New York City Transit

Committee Meeting

July 2018

Committee Members

F. Ferrer, Committee Chairman
A. Albert
R. Glucksman
D. Jones
S. Metzger
C. Moerdler
S. Rechler
J. Samuelsen
P. Trottenberg
V. Vanterpool
J. Vitiello
P. Ward
C. Weisbrod

MTA NYCT President Andy Byford greets the operator of the prototype MCI Express Bus during preview exhibition at MTA headquarters on June 18.

New York City Transit and Bus Committee Meeting

2 Broadway -20th Floor Conference Room
New York, NY 10004

Monday, 7/23/2018
10:30 AM - 12:00 PM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – JUNE 18, 2018

June Committee Meeting Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 12

4. PRESIDENT'S REPORT

President's Commentary - Page 20

a. Customer Service Report

i. Subway Report

Subway Report - Page 22

ii. NYCT, MTA Bus Report

NYCT, MTA Bus Report - Page 52

iii. Paratransit Report

Paratransit Report - Page 77

iv. Accessibility Update

Accessibility Update - Page 91

v. Strategy and Customer Experience Report

Strategy and Customer Experience Report - Page 93

b. Safety Report

Safety Report - Page 98

c. Crime Report

Crime Report - Page 102

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

NYCT, SIR, MTA Bus Financial & Ridership Reports - Page 110

e. Capital Program Status Report

Capital Program Status Report - Page 162

5. MTACC REPORT

MTACC Report - Page 172

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
June 18, 2018

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

The following Members were present:
Hon. Fernando Ferrer, Committee Chair
Hon. Andrew Albert
Hon. Ira Greenberg
Hon. Randolph Glucksman
Hon. David R. Jones
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. Scott Rechler
Hon. Polly Trottenberg
Hon. Veronica Vanterpool
Hon. James E. Vitiello
Hon. Peter Ward
Hon. Carl Weisbrod

Also present were:
Hon. Carl Wortendyke, Board Member

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

Jaibala Patel, Chief Financial Officer, Office of Management and Budget
Stephen Plochochi, Senior Vice President, Operations Support, Materiel

Janno Lieber, MTA Chief Development Officer, MTA Capital Construction

I. Chairman Ferrer opened the meeting.

II. Public Speakers

Tabitha Decker from the Transit Center expressed support for the proposed redesign of the Staten Island Express Bus network and noted the redesigned routes better address riders' needs.

Howie Birnbaum from TWU Local 100 suggested that free rides be provided on the SBS Q53 on holidays and that smart cards replace the current fare system.

Jason Pineiro expressed support for the proposed redesign of the Staten Island Express Bus network. He also recommended the expansion of the BX27 bus to Soundview Terminal.

Pedro Valdez Rivera expressed support for the new double decker buses as well as the new MCI buses.

Jean Ryan, from Disabled in Action, complained of inadequate wheelchair lift training for bus operators and noted boarding time takes too long. She stated she cannot take the bus in the mornings due to delays. She further stated an express bus redesign is necessary.

Adina Gerber from Uptown Subway Advocates advocated for adequate alternatives when there are planned closures; better communications on social media; and more frequent A train service.

Jim Wright of AIA New York stated he looks forward to hearing more details about the Fast Forward program.

Ellyn Shannon of the Permanent Citizens Advisory Committee to the MTA expressed appreciation for recent improvements, and in particular, improvements with reporting delays.

Murray Bodin opined that the NYC DOT does not correctly mark road lines.

William Henderson of the New York City Transit Riders Council expressed support for the Staten Island Express Bus redesign project.

Marcel Dejean suggested NYCT generate a complaint with the Taxi and Limousine Commission each time a cab or Uber blocks a bus lane. He also suggested that MTA police be dispatched to write tickets for delivery vehicles blocking the bus lanes.

Stephanie Burgos of the Riders' Alliance expressed support for the Staten Island Express Bus redesign project.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the minutes of the May 21, 2018 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company.

Tim Mulligan, EVP, noted one change to the Work Plan. Beginning in October, the Committee Book will include a new quarterly report presenting customer satisfaction ratings about bus, subway and paratransit service.

Upon motion duly made and seconded, the change to the Work Plan was approved.

IV. Agenda Items

President Byford delivered the President's Report and introduced Alex Elegudin, who is joining MTA New York City Transit Authority in the newly established position of Accessibility Advisor to the President.

A. Customer Service Operations Report

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

Member Weisbrod inquired whether the large number of major incidents reflected on the 7 for the past month was accurate. SVP Librera responded in the affirmative. Member Weisbrod also inquired why the statistic reflecting mean distance between car failures (MDBF) is so varied from month to month. SVP Librera stated while the total revenue miles change from month to month, that number is relatively consistent. What affects MDBF is the smaller number of actual train troubles in a month. NYCT calculates MDBF by taking the total revenue mileage for a month and dividing it by the number of train troubles that caused a delay in service that month. The MDBF metric can fluctuate significantly from one month to another as the divisor, the number of car troubles in a given month (which is a much smaller number than the total revenue miles) fluctuates. SVP Librera advised that looking at the twelve month MDBF average gives the most accurate picture.

Member Weisbrod, noting that subway track fires are down marginally this year but are up as compared to 2016, inquired why the subway action plan has not resulted in more of a decrease in fires. SVP Librera indicated she would need to review the 2016 data more closely to address that comparison. She reiterated that track fires have been reduced, noted that the Station Manager Program being implemented is aimed at attention to detail, litter and cleanliness in the system, and welcomed the advent of the new vacuum trains that will improve track cleanliness.

In response to an inquiry by Member Glucksman, SVP Librera stated the vacuum train travels at a speed of 5 MPH.

Member Moerdler, citing to various delay statistics in the Committee Book, inquired about their accuracy in reflecting customer experience. SVP Librera responded that NYCT's objective is to best understand what causes subway delays and to use that data to reduce the number of delays experienced by customers.

SVP Librera proceeded with a presentation addressing the metrics being used in analyzing causes of subway delays. Ms. Librera noted that the metrics in use were part of an iterative process, with more detail to be added as it becomes available.

President Byford added that the complexity of the subway system and the quantum of minutes can make it difficult to identify the root causes of delay. NYCT's goal is to effectively capture the data, attribute and analyze it, and use that information to reduce delays.

Member Moerdler stated that clarity and transparency regarding delay time is key and NYCT needs to address how to make things better. He further opined that the overcrowding category should be kept as a cause of delay in the data.

President Byford agreed service must be improved. He noted the purpose of SVP Librera's presentation was to make things more clear and transparent.

Member Albert expressed appreciation for the new metrics and inquired whether planned work, such as diversions due to G.O.s, are taken into account when looking at the terminal on time performance. SVP Librera stated that G.O.s are taken into account when calculating terminal on time performance.

Member Vanterpool expressed appreciation for the new metrics and inquired whether NYCT has given consideration to further breaking down the planned right of way work category and other categories. SVP Librera responded in the affirmative and stated NYCT will be adding to the categories in the future. Under the new system of reporting delays, a designated team will input the data as opposed to dispatchers.

Member Vanterpool inquired whether social media will relay new data to customers. Sarah Meyer, Chief Customer Officer, responded that NYCT has increased its tweets relating to service and will be using new web applications that will better convey service changes and delays.

Member Greenberg inquired why some legacy indicators were removed from the Book and noted data should be shared with the public in a more meaningful way. Peter Cafiero, Chief of Operations Planning, responded that the combination measure service KPI was removed but the three measures that are its component parts are still reported separately.

Member Weisbrod expressed appreciation for the new metrics. SVP Librera noted a few years ago, delays were tracked with paper and pencil. NYCT continues to evolve.

Darryl Irick, President of MTA Bus and SVP of NYCT Buses, delivered the Bus Report and the Paratransit Report.

Member Moerdler asked questions regarding enforcement of bus lanes and other rules of the road. To an inquiry whether MTA police could be used to enforce bus lane rules, Mr. Irick responded that all options are being considered. Mr. Irick also noted he would be meeting later in the week with Chief Chan of the NYPD regarding the bus lane issue and that NYCT may also be creating traffic teams in conjunction with DOT and NYPD. Member Moerdler asked whether NYCT can abolish the practice of allowing companies with delivery trucks that double park to negotiate paying off tickets in bulk. Mr. Irick stated it is a possibility but there is currently no effort to do so.

Member Albert inquired whether notice is sent to management when there is a repeat problem on a particular route, such as an ongoing double parking issue. Mr. Irick responded in the affirmative and stated there is an ongoing process.

Member Glucksman inquired about the status of his request for a report explaining why summonses have gone down. Assistant Chief Coogan responded that Mr. Irick will be meeting with the NYPD later this week regarding that issue. He stated he will relay the request to Chief Chan.

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

Member Weisbrod inquired about lengthy wait times for people calling in with complaints and whether they were calling during transit situations or generally seeking information. Ms. Meyer responded that hold times are longer than NYCT would like, although there has been a recent decrease. Noting a budgetary issue, Ms. Meyer advised that currently NYCT has approximately forty operators handling calls. Many people have been calling during transit situations using the Help Point System. People have also been calling seeking general information.

Member Jones inquired whether people are informed at the outset how long they may have to wait. Ms. Meyer responded NYCT does not currently provide that information but the system is being upgraded and wait times will be provided in the future. Member Jones noted the option for a call back is also a good thing to have. Ms. Meyer added that NYCT's social media response is currently faster than the call center response.

Member Moerdler noted the customer service call center, which is separate from the paratransit call center, has been getting good reviews in his community.

Member Weisbrod asked whether there is a way to track wifi performance on the subway. Ms. Meyer stated she would consult with the providers.

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

Member Moerdler asked what was being done to address trip and falls around station booths. Mr. Hamann responded those numbers are being analyzed. NYCT has identified the top 25 stations for station trip and fall accidents.
Vincent Coogan, Assistant Chief, NYPD Transit Bureau, delivered the Crime Report.

Member Jones referenced a report that he stated showed in 2016, over 90% of NYPD Transit Bureau arrests were of Blacks and Latinos. He expressed approval that there has been a significant drop in those numbers based on Chief Coogan's most recent report. He noted he has requested a breakdown of arrests by station several times and requested that information again.

Chief Coogan stated the NYPD response was being coordinated with the City Council and was not within the control of the NYPD Transit Bureau.

Member Moerdler noted an increase in hate crimes against Muslims and Blacks as well as several anti-Semitic crimes. He inquired whether people arrested for these crimes were being prosecuted to the fullest. Chief Coogan responded said crimes are taken very seriously and are prosecuted vigorously.

Member Moerdler inquired about the cause of the decrease in summonses and whether it was related to District Attorney Vance. Chief Coogan stated the decrease was mostly in fare evasion. Member Moerdler also inquired whether fare evasion crimes could be prosecuted in magistrate courts, as they once were in the past. Chief Coogan responded that this would have to be discussed within the NYPD.

B. Financial Reports

Jaibala Patel, Chief, Office of Management and Budget, delivered the NYCT and SIR Finance Reports.

Member Glucksman stated NYCT is only collecting fares at two stations in Staten Island. He asked whether increasing the number of fare collection stations may result in an increase in ridership. Mr. Cafiero and Ms. Librera stated that in the past, it was determined that installing additional fare collection stations would not be cost effective. Ms. Librera stated there may be opportunities to reconsider this issue in the future.

Member Weisbrod inquired what NYCT has been doing in response to the decrease in ridership and whether NYCT has discussed this issue with other transit systems facing similar problems. He opined the weekend drop in ridership is due to people not wanting to deal with the changes and delays on the weekends. President Byford acknowledged the issue and stated NYCT will be delivering a detailed analysis of ridership next month.

Daryl Irick, President, MTA Bus, delivered the MTA Bus Finance Report.

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

C. Procurements

SVP Plochochi introduced the NYCT and MTA Bus Company procurement agendas, which consisted of six actions totaling $84.6 million in expenditures, highlighting two procurement action items: (1) a request to adopt a resolution to utilize the competitive Request for Proposal process to develop a pool of qualified Design Build firms to compete for awards of multiple contracts for the design and construction of ADA improvements including the installation of elevators at NYC Transit stations; and (2) a competitively solicited contract for the integrated Service Information and Management B Division ("ISIM-B") Module 3 to ARINC Incorporated in the amount of $68,445,817 with a term of 53 months.

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

Regarding the resolution relating to ADA elevator installations at stations, Member Greenberg inquired how often contracts would be opened up to bidders and the time period covered by the resolution. Mr. Plochochi explained that the pool of qualified firms can be refreshed when NYCT determines. The time period covered is 2018-2019 contracts.

NYCT's competitive procurements requiring a majority vote (Schedules F and H in the Agenda), those requiring a two-thirds vote (Schedule B in the Agenda), and proposed ratifications requiring a majority vote (Schedule K in the Agenda) were approved.

V. Service Changes

Service changes, including the Staten Island Express Bus proposed changes requiring a Committee vote, were set forth in the Book.

Member Albert inquired whether NYCT will be monitoring how the Staten Island Express Bus changes would affect weekend service. Mr. Cafiero responded in the affirmative.

Upon motion duly made and seconded, the Staten Island Express Bus changes were approved.

VI. Special Reports and Action Items

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

President Byford noted the following outstanding items: (1) SAP progress report which will be presented in September and (2) detailed analysis of ridership trends to be presented next month.

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

Respectfully submitted,

Kristen M. Nolan

Metropolitan Transportation Authority

2018 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

	Responsibility
Approval of Minutes	Committee Chair & Members
NYC Transit Committee Work Plan	Committee Chair & Members
Operations Performance Summary Presentation (including Financial/Ridership, Capital Program Status, Crime & Safety)	NYC Transit President & MTA Bus Co. President
Procurements	Materiel
MTACC Projects Report	MTACC
MetroCard Report	AFC Program Mgmt & Sales
Service Changes (if any)	Operations Planning
Tariff Changes (if any)	Management & Budget
Capital Budget Modifications (if any)	Capital Planning & Budget
Action Items (if any)	As Listed

II. SPECIFIC AGENDA ITEMS

	Responsibility
July 2018	
No Items	
August 2018	
No Meetings Held	
September 2018	
Public comment/Committee review of budget	
2018 NYC Transit Mid-Year Forecast Monthly Allocation	Management & Budget
2018 SIR Mid-Year Forecast Monthly Allocation	Management & Budget
2018 MTA Bus Mid-Year Forecast Monthly Allocation	Management & Budget
2019 Preliminary NYC Transit Budget	Management & Budget
2019 Preliminary SIR Budget	Management & Budget
2019 Preliminary MTA Bus Budget	Management & Budget
Service Quality Indicators (including PES & MTA Bus PES)	Operations Planning
Elevator & Escalator Service Report, 2nd Qtr, 2018	Subways
Transit Adjudication Bureau Report, 2nd Qtr, 2018	Law
Transit Recidivism Report, 2nd Qtr, 2018	Law
NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2018	EEO & Human Resources
October 2018	
Public Comment/Committee review of budget	
Homeless Outreach Report	MTA
2019 Preliminary NYC Transit Budget	Management & Budget
2019 Preiminary SIR Budget	Management & Budget
2019 Preliminary MTA Bus Budget	Management & Budget
Quarterly Customer Satisfaction Report	Strategy & Customer Experience

II. SPECIFIC AGENDA ITEMS (con't)

	Responsibility
November 2018	
Charter for Transit Committee	Law
Elevator & Escalator Service Report, 3rd, Qtr, 2018	Subways
Transit Adjudication Bureau Report, 3rd Qtr, 2018	Law
December 2018	
NYCT 2019 Adopted Budget/Financial Plan 2019-2022	Management & Budget
SIR 2019 Adopted Budget/Financial Plan 2019-2022	Management & Budget
MTA Bus 2019 Adopted Budget/Financial Plan 2019-2022	Management & Budget
NYCT & MTA Bus EEO & Diversity Report, 3rd Qtr, 2018	EEO & Human Resources
Transit Recidivism Report, 3rd Qtr, 2018	Law
January 2019	
Approval of 2019 NYC Transit Committee Work Plan	Committee Chair & Members
Quarterly Customer Satisfaction Report	Strategy & Customer Experience
February 2019	
Preliminary Review of NYC Transit 2018 Operating Results	Management & Budget
Preliminary Review of SIR 2018 Operating Results	Management & Budget
Preliminary Review of MTA Bus 2018 Operating Results	Management & Budget
NYC Transit Adopted Budget/Financial Plan 2019-2022	Management & Budget
SIR Adopted Budget/Financial Plan 2019-2022	Management & Budget
MTA Bus Adopted Budget/Financial Plan 2019-2022	Management & Budget
Service Quality Indicators (including PES)	Operations Planning
ADA Compliance Report, 4th Qtr, 2018	Capital Program Management
Elevator & Escalator Service Report, 4th Qtr, 2018	Subways
Transit Adjudication Bureau Report, 4th Qtr, 2018	Law
NYCT & MTA Bus EEO & Diversity Report, 2018 Yr End Rpt	EEO & Human Resources
March 2019	
Transit Recidivism Report, 4th Qtr, 2018	Law
April 2019	
Homeless Outreach Report	MTA
Final Review of NYC Transit 2018 Operating Results	Management & Budget
Final Review of SIR 2018 Operating Results	Management & Budget
Final Review of MTA Bus 2018 Operating Results	Management & Budget
Quarterly Customer Satisfaction Report	Strategy & Customer Experience
May 2019	
Transit Adjudication Bureau Report, 1st Qtr, 2019	Law
Elevator & Escalator Service Report, 1st Qtr, 2019	Subways
NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2019	EEO & Human Resources
June 2019	
Transit Recidivism Report, 1st Qtr, 2019	Law

Metropolitan Transportation Authority

2018 Transit & Bus Committee Work Plan

Detailed Summary

I. RECURRING

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

NYC Transit Work Plan
A monthly update of any edits and/or changes in the work plan.

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

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

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

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

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

Tariff Changes
Proposals presented to the Board for approval of changes affecting NYC Transit fare policy structure.

Capital Budget Modifications
Proposals presented to the Board for approval of changes to NYC Transit's 5-Year Capital Program.

Action Items
Staff summary documents presented to the Board for approval of items affecting business standards and practices.

II. SPECIFIC AGENDA ITEMS (con't)

JULY 2018
No Agenda Items

AUGUST 2018
No Meetings Held

SEPTEMBER 2018

2018 NYC Transit Mid-Year Forecast Monthly Allocation
NYC Transit will present a monthly allocation of its 2018 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2018 SIR Mid-Year Forecast Monthly Allocation
NYC Transit will present a monthly allocation of SIR's 2018 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2018 MTA Bus Mid-Year Forecast Monthly Allocation
MTA Bus will present its monthly allocation of MTA Bus' 2018 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2019 NYC Transit Preliminary Budget
Public comments will be accepted on the 2019 Preliminary Budget.

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

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

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

Elevator & Escalator Service Report, 2nd Qtr, 2018
Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

Transit Adjudication Bureau Report, 2nd Qtr, 2018
Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

EEO & Diversity Report, 2nd Qtr, 2018
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

II. SPECIFIC AGENDA ITEMS (con't)

Transit Recidivism Report, 2nd Qtr, 2018
Quarterly report to the Committee which provides statistical information on recidivist arrest data and discusses NYC Transit's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

OCTOBER 2018

Homeless Outreach Report
MTA report on progress with homeless outreach efforts.

2019 NYC Transit Preliminary Budget
Public comments will be accepted on the 2019 Preliminary Budget.

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

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

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

NOVEMBER 2018

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

Elevator & Escalator Service Report, 3rd Qtr, 2018
Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

Transit Adjudication Bureau Report, 3rd Qtr, 2018
Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

DECEMBER 2018

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

II. SPECIFIC AGENDA ITEMS (con't)

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

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

EEO & Diversity Report, 3rd Qtr, 2018
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

Transit Recidivism Report, 3rd Qtr, 2018
Quarterly report to the Committee which provides statistical information on recidivist arrest data and discusses NYC Transit's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

JANUARY 2019

Approval of Committee Work Plan
The Committee will be provided with the work plan for 2019 and will be asked to approve its use for the year.

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

FEBRUARY 2019

Preliminary Review of NYC Transit's 2018 Operating Results
NYC Transit will present a brief review of its 2018 Budget results.

Preliminary Review of SIR 2018 Operating Results
NYC Transit will present a brief review of SIR's 2018 Budget results.

Preliminary Review of MTA Bus 2018 Operating Results
MTA Bus will present a brief review of its 2018 Budget results.

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

II. SPECIFIC AGENDA ITEMS (con't)

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

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

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

ADA Compliance Report, 4th Qtr, 2018
The annual update to the NYC Transit Committee on the status of compliance with the Americans with Disabilities Act (ADA) at New York City Transit. The report summarizes activities for compliance including, rehabilitation of key stations and ADA requirements in bus and subway transportation.

Elevator & Escalator Service Report, 4th Qtr, 2018
Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

Transit Adjudication Bureau Report, 4th Qtr, 2018
Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

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

MARCH 2019

Transit Recidivism Report, 4th Qtr, 2018
Quarterly report to the Committee which provides statistical information on recidivist arrest data and discusses NYC Transit's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

APRIL 2019

Homeless Outreach Report
MTA report on progress with homeless outreach efforts.

II. SPECIFIC AGENDA ITEMS (con't)

Final Review of NYC Transit 2018 Operating Results
NYC Transit will review the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Final Review of SIR 2018 Operating Results
NYC Transit will review SIR's prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Final Review of MTA Bus 2018 Operating Results
MTA Bus will review its prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

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

MAY 2019

Transit Adjudication Bureau Report, 1st Qtr, 2019
Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

Elevator & Escalator Service Report, 1st Qtr, 2019
Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

EEO & Diversity Report, 1st Qtr, 2019
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

JUNE 2019

Transit Recidivism Report, 1st Qtr, 2019
Quarterly report to the Committee which provides statistical information on recidivist arrest data and discusses NYC Transit's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

President's Report

Andy Byford, President

MTA New York City Transit's contingent at the Disability Pride Parade on July 15, 2018. Our commitment to increasing the accessibility of our system is one of the top priorities of the Fast Forward Plan.

President's Commentary

The last four weeks have seen further intense activity as we start delivery of our Fast Forward modernization plan.

While the big-ticket items such as resignalling the subway require substantial, additional investment, many improvements can be delivered starting immediately and at minimal cost. With that in mind, I have focused my team on delivery of tangible improvements that customers will notice between now and year-end.

This week, the Chief Customer Officer will launch Transit's inaugural Customer Commitment, a suite of time-bound, tangible improvements that we will deliver over the next 12 weeks. Consistent with the foundation of accountability that runs through Fast Forward, we will publicly report progress against each and every one of the commitments at the end of the quarter, a pattern that will be repeated on a quarterly basis, going forward.

I felt that it was important for Transit to sign up to a public-facing commitment because it demonstrates that we are serious about improving service. By making such a public promise, we are also demonstrating confidence in our ability to deliver and a willingness to be held accountable.

Obviously, the most important thing to get right is delivery of safe, punctual and reliable transit and much effort is being put into achieving that, details of which follow in this customer service report.

Continuing on that same theme of better management and accountability, recruitment of the new Group Station Manager (GSM) team is progressing well, along with the Superintendents to support them in their respective groups. In parallel, we are finalizing arrangements for the customer service and maintenance arms of the GSM team that will transform the way we manage our stations.

Progress is also being made on other key elements of our plan. A supplier conference will take place later this month to engage signaling, rolling stock, new technology and finance houses in the upcoming mega-project of expedited resignalling of the subway. The conference will set out the opportunities available to prospective bidders, and we shall outline the fresh approach that has enabled us to cut the timeframe to resignalling the NYC Subway by 75%.

On the buses, everything is being finalized for the launch of the new Staten Island express bus network and work is under way to make further process improvements to Access-A-Ride services.

Meanwhile, work continues in partnership with NYC Department of Transportation colleagues to finalize the alternate service plan for next year's reconstruction of the L line East River tunnel.

Finally, I was honored to join around 100 colleagues from Transit including Ronnie Hakim, our Managing Director and Alex Elegudin, Senior Adviser for Systemwide Accessibility, on this year's Disability Pride march.

Andy Byford
President, New York City Transit

Customer Service Report: Subways

Sally Librera, Senior Vice President

Coney Island overhaul shop teams work to enhance reliability of our fleet.

June 2018 Highlights:
Department of Subways

In June, Subways completed repair and resiliency work in the Clark Street tunnel, on time and on budget, allowing 2 and 3 service to resume on weekends. In 2012, Superstorm Sandy flooded the tunnel with more than half a million gallons of corrosive salt water, damaging electrical conduit, pump rooms, communications systems, track, and signal equipment. As part of our recovery and resiliency project for this tunnel, damaged equipment was replaced, while new measures were added to protect systems from future flooding. The Clark Street tunnel was the seventh under-river tunnel to be repaired since Sandy, and planning is well underway for the largest Sandy project to date – the reconstruction of the L line tunnel to begin in 2019.

During the month of June, our customer-focused metrics showed positive results from the many efforts underway to improve subway service. Additional Platform Time and Additional Train Time, which measure the average additional time (compared to the schedule) that customers experience waiting for and riding trains have been steadily improving since the beginning of 2018. Both measures improved more than 20% compared to a year ago. Service Delivered – the percentage of scheduled rush hour trains that operate – has shown a similar positive trend, reaching the highest level since we began reporting the measure last year.

These performance improvements are the result of ongoing efforts to reduce the number of major incidents, improve the response time to the incidents that do occur, and implement more accurate schedules. This month, we experienced nine weekday major track incidents and 18 weekday major signal incidents, the lowest numbers we've seen in 2018. Partially offsetting this improvement, there were 17 major incidents requiring police or medical response, including persons on the right of way, an unusually high number for this category. Our response time to major incidents has improved, reducing the average number of trains delayed per major incident to 98 from 122 a year ago. At the same time, new schedules implemented on the 2, 3, 4, and 5 lines this spring are allowing trains to more reliably complete their scheduled trips.

As discussed at Committee last month, Subways has completed the integration of our delay databases, and this month's report includes a new table with more accurate and descriptive categories. A key initiative of the Fast Forward plan is to better understand the root causes of delays, and we are working to further refine the delay categories. This initiative will include a particular focus on delays related to the operating environment and will allow Subways to analyze and address underlying issues in this area that have affected performance. This is similar to the analyses we have done for delays related to incidents.

Finally, we are excited about our new vacuum trains, the first of which arrived last month. The high-powered vacuums improve the appearance of the tracks, prevent flooding and track fires related to litter, and remove steel dust that can affect the signal system. We've made great strides improving track cleanliness through the Subway Action Plan, and the vacuum trains will allow us to further improve and maintain that standard going forward.

Sally Librera
Senior Vice President, Department of Subways

Subway Report

Subway Report Performance Indicators

Category	Performance Indicator	Current Month: June 2018			12-Month Average		
		This Year	Last Year	% Diff	This Year	Last Year	% Diff
Customer-Focused Metrics	Weekday Major Incidents (Chart 1)	62	81	-23.5%	68.5	72.9	-6.0%
	Weekend Major Incidents (Chart 2)	9	4	+125.0%	7.9	7.7	+2.6%
	Weekday Service Delivered (Chart 3)	95.6%	94.0%	+1.6%	94.4%	94.8%	-0.4%
	Weekend Service Delivered (Chart 5)	97.4%	98.4%	-1.0%	96.4%	98.3%	-1.9%
	Additional Platform Time (h:mm:ss) (Chart 7)	0:01:11	0:01:29	-20.2%	0:01:20	N/A*	N/A*
	Additional Train Time (h:mm:ss) (Chart 9)	0:01:10	0:01:30	-22.2%	0:01:27	N/A*	N/A*
Inputs to Operations	Mean Distance Between Failures (Chart 11)	122,318	122,822	-0.4%	119,908	115,760	+3.6%
	Elevator Availability (Chart 12)	96.5%	95.9%	+0.6%	96.3%	95.7%	+0.6%
	Escalator Availability (Chart 12)	94.6%	94.7%	-0.1%	94.3%	93.8%	+0.5%
Passenger Environment	Subway Car PES-KPI (Chart 13)				94.5%	94.7%	-0.2%
	Stations PES-KPI (Chart 14)				90.4%	89.9%	+0.5%
	Staten Island Railway PES-KPI (Chart 15)				90.8%	87.8%	+3.0%
Staten Island Railway	24 Hour On-Time Performance	95.9%	98.6%	-2.7%	96.5%	95.1%	+1.4%
	AM Rush On-Time Performance	97.0%	100.0%	-3.0%	96.4%	97.8%	-1.4%
	PM Rush On-Time Performance	89.6%	99.8%	-10.2%	95.7%	95.1%	+0.6%
	Percentage of Completed Trips	99.5%	99.9%	-0.4%	99.9%	99.8%	+0.1%
	Mean Distance Between Failures	217,648	73,448	+196.3%	58,620	52,748	+11.1%
Legacy Indicators	Weekday Wait Assessment (Chart 16)	71.7%	70.9%	+0.8%	70.4%	72.3%	-1.9%
	Weekend Wait Assessment (Chart 17)	77.8%	79.0%	-1.2%	76.5%	80.5%	-4.0%
	Weekday Terminal On-Time Performance (Chart 18)	68.0%	61.8%	+6.2%	64.4%	64.0%	+0.4%
	Weekend Terminal On-Time Performance (Chart 19)	67.9%	67.6%	+0.3%	67.6%	71.6%	-4.0%
	Weekday Trains Delayed (Chart 20a)	56,233	67,852	-17.1%	62,219	60,042	+3.6%
	Weekend Trains Delayed (Chart 21a)	16,242	14,317	+13.4%	17,604	14,467	+21.7%

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

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

Section 1: Customer-Focused Metrics

The metrics in this section measure subway performance as it affects our passengers. By focusing on how many disruptive incidents have occurred in the subway, how closely actual service matches schedules, and how much longer passengers must wait and ride compared to schedules, these measures collectively reflect the customer experience.

Performance Indicator Definitions

Major Incidents (Weekday and Weekend)
An unplanned incident that delays 50 or more trains. Major incidents are separated into six categories: Track, Signals, Persons on Trackbed/Police/Medical, Stations & Structures, Subway Car and Other.

Service Delivered (Weekday and Weekend)
Measures NYCT's ability to deliver the service that's scheduled. Service Delivered is measured along the busiest part of the line, which reflects service across the entire line, and is reported as the percentage of scheduled trains that are provided during the following times:

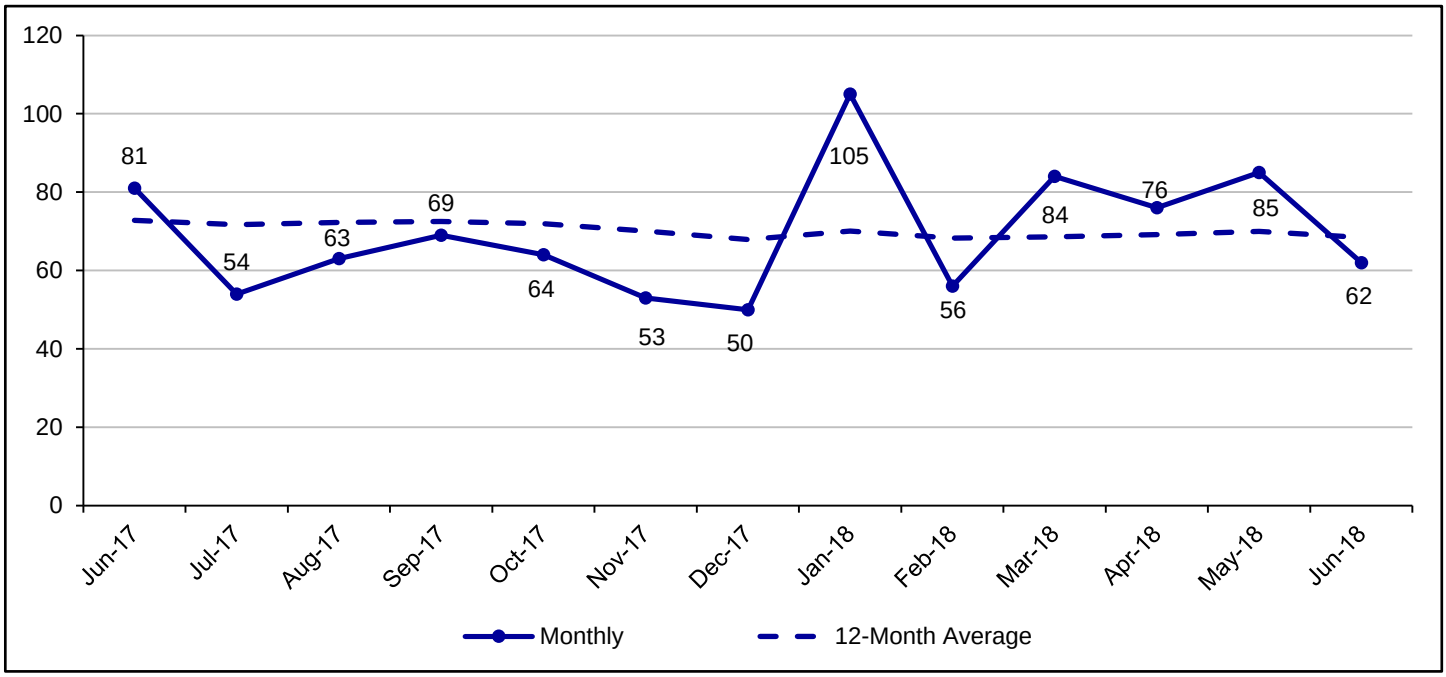
- Weekday Peak Hours – 7 a.m. to 10 a.m. and 4 p.m. to 7 p.m.
- Weekends - 10 a.m. to 6 p.m.

Additional Platform Time (APT)
The average added time that customers spend waiting on the platform for a train, compared with their scheduled wait time. Additional Platform Time is measured using a combination of customers' MetroCard entry data into stations and train departure times from those stations, using information from the real-time train tracking technologies that provide train arrival information. Data for the B Division is not available prior to March 2017.

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

APT and ATT 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)



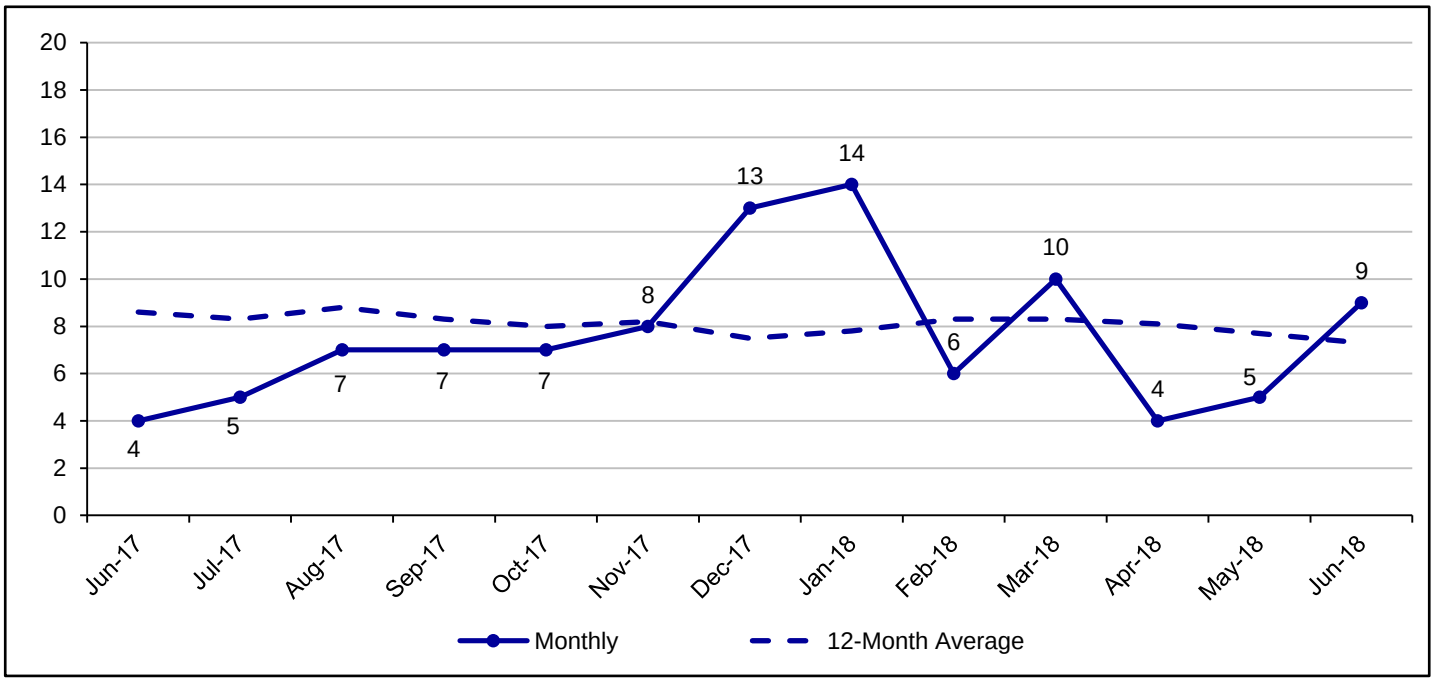
	Monthly			12-Month Average		
Categories	**Jun 18**	**Jun 17**	**Difference**	**Jun 18**	**Jun 17**	**Difference**
Track	9	19	-10	14.6	15.7	-1.1
Signals	18	25	-7	21.1	24.5	-3.4
Persons on Trackbed/Police/Medical	17	13	+4	14.7	15.6	-0.9
Stations & Structure	7	9	-2	4.9	4.3	+0.6
Subway Car	6	6	0	3.9	5.5	-1.6
Other	5	9	-4	9.3	7.3	+2.0
Subdivision A	**29**	**37**	**-8**	**33.2**	**37.2**	**-4.0**
Subdivision B	**33**	**44**	**-11**	**35.3**	**35.6**	**-0.3**
Systemwide	**62**	**81**	**-19**	**68.5**	**72.9**	**-4.4**
Avg Incident Duration (h:mm:ss)	0:15:42	0:17:00	-0:01:18	0:16:54	0:16:53	+0:00:01
Avg Trains Delayed per Incident	98	122	-24	106	107	-1.0

Major Incidents Discussion

- The 62 Major Incidents in June 2018 is an improvement over the prior month and year.
- Both Track and Signal categories have improved compared to recent months and the prior year.
  - Track and Signals have been primary focus areas for targeting critical infrastructure with additional preventative maintenance to address repeat incident issues.
- The number of Major Incidents due to Persons on the Trackbed increased in June.
- Average delay duration and trains per delay improved.
  - Through the Subway Action Plan (SAP), NYCT increased the number of Combined Action Teams (CATs), which respond to unplanned Signal, Track, and Third Rail incidents, and EMTs in high ridership stations.

Chart 1

Subway Weekend Major Incidents
(24 hours)



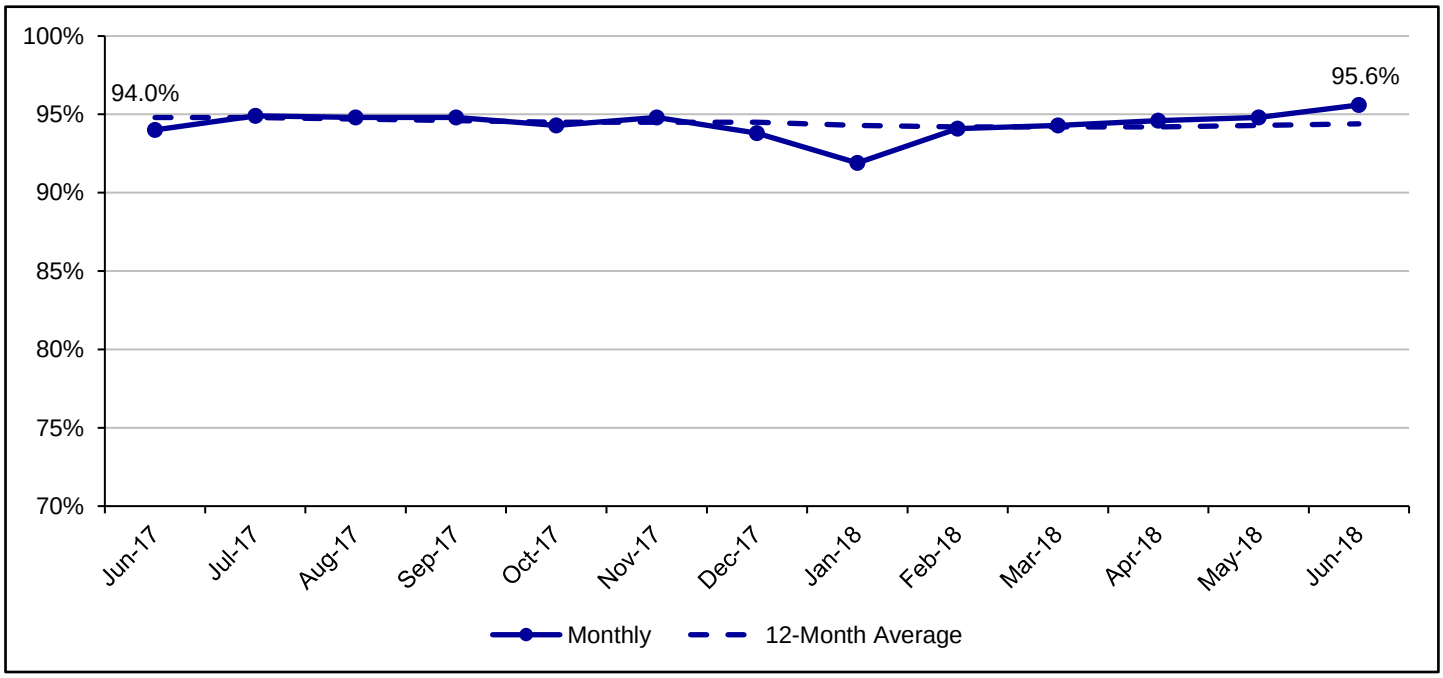
	Monthly			12-Month Average		
Categories	**Jun 18**	**Jun 17**	**Difference**	**Jun 18**	**Jun 17**	**Difference**
Track	3	0	+3	1.5	1.2	+0.3
Signals	3	2	+1	2.3	2.2	+0.1
Persons on Trackbed/Police/Medical	1	0	+1	1.3	1.5	-0.2
Stations & Structure	1	0	+1	0.7	0.3	+0.4
Subway Car	0	1	-1	0.1	0.2	-0.1
Other	1	1	0	2.0	2.3	-0.3
Subdivision A	**4**	**2**	**+2**	**3.6**	**3.6**	**0.0**
Subdivision B	**5**	**2**	**+3**	**4.3**	**4.1**	**0.2**
Systemwide	**9**	**4**	**+5**	**7.9**	**7.7**	**+0.2**
Avg Incident Duration (h:mm:ss)	0:18:36	0:11:30	+0:07:05	0:20:54	0:23:12	-0:02:18
Avg Trains Delayed per Incident	86	150	-64	95	92	+3

Major Incidents Discussion

- Despite increasing over the prior month and year, Weekend Major Incidents is only one higher than the 12-month moving average.
- Weekend Major Incidents are prone to fluctuation, in part, due to the low number of weekend days.

Chart 2

Subway Weekday % Service Delivered
(Peak Hours)



	Monthly			12-Month Average		
	Jun 18	**Jun 17**	**Difference**	**Jun 18**	**Jun 17**	**Difference**
Subdivision A	93.9%	91.8%	2.1%	92.4%	92.7%	-0.3%
Subdivision B	96.9%	95.5%	1.4%	95.9%	96.4%	-0.5%
Systemwide	**95.6%**	**94.0%**	**1.6%**	**94.4%**	**94.8%**	**-0.4%**

Weekday Service Delivered Discussion

- Service Delivered improved for the fifth straight month, to 95.6% systemwide.
  - This is the highest systemwide total for this metric since Service Delivered was introduced in 2017.
- On the A Division, the 2, 3 and 5 lines improved by 3.8%, 3.4% and 6.7% when compared to the prior year, continuing to show the positive effects of the recent schedule revisions as well as fewer Major Incidents.
- There were also improvements on the B division. The B, C and F lines improved by 3.6%, 7.4% and 4.1% when compared to June of the prior year due in part to fewer Major Incidents.

Chart 3

Subway Weekday % Service Delivered

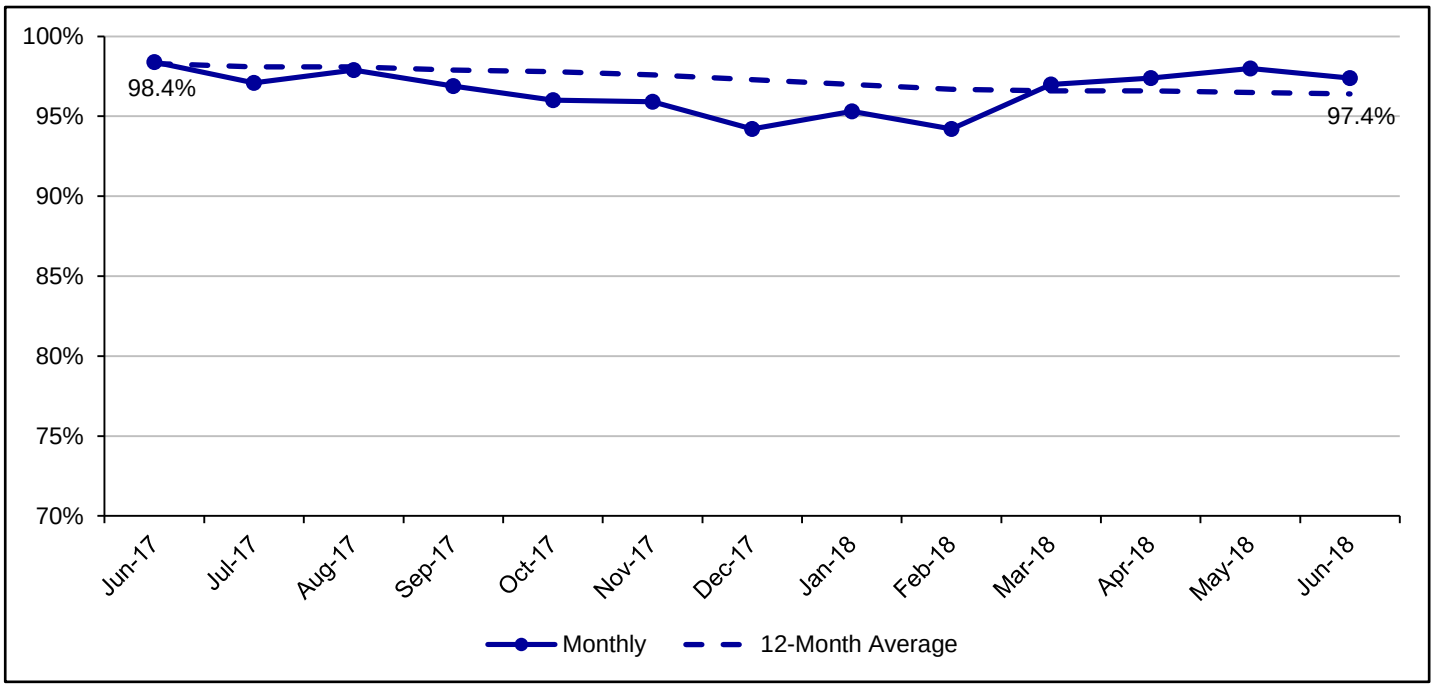
Monthly

(Peak Hours)

Line	Jun 18	Jun 17	Difference
1	98.8%	95.8%	**+3.0%**
2	94.8%	91.0%	**+3.8%**
3	95.8%	92.4%	**+3.4%**
4	90.8%	91.3%	**-0.5%**
5	91.4%	84.7%	**+6.7%**
6	92.6%	91.3%	**+1.3%**
7	89.0%	91.7%	**-2.7%**
S 42nd	99.8%	99.5%	**+0.3%**
Subdivision A	**93.9%**	**91.8%**	**+2.1%**
A	95.4%	94.2%	**+1.2%**
B	97.7%	94.1%	**+3.6%**
C	98.2%	90.8%	**+7.4%**
D	98.1%	96.6%	**+1.5%**
E	95.2%	93.6%	**+1.6%**
F	99.1%	95.0%	**+4.1%**
S Fkln	99.7%	100.3%	**-0.6%**
G	101.3%	102.8%	**-1.5%**
S Rock	100.9%	99.6%	**+1.3%**
JZ	98.1%	96.1%	**+2.0%**
L	98.0%	98.1%	**-0.1%**
M	94.4%	92.3%	**+2.1%**
N	95.7%	96.5%	**-0.8%**
Q	95.6%	95.9%	**-0.3%**
R	95.6%	96.7%	**-1.1%**
W	90.6%	94.6%	**-4.0%**
Subdivision B	**96.9%**	**95.5%**	**+1.4%**
Systemwide	**95.6%**	**94.0%**	**+1.6%**

Chart 4

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



	Monthly			12-Month Average		
	Jun 18	**Jun 17**	**Difference**	**Jun 18**	**Jun 17**	**Difference**
Subdivision A	95.6%	98.0%	-2.4%	94.9%	97.7%	-2.8%
Subdivision B	98.7%	98.6%	0.1%	97.4%	98.6%	-1.2%
Systemwide	**97.4%**	**98.4%**	**-1.0%**	**96.4%**	**98.3%**	**-1.9%**

Weekend Service Delivered Discussion

- Weekend Service Delivered decreased slightly when compared to the prior year, primarily due to disruptive Major Incidents on the A division.

Chart 5

Subway Weekend % Service Delivered

Monthly

(10 a.m. to 6 p.m.)

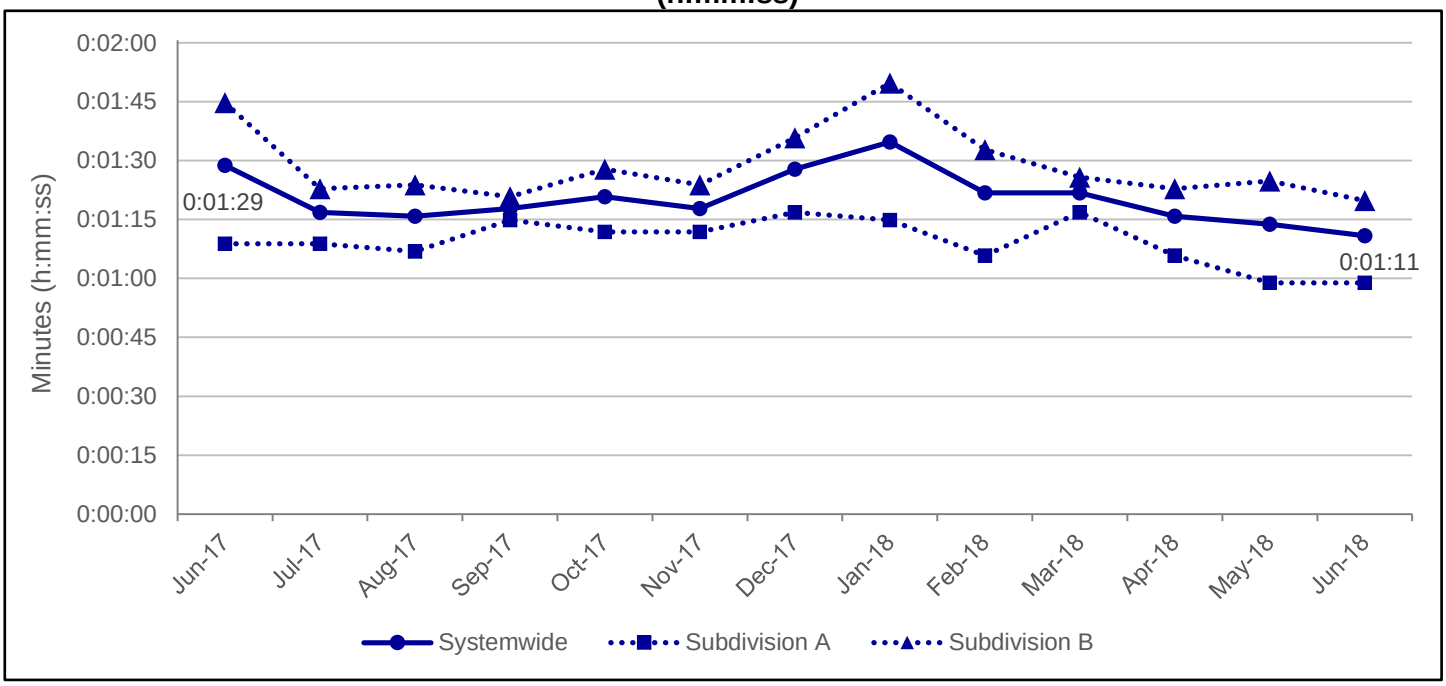
Line	Jun 18	Jun 17	Difference
1	98.2%	98.1%	**+0.1%**
2	95.1%	99.1%	**-4.0%**
3	98.6%	99.6%	**-1.0%**
4	91.9%	97.0%	**-5.1%**
5	92.5%	98.0%	**-5.5%**
6	98.9%	98.5%	**+0.4%**
7	93.2%	95.7%	**-2.5%**
S 42nd	99.8%	99.5%	**+0.3%**
Subdivision A	**95.6%**	**98.0%**	**-2.4%**
A	98.8%	98.0%	**+0.8%**
C	97.3%	97.6%	**-0.3%**
D	99.6%	99.5%	**+0.1%**
E	95.8%	99.4%	**-3.6%**
F	99.3%	99.5%	**-0.2%**
S Fkln	99.9%	99.1%	**+0.8%**
G	100.0%	100.0%	**+0.0%**
S Rock	96.7%	100.7%	**-4.0%**
JZ	100.0%	99.6%	**+0.4%**
L	98.3%	96.9%	**+1.4%**
M	98.7%	99.7%	**-1.0%**
N	95.7%	97.3%	**-1.6%**
Q	100.8%	100.0%	**+0.8%**
R	97.6%	96.2%	**+1.4%**
Subdivision B	**98.7%**	**98.6%**	**+0.1%**
Systemwide	**97.4%**	**98.4%**	**-1.0%**

Chart 6

Subway Weekday Average Additional Platform Time

Monthly (6 a.m. - midnight)

(h:mm:ss)



	Monthly			12-Month Average
	Jun 18	**Jun 17**	**Difference**	**Jun 18**
Subdivision A	0:00:59	0:01:09	-0:00:10	0:01:10
Subdivision B	0:01:20	0:01:45	-0:00:25	0:01:28
Systemwide	**0:01:11**	**0:01:29**	**-0:00:18**	**0:01:20**

Additional Platform Time Discussion

- Additional Platform Time (APT) systemwide improved by three seconds from May 2018 to June 2018, and improved by 18 seconds from the prior year, to 0:01:11.
  - This is the best systemwide total for this metric since APT was introduced in 2017.
- When compared to the prior month the B division decreased by five seconds, the fifth straight month of improvement.
- The large improvement over the prior year is partially due to the 2018 trend toward lower APT but also because of an especially impactful incident in June of last year.
- The overall reduction in incidents and delays per incident has contributed to improvements on the B, D, F and M lines.

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.

Chart 7

Subway Weekday Average Additional Platform Time

Monthly (6 a.m. - midnight)

(h:mm:ss)

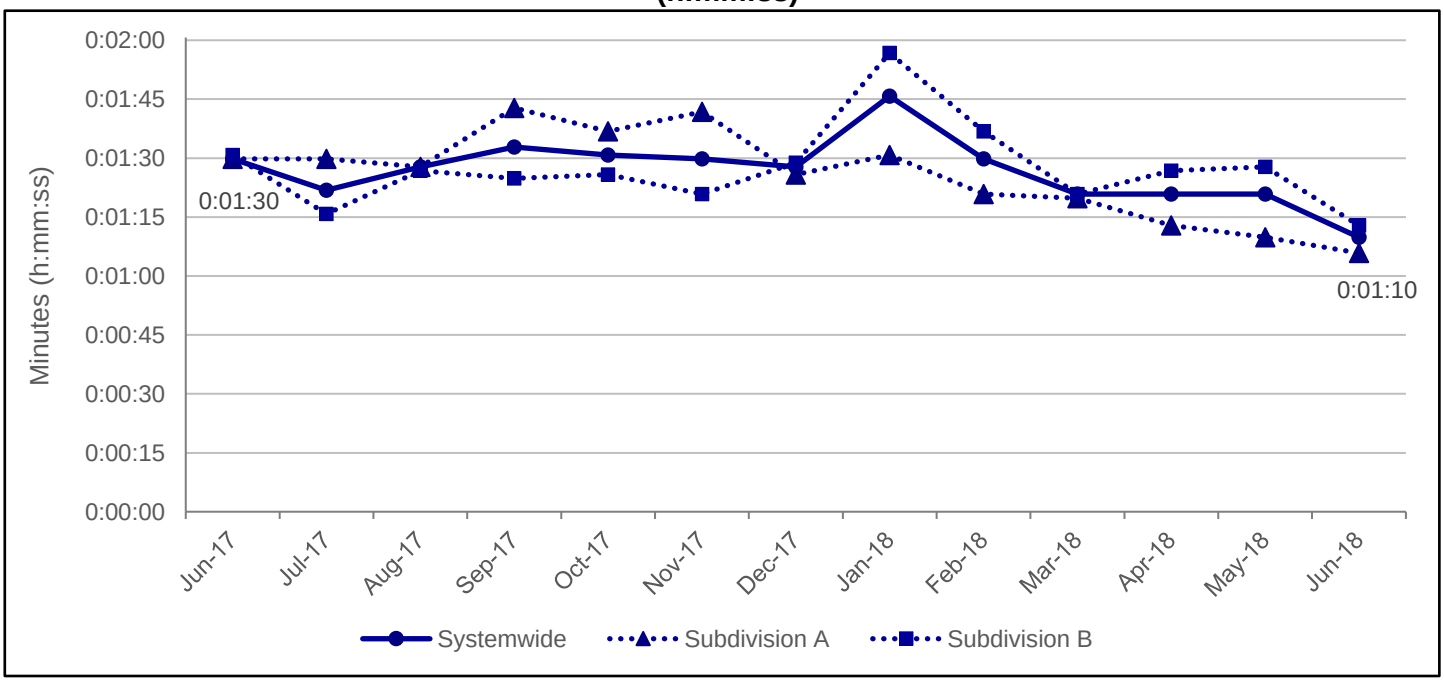
Line	Jun 18	Jun 17	Difference
1	0:01:00	0:01:03	**-0:00:03**
2	0:01:02	0:01:15	**-0:00:13**
3	0:00:41	0:00:59	**-0:00:18**
4	0:00:48	0:01:12	**-0:00:24**
5	0:00:50	0:01:16	**-0:00:26**
6	0:01:10	0:01:14	**-0:00:04**
7	0:01:20	0:01:03	**+0:00:17**
S 42nd	0:00:24	0:00:43	**-0:00:19**
Subdivision A	**0:00:59**	**0:01:09**	**-0:00:10**
A	0:01:15	0:02:23	**-0:01:08**
B	0:01:35	0:02:39	**-0:01:04**
C	0:01:34	0:02:50	**-0:01:16**
D	0:01:38	0:02:14	**-0:00:36**
E	0:01:08	0:01:14	**-0:00:06**
F	0:01:21	0:01:45	**-0:00:24**
S Fkln	0:00:23	0:00:01	**+0:00:22**
G	0:01:15	0:01:18	**-0:00:03**
S Rock	0:00:43	0:00:24	**+0:00:19**
JZ	0:01:13	0:01:26	**-0:00:13**
L	0:01:31	0:00:43	**+0:00:48**
M	0:01:02	0:02:30	**-0:01:28**
N	0:01:14	0:01:20	**-0:00:06**
Q	0:01:16	0:01:26	**-0:00:10**
R	0:01:24	0:01:32	**-0:00:08**
W	0:01:05	0:01:02	**+0:00:03**
Subdivision B	**0:01:20**	**0:01:45**	**-0:00:25**
Systemwide	**0:01:11**	**0:01:29**	**-0:00:18**

Chart 8

Subway Weekday Average Additional Train Time

Monthly (6 a.m. - midnight)

(h:mm:ss)



	Monthly			12-Month Average
	Jun 18	**Jun 17**	**Difference**	**Jun 18**
Subdivision A	0:01:06	0:01:30	-0:00:24	0:01:26
Subdivision B	0:01:13	0:01:31	-0:00:18	0:01:27
Systemwide	**0:01:10**	**0:01:30**	**-0:00:20**	**0:01:27**

Additional Train Time Discussion

- Additional Train Time (ATT) systemwide improved by 20 seconds when compared the prior year and 11 seconds when compared to May 2018, to 0:01:10.
  - This is the best systemwide total for this metric since ATT was introduced in 2017.
- The decline in 7 line performance is largely attributable to incidents related to ongoing CBTC upgrade work and the need to maintain the legacy signal system while the CBTC system is completed.

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.

Chart 9

Subway Weekday Average Additional Train Time

Monthly (6 a.m. - midnight)

(h:mm:ss)

Line	Jun 18	Jun 17	Difference
1	0:01:03	0:01:08	**-0:00:05**
2	0:00:53	0:01:57	**-0:01:04**
3	0:00:43	0:01:32	**-0:00:49**
4	0:01:12	0:02:03	**-0:00:51**
5	0:01:10	0:02:15	**-0:01:05**
6	0:01:03	0:01:14	**-0:00:11**
7	0:01:47	0:01:03	**+0:00:44**
S 42nd	0:00:27	0:00:23	**+0:00:04**
Subdivision A	**0:01:06**	**0:01:30**	**-0:00:24**
A	0:01:36	0:02:37	**-0:01:01**
B	0:01:26	0:02:02	**-0:00:36**
C	0:01:02	0:01:32	**-0:00:30**
D	0:01:34	0:02:00	**-0:00:26**
E	0:01:02	0:01:27	**-0:00:25**
F	0:01:16	0:01:40	**-0:00:24**
S Fkln	0:00:43	0:00:50	**-0:00:07**
G	0:01:00	0:01:31	**-0:00:31**
S Rock	0:00:21	0:00:16	**+0:00:05**
JZ	0:02:02	0:01:58	**+0:00:04**
L	0:00:00	0:00:00	**0:00:00**
M	0:01:04	0:01:20	**-0:00:16**
N	0:01:34	0:01:35	**-0:00:01**
Q	0:01:47	0:01:55	**-0:00:08**
R	0:00:57	0:00:36	**+0:00:21**
W	0:01:03	0:00:52	**+0:00:11**
Subdivision B	**0:01:13**	**0:01:31**	**-0:00:18**
Systemwide	**0:01:10**	**0:01:30**	**-0:00:20**

Chart 10

Section 2: Inputs to Operations

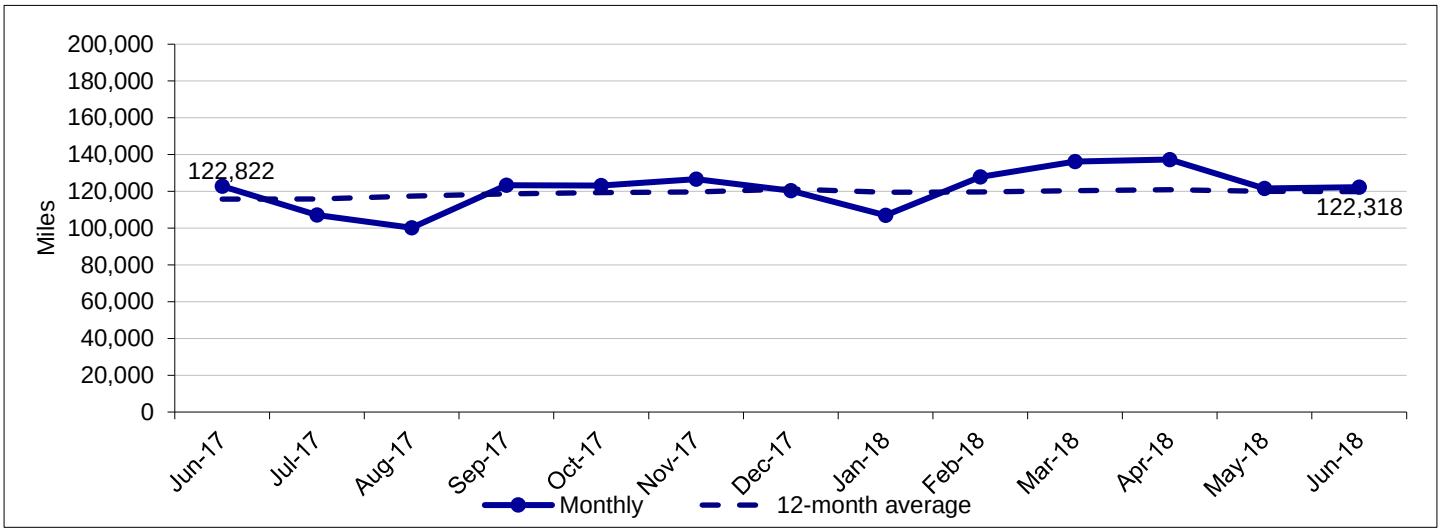
The metrics in this section address how NYCT provides service to its customers, by measuring the reliability of key assets, reflecting the effectiveness of maintenance practices, as well as age and condition. Historically, the only such measures that NYCT has provided to the Transit Committee and to 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 Failure (MDBF)
Subway MDBF is a measure of car fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

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

Subway Mean Distance Between Failure



		Monthly		
	# of Cars	Jun '18	Jun '17	% Diff
Subdivision A	2,895	125,344	124,811	**+0.4%**
Subdivision B*	3,587	120,207	121,434	**-1.0%**
Systemwide*	**6,482**	**122,318**	**122,822**	**-0.4%**

		12-Month Average		
Car Class	**# of Cars**	**Jun '18**	**Jun '17**	**% Diff**
R32	222	31,114	35,918	**-13.4%**
R42	50	34,217	39,473	**-13.3%**
R46	752	71,357	77,127	**-7.5%**
R62	315	222,168	235,188	**-5.5%**
R62A	824	100,475	84,528	**+18.9%**
R68	425	95,438	120,521	**-20.8%**
R68A	200	97,096	96,030	**+1.1%**
R142	1,030	162,672	146,430	**+11.1%**
R142A	220	63,685	50,566	**+25.9%**
R143	212	101,224	61,608	**+64.3%**
R160	1,662	248,776	232,733	**+6.9%**
R188 - New	126	404,037	771,153	**-47.6%**
R188 - Conversion	380	163,229	184,085	**-11.3%**
Subdivision A	2,895	129,646	116,653	**+11.1%**
Subdivision B*	3,587	113,780	115,122	**-1.2%**
Systemwide*	**6,482**	**119,908**	**115,760**	**+3.6%**

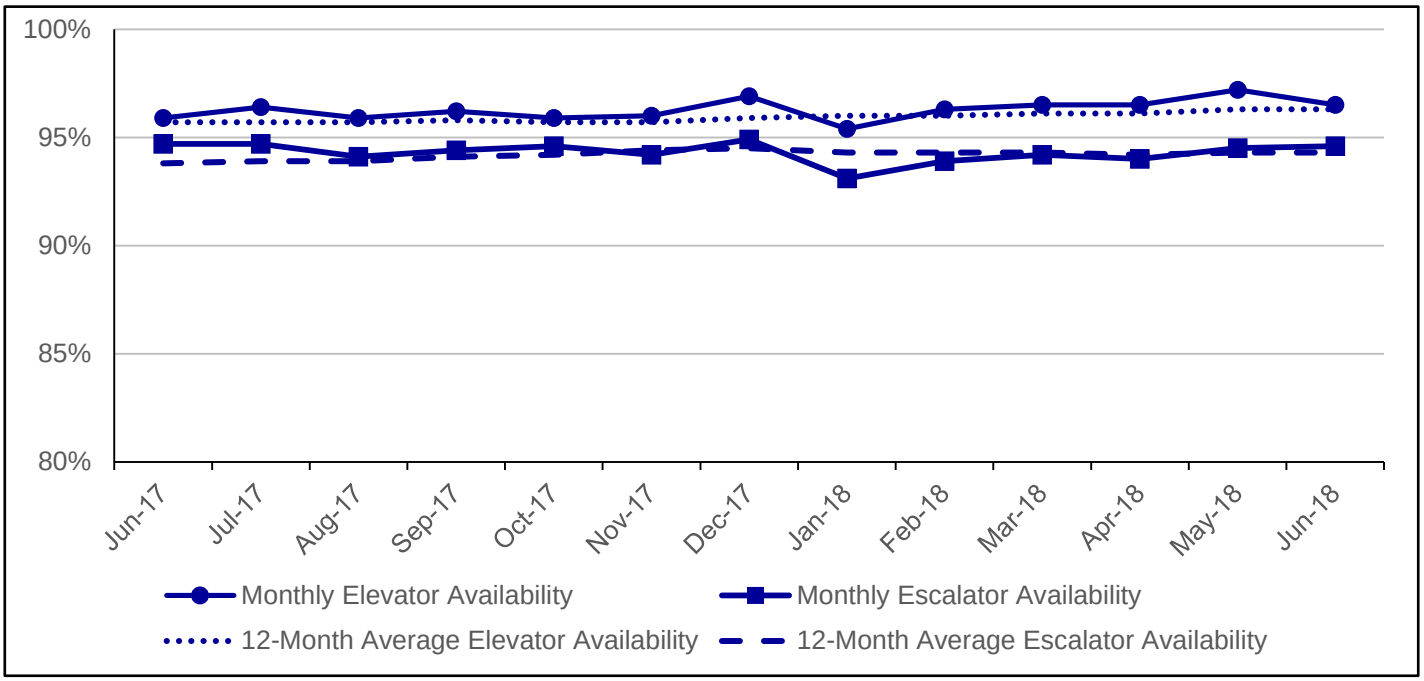
MDBF Discussion

- 12-month average MDBF improvements largely reflect the impact of Subway Action Plan upgrades.
- MDBF increased for the R62A, R142, and R142A fleets as significant numbers of cars recently completed their 14-year SMS programs, as well as Subway Action Plan improvements.
- The large improvement in the R143 fleet was due to CBTC reliability improvements.
- The decreases in the R188 new and conversions fleets represent a normalization of MDBF as these cars age; both continue to perform significantly better than the systemwide average.

*Fleet MDBF includes 64 R179 cars. Reporting of separate R179 12-Month Average MDBF will begin in February 2019.

Chart 11

Elevator and Escalator Availability
(24 Hours)



	Monthly			12-Month Average		
	Jun 18	Jun 17	Difference	Jun 18	Jun 17	Difference
Elevator Availability	96.5%	95.9%	+0.6%	96.3%	95.7%	+0.6%
Escalator Availability	94.6%	94.7%	-0.1%	94.3%	93.8%	+0.5%

Elevator and Escalator Availability Discussion

- Elevator availability continues to show a positive trend in June 2018 compared to both a year ago and the 12-month average.
- Escalator availability is nearly the same as a year ago, but has shown a slight positive trend since the beginning of 2018.

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

Subway Car PES-KPI
Subway Car PES-KPI is a composite indicator for subway car environments, which consists of three categories designed to reflect customer experience. The Appearance category accounts for 34% of the KPI calculation, and the Equipment and Information categories account for 33% each.

Appearance: Includes cleanliness and graffiti ratings in subway cars.
Equipment: Includes the functionality of door panels, lighting, and climate control.
Information: Includes the subway car announcements and signage.

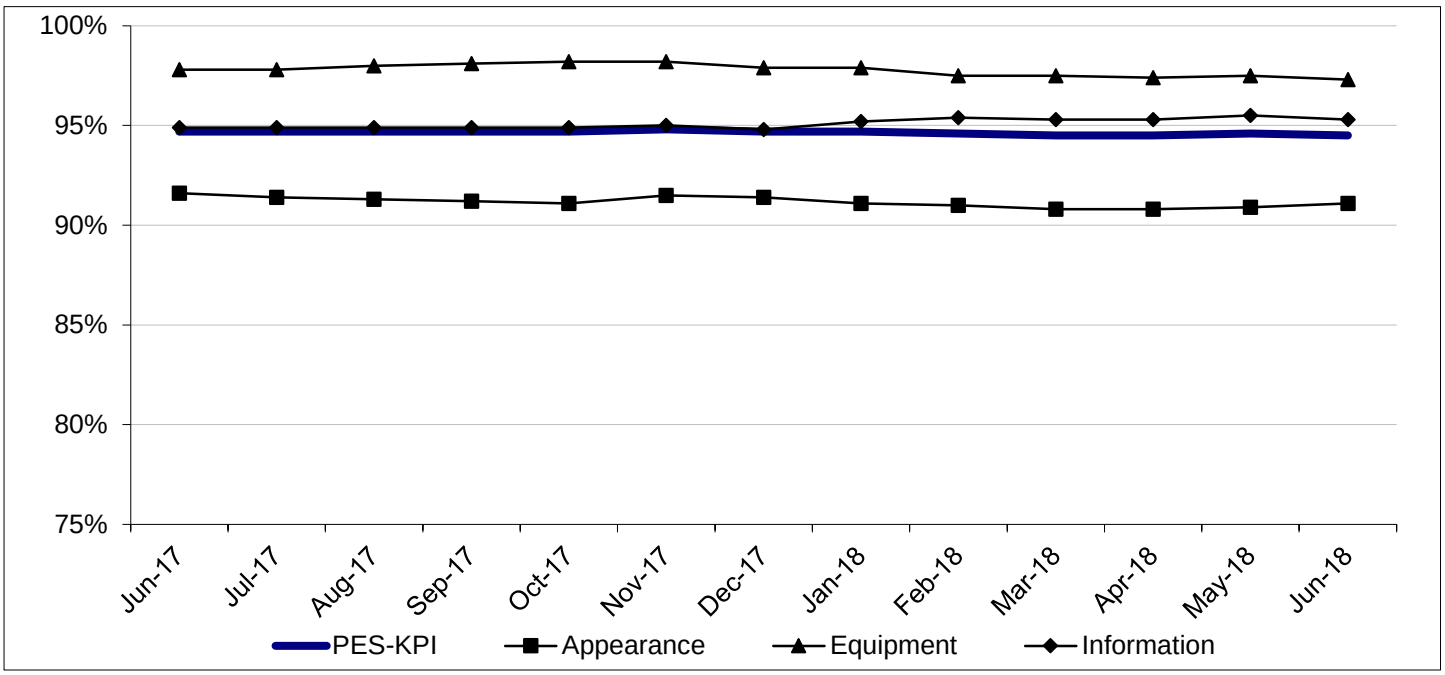
Station PES-KPI
Station PES-KPI is a composite indicator for station environments. It consists of three categories designed to reflect customer experience. The Appearance category accounts for 37% of the KPI calculation, the Equipment category accounts for 31%, and the Information category accounts for 32%.

Appearance: Includes cleanliness and graffiti ratings for station.
Does not currently include peeling paint or missing tiles for stations.
Equipment: Includes the functionality of MetroCard Vending machines, turnstiles and station attendant booths.
Information: Includes the ratings for maps, employees in proper uniforms and signage.

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

Appearance: Includes cleanliness, and graffiti ratings in cars and stations.
Equipment: Includes the functionality of door panels, lighting, and climate control in cars.
Information: Includes the ratings for maps, employees in proper uniforms, and subway car announcements and signage.

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



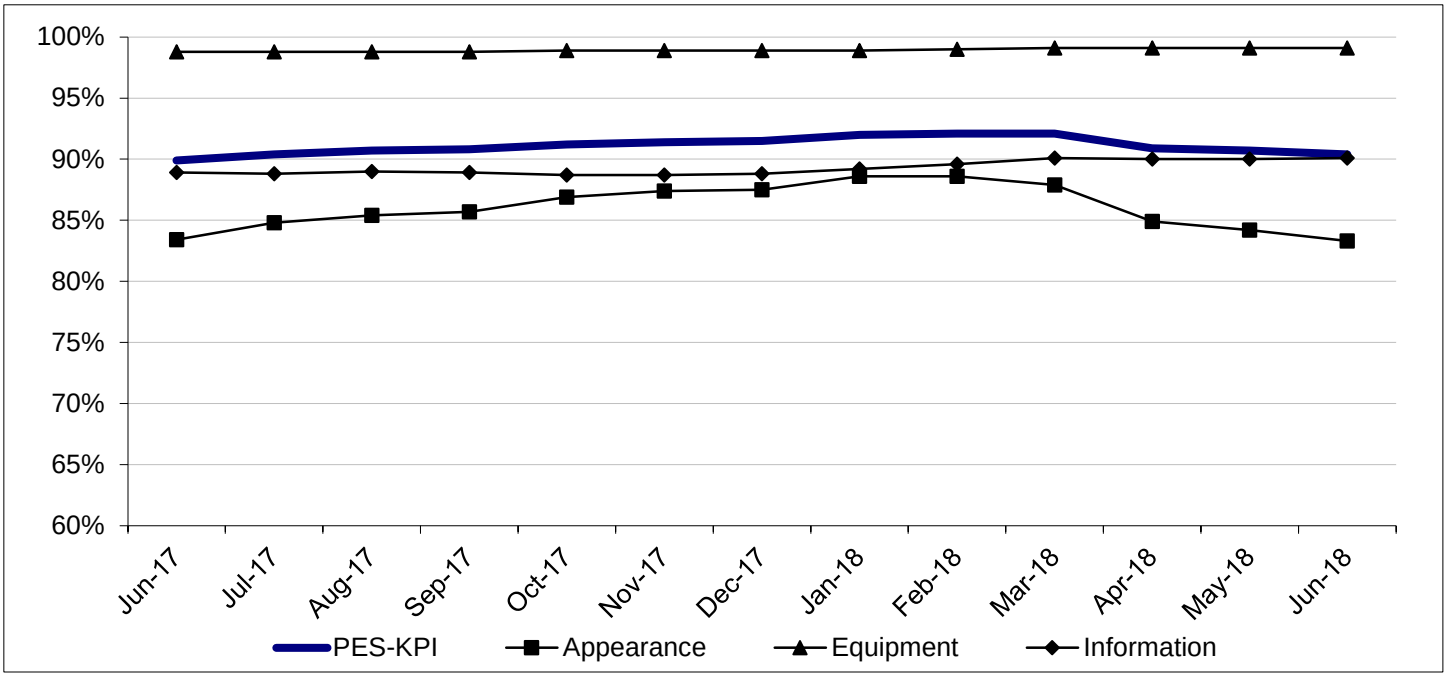
	Jul 17 - Jun 18				Jul 16 - Jun 17				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
Subdivision A	94.7%	92.3%	96.9%	94.9%	94.7%	92.9%	97.3%	94.1%	**0.0%**
Subdivision B	94.4%	90.4%	97.5%	95.5%	94.8%	90.9%	98.1%	95.4%	**-0.4%**
Systemwide	**94.5%**	**91.1%**	**97.3%**	**95.3%**	**94.7%**	**91.6%**	**97.8%**	**94.9%**	**-0.2%**

Subway Car Passenger Environment Survey Discussion

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

Chart 13

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



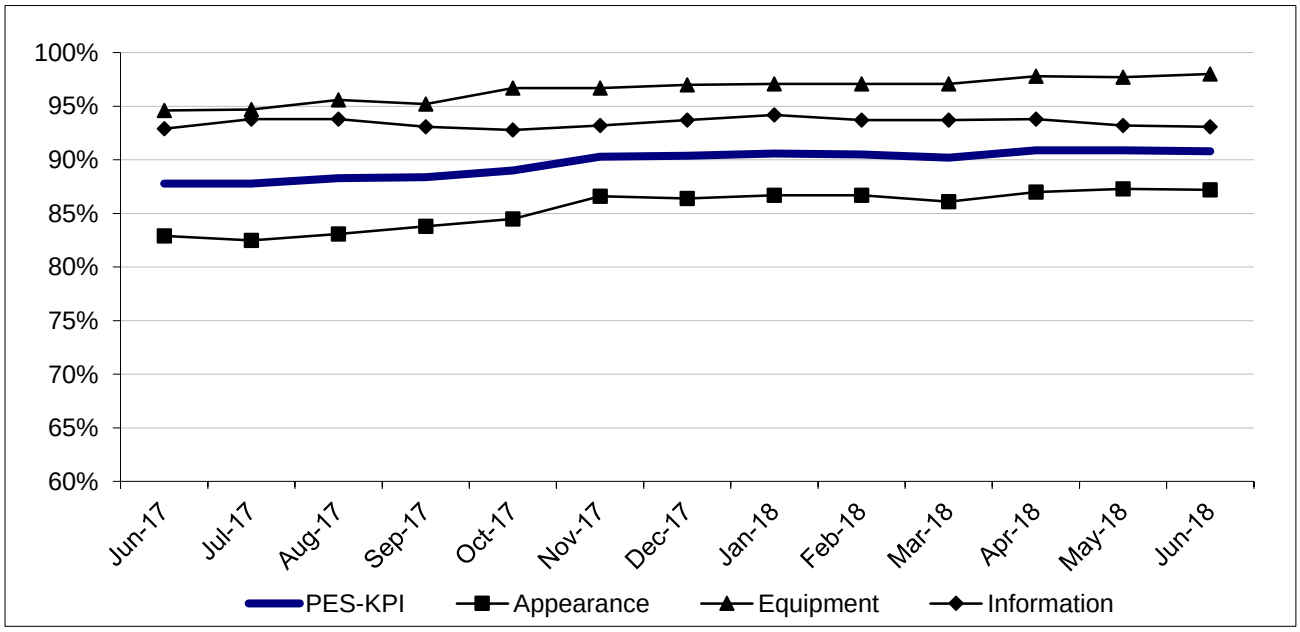
	Jul 17 - Jun 18				Jul 16 - Jun 17				% Difference
Borough	**KPI**	**Appearance**	**Equipment**	**Information**	**KPI**	**Appearance**	**Equipment**	**Information**	**KPI**
Bronx	89.8%	81.5%	99.4%	90.1%	87.4%	76.4%	98.5%	89.4%	**+2.4%**
Manhattan	88.9%	78.8%	99.0%	90.8%	90.3%	83.9%	98.9%	89.3%	**-1.4%**
Brooklyn	91.0%	84.9%	99.1%	90.1%	91.3%	85.9%	98.9%	90.2%	**-0.3%**
Queens	91.6%	88.0%	99.4%	88.2%	88.8%	84.1%	98.7%	84.7%	**+2.8%**
Systemwide	**90.4%**	**83.3%**	**99.1%**	**90.1%**	**89.9%**	**83.4%**	**98.8%**	**88.9%**	**+0.5%**

Station Passenger Environment Survey Discussion

- Station Passenger Environment Survey (PES-KPI) increased by 0.5% over the prior year.
- This was led by improvements of 2.8% in the Queens and 2.4% in the Bronx.

Chart 14

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



	PES-KPI	Appearance	Equipment	Information
Jul 17 - Jun 18:	**90.8%**	87.2%	98.0%	93.1%
Jul 16 - Jun 17:	**87.8%**	82.9%	94.6%	92.9%
% Difference:	**+3.0%**	**+4.3%**	**+3.4%**	**+0.2%**

SIR Discussion

- Staten Island Railway Passenger Environment Survey scores increased by 3.0%

Chart 15

Section 4: Legacy Indicators

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

Performance Indicator Definitions

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

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

Train Delays (Weekday and Weekend)
Train delays are the number of trains that arrived at terminal locations more than five minutes late, or that has skipped any planned station stops during a 24-hour period.

Subway Weekday Wait Assessment
(6 am - midnight)

	Jun 18					Jun 17					
	Monthly Meets	Monthly GAP			12 month Meets	Monthly Meets	Monthly GAP			12 month Meets	Monthly Standard
Line	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	Difference
1	**74.8%**	10.2%	8.5%	6.4%	76.3%	**74.2%**	9.9%	8.7%	7.2%	76.7%	**+0.6%**
2	**68.1%**	11.5%	10.8%	9.6%	65.8%	**66.5%**	11.2%	11.0%	11.3%	67.8%	**+1.6%**
3	**72.1%**	12.0%	9.3%	6.7%	69.6%	**69.0%**	11.3%	10.7%	9.0%	72.1%	**+3.1%**
4	**68.0%**	10.3%	10.1%	11.6%	66.1%	**67.0%**	10.7%	10.4%	11.9%	67.6%	**+1.0%**
5	**66.5%**	11.0%	10.7%	11.8%	61.7%	**61.9%**	10.7%	12.3%	15.0%	63.2%	**+4.6%**
6	**68.2%**	9.8%	10.0%	12.0%	66.7%	**69.7%**	10.0%	9.8%	10.6%	66.6%	**-1.5%**
7	**65.0%**	12.2%	11.8%	11.0%	68.0%	**70.3%**	11.6%	10.5%	7.5%	72.0%	**-5.3%**
S 42nd	**94.9%**	2.9%	1.4%	0.9%	94.4%	**95.3%**	2.4%	1.4%	0.9%	92.9%	**-0.4%**
Subdivision A	**70.0%**	10.6%	9.8%	9.7%	68.6%	**69.0%**	10.5%	10.2%	10.3%	70.0%	**+1.0%**
A	**68.1%**	10.2%	10.0%	11.8%	67.0%	**65.8%**	9.2%	9.9%	15.1%	69.0%	**+2.3%**
B	**73.8%**	11.6%	8.3%	6.3%	72.3%	**73.7%**	10.4%	8.3%	7.7%	74.9%	**+0.1%**
C	**75.3%**	11.9%	8.6%	4.2%	70.0%	**69.4%**	12.6%	10.0%	7.9%	72.7%	**+5.9%**
D	**72.5%**	11.9%	9.7%	6.0%	71.9%	**72.9%**	11.3%	9.1%	6.8%	76.0%	**-0.4%**
E	**68.6%**	11.6%	10.7%	9.1%	66.4%	**68.0%**	11.4%	10.7%	9.9%	70.7%	**+0.6%**
F	**71.3%**	10.1%	9.4%	9.3%	68.4%	**68.8%**	9.7%	10.0%	11.6%	70.9%	**+2.5%**
S Fkln	**97.3%**	1.1%	0.9%	0.7%	98.0%	**99.6%**	0.2%	0.2%	0.0%	98.4%	**-2.3%**
G	**81.6%**	11.0%	5.5%	1.9%	80.2%	**79.5%**	10.7%	6.1%	3.8%	81.9%	**+2.1%**
S Rock	**94.7%**	2.8%	1.1%	1.4%	93.8%	**95.3%**	2.6%	1.5%	0.6%	94.1%	**-0.6%**
JZ	**76.8%**	11.2%	7.7%	4.3%	76.1%	**76.2%**	10.9%	8.0%	4.9%	76.8%	**+0.6%**
L	**77.9%**	11.4%	6.5%	4.2%	76.2%	**80.0%**	11.1%	6.2%	2.7%	77.6%	**-2.1%**
M	**75.2%**	10.7%	7.5%	6.7%	71.4%	**71.7%**	10.5%	9.0%	8.8%	74.6%	**+3.5%**
N	**69.4%**	12.5%	9.9%	8.2%	70.9%	**71.8%**	11.0%	9.2%	8.0%	74.5%	**-2.4%**
Q	**75.9%**	10.8%	8.1%	5.1%	75.2%	**75.2%**	10.6%	8.9%	5.2%	75.9%	**+0.7%**
R	**70.8%**	11.1%	9.7%	8.4%	70.6%	**72.0%**	10.8%	9.0%	8.2%	74.7%	**-1.2%**
W	**67.2%**	11.4%	10.3%	11.1%	70.9%	**72.9%**	11.5%	8.2%	7.4%	70.3%	**-5.7%**
Subdivision B	**73.2%**	11.0%	8.7%	7.2%	71.8%	**72.6%**	10.6%	8.7%	8.1%	74.4%	**+0.6%**
Systemwide	**71.7%**	**10.8%**	**9.2%**	**8.3%**	**70.4%**	**70.9%**	**10.5%**	**9.4%**	**9.1%**	**72.3%**	**+0.8%**

Weekday Wait Assessment Discussion

- Wait Assessment improved by 0.8% over the prior year.
- The improvement over the prior year is partially due to the 2018 trend toward improved Wait Assessment but also because a particularly impactful incident in June of last year adversely affected Wait Assessment that month.
- The decline in 7 line performance is largely attributable to incidents related to ongoing CBTC upgrade work and the need to maintain the legacy signal system while the CBTC system is completed.

Note: W service began in November 2016.

Chart 16

Subway Weekend Wait Assessment
(6 am - midnight)

	Jun 18					Jun 17					
	Monthly Meets	Monthly GAP			12 month Meets	Monthly Meets	Monthly GAP			12 month Meets	Monthly Standard
Line	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	Difference
1	**86.4%**	8.7%	3.7%	1.2%	79.9%	**79.0%**	10.3%	7.5%	3.2%	78.6%	**+7.4%**
2	**70.7%**	12.3%	10.5%	6.5%	65.4%	**77.9%**	11.8%	7.6%	2.7%	73.8%	**-7.2%**
3	**88.5%**	7.1%	2.9%	1.5%	88.6%	**86.9%**	8.0%	3.5%	1.6%	84.3%	**+1.6%**
4	**68.2%**	12.0%	10.8%	8.9%	66.9%	**74.1%**	10.1%	9.0%	6.8%	73.8%	**-5.9%**
5	**71.2%**	13.5%	9.8%	5.6%	71.2%	**78.2%**	8.6%	6.6%	6.6%	80.3%	**-7.0%**
6	**80.1%**	10.2%	7.0%	2.7%	80.3%	**83.7%**	8.4%	4.8%	3.0%	82.6%	**-3.6%**
7	**71.0%**	11.0%	8.8%	9.2%	78.6%	**75.3%**	12.2%	7.8%	4.7%	80.6%	**-4.3%**
S 42nd	**99.5%**	0.3%	0.1%	0.2%	98.7%	**94.0%**	0.6%	2.2%	3.2%	97.3%	**+5.5%**
Subdivision A	**76.3%**	10.6%	7.8%	5.3%	75.0%	**79.6%**	9.6%	6.7%	4.1%	79.3%	**-3.3%**
A	**73.2%**	10.7%	9.1%	7.0%	71.2%	**73.1%**	10.8%	10.1%	6.0%	75.2%	**+0.1%**
C	**76.1%**	11.7%	8.1%	4.2%	74.2%	**80.1%**	10.5%	6.7%	2.7%	79.6%	**-4.0%**
D	**76.2%**	12.6%	7.4%	3.8%	75.8%	**75.6%**	11.4%	8.2%	4.7%	80.8%	**+0.6%**
E	**78.1%**	11.2%	7.8%	2.9%	80.2%	**79.2%**	10.3%	7.3%	3.2%	82.7%	**-1.1%**
F	**78.1%**	11.8%	7.6%	2.5%	77.1%	**78.5%**	10.6%	7.0%	3.9%	79.9%	**-0.4%**
S Fkln	**99.4%**	0.2%	0.4%	0.0%	98.6%	**98.1%**	0.2%	0.5%	1.2%	98.5%	**+1.3%**
G	**88.9%**	8.3%	2.2%	0.6%	85.3%	**83.8%**	9.1%	3.5%	3.5%	87.1%	**+5.1%**
S Rock	**89.5%**	4.7%	2.2%	3.6%	94.2%	**92.5%**	5.3%	2.0%	0.2%	95.0%	**-3.0%**
JZ	**83.5%**	9.1%	5.6%	1.9%	84.7%	**86.1%**	7.6%	3.6%	2.7%	85.9%	**-2.6%**
L	**80.5%**	10.2%	5.8%	3.4%	77.9%	**80.4%**	10.2%	5.6%	3.8%	80.8%	**+0.1%**
M	**90.8%**	6.3%	1.9%	1.1%	90.2%	**90.6%**	4.1%	2.1%	3.2%	92.1%	**+0.2%**
N	**71.0%**	13.0%	10.2%	5.8%	73.7%	**75.4%**	11.0%	8.3%	5.3%	80.2%	**-4.4%**
Q	**84.9%**	9.9%	4.0%	1.3%	80.3%	**83.3%**	10.2%	4.9%	1.6%	84.1%	**+1.6%**
R	**74.7%**	12.6%	8.8%	3.9%	72.2%	**67.2%**	13.1%	11.9%	7.9%	77.3%	**+7.5%**
Subdivision B	**79.0%**	10.7%	6.8%	3.5%	77.7%	**78.5%**	10.2%	7.0%	4.2%	81.5%	**+0.5%**
Systemwide	**77.8%**	**10.6%**	**7.3%**	**4.3%**	**76.5%**	**79.0%**	**10.0%**	**6.9%**	**4.2%**	**80.5%**	**-1.2%**

Weekend Wait Assessment Discussion

- Weekend Wait Assessment declined by 1.2% when compared to the prior year, primarily due to disruptive Major Incidents on the A division.

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

Chart 17

Subway Weekday Terminal On-Time Performance

Monthly
(24 hours)

Line	Jun 18	Jun 17	Difference
1	73.0%	64.9%	**+8.1%**
2	58.2%	27.6%	**+30.6%**
3	71.0%	45.1%	**+25.9%**
4	57.7%	30.1%	**+27.6%**
5	64.1%	31.5%	**+32.6%**
6	60.6%	54.6%	**+6.0%**
7	61.1%	74.0%	**-12.9%**
S 42nd	99.7%	98.5%	**+1.2%**
Subdivision A	**69.3%**	**59.0%**	**+10.3%**
A	55.1%	50.8%	**+4.3%**
B	63.2%	48.3%	**+14.9%**
C	66.0%	53.9%	**+12.1%**
D	65.2%	51.5%	**+13.7%**
E	57.1%	59.3%	**-2.2%**
F	46.8%	47.7%	**-0.9%**
S Fkln	99.7%	99.9%	**-0.2%**
G	74.9%	71.7%	**+3.2%**
S Rock	95.4%	94.8%	**+0.6%**
JZ	65.6%	62.8%	**+2.8%**
L	92.6%	95.6%	**-3.0%**
M	63.6%	65.7%	**-2.1%**
NW**	52.5%	54.9%	**-2.4%**
Q	66.1%	61.5%	**+4.6%**
R	58.1%	67.7%	**-9.6%**
Subdivision B	**67.0%**	**64.0%**	**+3.0%**
Systemwide	**68.0%**	**61.8%**	**+6.2%**

Weekday Terminal On-Time Performance Discussion

- The large increase in On-Time Performance (OTP) for the 2, 3, 4, and 5 lines was due at least in part to the revised schedules implemented on these lines in Spring 2018.
- Fewer Major Incidents in June 2018 than in June 2017 improved OTP on many lines, with the largest improvements on the B, C, and D lines.
- The lower OTP on the 7 line was due in part to the challenges of completing the installation of CBTC on the line, while still maintaining aging legacy signals.

*June 2018 data is based on new electronic feeds.
**Beginning in April 2018 the N and W lines will be reported together.

Chart 18

Subway Weekend Terminal On-Time Performance

Monthly
(24 hours)

Line	Jun 18	Jun 17	Difference
1	87.7%	72.2%	**+15.5%**
2	44.9%	49.6%	**-4.7%**
3	80.7%	66.2%	**+14.5%**
4	21.4%	38.8%	**-17.4%**
5	34.6%	34.4%	**+0.2%**
6	67.5%	61.8%	**+5.7%**
7	62.0%	74.7%	**-12.7%**
S 42nd	99.9%	97.9%	**+2.0%**
Subdivision A	**64.3%**	**64.7%**	**-0.4%**
A	55.2%	71.4%	**-16.2%**
C	54.4%	67.6%	**-13.2%**
D	64.3%	48.6%	**+15.7%**
E	43.6%	57.2%	**-13.6%**
F	49.8%	45.5%	**+4.3%**
S Fkln	99.9%	98.7%	**+1.2%**
G	83.5%	86.0%	**-2.5%**
S Rock	86.3%	79.0%	**+7.3%**
JZ	80.2%	86.2%	**-6.0%**
L	90.6%	91.6%	**-1.0%**
M	95.7%	95.6%	**+0.1%**
N	45.6%	40.7%	**+4.9%**
Q	78.6%	66.7%	**+11.9%**
R	34.3%	43.6%	**-9.3%**
Subdivision B	**70.3%**	**69.7%**	**+0.6%**
Systemwide	**67.9%**	**67.6%**	**+0.3%**

Weekend Terminal On-Time Performance Discussion

- Weekend planned work has a significant impact on on-time performance, especially when there is a concentration of work such as on the 7, E, and R lines.
- Several lines were affected by more weekend Major Incidents in June 2018 than June 2017, including the 4, A, C, and E lines. Conversely, lines affected by fewer incidents, like the D, saw improved OTP.
- The 7 line was affected by the same CBTC issues that affected weekdays, as well as several special events on weekends in June 2018 that caused very high ridership.

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

Chart 19

Subway Weekday Trains Delayed

Monthly - June 2018

(24 hours)

Delay Categories	Trains Delayed	Delayed Trains Per Day (21)	% of Delayed Trains
Track Failures and Emergency Remediation	2,181	104	3.9%
Rail and Roadbed	1,896	90	3.4%
Fire, Smoke, Debris	285	14	0.5%
Signal Failures and Emergency Remediation	4,224	201	7.5%
Subway Car	1,743	83	3.1%
Door-Related	396	19	0.7%
Propulsion	214	10	0.4%
Braking	439	21	0.8%
Other	694	33	1.2%
Other Unplanned Disruptions (e.g. station defect)	1,197	57	2.1%
		0	
Train Brake Activation - cause unknown	509	24	0.9%
Service Delivery (e.g., crew performance)	1,178	56	2.1%
External	8,007	381	14.2%
Public Conduct, Crime, Police Response	2,777	132	4.9%
Sick/Injured Customer	1,841	88	3.3%
Persons on Roadbed (including persons struck by train)	1,318	63	2.4%
External Debris on Roadbed (e.g., trees, shopping cart)	188	9	0.3%
Other Passenger-Related (e.g., retrieval of property from track)	836	40	1.5%
Public Event (e.g., civil demonstration, parade)	487	23	0.9%
Inclement Weather	481	23	0.9%
Other External Disruptions	79	4	0.1%
Operating Environment	22,350	1,064	39.7%
Planned Right-of-Way Work	14,844	707	26.4%
Total Trains Delayed	**56,233**	**2,678**	**100%**

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

Chart 20a

Subway Weekend Trains Delayed

Monthly - June 2018

(24 hours)

Delay Categories	Trains Delayed	Delayed Trains Per Day (21)	% of Delayed Trains
Track Failures and Emergency Remediation	544	60	3.3%
Rail and Roadbed	464	52	2.9%
Fire, Smoke, Debris	80	9	0.5%
Signal Failures and Emergency Remediation	781	87	4.8%
Subway Car	136	15	0.8%
Door-Related	60	7	0.4%
Propulsion	32	4	0.2%
Braking	14	2	0.1%
Other	30	3	0.2%
Other Unplanned Disruptions (e.g. station defect)	258	29	1.6%
		0	
Train Brake Activation - cause unknown	95	11	0.6%
Service Delivery (e.g., crew performance)	224	25	1.4%
External	1,595	177	9.8%
Public Conduct, Crime, Police Response	576	64	3.5%
Sick/Injured Customer	239	27	1.5%
Persons on Roadbed (including persons struck by train)	202	22	1.2%
External Debris on Roadbed (e.g., trees, shopping cart)	9	1	0.1%
Other Passenger-Related (e.g., retrieval of property from track)	107	12	0.7%
Public Event (e.g., civil demonstration, parade)	434	48	2.7%
Inclement Weather	28	3	0.2%
Other External Disruptions	0	0	0.0%
Operating Environment	4,095	455	25.2%
Planned Right-of-Way Work	8,514	946	52.4%
Total Trains Delayed	**16,242**	**1,805**	**100%**

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

Chart 21a

Subway Weekday Trains Delayed

Monthly - May 2018

(24 hours)

Delay Categories	Trains Delayed	Delayed Trains Per Day (21)	% of Delayed Trains
Track Failures and Emergency Remediation	3,113	142	5.1%
Rail and Roadbed	2,387	109	4.0%
Fire, Smoke, Debris	726	33	1.2%
Signal Failures and Emergency Remediation	6,036	274	9.9%
Subway Car	1,539	70	2.5%
Door-Related	382	17	0.6%
Propulsion	179	8	0.3%
Braking	436	20	0.7%
Other	542	25	0.9%
Other Unplanned Disruptions (e.g. station defect)	1,142	52	1.9%
		0	
Train Brake Activation - cause unknown	596	27	1.0%
Service Delivery (e.g., crew performance)	1,363	62	2.2%
External	7,909	360	13.1%
Public Conduct, Crime, Police Response	3,066	139	5.0%
Sick/Injured Customer	2,288	104	3.8%
Persons on Roadbed (including persons struck by train)	690	31	1.1%
External Debris on Roadbed (e.g., trees, shopping cart)	69	3	0.1%
Other Passenger-Related (e.g., retrieval of property from track)	939	43	1.6%
Public Event (e.g., civil demonstration, parade)	404	18	0.7%
Inclement Weather	393	18	0.7%
Other External Disruptions	60	3	0.1%
Operating Environment	23,576	1,072	38.9%
Planned Right-of-Way Work	15,407	700	25.4%
Total Trains Delayed	**60,681**	**2,758**	**100%**

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

Chart 20b

Subway Weekend Trains Delayed

Monthly - May 2018

(24 hours)

Delay Categories	Trains Delayed	Delayed Trains Per Day (21)	% of Delayed Trains
Track Failures and Emergency Remediation	362	40	2.4%
Rail and Roadbed	345	38	2.3%
Fire, Smoke, Debris	17	2	0.1%
Signal Failures and Emergency Remediation	688	76	4.6%
Subway Car	163	18	1.1%
Door-Related	47	5	0.3%
Propulsion	4	0	0.0%
Braking	31	3	0.2%
Other	81	9	0.5%
Other Unplanned Disruptions (e.g. station defect)	23	3	0.2%
		0	
Train Brake Activation - cause unknown	33	4	0.2%
Service Delivery (e.g., crew performance)	228	25	1.5%
External	1,511	168	10.1%
Public Conduct, Crime, Police Response	554	62	3.7%
Sick/Injured Customer	398	44	2.6%
Persons on Roadbed (including persons struck by train)	152	17	1.0%
External Debris on Roadbed (e.g., trees, shopping cart)	19	2	0.1%
Other Passenger-Related (e.g., retrieval of property from track)	59	7	0.4%
Public Event (e.g., civil demonstration, parade)	111	12	0.7%
Inclement Weather	218	24	1.4%
Other External Disruptions	0	0	0.0%
Operating Environment	3,886	432	26.0%
Planned Right-of-Way Work	8,082	898	54.0%
Total Trains Delayed	**14,976**	**1,664**	**100%**

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

Chart 21b

Customer Service Report: Buses

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

As part of the Fast Forward plan we are evaluating new bus designs. This new MCI Bus, with a first-of-its-kind, low-entry vestibule and an automated ramp, is currently being tested in service for the next 3 months. We look forward to gathering feedback from our customers.

June 2018 Highlights: Buses

Bus performance in June was generally good. Mean Distance Between Failures (MDBF) - our primary maintenance metric - improved by 3.5% against last year on a 12-month average, and by 12.6% for the month of June as compared to last year.

Implementation of the Fast Forward plan remains a key priority. The Department of Buses (DOB) is preparing for the upcoming launch of the Staten Island express bus network redesign going into effect August 19th. A fleet of special mobile information centers has been deployed to various neighborhoods throughout the island and customer ambassadors will be staffing key locations to answer questions, distribute information and get feedback as we intensify outreach ahead of the launch. Meanwhile, we continue to work towards our next borough network redesign in the Bronx. This will also be a customer-driven process and initial public participation sessions begin this fall.

In parallel, we are working on several other short-term strategies to improve service. Last month we announced plans to increase off-peak frequency on the Q6 and Q69 routes in Queens to encourage new ridership. This month we are announcing plans to expand this initiative to three new routes: the B17, B65, and S93. Also, as part of the Q22 service change, we will increase off-peak frequency and improve service reliability by removing closely spaced and underutilized bus stops.

We have been working closely with our partners at the New York City Police Department (NYPD) regarding traffic enforcement issues and have held several meetings, advancing a close collaboration at a central and borough level to address traffic hotspots. So far this year, traffic violation summonses issued by NYPD have increased by over 13% as compared to the same period last year. We will work jointly with them to create dedicated transit-priority traffic teams to continue to clear the way for buses and facilitate traffic flow in congested hotspots.

In coordination with our partners at the NYC Department of Transportation (NYC DOT), we are working to implement traffic improvements to expand bus priority. As part of this process, I am pleased to report that Transit Signal Priority (TSP) was activated on the B35 bus route last month at 51 intersections along Church Avenue in Brooklyn. This will speed up buses for approximately 30,000 weekday customers on one of our busiest bus routes in Brooklyn. It is our 12th TSP enabled route. We plan to implement TSP on the Q52/Q53 and the Q5 later this year and continue to work with NYC DOT to identify additional routes for implementation. We are also continuing to work jointly on other bus priority and traffic improvement measures on high priority corridors and will continue to update you as we implement improvements in the coming months.

Finally, beginning July 1, bicycle racks became available on every bus on the Q50 and Bx23 routes, adding to the 36 buses already in operation on the S53 and S93. Bike racks are a great

amenity for customers who want to increase their mobility and take advantage of the city's growing network of bike lanes and greenways. The racks help customers transport bikes over a long distance and our buses provide a vital connection for cyclists traversing major crossings such as the Whitestone Bridge.

Engaging all of our stakeholders is critical to the success of our Fast Forward initiatives and these quick wins depict our commitment to listening to what New Yorkers want. We look forward to hearing from our customers and incorporating their feedback in all our initiatives as we continue to move ahead.

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: June 2018			12-Month Average		
		This Year	Last Year	% Diff	This Year	Last Year	% Diff
Customer Focused Metrics	Service Delivered (Chart 1)	97.3%	97.1%	+0.2%	97.1%	97.0%	+0.1%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)	0:01:46	N/A	N/A	N/A	N/A	N/A
	Additional Travel Time (h:mm:ss) (Chart 5)	0:00:54	N/A	N/A	N/A	N/A	N/A
	Customer Journey Time Performance (Chart 7)	71.6%	N/A	N/A	N/A	N/A	N/A
Inputs To Operations	Mean Distance Between Failures (Chart 9)	6,404	5,685	+12.6%	6,463	6,242	+3.5%
	Speed (MPH) (Chart 11)	7.9	7.9	0.0%	8.0	8.0	0.0%
Passenger Environment	Passenger Environment Survey (Chart 13)						
Legacy Indicators	Wait Assessment (Chart 14)	77.2%	77.0%	+0.2%	77.7%	77.9%	-0.2%
	System MDBSI (Chart 16)	2,868	2,621	+9.4%	2,813	2,798	+0.5%
	NYCT Bus	2,632	2,485	+5.9%	2,639	2,640	0.0%
	MTA Bus	4,004	3,176	+26.1%	3,555	3,459	+2.8%
	System Trips Completed (Chart 17)	99.2%	99.1%	+0.1%	99.1%	99.2%	-0.1%
	NYCT Bus	99.1%	99.1%	0.0%	99.1%	99.2%	-0.1%
	MTA Bus	99.3%	99.2%	+0.1%	99.2%	99.2%	0.0%
	System AM Pull Out (Chart 18)	99.7%	99.6%	+0.1%	99.8%	99.8%	0.0%
	NYCT Bus	99.7%	99.6%	+0.1%	99.8%	99.8%	0.0%
	MTA Bus	99.7%	99.6%	+0.1%	99.7%	99.6%	+0.1%
	System PM Pull Out (Chart 19)	99.8%	99.9%	-0.1%	99.9%	99.9%	0.0%
	NYCT Bus	99.8%	99.9%	-0.1%	99.9%	99.9%	0.0%
	MTA Bus	99.8%	99.9%	-0.1%	99.8%	99.8%	0.0%
	System Buses>=12 years	22.0%	21.9%				
	NYCT Bus	21.0%	23.9%				
	MTA Bus	28.0%	15.2%				
	System Fleet Age	8.3	8.0				
	NYCT Bus	7.8	7.6				
	MTA Bus	9.8	9.2				

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

Section 1: Customer Focused Metrics

The metrics in this section measure bus performance as it affects our passengers. By focusing on how closely actual service matches schedules and how much longer passengers must wait and ride compared to schedules, these measures collectively reflect customer experience.

Performance Indicator Definitions

Service Delivered

Service Delivered (sometimes referred to as throughput) measures our ability to deliver the scheduled service. It is calculated as the percentage of scheduled bus trips that are actually provided during peak hours. Service Delivered is measured at the peak load point, which is the stop on the route where the bus is most crowded.

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

Additional Bus Stop Time (ABST)

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

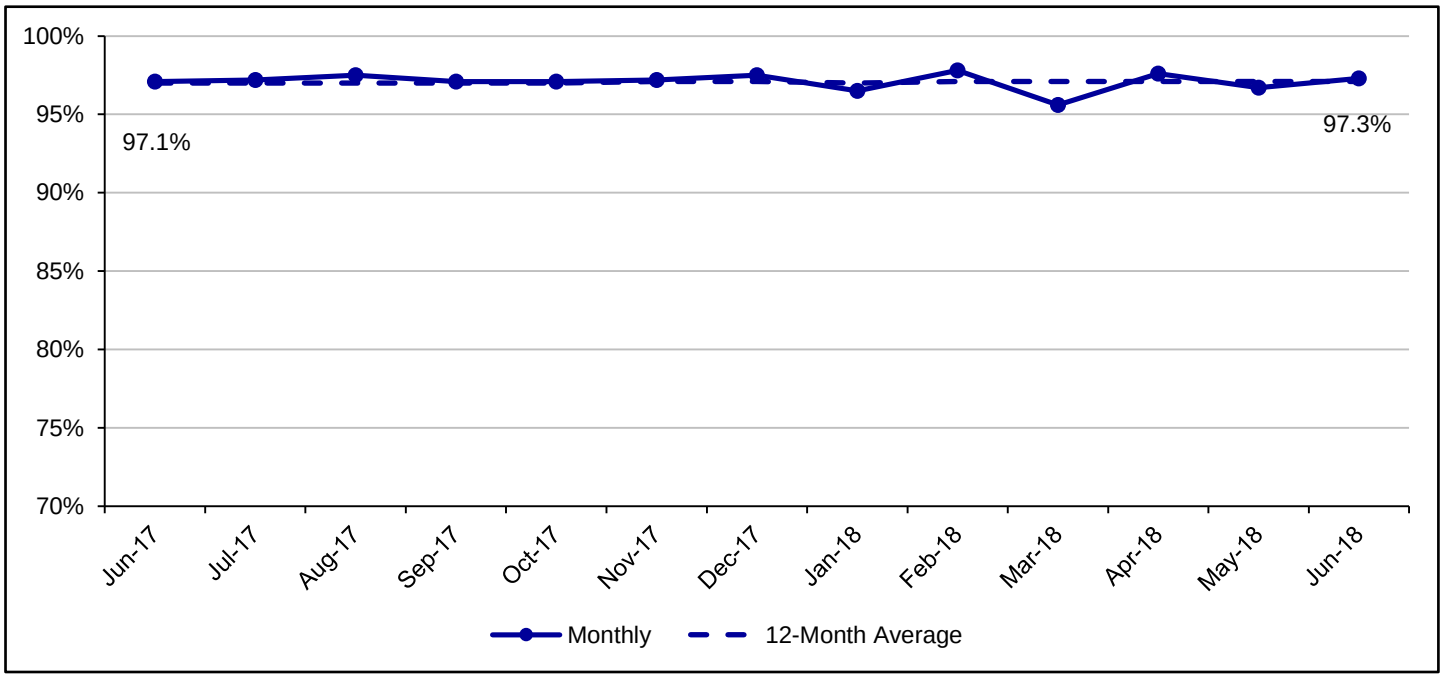
Additional Travel Time (ATT)

Additional Travel Time (ATT) is the average additional time customers are onboard the bus compared to the scheduled time. ATT (sometimes referred to as Excess In-Vehicle Travel Time) is a new indicator for the MTA, but is considered an industry best practice worldwide. ATT is measured using customers' MetroCard swipes on buses combined with GPS tracking data from Bus Time. ATT is measured from 4 a.m. to 11 p.m.

Customer Journey Time Performance (CJTP)

Customer Journey Time Performance (CJTP) measures the percentage of customers who complete their journey (ABST + ATT) within 5 minutes of the scheduled time. This is a new indicator for the MTA, but is used by other transit agencies to measure service. CJTP is measured using customers' MetroCard swipes on buses combined with GPS tracking data from Bus Time. CJTP is measured from 4 a.m. to 11 p.m.

Service Delivered
(Peak Hours)



	Monthly			12-Month Average		
	Jun 18	**Jun 17**	**Difference**	**Jun 18**	**Jun 17**	**Difference**
Bronx	97.8%	98.2%	-0.4%	97.5%	97.9%	-0.4%
Brooklyn	97.6%	97.2%	0.4%	97.3%	97.0%	0.3%
Manhattan	97.2%	96.9%	0.3%	97.2%	96.6%	0.6%
Queens	97.3%	97.1%	0.2%	96.8%	96.8%	0.0%
Staten Island	96.3%	95.2%	1.1%	96.7%	96.8%	-0.1%
Systemwide	**97.3%**	**97.1%**	**0.2%**	**97.1%**	**97.0%**	**0.1%**

Service Delivered Discussion

- Service Delivered in June 2018 increased by 0.6% from May 2018 and also increased slightly, by 0.1%, on a 12-month average.
- Buses continues to identify root causes and implement corrective actions where necessary. As part of this process we are revisiting the way information is captured in real-time.

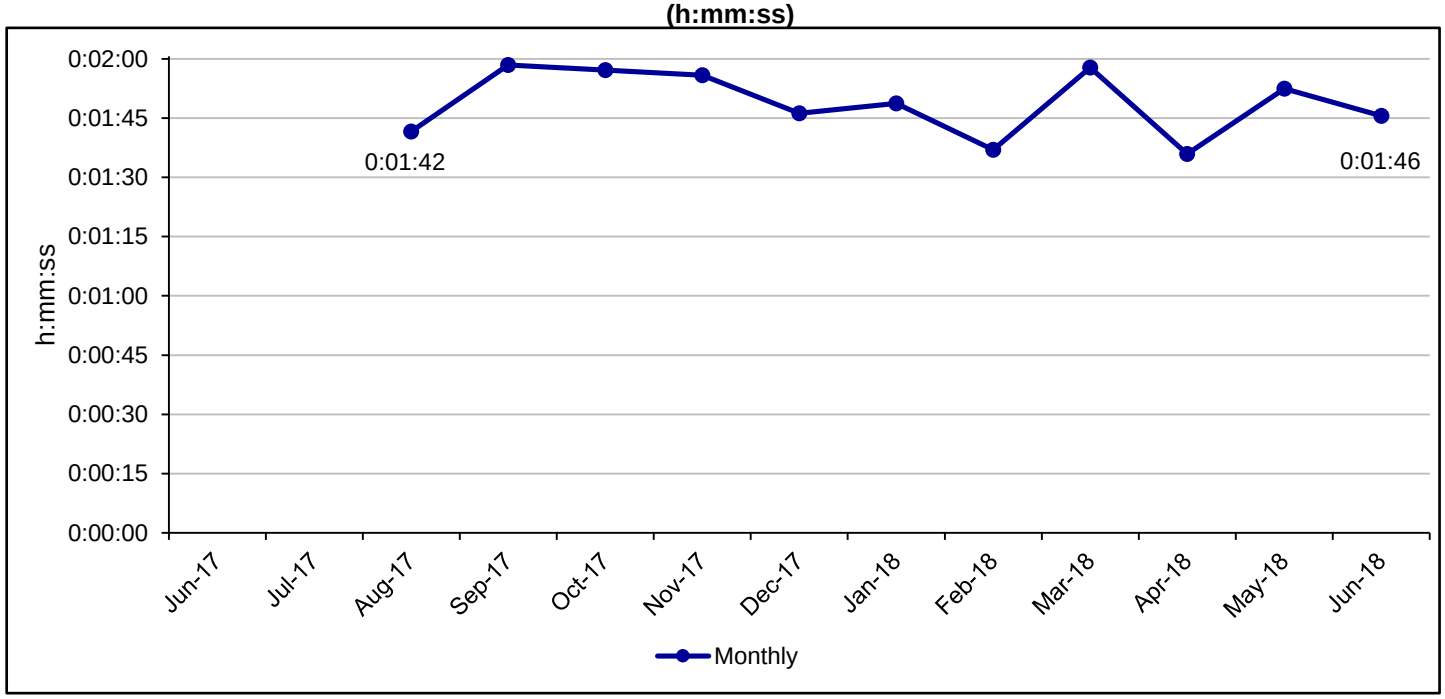
Chart 1

Service Delivered
Monthly
(Peak Hours)

Borough	Jun 18	Jun 17	Difference
Bronx	**97.8%**	**98.2%**	**-0.4%**
Local/Limited	97.9%	98.0%	-0.1%
Select Bus Service	97.6%	99.4%	-1.8%
Express	97.6%	98.8%	-1.2%
Brooklyn	**97.6%**	**97.2%**	**+0.4%**
Local/Limited	97.7%	97.3%	+0.4%
Select Bus Service	96.8%	98.1%	-1.3%
Express	97.1%	95.5%	+1.6%
Manhattan	**97.2%**	**96.9%**	**+0.3%**
Local/Limited	96.6%	96.7%	-0.1%
Select Bus Service	99.0%	97.4%	+1.6%
Express	N/A	N/A	N/A
Queens	**97.3%**	**97.1%**	**+0.2%**
Local/Limited	97.2%	97.0%	+0.2%
Select Bus Service	100.7%	99.3%	+1.4%
Express	97.7%	97.0%	+0.7%
Staten Island	**96.3%**	**95.2%**	**+1.1%**
Local/Limited	97.0%	95.5%	+1.5%
Select Bus Service	97.9%	96.9%	+1.0%
Express	95.5%	94.8%	+0.7%
Systemwide	**97.3%**	**97.1%**	**+0.2%**
Local/Limited	97.3%	97.1%	+0.2%
Select Bus Service	98.6%	98.0%	+0.6%
Express	96.7%	96.2%	+0.5%

Chart 2

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



	Monthly			12-Month Average		
	Jun 18	**Jun 17**	**Difference**	**Jun 18**	**Jun 17**	**Difference**
Bronx	0:01:41	N/A	N/A	N/A	N/A	N/A
Brooklyn	0:01:57	N/A	N/A	N/A	N/A	N/A
Manhattan	0:01:31	N/A	N/A	N/A	N/A	N/A
Queens	0:01:42	N/A	N/A	N/A	N/A	N/A
Staten Island	0:02:11	N/A	N/A	N/A	N/A	N/A
Systemwide	**0:01:46**	N/A	N/A	N/A	N/A	N/A

Additional Bus Stop Time Discussion

- Additional Bus Stop Time decreased from 0:01:53 in May 2018 to 0:01:46 in June 2018.
- Buses continues to identify root causes and implement corrective actions where necessary. As part of this process we are revisiting the way information is captured in real-time.
- Additional Bus Stop Time is a new metric for which no data is available prior to August 2017.

Chart 3

Additional Bus Stop Time

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

(h:mm:ss)

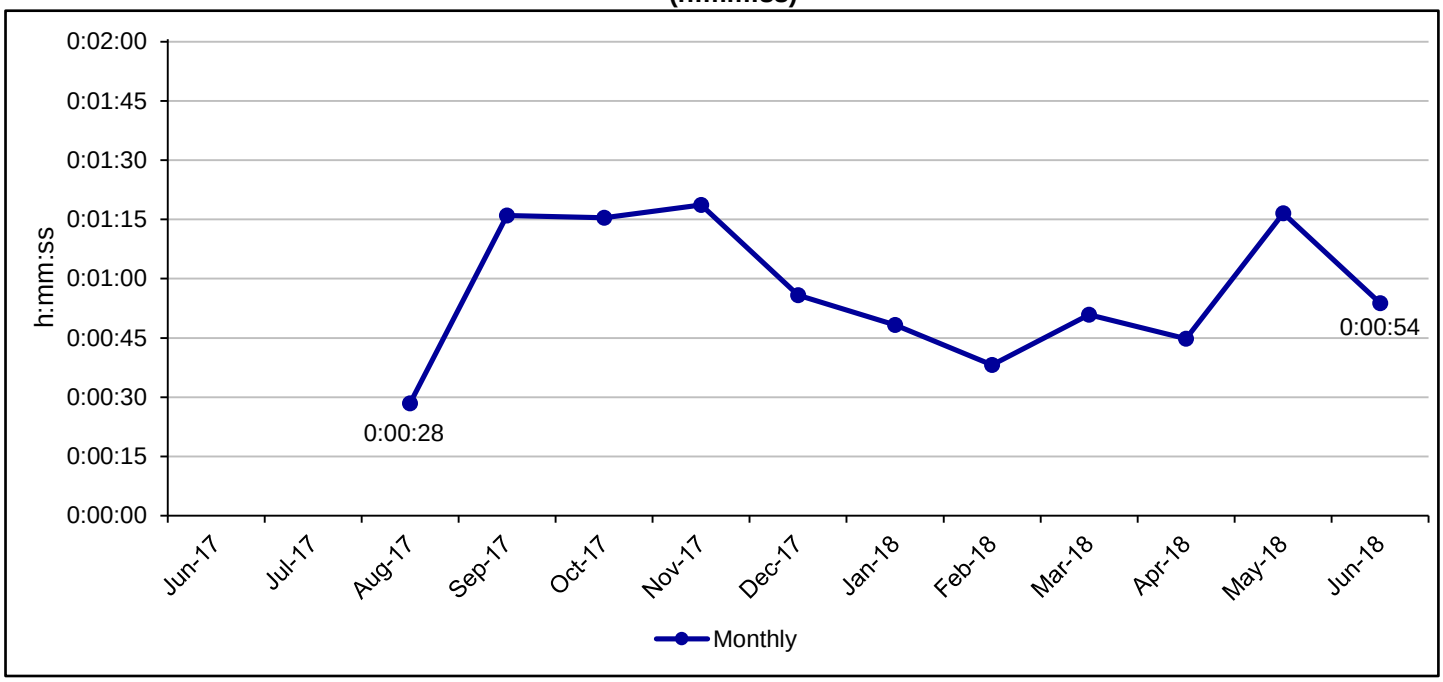
Borough	Jun 18	Jun 17	Difference
Bronx	**0:01:41**	N/A	N/A
Local/Limited	0:01:43	N/A	N/A
Select Bus Service	0:01:21	N/A	N/A
Express	0:02:15	N/A	N/A
Brooklyn	**0:01:57**	N/A	N/A
Local/Limited	0:02:00	N/A	N/A
Select Bus Service	0:01:19	N/A	N/A
Express	0:02:10	N/A	N/A
Manhattan	**0:01:31**	N/A	N/A
Local/Limited	0:01:38	N/A	N/A
Select Bus Service	0:01:11	N/A	N/A
Express	N/A	N/A	N/A
Queens	**0:01:42**	N/A	N/A
Local/Limited	0:01:44	N/A	N/A
Select Bus Service	0:01:11	N/A	N/A
Express	0:01:59	N/A	N/A
Staten Island	**0:02:11**	N/A	N/A
Local/Limited	0:02:30	N/A	N/A
Select Bus Service	0:01:16	N/A	N/A
Express	0:01:42	N/A	N/A
Systemwide	**0:01:46**	N/A	N/A
Local/Limited	0:01:49	N/A	N/A
Select Bus Service	0:01:14	N/A	N/A
Express	0:01:55	N/A	N/A

Chart 4

Additional Travel Time

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

(h:mm:ss)



	Monthly			12-Month Average		
	Jun 18	**Jun 17**	**Difference**	**Jun 18**	**Jun 17**	**Difference**
Bronx	0:01:04	N/A	N/A	N/A	N/A	N/A
Brooklyn	0:00:55	N/A	N/A	N/A	N/A	N/A
Manhattan	0:00:28	N/A	N/A	N/A	N/A	N/A
Queens	0:00:58	N/A	N/A	N/A	N/A	N/A
Staten Island	0:00:52	N/A	N/A	N/A	N/A	N/A
Systemwide	**0:00:54**	N/A	N/A	N/A	N/A	N/A

Additional Travel Time Discussion

- Additional Travel Time decreased from 0:01:17 in May 2018 to 0:00:54 in June 2018.
- Buses continues to identify root causes and implement corrective actions where necessary. As part of this process we are revisiting the way information is captured in real-time.
- Additional Travel Time is a new metric for which no data is available prior to August 2017.

Chart 5

Additional Travel Time

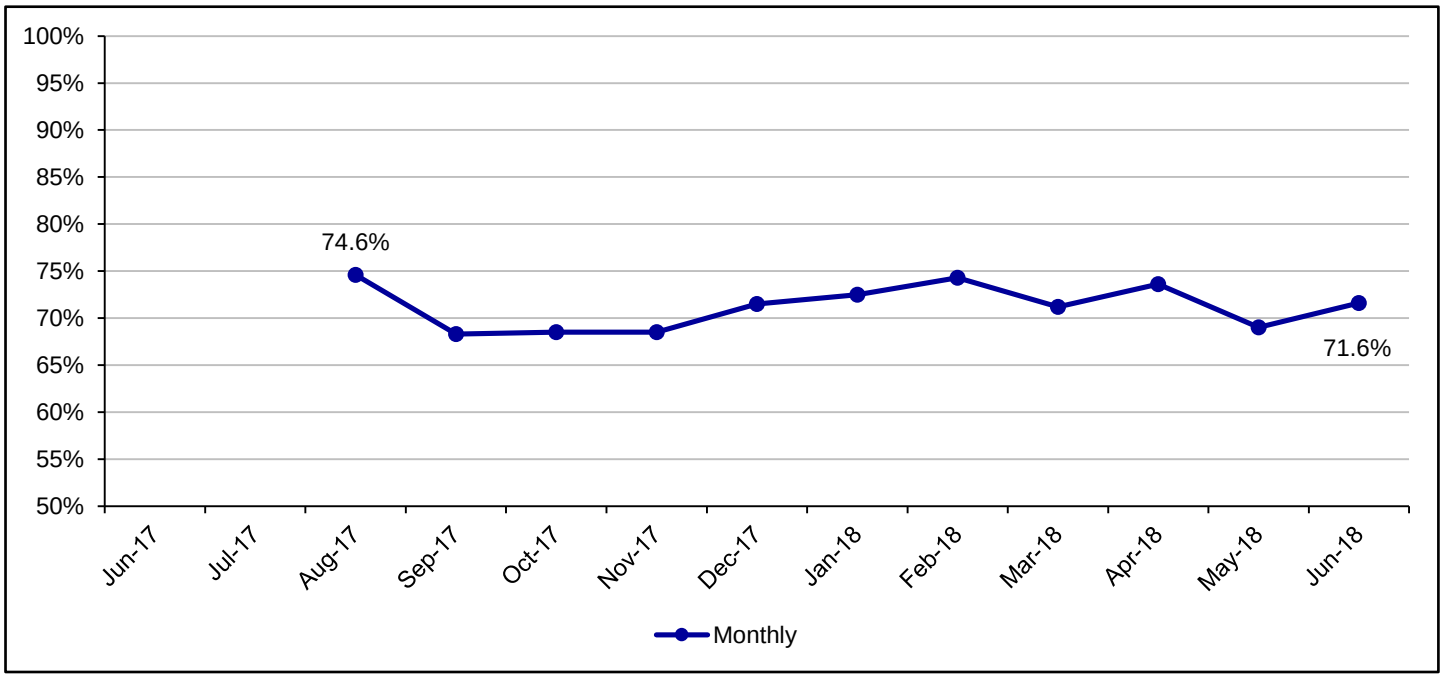
Monthly (4 a.m. - 11 p.m.)

(h:mm:ss)

Borough	Jun 18	Jun 17	Difference
Bronx	**0:01:04**	N/A	N/A
Local/Limited	0:00:55	N/A	N/A
Select Bus Service	0:01:24	N/A	N/A
Express	0:05:37	N/A	N/A
Brooklyn	**0:00:55**	N/A	N/A
Local/Limited	0:00:55	N/A	N/A
Select Bus Service	0:01:01	N/A	N/A
Express	0:01:10	N/A	N/A
Manhattan	**0:00:28**	N/A	N/A
Local/Limited	0:00:39	N/A	N/A
Select Bus Service	-0:00:03	N/A	N/A
Express	N/A	N/A	N/A
Queens	**0:00:58**	N/A	N/A
Local/Limited	0:00:52	N/A	N/A
Select Bus Service	0:00:42	N/A	N/A
Express	0:06:27	N/A	N/A
Staten Island	**0:00:52**	N/A	N/A
Local/Limited	0:00:47	N/A	N/A
Select Bus Service	0:00:22	N/A	N/A
Express	0:01:15	N/A	N/A
Systemwide	**0:00:54**	N/A	N/A
Local/Limited	0:00:52	N/A	N/A
Select Bus Service	0:00:35	N/A	N/A
Express	0:03:06	N/A	N/A

Chart 6

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



	Monthly			12-Month Average		
	Jun 18	**Jun 17**	**Difference**	**Jun 18**	**Jun 17**	**Difference**
Bronx	71.5%	N/A	N/A	N/A	N/A	N/A
Brooklyn	70.1%	N/A	N/A	N/A	N/A	N/A
Manhattan	75.6%	N/A	N/A	N/A	N/A	N/A
Queens	71.9%	N/A	N/A	N/A	N/A	N/A
Staten Island	67.2%	N/A	N/A	N/A	N/A	N/A
Systemwide	**71.6%**	N/A	N/A	N/A	N/A	N/A

Customer Journey Time Performance Discussion

- Customer Journey Time Performance increased from 69% in May 2018 to 71.6% in June 2018.
- Buses continues to identify root causes and implement corrective actions where necessary. As part of this process we are revisiting the way information is captured in real-time.
- Customer Journey Time Performance is a new metric for which no data is available prior to August 2017.

Chart 7

Customer Journey Time Performance
Monthly

Borough	Jun 18	Jun 17	Difference
Bronx	**71.5%**	N/A	N/A
Local/Limited	72.4%	N/A	N/A
Select Bus Service	70.0%	N/A	N/A
Express	44.8%	N/A	N/A
Brooklyn	**70.1%**	N/A	N/A
Local/Limited	69.8%	N/A	N/A
Select Bus Service	75.1%	N/A	N/A
Express	63.8%	N/A	N/A
Manhattan	**75.6%**	N/A	N/A
Local/Limited	73.7%	N/A	N/A
Select Bus Service	80.9%	N/A	N/A
Express	N/A	N/A	N/A
Queens	**71.9%**	N/A	N/A
Local/Limited	72.4%	N/A	N/A
Select Bus Service	74.5%	N/A	N/A
Express	40.8%	N/A	N/A
Staten Island	**67.2%**	N/A	N/A
Local/Limited	67.3%	N/A	N/A
Select Bus Service	76.6%	N/A	N/A
Express	63.9%	N/A	N/A
Systemwide	**71.6%**	N/A	N/A
Local/Limited	71.6%	N/A	N/A
Select Bus Service	76.3%	N/A	N/A
Express	55.7%	N/A	N/A

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.

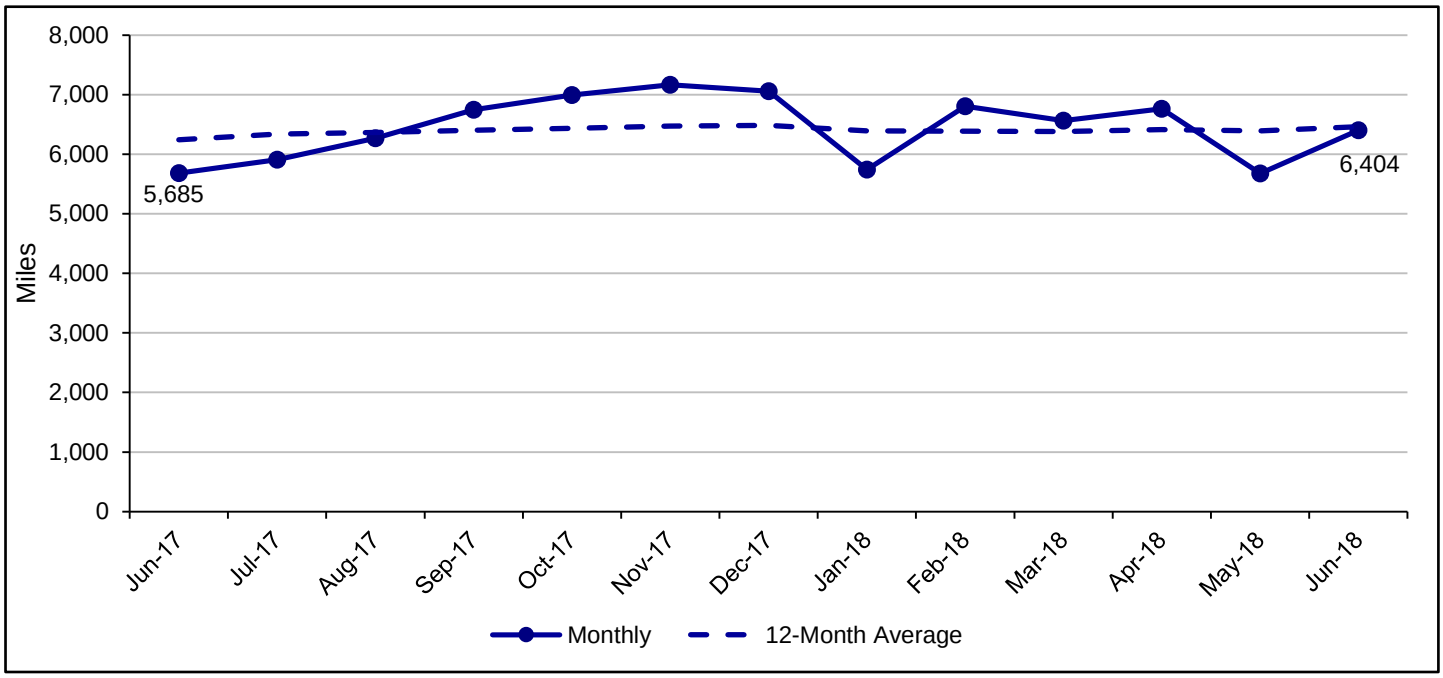
Bus Speeds

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 Time data.

Mean Distance Between Failures

(24 Hours)

Miles



	Monthly			12-Month Average		
	Jun 18	**Jun 17**	**Difference**	**Jun 18**	**Jun 17**	**Difference**
Bronx	4,373	3,651	19.8%	4,467	4,396	1.6%
Brooklyn	6,391	5,669	12.7%	6,487	6,743	-3.8%
Manhattan	3,625	3,516	3.1%	3,752	3,203	17.1%
Queens	7,299	6,302	15.8%	7,247	6,849	5.8%
Staten Island	21,525	21,373	0.7%	20,365	22,567	-9.8%
Systemwide	**6,404**	**5,685**	**12.6%**	**6,463**	**6,242**	**3.5%**

Mean Distance Between Failures Discussion

- Mean Distance Between Failures improved by 12.6% from 5,685 in June 2017 to 6,404, in June 2018.
- The 12-month rolling average through June 2018 also improved by 3.5% against last year.
- Buses continues to identify root causes and implement corrective actions where necessary. As part of this process we are revisiting the way information is captured in real-time.

Chart 9

Mean Distance Between Failures

12 Month Rolling Average (24 Hours)

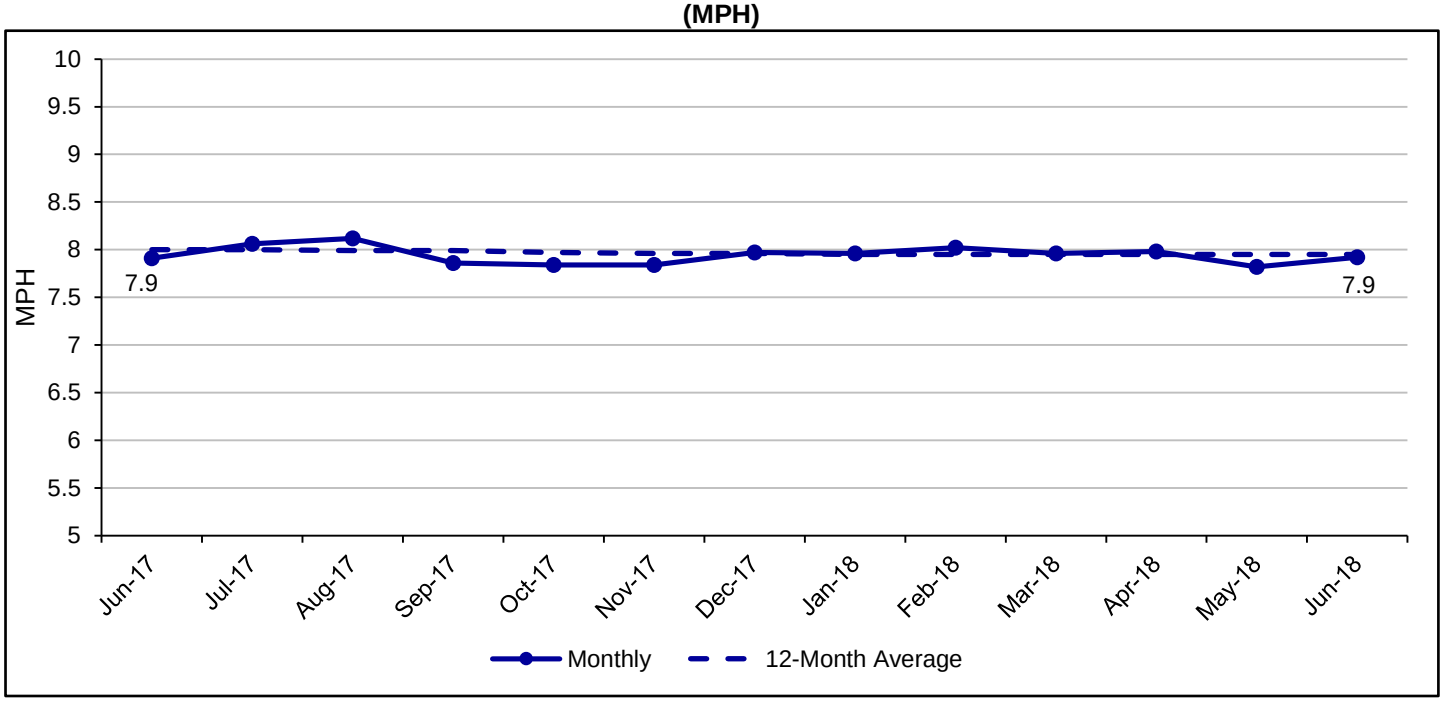
Miles

Borough	Jun 18	Jun 17	Difference
Bronx	**4,467**	**4,396**	**+1.6%**
Local/Limited	3,722	3,732	-0.3%
Select Bus Service	6,508	N/A	N/A
Express	10,781	12,007	-10.2%
Brooklyn	**6,487**	**6,743**	**-3.8%**
Local/Limited	6,300	6,538	-3.6%
Select Bus Service	8,108	N/A	N/A
Express	10,104	11,570	-12.7%
Manhattan	**3,752**	**3,203**	**+17.1%**
Local/Limited	3,428	2,935	+16.8%
Select Bus Service	6,084	N/A	N/A
Express	N/A	N/A	N/A
Queens	**7,247**	**6,849**	**+5.8%**
Local/Limited	6,842	6,454	+6.0%
Select Bus Service	12,605	N/A	N/A
Express	8,223	9,245	-11.1%
Staten Island	**20,365**	**22,567**	**-9.8%**
Local/Limited	18,619	20,569	-9.5%
Select Bus Service	11,757	N/A	N/A
Express	23,907	27,233	-12.2%
Systemwide	**6,463**	**6,242**	**+3.5%**
Local/Limited	5,647	5,450	+3.6%
Select Bus Service	8,121	N/A	N/A
Express	12,758	14,433	-11.6%

Prior to June 2017, data for Select Bus Service is combined with Local/Limited service. MDBF data has been captured separately since June 2017 when better tracking mechanisms became available.

Chart 10

Bus Speeds
(24 Hours)
(MPH)



	Monthly			12-Month Average		
	Jun 18	**Jun 17**	**Difference**	**Jun 18**	**Jun 17**	**Difference**
Bronx	7.4	7.4	0.0	7.5	7.5	0.0
Brooklyn	7.0	7.1	-0.1	7.1	7.2	-0.1
Manhattan	5.9	5.8	+0.1	6.0	5.9	+0.1
Queens	8.9	9.0	-0.1	8.9	9.0	-0.1
Staten Island	13.1	12.9	+0.2	13.2	13.2	0.0
Systemwide	**7.9**	**7.9**	**0.0**	**8.0**	**8.0**	**0.0**

Speed Discussion

- Bus Speeds increased from 7.8mph in May 2018 to 7.9mph in June 2018.
- Buses continues to identify root causes and implement corrective actions where necessary. As part of this process we are revisiting the way information is captured in real-time.

Chart 11

Bus Speeds
Monthly (24 Hours)
MPH

Borough	Jun 18	Jun 17	Difference
Bronx	**7.4**	**7.4**	**0.0**
Local/Limited	6.8	6.8	0.0
Select Bus Service	8.5	9.0	-0.5
Express	11.1	11.2	-0.1
Brooklyn	**7.0**	**7.1**	**-0.1**
Local/Limited	6.8	6.8	0.0
Select Bus Service	8.4	8.7	-0.3
Express	11.8	11.7	+0.1
Manhattan	**5.9**	**5.8**	**+0.1**
Local/Limited	5.6	5.6	0.0
Select Bus Service	7.6	6.9	+0.7
Express	N/A	N/A	N/A
Queens	**8.9**	**9.0**	**-0.1**
Local/Limited	8.5	8.8	-0.3
Select Bus Service	11.2	10.0	+1.2
Express	12.4	12.1	+0.3
Staten Island	**13.1**	**12.9**	**+0.2**
Local/Limited	11.5	11.4	+0.1
Select Bus Service	14.7	14.5	+0.2
Express	15.5	15.0	+0.5
Systemwide	**7.9**	**7.9**	**0.0**
Local/Limited	7.4	7.5	-0.1
Select Bus Service	9.4	8.9	+0.5
Express	13.0	12.8	0.0

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?

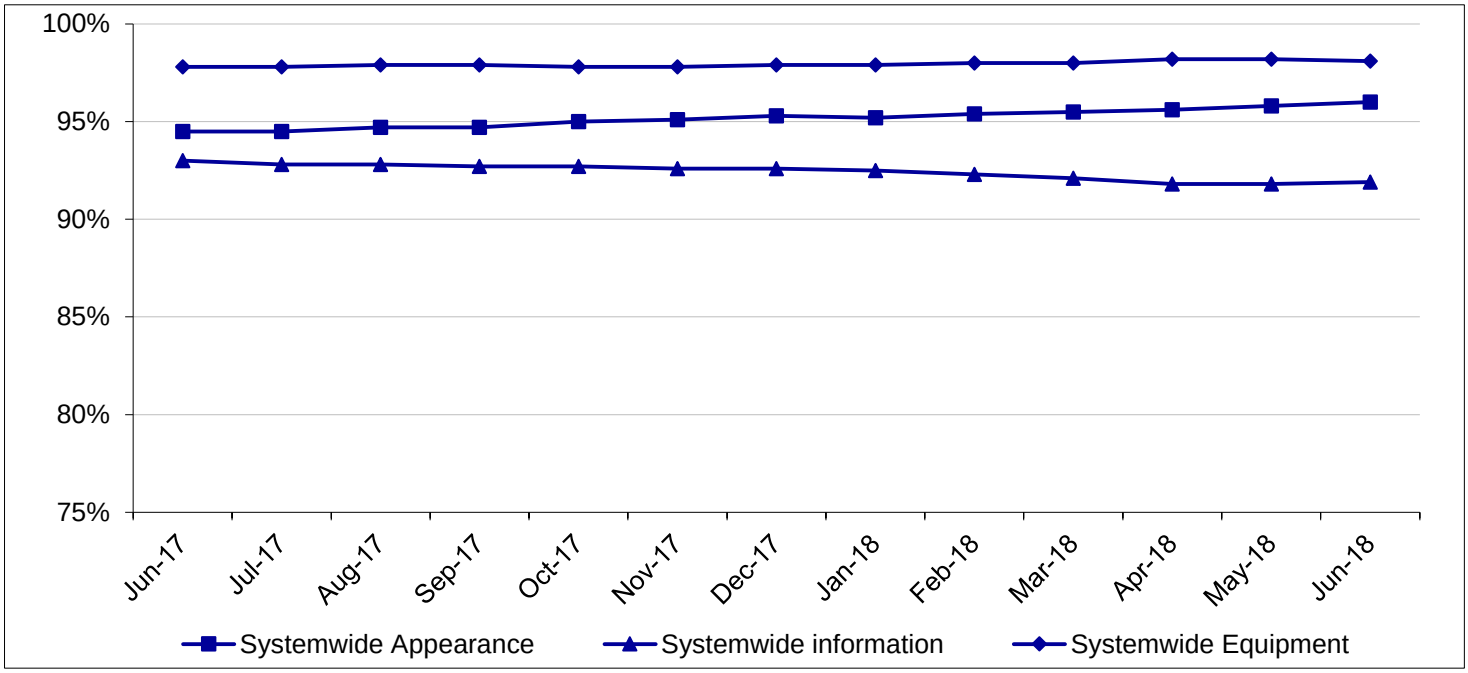
Information: For example, is the information helpful and appropriate? Are the electronic signs correct? Are the announcements clear?

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



	Jul 17 - Jun 18			Jul 16 - Jun 17		
	Appearance	Equipment	Information	Appearance	Equipment	Information
Bronx	95.4%	98.3%	91.8%	93.6%	98.6%	93.7%
Brooklyn	96.5%	98.2%	91.1%	94.8%	97.4%	92.7%
Manhattan	94.2%	98.1%	93.9%	90.7%	97.2%	94.5%
Queens	97.5%	97.4%	91.6%	97.3%	98.0%	93.2%
Staten Island	95.5%	98.5%	91.0%	94.0%	97.6%	90.8%
Systemwide	**96.0%**	**98.1%**	**91.9%**	**94.5%**	**97.8%**	**93.0%**

Passenger Environment Survey Discussion

- The information quality score decreased by 1.1% on 12-month average due to a slight decline in bus map availability and a decline in bus announcements. As part of the Bus Plan, New York City Transit will be retrofitting 1,000 buses with digital information screens in 2018. The digital screens will offer audio and visual route information and display next stop information, service advisories, bus maps, and travel information, including transfers.
- Appearance improved more than 1.5%, due to better litter and cleanliness scores.
- Equipment performance remained high, edging up to 98.1%.

Chart 13

Section 4: Legacy Indicators

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

Performance Indicator Definitions

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

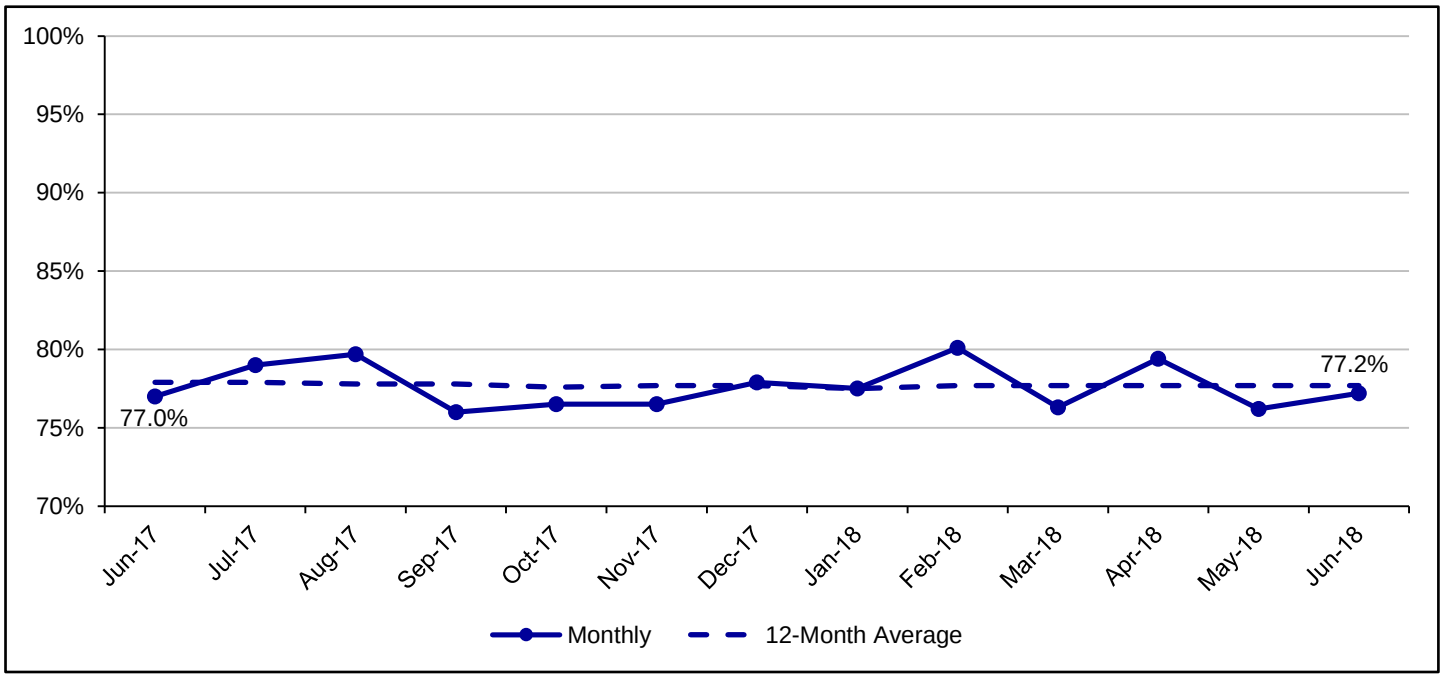
Bus Mean Distance Between Service Interruptions
Bus Mean Distance Between Service Interruptions is the average distance traveled by a bus between all delays and/or inconveniences to customers within a 12-month period. All road calls caused by both mechanical and non-mechanical failures are included.

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

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

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

Wait Assessment



	Monthly			12-Month Average		
	Jun 18	**Jun 17**	**Difference**	**Jun 18**	**Jun 17**	**Difference**
Bronx	76.4%	76.7%	-0.3%	77.1%	78.1%	-1.0%
Brooklyn	75.5%	75.0%	0.5%	76.4%	76.7%	-0.3%
Manhattan	75.7%	75.4%	0.3%	76.5%	75.4%	1.1%
Queens	79.2%	78.8%	0.4%	78.8%	79.0%	-0.2%
Staten Island	78.8%	79.6%	-0.8%	80.9%	81.8%	-0.9%
Systemwide	**77.2%**	**77.0%**	**0.2%**	**77.7%**	**77.9%**	**-0.2%**

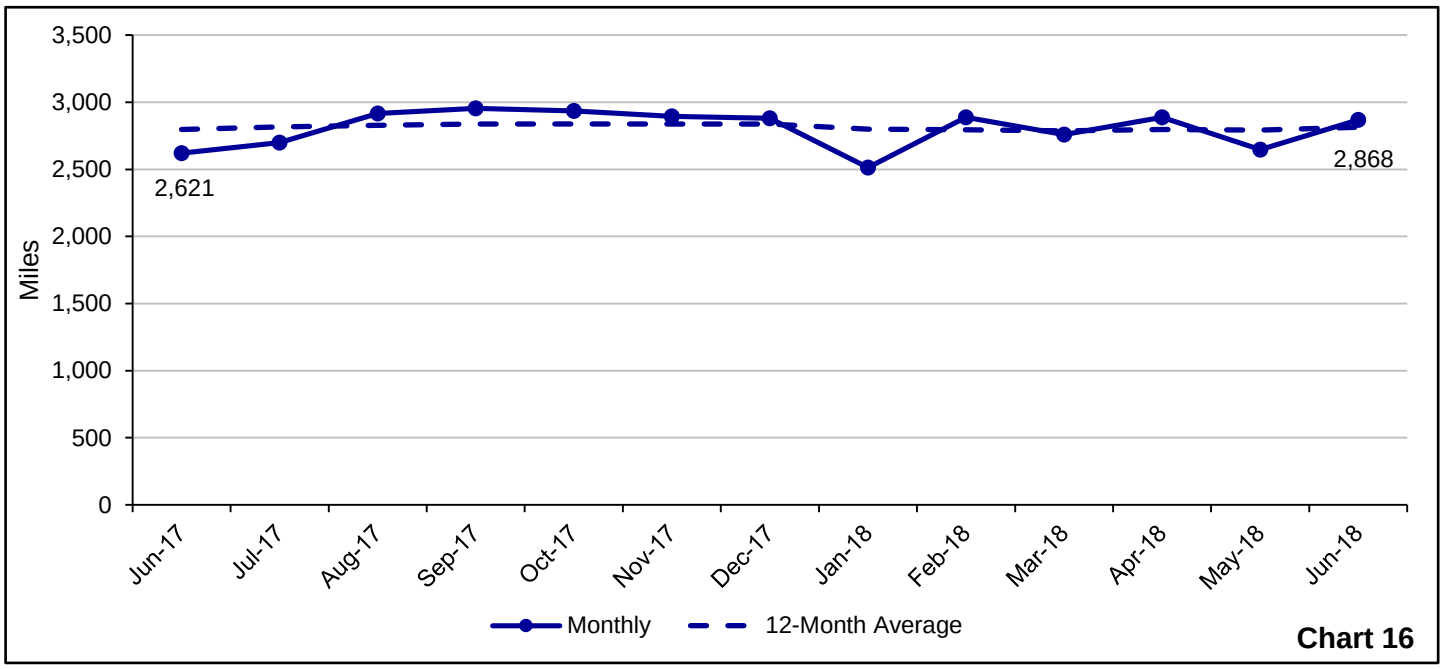
Chart 14

Wait Assessment
Monthly

Borough	Jun 18	Jun 17	Difference
Bronx	**76.4%**	**76.7%**	**-0.3%**
Local/Limited	76.1%	76.4%	-0.3%
Select Bus Service	78.5%	78.1%	+0.4%
Express	82.8%	81.9%	+0.9%
Brooklyn	**75.5%**	**75.0%**	**+0.5%**
Local/Limited	75.3%	74.9%	+0.4%
Select Bus Service	80.2%	81.5%	-1.3%
Express	78.0%	77.2%	+0.8%
Manhattan	**75.7%**	**75.4%**	**+0.3%**
Local/Limited	75.3%	75.1%	+0.2%
Select Bus Service	80.9%	79.0%	+1.9%
Express	N/A	N/A	N/A
Queens	**79.2%**	**78.8%**	**+0.4%**
Local/Limited	79.1%	78.7%	+0.4%
Select Bus Service	82.2%	80.5%	+1.7%
Express	81.3%	80.4%	+0.9%
Staten Island	**78.8%**	**79.6%**	**-0.8%**
Local/Limited	78.1%	79.4%	-1.3%
Select Bus Service	81.9%	80.8%	+1.1%
Express	81.0%	80.4%	+0.6%
Systemwide	**77.2%**	**77.0%**	**+0.2%**
Local/Limited	76.9%	76.8%	+0.1%
Select Bus Service	81.1%	79.8%	+1.3%
Express	81.0%	80.2%	+0.8%

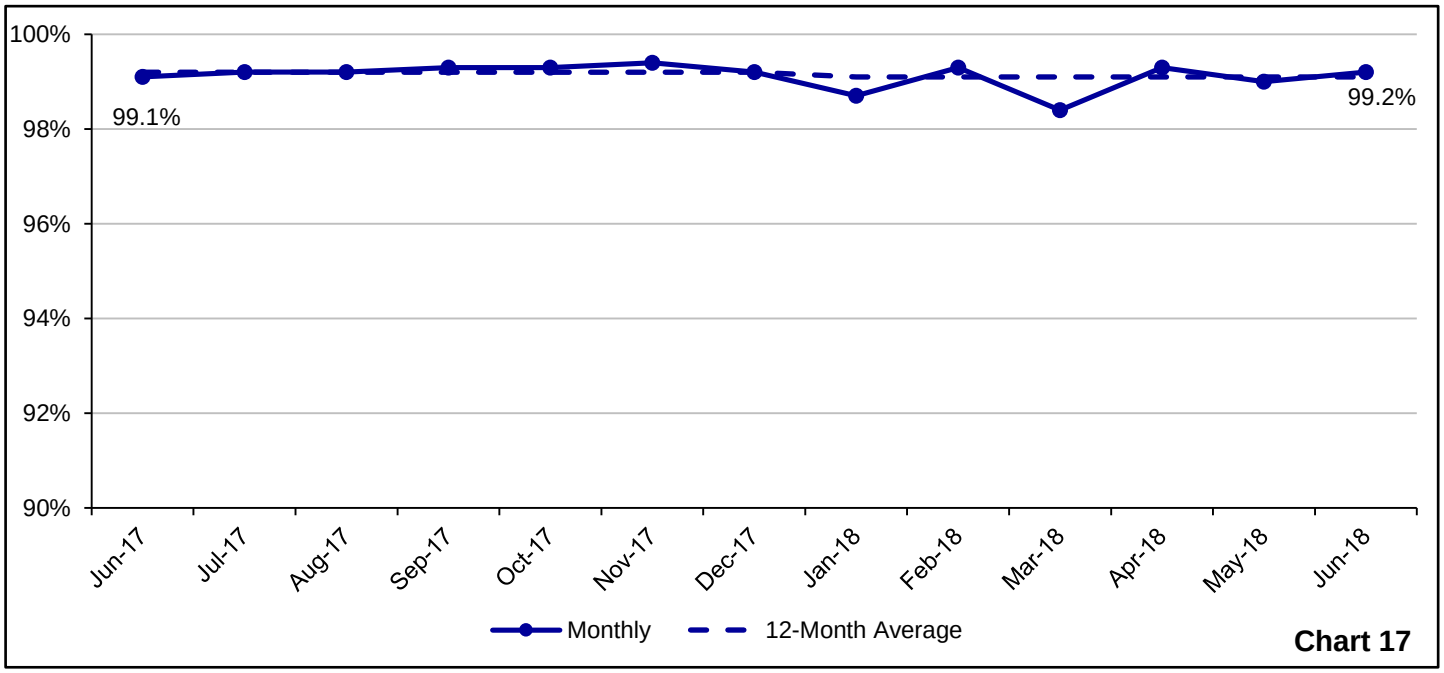
Chart 15

Bus Mean Distance Between Service Interruptions



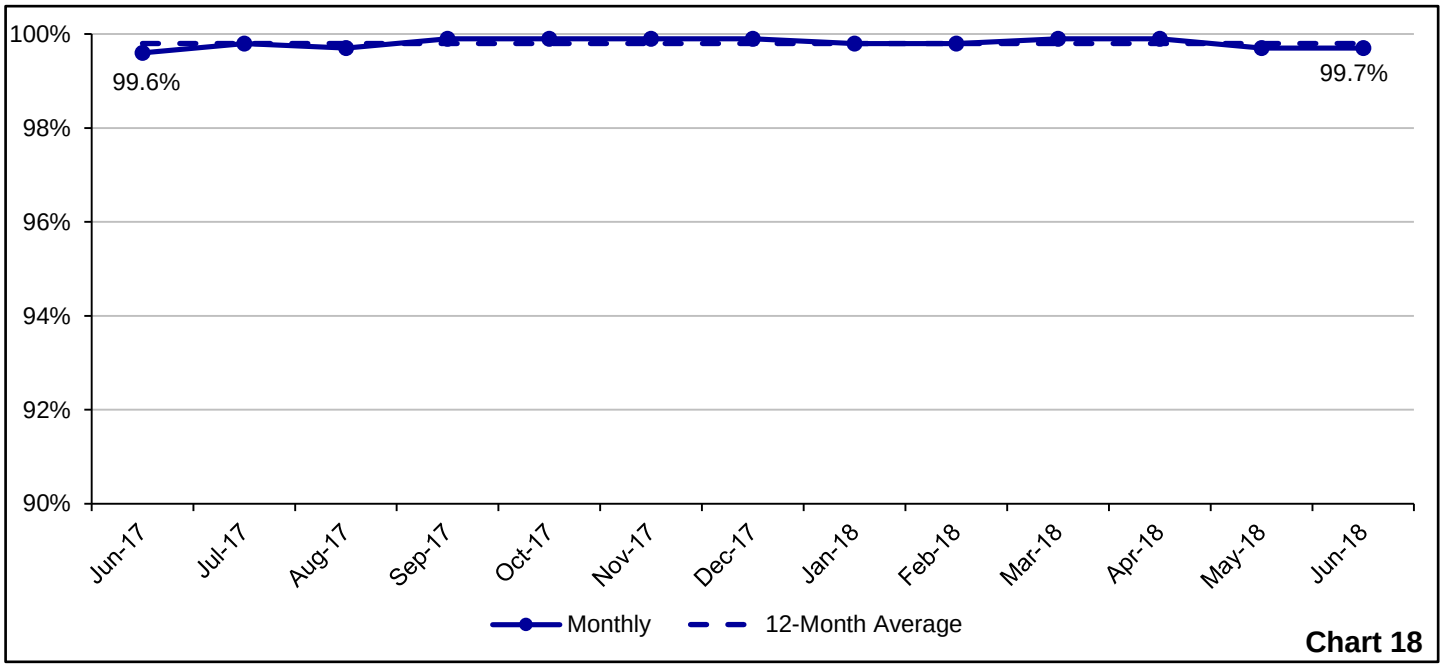
	Monthly			12-Month Average		
	Jun 18	Jun 17	Difference	Jun 18	Jun 17	Difference
Systemwide	**2,868**	**2,621**	**247**	**2,813**	**2,798**	**15**

Bus Percentage of Completed Trips



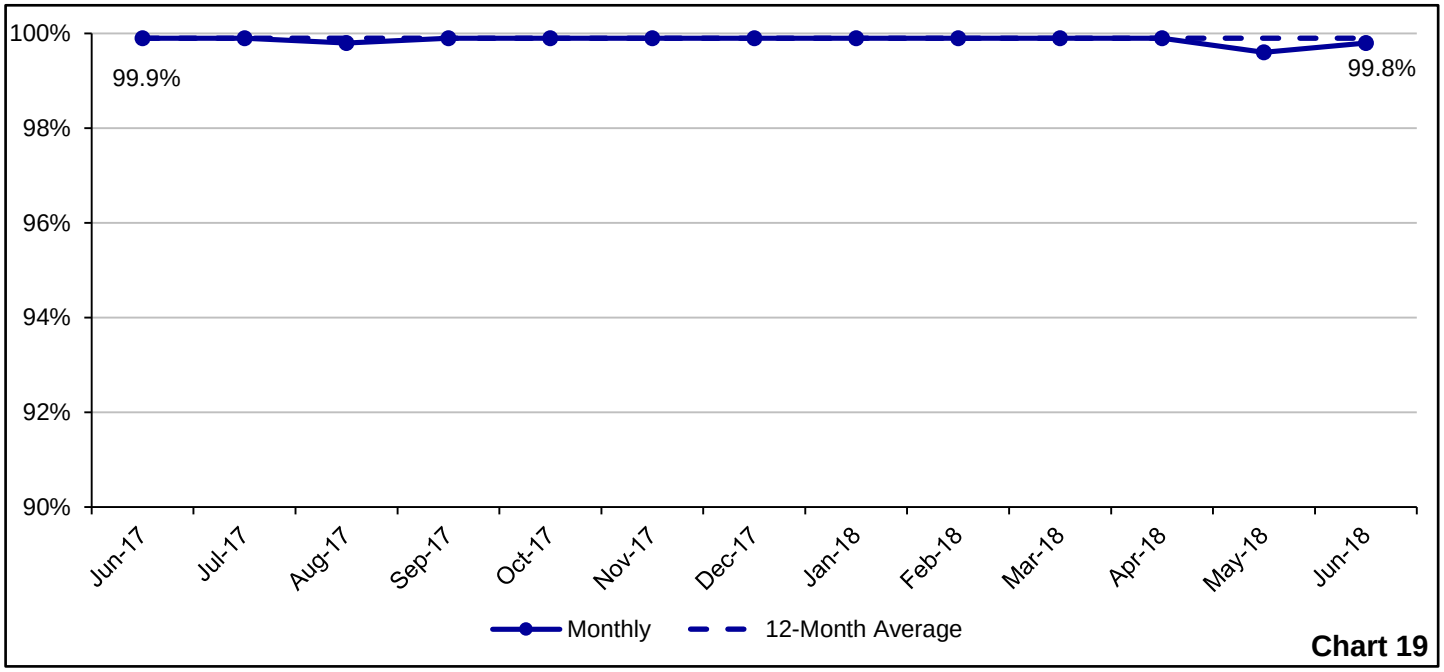
	Monthly			12-Month Average		
	Jun 18	Jun 17	Difference	Jun 18	Jun 17	Difference
Systemwide	**99.2%**	**99.1%**	**0.1%**	**99.1%**	**99.2%**	**-0.1%**

Bus AM Weekday Pull Out Performance



	Monthly			12-Month Average		
	Jun 18	Jun 17	Difference	Jun 18	Jun 17	Difference
Systemwide	**99.7%**	**99.6%**	**0.1%**	**99.8%**	**99.8%**	**0.0%**

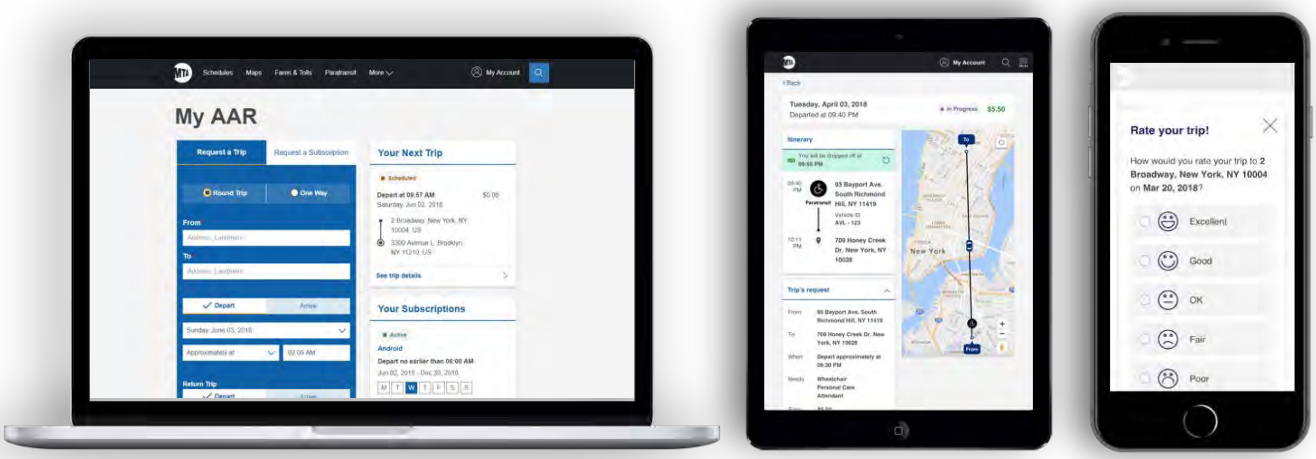
Bus PM Weekday Pull Out Performance



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

Customer Service Report: Paratransit

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



In addition to our web-based app which allows customers to track broker vehicles in real time, in July we deployed our new MYAAR app to approximately 100 customers for testing. This new online app-based trip booking system will make it easier for customers to schedule rides, track vehicles, provide feedback and update account information.

June 2018 Highlights: Paratransit

Performance on a 12-month average remains stable even with a 15% growth in ridership as compared to last year. There was a slight decline in performance in May resulting primarily from several system outages of our automatic vehicle monitoring system. We are working to address this issue going forward.

Our e-hail pilot program continues to exceed expectations resulting in ridership growth. Approximately 1,200 customers enrolled in the on-demand portion of the pilot have taken around 62,000 on-demand trips since the end of last year. Our data shows that customers enrolled in this premium service on-demand pilot are taking almost twice as many trips than last year.

As I have noted over the last several Committee meetings, we recognize the new and unprecedented flexibility that on-demand e-hail offers our customers and are working to develop a second phase of the pilot, which will expand on-demand service to a larger customer base in a responsible and fiscally sustainable way. Lessons learned from the first phase of the pilot and from e-hail models used at other Paratransit agencies throughout the country will help inform the second phase of the pilot where we intend to gather additional data that will serve to shape the Paratransit program.

This month we also began testing of our new MyAAR app deploying it to up to 100 customers. The new app will make it easier for customers to schedule rides, track vehicles, provide feedback and update account information. We look forward to incorporating customer feedback and making improvements to the app as we begin the full rollout later this year.

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

Paratransit Report

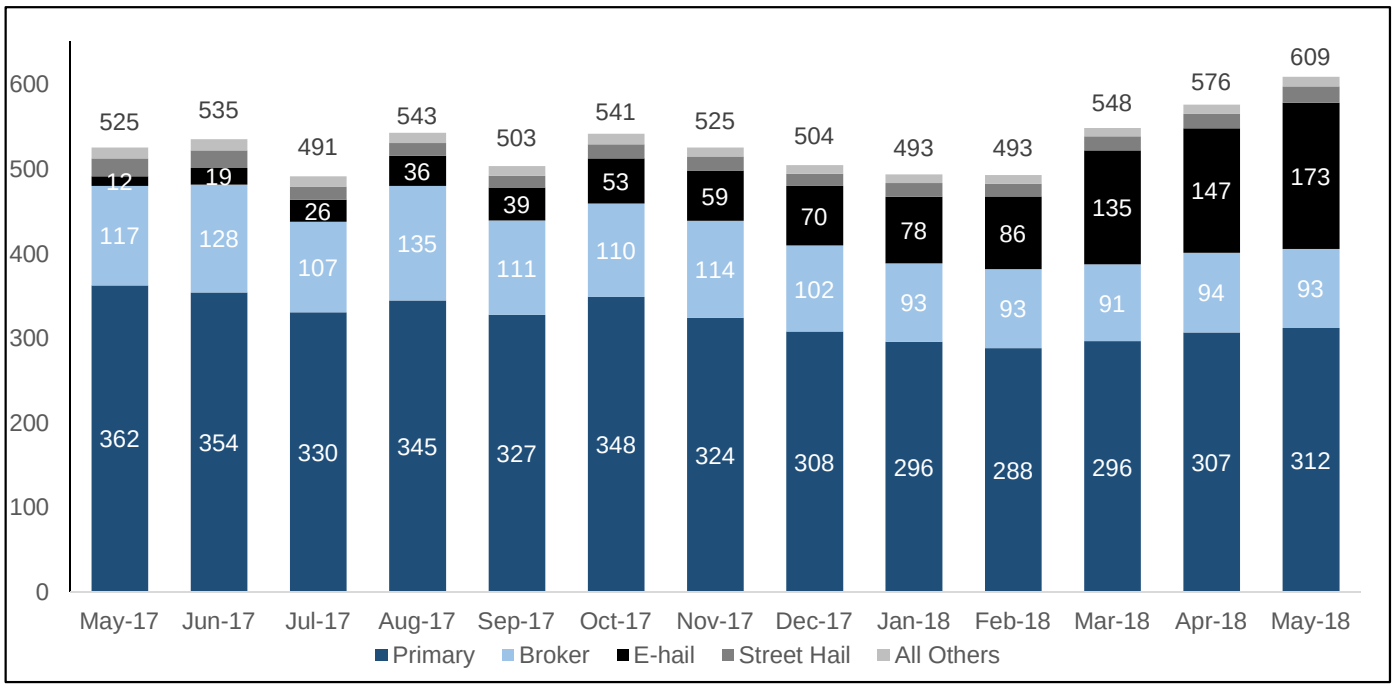
Statistical results for the month of May 2018 are shown below.

Paratransit Operations - Monthly Operations Report Service Indicators

Category	Performance Indicator	Current Month: May 2018			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Legacy Indicators	**% of Trips Completed**	91.0%	89.1%	**+1.9%**	90.9%	90.2%	**+0.7%**
	Trips Requested	761,271	682,405	**+11.6%**	675,018	646,439	**+4.4%**
	Trips Scheduled	668,847	589,507	**+13.5%**	583,245	554,865	**+5.1%**
	Trips Completed*	608,713	525,099	**+15.9%**	530,109	500,495	**+5.9%**
	Early Cancellations as a Percentage of Trips Requested	11.6%	12.7%	**-1.1%**	12.9%	13.3%	**-0.4%**
	Late Cancellations as a Percentage of Trips Scheduled	3.4%	3.4%	**0.0%**	3.5%	3.3%	**+0.2%**
	No-Shows (Passenger) as a Percentage of Trips Scheduled	1.7%	1.6%	**+0.1%**	2.1%	1.7%	**+0.4%**
	No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.7%	1.1%	**-0.4%**	0.7%	0.8%	**-0.1%**
	Denials (Capacity) as a Percentage of Trips Requested	0.0%	0.0%	**-0.0%**	0.0%	0.0%	**+0.0%**
	Customer Refusals as a Percentage of Trips Requested	0.5%	0.9%	**-0.4%**	0.6%	0.8%	**-0.2%**
	New Applications Received	3,519	2,987	**+17.8%**	2,847	2,870	**-0.8%**

**May 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.*

Total Trips

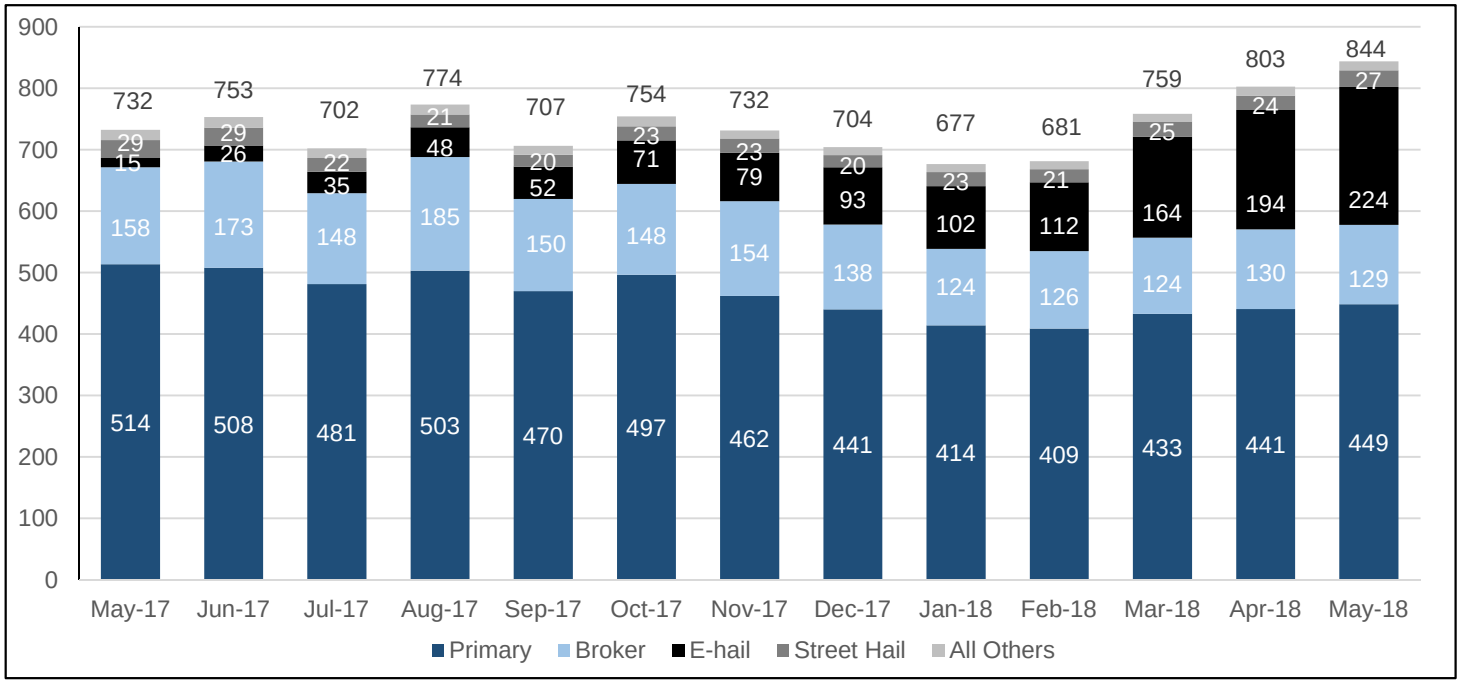


Total Trips Discussion

- Total trips increased by 33K to 609K in May 2018 when compared to 576K in April, and increased by 84K when compared to 525K in May 2017. This represents a percentage increase of 6% and 16% respectively.
- The increase in trips is mainly attributed to heavy demand for e-hail which increased by 26K in May 2018 when compared to the previous month and increased by 161K when compared to the same month last year.

Chart 1

Total Ridership

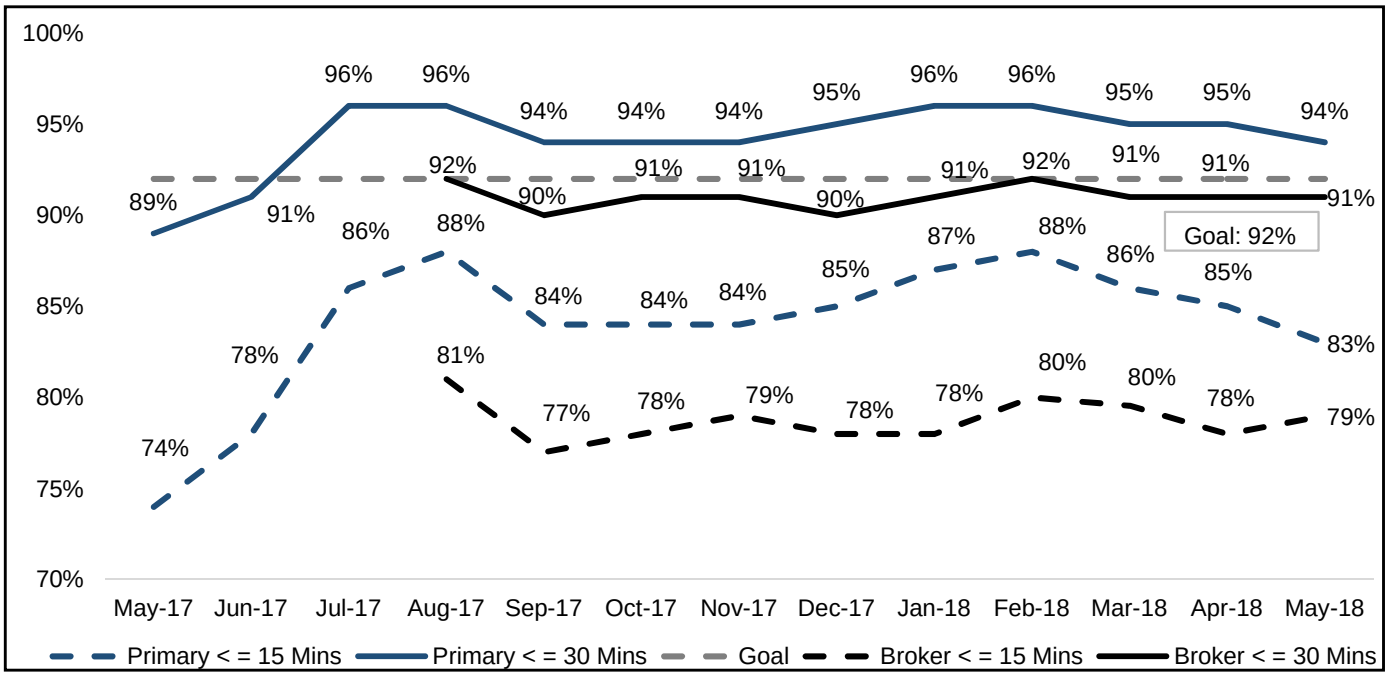


Total Ridership Discussion

- Total ridership increased by 41K to 844K in May 2018 when compared to 803K in April, and increased by 112K when compared to 732K in May 2017. This represents a percentage increase of 5% and 15% respectively.
- The increase in ridership is mainly attributed to heavy demand for e-hail which increased by 30K in May 2018 when compared to the previous month and increased by 209K when compared to the same period last year.

Chart 2

Pick Up On-Time Performance

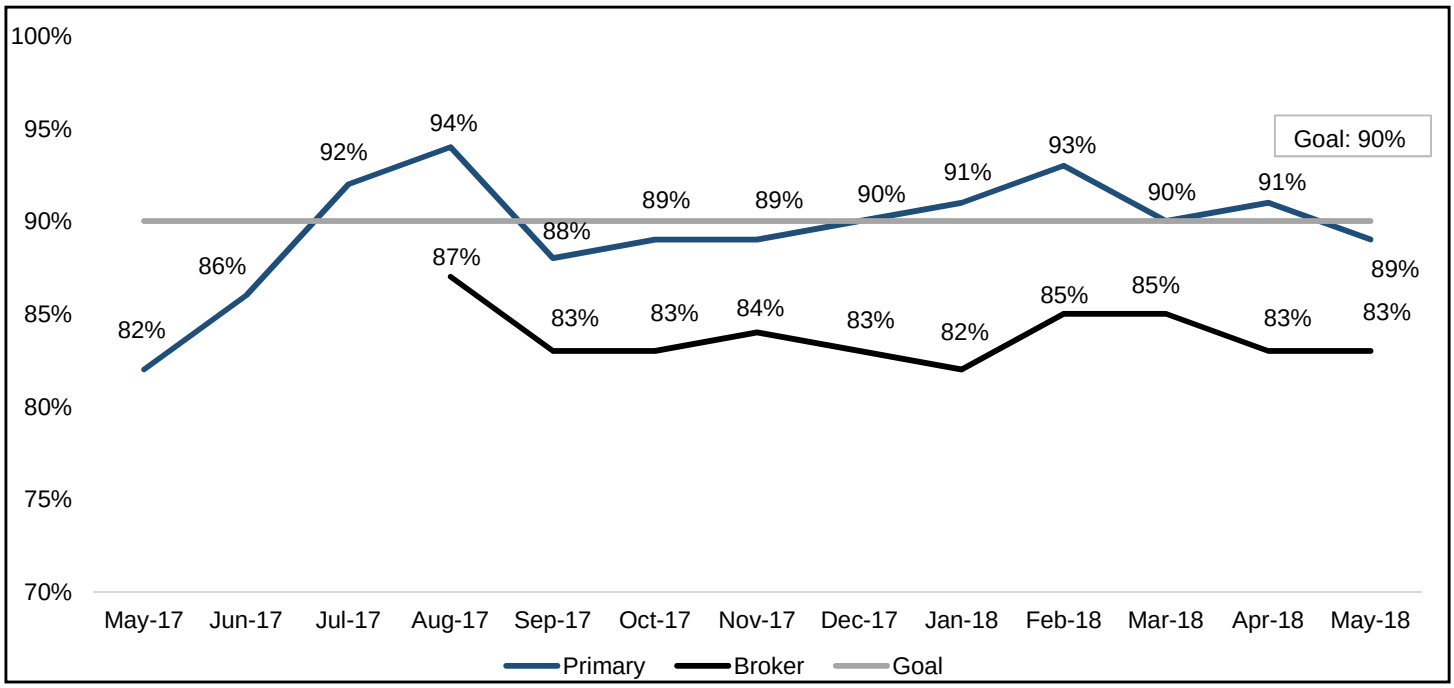


Pick Up On-Time Performance Discussion

- Primary Carrier 30 minute P/U OTP was 94% in May 2018, a decrease of 1% when compared to the previous month, and showed a 5% improvement when compared to the same period last year.
- Primary Carrier 15 minute P/U OTP was 83% for May 2018, a decrease of 2% when compared the previous month, and showed a 9% improvement when compared to the same month last year.
- While the 30 minute P/U OTP goal was achieved, the decline in Primary Carrier performance was due to Automatic Vehicle Location Monitoring (AVLM) system outages which impacted the ability to manage the service on May 13th, 20th, and 21st as well as the President of the United States (POTUS) visiting NYC on the 23rd.
- Broker 30 minute P/U OTP remained flat at 91% in May 2018 when compared to the previous month.
- Broker 15 minute P/U OTP improved by 1% to 79% in May 2018, when compared to the previous month. Although overall performance for the Broker improved slightly, we continue to closely monitor their performance.

Chart 3

Drop Off On-Time Performance On Appointment Trips

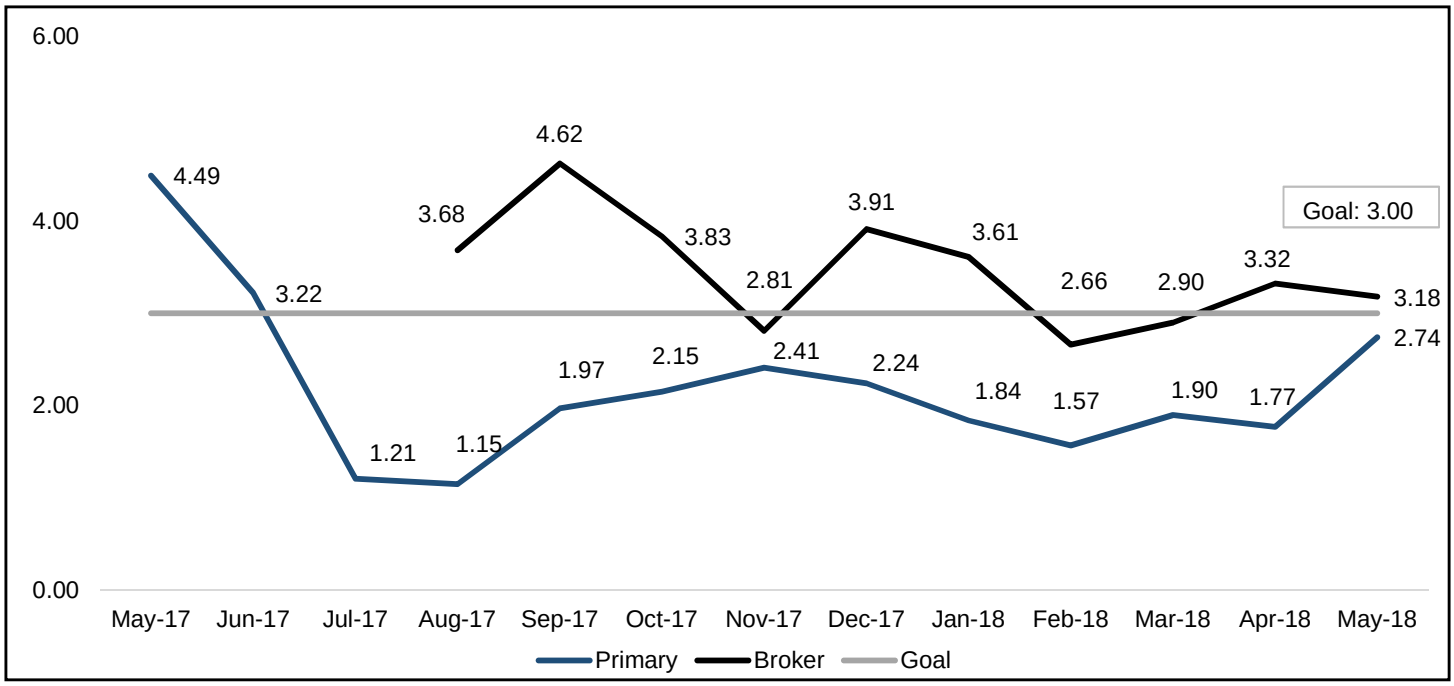


Drop Off On-Time Performance On Appointment Trips Discussion

- Primary Carrier D/O OTP decreased by 2% to 89% in May 2018 as compared to 91% in the previous month, and showed a 7% improvement when compared to the same period last year.
- The decline in Primary Carrier performance was due to Automatic Vehicle Location Monitoring (AVLM) system outages which impacted the ability to manage the service on May 13th, 20th, and 21st as well as the President of the United States (POTUS) visiting NYC on the 23rd.
- Broker D/O OTP remained flat at 83% in May 2018 as compared to 83% to the previous month. We will continue to closely monitor their performance.

Chart 4

Provider No Shows Per 1,000 Scheduled Trips

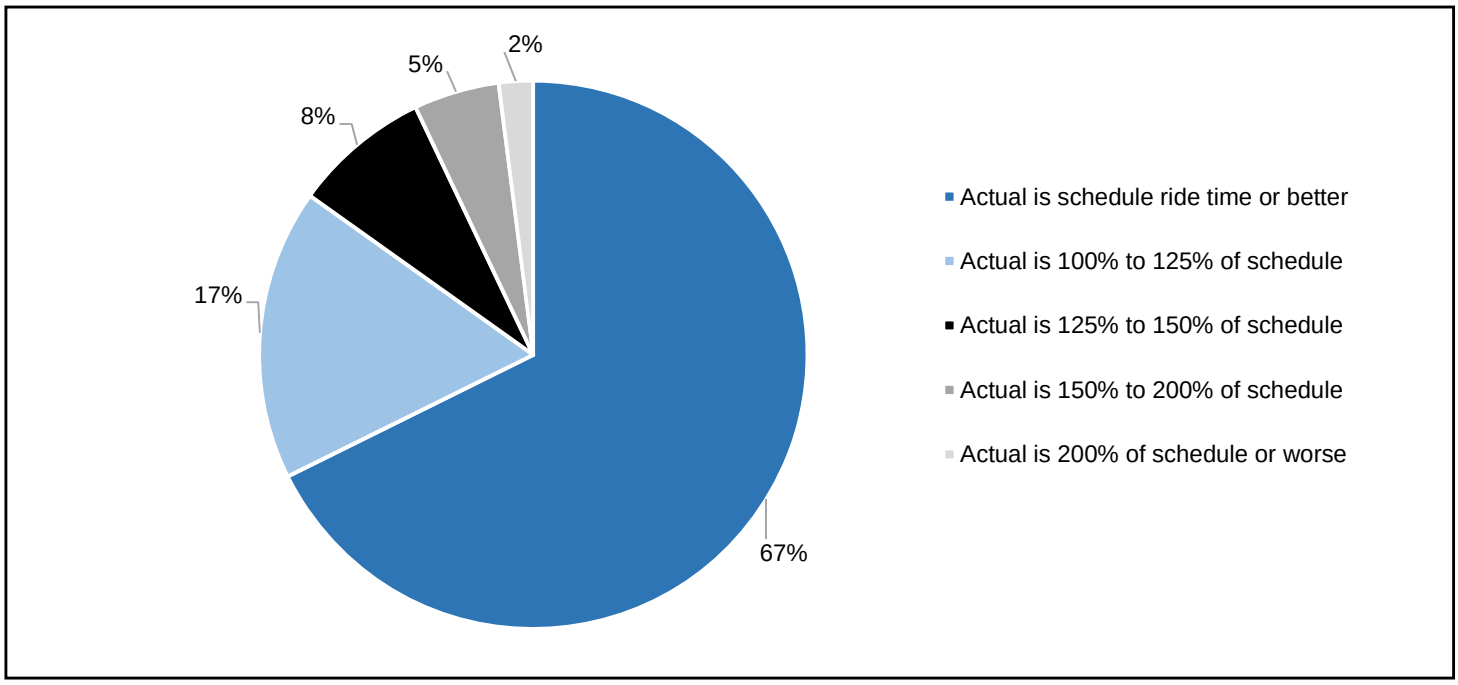


Provider No Shows Per 1000 Scheduled Trips Discussion

- Carrier No-Shows increased to 2.74 per 1,000 trips in May 2018 compared to 1.77 in the previous month and showed an improvement of 1.75 per 1,000 trips when compared to the same month in 2017.
- Broker No-Shows improved to 3.18 per thousand trips in May 2018 compared to 3.32 per thousand trips in the previous month. Although overall performance for the Broker improved, we continue to closely monitor their performance.

Chart 5

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



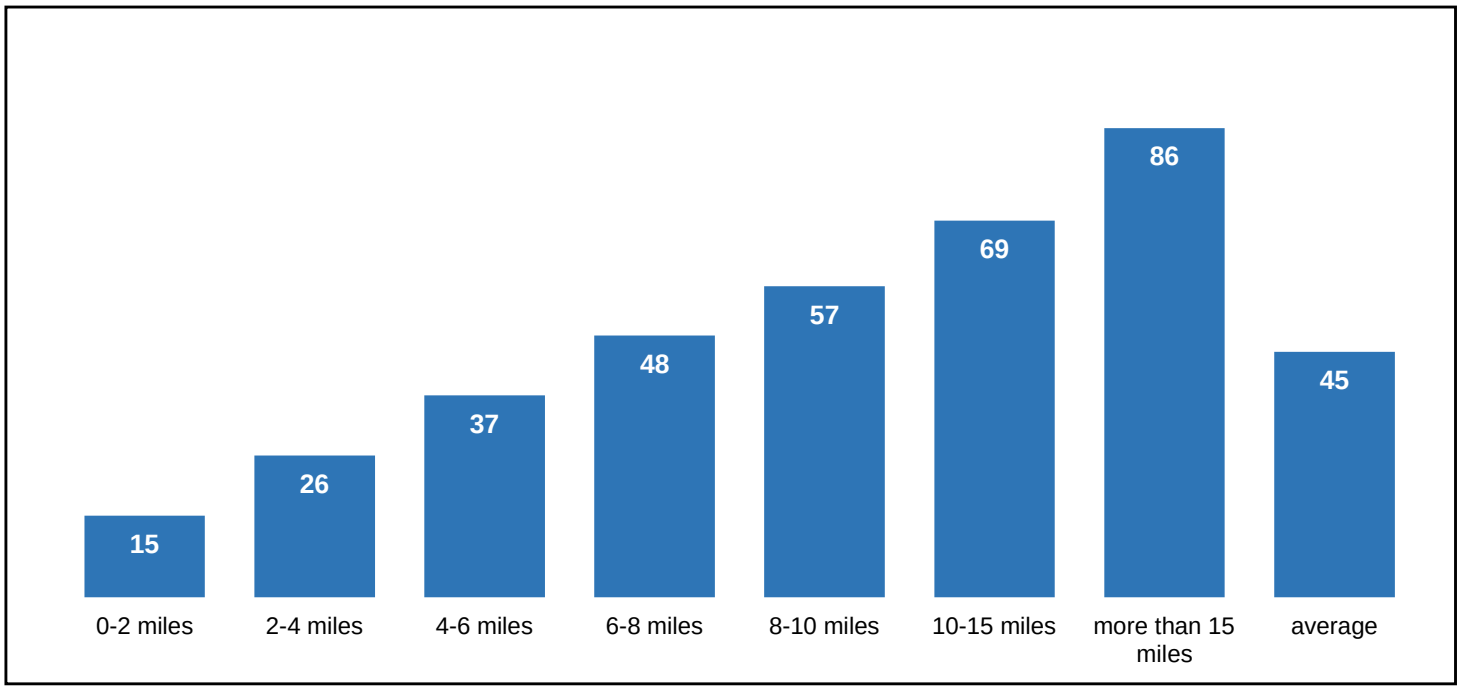
Access-A-Ride Carrier Ride Time Performance - Actual vs. Scheduled Discussion

- 67% of trips were performed within the scheduled time or better, which is a decrease of 3% from the previous month.
- The decline in ride time performance was due to Automatic Vehicle Location Monitoring (AVLM) system outages which impacted the ability to manage the service on May 13th, 20th, and 21st as well as the President of the United States (POTUS) visiting NYC on the 23rd.

* Numbers might not add up due to rounding issue.

Chart 6

Average Travel Time in Minutes by Trip Distance Category

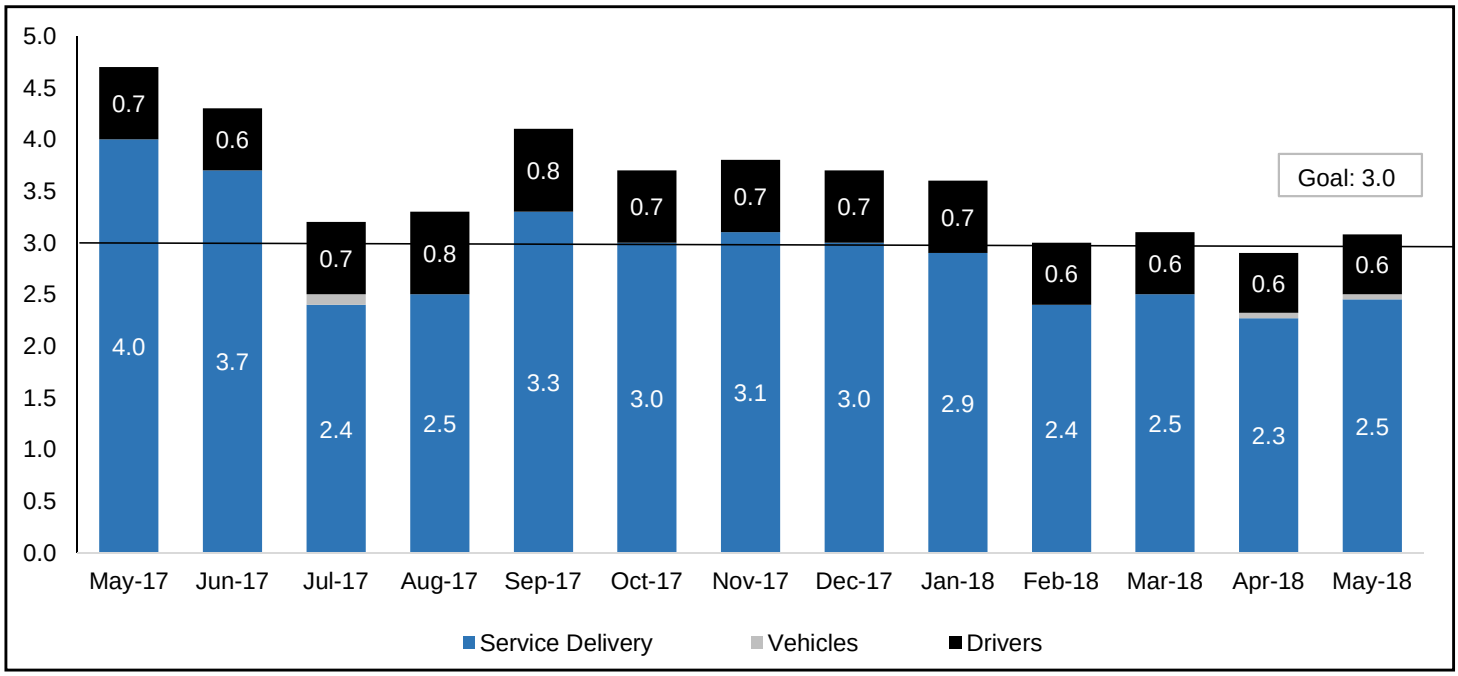


Average Travel Time in Minutes by Trip Distance Category Discussion

- The average travel time for all categories was 45 minutes in May 2018.

Chart 7

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

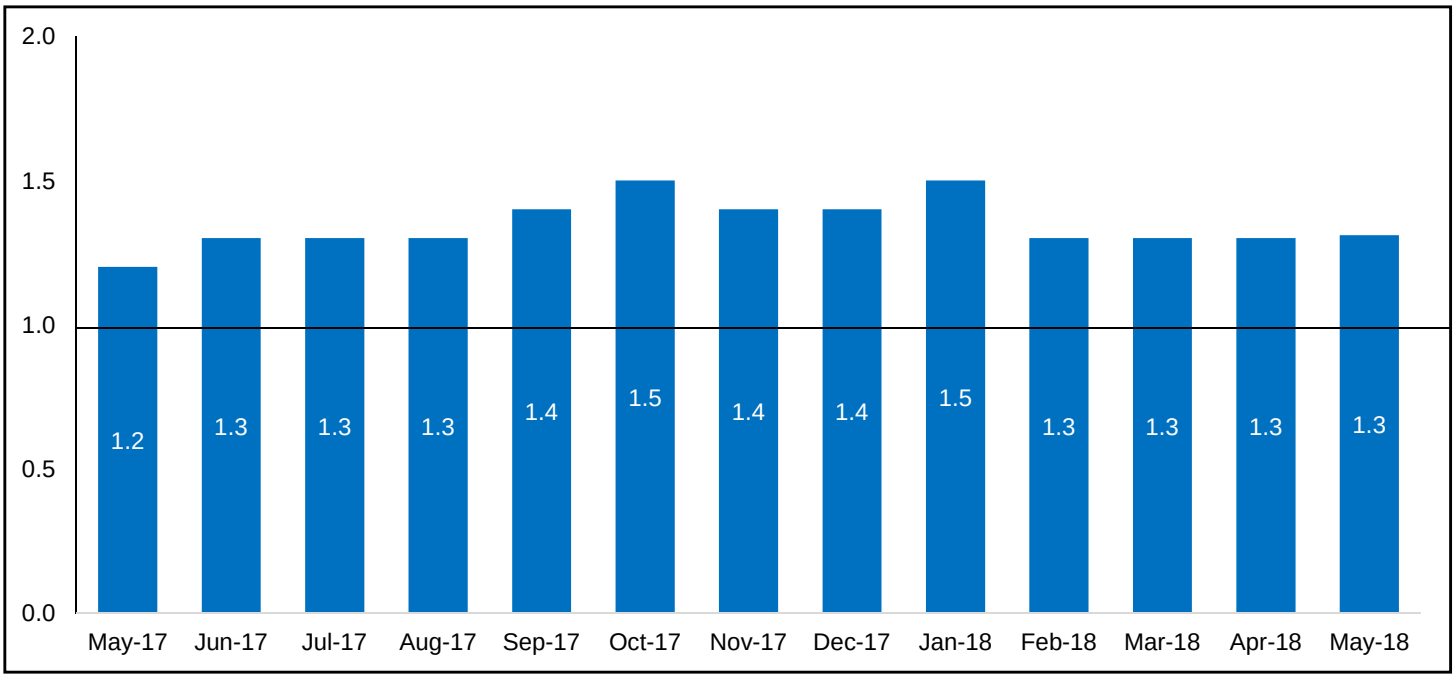


Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips Discussion

- Transportation Service related passenger complaints increased to 3.1 per 1,000 trips in May 2018 when compared to 2.9 per 1,000 trips in the previous month and showed an improvement of 1.6 complaints per 1,000 trips when compared to the same month last year.

Chart 8

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

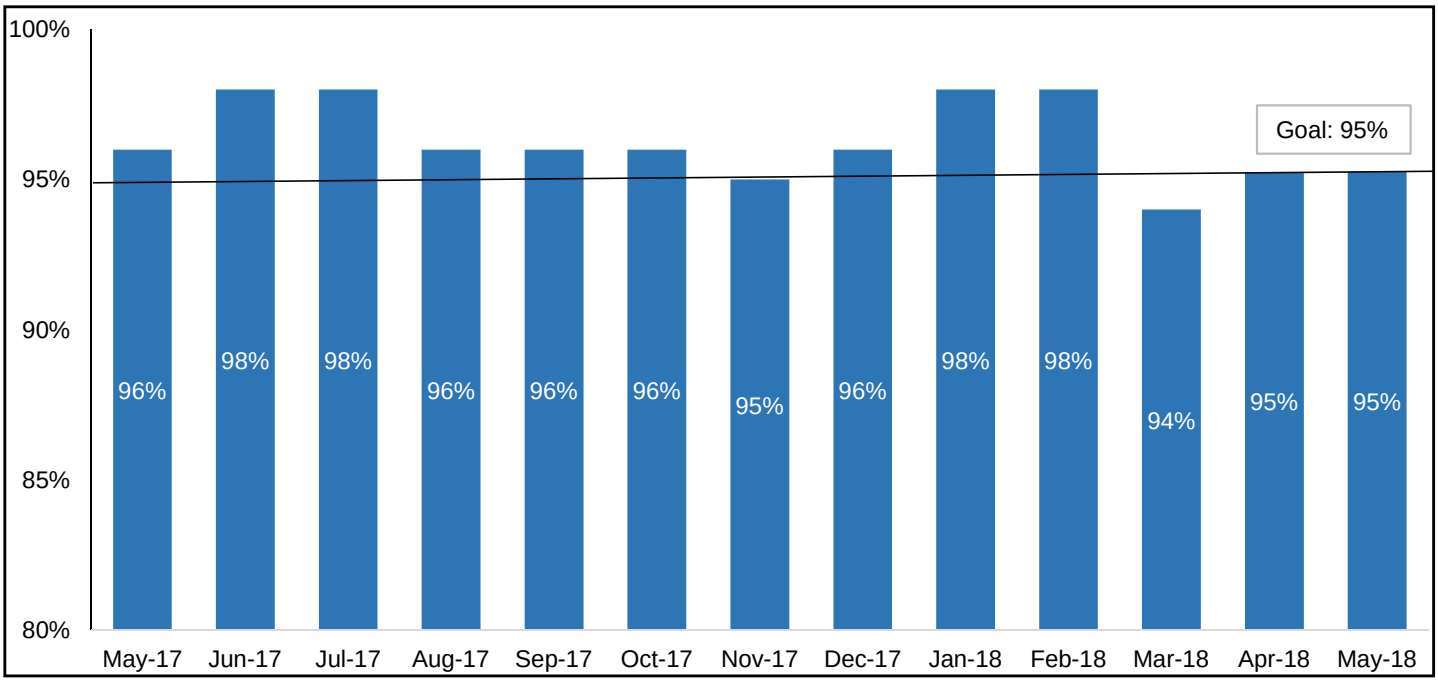


Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips Discussion:

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

Chart 9

Percent of Calls Answered

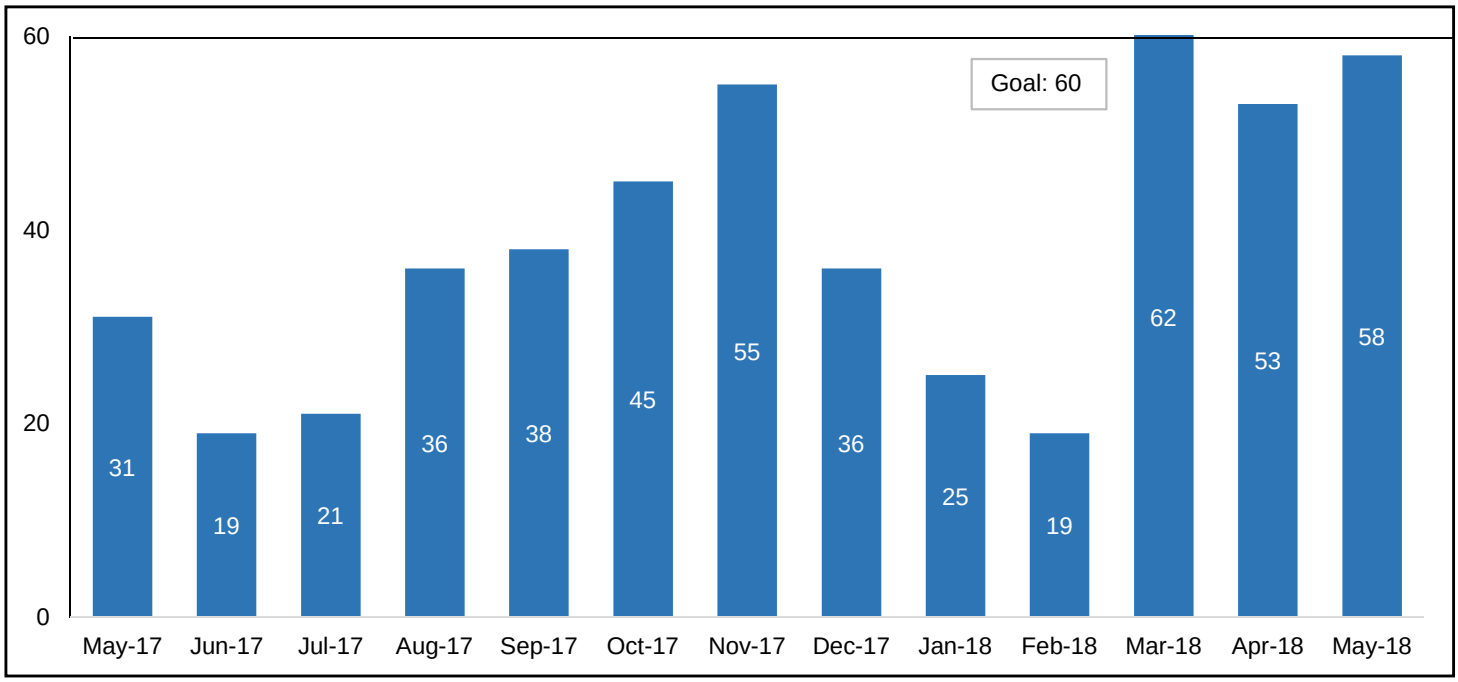


Percent of Calls Answered Discussion

- The percent of calls answered remained flat at 95% in May 2018 when compared to the previous month and decreased by 1% when compared to same month last year.

Chart 10

Average Call Answer Speed in Seconds



Average Call Answer Speed in Seconds Discussion

- Call answering speed increased to 58 seconds in May 2018 from 53 seconds in April 2018 and increased by 27 seconds when compared to the same period last year.
- While the call answering speed goal was achieved, the increase in time to answer calls was primarily due to Automatic Vehicle Location Monitoring (AVLM) system outages which impacted our ability to monitor the status of trips. As a result, call takers were required to contact carrier dispatch and address trip status inquiries from customers.

Chart 11

Accessibility Report

Alex Elegudin, Senior Advisor for Systemwide Accessibility

Newly appointed Senior Advisor for Systemwide Accessibility, Alex Elegudin observed features on an articulated bus during the creation of a new NYCT guide for accessible travel.

June 2018 Highlights: Accessibility

I am so happy to have recently joined the NYCT team as the Senior Advisor for Systemwide Accessibility. This first month has been a busy one as I have met with the different divisions to get them on board with NYCT's accelerated accessibility goals. I have led meetings with numerous teams working on accessibility projects – directing them onto unified, comprehensive work streams in order to best achieve the milestones needed as work toward achieving our critical work ahead.

I know that we cannot do this alone. To that end, I will be working on putting together a robust community engagement structure with customers who have disabilities so that we can regularly receive their feedback and be sure to engage them on our decision making process.

I am currently doing a thorough review of bus operator and train conductor ADA trainings to see what may need to be bolstered or changed. We are also preparing an ADA sensitivity and disability etiquette training via an online module that will be mandated for all NYCT employees and provide best practices for interacting with customers with disabilities.

As you all know, there is a study currently underway on all of the inaccessible stations to see what it would take to make them accessible. We recently engaged the community to discuss the factors being considered in the study (such as ridership and proximity to major activity centers, for example) to make sure we are properly assessing and giving proper weight to the most relevant factors.

NYCT is doing a thorough review of how elevator and escalator outages are communicated to customers. We are mapping alternate route information for each elevator in order to post static signs on elevators. We are also working to improve our online accessible routing options, updated based on current status of each elevator and escalator.

As part of our Fast Forward commitment to evaluate new bus designs, we are testing a new MCI express bus which was put in service this month. This bus provides improved accessibility, with a first-of-its-kind, low entry vestibule and an automated ramp, allowing for ease of boarding for customers with wheelchairs and other mobility devices. We look forward to getting customer feedback during the three month test period.

We have a big job ahead of us but it is a challenge to which I am deeply dedicated. I hope you will join me on this ride as we work toward greater accessibility in our transit system.

Alex Elegudin
Senior Advisor for Systemwide Accessibility

Strategy and Customer Experience

Sarah Meyer, Senior Vice President & Chief Customer Officer

Norca Noble and Kevin Starks (background) are dedicated Customer Service Specialists at NYCT's Subways and Buses 511 Call Center at 2 Broadway, Manhattan. The Call Center team spoke with some 1 million customers last year who phoned 511 or used a Help Point intercom in stations for assistance.

June 2018 Highlights:
Strategy and Customer Experience

It's been a busy month for the team, as we continue to keep our attention on addressing actionable issues that directly impact our customer's immediate travel experience, optimizing countdown clocks, putting up clearer signage, and staying laser focused on making improvements for every customer interaction and activity.

Compared to May, the number of customer contacts we received at the Customer Call Center and from email and social media decreased 7.5% while inquiries from Help Points increased by 8%.

We continue to make significant improvements when looking year over year. The number of customer calls answered by agents increased by 14% and customer wait time decreased by 38%, or 169 seconds. During this same time period, Help Point calls decreased 27% and wait time remained under ten seconds.

The most gain has been realized in social media engagement, with a huge 68% increase in activity (mentions) and a 74% in responses. This growth is attributed to several factors, including:

- A concentrated and dedicated effort to be more responsive and to streamline information workflow and management;
- Added @MTA twitter, to our social monitoring platform (July 2017);
- Upgraded to a more enhanced social monitoring tool for better metrics, insights; resource management.

We've partnered with MTAHQ and in June, supported the release of the new, easy-to-use myMTA app that lets customers plan trips using our real-time service information, save their frequent traveled routes, and see train arrival times. We are still in beta and making changes everyday, so please send us your feedback.

Thank you.

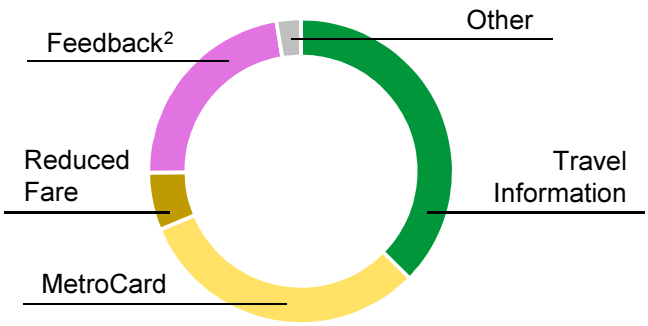
Sarah Meyer
Senior Vice President and Chief Customer Officer
Strategy and Customer Experience

Customer engagement

Telephone

	June 2018	June 2017	Variance
Telephone calls	61,968	65,591	▼5.5%
Calls answered	80.3%	70.7%	▲13.6%
Average time to answer[1] (seconds)	276	445	▼38.0%

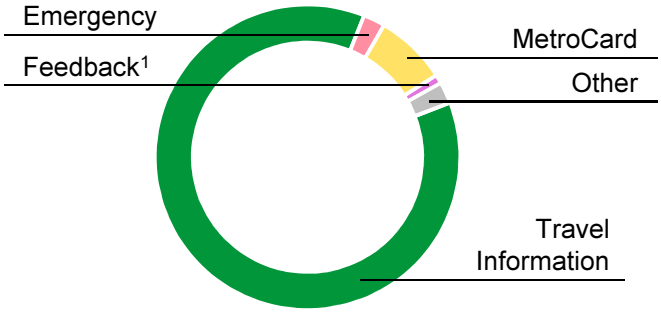
1. Excludes automated self-service calls
2. Feedback is customers calling with comments or concerns



Help Point

	June 2018	June 2017	Variance
Help Point activations	79,858	101,871	▼27.6%
Average time to answer (seconds)	9.7	9.6	▲1.1%

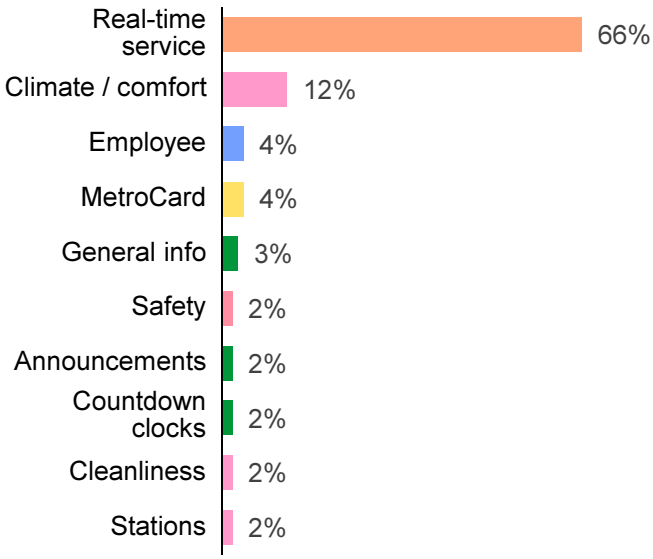
1. Feedback is customers calling with comments or concerns



Social media

	June 2018	June 2017	Variance
Social media mentions[1]	33,840	20,183	▲67.7%
Responses sent	11,560	6,639	▲74.1%
Customer satisfaction score[2]	3.4	-- [3]	

1. Social media mentions include Tweets, Facebook posts, and comments. Social media volumes includes monitoring and engagement with the @MTA handle as of mid-July 2017.
2. Customers were asked *How would you rate your experience on Twitter with NYCT Subway?* using a scale of 1 to 5
3. Customer satisfaction scoring began in December 2017

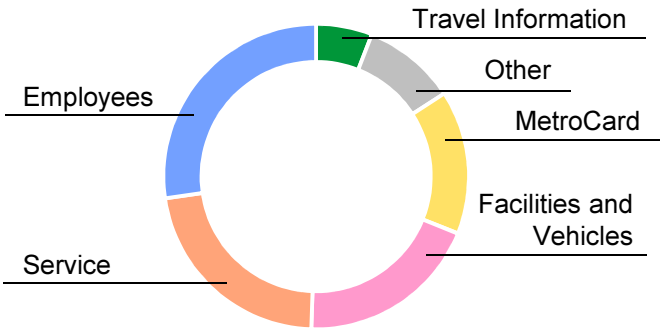


Customer engagement (cont.)

Email and letters[1]

	June 2018	June 2017	Variance
Received	5,373	7,311	▼26.5%
Responses sent[2]	8,421	10,447	▼19.4%

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



Keeping customers informed

Alerts and service notices

	June 2018
Web	5,369
Twitter	2,745
On-the-Go Kiosks	4,866
Email and text alerts	5,551
Service Notice posters developed	490

Social media followers

		June 2018	June 2017	Variance
Twitter	@NYCTSubway	952k	708k	▲34.5%
	@NYCTBus	21k	17k	▲17.6%
	@MTA	1,290k	1,040k	▲24.0%
Facebook	NYCT	59k	44k	▲34.1%
Instagram	@mtanyctransit	16k	--	

Customer feedback

Complaints per 100,000 journeys

	June 2018[1]	June 2017	Variance
Subway	2.24	2.28	▼1.9%
Bus	7.19	7.18	▲0.2%
MetroCard	0.25	0.25	▲0.1%
Access-A-Ride	398.8	578.9	▼31.1%

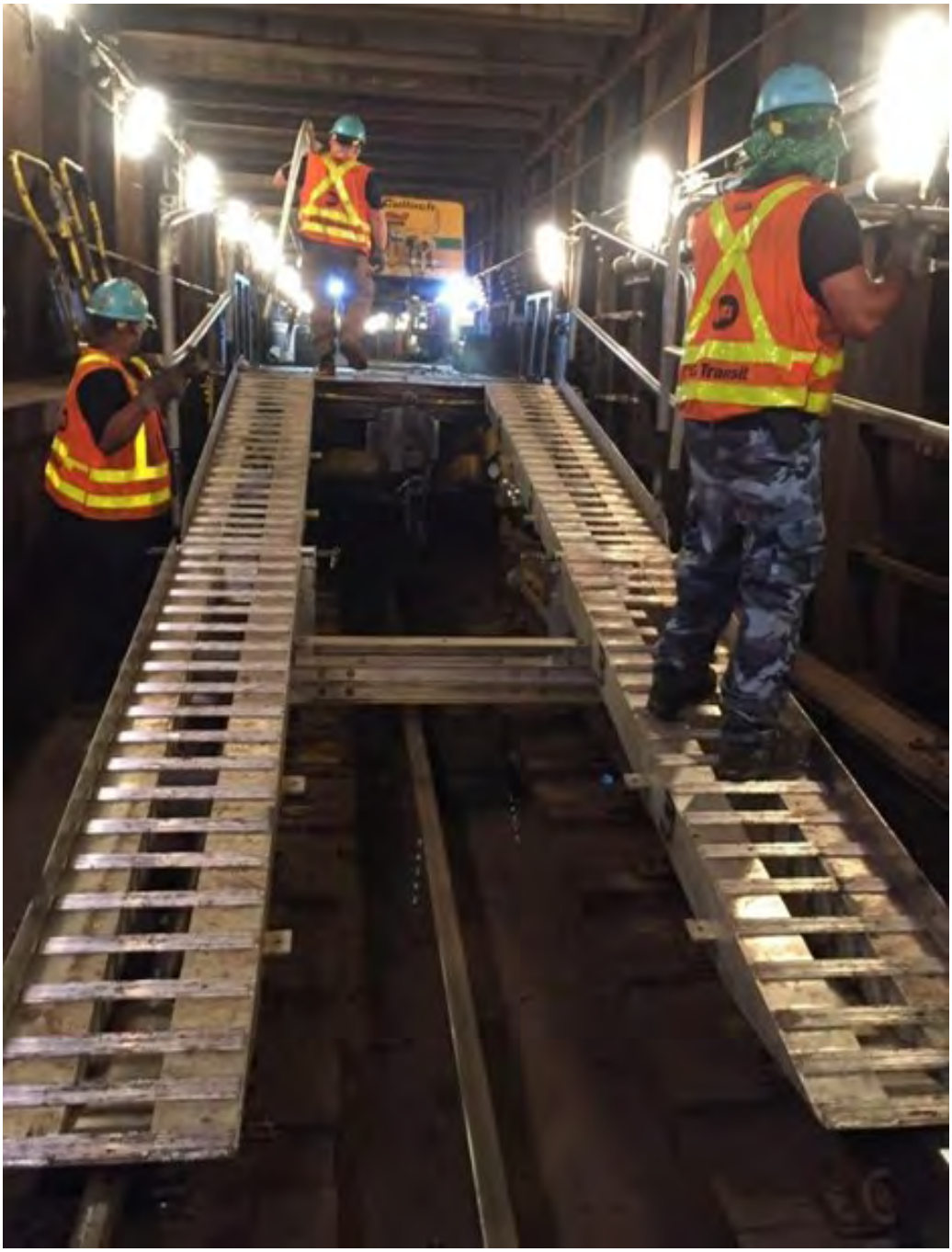
1. June 2018 data based on preliminary and estimated ridership figures

Commendations

	June 2018	June 2017	Variance
Subway	109	74	▲47.3%
Bus	214	237	▼9.7%
Access-A-Ride	896	717	▲25.0%

Safety

Carl Hamann, Acting Vice President, System Safety



Track workers assist in transporting the Critter - a type of equipment that helps install rail - to a continuous welded rail (CWR) job site. CWRs use fewer field joints than traditional track and therefore help to reduce noise and potential failures.

Safety Report

Subway Fires were relatively flat when comparing July 2017 through June 2018 with the prior 12-month period. 99.1% of fires reported for the 12-month period were of low or average severity with most 69.7% occurring along the Right-of-Way and 61.1% attributed to debris.

Bus Collisions and Collision Injures decreased when comparing July 2017 thru June 2018 with the prior 12 months.

Bus Customer Accidents continued to decline when comparing June 2017 thru May 2018 with the prior 12 months. However, Subway Customer Accidents increased when comparing them within the same periods. It is worth noting that they decreased slightly on a monthly basis when comparing May 2017 to May 2018.

Employee Lost Time Accidents continued a downward trend when comparing the most-recent 12 months with the previous 12 months.

Lastly, NYCT continues to make steady progress against all of our Leading Indicator goals and have surpassed our annual goal for the installation of friction pads, thus potentially reducing the number of broken rail incidents and future rail defects.

Carl Hamann
Acting Vice President, Office of System Safety

Monthly Operations Report

Statistical results for the 12-Month period are shown below

Safety Report

Performance Indicators		12-Month Average Jul 15 - Jun 16	Jul 16 - Jun 17	Jul 17 - Jun 18
Subways				
Subway Customer Accidents per Million Customers [1]		2.52	2.71	2.95
Subway Collisions [2]		0	0	0
Subway Derailments [2]		2	4	3
Subway Fires [2]		941	960	963
Buses				
Bus Collisions Per Million Miles	Regional	55.05	55.44	54.09
Bus Collision Injuries Per Million Miles	Regional	6.37	6.42	6.26
Bus Customer Accidents Per Million Customers [1]	Regional	1.20	1.28	1.25
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees [1]		4.09	3.75	3.40

[1] 12-Month Average data from June through May.

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

Leading Indicators

Subways	June	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	33	199	340	58.5%
Joint Track Safety Audits -- Compliance Rate	99.3%	98.1%	100.0%	98.1%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	10,569	50,116	72,000	69.6%
Friction Pad Installation	6,738	55,516	50,000	111.0%
Buses	**June**	**YTD**	**Goal**	**YTD as % of Goal**
Collision Prevention				
Audible Pedestrian Warning System Pilot	0	99	283	35.0%
Vision Zero Employee Training	553	3,301	6,100	54.1%

Monthly Operations Report

Safety Report Definitions:

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

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

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

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

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

NYPD
New York City Police Department

Crime Report

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

Police Department
City of New York

MTA Report

CRIME STATISTICS JUNE

	2018	2017	Diff	% Change
RAPE	0	0	0	0.0%
ROBBERY	37	48	-11	-22.9%
GL	122	128	-6	-4.7%
FELASSAULT	33	23	10	43.5%
BURGLARY	0	2	-2	-100.0%
TOTAL MAJOR FELONIES	***192***	***201***	***-9***	***-4.5%***

During June, the daily Robbery average decreased from 1.6 to 1.2

During June, the daily Major Felony average decreased from 6.7 to 6.4

CRIME STATISTICS JANUARY THRU JUNE

	2018	2017	Diff	% Change
RAPE	0	1	-1	-100.0%
ROBBERY	230	217	13	6.0%
GL	743	812	-69	-8.5%
FELASSAULT	167	168	-1	-0.6%
BURGLARY	4	12	-8	-66.7%
TOTAL MAJOR FELONIES	***1144***	***1210***	***-66***	***-5.5%***

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

Year to date the daily Major Felony average decreased from 6.7 to 6.3

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

Police Department
City of New York

MTA Report

JUNE ACTIVITY

	2018	2017	Diff	% Change
Total Arrests	950	2057	-1107	-53.8%
TOS Arrests	384	1347	-963	-71.5%
Total Summons	4863	6333	-1470	-23.2%
TOS TABs	3627	4739	-1112	-23.5%

JANUARY THRU JUNE ACTIVITY

	2018	2017	Diff	% Change
Total Arrests	8186	14773	-6587	-44.6%
TOS Arrests	3817	10204	-6387	-62.6%
Total Summons	31518	40458	-8940	-22.1%
TOS TABs	21104	30826	-9722	-31.5%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

Police Department

City of New York

REPORT

	JANUARY-JUNE																					
	1997	*1998*	*1999*	*2000*	*2001*	*2002*	*2003*	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	*2010*	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*	*2017*	*2018*
Murder	*1*	*0*	*4*	*1*	*1*	*0*	*1*	2	4	1	2	2	1	0	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**
Rape	*1*	*8*	*0*	*3*	*1*	*0*	*2*	1	3	3	0	2	0	0	**2**	**6**	**3**	**5**	**0**	**0**	**1**	**0**
Robbery	*1046*	*961*	*852*	*683*	*641*	*624*	*588*	532	622	490	421	384	346	361	**354**	**444**	**309**	**212**	**244**	**256**	**217**	**230**
Assault	*229*	*248*	*211*	*178*	*143*	*145*	*143*	142	129	97	100	87	91	105	**106**	**98**	**94**	**99**	**130**	**157**	**168**	**167**
Burglary	*20*	*10*	*2*	*4*	*16*	*6*	*3*	5	1	1	0	4	0	2	**0**	**18**	**15**	**7**	**7**	**10**	**12**	**4**
GL	*1629*	*1273*	*1152*	*1205*	*1080*	*1017*	*823*	882	907	679	609	640	563	561	**707**	**816**	**777**	**760**	**755**	**737**	**812**	**743**
TOTAL MAJOR FELONIES	***2926***	***2500***	***2221***	***2074***	***1882***	***1792***	***1560***	**1564**	**1666**	**1271**	**1132**	**1119**	**1001**	**1029**	**1169**	**1382**	**1199**	**1084**	**1136**	**1161**	**1210**	**1144**
Major Fel Per Day	***16.17***	***13.81***	***12.27***	***11.40***	***10.40***	***9.90***	***8.62***	***8.59***	***9.20***	***7.02***	***6.25***	***6.15***	***5.53***	***5.69***	***6.46***	***7.59***	***6.62***	***5.99***	***6.28***	***6.38***	***6.69***	***6.32***

Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 6/10/2018)

Motivation:

Motivation	2018	2017	Diff	% Change
BLACK	3	2	1	50%
ETHNIC	0	1	-1	-100%
HISPANIC	1	1	0	0%
MUSLIM	5	1	4	400%
OTHER	1	3	-2	-67%
SEMITIC	9	19	-10	-53%
SEXUAL ORIENTATION	0	4	-4	-100%
WHITE	3	1	2	200%
Grand Total	22	32	-10	-31%

Crime Name:

Crime Name	2018	2017	Diff	% Change
Aggravated Harassment 1	3	2	1	50%
Aggravated Harassment 2	1	3	-2	-67%
Assault 2	1	0	1	***.*
Assault 3	2	6	-4	-67%
Criminal Impersonation 1	1	0	1	***.*
Criminal Mischief 3	0	1	-1	-100%
Criminal Mischief 4	12	19	-7	-37%
Grand Larceny 4	1	0	1	***.*
Menacing 2	0	1	-1	-100%
Public Lewdness	1	0	1	***.*
Grand Total	22	32	-10	-31%

Transit District by Motivation:

TD	Motivation	2018	2017	Diff	% Change
TD 01	OTHER	0	1	-1	-100%
	SEMITIC	0	2	-2	-100%
TD 02	MUSLIM	1	0	1	***.*
	SEMITIC	1	3	-2	-67%
	SEXUAL ORIENTATION	0	1	-1	-100%
TD 03	MUSLIM	1	1	0	0%
	OTHER	1	2	-1	-50%
	SEMITIC	0	1	-1	-100%
TD 04	HISPANIC	1	0	1	***.*
	SEMITIC	0	3	-3	-100%
TD 11	MUSLIM	1	0	1	***.*
TD 12	BLACK	1	0	1	***.*
	SEMITIC	0	1	-1	-100%
TD 20	ETHNIC	0	1	-1	-100%
	MUSLIM	1	0	1	***.*
	SEXUAL ORIENTATION	0	1	-1	-100%
TD 30	BLACK	1	1	0	0%
	SEMITIC	0	5	-5	-100%
	SEXUAL ORIENTATION	0	2	-2	-100%
	WHITE	2	1	1	100%
TD 32	BLACK	1	1	0	0%
	SEMITIC	0	3	-3	-100%
TD 33	HISPANIC	0	1	-1	-100%
	SEMITIC	2	0	2	***.*
	WHITE	1	0	1	***.*
TD 34	MUSLIM	1	0	1	***.*
	SEMITIC	6	1	5	500%
Grand Total		22	32	-10	-31%

Transit District by Crime:

TD	Crime Name	2018	2017	Diff	% Change
TD 01	Aggravated Harassment 2	0	1	-1	-100%
	Criminal Mischief 4	0	2	-2	-100%
TD 02	Aggravated Harassment 1	1	0	1	***.*
	Aggravated Harassment 2	0	1	-1	-100%
	Criminal Mischief 4	0	3	-3	-100%
	Grand Larceny 4	1	0	1	***.*
TD 03	Aggravated Harassment 2	0	1	-1	-100%
	Criminal Mischief 3	0	1	-1	-100%
	Criminal Mischief 4	2	2	0	0%
TD 04	Assault 2	1	0	1	***.*
	Criminal Mischief 4	0	3	-3	-100%
TD 11	Criminal Mischief 4	1	0	1	***.*
TD 12	Criminal Mischief 4	1	1	0	0%
TD 20	Assault 3	0	2	-2	-100%
	Criminal Impersonation 1	1	0	1	***.*
TD 30	Aggravated Harassment 1	0	1	-1	-100%
	Assault 3	1	3	-2	-67%
	Criminal Mischief 4	2	4	-2	-50%
	Menacing 2	0	1	-1	-100%
TD 32	Aggravated Harassment 1	0	1	-1	-100%
	Criminal Mischief 4	1	3	-2	-67%
TD 33	Aggravated Harassment 1	1	0	1	***.*
	Aggravated Harassment 2	1	0	1	***.*
	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	1	0	1	***.*
TD 34	Aggravated Harassment 1	1	0	1	***.*
	Assault 3	1	0	1	***.*
	Criminal Mischief 4	4	1	3	300%
	Public Lewdness	1	0	1	***.*
Grand Total		22	32	-10	-31%

METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit

June 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	4	-4	-100%
Felony Assault	0	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	0	2	-2	-100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	0	7	-7	-100%

Year to Date 2018 vs. 2017

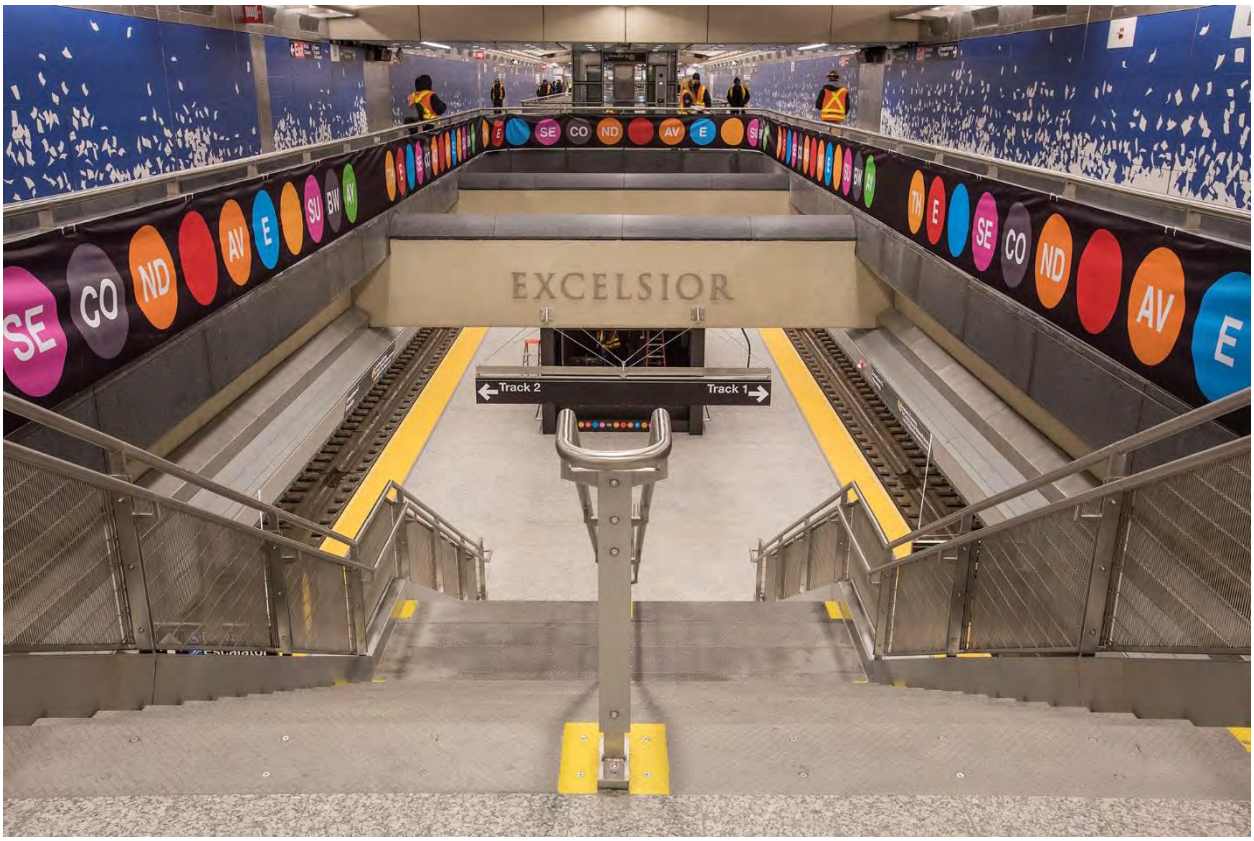
	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	4	-3	-75%
Felony Assault	2	2	0	0%
Burglary	0	0	0	0%
Grand Larceny	2	3	-1	-33%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	5	9	-4	-44%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

Financial and Ridership Reports

Jaibala Patel, Chief Financial Officer

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



Average weekday ridership at the 96th Street station, featured above, has increased by 15% to 20,407 riders since May 2017.

Preliminary May 2018 Monthly Report: New York City Transit

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

Summary of Preliminary Financial Results

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

- May 2018 New York City Transit ridership of 202.9 million was 7.7 million (3.6 percent) below budget, of which subway ridership of 150.3 million was 4.6 million (2.9 percent) below budget, and bus ridership of 51.8 million was 3.1 million (5.7 percent) below budget.

- Farebox revenue of $385.8 million was $9.4 million (2.4 percent) below budget, mainly due to the ongoing lower subway and bus ridership trends.

- Operating expenses of $741.1 million exceeded budget by $31.1 million (4.4 percent). Labor expenses were higher by $11.4 million (2.0 percent), mainly due to higher overtime expenses of $25.6 million (64.7 percent), caused mostly by additional Subway Action Plan (SAP) project requirements, subway service delays, and vacancy/absentee coverage. Non-labor expenses were over budget by $19.7 million (12.8 percent), due mainly to additional requirements in several accounts, including maintenance contracts and the unfavorable timing of maintenance material requirements.

Preliminary financial results for May 2018 are presented in the table below and compared to the budget.

Preliminary Financial Results Compared to Budget						
	May Results			May Year-to-Date Results		
Category	Variance Fav/(Unfav)		Budget	Prelim Actual	Variance Fav/(Unfav)	
($ in millions)	$	%	$	$	$	%
Total Farebox Revenue	(9.4)	(2.4)	1,880.6	1,825.9	(54.8)	(2.9)
Nonreimb. Exp. before Dep./OPEB	(31.1)	(4.4)	3,437.1	3,513.8	(76.7)	(2.2)
Net Cash Deficit*	(7.4)	(1.8)	(1,407.1)	(1,542.4)	(135.3)	(9.6)

*Excludes Subsidies and Debt Service

May 2018 **farebox revenue** was $385.8 million, $9.4 million (2.4 percent) below budget. Subway revenue was $6.1 million (2.0 percent) below budget, bus revenue was $3.3 million (4.0 percent) below budget, and paratransit revenue was $0.1 million (3.9 percent) above budget. Accrued fare media liability was equal to budget. Year-to-date revenue of $1,825.9 million was $54.8 million (2.9 percent) below budget. The May 2018 non-student average fare of $1.99 increased 0.01¢ from May 2017; the subway fare increased 0.01¢, the local bus fare increased 0.01¢, and the express bus fare decreased less than 0.01¢.

Total **ridership** in May 2018 of 202.9 million was 7.7 million trips (3.6 percent) below budget. Average weekday ridership in May 2018 was 7.7 million, 2.4 percent below May 2017. Average weekday ridership for the twelve months ending May 2018 was 7.4 million, 2.9 percent lower than the twelve months ending May 2017.

Nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were above budget in May by $31.1 million (4.4 percent).

Labor expenses overran budget by $11.4 million (2.0 percent), due primarily to higher overtime expenses of $25.6 million (64.7 percent), due to several causal factors detailed later in this report. Partly offsetting this unfavorable result was an underrun in health & welfare/OPEB current expenses of $10.6 million (9.4 percent).

Non-labor expenses exceeded budget by a net $19.7 million (12.8 percent), resulting mostly from additional maintenance contract needs and the unfavorable timing of maintenance material requirements.

Year-to-date, nonreimbursable expenses exceeded budget by $76.7 million (2.2 percent), of which labor expenses were higher by $29.9 million (1.1 percent), including an overtime overrun of $87.9 million (44.3 percent), partly offset lower health & welfare/OPEB current expenses of $26.7 million (4.7 percent). Non-labor expenses were over budget by a net $46.8 million (6.0 percent), driven mostly by SAP drain cleaning/other infrastructure contractual maintenance and maintenance material requirements.

The **net cash deficit** for May year-to-date was $1,542.4 million, unfavorable to budget by $135.3 million (9.6 percent), due mainly to higher overtime requirements and the unfavorable timing of capital reimbursements.

Financial Results

Farebox Revenue

May 2018 Farebox Revenue - ($ in millions)									
	May					May Year-to-Date			
			Favorable/(Unfavorable)					Favorable/(Unfavorable)	
	Budget	Prelim Actual	Amount	Percent		Budget	Actual	Amount	Percent
Subway	303.0	296.8	(6.1)	(2.0%)		1,440.7	1,402.0	(38.7)	(2.7%)
NYCT Bus	84.0	80.7	(3.3)	(4.0%)		399.1	383.3	(15.8)	(4.0%)
Paratransit	1.7	1.8	0.1	3.9%		8.1	7.8	(0.3)	(3.4%)
Subtotal	388.7	379.2	(9.4)	(2.4%)		1,847.9	1,793.2	(54.8)	(3.0%)
Fare Media Liability	6.5	6.5	0.0	0.0%		32.7	32.7	0.0	0.0%
Total - NYCT	**395.2**	**385.8**	**(9.4)**	**(2.4%)**		**1,880.6**	**1,825.9**	**(54.8)**	**(2.9%)**

Note: Totals may not add due to rounding.

- The negative revenue variance is mostly due to a continuation of the ongoing lower subway and bus ridership trends.

- Revenue decreased by a smaller percentage than ridership (down 3.6%) due to higher pass average fares.

Average Fare

May Non-Student Average Fare - (in $)				
	NYC Transit			
			Change	
	2017	Prelim 2018	Amount	Percent
Subway	2.062	2.071	0.009	0.4%
Local Bus	1.640	1.646	0.006	0.4%
Subway & Local Bus	1.958	1.968	0.010	0.5%
Express Bus	5.318	5.314	(0.004)	(0.1%)
Total	**1.975**	**1.985**	**0.010**	**0.5%**

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

Other Operating Revenue

In the month of May, other operating revenue was above budget by $4.0 million (10.3 percent), due mainly to higher advertising and Urban Tax revenues. Year-to-date, other operating revenue was below budget by $4.2 million (2.2 percent), due primarily to an underrun in real estate revenue, partly offset by higher Urban Tax revenue.

Nonreimbursable Expenses

Nonreimbursable expenses, before depreciation and Other Post-Employment Benefits, were above budget in May by $31.1 million (4.4 percent). Year-to-date, expenses overran by $76.7 million (2.2 percent). Major variances are reviewed below:

Labor expenses in the month of May were above budget by a net $11.4 million (2.0 percent):

- Overtime expenses were higher than budget by $25.6 million (64.7 percent), due primarily to Subway Action Plan (SAP) additional project requirements, subway service delays and vacancy/absentee coverage requirements.

- Health & welfare/OPEB current expenses were less than budget by a net $10.6 million (9.4 percent), due principally to lower rates and vacancies.

- Pension expenses were under budget by $2.4 million (3.0 percent), largely from the favorable timing of NYCERS expenses.

- Reimbursable overhead credits were favorable by $2.7 million (12.7 percent), due to higher reimbursable overtime requirements.

- Payroll expenses were under budget by $1.3 million (0.4 percent), due primarily to vacancy savings, partly offset by the unfavorable timing of miscellaneous pay.

- Other Fringe Benefits were higher by $2.8 million ($6.4 percent), mainly from higher FICA expenses than anticipated.

Year-to-date, labor expenses were over budget by a net $29.9 million (1.1 percent):

- Overtime expenses were over budget by $87.9 million (44.3 percent), due mainly to multiple adverse weather events, Subways Action Plan (SAP) additional requirements, subway service delays, and vacancy/absentee coverage requirements.

- Health & welfare/OPEB current expenses were less than budget by $26.7 million (4.7 percent), due principally to lower rates and vacancies.

- Reimbursable overhead credits were favorable by $17.4 million (14.7 percent), resulting from higher reimbursable overtime requirements.

- Payroll expenses were below budget by $15.1 million (1.1 percent), due mostly to vacancy savings, partly offset by the unfavorable timing of miscellaneous pay.

- Pension expenses were under budget by $3.4 million (0.9 percent), resulting from the favorable timing of NYCERS expenses.

- Other fringe benefit expenses were above budget by $4.4 million (2.1 percent), due mainly to higher FICA expenses than anticipated.

Non-labor expenses were over budget in May by a net $19.7 million (12.8 percent):

- Maintenance contract expenses overran by $8.5 million (50.7 percent), largely from the timing of auto purchases and SAP drain cleaning/other infrastructure contractual requirements.

- Materials & supplies expenses were higher by $4.5 million (17.3 percent), due primarily to the timing of maintenance material requirements, partly offset by favorable obsolescence/inventory adjustments.

- Fuel expenses were above budget by $3.3 million (40.6 percent), due largely to higher prices and consumption.

- Paratransit expenses exceeded budget by $2.6 million (7.3 percent), due primarily to the cost of increases in taxi/E-Hail trips, partially offset by reduced levels of primary service, and development costs in support of a website APP.

- Professional service contract expenses were over by $2.3 million (14.2 percent), principally from the unfavorable timing of office-related and Information Technology related expenses.

- Electric power expenses were lower than budget by $2.6 million (11.1 percent), due largely to lower consumption and prices.

Year-to-date, non-labor expenses were over budget by $46.8 million (6.0 percent), including the following:

- Maintenance contract expenses were in excess of budget by $32.8 million (40.4 percent), primarily from SAP drain cleaning/other infrastructure contractual requirements, partly budgeted in professional service contracts, and the unfavorable timing of auto purchases.

- Materials & supplies expenses were over budget by $12.0 million (9.2 percent), mostly from the unfavorable timing of maintenance material requirements, partly offset by favorable scrap/surplus sales.

- Fuel expenses were over budget by $6.9 million (15.8 percent), mainly from higher prices.

- Other business expenses were higher by $3.5 million (10.4 percent), due to the unfavorable timing of reimbursable job closing adjustments, Mobility taxes and various miscellaneous purchases.

- Electric power expenses underran budget by $4.3 million 3.3 percent, due largely to lower consumption.

- Paratransit service contract expenses were below budget by $1.2 million (0.7 percent), due principally to lower completed trips.

Depreciation expenses were higher than budget year-to-date by $43.1 million (6.1 percent), due mainly to a year-end update of system capital assets reaching beneficial use not anticipated in the budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Accrued expenses of $267.1 million were recorded through May, $70.5 million (20.9 percent) below budget.

GASB #68 Pension Adjustment was adopted by the MTA in 2015. Accrued expenses of $0.3 million were recorded through May, unfavorable to budget by $76.7 million.

Net Cash Deficit

The net cash deficit for May year-to-date was $1,542.4 million, unfavorable to budget by $135.3 million (9.6 percent), due mostly to higher overtime expenditures and the unfavorable timing of capital reimbursements.

Incumbents

There were 49,560 full-time paid incumbents at the end of May, an increase of 120 from April.

Ridership Results

May 2018 Ridership vs. Budget - (millions)									
	May					May Year-to-Date			
			More/(Less)					More/(Less)	
	Budget	Prelim Actual	Amount	Percent		Budget	Prelim Actual	Amount	Percent
Subway	154.8	150.3	(4.6)	(2.9%)		733.3	698.3	(35.0)	(4.8%)
NYCT Bus	54.9	51.8	(3.1)	(5.7%)		258.8	240.2	(18.6)	(7.2%)
Subtotal	209.8	202.1	(7.7)	(3.7%)		992.2	938.5	(53.7)	(5.4%)
Paratransit	0.8	0.8	(0.0)	(0.3%)		4.0	3.7	(0.3)	(7.1%)
Total - NYCT	**210.6**	**202.9**	**(7.7)**	**(3.6%)**		**996.2**	**942.2**	**(53.9)**	**(5.4%)**

Notes: Totals may not add due to rounding.

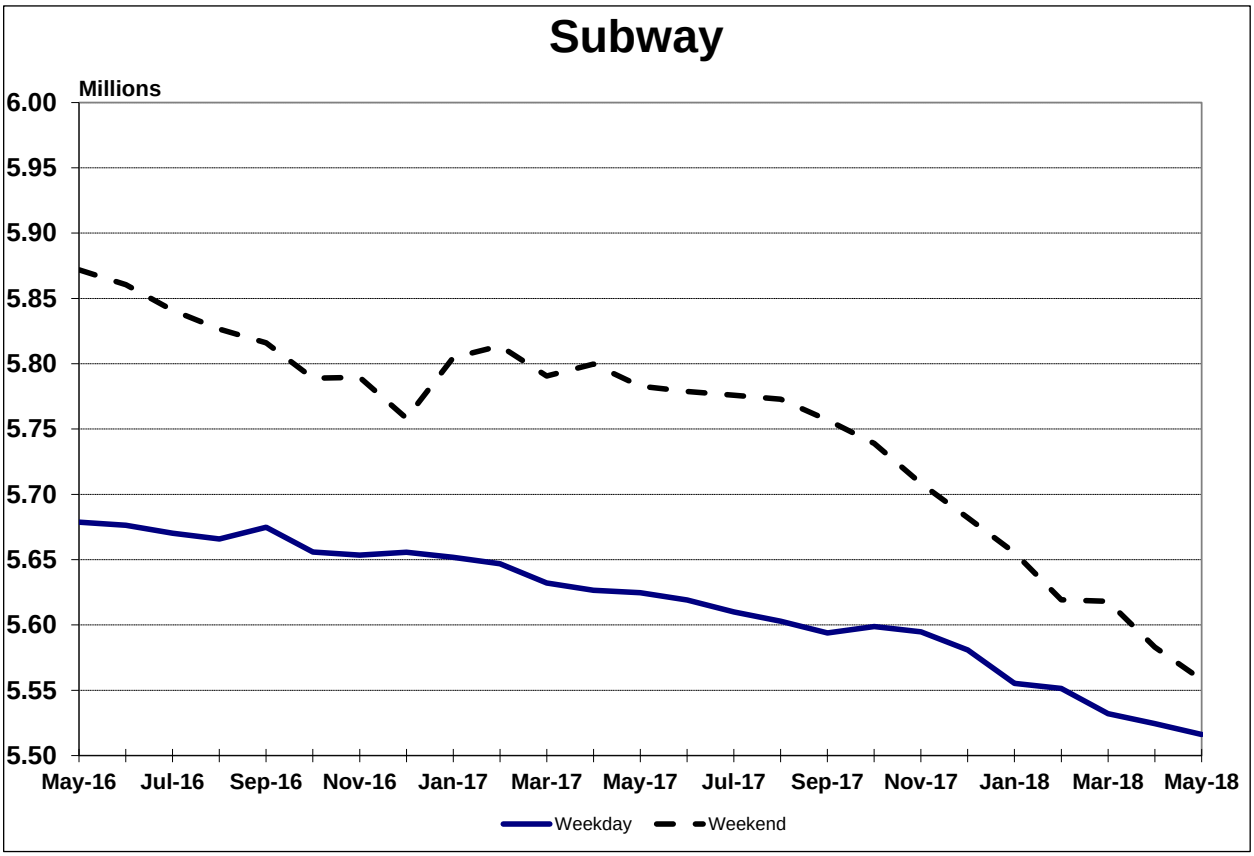
May Average Weekday and Weekend Ridership vs. Prior Year									
	Average Weekday - (thousands)					Average Weekend - (thousands)			
			Change					Change	
Month	2017	Prelim 2018	Amount	Percent		2017	Prelim 2018	Amount	Percent
Subway	5,836	5,741	(96)	-1.6%		5,687	5,363	(323)	-5.7%
NYCT Local Bus	2,006	1,907	(99)	-5.0%		2,124	1,979	(146)	-6.9%
NYCT Express Bus	42	42	0	+0.6%		13	12	(0)	-2.7%
Paratransit	29	31	2	+7.0%		35	37	2	+6.1%
TOTAL - NYCT	**7,913**	**7,720**	**(193)**	**-2.4%**		**7,859**	**7,392**	**(467)**	**-5.9%**
12-Month Rolling Average									
Subway	5,625	5,516	(109)	-1.9%		5,783	5,558	(225)	-3.9%
Local Bus	1,946	1,836	(111)	-5.7%		2,151	2,031	(120)	-5.6%
Express Bus	40	40	(0)	-0.4%		13	13	0	+2.6%
Paratransit	28	28	0	+1.4%		33	35	1	+3.7%
TOTAL - NYCT	**7,639**	**7,420**	**(219)**	**-2.9%**		**7,980**	**7,637**	**(343)**	**-4.3%**

- The negative trend in subway ridership, which began in 2017, and the long-term negative trend in bus ridership, continued in May 2018.

- Part of the decline in ridership compared to the prior year is a decline in student ridership, particularly on bus.

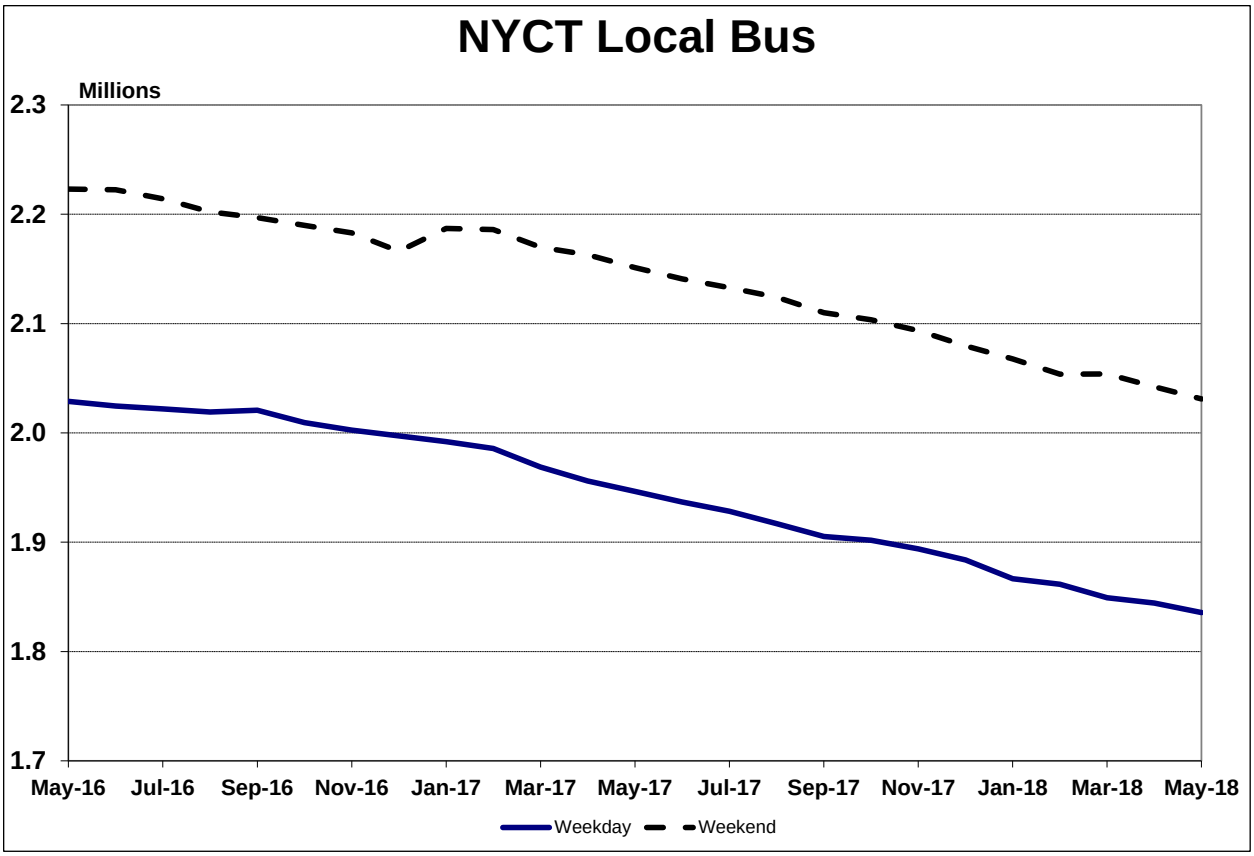
Average Weekday and Weekend Ridership

12-Month Rolling Averages



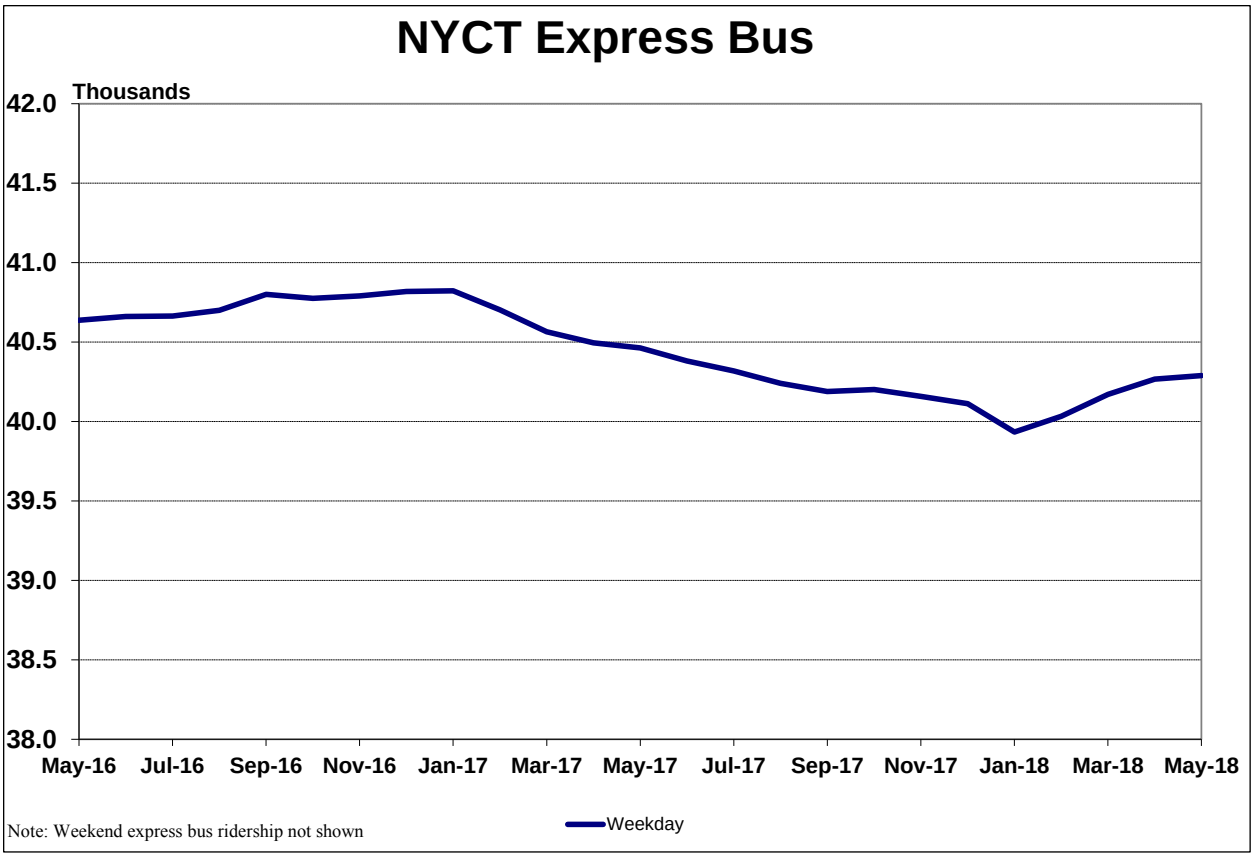
- Average weekday subway ridership was flat in 2016 and began to decline in 2017. The 12-month rolling average weekday subway ridership in May 2018 was 1.9 percent lower than May 2017, a smaller decline than during the first quarter of 2018 due to calendar and weather impacts in the first three months of the year.

- Average weekend ridership decreased from 2015 to 2016, and from 2016 to 2017. The 12-month rolling average weekend subway ridership in May 2018 was 3.9 percent lower than May 2017.

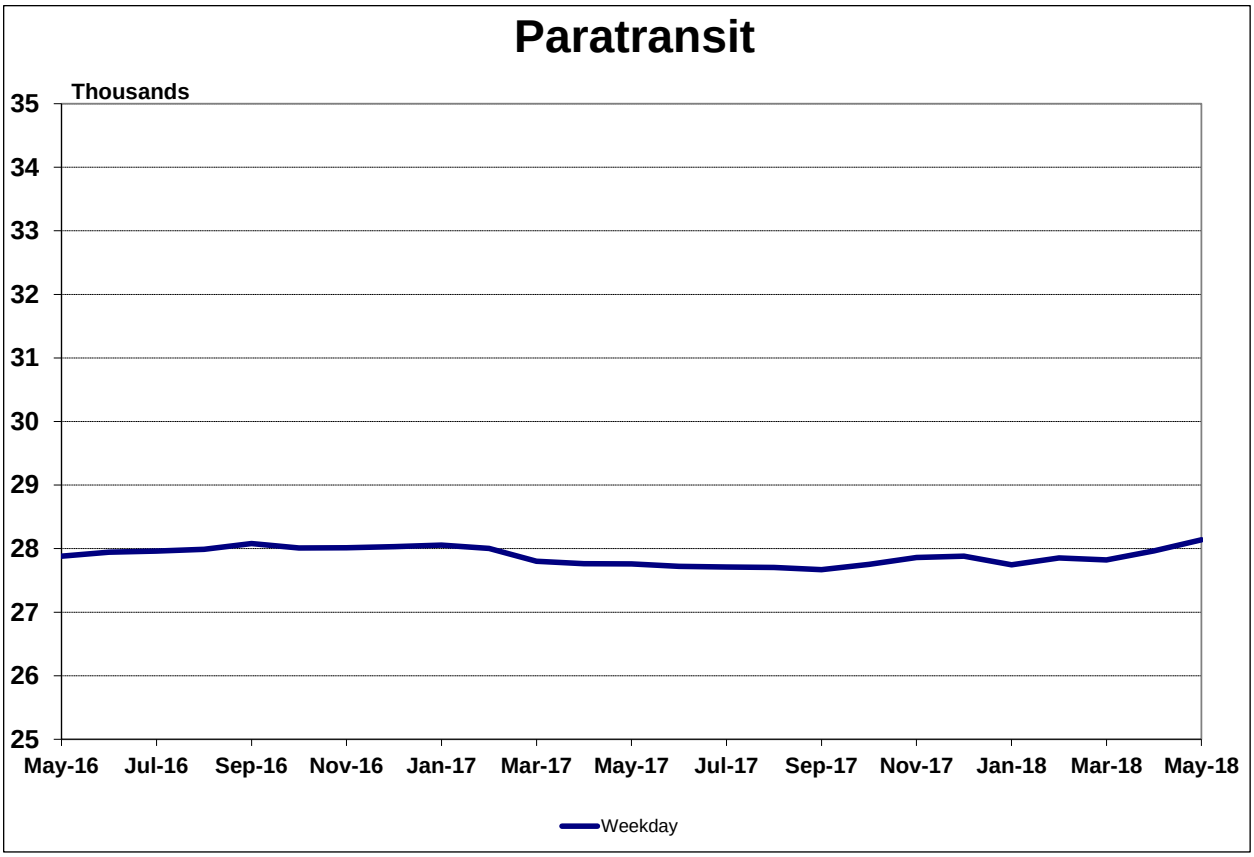


- Average weekday local bus ridership was 1.9 million in May 2018, a decrease of 5.0 percent from May 2017.

- Average weekend bus ridership was 2.0 million in May 2018, a decrease of 6.9 percent from May 2017. The long-term downward trend in bus ridership accelerated in March 2017, possibly due to the fare increase, and has continued in early 2018.



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



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

Ridership on New York Area Transit Services

From May 2017 to May 2018, average weekday ridership was largely positive across area services, with MTA Express Bus (up 9.8 percent) and Paratransit (up 7.0 percent) posting the largest gains, while NYCT Local Bus (down 5.0 percent) saw the greatest decline. Weekend ridership was largely down across area services, though MTA Express Bus (up 22.2 percent) again saw a large increase year-over-year, driven by routes in the Bronx and Queens.

Bridges and Tunnels traffic increased on weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	May-17	Prelim May-18	Percent Change	12-Month Rolling Average Percent Change
Average Weekday				
NYCT Subway	5,836	5,741	-1.6%	-1.9%
NYCT Local Bus	2,006	1,907	-5.0%	-5.7%
NYCT Express Bus	42	42	+0.6%	-0.4%
NYCT Paratransit	29	31	+7.0%	+1.4%
Staten Island Railway	17	17	+1.2%	+2.1%
MTA Local Bus	388	388	-0.1%	-2.5%
MTA Express Bus	29	31	+9.8%	+3.6%
Long Island Rail Road	307	310	+1.1%	-1.1%
Metro-North Railroad	286	289	+0.9%	-0.2%
PATH	284	292	+2.7%	+4.1%
Average Weekend				
NYCT Subway	5,687	5,363	-5.7%	-3.9%
NYCT Local Bus	2,124	1,979	-6.9%	-5.6%
NYCT Express Bus	13	12	-2.7%	+2.6%
NYCT Paratransit	35	37	+6.1%	+3.7%
Staten Island Railway	8	9	+5.3%	+9.3%
MTA Local Bus	389	384	-1.1%	-2.7%
MTA Express Bus	11	13	+22.2%	+4.9%
Long Island Rail Road	199	199	-0.2%	+0.6%
Metro-North Railroad	233	238	+2.3%	+1.6%
PATH	204	201	-1.2%	+7.2%

MTA Bridges and Tunnels (thousands)				
Average Weekday	892	946	+6.0%	+2.8%
Average Weekend	1,597	1,674	+4.8%	+2.5%

Note: Percentages are based on unrounded data.

Economy

From May 2017 to May 2018, New York City employment increased 1.7 percent (77,500 jobs). Total private sector employment increased 2.1 percent (79,500 jobs) and government employment decreased 0.4 percent (2,000 jobs). All of the private employment sectors increased over the prior year with the exception of the manufacturing sector, which decreased 2.6 percent (1,900 jobs) and the information sector, which decreased 0.2 percent (400 jobs). The sector with the largest absolute increase was educational and health services, up 35,600 jobs (3.7 percent). The sector with the largest percentage increase was construction, up 5.3 percent (8,000 jobs).

NYC Employment by Sector - (thousands)					
			Change		
Employment Sector	May-17	May-18	Amount	%	% YTD
Construction	150.0	158.0	8.0	5.3%	4.4%
Manufacturing	73.6	71.7	-1.9	-2.6%	-2.1%
Trade & Transportation	632.0	638.5	6.5	1.0%	0.9%
Leisure & Hospitality	459.9	468.7	8.8	1.9%	0.9%
Financial Activities	465.0	469.4	4.4	0.9%	1.2%
Information	194.9	194.5	-0.4	-0.2%	0.7%
Professional & Business Services	737.3	753.1	15.8	2.1%	2.3%
Educational & Health Services	971.5	1,007.1	35.6	3.7%	3.6%
Other Services	192.4	195.1	2.7	1.4%	0.7%
Total Private	**3,876.6**	**3,956.1**	**79.5**	**2.1%**	**1.9%**
Government	554.4	552.4	-2.0	-0.4%	-0.4%
Total NYC Employment	***4,431.0***	***4,508.5***	***77.5***	***1.7%***	***1.7%***

MTA NEW YORK CITY TRANSIT
May - 2018 Adopted
Accrual Statement of Operations By Category
Month - May 2018
($ in Millions)

7/09/2018 12:13 PM

	Nonreimbursable			Var Percent	Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	$302.971	$296.824	(6.147)	(2.0)	$0.000	$0.000	-	-	$302.971	$296.824	(6.147)	(2.0)
Bus	$83.987	$80.650	(3.337)	(4.0)	$0.000	$0.000	-	-	$83.987	$80.650	(3.337)	(4.0)
Paratransit	$1.704	$1.770	$0.066	3.9	$0.000	$0.000	-	-	$1.704	$1.770	$0.066	3.9
Fare Liability	$6.542	$6.542	$0.000	0.0	$0.000	$0.000	-	-	$6.542	$6.542	$0.000	0.0
Farebox Revenue	**$395.204**	**$385.786**	**(9.419)**	**(2.4)**	**$0.000**	**$0.000**	**-**	**-**	**$395.204**	**$385.786**	**(9.419)**	(2.4)
Fare Reimbursment	$9.318	$9.318	$0.000	0.0	$0.000	$0.000	-	-	$9.318	$9.318	$0.000	0.0
Paratransit Reimbursment	$15.721	$16.732	$1.011	6.4	$0.000	$0.000	-	-	$15.721	$16.732	$1.011	6.4
Other Operating Revenue	$14.369	$17.402	$3.033	21.1	$0.000	$0.000	-	-	$14.369	$17.402	$3.033	21.1
Other Revenue	**$39.408**	**$43.452**	**$4.044**	**10.3**	**$0.000**	**$0.000**	**-**	**-**	**$39.408**	**$43.452**	**$4.044**	10.3
Capital and Other Reimbursements	$0.000	$0.000	-	-	$109.253	$107.192	(2.061)	(1.9)	$109.253	$107.192	(2.061)	(1.9)
Total Revenue	**$434.612**	**$429.238**	**(5.375)**	**(1.2)**	**$109.253**	**$107.192**	**(2.061)**	**(1.9)**	**$543.866**	**$536.430**	**(7.436)**	(1.4)
Expenses												
Labor :												
Payroll	$301.369	$300.113	$1.256	0.4	$42.068	$38.324	$3.744	8.9	$343.438	$338.437	$5.000	1.5
Overtime	$39.538	$65.121	(25.583)	(64.7)	$9.155	$14.831	(5.676)	(62.0)	$48.692	$79.952	(31.259)	(64.2)
Total Salaries & Wages	**$340.907**	**$365.234**	**(24.327)**	**(7.1)**	**$51.223**	**$53.155**	**(1.932)**	**(3.8)**	**$392.130**	**$418.389**	**(26.259)**	(6.7)
Health and Welfare	$75.967	$60.796	$15.171	20.0	$1.970	$1.972	(0.003)	(0.1)	$77.936	$62.768	$15.168	19.5
OPEB Current Payment	$37.929	$42.503	(4.574)	(12.1)	$0.837	$0.781	$0.056	6.7	$38.766	$43.284	(4.518)	(11.7)
Pensions	$79.874	$77.469	$2.405	3.0	$3.001	$3.118	(0.117)	(3.9)	$82.875	$80.587	$2.288	2.8
Other Fringe Benefits	$43.281	$46.062	(2.781)	(6.4)	$16.748	$16.190	$0.559	3.3	$60.029	$62.251	(2.222)	(3.7)
Total Fringe Benefits	**$237.051**	**$226.830**	**$10.222**	**4.3**	**$22.555**	**$22.060**	**$0.495**	**2.2**	**$259.607**	**$248.890**	**$10.717**	4.1
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(21.628)	(24.373)	$2.746	12.7	$21.628	$24.373	(2.746)	(12.7)	$0.000	$0.000	$0.000	-
Labor	**$556.331**	**$567.690**	**(11.360)**	**(2.0)**	**$95.406**	**$99.589**	**(4.183)**	**(4.4)**	**$651.737**	**$667.279**	**(15.542)**	(2.4)
Non-Labor :												
Electric Power	$23.320	$20.735	$2.585	11.1	$0.020	$0.029	(0.009)	(42.3)	$23.340	$20.764	$2.577	11.0
Fuel	$8.177	$11.497	(3.320)	(40.6)	$0.000	$0.001	(0.001)	-	$8.177	$11.498	(3.321)	(40.6)
Insurance	$6.332	$5.760	$0.572	9.0	$0.000	$0.000	-	-	$6.332	$5.760	$0.572	9.0
Claims	$14.278	$14.278	$0.000	0.0	$0.000	$0.000	-	-	$14.278	$14.278	$0.000	0.0
Paratransit Service Contracts	$36.012	$38.640	(2.628)	(7.3)	$0.000	$0.000	-	-	$36.012	$38.640	(2.628)	(7.3)
Maintenance and Other Operating Contracts	$16.665	$25.115	(8.450)	(50.7)	$5.841	$2.644	$3.197	54.7	$22.506	$27.759	(5.252)	(23.3)
Professional Service Contracts	$15.955	$18.218	(2.263)	(14.2)	$1.882	$1.166	$0.716	38.0	$17.837	$19.385	(1.547)	(8.7)
Materials & Supplies	$26.106	$30.620	(4.514)	(17.3)	$5.944	$5.384	$0.561	9.4	$32.050	$36.004	(3.954)	(12.3)
Other Business Expenses	$6.894	$8.585	(1.691)	(24.5)	$0.159	(1.621)	$1.780	-	$7.054	$6.964	$0.089	1.3
Non-Labor	**$153.739**	**$173.447**	**(19.708)**	**(12.8)**	**$13.847**	**$7.604**	**$6.244**	**45.1**	**$167.587**	**$181.051**	**(13.464)**	(8.0)
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$710.070**	**$741.138**	**(31.068)**	**(4.4)**	**$109.253**	**$107.192**	**$2.061**	**1.9**	**$819.323**	**$848.330**	**(29.007)**	(3.5)
Depreciation	$144.414	$151.526	(7.112)	(4.9)	$0.000	$0.000	-	-	$144.414	$151.526	(7.112)	(4.9)
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 Expenses	**$854.484**	**$892.664**	**(38.180)**	**(4.5)**	**$109.253**	**$107.192**	**$2.061**	**1.9**	**$963.738**	**$999.856**	**(36.119)**	(3.7)
OPERATING SURPLUS/DEFICIT	**(419.872)**	**(463.426)**	**(43.554)**	**(10.4)**	**$0.000**	**$0.000**	**$0.000**	**-**	**(419.872)**	**(463.426)**	**(43.554)**	(10.4)

Note: Totals may not add due to rounding

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

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

7/09/2018 12:13 PM

	Nonreimbursable			Var Percent	Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	$1,440.695	$1,402.030	(38.665)	(2.7)	$0.000	$0.000	-	-	$1,440.695	$1,402.030	(38.665)	(2.7)
Bus	$399.132	$383.311	(15.820)	(4.0)	$0.000	$0.000	-	-	$399.132	$383.311	(15.820)	(4.0)
Paratransit	$8.112	$7.834	(0.279)	(3.4)	$0.000	$0.000	-	-	$8.112	$7.834	(0.279)	(3.4)
Fare Liability	$32.710	$32.710	$0.000	0.0	$0.000	$0.000	-	-	$32.710	$32.710	$0.000	0.0
Farebox Revenue	**$1,880.649**	**$1,825.885**	**(54.764)**	**(2.9)**	**$0.000**	**$0.000**	**-**	**-**	**$1,880.649**	**$1,825.885**	**(54.764)**	(2.9)
Fare Reimbursment	$41.087	$41.086	(0.001)	0.0	$0.000	$0.000	-	-	$41.087	$41.086	(0.001)	0.0
Paratransit Reimbursment	$78.605	$83.166	$4.561	5.8	$0.000	$0.000	-	-	$78.605	$83.166	$4.561	5.8
Other Operating Revenue	$71.845	$63.093	(8.752)	(12.2)	$0.000	$0.000	-	-	$71.845	$63.093	(8.752)	(12.2)
Other Revenue	**$191.537**	**$187.345**	**(4.192)**	**(2.2)**	**$0.000**	**$0.000**	**-**	**-**	**$191.537**	**$187.345**	**(4.192)**	(2.2)
Capital and Other Reimbursements	$0.000	$0.000	-	-	$571.574	$587.708	$16.134	2.8	$571.574	$587.708	$16.134	2.8
Total Revenue	**$2,072.186**	**$2,013.230**	**(58.956)**	**(2.8)**	**$571.574**	**$587.708**	**$16.134**	**2.8**	**$2,643.760**	**$2,600.938**	**(42.822)**	(1.6)
Expenses												
Labor :												
Payroll	$1,414.464	$1,399.372	$15.093	1.1	$217.413	$208.645	$8.767	4.0	$1,631.877	$1,608.017	$23.860	1.5
Overtime	$198.338	$286.260	(87.922)	(44.3)	$52.601	$76.591	(23.990)	(45.6)	$250.939	$362.850	(111.911)	(44.6)
Total Salaries & Wages	**$1,612.802**	**$1,685.631**	**(72.829)**	**(4.5)**	**$270.014**	**$285.236**	**(15.222)**	**(5.6)**	**$1,882.816**	**$1,970.867**	**(88.051)**	(4.7)
Health and Welfare	$379.234	$370.075	$9.158	2.4	$9.706	$10.482	(0.776)	(8.0)	$388.940	$380.557	$8.382	2.2
OPEB Current Payment	$189.646	$172.187	$17.459	9.2	$4.183	$3.785	$0.398	9.5	$193.829	$175.973	$17.857	9.2
Pensions	$390.888	$387.472	$3.416	0.9	$15.005	$15.472	(0.466)	(3.1)	$405.893	$402.943	$2.950	0.7
Other Fringe Benefits	$206.659	$211.098	(4.439)	(2.1)	$88.037	$92.599	(4.563)	(5.2)	$294.696	$303.698	(9.002)	(3.1)
Total Fringe Benefits	**$1,166.426**	**$1,140.833**	**$25.594**	**2.2**	**$116.932**	**$122.339**	**(5.407)**	**(4.6)**	**$1,283.358**	**$1,263.171**	**$20.187**	1.6
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(118.451)	(135.828)	$17.377	14.7	$118.451	$135.828	(17.377)	(14.7)	$0.000	$0.000	$0.000	-
Labor	**$2,660.778**	**$2,690.636**	**(29.858)**	**(1.1)**	**$505.396**	**$543.402**	**(38.006)**	**(7.5)**	**$3,166.175**	**$3,234.039**	**(67.864)**	(2.1)
Non-Labor :												
Electric Power	$128.506	$124.235	$4.271	3.3	$0.106	$0.135	(0.029)	(27.5)	$128.612	$124.370	$4.242	3.3
Fuel	$43.516	$50.396	(6.880)	(15.8)	$0.050	$0.422	(0.372)	-	$43.566	$50.818	(7.252)	(16.6)
Insurance	$30.962	$27.247	$3.715	12.0	$0.000	$0.000	-	-	$30.962	$27.247	$3.715	12.0
Claims	$71.389	$71.389	$0.000	0.0	$0.000	$0.000	-	-	$71.389	$71.389	$0.000	0.0
Paratransit Service Contracts	$174.341	$173.094	$1.246	0.7	$0.000	$0.000	-	-	$174.341	$173.094	$1.246	0.7
Maintenance and Other Operating Contracts	$80.996	$113.753	(32.757)	(40.4)	$28.807	$16.309	$12.498	43.4	$109.802	$130.062	(20.259)	(18.5)
Professional Service Contracts	$82.544	$83.434	(0.891)	(1.1)	$9.223	$4.563	$4.660	50.5	$91.766	$87.998	$3.769	4.1
Materials & Supplies	$130.103	$142.098	(11.995)	(9.2)	$29.588	$22.785	$6.802	23.0	$159.690	$164.883	(5.193)	(3.3)
Other Business Expenses	$33.974	$37.516	(3.543)	(10.4)	(1.595)	$0.092	(1.687)	-	$32.378	$37.608	(5.230)	(16.2)
Non-Labor	**$776.329**	**$823.163**	**(46.833)**	**(6.0)**	**$66.178**	**$44.306**	**$21.872**	**33.1**	**$842.507**	**$867.469**	**(24.962)**	(3.0)
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$3,437.108**	**$3,513.799**	**(76.691)**	**(2.2)**	**$571.574**	**$587.708**	**(16.134)**	**(2.8)**	**$4,008.682**	**$4,101.508**	**(92.826)**	(2.3)
Depreciation	$710.234	$753.342	(43.108)	(6.1)	$0.000	$0.000	-	-	$710.234	$753.342	(43.108)	(6.1)
OPEB Liability	$337.548	$267.063	$70.485	20.9	$0.000	$0.000	-	-	$337.548	$267.063	$70.485	20.9
GASB 68 Pension Adjustment	(76.384)	$0.335	(76.719)	-	$0.000	$0.000	-	-	(76.384)	$0.335	(76.719)	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$4,408.505**	**$4,534.539**	**(126.034)**	**(2.9)**	**$571.574**	**$587.708**	**(16.134)**	**(2.8)**	**$4,980.079**	**$5,122.248**	**(142.168)**	(2.9)
OPERATING SURPLUS/DEFICIT	**(2,336.319)**	**(2,521.310)**	**(184.990)**	**(7.9)**	**$0.000**	**$0.000**	**$0.000**	**-**	**(2,336.319)**	**(2,521.310)**	**(184.990)**	(7.9)

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
May 2018
($ in millions)

		MONTH			YEAR TO DATE		
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance
Farebox Revenue	NR	(9.4)	(2.4)	Mostly continuing lower ridership trends	(54.8)	(2.9)	Mostly adverse weather and continuing lower ridership trends
Other Operating Revenue	NR	4.0	10.3	Largely favorable advertising and Urban Tax revenues	(4.2)	(2.2)	Due primarily to an underrun in real estate revenue, partly offset by higher Urban Tax revenue
Payroll	NR	1.3	0.4	Primarily vacancy savings, party offset by the unfavorable timing of miscellaneous pay	15.1	1.1	Mostly vacancy savings, partly offset by the unfavorable timing of miscellaneous pay
Overtime	NR	(25.6)	(64.7)	Mostly Subway Action Plan (SAP) additional project requirements, subway service delays, and vacancy/absentee coverage requirements	(87.9)	(44.3)	Mainly due to multiple adverse weather events, Subways Action Plan (SAP) additional requirements, subway service delays and vacancy/absentee coverage requirements
Health & Welfare (including OPEB current payment)	NR	10.6	9.4	Primarily lower rates and vacancies	26.7	4.7	Largely lower rates and vacancies
Pension	NR	2.4	3.0	Largely the favorable timing of NYCERS expenses	3.4	0.9	Largely the favorable timing of NYCERS expenses
Other Fringe Benefits	NR	(2.8)	(6.4)	Mainly higher FICA expenses than anticipated	(4.4)	(2.1)	Mainly higher FICA expenses than anticipated, partly offset by favorable direct fringe benefit overhead credits
Reimbursable Overhead	NR	2.7	12.7	Favorable reimbursable overhead credits, resulting from higher reimbursable overtime requirements	17.4	14.7	Favorable reimbursable overhead credits, resulting from higher reimbursable overtime requirements
Electric Power	NR	2.6	11.1	Primarily lower consumption and prices	4.3	3.3	Mainly lower consumption
Fuel	NR	(3.3)	(40.6)	Due largely to higher prices and consumption	(6.9)	(15.8)	Mainly due to higher prices
Paratransit Service Contracts	NR	(2.6)	(7.3)	Due primarily to the cost of increases in taxi/E-Hail trips, partially offset by reduced levels of primary service, and development costs in support of a website APP.	1.2	0.7	Due principally to lower completed trips

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
May 2018
($ in millions)

		MONTH			YEAR TO DATE		
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance
Maintenance and Other Operating Contracts	NR	(8.5)	(50.7)	Largely the unfavorable timing of auto purchases and SAP drain cleaning/other infrastructure contractual requirements	(32.8)	(40.4)	Largely SAP drain cleaning/other infrastructure contractual requirements, partly budgeted in professional service contracts, and the unfavorable timing of auto purchases
Professional Service Contracts	NR	(2.3)	(14.2)	Principally the unfavorable timing of office-related and Information Technology-related expenses			
Materials and Supplies	NR	(4.5)	(17.3)	Mostly the unfavorable timing of maintenance material requirements, partly offset by favorable obsolescence/inventory adjustments	(12.0)	(9.2)	Mostly the unfavorable timing of maintenance material requirements, partly offset by favorable scrap/surplus sales
Other Business Expenses	NR	(1.7)	(24.5)	Mainly the unfavorable timing of reimbursable job closing adjustments	(3.5)	(10.4)	Due to the unfavorable timing of reimbursable job closing adjustments, Mobility taxes and various miscellaneous purchases
Capital and Other Reimbursements	R	(2.1)	(1.9)	Decreased reimbursements consistent with a decrease in reimbursable expenses	16.1	2.8	Increased reimbursements consistent with an increase in reimbursable expenses
Payroll	R	3.7	8.9	Primarily the favorable timing of non-capital transactions	8.8	4.0	Primarily the favorable timing of non-capital transactions
Overtime	R	(5.7)	(62.0)	Unfavorable variance mainly due to vacancy/absentee coverage and additional Capital support	(24.0)	(45.6)	Unfavorable variance mainly due to $4.5M of year-end rollover expense reclassified from NR to RMB, and $6.0M related to vacancy/absentee coverage and additional Capital Support
Other Fringe Benefits	R				(4.6)	(5.2)	Mainly unfavorable fringe benefit overhead expenses, driven mostly by higher overtime requirements
Maintenance and Other Operating Contracts	R	3.2	54.7	Mainly the favorable timing of non-vehicle maintenance and repair expenses	12.5	43.4	Mainly the favorable timing of non-vehicle maintenance and repair expenses
Professional Service Contracts	R	0.7	38.0	Primarily the favorable timing of engineering services requirements	4.7	50.5	Primarily the favorable timing of engineering services requirements
Materials & Supplies	R				6.8	23.0	Primarily the favorable timing of maintenance material requirements

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2018 Adopted
Cash Receipts and Expenditures
May FY18
($ in Millions)

7/09/2018 12:22 PM

	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Receipts								
Farebox Revenue	**$395.204**	**$402.321**	**$7.117**	**1.8**	**$1,880.649**	**$1,852.170**	**(28.479)**	**(1.5)**
Fare Reimbursment	$0.000	$6.313	$6.313	-	$6.312	$6.313	$0.001	0.0
Paratransit Reimbursment	$2.931	$4.583	$1.652	56.4	$52.997	$87.906	$34.909	65.9
Other Operating Revenue	$5.057	$3.493	(1.564)	(30.9)	$25.285	$17.269	(8.016)	(31.7)
Other Revenue	**$7.988**	**$14.389**	**$6.401**	**80.1**	**$84.594**	**$111.488**	**$26.894**	**31.8**
Capital and Other Reimbursements	$109.253	$153.002	$43.749	40.0	$571.574	$523.581	(47.993)	(8.4)
Total Revenue	**$512.446**	**$569.712**	**$57.266**	**11.2**	**$2,536.817**	**$2,487.239**	**(49.578)**	**(2.0)**
Expenditures								
Labor :								
Payroll	$462.792	$456.812	$5.980	1.3	$1,661.638	$1,639.535	$22.103	1.3
Overtime	$48.692	$79.952	(31.259)	(64.2)	$250.939	$362.850	(111.911)	(44.6)
Total Salaries & Wages	**$511.484**	**$536.764**	**(25.280)**	**(4.9)**	**$1,912.577**	**$2,002.385**	**(89.808)**	**(4.7)**
Health and Welfare	$77.936	$97.029	(19.093)	(24.5)	$388.940	$373.429	$15.511	4.0
OPEB Current Payment	$38.766	$43.284	(4.518)	(11.7)	$193.829	$176.167	$17.663	9.1
Pensions	$82.875	$80.575	$2.300	2.8	$405.893	$402.879	$3.014	0.7
Other Fringe Benefits	$40.108	$42.099	(1.991)	(5.0)	$193.017	$206.579	(13.562)	(7.0)
Total Fringe Benefits	**$239.686**	**$262.987**	**(23.301)**	**(9.7)**	**$1,181.679**	**$1,159.054**	**$22.625**	**1.9**
Contribution to GASB Fund	$0.525	$0.000	$0.525	-	$2.625	$0.000	$2.625	-
Reimbursable Overhead	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Labor	**$751.695**	**$799.751**	**(48.056)**	**(6.4)**	**$3,096.881**	**$3,161.439**	**(64.558)**	**(2.1)**
Non-Labor :								
Electric Power	$23.340	$21.553	$1.787	7.7	$128.612	$127.147	$1.465	1.1
Fuel	$8.177	$10.439	(2.262)	(27.7)	$43.566	$47.607	(4.041)	(9.3)
Insurance	$14.938	$0.105	$14.833	-	$44.847	$43.046	$1.801	4.0
Claims	$10.031	$17.589	(7.558)	(75.4)	$50.154	$60.864	(10.710)	(21.4)
Paratransit Service Contracts	$36.012	$38.567	(2.555)	(7.1)	$173.841	$171.414	$2.427	1.4
Maintenance and Other Operating Contracts	$22.506	$34.679	(12.173)	(54.1)	$109.802	$120.947	(11.145)	(10.1)
Professional Service Contracts	$17.837	$26.128	(8.291)	(46.5)	$85.766	$84.578	$1.188	1.4
Materials & Supplies	$35.508	$35.539	(0.031)	(0.1)	$178.064	$173.807	$4.257	2.4
Other Business Expenses	$7.054	$7.454	(0.400)	(5.7)	$32.378	$38.797	(6.419)	(19.8)
Non-Labor	**$175.404**	**$192.053**	**(16.649)**	**(9.5)**	**$847.031**	**$868.207**	**(21.176)**	**(2.5)**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenditures before Depreciation and OPEB	**$927.099**	**$991.804**	**(64.705)**	**(7.0)**	**$3,943.912**	**$4,029.646**	**(85.734)**	**(2.2)**
Depreciation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
OPEB Liability	$0.000	$0.000	-	-	$0.000	$0.000	-	-
GASB 68 Pension Adjustment	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenditures	**$927.099**	**$991.804**	**(64.705)**	**(7.0)**	**$3,943.912**	**$4,029.646**	**(85.734)**	**(2.2)**
Net Surplus/(Deficit)	**(414.653)**	**(422.092)**	**(7.439)**	**(1.8)**	**(1,407.095)**	**(1,542.407)**	**(135.312)**	**(9.6)**

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
May 2018
($ in millions)

	MONTH			YEAR TO DATE		
Operating Receipts or Disbursements	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance
Farebox Receipts	7.1	1.8	Mostly the favorable timing of receipts	(28.5)	(1.5)	Mostly adverse weather and continuing lower ridership trends
Other Operating Receipts	6.4	80.1	Due primarily to the favorable timing of student fare reimbursements	26.9	31.8	Due primarily to the favorable timing of NYC paratransit reimbursements
Capital and Other Reimbursements	43.7	40.0	Due largely to the favorable timing of reimbursements	(48.0)	(8.4)	Due largely to the unfavorable timing of reimbursements
Salaries & Wages	(25.3)	(4.9)	Largely higher overtime expenditures	(89.8)	(4.7)	Largely higher overtime expenditures
Health & Welfare (including OPEB current payment)	(23.6)	(20.3)	Due mostly to the unfavorable timing of payments	33.2	5.7	Due mostly to lower rates and vacancies
Insurance	14.8	99.3	Largely the favorable timing of payments			
Paratransit Service Contracts	(2.6)	(7.1)	Due primarily to the cost of increases in taxi/E-Hail trips, partially offset by reduced levels of primary service, and development costs in support of a website APP.	2.4	1.4	Mainly the favorable timing of payments
Maintenance Contracts	(12.2)	(54.1)	Largely higher SAP expenses/payments	(11.1)	(10.1)	Largely higher SAP expenses/payments
Professional Service Contracts	(8.3)	(46.5)	Mainly the unfavorable timing of payments			
Materials & Supplies				4.3	2.4	The favorable timing of payments

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2018 Adopted
Cash Conversion (Cash Flow Adjustments)
May FY18
($ in Millions)

7/09/2018 12:17 PM

	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue								
Farebox Revenue	**$0.000**	**$16.535**	**$16.535**	**-**	**$0.000**	**$26.285**	**$26.285**	**-**
Fare Reimbursment	(9.318)	(3.005)	$6.313	67.7	(34.775)	(34.773)	$0.002	0.0
Paratransit Reimbursment	(12.790)	(12.149)	$0.641	5.0	(25.608)	$4.740	$30.348	-
Other Operating Revenue	(9.312)	(13.909)	(4.597)	(49.4)	(46.560)	(45.824)	$0.736	1.6
Other Revenue	**(31.420)**	**(29.063)**	**$2.357**	**7.5**	**(106.943)**	**(75.857)**	**$31.086**	**29.1**
Capital and Other Reimbursements	$0.000	$45.810	$45.810	-	$0.000	(64.127)	(64.127)	-
Total Revenue	**(31.420)**	**$33.282**	**$64.702**	**-**	**(106.943)**	**(113.699)**	**(6.756)**	**(6.3)**
Expenses								
Labor :								
Payroll	(119.354)	(118.375)	$0.979	0.8	(29.760)	(31.518)	(1.757)	(5.9)
Overtime	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Salaries & Wages	**(119.354)**	**(118.375)**	**$0.979**	**0.8**	**(29.760)**	**(31.518)**	**(1.757)**	**(5.9)**
Health and Welfare	$0.000	(34.261)	(34.261)	-	$0.000	$7.128	$7.128	-
OPEB Current Payment	$0.000	$0.000	$0.000	-	$0.000	(0.194)	(0.194)	-
Pensions	$0.000	$0.012	$0.012	-	$0.000	$0.064	$0.064	-
Other Fringe Benefits	$19.921	$20.152	$0.231	1.2	$101.679	$97.119	(4.560)	(4.5)
Total Fringe Benefits	**$19.921**	**(14.097)**	**(34.018)**	**-**	**$101.679**	**$104.117**	**$2.438**	**2.4**
Contribution to GASB Fund	(0.525)	$0.000	$0.525	-	(2.625)	$0.000	$2.625	-
Reimbursable Overhead	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Labor	**(99.958)**	**(132.472)**	**(32.514)**	**(32.5)**	**$69.294**	**$72.600**	**$3.306**	**4.8**
Non-Labor :								
Electric Power	$0.000	(0.789)	(0.789)	-	$0.000	(2.777)	(2.777)	-
Fuel	$0.000	$1.059	$1.059	-	$0.000	$3.211	$3.211	-
Insurance	(8.606)	$5.655	$14.261	-	(13.885)	(15.799)	(1.914)	(13.8)
Claims	$4.247	(3.311)	(7.558)	-	$21.235	$10.525	(10.710)	(50.4)
Paratransit Service Contracts	$0.000	$0.073	$0.073	-	$0.500	$1.680	$1.180	-
Maintenance and Other Operating Contracts	$0.000	(6.920)	(6.920)	-	$0.000	$9.115	$9.115	-
Professional Service Contracts	$0.000	(6.743)	(6.743)	-	$6.000	$3.420	(2.580)	(43.0)
Materials & Supplies	(3.458)	$0.465	$3.923	-	(18.374)	(8.924)	$9.450	51.4
Other Business Expenses	$0.000	(0.490)	(0.490)	-	$0.000	(1.189)	(1.189)	-
Non-Labor	**(7.817)**	**(11.002)**	**(3.185)**	**(40.7)**	**(4.524)**	**(0.738)**	**$3.786**	**83.7**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenses before Depreciation and OPEB	**(107.775)**	**(143.474)**	**(35.698)**	**(33.1)**	**$64.770**	**$71.862**	**$7.092**	**10.9**
Depreciation	$144.414	$151.526	$7.112	4.9	$710.234	$753.342	$43.108	6.1
OPEB Liability	$0.000	$0.000	$0.000	-	$337.548	$267.063	(70.485)	(20.9)
GASB 68 Pension Adjustment	$0.000	$0.000	$0.000	-	(76.384)	$0.335	$76.719	-
Environmental Remediation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Expenditures	**$36.639**	**$8.052**	**(28.586)**	**(78.0)**	**$1,036.167**	**$1,092.602**	**$56.434**	**5.4**
Total Cash Conversion Adjustments	**$5.219**	**$41.334**	**$36.115**	**-**	**$929.224**	**$978.903**	**$49.678**	**5.3**

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
May 2018

	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
Administration				
Office of the President	33	32	1	
Law	320	295	25	
Office of the EVP	53	43	10	
Human Resources	255	257	(2)	
Office of Management and Budget	43	40	3	
Capital Planning & Budget	35	30	5	
Corporate Communications (1)	188	174	14	
Non-Departmental	(26)	-	(26)	
Labor Relations	102	86	16	
Materiel	241	260	(19)	
Controller	128	119	9	
Total Administration	**1,372**	**1,336**	**36**	
Operations				
Subways Service Delivery	8,629	8,588	41	
Subways Operations Support/Admin	456	479	(23)	
Subways Stations	2,753	2,640	113	Vacancies mainly Station Supervisors & Agents
Sub-total Subways	**11,838**	**11,707**	**131**	
Buses	11,024	11,026	(2)	
Paratransit	213	202	11	
Operations Planning	404	383	21	
Revenue Control (1)	665	624	41	
Non-Departmental	0	0	0	
Total Operations	**24,144**	**23,942**	**202**	
Maintenance				
Subways Operations Support/Admin	186	181	5	
Subways Engineering	397	351	46	
Subways Car Equipment	5,082	5,287	(205)	Excess mainly Car Inspectors
Subways Infrastructure	1,659	1,734	(75)	Mostly excess of Maintainers
Subways Elevators & Escalators	478	434	44	
Subways Stations	3,252	3,315	(63)	Excess mostly Supervisors/Cleaners/Maintainers
Subways Track	3,283	3,222	61	Vacancies mainly Track Workers & Maintainers
Subways Power	664	652	12	
Subways Signals	1,637	1,604	33	
Subways Electronic Maintenance	1,657	1,584	73	Vacancies Mainly Maintainers and PTEs
Sub-total Subways	**18,295**	**18,364**	**(69)**	
Buses	3,684	3,631	53	Vacancies mainly shortage of Maintainers
Supply Logistics	571	570	1	
System Safety	98	94	4	
Non-Departmental	(142)	17	(159)	
Total Maintenance	**22,506**	**22,676**	**(170)**	
Engineering/Capital				
Capital Program Management	1,368	1,411	(43)	
Total Engineering/Capital	**1,368**	**1,411**	**(43)**	
Public Safety				
Security	660	645	15	
Total Public Safety	**660**	**645**	**15**	
Total Positions	**50,050**	**50,010**	**40**	
Non-Reimbursable	44,636	45,074	(438)	
Reimbursable	5,414	4,936	478	
Total Full-Time	49,849	49,772	77	
Total Full-Time Equivalents	201	238	(37)	

1 MetroCard Customer Relations moved from Corporate Communications to Revenue Control (90 Budgeted Positions) effective 2/1/18

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
May 2018

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
Administration (1)				
Managers/Supervisors	506	434	72	
Professional, Technical, Clerical	838	878	(40)	
Operational Hourlies	28	24	4	
Total Administration	**1,372**	**1,336**	**36**	
Operations (1)				
Managers/Supervisors	2,886	2,770	116	
Professional, Technical, Clerical	592	573	19	
Operational Hourlies	20,666	20,599	67	
Total Operations	**24,144**	**23,942**	**202**	
Maintenance				
Managers/Supervisors	4,074	4,045	29	
Professional, Technical, Clerical	1,151	1,055	96	
Operational Hourlies	17,281	17,576	(295)	
Total Maintenance	**22,506**	**22,676**	**(170)**	
Engineering/Capital				
Managers/Supervisors	340	350	(10)	
Professional, Technical, Clerical	1,026	1,059	(33)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	**1,368**	**1,411**	**(43)**	
Public Safety				
Managers/Supervisors	281	273	8	
Professional, Technical, Clerical	42	39	3	
Operational Hourlies	337	333	4	
Total Public Safety	**660**	**645**	**15**	
Total Positions				
Managers/Supervisors	8,087	7,872	215	
Professional, Technical, Clerical	3,649	3,604	45	
Operational Hourlies	38,314	38,534	(220)	
Total Positions	**50,050**	**50,010**	**40**	

1 MetroCard Customer Relations moved from Corporate Communications to Revenue Control (90 Budgeted Positions) effective 2/1/18

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

	May						May Year-to-Date					
	Adopted		Actuals		Var. - Fav./(Unfav)		Adopted		Actuals		Var. - Fav./(Unfav)	
NON-REIMBURSABLE OVERTIME	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$
Scheduled Service	387,216	$12.808	391,993	$12.957	(4,777)	($0.149) -1.2%	1,878,995	$61.722	1,788,039	$59.119	90,955	$2.604 4.2%
Unscheduled Service	311,505	$10.549	698,318	$20.095	(386,813)	($9.545) -90.5%	1,547,176	$51.973	2,618,548	$74.570	(1,071,372)	($22.597) -43.5%
Programmatic/Routine Maintenance	347,734	$12.378	786,064	$27.763	(438,331)	($15.385) *	1,707,566	$60.227	2,607,094	$93.231	(899,528)	($33.004) -54.8%
Vacancy/Absentee Coverage	52,303	$1.703	75,032	$2.918	(22,730)	($1.215) -71.3%	261,517	$8.450	638,239	$22.530	(376,722)	($14.080) *
Weather Emergencies	5,200	$0.154	11,713	$0.400	(6,513)	($0.246) *	408,015	$13.433	1,012,117	$33.474	(604,103)	($20.042) *
Safety/Security/Law Enforcement	9,676	$0.288	7,784	$0.223	1,892	$0.065 22.5%	48,390	$1.428	44,476	$1.296	3,914	$0.132 9.2%
Other	13,257	$1.657	20,133	$0.765	(6,877)	$0.892 53.8%	67,394	$1.105	94,891	$2.039	(27,497)	($0.935) -84.6%
Subtotal	1,126,890	$39.538	1,991,038	$65.121	(864,148)	($25.583) -64.7%	5,919,052	$198.338	8,803,405	$286.260	(2,884,352)	($87.922) -44.3%
REIMBURSABLE OVERTIME	297,351	$9.155	420,742	$14.831	(123,391)	($5.676) -62.0%	1,487,640	$52.601	2,176,508	$76.591	(688,869)	($23.990) -45.6%
TOTAL OVERTIME	**1,424,241**	**$48.692**	**2,411,780**	**$79.952**	**(987,539)**	**($31.259)** -64.2%	**7,406,692**	**$250.939**	**10,979,913**	**$362.850**	**(3,573,221)**	**($111.911)** -44.6%

Totals may not add due to rounding
NOTE: Percentages are based on each type of overtime and not on total overtime.
* Exceeds 100%

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

	May			May Year-to-Date		
	Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
NON-REIMBURSABLE OVERTIME	**Hours**	**$**	**Explanations**	**Hours**	**$**	**Explanations**
Scheduled Service	(4,777)	($0.1)		90,955	$2.6	
		.6%			(3.0%)	
Unscheduled Service	(386,813)	($9.5)	Unfavorable variance due to subway service delays	(1,071,372)	($22.6)	Unfavorable variance due to subway service delays and $2.8M overrun in SAP.
		37.3%			25.7%	
Programmatic/Routine Maintenance	(438,331)	($15.4)	Unfavorable variance mainly due to SAP project cost overruns for Water Management, Drain Cleaning, Accelerated Track Defect Repairs, Power Reliability, Station Environment Initiative, and Improved Car Reliability.	(899,528)	($33.0)	Unfavorable variance mainly due to SAP project cost overruns for Water Management, Drain Cleaning, Accelerated Track Defect Repairs, Power Reliability, Station Environment Initiative, and Improved Car Reliability.
		60.1%			37.5%	
Vacancy/Absentee Coverage	(22,730)	($1.2)	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Bus dispatchers and Track and Signal hourly employees	(376,722)	($14.1)	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Bus dispatchers and Track and Signal hourly employees
		4.7%			16.0%	
Weather Emergencies	(6,513)	($0.2)		(604,103)	($20.0)	Unfavorable variance mainly due to winter storm activity in January, March and April.
		1.0%			22.8%	
Safety/Security/Law Enforcement	1,892	$0.1		3,914	$0.1	
		(0.3%)			(0.1%)	
Other	(6,877)	$0.9		(27,497)	($0.9)	
		(3.5%)			1.1%	
Subtotal	(864,148)	($25.6)		(2,884,352)	($87.9)	
		81.8%			78.6%	
REIMBURSABLE OVERTIME	(123,391)	($5.7)	Unfavorable variance mainly due to vacancy/absentee Coverage and additional Capital support	(688,869)	($24.0)	Unfavorable variance mainly due to $4.5M Year End rollover expense re-classed from NR to RMB, $6M related to Vacancy/Absentee Coverage and Additional Capital support
		18.2%			21.4%	
TOTAL OVERTIME	**(987,539)**	**($31.3)**		**(3,573,221)**	**($111.9)**	

Totals may not add due to rounding.
NOTE: Percentages are based on each type of overtime and not on total overtime.
* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2018 Overtime Reporting
Overtime Legend

Type	**Definition**
Scheduled Service	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).
Unscheduled Service	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.
Programmatic/Routine Maintenance	*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 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.
Unscheduled Maintenance	Resulting from an extraordinary event (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.
Vacancy/Absentee Coverage	Provides coverage for an absent employee or a vacant position.
Weather Emergencies	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
Safety/Security/Law Enforcement	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
Other	Includes overtime coverage for clerical, administrative positions that are eligible for overtime, and miscellaneous overtime.

Reimbursable Overtime	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

Preliminary May 2018 Report:
Staten Island Railway

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

Summary of Preliminary Financial Results

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

- May 2018 Staten Island Railway ridership of 420,157 riders was 3,160 riders (0.8 percent) above budget. Average weekday ridership of 17,398 riders was 92 riders (0.5 percent) above May 2017.
- Farebox revenue of $0.6 million was essentially equal to budget.
- Operating expenses of $4.4 million were below budget by $0.6 million (12.0 percent).
    - Labor expenses were below budget by $0.5 million (11.6 percent).
    - Non-labor expenses were under budget by $0.1 million (14.1%).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

May 2018

(All data are preliminary and subject to audit)

Total **ridership** in May 2018 was 420,157 riders, 0.8 percent (3,160 riders) above budget. Year-to-date, ridership was 1,917,646 riders, 0.4 percent (7,120 riders) higher than budget. May 2018 average weekday ridership was 17,398 riders, 1.2 percent (213 riders) higher than May 2017. Average weekday ridership for the twelve months ending March 2018 was 16,460 riders, 2.1 percent (344 riders) above the previous twelve-month period.

Operating revenue of $1.0 million in May was $0.1 million (12.0 percent) above the Adopted Budget (budget). Year-to-date, operating revenue of $4.1 million was $0.1 million (3.2 percent) over budget.

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were lower than budget in May by $0.6 million (12.0 percent).

- Labor expenses were under budget by $0.5 million (11.6 percent), due primarily to lower payroll expenses of $0.3 million (12.8 percent), caused by vacancies and the favorable timing of expenses. Health & welfare/OPEB current expenses underran by $0.2 million (23.5 percent), due also to vacancies and the favorable timing of expenses. Other fringe benefits were below budget by $0.1 million ((20.5 percent), due mainly to vacancies and the timing of expenses. Overtime expenses exceeded budget by $0.1 million (80.9 percent), due to the timing of project work.
- Non-labor expenses underran budget by a net $0.1 million (14.1 percent), due mainly to an underrun in electric power expenses of $0.2 million (61.0 percent), due primarily to the favorable timing of expenses.

Year-to-date, expenses were below budget by a net $0.8 million (3.2 percent).

- Labor costs were lower than budget by net $0.3 million (1.3 percent), including lower payroll expenses of $0.5 million (5.0 percent), due mainly to vacancies and the timing of expenses including interagency charges. Health & welfare/OPEB current expenses underran by $0.8 million (20.7 percent), due to vacancies, favorable rates and the timing of expenses. Overtime expenses were higher by $1.1 million (over 100.0 percent), due mainly to adverse weather and the timing of project requirements
- Non-labor expenses were under by a net $0.5 million (10.8 percent), due essentially to lower maintenance contract expenses of $1.0 million (72.8 percent), resulting from the favorable timing of maintenance project requirements, partly offset by higher electric power expenses of $0.2 million (12.0 percent), driven by adverse weather. Materials & supplies expense were also over by $0.2 million (24.0 percent), due to the unfavorable timing of maintenance material requirements.

Depreciation expenses of $4.9 million year-to-date were above budget by $1.5 million (42.5 percent), as year-end updates of additional assets reaching beneficial use were not reflected in the budget. OPEB Liability expenses of $1.9 million were slightly below budget.

The **operating cash deficit** (excluding subsidies) was $23.3 million year-to-date, $3.0 million (14.9 percent) unfavorable to budget, representing the timing of an SIR fleet maintenance payment to New York City Transit Subways budgeted later in the year.

MTA STATEN ISLAND RAILWAY
May - 2018 Adopted
Accrual Statement of Operations By Category
Month - May 2018
($ in Millions)

7/06/2018 02:16 PM

	Nonreimbursable		Var Percent		Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	$0.612	$0.613	$0.002	0.3	$0.000	$0.000	-	-	$0.612	$0.613	$0.002	0.3
Other Revenue	$0.240	$0.340	$0.100	41.8	$0.000	$0.000	-	-	$0.240	$0.340	$0.100	41.8
Capital and Other Reimbursements	$0.000	$0.000	-	-	$0.166	$0.144	(0.022)	(13.4)	$0.166	$0.144	(0.022)	(13.4)
Total Revenue	**$0.852**	**$0.953**	**$0.102**	**12.0**	**$0.166**	**$0.144**	**(0.022)**	**(13.4)**	**$1.018**	**$1.097**	**$0.080**	7.8
Expenses												
Labor :												
Payroll	$2.124	$1.851	$0.273	12.8	$0.043	$0.062	(0.020)	(45.8)	$2.166	$1.913	$0.253	11.7
Overtime	$0.128	$0.232	(0.104)	(80.9)	$0.082	$0.018	$0.065	78.4	$0.211	$0.250	(0.039)	(18.5)
Total Salaries & Wages	**$2.252**	**$2.083**	**$0.169**	**7.5**	**$0.125**	**$0.080**	**$0.045**	**36.0**	**$2.377**	**$2.163**	**$0.214**	9.0
Health and Welfare	$0.544	$0.425	$0.119	21.8	$0.000	$0.000	-	-	$0.544	$0.425	$0.119	21.8
OPEB Current Payment	$0.215	$0.156	$0.059	27.4	$0.000	$0.000	$0.000	-	$0.215	$0.157	$0.059	27.2
Pensions	$0.582	$0.582	$0.000	(0.1)	$0.000	$0.000	-	-	$0.582	$0.582	$0.000	(0.1)
Other Fringe Benefits	$0.469	$0.372	$0.096	20.5	$0.000	$0.000	-	-	$0.469	$0.372	$0.096	20.5
Total Fringe Benefits	**$1.809**	**$1.536**	**$0.273**	**15.1**	**-**	**$0.000**	**$0.000**	**-**	**$1.809**	**$1.536**	**$0.273**	15.1
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(0.041)	(0.063)	$0.022	54.1	$0.041	$0.062	(0.022)	(53.3)	$0.000	$0.000	$0.000	-
Labor	**$4.020**	**$3.556**	**$0.465**	**11.6**	**$0.166**	**$0.143**	**$0.023**	**13.8**	**$4.186**	**$3.699**	**$0.488**	11.6
Non-Labor :												
Electric Power	$0.357	$0.139	$0.218	61.0	$0.000	$0.000	-	-	$0.357	$0.139	$0.218	61.0
Fuel	$0.018	$0.038	(0.020)	-	$0.000	$0.000	-	-	$0.018	$0.038	(0.020)	-
Insurance	$0.099	$0.160	(0.061)	(61.7)	$0.000	$0.000	-	-	$0.099	$0.160	(0.061)	(61.7)
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	$0.261	$0.151	$0.111	42.3	$0.000	$0.000	-	-	$0.261	$0.151	$0.111	42.3
Professional Service Contracts	$0.086	$0.017	$0.070	80.7	$0.000	$0.001	(0.001)	-	$0.086	$0.017	$0.069	79.8
Materials & Supplies	$0.145	$0.301	(0.156)	-	$0.000	$0.000	-	-	$0.145	$0.301	(0.156)	-
Other Business Expenses	$0.003	$0.015	(0.012)	-	$0.000	$0.000	-	-	$0.003	$0.015	(0.012)	-
Non-Labor	**$0.977**	**$0.840**	**$0.137**	**14.1**	**$0.000**	**$0.001**	**(0.001)**	**-**	**$0.977**	**$0.840**	**$0.136**	14.0
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$4.997**	**$4.395**	**$0.602**	**12.0**	**$0.166**	**$0.144**	**$0.022**	**13.4**	**$5.163**	**$4.539**	**$0.624**	12.1
Depreciation	$0.692	$0.991	(0.299)	(43.3)	$0.000	$0.000	-	-	$0.692	$0.991	(0.299)	(43.3)
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 Expenses	**$5.689**	**$5.386**	**$0.303**	**5.3**	**$0.166**	**$0.144**	**$0.022**	**13.4**	**$5.855**	**$5.530**	**$0.325**	5.5
OPERATING SURPLUS/DEFICIT	**(4.837)**	**(4.433)**	**$0.404**	**8.4**	**$0.000**	**$0.000**	**$0.000**	**-**	**(4.837)**	**(4.433)**	**$0.404**	8.4

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 STATEN ISLAND RAILWAY
May - 2018 Adopted
Accrual Statement of Operations By Category
Year-To-Date - May 2018
($ in Millions)

7/06/2018 02:16 PM

	Nonreimbursable		Var Percent		Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	$2.801	$2.821	$0.019	0.7	$0.000	$0.000	-	-	$2.801	$2.821	$0.019	0.7
Other Revenue	$1.166	$1.273	$0.107	9.2	$0.000	$0.000	-	-	$1.166	$1.273	$0.107	9.2
Capital and Other Reimbursements	$0.000	$0.000	-	-	$0.831	$1.152	$0.321	38.6	$0.831	$1.152	$0.321	38.6
Total Revenue	**$3.967**	**$4.094**	**$0.127**	**3.2**	**$0.831**	**$1.152**	**$0.321**	**38.6**	**$4.798**	**$5.246**	**$0.448**	9.3
Expenses												
Labor :												
Payroll	$10.238	$9.730	$0.508	5.0	$0.215	$0.293	(0.078)	(36.5)	$10.453	$10.024	$0.429	4.1
Overtime	$0.866	$1.935	(1.069)	-	$0.412	$0.108	$0.304	73.7	$1.278	$2.043	(0.765)	(59.9)
Total Salaries & Wages	**$11.104**	**$11.665**	**(0.561)**	**(5.1)**	**$0.627**	**$0.402**	**$0.226**	**36.0**	**$11.731**	**$12.067**	**(0.336)**	(2.9)
Health and Welfare	$2.719	$1.987	$0.732	26.9	$0.000	$0.000	-	-	$2.719	$1.987	$0.732	26.9
OPEB Current Payment	$1.077	$1.025	$0.052	4.9	$0.000	$0.002	(0.002)	-	$1.077	$1.027	$0.050	4.6
Pensions	$2.908	$2.910	(0.002)	(0.1)	$0.000	$0.000	-	-	$2.908	$2.910	(0.002)	(0.1)
Other Fringe Benefits	$2.378	$2.432	(0.054)	(2.3)	$0.000	$0.000	-	-	$2.378	$2.432	(0.054)	(2.3)
Total Fringe Benefits	**$9.082**	**$8.354**	**$0.728**	**8.0**	**-**	**$0.002**	**(0.002)**	**-**	**$9.082**	**$8.357**	**$0.726**	8.0
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(0.204)	(0.304)	$0.100	49.0	$0.204	$0.304	(0.100)	(49.3)	$0.000	$0.001	(0.001)	-
Labor	**$19.982**	**$19.715**	**$0.267**	**1.3**	**$0.831**	**$0.708**	**$0.123**	**14.8**	**$20.813**	**$20.424**	**$0.390**	1.9
Non-Labor :												
Electric Power	$1.784	$1.999	(0.215)	(12.0)	$0.000	$0.002	(0.002)	-	$1.784	$2.001	(0.217)	(12.1)
Fuel	$0.091	$0.132	(0.041)	(44.9)	$0.000	$0.000	-	-	$0.091	$0.132	(0.041)	(44.9)
Insurance	$0.494	$0.511	(0.018)	(3.5)	$0.000	$0.000	-	-	$0.494	$0.511	(0.018)	(3.5)
Claims	$0.036	$0.100	(0.064)	-	$0.000	$0.000	-	-	$0.036	$0.100	(0.064)	-
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$1.307	$0.355	$0.952	72.8	$0.000	$0.000	-	-	$1.307	$0.355	$0.952	72.8
Professional Service Contracts	$0.432	$0.187	$0.245	56.6	$0.000	$0.011	(0.011)	-	$0.432	$0.199	$0.233	54.0
Materials & Supplies	$0.727	$0.901	(0.174)	(24.0)	$0.000	$0.431	(0.431)	-	$0.727	$1.332	(0.605)	(83.2)
Other Business Expenses	$0.013	$0.172	(0.159)	-	$0.000	$0.000	-	-	$0.013	$0.172	(0.159)	-
Non-Labor	**$4.884**	**$4.358**	**$0.526**	**10.8**	**$0.000**	**$0.444**	**(0.444)**	**-**	**$4.884**	**$4.802**	**$0.082**	1.7
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$24.866**	**$24.073**	**$0.793**	**3.2**	**$0.831**	**$1.152**	**(0.321)**	**(38.6)**	**$25.697**	**$25.226**	**$0.472**	1.8
Depreciation	$3.458	$4.929	(1.471)	(42.5)	$0.000	$0.000	-	-	$3.458	$4.929	(1.471)	(42.5)
OPEB Liability	$1.875	$1.854	$0.021	1.1	$0.000	$0.000	-	-	$1.875	$1.854	$0.021	1.1
GASB 68 Pension Adjustment	$0.150	(0.213)	$0.363	-	$0.000	$0.000	-	-	$0.150	(0.213)	$0.363	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$30.350**	**$30.644**	**(0.294)**	**(1.0)**	**$0.831**	**$1.152**	**(0.321)**	**(38.6)**	**$31.181**	**$31.796**	**(0.615)**	(2.0)
OPERATING SURPLUS/DEFICIT	**(26.382)**	**(26.550)**	**(0.168)**	**(0.6)**	**$0.000**	**$0.000**	**$0.000**	**-**	**(26.382)**	**(26.550)**	**(0.168)**	(0.6)

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
MAY 2018

		MONTH			YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
Generic Revenue or Expense Category	Non Reimb. or Reimb.	$	%	Reason for Variance	$	%	Reason for Variance
Farebox Revenue	Non Reimb.				0.019	0.7	Higher average fares, due to adverse weather
Other Operating Revenue	Non Reimb.	0.100	41.8	The favorable timing of student fare reimbursements	0.107	9.2	The favorable timing of student fare reimbursements
Payroll	Non Reimb.	0.273	12.8	Vacancies and the favorable timing of expenses	0.508	5.0	Primarily vacancies and the timing of expenses including interagency charges
Overtime	Non Reimb.	(0.104)	(80.9)	Mainly due to the timing of project work	(1.069)	over (100.0)	Mainly adverse weather and the timing of project requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.178	23.5	Vacancies and the favorable timing of expenses	0.784	20.7	Mainly vacancies, favorable rates and the timing of expenses
Other Fringe Benefits	Non Reimb.	0.096	20.5	Vacancies and the timing of expenses	(0.054)	(2.3)	Mostly higher FICA expenses, consistent with higher overtime requirements
Electric Power	Non Reimb.	0.218	61.0	Mostly the favorable timing of expenses	(0.215)	(12.0)	Mostly the impact of adverse weather
Insurance	Non Reimb.	(0.061)	(61.7)	The unfavorable timing of interagency billing	(0.018)	(3.5)	The unfavorable timing of interagency billing
Maintenance & Other Operating Contracts	Non Reimb.	0.111	42.3	Mainly the favorable timing of maintenance project requirements	0.952	72.8	Mainly the favorable timing of maintenance project requirements
Professional Service Contracts	Non Reimb.	0.070	80.7	The favorable timing of expenses	0.245	56.6	The favorable timing of expenses
Materials and Supplies	Non Reimb.	(0.156)	over (100.0)	Primarily the unfavorable timing of maintenance material requirements	(0.174)	(24.0)	Primarily the unfavorable timing of maintenance material requirements
Capital and Other Reimbursements	Reimb.	(0.022)	(13.4)	Timing of contractor requirements	0.321	38.6	Timing of contractor requirements
Payroll	Reimb.	(0.020)	(45.8)	Timing of contractor requirements	(0.078)	(36.5)	Timing of contractor requirements
Overtime	Reimb.	0.065	78.4	Timing of contractor requirements	0.304	73.7	Timing of contractor requirements
Materials & Supplies	Reimb.				(0.431)	n/a	Timing of contractor requirements

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2018 Adopted
Cash Receipts and Expenditures
May FY18
($ in Millions)

7/06/2018 02:22 PM

	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Receipts								
Farebox Revenue	**$0.612**	**$0.563**	**(0.049)**	**(7.9)**	**$2.801**	**$2.763**	**(0.038)**	**(1.4)**
Other Revenue	**$0.240**	**$0.076**	**(0.164)**	**(68.3)**	**$1.166**	**$1.179**	**$0.013**	**1.1**
Capital and Other Reimbursements	$0.166	$0.106	(0.060)	(36.0)	$0.831	$1.213	$0.382	45.9
Total Revenue	**$1.018**	**$0.745**	**(0.272)**	**(26.8)**	**$4.798**	**$5.155**	**$0.357**	**7.4**
Expenditures								
Labor :								
Payroll	$2.166	$3.197	(1.031)	(47.6)	$10.453	$11.587	(1.134)	(10.8)
Overtime	$0.211	$0.210	$0.001	0.5	$1.278	$1.953	(0.675)	(52.8)
Total Salaries & Wages	**$2.377**	**$3.407**	**(1.030)**	**(43.3)**	**$11.731**	**$13.540**	**(1.809)**	**(15.4)**
Health and Welfare	$0.544	$0.789	(0.245)	(45.0)	$2.719	$1.850	$0.869	32.0
OPEB Current Payment	$0.215	$0.085	$0.130	60.6	$1.077	$0.421	$0.656	60.9
Pensions	$0.582	$0.582	$0.000	(0.1)	$2.908	$2.910	(0.002)	(0.1)
Other Fringe Benefits	$0.344	$0.375	(0.031)	(9.0)	$1.753	$1.447	$0.307	17.5
Total Fringe Benefits	**$1.684**	**$1.830**	**(0.146)**	**(8.7)**	**$8.457**	**$6.628**	**$1.829**	**21.6**
Contribution to GASB Fund	$0.004	$0.000	$0.004	-	$0.018	$0.000	$0.018	-
Reimbursable Overhead	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Labor	**$4.065**	**$5.237**	**(1.172)**	**(28.8)**	**$20.206**	**$20.168**	**$0.038**	**0.2**
Non-Labor :								
Electric Power	$0.357	$0.323	$0.034	9.4	$1.784	$2.048	(0.263)	(14.8)
Fuel	$0.018	$0.025	(0.006)	(35.1)	$0.091	$0.079	$0.012	12.9
Insurance	$0.099	$0.000	$0.099	-	$0.494	$0.000	$0.494	-
Claims	$0.007	$0.000	$0.007	-	$0.036	$0.006	$0.031	84.6
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$0.261	$3.215	(2.954)	-	$1.307	$4.062	(2.754)	-
Professional Service Contracts	$0.086	$0.028	$0.058	67.0	$0.432	$0.169	$0.263	60.9
Materials & Supplies	$0.145	$0.110	$0.035	24.2	$0.727	$1.885	(1.158)	-
Other Business Expenses	$0.003	$0.016	(0.014)	-	$0.013	$0.053	(0.041)	-
Non-Labor	**$0.977**	**$3.718**	**(2.741)**	**-**	**$4.884**	**$8.301**	**(3.417)**	**(70.0)**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenditures before Depreciation and OPEB	**$5.042**	**$8.955**	**(3.913)**	**(77.6)**	**$25.090**	**$28.470**	**(3.380)**	**(13.5)**
Depreciation	$0.000	$0.000	$0.000	-	(0.002)	$0.000	(0.002)	-
OPEB Liability	$0.000	$0.000	-	-	$0.000	$0.000	-	-
GASB 68 Pension Adjustment	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenditures	**$5.041**	**$8.955**	**(3.913)**	**(77.6)**	**$25.088**	**$28.470**	**(3.381)**	**(13.5)**
Net Surplus/(Deficit)	**(4.024)**	**(8.210)**	**(4.186)**	**-**	**(20.290)**	**(23.315)**	**(3.025)**	**(14.9)**

Note: Totals may not add due to rounding

Table 5

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
MAY 2018
($ in millions)

	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
Operating Receipts or Disbursements	**$**	**%**	**Reason for Variance**	**$**	**%**	**Reason for Variance**
Farebox Receipts	(0.049)	(7.9)	Primarily the unfavorable timing of cash settlements with NYCT	(0.038)	(1.4)	Primarily the unfavorable timing of cash settlements with NYCT
Other Operating Revenue	(0.164)	(68.3)	Mostly the unfavorable timing of student fare reimbursements			
Salaries & Wages	(1.030)	(43.3)	The unfavorable timing of payments	(1.809)	(15.4)	The unfavorable timing of payments
Health and Welfare (including OPEB current payment)	(0.115)	(15.2)	Mostly the unfavorable timing of payments	1.525	40.2	Mostly the favorable timing of payments and lower expenses
Maintenance Contracts	(2.954)	over (100.0)	The unfavorable timing of planned payments to subways regarding the SMS car fleet maintenance project completed at the end of 2017	(2.754)	over (100.0)	The unfavorable timing of planned payments to subways regarding the SMS car fleet maintenance project completed at the end of 2017
Materials and Supplies				(1.158)	over (100.0)	The unfavorable timing of payments and higher material requirements than projected

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2018 Adopted
Cash Conversion (Cash Flow Adjustments)
May FY18
($ in Millions)

7/06/2018 02:21 PM

	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue								
Farebox Revenue	**$0.000**	**(0.050)**	**(0.050)**	**-**	**$0.000**	**(0.057)**	**(0.057)**	**-**
Other Revenue	**$0.000**	**(0.264)**	**(0.264)**	**-**	**$0.000**	**(0.094)**	**(0.094)**	**-**
Capital and Other Reimbursements	$0.000	(0.038)	(0.038)	-	$0.000	$0.061	$0.061	-
Total Revenue	**$0.000**	**(0.352)**	**(0.352)**	**-**	**$0.000**	**(0.091)**	**(0.091)**	**-**
Expenses								
Labor :								
Payroll	$0.000	(1.284)	(1.284)	-	$0.000	(1.563)	(1.563)	-
Overtime	$0.000	$0.040	$0.040	-	$0.000	$0.090	$0.090	-
Total Salaries & Wages	**-**	**(1.244)**	**(1.244)**	**-**	**-**	**(1.473)**	**(1.473)**	**-**
Health and Welfare	$0.000	(0.364)	(0.364)	-	$0.000	$0.137	$0.137	-
OPEB Current Payment	$0.000	$0.072	$0.072	-	$0.000	$0.606	$0.606	-
Pensions	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Other Fringe Benefits	$0.125	(0.002)	(0.127)	-	$0.625	$0.986	$0.361	57.7
Total Fringe Benefits	**$0.125**	**(0.294)**	**(0.419)**	**-**	**$0.625**	**$1.728**	**$1.103**	**-**
Contribution to GASB Fund	(0.004)	$0.000	$0.004	-	(0.018)	$0.000	$0.018	-
Reimbursable Overhead	$0.000	$0.000	$0.000	-	$0.000	$0.001	$0.001	-
Labor	**$0.122**	**(1.538)**	**(1.660)**	**-**	**$0.608**	**$0.255**	**(0.352)**	**(57.9)**
Non-Labor :								
Electric Power	$0.000	(0.184)	(0.184)	-	$0.000	(0.047)	(0.047)	-
Fuel	$0.000	$0.013	$0.013	-	$0.000	$0.052	$0.052	-
Insurance	$0.000	$0.160	$0.160	-	$0.000	$0.511	$0.511	-
Claims	$0.000	$0.020	$0.020	-	$0.000	$0.094	$0.094	-
Paratransit Service Contracts	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Maintenance and Other Operating Contracts	$0.000	(3.064)	(3.064)	-	$0.000	(3.706)	(3.706)	-
Professional Service Contracts	$0.000	(0.011)	(0.011)	-	$0.000	$0.030	$0.030	-
Materials & Supplies	$0.000	$0.191	$0.191	-	$0.000	(0.553)	(0.553)	-
Other Business Expenses	$0.000	(0.002)	(0.002)	-	$0.000	$0.119	$0.119	-
Non-Labor	**$0.000**	**(2.877)**	**(2.877)**	**-**	**$0.000**	**(3.499)**	**(3.499)**	**-**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenses before Depreciation and OPEB	**$0.122**	**(4.416)**	**(4.537)**	**-**	**$0.608**	**(3.244)**	**(3.851)**	**-**
Depreciation	$0.692	$0.991	$0.299	43.2	$3.460	$4.929	$1.469	42.5
OPEB Liability	$0.000	$0.000	$0.000	-	$1.875	$1.854	(0.021)	(1.1)
GASB 68 Pension Adjustment	$0.000	$0.000	$0.000	-	$0.150	(0.213)	(0.363)	-
Environmental Remediation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Expenditures	**$0.814**	**(3.425)**	**(4.238)**	**-**	**$6.093**	**$3.327**	**(2.766)**	**(45.4)**
Total Cash Conversion Adjustments	**$0.814**	**(3.777)**	**(4.590)**	**-**	**$6.093**	**$3.235**	**(2.857)**	**(46.9)**

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
MAY 2018

Function/Departments	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Executive	13	9	4
General Office	10	14	(4)
Purchasing/Stores	6	3	3
Total Administration	**29**	**26**	**3**
Operations			
Transportation	111	108	3
Total Operations	**111**	**108**	**3**
Maintenance			
Mechanical	52	52	0
Electronics/Electrical	15	14	1
Power/Signals	27	26	1
Maintenance of Way	69	68	1
Infrastructure	26	30	(4)
Total Maintenance	**189**	**190**	**(1)**
Engineering/Capital			
Capital Project Support	14	9	5
Total Engineering Capital	**14**	**9**	**5**
Total Positions	**343**	**333**	**10**
Non-Reimbursable	329	324	5
Reimbursable	14	9	5
Total Full-Time	343	333	10
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
MAY 2018

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	17	14	3	
Professional, Technical, Clerical	12	12	0	
Operational Hourlies	0	0	0	
Total Administration	**29**	**26**	**3**	
Operations				
Managers/Supervisors	9	5	4	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	99	102	(3)	
Total Operations	**111**	**108**	**3**	
Maintenance				
Managers/Supervisors	16	20	(4)	
Professional, Technical, Clerical	6	6	0	
Operational Hourlies	167	164	3	
Total Maintenance	**189**	**190**	**(1)**	
Engineering/Capital (Sandy Recovery)				
Managers/Supervisors	3	3	0	
Professional, Technical, Clerical	2	0	2	
Operational Hourlies	9	6	3	
Total Engineering/Capital	**14**	**9**	**5**	
Total Positions				
Managers/Supervisors	45	42	3	
Professional, Technical, Clerical	23	19	4	
Operational Hourlies	275	272	3	
Total Positions	**343**	**333**	**10**	

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

Month of May

Budget	Actual	Variance Amount	Variance Percent	Explanation
0.417	0.420	0.003	0.8%	

Year-to-Date

1.911	1.918	0.007	0.4%	

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

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

	Month of May				
			Variance		
	2017	2018	Amount	Percent	Explanation
Average Weekday	0.017	0.017	0.000	1.2%	
Average Weekend	0.008	0.008	0.000	2.1%	
	12-Month Rolling Average				
Average Weekday	0.016	0.016	0.000	2.1%	
Average Weekend	0.008	0.008	0.001	9.0%	More weekends with service changes in the prior 12-month period than in the current 12-month period

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

Preliminary May 2018 Report:
Bus Company

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

Summary of Preliminary Financial Results

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

- May 2018 Bus Company ridership of 11.0 million was 0.2 million (1.9 percent) below budget.
- Farebox revenue of $19.2 million was $0.1 million (0.4 percent) under budget.
- Operating expenses of $67.9 million were $0.5 million (0.8 percent) over budget.
    - Labor expenses exceeded budget by a net $0.8 million (1.6 percent), including higher health & welfare/OPEB current expenses of $1.9 million (22.5 percent), partly offset by underruns in other fringe benefits of $0.6 million (10.3 percent) and payroll of $0.469 million (1.9 percent).
    - Non-labor expenses underran by a net $0.3 million (1.6 percent), including favorable results in maintenance contracts of $2.2 million (58.2 percent), and materials & supplies of $1.5 million (27.7 percent), essentially offset by higher public liability claims reserve adjustments of $2.4 million (92.3 percent) and higher fuel expenses of $1.0 million (54.2 percent).

MTA BUS FINANCIAL AND RIDERSHIP REPORT
May 2018

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

Total MTA Bus **ridership** in May 2018 was 11.0 million, 1.9 percent (0.2 million riders) below budget. Year-to-date, ridership was 50.0 million, 5.3 percent (2.8 million riders) below budget. May 2018 average weekday ridership was 419,462, an increase of 1.3 percent (5,464 riders) from May 2017. Average weekday ridership for the twelve months ending May 2018 was 392,608, a decrease of 4.8 percent (19,778 riders) from the twelve months ending May 2017.

Operating revenue was $21.3 million in May, $0.2 million (1.0 percent) above budget, due mostly to a favorable prior period advertising revenue adjustment. Year-to-date, operating revenue was $97.1 million, below budget by $2.8 million (2.8 percent), caused mainly by lower ridership resulting primarily from adverse weather.

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were $67.9 million in May, below budget by $0.5 million (0.8 percent).

- Labor expenses were higher than budget by a net $0.8 million (1.6 percent), including an overrun in health & welfare/OPEB current expenses of $1.9 million (22.5 percent), due to the timing of expenses. Overtime expenses overran by $0.3 million (4.8 percent), caused principally by vacancies, shuttles and traffic. Other fringe benefits were favorable by $0.6 million (10.3 percent), driven by prior period reimbursements of interagency staffing.
- Non-labor expenses were under budget by a net $0.3 million (1.6 percent). Maintenance contract expenses were under budget by $2.2 million (58.2 percent), caused by the timing of the Shop Program, Bus Technology and Select Bus Service (SBS) route rollouts. Materials & Supplies Expenses were under by $1.5 million (27.7 percent), due to the timing of the New Fare Payment system and also SBS Route rollouts. These results were mostly offset by public liability claims additional reserve requirements of $2.4 million (92.3 percent), based on current actuarial data, and higher fuel costs of $1.0 million (54.2 percent).

Year-to-date, expenses were below budget by $5.4 million (1.7 percent).

- Labor expenses were under budget by $2.8 million (1.2 percent), due primarily to an underrun in other fringe benefit expenses of $2.9 million (10.1 percent), due to prior period reimbursements of interagency staffing.
- Non-labor expenses were below budget by $2.6 million (3.1 percent). This net result was driven primarily by the same causal factors described in the non-labor month section above, with the applicable four account variances presented as follows: maintenance contracts-favorable $7.0 million (39.0 percent); materials & supplies-favorable $8.5 million (32.5 percent), mostly offset by claims expenses with an unfavorable $12.6 million and higher fuel expenses of $2.4 million (25.8 percent).

Year-to-date, depreciation expenses of $22.3 million were close to budget. Other Post-Employment Benefit expenses were favorable to budget by $12.2 million (29.2 percent).

The **operating cash deficit** (excluding subsidies) year-to-date was $201.6 million, $14.8 million (6.8 percent) favorable to budget.

MTA BUS COMPANY
May - 2018 Adopted
Accrual Statement of Operations By Category
Month - May 2018
($ in Millions)

7/11/2018 02:28 PM

	Nonreimbursable		Var Percent		Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	$19.266	$19.195	(0.072)	(0.4)	$0.000	$0.000	-	-	$19.266	$19.195	(0.072)	(0.4)
Other Revenue	$1.781	$2.058	$0.276	15.5	$0.000	$0.000	-	-	$1.781	$2.058	$0.276	15.5
Capital and Other Reimbursements	$0.000	$0.000	-	-	$0.517	$0.526	$0.009	1.7	$0.517	$0.526	$0.009	1.7
Total Revenue	**$21.048**	**$21.252**	**$0.205**	**1.0**	**$0.517**	**$0.526**	**$0.009**	**1.7**	**$21.565**	**$21.778**	**$0.214**	1.0
Expenses												
Labor :												
Payroll	$24.871	$24.402	$0.469	1.9	$0.237	$0.327	(0.090)	(38.0)	$25.108	$24.729	$0.379	1.5
Overtime	$5.976	$6.260	(0.284)	(4.8)	$0.000	$0.000	-	-	$5.976	$6.260	(0.284)	(4.8)
Total Salaries & Wages	**$30.846**	**$30.661**	**$0.185**	**0.6**	**$0.237**	**$0.327**	**(0.090)**	**(38.0)**	**$31.083**	**$30.988**	**$0.095**	0.3
Health and Welfare	$5.962	$8.412	(2.450)	(41.1)	$0.097	$0.000	$0.097	-	$6.059	$8.412	(2.353)	(38.8)
OPEB Current Payment	$2.414	$1.847	$0.566	23.5	$0.000	$0.000	-	-	$2.414	$1.847	$0.566	23.5
Pensions	$4.622	$4.539	$0.083	1.8	$0.044	$0.000	$0.044	-	$4.666	$4.539	$0.127	2.7
Other Fringe Benefits	$6.086	$5.458	$0.628	10.3	$0.043	$0.000	$0.043	-	$6.128	$5.458	$0.671	10.9
Total Fringe Benefits	**$19.083**	**$20.256**	**(1.173)**	**(6.1)**	**$0.184**	**-**	**$0.184**	**-**	**$19.267**	**$20.256**	**(0.989)**	(5.1)
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	$0.000	(0.199)	$0.199	-	$0.000	$0.199	(0.199)	-	$0.000	$0.000	$0.000	-
Labor	**$49.929**	**$50.718**	**(0.789)**	**(1.6)**	**$0.421**	**$0.526**	**(0.105)**	**(24.9)**	**$50.350**	**$51.244**	**(0.894)**	(1.8)
Non-Labor :												
Electric Power	$0.188	$0.136	$0.051	27.4	$0.000	$0.000	-	-	$0.188	$0.136	$0.051	27.4
Fuel	$1.902	$2.932	(1.030)	(54.1)	$0.000	$0.000	-	-	$1.902	$2.932	(1.030)	(54.1)
Insurance	$0.571	$0.476	$0.095	16.6	$0.000	$0.000	-	-	$0.571	$0.476	$0.095	16.6
Claims	$2.600	$5.000	(2.400)	(92.3)	$0.000	$0.000	-	-	$2.600	$5.000	(2.400)	(92.3)
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$3.747	$1.566	$2.181	58.2	$0.021	$0.000	$0.021	-	$3.768	$1.566	$2.202	58.4
Professional Service Contracts	$2.605	$2.820	(0.215)	(8.2)	$0.000	$0.060	(0.060)	-	$2.605	$2.880	(0.274)	(10.5)
Materials & Supplies	$5.439	$3.931	$1.508	27.7	$0.075	$0.003	$0.072	96.1	$5.514	$3.934	$1.580	28.7
Other Business Expenses	$0.444	$0.293	$0.151	33.9	$0.000	$0.000	-	-	$0.444	$0.293	$0.151	33.9
Non-Labor	**$17.496**	**$17.155**	**$0.341**	**2.0**	**$0.096**	**$0.063**	**$0.033**	**34.7**	**$17.592**	**$17.217**	**$0.375**	2.1
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$67.426**	**$67.873**	**(0.448)**	**(0.7)**	**$0.517**	**$0.589**	**(0.072)**	**(13.8)**	**$67.943**	**$68.462**	**(0.519)**	(0.8)
Depreciation	$4.713	$4.414	$0.300	6.4	$0.000	$0.000	-	-	$4.713	$4.414	$0.300	6.4
OPEB Liability	$8.687	$5.200	$3.487	40.1	$0.000	$0.000	-	-	$8.687	$5.200	$3.487	40.1
GASB 68 Pension Adjustment	$3.955	$0.000	$3.955	-	$0.000	$0.000	-	-	$3.955	$0.000	$3.955	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$84.781**	**$77.487**	**$7.294**	**8.6**	**$0.517**	**$0.589**	**(0.072)**	**(13.8)**	**$85.298**	**$78.076**	**$7.223**	8.5
OPERATING SURPLUS/DEFICIT	**(63.734)**	**(56.235)**	**$7.499**	**11.8**	**$0.000**	**(0.063)**	**(0.063)**	**-**	**(63.734)**	**(56.297)**	**$7.436**	11.7

Note: Totals may not add due to rounding

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

MTA BUS COMPANY
May - 2018 Adopted
Accrual Statement of Operations By Category
Year-To-Date - May 2018
($ in Millions)

7/11/2018 02:28 PM

	Nonreimbursable			Var Percent	Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	$91.409	$88.552	(2.856)	(3.1)	$0.000	$0.000	-	-	$91.409	$88.552	(2.856)	(3.1)
Other Revenue	$8.530	$8.552	$0.022	0.3	$0.000	$0.000	-	-	$8.530	$8.552	$0.022	0.3
Capital and Other Reimbursements	$0.000	$0.000	-	-	$2.475	$2.544	$0.069	2.8	$2.475	$2.544	$0.069	2.8
Total Revenue	**$99.938**	**$97.104**	**(2.834)**	**(2.8)**	**$2.475**	**$2.544**	**$0.069**	**2.8**	**$102.414**	**$99.648**	**(2.766)**	(2.7)
Expenses												
Labor :												
Payroll	$119.092	$118.995	$0.097	0.1	$1.134	$1.582	(0.448)	(39.5)	$120.227	$120.577	(0.350)	(0.3)
Overtime	$28.982	$29.033	(0.051)	(0.2)	$0.000	$0.000	-	-	$28.982	$29.033	(0.051)	(0.2)
Total Salaries & Wages	**$148.075**	**$148.028**	**$0.047**	**0.0**	**$1.134**	**$1.582**	**(0.448)**	**(39.5)**	**$149.209**	**$149.610**	**(0.401)**	(0.3)
Health and Welfare	$28.550	$33.212	(4.662)	(16.3)	$0.466	$0.000	$0.466	-	$29.016	$33.212	(4.196)	(14.5)
OPEB Current Payment	$11.557	$8.515	$3.042	26.3	$0.000	$0.000	-	-	$11.557	$8.515	$3.042	26.3
Pensions	$22.130	$21.637	$0.494	2.2	$0.211	$0.000	$0.211	-	$22.341	$21.637	$0.705	3.2
Other Fringe Benefits	$29.140	$26.202	$2.938	10.1	$0.206	$0.000	$0.206	-	$29.346	$26.202	$3.144	10.7
Total Fringe Benefits	**$91.378**	**$89.565**	**$1.812**	**2.0**	**$0.882**	**-**	**$0.882**	**-**	**$92.260**	**$89.565**	**$2.695**	2.9
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	$0.000	(0.962)	$0.962	-	$0.000	$0.962	(0.962)	-	$0.000	$0.000	$0.000	-
Labor	**$239.453**	**$236.631**	**$2.821**	**1.2**	**$2.017**	**$2.544**	**(0.528)**	**(26.2)**	**$241.469**	**$239.175**	**$2.294**	0.9
Non-Labor :												
Electric Power	$0.898	$0.842	$0.056	6.3	$0.000	$0.000	-	-	$0.898	$0.842	$0.056	6.3
Fuel	$9.110	$11.459	(2.349)	(25.8)	$0.000	$0.000	-	-	$9.110	$11.459	(2.349)	(25.8)
Insurance	$2.732	$2.389	$0.343	12.6	$0.000	$0.000	-	-	$2.732	$2.389	$0.343	12.6
Claims	$12.451	$25.000	(12.549)	-	$0.000	$0.000	-	-	$12.451	$25.000	(12.549)	-
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$17.943	$10.941	$7.003	39.0	$0.099	$0.000	$0.099	-	$18.042	$10.941	$7.102	39.4
Professional Service Contracts	$12.475	$11.529	$0.946	7.6	$0.000	$0.060	(0.060)	-	$12.475	$11.588	$0.886	7.1
Materials & Supplies	$26.045	$17.564	$8.481	32.6	$0.360	$0.013	$0.347	96.3	$26.405	$17.577	$8.828	33.4
Other Business Expenses	$2.127	$1.420	$0.706	33.2	$0.000	$0.000	-	-	$2.127	$1.420	$0.706	33.2
Non-Labor	**$83.780**	**$81.143**	**$2.637**	**3.1**	**$0.459**	**$0.073**	**$0.386**	**84.1**	**$84.239**	**$81.216**	**$3.023**	3.6
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$323.233**	**$317.774**	**$5.459**	**1.7**	**$2.475**	**$2.617**	**(0.142)**	**(5.7)**	**$325.708**	**$320.391**	**$5.317**	1.6
Depreciation	$22.570	$22.273	$0.297	1.3	$0.000	$0.000	-	-	$22.570	$22.273	$0.297	1.3
OPEB Liability	$41.597	$29.430	$12.167	29.2	$0.000	$0.000	-	-	$41.597	$29.430	$12.167	29.2
GASB 68 Pension Adjustment	$18.940	$0.000	$18.940	-	$0.000	$0.000	-	-	$18.940	$0.000	$18.940	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$406.340**	**$369.478**	**$36.862**	**9.1**	**$2.475**	**$2.617**	**(0.142)**	**(5.7)**	**$408.815**	**$372.095**	**$36.721**	9.0
OPERATING SURPLUS/DEFICIT	**(306.402)**	**(272.374)**	**$34.028**	**11.1**	**$0.000**	**(0.073)**	**(0.073)**	**-**	**(306.402)**	**(272.447)**	**$33.955**	11.1

Note: Totals may not add due to rounding

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

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2018 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
($ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	May 2018 Favorable (Unfavorable) Variance $	May 2018 Favorable (Unfavorable) Variance %	May 2018 Reason for Variance	Year-To-Date Favorable (Unfavorable) Variance $	Year-To-Date Favorable (Unfavorable) Variance %	Year-To-Date Reason for Variance
Farebox Revenue	NR	$ (0.071)	(0.4)	Lower ridership	$ (2.857)	(3.1)	Lower ridership due to adverse winter weather
Other Operating Revenue	NR	$ 0.277	15.5	Receipt of advertising revenue for prior period	$ 0.022	0.3	(a)
Capital and Other Reimbursements	R	$ 0.009	1.7	(a)	$ 0.069	2.8	(a)
Total Revenue Variance		**$ 0.214**	**1.0**		**$ (2.766)**	**(2.7)**	
Payroll	NR	$ 0.469	1.9	Vacancies	$ 0.097	0.1	(a)
Overtime	NR	$ (0.284)	(4.8)	Vacancies, shuttles and traffic, offset by timing of bus technology	$ (0.051)	(0.2)	(a)
Health and Welfare	NR	$ (2.450)	(29.3)	Timing of expenses	$ (4.663)	(16.3)	Timing of expenses
OPEB Current Payment	NR	$ 0.567	23.5	Timing of expenses	$ 3.042	26.3	Timing of expenses
Pension	NR	$ 0.083	1.8	(a)	$ 0.495	2.2	Timing of expenses
Other Fringe Benefits	NR	$ 0.628	10.3	Prior period reimbursements of interagency staffing	$ 2.939	10.1	Prior period reimbursements of interagency staffing
Reimbursable Overhead	NR	$ 0.199	-	Not budgeted	$ 0.963	-	Not budgeted
Electric Power	NR	$ 0.052	27.7	(a)	$ 0.057	27.7	(a)
Fuel	NR	$ (1.030)	(54.2)	Higher fuel cost for diesel and CNG fuels	$ (2.350)	(25.8)	Higher fuel cost for diesel and CNG fuels
Insurance	NR	$ 0.095	16.6	(a)	$ 0.344	12.6	Timing of expenses
Claims	NR	$ (2.400)	(92.3)	Based on revised actuarial evaluation	$ (12.550)	*	Based on revised actuarial evaluation
Maintenance and Other Operating Contracts	NR	$ 2.181	58.2	Timing of Shop program, bus technology and SBS rollouts	$ 7.002	39.0	Timing of Shop program, bus technology and SBS rollouts
Professional Service Contracts	NR	$ (0.275)	(10.6)	Mainly due to timing of interagency billing	$ 0.886	7.1	Mainly due to timing of interagency billing
Materials & Supplies	NR	$ 1.505	27.7	Timing of new fare payment system and SBS routes rollouts	$ 8.468	32.5	Timing of new fare payment system and SBS routes rollouts
Other Business Expense	NR	$ 0.151	34.0	Timing of AFC fees and other Misc. expenses	$ 0.706	33.2	Timing of AFC fees and other Misc. expenses
Depreciation	NR	$ 0.299	6.4	Non cash expense	$ 0.297	1.3	Non cash expense
Other Post Employment Benefits	NR	$ 3.487	40.1	Non cash expense	$ 12.167	29.2	Non cash expense
GASB 68 Pension Adjustment		$ 3.955	100.0	Non cash expense	$ 18.940	100.0	Non cash expense
Payroll	R	$ (0.090)	(38.0)	Timing of charges	$ (0.447)	(39.3)	Timing of charges
Health and Welfare	R	$ 0.097	100.0	Timing of charges	$ 0.465	100.0	Timing of charges.
Pension	R	$ 0.044	100.0		$ 0.211	100.0	
Other Fringe Benefits	R	$ 0.043	100.0		$ 0.206	100.0	
Maintenance and Other Operating Contracts	R	$ 0.021	*	Timing of charges	$ 0.099	*	Timing of charges
Materials & Supplies	R	$ 0.075	*	Timing of charges	$ 0.360	*	Timing of charges
Total Expense Variance		**$ 7.222**	**8.5**		**$ 36.720**	**9.0**	
Net Variance		**$ 7.436**	**11.7**		**$ 33.954**	**11.1**	

(a) - Variance less than 100K

MTA BUS COMPANY
February Financial Plan - 2018 Adopted
Cash Receipts and Expenditures
May FY18
($ in Millions)

7/11/2018 02:31 PM

	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Receipts								
Farebox Revenue	**$19.266**	**$21.365**	**$2.099**	**10.9**	**$91.409**	**$90.558**	**(0.851)**	**(0.9)**
Other Revenue	**$1.711**	**$0.828**	**(0.883)**	**(51.6)**	**$8.557**	**$4.424**	**(4.133)**	**(48.3)**
Capital and Other Reimbursements	$0.670	$0.698	$0.028	4.2	$3.351	$2.469	(0.882)	(26.3)
Total Revenue	**$21.648**	**$22.891**	**$1.243**	**5.7**	**$103.316**	**$97.451**	**(5.865)**	**(5.7)**
Expenditures								
Labor :								
Payroll	$22.106	$20.715	$1.391	6.3	$121.585	$112.555	$9.030	7.4
Overtime	$5.976	$6.260	(0.284)	(4.8)	$28.982	$29.033	(0.051)	(0.2)
Total Salaries & Wages	**$28.082**	**$26.975**	**$1.107**	**3.9**	**$150.568**	**$141.588**	**$8.980**	**6.0**
Health and Welfare	$5.786	$8.955	(3.169)	(54.8)	$28.930	$34.395	(5.465)	(18.9)
OPEB Current Payment	$2.319	$1.847	$0.472	20.3	$11.594	$9.174	$2.420	20.9
Pensions	$4.468	$4.539	(0.071)	(1.6)	$22.340	$21.386	$0.954	4.3
Other Fringe Benefits	$4.267	$4.217	$0.050	1.2	$23.471	$20.192	$3.279	14.0
Total Fringe Benefits	**$16.840**	**$19.558**	**(2.718)**	**(16.1)**	**$86.334**	**$85.147**	**$1.187**	**1.4**
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	$0.000	$0.000	-	-	$0.000	$0.297	(0.297)	-
Labor	**$44.922**	**$46.533**	**(1.611)**	**(3.6)**	**$236.902**	**$227.032**	**$9.870**	**4.2**
Non-Labor :								
Electric Power	$0.180	$0.136	$0.044	24.5	$0.901	$0.841	$0.060	6.6
Fuel	$1.828	$3.021	(1.193)	(65.3)	$9.139	$11.553	(2.414)	(26.4)
Insurance	$0.548	$0.000	$0.548	-	$2.741	$0.000	$2.741	-
Claims	$2.154	$0.980	$1.174	54.5	$10.767	$8.466	$2.301	21.4
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$3.620	$2.840	$0.780	21.5	$18.099	$17.209	$0.890	4.9
Professional Service Contracts	$2.503	$2.593	(0.090)	(3.6)	$12.514	$9.842	$2.672	21.4
Materials & Supplies	$5.298	$4.601	$0.697	13.2	$26.489	$22.583	$3.906	14.7
Other Business Expenses	$0.427	$0.409	$0.018	4.1	$2.133	$1.534	$0.599	28.1
Non-Labor	**$16.557**	**$14.580**	**$1.977**	**11.9**	**$82.783**	**$72.028**	**$10.755**	**13.0**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenditures before Depreciation and OPEB	**$61.479**	**$61.113**	**$0.366**	**0.6**	**$319.685**	**$299.060**	**$20.625**	**6.5**
Depreciation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
OPEB Liability	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
GASB 68 Pension Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenditures	**$61.479**	**$61.113**	**$0.366**	**0.6**	**$319.685**	**$299.060**	**$20.625**	**6.5**
Net Surplus/(Deficit)	**(39.831)**	**(38.222)**	**$1.609**	**4.0**	**(216.369)**	**(201.609)**	**$14.760**	**6.8**

Note: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2018 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS

($ in millions)

	May 2018			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
Operating Receipts or Disbursements	$	%		$	%	
Farebox Revenue	$ 2.099	10.9	Receipts from prior periods	$ (0.850)	(0.9)	Lower ridership due to adverse winter weather
Other Operating Revenue	(0.883)	(51.6)	Timing of students reimbursements	(4.131)	(48.3)	Timing of students reimbursements
Capital and Other Reimbursements	0.028	4.2	(a)	(0.881)	(26.3)	Timing of reimbursement receipts
Total Receipts	**$ 1.244**	**5.7**		**$ (5.863)**	**(5.7)**	
Payroll	$ 1.391	6.3	Reimbursement of interagency receipts from prior periods and RWA	$ 9.029	7.4	Reimbursement of interagency receipts from prior periods and RWA
Overtime	(0.284)	(4.7)	Vacancies, shuttles and traffic, offset by timing of bus technology	(0.051)	(0.2)	(a)
Health and Welfare	(3.169)	(54.8)	Timing of expenses	(5.465)	(18.9)	Timing of expenses
OPEB Current Payment	0.472	20.4	Timing of expenses	2.420	20.9	Timing of expenses
Pension	(0.071)	(1.6)	(a)	0.954	4.3	(a)
Other Fringe Benefits	0.050	1.2	(a)	3.277	14.0	(a)
Reimbursable Overhead	-	-		(0.297)	-	Not budgeted
Electric Power	0.044	24.4	(a)	0.059	6.6	(a)
Fuel	(1.193)	(65.3)	Higher fuel cost for diesel and CNG fuels	(2.413)	(26.4)	Higher fuel cost for diesel and CNG fuels
Insurance	0.548	100.0	Timing of payments	2.740	100.0	Timing of payments
Claims	1.173	54.5	Lower Claim payments	2.299	21.4	Lower Claim payments
Maintenance and Other Operating Contracts	0.780	21.5	Timing of Shop program, bus technology and SBS rollouts	0.891	4.9	Timing of Shop program, bus technology and SBS rollouts
Professional Service Contracts	(0.090)	(3.6)	(a)	2.673	21.4	Timing of inter-agency billing
Materials & Supplies	0.697	13.2	Mainly due to lower general maintenance material expenses and timing of SBS rollouts	3.906	14.7	Mainly due to lower general maintenance material expenses and timing of SBS rollouts
Other Business Expenditure	0.018	4.2	(a)	0.601	28.1	Timing of expenses
Total Expenditures	**$ 0.367**	**0.6**		**$ 20.624**	**6.5**	
Net Cash Variance	**$ 1.611**	**4.0**		**$ 14.761**	**6.8**	

(a) - Variance less than 100K

MTA BUS COMPANY
February Financial Plan - 2018 Adopted
Cash Conversion (Cash Flow Adjustments)
May FY18
($ in Millions)

7/11/2018 02:30 PM

	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue								
Farebox Revenue	**$0.000**	**$2.170**	**$2.170**	**-**	**$0.000**	**$2.006**	**$2.006**	**-**
Other Revenue	**(0.070)**	**(1.230)**	**(1.160)**	**-**	**$0.027**	**(4.128)**	**(4.155)**	**-**
Capital and Other Reimbursements	$0.153	$0.172	$0.019	12.3	$0.875	(0.075)	(0.951)	-
Total Revenue	**$0.083**	**$1.113**	**$1.029**	**-**	**$0.903**	**(2.197)**	**(3.100)**	**-**
Expenses								
Labor :								
Payroll	$3.001	$4.014	$1.012	33.7	(1.358)	$8.022	$9.381	-
Overtime	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Salaries & Wages	**$3.001**	**$4.013**	**$1.012**	**33.7**	**-**	**$8.022**	**$9.380**	**-**
Health and Welfare	$0.274	(0.543)	(0.816)	-	$0.086	(1.183)	(1.269)	-
OPEB Current Payment	$0.095	$0.000	(0.095)	-	(0.037)	(0.659)	(0.623)	-
Pensions	$0.198	$0.000	(0.198)	-	$0.002	$0.251	$0.249	-
Other Fringe Benefits	$1.861	$1.241	(0.620)	(33.3)	$5.875	$6.010	$0.135	2.3
Total Fringe Benefits	**$2.427**	**$0.698**	**(1.729)**	**(71.2)**	**$5.926**	**$4.418**	**(1.508)**	**(25.4)**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	$0.000	$0.000	$0.000	-	$0.000	(0.297)	(0.297)	-
Labor	**$5.428**	**$4.711**	**(0.717)**	**(13.2)**	**$4.567**	**$12.143**	**$7.576**	**-**
Non-Labor :								
Electric Power	$0.007	$0.000	(0.007)	(98.6)	(0.003)	$0.001	$0.004	-
Fuel	$0.075	(0.089)	(0.164)	-	(0.029)	(0.094)	(0.065)	-
Insurance	$0.022	$0.476	$0.454	-	(0.009)	$2.389	$2.398	-
Claims	$0.447	$4.020	$3.573	-	$1.683	$16.534	$14.851	-
Paratransit Service Contracts	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Maintenance and Other Operating Contracts	$0.148	(1.274)	(1.422)	-	(0.057)	(6.268)	(6.211)	-
Professional Service Contracts	$0.102	$0.287	$0.184	-	(0.040)	$1.746	$1.786	-
Materials & Supplies	$0.217	(0.667)	(0.883)	-	(0.084)	(5.006)	(4.922)	-
Other Business Expenses	$0.018	(0.116)	(0.133)	-	(0.006)	(0.114)	(0.107)	-
Non-Labor	**$1.035**	**$2.637**	**$1.602**	**-**	**$1.456**	**$9.188**	**$7.732**	**-**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenses before Depreciation and OPEB	**$6.464**	**$7.349**	**$0.885**	**13.7**	**$6.023**	**$21.331**	**$15.308**	**-**
Depreciation	$4.713	$4.414	(0.300)	(6.4)	$22.570	$22.273	(0.297)	(1.3)
OPEB Liability	$8.687	$5.200	(3.487)	(40.1)	$41.597	$29.430	(12.167)	(29.2)
GASB 68 Pension Adjustment	$3.955	$0.000	(3.955)	-	$18.940	$0.000	(18.940)	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenditures	**$23.819**	**$16.963**	**(6.857)**	**(28.8)**	**$89.130**	**$73.035**	**(16.096)**	**(18.1)**
Total Cash Conversion Adjustments	**$23.903**	**$18.075**	**(5.827)**	**(24.4)**	**$90.033**	**$70.838**	**(19.195)**	**(21.3)**

Note: Totals may not add due to rounding

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

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2018 ADOPTED BUDGET
Utilization
(In millions)

	May 2018			Year-to-date as of May 2018		
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
Farebox Revenue						
Fixed Route	$ 19.266	$ 19.195	$ (0.071)	$ 91.409	$ 88.552	$ (2.857)
Total Farebox Revenue	**$ 19.266**	**$ 19.195**	**$ (0.071)**	**$ 91.409**	**$ 88.552**	**$ (2.857)**
Ridership						
Fixed Route	11.224	11.009	(0.215)	52.838	50.005	(2.833)
Total Ridership	**11.224**	**11.009**	**(0.215)**	**52.838**	**50.005**	**(2.833)**

MTA BUS COMPANY
2018 Adopted Budget vs. Actual
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME EQUIVALENTS
MAY 2018

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	18	15	3	
Office of Management and Budget	13	12	1	
Technology & Information Services	-	-	-	
Material	17	18	(1)	
Controller	17	19	(2)	
Office of the President	7	3	4	
System Safety Administration	5	1	4	
Law	25	22	3	
Corporate Communications	-	-	-	
Labor Relations	4	2	2	
Strategic Office	30	23	7	
Non-Departmental	7	-	7	
Total Administration	**146**	**118**	**28**	Vacancies to be filled
Operations				
Buses	2,328	2,315	13	Bus Operator Vacancy
Office of the Executive VP	4	5	(1)	
Safety & Training	56	62	(6)	Students in Training
Road Operations	123	122	1	
Transportation Support	22	26	(4)	
Operations Planning	33	33	-	
Revenue Control	30	28	2	
Total Operations	**2,596**	**2,591**	**5**	
Maintenance				
Buses	765	741	24	
Maintenance Support/CMF	233	234	(1)	
Facilities	78	74	4	
Supply Logistics	99	94	5	
Total Maintenance	**1,175**	**1,143**	**32**	Vacancies to be filled
Capital Program Management	37	26	11	
Total Engineering/Capital	**37**	**26**	**11**	Vacancies to be filled
Security	30	24	6	
Total Public Safety	**30**	**24**	**6**	Vacancies to be filled
Total Positions	**3,984**	**3,902**	**82**	
Non-Reimbursable	3,944	3,865	79	
Reimbursable	40	37	3	
Total Full-Time	**3,969**	**3,891**	**78**	
Total Full-Time Equivalents	15	11	4	

MTA BUS COMPANY
2018 Adopted Budget vs. Actual
TOTAL FULL-TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
MAY 2018

FUNCTION/OCCUPATIONAL GROUP		Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration					
Managers/Supervisors		67	50	17	
Professional, Technical, Clerical		75	68	7	
Operational Hourlies		4	-	4	
	Total Administration	**146**	**118**	**28**	Vacancies to be filled
Operations					
Managers/Supervisors		310	312	(2)	
Professional, Technical, Clerical		51	53	(2)	
Operational Hourlies		2,235	2,226	9	
	Total Operations	**2,596**	**2,591**	**5**	
Maintenance					
Managers/Supervisors		230	231	(1)	
Professional, Technical, Clerical		29	34	(5)	
Operational Hourlies		916	878	38	
	Total Maintenance	**1,175**	**1,143**	**32**	Vacancies to be filled
Engineering/Capital					
Managers/Supervisors		21	14	7	
Professional, Technical, Clerical		16	12	4	
Operational Hourlies		-	-	-	
	Total Engineering/Capital	**37**	**26**	**11**	Vacancies to be filled
Public Safety					
Managers/Supervisors		19	18	1	
Professional, Technical, Clerical		8	6	2	
Operational Hourlies		3	-	3	
	Total Public Safety	**30**	**24**	**6**	Vacancies to be filled
Total Baseline Positions					
Managers/Supervisors		647	625	22	
Professional, Technical, Clerical		179	173	6	
Operational Hourlies		3,158	3,104	54	
	Total Baseline Positions	**3,984**	**3,902**	**82**	

MTA Bus Company
FEBRUARY FINANCIAL PLAN
2018 ADOPTED BUDGET
Non-Reimbursable/Reimbursable Overtime
($ in millions)

	May						May Year- To - Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
NON-REIMBURSABLE OVERTIME	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$
Scheduled Service	48,873	$2.625	50,943	$2.447	(2,070)	$0.178	238,402	$11.981	243,863	$11.555	(5,461)	$0.425
					-4.2%	6.8%					-2.3%	3.6%
Unscheduled Service	8,821	$0.387	13,343	$1.082	(4,522)	($0.694)	35,433	$1.462	50,859	$4.643	(15,426)	($3.180)
					-51.3%	-179.2%					-43.5%	-217.5%
Programmatic/Routine Maintenance	25,524	$1.321	35,326	$1.649	(9,801)	($0.328)	132,306	$6.570	158,207	$7.238	(25,901)	($0.668)
					-38.4%	-24.8%					-19.6%	-10.2%
Unscheduled Maintenance	0	$0.000	0	$0.000	0	-	0	$0.000	0	$0.000	0	$0.000
					0.0%	0.0%					0.0%	0.0%
Vacancy/Absentee Coverage	31,802	$1.606	30,045	$1.046	1,757	$0.560	148,745	$7.192	118,144	$3.673	30,602	$3.519
					5.5%	34.9%					20.6%	48.9%
Weather Emergencies	123	$0.006	75	$0.003	49	$0.002	33,633	$1.588	38,474	$1.762	(4,841)	($0.174)
					*	*					*	*
Safety/Security/Law Enforcement	181	$0.008	97	$0.009	84	($0.001)	694	$0.030	626	$0.043	68	($0.014)
					46.6%	-14.3%					9.8%	-46.8%
Other	153	$0.022	250	$0.025	(97)	($0.003)	1,226	$0.159	1,266	$0.119	(40)	$0.040
					*	*					*	*
Subtotal	115,478	$5.976	130,078	$6.260	(14,600)	($0.285)	590,440	$28.983	611,439	$29.034	(20,999)	($0.051)
					-12.6%	-4.8%					-3.6%	-0.2%
REIMBURSABLE OVERTIME	0	$0.000	0	$0.000	0	$0.000	0	$0.000	0	$0.000	0	$0.000
TOTAL OVERTIME	**115,478**	**$5.976**	**130,078**	**$6.260**	**(14,600)**	**($0.285)**	**590,440**	**$28.983**	**611,439**	**$29.034**	**(20,999)**	**($0.051)**
					-12.6%	-4.8%					-3.6%	-0.2%

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
2018 ADOPTED BUDGET
Non-Reimbursable/Reimbursable Overtime
($ in millions)

	May			May Year- To - Date		
	Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
	Hours	$	Explanations	Hours	$	Explanations
NON-REIMBURSABLE OVERTIME						
Scheduled Service	(2,070)	$0.178	Less scheduled service operated	(5,461)	$0.425	Less scheduled service operated due to weathe
	-4.2%	6.8%		-2.3%	3.6%	
Unscheduled Service	(4,522)	($0.694)	Unfavorable variance due to Traffic and Shuttles service	(15,426)	($3.180)	Unfavorable variance due to Traffic and Shuttles service
	-51.3%	-179.2%		-43.5%	-217.5%	
Programmatic/Routine Maintenance	(9,801)	($0.328)	Timing of Bus Technology offset by vacancies and Overage buses	(25,901)	($0.668)	Timing of Bus Technology offset by vacancies and Overage buses
	-38.4%	-24.8%		-19.6%	-10.2%	
Unscheduled Maintenance	-	$0.000		-	$0.000	
	0.0%	0.0%		0.0%	0.0%	
Vacancy/Absentee Coverage	1,757	$0.560	Lower OT usage	30,602	$3.519	Excess Bus Operators and lower OT usage
	5.5%	34.9%		20.6%	48.9%	
Weather Emergencies	49	$0.002		(4,841)	($0.174)	Inclement Weather
	*	*		*	*	
Safety/Security/Law Enforcement	84	($0.001)		68	($0.014)	
	46.6%	-14.3%		9.8%	-46.8%	
Other	(97)	($0.003)		(40)	$0.040	
	*	*		*	*	
Subtotal	**(14,600)**	**($0.285)**		**(20,999)**	**($0.051)**	
	-12.6%	-4.8%		-3.6%	-0.2%	
REIMBURSABLE OVERTIME	0	$0.000		0	$0.000	
	0.0%	0.0%		0.0%	0.0%	
TOTAL OVERTIME	**(14,600)**	**($0.285)**		**(20,999)**	**($0.051)**	

MTA Bus Company
2018 Overtime Reporting
Overtime legend

Type	**Definition**
Scheduled Service	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).
Unscheduled Service	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.
Unscheduled Maintenance	Resulting from an extraordinary event (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 coerage.
Vacancy/Absentee Coverage	Provides coverage for an absent employee or a vacant position.
Weather Emergencies	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
Safety/Security/Law Enforcement	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
Other	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.

Reimbursable Overtime	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

Capital Program

John F. O'Grady, Senior Vice President

New south staircase at the Bedford Avenue Station in Brooklyn recently opened in conjunction with the L Tunnel Reconstruction project.

May Highlights 2018: Capital Program Status Report

The purpose of the Capital Program Status Report is to provide a monthly and year-to-date overview of the progress of NYCT's Capital Program including a brief discussion of the reporting month's highlights. The report focuses primarily on providing a summary of achievements regarding project awards, project completions and project closeouts for the period ending two months prior to the presentation of the report. In addition, year-to-date performance for all five major capital program milestones, as well as a quarterly report on fan plant status are presented.

In the month of May, NYCT awarded projects totaling $104.1 million, including the rehabilitation of Circuit Breaker House #586 on the Culver Line and various track and switch replacement projects. Also in May, NYCT substantially completed projects totaling $44.7 million, including structural remediation at the East 180th Street Maintenance Shop in the Bronx and the acceptance of sixteen R179 cars for the B Division.

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

($ in Millions)

	Planned	Achieved	%
Design Starts	$60.8	$52.4	86
Design Completions	$156.8	$133.7	85
Construction Awards	$4,161.1	$3,469.9	83
Substantial Completions	$1,441.4	$473.2	33
Closeouts	$2,034.4	$719.4	35

John O'Grady, Senior Vice President
Capital Program Management

Capital Program Status
July 2018

As of May 2018:

NYCT awarded $104.1 million in projects, including the rehabilitation of Circuit Breaker House (CBH) #586 on the Culver Line for $12.7 million. The existing CBH will be demolished and a new CBH will be built with all associated equipment, including circuit breakers, lighting, communications equipment, battery cable and control cable. Rehabilitating the CBH will help maintain power equalization on the line and will allow for the isolation of power in sections of track during emergency and maintenance situations.

Also, NYCT awarded several track and switch replacement projects for $47.5 million. Construction has begun for the replacement of mainline track on the 6th Avenue-Culver Line, the West End Line and the Lenox-White Plains Road Line and for the replacement of mainline switches on the White Plains Road Line.

NYCT substantially completed projects totaling $44.7 million, including structural remediation at the East 180th Street Maintenance Shop in the Bronx for $4.5 million. The project made structural repairs to various building elements, including the retaining wall/corridor and the walkway. These repairs will ensure that the existing facility can continue to provide the services needed to maintain and prolong the useful life of the subway car fleet.

NYCT also completed the acceptance of sixteen R179 cars for the B Division for $39.5 million. Through the end of May, 48 cars have been accepted, 76 have been delivered out of a total of 300 cars in the contract. The procurement of these cars will allow for the retirement of 272 R32 and R42 cars, and provide a modern fleet with improved customer amenities and operational and performance efficiencies to the B Division.

In addition, NYCT started 8 design projects for $5.4 million, completed 10 design projects for $13.4 million and closed out 16 projects for $194.6 million.

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

Projects Closed During May 2018
($ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
2 Street Stairs: 168 Street / 8th Avenue (S5/S6) [SBMP]	$1.3	$1.4	2/2018	3
1 Street Stairs: 168 Street / 8th Avenue (S7) [SBMP]	$1.1	$1.2	2/2018	3
Data Storage & Virtual Server Enhancements @ 2 Bdwy &130 Liv	$5.0	$5.0	4/2018	1
Enhanced Stations: (Pkg #1) - 53 St / 4th Ave	$38.5	$40.9	5/2018	0
Enhanced Stations: (Pkg #1) - Bay Ridge Avenue / 4th Avenue	$38.9	$40.9	5/2018	0
Enhanced Stations: (Pkg #1) - Prospect Ave / 4th Ave	$35.8	$38.4	5/2018	0
Mainline Track Replacement 2017 / White Plains Road	$8.0	$8.0	5/2018	0
Manhattanville: Comprehensive Facade Repairs	$21.7	$23.1	5/2018	0
Track-Level Components, Broadway to Myrtle-Wyckoff / Myrtle	$2.8	$2.8	5/2018	0
Replace Subway Stairs: 34 St-Herald Sq / Broadway (S2/M1) [SBMP]	$0.5	$0.5	5/2018	0
New Power Substation: Prince's Bay	$26.8	$24.2	5/2018	0
Help Point: Myrtle-Wyckoff Avs / Myrtle [SBMP]	$1.1	$1.1	6/2018	(1)
Help Point: 2 Stations / Flushing & BW7 [SBMP]	$1.3	$1.3	6/2018	(1)
Sandy Mitigation: Hatches (5 of 8 Stations) [SBFP]	$3.2	$4.3	7/2018	(2)
Sandy Mitigation: Lower Manhattan Hatch Install (Wrap-up)	$0.4	$0.4	7/2018	(2)
Subway Stairs: 34 St-Herald Sq / Bdwy (S7/M7) [SBMP]	$0.9	$0.9	7/2018	(2)

The closeout of 3 Street Stairs: 168 Street / 8th Avenue was delayed due to a three month lead time for K-Rails from the sole manufacturer and supplier.

Capital Project Milestone Summary
2018
Through May 31, 2018

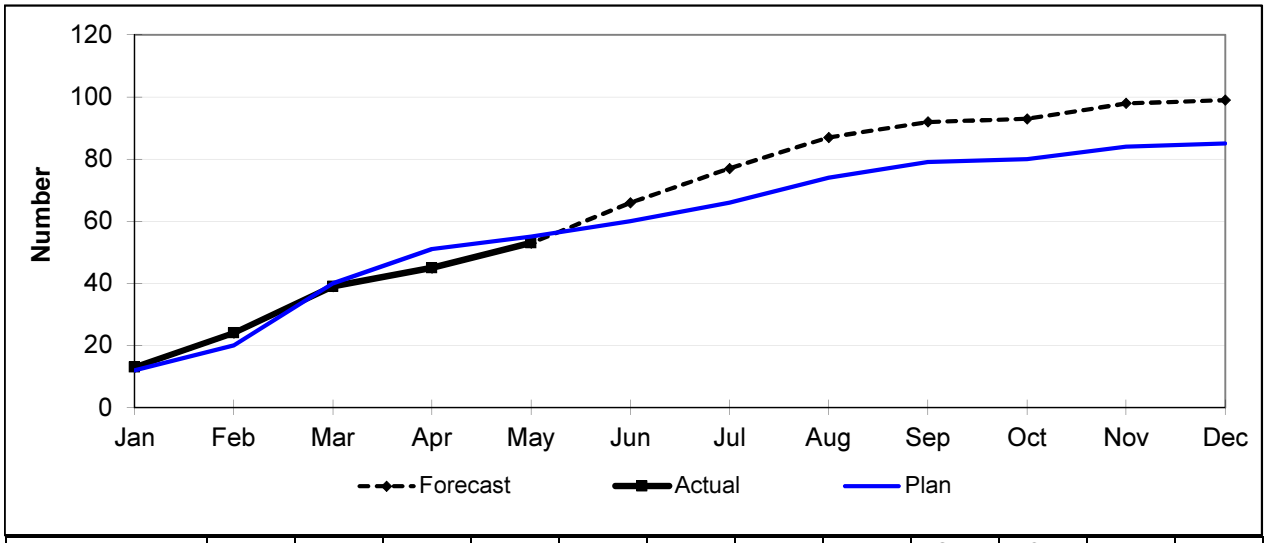
	Milestones Planned		Milestones Accomplished		Percent Performace	
	$M	#	$M	#	%($)	%(#)
May						
Design Starts	$5.3	4	$5.4	8	101.1	200.0
Design Completions	11.5	8	13.4	10	116.6	125.0
Construction Awards	339.0	16	104.1	8	30.7	50.0
Substantial Completions	532.2	13	44.7	3	8.4	23.1
Closeouts	235.3	15	194.6	16	82.7	106.7
2018 Year-To-Date						
Design Starts	$60.8	55	$52.4	53	86.1	96.4
Design Completions	156.8	102	133.7	73	85.2	71.6
Construction Awards	4,161.1	101	3,469.9	75	83.4	74.3
Substantial Completions	1,441.4	73	473.2	34	32.8	46.6
Closeouts	2,034.4	101	719.4	58	35.4	57.4

2018 Projected To-Year-End	Initial Plan		Current Forecast		%($)	%(#)
Design Starts	$100.9	85	$111.7	99	110.7	116.5
Design Completions	284.1	192	293.9	192	103.4	100.0
Construction Awards	6,964.8	203	7,269.6	234	104.4	115.3
Substantial Completions	4,422.5	201	4,532.8	198	102.5	98.5
Closeouts	8,571.0	239	7,558.9	219	88.2	91.6

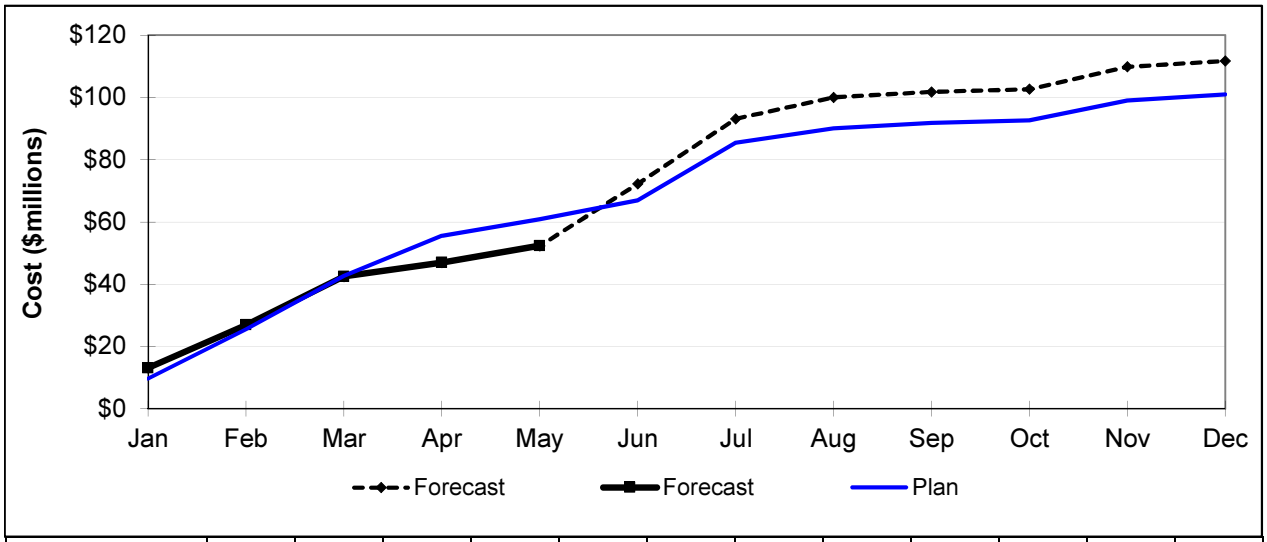
Totals do not include contingency, emergency funds and miscellaneous reserves;
performance percentages include early accomplishments.

2018 Design Starts Charts

As of May 2018



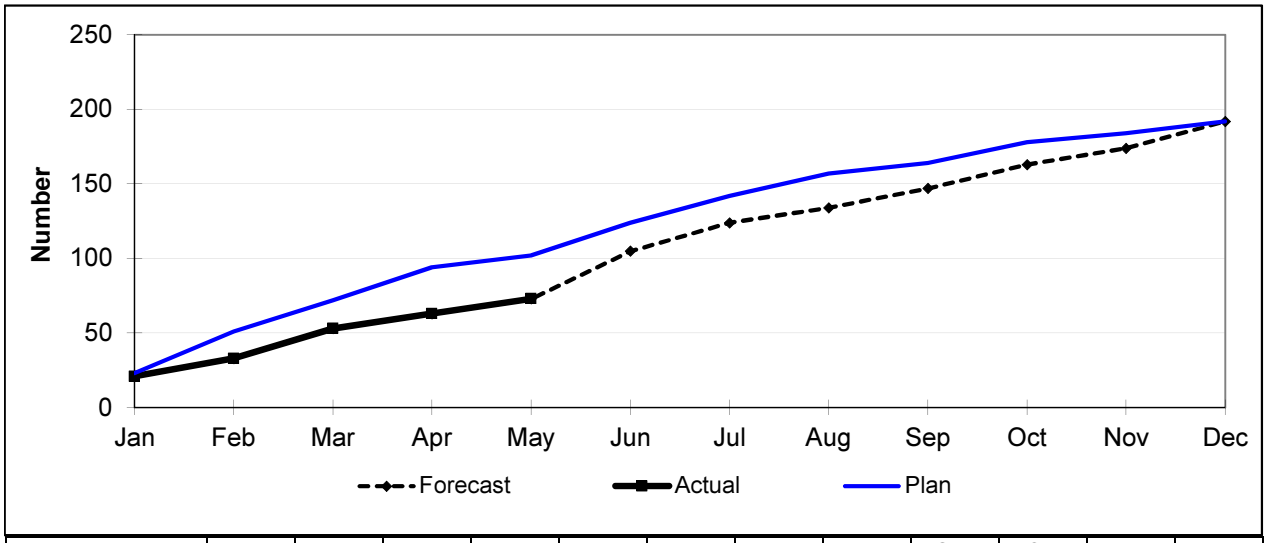
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast						13	11	10	5	1	5	1
Actual	13	11	15	6	8							
Plan	12	8	20	11	4	5	6	8	5	1	4	1
Cummulative												
Forecast						66	77	87	92	93	98	99
Actual	13	24	39	45	53							
Plan	12	20	40	51	55	60	66	74	79	80	84	85



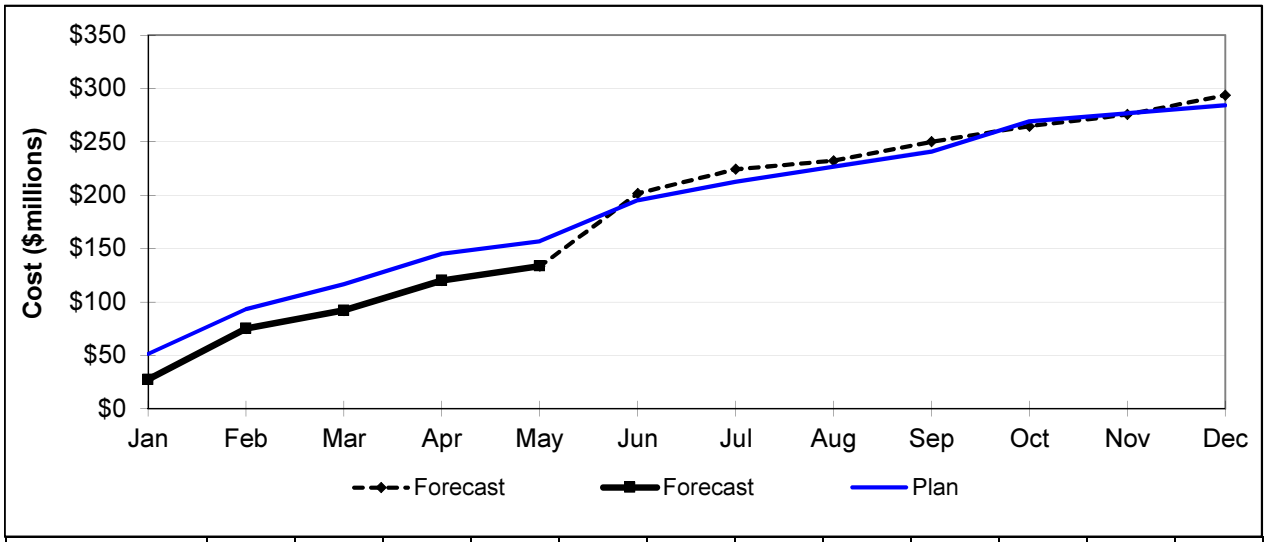
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast						19.9	20.9	6.9	1.7	0.9	7.2	1.9
Actual	13.1	13.8	15.6	4.5	5.4							
Plan	9.7	15.8	17.2	12.8	5.3	6.1	18.5	4.6	1.7	0.9	6.4	1.9
Cummulative												
Forecast						72.3	93.2	100.1	101.8	102.7	109.9	111.8
Actual	13.1	26.9	42.5	47.0	52.4							
Plan	9.7	25.5	42.7	55.5	60.9	67.0	85.5	90.0	91.8	92.6	99.1	100.9

2018 Design Completions Charts

As of May 2018



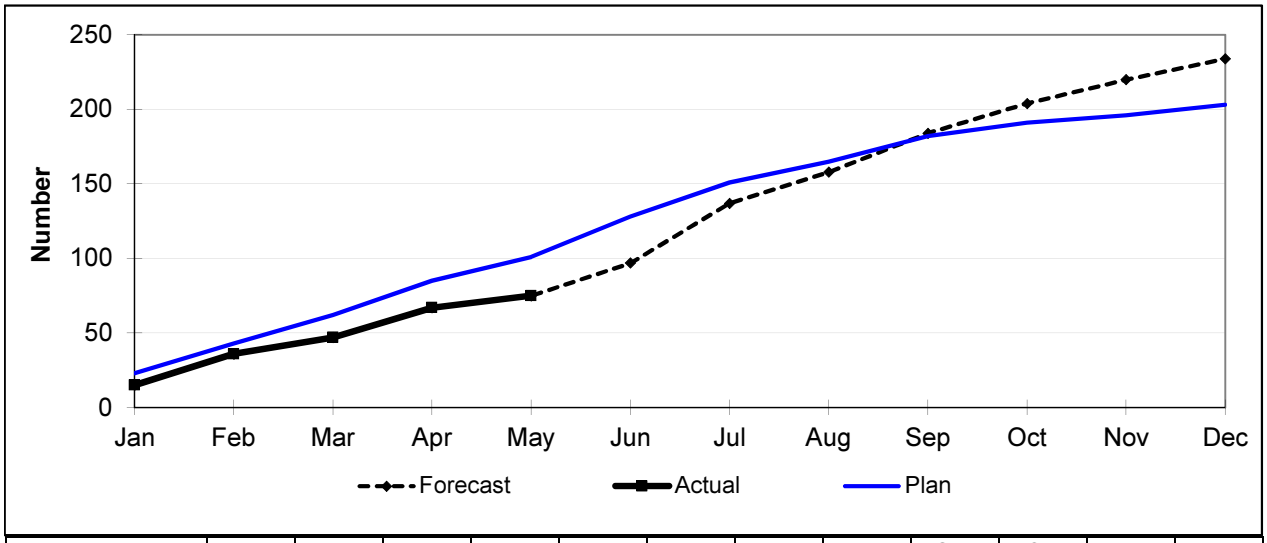
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast						32	19	10	13	16	11	18
Actual	21	12	20	10	10							
Plan	23	28	21	22	8	22	18	15	7	14	6	8
Cummulative												
Forecast						105	124	134	147	163	174	192
Actual	21	33	53	63	73							
Plan	23	51	72	94	102	124	142	157	164	178	184	192



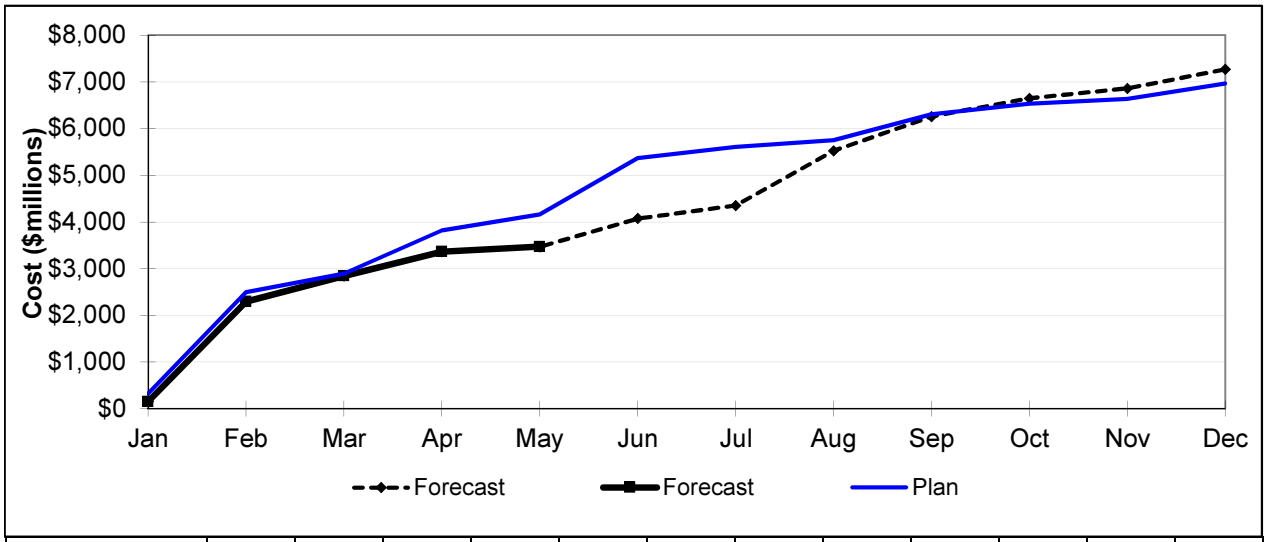
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast						68.2	22.6	8.0	17.8	14.7	10.9	18.0
Actual	27.5	47.8	16.9	28.1	13.4							
Plan	51.3	42.0	23.5	28.5	11.5	38.6	17.3	14.1	14.0	28.5	7.7	7.2
Cummulative												
Forecast						201.9	224.5	232.5	250.3	264.9	275.9	293.9
Actual	27.5	75.3	92.2	120.3	133.7							
Plan	51.3	93.3	116.8	145.3	156.8	195.3	212.6	226.7	240.7	269.2	276.9	284.1

2018 Awards Charts

As of May 2018



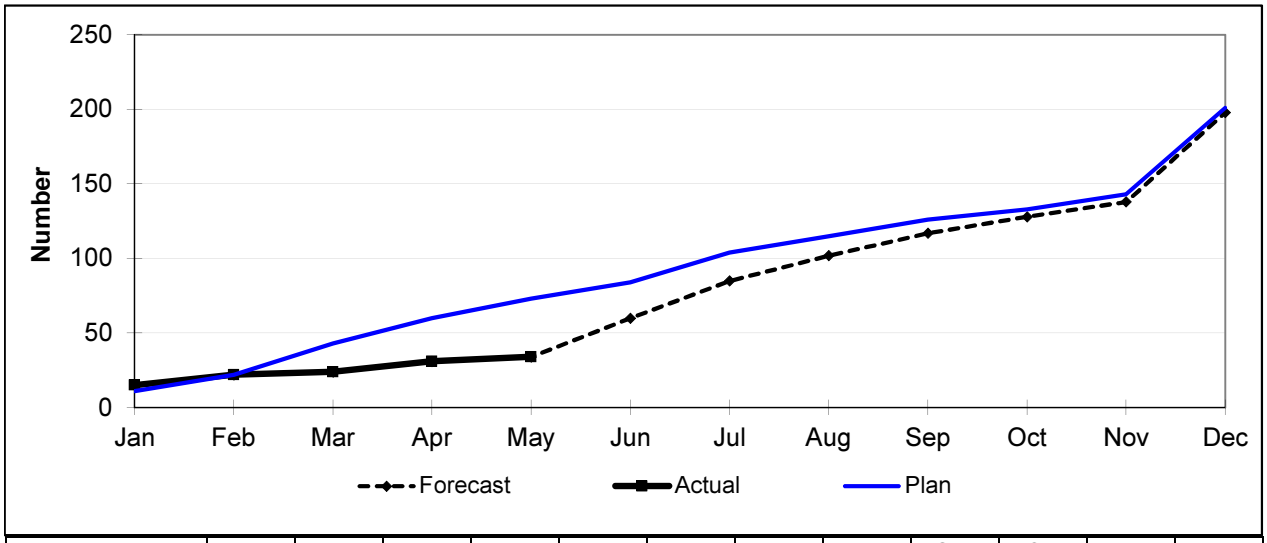
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast						22	40	21	26	20	16	14
Actual	15	21	11	20	8							
Plan	23	20	19	23	16	27	23	14	17	9	5	7
Cummulative												
Forecast						97	137	158	184	204	220	234
Actual	15	36	47	67	75							
Plan	23	43	62	85	101	128	151	165	182	191	196	203



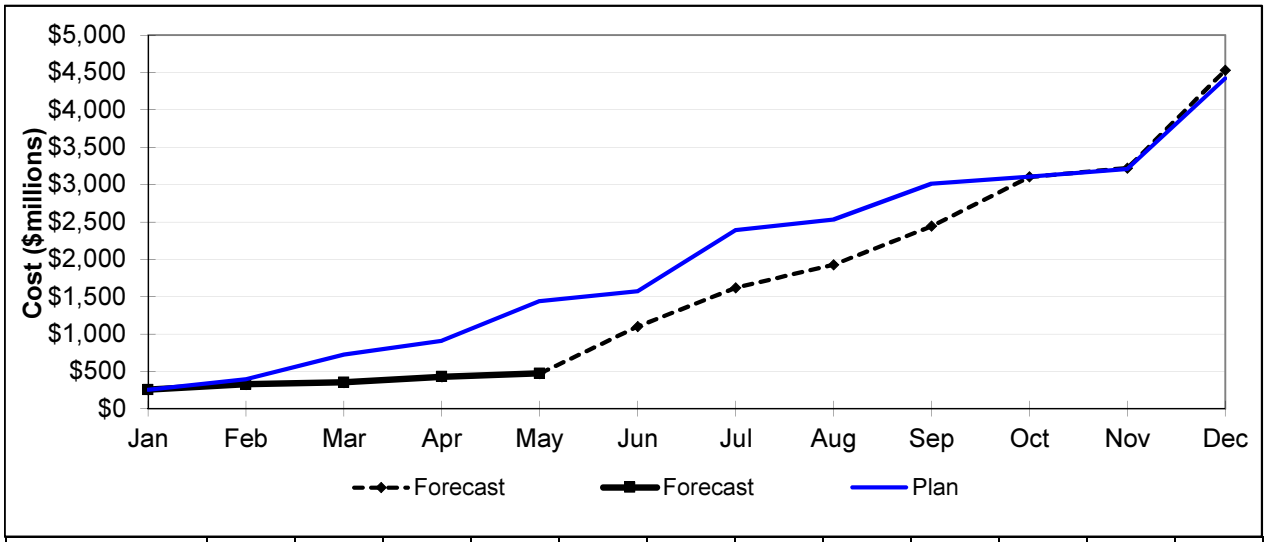
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast						605.9	280.7	1,171.3	730.6	392.5	210.5	408.3
Actual	156.0	2,141.1	548.1	520.6	104.1							
Plan	326.7	2,168.0	397.8	929.6	339.0	1,208.9	235.5	147.9	549.1	229.4	103.6	329.4
Cummulative												
Forecast						4,075.8	4,356.5	5,527.7	6,258.3	6,650.8	6,861.3	7,269.6
Actual	156.0	2,297.1	2,845.2	3,365.8	3,469.9							
Plan	326.7	2,494.7	2,892.5	3,822.1	4,161.1	5,370.0	5,605.4	5,753.3	6,302.4	6,531.8	6,635.4	6,964.8

2018 Substantial Completions Charts

As of May 2018



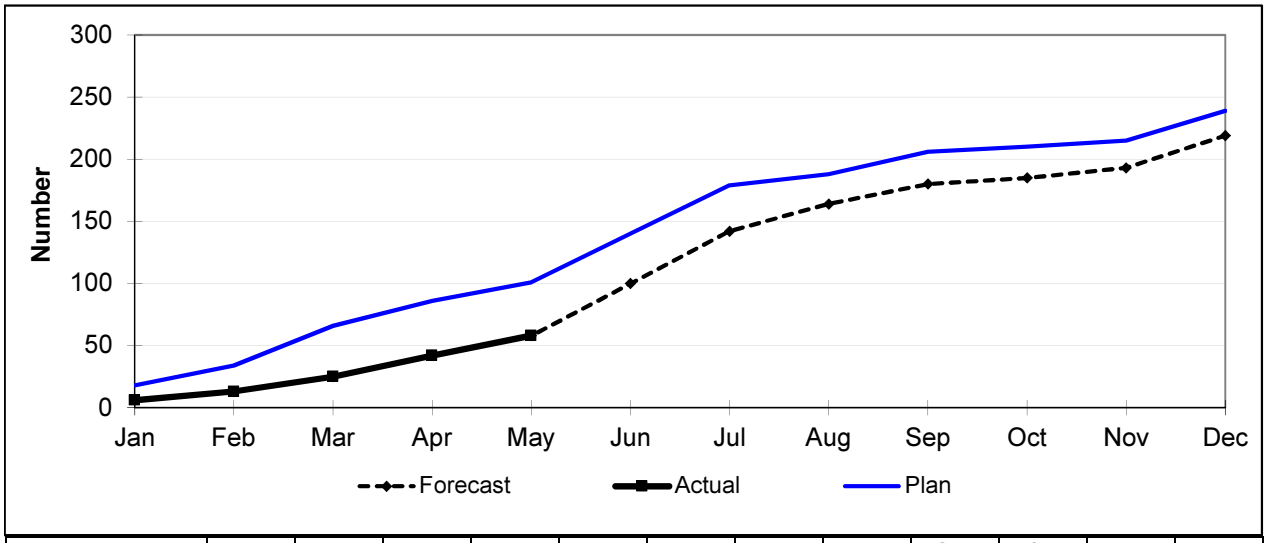
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast						26	25	17	15	11	10	60
Actual	15	7	2	7	3							
Plan	11	11	21	17	13	11	20	11	11	7	10	58
Cummulative												
Forecast						60	85	102	117	128	138	198
Actual	15	22	24	31	34							
Plan	11	22	43	60	73	84	104	115	126	133	143	201



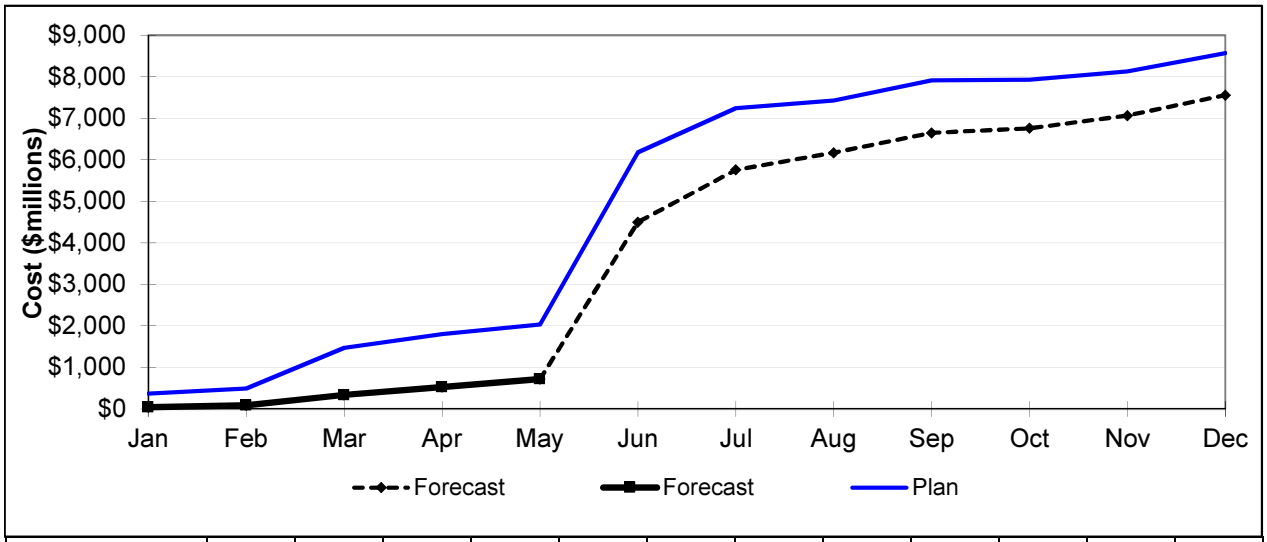
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast						630.8	517.8	307.2	516.4	659.0	119.0	1,309.4
Actual	254.9	73.6	24.7	75.3	44.7							
Plan	256.4	138.6	329.7	184.5	532.2	129.7	821.6	140.8	479.9	92.8	103.7	1,212.6
Cummulative												
Forecast						1,104.0	1,621.8	1,929.0	2,445.4	3,104.4	3,223.4	4,532.8
Actual	254.9	328.5	353.3	428.5	473.2							
Plan	256.4	395.0	724.7	909.2	1,441.4	1,571.1	2,392.7	2,533.5	3,013.4	3,106.1	3,209.8	4,422.5

2018 Closeouts Charts

As of May 2018



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast						42	42	22	16	5	8	26
Actual	6	7	12	17	16							
Plan	18	16	32	20	15	39	39	9	18	4	5	24
Cummulative												
Forecast						100	142	164	180	185	193	219
Actual	6	13	25	42	58							
Plan	18	34	66	86	101	140	179	188	206	210	215	239



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast						3,778.3	1,259.6	414.1	479.1	109.7	303.0	495.7
Actual	41.3	44.2	252.6	186.8	194.6							
Plan	368.9	123.4	979.4	327.6	235.3	4,146.4	1,067.2	181.4	487.9	9.9	203.6	440.3
Cummulative												
Forecast						4,497.7	5,757.3	6,171.4	6,650.5	6,760.2	7,063.2	7,558.9
Actual	41.3	85.5	338.1	524.8	719.4							
Plan	368.9	492.3	1,471.6	1,799.2	2,034.4	6,180.8	7,248.0	7,429.4	7,917.3	7,927.2	8,130.8	8,571.0

Work being completed at Elevator #2 at the No.1 Line Cortlandt St Station.

July 2018
MTACC Monthly Project Status Report

The purpose of this report is to give a status update on active MTACC projects involving future Transit assets. This report reviews budget, contract status, funding, and safety on a monthly basis.

Janno Lieber
Chief Development Officer, MTA

Cortlandt Street No. 1 Line Station Reconstruction Active Construction Contracts

Report to the Transit Committee - July 2018

data thru June 2018; $ in millions

	Budget	Expenditures
Construction	$ 156.4	$ 95.3
Design/CPS	8.2	6.0
Construction Management	17.3	9.1
Total	**$ 181.8**	**$ 110.4**

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

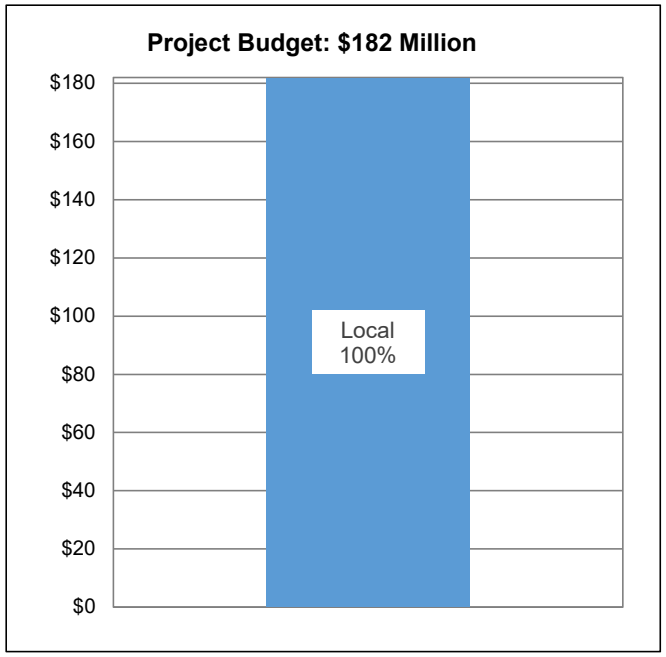
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Actual Award Date	Planned Completion at Award	Forecast Substantial Completion
Reconstruct Cortlandt Street Station	**117.1**	**110.1**	**7.0**	**84.8**	**Apr-2015**	**Feb 2018**	**Dec 2018**
Judlau Contracting, Inc.							

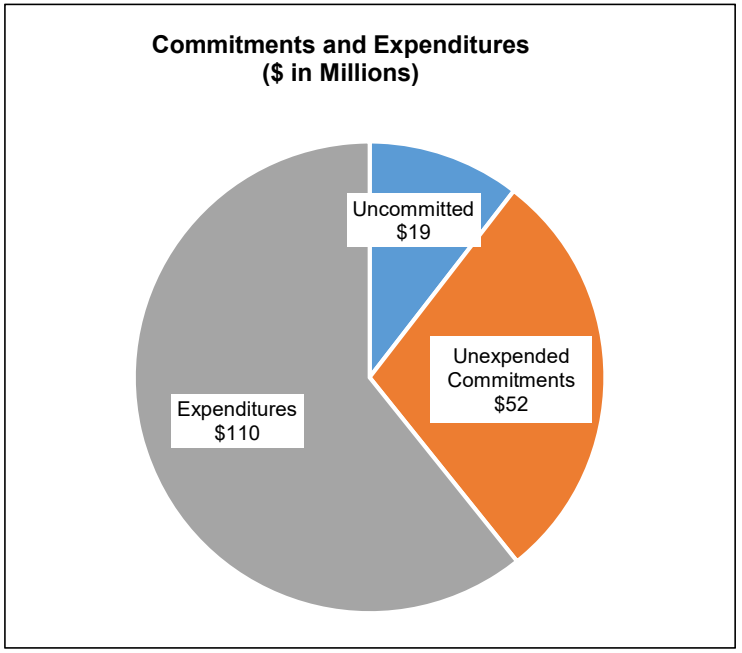
Cortlandt Street No. 1 Line Station Reconstruction Status

Report to the Transit Committee - July 2018

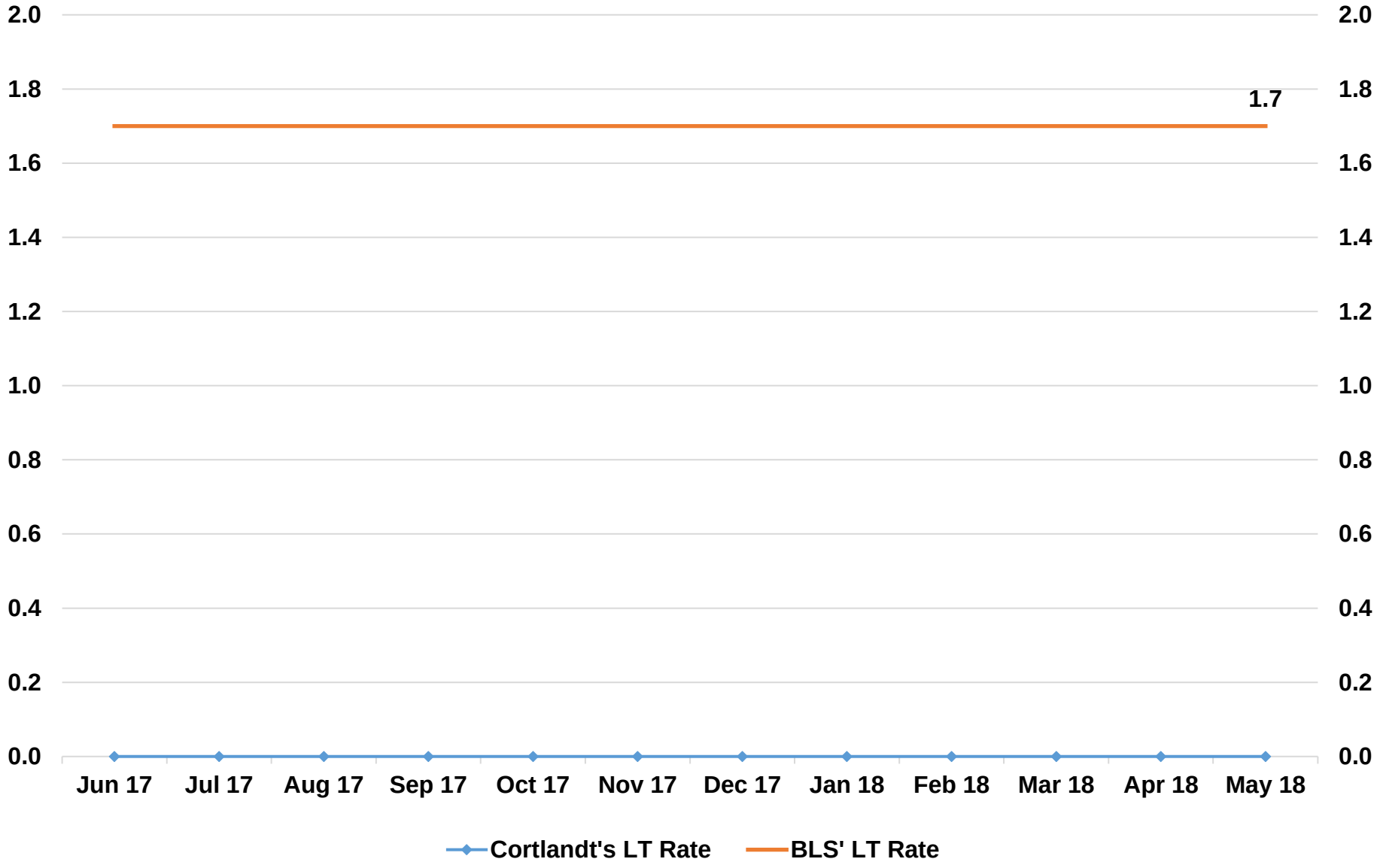
data thru June 2018

MTA Capital Program $ in Millions	Budgeted	Funding Sources Local Funding	Status of Commitments Committed	Uncommitted	Expended
Total Authorized	$ 182	$ 182	$ 163	$ 19	$ 110





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



Procurement

Steve Plochochi, Senior Vice President

Signage welcoming customers to the newly opened 30 Av Station on the Astoria Line. This station, which opened on schedule, is part of NYCT's Enhanced Station Initiative. (See Contract A-36622B in NYCT's July procurement package.)

PROCUREMENTS

The Procurement Agenda this month includes 35 actions for a proposed expenditure of $282.4M.

Subject	Request for Authorization to Award Various Procurements
Department	Materiel – NYCT
Department Head Name	Stephen M. Plochochi
Department Head Signature	
Project Manager Name	Rose Davis

July 17, 2018	
Department	Law and Procurement – MTACC
Department Head Name	Evan Eisland
Department Head Signature	
Internal Approvals	

Board Action

Order	To	Date	Approval	Info	Other
1	Committee	7/23/18			
2	Board	7/25/18			

	Approval		Approval
	President NYCT 7/18/18		President MTACC
	Executive VP		SVP DOB /President MTA Bus
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

Internal Approvals (cont.)

Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE:

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

DISCUSSION:

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

Schedules Requiring Majority Vote:

Schedule L:	Budget Adjustments to Estimated Quantity Contracts	1	$	28.0 M
	• **VeriFone Transportation Systems** **$ 28.0M**			
	SUBTOTAL	1	$	28.0 M

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

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

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

Schedules Requiring Majority Vote:

Schedule F:	Personal Service Contracts	19	$	204.8	M
Schedule I:	Modifications to Purchase and Public Works Contracts	9	$	33.5	M
	SUBTOTAL	28	$	238.3	M

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

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

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:

Schedule K:	Ratification of Completed Procurement Actions	4	$	6.5	M
	SUBTOTAL	4	$	6.5	M

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

MTA Capital Construction proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:

Schedule K:	Ratification of Completed Procurement Actions	2	$	9.6	M
	SUBTOTAL	2	$	9.6	M
	TOTAL	35	$	282.4	M

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

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

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

BOARD RESOLUTION

WHEREAS, in accordance with Section 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.

New York City Transit

JULY 2018

LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

L. Budget Adjustments to Estimated Quantity Contracts
(Expenditures which are anticipated to exceed the lesser of $750,000 or $50,000 in the event such expenditures exceed 15% of the adjusted contract budget, including any contract modifications.)

1. VeriFone Transportation Systems $28,048,798 ***Staff Summary Attached***
Contract# 6%19129

Provide additional funds for continued Paratransit E-Hail services under NYC Transit's E-Hail Pilot program.

L. Budget Adjustments to Estimated Quantity Contracts

(Expenditures anticipated to exceed the lesser of $250,000 or $50,000 in the event such expenditures exceed 15% of the adjusted contract budget, including any contract modifications.)

1.	**VeriFone Transportation Systems**	**Original Amount: (including options)**	**$**	**11,627,562**
	Contract# 6%19129	**Prior Modifications:**	**$**	**0**
	October 11, 2017–October 10, 2018	**Prior Budgetary Increases:**	**$**	**19,335,380**
		Current Amount:	**$**	**30,962,942**
		This Request:	**$**	**28,048,798**
		% of This Request to Current Amount:		**90.6%**
		% of Mods/Budget Adjustments (including This Request) to Original Amount:		**407.5%**

Discussion

NYC Transit is requesting the approval of a budget adjustment to provide additional funds for continued Paratransit E-Hail services being provided by VeriFone Transportation Systems, a division of VeriFone Systems ("VeriFone"), under NYC Transit's E-Hail Pilot program.

In October 2017, NYC Transit began a 12-month pilot program to test and evaluate if E-Hail companies could be utilized to electronically disseminate paratransit trips to NYC Taxi and Limousine Commission ("TLC") licensed drivers through the use of the E-Hail company's web-based application. VeriFone was the first of multiple E-Hail companies intended to be awarded a contract under this pilot. E-Hail providers are technology companies that have developed web-based applications intended to match individuals in need of transportation with vehicles located within the individual's immediate geographical area. In New York City, VeriFone operates an application that disseminates trips to approximately 13,500 yellow and green metered taxicabs that are affiliated to its application and that are located within the five boroughs. The drivers of these vehicles are TLC-licensed drivers that are independent contractors.

At the beginning of the pilot, it was anticipated that VeriFone would perform approximately 2,500 daily trips throughout the 12-month period, however, they are currently performing up to 6,000 trips daily with an expected consecutive monthly growth rate of 5.4 percent through the term of the contract. In addition, it was originally anticipated that multiple E-Hail companies would participate in the program and share the work, but it was not until May 2018 that another E-Hail company entered into the pilot. In April 2018, the Board approved a budget adjustment in the amount of $19.3M. Actual trip data received in May 2018 illustrated an even greater demand for E-Hail service than what was previously estimated. This substantial increase is the result of positive customer experiences resulting in increased demand for the new mode of paratransit service. For these reasons, there is a need to increase funding in this VeriFone Contract through the end of the term.

In order to fulfill the additional estimated 781,086 Access-A-Ride ("AAR") trips that will be performed by VeriFone through October 10, 2018, funding of $28,048,798 (781,086 trips x $35.91 per trip) is being requested. VeriFone's pricing is based on a fixed price per trip based on distance. Per the contract price schedule, the average price per trip is $35.91. VeriFone's continued participation in this pilot yields a savings of approximately $32.80 per trip (or approximately 47 percent) when compared to the average cost of $68.71 for a Primary Carrier trip. If Primary Carriers were used to perform these trips, the cost to the Authority would be approximately $53,668,419.

In April 2018, an Immediate Operating Need ("ION") was declared to increase the capacity of paratransit trips being performed by VeriFone and to expedite the awards made to other E-Hail companies in support of the E-Hail pilot program and beyond. The purpose of the ION was to allow NYC Transit the ability to evaluate multiple contractors during the pilot, continue improvements to customer service, and maintain continuity of E-Hail service. This action is being processed under the existing ION and will further increase the capacity of paratransit trips being performed by VeriFone. Due to the established ION, this action is not subject to prior approval by the Office of the State Comptroller.

New York City Transit

JULY 2018

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

1. VHB/STV North Shore Joint Venture **$4,805,376** ***Staff Summary Attached***
Four Proposals – 24-month contract
Contract # CM-0143

Provide Environmental and Engineering services for the Staten Island North Shore Bus Rapid Transit System.

Various Contractors **$200,000,000 (Est. Aggregate)** ***Staff Summary Attached***
Twenty-Two Proposals – 60-month contract
2–19. Contract #s CM-1576/77/78/79/80, CM-1618/19/20/21 (Federally Funded)
Contract #s CM-1581/82/83/84/85, CM-1622/23/24/25 (State Funded)

Provide Indefinite Quantity Staffing Services for Miscellaneous Projects.

I. Modifications to Purchase and Public Work Contracts
(Staff Summaries required for individual change orders greater than $750K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least $250K.)

Various Contractors **$33,500,000 (Est. Aggregate)** ***Staff Summary Attached***
Seventeen Proposals – 60-month contract
20–28. SSE# 147199

Provide independent medical examinations and related services for NYC Transit's Law Department and MTA Headquarters' Human Resources Department.

Staff Summary

Item Number 1
Department, Department Head Name: SVP Operations Support, Stephen M. Plochochi

Internal Approvals

Order	Approval	Order	Approval
1 WD	Materiel	6 X	Buses
2 X	Law	7	EVP
3 X	CFO	8	President 7/18/18
4 X	DDCR	9	
5 X	Operations Planning	10	

SUMMARY INFORMATION	
Vendor Name VHB/STV North Shore Joint Venture	**Contract No.** CM-0143
Description Environmental and Engineering Services for the Staten Island North Shore Bus Rapid Transit System	
Total Amount $4,805,376 (Base $4,292,862, Outreach Option: $441,433, Forecasting Option: $71,081)	
Contract Term 24 Months	
Option(s) included in Total Amount? ☒ Yes ☐ No	
Renewal? ☐ Yes ☒ No	
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☒ RFP ☐ Bid ☐ Other:	
Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:	

Purpose

To obtain Board approval to award a competitively negotiated consultant contract, CM-0143, to VHB/STV North Shore Joint Venture ("VHB/STV JV") to provide Environmental and Engineering Services for the Staten Island North Shore Bus Rapid Transit ("BRT") System for a 24-month period for a total estimated amount of $4,805,376, including options for Public Outreach and Agency Coordination and Travel Demand Forecasting. The Public Outreach and Agency Coordination option amount is $441,433 and the Travel Demand Forecasting option amount is $71,081; neither option will increase the contract term. These options, if exercised, will be authorized by the Assistant Chief Procurement Officer.

Discussion

NYC Transit is seeking to retain the services of a consultant to provide environmental and engineering services to support the Staten Island North Shore BRT System. The BRT was identified as the Locally Preferred Alternative in the Staten Island North Shore Alternative Analysis ("SINSAA") completed under CM-1387 in 2012. In the SINSAA, it was envisioned that a bus terminal and turnaround would be located in the parking lot between the St. George ferry terminal and the adjacent stadium facility. However, due to recent construction at that location, it has precluded the planned BRT terminal layout.

The selected consultant will prepare an update to the SINSAA by developing a new alignment for the BRT system. Upon completion of the update to the SINSAA, NYC Transit will direct the consultant to proceed with conceptual engineering to support the preparation of the required documentation for the final Environmental Impact Statement ("EIS") for the BRT system. The objective of the contract will be to obtain a Record of Decision pursuant to the National Environmental Policy Act with the Federal Transit Administration acting as the lead federal agency. The EIS shall be consistent with New York's State Environmental Quality Review and the New York City Environmental Quality Review.

A one-step Request for Proposal ("RFP") was issued requiring the submission of technical and cost proposals. The following four firms submitted proposals: AKRF, Inc. ("AKRF"); HAKS, VHB/STV JV, and WSP USA ("WSP"). The Selection Committee ("SC") reviewed the written technical proposals in accordance with the established evaluation criteria, which included the proposer's plan of approach, relevant experience, current workload of key personnel, diversity practices, and past performance on similar projects.

Oral presentations were also conducted with three respondents to the RFP: AKRF, VHB/STV JV, and WSP. HAKS was not invited to provide an oral presentation as its proposal did not demonstrate sufficient relevant experience with projects related to environmental review.

After oral presentations, all three consultants were selected for negotiations based on the demonstrated knowledge and experience of the teams proposed. All firms were considered qualified to perform the work when evaluated in accordance with the established evaluation criteria, based primarily on their experience with projects that required environmental review and EIS. VHB/STV JV was rated technically highest by the majority of the SC due to the emphasis on creating a comprehensive public outreach plan to address the concerns of the community and other stakeholders in the North Shore of Staten Island and their enhanced knowledge of the environmental concerns of the project area.

The RFP provided proposers specific titles to facilitate price comparisons and evaluation among the proposals. The initial cost proposals from the three selected firms were as follows: AKRF – $6,356,343 ($5,043,492 base/$633,026 options); VHB/STV JV – $5,471,920 ($4,949,915 base/$522,005 options); and WSP – $5,057,607 ($4,576,259 base/$481,348 options). The in-house estimate was $4,753,820 ($4,250,000 base/$503,820 options). Price negotiations were conducted with all firms, which focused on work scope, direct labor rates, proposed hours, overhead, and fixed fee and out-of-pocket expense. Prices were negotiated to levels consistent with the cost/price objective and competitive price range for the project. In addition, the overhead rates were negotiated in accordance with MTA Audit recommendations.

Best and Final Offers ("BAFOs") were received as follows: AKRF– $5,729,604 ($5,064,724 base/$664,880 options); VHB/STV JV – $4,805,376 ($4,292,862 base/$512,514 options); and WSP USA – $4,670,108 ($4,188,760 base/$481,348 options). The in-house estimate remained at $4,753,820 ($4,250,000 base/$503,820 options). The price difference of $135,268 between VHB/STV JV's BAFO pricing and WSP's BAFO pricing reflects the difference of the Out-of-Pocket Cost. The SC voted to recommend award of the contract to VHB/STV JV due to it being the most technically preferred firm. Technical factors were the most important criteria and the SC determined that VHB/STV JV's knowledge, experience, and the technical approach to the scope of work was preferable as described above. VHB/STV JV's BAFO of $4,805,376 is $51,556 or 1.1 percent higher than the in-house estimate. VHB/STV JV's BAFO was determined to be fair and reasonable based on the competitive RFP process.

Background investigations and materials submitted by VHB and STV, individually and as a joint venture, disclosed no significant adverse information within the meaning of the All-Agency Responsibility Guidelines.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights has assigned goals of 15 percent MBE, 15 percent WBE, and 6 percent Service-Disabled Veteran-Owned Businesses ("SDVOB"). VHB/STV JV has submitted a utilization plan to address the assigned M/WBE and SDVOB goals. VHB/STV JV has committed to an overall 35 percent participation of MBE/WBE and SDVOB goals. VHB/STV North Shore Joint Venture has not completed any MTA contracts with goals; therefore, no assessment of the firm's M/W/DBE performance can be determined at this time.

Alternatives

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

Impact on Funding

This contract will be funded with 100 percent MTA funds. A WAR certificate will be requested, and no award will be made until a WAR certificate is received.

Capital Program Reporting

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

Recommendation

That the Board approve to award of a competitively negotiated consultant contract, CM-0143, to VHB/STV JV to provide Environmental and Engineering Services for the Staten Island North Shore BRT System for a 24-month period for a total estimated amount of $4,805,376.

Staff Summary

New York City Transit

Item Number 2–19
Department, Department Head Name: SVP Operation Support, Stephen M. Plochochi

Internal Approvals				
Order		Approval	Order	Approval
1		Materiel	6	EVP
2	X	Law	7	President
3	X	CFO		
4	X	DDCR		
5	X	CPM		

SUMMARY INFORMATION	
Vendor Name	**Contract Nos.**
Various (see list below)	CM-1576 to CM-1580 and CM-1618 to CM-1621 (Federal) CM-1581 to CM-1585 and CM-1622 to CM-1625 (State)
Description IQ Staffing Services for Miscellaneous Projects	
Total Amount $200M (Est. Aggregate, Federal, and State)	
Contract Term (including Options, if any) 60 months – No Option	
Option(s) included in Total Amount? ☐ Yes ☒ No	
Renewal? ☒ Yes ☐ No	
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☒ RFP ☐ Bid ☐ Other:	
Funding Source ☐ Operating ☒ Capital ☒ Federal ☐ Other:	

Purpose

To obtain Board approval to award 18 contracts to nine firms on a competitive basis to provide Indefinite Quantity ("IQ") Staffing Services for Miscellaneous Projects to support NYC Transit / MTA Capital Construction Company ("MTACC"), Triborough Bridge and Tunnel Authority ("TBTA"), and related MTA agencies on an as-needed basis for a period of 60 months. The aggregate value of the awarded contracts is an estimated $200 million. These will be zero dollar–based contracts and have no minimum guaranteed amount to be awarded. The recommended awardees are as follows:

Awardee Firms	Contract No.
1. Hepco, Inc. (*Service-Disabled Veteran-Owned Business – SDVOB*)	CM-1576 (Federal) / CM-1581 (State)
2. Info Tran Engineers, P.C. (*M/DBE*)	CM-1577 (Federal) / CM-1582 (State)
3. The Kohl Group, Inc.	CM-1578 (Federal) / CM-1583 (State)
4. L.J. Gonzer Associates	CM-1579 (Federal) / CM-1584 (State)
5. Metro Tech Consulting Services, Inc.	CM-1580 (Federal) / CM-1585 (State)
6. Nesco Resource LLC	CM-1618 (Federal) / CM-1622 (State)
7. New Wave People, Inc. (*W/DBE*)	CM-1619 (Federal) / CM-1623 (State)
8. Peak Technical Staffing USA	CM-1620 (Federal) / CM-1624 (State)
9. Rotator Staffing Services	CM-1621 (Federal) / CM-1625 (State)

Discussion

The IQ staffing firms will provide temporary personnel to NYC Transit, MTACC, TBTA, and related MTA agencies on an as-needed basis for miscellaneous Capital Projects. The types of temporary staffing personnel required include: architects, engineers of varied disciplines, graphics designers, project managers, space planners, surveyors, construction inspectors; heating, ventilation, and air-conditioning designers; specification writers, computer-aided drafting and design operators, railroad signal specialists, estimators, project planners, schedulers, and support personnel. Unlike a contract awarded to an engineering firm, where the firm would have the responsibility to execute an entire project or assigned portion thereof, these contracts will enable the respective MTA agencies to meet their need for temporary staff to perform project-specific, short-term specialized assignments under the direction of assigned Agency personnel. Staffing firms have much lower overhead rates than engineering consultants and provide staffing at a lower cost.

Work Orders for new staffing requirements will be competitively solicited from awardee firms by each agency's Procurement department. Firms will be requested to submit resumes of proposed candidates. The contract award does not represent a commitment on the part of any agency to any of the awardees. The only commitment is to give the awardees the opportunity to compete for future personnel assignments.

Staffing firms will pre-qualify all candidates prior to referral to the requesting MTA agency, which includes interview, background verification, reference checks, and furnishing resumes and other related data. The requesting agency will consider technical factors and costs in determining candidates for assignments. The staffing firms will be paid the actual salary of the person whose services are provided to the agency, plus a negotiated markup representing the firm's profit, overhead, and other expenses. A lower fee is also applied for renewal candidates, as applicable. This approach has been used successfully by NYC Transit under previous and current contracts. The firms were selected via a qualifications-based one-step procurement process.

This solicitation was originally released under Request for Proposal ("RFP")/SSE 150397. Fifteen firms submitted proposals. The Selection Committee ("SC") reviewed the proposals and evaluated the firms based on the evaluation criteria established for this RFP, which included: proposer's knowledge, experience, and demonstrated ability to satisfactorily perform the work associated with providing temporary professional and technical staff; number of years providing temporary professional/technical staffing; large database of resumes of qualified professional/technical personnel available; management approach; and recruitment method and policies to assure retainage of personnel. However, only one MBE/DBE firm was initially identified for further consideration. Although the MTA Department of Diversity and Civil Rights had prescribed 0 percent DBE, 0 percent MBE, and 0 percent WBE goals as a result of its determination that this solicitation lacks subcontracting opportunities and that past and current staffing contracts are not economically feasible for subcontracting due to the low markups, it was determined that it was in the best interest of NYC Transit to encourage more participation from M/W/DBE firms.

Thus, in a concerted effort to attract more M/W/DBE firms, additional outreach was conducted within the M/W/DBE community and RFP/SSE 150397 was amended and subsequently reopened under RFP/SSE 202532. Seven additional proposals were received. Of these, four had one or more M/W/DBE certifications. As with the original solicitation submittals, the SC evaluated these additional proposals in accordance with the evaluation criteria set forth in this RFP.

Of the 22 proposals received, the SC selected the following 11 firms for negotiations: HEPCO, Inc. ("Hepco"); Info Tran Engineers, P.C. ("Info Tran"); The Kohl Group, Inc. ("Kohl"); L.J. Gonzer Associates ("L.J. Gonzer"); Management Concepts Systems & Services, Inc. ("MCSS"); Metro Tech Consulting Services ("Metro Tech"); Nesco Resources LLC ("Nesco"); New Wave People, Inc. ("NWP"); Peak Technical Staffing USA ("Peak"); Rotator Staffing Services ("Rotator"); and The Spear Group, Inc. ("Spear"). The other 11 proposers were not selected due to either their lack of, or inadequate relevant qualifications; or their resources, capabilities, and relevant experience were not as strong as those of the selected firms.

Initial proposed markup rates from these 11 firms ranged from 26 to 78.2 percent. Negotiations were subsequently conducted, culminating in the receipt of Best and Final Offers ("BAFOs") ranging from 26 to 74 percent.

The SC selected the following nine firms for award: Hepco (*incumbent*); Info Tran; Kohl; L.J. Gonzer (*incumbent*); Metro Tech (*incumbent*); Nesco; NWP; Peak (*incumbent*); and Rotator (*incumbent*). Their BAFO markups ranged from 26 to 35 percent. MCSS and Spear's BAFO markups were significantly out of range of the in-house estimate and NYC Transit's Cost Price Analysis Unit's objective. They were not recommended for award. NYC Transit considers the final proposals of the selected firms to be fair and reasonable.

This RFP was originally intended for award to approximately five firms. However, in anticipation of a substantial increase in the need for temporary staffing to support NYC Transit's Capital Program and the Corporate Plan Fast Forward, and consistent with NYC Transit's objective to expand and diversify its vendor pool, the SC has recommended award to these nine firms.

The nine selected firms were previously awarded the following staffing or related contracts for the MTA or its affiliates: Hepco – CM-1413 and CM-1418; Info Tran – 14073-2300; Kohl – CM-1510 and CM-1536; L.J. Gonzer – CM-1417 and CM-1422; Metro Tech – CM-1416 and CM-1421; Nesco – CM-1263 and CM-1297; NWP – 129525 and 15333-0300A; Peak – CM-1414 and CM-1419; Rotator – CM-1415 and CM-1420.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights has established a 0 percent M/WBE and 0 percent DBE goals on this procurement due to the single-trade and lack of subcontracting opportunities. Of the nine pre-qualified firms, the following three firms will be solicited from the pool of pre-qualified firms to maximize the M/WBE/DBE/SDVOB prime contracting participation: Hepco (SDVOB), Info Tran (M/DBE), and NWP (W/DBE).

Alternatives

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

Capital Program Reporting

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

Impact on Funding

These contracts will be funded with federal/MTA funds provided on a work-order basis by the individual capital project requiring these services. Work Orders will not be issued until approved WAR certificates are received.

Recommendation

That the Board approve the award of 18 contracts to nine firms on a competitive basis to provide IQ Staffing Services for Miscellaneous Projects to support NYC Transit/MTACC, TBTA, and related MTA agencies on an as-needed basis for a period of 60 months with an estimated aggregate value of $200 million with no minimum guaranteed amount to be awarded.

Staff Summary

Item Number 20–28			
Department, Department Head Name: SVP Operations Support, Stephen M. Plochochi			
Internal Approvals			
Order	**Approval**		**Approval**
1	Materiel STS	6	President
2 X	Law	7	7/18/18
3 X	CFO	8	
4 X	MTAHQ Human Resources	9	
5	EVP	10	

SUMMARY INFORMATION	
Vendor Name Various (See "Purpose" section)	**Contract No.** SSE 147199
Description Independent Medical Examinations	
Total Amount $33,500,000 (estimated aggregate value)	
Contract Term (including Options, if any) August 1, 2018–July 31, 2023	
Option(s) included in Total Amount? ☐ Yes ☒ No	
Renewal? ☐ Yes ☒ No	
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☒ RFP ☐ Bid ☐ Other:	
Funding Source ☒ Operating ☐ Capital ☐ Federal ☐ Other:	

Purpose

To obtain approval from the Board to award nine competitively negotiated personal service contracts to provide independent medical examinations and related services for NYC Transit's Law Department and MTA Headquarters' ("MTA-HQ") Human Resources Department for a period of five years, with an estimated aggregate value of $33,500,000 ($32,550,000 for NYC Transit and $950,000 for MTA-HQ) to the firms listed below. These will be zero dollar–based contracts and have no minimum guarantee of any assignments. One firm, Utopia Claims Concepts, Inc., is a certified MBE and one firm, Juris Solutions, Inc., is a certified WBE.

1.	Dane Street, LLC ("Dane Street")	6.	Psychiatric Solutions of Westchester, PC ("Dr. Raff")
2.	D&D Medical Associates, PC ("D&D")	7.	Peter Sass, MD ("Dr. Peter Sass")
3.	Juris Solutions, Inc. ("Juris") – WBE	8.	Support Claim Services, Inc. ("SCS")
4.	Optimum Consulting Associates, LLC ("Optimum")	9.	Utopia Claims Concepts, Inc. ("Utopia") – MBE
5.	Professional Evaluation Group, Inc. ("PEG")		

Discussion

Under these five-year contracts, the firms will provide medical subject matter experts to conduct independent medical examinations and medical record reviews as well as provide court testimony and related services on an as-needed basis. These services are required in connection with four different categories of claims: workers' compensation claims, personal injury lawsuits (tort litigation), claims for medical costs of injuries covered under New York's automobile No-Fault Law ("No-Fault Claims"), and disability retirement applications. These indefinite quantity contracts are proposed to be awarded to the independent medical examination ("IME") firms identified above, to provide physicians in various specialties, as requested by NYC Transit and MTA-HQ for particular assignments. Fees will be paid to the firms on a per-assignment basis in accordance with the negotiated contractual price schedules. There is no minimum number of examinations guaranteed to any firm.

Award of these contracts will provide access to a wide array of medical experts provided by the pool of nine contractors. It will ensure the availability of doctors with subject matter expertise in 39 distinct specialties (such as orthopedics, neurology, and radiology) to perform necessary assignments in particular matters as determined by in-house counsel, claim examiners, and others. The contractors will provide medical examinations and other related services such as follow-up exams, reporting, medical record reviews, peer reviews, and court testimony.

Procurement conducted an extensive outreach to enhance competition, which resulted in receipt of 17 proposals in response to the publicly advertised Request for Proposals ("RFP"). All 17 proposals were evaluated by the Selection Committee ("SC") in accordance with the evaluation criteria in the RFP, which included such technical criteria as (1) proposer's demonstrated knowledge and relevant experience

including quality of assigned personnel, and experience and stability of proposer's organization, (2) proposer's plan for managing the work in accordance with the contract requirements including the plan for timely examinations and reports, and (3) proposer's diversity practices. The evaluation criteria also included overall project cost and other relevant matters.

Based upon the technical evaluations, the SC voted to invite 11 firms to give oral presentations: Dane Street; D&D; Industrial Medicine Associates, PC; Juris; Optimum; PEG; Patient Focus Medical Association of NY, PC; Dr. Raff; Dr. Peter Sass; SCS; and Utopia. The firms not selected to give oral presentations did not demonstrate sufficient experience to meet the requirements of the scope of work in the RFP.

Following oral presentations, pricing, which had been analyzed by NYC Transit's Cost Price Analysis Unit ("Cost Price Analysis"), was presented to the SC. Subsequently, the SC unanimously voted to invite nine firms for negotiations: Dane Street, D&D, Juris, Optimum, PEG, Dr. Raff, Dr. Peter Sass, SCS, and Utopia. Two firms that were eliminated from further consideration did not demonstrate the level of experience and technical skills necessary to meet the business needs required under this RFP, such as scheduling, reporting, and availability of experts to provide testimony. In addition, the unit prices of these two firms were the highest compared to the remaining proposers.

Negotiations with the remaining nine proposers focused on pricing and contractual terms and conditions. Upon completion of negotiations, Best and Final Offers ("BAFOs") were requested, and were received on April 18, 2018. Proposers were requested to provide pricing for services by physicians in 39 distinct specialties, with variations in the specific nature of services to be provided for the four different categories of claims (workers' compensation, tort litigation, No-Fault, and disability retirement applications). However, the RFP did not require proposers to provide pricing for all specialties.

The SC reviewed the BAFOs in accordance with the evaluation criteria in the RFP and unanimously recommended all nine finalists for award. The SC determined that each of the firms were technically qualified to perform the contract work based on their experience in the industry and past performance providing independent medical examination services to various government and private clients. All reference checks were positive. Cost Price Analysis developed a range of acceptable prices for individual specialties which are deemed fair and reasonable based on market pricing and the in-house estimate. Specialties for which a proposer's BAFO prices were above this range were not recommended for award to that proposer. While no awardee will receive an award for all specialties, the aggregate awards to the nine finalists were determined by the SC to provide sufficient coverage for all specialties. Most specialties have coverage of three to six firms per specialty and only four seldom-used specialties have coverage by fewer than two firms per specialty. As noted previously, the contracts do not guarantee a minimum quantity of assignments to a firm. The prices have been found to be fair and reasonable based on the competitive nature of the RFP and in comparison to the in-house estimate.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights established goals of 0 percent MBE and 0 percent WBE for this contract due to insufficient availability of M/WBE firms in the marketplace.

Impact on Funding

Approved funding is available in Law Department's Operating Budget under Account No. 712701, Responsibility Center No. 6314 and Function No. 930 and in the MTA-HQ's Human Resources Department budget.

Alternatives

None recommended. NYC Transit cannot meet these needs through direct employment of physicians as it requires access to independent medical experts in a variety of specialties to provide these claim-related medical examination services.

Recommendations

It is recommended that the Board approve the award as described in the "Purpose" section.

New York City Transit

JULY 2018

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E–J)
(Staff Summaries required for items requiring Board approval.)

1. E.E. Cruz & Company, Inc. **$982,500** ***Staff Summary Attached***
Contract# A-36865.19

Modification to the contract for station renewal and component repairs of three stations in Queens: 121st Street, 111th Street, and 104th Street; in order to fabricate and deliver 34 trackside platform steel girders for platforms at all three stations.

Skanska USA Civil Northeast, Inc. **$5,545,000 (Aggregate)** ***Staff Summary Attached***
2. Contract# A-36622B.21 **$2,750,000** ↓
3. Contract# A-36622B.26 **$1,800,000** ↓
4. Contract# A-36622B.28 **$995,000** ↓

Modifications to the contract for Enhanced Station Initiative–Package 2: Improvements at the 30th Avenue, Broadway, 36th Avenue, and 39th Avenue stations along the Astoria Line in Queens, in order to provide for steel repairs to the platform/span girders at the 30th and 36th Avenue stations and additional repairs to platform pipe supports as well as the repair of platform precast haunch support beams at the 30th, 36th, 39th Avenue, and Broadway stations.

Schedule K: Ratification of Completed Procurement Actions

New York City Transit

Item Number: 1

Vendor Name (Location) E.E. Cruz & Company, Inc. (New York, New York)	**Contract Number** A-36865 / **AWO/Mod. #** 19
Description Component Repairs at Four Stations, Jamaica Line (BMT) in the Boroughs of Brooklyn and Queens	**Original Amount:** $ 58,255,400
Contract Term (including Options, if any) June 22, 2016–February 21, 2019	**Prior Modifications:** $ 500,767 **Prior Budgetary Increases:** $ 0
Option(s) included in Total Amount? ☐ Yes ☐ No ☒ n/a	**Current Amount:** $ 58,756,167
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modification	**This Request:** $ 982,500
Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:	**% of This Request to Current Amount:** 1.6%
Requesting Dept./Div., Dept./Div. Head Name: Capital Program Management, John O'Grady	**% of Modifications (including This Request) to Original Amount:** 2.5%

Discussion

This retroactive modification is for fabrication and delivery of 34 trackside platform steel girders for platforms at three stations in Queens.

The base contract covers station renewal and component repairs of three stations in Queens: 121st Street, 111th Street, and 104th Street. The work includes (1) cast-in-place platform replacements, including tactile warning strips, (2) installation of windscreens, artwork, doors, and windows, (3) renewal of side platform stairs, (4) structural steel repairs and replacements, (5) temporary support of electrical and signal cables, (6) communications work, and (7) painting and other incidental work.

At the three stations in Queens, the contract calls for the repair of 103.7 tons of trackside platform girders. During construction, 55.23 tons of repair were required at the Manhattan-bound platforms at 121st and 104th Street stations. After the concrete slabs and paint were removed from the 34 trackside girders at the remaining platforms of the Queens stations, a joint survey revealed that the trackside girders had excessive corrosion. Capital Program Management ("CPM") and the Department of Subways determined that all 34 girders should be removed and replaced with new, shop-fabricated girders. The corrosion was so extensive and the repairs were so intensive that it was no longer beneficial to continue with the repairs from either a schedule or cost point of view. Replacement will mitigate schedule delay. The cost of furnishing and installing shop-fabricated replacement girders is comparable to the cost of performing the required intensive repairs. Moreover, the replacement girders are superior and have a much longer life-span than the girders that would otherwise have been repaired.

This retroactive modification requires the contractor to have 34 trackside platform girders shop-fabricated by a structural steel fabricator offsite and deliver them to the jobsite. A separate modification is being negotiated for the cost of installation at the jobsite.

Work under this modification includes performing (1) a detailed field survey, (2) engineering, drawings, and shop fabrication of 34 trackside platform steel girders, (3) factory inspection, (4) priming and painting, and (5) delivery to site.

To meet the steel mill production schedule, the contractor was directed to proceed on April 13, 2018, with the approval of the SVP, CPM.

E.E. Cruz submitted its revised proposal in the amount of $1,056,278. The revised in-house estimate is $954,000. Negotiations resulted in the agreed-upon lump-sum price of $982,500. Savings of $73,778 were achieved. This price is found to be to be fair and reasonable.

At Myrtle Avenue Station in Brooklyn, the contract covers only component repairs (including tactile tiles and platform edge replacement, crack and spall repairs, replacement of the expansion joint plates and refuse enclosures, and other miscellaneous minor repairs) because the girders are considered to be in a state of good repair.

In connection with the review of E.E. Cruz's responsibility pursuant to the All-Agency Responsibility Guidelines, E.E. Cruz was found to be responsible notwithstanding significant adverse information and such responsibility finding was approved by the NYC Transit President in July 2018.

Schedule K: Ratification of Completed Procurement Actions

New York City Transit

Item Number: 2–4

Vendor Name (Location) Skanska USA Civil Northeast (Queens, New York)	**Contract Number** A-36622B / **AWO/Mod. #s** 21, 26, and 28
Description Enhanced Station Initiative – Package 2, Design and Construction of Improvements at the 30th Avenue, Broadway, 36th Avenue, and 39th Avenue Stations, Astoria, Queens Line	**Original Amount:** $ 149,680,000
Contract Term (including Options, if any) April 14, 2017–February 15, 2019	**Prior Modifications:** $ 11,013,063 **Prior Budgetary Increases:** $ 0
Option(s) included in Total Amount? ☐ Yes ☐ No ☒ n/a	**Current Amount:** $ 160,693,063
Procurement Type ☒ Competitive ☐ Noncompetitive	**This Request:** Mod. 21: $2,750,000 Mod. 26: $1,800,000 Mod. 28: $995,000 $ 5,545,000
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modification	
Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:	**% of This Request to Current Amount:** 3.5%
Requesting Dept./Div., Dept./Div. Head Name: Capital Program Management, John O'Grady	**% of Modifications (including This Request) to Original Amount:** 11.1%

Discussion

These retroactive state-of-good-repair modifications are for Skanska USA Civil Northeast ("Skanska"), and will provide for steel repairs to the platform/span girders at the 30th and 36th Avenue stations and additional repairs to platform pipe supports as well as the repair of platform precast haunch support beams at the 30th, 36th, 39th Avenue, and Broadway stations along the Astoria line in Queens.

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

Modifications 21 and 28

This contract requires the removal and replacement of the concrete platform slab at the area of each platform above the mezzanine. Removal of the concrete slab at the 30th and 36th Avenue stations revealed severe corrosion to the platform/span girders which span approximately 66 feet across the street intersection below the mezzanine of each station. The corrosion necessitated replacement of the top flange plates and repairs to the web of the northbound and southbound girder of each station. In consideration of the project schedule, these repairs are addressed in separate modifications due to the additional time needed to develop the web repair detail. It was also necessary to perform these repairs in sequence with the top flange repairs occurring first to enable the subsequent web repairs to proceed without the need for temporary support. Accordingly, the top flange repair is addressed in Modification 21 and the web repair is addressed in Modification 28. Both repairs are essential to maintain a state of good repair. Similar repairs will be required at the Broadway and 39th Avenue stations, and will be addressed under separate modifications as the extent of the corrosion and required repairs cannot be determined until after station closing.

Pursuant to the approval of retroactive waivers by the SVP, Capital Program Management, work under both modifications started immediately in order to maintain the June 22, 2018 reopening date of the 30th and 36th Avenue stations. The work has been completed.

Modification 21: Work under this modification includes all design, procurement, fabrication and installation associated with the replacement of the deteriorated top flange plates of the platform/span girders at the 30th and 36th Avenue stations, including temporary shoring and jacking of the existing girders during replacement of the plates and removal of additional concrete as needed to facilitate the work.

Skanska submitted its proposal in the amount of $3,360,938. The revised in-house estimate is $2,549,893. Negotiations resulted in the agreed-upon lump-sum price of $2,750,000. Savings of $610,938 were achieved. Procurement finds this price to be fair and reasonable. Approval was also obtained from the SVP, Operations Support authorizing payment up to the agreed amount of this modification prior to its approval.

Modification 28: Work under this modification includes all design, procurement, fabrication, and installation of steel plates to repair the web of the platform/span girders at the 30th and 36th Avenue stations, including removal of the existing concrete track slab adjacent to the girder, removal of rivets and existing angles, cleaning the steel to accept the new steel plates, installation of the steel plates and restoration of the track slab including rebar, structural concrete, waterproofing, and topping slab.

Skanska submitted its proposal in the amount of $1,260,210. The in-house estimate is $989,852. Negotiations resulted in the agreed-upon lump-sum price of $995,000. Savings of $265,210 were achieved. Procurement finds this price to be fair and reasonable.

Modification 26

This contract includes a unit price item for the repair (in all four stations) of 240 platform pipe supports under existing precast concrete platform panels. Skanska's Field Condition Surveys revealed that the damage to the platform pipe supports was more numerous (973 supports) and more severe than anticipated in the unit price item. In addition, the Field Condition Surveys identified significant deterioration to the concrete haunches of the precast platform panels at 54 locations, the repairs for which were not considered in this contract, and include the installation of steel haunch support beams. The Design/Builder determined that the additional repairs were necessary to bring the platform into a state of good repair and presented its findings and proposed repair details, which were accepted by NYC Transit.

The scope of work under this modification, at all four stations, includes (1) the repair of 973 precast concrete platform pipe supports based on a more robust repair detail, (2) repair of the concrete haunches of the precast platform panels at 54 locations, and (3) a credit for the contract unit price item.

Pursuant to the approval of a retroactive waiver by the SVP, Capital Program Management, work at the 30th and 36th Avenue stations was started immediately in order to maintain their June 22, 2018 reopening date. The work at these stations has been completed.

Skanska submitted its proposal in the net amount of $2,063,363. The in-house estimate is in the net amount of $1,706,391. Negotiations resulted in the agreed-upon net lump-sum price of $1,800,000. Savings of $263,363 were achieved. Procurement finds this price to be fair and reasonable.

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

MTA Capital Construction

JULY 2018

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E–J)
(Staff Summaries required for items requiring Board approval.)

1. Judlau Contracting, Inc. **$2,860,820** ***Staff Summary Attached***
Contract# A-35301.143

Modification to the contract for Cortlandt Street #1 Line Station Rehabilitation, in order to provide the installation of platform to street Elevator 3 and associated sidewalk-level elevator kiosk at the Cortlandt Street #1 Line Station.

2. WSP USA, Inc. **$6,670,871** ***Staff Summary Attached***
Contract# CM-1338.32

Modification to the contract for Consultant Construction Management services on the Second Avenue Subway Project, Phase 1, in order to provide additional Consultant Construction Management services and extend the contract term by an additional 12 months.

Schedule K: Ratification of Completed Procurement Actions

MTA Capital Construction

Item Number: 1

Vendor Name (Location) Judlau Contracting, Inc. (New York, New York)	
Description Cortlandt Street No.1 Line Station (IRT) Rehabilitation	
Contract Term (including Options, if any) April 20, 2015–February 20, 2018	
Option(s) included in Total Amount?	☐ Yes ☐ No ☒ n/a
Procurement Type	☒ Competitive ☐ Noncompetitive
Solicitation Type	☐ RFP ☐ Bid ☒ Other: Modification
Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:	
Requesting Dept./Div., Dept./Div. Head Name: MTA Capital Construction, John N. Lieber	

Contract Number	**AWO/Mod. #**
A-35301	143

Original Amount:	$	101,150,000
Prior Modifications:	$	8,898,419
Prior Budgetary Increases:	$	0
Current Amount:	$	110,048,419
This Request:	$	2,860,820
% of This Request to Current Amount:		2.6%
% of Modifications (including This Request) to Original Amount:		11.6%

Discussion

This retroactive modification is for the installation of platform-to-street Elevator 3 required to provide Americans with Disabilities Act ("ADA") Accessibility including a sidewalk-level elevator kiosk at the Cortlandt Street station along the 1 line in the borough of Manhattan.

The base contract, awarded to Judlau Contracting, Inc. ("Judlau"), is for the Rehabilitation of the Cortlandt Street No. 1 Line Station (IRT) located within the World Trade Center site.

This contract was originally awarded by the Port Authority of New York and New Jersey ("PANYNJ"). After approximately 20 percent of the initial construction work had been performed, the contract was assigned to the MTA. Prior to the commencement of the initial construction contract work, NYC Transit reviewed the drawings and specifications for conformance to NYC Transit standards and submitted comments to PANYNJ. The comments, however, were not incorporated into the contract. Work under this contract only included the procurement of the elevator components. The installation of the elevator, and the procurement and installation of the sidewalk kiosk, which were required pursuant to NYC Transit design standards (ADA accessibility), were not included.

When the MTA assumed this contract from PANYNJ, certain scope-of-work items required to meet NYC Transit standards were added in a series of Bulletins which provided for the additional work required as well as resiliency work not addressed in the contract. Work addressed in these Bulletins was then incorporated into the work to be performed by Judlau in a series of modifications. Work that is the subject of this modification was addressed as Bulletin No. 4.

Work under this modification includes (1) changing the elevator cab to a glass wall structure, (2) installation of Elevator 3 and associated equipment, (3) procurement and installation of an elevator kiosk at street level, and (4) a flood mitigation design for the elevator. This modification also includes accelerated work for the procurement of materials and installation due to the project schedule anticipated station opening date in October 2018. As part of this modification, a credit was also taken for the original cab as specified in the base contract.

To avoid additional delay to the project schedule, this work had to begin in advance of formal approval. Consequently, the MTA Capital Construction ("MTACC") Chief Development Officer approved a retroactive waiver on April 2, 2018.

Judlau submitted its revised proposal in the amount of $3,321,122. The revised in-house estimate is $2,601,734. Negotiations resulted in the agreed-upon net lump-sum price of $2,860,820. MTACC and Procurement find this amount to be fair and reasonable.

Issues related to any time extension and impact costs, if appropriate, will be addressed in a subsequent change order(s).

In connection with a previous contract awarded to Judlau, Judlau 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 Interim Executive Director in March 2017. No new SAI has been found relating to Judlau and Judlau has been found to be responsible.

Schedule K: Ratification of Completed Procurement Actions

MTA Capital Construction

Item Number: 2

Vendor Name (Location) WSP USA, Inc. (New York, New York)	
Description Consultant Construction Management Services for the Second Avenue Subway Project, Phase 1	
Contract Term (including Options, if any) May 31, 2007–December 31, 2017	
Option(s) included in Total Amount? ☐ Yes ☐ No ☒ n/a	
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modification	
Funding Source ☐ Operating ☒ Capital ☒ Federal ☐ Other:	
Requesting Dept./Div., Dept./Div. Head Name: MTA Capital Construction, John N. Lieber	

Contract Number	**AWO/Mod. #**
CM-1338	32
Original Amount:	$ 80,940,647
Prior Modifications:	$ 120,246,576
Prior Budgetary Increases:	$ 0
Current Amount:	$ 201,187,223
This Request:	$ 6,670,871
% of This Request to Current Amount:	3.3%
% of Modifications (including This Request) to Original Amount:	156.8%

Discussion

This retroactive modification is for additional Consultant Construction Management ("CCM") services on Phase 1 of the Second Avenue Subway ("SAS") Project, and to extend the contract duration for an additional 12 months (January 1, 2018 to December 31, 2018).

The base contract was awarded to Parsons Brinckerhoff, now WSP USA Inc. ("WSP"), in May 2007. Initially, six construction contracts were planned for Phase 1 of the SAS project. It was subsequently decided by MTA Capital Construction ("MTACC") to increase this number to 10 in order to provide for smaller construction packages, which would in turn enhance competition and receive more favorable pricing. CCM services under this contract include the monitoring/managing of all construction activities such as (1) coordination with contractors and other agencies, (2) full-time on-site inspections and reporting non-conformances, (3) ensuring adherence to environmental specifications, (4) reviewing contractor submittals, and (5) performing administrative, payment, and scheduling services. Additional CCM services necessitated by the increased number of construction contracts and additional staffing support in newly identified areas were previously approved by the Board under Modifications 15 and 21.

During the second quarter of 2016, the SAS contractors began construction acceleration to achieve revenue service. In order to support this effort, CCM services were increased. In order to meet the deadline, contractors worked around the clock at the station, at street level, and in the tunnel. Accordingly, WSP performed CCM services by providing inspection staff to monitor all activities and assure that contract specifications were followed. The SAS program has now achieved Substantial Completion of all ten contracts with the systems contract substantial completion declaration on July 12, 2018 with a final completion scheduled for December 2018.

Under this modification, WSP will provide continued CCM services to support (1) post revenue service construction for all remaining work in the stations, streets, and back-of-house areas, (2) inspecting completion of station punch-list items, (3) Construction Contract C26009 Systems (Track, Traction Power, Signals, and Communication) activities, (4) assisting in the processing of Additional Work Orders, (5) street restoration and coordination of acceptance activities with city agencies, (6) preparation of documentation for the Federal Transit Administration, and (7) closeout activities for all five remaining SAS construction contracts, such as review and approval of more than 12,000 as-built drawings and submittals of manuals and documentation. The projected staffing support under this modification was approximately 36 full-time employees ("FTEs") during the first quarter of 2018. This number will decrease gradually to 12 FTEs by December 31, 2018.

The contract budget was exhausted by late December 2017 due to the contracts not achieving Substantial Completion as planned. A retroactive memo, effective January 1, 2018, was approved by the MTA Chief Development Officer to continue work pending negotiations and award of this modification. WSP's initial proposal was in the amount of $7,463,455. MTACC's revised estimate was $6,381,008. Negotiations with WSP resulted in a Best and Final Offer ("BAFO") of $6,670,871, or 10.6 percent lower than its initial proposal. WSP's BAFO was deemed fair and reasonable, and reflects $792,584 in negotiated savings.

It is noted that discussions with regard to performance issues under this contract resulted in WSP's agreement to provide MTACC with a credit in the amount of $3,000,000, which will be applied towards WSP invoices.

In connection with a previous contract awarded to WSP[1], WSP 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 Executive Director and Chief Executive Officer in consultation with the MTA General Counsel in March 2008. No new SAI has been found relating to WSP and WSP has been found to be responsible.

[1] WSP acquired PBAmericas, Inc. in October 2014.

Service Changes: Implement Temporary M14 Select Bus Service

Peter Cafiero, Chief, Operations Planning

Service Issue

The 15-month closure of the L subway line running under 14th Street will create a greater demand for crosstown surface travel along the 14th Street corridor in Manhattan.

Recommendation

Implement the first preliminary phase of temporary M14 Select Bus Service (SBS).

Budget Impact

The recommended service would result in an increase of approximately $1,306,000 in operating costs for the 3-4 months of planned service:

Department	Cost
Bus Operations	$782,000
Revenue Collection	$34,000
AFC Maintenance	$210,000
Eagle Team	$136,000
Bus Maintenance	$144,000
Total	**$1,306,000**

The above costs are included in the approved operating budget.

Proposed Implementation Date

January 6, 2019 contigent upon the completion of 14th Street curb modifications, sidewalk modifications and off-board fare collection machine installations.

Staff Summary

MTA New York City Transit

Subject	Implement Temporary M14 Select Bus Service in Manhattan
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah J. Wyss

Date	July 11, 2018
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	**Approval**	**Order**	**Approval**
8	President	4	VP General Counsel
7	Executive VP	3	Director OMB
6	SVP Buses	2	Acting VP GCRM
5	Chief Cust. Officer	1	Chief OP

Purpose

To obtain Presidential approval to implement the first phase of the temporary M14 Select Bus Service (SBS) in Manhattan. This staff summary also addresses the required schedule and fare collection changes.

Discussion

In 2012, the Canarsie Tunnel was seriously damaged by Superstorm Sandy. To repair the damage, the tunnel must be temporarily closed for 15 months. There will be no L service operating in Manhattan or between Brooklyn and Manhattan for the duration of the closure. The 15-month closure of the L running under 14th Street will create a greater demand for crosstown surface travel along the 14th Street corridor in Manhattan. There will be ridership disruption to the approximately 50,000 L riders who stay within Manhattan (including transfers from north-south subway lines) and a portion of the 225,000 riders who typically use the L for travel between Manhattan and Brooklyn. These riders will need to be accommodated in addition to the 30,000 customers per day currently using the existing M14A and M14D buses.

Recommendation

The first phase, a preliminary temporary M14 SBS route, will be implemented before the tunnel closure, when NYC DOT modifies 14th Street curbs and sidewalks, and NYCT installs SBS off-board fare collection machines at M14 SBS stops. The service will operate across 14th Street between First Avenue and Tenth Avenue and will operate in addition to the existing M14A and M14D, seven days per week from 6 a.m. to 10 p.m. approximately every eight minutes. Starting this SBS service in January 2019, three months before the expected subway closure, will allow NYCT and NYC DOT to make any necessary adjustments to the bus service and street design before they become critical for diverted L customers. Although this service is planned to start in January 2019, implementation is contigent upon the completion of 14th Street curb modifications, sidewalk modifications and off-board fare collection machine installations.

Starting a week or two prior to the start of the tunnel closure, and continuing throughout the 15-month construction period, the M14 SBS will be extended east to a temporary bus terminal adjacent to the planned

Staff Summary

New York City Transit

Stuyvesant Cove ferry terminal on the East River. This main phase of the temporary M14 SBS will operate in addition to the M14A and M14D, daily with a headway of under two minutes during peak hours.

The main phase of the temporary service will focus M14 SBS stops to match current subway transfer locations, with the exception of Third Avenue, and will provide temporary passenger facilities and enhanced pedestrian areas. All local M14A/D stops will remain where they are today, with the exception of three stops near Union Square. To allow for needed pedestrian space, the westbound M14A/D local bus stop at the far side of Union Square West will be temporarily removed. The eastbound M14A/D local bus stops at the far side of 5th Avenue and the far side of University Place will be combined as one new, improved bus stop on the near side of University Place. A route map and list of stops are included at the end of this document (Attachments 1 and 2).

In order for NYCT to provide adequate capacity and competitive travel times for the temporary increase in bus service along 14th Street, bus priority lanes and operational restrictions for cars and trucks will be required. The street design for the temporary busway on 14th Street will consist of elements that provide priority for buses and pedestrians along 14th Street between First Avenue and Ninth Avenue.

Alternatives

1. *Do nothing*. If no action is taken, the existing M14A and M14D bus routes serving the 14th Street corridor will be overwhelmed by diverted L riders traveling across 14th Street. Additionally, without a competitive travel option many diverted L riders will shift to other modes of travel including for-hire vehicles (FHV), creating significant traffic congestion in the vicinity of 14th Street.
2. *Wait to implement M14 SBS until the L shuts down*

Budget Impact

The recommended service would result in an increase of approximately $1,306,000 in operating costs for the 3-4 months of planned service:

Department	Cost
Bus Operations	$782,000
Revenue Collection	$34,000
AFC Maintenance	$210,000
Eagle Team	$136,000
Bus Maintenance	$144,000
Total	**$1,306,000**

The above costs are included in the approved operating budget.

Staff Summary

New York City Transit

Implementation Date
January 6, 2019 contingent upon the completion of 14th Street curb modifications, and sidewalk modifications and off-board fare collection machine installations.

Approved:

Andrew Byford
President

Attachment 1

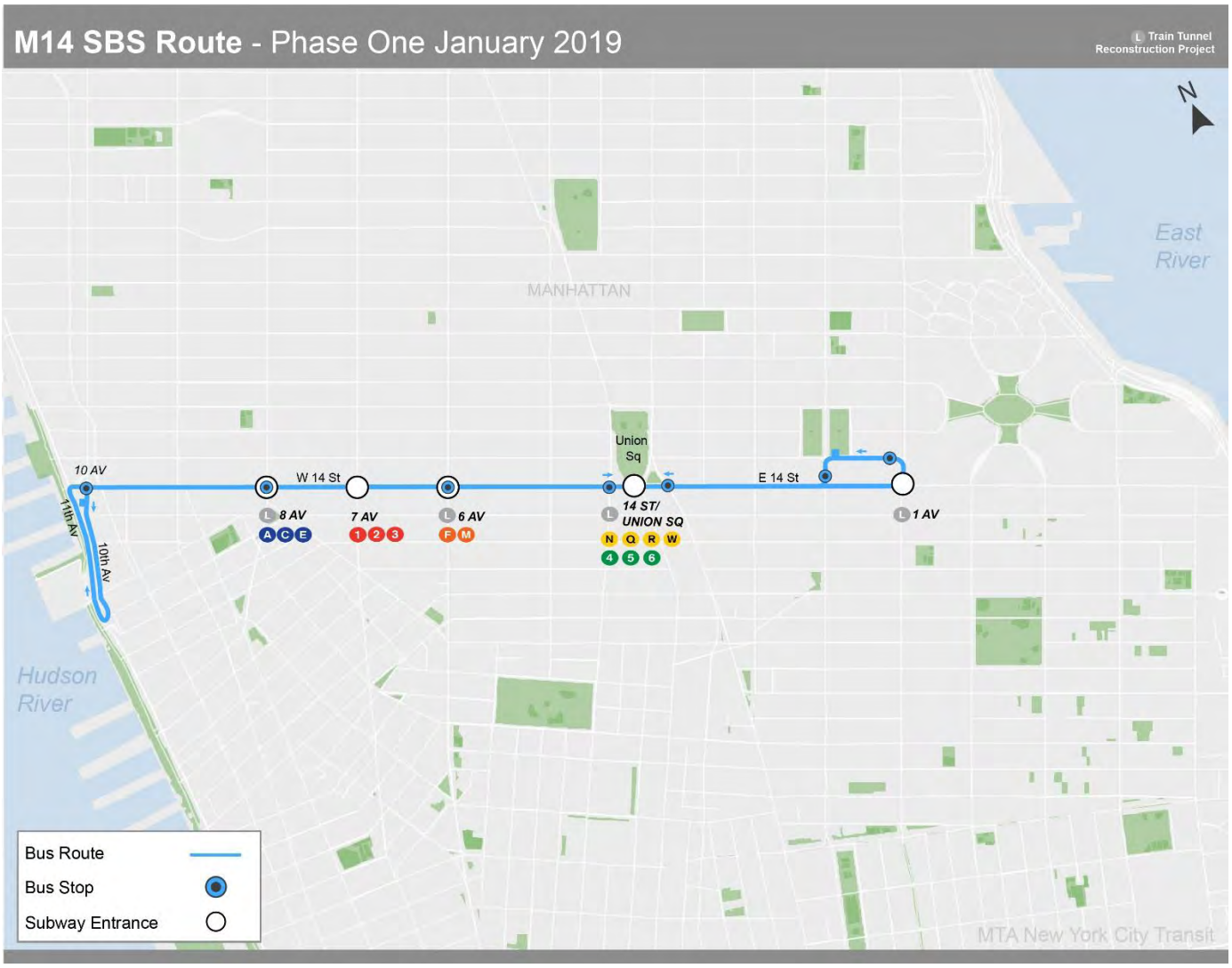
Phase One Temporary M14 SBS Stops

Eastbound				Westbound			
1	W 14 St	at	10 Av (**new stop**)	1	2 Av	at	E 14 St (**new stop**)
2	W 14 St	at	8 Av	2	E 14 St	at	4 Av
3	W 14 St	at	6 Av	3	W 14 St	at	6 Av
4	E 14 St	at	University Pl (**new stop**)	4	W 14 St	at	8 Av
5	E 15 St	at	1 Av	5	W 14 St	at	Washington St

Staff Summary

New York City Transit

Attachment 2



Service Changes: Implement B82 Select Bus Service

Peter Cafiero, Chief, Operations Planning

Service Issue

The B82 Local/Limited service corridor serves nearly 28,000 average weekday riders. The current B82 route provides crosstown service in southern Brooklyn, traveling through dense residential and retail neighborhoods between Coney Island and Spring Creek. The route serves the busy Kings Highway retail corridor, as well as providing connections to multiple subway stations for residents who live far from the subway. Improvements along this route will better and more quickly connect residents to jobs and shopping across southern Brooklyn.

Recommendation

Implement B82 Select Bus Service (SBS) in southern Brooklyn, replacing B82 Limited service.

Budget Impact

The recommended service revision would result in an increase of approximately $2,900,450 in annual operating costs as follows:

Department	Cost
Bus Operations	$1,823,000
Revenue Collection	$70,450
AFC Maintenance	$280,000 *
Eagle Team	$727,000
Total	**$2,900,450**

*AFC Maintenance will also incur a first year cost of $35,000 for one vehicle

The above costs are included in the approved operating budget.

Ridership is estimated to increase by approximately 2,700 trips per weekday, increasing revenue by approximately $1,170,000 per year. This assumes ridership growth comparable to the Bx12 SBS, a cross-borough route with similar land use patterns.

Proposed Implementation Date

Fall 2018

Staff Summary

New York City Transit

Subject	Implement B82 Select Bus Service in Southern Brooklyn
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah J. Wyss

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

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

Internal Approvals			
Order	Approval	Order	Approval
8	President	4	VP General Counsel
7	Executive VP	3	Director OMB
6	SVP Buses	2	Acting VP GCR
5	Chief Cust. Officer	1	Chief OP

Purpose

To obtain Presidential approval to implement B82 Select Bus Service in southern Brooklyn. This staff summary also addresses the required schedule and fare collection changes.

Discussion

MTA New York City Transit (NYCT) has been closely working with the New York City Department of Transportation (NYC DOT) to implement Bus Rapid Transit in New York City. Bus Rapid Transit is a high-performance surface transportation system that incorporates elements such as bus lanes and proof-of-payment fare collection to bring a noteworthy improvement in speed and service reliability. In New York City, Bus Rapid Transit is branded Select Bus Service (SBS). These features, which are currently in place on 17 routes throughout New York City, have typically improved bus speeds by up to 20% and increased ridership by 10%.

Both data analysis and public input have identified the B82 as a major bus route in need of service improvements, due to its high ridership with 28,000 weekday riders, slow speeds, and its key role in the transit network. The B82 provides a link through dense residential neighborhoods to shopping and jobs. It also connects to the Ⓓ Ⓝ Ⓕ Ⓑ Ⓠ Ⓛ subway lines, and 21 bus routes including the B44 SBS and B46 SBS. The B82 SBS will include off-board fare collection, dedicated bus lanes, enhanced and safer bus stops, specially branded low-floor buses, and real-time bus arrival information at many stops.

Service Plan

There will be three routing changes when the B82 SBS starts service:

1. The service will operate in both directions on Glenwood Rd from Rockaway Pkwy to E 103 St. A westbound bus lane will be installed on Glenwood Rd, allowing the streamlining of the circuitous route the westbound B82 uses to access the Rockaway Parkway Ⓛ train station, and saving several minutes in travel time. The B82 Local and the B6 will also operate via Glenwood Rd on the new bus lane.

2. The SBS service will operate via Avenue K, between Kings Highway and Flatlands Ave. This will allow the B82 SBS to avoid the turns on the current "dog-leg" routing via the congested intersections of Flatbush Ave with Flatlands Ave and Kings Highway. The B82 Local service will continue to operate on the existing route via Flatlands Ave and Flatbush Ave to maintain service at existing stops.

3. The western terminal of SBS service will be at Cropsey Ave and Bay 37-38 Streets, at a new boarding island to be built by NYC DOT. All B82 Local trips will serve the Stillwell Avenue terminal in Coney Island. Few riders take the B82 to Coney Island. These changes will reduce overall SBS trip mileage and help to improve service reliability. This will also create a clearer service pattern, compared to now when a complicated mix of Limited and Local service terminates at either Bay 37 St or Stillwell Ave. Riders wishing to go to or from Coney Island will still be able to take the B82 Local service which will have additional trips added, or take the Ⓓ Ⓕ Ⓝ Ⓠ subway routes that intersect the B82 and serve Stillwell Ave.

B82 SBS Span and Frequency

The B82 SBS will have an expanded schedule with service throughout the day, replacing current Limited service that only operates in peak periods. SBS service will operate weekdays only, like the current Limited. Service will operate every 8 to 9 minutes during the morning and evening peaks, and every 10 to 12 minutes at off-peak times. An initial 8-10% reduction in running time during peak and off-peak periods respectively will be factored into the schedule as service speed is expected to increase in line with other SBS routes. Additionally, some time points will be eliminated to have service operate as fast as possible.

The B82 SBS will include the stop locations listed in Attachment 1 and mapped in Attachment 2.

B82 SBS Features

The B82 SBS will include several features found on other SBS routes, including off-board fare collection, bus lanes, specially branded buses, and enhancements to pedestrian safety and bus stops. NYC DOT will install wayfinding signs with real-time bus arrival information at many SBS stops.

As on the other established SBS routes in New York City, NYC DOT is evaluating bus priority measures and is making significant improvements for safety and bus operations, including widened median bus stops along Kings Highway and a new boarding island at the western SBS terminal at Bay 37th St.

NYCT and NYC DOT staff have attended over 84 outreach meetings on the B82 SBS project. Every affected Community Board has had at least one presentation, and elected officials and other stakeholders have been briefed. There has been thorough discussion of all the issues, and many points of concern have been addressed through changes to the project.

As the implementation process for the B82 SBS moves forward, NYCT and NYCDOT will continue to work with businesses, community groups and elected representatives affected by the proposed bus priority treatments to refine the plans and ensure that our customers can get through congested streets while best accommodating other users of the streets. In particular, NYCT and NYCDOT presented alternatives to the originally proposed bus priority treatments along Kings Highway between Bay Pkwy and Ocean Ave.

Staff Summary

New York City Transit

A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that the B82 Select Bus Conversion would not result in a disproportionate impact on either minority or below-poverty populations. The President has considered the analysis of this service change prepared in accordance with Title VI requirements, and has considered the impacts of this proposed change upon riders of mass transportation services, including minority and low-income users of such services.

Recommendation
Implement Select Bus Service (SBS) service on the B82, replacing the B82 Limited service.

Alternatives
1. *Do nothing.* If no action is taken, B82 bus service will continue to be slow and unreliable, discouraging ridership growth.

Budget Impact
Approximately $2,900,450. This is included in the approved operating budget.

Implementation Date
Fall 2018

Approved:

Andrew Byford
President

Staff Summary

New York City Transit

Attachment 1

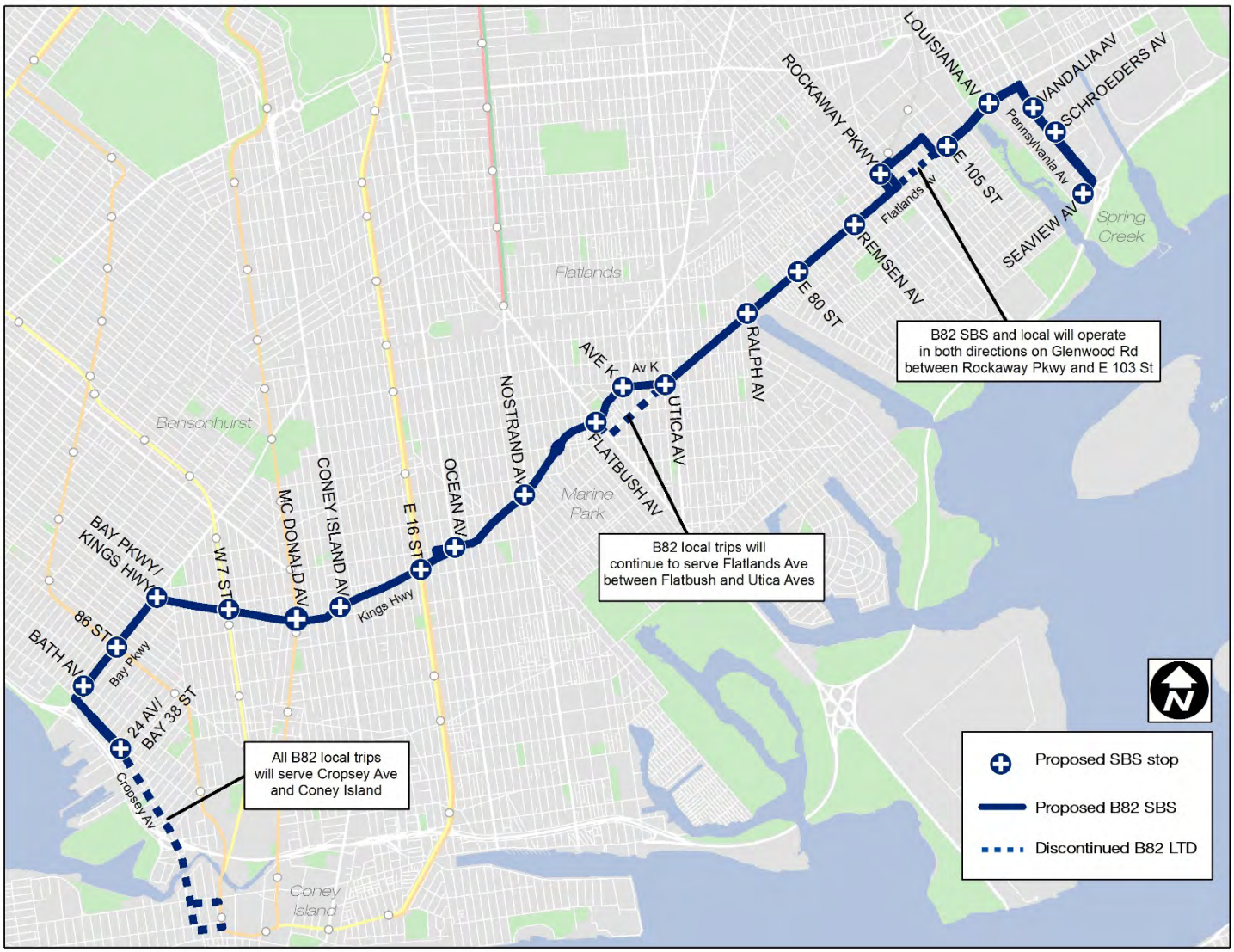
B82 SBS Stops

Eastbound				Westbound			
1	Cropsey Av	at	Bay 37 Av (**new stop on island**)	1	Seaview Av	at	Pennsylvania Av
2	Bay Pkwy	at	Bath Av (**moved farside**)	2	Pennsylvania Av	at	Schroeders Av
3	Bay Pkwy	at	86 St	3	Pennsylvania Av	at	Vandalia Av (**at new nearside stop**)
4	Bay Pkwy	at	78 St / Kings Hwy	4	Flatlands Av	at	Louisiana Av
5	Kings Hwy	at	W 7 St	5	Flatlands Av	at	E 105 St
6	Kings Hwy	at	McDonald Av	6	Glenwood Rd	at	Rockaway Pkwy (**relocated stop**, outside bus terminal, near side Rockaway Pkwy)
7	Kings Hwy	at	Coney Island Av	7	Flatlands Av	at	Remsen Av
8	Kings Hwy	at	E 16 St	8	Flatlands Av	at	E 82 St
9	Kings Hwy	at	Ocean Av	9	Flatlands Av	at	Ralph Av
10	Kings Hwy	at	Nostrand Av	10	Flatlands Av	at	Utica Av
11	Kings Hwy	at	Flatbush Av	11	Kings Hwy	at	Ave K (**new stop on service road, farside Ave K)**
12	Kings Hwy	at	Ave K (**new stop on service road, nearside Ave K**)	12	Kings Hwy	at	Flatbush Ave **(new stop on main road)**
13	Flatlands Av	at	Utica Av	13	Kings Hwy	at	Nostrand Av
14	Flatlands Av	at	Ralph Av	14	Av P	at	Ocean Av
15	Flatlands Av	at	E 80 St	15	Kings Hwy	at	E 16 St
16	Flatlands Av	at	Remsen Av	16	Kings Hwy	at	Coney Island Av
17	Glenwood Rd	at	Rockaway Pkwy	17	Kings Hwy	at	McDonald Av
18	Flatlands Av	at	E 105 St	18	Kings Hwy	at	W 8 St (stop relocated to nearside)
19	Flatlands Av	at	Louisiana Av	19	Bay Pkwy	at	79 St / Kings Hwy **(relocated to Bay Pkwy, nearside 79 St)**
20	Pennsylvania Av	at	Vandalia Av	20	Bay Pkwy	at	86 St
21	Pennsylvania Av	at	Schroeders Av	21	Bay Pkwy	at	Bath Av
22	Seaview Av	at	Pennsylvania Av	22	Cropsey Av	at	Bay 38 St

Staff Summary

New York City Transit

Attachment 2



Service Changes: Off-Peak Frequency Enhancements for the B17, B65, S93 and Articulated Bus Conversion for the Bx6, Effective October 2018 and January 2019.

Peter Cafiero, Chief, Operations Planning

Service Issue

Fast Forward is the joint NYC Transit and MTA bus plan to modernize NYC's transit system. Included in the plan is a pilot initiative to strategically expand off-peak periods at levels that are above those specified in the loading guidelines. Ridership levels would be evaluated to assess the effects of the added service. The candidate routes are those that are expected to benefit from more frequent off-peak service, such as those that would attract off-peak commuters and have trip generators along the route.

The B17, B65, and S93 are the NYCT operated bus routes that would receive off-peak frequency enhancements under this pilot. The B17 and B65 are proposed for October 2018. The S93 is proposed for January 2019 along with the Bx6 local articulated bus conversion.

Recommendation

Pilot off-peak service enhancements on seven bus schedules on the B17, B65 and S93 as part of the *Fast Forward* plan initiative. These service increases should attract ridership. Also, implement the Bx6 articulated bus conversion as this will yield more revenue seat miles at a reduced cost.

Budget Impact

The frequency enhancements represent an estimated cost of approximately $2,827,000 annually. These cost factors are incorporated in the budget as a *Fast Forward* plan initiative. The Bx6 local articulated bus conversion will yield an approximate annual cost savings of $430,000.

Proposed Implementation Date

B17 and B65 off-peak service enhancements October 2018.
S93 off-peak service enhancements and Bx6 local articulated bus conversion January 2019.

Staff Summary

MTA New York City Transit

Subject	Off-Peak Frequency Enhancements for the B17, and B65 effective October 2018; Off-Peak Frequency Enhancement for, S93 effective January 2019; and Articulated Bus Conversion for the Bx6 local effective January 2019.
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah J. Wyss

Date	June 26, 2018
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
8	President 7/16	4	VP General Counsel X 7.11.18
7	Executive VP	3	Director OMB 7/13/18
6	SVP Buses	2	Acting VP CPM 7/11/18
5	Chief Cust. Officer 7/13/18	1	Chief Op. Officer 7/11/18

Purpose

To obtain presidential approval for and to inform the New York City Transit and MTA Bus Committee of bus schedule changes to increase off-peak scheduled service levels in compliance with the *Fast Forward* Bus Plan on the B17, B65, and S93 bus routes along with converting the Bx6 local from standard to articulated buses.

Discussion

Fast Forward is the joint NYC Transit and MTA bus plan to modernize NYC's transit system. Included in the plan is a pilot initiative to strategically expand off-peak periods at levels that are above those specified in the loading guidelines. Ridership levels would be evaluated to assess the effects of the added service. The candidate routes are those that are expected to benefit from more frequent off-peak service, such as those that would attract off-peak commuters and have trip generators along the route.

The B17, B65, and S93 are the NYCT operated bus routes that would receive off-peak frequency enhancements under this pilot. The B17 and B65 are proposed for October 2018. The S93 is proposed for January 2019 along with the Bx6 local articulated bus conversion.

The B17 route mainly operates between the Crown Heights/Utica Avenue 34 subway station and Seaview Avenue/East 108th Street all day with a peak service branch to Canarsie Beach Park at East 80th Street/Seaview Avenue. The B17 transports on average approximately 10,000 customers per weekday, 5,000 customers per Saturday, and 4,000 customers per Sunday. The B17 travels primarily on Remsen Avenue which consists of a mix of residential and commercial properties and serves two major subway stations along the route. This route is of particular interest in this pilot because during the first 6 months of implementation, we will see if the enhancement draws new riders prior to the L tunnel reconstruction. After April of 2019 we may see another increase in ridership on the route as it serves a neighborhood that would be impacted by the L tunnel reconstruction.

The B65 operates between Ralph Avenue/St. John's Place and Fulton Street/Smith Street daily. The B65 transports on average approximately 3,000 weekday customers, 2,000 Saturday customers, and 1,500 Sunday customers. The route primarily travels in a residential area terminating at downtown Brooklyn's Fulton Shopping Mall. This destination may draw more riders with a more attractive frequency especially on weekends when shoppers are out. There are also dining options, bars, cafés and the Barclays Center in close proximity to the route.

The S93 operates with limited stop service between the South Administration Building in the College of Staten Island and 86th Street R subway station in Brooklyn on weekdays only. The S93 transports on average approximately 4,000 weekday customers. The route operates mainly on the Victory Boulevard/Clove Road corridor. With classes in session throughout the day at the college, the S93 is a good candidate for this pilot. Students and faculty may be inclined to rely on the S93 instead of other means of transportation if the frequency is increased to better meet their schedule.

After 12 months new passenger data on these routes will be gathered and reviewed for increased ridership in the off-peak where service was increased. An increase in passengers of 50% or more of the percentage of added off-peak trips would be encouraging. If the results fall short of expectations, we will propose to restore service according to loading guidelines.

The Bx6 local has been chosen for articulated bus conversion for end of year 2018. These higher capacity buses are needed on this growing route. Normally we would decrease weekday peak service when providing buses with greater capacity. However, this route shows signs of ridership growth and would benefit from maintaining existing peak weekday service levels. Only midday and evening frequencies were decreased.

The proposed increases in service levels for October 2018 are shown in attachment 1 and January 2019 are shown in attachment 2. There are eight bus schedule changes on the B17, B65, S93 and Bx6 local.

Recommendation

Pilot off-peak service enhancements on seven bus schedules on the B17, B65 and S93 as part of the *Fast Forward* plan initiative. These service increases should attract ridership. Also, implement the Bx6 local articulated bus conversion as was planned for end of year 2018. These higher capacity buses are needed on this growing route and will yield more revenue seat miles at a reduced cost.

Alternatives

Do nothing. NYCT would not make service level adjustments to pilot improved off-peak service, which is one of the *Fast Forward* plan initiatives. NYCT would not convert the Bx6 local route to articulated bus service which would yield lower revenue seat miles at a higher cost.

Budget Impact

The frequency enhancements represent an estimated cost of approximately $2,827,000 annually. These cost factors are incorporated in the budget as a *Fast Forward* plan initiative. The Bx6 local articulated bus conversion will yield an approximate annual cost savings of $430,000. This savings will not be reinvested in the *Fast Forward* plan initiative.

Staff Summary

New York City Transit

Implementation Date

B17 and B65 off-peak service enhancements October 2018.
S93 off-peak service enhancements and Bx6 local articulated bus conversion January 2019.

Approved:

Andrew Byford
President

Attachment 1
October 2018 - Page 1 of 2

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

Weekday	AM Peak				Midday				PM Peak				Evening				
	Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Rev Miles
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B17	5	5	91%	91%	15	8	99%	48%	4	4	90%	90%	6	6	94%	94%	+11.4%
B65	10	10	84%	84%	30	15	74%	37%	15	15	102%	102%	20	15	69%	51%	+17.8%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.
Routes with running time changes only -
(**) Trip adjustment may occur during time periods not shown above

Saturday	Morning				Midday				Afternoon				Evening				
	Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Rev Miles
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B17	12	8.5	93%	53%	12	8.5	56%	40%	8.5	8.5	64%	64%	10	8.5	56%	40%	+41.6%
B65	20	12	35%	21%	20	12	69%	41%	20	12	56%	33%	20	12	69%	42%	+74.0%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.
Routes with running time changes only -
(**) Trip adjustment may occur during time periods not shown above

Sunday	Morning				Midday				Afternoon				Evening				
	Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Rev Miles
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B17	20	8.5	83%	35%	15	8.5	81%	46%	12	8.5	70%	50%	15	8.5	70%	40%	+93.8%
B65	20	12	30%	18%	20	12	62%	37%	20	12	77%	46%	20	12	26%	16%	+89.7%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.
Routes with running time changes only -
(**) Trip adjustment may occur during time periods not shown above

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

Weekday	AM Peak				Midday				PM Peak				Evening				
	Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Rev Miles
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
Bx6*	**8**	**8**	**94%**	**62%**	**10**	**12**	**97%**	**75%**	**10**	**10**	**99%**	**69%**	**10**	**12**	**77%**	**59%**	**+35.9%**
S93	8	8	65%	65%	20	12	88%	53%	10	10	94%	94%	15	12	99%	79%	+23.9%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.
Routes with running time changes only -
(*) Bx6 - Articulated Bus Conversion, "Current" represents Standard Bus service, "Proposed" represents Articulated Bus service and Rev Mile Change represented in Revenue Seat Miles.

Saturday	Morning				Midday				Afternoon				Evening				
	Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Rev Miles
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
Bx6*	**12**	**12**	**97%**	**62%**	**12**	**12**	**96%**	**61%**	**12**	**12**	**97%**	**63%**	**12**	**12**	**87%**	**56%**	**+55.6%**

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.
Routes with running time changes only -
(*) Bx6 - Articulated Bus Conversion, "Current" represents Standard Bus service, "Proposed" represents Articulated Bus service and Rev Mile Change represented in Revenue Seat Miles.

Sunday	Morning				Midday				Afternoon				Evening				
	Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Rev Miles
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
Bx6*	**15**	**15**	**50%**	**50%**	**12**	**12**	**56%**	**36%**	**12**	**12**	**66%**	**42%**	**12**	**12**	**58%**	**37%**	**+55.6%**

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.
Routes with running time changes only -
(*) Bx6 - Articulated Bus Conversion, "Current" represents Standard Bus service, "Proposed" represents Articulated Bus service and Rev Mile Change represented in Revenue Seat Miles.
(**) Trip adjustment may occur during time periods not shown above

Service Changes: Q22 Service Revisions on the Rockaway Peninsula in Queens

Darryl C. Irick, President, MTA Bus Company

Service Issue

The Q22 is the Rockaway peninsula's main local bus route, providing daily service, except overnight hours, over most of the length of the peninsula between Roxbury and Far Rockaway.

The Q22 has been experiencing service and reliability issues resulting in on-going customer and community complaints.

Recommendation

To improve Q22 service, and respond to customer and community complaints about service, it is recommended to implement schedule adjustments (focusing service on the portion of the route where ridership is highest and enhancing off-peak frequencies), and rationalize bus stops. These changes would provide additional service, and faster, more reliable service. These changes incorporate elements of the *Fast Forward* plan, and rebalances service where ridership levels are strongest.

Budget Impact

The net result of the recommended revision would be an increase in operating cost of approximately $569,175 a year due to the added service. This cost will be included in the November Plan Update.

Proposed Implementation Date

September 2018.

Staff Summary

Subject	Q22 Service Revisions on the Rockaway Peninsula in Queens
Department	Operations Planning
Department Head Name	Mark A. Holmes
Department Head Signature	L. M Holmes
Project Manager Name	Robert Lai

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

Board Action

Order	To	Date	Approval	Info	Other
1	President		X		
2	NYCT/MTA Bus Comm			X	

Internal Approvals

Order	Approval	Signature	Date
4	President		7/13/18
3	Executive Vice President		7/13/18
2	Acting VP, Govt. and Community Relations		7/12/18
1	Chief Officer, Operations Planning	RL MH	7/12/18

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Committee of, a recommendation to revise Q22 local bus service.

DISCUSSION:

The Q22 is the Rockaway peninsula's main local bus route, which provides daily service, except overnight hours, over most of the length of the peninsula between Roxbury and Far Rockaway, a one-way distance of approximately 8.5 miles. The Q22 transports an average of approximately 6,600 passengers per weekday, approximately 4,250 passengers per Saturday, and approximately 3,650 passengers respectively.

As the only bus route that operates over most of the length of the relatively narrow Rockaway peninsula (generally 0.3-0.8 miles in width for most of the peninsula), the Q22 is the primary mode of transit travel within the peninsula. The (A) and (S) (Rockaway Park Shuttle) trains also serve the Rockaway peninsula, but the train service patterns are ill-suited to intra-peninsula travel. There isn't a regular train route that travels directly between the east and west sides of the peninsula. Train passengers must divert 1.25 miles north (3.5 miles round-trip north and south) and transfer between trains at Broad Channel, adding an extra 15-20 minutes. Train service on the peninsula is also relatively infrequent, running generally every 15 minutes during the weekday peak periods (every 6-10 minutes during short periods in the peak of the peaks), and every 20 minutes during the weekday and weekend off peak periods (every 15 minutes during the day on Saturdays).

The legal name of MTA Bus is MTA Bus Company.

The Q22 has been experiencing service and reliability issues. MTA Bus has received on-going customer and community complaints as a result of these issues. In addition to letters and regular customer service channels, complaints have been communicated at recent community outreach events related to other transportation subjects on the Rockaway peninsula. These events included joint-MTA Bus and NYC Department of Transportation (NYC DOT) outreach for planning for the Q52/Q53 Select Bus Service and NYC DOT's outreach for their *Eastern Rockaways Access to Opportunity: Transportation and Housing Study*. The comments provided have included complaints that the Q22 is too slow, the Q22 runs off schedule, the Q22 is too crowded, and requests for more Q22 service. Additionally, commuter vans operate illegally along the Q22 route between Beach 90th Street and Far Rockaway, providing an indication of unmet demand.

To respond to the service complaints, several initiatives were developed to efficiently address the service issues while balancing resource constraints. These initiatives also utilize elements of *Fast Forward*, the joint-NYC Transit and MTA Bus plan to modernize NYC's public transit system. These *Fast Forward* elements include *Strategically Expand Off-Peak Service,* and *Rationalize Bus Stops.*

The initiatives were originally shared with Queens Community Board 14, as well as at an MTA Bus Open House event in the community. Based on feedback received during this outreach, one element was dropped, which would have included revising and streamlining the travel path of the Q35 on the Rockaway peninsula. It was dropped because of concerns about walking distances to bus stops, and increased bus traffic volumes on a neighborhood street. Additionally, the bus stop rationalization plan was slightly adjusted.

Schedule Adjustments and Expand Off-Peak Service

The Q22 schedule would be adjusted to focus service on the eastern portion of the peninsula between Beach 116th Street in Rockaway Park and Mott Avenue in Far Rockaway, and off-peak frequencies would be enhanced. See the Q22 map in Attachment 1. These adjustments would increase off-peak and peak service at the Q22's maximum load point, which is the point on the route where the buses are the most crowded.

Approximately 84 percent of Q22 ridership is within this eastern portion of the route east of Beach 116th Street, whereas 16 percent of Q22 ridership is west of Beach 116th Street. Under this revision one-out-of-every-two or one-out-of-every-three Q22 trips would continue to serve the full at length of the route between Roxbury and Far Rockaway, while the remaining trips to and from Far Rockaway would "short turn" at Beach 116th Street, thereby focusing service east of Beach 116th Street. The resulting service west of Beach 116th Street would operate every 20-24 minutes, which includes the off-peak service increases. Additionally, the Q35 runs one block north (620 to 1,005 feet) along Newport Avenue, also providing service west of Beach 116th Street. Generally, when frequencies are lower, all trips would travel the full route length.

The short turning of Q22 trips at Beach 116th Street enables resources to be focused where the ridership is highest, and provides for economies that facilitate reinvestment in service by providing for additional weekday AM peak period trips to meet loading guidelines, and adjustment to scheduled travel times to improve reliability.

Fast Forward includes a pilot initiative to strategically increase the frequency off-peak bus service in an effort to boost customer interest in buses for transportation. Ridership levels would be evaluated to assess the effects of the added service. The Q22 would receive this investment in enhanced off-peak frequency as part of the pilot. Attachment 2 shows the changes in headways at the maximum load point affecting all three Q22 schedules (weekdays, Saturdays and Sundays).

It should be noted there are changes in ridership patterns during the summer beach season; therefore, continuing current practice, Q22 service levels would be seasonally adjusted in the summer to accommodate the summer ridership patterns.

Bus Stop Rationalization

The existing Q22 bus stops are generally closely spaced, on average every 680 feet. This close spacing contributes to slow travel times and frustrates passengers. Buses must to slow down to stop at each bus stop, frequently causing them to move out of the progression of traffic, and therefore increasing the probability of also getting stopped by red traffic signals. Instead of a few passengers at each of several bus stops, balancing and rationalizing of bus stop spacing consolidates passengers, and reduces the number of times the buses must slow to stop. This benefits all passengers by giving the passengers riding on the bus a faster trip, reducing delays. It would also improve the perception of the Q22 as an efficient and attractive transportation choice. The bus stops proposed for removal are generally lower volume closely-spaced stops. Other factors that were reviewed included proximity to connecting buses or subways, community or senior centers, middle schools, high schools and areas of dense trip generators (residential or commercial).

The proposed bus stop changes would expand the average spacing on the Q22 to approximately every 960 feet. The walking distance from a discontinued bus stop to the nearest remaining bus stop would be on average approximately 485 feet, as shown on Attachment 3. As previously noted, the bus stop rationalization plan was adjusted slightly following community comments. Three bus stops in each direction originally planned for discontinuation were removed from the list (Rockaway Beach Boulevard at Beach 81st Street, Rockaway Beach Boulevard at Beach 75th Street, and Beach Channel Drive at Beach 38th Street). In total, there are approximately 1,260 alightings and 1,365 boardings at the 27 bus stops proposed for discontinuation of 118 total bus stops. Additionally, the eastbound bus stop on Seagirt Boulevard at Beach 27th Street would be relocated one block east (approximately 300 feet) to Seagirt Boulevard at Camp Road to even out bus stop spacing.

RECOMMENDATION:

To improve Q22 service, and respond to customer and community complaints about service, it is recommended to implement schedule adjustments (focusing service on the portion of the route where ridership is highest and enhancing off-peak frequencies), and rationalize bus stops. These changes would provide additional service, and faster, more reliable service. These changes incorporate elements of the *Fast Forward* plan, and rebalances service where ridership levels are strongest.

Staff Summary

ALTERNATIVES TO THE PROPOSED SERVICE CHANGE:

One alternative would be to leave the current Q22 service unchanged. This would forgo the opportunity to address service issues and complaints.

A second alternative would be to implement some elements of the plan but not others. The short turns help to minimize the additional cost of the added service and scheduled travel time adjusments, and help to keep the resource requirements within the available limits. The bus stop balancing improves service quality for the majority of customers.

A third alternative would be to concurrently streamline and revise the travel path of the Q35 one to two blocks south (approximatley 620 to 1,005 feet) from Newport Avenue to Rockaway Beach Boulevard between Beach 116th Street and Beach 147th Street to provide customers traveling between Beach 169th Street and Beach 116th Street (transfer to the subway) with greater alternatives to take the first bus that comes. However, this alternative received strong opposition from the community about the additional walking distances, and traffic issues on Beach 116th Street.

BUDGET IMPACT:

The net result of the recommended revision would be an increase in operating cost of approximately $569,175 a year due to the added service. This cost will be included in the November Plan Update.

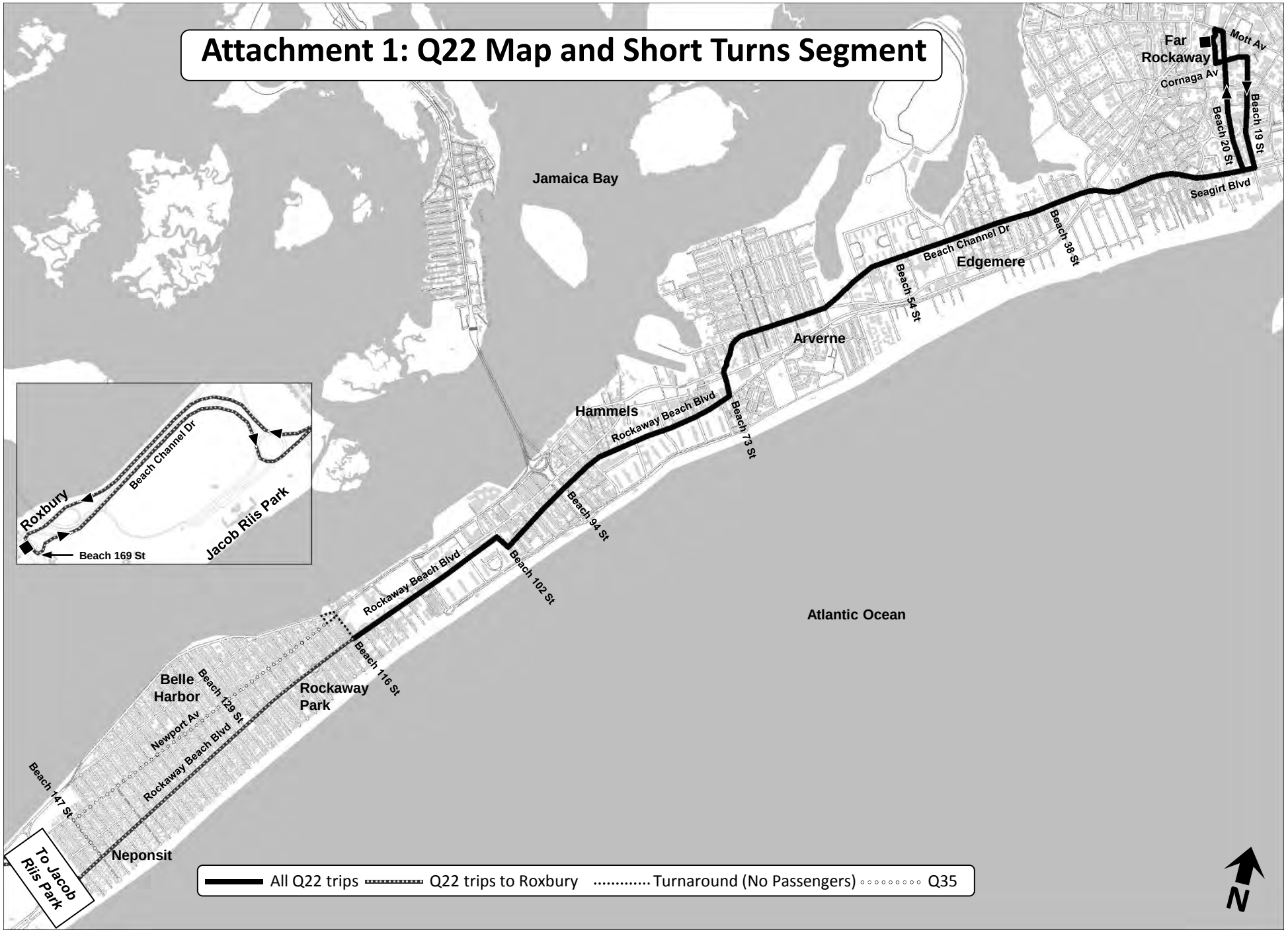
PROPOSED IMPLEMENTATION DATE:

September 2018

Approved: _____

Darryl C. Irick
President

The legal name of MTA Bus is MTA Bus Company.


Attachment 1: Q22 Map and Short Turns Segment
Far Rockaway
Mott Av
Cornaga Av
Beach 20 St
Beach 19 St
Seagirt Blvd
Jamaica Bay
Beach Channel Dr
Beach 38 St
Edgemere
Beach 54 St
Arverne
Hammels
Rockaway Beach Blvd
Beach 73 St
Beach 94 St
Beach 102 St
Atlantic Ocean
Roxbury
Beach Channel Dr
Jacob Riis Park
Beach 169 St
Belle Harbor
Beach 129 St
Newport Av
Rockaway Beach Blvd
Beach 116 St
Rockaway Park
Beach 147 St
Neponsit
To Jacob Riis Park
All Q22 trips
Q22 trips to Roxbury
Turnaround (No Passengers)
Q35
N

Attachment 2
September 2018

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

Weekday	AM Peak		Midday		PM Peak		Evening	
	in Minutes (*)		in Minutes (*)		in Minutes (*)		in Minutes (*)	
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Q22	7.5	5.5	10	6.5	10	10	20	15

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

Saturday	AM Peak		Midday		PM Peak		Evening	
	in Minutes (*)		in Minutes (*)		in Minutes (*)		in Minutes (*)	
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Q22	20	15	10	8	10	8	20	20

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

Sunday	AM Peak		Midday		PM Peak		Evening	
	in Minutes (*)		in Minutes (*)		in Minutes (*)		in Minutes (*)	
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Q22	20	15	10	8	10	8	20	20

Attachment 3: Q22 Bus Stops to be Discontinued and Alternative Stops

	Bus Stops to be Discontinued	Nearest Alternative Bus Stop	Distance to Nearest Stop
	Eastbound		
1	Rockaway Beach Blvd & Beach 149 St	Rockaway Beach Blvd & Neponsit Hospital Site	410 ft.
2	Rockaway Beach Blvd & Beach 144 St	Rockaway Beach Blvd & Beach 147 St	630 ft.
3	Rockaway Beach Blvd & Beach 143 St	Rockaway Beach Blvd & Beach 141 St	370 ft.
4	Rockaway Beach Blvd & Beach 139 St	Rockaway Beach Blvd & Beach 137 St	350 ft.
5	Rockaway Beach Blvd & Beach 135 St	Rockaway Beach Blvd & Beach 133 St	500 ft.
6	Rockaway Beach Blvd & Beach 131 St	Rockaway Beach Blvd & Beach 133 St	490 ft.
7	Rockaway Beach Blvd & Beach 127 St	Rockaway Beach Blvd & Beach 129 St	540 ft.
8	Rockaway Beach Blvd & Beach 125 St	Rockaway Beach Blvd & Beach 123 St	500 ft.
9	Rockaway Beach Blvd & Beach 122 St	Rockaway Beach Blvd & Beach 123 St	410 ft.
10	Rockaway Beach Blvd & Beach 97 St	Rockaway Beach Blvd & Beach 96 St	390 ft.
11	Beach Channel Dr & Beach 56 St	Beach Channel Dr & Beach 54 St	330 ft.
12	Beach Channel Dr & Beach 47 St	Beach Channel Dr & Beach 49 St	480 ft.
13	Seagirt Blvd & Beach 34 St	Seagirt Blvd & Beach 35 St	500 ft.
14	Seagirt Blvd & Beach 29 St	Seagirt Blvd & Beach 31 St	480 ft.
15	Seagirt Blvd & Beach 24 St	Seagirt Blvd & Beach 26 St	500 ft.
	Westbound		
1	Seagirt Blvd & Beach 27 St	Seagirt Blvd & Fernside Pl	620 ft.
2	Beach Channel Dr & Beach 56 St	Beach Channel Dr & Beach 54 St	540 ft.
3	Rockaway Beach Blvd & Beach 97 St	Rockaway Beach Blvd & Beach 96 St	380 ft.
4	Rockaway Beach Blvd & Beach 106 St	Rockaway Beach Blvd & Beach 108 St	440 ft.
5	Rockaway Beach Blvd & Beach 113 St	Rockaway Beach Blvd & Beach 110 St	640 ft.
6	Rockaway Beach Blvd & Beach 122 St	Rockaway Beach Blvd & Beach 124 St	500 ft.
7	Rockaway Beach Blvd & Beach 126 St	Rockaway Beach Blvd & Beach 129 St	620 ft.
8	Rockaway Beach Blvd & Beach 131 St	Rockaway Beach Blvd & Beach 133 St	500 ft.
9	Rockaway Beach Blvd & Beach 135 St	Rockaway Beach Blvd & Beach 137 St	500 ft.
10	Rockaway Beach Blvd & Beach 139 St	Rockaway Beach Blvd & Beach 141 St	490 ft.
11	Rockaway Beach Blvd & Beach 143 St	Rockaway Beach Blvd & Beach 145 St	510 ft.
12	Rockaway Beach Blvd & Beach 147 St	Rockaway Beach Blvd & Beach 149 St	490 ft.
		Overall Average	485 ft.

Service Changes: Q37 and QM18 Service Revisions in South Ozone Park, Queens

Darryl C. Irick, President, MTA Bus Company

Service Issue

There are issues with traffic congestion at the southern terminuses of the Q37 and QM18, particularly near Public School/Middle School 124 (P.S./M.S. 124) during the rush periods. 130th Street is consistently blocked with school traffic, parents dropping off students, and sanitation vehicles. These delays result in reliability issues on the remainder of the Q37 and QM18.

Recommendation

Because of traffic congestion on 130th Street near P.S./M.S. 124 and the New York City Department of Sanitation facility at the Q37 and QM18 southern terminuses, it is recommended to revise the Q37 turnaround path and terminus to 135th Road. The Q10 provides alternative service for passengers south of the Belt Parkway.

It is also recommended to revise the travel path and terminus of the QM18, which operates along a similar path as the Q37 in South Ozone Park, to terminate on 130th Street at 135th Avenue to avoid the same traffic congestion near P.S./M.S. 124.

Budget Impact

The net result of the recommended revision would be a small savings of approximately $42,000 per year due to the slight reduction in travel distance.

Proposed Implementation Date

September 2018.

Staff Summary

Subject	Q37 and QM18 Service Revisions in South Ozone Park, Queens	**Date**	July 10, 2018
Department	Operations Planning	**Vendor Name**	N/A
Department Head Name	Mark A. Holmes	**Contract Number**	N/A
Department Head Signature	for M Holmes	**Contract Manager Name**	N/A
Project Manager Name	Warren Berry	**Table of Contents Ref #**	N/A

Board Action

Order	To	Date	Approval	Info	Other
1	President		X		
2	NYCT/MTA Bus Comm			X	

Internal Approvals

Order	Approval	Signature	Date
4	President		7/13/18
3	Executive Vice President		7/13/18
2	Acting VP, Govt. and Community Relations		7/12/18
1	Chief Officer, Operations Planning	for MH	7/12/18

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Committee of, a recommendation to revise the travel path and terminuses of Q37 local bus route and QM18 express bus route in South Ozone Park, Queens.

DISCUSSION:

The Q37 provides local bus service on weekdays, Saturdays, and Sundays, all times except overnight hours, between Kew Gardens and South Ozone Park via the intermediate neighborhoods of Richmond Hill and Ozone Park. The Q37 travels a one-way distance of approximately 4.8 miles, transporting approximately 7,600 passengers per weekday, approximately 4,000 passengers per Saturday, and approximately 2,800 passengers per Sunday. It connects with several subway lines and Resorts World Casino New York City.

The QM18 provides weekday peak period, peak direction, premium fare express bus service between South Ozone Park, Queens and Midtown, Manhattan via the intermediate neighborhoods of Richmond Hill, Kew Gardens, Forest Hills and Rego Park. The QM18 travels a one-way distance of approximately 14.5 miles, transporting approximately 250 passengers per weekday.

Q37

The Q37 has been experiencing service and reliability issues due to traffic congestion surrounding Public School/Middle School 124 (P.S./M.S. 124) and the NYC Department of Sanitation facility on 150th Avenue near its southern terminus. During the weekday AM peak periods, vehicles dropping off students

The legal name of MTA Bus is MTA Bus Company.

at P.S./M.S. 124 are double parked all over the area. Additionally, sanitation vehicles are often parked in the street on 150th Avenue and 130th Street. The delays in this small portion of the route south of the Belt Parkway, which is used by approximately 300 passengers per weekday, or approximately 4 percent of the route's ridership, impacts Q37 service reliability on the entire route.

The 130th Street branch of the Q10 also travels through this area via 130th Street, 150th Avenue and 134th Street to and from nearby JFK Airport. The Q10 also travels to Kew Gardens at the northern end of the route, which is proximate to the Q37's northern terminus. The Q10 and Q37 travel on parallel streets roughly 2,000 feet apart (Q10 via Lefferts Boulevard and the Q37 via 111th Street).

It is recommended to revise the travel path and southern terminus of the Q37 to 135th Road between 130th Place and 131st Street, reducing travel distance by approximately 0.35 miles each way. The southbound Q37 would continue east on 135th Avenue and turn south on 130th Place to 135th Road to its terminus (last stop/layover/first stop). The northbound Q37 would turn north on 131st Street and west on 135th Avenue and resume its regular route. See Map 1. The scheduled travel time would remain unchanged, as any small time savings would be used to help improve reliability.

This revision returns the Q37 terminus to the location it used prior to 2011, but was changed because of a safety issue, which has since been resolved. Additionally, traffic congestion south of the Belt Parkway has increased, where in 2011 traffic congestion was less of a concern.

As seen in Map 1, a total of five Q37 bus stops will be discontinued due to this travel path revision. The three bus stops most impacted south of the Belt Parkway are used by approximately 300 passengers per weekday, and a lesser number on weekends. The distances between the three bus stops south of the Belt Parkway to the Q37 would be approximately 1,400 to 2,300 feet. However, the Q10 provides alternative service to customers at all of these stops. The Q10 provides transfers to the same subway and bus routes as the Q37, including the Ⓔ Ⓕ at Kew Gardens-Union Turnpike, the Ⓙ at Jamaica Avenue, and the Ⓐ at Ozone Park/Lefferts Boulevard. Passengers may also transfer between the Q10 and Q37, if they choose not to walk.

QM18

The QM18 operates on a similar travel path in South Ozone Park as the Q37, and is also affected by the traffic congestion south of the Belt Parkway, where it serves one bus stop in each direction used by a total of approximately 6 passengers per day.

To avoid the congestion around P.S./M.S. 124 and the Sanitation facility, revise the first and last stops of the QM18 to 130th Street at 135th Avenue, the current second stop and next-to-last stop, respectively. See Map 2. These passengers may walk approximately 800-1,300 feet or take the Q10 bus and transfer (the transfer is available at no additional charge over an express bus fare when using a MetroCard) as alternatives. There would be a very small decrease in travel distance of 0.1 miles. The scheduled travel time would remain unchanged, as any small time savings would be used to help improve reliability.

The Q37 and QM18 revisions are consistent with elements of the *Fast Forward* plan to modernize transit in New York City. These changes would avoid delays, and improve reliability for the vast majority of Q37 and QM18 passengers along the route by avoiding a small traffic problem area.

Staff Summary

RECOMMENDATION:

Because of traffic congestion on 130th Street near P.S./M.S. 124 and the New York City Department of Sanitation facility at the Q37 and QM18 southern terminuses, it is recommended to revise the Q37 turnaround path and terminus to 135th Road. The Q10 provides alternative service for passengers south of the Belt Parkway.

It is also recommended to revise the travel path and terminus of the QM18, which operates along a similar path as the Q37 in South Ozone Park, to terminate on 130th Street at 135th Avenue to avoid the same traffic congestion near P.S./M.S. 124.

ALTERNATIVES TO THE PROPOSED SERVICE CHANGE:

The only alternative for the Q37 in South Ozone Park would be to leave the travel path unchanged. This would forgo the opportunity to properly address traffic issues and delays at on 130th Street. Given the geography of the area, there are few other suitable areas to turnaround for the Q37.

The only alternative for the QM18 in South Ozone Park would be to leave the current travel path and layover unchanged. Given the low ridership at these stops, this would forgo the opportunity to address delays on the QM18 and increase service reliability.

BUDGET IMPACT:

The net result of the recommended revision would be a small savings of approximately $42,000 per year due to the slight reduction in travel distance.

PROPOSED IMPLEMENTATION DATE:

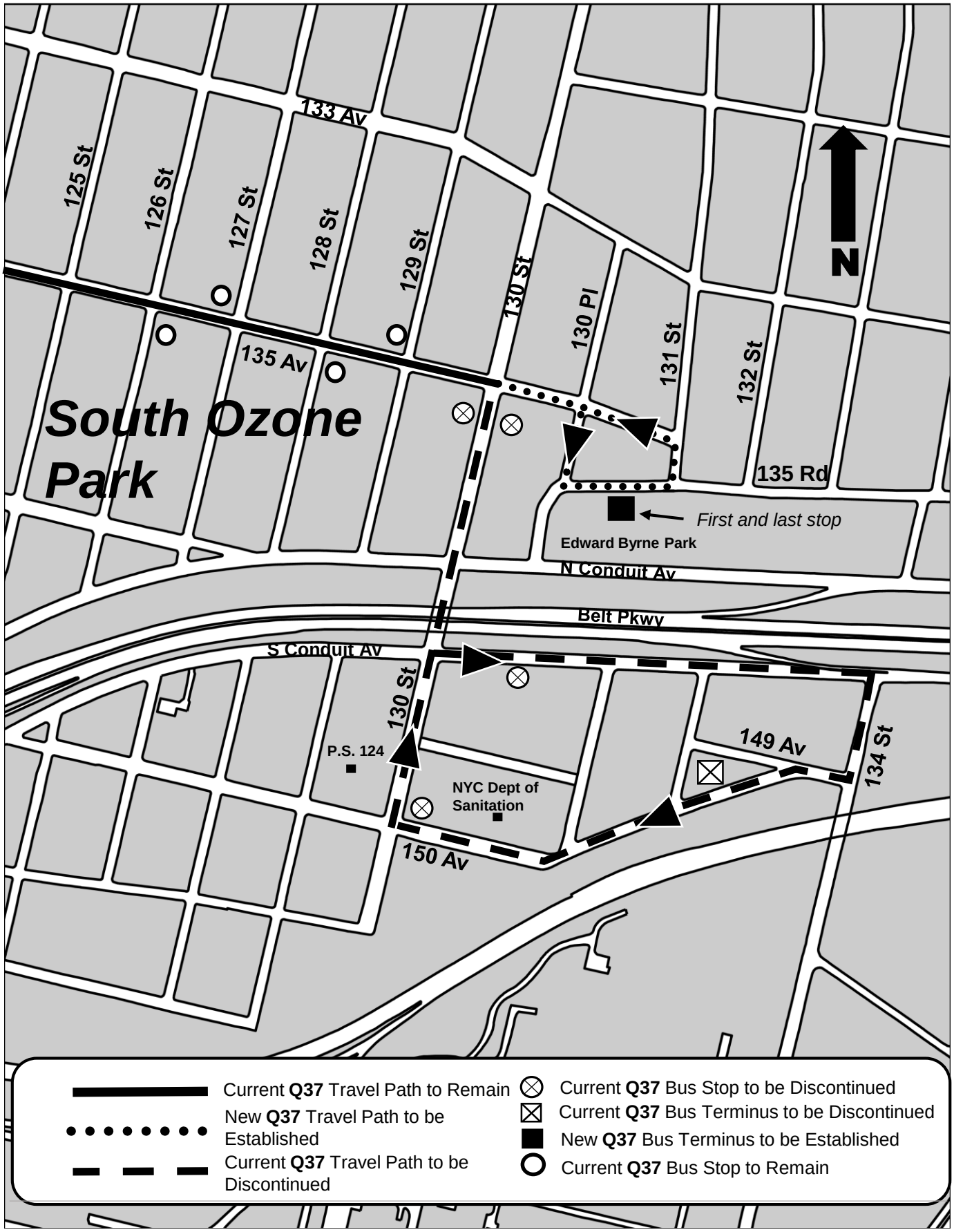
September 2018

Approved: _____

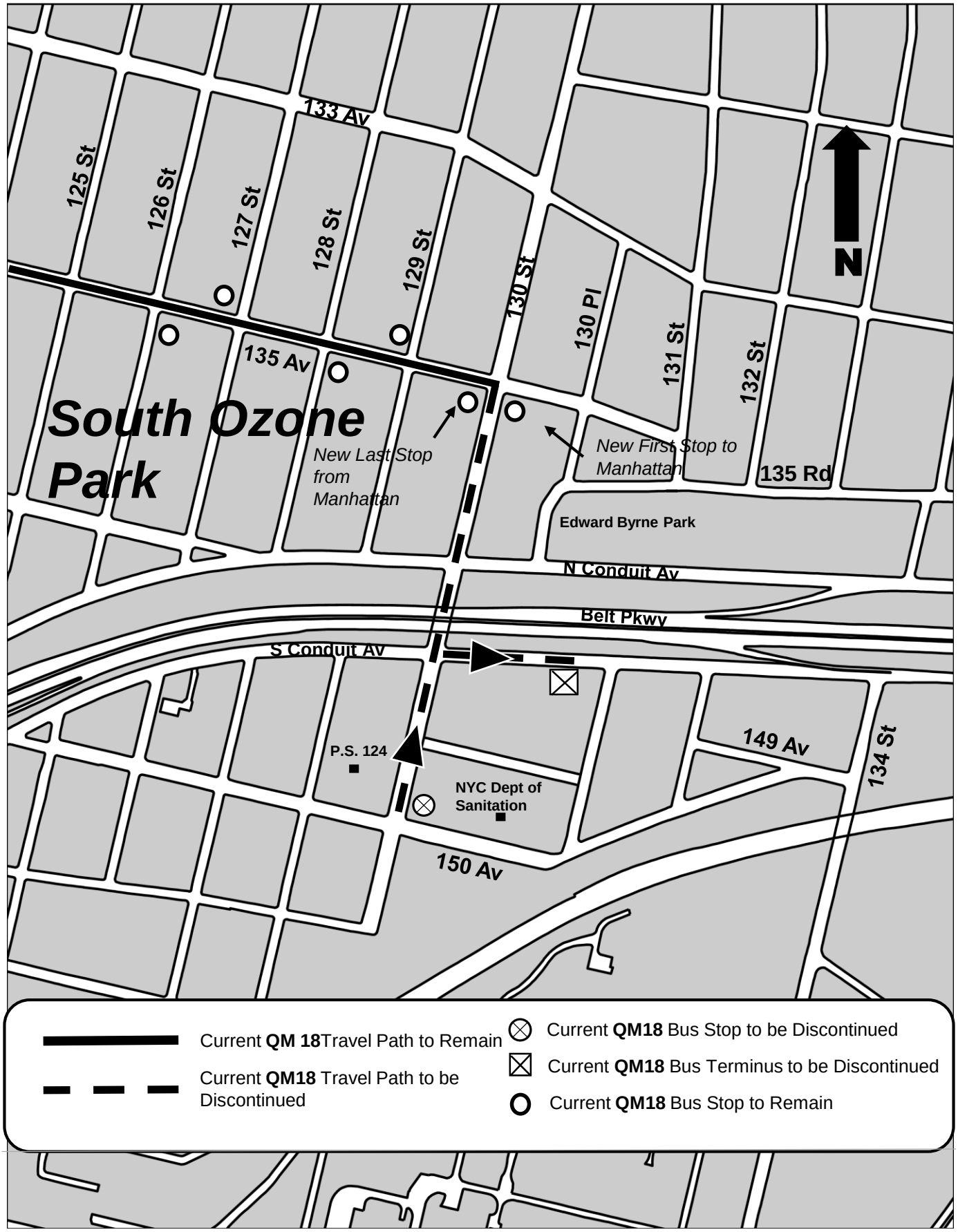
Darryl C. Irick
President

The legal name of MTA Bus is MTA Bus Company.

Map 1: Q37 Revision in South Ozone Park



Map 2: QM18 Revision in South Ozone Park



Service Changes: Bus Schedule Changes, Effective September 2018

Darryl C. Irick, President, MTA Bus Company

Service Issue:

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

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

Recommendation:

One bus schedule change is proposed for implementation in September 2018.

Budget Impact:

The September 2018 schedule changes represent an estimated cost of approximately $50,000 annually. These costs are incorporated in the 2018 Platform Budget.

Proposed Implementation Date:

September 2018

Staff Summary

Subject	Bus Schedule Changes Effective September 2018
Department	Operations Planning
Department Head Name	Mark A. Holmes
Department Head Signature	for M Holmes
Project Manager Name	Andrew Grahl

Date	June 28, 2018
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action

Order	To	Date	Approval	Info	Other
1	President		X		
2	NYCT/MTA Bus			X	

Internal Approvals

Order	Approval	Order	Approval
4	President		7/13/18
3	Executive Vice President		7/13/18
2	Acting VP, Government and Community Relations		7/12/18
1	Chief Officer, Operations Planning	RL M	for H 7/12/18

Purpose:

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

Discussion:

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

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

One bus schedule change has been identified for proposed changes in service levels and/or running times in September 2018 (see Attachment 1).

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

1. One schedule change contains increases in service frequency to meet MTA loading guidelines for bus operation.

Recommendation:

Implement the proposed change on one bus schedule.

Alternatives:

Do nothing. MTA Bus Company would not make service level adjustments to better meet customer demand, make running time changes to more closely reflect existing conditions and support investments in other services.

Accessibility Matters

One-hundred percent accessible now and one-hundred percent accessible with planned service changes.

Budget Impact:

The September 2018 schedule changes represent an estimated cost of approximately $50,000 annually. These costs are incorporated in the 2018 Platform Budget.

Implementation Date:

September 2018

Approved: _____

Darryl C. Irick
President

The legal name of MTA Bus is MTA Bus Company.

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

Weekday	AM Peak				Midday				PM Peak				Evening				
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Rev Miles
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0.0%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings. (**) Trip adjustment may occur during time periods not shown above.

Saturday	Morning				Midday				Afternoon				Evening				
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Rev Miles
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0.0%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings. (**) Trip adjustment may occur during time periods not shown above.

-

Attachment 1
July 2018 - Page 2 of 2

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

Sunday	Morning				Midday				Afternoon				Evening				
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Rev Miles
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
Q7	30	30	67%	67%	30	30	82%	82%	30	20	148%	92%	30	30	76%	76%	15%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings. (**) Trip adjustment may occur during time periods not shown above.

Standard Follow-Up Reports:
May 2018 MetroCard Report

This report was created to document monthly trends of Automated Fare Collection (AFC) payments from various sources offering internal or external MetroCard sales. Payment mechanisms are reported for revenue received from debit/credit, electronic settlements and cash transactions from automated sales.

Alan F. Putre
New Fare Payment Program Executive Director (MTA)
and VP & Chief Revenue Officer (NYCT)

MetroCard Market Share

Actual May 2018 fare media market share of non-student passenger trips compared to the previous year are summarized below:

Fare Media	May 2017	May 2018*	Difference
Cash	2.1%	2.0%	(0.1%)
Single-Ride Ticket	0.8%	0.8%	0.0%
Bonus Pay-Per-Ride	40.0%	41.4%	1.4%
Non-Bonus Pay-Per-Ride	4.5%	3.6%	(1.0%)
7-Day Farecard	22.6%	22.4%	(0.2%)
30-Day Farecard	30.0%	29.9%	(0.2%)
Total	100.0%	100.0%	

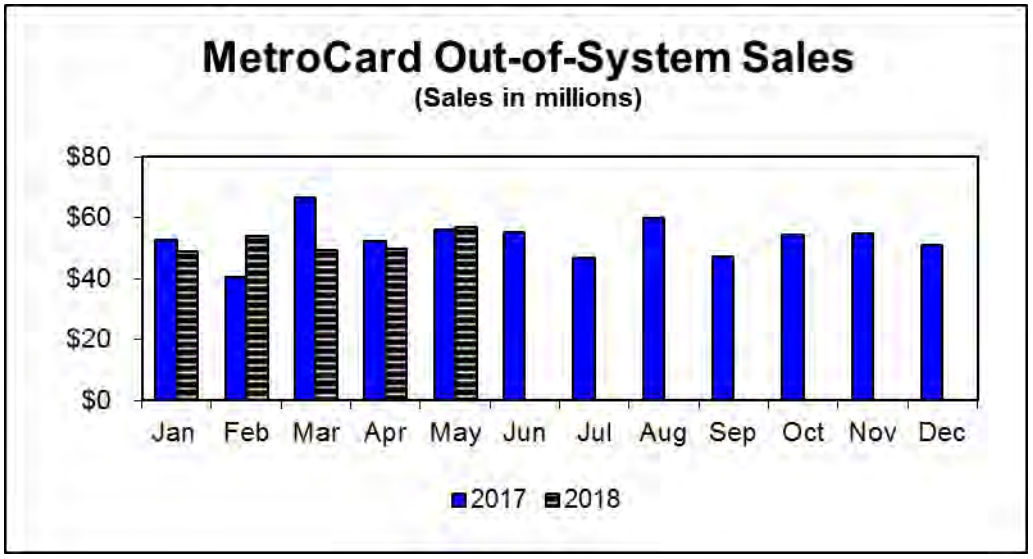
* Preliminary
Note: Percentages may not add due to rounding.

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 May 2018 was 3,779, a 17.54 percent decrease from the same period last year. The average value of a credit issued was $73.57.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were $56.8 million in May 2018, a 1.1 percent increase compared to May of 2017. Year to date sales totaled $258.9 million, a 3.5 percent decrease compared to the same period last year.



Retail Sales

There were 4,224 active out-of-system sales and distribution locations for MetroCards, generating $25.1 million in sales revenue during May 2018.

Employer-based Sales of Pre-tax Transportation Benefits

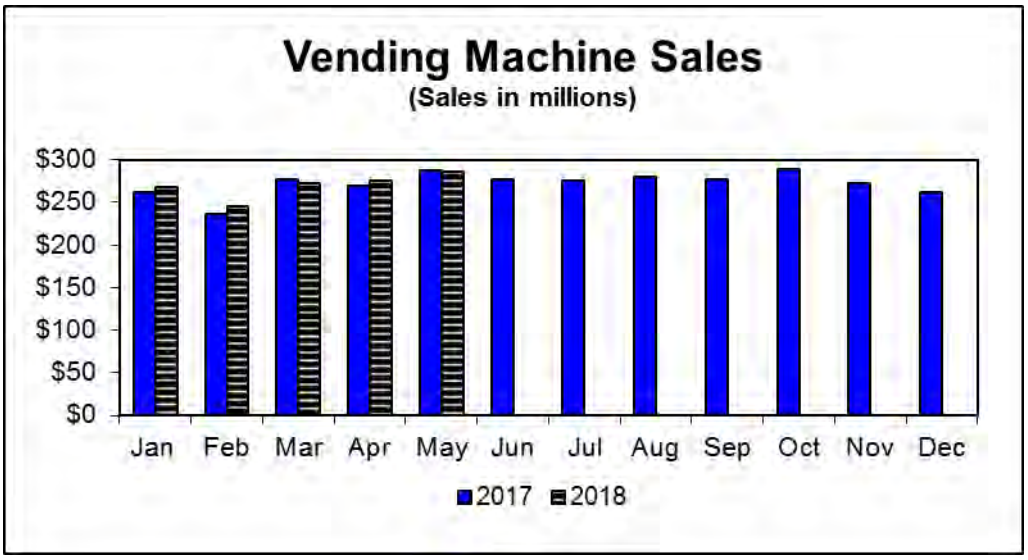
Sales of 157,340 MetroCards valued at approximately $15.0 million were made in May 2018 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was $95.04. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 121,583 for May 2018, generating an additional $14.7 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled $137.8 million, a 4 percent decrease when compared to last year.

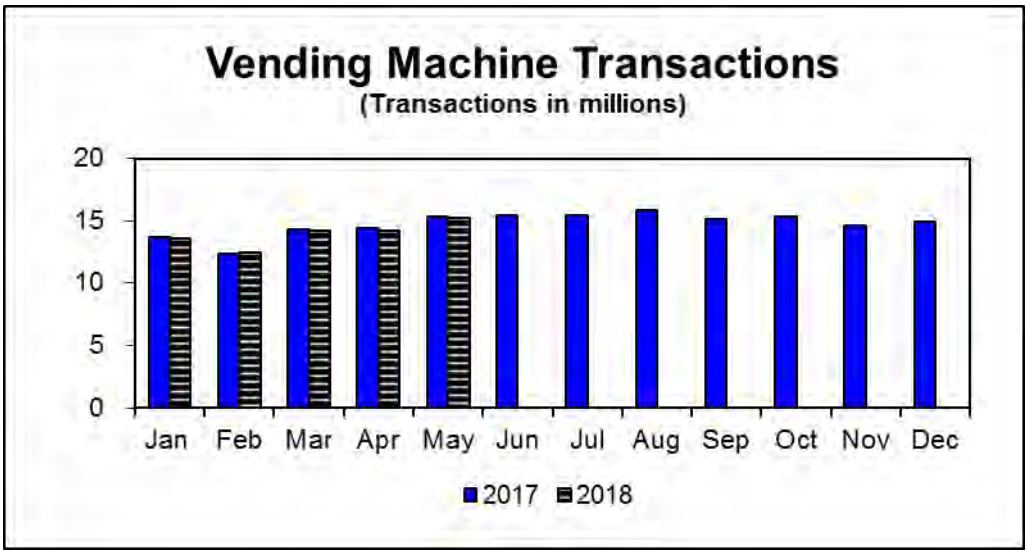
Mobile Sales Program

In May 2018, the Mobile Sales unit completed 219 site visits, of which 123 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of $113,702 in revenue was generated. In May 2018, the Mobile Sales unit assisted and enabled 1,892 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as support for the Wonderful Life Adult Day Care (Brooklyn).

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines and MetroCard Express Machines) during May 2018 totaled $285.2 million, on a base of 15.2 million customer transactions. This represents 0.6 percent decrease in vending machine transactions compared to the same period last year. During May 2018, MEMs accounted for 2,280,623 transactions resulting in $60,364,188 in sales. Debit/credit card purchases accounted for 81.3 percent of total vending machine revenue, while cash purchases accounted for 18.7 percent. Debit/credit card transactions account for 59.9 percent of total vending machine transactions, while cash transactions account for 40.1 percent. The average credit sale was $28.94, more than three times the average cash sale of $8.74. The average debit sale was $20.34.





Reduced-Fare Program

During May 2018, enrollment in the Reduced-Fare Program increased by 6,207 new customers. The total number of customers in the program is 1,147,214. Seniors account for 954,229 or 83 percent of the total Reduced-Fare customer base. Persons with disabilities comprise the remaining 17 percent or 192,985 customers. Of those, a total of 40,470 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-Fare customers added approximately $9.1 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In May 2018, the EasyPay Reduced Fare program enrollment totaled 177,469 accounts. During the month, active EasyPay customers accounted for approximately 2.6 million subway and bus rides with $2.7 million charged to their accounts. Each active account averaged 29 trips per month, with an average monthly bill of $15.

EasyPay Xpress Pay-Per-Ride Program

In May 2018, enrollment in the EasyPay Xpress PPR program totaled 117,036 accounts. During that month, active Xpress PPR customers accounted for approximately 2.1 million subway, express bus and local bus rides with $5.7 million charged to their accounts. Each active account averaged 23 trips per month, with an average monthly bill of $62.

EasyPay Xpress Unlimited Program

In May 2018, enrollment in the EasyPay Xpress Unlimited program totaled 24,072 accounts. During that month, active Xpress Unlimited customers accounted for approximately 1.1 million subway and local bus rides with $2.4 million charged to their accounts. Each active account averaged 51 trips per month with a fixed monthly bill of $121.00.

New York City Transit

Andy Byford
President
New York City Transit
2 Broadway
New York, NY 10004-2207