



# Transit and Bus Committee Meeting

## March 2019

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### Committee Members

F. Ferrer, Committee Chairman

A. Albert

S. Feinberg

R. Glucksman

D. Jones

S. Metzger

C. Moerdler

J. Samuelsen

P. Trottenberg

V. Vanterpool

P. Ward

C. Weisbrod



NYCT teams were out in full force on the subways and buses to clear snow and ice from stations, tracks, facilities, storage yards, and depots during a pair of winter storms that struck the city on February 12 and March 4. For many it was rush hour as usual thanks to the round-the-clock efforts to stay ahead of the storm and keep New Yorkers on the go.

# **New York City Transit and Bus Committee Meeting**

**2 Broadway, 20th Floor Conference Room**

**New York, NY 10004**

**Monday, 3/25/2019**

**10:30 AM - 12:00 PM ET**

## **1. PUBLIC COMMENT PERIOD**

## **2. APPROVAL OF MINUTES – FEBRUARY 25, 2019**

*February Meeting Minutes - Page 4*

## **3. COMMITTEE WORK PLAN**

*Committee Work Plan - Page 10*

## **4. PRESIDENT'S REPORT**

*President's Commentary - Page 18*

### **a. Customer Service Report**

#### **i. Subway Report**

*Subway Report - Page 20*

#### **ii. NYCT, MTA Bus Report**

*NYCT, MTA Bus Report - Page 50*

#### **iii. Paratransit Report**

*Paratransit Report - Page 74*

#### **iv. Accessibility Update**

*Accessibility Update - Page 88*

#### **v. Strategy & Customer Experience**

*Strategy and Customer Experience - Page 90*

### **b. Safety Report**

*Safety Report - Page 96*

### **c. Crime Report**

*Crime Report - Page 100*

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

*NYCT, SIR, MTA Bus Financial and Ridership Reports - Page 108*

### **e. Capital Program Status Report**

*Capital Program Status Report - Page 159*

## **5. L Project Update (No Materials)**

## **6. PROCUREMENTS**

*Procurement Cover, Staff Summary, and Resolution - Page 169*

**a. Non-Competitive (None)**

**b. Competitive- NYCT**

*NYCT Competitive Actions - Page 174*

**c. Competitive - MTACC**

*MTACC Competitive Actions - Page 176*

**d. Ratifications**

*NYCT Ratifications - Page 178*

**7. STANDARD FOLLOW UP REPORTS**

**a. MetroCard Report**

*MetroCard Report - Page 184*

**b. Transit Recidivism Report, 4th Quarter 2018**

*Transit Recidivism Report, 4th Quarter 2018 - Page 189*

**c. Fare Evasion Report, 4th Quarter 2018**

*Fare Evasion Report, 4th Quarter 2018 - Page 191*

**8. SPECIAL PRESENTATION: FARE EVASION (No Materials)**

**9. OUTSTANDING BUSINESS (No Materials)**

**10. EXECUTIVE OFFICE CONTACT INFORMATION**

*Contact Information - Page 193*

**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**

**February 25, 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. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. Polly Trottenberg  
Hon. Veronica Vanterpool  
Hon. Peter Ward  
Hon. Carl Weisbrod

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, Senior Accessibility Advisor to the President  
Gwen Harleston, Deputy Director of Compliance, MTA Bus  
James Henly, General Counsel  
Janno Lieber, MTA Chief Development Officer, MTA Capital Construction  
Patricia Lodge, Vice President, Human Resources  
Darryl Irick, President MTA Bus Company & Senior Vice President NYCT Buses  
Frank Jezycki, Chief Operating Officer, Subways  
Robert Lai, Assistant Chief Officer, MTA Bus  
Sally Librera, Senior Vice President, Subways  
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 thirty-three 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 January 22, 2019 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company.

There were no changes to the Work Plan.

## IV. Agenda Items

President Byford delivered the President's Report.

Member Weisbrod inquired whether the recommendations in a recent report prepared by Comptroller Stringer's office were being embraced. President Byford stated that the report is being reviewed and a response to each of the recommendations is being prepared. Addressing one of the issues raised – whether planned events are included in the on-time statistics – SVP Librera clarified that planned work delays are not included in the Major Incident metric, which measures unplanned events. In the other metrics, planned work delays are included. President Byford noted that including the impact of planned work delays within a metric that reflects unplanned events could create a perverse incentive – i.e.- the temptation to forgo necessary work because it creates delays in the short term.

Member Weisbrod, noting a vast improvement in transparency, inquired whether progress is being made to further define delays attributable to the broad category of "operating environment." Ms. Librera stated that operating environment delays are the number one cause of delays, but this statistic has been significantly reduced over the past months. She stated progress has been made in assigning delays to their appropriate parent incident. She added the major incident indicator continues to be the best proxy for unplanned incidents that significantly impact a significant number of customers.

Member Albert, noting a vast improvement in subway performance, asked whether the full benefits of CBTC on the 7 have been effectuated. President Byford responded the benefits of CBTC have begun but will not fully be felt until ATO is turned on. Pete Tomlin, President Byford's new signaling vice president, is working on speeding up the implementation of ATO. Once ATO is implemented, spacing between trains will be improved. Member Albert asked whether CBTC will be expanded to other lines.

President Byford responded the use of CBTC on shared tracks is more complex for several reasons, including the issue that CBTC equipped trains cannot run on the same tracks as non-CBTC equipped trains.

Member Moerdler inquired whether there is a metric reflecting lead time between trains (noting that if trains are 3 minutes apart will there be better service as opposed to 4 minutes apart). President Byford responded that the customer journey time metric and the customer wait time metric are most important in measuring these aspects of the customer's experience. Noting that it is important to get headways (gaps between trains) correct, President Byford stated that ATO eliminates the uncertainties of human interaction and automatically spaces the trains.

Advocating for prioritizing elevators, Member Moerdler noted they are not just for the disabled, as everyone will eventually get older and require assistance. Chairman Ferrer agreed.

### **A. Customer Service Operations Report**

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

Member Albert asked how much the introduction of new rolling stock has affected better performance. Ms. Librera responded that it is not a significant factor, as improvements in performance are being observed across every line.

Janno Lieber, MTA Chief Development Officer, MTA Capital Construction, made a presentation entitled MTA Live Media Update – Year One in Review, which discussed the digital signage program.

Member Moerdler asked whether any of the screens will be installed as a wall along the track side, as there is a fixed audience waiting for the trains. Ms. Librera noted that installation of screens along the track side can be more disruptive to service. Member Moerdler suggested NYCT incorporate ads along the escalators.

Mr. Lieber also made a presentation called Construction and Employment Information Session, which discussed recruiting efforts in Harlem.

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

Craig Cipriano, Executive Vice President, MTA Bus, delivered the Staten Island Express Network Redesign Update.

Member Albert asked how much of the improved bus performance statistics are attributable to the buses not traversing Manhattan versus the elimination of some stops on Staten Island. Mr. Cipriano stated the elimination of certain bus stops as well as the re-routing has yielded positive results. Member Albert asked whether the routes coming

from New Jersey are more reliable than the routes to Staten Island. Mr. Irick confirmed the most improvement in terms of speed has been observed on the New Jersey routes. Member Albert asked what has been the basis for the majority of the complaints about the Redesign. Mr. Irick responded that the elimination of stops has been an issue, while noting that in the past, there have also been complaints that the express network had too many stops.

Member Moerdler asked what is being done about fare evasion and whether the NYPD has been helping. Mr. Irick responded much has been done. Mr. Diehl has expanded the Eagle Team's enforcement on regular bus routes. Also, the relationship with NYPD has grown significantly over the past 6-7 months. Mr. Irick and his staff have a dialogue with NYPD several times per week. He stated he expects to see continued improvements.

Member Moerdler asked for a more detailed report about fare evasion on the buses and subways. President Byford stated a report could be ready by May. Mr. Diehl noted customers have been expressing gratitude to NYCT for pursuing fare evaders. President Byford emphasized the need for NYPD to assist with the fare evasion problem.

Member Vanterpool noted the need for legislative assistance to foster continued progress and encouraged more lobbying for transit funding. President Byford noted that a document was sent to Albany recently summarizing the successes so far in delivery improvements in service and the need for more funding in order to achieve continued success. Member Moerdler noted the legislature will also look to two other factors: (1) what NYCT has done about cost containment and (2) what NYCT has done about trying to generate income outside the box. Chairman Ferrer stated that the latter is the role of the Finance Committee, which will be convening shortly.

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

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

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

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

In response to Member Moerdler's inquiry, Mr. Delatorre summarized the eight hate crimes committed last month, which included one instance of assault and seven instances of graffiti. Member Moerdler stated prosecutors need to take these crimes more seriously and suggested that special prosecutors be appointed to address this issue.

## **B. Financial Reports**

Jaibala Patel, Chief Financial Officer, Office of Management and Budget, delivered the NYCT, SIR and MTA Bus Finance Report.

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 ten actions totaling an estimated \$64.5M in expenditures, highlighting one action: the award of a 60-month miscellaneous service contract to Fuji Electric of North America in the estimated amount of \$46M to recondition Fuji Door Operator Assemblies for the 660 R160 subway cars equipped with Fuji door systems.

A motion was duly made and seconded to approve NYCT's noncompetitive procurements requiring two-thirds vote (Schedule A in the agenda), its noncompetitive procurements requiring majority vote (Schedule G in the agenda), its competitive procurements requiring majority vote (Schedule F in the agenda), as well as the proposed ratification (Schedule K in the agenda).

Member Moerdler requested that Skanska submit an update regarding MWBE compliance. Mr. Plochochi stated he would ask for it.

Member Albert asked whether Bombardier was the only supplier of parts for the traction motor and propulsion controller replacement procurement. Mr. Plochochi responded in the affirmative, while noting that Kawasaki traction motor and propulsion controller equipment requires other parts.

Member Weisbrod stated he is opposed to voting for ratifications for work already completed, as in the Skanska ratification. He noted wayfinding work is not an emergency and expressed the need to combat scope creep. Mr. Plochochi stated it was advantageous to have this station work completed while all the contractors were still there and the station was already closed, as NYCT was consequently able to re-open the station on time. He acknowledged NYCT is trying to address how to put forth change orders in a better way and stated a presentation on that issue will be available next month. President Byford expressed the need for more thorough testing beforehand to better understand the scope of work initially. He noted in the future, Fast Forward will include design freezes and cut-offs. Contractors will not be allowed to add to a project unless a safety issue is involved.

NYCT's procurements and the ratification were approved, with Members Weisbrod and Vanterpool voting in opposition to the ratification item.

Joel Andrews, Vice President, EEO and Diversity, delivered the NYCT EEO & Diversity Report.

Gwen Harleston, Deputy Director of Compliance, MTA Bus, delivered the MTA Bus EEO & Diversity Report.

Member Vanterpool asked that the statistics on diversity reflect the trend over several years, as opposed to a one year period. She also inquired about efforts to recruit more women into the skilled crafts. Patricia Lodge, Vice President, Human Resources, stated there are Transit Tech schools as well as apprenticeship and mentorship programs. The hope is to reach women at an early age. There is also involvement with Alfred E. Smith and CUNY. Additionally, there is a robust college aide program and a high school internship program.

Chairman Ferrer stated he is troubled by the availability statistics, and would appreciate greater clarity as to how they are calculated. He suggested this be addressed at the next presentation on EEO matters.

#### **V. Special Reports and Action Items**

President Byford noted the standard follow-up reports in the Committee Book, which include the Monthly MetroCard Report, the Adopted Budget and Financial Plans for 2019-2022, the Semi-Annual Report on Service Quality Indicators, the Annual ADA Compliance Report, the Elevator & Escalator Service Report for 4<sup>th</sup> Quarter 2018, the Transit Adjudication Report for 4<sup>th</sup> Quarter 2018, and the 2018 year-end EEO & Diversity reports for NYCT & MTA Bus.

President Byford announced the retirement of James Henly, General Counsel, and thanked him for his service.

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

Respectfully submitted,



Kristen M. Nolan



## 2019 Transit & Bus Committee Work Plan

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### **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**

#### March 2019

Transit Recidivism Report, 4<sup>th</sup> Qtr, 2018  
 Fare Evasion Report, 4<sup>th</sup> Qtr, 2018

#### Responsibility

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, 1<sup>st</sup> Qtr, 2019

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

#### May 2019

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

Law  
 Subways  
 EEO & Human Resources

#### June 2019

Transit Recidivism Report, 1<sup>st</sup> Qtr, 2019  
 Fare Evasion Report, 1<sup>st</sup> Qtr, 2019

Law  
 Management & Budget

#### July 2019

Quarterly Customer Satisfaction Report, 2<sup>nd</sup> Qtr 2019

Strategy & Customer Experience

#### August 2019

No Meetings Held

## II. SPECIFIC AGENDA ITEMS (con't)

## Responsibility

### September 2019

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

### October 2019

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

### November 2019

Elevator & Escalator Service Report, 3 <sup>rd</sup> Qtr, 2019	Subways
Transit Adjudication Bureau Report, 3 <sup>rd</sup> Qtr, 2019	Law

### December 2019

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

### January 2020

Approval of 2020 NYCT Committee Work Plan	Committee Chair & Members
Quarterly Customer Satisfaction Report, 4 <sup>th</sup> Qtr, 2019	Strategy & Customer Experience

### February 2020

Preliminary Review of NYCT 2019 Operating Results	Management & Budget
Preliminary Review of SIR 2019 Operating Results	Management & Budget
Preliminary Review of MTA Bus 2019 Operating Results	Management & Budget
NYCT Adopted Budget/Financial Plan 2020-2023	Management & Budget
SIR Adopted Budget/Financial Plan 2020-2023	Management & Budget
MTA Bus Adopted Budget/Financial Plan 2020-2023	Management & Budget
Service Quality Indicators (including PES & MTA Bus PES)	Operations Planning
ADA Compliance Report	Capital Program Management
Elevator & Escalator Service Report, 4 <sup>th</sup> Qtr, 2019	Subways
Transit Adjudication Bureau Report, 4 <sup>th</sup> Qtr, 2019	Law
NYCT & MTA Bus EEO & Diversity Report, 2019 Yr End Rpt	EEO & Human Resources



## 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)**

### **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, 1<sup>st</sup> 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, 1<sup>st</sup> 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, 1<sup>st</sup> 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, 1<sup>st</sup> 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, 1<sup>st</sup> 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, 1<sup>st</sup> 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, 2<sup>nd</sup> 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, 2<sup>nd</sup> 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, 2<sup>nd</sup> 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, 2<sup>nd</sup> 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, 2<sup>nd</sup> 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, 2<sup>nd</sup> 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, 3<sup>rd</sup> 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, 3<sup>rd</sup> Qtr, 2019

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

## **II. SPECIFIC AGENDA ITEMS (con't)**

### **DECEMBER 2019**

#### NYCT 2020 Adopted Budget/Financial Plan 2020-2023

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, 3<sup>rd</sup> 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, 3<sup>rd</sup> 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, 3<sup>rd</sup> 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, 4<sup>th</sup> 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.

### **FEBRUARY 2020**

#### Preliminary Review of NYCT's 2019 Operating Results

NYCT will present a brief review of its 2019 Budget results.

## **II. SPECIFIC AGENDA ITEMS (con't)**

### Preliminary Review of SIR 2019 Operating Results

SIR will present a brief review of SIR's 2019 Budget results.

### Preliminary Review of MTA Bus 2019 Operating Results

MTA Bus will present a brief review of its 2019 Budget results.

### Adopted Budget/Financial Plan 2020-2023

NYCT will present its revised 2020-2023 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 2020 by category.

### SIR Adopted Budget/Financial Plan 2020-2023

NYCT will present SIR's revised 2020-2023 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 2020 by category.

### MTA Bus Adopted Budget/Financial Plan 2020-2023

MTA Bus will present its revised 2020-2023 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 2020 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, 4<sup>th</sup> 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, 4<sup>th</sup> Qtr, 2019

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

### EEO & Diversity Report- 2019 Year-End Report

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

## President's Report

Andy Byford, President



The first-ever Group Station Manager (GSM) meet-and-greet was held at Jamaica Center-Parsons/Archer on February 22. GSM Dorothy Rivera (pictured) and District Customer Service Manager David Santoro met with customers, listened to their concerns, and answered questions. NYCT President Andy Byford and Chief Stations Officer Rachelle Glazier were also on hand speak to with staff and customers.

## March 2019 President's Commentary

I am pleased to report further improvements in our operating performance across a range of metrics. This is a reflection of much hard work across the organization and the realization of the early phases of our Fast Forward plan to transform transit in this great city.

Our all-out focus on operational excellence via our Save Safe Seconds Campaign continues to bear fruit. Additional redundant speed restrictions have been eliminated, more signal grade timers recalibrated, and further progress made on dwell-time and terminal management to safely capture sustainable improvements to customer journeys.

I would like to highlight the marked improvement in performance on the 7 Line which is now seeing the benefit of modern, CBTC signaling. This demonstrates the maturity of this technology and I expect to see further gains once we enable automatic train operation, trials of which are underway.

We have begun to compare performance against the updated targets that have been agreed with the Board and in Q2, we will tighten the monthly delay incident reduction target to 18,000.

Bus results include record vehicle reliability, the result of much hard work by our dedicated mechanics across the network. I now want to see sustained improvements in bus speed, journey time and punctuality and to that end, we have drawn up a detailed strategic corridor plan that identifies route specific initiatives that are being undertaken with partner agencies including the New York City Department of Transportation and NYPD. This also incorporates recent commitments by the Mayor to enforce bus lanes through towing on key arterials.

Customers are noticing improvement as evidenced by customer service metrics and through live feedback at our recently launched Group Station Manager Open Houses.

Tackling fare evasion continues to receive our priority focus. We will brief the Committee today on work already underway and on further mitigation measures planned across the bus and subway networks.

In anticipation of a successful capital budget outcome, we continue to develop plans to deliver the major Fast Forward subway signaling, station modernization, bus and accessibility programs. With the overall plan and key personnel in place, we are well placed to quickly build on our early successes as a team once sustainable, additional funding comes on stream.

**Andy Byford**

President, New York City Transit

## Customer Service Report: Subways

Sally Librera, Senior Vice President



This group of Platform Controllers at 14<sup>th</sup> Street – Union Square along the L line serve as an integral part of the Subways Save Safe Seconds initiative that aims to reduce delays and turn late trains into on-time arrivals. They help trains enter and leave stations faster by assisting conductors in safely closing the train doors during rush hour and at densely populated stations.

## March 2019 Highlights: Department of Subways

Subway performance in February 2019 continued to improve. All of our customer-focused metrics improved compared to a year ago, and also improved compared to the average performance over the past year. Subways exceeded the goal of reducing at least 10,000 delays per month for the sixth consecutive month. Weekday on-time performance again exceeded 76%, compared to 61.7% last February. Weekday major incidents dropped to 48, the second lowest since this metric was introduced, while Service Delivered matched the 96.2% reached last month. Customer Journey Time Performance was 82.0%, a 4.3% increase from last February and 1.6% better than the 12-month average.

The Subways team is committed to building on these performance improvements, through our Fast Forward focus on tighter service management; enhanced maintenance and cleaning work to build on the gains of the Subway Action Plan; and Save Safe Seconds efforts to safely increase speeds through physical changes to the system as well as staff development for optimal operations. In recognition of our commitment and confidence in driving further improved performance, Subways will increase the delay reduction goal from 10,000 to 18,000 per month beginning in April of this year.

Preliminary work on the L project continues as we prepare for major tunnel construction to begin at the end of April. In late February, we opened a new entrance to the Metropolitan Avenue-Lorimer Street station complex, along with an additional platform-to-mezzanine stairway. This month, we are rebuilding the switches between Lorimer Street and Bedford Avenue that will be used during the one-track operation on nights and weekends. In addition, some station work that had been planned for later this year was moved up to bring improvements earlier, including: wider, better positioned staircases connecting the L to the NQRW lines at Union Square; and two new staircases at Bedford Avenue to increase capacity and make room for an elevator. We know these projects create inconvenience for our customers while construction continues, but we look forward to the benefits these projects will soon deliver.

I would like to thank the Subways team for their continued efforts to improve service and thank our customers for their patience as we work toward system improvement.

**Sally Librera**

Senior Vice President, Department of Subways

# Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	February 2019			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
<b>Weekday Customer-Focused Metrics</b>						
<b>Weekday Major Incidents (Chart 1)</b> Unplanned incidents delaying 50+ trains	48	56	-14.3%	62.8	68.3	-8.1%
<b>Weekday Service Delivered (Chart 3)</b> % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	96.2%	94.1%	+2.1%	95.4%	94.2%	+1.2%
<b>Additional Platform Time (h:mm:ss) (Chart 7)</b> Average added time spent waiting for trains, compared with scheduled wait time	0:01:13	0:01:22	-11.0%	0:01:15	N/A*	N/A*
<b>Additional Train Time (h:mm:ss) (Chart 9)</b> Average additional unanticipated time spent onboard train compared to scheduled travel time	0:01:05	0:01:30	-27.8%	0:01:13	N/A*	N/A*
<b>Customer Journey Time Performance (Chart 11)</b> % of customers whose journeys are completed within five minutes of schedule.	82.0%	77.7%	+4.3%	80.4%	N/A*	N/A*
<b>Inputs to Operations</b>						
<b>Mean Distance Between Failures (Chart 13)</b> Revenue car miles divided by the number of delays attributed to car-related causes	131,798	127,910	+3.0%	121,367	119,622	+1.5%
<b>Elevator Availability** (Chart 14)</b> % of time elevators are operational systemwide	96.7%	96.3%	+0.4%	96.5%	96.0%	+0.5%
<b>Escalator Availability** (Chart 14)</b> % of time escalators are operational systemwide	93.7%	93.9%	-0.2%	93.5%	94.3%	-0.8%
<b>Passenger Environment</b>						
<b>Subway Car PES-KPI (Chart 15)</b> Composite indicator for subway car environment (cleanliness, condition, information) reflecting customer experience				94.6%	94.6%	0.0%
<b>Weekday Legacy Indicators</b>						
<b>Weekday Wait Assessment (Chart 17)</b>	73.7%	68.6%	+5.1%	71.8%	70.5%	+1.3%
<b>Weekday Terminal On-Time Performance (Chart 19)</b>	76.4%	61.7%	+14.7%	69.8%	62.9%	+6.9%
<b>Weekday Trains Delayed (Chart 21)</b>	37,119	60,446	-38.6%	53,001	64,068	-17.3%

\*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	February 2019			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
<b>Weekend Customer-Focused Metrics</b>						
<b>Weekend Major Incidents (Chart 2)</b> Unplanned incidents delaying 50+ trains	3	6	-50.0%	7.3	7.7	-5.2%
<b>Weekend Service Delivered (Chart 5)</b> % of scheduled trains operated during Weekends (10a-6p)	98.9%	94.2%	+4.7%	97.9%	96.7%	+1.2%
<b>Weekend Legacy Indicators</b>						
<b>Weekend Wait Assessment Chart 18</b>	81.3%	73.1%	+8.2%	79.3%	77.0%	+2.3%
<b>Weekend Terminal On-Time Performance (Chart 20)</b>	79.9%	62.5%	+17.4%	73.2%	68.1%	+5.1%
<b>Weekend Trains Delayed (Chart 22)</b>	9,506	20,504	-53.6%	13,754	17,003	-19.1%

# Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	February 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	97.8%	98.1%	-0.3%	95.4%	96.9%	-1.5%
AM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	98.6%	100.0%	-1.4%	96.4%	97.0%	-0.6%
PM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	98.2%	97.6%	+0.6%	94.7%	96.9%	-2.2%
Percentage of Completed Trips						
Percentage of Completed Trips	99.8%	99.9%	-0.1%	99.6%	99.9%	-0.3%
Passenger Environment						
Staten Island Railway PES-KPI (Chart 16) Composite indicator for subway car environment reflecting customer experience				91.5%	90.5%	+1.0%
Mean Distance Between Failures						
Mean Distance Between Failures Revenue car miles divided by the number of delays attributed to car-related causes	95,720	100,989	-5.2%	81,632	61,328	+33.1%

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.

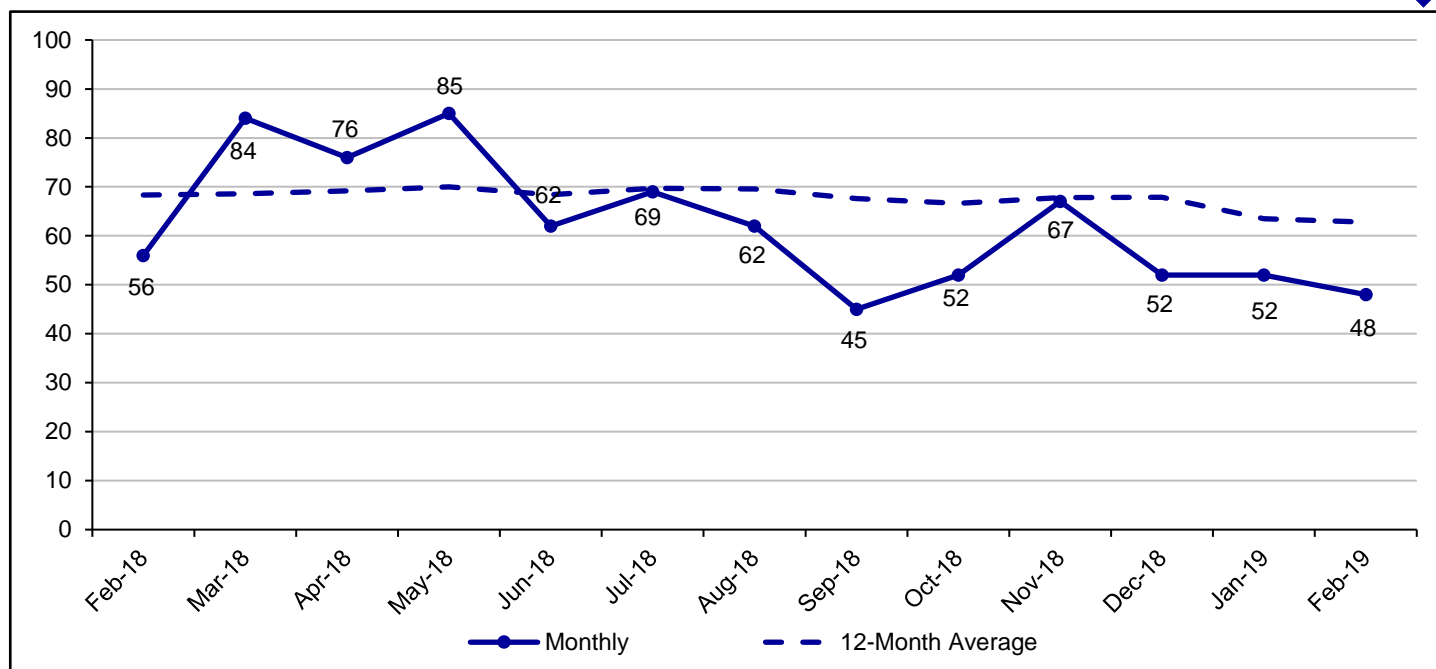
### Customer Journey Time Performance (CJTP)

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		
	Feb 19	Feb 18	Difference	Feb 19	Feb 18	Difference
Track	5	12	-7	10.5	14.5	-4.0
Signals	19	22	-3	21.3	21.0	+0.3
Persons on Trackbed/Police/Medical	12	13	-1	12.5	15.4	-2.9
Stations & Structures	4	4	0	4.8	5.8	-1.0
Subway Car	3	0	+3	4.4	4.1	+0.3
Other*	5	5	0	9.3	7.5	+1.8
<b>Subdivision A</b>	<b>22</b>	<b>28</b>	<b>-6</b>	<b>28.8</b>	<b>33.7</b>	<b>-4.9</b>
<b>Subdivision B</b>	<b>26</b>	<b>28</b>	<b>-2</b>	<b>33.9</b>	<b>34.6</b>	<b>-0.7</b>
<b>Systemwide</b>	<b>48</b>	<b>56</b>	<b>-8</b>	<b>62.8</b>	<b>68.3</b>	<b>-5.5</b>
Avg Incident Duration (h:mm:ss)	0:15:24	0:18:42	-0:03:18	0:16:30	0:17:18	-0:00:48
Avg Trains Delayed per Incident	106	100	+6	105	110	-5

### Major Incidents Discussion

- There were 48 Major Incidents in February 2019, a reduction of eight from February 2018, and only the second time there have been fewer than 50 major incidents in a month.
- Track and Signals both improved compared to last February and to their 12-month averages.
- Subway Car was the only category to increase (since there were zero in February 2018), but the 3 incidents remains well below the 12-month average.

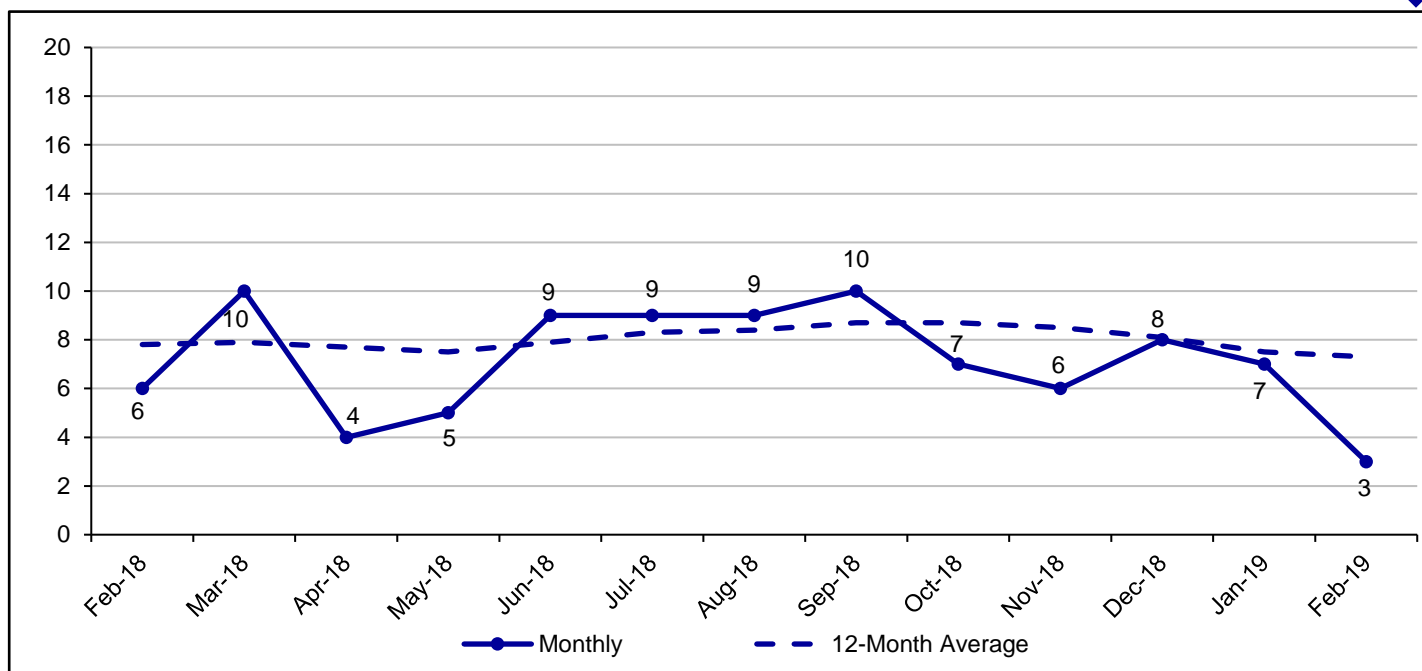
\*Prior to February 2019, a single weather-related non-asset failure Major Incident (e.g. a snowstorm) was recorded separately for each subdivision. Effective this month, these duplicate incidents will be combined such that a single weather incident will be reflected as a single incident per day. Weather-related asset failures, such as a frozen switch, will continue to be reported in their respective categories.

The metrics in this report are preliminary.

Chart 1

## Subway Weekend Major Incidents (24 hours)

Desired trend



Categories	Monthly			12-Month Average		
	Feb 19	Feb 18	Difference	Feb 19	Feb 18	Difference
Track	1	1	0	1.3	1.2	+0.1
Signals	0	1	-1	2.1	2.5	-0.4
Persons on Trackbed/Police/Medical	2	3	-1	1.3	1.1	+0.2
Stations & Structure	0	1	-1	1.3	0.5	+0.8
Subway Car	0	0	0	0.2	0.2	0.0
Other	0	0	0	1.1	2.3	-1.2
<b>Subdivision A</b>	<b>3</b>	<b>5</b>	<b>-2</b>	<b>3.1</b>	<b>3.8</b>	<b>-0.7</b>
<b>Subdivision B</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>4.2</b>	<b>3.9</b>	<b>0.3</b>
<b>Systemwide</b>	<b>3</b>	<b>6</b>	<b>-3</b>	<b>7.3</b>	<b>7.7</b>	<b>-0.4</b>
Avg Incident Duration (h:mm:ss)	0:11:00	0:21:42	-0:10:43	0:16:54	0:18:29	-0:01:35
Avg Trains Delayed per Incident	72	90	-18	86	99	-13

### Major Incidents Discussion

- Weekend major incidents decreased by three from February 2018.
- This is the lowest total on record.
- There was only one weekend Major Incident due to an asset failure this month.

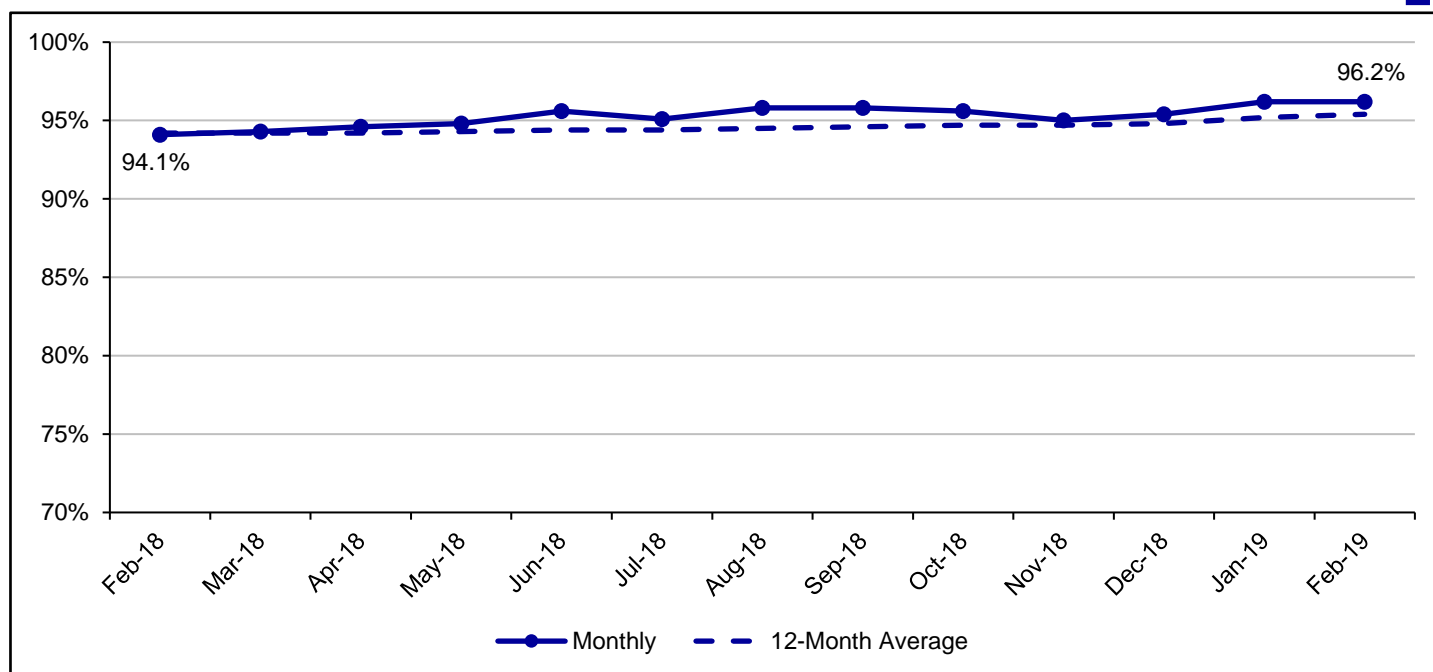
\*Prior to February 2019, a single weather-related non-asset failure Major Incident (e.g. a snowstorm) was recorded separately for each subdivision. Effective this month, these duplicate incidents will be combined such that a single weather incident will be reflected as a single incident per day. Weather-related asset failures, such as a frozen switch, will continue to be reported in their respective categories.

The metrics in this report are preliminary.

Chart 2

## Subway Weekday % Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Feb 19	Feb 18	Difference	Feb 19	Feb 18	Difference
<b>Subdivision A</b>	96.2%	92.7%	+3.5%	94.1%	92.1%	+2.0%
<b>Subdivision B</b>	96.3%	95.1%	+1.2%	96.3%	95.7%	+0.6%
<b>Systemwide</b>	<b>96.2%</b>	<b>94.1%</b>	<b>+2.1%</b>	<b>95.4%</b>	<b>94.2%</b>	<b>+1.2%</b>

### Weekday Service Delivered Discussion

- February 2019 weekday Service Delivered improved from last February and compared to the 12-month average.
  - This is amongst the best monthly results in nearly four years.
- Overall, the system trend in the past 12 months is positive and reflects improved reliability.
- 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. These lines are benefitting from more precise service management made possible by more accurate schedules implemented in Spring 2018.
- The E, R, and W lines had the largest improvements in the B Division, due in part to fewer disruptive incidents on these lines.

The metrics in this report are preliminary.

Chart 3

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

*Desired trend*



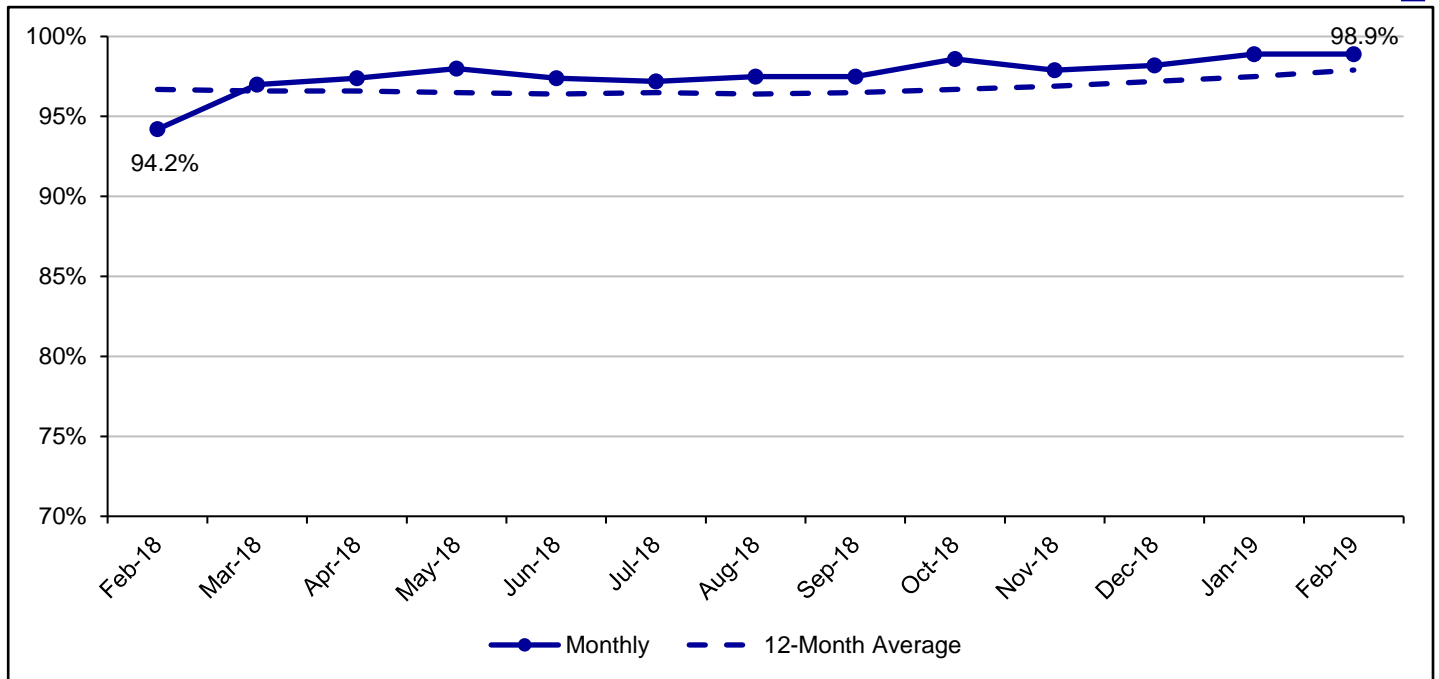
<u>Line</u>	<u>Feb 19</u>	<u>Feb 18</u>	<u>Difference</u>
1	97.7%	97.7%	0.0%
2	96.7%	91.4%	+5.3%
3	98.5%	93.2%	+5.3%
4	92.6%	90.1%	+2.5%
5	94.0%	88.7%	+5.3%
6	94.3%	91.1%	+3.2%
7	96.2%	91.1%	+5.1%
S 42nd	99.9%	99.0%	+0.9%
<b>Subdivision A</b>	<b>96.2%</b>	<b>92.7%</b>	<b>+3.5%</b>
A	95.2%	94.7%	+0.5%
B	96.7%	95.3%	+1.4%
C	96.3%	94.4%	+1.9%
D	96.9%	97.3%	-0.4%
E	95.3%	91.8%	+3.5%
F	95.7%	95.3%	+0.4%
S Fkln	99.9%	99.7%	+0.2%
G	102.2%	102.6%	-0.4%
S Rock	99.5%	101.0%	-1.5%
JZ	98.9%	97.6%	+1.3%
L	96.1%	95.7%	+0.4%
M	94.3%	92.2%	+2.1%
N	95.1%	93.5%	+1.6%
Q	96.5%	94.8%	+1.7%
R	96.5%	94.1%	+2.4%
W	93.7%	89.5%	+4.2%
<b>Subdivision B</b>	<b>96.3%</b>	<b>95.1%</b>	<b>+1.2%</b>
<b>Systemwide</b>	<b>96.2%</b>	<b>94.1%</b>	<b>+2.1%</b>

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		
	Feb 19	Feb 18	Difference	Feb 19	Feb 18	Difference
Subdivision A	98.5%	90.8%	+7.7%	97.1%	95.4%	+1.7%
Subdivision B	99.1%	96.4%	+2.7%	98.4%	97.5%	+0.9%
Systemwide	98.9%	94.2%	+4.7%	97.9%	96.7%	+1.2%

### Weekend Service Delivered Discussion

- February 2019 weekend Service Delivered improved 4.7% year-over-year.
- The improvements in weekend Service Delivered were due in part to differences in planned work and more accurate schedules for planned service changes.

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

Desired trend



<b><u>Line</u></b>	<b><u>Feb 19</u></b>	<b><u>Feb 18</u></b>	<b><u>Difference</u></b>
1	99.0%	95.3%	<b>+3.7%</b>
2	96.9%	85.0%	<b>+11.9%</b>
3	98.4%	94.4%	<b>+4.0%</b>
4	98.8%	85.4%	<b>+13.4%</b>
5	99.2%	87.7%	<b>+11.5%</b>
6	96.5%	97.4%	<b>-0.9%</b>
7	100.0%	92.0%	<b>+8.0%</b>
S 42nd	99.8%	99.8%	<b>0.0%</b>
<b>Subdivision A</b>	<b>98.5%</b>	<b>90.8%</b>	<b>+7.7%</b>
A	99.6%	96.5%	<b>+3.1%</b>
C	98.2%	96.1%	<b>+2.1%</b>
D	99.0%	98.0%	<b>+1.0%</b>
E	98.3%	98.6%	<b>-0.3%</b>
F	97.7%	98.2%	<b>-0.5%</b>
S Fkln	99.6%	99.8%	<b>-0.2%</b>
G	99.8%	88.7%	<b>+11.1%</b>
S Rock	99.6%	100.2%	<b>-0.6%</b>
JZ	99.1%	100.0%	<b>-0.9%</b>
L*	N/A	98.3%	<b>N/A</b>
M*	96.9%	N/A	<b>N/A</b>
N	99.7%	94.0%	<b>+5.7%</b>
Q	100.0%	97.1%	<b>+2.9%</b>
R	99.9%	95.4%	<b>+4.5%</b>
<b>Subdivision B</b>	<b>99.1%</b>	<b>96.4%</b>	<b>+2.7%</b>
<b>Systemwide</b>	<b>98.9%</b>	<b>94.2%</b>	<b>+4.7%</b>

\*February 2019 Weekend L service and February 2018 Weekend M service were suspended due to planned work.

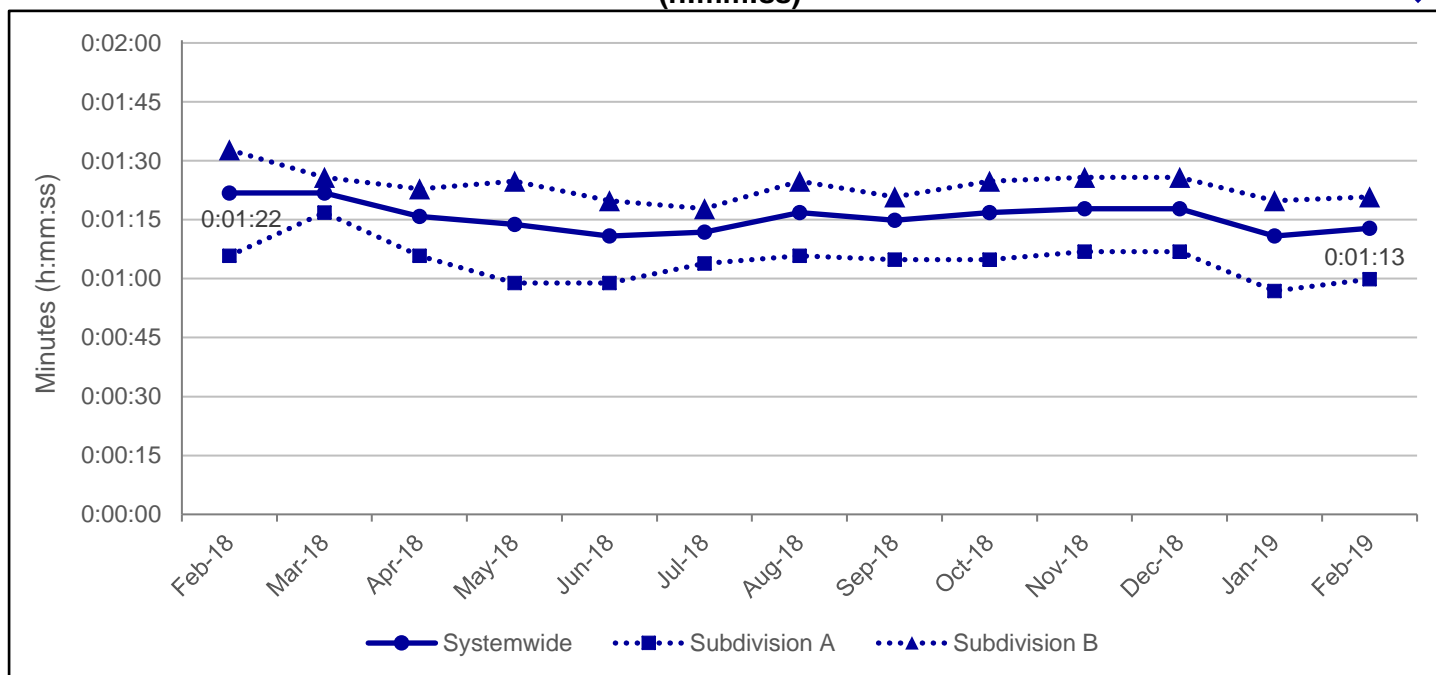
The metrics in this report are preliminary.

**Chart 6**

## Subway Weekday Average Additional Platform Time

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

Desired trend



	Monthly			12-Month Average
	Feb 19	Feb 18	Difference	Feb 19
Subdivision A	0:01:00	0:01:06	-0:00:06	0:01:04
Subdivision B	0:01:21	0:01:33	-0:00:12	0:01:23
Systemwide	0:01:13	0:01:22	-0:00:09	0:01:15

### Additional Platform Time Discussion

- Additional Platform Time (APT) improved by nine seconds to 0:01:13 compared to the prior year.
- The largest improvements were on the N, R and W, due to fewer disruptive incidents.

Note: This metric uses electronic data made available systemwide by the MTA's investments in new train tracking technology and in more robust methods for determining how customers use the subway. It is likely that this measure will be refined and enhanced as the MTA gains experience integrating the latest technology and information. Data for the B Division is not available prior to March 2017.

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>Feb 19</u>	<u>Feb 18</u>	<u>Difference</u>
1	0:00:52	0:01:00	-0:00:08
2	0:01:16	0:01:06	+0:00:10
3	0:00:50	0:00:50	0:00:00
4	0:00:58	0:01:15	-0:00:17
5	0:01:15	0:01:19	-0:00:04
6	0:01:00	0:01:20	-0:00:20
7	0:01:01	0:00:59	+0:00:02
S 42nd	0:00:20	0:00:28	-0:00:08
<b>Subdivision A</b>	<b>0:01:00</b>	<b>0:01:06</b>	<b>-0:00:06</b>
A	0:01:11	0:01:23	-0:00:12
B	0:01:51	0:01:50	+0:00:01
C	0:01:41	0:01:59	-0:00:18
D	0:01:35	0:01:44	-0:00:09
E	0:01:05	0:01:21	-0:00:16
F	0:01:21	0:01:39	-0:00:18
S Fkln	0:00:25	0:00:21	+0:00:04
G	0:01:15	0:01:18	-0:00:03
S Rock	0:00:37	0:00:25	+0:00:12
JZ	0:01:20	0:01:35	-0:00:15
L	0:01:21	0:01:07	+0:00:14
M	0:01:41	0:02:02	-0:00:21
N	0:01:12	0:01:38	-0:00:26
Q	0:01:24	0:01:21	+0:00:03
R	0:01:17	0:01:39	-0:00:22
W	0:00:49	0:01:33	-0:00:44
<b>Subdivision B</b>	<b>0:01:21</b>	<b>0:01:33</b>	<b>-0:00:12</b>
<b>Systemwide</b>	<b>0:01:13</b>	<b>0:01:22</b>	<b>-0:00:09</b>

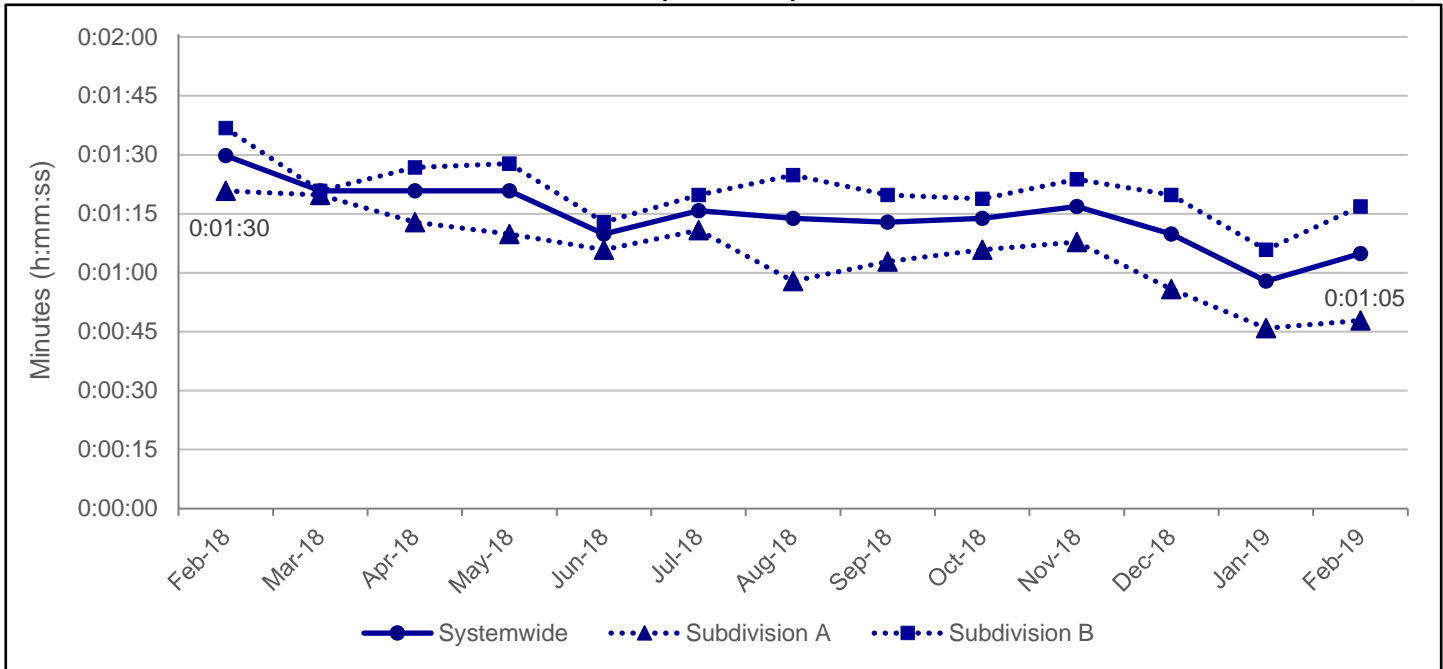
The metrics in this report are preliminary.

**Chart 8**

## Subway Weekday Average Additional Train Time

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

Desired trend



	Monthly			12-Month Average
	Feb 19	Feb 18	Difference	Feb 19
Subdivision A	0:00:48	0:01:21	-0:00:33	0:01:04
Subdivision B	0:01:17	0:01:37	-0:00:20	0:01:20
Systemwide	0:01:05	0:01:30	-0:00:25	0:01:13

### Additional Train Time Discussion

- Additional Train Time (ATT) improved by 25 seconds compared to February 2018.
  - Almost every line showed year-over-year improvement.
- Every line in the A Division improved and is now below one minute of ATT.
- Large ATT improvements on the 2, 3, 4 and 5 lines relative to one year ago are a continued reflection of schedule adjustments on those lines, which have allowed dispatchers to more precisely manage service.
- The improvement on the 7 line was due at least in part to the increasing reliability of the new CBTC signal system.
- The largest B Division improvements were on the E, F, and G.

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



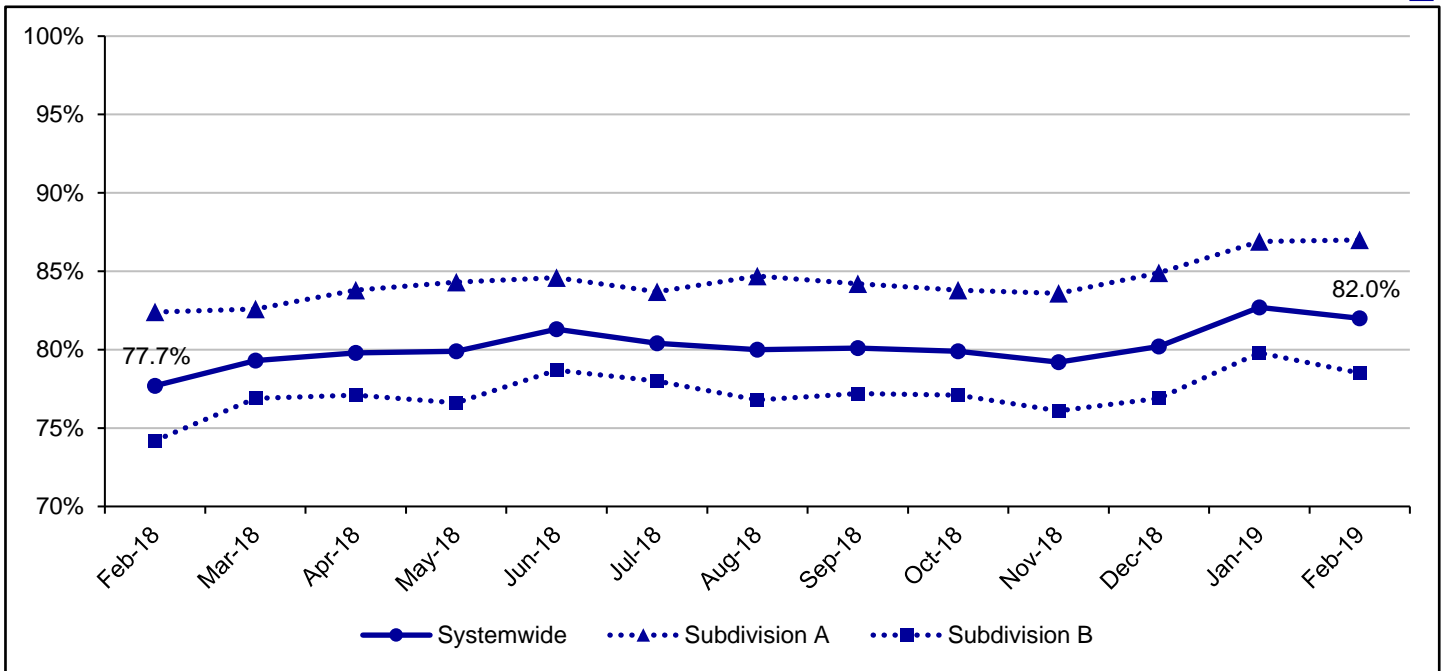
<u>Line</u>	<u>Feb 19</u>	<u>Feb 18</u>	<u>Difference</u>
1	0:00:57	0:01:10	-0:00:13
2	0:00:44	0:01:16	-0:00:32
3	0:00:28	0:01:01	-0:00:33
4	0:00:55	0:01:32	-0:00:37
5	0:00:50	0:01:38	-0:00:48
6	0:00:57	0:01:18	-0:00:21
7	0:00:39	0:01:39	-0:01:00
S 42nd	0:00:26	0:00:53	-0:00:27
<b>Subdivision A</b>	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

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
	Feb 19	Feb 18	Difference	Feb 19
Subdivision A	87.0%	82.4%	+4.6%	84.5%
Subdivision B	78.5%	74.2%	+4.3%	77.5%
Systemwide	82.0%	77.7%	+4.3%	80.4%


### Weekday Customer Journey Time Performance Discussion

- Customer Journey Time Performance (CJTP) systemwide improved significantly compared to the prior year.
  - February 2019 CJTP was higher than every other month in the past two years except for January 2019.
- 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>Feb 19</u>	<u>Feb 18</u>	<u>Difference</u>
1	88.7%	86.5%	+2.2%
2	85.2%	80.8%	+4.4%
3	89.3%	86.3%	+3.0%
4	84.7%	79.4%	+5.3%
5	84.2%	78.9%	+5.3%
6	86.6%	80.8%	+5.8%
7	87.3%	79.1%	+8.2%
S 42nd	99.8%	98.5%	+1.3%
<b>Subdivision A</b>	<b>87.0%</b>	<b>82.4%</b>	<b>+4.6%</b>
A	75.8%	70.6%	+5.2%
B	71.3%	69.4%	+1.9%
C	75.6%	70.6%	+5.0%
D	71.9%	69.0%	+2.9%
E	83.5%	73.9%	+9.6%
F	77.6%	69.2%	+8.4%
S Fkln	94.6%	96.0%	-1.4%
G	82.9%	74.6%	+8.3%
S Rock	91.6%	92.9%	-1.3%
JZ	70.7%	67.4%	+3.3%
L	88.3%	91.6%	-3.3%
M	76.7%	74.5%	+2.2%
N	76.7%	72.9%	+3.8%
Q	78.0%	74.0%	+4.0%
R	82.5%	76.7%	+5.8%
W	87.0%	83.3%	+3.7%
<b>Subdivision B</b>	<b>78.5%</b>	<b>74.2%</b>	<b>+4.3%</b>
<b>Systemwide</b>	<b>82.0%</b>	<b>77.7%</b>	<b>+4.3%</b>

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)**

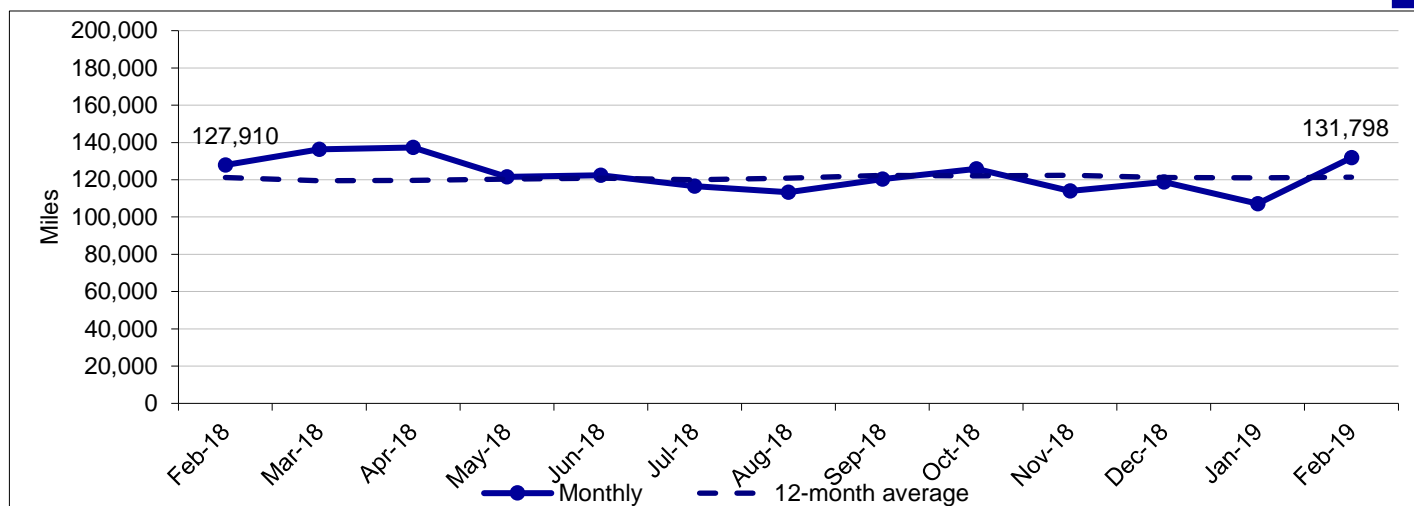
Subway MDBF is a measure of car fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

#### **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	Feb '19	Feb '18	% Diff
Subdivision A	2,895	178,325	138,591	+28.7%
Subdivision B*	3,685	110,529	121,299	-8.9%
Systemwide*	6,580	131,798	127,910	+3.0%

12-Month Average				
Car Class	# of Cars	Feb '19	Feb '18	% Diff
R32	222	35,322	32,750	+7.9%
R42	50	26,653	35,467	-24.9%
R46	752	67,982	71,398	-4.8%
R62	315	317,299	193,784	+63.7%
R62A	824	103,733	100,573	+3.1%
R68	425	77,549	98,682	-21.4%
R68A	200	99,876	94,046	+6.2%
R142	1,030	170,537	162,916	+4.7%
R142A	220	89,975	58,927	+52.7%
R143	212	91,530	96,623	-5.3%
R160	1,662	238,277	248,310	-4.0%
R188 - New	126	473,600	488,654	-3.1%
R188 - Conversion	380	204,094	158,277	+28.9%
Subdivision A	2,895	144,637	127,884	+13.1%
Subdivision B*	3,685	108,693	114,346	-4.9%
Systemwide*	6,580	121,367	119,622	+1.5%

### MDBF Discussion

- February 2019 MDBF increased year-over-year and was significantly improved from January 2019.
- The newer fleets (R142 and higher) continue to show strong performance, with a 12-month average MDBF of 180,867, more than double the 81,287 for the older fleets.
- 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.

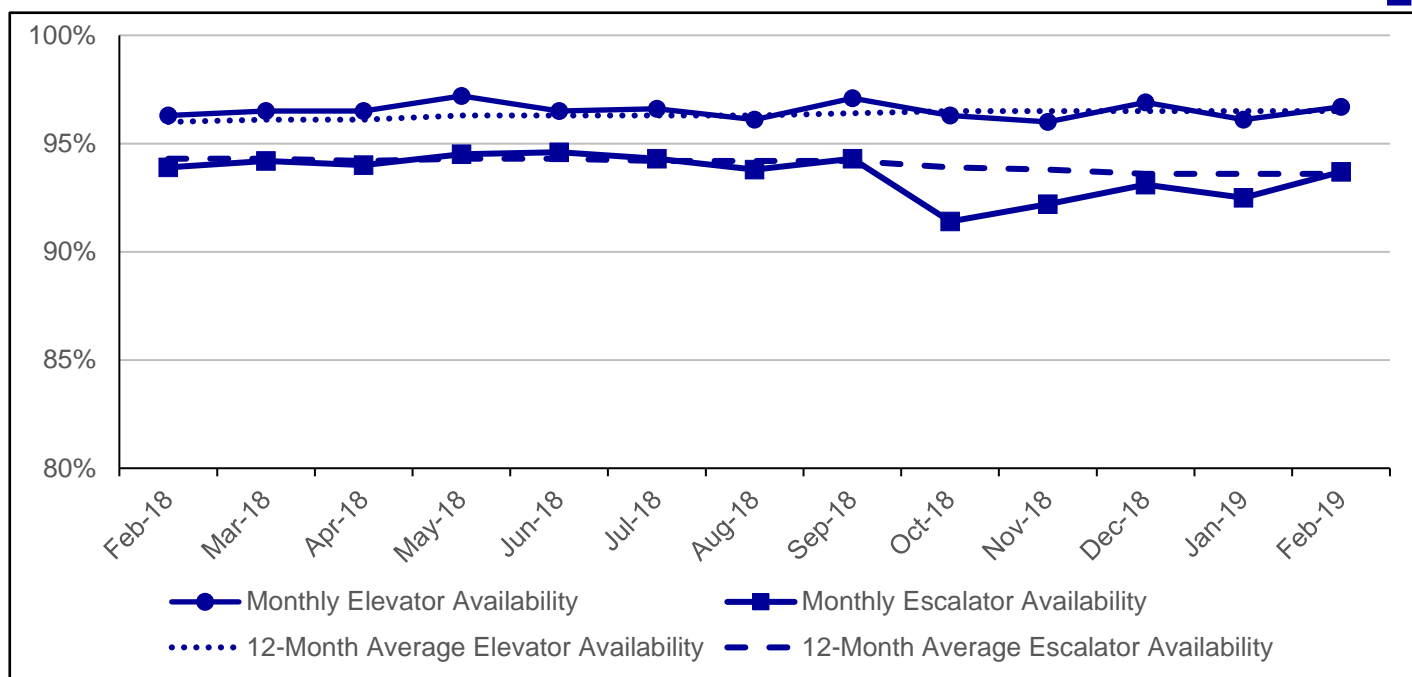
\*There are 162 R179 cars as of February 2019, which are included in fleetwide MDBF. R179 12-month average MDBF will be reported beginning in March 2019.

The metrics in this report are preliminary.

Chart 13

## Elevator and Escalator Availability (24 Hours)

Desired trend



	Monthly			12-Month Average		
	Feb 19	Feb 18	Difference	Feb 19	Feb 18	Difference
<b>Elevator Availability</b>	96.7%	96.3%	+0.4%	96.5%	96.0%	+0.5%
<b>Escalator Availability</b>	93.7%	93.9%	-0.2%	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.

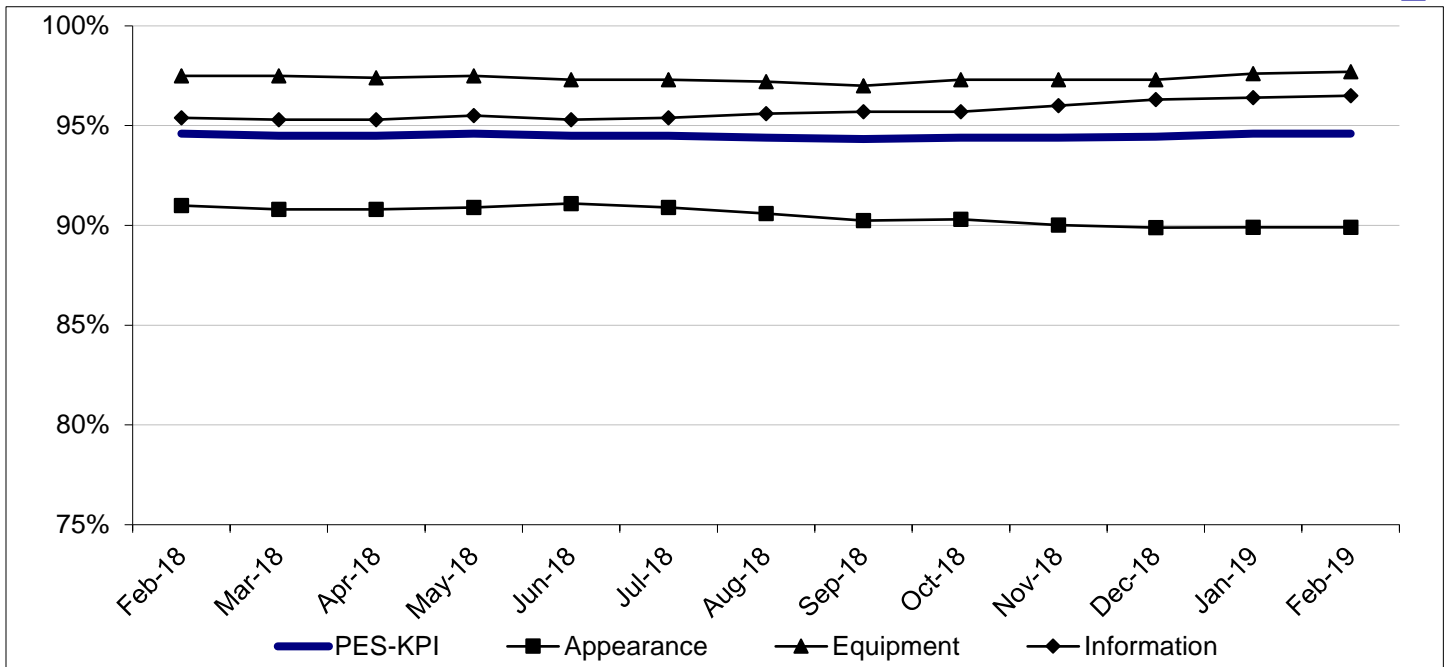
*Equipment:* Includes the functionality of door panels, lighting, and climate control.

*Information:* Includes the subway car announcements and signage.

## Subway Car Passenger Environment Survey (PES-KPI)

12-Month Rolling Average

Desired trend



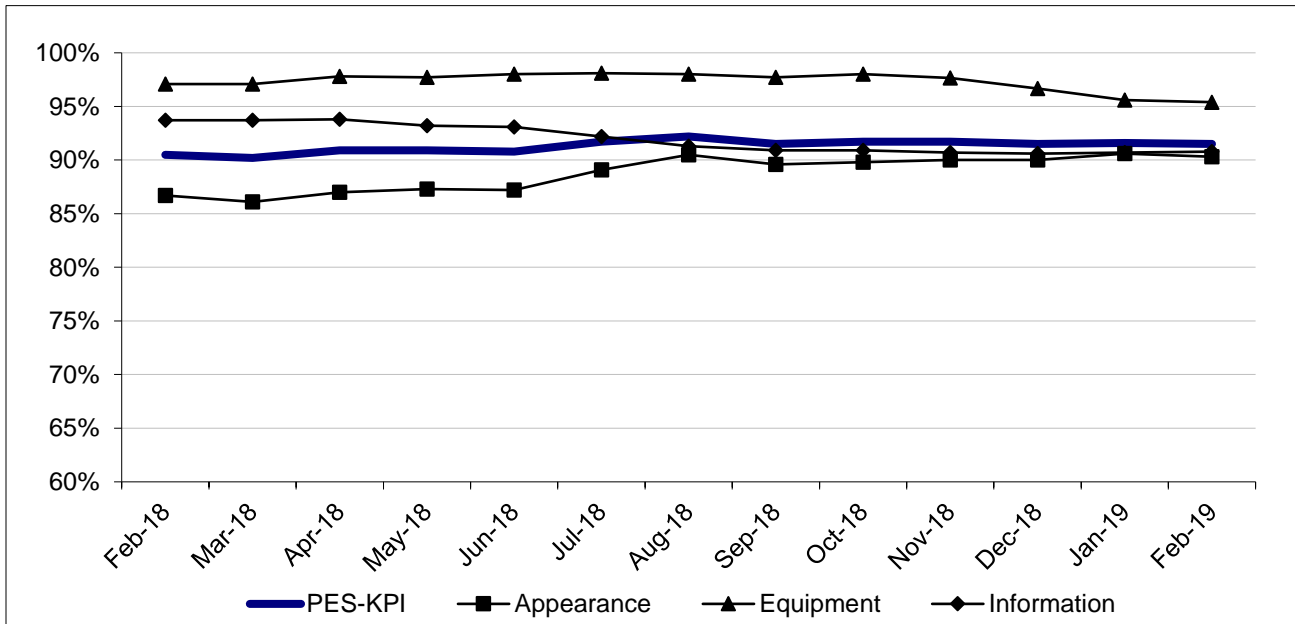
	Mar 18 - Feb 19				Mar 17 - Feb 18				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
<b>Subdivision A</b>	94.7%	90.5%	97.4%	96.2%	95.0%	92.7%	97.2%	95.1%	<b>-0.3%</b>
<b>Subdivision B</b>	94.6%	89.5%	97.9%	96.6%	94.5%	90.2%	97.8%	95.5%	<b>+0.1%</b>
<b>Systemwide</b>	<b>94.6%</b>	<b>89.9%</b>	<b>97.7%</b>	<b>96.5%</b>	<b>94.6%</b>	<b>91.0%</b>	<b>97.6%</b>	<b>95.4%</b>	<b>0.0%</b>

### Subway Car Passenger Environment Survey Discussion

- The Subway Car PES KPI is 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
<b>Mar 18 - Feb 19:</b>	<b>91.5%</b>	90.3%	95.4%	90.8%
<b>Mar 17 - Feb 18:</b>	<b>90.5%</b>	86.7%	97.1%	93.7%
<b>% Difference:</b>	<b>+1.0%</b>	<b>+3.6%</b>	<b>-1.7%</b>	<b>-2.9%</b>

## **SIR Discussion**

- Staten Island Railway PES-KPI increased by 1.0% due to an increase in the Appearance score.

## 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	Feb 19					Feb 18					Desired trend
	Monthly				12 month	Monthly				12 month	
	Meets				Meets	Meets				Meets	
	Standard	Monthly GAP			Standard	Standard	Monthly GAP			Standard	Monthly Standard Difference
1	78.6%	8.9%	6.9%	5.5%	75.9%	75.9%	9.4%	8.0%	6.8%	76.3%	+2.7%
2	71.8%	11.2%	9.4%	7.5%	69.0%	64.5%	11.0%	12.5%	12.0%	65.7%	+7.3%
3	75.4%	11.6%	8.0%	5.0%	71.8%	67.5%	11.6%	11.3%	9.6%	69.6%	+7.9%
4	70.5%	10.7%	9.3%	9.5%	68.2%	65.2%	10.1%	10.6%	14.1%	65.9%	+5.3%
5	69.2%	10.9%	9.8%	10.1%	66.2%	61.1%	11.2%	11.9%	15.8%	60.9%	+8.1%
6	73.2%	9.7%	8.8%	8.2%	70.1%	64.3%	9.9%	11.6%	14.2%	67.2%	+8.9%
7	74.1%	10.4%	8.3%	7.2%	68.7%	66.1%	11.7%	11.4%	10.7%	69.7%	+8.0%
S 42nd	95.6%	2.8%	1.1%	0.4%	94.2%	95.0%	2.3%	1.5%	1.3%	94.4%	+0.6%
<b>Subdivision A</b>	<b>74.0%</b>	<b>10.2%</b>	<b>8.4%</b>	<b>7.4%</b>	<b>70.9%</b>	<b>67.4%</b>	<b>10.3%</b>	<b>10.7%</b>	<b>11.7%</b>	<b>68.7%</b>	<b>+6.6%</b>
A	69.1%	9.9%	9.6%	11.4%	68.0%	66.2%	9.7%	11.0%	13.2%	67.1%	+2.9%
B	74.0%	11.3%	8.2%	6.5%	73.7%	70.1%	11.7%	10.8%	7.4%	72.4%	+3.9%
C	74.2%	12.3%	8.6%	4.8%	73.3%	67.1%	13.1%	12.2%	7.6%	69.7%	+7.1%
D	71.6%	12.0%	9.2%	7.1%	71.8%	69.2%	11.8%	12.0%	7.0%	72.6%	+2.4%
E	69.8%	11.8%	10.5%	7.9%	68.0%	63.5%	11.7%	12.2%	12.7%	67.2%	+6.3%
F	70.3%	10.5%	9.8%	9.3%	69.5%	64.5%	10.6%	11.6%	13.3%	68.5%	+5.8%
S Fkln	98.8%	0.5%	0.3%	0.5%	98.1%	97.6%	1.8%	0.5%	0.2%	98.3%	+1.2%
G	80.5%	10.9%	6.0%	2.7%	80.6%	79.6%	10.8%	6.2%	3.3%	80.2%	+0.9%
S Rock	95.3%	3.2%	1.0%	0.5%	94.5%	94.0%	3.5%	1.6%	0.8%	93.8%	+1.3%
JZ	78.0%	10.6%	7.6%	3.7%	76.2%	74.1%	10.8%	9.1%	6.0%	75.8%	+3.9%
L	72.7%	11.1%	8.9%	7.3%	76.6%	74.0%	12.0%	8.2%	5.8%	76.9%	-1.3%
M	75.3%	10.7%	8.2%	5.8%	73.5%	69.6%	10.3%	9.7%	10.4%	71.4%	+5.7%
N	72.6%	11.1%	9.1%	7.2%	70.2%	69.3%	11.3%	9.9%	9.4%	71.7%	+3.3%
Q	76.1%	10.6%	7.8%	5.5%	74.7%	73.0%	12.2%	9.4%	5.4%	74.8%	+3.1%
R	74.6%	10.7%	8.4%	6.2%	71.0%	67.5%	10.9%	11.0%	10.6%	71.5%	+7.1%
W	72.9%	10.6%	8.4%	8.0%	71.5%	70.5%	11.4%	8.9%	9.3%	70.7%	+2.4%
<b>Subdivision B</b>	<b>73.5%</b>	<b>10.8%</b>	<b>8.7%</b>	<b>7.0%</b>	<b>72.6%</b>	<b>69.6%</b>	<b>11.1%</b>	<b>10.1%</b>	<b>9.2%</b>	<b>72.1%</b>	<b>+3.9%</b>
<b>Systemwide</b>	<b>73.7%</b>	<b>10.5%</b>	<b>8.6%</b>	<b>7.2%</b>	<b>71.8%</b>	<b>68.6%</b>	<b>10.7%</b>	<b>10.4%</b>	<b>10.3%</b>	<b>70.5%</b>	<b>+5.1%</b>

### Weekday Wait Assessment Discussion

- February 2019 weekday Wait Assessment improved 5.1%.
- Every line except the L had improved Wait Assessment.

The metrics in this report are preliminary.

Chart 17

## Subway Weekend Wait Assessment (6 am - midnight)

Line	Feb 19					Feb 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	88.8%	6.3%	3.4%	1.5%	85.8%	76.6%	11.3%	7.4%	4.7%	77.1%	+12.2%
2	74.9%	12.0%	8.6%	4.5%	72.8%	59.1%	11.9%	13.9%	15.1%	66.9%	+15.8%
3	83.0%	10.0%	4.6%	2.4%	84.4%	82.2%	8.5%	3.1%	6.1%	85.8%	+0.8%
4	76.3%	11.3%	8.3%	4.2%	70.8%	57.8%	11.1%	13.5%	17.5%	68.2%	+18.5%
5	86.7%	8.7%	2.8%	1.8%	78.4%	63.3%	13.7%	13.9%	9.1%	71.6%	+23.4%
6	78.0%	10.6%	6.9%	4.6%	81.9%	78.8%	10.7%	7.3%	3.1%	80.7%	-0.8%
7	87.0%	8.4%	2.8%	1.8%	79.1%	71.2%	11.8%	9.7%	7.3%	78.9%	+15.8%
S 42nd	98.0%	1.0%	0.4%	0.6%	98.5%	98.8%	0.3%	0.3%	0.7%	98.2%	-0.8%
<b>Subdivision A</b>	<b>81.4%</b>	<b>9.6%</b>	<b>5.8%</b>	<b>3.2%</b>	<b>79.0%</b>	<b>68.4%</b>	<b>11.2%</b>	<b>10.6%</b>	<b>9.8%</b>	<b>75.5%</b>	<b>+13.0%</b>
A	75.7%	11.4%	8.5%	4.4%	73.1%	70.8%	11.2%	10.1%	7.9%	72.0%	+4.9%
C	80.0%	11.4%	5.8%	2.7%	76.3%	72.9%	11.6%	9.5%	6.0%	75.8%	+7.1%
D	83.7%	10.4%	4.1%	1.8%	77.8%	75.5%	12.8%	7.5%	4.2%	77.0%	+8.2%
E	82.8%	9.2%	5.7%	2.3%	81.7%	80.1%	10.1%	6.4%	3.4%	80.3%	+2.7%
F	78.1%	11.0%	7.3%	3.6%	79.8%	76.2%	11.6%	7.9%	4.3%	77.1%	+1.9%
S Fkln	99.1%	0.5%	0.1%	0.3%	98.5%	98.2%	0.9%	0.8%	0.1%	98.5%	+0.9%
G	85.7%	9.8%	3.1%	1.4%	87.1%	79.1%	9.8%	4.7%	6.4%	85.1%	+6.6%
S Rock	96.5%	2.5%	0.4%	0.6%	94.4%	94.8%	4.6%	0.3%	0.3%	95.2%	+1.7%
JZ	84.1%	9.5%	4.3%	2.1%	85.1%	86.1%	7.6%	3.7%	2.5%	85.1%	-2.0%
L	96.4%	2.4%	0.7%	0.4%	79.6%	79.3%	10.7%	6.2%	3.9%	78.1%	+17.1%
M	75.6%	10.9%	7.8%	5.6%	84.5%	95.3%	0.7%	1.5%	2.5%	89.1%	-19.7%
N	82.6%	10.5%	4.8%	2.0%	74.8%	69.9%	13.3%	9.4%	7.4%	75.6%	+12.7%
Q	83.3%	10.0%	4.5%	2.1%	82.2%	76.2%	10.6%	7.3%	5.9%	81.2%	+7.1%
R	79.6%	11.4%	6.2%	2.8%	76.8%	72.5%	12.1%	9.4%	6.0%	72.2%	+7.1%
<b>Subdivision B</b>	<b>81.2%</b>	<b>10.3%</b>	<b>5.7%</b>	<b>2.8%</b>	<b>79.5%</b>	<b>76.5%</b>	<b>10.9%</b>	<b>7.5%</b>	<b>5.2%</b>	<b>78.2%</b>	<b>+4.7%</b>
<b>Systemwide</b>	<b>81.3%</b>	<b>10.0%</b>	<b>5.7%</b>	<b>3.0%</b>	<b>79.3%</b>	<b>73.1%</b>	<b>11.0%</b>	<b>8.8%</b>	<b>7.1%</b>	<b>77.0%</b>	<b>+8.2%</b>

### Weekend Wait Assessment Discussion

- February 2019 weekend Wait Assessment improved 8.2%.
- Many of the improvements were related to better processes for planning and scheduling trains around weekend construction work.
- Some of the large changes in Wait Assessment were due to differences in service patterns during planned work. For example, the improvement on the L was due to it operating as a shuttle every weekend in February 2019, while the decrease on the M was due to its much longer route to Manhattan to provide alternative service for L riders.

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>Feb 19</u>	<u>Feb 18</u>	<u>Difference</u>
1	83.6%	68.0%	+15.6%
2	72.1%	44.1%	+28.0%
3	85.2%	61.5%	+23.7%
4	70.3%	42.3%	+28.0%
5	75.8%	49.6%	+26.2%
6	74.4%	49.2%	+25.2%
7	88.9%	61.1%	+27.8%
S 42nd	99.8%	98.7%	+1.1%
<b>Subdivision A</b>	<b>82.8%</b>	<b>62.1%</b>	<b>+20.7%</b>
A	62.0%	50.9%	+11.1%
B	57.9%	48.5%	+9.4%
C	67.5%	45.4%	+22.1%
D	56.3%	47.8%	+8.5%
E	75.0%	50.1%	+24.9%
F	52.2%	38.0%	+14.2%
S Fkln	99.9%	100.0%	-0.1%
G	72.0%	61.3%	+10.7%
S Rock	97.3%	95.4%	+1.9%
JZ	65.7%	59.5%	+6.2%
L	87.5%	90.6%	-3.1%
M	68.4%	72.4%	-4.0%
NW	67.2%	62.8%	+4.4%
Q	77.8%	64.3%	+13.5%
R	68.3%	54.1%	+14.2%
<b>Subdivision B</b>	<b>71.3%</b>	<b>61.4%</b>	<b>+9.9%</b>
<b>Systemwide</b>	<b>76.4%</b>	<b>61.7%</b>	<b>+14.7%</b>

## Weekday Terminal On-Time Performance Discussion

- February 2019 Weekday On-Time Performance improved 14.7% from a year ago.
- The largest improvements were on the A Division, where several lines benefited from improved schedules and service management, as well as the reliability improvements on the 7 line since the implementation of CBTC.
- The improvement on the E, F, and R lines was due in part to fewer major incidents affecting the Queens Boulevard corridor, also benefitting lines sharing portions of their routes, including the C and G.

The metrics in this report are preliminary.

Chart 19

# Subway Weekend Terminal On-Time Performance

Monthly  
(24 hours)

Desired trend



<u>Line</u>	<u>Feb 19</u>	<u>Feb 18</u>	<u>Difference</u>
1	90.1%	57.1%	+33.0%
2	54.5%	14.7%	+39.8%
3	67.2%	89.8%	-22.6%
4	68.0%	13.5%	+54.5%
5	80.5%	31.2%	+49.3%
6	76.9%	62.4%	+14.5%
7	91.0%	59.9%	+31.1%
S 42nd	99.7%	99.5%	+0.2%
<b>Subdivision A</b>	<b>80.0%</b>	<b>55.3%</b>	<b>+24.7%</b>
A	79.1%	58.6%	+20.5%
C	76.5%	49.7%	+26.8%
D	82.1%	38.4%	+43.7%
E	66.0%	62.9%	+3.1%
F	53.4%	35.9%	+17.5%
S Fkln	99.5%	99.3%	+0.2%
G	67.7%	64.7%	+3.0%
S Rock	97.7%	94.8%	+2.9%
JZ	80.7%	88.0%	-7.3%
L	94.6%	93.3%	+1.3%
M	70.8%	99.1%	-28.3%
N	81.5%	44.6%	+36.9%
Q	89.3%	66.8%	+22.5%
R	80.9%	37.6%	+43.3%
<b>Subdivision B</b>	<b>79.8%</b>	<b>67.3%</b>	<b>+12.5%</b>
<b>Systemwide</b>	<b>79.9%</b>	<b>62.5%</b>	<b>+17.4%</b>

## Weekend Terminal On-Time Performance Discussion

- February 2019 Weekend On-Time Performance improved 17.4%.
- The improvements in weekend OTP were due in part to differences in planned work and more accurate schedules for planned service changes.

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

The metrics in this report are preliminary.

Chart 20

**Subway Weekday Trains Delayed**  
**Monthly - February 2019**  
**(24 hours)**

<b><u>Delay Categories</u></b>	<b><u>Trains Delayed</u></b>	<b><u>Delayed Trains Per Day (19)</u></b>	<b><u>% of Delayed Trains</u></b>
Track Failures and Emergency Remediation	<u>1,830</u>	<u>96</u>	<u>4.9%</u>
Rail and Roadbed	1,170	62	3.2%
Fire, Smoke, Debris	660	35	1.8%
Signal Failures and Emergency Remediation	4,016	211	10.8%
Subway Car	<u>1,523</u>	<u>80</u>	<u>4.1%</u>
Door-Related	370	19	1.0%
Propulsion	296	16	0.8%
Braking	307	16	0.8%
Other	550	29	1.5%
Other Unplanned Disruptions (e.g. station defect)	1,005	53	2.7%
Train Brake Activation - cause unknown	217	11	0.6%
Service Delivery (e.g., crew performance)	816	43	2.2%
External	<u>8,476</u>	<u>446</u>	<u>22.8%</u>
Public Conduct, Crime, Police Response	3,273	172	8.8%
Sick/Injured Customer	2,217	117	6.0%
Persons on Roadbed (including persons struck by train)	505	27	1.4%
External Debris on Roadbed (e.g., trees, shopping cart)	264	14	0.7%
Other Passenger-Related (e.g., retrieval of property from track)	718	38	1.9%
Public Event (e.g., civil demonstration, parade)	161	8	0.4%
Inclement Weather	1,262	66	3.4%
Other External Disruptions	76	4	0.2%
Operating Environment	10,767	567	29.0%
Planned Right-of-Way Work	8,469	446	22.8%
<b>Total Trains Delayed</b>	<b>37,119</b>	<b>1,954</b>	<b>100%</b>

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	267%

**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 - February 2019**  
**(24 hours)**

<b><u>Delay Categories</u></b>	<b><u>Trains Delayed</u></b>	<b><u>Delayed Trains Per Day (9)</u></b>	<b><u>% of Delayed Trains</u></b>
Track Failures and Emergency Remediation	<u>331</u>	<u>37</u>	<u>3.5%</u>
Rail and Roadbed	294	33	3.1%
Fire, Smoke, Debris	37	4	0.4%
Signal Failures and Emergency Remediation	532	59	5.6%
Subway Car	<u>128</u>	<u>14</u>	<u>1.3%</u>
Door-Related	59	7	0.6%
Propulsion	13	1	0.1%
Braking	12	1	0.1%
Other	44	5	0.5%
Other Unplanned Disruptions (e.g. station defect)	40	4	0.4%
Train Brake Activation - cause unknown	97	11	1.0%
Service Delivery (e.g., crew performance)	200	22	2.1%
External	<u>1,679</u>	<u>187</u>	<u>17.7%</u>
Public Conduct, Crime, Police Response	842	94	8.9%
Sick/Injured Customer	351	39	3.7%
Persons on Roadbed (including persons struck by train)	197	22	2.1%
External Debris on Roadbed (e.g., trees, shopping cart)	55	6	0.6%
Other Passenger-Related (e.g., retrieval of property from track)	64	7	0.7%
Public Event (e.g., civil demonstration, parade)	59	7	0.6%
Inclement Weather	99	11	1.0%
Other External Disruptions	12	1	0.1%
Operating Environment	1,878	209	19.8%
Planned Right-of-Way Work	4,621	513	48.6%
<b>Total Trains Delayed</b>	<b>9,506</b>	<b>1,056</b>	<b>100%</b>

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	364%

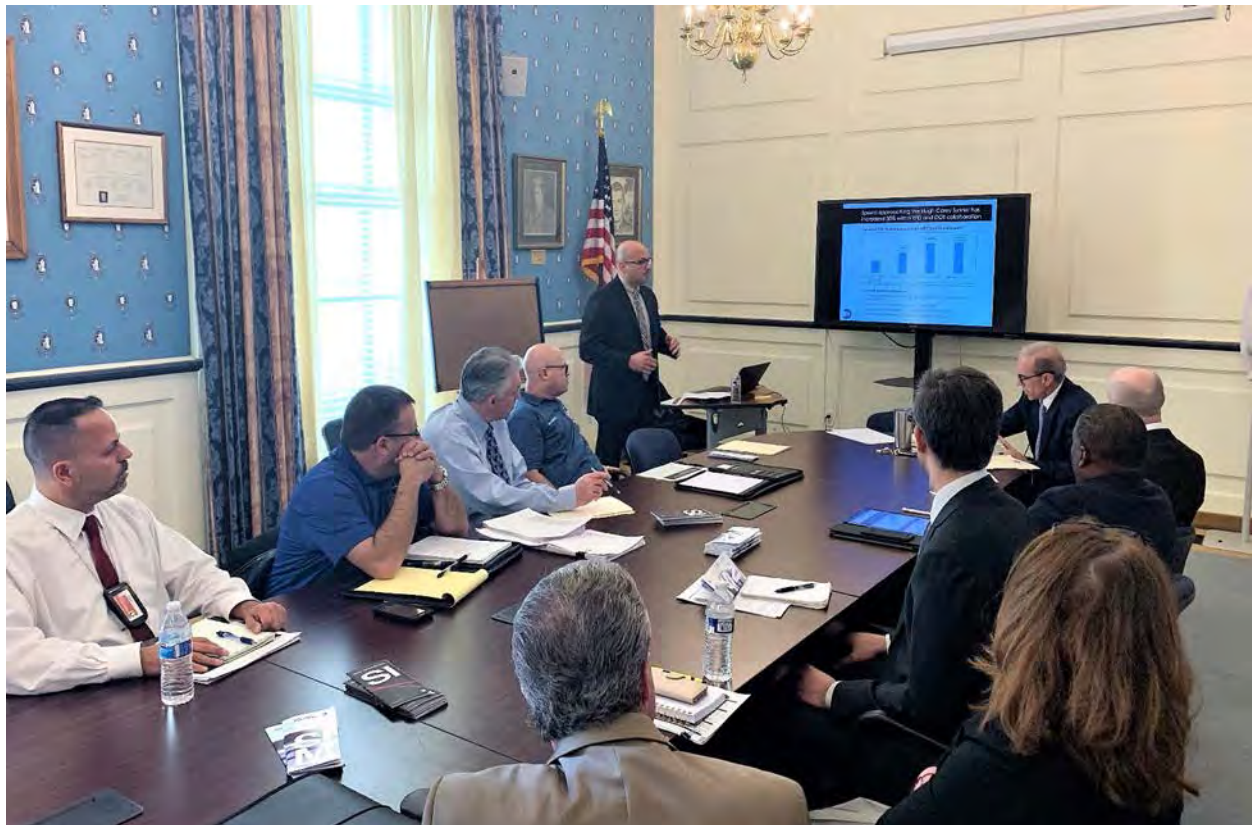
**Note: Based on new electronic feeds. Root cause analysis and improved categorization of delays are ongoing.**

The metrics in this report are preliminary.

**Chart 22**

## Customer Service Report: Buses

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



Bus Group Executive Vice President Craig Cipriano delivered a presentation to Staten Island Borough President James Oddo on February 15 that details the sustained and tangible service improvements achieved through the Staten Island express bus redesign. This includes a 12% increase in express bus speeds. Prior to and after the redesign, NYCT received an unprecedented amount of feedback from customers, employees, our labor partners, elected officials, NYPD, and NYC DOT. This feedback was critical in making service adjustments tailored to our customers' needs.

## March 2019 Highlights: Buses

February performance results are stable. One highlight is the 30% improvement in mean distance between failures (MDBF) as compared to February 2018. The MDBF of 8,834 miles represents the highest MDBF ever achieved at the system-wide level and is indicative of our continued focus on bus performance and the basics. It continues to reflect the improvements we have achieved through our maintenance initiatives at the depot to proactively address repairs before a bus fails in service, a targeted and effective shop program designed to improve bus reliability, and the efforts we have made to incorporate new technologies and re-engineer known problems into our new bus specifications.

We continue our renewed and close collaboration with our partners at NYPD to focus enforcement efforts where they have the biggest impact. Through March 10 of this year, the NYPD issued over 14,000 bus lane parking and moving violations—more than double the violations for the same period last year. In addition, they issued over 63,000 bus stop parking violations, a 9% increase over the same period last year. In November last year, the NYPD launched a ‘Clear Bus Lane’ initiative to target high-priority locations so riders feel the benefits of sustained, ongoing, predictable enforcement on 24 street segments throughout the five boroughs where traffic issues have significantly impacted service. This effort has resulted in average speed improvements of over 4% for these corridors with some as high as 17%.

This month we made another big step in the effort to increase enforcement of bus lanes. In March we awarded a contract to pilot on-bus camera enforcement. In collaboration with New York City’s Department of Transportation (NYC DOT) and Department of Finance, the pilot will equip 123 buses operating on 3 routes with forward facing camera systems that can identify bus lane violations and issue tickets. The pilot will be on the B44 SBS, M15 SBS and the anticipated M14 SBS. Over the course of the pilot, we will evaluate the system’s ability to identify violations and improve bus speeds.

Another milestone this month was the publication of the existing conditions report for the Bronx bus network redesign. It provides a detailed analysis of the Bronx and evaluates the current bus network’s effectiveness in serving residents’ needs. There is a wealth of information in the report and I encourage everyone to take a look. The existing conditions report, along with survey data and feedback from outreach sessions last fall, will be the foundation for a draft redesign coming out in May. We will begin the next borough, the Queens Network redesign, on April 5 with a kick-off meeting with elected officials.

Finally, in collaboration with our partners at NYC DOT, this month we implemented Traffic Signal Priority (TSP) at 28 intersections on the Q5 route last month. The addition of the Q5 brings the total number of active TSP routes to 12, and the number of intersections to 577. Together with NYC DOT, we look forward to activating TSP on at least another 4 routes in 2019, so stay tuned.

**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: February 2019			12-Month Average		
		This Year	Last Year	% Diff	This Year	Last Year	% Diff
Customer Focused Metrics	Service Delivered (Chart 1)	97.5%	97.8%	-0.3%	97.1%	97.1%	0.0%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)	0:01:38	0:01:37	0:00:01	0:01:45	N/A	N/A
	Additional Travel Time (h:mm:ss) (Chart 5)	0:00:37	0:00:38	-0:00:01	0:00:51	N/A	N/A
	Customer Journey Time Performance (Chart 7)	74.0%	74.3%	-0.3%	72.0%	N/A	N/A
Inputs To Operations	Mean Distance Between Failures (Chart 9)	8,834	6,807	+29.8%	6,776	6,385	+6.1%
	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)	78.9%	80.1%	-1.2%	77.6%	77.7%	-0.1%
	System MDBSI (Chart 16)	3,103	2,889	+7.4%	2,835	2,794	+1.5%
	NYCT Bus	2,923	2,708	+7.9%	2,647	2,636	+0.4%
	MTA Bus	3,909	3,680	+6.2%	3,675	3,454	+6.4%
	System Trips Completed (Chart 17)	99.1%	99.3%	-0.2%	99.1%	99.1%	0.0%
	NYCT Bus	99.3%	99.3%	0.0%	99.1%	99.1%	0.0%
	MTA Bus	98.3%	99.3%	-1.0%	99.0%	99.2%	-0.2%
	System AM Pull Out (Chart 18)	99.7%	99.8%	-0.1%	99.8%	99.8%	0.0%
	NYCT Bus	99.8%	99.9%	-0.1%	99.8%	99.8%	0.0%
	MTA Bus	99.1%	99.6%	-0.5%	99.5%	99.6%	-0.1%
	System PM Pull Out (Chart 19)	99.7%	99.9%	-0.2%	99.8%	99.9%	-0.1%
	NYCT Bus	99.9%	99.9%	0.0%	99.8%	99.9%	-0.1%
	MTA Bus	98.8%	99.7%	-0.9%	99.6%	99.8%	-0.2%
	System Buses >= 12 years	22.8%	23.1%				
	NYCT Bus	15.4%	21.7%				
	MTA Bus	48.4%	27.8%				
	System Fleet Age	7.8	8.0				
	NYCT Bus	7.1	7.6				
	MTA Bus	10.2	9.4				

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)

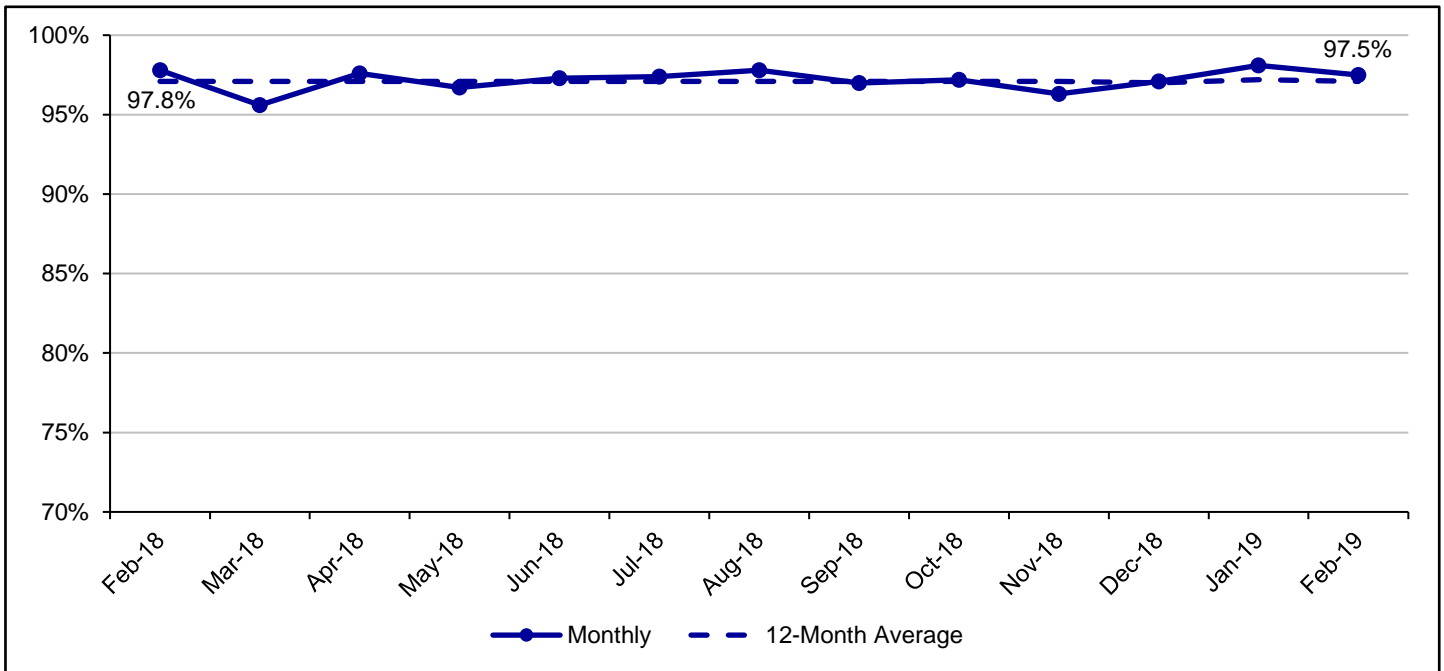
Additional Travel Time (ATT) is the average additional time customers are onboard the bus compared to the scheduled time. ATT (sometimes referred to as Excess In-Vehicle Travel Time) is a new indicator for the MTA, but is considered an industry best practice worldwide. ATT is measured using customers' 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		
	Feb 19	Feb 18	Difference	Feb 19	Feb 18	Difference
<b>Bronx</b>	98.0%	98.0%	0.0%	97.4%	97.7%	-0.3%
<b>Brooklyn</b>	97.7%	97.8%	-0.1%	97.4%	97.2%	+0.2%
<b>Manhattan</b>	97.2%	97.7%	-0.5%	97.2%	97.2%	0.0%
<b>Queens</b>	96.9%	97.6%	-0.7%	96.9%	96.9%	0.0%
<b>Staten Island</b>	98.7%	98.0%	+0.7%	97.0%	96.7%	+0.3%
<b>Systemwide</b>	<b>97.5%</b>	<b>97.8%</b>	<b>-0.3%</b>	<b>97.1%</b>	<b>97.1%</b>	<b>0.0%</b>


### Service Delivered Discussion

- Service Delivered in February 2019 slightly decreased by 0.3% when compared to February 2018 and decreased by 0.6% when compared to January 2019.
- Service Delivered remained flat on a 12-month average.

# Service Delivered

## Monthly

### (Peak Hours)

Desired trend 

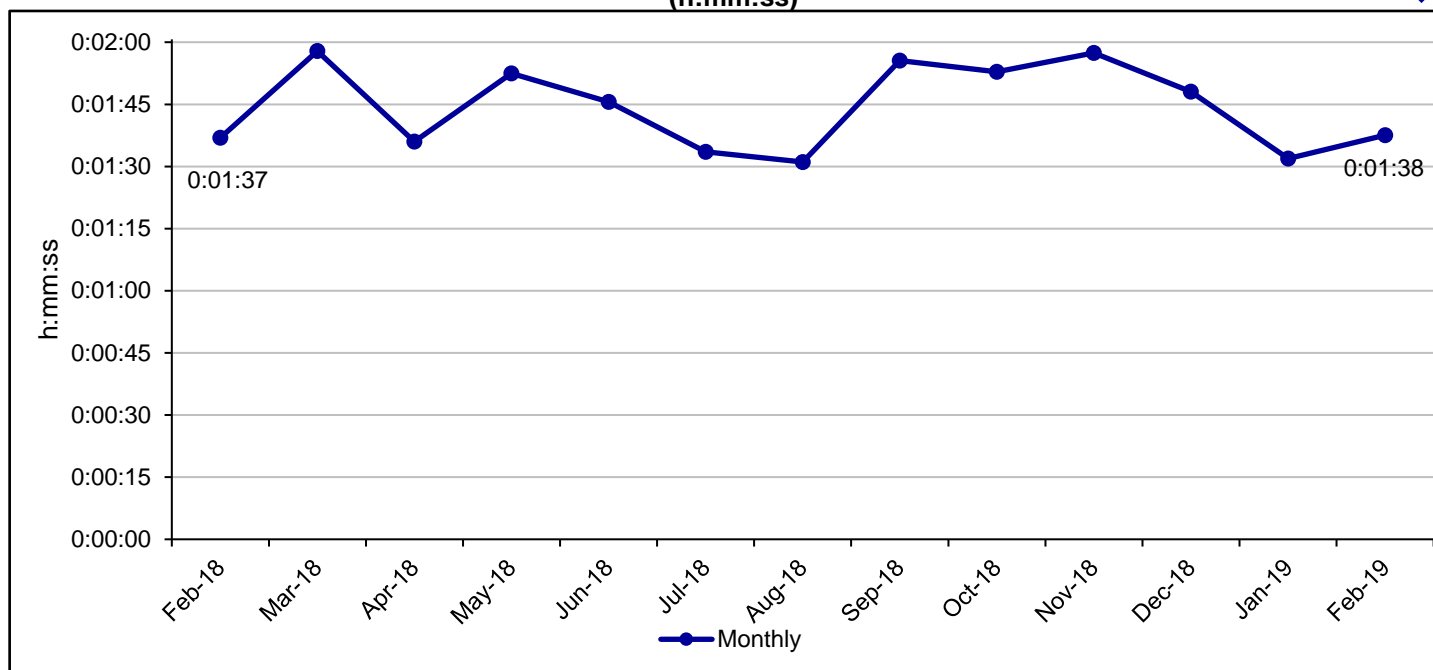
<u>Borough</u>	<u>Feb 19</u>	<u>Feb 18</u>	<u>Difference</u>
<b>Bronx</b>	<b>98.0%</b>	<b>98.0%</b>	<b>+0.0%</b>
Local/Limited	97.5%	97.5%	+0.0%
Select Bus Service	99.7%	98.1%	+1.6%
Express	100.4%	101.1%	-0.7%
<b>Brooklyn</b>	<b>97.7%</b>	<b>97.8%</b>	<b>-0.1%</b>
Local/Limited	97.5%	97.7%	-0.2%
Select Bus Service	97.8%	96.8%	+1.0%
Express	99.0%	99.0%	+0.0%
<b>Manhattan</b>	<b>97.2%</b>	<b>97.7%</b>	<b>-0.5%</b>
Local/Limited	96.8%	97.3%	-0.5%
Select Bus Service	98.5%	99.1%	-0.6%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>96.9%</b>	<b>97.6%</b>	<b>-0.7%</b>
Local/Limited	96.7%	97.3%	-0.6%
Select Bus Service	99.9%	100.4%	-0.5%
Express	97.9%	99.3%	-1.4%
<b>Staten Island</b>	<b>98.7%</b>	<b>98.0%</b>	<b>+0.7%</b>
Local/Limited	98.2%	97.6%	+0.6%
Select Bus Service	101.1%	100.1%	+1.0%
Express	99.1%	98.1%	+1.0%
<b>Systemwide</b>	<b>97.5%</b>	<b>97.8%</b>	<b>-0.3%</b>
Local/Limited	97.1%	97.5%	-0.4%
Select Bus Service	98.9%	98.8%	+0.1%
Express	98.9%	99.1%	-0.2%

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

	Feb 19	Feb 18	Difference	Feb 19	Feb 18	Difference
<b>Bronx</b>	0:01:36	0:01:33	+0:00:03	0:01:41	N/A	N/A
<b>Brooklyn</b>	0:01:46	0:01:47	+0:00:01	0:01:54	N/A	N/A
<b>Manhattan</b>	0:01:23	0:01:24	-0:00:01	0:01:31	N/A	N/A
<b>Queens</b>	0:01:37	0:01:36	+0:00:01	0:01:44	N/A	N/A
<b>Staten Island</b>	0:01:51	0:01:50	+0:00:01	0:02:06	N/A	N/A
<b>Systemwide</b>	<b>0:01:38</b>	<b>0:01:37</b>	<b>+0:00:01</b>	<b>0:01:45</b>	N/A	N/A

### Additional Bus Stop Time Discussion

- Additional Bus Stop Time was relatively the same in February 2019 when compared to February 2018.

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

Desired trend 

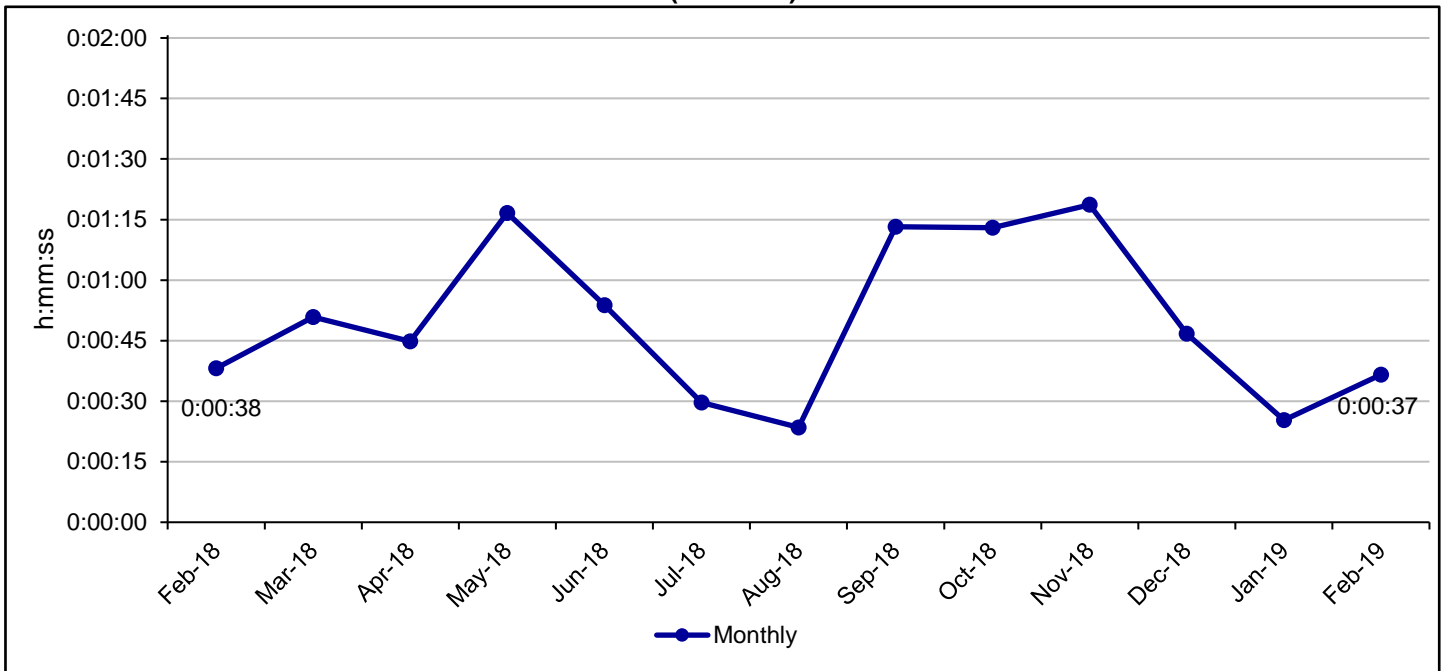
<u>Borough</u>	<u>Feb 19</u>	<u>Feb 18</u>	<u>Difference</u>
<b>Bronx</b>	<b>0:01:36</b>	<b>0:01:34</b>	<b>+0:00:02</b>
Local/Limited	0:01:39	0:01:35	+0:00:04
Select Bus Service	0:01:08	0:01:16	-0:00:08
Express	0:02:03	0:01:59	+0:00:04
<b>Brooklyn</b>	<b>0:01:46</b>	<b>0:01:47</b>	<b>-0:00:01</b>
Local/Limited	0:01:49	0:01:48	-0:00:01
Select Bus Service	0:01:21	0:01:13	+0:00:08
Express	0:02:10	0:02:03	+0:00:07
<b>Manhattan</b>	<b>0:01:23</b>	<b>0:01:24</b>	<b>-0:00:01</b>
Local/Limited	0:01:29	0:01:29	0:00:00
Select Bus Service	0:01:07	0:01:12	-0:00:05
Express	N/A	N/A	N/A
<b>Queens</b>	<b>0:01:37</b>	<b>0:01:36</b>	<b>+0:00:01</b>
Local/Limited	0:01:38	0:01:38	0:00:00
Select Bus Service	0:01:15	0:01:06	+0:00:09
Express	0:01:53	0:01:57	-0:00:04
<b>Staten Island</b>	<b>0:01:51</b>	<b>0:01:50</b>	<b>+0:00:01</b>
Local/Limited	0:02:12	0:02:07	+0:00:05
Select Bus Service	0:01:20	0:00:59	+0:00:21
Express	0:01:07	0:01:24	-0:00:17
<b>Systemwide</b>	<b>0:01:38</b>	<b>0:01:37</b>	<b>+0:00:01</b>
Local/Limited	0:01:41	0:01:40	+0:00:01
Select Bus Service	0:01:12	0:01:11	+0:00:01
Express	0:01:36	0:01:43	-0:00:07

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		
	Feb 19	Feb 18	Difference	Feb 19	Feb 18	Difference
<b>Bronx</b>	0:00:50	0:00:51	-0:00:01	0:01:00	N/A	N/A
<b>Brooklyn</b>	0:00:37	0:00:41	-0:00:04	0:00:50	N/A	N/A
<b>Manhattan</b>	0:00:16	0:00:15	+0:00:01	0:00:28	N/A	N/A
<b>Queens</b>	0:00:41	0:00:42	-0:00:01	0:00:58	N/A	N/A
<b>Staten Island</b>	0:00:21	0:00:18	+0:00:03	0:00:47	N/A	N/A
<b>Systemwide</b>	<b>0:00:37</b>	<b>0:00:38</b>	<b>-0:00:01</b>	<b>0:00:51</b>	N/A	N/A

### Additional Travel Time Discussion

- Additional Travel Time was relatively the same in February 2019 when compared to February 2018.

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

*Desired trend* 

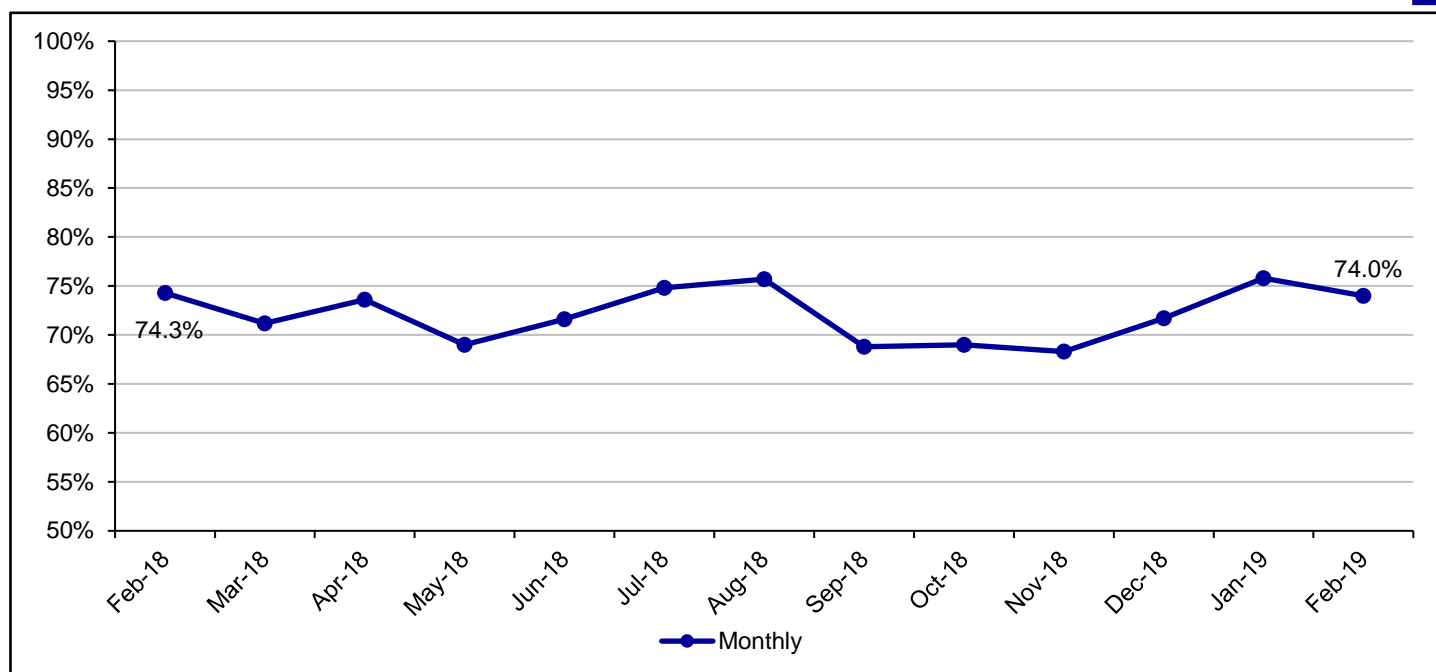
<b><u>Borough</u></b>	<b><u>Feb 19</u></b>	<b><u>Feb 18</u></b>	<b><u>Difference</u></b>
<b>Bronx</b>	<b>0:00:50</b>	<b>0:00:51</b>	<b>0:00:00</b>
Local/Limited	0:00:44	0:00:44	0:00:00
Select Bus Service	0:01:04	0:01:06	-0:00:02
Express	0:04:01	0:04:02	-0:00:01
<b>Brooklyn</b>	<b>0:00:37</b>	<b>0:00:41</b>	<b>-0:00:04</b>
Local/Limited	0:00:36	0:00:41	-0:00:05
Select Bus Service	0:00:42	0:00:30	+0:00:12
Express	0:00:53	0:01:03	-0:00:10
<b>Manhattan</b>	<b>0:00:16</b>	<b>0:00:15</b>	<b>+0:00:01</b>
Local/Limited	0:00:19	0:00:21	-0:00:02
Select Bus Service	0:00:08	-0:00:04	+0:00:12
Express	N/A	N/A	N/A
<b>Queens</b>	<b>0:00:41</b>	<b>0:00:42</b>	<b>-0:00:01</b>
Local/Limited	0:00:37	0:00:43	-0:00:06
Select Bus Service	0:00:31	-0:00:05	+0:00:36
Express	0:04:11	0:02:42	+0:01:29
<b>Staten Island</b>	<b>0:00:21</b>	<b>0:00:18</b>	<b>+0:00:03</b>
Local/Limited	0:00:26	0:00:16	+0:00:10
Select Bus Service	0:00:38	-0:00:06	+0:00:44
Express	-0:00:03	0:00:30	-0:00:33
<b>Systemwide</b>	<b>0:00:37</b>	<b>0:00:38</b>	<b>-0:00:02</b>
Local/Limited	0:00:35	0:00:39	-0:00:04
Select Bus Service	0:00:31	0:00:17	+0:00:14
Express	0:01:46	0:01:41	+0:00:05

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		
	Feb 19	Feb 18	Difference	Feb 19	Feb 18	Difference
<b>Bronx</b>	73.0%	73.7%	-0.7%	71.8%	N/A	N/A
<b>Brooklyn</b>	72.8%	72.9%	-0.1%	70.8%	N/A	N/A
<b>Manhattan</b>	78.0%	78.2%	-0.2%	75.7%	N/A	N/A
<b>Queens</b>	74.1%	74.3%	-0.2%	71.8%	N/A	N/A
<b>Staten Island</b>	71.8%	73.1%	-1.3%	68.4%	N/A	N/A
<b>Systemwide</b>	<b>74.0%</b>	<b>74.3%</b>	<b>-0.3%</b>	<b>72.0%</b>	N/A	N/A


### Customer Journey Time Performance Discussion

- Customer Journey Time Performance in February 2019 slightly decreased by 0.3% when compared to February 2018.
- Customer Journey Time Performance in February 2019 decreased by 1.8% when compared to January 2019.

The metrics in this report are preliminary.

**Chart 7**

## Customer Journey Time Performance Monthly

Desired trend 

<u>Borough</u>	<u>Feb 19</u>	<u>Feb 18</u>	<u>Difference</u>
<b>Bronx</b>	<b>73.0%</b>	<b>73.7%</b>	<b>-0.7%</b>
Local/Limited	73.6%	74.5%	-0.9%
Select Bus Service	73.0%	72.3%	+0.7%
Express	51.1%	49.1%	+2.0%
<b>Brooklyn</b>	<b>72.8%</b>	<b>72.9%</b>	<b>-0.1%</b>
Local/Limited	72.6%	72.6%	0.0%
Select Bus Service	75.6%	79.0%	-3.4%
Express	63.8%	63.0%	+0.8%
<b>Manhattan</b>	<b>78.0%</b>	<b>78.2%</b>	<b>-0.2%</b>
Local/Limited	76.6%	76.9%	-0.3%
Select Bus Service	81.8%	81.9%	-0.1%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>74.1%</b>	<b>74.3%</b>	<b>-0.2%</b>
Local/Limited	74.5%	74.3%	+0.2%
Select Bus Service	75.4%	79.6%	-4.2%
Express	50.0%	55.5%	-5.5%
<b>Staten Island</b>	<b>71.8%</b>	<b>73.1%</b>	<b>-1.3%</b>
Local/Limited	72.7%	74.2%	-1.5%
Select Bus Service	74.4%	81.7%	-7.3%
Express	68.3%	67.4%	+0.9%
<b>Systemwide</b>	<b>74.0%</b>	<b>74.3%</b>	<b>-0.3%</b>
Local/Limited	74.0%	74.2%	-0.2%
Select Bus Service	77.4%	78.9%	-1.5%
Express	60.5%	60.9%	-0.4%

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.

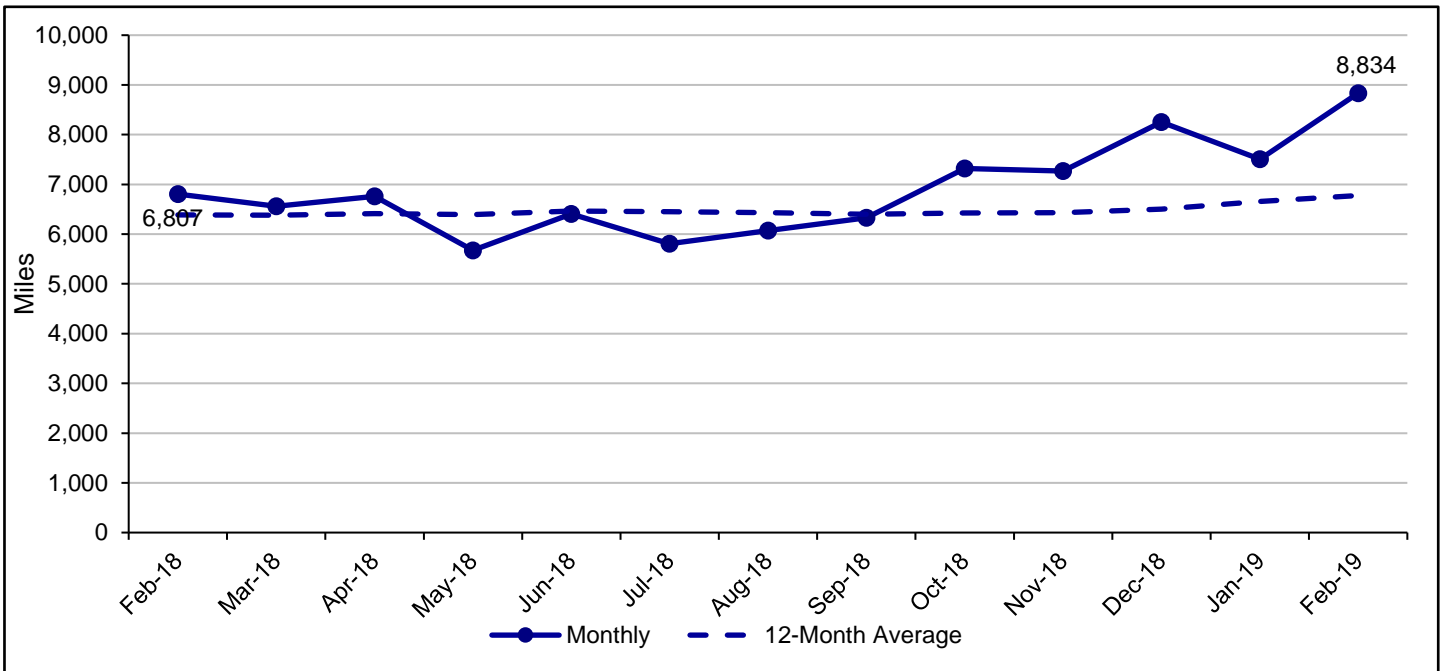
#### Bus Speeds

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		
	Feb 19	Feb 18	Difference	Feb 19	Feb 18	Difference
<b>Bronx</b>	7,266	4,162	+74.6%	5,020	4,265	+17.7%
<b>Brooklyn</b>	8,902	7,514	+18.5%	6,592	6,626	-0.5%
<b>Manhattan</b>	5,194	3,703	+40.3%	4,025	3,637	+10.7%
<b>Queens</b>	8,529	8,516	+0.2%	7,230	7,176	+0.8%
<b>Staten Island</b>	24,721	19,270	+28.3%	20,096	21,056	-4.6%
<b>Systemwide</b>	<b>8,834</b>	<b>6,807</b>	<b>+29.8%</b>	<b>6,776</b>	<b>6,385</b>	<b>+6.1%</b>

### Mean Distance Between Failures Discussion

- Mean Distance Between Failures improved by 29.8% from 6,807 in February 2018 to 8,834 in February 2019.
- The 12-month average through February 2019 also increased by 6.1%.

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

Desired trend 

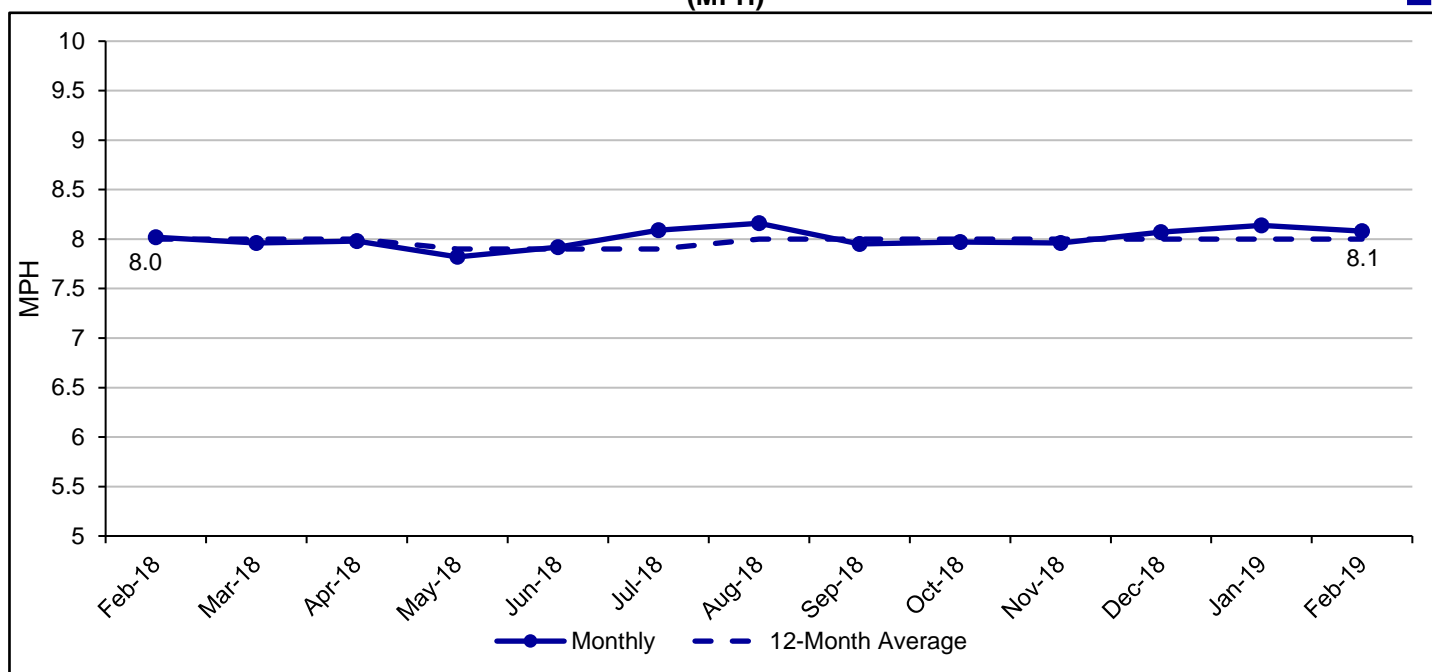
<u>Borough</u>	<u>Feb 19</u>	<u>Feb 18</u>	<u>Difference</u>
<b>Bronx</b>	<b>5,020</b>	<b>4,265</b>	<b>+17.7%</b>
Local/Limited	4,254	3,563	+19.4%
Select Bus Service	6,653	5,356	+24.2%
Express	11,183	11,310	-1.1%
<b>Brooklyn</b>	<b>6,592</b>	<b>6,626</b>	<b>-0.5%</b>
Local/Limited	6,369	6,429	-0.9%
Select Bus Service	9,478	8,263	+14.7%
Express	9,178	10,792	-15.0%
<b>Manhattan</b>	<b>4,025</b>	<b>3,637</b>	<b>+10.7%</b>
Local/Limited	3,570	3,327	+7.3%
Select Bus Service	8,244	5,914	+39.4%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>7,230</b>	<b>7,176</b>	<b>+0.8%</b>
Local/Limited	6,813	6,737	+1.1%
Select Bus Service	11,856	13,763	-13.9%
Express	8,085	8,628	-6.3%
<b>Staten Island</b>	<b>20,096</b>	<b>21,056</b>	<b>-4.6%</b>
Local/Limited	18,565	18,864	-1.6%
Select Bus Service	10,354	12,142	-14.7%
Express	23,642	25,302	-6.6%
<b>Systemwide</b>	<b>6,776</b>	<b>6,385</b>	<b>+6.1%</b>
Local/Limited	5,897	5,566	+5.9%
Select Bus Service	9,179	7,738	+18.6%
Express	12,803	13,452	-4.8%

The metrics in this report are preliminary.

**Chart 10**

## Bus Speeds (24 Hours) (MPH)

Desired trend




	Monthly			12-Month Average		
	Feb 19	Feb 18	Difference	Feb 19	Feb 18	Difference
<b>Bronx</b>	7.5	7.5	0.0%	7.4	7.5	-1.3%
<b>Brooklyn</b>	7.2	7.1	+1.4%	7.1	7.1	0.0%
<b>Manhattan</b>	5.9	6.0	-1.7%	6.0	5.9	+1.7%
<b>Queens</b>	8.9	9.0	-1.1%	8.9	8.9	0.0%
<b>Staten Island</b>	14.0	13.4	+4.5%	13.6	13.2	+3.0%
<b>Systemwide</b>	<b>8.1</b>	<b>8.0</b>	<b>+1.3%</b>	<b>8.0</b>	<b>8.0</b>	<b>0.0%</b>

### Speed Discussion

- Bus Speeds improved by 1.3% from 8.0 mph in February 2018 to 8.1 mph in February 2019.
- Bus Speeds remained the same at 8.0 mph on a 12-month average.
- Speeds on Staten Island express buses improved by 9.4%, from 15.9 mph in February 2018 to 17.4 mph in February 2019.

**Bus Speeds**  
**Monthly (24 Hours)**  
**MPH**

Desired trend 

<u>Borough</u>	<u>Feb 19</u>	<u>Feb 18</u>	<u>Difference</u>
<b>Bronx</b>	<b>7.5</b>	<b>7.5</b>	<b>0.0%</b>
Local/Limited	6.8	6.8	0.0%
Select Bus Service	8.6	8.7	-1.1%
Express	11.5	11.8	-2.5%
<b>Brooklyn</b>	<b>7.2</b>	<b>7.1</b>	<b>+1.4%</b>
Local/Limited	6.9	6.9	0.0%
Select Bus Service	8.6	8.7	-1.1%
Express	12.2	12.1	+0.8%
<b>Manhattan</b>	<b>5.9</b>	<b>6.0</b>	<b>-1.7%</b>
Local/Limited	5.7	5.7	0.0%
Select Bus Service	7.2	7.5	-4.0%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>8.9</b>	<b>9.0</b>	<b>-1.1%</b>
Local/Limited	8.6	8.6	0.0%
Select Bus Service	11.4	11.4	0.0%
Express	12.7	13.0	-2.3%
<b>Staten Island</b>	<b>14.0</b>	<b>13.4</b>	<b>+4.5%</b>
Local/Limited	11.8	11.6	+1.7%
Select Bus Service	14.6	15.0	-2.7%
Express	17.4	15.9	+9.4%
<b>Systemwide</b>	<b>8.1</b>	<b>8.0</b>	<b>+1.3%</b>
Local/Limited	7.5	7.5	0.0%
Select Bus Service	9.3	9.5	-2.1%
Express	14.0	13.5	+3.7%

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?

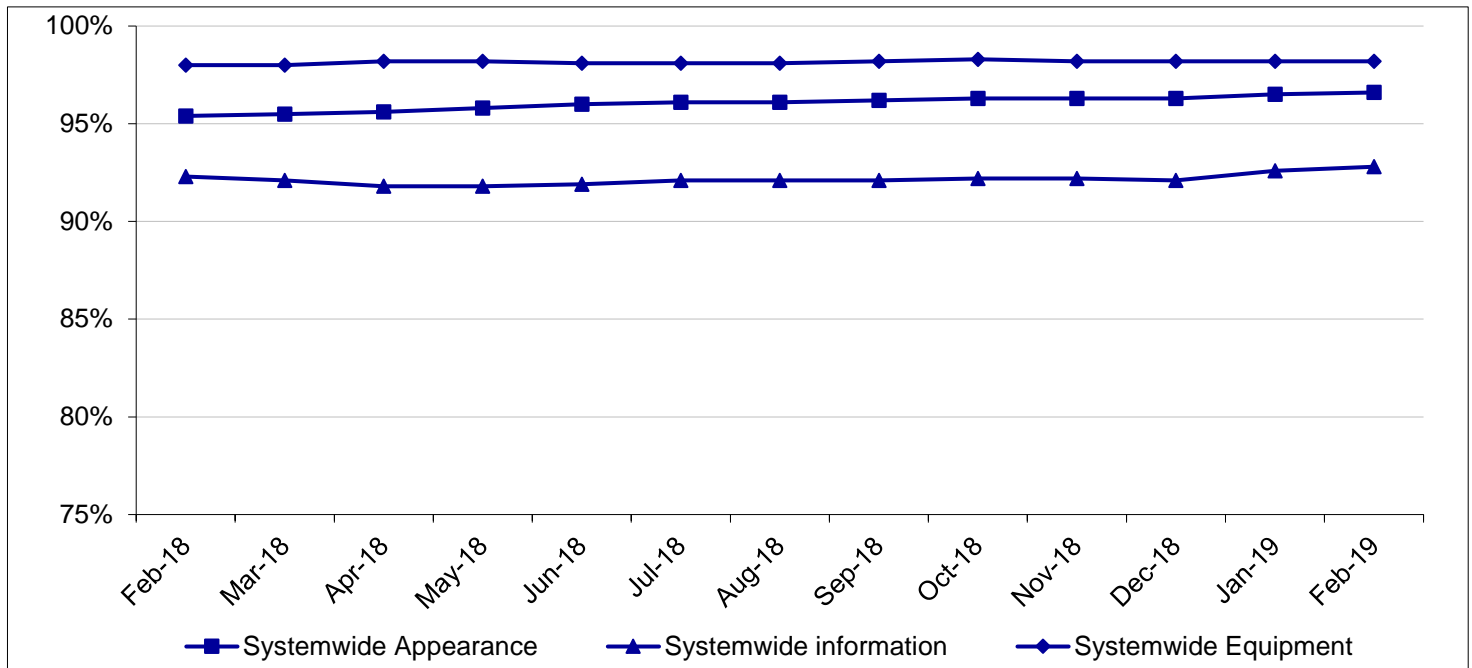
*Information:* For example, is the information helpful and appropriate? Are the electronic signs correct? Are the announcements clear?

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



### Mar 18 - Feb 19

### Mar 17 - Feb 18

	Appearance	Equipment	Information	Appearance	Equipment	Information
<b>Bronx</b>	96.1%	96.1%	96.1%	94.5%	94.5%	94.5%
<b>Brooklyn</b>	97.1%	97.1%	97.1%	95.7%	95.7%	95.7%
<b>Manhattan</b>	95.7%	95.7%	95.7%	92.1%	92.1%	92.1%
<b>Queens</b>	97.6%	97.6%	97.6%	97.5%	97.5%	97.5%
<b>Staten Island</b>	95.9%	95.9%	95.9%	95.7%	95.7%	95.7%
<b>Systemwide</b>	<b>96.6%</b>	<b>98.2%</b>	<b>92.8%</b>	<b>95.4%</b>	<b>98.0%</b>	<b>92.3%</b>

### Passenger Environment Survey Discussion

- The information quality score increased slightly by 0.5% 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 1.2%, due to better litter and cleanliness scores.
- Equipment performance improved by 0.2% 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

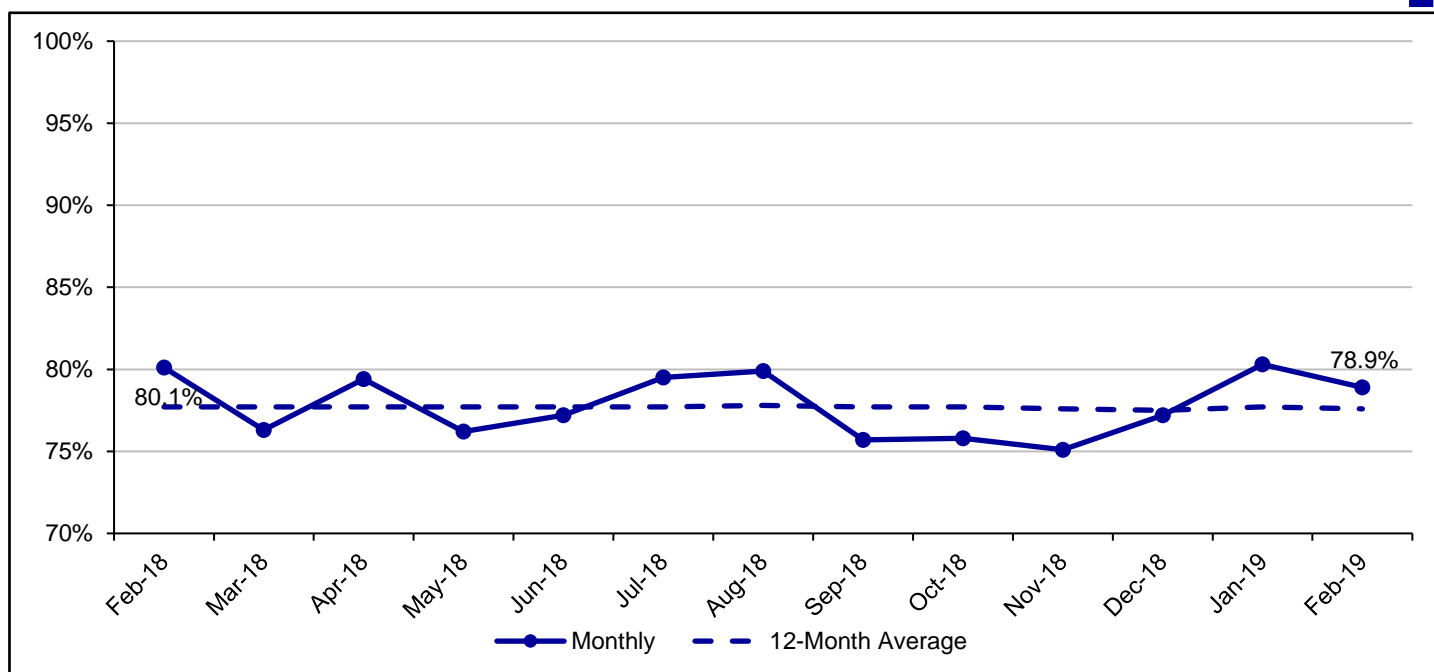
Bus AM Weekday Pull Out Performance is the percent of required buses and operators available in the AM peak period. The sytemwide metric is the combined results of NYCT Bus and MTA Bus.

#### 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		
	Feb 19	Feb 18	Difference	Feb 19	Feb 18	Difference
<b>Bronx</b>	77.7%	79.3%	-1.6%	76.9%	77.4%	-0.5%
<b>Brooklyn</b>	77.2%	78.2%	-1.0%	76.1%	76.2%	-0.1%
<b>Manhattan</b>	78.6%	79.1%	-0.5%	76.4%	76.4%	0.0%
<b>Queens</b>	80.1%	81.4%	-1.3%	79.2%	78.7%	+0.5%
<b>Staten Island</b>	82.4%	83.9%	-1.5%	80.2%	81.4%	-1.2%
<b>Systemwide</b>	<b>78.9%</b>	<b>80.1%</b>	<b>-1.2%</b>	<b>77.6%</b>	<b>77.7%</b>	<b>-0.1%</b>

The metrics in this report are preliminary.

**Chart 14**

## Wait Assessment Monthly

Desired trend 

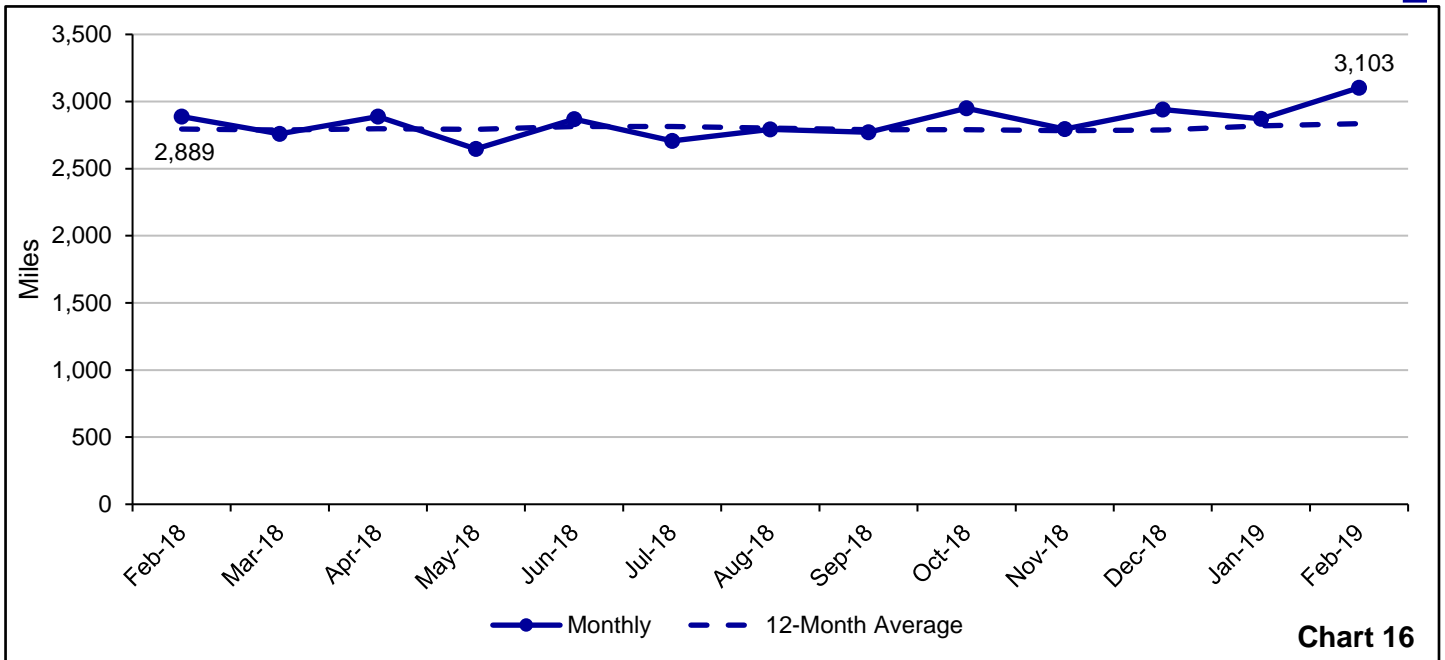
<u>Borough</u>	<u>Feb 19</u>	<u>Feb 18</u>	<u>Difference</u>
<b>Bronx</b>	<b>77.7%</b>	<b>79.3%</b>	<b>-1.6%</b>
Local/Limited	77.3%	78.9%	-1.6%
Select Bus Service	81.4%	82.2%	-0.8%
Express	84.6%	87.7%	-3.1%
<b>Brooklyn</b>	<b>77.2%</b>	<b>78.2%</b>	<b>-1.0%</b>
Local/Limited	77.1%	78.1%	-1.0%
Select Bus Service	81.2%	83.1%	-1.9%
Express	78.4%	80.9%	-2.5%
<b>Manhattan</b>	<b>78.6%</b>	<b>79.1%</b>	<b>-0.5%</b>
Local/Limited	78.3%	78.9%	-0.6%
Select Bus Service	81.9%	81.2%	+0.7%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>80.1%</b>	<b>81.4%</b>	<b>-1.3%</b>
Local/Limited	80.0%	81.3%	-1.3%
Select Bus Service	82.4%	85.4%	-3.0%
Express	81.5%	83.3%	-1.8%
<b>Staten Island</b>	<b>82.4%</b>	<b>83.9%</b>	<b>-1.5%</b>
Local/Limited	81.3%	83.4%	-2.1%
Select Bus Service	82.0%	87.8%	-5.8%
Express	86.9%	84.8%	+2.1%
<b>Systemwide</b>	<b>78.9%</b>	<b>80.1%</b>	<b>-1.2%</b>
Local/Limited	78.5%	79.8%	-1.3%
Select Bus Service	81.9%	83.7%	-1.8%
Express	84.1%	84.6%	-0.5%

The metrics in this report are preliminary.

**Chart 15**

## Bus Mean Distance Between Service Interruptions

Desired trend ↑



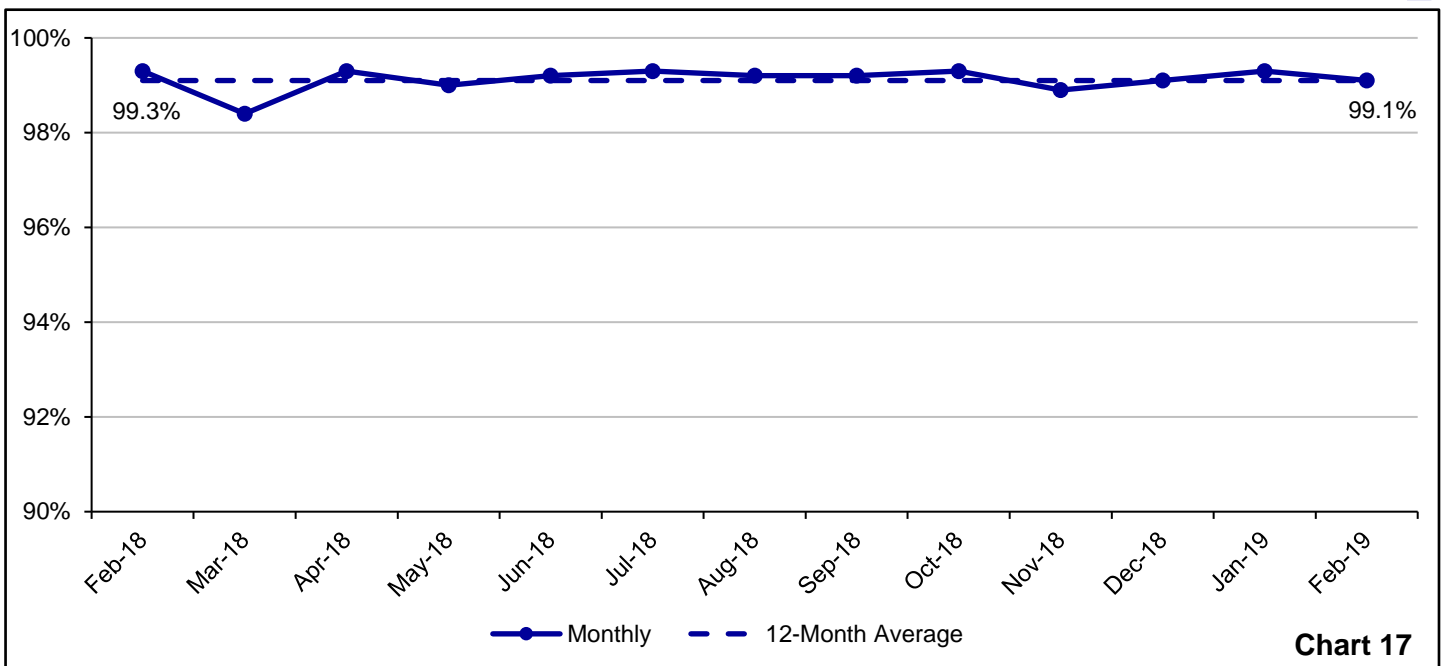
Systemwide

Monthly		
Feb 19	Feb 18	Difference
3,103	2,889	7.4%

12-Month Average		
Feb 19	Feb 18	Difference
2,835	2,794	1.5%

## Bus Percentage of Completed Trips

Desired trend ↑



Systemwide

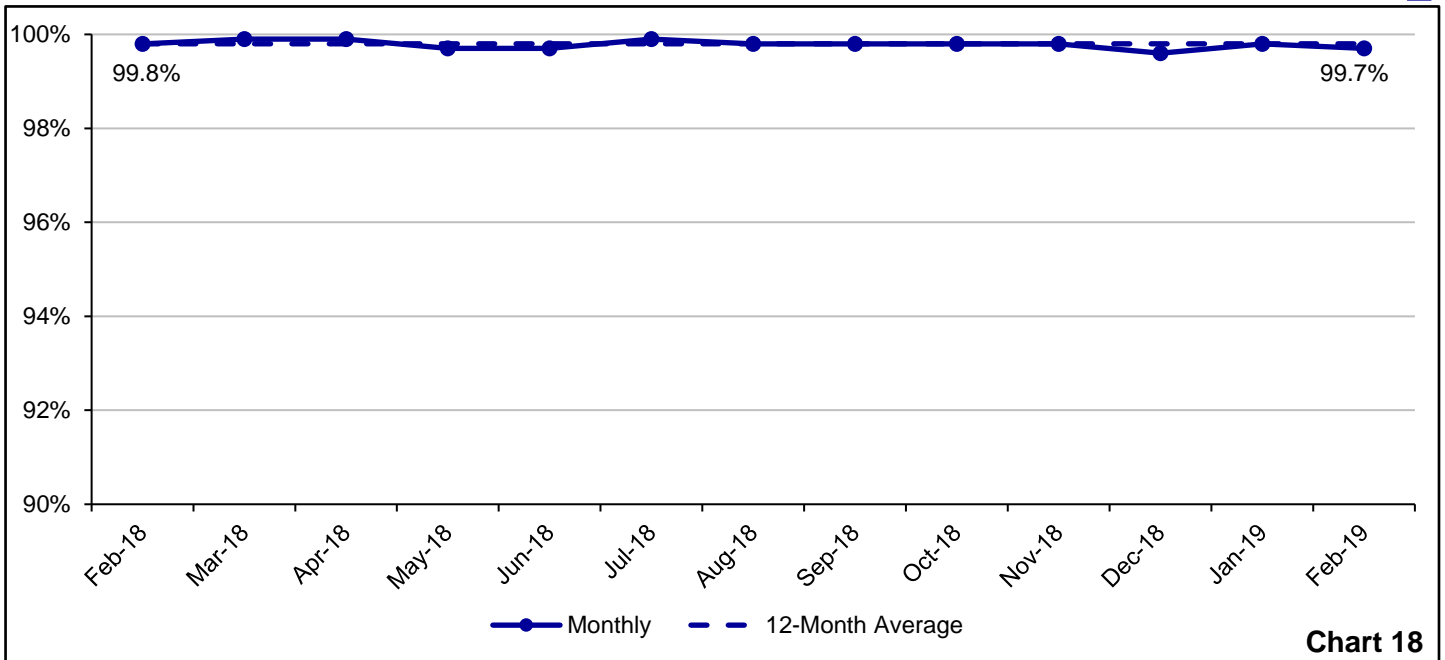
Monthly		
Feb 19	Feb 18	Difference
99.1%	99.3%	-0.2%

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

The metrics in this report are preliminary.

## Bus AM Weekday Pull Out Performance

Desired trend

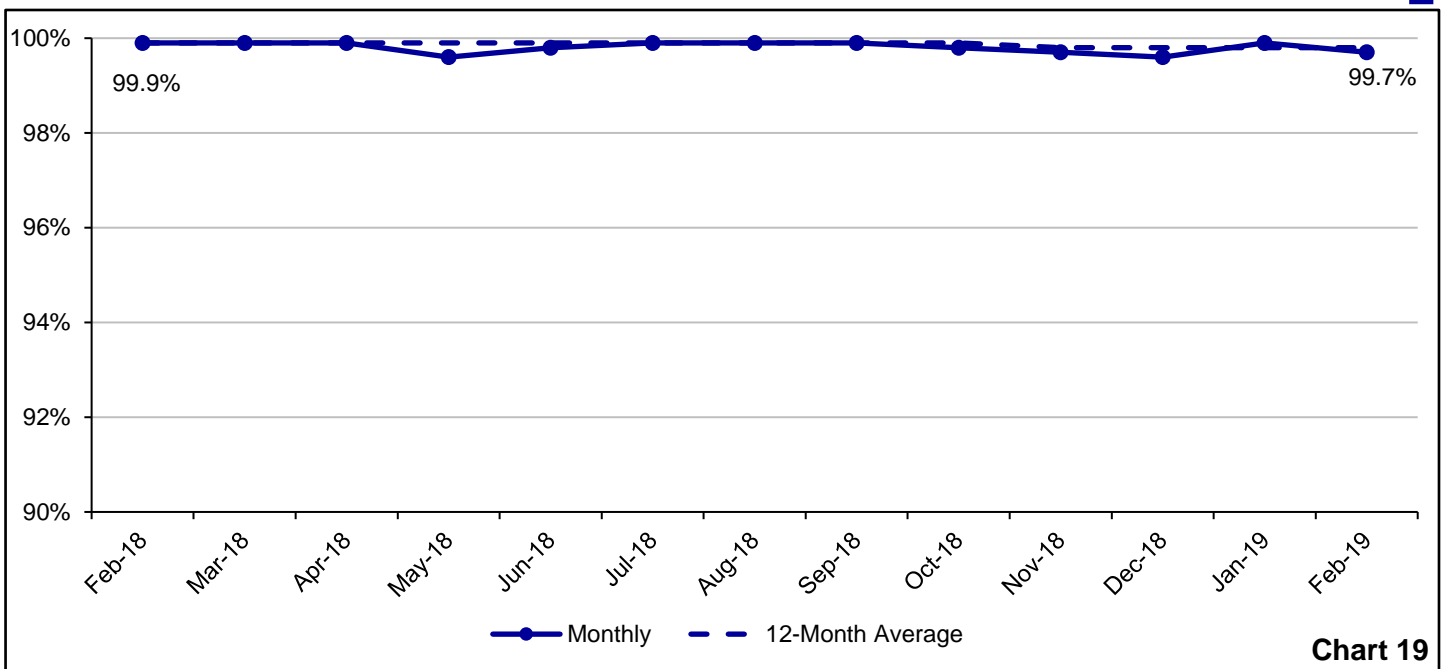


Systemwide

Monthly			12-Month Average		
Feb 19	Feb 18	Difference	Feb 19	Feb 18	Difference
99.7%	99.8%	-0.1%	99.8%	99.8%	0.0%

## Bus PM Weekday Pull Out Performance

Desired trend



Systemwide

Monthly			12-Month Average		
Feb 19	Feb 18	Difference	Feb 19	Feb 18	Difference
99.7%	99.9%	-0.2%	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



Paratransit participates in more than 100 events throughout the year as part of the Community Outreach program. In March, Buses, Paratransit, Government Relations, and the MetroCard unit hosted a discussion with the NYCT Senior Citizen Advisory Committee to gather valuable customer feedback and help improve service. Outreach team member Tammie Francisque (far left) represented Paratransit at the meeting.

## March 2019 Highlights: Paratransit

Performance in January was positive in the midst of a 30% ridership growth as compared to last year. This continues the positive results from last month with improvements seen in almost every performance metric in January 2019 as compared to January 2018. Pick Up On-time Performance improved for both primary carriers (98%) and brokers (95%), with both exceeding their goals. Drop Off On-time Performance improved for both primary carriers (96%) and brokers (91%), with both exceeding their goals --- broker for the first time. Primary and Broker No Shows in January also outperformed goals and were at the lowest levels we have seen. Average travel time of 39 minutes is the lowest it has been since we began calculating this metric.

In January, we also outperformed goals for complaints Related to Transportation Service Quality and Average Call Answer Speeds. In fact, January 2019 saw the lowest level of transportation related complaints in recent times, down 53% as compared to January 2018. As mentioned last month, 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.

While these results are encouraging, we recognize that there is still much work to be done. To that end, customer feedback is an essential part of our program. Last year, Paratransit's Community Outreach program participated in over 150 events by partnering with over 200 community-based organizations and various departments in the MTA. The focus of our Paratransit Outreach program is to maintain a proactive presence in the communities by sharing information and answering questions about our services. We continue our robust outreach efforts this year. On March 1, Government and Community Relations hosted a meeting with the New York City Transit Senior Citizen Advisory Committee to discuss concerns and obtain feedback from the senior community using our services.

Finally, we have taken delivery of approximately 90 of 400 new lift-equipped vans slated to be put in into service this year, with an additional 180 expected soon. The new vans are quieter and have interiors with a higher ceiling clearance, bright LED lighting, and digital thermostat controls providing for a more comfortable ride and improving the customer experience.

### **Darryl C. Irick**

President, MTA Bus Company

Senior Vice President, NYCT Department of Buses

# Paratransit Report

Statistical results for the month of January 2019 are shown below.

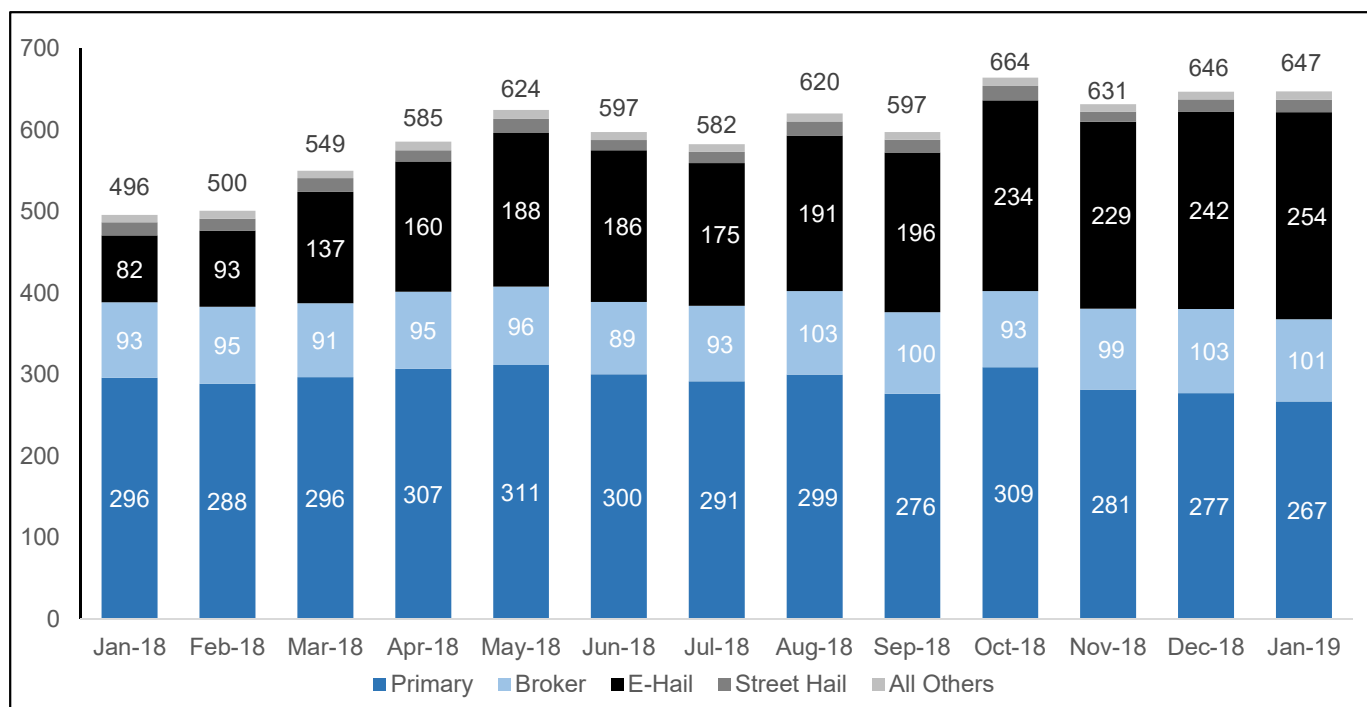
Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: January 2019			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Legacy Indicators	% of Trips Completed	93.7%	89.9%	+3.8%	93.0%	90.7%	+2.3%
	Trips Requested	790,022	651,149	+21.3%	744,397	655,690	+13.5%
	Trips Scheduled	690,191	551,305	+25.2%	649,711	563,682	+15.3%
	Trips Completed*	646,994	495,542	+30.6%	604,201	511,118	+18.2%
	Early Cancellations (Customer) as a Percentage of Trips Requested	12.2%	14.8%	-2.6%	12.2%	13.3%	-1.1%
	Late Cancellations (Customer) as a Percentage of Trips Scheduled	4.0%	4.1%	-0.1%	3.8%	3.5%	+0.3%
	No-Shows (Customer) as a Percentage of Trips Scheduled	1.9%	2.2%	-0.3%	2.0%	2.1%	-0.1%
	No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.4%	0.6%	-0.2%	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	0.4%	0.5%	-0.1%	0.6%	0.7%	-0.1%
	New Applications Received	3,281	2,481	+32.2%	3,188	2,752	+15.9%

\*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

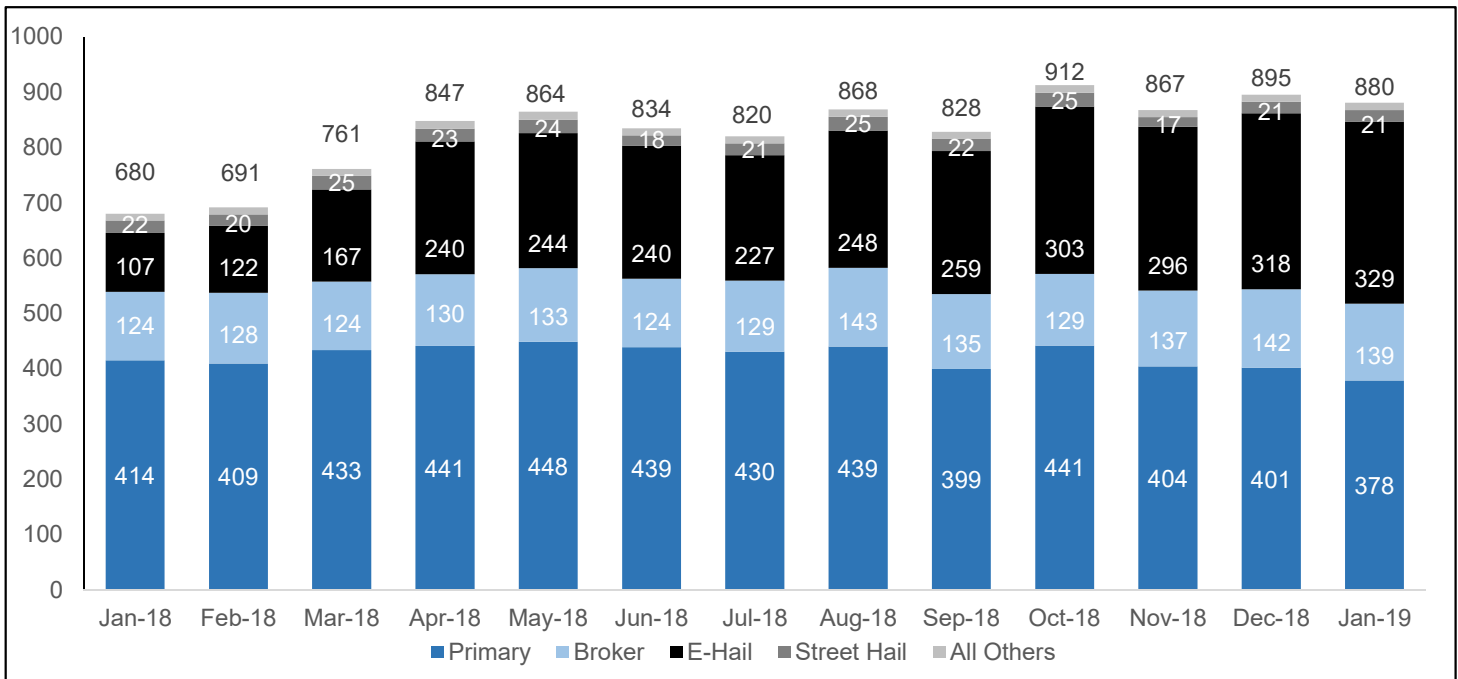


### Total Trips Discussion

- Total Trips increased by 1K (or 0.08%) in January 2019 when compared to the previous month, and increased by 151K (or 31%) when compared to January 2018.
- The increase in overall trips is mainly attributed to an increase of E-Hail usage. E-Hail usage increased by 12K in January 2019 when compared to the previous month, and increased by 172K when compared to the same month last year.
- August through October 2018 ridership has been adjusted to reflect the most recent data submitted from the vendors.

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

## Total Ridership

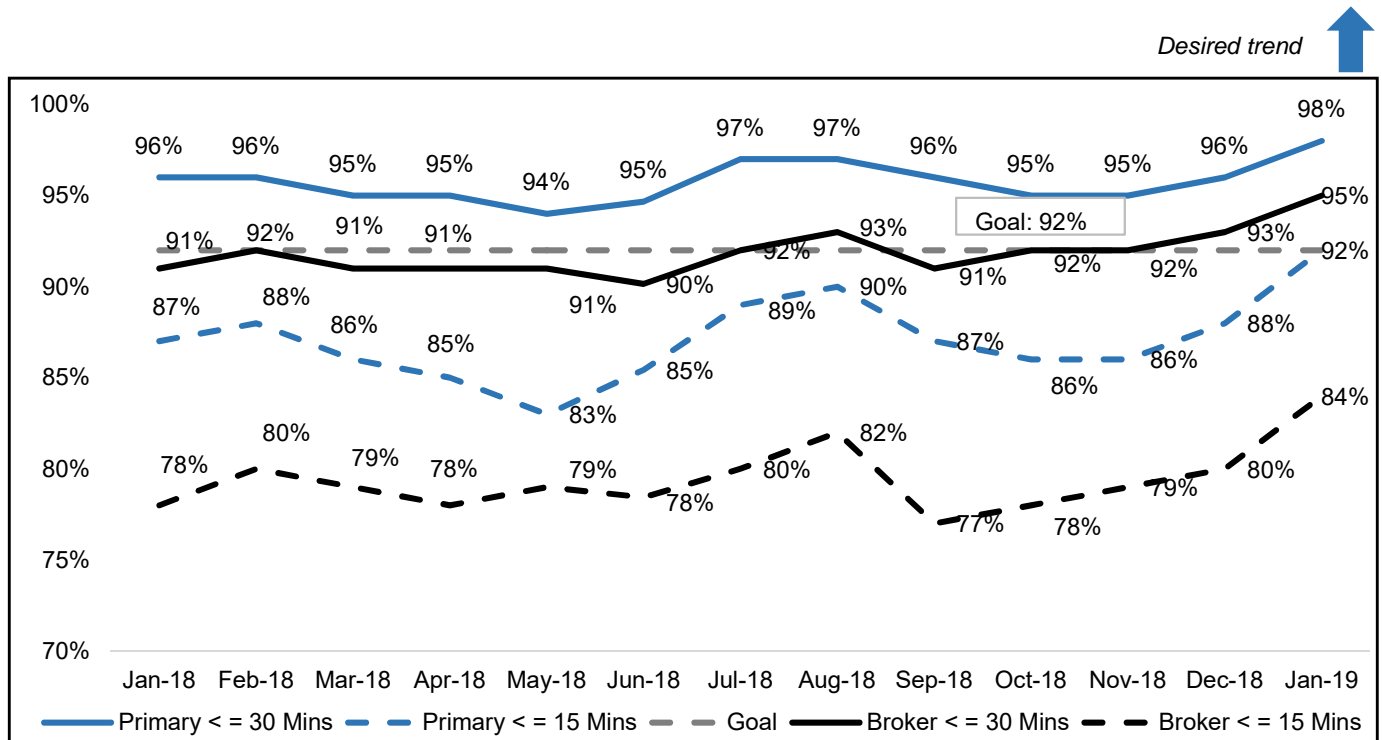


### Total Ridership Discussion

- Total Ridership decreased by 15K (or 2%) in January 2019 when compared to December 2018, and increased by 200K (or 30%) when compared to January 2018.
- The increase in overall ridership is mainly attributed to an increase of E-Hail usage. E-Hail ridership increased by 11K in January 2019 when compared to the previous month, and increased by 222K when compared to January 2018. Primary Ridership decreased by 23K in January 2019 when compared to December 2018, and decreased by 36K when compared to the same month last year.
- August through October 2018 ridership has been adjusted to reflect the most recent data submitted from the vendors.

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

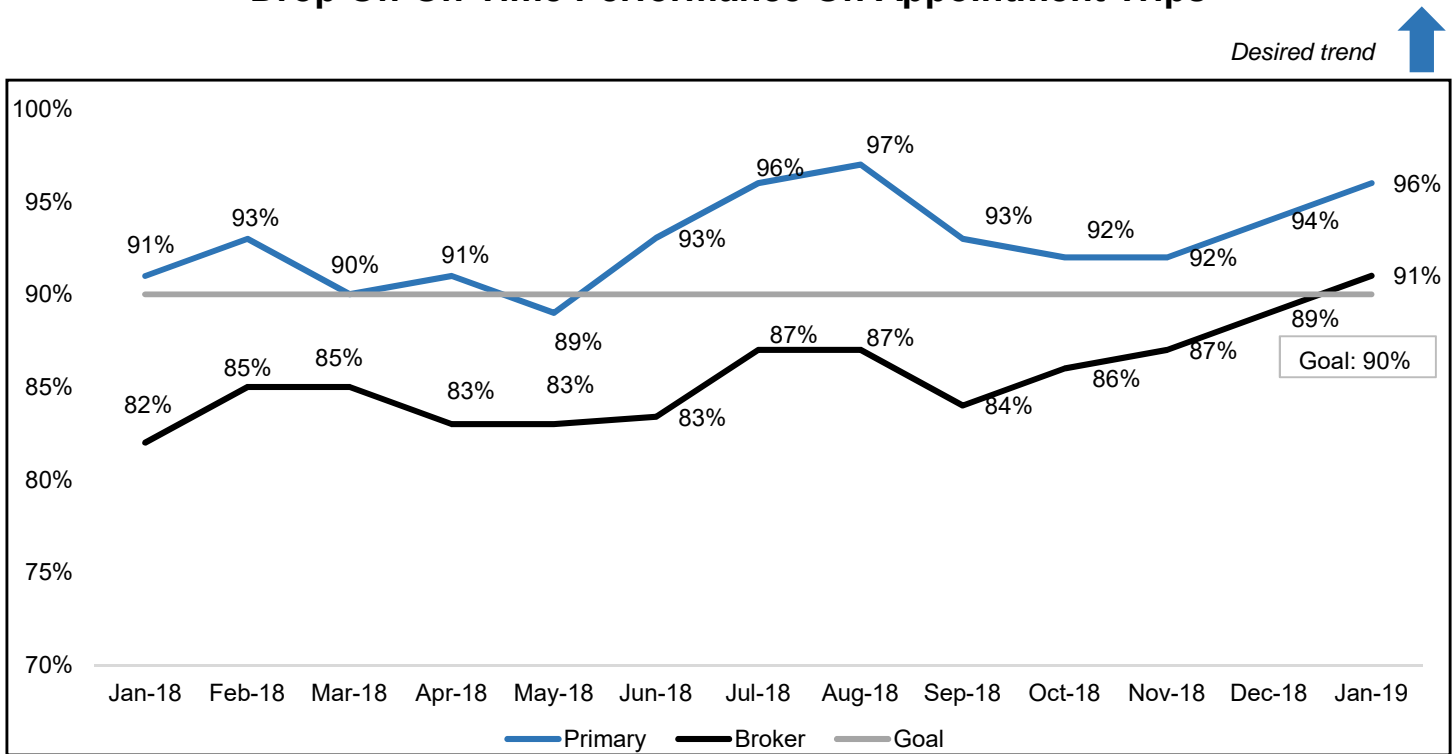
## Pick Up On-Time Performance



### Pick Up On-Time Performance Discussion

- Primary Carrier 30 minute P/U OTP was 98% in January 2019, an improvement of 2% when compared to December 2018 and January 2018.
- Primary Carrier 15 minute P/U OTP was 92% in January 2019, an improvement of 4% when compared to December 2018, and improved by 5% when compared to January 2018.
- Broker 30 minute P/U OTP was 95% in January 2019, an improvement of 2% when compared to December 2018, and improved by 4% when compared to January 2018.
- Broker 15 minute P/U OTP was 84% in January 2019, an improvement of 4% when compared to December 2018, and improved by 6% when compared to January 2018.

## Drop Off On-Time Performance On Appointment Trips

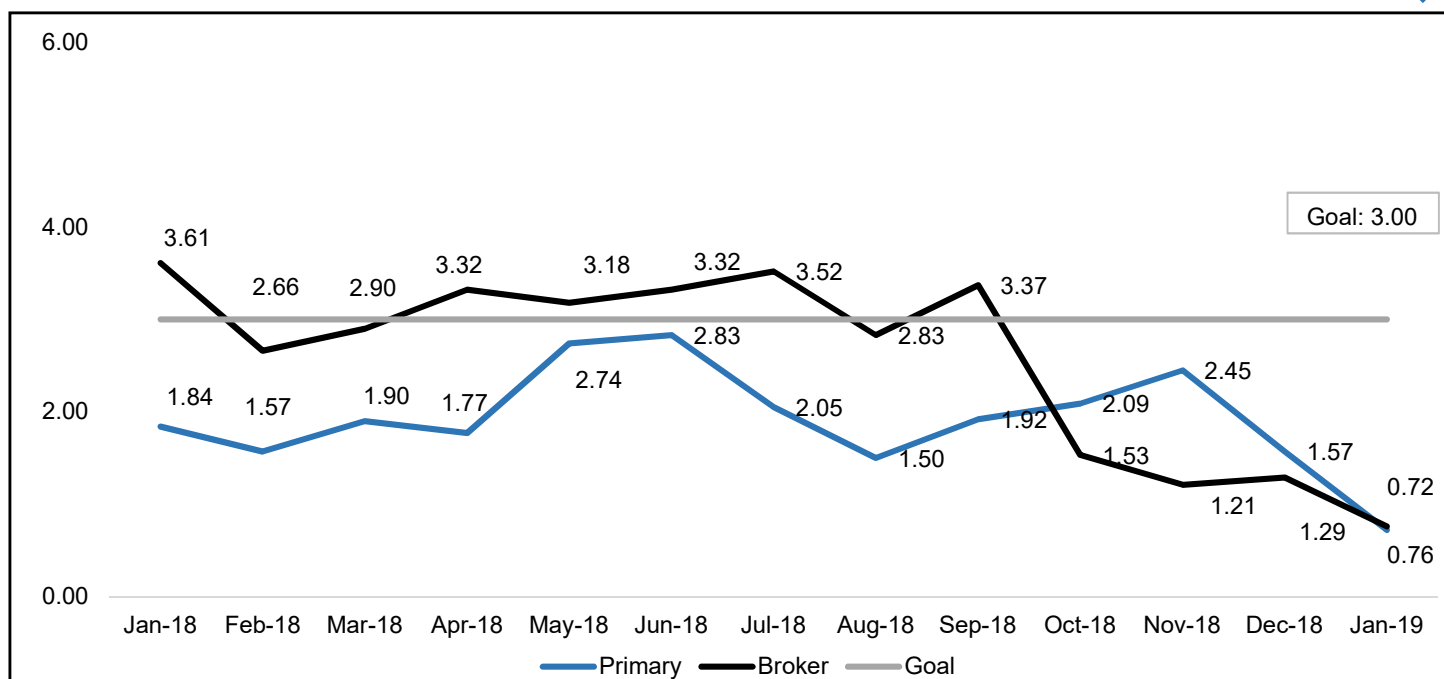


### Drop Off On-Time Performance On Appointment Trips Discussion

- Primary Carrier D/O OTP improved by 2% in January 2019 as compared to December 2018, and improved by 5% when compared to January 2018.
- Broker D/O OTP improved by 2% in January 2019 as compared to December 2018, and improved by 9% when compared to January 2018.

## Provider No Shows Per 1,000 Scheduled Trips

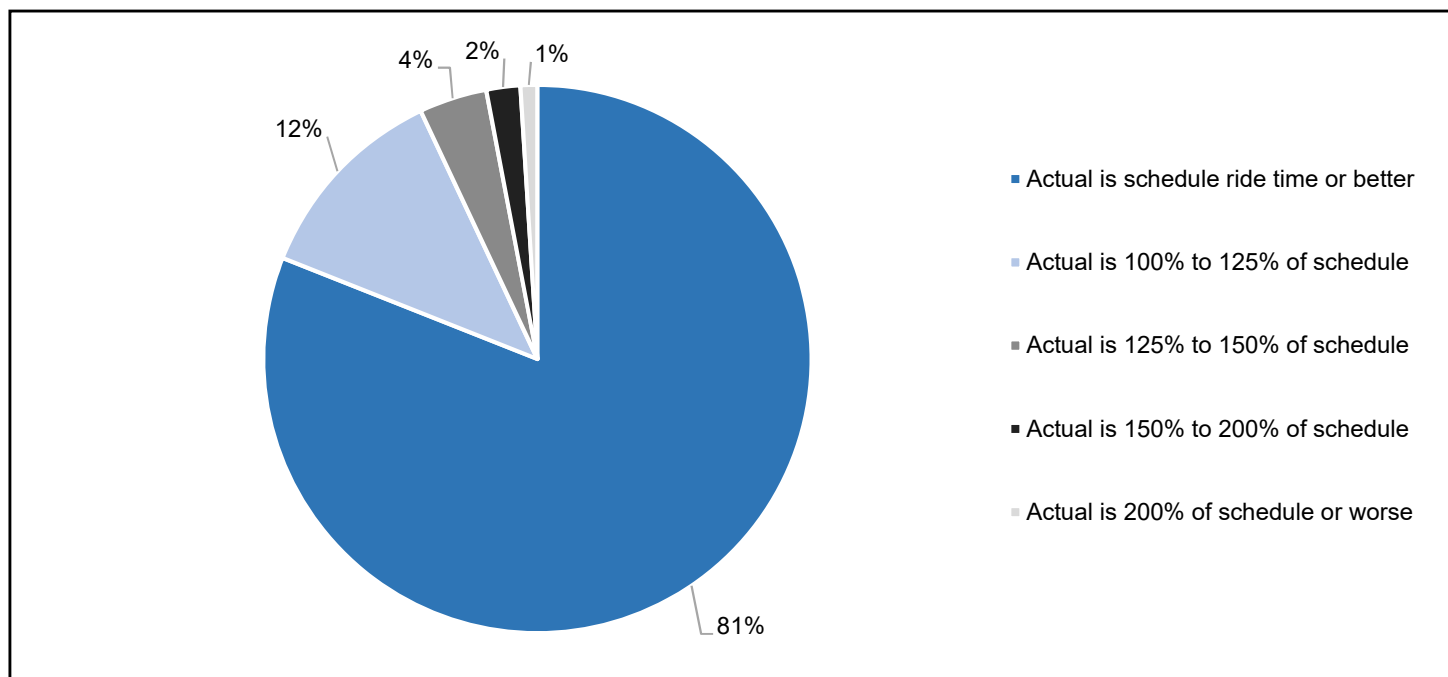
Desired trend



### Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary Carrier No-Shows improved by 0.85 per 1,000 trips in January 2019 when compared to December 2018, and showed an improvement of 1.12 per 1,000 trips when compared to the same month last year.
- Broker No-Shows showed an improvement of 0.53 per 1,000 trips in January 2019 when compared to December 2018, and improved by 2.85 per 1,000 trips when compared to the same month last year.
- The improvement in the No-Show Rate for both Primary and Broker is attributed to improved Pick Up OTP.

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

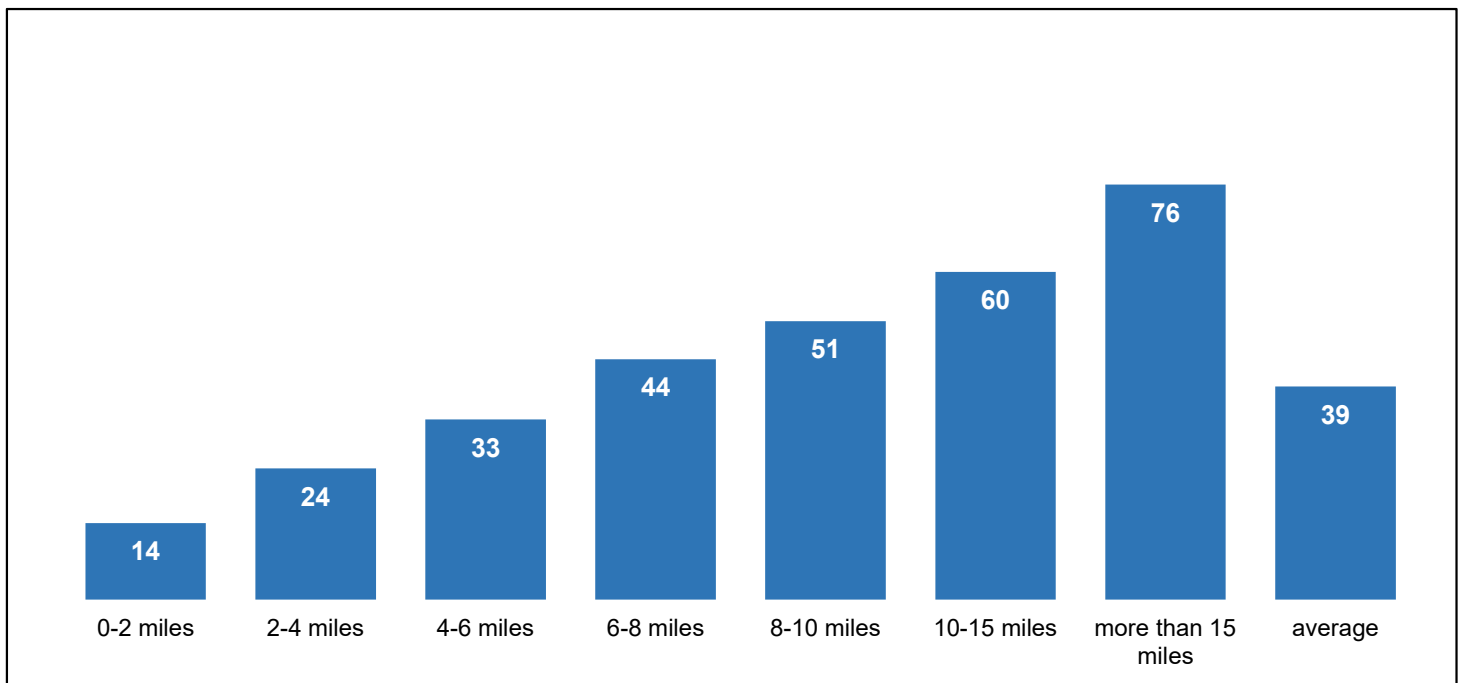


### Access-A-Ride Carrier Ride Time Performance - Actual vs. Scheduled Discussion

- 81% of trips in January 2019 performed within the scheduled time or better, an increase of 4% when compared to December 2018.

Note: Percentages may not be exact due to rounding.

## Average Travel Time in Minutes by Trip Distance Category

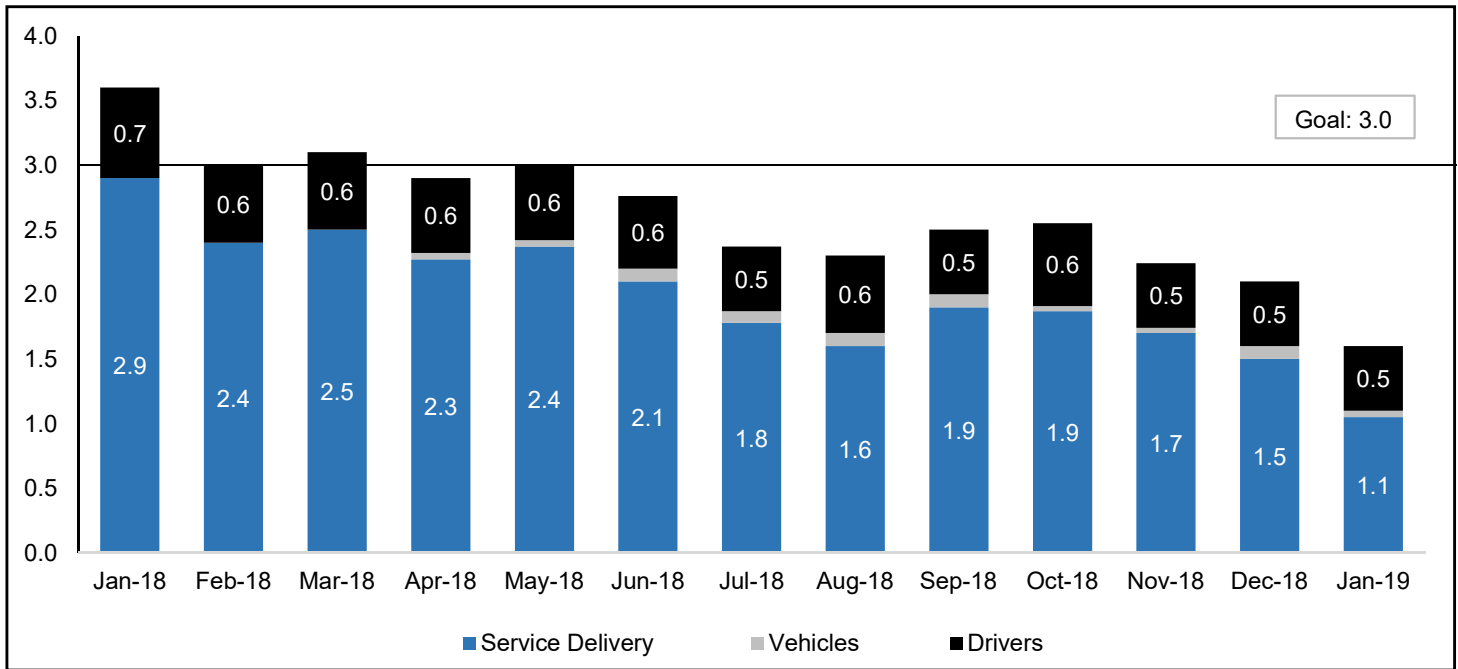


### Average Travel Time in Minutes by Trip Distance Category Discussion

- The average travel time for all categories improved by 3 minutes in January 2019 when compared to December 2018.

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

Desired trend



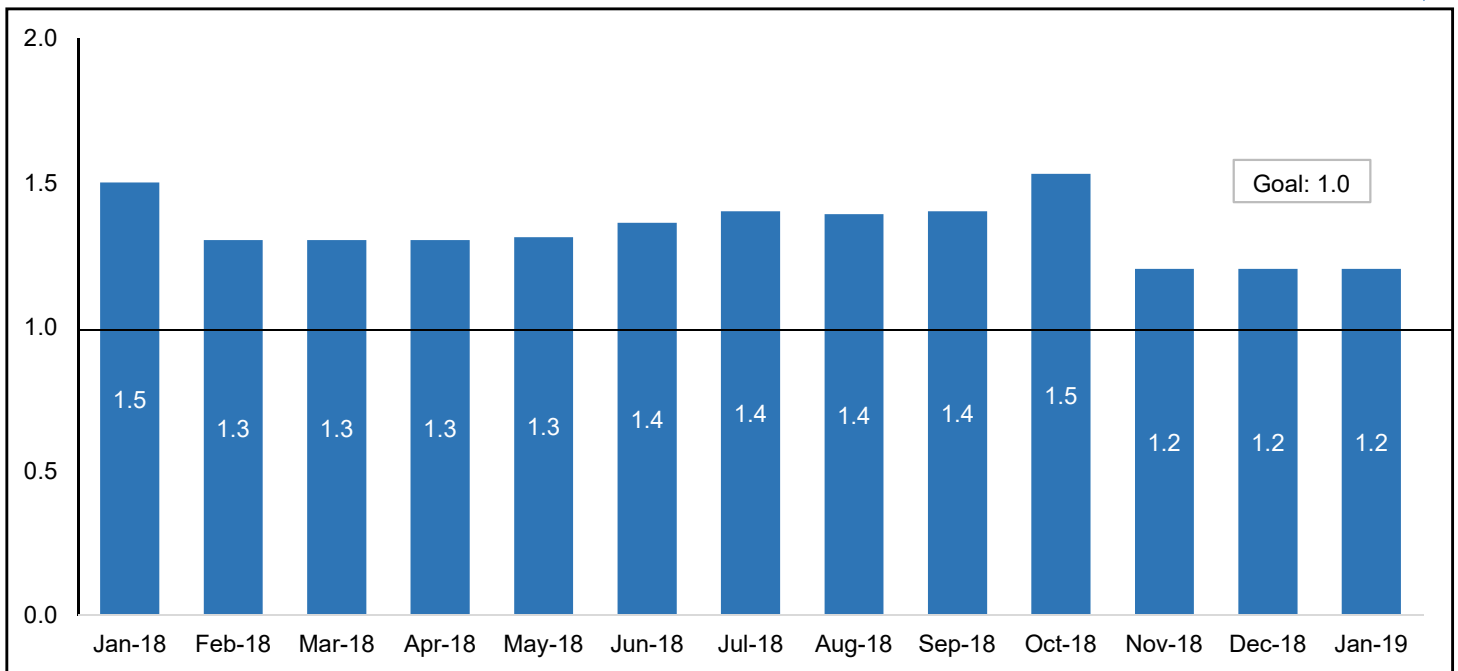
### Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips Discussion

- Transportation Service related passenger complaints improved (decreased) by 0.5 per 1,000 trips when compared to December 2018, and improved by 2.0 per 1,000 trips when compared to January 2018.

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

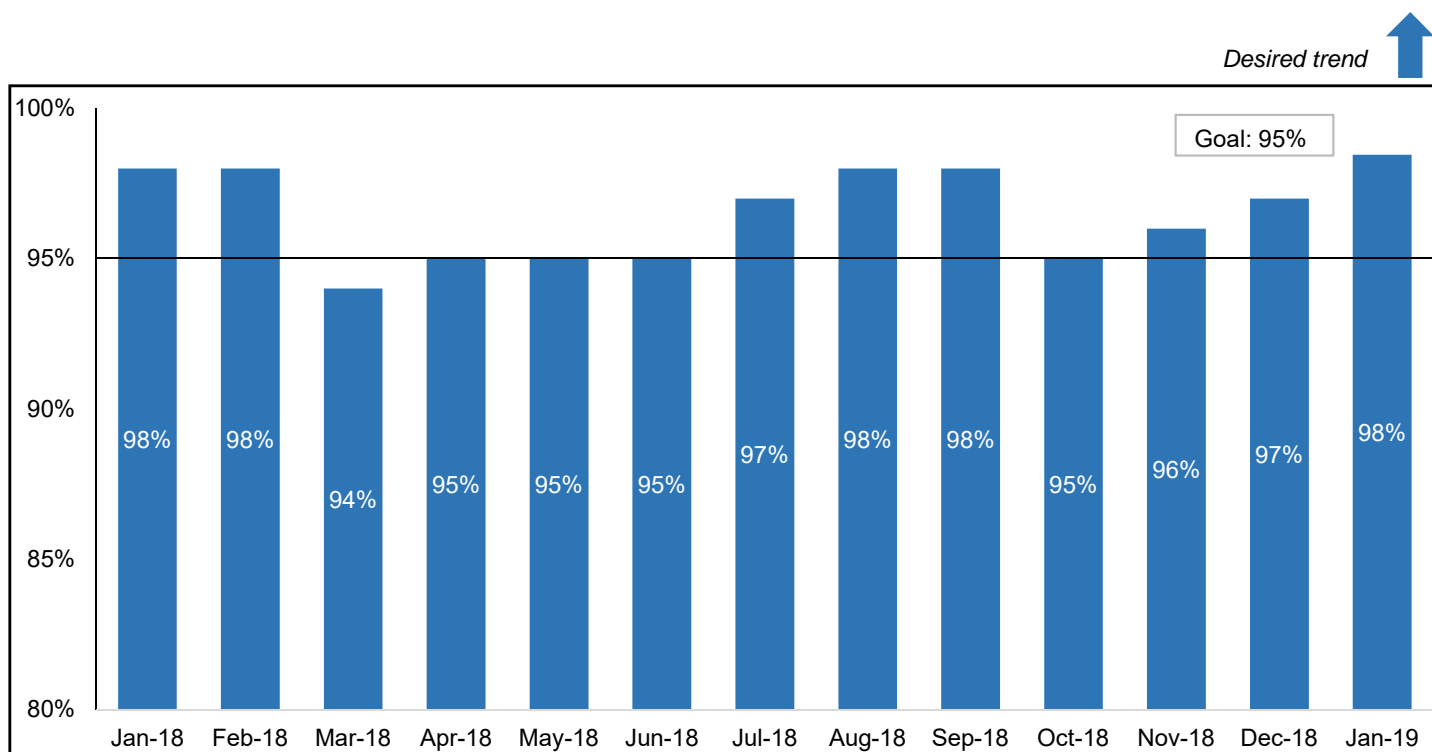


### Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips Discussion:

- Non-Transportation related passenger remained flat in January 2019 when compared to December 2018, and decreased by 0.3 per 1,000 trips when compared to January 2018.

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

## Percent of Calls Answered

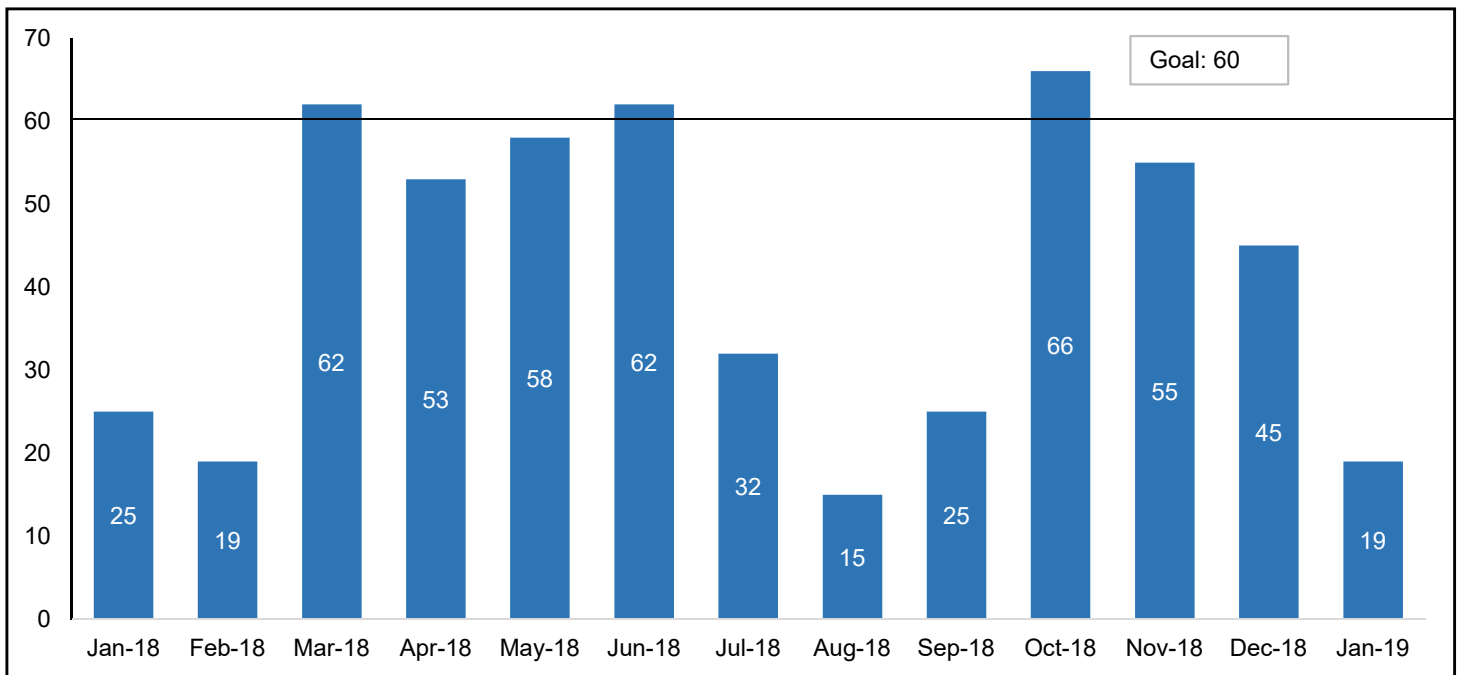


### Percent of Calls Answered Discussion

- The Percent of Calls Answered improved by 1% when compared to the previous month, and remained flat when compared to January 2018.

## Average Call Answer Speed in Seconds

Desired trend



### Average Call Answer Speed in Seconds Discussion

- Call answering speed improved (decreased) by 26 seconds in January 2019 when compared to December 2018, and also improved (decreased ) by 6 seconds when compared to January 2018.

## Customer Service Report: Accessibility

Alex Elegudin, Senior Advisor for Systemwide Accessibility



The Systemwide Accessibility unit attended the 4<sup>th</sup> Annual NYC Braille Challenge in Queens on February 2. Blind and low vision students were given the rare opportunity to explore an empty NYCT bus and understand its features while also learning travel tips for using public transportation.

## March 2019 Highlights: Accessibility

This month we are releasing a new Accessibility Dashboard, which will give riders with disabilities and the general public more insight into how people with a range of access needs navigate our bus and subway system. The dashboard reports on three primary metrics: the usage of Reduced Fare Metro Cards in our bus and subway systems, the use of ramps or lifts across our bus routes, and the availability of accessible pathways to platforms at our accessible subway stations. Performance dashboards are a key piece of our efforts to increase transparency across New York City Transit, and we are excited to share more data in the accessibility space to drive the conversation forward.

Still, especially when it comes to accessibility, numbers don't tell the whole story. The Systemwide Accessibility team remains focused on direct engagement with the disability community, getting feedback from riders on every aspect of our system. Earlier this month we held a workshop with more than a dozen advocates and Transit riders who are blind or low-vision and discussed many potential solutions to empower this community in navigating through our subway and bus systems. There is a lot of excitement about the promise of new technologies, and much more we can do with the technologies of today to make our system accessible to blind and low vision riders. We are excited to use this feedback to inform our work on wayfinding in our stations, trip planning tools, and accessible maps.

On the mapping front, we are happy to share a new product created with accessibility in mind: a subway map that highlights ADA accessible stations and has subway system information presented in large print. This new map product will help riders with many types of disabilities more easily navigate our system. The map is available on the MTA website now, and will soon be available in print. We also updated our Accessible Station Wallet Guide, a handy and popular pocket sized accessible station list, based on user feedback. These products are part of our Q1 2019 customer commitment, and we'll be developing more accessibility-focused resources in the months to come.

In response to one of the most common pieces of feedback we get from deaf and hard-of-hearing subway riders, we are looking at how we communicate information on subway cars, and particularly the challenge for deaf and hard-of-hearing subway riders in getting accurate, real-time information. While there is no easy solution here, we are working with the subways team to update our automated car announcements so that more information about service changes and diversions is presented in text on cars with such capabilities. We will be providing updates to the "Listen Up for Train Crew Announcements" messages in the coming weeks, and I will provide more updates on this project as it moves forward.

Our work to study every inaccessible station continues apace, with almost 200 stations now studied and plans to complete the study by the end of this year. Finally, a reminder that we are accepting applications for our new Advisory Committee on Transit Accessibility (ACTA) until March 31. Please visit the accessibility page on the MTA website for more details, we hope to hear from you.

**Alex Elegudin**

Senior Advisor for Systemwide Accessibility

## Customer Service Report: Strategy and Customer Experience

Sarah Meyer, Senior Vice President & Chief Customer Officer



Strategy and Customer Experience worked with Operations Planning to design, produce, and distribute the newly released 300-page Existing Conditions report for the Bronx Bus Network Redesign. The report includes a detailed analysis of the Bronx and the efficiency and efficacy of its bus service. A comprehensive communications campaign is underway to support the release of the document and to disseminate the results to the widest possible audience.

## March 2019 Highlights: Strategy and Customer Experience

February was another good month for customer engagement. Telephone calls answered, while down slightly versus last month, were still well above the 12-month average and 4.3% higher than February 2018. Average time to answer was 27% lower than this month last year.

Help Point activations continue to decline, suggesting that we are doing better at providing proactive travel information to our customers. Average time to answer was 9.4 seconds, down for the third straight month and five of the last six months, as we continue to work to bring our 12-month average back to under 10 seconds.

Social media responses were up 31% compared to February 2018, in the context of a 20% increase in social media volume. Customer satisfaction scores remained above 3.7 out of 5, 15% higher than this month last year.

Subway complaints per journey were down over 15% compared to February 2018. Bus complaints were 18.5% higher and complaints about Access-A-Ride were 28% lower than February 2018. MetroCard complaints were down 37% versus last month and were steady compared to February 2018.

Our community engagement teams attended nine community board and stakeholder meetings including a presentation to the borough board committee on the Bronx Bus Network Redesign and the first Group Station Manager Meet and Greet at Jamaica Center-Parsons/Archer Station. This month, we are busy holding the first three L Project open houses, providing customers the opportunity to meet with MTA team members and receive updates on the proposed construction approach, discuss their concerns, and receive personalized trip planning assistance.

### **Sarah Meyer**

Senior Vice President and Chief Customer Officer  
Strategy and Customer Experience

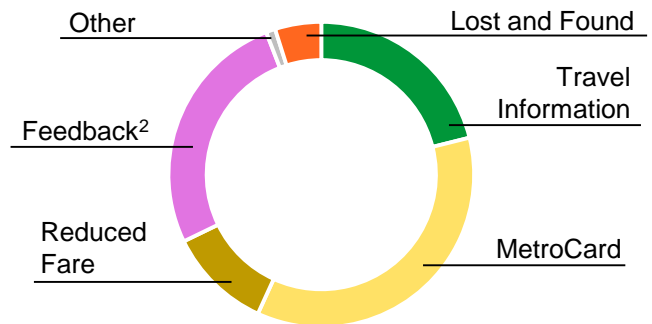
# Customer engagement

## Telephone

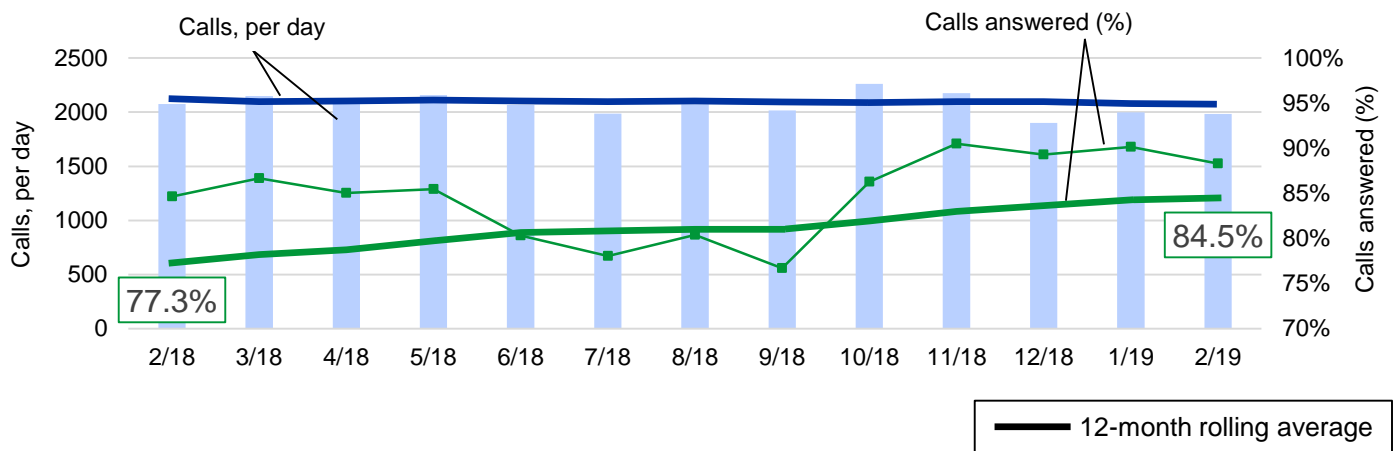
	Feb 2019	Feb 2018	Variance
Telephone calls	55,529	58,100	▼ 4.4%
Calls answered	88.3%	84.7%	▲ 4.3%
Average time to answer <sup>1</sup> (seconds)	157	214	▼ 26.6%

1. Excludes automated self-service calls

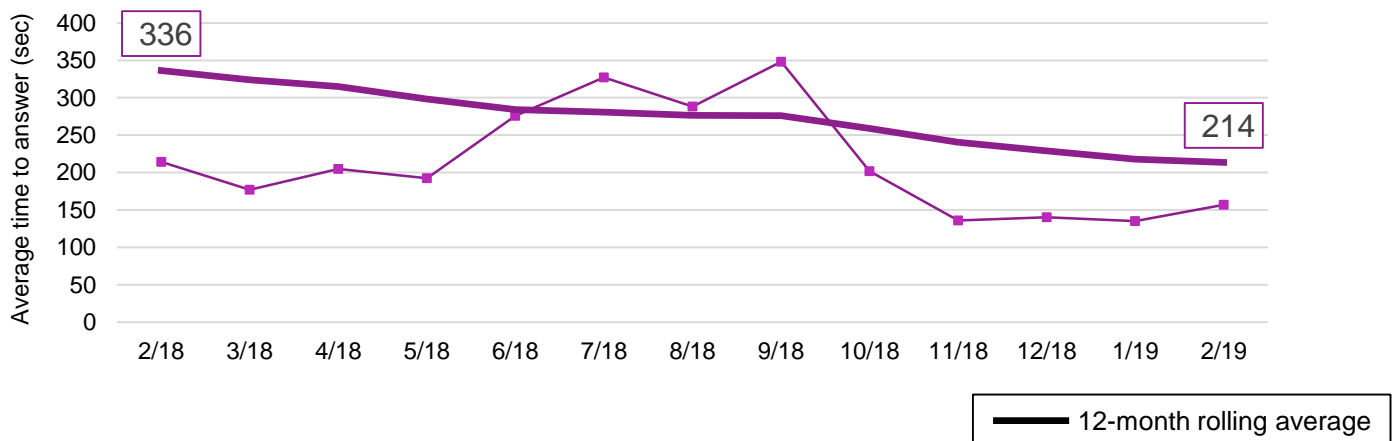
2. Feedback is customers calling with comments or concerns



## Telephone: calls received and answered



## Telephone: average time to answer

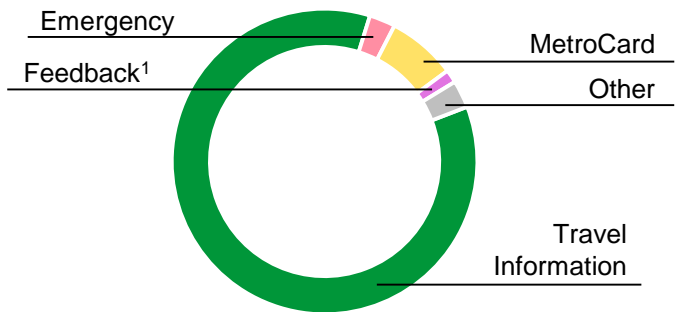


# Customer engagement

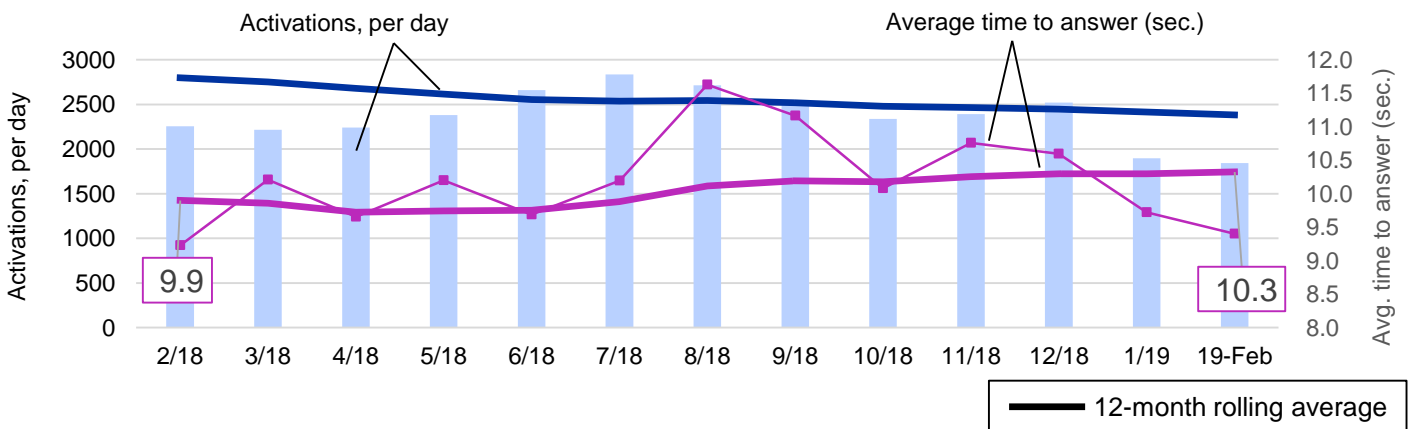
## Help Point

	Feb 2019	Feb 2018	Variance
Help Point activations	51,599	63,176	▼18.3%
Average time to answer (seconds)	9.4	9.2	▲1.9%

1. Feedback is customers calling with comments or concerns



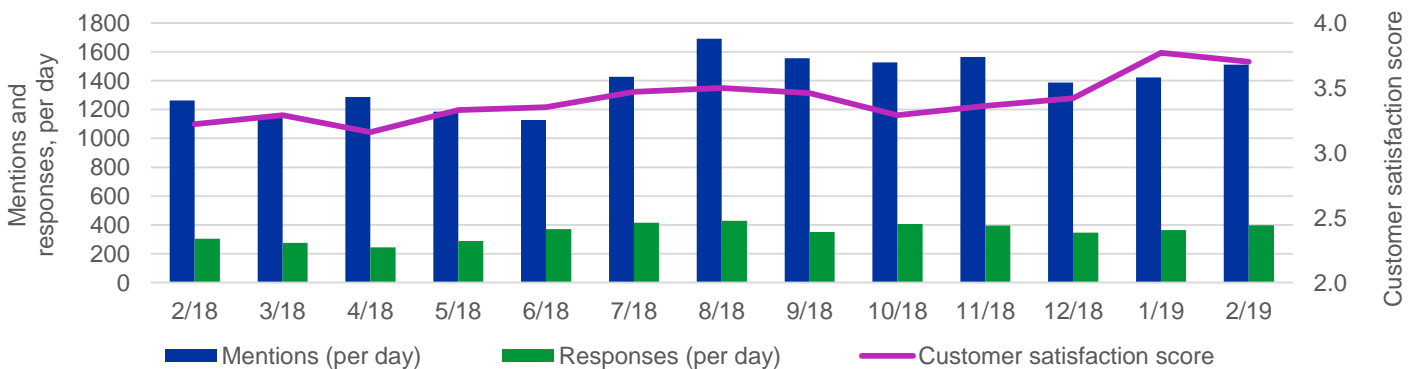
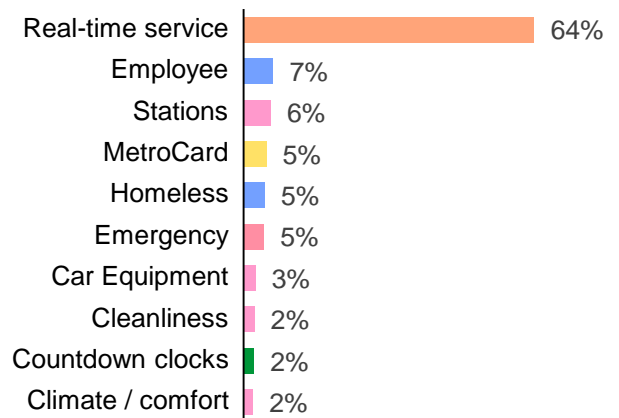
## Help Point: activations and average time to answer



## Social media

	Feb 2019	Feb 2018	Variance
Social media mentions <sup>1</sup>	42,274	35,325	▲19.7%
Responses sent	11,146	8,525	▲30.7%
Customer satisfaction score <sup>2</sup>	3.70	3.22	▲14.9%

- 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

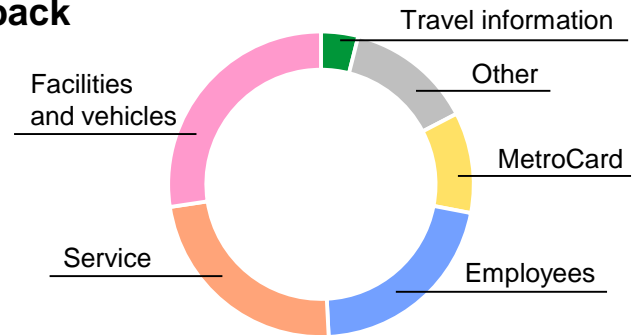


# Customer engagement

## Web, mobile app, email, and written feedback

	Feb 2019	Feb 2018	Variance
Received	5,037	5,343	▼ 5.7%
Responses sent <sup>1</sup>	6,336	7,418	▼ 14.6%

1. Includes automated and manual responses



## Keeping customers informed

### Alerts and service notices

	Feb 2019
Web	5,027
Twitter	3,116
Kiosks / Digital Displays <sup>1</sup>	4,760
Email and text alerts	
• Service	3,262
• Elevator and escalator status	9,038
Service Notice posters developed	415

1. Excludes countdown clocks

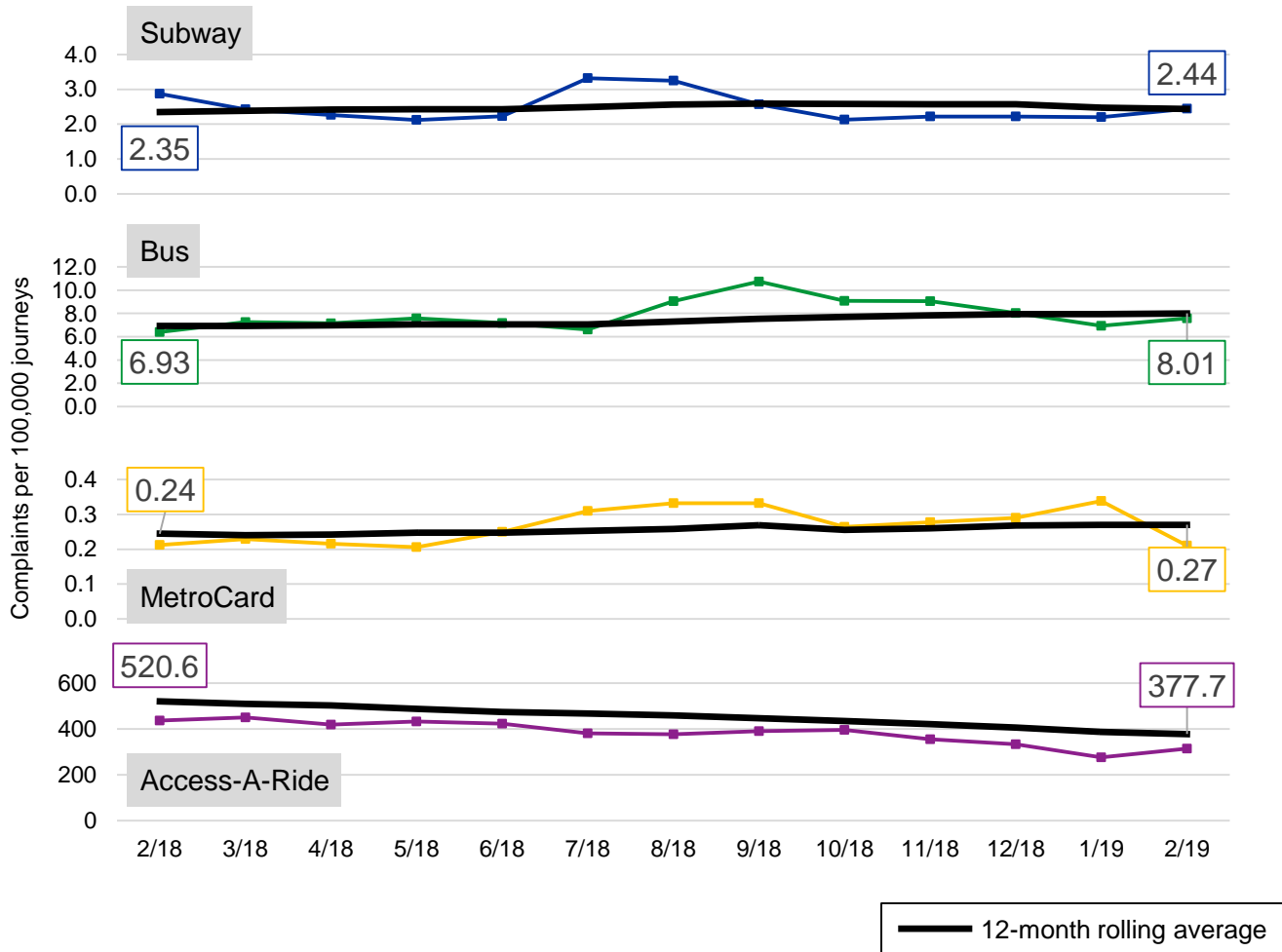
### Social media followers

		Feb 2019	Feb 2018	Variance
Twitter	@NYCTSubway	968k	891k	▲ 8.6%
	@NYCTBus	22.7k	19k	▲ 19.5%
	@MTA	1,290k	1,148k	▲ 12.4%
Facebook	NYCT	61.9k	56k	▲ 10.5%
Instagram	@mtanyctransit	19.4k	-	

# Customer feedback

## Complaints per 100,000 journeys

	Feb 2019	Feb 2018	Variance
Subway	2.44	2.87	▼15.3%
Bus	7.57	6.39	▲18.5%
MetroCard	0.21	0.21	▲0.5%
Access-A-Ride	313.6	436.4	▼28.1%



## Commendations per 100,000 journeys

	Feb 2019	Feb 2018	Variance
Subway	0.12	0.07	▲81.3%
Bus	0.46	0.37	▲24.3%
Access-A-Ride	117.8	174.2	▼32.4%

## Safety

**Robert Diehl**

Senior Vice President, Safety & Security



Superintendents Maria Caratozzola and Luis Veintimilla, members of the Office of System Safety Investigations Unit, conduct an investigation at 38 St Yard.



Superintendent Richard Walker, member of the Office of System Safety Investigations Unit, demonstrates an investigation with a bus at Jackie Gleason Depot.

## March 2019 Highlights: Safety

Included in this month's report are photos of the Office of System Safety's Rail and Bus Investigations Units. Conditions they are responsible for investigating include:

- All Mainline and Yard Collisions and Derailments
- Bus Accidents that meet New York State's Department of Transportation Public Transportation Safety Board (PTSB) reporting standard, and
- Employee Fatalities and Potential Employee Near Miss/Close Call incidents

As for our statistics, Subway Customer Accidents decreased when comparing them between consecutive 12-month periods. It is also worth noting that we had a 27.6% decrease in the Subway Customer Accident Rate in January 2019 when compared to the same month a year ago.

Subway Fires declined by 17.4% when comparing the most-recent 12-month rolling period to the previous 12-months.

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.

Employee Lost Time Accidents decreased by 3.2% when comparing them between 12-month periods.

Lastly, we are making steady progress on our Leading Indicator Goals and it is worth noting that we have already exceeded 50% of our goal regarding Friction Pad Installations.

**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		
	Mar 16 - Feb 17	Mar 17 - Feb 18	Mar 18 - Feb 19
<b>Subways</b>			
Subway Customer Accidents per Million Customers <sup>1</sup>	2.58	2.92	2.88
Subway Collisions <sup>2</sup>			
<b>Total</b>	0	2	1
Mainline	0	0	0
Yard	0	2	1
Subway Derailments <sup>2</sup>			
<b>Total</b>	5	7	4
Mainline	3	4	0
Yard	2	3	4
Subway Fires <sup>2</sup>	952	976	806
<b>Buses</b>			
Bus Collisions Per Million Miles Regional	55.92	54.96	53.91
Bus Collision Injuries Per Million Miles Regional	6.50	6.10	6.07
Bus Customer Accidents Per Million Customers <sup>1</sup> Regional	1.27	1.23	1.36
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees <sup>1</sup>	3.99	3.68	3.56

<sup>1</sup> 12-month Average data from February through January.

<sup>2</sup> 12-month figures shown are totals rather than averages.

## Leading Indicators

Subways	February	YTD	Goal	YTD as % of Goal
<b>Roadway Worker Protection</b>				
Joint Track Safety Audits -- Actual Count	32	68	340	20.0%
Joint Track Safety Audits -- Compliance Rate	99.1%	98.9%	100.0%	98.9%
<b>Mainline Collision/Derailment Prevention</b>				
Continuous Welded Rail Initiative (# of Track Feet)	9,386	17,421	47,520	36.7%
Friction Pad Installation	11,738	17,851	33,500	53.3%
<b>Buses</b>	February	YTD	Goal	YTD as % of Goal
<b>Collision Prevention</b>				
Audible Pedestrian Warning System	47	84	630	13.3%
Vision Zero Employee Training	576	1,152	6,200	18.6%

# 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** 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.



## March 2019 Crime Report

The purpose of this report is to provide Transit and Bus Committee Members with statistical information regarding the number of major felonies for the month ending prior to the Committee meeting including: homicide, robbery, assault, rape in addition to hate crime incidents occurring on the NYCT 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 FEBRUARY**

	2019	2018	Diff	% Change
MURDER	1	0	1	***. *%
RAPE	0	0	0	0.0%
ROBBERY	50	34	16	47.1%
GL	113	119	-6	-5.0%
FELASSAULT	27	26	1	3.8%
BURGLARY	1	0	1	***. *%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>192</u></b>	<b><u>179</u></b>	<b><u>13</u></b>	<b><u>7.3%</u></b>

*During February, the daily Robbery average increased from 1.2 to 1.8*

*During February, the daily Major Felony average increased from 6.4 to 6.9*

**CRIME STATISTICS JANUARY THRU FEBRUARY**

	2019	2018	Diff	% Change
MURDER	1	0	1	***. *%
RAPE	1	0	1	***. *%
ROBBERY	84	76	8	10.5%
GL	244	248	-4	-1.6%
FELASSAULT	58	52	6	11.5%
BURGLARY	2	2	0	0.0%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>390</u></b>	<b><u>378</u></b>	<b><u>12</u></b>	<b><u>3.2%</u></b>

*Year to date the daily Robbery average increased from 1.3 to 1.4*

*Year to date the daily Major Felony average increased from 6.4 to 6.6*

**FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION**



**Police Department  
City of New York**

**MTA Report**

**FEBRUARY ACTIVITY**

	<b>2019</b>	<b>2018</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	959	1438	-479	-33.3%
TOS Arrests	376	624	-248	-39.7%
Total Summons	8992	5239	3753	71.6%
TOS TABs	7142	3181	3961	124.5%
TOS C-Summ	257	148	109	73.6%

**JANUARY THRU FEBRUARY ACTIVITY**

	<b>2019</b>	<b>2018</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	2126	3688	-1562	-42.4%
TOS Arrests	760	2096	-1336	-63.7%
Total Summons	18499	11059	7440	67.3%
TOS TABs	14338	7320	7018	95.9%
TOS C-Summ	540	150	390	260.0%

***FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION***



Police Department  
City of New York

JANUARY-FEBRUARY																						
1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
0	0	2	0	0	0	0	1	2	1	1	0	1	0	0	0	0	0	0	0	0	0	1
1	1	0	1	1	0	1	0	1	1	0	2	0	0	0	1	1	3	0	0	0	0	1
404	316	267	230	208	208	192	172	205	174	131	128	123	127	115	174	97	88	70	79	61	76	84
65	76	64	62	46	38	33	42	47	22	33	29	33	30	39	26	29	26	32	55	60	52	58
9	4	0	2	1	0	2	0	0	0	0	2	0	2	0	0	2	4	1	5	3	2	2
486	405	333	356	355	329	257	296	324	182	193	223	213	176	201	286	284	270	221	252	268	239	244
965	802	666	651	611	575	485	511	579	380	358	384	370	335	355	487	413	391	324	391	392	369	390
16.36	13.59	11.29	11.03	10.36	9.75	8.22	8.66	9.81	6.44	6.07	6.51	6.27	5.68	6.02	8.25	7.00	6.63	5.49	6.52	6.64	6.25	6.61

**Hate Crime Task Force  
Transit Bureau  
HCTF Statistical Data  
(As of 2/24/2019)**

**Motivation:**

Motivation	2019	2018	Diff	% Change
GENDER	1	0	1	***.*
MUSLIM	1	1	0	0%
SEMITIC	10	3	7	233%
Grand Total	12	4	8	200%

**Crime Name:**

Crime Name	2019	2018	Diff	% Change
Aggravated Harassment 1	3	0	3	***.*
Aggravated Harassment 2	2	0	2	***.*
Assault 2	2	0	2	***.*
Criminal Mischief 4	5	4	1	25%
Grand Total	12	4	8	200%

**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	***.*
	TD 04	MUSLIM	1	0	1	***.*
	TD 04 Total		1	0	1	***.*
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 30	SEMITIC	1	0	1	***.*
	TD 30 Total		1	0	1	***.*
	TD 32	GENDER	1	0	1	***.*
		SEMITIC	2	0	2	***.*
	TD 32 Total		3	0	3	***.*
	TD 33	SEMITIC	1	1	0	<b>0%</b>
	TD 33 Total		1	1	0	<b>0%</b>
	TD 34	SEMITIC	1	2	-1	<b>-50%</b>
	TD 34 Total		1	2	-1	<b>-50%</b>
Grand Total			12	4	8	<b>200%</b>

#### Transit District by Crime:

County	TD	Crime Name	2019	2018	Diff	% Change
New York	TD 01	Aggravated Harassment 2	1	0	1	***.*
		Criminal Mischief 4	1	0	1	***.*
	TD 01 Total		2	0	2	***.*
	TD 03	Aggravated Harassment 1	1	0	1	***.*
		Aggravated Harassment 2	1	0	1	***.*
	TD 03 Total		2	0	2	***.*
	TD 04	Assault 2	1	0	1	***.*
	TD 04 Total		1	0	1	***.*
Bronx	TD 11	Criminal Mischief 4	0	1	-1	<b>-100%</b>
	TD 11 Total		0	1	-1	<b>-100%</b>
	TD 12	Criminal Mischief 4	1	0	1	***.*
	TD 12 Total		1	0	1	***.*
Kings	TD 30	Aggravated Harassment 1	1	0	1	***.*
	TD 30 Total		1	0	1	***.*

TD 32	Aggravated Harassment 1	1	0	1	***.*
	Assault 2	1	0	1	***.*
	Criminal Mischief 4	1	0	1	***.*
TD 32 Total		3	0	3	***.*
TD 33	Criminal Mischief 4	1	1	0	<b>0%</b>
TD 33 Total		1	1	0	<b>0%</b>
TD 34	Criminal Mischief 4	1	2	-1	<b>-50%</b>
TD 34 Total		1	2	-1	<b>-50%</b>
Grand Total		12	4	8	<b>200%</b>



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department Staten Island Rapid Transit**

### **February 2019 vs. 2018**

	<b>2019</b>	<b>2018</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Felony Assault</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>

### **Year to Date 2019 vs. 2018**

	<b>2019</b>	<b>2018</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Felony Assault</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>100%</b>

## Financial and Ridership Reports

**Jaibala Patel**, Chief Financial Officer

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



The 39 Av and Broadway stations along the Astoria line reopened in January 2019 following steel and concrete renovations as well as station environment improvements. The reopening restores service to nearly 21,000 weekday riders, approximately 40% of the total weekday ridership on the Astoria segment of the N/W line.

# Preliminary January 2019 Monthly Report: New York City Transit

The purpose of this report is to provide the preliminary January 2019 financial results, on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results are compared to the Adopted Budget (budget).

## **Summary of Preliminary Financial Results**

Preliminary ridership and accrual results, versus budget, are summarized as follows (note that January month variances are the same as year-to-date variances):

- January 2019 New York City Transit ridership of 179.9 million was 2.1 million (1.2 percent) below budget, of which subway ridership of 134.5 million was 1.3 million (0.9 percent) below budget, and bus ridership of 44.5 million was 0.9 million (2.0 percent) below budget.
- January 2019 farebox revenue of \$357.3 million was \$1.5 million (0.4 percent) below budget.
- Operating expenses of \$712.5 million were under budget in January by \$37.4 million (5.0 percent). Labor expenses underran by \$29.5 million (5.2 percent), due largely to underruns in health & welfare/OPEB current expenses, partly offset by higher overtime and other fringe benefit expenses. Non-labor expenses were favorable by a net \$7.9 million (4.4 percent).

**Preliminary financial results for January 2019 are presented in the table below and compared to the budget.**

Category (\$ in millions)	January Results		January Year-to-Date Results			
	Variance Fav/(Unfav)		Budget	Prelim Actual	Variance Fav/(Unfav)	
	\$	%			\$	%
Total Farebox Revenue	(1.5)	(0.4)	358.8	357.3	(1.5)	(0.4)
Nonreimb. Exp. before Dep./OPEB	37.4	5.0	(749.9)	(712.5)	37.4	5.0
Net Cash Deficit*	47.8	13.6	(350.1)	(302.4)	47.8	13.6

\*Excludes Subsidies and Debt Service

January 2019 **farebox revenue** was \$357.3 million, \$1.5 million (0.4 percent) below budget. Subway revenue was \$1.4 million (0.5 percent) below budget, bus revenue was \$0.2 million (0.3 percent) below budget, and paratransit revenue was \$0.2 million (11.0 percent) above budget. Accrued fare media liability was equal to budget. The January 2019 non-student average fare of \$2.06 increased 0.02¢ from January 2018; the subway fare increased 0.02¢, the local bus fare increased 0.01¢, and the express bus fare increased 0.01¢.

Total **ridership** in January 2019 of 179.9 million was 2.1 million trips (1.2 percent) below budget. Average weekday ridership in January 2019 was 6.9 million, 0.2 percent below January 2018. Average weekday ridership for the twelve months ending January 2019 was 7.3 million, 2.8 percent lower than the twelve months ending January 2018.

Nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were under budget in January by \$37.4 million (5.0 percent).

**Labor expenses** were below budget by \$29.5 million (5.2 percent), due primarily to underruns in health & welfare/OPEB current expenses of \$40.9 million (32.7 percent), partly offset by higher overtime expenses of \$8.1 million (17.4 percent).

**Non-labor expenses** were below budget on a net basis by \$7.9 million (4.4 percent).

The **net cash deficit** for January was \$302.4 million, favorable to budget by \$47.8 million (13.6 percent).

## Financial Results

### Farebox Revenue

January 2019 Farebox Revenue - (\$ in millions)				
	January			
	Budget	Prelim Actual	Favorable/(Unfavorable) Amount	Percent
Subway	277.2	275.8	(1.4)	(0.5%)
NYCT Bus	73.4	73.1	(0.2)	(0.3%)
Paratransit	1.7	1.9	0.2	11.0%
Subtotal	352.2	350.8	(1.5)	(0.4%)
Fare Media Liability	6.5	6.5	0.0	0.0%
<b>Total - NYCT</b>	<b>358.8</b>	<b>357.3</b>	<b>(1.5)</b>	<b>(0.4%)</b>

Note: Totals may not add due to rounding.

- The modest negative revenue variance is mostly driven by the continued downward trend in ridership, especially on weekends.

### Average Fare

January Non-Student Average Fare - (in \$)				
	NYC Transit			
	2018	Prelim 2019	Change Amount	Percent
Subway	2.121	2.139	0.018	0.8%
Local Bus	1.701	1.713	0.011	0.7%
Subway & Local Bus	2.021	2.039	0.017	0.9%
Express Bus	5.372	5.380	0.008	0.2%
<b>Total</b>	<b>2.039</b>	<b>2.056</b>	<b>0.018</b>	<b>0.9%</b>

- January 2019 total non-student subway and bus average fares were higher than January 2018, due in part to fewer trips per pass resulting in higher average fares for unlimited ride passes.

### **Other Operating Revenue**

In the month, other operating revenue exceeded budget by \$0.3 million (0.7 percent), due mostly to higher Urban Tax revenue, mostly offset by underruns in advertising and real estate revenues.

### **Nonreimbursable Expenses**

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, underran budget in the month by \$37.4 million (5.0 percent).

*Labor* expenses in the month of January were less than budget by \$29.5 million (5.2 percent):

- Health & welfare/OPEB current expenses were below budget by \$40.9 million (32.7 percent), due largely to an underrun in OPEB current expenses of \$29.3 million (69.2 percent), due principally to quarterly rate discount credits pertaining to prescription drugs, including the timing of credits.
- Pension expenses were under by \$0.8 million (1.0 percent), due primarily to the favorable timing of both NYCERS and MaBSTOA expenses.
- Reimbursable overhead credits were favorable by \$0.6 million (2.8 percent), due mainly to reimbursable labor underruns.
- Overtime expenses were higher than budget by \$8.1 million (17.4 percent), due primarily to Subway Action Plan (SAP) job overruns and vacancy/absentee coverage requirements.
- Other fringe benefit expenses were over by \$4.3 million (10.6 percent), caused mainly by unfavorable fringe benefit overhead credits, due to reimbursable payroll underruns, and higher FICA expenses.
- Payroll expenses were higher by \$0.4 million (0.1 percent), due mostly to the unfavorable timing of expenses.

*Non-labor* expenses were below budget in January by a net \$7.9 million (4.4 percent):

- Maintenance contract expenses underran by \$12.2 million (38.6 percent), due essentially to the favorable timing of vehicle purchases, facility and vehicle maintenance & repair expenses, and construction services.
- Professional service contract expenses were under budget by \$3.7 million (23.8 percent), mainly from the favorable timing of bond services and information technology-related expenses.
- Electric power expenses were higher by \$3.5 million (13.7 percent), due mostly to higher prices and consumption.

- Materials & supplies expenses were in excess of budget by \$2.0 million (7.3 percent), due mainly to higher inventory obsolescence adjustments and the unfavorable timing of maintenance material requirements.

Depreciation expenses were higher than budget by \$4.7 million (3.0 percent).

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. No accrued expenses nor budget were recorded in the month of January.

GASB #68 Pension Adjustment was adopted by the MTA in 2015. No accrued expenses nor budget were recorded in the month of January.

### **Net Cash Deficit**

The net cash deficit for January was \$302.4 million, favorable to budget by \$47.8 million (13.6 percent).

### **Incumbents**

There were 49,720 full-time paid incumbents at the end of January, which resulted in a net decrease of 186 incumbents from December 2018.

## Ridership Results

January 2019 Ridership vs. Budget - (millions)				
	January			
	Budget	Prelim Actual	More/(Less) Amount	Percent
Subway	135.8	134.5	(1.3)	(0.9%)
NYCT Bus	45.4	44.5	(0.9)	(2.0%)
Subtotal	181.2	179.0	(2.2)	(1.2%)
Paratransit	0.8	0.9	0.1	9.4%
<b>Total - NYCT</b>	<b>182.0</b>	<b>179.9</b>	<b>(2.1)</b>	<b>(1.2%)</b>

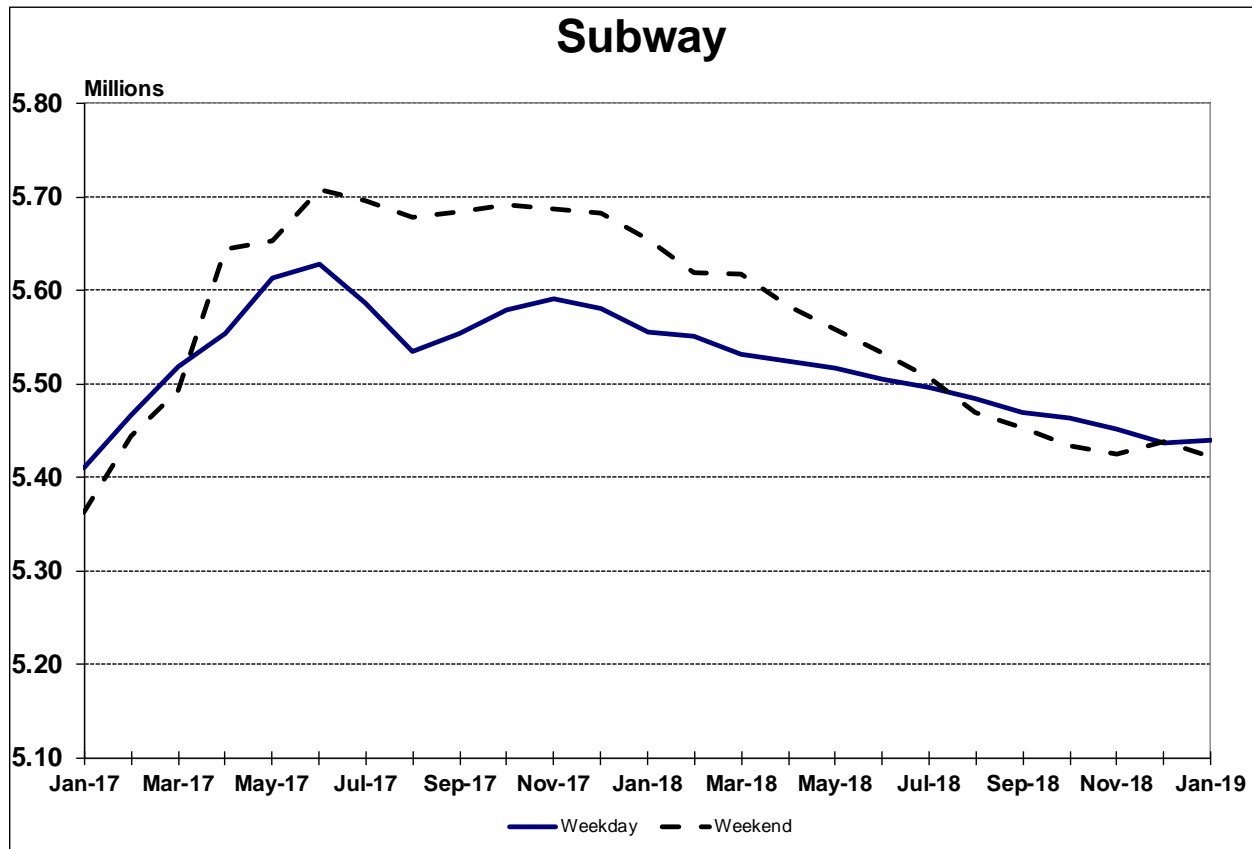
Notes: Totals may not add due to rounding.

January Average Weekday and Weekend Ridership vs. Prior Year									
Month	Average Weekday - (thousands)				Average Weekend - (thousands)				
	Preliminary		Change		Preliminary		Change		
	2018	2019	Amount	Percent	2018	2019	Amount	Percent	
Subway	5,122	5,144	22	+0.4%	5,014	4,799	(215)	-4.3%	
NYCT Local Bus	1,677	1,637	(40)	-2.4%	1,778	1,747	(30)	-1.7%	
NYCT Express Bus	38	39	1	+2.3%	11	11	(0)	-0.0%	
Paratransit	25	33	8	+30.7%	30	37	7	+23.5%	
TOTAL - NYCT	6,862	6,853	(10)	-0.1%	6,834	6,595	(238)	-3.5%	
12-Month Rolling Average									
Subway	5,555	5,439	(116)	-2.1%	5,655	5,422	(233)	-4.1%	
Local Bus	1,867	1,767	(99)	-5.3%	2,068	1,975	(93)	-4.5%	
Express Bus	40	40	0	+0.3%	13	13	(0)	-0.4%	
Paratransit	27	31	5	+17.5%	33	38	5	+16.4%	
TOTAL - NYCT	7,488	7,278	(210)	-2.8%	7,769	7,449	(320)	-4.1%	

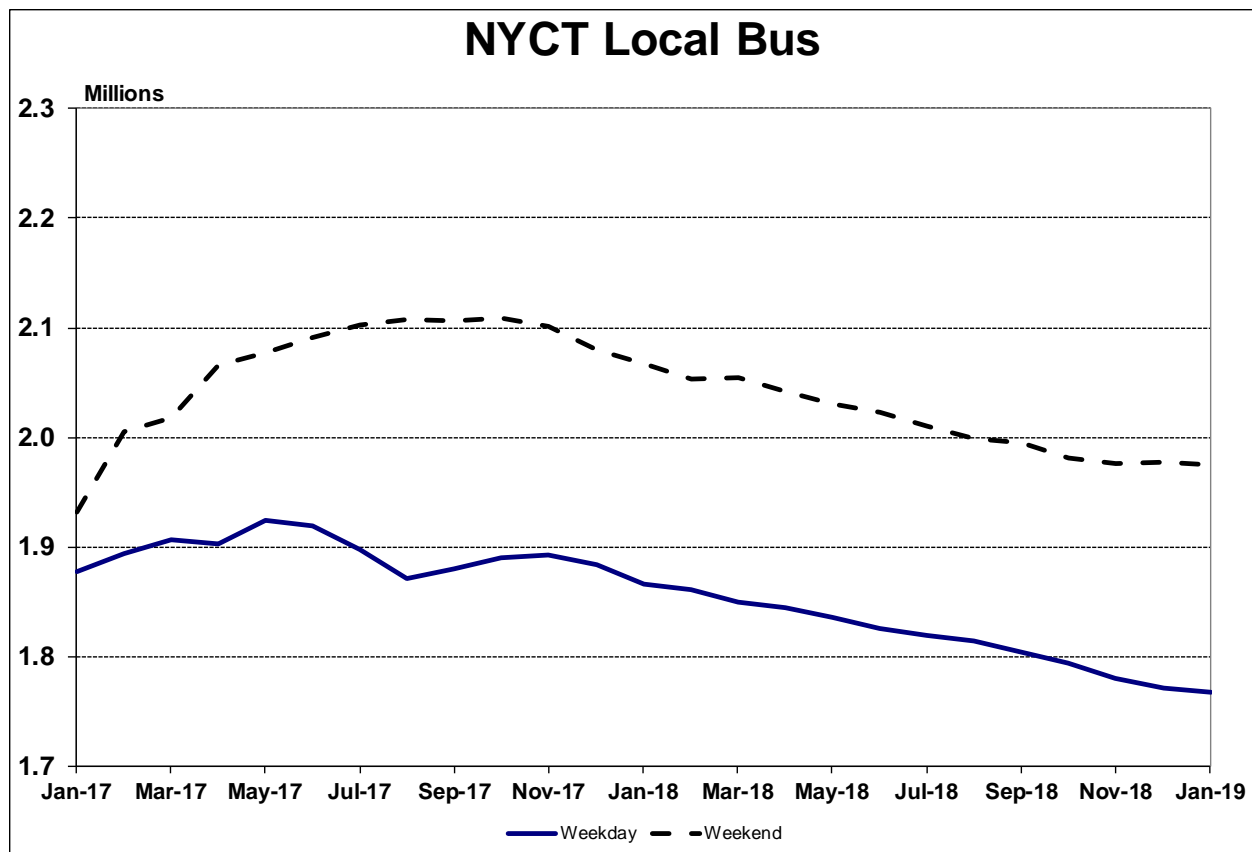
Notes: Totals may not add due to rounding. Percentages are based on unrounded figures.

- There was a modest positive weather impact on weekday subway ridership relative to the year prior, as January 2017 experienced nearly 10 inches of snow during a storm on January 4<sup>th</sup>, 2017.
- Part of the decline on local bus ridership compared to the prior year is a decline in student ridership.

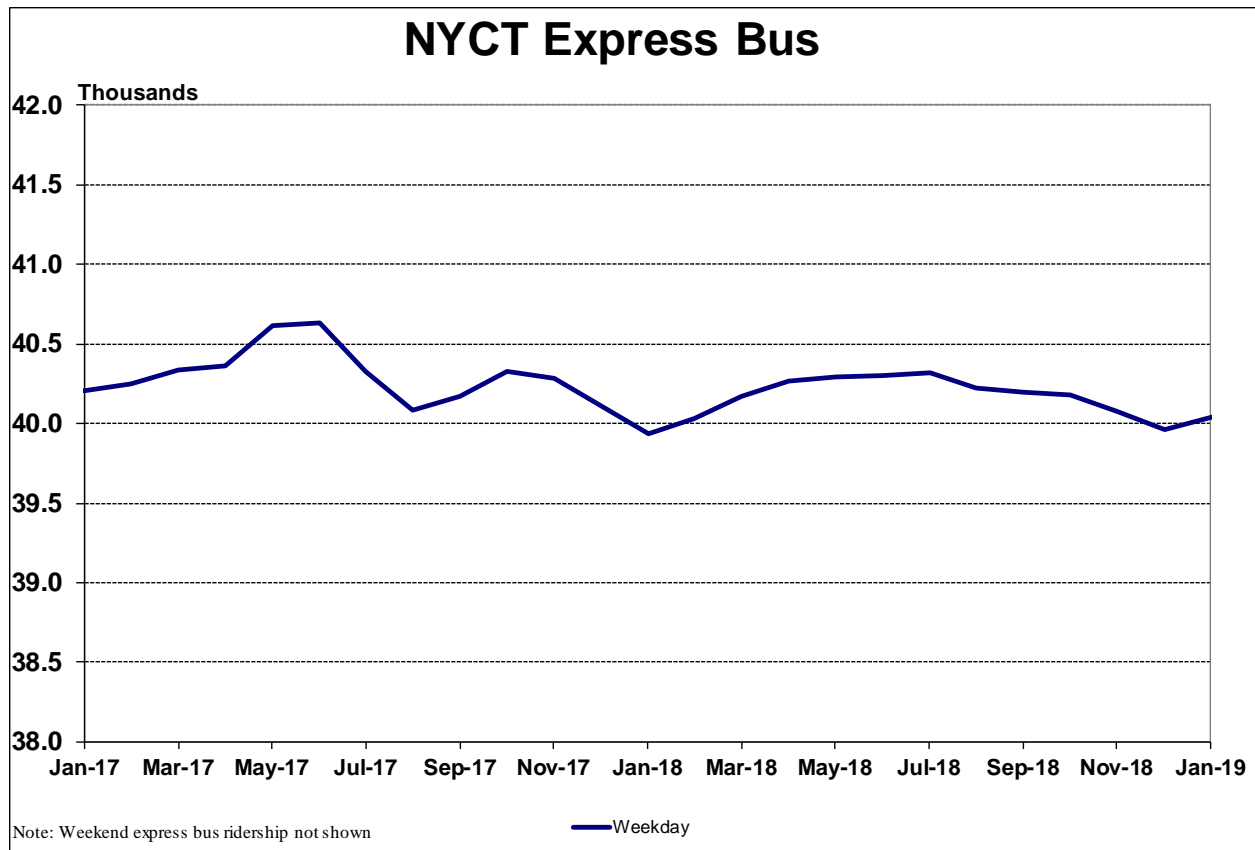
**Average Weekday and Weekend Ridership**  
*12-Month Rolling Averages*



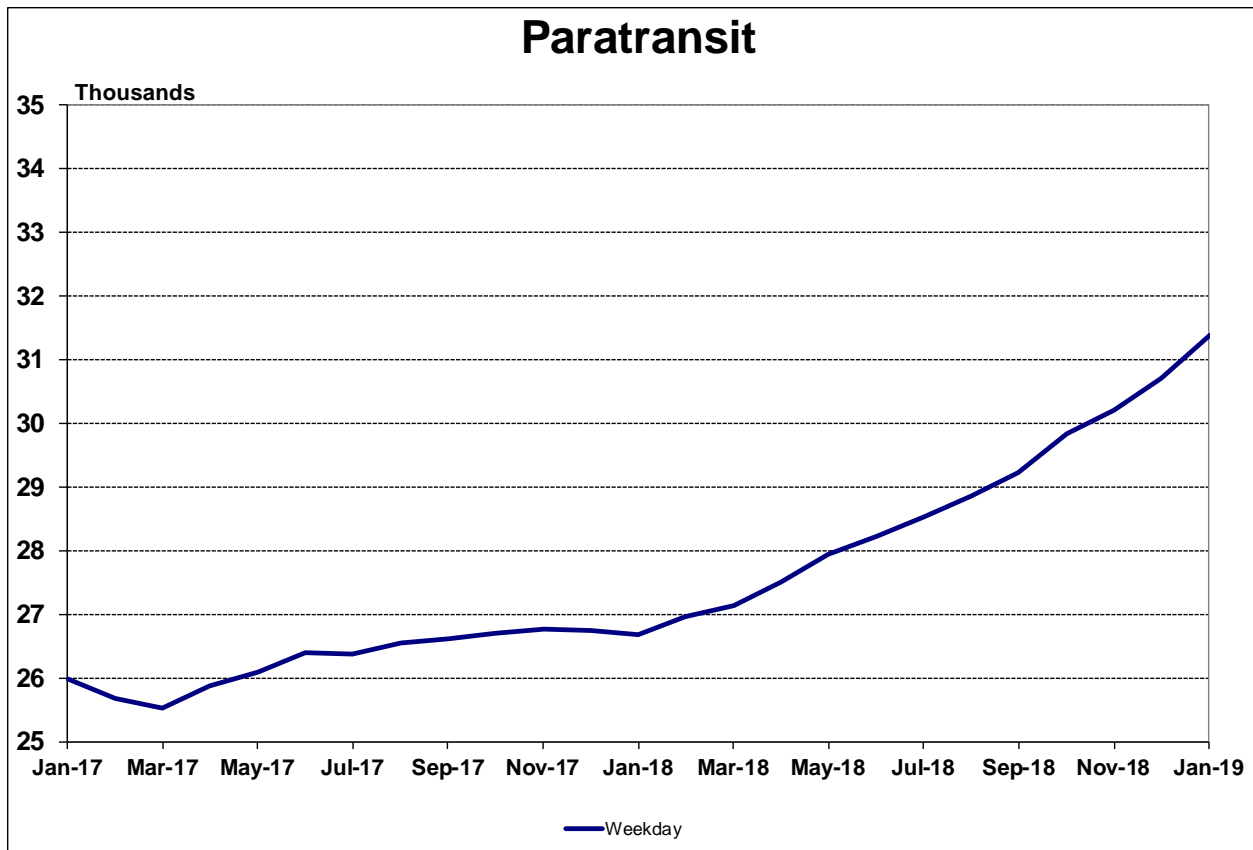
- Average weekday subway ridership was flat in 2016 and began to decline in 2017. January 2019 average weekday subway ridership was 0.4 percent higher than the year prior, reflecting the moderate positive impact of weather relative to January 2018.
- Average weekend ridership decreased from 2015 to 2016, and from 2016 to 2017. The 12-month rolling average weekend subway ridership in January 2019 was 4.1 percent lower than January 2018.



- The long-term downward trend in bus ridership accelerated in March 2017, possibly due to the fare increase, and has continued in 2019.



- 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 2019 to July 2018, returning to the 2016 ridership levels, ridership began to decline again in August of 2018.
- Weekday express bus ridership increased in January 2019 compared to the prior year, reflecting the positive impact of weather relative to January 2018.



- The increase in Paratransit ridership is driven by a surge in E-Hail trips.

## **Ridership on New York Area Transit Services**

From January 2018 to January 2019, average weekday ridership was largely up across area services, with the exception of NYCT Local Bus (down 2.4 percent) and Staten Island Railway (down 1.1 percent). Weekend ridership was largely down area across services, with Paratransit (up 23.5 percent) as a notable exception. The SIR weekend ridership decline (-24.8 percent) is due to no service between St. George and Grasmere during one weekend in January. The PATH weekend decline (14.3 percent) is due primarily to the suspension of weekend service at World Trade Center Station during all weekends of the month.

Bridges and Tunnels traffic increased on weekdays and weekends.

<b>Ridership on Transit Services in the New York Area (thousands)</b>			
<b>Transit Service</b>	<b>Jan-18</b>	<b>Prelim Jan-19</b>	<b>Percent Change</b>
<b>Average Weekday</b>			
NYCT Subway	5,122	5,144	+0.4%
NYCT Local Bus	1,677	1,637	-2.4%
NYCT Express Bus	38	39	+2.3%
NYCT Paratransit	25	33	+30.7%
Staten Island Railway	16	16	-1.1%
MTA Local Bus	331	341	+3.1%
MTA Express Bus	28	28	+0.1%
Long Island Rail Road	290	302	+4.2%
Metro-North Railroad	268	270	+0.6%
PATH	267	272	+2.1%
<b>Average Weekend</b>			
NYCT Subway	5,014	4,799	-4.3%
NYCT Local Bus	1,778	1,747	-1.7%
NYCT Express Bus	11	11	-0.0%
NYCT Paratransit	30	37	+23.5%
Staten Island Railway	7	5	-24.8%
MTA Local Bus	328	342	+4.3%
MTA Express Bus	11	10	-3.8%
Long Island Rail Road	172	180	+4.5%
Metro-North Railroad	205	212	+3.9%
PATH	171	147	-14.3%

<b>MTA Bridges and Tunnels (thousands)</b>			
<b>Average Weekday</b>	797	847	+6.3%
<b>Average Weekend</b>	1,383	1,422	+2.8%

Note: Percentages are based on unrounded data.

## **Economy**

From January 2018 to January 2019, New York City employment increased 2.1 percent (93,900 jobs). Total private sector employment increased 2.2 percent (86,400 jobs) and government employment increased 1.3 percent (7,500 jobs). All the private employment sectors increased over the prior year with the exception of the leisure and hospitality (down 4,700 jobs, or 1.1 percent) and the manufacturing sectors (down 1,900 jobs, or 2.7 percent). The sector with the largest absolute and percentage increase was educational and health services, up 53,900 jobs (5.5 percent).

<b>NYC Employment by Sector - (thousands)</b>				
<b>Employment Sector</b>	<b>Jan-18</b>	<b>Jan-19</b>	<b>Change</b>	
			<b>Amount</b>	<b>%</b>
Construction	149.3	155.9	6.6	4.4%
Manufacturing	70.8	68.9	-1.9	-2.7%
Trade & Transportation	631.5	637.5	6.0	1.0%
Leisure & Hospitality	447.0	442.3	-4.7	-1.1%
Financial Activities	466.6	471.3	4.7	1.0%
Information	194.4	201.4	7.0	3.6%
Professional & Business Services	742.2	752.3	10.1	1.4%
Educational & Health Services	972.3	1,026.2	53.9	5.5%
Other Services	189.8	194.5	4.7	2.5%
<b>Total Private</b>	<b>3,863.9</b>	<b>3,950.3</b>	<b>86.4</b>	<b>2.2%</b>
Government	571.9	579.4	7.5	1.3%
<b>Total NYC Employment</b>	<b>4,435.8</b>	<b>4,529.7</b>	<b>93.9</b>	<b>2.1%</b>

**MTA NEW YORK CITY TRANSIT**  
**Jan - 2019 Adopted**  
**Accrual Statement of Operations By Category**  
**Month - Jan 2019**  
(\$ in Millions)

3/12/2019 03:00 PM

	Nonreimbursable		Var Percent		Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$277.180	\$275.785	(1.395)	(0.5)	\$0.000	\$0.000	-	-	\$277.180	\$275.785	(1.395)	(0.5)
Bus	\$73.356	\$73.113	(0.242)	(0.3)	\$0.000	\$0.000	-	-	\$73.356	\$73.113	(0.242)	(0.3)
Paratransit	\$1.686	\$1.870	\$0.185	11.0	\$0.000	\$0.000	-	-	\$1.686	\$1.870	\$0.185	11.0
Fare Liability	\$6.542	\$6.542	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.542	\$6.542	\$0.000	0.0
<b>Farebox Revenue</b>	<b>\$358.763</b>	<b>\$357.311</b>	<b>(1.452)</b>	<b>(0.4)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$358.763</b>	<b>\$357.311</b>	<b>(1.452)</b>	<b>(0.4)</b>
Fare Reimbursement	\$8.353	\$8.353	\$0.000	0.0	\$0.000	\$0.000	-	-	\$8.353	\$8.353	\$0.000	0.0
Paratransit Reimbursement	\$17.916	\$21.194	\$3.278	18.3	\$0.000	\$0.000	-	-	\$17.916	\$21.194	\$3.278	18.3
Other Operating Revenue	\$15.015	\$12.023	(2.992)	(19.9)	\$0.000	\$0.000	(2.992)	(19.9)	\$15.015	\$12.023	(2.992)	(19.9)
<b>Other Revenue</b>	<b>\$41.284</b>	<b>\$41.570</b>	<b>\$0.286</b>	<b>0.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$41.284</b>	<b>\$41.570</b>	<b>\$0.286</b>	<b>0.7</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$107.321	\$101.657	(5.664)	(5.3)	\$107.321	\$101.657	(5.664)	(5.3)
<b>Total Revenue</b>	<b>\$400.047</b>	<b>\$398.881</b>	<b>(1.166)</b>	<b>(0.3)</b>	<b>\$107.321</b>	<b>\$101.657</b>	<b>(5.664)</b>	<b>(5.3)</b>	<b>\$507.368</b>	<b>\$500.538</b>	<b>(6.830)</b>	<b>(1.3)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$302.427	\$302.819	(0.392)	(0.1)	\$44.657	\$35.863	\$8.794	19.7	\$347.084	\$338.682	\$8.402	2.4
Overtime	\$46.440	\$54.529	(8.089)	(17.4)	\$8.777	\$13.436	(4.659)	(53.1)	\$55.217	\$67.965	(12.748)	(23.1)
<b>Total Salaries &amp; Wages</b>	<b>\$348.867</b>	<b>\$357.348</b>	<b>(8.481)</b>	<b>(2.4)</b>	<b>\$53.434</b>	<b>\$49.299</b>	<b>\$4.135</b>	<b>7.7</b>	<b>\$402.301</b>	<b>\$406.647</b>	<b>(4.346)</b>	<b>(1.1)</b>
Health and Welfare	\$82.668	\$71.093	\$11.575	14.0	\$2.304	\$2.122	\$0.182	7.9	\$84.972	\$73.215	\$11.757	13.8
OPEB Current Payment	\$42.413	\$13.075	\$29.338	69.2	\$0.933	\$0.821	\$0.112	12.0	\$43.346	\$13.896	\$29.450	67.9
Pensions	\$79.064	\$78.259	\$0.805	1.0	\$3.112	\$3.133	(0.021)	(0.7)	\$82.176	\$81.392	\$0.784	1.0
Other Fringe Benefits	\$40.427	\$44.712	(4.285)	(10.6)	\$17.366	\$14.840	\$2.527	14.6	\$57.794	\$59.552	(1.758)	(3.0)
<b>Total Fringe Benefits</b>	<b>\$244.573</b>	<b>\$207.139</b>	<b>\$37.433</b>	<b>15.3</b>	<b>\$23.715</b>	<b>\$20.916</b>	<b>\$2.799</b>	<b>11.8</b>	<b>\$268.287</b>	<b>\$228.055</b>	<b>\$40.233</b>	<b>15.0</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(20.712)	(21.299)	\$0.587	2.8	\$20.712	\$21.299	(0.587)	(2.8)	\$0.000	\$0.000	\$0.000	(7.8)
<b>Labor</b>	<b>\$572.727</b>	<b>\$543.188</b>	<b>\$29.539</b>	<b>5.2</b>	<b>\$97.861</b>	<b>\$91.514</b>	<b>\$6.347</b>	<b>6.5</b>	<b>\$670.588</b>	<b>\$634.702</b>	<b>\$35.886</b>	<b>5.4</b>
<b>Non-Labor :</b>												
Electric Power	\$25.335	\$28.802	(3.466)	(13.7)	\$0.021	\$0.026	(0.005)	(22.2)	\$25.357	\$28.828	(3.471)	(13.7)
Fuel	\$10.385	\$10.199	\$0.186	1.8	\$0.000	\$0.000	\$0.000	-	\$10.385	\$10.199	\$0.186	1.8
Insurance	\$5.861	\$5.592	\$0.269	4.6	\$0.000	\$0.000	\$0.000	-	\$5.861	\$5.592	\$0.269	4.6
Claims	\$17.409	\$16.542	\$0.867	5.0	\$0.000	\$0.000	-	-	\$17.409	\$16.542	\$0.867	5.0
Paratransit Service Contracts	\$36.791	\$41.057	(4.266)	(11.6)	\$0.000	\$0.000	\$0.000	-	\$36.791	\$41.057	(4.266)	(11.6)
Maintenance and Other Operating Contracts	\$31.627	\$19.431	\$12.195	38.6	\$3.492	\$5.476	(1.984)	(56.8)	\$35.118	\$24.907	\$10.211	29.1
Professional Service Contracts	\$15.760	\$12.016	\$3.744	23.8	\$0.547	\$0.237	\$0.310	56.7	\$16.307	\$12.253	\$4.054	24.9
Materials & Supplies	\$27.485	\$29.482	(1.996)	(7.3)	\$5.245	\$4.208	\$1.037	19.8	\$32.730	\$33.689	(0.960)	(2.9)
Other Business Expenses	\$6.485	\$6.162	\$0.323	5.0	\$0.156	\$0.196	(0.041)	(26.0)	\$6.641	\$6.359	\$0.283	4.3
<b>Non-Labor</b>	<b>\$177.139</b>	<b>\$169.284</b>	<b>\$7.855</b>	<b>4.4</b>	<b>\$9.460</b>	<b>\$10.143</b>	<b>(0.683)</b>	<b>(7.2)</b>	<b>\$186.599</b>	<b>\$179.426</b>	<b>\$7.173</b>	<b>3.8</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$749.866</b>	<b>\$712.471</b>	<b>\$37.395</b>	<b>5.0</b>	<b>\$107.321</b>	<b>\$101.657</b>	<b>\$5.664</b>	<b>5.3</b>	<b>\$857.187</b>	<b>\$814.128</b>	<b>\$43.059</b>	<b>5.0</b>
Depreciation	\$156.505	\$161.224	(4.719)	(3.0)	\$0.000	\$0.000	-	-	\$156.505	\$161.224	(4.719)	(3.0)
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$906.371</b>	<b>\$873.696</b>	<b>\$32.676</b>	<b>3.6</b>	<b>\$107.321</b>	<b>\$101.657</b>	<b>\$5.664</b>	<b>5.3</b>	<b>\$1,013.693</b>	<b>\$975.352</b>	<b>\$38.340</b>	<b>3.8</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(506.324)</b>	<b>(474.815)</b>	<b>\$31.510</b>	<b>6.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(506.324)</b>	<b>(474.815)</b>	<b>\$31.510</b>	<b>6.2</b>

Note: Totals may not add due to rounding

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

**MTA NEW YORK CITY TRANSIT**  
**Jan - 2019 Adopted**  
**Accrual Statement of Operations By Category**  
**Year-To-Date - Jan 2019**  
(\$ in Millions)

3/12/2019 03:00 PM

	Nonreimbursable		Var Percent		Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$277.180	\$275.785	(1.395)	(0.5)	\$0.000	\$0.000	-	-	\$277.180	\$275.785	(1.395)	(0.5)
Bus	\$73.356	\$73.113	(0.242)	(0.3)	\$0.000	\$0.000	-	-	\$73.356	\$73.113	(0.242)	(0.3)
Paratransit	\$1.686	\$1.870	\$0.185	11.0	\$0.000	\$0.000	-	-	\$1.686	\$1.870	\$0.185	11.0
Fare Liability	\$6.542	\$6.542	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.542	\$6.542	\$0.000	0.0
<b>Farebox Revenue</b>	<b>\$358.763</b>	<b>\$357.311</b>	<b>(1.452)</b>	<b>(0.4)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$358.763</b>	<b>\$357.311</b>	<b>(1.452)</b>	<b>(0.4)</b>
Fare Reimbursement	\$8.353	\$8.353	\$0.000	0.0	\$0.000	\$0.000	-	-	\$8.353	\$8.353	\$0.000	0.0
Paratransit Reimbursement	\$17.916	\$21.194	\$3.278	18.3	\$0.000	\$0.000	-	-	\$17.916	\$21.194	\$3.278	18.3
Other Operating Revenue	\$15.015	\$12.023	(2.992)	(19.9)	\$0.000	\$0.000	(2.992)	(19.9)	\$15.015	\$12.023	(2.992)	(19.9)
<b>Other Revenue</b>	<b>\$41.284</b>	<b>\$41.570</b>	<b>\$0.286</b>	<b>0.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$41.284</b>	<b>\$41.570</b>	<b>\$0.286</b>	<b>0.7</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$107.321	\$101.657	(5.664)	(5.3)	\$107.321	\$101.657	(5.664)	(5.3)
<b>Total Revenue</b>	<b>\$400.047</b>	<b>\$398.881</b>	<b>(1.166)</b>	<b>(0.3)</b>	<b>\$107.321</b>	<b>\$101.657</b>	<b>(5.664)</b>	<b>(5.3)</b>	<b>\$507.368</b>	<b>\$500.538</b>	<b>(6.830)</b>	<b>(1.3)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$302.427	\$302.819	(0.392)	(0.1)	\$44.657	\$35.863	\$8.794	19.7	\$347.084	\$338.682	\$8.402	2.4
Overtime	\$46.440	\$54.529	(8.089)	(17.4)	\$8.777	\$13.436	(4.659)	(53.1)	\$55.217	\$67.965	(12.748)	(23.1)
<b>Total Salaries &amp; Wages</b>	<b>\$348.867</b>	<b>\$357.348</b>	<b>(8.481)</b>	<b>(2.4)</b>	<b>\$53.434</b>	<b>\$49.299</b>	<b>\$4.135</b>	<b>7.7</b>	<b>\$402.301</b>	<b>\$406.647</b>	<b>(4.346)</b>	<b>(1.1)</b>
Health and Welfare	\$82.668	\$71.093	\$11.575	14.0	\$2.304	\$2.122	\$0.182	7.9	\$84.972	\$73.215	\$11.757	13.8
OPEB Current Payment	\$42.413	\$13.075	\$29.338	69.2	\$0.933	\$0.821	\$0.112	12.0	\$43.346	\$13.896	\$29.450	67.9
Pensions	\$79.064	\$78.259	\$0.805	1.0	\$3.112	\$3.133	(0.021)	(0.7)	\$82.176	\$81.392	\$0.784	1.0
Other Fringe Benefits	\$40.427	\$44.712	(4.285)	(10.6)	\$17.366	\$14.840	\$2.527	14.6	\$57.794	\$59.552	(1.758)	(3.0)
<b>Total Fringe Benefits</b>	<b>\$244.573</b>	<b>\$207.139</b>	<b>\$37.433</b>	<b>15.3</b>	<b>\$23.715</b>	<b>\$20.916</b>	<b>\$2.799</b>	<b>11.8</b>	<b>\$268.287</b>	<b>\$228.055</b>	<b>\$40.233</b>	<b>15.0</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(20.712)	(21.299)	\$0.587	2.8	\$20.712	\$21.299	(0.587)	(2.8)	\$0.000	\$0.000	\$0.000	(7.8)
<b>Labor</b>	<b>\$572.727</b>	<b>\$543.188</b>	<b>\$29.539</b>	<b>5.2</b>	<b>\$97.861</b>	<b>\$91.514</b>	<b>\$6.347</b>	<b>6.5</b>	<b>\$670.588</b>	<b>\$634.702</b>	<b>\$35.886</b>	<b>5.4</b>
<b>Non-Labor :</b>												
Electric Power	\$25.335	\$28.802	(3.466)	(13.7)	\$0.021	\$0.026	(0.005)	(22.2)	\$25.357	\$28.828	(3.471)	(13.7)
Fuel	\$10.385	\$10.199	\$0.186	1.8	\$0.000	\$0.000	\$0.000	-	\$10.385	\$10.199	\$0.186	1.8
Insurance	\$5.861	\$5.592	\$0.269	4.6	\$0.000	\$0.000	\$0.000	-	\$5.861	\$5.592	\$0.269	4.6
Claims	\$17.409	\$16.542	\$0.867	5.0	\$0.000	\$0.000	-	-	\$17.409	\$16.542	\$0.867	5.0
Paratransit Service Contracts	\$36.791	\$41.057	(4.266)	(11.6)	\$0.000	\$0.000	\$0.000	-	\$36.791	\$41.057	(4.266)	(11.6)
Maintenance and Other Operating Contracts	\$31.627	\$19.431	\$12.195	38.6	\$3.492	\$5.476	(1.984)	(56.8)	\$35.118	\$24.907	\$10.211	29.1
Professional Service Contracts	\$15.760	\$12.016	\$3.744	23.8	\$0.547	\$0.237	\$0.310	56.7	\$16.307	\$12.253	\$4.054	24.9
Materials & Supplies	\$27.485	\$29.482	(1.996)	(7.3)	\$5.245	\$4.208	\$1.037	19.8	\$32.730	\$33.689	(0.960)	(2.9)
Other Business Expenses	\$6.485	\$6.162	\$0.323	5.0	\$0.156	\$0.196	(0.041)	(26.0)	\$6.641	\$6.359	\$0.283	4.3
<b>Non-Labor</b>	<b>\$177.139</b>	<b>\$169.284</b>	<b>\$7.855</b>	<b>4.4</b>	<b>\$9.460</b>	<b>\$10.143</b>	<b>(0.683)</b>	<b>(7.2)</b>	<b>\$186.599</b>	<b>\$179.426</b>	<b>\$7.173</b>	<b>3.8</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$749.866</b>	<b>\$712.471</b>	<b>\$37.395</b>	<b>5.0</b>	<b>\$107.321</b>	<b>\$101.657</b>	<b>\$5.664</b>	<b>5.3</b>	<b>\$857.187</b>	<b>\$814.128</b>	<b>\$43.059</b>	<b>5.0</b>
Depreciation	\$156.505	\$161.224	(4.719)	(3.0)	\$0.000	\$0.000	-	-	\$156.505	\$161.224	(4.719)	(3.0)
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$906.371</b>	<b>\$873.696</b>	<b>\$32.676</b>	<b>3.6</b>	<b>\$107.321</b>	<b>\$101.657</b>	<b>\$5.664</b>	<b>5.3</b>	<b>\$1,013.693</b>	<b>\$975.352</b>	<b>\$38.340</b>	<b>3.8</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(506.324)</b>	<b>(474.815)</b>	<b>\$31.510</b>	<b>6.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(506.324)</b>	<b>(474.815)</b>	<b>\$31.510</b>	<b>6.2</b>

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT  
 FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET  
 EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
 January 2019  
 (\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	(1.5)	(0.4)	Due primarily to lower subway weekend ridership than anticipated	VARIANCES ARE THE SAME AS THE MONTH		
Other Operating Revenue	NR	0.3	0.7	Higher Urban tax revenue, mostly offset by underruns in advertising and real estate revenues			
Payroll	NR	(0.4)	(0.1)	The unfavorable timing of expenses			
Overtime	NR	(8.1)	(17.4)	Mainly due to Subway Action Plan (SAP) job overruns and vacancy/absentee coverage requirements			
Health & Welfare (including OPEB current payment)	NR	40.9	32.7	Due largely to an underrun in OPEB current expenses of \$29.3 million (69.2 percent)), due principally to quarterly rate discount credits pertaining to prescription drugs, including the timing of credits.			
Pension	NR	0.8	1.0	Primarily the favorable timing of both NYCERS and MaBSTOA expenses			
Other Fringe Benefits	NR	(4.3)	(10.6)	Caused mainly by unfavorable fringe benefit overhead credits, due to reimbursable payroll underruns, and higher FICA expenses			
Reimbursable Overhead	NR	0.6	2.8	Due largely to reimbursable labor underruns			
Electric Power	NR	(3.5)	(13.7)	Primarily higher prices and consumption			

MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
January 2019  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance and Other Operating Contracts	NR	12.2	38.6	Primarily the favorable timing of vehicle purchases, facility & vehicle maintenance & repair expenses, and construction services	VARIANCES ARE THE SAME AS THE MONTH		
Professional Service Contracts	NR	3.7	23.8	Principally the favorable timing of bond services and Information Technology-related expenses			
Materials and Supplies	NR	(2.0)	(7.3)	Mostly higher inventory obsolesce adjustments and the unfavorable timing of maintenance material requirements			
Capital and Other Reimbursements	R	(5.7)	(5.3)	Reduced reimbursements consistent with a decrease in reimbursable expenses			
Payroll	R	8.8	19.7	Principally the favorable timing of capital construction work, non-capital transactions and engineering requirements			
Overtime	R	(4.7)	(53.1)	Mainly due to vacancy/absentee coverage requirements, SAP job overruns and additional Capital project support			
Other Fringe Benefits	R	2.5	14.6	Mostly from favorable direct overhead expenses, due to reimbursable payroll underruns			
Maintenance and Other Operating Contracts	R	(2.0)	(56.8)	Mainly the unfavorable timing of revenue-vehicle maintenance & repair expenses			
Professional Service Contracts	R	0.3	56.7	Largely the favorable timing of advertising and training requirements			
Materials & Supplies	R	1.0	19.8	Principally the favorable timing of non-vehicle maintenance material requirements			

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2019 Adopted**  
**Cash Receipts and Expenditures**  
**Jan FY19**  
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$358.763	\$371.601	\$12.838	3.6	\$358.763	\$371.601	\$12.838	3.6
Fare Reimbursement	\$0.000	\$15.000	\$15.000	-	\$0.000	\$15.000	\$15.000	-
Paratransit Reimbursement	\$3.480	\$51.191	\$47.711	-	\$3.480	\$51.191	\$47.711	-
Other Operating Revenue	\$5.245	\$3.314	(1.930)	(36.8)	\$5.245	\$3.314	(1.930)	(36.8)
Other Revenue	\$8.725	\$69.505	\$60.781	-	\$8.725	\$69.505	\$60.781	-
Capital and Other Reimbursements	\$107.321	\$27.450	(79.871)	(74.4)	\$107.321	\$27.450	(79.871)	(74.4)
Total Revenue	\$474.809	\$468.556	(6.253)	(1.3)	\$474.809	\$468.556	(6.253)	(1.3)
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$320.408	\$304.586	\$15.822	4.9	\$320.408	\$304.586	\$15.822	4.9
Overtime	\$55.217	\$67.965	(12.748)	(23.1)	\$55.217	\$67.965	(12.748)	(23.1)
Total Salaries & Wages	\$375.625	\$372.551	\$3.074	0.8	\$375.625	\$372.551	\$3.074	0.8
Health and Welfare	\$84.972	\$82.241	\$2.731	3.2	\$84.972	\$82.241	\$2.731	3.2
OPEB Current Payment	\$43.346	\$13.896	\$29.450	67.9	\$43.346	\$13.896	\$29.450	67.9
Pensions	\$82.176	\$81.328	\$0.848	1.0	\$82.176	\$81.328	\$0.848	1.0
Other Fringe Benefits	\$40.711	\$40.972	(0.261)	(0.6)	\$40.711	\$40.972	(0.261)	(0.6)
Total Fringe Benefits	\$251.205	\$218.437	\$32.768	13.0	\$251.205	\$218.437	\$32.768	13.0
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$626.830	\$590.988	\$35.842	5.7	\$626.830	\$590.988	\$35.842	5.7
<b>Non-Labor :</b>								
Electric Power	\$25.357	\$31.068	(5.711)	(22.5)	\$25.357	\$31.068	(5.711)	(22.5)
Fuel	\$10.385	\$10.031	\$0.354	3.4	\$10.385	\$10.031	\$0.354	3.4
Insurance	\$23.562	\$23.562	\$0.000	0.0	\$23.562	\$23.562	\$0.000	0.0
Claims	\$10.226	\$15.366	(5.140)	(50.3)	\$10.226	\$15.366	(5.140)	(50.3)
Paratransit Service Contracts	\$36.791	\$35.968	\$0.823	2.2	\$36.791	\$35.968	\$0.823	2.2
Maintenance and Other Operating Contracts	\$35.118	\$25.470	\$9.648	27.5	\$35.118	\$25.470	\$9.648	27.5
Professional Service Contracts	\$13.307	\$6.352	\$6.955	52.3	\$13.307	\$6.352	\$6.955	52.3
Materials & Supplies	\$36.730	\$25.058	\$11.672	31.8	\$36.730	\$25.058	\$11.672	31.8
Other Business Expenses	\$6.641	\$7.046	(0.405)	(6.1)	\$6.641	\$7.046	(0.405)	(6.1)
Non-Labor	\$198.117	\$179.921	\$18.196	9.2	\$198.117	\$179.921	\$18.196	9.2
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$824.947	\$770.909	\$54.038	6.6	\$824.947	\$770.909	\$54.038	6.6
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$824.947	\$770.909	\$54.038	6.6	\$824.947	\$770.909	\$54.038	6.6
Net Surplus/(Deficit)	(350.138)	(302.353)	\$47.785	13.6	(350.138)	(302.353)	\$47.785	13.6

Note: Totals may not add due to rounding

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS**  
**January 2019**  
**(\$ in millions)**

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	12.8	3.6	The favorable timing of receipts	VARIANCES ARE THE SAME AS THE MONTH		
Other Operating Receipts	60.8	over 100.0	Due primarily to the favorable timing of NYC partial reimbursement of paratransit expenses and student fare reimbursements			
Capital and Other Reimbursements	(79.9)	(74.4)	Due largely to the unfavorable timing of capital reimbursements			
Salaries & Wages	3.1	0.8	Mostly vacancies, largely offset by additional overtime requirements			
Health & Welfare (including OPEB current payment)	32.2	28.5	Due largely to an underrun in OPEB current expenses of \$29.3 million (69.2 percent)), due principally to quarterly rate discount credits pertaining to prescription drugs, including the timing of credits.			
Electric Power	(5.7)	(22.5)	Due largely to the unfavorable timing of payments and expenses			
Claims	(5.1)	(50.3)	The unfavorable timing of third-party payments			
Maintenance Contracts	9.6	27.5	Primarily the favorable timing of expenses/payments			
Professional Service Contracts	7.0	52.3	The favorable timing of expenses and payments			
Materials & Supplies	11.7	31.8	Largely the favorable timing of payments			

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2019 Adopted**  
**Cash Conversion (Cash Flow Adjustments)**  
Jan FY19  
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Revenue</b>								
Farebox Revenue	\$0.000	\$14.290	\$14.290	-	\$0.000	\$14.290	\$14.290	-
Fare Reimbursement	(8.353)	\$6.647	\$15.000	-	(8.353)	\$6.647	\$15.000	-
Paratransit Reimbursement	(14.436)	\$29.997	\$44.433	-	(14.436)	\$29.997	\$44.433	-
Other Operating Revenue	(9.770)	(8.709)	\$1.061	10.9	(9.770)	(8.709)	\$1.061	10.9
Other Revenue	(32.559)	\$27.935	\$60.494	-	(32.559)	\$27.935	\$60.494	-
Capital and Other Reimbursements	\$0.000	(74.207)	(74.207)	-	\$0.000	(74.207)	(74.207)	-
Total Revenue	(32.559)	(31.982)	\$0.577	1.8	(32.559)	(31.982)	\$0.577	1.8
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	\$26.676	\$34.096	\$7.420	27.8	\$26.676	\$34.096	\$7.420	27.8
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	\$26.676	\$34.096	\$7.420	27.8	\$26.676	\$34.096	\$7.420	27.8
Health and Welfare	\$0.000	(9.025)	(9.025)	-	\$0.000	(9.025)	(9.025)	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	\$0.000	\$0.064	\$0.064	-	\$0.000	\$0.064	\$0.064	-
Other Fringe Benefits	\$17.082	\$18.580	\$1.497	8.8	\$17.082	\$18.580	\$1.497	8.8
Total Fringe Benefits	\$17.082	\$9.618	(7.465)	(43.7)	\$17.082	\$9.618	(7.465)	(43.7)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Labor	\$43.758	\$43.714	(0.044)	(0.1)	\$43.758	\$43.714	(0.044)	(0.1)
<b>Non-Labor :</b>								
Electric Power	\$0.000	(2.240)	(2.240)	-	\$0.000	(2.240)	(2.240)	-
Fuel	\$0.000	\$0.168	\$0.168	-	\$0.000	\$0.168	\$0.168	-
Insurance	(17.701)	(17.970)	(0.269)	(1.5)	(17.701)	(17.970)	(0.269)	(1.5)
Claims	\$7.183	\$1.176	(6.007)	(83.6)	\$7.183	\$1.176	(6.007)	(83.6)
Paratransit Service Contracts	\$0.000	\$5.089	\$5.089	-	\$0.000	\$5.089	\$5.089	-
Maintenance and Other Operating Contracts	\$0.000	(0.563)	(0.563)	-	\$0.000	(0.563)	(0.563)	-
Professional Service Contracts	\$3.000	\$5.901	\$2.901	96.7	\$3.000	\$5.901	\$2.901	96.7
Materials & Supplies	(4.000)	\$8.631	\$12.631	-	(4.000)	\$8.631	\$12.631	-
Other Business Expenses	\$0.000	(0.687)	(0.687)	-	\$0.000	(0.687)	(0.687)	-
Non-Labor	(11.518)	(0.495)	\$11.023	95.7	(11.518)	(0.495)	\$11.023	95.7
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$32.240	\$43.219	\$10.979	34.1	\$32.240	\$43.219	\$10.979	34.1
Depreciation	\$156.505	\$161.224	\$4.719	3.0	\$156.505	\$161.224	\$4.719	3.0
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$188.745	\$204.443	\$15.698	8.3	\$188.745	\$204.443	\$15.698	8.3
Total Cash Conversion Adjustments	\$156.186	\$172.462	\$16.276	10.4	\$156.186	\$172.462	\$16.276	10.4

Note: Totals may not add due to rounding

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

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2019**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**

Jan. 2019

	<u>Adopted</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./(Unfav)</u>	<u>Explanation</u>
<b><u>Administration:</u></b>				
Office of the President	32	27	5	
Law	307	279	28	
Office of the EVP	18	13	5	
Human Resources	254	244	10	
Office of Management and Budget	43	40	3	
Capital Planning and Budget	37	31	6	
Strategy & Customer Experience	211	195	16	
Non-Departmental	7	0	7	
Labor Relations	99	85	14	
Office of People & Business Transformation	23	20	3	
Materiel	276	244	32	
Controller	123	115	8	
<b>Total Administration</b>	<b>1,430</b>	<b>1,293</b>	<b>137</b>	
<b><u>Operations:</u></b>				
Subways Service Delivery	8,738	8,640	98	Vacancies mainly due to Conductors
Subways Operations Support/Admin	412	442	(30)	
Subways Stations	2,709	2,572	137	Vacancies mainly due to Station Agents
<b>Subtotal Subways</b>	<b>11,859</b>	<b>11,654</b>	<b>205</b>	
Buses	11,146	11,186	(40)	
Paratransit	209	198	11	
Operations Planning	397	381	16	
Revenue Control	643	616	27	
Non-Departmental	(243)	0	(243)	
<b>Total Operations</b>	<b>24,011</b>	<b>24,035</b>	<b>(24)</b>	
<b><u>Maintenance:</u></b>				
Subways Operations Support/Admin	35	109	(74)	Excesses mainly due to PTEs and Training Supervisors
Subways Engineering	391	343	48	
Subways Car Equipment	4,977	5,127	(150)	Excesses mainly due to Car Inspectors & Car Cleaners
Subways Infrastructure	1,998	1,840	158	Vacancies mainly due to Maintainers
Subways Elevators & Escalators	462	425	37	
Subways Stations	3,523	3,308	215	Vacancies mainly due to Cleaners & Maintainers
Subways Track	3,189	3,204	(15)	
Subways Power	709	660	49	
Subways Signals	1,641	1,619	22	
Subways Electronic Maintenance	1,710	1,605	105	Vacancies mainly due to Maintainers & PTEs
<b>Subtotal Subways</b>	<b>18,635</b>	<b>18,240</b>	<b>395</b>	
Buses	3,565	3,649	(84)	Excess mainly due to Maintainers
Supply Logistics	578	588	(10)	
System Safety	93	88	5	
Non-Departmental	197	0	197	
<b>Total Maintenance</b>	<b>23,068</b>	<b>22,565</b>	<b>503</b>	
<b><u>Engineering:</u></b>				
Capital Program Management	1,471	1,364	107	Vacancies mainly due to PTEs
<b>Total Engineering/Capital</b>	<b>1,471</b>	<b>1,364</b>	<b>107</b>	
<b><u>Public Safety:</u></b>				
Security	665	653	12	
<b>Total Public Safety</b>	<b>665</b>	<b>653</b>	<b>12</b>	
<b>Total Positions</b>	<b>50,645</b>	<b>49,910</b>	<b>735</b>	
Non-Reimbursable	44,964	44,937	27	
Reimbursable	5,681	4,973	708	
Total Full-Time	50,400	49,720	680	
Total Full-Time Equivalents	245	190	55	

**MTA NEW YORK TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2019**  
**TOTAL POSITIONS by FUNCTION and OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**Jan. 2019**

FUNCTION/OCCUPATION	Adopted	Actual	Variance Fav./(Unfav)	Explanation
<b><u>Administration:</u></b>				
Managers/Supervisors	520	434	86	
Professional, Technical, Clerical	874	833	41	
Operational Hourlies	36	26	10	
<b>Total Administration</b>	<b>1,430</b>	<b>1,293</b>	<b>137</b>	
<b><u>Operations:</u></b>				
Managers/Supervisors	2,809	2,777	32	
Professional, Technical, Clerical	587	548	39	
Operational Hourlies	20,615	20,710	(95)	
<b>Total Operations</b>	<b>24,011</b>	<b>24,035</b>	<b>(24)</b>	
<b><u>Maintenance:</u></b>				
Managers/Supervisors	4,067	4,113	(46)	
Professional, Technical, Clerical	1,097	1,003	94	
Operational Hourlies	17,904	17,449	455	
<b>Total Maintenance</b>	<b>23,068</b>	<b>22,565</b>	<b>503</b>	
<b><u>Engineering/Capital:</u></b>				
Managers/Supervisors	379	332	47	
Professional, Technical, Clerical	1,090	1,030	60	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,471</b>	<b>1,364</b>	<b>107</b>	
<b><u>Public Safety:</u></b>				
Managers/Supervisors	271	261	10	
Professional, Technical, Clerical	40	38	2	
Operational Hourlies	354	354	0	
<b>Total Public Safety</b>	<b>665</b>	<b>653</b>	<b>12</b>	
<b><u>Total Positions:</u></b>				
Managers/Supervisors	8,046	7,917	129	
Professional, Technical, Clerical	3,688	3,452	236	
Operational Hourlies	38,911	38,541	370	
<b>Total Positions</b>	<b>50,645</b>	<b>49,910</b>	<b>735</b>	

**MTA New York City Transit**  
**2019 February Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	Jan						Jan Year-to-Date					
	Adopted		Actuals		Var. - Fav./(Unfav)		Adopted		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	393,963	\$13.020	365,834	\$12.093	28,129	\$0.928 7.1%	393,963	\$13.020	365,834	\$12.093	28,129	\$0.928 7.1%
<u>Unscheduled Service</u>	315,444	\$10.604	452,041	\$13.502	(136,597)	(\$2.898) -27.3%	315,444	\$10.604	452,041	\$13.502	(136,597)	(\$2.898) -27.3%
<u>Programmatic/Routine Maintenance</u>	350,426	\$12.271	641,104	\$22.733	(290,677)	(\$10.462) -85.3%	350,426	\$12.271	641,104	\$22.733	(290,677)	(\$10.462) -85.3%
<u>Vacancy/Absentee Coverage</u>	43,730	\$1.407	109,135	\$3.632	(65,405)	(\$2.225) *	43,730	\$1.407	109,135	\$3.632	(65,405)	(\$2.225) *
<u>Weather Emergencies</u>	205,988	\$7.052	51,262	\$1.752	154,726	\$5.299 75.1%	205,988	\$7.052	51,262	\$1.752	154,726	\$5.299 75.1%
<u>Safety/Security/Law Enforcement</u>	7,976	\$0.234	9,623	\$0.270	(1,647)	(\$0.036) -15.3%	7,976	\$0.234	9,623	\$0.270	(1,647)	(\$0.036) -15.3%
<u>Other</u>	15,096	\$1.852	14,274	\$0.547	822	\$1.305 70.4%	15,096	\$1.852	14,274	\$0.547	822	\$1.305 70.4%
Subtotal	1,332,623	\$46.440	1,643,273	\$54.529	(310,650)	(\$8.089) -17.4%	1,332,623	\$46.440	1,643,273	\$54.529	(310,650)	(\$8.089) -17.4%
<b>REIMBURSABLE OVERTIME</b>	287,140	\$8.777	381,007	\$13.436	(93,867)	(\$4.659) -53.1%	287,140	\$8.777	381,007	\$13.436	(93,867)	(\$4.659) -53.1%
<b>TOTAL OVERTIME</b>	<b>1,619,763</b>	<b>\$55.217</b>	<b>2,024,280</b>	<b>\$67.965</b>	<b>(404,518)</b>	<b>(\$12.748)</b> -23.1%	<b>1,619,763</b>	<b>\$55.217</b>	<b>2,024,280</b>	<b>\$67.965</b>	<b>(404,518)</b>	<b>(\$12.748)</b> -23.1%

Totals may not add due to rounding

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

\* Exceeds 100%

**MTA New York City Transit**  
**2019 February Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	Jan			Jan Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	28,129	\$0.9 (11.5%)	Favorable variance is related to the timing of the expenses	28,129	\$0.9 (11.5%)	Favorable variance is related to the timing of the expenses
<u>Unscheduled Service</u>	(136,597)	(\$2.9) 35.8%	Unfavorable variance due to SAP job overrun and RTO service delays	(136,597)	(\$2.9) 35.8%	Unfavorable variance due to SAP job overrun and RTO service delays
<u>Programmatic/Routine Maintenance</u>	(290,677)	(\$10.5) 129.3%	Unfavorable variance mainly due to SAP jobs overrun	(290,677)	(\$10.5) 129.3%	Unfavorable variance mainly due to SAP jobs overrun
<u>Vacancy/Absentee Coverage</u>	(65,405)	(\$2.2) 27.5%	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Station cleaners and Bus operators	(65,405)	(\$2.2) 27.5%	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Station cleaner and Bus operators
<u>Weather Emergencies</u>	154,726	\$5.3 (65.5%)	Favorable variances mainly due to fewer than projected weather event	154,726	\$5.3 (65.5%)	Favorable variances mainly due to fewer than projected weather event
<u>Safety/Security/Law Enforcement</u>	(1,647)	(\$0.0) .4%		(1,647)	(\$0.0) .4%	
<u>Other</u>	822	\$1.3 (16.1%)	Favorable variance is related to the timing of the expenses	822	\$1.3 (16.1%)	Favorable variance is related to the timing of the expenses
<b>Subtotal</b>	(310,650)	(\$8.1) 63.5%		(310,650)	(\$8.1) 63.5%	
<b>REIMBURSABLE OVERTIME</b>	(93,867)	(\$4.7) 36.5%	Unfavorable variance mainly due to vacancy/absentee Coverage, SAP Job overrun and additional Capital support	(93,867)	(\$4.7) 36.5%	Unfavorable variance mainly due to vacancy/absentee Coverage, SAP Job overrun and additional Capital support
<b>TOTAL OVERTIME</b>	<b>(404,518)</b>	<b>(\$12.7)</b>		<b>(404,518)</b>	<b>(\$12.7)</b>	

Totals may not add due to rounding.

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

\* Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2019 Overtime Reporting**  
**Overtime Legend**

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

# Preliminary January 2019 Report: Staten Island Railway

The purpose of this report is to provide the preliminary January 2019 financial results on an accrual basis. The accrual basis is presented on both a non-reimbursable and reimbursable account basis. These results are compared to the Adopted Budget (budget).

## **Summary of Preliminary Financial Results**

Preliminary ridership and accrual results, versus budget, are summarized as follows (year-to-date variances are the same as the month variances):

- January 2019 Staten Island Railway ridership of 380,334 was 25,538 (6.3 percent) below budget. Average weekday ridership of 16,212 was 174 (1.1 percent) below January 2018.
- Farebox revenue of \$0.5 million was below budget by less than \$0.1 million (6.1 percent).
- Operating expenses of \$4.6 million in January were below budget by \$0.8 million (15.3 percent).
  - Labor expenses were less than budget by \$0.9 million (21.2 percent).
  - Non-labor expenses were over budget by \$0.1 million (9.6%).

## STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

### January 2019

(All data are preliminary and subject to audit)

Total **ridership** in January 2019 was 380,334, 25,538 rides (6.3 percent) below the Adopted Budget (budget). January 2019 average weekday ridership was 16,212, 174 rides (1.1 percent) lower than January 2018. Average weekday ridership for the twelve months ending January 2019 was 16,067, 333 rides (2.0 percent) below the previous twelve-month period.

**Operating revenue** of \$0.9 million in January was \$0.1 million (14.6 percent) above budget, due mostly to the favorable timing of student fare reimbursements.

**Nonreimbursable expenses**, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were lower than budget by \$0.8 million (15.3 percent).

- Labor expenses were under budget by \$0.9 million (21.2 percent), due primarily to underruns in health & welfare/OPEB current expenses of \$0.5 million (68.0 percent), resulting mostly from the favorable timing of expenses and lower rates. Payroll expenses were below budget by \$0.1 million (5.6 percent), due largely to the timing of expenses, including interagency charges. Overtime expenses were less than budget by \$0.1 million (22.9 percent), inasmuch as the budget assumed more adverse weather.
- Non-labor expenses were above budget by a net \$0.1 million (9.6 percent), including an overrun in materials & supplies expenses of \$0.1 million (63.0 percent), resulting largely from the unfavorable timing of maintenance material requirements. Insurance expenses were also higher by \$0.1 million (80.7 percent), caused by the timing of interagency billing from MTA. Partly offsetting these overruns was a favorable result in maintenance contracts of \$0.1 million (74.0 percent), mainly from the favorable timing of various maintenance-related requirements.

Depreciation expenses of \$1.0 million were slightly above budget. There were no OPEB Liability nor GASB 68 pension adjustment expenses recorded in January.

The **operating cash deficit** (excluding subsidies) reported in January was \$4.4 million, \$0.4 million (9.1 percent) unfavorable to budget.

**MTA STATEN ISLAND RAILWAY**  
**Jan - 2019 Adopted**  
**Accrual Statement of Operations By Category**  
**Month - Jan 2019**  
(\$ in Millions)

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	Nonreimbursable		Var Percent		Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Farebox Revenue	\$0.566	\$0.532	(0.034)	(6.1)	\$0.000	\$0.000	-	-	\$0.566	\$0.532	(0.034)	(6.1)
Other Revenue	\$0.206	\$0.353	\$0.147	71.5	\$0.000	\$0.000	-	-	\$0.206	\$0.353	\$0.147	71.5
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.387	\$0.267	(0.119)	(30.9)	\$0.387	\$0.267	(0.119)	(30.9)
<b>Total Revenue</b>	<b>\$0.772</b>	<b>\$0.885</b>	<b>\$0.113</b>	<b>14.6</b>	<b>\$0.387</b>	<b>\$0.267</b>	<b>(0.119)</b>	<b>(30.9)</b>	<b>\$1.159</b>	<b>\$1.152</b>	<b>(0.007)</b>	<b>(0.6)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$2.196	\$2.072	\$0.124	5.6	\$0.149	\$0.053	\$0.096	64.6	\$2.345	\$2.125	\$0.220	9.4
Overtime	\$0.383	\$0.295	\$0.087	22.9	\$0.083	\$0.084	(0.001)	(1.8)	\$0.465	\$0.379	\$0.086	18.5
<b>Total Salaries &amp; Wages</b>	<b>\$2.579</b>	<b>\$2.367</b>	<b>\$0.211</b>	<b>8.2</b>	<b>\$0.232</b>	<b>\$0.137</b>	<b>\$0.095</b>	<b>41.0</b>	<b>\$2.810</b>	<b>\$2.504</b>	<b>\$0.306</b>	<b>10.9</b>
Health and Welfare	\$0.575	\$0.120	\$0.455	79.1	\$0.023	\$0.000	\$0.023	-	\$0.598	\$0.120	\$0.478	80.0
OPEB Current Payment	\$0.215	\$0.134	\$0.082	37.9	\$0.000	\$0.000	\$0.000	-	\$0.215	\$0.134	\$0.081	37.7
Pensions	\$0.610	\$0.545	\$0.064	10.6	\$0.010	\$0.000	\$0.010	-	\$0.620	\$0.545	\$0.075	12.0
Other Fringe Benefits	\$0.460	\$0.400	\$0.059	12.9	\$0.049	\$0.000	\$0.049	-	\$0.509	\$0.400	\$0.108	21.3
<b>Total Fringe Benefits</b>	<b>\$1.860</b>	<b>\$1.199</b>	<b>\$0.661</b>	<b>35.5</b>	<b>\$0.082</b>	<b>\$0.000</b>	<b>\$0.082</b>	<b>-</b>	<b>\$1.942</b>	<b>\$1.200</b>	<b>\$0.742</b>	<b>38.2</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.073)	(0.127)	\$0.054	74.3	\$0.073	\$0.128	(0.055)	(75.7)	\$0.000	\$0.001	(0.001)	-
<b>Labor</b>	<b>\$4.366</b>	<b>\$3.440</b>	<b>\$0.926</b>	<b>21.2</b>	<b>\$0.387</b>	<b>\$0.265</b>	<b>\$0.121</b>	<b>31.4</b>	<b>\$4.752</b>	<b>\$3.705</b>	<b>\$1.048</b>	<b>22.0</b>
<b>Non-Labor :</b>												
Electric Power	\$0.367	\$0.401	(0.034)	(9.3)	\$0.000	\$0.000	-	-	\$0.367	\$0.401	(0.034)	(9.3)
Fuel	\$0.023	\$0.039	(0.016)	(69.7)	\$0.000	\$0.000	-	-	\$0.023	\$0.039	(0.016)	(69.7)
Insurance	\$0.103	\$0.185	(0.083)	(80.7)	\$0.000	\$0.000	-	-	\$0.103	\$0.185	(0.083)	(80.7)
Claims	\$0.007	\$0.020	(0.013)	-	\$0.000	\$0.000	-	-	\$0.007	\$0.020	(0.013)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.177	\$0.046	\$0.131	74.0	\$0.000	\$0.000	-	-	\$0.177	\$0.046	\$0.131	74.0
Professional Service Contracts	\$0.087	\$0.131	(0.044)	(50.9)	\$0.000	\$0.002	(0.002)	-	\$0.087	\$0.133	(0.046)	(53.3)
Materials & Supplies	\$0.216	\$0.352	(0.136)	(63.0)	\$0.000	\$0.000	-	-	\$0.216	\$0.352	(0.136)	(63.0)
Other Business Expenses	\$0.061	(0.034)	\$0.095	-	\$0.000	\$0.000	-	-	\$0.061	(0.034)	\$0.095	-
<b>Non-Labor</b>	<b>\$1.040</b>	<b>\$1.140</b>	<b>(0.100)</b>	<b>(9.6)</b>	<b>\$0.000</b>	<b>\$0.002</b>	<b>(0.002)</b>	<b>-</b>	<b>\$1.040</b>	<b>\$1.142</b>	<b>(0.102)</b>	<b>(9.8)</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$5.406</b>	<b>\$4.580</b>	<b>\$0.826</b>	<b>15.3</b>	<b>\$0.387</b>	<b>\$0.267</b>	<b>\$0.119</b>	<b>30.9</b>	<b>\$5.793</b>	<b>\$4.847</b>	<b>\$0.946</b>	<b>16.3</b>
Depreciation	\$1.000	\$1.004	(0.004)	(0.4)	\$0.000	\$0.000	-	-	\$1.000	\$1.004	(0.004)	(0.4)
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$6.406</b>	<b>\$5.584</b>	<b>\$0.822</b>	<b>12.8</b>	<b>\$0.387</b>	<b>\$0.267</b>	<b>\$0.119</b>	<b>30.9</b>	<b>\$6.793</b>	<b>\$5.851</b>	<b>\$0.942</b>	<b>13.9</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(5.634)</b>	<b>(4.699)</b>	<b>\$0.935</b>	<b>16.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(5.634)</b>	<b>(4.699)</b>	<b>\$0.935</b>	<b>16.6</b>

Note: Totals may not add due to rounding

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

**MTA STATEN ISLAND RAILWAY**  
**Jan - 2019 Adopted**  
**Accrual Statement of Operations By Category**  
**Year-To-Date - Jan 2019**  
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Farebox Revenue	\$0.566	\$0.532	(0.034)	(6.1)	\$0.000	\$0.000	-	-	\$0.566	\$0.532	(0.034)	(6.1)
Other Revenue	\$0.206	\$0.353	\$0.147	71.5	\$0.000	\$0.000	-	-	\$0.206	\$0.353	\$0.147	71.5
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.387	\$0.267	(0.119)	(30.9)	\$0.387	\$0.267	(0.119)	(30.9)
<b>Total Revenue</b>	<b>\$0.772</b>	<b>\$0.885</b>	<b>\$0.113</b>	<b>14.6</b>	<b>\$0.387</b>	<b>\$0.267</b>	<b>(0.119)</b>	<b>(30.9)</b>	<b>\$1.159</b>	<b>\$1.152</b>	<b>(0.007)</b>	<b>(0.6)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$2.196	\$2.072	\$0.124	5.6	\$0.149	\$0.053	\$0.096	64.6	\$2.345	\$2.125	\$0.220	9.4
Overtime	\$0.383	\$0.295	\$0.087	22.9	\$0.083	\$0.084	(0.001)	(1.8)	\$0.465	\$0.379	\$0.086	18.5
<b>Total Salaries &amp; Wages</b>	<b>\$2.579</b>	<b>\$2.367</b>	<b>\$0.211</b>	<b>8.2</b>	<b>\$0.232</b>	<b>\$0.137</b>	<b>\$0.095</b>	<b>41.0</b>	<b>\$2.810</b>	<b>\$2.504</b>	<b>\$0.306</b>	<b>10.9</b>
Health and Welfare	\$0.575	\$0.120	\$0.455	79.1	\$0.023	\$0.000	\$0.023	-	\$0.598	\$0.120	\$0.478	80.0
OPEB Current Payment	\$0.215	\$0.134	\$0.082	37.9	\$0.000	\$0.000	\$0.000	-	\$0.215	\$0.134	\$0.081	37.7
Pensions	\$0.610	\$0.545	\$0.064	10.6	\$0.010	\$0.000	\$0.010	-	\$0.620	\$0.545	\$0.075	12.0
Other Fringe Benefits	\$0.460	\$0.400	\$0.059	12.9	\$0.049	\$0.000	\$0.049	-	\$0.509	\$0.400	\$0.108	21.3
<b>Total Fringe Benefits</b>	<b>\$1.860</b>	<b>\$1.199</b>	<b>\$0.661</b>	<b>35.5</b>	<b>\$0.082</b>	<b>\$0.000</b>	<b>\$0.082</b>	<b>-</b>	<b>\$1.942</b>	<b>\$1.200</b>	<b>\$0.742</b>	<b>38.2</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.073)	(0.127)	\$0.054	74.3	\$0.073	\$0.128	(0.055)	(75.7)	\$0.000	\$0.001	(0.001)	-
<b>Labor</b>	<b>\$4.366</b>	<b>\$3.440</b>	<b>\$0.926</b>	<b>21.2</b>	<b>\$0.387</b>	<b>\$0.265</b>	<b>\$0.121</b>	<b>31.4</b>	<b>\$4.752</b>	<b>\$3.705</b>	<b>\$1.048</b>	<b>22.0</b>
<b>Non-Labor :</b>												
Electric Power	\$0.367	\$0.401	(0.034)	(9.3)	\$0.000	\$0.000	-	-	\$0.367	\$0.401	(0.034)	(9.3)
Fuel	\$0.023	\$0.039	(0.016)	(69.7)	\$0.000	\$0.000	-	-	\$0.023	\$0.039	(0.016)	(69.7)
Insurance	\$0.103	\$0.185	(0.083)	(80.7)	\$0.000	\$0.000	-	-	\$0.103	\$0.185	(0.083)	(80.7)
Claims	\$0.007	\$0.020	(0.013)	-	\$0.000	\$0.000	-	-	\$0.007	\$0.020	(0.013)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.177	\$0.046	\$0.131	74.0	\$0.000	\$0.000	-	-	\$0.177	\$0.046	\$0.131	74.0
Professional Service Contracts	\$0.087	\$0.131	(0.044)	(50.9)	\$0.000	\$0.002	(0.002)	-	\$0.087	\$0.133	(0.046)	(53.3)
Materials & Supplies	\$0.216	\$0.352	(0.136)	(63.0)	\$0.000	\$0.000	-	-	\$0.216	\$0.352	(0.136)	(63.0)
Other Business Expenses	\$0.061	(0.034)	\$0.095	-	\$0.000	\$0.000	-	-	\$0.061	(0.034)	\$0.095	-
<b>Non-Labor</b>	<b>\$1.040</b>	<b>\$1.140</b>	<b>(0.100)</b>	<b>(9.6)</b>	<b>\$0.000</b>	<b>\$0.002</b>	<b>(0.002)</b>	<b>-</b>	<b>\$1.040</b>	<b>\$1.142</b>	<b>(0.102)</b>	<b>(9.8)</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$5.406</b>	<b>\$4.580</b>	<b>\$0.826</b>	<b>15.3</b>	<b>\$0.387</b>	<b>\$0.267</b>	<b>\$0.119</b>	<b>30.9</b>	<b>\$5.793</b>	<b>\$4.847</b>	<b>\$0.946</b>	<b>16.3</b>
Depreciation	\$1.000	\$1.004	(0.004)	(0.4)	\$0.000	\$0.000	-	-	\$1.000	\$1.004	(0.004)	(0.4)
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$6.406</b>	<b>\$5.584</b>	<b>\$0.822</b>	<b>12.8</b>	<b>\$0.387</b>	<b>\$0.267</b>	<b>\$0.119</b>	<b>30.9</b>	<b>\$6.793</b>	<b>\$5.851</b>	<b>\$0.942</b>	<b>13.9</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(5.634)</b>	<b>(4.699)</b>	<b>\$0.935</b>	<b>16.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(5.634)</b>	<b>(4.699)</b>	<b>\$0.935</b>	<b>16.6</b>

Note: Totals may not add due to rounding

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

Table 3

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**JANUARY 2019**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	(0.034)	(6.1)	Mostly due to lower student ridership, free shuttle buses replacing service between St. George and Grasmere the weekend of 1/12-1/13/19, and lower ridership during the MLK holiday weekend	SAME VARIANCES AS THE MONTH		
Other Operating Revenue	Non Reimb.	0.147	71.5	Mainly the favorable timing of student fare reimbursements			
Payroll	Non Reimb.	0.124	5.6	Primarily the timing of expenses including interagency charges			
Overtime	Non Reimb.	0.087	22.9	More favorable weather than anticipated in the budget			
Health and Welfare (including OPEB current payment)	Non Reimb.	0.537	68.0	The favorable timing of expenses and lower rates			
Other Fringe Benefits	Non Reimb.	0.059	12.9	Timing of interagency fringe benefit billing			
Insurance	Non Reimb.	(0.083)	(80.7)	The unfavorable timing of interagency billing from MTA			
Maintenance & Other Operating Contracts	Non Reimb.	0.131	74.0	Mainly the favorable timing of various maintenance-related requirements			
Professional Service Contracts	Non Reimb.	(0.044)	(50.9)	Mostly office furniture purchases			
Materials and Supplies	Non Reimb.	(0.136)	(63.0)	Primarily the unfavorable timing of maintenance material requirements			
Capital and Other Reimbursements	Reimb.	(0.119)	(30.9)	Timing of contractor requirements			
Payroll	Reimb.	0.096	64.6	Timing of contractor requirements			

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2019 Adopted**  
**Cash Receipts and Expenditures**  
**Jan FY19**  
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.566	\$0.546	(0.020)	(3.5)	\$0.566	\$0.546	(0.020)	(3.5)
Other Revenue	\$0.206	\$0.140	(0.066)	(32.1)	\$0.206	\$0.140	(0.066)	(32.1)
Capital and Other Reimbursements	\$0.387	\$0.000	(0.387)	-	\$0.387	\$0.000	(0.387)	-
<b>Total Revenue</b>	<b>\$1.159</b>	<b>\$0.686</b>	<b>(0.473)</b>	<b>(40.8)</b>	<b>\$1.159</b>	<b>\$0.686</b>	<b>(0.473)</b>	<b>(40.8)</b>
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$2.022	\$1.956	\$0.067	3.3	\$2.022	\$1.956	\$0.067	3.3
Overtime	\$0.465	\$0.290	\$0.175	37.6	\$0.465	\$0.290	\$0.175	37.6
<b>Total Salaries &amp; Wages</b>	<b>\$2.487</b>	<b>\$2.246</b>	<b>\$0.241</b>	<b>9.7</b>	<b>\$2.487</b>	<b>\$2.246</b>	<b>\$0.241</b>	<b>9.7</b>
Health and Welfare	\$0.598	\$0.826	(0.228)	(38.1)	\$0.598	\$0.826	(0.228)	(38.1)
OPEB Current Payment	\$0.215	\$0.077	\$0.139	64.4	\$0.215	\$0.077	\$0.139	64.4
Pensions	\$0.620	\$0.545	\$0.075	12.0	\$0.620	\$0.545	\$0.075	12.0
Other Fringe Benefits	\$0.274	\$0.356	(0.082)	(29.8)	\$0.274	\$0.356	(0.082)	(29.8)
<b>Total Fringe Benefits</b>	<b>\$1.708</b>	<b>\$1.804</b>	<b>(0.096)</b>	<b>(5.6)</b>	<b>\$1.708</b>	<b>\$1.804</b>	<b>(0.096)</b>	<b>(5.6)</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Labor</b>	<b>\$4.195</b>	<b>\$4.050</b>	<b>\$0.145</b>	<b>3.5</b>	<b>\$4.195</b>	<b>\$4.050</b>	<b>\$0.145</b>	<b>3.5</b>
<b>Non-Labor :</b>								
Electric Power	\$0.367	\$0.264	\$0.103	28.0	\$0.367	\$0.264	\$0.103	28.0
Fuel	\$0.023	\$0.024	(0.001)	(6.1)	\$0.023	\$0.024	(0.001)	(6.1)
Insurance	\$0.103	\$0.011	\$0.092	89.5	\$0.103	\$0.011	\$0.092	89.5
Claims	(0.013)	\$0.000	(0.013)	-	(0.013)	\$0.000	(0.013)	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.177	\$0.039	\$0.138	78.0	\$0.177	\$0.039	\$0.138	78.0
Professional Service Contracts	\$0.087	\$0.028	\$0.059	68.1	\$0.087	\$0.028	\$0.059	68.1
Materials & Supplies	\$0.216	\$0.686	(0.470)	-	\$0.216	\$0.686	(0.470)	-
Other Business Expenses	\$0.061	\$0.012	\$0.049	80.4	\$0.061	\$0.012	\$0.049	80.4
<b>Non-Labor</b>	<b>\$1.020</b>	<b>\$1.064</b>	<b>(0.044)</b>	<b>(4.3)</b>	<b>\$1.020</b>	<b>\$1.064</b>	<b>(0.044)</b>	<b>(4.3)</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$5.216</b>	<b>\$5.114</b>	<b>\$0.102</b>	<b>1.9</b>	<b>\$5.216</b>	<b>\$5.114</b>	<b>\$0.102</b>	<b>1.9</b>
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Expenditures</b>	<b>\$5.216</b>	<b>\$5.114</b>	<b>\$0.102</b>	<b>1.9</b>	<b>\$5.216</b>	<b>\$5.114</b>	<b>\$0.102</b>	<b>1.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(4.057)</b>	<b>(4.428)</b>	<b>(0.371)</b>	<b>(9.1)</b>	<b>(4.057)</b>	<b>(4.428)</b>	<b>(0.371)</b>	<b>(9.1)</b>

Note: Totals may not add due to rounding

Table 5

MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS  
JANUARY 2019  
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	(0.020)	(3.5)	Primarily the unfavorable timing of cash settlements with NYCT	SAME VARIANCES AS THE MONTH		
Other Operating Revenue	(0.066)	(32.1)	Mostly the unfavorable timing of reimbursements			
Capital and Other Reimbursements	(0.387)	(100.0)	The unfavorable timing of reimbursements			
Total Salaries & Wages	0.241	9.7	Primarily the timing of expenses/payments			
Health and Welfare (including OPEB current payment)	(0.089)	(10.9)	Mostly the unfavorable timing of payments			
Maintenance Contracts	0.138	78.0%	Mainly the favorable timing of various maintenance-related requirements			
Materials and Supplies	(0.470)	(over 100.0)	Mostly the unfavorable timing of payments			

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2019 Adopted**  
**Cash Conversion (Cash Flow Adjustments)**  
**Jan FY19**  
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Revenue</b>								
Farebox Revenue	\$0.000	\$0.014	\$0.014	-	\$0.000	\$0.014	\$0.014	-
Other Revenue	\$0.000	(0.213)	(0.213)	-	\$0.000	(0.213)	(0.213)	-
Capital and Other Reimbursements	\$0.000	(0.267)	(0.267)	-	\$0.000	(0.267)	(0.267)	-
<b>Total Revenue</b>	<b>\$0.000</b>	<b>(0.466)</b>	<b>(0.466)</b>	-	<b>\$0.000</b>	<b>(0.466)</b>	<b>(0.466)</b>	-
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	\$0.323	\$0.169	(0.153)	(47.5)	\$0.323	\$0.169	(0.153)	(47.5)
Overtime	\$0.000	\$0.089	\$0.089	-	\$0.000	\$0.089	\$0.089	-
<b>Total Salaries &amp; Wages</b>	<b>\$0.323</b>	<b>\$0.258</b>	<b>(0.065)</b>	<b>(20.1)</b>	<b>\$0.323</b>	<b>\$0.258</b>	<b>(0.065)</b>	<b>(20.1)</b>
Health and Welfare	\$0.000	(0.706)	(0.706)	-	\$0.000	(0.706)	(0.706)	-
OPEB Current Payment	\$0.000	\$0.058	\$0.058	-	\$0.000	\$0.058	\$0.058	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.234	\$0.045	(0.190)	(81.0)	\$0.234	\$0.045	(0.190)	(81.0)
<b>Total Fringe Benefits</b>	<b>\$0.234</b>	<b>(0.604)</b>	<b>(0.839)</b>	-	<b>\$0.234</b>	<b>(0.604)</b>	<b>(0.839)</b>	-
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.001	\$0.001	-	\$0.000	\$0.001	\$0.001	-
<b>Labor</b>	<b>\$0.557</b>	<b>(0.345)</b>	<b>(0.902)</b>	-	<b>\$0.557</b>	<b>(0.345)</b>	<b>(0.902)</b>	-
<b>Non-Labor :</b>								
Electric Power	\$0.000	\$0.137	\$0.137	-	\$0.000	\$0.137	\$0.137	-
Fuel	\$0.000	\$0.015	\$0.015	-	\$0.000	\$0.015	\$0.015	-
Insurance	\$0.000	\$0.175	\$0.175	-	\$0.000	\$0.175	\$0.175	-
Claims	\$0.020	\$0.020	\$0.000	0.0	\$0.020	\$0.020	\$0.000	0.0
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	\$0.007	\$0.007	-	\$0.000	\$0.007	\$0.007	-
Professional Service Contracts	\$0.000	\$0.105	\$0.105	-	\$0.000	\$0.105	\$0.105	-
Materials & Supplies	\$0.000	(0.334)	(0.334)	-	\$0.000	(0.334)	(0.334)	-
Other Business Expenses	\$0.000	(0.046)	(0.046)	-	\$0.000	(0.046)	(0.046)	-
<b>Non-Labor</b>	<b>\$0.020</b>	<b>\$0.078</b>	<b>\$0.058</b>	-	<b>\$0.020</b>	<b>\$0.078</b>	<b>\$0.058</b>	-
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	-	-	<b>\$0.000</b>	<b>\$0.000</b>	-	-
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$0.577</b>	<b>(0.267)</b>	<b>(0.844)</b>	-	<b>\$0.577</b>	<b>(0.267)</b>	<b>(0.844)</b>	-
Depreciation	\$1.000	\$1.004	\$0.004	0.4	\$1.000	\$1.004	\$0.004	0.4
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Expenditures</b>	<b>\$1.577</b>	<b>\$0.737</b>	<b>(0.840)</b>	<b>(53.3)</b>	<b>\$1.577</b>	<b>\$0.737</b>	<b>(0.840)</b>	<b>(53.3)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$1.577</b>	<b>\$0.271</b>	<b>(1.306)</b>	<b>(82.8)</b>	<b>\$1.577</b>	<b>\$0.271</b>	<b>(1.306)</b>	<b>(82.8)</b>

Note: Totals may not add due to rounding

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

**MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET  
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
January 2019**

<b><u>Function/Departments</u></b>	<b><u>Adopted Budget</u></b>	<b><u>Actual</u></b>	<b><u>Favorable (Unfavorable) Variance</u></b>
<b>Administration</b>			
Executive	13	9	4
General Office	9	15	(6)
Purchasing/Stores	6	4	2
<b>Total Administration</b>	<b>28</b>	<b>28</b>	<b>0</b>
<b>Operations</b>			
Transportation	119	113	6
<b>Total Operations</b>	<b>119</b>	<b>113</b>	<b>6</b>
<b>Maintenance</b>			
Mechanical	53	50	3
Electronics/Electrical	15	12	3
Power/Signals	29	29	0
Maintenance of Way	50	67	(17)
Infrastructure	26	31	(5)
<b>Total Maintenance</b>	<b>173</b>	<b>189</b>	<b>(16)</b>
<b>Engineering/Capital</b>			
Capital Project Support	16	9	7
<b>Total Engineering Capital</b>	<b>16</b>	<b>9</b>	<b>7</b>
<b>Total Positions</b>	<b>336</b>	<b>339</b>	<b>(3)</b>
Non-Reimbursable	308	326	(18)
Reimbursable	28	13	15
Total Full-Time	336	339	(3)
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET  
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION  
January 2019

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	16	15	1	
Professional, Technical, Clerical	12	13	(1)	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>28</b>	<b>28</b>	<b>0</b>	
<b>Operations</b>				
Managers/Supervisors	11	5	6	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	105	107	(2)	
<b>Total Operations</b>	<b>119</b>	<b>113</b>	<b>6</b>	
<b>Maintenance</b>				
Managers/Supervisors	13	24	(11)	
Professional, Technical, Clerical	6	5	1	
Operational Hourlies	154	160	(6)	
<b>Total Maintenance</b>	<b>173</b>	<b>189</b>	<b>(16)</b>	
<b>Engineering/Capital (Sandy Recovery)</b>				
Managers/Supervisors	3	3	0	
Professional, Technical, Clerical	4	0	4	
Operational Hourlies	9	6	3	
<b>Total Engineering/Capital</b>	<b>16</b>	<b>9</b>	<b>7</b>	
<b>Total Positions</b>				
Managers/Supervisors	43	47	(4)	
Professional, Technical, Clerical	25	19	6	
Operational Hourlies	268	273	(5)	
<b>Total Positions</b>	<b>336</b>	<b>339</b>	<b>(3)</b>	

**MTA STATEN ISLAND RAILWAY  
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
2019 BUDGET VERSUS 2019 PRELIMINARY ACTUAL  
(in millions)**

Month of January				Explanation
Budget	Actual	Variance		
		Amount	Percent	
0.406	0.380	(0.026)	(6.3%)	Driven by several factors: lower than expected student ridership throughout the month, free shuttle buses replacing service between St. George and Grasmere the weekend of 1/12/19 - 1/13/19, and lower than expected ridership during the MLK holiday weekend.
Year-to-Date				
0.406	0.380	(0.026)	(6.3%)	Driven by several factors: lower than expected student ridership during January 2019, free shuttle buses replacing service between St. George and Grasmere the weekend of 1/12/19 - 1/13/19, and lower than expected ridership during the MLK holiday weekend.

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

**MTA STATEN ISLAND RAILWAY  
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
2018 ACTUAL VERSUS 2019 PRELIMINARY ACTUAL  
(in millions)**

	<b>Month of January</b>		<b>Variance</b>		<b><u>Explanation</u></b>
	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>Amount</u></b>	<b><u>Percent</u></b>	
Average Weekday	0.016	0.016	(0.000)	(1.1%)	
Average Weekend	0.007	0.005	(0.001)	(21.8%)	Service between St. George and Grasmere replaced by free shuttle buses the weekend of 1/12/19 - 1/13/19
<b>12-Month Rolling Average</b>					
Average Weekday	0.016	0.016	(0.000)	(2.0%)	
Average Weekend	0.008	0.008	0.000	1.0%	

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

# Preliminary January 2019 Report: Bus Company

The purpose of this report is to provide the preliminary January 2019 financial results on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results are compared to the Adopted Budget (budget).

## **Summary of Preliminary Financial Results**

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

- January 2019 Bus Company ridership of 9.7 million was 0.3 million (3.0 percent) below budget.
- Farebox revenue of \$16.6 million was \$1.3 million (7.1 percent) below budget.
- Operating expenses of \$65.4 million were below budget by \$6.6 million (9.1 percent).
  - Labor expenses exceeded budget by a net \$1.7 million (3.3 percent), including overruns in payroll expenses of \$1.8 million (7.1 percent) and overtime expenses of \$1.3 million (24.2 percent).
  - Non-labor expenses were lower than budget by \$8.2 million (37.3 percent), including favorable results in maintenance contracts of \$2.6 million (58.7 percent), materials & supplies of \$1.7 million (31.7 percent), claims of \$1.6 million (29.5 percent) and professional service contracts of \$1.3 million (38.5 percent).

## MTA BUS FINANCIAL AND RIDERSHIP REPORT January 2019

(All data are preliminary and subject to audit)

### **Preliminary Actual Results Compared to the Adopted Budget (budget)**

**Operating revenue** was \$18.8 million in January, \$0.9 million (4.5 percent) below budget, caused primarily by an underrun in farebox revenue of \$1.3 million (7.1 percent), resulting mostly from lower ridership.

Total MTA Bus **ridership** in January 2019 was 9.7 million, 3.0 percent (0.3 million riders) below budget. January 2019 average weekday ridership was 369,487, an increase of 2.8 percent (10,166 riders) from January 2018. Average weekday ridership for the twelve months ending January 2019 was 393,498, a decrease of 0.1 percent (353 riders) from the twelve months ending January 2018.

**Nonreimbursable expenses**, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$65.4 million in January, \$6.6 million (9.1 percent) favorable to budget.

- Labor expenses were in excess of budget by a net \$1.7 million (3.3 percent), of which payroll expenses were over budget by \$1.8 million (7.1 percent), due largely to higher cash out due to a bank holiday, more sick & personal time than planned, partially offset by vacancies. Overtime expenses were above budget by \$1.3 million (24.2 percent), mainly due to running time/traffic, and inclement winter weather.
- Non-labor expenses were below budget by \$8.2 million (37.3 percent). Maintenance Contract expenses underran by \$2.6 million (58.7 percent), driven by the timing of the Shop Program and Bus Technology. Materials & Supplies expenses were less by \$1.7 million (31.7 percent), due to the timing of costs related to the New Fare Payment System (NFPS), the timing of Select Bus Service (SBS) rollouts and lower general maintenance expenses. Claims expenses were under budget by \$1.6 million (29.5 percent), based on expense underruns and an actuarial update. Fuel expenses were under budget by \$0.7 million (29.3 percent), resulting from lower rates.

Depreciation expenses of \$5.3 million exceeded budget by \$0.6 million (13.3 percent). GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Bus Company recorded \$5.2 million of accrued expenses, \$3.5 million (40.1 percent) below budget. Regarding GASB #68 Pension Adjustment, no expenses nor credits were recorded in January.

The **operating cash deficit** (excluding subsidies) was \$51.2 million, \$7.6 million (17.4 percent) above budget, due mainly to the unfavorable timing of payroll expenditures.

**MTA BUS COMPANY**  
**February Financial Plan - 2019 Adopted Budget**  
**Accrual Statement of Operations by Category**  
**January 2019 Monthly**  
(\$ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Adopted Budget	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Adopted Budget	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Adopted Budget	Actual	-Variance: Fav/(Unfav)- Dollars	Percent
<b>Revenue</b>												
Farebox Revenue	\$17.848	\$16.584	(\$1.264)	(7.1)	\$0.000	\$0.000	\$0.000	N/A	\$17.848	\$16.584	(\$1.264)	(7.1)
Other Revenue	1.790	2.176	0.386	21.6	0.000	0.000	0.000	N/A	1.790	2.176	0.386	21.6
Capital and Other Reimbursements	0.000	0.000	0.000	N/A	0.514	0.000	(0.514)	100.0	0.514	0.000	(0.514)	100.0
<b>Total Revenues</b>	<b>\$19.638</b>	<b>\$18.760</b>	<b>(\$0.878)</b>	<b>(4.5)</b>	<b>\$0.514</b>	<b>\$0.000</b>	<b>(\$0.514)</b>	<b>100.0</b>	<b>\$20.152</b>	<b>\$18.760</b>	<b>(\$1.392)</b>	<b>(6.9)</b>
<b>Expenses</b>												
<b><u>Labor:</u></b>												
Payroll	\$24.707	\$26.460	(\$1.752)	(7.1)	\$0.224	\$0.000	\$0.224	100.0	\$24.932	\$26.460	(\$1.528)	(6.1)
Overtime	5.399	6.707	(1.308)	(24.2)	0.000	0.000	0.000	N/A	5.399	6.707	(1.308)	(24.2)
Health and Welfare	6.652	6.188	0.464	7.0	0.105	0.000	0.105	100.0	6.757	6.188	0.569	8.4
OPEB Current Payments	2.186	1.789	0.398	18.2	0.000	0.000	0.000	N/A	2.186	1.789	0.398	18.2
Pension	4.828	5.009	(0.182)	(3.8)	0.000	0.000	0.000	N/A	4.828	5.009	(0.182)	(3.8)
Other Fringe Benefits	6.211	5.405	0.806	13.0	0.000	0.000	0.000	N/A	6.211	5.405	0.806	13.0
Reimbursable Overhead	(0.087)	0.000	(0.087)	100.0	0.087	0.000	0.087	100.0	0.000	0.000	0.000	N/A
<b>Total Labor Expenses</b>	<b>\$49.897</b>	<b>\$51.558</b>	<b>(\$1.662)</b>	<b>(3.3)</b>	<b>\$0.416</b>	<b>\$0.000</b>	<b>\$0.416</b>	<b>100.0</b>	<b>\$50.313</b>	<b>\$51.558</b>	<b>(\$1.245)</b>	<b>(2.5)</b>
<b><u>Non-Labor:</u></b>												
Electric Power	\$0.170	\$0.170	\$0.000	(0.2)	\$0.000	\$0.000	\$0.000	N/A	\$0.170	\$0.170	\$0.000	(0.2)
Fuel	2.386	1.687	0.699	29.3	0.000	0.000	0.000	N/A	2.386	1.687	0.699	29.3
Insurance	0.581	0.387	0.194	33.5	0.000	0.000	0.000	N/A	0.581	0.387	0.194	33.5
Claims	5.316	3.750	1.566	29.5	0.000	0.000	0.000	N/A	5.316	3.750	1.566	29.5
Paratransit Service Contracts	0.000	0.000	0.000	N/A	0.000	0.000	0.000	N/A	0.000	0.000	0.000	N/A
Maintenance and Other Operating Contracts	4.376	1.807	2.569	58.7	0.021	0.000	0.021	100.0	4.397	1.807	2.590	58.9
Professional Services Contracts	3.377	2.076	1.301	38.5	0.000	0.000	0.000	N/A	3.377	2.076	1.301	38.5
Materials and Supplies	5.424	3.703	1.721	31.7	0.076	0.000	0.076	100.0	5.500	3.703	1.798	32.7
Other Business Expenses	0.461	0.276	0.186	40.2	0.000	0.000	0.000	N/A	0.461	0.276	0.186	40.2
<b>Total Non-Labor Expenses</b>	<b>\$22.092</b>	<b>\$13.856</b>	<b>\$8.236</b>	<b>37.3</b>	<b>\$0.097</b>	<b>\$0.000</b>	<b>\$0.097</b>	<b>100.0</b>	<b>\$22.189</b>	<b>\$13.856</b>	<b>\$8.333</b>	<b>37.6</b>
<b><u>Other Expense Adjustments</u></b>												
Other	\$0.000	\$0.000	\$0.000	N/A	\$0.000	\$0.000	\$0.000	N/A	\$0.000	\$0.000	\$0.000	N/A
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>N/A</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>N/A</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>N/A</b>
<b>Total Expenses Before Non-Cash Liability Adjs.</b>	<b>\$71.989</b>	<b>\$65.414</b>	<b>\$6.574</b>	<b>9.1</b>	<b>\$0.513</b>	<b>\$0.000</b>	<b>\$0.513</b>	<b>100.0</b>	<b>\$72.502</b>	<b>\$65.414</b>	<b>\$7.088</b>	<b>9.8</b>
Depreciation	\$4.710	\$5.337	(\$0.627)	(13.3)	\$0.000	\$0.000	\$0.000	N/A	\$4.710	\$5.337	(\$0.627)	(13.3)
OPEB Liability Adjustment	8.680	5.200	3.480	40.1	0.000	0.000	0.000	N/A	8.680	5.200	3.480	40.1
GASB 68 Pension Expense Adjustment	7.445	0.000	7.445	100.0	0.000	0.000	0.000	N/A	7.445	0.000	7.445	100.0
Environmental Remediation	0.000	0.000	0.000	N/A	0.000	0.000	0.000	N/A	0.000	0.000	0.000	N/A
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$92.824</b>	<b>\$75.952</b>	<b>\$16.872</b>	<b>18.2</b>	<b>\$0.513</b>	<b>\$0.000</b>	<b>\$0.513</b>	<b>100.0</b>	<b>\$93.337</b>	<b>\$75.952</b>	<b>\$17.385</b>	<b>18.6</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$73.186)</b>	<b>(\$57.192)</b>	<b>\$15.994</b>	<b>21.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>100.0</b>	<b>(\$73.186)</b>	<b>(\$57.192)</b>	<b>\$15.994</b>	<b>21.9</b>

Notes: Totals may not add due to rounding

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

**MTA BUS COMPANY**  
**February Financial Plan - 2019 Adopted Budget**  
**Accrual Statement of Operations by Category**  
**January 2019 Year-to-Date**  
(\$ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Adopted Budget	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Adopted Budget	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Adopted Budget	Actual	-Variance: Fav/(Unfav)- Dollars	Percent
<b>Revenue</b>												
Farebox Revenue	\$17.848	\$16.584	(\$1.264)	(7.1)	\$0.000	\$0.000	\$0.000	N/A	\$17.848	\$16.584	(\$1.264)	(7.1)
Other Revenue	1.790	2.176	0.386	21.6	0.000	0.000	0.000	N/A	1.790	2.176	0.386	21.6
Capital and Other Reimbursements	0.000	0.000	0.000	N/A	0.514	0.000	(0.514)	100.0	0.514	0.000	(0.514)	100.0
<b>Total Revenues</b>	<b>\$19.638</b>	<b>\$18.760</b>	<b>(\$0.878)</b>	<b>(4.5)</b>	<b>\$0.514</b>	<b>\$0.000</b>	<b>(\$0.514)</b>	<b>100.0</b>	<b>\$20.152</b>	<b>\$18.760</b>	<b>(\$1.392)</b>	<b>(6.9)</b>
<b>Expenses</b>												
<u><b>Labor:</b></u>												
Payroll	\$24.707	\$26.460	(\$1.752)	(7.1)	\$0.224	\$0.000	\$0.224	100.0	\$24.932	\$26.460	(\$1.528)	(6.1)
Overtime	5.399	6.707	(1.308)	(24.2)	0.000	0.000	0.000	N/A	5.399	6.707	(1.308)	(24.2)
Health and Welfare	6.652	6.188	0.464	7.0	0.105	0.000	0.105	100.0	6.757	6.188	0.569	8.4
OPEB Current Payments	2.186	1.789	0.398	18.2	0.000	0.000	0.000	N/A	2.186	1.789	0.398	18.2
Pension	4.828	5.009	(0.182)	(3.8)	0.000	0.000	0.000	N/A	4.828	5.009	(0.182)	(3.8)
Other Fringe Benefits	6.211	5.405	0.806	13.0	0.000	0.000	0.000	N/A	6.211	5.405	0.806	13.0
Reimbursable Overhead	(0.087)	0.000	(0.087)	100.0	0.087	0.000	0.087	100.0	0.000	0.000	0.000	N/A
<b>Total Labor Expenses</b>	<b>\$49.897</b>	<b>\$51.558</b>	<b>(\$1.662)</b>	<b>(3.3)</b>	<b>\$0.416</b>	<b>\$0.000</b>	<b>\$0.416</b>	<b>100.0</b>	<b>\$50.313</b>	<b>\$51.558</b>	<b>(\$1.245)</b>	<b>(2.5)</b>
<u><b>Non-Labor:</b></u>												
Electric Power	\$0.170	\$0.170	\$0.000	(0.2)	\$0.000	\$0.000	\$0.000	N/A	\$0.170	\$0.170	\$0.000	(0.2)
Fuel	2.386	1.687	0.699	29.3	0.000	0.000	0.000	N/A	2.386	1.687	0.699	29.3
Insurance	0.581	0.387	0.194	33.5	0.000	0.000	0.000	N/A	0.581	0.387	0.194	33.5
Claims	5.316	3.750	1.566	29.5	0.000	0.000	0.000	N/A	5.316	3.750	1.566	29.5
Paratransit Service Contracts	0.000	0.000	0.000	N/A	0.000	0.000	0.000	N/A	0.000	0.000	0.000	N/A
Maintenance and Other Operating Contracts	4.376	1.807	2.569	58.7	0.021	0.000	0.021	100.0	4.397	1.807	2.590	58.9
Professional Services Contracts	3.377	2.076	1.301	38.5	0.000	0.000	0.000	N/A	3.377	2.076	1.301	38.5
Materials and Supplies	5.424	3.703	1.721	31.7	0.076	0.000	0.076	100.0	5.500	3.703	1.798	32.7
Other Business Expenses	0.461	0.276	0.186	40.2	0.000	0.000	0.000	N/A	0.461	0.276	0.186	40.2
<b>Total Non-Labor Expenses</b>	<b>\$22.092</b>	<b>\$13.856</b>	<b>\$8.236</b>	<b>37.3</b>	<b>\$0.097</b>	<b>\$0.000</b>	<b>\$0.097</b>	<b>100.0</b>	<b>\$22.189</b>	<b>\$13.856</b>	<b>\$8.333</b>	<b>37.6</b>
<u><b>Other Expense Adjustments</b></u>												
Other	\$0.000	\$0.000	\$0.000	N/A	\$0.000	\$0.000	\$0.000	N/A	\$0.000	\$0.000	\$0.000	N/A
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>N/A</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>N/A</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>N/A</b>
<b>Total Expenses Before Non-Cash Liability Adjs.</b>	<b>\$71.989</b>	<b>\$65.414</b>	<b>\$6.574</b>	<b>9.1</b>	<b>\$0.513</b>	<b>\$0.000</b>	<b>\$0.513</b>	<b>100.0</b>	<b>\$72.502</b>	<b>\$65.414</b>	<b>\$7.088</b>	<b>9.8</b>
Depreciation	\$4.710	\$5.337	(\$0.627)	(13.3)	\$0.000	\$0.000	\$0.000	N/A	\$4.710	\$5.337	(\$0.627)	(13.3)
OPEB Liability Adjustment	8.680	5.200	3.480	40.1	0.000	0.000	0.000	N/A	8.680	5.200	3.480	40.1
GASB 68 Pension Expense Adjustment	7.445	0.000	7.445	100.0	0.000	0.000	0.000	N/A	7.445	0.000	7.445	100.0
Environmental Remediation	0.000	0.000	0.000	N/A	0.000	0.000	0.000	N/A	0.000	0.000	0.000	N/A
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$92.824</b>	<b>\$75.952</b>	<b>\$16.872</b>	<b>18.2</b>	<b>\$0.513</b>	<b>\$0.000</b>	<b>\$0.513</b>	<b>100.0</b>	<b>\$93.337</b>	<b>\$75.952</b>	<b>\$17.385</b>	<b>18.6</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$73.186)</b>	<b>(\$57.192)</b>	<b>\$15.994</b>	<b>21.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>100.0</b>	<b>(\$73.186)</b>	<b>(\$57.192)</b>	<b>\$15.994</b>	<b>21.9</b>

Notes: Totals may not add due to rounding

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

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2019 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

TABLE 3

Generic Revenue or Expense Category	Nonreimb or Reimb	January 2019				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$ (1.264)	(7.1)	Lower ridership		\$ (1.264)	(7.1)		
Other Operating Revenue	NR	\$ 0.386	21.6	Timing of advertising revenue		\$ 0.386	21.6		
Capital and Other Reimbursements	R	\$ (0.514)	(100.0)	Timing of reimbursement receipts; and vacancies		\$ (0.514)	(100.0)		
<b>Total Revenue Variance</b>		<b>\$ (1.392)</b>	<b>(6.9)</b>			<b>\$ (1.392)</b>	<b>(6.9)</b>		
Payroll	NR	\$ (1.753)	(7.1)	Higher cash out of banked holiday, sick and personal time than planned, partially offset by vacancies.		\$ (1.753)	(7.1)		
Overtime	NR	\$ (1.308)	(24.2)	Mainly due to running time/traffic and inclement winter weather.		\$ (1.308)	(24.2)		
Health and Welfare (including OPEB)	NR	\$ 0.861	9.7	Timing of expenses		\$ 0.861	9.7		
Pension	NR	\$ (0.181)	(3.7)	Timing of expenses		\$ (0.181)	(3.7)		
Other Fringe Benefits	NR	\$ 0.806	13.0	Timing of interagency billings		\$ 0.806	13.0		
Reimbursable Overhead	NR	\$ (0.087)	-	(a)		\$ (0.087)	-		
Electric Power	NR	\$ -	-	(a)		\$ -	-		
Fuel	NR	\$ 0.699	29.3	Lower rates		\$ 0.699	29.3		
Insurance	NR	\$ 0.194	33.5	Timing of expenses		\$ 0.194	33.5		
Claims	NR	\$ 1.566	29.5	Lower expenses due to actuarial review		\$ 1.566	29.5		<b>SAME AS MONTH</b>
Maintenance and Other Operating Contracts	NR	\$ 2.569	58.7	Timing of Shop program, and bus technology.		\$ 2.569	58.7		
Professional Service Contracts	NR	\$ 1.302	38.5	Timing of interagency billing and SBS Rollout		\$ 1.302	38.5		
Materials & Supplies	NR	\$ 1.722	31.7	Timing of new fare payment system, SBS rollout and lower general maintenance expenses		\$ 1.722	31.7		
Other Business Expense	NR	\$ 0.185	40.1	Timing of AFC fees and other Misc. expenses		\$ 0.185	40.1		
Depreciation	NR	\$ (0.627)	(13.3)	Non cash expense		\$ (0.627)	(13.3)		
Other Post Employment Benefits	NR	\$ 3.480	40.1	Non cash expense		\$ 3.480	40.1		
GASB 68 Pension Adjustment		\$ 7.445	100.0	Non cash expense		\$ 7.445	100.0		
Environmental Remediation		\$ -	-			\$ -	-		
Payroll	R	\$ 0.224	100.0	Timing of charges		\$ 0.224	100.0		
Health and Welfare	R	\$ 0.105	100.0	Timing of charges		\$ 0.105	100.0		
Pension	R	\$ -	-			\$ -	-		
Other Fringe Benefits	R	\$ -	-			\$ -	-		
Maintenance and Other Operating Contracts	R	\$ 0.021	*	Timing of charges		\$ 0.021	*		
Materials & Supplies	R	\$ 0.076	*	Timing of charges		\$ 0.076	*		
<b>Total Expense Variance</b>		<b>\$ 17.386</b>	<b>18.6</b>			<b>\$ 17.386</b>	<b>18.6</b>		
<b>Net Variance</b>		<b>\$ 15.994</b>	<b>21.9</b>			<b>\$ 15.994</b>	<b>21.9</b>		

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**February Financial Plan - 2019 Adopted Budget**  
**Cash Receipts and Expenditures**  
**January 2019**

	Month				YTD			
	Adopted Budget	Actual	-Variance:Fav/(Unfav)- Dollars	Percent	Adopted Budget	Actual	-Variance:Fav/(Unfav)- Dollars	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	\$17.848	\$19.993	\$2.145	12.0	\$17.848	\$19.993	\$2.145	12.0
Other Operating Revenue	1.721	0.946	(0.775)	(45.0)	1.721	0.946	(0.775)	(45.0)
Capital and Other Reimbursements	0.942	0.000	(0.942)	100.0	0.942	0.000	(0.942)	100.0
<b>Total Receipts</b>	<b>\$20.511</b>	<b>\$20.939</b>	<b>\$0.428</b>	<b>2.1</b>	<b>\$20.511</b>	<b>\$20.939</b>	<b>\$0.428</b>	<b>2.1</b>
<b><u>Expenditures</u></b>								
<b><u>Labor:</u></b>								
Payroll	\$22.985	\$32.879	(\$9.894)	(43.0)	\$22.985	\$32.879	(\$9.894)	(43.0)
Overtime	5.399	6.707	(1.308)	(24.2)	5.399	6.707	(1.308)	(24.2)
Health and Welfare	6.497	6.268	0.229	3.5	6.497	6.268	0.229	3.5
OPEB Current Payments	2.102	1.790	0.312	14.9	2.102	1.790	0.312	14.9
Pension	4.627	4.774	(0.147)	(3.2)	4.627	4.774	(0.147)	(3.2)
Other Fringe Benefits	4.345	5.165	(0.820)	(18.9)	4.345	5.165	(0.820)	(18.9)
Contribution to GASB Fund	0.000	0.000	0.000	N/A	0.000	0.000	0.000	N/A
Reimbursable Overhead	0.000	0.000	0.000	N/A	0.000	0.000	0.000	N/A
<b>Total Labor Expenditures</b>	<b>\$45.956</b>	<b>\$57.583</b>	<b>(\$11.627)</b>	<b>(25.3)</b>	<b>\$45.956</b>	<b>\$57.583</b>	<b>(\$11.627)</b>	<b>(25.3)</b>
<b><u>Non-Labor:</u></b>								
Electric Power	\$0.163	\$0.170	(\$0.007)	(4.0)	\$0.163	\$0.170	(\$0.007)	(4.0)
Fuel	2.176	1.731	0.445	20.5	2.176	1.731	0.445	20.5
Insurance	0.559	0.000	0.559	100.0	0.559	0.000	0.559	100.0
Claims	2.217	4.821	(2.604)	<(100.0)	2.217	4.821	(2.604)	<(100.0)
Paratransit Service Contracts	0.000	0.000	0.000	N/A	0.000	0.000	0.000	N/A
Maintenance and Other Operating Contracts	4.104	2.801	1.303	31.8	4.104	2.801	1.303	31.8
Professional Services Contracts	3.247	1.537	1.710	52.7	3.247	1.537	1.710	52.7
Materials and Supplies	5.289	3.174	2.115	40.0	5.289	3.174	2.115	40.0
Other Business Expenses	0.444	0.342	0.102	22.9	0.444	0.342	0.102	22.9
<b>Total Non-Labor Expenditures</b>	<b>\$18.199</b>	<b>\$14.576</b>	<b>\$3.623</b>	<b>19.9</b>	<b>\$18.199</b>	<b>\$14.576</b>	<b>\$3.623</b>	<b>19.9</b>
<b><u>Other Expenditure Adjustments</u></b>								
Other	\$0.000	\$0.000	\$0.000	N/A	\$0.000	\$0.000	\$0.000	N/A
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>N/A</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>N/A</b>
<b>Total Expenditures</b>	<b>\$64.155</b>	<b>\$72.159</b>	<b>(\$8.004)</b>	<b>(12.5)</b>	<b>\$64.155</b>	<b>\$72.159</b>	<b>(\$8.004)</b>	<b>(12.5)</b>
<b>Net Cash Balance</b>	<b>(\$43.645)</b>	<b>(\$51.220)</b>	<b>(\$7.575)</b>	<b>(17.4)</b>	<b>(\$43.645)</b>	<b>(\$51.220)</b>	<b>(\$7.575)</b>	<b>(17.4)</b>

Note: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2019 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS**

(\$ in millions)

Operating Receipts or Disbursements	January 2019			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ 2.145	12.0	Receipt of prior period fares	\$ 2.145	12.0	
Other Operating Revenue	(0.775)	(45.0)	Timing of Student's and Senior Citizen's reimbursements	(0.775)	(45.0)	
Capital and Other Reimbursements	(0.942)	(100.0)	Timing of reimbursement receipts	(0.942)	(100.0)	
<b>Total Receipts</b>	<b>\$ 0.428</b>	<b>2.1</b>		<b>\$ 0.428</b>	<b>2.1</b>	
Payroll	\$ (9.893)	(43.0)	Timing of payroll funding and higher interagency billings	\$ (9.893)	(43.0)	
Overtime	(1.308)	(24.2)	Mainly due to running time/traffic and inclement winter weather.	(1.308)	(24.2)	
Health and Welfare (including OPEB)	0.541	6.3	Favorable timing of payments	0.541	6.3	
Pension	(0.147)	(3.2)	Payments for prior periods	(0.147)	(3.2)	
Other Fringe Benefits	(0.820)	(18.9)	Payments for prior periods	(0.820)	(18.9)	
GASB	-	-		-	-	
Electric Power	(0.007)	(4.4)	(a)	(0.007)	(4.4)	
Fuel	0.445	20.4	Lower rates	0.445	20.4	
Insurance	0.559	100.0	Favorable timing of payments	0.559	100.0	
Claims	(2.604)	*	Higher claim payments	(2.604)	*	
Maintenance and Other Operating Contracts	1.303	31.8	Timing of Shop program, and bus technology.	1.303	31.8	
Professional Service Contracts	1.710	52.7	Timing of interagency billing and SBS Rollout	1.710	52.7	
Materials & Supplies	2.115	40.0	Timing of new fare payment system, SBS rollout and lower general maintenance expenses	2.115	40.0	
Other Business Expenditure	0.102	22.9	Timing of AFC fees and other Misc. expenses	0.102	22.9	
<b>Total Expenditures</b>	<b>\$ (8.005)</b>	<b>(12.5)</b>		<b>\$ (8.005)</b>	<b>(12.5)</b>	
<b>Net Cash Variance</b>	<b>\$ (7.577)</b>	<b>(17.4)</b>		<b>\$ (7.577)</b>	<b>(17.4)</b>	

SAME AS MONTH

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**February Financial Plan - 2019 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
**January 2019**

	Month				YTD			
	Adopted Budget	Actual	-Variance:Fav/(Unfav)- Dollars	Percent	Adopted Budget	Actual	-Variance:Fav/(Unfav)- Dollars	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	(\$0.000)	\$3.409	\$3.409	N/A	(\$0.000)	\$3.409	\$3.409	N/A
Other Operating Revenue	(0.069)	(1.230)	(1.161)	<(100.0)	(0.069)	(1.230)	(1.161)	<(100.0)
Capital and Other Reimbursements	(0.429)	0.000	(0.429)	100.0	(0.429)	0.000	(0.429)	100.0
<b>Total Receipts</b>	<b>\$0.360</b>	<b>\$2.179</b>	<b>\$1.819</b>	<b>&gt; 100.0</b>	<b>\$0.360</b>	<b>\$2.179</b>	<b>\$1.819</b>	<b>&gt; 100.0</b>
<b><u>Expenditures</u></b>								
<b><u>Labor:</u></b>								
Payroll	\$1.947	(\$6.419)	(\$8.366)	<(100.0)	\$1.947	(\$6.419)	(\$8.366)	<(100.0)
Overtime	0.000	0.000	0.000	> 100.0	0.000	0.000	0.000	> 100.0
Health and Welfare	0.260	(0.080)	(0.340)	<(100.0)	0.260	(0.080)	(0.340)	<(100.0)
OPEB Current Payments	0.084	(0.001)	(0.085)	<(100.0)	0.084	(0.001)	(0.085)	<(100.0)
Pension	0.200	0.235	0.035	17.6	0.200	0.235	0.035	17.6
Other Fringe Benefits	1.866	0.240	(1.626)	(87.1)	1.866	0.240	(1.626)	(87.1)
Contribution to GASB Fund	0.000	0.000	0.000	N/A	0.000	0.000	0.000	N/A
Reimbursable Overhead	0.000	0.000	0.000	N/A	0.000	0.000	0.000	N/A
<b>Subtotal Labor Expenditures</b>	<b>\$4.357</b>	<b>(\$6.025)</b>	<b>(\$10.382)</b>	<b>&lt;(100.0)</b>	<b>\$4.357</b>	<b>(\$6.025)</b>	<b>(\$10.382)</b>	<b>&lt;(100.0)</b>
<b><u>Non-Labor:</u></b>								
Electric Power	\$0.007	\$0.000	(\$0.006)	(96.3)	\$0.007	\$0.000	(\$0.006)	(96.3)
Fuel	0.210	(0.044)	(0.254)	<(100.0)	0.210	(0.044)	(0.254)	<(100.0)
Insurance	0.022	0.387	0.364	> 100.0	0.022	0.387	0.364	> 100.0
Claims	3.099	(1.071)	(4.170)	<(100.0)	3.099	(1.071)	(4.170)	<(100.0)
Paratransit Service Contracts	0.000	0.000	0.000	N/A	0.000	0.000	0.000	N/A
Maintenance and Other Operating Contracts	0.293	(0.994)	(1.287)	<(100.0)	0.293	(0.994)	(1.287)	<(100.0)
Professional Services Contracts	0.130	0.539	0.409	> 100.0	0.130	0.539	0.409	> 100.0
Materials and Supplies	0.212	0.529	0.317	> 100.0	0.212	0.529	0.317	> 100.0
Other Business Expenses	0.018	(0.066)	(0.084)	<(100.0)	0.018	(0.066)	(0.084)	<(100.0)
<b>Subtotal Non-Labor Expenditures</b>	<b>\$3.990</b>	<b>(\$0.720)</b>	<b>(\$4.710)</b>	<b>&lt;(100.0)</b>	<b>\$3.990</b>	<b>(\$0.720)</b>	<b>(\$4.710)</b>	<b>&lt;(100.0)</b>
<b><u>Other Expenditure Adjustments</u></b>								
Other	\$0.000	\$0.000	\$0.000	N/A	\$0.000	\$0.000	\$0.000	N/A
<b>Subtotal Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>N/A</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>N/A</b>
<b>Total Expenditures</b>	<b>\$8.347</b>	<b>(\$6.745)</b>	<b>(\$15.092)</b>	<b>&lt;(100.0)</b>	<b>\$8.347</b>	<b>(\$6.745)</b>	<b>(\$15.092)</b>	<b>&lt;(100.0)</b>
Depreciation	\$4.710	\$5.337	\$0.628	13.3	\$4.710	\$5.337	\$0.628	13.3
OPEB Liability Adjustment	8.680	5.200	(3.480)	(40.1)	8.680	5.200	(3.480)	(40.1)
GASB 68 Pension Expense Adjustment	7.445	0.000	(7.445)	100.0	7.445	0.000	(7.445)	100.0
Environmental Remediation	0.000	0.000	0.000	N/A	0.000	0.000	0.000	N/A
<b>Total Expenditures After Non-Cash Liabilities</b>	<b>\$29.181</b>	<b>\$3.793</b>	<b>(\$25.388)</b>	<b>(87.0)</b>	<b>\$29.181</b>	<b>\$3.793</b>	<b>(\$25.388)</b>	<b>(87.0)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$29.541</b>	<b>\$5.972</b>	<b>(\$23.569)</b>	<b>(79.8)</b>	<b>\$29.541</b>	<b>\$5.972</b>	<b>(\$23.569)</b>	<b>(79.8)</b>

Note: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2019 ADOPTED BUDGET**  
**Utilization**  
(In millions)

	<u>January 2019</u>			<u>Year-to-date as of January 2019</u>		
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 17.848	\$ 16.584	\$ (1.264)	\$ 17.848	\$ 16.584	\$ (1.264)
<b>Total Farebox Revenue</b>	<b>\$ 17.848</b>	<b>\$ 16.584</b>	<b>\$ (1.264)</b>	<b>\$ 17.848</b>	<b>\$ 16.584</b>	<b>\$ (1.264)</b>
<b><u>Ridership</u></b>						
Fixed Route	9.968	9.667	(0.302)	9.968	9.667	(0.302)
<b>Total Ridership</b>	<b>9.968</b>	<b>9.667</b>	<b>(0.302)</b>	<b>9.968</b>	<b>9.667</b>	<b>(0.302)</b>

**MTA BUS COMPANY**  
**2019 Adopted Budget vs Actual**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE / REIMBURSABLE AND FULL-TIME EQUIVALENTS**  
**JANUARY 2019**

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
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	20	5	
Corporate Communications	-	-	-	
Labor Relations	-	-	-	
Strategic Office	31	25	6	
Non-Departmental	4	-	4	
<b>Total Administration</b>	<b>146</b>	<b>124</b>	<b>22</b>	Vacancies to be filled
<b>Operations</b>				
Buses	2,336	2,309	27	Vacancies to be filled
Office of the Executive VP	4	4	-	
Safety & Training	57	103	(46)	Students in training
Road Operations	141	121	20	
Transportation Support	22	24	(2)	
Operations Planning	34	33	1	
Revenue Control	7	6	1	
<b>Total Operations</b>	<b>2,601</b>	<b>2,600</b>	<b>1</b>	
<b>Maintenance</b>				
Buses	738	750	(12)	
Maintenance Support/CMF	236	259	(23)	
Facilities	80	73	7	
Supply Logistics	103	101	2	
<b>Total Maintenance</b>	<b>1,157</b>	<b>1,183</b>	<b>(26)</b>	Change in Shop Program
Capital Program Management	37	27	10	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>27</b>	<b>10</b>	Vacancies to be filled
Security	15	13	2	
<b>Total Public Safety</b>	<b>15</b>	<b>13</b>	<b>2</b>	Vacancies to be filled
<b>Total Positions</b>	<b>3,956</b>	<b>3,947</b>	<b>9</b>	
Non-Reimbursable	3,916	3,910	6	
Reimbursable	40	37	3	
<b>Total Full-Time</b>	<b>3,938</b>	<b>3,936</b>	<b>2</b>	
Total Full-Time Equivalents	18	11	7	

**MTA BUS COMPANY**  
**2019 Adopted Budget vs Actual**  
**TOTAL FULL - TIME POSITIONS AND FTE's BY FUNCTION AND OCCUPATION**  
**JANUARY 2019**

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	65	53	12	
Professional, Technical, Clerical	78	71	7	
Operational Hourlies	3	-	3	
<b>Total Administration</b>	<b>146</b>	<b>124</b>	<b>22</b>	Vacancies to be filled
<b>Operations</b>				
Managers/Supervisors	306	316	(10)	
Professional, Technical, Clerical	44	50	(6)	
Operational Hourlies	2,251	2,234	17	Students in traning
<b>Total Operations</b>	<b>2,601</b>	<b>2,600</b>	<b>1</b>	
<b>Maintenance</b>				
Managers/Supervisors	250	235	15	
Professional, Technical, Clerical	33	35	(2)	
Operational Hourlies	874	913	(39)	
<b>Total Maintenance</b>	<b>1,157</b>	<b>1,183</b>	<b>(26)</b>	Change in Shop Program
<b>Engineering/Capital</b>				
Managers/Supervisors	21	14	7	
Professional, Technical, Clerical	16	13	3	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>27</b>	<b>10</b>	Vacancies to be filled
<b>Public Safety</b>				
Managers/Supervisors	9	7	2	
Professional, Technical, Clerical	6	6	-	
Operational Hourlies	-	-	-	
<b>Total Public Safety</b>	<b>15</b>	<b>13</b>	<b>2</b>	Vacancies to be filled
<b>Total Baseline Positions</b>				
Managers/Supervisors	651	625	26	
Professional, Technical, Clerical	177	175	2	
Operational Hourlies	3,128	3,147	(19)	
<b>Total Baseline Positions</b>	<b>3,956</b>	<b>3,947</b>	<b>9</b>	

MTA Bus Company  
FEBRUARY FINANCIAL PLAN  
2019 ADOPTED BUDGET  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	January						January Year- To - Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	57,065	\$2.284	51,614	\$2.654	5,451 9.6%	(\$0.370) -16.2%	57,065	\$2.284	51,614	\$2.654	5,451 9.6%	(\$0.370) -16.2%
<u>Unscheduled Service</u>	11,575	\$0.507	7,830	\$0.398	3,745 32.4%	\$0.109 21.6%	11,575	\$0.507	7,830	\$0.398	3,745 32.4%	\$0.109 21.6%
<u>Programmatic/Routine Maintenance</u>	22,335	\$0.982	36,337	\$1.809	(14,002) -62.7%	(\$0.828) -84.3%	22,335	\$0.982	36,337	\$1.809	(14,002) -62.7%	(\$0.828) -84.3%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0 0.0%	- 0.0%	0	\$0.000	0	\$0.000	0 0.0%	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	26,699	\$1.439	25,923	\$1.233	776 2.9%	\$0.206 14.3%	26,699	\$1.439	25,923	\$1.233	776 2.9%	\$0.206 14.3%
<u>Weather Emergencies</u>	3,911	\$0.149	11,668	\$0.567	(7,757) *	(\$0.418) *	3,911	\$0.149	11,668	\$0.567	(7,757) *	(\$0.418) *
<u>Safety/Security/Law Enforcement</u>	271	\$0.014	155	\$0.013	116 42.9%	\$0.002 11.9%	271	\$0.014	155	\$0.013	116 42.9%	\$0.002 11.9%
<u>Other</u>	287	\$0.024	354	\$0.034	(67) *	(\$0.009) *	287	\$0.024	354	\$0.034	(67) *	(\$0.009) *
Subtotal	122,143	\$5.399	133,881	\$6.707	(11,738) -9.6%	(\$1.308) -24.2%	122,143	\$5.399	133,881	\$6.707	(11,738) -9.6%	(\$1.308) -24.2%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>TOTAL OVERTIME</b>	<b>122,143</b>	<b>\$5.399</b>	<b>133,881</b>	<b>\$6.707</b>	<b>(11,738)</b> -9.6%	<b>(\$1.308)</b> -24.2%	<b>122,143</b>	<b>\$5.399</b>	<b>133,881</b>	<b>\$6.707</b>	<b>(11,738)</b> -9.6%	<b>(\$1.308)</b> -24.2%

Totals may not add due to rounding.

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

\* Exceeds 100%

MTA Bus Company  
FEBRUARY FINANCIAL PLAN  
2019 ADOPTED BUDGET  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	January			January Year- To - Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	5,451 9.6%	(\$0.370) -16.2%	Running Time/Traffic	5,451 9.6%	(\$0.370) -16.2%	Running Time/Traffic
<u>Unscheduled Service</u>	3,745 32.4%	\$0.109 21.6%		3,745 32.4%	\$0.109 21.6%	
<u>Programmatic/Routine Maintenance</u>	(14,002) -62.7%	(\$0.828) -84.3%	2018 Program work, Campaign work and weather backfill	(14,002) -62.7%	(\$0.828) -84.3%	2018 Program work, Campaign work and weather backfill
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.000 0.0%		- 0.0%	\$0.000 0.0%	
<u>Vacancy/Absentee Coverage</u>	776 2.9%	\$0.206 14.3%	Better Availability	776 2.9%	\$0.206 14.3%	Better Availability
<u>Weather Emergencies</u>	(7,757) *	(\$0.418) *	Inclement Weather	(7,757) *	(\$0.418) *	Inclement Weather
<u>Safety/Security/Law Enforcement</u>	116 42.9%	\$0.002 11.9%		116 42.9%	\$0.002 11.9%	
<u>Other</u>	(67) *	(\$0.009) *		(67) *	(\$0.009) *	
<b>Subtotal</b>	<b>(11,738)</b> -9.6%	<b>(\$1.308)</b> -24.2%		<b>(11,738)</b> -9.6%	<b>(\$1.308)</b> -24.2%	
<b>REIMBURSABLE OVERTIME</b>	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%	
<b>TOTAL OVERTIME</b>	<b>(11,738)</b>	<b>(\$1.308)</b>		<b>(11,738)</b>	<b>(\$1.308)</b>	

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

**MTA Bus Company**  
**2019 Overtime Reporting**  
**Overtime legend**

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

## Capital Program

Alok Saha, Acting Senior Vice President



NYCT reopened two entrances at the Metropolitan Avenue-Lorimer Street station complex on February 28. The new stairs, fare arrays, and mezzanine improvements will optimize customer capacity and circulation during the L train tunnel rehabilitation. The entrances, located at Union Avenue and Powers Street (pictured) and at Union Avenue and Hope Street, serve crosstown and Canarsie line customers in Brooklyn.

## March 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 February 28 2019, NYCT's performance against its 2019 Capital Project Milestones was:

(\$ in Millions)

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$26.8	\$16.8	63
Design Completions	\$23.0	\$11.9	52
Construction Awards	\$678.8	\$547.6	81
Substantial Completions	\$1,133.5	\$755.3	67
Closeouts	\$874.9	\$98.3	11

In February 2019, NYCT awarded projects totaling \$542.9 million, including Communications Based Train Control (CBTC) and other related signal projects on the Culver Line for \$447.5 million, overcoating on the Myrtle Line for \$54.8 million and platform component investments at three stations on the Clark and Eastern Parkway Lines (Clark Street, Hoyt Street and Nevins Street) for \$14.8 million.

Also in January, NYCT completed projects totaling \$272.3 million, including station improvement projects at four stations on the Astoria Line for \$229.2 million. These stations were 30<sup>th</sup> Avenue, Broadway, 36<sup>th</sup> Avenue and 39<sup>th</sup> Avenue.

## **Capital Program Status February 2019**

NYCT awarded \$542.9 million in projects, including various Communications Based Train Control (CBTC) projects on the Culver Line for \$447.5 million. The CBTC overlay will be commissioned from north of West 8th Street-NY Aquarium station to south of Church Avenue station. Implementation of the CBTC improvements will provide the Culver Line with improved reliability in support of NYCT's Fast Forward goals. Several interlockings on the line will also be modernized to support CBTC. The Avenue X and Ditmas Avenue interlocking modernization were concurrently awarded with the CBTC installation; the Kings Highway interlocking modernization is already under construction. The existing interlockings will be replaced with a processor-based (solid state) signal system. Track switches will also be replaced along the line, which includes replacement of existing turnouts, track switches, switch valves, connecting rails, contact rails, ties, ballast, and signal cable.

NYCT also awarded overcoating on the Myrtle Line for \$54.8 million. The line's elevated structure will be cleaned and then painted with a three-coat alkyd paint system, which will be applied to all steel surfaces between Fresh Pond Road and Myrtle-Wyckoff (1.4 miles) and to the below-track elements between Myrtle-Wyckoff and Myrtle Avenue (1.2 miles). Additionally, select steel structural defects will be repaired along the line before painting.

NYCT also awarded platform component investments at three stations on the Clark and Eastern Parkway Lines for \$14.8 million. The project will eliminate significantly deficient conditions at platform edges, floors, and columns and will also install rubbing boards and tactile warning strips. In addition, the project will replace damaged track wall tiles and repair ceiling spalls. The stations that will receive component investments are Clark Street, Hoyt Street and Nevins Street.

NYCT substantially completed projects totaling \$272.3 million, including station improvement projects at four stations on the Astoria Line for \$229.2 million. Structural defects in the walls, ceilings and columns were repaired and new stairs, granite flooring, windscreens, mezzanine facades, and artwork were installed within every station. In addition, all station entrances were replaced or refurbished and received new LED handrails and informational totems. Furthermore, new glass fare arrays were also installed to enhance customer circulation. Lastly, new passenger amenities such as informational dashboards, Help Points, security cameras and train arrival countdown clocks were installed. The stations that received these improvements are 30<sup>th</sup> Avenue, Broadway, 36<sup>th</sup> Avenue and 39<sup>th</sup> Avenue.

In addition, NYCT started four design projects for \$5.2 million, completed 3 design projects for \$2.0 million, and closed out 3 projects for \$24.3 million.

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

**Projects Closed in February 2019**

(\$ in millions)

<b>Project</b>	<b>Base Budget</b>	<b>Current Budget</b>	<b>Original Date</b>	<b>Months Delay</b>
Sandy Mitigation: 14 Fan Plants, NT -Above Grade Protection, 6 Locs	\$6.7	\$6.9	2/2019	0
Mainline Track Replacement 2016 / Flushing	\$7.7	\$11.8	2/2019	0
Alleviate Flooding at 1 Location - Manhattan [SBMP Tier 2]	\$4.5	\$4.7	3/2019	(1)

## Capital Project Milestone Summary 2019

(Through February 28, 2019)

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

### February

Design Starts	\$9.8	6	\$5.2	4	53.4	66.7
Design Completions	13.4	11	2.0	3	15.0	27.3
Construction Awards	675.6	17	543.0	8	80.4	47.1
Substantial Completions	684.7	32	280.0	7	40.9	21.9
Closeouts	852.5	27	24.3	3	2.8	11.1

### 2019 Year-To-Date

Design Starts	\$26.8	17	\$16.8	12	63.0	70.6
Design Completions	23.0	19	11.9	8	51.9	42.1
Construction Awards	678.8	18	547.6	10	80.7	55.6
Substantial Completions	1,133.5	52	755.3	29	66.6	55.8
Closeouts	874.9	29	98.3	8	11.2	27.6

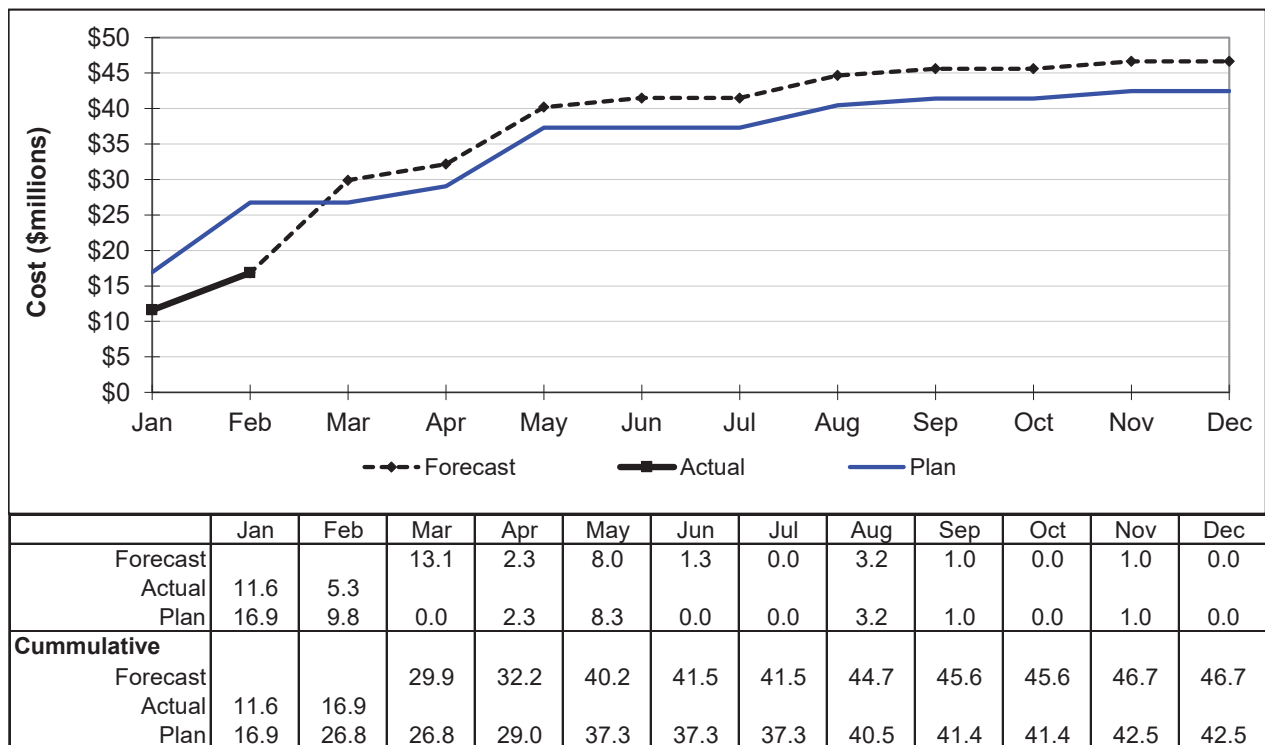
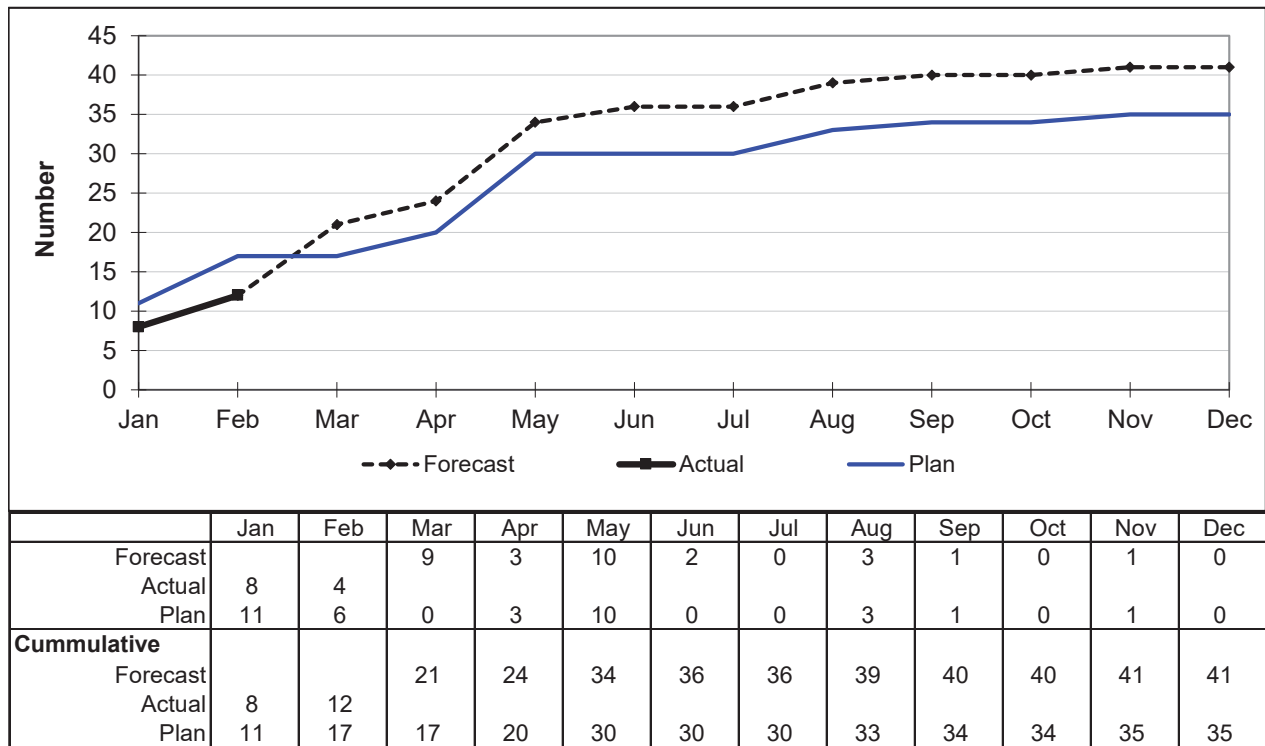
### 2019 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$42.5	35	\$46.6	41	109.9	117.1
Design Completions	158.5	131	166.0	134	104.7	102.3
Construction Awards	3,719.5	144	4,171.8	149	112.2	103.5
Substantial Completions	4,176.7	207	4,338.6	208	103.9	100.5
Closeouts	10,213.7	264	10,271.3	264	100.6	100.0

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

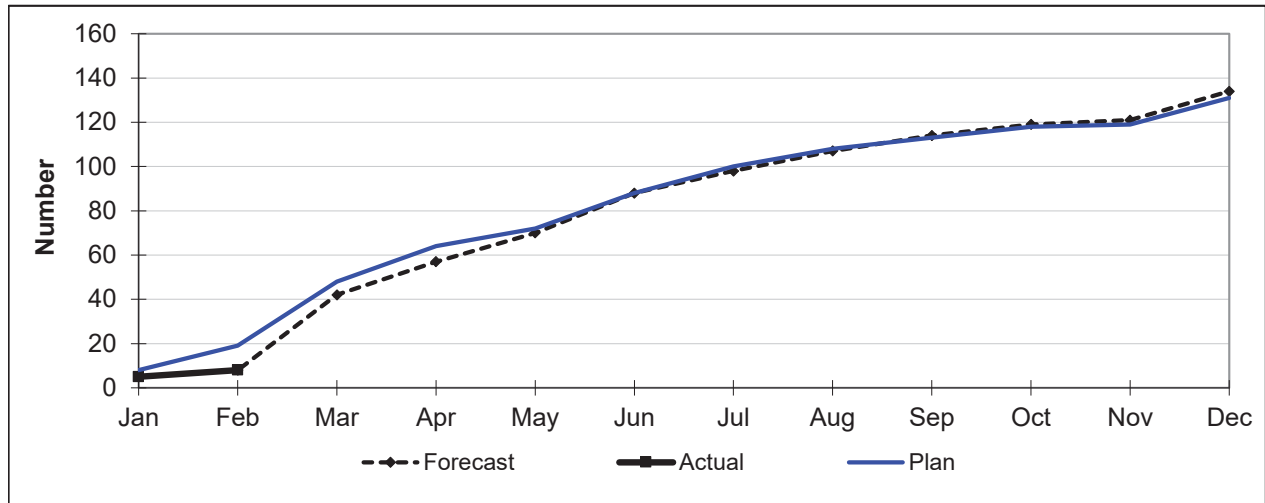
## 2019 Design Starts Charts

As of February 2019

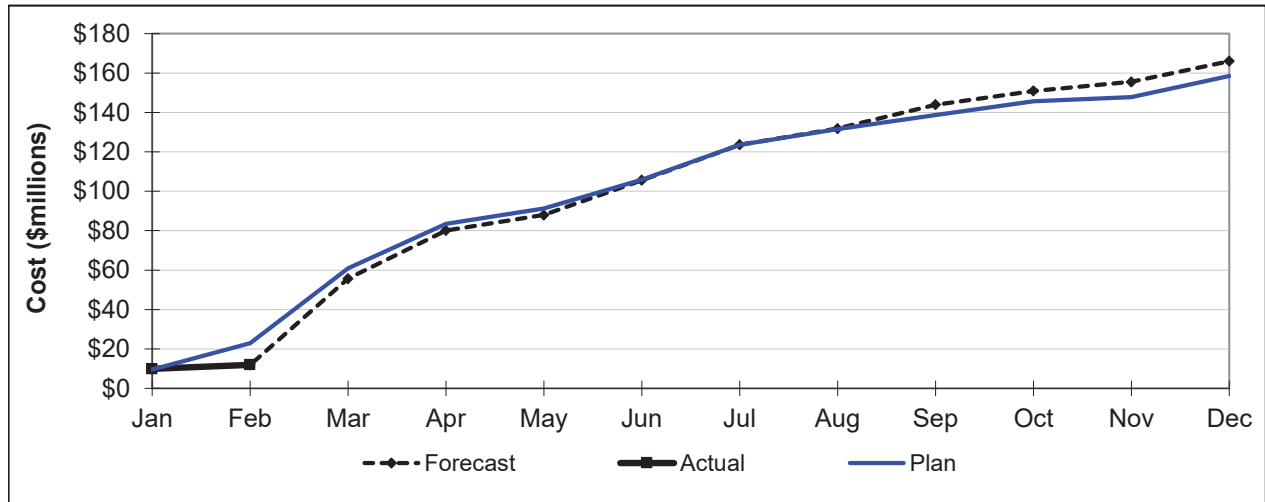


## 2019 Design Completions Charts

As of February 2019



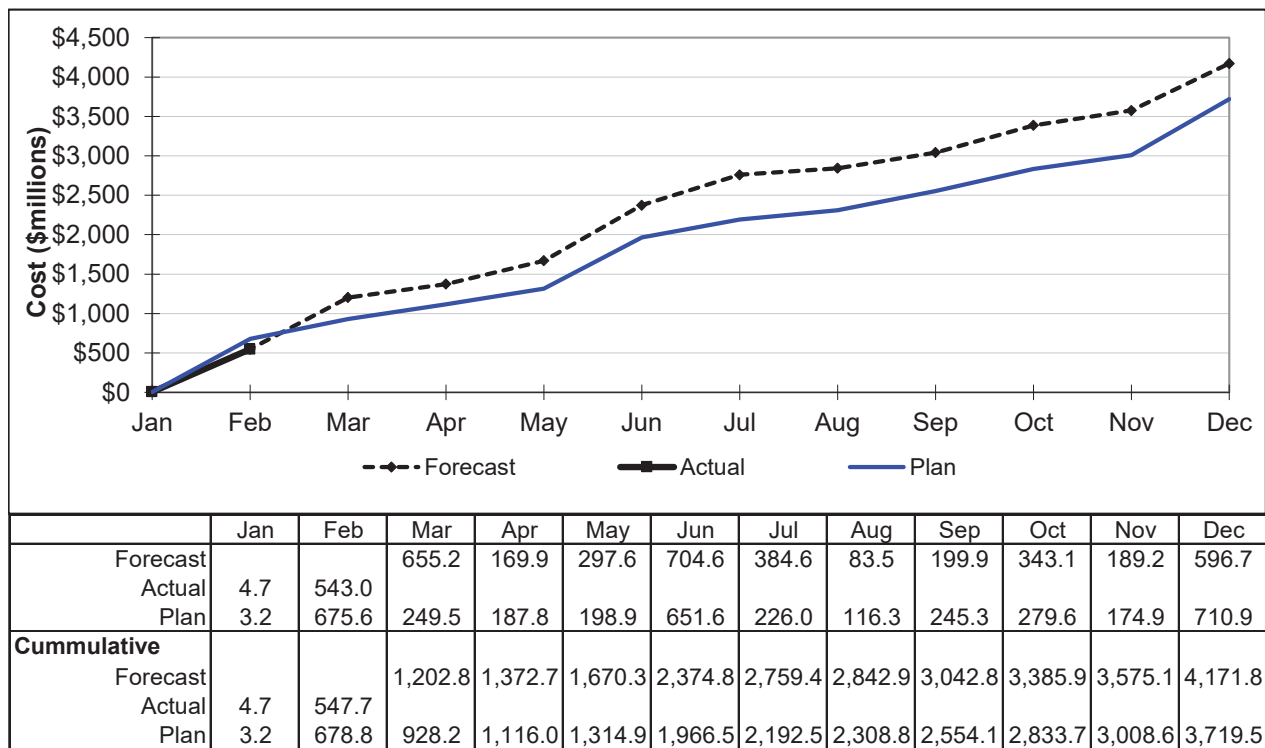
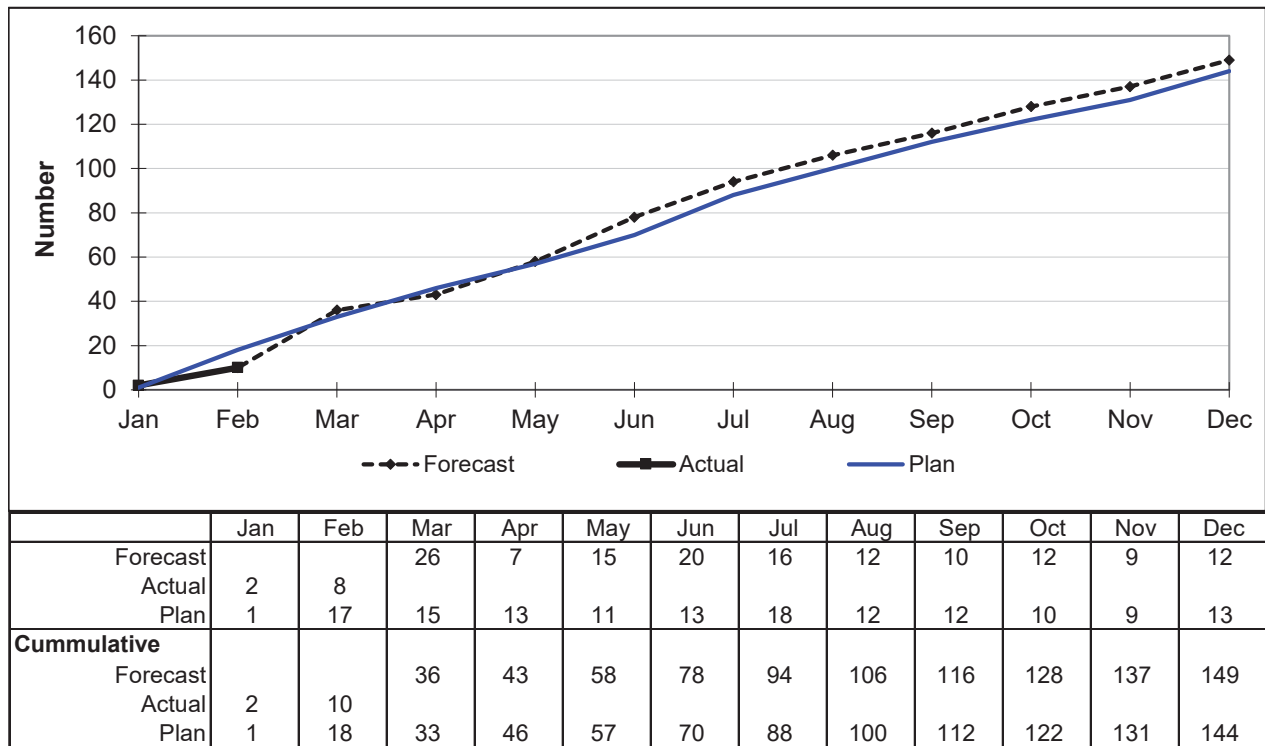
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast	5	3	34	15	13	18	10	9	7	5	2	13
Actual	5	3										
Plan	8	11	29	16	8	16	12	8	5	5	1	12
<b>Cummulative</b>												
Forecast			42	57	70	88	98	107	114	119	121	134
Actual	5	8										
Plan	8	19	48	64	72	88	100	108	113	118	119	131



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast	9.9	2.0	43.8	24.4	7.9	17.6	18.0	8.2	12.1	7.0	4.6	10.4
Actual	9.9	2.0										
Plan	9.5	13.4	38.0	22.4	7.8	14.7	17.6	7.9	7.2	7.0	2.1	10.7
<b>Cummulative</b>												
Forecast			55.7	80.1	88.0	105.6	123.6	131.8	143.9	150.9	155.5	166.0
Actual	9.9	11.9										
Plan	9.5	23.0	61.0	83.4	91.2	105.9	123.6	131.5	138.7	145.7	147.8	158.5

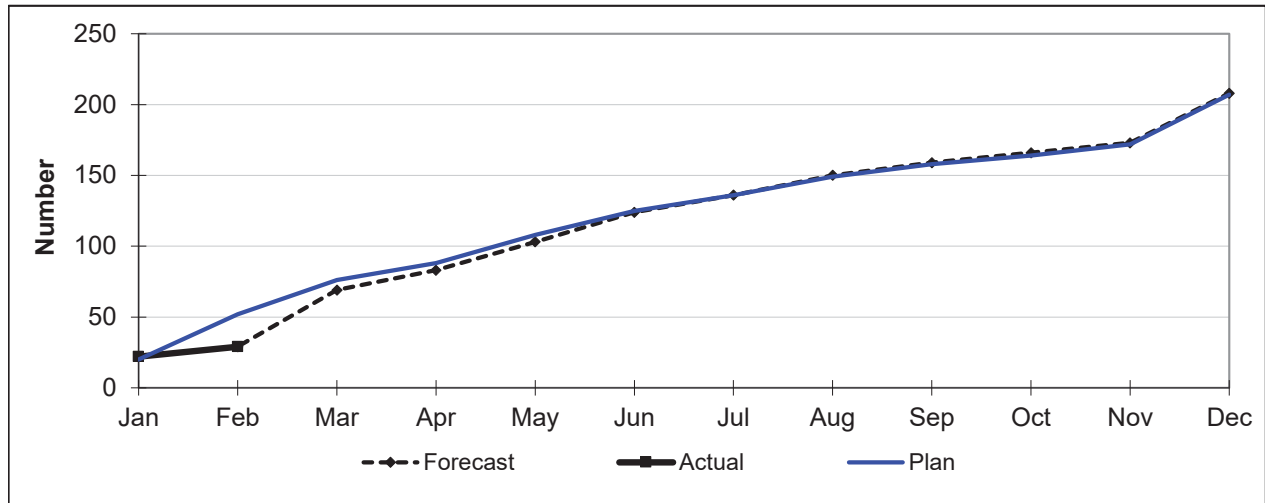
## 2019 Awards Charts

As of February 2019

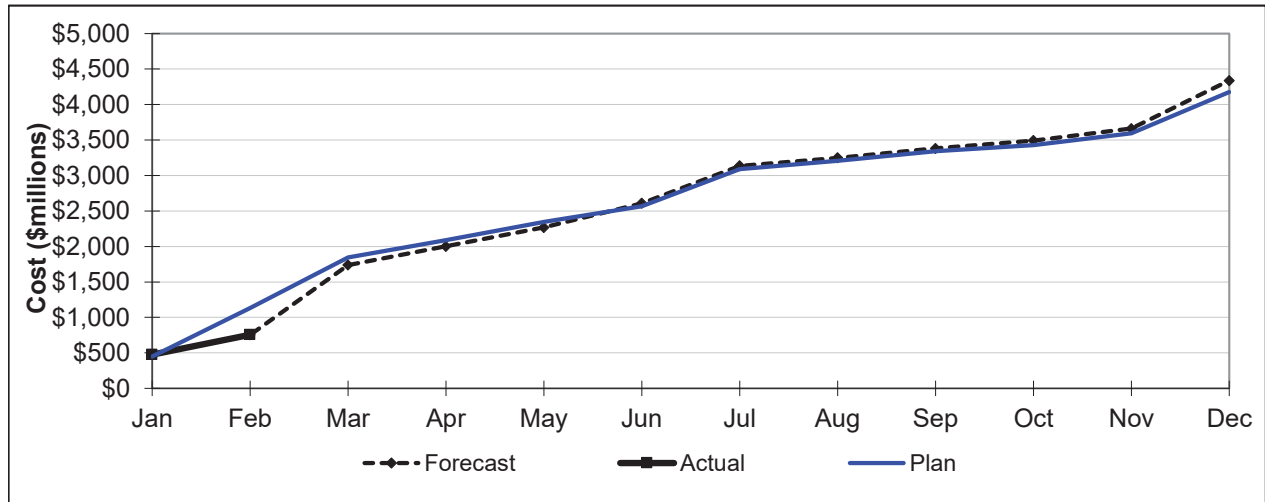


## 2019 Substantial Completions Charts

As of February 2019



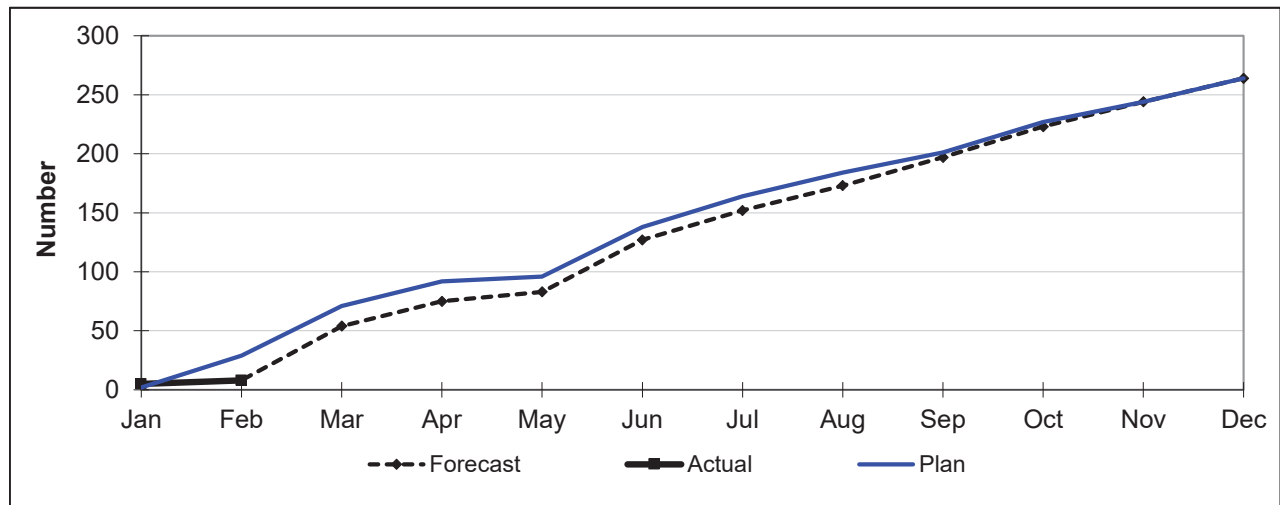
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast	22	7	40	14	20	21	12	14	9	7	7	35
Actual	22	7										
Plan	20	32	24	12	20	17	11	13	9	6	8	35
<b>Cummulative</b>												
Forecast			69	83	103	124	136	150	159	166	173	208
Actual	22	29										
Plan	20	52	76	88	108	125	136	149	158	164	172	207



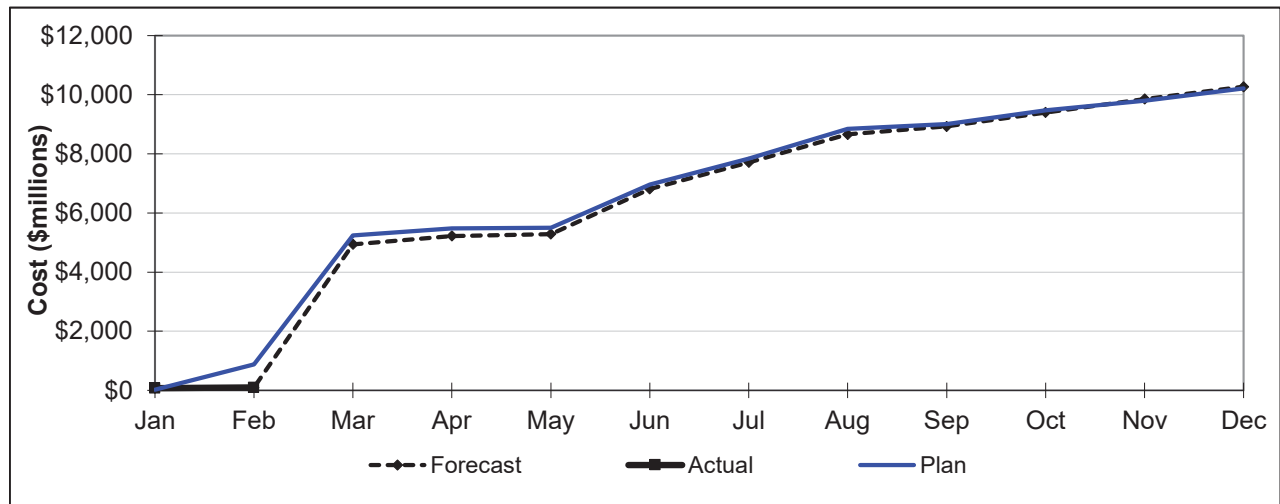
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast	475.2	280.0	983.4	263.4	265.7	341.3	527.2	112.5	134.2	110.2	168.0	677.4
Actual	475.2	280.0										
Plan	448.9	684.7	710.1	244.6	255.6	224.6	523.6	116.4	135.4	83.9	169.5	579.5
<b>Cummulative</b>												
Forecast			1,738.6	2,002.0	2,267.7	2,609.1	3,136.3	3,248.7	3,383.0	3,493.2	3,661.2	4,338.6
Actual	475.2	755.3										
Plan	448.9	1,133.5	1,843.7	2,088.2	2,343.9	2,568.5	3,092.1	3,208.4	3,343.9	3,427.8	3,597.3	4,176.7

## 2019 Closeouts Charts

As of February 2019



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast	5	3	46	21	8	44	25	21	24	26	21	20
Actual	2	27	42	21	4	42	26	20	17	26	17	20
Plan	2	27	42	21	4	42	26	20	17	26	17	20
<b>Cummulative</b>												
Forecast			54	75	83	127	152	173	197	223	244	264
Actual	5	8										
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	24.3	4,840.8	281.8	67.4	1,522.5	901.7	946.9	269.0	470.3	453.9	418.9
Actual	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
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
<b>Cummulative</b>												
Forecast			4,939.1	5,220.9	5,288.3	6,810.8	7,712.4	8,659.3	8,928.3	9,398.6	9,852.4	10,271.3
Actual	74.1	98.3										
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

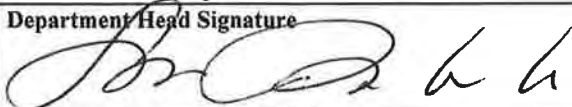
Steve Plochochi, Senior Vice President

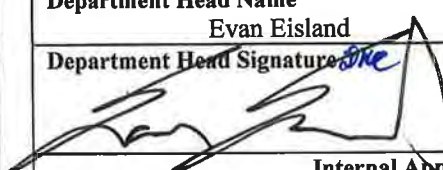




Mobile automated bus lane enforcement (ABLE) systems will be installed on 123 NYCT buses like the one depicted above. This ABLE system will automatically issue violation notices to vehicle owners who obstruct bus lanes during enforcement periods. NYCT will evaluate the impact that the deployment of this system will have on overall bus speeds and travel times.

### PROCUREMENTS

The Procurement Agenda this month includes 8 actions for a proposed expenditure of \$52.9M.

<b>Subject</b>	Request for Authorization to Award Various Procurements				
<b>Department</b>	Procurement & Supply Chain – NYCT				
<b>Department Head Name</b>	Stephen M. Plochochi				
<b>Department Head Signature</b>					
<b>Project Manager Name</b>	Rose Davis				
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Committee	3/25/19			
2	Board	3/27/19			

March 19, 2019			
<b>Department</b> Law and Procurement – MTACC			
<b>Department Head Name</b> Evan Eisland			
<b>Department Head Signature</b> 			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
	President NYCT		President MTACC
	SVP Operations Support	X	Pres.MTA Bus/SVP DOB
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

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

**PURPOSE**

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

**DISCUSSION**

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

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

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

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

Schedules Requiring Majority Vote:

Schedule H: Modifications to Personal/Miscellaneous Service Contracts	3	\$	10.0 M
	<u>3</u>	<u>\$</u>	<u>10.0 M</u>
SUBTOTAL			

**MTA Capital Construction proposes to award Competitive procurements in the following categories:**

Schedules Requiring Majority Vote:

Schedule I: Modifications to Purchase and Public Work Contracts	1	\$	11.5 M
	<u>1</u>	<u>\$</u>	<u>11.5 M</u>
SUBTOTAL			

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

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

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

**NYC Transit proposes to award Ratifications in the following categories:**

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	4	\$	31.4 M
	<u>4</u>	<u>\$</u>	<u>31.4 M</u>
SUBTOTAL			
	<u>8</u>	<u>\$</u>	<u>52.9 M</u>
TOTAL			

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

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

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

## **BOARD RESOLUTION**

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

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

**MARCH 2019**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

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

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

<p>Core Environnemental Consultants, Inc. Environmental Planning &amp; Management, Inc. WSP USA, Inc.</p>	<p><b>\$10,000,000</b></p>	<p><b><u>Staff Summary Attached</u></b></p>
<p>1. <b>Contract# CM-1515.6</b> 2. <b>Contract# CM-1516.5</b> 3. <b>Contract# CM-1517A.5</b></p>	<p>Modifications to three Indefinite Quantity service contracts for asbestos/lead monitoring and design services for miscellaneous construction projects; in order to extend each contract up to nine months.</p>	

**Item Number:** 1–3

<b>Vendor Names (Locations)</b> Core Environmental Consultants, Inc. (College Point, New York); Environmental Planning & Management, Inc. (Lake Success, New York); WSP USA, Inc (New York, New York)
<b>Description:</b> Indefinite Quantity Asbestos and Lead Monitoring, and Design Services for Miscellaneous Construction Projects
<b>Contract Term (including Options, if any)</b> September 24, 2013–April 30, 2019
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other
<b>Requesting Dept./Div., Dept./Div. Head Name</b> Capital Program Management, Alok Saha

<b>Contract Numbers:</b> CM-1515 CM-1516 CM-1517A	<b>AWO/Mod #</b> Mod. 6 Mod. 5 Mod. 5
<b>Original Amount:</b>	\$ 30,000,000
<b>Prior Modifications:</b>	\$ 750,000
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 30,750,000
<b>This Request:</b>	\$ 10,000,000
<b>% of This Request to Current Amount:</b>	32.5%
<b>% of Modifications (including This Request) to Original Amount:</b>	35.8%

**Discussion**

These modifications will extend three state-funded Indefinite Quantity (“IQ”) service contracts for asbestos/lead monitoring, and design by up to nine months, from May 1, 2019 to January 31, 2020. The estimated aggregate funding across these contracts will increase by \$10 million (from \$30,750,000 to \$40,750,000) for NYC Transit Department of Capital Program Management’s monitoring and design needs.

In September 2013, the Board approved the award of three competitively negotiated IQ contracts to provide asbestos/lead monitoring and design services for miscellaneous construction projects on an as-needed basis for a period of 60 months for an estimated aggregate pool of \$30M. The three awardees were: Core Environmental Consultant, Inc. (CM-1515); Environmental Planning and Management, Inc. (CM-1516); and WSP USA, Inc. (WSP), formerly Parsons Brinkerhoff, Inc. (CM-1517). Prior modifications have extended these contracts by a total of seven months and have added aggregate funding in the amount of \$750,000.

Under these contracts, the firms compete with one another through a competitive task order process to provide the required monitoring and design work, which may include performing site surveys, investigating and identifying lead and asbestos containing materials, performing project and air monitoring services for third-party contractors performing the actual abatement, taking air samples of contaminated areas, developing abatement plans, and monitoring removal of contaminants. Some task orders may be assigned based on consultant availability, workload, past performance, and cost.

The funding for these contracts has been depleted. These modifications will extend services while new replacement contracts are being solicited. The additional \$10M across the three contracts will provide the funding capacity necessary to support the required asbestos/lead monitoring and design services through the extension period.

In connection with a previous contract awarded to The Louis Berger Group, Inc. (LBG)<sup>1</sup>, LBG was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in November 2015. No new SAI has been found relating to LBG or WSP. WSP has no SAI except that stemming from its acquisition of LBG. WSP has been found to be responsible.

<sup>1</sup>LBG was acquired by WSP in December 2018 and that acquisition carries with it LBG’s SAI.

**MARCH 2019**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**I. Modifications to Purchase and Public Work Contracts**

(Staff Summaries required for individual change orders greater than \$250K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$50K.)

- |                                       |                     |                                      |
|---------------------------------------|---------------------|--------------------------------------|
| <b>1. 86th Street Constructors JV</b> | <b>\$11,500,000</b> | <b><u>Staff Summary Attached</u></b> |
| <b>Contract# C-26012.304</b>          |                     |                                      |

Modifications to the contract for the construction of part of the Second Avenue Subway Route - Track, Signal, Traction Power, Communication Systems, in order to address changed field conditions, changed standards, design errors and omissions, and the resolution of claims.

**Item Number: 1**

<b>Vendor Name (Location)</b> 86th Street Constructors Joint Venture (New York, New York)
<b>Description</b> Second Avenue Subway Route 132A – 86th Street Station Finishes, Mechanical, Electrical, and Plumbing
<b>Contract Term (including Options, if any)</b> June 12, 2013–December 24, 2016
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> MTA Capital Construction, Janno Lieber

<b>Contract Number</b> C-26012	<b>AWO/Mod. #</b> 304
<b>Original Amount:</b>	\$ 208,376,000
<b>Prior Modifications:</b>	\$ 45,975,537
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 254,351,537
<b>This Request</b>	\$ 11,500,000
<b>% of This Request to Current Amount:</b>	4.5%
<b>% of Modifications (including This Request) to Original Amount:</b>	27.6%

**Discussion**

To recommend that the MTA Board approve an amendment to Contract C-26012, Construction of Part of the 2nd Avenue Subway, 86th Street Station Finishes, Mechanical, Electrical and Plumbing Systems, Ancillary Building and Entrances in the Borough of Manhattan with Schiavone Construction Co. LLC and John P. Picone Inc., Joint Venture (“the Contractor”). This amendment will: (1) extend the Substantial Completion Date of the contract to September 29, 2017, and (2) resolve claims asserted by the Contractor, including claims for associated impact costs.

The work under this contract includes (1) furnishing and installing elevators, escalators, HVAC systems, tunnel ventilation, fire protection, plumbing, electrical power and lighting, instrumentation and controls, signal systems, communication systems, and (2) restoration of the surface of Second Avenue and adjacent streets impacted by construction of the 86th Street station along the Second Avenue Subway line. The contract was awarded on June 12, 2013, with a duration of 35½ months and a Substantial Completion Date of May 31, 2016. A revised Substantial Completion Date of December 24, 2016 was established by the Acceleration Agreement dated April 11, 2016, as Modification 147. Substantial Completion was declared on September 29, 2017.

The Contractor has asserted that many unforeseen and unexpected circumstances beyond its control resulted in schedule impacts, additional work, extended third-party commissioning costs, software modifications, and additional permanent power costs for which the Contractor is entitled to compensation. The Contractor submitted its claim for all of these issues, totaling \$105,464,075.

MTA Capital Construction (“MTACC”) legal reviewed and analyzed the Contractor’s claim together with MTACC’s estimators, schedulers and consultants. Based on that analysis, MTACC prepared an independent time impact analysis which established a new Substantial Completion Date of September 29, 2017 and an independent estimate of compensable impact costs and claims with a reasonable likelihood of success. MTACC then met with the Contractor to negotiate a resolution and the parties agreed, subject to Board approval, to settle these claims with a revised Substantial Completion date of September 29, 2017, which the Contractor has achieved, and at a total cost of \$11,500,000. MTACC believes this result to be fair and reasonable. Funding is available in Program Reserve as approved by the Board in October 2017.

This is MTACC’s most advantageous alternative as it provides a favorable result and will facilitate close out of the contract. The alternative would be to permit the Contractor to proceed with its claims under the contract’s dispute resolution process, which would be time consuming and could result in a less favorable result.

In connection with previous contracts awarded to the joint venture partners who form 86th Street Constructors Joint Venture, both John P. Picone Inc. (“JPP”) and Schiavone Construction Company, LLC (“Schiavone”) were found to be responsible notwithstanding Significant Adverse Information (“SAI”) pursuant to the All-Agency Responsibility Guidelines, and such responsibility findings were approved by the MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in December 2014. No new SAI has been found relating to JPP or Schiavone and they have both been found to be responsible.

**MARCH 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.)

- |   |                           |                                      |
|---|---------------------------|--------------------------------------|
| <b>1. Siemens Mobility, Inc.</b><br><b>Contract# B-87070</b><br><b>Immediate Operating Need</b><br>Purchase, installation, and maintenance of an Automated Bus Lane Enforcement System on 123 buses.  | <b>\$6,233,382 (Est.)</b> | <b><u>Staff Summary Attached</u></b> |
| <br>  |                           |                                      |
| <b>2. El Sol Contracting/ ES II Enterprises, JV</b><br><b>Contract# C-33835.4</b><br>Modification to the contract for subway tunnel structural rehabilitation, 39th–60th Streets, 4th Avenue line, in order to provide additional steel repair/replacement of roof beams and columns.   | <b>\$23,040,000</b>       | <b><u>Staff Summary Attached</u></b> |
| <br>  |                           |                                      |
| <b>3. JMT of New York, Inc.</b><br><b>Contract# CM-1432</b><br><b>Immediate Operating Need</b><br>Consultant services to provide an independent review of specific aspects of the Canarsie Tunnel rehabilitation.   | <b>\$1,234,425</b>        | <b><u>Staff Summary Attached</u></b> |
| <br>  |                           |                                      |
| <b>4. Schiavone Construction Co. Inc.</b><br><b>Contract# C-48702.48</b><br>Modification to the contract for viaduct and bridge replacement on the Myrtle Avenue line, in order to provide for the installation of a new permanent electrical feed from Fresh Pond Bus Depot to the new Car Inspection Facility located in Fresh Pond Yard. | <b>\$937,000</b>          | <b><u>Staff Summary Attached</u></b> |

Item Number: 1

<b>Vendor Name (Location)</b> Siemens Mobility Inc. (Austin, Texas)
<b>Description</b> Purchase, Installation and Maintenance of an Automated Bus Lane Enforcement System on 123 buses
<b>Contract Term (including Options, if any)</b> February 28, 2019–December 31, 2022
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Noncompetitive

<b>Contract Number</b> B-87070	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b>	\$6,233,382 (Est.)
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Department of Buses, Darryl C. Irick	

**Discussion**

Improving the enforcement of bus lane traffic restrictions is a critical element to ensuring the success of both bus lanes and Select Bus Service (“SBS”). NYC Transit is developing aggressive and sustainable strategies, while also researching best practices around the country and outside the United States for approaches to bus lane enforcement. Implementation of an ABLE system will automate the enforcement process by issuing violation notices to owners of vehicles observed obstructing bus lanes during enforcement periods.

In 2010, NYC Transit conducted limited ABLE proof-of-concept testing on buses and nonrevenue vehicles with the assistance of the NYC Department of Transportation (“DOT”) to determine if an ABLE system could effectively capture sufficient evidence to enforce bus lane traffic restrictions. The ABLE system was provided by Zenco Systems, Ltd.<sup>1</sup> (“Zenco”) and utilized Zenco’s proprietary software to record photos and video as well as location and timestamp information when a vehicle was observed obstructing a bus lane. Footage of each vehicle while in the bus lane and a photo of its license plate formed a record constituting an evidence pack designed to provide a case clearly indicating that a violation occurred. The evidence packs were collected by the ABLE system and reviewed by NYC Transit staff to eliminate any occurrences that did not constitute a violation. The proof-of-concept proved that the Zenco ABLE system was well suited to work with NYC enforcement laws and the NYC operating environment.

Given the growing challenges of slow bus speeds, NYC Transit is prioritizing a pilot project to evaluate the potential travel time savings and bus speed impacts of deploying an ABLE system. The pilot will initially equip new buses slated to operate on the B44 and M15 SBS routes. Equipping buses running on these specific SBS routes will allow for clear before-and-after comparisons of bus speeds and travel times. Rapid deployment of the pilot will provide the updated background knowledge and experience necessary to prepare for the expedited procurement of a system-wide solution. DOT and NYC Department of Finance (“DOF”) have agreed to partner with NYC Transit on this pilot.

Department of Buses requested the declaration of an ION, as the immediate deployment of an ABLE system is a mission-critical portion of NYC Transit’s Fast Forward Plan to increase bus travel speeds and a strategy to address declining bus ridership. NYC Transit performed a comprehensive market survey of the capabilities of 20 companies in the ticket issuance and license plate recognition industry for this pilot. Companies were carefully considered but ultimately eliminated because their existing systems did not meet NYC Transit’s current business needs; several companies indicated that they will have mobile ABLE systems with comparable functionality ready for testing in the next couple of years. As a result, the ABLE system offered by Siemens (formerly a

<sup>1</sup>Zenco was acquired by Siemens in 2015.

product of Zenco), which can automatically determine the amount of time a vehicle has been blocking a bus lane and whether it constitutes a violation, was selected for this pilot as it provides NYC Transit the best opportunity for success. Additionally, the product has been demonstrated to meet the encryption and data security requirements of both DOT and DOF.

The total contract award of \$6,233,382 will consist of \$4,640,156 for the setup of the system and installation on 123 buses (\$37,725/bus); \$827,626 for software maintenance of the ABLE system (\$6,729/bus); and \$765,600 for processing up to 120,000 Notices of Liability (\$6.38/NOL). The final prices were reviewed by NYC Transit's Cost Price Analysis Unit and found to be fair and reasonable; Procurement and DOB concur with this finding.

Installation of the ABLE systems will occur on each of the 123 buses shortly after each bus is delivered; delivery of the buses is scheduled to begin in Q1 2019 and be completed in Q1 2020.

In connection with a previous contract awarded to Siemens, Siemens was found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in August 2016. No new SAI has been found relating to Siemens and Siemens has been found to be responsible. A Contractor Compliance Program was put in place for Siemens in April 2018.

**Item Number: 2**

<b>Vendor Name (Location)</b> El Sol Contracting/ES II Enterprises, JV (Maspeth, New York)	
<b>Description</b> Subway Tunnel Structural Rehabilitation, 39th Street to 60th Street, 4th Avenue Line, B Division (BMT) in Brooklyn	
<b>Contract Term (including Options, if any)</b> May 18, 2017–March 17, 2020	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
<b>Procurement Type</b>	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b>	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Capital Program Management, Alok Saha	

<b>Contract Number</b> C-33835	<b>AWO/Mod. #</b> 4
<b>Original Amount:</b>	\$ 61,400,000
<b>Prior Modifications:</b>	\$ 230,550
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 61,630,550
<b>This Request:</b>	\$23,040,000
<b>% of This Request to Current Amount:</b>	37.4%
<b>% of Modifications (including This Request) to Original Amount:</b>	37.5%

**Discussion**

This retroactive modification, which was the subject of a notification memo to Board members in February, is for additional steel repair/replacement as part of the ongoing 4th Avenue Line Subway Tunnel Structural Rehabilitation project from 39th Street to 60th Street in the borough of Brooklyn.

The project scope, which was based on visual noninvasive inspections, includes removing and replacing 312 corroded steel columns and connection elements; repairing approximately 325 roof beams; painting of all structural steel; repairing/rebuilding cracked concrete floors; and sealing of all active water leaks with chemical grout. The work also includes raising the level of the street ventilation gratings, providing them with a more robust and better drainage system; and reconstructing the roadway curbs along 4th Avenue to accommodate the new drainage system.

This section of the 4th Avenue line was constructed between 1909 and 1915 and consists of four tracks. Ventilator gratings located above the express tracks along the median of 4th Avenue allow air to flow between street level and the subway system. Because the gratings sit flush with the median, just a few inches above street level, the tunnel is often exposed to rain and snow runoff which is often laden with corrosive roadway deicing salts. The ventilators include a drip pan system to prevent the runoff as well as dirt and debris from reaching the subway tracks. This drip pan system has been rehabilitated several times over the life of the tunnel; it is often clogged, allowing accumulated salt-laden water to pour into the tunnel structure. More than a century of exposure to these elements has taken a toll on the tunnel's structural elements in the immediate vicinity of the ventilator gratings.

Post-award surveys of the roof beams that involved removal of concrete encasement immediately adjacent to the ventilators showed that the steel deterioration was more severe and pervasive beneath the concrete than anticipated. As a result, contractual quantities for steel repair are insufficient to address the extent of repairs required within the contract limits. This state-of-good-repair modification is for more of the same repairs specified by the base contract, and includes replacement of an additional 44 columns and repairs to 401 additional roof beams, all within the contract limits.

In order to complete this additional work within the existing express track shutdown, the acting SVP, Capital Program Management approved a retroactive waiver on February 15, 2019, authorizing the immediate commencement of work. Additionally, this modification requires that the additional work be performed during two 12-hour shifts, seven days a week.

The contractor's revised proposal was \$32,954,750. The revised in-house estimate is \$21,100,000. Negotiations resulted in the agreed-upon lump-sum price of \$23,040,000 and no impact to the project schedule. Savings of \$9,914,750 were achieved. This price is found to be fair and reasonable.

Item Number: 3

<b>Vendor Name (Location)</b> JMT of New York, Inc. (New York, New York)
<b>Description</b> Canarsie Tunnel Independent Consultant
<b>Contract Term (including Options, if any)</b> Up to 24 Months
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:

<b>Contract Number</b> CM-1432	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b> \$1,234,425	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept./Div., Dept./Div. Head Name:</b>  MTA Office of Construction Oversight, Tom Savio	

**Discussion**

It is requested that the Board ratify the contract award made pursuant to the declaration of an Immediate Operating Need (“ION”) for an independent consultant on the Canarsie “L” Train Tunnel project to JMT of New York, Inc. (“JMT”).

This procurement is for a consultant who will review and report on several components of the L train reconstruction project. Namely, the coordination of the L Train reconstruction efforts with the ongoing train passenger operation to help the MTA ensure the smooth and efficient transition from construction activities to passenger operation is best managed. Consultant will review and report on the schedule compliance for construction and progress to provide updates to allow the MTA to monitor timely progress and adjust activities if necessary. The consultant will also review safety and environmental considerations on benchwall demolition and debris management and removal.

An ION was declared to secure the services of an independent consultant on an expedited basis so as to provide feedback to the Board while not impacting the schedule of construction. The repair of the Canarsie Tunnel must commence and be completed to minimize any continued or additional impact to service along this critical subway corridor and the community it serves.

A mini-RFP was issued to the following six firms: Bechtel Infrastructure; Egis Rail Inc.; Greenman-Pedersen, Inc.; JMT; McCormick Taylor; and Sener Group. Three proposals were received: Egis Rail Inc.; JMT; and Sener/Grappone JV. The Selection Committee reviewed the three proposals in accordance with the evaluation criteria and determined that JMT had a very clear understanding of the work scope, provided the best overall technical proposal, and also proposed the lowest price of all three proposers. JMT’s proposal also included two subcontractors, Brinkerhoff Environmental Services, Inc. (no relation to Parsons Brinckerhoff, now WSP); and Clifton, Weiss & Associates, Inc., both certified WBE firms.

In order to provide for a fair and equitable comparative analysis between the proposers, the total number of hours and out-of-pocket expenses were provided. JMT’s initial cost proposal was \$1,616,585. The in-house estimate was \$2,025,830. Negotiations were conducted and a Best and Final Offer (“BAFO”) was requested. JMT’s BAFO was \$1,234,425. Accordingly, the overall cost is considered fair and reasonable.

## Schedule K: Ratification of Completed Procurement Actions

Item Number: 4

<b>Vendor Name (Location)</b> Schiavone Construction Co. LLC (Secaucus, New Jersey)		<b>Contract Number</b> C-48702	<b>AWO/Mod. #</b> 48
<b>Description</b> Viaduct and bridge replacement on the Myrtle Avenue Line		<b>Original Amount:</b>	\$ 80,680,000
<b>Contract Term (including Options, if any)</b> December 30, 2016–December 30, 2018		<b>Prior Modifications:</b>	\$ 3,869,826
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		<b>Prior Budgetary Increases:</b>	\$ 0
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive		<b>Current Amount:</b>	\$ 84,549,826
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		<b>This Request:</b>	\$937,000
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>% of This Request to Current Amount:</b>	1.1%
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Capital Program Management, Alok Saha		<b>% of Modifications (including This Request) to Original Amount:</b>	6.0%

**Discussion**

This retroactive modification is for the installation of a new permanent electrical feed from Fresh Pond Bus Depot to the new Car Inspection Facility (“CIF”) located in Fresh Pond Yard. This is one of three modifications to upgrade the natural gas and electric service for the CIF.

The base contract is for the replacement of the Myrtle Viaduct and Bridge over the New York and Atlantic Railway (“Atlantic Railroad”) and the construction of a CIF at Fresh Pond Yard. The contract includes shutdowns of sections of the line, totaling 10 months, to accomplish the replacement of the century-old concrete viaduct between the Myrtle Avenue and Central Avenue stations (the Bushwick Viaduct), and the reconstruction of the Fresh Pond Bridge. The CIF in the Fresh Pond Yard was used during the eight-month shutdown for the Bushwick Viaduct replacement as a temporary inspection and service facility for the 24 captive R32 railcars designated for M train shuttle service from the Myrtle-Wyckoff Avenues station to the Metropolitan Avenue station. The CIF is a one-track inspection facility with a car lift system and two trailers for employee facilities. It was equipped with a temporary AC power generator and temporary oil-fueled heaters. After the shutdowns and upon restoration of normal service on April 30, 2018, car inspection and maintenance functions reverted to their regularly assigned shop at East New York. NYC Transit has since determined to maintain the facility to support the inspection and maintenance of the diesel locomotive fleet, as well as other miscellaneous work car equipment. This added maintenance capacity will improve the overall availability and reliability of locomotives and other work car equipment.

This modification extends a permanent electrical feed from the nearby Fresh Pond Bus Depot to the CIF. Modification 35 provided a permanent natural gas line from the Fresh Pond Bus Depot to the CIF at a cost of \$705,500. Modification 47 provided for long lead electrical materials in support of the electrical feed work at a cost of \$234,505. By providing the new gas and electric lines to the CIF, the facility will have continuous and reliable electric and gas service that will eliminate the need for bimonthly generator maintenance and daily fuel oil deliveries.

The SVP, Capital Program Management approved a retroactive waiver on December 6, 2018, and the contractor commenced work immediately. Approval was also obtained from the VP, Materiel, authorizing payment up to 50 percent of the agreed-upon amount for work performed prior to approval of the modification.

The contractor’s proposal was for \$1,150,408; the revised in-house estimate was for \$898,000. Negotiations resulted in the agreed-upon lump-sum price of \$937,000. Savings of \$213,409 were achieved. This price is found to be fair and reasonable.

In connection with a previous contract awarded to Schiavone, Schiavone 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 April 2014. No new SAI has been found relating to Schiavone and Schiavone has been found to be responsible.

# Standard Follow-Up Reports: March 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 January 2019 fare media market share of non-student passenger trips compared to the previous year are summarized below:

<u>Fare Media</u>	<u>January 2018</u>	<u>January 2019*</u>	<u>Difference</u>
Cash	2.0%	1.9%	(0.1%)
Single-Ride Ticket	0.7%	0.7%	(0.0%)
Bonus Pay-Per-Ride	40.4%	41.4%	1.0%
Non-Bonus Pay-Per-Ride	4.8%	4.4%	(0.4%)
7-Day Farecard	21.7%	21.3%	(0.4%)
30-Day Farecard	<u>30.4%</u>	<u>30.2%</u>	(0.2%)
Total	100.0%	100.0%	

\* Preliminary

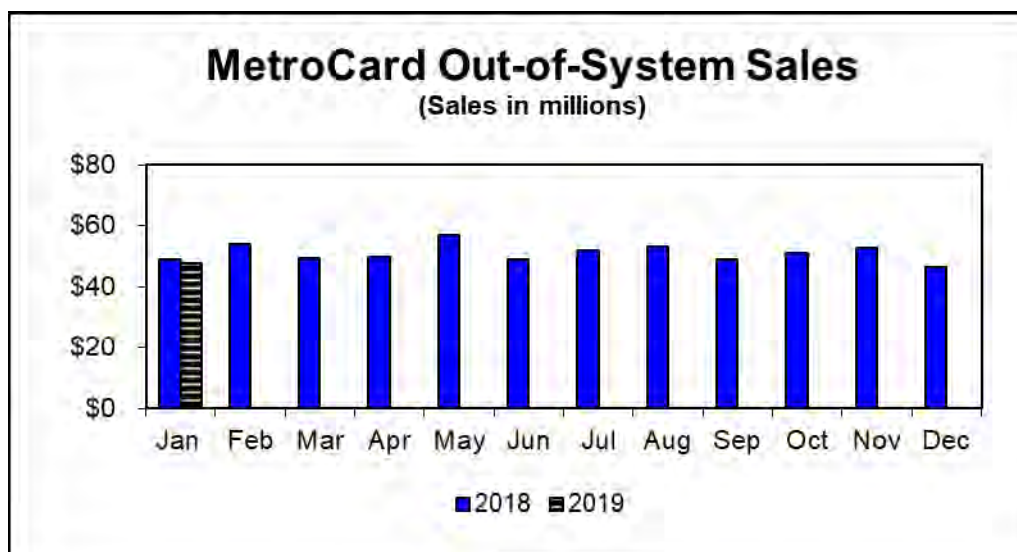
*Note: Percentages may not add due to rounding.*

### **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 January 2019 was 4,415, a 10.86 percent decrease from the same period last year. The average value of a credit issued was \$74.93.

### **MetroCard Extended Sales**

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$47.5 million in January 2019, a 2.9 percent decrease compared to January of 2018.



### *Retail Sales*

There were 4,108 active out-of-system sales and distribution locations for MetroCards, generating \$20.1 million in sales revenue during January 2019.

### *Employer-based Sales of Pre-tax Transportation Benefits*

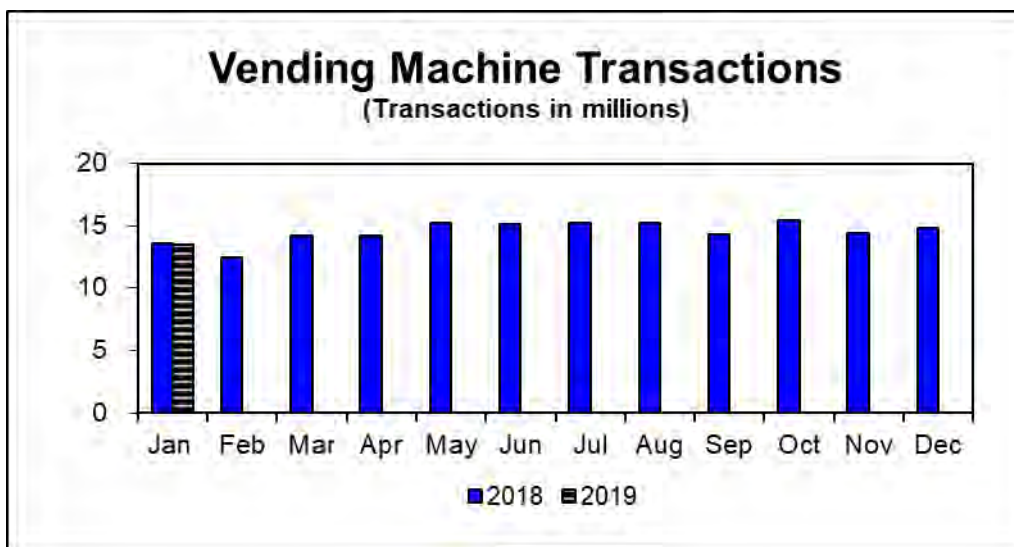
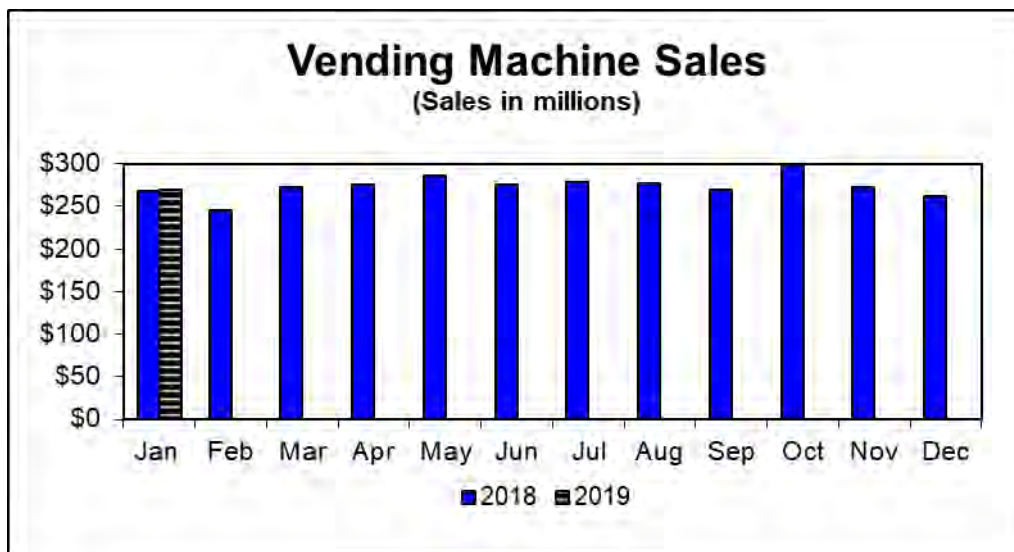
Sales of 109,740 MetroCards valued at approximately \$10.3 million were made in January 2019 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$94.20. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 121,354 for January 2019, generating an additional \$14.7 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$25 million, a 1.6 percent decrease when compared to last year.

### **Mobile Sales Program**

In January 2019, the Mobile Sales unit completed 194 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 \$84,454 in revenue was generated. In January 2019, the Mobile Sales unit assisted and enabled 1,421 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as support at Elite Learners Inc. (Long Island, NY).

### In-System Automated Sales

Vending machine sales (MetroCard Vending Machines and MetroCard Express Machines) during January 2019 totaled \$269.4 million, on a base of 13.5 million customer transactions. This represents 0.7 percent decrease in vending machine transactions compared to the same period last year. During January 2019, MEMs accounted for 2,108,615 transactions resulting in \$58,221,412.97 in sales. Debit/credit card purchases accounted for 83.1 percent of total vending machine revenue, while cash purchases accounted for 16.9 percent. Debit/credit card transactions account for 61.8 percent of total vending machine transactions, while cash transactions account for 38.2 percent. The average credit sale was \$31.13, more than three times the average cash sale of \$8.80. The average debit sale was \$20.73.



### **Reduced-Fare Program**

During January 2019, enrollment in the Reduced-Fare Program increased by 6,354 new customers. The total number of customers in the program is 1,187,567. Seniors account for 991,220 or 84 percent of the total Reduced-Fare customer base. Persons with disabilities comprise the remaining 16 percent or 196,347 customers. Of those, a total of 40,786 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 million in value to their farecards during the month.

### **EasyPay Reduced Fare Program**

In January 2019, the EasyPay Reduced Fare program enrollment totaled 182,506 accounts. During the month, active EasyPay customers accounted for approximately 2.3 million subway and bus rides with \$2.4 million charged to their accounts. Each active account averaged 29 trips per month, with an average monthly bill of \$14.

### **EasyPay Xpress Pay-Per-Ride Program**

In January 2019, enrollment in the EasyPay Xpress PPR program totaled 123,142 accounts. During that month, active Xpress PPR customers accounted for approximately 2.1 million subway, express bus and local bus rides with \$5.5 million charged to their accounts. Each active account averaged 22 trips per month, with an average monthly bill of \$59.

### **EasyPay Xpress Unlimited Program**

In January 2019, enrollment in the EasyPay Xpress Unlimited program totaled 23,987 accounts. During that month, active Xpress Unlimited customers accounted for approximately 1.1 million subway and local bus rides with \$2.5 million charged to their accounts. Each active account averaged 48 trips per month with a fixed monthly bill of \$121.00.

## **Standard Follow-up Report: Transit Recidivism Report, 4th Quarter 2018**

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

The following highlights information reported to New York City Transit by the NYPD Transit Bureau concerning arrests in the subway system, made during the 4th Quarter of 2018, of persons who had arrest records for prior index felony crimes or sex offenses committed in the subway system. For further statistical information, see the Chart on the following page.

- Transit recidivist arrests for the 4<sup>th</sup> Quarter 2018 totaled 78. This was slightly higher than the number of 3<sup>rd</sup> Quarter 2018 recidivist arrests (71) and higher than the average number of recidivist arrests per quarter for 2018 (67).
- There were 18 sex offense recidivist arrests for the 4<sup>th</sup> Quarter 2018, lower than the 26 such arrests for the prior period. Forcible touch and public lewdness arrests accounted for over two-thirds of these sex offense recidivist arrests.
- Index felony recidivist arrests for the 4<sup>th</sup> Quarter 2018 totaled 60. This was an increase over the 3<sup>rd</sup> Quarter of 2018 (which had 45 such arrests) and also over the quarterly average of such arrests in 2018 (45). Grand larceny and robbery arrests accounted for three-quarters (45 out of 60) of the recidivist index felony arrests during the 4<sup>th</sup> Quarter. Fourteen assault arrests and one menacing arrest were made in the 4<sup>th</sup> Quarter, accounting for the remainder.
- We continue to work with NYPD Transit Bureau leadership toward the shared goal of effective arrest and prosecution of recidivist sex offenses and index felony crimes committed in our subways.

**James Henly**

General Counsel and Vice President, Law Department

# MTA New York City Transit

## Transit Recidivism Report

### Statistical Summary: 4th Quarter 2018 Update

	4th Quarter 2018	3rd Quarter 2018	2018 Quarterly Average	Year to Date 2018
<b>Recidivist Arrests</b>				
Index Felony Recidivist Arrests	60	45	45	180
Sex Offense Recidivist Arrests	<u>18</u>	<u>26</u>	<u>22</u>	<u>86</u>
Total Recidivist Arrests	78	71	67	266
<b>Distribution by Offense</b>				
<u><b>Index Felonies</b></u>				
Grand Larceny	29	21	22	88
Robbery	16	15	13	52
Assault	14	8	10	38
Other	1	1	0	2
<u><b>Sex Offenses</b></u>				
Forcible Touch	6	9	9	34
Public Lewdness	6	10	8	30
Persistent Sex Abuse	4	4	4	14
Other	2	3	2	8
<b>Distribution by County</b>				
New York	36	42	34	137
Kings	24	14	17	69
Bronx	11	9	11	42
Queens	7	6	5	18

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

# Standard Follow-up Report: Fare Evasion, 4<sup>th</sup> Quarter 2018

This quarterly report provides fare evasion rates and estimated revenue lost on subways and buses based on staff surveys of stations and routes.

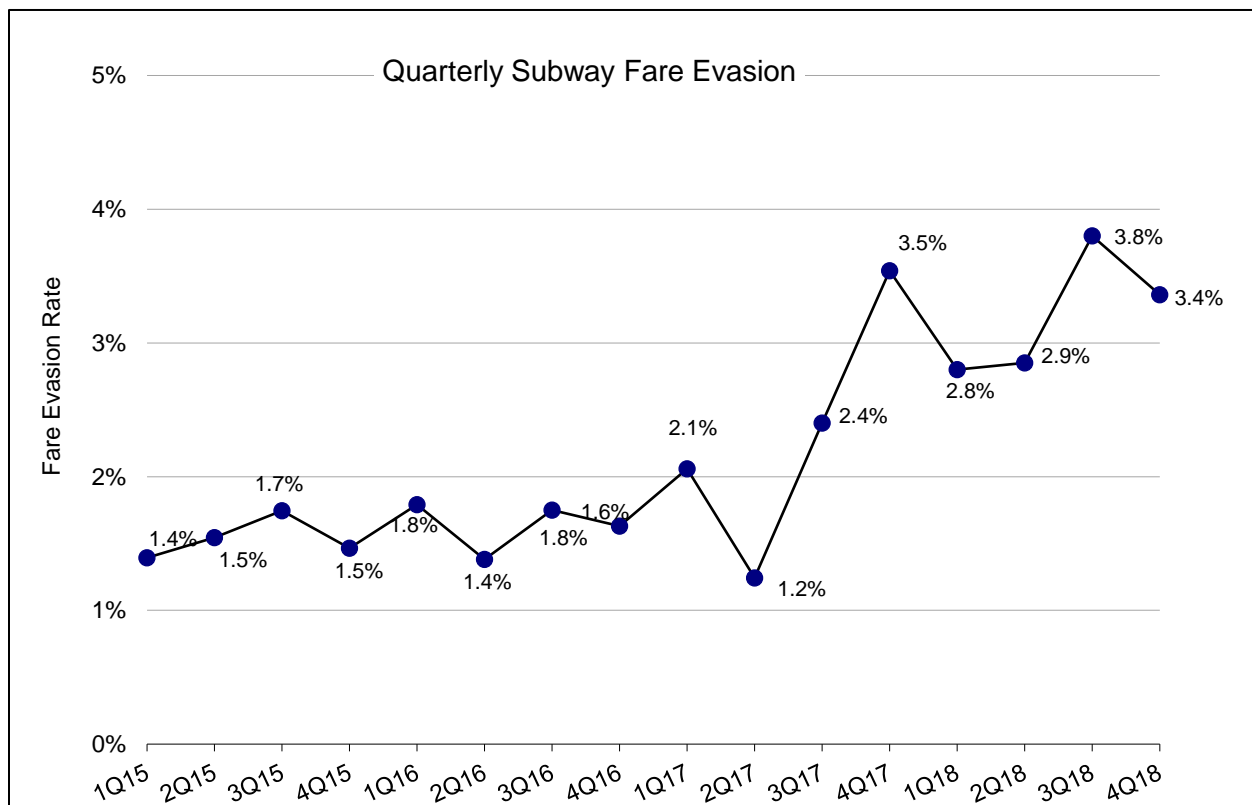
## Subway Fare Evasion Results

The 4<sup>th</sup> quarter 2018 fare evasion rate for subways was relatively flat compared to the same period the year prior, but the rate for the 12 months ending December 2018 is up 0.9% from 2017.

**Subway Fare Evasion Summary**

	Oct-Dec 2018	Oct-Dec 2017	Change Percentage Points	12 Mo. Ending Dec 2018	12 Mo. Ending Dec 2017	Change Percentage Points
Total Subway Fare Evasion	3.4%	3.5%	-0.1%	3.2%	2.3%	+0.9%
Estimated Fare Evasion Revenue Loss (\$ Millions)	\$26	\$27	-4.5%	\$97	\$70	+38.3%

Enforcement Actions						
TOS TABS Summonses	17,102	11,465	+49.2%	53,142	54,846	-3.1%
TOS C-Summonses	1,826	-		1,826		
TOS Arrests	1,017	3,818	-73.4%	5,904	17,842	-66.9%
<b>Total Enforcement Actions</b>	<b>19,945</b>	<b>15,283</b>	<b>+30.5%</b>	<b>60,872</b>	<b>72,688</b>	<b>-16.3%</b>

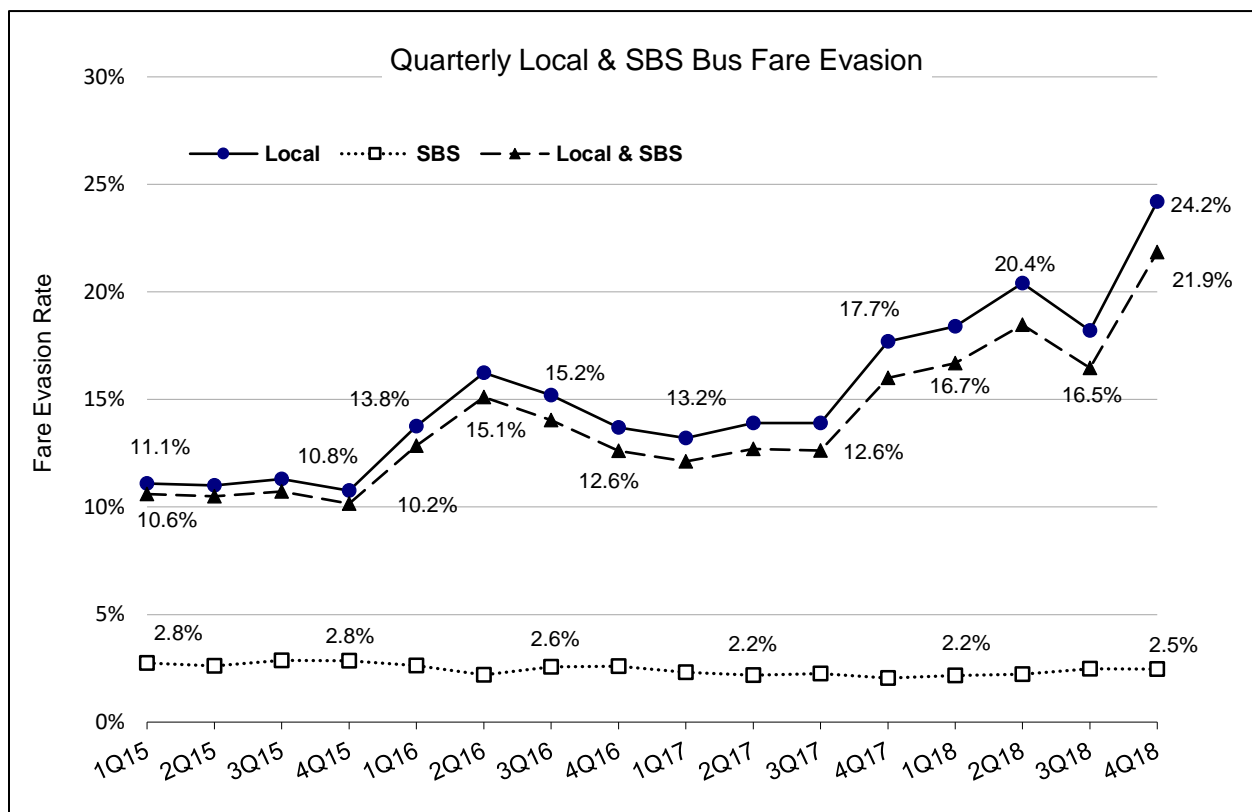


## Bus Fare Evasion Results

The 4<sup>th</sup> quarter bus fare evasion rate increased to 21.9%, up 5.9% from the same period the year prior, and the rate for the 12 months ending December 2018 is up 5.1% from 2017.

**Bus Fare Evasion Summary**

Bus Fare Evasion	Oct-Dec 2018	Oct-Dec 2017	Change Percentage Points	12 Mo. Ending Dec 2018	12 Mo. Ending Dec 2017	Change Percentage Points
Local Bus Evasion (Excl SBS)	24.2%	17.7%	+6.5%	20.3%	14.7%	+5.6%
Select Bus Service (SBS) Evasion	2.5%	2.0%	+0.4%	2.3%	2.2%	+0.1%
<b>Total Local &amp; SBS Bus Evasion</b>	<b>21.9%</b>	<b>16.0%</b>	<b>+5.9%</b>	<b>18.4%</b>	<b>13.4%</b>	<b>+5.1%</b>
Estimated Fare Evasion Revenue Loss (\$ Millions)	\$39	\$29	+35.6%	\$128	\$97	+32.3%



**Tim Mulligan**

Senior Vice President, Operations Support



## **New York City Transit**

**Andy Byford**  
President  
New York City Transit

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## **Bus Company**

**Darryl C. Irick**  
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