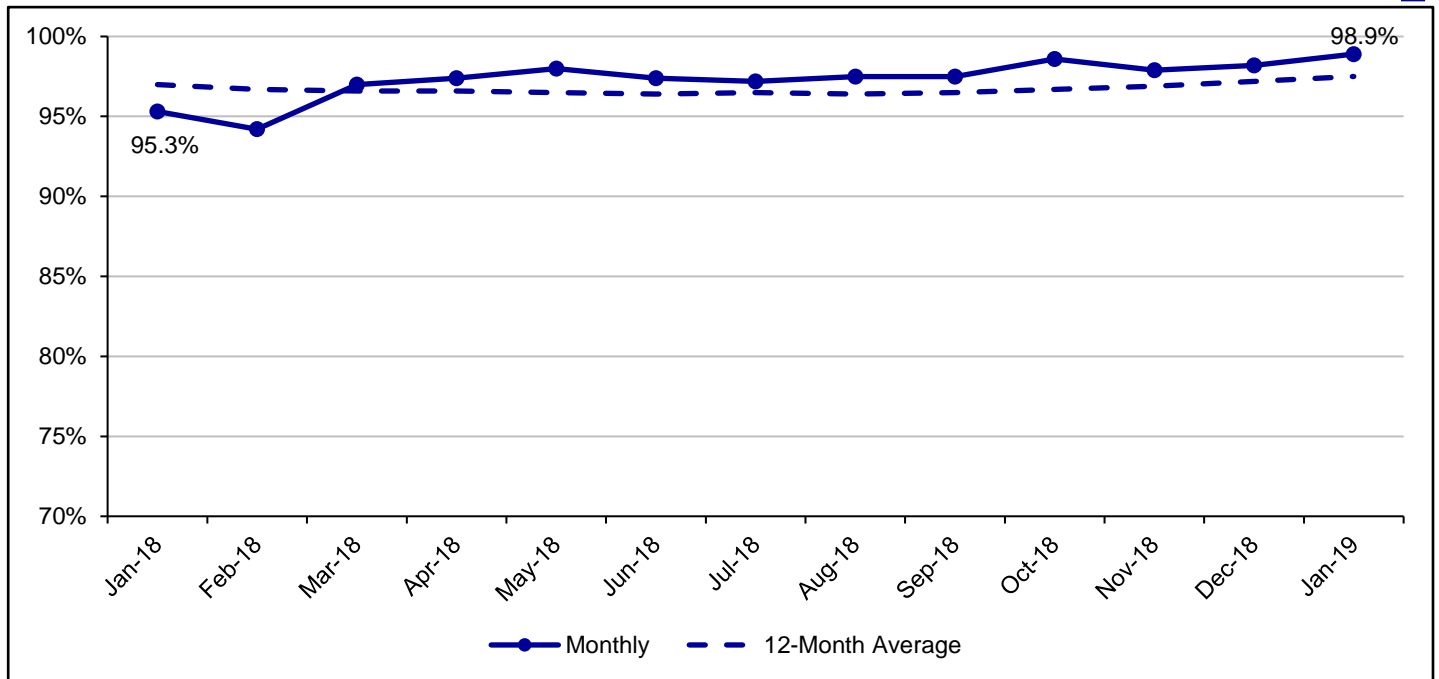
<u>Line</u>	<u>Jan 19</u>	<u>Jan 18</u>	<u>Difference</u>
1	99.0%	96.1%	+2.9%
2	96.4%	89.1%	+7.3%
3	98.4%	91.4%	+7.0%
4	91.3%	85.5%	+5.8%
5	93.5%	84.4%	+9.1%
6	93.2%	87.5%	+5.7%
7	95.5%	88.4%	+7.1%
S 42nd	99.5%	99.4%	+0.1%
Subdivision A	95.7%	90.1%	+5.6%
A	95.1%	91.2%	+3.9%
B	98.6%	90.9%	+7.7%
C	95.1%	90.5%	+4.6%
D	97.5%	94.7%	+2.8%
E	94.2%	92.5%	+1.7%
F	95.4%	96.0%	-0.6%
S Fkln	99.9%	97.5%	+2.4%
G	101.9%	101.5%	+0.4%
S Rock	100.8%	89.7%	+11.1%
JZ	98.4%	93.9%	+4.5%
L	96.8%	93.4%	+3.4%
M	94.6%	91.5%	+3.1%
N	96.0%	94.0%	+2.0%
Q	97.9%	91.8%	+6.1%
R	96.3%	93.8%	+2.5%
W	95.3%	91.8%	+3.5%
Subdivision B	96.6%	93.3%	+3.3%
Systemwide	96.2%	91.9%	+4.3%

The metrics in this report are preliminary.

Chart 4

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

Desired trend



	Monthly			12-Month Average		
	Jan 19	Jan 18	Difference	Jan 19	Jan 18	Difference
Subdivision A	99.1%	93.6%	+5.5%	96.5%	95.9%	+0.6%
Subdivision B	98.8%	96.4%	+2.4%	98.2%	97.7%	+0.5%
Systemwide	98.9%	95.3%	+3.6%	97.5%	97.0%	+0.5%

Weekend Service Delivered Discussion

- January 2019 weekend Service Delivered improved 3.6% year-over-year.
 - This is the best monthly result since the metric was introduced.
- The largest increases were on the 2 and 4 lines, due to particularly impactful weekend service changes to accommodate planned work in January 2018.

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

Desired trend



<u>Line</u>	<u>Jan 19</u>	<u>Jan 18</u>	<u>Difference</u>
1	99.4%	94.1%	+5.3%
2	97.2%	89.0%	+8.2%
3	99.8%	95.1%	+4.7%
4	99.1%	89.3%	+9.8%
5	98.7%	95.6%	+3.1%
6	99.6%	94.6%	+5.0%
7	99.5%	96.8%	+2.7%
S 42nd	99.9%	99.3%	+0.6%
Subdivision A	99.1%	93.6%	+5.5%
A	98.4%	96.3%	+2.1%
C	98.5%	93.6%	+4.9%
D	99.1%	97.5%	+1.6%
E	99.4%	96.3%	+3.1%
F	99.3%	96.0%	+3.3%
S Fkln	99.5%	98.2%	+1.3%
G	100.1%	97.0%	+3.1%
S Rock	97.8%	99.4%	-1.6%
JZ	98.5%	97.2%	+1.3%
L	95.0%	97.0%	-2.0%
M*	N/A	100.0%	N/A
N	99.7%	94.5%	+5.2%
Q	100.2%	97.5%	+2.7%
R	99.3%	95.0%	+4.3%
Subdivision B	98.8%	96.4%	+2.4%
Systemwide	98.9%	95.3%	+3.6%

*Weekend M service was suspended due to planned work.

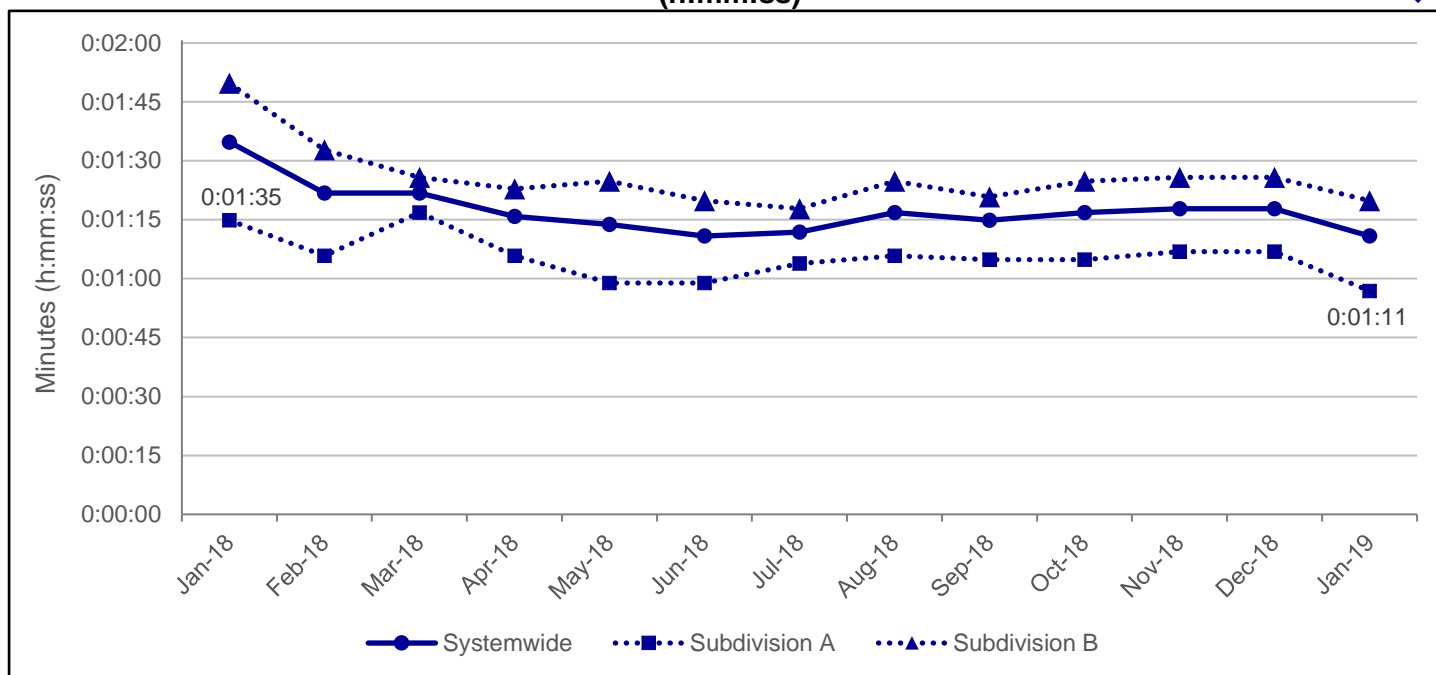
The metrics in this report are preliminary.

Chart 6

Subway Weekday Average Additional Platform Time

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

Desired trend



	Monthly			12-Month Average
	Jan 19	Jan 18	Difference	Jan 19
Subdivision A	0:00:57	0:01:15	-0:00:18	0:01:05
Subdivision B	0:01:20	0:01:50	-0:00:30	0:01:24
Systemwide	0:01:11	0:01:35	-0:00:24	0:01:16

Additional Platform Time Discussion

- Additional Platform Time (APT) improved by 24 seconds compared to the prior year.
- Compared to January 2018, the A Division saw APT improve by 18 seconds and the B Division improved by 30 seconds.

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.

The metrics in this report are preliminary.

Chart 7

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

Desired trend



<u>Line</u>	<u>Jan 19</u>	<u>Jan 18</u>	<u>Difference</u>
1	0:00:48	0:01:02	-0:00:14
2	0:01:03	0:01:25	-0:00:22
3	0:00:47	0:01:03	-0:00:16
4	0:01:03	0:01:09	-0:00:06
5	0:01:05	0:01:13	-0:00:08
6	0:01:04	0:01:34	-0:00:30
7	0:00:54	0:01:23	-0:00:29
S 42nd	0:00:23	0:00:24	-0:00:01
Subdivision A	0:00:57	0:01:15	-0:00:18
A	0:01:15	0:01:42	-0:00:27
B	0:01:29	0:02:37	-0:01:08
C	0:01:44	0:02:14	-0:00:30
D	0:01:19	0:01:59	-0:00:40
E	0:01:09	0:01:22	-0:00:13
F	0:01:20	0:01:39	-0:00:19
S Fkln	0:00:28	0:02:11	-0:01:43
G	0:01:28	0:01:30	-0:00:02
S Rock	0:00:32	0:00:44	-0:00:12
JZ	0:01:27	0:01:47	-0:00:20
L	0:01:30	0:02:20	-0:00:50
M	0:01:45	0:02:07	-0:00:22
N	0:01:17	0:01:37	-0:00:20
Q	0:01:06	0:01:45	-0:00:39
R	0:01:19	0:01:45	-0:00:26
W	0:00:56	0:01:18	-0:00:22
Subdivision B	0:01:20	0:01:50	-0:00:30
Systemwide	0:01:11	0:01:35	-0:00:24

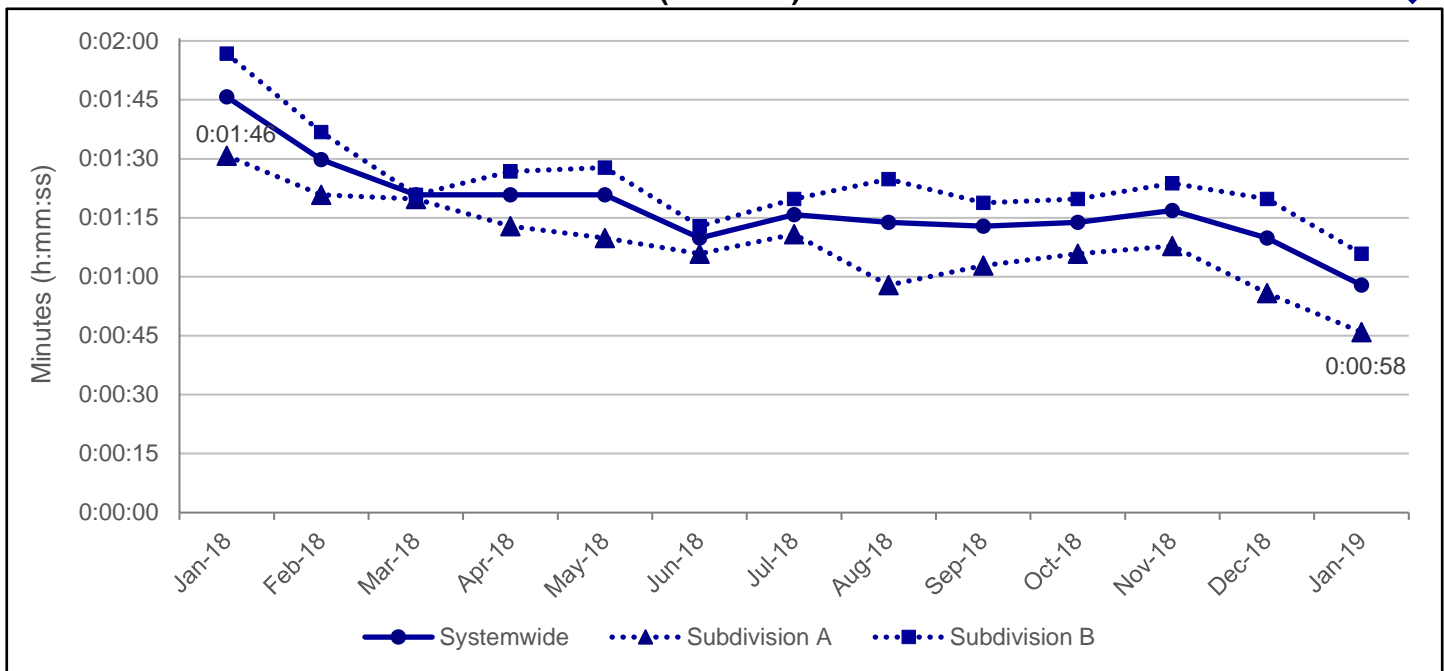
The metrics in this report are preliminary.

Chart 8

Subway Weekday Average Additional Train Time

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

Desired trend



	Monthly			12-Month Average
	Jan 19	Jan 18	Difference	Jan 19
Subdivision A	0:00:46	0:01:31	-0:00:45	0:01:06
Subdivision B	0:01:06	0:01:57	-0:00:51	0:01:22
Systemwide	0:00:58	0:01:46	-0:00:48	0:01:15

Additional Train Time Discussion

- Additional Train Time (ATT) improved by 48 seconds compared to the prior year.
 - Every line shows improvement compared to January 2018.
- Overall, the A Division improved by 45 seconds to 0:00:46. The B Division also saw significant improvements, improving by 51 seconds to 0:01:06.
- 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.

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.

The metrics in this report are preliminary.

Chart 9

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

Desired trend



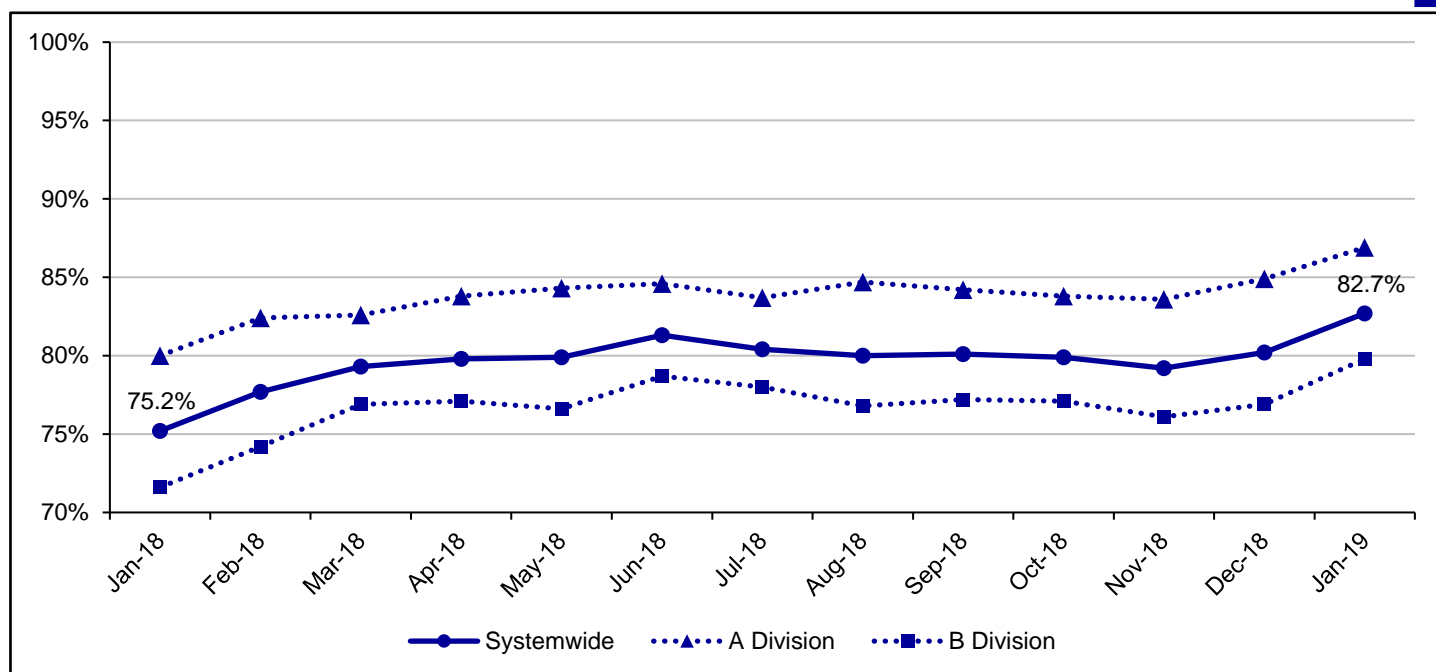
<u>Line</u>	<u>Jan 19</u>	<u>Jan 18</u>	<u>Difference</u>
1	0:00:49	0:01:09	-0:00:20
2	0:00:35	0:01:33	-0:00:58
3	0:00:26	0:01:13	-0:00:47
4	0:01:00	0:01:44	-0:00:44
5	0:00:54	0:01:58	-0:01:04
6	0:00:59	0:01:28	-0:00:29
7	0:00:32	0:01:53	-0:01:21
S 42nd	0:00:27	0:00:55	-0:00:28
Subdivision A	0:00:46	0:01:31	-0:00:45
A	0:01:37	0:02:46	-0:01:09
B	0:01:29	0:02:37	-0:01:08
C	0:01:05	0:01:41	-0:00:36
D	0:01:17	0:02:19	-0:01:02
E	0:00:47	0:02:02	-0:01:15
F	0:01:22	0:02:19	-0:00:57
S Fkln	0:00:34	0:00:44	-0:00:10
G	0:01:08	0:01:58	-0:00:50
S Rock	0:00:21	0:00:34	-0:00:13
JZ	0:01:50	0:02:33	-0:00:43
L	0:00:06	0:00:24	-0:00:18
M	0:01:05	0:01:10	-0:00:05
N	0:01:11	0:02:27	-0:01:16
Q	0:01:14	0:02:32	-0:01:18
R	0:00:47	0:01:13	-0:00:26
W	0:00:38	0:01:02	-0:00:24
Subdivision B	0:01:06	0:01:57	-0:00:51
Systemwide	0:00:58	0:01:46	-0:00:48

The metrics in this report are preliminary.

Chart 10

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

Desired trend



	Monthly			12-Month Average
	Jan 19	Jan 18	Difference	Jan 19
Subdivision A	86.9%	80.0%	+6.9%	84.1%
Subdivision B	79.8%	71.6%	+8.2%	77.1%
Systemwide	82.7%	75.2%	+7.5%	80.0%


Weekday Customer Journey Time Performance Discussion

- Customer Journey Time Performance (CJTP) systemwide improved by 7.5% compared to the prior year.
 - This is the best monthly result since this metric was introduced.
- 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)

Desired trend 

<u>Line</u>	<u>Jan 19</u>	<u>Jan 18</u>	<u>Difference</u>
1	90.0%	85.5%	+4.5%
2	85.3%	77.5%	+7.8%
3	89.9%	83.5%	+6.4%
4	83.5%	77.4%	+6.1%
5	83.6%	76.0%	+7.6%
6	85.6%	78.3%	+7.3%
7	87.9%	76.3%	+11.6%
S 42nd	99.6%	99.0%	+0.6%
Subdivision A	86.9%	80.0%	+6.9%
A	76.1%	65.6%	+10.5%
B	75.1%	64.9%	+10.2%
C	75.4%	66.9%	+8.5%
D	77.1%	65.7%	+11.4%
E	83.5%	73.9%	+9.6%
F	76.4%	68.2%	+8.2%
S Fkln	95.4%	91.4%	+4.0%
G	81.2%	69.9%	+11.3%
S Rock	91.5%	89.9%	+1.6%
JZ	70.2%	65.0%	+5.2%
L	91.4%	88.0%	+3.4%
M	77.0%	73.9%	+3.1%
N	79.2%	70.5%	+8.7%
Q	80.7%	69.0%	+11.7%
R	82.6%	75.6%	+7.0%
W	88.6%	82.1%	+6.5%
Subdivision B	79.8%	71.6%	+8.2%
Systemwide	82.7%	75.2%	+7.5%

The metrics in this report are preliminary.

Chart 12

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)

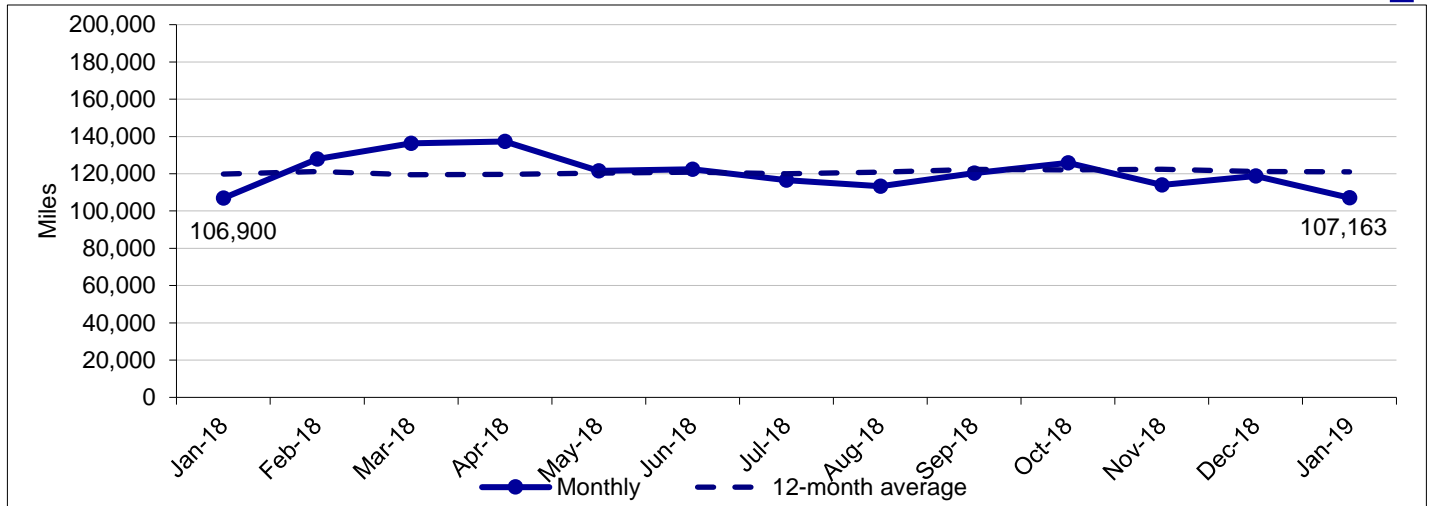
Subway MDBF is a measure of car fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

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	Jan '19	Jan '18	% Diff
Subdivision A	2,895	136,398	122,105	+11.7%
Subdivision B*	3,677	93,081	98,111	-5.1%
Systemwide*	6,572	107,163	106,900	+0.2%
12-Month Average				
Car Class	# of Cars	Jan '19	Jan '18	% Diff
R32	222	35,218	33,108	+6.4%
R42	50	27,413	36,635	-25.2%
R46	752	67,847	71,633	-5.3%
R62	315	312,577	195,437	+59.9%
R62A	824	101,021	98,796	+2.3%
R68	425	79,811	100,291	-20.4%
R68A	200	92,678	95,307	-2.8%
R142	1,030	168,179	166,269	+1.1%
R142A	220	86,517	55,571	+55.7%
R143	212	97,588	93,179	+4.7%
R160	1,662	241,832	247,157	-2.2%
R188 - New	126	523,646	486,053	+7.7%
R188 - Conversion	380	211,750	154,591	+37.0%
Subdivision A	2,895	142,091	126,733	+12.1%
Subdivision B*	3,677	109,410	114,774	-4.7%
Systemwide*	6,572	121,093	119,469	+1.4%

MDBF Discussion

- January 2019 MDBF increased year-over-year despite typically lower MDBF than other months due to colder weather.
- The newer fleets (R142 and higher) continue to show strong performance, with a 12-month average MDBF of 182,281, more than double the 80,582 for the older fleets.
- The largest decrease in MDBF was on the R68 fleet, which is undergoing an aggressive SMS program at both the Coney Island and 207th Street Overhaul Shops that should improve performance of these cars.
- The lowest MDBF was on the R32, R42, and R46 fleets, which are all over forty years old and are planned to be retired as new cars are delivered over the next few years.

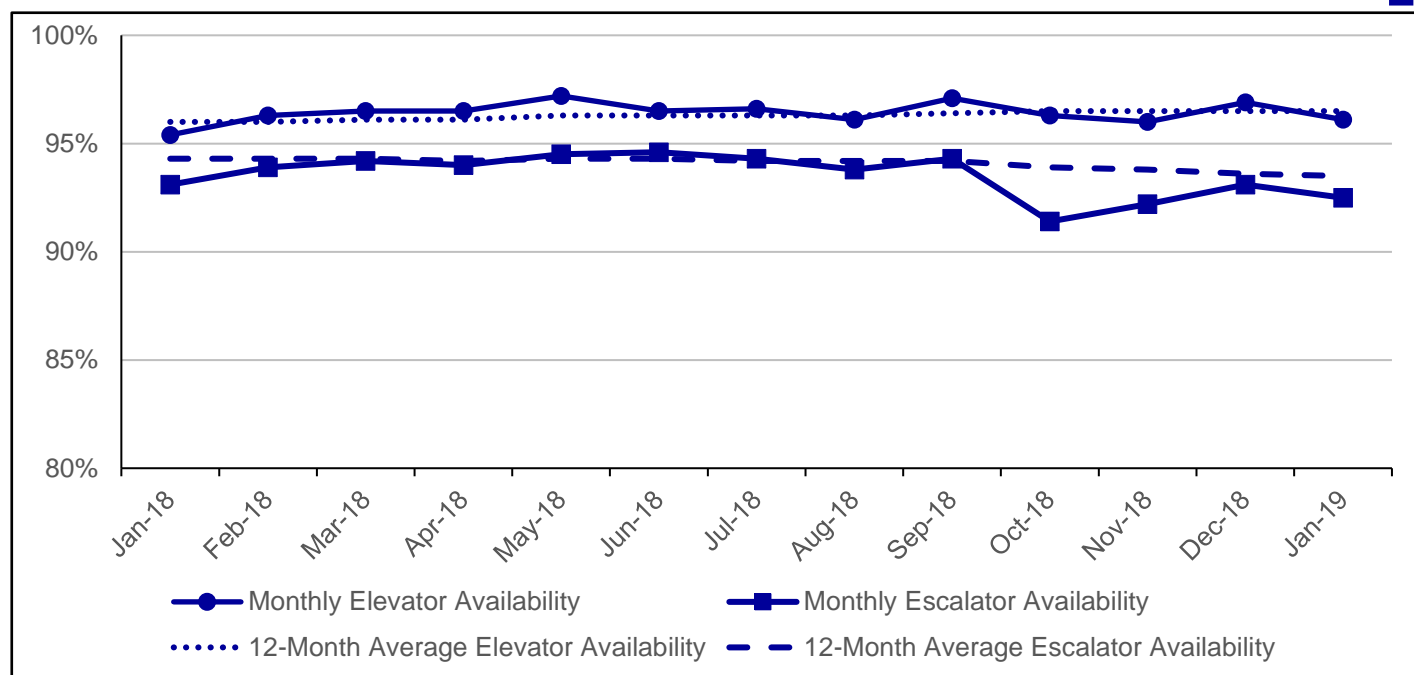
*Fleet MDBF includes 154 R179 cars. Reporting of separate R179 12-Month Average MDBF will begin in March 2019.

The metrics in this report are preliminary.

Chart 13

Elevator and Escalator Availability (24 Hours)

Desired trend



	Monthly			12-Month Average		
	Jan 19	Jan 18	Difference	Jan 19	Jan 18	Difference
Elevator Availability	96.1%	95.4%	+0.7%	96.5%	96.0%	+0.5%
Escalator Availability	92.5%	93.1%	-0.6%	93.5%	94.3%	-0.8%

Elevator and Escalator Availability Discussion

- Elevator availability continued its trend of year-over-year improvements.
- Escalator performance decreased slightly due to activations of new safety devices installed during the special inspections in late 2018, which have required additional calibration.

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.

Staten Island Railway PES-KPI Definition

Staten Island Railway PES-KPI is a composite indicator for subway car environments, which consists of three categories designed to reflect customer experience.

Appearance: Includes cleanliness and graffiti ratings in subway cars.

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

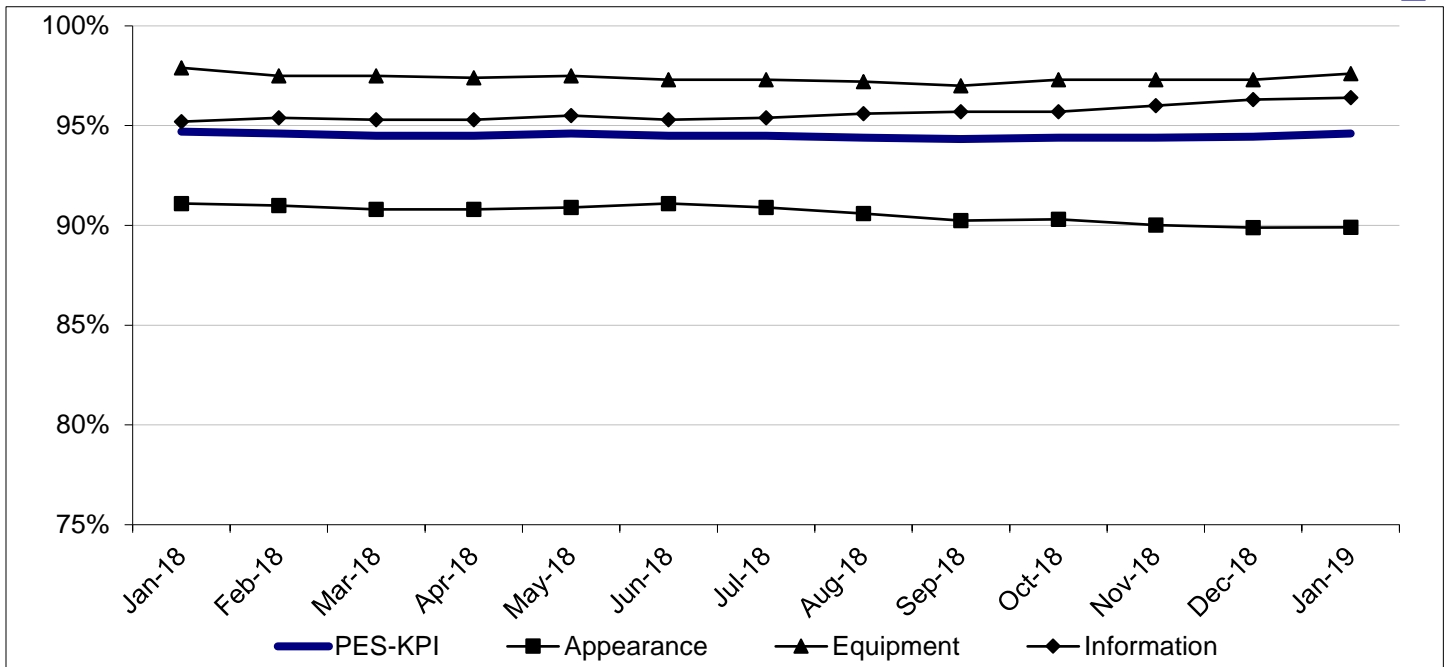
Information: Includes the subway car announcements and signage.

Note: Effective January 2019 PES Stations has been discontinued and replaced with the quarterly Customer Satisfaction Report.

Subway Car Passenger Environment Survey (PES-KPI)

12-Month Rolling Average

Desired trend



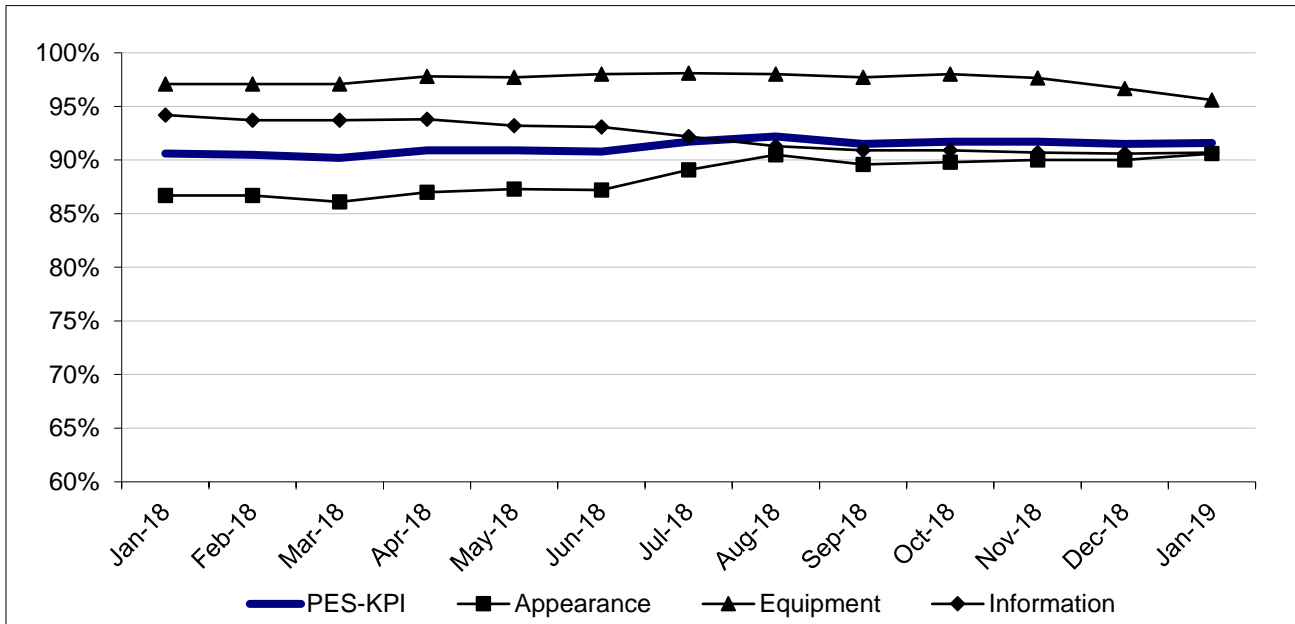
	Feb 18 - Jan 19				Feb 17 - Jan 18				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
Subdivision A	94.7%	90.6%	97.6%	96.0%	94.9%	92.8%	97.1%	94.9%	-0.2%
Subdivision B	94.5%	89.6%	97.6%	96.5%	94.6%	90.3%	98.3%	95.3%	-0.1%
Systemwide	94.6%	89.9%	97.6%	96.4%	94.7%	91.1%	97.9%	95.2%	-0.1%

Subway Car Passenger Environment Survey Discussion

- The Subway Car PES KPI is nearly even with the prior year.

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

Desired trend



	PES-KPI	Appearance	Equipment	Information
Feb 18 - Jan 19:	91.6%	90.6%	95.6%	90.7%
Feb 17 - Jan 18:	90.6%	86.7%	97.1%	94.2%
% Difference:	+1.0%	+3.9%	-1.5%	-3.5%

SIR Discussion

- Staten Island Railway Passenger Environment Survey increased by 1.0%

Section 4: Legacy Indicators

The metrics in this section have been shared with the public for many years. While less reflective of the customer experience, they are included here for continuity purposes.

Performance Indicator Definitions

Wait Assessment (Weekday and Weekend)

Wait Assessment is measured as the percentage of intervals between trains that are no more than the scheduled interval plus 25%. Minor gaps are more than 25% to 50% over the scheduled headway, medium gaps are more than 50% to 100% over the scheduled headway, and major gaps are more than 100% over the scheduled headway, or missed intervals. This is measured from 6am to midnight.


Terminal On-Time Performance (Weekday and Weekend)

Terminal On-Time Performance is the percentage of scheduled trains arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour period. An on-time train is defined as a train arriving at its destination terminal on-time, early, or no more than five minutes late, and that has not skipped any planned station stops.

Train Delays (Weekday and Weekend)

Train delays are the number of trains that arrived at terminal locations more than five minutes late, or that have skipped any planned station stops during a 24-hour period.


Subway Weekday Wait Assessment (6 am - midnight)

Line	Jan 19					Jan 18					Desired trend 
	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	80.4%	8.7%	6.4%	4.6%	75.7%	75.3%	9.7%	8.3%	6.7%	76.1%	+5.1%
2	72.4%	11.1%	9.4%	7.0%	68.4%	61.8%	11.4%	12.3%	14.6%	65.8%	+10.6%
3	75.2%	11.9%	8.5%	4.4%	71.2%	65.3%	11.2%	11.2%	12.3%	70.0%	+9.9%
4	69.7%	10.3%	9.4%	10.5%	67.8%	61.9%	9.8%	11.2%	17.0%	66.1%	+7.8%
5	70.4%	10.9%	9.4%	9.3%	65.6%	58.9%	10.6%	11.8%	18.7%	61.0%	+11.5%
6	72.1%	9.4%	8.6%	9.8%	69.4%	62.3%	9.8%	11.1%	16.7%	67.4%	+9.8%
7	74.2%	10.5%	8.8%	6.5%	68.1%	65.7%	11.3%	11.3%	11.6%	70.0%	+8.5%
S 42nd	94.7%	3.1%	1.6%	0.6%	94.1%	94.4%	2.6%	1.7%	1.3%	94.3%	+0.3%
Subdivision A	74.1%	10.1%	8.4%	7.4%	70.4%	65.5%	10.2%	10.7%	13.7%	68.8%	+8.6%
A	69.5%	10.3%	9.9%	10.3%	67.8%	62.0%	9.2%	11.2%	17.6%	67.3%	+7.5%
B	76.0%	11.3%	8.3%	4.4%	73.4%	64.6%	11.6%	10.7%	13.1%	72.8%	+11.4%
C	72.1%	12.4%	9.9%	5.7%	72.7%	59.6%	14.4%	14.8%	11.2%	70.1%	+12.5%
D	75.2%	11.6%	8.3%	4.9%	71.6%	67.5%	12.5%	10.9%	9.1%	73.0%	+7.7%
E	70.1%	11.7%	10.2%	8.0%	67.5%	62.7%	11.6%	12.9%	12.9%	67.8%	+7.4%
F	69.7%	9.9%	9.9%	10.5%	69.1%	65.2%	10.0%	11.0%	13.8%	69.1%	+4.5%
S Fkln	98.1%	0.7%	0.4%	0.8%	98.0%	96.4%	1.2%	0.7%	1.7%	98.4%	+1.7%
G	80.1%	10.9%	6.2%	2.9%	80.6%	76.0%	12.1%	7.9%	3.9%	80.5%	+4.1%
S Rock	95.2%	2.9%	0.9%	1.0%	94.4%	90.4%	4.1%	2.4%	3.1%	93.7%	+4.8%
JZ	77.0%	10.9%	7.9%	4.2%	75.9%	72.1%	11.1%	8.9%	7.9%	76.1%	+4.9%
L	76.5%	10.5%	7.7%	5.3%	76.7%	70.1%	11.6%	9.4%	8.9%	77.3%	+6.4%
M	75.3%	10.7%	7.8%	6.1%	73.1%	66.9%	10.6%	10.9%	11.6%	71.8%	+8.4%
N	74.3%	11.3%	8.4%	6.0%	70.0%	68.8%	11.2%	9.7%	10.3%	72.0%	+5.5%
Q	77.7%	10.3%	7.2%	4.8%	74.5%	70.3%	11.7%	9.1%	8.8%	75.1%	+7.4%
R	73.7%	10.8%	8.9%	6.6%	70.5%	66.5%	11.2%	11.0%	11.3%	72.2%	+7.2%
W	75.2%	11.0%	8.0%	5.9%	71.4%	66.9%	10.4%	9.6%	13.1%	70.7%	+8.3%
Subdivision B	74.2%	10.7%	8.5%	6.6%	72.3%	67.3%	11.0%	10.5%	11.2%	72.5%	+6.9%
Systemwide	74.1%	10.4%	8.5%	6.9%	71.4%	66.4%	10.6%	10.6%	12.3%	70.8%	+7.7%

Weekday Wait Assessment Discussion

- January 2019 weekday Wait Assessment improved 7.7%.

Subway Weekend Wait Assessment (6 am - midnight)

Line	Jan 19					Jan 18					Desired trend 
	Monthly				12 month	Monthly				12 month	Monthly
	Meets				Meets	Meets				Meets	Standard
	Standard	Monthly GAP			Standard	Standard	Monthly GAP			Standard	Difference
1	88.1%	7.4%	3.3%	1.2%	84.9%	75.6%	13.0%	7.5%	4.0%	77.2%	+12.5%
2	76.1%	11.7%	8.4%	3.9%	71.7%	63.2%	12.0%	13.0%	11.8%	68.0%	+12.9%
3	85.9%	8.2%	4.3%	1.5%	84.5%	85.0%	7.3%	3.8%	3.9%	85.1%	+0.9%
4	78.0%	11.5%	7.2%	3.3%	69.3%	62.6%	13.3%	13.9%	10.3%	69.6%	+15.4%
5	86.9%	7.7%	3.3%	2.2%	76.0%	77.1%	10.2%	8.1%	4.6%	73.1%	+9.8%
6	87.1%	8.0%	3.4%	1.4%	82.0%	71.9%	11.4%	10.4%	6.3%	81.2%	+15.2%
7	90.6%	5.0%	2.3%	2.1%	77.8%	82.1%	9.5%	4.9%	3.6%	79.9%	+8.5%
S 42nd	97.6%	0.7%	0.6%	1.1%	98.6%	98.0%	0.6%	0.3%	1.1%	98.1%	-0.4%
Subdivision A	84.1%	8.7%	4.9%	2.3%	78.0%	72.8%	11.1%	9.4%	6.7%	76.4%	+11.3%
A	74.8%	11.2%	8.8%	5.3%	72.7%	69.6%	10.5%	10.9%	9.1%	72.6%	+5.2%
C	80.6%	11.1%	6.2%	2.2%	75.7%	64.5%	12.9%	12.6%	10.0%	76.6%	+16.1%
D	80.3%	11.5%	6.0%	2.2%	77.2%	75.3%	11.5%	8.0%	5.2%	77.4%	+5.0%
E	83.5%	10.3%	4.6%	1.7%	81.5%	81.2%	9.7%	6.4%	2.7%	80.7%	+2.3%
F	79.7%	11.3%	6.5%	2.6%	79.6%	77.1%	10.9%	7.7%	4.3%	77.5%	+2.6%
S Fkln	98.9%	0.6%	0.0%	0.4%	98.4%	97.4%	0.8%	0.8%	1.0%	98.6%	+1.5%
G	88.0%	8.6%	2.4%	1.0%	86.5%	83.4%	8.5%	5.0%	3.1%	85.9%	+4.6%
S Rock	94.2%	2.5%	2.6%	0.7%	94.2%	93.0%	3.9%	1.2%	1.9%	95.4%	+1.2%
JZ	88.8%	7.0%	2.8%	1.3%	85.2%	81.3%	9.0%	6.4%	3.2%	85.4%	+7.5%
L	78.4%	10.4%	6.8%	4.3%	79.4%	76.1%	10.7%	7.5%	5.7%	77.9%	+2.3%
M*	N/A	N/A	N/A	N/A	N/A	91.2%	2.2%	2.7%	3.9%	88.9%	N/A
N	79.6%	10.9%	6.9%	2.6%	73.7%	73.2%	11.3%	9.3%	6.2%	76.6%	+6.4%
Q	86.9%	9.1%	3.3%	0.8%	81.6%	80.9%	10.6%	6.0%	2.5%	81.6%	+6.0%
R	80.2%	11.5%	6.2%	2.1%	76.3%	71.5%	11.5%	10.4%	6.6%	72.9%	+8.7%
Subdivision B	81.2%	10.3%	5.8%	2.6%	78.9%	76.0%	10.4%	8.1%	5.5%	78.7%	+5.2%
Systemwide	82.4%	9.7%	5.4%	2.5%	78.5%	74.6%	10.7%	8.7%	6.0%	77.7%	+7.8%

Weekend Wait Assessment Discussion

- January 2019 weekend Wait Assessment improved 7.8%.
- Many of the improvements were related to better processes for planning and scheduling trains around weekend construction work.

*Weekend M service was suspended due to planned work in December 2018.

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

The metrics in this report are preliminary.

Chart 18

Subway Weekday Terminal On-Time Performance

Monthly
(24 hours)

Desired trend



<u>Line</u>	<u>Jan 19</u>	<u>Jan 18</u>	<u>Difference</u>
1	85.1%	67.5%	+17.6%
2	72.3%	37.3%	+35.0%
3	82.6%	56.8%	+25.8%
4	66.0%	38.3%	+27.7%
5	74.4%	41.7%	+32.7%
6	72.2%	47.2%	+25.0%
7	87.6%	63.7%	+23.9%
S 42nd	99.9%	98.7%	+1.2%
Subdivision A	81.9%	60.1%	+21.8%
A	60.6%	38.1%	+22.5%
B	62.7%	45.7%	+17.0%
C	68.4%	34.7%	+33.7%
D	67.4%	42.0%	+25.4%
E	73.1%	47.4%	+25.7%
F	53.5%	32.2%	+21.3%
S Fkln	99.4%	99.3%	+0.1%
G	73.3%	50.8%	+22.5%
S Rock	97.4%	92.6%	+4.8%
JZ	66.7%	59.9%	+6.8%
L	90.2%	84.9%	+5.3%
M	70.0%	70.4%	-0.4%
NW	67.1%	58.3%	+8.8%
Q	82.7%	58.9%	+23.8%
R	67.0%	55.9%	+11.1%
Subdivision B	72.7%	56.6%	+16.1%
Systemwide	76.7%	58.1%	+18.6%

Weekday Terminal On-Time Performance Discussion

- January 2019 Weekday On-Time Performance improved 18.6% from a year ago and is now the highest since September 2014.

Subway Weekend Terminal On-Time Performance

Monthly
(24 hours)

Desired trend



<u>Line</u>	<u>Jan 19</u>	<u>Jan 18</u>	<u>Difference</u>
1	93.6%	71.6%	+22.0%
2	52.9%	17.6%	+35.3%
3	66.9%	73.1%	-6.2%
4	71.6%	23.7%	+47.9%
5	87.0%	66.7%	+20.3%
6	85.9%	43.2%	+42.7%
7	95.5%	86.0%	+9.5%
S 42nd	99.4%	98.7%	+0.7%
Subdivision A	84.5%	60.3%	+24.2%
A	76.4%	44.1%	+32.3%
C	64.5%	29.2%	+35.3%
D	81.4%	52.9%	+28.5%
E	79.2%	73.1%	+6.1%
F	74.4%	57.2%	+17.2%
S Fkln	100.0%	97.3%	+2.7%
G	82.3%	49.3%	+33.0%
S Rock	96.6%	91.0%	+5.6%
JZ	87.5%	80.0%	+7.5%
L	87.7%	87.9%	-0.2%
M*	94.9%	97.9%	N/A
N	65.0%	52.9%	+12.1%
Q	91.1%	71.6%	+19.5%
R	83.9%	51.2%	+32.7%
Subdivision B	82.1%	67.8%	+14.3%
Systemwide	83.1%	64.7%	+18.4%

Weekend Terminal On-Time Performance Discussion

- January 2019 Weekend On-Time Performance improved 18.4%.
- Many of the improvements in OTP were related to better processes for planning and scheduling trains around weekend construction work.

*Weekend M service was suspended due to planned work.

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

The metrics in this report are preliminary.

Chart 20

Subway Weekday Trains Delayed
Monthly - January 2019
(24 hours)

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (22)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>2,019</u>	<u>92</u>	<u>4.8%</u>
Rail and Roadbed	1,731	79	4.1%
Fire, Smoke, Debris	288	13	0.7%
Signal Failures and Emergency Remediation	4,627	210	10.9%
Subway Car	<u>2,398</u>	<u>109</u>	<u>5.7%</u>
Door-Related	750	34	1.8%
Propulsion	421	19	1.0%
Braking	470	21	1.1%
Other	757	34	1.8%
Other Unplanned Disruptions (e.g. station defect)	817	37	1.9%
Train Brake Activation - cause unknown	258	12	0.6%
Service Delivery (e.g., crew performance)	889	40	2.1%
External	<u>9,271</u>	<u>421</u>	<u>21.9%</u>
Public Conduct, Crime, Police Response	3,979	181	9.4%
Sick/Injured Customer	1,943	88	4.6%
Persons on Roadbed (including persons struck by train)	983	45	2.3%
External Debris on Roadbed (e.g., trees, shopping cart)	70	3	0.2%
Other Passenger-Related (e.g., retrieval of property from track)	841	38	2.0%
Public Event (e.g., civil demonstration, parade)	194	9	0.5%
Inclement Weather	1,087	49	2.5%
Other External Disruptions	174	8	0.4%
Operating Environment	12,156	553	28.7%
Planned Right-of-Way Work	9,913	451	23.4%
Total Trains Delayed	42,348	1,925	100%

Baseline average daily delays for January-June 2018	2,939
Target average daily delays to achieve reduction of 10,000 monthly delays	2,570
% to Target	275%

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

The metrics in this report are preliminary.

Chart 21

Subway Weekend Trains Delayed
Monthly - January 2019
(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>371</u>	<u>41</u>	<u>4.5%</u>
Rail and Roadbed	293	33	3.6%
Fire, Smoke, Debris	78	9	1.0%
Signal Failures and Emergency Remediation	494	55	6.0%
Subway Car	<u>219</u>	<u>24</u>	<u>2.7%</u>
Door-Related	58	6	0.7%
Propulsion	20	2	0.2%
Braking	42	5	0.5%
Other	99	11	1.2%
Other Unplanned Disruptions (e.g. station defect)	178	20	2.2%
Train Brake Activation - cause unknown	45	5	0.6%
Service Delivery (e.g., crew performance)	198	22	2.4%
External	<u>1,626</u>	<u>181</u>	<u>19.9%</u>
Public Conduct, Crime, Police Response	768	85	9.4%
Sick/Injured Customer	233	26	2.8%
Persons on Roadbed (including persons struck by train)	105	12	1.3%
External Debris on Roadbed (e.g., trees, shopping cart)	7	1	0.1%
Other Passenger-Related (e.g., retrieval of property from track)	89	10	1.1%
Public Event (e.g., civil demonstration, parade)	145	16	1.8%
Inclement Weather	279	31	3.4%
Other External Disruptions	0	0	0.0%
Operating Environment	1,867	207	22.8%
Planned Right-of-Way Work	3,182	354	38.9%
Total Trains Delayed	8,180	909	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	424%

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

The metrics in this report are preliminary.

Chart 22

Customer Service Report: Buses

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



A group of graduate students from NYU recently visited the newly opened electric bus charger by Pier 83 at the west end of 42nd Street. The students are working with the Department of Buses to help develop a transition plan towards a fully electric bus fleet as part of Fast Forward. As part of their work, the students will analyze charging infrastructure scalability, prepare case studies from other agencies, and evaluate the battery capacity and energy usage of electric buses. The charger is one of two on street facilities providing power to a pilot fleet of 5 all-electric buses operating on the M42.

February 2019 Highlights: Buses

Performance in January was good across the board. A continued focus on bus performance and the basics resulted in a 30% improvement in mean distance between failures (MDBF) for the month as compared to January 2018. Customer Journey Time, our new metric measuring the percentage of customers who complete their journey within 5 minutes of the schedule, improved by 3.3% in January as compared to the same month last year.

In April last year, we launched our Bus Plan, which called for the kind of bold changes that yield the most benefits to the greatest number of customers. A precursor to Fast Forward, the Bus Plan proposed a holistic review of the bus network based on customer feedback and travel patterns. In August, we launched our first network redesign in Staten Island, in partnership with the Staten Island Borough President, the New York City Department of Transportation (DOT), NYPD and the Amalgamated Transit Union Local 726. Since day one of the newly-redesigned Staten Island Express Bus Network, we recognized that this would be an iterative process. We provided an unprecedented level of responsiveness to customer and employee feedback and worked daily with our partners, implementing adjustments to make this the best service it can be for Staten Island residents.

Since December, Staten Island express bus speeds have shown a sustained improvement of 12% compared to the old X network and are now 26% to 34% faster than express bus speeds in other boroughs. Working with our partners at NYPD and DOT we have improved speeds approaching the Hugh L. Carey Tunnel (HCT) by 30%. Overall, travel times for customers have been shortened by 5.4 minutes in the AM peak and 4.3 minutes in the PM peak compared to the old X network. Travel times between Eltingville Transit Center (which serves 40% of Staten Island express bus trips) and Midtown improved by 4.4 minutes in the AM peak and 7.0 minutes in the PM peak.

Wait assessment for express service in Staten Island increased to 88% in January, a 5.6% improvement from the same month last year and above the system average (85.4%) for express buses. Customer Journey Time increased to 74.7%, up 8.8% from the old X network and significantly higher than the systemwide average (65.7%) for express service.

We are encouraged by these improvements. In the spring we will introduce additional running time and service adjustments to meet demands. Additional improvements will be made at Battery Place to further improve speeds into the HCT. We also expect to propose longer-term recommendations to improve this area.

The lessons learned from the Staten Island express bus redesign will be incorporated as we move forward with redesigns in other boroughs. We are confident that our ongoing efforts will achieve sustainable improvements.

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: January 2019			12-Month Average		
		This Year	Last Year	% Diff	This Year	Last Year	% Diff
Customer Focused Metrics	Service Delivered (Chart 1)	98.1%	96.5%	+1.6%	97.2%	97.0%	+0.2%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)	0:01:32	0:01:49	-0:00:17	0:01:45	N/A	N/A
	Additional Travel Time (h:mm:ss) (Chart 5)	0:00:25	0:00:48	-0:00:23	0:00:51	N/A	N/A
	Customer Journey Time Performance (Chart 7)	75.8%	72.5%	+3.3%	72.0%	N/A	N/A
Inputs To Operations	Mean Distance Between Failures (Chart 9)	7,510	5,741	+30.8%	6,657	6,394	+4.1%
	Speed (MPH) (Chart 11)	8.1	8.0	+1.3%	8.0	8.0	0.0%
Passenger Environment	Passenger Environment Survey (Chart 13)						
Legacy Indicators	Wait Assessment (Chart 14)	80.3%	77.5%	+2.8%	77.7%	77.5%	0.2%
	System MDBSI (Chart 16)	2,872	2,514	+14.2%	2,820	2,799	+0.8%
	NYCT Bus	2,723	2,386	+14.1%	2,632	2,642	-0.4%
	MTA Bus	3,512	3,036	+15.7%	3,659	3,454	+5.9%
	System Trips Completed (Chart 17)	99.3%	98.7%	+0.6%	99.1%	99.1%	0.0%
	NYCT Bus	99.4%	98.7%	+0.7%	99.1%	99.1%	0.0%
	MTA Bus	98.7%	98.7%	0.0%	99.1%	99.1%	0.0%
	System AM Pull Out (Chart 18)	99.8%	99.8%	0.0%	99.8%	99.8%	0.0%
	NYCT Bus	99.9%	99.9%	0.0%	99.8%	99.8%	0.0%
	MTA Bus	99.3%	99.7%	-0.4%	99.6%	99.6%	0.0%
	System PM Pull Out (Chart 19)	99.9%	99.9%	0.0%	99.8%	99.9%	-0.1%
	NYCT Bus	99.9%	99.9%	0.0%	99.8%	99.9%	-0.1%
	MTA Bus	99.5%	99.8%	-0.3%	99.7%	99.8%	-0.1%
	System Buses >= 12 years	22.0%	22.0%				
	NYCT Bus	15.0%	22.0%				
	MTA Bus	45.0%	24.0%				
	System Fleet Age	7.7	8.0				
	NYCT Bus	7.0	7.5				
	MTA Bus	10.2	9.3				

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

The metrics in this report are preliminary.

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)

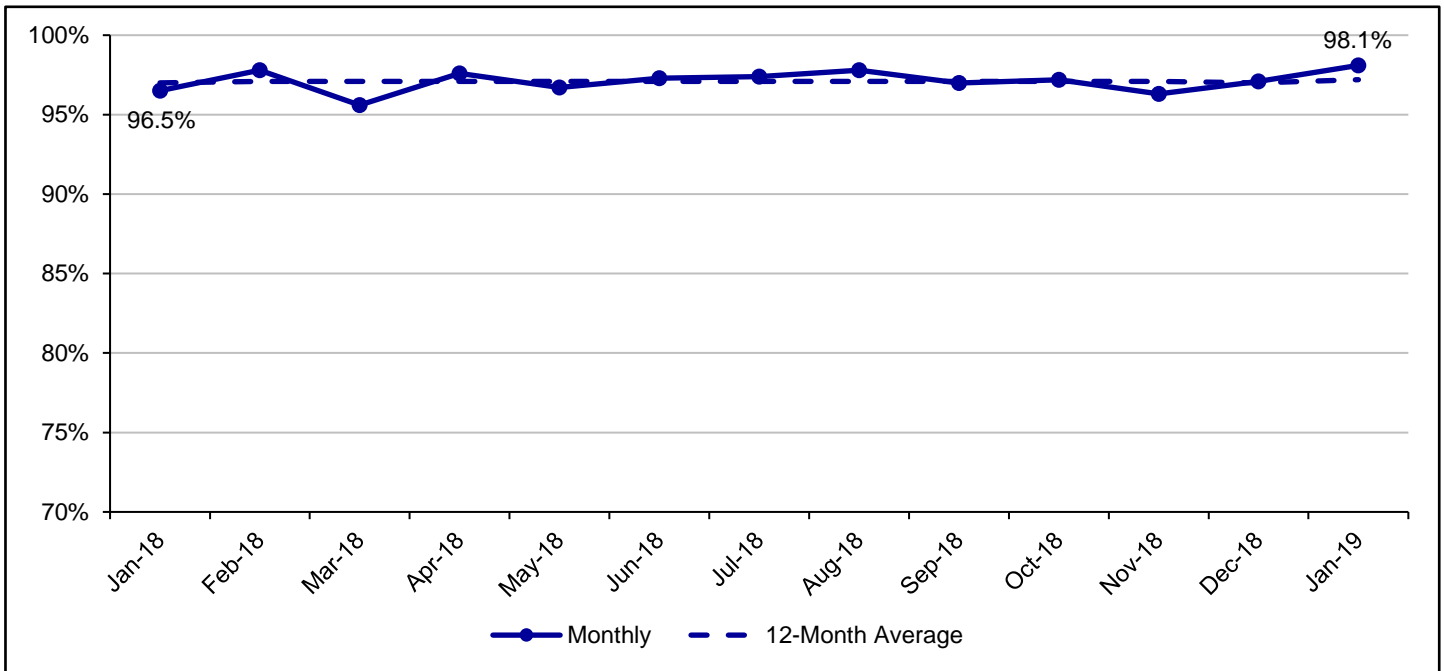
Additional Travel Time (ATT) is the average additional time customers are onboard the bus compared to the scheduled time. ATT (sometimes referred to as Excess In-Vehicle Travel Time) is a new indicator for the MTA, but is considered an industry best practice worldwide. ATT is measured using customers' 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		
	Jan 19	Jan 18	Difference	Jan 19	Jan 18	Difference
Bronx	99.1%	97.2%	+1.9%	97.4%	97.7%	-0.3%
Brooklyn	97.9%	96.5%	+1.4%	97.4%	97.1%	+0.3%
Manhattan	97.9%	96.7%	+1.2%	97.3%	97.1%	+0.2%
Queens	97.5%	96.2%	+1.3%	96.9%	96.8%	+0.1%
Staten Island	98.8%	96.2%	+2.6%	96.9%	96.6%	+0.3%
Systemwide	98.1%	96.5%	+1.6%	97.2%	97.0%	+0.2%

Service Delivered Discussion

- Service Delivered in January 2019 increased by 1.6% when compared to January 2018 and by 1% when compared to December 2018.
- Service Delivered also increased by 0.2% on a 12-month average.

Service Delivered

Monthly

(Peak Hours)

Desired trend 

<u>Borough</u>	<u>Jan 19</u>	<u>Jan 18</u>	<u>Difference</u>
Bronx	99.1%	97.2%	+1.9%
Local/Limited	98.7%	96.9%	+1.8%
Select Bus Service	100.2%	94.7%	+5.5%
Express	101.4%	100.2%	+1.2%
Brooklyn	97.9%	96.5%	+1.4%
Local/Limited	97.7%	96.5%	+1.2%
Select Bus Service	97.8%	94.3%	+3.5%
Express	99.9%	97.8%	+2.1%
Manhattan	97.9%	96.7%	+1.2%
Local/Limited	97.5%	96.5%	+1.0%
Select Bus Service	99.2%	97.7%	+1.5%
Express	N/A	N/A	N/A
Queens	97.5%	96.2%	+1.3%
Local/Limited	97.3%	95.9%	+1.4%
Select Bus Service	99.8%	96.8%	+3.0%
Express	98.1%	98.4%	-0.3%
Staten Island	98.8%	96.2%	+2.6%
Local/Limited	98.4%	96.2%	+2.2%
Select Bus Service	102.8%	97.0%	+5.8%
Express	99.0%	96.1%	+2.9%
Systemwide	98.1%	96.5%	+1.6%
Local/Limited	97.7%	96.3%	+1.4%
Select Bus Service	99.4%	96.4%	+3.0%
Express	99.2%	97.7%	+1.5%

The metrics in this report are preliminary.

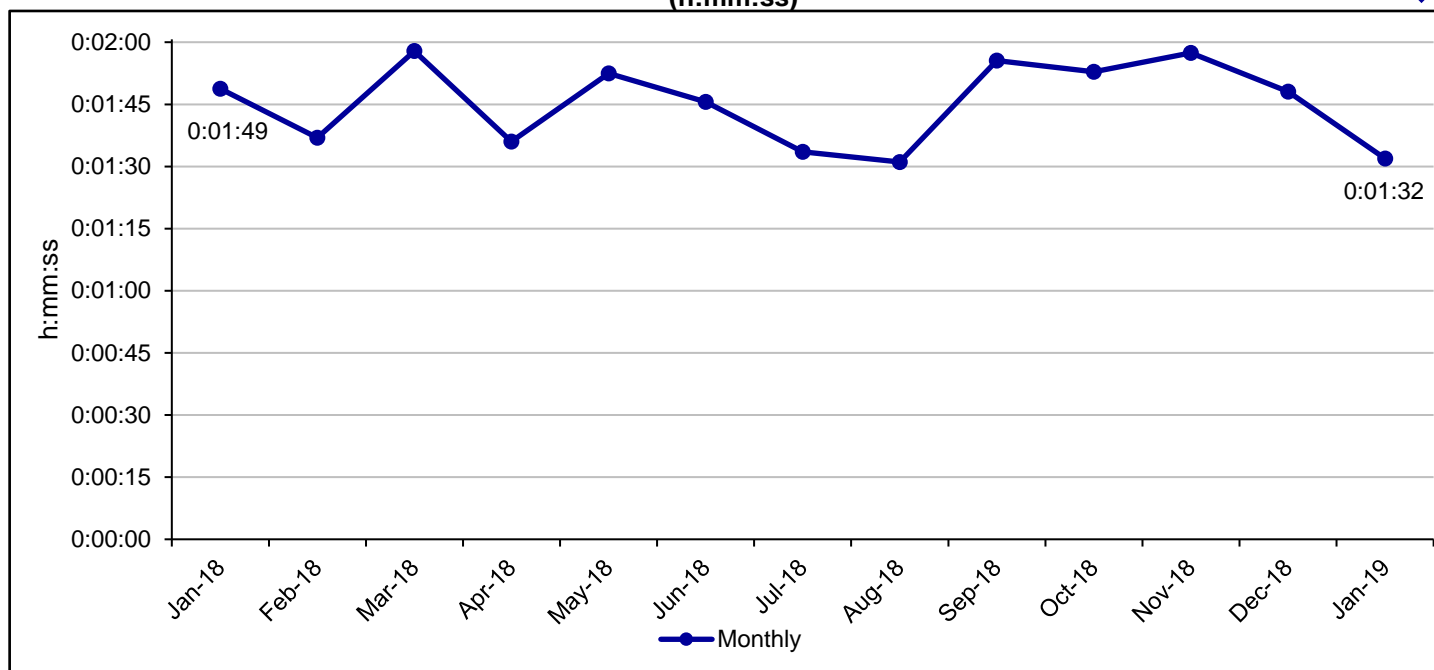
Chart 2

Additional Bus Stop Time

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

(h:mm:ss)

Desired trend ↓



Monthly


12-Month Average

	Jan 19	Jan 18	Difference	Jan 19	Jan 18	Difference
Bronx	0:01:28	0:01:43	-0:00:15	0:01:41	N/A	N/A
Brooklyn	0:01:41	0:02:00	-0:00:19	0:01:54	N/A	N/A
Manhattan	0:01:18	0:01:29	-0:00:11	0:01:31	N/A	N/A
Queens	0:01:32	0:01:51	-0:00:19	0:01:44	N/A	N/A
Staten Island	0:01:52	0:02:11	-0:00:19	0:02:06	N/A	N/A
Systemwide	0:01:32	0:01:49	-0:00:17	0:01:45	N/A	N/A

Additional Bus Stop Time Discussion

- Additional Bus Stop Time improved from 0:01:49 in January 2018 to 0:01:32 in January 2019.
- Additional Bus Stop Time improved from 0:01:48 in December 2018 to 0:01:32 in January 2019.

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

Desired trend 

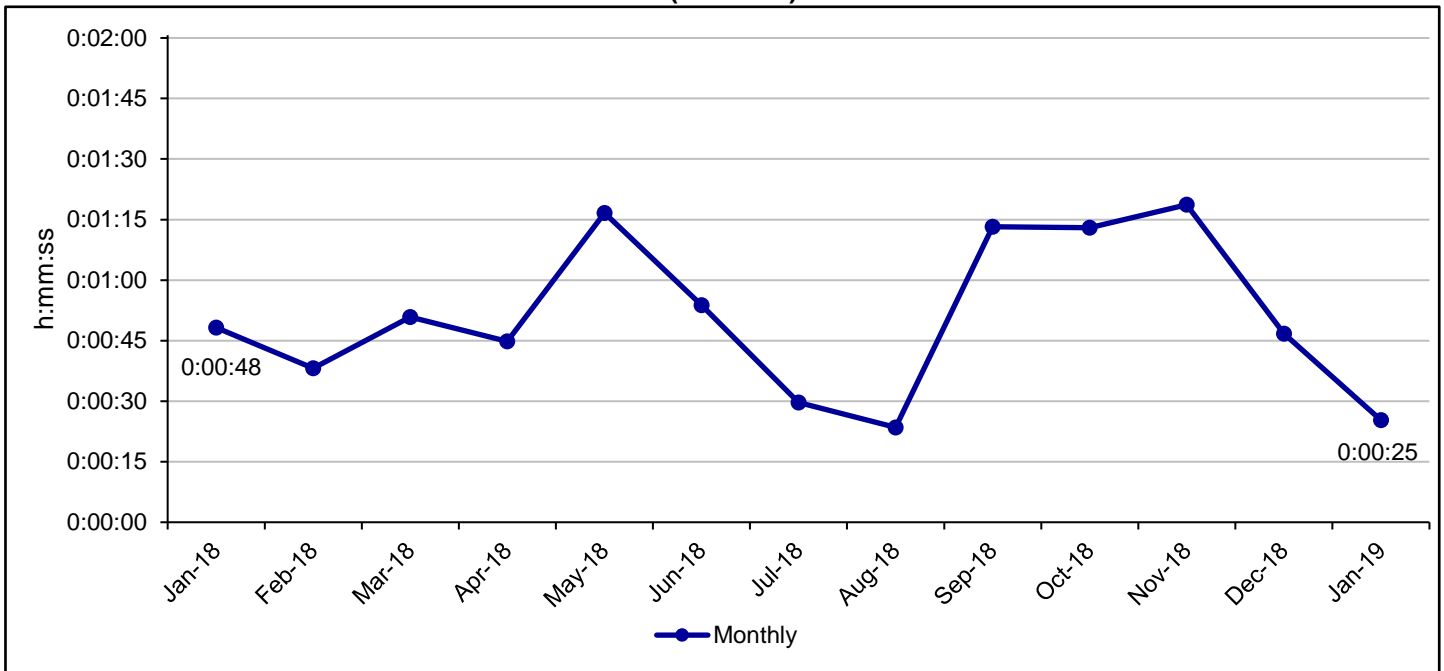
<u>Borough</u>	<u>Jan 19</u>	<u>Jan 18</u>	<u>Difference</u>
Bronx	0:01:28	0:01:43	-0:00:15
Local/Limited	0:01:30	0:01:44	-0:00:14
Select Bus Service	0:01:01	0:01:23	-0:00:22
Express	0:01:52	0:02:12	-0:00:20
Brooklyn	0:01:41	0:02:00	-0:00:19
Local/Limited	0:01:43	0:02:02	-0:00:19
Select Bus Service	0:01:17	0:01:26	-0:00:09
Express	0:02:08	0:02:12	-0:00:04
Manhattan	0:01:18	0:01:29	-0:00:11
Local/Limited	0:01:23	0:01:35	-0:00:12
Select Bus Service	0:01:03	0:01:12	-0:00:09
Express	N/A	N/A	N/A
Queens	0:01:32	0:01:51	-0:00:19
Local/Limited	0:01:33	0:01:52	-0:00:19
Select Bus Service	0:01:06	0:01:15	-0:00:09
Express	0:01:47	0:02:16	-0:00:29
Staten Island	0:01:52	0:02:11	-0:00:19
Local/Limited	0:02:13	0:02:26	-0:00:13
Select Bus Service	0:01:15	0:01:37	-0:00:22
Express	0:01:11	0:01:40	-0:00:29
Systemwide	0:01:32	0:01:49	-0:00:17
Local/Limited	0:01:35	0:01:52	-0:00:17
Select Bus Service	0:01:07	0:01:18	-0:00:11
Express	0:01:34	0:01:57	-0:00:23

The metrics in this report are preliminary.

Chart 4

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

Desired trend




	Monthly			12-Month Average		
	Jan 19	Jan 18	Difference	Jan 19	Jan 18	Difference
Bronx	0:00:36	0:00:53	-0:00:17	0:01:00	N/A	N/A
Brooklyn	0:00:28	0:00:53	-0:00:25	0:00:50	N/A	N/A
Manhattan	0:00:01	0:00:15	-0:00:14	0:00:28	N/A	N/A
Queens	0:00:35	0:01:02	-0:00:27	0:00:59	N/A	N/A
Staten Island	-0:00:09	0:00:36	-0:00:45	0:00:47	N/A	N/A
Systemwide	0:00:25	0:00:48	-0:00:23	0:00:51	N/A	N/A

Additional Travel Time Discussion

- Additional Travel Time improved from 0:00:48 in January 2018 to 0:00:25 in January 2019.
- Additional Travel Time improved from 0:00:47 in December 2018 to 0:00:25 in January 2019.

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

Desired trend 

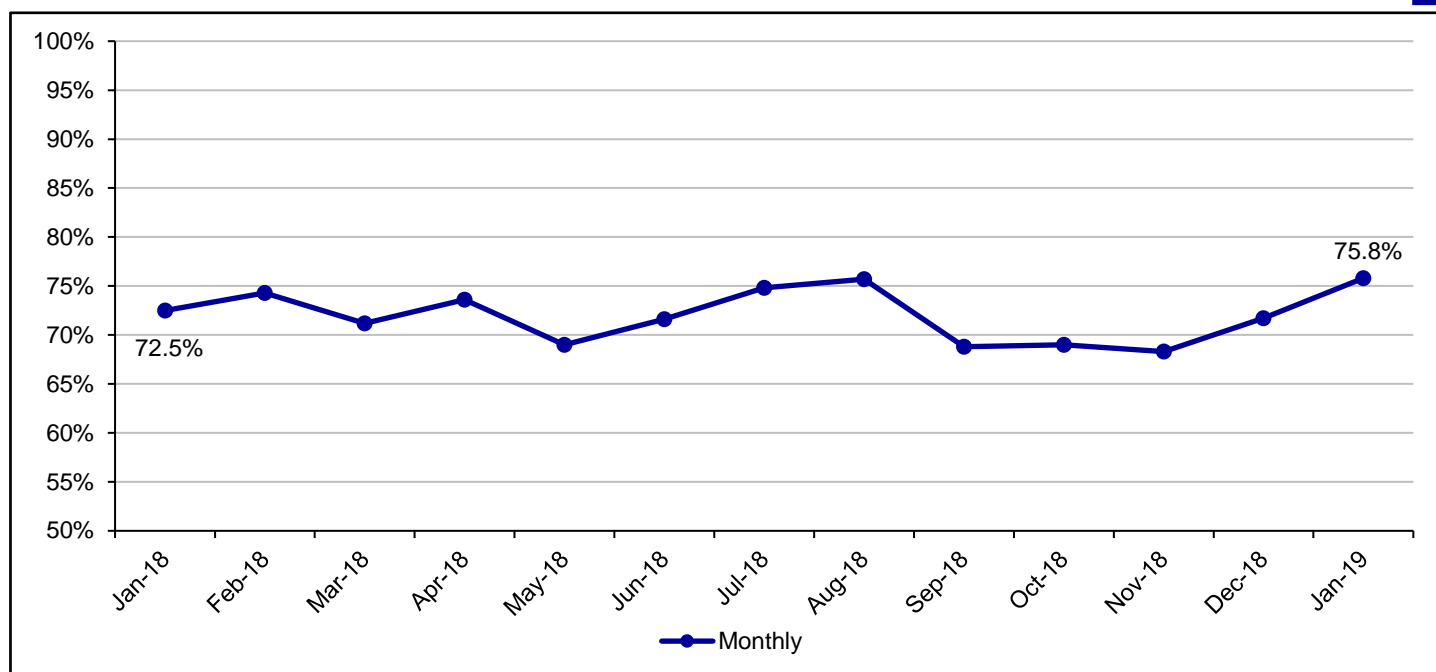
<u>Borough</u>	<u>Jan 19</u>	<u>Jan 18</u>	<u>Difference</u>
Bronx	0:00:36	0:00:53	-0:00:17
Local/Limited	0:00:32	0:00:46	-0:00:14
Select Bus Service	0:00:45	0:01:05	-0:00:20
Express	0:02:41	0:04:45	-0:02:04
Brooklyn	0:00:28	0:00:53	-0:00:25
Local/Limited	0:00:28	0:00:52	-0:00:24
Select Bus Service	0:00:32	0:01:06	-0:00:34
Express	0:00:26	0:00:46	-0:00:20
Manhattan	0:00:01	0:00:15	-0:00:14
Local/Limited	0:00:03	0:00:20	-0:00:17
Select Bus Service	-0:00:06	0:00:01	-0:00:07
Express	N/A	N/A	N/A
Queens	0:00:35	0:01:02	-0:00:27
Local/Limited	0:00:32	0:00:58	-0:00:26
Select Bus Service	0:00:17	0:00:45	-0:00:28
Express	0:03:19	0:05:13	-0:01:54
Staten Island	-0:00:09	0:00:36	-0:00:45
Local/Limited	0:00:16	0:00:30	-0:00:14
Select Bus Service	0:00:26	0:00:56	-0:00:30
Express	-0:01:27	0:00:47	-0:02:14
Systemwide	0:00:25	0:00:48	-0:00:23
Local/Limited	0:00:26	0:00:47	-0:00:21
Select Bus Service	0:00:16	0:00:35	-0:00:19
Express	0:00:35	0:02:23	-0:01:48

The metrics in this report are preliminary.

Chart 6

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

Desired trend



	Monthly			12-Month Average		
	Jan 19	Jan 18	Difference	Jan 19	Jan 18	Difference
Bronx	75.4%	72.7%	+2.7%	71.8%	N/A	N/A
Brooklyn	74.2%	70.7%	+3.5%	70.8%	N/A	N/A
Manhattan	80.2%	77.7%	+2.5%	75.7%	N/A	N/A
Queens	75.4%	71.3%	+4.1%	71.8%	N/A	N/A
Staten Island	74.1%	70.2%	+3.9%	68.5%	N/A	N/A
Systemwide	75.8%	72.5%	+3.3%	72.0%	N/A	N/A


Customer Journey Time Performance Discussion

- Customer Journey Time Performance in January 2019 increased by 3.3% when compared to January 2018.
- Customer Journey Time Performance in January 2019 increased by 4.1% when compared to December 2018.

The metrics in this report are preliminary.

Chart 7

Customer Journey Time Performance Monthly

Desired trend 

<u>Borough</u>	<u>Jan 19</u>	<u>Jan 18</u>	<u>Difference</u>
Bronx	75.4%	72.7%	+2.7%
Local/Limited	75.9%	73.4%	+2.5%
Select Bus Service	75.7%	72.0%	+3.7%
Express	56.8%	47.0%	+9.8%
Brooklyn	74.2%	70.7%	+3.5%
Local/Limited	74.0%	70.7%	+3.3%
Select Bus Service	76.9%	73.9%	+3.0%
Express	65.3%	63.9%	+1.4%
Manhattan	80.2%	77.7%	+2.5%
Local/Limited	79.0%	76.3%	+2.7%
Select Bus Service	83.4%	81.6%	+1.8%
Express	N/A	N/A	N/A
Queens	75.4%	71.3%	+4.1%
Local/Limited	75.7%	71.7%	+4.0%
Select Bus Service	77.7%	73.5%	+4.2%
Express	53.9%	45.6%	+8.3%
Staten Island	74.1%	70.2%	+3.9%
Local/Limited	73.5%	71.4%	+2.1%
Select Bus Service	76.8%	72.8%	+4.0%
Express	74.7%	65.9%	+8.8%
Systemwide	75.8%	72.5%	+3.3%
Local/Limited	75.7%	72.4%	+3.3%
Select Bus Service	79.4%	76.6%	+2.8%
Express	65.7%	58.1%	+7.6%

The metrics in this report are preliminary.

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.

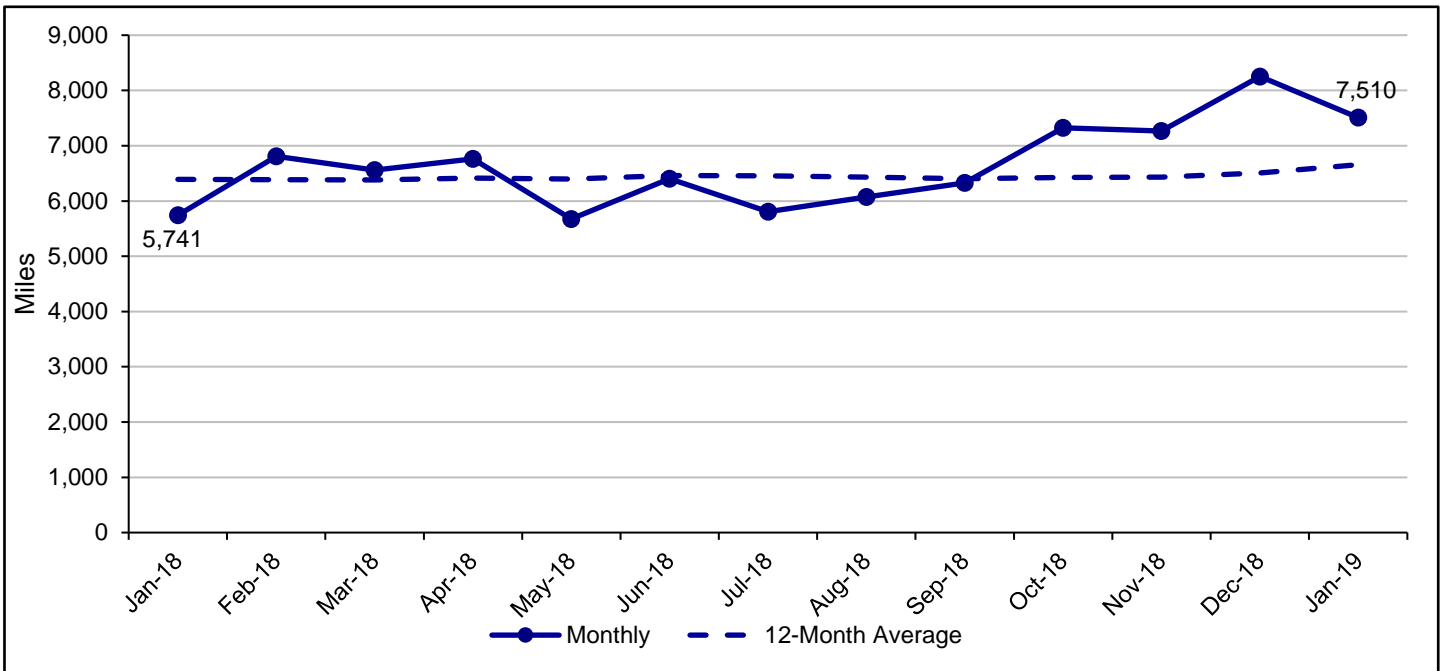
Bus Speeds

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		
	Jan 19	Jan 18	Difference	Jan 19	Jan 18	Difference
Bronx	6,397	3,837	+66.7%	4,827	4,302	+12.2%
Brooklyn	7,945	5,775	+37.6%	6,519	6,632	-1.7%
Manhattan	3,795	3,402	+11.6%	3,929	3,618	+8.6%
Queens	7,305	6,391	+14.3%	7,229	7,146	+1.2%
Staten Island	24,289	21,245	+14.3%	19,730	21,570	-8.5%
Systemwide	7,510	5,741	+30.8%	6,657	6,394	+4.1%

Mean Distance Between Failures Discussion

- Means Distance Between Failures improved by 30.2% from 5,741 in January 2018 to 7,510 in January 2019.
- The 12-month average through January 2019 also increased by 4.1%.

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

Desired trend 

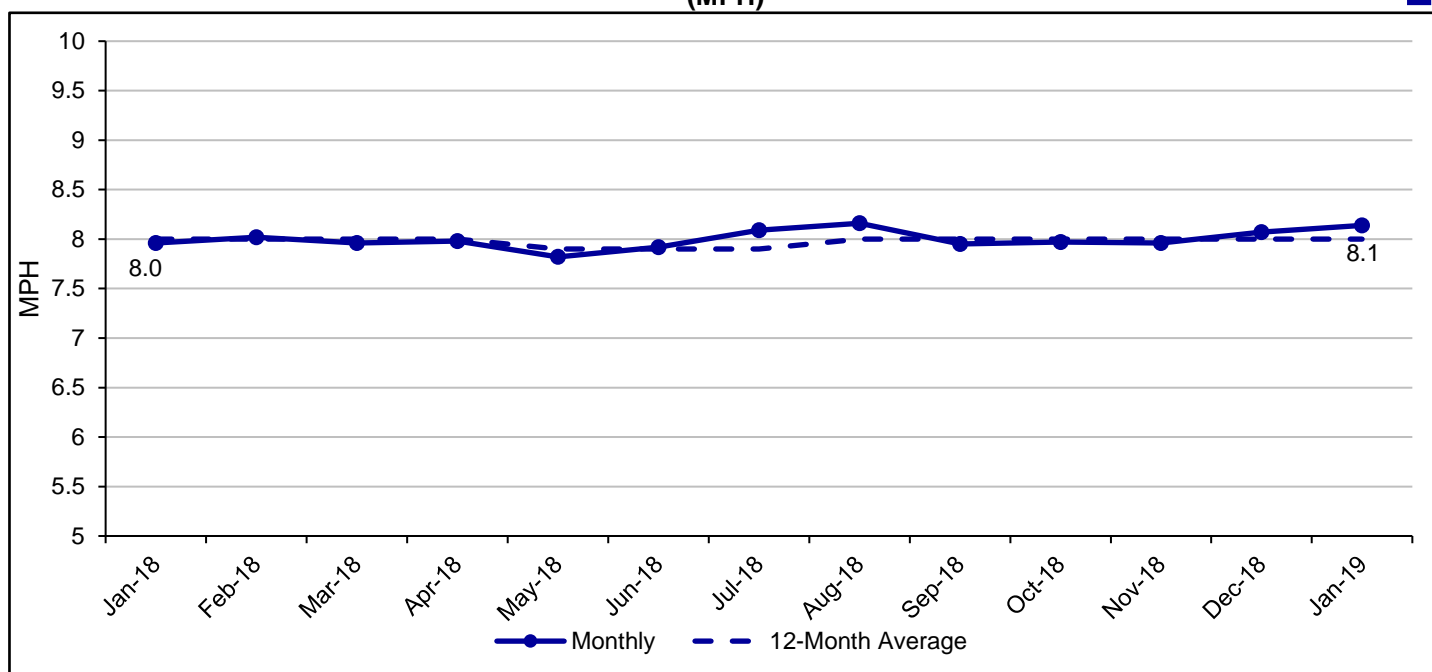
<u>Borough</u>	<u>Jan 19</u>	<u>Jan 18</u>	<u>Difference</u>
Bronx	4,827	4,302	+12.2%
Local/Limited	4,087	3,602	+13.5%
Select Bus Service	6,249	5,331	+17.2%
Express	10,989	11,266	-2.5%
Brooklyn	6,519	6,632	-1.7%
Local/Limited	6,313	6,425	-1.7%
Select Bus Service	9,265	8,287	+11.8%
Express	8,788	11,331	-22.4%
Manhattan	3,929	3,618	+8.6%
Local/Limited	3,497	3,311	+5.6%
Select Bus Service	7,809	5,891	+32.6%
Express	N/A	N/A	N/A
Queens	7,229	7,146	+1.2%
Local/Limited	6,820	6,708	+1.7%
Select Bus Service	11,723	13,036	-10.1%
Express	8,060	8,782	-8.2%
Staten Island	19,730	21,570	-8.5%
Local/Limited	17,850	19,663	-9.2%
Select Bus Service	10,431	11,865	-12.1%
Express	23,636	25,657	-7.9%
Systemwide	6,657	6,394	+4.1%
Local/Limited	5,797	5,576	+4.0%
Select Bus Service	8,866	7,612	+16.5%
Express	12,668	13,640	-7.1%

The metrics in this report are preliminary.

Chart 10

Bus Speeds (24 Hours) (MPH)

Desired trend



	Monthly			12-Month Average		
	Jan 19	Jan 18	Difference	Jan 19	Jan 18	Difference
Bronx	7.5	7.5	0.0%	7.4	7.5	-1.3%
Brooklyn	7.2	7.1	+1.4%	7.1	7.1	0.0%
Manhattan	6.1	6.0	+1.7%	6.0	5.9	+1.7%
Queens	9.0	8.9	+1.1%	8.9	8.9	0.0%
Staten Island	14.3	13.4	+6.7%	13.5	13.2	+2.3%
Systemwide	8.1	8.0	+1.3%	8.0	8.0	0.0%

Speed Discussion

- Bus Speeds improved by 1.3% from 8.0 mph in January 2018 to 8.1 mph in January 2019.
- Bus Speeds remained the same at 8.0 mph on a 12-month average.
- Speeds on Staten Island express buses improved by 11.9% from 15.9 mph in January 2018 to 17.8 mph in January 2019.

Bus Speeds
Monthly (24 Hours)
MPH

Desired trend 

<u>Borough</u>	<u>Jan 19</u>	<u>Jan 18</u>	<u>Difference</u>
Bronx	7.5	7.5	0.0%
Local/Limited	6.9	6.8	+1.5%
Select Bus Service	8.8	8.7	+1.1%
Express	11.8	11.6	+1.7%
Brooklyn	7.2	7.1	+1.4%
Local/Limited	6.9	6.8	+1.5%
Select Bus Service	8.7	8.4	+3.6%
Express	12.3	12.1	+1.7%
Manhattan	6.1	6.0	+1.7%
Local/Limited	5.8	5.7	+1.8%
Select Bus Service	7.5	7.4	+1.4%
Express	N/A	N/A	N/A
Queens	9.0	8.9	+1.1%
Local/Limited	8.6	8.5	+1.2%
Select Bus Service	11.5	11.3	+1.8%
Express	13.0	12.6	+3.2%
Staten Island	14.3	13.4	+6.7%
Local/Limited	11.9	11.5	+3.5%
Select Bus Service	14.8	14.6	+1.4%
Express	17.8	15.9	+11.9%
Systemwide	8.1	8.0	+1.3%
Local/Limited	7.5	7.4	+1.4%
Select Bus Service	9.5	9.4	+1.1%
Express	14.4	13.4	+7.5%

The metrics in this report are preliminary.

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?

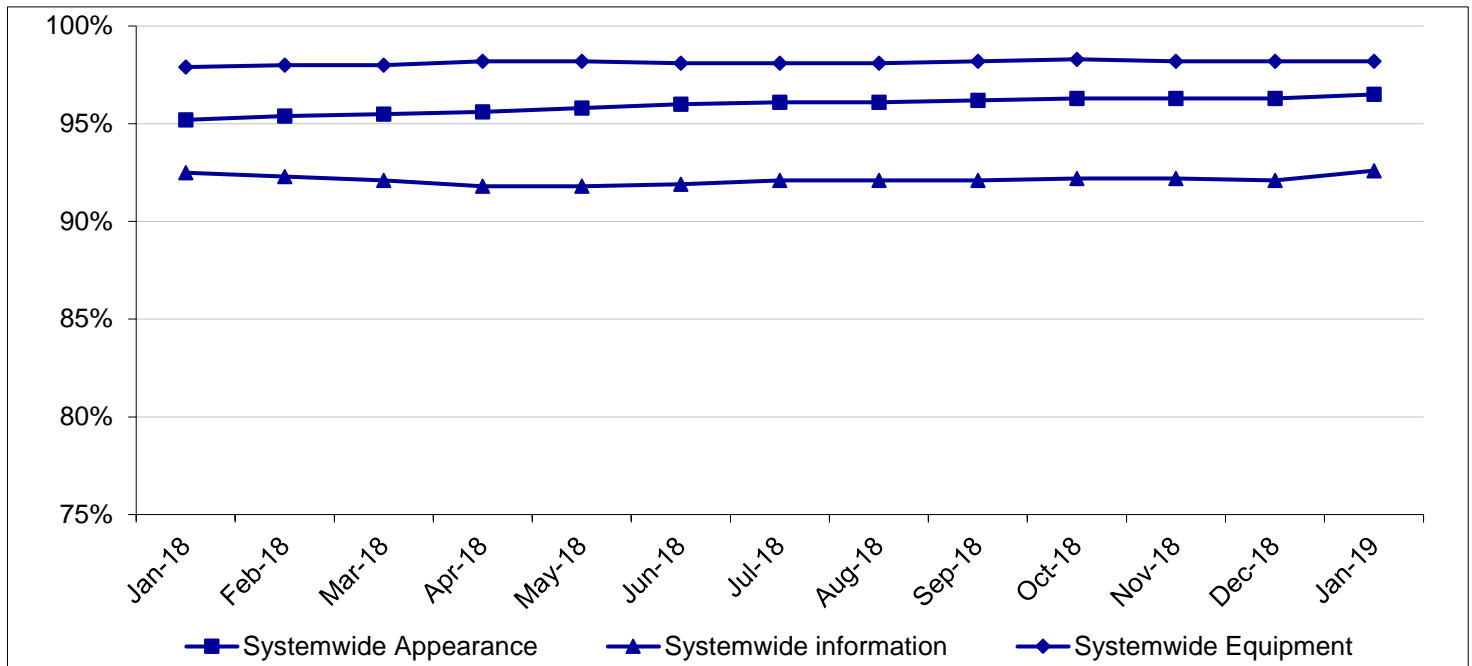
Information: For example, is the information helpful and appropriate? Are the electronic signs correct? Are the announcements clear?

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



Feb 18 - Jan 19

Feb 17 - Jan 18

	Appearance	Equipment	Information	Appearance	Equipment	Information
Bronx	96.0%	96.0%	96.0%	94.5%	94.5%	94.5%
Brooklyn	97.2%	97.2%	97.2%	95.3%	95.3%	95.3%
Manhattan	95.4%	95.4%	95.4%	92.0%	92.0%	92.0%
Queens	97.6%	97.6%	97.6%	97.4%	97.4%	97.4%
Staten Island	95.7%	95.7%	95.7%	95.1%	95.1%	95.1%
Systemwide	96.5%	98.2%	92.6%	95.2%	97.9%	92.5%

Passenger Environment Survey Discussion

- The information quality score increased slightly by 0.1% on a 12-month average. As part of the Fast Forward Plan, digital information screens are now available on over 1,200 buses and all new buses will be delivered with these screens. The digital screens offer audio and visual route information and display next stop information, service advisories, bus maps, and travel information, including transfers.
- Appearance improved by 1.3%, due to better litter and cleanliness scores.
- Equipment performance improved by 0.3% on a 12-month average.

Section 4: Legacy Indicators

The metrics in this section have been shared with the public for many years. While less reflective of the customer experience, they are included here for continuity purposes.

Performance Indicator Definitions

Wait Assessment

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

Bus Mean Distance Between Service Interruptions

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

Bus Percentage of Completed Trips

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

Bus AM Weekday Pull Out Performance

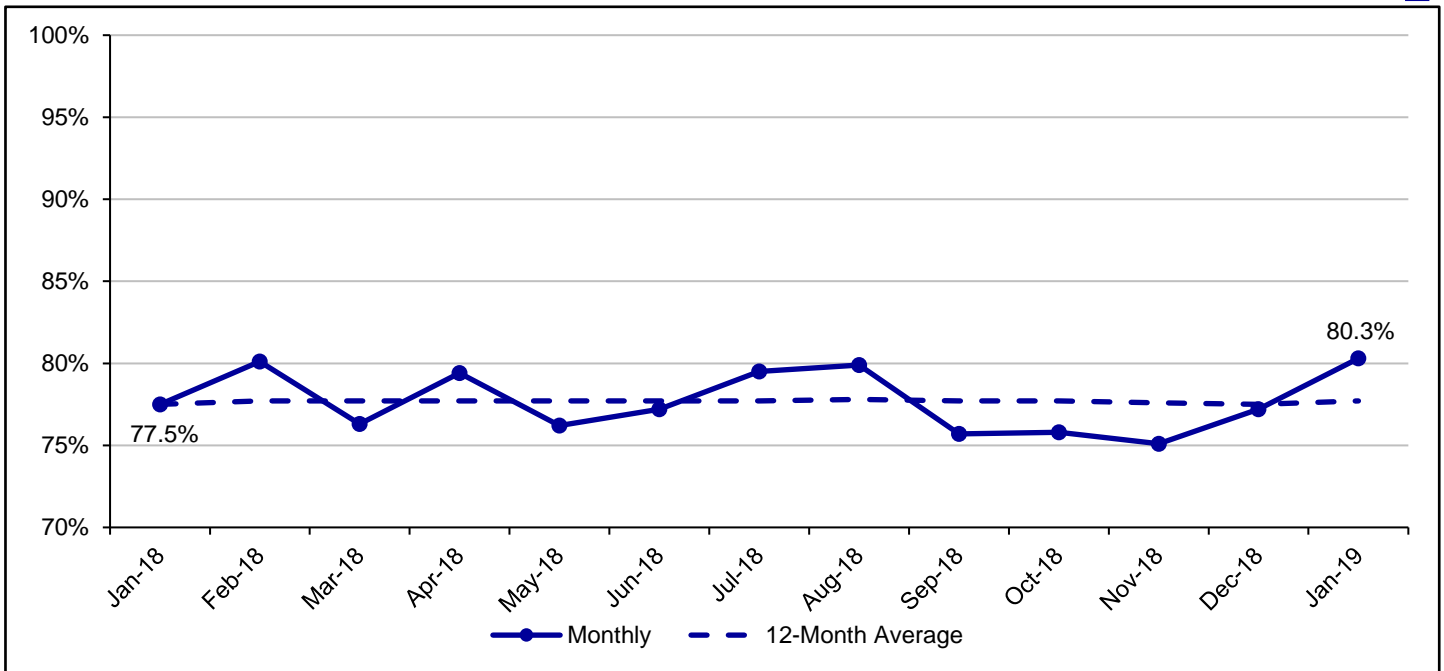
Bus AM Weekday Pull Out Performance is the percent of required buses and operators available in the AM peak period. The sytemwide metric is the combined results of NYCT Bus and MTA Bus.

Bus PM Weekday Pull Out Performance

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

Wait Assessment

Desired trend




	Monthly			12-Month Average		
	Jan 19	Jan 18	Difference	Jan 19	Jan 18	Difference
Bronx	79.8%	77.3%	+2.5%	77.0%	77.2%	-0.2%
Brooklyn	78.5%	75.8%	+2.7%	76.2%	76.1%	+0.1%
Manhattan	80.7%	77.8%	+2.9%	76.4%	76.3%	+0.1%
Queens	81.3%	78.0%	+3.3%	79.3%	78.5%	+0.8%
Staten Island	82.9%	80.8%	+2.1%	80.3%	81.3%	-1.0%
Systemwide	80.3%	77.5%	+2.8%	77.7%	77.5%	+0.2%

The metrics in this report are preliminary.

Chart 14

Wait Assessment Monthly

Desired trend 

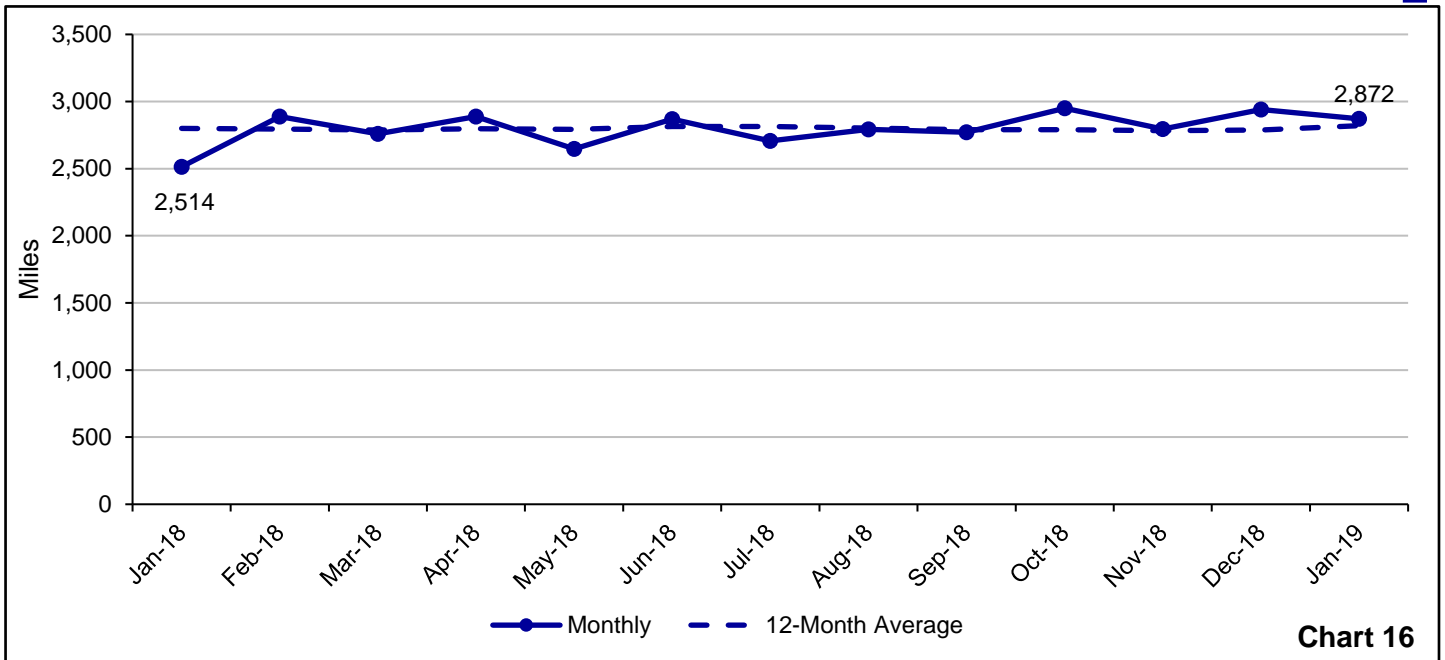
<u>Borough</u>	<u>Jan 19</u>	<u>Jan 18</u>	<u>Difference</u>
Bronx	79.8%	77.3%	+2.5%
Local/Limited	79.4%	76.9%	+2.5%
Select Bus Service	83.6%	79.0%	+4.6%
Express	86.7%	84.9%	+1.8%
Brooklyn	78.5%	75.8%	+2.7%
Local/Limited	78.4%	75.6%	+2.8%
Select Bus Service	82.3%	79.0%	+3.3%
Express	78.8%	79.2%	-0.4%
Manhattan	80.7%	77.8%	+2.9%
Local/Limited	80.5%	77.6%	+2.9%
Select Bus Service	83.1%	80.6%	+2.5%
Express	N/A	N/A	N/A
Queens	81.3%	78.0%	+3.3%
Local/Limited	81.1%	77.9%	+3.2%
Select Bus Service	84.9%	80.8%	+4.1%
Express	82.9%	80.0%	+2.9%
Staten Island	82.9%	80.8%	+2.1%
Local/Limited	81.6%	80.3%	+1.3%
Select Bus Service	83.6%	81.0%	+2.6%
Express	88.0%	82.4%	+5.6%
Systemwide	80.3%	77.5%	+2.8%
Local/Limited	80.0%	77.2%	+2.8%
Select Bus Service	83.6%	80.3%	+3.3%
Express	85.4%	82.0%	+3.4%

The metrics in this report are preliminary.

Chart 15

Bus Mean Distance Between Service Interruptions

Desired trend ↑



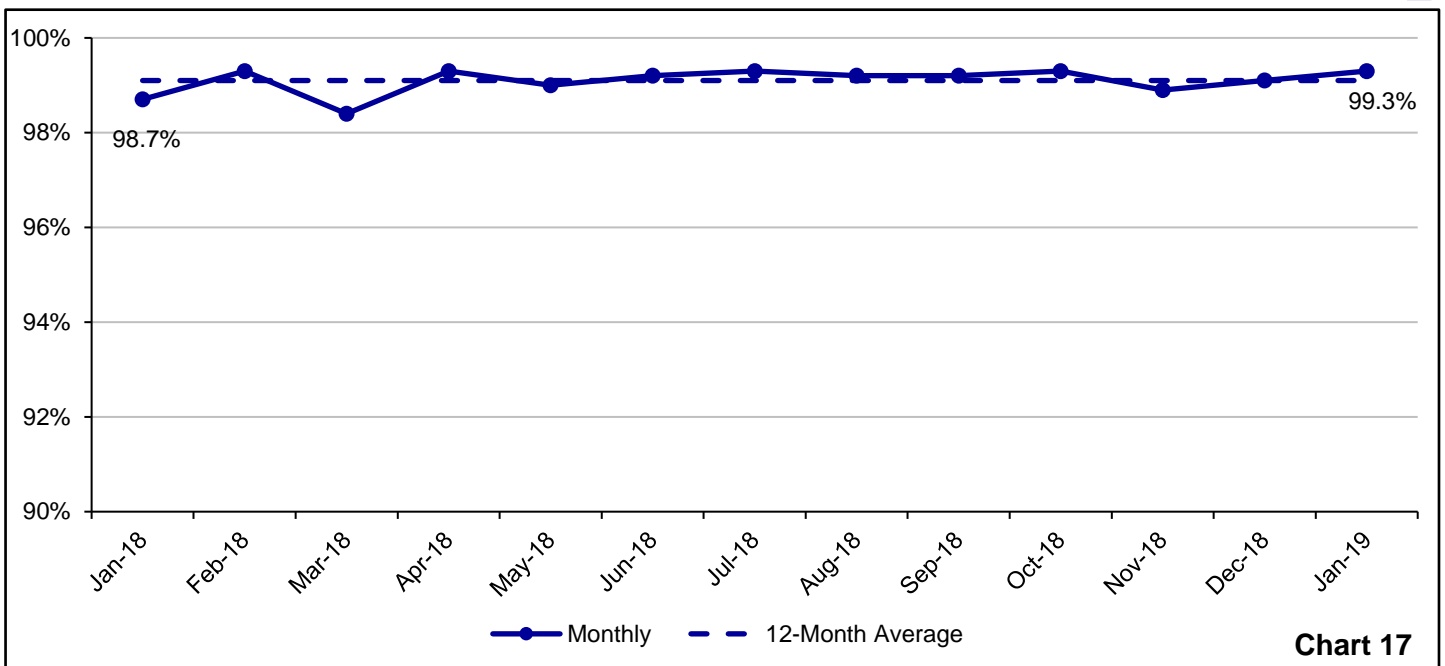
Systemwide

Monthly		
Jan 19	Jan 18	Difference
2,872	2,514	14.2%

12-Month Average		
Jan 19	Jan 18	Difference
2,820	2,799	0.8%

Bus Percentage of Completed Trips

Desired trend ↑



Systemwide

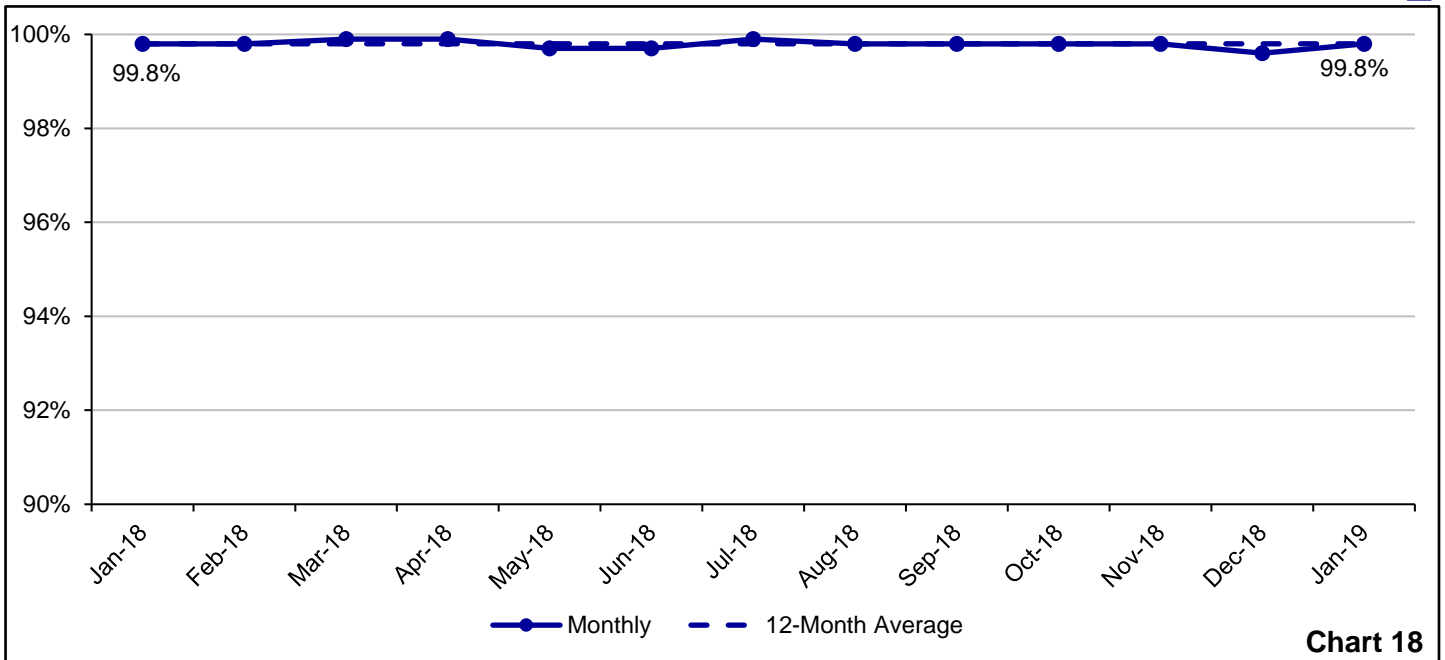
Monthly		
Jan 19	Jan 18	Difference
99.3%	98.7%	0.6%

12-Month Average		
Jan 19	Jan 18	Difference
99.1%	99.1%	0.0%

The metrics in this report are preliminary.

Bus AM Weekday Pull Out Performance

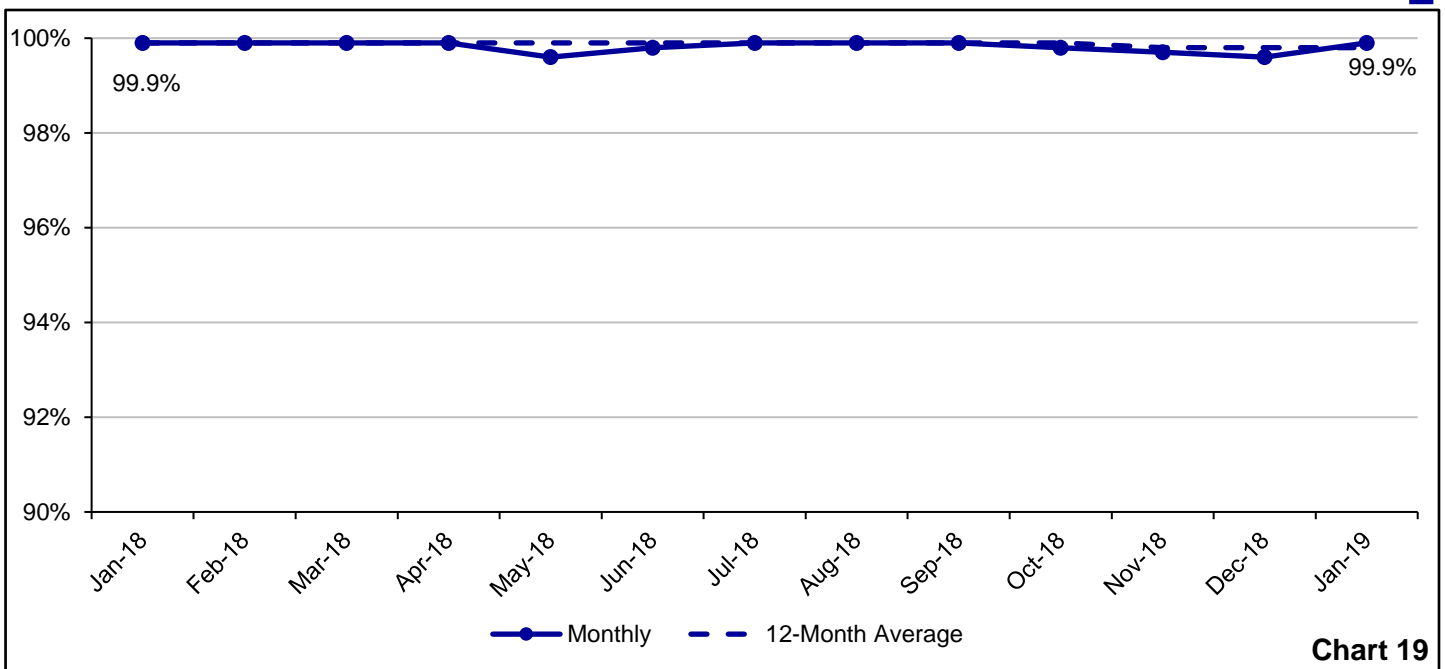
Desired trend



	Monthly			12-Month Average		
	Jan 19	Jan 18	Difference	Jan 19	Jan 18	Difference
Systemwide	99.8%	99.8%	0.0%	99.8%	99.8%	0.0%

Bus PM Weekday Pull Out Performance

Desired trend



	Monthly			12-Month Average		
	Jan 19	Jan 18	Difference	Jan 19	Jan 18	Difference
Systemwide	99.9%	99.9%	0.0%	99.8%	99.9%	-0.1%

The metrics in this report are preliminary.

Customer Service Report: Paratransit

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



MTA New York City Transit will introduce 400 new and modernized lift-equipped vans throughout 2019 as part of the Fast Forward Plan priority to accelerate accessibility. The new vans are more comfortable, quieter, and have interiors with a higher ceiling clearance, bright LED lighting, and digital thermostat controls. The new vans' narrow body design is easier to maneuver on city streets compared to the older Paratransit vehicles they are replacing.

February 2019 Highlights: Paratransit

Performance in December was good as ridership grew 26% compared to last year. Our E-Hail pilot program remains the primary growth driver.

Improvements were seen in almost every performance metric in December 2018 as compared to December 2017. On-time Performance improved for both Primary Carriers (96%) and Brokers (93%), with both exceeding their goals. Drop Off On-Time Performance on appointment trips was at 94% for Primary Carriers, showing a 4% improvement as compared to December 2017, and at 89% for Brokers, showing a 6% improvement over the same period. Both Primary and Broker No Shows in December outperformed goals and were at some of the lowest levels we have seen. In December, we also outperformed goals for Complaints Related to Transportation Service Quality and for Average Call Answer speeds. In fact, December 2018 had the lowest level of transportation related complaints we have seen in recent times, down 43% as compared to December 2017.

Preliminary results from our 2018 Paratransit Customer Satisfaction Survey reflect our significant efforts to improve service as outlined in the Paratransit and Fast Forward plans. The survey shows that 90% of our customers were very satisfied with their last Access-A-Ride trip, and 97% agree Access-A-Ride is good value for one's money. The percentage of total satisfied customers increased from 74% in 2017 to 87% in 2018.

While we are encouraged by these improvements, we recognize that there is still more work to be done to sustain this level of performance. To that end, in 2018, we awarded contracts for a new Real-Time Scheduling & Computer-Aided Dispatch ("RTS/CAD") System and a new Automatic Vehicle Location Monitoring ("AVLM") system. These systems are vital to improving the effectiveness and flexibility of Paratransit service for our customers.

The greatest advantage of the RTS/CAD System is its capacity for continual re-optimization of scheduling and routes. Schedules will be updated continually and revised based on actual traffic conditions, trip cancellations, last-minute destination changes, and other events throughout the day of service. The new system will help to improve on-time performance by proactively detecting potential delays, re-routing trips to avoid traffic congestion, and reassigning or rescheduling later pickups when traffic or mechanical problems delay a vehicle.

The AVLM System will use real-time data to update the estimated time of arrivals for customers. This will provide improved reliability and routing information to assist driver navigation, and supply real-time traffic and route condition data to the RTS/CAD System. We anticipate that these improvements will ensure better schedules and on-time performance, shorter trip times, and an overall improved customer experience.

The roll out of the RTS/CAD system is planned in a phased approach starting with vehicle installs of the AVLM system beginning in May 2019. We will provide updates of our progress later this year.

Darryl C. Irick

President, MTA Bus Company

Senior Vice President, NYCT Department of Buses

Paratransit Report

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

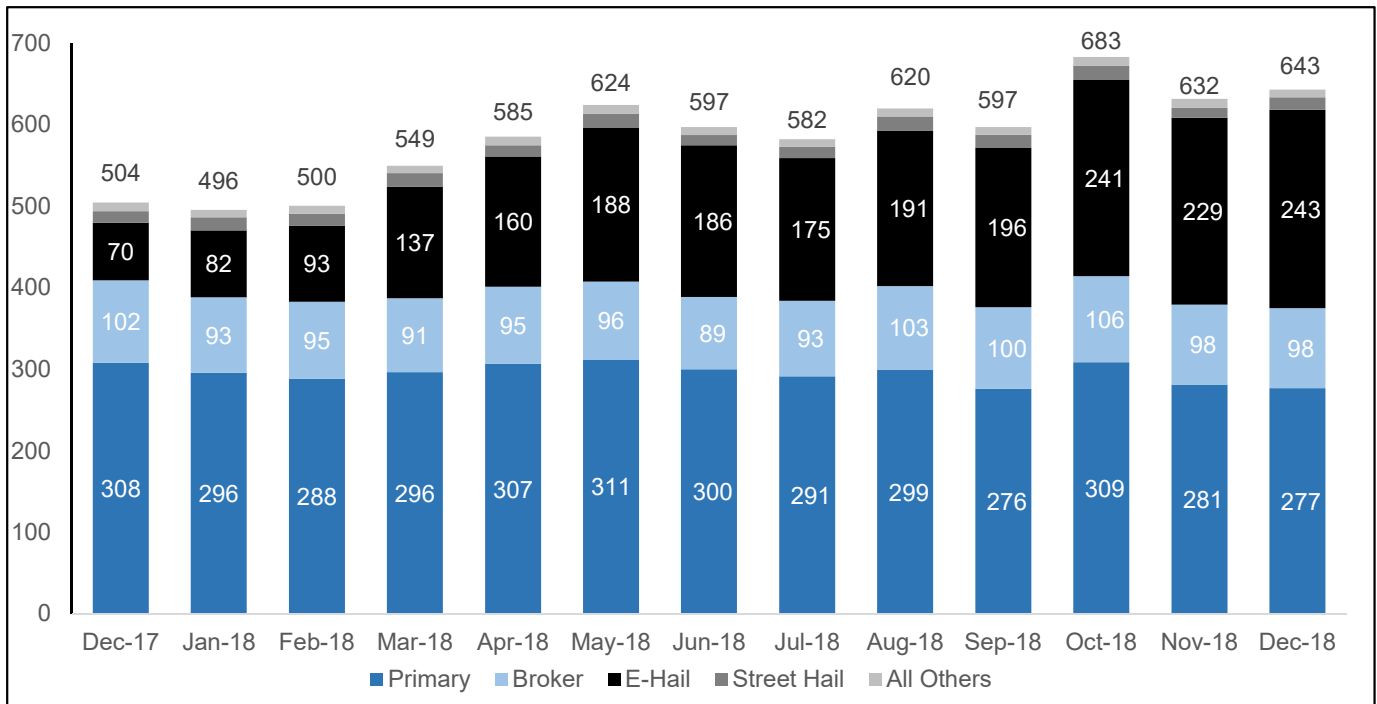
Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: December 2018			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Legacy Indicators	% of Trips Completed	93.9%	89.5%	+4.4%	92.7%	90.9%	+1.8%
	Trips Requested	779,103	657,134	+18.6%	732,824	653,094	+12.2%
	Trips Scheduled	684,641	563,198	+21.6%	638,137	561,737	+13.6%
	Trips Completed*	642,998	504,303	+27.5%	591,580	510,769	+15.8%
	Early Cancellations (Customer) as a Percentage of Trips Requested	11.6%	13.7%	-2.1%	12.3%	13.2%	-0.9%
	Late Cancellations (Customer) as a Percentage of Trips Scheduled	4.1%	3.8%	+0.3%	3.8%	3.5%	+0.3%
	No-Shows (Customer) as a Percentage of Trips Scheduled	2.1%	2.4%	-0.3%	2.0%	2.1%	-0.1%
	No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.4%	0.7%	-0.3%	0.5%	0.8%	-0.3%
	Denials (Capacity) as a Percentage of Trips Requested	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Customer Refusals as a Percentage of Trips Requested	0.5%	0.6%	-0.1%	0.6%	0.8%	-0.2%
	New Applications Received	3,178	2,709	+17.3%	3,082	2,764	+11.5%

*December 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: 1) The percentage change may not be exact due to rounding.

2) Trip amounts will change due to reconciliation.

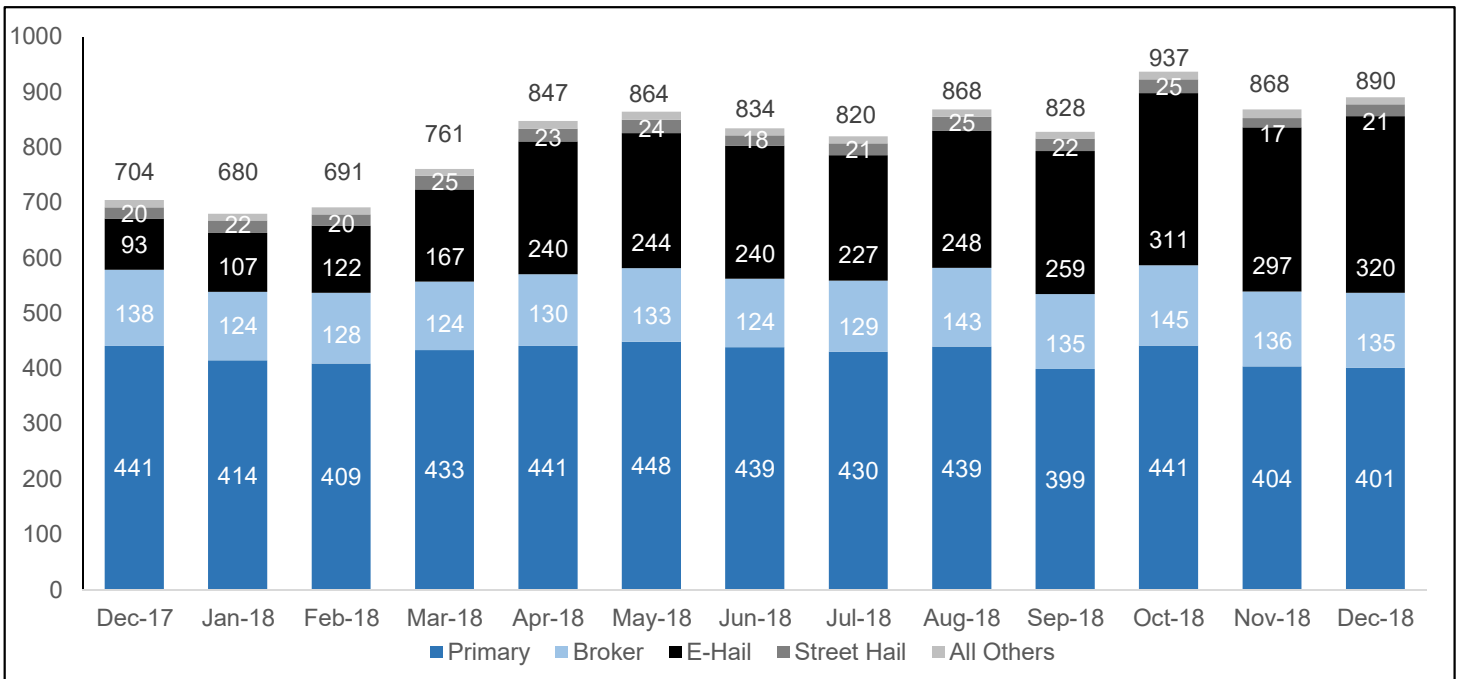
Total Trips



Total Trips Discussion

- Total Trips increased by 11K (or 2%) in December 2018 when compared to the previous month, and increased by 139K (or 28%) when compared to December 2017.
- The increase in overall trips is mainly attributed to an increase of E-Hail usage. E-Hail usage increased by 14K in December 2018 when compared to the previous month, and increased by 173K when compared to the same month last year.

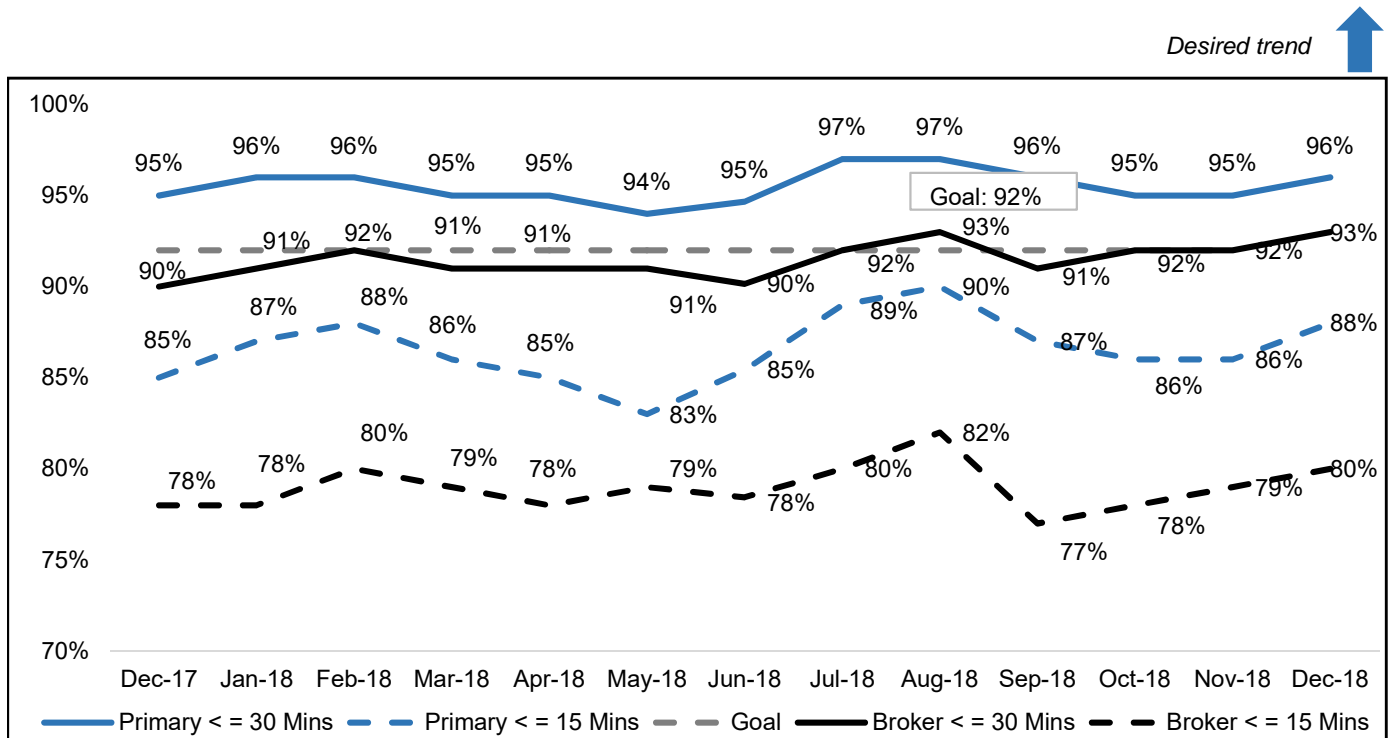
Total Ridership



Total Ridership Discussion

- Total Ridership increased by 22K (or 3%) in December 2018 when compared to November 2018, and increased by 186K (or 26%) when compared to December 2017.
- The increase in overall ridership is mainly attributed to an increase of E-Hail usage. E-Hail ridership increased by 23K in December 2018 when compared to the previous month, and increased by 227K when compared to December 2017.

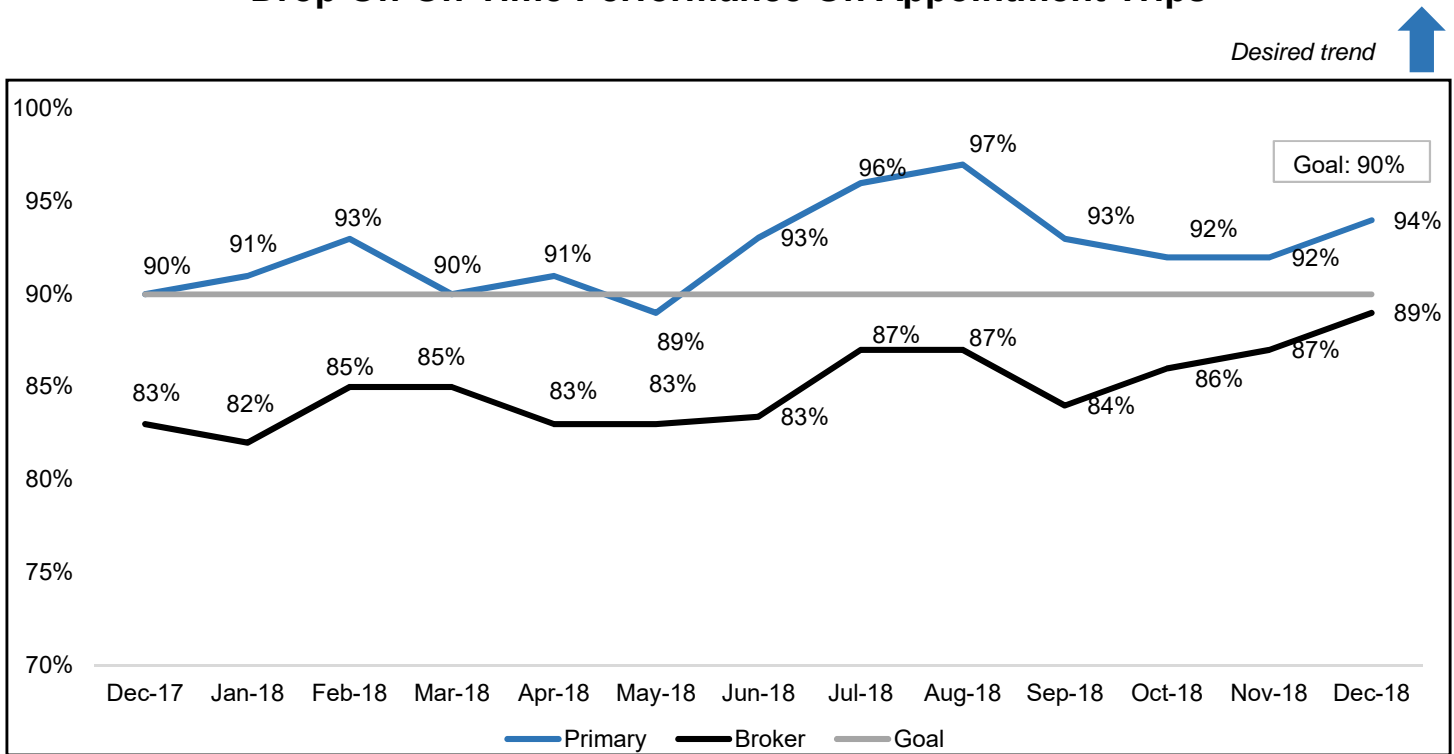
Pick Up On-Time Performance



Pick Up On-Time Performance Discussion

- Primary 30 minute P/U OTP was 96% in December 2018, an improvement of 1% when compared to November 2018 and December 2017.
- Primary 15 minute P/U OTP was 88% in December 2018, an improvement of 2% when compared to November 2018, and improved by 3% when compared to December 2017.
- Broker 30 minute P/U OTP was 93% in December 2018, an improvement of 1% when compared to November 2018, and improved by 3% when compared to December 2017.
- Broker 15 minute P/U OTP was 80% in December 2018, an improvement of 1% when compared to November 2018, and improved by 2% when compared to December 2017.

Drop Off On-Time Performance On Appointment Trips

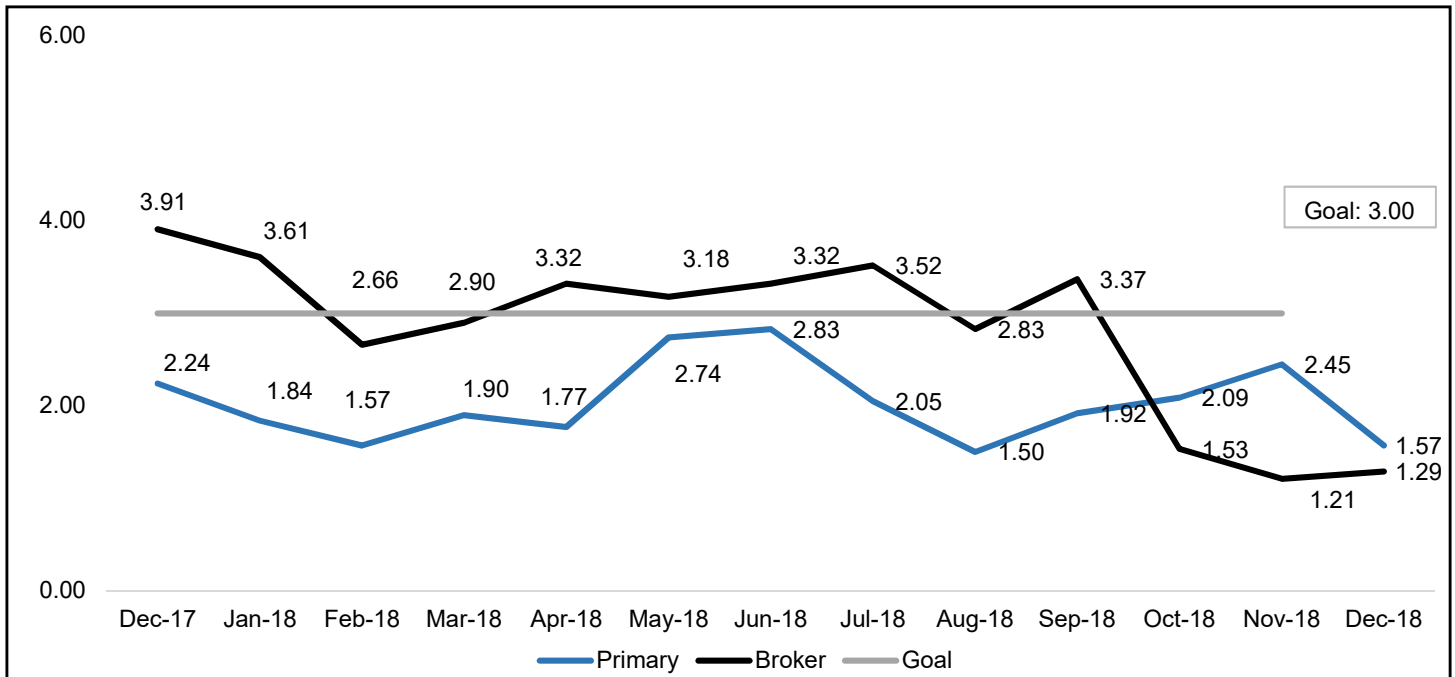


Drop Off On-Time Performance On Appointment Trips Discussion

- Primary D/O OTP improved by 2% in December 2018 as compared to November 2018, and improved by 4% when compared to December 2017.
- Broker D/O OTP improved by 2% in December 2018 as compared to November 2018, and improved by 6% when compared to December 2017.

Provider No Shows Per 1,000 Scheduled Trips

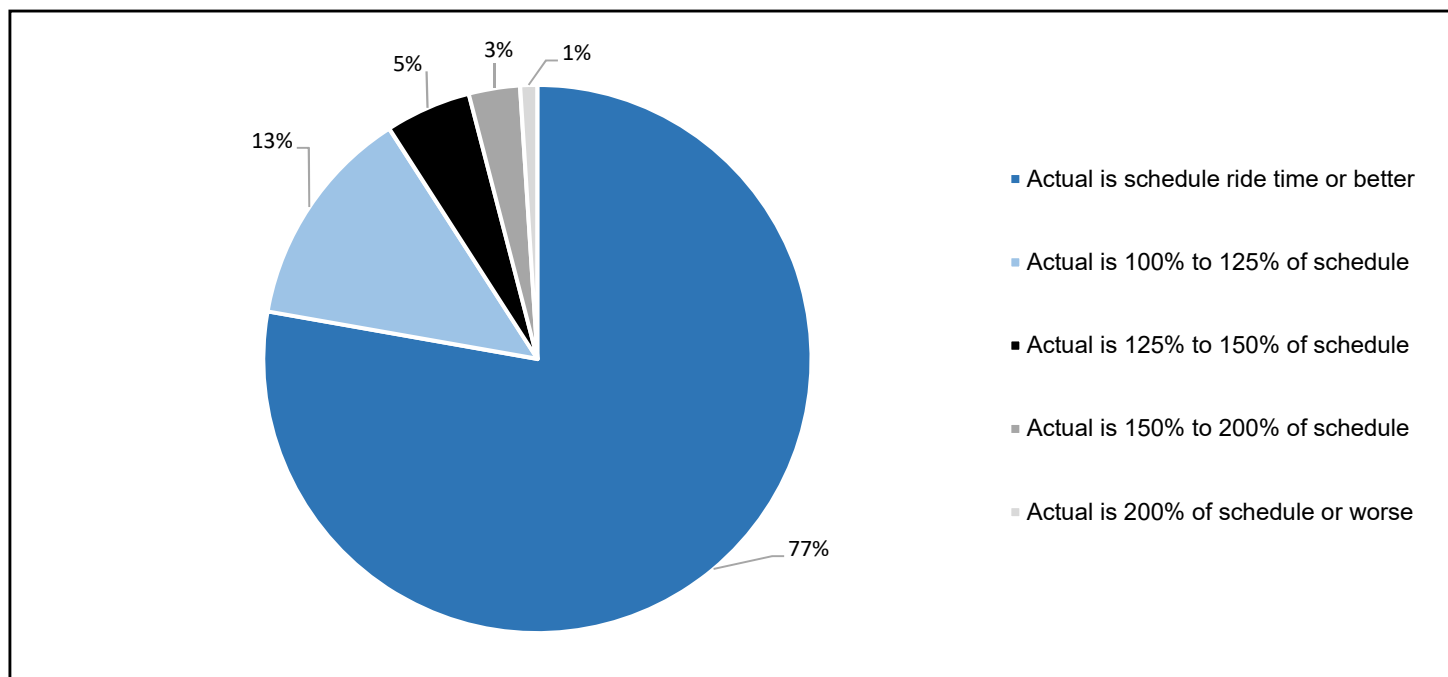
Desired trend



Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary No-Shows improved by 0.88 per 1,000 trips in December 2018 when compared to November 2018, and showed an improvement of 0.67 per 1,000 trips when compared to the same month last year.
- Broker No-Shows showed a decline by 0.08 per 1,000 trips in December 2018 when compared to November 2018, and improved by 2.62 per 1,000 trips when compared to the same month last year.

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

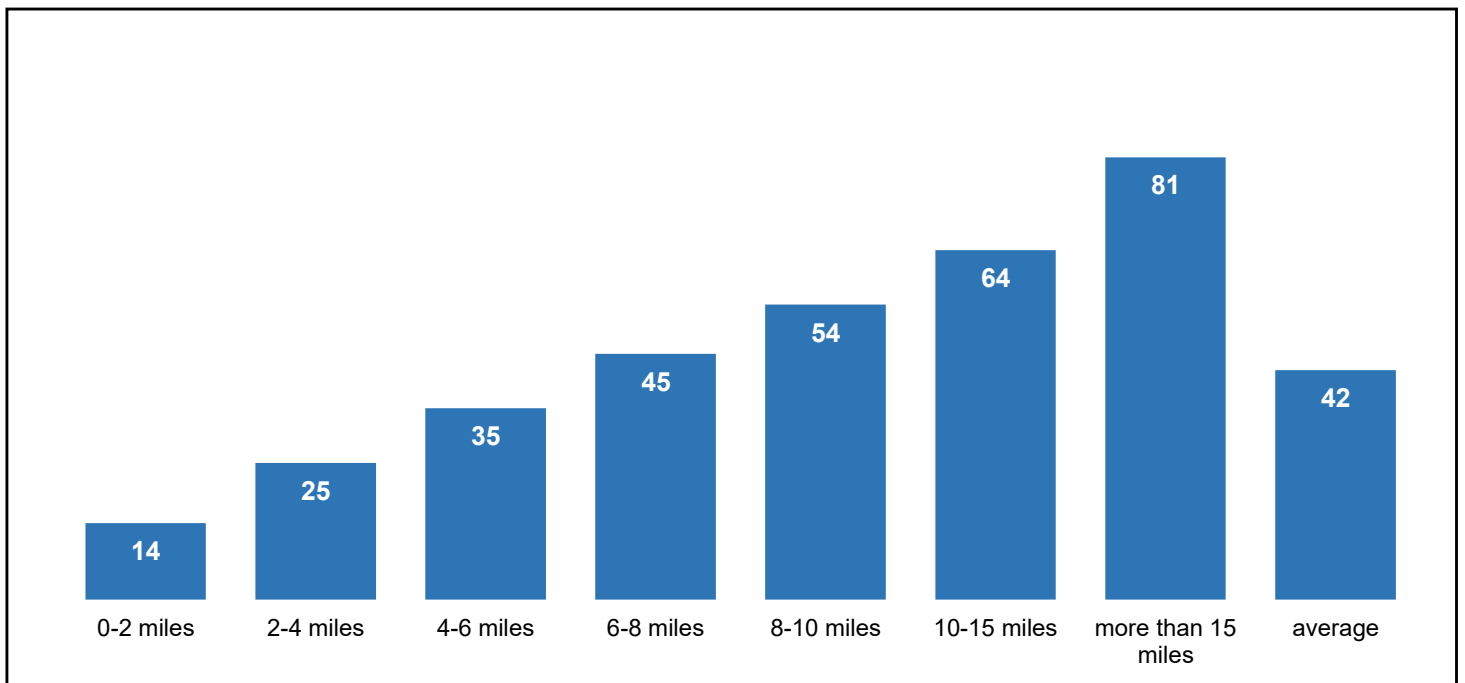


Access-A-Ride Carrier Ride Time Performance - Actual vs. Scheduled Discussion

- 77% of trips in December 2018 performed within the scheduled time or better, an increase of 3% when compared to November 2018.

Note: Percentages may not be exact due to rounding.

Average Travel Time in Minutes by Trip Distance Category

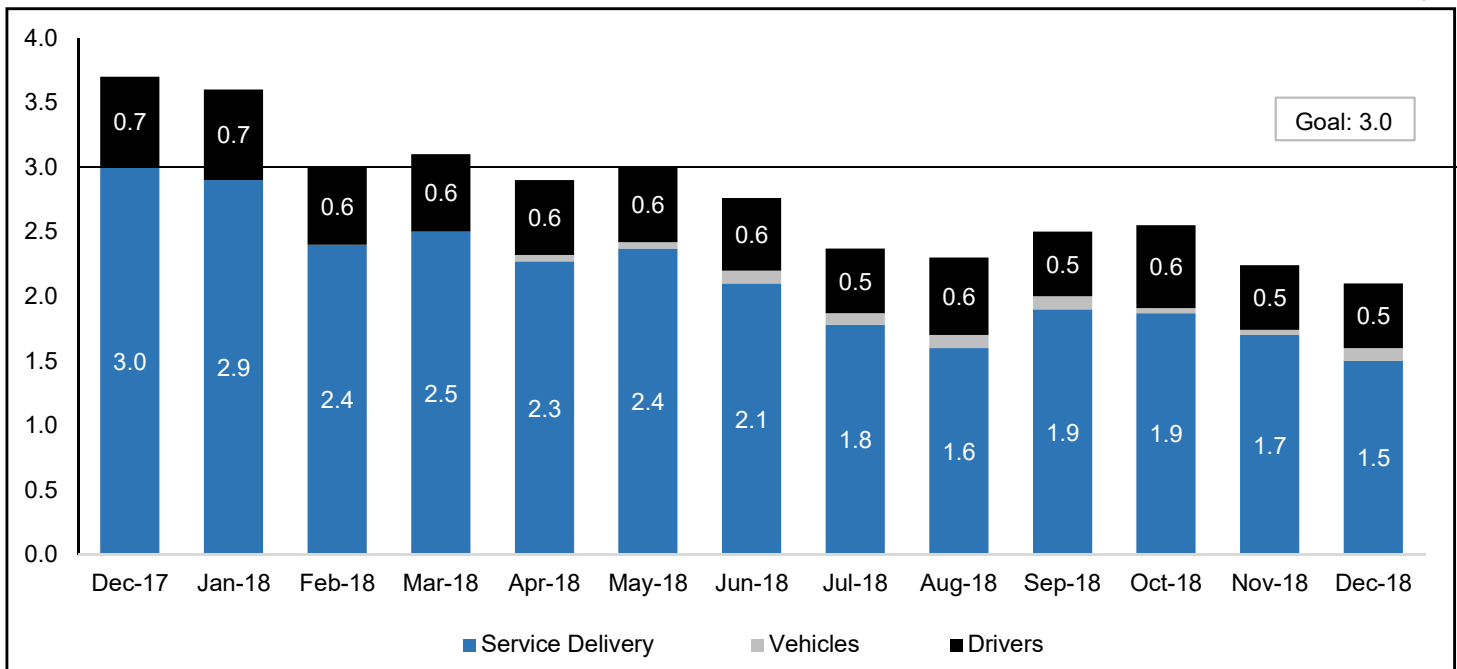


Average Travel Time in Minutes by Trip Distance Category Discussion

- The average travel time for all categories improved by 2 minutes in December 2018 when compared to November 2018.

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

Desired trend



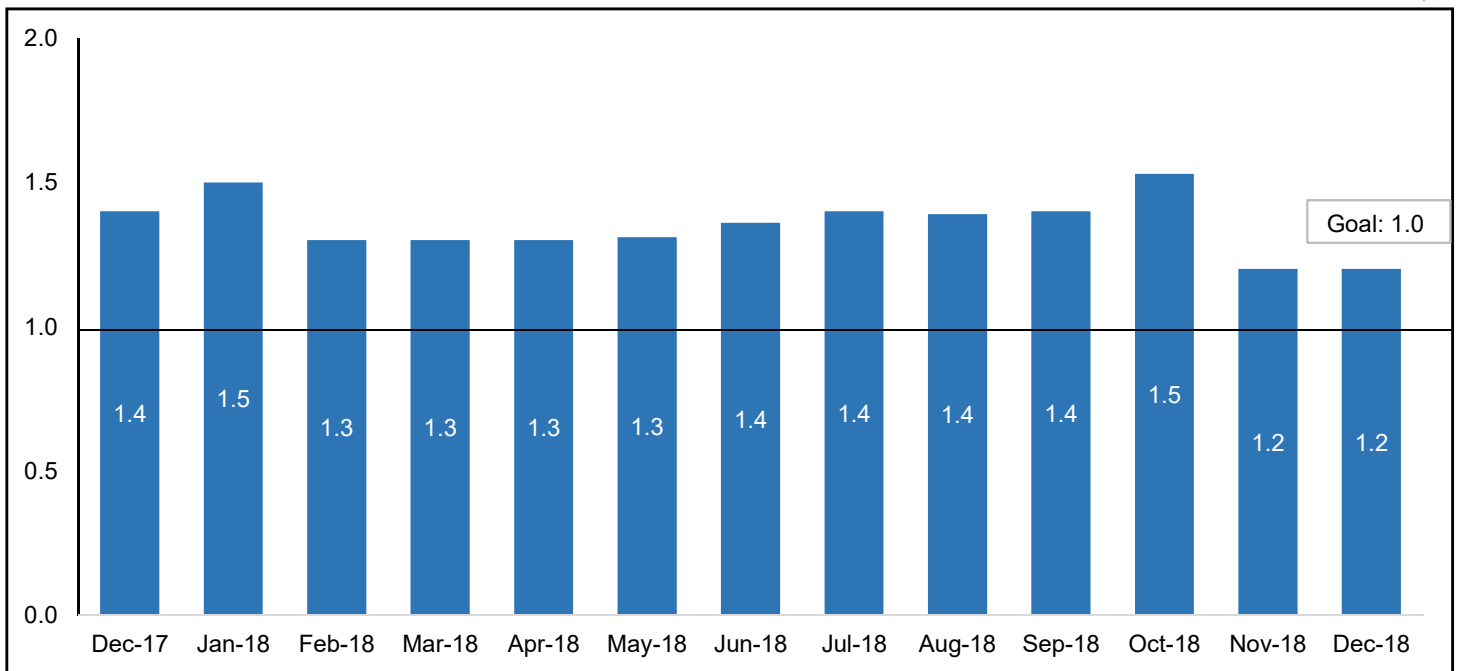
Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips Discussion

- Transportation Service related passenger complaints improved by 0.1 per 1,000 trips when compared to November 2018, and improved by 1.6 per 1,000 trips when compared to December 2017.

Note: Monthly totals may not be exact due to rounding.

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

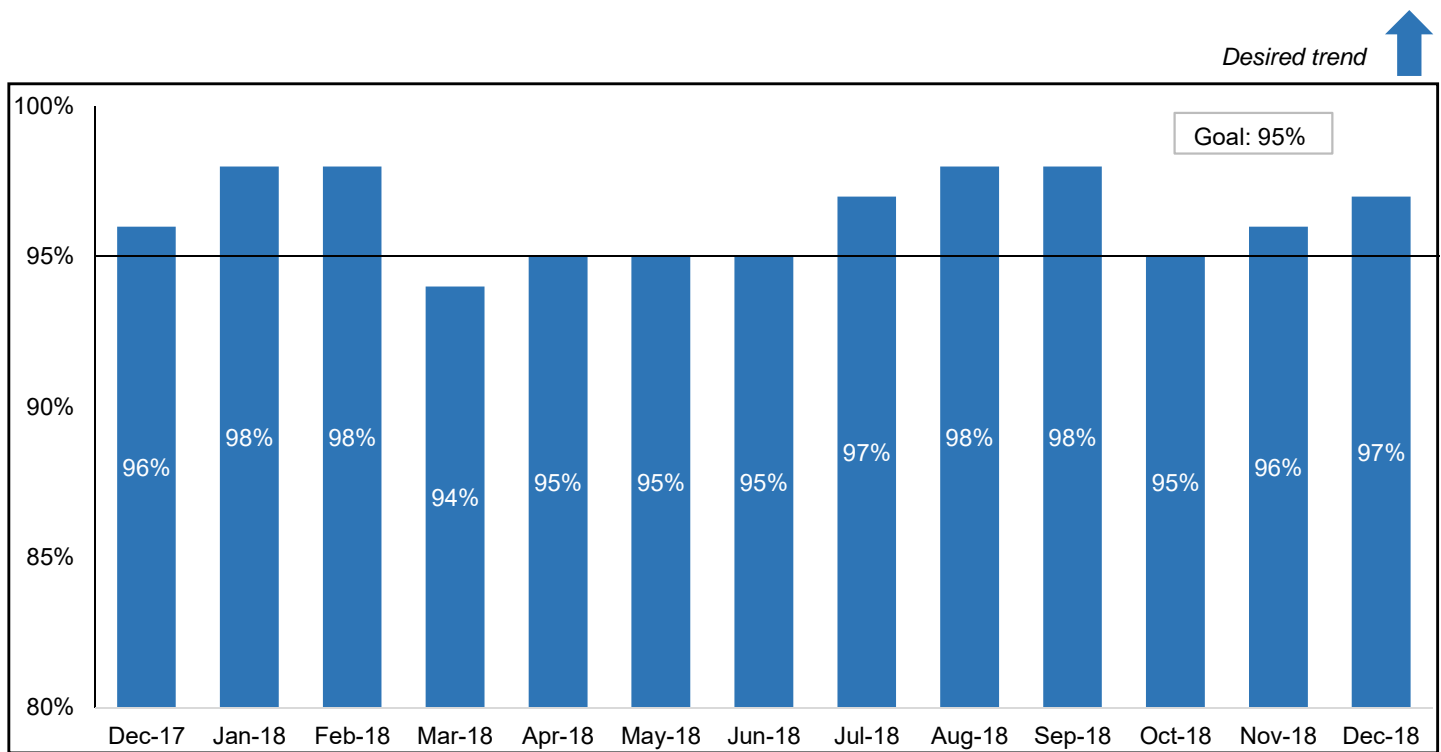
Desired trend



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

- Non-Transportation related passenger complaints remained the same at 1.2 in December 2018 when compared to November 2018, and improved by 0.2 per 1,000 trips when compared to December 2017.

Percent of Calls Answered

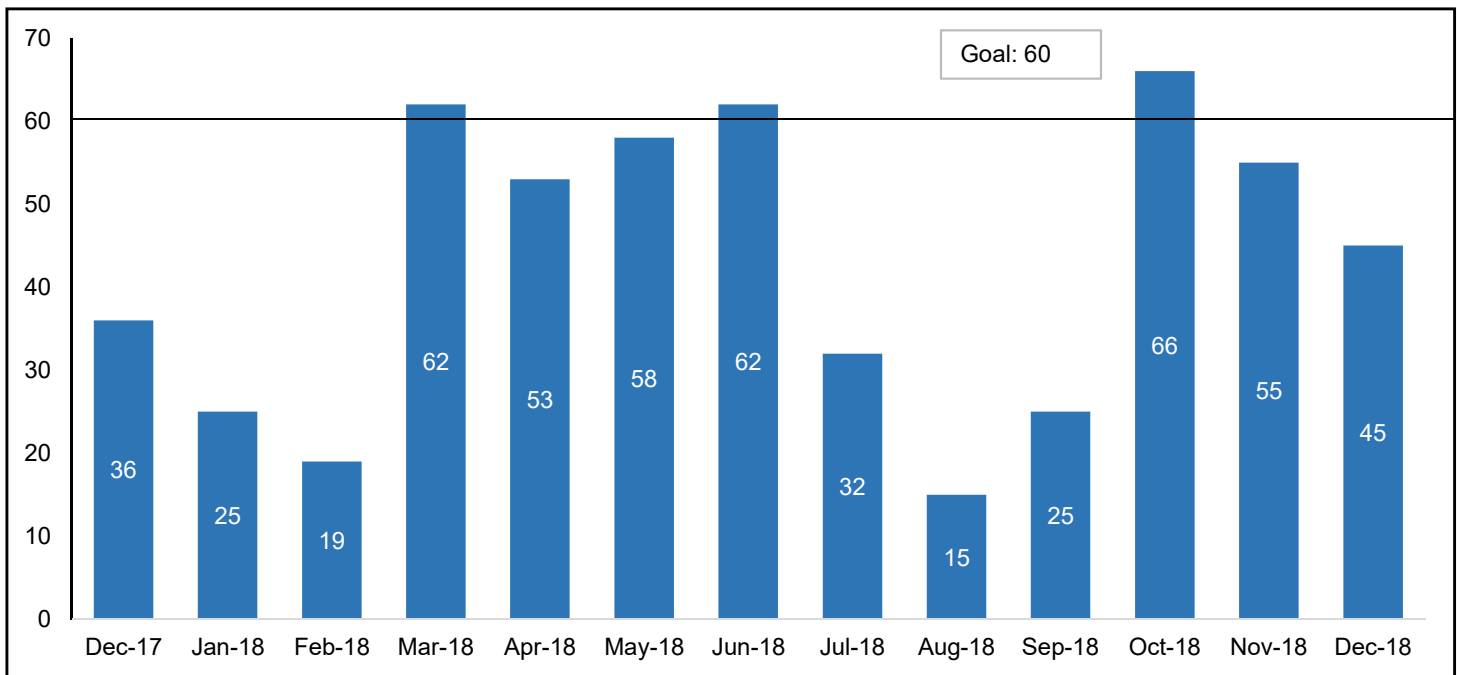


Percent of Calls Answered Discussion

- The Percent of Calls Answered improved by 1% when compared to the previous month, and improved by 1% when compared to December 2017.

Average Call Answer Speed in Seconds

Desired trend



Average Call Answer Speed in Seconds Discussion

- Call answering speed improved by 10 seconds in December 2018 when compared to November 2018, and increased by 9 seconds when compared to December 2017.

Customer Service Report: Accessibility

Alex Elegudin, Senior Advisor for Systemwide Accessibility



The Systemwide Accessibility Unit collaborated with the Mayor's Office for People with Disabilities on January 8 to host the first in a series of disability awareness trainings for NYCT employees. Strategy & Customer Experience staff received helpful tips and tools to assist passengers with a range of disabilities. The training also instructed how to properly respond to common questions about the accessibility features throughout our transit system.

February 2019 Highlights: Accessibility

The Systemwide Accessibility group has been focused in recent weeks on a series of community engagement efforts to further the Fast Forward goal of ensuring the disability community plays a key role in driving our accessibility agenda. In the last few weeks alone, we met with leading advocacy groups in the blind/low-vision and Deaf/hard-of-hearing communities including the Hearing Loss Association of America and the Pedestrians for Accessible and Safe Streets (PASS) coalition. These advocates are particularly interested in efforts to improve audio and text-based signage and messaging across our subway and bus systems.

On February 6th, we invited members of the community here to 2 Broadway for an open discussion about the next stations to be made accessible under Fast Forward and the next capital plan. We had nearly 100 in-person attendees and more than 800 viewers watching on YouTube. We spent three hours in a frank and productive conversation, working through the options and challenges of each group of stations under consideration to meet our Fast Forward coverage goal, borough by borough. Input from this event, and follow-up discussions with advocates and community members, will be one of the factors that helps us prioritize stations for accessibility, along with the Stantec feasibility study and a host of other data points we have collected on each station. The Stantec study continues apace, with more than 160 stations studied to date.

At the February 6 event we announced that we have opened applications for the new Advisory Committee for Accessible Transit (ACTA), and encourage anyone who is interested to visit the accessibility page on the MTA website to find out how to apply. We are accepting resumes and letters of interest until March 31. The Committee will meet 3-4 times a year and provide feedback on new accessibility initiatives and communicate our work to the community. Finally, on the engagement front, President Byford and I did a ride-along with an Access-A-Ride passenger in January, an experience which helped us better understand the day-to-day operations and experience of AAR and our Paratransit riders. I am happy to report that our trip was on time and our driver was great, however, we did find some areas that could use improvement and are discussing internally.

We are also engaged in a variety of strategies to better train NYCT staff at all levels on accessibility in our system and disability etiquette in general. We worked with the Mayor's Office for People with Disabilities to train many of our front-line correspondence staff on the best way to communicate with and assist Transit riders with disabilities. In February, we had two great training sessions with all of the new Group Station Managers, where we brought in Transit riders with a range of disabilities for a dialogue about strategies to improve elevator cleanliness, signage, and other challenges for Transit riders with disabilities.

Speaking of signage, we recently installed a new floor marker to clearly indicate the accessible boarding area on the downtown 4/5 platform at Fulton St station, which will help riders who use wheelchairs find the safest area to board the train and raise awareness of our accessibility efforts among the riding public. We look forward to seeing how this material performs and how riders respond. We will be piloting new accessibility features like this in the months to come and will continue to keep the Committee updated as these features roll-out and as the community responds.

Alex Elegudin

Senior Advisor for Systemwide Accessibility

Customer Service Report: Strategy and Customer Experience

Sarah Meyer, Senior Vice President & Chief Customer Officer



The reimagined Astoria line 39 Av-Dutch Kills station was reopened on January 28 with a new name rooted in the neighborhood's long history. Through a series of community dialogues with the residents, civic leaders, elected officials, and businesses, "Dutch Kills" was added to the name to honor the area's 17th century settlers. The station now boasts reinforced structural steel and concrete, lighting improvements, enhanced wayfinding, and silk-screened laminated glass artwork by Sarah Morris.

February 2019 Highlights: Strategy and Customer Experience

We started the year off strong and are continuing improvements in several key customer service performance indicators. Our Customer Contact Center answered over 90% of telephone queries again this month, with the average time to answer improving to 135 seconds, nearly half the wait time of January 2018. The average time to answer Help Point calls fell to 9.7 seconds, an improvement over December 2018's average wait of 10.6 seconds.

Social media responses were up 12.4% compared to January 2018. And, notably, customer satisfaction scores about the responses they received from us on Twitter increased over 18% compared to January 2018.

Subway complaints per journey were down nearly 35% compared to January 2018. Bus complaints were down by 0.8%, and complaints about Access-A-Ride continued to decline, down 4.2% from last month and over 46% lower than January 2018. MetroCard complaints were up 10.3%.

This month we introduced an easier way for customers to submit feedback using our web app, accessible from any desktop or mobile device. The new feature allows customers to tell us about their experience while on a bus or subway, using a series of menus and prompts to help customers provide key information needed to properly address the condition reported. This will streamline issues reported to field operations for investigation and action, and quicker responses back to customers about the outcome of their reports. The team will continue working toward efficiency and quality of interaction improvements across all customer touch points and channels.

Our community engagement teams were out in full force this month, attending nine public meetings included meeting with Queens' Astoria Boulevard Neighborhood Association on how we are revitalizing and modernizing the Astoria Line and its services.

Sarah Meyer

Senior Vice President and Chief Customer Officer
Strategy and Customer Experience

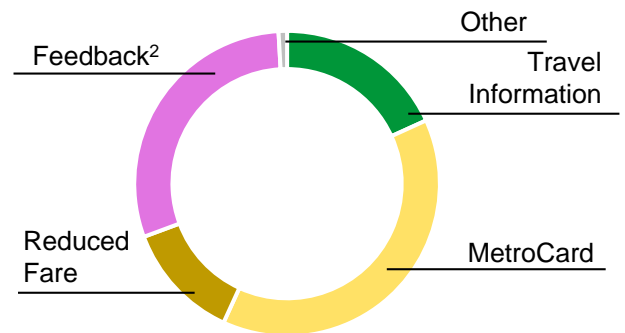
Customer engagement

Telephone

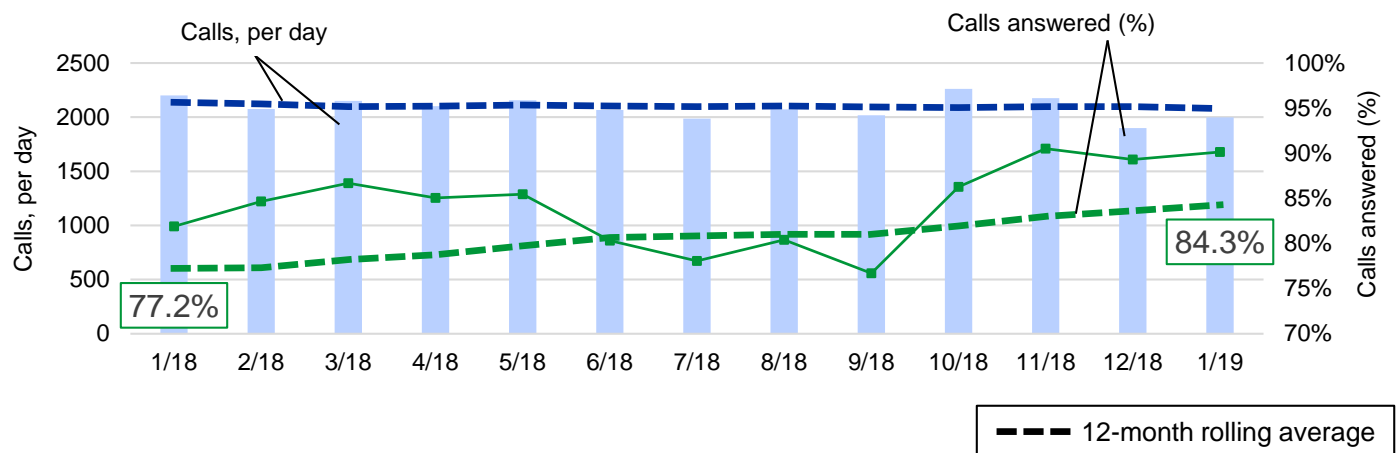
	Jan 2019	Jan 2018	Variance
Telephone calls	61,952	68,215	▼9.2%
Calls answered	90.1%	81.9%	▲10.1%
Average time to answer ¹ (seconds)	135	265	▼49.1%

1. Excludes automated self-service calls

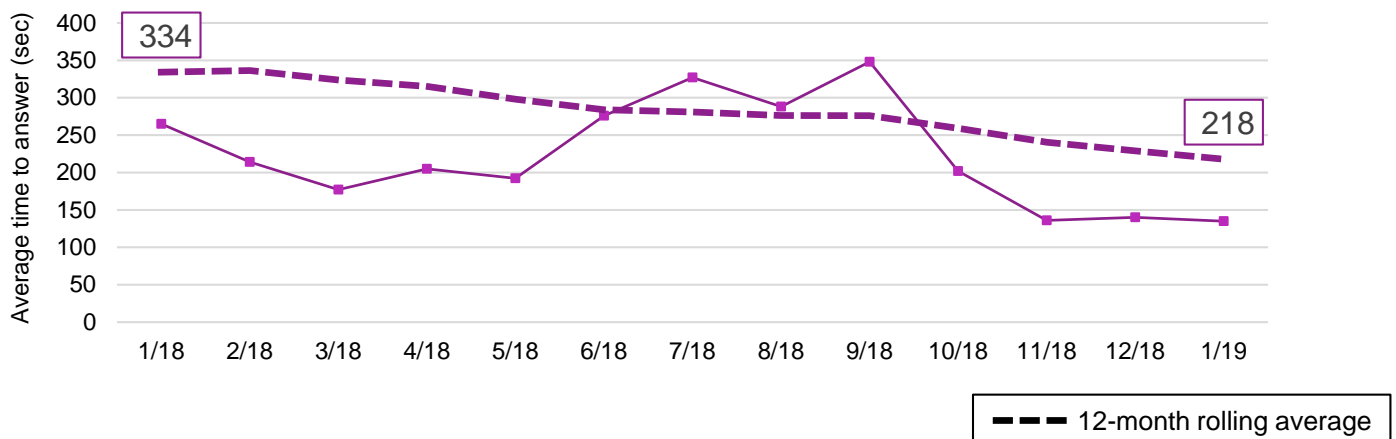
2. Feedback is customers calling with comments or concerns



Telephone: calls received and answered



Telephone: average time to answer

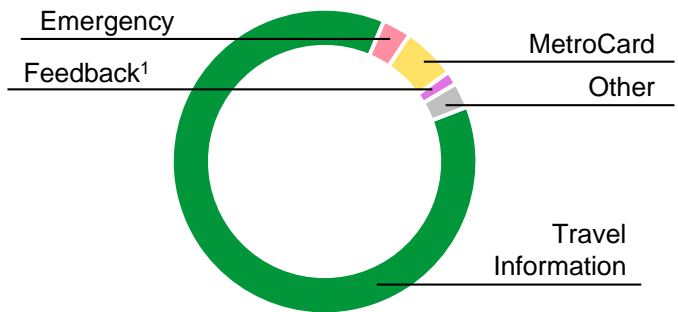


Customer engagement

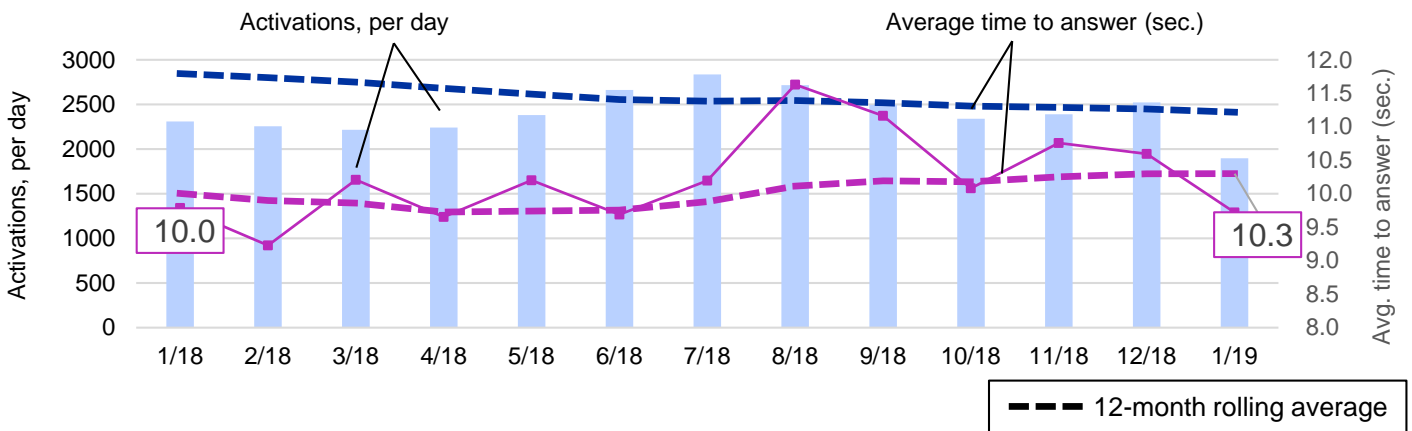
Help Point

	Jan 2019	Jan 2018	Variance
Help Point activations	58,824	71,577	▼17.8%
Average time to answer (seconds)	9.7	9.8	▼0.7%

1. Feedback is customers calling with comments or concerns



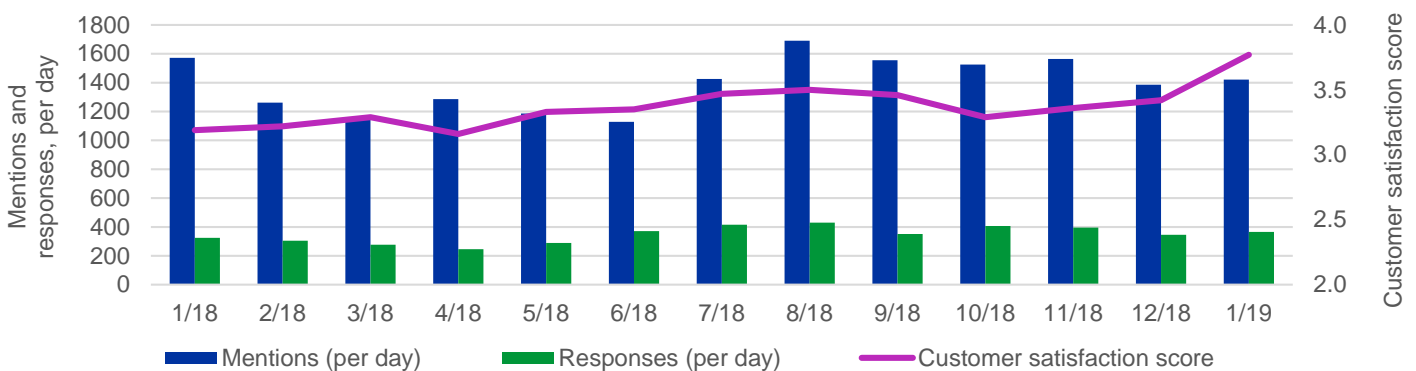
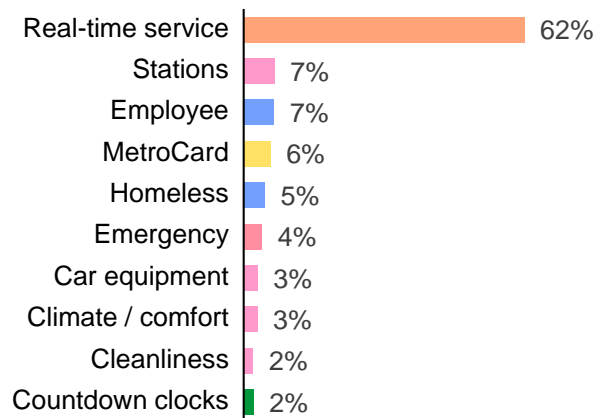
Help Point: activations and average time to answer



Social media

	Jan 2019	Jan 2018	Variance
Social media mentions ¹	44,068	48,728	▼9.6%
Responses sent	11,339	10,084	▲12.4%
Customer satisfaction score ²	3.77	3.19	▲18.2%

- Social media mentions include Tweets, Facebook posts, and comments
- Customers were asked *How would you rate your experience on Twitter with NYCT Subway?* using a scale of 1 to 5

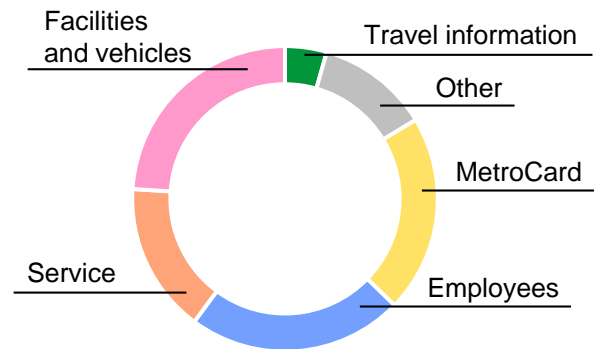


Customer engagement

Web, mobile app, and written feedback

	Jan 2019	Jan 2018	Variance
Received	5,571	6,551	▼ 15.0%
Responses sent ¹	9,258	9,240	▲ 0.2%

1. Includes automated and manual responses



Keeping customers informed

Alerts and service notices

	Jan 2019
Web	5,225
Twitter	3,586
Kiosks / Digital Displays ¹	4,708
Email and text alerts	
• Service	3,744
• Elevator and escalator status	10,471
Service Notice posters developed	697

1. Excludes countdown clocks

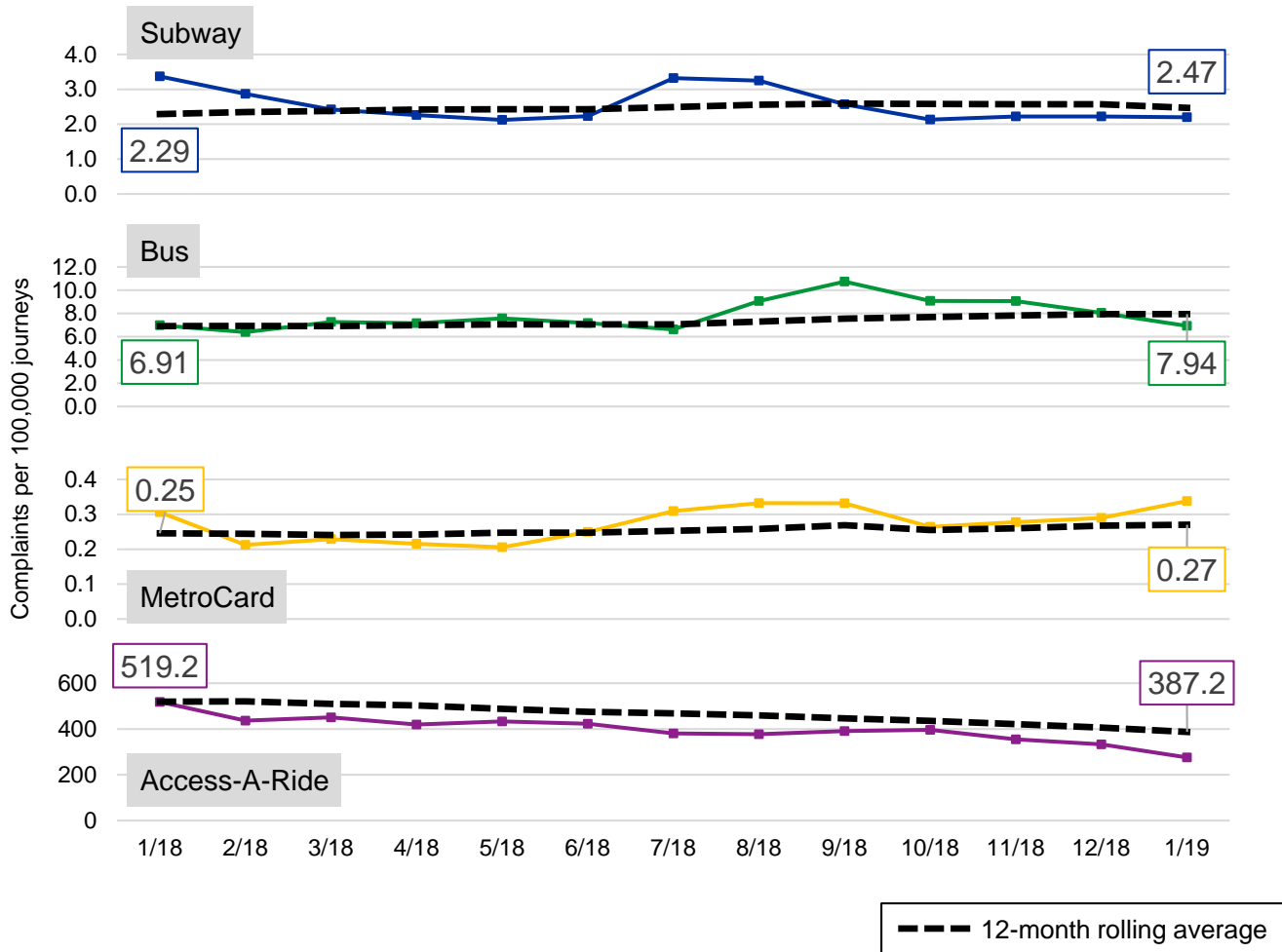
Social media followers

		Jan 2019	Jan 2018	Variance
Twitter	@NYCTSubway	964k	868k	▲ 11.1%
	@NYCTBus	22.4k	19k	▲ 18.5%
	@MTA	1,290k	1,124k	▲ 14.8%
Facebook	NYCT	61.7k	55k	▲ 12.2%
Instagram	@mtanyctransit	18.8k	-	

Customer feedback

Complaints per 100,000 journeys

	Jan 2019	Jan 2018	Variance
Subway	2.20	3.37	▼34.6%
Bus	6.93	6.99	▼0.8%
MetroCard	0.34	0.31	▲10.3%
Access-A-Ride	276.0	518.2	▼46.7%



Commendations per 100,000 journeys

	Jan 2019	Jan 2018	Variance
Subway	0.08	0.08	▼0.1%
Bus	0.41	0.36	▲14.2%
Access-A-Ride	106.6	155.2	▼31.3%

Safety

Robert Diehl

Senior Vice President, Safety & Security



Safety Analysis team (from left to right: Bram Weiser, Sameh Hanna, Jeffrey Kurian, and Victor Wei-Yu-Ko) analyzes customer and employee accident data to identify trends.



A Customer Service Operator responds to an employee safety-related call in the Safety Call Center.

February 2019 Highlights: Safety

The Office of System Safety (OSS), is responsible for overseeing the safety of over 7 million daily bus and subway customers as well as 52,000+ employees. To help accomplish that task, OSS gathers information from various sources which include the Law Department & the Departments of Buses and Subways.

Included in this month's report are photos of the Operations Support Division's Safety Analysis Unit, and the Employee Safety Call Center. Both are critical in helping OSS identify safety hazards and trends to thoroughly investigate issues as they arise.

As for our statistics, Subway Fires declined by 13.2% when comparing the most-recent 12-month rolling period to the previous 12-months due to notable decreases in December and January.

Bus Collisions and Collision Injuries are continuing to decrease as well, albeit slightly, when compared to the same period last year, though Bus Customer Accidents showed an increase.

Subway Customer Accidents increased when comparing them between 12-month periods but had a nearly 17% decrease in December compare to last December.

Employee Lost Time Accidents also showed a slight decrease when comparing them between 12-month periods.

Lastly, NYCT is working towards meeting and exceeding our new 2019 leading indicator goals, especially Joint Track Safety Audits, Continuous Welded Rail (CWR) and Friction Pads.

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		
	Feb 16 - Jan 17	Feb 17 - Jan 18	Feb 18 - Jan 19
Subways			
Subway Customer Accidents per Million Customers ¹	2.54	2.89	2.96
Subway Collisions ²			
Total	0	2	1
Mainline	0	0	0
Yard	0	2	1
Subway Derailments ²			
Total	5	8	3
Mainline	4	4	0
Yard	1	4	3
Subway Fires ²	969	967	839
Buses			
Bus Collisions Per Million Miles Regional	56.16	55.20	53.46
Bus Collision Injuries Per Million Miles Regional	6.51	6.03	6.00
Bus Customer Accidents Per Million Customers ¹ Regional	1.26	1.24	1.36
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹	4.08	3.64	3.62

¹ 12-month Average data from January through December.

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

Leading Indicators				
Subways	January	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	36	36	340	10.6%
Joint Track Safety Audits -- Compliance Rate	98.8%	98.8%	100.0%	98.8%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	8,035	8,035	47,520	16.9%
Friction Pad Installation	6,113	6,113	33,500	18.2%
Buses	January	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System	37	37	630	5.9%
Vision Zero Employee Training	576	576	6,200	9.3%

Monthly Operations Report

Safety Report Definitions:

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

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

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

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

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



Crime Report

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



Police Department
City of New York

MTA Report

CRIME STATISTICS JANUARY

	2019	2018	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	1	0	1	***. *%
ROBBERY	34	42	-8	-19.0%
GL	129	129	0	0.0%
FELASSAULT	30	26	4	15.4%
BURGLARY	1	2	-1	-50.0%
<u>TOTAL MAJOR FELONIES</u>	<u>195</u>	<u>199</u>	<u>-4</u>	<u>-2.0%</u>

During January, the daily Robbery average decreased from 1.4 to 1.1

During January, the daily Major Felony average decreased from 6.4 to 6.3

CRIME STATISTICS JANUARY

	2019	2018	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	1	0	1	***. *%
ROBBERY	34	42	-8	-19.0%
GL	129	129	0	0.0%
FELASSAULT	30	26	4	15.4%
BURGLARY	1	2	-1	-50.0%
<u>TOTAL MAJOR FELONIES</u>	<u>195</u>	<u>199</u>	<u>-4</u>	<u>-2.0%</u>

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

Year to date the daily Major Felony average decreased from 6.4 to 6.3

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

JANUARY ACTIVITY

	2019	2018	Diff	% Change
Total Arrests	1145	2250	-1105	-49.1%
TOS Arrests	383	1472	-1089	-74.0%
Total Summons	9500	5820	3680	63.2%
TOS TABs	7196	4139	3057	73.9%
TOS C-Summ	283	2	281	14050.0%

JANUARY ACTIVITY

	2019	2018	Diff	% Change
Total Arrests	1145	2250	-1105	-49.1%
TOS Arrests	383	1472	-1089	-74.0%
Total Summons	9500	5820	3680	63.2%
TOS TABs	7196	4139	3057	73.9%
TOS C-Summ	283	2	281	14050.0%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

JANUARY

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Murder	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Rape	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	3	0	0	0	0	1
Robbery	224	174	152	126	124	111	104	93	119	99	75	73	71	84	64	88	61	49	43	41	35	42	34
Assault	37	39	35	24	33	23	17	27	23	13	17	12	19	15	20	11	14	14	12	37	38	26	30
Burglary	7	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	4	1	4	2	2	1
GL	275	212	185	201	170	181	151	161	197	113	101	122	135	92	110	153	171	152	95	130	136	122	129
TOTAL MAJOR FELONIES	544	427	374	351	328	315	272	282	339	226	193	209	225	192	194	252	248	222	151	212	211	192	195
Major Fel Per Day	17.55	13.77	12.06	11.32	10.58	10.16	8.77	9.10	10.94	7.29	6.23	6.74	7.26	6.19	6.26	8.13	8.00	7.16	4.87	6.84	6.81	6.19	6.29

**Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 2/3/2019)**

Motivation:

Motivation	2019	2018	Diff	% Change
GENDER	1	0	1	*** *
MUSLIM	0	1	-1	-100%
SEMITIC	7	2	5	250%
Grand Total	8	3	5	167%

Crime Name:

Crime Name	2019	2018	Diff	% Change
Aggravated Harassment 1	2	0	2	*** *
Aggravated Harassment 2	2	0	2	*** *
Assault 2	1	0	1	*** *
Criminal Mischief 4	3	3	0	0%
Grand Total	8	3	5	167%

Transit District by County & Motivation:

County	TD	Motivation	2019	2018	Diff	% Change
New York	TD 01	SEMITIC	2	0	2	*** *
	TD 01 Total		2	0	2	*** *
	TD 03	SEMITIC	2	0	2	*** *
	TD 03 Total		2	0	2	*** *
Bronx	TD 11	MUSLIM	0	1	-1	-100%
	TD 11 Total		0	1	-1	-100%

	TD 12	SEMITIC	1	0	1	*** *
	TD 12 Total		1	0	1	*** *
Kings	TD 32	GENDER	1	0	1	*** *
		SEMITIC	2	0	2	*** *
	TD 32 Total		3	0	3	*** *
	TD 33	SEMITIC	0	1	-1	-100%
	TD 33 Total		0	1	-1	-100%
	TD 34	SEMITIC	0	1	-1	-100%
	TD 34 Total		0	1	-1	-100%
Grand Total			8	3	5	167%

Transit District by Crime:

County	TD	Motivation	2019	2018	Diff	% Change
New York	TD 01	SEMITIC	2	0	2	*** *
	TD 01 Total		2	0	2	*** *
	TD 03	SEMITIC	2	0	2	*** *
	TD 03 Total		2	0	2	*** *
Bronx	TD 11	MUSLIM	0	1	-1	-100%
	TD 11 Total		0	1	-1	-100%
	TD 12	SEMITIC	1	0	1	*** *
	TD 12 Total		1	0	1	*** *
Kings	TD 32	GENDER	1	0	1	*** *
		SEMITIC	2	0	2	*** *
	TD 32 Total		3	0	3	*** *
	TD 33	SEMITIC	0	1	-1	-100%
	TD 33 Total		0	1	-1	-100%
	TD 34	SEMITIC	0	1	-1	-100%

	TD 34 Total		0	1	-1	-100%
Grand Total			8	3	5	167%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

January 2019 vs. 2018

	2019	2018	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	1	0	1	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	1	1	0	0%

Year to Date 2019 vs. 2018

	2019	2018	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	1	0	1	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	1	1	0	0%

Financial and Ridership Reports

Jaibala Patel, Chief Financial Officer

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



Nearly nine million riders traveled on NYCT Staten Island express buses in 2018. The redesigned Staten Island express bus network, launched in August 2018, has resulted in faster, more streamlined service between Staten Island and Manhattan.

Preliminary 2018 Year-End Report: New York City Transit

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

Summary of Preliminary Financial Results

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

- 2018 annual New York City Transit ridership of 2,259.2 million was 1.1 million (less than 0.1 percent) below estimate, of which subway ridership of 1,680.0 million was 0.9 million (0.1 percent) above estimate, and bus ridership of 569.3 million was 2.0 million (0.3 percent) below estimate.
- Farebox revenue of \$4,454.0 million was \$15.7 million (0.4 percent) above estimate.
- Operating expenses of \$8,517.7 million were less than estimate by \$97.9 million (1.1 percent). Labor expenses underran by \$92.3 million (1.4 percent), due largely to underruns in health & welfare/OPEB current expenses and payroll expenses as well as favorable reimbursable overhead credits. Non-labor expenses were less by a net \$5.6 million (0.3 percent).

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

- 2018 annual New York City Transit ridership was 163.5 million (6.7 percent) below budget, of which subway was 93.6 million (5.3 percent) below budget, and bus ridership was 70.1 million (11.0 percent) below budget.
- Farebox revenue was below budget by \$96.3 million (2.1%), reflecting an overall negative ridership trend, particularly on bus, and including the impact of adverse weather early in the year.
- Operating expenses exceeded budget by a net \$100.3 million (1.2%). Labor expenses were slightly below budget by \$10.0 million (0.2%), as significantly higher overtime expenses were essentially offset by favorable results in several other accounts. Non-labor expenses were over budget by \$110.4 million (5.8%), due primarily to several account overruns.

Preliminary financial results for 2018 are presented in the table below.

Preliminary Financial Results Compared to Budget and Estimate							
December 2018 Year-to-Date				Favorable/(Unfavorable)			
Category	Budget		Estimate	Prelim Actual	Budget		Estimate
(\$ in millions)					\$	%	%
Total Farebox Revenue	4,550.4		4,438.3	4,454.0	(96.3)	(2.1)	15.7
Nonreimb. Exp. before Dep./OPEB	(8,417.3)		(8,615.5)	(8,517.7)	(100.3)	(1.2)	96.9
Net Cash Deficit*	(3,146.1)		(3,578.1)	(3,325.8)	(179.7)	(5.7)	252.3
							7.0

*Excludes Subsidies and Debt Service

Preliminary Actual Results Compared to the Final Estimate (estimate)

Farebox revenue was \$4,454.0 million, \$15.7 million (0.4 percent) above estimate. Subway revenue was \$13.2 million (0.4 percent) above estimate, bus revenue was \$2.8 million (0.3 percent) above estimate, and paratransit revenue was \$0.3 million (1.2 percent) below estimate. Accrued fare media liability was equal to estimate. Full year 2018 revenue includes positive adjustments in the 4th quarter average fares on unlimited ride passes and pre-tax transit benefit program passes for the full year.

The 2018 non-student average fare of \$2.03 increased 0.05¢ from 2017; the subway fare increased 0.05¢, the local bus fare increased 0.04¢, and the express bus fare increased 0.04¢.

Total **ridership** in 2018 of 2,259.2 million was 1.1 million trips (less than 0.1 percent) below estimate. Average weekday ridership in 2018 was 7.3 million, 3.4 percent below 2017.

Nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were under estimate by \$97.9 million (1.1 percent).

- **Labor expenses** were below estimate by \$92.3 million (1.4 percent), due primarily to underruns in health & welfare/OPEB current expenses of \$63.6 million (4.6 percent), lower payroll expenses of \$14.4 million (0.4 percent), and favorable reimbursable overhead credits of \$22.0 million (6.8 percent).
- **Non-labor expenses** were less on a net basis by \$5.6 million (0.3 percent).

The **net cash deficit** of \$3,325.8 million was favorable to estimate by \$252.3 million, (7.1 percent), due largely to the favorable timing of capital reimbursements and farebox revenue receipts.

Preliminary Actual Results Compared to Adopted Budget (budget)

Farebox revenue was \$96.3 million (2.1 percent) below budget, reflecting an overall negative ridership trend, particularly on bus, and including the impact of adverse weather early in the year.

Nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were in excess of budget by a net \$100.3 million (1.2 percent), of which labor expenses were slightly below budget by a net \$10.0 million (0.2 percent), including a significant overrun in overtime expenses essentially offset by several underruns in other accounts. Non-labor expenses exceeded budget by \$110.4 million (5.8 percent), with several accounts reporting overruns.

Note: Final 2018 results and their impact on 2019 will be reported in April.

Financial Results

Farebox Revenue

December 2018 Farebox Revenue - (\$ in millions)							
	2018			Favorable/(Unfavorable)			
	Budget	Estimate	Prelim Actual	Budget		Estimate	
				Amount	Percent	Amount	Percent
Subway	3,494.9	3,413.3	3,426.4	(68.5)	(2.0%)	13.2	0.4%
NYCT Bus	957.6	925.8	928.6	(29.1)	(3.0%)	2.8	0.3%
Paratransit	19.3	20.8	20.5	1.2	6.4%	(0.3)	(1.2%)
Subtotal	4,471.9	4,359.8	4,375.5	(96.3)	(2.2%)	15.7	0.4%
Fare Media Liability	78.5	78.5	78.5	0.0	0.0%	0.0	0.0%
Total - NYCT	4,550.4	4,438.3	4,454.0	(96.3)	(2.1%)	15.7	0.4%

Note: Totals may not add due to rounding.

- The negative revenue variance to budget is driven by the continued downward trend in ridership. The comparison to estimate benefitted from more conservative projections than reflected in budget.

Average Fare

Annual Non-Student Average Fare - (in \$)				
NYC Transit				
	2017	Prelim 2018	Change	
			Amount	Percent
Subway	2.067	2.112	0.046	2.2%
Local Bus	1.648	1.686	0.038	2.3%
Subway & Local Bus	1.964	2.009	0.046	2.3%
Express Bus	5.278	5.314	0.036	0.7%
Total	1.980	2.026	0.046	2.3%

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

Other Operating Revenue

Other operating revenue exceeded estimate by \$3.5 million (0.8 percent), due mostly to higher Urban Tax revenue than projected.

Nonreimbursable Expenses

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, underran estimate by \$96.9 million (1.1 percent).

Labor expenses were less than the estimate by \$92.3 million (1.4 percent):

- Health & welfare/OPEB current expenses were under the estimate by \$63.6 million (4.6 percent), due mainly to greater-than-anticipated Express Script rebates.
- Reimbursable overhead credits were favorable by \$22.0 million (6.8 percent), due mainly to increased reimbursable labor requirements.
- Payroll expenses were less by \$14.4 million (0.4 percent), due mostly to vacancies
- Other fringe benefit expenses were over by \$5.0 million (1.1 percent), due mainly to Workers' Compensation accrued reserve requirements, mostly offset by favorable overhead credits driven by additional reimbursable work requirements.
- Pension expenses were higher by \$2.3 million (0.3 percent), mostly from higher MaBSTOA pension costs.
- Overtime expenses were higher by a net \$0.5 million (0.1 percent), as negative variances including adverse weather during the year, vacancy coverage requirements, and a timing lag pertaining to reimbursable charges were mostly offset by reduced forecasted delays requiring less overtime work.

Non-labor expenses were lower than estimate by a net \$5.6 million (0.3 percent):

- Maintenance contract expenses underran by \$13.6 million (5.2 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.
- Professional service contract expenses were favorable by \$9.0 million (4.4 percent), mainly from the favorable timing of several professional service contract expenses, including priority projects/initiatives and bus/subway/SAP requirements.
- Electric power expenses were higher by \$8.9 million (3.1 percent), due mostly to higher prices and consumption, partly offset by the favorable timing of expenses.
- Paratransit service contract expenses exceeded estimate by \$4.4 million (1.0 percent), due primarily to increased E-Hail-related trip activity.
- Materials & supplies expenses were over by \$2.2 million (0.6 percent), due mainly to additional non-vehicle material requirements, partly offset by higher scrap/surplus sales.

Depreciation expenses were higher than estimate by \$7.7 million (0.4 percent), due mainly to additional assets than projected reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$1,065.3 million of accrued expenses, favorable to the estimate by \$284.9 million (21.1 percent), subject to year-end adjustment.

GASB #68 Pension Adjustment was adopted by the MTA in 2015. Consistent with its requirements, MTA New York City Transit recorded an accrued credit of \$261.9 million, unfavorable to the estimate by \$43.7 million, subject to year-end adjustment.

Net Cash Deficit

The net cash deficit was \$3,325.8 million, favorable to the estimate by \$252.3 million (7.1 percent), due mostly to the favorable timing of capital reimbursements and farebox revenue receipts.

Incumbents

There were 49,906 full-time paid incumbents at the end of December, which resulted in a net increase of 237 from November excluding 225 temporary incumbents, due mostly to increases of 142 Bus Operators and 83 Train Operators.

Preliminary Actual Results Compared to the Adopted Budget (budget)

Farebox revenue was \$96.3 million (2.1 percent) below budget, reflecting an overall negative ridership trend, particularly on bus, and including the impact of adverse weather early in the year.

Nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were over budget by a net \$100.3 million (1.2 percent).

- Labor expenses were slightly below budget by a net 10.0 million (0.2 percent), as higher overtime expenses of \$218.9 million (47.0 percent) were essentially driven by track, signals infrastructure, station maintenance and car equipment requirements, including Subway Action Plan (SAP) initiatives, as well as vacancy/absentee coverage requirements and the impact of adverse weather early in the year. Mostly offsetting this significant overrun were favorable results health & welfare/OPEB current expenses of \$70.7 million (5.0 percent), payroll expenses of \$42.8 million (1.2 percent), favorable reimbursable overhead credits of \$71.2 million (25.8 percent), other fringe benefit expenses of \$25.2 million (5.0 percent) and lower pension expenses of \$18.9 million (2.0 percent).
- Non-labor expenses were in excess of budget by \$110.4 million (5.8 percent), due largely to overruns in paratransit service contracts of \$40.1 million (9.6 percent-E-Hail activity), claims expenses of \$36.0 million (21.0 percent-preliminary reserve requirements), materials & supplies expenses of \$31.4 million (9.9 percent-maintenance material requirements) and fuel expenses of \$21.4 million (23.4 percent-prices/volume).

Ridership Results

2018 Ridership vs. Budget and Estimate - (millions)							
	2018			Favorable/(Unfavorable)			
	Budget	Estimate	Prelim Actual	Budget		Estimate	
				Amount	Percent	Amount	Percent
Subway	1,773.6	1,679.1	1,680.0	(93.6)	(5.3%)	0.9	0.1%
NYCT Bus	639.4	571.3	569.3	(70.1)	(11.0%)	(2.0)	(0.3%)
Subtotal	2,413.0	2,250.4	2,249.3	(163.7)	(6.8%)	(1.0)	(0.0%)
Paratransit	9.7	9.9	9.9	0.2	2.3%	(0.0)	(0.2%)
Total - NYCT	2,422.7	2,260.3	2,259.2	(163.5)	(6.7%)	(1.1)	(0.0%)

Notes: Totals may not add due to rounding.

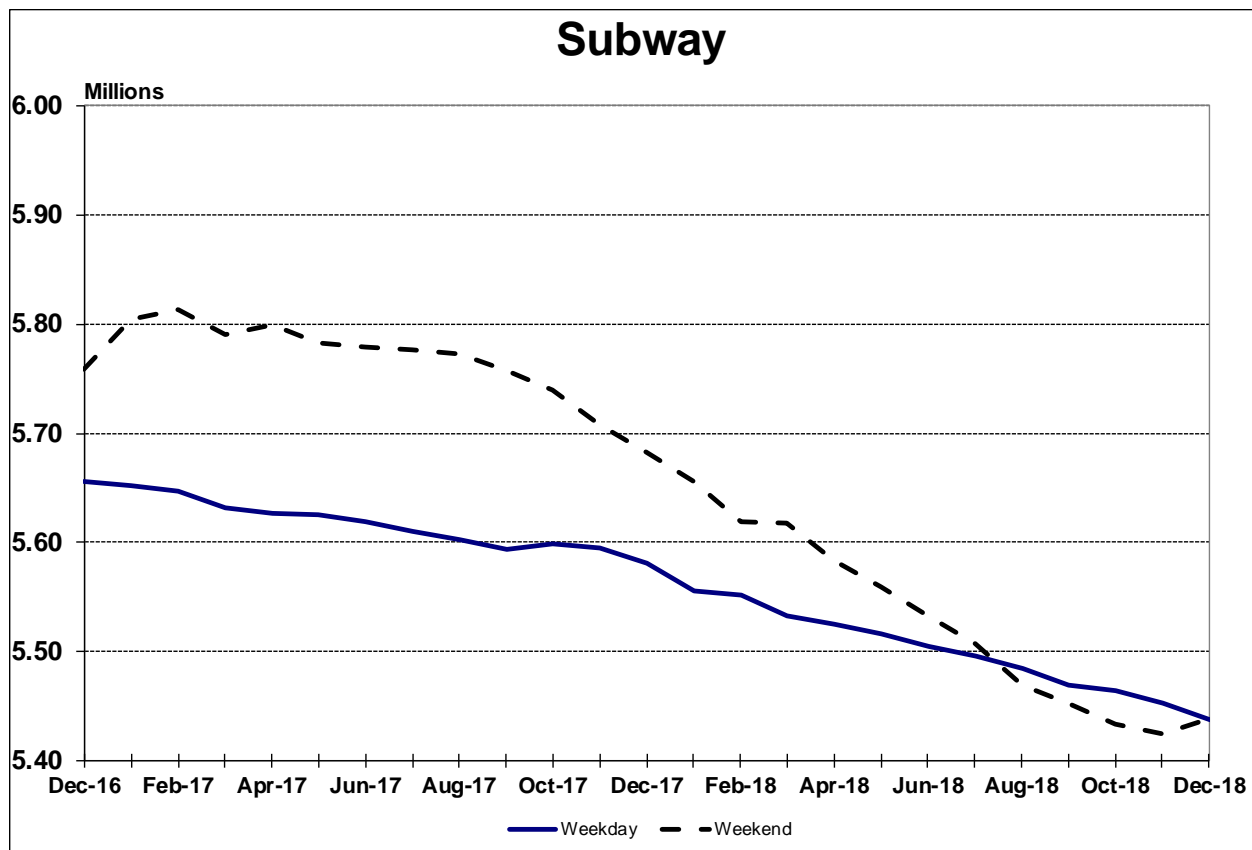
2018 Average Weekday and Weekend Ridership vs. Prior Year								
	Average Weekday - (thousands)				Average Weekend - (thousands)			
	2017	Prelim 2018	Change		2017	Prelim 2018	Change	
			Amount	Percent			Amount	Percent
Subway	5,581	5,437	(143)	-2.6%	5,682	5,439	(243)	-4.3%
Local Bus	1,884	1,771	(113)	-6.0%	2,080	1,977	(102)	-4.9%
Express Bus	40	40	(0)	-0.4%	13	13	(0)	-0.6%
Paratransit	28	31	3	+10.2%	34	38	4	+12.9%
TOTAL - NYCT	7,533	7,279	(254)	-3.4%	7,809	7,467	(342)	-4.4%

Notes: Totals may not add due to rounding. Percentages are based on unrounded figures.

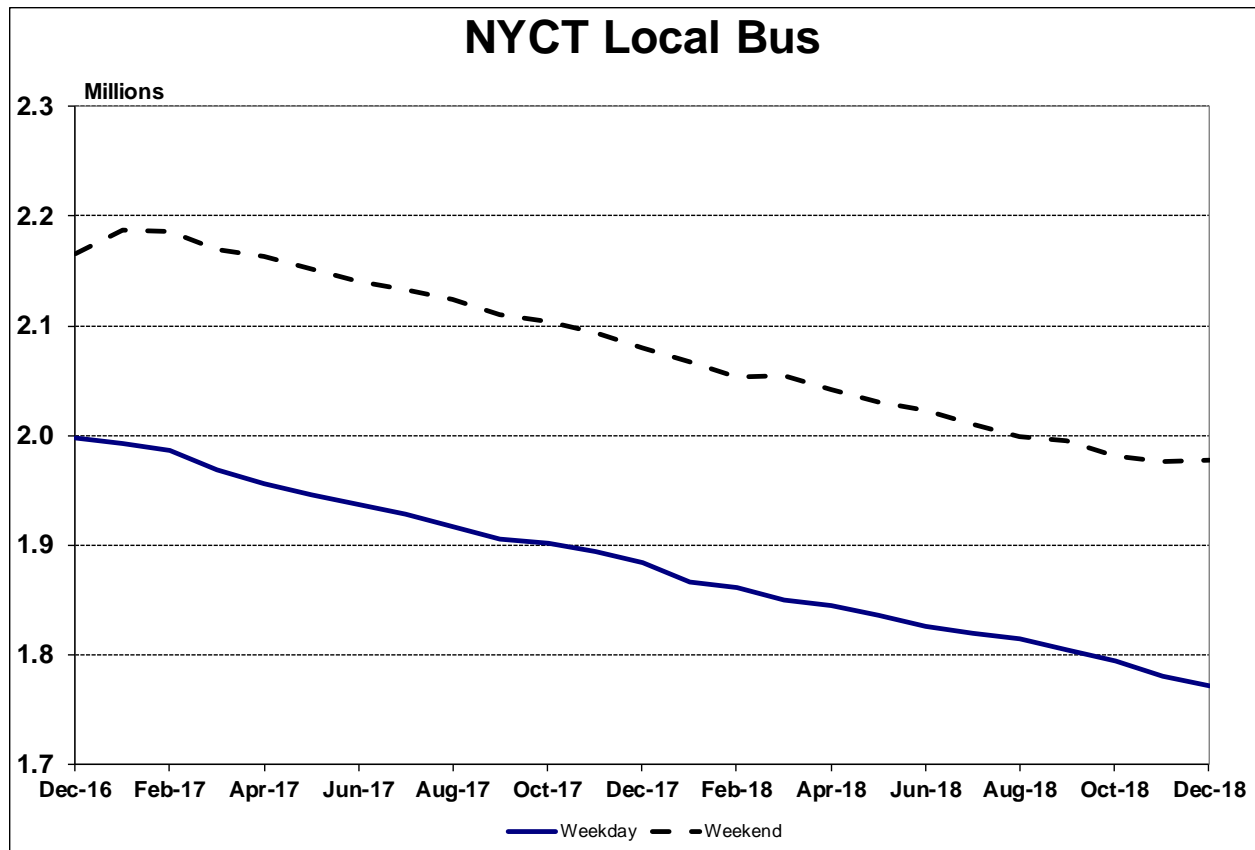
- The negative trend in subway ridership, which began in 2017, and the long-term negative trend in bus ridership, continued in 2018.
- Part of the decline in ridership compared to the prior year is a decline in student ridership, particularly on bus.

Average Weekday and Weekend Ridership

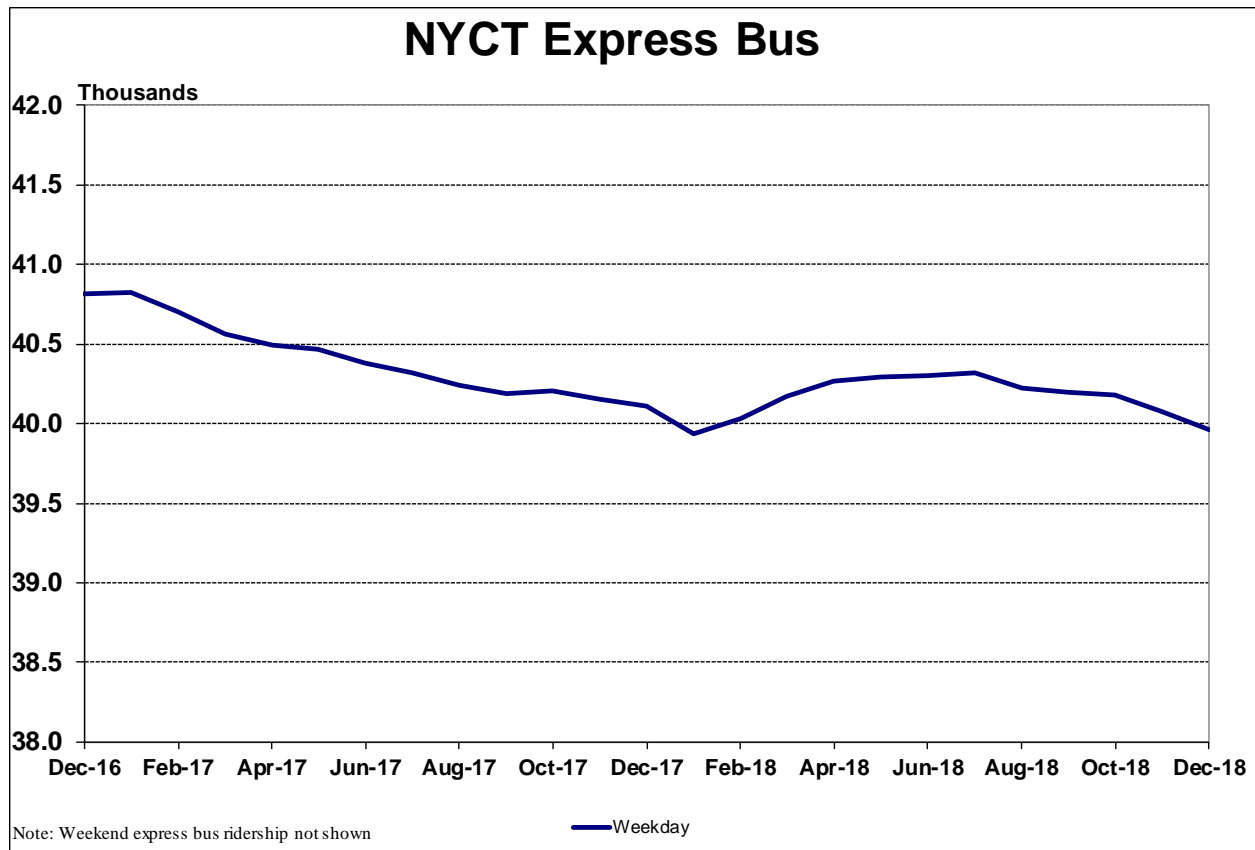
12-Month Rolling Averages



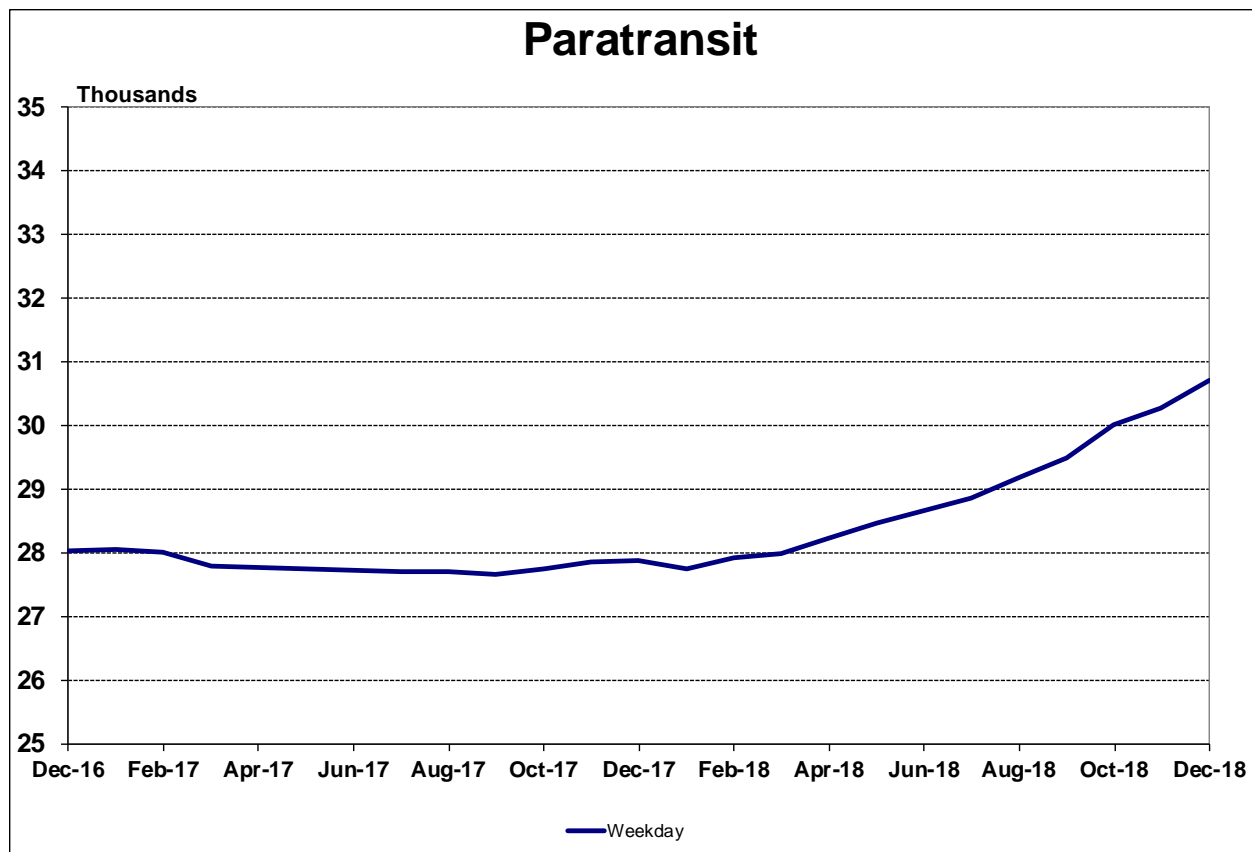
- Average weekday subway ridership was flat in 2016 and began to decline in 2017. 2018 average weekday subway ridership was 2.6 percent lower than 2017, reflecting the ongoing negative trend.
- Average weekend ridership decreased from 2015 to 2016, and from 2016 to 2017. Average weekend subway ridership in 2018 was 4.3 percent lower than 2017.



- 2018 average weekday local bus ridership decreased 6.0 percent from 2017.
- 2018 average weekend bus ridership decreased of 4.9 percent from 2017.
- The long-term downward trend in bus ridership accelerated in March 2017, possibly due to the fare increase, and 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. 2018 average weekday ridership is 0.4 percent lower than 2017.



- Paratransit ridership has been mostly stable for the last two years, and the increase in 2018 is driven by a surge in E-Hail trips.

Ridership on New York Area Transit Services

From 2017 to 2018, average weekday ridership was mostly down across area services, the exceptions being Paratransit (up 10.2 percent), MTA Express Bus (up 4.3 percent) and Long Island Rail Road (up 0.3 percent). Weekend ridership was mixed across area services: Paratransit (up 12.9 percent) and MTA Express Bus (up 10.2 percent) saw the largest year-over-year increases and PATH (down 5.0 percent) and NYCT Local Bus (down 4.9 percent) saw the largest declines.

Bridges and Tunnels traffic increased on weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)			
Transit Service	2017	Prelim 2018	Percent Change
Average Weekday			
NYCT Subway	5,581	5,437	-2.6%
NYCT Local Bus	1,884	1,771	-6.0%
NYCT Express Bus	40	40	-0.4%
NYCT Paratransit	28	31	+10.2%
Staten Island Railway	16	16	-2.0%
MTA Local Bus	368	363	-1.3%
MTA Express Bus	28	30	+4.3%
Long Island Rail Road	311	312	+0.3%
Metro-North Railroad	285	285	-0.2%
PATH	284	281	-1.0%
Average Weekend			
NYCT Subway	5,682	5,439	-4.3%
NYCT Local Bus	2,080	1,977	-4.9%
NYCT Express Bus	13	13	-0.6%
NYCT Paratransit	34	38	+12.9%
Staten Island Railway	8	8	-2.1%
MTA Local Bus	385	383	-0.5%
MTA Express Bus	11	12	+10.2%
Long Island Rail Road	205	208	+1.2%
Metro-North Railroad	235	235	+0.0%
PATH	206	196	-5.0%

MTA Bridges and Tunnels (thousands)			
Average Weekday	876	905	+3.3%
Average Weekend	1,579	1,667	+5.6%

Note: Percentages are based on unrounded data.

Economy

From 2017 to 2018, New York City employment increased 1.6 percent (72,700 jobs). Total private sector employment increased 1.9 percent (74,200 jobs) and government employment decreased 0.3 percent (1,400 jobs). All the private employment sectors increased over the prior year with the exception of the manufacturing sector (down 1,100 jobs, or 1.4 percent). The sector with the largest absolute change was educational and health services (up 36,400 jobs or 3.8 percent) and the sector with largest percentage increase was construction, up 4.0 percent (6,100 jobs).

NYC Employment by Sector - (thousands)				
Employment Sector	2017	2018	Change	
			Amount	%
Construction	151.1	157.2	6.1	4.0%
Manufacturing	73.1	72.1	-1.1	-1.4%
Trade & Transportation	634.3	639.4	5.2	0.8%
Leisure & Hospitality	452.1	460.6	8.4	1.9%
Financial Activities	469.8	472.7	2.9	0.6%
Information	197.1	197.3	0.2	0.1%
Professional & Business Services	742.3	755.7	13.4	1.8%
Educational & Health Services	963.4	999.8	36.4	3.8%
Other Services	191.5	194.1	2.6	1.4%
Total Private	3,874.7	3,948.8	74.2	1.9%
Government	552.1	550.6	-1.4	-0.3%
Total NYC Employment	4,426.7	4,499.5	72.7	1.6%

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NON-REIMBURSABLE

	December 2018 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual*	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue:							
Subway	3,494.944	3,413.257	3,426.449	(68.495)	(2.0)	13.192	0.4
Bus	957.641	925.789	928.567	(29.074)	(3.0)	2.778	0.3
Paratransit	19.276	20.763	20.512	1.236	6.4	(0.251)	(1.2)
Fare Media Liability	78.500	78.500	78.504	0.004	0.0	0.004	0.0
Total Farebox Revenue	4,550.361	4,438.309	4,454.032	(96.329)	(2.1)	15.723	0.4
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	84.016	0.000	-	0.000	-
Paratransit Reimbursement	188.649	196.322	199.813	11.164	5.9	3.491	1.8
Other	172.428	165.280	165.321	(7.107)	(4.1)	0.041	0.0
Total Other Operating Revenue	445.093	445.618	449.150	4.057	0.9	3.532	0.8
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	4,995.454	4,883.927	4,903.182	(92.272)	(1.8)	19.255	0.4
Expenses							
Labor:							
Payroll	3,456.188	3,427.795	3,413.374	42.814	1.2	14.421	0.4
Overtime	465.434	683.852	684.331	(218.897)	(47.0)	(0.479)	(0.1)
Total Salaries & Wages	3,921.622	4,111.647	4,097.705	(176.083)	(4.5)	13.942	0.3
Health and Welfare	936.302	937.610	876.507	59.795	6.4	61.103	6.5
OPEB Current Payment	462.463	453.997	451.478	10.985	2.4	2.519	0.6
Pensions	955.159	933.899	936.242	18.917	2.0	(2.343)	(0.3)
Other Fringe Benefits	502.462	472.303	477.270	25.192	5.0	(4.967)	(1.1)
Total Fringe Benefits	2,856.386	2,797.809	2,741.497	114.889	4.0	56.312	2.0
Reimbursable Overhead	(276.222)	(325.431)	(347.451)	71.229	25.8	22.020	6.8
Total Labor Expenses	6,501.786	6,584.025	6,491.751	10.035	0.2	92.274	1.4
Non-Labor:							
Electric Power	309.042	290.682	299.563	9.479	3.1	(8.881)	(3.1)
Fuel	91.345	112.275	112.738	(21.393)	(23.4)	(0.463)	(0.4)
Insurance	75.712	67.988	67.313	8.399	11.1	0.675	1.0
Claims	171.333	207.333	207.333	(36.000)	(21.0)	0.000	-
Paratransit Service Contracts	416.481	452.190	456.592	(40.111)	(9.6)	(4.402)	(1.0)
Maintenance and Other Operating Contracts	235.929	261.543	247.901	(11.972)	(5.1)	13.642	5.2
Professional Service Contracts	214.389	206.429	197.397	16.992	7.9	9.032	4.4
Materials & Supplies	318.160	347.363	349.581	(31.421)	(9.9)	(2.218)	(0.6)
Other Business Expenses	83.169	85.718	87.514	(4.345)	(5.2)	(1.796)	(2.1)
Total Non-Labor Expenses	1,915.560	2,031.521	2,025.932	(110.372)	(5.8)	5.589	0.3
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses Before GASB Adjs.	8,417.346	8,615.546	8,517.683	(100.337)	(1.2)	97.863	1.1
Depreciation	1,828.062	1,828.062	1,835.750	(7.688)	(0.4)	(7.688)	(0.4)
Other Post Employment Benefits	1,350.191	1,350.191	1,065.251	284.940	21.1	284.940	21.1
GASB 68 Pension Adjustment	(305.534)	(305.534)	(261.853)	(43.681)	-	(43.681)	14.3
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	11,290.065	11,488.265	11,156.831	133.234	1.2	331.434	2.9
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(6,294.611)	(6,604.338)	(6,253.649)	40.962	0.7	350.689	5.3

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REIMBURSABLE	December 2018 Year-to-Date			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u> \$	<u>Final Estimate</u> \$	<u>Actual*</u> \$	<u>Adopted Budget</u> \$	<u>%</u>	<u>Final Estimate</u> \$	<u>%</u>
Revenue							
Farebox Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	1,359.683	1,416.893	1,491.687	132.004	9.7	74.794	5.3
Total Revenue	1,359.683	1,416.893	1,491.687	132.004	9.7	74.794	5.3
Expenses							
Labor:							
Payroll	515.508	499.814	501.541	13.967	2.7	(1.727)	(0.3)
Overtime	123.793	187.569	214.889	(91.096)	(73.6)	(27.320)	(14.6)
Total Salaries & Wages	639.301	687.383	716.430	(77.129)	(12.1)	(29.047)	(4.2)
Health and Welfare	24.454	25.364	24.350	0.104	0.4	1.014	4.0
OPEB Current Payment	10.140	10.396	9.341	0.799	-	1.055	-
Pensions	37.637	38.814	38.780	(1.143)	(3.0)	0.034	0.1
Other Fringe Benefits	208.163	211.770	226.791	(18.628)	(8.9)	(15.021)	(7.1)
Total Fringe Benefits	280.394	286.344	299.262	(18.868)	(6.7)	(12.918)	(4.5)
Reimbursable Overhead	276.222	325.431	347.451	(71.229)	(25.8)	(22.020)	(6.8)
Total Labor Expenses	1,195.917	1,299.158	1,363.143	(167.226)	(14.0)	(63.985)	(4.9)
Non-Labor:							
Electric Power	0.252	0.252	0.373	(0.121)	(48.0)	(0.121)	(48.0)
Fuel	0.027	0.235	0.255	(0.228)	-	(0.020)	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	69.087	38.557	48.455	20.632	29.9	(9.898)	(25.7)
Professional Service Contracts	23.664	13.033	12.843	10.821	45.7	0.190	1.5
Materials & Supplies	71.178	62.700	62.017	9.161	12.9	0.683	1.1
Other Business Expenses	(0.442)	2.958	4.601	(5.043)	1,141.0	(1.643)	(55.5)
Total Non-Labor Expenses	163.766	117.735	128.544	35.222	21.5	(10.809)	(9.2)
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	1,359.683	1,416.893	1,491.687	(132.004)	(9.7)	(74.794)	(5.3)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	0.000	0.000	0.000	0.000	-	0.000	-

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NON-REIMBURSABLE & REIMBURSABLE	December 2018 Year-to-Date			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual*</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue:							
Subway	3,494.944	3,413.257	3,426.449	(68.495)	(2.0)	13.192	0.4
Bus	957.641	925.789	928.567	(29.074)	(3.0)	2.778	0.3
Paratransit	19.276	20.763	20.512	1.236	6.4	(0.251)	(1.2)
Fare Media Liability	78.500	78.500	78.504	0.004	0.0	0.004	0.0
Total Farebox Revenue	4,550.361	4,438.309	4,454.032	(96.329)	(2.1)	15.723	0.4
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	84.016	0.000	-	0.000	-
Paratransit Reimbursement	188.649	196.322	199.813	11.164	5.9	3.491	1.8
Other	172.428	165.280	165.321	(7.107)	(4.1)	0.041	0.0
Total Other Operating Revenue	445.093	445.618	449.150	4.057	0.9	3.532	0.8
Capital and Other Reimbursements	1,359.683	1,416.893	1,491.687	132.004	9.7	74.794	5.3
Total Revenue	6,355.137	6,300.820	6,394.869	39.732	0.6	94.049	1.5
Expenses							
Labor:							
Payroll	3,971.696	3,927.609	3,914.915	56.781	1.4	12.694	0.3
Overtime	589.227	871.421	899.220	(309.993)	(52.6)	(27.799)	(3.2)
Total Salaries & Wages	4,560.923	4,799.030	4,814.135	(253.212)	(5.6)	(15.105)	(0.3)
Health and Welfare	960.756	962.974	900.857	59.899	6.2	62.117	6.5
OPEB Current Payment	472.603	464.393	460.819	11.784	2.5	3.574	0.8
Pensions	992.796	972.713	975.022	17.774	1.8	(2.309)	(0.2)
Other Fringe Benefits	710.625	684.073	704.061	6.564	0.9	(19.988)	(2.9)
Total Fringe Benefits	3,136.780	3,084.153	3,040.759	96.021	3.1	43.394	1.4
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	7,697.703	7,883.183	7,854.894	(157.191)	(2.0)	28.289	0.4
Non-Labor:							
Electric Power	309.294	290.934	299.936	9.358	3.0	(9.002)	(3.1)
Fuel	91.372	112.510	112.993	(21.621)	(23.7)	(0.483)	(0.4)
Insurance	75.712	67.988	67.313	8.399	11.1	0.675	1.0
Claims	171.333	207.333	207.333	(36.000)	(21.0)	0.000	-
Paratransit Service Contracts	416.481	452.190	456.592	(40.111)	(9.6)	(4.402)	(1.0)
Maintenance and Other Operating Contracts	305.016	300.100	296.356	8.660	2.8	3.744	1.2
Professional Service Contracts	238.053	219.462	210.240	27.813	11.7	9.222	4.2
Materials & Supplies	389.338	410.063	411.598	(22.260)	(5.7)	(1.535)	(0.4)
Other Business Expenses	82.727	88.676	92.115	(9.388)	(11.3)	(3.439)	(3.9)
Total Non-Labor Expenses	2,079.326	2,149.256	2,154.476	(75.150)	(3.6)	(5.220)	(0.2)
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses Before GASB Adjs.	9,777.029	10,032.439	10,009.370	(232.341)	(2.4)	23.069	0.2
Depreciation	1,828.062	1,828.062	1,835.750	(7.688)	(0.4)	(7.688)	(0.4)
Other Post Employment Benefits	1,350.191	1,350.191	1,065.251	284.940	21.1	284.940	21.1
GASB 68 Pension Adjustment	(305.534)	(305.534)	(261.853)	(43.681)	-	(43.681)	14.3
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	12,649.748	12,905.158	12,648.518	1.230	0.0	256.640	2.0
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(6,294.611)	(6,604.338)	(6,253.649)	40.962	0.7	350.689	5.3

*Subject to year-end audit

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2018
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Farebox Revenue	NR	15.7	0.4	Subway revenue increased by \$13.2 million (0.4 percent), due to a more conservative estimate and more favorable average fares
Other Operating Revenue	NR	3.5	1.8	Largely higher Urban Tax revenue than projected
Payroll	NR	14.4	0.4	Primarily vacancies
Overtime	NR	(0.5)	(0.1)	Negative variances include adverse weather during the year, vacancy coverage requirements, and a timing lag pertaining to reimbursable charges, mostly offset by reduced forecasted delays requiring less overtime work
Health & Welfare (including OPEB Current Payment)	NR	63.6	4.6	Due mainly to greater-than-anticipated Express Script rebates
Pension	NR	(2.3)	(0.3)	Mostly from higher MaBSTOA pension costs
Other Fringe Benefits	NR	(5.0)	(1.1)	Due principally to higher Workers' Compensation accrued reserve requirements, mostly offset by favorable overhead credits driven by additional reimbursable work requirements
Reimbursable Overhead Credits	NR	22.0	6.8	Favorable overhead credits, resulting from higher reimbursable labor requirements
Electric Power	NR	(8.9)	(3.1)	Mostly higher prices and consumption, partly offset by the favorable timing of expenses
Fuel	NR	(0.5)	(0.4)	Due primarily to the unfavorable timing of expenses

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2018
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Paratransit Service Contracts	NR	(4.4)	(1.0)	Due mainly to increased E'hail-related trip activity
Maintenance Contracts	NR	13.6	5.2	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	9.0	4.4	Mainly the favorable timing of several professional service contract expenses, including priority projects/ initiatives and bus/subway/SAP requirements.
Materials & Supplies	NR	(2.2)	(0.6)	Due largely to additional non-vehicle material requirements, partly offset by higher scrap/surplus sales
Other Business Expenses	NR	(1.8)	(2.1)	Represents mainly additional office supply requirements
Depreciation Expense	NR	(7.7)	(0.4)	Represents additional assets than projected reaching beneficial use
Other Long-Term Post-Employment Benefits	NR	284.9	21.1	Based on a current actuarial update
GASB 68 Pension Adjustment	NR	(43.7)	(14.3)	Based on a current actuarial update
Overtime	R	(27.3)	(14.6)	Due mainly to vacancy/absentee coverage requirements, and SAP job overrun and power-related requirements
Maintenance Contracts	R	(9.9)	(25.7)	Mostly the purchase of required reimbursable vehicles not anticipated previously along with additional capital construction requirements .

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ADOPTED BUDGET AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2018
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Farebox Revenue	NR	(96.3)	(2.1)	Mostly downward ridership trends for subways and buses, and the impact of adverse weather early in the year
Other Operating Revenue	NR	4.1	0.9	Largely favorable Paratransit Urban tax revenue
Payroll	NR	42.8	1.2	Primarily due to vacancies
Overtime	NR	(218.9)	(47.0)	Due mainly to track, signals, infrastructure, station maintenance and car equipment requirements, including Subway Action Plan (SAP) initiatives, as well as vacancy/absentee coverage requirements and adverse weather early in the year
Health & Welfare (including OPEB Current Payment)	NR	70.8	5.1	Due mainly to greater-than-anticipated Express Script rebates
Other Fringe Benefits	NR	25.2	5.0	Mainly favorable overhead credits, generated by reimbursable work requirements, partly offset by projected Workers Compensation reserve adjustments, subject to a year-end final actuarial update
Reimbursable Overhead Credits	NR	71.2	25.8	Favorable overhead credits, resulting from a significant increase in reimbursable labor requirements
Power	NR	9.5	3.1	Primarily lower prices
Fuel	NR	(21.4)	(23.4)	Primarily higher prices and volume
Insurance	NR	8.4	11.1	The favorable timing of interagency billing/expenses

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ADOPTED BUDGET AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2018
(\$ in millions)

<u>Generic Revenue or Expense Category</u>	<u>Nonreimb or Reimb</u>	<u>YEAR TO DATE</u>		
		<u>Favorable (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>	
Claims	NR	(36.0)	(21.0)	Additional projected reserve adjustments, subject to the year-end final actuarial update
Paratransit Service Contracts	NR	(40.1)	(9.6)	Due primarily to E'hail activity
Maintenance Contracts	NR	(12.0)	(5.1)	Mostly additional maintenance & repair requirements, partly offset by reduced auto purchase requirements
Professional Service Contracts	NR	17.0	7.9	Primarily various professional service account underruns
Materials & Supplies	NR	(31.4)	(9.9)	Largely additional maintenance material requirements

MTA NEW YORK CITY TRANSIT
Preliminary 2018 Year-End Report
Cash Receipts and Expenditures
2018 Adopted Budget and Final Estimate vs Actual
(\$ in millions)

	December 2018 Year-to-Date			Favorable/(Unfavorable) Variance			
	<u>Adopted</u>	<u>Final</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Receipts							
Farebox Revenue	4,550.562	4,438.509	4,490.421	(60.141)	(1.3)	51.912	1.2
Other Operating Revenue:							
Fare Reimbursement	40.250	40.250	39.052	(1.198)	(3.0)	(1.198)	(3.0)
Paratransit Reimbursement	188.530	195.709	193.821	5.291	2.8	(1.888)	(1.0)
Other	69.687	60.207	53.585	(16.102)	(23.1)	(6.622)	(11.0)
Total Other Operating Revenue	298.467	296.166	286.458	(12.009)	(4.0)	(9.708)	(3.3)
Capital and Other Reimbursements	1,462.494	1,453.035	1,608.824	146.330	10.0	155.789	10.7
Total Receipts	6,311.523	6,187.710	6,385.703	74.180	1.2	197.993	3.2
Expenditures							
Labor:							
Payroll	3,939.684	3,900.281	3,878.017	61.667	1.6	22.264	0.6
Overtime	589.227	871.421	899.220	(309.993)	(52.6)	(27.799)	(3.2)
Total Salaries & Wages	4,528.911	4,771.702	4,777.237	(248.326)	(5.5)	(5.535)	(0.1)
Health and Welfare	952.952	944.140	903.632	49.320	5.2	40.508	4.3
OPEB Current Payment	472.603	464.392	461.013	11.590	2.5	3.379	0.7
Pensions	992.796	972.713	974.880	17.916	1.8	(2.167)	(0.2)
Other Fringe Benefits	483.232	515.232	517.496	(34.264)	(7.1)	(2.264)	(0.4)
Total Fringe Benefits	2,901.583	2,896.477	2,857.021	44.562	1.5	39.456	1.4
GASB Account	6.296	0.000	0.000	6.296	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	7,436.790	7,668.179	7,634.258	(197.468)	(2.7)	33.921	0.4
Non-Labor:							
Electric Power	309.294	290.934	310.237	(0.943)	(0.3)	(19.303)	(6.6)
Fuel	91.372	112.510	114.654	(23.282)	(25.5)	(2.144)	(1.9)
Insurance	74.730	67.659	67.429	7.301	9.8	0.230	0.3
Claims	120.367	141.193	137.336	(16.969)	(14.1)	3.857	2.7
Paratransit Service Contracts	414.481	450.190	451.919	(37.438)	(9.0)	(1.729)	(0.4)
Maintenance and Other Operating Contracts	313.946	325.101	294.500	19.446	6.2	30.601	9.4
Professional Service Contracts	226.053	212.793	195.204	30.849	13.6	17.589	8.3
Materials & Supplies	387.837	408.564	412.543	(24.706)	(6.4)	(3.979)	(1.0)
Other Business Expenses	82.728	88.677	93.417	(10.689)	(12.9)	(4.740)	(5.3)
Total Non-Labor Expenditures	2,020.808	2,097.621	2,077.239	(56.431)	(2.8)	20.382	1.0
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	9,457.598	9,765.800	9,711.497	(253.899)	(2.7)	54.303	0.6
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(3,146.075)	(3,578.090)	(3,325.794)	(179.719)	(5.7)	252.296	7.1

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - CASH BASIS
December Year-to-Date 2018
(\$ in millions)

Operating Receipts or Disbursements	YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Farebox Receipts	51.9	1.2	Primarily the favorable timing of cash receipts
Other Operating Receipts	(9.7)	(3.3)	Due mainly to lower real estate receipts
Capital Reimbursements	155.8	10.7	Accelerated process implemented in order to generate a significant level of reimbursements
Salaries & Wages	(5.5)	(0.1)	Due principally to higher overtime requirements
Health & Welfare (including OPEB Current Payment)	44.9	3.4	Due mainly to greater-than-anticipated Express Script rebates
Electric Power	(19.3)	(6.6)	Due principally to the unfavorable timing of payments
Maintenance Contracts	30.6	9.4	Largely the favorable timing of payments
Professional Service Contracts	17.6	8.3	Lower expenses and the favorable timing of payments
Materials & Supplies	(4.0)	(1.0)	Expense overruns and the unfavorable timing of payments
Other Business Expenses	(4.7)	(5.3)	Mainly higher expenses

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

	December 2017 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Receipts							
Farebox Revenue	0.201	0.200	36.389	36.188	18,004.0	36.189	18,094.5
Other Operating Revenue:							
Fare Reimbursement	(43.766)	(43.766)	(44.964)	(1.198)	-	(1.198)	-
Paratransit Reimbursement	(0.119)	(0.613)	(5.992)	(5.873)	4,935.3	(5.379)	877.5
Other	(102.741)	(105.073)	(111.736)	(8.995)	8.8	(6.663)	6.3
Total Other Operating Revenue	(146.626)	(149.452)	(162.692)	(16.066)	11.0	(13.240)	8.9
Capital and Other Reimbursements	102.811	36.142	117.137	14.326	13.9	80.995	(224.1)
Total Receipts	(43.614)	(113.110)	(9.166)	34.448	(79.0)	103.944	91.9
Expenditures							
Labor:							
Payroll	32.012	27.328	36.898	4.886	15.3	9.570	35.0
Overtime	0.000	0.000	0.000	0.000	-	0.000	-
Total Salaries & Wages	32.012	27.328	36.898	4.886	15.3	9.570	35.0
Health and Welfare	7.804	18.834	(2.775)	(10.579)	(135.6)	(21.609)	114.7
OPEB Current Payment	0.000	0.001	(0.194)	(0.194)	-	(0.195)	-
Pensions	0.000	0.000	0.142	0.142	#DIV/0!	0.142	#DIV/0!
Other Fringe Benefits	227.393	168.841	186.565	(40.828)	(18.0)	17.724	10.5
Total Fringe Benefits	235.197	187.676	183.738	(51.459)	(21.9)	(3.938)	(2.1)
GASB Account	(6.296)	0.000	0.000	6.296	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	260.913	215.004	220.636	(40.277)	(15.4)	5.632	2.6
Non-Labor:							
Electric Power	0.000	0.000	(10.301)	(10.301)	-	(10.301)	-
Fuel	0.000	0.000	(1.661)	(1.661)	-	(1.661)	-
Insurance	0.982	0.329	(0.116)	(1.098)	111.8	(0.445)	(135.3)
Claims	50.966	66.140	69.997	19.031	37.3	3.857	5.8
Paratransit Service Contracts	2.000	2.000	4.673	2.673	(133.7)	2.673	133.7
Maintenance and Other Operating Contracts	(8.930)	(25.001)	1.856	10.786	120.8	26.857	107.4
Professional Service Contracts	12.000	6.669	15.036	3.036	25.3	8.367	125.5
Materials & Supplies	1.501	1.499	(0.945)	(2.446)	(163.0)	(2.444)	163.0
Other Business Expenses	(0.001)	(0.001)	(1.302)	(1.301)	-	(1.301)	-
Total Non-Labor Expenditures	58.518	51.635	77.237	18.719	32.0	25.602	49.6
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures Before GASB Adjs.	319.431	266.639	297.873	(21.558)	(6.7)	31.234	11.7
Depreciation	1,828.062	1,828.062	1,835.750	7.688	0.4	7.688	0.4
Other Post Employment Benefits	1,350.191	1,350.191	1,065.251	(284.940)	(21.1)	(284.940)	(21.1)
GASB 68 Pension Adjustment	(305.534)	(305.534)	(261.853)	43.681	-	43.681	(14.3)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	3,192.150	3,139.358	2,937.021	(255.129)	(8.0)	(202.337)	(6.4)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	3,148.536	3,026.248	2,927.855	(220.681)	(7.0)	(98.393)	(3.3)

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT

2018 Year-End Report

TOTAL POSITIONS BY FUNCTION AND DEPARTMENT

NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS

	Dec. 2018			Favorable/(Unfavorable) Variance			
	Adopted	Final		Adopted Budget		Final Estimate	
	Budget	Estimate	Actual	Variance	Percent	Variance	Percent
Administration:							
Office of the President	33	30	28	5	15.2%	2	6.7%
Law	320	320	280	40	12.4%	40	12.4%
Office of the EVP	53	18	14	39	73.6%	4	22.2%
Human Resources	255	252	242	13	5.1%	10	4.0%
Office of Management and Budget	43	43	40	3	7.0%	3	7.0%
Capital Planning and Budget	35	36	31	4	11.4%	5	13.9%
Strategy & Customer Experience	278	215	196	82	29.5%	19	8.8%
Non-Departmental	(26)	(33)	0	(26)	100.0%	(33)	100.0%
Labor Relations	102	100	87	15	14.7%	13	13.0%
Office of People & Business Transformation	0	24	20	(20)	-	4	16.7%
Materiel	241	261	247	(6)	-2.5%	14	5.4%
Controller	128	125	115	13	10.2%	10	8.0%
Total Administration	1,462	1,391	1,300	162	11.1%	91	6.5%
Operations:							
Subways Service Delivery	8,707	8,607	8,696	11	0.1%	(89)	-1.0%
Subways Operations Support/Admin	410	411	453	(43)	-10.5%	(42)	-10.2%
Subways Stations	2,741	2,741	2,589	152	5.5%	152	5.5%
Subtotal Subways	11,858	11,759	11,738	120	1.0%	21	0.2%
Buses	10,983	11,049	11,211	(228)	-2.1%	(162)	-1.5%
Paratransit	213	213	200	13	6.1%	13	6.1%
Operations Planning	404	407	383	21	5.2%	24	5.9%
Revenue Control	575	643	610	(35)	-6.1%	33	5.1%
Non-Departmental	0	0	0	0	-	0	-
Total Operations	24,033	24,071	24,141	(109)	-0.5%	(71)	-0.3%
Maintenance:							
Subways Operations Support/Admin	200	188	118	82	41.0%	70	37.2%
Subways Engineering	398	398	342	56	14.1%	56	14.1%
Subways Car Equipment	5,083	5,165	5,156	(73)	-1.4%	9	0.2%
Subways Infrastructure	1,660	1,842	1,838	(178)	-10.7%	4	0.2%
Subways Elevators & Escalators	478	482	428	50	10.5%	54	11.2%
Subways Stations	3,269	3,480	3,349	(80)	-2.5%	131	3.8%
Subways Track	3,286	3,348	3,229	57	1.7%	119	3.6%
Subways Power	686	723	663	23	3.4%	60	8.3%
Subways Signals	1,643	1,652	1,622	21	1.3%	30	1.8%
Subways Electronic Maintenance	1,651	1,715	1,590	61	3.7%	125	7.3%
Subtotal Subways	18,354	18,993	18,336	19	0.1%	658	3.5%
Buses	3,674	3,656	3,659	15	0.4%	(3)	-0.1%
Supply Logistics	571	597	588	(17)	-3.0%	9	1.5%
System Safety	98	97	88	10	10.2%	9	9.3%
Non-Departmental	(91)	(104)	0	(91)	100.0%	(104)	100.0%
Total Maintenance	22,606	23,239	22,670	(65)	-0.3%	569	2.4%
Engineering:							
Capital Program Management	1,368	1,438	1,375	(7)	-0.5%	63	4.4%
Total Engineering/Capital	1,368	1,438	1,375	(7)	-0.5%	63	4.4%
Public Safety:							
Security	660	644	629	31	4.7%	15	2.3%
Total Public Safety	660	644	629	31	4.7%	15	2.3%
Total Positions	50,129	50,783	50,116	12	0.0%	666	1.3%
Non-Reimbursable	44,752	45,201	45,285	(533)	-1.2%	(84)	-0.2%
Reimbursable	5,377	5,582	4,831	546	10.2%	751	13.5%
Total Full-Time	49,927	50,587	49,906	21	0.0%	681	1.3%
Total Full-Time Equivalents	202	196	210	(8)	-4.0%	(14)	-7.1%

Mid_Year. FinalFY18

MTA NEW YORK TRANSIT
2018 YEAR-END REPORT
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS

FUNCTION/OCCUPATION	Dec. 2018			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				Variance	Percent	Variance	Percent
<u>Administration:</u>							
Managers/Supervisors	515	521	436	79	15.3%	85	16.3%
Professional, Technical, Clerical	918	834	835	83	9.0%	(1)	-0.2%
Operational Hourlies	29	36	29	-	0.0%	7	19.4%
Total Administration	1,462	1,391	1,300	162	11.1%	91	6.5%
<u>Operations:</u>							
Managers/Supervisors	2,842	2,850	2,771	71	2.5%	79	2.8%
Professional, Technical, Clerical	508	588	550	(42)	-8.3%	38	6.4%
Operational Hourlies	20,683	20,633	20,820	(137)	-0.7%	(187)	-0.9%
Total Operations	24,033	24,071	24,141	(108)	-0.5%	(70)	-0.3%
<u>Maintenance:</u>							
Managers/Supervisors	4,067	4,169	4,126	(59)	-1.5%	43	1.0%
Professional, Technical, Clerical	1,164	1,150	1,020	144	12.3%	130	11.3%
Operational Hourlies	17,375	17,920	17,524	(149)	-0.9%	396	2.2%
Total Maintenance	22,606	23,239	22,670	(64)	-0.3%	569	2.4%
<u>Engineering/Capital:</u>							
Managers/Supervisors	340	360	334	6	1.8%	26	7.2%
Professional, Technical, Clerical	1,026	1,076	1,039	(13)	-1.2%	37	3.5%
Operational Hourlies	2	2	2	-	0.0%	0	0.0%
Total Engineering/Capital	1,368	1,438	1,375	(7)	-0.5%	63	4.4%
<u>Public Safety:</u>							
Managers/Supervisors	281	264	259	22	7.8%	5	1.9%
Professional, Technical, Clerical	42	44	38	4	9.5%	6	13.6%
Operational Hourlies	337	336	332	5	1.5%	4	1.2%
Total Public Safety	660	644	629	31	4.7%	15	2.3%
<u>Total Positions:</u>							
Managers/Supervisors	8,045	8,164	7,926	119	1.5%	238	2.9%
Professional, Technical, Clerical	3,658	3,692	3,483	175	4.8%	209	5.7%
Operational Hourlies	38,426	38,927	38,707	(281)	-0.7%	220	0.6%
Total Positions	50,129	50,783	50,116	13	0.0%	667	1.3%

MTA
New York City Transit
Preliminary 2018 Year-End
2018 Adopted Budget and Final Estimate vs. Actual
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2018 Adopted Budget		2018 Final Estimate		Actuals		2018 Adopted vs. Actuals Var. - Fav./(Unfav)		2018 Final Estimate vs. Actuals Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u>	4,456,687	\$147.067	4,405,836	\$145.477	4,438,958	\$145.829	17,729	\$1.237 0.8%	(33,122)	(\$0.353) -0.2%
<u>Unscheduled Service</u>	3,702,699	\$124.998	5,846,470	\$201.022	5,382,528	\$185.070	(1,679,829)	(\$60.072) (48.1%)	463,942	\$15.952 7.9%
<u>Programmatic/Routine Maintenance</u>	4,149,157	\$147.149	7,270,991	\$263.402	7,267,552	\$263.278	(3,118,394)	(\$116.129) (78.9%)	3,439	\$0.125 %
<u>Vacancy/Absentee Coverage</u>	627,640	\$20.370	981,494	\$34.254	1,151,052	\$39.591	(523,412)	(\$19.221) *	(169,557)	(\$5.337) (15.6%)
<u>Weather Emergencies</u>	533,358	\$17.459	931,407	\$30.874	1,200,890	\$39.844	(667,533)	(\$22.385) (128.2%)	(269,483)	(\$8.970) (29.1%)
<u>Safety/Security/Law Enforcement</u>	116,157	\$3.447	105,390	\$3.079	97,805	\$2.848	18,352	\$0.599 17.4%	7,585	\$0.231 7.5%
<u>Other</u>	163,190	\$4.945	187,312	\$5.743	208,263	\$7.872	(45,073)	(\$2.927) (59.2%)	(20,952)	(\$2.128) (37.1%)
Sub-Total	13,748,888	\$465.434	19,728,900	\$683.852	19,747,048	\$684.332	(5,998,160)	(\$218.898) (47.0%)	(18,148)	(\$0.480) (0.1%)
REIMBURSABLE OVERTIME	3,570,650	\$123.793	5,169,895	\$187.569	6,016,317	\$214.889	(2,445,667)	(\$91.096) (73.6%)	(846,422)	(\$27.319) -14.6%
TOTAL NR & R OVERTIME	17,319,538	\$589.227	24,898,795	\$871.421	25,763,365	\$899.220	(8,443,827)	(\$309.994) (52.6%)	(864,570)	(\$27.799) (3.2%)

* Above 100%

MTA
New York City Transit
Preliminary 2018 Year-End
2018 Adopted Budget and Final Estimate vs. Actual
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

December 2018 Year-to-Date

		Var. - Fav./(Unfav)	
		Hours	\$
		Explanations	
NON-REIMBURSABLE OVERTIME			
<u>Scheduled Service</u>	(33,122)	(0.4) -0.2%	
<u>Unscheduled Service</u>	463,942	16.0 7.9%	Favorable variance due to less than forecasted delay mitigation overtime required.
<u>Programmatic/Routine Maintenance</u>	3,439	0.1 %	
<u>Unscheduled Maintenance</u>	-	- 0.0%	
<u>Vacancy/Absentee Coverage</u>	(169,557)	(5.3) (15.6%)	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Bus operators and Track and Signal hourly employees
<u>Weather Emergencies</u>	(269,483)	(9.0) (29.1%)	Unfavorable weather in summer months due to heat-related issues and water conditions and December weather requirements.
<u>Safety/Security/Law Enforcement</u>	7,585	0.2 7.5%	
<u>Other</u>	(20,952)	(2.1) (37.1%)	Unfavorable variance mainly due to timing lag of reimbursable charges
Sub-Total	(18,148)	(0.5) (0.1%)	
REIMBURSABLE OVERTIME			
	(846,422)	(27.3) -14.6%	Unfavorable variance mainly due to vacancy/absentee Coverage, SAP Job overrun and additional Capital support
TOTAL OVERTIME	(864,570)	(27.8) (3.2%)	

¹ All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2018 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

<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 extra ordinary 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.

Preliminary 2018 Year-End Report: Staten Island Railway

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

Summary of Preliminary Financial Results

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

- 2018 Staten Island Railway ridership of 4.5 million riders was 1.3 percent (59,189 riders) below estimate. 2018 average weekday ridership was 16,082 riders, 2.0 percent (333 riders) lower than 2017.
- Farebox revenue of \$6.9 million was below estimate by \$0.1 million (1.4 percent).
- Operating expenses of \$59.2 million were below estimate by \$2.1 million (3.4 percent).
 - Labor expenses were below estimate by \$0.2 million (0.4 percent).
 - Non-labor expenses were less than estimate by \$1.9 million (14.5%).

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

- 2018 annual Staten Island Railway ridership was 1.4 percent (62,959 riders) below budget.
- Farebox revenue was slightly below budget by \$0.1 million (1.0%).
- Operating expenses were below budget by \$0.9 million (1.5%).
 - Labor expenses were above budget by \$0.1 million (0.2 percent).
 - Non-labor expenses were less than budget by \$1.1 million (8.7%).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

December 2018 Year-to-Date

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Final Estimate (estimate)

Total **ridership** in 2018 was 4.5 million riders, 1.3 percent (59,189 riders) below estimate. 2018 average weekday ridership was 16,082 riders, 2.0 percent (333 riders) lower than 2017.

Operating revenues were \$9.5 million in 2018, \$0.1 million (0.7 percent) above the estimate.

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$59.2 million in 2018, \$2.1 million (3.4 percent) below the estimate. Labor expenses were less than the estimate by \$0.2 million (0.4 percent), including an underrun in health & welfare/OPEB current expenses of \$1.5 million (17.3 percent), due largely to the recording of actual credits, not anticipated in the estimate. Payroll expenses underran by \$0.7 million (2.7 percent), due mostly to reimbursable overruns. Mostly offsetting these favorable results was an overrun in overtime expenses of \$1.6 million (74.2 percent), due to additional project work, vacancy coverage requirements and adverse weather early in the year. Non-labor expenses were below the estimate by \$1.9 million (14.5 percent), due primarily to the timing of expenses. It is important to note that the attached table presents a prior year fleet maintenance payment reclassification adjustment between maintenance contracts and materials & supplies.

Depreciation expenses of \$11.9 million were \$0.1 million (0.9 percent) below the estimate.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Staten Island Railway recorded \$7.2 million of accrued expenses, below the estimate by \$0.3 million (3.7 percent).

GASB #68 Pension adjustment was adopted by the MTA in 2015. Consistent with its requirements, MTA Staten Island Railway recorded \$1.7 million of accrued credits in the period, which was favorable to the estimate by \$2.3 million (over 100.0 percent).

The **operating cash deficit** (excluding subsidies) was \$51.4 million, \$3.6 million (6.5 percent) favorable to the estimate.

Preliminary Actual Results Compared to the Adopted Budget (budget)

Total **ridership** in 2018 was 1.4 percent (62,959 riders) below budget.

Operating revenues exceeded budget by \$0.2 million (1.7 percent).

Non-reimbursable expenses were \$0.9 million (1.5 percent) below budget. Labor expenses exceeded budget by \$0.1 million (0.2 percent). Non-labor expenses were below budget by \$1.1 million (8.7 percent).

Note: Final 2018 results and their impact on 2019 will be reported in April.

MTA STATEN ISLAND RAILWAY
Preliminary 2018 Year-End Report
Accrual Statement of Operations by Category
2018 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

NON-REIMBURSABLE			December 2018 Year-to-Date			Favorable/(Unfavorable) Variance	
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$6.933	\$6.964	\$6.864	(\$0.069)	(1.0)	(\$0.100)	(1.4)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.384	2.447	2.615	0.231	9.7	0.168	6.9
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$9.317	\$9.411	\$9.479	\$0.162	1.7	\$0.068	0.7
Expenses							
Labor:							
Payroll	\$24.962	\$24.850	\$24.170	\$0.792	3.2	\$0.680	2.7
Overtime	1.863	2.121	3.695	(1.832)	(98.3)	(1.574)	(74.2)
Health and Welfare	6.525	6.550	5.192	1.333	20.4	1.358	20.7
OPEB Current Payment	2.585	2.589	2.443	0.142	5.5	0.146	5.6
Pensions	6.979	7.215	7.876	(0.897)	(12.9)	(0.661)	(9.2)
Other Fringe Benefits	5.701	5.673	6.052	(0.351)	(6.2)	(0.379)	(6.7)
Reimbursable Overhead	(0.489)	(0.540)	(1.182)	0.693	*	0.642	*
Total Labor Expenses	\$48.126	\$48.458	\$48.246	(\$0.120)	(0.2)	\$0.212	0.4
Non-Labor:							
Electric Power	\$4.282	\$5.012	\$4.524	(\$0.242)	(5.7)	\$0.488	9.7
Fuel	0.218	0.236	0.261	(0.043)	(19.7)	(0.025)	(10.6)
Insurance	1.185	1.194	1.058	0.127	10.7	0.136	11.4
Claims	0.087	0.087	0.285	(0.198)	*	(0.198)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	3.368	3.374	0.754	2.614	77.6	2.620	77.7
Professional Service Contracts	1.037	1.039	0.788	0.249	24.0	0.251	24.2
Materials & Supplies	1.846	1.904	2.964	(1.118)	(60.6)	(1.060)	(55.7)
Other Business Expenses	0.030	0.030	0.369	(0.339)	*	(0.339)	*
Total Non-Labor Expenses	\$12.053	\$12.876	\$11.003	\$1.050	8.7	\$1.873	14.5
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$60.179	\$61.334	\$59.249	\$0.930	1.5	\$2.085	3.4
Depreciation	8.300	12.000	11.887	(3.587)	(43.2)	0.113	0.9
Other Post Employment Benefits	7.500	7.500	7.220	0.280	3.7	0.280	3.7
GASB 68 Pension Adjustment	0.600	0.600	(1.744)	2.344	*	2.344	*
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$76.579	\$81.434	\$76.612	(\$0.033)	0.0	\$4.822	6.3
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(\$67.262)	(\$72.023)	(\$67.133)	\$0.129	0.2	\$4.890	6.8

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Preliminary 2018 Year-End Report
Accrual Statement of Operations by Category
2018 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

REIMBURSABLE		December 2018 Year-to-Date			Favorable/(Unfavorable) Variance		
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	2.010	2.118	3.059	1.049	52.2	0.941	44.4
Total Revenue	\$2.010	\$2.118	\$3.059	\$1.049	52.2	\$0.941	44.4
Expenses							
Labor:							
Payroll	\$0.521	\$0.520	\$0.778	(\$0.257)	(49.3)	(\$0.258)	(49.6)
Overtime	1.000	1.000	0.612	0.388	38.8	0.388	38.8
Health and Welfare	0.000	0.000	0.000	0.000	-	0.000	-
OPEB Current Payment	0.000	0.000	0.005	(0.005)	-	(0.005)	-
Pensions	0.000	0.000	0.000	0.000	-	0.000	-
Other Fringe Benefits	0.000	0.058	0.000	0.000	-	0.058	100.0
Reimbursable Overhead	0.489	0.540	1.182	(0.693)	*	(0.642)	*
Total Labor Expenses	\$2.010	\$2.118	\$2.577	(\$0.567)	(28.2)	(\$0.459)	(21.7)
Non-Labor:							
Electric Power	\$0.000	\$0.000	\$0.008	(\$0.008)	-	(\$0.008)	-
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Professional Service Contracts	0.000	0.000	0.021	(0.021)	-	(0.021)	-
Materials & Supplies	0.000	0.000	0.453	(0.453)	-	(0.453)	-
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.482	(\$0.482)	-	(\$0.482)	-
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$2.010	\$2.118	\$3.059	(\$1.049)	(52.2)	(\$0.941)	(44.4)
Depreciation	0.000	0.000	0.000	0.000	-	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	0.000	-	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$2.010	\$2.118	\$3.059	(\$1.049)	(52.2)	(\$0.941)	(44.4)
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Preliminary 2018 Year-End Report
Accrual Statement of Operations by Category
2018 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE	December 2018 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$6.933	\$6.964	\$6.864	(\$0.069)	(1.0)	(\$0.100)	(1.4)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.384	2.447	2.615	0.231	9.7	0.168	6.9
Capital and Other Reimbursements	2.010	2.118	3.059	1.049	52.2	0.941	44.4
Total Revenue	\$11.327	\$11.529	\$12.538	\$1.211	10.7	\$1.009	8.8
Expenses							
Labor:							
Payroll	\$25.483	\$25.370	\$24.948	\$0.535	2.1	\$0.422	1.7
Overtime	2.863	3.121	4.307	(1.444)	(50.4)	(1.186)	(38.0)
Health and Welfare	6.525	6.550	5.192	1.333	20.4	1.358	20.7
OPEB Current Payment	2.585	2.589	2.448	0.137	5.3	0.141	5.4
Pensions	6.979	7.215	7.876	(0.897)	(12.9)	(0.661)	(9.2)
Other Fringe Benefits	5.701	5.731	6.052	(0.351)	(6.2)	(0.321)	(5.6)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$50.136	\$50.576	\$50.823	(\$0.687)	(1.4)	(\$0.247)	(0.5)
Non-Labor:							
Electric Power	\$4.282	\$5.012	\$4.532	(\$0.250)	(5.8)	\$0.480	9.6
Fuel	0.218	0.236	0.261	(0.043)	(19.7)	(0.025)	(10.6)
Insurance	1.185	1.194	1.058	0.127	10.7	0.136	11.4
Claims	0.087	0.087	0.285	(0.198)	*	(0.198)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	3.368	3.374	0.754	2.614	77.6	2.620	77.7
Professional Service Contracts	1.037	1.039	0.809	0.228	22.0	0.230	22.1
Materials & Supplies	1.846	1.904	3.417	(1.571)	(85.1)	(1.513)	(79.5)
Other Business Expenses	0.030	0.030	0.369	(0.339)	*	(0.339)	*
Total Non-Labor Expenses	\$12.053	\$12.876	\$11.485	\$0.568	4.7	\$1.391	10.8
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$62.189	\$63.452	\$62.308	(\$0.119)	(0.2)	\$1.144	1.8
Depreciation	8.300	12.000	11.887	(3.587)	(43.2)	0.113	0.9
Other Post Employment Benefits	7.500	7.500	7.220	0.280	3.7	0.280	3.7
GASB 68 Pension Adjustment	0.600	0.600	(1.744)	2.344	*	2.344	*
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$78.589	\$83.552	\$79.671	(\$1.082)	(1.4)	\$3.881	4.6
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$67.262)	(\$72.023)	(\$67.133)	\$0.129	0.2	\$4.890	6.8

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Preliminary 2018 Year-End Report
Cash Receipts and Expenditures
2018 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	<u>December 2018 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Receipts							
Farebox Revenue	\$6.933	\$6.963	\$6.862	(\$0.071)	(1.0)	(\$0.101)	(1.5)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.384	2.447	2.323	(0.061)	(2.6)	(0.124)	(5.1)
Capital and Other Reimbursements	2.010	2.118	2.560	0.550	27.4	0.442	20.9
Total Receipts	\$11.327	\$11.528	\$11.745	\$0.418	3.7	\$0.217	1.9
Expenditures							
Labor:							
Payroll	\$25.483	\$25.370	\$24.151	\$1.332	5.2	\$1.219	4.8
Overtime	2.863	3.121	3.921	(1.058)	(37.0)	(0.800)	(25.6)
Health and Welfare	6.525	6.550	6.250	0.275	4.2	0.300	4.6
OPEB Current Payment	2.585	2.589	1.103	1.482	57.3	1.486	57.4
Pensions	6.979	7.215	7.876	(0.897)	(12.9)	(0.661)	(9.2)
Other Fringe Benefits	4.201	5.731	4.487	(0.286)	(6.8)	1.244	21.7
GASB Account	0.042	0.000	0.000	0.042	100.0	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$48.678	\$50.576	\$47.788	\$0.890	1.8	\$2.788	5.5
Non-Labor:							
Electric Power	\$4.282	\$5.012	\$5.013	(\$0.731)	(17.1)	(\$0.001)	0.0
Fuel	0.218	0.236	0.109	0.109	50.0	0.127	53.8
Insurance	1.185	1.194	0.855	0.330	27.8	0.339	28.4
Claims	0.087	0.087	0.201	(0.114)	*	(0.114)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	3.368	3.374	4.409	(1.041)	(30.9)	(1.035)	(30.7)
Professional Service Contracts	1.037	1.039	0.495	0.542	52.3	0.544	52.4
Materials & Supplies	1.845	4.929	4.117	(2.272)	*	0.812	16.5
Other Business Expenses	0.030	0.030	0.114	(0.084)	*	(0.084)	*
Total Non-Labor Expenditures	\$12.052	\$15.901	\$15.313	(\$3.261)	(27.1)	\$0.588	3.7
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures	\$60.730	\$66.477	\$63.101	(\$2.371)	(3.9)	\$3.376	5.1
Operating Cash Deficit	(\$49.403)	(\$54.949)	(\$51.356)	(\$1.953)	(4.0)	\$3.593	6.5

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Preliminary 2018 Year-End Report
Cash Conversion (Cash Flow Adjustments)
2018 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	<u>December 2018 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Receipts							
Farebox Revenue	\$0.000	(\$0.001)	(\$0.002)	(\$0.002)	-	(0.001)	(100.0)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	(0.292)	(0.292)	-	(0.292)	-
Capital and Other Reimbursements	0.000	0.000	(0.499)	(0.499)	-	(0.499)	-
Total Receipts	\$0.000	(\$0.001)	(\$0.793)	(\$0.793)	-	(\$0.792)	*
Expenditures							
Labor:							
Payroll	\$0.000	\$0.000	\$0.797	0.797	-	0.797	-
Overtime	0.000	0.000	0.386	0.386	-	0.386	-
Health and Welfare	0.000	0.000	(1.058)	(1.058)	-	(1.058)	-
OPEB Current Payment	0.000	0.000	1.345	1.345	-	1.345	-
Pensions	0.000	0.000	0.000	0.000	-	0.000	-
Other Fringe Benefits	1.500	0.000	1.565	0.065	4.3	1.565	-
GASB Account	(0.042)	0.000	0.000	0.042	100.0	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$1.458	\$0.000	\$3.035	\$1.577	*	\$3.035	-
Non-Labor:							
Electric Power	\$0.000	\$0.000	(\$0.481)	(0.481)	-	(0.481)	-
Fuel	0.000	0.000	0.152	0.152	-	0.152	-
Insurance	0.000	0.000	0.203	0.203	-	0.203	-
Claims	0.000	0.000	0.084	0.084	-	0.084	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	(3.655)	(3.655)	-	(3.655)	-
Professional Service Contracts	0.000	0.000	0.314	0.314	-	0.314	-
Materials & Supplies	0.001	(3.025)	(0.700)	(0.701)	*	2.325	76.9
Other Business Expenses	0.000	0.000	0.255	0.255	-	0.255	-
Total Non-Labor Expenditures	\$0.001	(\$3.025)	(\$3.828)	(\$3.829)	*	(\$0.803)	(26.5)
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures Before Depreciation	\$1.459	(\$3.025)	(\$0.793)	(\$2.252)	*	\$2.232	73.8
Depreciation	8.300	12.000	11.887	3.587	43.2	(0.113)	(0.9)
Other Post Employment Benefits	7.500	7.500	7.220	(0.280)	(3.7)	(0.280)	(3.7)
GASB 68 Pension Adjustment	0.600	0.600	(1.744)	(2.344)	*	(2.344)	*
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	\$17.859	\$17.075	\$16.570	(\$1.289)	(7.2)	(\$0.505)	(3.0)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	\$17.859	\$17.074	\$15.777	(\$2.082)	(11.7)	(\$1.297)	(7.6)

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Explanation of Variances Between Final Estimate and Actual: Accrual & Cash
December 2018 Year-to-Date

Generic Revenue or Expense Category	Non-Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		<u>Reason for Variance</u>
		\$	%	
<u>ACCRUAL</u>				
Payroll	Non Reimb.	0.680	2.7%	Mostly due to reimbursable overruns
Overtime	Non Reimb.	(1.574)	(74.2)%	Additional project work, vacancy coverage requirements, adverse weather
Health and Welfare/OPEB Current Expenses	Non Reimb.	1.504	17.3%	Largely due to recorded actual credits, vacancies
Pensions	Non Reimb.	(0.661)	(9.2)%	Increased retirees with a higher level of salaries
Reimbursable Overhead Credits	Non Reimb.	0.642	over 100.0%	Increased Reimbursable Work Requirements
Power	Non Reimb.	0.488	9.7%	Lower prices than planned
Fuel	Non Reimb.	(0.025)	(10.6)%	Higher non-revenue vehicle usage than anticipated
Insurance	Non Reimb.	0.136	11.4%	Interagency billing underrun with MTA
Maintenance and Other Operating Contracts	Non Reimb.	2.620	77.7%	Mostly 2017 fleet maintenance charges from subways reclassified to Materials & Supplies
Professional Service Contracts	Non Reimb.	0.251	24.2%	Under review-assumed to be timing
Materials & Supplies	Non Reimb.	(1.060)	(55.7)%	Largely reclassified 2017 fleet maintenance charges from subways
Payroll	Reimb.	(0.258)	(49.6)%	Project work covered by personnel instead of overtime
Overtime	Reimb.	0.388	38.8%	Favorable timing of work to 2019
<u>CASH</u>				
Farebox Receipts	-	(0.101)	(1.5)%	Unfavorable timing of cash settlements with NYCT
Other Operating Receipts	-	(0.124)	(5.1)%	Mostly unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	-	0.442	20.9%	Mostly the favorable timing of capital reimbursements

MTA STATEN ISLAND RAILWAY
Explanation of Variances Between Final Estimate and Actual: Accrual & Cash
December 2018 Year-to-Date

Generic Revenue or Expense Category	Non-Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		<u>Reason for Variance</u>
		\$	%	
Payroll	-	1.219	4.8%	The favorable timing of payments
Overtime		(0.800)	(25.6)%	Higher requirements in lieu of additional work
Health & Welfare/OPEB Current Expenses		1.786	19.7%	Lower rates/vacancies
Other Fringe Benefits	-	1.244	21.7%	Favorable timing of payments
Insurance		0.339	28.4%	Favorable timing of interagency payments with MTA
Materials and supplies		0.812	16.5%	Favorable timing of payments
Professional Service Contracts		0.544	52.4%	Under review-assumed to be timing
Maintenance Contracts	-	(1.035)	(30.7)%	Timing of payments

MTA STATEN ISLAND RAILWAY
Explanation of Variances Between Budget and Actual: Accrual
December 2018 Year-to-Date

Generic Revenue or Expense Category	Non-Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		<u>Reason for Variance</u>
		\$	%	
<u>ACCRUAL</u>				
Payroll	Non Reimb.	0.792	3.2%	Mostly due to vacancies
Overtime	Non Reimb.	(1.832)	(98.3)%	Additional project work, vacancy coverage requirements, adverse weather
Health & Welfare/OPEB Current Expenses	Non Reimb.	1.475	16.2%	Mainly due to recorded actual credits, vacancies
Pensions	Non Reimb.	(0.897)	(12.9)%	Increased retirees with a higher level of salaries
Other Fringe Benefits	Non Reimb.	(0.351)	(6.2)%	Higher Workers' Compensation accrued expenses than budgeted
Power	Non Reimb.	(0.242)	(5.7)%	Mostly higher prices

**MTA Staten Island Railway
Preliminary 2018 Year-End Report
Non-Reimbursable-Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents**

	December 31, 2018			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	<u>Budget</u>	<u>Estimate</u>		<u>Variance</u>	<u>Percent</u>	<u>Variance</u>	<u>Percent</u>
Administration							
Executive	13	13	9	4	30.8	4	30.8
General Office	9	9	15	(6)	(66.7)	(6)	(66.7)
Purchasing/Stores	6	6	4	2	33.3	2	33.3
Total Administration	28	28	28	0	0.0	0	0.0
Operations							
Transportation	111	119	110	1	0.9	9	7.6
Total Operations	111	119	110	1	0.9	9	7.6
Maintenance							
Mechanical	52	53	50	2	3.8	3	5.7
Electronics/Electrical	15	15	12	3	20.0	3	20.0
Power/Signals	27	29	29	(2)	(7.4)	0	0.0
Maintenance of Way	69	70	69	0	0.0	1	1.4
Infrastructure	26	26	31	(5)	(19.2)	(5)	(19.2)
Total Maintenance	189	193	191	(2)	(1.1)	2	1.0
Engineering/Capital							
Capital Project Support	14	16	9	5	0.0	7	0.0
Public Safety							
Total Public Safety	0	0	0	0	0.0	0	0.0
Grand Total	342	356	338	4	1.2	18	5.1
Non-Reimbursable	328	340	329	(1)	(0.3)	11	3.2
Reimbursable	14	16	9	5	35.7	7	43.8
Total Full-Time	342	356	338	4	1.2	18	5.1
Total Full-Time Equivalents	0	0	0	0	0.0	0	0.0

**MTA Staten Island Railway
Preliminary 2018 Year-End Report
Full-Time Positions and Full-Time Equivalents by Function and Occupational Group**

	December 31, 2018			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		Variance	Percent	Variance	Percent
Administration							
Managers/Supervisors	16	16	15	1	6.3	1	6.3
Professional, Technical, Clerical	12	12	13	(1)	(8.3)	(1)	(8.3)
Operational Hourlies	-	-	-	0	0.0	0	0.0
Total Administration	28	28	28	0	0.0	0	0.0
Operations							
Managers/Supervisors	9	11	5	4	44.4	6	54.5
Professional, Technical, Clerical	3	3	1	2	66.7	2	66.7
Operational Hourlies	99	105	104	(5)	(5.1)	1	1.0
Total Operations	111	119	110	1	0.9	9	7.6
Maintenance							
Managers/Supervisors	16	16	24	(8)	(50.0)	(8)	(50.0)
Professional, Technical, Clerical	6	6	5	1	16.7	1	16.7
Operational Hourlies	167	171	162	5	3.0	9	5.3
Total Maintenance	189	193	191	(2)	(1.1)	2	1.0
Engineering/Capital Projects							
Managers/Supervisors	3	3	3	0	0.0	0	0.0
Professional, Technical, Clerical	2	4	-	2	0.0	4	0.0
Operational Hourlies	9	9	6	3	0.0	3	0.0
Total Engineering/Capital	14	16	9	5	0.0	7	0.0
Public Safety							
Managers/Supervisors	-	-	-	0	0.0	0	0.0
Professional, Technical, Clerical	-	-	-	0	0.0	0	0.0
Operational Hourlies (other than un	-	-	-	0	0.0	0	0.0
Total Public Safety	0	0	0	0	0.0	0	0.0
Total Positions							
Managers/Supervisors	44	46	47	(3)	(6.8)	(1)	(2.2)
Professional, Technical, Clerical	23	25	19	4	17.4	6	24.0
Operational Hourlies	275	285	272	3	1.1	13	4.6
Total Positions	342	356	338	4	1.2	18	5.1

MTA STATEN ISLAND RAILWAY
PRELIMINARY 2018 ADOPTED BUDGET and FINAL ESTIMATE vs. ACTUAL
Ridership (Utilization)

	<u>December 2018 Year-to-Date</u>			<u>Favorable/(Unfavorable)</u>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				<u>Variance</u>	<u>Percent</u>	<u>Variance</u>	<u>Percent</u>
<u>RIDERSHIP</u>							
Ridership	4.585	4.582	4.522	(0.063)	(1.4%)	(0.060)	(1.3%)
Total Utilization	4.585	4.582	4.522	(0.063)	(1.4%)	(0.060)	(1.3%)
<u>FAREBOX REVENUE</u>							
Total Farebox Revenue	6.933	6.964	6.864	(0.069)	(1.0%)	(0.100)	(1.4%)
Total Revenue	\$6.933	\$6.964	\$6.864	(\$0.069)	(\$0.010)	(\$0.100)	(\$0.014)

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

	Month of December				Explanation
	2017	2018	Variance		
			Amount	Percent	
Average Weekday	0.017	0.016	(0.001)	(6.1%)	Driven in part by lower student ridership compared to December 2017, as well as calendar differences: New Year's Eve and Christmas Eve, typically low ridership days, were weekdays in 2018 but fell on Sundays in 2017
Average Weekend	0.008	0.008	0.001	11.4%	Driven in part by calendar differences: New Year's Eve and Christmas Eve, typically low ridership days, were weekdays in 2018 but fell on Sundays in 2017
12-Month Rolling Average					
Average Weekday	0.016	0.016	(0.000)	(2.0%)	
Average Weekend	0.008	0.008	(0.000)	(2.1%)	

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

Preliminary 2018 Year-End Report: Bus Company

Background

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

The final audited 2018 year-end results are scheduled to be completed in April 2019.

Summary of Preliminary Financial Results

Preliminary ridership and accrual results, versus The Estimate (estimate), are summarized as follows:

- 2018 annual Bus Company ridership of 121.4 million was 0.5 million (0.4%) above the estimate.
- Farebox revenue of \$220.5 million was \$1.2 million (0.6%) above the estimate.
- Operating expenses of \$768.7 million were below the estimate by \$31.7 million (4.0%). Labor expenses were more than the estimate by \$11.3 million (2.0%), due mostly to higher payroll expenses of \$8.2 million (2.9%), and an overrun in overtime expenses of \$8.2 million (12.4%), partly offset by favorable results in other fringe benefit expenses of \$6.8 million (9.8%). Non-labor expenses were significantly below the estimate by \$43.0 million (19.0%), including favorable results in: Materials & supplies of \$10.0 million (18.7%); claims expenses of \$15.8 million (26.2%) and maintenance contract expenses of \$14.3 million (33.0%).

Preliminary ridership and accrual results, versus the Adopted Budget, are summarized as follows:

- 2018 annual Bus Company ridership was 2.9 million (2.4%) below budget.
- Farebox revenue was \$1.5 million (0.7%) above budget.
- Operating expenses were below budget by a net \$4.3 million (0.6%). Labor expenses were in excess of budget by \$14.2 million (2.5%), including overruns in overtime expenses of \$10.1 million (15.6%) and payroll expenses of \$8.2 million (2.9%). Non-labor expenses were lower than budget by \$18.5 million (9.2%), including primarily an underrun in materials & supplies expenses of \$19.1 million (30.4%).

**BUS COMPANY
FINANCIAL AND RIDERSHIP REPORT
December 2018 Year-to-Date**
(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Final Estimate (estimate)

Operating revenue was \$239.2 million in 2018, \$0.6 million (0.3 percent) below the estimate, due primarily to lower other operating revenue of \$1.9 million (9.1%), involving student reimbursements and advertising revenue, largely offset by higher farebox revenue of \$1.2 million (0.6%).

Total MTA Bus Ridership in 2018 was 121.4 million, 0.4 percent (0.5 million riders) above the estimate. 2018 average weekday ridership was 392,617, a decrease of 0.9 percent (3,612 riders) from 2017.

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Expense Adjustment, were \$768.7 million, \$31.7 million (4.0 percent) below the estimate. Labor expenses exceeded the estimate by \$11.3 million (2.0 percent), including a payroll expense overrun of \$8.2 million (2.9 percent), mainly due to interagency billings, retro payments and the timing of reimbursable projects. Overtime expenses were above budget by \$8.2 million (12.4 percent), mainly from vacancies, traffic and retro payments. Other fringe benefits underran by \$6.8 million (9.8%), due primarily to the timing of interagency expenses. Non-labor expenses were less than the estimate by \$43.0 million (19.0 percent), including an underrun in materials & supplies expenses of \$10.0 million (18.7%), due mostly to the favorable timing of the new Fare Payment system, the timing of Select Bus Service (SBS) rollouts and lower general maintenance expenses. Maintenance contract expenses were less than estimate by \$14.3 million (33.0%), driven by the timing of the shop program, bus technology and SBS rollouts, and claims expenses underran by \$15.8 million (26.2 percent), attributable to a favorable actuarial update significantly reducing reserve requirements.

Depreciation expenses of \$53.0 million were below the estimate by \$1.3 million (2.5 percent) and Other Post-Employment Benefit expenses of \$65.8 million were also below the estimate by \$34.3 million (34.3 percent). No GASB 68 Pension Expense Adjustments were recognized at this time.

The **operating cash deficit** (excluding subsidies) was \$516.6 million, \$17.9 million (3.3 percent) favorable to the estimate.

Preliminary Actual Results Compared to the Adopted Budget

Operating revenue was under budget by \$0.4 million (0.1 percent), with unfavorable other revenue results essentially offset by higher farebox revenue.

Non-reimbursable expenses were slightly below budget by \$4.3 million (0.6%), with non-labor expenses underrunning by \$18.5 million (9.2%), mostly attributable to an underrun in materials & supplies, specifically related to the timing of the fare payment system and SBS rollouts. Labor expenses exceeded budget by \$14.2 million (2.5 percent), mostly attributed to the same factors impacting the unfavorable variances to the estimate described above.

Note-Final 2018 results and their impact on 2019 will be reported in April.

MTA BUS COMPANY
Accrual Statement of Operations by Category
2018 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE

	2018			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Operating Revenue							
Farebox Revenue	\$219.031	\$ 219.317	\$ 220.548	\$ 1.517	0.7	\$ 1.231	0.6
Other Operating Revenue	20.536	20.536	18.660	(1.876)	(9.1)	(1.876)	(9.1)
Capital and Other Reimbursements	-	-	-	-	-	-	-
Total Revenue	\$ 239.567	\$ 239.853	\$ 239.208	\$ (0.359)	(0.1)	\$ (0.645)	(0.3)
Operating Expenses							
<u>Labor:</u>							
Payroll	\$ 286.731	\$ 286.747	\$ 294.935	\$ (8.204)	(2.9)	\$ (8.188)	(2.9)
Overtime	64.551	66.394	74.642	(10.092)	(15.6)	(8.248)	(12.4)
Health and Welfare	68.738	73.056	75.591	(6.853)	(10.0)	(2.535)	(3.5)
OPEB Current Payment	27.825	23.446	22.939	4.886	17.6	0.507	2.2
Pensions	53.282	56.714	57.556	(4.274)	(8.0)	(0.842)	(1.5)
Other Fringe Benefits	70.159	68.825	62.047	8.112	11.6	6.778	9.8
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	(1.002)	(2.232)	2.232	-	1.230	*
Total Labor Expenses	\$ 571.285	\$ 574.178	\$ 585.478	\$ (14.193)	(2.5)	\$ (11.300)	(2.0)
<u>Non-Labor:</u>							
Traction and Propulsion Power	\$ 2.162	\$ 2.150	\$ 1.968	\$ 0.194	9.0	\$ 0.182	8.5
Fuel for Buses and Trains	21.933	27.144	26.573	(4.640)	(21.2)	0.571	2.1
Insurance	6.578	5.940	5.557	1.021	15.5	0.383	6.4
Claims	29.977	60.139	44.370	(14.393)	(48.0)	15.769	26.2
Maintenance and Other Operating Contracts	43.201	43.276	29.011	14.190	32.8	14.265	33.0
Professional Service Contracts	30.034	29.200	28.119	1.915	6.4	1.081	3.7
Materials & Supplies	62.707	53.639	43.620	19.087	30.4	10.019	18.7
Other Business Expenses	5.120	4.742	3.994	1.126	22.0	0.748	15.8
Total Non-Labor Expenses	\$ 201.711	\$ 226.230	\$ 183.212	\$ 18.499	9.2	\$ 43.018	19.0
Total Expenses before Non-Cash Liability Adjs.	\$ 772.996	\$ 800.408	\$ 768.690	\$ 4.306	0.6	\$ 31.718	4.0
Depreciation	\$ 54.341	\$ 54.341	\$ 53.006	\$ 1.335	2.5	\$ 1.335	2.5
OPEB Obligation	100.150	100.150	65.830	34.320	34.3	34.320	34.3
GASB 68 Pension Expense Adjustment	45.600	46.300	-	45.600	100.0	46.300	100.0
Environmental Remediation	-	-	0.218	(0.218)	-	(0.218)	-
Total Expenses	\$ 973.087	\$ 1,001.199	\$ 887.743	\$ 85.344	8.8	\$ 113.456	11.3
Baseline Surplus/(Deficit)	\$ (733.520)	\$ (761.346)	\$ (648.535)	\$ 84.985	11.6	\$ 112.811	14.8

*Totals may not add due to rounding

MTA BUS COMPANY
Accrual Statement of Operations by Category
2018 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

REIMBURSABLE								
	2018			Favorable/(Unfavorable) Variance				
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate		
	\$			\$	%	\$	%	
Revenue								
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	
Other Operating Revenue								
Capital and Other Reimbursements	5.960	5.960	5.902	(0.058)	(1.0)	(0.058)	(1.0)	
Total Revenue	\$ 5.960	\$ 5.960	\$ 5.902	\$ (0.058)	(1.0)	\$ (0.058)	(1.0)	
Expenses								
Labor:								
Payroll	\$ 2.731	\$ 2.731	\$ 3.669	\$ (0.938)	(34.4)	\$ (0.938)	(34.3)	
Overtime	-	-	-	-	-	-	-	
Health and Welfare	1.121	1.121		1.121	100.0	1.121	100.0	
OPEB Current Payment	-	-	-	-	-	-	-	
Pensions	0.508			0.508	100.0	-	-	
Other Fringe Benefits	0.495			0.495	100.0	-	-	
GASB Account	-	-		-	-	-	-	
Reimbursable Overhead	-	1.002	2.232	(2.232)	-	(1.230)	*	
Total Labor Expenses	\$ 4.855	\$ 4.855	\$ 5.901	\$ (1.047)	(21.6)	\$ (1.047)	(21.6)	
Non-Labor:								
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	
Fuel for Buses and Trains	-	-	-	-	-	-	-	
Insurance	-	-	-	-	-	-	-	
Claims	-	-	-	-	-	-	-	
Paratransit Service Contracts	-	-	-	-	-	-	-	
Maintenance and Other Operating Contracts	0.238	0.238	-	0.238	100.0	0.238	100.0	
Professional Service Contracts	-	-	-	-	-	-	-	
Materials & Supplies	0.867	0.867		0.867	100.0	0.867	100.0	
Other Business Expenses	\$ -	\$ -	\$ -	-	-	-	-	
Total Non-Labor Expenses	\$ 1.105	\$ 1.105	\$ -	\$ 1.105	100.0	\$ 1.105	100.0	
Other Expense Adjustments:								
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	
Total Other Expense Adjustments	-	-	-	-	-	-	-	
Total Expenses Before Depreciation	\$ 5.960	\$ 5.960	\$ 5.901	\$ 0.058	1.0	\$ 0.058	1.0	
Depreciation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	
OPEB Obligation	-	-	-	-	-	-	-	
GASB 68 Pension Expense Adjustment								
Environmental Remediation	-	-	-	-	-	-	-	
Total Expenses	\$ 5.960	\$ 5.960	\$ 5.901	\$ 0.058	1.0	\$ 0.058	1.0	
Net Surplus/(Deficit)	\$ 0.000	\$ 0.000	\$ 0.001	\$ 0.000	27.7	\$ 0.000	*	

*Totals may not add due to rounding

MTA BUS COMPANY
Accrual Statement of Operations by Category
2018 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE

	2018			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$ 219.031	\$ 219.317	\$ 220.548	\$ 1.517	0.7	\$ 1.231	0.6
Other Operating Revenue	20.536	20.536	18.660	(1.876)	(9.1)	(1.876)	(9.1)
Capital and Other Reimbursements	5.960	5.960	5.902	(0.058)	(1.0)	(0.058)	(1.0)
Total Revenue	\$ 245.527	\$ 245.813	\$ 245.110	\$ (0.417)	(0.2)	\$ (0.703)	(0.3)
Expenses							
<u>Labor:</u>							
Payroll	\$ 289.462	\$ 289.478	\$ 298.604	\$ (9.143)	(3.2)	\$ (9.126)	(3.2)
Overtime	64.551	66.394	74.642	(10.092)	(15.6)	(8.248)	(12.4)
Health and Welfare	69.859	74.177	75.591	(5.732)	(8.2)	(1.414)	(1.9)
OPEB Current Payment	27.825	23.446	22.939	4.886	17.6	0.507	2.2
Pensions	53.790	56.714	57.556	(3.766)	(7.0)	(0.842)	(1.5)
Other Fringe Benefits	70.654	68.825	62.047	8.607	12.2	6.778	9.8
Reimbursable Overhead	-	-	-	-	-	-	-
Total Labor Expenses	576.140	579.033	591.379	(15.240)	(2.6)	(12.346)	(2.1)
<u>Non-Labor:</u>							
Traction and Propulsion Power	\$ 2.162	\$ 2.150	\$ 1.968	\$ 0.194	9.0	\$ 0.182	8.5
Fuel for Buses and Trains	21.933	27.144	26.573	(4.640)	(21.2)	0.571	2.1
Insurance	6.578	5.940	5.557	1.021	15.5	0.383	6.4
Claims	29.977	60.139	44.370	(14.393)	(48.0)	15.769	26.2
Maintenance and Other Operating Contracts	43.439	43.514	29.011	14.428	33.2	14.503	33.3
Professional Service Contracts	30.034	29.200	28.119	1.915	6.4	1.081	3.7
Materials & Supplies	63.574	54.506	43.620	19.954	31.4	10.886	20.0
Other Business Expenses	5.120	4.742	3.994	1.126	22.0	0.748	15.8
Total Non-Labor Expenses	202.816	227.335	183.212	19.604	9.7	44.123	19.4
Total Expenses Before Depreciation and GASB Adjs.	\$ 778.956	\$ 806.368	\$ 774.591	\$ 4.364	0.6	\$ 31.776	3.9
Depreciation	\$ 54.341	\$ 54.341	\$ 53.006	\$ 1.335	2.5	\$ 1.335	2.5
OPEB Obligation	100.150	100.150	65.830	34.320	34.3	34.320	34.3
GASB 68 Pension Expense Adjustment	45.600	46.300	-	45.600	0.0	46.300	100.0
Environmental Remediation	-	-	0.218	(0.218)	-	(0.218)	-
Total Expenses	\$ 979.047	\$ 1,007.159	\$ 893.645	\$ 85.402	8.7	\$ 113.514	11.3
Baseline Surplus/(Deficit)	\$ (733.519)	\$ (761.346)	\$ (648.535)	\$ 84.985	11.6	\$ 112.811	14.8

*Totals may not add due to rounding

MTA BUS COMPANY
Explanation of Variances between 2018 Final Estimate and Preliminary Actual: Accrual
December 2018 Year-to-Date

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance
		\$	%	
Farebox Revenue	Non Reimb	\$1.231	0.6	Higher ridership
Other Operating Revenue	Non Reimb	(\$1.876)	(9.1)	Lower students reimbursements and advertising Revenue
Capital and Other Reimbursements	Reimb	(\$0.058)	(1.0)	(a)
Payroll	Non Reimb	(\$8.188)	(2.9)	Mainly due to timing of interagency billings, reimbursable projects and retro payment for prior period
Overtime	Non Reimb	(\$8.248)	(12.4)	Vacancies, traffic and retro payment offset by timing of bus technology.
Health and Welfare	Non Reimb	(\$2.535)	(3.5)	Higher medical expenses
OPEB Current Payment	Non Reimb	\$0.507	2.2	
Pensions	Non Reimb	(\$0.842)	(1.5)	Timing of expenses
Other Fringe Benefits	Non Reimb	\$6.778	9.8	Timing of interagency expenses
Reimbursable Overhead	Non Reimb	\$1.230	*	Primarily shuttle reimbursements
Traction and Propulsion Power	Non Reimb	\$0.182	8.5	Lower rates
Fuel for Buses and Trains	Non Reimb	\$0.571	2.1	Primarily due to CNG rebate offset by higher average fuel rates
Insurance	Non Reimb	\$0.383	6.4	Timing of expenses
Claims	Non Reimb	\$15.769	26.2	Lower than anticipated claim expense per actuarial review
Maintenance and Other Operating Contracts	Non Reimb	\$14.265	33.0	Timing of Shop program, bus technology and SBS rollouts
Professional Service Contracts	Non Reimb	\$1.081	3.7	Mainly due to timing of interagency billings
Materials & Supplies	Non Reimb	\$10.019	18.7	Timing of new fare payment system, SBS rollout and lower general maintenance expenses
Other Business Expenses	Non Reimb	\$0.748	15.8	Timing of Misc. expenses and lower AFC expenses
Depreciation	Non Reimb	\$1.335	2.5	Non cash expense
Other Post Employment Benefits	Non Reimb	\$34.320	34.3	Non cash expense
GASB 68 Pension Expense Adjustment	Non Reimb	\$46.300	100.0	Timing, pending actuarial evaluation at year end close
Environmental Remediation	Non Reimb	(\$0.218)	-	Not Budgeted
Payroll	Reimb	(\$0.938)	(34.3)	Timing of reimbursable projects
Health and Welfare	Reimb	\$1.121	100.0	Timing of reimbursable projects
Reimbursable Overhead	Reimb	(\$1.230)	*	Timing of reimbursable projects
Maintenance and Other Operating Contracts	Reimb	\$0.238	-	Timing of reimbursable projects
Materials & Supplies	Reimb	\$0.867	100.0	Timing of reimbursable projects

Total Expense Variance \$113.514

Net Variance \$112.811

* Variance exceeds 100%.

(a) Variance less than 5% or below \$ threshold

MTA BUS COMPANY
Cash Receipts and Expenditures
2018 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	2018			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$ 219.031	\$ 219.319	\$ 219.831	\$ 0.800	0.4	\$ 0.512	0.2
Other Operating Revenue	20.536	20.536	19.176	(1.360)	(6.6)	(1.360)	(6.6)
Capital and Other Reimbursements	8.042	8.042	6.088	(1.954)	(24.3)	(1.954)	(24.3)
Total Receipts	\$ 247.609	\$ 247.897	\$ 245.095	\$ (2.514)	(1.0)	\$ (2.802)	(1.1)
Expenditures							
<u>Labor:</u>							
Payroll	\$ 287.383	\$ 292.316	\$ 302.474	\$ (15.092)	(5.3)	\$ (10.159)	(3.5)
Overtime	64.551	66.394	74.641	(10.090)	(15.6)	(8.247)	(12.4)
Health and Welfare	69.431	73.749	70.618	(1.187)	(1.7)	3.130	4.2
OPEB Current Payment	27.825	23.446	23.599	4.226	15.2	(0.153)	(0.7)
Pensions	53.616	56.540	57.304	(3.688)	(6.9)	(0.764)	(1.4)
Other Fringe Benefits	55.477	53.647	54.328	1.149	2.1	(0.681)	(1.3)
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	0.297	(0.297)	-	(0.297)	-
Total Labor Expenditures	\$ 558.282	\$ 566.091	\$ 583.262	\$ (24.980)	(4.5)	\$ (17.171)	(3.0)
<u>Non-Labor:</u>							
Traction and Propulsion Power	\$ 2.162	\$ 2.150	\$ 2.019	\$ 0.143	6.6	\$ 0.131	6.1
Fuel for Buses and Trains	21.933	27.144	26.964	(5.032)	(22.9)	0.179	0.7
Insurance	6.578	5.941	-	6.578	100.0	5.941	100.0
Claims	25.842	26.004	26.652	(0.810)	(3.1)	(0.648)	(2.5)
Maintenance and Other Operating Contracts	43.439	56.015	39.121	4.317	9.9	16.893	30.2
Professional Service Contracts	30.034	39.200	32.280	(2.246)	(7.5)	6.920	17.7
Materials & Supplies	63.574	55.106	47.396	16.178	25.4	7.710	14.0
Other Business Expenses	5.119	4.740	4.018	1.101	21.5	0.722	15.2
Total Non-Labor Expenditures	\$ 198.679	\$ 216.298	\$ 178.451	\$ 20.229	10.2	\$ 37.847	17.5
Total Expenditures Before Depreciation	\$ 756.962	\$ 782.389	\$ 761.713	\$ (4.751)	(0.6)	\$ 20.676	2.6
Depreciation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
OPEB Obligation	-	-	-	-	-	-	-
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-
Total Expenditures	\$ 756.962	\$ 782.389	\$ 761.713	\$ (4.751)	(0.6)	\$ 20.676	2.6
Baseline Cash Deficit	\$ (509.353)	\$ (534.492)	\$ (516.618)	\$ (7.265)	(1.4)	\$ 17.874	3.3

*Totals may not add due to rounding

MTA BUS COMPANY
2018 Adopted Budget and Final Estimate vs. Preliminary Actual
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	2018			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$ (0.000)	\$ 0.002	\$ (0.717)	\$ (0.717)	*	\$ (0.719)	*
Other Operating Revenue	-	-	0.516	0.516	-	0.516	-
Capital and Other Reimbursements	2.082	2.082	0.186	(1.896)	(91.1)	(1.896)	(91.1)
Total Receipts	\$ 2.082	\$ 2.084	\$ (0.015)	\$ (2.097)	*	\$ (2.099)	*
Expenditures							
<u>Labor:</u>							
Payroll	\$ 2.079	\$ (2.838)	\$ (3.870)	\$ (5.949)	*	\$ (1.032)	(36.4)
Overtime	(0.001)	(0.000)	0.001	0.002	*	0.001	*
Health and Welfare	0.428	0.428	4.973	4.545	*	4.544	*
OPEB Current Payment	0.000	0.000	(0.660)	(0.660)	*	(0.660)	*
Pensions	0.174	0.174	0.252	0.078	44.8	0.078	44.8
Other Fringe Benefits	15.177	15.178	7.719	(7.458)	(49.1)	(7.459)	(49.1)
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	(0.297)	(0.297)	-	(0.297)	-
Total Labor Expenditures	\$ 17.858	\$ 12.942	\$ 8.118	\$ (9.740)	(54.5)	\$ (4.825)	(37.3)
<u>Non-Labor:</u>							
Traction and Propulsion Power	\$ -	\$ -	\$ (0.051)	\$ 0.051	-	\$ 0.051	-
Fuel for Buses and Trains	0.000	0.000	(0.391)	(0.392)	*	(0.392)	*
Insurance	-	(0.001)	5.557	5.557	-	5.558	*
Claims	4.135	34.135	17.718	13.583	*	(16.417)	(48.1)
Maintenance and Other Operating Contracts	0.000	(12.501)	(10.110)	(10.111)	*	2.390	19.1
Professional Service Contracts	(0.000)	(10.000)	(4.161)	(4.161)	*	5.839	58.4
Materials & Supplies	(0.000)	(0.600)	(3.776)	(3.776)	*	(3.176)	*
Other Business Expenses	0.001	0.002	(0.024)	(0.025)	*	(0.026)	*
Total Non-Labor Expenditures	\$ 4.136	\$ 11.037	\$ 4.761	\$ 0.625	15.1	\$ (6.275)	(56.9)
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$ 24.076	\$ 26.063	\$ 12.864	\$ (11.212)	(46.6)	\$ (13.199)	(50.6)
Depreciation	\$ 54.341	\$ 54.341	\$ 53.006	\$ (1.335)	(2.5)	\$ (1.335)	(2.5)
OPEB Obligation	100.150	100.150	65.830	(34.320)	(34.3)	(34.320)	(34.3)
GASB 68 Pension Expense Adjustment	45.600	46.300	-	(45.600)	(100.0)	(46.300)	(100.0)
Environmental Remediation	-	-	0.218	(0.218)	-	0.218	-
Baseline Total Cash Conversion Adjustments	\$ 224.167	\$ 226.854	\$ 131.917	\$ (92.250)	(41.2)	\$ (94.937)	(41.8)

*Totals may not add due to rounding

MTA BUS COMPANY
Explanation of Variances between 2018 Final Estimate and Preliminary Actual: Cash
December 2018 Year-to-Date

Generic Revenue or Expense Category	Variance Fav (Unfav)		Reason for Variance
	\$	%	
Farebox Revenue	\$0.512	0.2	Higher ridership
Other Operating Revenue	(\$1.360)	(6.6)	Lower Advertising Revenues
Capital and Other Reimbursements	(\$1.954)	(24.3)	Timing of reimbursable projects
Payroll	(\$10.159)	(3.5)	Reimbursement of interagency receipts from prior periods and RWA
Overtime	(\$8.247)	(12.4)	Vacancies, traffic, and Retro payment
Health and Welfare	\$3.130	4.2	} Timing of payments
OPEB Current Payment	(\$0.153)	(0.7)	
Pensions	(\$0.764)	(1.4)	Higher expenses
Other Fringe Benefits	(\$0.681)	(1.3)	Timing of payments
Reimbursable Overhead	(\$0.297)	-	(a)
GASB account	\$0.000	-	(a)
Traction and Propulsion Power	\$0.131	6.1	Lower rates
Fuel for Buses and Trains	\$0.179	0.7	Timing of payments
Insurance	\$5.941	100.0	(a)
Claims	(\$0.648)	(2.5)	Higher than anticipated claim payouts
Maintenance and Other Operating Contracts	\$16.893	30.2	Timing of Shop program, bus technology and SBS rollouts
Professional Service Contracts	\$6.920	17.7	Timing of interagency billings
Materials & Supplies	\$7.710	14.0	Timing of new fare payment system, SBS rollout and lower general maintenance expenses
Other Business Expenses	\$0.722	15.2	Timing of payments

Total Expense Variance \$20.676

Net Variance \$17.874

* Variance exceeds 100%.

(a) - Variance less than 5% or below \$ threshold

**MTA BUS COMPANY
2018 YEAR-END REPORT
UTILIZATION
(in millions)**

	December Year-to-Date			Favorable/(Unfavorable) Variance			
	2018 Adopted Budget	2018 Final Estimate	Preliminary Actual	2018 Adopted Budget		2018 Final Estimate	
	\$			\$	%	\$	%
<u>Farebox Revenue</u>							
Fixed Route	\$ 219.031	\$ 219.317	\$ 220.548	\$ 1.517	0.7	\$ 1.231	0.6
Total Farebox Revenue	219.031	219.317	220.548	1.517	0.7	1.231	0.6
<u>Ridership</u>							
Fixed Route	124.393	120.917	121.448	(2.945)	(2.4)	0.531	0.4
Total Ridership	124.393	120.917	121.448	(2.945)	(2.4)	0.531	0.4

MTA BUS COMPANY
Non-Reimbursable and Reimbursable by Function and Department
Full - Time Positions and Full - Time Equivalents
December 2018 Year-to-Date

FUNCTION/DEPARTMENT	Final Estimate	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	16	1	
Controller	19	19	-	
Office of the President	5	4	1	
System Safety Administration	5	1	4	
Law	25	23	2	
Corporate Communications	-	-	-	
Labor Relations	-	-	-	
Strategic Office	30	25	5	
Non-Departmental	11	-	11	
Total Administration	152	127	25	Vacancies to be filled
Operations				
Buses	2,320	2,313	7	Vacancies to be filled
Office of the Executive VP	4	4	-	
Safety & Training	57	78	(21)	Students in training
Road Operations	123	124	(1)	
Transportation Support	22	25	(3)	
Operations Planning	33	33	-	
Revenue Control	7	6	1	
Total Operations	2,566	2,583	(17)	
Maintenance				
Buses	764	750	14	
Maintenance Support/CMF	270	262	8	
Facilities	77	74	3	
Supply Logistics	100	100	-	
Total Maintenance	1,211	1,186	25	Vacancies to be filled
Capital Program Management	37	27	10	
Total Engineering/Capital	37	27	10	Vacancies to be filled
Security	15	13	2	
Total Public Safety	15	13	2	Vacancies to be filled
Total Positions	3,981	3,936	45	
Non-Reimbursable	3,941	3,899	42	
Reimbursable	40	37	3	
Total Full-Time	3,963	3,925	38	
Total Full-Time Equivalents	18	11	7	

MTA BUS COMPANY
Non-Reimbursable and Reimbursable by Function and Department
Full - Time Positions and Full - Time Equivalents
December 2018 Year-to-Date

FUNCTION/OCCUPATIONAL GROUP	Fina Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	66	54	12	
Professional, Technical, Clerical	77	73	4	
Operational Hourlies	9	-	9	
Total Administration	152	127	25	Vacancies to be filled
Operations				
Managers/Supervisors	307	309	(2)	
Professional, Technical, Clerical	51	50	1	
Operational Hourlies	2,208	2,224	(16)	Students in traning
Total Operations	2,566	2,583	(17)	
Maintenance				
Managers/Supervisors	245	242	3	
Professional, Technical, Clerical	33	35	(2)	
Operational Hourlies	933	909	24	
Total Maintenance	1,211	1,186	25	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	-	-	-	
Total Public Safety	15	13	2	Vacancies to be filled
Total Baseline Positions				
Managers/Supervisors	648	626	22	
Professional, Technical, Clerical	183	177	6	
Operational Hourlies	3,150	3,133	17	
Total Baseline Positions	3,981	3,936	45	

MTA Bus Company
Preliminary 2018 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2018						2018			
	Adopted vs. Actuals			Final Estimate vs. Actuals			Var. - Fav./(Unfav)		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u>	658,270	\$26.693	677,237	\$27.577	594,471	\$28.808	63,799 9.7%	(\$2.115) -7.9%	82,766 12.2%	(\$1.231) -4.5%
<u>Unscheduled Service</u>	147,257	\$6.469	147,256	\$6.469	131,051	\$9.490	16,206 11.0%	(\$3.021) -46.7%	16,205 11.0%	(\$3.021) -46.7%
<u>Programmatic/Routine Maintenance</u>	287,264	\$12.756	307,685	\$13.715	410,761	\$19.425	(123,497) -43.0%	(\$6.668) -52.3%	(103,076) -33.5%	(\$5.710) -41.6%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000	- 0.0%	(\$0.000) 0.0%	- 0.0%	(\$0.000) 0.0%
<u>Vacancy/Absentee Coverage</u>	307,560	\$16.470	307,560	\$16.471	356,119	\$14.265	(48,559) -15.8%	\$2.205 13.4%	(48,559)	\$2.206
<u>Weather Emergencies</u>	45,130	\$1.718	45,129	\$1.718	47,261	\$2.192	(2,131) *	(\$0.473) *	(2,132)	(\$0.474)
<u>Safety/Security/Law Enforcement</u>	2,641	\$0.128	3,127	\$0.166	1,806	\$0.140	835 31.6%	(\$0.012) -9.6%	1,321 42.2%	\$0.025 15.4%
<u>Other</u>	3,802	\$0.316	3,316	\$0.279	3,387	\$0.322	415 10.9%	(\$0.006) -1.9%	(71) -2.1%	(\$0.043) -15.5%
							-6.4%	-15.6%	-3.6%	-12.4%
TOTAL NON-REIMBURSABLE OVERTIME:	1,451,923	\$64.551	1,491,309	\$66.394	1,544,856	\$74.642	(92,933) -6.4%	(\$10.091) -15.6%	(53,547) -3.6%	(\$8.248) -12.4%
REIMBURSABLE OVERTIME ¹	0	\$0.000	0	\$0.000	0	\$0.000	-	\$0.000	-	\$0.000
TOTAL OVERTIME	1,451,923	\$64.551	1,491,309	\$66.394	1,544,856	\$74.642	(92,933)	(\$10.091)	(53,547) -3.6%	(\$8.248) -12.4%

¹ All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%

MTA Bus Company
Preliminary 2018 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

December 2018 Year-to-Date vs. Final Estimate

		Var. - Fav./(Unfav)	
		Hours	\$
		Explanations	
<u>Scheduled Service</u>	82,766	(\$1.231)	Less schedule service operated due and Running Time
	12.2%	-4.5%	
<u>Unscheduled Service</u>	16,205	(\$3.021)	Traffic, Shuttle Service and Retro payment
	11.0%	-46.7%	
<u>Programmatic/Routine Maintenance</u>	(103,076)	(5.710)	Campaign work, Maintenance work on Overage Fleet, and Retro payment.
	-33.5%	-41.6%	
<u>Unscheduled Maintenance</u>	-	(0.000)	
	0.0%	0.0%	
<u>Vacancy/Absentee Coverage</u>	(48,559)	\$2.206	Vacancy/Absentee Coverage and Retro payment
	0.0%	0.0%	
<u>Weather Emergencies</u>	(2,132)	(\$0.474)	Weather
	0.0%	0.0%	
<u>Safety/Security/Law Enforcement</u>	1,321	\$0.025	
	42.2%	15.4%	
<u>Other</u>	(71)	(\$0.043)	
	-2.1%	-15.5%	
Total Unscheduled	(53,547)	(\$8.248)	
	-3.6%	-12.4%	
TOTAL NON-REIMBURSABLE OVERTIME:		(53,547)	(\$8.248)
	-3.6%	-12.4%	
REIMBURSABLE OVERTIME ¹		-	\$0.000
TOTAL OVERTIME		(53,547)	(\$8.248)
	-3.6%	-12.4%	

¹ All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%

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

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

Capital Program

Alok Saha, Acting Senior Vice President



The rehabilitation of the 98-year-old Clark St Tunnel, which carries 2 and 3 trains under the East River between Clark St in Brooklyn and Wall St in Lower Manhattan, was completed in January 2019. The tunnel was heavily damaged by storm surge flooding during Superstorm Sandy. Repairs and upgrades included the replacement and rehabilitation of track components, pump and fan plant equipment, fire protection systems, cables, and signal equipment.

February 2019 Highlights: Capital Program Status

The Capital Program Status Report provides a monthly and year-to-date overview of the progress of NYCT's Capital Program including a brief discussion of the reporting month's highlights. The report focuses primarily on providing a summary of achievements regarding project awards, project completions and project closeouts for the period ending one month 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.

Through January 31, NYCT's performance against its 2019 Capital Project Milestones was:

(\$ in Millions)

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$16.9	\$11.6	69
Design Completions	\$9.5	\$9.9	104
Construction Awards	\$3.2	\$4.7	146
Substantial Completions	\$448.8	\$470.4	105
Closeouts	\$22.4	\$74.1	331

The majority of the planned awards for the first quarter of 2019 are scheduled for February and March.

In January NYCT awarded projects totaling \$4.7 million, including a stair replacement project, as part of the Small Business Mentoring Program (SBMP), at Brighton Beach station for \$3.2 million.

Also in January, NYCT completed projects totaling \$470.4 million, including the Clark Street Tube restoration for \$125.6 million, the purchase of 110 compressed natural gas (CNG) articulated buses for \$107.3 million, track and switch replacement projects on various lines for \$45.4 million and a critical station room resiliency project for \$22.3 million.

Alok Saha

Acting Senior Vice President
Capital Program Management

**Capital Program Status
January 2019**

NYCT awarded \$4.7 million in projects, including a stair replacement Small Business Mentoring Program (SBMP) project at Brighton Beach station for \$3.2 million. Four elevated street stairs will be repaired at the station. The MTA's SBMP facilitates and encourages the participation of small businesses, including Minority and Women-Owned Business Enterprises (M/W/BEs) by providing a supportive framework for eligible firms to develop and grow within the construction industry and to establish stable, long-term business relationships with the MTA.

NYCT substantially completed projects totaling \$470.4 million, including the Clark Street Tube restoration for \$125.6 million. The tube, which connects Manhattan and Brooklyn, was damaged in Superstorm Sandy. In addition to structural repair work, this project replaced track and associated components, power, communication and signal cables, signal equipment, and pumping equipment. Fan plant equipment was also repaired at Old Slip in Manhattan, which is adjacent to the tube. Lastly, three pump rooms in the tube were made more resilient to future flooding by installing weir walls, elevating the control system, and installing new high capacity pumps and daily pumps.

NYCT also completed the purchase of 110 compressed natural gas (CNG) articulated buses for \$107.3 million. These buses will replace older articulated buses in the city-wide fleet while providing new and improved safety and customer service technologies. The buses will be equipped with USB chargers, Wi-Fi and digital information screens with route and next stop information for improved customer service. Furthermore, all buses will come equipped with pedestrian turn warning (PTW) technology, additional on-bus cameras and exterior cameras, hi-vis windows and traffic signal priority (TSP) technology.

In addition, NYCT completed track and switch replacement projects on the Jamaica, Lenox-White Plains Road, Flushing and 4th Avenue Lines for \$45.1 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.

NYCT also completed a critical station room resiliency project for \$22.3 million. In the wake of Superstorm Sandy, it became apparent that facilities within vulnerable stations required resiliency protection from water damage in the event that flooding occurs in adjacent tunnels. Resiliency solutions that were implemented include mechanical closure devices (MCDs) installed in sidewalk ventilation gratings, deployable covers or marine doors at station entrances and critical internal rooms, watertight inserts in manhole covers and sealing of conduits and duct penetrations. The six stations that received resiliency protection as a part of this project are Whitehall Street on the Broadway Line, Old South Ferry Loop on the 7th Avenue Line, Broad Street on the Nassau Loop Line, Bowling Green on the Lexington Line and Rector Street on the Broadway Line and 7th Avenue Line.

In addition, NYCT started eight design projects for \$11.6 million, completed 5 design projects for \$9.9 million, and closed out 5 projects for \$74.1 million.

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

Projects Closed in January 2019

(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Flatbush Depot: Roof Repair	\$3.8	\$3.8	8/2015	41
Continuous Welded Rail 2015 / Queens Blvd	\$19.8	\$20.3	12/2017	13
Mainline Track Replacement 2015 / Flushing	\$26.9	\$26.9	4/2018	9
Mainline Track Switches 2017 / 7th Avenue	\$9.8	\$9.8	4/2018	9
Mainline Track Replacement 2017 / Broadway	\$5.5	\$7.1	6/2018	7

CAPITAL PROJECT MILESTONE SUMMARY
2019
(THROUGH JANUARY 31, 2019)

MILESTONES PLANNED		MILESTONES ACCOMPLISHED		PERCENT PERFORMANCE	
\$M	#	\$M	#	%(\$)	%(#)

January

Design Starts	\$16.9	11	\$11.6	8	68.5	72.7
Design Completions	9.5	8	9.9	5	103.9	62.5
Construction Awards	3.2	1	4.7	2	145.7	200.0
Substantial Completions	448.8	20	470.4	21	104.8	105.0
Closeouts	22.4	2	74.1	5	331.3	250.0

2019 Year-To-Date

Design Starts	\$16.9	11	\$11.6	8	68.5	72.7
Design Completions	9.5	8	9.9	5	103.9	62.5
Construction Awards	3.2	1	4.7	2	145.7	200.0
Substantial Completions	448.8	20	470.4	21	104.8	105.0
Closeouts	22.4	2	74.1	5	331.3	250.0

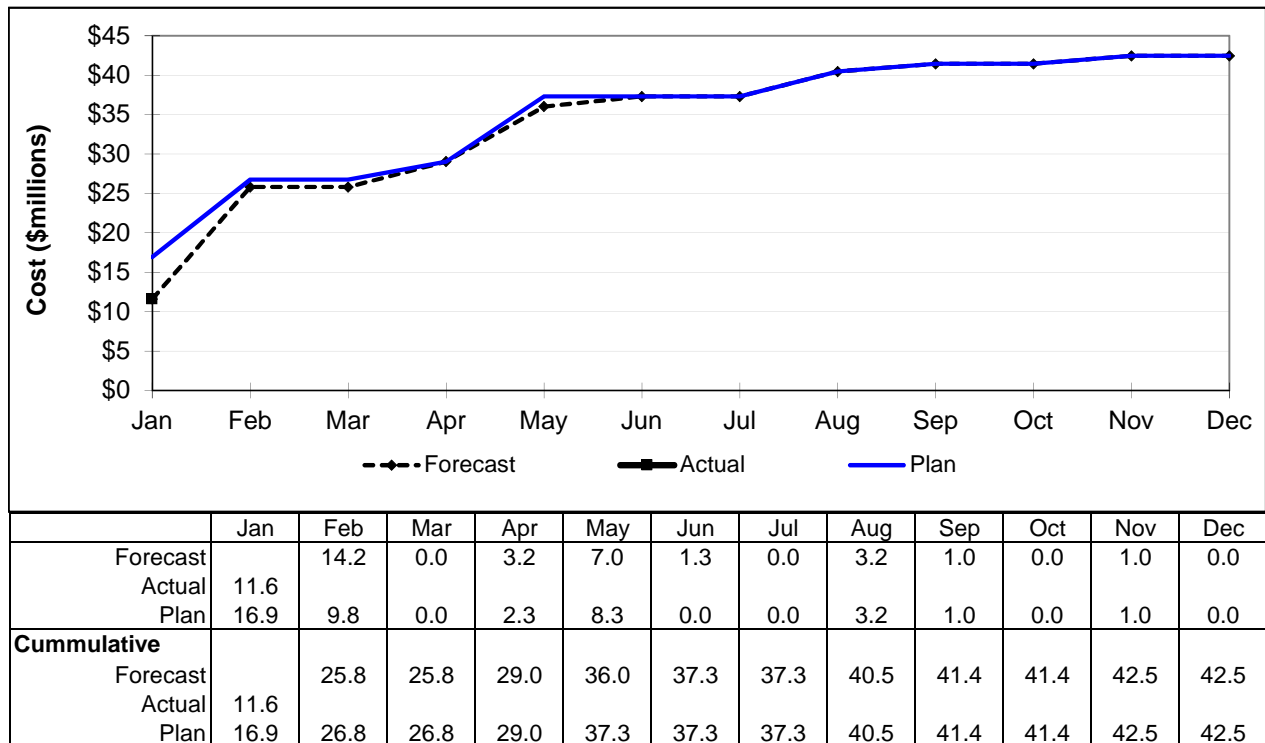
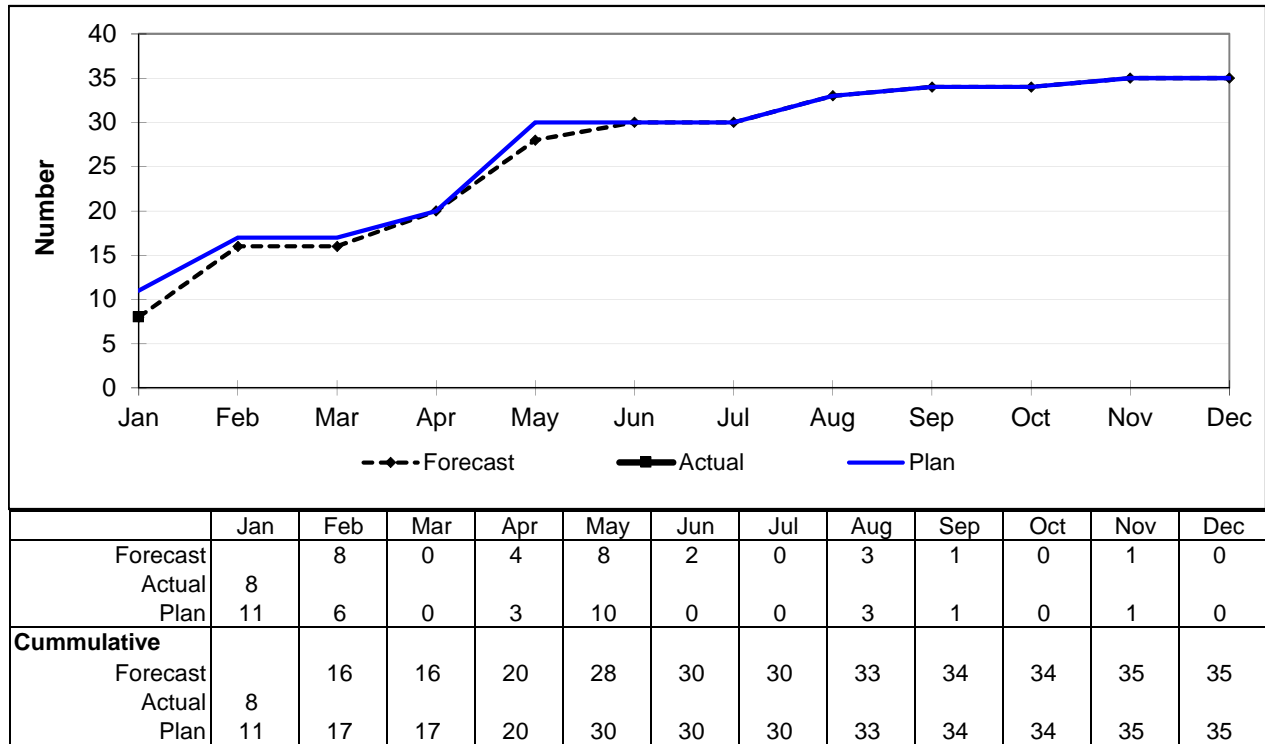
2019 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$42.5	35	\$42.5	35	100.0	100.0
Design Completions	158.5	131	162.9	131	102.8	100.0
Construction Awards	3,719.5	144	4,030.0	144	108.3	100.0
Substantial Completions	4,176.7	207	4,241.9	208	101.6	100.5
Closeouts	10,213.7	264	10,256.8	264	100.4	100.0

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

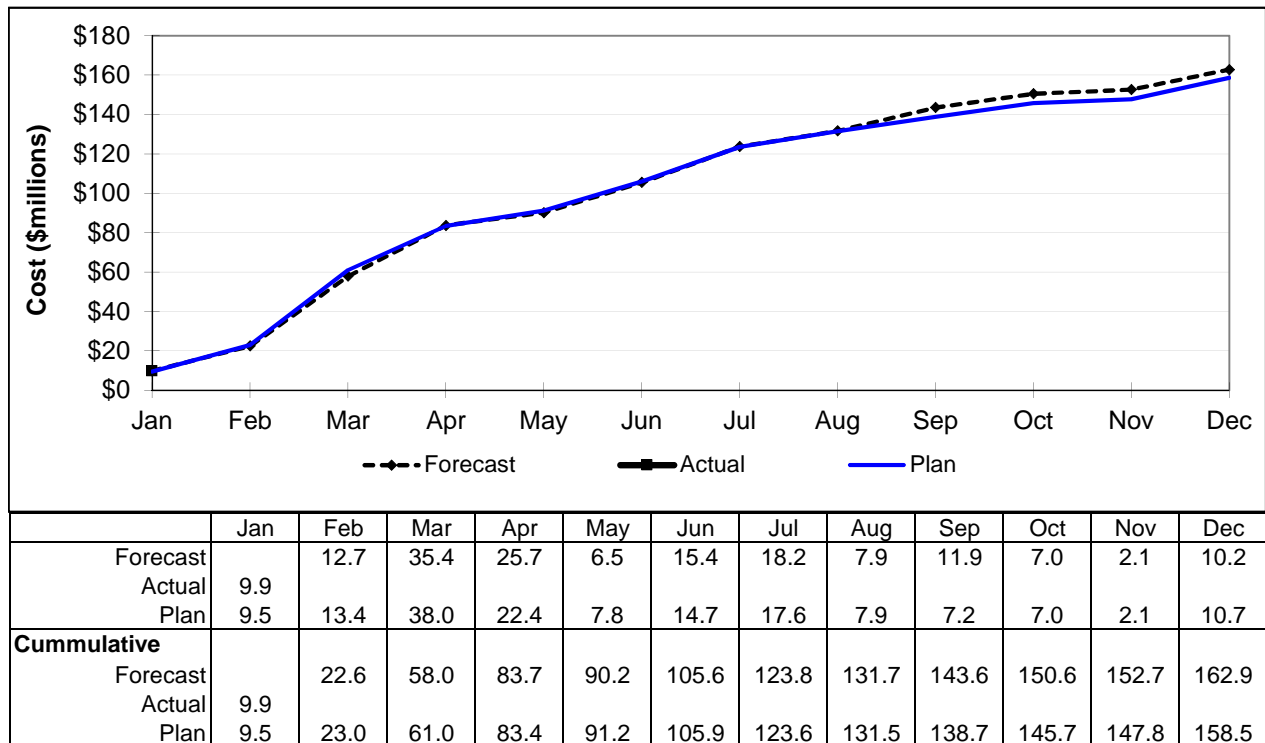
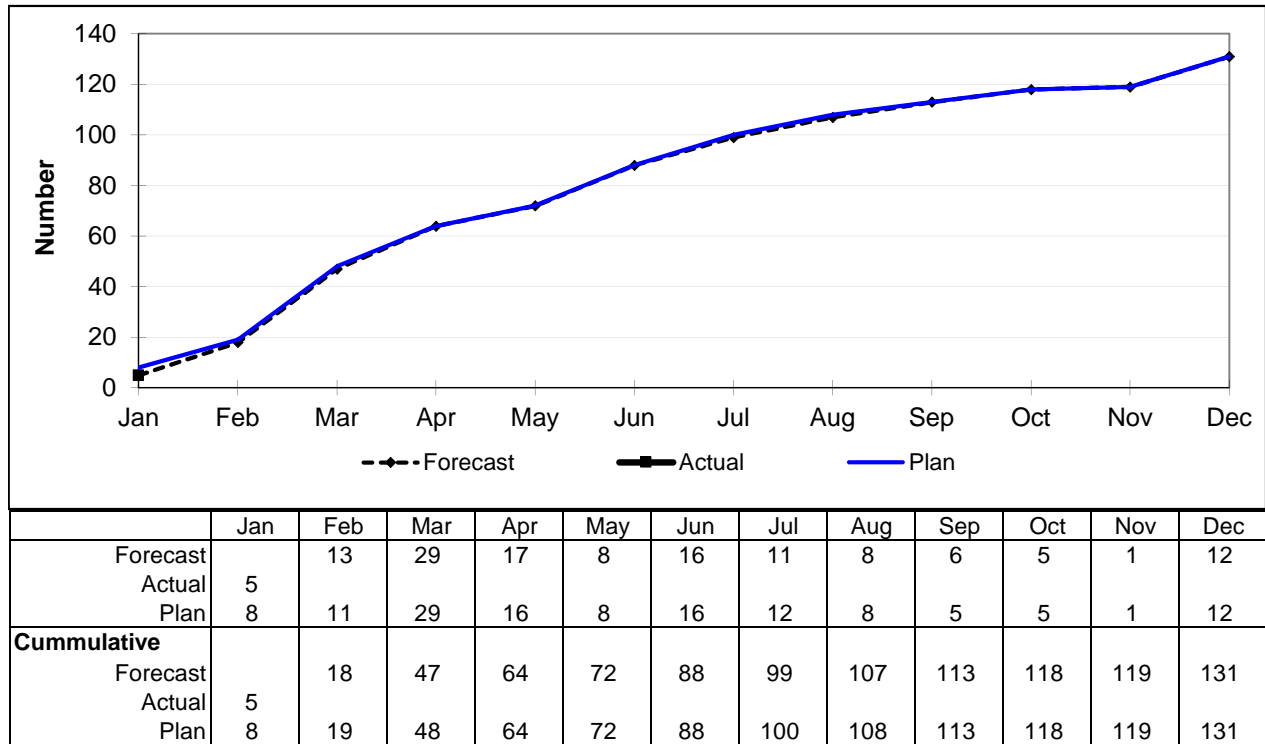
2019 Design Starts Charts

As of January 2019



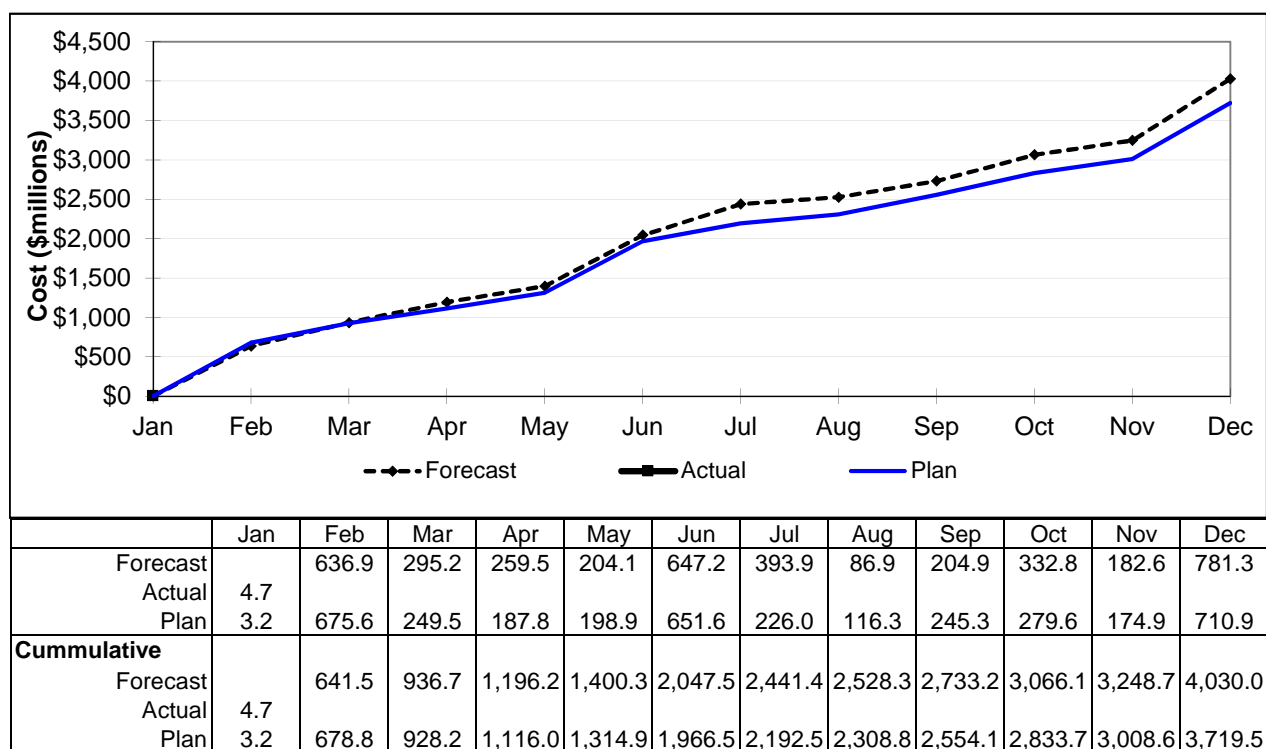
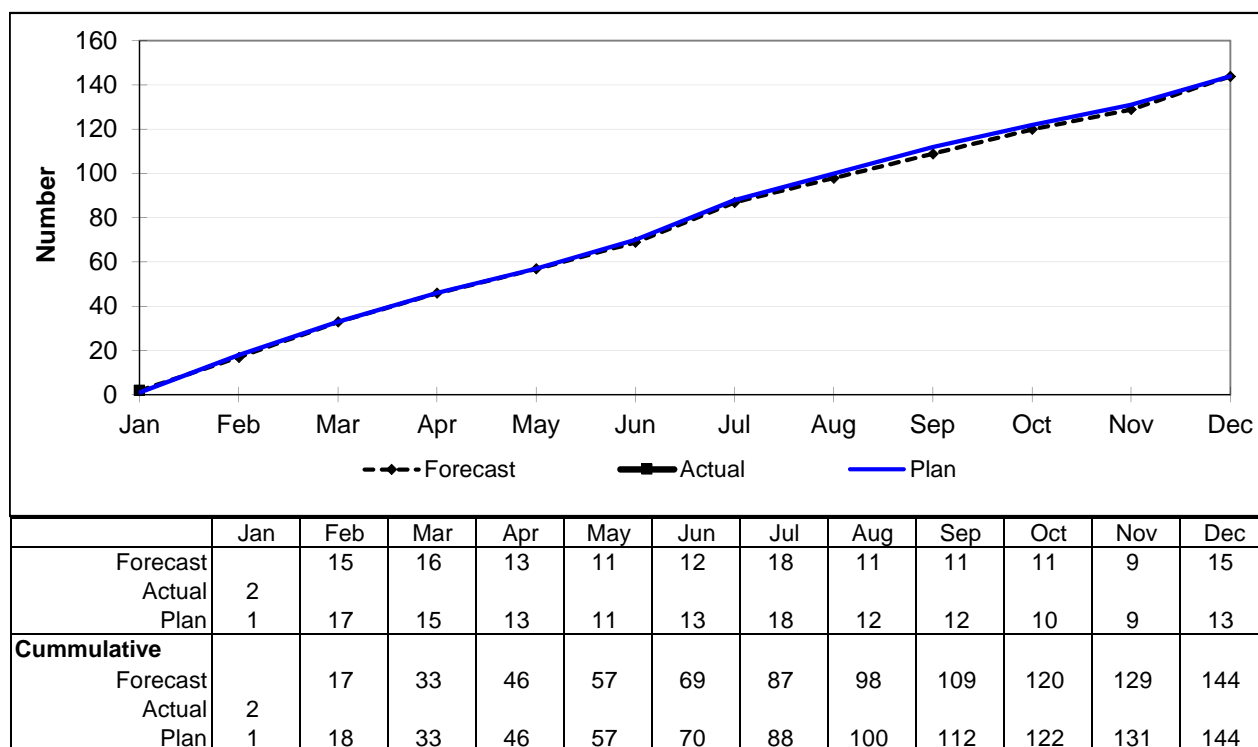
2019 Design Completions Charts

As of January 2019



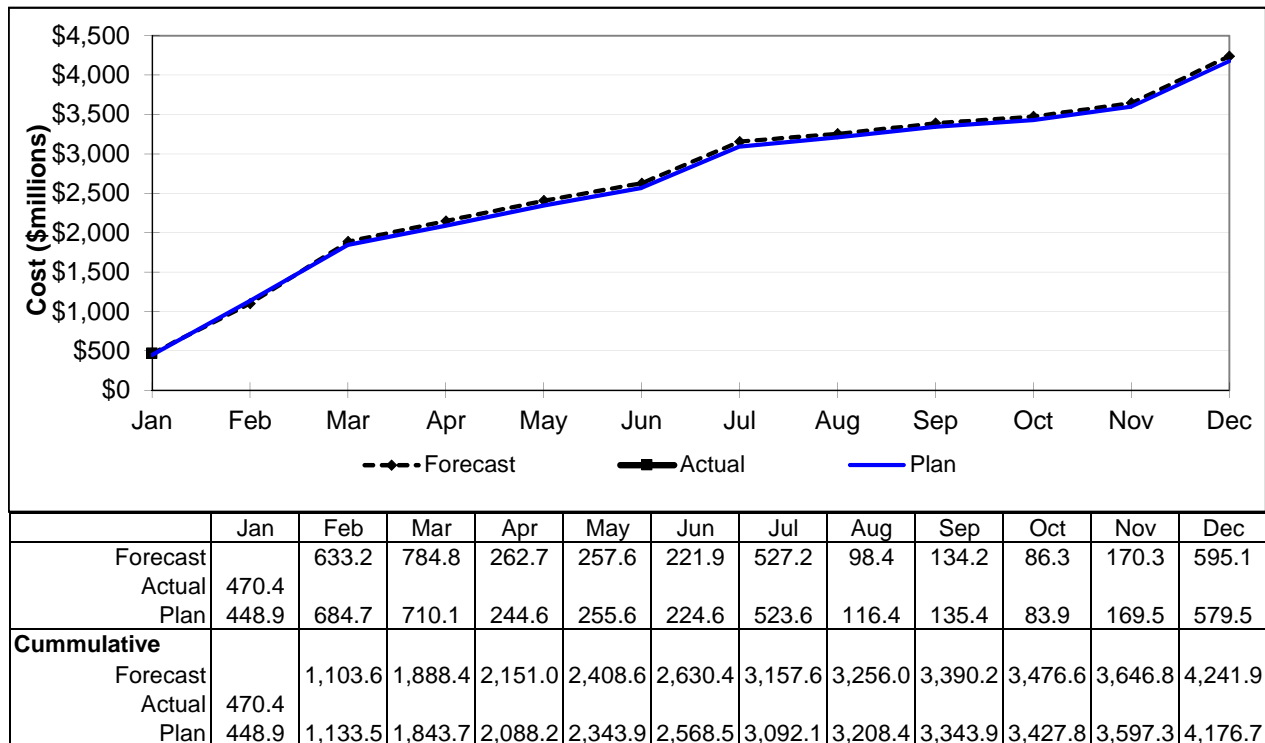
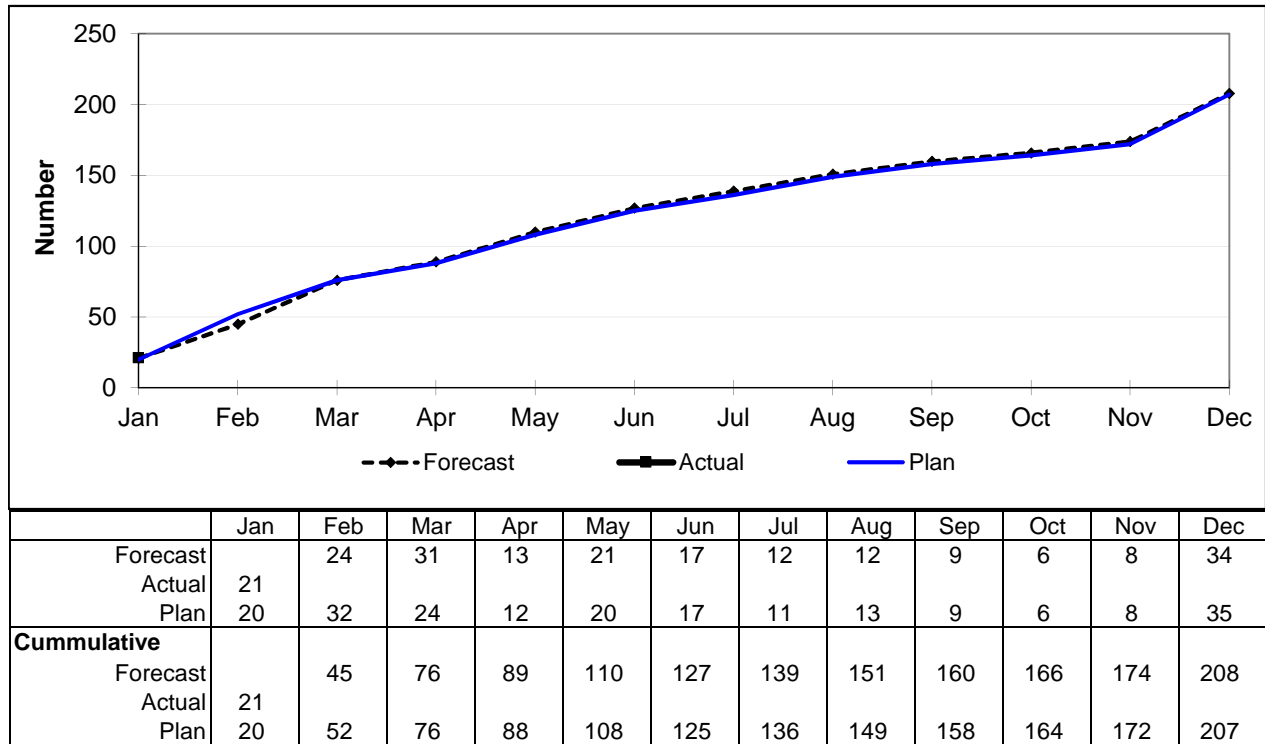
2019 Awards Charts

As of January 2019



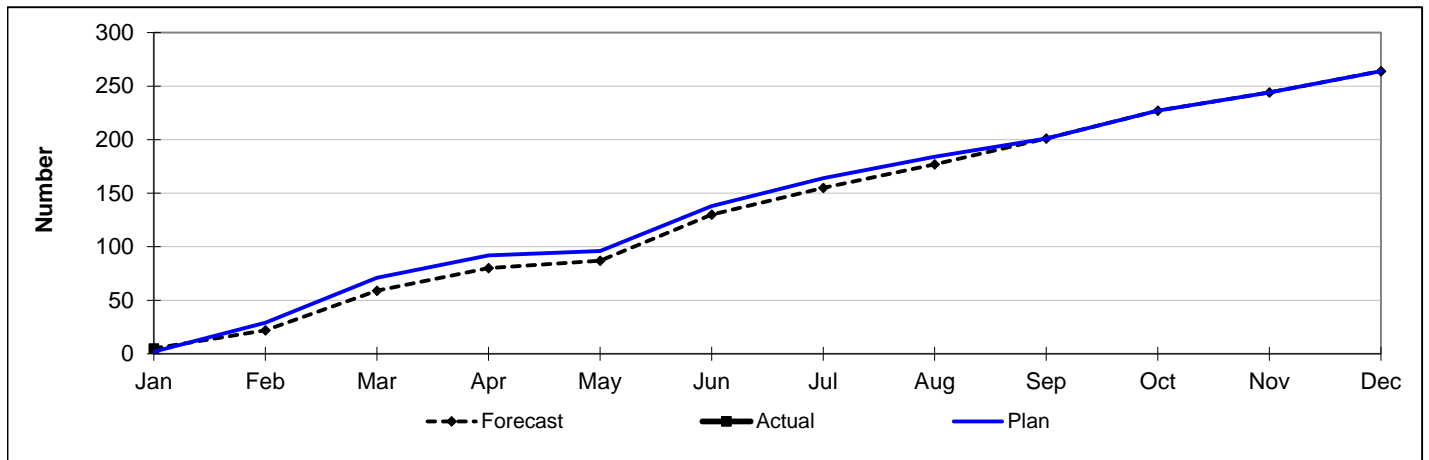
2019 Substantial Completions Charts

As of January 2019

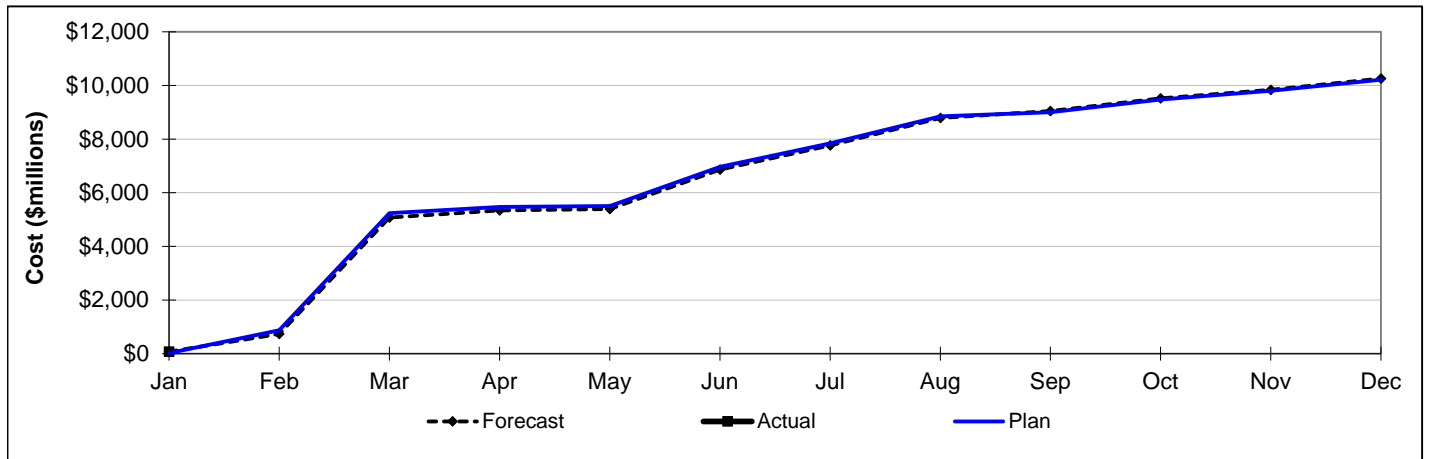


2019 Closeouts Charts

As of January 2019



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast	2	17	37	21	7	43	25	22	24	26	17	20
Actual	5	27	42	21	4	42	26	20	17	26	17	20
Plan	2	27	42	21	4	42	26	20	17	26	17	20
Cummulative												
Forecast		22	59	80	87	130	155	177	201	227	244	264
Actual	5	29	71	92	96	138	164	184	201	227	244	264
Plan	2	29	71	92	96	138	164	184	201	227	244	264



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast	74.1	664.0	4,338.8	267.0	47.8	1,472.2	897.6	1,026.1	258.7	470.4	322.7	417.4
Actual	74.1	852.5	4,367.1	231.6	30.8	1,460.3	875.2	1,004.2	159.5	470.9	323.8	415.6
Plan	22.4	852.5	4,367.1	231.6	30.8	1,460.3	875.2	1,004.2	159.5	470.9	323.8	415.6
Cummulative												
Forecast		738.1	5,076.9	5,343.9	5,391.7	6,864.0	7,761.6	8,787.7	9,046.3	9,516.7	9,839.4	10,256.8
Actual	74.1	874.9	5,242.0	5,473.6	5,504.3	6,964.7	7,839.8	8,844.0	9,003.5	9,474.4	9,798.1	10,213.7
Plan	22.4	874.9	5,242.0	5,473.6	5,504.3	6,964.7	7,839.8	8,844.0	9,003.5	9,474.4	9,798.1	10,213.7

Procurement

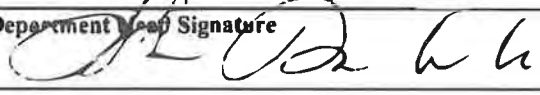
Steve Plochochi, Senior Vice President



Vendor outreach and communication is a critical component in cultivating competition and a diverse supply chain. Procurement staff from all the MTA agencies frequently participate in outreach programs designed to inform Minority and Women-Owned Business Enterprises (MWBEs) and Service-Disabled Veteran-Owned Businesses of upcoming business opportunities at the MTA. Featured above are MTA Procurement staff with colleagues from the MTA Department of Diversity and Civil Rights at the 2018 New York State MWBE Forum in Albany. (Photo: NYS MWBE Forum held by Governor Andrew M. Cuomo)

PROCUREMENTS

The Procurement Agenda this month includes 10 actions for a proposed expenditure of \$64.5M.

Subject Request for Authorization to Award Various Procurements					
Department Procurement & Supply Chain – NYCT					
Department Head Name Stephen M. Plochowski					
Department Head Signature 					
Project Manager Name Rose Davis					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	2/25/19			
2	Board	2/27/19			

February 15, 2019			
Department			
Department Head Name			
Department Head Signature			
Internal Approvals			
	Approval		Approval
 2/19/19	resident NYCT		
	SVP Operations Support		Pres. MTA Bus/SVP DOB
X	Capital Prog. Management	X	Subways
X	Law	X	Diversity/Civil Rights

Internal Approvals (cont.)

Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE

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

DISCUSSION

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

Procurements Requiring Two-Thirds Vote:

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Noncompetitive Purchases and Public Work Contracts	1	\$ 6.0 M
• Bombardier Transportation (Holdings) USA, Inc.		\$ 6.0 M

Schedules Requiring Majority Vote:

Schedule G: Miscellaneous Service Contracts	1	\$ 46.1 M
• Fuji Electric Corp. of America		\$ 46.1 M

SUBTOTAL 2 \$ 52.1 M

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

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

MTA Capital Construction proposes to award Competitive procurements in the following categories: NONE				
MTA Bus Company proposes to award Competitive procurements in the following categories: NONE				
NYC Transit proposes to award Competitive procurements in the following categories:				
<u>Schedules Requiring Majority Vote:</u>				
Schedule F:	Personal Service Contracts		2	\$ 3.0 M
		SUBTOTAL	2	\$ 3.0 M
NYC Transit proposes to award Ratifications in the following categories:				
<u>Schedules Requiring Majority Vote:</u>				
Schedule K:	Ratification of Completed Procurement Actions		6	\$ 9.4 M
		SUBTOTAL	6	\$ 9.4 M
		TOTAL	10	\$ 64.5 M
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: NONE				
<p>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.</p> <p>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.</p> <p>RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)</p>				

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.

FEBRUARY 2019

LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Noncompetitive Purchases and Public Work Contracts

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

1. Bombardier Transportation (Holdings) USA, Inc.

\$6,000,000 (Est.)

Staff Summary Attached

Sole Source – Three-year omnibus

Purchase of replacement traction motor and propulsion controller parts for NYC Transit subway cars.

Procurements Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

**2. Fuji Electric Corp. of America
Noncompetitive – 60-month contract
SSE #222177**

\$46,090,910

Staff Summary Attached

Reconditioning of Fuji door operator assemblies.

Schedule A: Noncompetitive Purchases and Public Work Contracts



Item Number: 1

Vendor Name (Location) Bombardier Transportation (Holdings) USA Inc. (Pittsburgh, Pennsylvania)	
Description Purchase of traction motor and propulsion controller parts	
Contract Term (including Options, if any) March 1, 2019–February 28, 2022	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole-Source Approval	

Contract Number NONE	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$6,000,000 (Est.)	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Procurement & Supply Chain, Stephen M. Plochochi	

Discussion

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

There are approximately 6,645 items covered by this approval for the purchase of replacement traction motor and propulsion controller parts supplied by Bombardier Transportation. These items are identified as obtainable only from Bombardier Transportation for the following reasons: sole pre-qualified item on the Qualified Products List and not available from any distributors or other sources, publicly advertised within a 12-month period without an acceptable alternate supplier, or proprietary to Bombardier Transportation. These items are advertised a minimum of once every 12 months to seek competition. A list of Bombardier Transportation’s sole-source items, as well as NYC Transit’s intention to purchase items on the list without competitive bidding, is available for download from the NYC Transit website at any time by any prospective vendor. These sole-source replacement parts will be used by the Division of Car Equipment (“DCE”) for Scheduled Maintenance Systems and normal maintenance for 2,830 subway cars (315 R62, 824 R62A, 425 R68, 200 R68A, 220 R142A, 212 R143, 128 R179, and 506 R188 cars) in the NYC Transit fleet.

The existing Bombardier Transportation omnibus approval for \$5 million was approved by the Board in November 2016 and expires November 30, 2019. There is a remaining balance of \$101,247 of unexpended funds on the existing omnibus approval, which is insufficient to support the requirements through the end of the existing omnibus approval. Therefore, Board approval is being sought early.

Procurement performed an analysis on the 21 contracts issued during the term of the existing omnibus approval that exceeded the small purchase threshold, which represents a total contract value of \$3,844,594. Of the 21 contracts, 14 items have comparative price history and represent 55.78 percent, or \$2,144,515, of the total dollar value of the contracts. A comparative price analysis of these 14 items revealed an annual weighted average price increase of 0.39 percent, which compares favorably with the Producer Price Index used for the analysis over the same time period, which shows an annual average increase of 1.36 percent. NYC Transit’s Cost Price Analysis Unit reviewed the comparative price analysis and concurred that the pricing offered by Bombardier is fair and reasonable.

Based on the current forecasts as well as projections for 2019 through 2022, it is anticipated that DCE will require approximately \$6M for the purchase from Bombardier Transportation of sole-source items exceeding the small purchase threshold. During the term of the new omnibus approval, 324 R62A, 245 R68, 200 R68A, 20 R142A, 96 R143, and 506 R188 subway cars will undergo a six-year overhaul, and 315 R62 and 100 R62A subway cars will undergo a 12-year overhaul.

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

Schedule G: Miscellaneous Service Contracts

Item Number: 2

Vendor Name (Location) Fuji Electric Corp. of America (Edison, New Jersey)
Description Reconditioning of Fuji Linear Door Operator Assemblies
Contract Term (including Options, if any) 60 months
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Noncompetitive

Contract Number SSE 222177	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$46,090,910	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Department of Subways, Sally Librera	

Discussion

NYC Transit requests approval to award a 60-month miscellaneous service contract to Fuji Electric Corp. of America (“Fuji”) to recondition Fuji Door Operator Assemblies for 660 R160 subway cars.

The Fuji door operator assemblies, which are part of the subway car door system, open and close the subway car doors. Only 660 R160 cars are equipped with Fuji door operator assemblies, while the remaining 1,002 R160 cars utilize door operator assemblies manufactured by Vapor Stone Rail Systems (“Vapor”). The Fuji and Vapor door operator assemblies each use a different technology for door movement. After approximately 14 years of operation, the Fuji door operator assemblies require reconditioning to assure continued reliability. The Fuji door operators continue to exhibit the highest reliability when compared to other door systems in the NYC Transit fleet.

The Department of Subways, Division of Car Equipment (“DCE”) requested the reconditioning of 10,560 Fuji door operator assemblies (two per door, 16 assemblies per car) to support the Scheduled Maintenance System (“SMS”) on the 660 R160 subway cars from October 2019 thru October 2024. Fuji, the Original Equipment Manufacturer (“OEM”), is to perform the reconditioning of the door operator assemblies in its facility located in Plattsburgh, New York. All subway car door systems require periodic reconditioning, and this is the first time that a reconditioning will be performed on these Fuji door operator assemblies. NYC Transit does not currently have the expertise and tooling to perform this reconditioning work in-house. Removal and reinstallation of the door operator assemblies from/to the cars will be conducted by NYC Transit staff. As part of this contract, Fuji will provide the training and tooling to enable NYC Transit to perform this reconditioning work in the future.

Notwithstanding the requirement for the OEM to perform this work, Procurement conducted an outreach to determine if any other manufacturers or suppliers of this type of equipment were capable of providing the OEM parts and were authorized to perform the reconditioning. Three responses were received as a result of the Request for Information (“RFI”). However, none of the responders could provide assurance as to their ability to perform the reconditioning per OEM requirements nor had the experience in reconditioning these door operator assemblies. Only Fuji is capable to perform the work and has demonstrated the requisite experience and expertise.

Fuji’s proposal was in the amount of \$48,355,917. Negotiations resulted in the final price of \$46,090,910, which represents savings of \$2,265,006. Fuji’s final price also compares favorably to the independent estimate of \$52,429,007. MTA Audit conducted a review of Fuji’s material and labor costs. Procurement and Cost Price, with the concurrence of MTA Audit, have determined that the final price submitted by Fuji is fair and reasonable.

This contract is subject to review and approval of the Office of the New York State Comptroller, and an award will not be made prior to this approval.

FEBRUARY 2019**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL****Procurements Requiring Majority Vote:****F. Personal Service Contracts**

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

- | | | |
|--|--------------------|--------------------------------------|
| 1. Carl J. Costantino Engineering, PLLC | \$1,500,000 | <u>Staff Summary Attached</u> |
| Three Proposals – 60-month contract | | |
| Contract # CM-1587 | | |
| Perform various soil consultant services. | | |
| | | |
| 2. GEOD Corporation | \$1,500,000 | <u>Staff Summary Attached</u> |
| Seven Proposals – 60-month contract | | |
| Contract # CM-1588 | | |
| Perform land surveyor consultant services. | | |

Staff Summary



Item Number 1			
Department, Department Head Name: SVP Procurement and Supply Chain, Stephen M. Plochochi			
Internal Approvals			
Order	Approval	Order	Approval
1	Materiel	6 X	CPM
2 X	Law	7 X	CFO
3 X	Budget	8	OPS
4 X	DDCR		President
5 X	Subways		

SUMMARY INFORMATION	
Vendor Name Carl J. Costantino Engineering, PLLC	Contract No. CM-1587
Description Soil Consultant Services	
Total Amount \$1,500,000	
Contract Term 60 Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Purpose

To obtain Board approval to award competitively solicited Indefinite Quantity Consultant Contract CM-1587 to Carl J. Costantino Engineering, PLLC ("CJC") to perform various soil and geological evaluations on miscellaneous NYC Transit design and construction project sites on an as-needed basis for a total not-to-exceed amount of \$1,500,000. The contract duration will be 60 months.

Discussion

Under this contract, soil consulting services at various NYC Transit design and construction project sites will be performed. The work will include (1) on-site inspections, evaluation of boring samples, (2) submission of technical reports, (3) conducting of technical training seminars; and (4) testing and evaluation of site soil conditions, and submission of reports documenting the results. The findings will potentially affect existing and proposed NYC Transit structures during both the design and construction of temporary and permanent work by identifying the underlying soil composition beneath and surrounding the affected structures to determine the feasibility of proceeding with the work. The selected consultant will provide input to NYC Transit engineers, consultants, and contractors in relation to any renovation and upgrade work performed on NYC Transit property.

A one-step Request for Proposal ("RFP") was issued requiring the submission of technical and cost proposals. Extensive outreach was also performed to enhance participation. The following three firms submitted proposals: CJC; Distinct Engineering Solutions, Inc. ("DESI"); and SA Engineering, LLC ("SAE"). The Selection Committee ("SC") reviewed the written technical proposals in accordance with the established evaluation criteria, which included: Plan of Approach, Relevant Experience, Current Workload of Key Personnel, Diversity Practices, and Past Performance on Similar Projects. Oral presentations were also conducted with the three RFP respondents.

After oral presentations, the SC voted to conduct negotiations with two firms: CJC and DESI. This selection was based on the demonstrated knowledge and experience of the teams proposed. SAE's technical proposal did not demonstrate sufficient relevant experience to meet the requirements of this project. The initial cost proposals from the two firms selected for negotiations were as follows: CJC – \$1,325,037 and DESI – \$1,560,246. The in-house estimate was \$1,496,962.

Negotiations were conducted with the two firms, which focused on scope of work, direct labor rates, overhead, and fixed fees. The RFP provided proposers specific titles and estimated hours to facilitate equal price comparison and evaluation among the proposals. Prices were negotiated to levels consistent with the cost/price objective and competitive price range for the project.

Staff Summary

Best and Final Offers (“BAFOs”) were received as follows: CJC – \$1,183,797 and DESI – \$1,481,193. The in-house estimate remained at \$1,496,962. CJC’s BAFO of \$1,183,797 is \$313,165 or 21 percent lower than the in-house estimate, and represents a reduction of \$141,240 from its initial proposal.

The SC unanimously voted to recommend award of the contract to CJC, as CJC was technically superior and offered the more favorable cost to NYC Transit. In addition to technical strengths, CJC demonstrated its capability to successfully represent NYC Transit when faced with legal/economic challenges.

Based on the competitive nature of the RFP and the cost analysis performed, CJC’s BAFO was determined to be fair and reasonable.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights has assigned zero goals to this contract.

Alternatives

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

Capital Program Reporting

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

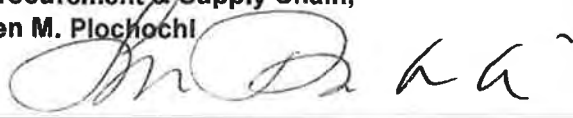
Impact on Funding

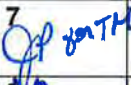

This contract will be funded with 100 percent MTA funds. No award will be made until a WAR Certificate is received.

Recommendation

That the Board approve to award competitively solicited Indefinite Quantity Consultant Contract CM-1587 to CJC to perform various soil and geological evaluations on miscellaneous NYC Transit design and construction project sites on an as-needed basis over a 60-month period for a not-to-exceed amount of \$1,500,000.

Staff Summary

Item Number 2				SUMMARY INFORMATION	
Department, Department Head Name: SVP Procurement & Supply Chain, Stephen M. Plochocki 				Vendor Name GEOD Corporation	
				Contract CM-1588	
Description Land Surveyor Consultant Services					
Total Amount \$1,500,000					
Contract Term (including Options, if any) 60 months					
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive					
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:					
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:					

Internal Approvals			
Order	Approval	Order	Approval
1	Materiel	6 X	CFO
2 X	Law	7  2/19/19	OPS
3 X	Budget	8  2/19/19	President
4 X	DDCR		
5 X	CPM		

Purpose

To obtain Board approval to award competitively solicited Indefinite Quantity Consultant Contract CM-1588 for Land Surveyor Consultant Services to GEOD Corporation ("GEOD") to perform land surveyor services on an as-needed basis for a total not-to-exceed amount of \$1,500,000. The contract duration will be 60 months.

Discussion

Consultant services under this contract include (1) preparation of legal title surveys, (2) establishment of baselines, monuments, and benchmarks, (3) preparation of property damage and acquisition maps for real property, and (4) 3-D scanning and modeling. Results from the surveys serve as a guide to ensure that the established legal boundaries are recorded in NYC Transit's records prior to purchasing a property or requesting a temporary or permanent easement of such property. GEOD is currently performing these services under Contract CM-1395.

A one-step Request for Proposal ("RFP") was issued requiring submission of technical and cost proposals. Seven firms responded: GEOD; KC Engineering & Land Survey, P.C.; KS Engineers, P.C. ("KSE"); MCLAREN Engineering Group; MJ Engineering & Land Surveying, P.C. ("MJE"); N&P Engineers & Land Surveyors, PLLC; and Tectonic Engineering & Surveying Consultants, P.C. The proposals were reviewed and evaluated by the Selection Committee ("SC") based on the evaluation criteria contained in the RFP, which included: Plan of Approach, Experience in Relevant Areas, Experience of Key Personnel and Project Team, Current Workload, Management Approach, Quality Assurance Plan, Diversity Practices, and Other Relevant Matters. The SC subsequently selected three firms for negotiations: GEOD, KSE, and MJE. The remaining four proposers were not recommended due to inadequate relevant qualifications, resources, and/or experience.

The initial cost proposal from each of the three firms selected for negotiations were as follows: GEOD – \$1,052,485, KSE – \$1,087,167, and MJE – \$1,330,527. The in-house estimate was \$1,461,559. Negotiations with the three firms focused on direct labor rates, overhead rates, and fixed fees. Overhead rates were reviewed and approved by MTA Audit. The RFP provided proposers specific titles and estimated hours to facilitate equal price comparison and evaluation among the proposals.

After negotiations, Best and Final Offers ("BAFOs") were requested and received as follows: GEOD – \$959,770; KSE – \$1,004,537; and MJE – \$1,205,727.

Staff Summary

The SC unanimously voted to recommend GEOD for award. The SC considered GEOD's solid experience, technical qualifications, and performance under the current contract in their determination. GEOD has extensive experience in the New York City area including providing land surveyor services for NYC Transit, New York Power Authority, and the Port Authority of New York & New Jersey.

In addition to GEOD being deemed technically superior, GEOD's BAFO provides the best value to NYC Transit. Their BAFO of \$959,770 is \$501,789 or 34.3 percent less than the engineer's estimate and represents a reduction of \$92,715 from its initial proposal. Based on the competitive nature of the RFP and the cost analysis performed, the BAFO was determined to be fair and reasonable.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights has established 15 percent MBE, 15 percent WBE and 6 percent Service-Disabled Veteran-Owned Business ("SDVOB") goals on this contract. GEOD Corporation submitted a MWBE/SDVOB utilization plan projected to exceed the 36 percent MWBE/SDVOB requirement. GEOD Corporation has not completed any MTA contracts with goals; therefore, no assessment of the firm's M/W/DBE performance can be determined at this time.

Alternatives

Perform the work using in-house personnel. At this time, NYC Transit lacks available staff with the expertise necessary to perform the specific tasks required under the scope of work for these projects.

Capital Program Reporting

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

Impact on Funding

This contract will be funded with 100 percent MTA funds. No award will be made until a WAR Certificate is received.

Recommendation

That the Board approve to award competitively solicited Indefinite Quantity Consultant Contract CM-1588 for Land Surveyor Services to GEOD to perform land surveyor services on an as-needed basis for a total not-to-exceed amount of \$1,500,000. The contract duration will be 60 months.

FEBRUARY 2019

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

(Staff Summaries required for items requiring Board approval.)

		<u>Staff Summary Attached</u>
Skanska USA Civil Northeast, Inc.	\$9,379,500 (Aggregate)	
1. Contract# A-36622B.3	\$1,675,000	↓
2. Contract# A-36622B.35	\$1,050,000	↓
3. Contract# A-36622B.36	\$972,000	↓
4. Contract# A-36622B.39	\$2,500,000	↓
5. Contract# A-36622B.40	\$1,850,000	↓
6. Contract# A-36622B.48	\$1,332,500	↓
Modifications to the contract for Enhanced Station Initiative Package 2 for the design and construction of improvements at the 30th Avenue, Broadway, 36th Avenue, and 39th Avenue stations, in order to provide for steel repairs to the platform/span girders at the Broadway and 39th Avenue stations, and implementation of dynamic wayfinding at the 30th Avenue, Broadway, 36th Avenue, and 39th Avenue stations along the Astoria line in Queens.		

Item Number: 1–6

Vendor Name (Location) Skanska USA Civil Northeast, Inc. (Queens, New York)	
Description Enhanced Station Initiative – Package 2, Design and Construction of Improvements at the 30th Avenue, Broadway, 36th Avenue, and 39th Avenue Stations, Astoria, Queens Line	
Contract Term (including Options, if any) April 14, 2017–February 15, 2019	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Capital Program Management, Alok Saha	

Contract Number	AWO/Mod. #s
A-36622B	3, 35, 36, 39, 40, 48
Original Amount:	\$ 149,680,000
Prior Modifications:	\$ 17,161,963
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 166,841,963
This Request:	\$ 9,379,500
Modification 3: \$1,675,000	
Modification 35: \$1,050,000	
Modification 36: \$ 972,000	
Modification 39: \$2,500,000	
Modification 40: \$1,850,000	
Modification 48: \$1,332,500	
% of This Request to Current Amount:	5.6%
% of Modifications (including This Request) to Original Amount:	17.7%

Discussion

These retroactive modifications are for revisions to the 39th Avenue station mezzanine layout, steel repairs to the platform/span girders at the Broadway and 39th Avenue stations; and implementation of dynamic wayfinding at the 30th Avenue, Broadway, 36th Avenue, and 39th Avenue stations along the Astoria line in Queens.

The Enhanced Station Initiative (“ESI”) Package 2 covers (1) design, (2) demolition, (3) state-of-good-repair work including concrete and steel repairs of the elevated structure, and full and partial stair replacement including new street stair canopies, (4) new platform canopies and windscreens, (5) upgraded electrical and communication systems including new closed-circuit TV cameras in control areas, (6) new signage and navigation systems providing service information located at street level (totems), fare control and platform (dashboards) areas, (7) new mezzanine concrete floor slabs with granite floor tiles, (8) new glass and metal façade walls and glass barriers in the fare control areas, (9) charging stations, benches and leaning bars, and (10) contemporary art.

Revisions to Mezzanine Layout

Modification 36: The base contract required reconfiguration of the 39th Avenue station mezzanine, including the Track Crew Maintenance Quarters, to accommodate a new scrubber room, improve passenger circulation to and from the platforms, and provide a passenger waiting space. During the design development phase, it was determined that the revised crew quarters did not have sufficient space for all required lockers, tool storage, and male and female toilet facilities. This modification addresses a revised layout that provides an improved crew quarters space including all requirements for architectural, mechanical, electrical, lighting, plumbing, and fire alarm items. Skanska submitted its proposal in the amount of \$1,137,067. The revised in-house estimate is \$904,436. Negotiations resulted in the agreed-upon lump-sum price of \$972,000. Savings of \$165,067 were achieved.

Structural Steel Repairs

The base contract requires the removal and replacement of the concrete platform slab at the area of each platform above the mezzanine. Removal of the concrete slab at the Broadway and 39th Avenue stations revealed severe corrosion to the platform/span girders, which span approximately 66 feet across the street intersection below the mezzanine of each station. The corrosion necessitated replacement of the top flange plates and repairs to the web of the northbound and southbound girders of each station. These repairs are addressed in separate modifications as it was necessary to perform this work in sequence with the top flange repairs occurring first to enable the subsequent web

repairs to proceed without the need for temporary support of the elevated structure. Accordingly, the top flange repair is addressed in Modification 39, and the web repair is addressed in Modification 40; both are essential to maintain a state of good repair. Similar conditions were present at the 30th and 36th Avenue stations, and was addressed in Modifications 21 and 28, which were approved by the MTA Board in July 2018, at which time the Board was also notified of the initiation of Modifications 39 and 40.

Modification 39: This modification is for the replacement of the deteriorated top flange plates of the platform/span girders at the Broadway and 39th Avenue stations. Work included design, procurement, fabrication of new top flange steel plates, temporary shoring and jacking of the existing girders during replacement of the plates, and removal of additional concrete as needed to facilitate the work. Skanska submitted its proposal in the amount of \$2,925,477. The in-house estimate is \$2,531,731. Negotiations resulted in the agreed-upon lump-sum price of \$2,500,000. Savings of \$425,477 were achieved.

Modification 40: This modification is for the installation of steel plates to repair the web of the platform/span girders at the Broadway and 39th Avenue stations. Work included design, procurement, fabrication of the new steel plates, removal of the existing concrete track slab adjacent to the girder, removal of rivets and existing angles, cleaning the steel to accept the new steel plates, installation of the steel and restoration of the track slab including rebar, structural concrete, waterproofing, and topping slab. Skanska submitted its proposal in the amount of \$2,191,018. The revised in-house estimate is \$1,718,337. Negotiations resulted in the agreed-upon lump-sum price of \$1,850,000. Savings of \$341,018 were achieved.

Dynamic Wayfinding

The base contract specifies that new street entrance totems, control area dashboards, and platform dashboards are to be fabricated and installed at all Package 2 stations, all with static wayfinding signage in enclosures that must be able to accommodate future digital signage. The purpose of these information points is to facilitate customer trip planning and neighborhood orientation. Dynamic wayfinding was always contemplated to be included in ESI stations as part of the ESI Program's focus toward improving the customer experience. However, as the requirements and preliminary design could not be developed in time for the contract award, it was not included in the base contract. Dynamic wayfinding enables the communication of rotating content including real-time service information for the benefit of customers at street level, fare control areas, and platform level.

Modification 3: This modification is for the installation of digital screens at the 30th and 36th Avenue stations. Work included design, procurement, configuration, installation, integration and testing including all associated hardware, cabling, and revisions to enclosures to introduce dynamic wayfinding into the 30th and 36th Avenue stations. Skanska submitted its proposal in the amount of \$3,008,857. The in-house estimate is \$1,524,694. Negotiations resulted in the agreed-upon lump-sum price of \$1,675,000. Savings of \$1,333,857 were achieved.

Modification 35: The base contract requires the installation of Customer Information Signs ("CIS displays"), or countdown clocks, at the mezzanine and platforms of each Package 2 station. Work under this modification included design, procurement, and installation of additional CIS displays at 13 entry stairs at all four stations in Package 2. Skanska submitted its proposal in the amount of \$1,241,020. The in-house estimate is \$994,476. Negotiations resulted in the agreed-upon lump-sum price of \$1,050,000. Savings of \$191,020 were achieved.

Modification 48: This modification is for the installation of digital screens at the Broadway and 39th Avenue stations. Work included design, configuration, installation, integration, and testing including all associated cabling and hardware fabrication associated with revised screen mounting details to introduce dynamic wayfinding into the Broadway and 39th Avenue stations. Skanska submitted its proposal in the amount of \$1,863,999. The in-house estimate is \$1,270,430. Negotiations resulted in the agreed-upon lump-sum price of \$1,332,500. Savings of \$531,499 were achieved.

Procurement finds all agreed pricing to be fair and reasonable.

Pursuant to the approval of retroactive waivers by the SVP, Capital Program Management, work under all modifications commenced immediately in order to maintain the reopening dates of the stations. All work in each modification has been completed. Approval was also obtained from the VP, Materiel authorizing payment up to the agreed amount of all but Modification 36 prior to approval.

In connection with a previous contract awarded to Skanska, Skanska was found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines, and such responsibility finding was approved by the MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in November 2014. No new SAI has been found relating to Skanska and Skanska has been found to be responsible.

Standard Follow-Up Report: February 2019 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 December 2018 fare media market share of non-student passenger trips compared to the previous year are summarized below:

<u>Fare Media</u>	<u>December 2017</u>	<u>December 2018*</u>	<u>Difference</u>
Cash	2.1%	2.0%	(0.1%)
Single-Ride Ticket	0.8%	0.8%	0.0%
Bonus Pay-Per-Ride	40.4%	41.0%	0.6%
Non-Bonus Pay-Per-Ride	4.7%	4.4%	(0.2%)
7-Day Farecard	22.3%	22.1%	(0.2%)
30-Day Farecard	<u>29.8%</u>	<u>29.6%</u>	(0.1%)
Total	100.0%	100.0%	

* Preliminary

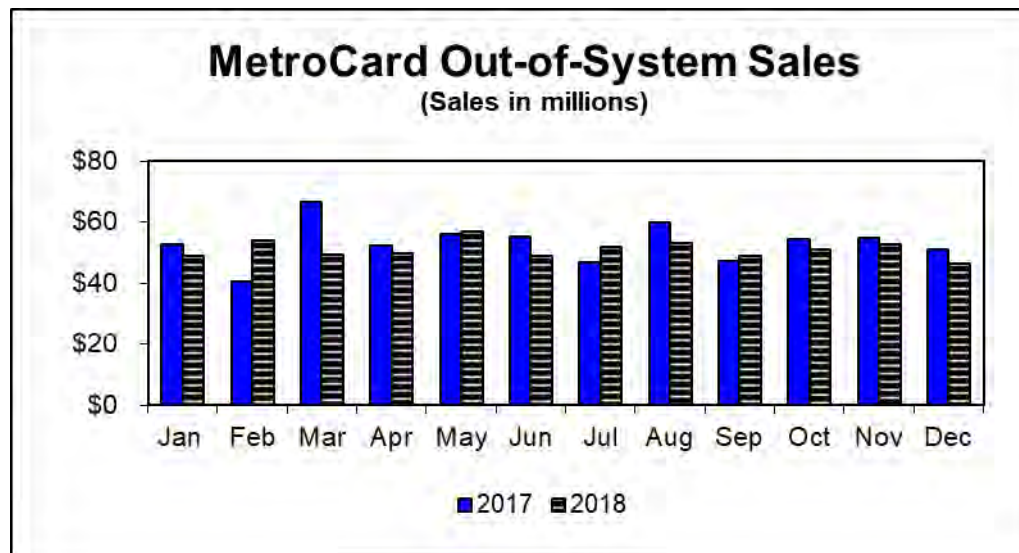
Note: Percentages may not add due to rounding.

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 December 2018 was 3,873, a 12.42 percent decrease from the same period last year. The average value of a credit issued was \$71.61.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$46.5 million in December 2018, an 8.6 percent decrease compared to December of 2017. Year to date sales totaled \$611.8 million, a 4.1 percent decrease compared to the same period last year.



Retail Sales

There were 4,103 active out-of-system sales and distribution locations for MetroCards, generating \$18.8 million in sales revenue during December 2018.

Employer-based Sales of Pre-tax Transportation Benefits

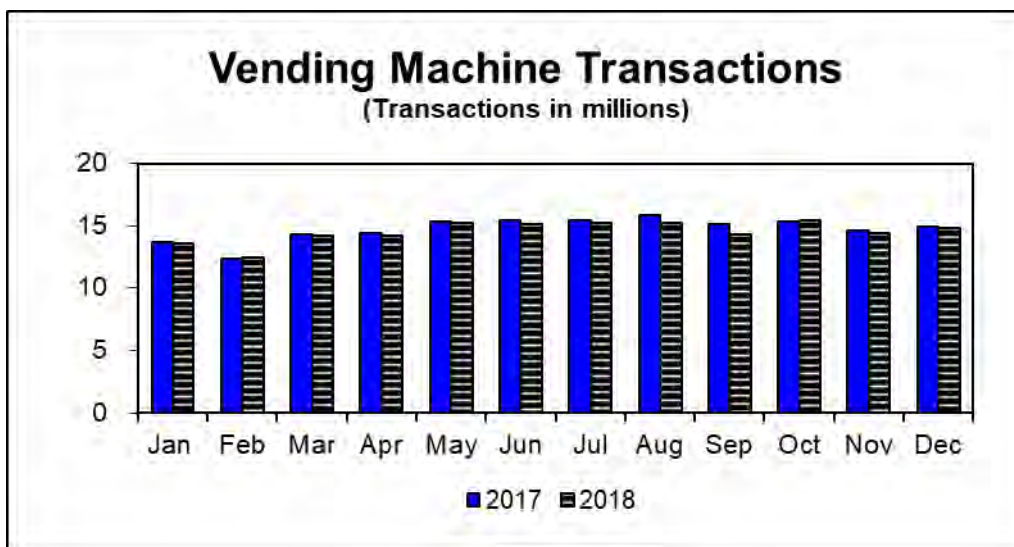
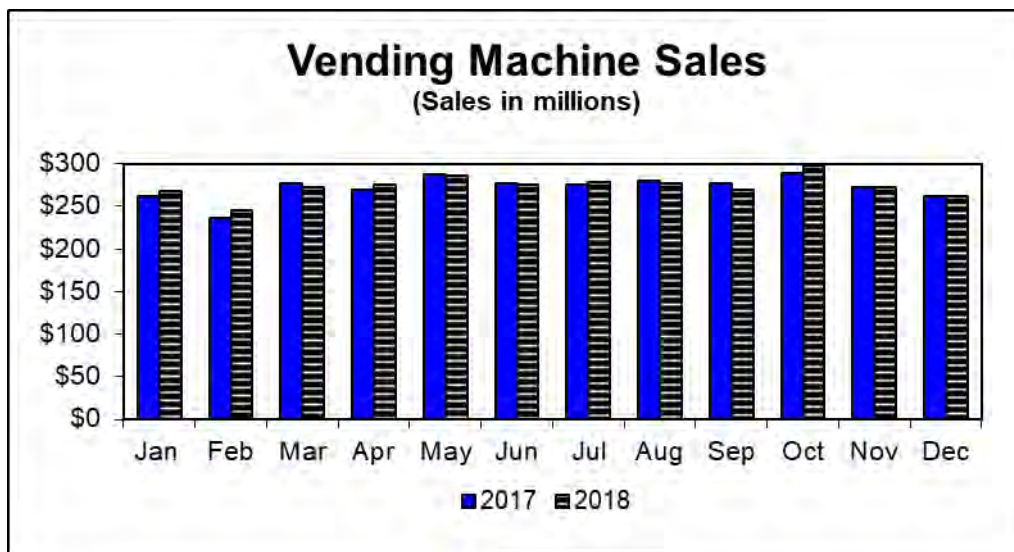
Sales of 115,330 MetroCards valued at approximately \$10.6 million were made in December 2018 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$91.83. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 121,379 for December 2018, generating an additional \$14.7 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$324.2 million, a 3 percent decrease when compared to last year.

Mobile Sales Program

In December 2018, the Mobile Sales unit completed 184 site visits, of which 124 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$75,464 in revenue was generated. In December 2018, the Mobile Sales unit assisted and enabled 1,417 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as support at the CUNY Graduate School Senior Health Fair (New York, NY).

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines and MetroCard Express Machines) during December 2018 totaled \$262.5 million, on a base of 14.8 million customer transactions. This represents 1.4 percent decrease in vending machine transactions compared to the same period last year. During December 2018, MEMs accounted for 2,327,460 transactions resulting in \$56,706,776.70 in sales. Debit/credit card purchases accounted for 80.9 percent of total vending machine revenue, while cash purchases accounted for 19.1 percent. Debit/credit card transactions account for 61.4 percent of total vending machine transactions, while cash transactions account for 38.6 percent. The average credit sale was \$26.33, more than three times the average cash sale of \$8.72. The average debit sale was \$18.77.



Reduced-Fare Program

During December 2018, enrollment in the Reduced-Fare Program increased by 5,365 new customers. The total number of customers in the program is 1,182,376. Seniors account for 986,564 or 83.4 percent of the total Reduced-Fare customer base. Persons with disabilities comprise the remaining 16.6 percent or 195,812 customers. Of those, a total of 40,757 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-Fare customers added approximately \$8.4 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In December 2018, the EasyPay Reduced Fare program enrollment totaled 181,175 accounts. During the month, active EasyPay customers accounted for approximately 2.4 million subway and bus rides with \$2.5 million charged to their accounts. Each active account averaged 27 trips per month, with an average monthly bill of \$14.

EasyPay Xpress Pay-Per-Ride Program

In December 2018, enrollment in the EasyPay Xpress PPR program totaled 122,219 accounts. During that month, active Xpress PPR customers accounted for approximately 1.9 million subway, express bus and local bus rides with \$5.3 million charged to their accounts. Each active account averaged 20 trips per month, with an average monthly bill of \$55.

EasyPay Xpress Unlimited Program

In December 2018, enrollment in the EasyPay Xpress Unlimited program totaled 25,182 accounts. During that month, active Xpress Unlimited customers accounted for approximately 1.0 million subway and local bus rides with \$2.6 million charged to their accounts. Each active account averaged 44 trips per month with a fixed monthly bill of \$121.00.

**MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2019-2022
2018 FINAL ESTIMATE AND 2019 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA New York City Transit's 2018 Final Estimate, 2019 Adopted Budget and the Financial Plan for 2019 - 2022. The NYCT Adopted Budget does not include MTA adjustments that were presented in the November Financial Plan and adopted by the Board in December 2018.

The NYCT technical adjustments are presented in the Reconciliation to the November Plan schedules and described below:

- Based on management reassessments, the following prior plan Budget Reduction (BRP) initiatives savings/adjustments are being reinstated in this plan:
 - Washington Heights Elevator Operators (26 positions and savings of \$1.0 million in 2018 and \$2.2 million in subsequent years); and
 - Auxiliary Booth Closure Adjustments (\$5.3 million of savings and 75 positions in 2019).
- Reductions in accrued Other Post-Employment Benefit (OPEB) liability expenses of \$396.0 million per year based on an actuarial update.

The following schedules detail the monthly allocation of financial (including overtime), position and utilization data based on the 2019 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA NEW YORK CITY TRANSIT
February Financial Plan 2019 - 2022
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2018		2019		2020		2021		2022	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2018 November Financial Plan: Net Surplus/(Deficit)	45,175	(\$6,603.324)	44,525	(\$6,902.329)	44,570	(\$7,251.678)	44,524	(\$7,637.033)	44,513	(\$8,052.468)
Technical Adjustments:										
Sub-Total Technical Adjustments	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
MTA Plan Adjustments:										
BRP Initiatives and Prior BRP Adjustments										
Cancel BRP for Washington Heights Elevator Staffing Reduction	26	(1.000)	26	(2.228)	26	(2.228)	26	(2.228)	26	(2.228)
Cancel BRP for NYCT Auxiliary Booth Closures (in 2019 only)			75	(5.279)						
Other: Other Post Employment Benefit Adjustment				396.000		396.000		396.000		396.000
Other Technical Adjustments		(0.013)	1	0.004	1		1		1	
Sub-Total MTA Plan Adjustments	26	(\$1.013)	102	\$388.497	27	\$393.772	27	\$393.772	27	\$393.772
2019 February Financial Plan: Net Surplus/(Deficit)	45,201	\$ (6,604.337)	44,627	\$ (6,513.832)	44,597	\$ (6,857.906)	44,551	\$ (7,243.261)	44,540	\$ (7,658.696)

MTA NEW YORK CITY TRANSIT
February Financial Plan 2019 - 2022
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

Favorable/(Unfavorable)														
2018			2019			2020			2021			2022		
Positions		Dollars	Positions		Dollars	Positions		Dollars	Positions		Dollars	Positions		Dollars
2018 November Financial Plan: Net Surplus/(Deficit)														
5,582		\$0.000	6,521		\$0.000	5,201		\$0.000	4,845		\$0.000	4,743		\$0.000
Technical Adjustments:														
Sub-Total Technical Adjustments														
0		\$0.000	0		\$0.000	0		\$0.000	0		\$0.000	0		\$0.000
MTA Plan Adjustments:														
Other:														
Sub-Total MTA Plan Adjustments														
0		\$0.000	0		\$0.000	0		\$0.000	0		\$0.000	0		\$0.000
2019 February Financial Plan: Net Surplus/(Deficit)														
5,582		\$ -	6,521		\$ -	5,201		\$ -	4,845		\$ -	4,743		\$ -

MTA NEW YORK CITY TRANSIT
February Financial Plan 2019 - 2022
Reconciliation to the November Plan - (Cash)
(\$ in millions)

		Favorable/(Unfavorable)									
2018		2019		2020		2021		2022			
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars		
2018 November Financial Plan: Net Surplus/(Deficit)											
50,757	(\$3,577.090)	51,046	(\$3,559.870)	49,771	(\$3,872.879)	49,369	(\$4,124.411)	49,256	(\$4,415.515)		
Technical Adjustments:											
Sub-Total Technical Adjustments											
0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000		
MTA Plan Adjustments:											
BRP Initiatives and Prior BRP Adjustments											
26	(1.000)	26	(2.228)	26	(2.228)	26	(2.228)	26	(2.228)		
Cancel BRP for Washington Heights Elevator Staffing Reduction											
		75	(5.279)								
Cancel BRP for NYCT Auxiliary Booth Closures (in 2019 only)											
Other: Other Post Employment Benefit Adjustment											
-											
Other Technical Adjustments											
		1		1		1		1			
Sub-Total MTA Plan Adjustments											
26	(\$1.000)	102	(\$7.507)	27	(\$2.228)	27	(\$2.228)	27	(\$2.228)		
2019 February Financial Plan: Net Surplus/(Deficit)											
50,783	\$ (3,578.090)	51,148	\$ (3,567.377)	49,798	\$ (3,875.107)	49,396	\$ (4,126.639)	49,283	\$ (4,417.743)		

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

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
Non-Reimbursable					
Operating Revenue					
<u>Farebox Revenue:</u>					
Subway	\$3,413.257	\$3,383.861	\$3,395.653	\$3,387.779	\$3,389.617
Bus	925.789	905.992	905.864	902.169	902.608
Paratransit	20.763	23.047	24.199	25.409	26.679
Fare Media Liability	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>
Farebox Revenue	\$4,438.309	\$4,391.400	\$4,404.216	\$4,393.857	\$4,397.404
<u>Other Operating Revenue:</u>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	196.322	214.981	215.570	223.556	232.142
Other	<u>165.280</u>	<u>180.278</u>	<u>191.426</u>	<u>197.030</u>	<u>196.538</u>
Other Operating Revenue	\$445.618	\$479.275	\$491.012	\$504.602	\$512.696
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$4,883.927	\$4,870.675	\$4,895.228	\$4,898.459	\$4,910.100
Operating Expense					
<u>Labor:</u>					
Payroll	\$3,427.795	\$3,514.260	\$3,587.066	\$3,637.808	\$3,716.168
Overtime	<u>683.852</u>	<u>474.452</u>	<u>487.496</u>	<u>491.548</u>	<u>497.680</u>
Total Salaries and Wages	\$4,111.647	\$3,988.712	\$4,074.562	\$4,129.355	\$4,213.848
Health and Welfare	937.610	1,030.969	1,093.668	1,155.271	1,238.312
OPEB Current Payments	453.997	505.365	558.588	616.745	680.616
Pension	933.899	947.936	926.410	916.566	896.690
Other Fringe Benefits	<u>472.303</u>	<u>445.821</u>	<u>473.265</u>	<u>502.384</u>	<u>515.619</u>
Total Fringe Benefits	\$2,797.809	\$2,930.091	\$3,051.931	\$3,190.967	\$3,331.238
Reimbursable Overhead	(325.431)	(287.346)	(264.809)	(243.627)	(244.525)
Total Labor Expenses	\$6,584.025	\$6,631.457	\$6,861.684	\$7,076.696	\$7,300.561
<u>Non-Labor:</u>					
Electric Power	\$290.682	\$272.040	\$281.194	\$291.321	\$305.408
Fuel	112.275	113.954	112.772	110.160	109.297
Insurance	67.988	71.671	78.008	85.880	94.799
Claims	207.333	208.909	210.484	210.484	210.484
Paratransit Service Contracts	452.190	482.751	501.230	518.038	547.829
Maintenance and Other Operating Contracts	261.543	366.759	320.911	317.900	302.931
Professional Services Contracts	206.429	187.096	174.438	169.825	174.494
Materials and Supplies	347.363	341.964	367.695	374.151	379.350
Other Business Expenses	85.717	85.575	87.147	87.561	88.466
Total Non-Labor Expenses	\$2,031.520	\$2,130.718	\$2,133.879	\$2,165.320	\$2,213.058
<u>Other Expense Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$8,615.545	\$8,762.175	\$8,995.563	\$9,242.015	\$9,513.618
Depreciation	\$1,828.062	\$1,878.062	\$1,928.062	\$1,978.062	\$2,029.359
OPEB Liability Adjustment	1,350.191	1,040.666	1,132.680	1,230.587	1,334.764
GASB 68 Pension Expense Adjustment	(305.534)	(296.398)	(303.171)	(308.944)	(308.944)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$11,488.264	\$11,384.505	\$11,753.134	\$12,141.720	\$12,568.797
Net Surplus/(Deficit)	(\$6,604.338)	(\$6,513.830)	(\$6,857.906)	(\$7,243.261)	(\$7,658.696)

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

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
Reimbursable					
Operating Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1,416.893	1,457.543	1,341.242	1,229.854	1,231.158
Total Revenues	\$1,416.893	\$1,457.543	\$1,341.242	\$1,229.854	\$1,231.158
Operating Expense					
<u>Labor:</u>					
Payroll	\$499.814	\$600.896	\$559.013	\$502.017	\$500.867
Overtime	<u>187.569</u>	<u>125.812</u>	<u>119.573</u>	<u>114.109</u>	<u>116.036</u>
Total Salaries and Wages	\$687.383	\$726.708	\$678.586	\$616.126	\$616.902
Health and Welfare	25.364	27.805	28.938	28.465	29.523
OPEB Current Payments	10.396	11.305	11.989	12.763	13.586
Pension	38.814	40.294	38.512	36.212	34.333
Other Fringe Benefits	<u>211.770</u>	<u>240.805</u>	<u>222.679</u>	<u>199.716</u>	<u>199.743</u>
Total Fringe Benefits	\$286.344	\$320.208	\$302.118	\$277.157	\$277.185
Reimbursable Overhead	325.431	287.346	264.809	243.627	244.525
Total Labor Expenses	\$1,299.158	\$1,334.262	\$1,245.513	\$1,136.909	\$1,138.612
<u>Non-Labor:</u>					
Electric Power	\$0.252	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	0.235	1.475	0.976	(0.023)	(0.023)
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	38.557	44.729	33.846	32.642	32.418
Professional Services Contracts	13.032	9.472	9.472	9.472	9.472
Materials and Supplies	62.700	67.689	51.605	51.043	50.868
Other Business Expenses	2.959	(0.336)	(0.423)	(0.442)	(0.442)
Total Non-Labor Expenses	\$117.735	\$123.281	\$95.728	\$92.944	\$92.545
<u>Other Expense Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Deprecation	\$1,416.893	\$1,457.543	\$1,341.242	\$1,229.854	\$1,231.158
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

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

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
Non-Reimbursable / Reimbursable					
Operating Revenue					
<u>Farebox Revenue:</u>					
Subway	\$3,413.257	\$3,383.861	\$3,395.653	\$3,387.779	\$3,389.617
Bus	925.789	905.992	905.864	902.169	902.608
Paratransit	20.763	23.047	24.199	25.409	26.679
Fare Media Liability	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>
Farebox Revenue	\$4,438.309	\$4,391.400	\$4,404.216	\$4,393.857	\$4,397.404
<u>Other Operating Revenue:</u>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	196.322	214.981	215.570	223.556	232.142
Other	<u>165.280</u>	<u>180.278</u>	<u>191.426</u>	<u>197.030</u>	<u>196.538</u>
Other Operating Revenue	\$445.618	\$479.275	\$491.012	\$504.602	\$512.696
Capital and Other Reimbursements	1,416.893	1,457.543	1,341.242	1,229.854	1,231.158
Total Revenues	\$6,300.820	\$6,328.218	\$6,236.470	\$6,128.313	\$6,141.258
Operating Expense					
<u>Labor:</u>					
Payroll	\$3,927.609	\$4,115.156	\$4,146.079	\$4,139.825	\$4,217.034
Overtime	<u>871.421</u>	<u>600.264</u>	<u>607.069</u>	<u>605.657</u>	<u>613.716</u>
Total Salaries and Wages	\$4,799.030	\$4,715.420	\$4,753.148	\$4,745.481	\$4,830.750
Health and Welfare	962.974	1,058.774	1,122.605	1,183.737	1,267.835
OPEB Current Payments	464.392	516.670	570.576	629.508	694.202
Pension	972.713	988.229	964.922	952.778	931.023
Other Fringe Benefits	<u>684.073</u>	<u>686.627</u>	<u>695.944</u>	<u>702.101</u>	<u>715.363</u>
Total Fringe Benefits	\$3,084.153	\$3,250.300	\$3,354.049	\$3,468.124	\$3,608.423
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$7,883.183	\$7,965.719	\$8,107.197	\$8,213.605	\$8,439.173
<u>Non-Labor:</u>					
Electric Power	\$290.934	\$272.292	\$281.446	\$291.573	\$305.660
Fuel	112.510	115.429	113.748	110.137	109.274
Insurance	67.988	71.671	78.008	85.880	94.799
Claims	207.333	208.909	210.484	210.484	210.484
Paratransit Service Contracts	452.190	482.751	501.230	518.038	547.829
Maintenance and Other Operating Contracts	300.100	411.488	354.757	350.542	335.349
Professional Services Contracts	219.461	196.568	183.910	179.297	183.966
Materials and Supplies	410.064	409.652	419.300	425.193	430.218
Other Business Expenses	88.676	85.239	86.724	87.120	88.024
Total Non-Labor Expenses	\$2,149.255	\$2,253.999	\$2,229.608	\$2,258.264	\$2,305.603
<u>Other Expense Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$10,032.439	\$10,219.719	\$10,336.805	\$10,471.869	\$10,744.776
Depreciation	\$1,828.062	\$1,878.062	\$1,928.062	\$1,978.062	\$2,029.359
OPEB Liability Adjustment	1,350.191	1,040.666	1,132.680	1,230.587	1,334.764
GASB 68 Pension Expense Adjustment	(305.534)	(296.398)	(303.171)	(308.944)	(308.944)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$12,905.158	\$12,842.049	\$13,094.376	\$13,371.574	\$13,799.954
Net Surplus/(Deficit)	(\$6,604.338)	(\$6,513.830)	(\$6,857.906)	(\$7,243.261)	(\$7,658.696)

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

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
<u>Cash Receipts and Expenditures</u>					
Receipts					
Farebox Revenue	\$4,438.509	\$4,391.600	\$4,404.416	\$4,394.057	\$4,397.604
<u>Other Operating Revenue:</u>					
Fare Reimbursement	40.250	84.016	84.016	84.016	84.016
Paratransit Reimbursement	195.709	215.109	215.570	223.487	232.109
Other Revenue	60.207	72.953	81.245	84.013	80.779
Other Operating Revenue	296.166	372.078	380.831	391.516	396.904
Capital and Other Reimbursements	1,453.035	1,578.589	1,364.944	1,252.111	1,230.377
Total Receipts	\$6,187.709	\$6,342.267	\$6,150.191	\$6,037.684	\$6,024.886
Expenditures					
<u>Labor:</u>					
Payroll	\$3,900.281	\$4,081.884	\$4,111.882	\$4,104.022	\$4,180.060
Overtime	871.421	600.264	607.069	605.657	613.716
Total Salaries & Wages	\$4,771.702	\$4,682.147	\$4,718.951	\$4,709.679	\$4,793.776
Health and Welfare	944.140	1,048.078	1,111.107	1,171.376	1,254.547
OPEB Current Payments	464.392	516.670	570.576	629.508	694.202
Pension	972.713	988.229	964.922	952.778	931.023
Other Fringe Benefits	515.232	515.451	523.208	533.714	551.998
Total Fringe Benefits	\$2,896.478	\$3,068.428	\$3,169.814	\$3,287.376	\$3,431.771
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$7,668.180	\$7,750.575	\$7,888.765	\$7,997.055	\$8,225.547
<u>Non-Labor:</u>					
Electric Power	\$290.934	\$272.292	\$281.446	\$291.573	\$305.660
Fuel	112.510	115.429	113.748	110.137	109.274
Insurance	67.659	70.578	78.917	84.188	92.988
Claims	141.193	122.718	125.209	127.750	130.344
Paratransit Service Contracts	450.190	480.751	499.230	516.038	545.829
Maintenance and Other Operating Contracts	325.101	419.340	361.548	359.472	344.279
Professional Services Contracts	212.793	184.568	171.910	167.297	171.966
Materials and Supplies	408.564	408.152	417.800	423.693	428.718
Other Business Expenses	88.676	85.239	86.724	87.120	88.024
Total Non-Labor Expenditures	\$2,097.619	\$2,159.067	\$2,136.533	\$2,167.268	\$2,217.082
<u>Other Expenditure Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$9,765.799	\$9,909.642	\$10,025.298	\$10,164.323	\$10,442.629
Net Cash Balance	(\$3,578.090)	(\$3,567.375)	(\$3,875.107)	(\$4,126.639)	(\$4,417.743)

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

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
Cash Flow Adjustments					
Receipts					
Farebox Revenue	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200
<u>Other Operating Revenue:</u>					
Fare Reimbursement	(43.766)	0.000	0.000	0.000	0.000
Paratransit Reimbursement	(0.613)	0.128	0.000	(0.069)	(0.033)
Other Revenue	<u>(105.073)</u>	<u>(107.325)</u>	<u>(110.181)</u>	<u>(113.017)</u>	<u>(115.759)</u>
Other Operating Revenue	(\$149.452)	(\$107.197)	(\$110.181)	(\$113.086)	(\$115.792)
Capital and Other Reimbursements	36.141	121.046	23.702	22.257	(0.781)
Total Receipts	(\$113.111)	\$14.049	(\$86.279)	(\$90.629)	(\$116.373)
Expenditures					
<u>Labor:</u>					
Payroll	\$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>
Total Salaries and Wages	\$27.328	\$33.272	\$34.197	\$35.802	\$36.974
Health and Welfare	18.834	10.696	11.498	12.361	13.288
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	<u>168.841</u>	<u>171.176</u>	<u>172.736</u>	<u>168.387</u>	<u>163.364</u>
Total Fringe Benefits	\$187.675	\$181.872	\$184.235	\$180.747	\$176.652
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$215.004	\$215.144	\$218.432	\$216.550	\$213.626
<u>Non-Labor:</u>					
Electric Power	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.329	1.093	(0.909)	1.692	1.811
Claims	66.140	86.191	85.275	82.734	80.140
Paratransit Service Contracts	2.000	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	(25.001)	(7.852)	(6.791)	(8.930)	(8.930)
Professional Services Contracts	6.668	12.000	12.000	12.000	12.000
Materials and Supplies	1.500	1.500	1.500	1.500	1.500
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$51.636	\$94.932	\$93.075	\$90.996	\$88.521
<u>Other Expenditure Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$266.640	\$310.076	\$311.507	\$307.546	\$302.147
Total Cash Conversion Adjustments before Depreciation	\$153.529	\$324.126	\$225.228	\$216.917	\$185.775
Depreciation	\$1,828.062	\$1,878.062	\$1,928.062	\$1,978.062	\$2,029.359
OPEB Liability Adjustment	1,350.191	1,040.666	1,132.680	1,230.587	1,334.764
GASB 68 Pension Expense Adjustment	(305.534)	(296.398)	(303.171)	(308.944)	(308.944)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$3,026.248	\$2,946.456	\$2,982.799	\$3,116.622	\$3,240.953

MTA NEW YORK CITY TRANSIT
2019 Adopted Budget
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
Scheduled Service	4,533,733	\$151.868	32.0%
Unscheduled Service	3,841,890	131.026	27.6%
Programmatic/Routine Maintenance	3,936,443	139.891	29.5%
Unscheduled Maintenance	0	0.000	-
Vacancy/Absentee Coverage	524,751	17.095	3.6%
Weather Emergencies	737,881	24.429	5.1%
Safety/Security/Law Enforcement	95,801	2.848	0.6%
Other	159,795	7.295	1.5%
Subtotal	13,830,295	\$474.452	100.0%
REIMBURSABLE OVERTIME	3,595,781	\$125.812	
TOTAL OVERTIME	17,426,076	\$600.264	

No hours for PTEs are included.

MTA NEW YORK CITY TRANSIT
February Financial Plan 2019 - 2022
Ridership and Traffic Volume (Utilization)
(in millions)

Final Estimate	Adopted Budget			
2018	2019	2020	2021	2022

RIDERSHIP

Subway	1,679.059	1,661.190	1,666.869	1,663.284	1,664.157
Bus	571.305	558.503	558.403	556.296	556.546
Paratransit	9.915	11.005	11.555	12.133	12.740
Total Ridership	2,260.279	2,230.698	2,236.827	2,231.713	2,233.443

FAREBOX REVENUE (Excluding fare media liability)

Subway	\$3,413.257	\$3,383.861	\$3,395.653	\$3,387.779	\$3,389.617
Bus	925.789	905.992	905.864	902.169	902.608
Paratransit	20.763	23.047	24.199	25.409	26.679
Total Revenue	\$4,359.809	\$4,312.900	\$4,325.716	\$4,315.357	\$4,318.904

MTA NEW YORK CITY TRANSIT
February Financial Plan 2019 - 2022

Total Positions by Function
Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

Function/Department	2018 Final Estimate	2019 Adopted Budget	2020	2021	2022
Administration					
Office of the President	30	33	33	33	33
Law	320	315	315	315	315
Office of the EVP	18	18	18	17	17
Human Resources	252	248	248	248	248
Office of Management and Budget	43	43	43	43	43
Capital Planning & Budget	36	37	37	36	36
Strategy & Customer Experience	215	215	215	214	213
Non-Departmental	(33)	6	8	8	9
Labor Relations	100	100	100	100	100
Materiel	261	269	257	244	238
Controller	125	122	119	118	117
Office of People & Business Transformation	24	25	25	25	25
Total Administration	1,391	1,431	1,418	1,401	1,394
Operations					
Subways Rapid Transit Operations	8,607	8,911	8,567	8,532	8,491
Subways Operation Support /Admin	411	411	411	411	411
Subways Stations	2,741	2,765	2,625	2,625	2,625
<i>Subtotal - Subways</i>	<i>11,759</i>	<i>12,087</i>	<i>11,603</i>	<i>11,568</i>	<i>11,527</i>
Buses	11,049	11,442	10,945	10,945	10,945
Paratransit	213	214	214	214	214
Operations Planning	407	429	421	419	418
Revenue Control	643	653	646	646	646
Non-Departmental	-	(63)	(20)	(28)	(28)
Total Operations	24,071	24,762	23,809	23,764	23,722
Maintenance					
Subways Operation Support /Admin	188	30	28	26	25
Subways Engineering	398	392	356	333	330
Subways Car Equipment	5,165	4,980	5,170	5,053	5,023
Subways Infrastructure	1,842	1,984	1,888	1,811	1,808
Subways Elevator & Escalators	482	452	449	474	474
Subways Stations	3,480	3,466	3,471	3,475	3,460
Subways Track	3,348	3,150	3,034	3,016	3,016
Subways Power	723	711	679	650	650
Subways Signals	1,652	1,650	1,591	1,578	1,578
Subways Electronics Maintenance	1,715	1,754	1,638	1,611	1,610
<i>Subtotal - Subways</i>	<i>18,993</i>	<i>18,569</i>	<i>18,304</i>	<i>18,027</i>	<i>17,974</i>
Buses	3,656	3,672	3,600	3,623	3,618
Supply Logistics	597	567	569	569	569
System Safety	97	95	95	94	93
Non-Departmental	(104)	(104)	(82)	(62)	(48)
Total Maintenance	23,239	22,799	22,486	22,251	22,206
Engineering/Capital					
Capital Program Management	1,438	1,468	1,450	1,361	1,342
Total Engineering/Capital	1,438	1,468	1,450	1,361	1,342
Public Safety					
Security	644	688	635	619	619
Total Public Safety	644	688	635	619	619
Total Positions	50,783	51,148	49,798	49,396	49,283
Non-Reimbursable	45,201	44,627	44,597	44,551	44,540
Reimbursable	5,582	6,521	5,201	4,845	4,743
Total Full-Time	50,587	50,915	49,565	49,163	49,050
Total Full-Time Equivalents	196	233	233	233	233

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

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
FUNCTION / OCCUPATIONAL GROUP					
Administration					
Managers/Supervisors	521	542	536	526	523
Professional/Technical/Clerical	834	853	846	839	835
Operational Hourlies	36	36	36	36	36
Total Administration Headcount	1,391	1,431	1,418	1,401	1,394
Operations					
Managers/Supervisors	2,850	2,894	2,800	2,792	2,788
Professional/Technical/Clerical	588	591	586	584	584
Operational Hourlies	20,633	21,277	20,423	20,388	20,350
Total Operations Headcount	24,071	24,762	23,809	23,764	23,722
Maintenance					
Managers/Supervisors	4,169	4,042	3,945	3,902	3,892
Professional/Technical/Clerical	1,150	1,098	1,014	963	957
Operational Hourlies	17,920	17,659	17,527	17,386	17,357
Total Maintenance Headcount	23,239	22,799	22,486	22,251	22,206
Engineering / Capital					
Managers/Supervisors	360	379	365	331	317
Professional/Technical/Clerical	1,076	1,087	1,083	1,028	1,023
Operational Hourlies	2	2	2	2	2
Total Engineering Headcount	1,438	1,468	1,450	1,361	1,342
Public Safety					
Managers/Supervisors	264	293	250	249	249
Professional, Technical, Clerical	44	41	41	41	41
Operational Hourlies	336	354	344	329	329
Total Public Safety Headcount	644	688	635	619	619
Total Positions					
Managers/Supervisors	8,164	8,150	7,896	7,800	7,769
Professional, Technical, Clerical	3,692	3,670	3,570	3,455	3,440
Operational Hourlies	38,927	39,328	38,332	38,141	38,074
Total Positions	50,783	51,148	49,798	49,396	49,283

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2019 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue													
Farebox Revenue													
Subway	\$277.180	\$255.192	\$291.434	\$286.704	\$295.091	\$279.504	\$287.014	\$280.639	\$279.287	\$301.111	\$275.382	\$275.323	\$3,383.861
Bus	73.356	69.760	78.520	77.036	79.230	74.122	78.655	78.307	74.947	80.343	72.282	69.435	905.992
Paratransit	1.686	1.631	1.872	1.910	2.005	1.893	1.893	1.960	1.994	2.226	1.975	2.001	23.047
Fare Media Liability	<u>6.542</u>	<u>6.542</u>	<u>6.542</u>	<u>6.542</u>	<u>6.542</u>	<u>6.542</u>	<u>6.542</u>	<u>6.542</u>	<u>6.541</u>	<u>6.541</u>	<u>6.541</u>	<u>6.541</u>	<u>78.500</u>
Farebox Revenue	\$358.763	\$333.126	\$378.367	\$372.193	\$382.868	\$362.061	\$374.104	\$367.448	\$362.769	\$390.222	\$356.180	\$353.299	\$4,391.400
Other Operating Revenue													
Fare Reimbursement	8.353	7.250	8.924	8.088	9.468	6.425	2.551	1.995	7.247	8.818	7.457	7.440	84.016
Paratransit Reimbursement	17.916	17.916	17.916	17.916	17.916	17.916	17.916	17.916	17.916	17.915	17.915	17.907	214.981
Other	<u>15.015</u>	<u>15.015</u>	<u>15.015</u>	<u>15.015</u>	<u>15.015</u>	<u>15.015</u>	<u>15.015</u>	<u>15.014</u>	<u>15.015</u>	<u>15.015</u>	<u>15.015</u>	<u>15.119</u>	<u>180.278</u>
Other Operating Revenue	\$41.284	\$40.181	\$41.854	\$41.019	\$42.399	\$39.355	\$35.481	\$34.925	\$40.177	\$41.748	\$40.386	\$40.466	\$479.275
Total Revenues	\$400.047	\$373.307	\$420.221	\$413.212	\$425.267	\$401.416	\$409.585	\$402.373	\$402.946	\$431.970	\$396.566	\$393.765	\$4,870.675
Operating Expenses													
Labor:													
Payroll	\$302.427	\$273.355	\$289.999	\$285.571	\$298.925	\$282.512	\$301.039	\$282.395	\$285.476	\$294.227	\$311.263	\$307.072	\$3,514.260
Overtime	<u>46.440</u>	<u>40.232</u>	<u>36.683</u>	<u>39.647</u>	<u>39.863</u>	<u>39.418</u>	<u>39.834</u>	<u>32.885</u>	<u>38.824</u>	<u>39.232</u>	<u>38.438</u>	<u>42.956</u>	<u>474.452</u>
Total Salaries & Wages	\$348.867	\$313.588	\$326.682	\$325.218	\$338.788	\$321.930	\$340.872	\$315.281	\$324.300	\$333.459	\$349.701	\$350.028	\$3,988.712
Health and Welfare	82.668	82.669	82.669	83.858	84.008	84.156	86.313	86.885	86.426	86.310	86.313	98.696	1,030.969
OPEB Current Payments	42.413	42.413	42.413	42.413	42.413	42.413	43.964	43.964	43.964	43.964	43.964	31.066	505.365
Pension	79.064	74.871	78.720	76.987	78.692	76.615	80.711	79.940	78.797	80.169	81.551	81.818	947.936
Other Fringe Benefits	<u>40.427</u>	<u>38.708</u>	<u>34.189</u>	<u>37.343</u>	<u>37.365</u>	<u>36.766</u>	<u>38.435</u>	<u>31.767</u>	<u>36.903</u>	<u>36.492</u>	<u>39.001</u>	<u>38.425</u>	<u>445.821</u>
Total Fringe Benefits	\$244.573	\$238.662	\$237.991	\$240.602	\$242.478	\$239.950	\$249.423	\$242.557	\$246.089	\$246.934	\$250.828	\$250.005	\$2,930.091
Reimbursable Overhead	(20.712)	(19.257)	(33.240)	(21.798)	(22.928)	(22.043)	(22.432)	(34.787)	(22.104)	(23.614)	(21.838)	(22.594)	(287.346)
Total Labor Expenses	\$572.727	\$532.992	\$531.434	\$544.022	\$558.338	\$539.836	\$567.863	\$523.050	\$548.285	\$556.779	\$578.691	\$577.440	\$6,631.457
Non-Labor:													
Electric Power	\$25.335	\$24.624	\$22.262	\$21.310	\$20.006	\$21.354	\$23.256	\$22.529	\$23.430	\$22.534	\$22.060	\$23.338	\$272.040
Fuel	10.385	9.124	9.882	10.657	11.139	9.914	9.581	9.673	5.742	9.994	8.761	9.103	113.954
Insurance	5.861	5.861	5.939	5.940	5.981	5.989	5.989	5.989	5.989	5.989	6.070	6.074	71.671
Claims	17.409	17.409	17.409	17.409	17.409	17.409	17.409	17.409	17.409	17.409	17.409	17.409	208.909
Paratransit Service Contracts	36.791	35.950	39.300	40.207	41.425	40.433	39.959	40.744	41.330	44.615	40.784	41.213	482.751
Maintenance and Other Operating Contracts	31.627	33.458	33.493	28.052	27.929	28.107	28.155	28.386	28.122	34.913	34.901	29.617	366.759
Professional Services Contracts	15.760	13.944	13.994	17.360	14.383	14.287	17.792	14.607	14.841	17.916	14.898	17.313	187.096
Materials and Supplies	27.485	27.463	27.978	27.867	28.210	28.067	27.939	28.255	27.877	28.537	28.941	33.345	341.964
Other Business Expenses	6.485	7.247	6.967	7.378	7.047	7.231	7.131	7.163	7.490	7.069	7.108	7.260	85.575
Total Non-Labor Expenses	\$177.139	\$175.081	\$177.224	\$176.180	\$173.528	\$172.790	\$177.211	\$174.755	\$172.230	\$188.975	\$180.932	\$184.673	\$2,130.718
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$749.866	\$708.073	\$708.658	\$720.202	\$731.866	\$712.627	\$745.075	\$697.805	\$720.515	\$745.754	\$759.623	\$762.113	\$8,762.175
Depreciation	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$1,878.062
OPEB Liability Adjustment	0.000	0.000	260.167	0.000	0.000	260.167	0.000	0.000	260.167	0.000	0.000	260.167	1,040.666
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(6.398)	0.000	0.000	(290.000)	(296.398)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$906.371	\$864.578	\$1,125.330	\$876.707	\$888.371	\$1,129.298	\$901.580	\$854.310	\$1,130.788	\$902.259	\$916.128	\$888.784	\$11,384.505
Net Surplus/(Deficit)	(\$506.324)	(\$491.271)	(\$705.109)	(\$463.496)	(\$463.104)	(\$727.882)	(\$491.995)	(\$451.937)	(\$727.842)	(\$470.289)	(\$519.561)	(\$495.019)	(\$6,513.830)

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2019 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	107.321	101.350	143.029	116.528	120.929	116.203	119.512	155.448	116.770	123.341	116.028	121.083	1,457.543
Total Revenues	\$107.321	\$101.350	\$143.029	\$116.528	\$120.929	\$116.203	\$119.512	\$155.448	\$116.770	\$123.341	\$116.028	\$121.083	\$1,457.543
Operating Expenses													
Labor:													
Payroll	\$44.657	\$41.041	\$56.541	\$49.239	\$50.687	\$48.375	\$49.614	\$61.044	\$48.601	\$52.311	\$48.168	\$50.617	\$600.896
Overtime	8.777	8.735	15.988	8.753	9.478	9.555	9.604	16.819	9.579	9.581	9.539	9.404	125.812
Total Salaries & Wages	\$53.434	\$49.776	\$72.528	\$57.992	\$60.166	\$57.930	\$59.219	\$77.864	\$58.180	\$61.892	\$57.707	\$60.021	\$726.708
Health and Welfare	2.304	2.250	2.250	2.250	2.290	2.290	2.344	2.344	2.344	2.344	2.344	2.450	27.805
OPEB Current Payments	0.933	0.933	0.933	0.933	0.933	0.933	0.951	0.951	0.951	0.951	0.951	0.951	11.305
Pension	3.112	3.112	3.112	3.112	3.112	3.112	4.619	3.401	3.401	3.401	3.401	3.401	40.294
Other Fringe Benefits	17.366	16.206	23.371	19.527	20.176	19.335	19.711	25.528	19.395	20.798	19.169	20.223	240.805
Total Fringe Benefits	\$23.715	\$22.501	\$29.666	\$25.822	\$26.511	\$25.670	\$27.625	\$32.224	\$26.091	\$27.494	\$25.865	\$27.025	\$320.208
Reimbursable Overhead	20.712	19.257	33.240	21.798	22.928	22.043	22.432	34.787	22.104	23.614	21.838	22.594	287.346
Total Labor Expenses	\$97.861	\$91.534	\$135.434	\$105.611	\$109.604	\$105.643	\$109.275	\$144.874	\$106.375	\$112.999	\$105.410	\$109.640	\$1,334.262
Non-Labor:													
Electric Power	\$0.021	\$0.021	\$0.021	\$0.021	\$0.020	\$0.021	\$0.020	\$0.021	\$0.020	\$0.021	\$0.020	\$0.021	\$0.252
Fuel	0.000	0.000	0.000	0.000	0.187	0.187	0.164	0.187	0.187	0.187	0.187	0.187	1.475
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.492	3.664	3.532	3.532	3.720	3.756	3.755	3.887	3.756	3.755	3.903	3.977	44.729
Professional Services Contracts	0.547	0.550	0.789	0.714	0.714	0.945	0.714	0.714	0.945	0.714	0.714	1.415	9.472
Materials and Supplies	5.245	5.422	5.480	6.481	6.512	5.465	5.412	5.594	5.303	5.493	5.623	5.658	67.689
Other Business Expenses	0.156	0.159	(2.228)	0.169	0.171	0.185	0.171	0.171	0.183	0.171	0.171	0.185	(0.336)
Total Non-Labor Expenses	\$9.460	\$9.816	\$7.595	\$10.917	\$11.325	\$10.559	\$10.237	\$10.574	\$10.395	\$10.342	\$10.619	\$11.443	\$123.281
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$107.321	\$101.350	\$143.029	\$116.528	\$120.929	\$116.203	\$119.512	\$155.448	\$116.770	\$123.341	\$116.028	\$121.083	\$1,457.543
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2019 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable / Reimbursable													
Operating Revenue													
<u>Farebox Revenue</u>													
Subway	\$277.180	\$255.192	\$291.434	\$286.704	\$295.091	\$279.504	\$287.014	\$280.639	\$279.287	\$301.111	\$275.382	\$275.323	\$3,383.861
Bus	73.356	69.760	78.520	77.036	79.230	74.122	78.655	78.307	74.947	80.343	72.282	69.435	905.992
Paratransit	1.686	1.631	1.872	1.910	2.005	1.893	1.893	1.960	1.994	2.226	1.975	2.001	23.047
Fare Media Liability	6.542	6.542	6.542	6.542	6.542	6.542	6.542	6.542	6.541	6.541	6.541	6.541	78.500
Farebox Revenue	\$358.763	\$333.126	\$378.367	\$372.193	\$382.868	\$362.061	\$374.104	\$367.448	\$362.769	\$390.222	\$356.180	\$353.299	\$4,391.400
<u>Other Operating Revenue</u>													
Fare Reimbursement	8.353	7.250	8.924	8.088	9.468	6.425	2.551	1.995	7.247	8.818	7.457	7.440	84.016
Paratransit Reimbursement	17.916	17.916	17.916	17.916	17.916	17.916	17.916	17.916	17.916	17.915	17.915	17.907	214.981
Other	15.015	15.015	15.015	15.015	15.015	15.015	15.015	15.014	15.015	15.015	15.015	15.119	180.278
Other Operating Revenue	\$41.284	\$40.181	\$41.854	\$41.019	\$42.399	\$39.355	\$35.481	\$34.925	\$40.177	\$41.748	\$40.386	\$40.466	\$479.275
Capital and Other Reimbursements	107.321	101.350	143.029	116.528	120.929	116.203	119.512	155.448	116.770	123.341	116.028	121.083	1,457.543
Total Revenues	\$507.368	\$474.657	\$563.250	\$529.740	\$546.196	\$517.619	\$529.098	\$557.821	\$519.717	\$555.310	\$512.595	\$514.848	\$6,328.218
Operating Expenses													
<u>Labor:</u>													
Payroll	\$347.084	\$314.396	\$346.540	\$334.809	\$349.612	\$330.887	\$350.653	\$343.440	\$334.077	\$346.538	\$359.431	\$357.689	\$4,115.156
Overtime	55.217	48.967	52.671	48.400	49.341	48.973	49.438	49.705	48.403	48.813	47.976	52.360	600.264
Total Salaries & Wages	\$402.301	\$363.363	\$399.211	\$383.209	\$398.954	\$379.860	\$400.091	\$393.144	\$382.480	\$395.350	\$407.408	\$410.049	\$4,715.420
Health and Welfare	84.972	84.919	84.919	86.109	86.298	86.446	88.657	89.229	88.770	88.653	88.656	101.146	1,058.774
OPEB Current Payments	43.346	43.346	43.346	43.346	43.346	43.346	44.915	44.915	44.915	44.915	44.915	32.018	516.670
Pension	82.176	77.983	81.832	80.099	81.804	79.727	85.331	83.341	82.197	83.570	84.952	85.219	988.229
Other Fringe Benefits	57.794	54.915	57.560	56.870	57.541	56.101	58.145	57.295	56.298	57.290	58.170	58.648	686.627
Total Fringe Benefits	\$268.287	\$261.163	\$267.658	\$266.424	\$268.989	\$265.620	\$277.048	\$274.780	\$272.180	\$274.428	\$276.693	\$277.030	\$3,250.300
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$670.588	\$624.526	\$666.868	\$649.633	\$667.942	\$645.480	\$677.139	\$667.925	\$654.660	\$669.778	\$684.100	\$687.079	\$7,965.719
<u>Non-Labor:</u>													
Electric Power	\$25.357	\$24.645	\$22.284	\$21.332	\$20.026	\$21.375	\$23.276	\$22.550	\$23.451	\$22.556	\$22.081	\$23.360	\$272.292
Fuel	10.385	9.124	9.882	10.657	11.326	10.101	9.746	9.860	9.930	10.181	8.949	9.290	115.429
Insurance	5.861	5.861	5.939	5.940	5.981	5.989	5.989	5.989	5.989	5.989	6.070	6.074	71.671
Claims	17.409	17.409	17.409	17.409	17.409	17.409	17.409	17.409	17.409	17.409	17.409	17.409	208.909
Paratransit Service Contracts	36.791	35.950	39.300	40.207	41.425	40.433	39.959	40.744	41.330	44.615	40.784	41.213	482.751
Maintenance and Other Operating Contracts	35.118	37.122	37.026	31.584	31.649	31.863	31.910	32.273	31.877	38.668	38.804	33.594	411.488
Professional Services Contracts	16.307	14.494	14.783	18.073	15.097	15.233	18.505	15.321	15.786	18.629	15.612	18.728	196.568
Materials and Supplies	32.730	32.885	33.458	34.348	34.722	33.531	33.352	33.849	33.180	34.030	34.564	39.003	409.652
Other Business Expenses	6.641	7.406	4.738	7.547	7.218	7.416	7.302	7.334	7.673	7.240	7.279	7.445	85.239
Total Non-Labor Expenses	\$186.599	\$184.896	\$184.819	\$187.097	\$184.853	\$183.350	\$187.448	\$185.329	\$182.625	\$199.317	\$191.550	\$196.116	\$2,253.999
<u>Other Expense Adjustments:</u>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$857.187	\$809.422	\$851.688	\$836.731	\$852.795	\$828.829	\$864.587	\$853.253	\$837.285	\$869.095	\$875.651	\$883.195	\$10,219.719
Depreciation	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$1,878.062
OPEB Liability Adjustment	0.000	0.000	260.167	0.000	0.000	260.167	0.000	0.000	260.167	0.000	0.000	260.167	1,040.666
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(6.398)	0.000	0.000	(290.000)	(296.398)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$1,013.693	\$965.928	\$1,268.359	\$993.236	\$1,009.300	\$1,245.501	\$1,021.092	\$1,009.758	\$1,247.559	\$1,025.600	\$1,032.156	\$1,009.867	\$12,842.049
Net Surplus/(Deficit)	(\$506.324)	(\$491.271)	(\$705.109)	(\$463.496)	(\$463.104)	(\$727.882)	(\$491.995)	(\$451.937)	(\$727.842)	(\$470.289)	(\$519.561)	(\$495.019)	(\$6,513.830)

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2019 Adopted Budget
Cash Receipts and Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Receipts and Expenditures													
Receipts													
Farebox Revenue	\$358.763	\$333.126	\$378.367	\$372.193	\$382.868	\$362.061	\$374.104	\$367.448	\$362.769	\$390.222	\$356.180	\$353.499	\$4,391.600
<u>Other Operating Revenue:</u>													
Fare Reimbursement	0.000	17.563	0.000	0.000	17.563	13.766	0.000	17.563	0.000	0.000	17.563	0.000	84.016
Paratransit Reimbursement	3.480	3.480	46.830	3.480	3.480	46.830	3.480	3.480	46.830	3.480	3.480	46.779	215.109
Other	5.245	5.245	5.245	5.245	5.245	5.245	5.245	5.245	5.245	5.245	5.245	15.264	72.953
Other Operating Revenue	\$8.725	\$26.287	\$52.075	\$8.725	\$26.287	\$65.841	\$8.725	\$26.287	\$52.075	\$8.725	\$26.287	\$62.043	\$372.078
Capital and Other Reimbursements	107.321	101.350	143.029	116.528	120.929	116.203	129.512	165.448	136.770	143.341	136.028	162.129	1,578.589
Total Receipts	\$474.809	\$460.763	\$573.471	\$497.445	\$530.084	\$544.104	\$512.341	\$559.183	\$551.614	\$542.287	\$518.495	\$577.671	\$6,342.267
Expenditures													
<u>Labor:</u>													
Payroll	\$320.408	\$312.907	\$305.944	\$307.249	\$478.102	\$303.326	\$310.057	\$316.258	\$306.517	\$475.027	\$331.871	\$314.218	\$4,081.884
Overtime	55.217	48.967	52.671	48.400	49.341	48.973	49.438	49.705	48.403	48.813	47.976	52.360	600.264
Total Salaries and Wages	\$375.625	\$361.874	\$358.615	\$355.649	\$527.443	\$352.299	\$359.495	\$365.963	\$354.920	\$523.840	\$379.847	\$366.578	\$4,682.147
Health and Welfare	84.972	84.919	84.919	86.109	86.298	86.446	88.657	89.229	88.770	88.653	88.656	90.450	1,048.078
OPEB Current Payments	43.346	43.346	43.346	43.346	43.346	43.346	44.915	44.915	44.915	44.915	44.915	32.018	516.670
Pension	82.176	77.983	81.832	80.099	81.804	79.727	85.331	83.341	82.197	83.570	84.952	85.219	988.229
Other Fringe Benefits	40.711	40.747	41.453	40.734	43.002	50.149	41.025	41.188	40.162	40.235	54.734	41.312	515.451
Total Fringe Benefits	\$251.205	\$246.995	\$251.550	\$250.288	\$254.450	\$259.668	\$259.927	\$258.673	\$256.044	\$257.373	\$273.257	\$248.999	\$3,068.428
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$626.830	\$608.869	\$610.164	\$605.937	\$781.893	\$611.967	\$619.422	\$624.635	\$610.964	\$781.212	\$653.104	\$615.577	\$7,750.575
<u>Non-Labor:</u>													
Electric Power	\$25.357	\$24.645	\$22.284	\$21.332	\$20.026	\$21.375	\$23.276	\$22.550	\$23.451	\$22.556	\$22.081	\$23.360	\$272.292
Fuel	10.385	9.124	9.882	10.657	11.326	10.101	9.746	9.860	5.930	10.181	8.949	9.290	115.429
Insurance	23.562	0.000	3.218	10.268	0.116	2.164	14.621	0.000	0.000	13.608	0.000	3.021	70.578
Claims	10.226	10.226	10.226	10.226	10.226	10.226	10.226	10.226	10.226	10.226	10.226	10.231	122.718
Paratransit Service Contracts	36.791	35.950	38.800	40.207	41.425	39.933	39.959	40.744	40.830	44.615	40.784	40.713	480.751
Maintenance and Other Operating Contracts	35.118	37.122	37.026	31.584	31.649	31.863	31.910	32.273	31.877	38.668	38.804	41.446	419.340
Professional Services Contracts	13.307	14.494	14.783	15.073	15.097	15.233	15.505	15.321	15.786	15.629	15.612	18.728	184.568
Materials and Supplies	36.730	36.885	36.916	37.806	38.180	32.989	32.810	30.307	29.638	30.488	31.022	34.381	408.152
Other Business Expenses	6.641	7.406	4.738	7.547	7.218	7.416	7.302	7.334	7.673	7.240	7.279	7.445	85.239
Total Non-Labor Expenditures	\$198.117	\$175.852	\$177.873	\$184.700	\$175.263	\$171.300	\$185.355	\$168.615	\$165.411	\$193.211	\$174.755	\$188.615	\$2,159.067
<u>Other Expenditure Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$824.947	\$784.722	\$788.038	\$790.637	\$957.156	\$783.267	\$804.777	\$793.250	\$776.374	\$974.423	\$827.860	\$804.192	\$9,909.642
Net Cash Balance	(\$350.138)	(\$323.959)	(\$214.567)	(\$293.191)	(\$427.072)	(\$239.162)	(\$292.437)	(\$234.067)	(\$224.760)	(\$432.136)	(\$309.364)	(\$226.522)	(\$3,567.375)

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2019 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Flow Adjustments													
Receipts													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.200	\$0.200
<u>Other Operating Revenue:</u>													
Fare Reimbursement	(8.353)	10.312	(8.924)	(8.088)	8.094	7.341	(2.551)	15.568	(7.247)	(8.818)	10.106	(7.440)	0.000
Paratransit Reimbursement	(14.446)	(14.446)	28.904	(14.446)	(14.446)	28.904	(14.446)	(14.446)	28.904	(14.445)	(14.445)	28.854	0.000
Other	(9.760)	(9.760)	(9.760)	(9.760)	(9.760)	(9.760)	(9.760)	(9.760)	(9.760)	(9.760)	(9.760)	0.163	(107.197)
Other Operating Revenue	(\$32.559)	(\$13.894)	\$10.220	(\$32.294)	(\$16.112)	\$26.485	(\$26.757)	(\$8.638)	\$11.897	(\$33.023)	(\$14.099)	\$21.577	(\$107.197)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	10.000	10.000	20.000	20.000	20.000	41.046	121.046
Total Receipts	(\$32.559)	(\$13.894)	\$10.220	(\$32.294)	(\$16.112)	\$26.485	(\$16.757)	\$1.362	\$31.897	(\$13.023)	\$5.901	\$62.823	\$14.049
Expenditures													
Labor:													
Payroll	\$26.676	\$1.489	\$40.596	\$27.560	(\$128.489)	\$27.560	\$40.596	\$27.182	\$27.560	(\$128.489)	\$27.560	\$43.471	\$33.272
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Salaries and Wages	\$26.676	\$1.489	\$40.596	\$27.560	(\$128.489)	\$27.560	\$40.596	\$27.182	\$27.560	(\$128.489)	\$27.560	\$43.471	\$33.272
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	10.696	10.696
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	17.082	14.168	16.108	16.136	14.538	5.953	17.120	16.108	16.136	17.055	3.436	17.335	171.176
Total Fringe Benefits	\$17.082	\$14.168	\$16.108	\$16.136	\$14.538	\$5.953	\$17.120	\$16.108	\$16.136	\$17.055	\$3.436	\$28.032	\$181.872
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$43.758	\$15.657	\$56.704	\$43.697	(\$113.951)	\$33.513	\$57.717	\$43.289	\$43.697	(\$111.434)	\$30.996	\$71.502	\$215.144
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(17.701)	5.861	2.721	(4.328)	5.865	3.825	(8.632)	5.989	5.989	(7.619)	6.070	3.053	1.093
Claims	7.183	7.183	7.183	7.183	7.183	7.183	7.183	7.183	7.183	7.183	7.183	7.178	86.191
Paratransit Service Contracts	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.500	2.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(7.852)	(7.852)
Professional Services Contracts	3.000	0.000	0.000	3.000	0.000	0.000	3.000	0.000	0.000	3.000	0.000	0.000	12.000
Materials and Supplies	(4.000)	(4.000)	(3.458)	(3.458)	(3.458)	0.542	0.542	3.542	3.542	3.542	3.542	4.622	1.500
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	(\$11.518)	\$9.044	\$6.946	\$2.397	\$9.590	\$12.050	\$2.093	\$16.714	\$17.214	\$6.106	\$16.795	\$7.501	\$94.932
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$32.240	\$24.701	\$63.650	\$46.094	(\$104.361)	\$45.563	\$59.810	\$60.003	\$60.911	(\$105.328)	\$47.791	\$79.003	\$310.076
Total Cash Conversion before Non-Cash Liability Adjs.	(\$0.319)	\$10.807	\$73.870	\$13.799	(\$120.473)	\$72.048	\$43.053	\$61.365	\$92.808	(\$118.352)	\$53.692	\$141.826	\$324.126
Depreciation	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$156.505	\$1,878.062
OPEB Liability Adjustment	0.000	0.000	260.167	0.000	0.000	260.167	0.000	0.000	260.167	0.000	0.000	260.167	1,040.666
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(6.398)	0.000	0.000	(290.000)	(296.398)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$156.186	\$167.312	\$490.542	\$170.305	\$36.032	\$488.720	\$199.558	\$217.870	\$503.081	\$38.154	\$210.197	\$268.498	\$2,946.456

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2019 Adopted Budget
Non-Reimbursable/Reimbursable Overtime Expenses
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<i>Non-Reimbursable Overtime</i>													
Scheduled Service	\$13.020	\$11.714	\$12.799	\$12.749	\$13.185	\$12.492	\$12.831	\$12.831	\$12.253	\$13.175	\$12.248	\$12.571	\$151.868
Unscheduled Service	10.604	9.924	10.916	10.902	11.118	10.933	11.198	11.200	10.898	11.299	10.947	11.085	131.026
Programmatic/Routine Maintenance	12.271	11.581	12.234	12.016	11.584	12.018	11.678	12.033	11.518	10.618	11.084	11.255	139.891
Unscheduled Maintenance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Vacancy/Absentee Coverage	1.407	1.407	1.407	1.407	1.421	1.435	1.435	1.435	1.435	1.435	1.435	1.435	17.095
Weather Emergencies	7.052	3.593	4.506	0.532	0.542	0.516	0.659	0.553	0.680	0.673	0.690	4.432	24.429
Safety/Security/Law Enforcement	0.234	0.234	0.234	0.234	0.237	0.239	0.239	0.239	0.239	0.239	0.239	0.239	2.848
Other	1.852	1.778	(5.414)	1.806	1.776	1.784	1.793	(5.406)	1.800	1.793	1.793	1.939	7.295
<i>NON-REIMBURSABLE OVERTIME</i>	\$46.440	\$40.232	\$36.683	\$39.647	\$39.863	\$39.418	\$39.834	\$32.885	\$38.824	\$39.232	\$38.438	\$42.956	\$474.452
<i>REIMBURSABLE OVERTIME</i>	\$8.777	\$8.735	\$15.988	\$8.753	\$9.478	\$9.555	\$9.604	\$16.819	\$9.579	\$9.581	\$9.539	\$9.404	\$125.812
TOTAL OVERTIME	\$55.217	\$48.967	\$52.671	\$48.400	\$49.341	\$48.973	\$49.438	\$49.705	\$48.403	\$48.813	\$47.976	\$52.360	\$600.264

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2019 Adopted Budget
Ridership and Traffic Volume (Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Subway	135.768	125.120	143.359	143.257	148.274	137.933	137.121	133.714	137.786	148.952	135.861	134.046	1,661.190
Bus	45.430	43.039	48.820	48.489	50.548	45.739	45.815	45.240	47.008	50.427	44.911	43.037	558.503
Paratransit	0.805	0.779	0.894	0.912	0.957	0.904	0.904	0.936	0.952	1.063	0.943	0.956	11.005
Total Ridership	182.002	168.938	193.073	192.658	199.779	184.577	183.840	179.890	185.746	200.441	181.715	178.039	2,230.698
<u>FAREBOX REVENUE</u> <u>(Excluding fare media liability)</u>													
Subway	\$277.180	\$255.192	\$291.434	\$286.704	\$295.091	\$279.504	\$287.014	\$280.639	\$279.287	\$301.111	\$275.382	\$275.323	\$3,383.861
Bus	73.356	69.760	78.520	77.036	79.230	74.122	78.655	78.307	74.947	80.343	72.282	69.435	905.992
Paratransit	1.686	1.631	1.872	1.910	2.005	1.893	1.893	1.960	1.994	2.226	1.975	2.001	23.047
Total Farebox Revenue	\$352.221	\$326.584	\$371.825	\$365.651	\$376.326	\$355.519	\$367.562	\$360.906	\$356.228	\$383.681	\$349.639	\$346.758	\$4,312.900

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

Function/Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	EOY
Administration												
Office of the President	32	32	32	32	32	32	32	32	32	32	32	33
Law	307	307	307	307	307	307	307	307	307	307	307	315
Office of the EVP	18	18	18	18	18	18	18	18	18	18	18	18
Human Resources	254	254	254	254	254	254	253	253	253	253	253	248
Office of Management and Budget	43	43	43	43	43	43	43	43	43	43	43	43
Capital Planning & Budget	37	37	37	37	37	37	37	37	37	37	37	37
Corporate Communications	211	211	211	211	211	211	211	211	211	211	211	215
Non-Departmental	7	7	7	31	7	7	7	7	7	7	7	6
Labor Relations	99	99	99	99	99	99	99	99	99	99	99	100
Office of People & Business Transformation	23	23	23	23	23	23	23	23	23	23	23	269
Materiel	276	276	276	276	276	276	271	271	271	271	271	122
Controller	123	123	123	123	123	123	123	123	123	123	123	25
Total Administration	1,430	1,430	1,430	1,454	1,430	1,430	1,424	1,424	1,424	1,424	1,424	1,431
Operations												
Subways Service Delivery	8,738	8,664	8,593	8,629	8,926	8,926	8,865	8,864	8,864	8,863	8,811	8,911
Subways Operations Support./Admin.	412	412	412	412	412	412	412	412	412	412	412	411
Subways Stations	2,709	2,709	2,709	2,709	2,783	2,783	2,785	2,785	2,785	2,767	2,767	2,765
Sub-total - Subways	11,859	11,785	11,714	11,750	12,121	12,121	12,062	12,061	12,061	12,042	11,990	12,087
Buses	11,146	11,146	11,146	11,146	11,613	11,613	11,479	11,479	11,544	11,505	11,505	11,442
Paratransit	209	209	209	209	209	209	209	209	209	209	209	214
Operations Planning	397	397	397	397	434	434	428	428	428	428	428	429
Revenue Control	643	643	643	643	650	650	650	650	650	650	650	653
	(243)	(169)	(98)	594	(68)	(68)	-	1	1	1	49	(63)
Total Operations	24,011	24,011	24,011	24,739	24,959	24,959	24,828	24,828	24,893	24,835	24,831	24,762
Maintenance												
Subways Operation Support /Admin	35	35	35	35	35	35	35	35	35	35	35	30
Subways Engineering	391	391	391	391	391	391	390	390	390	390	390	392
Subways Car Equipment	4,977	4,977	4,977	4,978	4,989	4,989	4,981	4,975	4,975	4,976	4,976	4,980
Subways Infrastructure	1,998	1,998	1,998	1,998	1,998	1,998	1,981	1,981	1,981	1,982	1,983	1,984
Subways Elevator & Escalators	462	462	462	462	462	462	462	452	452	452	452	452
Subways Stations	3,523	3,523	3,523	3,523	3,549	3,549	3,472	3,472	3,472	3,460	3,461	3,466
Subways Track	3,189	3,189	3,189	3,189	3,217	3,217	3,141	3,141	3,141	3,141	3,143	3,150
Subways Power	709	709	709	709	709	709	709	709	709	709	709	711
Subways Signals	1,641	1,641	1,641	1,641	1,652	1,652	1,643	1,643	1,643	1,643	1,644	1,650
Subways Electronics Maintenance	1,710	1,710	1,710	1,710	1,743	1,743	1,743	1,743	1,743	1,744	1,744	1,754
Sub-total - Subways	18,635	18,635	18,635	18,636	18,745	18,728	18,557	18,541	18,541	18,532	18,537	18,569
Buses	3,565	3,565	3,565	3,565	3,620	3,620	3,620	3,606	3,606	3,606	3,606	3,672
Supply Logistics	578	578	578	578	578	578	565	565	565	565	565	567
System Safety	93	93	93	93	93	93	93	93	93	93	93	95
Non-Departmental	197	197	197	178	(151)	(134)	(132)	(102)	(102)	(101)	(101)	(104)
Total Maintenance	23,068	23,068	23,068	23,050	22,885	22,885	22,703	22,703	22,703	22,695	22,700	22,799
Engineering/Capital												
Capital Program Management	1,471	1,471	1,471	1,471	1,471	1,471	1,471	1,471	1,471	1,471	1,471	1,468
Total Engineering/Capital	1,471	1,471	1,471	1,471	1,471	1,471	1,471	1,471	1,471	1,471	1,471	1,468
Public Safety												
Security	665	665	665	665	686	686	686	686	686	686	686	688
Total Public Safety	665	665	665	665	686	686	686	686	686	686	686	688
Total Positions	50,645	50,645	50,645	51,379	51,431	51,431	51,112	51,112	51,177	51,111	51,112	51,148
Non-Reimbursable	44,964	44,964	44,964	44,806	44,867	44,867	44,583	44,583	44,648	44,582	44,583	44,627
Reimbursable	5,681	5,681	5,681	6,573	6,564	6,564	6,529	6,529	6,529	6,529	6,529	6,521
Total Full-Time	50,400	50,400	50,400	51,098	51,152	51,152	50,833	50,833	50,898	50,832	50,833	50,915
Total Full-Time Equivalents	245	245	245	281	279	279	279	279	279	279	279	233

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2019 Adopted Budget
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	520	520	520	520	520	520	519	519	519	519	519	542
Professional/Technical/Clerical	874	874	874	898	874	874	869	869	869	869	869	853
Operational Hourlies	36	36	36	36	36	36	36	36	36	36	36	36
Total Administration Headcount	1,430	1,430	1,430	1,454	1,430	1,430	1,424	1,424	1,424	1,424	1,424	1,431
Operations												
Managers/Supervisors	2,809	2,809	2,809	2,809	2,895	2,895	2,894	2,894	2,894	2,894	2,894	2,894
Professional/Technical/Clerical	587	587	587	587	592	592	590	590	590	590	590	591
Operational Hourlies	20,615	20,615	20,615	21,343	21,472	21,472	21,344	21,344	21,409	21,351	21,347	21,277
Total Operations Headcount	24,011	24,011	24,011	24,739	24,959	24,959	24,828	24,828	24,893	24,835	24,831	24,762
Maintenance												
Managers/Supervisors	4,067	4,067	4,067	4,131	4,051	4,051	3,984	3,984	3,984	3,984	3,985	4,042
Professional/Technical/Clerical	1,097	1,097	1,097	1,097	1,099	1,099	1,097	1,097	1,097	1,100	1,104	1,098
Operational Hourlies	17,904	17,904	17,904	17,822	17,735	17,735	17,622	17,622	17,622	17,611	17,611	17,659
Total Maintenance Headcount	23,068	23,068	23,068	23,050	22,885	22,885	22,703	22,703	22,703	22,695	22,700	22,799
Engineering / Capital												
Managers/Supervisors	379	379	379	379	379	379	379	379	379	379	379	379
Professional/Technical/Clerical	1,090	1,090	1,090	1,090	1,090	1,090	1,090	1,090	1,090	1,090	1,090	1,087
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
Total Engineering Headcount	1,471	1,471	1,471	1,471	1,471	1,471	1,471	1,471	1,471	1,471	1,471	1,468
Public Safety												
Managers/Supervisors	271	271	271	271	292	292	292	292	292	292	292	293
Professional, Technical, Clerical	40	40	40	40	40	40	40	40	40	40	40	41
Operational Hourlies	354	354	354	354	354	354	354	354	354	354	354	354
Total Public Safety Headcount	665	665	665	665	686	686	686	686	686	686	686	688
Total Positions												
Managers/Supervisors	8,046	8,046	8,046	8,110	8,137	8,137	8,068	8,068	8,068	8,068	8,069	8,150
Professional, Technical, Clerical	3,688	3,688	3,688	3,712	3,695	3,695	3,686	3,686	3,686	3,689	3,693	3,670
Operational Hourlies	38,911	38,911	38,911	39,557	39,599	39,599	39,358	39,358	39,423	39,354	39,350	39,328
Total Positions	50,645	50,645	50,645	51,379	51,431	51,431	51,112	51,112	51,177	51,111	51,112	51,148

**MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN 2019-2022
2018 FINAL ESTIMATE AND 2019 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Staten Island Railway's 2018 Final Estimate, 2019 Adopted Budget and the Financial Plan for 2019 - 2022. The SIR Adopted Budget does not include MTA adjustments that were presented in the November Financial Plan and adopted by the Board in December 2018.

The February Financial Plan includes the following expense re-categorization which has a net-zero impact on the surplus/deficit and is therefore not captured on the reconciliation tables:

- Offsetting reclassification of \$0.250 million within Other Operating Revenue between Advertising/Real Estate Revenue and Student Fare Reimbursements.

The following schedules detail the monthly allocation of financial, position and utilization data based on the 2019 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA STATEN ISLAND RAILWAY
February Financial Plan 2019 - 2022
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

Favorable/(Unfavorable)									
2018		2019		2020		2021		2022	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

2018 November Financial Plan: Net Surplus/(Deficit)	328	(\$72.023)	308	(\$75.689)	308	(\$69.516)	308	(\$67.957)	308	(\$68.577)
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Technical Adjustments:

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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MTA Plan Adjustments:

No Adjustments

Other:

Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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2019 February Financial Plan: Net Surplus/(Deficit)	328	(\$72.023)	308	(\$75.689)	308	(\$69.516)	308	(\$67.957)	308	(\$68.577)
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MTA STATEN ISLAND RAILWAY
February Financial Plan 2019 - 2022
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

Favorable/(Unfavorable)										
2018			2019		2020		2021		2022	
Positions	Dollars		Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2018 November Financial Plan: Net Surplus/(Deficit)										
28	\$0.000		28	\$0.000	28	\$0.000	28	\$0.000	28	\$0.000
Technical Adjustments:										
Sub-Total Technical Adjustments										
0	\$0.000		0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
MTA Plan Adjustments:										
No Adjustments										
Other:										
Sub-Total MTA Plan Adjustments										
0	\$0.000		0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2019 February Financial Plan: Net Surplus/(Deficit)										
28	\$0.000		28	\$0.000	28	\$0.000	28	\$0.000	28	\$0.000

MTA STATEN ISLAND RAILWAY
February Financial Plan 2019 - 2022
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2018		2019		2020		2021		2022	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2018 November Financial Plan: Net Surplus/(Deficit)	356	(\$54.948)	336	(\$55.688)	336	(\$50.117)	336	(\$49.559)	336	(\$50.176)
Technical Adjustments:										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
MTA Plan Adjustments:										
No Adjustments										
Other:										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2019 February Financial Plan: Net Surplus/(Deficit)	356	(\$54.948)	336	(\$55.688)	336	(\$50.117)	336	(\$49.559)	336	(\$50.176)

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

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
<u>Non-Reimbursable</u>					
Operating Revenue					
Farebox Revenue	\$6.964	\$7.041	\$7.083	\$7.060	\$7.059
Other Operating Revenue	2.447	2.468	2.468	2.469	2.469
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$9.411	\$9.509	\$9.551	\$9.529	\$9.528
Operating Expense					
<u>Labor:</u>					
Payroll	\$24.850	\$25.221	\$24.082	\$24.553	\$25.032
Overtime	2.121	2.709	2.087	1.956	1.962
Health and Welfare	6.550	6.869	6.761	7.099	7.456
OPEB Current Payments	2.589	2.585	2.692	2.824	2.964
Pension	7.215	7.316	6.812	6.413	5.715
Other Fringe Benefits	5.673	5.363	5.295	5.383	5.474
Reimbursable Overhead	(0.540)	(0.861)	(0.379)	(0.386)	(0.394)
Total Labor Expenses	\$48.458	\$49.203	\$47.350	\$47.842	\$48.209
<u>Non-Labor:</u>					
Electric Power	\$5.012	\$4.404	\$4.512	\$4.646	\$4.824
Fuel	0.236	0.220	0.207	0.207	0.229
Insurance	1.194	1.232	1.201	1.271	1.269
Claims	0.087	0.088	0.090	0.093	0.095
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.374	4.582	2.382	2.210	2.234
Professional Services Contracts	1.039	1.041	1.061	1.084	1.104
Materials and Supplies	1.904	3.174	2.134	1.704	1.713
Other Business Expenses	0.030	1.255	0.730	0.029	0.028
Total Non-Labor Expenses	\$12.876	\$15.996	\$12.317	\$11.244	\$11.496
<u>Other Expense Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$61.334	\$65.199	\$59.667	\$59.086	\$59.705
Depreciation	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000
OPEB Liability Adjustment	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	0.600	0.500	(0.100)	(1.100)	(1.100)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$81.434	\$85.199	\$79.067	\$77.486	\$78.105
Net Surplus/(Deficit)	(\$72.023)	(\$75.690)	(\$69.516)	(\$67.957)	(\$68.577)

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

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

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

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
<u>Non-Reimbursable / Reimbursable</u>					
Operating Revenue					
Farebox Revenue	\$6.964	\$7.041	\$7.083	\$7.060	\$7.059
Other Operating Revenue	2.447	2.468	2.468	2.469	2.469
Capital and Other Reimbursements	2.118	4.555	4.576	4.664	4.754
Total Revenues	\$11.529	\$14.064	\$14.127	\$14.193	\$14.282
Operating Expense					
<u>Labor:</u>					
Payroll	\$25.370	\$26.953	\$26.382	\$26.898	\$27.423
Overtime	3.121	3.709	2.987	2.856	2.862
Health and Welfare	6.550	7.148	7.061	7.421	7.801
OPEB Current Payments	2.589	2.585	2.692	2.824	2.964
Pension	7.215	7.438	6.936	6.540	5.844
Other Fringe Benefits	5.731	5.925	5.868	5.967	6.069
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$50.576	\$53.758	\$51.926	\$52.506	\$52.963
<u>Non-Labor:</u>					
Electric Power	\$5.012	\$4.404	\$4.512	\$4.646	\$4.824
Fuel	0.236	0.220	0.207	0.207	0.229
Insurance	1.194	1.232	1.201	1.271	1.269
Claims	0.087	0.088	0.090	0.093	0.095
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.374	4.582	2.382	2.210	2.234
Professional Services Contracts	1.039	1.041	1.061	1.084	1.104
Materials and Supplies	1.904	3.174	2.134	1.704	1.713
Other Business Expenses	0.030	1.255	0.730	0.029	0.028
Total Non-Labor Expenses	\$12.876	\$15.996	\$12.317	\$11.244	\$11.496
<u>Other Expense Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$63.452	\$69.754	\$64.243	\$63.750	\$64.459
Depreciation	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000
OPEB Liability Adjustment	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	0.600	0.500	(0.100)	(1.100)	(1.100)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$83.552	\$89.754	\$83.643	\$82.150	\$82.859
Net Surplus/(Deficit)	(\$72.023)	(\$75.690)	(\$69.516)	(\$67.957)	(\$68.577)

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

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
<u>Cash Receipts and Expenditures</u>					
Receipts					
Farebox Revenue	\$6.963	\$7.041	\$7.083	\$7.060	\$7.059
Other Operating Revenue	2.447	2.468	2.468	2.469	2.469
Capital and Other Reimbursements	2.118	4.556	4.575	4.664	4.755
Total Receipts	\$11.528	\$14.065	\$14.126	\$14.193	\$14.283
Expenditures					
<u>Labor:</u>					
Payroll	\$25.370	\$26.953	\$26.382	\$26.898	\$27.423
Overtime	3.121	3.709	2.987	2.856	2.862
Health and Welfare	6.550	7.148	7.061	7.421	7.801
OPEB Current Payments	2.589	2.585	2.692	2.824	2.964
Pension	7.215	7.438	6.936	6.540	5.844
Other Fringe Benefits	5.731	5.925	5.868	5.967	6.069
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$50.576	\$53.758	\$51.926	\$52.506	\$52.963
<u>Non-Labor:</u>					
Electric Power	\$5.012	\$4.404	\$4.512	\$4.646	\$4.824
Fuel	0.236	0.220	0.207	0.208	0.228
Insurance	1.194	1.232	1.201	1.271	1.269
Claims	0.087	0.088	0.090	0.093	0.095
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.374	4.582	2.382	2.210	2.234
Professional Services Contracts	1.039	1.041	1.061	1.084	1.104
Materials and Supplies	4.929	3.174	2.134	1.704	1.713
Other Business Expenses	0.030	1.255	0.730	0.030	0.029
Total Non-Labor Expenditures	\$15.901	\$15.996	\$12.317	\$11.246	\$11.496
<u>Other Expenditure Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$66.477	\$69.754	\$64.243	\$63.752	\$64.459
Net Cash Balance	(\$54.949)	(\$55.689)	(\$50.117)	(\$49.559)	(\$50.176)

MTA STATEN ISLAND RAILWAY
February Financial Plan 2019 - 2022
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
Cash Flow Adjustments					
Receipts					
Farebox Revenue	(\$0.001)	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.001	(0.001)	0.000	0.001
Total Receipts	(\$0.001)	\$0.001	(\$0.001)	\$0.000	\$0.001
Expenditures					
<u>Labor:</u>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>					
Electric Power	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	(0.001)	0.001
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	(3.025)	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	(0.001)	(0.001)
Total Non-Labor Expenditures	(\$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
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	(\$3.025)	\$0.000	\$0.000	(\$0.002)	\$0.000
Total Cash Conversion Adjustments before Depreciation	(\$3.026)	\$0.001	(\$0.001)	(\$0.002)	\$0.001
Depreciation	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000
OPEB Liability Adjustment	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	0.600	0.500	(0.100)	(1.100)	(1.100)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$17.074	\$20.001	\$19.399	\$18.398	\$18.401

MTA STATEN ISLAND RAILWAY
February Financial Plan 2019 - 2022
Ridership and Traffic Volume (Utilization)
(in millions)

Final Estimate	Adopted Budget			
2018	2019	2020	2021	2022

RIDERSHIP

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

FAREBOX REVENUE

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

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

FUNCTION/DEPARTMENT	2018 Final Estimate	2019 Adopted Budget	2020	2021	2022
Administration					
Executive	13	13	13	13	13
General Office	9	9	9	9	9
Purchasing/Stores	6	6	6	6	6
Total Administration	28	28	28	28	28
Operations					
Transportation	119	119	119	119	119
Maintenance					
Mechanical	53	53	53	53	53
Electronic/Electrical	15	15	15	15	15
Power/Signals	29	29	29	29	29
Maintenance of Way	70	50	50	50	50
Infrastructure	26	26	26	26	26
Total Maintenance	193	173	173	173	173
Engineering/Capital					
Capital Project Support	16	16	16	16	16
Public Safety					
Police	-	-	-	-	-
Baseline Total Positions	356	336	336	336	336
Non-Reimbursable	328	308	308	308	308
Reimbursable	28	28	28	28	28
Total Full-Time	356	336	336	336	336
Total Full-Time Equivalents					

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

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
FUNCTION / OCCUPATIONAL GROUP					
Administration					
Managers/Supervisors	16	16	16	16	16
Professional/Technical/Clerical	12	12	12	12	12
Operational Hourlies	0	0	0	0	0
Total Administration Headcount	28	28	28	28	28
Operations					
Managers/Supervisors	11	11	11	11	11
Professional/Technical/Clerical	3	3	3	3	3
Operational Hourlies	105	105	105	105	105
Total Operations Headcount	119	119	119	119	119
Maintenance					
Managers/Supervisors	16	13	13	13	13
Professional/Technical/Clerical	6	6	6	6	6
Operational Hourlies	171	154	154	154	154
Total Maintenance Headcount	193	173	173	173	173
Engineering / Capital					
Managers/Supervisors	3	3	3	3	3
Professional/Technical/Clerical	4	4	4	4	4
Operational Hourlies	9	9	9	9	9
Total Engineering Headcount	16	16	16	16	16
Public Safety					
Managers/Supervisors	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0
Operational Hourlies	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0
Total Positions					
Managers/Supervisors	46	43	43	43	43
Professional, Technical, Clerical	25	25	25	25	25
Operational Hourlies	285	268	268	268	268
Total Positions	356	336	336	336	336

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2019 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Non-Reimbursable</u>													
Operating Revenue													
Farebox Revenue	\$0.566	\$0.524	\$0.580	\$0.592	\$0.613	\$0.577	\$0.597	\$0.592	\$0.607	\$0.656	\$0.582	\$0.553	\$7.041
Other Operating Revenue	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	2.468
Total Revenues	\$0.772	\$0.730	\$0.786	\$0.798	\$0.819	\$0.783	\$0.803	\$0.798	\$0.812	\$0.862	\$0.788	\$0.759	\$9.509
Operating Expenses													
<u>Labor:</u>													
Payroll	\$2.196	\$1.993	\$2.041	\$2.031	\$2.157	\$2.002	\$2.182	\$2.116	\$2.073	\$2.138	\$2.268	\$2.023	\$25.221
Overtime	0.383	0.316	0.307	0.167	0.176	0.184	0.201	0.211	0.214	0.210	0.182	0.159	2.709
Health and Welfare	0.575	0.575	0.575	0.575	0.575	0.575	0.575	0.575	0.575	0.575	0.575	0.544	6.869
OPEB Current Payments	0.215	0.215	0.215	0.215	0.215	0.215	0.215	0.215	0.215	0.215	0.215	0.215	2.585
Pension	0.610	0.610	0.610	0.610	0.610	0.610	0.610	0.610	0.610	0.610	0.610	0.610	7.316
Other Fringe Benefits	0.460	0.477	0.445	0.438	0.445	0.441	0.448	0.443	0.445	0.436	0.450	0.436	5.363
Reimbursable Overhead	(0.073)	(0.066)	(0.074)	(0.072)	(0.073)	(0.068)	(0.073)	(0.074)	(0.071)	(0.077)	(0.071)	(0.069)	(0.861)
Total Labor Expenses	\$4.366	\$4.120	\$4.120	\$3.964	\$4.106	\$3.959	\$4.158	\$4.096	\$4.060	\$4.107	\$4.230	\$3.918	\$49.203
<u>Non-Labor:</u>													
Electric Power	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$4.404
Fuel	0.023	0.023	0.023	0.023	0.023	0.016	0.013	0.013	0.013	0.013	0.016	0.021	0.220
Insurance	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	1.232
Claims	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.088
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.177	0.177	0.402	0.440	0.470	0.645	0.500	0.392	0.507	0.272	0.250	0.352	4.582
Professional Services Contracts	0.087	0.087	0.087	0.087	0.087	0.087	0.087	0.087	0.087	0.087	0.087	0.087	1.041
Materials and Supplies	0.216	0.216	0.216	0.237	0.237	0.296	0.306	0.306	0.306	0.306	0.306	0.226	3.174
Other Business Expenses	0.061	0.061	0.097	0.097	0.097	0.097	0.147	0.147	0.147	0.147	0.097	0.061	1.255
Total Non-Labor Expenses	\$1.040	\$1.040	\$1.301	\$1.361	\$1.391	\$1.618	\$1.529	\$1.421	\$1.536	\$1.301	\$1.233	\$1.224	\$15.996
<u>Other Expense Adjustments:</u>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$5.406	\$5.161	\$5.421	\$5.325	\$5.497	\$5.577	\$5.687	\$5.517	\$5.596	\$5.408	\$5.463	\$5.142	\$65.199
Depreciation	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$12.000
OPEB Liability Adjustment	0.000	0.000	1.875	0.000	0.000	1.875	0.000	0.000	1.875	0.000	0.000	1.875	7.500
GASB 68 Pension Expense Adjustment	0.000	0.000	0.125	0.000	0.000	0.125	0.000	0.000	0.125	0.000	0.000	0.125	0.500
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$6.406	\$6.161	\$8.421	\$6.325	\$6.497	\$8.577	\$6.687	\$6.517	\$8.596	\$6.408	\$6.463	\$8.142	\$85.199
Net Surplus/(Deficit)	(\$5.634)	(\$5.431)	(\$7.636)	(\$5.527)	(\$5.678)	(\$7.794)	(\$5.884)	(\$5.718)	(\$7.784)	(\$5.546)	(\$5.675)	(\$7.383)	(\$75.690)

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2019 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.387	0.349	0.391	0.380	0.384	0.362	0.387	0.392	0.375	0.408	0.374	0.365	4.555
Total Revenues	\$0.387	\$0.349	\$0.391	\$0.380	\$0.384	\$0.362	\$0.387	\$0.392	\$0.375	\$0.408	\$0.374	\$0.365	\$4.555
Operating Expenses													
Labor:													
Payroll	\$0.149	\$0.128	\$0.151	\$0.145	\$0.148	\$0.134	\$0.148	\$0.151	\$0.141	\$0.160	\$0.141	\$0.136	\$1.732
Overtime	0.083	0.083	0.083	0.083	0.083	0.083	0.084	0.084	0.084	0.084	0.084	0.084	1.000
Health and Welfare	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.279
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.010	0.010	0.010	0.010	0.010	0.010	0.010	0.010	0.010	0.010	0.010	0.010	0.122
Other Fringe Benefits	0.049	0.039	0.050	0.047	0.048	0.043	0.049	0.050	0.046	0.054	0.045	0.043	0.561
Reimbursable Overhead	0.073	0.066	0.074	0.072	0.073	0.068	0.073	0.074	0.071	0.077	0.071	0.069	0.861
Total Labor Expenses	\$0.387	\$0.349	\$0.391	\$0.380	\$0.384	\$0.362	\$0.387	\$0.392	\$0.375	\$0.408	\$0.374	\$0.365	\$4.555
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$0.387	\$0.349	\$0.391	\$0.380	\$0.384	\$0.362	\$0.387	\$0.392	\$0.375	\$0.408	\$0.374	\$0.365	\$4.555
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2019 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Non-Reimbursable / Reimbursable</u>													
Operating Revenue													
Farebox Revenue	\$0.566	\$0.524	\$0.580	\$0.592	\$0.613	\$0.577	\$0.597	\$0.592	\$0.607	\$0.656	\$0.582	\$0.553	\$7.041
Other Operating Revenue	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	2.468
Capital and Other Reimbursements	0.387	0.349	0.391	0.380	0.384	0.362	0.387	0.392	0.375	0.408	0.374	0.365	4.555
Total Revenues	\$1.159	\$1.079	\$1.176	\$1.177	\$1.203	\$1.145	\$1.190	\$1.190	\$1.188	\$1.270	\$1.162	\$1.124	\$14.064
Operating Expenses													
<u>Labor:</u>													
Payroll	\$2.345	\$2.121	\$2.192	\$2.176	\$2.305	\$2.137	\$2.330	\$2.266	\$2.214	\$2.298	\$2.409	\$2.159	\$26.953
Overtime	0.465	0.398	0.390	0.249	0.259	0.267	0.285	0.295	0.298	0.294	0.266	0.243	3.709
Health and Welfare	0.598	0.598	0.598	0.598	0.598	0.598	0.598	0.598	0.598	0.598	0.598	0.568	7.148
OPEB Current Payments	0.215	0.215	0.215	0.215	0.215	0.215	0.215	0.215	0.215	0.215	0.215	0.215	2.585
Pension	0.620	0.620	0.620	0.620	0.620	0.620	0.620	0.620	0.620	0.620	0.620	0.620	7.438
Other Fringe Benefits	0.509	0.517	0.494	0.485	0.493	0.483	0.496	0.493	0.490	0.490	0.495	0.479	5.925
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$4.752	\$4.469	\$4.510	\$4.344	\$4.490	\$4.321	\$4.545	\$4.488	\$4.436	\$4.515	\$4.604	\$4.284	\$53.758
<u>Non-Labor:</u>													
Electric Power	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$4.404
Fuel	0.023	0.023	0.023	0.023	0.023	0.016	0.013	0.013	0.013	0.013	0.016	0.021	0.220
Insurance	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	1.232
Claims	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.088
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.177	0.177	0.402	0.440	0.470	0.645	0.500	0.392	0.507	0.272	0.250	0.352	4.582
Professional Services Contracts	0.087	0.087	0.087	0.087	0.087	0.087	0.087	0.087	0.087	0.087	0.087	0.087	1.041
Materials and Supplies	0.216	0.216	0.216	0.237	0.237	0.296	0.306	0.306	0.306	0.306	0.306	0.226	3.174
Other Business Expenses	0.061	0.061	0.097	0.097	0.097	0.097	0.147	0.147	0.147	0.147	0.097	0.061	1.255
Total Non-Labor Expenses	\$1.040	\$1.040	\$1.301	\$1.361	\$1.391	\$1.618	\$1.529	\$1.421	\$1.536	\$1.301	\$1.233	\$1.224	\$15.996
<u>Other Expense Adjustments:</u>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$5.793	\$5.509	\$5.812	\$5.705	\$5.881	\$5.939	\$6.074	\$5.909	\$5.972	\$5.816	\$5.837	\$5.507	\$69.754
Depreciation	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$12.000
OPEB Liability Adjustment	0.000	0.000	1.875	0.000	0.000	1.875	0.000	0.000	1.875	0.000	0.000	1.875	7.500
GASB 68 Pension Expense Adjustment	0.000	0.000	0.125	0.000	0.000	0.125	0.000	0.000	0.125	0.000	0.000	0.125	0.500
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$6.793	\$6.509	\$8.812	\$6.705	\$6.881	\$8.939	\$7.074	\$6.909	\$8.972	\$6.816	\$6.837	\$8.507	\$89.754
Net Surplus/(Deficit)	(\$5.634)	(\$5.431)	(\$7.636)	(\$5.527)	(\$5.678)	(\$7.794)	(\$5.884)	(\$5.718)	(\$7.784)	(\$5.546)	(\$5.675)	(\$7.383)	(\$75.690)

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2019 Adopted Budget
Cash Receipts and Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Receipts and Expenditures													
Receipts													
Farebox Revenue	\$0.566	\$0.524	\$0.580	\$0.592	\$0.613	\$0.577	\$0.597	\$0.592	\$0.607	\$0.656	\$0.582	\$0.553	\$7.041
Other Operating Revenue	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	2.468
Capital and Other Reimbursements	0.387	0.349	0.391	0.380	0.384	0.362	0.387	0.392	0.375	0.408	0.374	0.366	4.556
Total Receipts	\$1.159	\$1.079	\$1.176	\$1.177	\$1.203	\$1.145	\$1.190	\$1.190	\$1.188	\$1.270	\$1.162	\$1.125	\$14.065
Expenditures													
Labor:													
Payroll	\$2.022	\$2.020	\$1.882	\$1.943	\$3.130	\$1.987	\$3.873	\$2.045	\$2.063	\$3.070	\$2.485	\$0.433	\$26.953
Overtime	0.465	0.398	0.390	0.249	0.259	0.267	0.285	0.295	0.298	0.294	0.266	0.243	3.709
Health and Welfare	0.598	0.598	0.598	0.598	0.598	0.598	0.598	0.598	0.598	0.598	0.598	0.568	7.148
OPEB Current Payments	0.215	0.215	0.215	0.215	0.215	0.215	0.215	0.215	0.215	0.215	0.215	0.215	2.585
Pension	0.620	0.620	0.620	0.620	0.620	0.620	0.620	0.620	0.620	0.620	0.620	0.620	7.438
Other Fringe Benefits	0.274	0.299	0.261	0.257	0.346	0.262	0.403	0.266	0.269	0.338	0.291	2.658	5.925
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$4.195	\$4.151	\$3.966	\$3.883	\$5.168	\$3.950	\$5.994	\$4.039	\$4.063	\$5.135	\$4.475	\$4.737	\$53.758
Non-Labor:													
Electric Power	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$0.367	\$4.404
Fuel	0.023	0.023	0.023	0.023	0.023	0.016	0.013	0.013	0.013	0.013	0.016	0.021	0.220
Insurance	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	1.232
Claims	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	0.227	0.088
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.177	0.177	0.402	0.440	0.470	0.645	0.500	0.392	0.507	0.272	0.250	0.352	4.582
Professional Services Contracts	0.087	0.087	0.087	0.087	0.087	0.087	0.087	0.087	0.087	0.087	0.087	0.087	1.041
Materials and Supplies	0.216	0.216	0.216	0.237	0.237	0.296	0.306	0.306	0.306	0.306	0.306	0.226	3.174
Other Business Expenses	0.061	0.061	0.097	0.097	0.097	0.097	0.147	0.147	0.147	0.147	0.097	0.061	1.255
Total Non-Labor Expenditures	\$1.020	\$1.020	\$1.281	\$1.341	\$1.371	\$1.598	\$1.509	\$1.401	\$1.516	\$1.281	\$1.213	\$1.444	\$15.996
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$5.216	\$5.172	\$5.248	\$5.224	\$6.539	\$5.548	\$7.504	\$5.440	\$5.579	\$6.416	\$5.689	\$6.181	\$69.754
Net Cash Balance	(\$4.057)	(\$4.093)	(\$4.072)	(\$4.046)	(\$5.336)	(\$4.403)	(\$6.314)	(\$4.250)	(\$4.391)	(\$5.145)	(\$4.526)	(\$5.056)	(\$55.689)

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2019 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Flow Adjustments													
Receipts													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.001
Total Receipts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.001	\$0.001
Expenditures													
<u>Labor:</u>													
Payroll	\$0.323	\$0.100	\$0.311	\$0.233	(\$0.826)	\$0.150	(\$1.543)	\$0.222	\$0.151	(\$0.771)	(\$0.076)	\$1.726	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.234	0.218	0.233	0.228	0.148	0.221	0.093	0.227	0.221	0.152	0.204	(2.180)	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.557	\$0.318	\$0.544	\$0.461	(\$0.678)	\$0.371	(\$1.450)	\$0.448	\$0.373	(\$0.619)	\$0.129	(\$0.454)	\$0.000
<u>Non-Labor:</u>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	(0.220)	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.020	\$0.020	\$0.020	\$0.020	\$0.020	\$0.020	\$0.020	\$0.020	\$0.020	\$0.020	\$0.020	(\$0.220)	\$0.000
<u>Other Expenditure Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$0.577	\$0.338	\$0.564	\$0.481	(\$0.658)	\$0.391	(\$1.430)	\$0.468	\$0.393	(\$0.599)	\$0.149	(\$0.674)	\$0.000
Total Cash Conversion before Non-Cash Liability Adjs.	\$0.577	\$0.338	\$0.564	\$0.481	(\$0.658)	\$0.391	(\$1.430)	\$0.468	\$0.393	(\$0.599)	\$0.149	(\$0.673)	\$0.001
Depreciation	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$12.000
OPEB Liability Adjustment	0.000	0.000	1.875	0.000	0.000	1.875	0.000	0.000	1.875	0.000	0.000	1.875	7.500
GASB 68 Pension Expense Adjustment	0.000	0.000	0.125	0.000	0.000	0.125	0.000	0.000	0.125	0.000	0.000	0.125	0.500
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$1.577	\$1.338	\$3.564	\$1.481	\$0.342	\$3.391	(\$0.430)	\$1.468	\$3.393	\$0.401	\$1.149	\$2.327	\$20.001

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2019 Adopted Budget
Ridership and Traffic Volume (Utilization)
(in millions)

RIDERSHIP

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Fixed Route	0.406	0.342	0.396	0.389	0.422	0.373	0.344	0.335	0.406	0.443	0.391	0.378	4.625
Total Ridership	0.406	0.342	0.396	0.389	0.422	0.373	0.344	0.335	0.406	0.443	0.391	0.378	4.625

FAREBOX REVENUE

Fixed Route Farebox Revenue	\$0.566	\$0.524	\$0.580	\$0.592	\$0.613	\$0.577	\$0.597	\$0.592	\$0.607	\$0.656	\$0.582	\$0.553	\$7.041
Total Farebox Revenue	\$0.566	\$0.524	\$0.580	\$0.592	\$0.613	\$0.577	\$0.597	\$0.592	\$0.607	\$0.656	\$0.582	\$0.553	\$7.041

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2019 Adopted Budget
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	16	16	16	16	16	16	16	16	16	16	16	16
Professional/Technical/Clerical	12	12	12	12	12	12	12	12	12	12	12	12
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration Headcount	28	28	28	28	28	28	28	28	28	28	28	28
Operations												
Managers/Supervisors	11	11	11	11	11	11	11	11	11	11	11	11
Professional/Technical/Clerical	3	3	3	3	3	3	3	3	3	3	3	3
Operational Hourlies	105	105	105	105	105	105	105	105	105	105	105	105
Total Operations Headcount	119	119	119	119	119	119	119	119	119	119	119	119
Maintenance												
Managers/Supervisors	16	16	16	16	16	16	16	16	16	16	16	13
Professional/Technical/Clerical	6	6	6	6	6	6	6	6	6	6	6	6
Operational Hourlies	171	171	171	171	171	171	171	171	171	171	171	154
Total Maintenance Headcount	193	193	193	193	193	193	193	193	193	193	193	173
Engineering / Capital												
Managers/Supervisors	3	3	3	3	3	3	3	3	3	3	3	3
Professional/Technical/Clerical	4	4	4	4	4	4	4	4	4	4	4	4
Operational Hourlies	9	9	9	9	9	9	9	9	9	9	9	9
Total Engineering Headcount	16	16	16	16	16	16	16	16	16	16	16	16
Public Safety												
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0	0	0	0	0	0	0
Total Positions												
Managers/Supervisors	46	46	46	46	46	46	46	46	46	46	46	43
Professional, Technical, Clerical	25	25	25	25	25	25	25	25	25	25	25	25
Operational Hourlies	285	285	285	285	285	285	285	285	285	285	285	268
Total Positions	356	356	356	356	356	356	356	356	356	356	356	336

**MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2018-2021
2018 FINAL ESTIMATE AND 2019 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bus Company's 2018 Final Estimate, 2019 Adopted Budget and the Financial Plan for 2019-2022. The MTA Bus Company Adopted Budget does not include MTA adjustments that were presented in the November Financial Plan and adopted by the Board in December 2018.

The February Financial Plan includes timing changes, which have a net-zero impact on the surplus/deficit, and are described below:

- Maintenance and Other Operating Contracts are projected to decrease by \$0.916 million in 2018 and increase by \$0.916 million in 2019 based on revised timing assumptions for the Palo Alto Firewall, Depot Wi-Fi, Lift replacement, and Digital Information Screens (DIS).
- Professional Services is projected to decrease by \$2.361 million in 2018 and increase by \$2.361 million in 2019 based on revised timing assumptions for the Bus Action Plan.
- Material & Supplies is projected to decrease by \$9.186 million in 2018 and increase by \$9.186 million in 2019 based on revised timing assumptions for SBS Routes, Lift replacement and the New Fare Systems (NFS).

The following schedules detail the monthly allocation of financial (including overtime), position and utilization data based on the 2019 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA BUS COMPANY
February Financial Plan 2019 - 2022
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2018		2019		2020		2021		2022	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2018 November Financial Plan: Net Surplus/(Deficit)	3,941	(\$773.809)	3,875	(\$816.495)	3,833	(\$720.896)	3,806	(\$732.815)	3,936	(\$770.501)
Technical Adjustments:										
New Fare System		\$7.858		(\$7.858)						
SBS Routes		1.228		(1.228)						
Bus Action Plan		2.295		(2.295)						
Pal Alto Fire Wall		0.140		(0.140)						
Video Data Analysis		0.066		(0.066)						
Depot WiFi		0.184		(0.184)						
Digital Information Screen (DIS)		0.292		(0.292)						
Lift Replacement		0.400		(0.400)						
Sub-Total Technical Adjustments	0	\$12.463	0	(\$12.463)	0	\$0.000	0	\$0.000	0	\$0.000
MTA Plan Adjustments:										
MTA Re-estimates:										
Other Technical Adjustments				(\$.003)						
Sub-Total MTA Plan Adjustments	0	\$0.000	0	(\$0.003)	0	\$0.000	0	\$0.000	0	\$0.000
2019 February Financial Plan: Net Surplus/(Deficit)	3,941	\$ (761.346)	3,875	\$ (828.961)	3,833	\$ (720.896)	3,806	\$ (732.815)	3,936	\$ (770.501)

MTA BUS COMPANY
February Financial Plan 2019 - 2022
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2018		2019		2020		2021		2022	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2018 November Financial Plan: Net Surplus/(Deficit)	40	\$0.000	40	\$0.000	40	\$0.000	40	\$0.000	40	\$0.000
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
MTA Re-estimates:										
Other:										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2019 February Financial Plan: Net Surplus/(Deficit)	40	\$0.000	40	\$0.000	40	\$0.000	40	\$0.000	40	\$0.000

MTA BUS COMPANY
February Financial Plan 2019 - 2022
Reconciliation to the November Plan - (Cash)
(\$ in millions)

Favorable/(Unfavorable)											
2018			2019			2020		2021		2022	
Positions	Dollars		Positions	Dollars		Positions	Dollars	Positions	Dollars	Positions	Dollars
2018 November Financial Plan: Net Surplus/(Deficit)	3,981	(\$546.958)	3,915	(\$519.106)	3,873	(\$480.526)	3,846	(\$501.609)	3,976	(\$533.083)	
Technical Adjustments:											
New Fare System		\$7.858			(\$7.858)						
SBS Routes		1.228			(1.228)						
Bus Action Plan		2.295			(2.295)						
Pal Alto Fire Wall		0.140			(0.140)						
Video Data Analysis		0.066			(0.066)						
Depot WiFi		0.184			(0.184)						
Digital Information Screen (DIS)		0.292			(0.292)						
Lift Replacement		0.400			(0.400)						
Sub-Total Technical Adjustments	0	\$12.463	0	(\$12.463)	0	\$0.000	0	\$0.000	0	\$0.000	
MTA Plan Adjustments:											
MTA Re-estimates:											
Other Technical Adjustments											
					(\$.003)						
Sub-Total MTA Plan Adjustments	0	\$0.000	0	(\$0.003)	0	\$0.000	0	\$0.000	0	\$0.000	
2019 February Financial Plan: Net Surplus/(Deficit)	3,981	\$ (534.495)	3,915	\$ (531.572)	3,873	\$ (480.526)	3,846	\$ (501.609)	3,976	\$ (533.083)	

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

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
<u>Non-Reimbursable</u>					
Operating Revenue					
Farebox Revenue	\$219.317	\$221.404	\$221.981	\$221.085	\$221.195
Other Operating Revenue	20.536	20.657	20.797	21.511	22.366
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$239.853	\$242.061	\$242.778	\$242.596	\$243.561
Operating Expense					
<u>Labor:</u>					
Payroll	\$286.747	\$285.086	\$283.706	\$284.218	\$302.771
Overtime	66.394	62.301	57.357	60.070	62.681
Health and Welfare	73.056	76.751	79.288	83.043	90.717
OPEB Current Payments	23.446	25.229	26.287	27.733	29.258
Pension	56.714	55.703	53.068	50.829	45.771
Other Fringe Benefits	68.825	71.667	70.458	71.018	73.852
Reimbursable Overhead	(1.002)	(1.003)	(1.004)	(1.015)	(1.046)
Total Labor Expenses	\$574.178	\$575.734	\$569.160	\$575.895	\$604.004
<u>Non-Labor:</u>					
Electric Power	\$2.150	\$1.961	\$2.062	\$2.156	\$2.274
Fuel	27.144	27.536	26.217	25.504	25.179
Insurance	5.941	6.702	6.865	7.415	8.401
Claims	60.139	61.336	63.035	64.711	66.356
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	43.277	50.485	34.102	39.085	35.268
Professional Services Contracts	29.201	38.964	36.902	37.231	37.952
Materials and Supplies	53.639	62.588	37.260	44.270	50.065
Other Business Expenses	4.741	5.323	5.381	5.515	5.907
Total Non-Labor Expenses	\$226.230	\$254.896	\$211.823	\$225.888	\$231.401
<u>Other Expense Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$800.408	\$830.630	\$780.983	\$801.783	\$835.405
Depreciation	\$54.341	\$54.341	\$54.341	\$54.778	\$56.163
OPEB Liability Adjustment	100.150	100.151	100.150	100.150	103.295
GASB 68 Pension Expense Adjustment	46.300	85.900	28.200	18.700	19.200
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$1,001.199	\$1,071.022	\$963.674	\$975.411	\$1,014.063
Net Surplus/(Deficit)	(\$761.346)	(\$828.961)	(\$720.896)	(\$732.815)	(\$770.501)

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

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

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

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
<u>Non-Reimbursable / Reimbursable</u>					
Operating Revenue					
Farebox Revenue	\$219.317	\$221.404	\$221.981	\$221.085	\$221.195
Other Operating Revenue	20.536	20.657	20.797	21.511	22.366
Capital and Other Reimbursements	5.960	5.925	5.871	5.966	6.151
Total Revenues	\$245.813	\$247.986	\$248.649	\$248.562	\$249.712
Operating Expense					
<u>Labor:</u>					
Payroll	\$289.478	\$287.672	\$286.136	\$286.613	\$305.240
Overtime	66.394	62.301	57.357	60.070	62.681
Health and Welfare	74.177	77.965	80.602	84.466	92.184
OPEB Current Payments	23.446	25.229	26.287	27.733	29.258
Pension	56.714	55.703	53.068	50.829	45.771
Other Fringe Benefits	68.825	71.667	70.458	71.018	73.852
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$579.032	\$580.537	\$573.908	\$580.727	\$608.986
<u>Non-Labor:</u>					
Electric Power	\$2.150	\$1.961	\$2.062	\$2.156	\$2.274
Fuel	27.144	27.536	26.217	25.504	25.179
Insurance	5.941	6.702	6.865	7.415	8.401
Claims	60.139	61.336	63.035	64.711	66.356
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	43.515	50.727	34.344	39.329	35.520
Professional Services Contracts	29.201	38.964	36.902	37.231	37.952
Materials and Supplies	54.506	63.469	38.141	45.160	50.983
Other Business Expenses	4.741	5.323	5.381	5.515	5.907
Total Non-Labor Expenses	\$227.335	\$256.018	\$212.946	\$227.022	\$232.571
<u>Other Expense Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$806.368	\$836.555	\$786.854	\$807.749	\$841.557
Depreciation	\$54.341	\$54.341	\$54.341	\$54.778	\$56.163
OPEB Liability Adjustment	100.150	100.151	100.150	100.150	103.295
GASB 68 Pension Expense Adjustment	46.300	85.900	28.200	18.700	19.200
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$1,007.159	\$1,076.947	\$969.545	\$981.377	\$1,020.214
Net Surplus/(Deficit)	(\$761.346)	(\$828.961)	(\$720.896)	(\$732.815)	(\$770.502)

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

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
<u>Cash Receipts and Expenditures</u>					
Receipts					
Farebox Revenue	\$219.317	\$221.404	\$221.981	\$221.085	\$221.195
Other Operating Revenue	20.536	20.657	20.797	21.511	22.366
Capital and Other Reimbursements	8.042	11.308	11.247	11.328	11.721
Total Receipts	\$247.895	\$253.369	\$254.025	\$253.924	\$255.282
Expenditures					
<u>Labor:</u>					
Payroll	\$292.316	\$289.051	\$287.674	\$286.207	\$304.820
Overtime	66.394	62.301	57.357	60.070	62.681
Health and Welfare	73.749	77.965	80.603	84.466	92.184
OPEB Current Payments	23.446	25.229	26.287	27.733	29.258
Pension	56.540	55.529	52.894	50.653	45.590
Other Fringe Benefits	53.648	56.490	55.281	55.839	58.668
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$566.091	\$566.565	\$560.096	\$564.966	\$593.202
<u>Non-Labor:</u>					
Electric Power	\$2.150	\$1.961	\$2.062	\$2.156	\$2.274
Fuel	27.144	26.114	24.794	25.505	25.179
Insurance	5.941	6.702	6.865	7.415	8.401
Claims	26.004	26.604	27.455	28.255	28.947
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	56.015	49.238	32.855	39.330	35.520
Professional Services Contracts	39.201	38.964	36.902	37.231	37.952
Materials and Supplies	55.106	63.469	38.141	45.160	50.983
Other Business Expenses	4.740	5.323	5.381	5.515	5.907
Total Non-Labor Expenditures	\$216.299	\$218.375	\$174.455	\$190.567	\$195.163
<u>Other Expenditure Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$782.390	\$784.940	\$734.551	\$755.533	\$788.365
Net Cash Balance	(\$534.495)	(\$531.572)	(\$480.526)	(\$501.609)	(\$533.083)

MTA BUS COMPANY
February Financial Plan 2019 - 2022
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
Cash Flow Adjustments					
Receipts					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	2.082	5.383	5.376	5.362	5.570
Total Receipts	\$2.082	\$5.383	\$5.376	\$5.362	\$5.570
Expenditures					
<u>Labor:</u>					
Payroll	(\$2.838)	(\$1.379)	(\$1.538)	\$0.406	\$0.419
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.428	0.000	(0.001)	0.000	(0.001)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	0.174	0.174	0.174	0.176	0.181
Other Fringe Benefits	15.177	15.177	15.177	15.179	15.184
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$12.941	\$13.972	\$13.812	\$15.761	\$15.784
<u>Non-Labor:</u>					
Electric Power	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	1.422	1.423	(0.001)	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	34.135	34.732	35.580	36.457	37.408
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(12.500)	1.489	1.489	(0.001)	0.000
Professional Services Contracts	(10.000)	0.000	0.000	0.000	0.000
Materials and Supplies	(0.600)	0.000	0.000	0.000	0.001
Other Business Expenses	0.001	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$11.036	\$37.643	\$38.492	\$36.455	\$37.408
<u>Other Expenditure Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$23.977	\$51.615	\$52.304	\$52.216	\$53.191
Total Cash Conversion Adjustments before Depreciation	\$26.059	\$56.998	\$57.680	\$57.578	\$58.761
Depreciation	\$54.341	\$54.341	\$54.341	\$54.778	\$56.163
OPEB Liability Adjustment	100.150	100.150	100.150	100.150	103.295
GASB 68 Pension Expense Adjustment	46.300	85.900	28.200	18.700	19.200
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$226.850	\$297.389	\$240.371	\$231.206	\$237.419

MTA BUS COMPANY
2019 Adopted Budget
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
Scheduled Service	658,444	\$26.352	42.3%
Unscheduled Service	133,555	5.850	9.4%
Programmatic/Routine Maintenance	257,712	11.325	18.2%
Unscheduled Maintenance	0	0.000	0.0%
Vacancy/Absentee Coverage	308,065	16.603	26.6%
Weather Emergencies	45,129	1.726	2.8%
Safety/Security/Law Enforcement	3,127	0.166	0.3%
Other	3,316	0.279	0.4%
Subtotal	1,409,348	\$62.301	100.0%
REIMBURSABLE OVERTIME	0	\$0.000	
TOTAL OVERTIME	1,409,348	\$62.301	

MTA BUS COMPANY
February Financial Plan 2019 - 2022
Ridership and Traffic Volume (Utilization)
(in millions)

Final Estimate	Adopted Budget			
2018	2019	2020	2021	2022

RIDERSHIP

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

FAREBOX REVENUE

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

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

FUNCTION/DEPARTMENT	2018 Final Estimate	2019 Adopted Budget	2020	2021	2022
Administration					
Office of the EVP	3	3	3	3	3
Human Resources	21	21	21	21	21
Office of Management and Budget	16	16	16	16	16
Materiel	17	17	17	17	17
Controller	19	19	19	19	19
Office of the President	5	5	5	5	5
System Safety Administration	5	5	5	5	5
Law	25	25	25	25	25
Corporate Communications	0	0	0	0	0
Strategic Office	30	31	31	31	31
Labor Relations	0	0	0	0	0
Non-Departmental	11	4	7	6	11
Total Administration	152	146	149	148	153
Operations					
Buses	2,320	2,301	2,264	2,264	2,264
Office of the Executive Vice President, Regional	4	4	4	4	4
Safety & Training	57	57	57	57	57
Road Operations	123	141	141	141	141
Transportation Support	22	22	22	22	22
Operations Planning	33	34	34	34	34
Revenue Control	7	7	7	7	7
Total Operations	2,566	2,566	2,529	2,529	2,529
Maintenance					
Buses	764	732	720	720	720
Maintenance Support/CMF	270	236	237	213	338
Facilities	77	80	83	81	81
Supply Logistics	100	103	103	103	103
Total Maintenance	1,211	1,151	1,143	1,117	1,242
Engineering/Capital					
Capital Program Management	37	37	37	37	37
Public Safety					
Office of the Senior Vice President	15	15	15	15	15
Total Positions	3,981	3,915	3,873	3,846	3,976
Non-Reimbursable	3,941	3,875	3,833	3,806	3,936
Reimbursable	40	40	40	40	40
Total Full-Time	3,963	3,897	3,855	3,828	3,958
Total Full-Time Equivalents	18	18	18	18	18

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

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
FUNCTION / OCCUPATIONAL GROUP					
Administration					
Managers/Supervisors	66	65	65	65	65
Professional/Technical/Clerical	77	78	78	78	78
Operational Hourlies	9	3	6	5	10
Total Administration Headcount	152	146	149	148	153
Operations					
Managers/Supervisors	307	306	306	306	306
Professional/Technical/Clerical	51	44	44	44	44
Operational Hourlies	2,208	2,216	2,179	2,179	2,179
Total Operations Headcount	2,566	2,566	2,529	2,529	2,529
Maintenance					
Managers/Supervisors	245	250	250	249	249
Professional/Technical/Clerical	33	33	33	31	31
Operational Hourlies	933	868	860	837	962
Total Maintenance Headcount	1,211	1,151	1,143	1,117	1,242
Engineering / Capital					
Managers/Supervisors	21	21	21	21	21
Professional/Technical/Clerical	16	16	16	16	16
Operational Hourlies	0	0	0	0	0
Total Engineering Headcount	37	37	37	37	37
Public Safety					
Managers/Supervisors	9	9	9	9	9
Professional, Technical, Clerical	6	6	6	6	6
Operational Hourlies	0	0	0	0	0
Total Public Safety Headcount	15	15	15	15	15
Total Positions					
Managers/Supervisors	648	651	651	650	650
Professional, Technical, Clerical	183	177	177	175	175
Operational Hourlies	3,150	3,087	3,045	3,021	3,151
Total Positions	3,981	3,915	3,873	3,846	3,976

MTA BUS COMPANY
February Financial Plan - 2019 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue													
Farebox Revenue	\$17.848	\$16.937	\$19.098	\$18.895	\$19.487	\$18.165	\$19.139	\$18.976	\$18.392	\$19.739	\$17.630	\$17.100	\$221.404
Other Operating Revenue	1.790	1.584	1.704	1.721	1.790	1.635	1.790	1.756	1.670	1.790	1.687	1.739	20.657
Total Revenues	\$19.638	\$18.520	\$20.802	\$20.616	\$21.277	\$19.800	\$20.929	\$20.732	\$20.061	\$21.529	\$19.317	\$18.839	\$242.061
Operating Expenses													
Labor:													
Payroll	\$24.707	\$21.857	\$23.520	\$23.757	\$24.707	\$22.569	\$24.707	\$24.232	\$23.044	\$24.707	\$23.282	\$23.995	\$285.086
Overtime	5.399	4.776	5.139	5.191	5.399	4.932	5.399	5.295	5.035	5.399	5.087	5.250	62.301
Health and Welfare	6.652	5.884	6.332	6.396	6.652	6.076	6.652	6.524	6.204	6.652	6.268	6.460	76.751
OPEB Current Payments	2.186	1.934	2.081	2.102	2.186	1.997	2.186	2.144	2.039	2.186	2.060	2.123	25.229
Pension	4.828	4.271	4.596	4.642	4.828	4.410	4.828	4.735	4.503	4.828	4.549	4.688	55.703
Other Fringe Benefits	6.211	5.494	5.913	5.972	6.211	5.674	6.211	6.092	5.793	6.211	5.853	6.032	71.667
Reimbursable Overhead	(0.087)	(0.077)	(0.083)	(0.084)	(0.087)	(0.079)	(0.087)	(0.085)	(0.081)	(0.087)	(0.082)	(0.084)	(1.003)
Total Labor Expenses	\$49.897	\$44.139	\$47.497	\$47.977	\$49.897	\$45.579	\$49.897	\$48.937	\$46.537	\$49.897	\$47.017	\$48.464	\$575.734
Non-Labor:													
Electric Power	\$0.170	\$0.150	\$0.162	\$0.163	\$0.170	\$0.155	\$0.170	\$0.167	\$0.159	\$0.170	\$0.160	\$0.165	\$1.961
Fuel	2.386	2.111	2.272	2.295	2.386	2.180	2.386	2.341	2.226	2.386	2.249	2.318	27.536
Insurance	0.581	0.514	0.553	0.558	0.581	0.530	0.581	0.570	0.542	0.581	0.547	0.564	6.702
Claims	5.316	4.702	5.060	5.111	5.316	4.856	5.316	5.214	4.958	5.316	5.009	5.162	61.336
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.376	3.871	4.165	4.207	4.375	3.997	4.375	4.291	4.081	4.375	4.123	4.249	50.485
Professional Services Contracts	3.377	2.987	3.215	3.247	3.377	3.085	3.377	3.312	3.150	3.377	3.182	3.279	38.964
Materials and Supplies	5.424	4.798	5.164	5.216	5.424	4.955	5.424	5.320	5.059	5.424	5.111	5.268	62.588
Other Business Expenses	0.461	0.408	0.439	0.444	0.461	0.421	0.461	0.452	0.430	0.461	0.435	0.448	5.323
Total Non-Labor Expenses	\$22.092	\$19.543	\$21.029	\$21.240	\$22.091	\$20.179	\$22.091	\$21.667	\$20.604	\$22.091	\$20.816	\$21.453	\$254.896
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$71.989	\$63.682	\$68.526	\$69.217	\$71.988	\$65.758	\$71.988	\$70.604	\$67.142	\$71.988	\$67.833	\$69.917	\$830.630
Depreciation	\$4.710	\$4.166	\$4.483	\$4.528	\$4.710	\$4.302	\$4.710	\$4.619	\$4.393	\$4.710	\$4.438	\$4.572	\$54.341
OPEB Liability Adjustment	8.680	7.678	8.262	8.346	8.680	7.929	8.680	8.513	8.095	8.680	8.179	8.429	100.151
GASB 68 Pension Expense Adjustment	7.445	6.586	7.087	7.158	7.445	6.800	7.445	7.302	6.944	7.445	7.013	7.230	85.900
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$92.824	\$82.112	\$88.358	\$89.249	\$92.823	\$84.789	\$92.823	\$91.038	\$86.574	\$92.823	\$87.463	\$90.148	\$1,071.022
Net Surplus/(Deficit)	(\$73.186)	(\$63.592)	(\$67.555)	(\$68.633)	(\$71.546)	(\$64.988)	(\$71.894)	(\$70.306)	(\$66.512)	(\$71.294)	(\$68.146)	(\$71.309)	(\$828.961)

MTA BUS COMPANY
February Financial Plan - 2019 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.514	0.454	0.489	0.494	0.514	0.469	0.514	0.504	0.479	0.514	0.484	0.499	5.925
Total Revenues	\$0.514	\$0.454	\$0.489	\$0.494	\$0.514	\$0.469	\$0.514	\$0.504	\$0.479	\$0.514	\$0.484	\$0.499	\$5.925
Operating Expenses													
Labor:													
Payroll	\$0.224	\$0.198	\$0.213	\$0.215	\$0.224	\$0.205	\$0.224	\$0.220	\$0.209	\$0.224	\$0.211	\$0.218	\$2.586
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.105	0.093	0.100	0.101	0.105	0.096	0.105	0.103	0.098	0.105	0.099	0.102	1.214
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.087	0.077	0.083	0.084	0.087	0.079	0.087	0.085	0.081	0.087	0.082	0.084	1.003
Total Labor Expenses	\$0.416	\$0.368	\$0.396	\$0.400	\$0.416	\$0.380	\$0.416	\$0.408	\$0.388	\$0.416	\$0.392	\$0.404	\$4.803
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.021	0.019	0.020	0.020	0.021	0.019	0.021	0.021	0.020	0.021	0.020	0.020	0.242
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.076	0.068	0.073	0.073	0.076	0.070	0.076	0.075	0.071	0.076	0.072	0.074	0.881
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.097	\$0.087	\$0.093	\$0.093	\$0.097	\$0.089	\$0.097	\$0.096	\$0.091	\$0.097	\$0.092	\$0.094	\$1.123
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$0.513	\$0.455	\$0.489	\$0.493	\$0.513	\$0.469	\$0.513	\$0.504	\$0.479	\$0.513	\$0.484	\$0.498	\$5.925
Net Surplus/(Deficit)	\$0.000	(\$0.001)	\$0.000	\$0.000	\$0.001	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
February Financial Plan - 2019 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Non-Reimbursable / Reimbursable</u>													
Operating Revenue													
Farebox Revenue	\$17.848	\$16.937	\$19.098	\$18.895	\$19.487	\$18.165	\$19.139	\$18.976	\$18.392	\$19.739	\$17.630	\$17.100	\$221.404
Other Operating Revenue	1.790	1.584	1.704	1.721	1.790	1.635	1.790	1.756	1.670	1.790	1.687	1.739	20.657
Capital and Other Reimbursements	0.514	0.454	0.489	0.494	0.514	0.469	0.514	0.504	0.479	0.514	0.484	0.499	5.925
Total Revenues	\$20.152	\$18.975	\$21.291	\$21.110	\$21.791	\$20.269	\$21.443	\$21.236	\$20.540	\$22.043	\$19.801	\$19.337	\$247.986
Operating Expenses													
<u>Labor:</u>													
Payroll	\$24.932	\$22.055	\$23.733	\$23.973	\$24.932	\$22.774	\$24.932	\$24.452	\$23.254	\$24.932	\$23.493	\$24.212	\$287.672
Overtime	5.399	4.776	5.139	5.191	5.399	4.932	5.399	5.295	5.035	5.399	5.087	5.250	62.301
Health and Welfare	6.757	5.977	6.432	6.497	6.757	6.172	6.757	6.627	6.302	6.757	6.367	6.562	77.965
OPEB Current Payments	2.186	1.934	2.081	2.102	2.186	1.997	2.186	2.144	2.039	2.186	2.060	2.123	25.229
Pension	4.828	4.271	4.596	4.642	4.828	4.410	4.828	4.735	4.503	4.828	4.549	4.688	55.703
Other Fringe Benefits	6.211	5.494	5.913	5.972	6.211	5.674	6.211	6.092	5.793	6.211	5.853	6.032	71.667
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$50.313	\$44.507	\$47.893	\$48.377	\$50.313	\$45.959	\$50.313	\$49.345	\$46.926	\$50.313	\$47.410	\$48.868	\$580.537
<u>Non-Labor:</u>													
Electric Power	\$0.170	\$0.150	\$0.162	\$0.163	\$0.170	\$0.155	\$0.170	\$0.167	\$0.159	\$0.170	\$0.160	\$0.165	\$1.961
Fuel	2.386	2.111	2.272	2.295	2.386	2.180	2.386	2.341	2.226	2.386	2.249	2.318	27.536
Insurance	0.581	0.514	0.553	0.558	0.581	0.530	0.581	0.570	0.542	0.581	0.547	0.564	6.702
Claims	5.316	4.702	5.060	5.111	5.316	4.856	5.316	5.214	4.958	5.316	5.009	5.162	61.336
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.397	3.890	4.185	4.227	4.396	4.016	4.396	4.312	4.101	4.396	4.143	4.269	50.727
Professional Services Contracts	3.377	2.987	3.215	3.247	3.377	3.085	3.377	3.312	3.150	3.377	3.182	3.279	38.964
Materials and Supplies	5.500	4.866	5.237	5.289	5.500	5.025	5.500	5.395	5.130	5.500	5.183	5.342	63.469
Other Business Expenses	0.461	0.408	0.439	0.444	0.461	0.421	0.461	0.452	0.430	0.461	0.435	0.448	5.323
Total Non-Labor Expenses	\$22.189	\$19.630	\$21.122	\$21.333	\$22.188	\$20.268	\$22.188	\$21.762	\$20.695	\$22.188	\$20.908	\$21.547	\$256.018
<u>Other Expense Adjustments:</u>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$72.502	\$64.137	\$69.015	\$69.711	\$72.500	\$66.227	\$72.501	\$71.107	\$67.621	\$72.501	\$68.317	\$70.415	\$836.555
Depreciation	\$4.710	\$4.166	\$4.483	\$4.528	\$4.710	\$4.302	\$4.710	\$4.619	\$4.393	\$4.710	\$4.438	\$4.572	\$54.341
OPEB Liability Adjustment	8.680	7.678	8.262	8.346	8.680	7.929	8.680	8.513	8.095	8.680	8.179	8.429	100.151
GASB 68 Pension Expense Adjustment	7.445	6.586	7.087	7.158	7.445	6.800	7.445	7.302	6.944	7.445	7.013	7.230	85.900
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$93.337	\$82.567	\$88.847	\$89.743	\$93.335	\$85.258	\$93.336	\$91.541	\$87.053	\$93.336	\$87.947	\$90.646	\$1,076.947
Net Surplus/(Deficit)	(\$73.186)	(\$63.593)	(\$67.556)	(\$68.633)	(\$71.545)	(\$64.989)	(\$71.893)	(\$70.306)	(\$66.513)	(\$71.293)	(\$68.147)	(\$71.309)	(\$828.961)

MTA BUS COMPANY
February Financial Plan - 2019 Adopted Budget
Cash Receipts and Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Cash Receipts and Expenditures</u>													
Receipts													
Farebox Revenue	\$17.848	\$16.937	\$19.098	\$18.895	\$19.487	\$18.165	\$19.139	\$18.976	\$18.392	\$19.739	\$17.630	\$17.100	\$221.404
Other Operating Revenue	1.721	1.721	1.721	1.721	1.721	1.721	1.721	1.721	1.721	1.721	1.721	1.721	20.657
Capital and Other Reimbursements	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	11.308
Total Receipts	\$20.511	\$19.600	\$21.762	\$21.559	\$22.151	\$20.829	\$21.803	\$21.640	\$21.055	\$22.403	\$20.294	\$19.764	\$253.369
Expenditures													
<u>Labor:</u>													
Payroll	\$22.985	\$22.485	\$22.235	\$22.235	\$22.235	\$22.235	\$33.352	\$22.235	\$22.235	\$22.235	\$22.235	\$32.352	\$289.051
Overtime	5.399	4.776	5.139	5.191	5.399	4.932	5.399	5.295	5.035	5.399	5.087	5.250	62.301
Health and Welfare	6.497	6.497	6.497	6.497	6.497	6.497	6.497	6.497	6.497	6.497	6.497	6.497	77.965
OPEB Current Payments	2.102	2.102	2.102	2.102	2.102	2.102	2.102	2.102	2.102	2.102	2.102	2.102	25.229
Pension	4.627	4.627	4.627	4.627	4.627	4.627	4.627	4.627	4.627	4.627	4.627	4.627	55.529
Other Fringe Benefits	4.345	4.345	6.518	4.345	4.345	4.345	4.345	4.345	6.518	4.345	4.345	4.345	56.490
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$45.956	\$44.833	\$47.119	\$44.998	\$45.206	\$44.739	\$56.323	\$45.102	\$47.015	\$45.206	\$44.894	\$55.174	\$566.565
<u>Non-Labor:</u>													
Electric Power	\$0.163	\$0.163	\$0.163	\$0.163	\$0.163	\$0.163	\$0.163	\$0.163	\$0.163	\$0.163	\$0.163	\$0.163	\$1.961
Fuel	2.176	2.176	2.176	2.176	2.176	2.176	2.176	2.176	2.176	2.176	2.176	2.176	26.114
Insurance	0.559	0.559	0.559	0.558	0.559	0.558	0.559	0.559	0.559	0.559	0.558	0.558	6.702
Claims	2.217	2.217	2.217	2.217	2.217	2.217	2.217	2.217	2.217	2.217	2.217	2.217	26.604
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.104	4.105	4.103	4.103	4.103	4.103	4.103	4.103	4.103	4.103	4.103	4.103	49.238
Professional Services Contracts	3.247	3.247	3.247	3.247	3.247	3.247	3.247	3.247	3.247	3.247	3.247	3.247	38.964
Materials and Supplies	5.289	5.290	5.289	5.289	5.289	5.289	5.289	5.289	5.289	5.289	5.289	5.289	63.469
Other Business Expenses	0.444	0.444	0.444	0.444	0.444	0.444	0.444	0.444	0.444	0.444	0.444	0.444	5.323
Total Non-Labor Expenditures	\$18.199	\$18.200	\$18.198	\$18.196	\$18.197	\$18.198	\$18.198	\$18.199	\$18.198	\$18.198	\$18.198	\$18.197	\$218.375
<u>Other Expenditure Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$64.155	\$63.033	\$65.317	\$63.194	\$63.403	\$62.937	\$74.521	\$63.301	\$65.213	\$63.404	\$63.092	\$73.371	\$784.940
Net Cash Balance	(\$43.645)	(\$43.432)	(\$43.555)	(\$41.635)	(\$41.254)	(\$42.108)	(\$52.720)	(\$41.662)	(\$44.158)	(\$41.002)	(\$42.796)	(\$53.605)	(\$531.572)

MTA BUS COMPANY
February Financial Plan - 2019 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Flow Adjustments													
Receipts													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	(0.069)	0.138	0.017	0.000	(0.069)	0.086	(0.069)	(0.034)	0.052	(0.069)	0.034	(0.017)	0.000
Capital and Other Reimbursements	0.429	0.488	0.454	0.449	0.429	0.473	0.429	0.439	0.463	0.429	0.458	0.444	5.383
Total Receipts	\$0.360	\$0.626	\$0.471	\$0.449	\$0.360	\$0.559	\$0.360	\$0.404	\$0.515	\$0.360	\$0.493	\$0.426	\$5.383
Expenditures													
Labor:													
Payroll	\$1.947	(\$0.430)	\$1.498	\$1.738	\$2.697	\$0.539	(\$8.420)	\$2.217	\$1.019	\$2.697	\$1.259	(\$8.140)	(\$1.379)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.260	(0.520)	(0.065)	0.000	0.260	(0.325)	0.260	0.130	(0.195)	0.260	(0.130)	0.065	0.000
OPEB Current Payments	0.084	(0.168)	(0.021)	0.000	0.084	(0.105)	0.084	0.042	(0.063)	0.084	(0.042)	0.021	0.000
Pension	0.200	(0.357)	(0.032)	0.015	0.200	(0.218)	0.200	0.107	(0.125)	0.200	(0.078)	0.061	0.174
Other Fringe Benefits	1.866	1.149	(0.606)	1.627	1.866	1.328	1.866	1.746	(0.725)	1.866	1.507	1.687	15.177
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$4.357	(\$0.326)	\$0.775	\$3.379	\$5.107	\$1.220	(\$6.011)	\$4.243	(\$0.089)	\$5.107	\$2.516	(\$6.306)	\$13.972
Non-Labor:													
Electric Power	\$0.007	(\$0.013)	(\$0.002)	\$0.000	\$0.007	(\$0.008)	\$0.007	\$0.003	(\$0.005)	\$0.007	(\$0.003)	\$0.002	\$0.000
Fuel	0.210	(0.065)	0.096	0.119	0.210	0.004	0.210	0.164	0.050	0.210	0.073	0.141	1.422
Insurance	0.022	(0.045)	(0.006)	0.000	0.022	(0.028)	0.022	0.011	(0.017)	0.022	(0.011)	0.006	0.000
Claims	3.099	2.485	2.843	2.894	3.099	2.639	3.099	2.997	2.741	3.099	2.792	2.945	34.732
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.293	(0.214)	0.082	0.124	0.293	(0.087)	0.293	0.209	(0.003)	0.293	0.040	0.166	1.489
Professional Services Contracts	0.130	(0.260)	(0.032)	0.000	0.130	(0.162)	0.130	0.065	(0.097)	0.130	(0.065)	0.032	0.000
Materials and Supplies	0.212	(0.423)	(0.053)	0.000	0.212	(0.264)	0.212	0.106	(0.159)	0.212	(0.106)	0.053	0.000
Other Business Expenses	0.018	(0.035)	(0.004)	0.000	0.018	(0.022)	0.018	0.009	(0.013)	0.018	(0.009)	0.004	0.000
Total Non-Labor Expenditures	\$3.990	\$1.430	\$2.924	\$3.137	\$3.990	\$2.070	\$3.990	\$3.564	\$2.497	\$3.990	\$2.710	\$3.350	\$37.643
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$8.347	\$1.105	\$3.698	\$6.516	\$9.097	\$3.290	(\$2.020)	\$7.807	\$2.408	\$9.097	\$5.226	(\$2.956)	\$51.615
Total Cash Conversion before Non-Cash Liability Adjs.	\$8.707	\$1.730	\$4.169	\$6.965	\$9.457	\$3.850	(\$1.660)	\$8.211	\$2.923	\$9.457	\$5.719	(\$2.529)	\$56.998
Depreciation	\$4.710	\$4.166	\$4.483	\$4.528	\$4.710	\$4.302	\$4.710	\$4.619	\$4.393	\$4.710	\$4.438	\$4.574	\$54.341
OPEB Liability Adjustment	8.680	7.678	8.262	8.346	8.680	7.929	8.680	8.513	8.095	8.680	8.179	8.429	100.150
GASB 68 Pension Expense Adjustment	7.445	6.586	7.087	7.158	7.445	6.800	7.445	7.302	6.944	7.445	7.015	7.230	85.900
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$29.541	\$20.160	\$24.001	\$26.997	\$30.291	\$22.881	\$19.174	\$28.644	\$22.355	\$30.291	\$25.351	\$17.703	\$297.389

MTA BUS COMPANY
February Financial Plan - 2019 Adopted Budget
Non-Reimbursable/Reimbursable Overtime Expenses
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<i>Non-Reimbursable Overtime</i>													
Scheduled Service	\$2.284	\$2.020	\$2.174	\$2.196	\$2.284	\$2.086	\$2.284	\$2.240	\$2.130	\$2.284	\$2.152	\$2.218	\$26.352
Unscheduled Service	0.507	0.448	0.483	0.487	0.507	0.463	0.507	0.497	0.473	0.507	0.478	0.492	5.850
Programmatic/Routine Maintenance	0.982	0.868	0.934	0.944	0.982	0.897	0.982	0.963	0.915	0.982	0.925	0.953	11.325
Unscheduled Maintenance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Vacancy/Absentee Coverage	1.439	1.273	1.370	1.384	1.439	1.314	1.439	1.411	1.342	1.439	1.356	1.397	16.603
Weather Emergencies	0.149	0.132	0.142	0.143	0.149	0.136	0.149	0.146	0.139	0.149	0.140	0.152	1.726
Safety/Security/Law Enforcement	0.014	0.013	0.014	0.014	0.014	0.013	0.014	0.014	0.013	0.014	0.014	0.014	0.166
Other	0.024	0.021	0.023	0.023	0.024	0.022	0.024	0.024	0.023	0.024	0.023	0.023	0.279
<i>NON-REIMBURSABLE OVERTIME</i>	\$5.399	\$4.776	\$5.139	\$5.191	\$5.399	\$4.932	\$5.399	\$5.295	\$5.035	\$5.399	\$5.087	\$5.250	\$62.301
<i>REIMBURSABLE OVERTIME</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
TOTAL OVERTIME	\$5.399	\$4.776	\$5.139	\$5.191	\$5.399	\$4.932	\$5.399	\$5.295	\$5.035	\$5.399	\$5.087	\$5.250	\$62.301

MTA BUS COMPANY
February Financial Plan - 2019 Adopted Budget
Ridership and Traffic Volume (Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Fixed Route	9.968	9.422	10.703	10.424	10.887	9.810	9.783	9.646	10.103	10.887	9.659	9.447	120.739
Total Ridership	9.968	9.422	10.703	10.424	10.887	9.810	9.783	9.646	10.103	10.887	9.659	9.447	120.739
<u>FAREBOX REVENUE</u>													
Fixed Route Farebox Revenue	\$17.848	\$16.937	\$19.098	\$18.895	\$19.487	\$18.165	\$19.139	\$18.976	\$18.392	\$19.739	\$17.630	\$17.100	\$221.404
Total Farebox Revenue	\$17.848	\$16.937	\$19.098	\$18.895	\$19.487	\$18.165	\$19.139	\$18.976	\$18.392	\$19.739	\$17.630	\$17.100	\$221.404

MTA BUS COMPANY
February Financial Plan - 2019 Adopted Budget
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	65	65	65	65	65	65	65	65	65	65	65	65
Professional/Technical/Clerical	78	78	78	78	78	78	78	78	78	78	78	78
Operational Hourlies	3	3	3	3	3	3	3	3	3	3	3	3
Total Administration Headcount	146	146	146	146	146	146	146	146	146	146	146	146
Operations												
Managers/Supervisors	306	306	306	306	306	306	306	306	306	306	306	306
Professional/Technical/Clerical	44	44	44	44	44	44	44	44	44	44	44	44
Operational Hourlies	2,251	2,251	2,251	2,251	2,251	2,251	2,251	2,251	2,216	2,216	2,216	2,216
Total Operations Headcount	2,601	2,601	2,601	2,601	2,601	2,601	2,601	2,601	2,566	2,566	2,566	2,566
Maintenance												
Managers/Supervisors	250	250	250	250	250	250	250	250	250	250	250	250
Professional/Technical/Clerical	33	33	33	33	33	33	33	33	33	33	33	33
Operational Hourlies	874	874	874	874	874	874	874	874	868	868	868	868
Total Maintenance Headcount	1,157	1,157	1,157	1,157	1,157	1,157	1,157	1,157	1,151	1,151	1,151	1,151
Engineering / Capital												
Managers/Supervisors	21	21	21	21	21	21	21	21	21	21	21	21
Professional/Technical/Clerical	16	16	16	16	16	16	16	16	16	16	16	16
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Engineering Headcount	37	37	37	37	37	37	37	37	37	37	37	37
Public Safety												
Managers/Supervisors	9	9	9	9	9	9	9	9	9	9	9	9
Professional, Technical, Clerical	6	6	6	6	6	6	6	6	6	6	6	6
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Public Safety Headcount	15	15	15	15	15	15	15	15	15	15	15	15
Total Positions												
Managers/Supervisors	651	651	651	651	651	651	651	651	651	651	651	651
Professional, Technical, Clerical	177	177	177	177	177	177	177	177	177	177	177	177
Operational Hourlies	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,087	3,087	3,087	3,087
Total Positions	3,956	3,956	3,956	3,956	3,956	3,956	3,956	3,956	3,915	3,915	3,915	3,915



February 2019 Standard Follow-Up Report: Service Quality Indicators – Subway PES

The purpose of this report is to evaluate the quality of the passenger environment in subway stations and onboard subway cars. By providing the Department of Subways with an internal diagnostic tool of the environments in stations and on subway cars, this report can lead to actions to improve areas of concern.

The Passenger Environment Survey (PES) was first established in 1983 to provide an overview of the quality of the system through the use of surveyors who had no direct affiliation with the operating departments. Over time, PES has expanded its scope of work to include expanded indicators, such as graffiti in 2000, and additional surveying environments, such as express buses in 2007.

NYCT's weekday service quality indicators, the Subway Passenger Environment Survey (PES), is reported on a semi-annual basis. It includes a summary of all indicators (subway car, station, Staten Island Railway (SIR) cars and SIR stations). The results for all PES indicators for Second Half 2018 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

The Subway PES measures the environment of subway cars and stations from a customer-oriented perspective. It includes 52 indicators: 17 for subway cars, 14 for stations, 16 for Staten Island Railway (SIR) cars and five (5) for SIR stations.

Of the 52 indicators, 41 indicators remained statistically unchanged, four (4) indicators showed an improvement while seven (7) declined when comparing Second Half 2018 and Second Half 2017. For those PES indicators that rate Subway Car or Station environments as "None," "Light," "Moderate" and "Heavy," the indicator changes combine the "None" and "Light" ratings.

Judith McClain
Acting Chief, Operations Planning

Significant Indicator Improvements/Declines

Of the 52 PES indicators, 41 indicators remained unchanged, 4 indicators showed an improvement while 7 declined when comparing Second Half 2018 and Second Half 2017.

IMPROVEMENTS

	2018 2nd Half	2017 2nd Half	Net Change
Subway Cars			
Subway Cars with Public Address Announcements	94%	90%	4%

Stations

Litter Conditions in Stations (% none and light) included Trackbed	85%	79%	6%
Litter Conditions in Stations (% none and light) without Trackbed	93%	89%	4%

SIR Stations

Litter Conditions in SIR Stations (% none and light) includes Trackbed	68%	55%	13%
Floor and Seat Cleanliness Conditions in SIR Stations (% none and light)	95%	85%	10%
Litter Conditions in SIR Stations (% none and light) without Trackbed	90%	76%	14%

DECLINES

	2018 2nd Half	2017 2nd Half	Net Change
Subway Cars			
Subway Cars with No Interior Graffiti	92%	97%	-5%
Subway Cars with No Scratchtied Windows	65%	87%	-22%
Subway Cars with No Clouded Windows	77%	97%	-20%
Subway Cars with No Cracked Windows	79%	100%	-21%

Stations

Stations with Legible/Correct System Maps	72%	76%	-4%
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SIR Cars

SIR Cars with All System Maps Correct/Legible	88%	97%	-9%
Climate Conditions in SIR Cars	91%	97%	-6%

Passenger Environment Survey

Subway Car Results

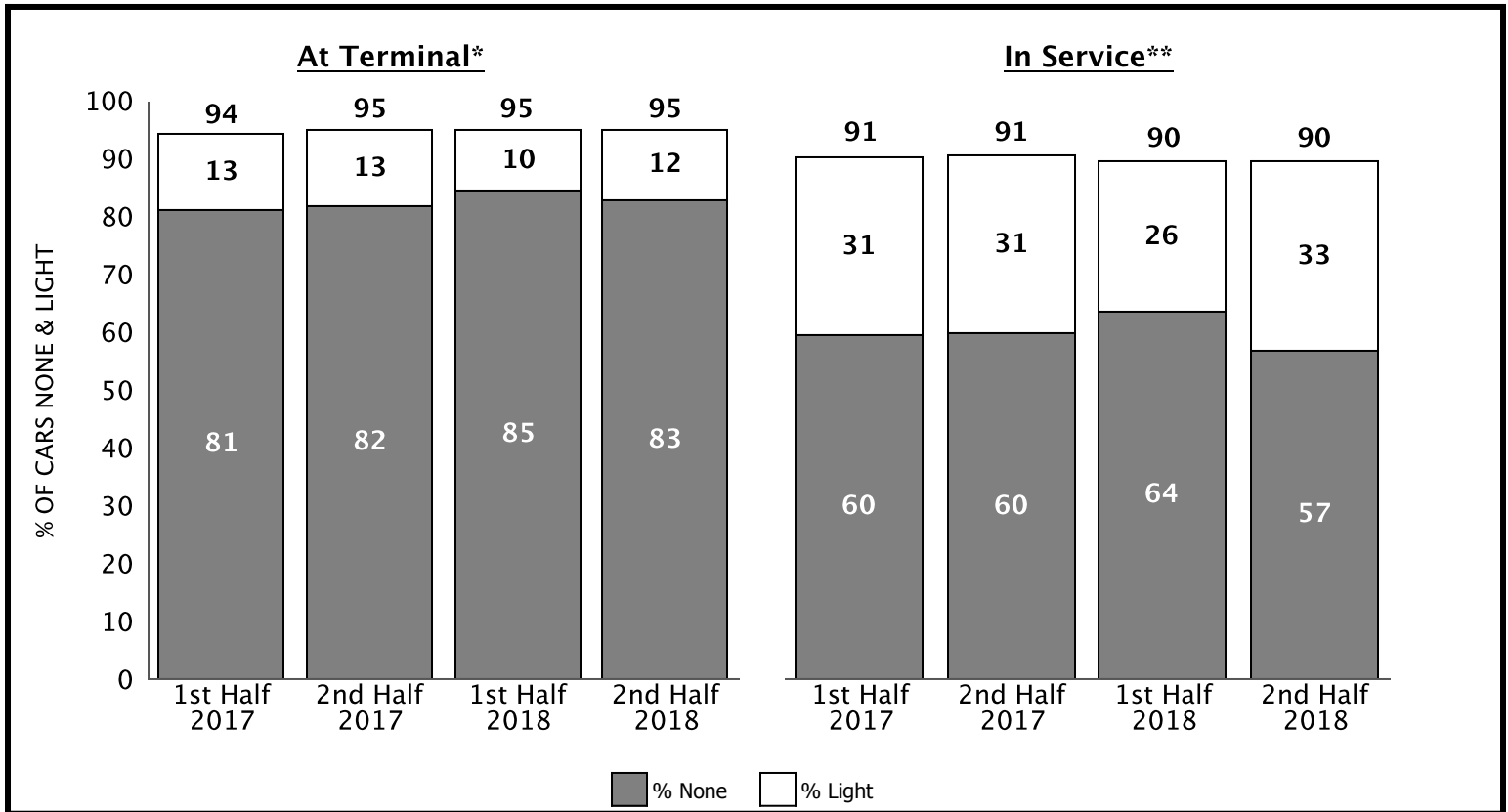
The Subway Car PES consists of 17 indicators. Of the 17 indicators, 12 remained statistically unchanged while 1 showed an increase and 4 declined when comparing the Second Half 2018 to the Second Half 2017. The table below depicts the results for the Second Half 2018 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods. Also included are two tables showing the subway car "Litter" and "Cleanliness" results by line.

Cleanliness and Appearance		2017		2017		2018		2018	
		1st Half		2nd Half		1st Half		2nd Half	
		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
Litter Conditions in Cars									
<i>Presence of Litter</i> <i>See Chart 1</i>	% None	81	60	82	60	85	64	83	57
	% Light	13	31	13	31	10	26	12	33
	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	5	9	5	9	5	10	5	10
Cleanliness of Car Floors and Seats									
<i>Degree of Dirtiness</i> <i>See Chart 2</i>	% None	90	79	91	81	92	84	93	82
	% Light	4	11	4	8	3	5	2	8
	% Moderate	0	0	1	2	0	1	0	0
	% Heavy	6	10	5	10	5	10	5	10
% Cars with No Interior Graffiti		96		97		94		92	
% Cars with No Exterior Graffiti		98		98		99		98	
% Cars with No Graffiti Windows		99		99		98		97	
% Cars with No Scratchtied Windows		82		87		78		65	
% Cars with No Clouded Windows		99		97		92		77	
% Cars with No Broken or Cracked Windows		100		100		96		79	
Customer Information									
% Cars with All System Maps Correct/Legible		97		96		92		98	
% Cars with All Signage Correct		97		99		99		99	
% Cars with Public Address Announcements		89		90		93		94	
<i>Automated Announcements</i>		98		99		100		99	
<i>Conductor Announcements</i>		78		80		85		87	
Functioning Equipment									
% Cars with No Broken Door Panels		99		100		99		99	
% Lighting Conditions in Cars ¹		99		99		99		99	
% Climate Control Conditions in Cars ²		98		95		96		96	
Operation									
% Conductors in Proper Uniform		100		100		100		100	

¹ % of cars with at least 90% of lights on.

² % of cars with average interior temperature between 58F and 78F.

Passenger Environment Survey
Litter Conditions in Subway Cars



* Measured throughout the day at only those terminals that have cleaners.

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

Heavy - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2018 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

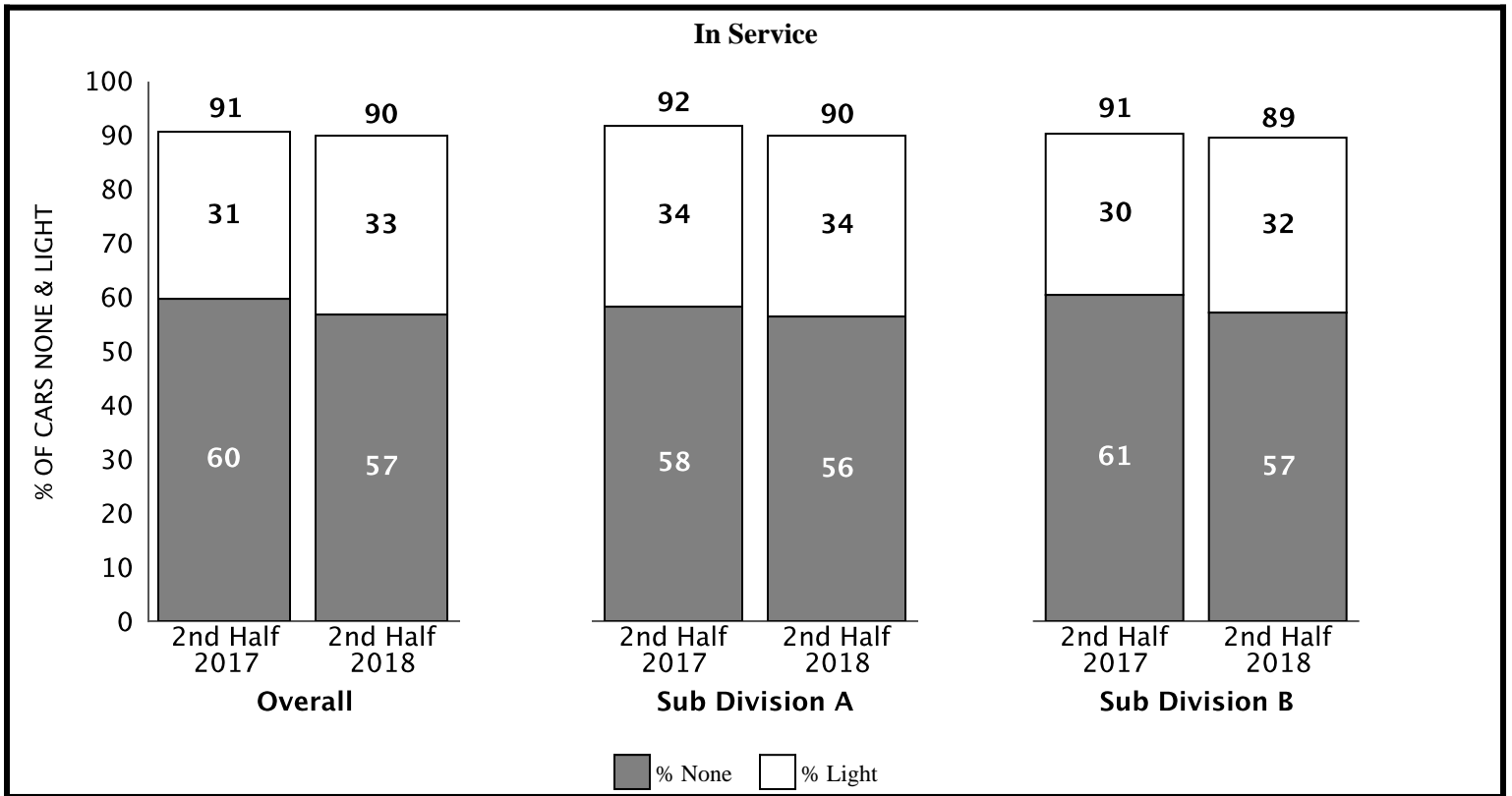
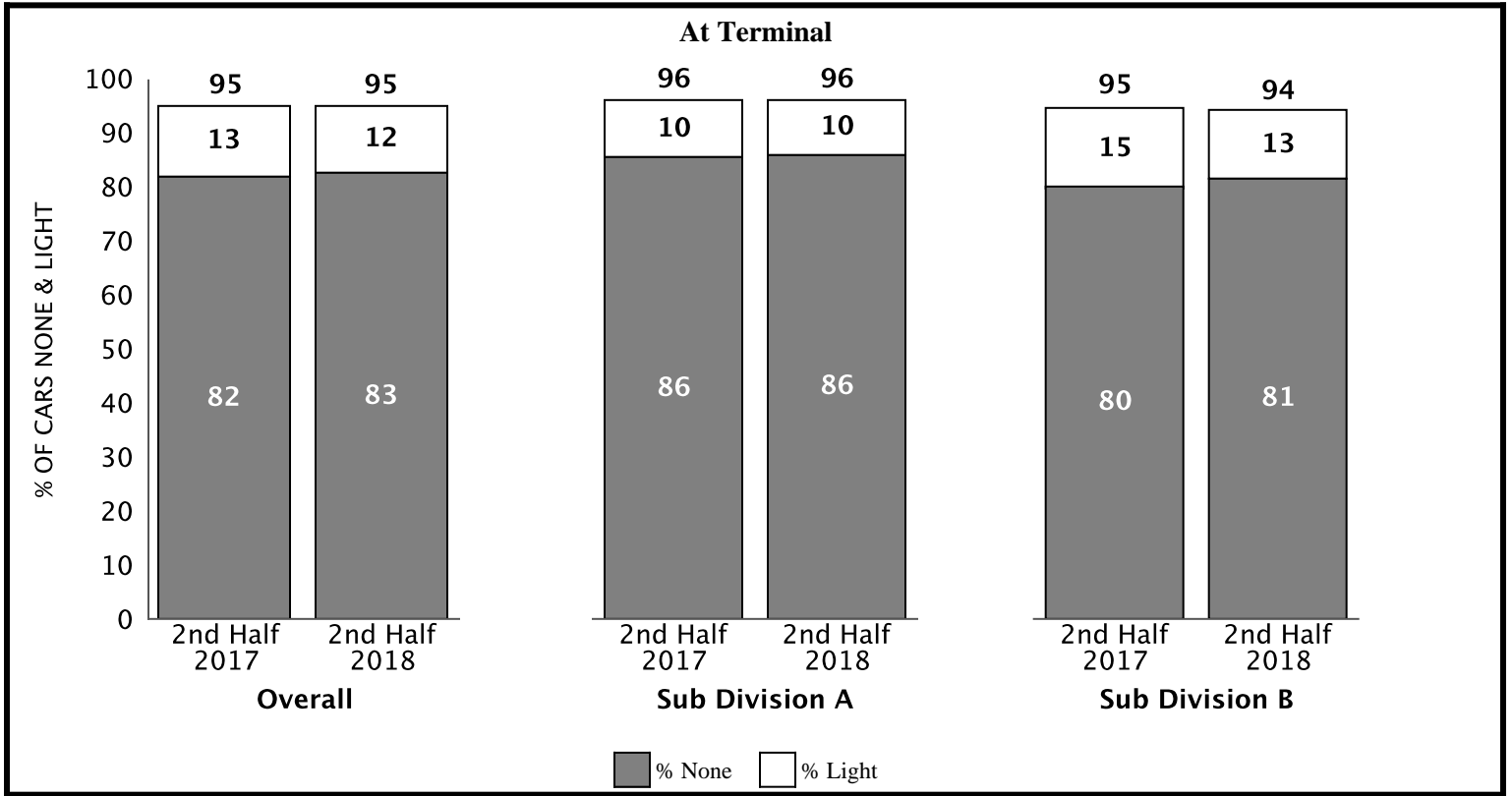
Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2018	83%	12%	0%	5%	57%	33%	0%	10%
1st Half 2018	85%	10%	0%	5%	64%	26%	0%	10%
2nd Half 2017	82%	13%	0%	5%	60%	31%	0%	9%
1st Half 2017	81%	13%	0%	5%	60%	31%	0%	9%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2018 vs. 2nd Half 2017: Both the "At Terminal" results (0%) and the "In Service" results (-1%) were statistically unchanged.

Passenger Environment Survey
Subway Car Litter Conditions by Group



Groups: 1 2 3 4 5 6 7 S -42nd Street

-Franklin

A B C D E F G J Z L M N Q R W S

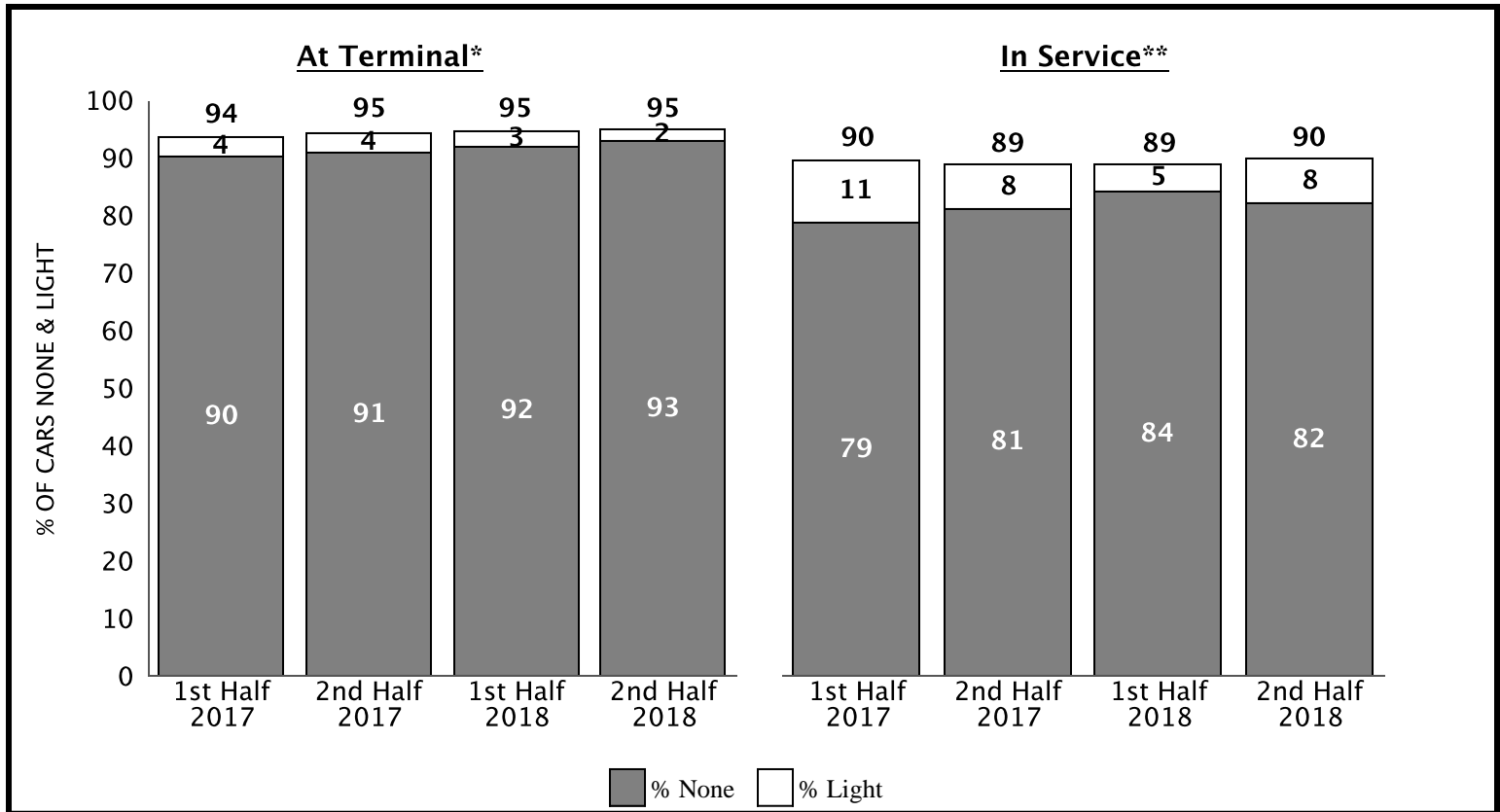
**Passenger Environment Survey
Subway Car Litter Conditions by Line
% None and Light**

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>2nd Half 2017</u>	<u>2nd Half 2018</u>	<u>2nd Half 2017</u>	<u>2nd Half 2018</u>
1	98%	95%	97%	93%
2	92%	95%	87%	90%
3	94%	96%	89%	85%
4	95%	95%	91%	90%
5	96%	96%	92%	88%
6	99%	99%	90%	91%
7	98%	98%	95%	94%
S 42nd St.	-	-	99%	88%
Sub Division A	96%	96%	92%	90%
A	93%	93%	89%	86%
B	97%	96%	87%	91%
C	98%	94%	94%	93%
D	93%	97%	87%	90%
E	98%	96%	94%	92%
F	90%	91%	86%	87%
S Fkln	-	-	91%	98%
G	99%	97%	95%	94%
J Z	97%	95%	90%	86%
L	91%	92%	93%	85%
M	91%	92%	83%	91%
N	94%	92%	95%	92%
Q	97%	98%	94%	90%
R	95%	96%	93%	93%
W	90%	95%	86%	85%
Sub Division B	95%	94%	90%	90%

Note: Changes of 6.0% or more by line are considered statistically significant.

* at terminal - with cleaners present

Passenger Environment Survey
Cleanliness Conditions in Subway Cars



* Measured throughout the day at only those terminals that have cleaners.

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in" spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

Heavy - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2018 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

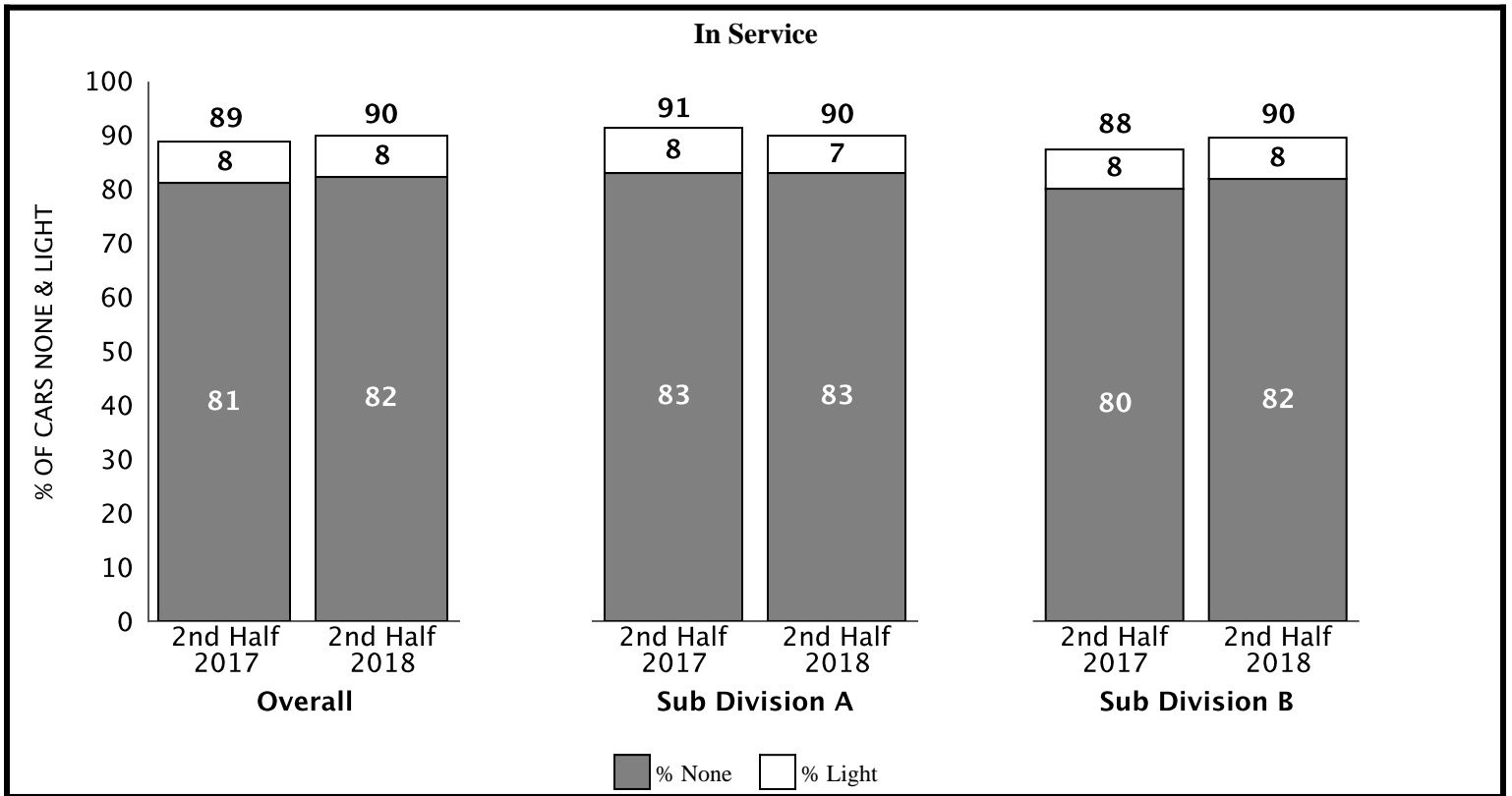
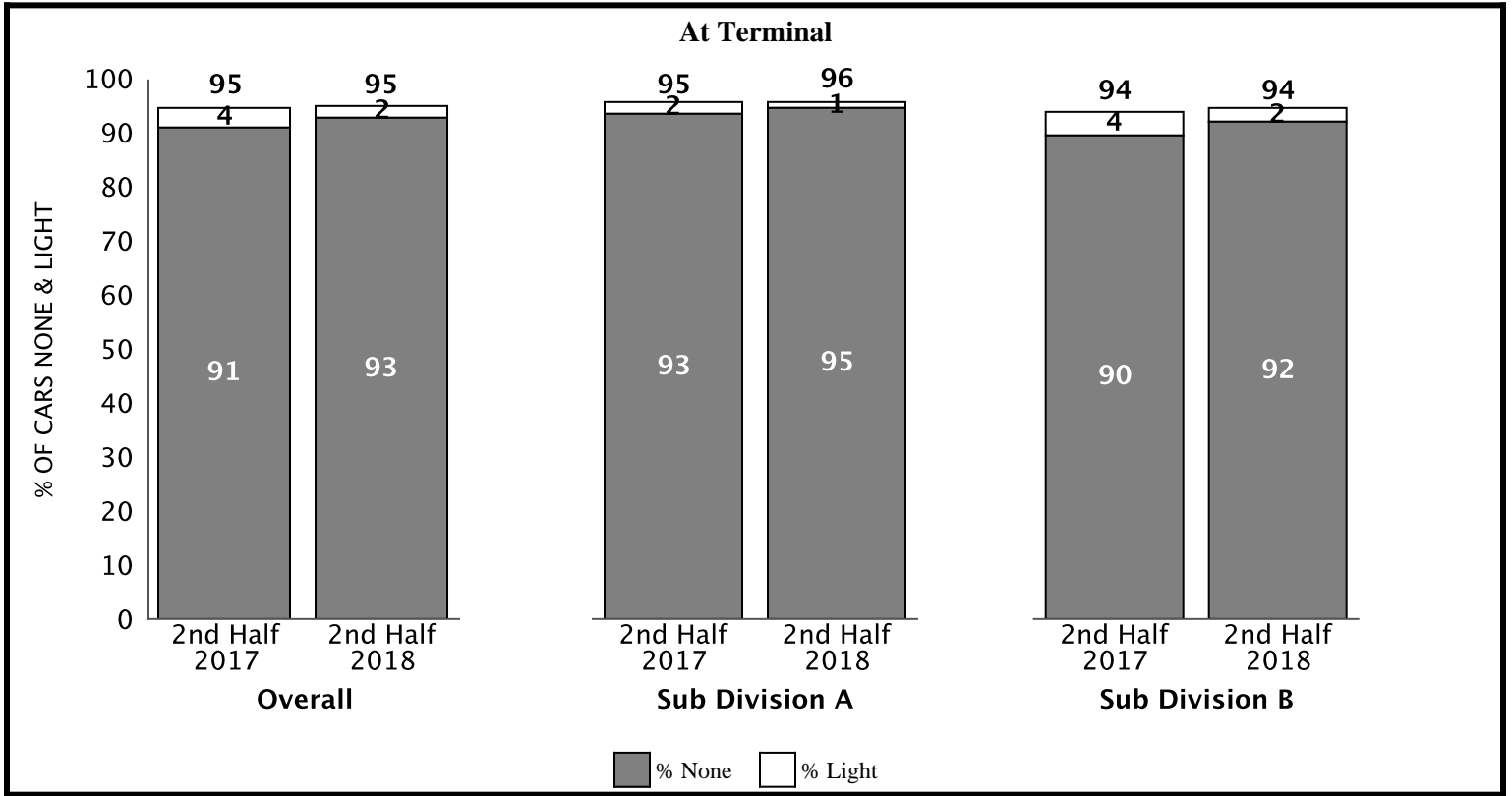
Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2018	93%	2%	0%	5%	82%	8%	0%	10%
1st Half 2018	92%	3%	0%	5%	84%	5%	1%	10%
2nd Half 2017	91%	4%	1%	5%	81%	8%	2%	10%
1st Half 2017	90%	4%	0%	6%	79%	11%	0%	10%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2018 vs. 2nd Half 2017: Both the "At Terminal" results (0%) and the "In Service" results (1%) were statistically unchanged.

**Passenger Environment Survey
Subway Car Cleanliness Conditions by Group**



Groups: 1 2 3 4 5 6 7 S -42nd Street

-Franklin

A B C D E F G J Z L M N Q R W S

**Passenger Environment Survey
Subway Car Cleanliness Conditions by Line
% None and Light**

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>2nd Half 2017</u>	<u>2nd Half 2018</u>	<u>2nd Half 2017</u>	<u>2nd Half 2018</u>
1	98%	95%	97%	92%
2	92%	95%	87%	90%
3	95%	96%	89%	85%
4	95%	93%	91%	90%
5	96%	96%	90%	88%
6	98%	99%	89%	91%
7	98%	98%	94%	93%
S 42nd St.	-	-	99%	88%
Sub Division A	96%	96%	91%	90%
A	92%	93%	84%	86%
B	97%	96%	87%	90%
C	98%	94%	94%	94%
D	94%	97%	87%	90%
E	97%	97%	94%	92%
F	89%	91%	85%	87%
S Fkln	-	-	94%	98%
G	99%	97%	94%	93%
J Z	94%	95%	82%	86%
L	88%	93%	93%	86%
M	90%	92%	71%	91%
N	94%	92%	94%	92%
Q	97%	98%	93%	90%
R	94%	96%	87%	92%
W	90%	94%	85%	86%
Sub Division B	94%	95%	88%	90%

Note: Changes of 6.0% or more by line are considered statistically significant.

* at terminal - with cleaners present

Passenger Environment Survey

Stations Results

The Stations PES consists of 14 indicators. Of the 14 indicators, 12 remained statistically unchanged while 1 showed an increase and 1 declined when comparing the Second Half 2018 to the Second Half 2017. The table below depicts the results for the Second Half 2018 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

Cleanliness and Appearance			2017	2017	2018	2018
			1st Half	2nd Half	1st Half	2nd Half
			Daytime	Daytime	Daytime	Daytime
Litter Conditions in Stations <i>Presence of Litter</i> <i>See Chart 3</i>	<i>Include Trackbed Component</i>	% None	6	4	5	7
		% Light	75	75	74	78
		% Moderate	19	20	21	15
		% Heavy	1	0	0	0
	<i>See Chart 4</i>	<i>Measured without Trackbed component</i>	% None	25	25	23
% Light		65	64	64	63	
% Moderate		9	10	12	7	
% Heavy		1	0	0	0	
Floor and Seat Cleanliness Conditions in Stations <i>Degree of Dirtiness</i> <i>See Chart 5</i>		% None	51	33	23	35
		% Light	41	55	60	56
		% Moderate	8	12	16	10
		% Heavy	1	0	1	0
Graffiti Conditions in Stations <i>Presence of Graffiti</i>		% None	99	89	82	99
		% Light	1	9	14	1
		% Moderate	1	2	4	0
		% Heavy	0	0	0	0

Customer Information

% Stations with Legible/Correct System Maps	73	76	74	72
% Stations with Correct Passenger Information Center (PIC)	99	99	99	99
% Station Control Areas with Correct Subway Map Available	84	90	90	91

Functioning Equipment

% Stations with Functional Annunciator (where applicable)	96	99	98	97
% Escalators/Elevators in Operation	99	99	99	99
% Station Control Areas with Working Booth Microphone	98	100	100	99
% Trash Receptacles Usable in Stations	100	100	99	100
% Workign Turnstiles in Stations	99	99	99	99
% Working MetroCard Vending Machines	99	99	99	99

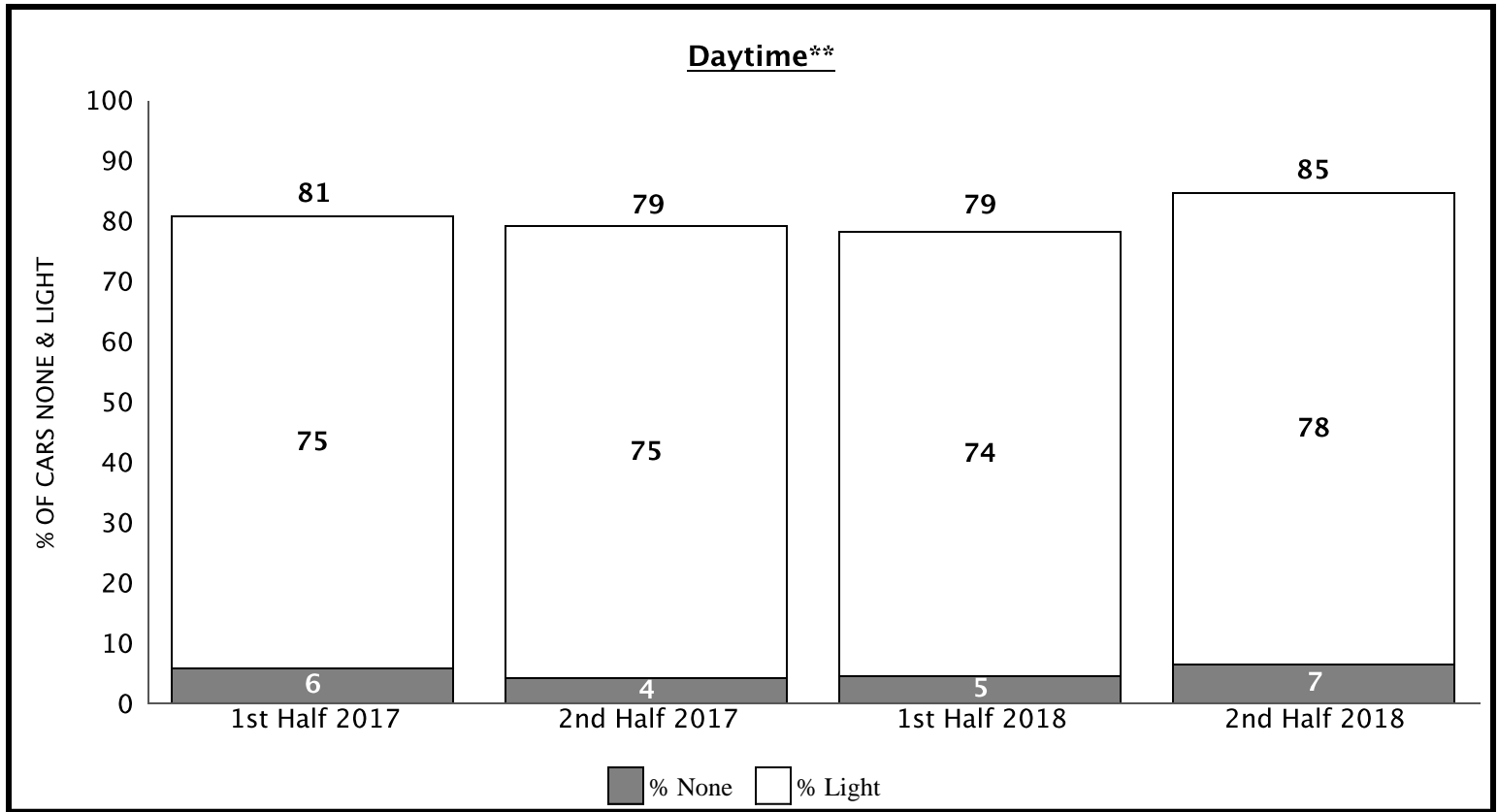
Operation

% Station Agents in Proper Uniform	100	100	100	100
% Station Agents Properly Displaying Badges	97	97	98	98

Daytime - Surveyed after heavy passenger utilization (post-AM Peak).

Passenger Environment Survey

Litter Conditions in Stations* (includes Trackbed)



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

** Measured after heavy passenger utilization (post AM Peak).

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

Heavy - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2018 Annual Goals: (% none & light) At Terminal: N/A In Service: N/A

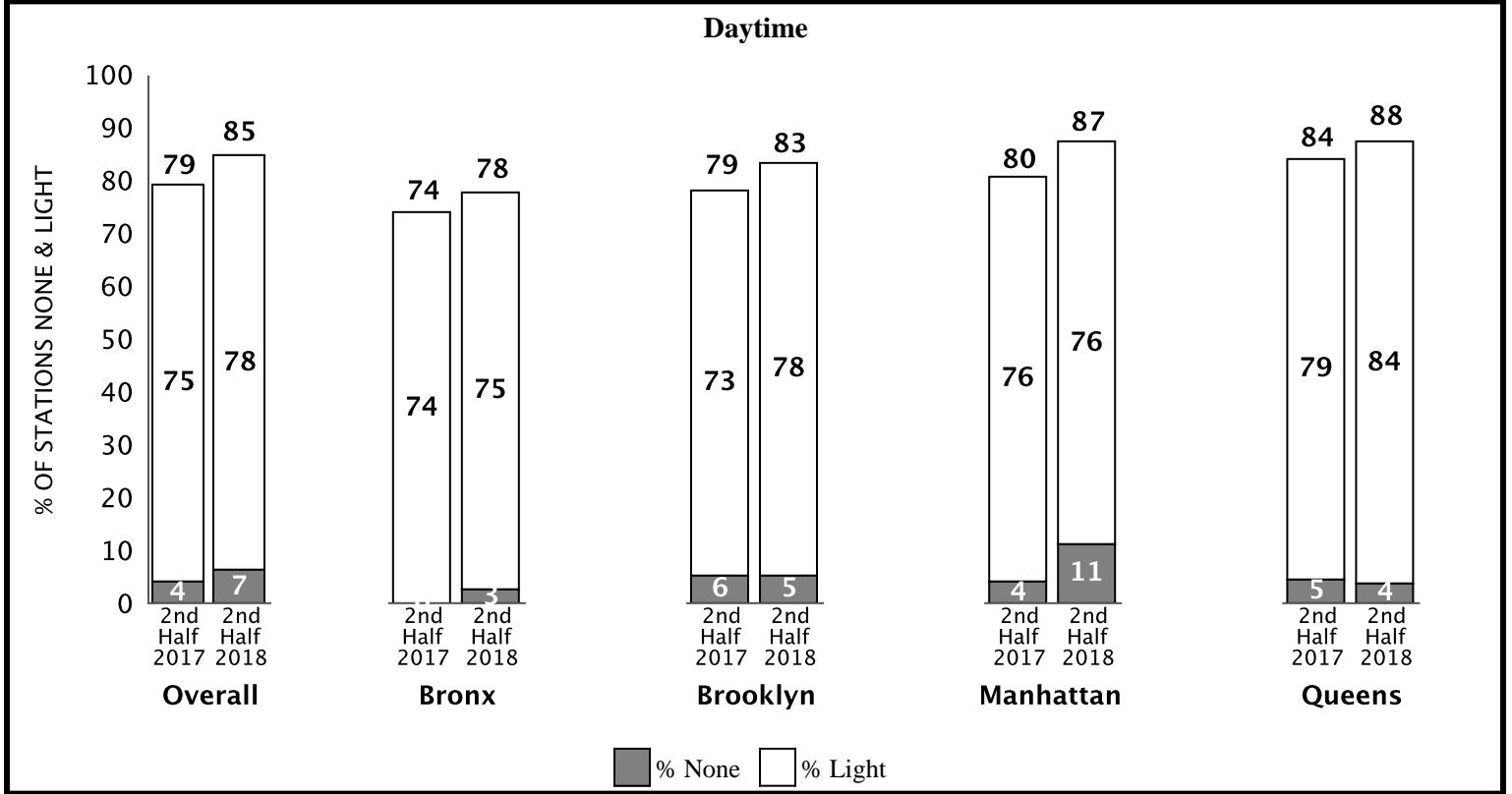
Semi-Annual Results

	Daytime			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2018	7%	78%	15%	0%
1st Half 2018	5%	74%	21%	0%
2nd Half 2017	4%	75%	20%	0%
1st Half 2017	6%	75%	19%	1%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2018 vs. 2nd Half 2017: The "Daytime" results (6%) showed a statistically significant increase.

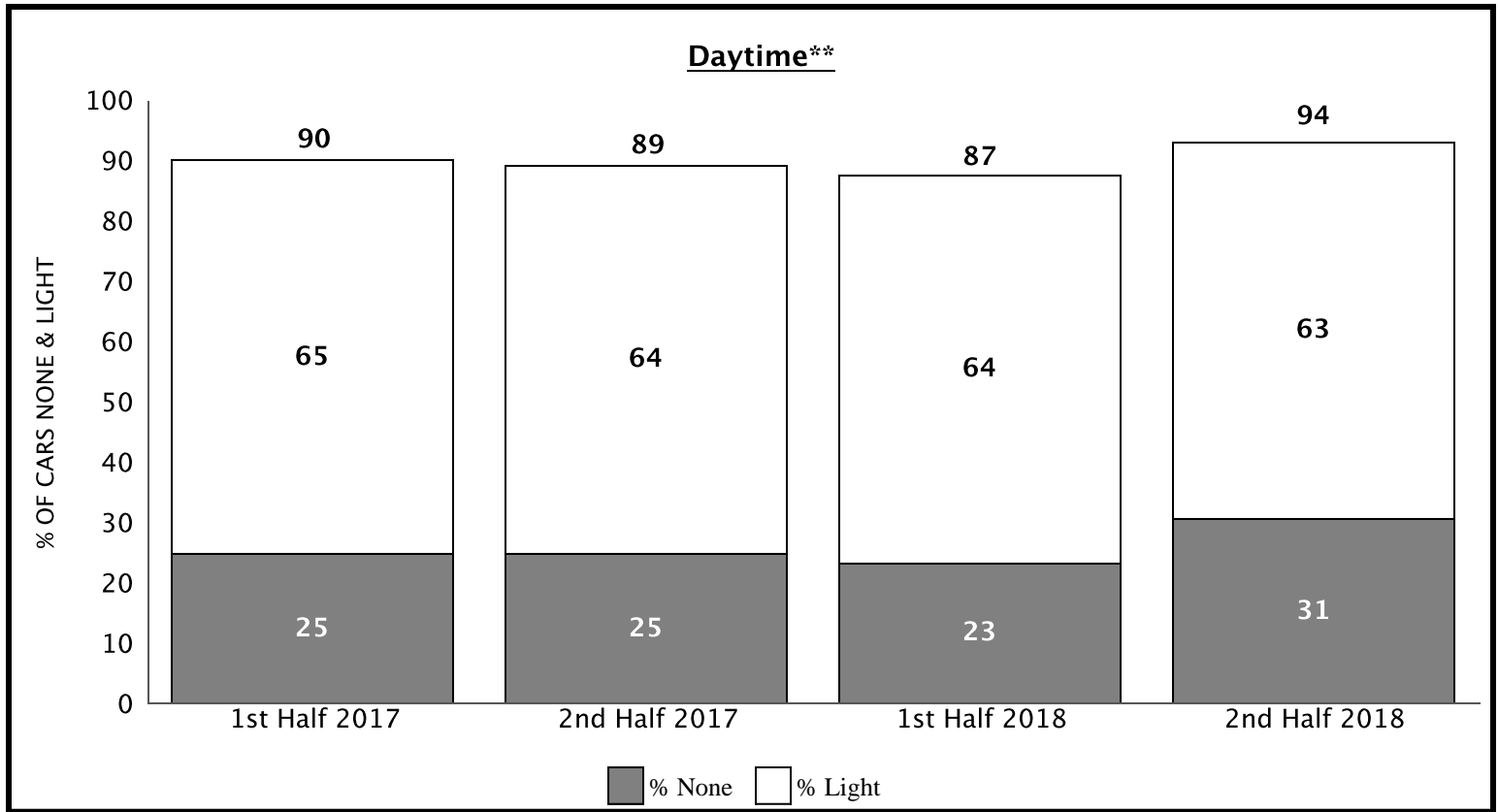
**Passenger Environment Survey
Litter Conditions by Borough* (includes Trackbed)**



* Includes all components of station: mezzanine, passageway, stairway, platform and trackbed.

Passenger Environment Survey

Litter Conditions in Stations* (without Trackbed)



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

** Measured after heavy passenger utilization (post AM Peak).

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

Heavy - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2018 Annual Goals: (% none & light) At Terminal: 87.0% In Service: 81.0%

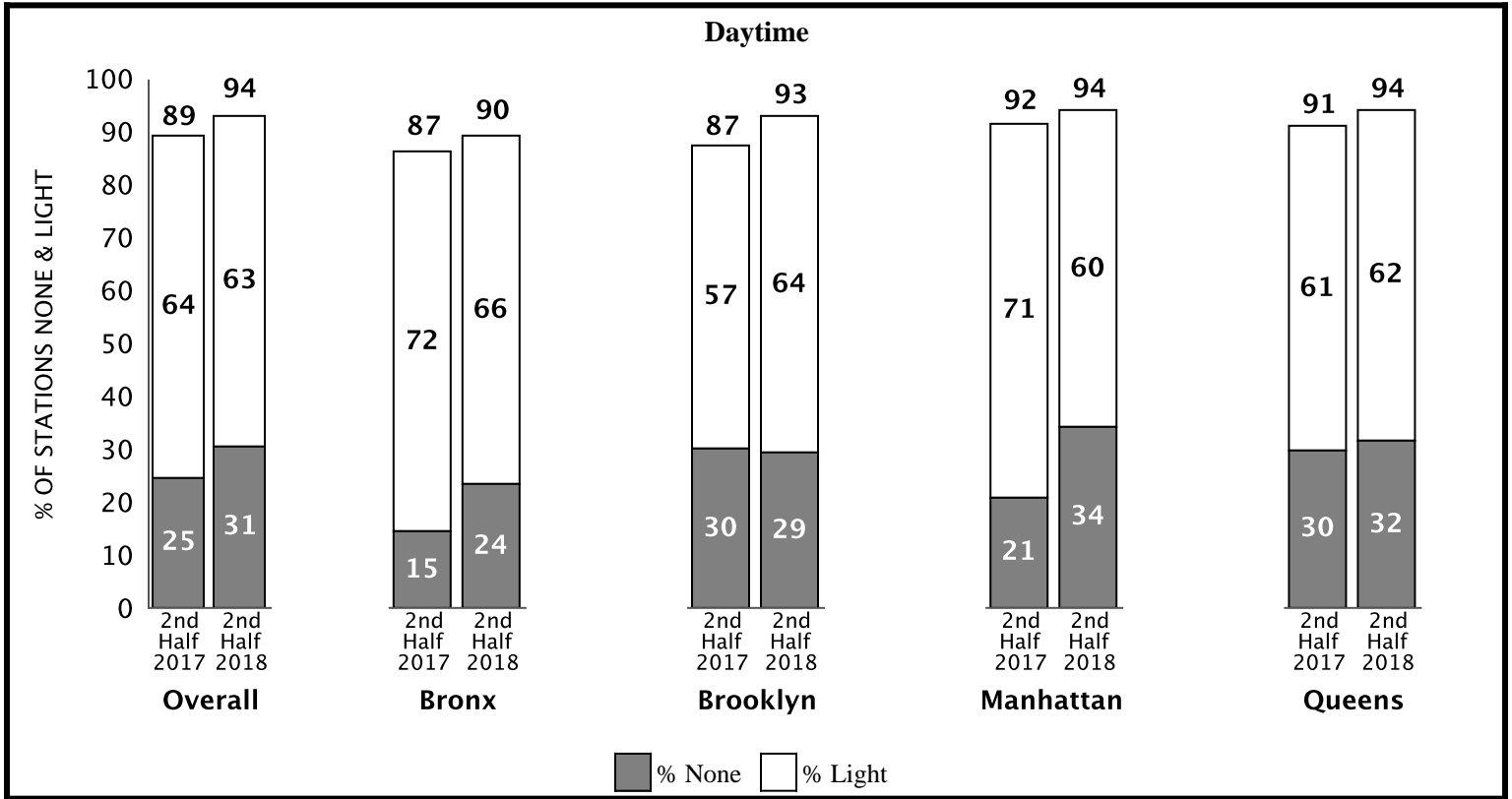
Semi-Annual Results

	Daytime			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2018	31%	63%	7%	0%
1st Half 2018	23%	64%	12%	0%
2nd Half 2017	25%	64%	10%	0%
1st Half 2017	25%	65%	9%	1%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

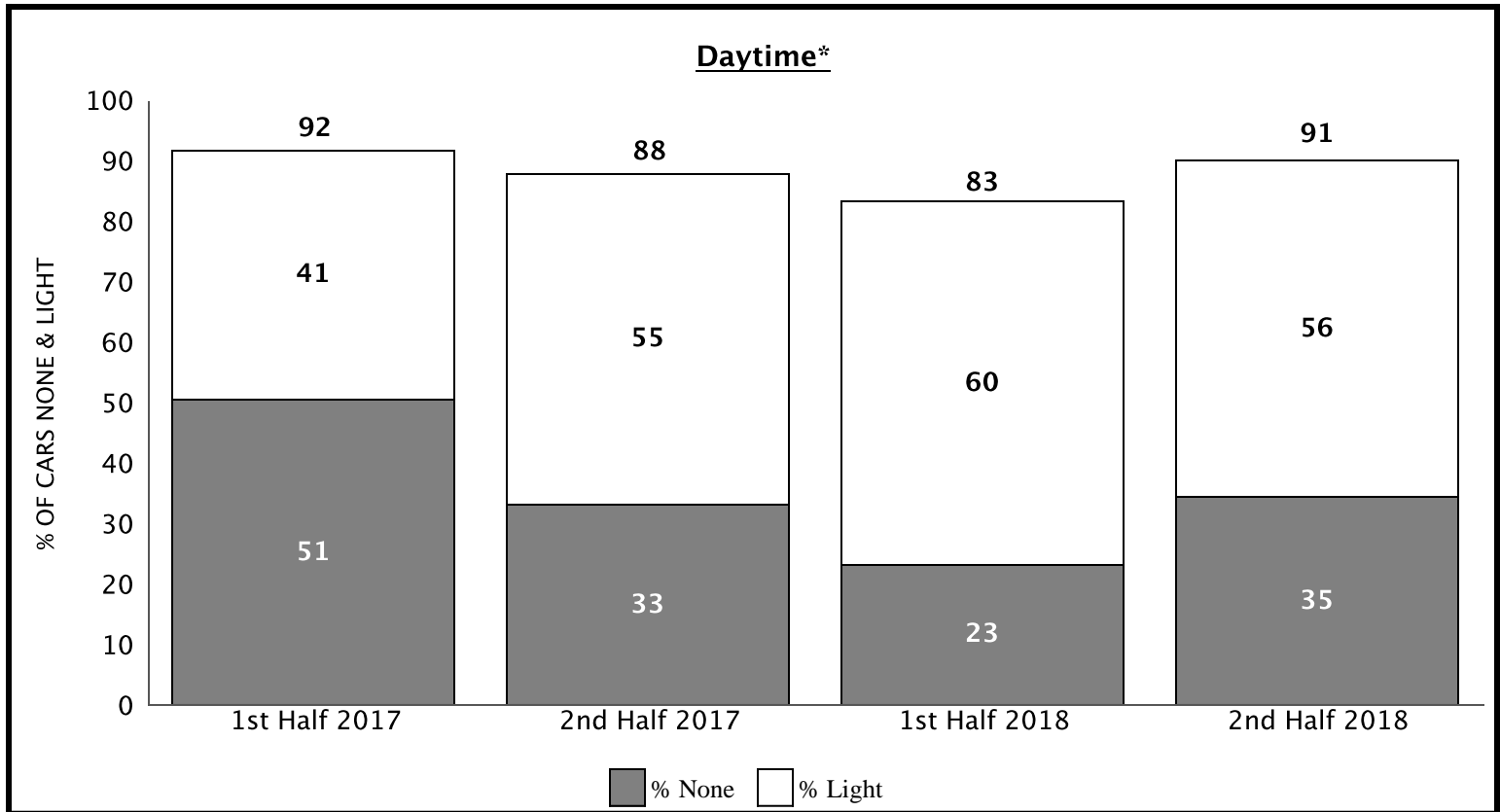
2nd Half 2018 vs. 2nd Half 2017: The "Daytime" results (4%) showed a statistically significant increase.

**Passenger Environment Survey
Litter Conditions by Borough* (without Trackbed)**



* Includes all components of station: mezzanine, passageway, stairway, platform and trackbed.

Passenger Environment Survey
Cleanliness Conditions in Stations



* Measured after heavy passenger utilization (post AM Peak).

Definition

Cleanliness of Station Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in" spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

Heavy - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2018 Annual Goals: (% none & light) At Terminal: 87.0% In Service: 81.0%

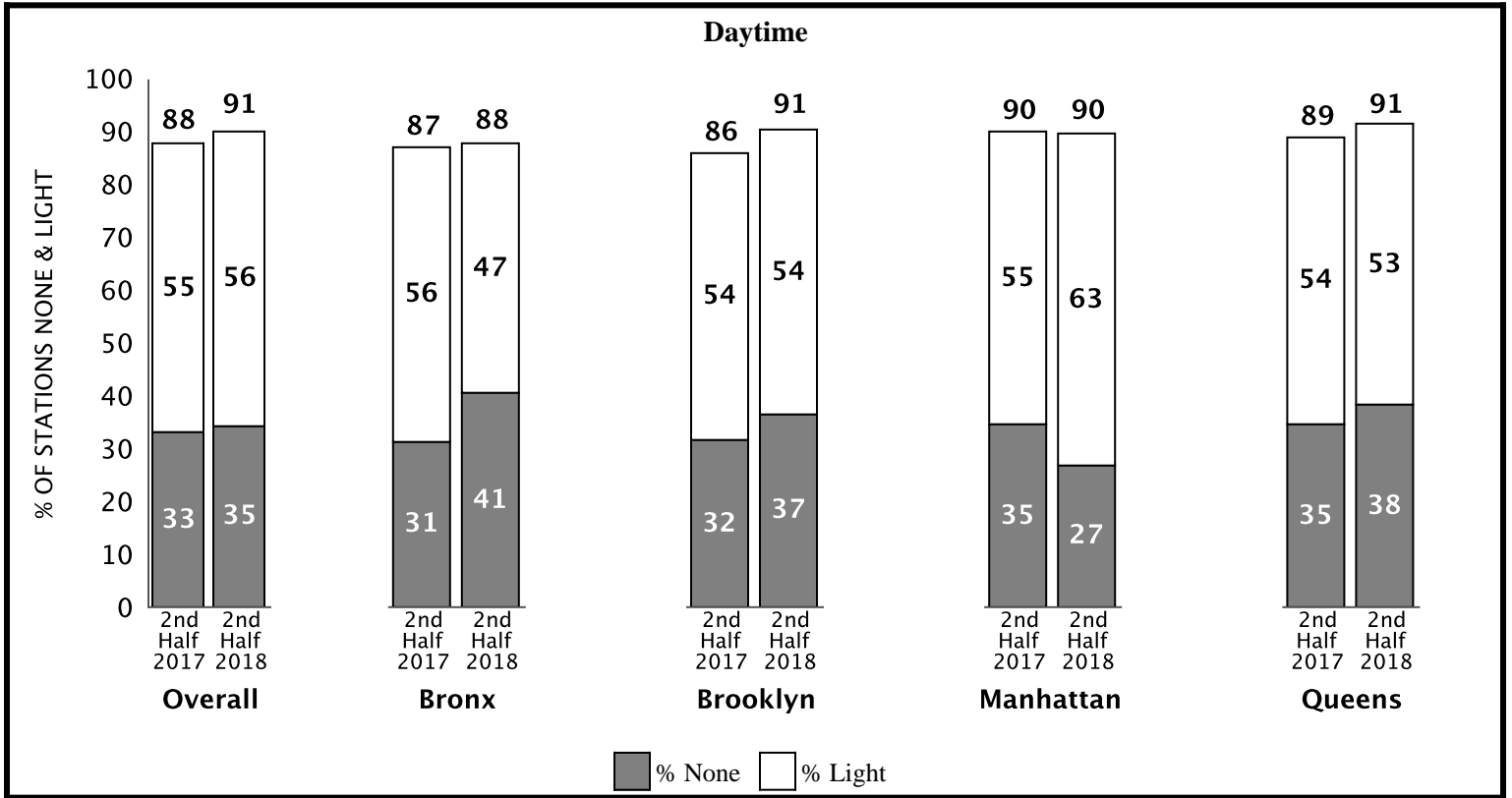
Semi-Annual Results

	At Terminal			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2018	35%	56%	10%	0%
1st Half 2018	23%	60%	16%	1%
2nd Half 2017	33%	55%	12%	0%
1st Half 2017	51%	41%	8%	1%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2018 vs. 2nd Half 2017: The "Daytime" results (2%) were statistically unchanged.

**Passenger Environment Survey
Cleanliness Conditions by Borough**



Passenger Environment Survey

Staten Island Railway (SIR) Car Results

The Staten Island Railway Car PES consists of 16 indicators. Of the 16 indicators, 14 remained statistically unchanged while 0 showed an increase and 2 declined when comparing the Second Half 2018 to the Second Half 2017. The table below depicts the results for the Second Half 2018 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

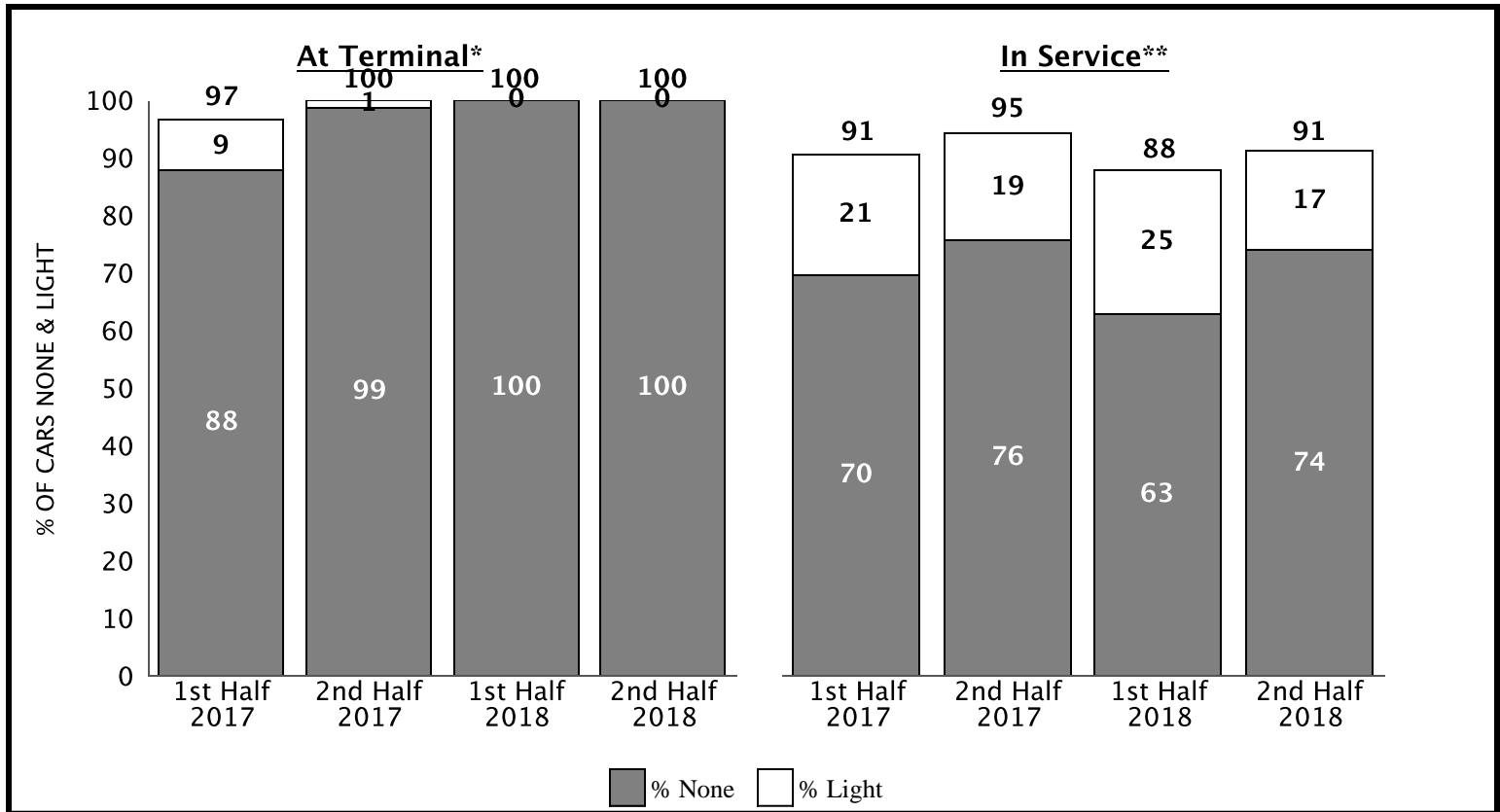
Cleanliness and Appearance		2017		2017		2018		2018	
		1st Half		2nd Half		1st Half		2nd Half	
		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
Litter Conditions in Cars									
<i>Presence of Litter</i> <i>See Chart 6</i>	% None	88	70	99	76	100	63	100	74
	% Light	9	21	1	19	0	25	0	17
	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	3	9	0	5	0	12	0	9
Cleanliness of Car Floors and Seats									
<i>Degree of Dirtiness</i> <i>See Chart 7</i>	% None	96	88	100	93	100	87	100	90
	% Light	1	4	0	2	0	1	0	2
	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	3	9	0	5	0	12	0	9
% Cars with No Interior Graffiti		97		100		100		100	
% Cars with No Exterior Graffiti		100		100		100		100	
% Cars with No Graffitied Windows		99		100		100		99	
% Cars with No Scratchtied Windows		88		100		100		99	
% Cars with No Clouded Windows		100		100		99		99	
% Cars with No Broken or Cracked Windows		100		100		100		100	
Customer Information									
% Cars with All System Maps Correct/Legible		98		97		90		88	
% Cars with Public Address Announcements		82		82		80		78	
Functioning Equipment									
% Cars with No Broken Door Panels		99		100		100		100	
% Lighting Conditions in Cars ¹		100		100		100		100	
% Climate Control Conditions in Cars ²		91		97		96		91	
Operation									
% Conductors in Proper Uniform		100		100		100		100	

¹ % of cars with at least 90% of lights on.

² % of cars with average interior temperature between 58F and 78F.

Passenger Environment Survey

Litter Conditions in Staten Island Railway (SIR) Cars



* Measured throughout the day at St. George Ferry Terminal.

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

Heavy - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

Semi-Annual Results

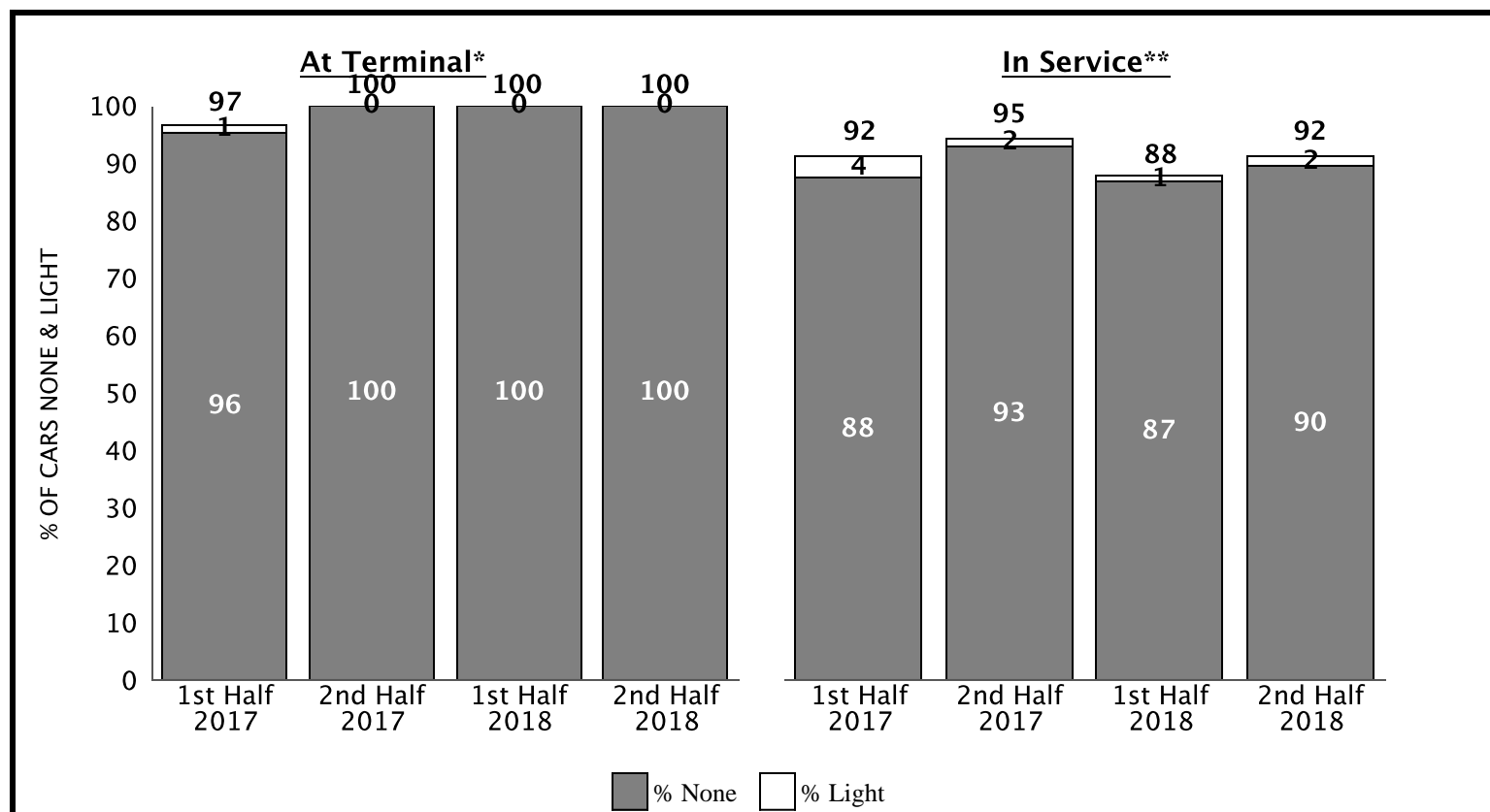
	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2018	100%	0%	0%	0%	74%	17%	0%	9%
1st Half 2018	100%	0%	0%	0%	63%	25%	0%	12%
2nd Half 2017	99%	1%	0%	0%	76%	19%	0%	5%
1st Half 2017	88%	9%	0%	3%	70%	21%	0%	9%

Discussion of Results: an increase/decrease of less than 6% is statistically unchanged.

2nd Half 2018 vs. 2nd Half 2017: Both the "At Terminal" results (0%) and the "In Service" results (-4%) were statistically unchanged.

Passenger Environment Survey

Cleanliness Conditions on Staten Island Railway (SIR) Cars



* Measured throughout the day at only those terminals that have cleaners.

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in" spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

Heavy - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2018	100%	0%	0%	0%	90%	2%	0%	9%
1st Half 2018	100%	0%	0%	0%	87%	1%	0%	12%
2nd Half 2017	100%	0%	0%	0%	93%	2%	0%	5%
1st Half 2017	96%	1%	0%	3%	88%	4%	0%	9%

Discussion of Results: an increase/decrease of less than 6% is statistically unchanged.

2nd Half 2018 vs. 2nd Half 2017: Both the "At Terminal" results (0%) and the "In Service" results (-4%) were statistically unchanged.

Passenger Environment Survey

Staten Island Railway (SIR) Stations Results

The Stations PES consists of 5 indicators. Of the 5 indicators, 3 remained statistically unchanged while 2 showed an increase and 0 declined when comparing the Second Half 2018 to the Second Half 2017. The table below depicts the results for the Second Half 2018 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

Cleanliness and Appearance			2017	2017	2018	2018
			1st Half	2nd Half	1st Half	2nd Half
Litter Conditions in Stations <i>Presence of Litter</i> <i>See Chart 8</i>	Include Trackbed Component	% None	9	12	27	17
		% Light	49	43	43	51
		% Moderate	34	39	30	30
		% Heavy	7	6	0	2
	Measured without Trackbed component	% None	31	20	37	32
		% Light	42	56	57	58
		% Moderate	22	18	6	8
		% Heavy	5	6	0	1
Floor and Seat Cleanliness Conditions in Stations <i>Degree of Dirtiness</i> <i>See Chart 9</i>	% None		49	46	65	62
	% Light		31	38	32	33
	% Moderate		15	10	2	4
	% Heavy		5	6	0	1
Graffiti Conditions in Stations <i>Presence of Graffiti</i>	% None		74	82	92	98
	% Light		26	18	8	2
	% Moderate		0	0	0	0
	% Heavy		0	0	0	0

Customer Information

% Stations with Correct Customer Information Center (CIC)	99	100	99	100
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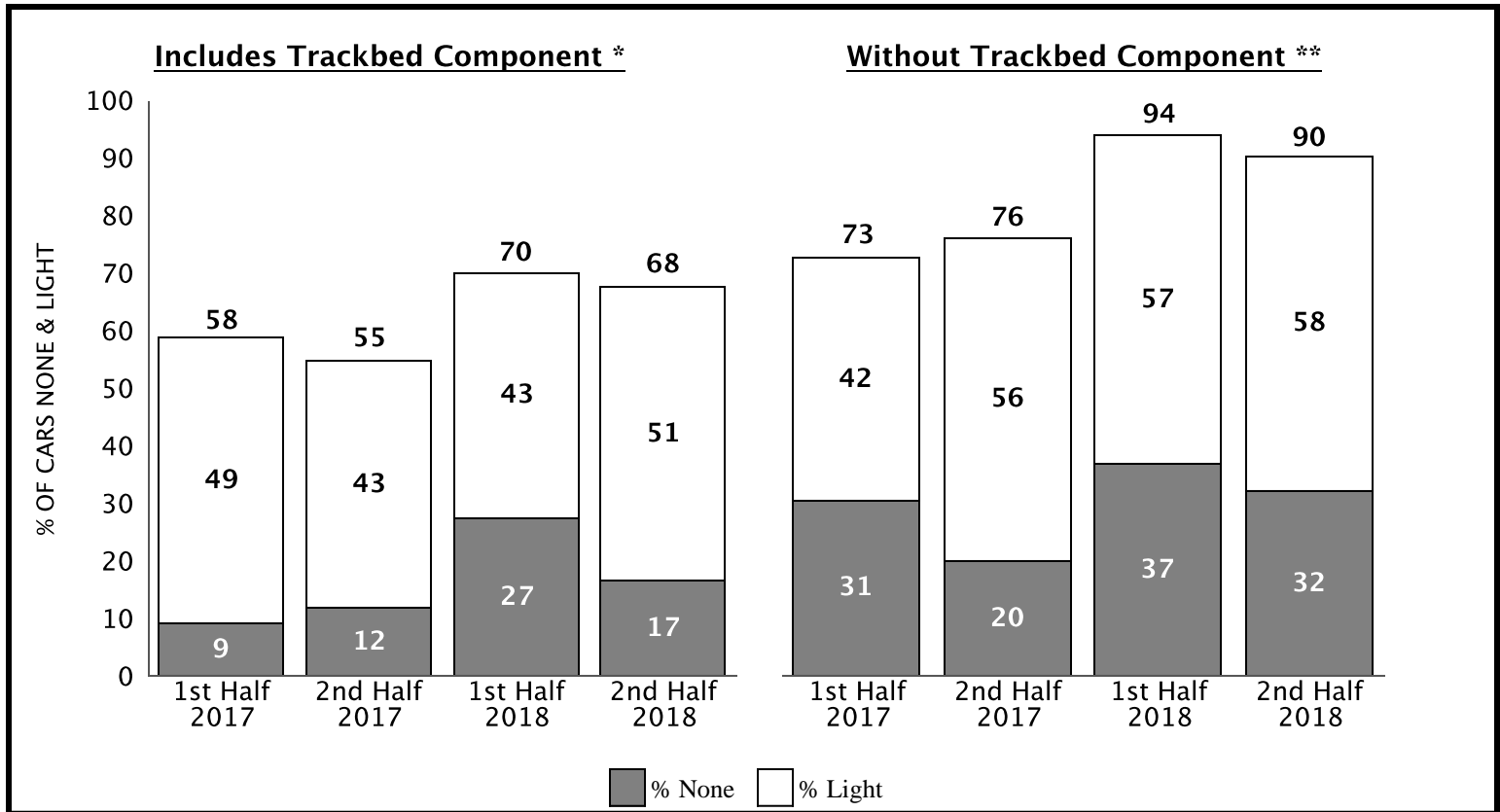
Functioning Equipment

% Trash Receptacles Usable in Stations	100	100	100	100
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All surveys done after heavy passenger utilization (post AM Peak)

Passenger Environment Survey

Litter Conditions in Staten Island Railway (SIR) Stations



* Includes all components of station: mezzanine, passageway, stairway, platform and trackbed.

** Includes mezzanine, passageway, stairway and platform components only, not trackbed.

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

Heavy - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

Semi-Annual Results

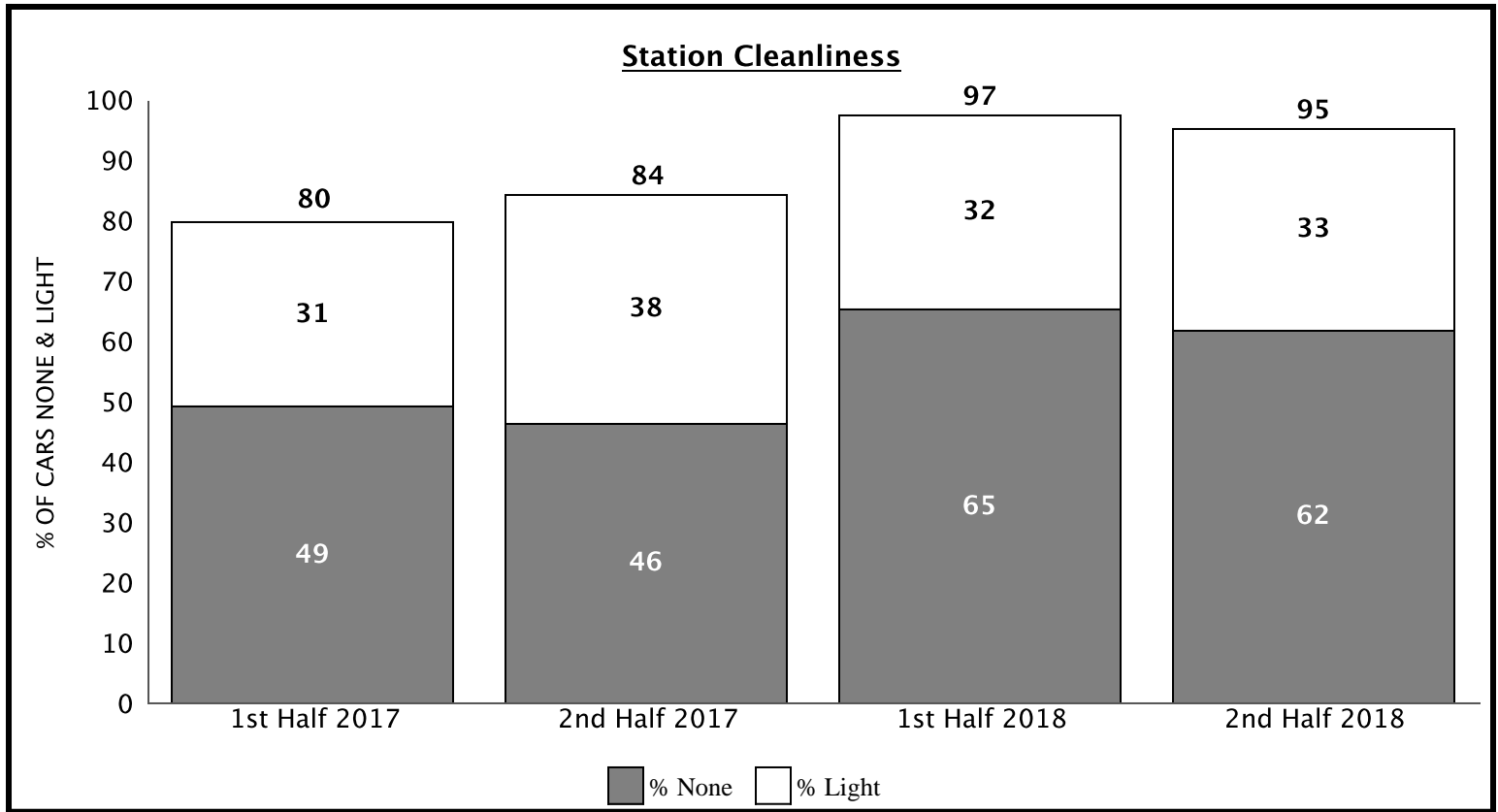
	Includes Trackbed Component				Without Trackbed Component			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2018	17%	51%	30%	2%	32%	58%	8%	1%
1st Half 2018	27%	43%	30%	0%	37%	57%	6%	0%
2nd Half 2017	12%	43%	39%	6%	20%	56%	18%	6%
1st Half 2017	9%	49%	34%	7%	31%	42%	22%	5%

Discussion of Results: an increase/decrease of less than 10% is statistically unchanged.

2nd Half 2018 vs. 2nd Half 2017: Both the Litter with trackbed results (13%) and the Litter without trackbed results (14%) showed a statistically significant increase. Please note, the litter without tracked component is not an official indicator and is provided for information only.

Passenger Environment Survey

Cleanliness Conditions in Staten Island Railway (SIR) Stations



Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in" spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

Heavy - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	Cleanliness			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2018	62%	33%	4%	1%
1st Half 2018	65%	32%	2%	0%
2nd Half 2017	46%	38%	10%	6%
1st Half 2017	49%	31%	15%	5%

Discussion of Results: an increase/decrease of less than 10% is statistically unchanged.

2nd Half 2018 vs. 2nd Half 2017: The Cleanliness results (10%) showed a statistically significant increase.



February 2019 Standard Follow-Up Report: Service Quality Indicators – Bus PES

The purpose of this report is to evaluate the quality of the passenger environment onboard buses. By providing the Department of Buses with an internal diagnostic tool of the environments on buses, this report can lead to actions to improve areas of concern.

The Passenger Environment Survey (PES) was first established in 1983 to provide an overview of the quality of the system through the use of surveyors who had no direct affiliation with the operating departments. Over time, PES has expanded its scope of work to include expanded indicators, such as graffiti in 2000, and additional surveying environments, such as express buses in 2007.

NYCT's weekday service quality indicators, the Bus Passenger Environment Survey (PES), is reported on a semi-annual basis. It includes a summary of all indicators (Local bus and Express bus) that also compares the most recent half-year to the prior three periods.

The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for local buses and 12 for express buses.

Of the 38 indicators, 32 indicators remained statistically unchanged while four (4) increased and two (2) decreased when comparing Second Half 2018 and Second Half 2017. For those PES indicators that rate Bus environments as "None," "Light," "Moderate", and "Heavy," the indicator changes combine the "None" and "Light" ratings.

The results for all PES indicators for Second Half 2018 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Judith McClain
Acting Chief, Operations Planning

Significant Indicator Improvements/Declines

Of the 38 Local and Express Bus passenger environment indicators, 32 indicators remained unchanged, 4 indicators showed an improvement while 2 declined when comparing Second Half 2018 and Second Half 2017.

IMPROVEMENTS

	2018 2nd Half	2017 2nd Half	Net Change
Local Buses			
Litter Conditions on Local Buses (In Service)	87%	90%	3%
Cleanliness Conditions on Local Buses (In Service)	87%	90%	3%
Local Buses with No Scratched Windows	93%	96%	3%
Local Bus Announcements that are Understandable/Correct	56%	61%	5%

DECLINES

	2018 2nd Half	2017 2nd Half	Net Change
Local Buses			
Local Buses Displaying a Correct/Legible Bus Map	96%	92%	-4%
Climate Control Conditions in Local Buses	94%	91%	-3%

Passenger Environment Survey

Local Bus Results

The Local Bus PES consists of 26 indicators. Of the 26 indicators, 20 remained statistically unchanged while 4 showed an increase and 2 declined when comparing the Second Half 2018 to the Second Half 2017. The table below depicts the results for the Second Half 2018 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

Cleanliness and Appearance		2017		2017		2018		2018	
		1st Half		2nd Half		1st Half		2nd Half	
		Before Service	In service	Before Service	In Service	Before Service	In Service	Before Service	In Service
Litter Conditions in Buses <i>Presence of Litter</i> <i>See Chart 1</i>	% None	86	38	90	47	95	53	94	51
	% Light	12	44	8	40	4	36	5	39
	% Moderate	0	2	0	1	0	0	0	0
	% Heavy	2	15	2	13	1	10	1	10
Exterior Dirt Condition of Buses <i>Degree of Dirtiness</i>	% None	99	92	100	98	100	98	99	100
	% Light	0	6	0	2	0	1	1	0
	% Moderate	0	2	0	0	0	1	0	0
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior <i>Degree of Dirtiness</i> <i>See Chart 2</i>	% None	88	72	91	81	90	88	83	86
	% Light	10	12	7	6	9	2	15	4
	% Moderate	1	0	1	0	1	0	1	0
	% Heavy	2	16	1	13	1	10	1	10
% Buses with No Damaged Panels		98		99		100		100	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Scratchtited Windows		96		93		94		96	
% Buses with No Clouded Windows		99		98		97		98	
% Buses with No Interior Graffiti		94		94		94		96	
% Buses with No Exterior Graffiti		100		100		100		100	

Customer Information

% Buses with Readable/Correct Front Sign	100	100	100	100
% Buses with Correct Electronic Side Sign	100	100	100	100
% Buses with Correct Rear Sign	99	99	99	99
% Bus Announcements that are Understandable/Correct	55	56	55	61
% Buses with Priority Seating Stickers	100	99	99	100
% Buses Displaying a Correct/Legible Bus Map ¹	98	96	80	92

Functioning Equipment

Climate Control Conditions in Buses ¹	97	94	95	91
% Buses with Operative Kneeling Feature	100	100	100	100
% Buses with Operative Wheelchair Lift	99	99	99	99
% Buses with Operating Windows	99	99	99	100
% Buses with Operative Rear Door	98	98	99	99

Operations

% Bus Stops where Buses Board/Discharge Passengers Appropriately	95	97	97	96
% Bus Operators in Proper Uniform	99	100	100	100
% Bus Operators Properly Displaying Badges	96	95	97	97

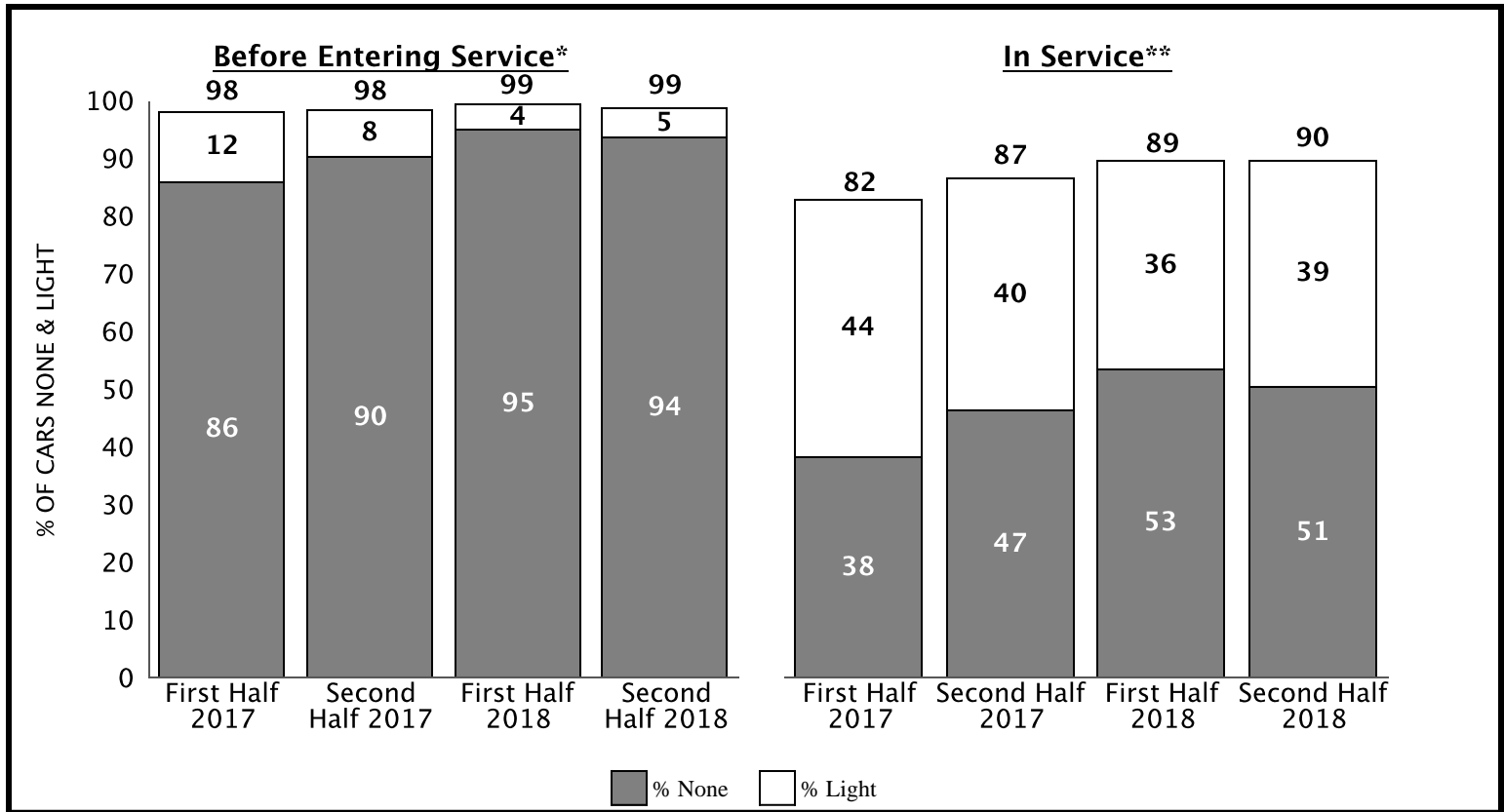
¹ % of buses with average interior temperature between 50F and 78F, except if ambient temperature is above 98F, then the climate control must maintain a 20F gradient.

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

Heavy - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2018 Annual Goals: (% none & light) At Terminal: 99.9% In Service: N/A

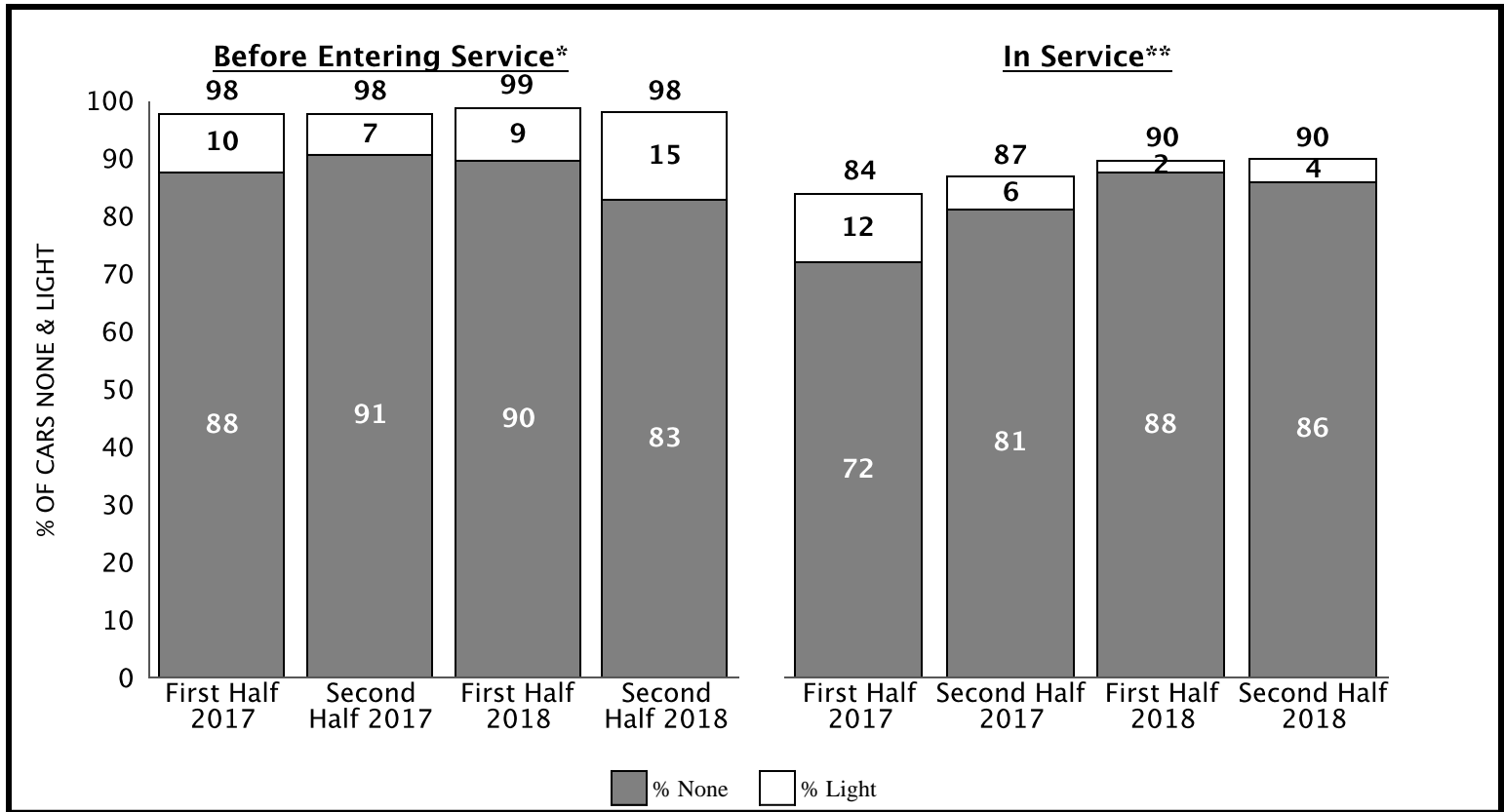
Semi-Annual Results

	Before Entering Service				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
Second Half 2018	94%	5%	0%	1%	51%	39%	0%	10%
First Half 2018	95%	4%	0%	1%	53%	36%	0%	10%
Second Half 2017	90%	8%	0%	2%	47%	40%	1%	13%
First Half 2017	86%	12%	0%	2%	38%	44%	2%	15%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2018 vs. 2nd Half 2017: Both the "Before Entering Service" results (1%) and the "In Service" results (3%) were statistically unchanged.

Passenger Environment Survey
Cleanliness Conditions on Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in" spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

Heavy - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2018 Annual Goals: (% none & light) At Terminal: 99.9% In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
Second Half 2018	83%	15%	1%	1%	86%	4%	0%	10%
First Half 2018	90%	9%	1%	1%	88%	2%	0%	10%
Second Half 2017	91%	7%	1%	1%	81%	6%	0%	13%
First Half 2017	88%	10%	1%	2%	72%	12%	0%	16%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2018 vs. 2nd Half 2017: Both the "Before Entering Service" results (0%) and the "In Service" results (3%) were statistically unchanged.

Passenger Environment Survey

Express Bus Results

The Express Bus PES consists of 12 indicators. Of the 12 indicators, 12 remained statistically unchanged while 0 showed an increase and 0 declined when comparing the Second Half 2018 to the Second Half 2017. The table below depicts the results for the Second Half 2018 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

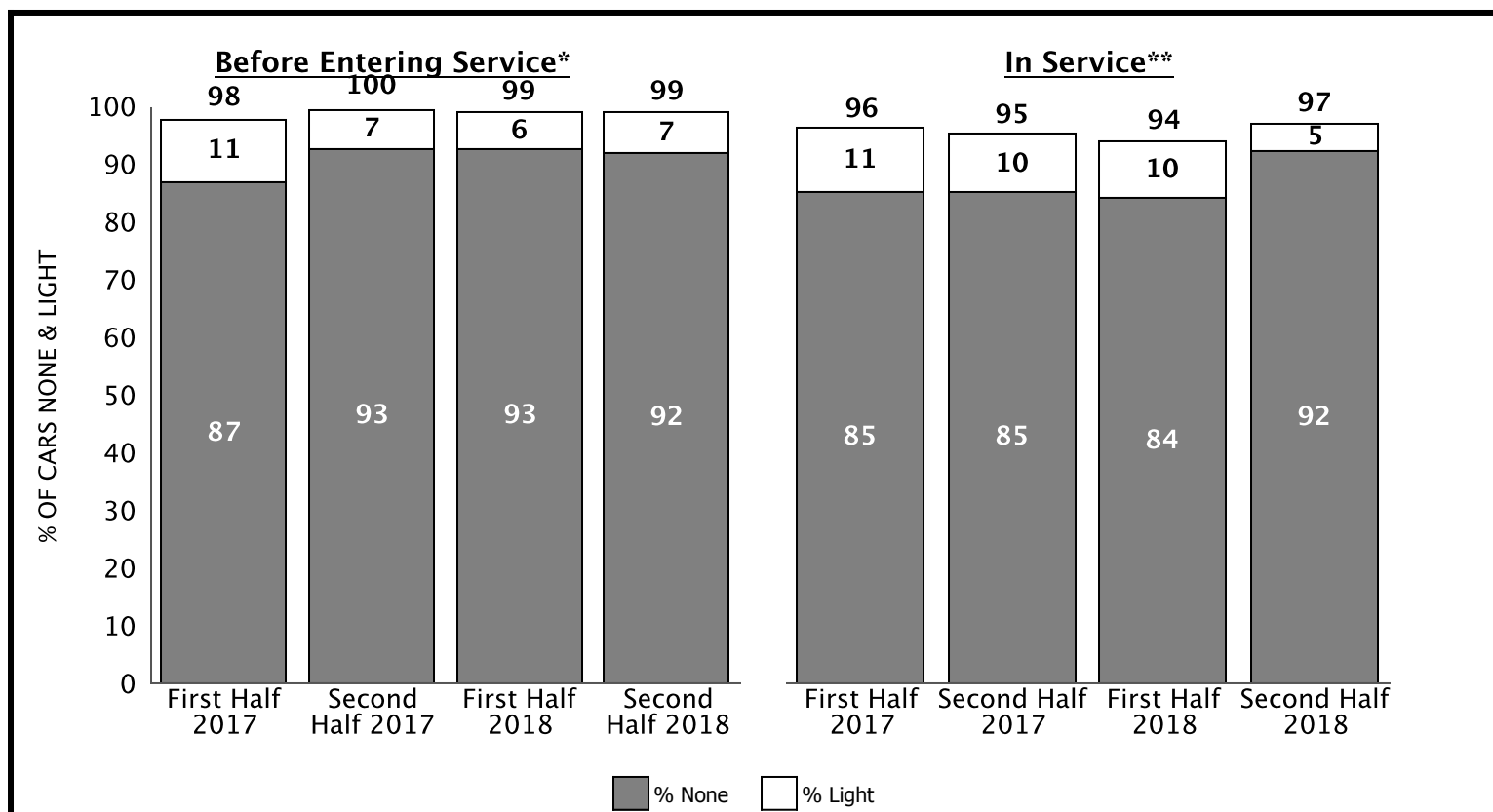
Cleanliness and Appearance		2017		2017		2018		2018	
		1st Half		2nd Half		1st Half		2nd Half	
		Before Service	In service	Before Service	In Service	Before Service	In Service	Before Service	In Service
Litter Conditions in Buses <i>Presence of Litter</i> <i>See Chart 3</i>	% None	87	85	93	85	93	84	92	92
	% Light	11	11	7	10	6	10	7	5
	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	2	3	1	4	1	6	1	3
Exterior Dirt Condition of Buses <i>Degree of Dirtiness</i>	% None	99	97	100	100	99	100	98	100
	% Light	0	2	0	0	1	0	2	0
	% Moderate	0	1	0	0	0	0	0	0
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior <i>Degree of Dirtiness</i> <i>See Chart 4</i>	% None	90	94	95	95	92	94	89	97
	% Light	7	2	4	1	6	0	10	0
	% Moderate	1	0	0	0	1	0	0	0
	% Heavy	2	3	1	4	1	6	1	3
% Buses with No Damaged Panels		98		99		100		100	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Interior Graffiti		99		99		99		99	
% Buses with No Exterior Graffiti		100		100		100		100	
Functioning Equipment									
% of Operative Reading Lights on Buses		99		98		99		99	
% of Operative Reclining Seats on Buses		96		98		98		99	

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

Heavy - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2018 Annual Goals: (% none & light) At Terminal: 99.9% In Service: N/A

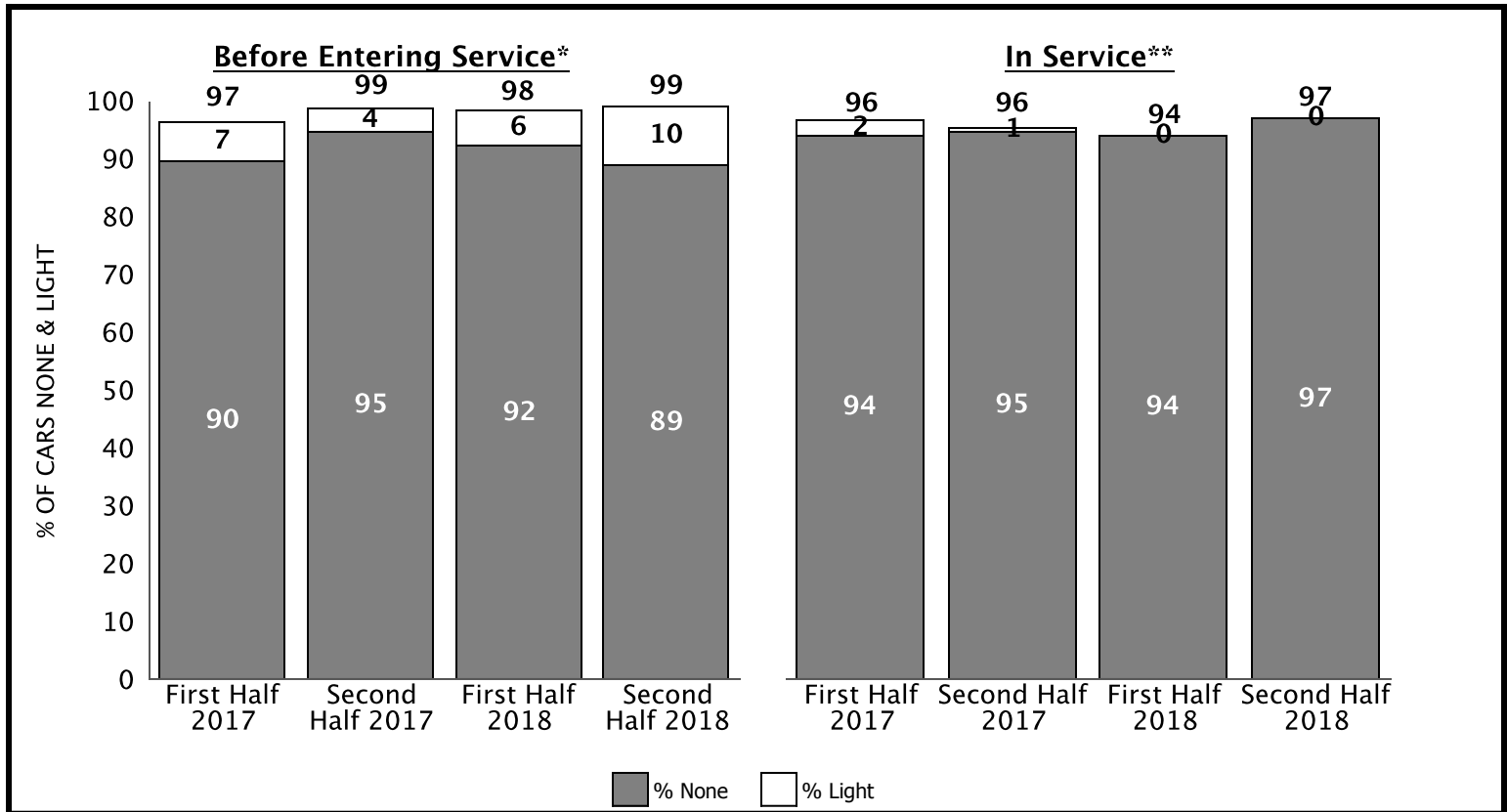
Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
Second Half 2018	92%	7%	0%	1%	92%	5%	0%	3%
First Half 2018	93%	6%	0%	1%	84%	10%	0%	6%
Second Half 2017	93%	7%	0%	1%	85%	10%	0%	4%
First Half 2017	87%	11%	0%	2%	85%	11%	0%	3%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2018 vs. 2nd Half 2017: Both the "Before Entering Service" results (0%) and the "In Service" results (2%) were statistically unchanged.

Passenger Environment Survey
Cleanliness Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in" spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

Heavy - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2018 Annual Goals: (% none & light) At Terminal: 99.9% In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
Second Half 2018	89%	10%	0%	1%	97%	0%	0%	3%
First Half 2018	92%	6%	1%	1%	94%	0%	0%	6%
Second Half 2017	95%	4%	0%	1%	95%	1%	0%	4%
First Half 2017	90%	7%	1%	2%	94%	2%	0%	3%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2018 vs. 2nd Half 2017: Both the "Before Entering Service" results (0%) and the "In Service" results (1%) were statistically unchanged.



Standard Follow-up Report: February 2019 Service Quality Indicators – MTA Bus PES

The purpose of this report is to evaluate the quality of the passenger environment onboard buses. By providing the Department of Buses with an internal diagnostic tool of the environments on buses, this report can lead to actions to improve areas of concern.

The Passenger Environment Survey (PES) was first established in 1983 to provide an overview of the quality of the system through the use of surveyors who had no direct affiliation with the operating departments. Over time, PES has expanded its scope of work to include expanded indicators, such as graffiti in 2000, and additional surveying environments, such as express buses in 2007.

MTA Bus weekday Passenger Environment Survey (PES) results are reported on a semi-annual basis. This section includes a summary of all indicators (Local bus and Express bus) that also compares the most recent half-year, July - December 2018, to the prior three periods.

The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for Local Buses and 12 for Express Buses.

Of the 26 local bus indicators, two (2) improved, one (1) declined, and twenty-three (23) remained unchanged. Of the 12 express bus indicators, one (1) declined, and eleven (11) indicators remained the same. For PES indicators that rate bus environments as “None,” “Light,” “Moderate” and “Heavy,” the indicator changes are a measure of the combined “None” and “Light” rating with changes of 3% or greater deemed significant.

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

Significant Indicator Improvements/Declines

Out of the 38 indicators, two (2) improved, two (2) declined, and thirty-four (34) indicators remained statistically the same when comparing the Second Half 2017 to the Second Half 2018.

Improved Performance

Local Buses	2nd Half 2017	2nd Half 2018	Net Change
Bus Announcements that are Understandable/Correct on Local Buses	39%	52%	13%
Climate Control Conditions on Local Buses	91%	97%	6%

Declined Performance

Local Buses	2nd Half 2017	2nd Half 2018	Net Change
Buses Displaying a Correct/Legible Bus Map on Local Buses	96%	81%	-15%

Express Buses			
Buses with Operative Reclining Seats on Express Buses	91%	86%	-5%

Passenger Environment Survey

Local Bus Results

The Local Bus PES consists of twenty-six (26) indicators. Two (2) improved, one (1) declined, and twenty-three (23) remained statistically unchanged when comparing the 2nd Half 2018 to the 2nd Half 2017. The table below shows the results for the 2nd Half of 2018 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2017				2018			
		1st Half		2nd Half		1st Half		2nd Half	
		Before Service	in Service	Before Service	in Service	Before Service	in Service	Before Service	in Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	91	57	95	65	91	63	96	59
Presence of Litter	% Light	8	39	4	28	8	32	3	32
See Chart 1	% Moderate	0	2	0	2	0	1	1	3
	% Heavy	1	2	1	5	1	4	0	6
Exterior Dirt Condition of Buses	% None	97	99	93	100	96	94	99	98
Degree of Dirtiness	% Light	3	1	5	0	4	4	1	2
	% Moderate	0	0	1	0	0	1	0	0
	% Heavy	0	0	1	0	0	1	0	0
Cleanliness of Bus Interior	% None	97	94	96	93	93	94	93	91
Degree of Dirtiness	% Light	2	3	3	2	6	2	6	3
See Chart 2	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	1	3	1	5	1	4	1	6
% Buses with No Damaged Panels		100		100		100		99	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Scratchtied Windows		100		100		100		98	
% Buses with No Clouded Windows		100		100		100		100	
% Buses with No Interior Graffiti		97		98		97		98	
% Buses with No Exterior Graffiti		100		100		100		100	

Customer Information				
% Buses with Readable/Correct Front Sign	100	100	100	100
% Buses with Correct Electronic Side Sign	100	100	100	100
% Buses with Correct Rear Sign	100	100	100	100
% Bus Announcements that are Understandable/Correct	48	39	46	52
% Buses with Priority Seating Stickers	100	100	100	98
% Buses Displaying a Correct/Legible Bus Map	99	96	87	81

Functioning Equipment				
Climate Control Conditions in Buses ¹	96	91	98	97
% Buses with Operative Kneeling Feature	100	99	100	99
% Buses with Operative Wheelchair Lift	98	98	99	99
% Buses with Operating Windows	100	99	100	100
% Buses with Operative Rear Door	100	99	100	100

Operations				
% Bus Stops where Buses Board/Discharge				
Passengers Appropriately	100	100	100	100
% Bus Operators in Proper Uniform	100	100	100	100
% Bus Operators Properly Displaying Badges	100	100	100	100

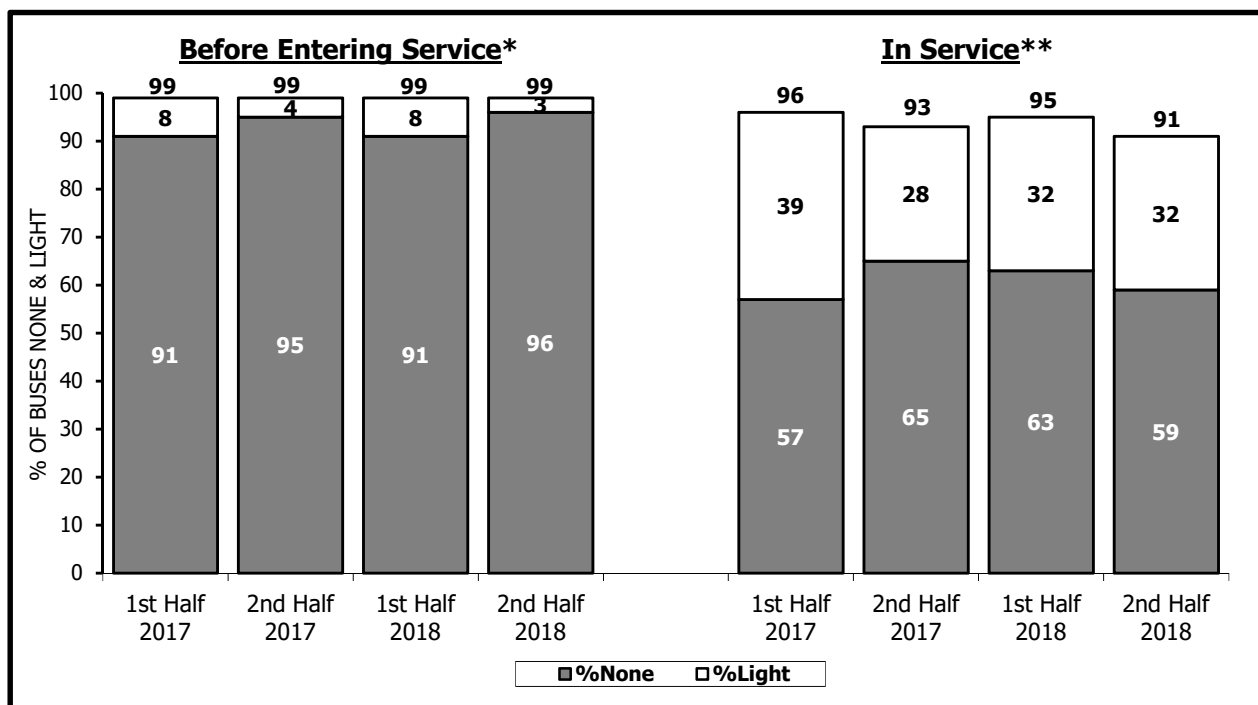
¹ % of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Local Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- Basically litter free;

Light- Scattered dry litter;

Moderate- Noticeable assortment of dry litter;

Heavy- Heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

Semi-Annual Results

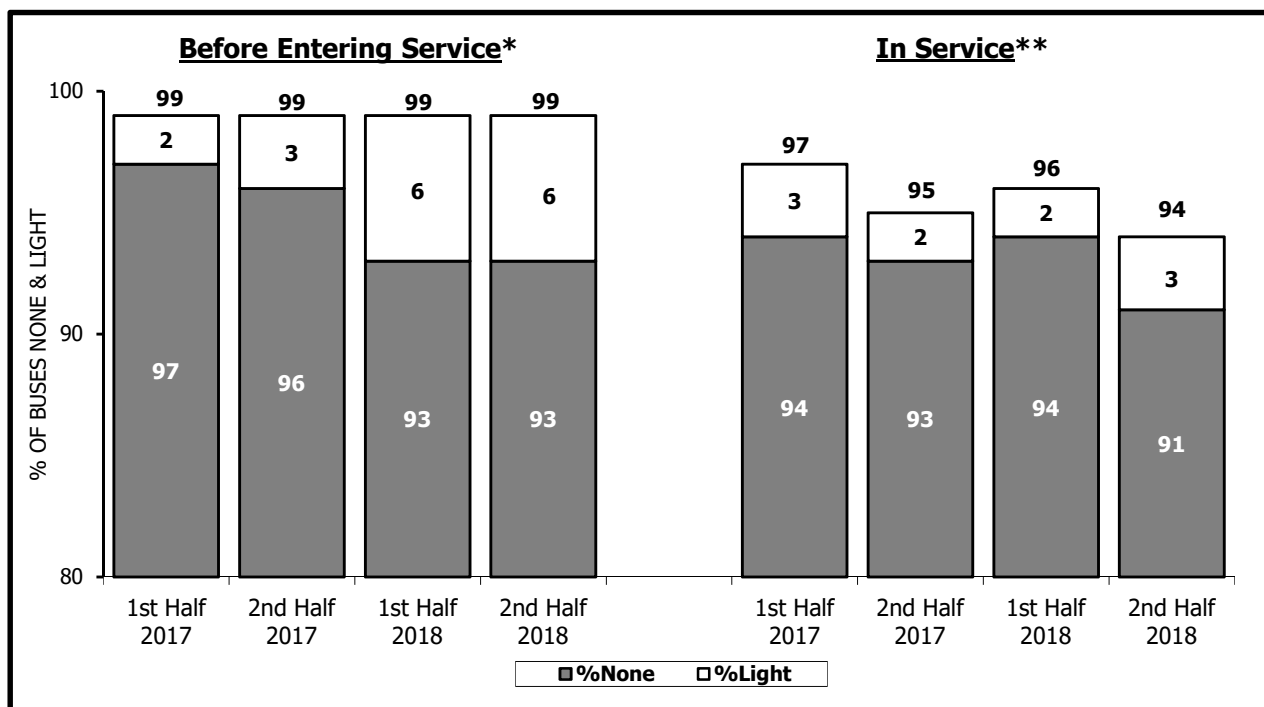
	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2018	96%	3%	1%	0%	59%	32%	3%	6%
1st Half 2018	91%	8%	0%	1%	63%	32%	1%	4%
2nd Half 2017	95%	4%	0%	1%	65%	28%	2%	5%
1st Half 2017	91%	8%	0%	1%	57%	39%	2%	2%

Discussion of Results: An increase/decrease of less than 3% is statistically unchanged.

2nd Half 2018 vs. 2nd Half 2017: Both the "Before Entering Service" results and the "In Service" results depict no significant change when comparing the 2nd Half 2018 to the 2nd Half 2017.

Passenger Environment Survey

Cleanliness Conditions on Local Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- Basically dirt free;

Light- Occasional "ground in" spots, but generally clean;

Moderate- Dingy floor, one or two sticky dry spots;

Heavy- Heavy dirt; any opened, spilled food or hazardous conditions (e.g. rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2018	93%	6%	0%	1%	91%	3%	0%	6%
1st Half 2018	93%	6%	0%	1%	94%	2%	0%	4%
2nd Half 2017	96%	3%	0%	1%	93%	2%	0%	5%
1st Half 2017	97%	2%	0%	1%	94%	3%	0%	3%

Discussion of Results: An increase/decrease of less than 3% is statistically unchanged.

2nd Half 2018 vs. 2nd Half 2017: Both the "Before Entering Service" results and the "In Service" results depict no significant change when comparing the 2nd Half 2018 to the 2nd Half 2017.

Passenger Environment Survey

Express Bus Results

The Express Bus PES consists of 12 indicators, of which one (1) declined while eleven (11) remained statistically unchanged when comparing the 2nd Half 2018 to the 2nd Half 2017. The table below depicts the results for the 2nd Half of 2018 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2017				2018			
		1st Half		2nd Half		1st Half		2nd Half	
		Before Service	In Service	Before Service	In Service	Before Service	In Service	Before Service	In Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	84	93	93	95	90	88	93	87
Presence of Litter	% Light	13	6	6	5	10	11	7	12
See Chart 3	% Moderate	1	1	0	0	0	0	0	0
	% Heavy	2	0	1	0	0	1	0	1
Exterior Dirt Condition of Buses	% None	99	100	96	100	94	99	100	99
Degree of Dirtiness	% Light	1	0	4	0	6	1	0	1
	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior	% None	94	98	97	99	96	98	97	96
Degree of Dirtiness	% Light	4	1	2	1	4	1	3	3
See Chart 4	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	2	1	1	0	0	1	0	1
% Buses with No Damaged Panels		99		99		100		100	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Interior Graffiti		100		100		100		100	
% Buses with No Exterior Graffiti		100		100		100		100	

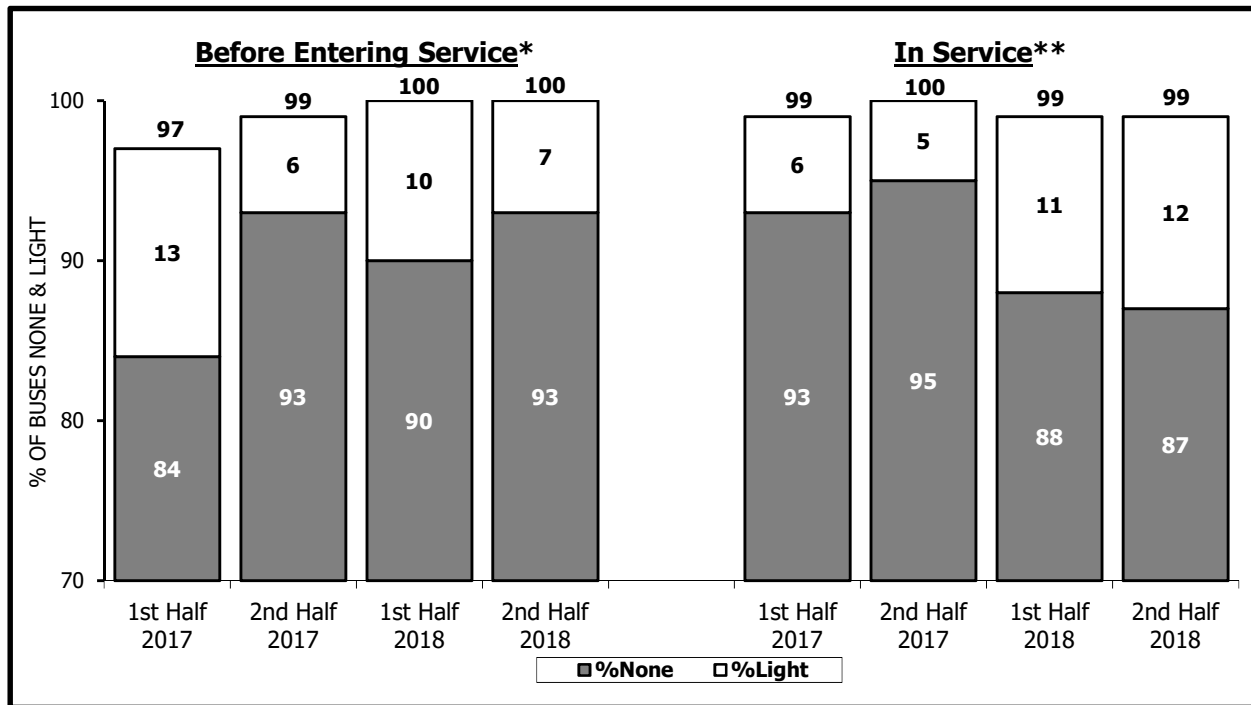
Functioning Equipment									
% of Operative Reading Lights on Buses		94		91		93		91	
% of Operative Reclining Seats on Buses		94		91		88		86	

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- Basically litter free;

Light- Scattered dry litter;

Moderate- Noticeable assortment of dry litter;

Heavy- Heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

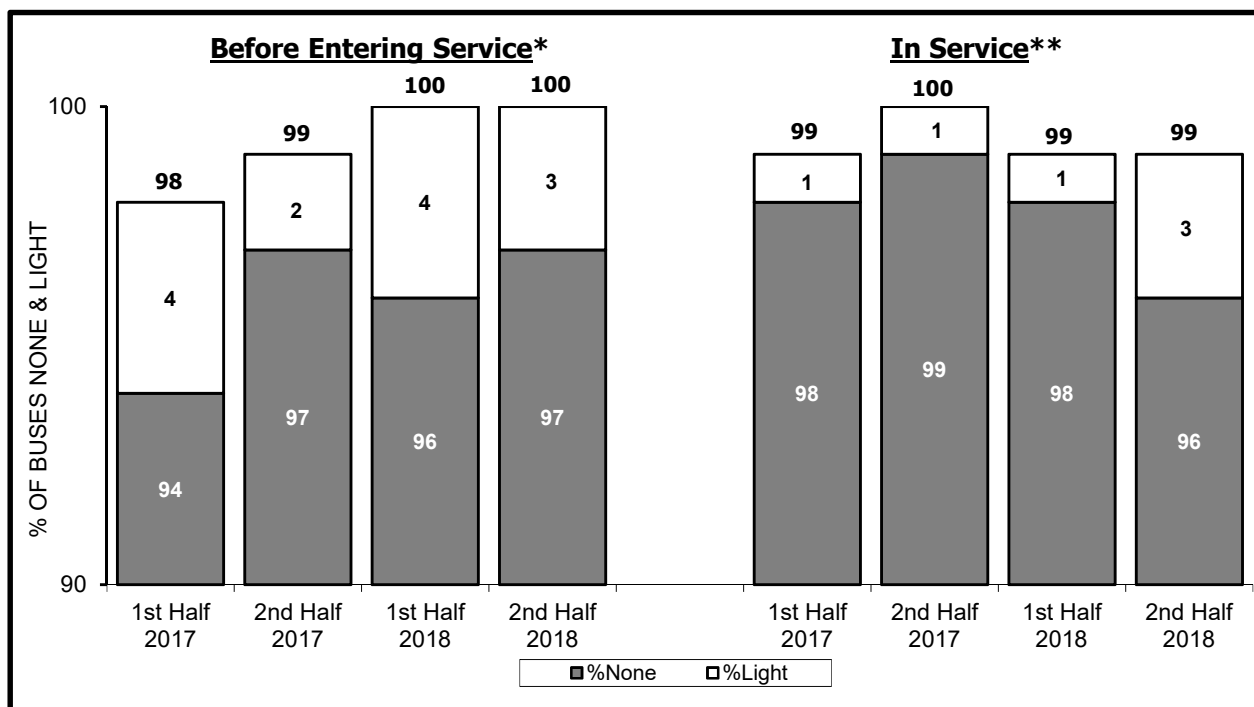
Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2018	93%	7%	0%	0%	87%	12%	0%	1%
1st Half 2018	90%	10%	0%	0%	88%	11%	0%	1%
2nd Half 2017	93%	6%	1%	0%	95%	5%	0%	0%
1st Half 2017	84%	13%	1%	2%	93%	6%	1%	0%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2018 vs. 2nd Half 2017: Both the "Before Entering Service" results and the "In Service" results depict no significant change when comparing the 2nd Half 2018 to the 2nd Half 2017.

Passenger Environment Survey Cleanliness Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- Basically dirt free;

Light- Occasional "ground in" spots, but generally clean;

Moderate- Dingy floor, one or two sticky dry spots;

Heavy- Heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2018	97%	3%	0%	0%	96%	3%	0%	1%
1st Half 2018	96%	4%	0%	0%	98%	1%	0%	1%
2nd Half 2017	97%	2%	0%	1%	99%	1%	0%	0%
1st Half 2017	94%	4%	0%	2%	98%	1%	0%	1%

Discussion of Results: An increase/decrease of less than 3% is statistically unchanged.

2nd Half 2018 vs. 2nd Half 2017: Both the "Before Entering Service" results and the "In Service" results depict no significant change when comparing the 2nd Half 2018 to the 2nd Half 2017.



Standard Follow-Up Report: February 2019 Americans with Disabilities Act (ADA) Compliance Report

This report is the annual update on the status of compliance with the Americans with Disabilities Act (ADA) at MTA New York City Transit.

The report summarizes 2018 activities for compliance with the ADA, including:

- Rehabilitation projects of Key Stations
- ADA requirements in bus and subway transportation
- Customer services
- Salient achievements throughout the year

Alok Saha, P.E.

Acting Senior Vice President
Capital Program Management

AMERICANS WITH DISABILITIES ACT COMPLIANCE REPORT

December 2018

The purpose of this report is to summarize activities associated with implementing the Americans with Disabilities Act (ADA). It includes an update on matters related to the Key Station Plan, bus accessibility, the transition plan for facilities, the self-evaluation plan and oversight activities.

I. KEY STATION PLAN

In 1994, the New York Public Buildings Law and Transportation Law were amended (Chapter 6.10, L. 1994). These amendments require MTA New York City Transit to expand its Key Stations Plan from 54 stations to be made accessible to people with disabilities by the year 2010, to 100 stations to be made accessible by the year 2020. While 46 additional stations are added, the new law exempts the transportation facilities of MTA New York City Transit and Staten Island Railway from the accessibility obligations that otherwise apply to public buildings under the Public Buildings Law, except for new subway construction. The Revised Key Stations Plan specified 91 of the 100 stations with the remaining 9 to be identified over time by New York City Transit in consultation with the New York City Transportation Disabled Committee. Subsequently, 66th Street/Broadway (1 line) and Prospect Park/Brighton (B, Q, S lines) were identified and included as the 92nd and 93rd stations in the revised Key Stations Plan. The revised plan was submitted in October 1998 for FTA's approval. While awaiting FTA's response, it became necessary to "fine tune" the plan. Three proposals were presented for public comments at the ADA Compliance Coordination Committee meeting on March 24, 2000. The first proposal was to add 2 stations: Broadway/Lafayette (B, D, F, M lines) and Bleecker Street (6 line) to the Key Station Plan. The second proposal was to substitute 2 non-feasible stations: Broad Street (J, Z lines) and Church Avenue (B, Q lines); with feasible alternates: Chambers Street (J, Z lines) and Kings Highway (B, Q lines). The third proposal was to revise dates for Chambers Street and 96th Street stations for later completion dates and to effect minor date revisions for six other Key Stations. All three proposals received public support. The proposals and a schedule to complete a specified number of Key Stations in each 5-year period was presented to the FTA in March and approved in June 2000. On October 16, 2000, a NYCT proposal to add Mott Avenue (A line) to the Key Station Plan as the 96th Key Station received public support. On December 16, 2002 at the ADA Compliance Coordination Committee meeting, a proposal to add East 180th Street (2, 5 lines) to the Key Station Plan as the 97th Key Station received support.

On July 16, 2003 at the ADA Compliance Coordination Committee meeting, a proposal to add South Ferry (1 line) to the Key Station Plan as the 98th Key Station received support; (previously determined to be technically infeasible due to gap fillers). On August 5, 2004 Brooklyn Museum (2, 3 lines) was presented and received support at the ADA Compliance Coordination Committee meeting and has since been accepted as the 99th Key Station. On May 5, 2005 at the ADA Compliance Coordination Committee meeting, a proposal to add Borough Hall (4, 5 lines) was presented as the 100th Key Station, but did not receive widespread support. On June 16, 2006 at the ADA Compliance Coordination Committee meeting, a proposal to add Bedford Park Boulevard (B, D lines) was presented as the 100th Key Station and received support. The final proposed station was reviewed by New York City Transportation Disabled Committee and has been accepted as the 100th Key Station.

The following reports on our progress in complying with the Revised Key Station Plan:

i) Accessible Key Stations

The following 87 Key stations in New York City Transit's Revised Key Station Plan are accessible to people with disabilities, listed in order of completion.

No.	Station	Line	Borough	Status
1	125 Street	4, 5, 6	Manhattan	Completed
2	175 Street	A	Manhattan	Completed
3	42 Street-Port Authority	A, C, E	Manhattan	Completed
4	Pelham Bay Park	6	Bronx	Completed
5	Great Kills	SIR	Staten Island	Completed
6	51 Street	6	Manhattan	Completed
7	42 St-Grand Central	4, 5, 6	Manhattan	Completed
8	World Trade Center	E	Manhattan	Completed
9	Simpson Street	2, 5	Bronx	Completed
10	Coney Island-Stillwell Avenue	D, F, N, Q	Brooklyn	Completed
11	34 Street-Herald Square *	N, Q, R	Manhattan	Completed
12	34 Street-Herald Square *	B, D, F, M	Manhattan	Completed
13	Brooklyn Bridge-City Hall	4, 5, 6	Manhattan	Completed
14	149 Street-3rd Avenue	2, 5	Bronx	Completed
15	Borough Hall	2, 3	Brooklyn	Completed
16	Dongan Hills	SIR	Staten Island	Completed
17	Flatbush Avenue-Brooklyn College	2, 5	Brooklyn	Completed
18	Church Avenue	2, 5	Brooklyn	Completed
19	34 Street-Penn Station	1, 2, 3	Manhattan	Completed
20	Woodside-61 Street	7	Queens	Completed
21	Flushing-Main Street	7	Queens	Completed
22	Union Square	N, Q, R	Manhattan	Completed
	Union Square	L	Manhattan	Completed
23	207 Street	A	Manhattan	Completed
24	66 Street-Lincoln Center	1	Manhattan	Completed
25	14 Street	A, C, E	Manhattan	Completed
26	8 Avenue	L	Manhattan	Completed
27	Franklin Avenue	C	Brooklyn	Completed
28	Franklin Avenue	S	Brooklyn	Completed
29	161 Street-Yankee Stadium	4	Bronx	Completed
30	161 Street-Yankee Stadium	B, D	Bronx	Completed
31	Grand Central-42 Street	7	Manhattan	Completed
32	Grand Central-42 Street	S	Manhattan	Completed
33	34 Street-Penn Station	A, C, E	Manhattan	Completed
34	Flushing Avenue	J, M	Brooklyn	Completed
35	Prospect Park	B, Q, S	Brooklyn	Completed
36	72 Street	1, 2, 3	Manhattan	Completed
37	Atlantic Av-Barclays Ctr.	D, N, R	Brooklyn	Completed

No.	Station	Line	Borough	Status
38	Atlantic Av-Barclays Ctr.	B, Q	Brooklyn	Completed
39	Atlantic Av-Barclays Ctr.	2, 3, 4, 5	Brooklyn	Completed
40	Howard Beach	A	Queens	Completed
41	Marcy Avenue	J, M, Z	Brooklyn	Completed
42	Lexington Avenue	E, M	Manhattan	Completed
43	Crown Hts-Utica Avenue	3, 4	Brooklyn	Completed
44	Dekalb Avenue	B, Q, R	Brooklyn	Completed
45	West 4 Street	A, B, C, D, E, F, M	Manhattan	Completed
46	179 Street	F	Queens	Completed
47	Times Square-42 Street	N, Q, R	Manhattan	Completed
48	74 Street-Broadway	7	Queens	Completed
49	Jackson Hts-Roosevelt Avenue	E, F, M, R	Queens	Completed
50	125 Street	A, B, C, D	Manhattan	Completed
51	Euclid Avenue	A, C	Brooklyn	Completed
52	Fordham Road	4	Bronx	Completed
53	Queens Plaza	E, M, R	Queens	Completed
54	Times Square-42 Street	1, 2, 3	Manhattan	Completed
55	Times Square-42 Street	7	Manhattan	Completed
56	231 Street	1	Bronx	Completed
57	Junction Boulevard	7	Queens	Completed
58	168 Street	A, C	Manhattan	Completed
59	Pelham Parkway	2, 5	Bronx	Completed
60	233 Street	2, 5	Bronx	Completed
61	Bowling Green	4, 5	Manhattan	Completed
62	Myrtle Avenue	L	Brooklyn	Completed
63	Wyckoff Avenue	M	Brooklyn	Completed
64	135 Street	2, 3	Manhattan	Completed
65	Church Av	F, G	Brooklyn	Completed
66	St. George	SIR	Staten Island	Completed
67	Union Turnpike	E, F	Queens	Completed
68	South Ferry	1	Manhattan	Completed
69	47-50 Sts-Rockefeller Ctr	B, D, F, M	Manhattan	Completed
70	Chambers Street	1, 2, 3	Manhattan	Completed
71	59 Street	A, B, C, D	Manhattan	Completed
72	59 Street	1	Manhattan	Completed
73	Jay Street-MetroTech	A, C, F	Brooklyn	Completed
74	96 Street	1, 2, 3	Manhattan	Completed
75	Kings Highway	B, Q	Brooklyn	Completed
76	Mott Avenue	A	Queens	Completed
77	East 180 Street	2, 5	Bronx	Completed
78	Bay Parkway	D	Brooklyn	Completed
79	Bleecker Street	6	Manhattan	Completed
80	B'way/Lafayette Street	B, D, F, M	Manhattan	Completed
81	Forest Hills-71 Avenue	E, F, M, R	Queens	Completed
82	Utica Avenue	A, C	Brooklyn	Completed
83	Hunts Point	6	Bronx	Completed
84	Cortlandt Street	R	Manhattan	Completed
85	Kingsbridge Road	B, D	Bronx	Completed

No.	Station	Line	Borough	Status
86	23 Street	6	Manhattan	Completed
87	Lefferts Boulevard	A	Queens	Completed

* New York City Transit was granted a time extension to 2011 by the FTA for replacement of the platform edge warning strip at 34th Street on the B, D, F, M, N, Q and R Lines. Construction contract was completed in November 2011

ii) Key Stations Under Construction for Accessibility:

The following 11 Key stations are under construction for accessibility:

No.	Station	Line	Borough	Planned VCA Completion
1	57 Street	N, Q, R	Manhattan	November 2013**
2	59 Street	N, R	Manhattan	November 2016**
3	86 Street	R	Brooklyn	July 2020
4	Gun Hill Road	5	Brooklyn	July 2020
5	Chambers Street	J, Z	Manhattan	July 2020
6	Greenpoint Avenue	G	Brooklyn	July 2020
7	Bedford Avenue	L	Bronx	July 2020
8	Rockaway Parkway	L	Brooklyn	July 2020
9	Astoria Boulevard	N, W	Queens	July 2020
10	Brooklyn Museum	2, 3	Brooklyn	July 2020
11	Bedford Park Blvd	B, D	Bronx	July 2020

iii) Key Stations in Design for Accessibility:

The following 2 Key stations are in design to incorporate accessibility features:

No.	Station	Line	Borough	Planned VCA Completion
1	Times Square	S	Manhattan	November 2008**
2	68 Street	6	Manhattan	November 2013**

*** Forecast construction award date changed; see summary (next page) of revised forecast construction award dates for Key station.*

Station	VCA Date	Award Date	Comments
Times Square (S)	Nov. 2008	3/31/19 (F)	Initial design was completed in 2006, which consisted of major track re-alignment to eliminate the platform gaps and substantial other improvements to make the station ADA compliant in all other respects. Total project costs far exceeded the funding allocated for the project scope. As a result, the project will need to be redesigned to significantly reduce the scope while meeting all the ADA requirements.
68 Street (6)	Nov. 2013	6/30/19 (F)	Project has been delayed because of unresolved real estate issues with property owners in the vicinity, which are required to be resolved before the award of the project.
57 Street (N, Q, R)	Nov. 2013	12/29/17 (A)	Due to the fact that the project design (which includes two new mezzanine to platform elevators, an expanded mezzanine and planned circulation improvements) has a high degree of complexity, and has encountered a variety of other challenges including additional utility work, asbestos abatement work, limited space in the existing conditions of the subsurface area and the need to negotiate with a separate developer at the site, the project has been delayed. In addition, the location of the accessible entrance has been switched from 57th Street to 55th Street.
59 Street (N, R)	Nov. 2016	11/19/18 (A)	The project has been delayed because work must be completed simultaneous with ongoing major structural column work (column replacement) on the Fourth Avenue Line, which will impact the street level above requiring a request for future temporary lane closures at the street level as well.

iv) Accessible Non-Key Stations

The following 32 non-Key stations are wheelchair accessible, but are not part of New York City Transit's Revised Key Station plan, listed in order of completion.

No.	Station	Line	Borough	Status
1	50th Street	C, E	Manhattan	Southbound Only
2	Lexington Ave/63rd Street	F	Manhattan	
3	Roosevelt Island	F	Manhattan	
4	21st Street-Queensbridge	F	Queens	
5	Jamaica/Van Wyck	E	Queens	
6	Jamaica Center	E, J, Z	Queens	
7	Sutphin Boulevard	E, J, Z	Queens	
8	Middle Village-Metropolitan Avenue	M	Queens	
9	Rockaway Park/Beach 116	A, S	Queens	
10	Park Place	S	Brooklyn	
11	Borough Hall (northbound only)	4, 5	Brooklyn	Northbound Only
12	Tottenville	SIR	Staten Island	
13	Canal Street Station	6	Manhattan	
14	49th Street (northbound only)	N, Q, R	Manhattan	Northbound Only
15	Rockaway Parkway (future Key station)	L	Brooklyn	Future Key Station
16	Gun Hill Road	2, 5	Bronx	
17	Jay Street/Metro Tech	R	Brooklyn	
18	Avenue H (southbound only)	Q	Brooklyn	Southbound Only
19	Fulton Street	4, 5	Manhattan	
20	Court Square	7	Queens	
21	Dyckman Street	1	Manhattan	Southbound Only
22	Fulton Street	A, C	Manhattan	
23	Fulton Street	J, Z	Manhattan	
24	Fulton Street	2, 3	Manhattan	
25	34 Street-Hudson Yards	7	Manhattan	
26	Aqueduct Racetrack	A	Queens	
27	Wilson Avenue	L	Brooklyn	Northbound Only
28	72 Street	Q	Manhattan	
29	86 Street	Q	Manhattan	
30	96th Street	Q	Manhattan	
31	Arthur Kill	SIR	Staten Island	
32	WTC Cortlandt	1	Manhattan	

II. BUSES

WHEELCHAIR ACCESSIBILITY

The bus fleet, which has nearly 6,000 buses, is 100% accessible with wheelchair lifts, securement devices, public address systems, required priority seating signage and kneeling features. From January through December 2018, there were 1,468,948 customers used the wheelchair lift to access New York City Transit buses compared to January through December 2017 updated figures of 1,519,206; this is a decrease of 3.3%.

III. PLAN FOR FACILITIES

New York City Transit continues to plan and modify facilities to keep up with ADA scoping requirements. The ADA required public agencies to develop a Transition Plan to ensure that appropriate measures were taken toward the implementation of the law. As required by ADA, the plan was completed in 1992. Minor modifications that were readily achievable were completed on schedule by January 26, 1995.

IV. SELF-EVALUATION PLAN

ADA required an internal assessment and modifications, where needed, of existing policies, practices and procedures to ensure non-discrimination on the basis of disability. Policy instructions on reasonable accommodations, grievance procedures and provision of accessible service have been issued. Monitoring and review is ongoing to ensure that programs, practices and procedures are in compliance with ADA.

V. OVERSIGHT

The New York City Transit ADA Compliance Coordination Committee (CCC) was established as a successor to the Transportation Disabled Committee, which was created in June 1992, as a method for the disability community to provide their input in the selection of several Key stations. It also functions as a forum to inform the disability community of New York City Transit initiatives to improve accessibility.

VI. OUTREACH

New York City Transit frequently meets with people from the disability community to ensure involvement and input in planning for improved accessible transportation and barrier removal efforts throughout the agency. Annual reports are sent to the Mayor's Office of the City of New York on the status of the ADA compliance within New York City Transit. Representatives from the disability community participate in the meetings of the ADA Compliance Coordination Committee (CCC). The last CCC meeting was held on June 25, 2018.

The Office of ADA Compliance participates in outreach throughout the New York City and regional areas by way of workshops, seminars and information fairs. At these functions, information regarding programs and features of NYC Transit are communicated to people with disabilities and senior citizens.

VII. TRAINING

In keeping with ADA requirements to train personnel to “proficiency” in their roles, in 2005 the Office of ADA Compliance partnered with the Department of Subways to administer the ADA Sensitivity Training Course. In addition, all Bus Operators have received ADA training on announcements, priority seating, kneeling features and sensitivity with respect to differences among disabilities. Bus Operators returning from long term absences also receive ADA refresher training. The training reinforces the importance of meeting ADA service requirements. Agency-wide, a total of 15,031 employees, who provide direct service to customers, received ADA training or refresher training in 2018.

VIII. DETECTABLE EDGE WARNING STRIPS

ADA requires the installation of platform edge warning strips when Key Stations are rehabilitated. New York City Transit has adopted a policy requiring the installation of ADA-specified platform edge warning strips during rehabilitation of all Key and Non-Key Stations. At the end of 2018, a total of 347 stations have had ADA-specified platform edge warning strips installed.

IX. SIGNAGE

All Key Stations will have station identification and route signs that comply with ADA Guidelines. Tactile-Braille signs are routinely incorporated in capital construction contracts.

X. COMMUNICATION

The ADA requires bus stop announcements at intermodal transfer points, major intersections, terminal arrivals, points of interest and for any requested stop. New buses are equipped with the speakeasy hands-free microphones, which allow for hands-free bus stop announcements as well as automatic announcements of bus routes.

The ADA requires that, when public address systems are provided to convey information to the public, a means of conveying the same information to people who have a hearing disability shall be provided. Under the Public Address Customer Information Screens (PA/CIS) Program, text information accompanied by audio messages is provided. As of the end of 2018, 1846 PA/CIS units were installed in 285 stations. The MetroCard Vending Machines (MVM) feature both visual text and audible information. Additionally, Help Points units are intercoms which customers can use to reach NYC Transit personnel in case of emergency or to request information and are equipped with induction loop technology for customers with hearing loss. As of the end of 2018, 2916 Help Point units were installed in 463 stations. Furthermore, for all customer information, alternative formats are made available upon request; e.g. Braille or large print.

XI. MAINTENANCE OF ACCESSIBILITY FEATURES

The ADA requires transportation providers to maintain in operative condition, features and equipment that make facilities and vehicles accessible to and usable by individuals with disabilities. Accordingly, wheelchair lifts in buses are routinely cycled. A policy was adopted requiring that a bus be taken out of service for repairs at the end of a run following a lift malfunction during service.

In 2001, New York City Transit implemented an inspection program geared toward Key and Non-Key stations that are accessible. One of the goals of the program is to ensure that

accessibility features and equipment are maintained in proper operating condition. From January through December 2018, there were 86 Key Station inspections performed and 547 deficiencies were found and referred for action. In 2018, there were 349 deficiencies that have been corrected, which includes deficiencies pending from prior years.

XII. PARATRANSIT

Reports on Paratransit operations are covered in separate monthly reports included in New York City Transit Committee Agendas.

2018 ACHIEVEMENTS

- New York City Transit (NYCT) has met the deadline to complete two-thirds of the Key Stations set forth in the Key Station Plan to make 67 of the 100 Key Stations compliant by the year 2010. Therefore, NYCT is in compliance with our Voluntary Compliance Agreement with the Federal Transit Administration (FTA). In fact, NYCT's completed Key Station count is 87 stations as of December 2018.
- In an effort to work more closely with the disability community and listen to their needs and concerns, the Office of ADA Compliance held one Compliance Coordination Committee (CCC) Meeting in 2018 featuring topics of interest that directly impact the disability community. On June 25th the meeting's featured topic was "System-wide Accessibility Study (CCCI) Overview" which was presented by the Office of ADA Compliance. At this meeting the President of NYC Transit was introduced to the committee and his newly hired Systemwide Accessibility Advisor was introduced to the committee and assisted in chairing the meeting. The meeting was the first opportunity, post Key Station Plan, for the ADA community to make suggestions on the criteria to select the next group of subway stations to be made ADA accessible.
- The Office of ADA Compliance partnered with the Department of Subways to administer ADA sensitivity training and refresher training. In 2018, there were 2,303 Department of Subways employees trained. In its ten-year existence, a total of 16,167 employees from this department were trained.
- In 2018, there were 17 people trained in the Subway Track Education Program (STEP). This includes people with visual impairments/blind, orientation and mobility specialists, and family members. A total of 765 customers have been trained since 1995.

Standard Follow-up Report: Elevator & Escalator Quarterly Report, 4th Quarter 2018

This report provides the MTA Board with information on the availability and performance of elevators and escalators at NYCT. NYCT is fully committed to maintaining clean, functioning elevators and escalators.

Highlight of Activities

- NYCT continues to take action to improve poorly performing elevators, targeting those with repeated outages with contractor resources supplementing in-house efforts.
- NYCT is piloting a modified maintenance plan to increase maintenance frequency.
- A two-year contract was awarded in December 2017 for the maintenance of 18 traction elevators at 5 stations in Washington Heights: 168th St, 181st St and 191st St on the 1 line, and 181st and 190th St on the A line. Performance on these elevators in the 4th Quarter of 2018 (Q4 2018) was significantly higher than Q4 of 2017; Q4 2018 availability was 92.5% compared to the Q4 2017 availability of 89.8%. Average overall availability for Q4 of 2018 would have been higher but for the complete replacement of the controller at one elevator at 181st Street on the A Line which took the elevator out of service for 9 weeks.
- Recruitment efforts continue for Elevator and Escalator mechanics and Specialist positions. NYCT has scheduled two Elevator and Escalator job fairs on February 5th and February 7th.
- NYCT's Elevator & Escalator team includes 36 apprentices working through a three-year labor-management apprenticeship program.
- NYCT is reaching out to the parties responsible for third-party elevators to improve monitoring of performance and to expedite repairs.

Elevator and Escalator Performance

- Overall elevator performance improved slightly in Q4 2018 compared to Q4 2017, approaching the 96.5% goal, while escalator availability experienced a decline.
- Elevator availability increased to 96.4% in Q4 2018 compared to 96.3% in Q4 2017.
- Elevator AM peak availability decreased slightly to 97.2% in Q4 2018 compared to 97.3% in Q4 2017. Elevator PM peak availability increased to 97.2% in Q4 2018 compared to 96.7% in Q4 2017.
- Escalator availability decreased to 92.2% in Q4 2018 compared to 94.6% in Q4 2017, principally due to increased major campaigns and repairs that took several escalators out of service for extended periods of time.
- Escalator AM peak availability decreased to 93.8% in Q4 2018 compared to 96.3% in the Q4 2017. Escalator PM peak availability decreased to 91.9% in Q4 2018 compared to 94.8% in Q4 2017.

Sally Librera

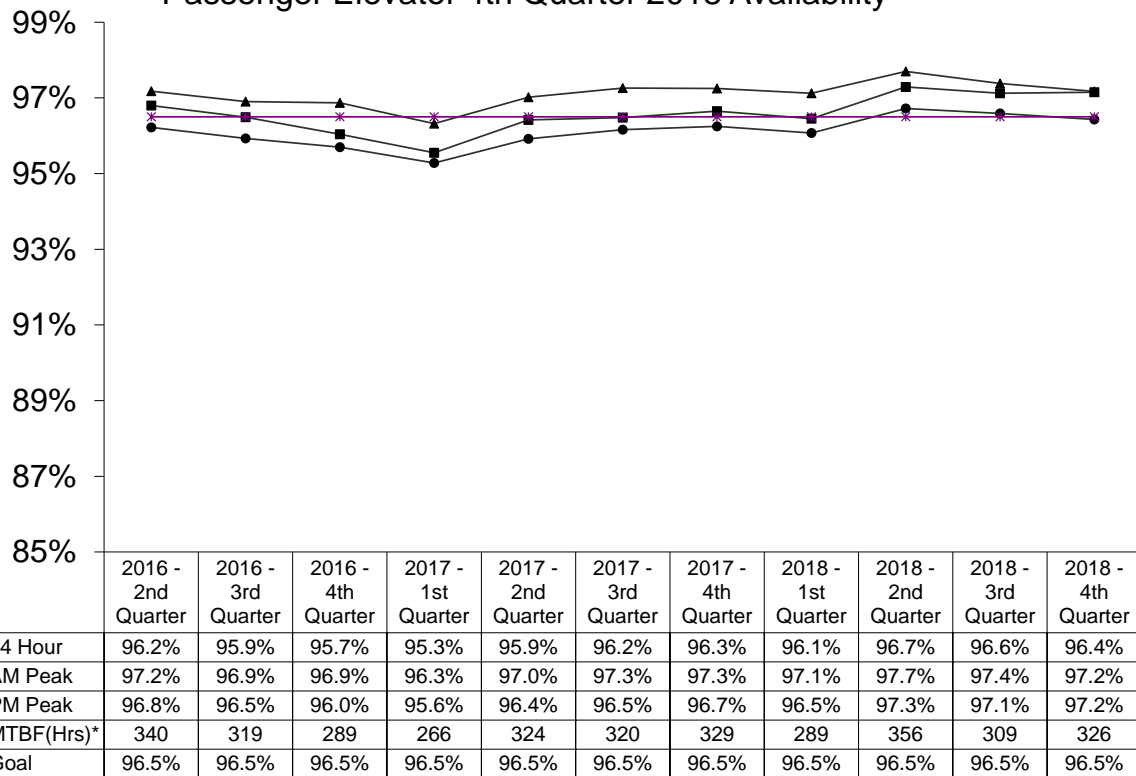
Senior Vice President, Department of Subways

ELEVATOR AND ESCALATOR QUARTERLY REPORT

MTA / New York City Transit

4th Quarter 2018

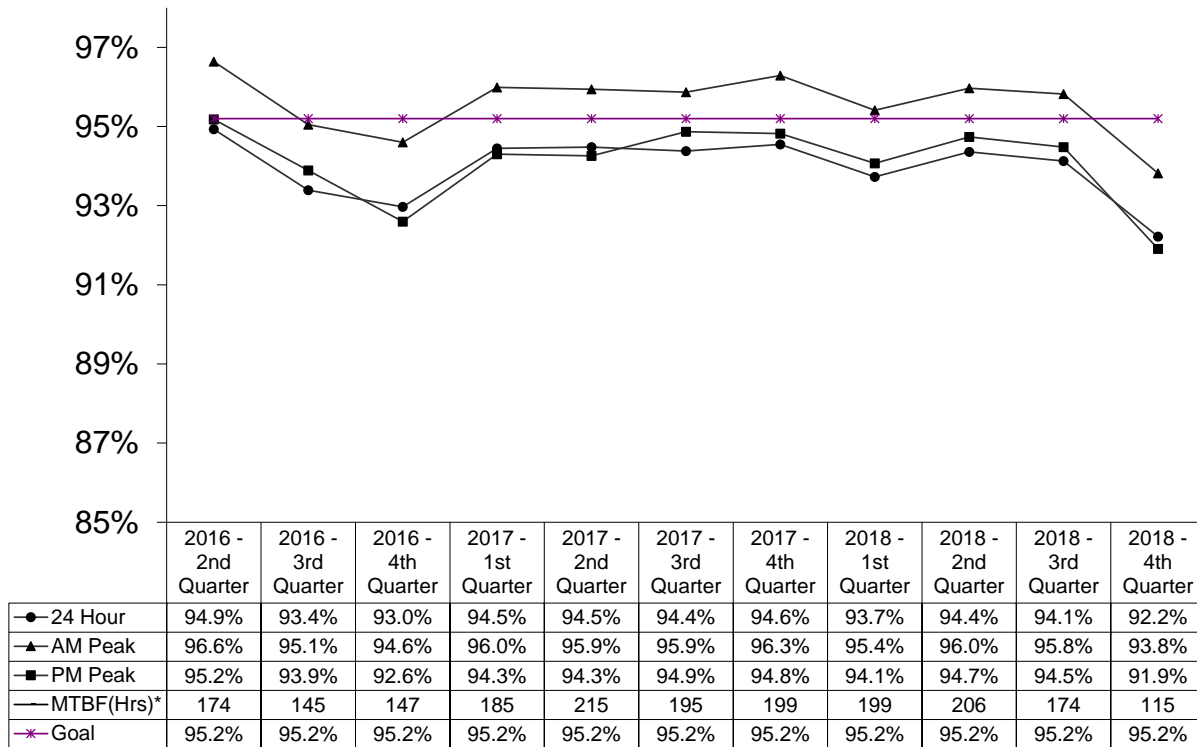
Passenger Elevator 4th Quarter 2018 Availability



* In the third quarter of 2017, the MTBF calculation method was revised to more accurately reflect the frequency of equipment breakdown. To facilitate period comparisons, the MTBF statistics in this report, including for prior quarters, are stated under the revised calculation method.

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

Escalator 4th Quarter 2018 Availability



* In the third quarter of 2017, the MTBF calculation method was revised to more accurately reflect the frequency of equipment breakdown. To facilitate period comparisons, the MTBF statistics in this report, including for prior quarters, are stated under the revised calculation method.

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

Elevator and Escalator Quarterly Performance Summary 4th Quarter 2018

Elevator Performance

Borough	No. Units	Avg Age	4th Quarter 2018 Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	32	9.9	96.5%	97.3%	97.5%	443	243	200	36
Brooklyn	54	13.0	97.1%	97.8%	97.9%	793	441	352	40
Manhattan	133	11.7	96.2%	97.0%	96.7%	2339	1444	895	122
Queens	35	9.8	96.4%	96.9%	97.4%	541	239	302	15
System	254	11.1	96.4%	97.2%	97.2%	4116	2367	1749	213

Escalator Performance

Borough	No. Units	Avg Age	4th Quarter 2018 Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	12	19.8	79.0%	81.8%	76.7%	596	499	97	0
Brooklyn	32	17.6	91.3%	93.1%	89.8%	1569	1229	340	0
Manhattan	154	11.3	93.1%	94.7%	93.2%	6993	4133	2860	0
Queens	34	17.2	93.8%	94.6%	93.3%	1135	876	259	0
System	232	16.5	92.2%	93.8%	91.9%	10293	6737	3556	0

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

AM Peak: 6 AM - 10 AM

PM Peak: 3 PM - 7 PM

Elevator and Escalator											
Quarterly Performance By Borough											
4th Quarter 2018											
	Borough:	Bronx		4th Quarter 2018 Availability			4th Quarter 2017 Availability	Outages			Entrapments
	Unit ID	Age	Station	24 Hr	AM	PM	24 Hr	Total	Non * Scheduled	Scheduled	
		(Yrs)		Peak		Peak					
1	EL183	11	Gun Hill Rd 2 5	88.18%	86.62%	89.04%	96.62%	33	17	16	5
2	EL131	16	161 St-Yankee Stadium 4 B D	88.18%	88.80%	90.43%	86.20%	29	17	12	1
3	EL129	21	3 Av-149 St 2 5	91.87%	91.37%	94.10%	92.85%	20	9	11	0
4	EL132	16	161 St-Yankee Stadium 4	93.95%	93.91%	95.05%	93.15%	19	14	5	0
5	EL127	2	Simpson St 2 5	94.52%	96.74%	94.39%	98.18%	17	11	6	5
6	EL189	4	Kingsbridge Rd B D	94.95%	95.60%	96.29%	96.98%	27	22	5	1
7	EL186	13	Fordham Rd 4	95.30%	94.07%	98.88%	99.13%	24	9	15	1
8	EL192	11	233 St 2 5	95.56%	98.82%	93.99%	96.69%	19	14	5	4
9	EL128	2	Simpson St 2 5	95.73%	98.08%	97.02%	86.82%	17	14	3	2
10	EL182	11	Gun Hill Rd 2 5	95.74%	96.67%	96.13%	98.60%	14	7	7	1
11	EL130	21	3 Av-149 St 2 5	96.20%	96.01%	96.64%	96.25%	16	12	4	5
12	EL137	11	Pelham Pkwy 2 5	96.23%	96.24%	96.88%	97.18%	11	5	6	0
13	EL194	11	233 St 2 5	96.68%	100%	95.20%	89.75%	14	9	5	3
14	EL136	11	Pelham Pkwy 2 5	97.37%	98.05%	98.98%	94.76%	11	7	4	0
15	EL187	13	Fordham Rd 4	97.47%	98.31%	99.44%	97.06%	12	2	10	0
16	EL197	4	Hunts Point Av 6	97.71%	98.12%	98.25%	98.88%	13	8	5	0
17	EL195	4	Hunts Point Av 6	97.84%	100%	98.29%	95.50%	11	7	4	3
18	EL184	12	231 St 1	97.86%	97.08%	100%	99.06%	13	6	7	1
19	EL160	6	180 St 2 5	97.91%	97.82%	99.52%	98.95%	10	4	6	0
20	EL193	11	233 St 2 5	97.92%	98.91%	99.31%	97.82%	6	2	4	0
21	EL135	16	161 St-Yankee Stadium B D	97.97%	98.91%	98.91%	99.16%	6	1	5	0
22	EL121	2	Pelham Bay Park 6	98.01%	99.08%	98.43%	98.15%	17	12	5	2
23	EL185	12	231 St 1	98.03%	98.53%	99.02%	97.19%	9	3	6	0
24	EL122	2	Pelham Bay Park 6	98.11%	98.55%	100%	99.07%	9	3	6	1
25	EL138	11	Pelham Pkwy 2 5	98.25%	99.15%	98.07%	97.87%	9	4	5	0
26	EL191	4	Kingsbridge Rd B D	98.45%	98.39%	100%	99.06%	8	4	4	0
27	EL196	4	Hunts Point Av 6	98.49%	99.59%	99.34%	98.29%	12	8	4	1
28	EL159	6	180 St 2 5	98.68%	99.97%	99.82%	99.12%	10	4	6	0
29	EL188	13	Fordham Rd 4	98.78%	99.63%	99.71%	97.53%	7	2	5	0
30	EL134	16	161 St-Yankee Stadium B D	98.86%	99.78%	100%	98.03%	9	3	6	0
31	EL133	16	161 St-Yankee Stadium 4	98.97%	100%	99.69%	89.65%	6	2	4	0
32	EL190	4	Kingsbridge Rd B D	99.08%	100%	100%	98.99%	5	1	4	0
	32	9.9	Elevator Subtotal:	96.5%	97.3%	97.5%	96.3%	443	243	200	36
1	ES120	29	Pelham Bay Park 6	22.72%	22.85%	20.42%	72.39%	32	27	5	0
2	ES114	19	161 St-Yankee Stadium 4	69.45%	71.62%	65.53%	96.96%	87	77	10	0
3	ES108	26	Intervale Av 2 5	69.84%	72.29%	68.33%	84.19%	28	23	5	0
4	ES106	14	West Farms Sq-E Tremont Av 2 5	79.51%	85.38%	73.83%	94.22%	81	71	10	0
5	ES105	13	Gun Hill Rd 2 5	83.48%	87.74%	81.04%	93.92%	61	56	5	0
6	ES104	13	Gun Hill Rd 2 5	83.76%	89.20%	78.75%	92.20%	83	74	9	0
7	ES122	22	Pelham Pkwy 2 5	85.98%	87.25%	86.97%	97.80%	46	35	11	0
8	ES121	29	Pelham Bay Park 6	87.51%	86.39%	89.20%	97.55%	17	13	4	0
9	ES111	17	Parkchester 6	88.72%	90.16%	86.28%	94.31%	49	38	11	0
10	ES113	17	161 St-Yankee Stadium 4	91.16%	94.70%	89.23%	82.47%	58	49	9	0
11	ES112	17	Norwood-205 St D	92.02%	94.38%	91.61%	95.78%	31	19	12	0
12	ES123	22	Pelham Pkwy 2 5	94.27%	99.06%	89.36%	89.89%	23	17	6	0
	12	19.8	Escalator Subtotal:	79.0%	81.8%	76.7%	91.0%	596	499	97	0
*Note the number of entrapments are included in the non scheduled outages count.											

Elevator and Escalator
Quarterly Performance By Borough
4th Quarter 2018

Borough: Manhattan											
	Unit ID	Age	Station	4th Quarter 2018 Availability			4th Quarter 2017 Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak		24 Hr	Total	Non * Scheduled	
		(Yrs)									
1	EL120	33	190 St A	27.18%	28.17%	26.79%	83.63%	15	13	2	5
2	EL249	2	86 St Q	84.06%	82.69%	85.92%	97.86%	21	17	4	0
3	EL244	17	Grand Central-42 St 7	85.51%	88.63%	84.89%	85.88%	57	20	37	5
4	EL218	18	14 St-Union Sq L	87.49%	87.91%	87.41%	92.66%	20	14	6	1
5	EL224	16	8 Av L	87.80%	85.59%	89.92%	96.55%	41	26	15	3
6	EL105	16	191 St 1	88.62%	89.31%	90.80%	88.43%	37	25	12	1
7	EL602	3	34 St-Hudson Yards 7	89.33%	90.42%	93.00%	99.47%	36	23	13	2
8	EL103	15	191 St 1	90.69%	93.88%	93.85%	95.58%	22	9	13	1
9	EL223	16	14 St A C E	90.80%	90.85%	90.06%	97.55%	22	17	5	1
10	EL440	2	Lexington Av-63 St F Q	90.97%	93.11%	92.83%	95.12%	44	34	10	2
11	EL145	8	96 St 2 3 1	91.84%	94.74%	93.45%	83.94%	32	25	7	2
12	EL140	11	168 St A C	91.94%	93.31%	89.60%	99.06%	31	21	10	1
13	EL214	15	34 St-Penn Station 1	92.42%	91.32%	97.78%	99.01%	30	4	26	2
14	EL139	11	168 St 1 A C	93.12%	91.12%	94.72%	96.49%	22	11	11	2
15	EL205	28	Grand Central-42 St 4 5 6	93.31%	93.53%	95.70%	98.51%	25	13	12	0
16	EL732	11	Fulton St 2 3	93.52%	96.18%	93.55%	97.07%	61	49	12	1
17	EL248	2	96 St Q	93.88%	95.30%	93.28%	89.08%	14	9	5	1
18	EL333	13	West 4 St A B C D E F M	93.92%	96.08%	90.74%	95.36%	24	18	6	0
19	EL217	18	14 St-Union Sq L N Q R W	94.37%	94.64%	95.36%	98.72%	22	9	13	3
20	EL104	15	191 St 1	94.66%	95.14%	94.97%	89.85%	25	17	8	1
21	EL336	9	Chambers St 1 2 3	94.95%	97.74%	92.07%	93.69%	23	15	8	0
22	EL245	13	Lexington Av-53 St E M	94.98%	94.64%	96.91%	95.67%	21	14	7	1
23	EL215	19	34 St-Penn Station 2 3	94.98%	95.66%	96.89%	96.80%	15	3	12	0
24	EL237	19	66 St-Lincoln Center 1	95.00%	96.23%	95.77%	97.96%	10	3	7	0
25	EL335	13	West 4 St A B C D E F M	95.07%	98.23%	94.26%	96.20%	22	9	13	0
26	EL443	2	Lexington Av-63 St F Q	95.17%	99.60%	93.75%	94.69%	47	32	15	1
27	EL720	4	Fulton St A C J Z 2 3 4 5	95.19%	95.30%	95.82%	98.45%	27	20	7	3
28	EL211	25	34 St-Herald Sq N Q R W	95.29%	95.65%	96.74%	97.17%	5	1	4	1
29	EL144	13	125 St A B C D	95.29%	96.50%	95.05%	97.74%	17	12	5	3
30	EL106	16	191 St 1	95.41%	95.92%	96.71%	94.66%	37	26	11	3
31	EL111	21	168 St 1	95.50%	94.68%	95.68%	76.78%	38	29	9	0
32	EL298	2	23 St 6	95.53%	96.77%	96.22%	96.94%	13	9	4	2
33	EL116	13	190 St A	95.53%	97.61%	96.35%	74.67%	33	26	7	4
34	EL230	15	Times Sq-42 St N Q R W	95.86%	95.31%	95.74%	87.97%	15	12	3	4
35	EL212	25	34 St-Herald Sq N Q R W	95.95%	94.73%	98.10%	98.24%	16	6	10	4
36	EL146	8	96 St 2 3 1	96.05%	98.19%	94.60%	93.54%	36	30	6	1
37	EL711	11	Bowling Green 4 5	96.11%	97.66%	94.98%	97.18%	18	11	7	2
38	EL142	13	125 St A B C D	96.18%	97.52%	95.68%	89.45%	22	13	9	2
39	EL113	20	168 St 1	96.24%	94.45%	96.84%	81.97%	52	50	2	0
40	EL442	2	Lexington Av-63 St F Q	96.24%	98.46%	96.03%	69.37%	30	18	12	2
41	EL601	3	34 St-Hudson Yards 7	96.27%	96.06%	98.91%	99.13%	14	4	10	2
42	EL402	29	Lexington Av-63 St F Q	96.40%	94.32%	96.57%	90.20%	22	15	7	0
43	EL178	5	Dyckman St 1	96.50%	96.46%	98.23%	97.22%	20	12	8	1
44	EL330	6	Bleecker St D F E M G	96.56%	98.91%	97.46%	98.30%	12	7	5	1
45	EL108	19	181 St 1	96.61%	96.50%	97.60%	91.67%	27	22	5	1

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	Borough:	Manhattan									
	Unit ID	Age	Station	4th Quarter 2018 Availability			4th Quarter 2017 Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled	
46	EL441	2	Lexington Av-63 St FQ	96.64%	98.98%	97.37%	97.98%	36	23	13	0
47	EL329	6	Bleecker St DFBM6	96.74%	99.59%	96.02%	97.00%	22	12	10	0
48	EL334	13	West 4 St ABCDEFGHI M	96.78%	97.97%	97.43%	98.27%	25	15	10	1
49	EL181	10	135 St 23	96.79%	97.41%	96.18%	99.13%	13	5	8	3
50	EL125	2	125 St 456	96.79%	98.48%	98.08%	93.47%	28	23	5	1
51	EL716	4	Fulton St ACJZ2345	96.84%	97.77%	98.45%	96.44%	45	35	10	0
52	EL234	9	47-50 Sts-Rockefeller Center BDFM	96.86%	94.77%	97.03%	97.79%	11	5	6	0
53	EL209	25	34 St-Herald Sq BDFM	96.90%	99.16%	96.74%	99.53%	10	7	3	1
54	EL229	15	Times Sq-42 St NQRW	96.95%	96.42%	98.40%	96.72%	12	9	3	0
55	EL228	16	34 St-Penn Station CE	96.97%	98.22%	96.73%	97.74%	17	14	3	2
56	EL316	1	Brooklyn Bridge 456	97.08%	98.31%	98.64%	98.63%	22	13	9	0
57	EL281	9	57 St-7 Av NQRW	97.09%	96.77%	97.77%	97.79%	10	6	4	1
58	EL324	17	Canal St 6	97.09%	97.72%	96.93%	99.83%	16	7	9	1
59	EL114	21	168 St 1	97.12%	96.20%	96.47%	97.06%	38	35	3	0
60	EL721	5	Fulton St ACJZ2345	97.19%	99.63%	95.88%	98.93%	20	11	9	1
61	EL722	5	Fulton St JZ	97.20%	94.57%	99.49%	97.91%	35	30	5	0
62	EL213	3	34 St-Herald Sq BDFMNRW	97.22%	98.91%	97.70%	96.51%	6	2	4	0
63	EL710	11	Bowling Green 45	97.26%	97.95%	97.03%	95.29%	29	22	7	0
64	EL180	10	135 St 23	97.31%	97.67%	99.77%	98.51%	12	5	7	1
65	EL115	17	190 St A	97.37%	97.58%	97.36%	97.76%	19	15	4	1
66	EL216	15	34 St-Penn Station 1	97.40%	100%	99.84%	99.59%	18	3	15	0
67	EL202	1	51 St 6	97.49%	98.51%	97.16%	98.93%	16	9	7	2
68	EL201	1	51 St 6	97.55%	98.91%	98.62%	96.42%	10	5	5	0
69	EL731	1	South Ferry 1	97.62%	99.56%	98.32%	97.16%	21	16	5	6
70	EL226	16	34 St-Penn Station CE	97.64%	99.33%	98.03%	97.40%	11	6	5	0
71	EL210	25	34 St-Herald Sq BDFM	97.68%	99.78%	95.73%	99.24%	8	5	3	2
72	EL149	19	Inwood-207 St A	97.68%	99.86%	97.05%	98.86%	11	7	4	2
73	EL277	9	59 St-Columbus Circle ABCD1	97.70%	97.32%	98.69%	95.64%	17	8	9	2
74	EL331	6	Bleecker St DFBM6	97.70%	97.51%	98.26%	89.56%	16	11	5	1
75	EL232	12	Times Sq-42 St 1237	97.70%	99.57%	98.09%	94.50%	12	8	4	1
76	EL278	9	59 St-Columbus Circle ABCD1	97.81%	97.43%	98.05%	98.50%	12	5	7	0
77	EL238	19	66 St-Lincoln Center 1	97.81%	98.63%	98.53%	99.34%	13	8	5	2
78	EL148	19	Inwood-207 St A	97.86%	98.91%	98.22%	99.22%	8	2	6	0
79	EL280	8	59 St-Columbus Circle ABCD1	97.87%	98.13%	98.46%	97.66%	26	18	8	0
80	EL126	2	125 St 456	97.93%	99.84%	97.75%	97.95%	12	8	4	0
81	EL719	5	Fulton St ACJZ2345	97.96%	99.21%	98.73%	98.93%	18	13	5	1
82	EL603	3	34 St-Hudson Yards 7	98.01%	99.93%	97.46%	99.36%	18	5	13	1
83	EL109	19	181 St 1	98.03%	98.20%	98.05%	88.50%	22	19	3	0
84	EL730	1	South Ferry 1	98.03%	99.71%	97.57%	97.08%	13	7	6	1
85	EL221	16	14 St/8 Av ACE L	98.06%	99.05%	98.42%	97.98%	14	9	5	0
86	EL233	12	Times Sq-42 St 123	98.17%	99.85%	98.29%	98.84%	9	5	4	1
87	EL225	16	34 St-Penn Station CE	98.19%	99.00%	99.18%	97.99%	9	3	6	2
88	EL328	6	Bleecker St DFBM6	98.20%	99.82%	98.24%	96.83%	19	12	7	0
89	EL444	2	Lexington Av-63 St FQ	98.21%	98.82%	97.77%	94.50%	13	5	8	0

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	Borough:	Manhattan									
	Unit ID	Age	Station	4th Quarter 2018 Availability			4th Quarter 2017 Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non *	Scheduled	
					Peak	Peak			Scheduled		
90	EL332	6	Bleecker St D F B M 6	98.25%	99.82%	98.18%	96.77%	18	10	8	2
91	EL235	9	47-50 Sts-Rockefeller Center B D F M	98.27%	99.23%	98.98%	99.34%	11	7	4	0
92	EL117	16	181 St A	98.28%	99.95%	99.09%	98.21%	13	6	7	0
93	EL123	29	175 St A	98.30%	97.83%	99.46%	97.59%	7	3	4	0
94	EL326	0	World Trade Center E	98.31%	98.42%	98.57%		13	9	4	0
95	EL107	19	181 St 1	98.33%	98.34%	98.43%	97.74%	13	6	7	1
96	EL314	1	Brooklyn Bridge 4 5 6	98.39%	97.81%	100%	98.92%	23	17	6	0
97	EL204	28	Grand Central-42 St 4 5 6 7 S	98.40%	99.44%	99.53%	95.04%	9	5	4	0
98	EL206	28	Grand Central-42 St 4 5 6	98.41%	100%	98.93%	95.53%	11	7	4	0
99	EL124	29	175 St A	98.47%	98.91%	99.55%	98.31%	7	2	5	0
100	EL143	13	125 St A B C D	98.50%	100%	99.80%	97.82%	7	3	4	0
101	EL112	21	168 St 1	98.52%	98.85%	98.53%	98.04%	16	9	7	1
102	EL222	16	14 St A C E	98.52%	100%	98.93%	88.75%	13	9	4	2
103	EL219	18	14 St-Union Sq N Q R W	98.53%	100%	98.57%	99.14%	7	3	4	0
104	EL404	29	Roosevelt Island F	98.73%	100%	99.32%	99.24%	8	2	6	0
105	EL265	2	72 St Q	98.76%	100%	99.86%	98.81%	7	4	3	0
106	EL250	2	86 St Q	98.78%	99.27%	99.18%	97.33%	7	4	3	1
107	EL220	18	14 St-Union Sq N Q R W	98.79%	100%	100%	98.07%	6		6	0
108	EL315	1	Brooklyn Bridge 4 5 6	98.82%	100%	99.43%	94.53%	7	2	5	0
109	EL401	3	Lexington Av-63 St F Q	98.85%	99.70%	98.73%	98.97%	13	6	7	0
110	EL262	2	72 St Q	98.86%	98.91%	99.95%	98.31%	6	3	3	2
111	EL403	29	Roosevelt Island F	98.86%	98.91%	100%	98.29%	6	2	4	0
112	EL299	2	23 St 6	98.88%	100%	100%	97.82%	9	5	4	0
113	EL264	2	72 St Q	98.92%	99.98%	99.21%	99.24%	6	3	3	0
114	EL110	19	181 St 1	98.95%	99.46%	100%	79.02%	14	10	4	1
115	EL227	16	34 St-Penn Station A	99.01%	99.95%	100%	98.77%	14	7	7	0
116	EL239	15	72 St 1 2 3	99.02%	98.91%	100%	98.92%	4	1	3	1
117	EL267	2	72 St Q	99.04%	99.86%	99.48%	93.53%	10	7	3	0
118	EL723	5	Fulton St 2 3	99.05%	99.75%	98.91%	98.08%	6	2	4	0
119	EL279	9	59 St-Columbus Circle A B C D 1	99.07%	99.91%	100%	98.28%	7	3	4	1
120	EL337	9	Chambers St 1 2 3	99.07%	100%	98.91%	98.87%	6	2	4	1
121	EL338	9	Chambers St 1 2 3	99.09%	100%	100%	97.63%	5	0	5	0
122	EL119	33	181 St A	99.12%	98.94%	99.95%	88.26%	13	9	4	0
123	EL266	2	72 St Q	99.17%	100%	100%	99.23%	6	3	3	0
124	EL236	9	47-50 Sts-Rockefeller Center B D F M	99.18%	100%	100%	98.35%	5	2	3	0
125	EL141	11	168 St A C	99.18%	100%	100%	98.69%	5	1	4	0
126	EL247	2	96 St Q	99.25%	100%	99.83%	94.27%	5	1	4	0
127	EL240	15	72 St 1 2 3	99.25%	100%	100%	98.96%	4	1	3	0
128	EL325	17	Canal St 6	99.38%	99.99%	99.64%	99.31%	4	1	3	0
129	EL259	2	72 St Q	99.39%	100%	100%	99.25%	4		4	0
130	EL600	3	34 St-Hudson Yards 7	99.54%	100%	99.83%	99.56%	4	0	4	0
131	EL118	14	181 St A	99.58%	99.87%	100%	95.13%	8	3	5	0
132	EL713	0	Cortlandt St 1	99.83%	99.86%	100%		3		3	0
133	EL712	0	Cortlandt St 1	99.88%	99.95%	100%		4		4	0

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Borough:		Manhattan									
	Unit ID	Age	Station	4th Quarter 2018 Availability			4th Quarter 2017 Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak		24 Hr	Total	Non * Scheduled	
		(Yrs)									
	133	11.7	Elevator Subtotal:	96.2%	97.0%	96.7%	95.7%	2339	1444	895	122
1	ES632	0	34 St-Hudson Yards 7	78.11%	79.13%	79.10%		25	16	9	0
2	ES233	10	34 St-Herald Sq B D F M	79.90%	83.50%	81.57%	88.24%	73	59	14	0
3	ES102	17	125 St 1	80.27%	83.98%	77.39%	93.36%	53	40	13	0
4	ES217	12	Times Sq-42 St 7	80.93%	84.40%	82.81%	93.49%	88	82	6	0
5	ES635	0	34 St-Hudson Yards 7	82.15%	84.04%	81.05%		50	30	20	0
6	ES118	21	181 St A	82.54%	83.28%	82.65%	92.31%	32	24	8	0
7	ES255	29	Grand Central-42 St 4 5 6 7 S	82.56%	86.68%	83.26%	97.58%	133	80	53	0
8	ES256	29	Grand Central-42 St 4 5 6 7 S	82.81%	83.07%	86.92%	90.80%	94	81	13	0
9	ES101	17	125 St 1	82.81%	87.87%	76.78%	95.49%	48	35	13	0
10	ES626	3	34 St-Hudson Yards 7	82.94%	88.79%	78.29%	94.63%	53	27	26	0
11	ES297	2	86 St Q	83.29%	85.83%	84.35%	97.72%	32	5	27	0
12	ES235	10	34 St-Herald Sq B D F M	84.34%	86.95%	84.18%	93.82%	44	42	2	0
13	ES208	18	Grand Central-42 St 7	84.73%	96.09%	77.94%	93.99%	152	96	56	0
14	ES244	22	Lexington Av-53 St E M	85.23%	90.13%	87.17%	96.76%	134	84	50	0
15	ES103	22	125 St 1	85.78%	87.13%	87.71%	96.47%	31	24	7	0
16	ES245	21	Lexington Av-53 St E M	85.91%	88.51%	84.81%	96.66%	24	14	10	0
17	ES634	0	34 St-Hudson Yards 7	86.52%	85.26%	90.35%		35	18	17	0
18	ES339	14	Bowling Green 4 5	86.59%	86.36%	83.80%	95.07%	34	33	1	0
19	ES238	19	7 Av B D E	86.60%	83.29%	86.37%	96.80%	103	86	17	0
20	ES218	12	Times Sq-42 St 7	86.81%	87.86%	88.00%	95.41%	69	59	10	0
21	ES216	12	Times Sq-42 St 7	86.82%	89.34%	85.92%	95.39%	52	47	5	0
22	ES241	20	5 Av-53 St E M	87.00%	82.38%	87.88%	96.84%	49	42	7	0
23	ES289	2	72 St Q	87.89%	86.44%	86.26%	96.08%	108	86	22	0
24	ES249	15	Lexington Av-59 St N R W	88.42%	93.01%	87.85%	96.62%	69	62	7	0
25	ES328	19	Delancey St F	88.83%	92.92%	85.77%	93.83%	53	40	13	0
26	ES221	12	34 St-Herald Sq B D F M N Q R W	88.85%	86.86%	87.08%	95.42%	67	65	2	0
27	ES276	2	86 St Q	88.94%	88.35%	92.64%	95.43%	50	20	30	0
28	ES117	22	181 St A	89.37%	83.30%	89.30%	89.82%	52	47	5	0
29	ES223	12	34 St-Herald Sq B D F M N Q R W	89.61%	88.00%	91.23%	92.29%	56	50	6	0
30	ES459	2	Lexington Av-63 St F Q	89.63%	89.43%	92.39%	90.88%	29	4	25	0
31	ES369	1	South Ferry 1	90.17%	89.74%	88.75%	54.59%	71	61	10	0
32	ES115	17	145 St B D	90.20%	95.68%	88.11%	93.94%	48	41	7	0
33	ES209	16	Grand Central-42 St 7	90.21%	91.74%	89.74%	90.32%	66	45	21	0
34	ES290	2	72 St Q	90.56%	97.73%	81.08%	95.60%	60	53	7	0
35	ES403	29	Lexington Av-63 St F Q	90.60%	95.82%	87.92%	95.22%	124	61	63	0
36	ES236	10	34 St-Herald Sq B D F M	90.62%	90.11%	90.83%	96.45%	33	26	7	0
37	ES222	12	34 St-Herald Sq B D F M N Q R W	90.63%	91.48%	87.58%	95.11%	61	54	7	0
38	ES229	12	34 St-Herald Sq B D F M	90.70%	92.56%	90.88%	94.63%	46	41	5	0
39	ES207	18	Grand Central-42 St 7	90.82%	95.88%	86.93%	95.03%	102	54	48	0
40	ES246	21	Lexington Av-53 St E M	90.91%	90.32%	93.09%	96.25%	80	51	29	0
41	ES116	17	145 St B D	91.34%	94.68%	91.49%	91.57%	40	30	10	0
42	ES370	1	South Ferry 1	91.50%	95.18%	91.33%	93.91%	38	30	8	0
43	ES230	12	34 St-Herald Sq B D F M	91.56%	91.43%	90.49%	95.35%	33	31	2	0
44	ES259	2	96 St Q	91.61%	94.61%	92.90%	89.36%	75	32	43	0

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		(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non *	Scheduled	
					Peak	Peak			Scheduled		
45	ES636	0	34 St-Hudson Yards 7	91.68%	90.79%	92.64%		24	19	5	0
46	ES411	11	Roosevelt Island F	91.90%	94.92%	88.48%	96.02%	55	48	7	0
47	ES119	21	181 St A	91.97%	91.61%	93.43%	93.91%	37	22	15	0
48	ES364	4	Fulton St 4 5	92.10%	98.91%	98.01%	94.27%	45	15	30	0
49	ES325	19	West 4 St A B C D E F M	92.22%	93.32%	93.50%	97.00%	55	39	16	0
50	ES215	21	Lexington Av-59 St N Q R W	92.32%	92.64%	92.61%	96.47%	24	17	7	0
51	ES326	19	West 4 St A B C D E F M	92.59%	93.77%	91.32%	98.15%	34	21	13	0
52	ES237	19	7 Av B D E	92.63%	94.38%	93.32%	97.19%	41	27	14	0
53	ES296	2	72 St Q	92.63%	95.09%	89.79%	95.49%	55	44	11	0
54	ES240	19	5 Av-53 St E M	92.71%	95.17%	86.35%	94.89%	76	57	19	0
55	ES206	17	Grand Central-42 St 7	92.71%	95.27%	94.30%	94.16%	91	29	62	0
56	ES224	12	34 St-Herald Sq B D F M N Q R W	92.75%	91.38%	90.72%	96.91%	36	29	7	0
57	ES327	19	Delancey St F	92.76%	93.69%	91.15%	84.54%	48	38	10	0
58	ES232	12	34 St-Herald Sq B D F M	92.93%	96.22%	88.97%	94.03%	53	46	7	0
59	ES295	2	72 St Q	93.16%	93.12%	95.56%	89.00%	46	23	23	0
60	ES269	15	Lexington Av-53 St E M	93.34%	94.78%	93.75%	91.51%	61	50	11	0
61	ES412	10	Roosevelt Island F	93.46%	97.38%	86.82%	96.74%	42	37	5	0
62	ES210	16	Grand Central-42 St 7	93.60%	96.82%	93.52%	92.70%	43	22	21	0
63	ES204	19	Grand Central-42 St 7	93.62%	96.41%	93.91%	96.95%	76	30	46	0
64	ES627	3	34 St-Hudson Yards 7	93.64%	95.42%	93.20%	93.79%	33	16	17	0
65	ES334	4	Bowery J Z	93.88%	94.13%	95.39%	96.31%	37	25	12	0
66	ES367	5	Fulton St A C J Z 2 3 4 5	93.88%	95.38%	94.23%	92.02%	53	47	6	0
67	ES338	14	Bowling Green 4 5	93.88%	96.98%	92.12%	96.31%	42	36	6	0
68	ES231	12	34 St-Herald Sq B D F M	93.93%	96.24%	90.47%	95.43%	43	38	5	0
69	ES351	18	Whitehall St R W	94.01%	93.72%	91.87%	92.99%	40	36	4	0
70	ES213	19	59 St 4 5 6	94.11%	95.99%	95.30%	97.29%	54	43	11	0
71	ES621	3	34 St-Hudson Yards 7	94.15%	94.87%	93.92%	97.78%	36	16	20	0
72	ES286	2	72 St Q	94.20%	97.25%	94.37%	96.65%	63	32	31	0
73	ES622	3	34 St-Hudson Yards 7	94.42%	95.79%	93.72%	97.46%	25	10	15	0
74	ES302	19	Park Pl 2 3	94.46%	97.73%	90.45%	98.19%	46	41	5	0
75	ES270	2	96 St Q	94.50%	98.32%	99.16%	95.67%	56	7	49	0
76	ES336	15	Bowling Green 4 5	94.53%	98.67%	95.07%	92.05%	64	55	9	0
77	ES278	2	86 St Q	94.68%	93.92%	96.08%	87.74%	24	11	13	0
78	ES413	22	Roosevelt Island F	94.68%	96.57%	94.93%	96.76%	35	15	20	0
79	ES623	3	34 St-Hudson Yards 7	94.75%	96.09%	96.52%	95.90%	37	17	20	0
80	ES234	10	34 St-Herald Sq B D F M	94.77%	96.02%	94.43%	97.38%	33	27	6	0
81	ES409	29	Lexington Av-63 St F Q	94.78%	96.58%	96.16%	96.15%	62	12	50	0
82	ES242	20	5 Av-53 St E M	94.82%	97.32%	92.37%	98.37%	50	31	19	0
83	ES277	2	86 St Q	94.87%	97.99%	96.87%	96.14%	76	18	58	0
84	ES203	19	Grand Central-42 St 7	94.97%	96.27%	94.72%	97.64%	27	20	7	0
85	ES294	2	72 St Q	95.07%	97.30%	90.90%	93.76%	36	25	11	0
86	ES280	2	86 St Q	95.10%	98.76%	96.32%	95.35%	61	10	51	0
87	ES410	29	Lexington Av-63 St F Q	95.11%	97.99%	96.02%	92.68%	84	16	68	0
88	ES414	11	Roosevelt Island F	95.17%	96.85%	96.89%	96.96%	20	14	6	0
89	ES284	2	86 St Q	95.18%	97.75%	96.89%	97.61%	42	16	26	0

Elevator and Escalator
Quarterly Performance By Borough
4th Quarter 2018

Elevator and Escalator											
Quarterly Performance By Borough											
4th Quarter 2018											
	Borough:	Manhattan									
	Unit ID	Age	Station	4th Quarter 2018 Availability			4th Quarter 2017 Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled	
90	ES342	13	Bowling Green 4 5	95.35%	97.68%	93.48%	96.71%	35	26	9	0
91	ES404	29	Lexington Av-63 St F Q	95.36%	94.43%	95.61%	92.81%	108	57	51	0
92	ES288	2	72 St Q	95.40%	96.40%	97.26%	90.70%	31	21	10	0
93	ES407	29	Lexington Av-63 St F Q	95.43%	97.83%	95.74%	95.09%	75	29	46	0
94	ES340	13	Bowling Green 4 5	95.44%	96.35%	94.29%	95.22%	22	17	5	0
95	ES406	29	Lexington Av-63 St F Q	95.45%	98.85%	98.26%	97.05%	83	10	73	0
96	ES458	2	Lexington Av-63 St F Q	95.50%	97.17%	97.22%	96.49%	33	6	27	0
97	ES628	3	34 St-Hudson Yards 7	95.51%	96.84%	96.15%	97.85%	18	7	11	0
98	ES205	17	Grand Central-42 St 7	95.52%	96.35%	93.58%	98.35%	41	25	16	0
99	ES285	2	72 St Q	95.53%	97.47%	97.72%	96.27%	47	19	28	0
100	ES274	2	86 St Q	95.54%	97.73%	96.71%	95.32%	43	17	26	0
101	ES408	29	Lexington Av-63 St F Q	95.55%	96.61%	97.40%	95.93%	88	21	67	0
102	ES248	15	Lexington Av-59 St N R W	95.58%	97.95%	95.11%	98.90%	31	24	7	0
103	ES405	29	Lexington Av-63 St F Q	95.67%	99.29%	97.71%	90.54%	101	37	64	0
104	ES337	15	Bowling Green 4 5	95.68%	97.63%	94.94%	97.95%	26	19	7	0
105	ES260	2	96 St Q	95.70%	99.56%	98.19%	95.10%	56	8	48	0
106	ES300	6	Bleecker St D F B M 6	95.74%	98.47%	95.20%	89.86%	32	24	8	0
107	ES630	0	34 St-Hudson Yards 7	95.79%	95.48%	96.63%		27	18	9	0
108	ES401	29	Lexington Av-63 St F Q	95.93%	99.97%	96.56%	96.49%	87	16	71	0
109	ES374	1	South Ferry 1	95.96%	98.90%	96.68%	99.29%	18	12	6	0
110	ES211	20	59 St 4 5 6	96.05%	95.27%	96.86%	94.04%	33	24	9	0
111	ES416	22	Roosevelt Island F	96.09%	97.24%	97.02%	91.09%	23	6	17	0
112	ES373	1	South Ferry 1	96.11%	97.45%	96.55%	98.87%	21	15	6	0
113	ES631	0	34 St-Hudson Yards 7	96.32%	95.35%	98.20%		31	17	14	0
114	ES272	2	96 St Q	96.35%	99.00%	98.17%	95.06%	35	16	19	0
115	ES329	4	East Broadway F	96.36%	97.42%	97.75%	97.90%	17	8	9	0
116	ES243	22	Lexington Av-53 St E M	96.37%	95.07%	99.62%	98.60%	30	19	11	0
117	ES343	15	Bowling Green 4 5	96.37%	98.95%	97.11%	97.19%	25	17	8	0
118	ES212	19	59 St 4 5 6	96.46%	97.30%	96.52%	97.90%	14	9	5	0
119	ES311	17	Whitehall St R W	96.49%	95.89%	95.84%	98.25%	34	32	2	0
120	ES202	2	96 St Q	96.58%	99.11%	98.30%	95.91%	40	8	32	0
121	ES282	2	86 St Q	96.60%	99.86%	98.08%	96.03%	43	6	37	0
122	ES214	20	59 St 4 5 6	96.63%	96.08%	95.68%	98.34%	24	17	7	0
123	ES220	2	96 St Q	96.67%	98.85%	98.45%	96.54%	27	3	24	0
124	ES402	29	Lexington Av-63 St F Q	96.73%	98.91%	97.83%	98.49%	73	7	66	0
125	ES371	1	South Ferry 1	96.75%	98.31%	98.59%	99.40%	19	8	11	0
126	ES287	2	72 St Q	96.94%	99.36%	97.06%	97.59%	37	13	24	0
127	ES247	2	96 St Q	96.98%	98.98%	99.05%	96.84%	33	7	26	0
128	ES629	3	34 St-Hudson Yards 7	97.04%	97.75%	98.01%	94.37%	29	4	25	0
129	ES271	2	96 St Q	97.06%	99.68%	98.64%	95.03%	28	5	23	0
130	ES281	2	86 St Q	97.18%	99.37%	98.90%	95.62%	30	11	19	0
131	ES624	3	34 St-Hudson Yards 7	97.22%	98.18%	99.16%	98.50%	33	16	17	0
132	ES345	23	Bowling Green 4 5	97.26%	96.91%	98.10%	98.06%	29	25	4	0
133	ES375	1	South Ferry 1	97.28%	98.47%	97.76%	98.87%	12	6	6	0
134	ES252	29	51 St 6	97.32%	99.30%	97.45%	87.99%	15	7	8	0

Elevator and Escalator
Quarterly Performance By Borough
4th Quarter 2018

Borough: Manhattan											
	Unit ID	Age	Station	4th Quarter 2018 Availability			4th Quarter 2017 Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled	
135	ES279	2	86 St Q	97.35%	99.33%	99.71%	97.33%	27	6	21	0
136	ES273	2	86 St Q	97.40%	99.32%	99.30%	98.03%	33	5	28	0
137	ES419	11	Roosevelt Island F	97.43%	99.13%	96.35%	97.23%	16	11	5	0
138	ES420	10	Roosevelt Island F	97.51%	97.46%	96.76%	98.03%	16	12	4	0
139	ES312	5	Whitehall St R W	97.63%	98.53%	99.83%	96.62%	25	11	14	0
140	ES291	2	72 St Q	97.73%	99.65%	98.98%	97.19%	16	10	6	0
141	ES341	14	Bowling Green 4 5	97.73%	99.79%	98.20%	97.67%	21	14	7	0
142	ES633	0	34 St-Hudson Yards 7	97.74%	96.08%	98.43%		18	12	6	0
143	ES625	3	34 St-Hudson Yards 7	97.81%	96.76%	99.91%	98.27%	15	5	10	0
144	ES283	2	86 St Q	97.90%	99.41%	100%	96.81%	23	3	20	0
145	ES200	2	96 St Q	98.02%	100%	98.98%	96.69%	17	4	13	0
146	ES372	1	South Ferry 1	98.11%	98.91%	99.67%	99.22%	12	5	7	0
147	ES415	10	Roosevelt Island F	98.13%	98.10%	98.30%	95.93%	16	9	7	0
148	ES275	2	86 St Q	98.13%	99.50%	99.60%	97.42%	34	4	30	0
149	ES368	5	Fulton St A C J Z 2 3 4 5	98.15%	98.15%	98.82%	98.85%	16	10	6	0
150	ES301	19	Park Pl 2 3	98.37%	99.23%	98.01%	97.86%	14	10	4	0
151	ES239	19	5 Av-53 St E M	98.46%	99.50%	99.14%	94.95%	19	11	8	0
152	ES418	11	Roosevelt Island F	98.47%	99.32%	98.88%	98.79%	12	7	5	0
153	ES417	10	Roosevelt Island F	98.49%	98.72%	98.34%	98.50%	13	9	4	0
154	ES353	0	Cortlandt St 1	99.58%	99.85%	100%		3	1	2	0
	154	11.3	Escalator Subtotal:	93.1%	94.7%	93.2%	95.2%	6993	4133	2860	0
							*Note the number of entrapments are included in the non scheduled outage count.				
							** New equipment placed into service during 3rd quarter of 2018				

Elevator and Escalator
Quarterly Performance By Borough
4th Quarter 2018

Borough: Brooklyn											
	Unit ID	Age	Station	4th Quarter 2018 Availability			4th Quarter 2017 Availability	Outages			Entrapments
				24 Hr	AM	PM		24 Hr	Total	Non * Scheduled	
		(Yrs)			Peak	Peak					
1	EL309	17	Court St R	89.81%	89.26%	90.08%	93.78%	10	5	5	1
2	EL311	18	Clark St 2 3	90.34%	87.45%	94.99%	95.18%	44	32	12	0
3	EL342	12	Euclid Av A C	91.64%	93.69%	93.44%	98.62%	38	29	9	5
4	EL383	15	Prospect Park B Q S	92.19%	87.90%	98.34%	96.66%	27	10	17	0
5	EL344	4	Utica Av A C	92.30%	94.73%	94.16%	95.90%	44	34	10	2
6	EL317	24	Borough Hall 2 3 4 5	93.43%	94.02%	93.57%	95.50%	24	10	14	3
7	EL391	14	Marcy Av J M Z	93.79%	95.54%	91.38%	98.45%	21	13	8	2
8	EL339	19	Franklin Av C S	93.83%	92.20%	98.07%	94.66%	18	4	14	1
9	EL374	10	Church Av F G	93.91%	93.25%	94.57%	98.93%	16	12	4	0
10	EL312	18	Clark St 2 3	94.60%	98.93%	92.10%	96.49%	24	17	7	2
11	EL394	15	Flushing Av J M	95.72%	94.00%	98.91%	97.70%	17	7	10	0
12	EL708	8	Jay St A C F R	96.07%	95.68%	97.94%	99.39%	25	18	7	6
13	EL310	18	Clark St 2 3	96.19%	98.65%	97.99%	97.55%	14	6	8	2
14	EL304	14	Atlantic Av 2 3	96.20%	96.65%	96.96%	97.80%	17	10	7	1
15	EL308	17	Court St R	96.52%	95.79%	98.73%	94.69%	23	10	13	1
16	EL318	24	Borough Hall 2 3 4 5	96.56%	95.14%	99.48%	97.11%	16	2	14	0
17	EL393	15	Flushing Av J M	96.65%	97.17%	97.32%	85.95%	11	6	5	1
18	EL319	21	Brooklyn College-Flatbush Av 2 5	96.85%	99.55%	96.90%	95.00%	17	9	8	0
19	EL305	14	Atlantic Av 4 5	97.07%	97.93%	97.33%	97.06%	17	10	7	0
20	EL373	10	Church Av F G	97.09%	99.24%	97.60%	98.88%	13	8	5	0
21	EL382	15	Prospect Park B Q S	97.22%	98.42%	97.83%	99.62%	8	4	4	1
22	EL303	14	Pacific St-Atlantic Av D N R	97.61%	99.28%	98.85%	96.02%	13	6	7	1
23	EL397	10	Myrtle-Wyckoff Avs L	97.71%	97.83%	98.74%	95.41%	17	8	9	0
24	EL375	10	Church Av F G	97.82%	98.89%	97.95%	99.13%	13	8	5	0
25	EL395	15	Flushing Av J M	97.88%	98.42%	97.60%	97.91%	8	3	5	0
26	EL371	13	DeKalb Av B Q R	98.01%	97.89%	97.40%	97.61%	7	3	4	1
27	EL323	14	Crown Hts-Utica Av 3 4	98.10%	97.15%	97.75%	91.28%	14	11	3	2
28	EL320	20	Church Av 2 5	98.13%	99.05%	98.32%	96.85%	9	4	5	1
29	EL340	19	Franklin Av C S	98.19%	99.92%	99.30%	97.92%	11	5	6	1
30	EL702	13	Coney Island-Stillwell Av D F N Q	98.31%	100%	98.91%	98.99%	7	2	5	0
31	EL377	6	Bay Parkway D	98.37%	99.77%	98.64%	99.35%	12	8	4	0
32	EL706	8	Jay St A C F R	98.51%	99.66%	98.49%	98.12%	34	28	6	0
33	EL343	12	Euclid Av A C	98.51%	99.89%	99.11%	97.38%	8	5	3	0
34	EL707	8	Jay St A C F R	98.53%	100%	98.70%	99.28%	29	26	3	0
35	EL709	8	Jay St A C F R	98.56%	99.52%	99.92%	99.40%	13	8	5	0
36	EL306	14	Atlantic Av 2 3	98.61%	100%	99.59%	99.36%	11	4	7	2
37	EL378	6	Bay Parkway D	98.63%	100%	98.68%	99.33%	10	6	4	0
38	EL341	12	Euclid Av A C	98.64%	99.50%	99.00%	96.21%	13	6	7	0
39	EL760	7	Kings Highway B Q	98.73%	99.71%	97.38%	97.97%	12	8	4	0
40	EL396	10	Myrtle-Wyckoff Avs L M	98.74%	100%	98.91%	97.04%	8	2	6	0
41	EL398	10	Myrtle-Wyckoff Avs M	98.74%	100%	100%	98.41%	7	3	4	0
42	EL321	20	Church Av 2 5	98.86%	99.68%	99.98%	99.20%	9	3	6	0
43	EL370	13	DeKalb Av B Q R	98.87%	99.68%	100%	98.90%	7	3	4	0
44	EL301	14	Pacific St-Atlantic Av D N R	98.89%	100%	99.21%	97.66%	8	3	5	1
45	EL372	13	DeKalb Av B Q R	98.89%	100%	99.74%	96.93%	8	3	5	0
46	EL761	7	Kings Highway B Q	98.89%	100%	99.97%	98.86%	6	2	4	0
47	EL307	14	Atlantic Av B Q	98.97%	100%	99.46%	98.25%	9	2	7	0

Elevator and Escalator
Quarterly Performance By Borough
4th Quarter 2018

Borough: Brooklyn											
	Unit ID	Age	Station	4th Quarter 2018 Availability			4th Quarter 2017 Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non *	Scheduled	
					Peak	Peak			Scheduled		
48	EL322	14	Crown Hts-Utica Av 3 4	99.01%	99.62%	99.26%	98.33%	9	5	4	0
49	EL392	14	Marcy Av J M Z	99.08%	100%	100%	98.42%	6	1	5	0
50	EL345	4	Utica Av A C	99.12%	100%	99.36%	99.14%	5	2	3	1
51	EL376	6	Bay Parkway D	99.14%	98.93%	100%	91.29%	8	3	5	0
52	EL302	14	Pacific St-Atlantic Av D N R	99.14%	99.57%	99.59%	93.10%	6	2	4	2
53	EL346	4	Utica Av A C	99.17%	100%	100%	99.00%	7	2	5	0
54	EL701	13	Coney Island-Stillwell Av D F N Q	99.17%	100%	100%	99.20%	5	0	5	0
	54	13.0	Elevator Subtotal:	97.1%	97.8%	97.9%	97.2%	793	441	352	40
1	ES305	15	Court St R	50.95%	50.14%	50.93%	90.78%	17	14	3	0
2	ES349	19	Smith 9 St F G	83.91%	85.40%	78.30%	95.53%	69	63	6	0
3	ES347	22	Broadway Junction A C J L Z	84.90%	88.30%	80.65%	95.71%	102	90	12	0
4	ES308	18	DeKalb Av B O R	85.49%	80.73%	87.82%	89.37%	50	42	8	0
5	ES322	20	High St A C	87.52%	90.33%	83.46%	98.93%	47	36	11	0
6	ES335	15	West 8 St-NY Aquarium F Q	87.76%	92.12%	82.05%	88.72%	63	51	12	0
7	ES315	18	Smith 9 St F G	88.21%	93.26%	78.34%	95.86%	96	93	3	0
8	ES330	22	Broadway Junction A C J L Z	88.77%	87.73%	88.83%	96.74%	76	64	12	0
9	ES333	15	Myrtle-Wyckoff Aves L M	89.21%	91.27%	84.73%	96.37%	76	67	9	0
10	ES331	23	Broadway Junction A C J L Z	90.55%	93.87%	90.09%	91.05%	79	64	15	0
11	ES318	19	Jay St A C F	91.28%	91.92%	92.70%	98.92%	70	64	6	0
12	ES346	16	Brighton Beach B Q	91.95%	98.41%	84.89%	69.94%	43	39	4	0
13	ES350	21	High St A C	92.02%	93.20%	93.60%	89.17%	26	13	13	0
14	ES348	19	Smith 9 St F G	92.04%	91.29%	93.20%	91.97%	66	56	10	0
15	ES304	16	President St 2 5	93.67%	95.00%	93.74%	91.83%	22	15	7	0
16	ES332	15	Myrtle-Wyckoff Aves L M	93.69%	95.12%	92.42%	96.31%	45	36	9	0
17	ES352	19	Franklin Av S	94.36%	93.62%	94.52%	91.93%	41	32	9	0
18	ES324	19	High St A C	94.46%	96.41%	91.45%	95.56%	48	41	7	0
19	ES323	20	High St A C	94.51%	95.62%	94.93%	96.84%	46	40	6	0
20	ES357	8	Jay St A C F R	94.80%	99.00%	92.46%	95.63%	42	33	9	0
21	ES313	18	Smith 9 St F G	94.83%	96.32%	94.74%	94.17%	25	21	4	0
22	ES319	20	Jay St A C F	94.84%	98.32%	95.45%	98.34%	30	24	6	0
23	ES306	15	Court St R	94.92%	98.54%	93.39%	88.17%	49	34	15	0
24	ES317	19	Jay St A C F	95.13%	95.35%	94.47%	96.05%	23	22	1	0
25	ES321	20	High St A C	95.33%	96.96%	93.43%	93.01%	32	25	7	0
26	ES310	16	Atlantic Av B Q	95.71%	98.79%	96.19%	95.72%	32	17	15	0
27	ES316	18	Smith 9 St F G	96.33%	99.89%	94.01%	90.78%	37	31	6	0
28	ES356	8	Jay St A C F R	96.41%	98.95%	96.76%	97.21%	124	31	93	0
29	ES309	18	DeKalb Av B O R	96.61%	96.52%	97.13%	98.64%	22	15	7	0
30	ES320	20	Jay St A C F	96.71%	97.94%	97.79%	92.15%	24	21	3	0
31	ES303	15	Borough Hall 2 3 4 5	97.37%	99.21%	96.75%	94.30%	28	22	6	0
32	ES314	18	Smith 9 St F G	97.81%	99.69%	95.66%	88.94%	19	13	6	0
	32	17.6	Escalator Subtotal:	91.3%	93.1%	89.8%	93.3%	1569	1229	340	0
*Note the number of entrapments are included in the non scheduled outage count.											

Elevator and Escalator											
Quarterly Performance By Borough											
4th Quarter 2018											
	Borough:		Queens								
	Unit ID	Age	Station	4th Quarter 2018 Availability			4th Quarter 2017 Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non *	Scheduled	
					Peak	Peak			Scheduled		
1	EL428	12	Queens Plaza E M R	89.63%	90.35%	89.99%	95.98%	10	3	7	0
2	EL463	0	Ozone Park-Lefferts Boulevard A	91.14%	92.35%	90.66%		22	13	9	2
3	EL433	13	Jamaica-179 St F	91.20%	89.81%	93.71%	97.00%	18	5	13	0
4	EL431	13	Jamaica-179 St F	91.53%	90.96%	94.33%	98.09%	32	11	21	0
5	EL427	11	Junction Blvd 7	91.63%	90.57%	95.20%	95.77%	38	24	14	1
6	EL421	13	Jackson Hts-Roosevelt Av E F M R	92.06%	89.13%	94.98%	98.61%	31	10	21	2
7	EL420	13	74 St-Broadway 7	93.15%	91.33%	95.67%	99.15%	17	12	5	2
8	EL434	10	Kew Gardens-Union Tpke E F	93.88%	96.24%	95.68%	98.00%	40	26	14	2
9	EL462	0	Ozone Park-Lefferts Boulevard A	94.74%	96.94%	95.58%		13	4	9	0
10	EL425	11	Junction Blvd 7	94.90%	95.16%	95.11%	96.12%	18	11	7	0
11	EL405	1	21 St-Queensbridge F	94.94%	95.92%	94.92%	91.64%	19	11	8	0
12	EL412	30	Jamaica Center E J Z	96.48%	98.21%	95.20%	94.49%	19	12	7	1
13	EL414	18	Flushing-Main St 7	96.58%	97.19%	96.57%	97.45%	21	10	11	3
14	EL413	30	Jamaica Center E J Z	96.66%	97.07%	94.97%	97.68%	21	15	6	0
15	EL446	7	CitiCorp/Court Square 7 E G	96.78%	96.67%	98.17%	98.89%	14	6	8	2
16	EL437	4	Forest Hills E F M R	97.11%	99.79%	96.20%	95.62%	24	16	8	0
17	EL426	11	Junction Blvd 7	97.21%	99.04%	98.02%	93.75%	16	1	15	0
18	EL438	4	Forest Hills E F M R	97.22%	96.45%	99.80%	98.14%	20	7	13	0
19	EL447	7	CitiCorp/Court Square 7 E G	97.73%	97.05%	100%	98.90%	13	7	6	0
20	EL436	10	Kew Gardens-Union Tpke E F	98.27%	99.88%	99.70%	95.15%	14	3	11	0
21	EL424	1	Briarwood E F	98.28%	99.46%	98.88%	97.81%	13	3	10	0
22	EL411	30	Sutphin Blvd-Archer Av-JFK E J Z	98.29%	99.50%	99.82%	98.76%	11	2	9	0
23	EL430	12	Queens Plaza E M R	98.37%	97.67%	98.66%	98.76%	9	5	4	0
24	EL497	6	Mott Av A	98.56%	99.91%	100%	99.71%	10	2	8	0
25	EL422	13	Jackson Hts-Roosevelt Av E F M R	98.70%	100%	98.96%	98.02%	8	2	6	0
26	EL439	4	Forest Hills E F M R	98.75%	99.11%	100%	97.39%	8	2	6	0
27	EL429	12	Queens Plaza E M R	98.78%	98.55%	99.67%	97.76%	8	3	5	0
28	EL498	6	Mott Av A	98.81%	99.72%	100%	97.93%	8	1	7	0
29	EL432	13	Jamaica-179 St F	98.93%	99.46%	100%	97.87%	8	3	5	0
30	EL406	1	21 St-Queensbridge F	99.00%	99.42%	99.14%	99.13%	9	3	6	0
31	EL408	1	Jamaica-Van Wyck E	99.06%	100%	100%	98.83%	5	1	4	0
32	EL435	10	Kew Gardens-Union Tpke E F	99.18%	99.75%	99.75%	96.77%	7	1	6	0
33	EL423	13	74 St-Broadway 7	99.25%	99.95%	100%	85.97%	5	1	4	0
34	EL409	1	Jamaica-Van Wyck E	99.29%	99.77%	99.25%	98.81%	7	2	5	0
35	EL407	1	21 St-Queensbridge F	99.30%	100%	99.95%	93.95%	5	1	4	0
	35	9.8	Elevator Subtotal:	96.4%	96.9%	97.4%	96.9%	541	239	302	15

Elevator and Escalator											
Quarterly Performance By Borough											
4th Quarter 2018											
	Borough:		Queens								
	Unit ID	Age	Station	4th Quarter 2018 Availability			4th Quarter 2017 Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non *	Scheduled	
					Peak	Peak			Scheduled		
1	ES451	21	74 St-Broadway 7	79.99%	84.71%	78.23%	97.76%	70	56	14	0
2	ES455	19	Flushing-Main St 7	81.61%	81.79%	81.33%	90.74%	35	28	7	0
3	ES456	19	Flushing-Main St 7	82.81%	79.55%	79.45%	93.22%	66	62	4	0
4	ES457	19	Flushing-Main St 7	86.89%	91.07%	80.29%	98.19%	57	51	6	0
5	ES435	30	Sutphin Blvd-Archer Av-JFK E J Z	88.53%	90.30%	87.50%	95.24%	35	25	10	0
6	ES450	19	74 St-Broadway 7	90.12%	92.82%	91.27%	91.69%	75	63	12	0
7	ES453	3	74 St-Broadway 7	90.33%	87.82%	90.95%	92.98%	56	48	8	0
8	ES449	19	74 St-Broadway 7	91.50%	93.39%	87.43%	88.08%	55	46	9	0
9	ES447	11	Jamaica Center E J Z	92.24%	94.00%	93.76%	98.03%	56	47	9	0
10	ES427	10	Jamaica-Van Wyck E	92.65%	93.61%	94.42%	94.79%	33	20	13	0
11	ES439	11	Jamaica Center E J Z	92.79%	94.55%	94.97%	96.73%	40	34	6	0
12	ES448	19	Woodside-61 St 7	93.47%	94.48%	92.83%	94.58%	33	20	13	0
13	ES431	10	Jamaica-Van Wyck E	94.62%	94.65%	96.89%	97.50%	22	14	8	0
14	ES452	3	74 St-Broadway 7	94.95%	95.89%	93.29%	98.14%	40	29	11	0
15	ES428	10	Jamaica-Van Wyck E	95.04%	93.50%	91.43%	96.46%	35	29	6	0
16	ES438	10	Jamaica Center E J Z	95.58%	99.18%	94.08%	96.66%	37	28	9	0
17	ES445	9	Jamaica Center E J Z	95.69%	93.33%	96.05%	95.20%	34	25	9	0
18	ES441	11	Jamaica Center E J Z	95.70%	96.12%	95.18%	94.94%	18	9	9	0
19	ES421	29	21 St-Queensbridge F	95.89%	95.50%	92.67%	79.09%	40	37	3	0
20	ES442	11	Jamaica Center E J Z	96.02%	96.94%	98.35%	93.66%	24	13	11	0
21	ES429	10	Jamaica-Van Wyck E	96.29%	96.43%	96.54%	97.41%	23	17	6	0
22	ES440	9	Jamaica Center E J Z	96.31%	94.95%	97.49%	96.58%	25	16	9	0
23	ES426	29	21 St-Queensbridge F	96.38%	97.27%	97.02%	97.31%	19	11	8	0
24	ES422	29	21 St-Queensbridge F	96.58%	99.68%	96.30%	98.67%	26	22	4	0
25	ES444	10	Jamaica Center E J Z	96.78%	95.96%	97.24%	92.62%	17	12	5	0
26	ES437	30	Sutphin Blvd-Archer Av-JFK E J Z	96.82%	95.55%	94.71%	93.25%	38	30	8	0
27	ES446	9	Jamaica Center E J Z	96.99%	98.74%	98.27%	95.91%	24	17	7	0
28	ES424	29	21 St-Queensbridge F	97.20%	98.38%	96.65%	93.70%	17	14	3	0
29	ES425	29	21 St-Queensbridge F	97.46%	97.62%	95.57%	98.66%	16	14	2	0
30	ES430	10	Jamaica-Van Wyck E	97.80%	97.49%	99.04%	99.01%	13	8	5	0
31	ES443	10	Jamaica Center E J Z	97.97%	100%	97.76%	95.11%	13	6	7	0
32	ES434	30	Sutphin Blvd-Archer Av-JFK E J Z	98.22%	99.78%	99.49%	65.55%	17	9	8	0
33	ES423	29	21 St-Queensbridge F	98.66%	99.93%	98.08%	98.92%	13	8	5	0
34	ES436	30	Sutphin Blvd-Archer Av-JFK E J Z	98.81%	100%	97.40%	97.60%	13	8	5	0
	34	17.2	Escalator Subtotal:	93.8%	94.6%	93.3%	94.2%	1135	876	259	0
	*Note the number of entrapments are included in the non scheduled outage count.										

Quarterly Performance of Elevators and Escalators Maintained By Third Parties							
4th Quarter 2018							
	Unit ID	Station	Owner	4th Quarter 2018 Availability			4th Quarter 2017 Availability
				24 Hr	AM	PM	
				Peak	Peak	Peak	
1	EL289X	42 St - Port Authority Bus Terminal A C E	Port Authority	48.58%	48.91%	49.32%	100%
2	EL268X	49 St N O R W	Barclays	52.16%	53.46%	52.04%	99.02%
3	EL489X	Aqueduct Racetrack A	Genting New York LLC	60.06%	60.87%	58.65%	
4	EL700X	Atlantic Av-Barclays Ctr 2 3 4 5 B Q	Atlantic Rail Yards, LLC c/o Forest City Ratner Co	67.84%	68.61%	65.44%	66.11%
5	EL18X	Cortlandt St R W	Port Authority	73.24%	73.59%	73.89%	
6	EL290X	42 St - Port Authority Bus Terminal A C E	Tishman Asset Corporation c/o the Intercontinental Hotel	82.69%	83.56%	82.00%	54.13%
7	EL747X	Hoyt Street-Schermerhorn Street A C G	Hoyt & Horn, 210 Livingston Street	88.78%	87.14%	88.08%	
8	EL494X	Howard Beach A	Port Authority	89.63%	88.68%	90.22%	100%
9	EL23X	World Trade Center E	Port Authority	93.02%	92.54%	95.56%	
10	EL16X	Cortlandt St R W	Port Authority	94.33%	94.57%	94.00%	
11	EL34X	34 St - Penn 1 2 3	LIRR	94.58%	91.70%	91.07%	99.90%
12	EL327X	Jay St - MetroTech A C F R	Avalon Willoughby West LLC	94.86%	93.48%	94.57%	100%
13	EL276X	59 St - Columbus Cir 1 A B C D	Columbus Centre LLC, c/o The Related Companies	95.17%	94.75%	94.71%	100%
14	EL445X	Court Square B 7	Perennially Green c/o Citicorp	95.23%	95.90%	91.63%	74.68%
15	EL448X	Sutphin Blvd - Archer Av - JFK Airport E J Z	Port Authority	95.39%	92.39%	98.61%	93.41%
16	EL22X	Cortlandt St R W	Port Authority	95.42%	96.06%	96.96%	
17	EL450X	Sutphin Blvd - Archer Av - JFK Airport E J Z	Port Authority	96.04%	95.51%	98.12%	98.02%
18	EL294X	42 St - Bryant Park B D F M	3 BP Property Owner LLC	96.05%	95.65%	96.88%	97.34%
19	EL207X	50 St C E	WWP Office, LLC c/o RXR Realty	96.06%	96.20%	96.18%	100%
20	EL291X	42 St - Port Authority Bus Terminal A C E	Tishman Asset Corporation c/o the Intercontinental Hotel	96.52%	96.15%	96.74%	93.30%
21	EL295X	42 St - Bryant Park B D F M	Hines Incorporated/Bank of China	97.03%	97.83%	96.33%	92.68%
22	EL208X	50 St C E	WWP Office, LLC c/o RXR Realty	97.46%	98.09%	96.04%	99.39%
23	EL727X	Cortlandt St R W	Westfield Management	97.62%	97.98%	97.07%	99.79%
24	EL200X	34 St - Herald Sq B D F M N O R W	PATH	97.71%	98.54%	97.96%	95.28%
25	EL231X	Times Sq - 42 St N A R S W 1 2 3 7	Boston Properties	97.78%	97.83%	96.58%	97.14%
26	EL726X	Cortlandt St R W	Westfield Management	97.90%	98.82%	95.98%	98.15%
27	EL17X	Cortlandt St R W	Port Authority	97.98%	98.84%	97.50%	
28	EL729X	Fulton St 4 5	Westfield Management	98.27%	100%	95.65%	97.64%
29	EL203X	Lexington Av / 53 St E M	BP 599 Lexington Avenue LLC, c/o Boston Properties	98.37%	97.83%	97.82%	91.75%
30	EL11X	WTC Cortlandt St 1	Port Authority	98.52%	97.77%	99.89%	
31	EL490X	Howard Beach A	Port Authority	98.52%	99.03%	98.10%	98.62%
32	EL737X	Atlantic Av-Barclays Ctr 2 3 4 5 B Q	LIRR	98.80%	98.02%	100%	99.50%
33	EL495X	Howard Beach A	Port Authority	98.92%	98.51%	98.91%	99.61%
34	EL415X	61 St - Woodside 7	LIRR	98.94%	99.40%	99.13%	99.20%
35	EL492X	Howard Beach A	Port Authority	99.00%	98.91%	99.40%	93.64%
36	EL419X	61 St - Woodside 7	LIRR	99.05%	97.25%	91.07%	99.40%
37	EL288X	42 St - Port Authority Bus Terminal A C E	Port Authority	99.10%	98.91%	99.59%	100%
38	EL733X	Fulton St A C J Z 2 3 4 5	Westfield Management	99.14%	100%	97.83%	99.52%
39	EL491X	Howard Beach A	Port Authority	99.16%	98.91%	98.91%	99.29%
40	EL416X	61 St - Woodside 7	LIRR	99.22%	97.92%	99.23%	98.90%
41	EL300X	Atlantic Av-Barclays Ctr 2 3 4 5 B Q	LIRR	99.24%	98.91%	98.54%	99.30%
42	EL287X	42 St - Bryant Park B D F M	The Durst Organization	99.43%	98.91%	100%	97.57%
43	EL493X	Howard Beach A	Port Authority	99.44%	99.18%	98.91%	97.87%
44	EL417X	61 St - Woodside 7	LIRR	99.46%	98.91%	99.12%	0.00%
45	EL728X	Fulton St 4 5	Westfield Management	99.48%	99.79%	98.91%	97.83%
46	EL12X	WTC Cortlandt St 1	Port Authority	99.49%	99.71%	100%	
47	EL717X	Fulton St A C J Z 2 3 4 5	Westfield Management	99.57%	100%	98.91%	100%
48	EL13X	WTC Cortlandt St 1	Port Authority	99.60%	99.84%	100%	
49	EL418X	61 St - Woodside 7	LIRR	99.61%	98.81%	99.80%	99.60%
50	EL14X	Cortlandt St R W	Port Authority	100%	100%	100%	
51	EL279X	28 St 6	Park and 28th Street Condominium	100%	100%	100%	90.59%
52	EL449X	Sutphin Blvd - Archer Av - JFK Airport E J Z	Port Authority	100%	100%	100%	95.92%
53	EL718X	Fulton St A C J Z 2 3 4 5	Westfield Management	100%	100%	100%	99.65%
	53						

Quarterly Performance of Elevators and Escalators Maintained By Third Parties							
4th Quarter 2018							
	Unit ID	Station	Owner	4th Quarter 2018 Availability			4th Quarter 2017 Availability
				24 Hr	AM Peak	PM Peak	24 Hr
	* Data provided by LIRR						
1	ES358X	Atlantic Av-Barclays Ctr 2345BA	Atlantic Rail Yards, LLC c/o Forest City Ratner Co	37.28%	37.09%	35.10%	66.00%
2	ES254X	Lexington Av / 53 St EM	885 Third Holding LLC	53.75%	51.35%	56.19%	43.24%
3	ES258X	14 St - Union Sq LNQRW	Zeckendorf Towers	67.16%	63.48%	65.76%	72.51%
4	ES607X	42 St - Port Authority Bus Terminal ACE	SJP Properties	67.41%	60.35%	71.81%	85.20%
5	ES253X	599 Lexington Av EM	BP 599 Lexington Avenue LLC, c/o Boston Properties	71.57%	71.97%	70.65%	92.19%
6	ES257X	14 St - Union Sq LNQRW	Zeckendorf Towers	72.11%	72.96%	71.69%	78.20%
7	ES261X	Times Sq - 42 St NQRSW1237	RXR Realty	77.04%	74.95%	77.92%	91.83%
8	ES461X	Court Square G7	Perennially Green c/o Citicorp	81.00%	78.02%	76.25%	58.69%
9	ES265X	Court Square G7	Perennially Green c/o Citicorp	82.36%	83.80%	84.65%	83.25%
10	ES498X	Howard Beach A	Port Authority	83.35%	84.38%	80.71%	87.49%
11	ES251X	Columbus Circle 1AB	Columbus Centre LLC, c/o The Related Companies	86.62%	87.62%	87.87%	99.53%
12	ES606X	42 St - Port Authority Bus Terminal ACE	SJP Properties	91.93%	89.38%	93.48%	63.62%
13	ES263X	50 St CE	WWP Office, LLC c/o RXR Realty	92.84%	93.79%	91.85%	98.16%
14	ES462X	Court Square G7	Perennially Green c/o Citicorp	92.91%	90.80%	91.67%	76.87%
15	ES266X	Court Square G7	Perennially Green c/o Citicorp	93.85%	91.85%	95.70%	82.78%
16	ES432X	Sutphin Blvd - Archer Av - JFK Airport EUZ	Port Authority	95.04%	95.41%	96.80%	90.47%
17	ES264X	50 St CE	WWP Office, LLC c/o RXR Realty	95.33%	94.93%	96.04%	78.32%
18	ES361X	Fulton St ACJZ2345	Westfield Management	95.42%	95.65%	94.57%	98.57%
19	ES262X	Times Sq - 42 St NQRSW1237	RXR Realty	95.58%	93.48%	96.38%	97.45%
20	ES268X	Times Sq - 42 St NQRSW1237	Boston Properties	96.14%	96.38%	97.38%	88.33%
21	ES359X	Atlantic Av-Barclays Ctr 2345BA	Atlantic Rail Yards, LLC c/o Forest City Ratner Co	96.50%	95.65%	96.73%	83.43%
22	ES363X	Fulton St ACJZ2345	Westfield Management	97.30%	96.16%	98.24%	89.83%
23	ES610X	42 St - Grand Central 4567S	SL Green	97.42%	97.28%	97.55%	98.15%
24	ES267X	Times Sq - 42 St NQRSW1237	Boston Properties	97.49%	95.99%	98.91%	84.29%
25	ES383X	Fulton St ACJZ2345	Westfield Management	97.71%	97.31%	96.81%	98.44%
26	ES250X	Columbus Circle 1AB	Columbus Centre LLC, c/o The Related Companies	98.04%	97.32%	97.69%	99.40%
27	ES365X	Fulton St ACJZ2345	Westfield Management	98.10%	98.91%	97.96%	98.00%
28	ES600X	Lexington Av / 53 St EM	875 Third Avenue LLC., c/o Eastgate Realty	98.27%	97.83%	99.64%	97.06%
29	ES499X	Howard Beach A	Port Authority	98.84%	97.83%	99.50%	99.14%
30	ES609X	42 St - Grand Central 4567S	120 Park Ave Associates LLC	98.85%	100%	98.64%	99.30%
31	ES366X	Fulton St ACJZ2345	Westfield Management	98.89%	100%	96.74%	99.23%
32	ES360X	Fulton St ACJZ2345	Westfield Management	99.06%	98.91%	99.48%	100%
33	ES608X	42 St - Grand Central 4567S	120 Park Ave Associates LLC	99.10%	98.91%	99.73%	99.82%
34	ES433X	Sutphin Blvd - Archer Av - JFK Airport EUZ	Port Authority	99.33%	99.16%	99.93%	96.88%
35	ES496X	Howard Beach A	Port Authority	99.63%	99.53%	100%	98.62%
36	ES379X	Wall St 23	Deutsche Bank	99.68%	100%	100%	97.12%
37	ES362X	Fulton St ACJZ2345	Westfield Management	100%	100%	100%	96.22%
38	ES376X	Fulton St JZ	BBV US Real Estate Fund	100%	100%	100%	55.59%
39	ES377X	Fulton St JZ	BBV US Real Estate Fund	100%	100%	100%	56.64%
40	ES378X	Wall St 23	Deutsche Bank	100%	100%	100%	66.22%
41	ES380X	Cortlandt St 1	Brookfield Property Partners	100%	100%	100%	99.82%
42	ES497X	Howard Beach A	Port Authority	100%	100%	100%	98.85%
	42						

4TH QUARTER 2018 ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
MANHATTAN			
EL120	190 St A	27.18%	This elevator was out multiple times due to leveling issues. The elevator was out of service from 10/16/18 to 12/18/18 for the replacement of the elevator controller. The contractor replaced the elevator controller; the elevator was tested and returned to service. This elevator is in the 2015-2019 Capital Program for replacement.
EL249	86 St B	84.06%	This elevator was out of service from 11/19/18 to 11/28/18 and from 11/28/18 to 12/1/18 due to a warranty repair of the hydraulic valve body. The hydraulic valve body was replaced and adjusted; the elevator was tested and returned to service.

4TH QUARTER 2018 ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
ES104	Gun Hill Rd 2 5	83.76%	From 10/1/18 to 12/23/18 the escalator went out of service multiple times for emergency stop button activation due to vandalism. From 10/1/18 to 12/23/18 the escalator went out of service multiple times due to the comb stop safety device being too sensitive. The comb stop safety device was adjusted; the escalator was tested and returned to service.
ES105	Gun Hill Rd 2 5	83.48%	From 10/1/18 to 12/23/18 the escalator went out of service multiple times for emergency stop button activation due to vandalism. From 10/1/18 to 12/23/18 the escalator went out of service multiple times due to the comb stop safety device being too sensitive. The comb stop safety device was adjusted; the escalator was tested and returned to service. From 10/1/18 to 12/23/18 the escalator went out of service multiple times due to the comb impact safety device being too sensitive. The comb stop safety device was adjusted; the escalator was tested and returned to service.
ES106	West Farms Sq-E Tremont Av 2 5	79.51%	From 10/1/18 to 12/23/18 the escalator went out of service multiple times for emergency stop button activation due to vandalism. From 10/1/18 to 12/23/18 the escalator went out of service multiple times due to a defective handrail speed safety device. The handrail speed sensor safety devices were replaced, and the handrails were adjusted; the escalator was tested and returned to service.
ES108	Intervale Av 2 5	69.84%	The escalator was out of service from 10/17/2018 to 11/4/2018 due to the comb carriers needing repairs. The top and bottom comb carriers were removed and repaired by a vendor. Various safety devices were also replaced and adjusted. The top and bottom comb carriers were installed and adjusted; the escalator was tested and returned to service.
ES114	161 St-Yankee Stadium 4	69.45%	The escalator was out of service from 10/18/2018 to 10/22/2018. All steps and step chain tracks were inspected. The lower landing comb stop safety device was adjusted; the escalator was tested and returned to service. The escalator was out of service on 11/11/2018 to 11/17/2018. The lower landing comb carrier was repaired. The lower landing left and right skirts were adjusted, the lower landing left and right-side skirt safety device was adjusted. The comb stop safety device was also adjusted; the escalator was tested and returned to service.
ES120	Pelham Bay Park 6	22.72%	The escalator was out of service from 09/01/2018 to 11/23/2018 due to a defective handrail transmission. The handrail transmission was removed and sent to a vendor for repairs. The handrail transmission was installed; the escalator was tested and returned to service. The escalator was out of service from 12/6/2018 to 12/19/2018 due to a defective step chain tension assembly. The step chain tension assembly was removed and sent to vendor for repair. The step chain tension assembly was installed. the step chain was also replaced; the escalator was tested and returned to service.
BROOKLYN			
ES305	Court St R	50.95%	This escalator was out of service from 10/6/18 to 11/16/18 due to a rehabilitation effort involving the replacement of the step chain, steps, bull gear and other various items. All items were replaced; the escalator was tested and returned to service. This escalator was also found running on 14 separate outage occasions. Various repairs and adjustments have been made. We will continue to closely monitor the operation of this escalator to improve its availability to our customers.
ES347	Broadway Junction A C J L 2	84.90%	This escalator was out of service 13 times due to various issues involving the controller and defective relays. This escalator was out of service an additional 5 times due to planned repairs/adjustments. All of the issues have been resolved; the escalator was tested and returned to service.
ES349	Smith 9 St F G	83.91%	This escalator was out of service 12 times due to various issues involving the comb stop. Repairs were made, and the controller was reset; the escalator was tested and returned to service. This escalator was out of service another 9 times due to vandalism as a result of customers activating either the upper or lower emergency stop buttons.
MANHATTAN			
ES101	125 St 1	82.81%	The escalator was out of service from 10/04/2018 to 10/06/2018 due to a worn-out handrail and countershaft chains. The counter shaft chain and left side handrail chain were replaced and adjusted; the escalator was tested and returned to service. The escalator was out of service from 10/4/2018 to 12/23/2018 due to the step sag safety device fault activating. The steps were inspected, and the step sag safety device was adjusted; the escalator was tested and returned to service.
ES102	125 St 1	80.27%	The escalator was out of service multiple times from 10/1/2018 to 12/23/2018 due to comb impact/ comb stop safety device activation. The comb stop and comb impacts were inspected and adjusted; the escalator was tested and returned to service. The machine was out of service from 10/1/2018 to 12/23/2018 multiple times due to emergency stop button activations resulting from vandalism. The escalator was out of service from 12/2/2018 to 12/7/2018 due to damaged step load tracks. the step load tracks were removed and sent to vendor for repairs. The step load tracks were repaired, installed and adjusted; the escalator was tested and returned to service.
ES118	181 St A	82.54%	The escalator was out of service from 10/18/2018 to 10/24/2018 due to a defective microprocessor. The 401 module cards for the microprocessor were replaced and the ground was cleared on the emergency stop button safety device; the escalator was tested and returned to service. The escalator was out of service from 12/17/2018 to 12/20/18 due to 4 broken steps. The upper left side step load track and upper landing step chain load tracks were adjusted, and the steps were replaced; the escalator was tested and returned to service. The escalator was out of service from 10/1/2018 to 12/23/2018 multiple times due to comb impact/ comb stop safety device activations. The comb stop and comb impact safety device were inspected and adjusted; the escalator was tested and returned to service.
ES208	Grand Central-42 St 7	84.73%	The escalator went out of service multiple times due to the activation of the comb stop and comb impact safety devices. The comb stop and comb impact safety devices were inspected and adjusted; the escalator was tested and returned to service. The escalator went out of service multiple times due to the activation of the emergency stop button safety device.
ES217	Times Sq-42 St 7	80.93%	The escalator went out of service multiple times due to the activation of the comb stop safety device. The comb stop safety device was inspected and adjusted; the escalator was tested and returned to service. The escalator went out of service multiple times due to the brakes not operating correctly. The escalator was removed from service from 12/16/18 to 12/20/18. The brakes were inspected and repaired. The gear case seals were replaced; the escalator was tested and returned to service.
ES233	34 St-Herald Sq B D F M	79.90%	The escalator went out multiple times for handrail and brake related issues. The escalator was out of service from 10/16/18 to 10/18/18 due to worn-out handrail guide. The lower landing handrail guide track was replaced as well as the paddle for the handrail inlet safety device. The escalator was tested and returned to service. The escalator was out of service from 11/11/18 to 11/13/18 due to a worn-out countershaft chain. The countershaft chain was replaced and adjusted; the escalator was tested and returned to service. The escalator was out of service from 12/17/18 to 12/19/18 due to a worn-out handrail chain and idler sprocket. The left handrail chain and idler chain were replaced and adjusted; the escalator was tested and returned to service. The escalator was out of service from 12/29/18 to 12/31/18 due to a defective brake coil. The brake coil was replaced as well as the step band speed sensor; the escalator was tested and returned to service.

4TH QUARTER 2018 ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
ES235	34 St-Herald Sq 3 3 3 M	84.34%	The escalator was out of service from 12/4/18 to 12/11/18 due to worn out handrail and countershaft chains as well as defective brake assemblies. The countershaft assembly and chain were replaced and adjusted. The right handrail chain was adjusted. The main brakes were replaced and adjusted as well as a controller relay; the escalator was tested and returned to service. The escalator was out multiple times due to the activation of various safety devices. Those safety devices were tested and adjusted as needed.
ES255	Grand Central-42 St 4 5 6 7 S	82.56%	This escalator was out of service from 11/30/18 to 12/3/18 due to an inspection of the proper operation of the up and down operation. The escalator was found to be operating as designed and returned to service. The escalator was out multiple times for the activation of the comb stop safety device. The comb stop safety device was inspected and adjusted; the escalator was tested and returned to service. The escalator was out of service multiple times for the activation of the emergency stop button. A panhandler was observed stopping the escalator on multiple occasions. The district police were informed, and the panhandler was removed. This escalator is scheduled for replacement in the 2015-2019 Capital Program.
ES256	Grand Central-42 St 4 5 6 7 S	82.81%	The escalator was out of service multiple times for a broken handrail safety device. The PLC was giving out erroneous messages indicating a broken handrail fault when there were no issues. The wiring was corrected. The escalator was tested and returned to service. The escalator was out multiple times for the brake failure. The brake pressure switch and brake wear monitors were inspected and repaired as needed. The escalator was tested and returned to service. There were also multiple outages for emergency stop button activation and comb stop safety device activation. Both devices were inspected and repaired as needed.
ES297	86 St 6	83.29%	This escalator was out of service from 10/5/18 to 10/17/18 due to a warranty repair on the safety brake. The safety brake failed. The safety brake was replaced and adjusted. The escalator was tested and returned to service.
ES626	34 St-Hudson Yards 7	82.94%	This escalator was out of service from 10/12/18 to 10/17/18 due to a defective handrail. The left handrail was replaced and adjusted; the escalator was tested and returned to service. The escalator was out of service from 10/22/18 to 10/24/18 due to the comb stop safety devices not operating correctly. The comb stop safety devices were tested and adjusted; the escalator was tested and returned to service. The escalator was out of service from 10/24/18 to 10/28/18 due to step index alignment at the comb segment area. Worn step axles were replaced to correct step indexing. the escalator was tested and returned to service.
ES632	34 St-Hudson Yards 7	78.11%	This escalator was out of service from 10/5/18 to 10/19/18. The flywheel and drive motor were not operating correctly. The contractor replaced the flywheel and drive motor; the escalator was tested and returned to service. The escalator was out multiple times due to the activation of the comb stop and comb impact safety devices. The comb stop and comb impact safety devices were inspected and tested; the escalator was tested and returned to service.
ES635	34 St-Hudson Yards 7	82.15%	This escalator was out of service from 11/24/18 to 12/2/18 and on 12/7/18 for warranty repairs. The gear case seal was leaking. The gear case seal was replaced. The escalator was tested and returned to service. This escalator was out multiple times for the activation of the comb stop and comb impact safety devices. The comb stop and comb impact safety devices were inspected and tested; the escalator was tested and returned to service.
QUEENS			
ES451	74 St-Broadway 7	79.99%	This escalator was out of service 6 times due to various issues involving the controller (blown fuses), comb assembly and handrail inlet. This escalator was out of service an additional 2 times due to planned repairs/adjustments. All of the issues have been resolved; the escalator was tested and returned to service.
ES455	Flushing-Main St 7	81.61%	This escalator was out of service from 10/26/18 to 11/4/18 due to water damage. Water flooded the lower pit damaging various components. Water damage put this escalator out of service again from 12/21/18 to 12/23/18. Water was found in the controller causing it to malfunction. Repairs were made; the escalator was tested and returned to service. This escalator was out of service 9 times due to various issues involving the comb assembly. Repairs has been completed and we will closely monitor the operation of this escalator in order to improve its availability to our customers.
ES456	Flushing-Main St 7	82.81%	This escalator was out of service 9 times due to various issues involving the comb assembly/brake fault. Repairs were made, and the controller was reset; the escalator was tested and returned to service. This escalator was out of service another 14 times due to vandalism as a result of customers activating either the upper or lower emergency stop buttons.

4TH QUARTER 2018 ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
BRONX			
EL121	Pelham Bay Park ⑥	2	The entrapment that occurred on 10/30/18 was the result of the door open limit failure. The door operator cams and the lower landing door interlocks were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/17/18 was the result of the door open limit failure fault activating. The fault was reset; the elevator was tested and returned to service.
EL122	Pelham Bay Park ⑥	1	The entrapment that occurred on 10/12/18 was the result of the elevator not leveling correctly. The valve body was adjusted; the elevator was tested and returned to service.
EL127	Simpson St ② ⑤	5	The entrapment that occurred on 10/3/18 was the result of the car door clutch not operating correctly at the lower landing. The lower landing car door clutch and door restrictor were replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 10/8/18 was the result of the lower landing hoist way door release roller not adjusting correctly. The lower landing hoist way release roller was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 11/13/18 was the result of the car door restrictor not operating as designed. The car door restrictor arm was adjusted, and the restrictor bracket was secured; the elevator was tested and returned to service. The entrapment that occurred on 12/7/18 was the result of the doors not operating correctly. Debris was removed from the door sill; the elevator was tested and returned to service. The entrapment that occurred on 12/18/18 was the result of the doors not opening causing a door open limit failure. The doors were inspected, electrical interlocks were inspected and cleaned as necessary; the elevator was tested and returned to service.
EL128	Simpson St ② ⑤	2	The entrapment that occurred on 10/7/18 was the result of the dual pistons needing to be equalized. The dual pistons were equalized; the elevator was tested and returned to service. The entrapment that occurred on 10/21/18 was the result of debris in the door sill. The debris was removed from the door sill; the elevator was tested and returned to service.
EL130	3 Av-149 St ② ⑤	5	The entrapment that occurred on 10/6/18 was the result of debris in the upper landing door sill. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 11/15/18 was the result of the doors not operating as designed. The release rollers were replaced and adjusted, the doors were adjusted, the lower landing car door restrictor was adjusted, and a new car gate switch was installed at the lower landing. The elevator was tested and returned to service. The entrapment that occurred on 11/16/18 was the result of the hanger rollers on the hoist way doors needing replacement. The hanger rollers on the lower landing fast speed door were replaced, the interlock keeper and linkages were also replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/11/18 was the result of the oil overheating. After the oil cooled off; the elevator was tested and returned to service. The entrapment that occurred on 12/19/18 was the result of the doors not opening. The car door restrictor and the lower landing door rollers were adjusted; the elevator was tested and returned to service.
EL131	161 St-Yankee Stadium ④ ⑧ ⑩	1	The entrapment that occurred on 10/16/18 was the result of a defective glass panel switch and hoistway slowdown switch. The glass panel and slowdown switch were replaced, various relays were also replaced on the controller; the elevator was tested and returned to service.
EL182	Gun Hill Rd ② ⑤	1	The entrapment that occurred on 11/19/18 was the result of debris in the door sill. The debris was removed; the elevator was tested and returned to service.
EL183	Gun Hill Rd ② ⑤	5	The entrapment that occurred on 10/6/18 was the result of the doors not working as designed. The door interlocks, restrictors and gate switch were inspected for proper operation; the elevator was tested and returned to service. The entrapment that occurred on 10/8/18 was the result of the elevator overshooting the lower landing. The elevator was removed from the lower landing; the elevator was tested and returned to service. The entrapment that occurred on 10/15/18 was the result of a defective battery backup unit and a slowdown switch. The battery backup unit and slowdown switch were replaced; the elevator was tested and returned to service. The entrapment that occurred on 10/20/18 was the result of the rear doors requiring adjustment. The rear door operator belt and chain were adjusted, the rear car door gate switch and hoistway interlocks were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 12/23/18 was the result of the Station Cleaner cleaning unit inadvertently pushing the CAI button. The elevator was tested and returned to service.
EL184	231 St ①	1	The entrapment that occurred on 10/26/18 was the result of door related issues as per our remote monitoring system. The door sills were cleaned; the elevator was tested and returned to service.
EL186	Fordham Rd ④	1	The entrapment that occurred on 10/21/18 was the result of a defective high-speed relay that did not allow the elevator to reach its destination. The high-speed relay was replaced; the elevator was tested and returned to service.
EL189	Kingsbridge Rd ⑧ ⑩	1	The entrapment that occurred on 10/31/18 was the result of the pressure switch activating. The rail guide rollers were adjusted as well as the hoistway interlocks at the lower landing; the elevator was tested and returned to service.

4TH QUARTER 2018 ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL192	233 St 2 5	4	The entrapment that occurred on 10/5/18 was the result of the lower landing hoistway interlock contacts not making up. The lower landing hoistway interlock keeper was adjusted, debris was removed from the L/L car and hatch doors sill; the elevator was tested and returned to service. The entrapment that occurred on 10/19/18 was the result of car door gate switch actuator roller being out of adjustment. The car gate switch actuator roller was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 11/5/18 was the result of a defective interlock at the upper landing. The interlock was replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/3/18 was the result of a defective upper landing interlock and release roller. The upper landing interlock and release rollers were replaced and adjusted; the elevator was tested and returned to service.
EL194	233 St 2 5	3	The entrapment that occurred on 10/25/18 was the result of the lower landing release rollers being out of adjustment. The lower landing release rollers were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 10/26/18 was the result of the lower landing hoistway door interlock contacts not making contacts. The lower landing hoistway interlock and door astragal were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/14/18 was the result of the door operator fuse blown. The fuse was replaced and the short was cleared; the elevator was tested and returned to service.
EL195	Hunts Point Av 6	3	The entrapment that occurred on 11/21/18 was the result of the door operator not working correctly. The door operator belt was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/8/18 was not determined. The elevator was inspected, and the fault could not be duplicated; the elevator was tested and returned to service. The entrapment that occurred on 12/26/18 was the result of the front door open limit failure. The doors were adjusted; the elevator was tested and returned to service.
EL196	Hunts Point Av 6	1	The entrapment that occurred on 11/16/18 was the result of debris (food) stuck in the door sill. The debris was removed; the elevator was tested and returned to service.
BROOKLYN			
EL301	Pacific St-Atlantic Av D N R	1	The entrapment that occurred on 11/20/18 was the result of a loose lower hatch door hanger roller assembly as well as debris (pen) being stuck in the lower landing saddle track behind the door. The assembly was adjusted, secured and the debris was removed; the elevator was tested and returned to service.
EL302	Pacific St-Atlantic Av D N R	2	The cause of the entrapment that occurred on 11/3/18 could not be determined. The interlock and car door contacts were cleaned, and the restrictor device was checked for functionality; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/14/18 could not be determined; the elevator was tested and returned to service.
EL303	Pacific St-Atlantic Av D N R	1	The entrapment that occurred on 10/31/18 was the result of a defective car gate restrictor at the lower landing. The restrictor was replaced and adjusted. Also, the L/L drive belt tension was adjusted; the elevator was tested and returned to service.
EL304	Atlantic Av 2 3	1	The entrapment that occurred on 10/4/18 was the result of a debris (stick) being stuck in the door track. The debris was removed; the elevator was tested and returned to service.
EL306	Atlantic Av 2 3	2	The cause of the entrapment that occurred on 11/17/18 could not be determined. The OX relay was replaced on the controller and no other defects were found; the elevator was tested and returned to service. The cause of the entrapment that occurred on 11/20/18 could not be determined; the elevator was tested and returned to service.
EL308	Court St R	1	The entrapment that occurred on 10/15/18 was the result of a brake failure. The front cover of the contactor was re-secured along with the wires going into the contactor; the elevator was tested and returned to service.
EL309	Court St R	1	The entrapment that occurred on 11/2/18 was the result of a broken plate for the U/L front door operator stopper. A new plate was fabricated and installed. Also, the door release rollers were replaced and adjusted; the elevator was tested and returned to service.
EL310	Clark St 2 3	2	The cause of the entrapment that occurred on 10/26/18 could not be determined. The brake spring tension was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/9/18 was the result of a power failure. The power was restored; the elevator was tested and returned to service.
EL312	Clark St 2 3	2	The entrapment that occurred on 10/1/18 was the result of a power failure. The tag wheel motor assembly was replaced, and the resistance was measured between the coils in the motor generator set. In addition, the battery room shaft door was repaired as well as the ceiling panels inside the elevator; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/27/18 could not be determined; the elevator was tested and returned to service.
EL317	Borough Hall 2 3 4 5	3	The cause of the entrapment that occurred on 10/16/18 could not be determined. The hatch doors hanger rollers were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 10/17/18 was the result of a loose restrictor found on the upper landing. The restrictor was secured, and the door interlocks were adjusted. In addition, the worn door hanger rollers were replaced; the elevator was tested and returned to service. The entrapment that occurred on 12/21/18 was the result of a defective rear door clutch at the lower landing. The door clutch and the arm from the release roller assembly were replaced. In addition, the door gibs for the lower landing slow speed hoistway door were adjusted; the elevator was tested and returned to service.

4TH QUARTER 2018 ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL320	Church Av 2 5	1	The cause of the entrapment that occurred on 11/20/18 could not be determined. The L/L hatch door interlock was adjusted, the U/L access limit switch was repaired, a new roller and arm were installed, and the bracket arm was adjusted; the elevator was tested and returned to service.
EL323	Crown Hts-Utica Av 3 4	2	The entrapment that occurred on 11/11/18 was the result of debris (plastic) found stuck on the lower landing hatch door sill. The debris was removed, and the door interlock was cleaned and adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/15/18 could not be determined. The rear door operator and door close stop roller were adjusted; the elevator was tested and returned to service.
EL339	Franklin Av C S	1	The entrapment that occurred on 12/22/18 was the result of a defective LU relay. The LU, L1 & H relays were replaced as well as the IP8300 shoes; the elevator was tested and returned to service.
EL340	Franklin Av C S	1	The entrapment that occurred on 10/27/18 was the result of heavy-soiled debris found on the upper landing hatch and car doors. The debris was removed, and the saddles were cleaned; the elevator was tested and returned to service.
EL342	Euclid Av A C	5	The entrapment that occurred on 11/26/18 was the result of both upper and lower landing hatch doors not making contact. The interlock box on the upper landing was adjusted and a new spring was installed in the assembly of the lower landing interlock box; the elevator was tested and returned to service. The entrapment that occurred on 11/29/18 was the result of a loose interlock hatch door at the lower landing. The hatch door was secured. All of the contact switches, gate switches and saddles were cleaned on both landings; the elevator was tested and returned to service. The entrapment that occurred on 12/2/18 was the result of multiple issues. The oil shut off valve was found closed, the U/L hoistway door interlock/keeper contacts were damaged, and the rear car door close slowdown micro switch was not working. The U/L interlock/keeper contacts were replaced. In addition, the rear car door close slowdown micro switch was replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/7/18 was the result of the fire alarm being activated causing the elevator to shut down. The fire alarm panel was checked and reset; the elevator was tested and returned to service. The entrapment that occurred on 12/24/18 was the result of a weak door opening torque on the lower landing door operator. Oil was added to the door operator motor pump and the opening torque was increased; the elevator was tested and returned to service.
EL344	Utica Av A C	2	The entrapment that occurred on 12/21/18 was the result of the door operator cams being out of adjustment. The cams were readjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/28/18 was the result of the L/L interlock being stuck. The interlock was freed; the elevator was tested and returned to service.
EL345	Utica Av A C	1	The entrapment that occurred on 12/21/18 was the result of debris found on the U/L hoistway door saddle. The debris was removed; the elevator was tested and returned to service.
EL371	DeKalb Av B O R	1	The entrapment that occurred on 10/25/18 was the result of debris (compressed cardboard) stuck in the L/L hoistway door sill. The debris was removed, and the door operators were checked; the elevator was tested and returned to service.
EL382	Prospect Park B Q S	1	The entrapment that occurred on 10/9/18 was the result of a fault in the door operator resistors. Adjustments were made to the front door resistor bands, door close limit, car door restrictor and door open stopping roller. Also, the gate switch was secured; the elevator was tested and returned to service.
EL391	Marcy Av J M Z	2	The entrapment that occurred on 10/27/18 was the result of a power fault. In addition, the motor was shorted. The motor was replaced as well as the wires to the circuit breaker; the elevator was tested and returned to service. The entrapment that occurred on 12/11/18 was the result of debris (rock pebbles) found in the saddle as well as a loose hatch door interlock arm. The debris was removed, and the interlock arm was replaced. In addition, the release rollers were adjusted and secured; the elevator was tested and returned to service.
EL393	Flushing Av J M	1	The cause of the entrapment that occurred on 11/20/18 could not be determined. The safety circuit was checked and found to be operational and the oil pilot filter on the valve body was cleaned; the elevator was tested and returned to service.
EL708	Jay St A C F R	6	The entrapment that occurred on 10/2/18 was the result of a fault in the pressure switch. The controller was reset; the elevator was tested and returned to service. The cause of the entrapment that occurred on 10/3/18 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 10/4/18 was the result of a fault in the pressure switch. The CPU and the input connectors were replaced; the elevator was tested and returned to service. The entrapment that occurred on 10/5/18 was the result of a fault in the pressure switch. The relays were disconnected and tested; the elevator was tested and returned to service. The entrapment that occurred on 11/4/18 was the result of a leveling fault that was caused by an oil leak. The defective oil cooler filter gasket was removed, and a new filter was installed; the elevator was tested and returned to service. The cause of the entrapment that occurred on 11/29/18 could not be determined; the elevator was tested and returned to service.
MANHATTAN			
EL103	191 St 1	1	The entrapment that occurred on 12/23/18 was the result of the elevator overshooting the top landing. The elevator was removed from the upper limits and the speed regulator was adjusted; the elevator was tested and returned to service.

4TH QUARTER 2018 ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL104	191 St ①	1	The entrapment that occurred on 11/25/18 was the result of the doors not operating correctly at the lower landing. The lower landing hoistway doors were adjusted; the elevator was tested and returned to service.
EL105	191 St ①	1	The entrapment that occurred on 12/28/18 was the result of the elevator overshooting the upper landing. The elevator was removed from the upper limits, replaced EPT1/2/3 relays on the control panel, replaced the relay on the SCR board and adjusted the high speed in the black box; the elevator was tested and returned to service.
EL106	191 St ①	3	The entrapment that occurred on 10/21/18 was the result of the upper landing hoist way door interlocks not operating correctly. The upper landing hoist way interlocks were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 11/24/18 was the result of the motor limit timer activating. The motor limit timer fault was reset; the elevator was tested and returned to service. The entrapment that occurred on 12/18/18 was the result of the hoist motor drive faulting. The hoist motor drive fault was reset; the elevator was tested and returned to service.
EL107	181 St ①	1	The entrapment that occurred on 10/26/18 was the result of the upper landing hoist way door requiring repairs. The upper landing hoistway door was removed and repaired. The upper landing hoistway door was adjusted; the elevator was tested and returned to service.
EL108	181 St ①	1	The entrapment that occurred on 11/16/18 was the result of the doors not operating correctly at the upper landing. The door operator and door lock were adjusted at the upper landing; the elevator was tested and returned to service.
EL110	181 St ①	1	The entrapment that occurred on 11/17/18 was the result of the doors not working at the upper landing. The door operator and door lock were adjusted at the upper landing; the elevator was tested and returned to service.
EL112	168 St ①	1	The entrapment that occurred on 12/27/18 was the result of a power failure. The power was restored; the elevator was tested and returned to service.
EL115	190 St A	1	The entrapment that occurred on 10/6/18 was the result of the emergency escape hatch door needing adjustment. The emergency escape hatch door bracket and electrical contacts were adjusted; the elevator was tested and returned to service.
EL116	190 St A	4	The entrapment that occurred on 10/7/18 was the result of a blown F-4 fuse on the controller. The blown F-4 fuse on the controller was replaced and the car door was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 11/25/18 was the result of the brake switch not operating correctly. The brake switch was adjusted; the elevator was tested and returned to service. The two entrapments that occurred on 12/10/18 and 12/15/18 was the result of the motor limit timer activating and brakes not working correctly. The brakes were adjusted, and the tachometer sensor was cleaned; the elevator was tested and returned to service.
EL120	190 St A	5	The entrapment that occurred on 10/2/18 could not be determined. The generator brushes were replaced, and the contacts were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 10/5/18 was the result of a faulty selector. The selector was reset; the elevator was tested and returned to service. The entrapment that occurred on 10/6/18 was the result of a faulty selector. the selector was reset; the elevator was tested and returned to service. The entrapment that occurred on 10/8/18 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 10/14/18 were the result of the selector unit not operating correctly. The selector unit and controller have exceeded its useful life and is no longer repairable. The selector unit and controller have been replaced; the elevator was tested and returned to service.
EL125	125 St ④⑤⑥	1	The entrapment that occurred on 11/6/18 was the result of the hoistway door interlocks not working correctly at the upper landing. The upper landing interlock was adjusted, and the door keeper electrical contact was cleaned; the elevator was tested and returned to service.
EL139	168 St ①A C	2	The entrapment that occurred on 11/15/18 was the result of the motor limit timer activating due to low hydraulic fluid. Hydraulic fluid was added to the oil reservoir; the elevator was tested and returned to service. The entrapment that occurred on 12/21/18 was the result of a defective door zone relay that did not allow doors to close. The door zone relay was replaced; the elevator was tested and returned to service.
EL140	168 St A C	1	The entrapment that occurred on 11/19/18 was the result of the car door hitting the shaft way dust cover. The car door clutch and dust cover were adjusted; the elevator was tested and returned to service.
EL142	125 St A B C D	2	The entrapment that occurred on 10/14/18 was the result of the lower landing clutch not working correctly. The lower landing clutch and release rollers were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 11/23/18 could not be determined. All landing sills were cleaned; the elevator was tested and returned to service.
EL144	125 St A B C D	3	The entrapment that occurred on 10/15/18 was the result of debris in the door sill. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 11/7/18 was not determined; the elevator was tested and returned to service. The entrapment that occurred on 11/10/18 was the result of debris (piece of plastic) stuck in the door sill. The debris was removed; the elevator was tested and returned to service.

4TH QUARTER 2018 ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL145	96 St ②③①	2	The entrapment that occurred on 11/5/18 was the result of the pump motor and controller wiring needing replacement. The motor controller wiring, and the pump motor was replaced; the elevator was tested and returned to service. The entrapment that occurred on 11/29/18 was the result of a blown main line fuse. The main line fuse was replaced; the elevator was tested and returned to service.
EL146	96 St ②③①	1	The entrapment that occurred on 11/2/18 was the result of the top door restrictor not allowing the doors to open or close correctly. The restrictor was inspected, and the fault could not be duplicated. The elevator was inspected; the elevator was tested and returned to service.
EL149	Inwood-207 St ①	2	The entrapment that occurred on 12/10/18 was the result of debris in the upper landing door sill that prevented the doors from operating correctly. The entrapment that occurred on 12/16/18 was the result of the doors not operating correctly. Replaced 2 rescuator batteries; the elevator was tested and returned to service.
EL178	Dyckman St ①	1	The entrapment that occurred on 11/25/18 was the result of debris (penny) stuck in the door sill. The debris was removed; the elevator was tested and returned to service.
EL180	135 St ②③	1	The entrapment that occurred on 10/8/18 was the result of debris (blanket and slippers) stuck between the doors and door sill. The debris was removed; the elevator was tested and returned to service.
EL181	135 St ②③	3	The entrapment that occurred on 11/7/18 was the result of debris (bottle cap) stuck in the door sill. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 12/8/18 was the result of the hoistway door release roller at the lower landing not working correctly. Replaced and modified the L/L MO release assembly and connected the link and door keeper; the elevator was tested and returned to service. The entrapment that occurred on 12/25/18 was the result of the main breaker tripping. The main breaker was reset; the elevator was tested and returned to service.
EL202	51 St ⑥	2	The entrapment that occurred on 10/24/18 was the result of debris (screw) stuck in the door sill. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 11/3/18 was the result of the car door restrictor not working correctly. The car door restrictor was secured and adjusted; the elevator was tested and returned to service.
EL209	34 St-Herald Sq ②③④⑤⑥	1	The entrapment that occurred on 12/26/18 was the result of the doors not working correctly. The upper and lower landing hoistway interlocks were adjusted; The elevator was tested and returned to service.
EL210	34 St-Herald Sq ②③④⑤⑥	2	The entrapment that occurred on 11/6/18 was the result of the car door restrictor not adjusting correctly. The car door restrictor and car door clutch were adjusted as well as the upper landing hoistway interlock; the elevator was tested and returned to service. The entrapment that occurred on 12/18/18 was the result of the car door stop roller breaking. The car door stop roller and the door reopening device was replaced; the elevator was tested and returned to service.
EL211	34 St-Herald Sq ①②③④⑤	1	The entrapment that occurred on 11/24/18 was the result of the reverse phase monitor not working correctly. The reverse phase monitor was replaced; the elevator was tested and returned to service.
EL212	34 St-Herald Sq ①②③④⑤	4	The entrapment that occurred on 11/3/18 was the result of debris (bottle cap) stuck in the door sill. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 11/17/18 was the result of a blown fuse that feeds power to the controller. The fuse was replaced; the elevator was tested and returned to service. The entrapment that occurred on 11/17/18 was the result of the car door restrictor not working correctly. The car door restrictor was adjusted, and the release rollers were secured; the elevator was tested and returned to service. The entrapment that occurred on 11/28/18 was the result of debris stuck in the door sill. The debris was removed; the elevator was tested and returned to service.
EL214	34 St-Penn Station ①	2	The entrapment that occurred on 10/30/18 was the result of a blown door operator controller fuse. The door operator controller fuse was replaced; the elevator was tested and returned to service. The entrapment that occurred on 11/4/18 was the result of the hoistway door at the upper landing needing adjustment. The upper landing hoistway door release rollers were adjusted as well as the car door clutch; the elevator was tested and returned to service.
EL217	14 St-Union Sq ①②③④⑤⑥	3	The entrapment that occurred on 10/3/18 was the result of a defective car door restrictor and door reopening device. The car door restrictor was replaced and adjusted. The door reopening device was replaced; the elevator was tested and returned to service. The entrapment that occurred on 10/25/18 was the result of a car door clutch not adjusted correctly. The car door clutch was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/7/18 was the result of debris in the door sill. The debris was removed; the elevator was tested and returned to service.
EL218	14 St-Union Sq ①	1	The entrapment that occurred on 12/23/18 was the result of the door not operating correctly. The lower landing door gib was secured, and the lower landing release rollers were also adjusted; the elevator was tested and returned to service.
EL222	14 St ①②③④	2	The entrapment that occurred on 10/19/18 was the result of debris (bottle cap) stuck in the door sill. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred 11/23/18 was the result of a defective relay. The safety relay identified as "SAF" was replaced; the elevator was tested and returned to service.
EL223	14 St ①②③④	1	The entrapment that occurred on 12/13/18 was the result of the car door not closing. The door operator belt was replaced, and the lower landing door interlock was adjusted; the elevator was tested and returned to service.

4TH QUARTER 2018 ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL224	8 Av L	3	The entrapment that occurred on 12/3/18 was the result of the governor rope needing shortening and governor switch needing replacement. The governor rope was shortened, and the switch was replaced; the elevator was tested and returned to service. The entrapment that occurred on 12/21/18 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 12/26/18 was the result of the lower landing interlocks needing adjustment. The lower landing interlocks were adjusted; the elevator was tested and returned to service.
EL225	34 St-Penn Station C E	2	The entrapment that occurred on 11/26/18 could not be determined. Debris was cleaned from the upper and lower landing door sills; the elevator was tested and returned to service. The entrapment that occurred on 12/21/18 was the result of a defective release roller at the lower landing. The release roller was replaced and adjusted; the elevator was tested and returned to service.
EL228	34 St-Penn Station C E	2	The entrapment that occurred on 12/8/18 was the result of the hoistway door closing tensioning device breaking. The door closing tensioning device for the hoistway door was replaced and adjusted, the car door clutch was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/11/18 was the result of the doors not opening correctly at the lower landing. The lower landing hanger track, release rollers and clutch were adjusted; the elevator was tested and returned to service.
EL230	Times Sq-42 St N O R W	4	The entrapment that occurred on 11/11/18 was the result of a defective rear car door operator belt. The rear car door operator belt was replaced; the elevator was tested and returned to service. The entrapment that occurred on 11/24/18 could not be determined. The elevator was inspected; the elevator was tested and returned to service. The entrapment that occurred on 12/22/18 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 12/28/18 was the result of debris in the door sill and a blown door operator fuse. The debris was removed, and the fuse was replaced; the elevator was tested and returned to service.
EL232	Times Sq-42 St 1 2 3 7	1	The entrapment that occurred on 11/25/18 was the result of low hydraulic fluid in the reservoir. Hydraulic fluid was added; the elevator was tested and returned to service.
EL233	Times Sq-42 St 1 2 3	1	The entrapment that occurred on 12/10/18 was the result of the doors not opening at either landing. The elevator selector tape control board was repaired, the door operator belt was replaced, the door linkages bolt was tightened, and the upper and lower landing door contacts were cleaned; the elevator was tested and returned to service.
EL238	66 St-Lincoln Center 1	2	The entrapment that occurred on 11/21/18 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 11/24/18 could not be determined or duplicated. The interlocks at both landings were cleaned as well as the car gate switch; the elevator was tested and returned to service.
EL239	72 St 1 2 3	1	The entrapment that occurred on 10/9/18 was the result of the doors not working correctly. The elevator was inspected, and the fault could not be duplicated; the elevator was tested and returned to service.
EL244	Grand Central-42 St 7	5	The entrapment that occurred on 10/2/18 was the result of the car gate switch not working correctly. The car gate switch actuator roller was replaced and adjusted, and oil was added to tank; the elevator was tested and returned to service. The entrapment that occurred on 10/10/18 was the result of the motor room hoistway access door not properly secured. The motor room hoistway access door was secured; the elevator was tested and returned to service. The entrapment that occurred on 11/2/18 was the result of the car door restrictor not working correctly. The car door restrictor was jammed. The jam was cleared and the relating cable between the fast and slow speed door was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 11/9/18 was the result of stripped bolts that secures the car door clutch. The bolts were replaced, and the car door clutch was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/20/18 was the result of the doors not working correctly. The car door clutch and hoistway door release rollers were adjusted; the elevator was tested and returned to service.
EL245	Lexington Av-53 St E M	1	The entrapment that occurred on 12/6/18 was the result of the valve body and interlocks not working correctly. The down direction portion of the valve body was adjusted. The interlock keeper contacts and hoistway door release rollers were replaced, the water and oil residue in pit was pumped and the pit was cleaned out and oil was added into the tank; the elevator was tested and returned to service.
EL248	96 St A	1	The entrapment that occurred on EL248 was the result of the car door motor belt slipping. The car door motor belt was adjusted; the elevator was tested and returned to service.
EL250	86 St A	1	The entrapment that occurred on 10/9/18 was the result of the street level hoistway door interlock not working correctly. The street level hoistway door interlock assembly was cleaned and adjusted, and the selector unit guide shoes were replaced; the elevator was tested and returned to service.
EL262	72 St A	2	The entrapment that occurred on 10/5/18 was the result of the car door restrictor not operating as designed. The car door restrictor was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/9/18 was the result of the door open limit failure. The door restrictor lock was adjusted; the elevator was tested and returned to service.

4TH QUARTER 2018 ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL277	59 St-Columbus Circle A B C D 1	2	The entrapment that occurred on 11/24/18 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 12/5/18 was the result of the car door restrictor and normal limit switch not operating as designed. The normal limit switch fault and the car door restrictor was reset; the elevator was tested and returned to service.
EL279	59 St-Columbus Circle A B C D 1	1	The entrapment that occurred on 10/30/18 was the result of the landing hoistway release roller coming off. The lower landing hoistway release roller was replaced and adjusted; the elevator was tested and returned to service.
EL281	57 St-7 Av N O R W	1	The entrapment that occurred on 11/30/18 was the result of a tripped circuit breaker for the door circuit. The breaker was reset; the elevator was tested and returned to service.
EL298	23 St 6	2	The entrapment that occurred on 10/27/18 was the result of the door operator cams needing adjustment. The door operator cams were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 11/1/18 was the result of the upper landing interlock not working correctly. The upper landing interlock and door keeper were adjusted; the elevator was tested and returned to service.
EL324	Canal St 6	1	The cause of the entrapment that occurred on 12/1/18 could not be determined; the elevator was tested and returned to service.
EL330	Bleecker St D F B M 6	1	The cause of the entrapment that occurred on 10/10/18 could not be determined; the elevator was tested and returned to service.
EL331	Bleecker St D F B M 6	1	The entrapment that occurred on 10/17/18 was the result of an open plank switch. Adjustments were made to the valve body as well as the upward direction setting; the elevator was tested and returned to service.
EL332	Bleecker St D F B M 6	2	The entrapment that occurred on 11/26/18 was the result of the U/L fast speed hoistway door getting stuck in the sill. Two washers from the right hanger roller assembly were removed to lift the hoistway door up. In addition, the U/L sill was repaired/secured; the elevator was tested and returned to service. The entrapment that occurred on 12/15/18 was the result of a defective gate switch contact. The contact was fixed. The saddles, safety edge and interlock contacts were cleaned; the elevator was tested and returned to service.
EL334	West 4 St A B C D E F M	1	The entrapment that occurred on 10/31/18 was the result of the upper landing hoistway door release roller not adjusting correctly. The upper landing hoistway release roller and linkage were replaced and adjusted; the elevator was tested and returned to service.
EL337	Chambers St 1 2 3	1	The entrapment that occurred on 10/31/18 was the result of a broken L/L hoist door release assembly. A new door release assembly and interlock contact at L/L were installed and adjusted. The door operator limits (DOL) at upper landing and the belt tension were adjusted; the elevator was tested and returned to service.
EL440	Lexington Av-63 St F Q	2	The entrapment that occurred on 12/28/18 was the result of a defective UPS unit. A new UPS unit was installed; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/30/18 could not be determined. The rope gripper was manually reset; the elevator was tested and returned to service.
EL442	Lexington Av-63 St F Q	2	The cause of the entrapment that occurred on 11/5/18 could not be determined. The DX & UX relays were replaced; the elevator was tested and returned to service. The cause of the entrapment that occurred on 11/8/18 could not be determined; the elevator was tested and returned to service.
EL443	Lexington Av-63 St F Q	1	The entrapment that occurred on 12/19/18 was the result of a defective leveling switch. The door operator chain and top left guide roller were adjusted; the elevator was tested and returned to service.
EL601	34 St-Hudson Yards 7	2	The entrapments that occurred on 10/14/18 and 10/15/18 were the result of a defective governor rope and defective deflector sheaves. The governor rope and deflector sheaves were replaced; the elevator was tested and returned to service.
EL602	34 St-Hudson Yards 7	2	The entrapment that occurred on 10/14/18 was the result of the deflector sheave having defective bearings. The deflector sheave and bearings were replaced; the elevator was tested and returned to service. The entrapment that occurred on 10/24/18 was the result of the governor rope stretching. The governor rope was shortened and adjusted; the elevator was tested and returned to service.
EL603	34 St-Hudson Yards 7	1	The entrapment that occurred on 11/15/18 was the result of the hoistway doors disengaging front the car doors. The hoistway release rollers, car door clutch, door restrictor and the UL care door drive belt were adjusted; the elevator was tested and returned to service.
EL711	Bowling Green 4 5	2	The cause of the entrapment that occurred on 10/9/18 could not be determined. The elevator was working as designed; the elevator was tested and returned to service. The entrapment that occurred on 10/10/18 could not be determined. The elevator was tested, monitored and returned to service.
EL719	Fulton St A C J 2 2 3 4 5	1	The entrapment that occurred on 11/8/18 was the result was the result of debris (bottle top) stuck in the lower landing door sill. The debris was removed; the elevator was tested and returned to service.

4TH QUARTER 2018 ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL720	Fulton St A C J 2 2 3 4 5	3	The entrapment that occurred on 12/3/18 was the result of a broken L/L hoist door release assembly and keeper from hanger roller as well as a bent interlock bracket. A new door release assembly and keeper at the L/L were installed. The door hanger rollers were adjusted as well as the spirator. The door keeper contacts were cleaned; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/8/18 was the result of a fault on the alarm bell board. The board was removed, and the 8 AMP fuse was replaced; the elevator was tested and returned to service. The entrapment that occurred on 12/9/18 was the result of a loose L/L interlock hatch door assembly as well as a damaged L/L restrictor. The assembly was removed, drilled & tapped and installed. A new restrictor roller bracket was straightened; the elevator was tested and returned to service.
EL721	Fulton St A C J 2 2 3 4 5	1	The cause of the entrapment that occurred on 11/11/18 was the result of debris (small toy) found in the door sill at the lower landing. The debris was removed; the elevator was tested and returned to service.
EL730	South Ferry 1	1	The cause of the entrapment that occurred on 11/15/18 was the result of the U/L stuck closed. The restrictor connecting the rod bar was tightened on the upper landing, and the restrictor roller bracket was straightened; the elevator was tested and returned to service.
EL731	South Ferry 1	6	The cause of the entrapment that occurred on 10/20/18 could not be determined; the elevator was tested and returned to service. The cause of the entrapment that occurred on 11/5/18 could not be determined; the elevator was tested and returned to service. The cause of the entrapment that occurred on 11/23/18 was the result of the elevator car stuck on the U/L. The U/L restrictor was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/20/18 was the result of a small cover found stuck at the U/L hatch door. The cover was removed, and the sill was cleaned; the elevator was tested and returned to service. The cause of the entrapment on 12/27/18 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 12/29/18 was the result of debris (dirt) found on both landings in the door saddles. The saddles were cleaned along with the safety edges; the elevator was tested and returned to service.
EL732	Fulton St 2 3	1	The cause of the entrapment that occurred on 10/28/18 was the result of terminal damage found on a selector tape connector. The terminal was replaced and re-wired; the elevator was tested and returned to service.
QUEENS			
EL412	Jamaica Center E J 2	1	The cause of the entrapment that occurred on 12/12/18 could not be determined. The wall to the floor was secured with toggle bolts; the elevator was tested and returned to service.
EL414	Flushing-Main St 7	3	The cause of the entrapment that occurred on 10/2/18 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 10/28/18 was the result of a spirator being found loose on the upper landing. The tension on the spirator was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 11/15/18 was the result of debris (paper and ice) being stuck at the upper landing door sill. The debris was removed; the elevator was tested and returned to service.
EL420	74 St-Broadway 7	2	The entrapment that occurred on 10/17/18 was the result of the upper level hoistway interlock not making electrical contact. The contacts were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 12/17/18 was the result of a defective door restrictor. The front car door zone restrictor was replaced; the elevator was tested and returned to service.
EL421	Jackson Hts-Roosevelt Av E F M R	2	The entrapment that occurred on 12/5/18 was the result of debris found on the U/L door sills. The debris was removed; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/24/18 could not be determined. The interlock and gate switch contact were cleaned and the spirator was adjusted; the elevator was tested and returned to service.
EL427	Junction Blvd 7	1	The entrapment that occurred on 11/22/18 was the result of a tripped motor and oil tank heater. The heater for the oil tank was repaired; the elevator was tested and returned to service.
EL434	Kew Gardens-Union Tpke E F	2	The entrapment that occurred on 11/17/18 was the result of a power outage in the motor room. The power was restored; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/8/18 could not be determined; the elevator was tested and returned to service.
EL446	CitiCorp/Court Square 7 E G	2	The entrapment that occurred on 10/13/18 was the result of an open pit switch fault. The switch contacts were repaired and cleaned; the elevator was tested and returned to service. The entrapment that occurred on 11/29/18 was the result of debris (cup) found under the lower landing hatch door. The debris was removed; the elevator was tested and returned to service.
EL463	Ozone Park-Lefferts Boulevard A	2	The entrapment that occurred on 10/25/18 was the result of broken interlocks and release roller assemblies. Both the interlocks and release roller assemblies were replaced, and adjustments were made to the doors; the elevator was tested and returned to service. The entrapment that occurred on 10/30/18 was the result of a defective lower landing auxiliary contactor causing the machine to shut down. The lower landing auxiliary contactor were replaced; the elevator was tested and returned to service.



Standard Follow-Up Report: Transit Adjudication Bureau, 4th Quarter 2018

The purpose of this quarterly report is to update the Transit Committee on Transit Adjudication Bureau (TAB) activities and outcomes, as reflected by several Key Indicators.

TAB is the statutory administrative tribunal that receives, processes, adjudicates and pursues collection of civil penalties arising from the tens of thousands of civil summonses that are issued each year for violations of the Transit Rules of Conduct.

This quarterly reporting on TAB activities and outcomes commenced in 1992. The report provides the Committee with metrics, covering the most recently completed quarter, for the following Key Indicators:

- Number of TAB violations received by TAB
- Number and dollar amount of payments TAB received
- TAB revenues and expenses for the quarter
- Number of cases adjudicated

James Henly

Vice President and General Counsel
NYCT Law Department

Transit Adjudication Bureau, Fourth Quarter 2018

The following is a comparison of the key indicators for the fourth quarter of 2018 as compared to the same period in 2017.

- TAB violations issued in the fourth quarter of 2018 (Q4 2018) increased by 12.4%, from 34,455 in 2017 to 38,721 in 2018. For 2018 as a whole, the number of TAB violations issued was 7.3% lower than in 2017.
- TAB received 20,779 payments in Q4 2018, a 1.0% decrease from the 20,998 received in Q4 2017. Direct payments increased by 0.5% (from 20,277 to 20,384) compared to the fourth quarter of 2017. The number of fourth quarter payments received from state tax refunds decreased (from 721 in 2017 to 395 in 2018), although 2018 fourth quarter tax refund payments (from use of SWOP to recover summons debt) well exceeded fourth quarter 2016 results (395 v. 154). For the year, the volume of total payments decreased by 23.0% (from 119,918 in 2017 to 92,378 in 2018), reflecting in significant part the very high number of payments from state tax refunds collected in 2017, when TAB launched a special project to enhance use of the Statewide Offset Program (SWOP) to recover uncollected summons debt from prior periods.
- Total revenue for Q4 2018 was 4.4% higher than in 2017 (\$2,038,276 versus \$1,952,292). Annual 2018 revenue was 31.2% lower than in 2017 (\$9,539,689 compared to \$13,866,681), but 3.3% higher than 2016 revenue (\$9,236,964). Receipts from direct payments in Q4 2018 increased by 3.8% (\$1,945,023 compared to \$1,873,778 in 2017). \$46,195 in SWOP receipts from state tax refunds were received in Q4 2018. These receipts exceeded Q4 2016 state tax refund receipts (\$12,569), but declined from Q4 2017 receipts (\$83,593). 2018 receipts from state tax refunds totaled \$2,301,057, representing a three-fold increase relative to 2016 tax refund receipts (of \$763,829), but a 61.4% decrease from 2017's unprecedented state tax refund receipts of \$5,962,023 (resulting from TAB's successful launch that year of the noted SWOP special project).
- TAB revenue for Q4 2018 exceeded expenses by \$568,506. This compared to a margin of \$594,760 for Q4 2017, and of \$498,369 for Q4 2016. For 2018, revenues exceeded expenses by \$3,857,712 (compared to \$8,733,867 in 2017 and \$2,438,511 in 2016). Fourth quarter expenses increased by 8.3% relative to 2017 (\$1,469,770 compared to \$1,357,532) but were lower by 14.7% relative to Q4 2016 expenses of \$1,722,440. For the year, 2018 expenses increased by 10.7% (\$5,132,814 in 2017 versus \$5,681,977 in 2018), but decreased by 16.4% compared to 2016 expenses (\$6,798,453).

For further information, see the Key Indicators Chart on the following page.

MTA New York City Transit Transit Adjudication Bureau Key Indicators Fourth Quarter 2018						
Indicator	ANNUAL TOTALS					
	4th Qtr 2018	4th Qtr 2017	4th Qtr 2016	Y-T-D 2018	Y-T-D 2017	Y-T-D 2016
Issuance Data						
Violations Issued	38,721	34,455	41,049	134,623	145,163	154,676
Payment Data						
Number of Payments	20,779	20,998	23,637	92,378	119,918	95,973
Regular	20,384	20,277	23,483	76,525	85,943	90,024
State Tax Refund	395	721	154	15,853	33,975	5,949
Amount Paid	\$1,991,219	\$1,957,371	\$2,273,134	\$9,503,348	\$14,118,327	\$9,356,838
Regular	\$1,945,023	\$1,873,778	\$2,260,565	\$7,202,291	\$8,156,304	\$8,593,008
State Tax Refund	\$46,195	\$83,593	\$12,569	\$2,301,057	\$5,962,023	\$763,829
Average Payment	\$95.83	\$93.22	\$96.17	\$102.87	\$117.73	\$97.49
Yield per NOV	\$51.42	\$56.81	\$55.38	\$70.59	\$97.26	\$60.49
Revenue/Expense Data						
Revenue	\$2,038,276	\$1,952,292	\$2,220,809	\$9,539,689	\$13,866,681	\$9,236,964
Expenses	\$1,469,770	\$1,357,532	\$1,722,440	\$5,681,977	\$5,132,814	\$6,798,453
Adjudications						
Total Cases Adjudicated	4,969	5,628	7,658	19,609	25,093	26,305

Note: The State Tax Refund dollar amount generated from the Statewide Offset Program (SWOP) is significantly higher in 2017 compared to 2018 due to a special project in 2017 to recoup unpaid summonses. 2016 data are included for reference.



Standard Follow-Up Report: February 2019 NYCT and MTA Bus Company Equal Employment Opportunity (EEO) Reports

Since 2012, MTA Agencies submit quarterly reports to the MTA Board of Directors that provide race, gender and ethnic statistical data on the respective agencies' workforces, new hires, and utilization of members of protected groups. The quarterly reports also provide information on the number, types and disposition of various complaints of discrimination and/or harassment filed by employees, job applicants and customers.

The data the reports provides the Board with useful information that sheds light on the strategies and efforts undertaken by MTA Agencies to promote a diverse and inclusive workforce and to maintain a work environment that is free from all forms of discrimination, harassment and disrespectful conduct.

Joel C. Andrews

Vice President, EEO & Diversity, NYCT

Gwen Harleston

Chief EEO Officer, MTA Bus Company

Patricia Lodge

Vice President, Human Resources, NYCT

Jennifer Buchanan

Director, EEO Outreach, Training and Diversity
MTA Bus Company

New York City Transit NYCT

EEO Report – 4th Quarter 2018

February 25, 2019



Executive Summary

■ EEO

As of **December 31, 2018**, NYCT workforce included 52,174 total employees. This represents a 0.4% increase from the fourth quarter 2017 (4Q17) workforce.

- Females represent 18% (9,635) of our workforce, a decrease by 1% when compared to 4Q17 due to curtailed recruitment/networking activities related to hiring restrictions and attrition.
- Females were hired above their current representation due to continuing targeted outreach efforts, for example, at Touro's Lander College for Women and Bronx Community College.
- Minorities represent 78% (40,731) of our workforce, an increase by 1% when compared to 4Q17 partly due to the successful college aide/ internship program which has resulted in the hiring of women and underrepresented participants.
- Minorities were hired above their current representation due to 76 external recruitment events, many of which were held at local college events such as CCNY Hispanic Engineer Conference and/or sponsored by NYC Department of Labor and state assembly & congressional representatives from communities in the Bronx, Brooklyn, Harlem, Queens and Nassau County.



Executive Summary

NYCT 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:

- ☐ 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 increasing representation

- Initiatives to addressing underrepresentation for females and minorities
 - **Female** – The 2018 internship and college aide program included approximately 47% female participants. Continued recruitment efforts at CTE/Vocational schools targeted females for skilled trade positions. Yet, fierce competition, low female availability and MTA agency-wide hiring restrictions continue to impact our ability to make improvements.
 - **Minority** – Recruitment efforts included targeted outreach to minority communities for full-time skilled trade and managerial positions and focused conversion of interns to full-time employees to support the hiring pipeline of minority candidates. MTA agency-wide hiring restrictions present a potential longer term risk to representation improvements.
- Initiatives to increase representation for veterans and persons with disabilities
 - **Veteran** - Twenty-six percent of the outreach activities focused on veterans and/or active military, as well as, women and disabled veterans.
 - **Persons with disability** - Continue to post job opportunities and build relationships with the Mayor's Office for People with Disabilities



NYCT

Workforce

as of December 31, 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	2,519		1503	60%	1,016	40%	761	30%	285	11%	341	14%	7	0%	2	0%	107	4%	52	2%
F	610	24%	446	18%	164	7%	295	12%	57	2%	67	3%	0	0%	0	0%	27	1%	5	10%
M	1,909	76%	1057	42%	852	34%	466	18%	228	9%	274	11%	7	0%	2	0%	80	3%	47	90%
Professionals	2,964		2135	72%	829	28%	907	31%	303	10%	803	27%	5	0%	0	0%	117	4%	28	1%
F	1,132	38%	909	31%	223	8%	478	16%	146	5%	225	8%	3	0%	0	0%	57	2%	6	21%
M	1,832	62%	1226	41%	606	20%	429	14%	157	5%	578	20%	2	0%	0	0%	60	2%	22	79%
Technicians	202		146	72%	56	28%	87	43%	21	10%	30	15%	0	0%	0	0%	8	4%	4	2%
F	68	34%	56	28%	12	6%	43	21%	8	4%	3	1%	0	0%	0	0%	2	1%	1	25%
M	134	66%	90	45%	44	22%	44	22%	13	6%	27	13%	0	0%	0	0%	6	3%	3	75%
Protective Services	582		456	78%	126	22%	287	49%	117	20%	37	6%	0	0%	0	0%	15	3%	45	8%
F	124	21%	114	20%	10	2%	90	15%	18	3%	1	0%	0	0%	0	0%	5	1%	4	9%
M	458	79%	342	59%	116	20%	197	34%	99	17%	36	6%	0	0%	0	0%	10	2%	41	91%
Paraprofessionals	62		56	90%	6	10%	31	50%	14	23%	7	11%	0	0%	0	0%	4	6%	0	0%
F	39	63%	37	60%	2	3%	19	31%	11	18%	4	6%	0	0%	0	0%	3	5%	0	0%
M	23	37%	19	31%	4	6%	12	19%	3	5%	3	5%	0	0%	0	0%	1	2%	0	0%
Administrative Support	4,813		4328	90%	485	10%	2,600	54%	699	15%	893	19%	15	0%	4	0%	117	2%	39	1%
F	2,101	44%	1985	41%	116	2%	1,500	31%	275	6%	143	3%	8	0%	2	0%	57	1%	12	31%
M	2,712	56%	2343	49%	369	8%	1,100	23%	424	9%	750	16%	7	0%	2	0%	60	1%	27	69%
Skilled Craft	18,161		12361	68%	5,800	32%	6,689	37%	2,326	13%	2,804	15%	45	0%	7	0%	490	3%	257	1%
F	1,004	6%	949	5%	55	0%	761	4%	127	1%	25	0%	4	0%	0	0%	32	0%	11	4%
M	17,157	94%	11412	63%	5,745	32%	5,928	33%	2,199	12%	2,779	15%	41	0%	7	0%	458	3%	246	96%
Service Maintenance	22,871		19746	86%	3,125	14%	12,910	56%	5,006	22%	1,309	6%	37	0%	8	0%	476	2%	307	1%
F	4,557	20%	4380	19%	177	1%	3,397	15%	829	4%	58	0%	6	0%	1	0%	89	0%	23	7%
M	18,314	80%	15366	67%	2,948	13%	9,513	42%	4,177	18%	1,251	5%	31	0%	7	0%	387	2%	284	93%
Total	52,174		40,731	78%	11,443	22%	24,272	47%	8,771	17%	6,224	12%	109	0%	21	0%	1,334	3%	732	1%

*American Indian/Alaskan Native

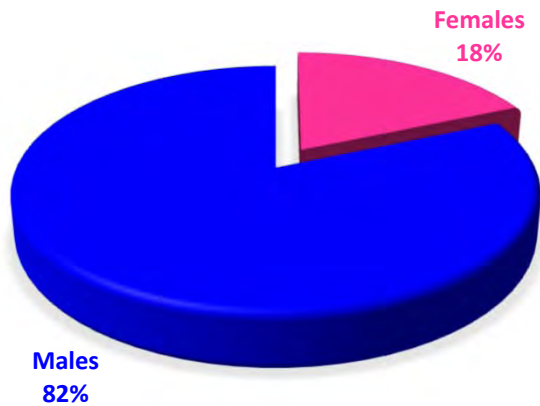
**Native Hawaiian Other Pacific Islander

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

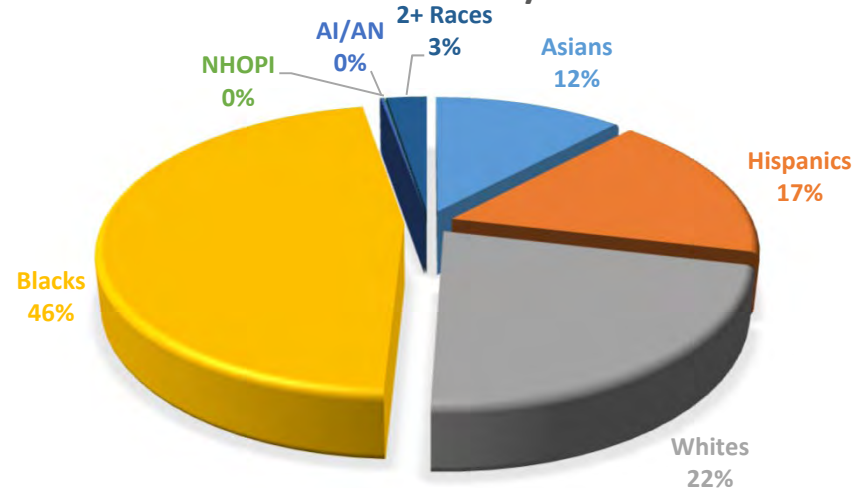


NYCT Workforce

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



NYCT workforce consists of **52,174** employees

- ❑ **18%** females, **78%** minorities, and **1%** veterans
- ❑ The percentage of females employed **decreased by 1%** when compared to 4Q17
- ❑ The percentage of minorities has **increased by 1%** as it relates to race and ethnicity when compared to 4Q17



Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in NYCT's workforce. This analysis consists of comparing **December 31, 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 provides: (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) the bold/shaded areas indicate 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 %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	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%	8%
	M	9%	14%	5%	5%	9%	20%	2%	0%	0%	0%	1%	2%		
Technicians	F	7%	21%	5%	4%	5%	1%	0%	0%	0%	0%	0%	1%	17%	6%
	M	8%	22%	5%	6%	7%	13%	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 %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Paraprofessionals	F	11%	31%	9%	18%	3%	6%	0%	0%	0%	0%	1%	5%	26%	3%
	M	7%	19%	5%	5%	3%	5%	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%	3%		
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

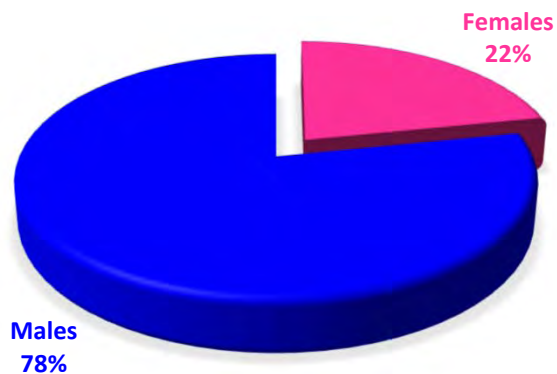
New Hires and Veterans

January 1, 2018 – December 31, 2018

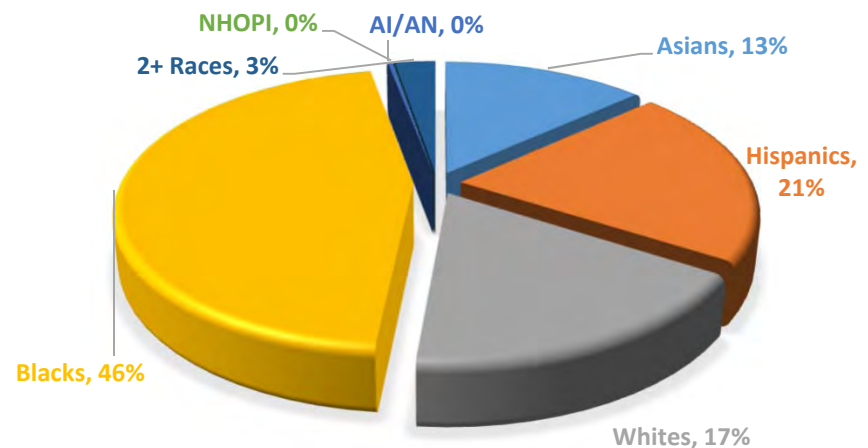


NYCT New Hires and Veterans

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



We added **3,858** employees including **136** veterans

- ❑ **22%** females of which **1%** were female veterans
- ❑ Female hires were **above the percentage** when compared to their current representation in the workforce
- ❑ **83%** minorities of which **4%** were minority veterans
- ❑ Minorities were hired **above the percentage** when compared to their current representation in the workforce



NYCT

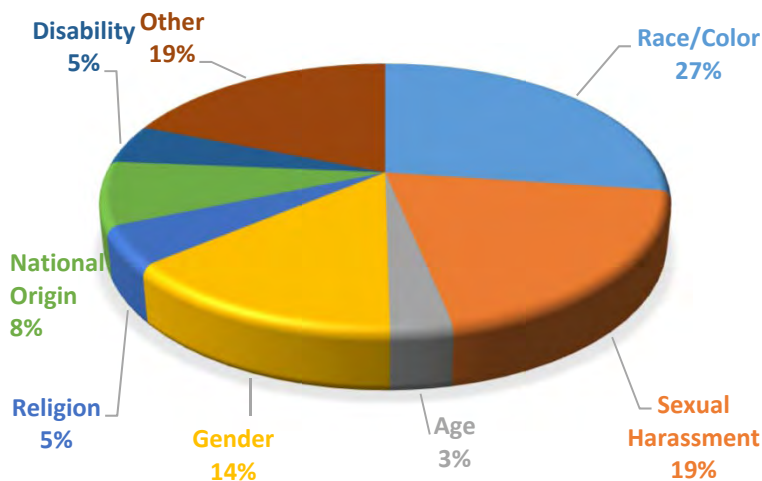
Complaints and Lawsuits

January 1, 2018 – December 31, 2018

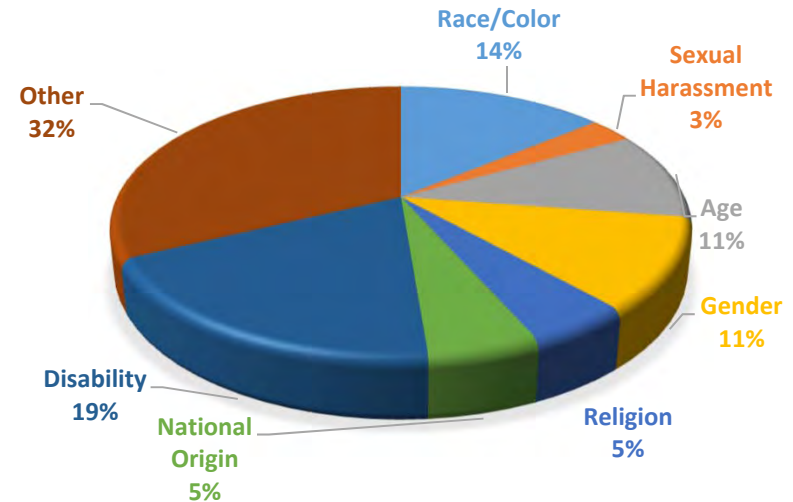


NYCT Internal/External EEO Complaints and Lawsuits

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



NYCT handled **386** EEO complaints, citing **727** separate allegations, and **81** lawsuits

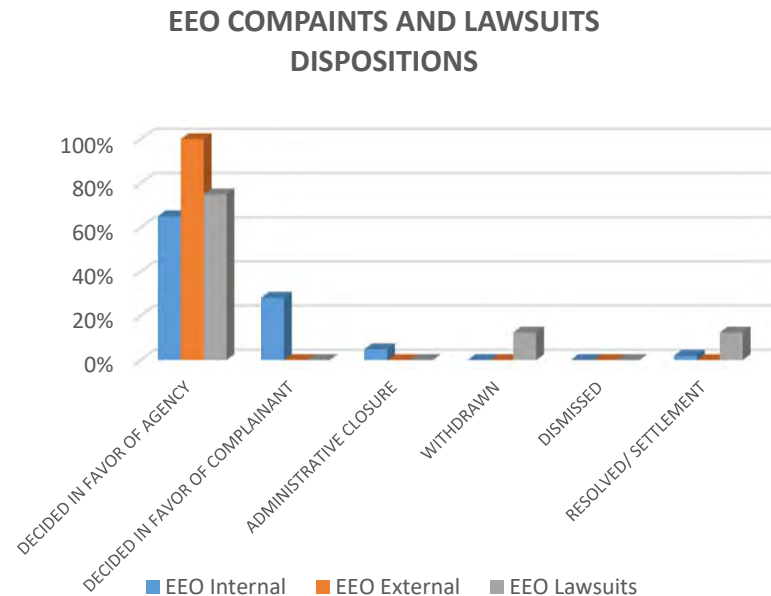
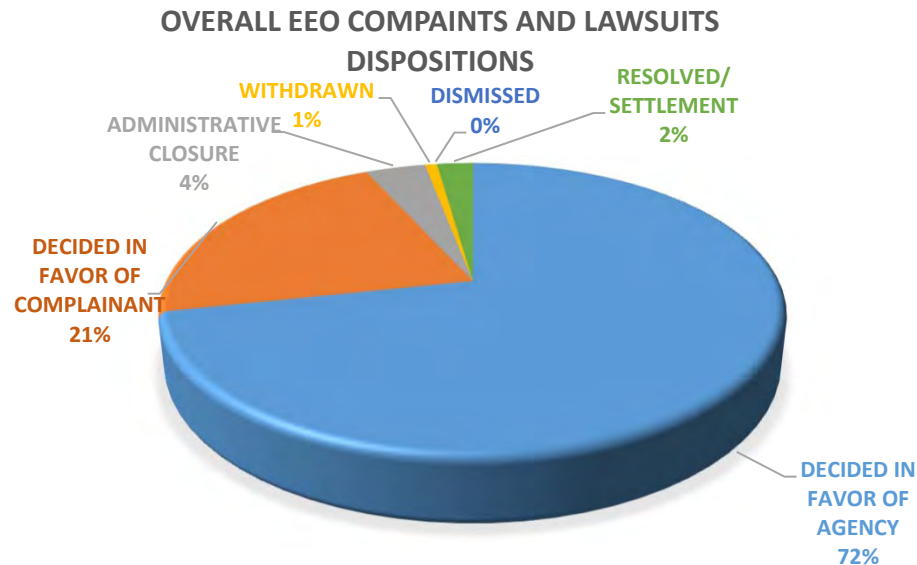
- ❑ **191** handled internal complaints
- ❑ **195** handled external complaints
- ❑ The most frequently cited basis internally was race/color and externally was disability

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 specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).



NYCT EEO Complaints and Lawsuits Dispositions



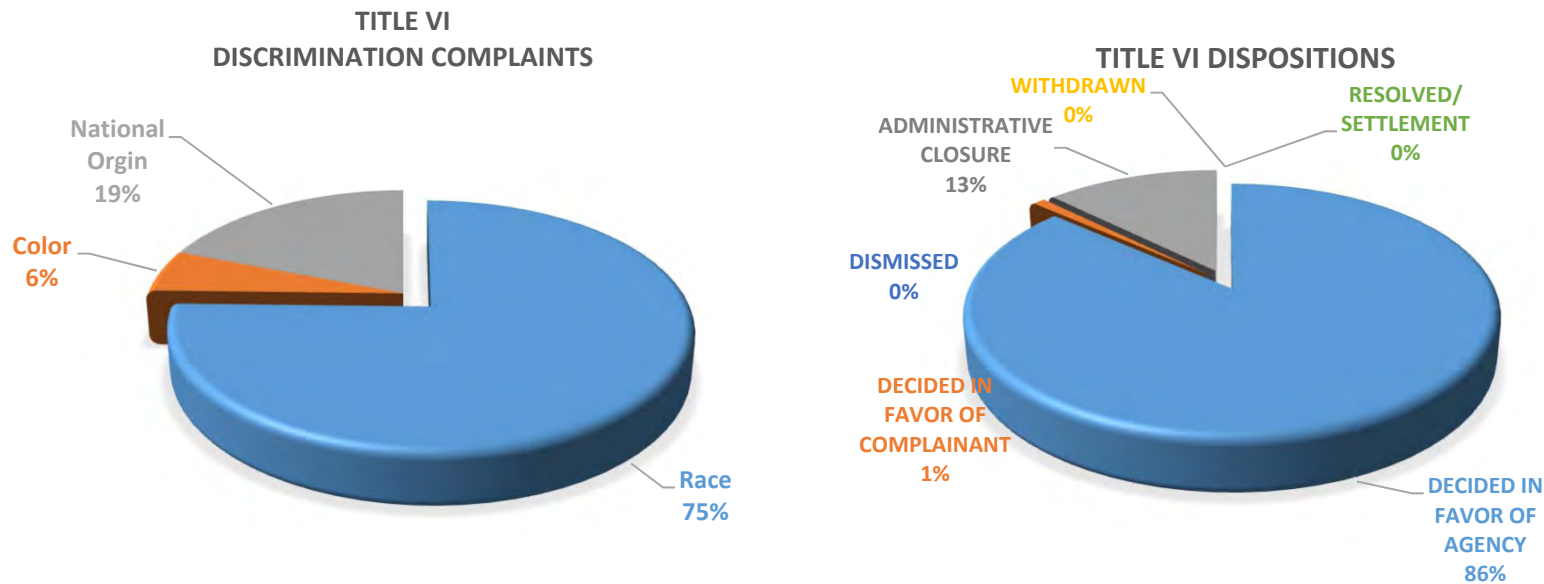
NYCT disposed of **125** EEO complaints and **8** EEO lawsuits

- ❑ **72%** complaints/lawsuits decided in favor of the agency
- ❑ **21%** complaints/lawsuits decided in favor of the complainant
- ❑ **4%** complaints/lawsuits were administrative closures
- ❑ **2%** of complaints/lawsuits were resolved/settled
- ❑ **1%** of complaints/lawsuits were withdrawn



NYCT

Title VI Discrimination Complaints, Lawsuits and Dispositions



NYCT handled **242** Title VI complaints, citing **252** separate allegations and **0** Title VI lawsuits. Agency disposed of **111** complaints and **0** lawsuits

- ❑ **86%** complaints/lawsuits decided in favor of the agency
- ❑ **1%** complaints/lawsuits decided in favor of the complainant
- ❑ **13%** complaints/lawsuits were administrative closures
- ❑ **0%** complaints/lawsuits were resolved/settled



MTA Bus Company MTABC

EEO Report – 4th Quarter 2018

February 25, 2019



Executive Summary

■ EEO

As of **December 31, 2018**, MTABC's workforce included 4,194 total employees. This represents 1.6% increase from the fourth quarter 2017 (4Q17) workforce.

- Females represent 13% (542) of our workforce, remaining constant when compared to 4Q17
- Females were hired above their current representation
- Minorities represent 78% (3,270) of our workforce, an increase of 1% when compared to 4Q17. This increase is not statistically significant.
- Minorities were hired above their current representation
- Turnover continues to moderate the proportion of females and minorities in the MTABC workforce



Executive Summary

MTA Bus Company conducted a **utilization analysis*** of females and minorities in its workforce as of December 31, 2018. Based on the analysis, underrepresentation for females and minorities occurred in the following EEO categories:

Females:

- ☐ Officials and Administrators – Whites
- ☐ Professionals - Whites
- ☐ Technicians – Blacks and Asians
- ☐ Protective Services – Blacks, Asians, and Multiple Race
- ☐ Administrative Support – Asians and Whites
- ☐ Skilled Craft – Blacks, Hispanics, and Whites
- ☐ Service/Maintenance - Hispanics

Minorities:

- ☐ Technicians – Blacks, Hispanics, and Asians
- ☐ Protective Services – Blacks, Hispanics, Asians, and Multiple Race
- ☐ Administrative Support – Hispanics and Asians
- ☐ 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 include:
 - **Female** – Participated in Recruiting and Retaining Women Best Practices event sponsored by Catalyst
 - **Minority** – Participated in Chinese Chamber of Commerce Career Fair
- Initiatives to increase representation for veterans and persons with disabilities include:
 - **Veteran** – Nassau Community Veteran Mega Job Fair
 - **Persons with Disabilities** – Viscardi Center Job Fair



MTABC

Workforce

as of December 31, 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		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOPI**		2+ RACES		VETERANS	
	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	290		163	56%	127	44%	80	28%	39	13%	30	10%	0	0%	0	0%	14	5%	7	2%
F	61	21%	49	17%	12	4%	30	10%	9	3%	6	2%	0	0%	0	0%	4	1%	0	0%
M	229	79%	114	39%	115	40%	50	17%	30	10%	24	8%	0	0%	0	0%	10	3%	7	100%
Professionals	136		106	78%	30	22%	38	28%	23	17%	34	25%	0	0%	0	0%	11	8%	3	2%
F	63	46%	54	40%	9	7%	22	16%	15	11%	12	9%	0	0%	0	0%	5	4%	2	67%
M	73	54%	52	38%	21	15%	16	12%	8	6%	22	16%	0	0%	0	0%	6	4%	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	101		71	70%	30	30%	35	35%	13	13%	11	11%	1	1%	0	0%	11	11%	1	1%
F	37	37%	31	31%	6	6%	17	17%	9	9%	2	2%	0	0%	0	0%	3	3%	1	100%
M	64	63%	40	40%	24	24%	18	18%	4	4%	9	9%	1	1%	0	0%	8	8%	0	0%
Skilled Craft	720		483	67%	237	33%	239	33%	106	15%	83	12%	1	0%	9	1%	45	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	716	99%	480	67%	236	33%	236	33%	106	15%	83	12%	1	0%	9	1%	45	6%	8	89%
Service Maintenance	2,925		2437	83%	488	17%	1,485	51%	660	23%	187	6%	7	0%	5	0%	93	3%	24	1%
F	365	12%	344	12%	21	1%	236	8%	95	3%	4	0%	1	0%	0	0%	8	0%	0	0%
M	2,560	88%	2093	72%	467	16%	1,249	43%	565	19%	183	6%	6	0%	5	0%	85	3%	24	100%
Total	4,194		3,270	78%	924	22%	1,881	45%	844	20%	346	8%	9	0%	14	0%	176	4%	44	1%

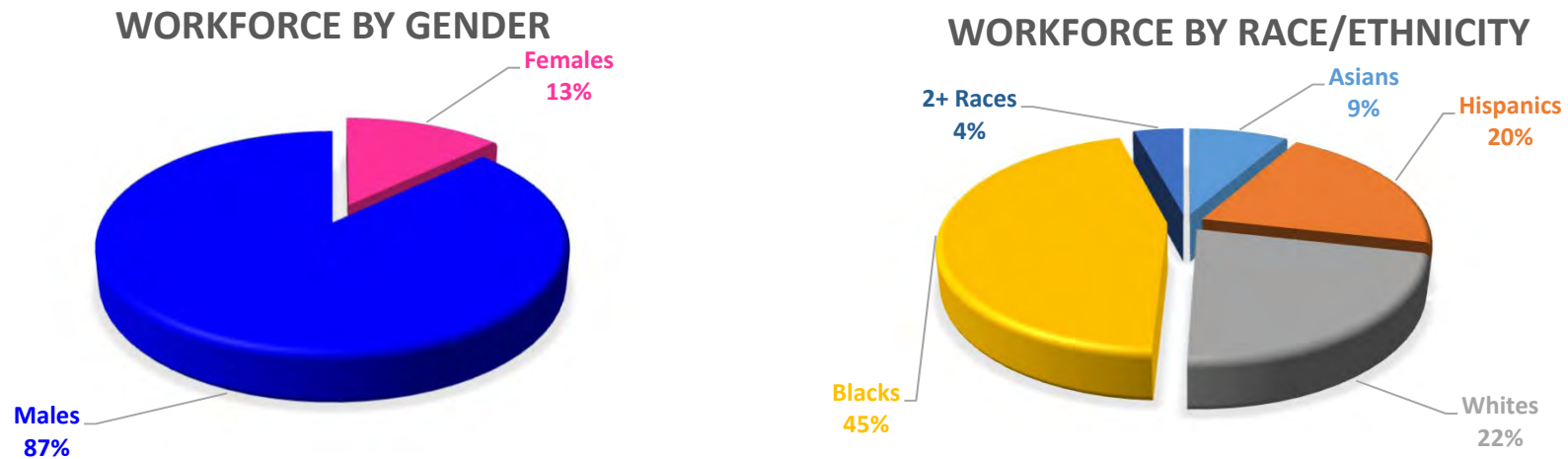


* American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

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

MTABC Workforce



MTABC workforce consists of 4,194 employees

- ❑ 13% females, 78% minorities, and 1% veterans
- ❑ The percentage of females employed remained constant when compared to 4Q17
- ❑ The percentage of minorities remained constant as it relates to race and ethnicity when compared to 4Q17



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 **December 31, 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 percent 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 percent 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 %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Officials & Administrators	F	3%	10%	2%	3%	1%	2%	0%	0%	0%	0%	0%	1%	15%	4%
	M	8%	17%	5%	10%	4%	8%	0%	0%	0%	0%	2%	3%		
Professionals	F	8%	16%	5%	11%	4%	9%	0%	0%	0%	0%	1%	4%	13%	7%
	M	5%	12%	4%	6%	8%	16%	0%	0%	0%	0%	2%	4%		
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 guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.



MTABC Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	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%		
Administrative Support	F	11%	17%	8%	9%	3%	2%	0%	0%	0%	0%	2%	3%	10%	6%
	M	16%	18%	6%	4%	7%	9%	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%	33%	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 guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.



MTABC

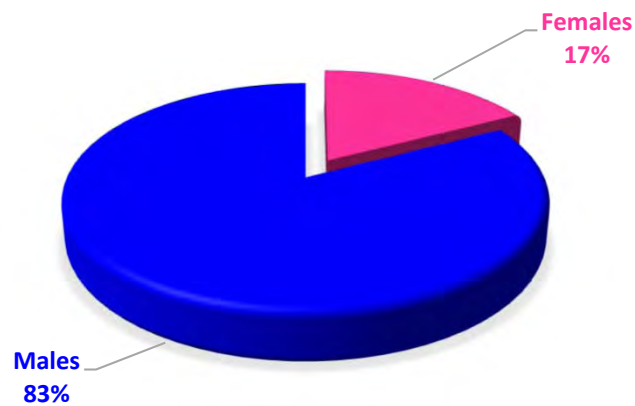
New Hires and Veterans

January 1, 2018 – December 31, 2018

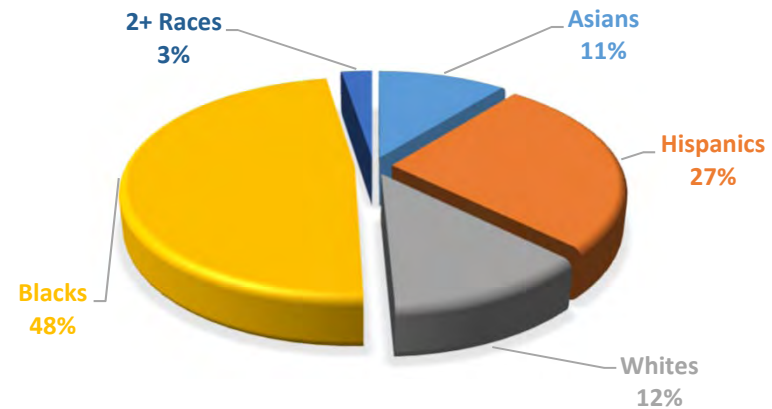


MTABC New Hires and Veterans

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



We hired 428 employees including 5 veterans

- ❑ 17% females of which 0% were female veterans
- ❑ Female hires exceeded their current representation in the workforce
- ❑ 88% minorities of which 2% were minority veterans
- ❑ Minority hires exceeded their current representation in the workforce



MTABC

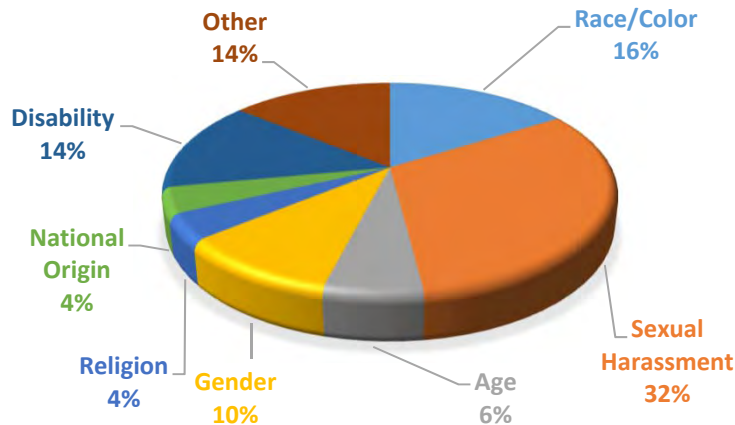
Complaints and Lawsuits

January 1, 2018 – December 31, 2018

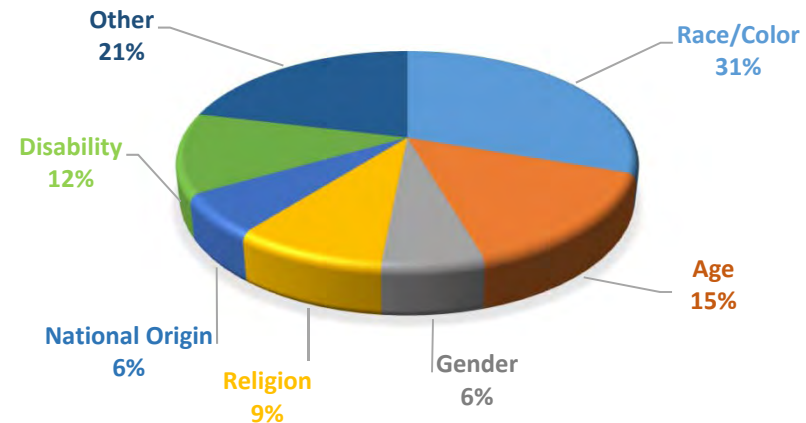


MTABC Internal/External EEO Complaints and Lawsuits

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



MTABC handled 55 EEO complaints, citing 83 separate allegations, and 4 lawsuits

- ❑ 39 handled internal complaints
- ❑ 16 handled external complaints
- ❑ The most frequently cited basis internally was sexual harassment and externally was race/color

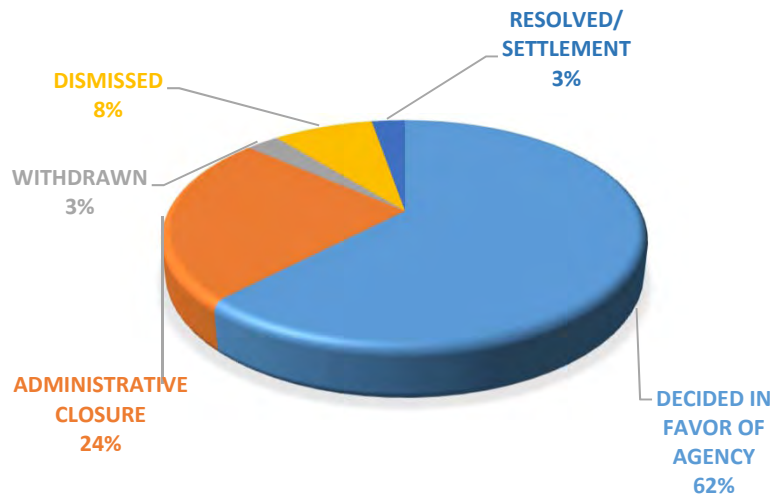
These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period.

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

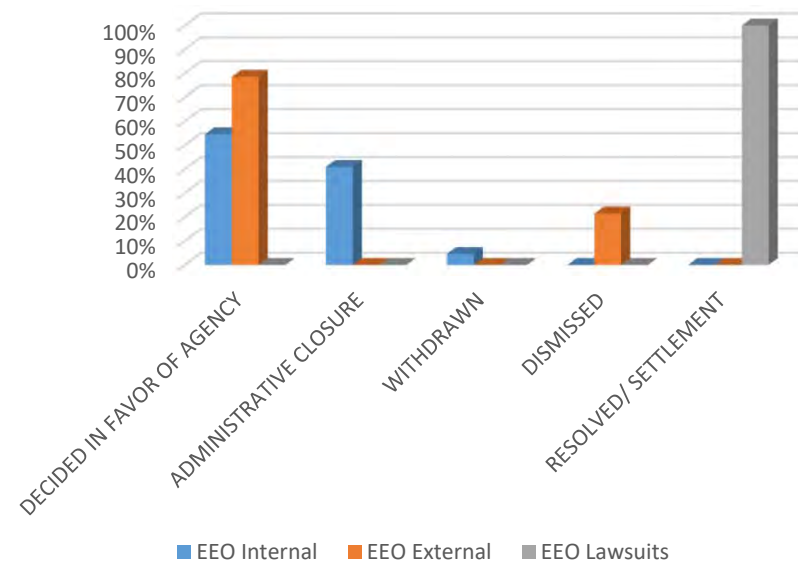


MTABC EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS
DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS
DISPOSITIONS



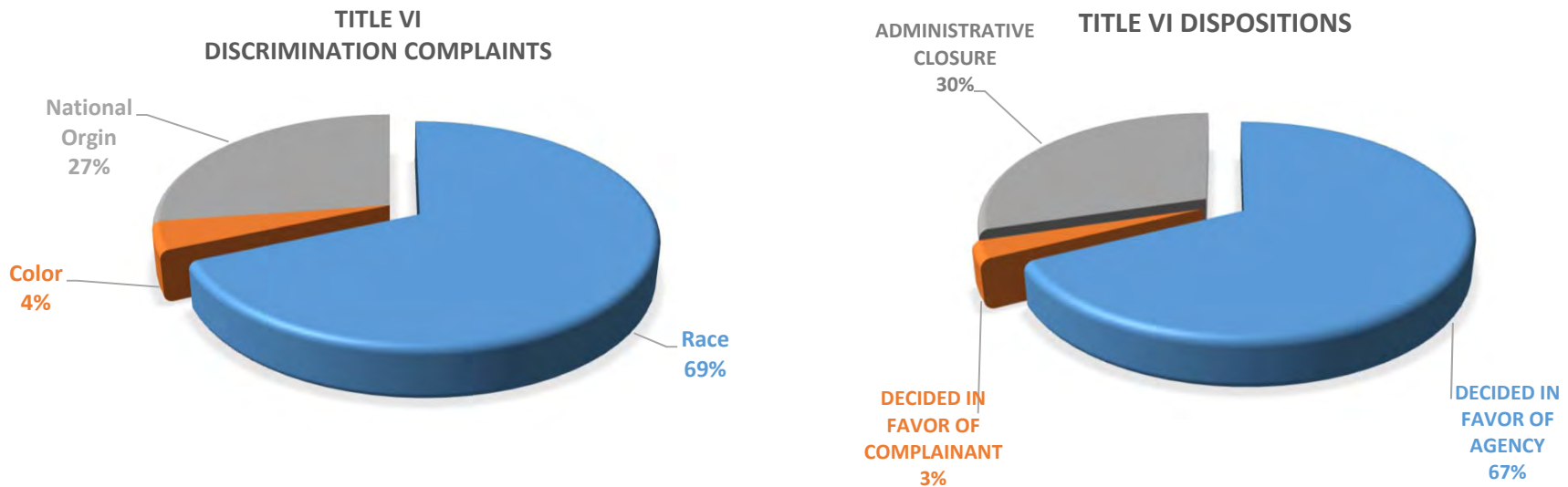
MTABC disposed of 36 EEO complaints and 1 EEO lawsuit

- 62% complaints/lawsuits were decided in favor of the agency
- 24% complaints/lawsuits were administrative closures
- 8% complaints/lawsuits were dismissed
- 3% complaints/lawsuits were resolved/settled
- 3% of complaints/lawsuits were withdrawn



MTABC

Title VI Discrimination Complaints, Lawsuits and Dispositions



MTABC handled 88 Title VI complaints, citing 95 separate allegations and 0 Title VI lawsuits. Agency disposed of 37 complaints and 0 lawsuits.

- ❑ 67% complaints/lawsuits decided in favor of the agency
- ❑ 30% complaints/lawsuits were administrative closures
- ❑ 3% complaints/lawsuits decided in favor of the complainant





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