



# Transit and Bus Committee Meeting

## November 2018

### Committee Members

F. Ferrer, Committee Chairman

A. Albert

R. Glucksman

D. Jones

S. Metzger

C. Moerdler

S. Rechler

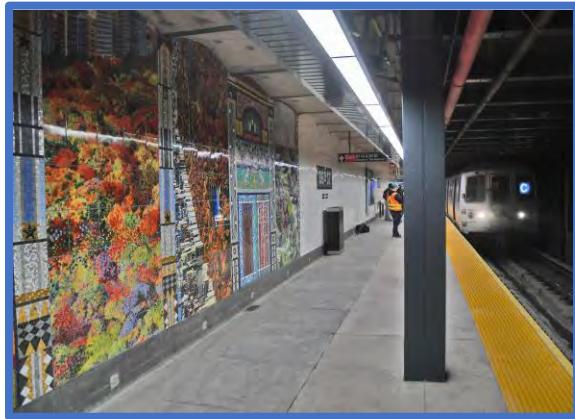
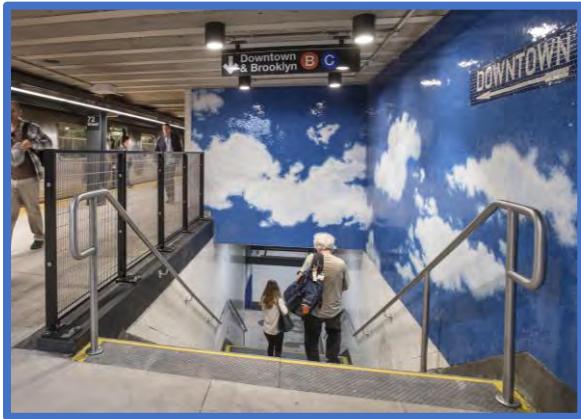
J. Samuelsen

P. Tottenberg

V. Vanterpool

P. Ward

C. Weisbrod



The 72 St and 86 St stations on the B/C subway lines reopened in October. These stations serve a combined weekday average of 19,400 customers. The renovations include steel and concrete structure work as well as the installation of enhanced wayfinding, updated station entrances, new stairways, and energy-efficient lighting. Additional upgrades include digital signage for real-time service information, and security enhancements.

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

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

**New York, NY 10004**

**Tuesday, 11/13/2018**

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

## **1. PUBLIC COMMENT PERIOD**

## **2. APPROVAL OF MINUTES – October 22, 2018**

*October Committee Meeting Minutes - Page 4*

## **3. COMMITTEE WORK PLAN**

*Committee Work Plan - Page 12*

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

### **a. President's Commentary**

*President's Commentary - Page 20*

### **b. Customer Service Report**

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

*Subway Report - Page 22*

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

*Bus Report - Page 53*

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

*Paratransit Report - Page 77*

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

*Accessibility Update - Page 91*

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

*Strategy Customer Experience Report - Page 93*

### **c. Safety Report**

*Safety Report - Page 98*

### **d. Crime Report**

*Crime Report - Page 102*

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

*NYCT, SIR, MTA Bus Financial and Ridership Reports - Page 112*

### **f. Capital Program Status Report**

*Capital Program Status Report - Page 164*

## **5. PROCUREMENTS**

*NYCT November Staff Summary and Resolution - Page 175*

### **a. Non-Competitive**

*NYCT Non-Competitive Actions - Page 180*

**b. Competitive**

*NYCT Competitive Actions - Page 182*

**c. Ratifications**

*NYCT Ratifications - Page 184*

**6. ACTION ITEM**

**a. Fair Fares**

*Fair Fares - Page 187*

**7. STANDARD FOLLOW UP REPORTS**

**a. MetroCard Report**

*MetroCard Report - Page 190*

**b. Elevator & Escalator Report, 3rd Quarter 2018**

*Elevator Escalator Report, 3rd Quarter 2018 - Page 195*

**c. Transit Adjudication Bureau Report, 3rd Quarter 2018**

*Transit Adjudication Bureau, 3rd Quarter 2018 - Page 223*

**d. NYCT & MTA Bus EEO & Diversity Report, 2nd Quarter, 2018**

*NYCT EEO & Diversity Report, 2nd Quarter of 2018 - Page 226*

*MTA Bus EEO & Diversity Report, 2nd Quarter 2018 - Page 243*

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

**9. EXECUTIVE OFFICE CONTACT INFORMATION**

*Executive Office Contact Information - Page 260*

**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**

**October 22, 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. Randolph Glucksman

Hon. David R. Jones

Hon. Susan G. Metzger

Hon. Charles G. Moerdler

Hon. Scott Rechler

Hon. Polly Trottenberg

Hon. Veronica Vanterpool

Hon. Carl Weisbrod

Also present were:

Hon. Ira Greenberg, Board Member

Hon. Carl V. Wortendyke, Board Member

Andy Byford, President

Joel Andrews, Vice President, EEO and Diversity

Craig Cipriano, Executive Vice President, MTA Bus

Michael Cosgrove, Vice President, Paratransit

Edward Delatorre, Chief, NYPD Transit Bureau

Robert Diehl, Senior Vice President, Safety and Security Department

Alex Elegudin, Accessibility Advisor to the President

James Henly, Vice President and General Counsel, Law

Darryl Irick, President MTA Bus Company & Senior Vice President NYCT Buses

Frank Jezycski, Chief Operating Officer, Subways

Robert Lai, Assistant Chief Officer, MTA Bus

Sally Librera, Senior Vice President, Subways

Judith McClain, Senior Director, Service Planning

Sarah Meyer, Chief Customer Officer

Tim Mulligan, Senior Vice President, Operations Support

John O'Grady, Senior Vice President, Capital Program Management

Jaibala Patel, Chief Financial Officer, Office of Management and Budget

Stephen Plochochi, Senior Vice President, Procurement & Supply Chain

Deborah Prato, Senior Vice President, Chief People Officer

I. Chairman Ferrer opened the meeting.

## II. Public Speakers

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

## III. Minutes and Work Plan

Upon motion duly made and seconded, and after correction of a spelling error in an instance of "Cortlandt" Street in the minutes, the Committee approved the minutes of the September 24, 2018 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company.

There were two changes to the Work Plan. Tim Mulligan, SVP Operations Support, noted the EEO and Diversity Report is being moved to November to coincide with the Diversity Committee meeting and the first Quarterly Customer Satisfaction Report will be released in January.

## IV. Agenda Items

President Byford delivered the President's Report.

Member Ferrer commended President Byford for his performance on 60 Minutes.

Member Vanterpool noted that NYCT is improving in advocating for itself, an area in which it had not excelled in the past. She stated NYCT's recent public engagement has been great, and noted a slight positive change in tenor with respect to public opinion.

Member Metzger stated there is currently a sense of pride at NYCT. She also stated the new Cortlandt Street station is spectacular.

Member Moerdler echoed the comments of Members Metzger and Vanterpool. He also noted the need for more improvement due to continued delays.

### A. Customer Service Operations Report

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

Member Weisbrod congratulated Ms. Librera and her team for the significant improvements. In noting fewer delays across the board, he inquired whether there were any specific causes for the dramatic improvements this month.

Ms. Librera acknowledged the positive trend and stated there is no single reason for the improvements. She noted statistics will likely fluctuate in months to come. The entire Subways team is focused on finding ways to improve, including clawing back minutes and seconds everywhere they can. She also noted schedule changes over the past year have enabled NYCT to have more precise dispatching.

President Byford noted two factors that have led to the improvements: (1) the impact of the Subway Action Plan and (2) greater attention to detail, such as getting to the root causes of delays. For example, a change in the procedure for police investigations has enabled NYCT to move trains more quickly. He also credited the work of Ms. Librera and Mr. Jezycki. Finally, he echoed Ms. Librera's statement that figures may fluctuate, but over time, the trajectory should continue to be positive.

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

Member Jones inquired about the additional estimated cost of the new E-hail procurement and asked whether it has been budgeted yet. Mr. Irick responded it would be approximately fifty-six million dollars and stated it had not been included in previous budgets. President Byford noted the massive success of the E-hail program and stated a discussion about the economics of the program will be held.

Member Albert inquired about the status of pending legislation in Albany that might give NYCT more power to enforce its bus lanes. James Henly, Vice President and General Counsel, Law, responded that during the last session, legislation that would have authorized expanded camera enforcement was not enacted, noting that NYCT is continuing to seek adoption of legislation that would authorize expanded camera enforcement in bus lanes.

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

Member Vanterpool inquired how the pamphlet that was disseminated during the meeting will be made available to the public. Mr. Elegudin responded it will be available in print version at all the stations. A digital version should be available on the website during the next few weeks. There will also be an effort to incorporate it into the MyMTA App.

Member Albert stated the signs showing alternate accessible routes for people with disabilities have been very helpful.

Member Moerdler made two comments: (1) NYCT should post signs advising people with claustrophobia on how to deal with elevator problems and (2) the 242<sup>nd</sup> Street Station ① line needs accessibility. Mr. Elegudin stated NYCT has been working with staff to ensure they are trained in best practices for keeping people calm in the event of an elevator entrapment. Further, NYCT is working to make sure the communications systems inside the elevators are working to their best potential. Finally, NYCT is

engaging with the public to explore what subway stations are most in need of better accessibility.

Board Member Greenberg commended Mr. Elegudin and President Byford for their efforts to increase accessibility and stated they have been making a huge difference.

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

Member Weisbrod inquired why NYCT sends out more responses than letters and emails received. Ms. Meyer responded there is some double counting because automated messages are sent out in addition to personalized messages.

Member Weisbrod inquired when NYCT asks someone on social media about their satisfaction with NYCT on Twitter, what that actually means. Ms. Meyer responded NYCT did a survey on Twitter to gauge customer satisfaction. It is difficult to parse those numbers. More resources are needed to respond to everyone.

Member Weisbrod inquired whether there is an industry standard NYCT is seeking to achieve. Ms. Meyer responded in the affirmative and noted other agency call centers get better results with better resources.

Member Albert inquired whether NYCT is working on a script for conductors to provide more accurate and up to date information. Ms. Meyer responded the conductors receive announcement scripts for every stop based on time of day and GO. However, they have many other job functions so sometimes the flip of paper doesn't happen as fast as it should. There is an effort to get the conductors I-pads.

Deborah Prato, Chief People Officer, provided an update.

Member Jones opined there should be more of an effort to get young people interested in working for NYCT and NYCT contractors.

Member Moerdler suggested Ms. Prato work with the unions as well as with management to achieve her goals. Ms. Prato agreed she will do so.

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

Member Vanterpool inquired about body cameras and expressed the hope that they were not from the same manufacturer as the NYPD. Mr. Diehl responded NYCT is looking at different vendors.

Member Vanterpool inquired about the reason for increased subway fires. Mr. Diehl responded there has been an increase in fires that are not debris fires, such as fires

around signaling. President Byford added sparks can cause fires and noted the new vacuum cars should lead to a decrease in trap fires.

Member Moerdler noted rubbish accrues in subway yards and the areas beneath them. He suggested those areas be policed regularly because they contribute to fires. He also inquired whether track fires generally occur near the platforms. Mr. Diehl responded the location of track fires varies. He stated he would look into the issue and respond with further information.

In response to Member Moerdler's inquiry regarding whether the amount of rubbish on the tracks has increased or decreased, Mr. Diehl stated it has decreased. President Byford stated the new vacuum trains are very powerful and will help reduce fires from debris. NYCT also has portable vacuum equipment that is being utilized in stations. He emphasized that NYCT is very focused on fire safety.

Member Moerdler inquired what instructions are given to personnel in the stations and on trains in the event of a fire. Mr. Diel responded employees are under instruction to report fires. Fire extinguishers are located in the stations. Member Moerdler opined there should also be extinguishers on the trains. President Byford responded that in London, extinguishers were taken off the trains because of issues with them being thrown off the trains and through train windows. President Byford added NYCT responds very quickly to any report of smoke or fire.

Member Moerdler inquired whether NYCT has considered prohibiting eating on the subways to avoid rubbish accumulating on the tracks. President Byford responded NYCT does not intend to prohibit food, however, people are urged to be considerate and to dispose of garbage properly.

In response to Member Glucksman's inquiry regarding when the other two vacuum trains will be arriving, President Byford noted their arrival is anticipated early next year.

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

Member Moerdler inquired why the total arrest statistic was down so significantly. Mr. Delatorre responded that in working with the DA, certain crimes, such as turnstile jumping by people with warrants, used to be labeled "theft of service arrests." Such crimes still involve arrests, but under new procedures such individuals thereafter appear before a judge and are issued criminal summonses instead. He also noted TAB civil summonses are up dramatically.

Member Moerdler inquired whether the public is adequately served in light of the changes in enforcement tactics and how those changes affect the morale of the police officers. Mr. Delatorre responded he believes the public is being adequately served. If not, changes will be made. Under the new system, NYPD Transit Bureau has been able to put more plain clothes officers on trains, which has led to a huge decrease in grand larcenies. The goal is to create a policy that is acceptable and enforceable throughout

the city so all riders are treated equally. Member Moerdler requested an update on this issue in January and Mr. Delatorre responded he would provide it.

Member Jones spoke favorably of posting signage in the subways informing potential fare evaders of the criminal consequences of such action. Mr. Delatorre responded he has been working with Ms. Meyer and President Byford on developing signage to stop fare evasion. Ms. Meyer added the signs have prominent stop signs on them, which is an internationally recognized symbol. The signs inform the public that violations will result in arrests or fines. Ms. Meyer added NYCT is looking at floor vinyl applications as well.

Member Ferrer inquired whether signage would be utilized on buses as well and Ms. Meyer responded it would.

Member Vanterpool thanked Commissioner Jones for his advocacy regarding signage.

### **B. Financial Reports**

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

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

### **C. Procurements**

Stephen Plochochi, Senior Vice President, Procurement & Supply Chain, introduced the procurement package representing NYCT procurements, which included 33 actions totaling an estimated \$870.1M in expenditures, and highlighting two procurements: (1) an expedited change order procedure for the R211 Subway Car Contract with Kawasaki Rail Car; and (2) an award of 26 competitively solicited Indefinite Quantity consultant contracts to 13 consulting firms for Construction Management and Inspection Services for a duration of 5 years for a total estimated aggregate amount of \$800 million.

With respect to the expedited change order procedure for the R211s, in response to a question by Member Weisbrod, SVP Plochochi noted that change orders processed pursuant to the expedited procedure would be within the contingency allotted for the R211 contract.

Member Vanterpool asked for an example of a kind of change order that could come up under this expedited change order process. SVP Plochochi noted it could be any type of change order that would be driven by a change in requirements, or a design change not contemplated previously. He gave as a past example a change to add access hand grips to mount on the front of a car.

Member Weisbrod stated that the expedited change order process hopefully would make the procurement process more efficient, faster, and produce better results.

Member Metzger noted that the need for an expedited process indicated that the regular change order process is not providing a quick enough turn-around. Observing that a task force has been working diligently to improve on that, she asked for future further briefing on progress made.

NYCT's non-competitive procurement requiring a majority vote (Schedule H in the Agenda), NYCT's non-competitive procurements requiring a two-thirds vote (Schedule A in the agenda), those competitive procurements requiring a majority vote (Schedule F in the Agenda), those competitive procurements requiring a two-thirds vote (Schedule B in the agenda), and the proposed expedited change order procedure were approved without opposition.

## **V. Service Changes**

Judith McClain, Senior Director, Service Planning, noted changes to the B division subway schedule effective April 2019 coinciding with the ~~7~~ train closure and changes to the Q17, Q46 and Q77 effective Winter 2019.

In response to Member Albert's inquiry as to the duration of the service changes, Ms. McClain confirmed normal schedules would resume upon the conclusion of the ~~7~~ train reconstruction.

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

President Byford noted the standard follow-up reports, which included the Monthly MetroCard Report and the MTA Homeless Outreach Report.

Member Metzger commented colder weather has led to a significant number of homeless in the stations and expressed hope that NYCT is equipped to address this.

Ms. Librera responded in the affirmative but noted the challenge is significant. President Byford added homelessness is a societal problem and not something that can be solved in the short term. He noted the difference between people coming into the system to sit on a bench and warm up (which is not a problem) as opposed to people lying across the seats preventing riders from using them and behaving in antisocial ways (which is unacceptable).

Member Moerdler noted the homeless should be treated with care. President Byford agreed, further noting that NYCT also has a responsibility to the riding public to provide a safe and ambient environment.

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

Respectfully submitted,



Kristen M. Nolan



## 2018 Transit & Bus Committee Work Plan

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### I. RECURRING AGENDA ITEMS

	<u>Responsibility</u>
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

#### November 2018

Elevator & Escalator Service Report, 3 <sup>rd</sup> Qtr, 2018	<u>Subways</u>
Transit Adjudication Bureau Report, 3 <sup>rd</sup> Qtr, 2018	<u>Law</u>
NYCT & MTA Bus EEO & Diversity Report, 2 <sup>nd</sup> Qtr, 2018	<u>EEO &amp; Human Resources</u>

#### December 2018

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

#### January 2019

Approval of 2019 NYC Transit Committee Work Plan	<u>Committee Chair &amp; Members</u>
Quarterly Customer Satisfaction Report, 4 <sup>th</sup> Qtr, 2018	<u>Strategy &amp; Customer Experience</u>

#### February 2019

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

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

	<u>Responsibility</u>
<u>March 2019</u> Transit Recidivism Report, 4 <sup>th</sup> Qtr, 2018	Law
<u>April 2019</u> Homeless Outreach Report Final Review of NYC Transit 2018 Operating Results Final Review of SIR 2018 Operating Results Final Review of MTA Bus 2018 Operating Results Quarterly Customer Satisfaction Report, 1 <sup>st</sup> Qtr, 2018	MTA Management & Budget Management & Budget Management & Budget Strategy & Customer Experience
<u>May 2019</u> Transit Adjudication Bureau Report, 1 <sup>st</sup> Qtr, 2019 Elevator & Escalator Service Report, 1 <sup>st</sup> Qtr, 2019 NYCT & MTA Bus EEO & Diversity Report, 1 <sup>st</sup> Qtr, 2019	Law Subways EEO & Human Resources
<u>June 2019</u> Transit Recidivism Report, 1 <sup>st</sup> Qtr, 2019	Law
<u>July 2019</u> Quarterly Customer Satisfaction Report, 2 <sup>nd</sup> Qtr 2018	Strategy & Customer Experience
<u>August 2019</u> No Meetings Held	
<u>September 2019</u> Public comment/Committee review of budget 2019 NYC Transit Mid-Year Forecast Monthly Allocation 2019 SIR Mid-Year Forecast Monthly Allocation 2019 MTA Bus Mid-Year Forecast Monthly Allocation 2020 Preliminary NYC Transit Budget 2020 Preliminary SIR Budget 2020 Preliminary MTA Bus Budget Service Quality Indicators (including PES & MTA Bus PES) Elevator & Escalator Service Report, 2nd Qtr, 2019 Transit Adjudication Bureau Report, 2nd Qtr, 2019 Transit Recidivism Report, 2nd Qtr, 2019 NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2019	Management & Budget Management & Budget Management & Budget Management & Budget Management & Budget Management & Budget Operations Planning Subways Law Law EEO & Human Resources
<u>October 2019</u> Public Comment/Committee review of budget Homeless Outreach Report 2019 Preliminary NYC Transit Budget 2019 Preliminary SIR Budget 2019 Preliminary MTA Bus Budget	MTA Management & Budget Management & Budget Management & Budget



## 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)**

### **NOVEMBER 2018**

#### Elevator & Escalator Service Report, 3<sup>rd</sup> 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, 3<sup>rd</sup> 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, 2<sup>nd</sup> Qtr, 2018

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

### **DECEMBER 2018**

#### NYCT 2019 Adopted Budget/Financial Plan 2019-2022

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

#### 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, 3<sup>rd</sup> 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, 3<sup>rd</sup> Qtr, 2018

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

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

### **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, 3<sup>rd</sup> Qtr 2018

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

### **FEBRUARY 2019**

#### Preliminary Review of 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.

#### 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.

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

### ADA Compliance Report, 4<sup>th</sup> 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, 4<sup>th</sup> 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, 4<sup>th</sup> 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, 4<sup>th</sup> 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.

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

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

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

### **MAY 2019**

#### Transit Adjudication Bureau Report, 1<sup>st</sup> Qtr, 2019

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

#### Elevator & Escalator Service Report, 1<sup>st</sup> Qtr, 2019

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

#### EEO & Diversity Report, 1<sup>st</sup> Qtr, 2019

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

### **JUNE 2019**

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

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

### **JULY 2019**

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

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

### **AUGUST 2019**

No Meetings Held

### **SEPTEMBER 2019**

#### 2019 NYC Transit Mid-Year Forecast Monthly Allocation

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

#### 2019 SIR Mid-Year Forecast Monthly Allocation

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

#### 2019 MTA Bus Mid-Year Forecast Monthly Allocation

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

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

### 2020 NYC Transit Preliminary Budget

Public comments will be accepted on the 2020 Preliminary Budget.

### 2020 SIR Preliminary Budget

Public comments will be accepted on the 2020 Preliminary Budget.

### 2020 MTA Bus Preliminary Budget

Public comments will be accepted on the 2020 Preliminary Budget.

### Service Quality Indicators/PES Report

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

### Elevator & Escalator Service Report, 2<sup>nd</sup> Qtr, 2019

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

### Transit Adjudication Bureau Report, 2<sup>nd</sup> Qtr, 2019

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

### EEO & Diversity Report, 2<sup>nd</sup> Qtr, 2019

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

### Transit Recidivism Report, 2<sup>nd</sup> Qtr, 2019

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

## **OCTOBER 2019**

### Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

### 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.

## President's Report

Andy Byford, President



NYCT President Andy Byford engages with customers at the Queens Community Conversation held at the Robert Ross Johnson Family Life Center in Jamaica on October 10. These events, taking place across the five boroughs, are key to soliciting customer feedback on Fast Forward, the comprehensive plan to modernize NYCT.



## President's Commentary

We continue to progress our *Fast Forward* plan to transform every aspect of our operation and to make the investment for total system modernization.

Since the Committee last met, I have led a further *Fast Forward* themed community conversation in the Bronx and briefed the legislatively-mandated Metropolitan Transportation Sustainability Advisory Group, which is charged with recommending strategies to improve and fund public transit. I also have met with numerous elected officials and advocacy groups to make our case.

In parallel, we are participating in an independent economic impact study to help stakeholders understand the benefits that system renewal will bring.

Of equal importance is the need to modernize from within. To that end, we are continuing the organizational restructure of Transit, a process that has already established a customer group, a people group and an accessibility unit, as well as a comprehensive restructure of how we manage our subway stations.

Next up is the creation of a dedicated signal program office and a change management unit, each of which will be headed by experts in their field, recruited specifically to lead these two critical and highly specialist functions.

I am very encouraged by the progress that we are making in service delivery. Subway performance continues to improve as the benefits of the subway action plan take effect. I believe that what is really making the difference, though, is our complementary focus on what I call the “basics”. While the Subway Action Plan addressed asset performance, what was also needed was sustained focus on operational discipline, including management of station dwell times, elimination of “own goals” and targeted action to tackle root causes of operational delays.

On buses and paratransit, my team will update the Committee on work to tackle bottlenecks on specific routes and on making our rules for Access-A-Ride more customer-friendly.

Finally, we have announced April 27<sup>th</sup> as the date for the upcoming L tunnel renewal project, with alternate bus and ferry service starting one week before. It is essential that Transit rise to this huge challenge and we will continue to refine our plans to make sure we are ready.

**Andy Byford**  
President, New York City Transit

## Customer Service Report: Subways

Sally Librera, Senior Vice President



At the NYCT 215th Street Signal Shop in Upper Manhattan workers build and repair signals that govern train movement. Increased inspections and repairs contribute to fewer major delay incidents caused by signal malfunctions. There are limited outside companies that can manufacture most components of our signaling system, therefore we build and repair them ourselves. Signal modernization is a critical part of the Fast Forward Plan.

## November 2018 Highlights: Department of Subways

In October, NYCT reopened the 72nd Street and 86th Street stations on the B and C lines after extensive renovations as part of the Enhanced Station Initiative. These stations originally opened in September 1932 and received much-needed structural repairs, improved finishes, modernized features like digital signage and new artwork.

We are also proud to report continued progress in performance. In October, we exceeded our target of reducing monthly delays by 10,000 for the second consecutive month. Our intensive Subway Action Plan efforts continue, and our “Save Safe Seconds” program is putting an emphasis on how every Subways employee can help reduce delays, whether through safely operating trains faster, improving the reliability of equipment, responding to incidents faster, or better planning maintenance and inspections to be less disruptive. On a per weekday basis, October outperformed September in terms of weekday delays.

Fewer delays means improved on-time performance (OTP), and we are pleased that October’s weekday OTP reached the highest level since August 2015. We know that OTP is not the best measure of customer experience, but these gains show we are making progress in improving the precision of train service - a key element of the “back to basics” approach outlined in Fast Forward.

October 2018 saw continued improvement in Major Incidents. There were 52 major incidents on October 2018 weekdays, down from 64 in October 2017. The monthly total increased from September, but primarily because there were more weekdays in October than September. So, on a per-weekday basis, October outperformed September, with 2.3 major incidents per weekday, compared to 2.4 in September, and 3.6 before the Subway Action Plan began.

Our customer-focused metrics also continue to show positive trends, with October results better than a year ago and better than the twelve-month averages for Service Delivered, Additional Platform Time, Additional Train Time, and Customer Journey Time Performance.

We know there is much more to do, but these results show progress and reinforce that we’re heading in the right direction.

**Sally Librera**  
Senior Vice President, Department of Subways

# Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	October 2018			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
<b>Weekday Customer-Focused Metrics</b>						
<b>Weekday Major Incidents (Chart 1)</b> Unplanned incidents delaying 50+ trains	52	64	-18.8%	66.6	71.9	-7.4%
<b>Weekday Service Delivered (Chart 3)</b> % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	95.6%	94.3%	+1.3%	94.7%	94.5%	+0.2%
<b>Additional Platform Time (h:mm:ss) (Chart 7)</b> Average added time spent waiting for trains, compared with scheduled wait time	0:01:17	0:01:21	-4.9%	0:01:19	N/A*	N/A*
<b>Additional Train Time (h:mm:ss) (Chart 9)</b> Average additional unanticipated time spent onboard train compared to scheduled travel time	0:01:14	0:01:31	-18.7%	0:01:22	N/A*	N/A*
<b>Customer Journey Time Performance (Chart 11)</b> % of customers whose journeys are completed within five minutes of schedule.	79.9%	78.4%	+1.5%	79.1%	N/A*	N/A*
<b>Inputs to Operations</b>						
<b>Mean Distance Between Failures (Chart 13)</b> Revenue car miles divided by the number of delays attributed to car-related causes	125,884	123,168	+2.2%	122,320	119,332	+2.5%
<b>Elevator Availability** (Chart 14)</b> % of time elevators are operational systemwide	96.3%	95.9%	+0.4%	96.5%	95.7%	+0.8%
<b>Escalator Availability** (Chart 14)</b> % of time escalators are operational systemwide	91.4%	94.6%	-3.2%	93.9%	94.2%	-0.3%
<b>Passenger Environment</b>						
<b>Subway Car PES-KPI (Chart 15)</b> Composite indicator for subway car environment (cleanliness, condition, information) reflecting customer experience				94.4%	94.7%	-0.3%
<b>Stations PES-KPI (Chart 16)</b> Composite indicator for station environment (cleanliness, condition, information) reflecting customer experience				90.8%	91.2%	-0.4%
<b>Weekday Legacy Indicators</b>						
<b>Weekday Wait Assessment (Chart 18)</b>	72.2%	70.8%	+1.4%	70.4%	71.7%	-1.3%
<b>Weekday Terminal On-Time Performance (Chart 20)</b>	70.3%	64.4%	+5.9%	65.7%	63.6%	+2.1%
<b>Weekday Trains Delayed (Chart 22)</b>	56,139	64,840	-13.4%	60,231	62,179	-3.1%

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

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

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

# Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	October 2018			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
<b>Weekend Customer-Focused Metrics</b>						
Weekend Major Incidents (Chart 2) Unplanned incidents delaying 50+ trains	7	7	0.0%	8.5	6.9	+23.2%
Weekend Service Delivered (Chart 5) % of scheduled trains operated during Weekends (10a-6p)	98.6%	96.0%	+2.6%	96.7%	97.8%	-1.1%
<b>Weekend Legacy Indicators</b>						
Weekend Wait Assessment (Chart 19)	81.5%	76.0%	+5.5%	76.8%	79.4%	-2.6%
Weekend Terminal On-Time Performance (Chart 21)	79.0%	67.3%	+11.7%	68.4%	70.8%	-2.4%
Weekend Trains Delayed (Chart 23)	9,348	16,767	-44.2%	16,748	15,262	+9.7%

# Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	October 2018			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
<b>On-Time Performance</b>						
24 Hour On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time during a 24-hour period	92.8%	96.7%	-3.9%	95.7%	96.0%	-0.3%
AM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	97.0%	95.5%	+1.5%	96.7%	97.4%	-0.7%
PM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	94.5%	96.5%	-2.0%	95.2%	95.3%	-0.1%
<b>Percentage of Completed Trips</b>						
Percentage of Completed Trips	99.3%	99.9%	-0.6%	99.7%	99.7%	0.0%
<b>Passenger Environment</b>						
Staten Island Railway PES-KPI (Chart 17) Composite indicator for subway car and station environments reflecting customer experience				91.7%	89.0%	2.7%
<b>Mean Distance Between Failures</b>						
Mean Distance Between Failures Revenue car miles divided by the number of delays attributed to car-related causes	75,265	75,339	-0.1%	64,031	54,971	+16.5%

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

# Section 1: Customer-Focused Metrics

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

## Performance Indicator Definitions

### **Major Incidents (Weekday and Weekend)**

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

### **Service Delivered (Weekday and Weekend)**

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

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

### **Additional Platform Time (APT)**

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

### **Additional Train Time (ATT)**

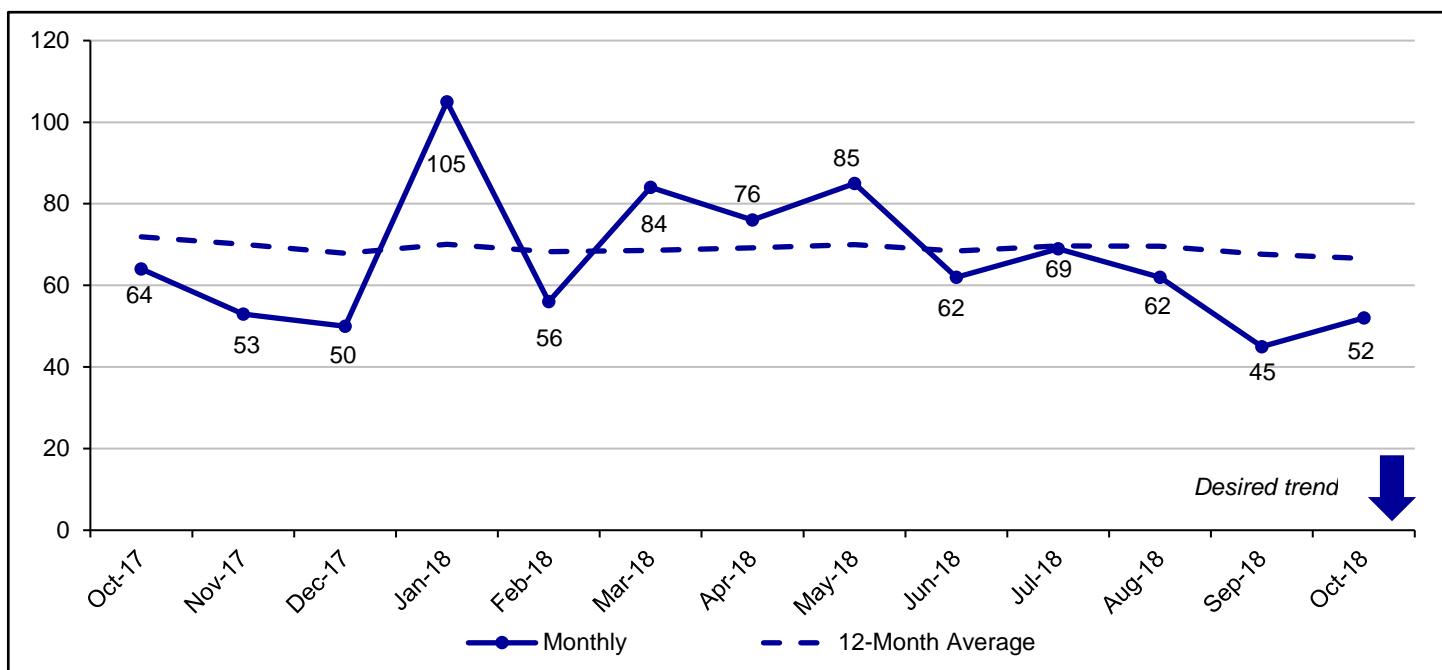
The average additional unanticipated time customers spend onboard the train due to various service issues. Additional Train Time is measured using a combination of customers' MetroCard entry data into their starting stations and customers' arrival times at their destination stations, using information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

### **Customer Journey Time Performance (CJTP)**

The percentage of customers whose journeys (waiting and travel time) are completed within five minutes of their scheduled journey time.

APT, ATT, and CJTP use ATS-A data (historical data available) for the A Division and beacon data calibrated with other sources for the B Division. B Division data is not available prior to March 2017. These are beta metrics and may change with further development.

## Subway Weekday Major Incidents (24 hours)



Categories	Monthly			12-Month Average		
	Oct 18	Oct 17	Difference	Oct 18	Oct 17	Difference
Track	8	18	-10	12.3	16.3	-4.0
Signals	23	16	+7	22.2	22.2	+0.0
Persons on Trackbed/Police/Medical	11	19	-8	12.6	15.9	-3.3
Stations & Structures	3	3	+0	6.3	4.6	+1.7
Subway Car	2	6	-4	3.6	5.4	-1.8
Other	5	2	+3	9.6	7.5	+2.1
<b>Subdivision A</b>	<b>23</b>	<b>28</b>	<b>-5</b>	<b>30.8</b>	<b>35.9</b>	<b>-5.1</b>
<b>Subdivision B</b>	<b>29</b>	<b>36</b>	<b>-7</b>	<b>35.8</b>	<b>36.0</b>	<b>-0.2</b>
<b>Systemwide</b>	<b>52</b>	<b>64</b>	<b>-12</b>	<b>66.6</b>	<b>71.9</b>	<b>-5.3</b>
Avg Incident Duration (h:mm:ss)	0:19:24	0:17:24	+0:02:00	0:17:24	0:17:12	+0:00:12
Avg Trains Delayed per Incident	95	115	-20	103	112	-9.0

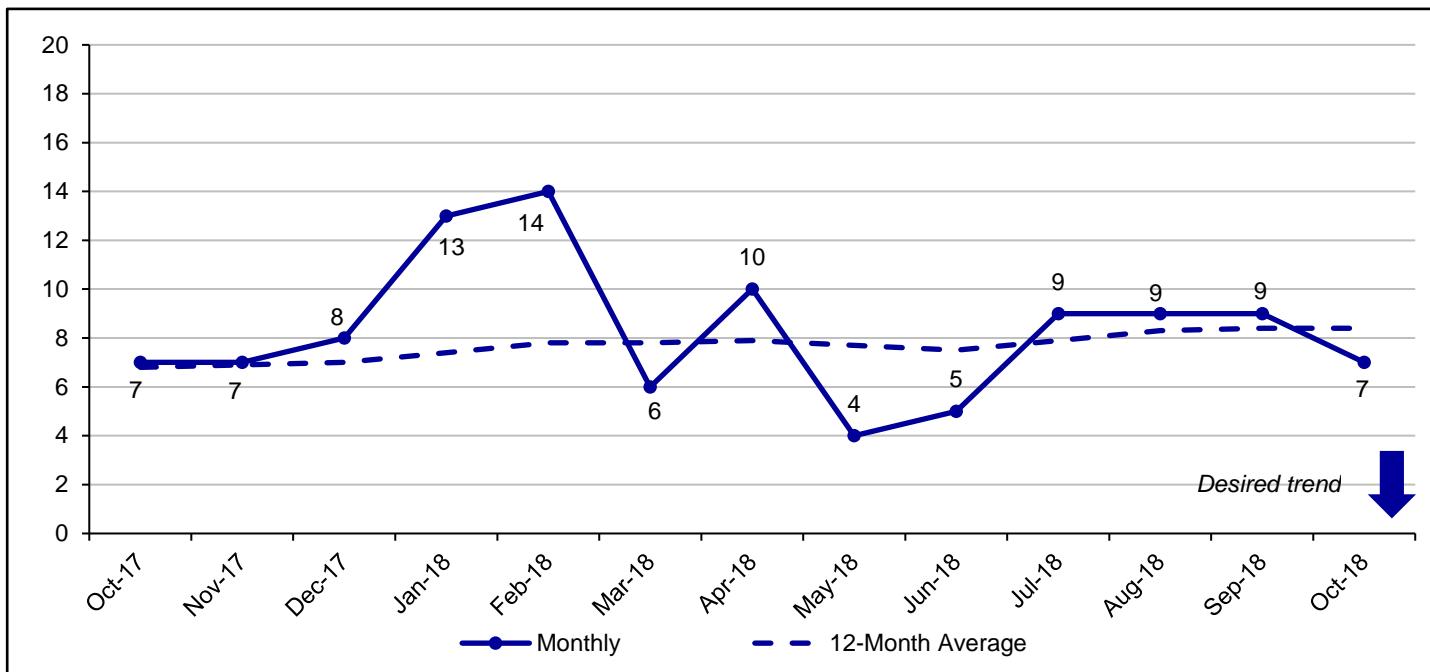
### Major Incidents Discussion

- October 2018 had 52 Major Incidents, a 12-incident decrease compared to one year ago.
- October averaged 2.3 Major Incidents per weekday, a reduction from 2.4 in September and the lowest level since the metric was introduced.
- Track Major Incidents decreased by ten compared to the prior year, and were better than the 12-month average.
- Signals Major Incidents increased from 0.8 per day in September 2018 to 1.0 per day in October, mostly due to track circuits and switch problems. NYCT continues to prioritize critical signal assets and areas with repeat failures in an effort to reduce signal incidents.

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

**Chart 1**

## Subway Weekend Major Incidents (24 hours)



Categories	Monthly			12-Month Average		
	Oct 18	Oct 17	Difference	Oct 18	Oct 17	Difference
Track	2	1	+1	1.4	0.9	+0.5
Signals	0	2	-2	2.6	2.2	+0.4
Persons on Trackbed/Police/Medical	2	1	+1	1.4	1.3	+0.1
Stations & Structure	0	0	0	1.2	0.2	+1.0
Subway Car	1	0	+1	0.2	0.2	0.0
Other	2	3	-1	1.7	2.1	-0.4
<b>Subdivision A</b>	<b>4</b>	<b>5</b>	<b>-1</b>	<b>3.7</b>	<b>3.3</b>	<b>0.4</b>
<b>Subdivision B</b>	<b>3</b>	<b>2</b>	<b>+1</b>	<b>4.8</b>	<b>3.6</b>	<b>1.2</b>
<b>Systemwide</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>8.5</b>	<b>6.9</b>	<b>+1.6</b>
Avg Incident Duration (h:mm:ss)	0:12:24	0:31:24	-0:19:00	0:19:12	0:22:36	-0:03:24
Avg Trains Delayed per Incident	72	84	-12	91	100	-9

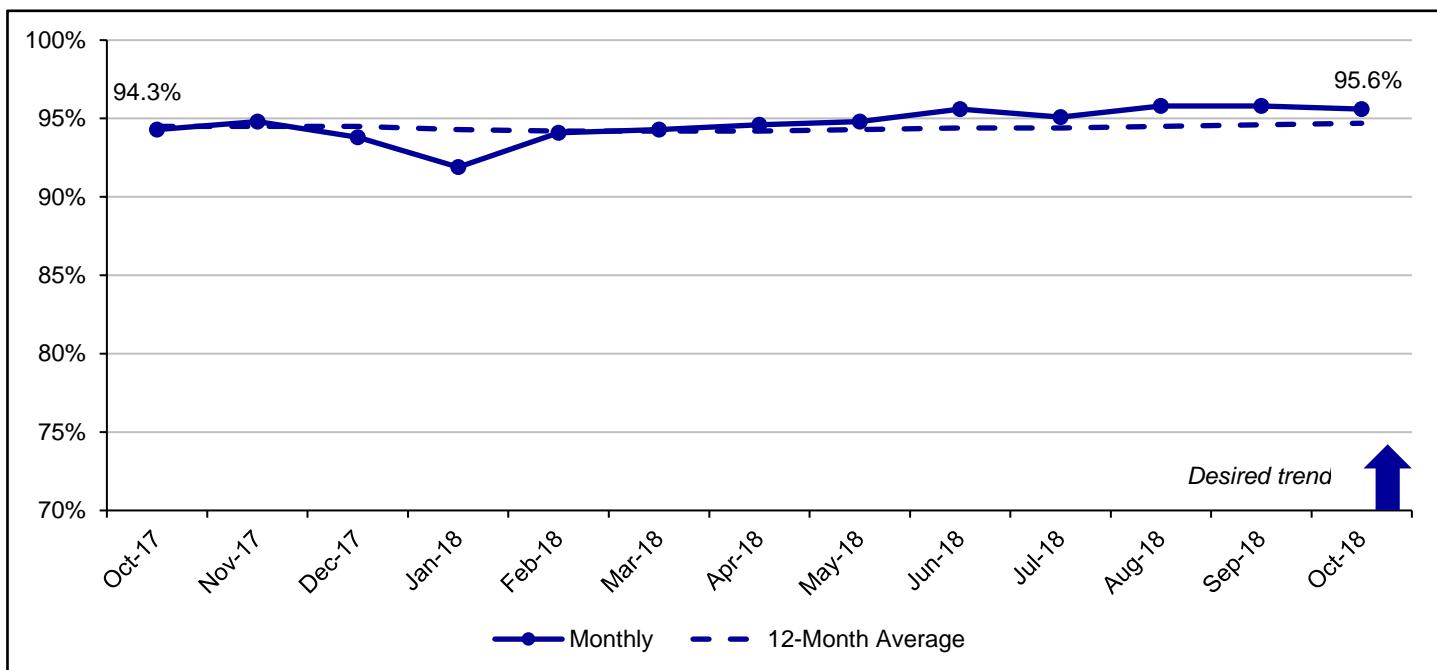
### Major Incidents Discussion

- October 2018 had seven Major Incidents, two fewer than the prior month and unchanged from the prior year.
- October weekend major incidents averaged less than one per weekend day, consistent with the past several months.

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

**Chart 2**

## Subway Weekday % Service Delivered (Peak Hours)



	Monthly			12-Month Average		
	Oct 18	Oct 17	Difference	Oct 18	Oct 17	Difference
<b>Subdivision A</b>	94.6%	92.5%	+2.1%	93.0%	92.3%	+0.7%
<b>Subdivision B</b>	96.3%	95.6%	+0.7%	95.9%	96.2%	-0.3%
<b>Systemwide</b>	<b>95.6%</b>	<b>94.3%</b>	<b>+1.3%</b>	<b>94.7%</b>	<b>94.5%</b>	<b>+0.2%</b>

### Weekday Service Delivered Discussion

- October 2018 Weekday Service Delivered improved 1.3% year-over-year and declined slightly compared to the prior month.
- The largest improvements were on the 2, 3, and 5 lines, which continue to reflect schedule revisions made in late 2017 and early 2018 to incorporate more accurate running times.
- On the B Division, the largest improvement was on the C, which rebounded from several disruptive delays last year.

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

**Chart 3**

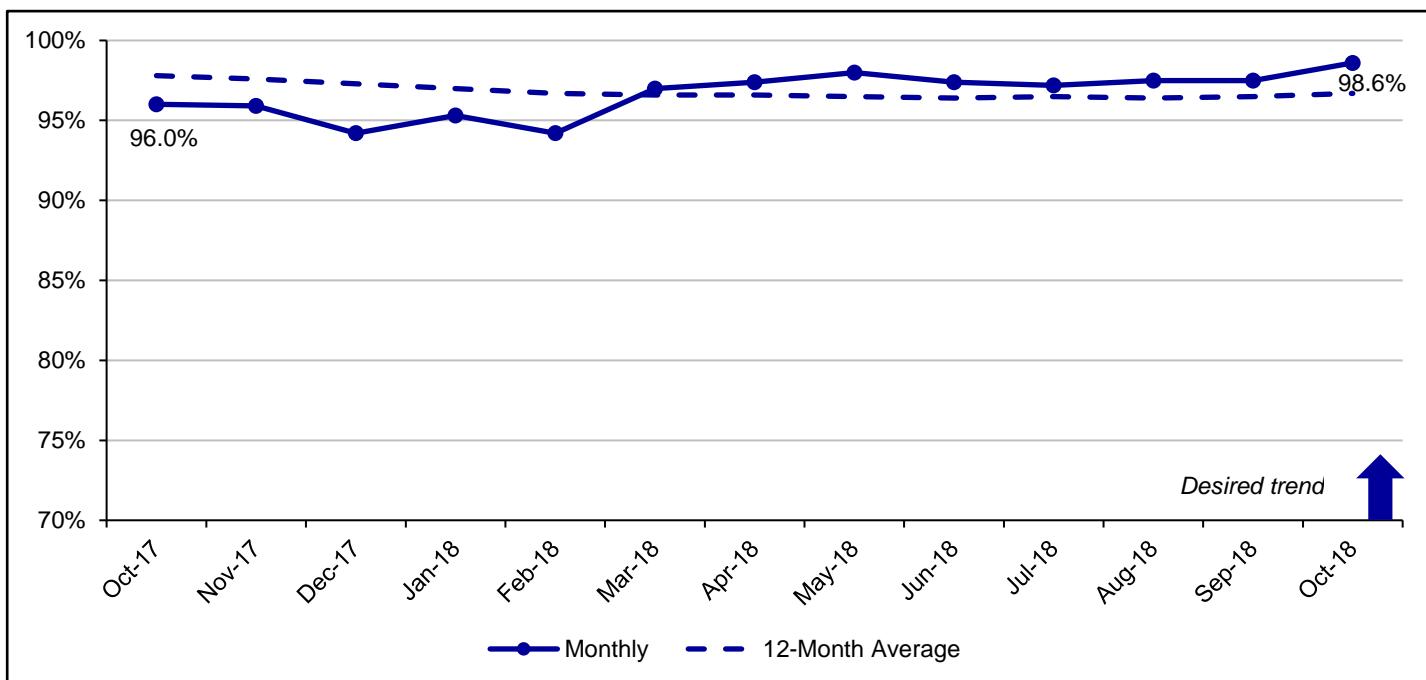
**Subway Weekday % Service Delivered**  
**Monthly**  
**(Peak Hours)**

<u>Line</u>	<u>Oct 18</u>	<u>Oct 17</u>	<u>Difference</u>
1	97.6%	98.9%	-1.3%
2	96.1%	91.3%	+4.8%
3	96.8%	93.4%	+3.4%
4	92.3%	91.3%	+1.0%
5	90.8%	84.0%	+6.8%
6	94.1%	91.0%	+3.1%
7	91.7%	91.3%	+0.4%
S 42nd	99.1%	99.7%	-0.6%
<b>Subdivision A</b>	<b>94.6%</b>	<b>92.5%</b>	<b>+2.1%</b>
A	95.6%	95.0%	+0.6%
B	97.0%	95.1%	+1.9%
C	96.6%	91.3%	+5.3%
D	97.0%	97.3%	-0.3%
E	95.5%	93.4%	+2.1%
F	98.0%	96.8%	+1.2%
S Fkln	99.8%	98.8%	+1.0%
G	101.1%	101.7%	-0.6%
S Rock	98.6%	100.4%	-1.8%
JZ	97.4%	96.7%	+0.7%
L	96.9%	97.7%	-0.8%
M	92.7%	93.8%	-1.1%
N	95.1%	96.8%	-1.7%
Q	94.8%	93.7%	+1.1%
R	96.1%	95.9%	+0.2%
W	92.3%	90.6%	+1.7%
<b>Subdivision B</b>	<b>96.3%</b>	<b>95.6%</b>	<b>+0.7%</b>
<b>Systemwide</b>	<b>95.6%</b>	<b>94.3%</b>	<b>+1.3%</b>

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

**Chart 4**

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



	Monthly			12-Month Average		
	Oct 18	Oct 17	Difference	Oct 18	Oct 17	Difference
<b>Subdivision A</b>	98.4%	93.9%	+4.5%	95.4%	96.9%	-1.5%
<b>Subdivision B</b>	98.8%	97.3%	+1.5%	97.5%	98.3%	-0.8%
<b>Systemwide</b>	<b>98.6%</b>	<b>96.0%</b>	<b>+2.6%</b>	<b>96.7%</b>	<b>97.8%</b>	<b>-1.1%</b>

### Weekend Service Delivered Discussion

- October 2018 Service Delivered improved 2.6% year-over-year, and 1.1% from the previous month, to reach its highest level since this metric was introduced.
- The largest improvements were on the 2, 4, and 5 lines due to fewer and less impactful major incidents on these lines in 2018.
  - Improvements on the 2 and 5 continue to reflect the return to normal service after the Clark Street tunnel work.
  - The improvement on the 4 line was due in part to planned work that affected Service Delivered in October of 2017.
- Weekend Service Delivered is not reported for the L and Q lines in October 2018. For all weekend days, because of construction, these lines only operated as shuttles in Brooklyn and did not serve the locations where Service Delivered is measured.

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

**Chart 5**

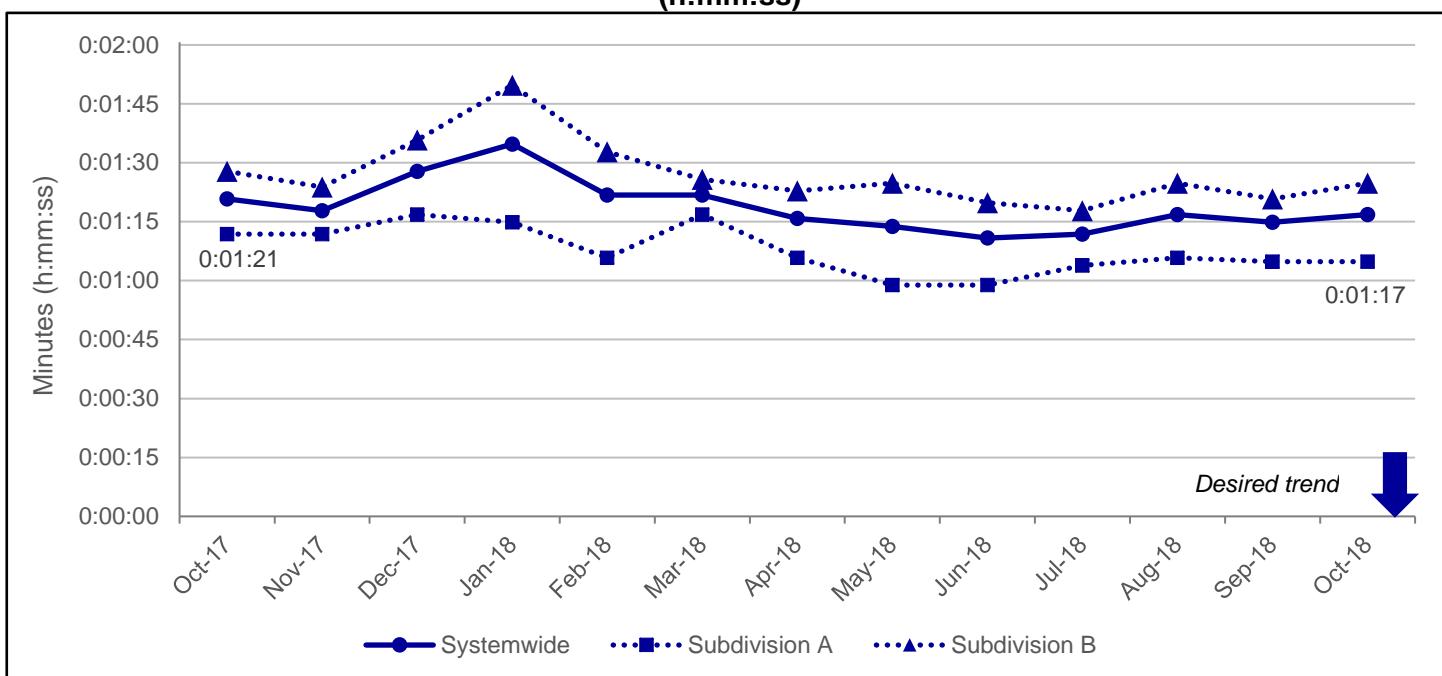
**Subway Weekend % Service Delivered**  
**Monthly**  
**(10 a.m. to 6 p.m.)**

<u>Line</u>	<u>Oct 18</u>	<u>Oct 17</u>	<u>Difference</u>
1	99.2%	98.7%	+0.5%
2	97.5%	88.8%	+8.7%
3	99.6%	98.1%	+1.5%
4	96.5%	87.7%	+8.8%
5	98.5%	91.0%	+7.5%
6	97.9%	94.9%	+3.0%
7	99.0%	99.8%	-0.8%
S 42nd	99.7%	100.0%	-0.3%
<b>Subdivision A</b>	<b>98.4%</b>	<b>93.9%</b>	<b>+4.5%</b>
A	98.0%	95.8%	+2.2%
C	98.9%	97.2%	+1.7%
D	99.8%	98.1%	+1.7%
E	99.0%	97.2%	+1.8%
F	100.1%	98.9%	+1.2%
S Fkln	100.0%	97.6%	+2.4%
G	99.0%	99.4%	-0.4%
S Rock	99.3%	99.2%	+0.1%
JZ	99.9%	99.1%	+0.8%
L*	N/A	94.5%	N/A
M	99.7%	98.6%	+1.1%
N	95.2%	96.2%	-1.0%
Q*	N/A	99.4%	N/A
R	98.5%	94.6%	+3.9%
<b>Subdivision B</b>	<b>98.8%</b>	<b>97.3%</b>	<b>+1.5%</b>
<b>Systemwide</b>	<b>98.6%</b>	<b>96.0%</b>	<b>+2.6%</b>

\*For weekend days in October 2018, because of construction, the L and Q lines ran only as shuttles in Brooklyn and did not serve the locations where Service Delivered is measured.

## Subway Weekday Average Additional Platform Time

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



	Monthly			12-Month Average
	Oct 18	Oct 17	Difference	Oct 18
<b>Subdivision A</b>	0:01:05	0:01:12	-0:00:07	0:01:08
<b>Subdivision B</b>	0:01:25	0:01:28	-0:00:03	0:01:27
<b>Systemwide</b>	<b>0:01:17</b>	<b>0:01:21</b>	<b>-0:00:04</b>	<b>0:01:19</b>

### Additional Platform Time Discussion

- Additional Platform Time (APT) improved by four seconds compared to the prior year and was better than the 12-month average by two seconds.
- The M and W lines showed the largest year-over-year improvement.
  - The M line had fewer Major Incidents in October compared to one year prior.
  - The W line improvements are due in part to adjustments to scheduled running times to more accurately reflect operating conditions.
- The 1 and G worsened the most, due in part to Major Incidents involving persons on the roadbed.

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

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

**Chart 7**

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

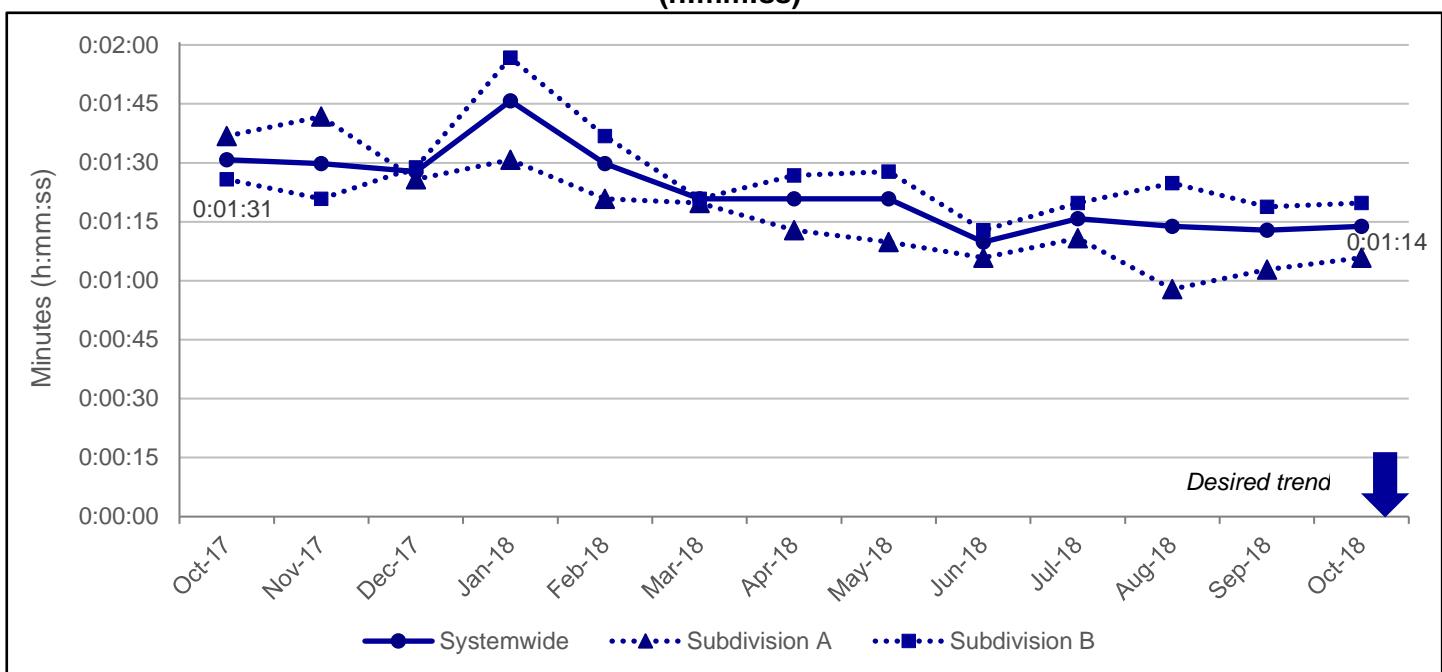
<u>Line</u>	<u>Oct 18</u>	<u>Oct 17</u>	<u>Difference</u>
1	0:01:08	0:00:53	+0:00:15
2	0:01:09	0:01:23	-0:00:14
3	0:01:00	0:01:07	-0:00:07
4	0:01:04	0:01:20	-0:00:16
5	0:01:12	0:01:16	-0:00:04
6	0:01:08	0:01:26	-0:00:18
7	0:01:05	0:01:13	-0:00:08
S 42nd	0:00:26	0:00:21	+0:00:05
<b>Subdivision A</b>	<b>0:01:05</b>	<b>0:01:12</b>	<b>-0:00:07</b>
A	0:01:20	0:01:26	0:00:06
B	0:01:55	0:01:56	-0:00:01
C	0:01:39	0:01:55	-0:00:16
D	0:01:40	0:01:40	+0:00:00
E	0:01:07	0:01:12	-0:00:05
F	0:01:25	0:01:30	-0:00:05
S Fkln	0:00:14	0:00:09	+0:00:05
G	0:01:34	0:01:11	+0:00:23
S Rock	0:00:47	0:00:26	+0:00:21
JZ	0:01:28	0:01:30	-0:00:02
L	0:00:57	0:00:50	+0:00:07
M	0:01:46	0:02:16	-0:00:30
N	0:01:19	0:01:19	+0:00:00
Q	0:01:36	0:01:25	+0:00:11
R	0:01:31	0:01:25	+0:00:06
W	0:00:52	0:01:20	-0:00:28
<b>Subdivision B</b>	<b>0:01:25</b>	<b>0:01:28</b>	<b>-0:00:03</b>
<b>Systemwide</b>	<b>0:01:17</b>	<b>0:01:21</b>	<b>-0:00:04</b>

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

**Chart 8**

## Subway Weekday Average Additional Train Time

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



	Monthly			12-Month Average
	Oct 18	Oct 17	Difference	Oct 18
<b>Subdivision A</b>	0:01:06	0:01:37	-0:00:31	0:01:16
<b>Subdivision B</b>	0:01:19	0:01:26	-0:00:07	0:01:26
<b>Systemwide</b>	<b>0:01:14</b>	<b>0:01:31</b>	<b>-0:00:17</b>	<b>0:01:22</b>

### Additional Train Time Discussion

- Systemwide Additional Train Time (ATT) improved by 17 seconds compared to one year prior and was relatively flat compared to the prior month.
- Large ATT improvements on the 2, 3, 4 and 5 lines relative to one year ago are a continued reflection of schedule adjustments on those lines.
- On the B Division, the E and F lines showed the largest improvement compared to the prior year. ATT for both of these lines was at the lowest value since this metric was introduced.
- The J/Z line had the largest worsening of ATT, due in part to extensive planned work along the line.

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

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

**Chart 9**

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

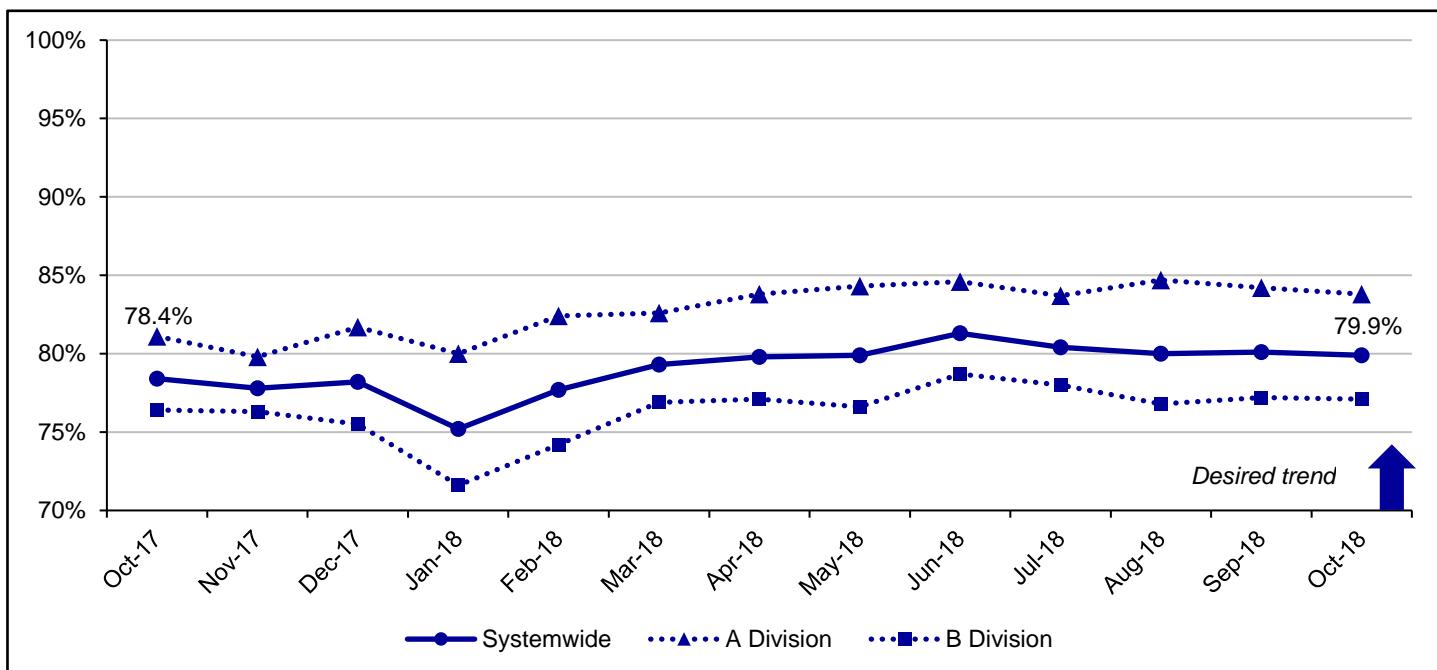
<u>Line</u>	<u>Oct 18</u>	<u>Oct 17</u>	<u>Difference</u>
1	0:01:11	0:01:05	+0:00:06
2	0:01:02	0:02:00	-0:00:58
3	0:00:43	0:01:35	-0:00:52
4	0:01:16	0:02:09	-0:00:53
5	0:01:11	0:02:14	-0:01:03
6	0:01:05	0:01:25	-0:00:20
7	0:01:16	0:01:31	-0:00:15
S 42nd	0:00:28	0:00:27	+0:00:01
<b>Subdivision A</b>	<b>0:01:06</b>	<b>0:01:37</b>	<b>-0:00:31</b>
A	0:01:38	0:02:03	-0:00:25
B	0:01:45	0:01:59	-0:00:14
C	0:01:00	0:01:13	-0:00:13
D	0:01:42	0:01:48	-0:00:06
E	0:01:00	0:01:41	-0:00:41
F	0:01:07	0:01:49	-0:00:42
S Fkln	0:00:45	0:01:05	-0:00:20
G	0:01:09	0:01:27	-0:00:18
S Rock	0:00:24	0:00:21	+0:00:03
JZ	0:02:16	0:01:45	+0:00:31
L	0:00:18	0:00:04	+0:00:14
M	0:01:11	0:00:57	+0:00:14
N	0:01:47	0:01:26	+0:00:21
Q	0:01:41	0:01:51	-0:00:10
R	0:01:10	0:00:46	+0:00:24
W	0:01:00	0:01:07	-0:00:07
<b>Subdivision B</b>	<b>0:01:19</b>	<b>0:01:26</b>	<b>-0:00:07</b>
<b>Systemwide</b>	<b>0:01:14</b>	<b>0:01:31</b>	<b>-0:00:17</b>

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

**Chart 10**

## Subway Customer Journey Time Performance

Monthly (6 a.m. - midnight)



	Monthly			12-Month Average
	Oct 18	Oct 17	Difference	Oct 18
<b>Subdivision A</b>	83.8%	81.1%	+2.7%	83.0%
<b>Subdivision B</b>	77.1%	76.4%	+0.7%	76.3%
<b>Systemwide</b>	<b>79.9%</b>	<b>78.4%</b>	<b>+1.5%</b>	<b>79.1%</b>

### Weekday Customer Journey Time Performance Discussion

- Customer Journey Time Performance (CJTP) systemwide improved by 1.5% compared to the prior year and declined slightly compared to the prior month.
- October systemwide CJTP was better than the 12-month average by 0.8%.
- Since CJTP serves as a composite measure of APT and ATT, the line-by-line changes are due to the same factors affecting those metrics.

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

**Chart 11**

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

<u>Line</u>	<u>Oct 18</u>	<u>Oct 17</u>	<u>Difference</u>
1	84.4%	88.3%	-3.9%
2	82.5%	75.1%	+7.4%
3	87.5%	82.5%	+5.0%
4	81.2%	75.2%	+6.0%
5	80.8%	74.9%	+5.9%
6	85.4%	82.0%	+3.4%
7	81.6%	81.5%	+0.1%
S 42nd	99.1%	99.6%	-0.5%
<b>Subdivision A</b>	<b>83.8%</b>	<b>81.1%</b>	<b>+2.7%</b>
A	74.8%	71.9%	+2.9%
B	71.6%	70.2%	+1.4%
C	76.5%	72.4%	+4.1%
D	69.7%	71.5%	-1.8%
E	81.6%	77.3%	+4.3%
F	77.9%	73.1%	+4.8%
S Fkln	96.6%	97.1%	-0.5%
G	81.8%	79.0%	+2.8%
S Rock	90.2%	93.3%	-3.1%
JZ	66.7%	71.5%	-4.8%
L	91.1%	92.4%	-1.3%
M	75.8%	76.4%	-0.6%
N	72.9%	76.9%	-4.0%
Q	73.9%	73.4%	+0.5%
R	77.3%	80.2%	-2.9%
W	86.2%	83.1%	+3.1%
<b>Subdivision B</b>	<b>77.1%</b>	<b>76.4%</b>	<b>+0.7%</b>
<b>Systemwide</b>	<b>79.9%</b>	<b>78.4%</b>	<b>+1.5%</b>

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

**Chart 12**

## Section 2: Inputs to Operations

The metrics in this section address how NYCT provides service to its customers, by measuring the reliability of key assets, reflecting the effectiveness of maintenance practices, as well as age and condition. Historically, the only such measures that NYCT has provided to the Transit Committee and to the public are car fleet and elevator and escalator measures, defined below. NYCT is examining additional such measures to bring forward in coming months.

### Performance Indicator Definitions

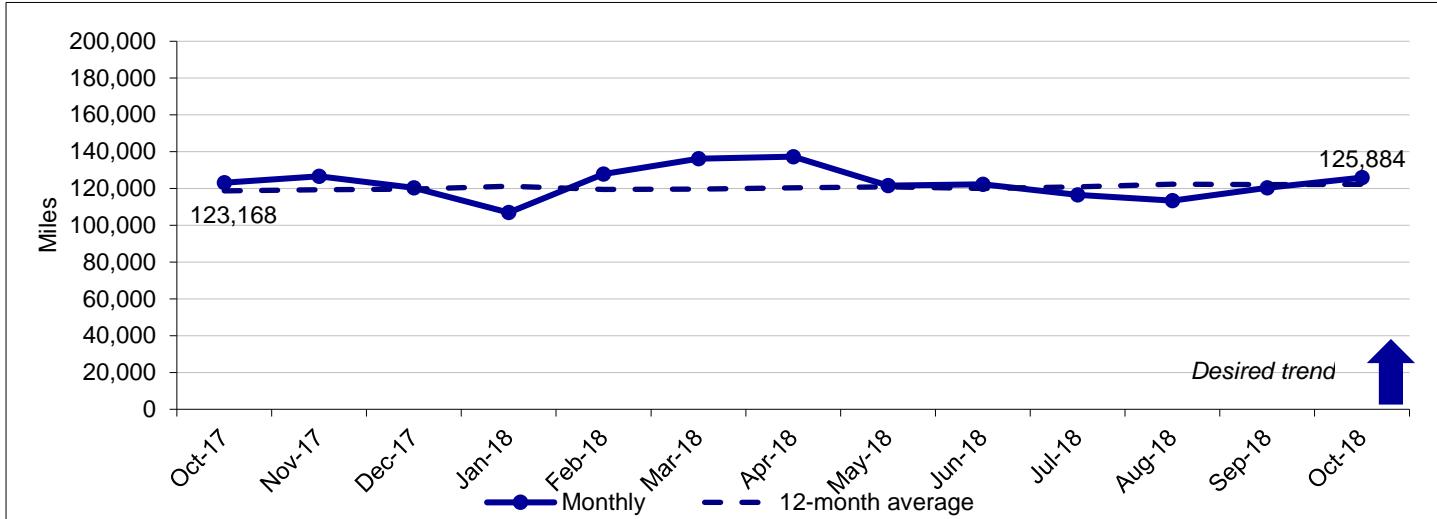
#### **Mean Distance Between Failures (MDBF)**

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

#### **Elevator and Escalator Availability**

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

## Subway Mean Distance Between Failures



	# of Cars	Monthly		% Diff
		Oct '18	Oct '17	
<b>Subdivision A</b>	2,895	172,014	156,261	+10.1%
<b>Subdivision B*</b>	3,619	105,443	107,130	-1.6%
<b>Systemwide*</b>	<b>6,514</b>	<b>125,884</b>	<b>123,168</b>	<b>+2.2%</b>
12-Month Average				
Car Class	# of Cars	Oct '18	Oct '17	% Diff
R32	222	33,552	36,013	-6.8%
R42	50	28,931	39,101	-26.0%
R46	752	68,147	73,553	-7.3%
R62	315	310,839	203,473	+52.8%
R62A	824	102,278	97,382	+5.0%
R68	425	85,875	114,513	-25.0%
R68A	200	106,853	97,128	+10.0%
R142	1,030	178,536	154,801	+15.3%
R142A	220	72,208	53,863	+34.1%
R143	212	102,927	80,016	+28.6%
R160	1,662	253,749	232,513	+9.1%
R188 - New	126	528,903	443,593	+19.2%
R188 - Conversion	380	175,779	182,531	-3.7%
<b>Subdivision A</b>	2,895	139,875	124,832	+12.1%
<b>Subdivision B*</b>	3,619	112,163	115,687	-3.0%
<b>Systemwide*</b>	<b>6,514</b>	<b>122,320</b>	<b>119,332</b>	<b>+2.5%</b>

### MDBF Discussion

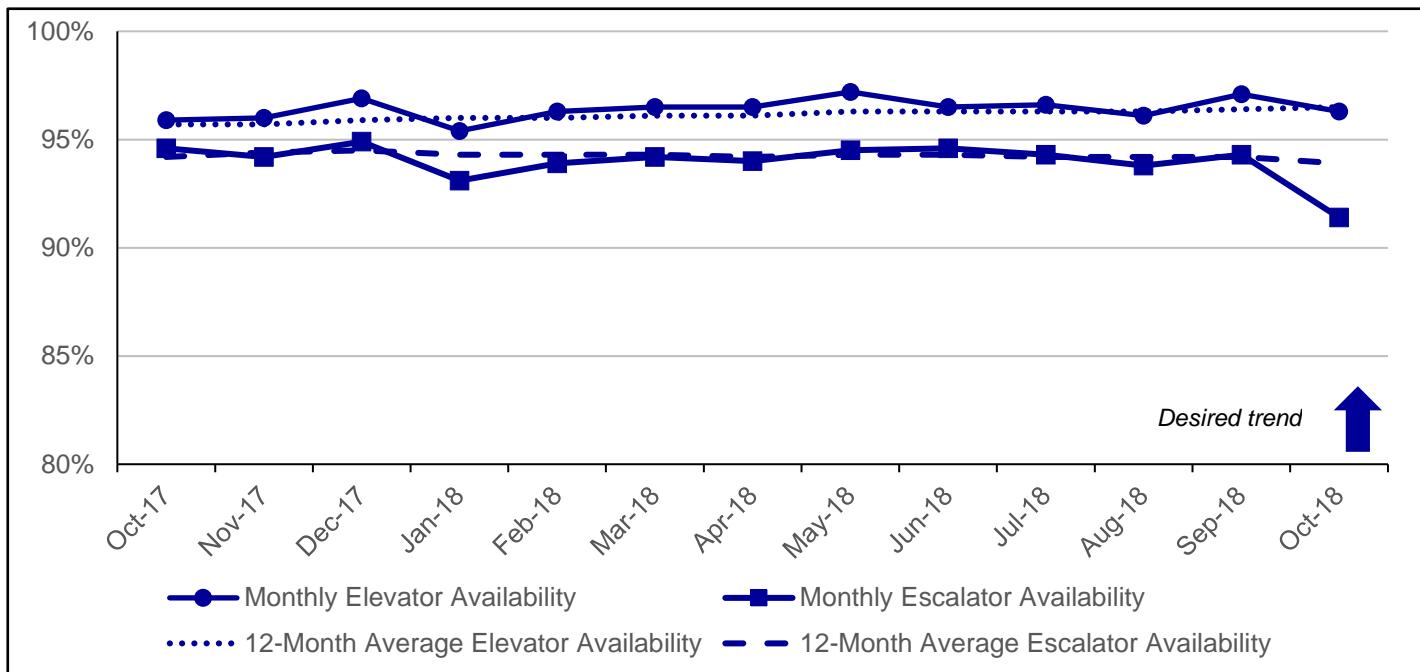
- Both monthly and 12-month average MDBF increased from the prior year.
- The largest improvement was in the A division, led by the R62 and R142 fleets, which include cars that recently completed SMS cycles.
- The car classes with the lowest MDBF, the R32 and R42, are the oldest fleets in the system.

\*Fleet MDBF includes 96 R179 cars. Reporting of separate R179 12-Month Average MDBF will begin in March 2019.

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

Chart 13

## Elevator and Escalator Availability (24 Hours)



	Monthly			12-Month Average		
	Oct 18	Oct 17	Difference	Oct 18	Oct 17	Difference
<b>Elevator Availability</b>	96.3%	95.9%	+0.4%	96.5%	95.7%	+0.8%
<b>Escalator Availability</b>	91.4%	94.6%	-3.2%	93.9%	94.2%	-0.3%

### Elevator and Escalator Availability Discussion

- Escalator availability decreased to 91.4% due to scheduled outages for a detailed inspection campaign. The significant downtime required for the inspections lowered availability. Availability is expected to return to more typical levels in December, after all of the inspections are completed.

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

**Chart 14**

# 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**

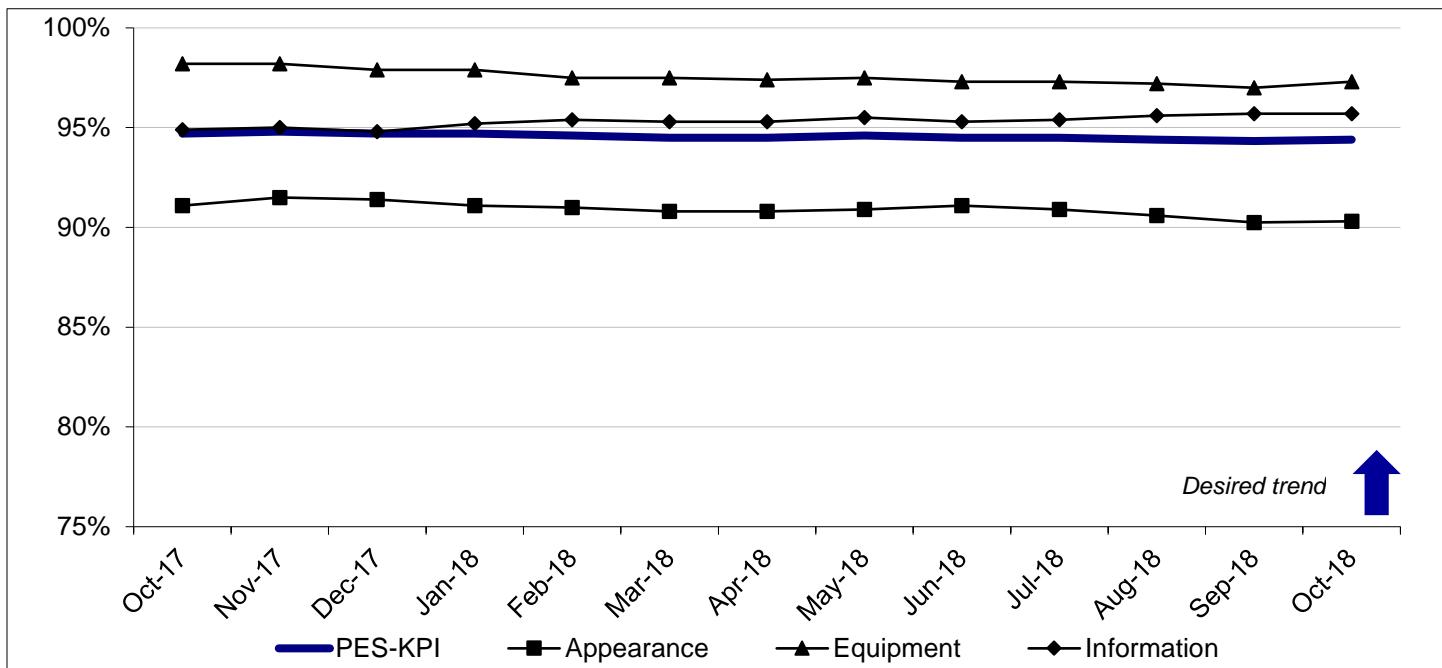
PES-KPI is a composite indicator for the Staten Island Railway car and station environments, which consists of three indicators designed to reflect customer experiences.

*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



	Nov 17 - Oct 18				Nov 16 - Oct 17				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	
<b>Subdivision A</b>	94.8%	91.6%	97.4%	95.4%	94.7%	92.4%	97.7%	93.9%	+0.1%
<b>Subdivision B</b>	94.2%	89.6%	97.3%	95.9%	94.8%	90.5%	98.5%	95.5%	-0.6%
<b>Systemwide</b>	<b>94.4%</b>	<b>90.3%</b>	<b>97.3%</b>	<b>95.7%</b>	<b>94.7%</b>	<b>91.2%</b>	<b>98.2%</b>	<b>95.0%</b>	<b>-0.3%</b>

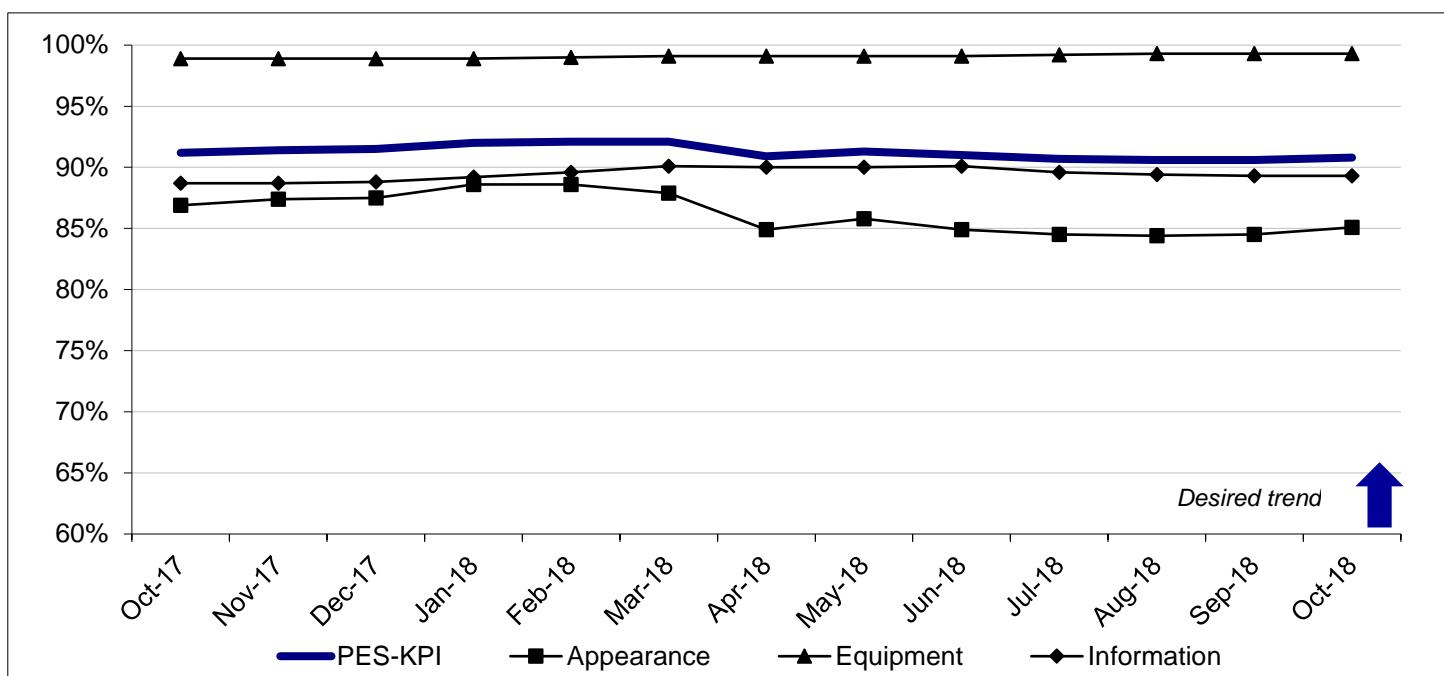
### Subway Car Passenger Environment Survey Discussion

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

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

**Chart 15**

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



Borough	Nov 17 - Oct 18				Nov 16 - Oct 17				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	
Bronx	89.8%	82.4%	99.1%	89.4%	89.3%	81.6%	98.8%	89.0%	+0.5%
Manhattan	91.5%	86.4%	99.3%	89.7%	92.1%	88.7%	98.9%	89.4%	-0.6%
Brooklyn	90.9%	84.9%	99.2%	89.9%	91.6%	87.1%	98.9%	89.8%	-0.7%
Queens	90.3%	85.4%	99.5%	87.0%	90.2%	88.0%	99.0%	84.1%	+0.1%
Systemwide	<b>90.8%</b>	<b>85.1%</b>	<b>99.3%</b>	<b>89.3%</b>	<b>91.2%</b>	<b>86.9%</b>	<b>98.9%</b>	<b>88.7%</b>	<b>-0.4%</b>

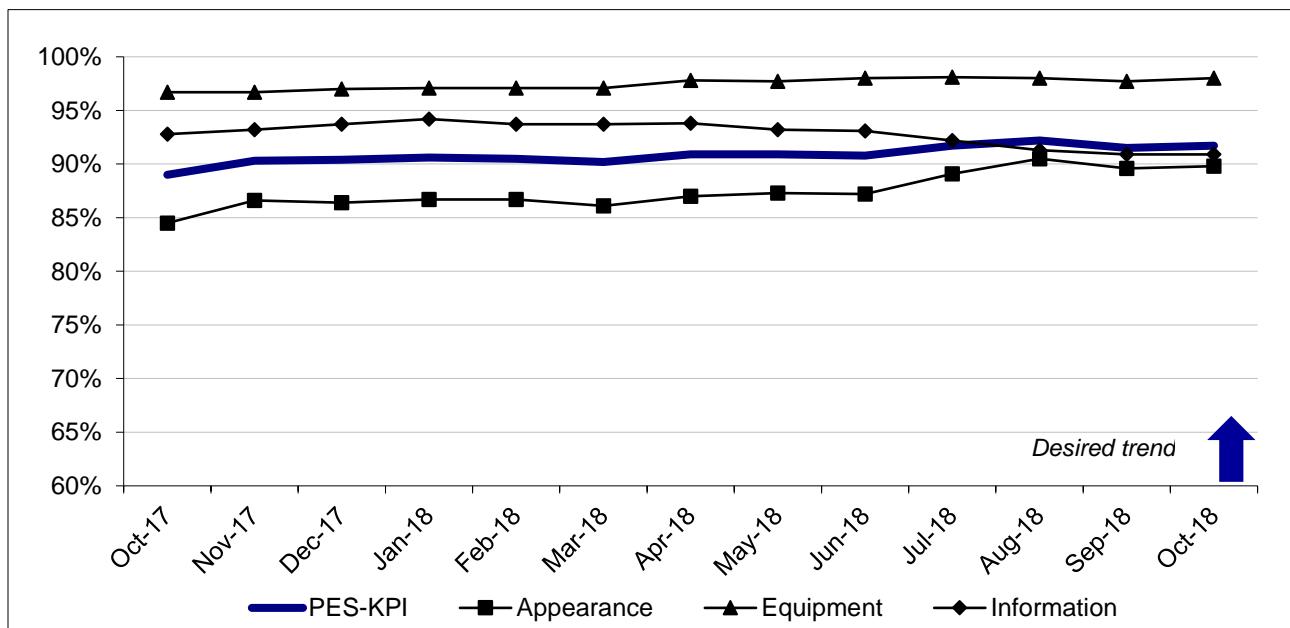
### Station Passenger Environment Survey Discussion

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

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

**Chart 16**

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



	PES-KPI	Appearance	Equipment	Information
<b>Nov 17 - Oct 18:</b>	<b>91.7%</b>	89.8%	98.0%	90.9%
<b>Nov 16 - Oct 17:</b>	<b>89.0%</b>	84.5%	96.7%	92.8%
<b>% Difference:</b>	<b>+2.7%</b>	<b>+5.3%</b>	<b>+1.3%</b>	<b>-1.9%</b>

**SIR Discussion**

- Staten Island Railway Passenger Environment Survey scores increased by 2.7%.

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

**Chart 17**

## 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)

Line	Oct 18								Oct 17									
	Monthly				12 month				Monthly				12 month				Monthly	
	Meets	Standard	Minor	Medium	Major	Meets	Standard	Minor	Medium	Major	Meets	Standard	Minor	Medium	Major	Meets	Standard	
1	74.6%	9.9%	8.5%	7.0%	75.5%	77.5%	9.9%	7.1%	5.5%	76.3%	76.3%	9.9%	7.1%	5.5%	76.3%	-2.9%		
2	70.1%	11.3%	10.0%	8.5%	67.0%	65.0%	10.9%	11.7%	12.4%	66.9%	66.9%	10.9%	11.7%	12.4%	66.9%	+5.1%		
3	72.8%	11.7%	9.0%	6.5%	70.0%	69.6%	11.8%	10.2%	8.4%	71.2%	71.2%	11.8%	10.2%	8.4%	71.2%	+3.2%		
4	68.1%	10.8%	9.8%	11.3%	66.5%	66.3%	10.9%	10.5%	12.3%	67.0%	67.0%	10.9%	10.5%	12.3%	67.0%	+1.8%		
5	65.4%	11.2%	10.8%	12.6%	63.7%	59.6%	10.9%	12.7%	16.8%	61.7%	61.7%	10.9%	12.7%	16.8%	61.7%	+5.8%		
6	72.4%	9.1%	8.5%	10.0%	67.3%	66.9%	10.4%	10.9%	11.9%	67.7%	67.7%	10.4%	10.9%	11.9%	67.7%	+5.5%		
7	69.4%	10.7%	10.4%	9.5%	67.1%	71.6%	10.7%	9.5%	8.2%	71.1%	71.1%	10.7%	9.5%	8.2%	71.1%	-2.2%		
S 42nd	92.6%	4.0%	1.8%	1.7%	93.8%	95.2%	2.9%	1.0%	0.9%	94.3%	94.3%	2.9%	1.0%	0.9%	94.3%	-2.6%		
<b>Subdivision A</b>	<b>71.2%</b>	10.4%	9.3%	9.2%	69.1%	<b>68.9%</b>	10.5%	10.1%	10.6%	69.5%	69.5%	10.5%	10.1%	10.6%	69.5%	+2.3%		
A	67.8%	9.5%	10.6%	12.1%	66.8%	67.5%	9.5%	10.1%	12.8%	68.4%	68.4%	9.5%	10.1%	12.8%	68.4%	+0.3%		
B	73.3%	11.8%	8.7%	6.2%	71.9%	71.8%	12.2%	8.6%	7.4%	74.2%	74.2%	12.2%	8.6%	7.4%	74.2%	+1.5%		
C	73.8%	12.3%	9.3%	4.7%	70.8%	66.3%	14.5%	11.5%	7.6%	72.2%	72.2%	14.5%	11.5%	7.6%	72.2%	+7.5%		
D	71.1%	11.9%	10.4%	6.6%	70.6%	73.9%	11.3%	9.2%	5.6%	74.8%	74.8%	11.3%	9.2%	5.6%	74.8%	-2.8%		
E	70.1%	11.7%	10.0%	8.2%	66.6%	68.6%	11.4%	10.8%	9.2%	69.1%	69.1%	11.4%	10.8%	9.2%	69.1%	+1.5%		
F	71.2%	10.5%	9.3%	9.0%	68.7%	69.4%	10.1%	9.9%	10.6%	69.9%	69.9%	10.1%	9.9%	10.6%	69.9%	+1.8%		
S Fkln	99.0%	0.5%	0.4%	0.1%	97.9%	97.7%	0.7%	0.6%	0.9%	98.8%	98.8%	0.7%	0.6%	0.9%	98.8%	+1.3%		
G	81.2%	10.5%	5.3%	3.0%	80.1%	81.7%	10.5%	5.5%	2.2%	81.4%	81.4%	10.5%	5.5%	2.2%	81.4%	-0.5%		
S Rock	91.6%	4.4%	2.1%	1.9%	93.4%	94.5%	2.7%	1.5%	1.3%	94.3%	94.3%	2.7%	1.5%	1.3%	94.3%	-2.9%		
JZ	76.4%	10.5%	8.1%	5.0%	75.7%	75.4%	10.8%	8.5%	5.2%	76.6%	76.6%	10.8%	8.5%	5.2%	76.6%	+1.0%		
L	76.0%	11.4%	7.9%	4.7%	76.1%	77.1%	11.7%	7.2%	4.0%	78.1%	78.1%	11.7%	7.2%	4.0%	78.1%	-1.1%		
M	74.5%	10.7%	8.1%	6.6%	72.1%	71.3%	9.9%	9.2%	9.6%	73.2%	73.2%	9.9%	9.2%	9.6%	73.2%	+3.2%		
N	70.1%	11.6%	10.0%	8.2%	69.6%	72.9%	11.3%	8.9%	6.9%	73.1%	73.1%	11.3%	8.9%	6.9%	73.1%	-2.8%		
Q	72.8%	11.0%	9.1%	7.1%	74.4%	76.5%	10.5%	8.0%	5.0%	75.6%	75.6%	10.5%	8.0%	5.0%	75.6%	-3.7%		
R	71.1%	10.7%	9.8%	8.4%	69.7%	71.9%	11.2%	9.2%	7.7%	73.7%	73.7%	11.2%	9.2%	7.7%	73.7%	-0.8%		
W	72.3%	10.9%	7.8%	9.0%	70.3%	70.2%	11.5%	8.7%	9.6%	71.2%	71.2%	11.5%	8.7%	9.6%	71.2%	+2.1%		
<b>Subdivision B</b>	<b>73.0%</b>	10.8%	8.9%	7.3%	71.6%	<b>72.5%</b>	10.9%	8.9%	7.7%	73.7%	73.7%	10.9%	8.9%	7.7%	73.7%	+0.5%		
<b>Systemwide</b>	<b>72.2%</b>	<b>10.6%</b>	<b>9.1%</b>	<b>8.1%</b>	<b>70.4%</b>	<b>70.8%</b>	<b>10.7%</b>	<b>9.5%</b>	<b>9.0%</b>	<b>71.7%</b>	<b>71.7%</b>	<b>10.7%</b>	<b>9.5%</b>	<b>9.0%</b>	<b>71.7%</b>	<b>+1.4%</b>		

### Weekday Wait Assessment Discussion

- October 2018 weekday Wait Assessment improved 1.4% compared to October 2017.
- The largest improvements were on the C, which rebounded from several disruptive delays last year, and on the 2, 3, 4, 5 and 6 lines that had schedule changes earlier this year.
- The largest decreases were on the 1, D, N, and Q lines, due in part to several Major Incidents.

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

Chart 18

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

Line	Oct 18							Oct 17						
	Monthly			12 month			Monthly			12 month			Monthly	
	Meets	Standard	Minor	Medium	Major	Meets	Standard	Minor	Medium	Major	Meets	Standard	Meets	Difference
1	87.8%	80.6%	8.1%	3.3%	0.8%	80.6%	81.5%	10.2%	5.8%	2.4%	80.8%	81.5%	+6.3%	
2	74.2%	68.2%	11.4%	9.6%	4.8%	68.2%	63.6%	12.2%	13.3%	10.9%	70.9%	63.6%	+10.6%	
3	84.9%	84.2%	9.4%	4.1%	1.6%	84.2%	88.9%	6.9%	2.3%	1.9%	85.4%	88.9%	-4.0%	
4	73.7%	67.3%	11.5%	8.1%	6.7%	67.3%	63.6%	11.5%	13.2%	11.7%	72.1%	63.6%	+10.1%	
5	85.8%	72.9%	8.3%	3.7%	2.2%	72.9%	67.1%	13.7%	11.6%	7.6%	75.7%	67.1%	+18.7%	
6	83.2%	80.2%	8.6%	4.7%	3.4%	80.2%	76.6%	9.5%	7.3%	6.6%	82.5%	76.6%	+6.6%	
7	87.4%	77.8%	7.9%	3.8%	1.0%	77.8%	83.6%	10.2%	4.8%	1.4%	79.8%	83.6%	+3.8%	
S 42nd	98.2%	98.5%	0.9%	0.5%	0.4%	98.5%	99.3%	0.2%	0.2%	0.2%	98.1%	99.3%	-1.1%	
<b>Subdivision A</b>	<b>81.9%</b>	<b>75.6%</b>	<b>9.3%</b>	<b>5.6%</b>	<b>3.2%</b>	<b>75.6%</b>	<b>73.9%</b>	<b>10.6%</b>	<b>8.9%</b>	<b>6.6%</b>	<b>78.4%</b>	<b>73.9%</b>	<b>+8.0%</b>	
A	75.3%	71.5%	10.7%	8.4%	5.5%	71.5%	70.8%	11.9%	10.0%	7.3%	74.2%	70.8%	+4.5%	
C	82.2%	73.5%	11.5%	4.9%	1.3%	73.5%	75.9%	12.1%	7.9%	4.1%	79.5%	75.9%	+6.3%	
D	81.1%	75.3%	11.0%	6.0%	1.9%	75.3%	78.1%	10.7%	7.7%	3.6%	80.0%	78.1%	+3.0%	
E	81.0%	80.0%	11.0%	5.8%	2.2%	80.0%	80.6%	10.0%	5.8%	3.6%	81.9%	80.6%	+0.4%	
F	82.4%	77.7%	10.7%	5.7%	1.2%	77.7%	78.8%	10.9%	7.0%	3.2%	79.3%	78.8%	+3.6%	
S Fkln	97.6%	98.4%	1.4%	0.3%	0.7%	98.4%	98.6%	0.5%	0.1%	0.9%	98.9%	98.6%	-1.0%	
G	87.4%	86.0%	8.9%	2.9%	0.8%	86.0%	86.4%	9.0%	3.6%	1.0%	85.8%	86.4%	+1.0%	
S Rock	95.4%	94.1%	2.7%	0.3%	1.6%	94.1%	97.0%	1.9%	0.7%	0.4%	95.4%	97.0%	-1.6%	
JZ	86.3%	84.2%	9.3%	3.5%	0.9%	84.2%	85.5%	8.3%	4.9%	1.3%	86.1%	85.5%	+0.8%	
L	97.7%	79.0%	2.1%	0.2%	0.1%	79.0%	76.2%	11.0%	7.4%	5.4%	78.9%	76.2%	+21.5%	
M	78.9%	87.9%	11.3%	6.7%	3.1%	87.9%	90.4%	4.3%	3.1%	2.2%	90.2%	90.4%	-11.5%	
N	74.4%	72.1%	11.9%	8.9%	4.8%	72.1%	74.5%	12.3%	8.7%	4.5%	78.4%	74.5%	-0.1%	
Q	97.6%	80.1%	1.8%	0.6%	0.0%	80.1%	82.5%	10.1%	5.4%	2.0%	82.4%	82.5%	+15.1%	
R	78.0%	73.6%	11.7%	7.3%	3.0%	73.6%	66.7%	14.1%	11.9%	7.3%	74.6%	66.7%	+11.3%	
<b>Subdivision B</b>	<b>81.1%</b>	<b>77.7%</b>	<b>10.4%</b>	<b>6.0%</b>	<b>2.6%</b>	<b>77.7%</b>	<b>77.7%</b>	<b>10.7%</b>	<b>7.4%</b>	<b>4.2%</b>	<b>80.2%</b>	<b>77.7%</b>	<b>+3.4%</b>	
<b>Systemwide</b>	<b>81.5%</b>	<b>76.8%</b>	<b>9.9%</b>	<b>5.8%</b>	<b>2.8%</b>	<b>76.8%</b>	<b>76.0%</b>	<b>10.7%</b>	<b>8.0%</b>	<b>5.3%</b>	<b>79.4%</b>	<b>76.0%</b>	<b>+5.5%</b>	

### Weekend Wait Assessment Discussion

- October 2018 weekend Wait Assessment improved 5.5% compared to October 2017.
- The largest improvements were on the 5, L and Q, due mostly to planned service changes.
  - The 5 operated to Brooklyn to replace the 2 in 2017, but operated a shorter route to Bowling Green in October 2018 and was further shortened on two weekends due to planned work.
  - The L and Q were shortened to run only in Brooklyn every weekend in October 2018. The M, which was extended to replace both routes, had the largest decrease.

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

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

Chart 19

## Subway Weekday Terminal On-Time Performance

**Monthly  
(24 hours)**

<b>Line</b>	<b>Oct 18</b>	<b>Oct 17</b>	<b>Difference</b>
1	76.2%	71.9%	+4.3%
2	61.1%	30.8%	+30.3%
3	73.1%	47.5%	+25.6%
4	62.6%	32.9%	+29.7%
5	68.8%	24.5%	+44.3%
6	68.5%	53.7%	+14.8%
7	76.2%	72.8%	+3.4%
S 42nd	99.4%	99.4%	+0.0%
<b>Subdivision A</b>	<b>75.3%</b>	<b>60.3%</b>	<b>+15.0%</b>
A	54.0%	54.2%	-0.2%
B	55.8%	56.4%	-0.6%
C	63.4%	58.2%	+5.2%
D	52.5%	56.3%	-3.8%
E	63.8%	60.4%	+3.4%
F	57.2%	44.5%	+12.7%
S Fkln	99.8%	99.7%	+0.1%
G	70.2%	73.9%	-3.7%
S Rock	94.4%	94.6%	-0.2%
JZ	54.2%	67.4%	-13.2%
L	93.2%	92.8%	+0.4%
M	66.3%	73.1%	-6.8%
NW	57.7%	65.7%	-8.0%
Q	69.3%	70.9%	-1.6%
R	48.0%	64.8%	-16.8%
<b>Subdivision B</b>	<b>66.5%</b>	<b>67.5%</b>	<b>-1.0%</b>
<b>Systemwide</b>	<b>70.3%</b>	<b>64.4%</b>	<b>+5.9%</b>

### Weekday Terminal On-Time Performance Discussion

- October 2018 weekday On-Time Performance of 70.3% was the highest since August 2015.
- The largest increases were on the 2, 3, 4, 5, and 6 lines, due at least in part to schedule changes implemented over the past year with more accurate running times.
- The largest decreases were on the R and J lines, due in part to planned work affecting these lines.

## Subway Weekend Terminal On-Time Performance

**Monthly  
(24 hours)**

<u>Line</u>	<u>Oct 18</u>	<u>Oct 17</u>	<u>Difference</u>
1	90.1%	71.5%	+18.6%
2	40.6%	9.6%	+31.0%
3	51.9%	77.0%	-25.1%
4	72.1%	24.4%	+47.7%
5	79.2%	42.5%	+36.7%
6	75.1%	44.6%	+30.5%
7	76.8%	87.3%	-10.5%
S 42nd	99.8%	99.8%	+0.0%
<b>Subdivision A</b>	<b>76.0%</b>	<b>61.4%</b>	<b>+14.6%</b>
A	76.5%	54.7%	+21.8%
C	80.7%	58.5%	+22.2%
D	80.1%	56.4%	+23.7%
E	83.7%	60.6%	+23.1%
F	75.0%	40.3%	+34.7%
S Fkln	99.0%	100.0%	-1.0%
G	75.7%	81.5%	-5.8%
S Rock	95.2%	97.0%	-1.8%
JZ	86.2%	89.2%	-3.0%
L	98.0%	87.4%	+10.6%
M	87.0%	96.0%	-9.0%
N	42.9%	44.6%	-1.7%
Q	96.8%	78.7%	+18.1%
R	76.4%	47.4%	+29.0%
<b>Subdivision B</b>	<b>81.0%</b>	<b>71.0%</b>	<b>+10.0%</b>
<b>Systemwide</b>	<b>79.0%</b>	<b>67.3%</b>	<b>+11.7%</b>

### Weekend Terminal On-Time Performance Discussion

- October 2018 weekend On-Time Performance of 79.0% was the highest since December 2014.
- Weekend On-Time Performance improved in both divisions and on most lines.
- The fluctuations by line, which were significant in many cases, were due in part to the mix of planned construction projects, which affected different lines in October 2018 than in 2017.

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

## Subway Weekday Trains Delayed

Monthly - October 2018  
(24 hours)

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (23)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>2,107</u>	<u>92</u>	<u>3.8%</u>
Rail and Roadbed	1,610	70	2.9%
Fire, Smoke, Debris	497	22	0.9%
Signal Failures and Emergency Remediation	5,196	226	9.3%
Subway Car	<u>1,985</u>	<u>86</u>	<u>3.5%</u>
Door-Related	660	29	1.2%
Propulsion	251	11	0.4%
Braking	318	14	0.6%
Other	756	33	1.3%
Other Unplanned Disruptions (e.g. station defect)	614	27	1.1%
Train Brake Activation - cause unknown	820	36	1.5%
Service Delivery (e.g., crew performance)	1,231	54	2.2%
External	<u>8,986</u>	<u>391</u>	<u>16.0%</u>
Public Conduct, Crime, Police Response	3,431	149	6.1%
Sick/Injured Customer	2,422	105	4.3%
Persons on Roadbed (including persons struck by train)	1,231	54	2.2%
External Debris on Roadbed (e.g., trees, shopping cart)	180	8	0.3%
Other Passenger-Related (e.g., retrieval of property from track)	945	41	1.7%
Public Event (e.g., civil demonstration, parade)	555	24	1.0%
Inclement Weather	222	10	0.4%
Other External Disruptions	0	0	0.0%
Operating Environment	21,641	941	38.5%
Planned Right-of-Way Work	13,559	590	24.2%
<b>Total Trains Delayed</b>	<b>56,139</b>	<b>2,441</b>	<b>100%</b>

Baseline average daily delays for January-June 2018	2,939
Target average daily delays to achieve reduction of 10,000 monthly delays	2,570
% to Target	135%

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

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

**Chart 22**

**Subway Weekend Trains Delayed**  
**Monthly - October 2018**  
**(24 hours)**

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (8)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	266	33	2.8%
Rail and Roadbed	225	28	2.4%
Fire, Smoke, Debris	41	5	0.4%
Signal Failures and Emergency Remediation	280	35	3.0%
Subway Car	197	25	2.1%
Door-Related	30	4	0.3%
Propulsion	24	3	0.3%
Braking	34	4	0.4%
Other	109	14	1.2%
Other Unplanned Disruptions (e.g. station defect)	158	20	1.7%
Train Brake Activation - cause unknown	107	13	1.1%
Service Delivery (e.g., crew performance)	126	16	1.3%
External	1,263	158	13.5%
Public Conduct, Crime, Police Response	437	55	4.7%
Sick/Injured Customer	208	26	2.2%
Persons on Roadbed (including persons struck by train)	203	25	2.2%
External Debris on Roadbed (e.g., trees, shopping cart)	21	3	0.2%
Other Passenger-Related (e.g., retrieval of property from track)	72	9	0.8%
Public Event (e.g., civil demonstration, parade)	81	10	0.9%
Inclement Weather	241	30	2.6%
Other External Disruptions	0	0	0.0%
Operating Environment	2,234	279	23.9%
Planned Right-of-Way Work	4,717	590	50.5%
<b>Total Trains Delayed</b>	<b>9,348</b>	<b>1,169</b>	<b>100%</b>

Baseline average daily delays for January-June 2018	1,944
Target average daily delays to achieve reduction of 10,000 monthly delays	1,700
% to Target	318%

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

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

**Chart 23**

## Customer Service Report: Buses



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



MTA Bus Company President and SVP of NYCT Department of Buses, Darryl C. Irick visited Mother Clara Hale Depot in Manhattan during one of several field training sessions held annually for mechanics specializing in heating, ventilation, and air conditioning systems. The class emphasized how a well-maintained bus fleet can increase reliability and service.

## November 2018 Highlights: Buses

Bus performance in October remained stable. Mean Distance Between Failures (MDBF) - our primary maintenance metric – remained relatively flat on a 12-month average but improved by 4% in October as compared to last year.

We have been listening since day one of the newly-redesigned Staten Island Express Bus Network, working every day with our partners to effect adjustments as needed to make this the best service it can be for Staten Island residents. Recently, New York City Transit President Andy Byford and Staten Island Borough President James Oddo announced a raft of improvements to the new network. These changes are part of our customer-led and employee-led processes and came after a meeting between myself, Presidents Byford and Oddo, NYCT officials, Amalgamated Transit Union Local 726, and a number of express bus customers who have been collecting and reporting feedback from their fellow riders.

These improvements include restoring eight express bus stops and adding two new routes in January, and making a number of other changes to put service where and when it's needed, based on customer and operator feedback and our observations on the ground. In addition, Academy Bus, the vendor operating the SIM23 and SIM24 routes, announced that it was moving those two routes to 34<sup>th</sup> St from 42<sup>nd</sup> St, in response to customer demand and to improve service.

We also conducted an onboard customer survey in October to get critical customer feedback on the new Staten Island Express Bus network. Over 400 surveys were completed. The results were encouraging; 50% of respondents believed that the MTA had listened to Staten Island residents to come up with this plan, and 63% of customers agreed or strongly agreed that NYCT is adjusting service to meet customer concerns.

A majority of customers say the following aspects of service is the same or better:

- Convenience of the bus stop to your starting point on Staten Island (76%) and to your starting point in Manhattan (74%)
- Travel time to Manhattan (76%) and to Staten Island (70%)
- Seat availability in the morning (79%) and in the evening (66%)
- Scheduled departure times to Manhattan (79%) and to Staten Island (58%)
- Parking availability (71%)

In addition, we continue to work closely with our partners at the NYPD to address traffic hotspots to improve bus speeds and reliability throughout the five boroughs. This month the NYPD is launching a new citywide “clear bus route” initiative targeting two high-priority corridors per borough for traffic enforcement. The results of these ongoing efforts will be shared over the next several months.

Finally, as part of our annual tradition, NYCT will offer rides on its vintage, historic bus fleet on the M42 route beginning on weekdays in December.

**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: October 2018			12-Month Average		
		This Year	Last Year	% Diff	This Year	Last Year	% Diff
Customer Focused Metrics	Service Delivered (Chart 1)	97.2%	97.1%	+0.1%	97.1%	97.0%	+0.1%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)	0:01:53	0:01:57	-0:00:04	0:01:46	N/A	N/A
	Additional Travel Time (h:mm:ss) (Chart 5)	0:01:13	0:01:16	-0:00:03	0:00:54	N/A	N/A
	Customer Journey Time Performance (Chart 7)	69.0%	68.5%	+0.5%	71.7%	N/A	N/A
Inputs To Operations	Mean Distance Between Failures (Chart 9)	7,300	6,992	+4.4%	6,425	6,437	-0.2%
	Speed (MPH) (Chart 11)	8.0	7.8	+2.6%	8.0	8.0	0.0%
Passenger Environment	Passenger Environment Survey (Chart 13)						
Legacy Indicators	Wait Assessment (Chart 14)	75.8%	76.5%	-0.7%	77.7%	77.6%	0.1%
	<b>System MDBSI (Chart 16)</b>	2,950	2,935	+0.5%	2,790	2,838	-1.7%
	NYCT Bus	2,773	2,761	+0.4%	2,604	2,680	-2.8%
	MTA Bus	3,720	3,659	+1.7%	3,610	3,499	+3.2%
	<b>System Trips Completed (Chart 17)</b>	99.3%	99.3%	0.0%	99.1%	99.2%	-0.1%
	NYCT Bus	99.3%	99.3%	0.0%	99.1%	99.2%	-0.1%
	MTA Bus	99.1%	99.4%	-0.3%	99.2%	99.1%	+0.1%
	<b>System AM Pull Out (Chart 18)</b>	99.8%	99.9%	-0.1%	99.8%	99.8%	0.0%
	NYCT Bus	99.8%	99.9%	-0.1%	99.9%	99.8%	+0.1%
	MTA Bus	99.7%	99.8%	-0.1%	99.7%	99.6%	+0.1%
	<b>System PM Pull Out (Chart 19)</b>	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%
	<b>System Buses&gt;=12 years</b>	22.0%	22.3%				
	NYCT Bus	17.7%	22.6%				
	MTA Bus	35.0%	20.9%				
	<b>System Fleet Age</b>	8.0	7.9				
	NYCT Bus	7.5	7.4				
	MTA Bus	9.9	9.5				

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

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

# Section 1: Customer Focused Metrics

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

## Performance Indicator Definitions

### Service Delivered

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

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

### Additional Bus Stop Time (ABST)

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

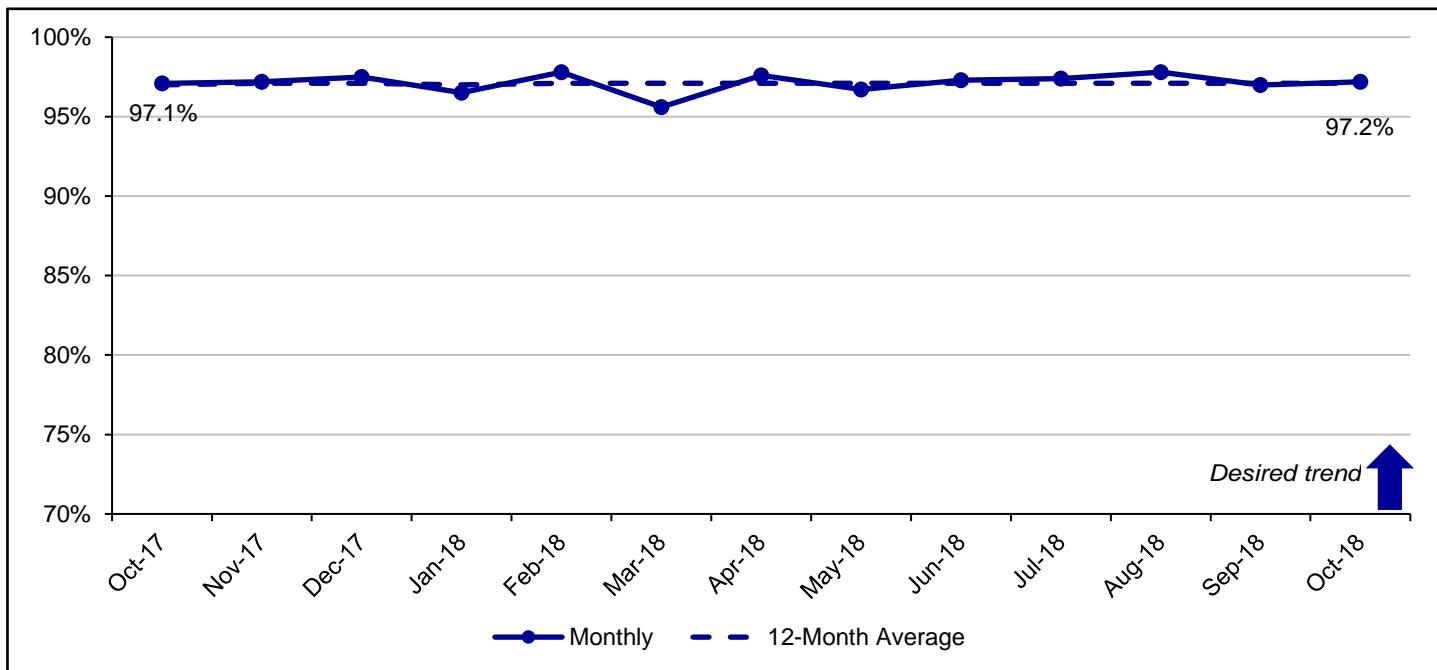
### Additional Travel Time (ATT)

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

### Customer Journey Time Performance (CJTP)

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

## Service Delivered (Peak Hours)



	Monthly			12-Month Average		
	Oct 18	Oct 17	Difference	Oct 18	Oct 17	Difference
Bronx	97.6%	97.3%	+0.3%	97.5%	97.7%	-0.2%
Brooklyn	97.2%	97.1%	+0.1%	97.3%	97.1%	+0.2%
Manhattan	97.6%	97.3%	+0.3%	97.3%	96.8%	+0.5%
Queens	96.7%	96.8%	-0.1%	96.9%	96.8%	+0.1%
Staten Island	97.3%	97.4%	-0.1%	96.9%	96.7%	+0.2%
<b>Systemwide</b>	<b>97.2%</b>	<b>97.1%</b>	<b>+0.1%</b>	<b>97.1%</b>	<b>97.0%</b>	<b>+0.1%</b>

### Service Delivered Discussion

- Service Delivered in October 2018 increased by 0.2% when compared to September 2018 and by 0.1% when compared to October 2017.
- Service Delivered also increased slightly (by 0.1%) on a 12-month average.

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

**Chart 1**

**Service Delivered**  
**Monthly**  
**(Peak Hours)**

<b><u>Borough</u></b>	<b><u>Oct 18</u></b>	<b><u>Oct 17</u></b>	<b><u>Difference</u></b>
<b>Bronx</b>	<b>97.6%</b>	<b>97.3%</b>	<b>+0.3%</b>
Local/Limited	97.8%	97.2%	+0.6%
Select Bus Service	98.1%	98.0%	+0.1%
Express	95.9%	97.3%	-1.4%
<b>Brooklyn</b>	<b>97.2%</b>	<b>97.1%</b>	<b>+0.1%</b>
Local/Limited	97.1%	97.2%	-0.1%
Select Bus Service	96.9%	96.9%	0.0%
Express	98.9%	96.6%	+2.3%
<b>Manhattan</b>	<b>97.6%</b>	<b>97.3%</b>	<b>+0.3%</b>
Local/Limited	97.1%	96.9%	+0.2%
Select Bus Service	99.2%	98.5%	+0.7%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>96.7%</b>	<b>96.8%</b>	<b>-0.1%</b>
Local/Limited	96.6%	96.8%	-0.2%
Select Bus Service	97.0%	99.3%	-2.3%
Express	97.4%	97.0%	+0.4%
<b>Staten Island</b>	<b>97.3%</b>	<b>97.4%</b>	<b>-0.1%</b>
Local/Limited	97.1%	97.5%	-0.4%
Select Bus Service	99.3%	100.8%	-1.5%
Express	97.4%	97.1%	+0.3%
<b>Systemwide</b>	<b>97.2%</b>	<b>97.1%</b>	<b>+0.1%</b>
Local/Limited	97.0%	97.0%	0.0%
Select Bus Service	98.3%	98.3%	0.0%
Express	97.4%	97.0%	+0.4%

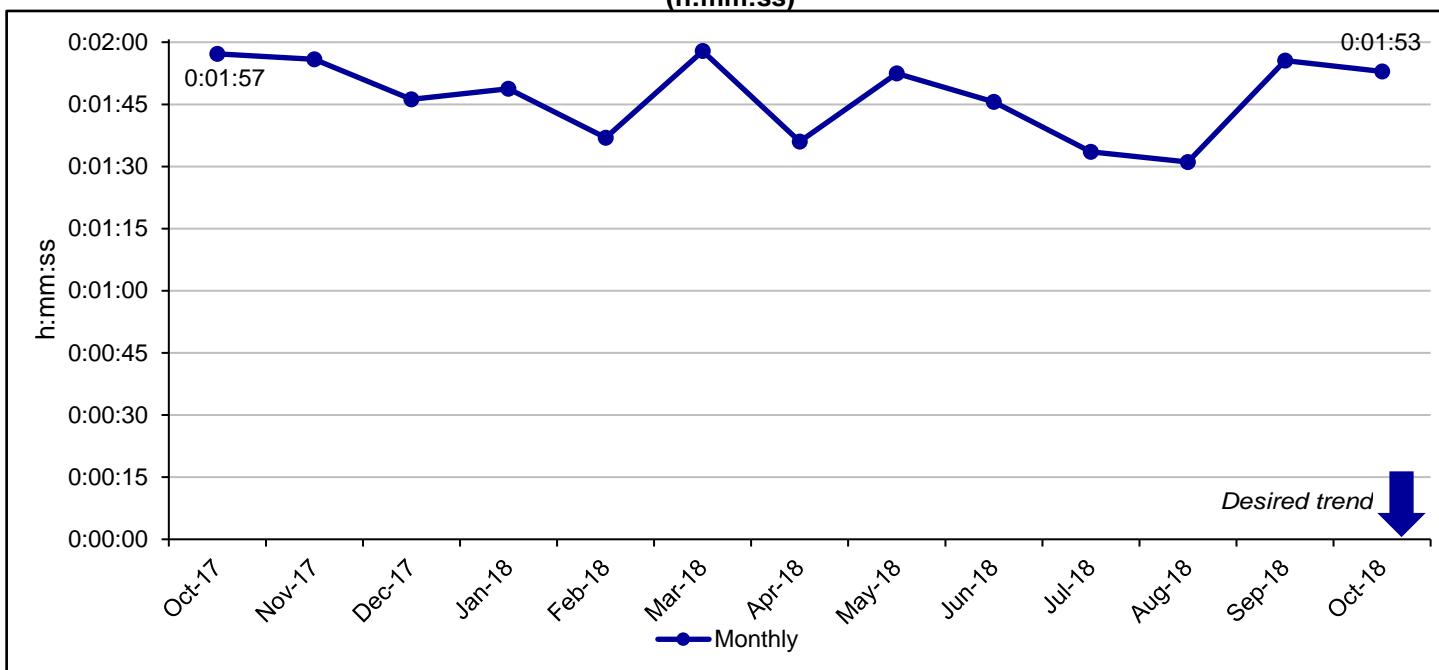
Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

**Chart 2**

## Additional Bus Stop Time

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

(h:mm:ss)



### Monthly

### 12-Month Average

	Oct 18	Oct 17	Difference	Oct 18	Oct 17	Difference
	Oct 18	Oct 17	Difference	Oct 18	Oct 17	Difference
Bronx	0:01:50	0:01:55	-0:00:05	0:01:41	N/A	N/A
Brooklyn	0:02:01	0:02:02	-0:00:01	0:01:56	N/A	N/A
Manhattan	0:01:42	0:01:44	-0:00:02	0:01:31	N/A	N/A
Queens	0:01:51	0:02:00	-0:00:09	0:01:46	N/A	N/A
Staten Island	0:02:15	0:02:10	+0:00:05	0:02:07	N/A	N/A
<b>Systemwide</b>	<b>0:01:53</b>	<b>0:01:57</b>	<b>-0:00:04</b>	<b>0:01:46</b>	N/A	N/A

### Additional Bus Stop Time Discussion

- Additional Bus Stop Time improved (decreased) from 0:01:56 in September 2018 to 0:01:53 in October 2018.
- Additional Bus Stop Time improved (decreased) from 0:01:57 in October 2017 to 0:01:53 in October 2018.

## Additional Bus Stop Time

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

(h:mm:ss)

<u>Borough</u>	<u>Oct 18</u>	<u>Oct 17</u>	<u>Difference</u>
<b>Bronx</b>	<b>0:01:50</b>	<b>0:01:55</b>	<b>-0:00:05</b>
Local/Limited	0:01:52	0:01:58	-0:00:06
Select Bus Service	0:01:22	0:01:26	-0:00:04
Express	0:02:32	0:02:42	-0:00:10
<b>Brooklyn</b>	<b>0:02:01</b>	<b>0:02:02</b>	<b>-0:00:01</b>
Local/Limited	0:02:03	0:02:04	-0:00:01
Select Bus Service	0:01:29	0:01:16	+0:00:13
Express	0:02:09	0:02:12	-0:00:03
<b>Manhattan</b>	<b>0:01:42</b>	<b>0:01:44</b>	<b>-0:00:02</b>
Local/Limited	0:01:52	0:01:53	-0:00:01
Select Bus Service	0:01:17	0:01:22	-0:00:05
Express	N/A	N/A	N/A
<b>Queens</b>	<b>0:01:51</b>	<b>0:02:00</b>	<b>-0:00:09</b>
Local/Limited	0:01:53	0:02:01	-0:00:08
Select Bus Service	0:01:26	0:01:28	-0:00:02
Express	0:02:19	0:02:20	-0:00:01
<b>Staten Island</b>	<b>0:02:15</b>	<b>0:02:10</b>	<b>+0:00:05</b>
Local/Limited	0:02:34	0:02:25	+0:00:09
Select Bus Service	0:01:22	0:01:25	-0:00:03
Express	0:01:42	0:01:44	-0:00:02
<b>Systemwide</b>	<b>0:01:53</b>	<b>0:01:57</b>	<b>-0:00:04</b>
Local/Limited	0:01:57	0:02:01	-0:00:04
Select Bus Service	0:01:23	0:01:23	0:00:00
Express	0:02:02	0:02:05	-0:00:03

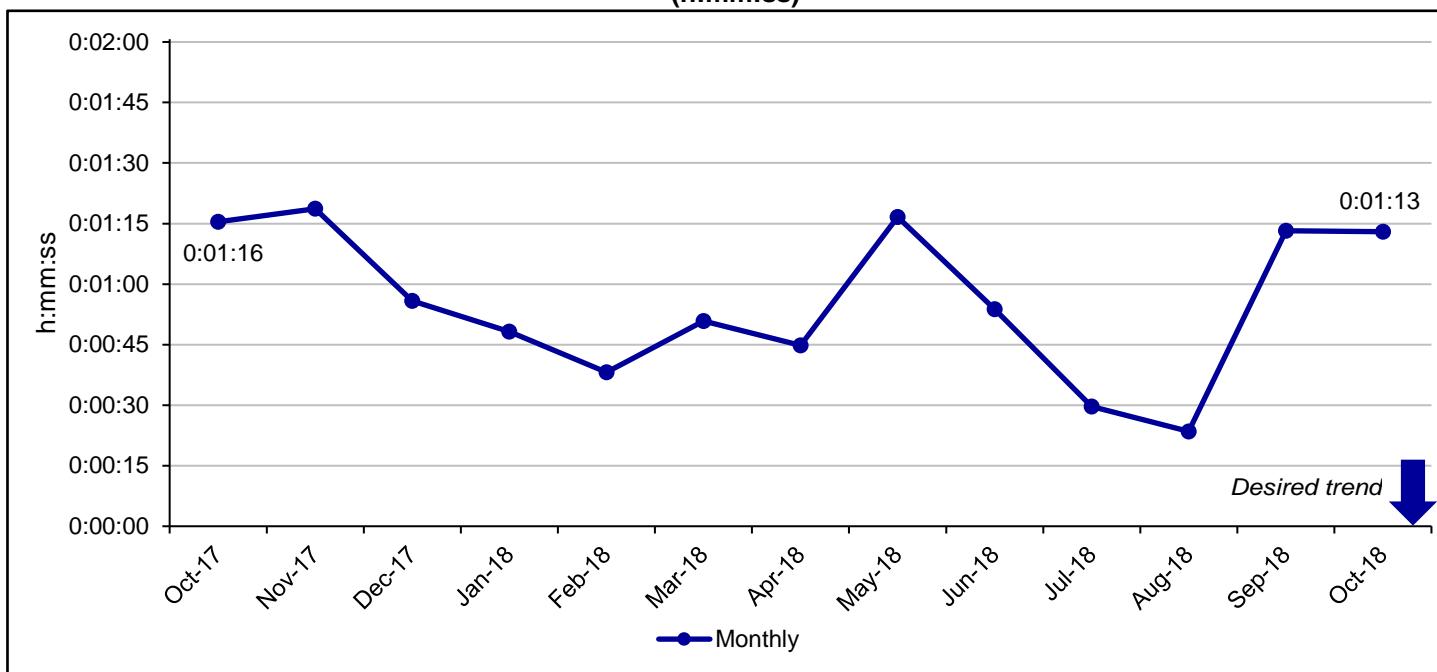
Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

**Chart 4**

## Additional Travel Time

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

(h:mm:ss)



### Monthly

### 12-Month Average

	Oct 18	Oct 17	Difference	Oct 18	Oct 17	Difference
	Monthly	12-Month Average		Monthly	12-Month Average	
Bronx	0:01:21	0:01:22	-0:00:01	0:01:02	N/A	N/A
Brooklyn	0:01:06	0:01:05	+0:00:01	0:00:53	N/A	N/A
Manhattan	0:00:47	0:00:46	+0:00:01	0:00:30	N/A	N/A
Queens	0:01:22	0:01:35	-0:00:13	0:01:02	N/A	N/A
Staten Island	0:01:46	0:01:29	+0:00:17	0:00:54	N/A	N/A
<b>Systemwide</b>	<b>0:01:13</b>	<b>0:01:16</b>	<b>-0:00:03</b>	<b>0:00:54</b>	N/A	N/A

### Additional Travel Time Discussion

- Additional Travel Time remained the same as September 2018 at 0:01:13 in October 2018.
- Additional Travel Time improved (decreased) from 0:01:16 in October 2017 to 0:01:13 in October 2018.
- Schedule improvements made in mid-October on the recently redesigned Staten Island Express Bus network are not fully reflected in the overall metrics for October. NYCT continues to evaluate schedules and operating conditions on SIM routes, and make adjustments to service as necessary. ATT is expected to improve as schedules are further adjusted to more accurately reflect actual operating conditions.

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

**Chart 5**

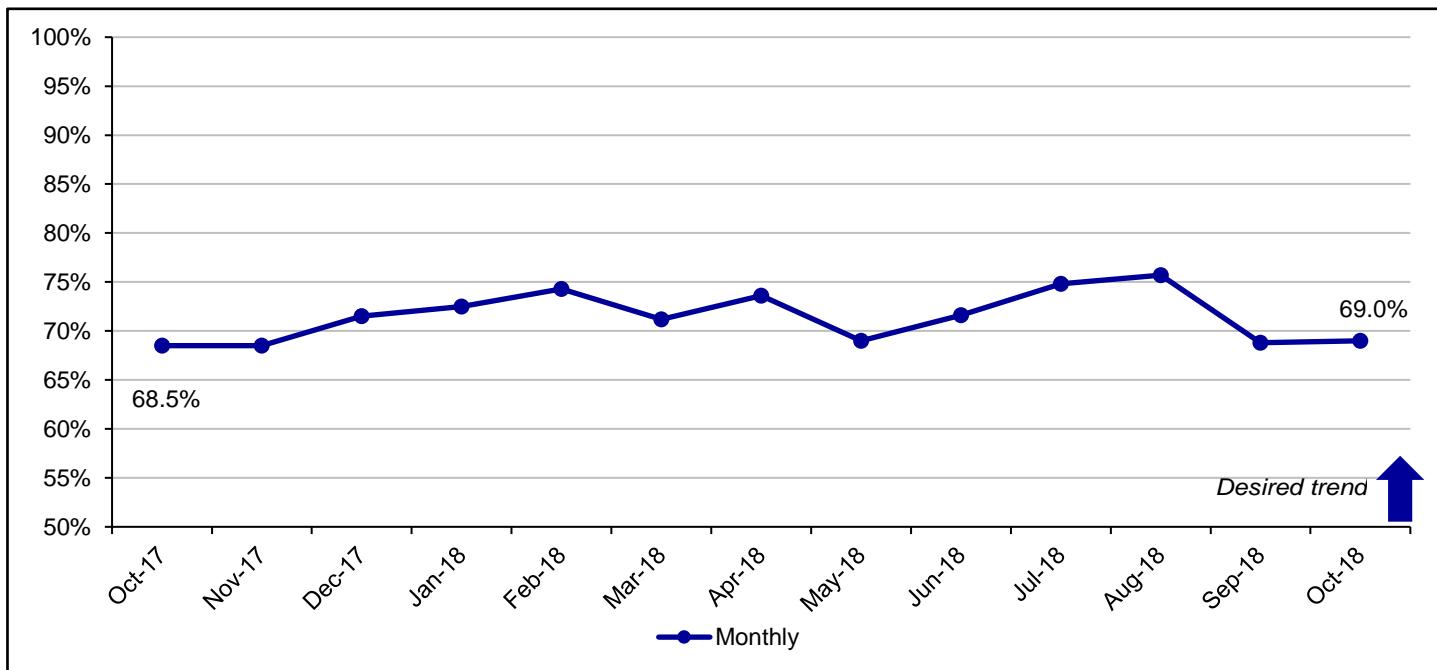
**Additional Travel Time**  
**Monthly (4 a.m. - 11 p.m.)**  
**(h:mm:ss)**

<b><u>Borough</u></b>	<b><u>Oct 18</u></b>	<b><u>Oct 17</u></b>	<b><u>Difference</u></b>
<b>Bronx</b>	<b>0:01:21</b>	<b>0:01:22</b>	<b>-0:00:01</b>
Local/Limited	0:01:10	0:01:12	-0:00:02
Select Bus Service	0:01:38	0:01:32	+0:00:06
Express	0:07:23	0:07:43	-0:00:20
<b>Brooklyn</b>	<b>0:01:06</b>	<b>0:01:05</b>	<b>+0:00:01</b>
Local/Limited	0:01:02	0:01:05	-0:00:03
Select Bus Service	0:01:18	0:00:34	+0:00:44
Express	0:03:15	0:03:20	-0:00:05
<b>Manhattan</b>	<b>0:00:47</b>	<b>0:00:46</b>	<b>+0:00:01</b>
Local/Limited	0:00:57	0:00:53	+0:00:04
Select Bus Service	0:00:19	0:00:28	-0:00:09
Express	N/A	N/A	N/A
<b>Queens</b>	<b>0:01:22</b>	<b>0:01:35</b>	<b>-0:00:13</b>
Local/Limited	0:01:13	0:01:27	-0:00:14
Select Bus Service	0:00:56	0:01:45	-0:00:49
Express	0:09:42	0:07:28	+0:02:14
<b>Staten Island</b>	<b>0:01:46</b>	<b>0:01:29</b>	<b>+0:00:17</b>
Local/Limited	0:01:05	0:01:00	+0:00:05
Select Bus Service	0:01:25	0:01:04	+0:00:21
Express	0:03:36	0:03:01	+0:00:35
<b>Systemwide</b>	<b>0:01:13</b>	<b>0:01:16</b>	<b>-0:00:03</b>
Local/Limited	0:01:07	0:01:11	-0:00:04
Select Bus Service	0:00:56	0:00:56	0:00:00
Express	0:05:30	0:04:46	+0:00:44

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

**Chart 6**

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



	Monthly			12-Month Average		
	Oct 18	Oct 17	Difference	Oct 18	Oct 17	Difference
Bronx	68.8%	68.3%	+0.5%	71.7%	N/A	N/A
Brooklyn	68.5%	68.9%	-0.4%	70.6%	N/A	N/A
Manhattan	72.7%	73.0%	-0.3%	75.5%	N/A	N/A
Queens	68.7%	66.4%	+2.3%	71.4%	N/A	N/A
Staten Island	62.7%	64.6%	-1.9%	68.1%	N/A	N/A
<b>Systemwide</b>	<b>69.0%</b>	<b>68.5%</b>	<b>+0.5%</b>	<b>71.7%</b>	N/A	N/A

### Customer Journey Time Performance Discussion

- Customer Journey Time Performance improved (increased) from 68.8% in September 2018 to 69% in October 2018.
- Customer Journey Time Performance improved (increased) from 68.5% in October 2017 to 69% in October 2018.
- Schedule improvements made in mid-October on the recently redesigned Staten Island Express Bus network are not fully reflected in the overall metrics for October. NYCT continues to evaluate schedules and operating conditions on SIM routes, and make adjustments to service as necessary. CJTP is expected to improve as schedules are further adjusted to more accurately reflect actual operating conditions.

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

**Chart 7**

## Customer Journey Time Performance

### Monthly

<u>Borough</u>	<u>Oct 18</u>	<u>Oct 17</u>	<u>Difference</u>
<b>Bronx</b>	<b>68.8%</b>	<b>68.3%</b>	<b>+0.5%</b>
Local/Limited	69.7%	69.0%	+0.7%
Select Bus Service	67.6%	68.1%	-0.5%
Express	38.1%	36.0%	+2.1%
<b>Brooklyn</b>	<b>68.5%</b>	<b>68.9%</b>	<b>-0.4%</b>
Local/Limited	68.5%	68.6%	-0.1%
Select Bus Service	70.8%	78.3%	-7.5%
Express	54.7%	53.1%	+1.6%
<b>Manhattan</b>	<b>72.7%</b>	<b>73.0%</b>	<b>-0.3%</b>
Local/Limited	70.6%	71.3%	-0.7%
Select Bus Service	78.1%	77.6%	+0.5%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>68.7%</b>	<b>66.4%</b>	<b>+2.3%</b>
Local/Limited	69.3%	67.0%	+2.3%
Select Bus Service	71.6%	65.7%	+5.9%
Express	29.1%	36.0%	-6.9%
<b>Staten Island</b>	<b>62.7%</b>	<b>64.6%</b>	<b>-1.9%</b>
Local/Limited	65.2%	66.6%	-1.4%
Select Bus Service	70.9%	72.6%	-1.7%
Express	53.8%	56.1%	-2.3%
<b>Systemwide</b>	<b>69.0%</b>	<b>68.5%</b>	<b>+0.5%</b>
Local/Limited	69.2%	68.5%	+0.7%
Select Bus Service	73.1%	73.6%	-0.5%
Express	46.0%	48.2%	-2.2%

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

**Chart 8**

## Section 2: Inputs to Operations

The metrics in this section address how NYCT provides service to its customers by measuring the reliability of bus performance and the impact of bus speed on operations.

### Performance Indicator Definitions

#### **Mean Distance Between Failures (MDBF)**

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

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

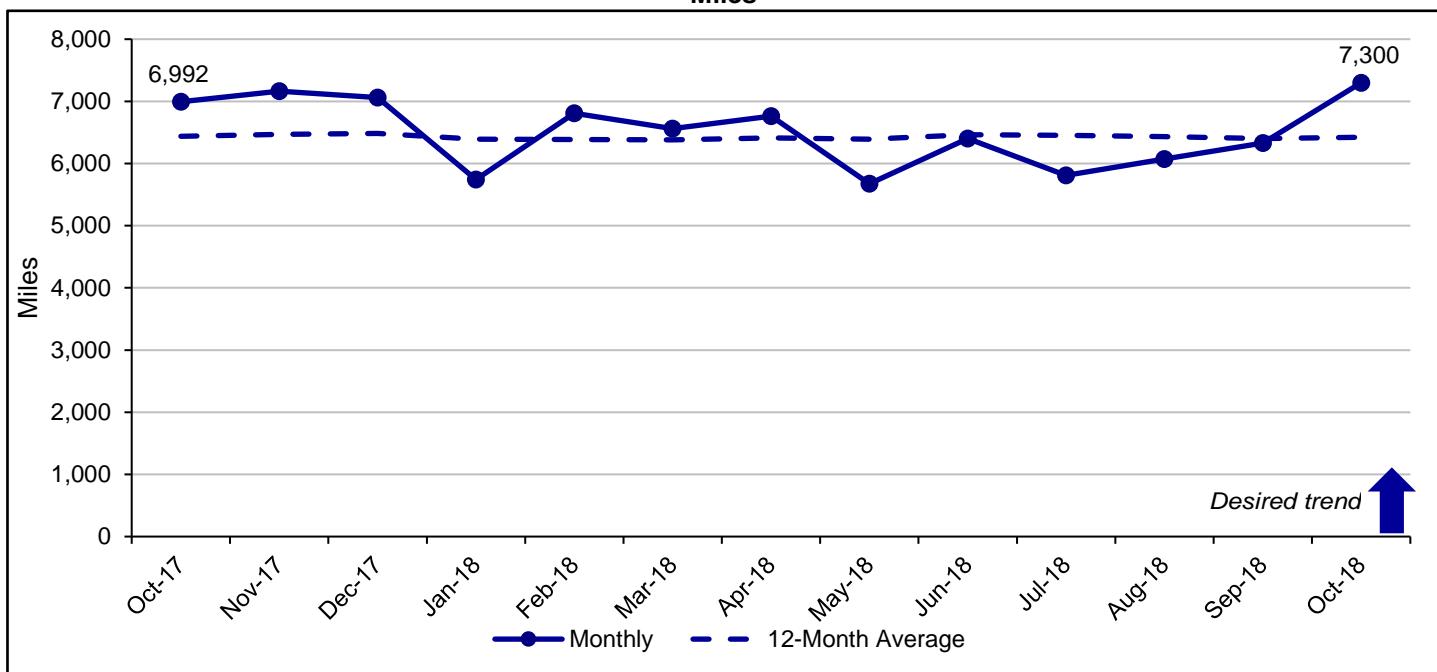
#### **Bus Speeds**

Bus speeds measure how quickly buses travel along their routes. The average end-to-end speed is the total distance traveled along a route divided by the total time, using bus GPS data.

## Mean Distance Between Failures

(24 Hours)

Miles



### Monthly

### 12-Month Average

	Oct 18	Oct 17	Difference	Oct 18	Oct 17	Difference
Bronx	5,040	4,984	+1.1%	4,464	4,435	+0.7%
Brooklyn	7,356	6,971	+5.5%	6,260	6,838	-8.5%
Manhattan	4,309	4,057	+6.2%	3,786	3,486	+8.6%
Queens	7,929	7,663	+3.5%	7,294	7,054	+3.4%
Staten Island	20,924	22,084	-5.3%	19,460	22,558	-13.7%
<b>Systemwide</b>	<b>7,300</b>	<b>6,992</b>	<b>+4.4%</b>	<b>6,425</b>	<b>6,437</b>	<b>-0.2%</b>

### Mean Distance Between Failures Discussion

- Means Distance Between Failures improved by 4.4% from 6,992 in October 2017 to 7,300 in October 2018.
- The 12-month rolling average through October 2018 slightly decreased by 0.2%.

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

**Chart 9**

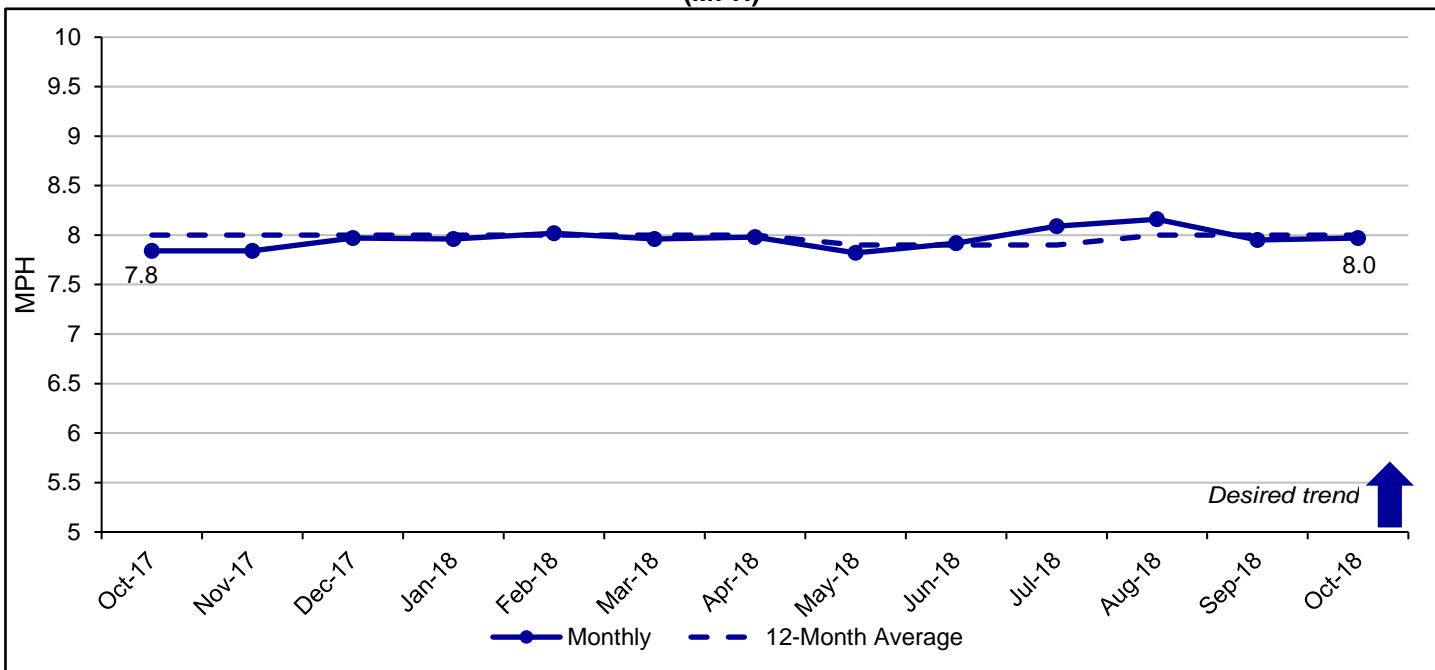
**Mean Distance Between Failures**  
**12 Month Rolling Average (24 Hours)**  
**Miles**

<u>Borough</u>	<u>Oct 18</u>	<u>Oct 17</u>	<u>Difference</u>
<b>Bronx</b>	<b>4,464</b>	<b>4,435</b>	<b>+0.7%</b>
Local/Limited	3,770	3,724	+1.2%
Select Bus Service	5,663	5,065	+11.8%
Express	10,451	12,025	-13.1%
<b>Brooklyn</b>	<b>6,260</b>	<b>6,838</b>	<b>-8.5%</b>
Local/Limited	6,098	6,622	-7.9%
Select Bus Service	7,882	8,458	-6.8%
Express	8,703	12,081	-28.0%
<b>Manhattan</b>	<b>3,786</b>	<b>3,486</b>	<b>+8.6%</b>
Local/Limited	3,420	3,162	+8.2%
Select Bus Service	6,674	6,149	+8.5%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>7,294</b>	<b>7,054</b>	<b>+3.4%</b>
Local/Limited	6,897	6,593	+4.6%
Select Bus Service	11,869	11,759	+0.9%
Express	8,037	9,342	-14.0%
<b>Staten Island</b>	<b>19,460</b>	<b>22,558</b>	<b>-13.7%</b>
Local/Limited	17,090	20,708	-17.5%
Select Bus Service	11,178	10,902	+2.5%
Express	23,800	27,360	-13.0%
<b>Systemwide</b>	<b>6,425</b>	<b>6,437</b>	<b>-0.2%</b>
Local/Limited	5,611	5,599	+0.2%
Select Bus Service	8,109	7,432	+9.1%
Express	12,457	14,537	-14.3%

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

**Chart 10**

## Bus Speeds (24 Hours) (MPH)



	Monthly			12-Month Average		
	Oct 18	Oct 17	Difference	Oct 18	Oct 17	Difference
Bronx	7.3	7.4	-1.4%	7.5	7.5	0.0%
Brooklyn	7.1	7.0	+1.4%	7.1	7.1	0.0%
Manhattan	5.9	5.9	0.0%	6.0	5.9	+1.7%
Queens	8.7	8.8	-1.1%	8.9	9.0	-1.1%
Staten Island	13.6	13.0	+4.6%	13.3	13.2	+0.8%
Systemwide	8.0	7.8	+2.6%	8.0	8.0	0.0%

### Speed Discussion

- Bus Speeds remained the same as September 2018 at 8.0 mph in October 2018.
- Bus Speeds increased from 7.8 mph in October 2017 to 8.0 mph in October 2018.
- Speeds on the Staten Island Express buses show a year-over-year increase, reflecting operational improvements.

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

**Chart 11**

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

<u>Borough</u>	<u>Oct 18</u>	<u>Oct 17</u>	<u>Difference</u>
<b>Bronx</b>	<b>7.3</b>	<b>7.4</b>	<b>-1.4%</b>
Local/Limited	6.7	6.8	-1.5%
Select Bus Service	8.5	8.5	0.0%
Express	10.9	11.0	-0.9%
<b>Brooklyn</b>	<b>7.1</b>	<b>7.0</b>	<b>+1.4%</b>
Local/Limited	6.8	6.8	0.0%
Select Bus Service	8.4	8.6	-2.3%
Express	11.7	11.7	0.0%
<b>Manhattan</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0%</b>
Local/Limited	5.5	5.6	-1.8%
Select Bus Service	7.6	7.3	+4.1%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>8.7</b>	<b>8.8</b>	<b>-1.1%</b>
Local/Limited	8.4	8.6	-2.3%
Select Bus Service	11.3	10.1	+11.9%
Express	12.0	12.2	-1.6%
<b>Staten Island</b>	<b>13.6</b>	<b>13.0</b>	<b>+4.6%</b>
Local/Limited	11.5	11.2	+2.7%
Select Bus Service	14.3	14.5	-1.4%
Express	16.6	15.3	+8.5%
<b>Systemwide</b>	<b>8.0</b>	<b>7.8</b>	<b>+2.6%</b>
Local/Limited	7.4	7.4	0.0%
Select Bus Service	9.3	8.9	+4.5%
Express	13.5	12.9	+4.7%

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

**Chart 12**

# Section 3: Passenger Environment

The metrics in this section affect the customer experience in terms of cleanliness and the functionality of the equipment they encounter on their travels.

## Performance Indicator Definitions

### **Passenger Environment Survey**

Passenger Environment Survey (PES) indicators combine the results of surveys of a number of different aspects of bus vehicle and operating conditions in three categories:

*Appearance:* For example, do the buses appear clean? Are they free of graffiti?

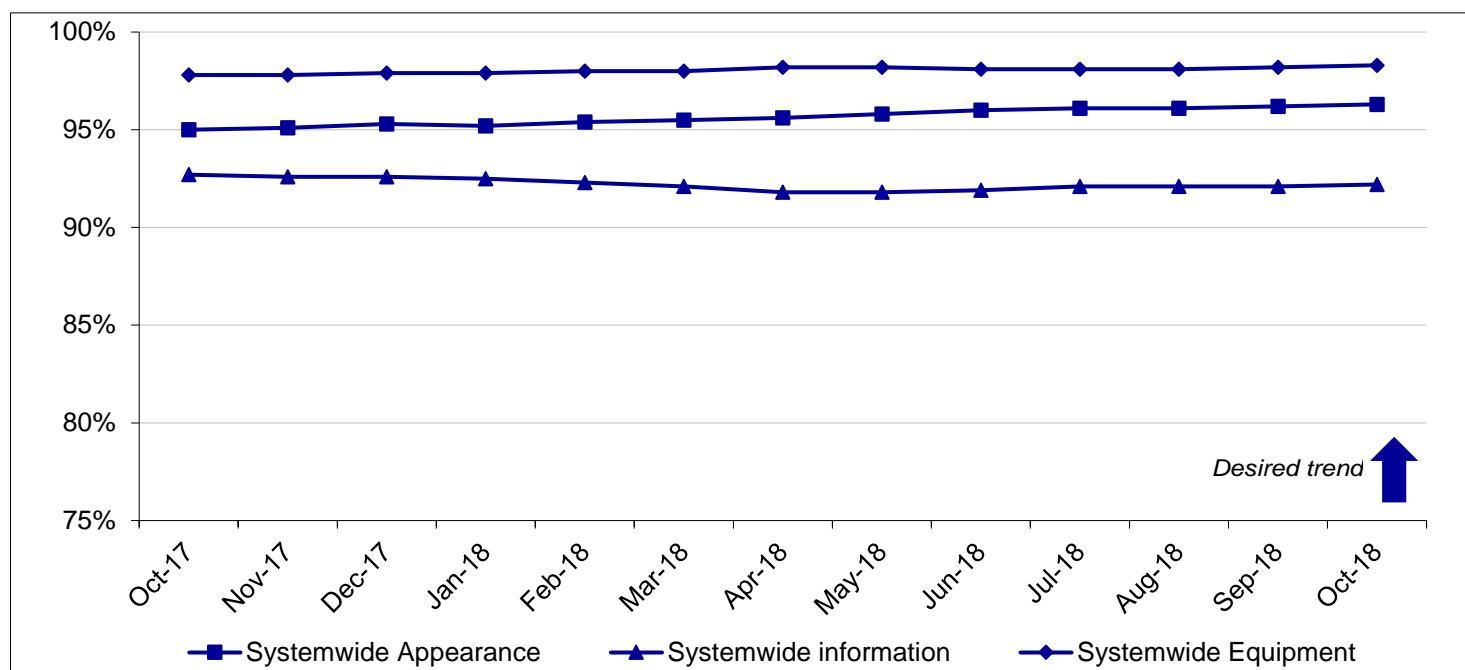
*Equipment:* For example, do the heat, air conditioning, and wheelchair lift work?

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

Separate surveys are conducted for local and express buses. Express buses are only surveyed for appearance and equipment indicators.

Surveys are conducted between 4 a.m. and 11 p.m. on weekdays. This number is reported as a 12-month average.

## Passenger Environment Survey 12-Month Rolling Average



	Nov 17 - Oct 18			Nov 16 - Oct 17		
	Appearance	Equipment	Information	Appearance	Equipment	Information
Bronx	95.8%	98.4%	91.8%	94.3%	98.1%	92.9%
Brooklyn	96.9%	98.3%	91.4%	95.1%	97.9%	92.2%
Manhattan	94.8%	97.9%	94.3%	91.2%	98.0%	94.3%
Queens	97.6%	97.7%	91.6%	97.4%	97.4%	93.0%
Staten Island	95.5%	98.8%	91.9%	94.9%	97.6%	91.1%
Systemwide	<b>96.3%</b>	<b>98.3%</b>	<b>92.2%</b>	<b>95.0%</b>	<b>97.8%</b>	<b>92.7%</b>

### Passenger Environment Survey Discussion

- The information quality score decreased by 0.5% on a 12-month average due to a slight decline in bus map availability and bus announcements. As part of the Fast Forward Plan, 1,000 buses will be retrofitted with digital information screens in 2018. The digital screens will offer audio and visual route information and display next stop information, service advisories, bus maps, and travel information, including transfers.
- Appearance improved by 1.3%, due to better litter and cleanliness scores.
- Equipment performance improved by 0.5% on a 12-month average.

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

**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 systemwide metric is the combined results of NYCT Bus and MTA Bus.

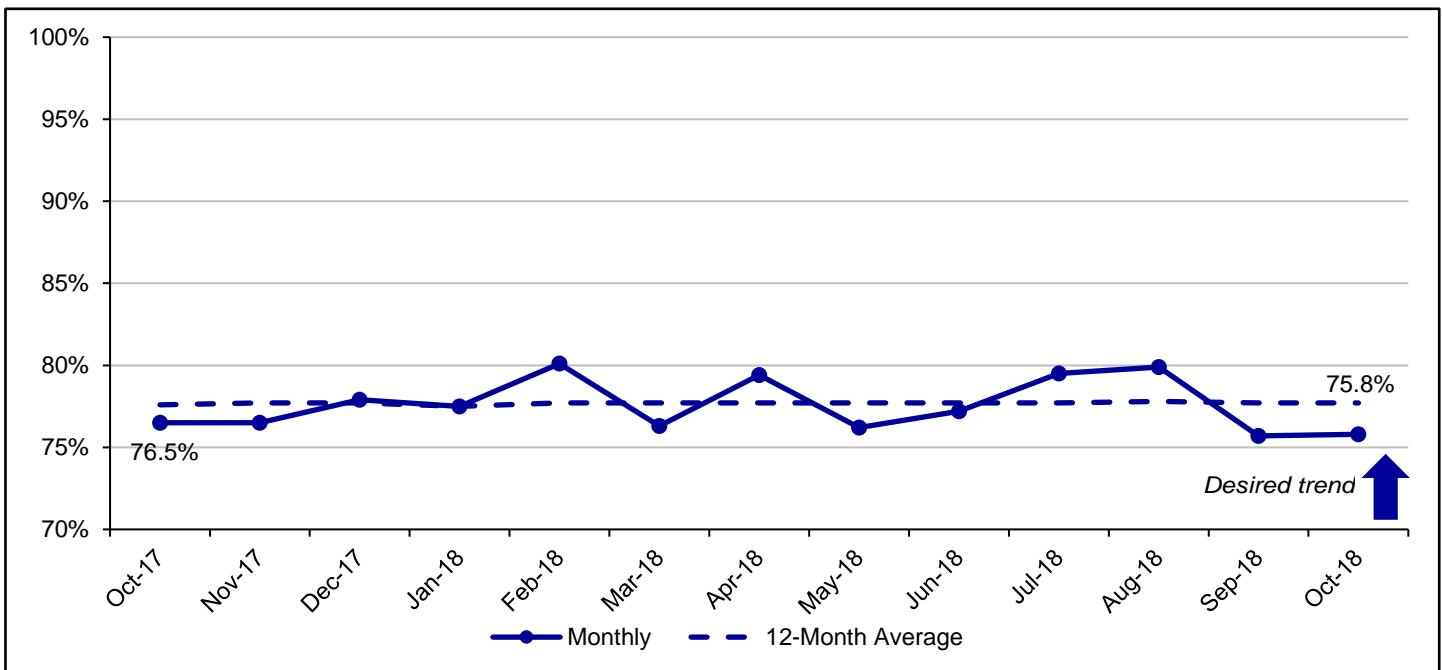
### **Bus AM Weekday Pull Out Performance**

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

## Wait Assessment



	Monthly			12-Month Average		
	Oct 18	Oct 17	Difference	Oct 18	Oct 17	Difference
Bronx	75.3%	75.5%	-0.2%	77.1%	77.5%	-0.4%
Brooklyn	74.4%	76.0%	-1.6%	76.2%	76.3%	-0.1%
Manhattan	73.9%	75.3%	-1.4%	76.3%	76.0%	+0.3%
Queens	77.6%	77.2%	+0.4%	79.1%	78.6%	+0.5%
Staten Island	77.9%	80.5%	-2.6%	80.4%	81.5%	-1.1%
Systemwide	75.8%	76.5%	-0.7%	77.7%	77.6%	+0.1%

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

**Chart 14**

## Wait Assessment

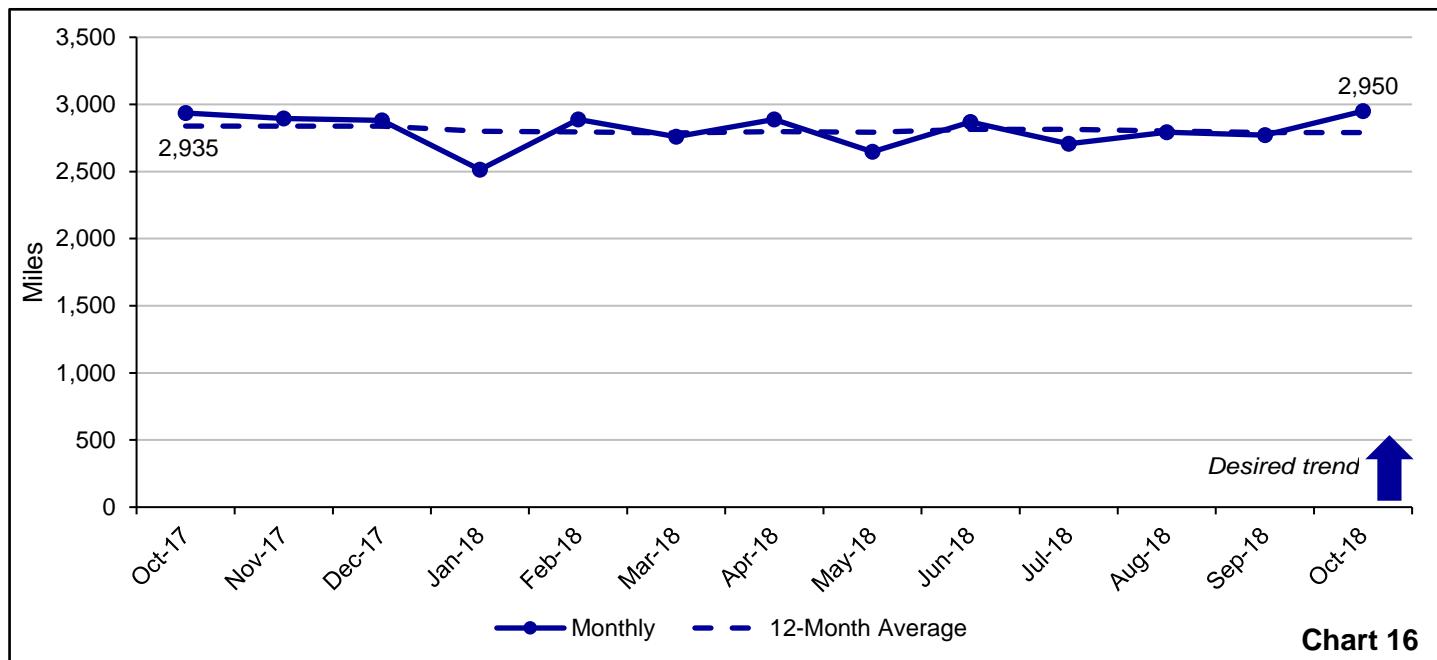
Monthly

<u>Borough</u>	<u>Oct 18</u>	<u>Oct 17</u>	<u>Difference</u>
<b>Bronx</b>	<b>75.3%</b>	<b>75.5%</b>	<b>-0.2%</b>
Local/Limited	75.0%	75.2%	-0.2%
Select Bus Service	77.7%	79.5%	-1.8%
Express	80.0%	81.3%	-1.3%
<b>Brooklyn</b>	<b>74.4%</b>	<b>76.0%</b>	<b>-1.6%</b>
Local/Limited	74.2%	75.8%	-1.6%
Select Bus Service	80.2%	81.6%	-1.4%
Express	76.3%	78.8%	-2.5%
<b>Manhattan</b>	<b>73.9%</b>	<b>75.3%</b>	<b>-1.4%</b>
Local/Limited	73.4%	75.0%	-1.6%
Select Bus Service	79.5%	79.3%	+0.2%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>77.6%</b>	<b>77.2%</b>	<b>+0.4%</b>
Local/Limited	77.4%	77.1%	+0.3%
Select Bus Service	80.6%	80.3%	+0.3%
Express	79.4%	79.0%	+0.4%
<b>Staten Island</b>	<b>77.9%</b>	<b>80.5%</b>	<b>-2.6%</b>
Local/Limited	76.8%	80.1%	-3.3%
Select Bus Service	79.6%	82.6%	-3.0%
Express	82.1%	81.8%	+0.3%
<b>Systemwide</b>	<b>75.8%</b>	<b>76.5%</b>	<b>-0.7%</b>
Local/Limited	75.5%	76.3%	-0.8%
Select Bus Service	79.8%	80.3%	-0.5%
Express	80.2%	80.7%	-0.5%

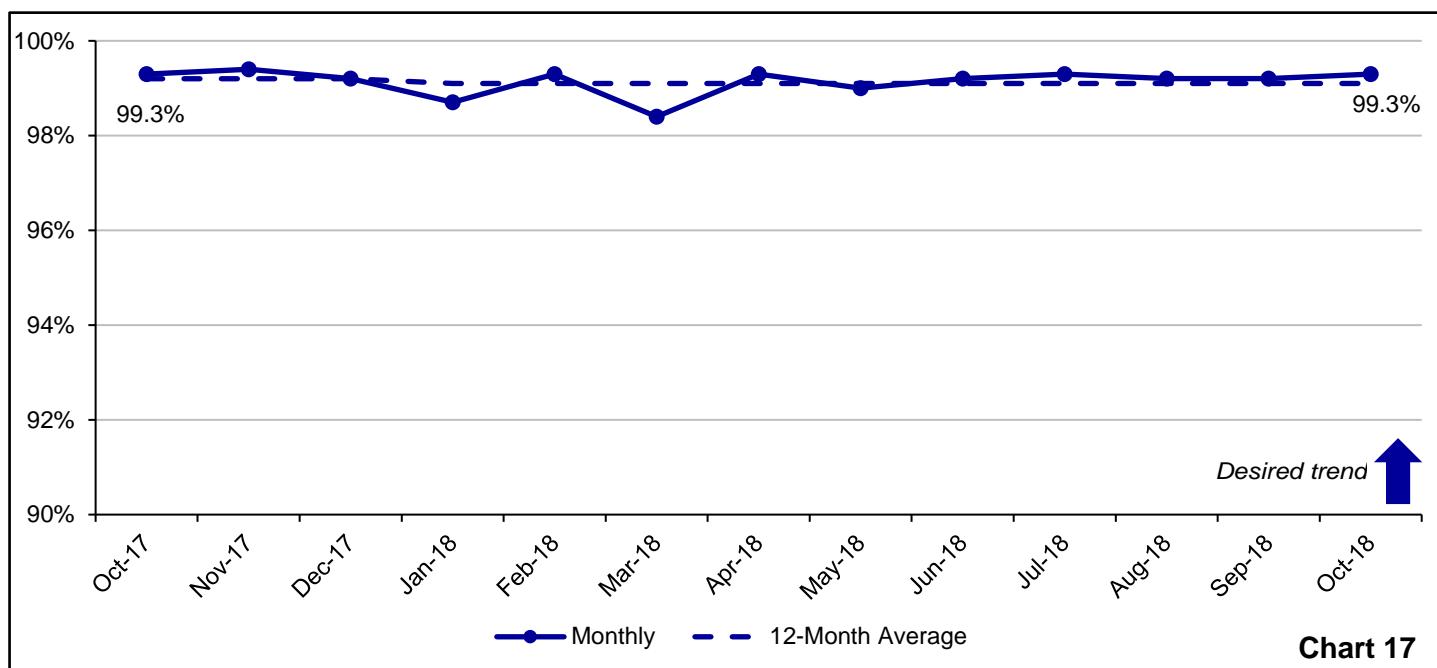
Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

**Chart 15**

## Bus Mean Distance Between Service Interruptions

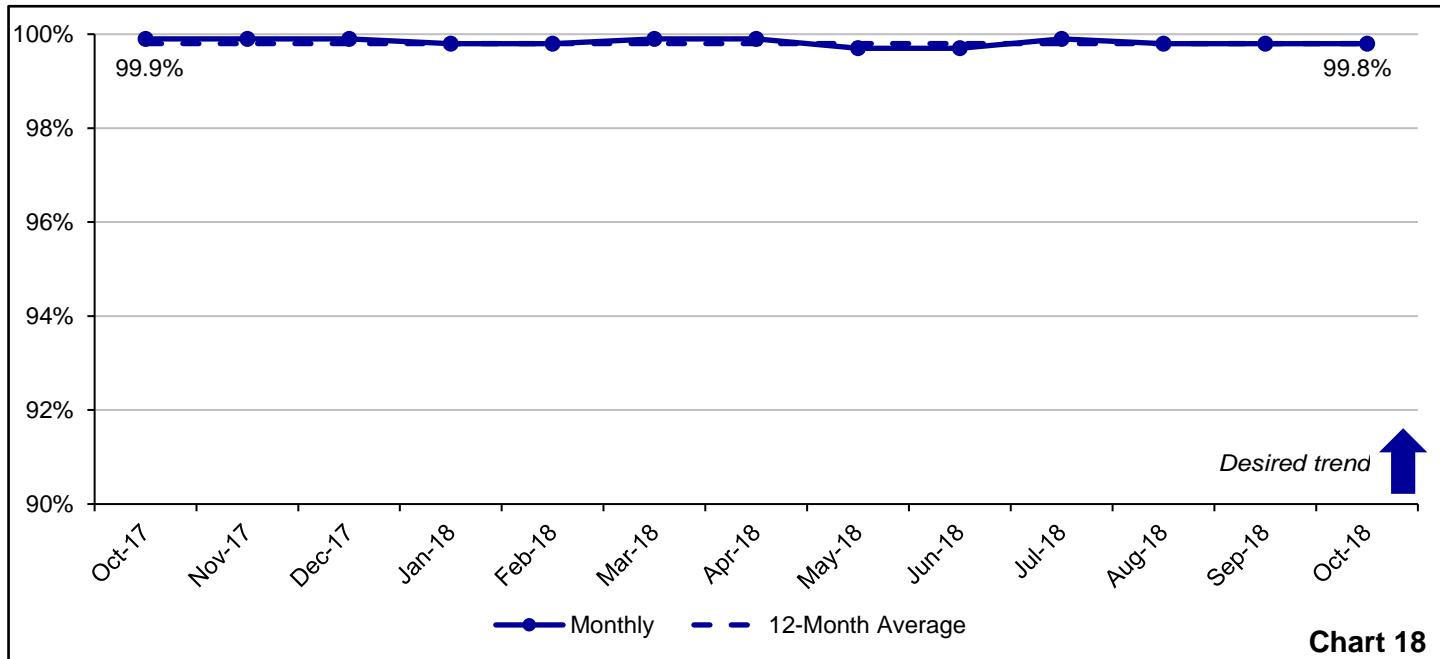


## Bus Percentage of Completed Trips

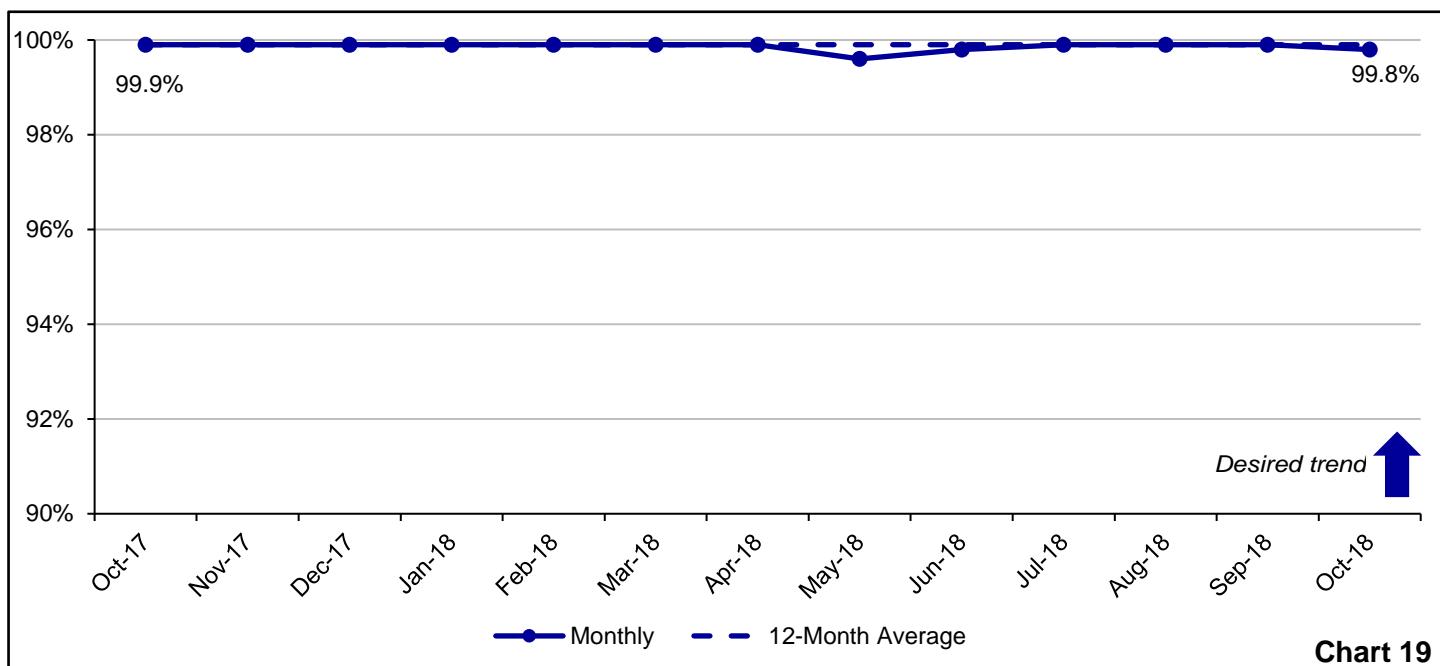


Due to the shortened reporting cycle, this month the metrics in this report are preliminary and subject to change.

## Bus AM Weekday Pull Out Performance



## Bus PM Weekday Pull Out Performance



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

## Customer Service Report: Paratransit

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



Paratransit Vice President Michael Cosgrove shares insights on Access-A-Ride operations with NYCT executives at Paratransit headquarters. NYCT executives have off-site monthly staff meetings at various field locations throughout the system to meet with employees and get more details on behind the scenes activities.

## November 2018 Highlights: Paratransit

Performance in September remained stable despite a 17% growth in ridership as compared to last year. Our E-Hail pilot program, which includes both advance reservation and real-time, on-demand service for Paratransit customers, remains the primary driver of ridership growth and has resulted in a significant increase in E-Hail trips and cost. Approximately 1,200 customers have enrolled for on-demand services and have taken over 144,000 on-demand trips since the end of last year. In total, we have provided 1.5 million E-Hail trips since the inception of the program, with demand for E-Hail services growing significantly each month. We continue to work with all our stakeholders to determine how we can offer this program sustainably in the future.

Last month we successfully introduced a third E-Hail contractor, LimoSys, to the pilot program alongside the two current contractors, Curb and Arro. Our customers now have a choice of booking one of these three providers, giving them added capacity and greater access to our services in the outer boroughs.

Finally, in October, in response to customer feedback, changes were put into effect to simplify the existing no-show / late cancelation policy. Under a new point system, each month customers are allowed to miss or cancel up to seven trips. Details of this new policy can be found at <http://web.mta.info/nyct/paratran/policies/NoShowLateCanPolicy.htm>

More customers with disabling conditions that are permanent and/or are not likely to improve now qualify for continual full eligibility. These customers are no longer required to be reassessed every 5 years. The number of customers in this category has increased from 30% last year to 38% this year.

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

# Paratransit Report

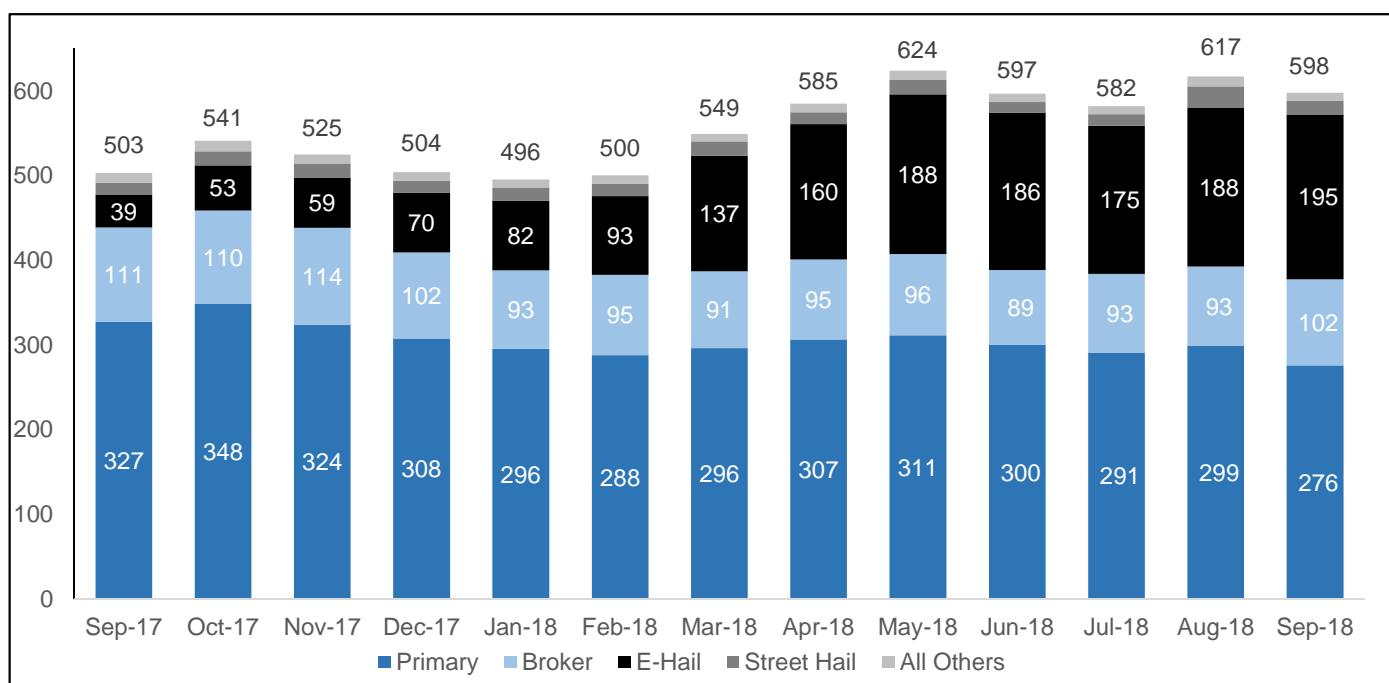
Statistical results for the month of September 2018 are shown below.

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: September 2018			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Legacy Indicators	% of Trips Completed	94.7%	91.0%	+3.7%	91.9%	90.8%	+1.1%
	Trips Requested	724,573	640,896	+13.1%	702,181	646,299	+8.6%
	Trips Scheduled	631,570	552,965	+14.2%	609,117	554,593	+9.8%
	Trips Completed*	597,911	503,126	+18.8%	559,988	503,448	+11.2%
	Early Cancellations (Passenger) as a Percentage of Trips Requested	12.2%	12.9%	-0.7%	12.7%	13.4%	-0.7%
	Late Cancellations (Passenger) as a Percentage of Trips Scheduled	4.1%	3.5%	+0.6%	3.7%	3.4%	+0.3%
	No-Shows (Passenger) as a Percentage of Trips Scheduled	2.0%	2.6%	-0.6%	2.0%	2.0%	0.0%
	No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.5%	0.6%	-0.1%	0.6%	0.8%	-0.2%
	Denials (Capacity) as a Percentage of Trips Requested	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Customer Refusals as a Percentage of Trips Requested	0.7%	0.8%	-0.1%	0.6%	0.8%	-0.2%
	New Applications Received	2,950	2,642	+11.7%	2,991	2,729	+9.6%

\*September 2018 and the 12-month average completed trips are estimated based on reimbursement rates to exclude unredeemed authorized trips to make the values comparable to last year's value.

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

## Total Trips

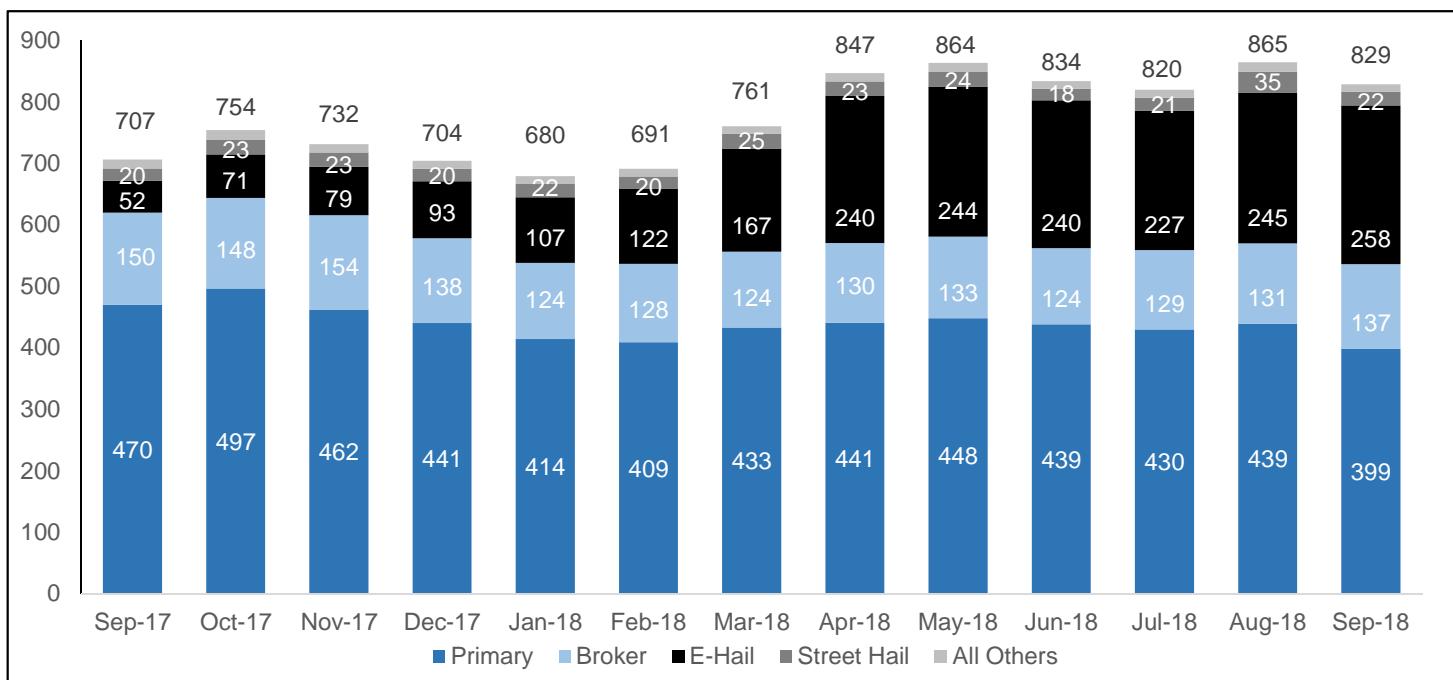


### Total Trips Discussion

- Total Trips increased by 95K (or 19%) in September 2018 when compared to September 2017.
- E-Hail usage increased by 156K in September 2018 when compared to September 2017. Primary trips decreased by 51K in September 2018 when compared to September 2017.
- The decrease in overall trips in September 2018 when compared to August 2018 mainly attributable to seasonal fluctuations related to street conditions.

Chart 1

## Total Ridership

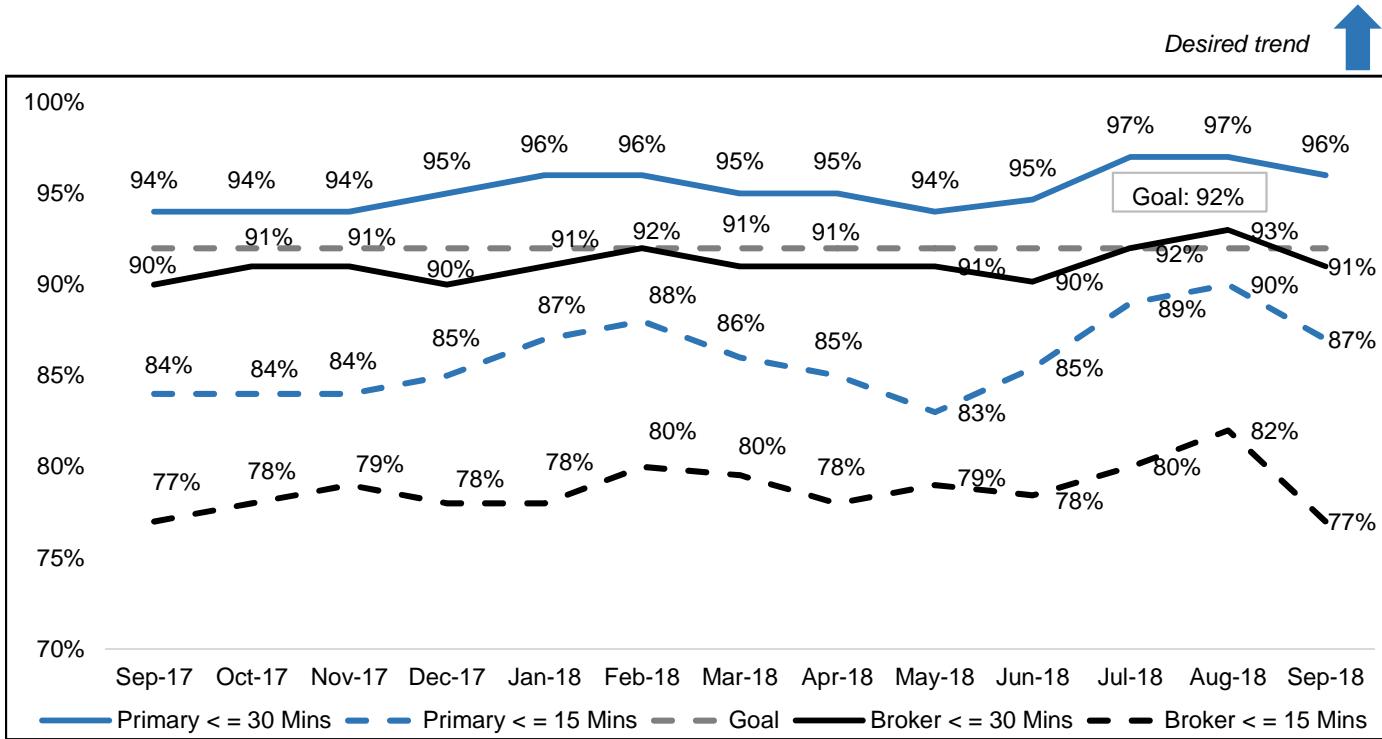


### Total Ridership Discussion

- Total Ridership increased by 122K (or 17%) in September 2018 when compared to September 2017.
- E-Hail ridership increased 206K when compared to September 2017. Primary ridership decreased 71K when compared to September 2017.
- The decrease in overall ridership in September 2018 when compared to August 2018 mainly attributable to seasonal fluctuations related to street conditions.

Chart 2

## Pick Up On-Time Performance

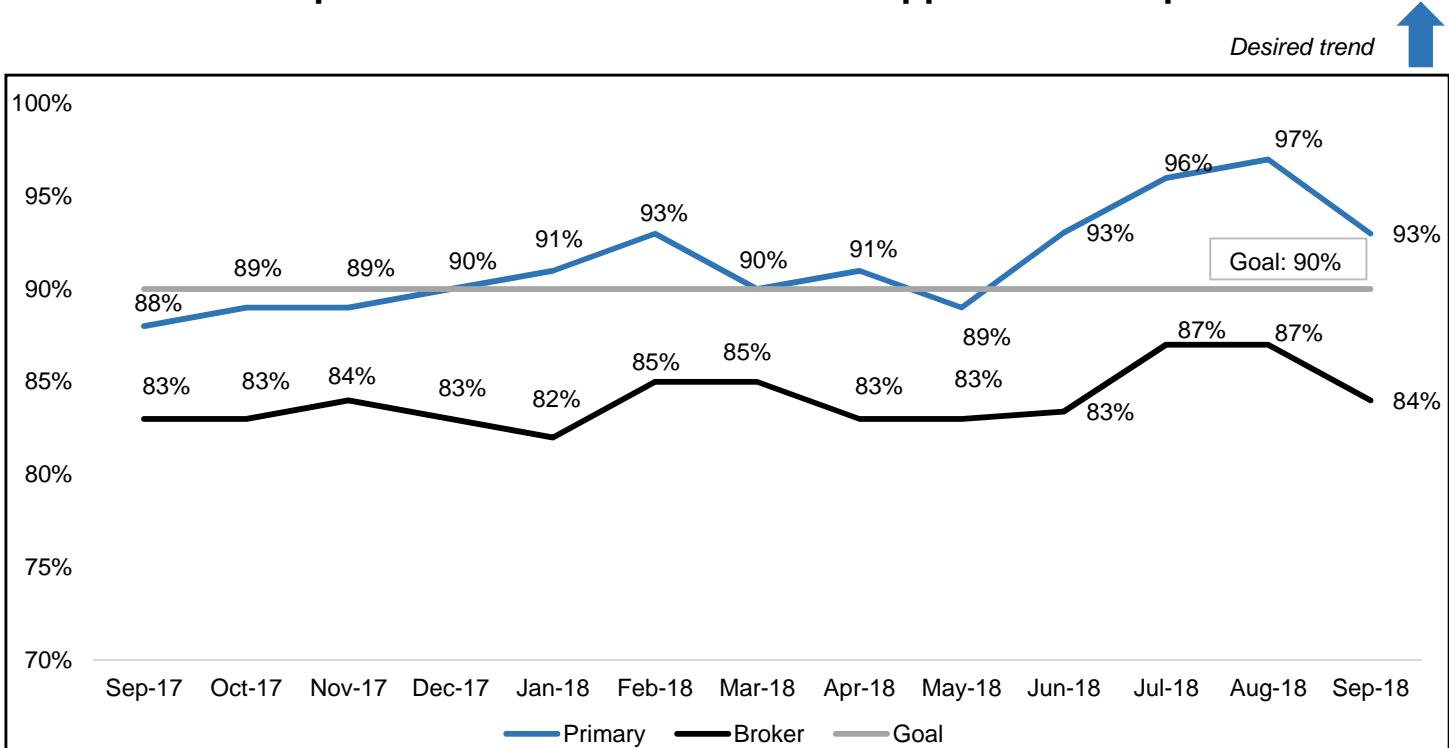


### Pick Up On-Time Performance Discussion

- Primary Carrier 30 minute P/U OTP improved 2% in September 2018 when compared to September 2017.
- Primary Carrier 15 minute P/U OTP improved 3% in September 2018 when compared to September 2017.
- Broker 30 minute P/U OTP improved 1% in September 2018 when compared to September 2017.
- Broker 15 minute P/U OTP remained the same at 77% in September 2018 when compared to September 2017.
- The decrease in overall P/U OTP in September 2018 when compared to August 2018 mainly attributable to seasonal fluctuations related to street conditions.

**Chart 3**

## Drop Off On-Time Performance On Appointment Trips

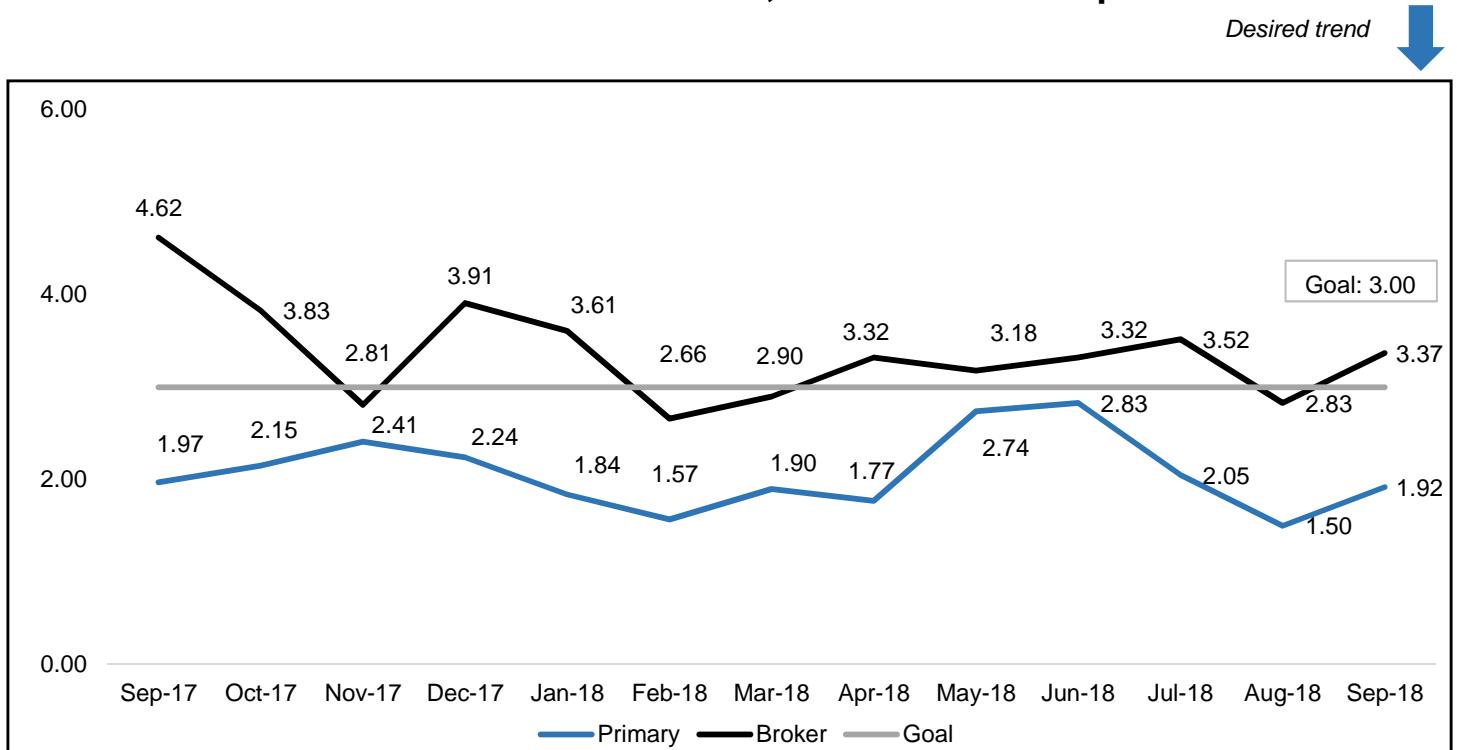


### Drop Off On-Time Performance On Appointment Trips Discussion

- Primary Carrier D/O OTP improved 5% in September 2018 as compared to September 2017.
- Broker D/O OTP improved 1% in September 2018 as compared to September 2017.
- The decrease in overall D/O OTP in September 2018 when compared to August 2018 mainly attributable to seasonal fluctuations related to street conditions.

Chart 4

## Provider No Shows Per 1,000 Scheduled Trips

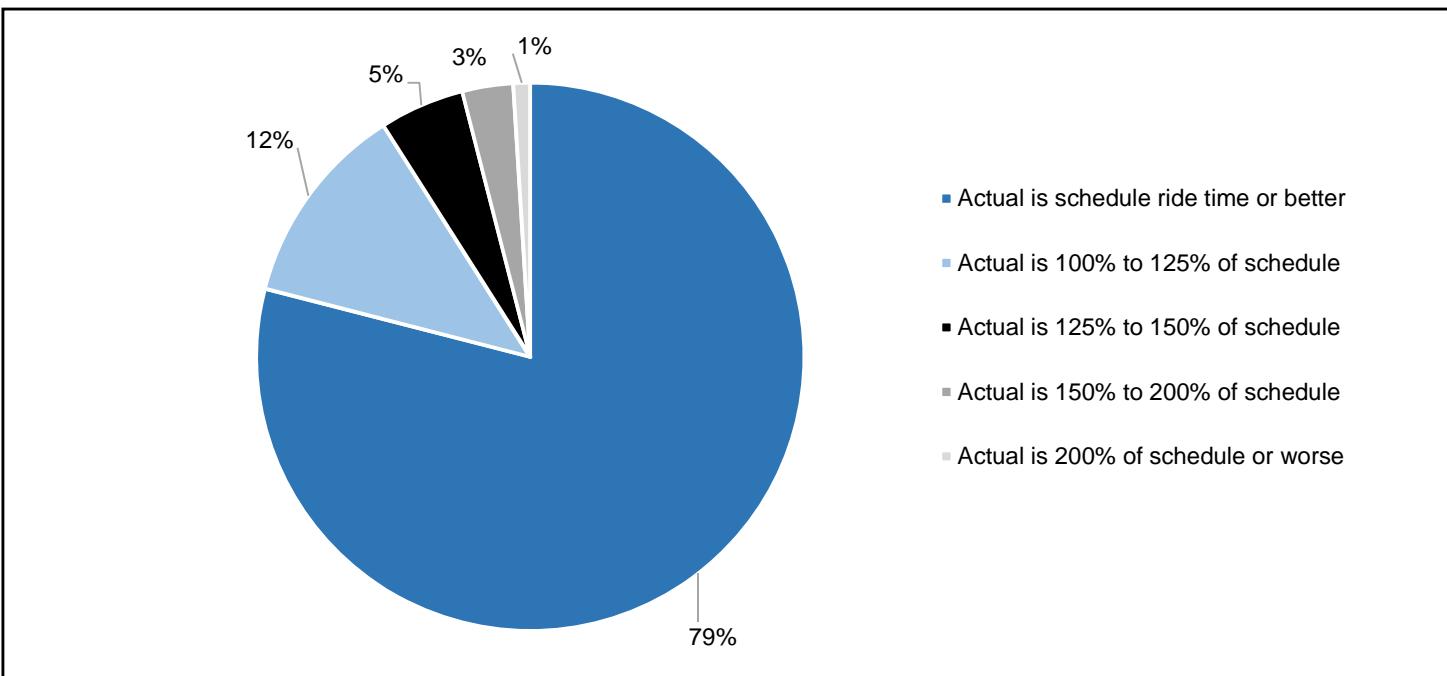


### Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary Carrier No-Shows improved by 0.05 per 1,000 trips in September 2018 when compared to September 2017.
- Broker No-Shows improved by 1.25 per 1,000 trips in September 2018 when compared to September 2017.

Chart 5

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



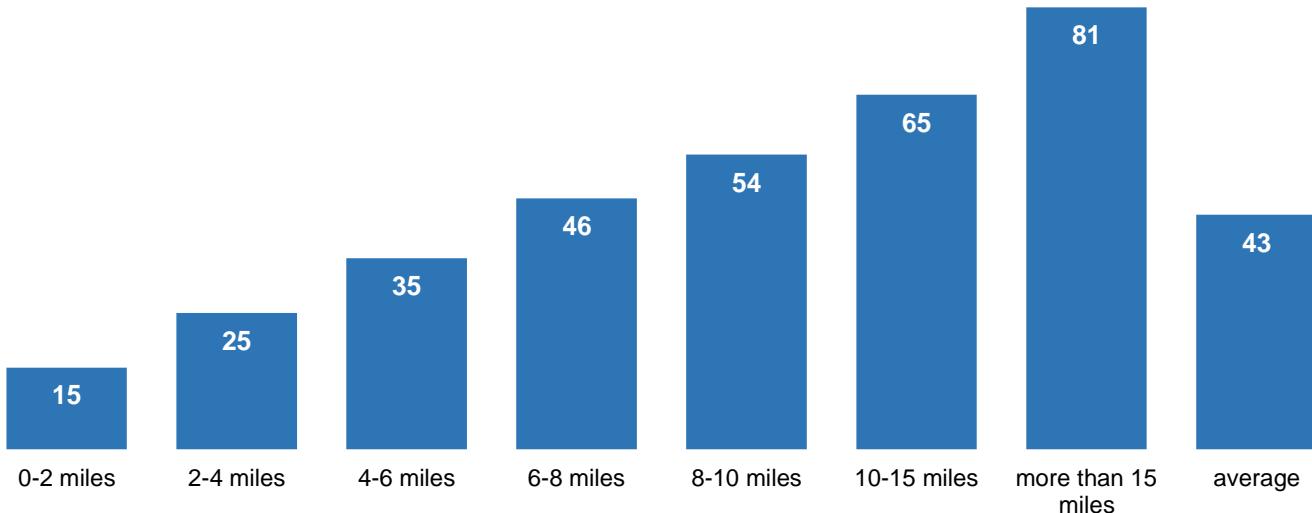
### Access-A-Ride Carrier Ride Time Performance - Actual vs. Scheduled Discussion

- 79% of trips were performed within the scheduled time or better, which is an increase of 10% when compared to September 2017.
- The decrease of 4% in September 2018 when compared to August 2018 mainly attributable to seasonal fluctuations related to street conditions.

Note: Percentages may not be exact due to rounding.

Chart 6

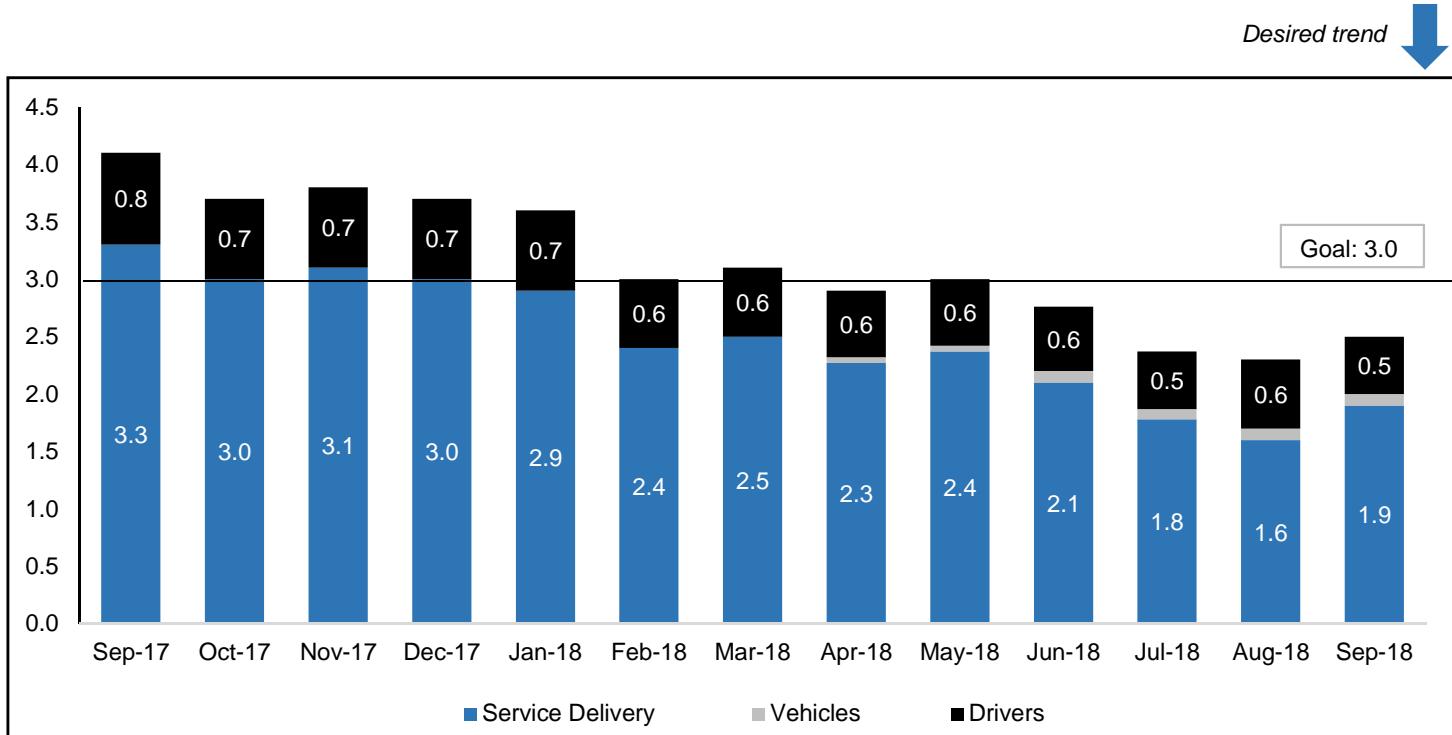
## Average Travel Time in Minutes by Trip Distance Category



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

- The average travel time for all categories decreased by 2 minutes in September 2018 when compared to September 2017.
- The increase of 2 minutes in September 2018 when compared to August 2018 mainly attributable to seasonal fluctuations related to street conditions.

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



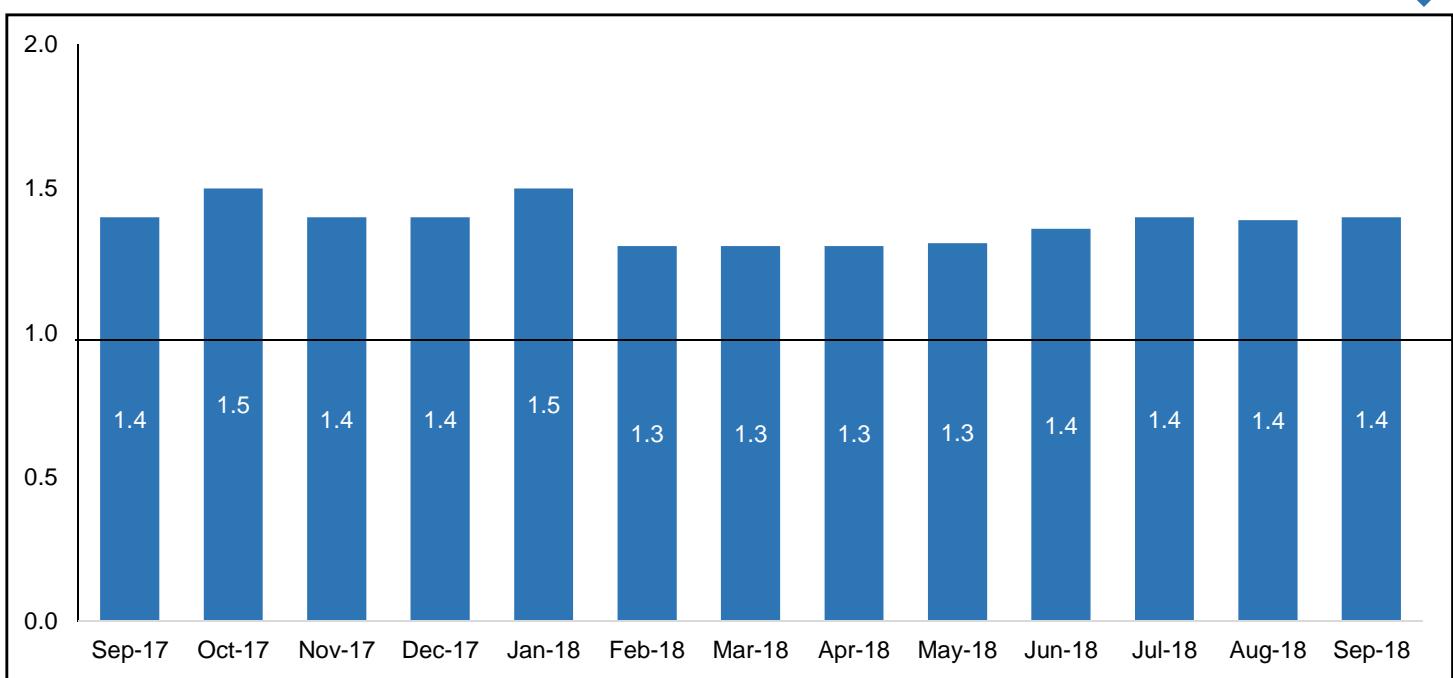
### Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips Discussion

- Transportation Service related passenger complaints improved (decreased) by 1.6 per 1,000 trips from 4.1 per 1,000 trips in September 2017 to 2.5 per 1,000 trips in September 2018.

Chart 8

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

Desired trend

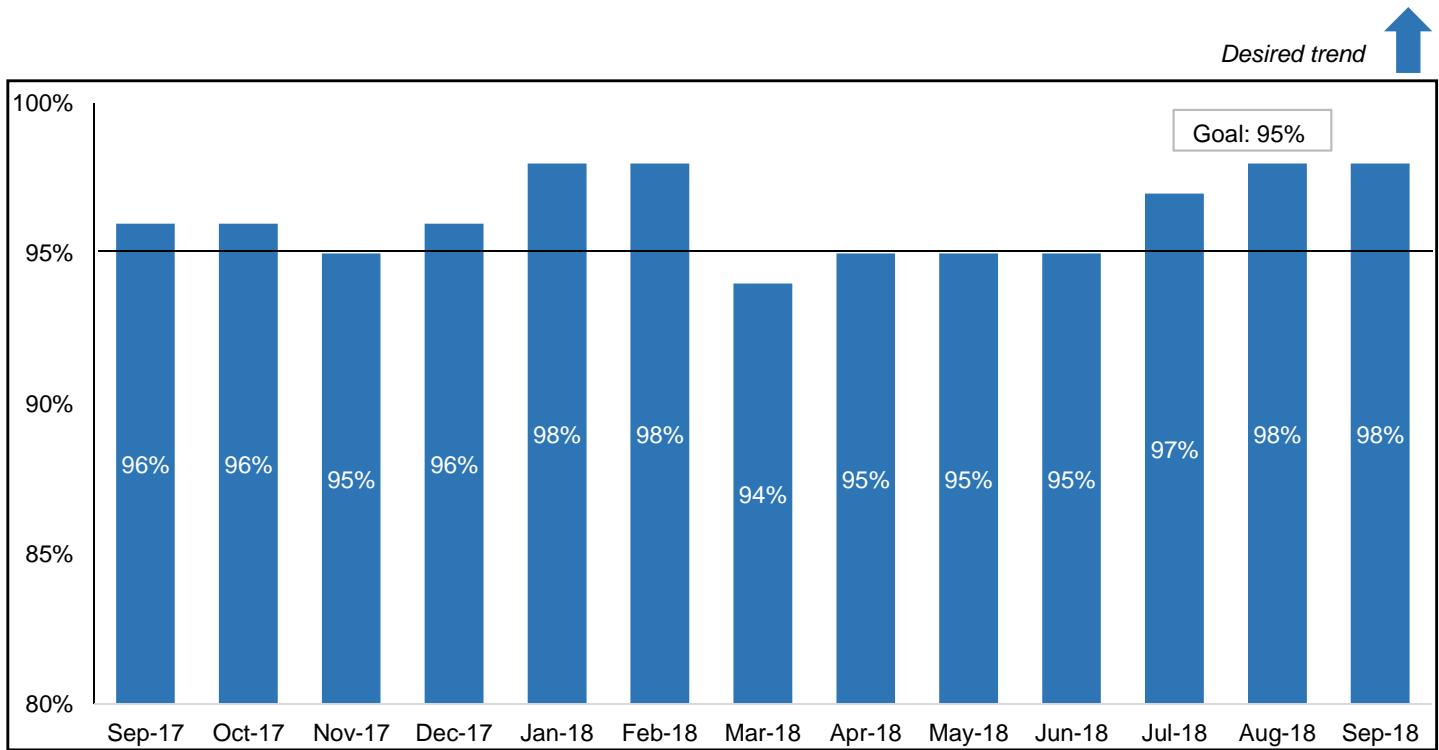


### Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips Discussion:

- Non-Transportation related passenger complaints remained the same at 1.4 in September 2018 when compared to the previous month, and the same month last year.

Chart 9

## Percent of Calls Answered



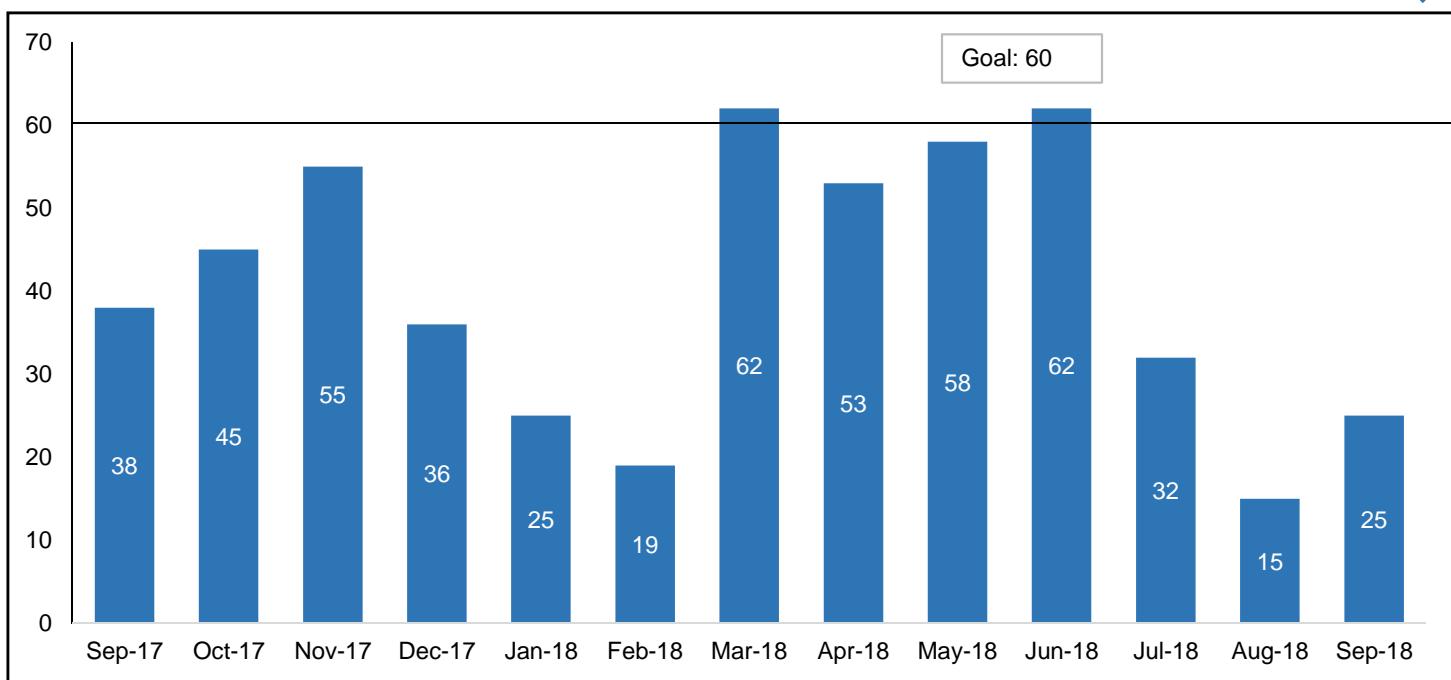
### Percent of Calls Answered Discussion

- The Percent of Calls Answered improved by 2% when compared to September 2017 and remained the same at 98% when compared to the previous month.

Chart 10

## Average Call Answer Speed in Seconds

Desired trend 



### Average Call Answer Speed in Seconds Discussion

- Call answering speed improved by 13 seconds in September 2018 when compared to September 2017 and increased by 10 seconds when compared to the previous month.

## Accessibility Update

Alex Elegudin, Senior Advisor for Systemwide Accessibility



NYCT President Andy Byford and Senior Advisor for Systemwide Accessibility, Alex Elegudin visited students and faculty at the Henry Viscardi Center's state-of-the-art school for students with physical disabilities on October 25. The unique center also provides critical daily medical services and support social services. President Byford accepted an award during his visit from the National Business & Disability Council of the Henry Viscardi Center for his dedication to diversity and inclusiveness.

## November 2018 Highlights: Accessibility

NYCT has been working with the New York City Department of Transportation (NYC DOT) to complete accessibility improvements at 13 bus stops by the end of the year. This will exceed the commitment announced in April for ten stop improvements this year. NYC DOT has completed 6 to date:

- Kings Hwy & Nostrand Av (2)
- Kings Hwy & Flatbush Av (2)
- Kings Hwy & E 27th St (1)
- Cropsey Av & Bay 37th St (1)

Work on these bus stops includes widening medians, incorporating pedestrian ramps, and building sidewalk layout improvements. NYCT and NYC DOT are working together to identify other stops in need of improvement systemwide. These improvements reflect the joint commitment to ensure all New York City bus stops are accessible.

This past month, President Byford and I visited the Henry Viscardi School, which offers students with physical disabilities a traditional classroom environment while also providing critical medical services throughout the day. Its accessible educational setting allows children who may otherwise need to receive lessons at home or in a hospital, the opportunity to participate in an enriched academic program. There, we met with students and faculty and presented plans for the future of accessibility at NYCT. We also engaged in discussion about best practices for employing people with disabilities and fostering a diverse work culture.

President Byford and I also participated in the 20<sup>th</sup> Annual Rehabilitation Fair at Mt. Sinai Medical Center on October 31<sup>st</sup>. We spoke about the future of the accessibility at Transit and engaged with members of the community and organizations representing the disability community. These visits are just a couple of examples of our widely expanded engagement with members of the disability community and a fulfilment towards our goal of including them in our decision-making process.

As of the end of October, 123 stations have been evaluated under our accessibility study, and NYCT remains on track to have 150 stations studies completed by year's end.

Working with our colleagues at the Port Authority of New York and New Jersey, we have begun to report on the status of elevators at the World Trade Center Oculus that serve customers going to the subway. Elevator status is reported on our website, the MyMTA app and 511. Customers can also subscribe to receive text and email alerts on specific elevators and escalators.

Lastly, I am happy to report that the Systemwide Accessibility department has new staff on board to work on the numerous accessibility projects underway at NYCT, such as improving signage and wayfinding, surveying accessibility features, improving communication and reporting, exploring technological solutions. Staff will also be a resource in community outreach and liaising on issues affecting accessibility in the system.

**Alex Elegudin**

Senior Advisor for Systemwide Accessibility

## Strategy and Customer Experience

Sarah Meyer, Senior Vice President & Chief Customer Officer



[@MTA](#) Our son was thrilled to see his costume was pretty accurate this morning

Our Wayfinder, Kirk Murray, was thrilled to meet 4-year-old, Henry dressed in a great Halloween costume. He encouraged Henry to visit our website to apply for a position and gave him some tips and tricks on how to provide excellent customer service.

## November 2018 Highlights: Strategy and Customer Experience

This month we continue to see improvements in our customer service operations. Telephone agents answered 13% more calls compared to October 2017 and our customers spent a lot less time on hold — wait times declined and calls abandoned decreased by 50%. Our new voice response functionality makes it easier for customers to get the information they need more directly. In addition, our customers now know the estimated wait time to speak with an agent. For customers who need to speak with an agent, our new customer call-back feature provides callers with estimated wait times and appears to be working well as designed.

The volume of email and written responses to customers increased by about 7%.

Social media engagement channel continues to be very active, with a 28% increase in activity and a 51% increase in our response rate.

These gains are a result of SCE's continuing effort to assess and evaluate organizational resources and task assignments. We are committed to continuing these efforts to ensure our teams have the right skills and technical support to optimize productivity.

In October, the rate of customer complaints sent to us about subway and MetroCard issues decreased, 7.2% and 36.8% respectively. Complaints about paratransit services decreased by almost 25%.

Proactive digital communications about bus and subway service totaled approximately 29,000 messages. We also posted 645 different types of in-station signage. In addition, 5,000 fare evasion deterrent signs were printed and posted throughout the system. We are working on a similar in-system bus program to reinforce messaging.

In October, our community engagement included 14 public meetings throughout the five boroughs. This outreach continues to be essential in helping us find and prioritize localized solutions that will make a difference in our riders' daily travel experience. Thirteen additional meetings took place that included updates about the **L** train service mitigation plan. We are also happy to report that four new staircases and two new control areas are opening at the Hewes St Station on November 16th to accommodate an increase in passenger flow.

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

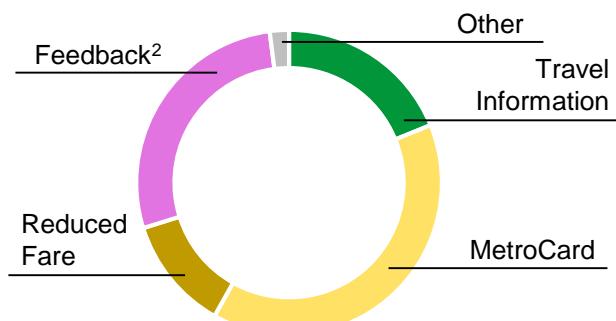
# Customer engagement

## Telephone

	Oct 2018	Oct 2017	Variance
Telephone calls	70,105	72,251	▼3.0%
Calls answered	86.3%	76.4%	▲12.9%
Average time to answer <sup>1</sup> (seconds)	202	381	▼47.0%

1. Excludes automated self-service calls

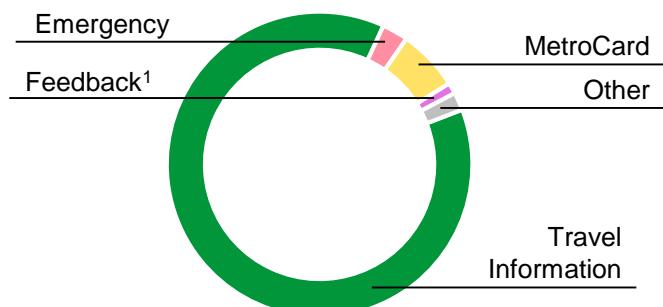
2. Feedback is customers calling with comments or concerns



## Help Point

	Oct 2018	Oct 2017	Variance
Help Point activations	72,515	86,435	▼16.1%
Average time to answer (seconds)	10.1	10.3	▼1.7%

1. Feedback is customers calling with comments or concerns



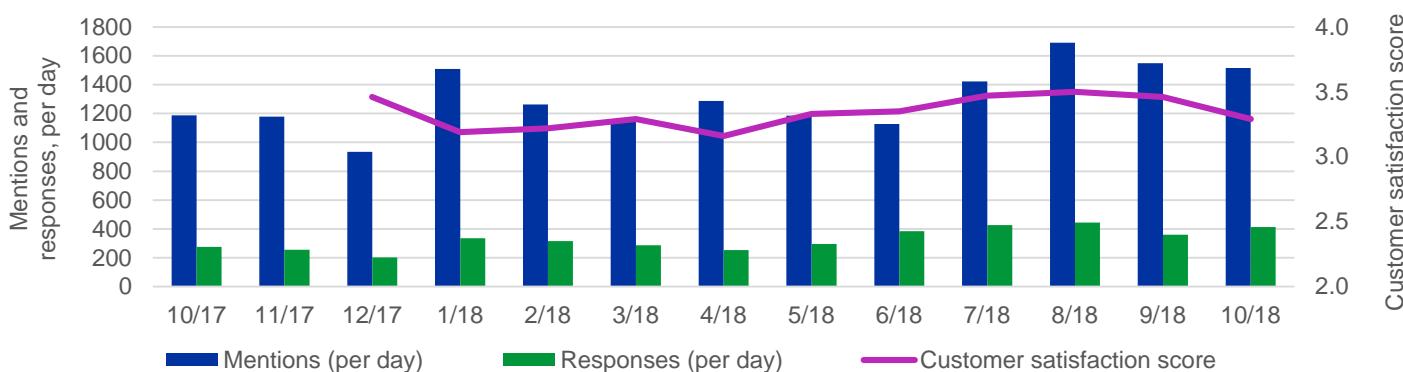
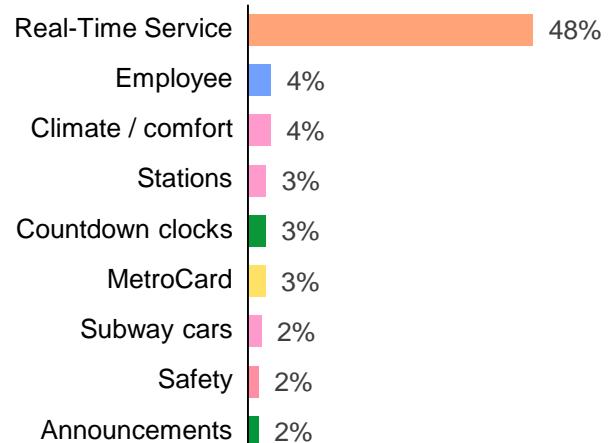
## Social media

	Oct 2018	Oct 2017	Variance
Social media mentions <sup>1</sup>	46,962	36,803	▲27.6%
Responses sent	12,827	8,523	▲50.5%
Customer satisfaction score <sup>2</sup>	3.29	-- <sup>3</sup>	

1. Social media mentions include Tweets, Facebook posts, and comments

2. Customers were asked *How would you rate your experience on Twitter with NYCT Subway?* using a scale of 1 to 5

3. Customer satisfaction scoring began in December 2017

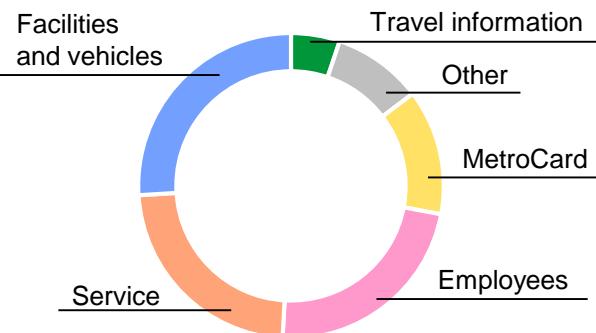


# Customer engagement

## Email and letters<sup>1</sup>

	Oct 2018	Oct 2017	Variance
Received	7,118	7,424	▼4.1%
Responses sent <sup>2</sup>	11,295	10,524	▲6.6%

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



## Keeping customers informed

### Alerts and service notices

	Oct 2018
Web	6,480
Twitter	3,597
Kiosks / Digital Displays <sup>1</sup>	5,209
Email and text alerts	
• Service	3,776
• Elevator and escalator status	9,924
Service Notice posters developed	645

1. Excludes countdown clocks

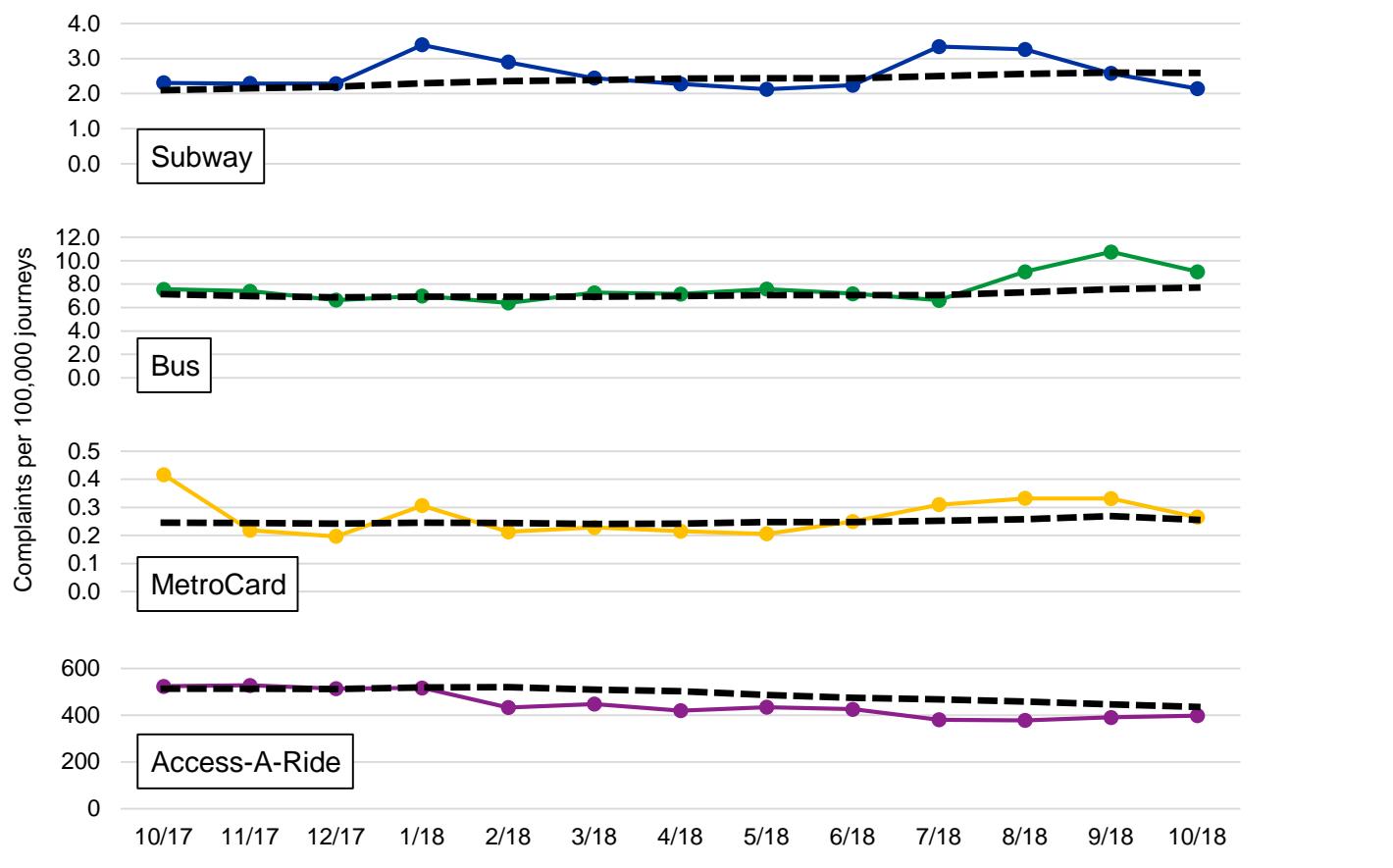
## Social media followers

		Oct 2018	Oct 2017	Variance
Twitter	@NYCTSubway	959k	787k	▲21.9%
	@NYCTBus	21.6k	17.6k	▲22.7%
	@MTA	1,289k	1,009k	▲27.8%
Facebook	NYCT	60.6k	48.0k	▲26.3%
Instagram	@mtanyctransit	17.6k	-	

# Customer feedback

## Complaints per 100,000 journeys

	Oct 2018	Oct 2017	Variance
Subway	2.14	2.30	▼7.2%
Bus	9.06	7.56	▲19.9%
MetroCard	0.26	0.42	▼36.8%
Access-A-Ride	398.3	530.0	▼24.8%



## Commendations per 100,000 journeys

	Oct 2018	Oct 2017	Variance
Subway	0.09	0.06	▲40.9%
Bus	0.41	0.28	▲45.1%
Access-A-Ride	121.6	164.6	▼26.1%

## Safety

**Robert Diehl**

Senior Vice President, Safety & Security



System Safety Specialists Oscar Suarez-Moreno and Kari Ng from Hazard Abatement inspect the worksite at Roosevelt Avenue and 82 Street on October 30 as part of the overcoat and repair of the elevated steel structure taking place along the Flushing 7 line from the 72 St to 104 St stations. The Office of System Safety inspections ensure compliance with NYCT policies and all applicable regulations.

## November Highlights: Safety

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

Subway Fires were relatively flat when comparing the most-recent 12-month rolling period to the previous 12-months.

Bus Collisions and Collision Injuries for the twelve months ending in October 2018 continued to decrease when compared to the previous twelve months. Bus Customer Accidents remained flat in the twelve months ending in September 2018 when compared to the previous twelve months.

Subway Customer Accidents for the twelve months ending September 2018 showed a small increase when compared to the same period last year.

Employee Lost Time Accidents continued a downward trend.

NYCT continues to make steady progress against all our Leading Indicator goals.

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

**Robert Diehl**

Senior Vice President, Safety and Security

## Monthly Operations Report

Statistical results for the 12-Month period are shown below

Performance Indicators		12-Month Average		
		Nov 15 - Oct 16	Nov 16 - Oct 17	Nov 17 - Oct 18
<b>Subways</b>				
Subway Customer Accidents per Million Customers <sup>1</sup>		2.53	2.80	2.95
Subway Collisions <sup>2</sup>		0	0	0
Subway Derailments <sup>2</sup>		1	5	2
Subway Fires <sup>2</sup>		925	936	937
<b>Buses</b>				
Bus Collisions Per Million Miles	Regional	56.15	55.26	53.28
Bus Collision Injuries Per Million Miles	Regional	6.40	6.45	5.83
Bus Customer Accidents Per Million Customers <sup>1</sup>	Regional	1.21	1.27	1.27
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees <sup>1</sup>		4.27	3.59	3.51

<sup>1</sup> 12-Month Average data from October through September.

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

Leading Indicators				
Subways	October	YTD	Goal	YTD as % of Goal
<b>Roadway Worker Protection</b>				
Joint Track Safety Audits -- Actual Count	35	327	340	96.2%
Joint Track Safety Audits -- Compliance Rate	99.2%	98.4%	100.0%	98.4%
<b>Mainline Collision/Derailment Prevention</b>				
Continuous Welded Rail Initiative (# of Track Feet)	8,848	83,244	72,000	115.6%
Friction Pad Installation	10,996	93,837	50,000	187.7%
Buses	October	YTD	Goal	YTD as % of Goal
<b>Collision Prevention</b>				
Audible Pedestrian Warning System Pilot	41	228	339	67.3%
Vision Zero Employee Training	580	5,426	6,100	89.0%

# Monthly Operations Report

## Safety Report Definitions:

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

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

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

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

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



## Crime Report

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



Police Department  
City of New York

MTA Report

**CRIME STATISTICS OCTOBER**

	2018	2017	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	1	0	1	***.*%
ROBBERY	46	44	2	4.5%
GL	161	166	-5	-3.0%
FELASSAULT	32	32	0	0.0%
BURGLARY	3	1	2	200.0%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>243</u></b>	<b><u>243</u></b>	<b><u>0</u></b>	<b><u>0.0%</u></b>

*During October, the daily Robbery average increased from 1.4 to 1.5*

*During October, the daily Major Felony average decreased from 7.8 to 7.8*

**CRIME STATISTICS JANUARY THRU OCTOBER**

	2018	2017	Diff	% Change
MURDER	1	0	1	***.*%
RAPE	1	6	-5	-83.3%
ROBBERY	391	377	14	3.7%
GL	1339	1336	3	0.2%
FELASSAULT	284	272	12	4.4%
BURGLARY	11	24	-13	-54.2%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>2027</u></b>	<b><u>2015</u></b>	<b><u>12</u></b>	<b><u>0.6%</u></b>

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

*Year to date the daily Major Felony average increased from 6.6 to 6.7*

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

Report: TR-0052



**Police Department  
City of New York**

**MTA Report**

**OCTOBER ACTIVITY**

	<b>2018</b>	<b>2017</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	973	2425	-1452	-59.9%
TOS Arrests	348	1575	-1227	-77.9%
Total Summons	7054	6437	617	9.6%
TOS TABs	5406	4580	826	18.0%
TOS C-Summ	246	0	246	***.*%

**JANUARY THRU OCTOBER ACTIVITY**

	<b>2018</b>	<b>2017</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	11880	23081	-11201	-48.5%
TOS Arrests	5236	15599	-10363	-66.4%
Total Summons	58075	63472	-5397	-8.5%
TOS TABs	41445	47961	-6516	-13.6%
TOS C-Summ	1192	0	1192	***.*%

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

Report: TR-0052



Police Department  
City of New York

REPORT

	JANUARY-OCTOBER																					
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<i>Murder</i>	4	1	5	1	2	1	3	3	4	2	4	2	1	1	1	0	1	1	1	1	0	1
<i>Rape</i>	1	13	1	5	1	0	3	2	3	3	1	2	1	1	3	8	5	5	1	0	6	1
<i>Robbery</i>	1898	1555	1376	1161	1002	1049	955	897	960	831	657	636	572	605	643	680	509	351	422	399	377	391
<i>Assault</i>	397	363	345	305	227	238	208	228	181	155	174	150	134	162	166	165	164	176	206	253	272	284
<i>Burglary</i>	26	14	8	10	38	13	7	5	1	5	2	5	1	2	8	23	30	17	17	15	24	11
<i>GL</i>	2964	2143	1996	2105	1885	1803	1455	1547	1514	1233	1065	1090	940	1001	1255	1405	1411	1301	1373	1339	1336	1339
<i>TOTAL MAJOR FELONIES</i>	<b>5290</b>	<b>4089</b>	<b>3731</b>	<b>3587</b>	<b>3155</b>	<b>3104</b>	<b>2631</b>	<b>2682</b>	<b>2663</b>	<b>2229</b>	<b>1903</b>	<b>1885</b>	<b>1649</b>	<b>1772</b>	<b>2076</b>	<b>2281</b>	<b>2120</b>	<b>1851</b>	<b>2020</b>	<b>2007</b>	<b>2015</b>	<b>2027</b>
<i>Major Fel Per Day</i>	<b>17.40</b>	<b>13.45</b>	<b>12.27</b>	<b>11.80</b>	<b>10.38</b>	<b>10.21</b>	<b>8.65</b>	<b>8.82</b>	<b>8.76</b>	<b>7.33</b>	<b>6.26</b>	<b>6.20</b>	<b>5.42</b>	<b>5.83</b>	<b>6.83</b>	<b>7.50</b>	<b>6.97</b>	<b>6.09</b>	<b>6.64</b>	<b>6.58</b>	<b>6.63</b>	<b>6.67</b>

**Hate Crime Task Force**  
**Transit Bureau**  
**HCTF Statistical Data**  
*(As of 10/21/2018)*

**Motivation:**

Motivation	2018	2017	Diff	% Change
ASIAN	1	0	1	***.*
BLACK	6	4	2	50%
DISABILITY	1	0	1	***.*
ETHNIC	1	1	0	0%
HISPANIC	3	1	2	200%
MUSLIM	6	1	5	500%
OTHER	1	5	-4	-80%
SEMITIC	16	26	-10	-38%
SEXUAL ORIENTATION	3	8	-5	-63%
WHITE	4	2	2	100%
Grand Total	42	48	-6	-13%

**Crime Name:**

Crime Name	2018	2017	Diff	% Change
Aggravated Harassment 1	5	2	3	150%
Aggravated Harassment 2	4	4	0	0%
Assault 2	2	2	0	0%
Assault 3	3	8	-5	-63%
Criminal Impersonation 1	1	0	1	***.*
Criminal Mischief 3	0	1	-1	-100%
Criminal Mischief 4	19	30	-11	-37%
Grand Larceny 4	1	0	1	***.*
Harassment 2	1	0	1	***.*
Menacing 2	1	1	0	0%
Public Lewdness	1	0	1	***.*
Reckless Endangerment 2	1	0	1	***.*

Robbery 2	2	0	2	***.*
Robbery 3	1	0	1	***.*
Grand Total	42	48	-6	-13%

**Transit District by Motivation:**

TD	Motivation	2018	2017	Diff	% Change
TD 01	BLACK	0	1	-1	-100%
	OTHER	0	2	-2	-100%
	SEMITIC	1	4	-3	-75%
TD 02	BLACK	0	1	-1	-100%
	MUSLIM	1	0	1	***.*
	SEMITIC	1	5	-4	-80%
	SEXUAL ORIENTATION	0	1	-1	-100%
	WHITE	1	0	1	***.*
TD 03	BLACK	1	0	1	***.*
	HISPANIC	1	0	1	***.*
	MUSLIM	1	1	0	0%
	OTHER	1	2	-1	-50%
	SEMITIC	2	1	1	100%
TD 04	BLACK	1	0	1	***.*
	HISPANIC	1	0	1	***.*
	SEMITIC	2	3	-1	-33%
TD 11	ETHNIC	1	0	1	***.*
	HISPANIC	1	0	1	***.*
	MUSLIM	1	0	1	***.*
	OTHER	0	1	-1	-100%
TD 12	BLACK	1	0	1	***.*

	DISABILITY	1	0	1	***.*
	SEMITIC	0	1	-1	-100%
	SEXUAL ORIENTATION	0	2	-2	-100%
	WHITE	0	1	-1	-100%
TD 20	ETHNIC	0	1	-1	-100%
	MUSLIM	1	0	1	***.*
	SEXUAL ORIENTATION	0	1	-1	-100%
	WHITE	1	0	1	***.*
TD 30	BLACK	1	1	0	0%
	SEMITIC	0	6	-6	-100%
	SEXUAL ORIENTATION	0	4	-4	-100%
	WHITE	1	1	0	0%
TD 32	BLACK	1	1	0	0%
	SEMITIC	0	3	-3	-100%
	SEXUAL ORIENTATION	2	0	2	***.*
TD 33	HISPANIC	0	1	-1	-100%
	MUSLIM	1	0	1	***.*
	SEMITIC	2	1	1	100%
	SEXUAL ORIENTATION	1	0	1	***.*
	WHITE	1	0	1	***.*
TD 34	ASIAN	1	0	1	***.*
	BLACK	1	0	1	***.*
	MUSLIM	1	0	1	***.*
	SEMITIC	8	2	6	300%
Grand Total		42	48	-6	-13%

**Transit District by Crime:**

TD	Crime Name	2018	2017	Diff	% Change
TD 01	Aggravated Harassment 1	1	0	1	***.*
	Aggravated Harassment 2	0	1	-1	-100%
	Criminal Mischief 4	0	6	-6	-100%
TD 02	Aggravated Harassment 1	1	0	1	***.*
	Aggravated Harassment 2	1	1	0	0%
	Criminal Mischief 4	0	6	-6	-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	6	2	4	200%
TD 04	Aggravated Harassment 1	1	0	1	***.*
	Aggravated Harassment 2	1	0	1	***.*
	Assault 2	1	0	1	***.*
	Criminal Mischief 4	0	3	-3	-100%
	Robbery 2	1	0	1	***.*
TD 11	Criminal Mischief 4	1	1	0	0%
	Reckless Endangerment 2	1	0	1	***.*
	Robbery 3	1	0	1	***.*
TD 12	Assault 2	0	1	-1	-100%
	Assault 3	1	2	-1	-50%
	Criminal Mischief 4	1	1	0	0%
TD 20	Assault 3	0	2	-2	-100%

	Criminal Impersonation 1	1	0	1	***.*
	Robbery 2	1	0	1	***.*
TD 30	Aggravated Harassment 1	0	1	-1	-100%
	Aggravated Harassment 2	0	1	-1	-100%
	Assault 2	0	1	-1	-100%
	Assault 3	1	3	-2	-67%
	Criminal Mischief 4	1	5	-4	-80%
	Menacing 2	0	1	-1	-100%
TD 32	Aggravated Harassment 1	0	1	-1	-100%
	Aggravated Harassment 2	1	0	1	***.*
	Criminal Mischief 4	2	3	-1	-33%
TD 33	Aggravated Harassment 1	1	0	1	***.*
	Aggravated Harassment 2	1	0	1	***.*
	Assault 2	1	0	1	***.*
	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	1	1	0	0%
	Menacing 2	1	0	1	***.*
TD 34	Aggravated Harassment 1	1	0	1	***.*
	Assault 3	1	0	1	***.*
	Criminal Mischief 4	7	2	5	250%
	Harassment 2	1	0	1	***.*
	Public Lewdness	1	0	1	***.*
Grand Total		42	48	-6	-13%



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department

### Staten Island Rapid Transit

#### October 2018 vs. 2017

	2018	2017	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	0	0	0	0%
<b>Felony Assault</b>	0	0	0	0%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	1	1	0	0%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	1	1	0	0%

#### Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	3	7	-4	-57%
<b>Felony Assault</b>	2	4	-2	-50%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	4	5	-1	-20%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	9	16	-7	-44%

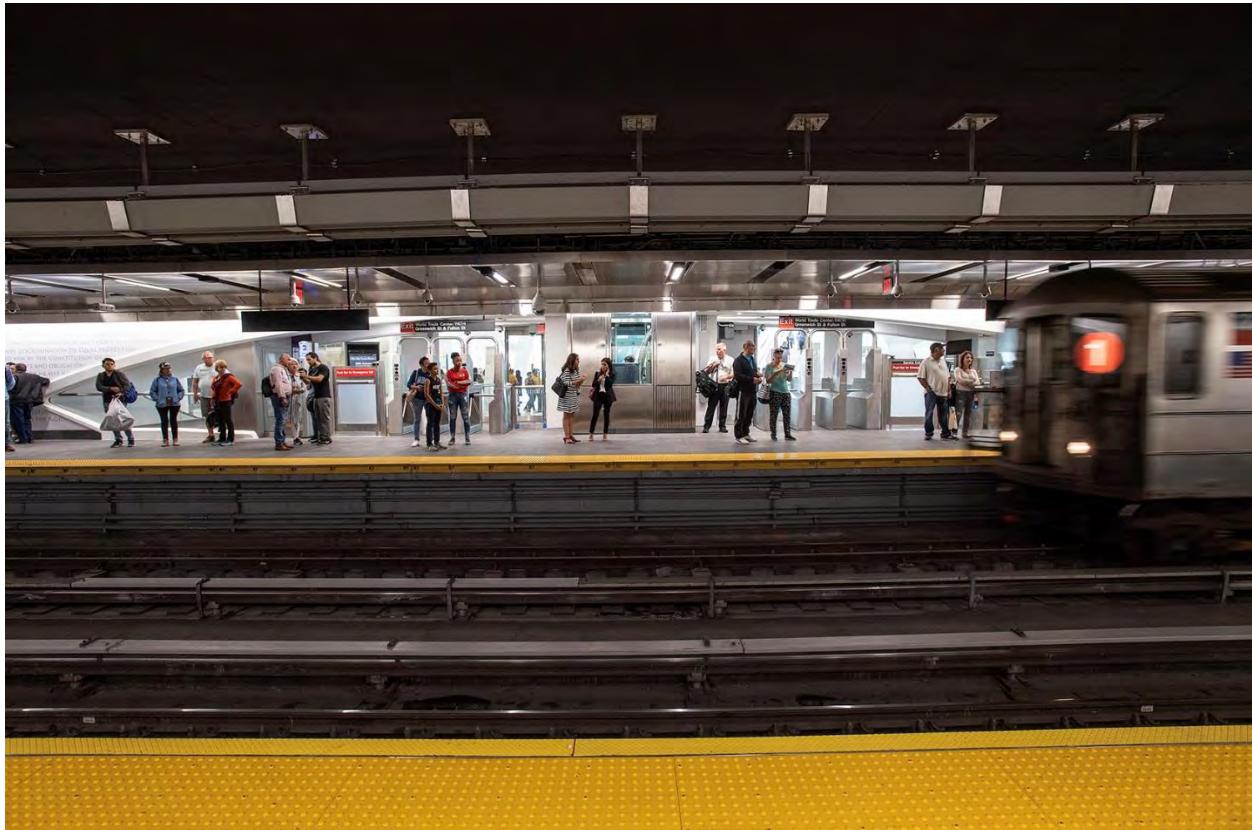
FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



## Financial and Ridership Reports

**Jaibala Patel**, Chief Financial Officer

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



The WTC Cortlandt station provided service to more than 5,700 weekday passengers in September 2018. Preliminary estimates for October 2018 show ridership nearly doubling, as customers continue to return to this station since its September 8 opening.

# Preliminary September 2018 Monthly Report: New York City Transit

The purpose of this report is to provide the preliminary September 2018 financial results, on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results are compared to the Mid-Year Forecast (forecast).

## **Summary of Preliminary Financial Results**

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

- September 2018 New York City Transit ridership of 182.6 million was 1.6 million (0.9 percent) below forecast, of which subway ridership of 135.0 million was 1.8 million (1.3 percent) below forecast, and bus ridership of 46.8 million was 0.1 million (0.2 percent) above forecast.
- Farebox revenue of \$364.2 million was \$2.1 million (0.6 percent) above forecast.
- Operating expenses of \$694.5 million were in excess of forecast in September by \$13.4 million (2.0 percent). Labor expenses were higher by \$12.7 million (2.5 percent), due largely to an overrun in overtime expenses of \$11.2 million (27.3 percent), caused primarily by an increase in several areas of work requirements, along with the unfavorable timing of expenses. Non-labor expenses were slightly above forecast on a net basis by \$0.7 million (0.4 percent), including an overrun in accrued claims expenses of \$9.0 million (63.0 percent), essentially offset by an underrun in maintenance contract expenses of \$9.8 million (32.4 percent).

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

Category (\$ in millions)	Preliminary Financial Results Compared to Mid-Year Forecast					
	September Results		September Year-to-Date Results			
	Variance Fav/(Unfav)	%	Forecast	Prelim Actual	Variance Fav/(Unfav)	%
Total Farebox Revenue	2.1	0.6	3,324.1	3,319.3	(4.8)	(0.1)
Nonreimb. Exp. before Dep./OPEB	(13.4)	(2.0)	6,341.9	6,351.6	(9.7)	(0.2)
Net Cash Deficit*	(98.6)	(46.3)	(2,490.0)	(2,708.1)	(218.1)	(8.8)

\*Excludes Subsidies and Debt Service

September 2018 **farebox revenue** was \$364.2 million, \$2.1 million (0.6 percent) above forecast. Subway revenue was \$0.3 million (0.1 percent) above forecast, bus revenue was \$1.5 million (2.0 percent) above forecast, and paratransit revenue was \$0.3 million (21.4 percent) above forecast. Accrued fare media liability was equal to forecast. Year-to-date revenue of \$3,319.3 million was \$4.8 million (0.1 percent) below forecast. The September 2018 non-student average fare of \$2.03 increased 0.03¢ from September 2017; the subway fare increased 0.03¢, the local bus fare increased 0.03¢, and the express bus fare was relatively flat.

Total **ridership** in September 2018 of 182.6 million was 1.6 million trips (0.9 percent) below forecast. Average weekday ridership in September 2018 was 7.4 million, 3.9 percent below September 2017. Average weekday ridership for the twelve months ending September 2018 was 7.3 million, 2.9 percent lower than the twelve months ending September 2017.

**Nonreimbursable expenses**, before depreciation, OPEB and GASB 68 Pension Adjustment, were above forecast in September by a net \$13.4 million (2.0 percent).

**Labor expenses** exceeded forecast by \$12.7 million (2.5 percent), due to an overrun in overtime expenses of \$11.2 million (27.3 percent), due primarily to higher than forecasted requirements for car maintainers and cleaners, Elevators/Escalators, trackwork and Bus Dispatchers as well as the unfavorable timing of expenses.

**Non-labor expenses** were slightly above forecast by a net \$0.7 million (0.4 percent), including overruns in claims accrued expenses of \$9.0 million (63.0 percent), and paratransit service contract expenses of \$4.6 million (13.4 percent). Mostly offsetting these overruns were favorable results in maintenance contract expenses of \$9.8 million (32.4 percent), due essentially to the transfer of operating vehicles to be capitalized and the favorable timing of purchasing paratransit vehicles.

**Year-to-date**, nonreimbursable expenses exceeded forecast by a net \$9.7 million (0.2 percent), of which labor expenses were above forecast by \$4.9 million (0.1 percent), including unfavorable results in overtime expenses of \$73.8 million (16.8 percent), largely offset by favorable reimbursable overhead credits of \$37.3 million (16.4 percent) and lower payroll expenses of \$26.3 million (1.0 percent). Non-labor expenses were above forecast by a net \$4.8 million (0.3 percent), including overruns in paratransit service contracts of \$21.2 million (6.8 percent), materials & supplies of \$13.4 million (5.3 percent), claims expenses of \$9.0 million (7.0 percent) and professional service contracts of \$7.4 million (5.4 percent), which were mostly offset by an underrun in maintenance contract expenses of \$41.9 million (18.5 percent).

The **net cash deficit** for September year-to-date was \$2,708.1 million, unfavorable to forecast by \$218.1 million (8.8 percent), due mainly to the unfavorable timing of capital reimbursements.

## Financial Results

### Farebox Revenue

September 2018 Farebox Revenue - (\$ in millions)									
September					September Year-to-Date				
	Forecast	Prelim	Actual	Favorable/(Unfavorable) Amount	Favorable/(Unfavorable) Percent	Forecast	Actual	Favorable/(Unfavorable) Amount	Favorable/(Unfavorable) Percent
Subway	278.5	278.8	0.3	0.1%		2,554.0	2,546.5	(7.5)	(0.3%)
NYCT Bus	75.7	77.1	1.5	2.0%		697.4	699.0	1.7	0.2%
Paratransit	1.4	1.7	0.3	21.4%		13.8	14.8	1.0	7.6%
Subtotal	355.6	357.7	2.1	0.6%		3,265.2	3,260.4	(4.8)	(0.1%)
Fare Media Liability	6.5	6.5	0.0	0.0%		58.9	58.9	0.0	0.0%
<b>Total - NYCT</b>	<b>362.1</b>	<b>364.2</b>	<b>2.1</b>	<b>0.6%</b>		<b>3,324.1</b>	<b>3,319.3</b>	<b>(4.8)</b>	<b>(0.1%)</b>

Note: Totals may not add due to rounding.

- The positive revenue variance is driven by higher than expected pass average fares, stemming from fewer trips per pass.

### Average Fare

September Non-Student Average Fare - (in \$)				
NYC Transit				
	2017	Prelim	2018	Change
				Amount      Percent
Subway	2.085	2.116	0.031	1.5%
Local Bus	1.659	1.689	0.030	1.8%
Subway & Local Bus	1.980	2.011	0.031	1.6%
Express Bus	5.314	5.310	(0.004)	(0.1%)
<b>Total</b>	<b>1.996</b>	<b>2.027</b>	<b>0.031</b>	<b>1.6%</b>

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

## **Other Operating Revenue**

In the month, other operating revenue results in total were close to forecast. Year-to-date, other operating revenue was below forecast by \$8.1 million (2.5 percent), driven by lower advertising/real estate revenues and the unfavorable timing of student fare reimbursements, partly offset by higher Urban Tax revenues.

## **Nonreimbursable Expenses**

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, exceeded forecast in the month by \$13.4 million (2.0 percent). Year-to-date, expenses were in excess of forecast by \$9.7 million (0.2 percent).

*Labor* expenses in the month of September were over forecast by \$12.7 million (2.5 percent):

- Overtime expenses were higher than forecast by \$11.2 million (27.3 percent), due primarily to higher than forecasted requirements for car maintainers and cleaners, Elevators/Escalators, trackwork and Bus Dispatchers as well as the unfavorable timing of expenses.
- Health & welfare/OPEB current expenses were above forecast by \$7.6 million (6.4 percent), due principally to the unfavorable timing of expenses.
- Pension expenses were over forecast by \$2.3 million (3.0 percent), due primarily to the unfavorable timing of both NYCERS and MaBSTOA expenses.
- Reimbursable overhead credits were favorable by \$4.7 million (13.7 percent), due mainly to increased reimbursable overtime work requirements.
- Payroll expenses were less than forecast by \$3.9 million (1.5 percent), due largely to vacancies and the favorable timing of expenses.

Year-to-date, labor expenses were above forecast by a net \$4.9 million (0.1 percent):

- Overtime expenses exceeded forecast by \$73.8 million (16.8 percent), due largely to subway service delays, higher than forecasted requirements for car maintainers and cleaners, Elevators/Escalators, trackwork and Bus Dispatchers as well as vacancy/absentee coverage requirements and the unfavorable timing of expenses.
- Pension expenses were over by \$4.6 million (0.7 percent), primarily due to the unfavorable timing of both NYCERS and MaBSTOA expenses.
- Reimbursable overhead credits were favorable by \$37.3 million (16.4 percent), due mainly to increased reimbursable overtime work requirements.

- Payroll expenses were less than forecast by \$26.3 million (1.0 percent), largely from vacancies and the favorable timing of expenses.
- Health & welfare/OPEB current expenses were less than forecast by \$9.1 million (8.8 percent), due largely to favorable rates.

*Non-labor* expenses were above forecast in September by \$0.7 million (0.4 percent):

- Claims accrued expenses were increased by \$9.0 million (63.0 percent), representing additional reserve accruals in anticipation of the year-end reserve update.
- Paratransit expenses exceeded forecast by \$4.6 million (13.4 percent), due primarily to increased E-Hail-related trip activity.
- Maintenance contract expenses underran by \$9.8 million (32.4 percent), due essentially to the transfer of operating vehicles to be capitalized and the favorable timing of paratransit vehicle purchases.
- Fuel expenses were below forecast by \$1.4 million (19.8 percent), due mainly to the favorable timing of expenses, partly offset by higher consumption and prices.

Year-to-date, non-labor expenses were over forecast by a net \$4.8 million (0.3 percent), including the following:

- Paratransit expenses exceeded forecast by \$21.2 million (6.8 percent), due primarily to increased E-Hail-related trip activity.
- Materials & supplies expenses were higher by \$13.4 million (5.3 percent), due primarily to the unfavorable timing of non-vehicle maintenance requirements.
- Professional service contract expenses were above forecast by \$7.4 million (5.4 percent), principally from the unfavorable timing of various professional service contract requirements.
- Fuel expenses were over forecast by \$3.5 million (4.3 percent), due mainly to higher prices and consumption, partly offset by the favorable timing of expenses.
- Claims accrued expenses were increased by \$9.0 million, representing additional reserve accruals in anticipation of the year-end reserve update.
- Maintenance contract expenses underran by \$41.9 million (18.5 percent), due essentially to the transfer of operating vehicles to be capitalized and the favorable timing of paratransit vehicle purchases.

- Electric power expenses were less by \$11.3 million (4.9 percent), due mainly to the favorable timing of expenses, lower prices and consumption.

Depreciation expenses were higher than forecast year-to-date by \$24.4 million (1.8 percent), due mainly to a year-end update of system capital assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Accrued expenses of \$785.9 million were recorded through September, \$226.8 million (22.4 percent) below forecast.

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

### **Net Cash Deficit**

The net cash deficit for September year-to-date was \$2,708.1 million, unfavorable to forecast by \$218.1 million (8.8 percent), due mostly to the unfavorable timing of capital reimbursements.

### **Incumbents**

There were 49,602 full-time paid incumbents at the end of September, a net increase of 44 from the end of August.

## Ridership Results

September 2018 Ridership vs. Forecast - (millions)								
	September				September Year-to-Date			
	More/(Less)		Forecast	Prelim Actual	Amount	Percent	More/(Less)	
	Forecast	Prelim Actual					Forecast	Prelim Actual
Subway	136.8	135.0	(1.8)	(1.3%)	1,257.8	1,249.0	(8.8)	(0.7%)
NYCT Bus	46.7	46.8	0.1	0.2%	428.5	427.6	(1.0)	(0.2%)
Subtotal	183.5	181.8	(1.7)	(0.9%)	1,686.4	1,676.6	(9.8)	(0.6%)
Paratransit	0.7	0.8	0.1	20.8%	6.6	7.2	0.6	9.3%
<b>Total - NYCT</b>	<b>184.2</b>	<b>182.6</b>	<b>(1.6)</b>	<b>(0.9%)</b>	<b>1,692.9</b>	<b>1,683.8</b>	<b>(9.2)</b>	<b>(0.5%)</b>

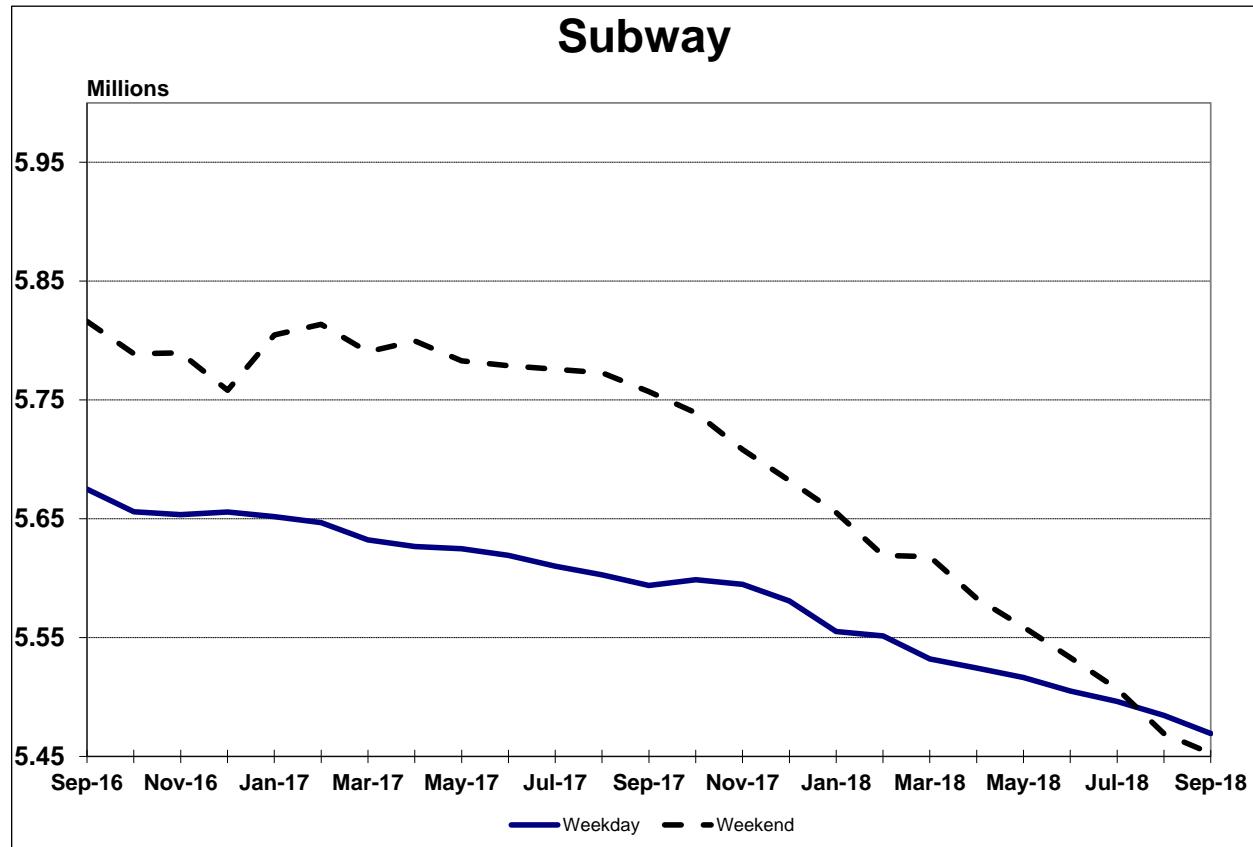
Notes: Totals may not add due to rounding.

September Average Weekday and Weekend Ridership vs. Prior Year										
Month	Average Weekday - (thousands)					Average Weekend - (thousands)				
	2017	Prelim 2018	Amount	Percent	Change	2017	Prelim 2018	Amount	Percent	Change
Subway	5,714	5,523	(191)	-3.3%		5,730	5,522	(208)	-3.6%	
NYCT Local Bus	1,947	1,831	(117)	-6.0%		2,106	2,053	(52)	-2.5%	
NYCT Express Bus	41	40	(1)	-1.4%		14	13	(1)	-5.0%	
Paratransit	27	32	5	+18.1%		33	41	8	+22.4%	
<b>TOTAL - NYCT</b>	<b>7,729</b>	<b>7,426</b>	<b>(303)</b>	<b>-3.9%</b>		<b>7,883</b>	<b>7,630</b>	<b>(253)</b>	<b>-3.2%</b>	
<b>12-Month Rolling Average</b>										
Subway	5,594	5,469	(125)	-2.2%		5,757	5,452	(305)	-5.3%	
Local Bus	1,905	1,805	(101)	-5.3%		2,110	1,996	(114)	-5.4%	
Express Bus	40	40	(0)	-0.0%		13	13	(0)	-0.5%	
Paratransit	27	29	3	+10.0%		33	36	3	+10.2%	
<b>TOTAL - NYCT</b>	<b>7,566</b>	<b>7,343</b>	<b>(223)</b>	<b>-2.9%</b>		<b>7,913</b>	<b>7,497</b>	<b>(416)</b>	<b>-5.3%</b>	

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

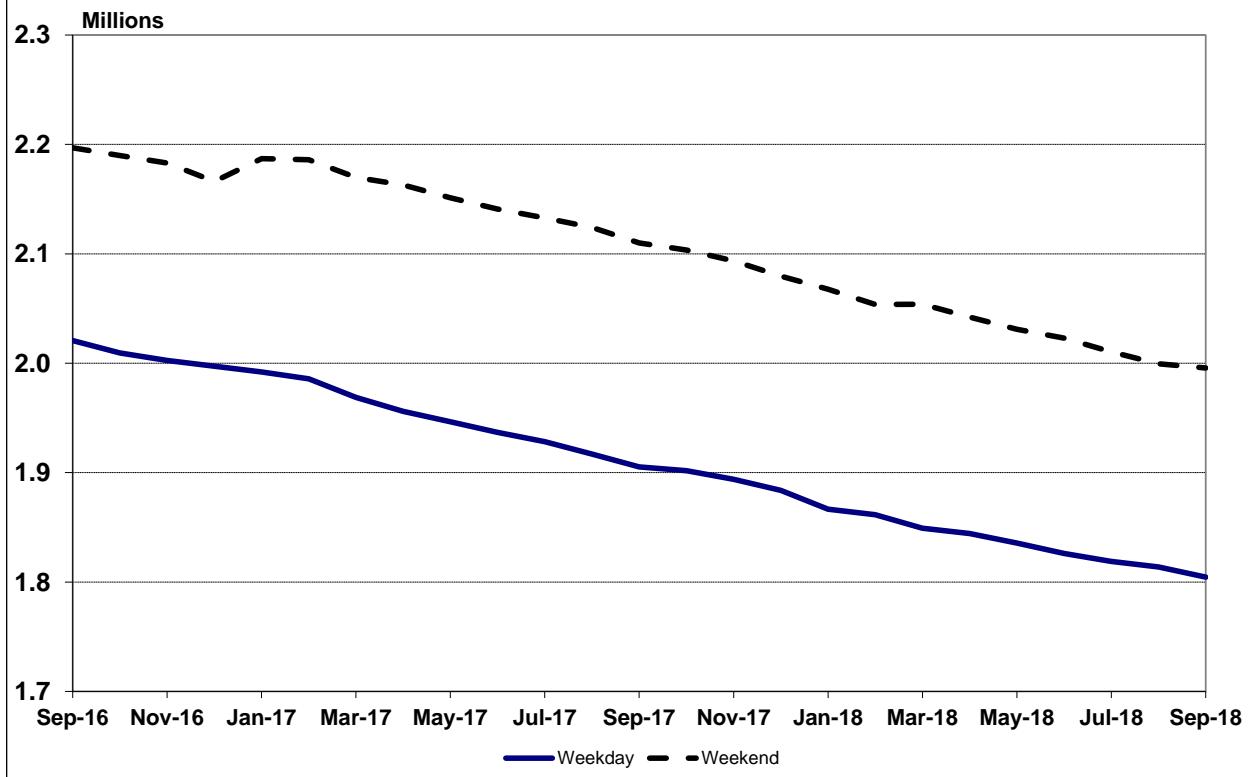
## Average Weekday and Weekend Ridership

12-Month Rolling Averages



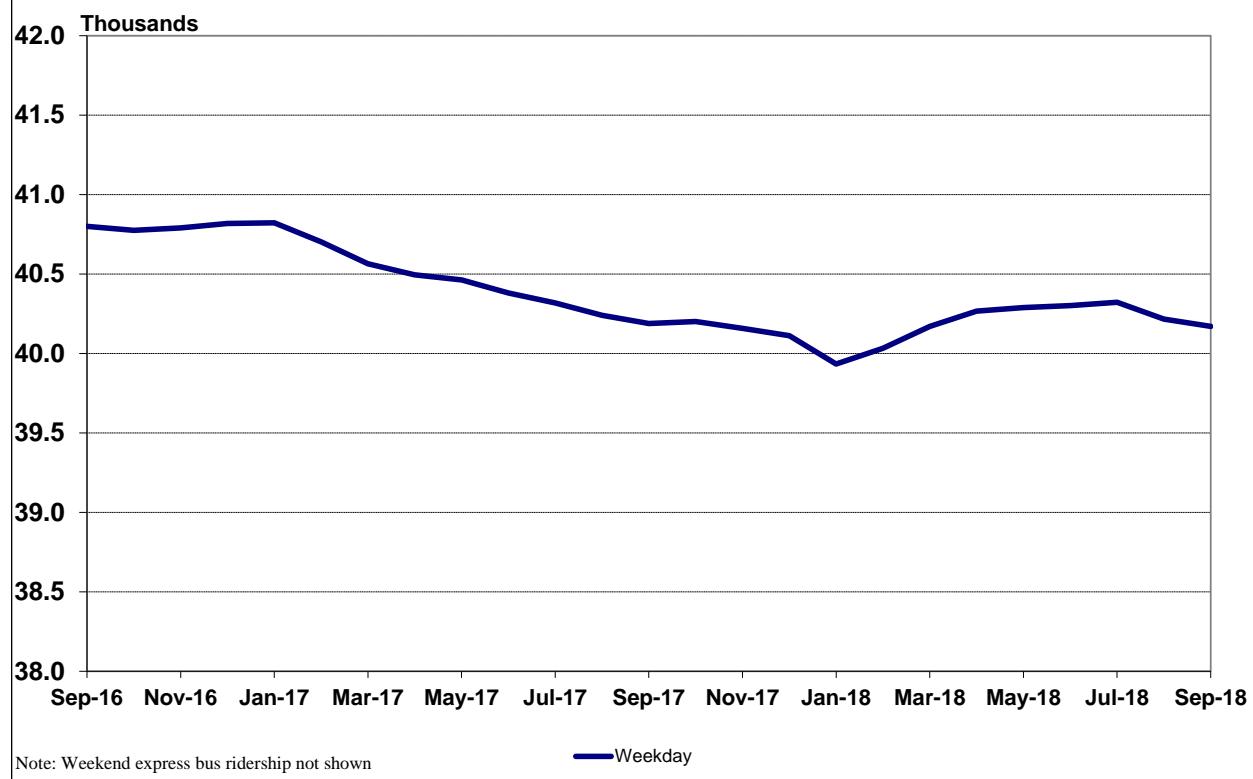
- Average weekday subway ridership was flat in 2016 and began to decline in 2017. September 2018 average weekday subway ridership was 3.3 percent lower than September 2017, a larger decline than during the second quarter of 2018.
- Average weekend ridership decreased from 2015 to 2016, and from 2016 to 2017. The 12-month rolling average weekend subway ridership in September 2018 was 5.3 percent lower than September 2017.

## NYCT Local Bus



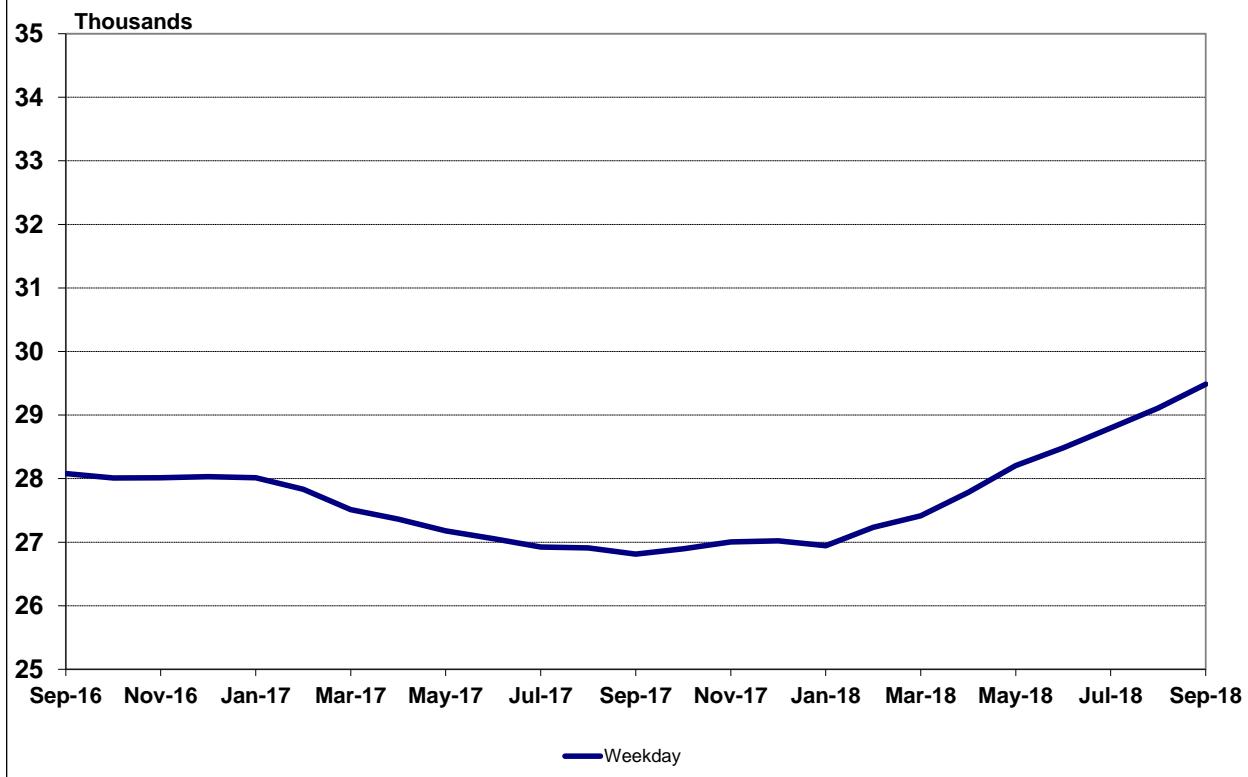
- September 2018 average weekday local bus ridership was 1.8 million, a decrease of 6.0 percent from September 2017.
- September 2018 average weekend bus ridership was 2.1 million, a decrease of 2.5 percent from September 2017. The long-term downward trend in bus ridership accelerated in March 2017, possibly due to the fare increase, and has continued in 2018.

## NYCT Express Bus



- After a period of stable ridership, express bus ridership has been declining since the March 2017 fare increase. Though ridership increased year-over-year from February 2018 to July 2018, returning to the 2016 ridership levels, ridership began to decline again in August of 2018.

## Paratransit



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

## Ridership on New York Area Transit Services

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

Bridges and Tunnels traffic increased on weekdays and weekends.

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

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

Note: Percentages are based on unrounded data.

## Economy

From September 2017 to September 2018, New York City employment increased 1.6 percent (71,100 jobs). Total private sector employment increased 1.9 percent (71,900 jobs) and government employment decreased 0.1 percent (800 jobs). All of the private employment sectors increased over the prior year with the exception of the manufacturing sector, which decreased 0.1 percent (100 jobs). The sector with the largest absolute increase was educational and health services, up 40,400 jobs (4.2 percent), and the sector with the largest percentage increase was construction, up 4.4 percent (6,700 jobs).

NYC Employment by Sector - (thousands)						
Employment Sector	Sep-17	Sep-18	Change			
			Amount	%	% YTD	
Construction	153.9	160.6	6.7	4.4%	4.5%	
Manufacturing	72.8	72.7	-0.1	-0.1%	-1.9%	
Trade & Transportation	632.6	635.0	2.4	0.4%	1.0%	
Leisure & Hospitality	457.9	469.2	11.3	2.5%	1.7%	
Financial Activities	469.5	471.8	2.3	0.5%	0.9%	
Information	200.2	200.3	0.1	0.0%	0.4%	
Professional & Business Services	746.4	752.5	6.1	0.8%	1.9%	
Educational & Health Services	953.0	993.4	40.4	4.2%	3.7%	
Other Services	191.5	194.2	2.7	1.4%	1.0%	
<b>Total Private</b>	<b>3,877.8</b>	<b>3,949.7</b>	<b>71.9</b>	<b>1.9%</b>	<b>2.0%</b>	
Government	544.7	543.9	-0.8	-0.1%	-0.3%	
<b>Total NYC Employment</b>	<b>4,422.5</b>	<b>4,493.6</b>	<b>71.1</b>	<b>1.6%</b>	<b>1.7%</b>	

### MTA NEW YORK CITY TRANSIT

Sep - 2018 Mid\_Year

#### Accrual Statement of Operations By Category

Month - Sep 2018

(\$ in Millions)

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	Total											
	Nonreimbursable				Reimbursable							
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$278.485	\$278.772	\$0.287	0.1	\$0.000	\$0.000	-	-	\$278.485	\$278.772	\$0.287	0.1
Bus	\$75.663	\$77.139	\$1.476	2.0	\$0.000	\$0.000	-	-	\$75.663	\$77.139	\$1.476	2.0
Paratransit	\$1.433	\$1.740	\$0.307	21.4	\$0.000	\$0.000	-	-	\$1.433	\$1.740	\$0.307	21.4
Fare Liability	\$6.541	\$6.542	\$0.001	0.0	\$0.000	\$0.000	-	-	\$6.541	\$6.542	\$0.001	0.0
<b>Farebox Revenue</b>	<b>\$362.123</b>	<b>\$364.193</b>	<b>\$2.070</b>	<b>0.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	-	-	<b>\$362.123</b>	<b>\$364.193</b>	<b>\$2.070</b>	<b>0.6</b>
Fare Reimbursement	\$6.133	\$6.141	\$0.008	0.1	\$0.000	\$0.000	-	-	\$6.133	\$6.141	\$0.008	0.1
Paratransit Reimbursement	\$15.007	\$15.919	\$0.912	6.1	\$0.000	\$0.000	-	-	\$15.007	\$15.919	\$0.912	6.1
Other Operating Revenue	\$14.566	\$13.621	(0.945)	(6.5)	\$0.000	\$0.000	-	-	\$14.566	\$13.621	(0.945)	(6.5)
<b>Other Revenue</b>	<b>\$35.706</b>	<b>\$35.682</b>	<b>(0.025)</b>	<b>(0.1)</b>	<b>\$0.000</b>	<b>\$0.000</b>	-	-	<b>\$35.706</b>	<b>\$35.682</b>	<b>(0.025)</b>	<b>(0.1)</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$145.248	\$146.454	\$1.206	0.8	\$145.248	\$146.454	\$1.206	0.8
<b>Total Revenue</b>	<b>\$397.829</b>	<b>\$399.875</b>	<b>\$2.046</b>	<b>0.5</b>	<b>\$145.248</b>	<b>\$146.454</b>	<b>\$1.206</b>	<b>0.8</b>	<b>\$543.077</b>	<b>\$546.329</b>	<b>\$3.252</b>	<b>0.6</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$269.626	\$265.707	\$3.919	1.5	\$53.007	\$46.803	\$6.203	11.7	\$322.633	\$312.510	\$10.123	3.1
Overtime	\$40.946	\$52.107	(11.160)	(27.3)	\$16.626	\$25.025	(8.399)	(50.5)	\$57.572	\$77.131	(19.559)	(34.0)
<b>Total Salaries &amp; Wages</b>	<b>\$310.573</b>	<b>\$317.814</b>	<b>(7.241)</b>	<b>(2.3)</b>	<b>\$69.632</b>	<b>\$71.828</b>	<b>(2.195)</b>	<b>(3.2)</b>	<b>\$380.205</b>	<b>\$389.642</b>	<b>(9.437)</b>	<b>(2.5)</b>
Health and Welfare	\$79.304	\$81.860	(2.556)	(3.2)	\$2.096	\$1.703	\$0.393	18.7	\$81.401	\$83.564	(2.163)	(2.7)
OPEB Current Payment	\$39.238	\$44.273	(5.034)	(12.8)	\$0.835	\$0.782	\$0.054	6.4	\$40.074	\$45.054	(4.981)	(12.4)
Pensions	\$76.671	\$78.965	(2.294)	(3.0)	\$3.041	\$3.156	(0.116)	(3.8)	\$79.712	\$82.122	(2.410)	(3.0)
Other Fringe Benefits	\$36.901	\$37.191	(0.290)	(0.8)	\$22.226	\$22.256	(0.031)	(0.1)	\$59.127	\$59.447	(0.321)	(0.5)
<b>Total Fringe Benefits</b>	<b>\$232.114</b>	<b>\$242.289</b>	<b>(10.175)</b>	<b>(4.4)</b>	<b>\$28.198</b>	<b>\$27.898</b>	<b>\$0.300</b>	<b>1.1</b>	<b>\$260.313</b>	<b>\$270.187</b>	<b>(9.874)</b>	<b>(3.8)</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(34.062)	(38.733)	\$4.671	13.7	\$34.062	\$38.733	(4.671)	(13.7)	\$0.000	\$0.000	\$0.000	(0.8)
<b>Labor</b>	<b>\$508.625</b>	<b>\$521.370</b>	<b>(12.745)</b>	<b>(2.5)</b>	<b>\$131.893</b>	<b>\$138.459</b>	<b>(6.566)</b>	<b>(5.0)</b>	<b>\$640.518</b>	<b>\$659.829</b>	<b>(19.311)</b>	<b>(3.0)</b>
<b>Non-Labor :</b>												
Electric Power	\$26.936	\$26.899	\$0.037	0.1	\$0.020	\$0.041	(0.020)	-	\$26.956	\$26.939	\$0.017	0.1
Fuel	\$7.281	\$5.841	\$1.440	19.8	\$0.000	\$0.000	\$0.000	-	\$7.281	\$5.841	\$1.440	19.8
Insurance	\$5.788	\$5.776	\$0.012	0.2	\$0.000	\$0.000	\$0.000	-	\$5.788	\$5.776	\$0.012	0.2
Claims	\$14.278	\$23.278	(9.000)	(63.0)	\$0.000	\$0.000	-	-	\$14.278	\$23.278	(9.000)	(63.0)
Paratransit Service Contracts	\$33.991	\$38.544	(4.553)	(13.4)	\$0.000	\$0.000	\$0.000	-	\$33.991	\$38.544	(4.553)	(13.4)
Maintenance and Other Operating Contracts	\$30.265	\$20.453	\$9.812	32.4	\$5.719	\$4.087	\$1.632	28.5	\$35.984	\$24.540	\$11.444	31.8
Professional Service Contracts	\$15.427	\$15.278	\$0.149	1.0	\$2.142	\$0.873	\$1.269	59.2	\$17.569	\$16.152	\$1.418	8.1
Materials & Supplies	\$31.322	\$30.743	\$0.579	1.8	\$5.302	\$2.836	\$2.466	46.5	\$36.624	\$33.579	\$3.045	8.3
Other Business Expenses	\$7.233	\$6.365	\$0.868	12.0	\$0.171	\$0.157	\$0.014	8.2	\$7.404	\$6.522	\$0.882	11.9
<b>Non-Labor</b>	<b>\$172.521</b>	<b>\$173.177</b>	<b>(0.656)</b>	<b>(0.4)</b>	<b>\$13.355</b>	<b>\$7.995</b>	<b>\$5.360</b>	<b>40.1</b>	<b>\$185.876</b>	<b>\$181.172</b>	<b>\$4.704</b>	<b>2.5</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$681.146</b>	<b>\$694.547</b>	<b>(13.401)</b>	<b>(2.0)</b>	<b>\$145.248</b>	<b>\$146.454</b>	<b>(1.206)</b>	<b>(0.8)</b>	<b>\$826.394</b>	<b>\$841.001</b>	<b>(14.607)</b>	<b>(1.8)</b>
Depreciation	\$159.521	\$154.098	\$5.423	3.4	\$0.000	\$0.000	-	-	\$159.521	\$154.098	\$5.423	3.4
OPEB Liability	\$337.548	\$259.033	\$78.515	23.3	\$0.000	\$0.000	-	-	\$337.548	\$259.033	\$78.515	23.3
GASB 68 Pension Adjustment	(5.380)	(5.380)	\$0.000	0.0	\$0.000	\$0.000	-	-	(5.380)	(5.380)	\$0.000	0.0
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$1,172.834</b>	<b>\$1,102.297</b>	<b>\$70.538</b>	<b>6.0</b>	<b>\$145.248</b>	<b>\$146.454</b>	<b>(1.206)</b>	<b>(0.8)</b>	<b>\$1,318.082</b>	<b>\$1,248.750</b>	<b>\$69.332</b>	<b>5.3</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(775.005)</b>	<b>(702.422)</b>	<b>\$72.583</b>	<b>9.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>(775.005)</b>	<b>(702.422)</b>	<b>\$72.583</b>	<b>9.4</b>

Note: Totals may not add due to rounding

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

## MTA NEW YORK CITY TRANSIT

Sep - 2018 Mid\_Year

## Accrual Statement of Operations By Category

Year-To-Date - Sep 2018

(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$2,554.046	\$2,546.508	(7.537)	(0.3)	\$0.000	\$0.000	-	-	\$2,554.046	\$2,546.508	(7.537)	(0.3)
Bus	\$697.355	\$699.043	\$1.688	0.2	\$0.000	\$0.000	-	-	\$697.355	\$699.043	\$1.688	0.2
Paratransit	\$13.800	\$14.843	\$1.043	7.6	\$0.000	\$0.000	-	-	\$13.800	\$14.843	\$1.043	7.6
Fare Liability	\$58.877	\$58.878	\$0.001	0.0	\$0.000	\$0.000	-	-	\$58.877	\$58.878	\$0.001	0.0
<b>Farebox Revenue</b>	<b>\$3,324.078</b>	<b>\$3,319.272</b>	<b>(4.805)</b>	<b>(0.1)</b>	<b>\$0.000</b>	<b>\$0.000</b>	-	-	<b>\$3,324.078</b>	<b>\$3,319.272</b>	<b>(4.805)</b>	<b>(0.1)</b>
Fare Reimbursement	\$65.618	\$58.663	(6.955)	(10.6)	\$0.000	\$0.000	-	-	\$65.618	\$58.663	(6.955)	(10.6)
Paratransit Reimbursement	\$143.196	\$148.806	\$5.610	3.9	\$0.000	\$0.000	-	-	\$143.196	\$148.806	\$5.610	3.9
Other Operating Revenue	\$121.357	\$114.597	(6.760)	(5.6)	\$0.000	\$0.000	-	-	\$121.357	\$114.597	(6.760)	(5.6)
<b>Other Revenue</b>	<b>\$330.170</b>	<b>\$322.065</b>	<b>(8.105)</b>	<b>(2.5)</b>	<b>\$0.000</b>	<b>\$0.000</b>	-	-	<b>\$330.170</b>	<b>\$322.065</b>	<b>(8.105)</b>	<b>(2.5)</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$1,080.613	\$1,125.790	\$45.177	4.2	\$1,080.613	\$1,125.790	\$45.177	4.2
<b>Total Revenue</b>	<b>\$3,654.248</b>	<b>\$3,641.338</b>	<b>(12.910)</b>	<b>(0.4)</b>	<b>\$1,080.613</b>	<b>\$1,125.790</b>	<b>\$45.177</b>	<b>4.2</b>	<b>\$4,734.861</b>	<b>\$4,767.127</b>	<b>\$32.266</b>	<b>0.7</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$2,544.357	\$2,518.060	\$26.297	1.0	\$405.554	\$383.595	\$21.959	5.4	\$2,949.911	\$2,901.654	\$48.256	1.6
Overtime	\$438.165	\$511.917	(73.752)	(16.8)	\$104.567	\$160.659	(56.092)	(53.6)	\$542.732	\$672.576	(129.844)	(23.9)
<b>Total Salaries &amp; Wages</b>	<b>\$2,982.522</b>	<b>\$3,029.976</b>	<b>(47.454)</b>	<b>(1.6)</b>	<b>\$510.121</b>	<b>\$544.254</b>	<b>(34.133)</b>	<b>(6.7)</b>	<b>\$3,492.643</b>	<b>\$3,574.230</b>	<b>(81.587)</b>	<b>(2.3)</b>
Health and Welfare	\$693.435	\$677.029	\$16.406	2.4	\$18.189	\$18.218	(0.029)	(0.2)	\$711.624	\$695.247	\$16.377	2.3
OPEB Current Payment	\$344.435	\$351.708	(7.274)	(2.1)	\$7.417	\$6.950	\$0.468	6.3	\$351.852	\$358.658	(6.806)	(1.9)
Pensions	\$695.479	\$700.095	(4.616)	(0.7)	\$27.263	\$29.311	(2.047)	(7.5)	\$722.742	\$729.406	(6.663)	(0.9)
Other Fringe Benefits	\$373.863	\$373.078	\$0.786	0.2	\$164.709	\$173.857	(9.149)	(5.6)	\$538.572	\$546.935	(8.363)	(1.6)
<b>Total Fringe Benefits</b>	<b>\$2,107.212</b>	<b>\$2,101.910</b>	<b>\$5.302</b>	<b>0.3</b>	<b>\$217.579</b>	<b>\$228.336</b>	<b>(10.757)</b>	<b>(4.9)</b>	<b>\$2,324.790</b>	<b>\$2,330.246</b>	<b>(5.455)</b>	<b>(0.2)</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(227.889)	(265.164)	\$37.276	16.4	\$227.889	\$265.164	(37.276)	(16.4)	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$4,861.845</b>	<b>\$4,866.722</b>	<b>(4.877)</b>	<b>(0.1)</b>	<b>\$955.588</b>	<b>\$1,037.754</b>	<b>(82.166)</b>	<b>(8.6)</b>	<b>\$5,817.433</b>	<b>\$5,904.476</b>	<b>(87.043)</b>	<b>(1.5)</b>
<b>Non-Labor :</b>												
Electric Power	\$232.710	\$221.391	\$11.319	4.9	\$0.189	\$0.272	(0.083)	(43.9)	\$232.899	\$221.663	\$11.236	4.8
Fuel	\$81.627	\$85.150	(3.523)	(4.3)	\$0.027	\$0.255	(0.228)	-	\$81.654	\$85.405	(3.751)	(4.6)
Insurance	\$50.307	\$50.352	(0.045)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$50.307	\$50.352	(0.045)	(0.1)
Claims	\$128.500	\$137.449	(8.950)	(7.0)	\$0.000	\$0.000	-	-	\$128.500	\$137.449	(8.950)	(7.0)
Paratransit Service Contracts	\$310.328	\$331.575	(21.247)	(6.8)	\$0.000	\$0.000	\$0.000	-	\$310.328	\$331.575	(21.247)	(6.8)
Maintenance and Other Operating Contracts	\$225.920	\$184.048	\$41.873	18.5	\$54.139	\$34.685	\$19.454	35.9	\$280.060	\$218.733	\$61.327	21.9
Professional Service Contracts	\$136.439	\$143.867	(7.428)	(5.4)	\$17.148	\$7.466	\$9.682	56.5	\$153.587	\$151.333	\$2.254	1.5
Materials & Supplies	\$252.386	\$265.744	(13.358)	(5.3)	\$54.454	\$42.179	\$12.274	22.5	\$306.840	\$307.923	(1.083)	(0.4)
Other Business Expenses	\$61.815	\$65.284	(3.469)	(5.6)	(0.932)	\$3.178	(4.111)	-	\$60.883	\$68.463	(7.579)	(12.4)
<b>Non-Labor</b>	<b>\$1,480.032</b>	<b>\$1,484.860</b>	<b>(4.828)</b>	<b>(0.3)</b>	<b>\$125.025</b>	<b>\$88.036</b>	<b>\$36.989</b>	<b>29.6</b>	<b>\$1,605.057</b>	<b>\$1,572.896</b>	<b>\$32.161</b>	<b>2.0</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$6,341.877</b>	<b>\$6,351.582</b>	<b>(9.705)</b>	<b>(0.2)</b>	<b>\$1,080.613</b>	<b>\$1,125.790</b>	<b>(45.177)</b>	<b>(4.2)</b>	<b>\$7,422.490</b>	<b>\$7,477.372</b>	<b>(54.881)</b>	<b>(0.7)</b>
Depreciation	\$1,341.215	\$1,365.658	(24.444)	(1.8)	\$0.000	\$0.000	-	-	\$1,341.215	\$1,365.658	(24.444)	(1.8)
OPEB Liability	\$1,012.643	\$785.893	\$226.750	22.4	\$0.000	\$0.000	-	-	\$1,012.643	\$785.893	\$226.750	22.4
GASB 68 Pension Adjustment	(6.571)	(6.571)	\$0.000	0.0	\$0.000	\$0.000	-	-	(6.571)	(6.571)	\$0.000	0.0
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$8,689.164</b>	<b>\$8,496.563</b>	<b>\$192.601</b>	<b>2.2</b>	<b>\$1,080.613</b>	<b>\$1,125.790</b>	<b>(45.177)</b>	<b>(4.2)</b>	<b>\$9,769.777</b>	<b>\$9,622.353</b>	<b>\$147.425</b>	<b>1.5</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(5,034.916)</b>	<b>(4,855.225)</b>	<b>\$179.691</b>	<b>3.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(5,034.916)</b>	<b>(4,855.225)</b>	<b>\$179.691</b>	<b>3.6</b>

Note: Totals may not add due to rounding

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

Table 3

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
**September 2018**  
**(\$ in millions)**

<u>Generic Revenue or Expense Category</u>	Nonreimb or Reimb	MONTH				YEAR TO DATE			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	2.1	0.6	Subways was above forecast by \$0.3 million (0.1 percent), buses was higher by \$1.5 million (2.0 percent), and paratransit was favorable by \$0.3 million (21.4 percent).	(4.8)	(0.1)	Subways was below forecast by \$7.5 million (0.3 percent), buses was higher by \$1.7 million (0.2 percent), and paratransit was favorable by \$1.0 million (7.6 percent).		
Other Operating Revenue	NR				(8.1)	(2.5)	Mostly lower advertising/real estate revenues and the unfavorable timing of student fare reimbursements, partly offset by higher Urban Tax revenues		
Payroll	NR	3.9	1.5	Due mostly to vacancies and the favorable timing of expenses	26.3	1.0	Largely from vacancies and the favorable timing of expenses		
Overtime	NR	(11.2)	(27.3)	Due primarily to higher than forecasted requirements for car maintainers and cleaners, Elevators/Escalators, trackwork and Bus Dispatchers as well as the unfavorable timing of expenses	(73.8)	(16.8)	Due largely to subway service delays, higher than forecasted requirements for car maintainers and cleaners, Elevators/Escalators, trackwork and Bus Dispatchers as well as vacancy/absentee coverage requirements and the unfavorable timing of expenses		
Health & Welfare (including OPEB current payment)	NR	(7.6)	(6.4)	Primarily the unfavorable timing of expenses	9.1	8.8	Largely favorable rates		
Pension	NR	(2.3)	(3.0)	Primarily the unfavorable timing of both NYCERS and MaBSTOA pension expenses	(4.6)	(0.7)	Primarily the unfavorable timing of both NYCERS and MaBSTOA pension expenses		
Other Fringe Benefits	NR				0.8	0.2	The favorable timing of interagency expenses with MTA		
Reimbursable Overhead	NR	4.7	13.7	Due mainly to increased reimbursable overtime work requirements	37.3	16.4	Due mainly to increased reimbursable overtime work requirements		
Electric Power	NR				11.3	4.9	Primarily the favorable timing of expenses, lower prices and consumption.		
Fuel	NR	1.4	19.8	Due mainly to the favorable timing of expenses, partly offset by higher consumption and prices	(3.5)	(4.3)	Due mainly to higher prices and consumption, partly offset by the favorable timing of expenses		

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
**September 2018**  
**(\$ in millions)**

<u>Generic Revenue or Expense Category</u>	Nonreimb or Reimb	MONTH				YEAR TO DATE			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Claims		(9.0)	(7.0)	Additional reserve accrual in anticipation of the year-end reserve update		(9.0)	(7.0)	Additional reserve accrual in anticipation of the year-end reserve update	
Paratransit Service Contracts	NR	(4.6)	(13.4)	Due principally to increased E-hail related trip activity		(21.2)	(6.8)	Due principally to increased E-hail related trip activity	
Maintenance and Other Operating Contracts	NR	9.8	32.4	Due essentially to the transfer of operating vehicles to be capitalized and the favorable timing of paratransit vehicle purchases		41.9	18.5	Due essentially to the transfer of operating vehicles to be capitalized and the favorable timing of paratransit vehicle purchases	
Professional Service Contracts	NR					(7.4)	(5.4)	Mainly the unfavorable timing of various professional service contract requirements	
Materials & Supplies	NR					(13.4)	(5.3)	Principally the unfavorable timing of non-vehicle maintenance requirements	
Capital and Other Reimbursements	R					45.2	5.2	Increased reimbursements, consistent with an increase in reimbursable expenses	
Payroll	R	6.2	11.7	Mainly vacancies/absentees not available for non-capital and capital engineering requirements, partly offset by higher capital construction requirements		22.0	5.4	Mainly vacancies/absentees not available for non-capital and capital engineering requirements, partly offset by higher capital construction requirements	
Overtime	R	(8.4)	(50.5)	Due mainly to vacancy/absentee coverage requirements, SAP job overruns and additional capital support		(56.1)	(53.6)	Due mainly to vacancy/absentee coverage requirements, SAP job overruns and additional capital support	
Maintenance Contracts	R	1.6	28.5	Primarily the favorable timing of non-vehicle maintenance & repair expenses		19.5	35.9	Primarily the favorable timing of non-vehicle maintenance & repair expenses	
Professional Service Contracts	R	1.3	59.2	Primarily the favorable timing of engineering services expenses		9.7	56.5	Primarily the favorable timing of engineering services expenses	
Materials & Supplies	R	2.5	46.5	Mainly the favorable timing of non-vehicle maintenance requirements		12.3	22.5	Mainly the favorable timing of non-vehicle maintenance requirements	
Other Business Expenses	R					(4.1)	n/a	The unfavorable timing of reimbursable job closing adjustments and various miscellaneous expenses	

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan - 2018 Mid-Year**  
**Cash Receipts and Expenditures**  
**Sep FY18**  
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid Year	Actual	Favorable (Unfavorable)		Forecast Mid Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$362.123	\$346.260	(15.863)	(4.4)	\$3,324.278	\$3,334.285	\$10.007	0.3
Fare Reimbursement	\$4.848	\$0.000	(4.848)	-	\$25.706	\$26.426	\$0.720	2.8
Paratransit Reimbursement	\$3.251	\$2.976	(0.275)	(8.5)	\$139.628	\$138.006	(1.622)	(1.2)
Other Operating Revenue	\$4.734	\$3.822	(0.912)	(19.3)	\$36.205	\$33.026	(3.179)	(8.8)
<b>Other Revenue</b>	<b>\$12.833</b>	<b>\$6.798</b>	<b>(6.035)</b>	<b>(47.0)</b>	<b>\$201.539</b>	<b>\$197.458</b>	<b>(4.081)</b>	<b>(2.0)</b>
Capital and Other Reimbursements	\$165.248	\$97.170	(68.078)	(41.2)	\$1,136.487	\$935.128	(201.359)	(17.7)
<b>Total Revenue</b>	<b>\$540.203</b>	<b>\$450.228</b>	<b>(89.975)</b>	<b>(16.7)</b>	<b>\$4,662.303</b>	<b>\$4,466.871</b>	<b>(195.432)</b>	<b>(4.2)</b>
<b>Expenditures</b>								
<i>Labor :</i>								
Payroll	\$285.512	\$287.977	(2.464)	(0.9)	\$2,871.436	\$2,809.939	\$61.497	2.1
Overtime	\$57.572	\$77.131	(19.559)	(34.0)	\$542.732	\$672.576	(129.844)	(23.9)
<b>Total Salaries &amp; Wages</b>	<b>\$343.084</b>	<b>\$365.108</b>	<b>(22.024)</b>	<b>(6.4)</b>	<b>\$3,414.168</b>	<b>\$3,482.515</b>	<b>(68.347)</b>	<b>(2.0)</b>
Health and Welfare	\$81.401	\$61.681	\$19.720	24.2	\$704.496	\$664.003	\$40.493	5.7
OPEB Current Payment	\$40.074	\$45.054	(4.981)	(12.4)	\$352.046	\$358.852	(6.806)	(1.9)
Pensions	\$79.712	\$82.107	(2.395)	(3.0)	\$722.678	\$729.274	(6.596)	(0.9)
Other Fringe Benefits	\$37.304	\$40.242	(2.938)	(7.9)	\$371.782	\$383.650	(11.868)	(3.2)
<b>Total Fringe Benefits</b>	<b>\$238.490</b>	<b>\$229.084</b>	<b>\$9.406</b>	<b>3.9</b>	<b>\$2,151.003</b>	<b>\$2,135.779</b>	<b>\$15.224</b>	<b>0.7</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Labor</b>	<b>\$581.575</b>	<b>\$594.192</b>	<b>(12.617)</b>	<b>(2.2)</b>	<b>\$5,565.171</b>	<b>\$5,618.294</b>	<b>(53.123)</b>	<b>(1.0)</b>
<i>Non-Labor :</i>								
Electric Power	\$26.956	\$25.920	\$1.036	3.8	\$232.899	\$229.706	\$3.193	1.4
Fuel	\$7.281	\$8.126	(0.845)	(11.6)	\$81.654	\$86.203	(4.549)	(5.6)
Insurance	\$0.000	\$11.651	(11.651)	-	\$55.685	\$67.429	(11.744)	(21.1)
Claims	\$9.893	\$9.338	\$0.555	5.6	\$100.437	\$106.354	(5.917)	(5.9)
Paratransit Service Contracts	\$33.491	\$38.190	(4.699)	(14.0)	\$308.328	\$326.721	(18.393)	(6.0)
Maintenance and Other Operating Contracts	\$35.984	\$23.834	\$12.150	33.8	\$290.692	\$216.013	\$74.679	25.7
Professional Service Contracts	\$17.569	\$14.559	\$3.010	17.1	\$149.919	\$145.026	\$4.893	3.3
Materials & Supplies	\$32.849	\$28.810	\$4.039	12.3	\$306.661	\$308.965	(2.304)	(0.8)
Other Business Expenses	\$7.404	\$6.976	\$0.428	5.8	\$60.883	\$70.256	(9.373)	(15.4)
<b>Non-Labor</b>	<b>\$171.428</b>	<b>\$167.404</b>	<b>\$4.024</b>	<b>2.3</b>	<b>\$1,587.157</b>	<b>\$1,556.673</b>	<b>\$30.484</b>	<b>1.9</b>
<i>Other Expense Adjustments:</i>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$753.003</b>	<b>\$761.596</b>	<b>(8.593)</b>	<b>(1.1)</b>	<b>\$7,152.329</b>	<b>\$7,174.967</b>	<b>(22.638)</b>	<b>(0.3)</b>
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Expenditures</b>	<b>\$753.003</b>	<b>\$761.596</b>	<b>(8.593)</b>	<b>(1.1)</b>	<b>\$7,152.329</b>	<b>\$7,174.967</b>	<b>(22.638)</b>	<b>(0.3)</b>
<b>Net Surplus/(Deficit)</b>	<b>(212.800)</b>	<b>(311.368)</b>	<b>(98.568)</b>	<b>(46.3)</b>	<b>(2,490.025)</b>	<b>(2,708.096)</b>	<b>(218.071)</b>	<b>(8.8)</b>

Note: Totals may not add due to rounding

Table 5

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL CASH BASIS**  
**September 2018**  
**(\$ in millions)**

<b>Operating Receipts or Disbursements</b>	<b>MONTH</b>				<b>YEAR TO DATE</b>		
	<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>	
	<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>		
Farebox Receipts	(15.9)	(4.4)	Primarily the unfavorable timing of receipts	10.0	0.3	Primarily the favorable timing of receipts	
Other Operating Receipts	(6.0)	(47.0)	Due principally to the unfavorable timing of fare reimbursements	(4.1)	(2.0)	Due largely to the unfavorable timing of real estate receipts	
Capital and Other Reimbursements	(68.1)	(41.2)	Largely the unfavorable timing of capital reimbursements	(201.4)	(17.7)	Largely the unfavorable timing of capital reimbursements	
Salaries & Wages	(22.4)	(6.4)	Mainly higher overtime expenditures	(68.3)	(2.0)	Mainly higher overtime expenditures	
Health & Welfare (including OPEB current payment)	14.7	12.1	Mostly the favorable timing of payments	33.7	3.2	Principally lower expenses and the favorable timing of payments	
Paratransit Service Contracts	(4.7)	(14.0)	Due principally to increased E-hail related trip activity	(18.4)	(6.0)	Due principally to increased E-hail related trip activity, partly offset by the favorable timing of payments	
Maintenance Contracts	12.2	33.8	Mainly the favorable timing of expenses	74.7	25.7	Mainly the favorable timing of expenses and payments	
Professional Service Contracts	3.0	17.1	Mainly the favorable timing of payments	4.9	3.3	Mainly the favorable timing of payments	
Materials & Supplies	4.0	12.3	Mainly the favorable timing of payments				

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan - 2018 Mid Year**  
**Cash Conversion (Cash Flow Adjustments)**  
**Sep FY18**  
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Revenue</b>								
Farebox Revenue	\$0.000	(17.933)	(17.933)	-	\$0.200	\$15.013	\$14.813	-
Fare Reimbursement	(1.285)	(6.141)	(4.856)	-	(39.912)	(32.237)	\$7.675	19.2
Paratransit Reimbursement	(11.757)	(12.943)	(1.187)	(10.1)	(3.568)	(10.800)	(7.232)	-
Other Operating Revenue	(9.832)	(9.799)	\$0.033	0.3	(85.152)	(81.571)	\$3.581	4.2
<b>Other Revenue</b>	<b>(22.873)</b>	<b>(28.884)</b>	<b>(6.010)</b>	<b>(26.3)</b>	<b>(128.632)</b>	<b>(124.607)</b>	<b>\$4.024</b>	<b>3.1</b>
Capital and Other Reimbursements	\$20.000	(49.284)	(69.284)	-	\$55.874	(190.662)	(246.536)	-
<b>Total Revenue</b>	<b>(2.873)</b>	<b>(96.101)</b>	<b>(93.227)</b>	<b>-</b>	<b>(72.558)</b>	<b>(300.256)</b>	<b>(227.699)</b>	<b>-</b>
<b>Expenses</b>								
<i>Labor :</i>								
Payroll	\$37.121	\$24.534	(12.587)	(33.9)	\$78.474	\$91.715	\$13.241	16.9
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Salaries &amp; Wages</b>	<b>\$37.121</b>	<b>\$24.534</b>	<b>(12.587)</b>	<b>(33.9)</b>	<b>\$78.474</b>	<b>\$91.715</b>	<b>\$13.241</b>	<b>16.9</b>
Health and Welfare	\$0.000	\$21.883	\$21.883	-	\$7.128	\$31.244	\$24.116	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	(0.194)	(0.194)	\$0.000	0.0
Pensions	\$0.000	\$0.015	\$0.015	-	\$0.064	\$0.132	\$0.068	-
Other Fringe Benefits	\$21.822	\$19.205	(2.617)	(12.0)	\$166.789	\$163.285	(3.505)	(2.1)
<b>Total Fringe Benefits</b>	<b>\$21.822</b>	<b>\$41.103</b>	<b>\$19.281</b>	<b>88.4</b>	<b>\$173.787</b>	<b>\$194.467</b>	<b>\$20.679</b>	<b>11.9</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$58.943</b>	<b>\$65.637</b>	<b>\$6.694</b>	<b>11.4</b>	<b>\$252.262</b>	<b>\$286.182</b>	<b>\$33.920</b>	<b>13.4</b>
<i>Non-Labor :</i>								
Electric Power	\$0.000	\$1.019	\$1.019	-	\$0.000	(8.043)	(8.043)	-
Fuel	\$0.000	(2.285)	(2.285)	-	\$0.000	(0.798)	(0.798)	-
Insurance	\$5.788	(5.875)	(11.663)	-	(5.378)	(17.077)	(11.699)	-
Claims	\$4.384	\$13.940	\$9.555	-	\$28.063	\$31.095	\$3.032	10.8
Paratransit Service Contracts	\$0.500	\$0.354	(0.146)	(29.2)	\$2.000	\$4.854	\$2.854	-
Maintenance and Other Operating Contracts	\$0.000	\$0.706	\$0.706	-	(10.632)	\$2.720	\$13.352	-
Professional Service Contracts	\$0.000	\$1.593	\$1.593	-	\$3.668	\$6.307	\$2.639	71.9
Materials & Supplies	\$3.775	\$4.769	\$0.994	26.3	\$0.179	(1.042)	(1.220)	-
Other Business Expenses	\$0.000	(0.454)	(0.454)	-	\$0.000	(1.793)	(1.793)	-
<b>Non-Labor</b>	<b>\$14.448</b>	<b>\$13.768</b>	<b>(0.680)</b>	<b>(4.7)</b>	<b>\$17.900</b>	<b>\$16.223</b>	<b>(1.677)</b>	<b>(9.4)</b>
<i>Other Expense Adjustments:</i>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$73.391</b>	<b>\$79.405</b>	<b>\$6.014</b>	<b>8.2</b>	<b>\$270.162</b>	<b>\$302.405</b>	<b>\$32.243</b>	<b>11.9</b>
Depreciation	\$159.521	\$154.098	(5.423)	(3.4)	\$1,341.215	\$1,365.658	\$24.444	1.8
OPEB Liability	\$337.548	\$259.033	(78.515)	(23.3)	\$1,012.643	\$785.893	(226.750)	(22.4)
GASB 68 Pension Adjustment	(5.380)	(5.380)	\$0.000	0.0	(6.571)	(6.571)	\$0.000	0.0
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Expenditures</b>	<b>\$565.079</b>	<b>\$487.154</b>	<b>(77.924)</b>	<b>(13.8)</b>	<b>\$2,617.449</b>	<b>\$2,447.386</b>	<b>(170.063)</b>	<b>(6.5)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$562.206</b>	<b>\$391.054</b>	<b>(171.152)</b>	<b>(30.4)</b>	<b>\$2,544.891</b>	<b>\$2,147.129</b>	<b>(397.762)</b>	<b>(15.6)</b>

Note: Totals may not add due to rounding

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

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST**  
**TOTAL POSITIONS by FUNCTION and DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**September 2018**

	<u>Mid-Year Forecast</u>	<u>Variance</u>	
	<u>Actual</u>	<u>Fav./Unfav)</u>	<u>Explanation</u>
<b>Administration</b>			
Office of the President	38	33	5
Law	320	284	36
Office of the EVP	36	27	9
Human Resources	252	245	7
Office of Management and Budget	43	39	4
Capital Planning & Budget	35	31	4
Corporate Communications	213	193	20
Non-Departmental	(25)	(1)	(24)
Labor Relations	100	86	14
Materiel	261	253	8
Controller	125	114	11
<b>Total Administration</b>	<b>1,398</b>	<b>1,304</b>	<b>94</b>
<b>Operations</b>			
Subways Service Delivery	8,689	8,677	12
Subways Operations Support/Admin	444	453	(9)
Subways Stations	2,759	2,593	166 Mostly Station Supervisors & Agents
<b>Sub-total Subways</b>	<b>11,892</b>	<b>11,723</b>	<b>169</b>
Buses	11,130	10,972	158 Largely Bus Operators
Paratransit	213	201	12
Operations Planning	396	384	12
Revenue Control	643	615	28
Non-Departmental	0	(1)	1
<b>Total Operations</b>	<b>24,274</b>	<b>23,894</b>	<b>380</b>
<b>Maintenance</b>			
Subways Operations Support/Admin	188	163	25
Subways Engineering	398	345	53 Mostly PTEs
Subways Car Equipment	5,178	5,152	26
Subways Infrastructure	1,838	1,806	32
Subways Elevators & Escalators	482	420	62 Mainly Elev. & Escal. Maintainers
Subways Stations	3,454	3,283	171 Mostly Cleaners & Maintainers
Subways Track	3,345	3,244	101 Largely Maintainers
Subways Power	701	677	24
Subways Signals	1,649	1,613	36
Subways Electronic Maintenance	1,721	1,575	146 Primarily PTE/Maintainer shortage
<b>Sub-total Subways</b>	<b>18,954</b>	<b>18,278</b>	<b>676</b>
Buses	3,659	3,604	55 Largely Maintainers
Supply Logistics	597	591	6
System Safety	97	91	6
Non-Departmental	(140)	(1)	(139)
<b>Total Maintenance</b>	<b>23,167</b>	<b>22,563</b>	<b>604</b>
<b>Engineering/Capital</b>			
Capital Program Management	1,438	1,402	36
<b>Total Engineering/Capital</b>	<b>1,438</b>	<b>1,402</b>	<b>36</b>
<b>Public Safety</b>			
Security	642	638	4
<b>Total Public Safety</b>	<b>642</b>	<b>638</b>	<b>4</b>
<b>Total Positions</b>	<b>50,919</b>	<b>49,801</b>	<b>1,118</b>
Non-Reimbursable	45,280	44,451	829
Reimbursable	5,639	5,350	289
Total Full-Time	50,723	49,601	1,122
Total Full-Time Equivalents	196	200	(4)

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST**  
**TOTAL POSITIONS by FUNCTION and OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**September 2018**

<b>FUNCTION/OCCUPATION</b>	<b>Mid-Year Forecast</b>	<b>Variance</b>		<b>Explanation</b>
		<b>Actual</b>	<b>Fav.//(Unfav)</b>	
<b>Administration:</b>				
Managers/Supervisors	522	428	94	
Professional, Technical, Clerical	840	848	(8)	
Operational Hourlies	36	28	8	
<b>Total Administration</b>	<b>1,398</b>	<b>1,304</b>	<b>94</b>	
<b>Operations</b>				
Managers/Supervisors	2,881	2,754	127	
Professional, Technical, Clerical	580	556	24	
Operational Hourlies	20,813	20,584	229	
<b>Total Operations</b>	<b>24,274</b>	<b>23,894</b>	<b>380</b>	
<b>Maintenance</b>				
Managers/Supervisors	4,169	4,032	137	
Professional, Technical, Clerical	1,156	1,009	147	
Operational Hourlies	17,842	17,522	320	
<b>Total Maintenance</b>	<b>23,167</b>	<b>22,563</b>	<b>604</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	360	342	18	
Professional, Technical, Clerical	1,076	1,058	18	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,438</b>	<b>1,402</b>	<b>36</b>	
<b>Public Safety</b>				
Managers/Supervisors	265	262	3	
Professional, Technical, Clerical	41	38	3	
Operational Hourlies	336	338	(2)	
<b>Total Public Safety</b>	<b>642</b>	<b>638</b>	<b>4</b>	
<b>Total Positions</b>				
Managers/Supervisors	8,197	7,818	379	
Professional, Technical, Clerical	3,693	3,509	184	
Operational Hourlies	39,029	38,474	555	
<b>Total Positions</b>	<b>50,919</b>	<b>49,801</b>	<b>1,118</b>	

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

NON-REIMBURSABLE OVERTIME	Sep						Sep Year-to-Date						
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)		
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	
<u>Scheduled Service</u>	353,208	\$11.706	304,410	\$12.656	48,798	(\$0.950) -8.1%	3,349,038	\$109.888	3,250,212	\$107.624	98,826	\$2.264 2.1%	
	330,067	\$11.171	569,544	\$15.282	(239,477)	(\$4.111) -36.8%	3,001,319	\$101.091	4,625,686	\$135.348	(1,624,366)	(\$34.257) -33.9%	
	590,804	\$21.369	699,913	\$28.509	(109,109)	(\$7.140) -33.4%	4,950,946	\$178.437	5,421,715	\$193.448	(470,769)	(\$15.011) -8.4%	
	52,304	\$1.703	(112,943)	(\$4.942)	165,247	\$6.645*	470,729	\$15.262	955,442	\$33.084	(484,713)	(\$17.823)*	
	7,403	\$0.229	23,359	\$0.824	(15,955)	(\$0.595)*	1,036,328	\$34.204	1,083,278	\$35.898	(46,951)	(\$1.694) -5.0%	
	9,614	\$0.287	6,485	\$0.185	3,129	\$0.102 35.5%	86,536	\$2.566	74,932	\$2.182	11,604	\$0.384 15.0%	
	(170,926)	(\$5.518)	(17,101)	(\$0.408)	(153,825)	(\$5.110) 92.6%	(108,319)	(\$3.282)	155,927	\$4.336	(264,246)	(\$7.618)*	
	Subtotal	1,172,474	\$40.946	1,473,666	\$52.107	(301,192)	(\$11.160) -27.3%	12,786,578	\$438.165	15,567,193	\$511.919	(2,780,615)	(\$73.754) -16.8%
<b>REIMBURSABLE OVERTIME</b>		305,358	\$16.626	707,785	\$25.025	(402,427)	(\$8.399) -50.5%	2,786,017	\$104.567	4,491,300	\$160.657	(1,705,283)	(\$56.090) -53.6%
<b>TOTAL OVERTIME</b>		<b>1,477,831</b>	<b>\$57.572</b>	<b>2,181,451</b>	<b>\$77.131</b>	<b>(703,619)</b>	<b>(\$19.559) -34.0%</b>	<b>15,572,594</b>	<b>\$542.732</b>	<b>20,058,492</b>	<b>\$672.576</b>	<b>(4,485,898) (\$129.844) -23.9%</b>	

Totals may not add due to rounding

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

\* Exceeds 100%

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

NON-REIMBURSABLE OVERTIME	Sep				Sep Year-to-Date			
	Var. - Fav./Unfav)				Var. - Fav./Unfav)			
	Hours	\$	Explanations		Hours	\$	Explanations	
<u>Scheduled Service</u>	48,798	(\$1.0)			98,826	\$2.3	Favorable variance is related to the timing of the expense in addition to vacancies within the department of Buses	
		8.5%				(3.1%)		
<u>Unscheduled Service</u>	(239,477)	(\$4.1)			(1,624,366)	(\$34.3)	Unfavorable variance due to subway service delays	
		36.8%				46.4%		
<u>Programmatic/Routine Maintenance</u>	(109,109)	(\$7.1)	Unfavorable variance mainly due to overrun for car maintainer, car cleaner, MS E&E ,MS Track, Track workers and Bus Dispatcher		(470,769)	(\$15.0)	Unfavorable variance mainly due to overrun for car maintainer, car cleaner, MS E&E ,MS Track, Track workers and Bus Dispatcher	
		64.0%				20.4%		
<u>Vacancy/Absentee Coverage</u>	165,247	\$6.6	Favorable variance mainly due to Retro adjustment for major titles rate variances offset by vacancy/absentee coverage for Station Agents, Bus operators and Track and Signal hourly employees		(484,713)	(\$17.8)	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Bus operators and Track and Signal hourly employees	
		(59.5%)				24.2%		
<u>Weather Emergencies</u>	(15,955)	(\$0.6)	Unfavorable variances mainly due to heavy rain systemwide and MOW coverage &support during heat		(46,951)	(\$1.7)	Unfavorable variances mainly due to heavy rain systemwide and MOW coverage &support during heat	
		5.3%				2.3%		
<u>Safety/Security/Law Enforcement</u>	3,129	\$0.1			11,604	\$0.4		
		(0.9%)				(0.5%)		
<u>Other</u>	(153,825)	(\$5.1)	Unfavorable variance mainly due to timing lag of reimbursable charges and timing of budgeted target reduction related to training		(264,246)	(\$7.6)	Unfavorable variance mainly due to timing lag of reimbursable charges and timing of budgeted target reduction related to training	
		45.8%				10.3%		
<b>Subtotal</b>	(301,192)	(\$11.2)			(2,780,615)	(\$73.8)		
		57.1%				56.8%		
<b>REIMBURSABLE OVERTIME</b>	(402,427)	(\$8.4)	Unfavorable variance mainly due to vacancy/absentee Coverage, SAP Job overrun and additional Capital support		(1,705,283)	(\$56.1)	Unfavorable variance mainly due to vacancy/absentee Coverage, SAP Job overrun and additional Capital support	
		42.9%				43.2%		
<b>TOTAL OVERTIME</b>	<b>(703,619)</b>	<b>(\$19.6)</b>			<b>(4,485,898)</b>	<b>(\$129.8)</b>		

Totals may not add due to rounding.

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

\* Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**

**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/dis 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	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
Unscheduled Maintenance	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
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 September 2018 Report: Staten Island Railway

The purpose of this report is to provide the preliminary September 2018 financial results on an accrual basis. The accrual basis is presented on both a non-reimbursable and reimbursable account basis. These results are compared to the Mid-Year Forecast (forecast).

## Summary of Preliminary Financial Results

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

- September 2018 Staten Island Railway ridership of 375,012 riders was 7,022 riders (1.8 percent) below forecast. Average weekday ridership of 17,696 riders was 136 riders (0.8 percent) above September 2017.
- Farebox revenue of \$0.5 million was below forecast by \$0.04 million (6.0 percent).
- Operating expenses of \$4.5 million in September were below forecast by \$1.0 million (19.0 percent).
  - Labor expenses were below forecast by \$0.5 million (11.7 percent).
  - Non-labor expenses were under forecast by \$0.6 million (38.7%).

## STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

**September 2018**

(All data are preliminary and subject to audit)

Total **ridership** in September 2018 was 375,012 riders, 1.8 percent (7,022 riders) below the Mid-Year Forecast (forecast). Year-to-date, ridership was 3,347,097 riders, 1.3 percent (43,384 riders) lower than forecast. September 2018 average weekday ridership was 17,696 riders, 0.3 percent (48 riders) lower than September 2017. Average weekday ridership for the twelve months ending September 2018 was 16,354 riders, 1.0 percent (167 riders) above the previous twelve-month period.

**Operating revenue** of \$0.9 million in September was \$0.1 million (16.2 percent) above forecast. Year-to-date, operating revenue of \$7.1 million was \$0.1 million (1.6 percent) under forecast.

**Nonreimbursable expenses**, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were lower than forecast in September by \$1.1 million (19.0 percent).

- Labor expenses were under forecast by \$0.5 million (11.7 percent), due primarily to an underrun in payroll expenses of \$0.2 million (9.2 percent), resulting mostly from vacancies. Reimbursable overhead credits were favorable by \$0.2 million (over 100.0 percent), generated by additional reimbursable project requirements.
- Non-labor expenses underran forecast by \$0.6 million (38.7 percent), due mainly to the favorable timing of expenses reported in maintenance contract expenses due largely to non-revenue vehicle purchases and various work requirements. Professional service contract expenses were favorable by \$0.1 million (84.9 percent), due mostly to the timing of bridge inspections and other professional service expenses.

Year-to-date, expenses were below forecast by \$2.8 million (6.1 percent).

- Labor costs were below forecast by a net \$0.6 million (1.7 percent), including lower health & welfare/OPEB current expenses of \$0.6 million (8.8 percent), due to the favorable timing of expenses and vacancies. Payroll expenses were also favorable by \$0.4 million (2.0 percent), due mostly to vacancies. Overtime expenses overran by \$0.8 million (36.9 percent), due mainly to the unfavorable timing of project work and vacancy coverage requirements.
- Non-labor expenses were under by \$2.2 million (21.7 percent), due essentially to lower maintenance contract expenses of \$2.1 million (75.8 percent), again resulting from the favorable timing of non-revenue vehicle purchases and various maintenance work requirements.

Depreciation expenses of \$8.9 million year-to-date were above forecast by \$2.0 million (29.8 percent), due mainly to year-end updates of additional assets reaching beneficial use. OPEB Liability expenses of \$5.3 million were \$0.3 million (5.0 percent) below forecast. GASB #68 Pension Adjustment was favorable to forecast by \$0.9 million.

The **operating cash deficit** (excluding subsidies) was \$36.6 million year-to-date, \$4.6 million (11.1 percent) favorable to forecast.

**MTA STATEN ISLAND RAILWAY**  
**Sep - 2018 Mid\_Year**  
**Accrual Statement of Operations By Category**  
**Month - Sep 2018**  
(\$ in Millions)

10/30/2018 06:39 PM

	Nonreimbursable								Reimbursable								Total			
	Forecast		Var Percent		Forecast		Var Percent		Forecast		Var Percent		Forecast		Var Percent		Total			
	Mid_Year	Actual	Favorable (Unfavorable)	Variance	Percent	Mid_Year	Actual	Favorable (Unfavorable)	Variance	Percent	Mid_Year	Actual	Favorable (Unfavorable)	Variance	Percent	Mid_Year	Actual	Favorable (Unfavorable)	Variance	Percent
<b>Revenue</b>																				
<b>Farebox Revenue:</b>																				
Farebox Revenue	\$0.582	\$0.547	(0.035)	(6.0)		\$0.000	\$0.000	-	-	-	\$0.582	\$0.547	(0.035)	(6.0)						
Other Revenue	\$0.168	\$0.324	\$0.157	93.3		\$0.000	\$0.000	-	-	-	\$0.168	\$0.324	\$0.157	93.3						
Capital and Other Reimbursements	\$0.000	\$0.000	-	-		\$0.121	\$0.421	\$0.300	-	-	\$0.121	\$0.421	\$0.300	-						
<b>Total Revenue</b>	<b>\$0.750</b>	<b>\$0.872</b>	<b>\$0.122</b>	<b>16.2</b>		<b>\$0.121</b>	<b>\$0.421</b>	<b>\$0.300</b>	-	-	<b>\$0.871</b>	<b>\$1.293</b>	<b>\$0.422</b>	<b>48.4</b>						
<b>Expenses</b>																				
<b>Labor :</b>																				
Payroll	\$2.064	\$1.875	\$0.189	9.2		\$0.031	\$0.104	(0.072)	-	-	\$2.095	\$1.978	\$0.117	5.6						
Overtime	\$0.102	\$0.155	(0.053)	(52.2)		\$0.127	\$0.116	\$0.011	8.6		\$0.229	\$0.271	(0.042)	(18.4)						
<b>Total Salaries &amp; Wages</b>	<b>\$2.165</b>	<b>\$2.029</b>	<b>\$0.136</b>	<b>6.3</b>		<b>\$0.159</b>	<b>\$0.220</b>	<b>(0.061)</b>	<b>(38.6)</b>		<b>\$2.324</b>	<b>\$2.249</b>	<b>\$0.075</b>	<b>3.2</b>						
Health and Welfare	\$0.647	\$0.634	\$0.013	2.0		\$0.000	\$0.000	\$0.000	-	-	\$0.647	\$0.634	\$0.013	2.0						
OPEB Current Payment	\$0.223	\$0.260	(0.037)	(16.5)		\$0.000	\$0.000	(0.001)	-	-	\$0.223	\$0.261	(0.038)	(16.9)						
Pensions	\$0.599	\$0.508	\$0.090	15.1		\$0.000	\$0.000	\$0.000	-	-	\$0.599	\$0.508	\$0.090	15.1						
Other Fringe Benefits	\$0.474	\$0.368	\$0.106	22.4		\$0.000	\$0.000	-	-	-	\$0.474	\$0.368	\$0.106	22.4						
<b>Total Fringe Benefits</b>	<b>\$1.943</b>	<b>\$1.771</b>	<b>\$0.172</b>	<b>8.9</b>		<b>\$0.000</b>	<b>\$0.000</b>	<b>(0.001)</b>	-	-	<b>\$1.943</b>	<b>\$1.771</b>	<b>\$0.172</b>	<b>8.8</b>						
Contribution to GASB Fund	\$0.000	\$0.000	-	-		\$0.000	\$0.000	-	-	-	\$0.000	\$0.000	-	-						
Reimbursable Overhead	(0.026)	(0.195)	\$0.169	-		\$0.026	\$0.195	(0.169)	-	-	\$0.000	\$0.000	\$0.000	-						
<b>Labor</b>	<b>\$4.082</b>	<b>\$3.604</b>	<b>\$0.477</b>	<b>11.7</b>		<b>\$0.185</b>	<b>\$0.416</b>	<b>(0.231)</b>	-	-	<b>\$4.267</b>	<b>\$4.020</b>	<b>\$0.246</b>	<b>5.8</b>						
<b>Non-Labor :</b>																				
Electric Power	\$0.430	\$0.483	(0.053)	(12.3)		\$0.000	\$0.000	\$0.000	-	-	\$0.430	\$0.483	(0.053)	(12.3)						
Fuel	\$0.015	\$0.007	\$0.008	56.3		\$0.000	\$0.000	\$0.000	-	-	\$0.015	\$0.007	\$0.008	56.3						
Insurance	\$0.098	\$0.064	\$0.034	34.8		\$0.000	\$0.000	\$0.000	-	-	\$0.098	\$0.064	\$0.034	34.8						
Claims	(0.002)	\$0.020	(0.022)	-		\$0.000	\$0.000	-	-	-	(0.002)	\$0.020	(0.022)	-						
Paratransit Service Contracts	\$0.000	\$0.000	-	-		\$0.000	\$0.000	-	-	-	\$0.000	\$0.000	-	-						
Maintenance and Other Operating Contracts	\$0.565	\$0.059	\$0.506	89.6		\$0.000	\$0.000	-	-	-	\$0.565	\$0.059	\$0.506	89.6						
Professional Service Contracts	\$0.122	\$0.018	\$0.103	84.9		(0.002)	\$0.000	(0.002)	-	-	\$0.120	\$0.018	\$0.102	84.7						
Materials & Supplies	\$0.277	\$0.220	\$0.056	20.3		(0.062)	\$0.005	(0.067)	-	-	\$0.215	\$0.226	(0.011)	(5.1)						
Other Business Expenses	\$0.003	\$0.053	(0.051)	-		\$0.000	\$0.000	-	-	-	\$0.003	\$0.053	(0.051)	-						
<b>Non-Labor</b>	<b>\$1.507</b>	<b>\$0.924</b>	<b>\$0.582</b>	<b>38.7</b>		<b>(0.063)</b>	<b>\$0.005</b>	<b>(0.069)</b>	-	-	<b>\$1.443</b>	<b>\$0.930</b>	<b>\$0.514</b>	<b>35.6</b>						
<b>Other Expense Adjustments:</b>																				
Other	\$0.000	\$0.000	-	-		\$0.000	\$0.000	-	-	-	\$0.000	\$0.000	-	-						
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>		<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	-	-	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>						
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$5.589</b>	<b>\$4.529</b>	<b>\$1.060</b>	<b>19.0</b>		<b>\$0.121</b>	<b>\$0.421</b>	<b>(0.300)</b>	-	-	<b>\$5.710</b>	<b>\$4.950</b>	<b>\$0.760</b>	<b>13.3</b>						
Depreciation	\$0.482	\$0.992	(0.511)	-		\$0.000	\$0.000	-	-	-	\$0.482	\$0.992	(0.511)	-						
OPEB Liability	\$1.882	\$1.806	\$0.076	4.0		\$0.000	\$0.000	-	-	-	\$1.882	\$1.806	\$0.076	4.0						
GASB 68 Pension Adjustment	\$0.271	(0.139)	\$0.410	-		\$0.000	\$0.000	-	-	-	\$0.271	(0.139)	\$0.410	-						
Environmental Remediation	\$0.000	\$0.000	-	-		\$0.000	\$0.000	-	-	-	\$0.000	\$0.000	-	-						
<b>Total Expenses</b>	<b>\$8.223</b>	<b>\$7.188</b>	<b>\$1.035</b>	<b>12.6</b>		<b>\$0.121</b>	<b>\$0.421</b>	<b>(0.300)</b>	-	-	<b>\$8.344</b>	<b>\$7.609</b>	<b>\$0.736</b>	<b>8.8</b>						
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(7.473)</b>	<b>(6.316)</b>	<b>\$1.157</b>	<b>15.5</b>		<b>\$0.000</b>	<b>\$0.000</b>	<b>0.0</b>	-	-	<b>(7.473)</b>	<b>(6.316)</b>	<b>\$1.157</b>	<b>15.5</b>						

Note: Totals may not add due to rounding

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

**MTA STATEN ISLAND RAILWAY**  
**Sep - 2018 Mid\_Year**  
**Accrual Statement of Operations By Category**  
**Year-To-Date - Sep 2018**  
(\$ in Millions)

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	Total											
	Nonreimbursable			Var Percent			Reimbursable			Favorable		
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Farebox Revenue	\$5.224	\$5.147	(0.076)	(1.5)	\$0.000	\$0.000	-	-	\$5.224	\$5.147	(0.076)	(1.5)
Other Revenue	\$1.945	\$1.904	(0.040)	(2.1)	\$0.000	\$0.000	-	-	\$1.945	\$1.904	(0.040)	(2.1)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$1.638	\$2.182	\$0.544	33.2	\$1.638	\$2.182	\$0.544	33.2
<b>Total Revenue</b>	<b>\$7.168</b>	<b>\$7.052</b>	<b>(0.117)</b>	<b>(1.6)</b>	<b>\$1.638</b>	<b>\$2.182</b>	<b>\$0.544</b>	<b>33.2</b>	<b>\$8.806</b>	<b>\$9.234</b>	<b>\$0.427</b>	<b>4.8</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$18.248	\$17.882	\$0.366	2.0	\$0.420	\$0.600	(\$0.180)	(43.0)	\$18.667	\$18.481	\$0.186	1.0
Overtime	\$2.115	\$2.896	(\$0.781)	(36.9)	\$0.618	\$0.347	\$0.271	43.9	\$2.733	\$3.243	(\$0.510)	(18.7)
<b>Total Salaries &amp; Wages</b>	<b>\$20.363</b>	<b>\$20.778</b>	<b>(\$0.415)</b>	<b>(2.0)</b>	<b>\$1.037</b>	<b>\$0.947</b>	<b>\$0.091</b>	<b>8.7</b>	<b>\$21.400</b>	<b>\$21.724</b>	<b>(\$0.324)</b>	<b>(1.5)</b>
Health and Welfare	\$4.576	\$4.014	\$0.562	12.3	\$0.000	\$0.000	\$0.000	-	\$4.576	\$4.014	\$0.562	12.3
OPEB Current Payment	\$1.919	\$1.911	\$0.008	0.4	\$0.001	\$0.004	(0.003)	-	\$1.920	\$1.915	\$0.005	0.3
Pensions	\$5.304	\$5.164	\$0.140	2.6	\$0.000	\$0.000	\$0.000	-	\$5.304	\$5.164	\$0.140	2.6
Other Fringe Benefits	\$4.311	\$4.351	(\$0.039)	(0.9)	\$0.000	\$0.000	-	-	\$4.311	\$4.351	(\$0.039)	(0.9)
<b>Total Fringe Benefits</b>	<b>\$16.110</b>	<b>\$15.440</b>	<b>\$0.670</b>	<b>4.2</b>	<b>\$0.001</b>	<b>\$0.004</b>	<b>(0.003)</b>	<b>-</b>	<b>\$16.111</b>	<b>\$15.443</b>	<b>\$0.668</b>	<b>4.1</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.410)	(0.766)	\$0.356	87.0	\$0.410	\$0.766	(0.357)	(87.0)	\$0.000	\$0.001	\$0.000	-
<b>Labor</b>	<b>\$36.063</b>	<b>\$35.451</b>	<b>\$0.612</b>	<b>1.7</b>	<b>\$1.448</b>	<b>\$1.717</b>	<b>(0.269)</b>	<b>(18.6)</b>	<b>\$37.512</b>	<b>\$37.168</b>	<b>\$0.343</b>	<b>0.9</b>
<b>Non-Labor :</b>												
Electric Power	\$3.721	\$3.479	\$0.241	6.5	\$0.001	\$0.008	(0.007)	-	\$3.721	\$3.487	\$0.234	6.3
Fuel	\$0.191	\$0.189	\$0.002	1.2	\$0.000	\$0.000	\$0.000	-	\$0.191	\$0.189	\$0.002	1.2
Insurance	\$0.901	\$0.777	\$0.125	13.8	\$0.000	\$0.000	\$0.000	-	\$0.901	\$0.777	\$0.125	13.8
Claims	\$0.093	\$0.180	(0.087)	(94.4)	\$0.000	\$0.000	-	-	\$0.093	\$0.180	(0.087)	(94.4)
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$2.779	\$0.673	\$2.106	75.8	\$0.000	\$0.000	-	-	\$2.779	\$0.673	\$2.106	75.8
Professional Service Contracts	\$0.674	\$0.340	\$0.334	49.6	\$0.005	\$0.016	(0.011)	-	\$0.679	\$0.356	\$0.323	47.6
Materials & Supplies	\$1.602	\$1.928	(0.325)	(20.3)	\$0.185	\$0.442	(0.257)	-	\$1.787	\$2.369	(0.582)	(32.6)
Other Business Expenses	\$0.182	\$0.377	(0.196)	-	\$0.000	\$0.000	-	-	\$0.182	\$0.377	(0.196)	-
<b>Non-Labor</b>	<b>\$10.143</b>	<b>\$7.943</b>	<b>\$2.200</b>	<b>21.7</b>	<b>\$0.190</b>	<b>\$0.465</b>	<b>(0.275)</b>	<b>-</b>	<b>\$10.333</b>	<b>\$8.408</b>	<b>\$1.925</b>	<b>18.6</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$46.207</b>	<b>\$43.394</b>	<b>\$2.812</b>	<b>6.1</b>	<b>\$1.638</b>	<b>\$2.182</b>	<b>(0.544)</b>	<b>(33.2)</b>	<b>\$47.845</b>	<b>\$45.576</b>	<b>\$2.269</b>	<b>4.7</b>
Depreciation	\$6.855	\$8.898	(2.042)	(29.8)	\$0.000	\$0.000	-	-	\$6.855	\$8.898	(2.042)	(29.8)
OPEB Liability	\$5.618	\$5.336	\$0.282	5.0	\$0.000	\$0.000	-	-	\$5.618	\$5.336	\$0.282	5.0
GASB 68 Pension Adjustment	\$0.329	(0.565)	\$0.894	-	\$0.000	\$0.000	-	-	\$0.329	(0.565)	\$0.894	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$59.009</b>	<b>\$57.063</b>	<b>\$1.946</b>	<b>3.3</b>	<b>\$1.638</b>	<b>\$2.182</b>	<b>(0.544)</b>	<b>(33.2)</b>	<b>\$60.647</b>	<b>\$59.245</b>	<b>\$1.402</b>	<b>2.3</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(51.841)</b>	<b>(50.012)</b>	<b>\$1.829</b>	<b>3.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(51.841)</b>	<b>(50.012)</b>	<b>\$1.829</b>	<b>3.5</b>

Note: Totals may not add due to rounding

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

Table 3

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

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>MONTH</u>			<u>YEAR-TO-DATE</u>		
		<u>Favorable/ \$</u>	<u>%</u>	<u>Reason for Variance</u>	<u>Favorable/ \$</u>	<u>%</u>	<u>Reason for Variance</u>
Farebox Revenue	Non Reimb.	(0.035)	(6.0)	Lower ridership	(0.076)	(1.5)	Due mostly to lower ridership than expected during the week of 4th of July along with a one day service suspension due to flooding and 8.5 inches of rain in August
Other Operating Revenue	Non Reimb.	0.157	93.3	The favorable timing of advertising and real estate revenue			
Payroll	Non Reimb.	0.189	9.2	Mostly vacancies	0.366	2.0	Mostly vacancies
Overtime	Non Reimb.	(0.053)	(52.2)	The unfavorable timing of project work requirements and vacancy coverage requirements	(0.781)	(36.9)	The unfavorable timing of project work requirements abd vacancy coverage requirements
Health and Welfare (including OPEB current payment)	Non Reimb.				0.570	8.8	The favorable timing of expenses and vacancies
Pension	Non Reimb.	0.090	15.1	The favorable timing of expenses	0.140	2.6	The favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.106	22.4	Mostly the timing of billing regarding interagency personnel			
Electric Power	Non Reimb.	(0.053)	(12.3)	Mostly the timing of expenses	0.241	6.5	Mostly the timing of expenses and lower prices
Insurance	Non Reimb.	0.034	34.8	The favorable timing of interagency billing with MTA	0.125	13.8	The favorable timing of interagency billing with MTA
Maintenance & Other Operating Contracts	Non Reimb.	0.506	89.6	Mainly the favorable timing of non-revenue vehicle purchases and various maintenance work requirements	2.106	75.8	Mainly the favorable timing of non-revenue vehicle purchases and various maintenance work requirements
Professional Service Contracts	Non Reimb.	0.103	84.9	Mostly the favorable timing of bridge inspections and other professional service expenses	0.334	49.6	Mostly the favorable timing of bridge inspections and other professional service expenses
Materials and Supplies	Non Reimb.				(0.325)	(20.3)	Largely the unfavorable timing of various material requirements
Other Business Expenses	Non Reimb.	(0.051)	over (100.0)	Mainly various needs not foreseen in the forecast	(0.196)	over (100.0)	Mainly various needs not foreseen in the forecast
Capital and Other Reimbursements	Reimb.	0.300	over 100.0	Timing of contractor requirements	0.544	33.2	Timing of contractor requirements
Payroll	Reimb.	(0.072)	over (100.0)	Timing of contractor requirements	(0.180)	(43.0)	Timing of contractor requirements
Overtime	Reimb.	0.011	8.6	Timing of contractor requirements	0.271	43.9	Timing of contractor requirements

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan - 2018 Mid\_Year**  
**Cash Receipts and Expenditures**  
**Sep FY18**  
(\$ in Millions)

10/30/2018 06:37 PM

	Month				Year-To-Date			
	Forecast Mid Year	Actual	Favorable (Unfavorable)		Forecast Mid Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.582	\$0.590	\$0.008	1.3	\$5.166	\$5.138	(0.028)	(0.5)
Other Revenue	\$0.168	\$0.055	(0.113)	(67.2)	\$1.046	\$2.255	\$1.209	-
Capital and Other Reimbursements	\$0.409	\$0.000	(0.409)	-	\$2.851	\$1.355	(1.497)	(52.5)
<b>Total Revenue</b>	<b>\$1.159</b>	<b>\$0.645</b>	<b>(0.515)</b>	<b>(44.4)</b>	<b>\$9.063</b>	<b>\$8.748</b>	<b>(0.315)</b>	<b>(3.5)</b>
<b>Expenditures</b>								
<i>Labor :</i>								
Payroll	\$2.095	\$1.512	\$0.583	27.8	\$20.231	\$17.632	\$2.599	12.8
Overtime	\$0.229	\$0.374	(0.145)	(63.4)	\$2.642	\$3.063	(0.422)	(16.0)
<b>Total Salaries &amp; Wages</b>	<b>\$2.324</b>	<b>\$1.886</b>	<b>\$0.438</b>	<b>18.8</b>	<b>\$22.872</b>	<b>\$20.696</b>	<b>\$2.177</b>	<b>9.5</b>
Health and Welfare	\$0.647	\$0.514	\$0.134	20.6	\$4.441	\$4.310	\$0.131	2.9
OPEB Current Payment	\$0.223	\$0.111	\$0.112	50.2	\$1.314	\$0.837	\$0.477	36.3
Pensions	\$0.599	\$0.508	\$0.090	15.1	\$5.304	\$5.164	\$0.140	2.6
Other Fringe Benefits	\$0.259	\$0.190	\$0.069	26.5	\$2.468	\$2.822	(0.354)	(14.3)
<b>Total Fringe Benefits</b>	<b>\$1.728</b>	<b>\$1.324</b>	<b>\$0.405</b>	<b>23.4</b>	<b>\$13.528</b>	<b>\$13.134</b>	<b>\$0.394</b>	<b>2.9</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Labor</b>	<b>\$4.052</b>	<b>\$3.210</b>	<b>\$0.842</b>	<b>20.8</b>	<b>\$36.400</b>	<b>\$33.830</b>	<b>\$2.571</b>	<b>7.1</b>
<i>Non-Labor :</i>								
Electric Power	\$0.423	\$0.631	(0.207)	(49.0)	\$3.741	\$3.889	(0.148)	(4.0)
Fuel	\$0.043	\$0.001	\$0.042	98.1	\$0.251	\$0.087	\$0.163	65.2
Insurance	\$0.074	\$0.000	\$0.074	-	\$0.295	\$0.000	\$0.295	-
Claims	\$0.012	\$0.000	\$0.012	-	\$0.052	\$0.156	(0.104)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.565	\$0.024	\$0.541	95.7	\$6.485	\$4.274	\$2.211	34.1
Professional Service Contracts	\$0.120	\$0.040	\$0.080	66.4	\$0.649	\$0.295	\$0.354	54.5
Materials & Supplies	\$0.215	\$0.237	(0.022)	(10.4)	\$2.340	\$2.753	(0.413)	(17.7)
Other Business Expenses	\$0.003	\$0.000	\$0.003	-	\$0.063	\$0.085	(0.022)	(34.8)
<b>Non-Labor</b>	<b>\$1.454</b>	<b>\$0.933</b>	<b>\$0.521</b>	<b>35.8</b>	<b>\$13.877</b>	<b>\$11.540</b>	<b>\$2.337</b>	<b>16.8</b>
<i>Other Expense Adjustments:</i>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$5.506</b>	<b>\$4.143</b>	<b>\$1.364</b>	<b>24.8</b>	<b>\$50.277</b>	<b>\$45.369</b>	<b>\$4.908</b>	<b>9.8</b>
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Expenditures</b>	<b>\$5.506</b>	<b>\$4.143</b>	<b>\$1.364</b>	<b>24.8</b>	<b>\$50.277</b>	<b>\$45.369</b>	<b>\$4.908</b>	<b>9.8</b>
<b>Net Surplus/(Deficit)</b>	<b>(4.347)</b>	<b>(3.498)</b>	<b>\$0.849</b>	<b>19.5</b>	<b>(41.214)</b>	<b>(36.621)</b>	<b>\$4.592</b>	<b>11.1</b>

Note: Totals may not add due to rounding

Table 5

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

<b>Operating Receipts or Disbursements</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>
	<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>	
Farebox Receipts				(0.028)	-0.5	The unfavorable timing of interagency cash settlements with NYCT
Other Operating Revenue	(0.113)	-67.2	Mostly the unfavorable timing of student fare reimbursements	1.209	over 100.0	Mostly the favorable timing of student fare reimbursements
Capital and Other Reimbursements	(0.409)	over (100.0)	The unfavorable timing of reimbursements	(1.497)	-52.5	The unfavorable timing of reimbursements
Salaries & Wages	0.438	18.8	Mostly the favorable timing of payments and vacancies	2.177	9.5	Mostly the favorable timing of payments and vacancies
Health and Welfare (including OPEB current payment)	0.246	28.5	Largely the favorable timing of payments	0.608	10.6	Mostly lower expenses/expenditures
Other Fringe Benefits				(0.354)	-14.3	Mostly the unfavorable timing of payments
Maintenance Contracts	0.541	95.7	Mainly the favorable timing of non-revenue vehicle purchases and various maintenance work requirements	2.211	34.1	Mainly the favorable timing of non-revenue vehicle purchases and various maintenance work requirements
Materials & Supplies				(0.413)	-17.7	Largely the unfavorable timing of various material requirements

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan - 2018 Mid\_Year**  
**Cash Conversion (Cash Flow Adjustments)**  
**Sep FY18**  
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Revenue</b>								
Farebox Revenue	\$0.000	\$0.042	\$0.042	-	(0.057)	(0.009)	\$0.048	84.3
Other Revenue	\$0.000	(0.269)	(0.269)	-	(0.899)	\$0.351	\$1.249	-
Capital and Other Reimbursements	\$0.288	(0.421)	(0.709)	-	\$1.213	(0.827)	(2.040)	-
<b>Total Revenue</b>	<b>\$0.288</b>	<b>(0.648)</b>	<b>(0.936)</b>	-	<b>\$0.257</b>	<b>(0.486)</b>	<b>(0.742)</b>	-
<b>Expenses</b>								
<i>Labor :</i>								
Payroll	\$0.000	\$0.466	\$0.466	-	(1.563)	\$0.849	\$2.412	-
Overtime	\$0.000	(0.103)	(0.103)	-	\$0.091	\$0.179	\$0.088	97.2
<b>Total Salaries &amp; Wages</b>	<b>\$0.000</b>	<b>\$0.363</b>	<b>\$0.363</b>	-	<b>(1.472)</b>	<b>\$1.029</b>	<b>\$2.501</b>	-
Health and Welfare	\$0.000	\$0.121	\$0.121	-	\$0.135	(0.297)	(0.431)	-
OPEB Current Payment	\$0.000	\$0.150	\$0.150	-	\$0.606	\$1.078	\$0.472	77.9
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.214	\$0.177	(0.037)	(17.4)	\$1.843	\$1.528	(0.315)	(17.1)
<b>Total Fringe Benefits</b>	<b>\$0.214</b>	<b>\$0.447</b>	<b>\$0.233</b>	-	<b>\$2.584</b>	<b>\$2.310</b>	<b>(0.274)</b>	<b>(10.6)</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.001	\$0.001	-
<b>Labor</b>	<b>\$0.215</b>	<b>\$0.810</b>	<b>\$0.596</b>	-	<b>\$1.111</b>	<b>\$3.339</b>	<b>\$2.227</b>	-
<i>Non-Labor :</i>								
Electric Power	\$0.007	(0.148)	(0.154)	-	(0.020)	(0.402)	(0.382)	-
Fuel	(0.028)	\$0.006	\$0.034	-	(0.060)	\$0.102	\$0.161	-
Insurance	\$0.024	\$0.064	\$0.040	-	\$0.606	\$0.777	\$0.171	28.2
Claims	(0.013)	\$0.020	\$0.033	-	\$0.041	\$0.024	(0.016)	(40.0)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	\$0.035	\$0.035	-	(3.706)	(3.601)	\$0.105	2.8
Professional Service Contracts	\$0.000	(0.022)	(0.022)	-	\$0.030	\$0.060	\$0.031	-
Materials & Supplies	\$0.000	(0.011)	(0.011)	-	(0.553)	(0.384)	\$0.169	30.5
Other Business Expenses	\$0.000	\$0.054	\$0.054	-	\$0.119	\$0.292	\$0.173	-
<b>Non-Labor</b>	<b>(0.011)</b>	<b>(0.003)</b>	<b>\$0.008</b>	<b>70.0</b>	<b>(3.543)</b>	<b>(3.131)</b>	<b>\$0.412</b>	<b>11.6</b>
<i>Other Expense Adjustments:</i>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	-	-	<b>\$0.000</b>	<b>\$0.000</b>	-	-
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$0.204</b>	<b>\$0.807</b>	<b>\$0.604</b>	-	<b>(2.432)</b>	<b>\$0.207</b>	<b>\$2.639</b>	-
Depreciation	\$0.482	\$0.992	\$0.511	-	\$6.855	\$8.898	\$2.043	29.8
OPEB Liability	\$1.882	\$1.806	(0.076)	(4.0)	\$5.618	\$5.336	(0.282)	(5.0)
GASB 68 Pension Adjustment	\$0.271	(0.139)	(0.410)	-	\$0.329	(0.565)	(0.894)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Expenditures</b>	<b>\$2.838</b>	<b>\$3.466</b>	<b>\$0.628</b>	<b>22.1</b>	<b>\$10.370</b>	<b>\$13.876</b>	<b>\$3.506</b>	<b>33.8</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$3.126</b>	<b>\$2.818</b>	<b>(0.308)</b>	<b>(9.9)</b>	<b>\$10.627</b>	<b>\$13.391</b>	<b>\$2.763</b>	<b>26.0</b>

Note: Totals may not add due to rounding

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

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

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
Executive	13	10	3
General Office	9	14	(5)
Purchasing/Stores	6	4	2
<b>Total Administration</b>	<b>28</b>	<b>28</b>	<b>0</b>
<b>Operations</b>			
Transportation	111	108	3
<b>Total Operations</b>	<b>111</b>	<b>108</b>	<b>3</b>
<b>Maintenance</b>			
Mechanical	52	49	3
Electronics/Electrical	15	13	2
Power/Signals	27	28	(1)
Maintenance of Way	69	70	(1)
Infrastructure	26	31	(5)
<b>Total Maintenance</b>	<b>189</b>	<b>191</b>	<b>(2)</b>
<b>Engineering/Capital</b>			
Capital Project Support	14	9	5
<b>Total Engineering Capital</b>	<b>14</b>	<b>9</b>	<b>5</b>
<b>Total Positions</b>	<b>342</b>	<b>336</b>	<b>6</b>
Non-Reimbursable	328	327	1
Reimbursable	14	9	5
Total Full-Time	342	336	6
Total Full-Time-Equivalents	0	0	0

**MTA STATEN ISLAND RAILWAY**  
**JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION**  
**SEPTEMBER 2018**

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	16	15	1	
Professional, Technical, Clerical	12	13	(1)	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>28</b>	<b>28</b>	<b>0</b>	
<b>Operations</b>				
Managers/Supervisors	9	5	4	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	99	102	(3)	
<b>Total Operations</b>	<b>111</b>	<b>108</b>	<b>3</b>	
<b>Maintenance</b>				
Managers/Supervisors	16	23	(7)	
Professional, Technical, Clerical	6	5	1	
Operational Hourlies	167	163	4	
<b>Total Maintenance</b>	<b>189</b>	<b>191</b>	<b>(2)</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	3	3	0	
Professional, Technical, Clerical	2	0	2	
Operational Hourlies	9	6	3	
<b>Total Engineering/Capital</b>	<b>14</b>	<b>9</b>	<b>5</b>	
<b>Total Positions</b>				
Managers/Supervisors	44	46	(2)	
Professional, Technical, Clerical	23	19	4	
Operational Hourlies	275	271	4	
<b>Total Positions</b>	<b>342</b>	<b>336</b>	<b>6</b>	

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

<b>Month of September</b>		<b>Variance</b>		<b>Explanation</b>
<u>Forecast</u>	<u>Actual</u>	<u>Amount</u>	<u>Percent</u>	
0.382	0.375	(0.007)	(1.8%)	

<b>Year-to-Date</b>			
3.390	3.347	(0.043)	(1.3%)

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)

	<b>Month of September</b>				<u>Explanation</u>
	<u>2017</u>	<u>2018</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.018	0.018	(0.000)	(0.3%)	
Average Weekend	0.009	0.007	(0.002)	(24.0%)	No service between St. George and Grasmere during the final weekend in September 2018 (9/29-9/30)
<b>12-Month Rolling Average</b>					
Average Weekday	0.016	0.016	0.000	1.0%	
Average Weekend	0.008	0.008	0.000	3.1%	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 September 2018 Report: Bus Company

The purpose of this report is to provide the preliminary September 2018 financial results on an accrual basis. The accrual basis is presented on both a non-reimbursable and reimbursable account basis. These results are compared to the Mid-Year Forecast (forecast).

## **Summary of Preliminary Financial Results**

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

- September 2018 Bus Company ridership of 10.1 million was 0.3 million (2.7 percent) above forecast.
- Farebox revenue of \$17.2 million was \$0.6 million (3.4 percent) below forecast.
- Operating expenses of \$67.9 million were \$0.6 million (0.9 percent) above forecast on a net basis.
  - Labor expenses exceeded forecast by a \$5.3 million (11.7 percent), including overruns in payroll expenses of \$2.3 million (10.2 percent), overtime expenses of \$0.9 million (18.5 percent), and other fringe benefit expenses of \$1.2 million (19.7 percent).
  - Non-labor expenses underran by forecast by \$4.7 million (21.9 percent), including primarily favorable results in maintenance contracts of \$2.2 million (47.7 percent) and materials & supplies expenses of \$2.0 million (32.7 percent).

## BUS COMPANY FINANCIAL AND RIDERSHIP REPORT

September 2018

(All data are preliminary and subject to audit)

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

**Operating revenue** was \$19.1 million in September, \$0.4 million (2.1 percent) below forecast, due primarily to a decrease in farebox revenue of \$0.6 million (3.4 percent), driven by the timing of farebox receipts. Year-to-date, operating revenue of \$177.1 million was under forecast by a net \$0.6 million (0.3 percent), due mostly to the timing of student reimbursements.

Total MTA Bus **ridership** in September 2018 was 10.1 million, 2.7 percent (0.3 million riders) above forecast. Year-to-date, ridership was 90.5 million, 1.5 percent (1.3 million riders) above forecast. September 2018 average weekday ridership was 409,993, a decrease of 0.5 percent (2,014 riders) from September 2017. Average weekday ridership for the twelve months ending September 2018 was 393,318, a decrease of 1.1 percent (4,289 riders) from the twelve months ending September 2017.

**Nonreimbursable expenses**, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$67.9 million in September, \$0.6 million (0.9 percent) above forecast. Labor expenses overran forecast by \$5.3 million (11.7 percent), including higher payroll expenses of \$2.3 million (10.2 percent), due to the timing of interagency expenses. Overtime expenses were also above forecast by \$0.9 million (18.5 percent), resulting largely from vacancies and traffic. Other fringe benefit expenses were in excess of forecast by \$1.2 million (19.7 percent), involving the timing of interagency expenses. Non-labor expenses were below forecast by \$4.7 million (21.9 percent), due primarily to underruns in maintenance contract expenses of \$2.2 million (47.7 percent), caused essentially by the timing of the Shop Program, bus technology and SBS rollouts, and materials & supplies of \$2.0 million (32.7 percent), associated with the timing of the new fare payment system. **Year-to-date**, expenses were under by \$16.0 million (2.7 percent), of which labor expenses were in excess of forecast by \$7.9 million (1.8 percent), with primary overruns reported in payroll of \$3.4 million (1.6 percent) attributable to the timing of interagency expenses, and higher overtime expenses of \$3.9 million (7.9 percent), caused mainly by vacancies and traffic. Non-labor expenses were less by \$23.9 million (13.9 percent), including favorable results in materials & supplies of \$10.8 million (24.8 percent) and maintenance contracts of \$9.9 million (32.4 percent). These results were driven by the same factors described in the month results above.

Depreciation expenses year-to-date of \$39.4 million were \$0.7 million (1.8 percent) below forecast. Other Post-Employment Benefits accrued expenses of \$50.2 million year-to-date were under forecast by \$19.4 million (27.8 percent). Regarding GASB #68 Pension Expense Adjustment, there were no accrued expenses or credits recorded year-to-date.

The **operating cash deficit** (excluding subsidies) was \$377.6 million year-to-date, \$25.8 million (6.4 percent) favorable to forecast.

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2018 MID YEAR FORECAST**  
**ACCRAUL STATEMENT of OPERATIONS by CATEGORY**  
September 2018

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	Mid Year Forecast		Actual		(Unfavorable)		Mid Year Forecast		Actual		(Unfavorable)	
			Variance	Percent					Variance	Percent		
<b>Revenue</b>												
Farebox Revenue	\$ 17,854	\$ 17,246	\$ (0.608)	(3.4)	\$ -	\$ -	\$ -	\$ -	\$ 17,854	\$ 17,246	\$ (0.608)	(3.4)
Other Operating Income	1,624	1,829	0.205	12.6	-	-	-	-	1,624	1,829	0.205	12.6
Capital and Other Reimbursements	-	-	-	-	0.463	0.758	0.295	63.6	0.463	0.758	0.295	63.6
<b>Total Revenue</b>	<b>\$ 19,478</b>	<b>\$ 19,075</b>	<b>\$ (0.403)</b>	<b>(2.1)</b>	<b>\$ 0.463</b>	<b>\$ 0.758</b>	<b>\$ 0.295</b>	<b>63.6</b>	<b>\$ 19,941</b>	<b>\$ 19,833</b>	<b>\$ (0.108)</b>	<b>(0.5)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$ 22,743	\$ 25,054	\$ (2,311)	(10.2)	\$ 0.156	\$ 0.471	\$ (0.315)	*	\$ 22,899	\$ 25,525	\$ (2,626)	(11.5)
Overtime	5,117	6,063	(0.946)	(18.5)	-	-	-	-	5,117	6,063	(0.946)	(18.5)
Health and Welfare	5,402	6,564	(1.162)	(21.5)	0.152	0.152	100.0	-	5,554	6,564	(1.010)	(18.2)
OPEB Current Payment	2,024	1,768	0.256	12.6	-	-	-	-	2,024	1,768	0.256	12.6
Pensions	4,287	4,536	(0.249)	(5.8)	-	-	-	-	4,287	4,536	(0.249)	(5.8)
Other Fringe Benefits	6,039	7,230	(1.191)	(19.7)	-	-	-	-	6,039	7,230	(1.191)	(19.7)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.005)	(0.287)	0.282	*	0.005	0.287	(0.282)	*	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 45,607</b>	<b>\$ 50,928</b>	<b>\$ (5,321)</b>	<b>(11.7)</b>	<b>\$ 0.313</b>	<b>\$ 0.758</b>	<b>\$ (0.445)</b>	<b>*</b>	<b>\$ 45,920</b>	<b>\$ 51,686</b>	<b>\$ (5,766)</b>	<b>(12.6)</b>
<i>Non-Labor:</i>												
Electric Power	\$ 0.170	\$ 0.171	\$ (0.001)	(0.6)	\$ -	\$ -	\$ -	-	\$ 0.170	\$ 0.171	\$ (0.001)	(0.6)
Fuel	2,027	2,128	(0.101)	(5.0)	-	-	-	-	2,027	2,128	(0.101)	(5.0)
Insurance	0.482	0.479	0.003	0.6	-	-	-	-	0.482	0.479	0.003	0.6
Claims	4,762	5,000	(0.238)	(5.0)	-	-	-	-	4,762	5,000	(0.238)	(5.0)
Maintenance and Other Operating Contracts	4,665	2,438	2,227	47.7	0.032	-	0.032	100.0	4,697	2,438	2,259	48.1
Professional Service Contracts	2,876	2,172	0.704	24.5	-	-	-	-	2,876	2,172	0.704	24.5
Materials & Supplies	6,238	4,198	2,040	32.7	0.117	-	0.117	100.0	6,355	4,198	2,157	33.9
Other Business Expense	0.489	0.374	0.115	23.5	-	-	-	-	0.489	0.374	0.115	23.5
<b>Total Non-Labor Expenses</b>	<b>\$ 21,707</b>	<b>\$ 16,960</b>	<b>\$ 4,747</b>	<b>21.9</b>	<b>\$ 0.150</b>	<b>\$ -</b>	<b>\$ 0.150</b>	<b>100.0</b>	<b>\$ 21,857</b>	<b>\$ 16,960</b>	<b>\$ 4,897</b>	<b>22.4</b>
<i>Other Expense Adjustments :</i>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 67,314</b>	<b>\$ 67,888</b>	<b>\$ (0.574)</b>	<b>(0.9)</b>	<b>\$ 0.463</b>	<b>\$ 0.758</b>	<b>\$ (0.295)</b>	<b>(63.8)</b>	<b>\$ 67,777</b>	<b>\$ 68,646</b>	<b>\$ (0.869)</b>	<b>(1.3)</b>
Depreciation	4,265	4,081	0.184	4.3	-	-	-	-	4,265	4,081	0.184	4.3
OPEB Obligation	9,584	5,200	4,384	45.7	-	-	-	-	9,584	5,200	4,384	45.7
GASB 68 Pension Adjustment	6,275	-	6,275	100.0	-	-	-	-	6,275	-	6,275	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 87,438</b>	<b>\$ 77,169</b>	<b>\$ 10,269</b>	<b>11.7</b>	<b>\$ 0.463</b>	<b>\$ 0.758</b>	<b>\$ (0.295)</b>	<b>(63.8)</b>	<b>\$ 87,901</b>	<b>\$ 77,927</b>	<b>\$ 9,974</b>	<b>11.3</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (67,960)</b>	<b>\$ (58,094)</b>	<b>\$ 9,866</b>	<b>14.5</b>	<b>\$ 0.000</b>	<b>\$ (0.000)</b>	<b>\$ (0.001)</b>	<b>*</b>	<b>\$ (67,960)</b>	<b>\$ (58,094)</b>	<b>\$ 9,866</b>	<b>14.5</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2018 MID YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**September 2018 Year-To-Date**

(\$ in millions)

	Nonreimbursable												Reimbursable												Total			
	Favorable						Favorable						Favorable						Favorable				Favorable					
	Mid Year Forecast		Actual		(Unfavorable)		Mid Year Forecast		Actual		(Unfavorable)		Mid Year Forecast		Actual		Variance		Percent		(Unfavorable)							
<b>Revenue</b>																												
Farebox Revenue	\$ 162,366	\$ 163,294	\$ 0.928	0.6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 162,366	\$ 163,294	\$ 0.928	0.6												
Other Operating Income	15,356	13,842	(1,514)	(9.9)	-	-	-	-	-	-	-	-	15,356	13,842	(1,514)	(9.9)												
Capital and Other Reimbursements	-	-	-	-	4,484	4,440	(0.044)	(1.0)	4,484	4,440	(0.044)	(1.0)	4,484	4,440	(0.044)	(1.0)												
<b>Total Revenue</b>	<b>\$ 177,722</b>	<b>\$ 177,136</b>	<b>\$ (0.586)</b>	<b>(0.3)</b>	<b>\$ 4,484</b>	<b>\$ 4,440</b>	<b>\$ (0.044)</b>	<b>(1.0)</b>	<b>\$ 182,206</b>	<b>\$ 181,576</b>	<b>\$ (0.629)</b>	<b>(0.3)</b>																
<b>Expenses</b>																												
<i>Labor:</i>																												
Payroll	\$ 214,278	\$ 217,662	\$ (3,384)	(1.6)	2,235	2,761	\$ (0.525)	(23.5)	\$ 216,514	\$ 220,423	\$ (3,909)	(1.8)																
Overtime	49,875	53,810	(3,936)	(7.9)	-	-	-	-	49,875	53,810	(3,936)	(7.9)																
Health and Welfare	55,845	59,565	(3,720)	(6.7)	0.637	-	0.637	100.0	56,482	59,565	(3,083)	(5.5)																
OPEB Current Payment	16,992	16,482	0.510	3.0	-	-	-	-	16,992	16,482	0.510	3.0																
Pensions	39,596	39,784	(0.188)	(0.5)	-	-	-	-	39,596	39,784	(0.188)	(0.5)																
Other Fringe Benefits	51,503	49,356	2,147	4.2	-	-	-	-	51,503	49,356	2,147	4.2																
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-																
Reimbursable Overhead	(0.986)	(1,680)	0.694	70.4	0.986	1,680	(0.695)	(70.5)	(0.000)	0.000	(0.001)	*																
<b>Total Labor Expenses</b>	<b>\$ 427,104</b>	<b>\$ 434,980</b>	<b>\$ (7,876)</b>	<b>(1.8)</b>	<b>\$ 3,857</b>	<b>\$ 4,441</b>	<b>\$ (0.584)</b>	<b>(15.1)</b>	<b>\$ 430,962</b>	<b>\$ 439,421</b>	<b>\$ (8,460)</b>	<b>(2.0)</b>																
<i>Non-Labor:</i>																												
Electric Power	\$ 1,554	\$ 1,498	\$ 0.056	3.6	\$ -	\$ -	\$ -	-	1,554	\$ 1,498	\$ 0.056	3.6																
Fuel	19,951	19,976	(0.025)	(0.1)	-	-	-	-	19,951	19,976	(0.025)	(0.1)																
Insurance	4,407	4,306	0.101	2.3	-	-	-	-	4,407	4,306	0.101	2.3																
Claims	44,949	45,000	(0.051)	(0.1)	-	-	-	-	44,949	45,000	(0.051)	(0.1)																
Maintenance and Other Operating Contracts	30,484	20,611	9,874	32.4	0.134	-	0.134	100.0	30,619	20,611	10,008	32.7																
Professional Service Contracts	23,576	21,099	2,477	10.5	0.060	-	0.060	100.0	23,636	21,099	2,537	10.7																
Materials & Supplies	43,697	32,878	10,819	24.8	0.505	-	0.505	100.0	44,202	32,878	11,324	25.6																
Other Business Expense	3,467	2,865	0.602	17.4	-	-	-	-	3,467	2,865	0.602	17.4																
<b>Total Non-Labor Expenses</b>	<b>\$ 172,084</b>	<b>\$ 148,232</b>	<b>\$ 23,852</b>	<b>13.9</b>	<b>\$ 0.700</b>	<b>\$ 0.700</b>	<b>\$ 0.700</b>	<b>100.0</b>	<b>\$ 172,784</b>	<b>\$ 148,232</b>	<b>\$ 24,552</b>	<b>14.2</b>																
<i>Other Expense Adjustments:</i>																												
Other	-	-	-	-	-	-	-	-	-	-	-	-																
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>																
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 599,189</b>	<b>\$ 583,212</b>	<b>\$ 15,976</b>	<b>2.7</b>	<b>\$ 4,557</b>	<b>\$ 4,441</b>	<b>\$ 0.116</b>	<b>2.5</b>	<b>\$ 603,746</b>	<b>\$ 587,653</b>	<b>\$ 16,092</b>	<b>2.7</b>																
Depreciation	40,142	39,414	0.728	1.8	-	-	-	-	40,142	39,414	0.728	1.8																
OPEB Obligation	69,582	50,230	19,352	27.8	-	-	-	-	69,582	50,230	19,352	27.8																
GASB 68 Pension Adjustment	26,288	-	26,288	100.0	-	-	-	-	26,288	-	26,288	100.0																
Environmental Remediation	-	0.218	(0.218)	-	-	-	-	-	-	0.218	(0.218)	-	-															
<b>Total Expenses</b>	<b>\$ 735,199</b>	<b>\$ 673,074</b>	<b>\$ 62,125</b>	<b>8.5</b>	<b>\$ 4,557</b>	<b>\$ 4,441</b>	<b>\$ (0.044)</b>	<b>(1.0)</b>	<b>\$ 739,757</b>	<b>\$ 677,515</b>	<b>\$ 62,241</b>	<b>8.4</b>																
<b>Net Surplus/(Deficit)</b>	<b>\$ (557,478)</b>	<b>\$ (495,938)</b>	<b>\$ 61,539</b>	<b>11.0</b>	<b>\$ (0.073)</b>	<b>\$ (0.001)</b>	<b>\$ -</b>	<b>0.0</b>	<b>\$ (557,551)</b>	<b>\$ (495,939)</b>	<b>\$ 61,612</b>	<b>11.1</b>																

NOTE: Totals may not add due to rounding  
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**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2018 MID YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

<b>Generic Revenue or Expense Category</b>	Nonreimb or Reimb	<b>September 2018</b>				<b>Year-To-Date</b>			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$ (0.608)	(3.4)	Timing of Receipts		\$ 0.928	0.6	Higher ridership	
Other Operating Revenue	NR	\$ 0.205	12.6	Receipt of students reimbursements and advertising revenue		\$ (1.514)	(9.9)	Timing of students reimbursements	
<b>Capital and Other Reimbursements</b>	R	\$ 0.295	63.6	Timing of reimbursement receipts		\$ (0.044)	(1.0)	Timing of reimbursement receipts	
<b>Total Revenue Variance</b>		<b>\$ (0.108)</b>	<b>(0.5)</b>			<b>\$ (0.629)</b>	<b>(0.3)</b>		
Payroll	NR	\$ (2.311)	(10.2)	Timing of interagency expenses		\$ (3.384)	(1.6)	Timing of interagency expenses	
Overtime	NR	\$ (0.946)	(18.5)	Vacancies and traffic, offset by timing of bus technology		\$ (3.936)	(7.9)	Vacancies and traffic, offset by timing of bus technology	
Health and Welfare	NR	\$ (1.162)	(15.6)	Higher expenses		\$ (3.720)	(6.7)	Higher expenses	
OPEB Current Payment	NR	\$ 0.256	12.6	Timing of expenses		\$ 0.510	3.0	Timing of expenses	
Pension	NR	\$ (0.249)	(5.8)	Timing of expenses		\$ (0.188)	(0.5)	Timing of expenses	
Other Fringe Benefits	NR	\$ (1.191)	(19.7)	Timing of interagency expenses		\$ 2.147	4.2	Timing of interagency expenses	
Reimbursable Overhead	NR	\$ 0.282	-	Greater than budgeted		\$ 0.694	-	Greater than budgeted	
Electric Power	NR	\$ (0.001)	(0.6)	(a)		\$ 0.056	(0.6)	(a)	
Fuel	NR	\$ (0.101)	(5.0)	Higher cost for diesel and CNG fuels offset by CNG rebate		\$ (0.025)	(0.1)	(a)	
Insurance	NR	\$ 0.003	0.6	(a)		\$ 0.101	2.3	(a)	
Claims	NR	\$ (0.238)	(5.0)	Timing of expenses		\$ (0.051)	(0.1)	(a)	
Maintenance and Other Operating Contracts	NR	\$ 2.227	47.7	Timing of Shop program, bus technology and SBS rollouts		\$ 9.874	32.4	Timing of Shop program, bus technology and SBS rollouts	
Professional Service Contracts	NR	\$ 0.704	24.5	Mainly due to timing of interagency billing		\$ 2.477	10.5	Mainly due to timing of interagency billing	
Materials & Supplies	NR	\$ 2.040	32.7	Timing of new fare payment system		\$ 10.819	24.8	Timing of new fare payment system and general maintenance expenses	
Other Business Expense	NR	\$ 0.115	23.5	Timing of Misc. expenses and lower AFC expenses		\$ 0.602	17.4	Timing of Misc. expenses and lower AFC expenses	
Depreciation	NR	\$ 0.184	4.3	Non cash expense		\$ 0.728	1.8	Non cash expense	
Other Post Employment Benefits	NR	\$ 4.384	45.7	Non cash expense		\$ 19.352	27.8	Non cash expense	
GASB 68 Pension Adjustment	NR	\$ 6.275	100.0	Non cash expense		\$ 26.288	100.0	Non cash expense	
Environmental Remediation	NR	\$ -	-	(a)		\$ (0.218)	-	Not Budgeted	
Payroll	R	\$ (0.315)	*	Timing of charges		\$ (0.525)	(23.5)	Timing of charges	
Health and Welfare	R	\$ 0.152	100.0			\$ 0.637	100.0		
Pension	R	\$ -	-	Timing of charges		\$ -	-	Timing of charges.	
Other Fringe Benefits	R	\$ -	-			\$ -	-		
Professional Service Contracts						\$ 0.060	-	Correction of misclassification	
Maintenance and Other Operating Contracts	R	\$ 0.032	*	Timing of charges		\$ 0.134	*	Timing of charges	
Materials & Supplies	R	\$ 0.117	*	Timing of charges		\$ 0.505	*	Timing of charges	
<b>Total Expense Variance</b>		<b>\$ 9.974</b>	<b>11.3</b>			<b>\$ 62.241</b>	<b>8.4</b>		
<b>Net Variance</b>		<b>\$ 9.866</b>	<b>14.5</b>			<b>\$ 61.612</b>	<b>11.1</b>		

(a) - Variance less than 100K

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2018 MID YEAR FORECAST**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

	September 2018				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ 17,854	\$ 17,239	\$ (615)	(3.4)	\$ 164,372	\$ 164,184	\$ (188)	(0.1)
Other Operating Revenue	2,302	0.756	(1,546)	(67.2)	13,632	14,940	1,308	9.6
Capital and Other Reimbursements	0.796	0.400	(0,396)	(49.7)	5,653	4,186	(1,467)	(26.0)
<b>Total Receipts</b>	<b>\$ 20,952</b>	<b>\$ 18,395</b>	<b>\$ (2,557)</b>	<b>(12.2)</b>	<b>\$ 183,657</b>	<b>\$ 183,310</b>	<b>\$ (0,347)</b>	<b>(0.2)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$ 23,978	\$ 39,694	\$ (15,716)	(65.5)	\$ 220,455	\$ 222,509	\$ (2,054)	(0.9)
Overtime	5,117	6,063	(0,946)	(18.5)	49,874	53,810	(3,936)	(7.9)
Health and Welfare	5,625	5,811	(0,186)	(3.3)	56,895	60,807	(3,912)	(6.9)
OPEB Current Payment	2,039	1,768	0,271	13.3	17,330	17,141	0,189	1.1
Pensions	4,530	4,536	(0,006)	(0.1)	39,506	39,533	(0,027)	(0.1)
Other Fringe Benefits	5,056	4,938	0,118	2.3	40,416	35,894	4,522	11.2
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	0.297	0.297	-	0.0
<b>Total Labor Expenditures</b>	<b>\$ 46,345</b>	<b>\$ 62,810</b>	<b>\$ (16,465)</b>	<b>(35.5)</b>	<b>\$ 424,774</b>	<b>\$ 429,991</b>	<b>\$ (5,217)</b>	<b>(1.2)</b>
<i>Non-Labor:</i>								
Electric Power	\$ 0.170	\$ 0.171	\$ (0,001)	(0.6)	\$ 1,553	\$ 1,549	\$ 0,004	0.2
Fuel	2,014	1,992	0,022	1.1	19,991	21,208	(1,217)	(6.1)
Insurance	0.805	-	0.805	100.0	3,373	-	3,373	100.0
Claims	2,377	3,592	(1,215)	(51.1)	18,424	16,834	1,590	8.6
Maintenance and Other Operating Contracts	5,528	2,716	2,812	50.9	40,370	28,841	11,529	28.6
Professional Service Contracts	4,468	7,216	(2,748)	(61.5)	28,559	24,112	4,447	15.6
Materials & Supplies	5,709	2,581	3,128	54.8	46,501	35,484	11,017	23.7
Other Business Expenses	0,473	0,372	0,101	21.5	3,516	2,902	0,614	17.5
<b>Total Non-Labor Expenditures</b>	<b>\$ 21,544</b>	<b>\$ 18,639</b>	<b>\$ 2,905</b>	<b>13.5</b>	<b>\$ 162,288</b>	<b>\$ 130,930</b>	<b>\$ 31,358</b>	<b>19.3</b>
<i>Other Expenditure Adjustments :</i>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 67,889</b>	<b>\$ 81,449</b>	<b>\$ (13,560)</b>	<b>(20.0)</b>	<b>\$ 587,061</b>	<b>\$ 560,920</b>	<b>\$ 26,141</b>	<b>4.5</b>
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (46,937)</b>	<b>\$ (63,054)</b>	<b>\$ (16,117)</b>	<b>(34.3)</b>	<b>\$ (403,404)</b>	<b>\$ (377,610)</b>	<b>\$ 25,794</b>	<b>6.4</b>

NOTE: Totals may not add due to rounding

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

Operating Receipts or Disbursements	September 2018				Year-To-Date			
	Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
	\$	%			\$	%		
Farebox Revenue	\$ (0.615)	(3.4)	Timing of receipts		\$ (0.188)	(0.1)	Higher ridership	
Other Operating Revenue	(1.546)	(67.2)	Timing of students reimbursements		1.308	9.6	Receipt of students reimbursements from prior periods	
Capital and Other Reimbursements	(0.396)	(49.7)	Timing of reimbursement receipts		(1.467)	(26.0)	Timing of reimbursement receipts	
	<b>Total Receipts</b>	<b>\$ (2.557)</b>	<b>(12.2)</b>		<b>\$ (0.347)</b>	<b>(0.2)</b>		
Payroll	\$ (15.716)	(65.5)	Payment of interagency billings		\$ (2.054)	(0.9)	Reimbursement of interagency receipts from prior periods and RWA	
Overtime	(0.946)	(18.5)	Vacancies and traffic, offset by timing of bus technology		(3.936)	(7.9)	Vacancies and traffic, offset by timing of bus technology	
Health and Welfare	(0.186)	(3.3)	Higher expenses		(3.912)	(6.9)	Higher expenses	
OPEB Current Payment	0.271	13.3	Timing of expenses		0.189	1.1	Timing of expenses	
Pension	(0.006)	(0.1)	(a)		(0.027)	(0.1)	(a)	
Other Fringe Benefits	0.118	2.3	Favorable interagency expenses		4.522	11.2	Favorable interagency expenses	
Reimbursable Overhead	-	-	(a)		-	-	(a)	
Electric Power	(0.001)	(0.6)	(a)		0.004	0.2	(a)	
Fuel	0.022	1.1	(a)		(1.217)	(6.1)	Higher cost for diesel and CNG fuels offset by CNG rebate	
Insurance	0.805	100.0	Timing of payments		3.373	100.0	Timing of payments	
Claims	(1.215)	(51.1)	Timing of Claim payments		1.590	8.6	Timing of Claim payments	
Maintenance and Other Operating Contracts	2.812	50.9	Timing of Shop program, bus technology and SBS rollouts		11.529	28.6	Timing of Shop program, bus technology and SBS rollouts	
Professional Service Contracts	(2.748)	(61.5)	Timing of inter-agency expenses		4.447	15.6	Timing of inter-agency expenses	
Materials & Supplies	3.128	54.8	Timing of new fare payment system		11.017	23.7	Timing of new fare payment system and general maintenance expenses	
Other Business Expenditure	0.101	21.5	(a)		0.614	17.5	Timing of expenses	
	<b>Total Expenditures</b>	<b>\$ (13.560)</b>	<b>(20.0)</b>		<b>\$ 26.141</b>	<b>4.5</b>		
	<b>Net Cash Variance</b>	<b>\$ (16.117)</b>	<b>(34.3)</b>		<b>\$ 25.794</b>	<b>6.4</b>		

(a) - Variance less than 100K

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2018 MID YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**

(\$ in millions)

	September 2018				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ -	\$ (0.007)	\$ (0.007)	-	\$ 2.006	\$ 0.890	\$ (1.116)	(55.6)
Other Operating Revenue	0.678	(1.073)	(1.751)	*	(1.724)	1.098	2.822	*
Capital and Other Reimbursements	0.333	(0.358)	(0.691)	*	1.169	(0.254)	(1.423)	*
<b>Total Receipts</b>	<b>\$ 1.011</b>	<b>\$ (1.438)</b>	<b>\$ (2.449)</b>	<b>*</b>	<b>\$ 1.451</b>	<b>\$ 1.734</b>	<b>\$ 0.282</b>	<b>19.5</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$ (1.078)	\$ (14.169)	\$ (13.091)	*	\$ (3.942)	\$ (2.086)	\$ 1.856	47.1
Overtime	-	-	-	-	0.001	0.000	(0.000)	(57.1)
Health and Welfare	(0.071)	0.753	0.824	*	(0.413)	(1.242)	(0.829)	*
OPEB Current Payment	(0.015)	-	0.015	100.0	(0.338)	(0.659)	(0.321)	(95.1)
Pensions	(0.243)	-	0.243	100.0	0.090	0.251	0.161	*
Other Fringe Benefits	0.983	2.292	1.309	*	11.087	13.462	2.375	21.4
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	(0.297)	(0.296)	0.001	0.3
<b>Total Labor Expenditures</b>	<b>\$ (0.425)</b>	<b>\$ (11.124)</b>	<b>\$ (10.699)</b>	<b>*</b>	<b>\$ 6.188</b>	<b>\$ 9.430</b>	<b>\$ 3.242</b>	<b>52.4</b>
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ 0.001	\$ (0.051)	\$ (0.052)	*
Fuel for Buses and Trains	0.013	0.136	0.123	*	(0.040)	(1.232)	(1.192)	*
Insurance	(0.323)	0.479	0.802	*	1.034	4.306	3.272	*
Claims	2.385	1.408	(0.977)	(41.0)	26.525	28.166	1.641	6.2
Maintenance and Other Operating Contracts	(0.831)	(0.278)	0.553	66.6	(9.751)	(8.230)	1.521	15.6
Professional Service Contracts	(1.592)	(5.044)	(3.452)	*	(4.924)	(3.013)	1.911	38.8
Materials & Supplies	0.646	1.617	0.971	*	(2.299)	(2.606)	(0.307)	(13.4)
Other Business Expenditures	0.016	0.002	(0.014)	(84.5)	(0.049)	(0.037)	0.013	25.5
<b>Total Non-Labor Expenditures</b>	<b>\$ 0.313</b>	<b>\$ (1.679)</b>	<b>\$ (1.992)</b>	<b>*</b>	<b>\$ 10.497</b>	<b>\$ 17.303</b>	<b>\$ 6.806</b>	<b>64.8</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>								
Depreciation Adjustment	4.265	4.081	(0.184)	(4.3)	40.142	39.414	(0.728)	(1.8)
Other Post Employment Benefits	9.584	5.200	(4.384)	(45.7)	69.582	50.230	(19.352)	(27.8)
GASB 68 Pension Adjustment	6.275	-	(6.275)	(100.0)	26.288	-	(26.288)	(100.0)
Environmental Remediation	-	-	-	-	-	0.218	0.218	-
<b>Total Cash Conversion Adjustments</b>	<b>\$ 21.023</b>	<b>\$ (4.960)</b>	<b>\$ (25.983)</b>	<b>*</b>	<b>\$ 154.147</b>	<b>\$ 118.329</b>	<b>\$ (35.818)</b>	<b>(23.2)</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2018 MID YEAR FORECAST**

**Utilization**  
 (In millions)

	<u>September 2018</u>			<u>Year-to-date as of September 2018</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 17.854	\$ 17.246	\$ (0.608)	\$ 162.366	\$ 163.294	\$ 0.928
<b>Total Farebox Revenue</b>	<b>\$ 17.854</b>	<b>\$ 17.246</b>	<b>\$ (0.608)</b>	<b>\$ 162.366</b>	<b>\$ 163.294</b>	<b>\$ 0.928</b>
<b><u>Ridership</u></b>						
Fixed Route	9.787	10.050	0.263	89.162	90.469	1.307
<b>Total Ridership</b>	<b>9.787</b>	<b>10.050</b>	<b>0.263</b>	<b>89.162</b>	<b>90.469</b>	<b>1.307</b>

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

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable)	Explanation of Variances
			Variance	
<b>Administration</b>				
Office of the EVP	3	3	-	
Human Resources	21	21	-	
Office of Management and Budget	16	14	2	
Technology & Information Services	-	-	-	
Material	17	17	-	
Controller	19	19	-	
Office of the President	5	2	3	
System Safety Administration	5	1	4	
Law	25	22	3	
Corporate Communications	-	-	-	
Labor Relations	-	-	-	
Strategic Office	30	24	6	
Non-Departmental	12	-	12	
<b>Total Administration</b>	<b>153</b>	<b>123</b>	<b>30</b>	Vacancies to be filled
<b>Operations</b>				
Buses	2,320	2,362	(42)	Bus Operator Excess
Office of the Executive VP	4	4	-	
Safety & Training	57	26	31	Students vacancies
Road Operations	123	131	(8)	
Transportation Support	22	26	(4)	
Operations Planning	33	33	-	
Revenue Control	4	6	(2)	
<b>Total Operations</b>	<b>2,563</b>	<b>2,588</b>	<b>(25)</b>	
<b>Maintenance</b>				
Buses	764	738	26	
Maintenance Support/CMF	270	262	8	
Facilities	77	71	6	
Supply Logistics	100	96	4	
<b>Total Maintenance</b>	<b>1,211</b>	<b>1,167</b>	<b>44</b>	Vacancies to be filled
Capital Program Management	37	27	10	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>27</b>	<b>10</b>	Vacancies to be filled
Security	18	13	5	
<b>Total Public Safety</b>	<b>18</b>	<b>13</b>	<b>5</b>	Vacancies to be filled
<b>Total Positions</b>	<b>3,982</b>	<b>3,918</b>	<b>64</b>	
Non-Reimbursable	3,942	3,880	62	
Reimbursable	40	38	2	
<b>Total Full-Time</b>	<b>3,964</b>	<b>3,907</b>	<b>57</b>	
Total Full-Time Equivalents	18	11	7	

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2018 MID - YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION**  
**SEPTEMBER 2018**

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable)	Explanation of Variances
			Variance	
<b>Administration</b>				
Managers/Supervisors	66	51	15	
Professional, Technical, Clerical	77	72	5	
Operational Hourlies	10	-	10	
<b>Total Administration</b>	<b>153</b>	<b>123</b>	<b>30</b>	Vacancies to be filled
<b>Operations</b>				
Managers/Supervisors	307	318	(11)	
Professional, Technical, Clerical	51	51	-	
Operational Hourlies	2,205	2,219	(14)	
<b>Total Operations</b>	<b>2,563</b>	<b>2,588</b>	<b>(25)</b>	
<b>Maintenance</b>				
Managers/Supervisors	245	239	6	
Professional, Technical, Clerical	33	34	(1)	
Operational Hourlies	933	894	39	
<b>Total Maintenance</b>	<b>1,211</b>	<b>1,167</b>	<b>44</b>	Vacancies to be filled
<b>Engineering/Capital</b>				
Managers/Supervisors	21	14	7	
Professional, Technical, Clerical	16	13	3	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>27</b>	<b>10</b>	Vacancies to be filled
<b>Public Safety</b>				
Managers/Supervisors	9	7	2	
Professional, Technical, Clerical	6	6	-	
Operational Hourlies	3	-	3	
<b>Total Public Safety</b>	<b>18</b>	<b>13</b>	<b>5</b>	Vacancies to be filled
<b>Total Baseline Positions</b>				
Managers/Supervisors	648	629	19	
Professional, Technical, Clerical	183	176	7	
Operational Hourlies	3,151	3,113	38	
<b>Total Baseline Positions</b>	<b>3,982</b>	<b>3,918</b>	<b>64</b>	

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

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<b>NON-REIMBURSABLE OVERTIME</b>	September						September Year- To - Date					
	Mid-Year Budget		Actuals		Var. - Fav./Unfav)		Mid-Year Budget		Actuals		Var. - Fav./Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<u>Scheduled Service</u>	59,789	\$2.197	47,808	\$2.310	11,981	(\$0.113)	487,142	\$20.504	445,080	\$20.909	42,062	(\$0.405)
					20.0%	-5.1%					8.6%	-2.0%
<u>Unscheduled Service</u>	13,643	\$0.274	12,557	\$0.572	1,086	(\$0.298)	105,901	\$5.694	94,436	\$7.599	11,465	(\$1.905)
					8.0%	-108.8%					10.8%	-33.5%
<u>Programmatic/Routine Maintenance</u>	20,101	\$0.855	34,783	\$1.671	(14,682)	(\$0.816)	239,834	\$10.718	298,168	\$13.824	(58,333)	(\$3.106)
					-73.0%	-95.4%					-24.3%	-29.0%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	-	0	\$0.000	0	\$0.000	0	\$0.000
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	26,303	\$1.771	30,959	\$1.471	(4,656)	\$0.301	225,963	\$10.955	254,928	\$9.371	(28,965)	\$1.584
					-17.7%	17.0%					-12.8%	14.5%
<u>Weather Emergencies</u>	1,003	(\$0.019)	66	\$0.004	*	937	(\$0.023)	42,479	\$1.680	38,965	\$1.791	*
					*	*					*	(\$0.111)
<u>Safety/Security/Law Enforcement</u>	348	\$0.017	133	\$0.011	215	\$0.006	2,051	\$0.113	1,227	\$0.095	823	\$0.018
					61.9%	34.9%					40.1%	16.2%
<u>Other</u>	290	\$0.022	261	\$0.024	29	(\$0.002)	2,436	\$0.210	2,320	\$0.220	*	116
					*	*					*	(\$0.009)
Subtotal		121,478	\$5.117	126,567	\$6.063	(5,089)	(\$0.945)	1,105,805	\$49.875	1,135,124	\$53.810	(29,319)
						-4.2%	-18.5%					-2.7%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>TOTAL OVERTIME</b>	<b>121,478</b>	<b>\$5.117</b>	<b>126,567</b>	<b>\$6.063</b>	<b>(5,089)</b>	<b>(\$0.945)</b>	<b>1,105,805</b>	<b>\$49.875</b>	<b>1,135,124</b>	<b>\$53.810</b>	<b>(29,319)</b>	<b>(\$3.935)</b>
					-4.2%	-18.5%					-2.7%	-7.9%

Totals may not add due to rounding.

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

\* Exceeds 100%

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

	September					September Year- To - Date				
	Var. - Fav./Unfav)		Explanations			Var. - Fav./Unfav)		Explanations		
	Hours	\$				Hours	\$			
<b>NON-REIMBURSABLE OVERTIME</b>										
<u>Scheduled Service</u>	11,981 20.0%	(\$0.113) -5.1%	Less scheduled service operated			42,062 8.6%	(\$0.405) -2.0%	Less scheduled service operated due to weather		
<u>Unscheduled Service</u>	1,086 8.0%	(\$0.298) -108.8%	Unfavorable variance due to Traffic			11,465 10.8%	(\$1.905) -33.5%	Unfavorable variance due to Traffic		
<u>Programmatic/Routine Maintenance</u>	(14,682) -73.0%	(\$0.816) -95.4%	Overage buses offset by Bus Technology			(58,333) -24.3%	(\$3.106) -29.0%	Overage buses offset by Bus Technology		
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.000 0.0%				- 0.0%	\$0.000 0.0%			
<u>Vacancy/Absentee Coverage</u>	(4,656) -17.7%	\$0.301 17.0%	Vacancy/absentee coverage offset by favorable rates			(28,965) -12.8%	\$1.584 14.5%	Vacancy/absentee coverage offset by favorable rates		
<u>Weather Emergencies</u>	937 *	(\$0.023) *	Inclement Weather			3,514 *	(\$0.111) *	Inclement Weather		
<u>Safety/Security/Law Enforcement</u>	215 61.9%	\$0.006 34.9%				823 40.1%	\$0.018 16.2%			
<u>Other</u>	29 *	(\$0.002) *				116 *	(\$0.009) *			
	<b>Subtotal</b>	<b>(5,089) -4.2%</b>	<b>(\$0.945) -18.5%</b>			<b>(29,319) -2.7%</b>	<b>(\$3.935) -7.9%</b>			
<b>REIMBURSABLE OVERTIME</b>										
TOTAL OVERTIME		<b>(5,089)</b>	<b>(\$0.945)</b>				<b>(29,319)</b>	<b>(\$3.935)</b>		

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

<b>Type</b>	<b>Definition</b>
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	<i>Program Maintenance work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes Routine Maintenance work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u>, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.</i>
Unscheduled Maintenance	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
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



Station renewal work on the Sea Beach N line at 86 St, Avenue U, and Kings Highway was completed on October 29. The stations underwent extensive structural repairs that included reconstructed platforms and overpasses as well as new stairways, handrails, platforms, canopies, lighting, countdown clocks, Help Point intercoms, and security cameras.

## **November Highlights: Capital Program Status Report**

The Capital Program Status Report provides a monthly and year-to-date overview of the progress of NYCT's Capital Program including a brief discussion of the reporting month's (September) 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 this report. In addition, year-to-date performance for all five major capital program milestones, as well as a quarterly report on fan plant status are presented. Also presented below are current highlights since the end of the reporting month.

In September, NYCT awarded projects totaling \$699.2 million, including the award of Superstorm Sandy repair and mitigation projects at the 207<sup>th</sup> Street Yard for \$603.8 million, L Line capacity enhancements and platform structural repairs at 14<sup>th</sup> Street-Union Square Station for \$17.2 million, and eight Small Business Mentoring Program (SBMP) stair replacement projects at various stations for \$8 million. Also in September, NYCT completed projects totaling \$127.3 million, including the purchase of 92 articulated buses for \$84.1 million.

Project highlights since September include the reopening of Kings Highway, Avenue U and 86<sup>th</sup> Street stations on the Sea Beach Line following extensive work to repair deteriorating infrastructure and modernize the station environments. Additionally, platform component replacement projects at Morgan Avenue, DeKalb Avenue, Halsey Street and Bushwick Avenue-Aberdeen Street stations on the L Line were awarded for \$18.6 million, which also includes station painting at DeKalb Avenue. Furthermore, NYCT also awarded an internal tunnel sealing project at the West 4<sup>th</sup> Interlocking north of Spring Street station on the 8<sup>th</sup> Avenue Line for \$4.3 million. The project will facilitate rapid deployment of a track stop log system in advance of a coastal storm in order to prevent flooding. Lastly, NYCT completed three Small Business Mentoring Program (SBMP) stair replacement projects on the Broadway Line for \$5.5 million.

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

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$91.8	\$114.0	124
Design Completions	\$237.5	\$200.1	84
Construction Awards	\$6,302.4	\$4,967.6	79
Substantial Completions	\$3,013.4	\$1,433.9	48
Closeouts	\$7,917.3	\$1,467.0	19

**John O'Grady, Senior Vice President  
Capital Program Management**

**Capital Program Status  
Through September 2018**

NYCT awarded \$699.2 million in projects, including Superstorm Sandy repair and mitigation projects at the 207<sup>th</sup> Street Yard for \$603.8 million. Repairs will be made to critical yard assets such as the signal system, power cables, track, and switches. Additionally, the yard will receive flood mitigation enhancements such as a perimeter wall, deployable gates and a flood door for the yard tunnel portal to protect against storm surges. The 207<sup>th</sup> Street Yard is the main storage facility for the rolling stock on the 8<sup>th</sup> Avenue Line, so these repairs and mitigation enhancements will ensure that local disruptions in service are minimized during future storms.

NYCT also awarded L Line capacity enhancements and platform structural repairs at 14<sup>th</sup> Street-Union Square Station for \$17.2 million. A station capacity enhancement project will improve passenger circulation by installing a new escalator from the east mezzanine to the platform and by modifying stairs. Additionally, structural defects and leaks will be repaired on platform elements such as track wall columns and beam flanges.

Furthermore, NYCT awarded eight Small Business Mentoring Program (SBMP) stair replacement projects at various stations for \$8 million. The stations that will receive new stairs are 57<sup>th</sup> Street on the Broadway Line, 2<sup>nd</sup> Avenue, Church Avenue and Carroll Street on the 6<sup>th</sup> Avenue Line, Sterling Street and Winthrop Street on the Nostrand Avenue Line, Grand Avenue-Newtown on the Queens Boulevard Line, and Bergen Street on the Eastern Parkway Line.

NYCT substantially completed projects totaling \$127.3 million, including the purchase of 92 articulated buses for \$84.1 million. These buses will replace existing articulated buses on high capacity routes with the latest in safety technology, environmental sustainability and customer service amenities. Bus features include a pedestrian turn warning system, improved driver visibility, digital information screens with route and next stop information, Wi-Fi and USB charging ports, and traffic signal priority technology.

In addition, NYCT started eight design projects for \$9.4 million, completed seven design projects for \$12.8 million, and closed out 12 projects for \$164.5 million.

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

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

Project	Base Budget	Current Budget	Original Date	Months Delay
Passenger Station LAN: 30 Stations	\$26.6	\$27.5	2/2018	7
Sandy Resiliency: 2 Pump Rooms (Cranberry Tube)	\$3.2	\$3.1	4/2018	5
Sandy Repairs: Fan Plant (#6330, #6332)/Cranberry Tube	\$16.6	\$15.4	4/2018	5
Sandy Repairs: CBH #502/Cranberry Tube	\$1.4	\$3.4	4/2018	5
Sandy Repairs: Comm/Power Cable - Cranberry Tube	\$40.5	\$56.2	4/2018	5
Sandy Repairs: Substation Equipment (SS#90)/ Cranberry Tube	\$3.9	\$3.9	4/2018	5
Sandy Repairs: Signals in the Cranberry Tube	\$18.0	\$15.0	4/2018	5
Sandy Repairs: 2 Pump Rooms (Cranberry Tube)	\$12.5	\$11.0	4/2018	5
Sandy Mitigation: 17 Fan Plants - 1 Location	\$0.4	\$0.4	8/2018	1
Sandy Mitigation: Coastal Storm MCD	\$10.2	\$10.4	8/2018	1
Rehab Substation Roof & Enclosure: Jerome/E 162 St	\$7.3	\$7.8	9/2018	0
Copper Cable Upgrade/Replacement Phase 4	\$11.6	\$12.2	9/2018	0

The closeout of Passenger Station LAN: 30 Stations was delayed by seven months because of delays in reviewing and revising the documentation needed for closeout approval. Closeout of the Cranberry Tube restoration was delayed by five months due to delays in the review of the documentation needed for closeout approval.

### **Status of Fan Plants and Fans (as of September 30, 2018)**

Fan plants and fans enhance passenger safety in the event of fire or smoke conditions in tunnels by directing heat, smoke, and noxious fumes away from passengers and evacuation routes. The Capital Program Status Report examines fan plant data on a quarterly basis, compared to the previous year's quarter.

There are 187 operable fans plants; five less in the NYCT system as of September 30<sup>th</sup>, 2018 compared to 3<sup>rd</sup> Quarter 2017. The number of inoperable fan plants in the system increased to 17 from 9 compared to last year's quarter. 12 inoperable fan plants are maintained by Capital Program Management and 4 by MOW/Hydraulics, while 1 is out of service for test section repair. There is now a total of 204 fan plants in the system; an increase in 3 compared to last year's quarter.

There are 414 operable fan units in the system, down from 423 compared to 3<sup>rd</sup> Quarter 2017. The number of inoperable fan units in the system is now 32, up from 14 compared to the same time period. 24 inoperable fan units are maintained by Capital Program Management and 7 by MOW/Hydraulics, while 1 is out of service for test section repair. There is now a total of 446 fan units in the system; an increase in 5 compared to last year's quarter.

<b>Fan Plants</b>	<b>Sept '17</b>	<b>Sept '18</b>	<b>More/(Less)</b>
All	201	204	3
Operable	192	187	(5)
Inoperable	9	17	8
Reduced Capacity	0	0	-
<b>Fan Units</b>	<b>Sept '17</b>	<b>Sept '18</b>	<b>More/(Less)</b>
All	441	446	5
Operable	423	414	(9)
Inoperable	18	32	14
Reduced Capacity	0	0	-

### **Inoperable Fan Plants and Fans (as of September 30, 2018)**

<b>Jurisdiction</b>	<b>Fan Plants</b>	<b>Fan Units</b>
Capital Program Management	12	24
MOW / Hydraulics	4	7
Warranty Work, Test Section Repair, MTA-CC or Cable Sct.	1	1
<b>Total</b>	<b>17</b>	<b>32</b>

## Capital Project Milestone Summary 2018

**(Through September 30, 2018)**

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

Design Starts	\$1.7	5	\$9.4	8	542.1	160.0
Design Completions	10.9	6	12.8	7	118.1	116.7
Construction Awards	549.1	17	699.2	24	127.3	141.2
Substantial Completions	479.9	11	127.3	4	26.5	36.4
Closeouts	487.9	18	164.5	12	33.7	66.7

### **2018 Year-To-Date**

Design Starts	\$91.8	79	\$114.0	92	124.3	116.5
Design Completions	237.5	163	200.1	118	84.2	72.4
Construction Awards	6,302.4	182	4,967.6	140	78.8	76.9
Substantial Completions	3,013.4	126	1,433.9	77	47.6	61.1
Closeouts	7,917.3	206	1,467.0	98	18.5	47.6

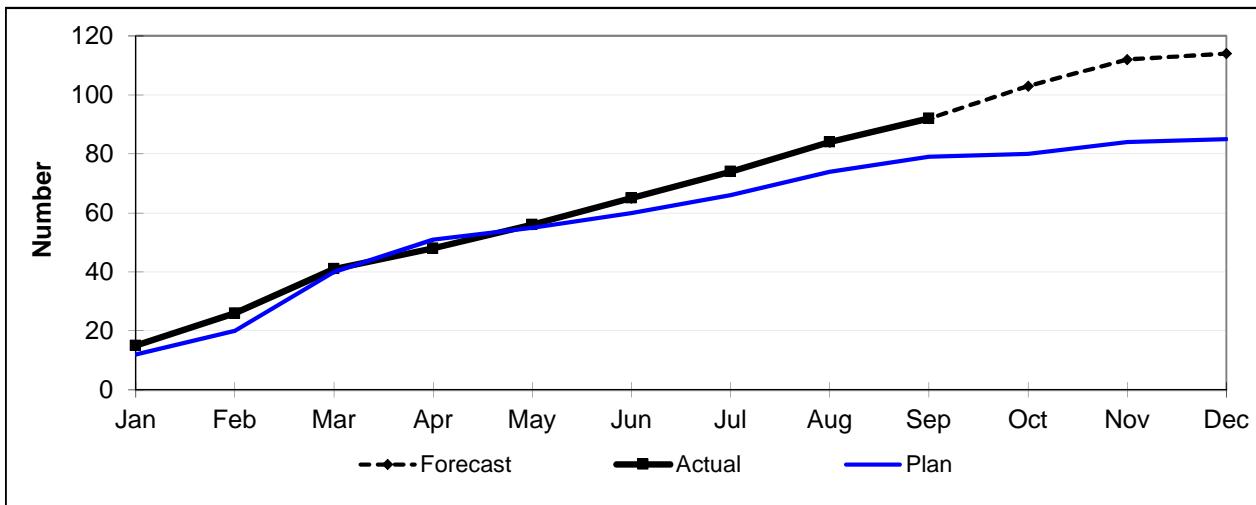
### **2018 Projected To-Year-End**

	Initial Plan		Current Forecast	%(\$)	%(#)	
Design Starts	\$100.9	85	\$145.3	114	143.9	134.1
Design Completions	284.1	192	275.4	175	96.9	91.1
Construction Awards	6,964.8	203	6,961.5	213	100.0	104.9
Substantial Completions	4,422.5	201	4,005.1	161	90.6	80.1
Closeouts	8,571.0	239	3,883.5	205	45.3	85.8

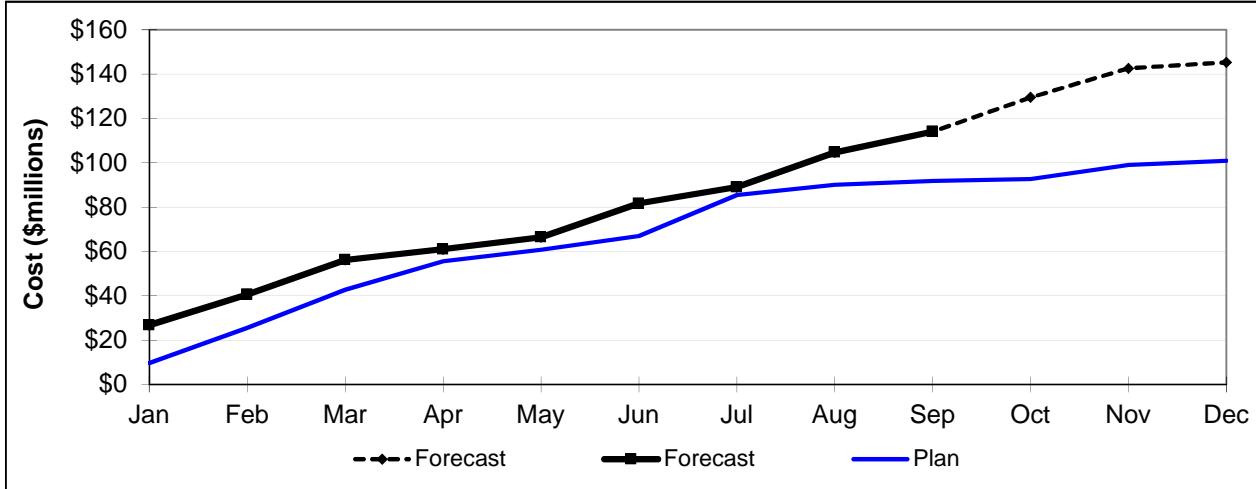
Totals do not include contingency, emergency funds and miscellaneous reserves;  
performance percentages include early accomplishments.

## 2018 Design Starts Charts

As of September 2018



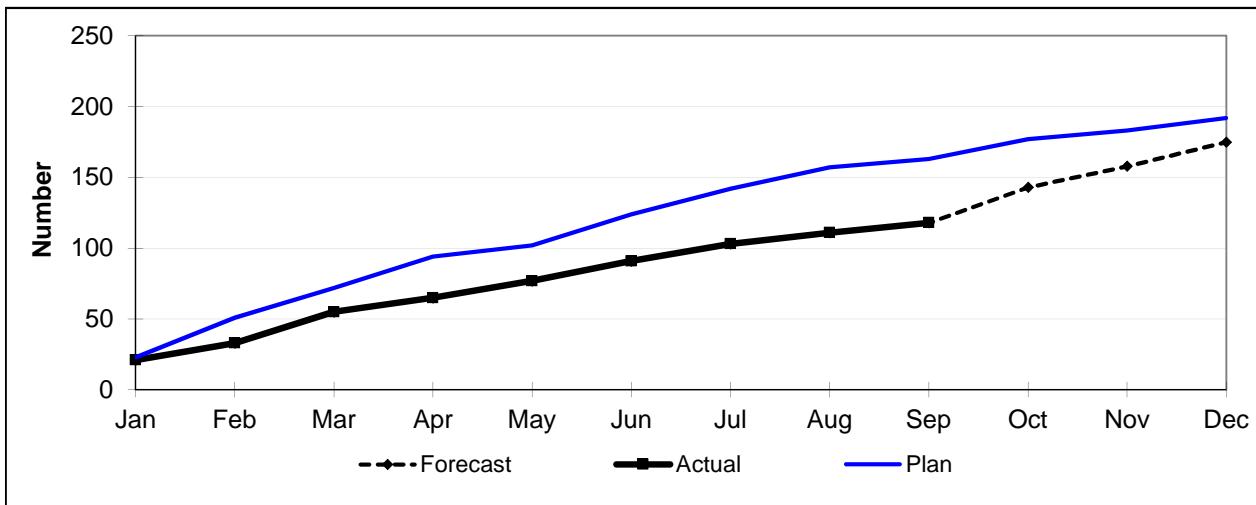
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast										11	9	2
Actual	15	11	15	7	8	9	9	10	8	1	4	1
Plan	12	8	20	11	4	5	6	8	5			
<b>Cummulative</b>												
Forecast	15	26	41	48	56	65	74	84	92	103	112	114
Actual	12	20	40	51	55	60	66	74	79	80	84	85
Plan												



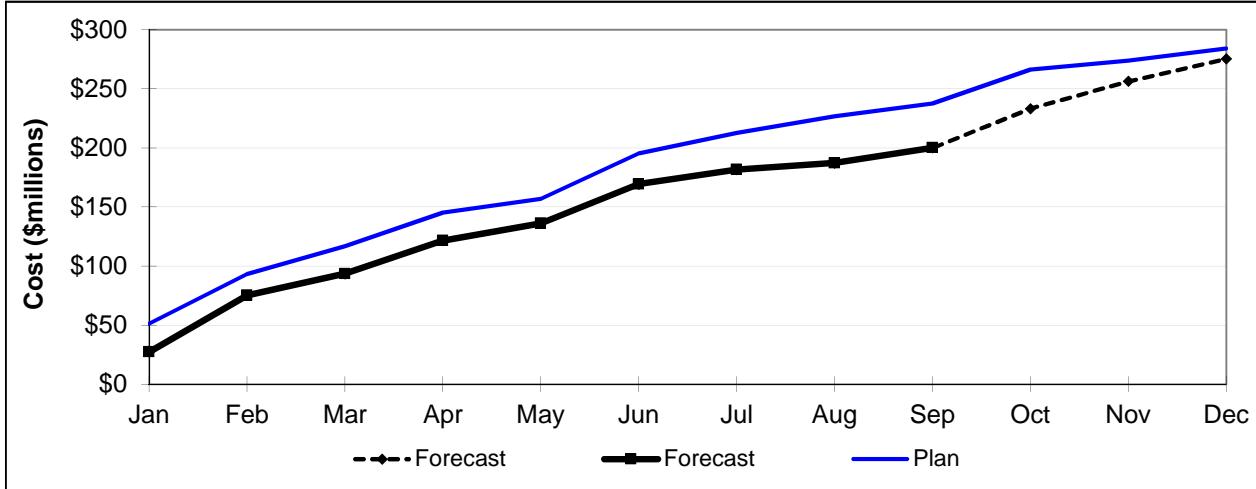
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast										15.4	13.1	2.7
Actual	26.8	13.8	15.6	4.8	5.4	15.3	7.3	15.7	9.4	0.9	6.4	1.9
Plan	9.7	15.8	17.2	12.8	5.3	6.1	18.5	4.6	1.7			
<b>Cummulative</b>												
Forecast	26.8	40.6	56.2	61.0	66.4	81.7	89.0	104.7	114.1	129.5	142.5	145.3
Actual	9.7	25.5	42.7	55.5	60.9	67.0	85.5	90.0	91.8	92.6	99.1	100.9
Plan												

## 2018 Design Completions Charts

As of September 2018



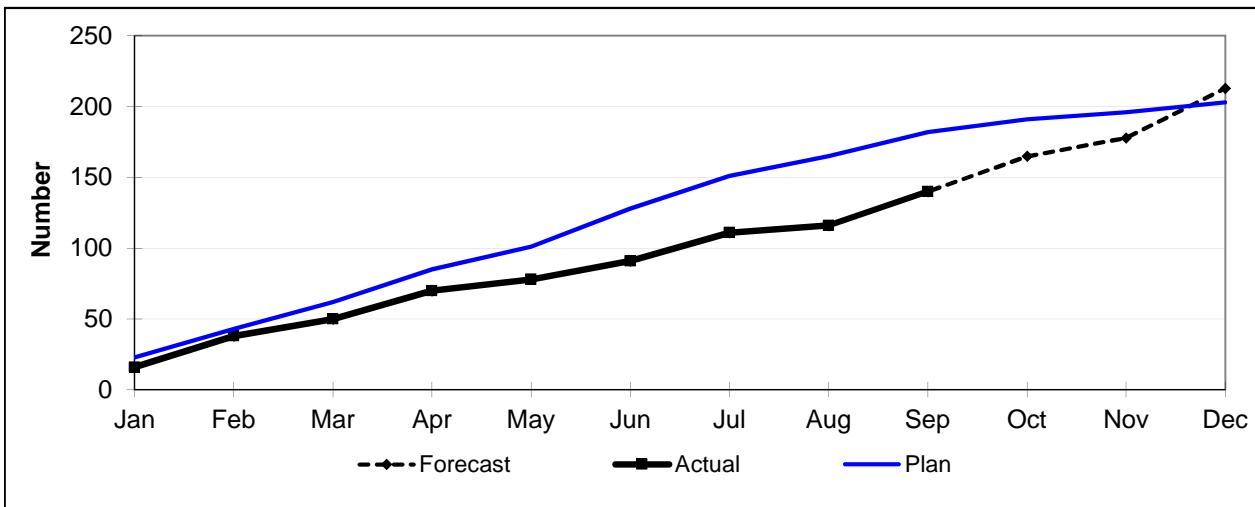
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												
Actual	21	12	22	10	12	14	12	8	7	25	15	17
Plan	23	28	21	22	8	22	18	15	6	14	6	9
<b>Cummulative</b>												
Forecast												
Actual	21	33	55	65	77	91	103	111	118	143	158	175
Plan	23	51	72	94	102	124	142	157	163	177	183	192



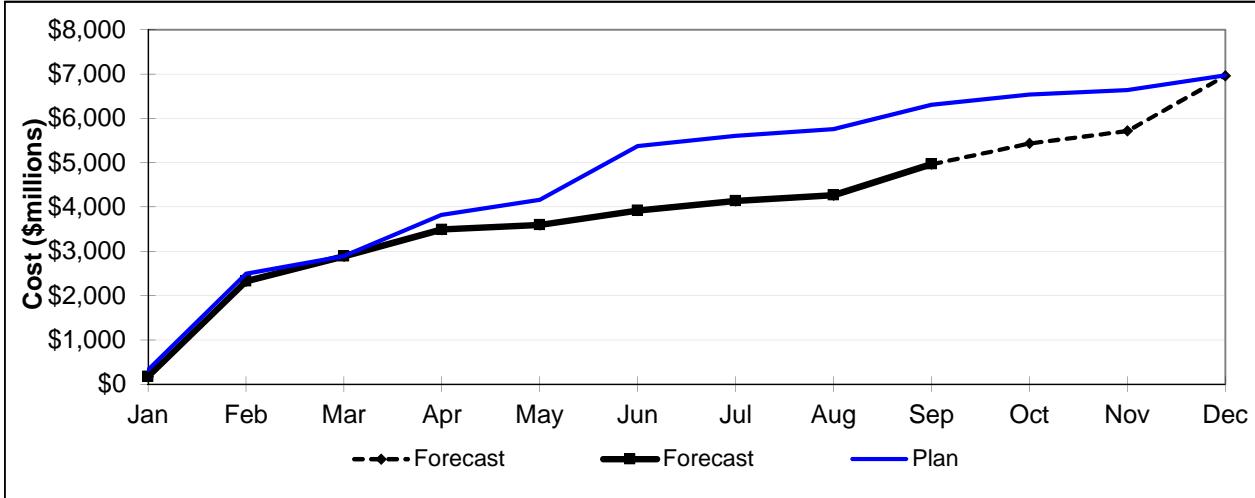
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												
Actual	27.5	47.8	18.2	28.1	14.6	33.1	12.4	5.5	12.8	33.2	23.1	19.1
Plan	51.3	42.0	23.5	28.5	11.5	38.6	17.3	14.1	10.9	28.5	7.7	10.4
<b>Cummulative</b>												
Forecast												
Actual	27.5	75.3	93.5	121.6	136.2	169.3	181.7	187.2	200.1	233.2	256.3	275.4
Plan	51.3	93.3	116.8	145.3	156.8	195.3	212.6	226.7	237.6	266.1	273.8	284.1

## 2018 Awards Charts

As of September 2018



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												
Actual	16	22	12	20	8	13	20	5	24	25	13	35
Plan	23	20	19	23	16	27	23	14	17	9	5	7
<b>Cummulative</b>												
Forecast												
Actual	16	38	50	70	78	91	111	116	140	165	178	213
Plan	23	43	62	85	101	128	151	165	182	191	196	203

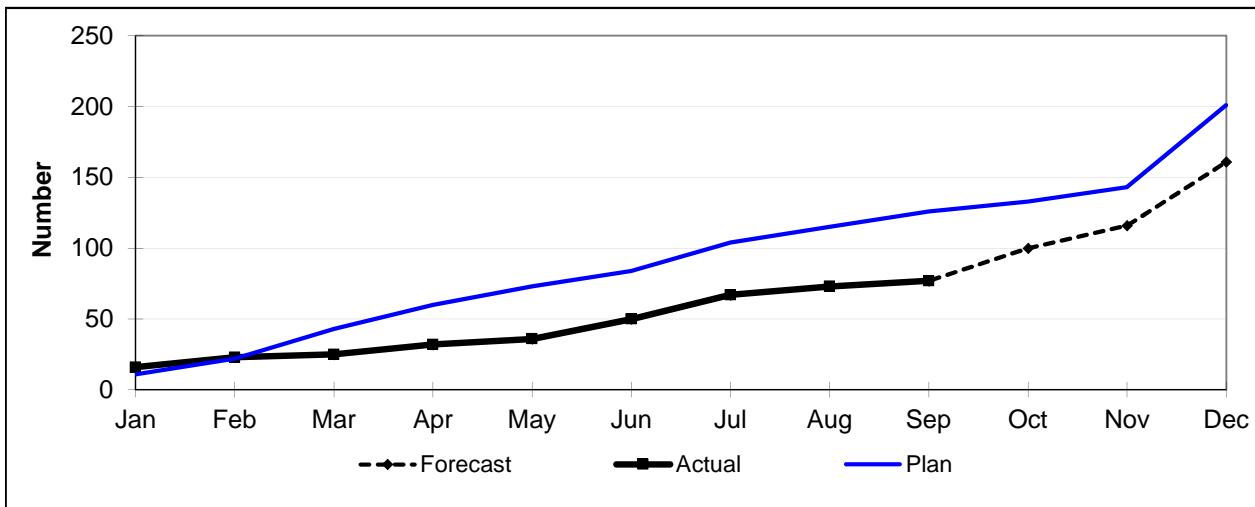


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												
Actual	181.0	2,146.8	561.6	604.2	104.1	324.6	216.9	129.3	699.2	468.3	282.1	1,243.6
Plan	326.7	2,168.0	397.8	929.6	339.0	1,208.9	235.5	147.9	549.1	229.4	103.6	329.4
<b>Cummulative</b>												
Forecast												
Actual	181.0	2,327.7	2,889.3	3,493.5	3,597.6	3,922.2	4,139.1	4,268.4	4,967.6	5,435.8	5,718.0	6,961.5
Plan	326.7	2,494.7	2,892.5	3,822.1	4,161.1	5,370.0	5,605.4	5,753.3	6,302.4	6,531.8	6,635.4	6,964.8

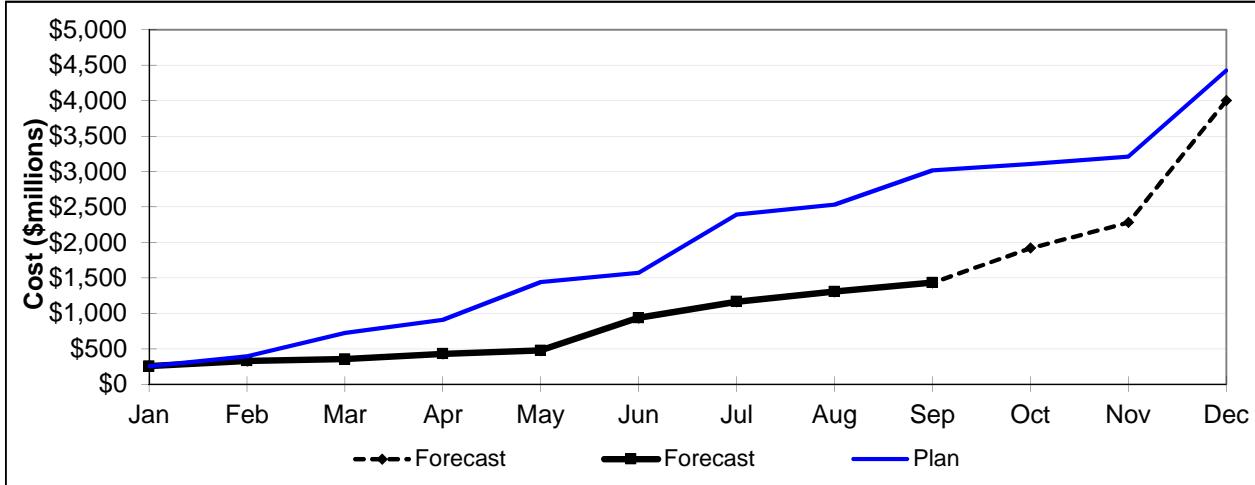
- The gap of approximately \$1.3 billion is largely explained by a delay in the award of various Communications-based Train Control (CBTC) projects on the Culver Line for \$430.3 million and Times Square Shuttle Station improvement projects for \$274.4 million

## 2018 Substantial Completions Charts

As of September 2018



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												
Actual	16	7	2	7	4	14	17	6	4	23	16	45
Plan	11	11	21	17	13	11	20	11	11	7	10	58
<b>Cummulative</b>												
Forecast												
Actual	16	23	25	32	36	50	67	73	77	100	116	161
Plan	11	22	43	60	73	84	104	115	126	133	143	201

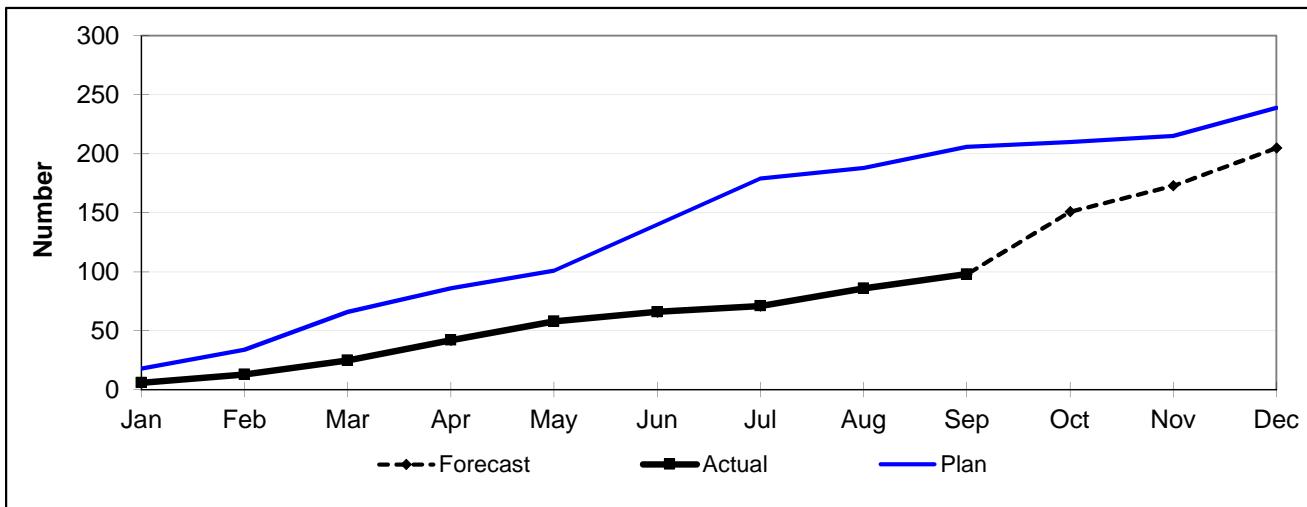


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												
Actual	257.4	73.9	24.7	74.0	46.4	460.1	228.5	141.7	127.3	489.4	360.4	1,721.4
Plan	256.4	138.6	329.7	184.5	532.2	129.7	821.6	140.8	479.9	92.8	103.7	1,212.6
<b>Cummulative</b>												
Forecast												
Actual	257.4	331.3	356.0	430.0	476.5	936.5	1,165.0	1,306.6	1,433.9	1,923.3	2,283.7	4,005.1
Plan	256.4	395.0	724.7	909.2	1,441.4	1,571.1	2,392.7	2,533.5	3,013.4	3,106.1	3,209.8	4,422.5

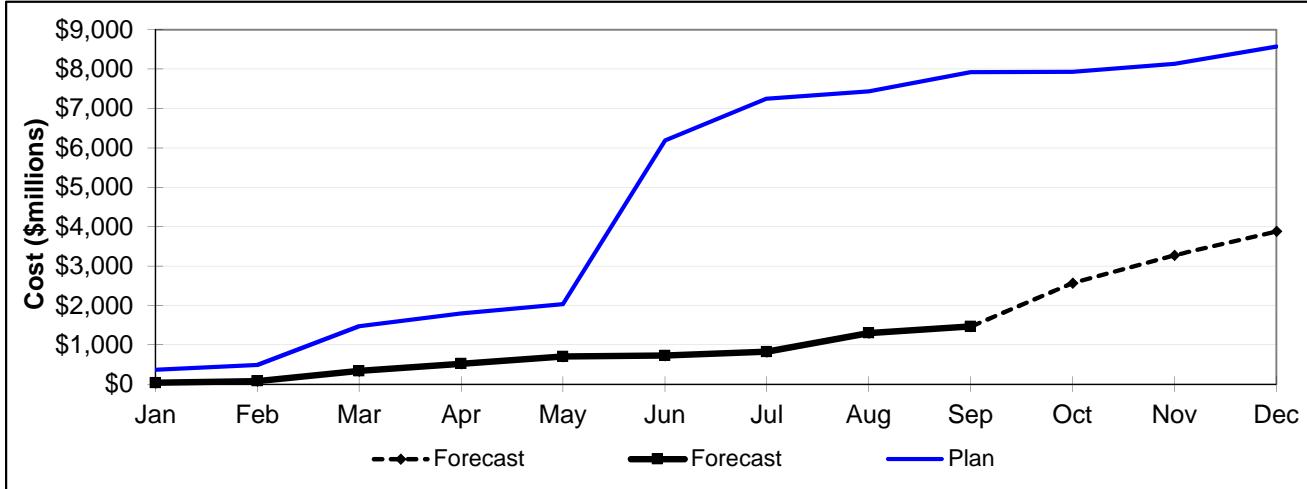
- The gap of approximately \$1.5 billion is largely explained by a delay in the completion of CBTC on the Flushing Line for \$563.3 million and two interlocking modernization projects on the 6th Avenue Line for \$338 million.

## 2018 Closeouts Charts

As of September 2018



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												
Actual	6	7	12	17	16	8	5	15	12	53	22	32
Plan	18	16	32	20	15	39	39	9	18	4	5	24
<b>Cummulative</b>												
Forecast												
Actual	6	13	25	42	58	66	71	86	98	151	173	205
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												
Actual	41.0	44.2	254.7	182.6	183.8	24.6	95.7	476.0	164.5	1,104.0	707.9	604.5
Plan	368.9	123.4	979.4	327.6	2,034.4	4,146.4	1,067.2	181.4	487.9	9.9	203.6	440.3
<b>Cummulative</b>												
Forecast												
Actual	41.0	85.1	339.9	522.5	706.2	730.9	826.6	1,302.6	1,467.1	2,571.0	3,278.9	3,883.5
Plan	368.9	492.3	1,471.6	1,799.2	2,034.4	6,180.8	7,248.0	7,429.4	7,917.3	7,927.2	8,130.8	8,571.0

- The gap of approximately \$6.4 billion is largely explained by a delay in the closeout of rolling stock purchases.

## Procurement

Steve Plochochi, Senior Vice President



This specially designed gantry crane in operation at 121 St station in Queens along the Jamaica line is being used for station renewal and repair projects. The crane can hoist steel girders that range in length from 45 to 60 feet, each weighing an average of 4 tons. Renewal and component repairs are underway at four stations: 121 St, 111 St, and 104 St in Queens and Myrtle Av in Brooklyn. The work includes the installation of 34 trackside platform steel girders (See item 3 in NYC Transit's Procurement Package).

## PROCUREMENTS

The Procurement Agenda this month includes 3 actions for a proposed expenditure of \$10.0M.

<b>Subject</b>	Request for Authorization to Award Various Procurements				
<b>Department</b>	Procurement & Supply Chain – NYCT				
<b>Department Head Name</b>	Stephen M. Plochochi				
<b>Department Head Signature</b>					
<b>Project Manager Name</b>	Rose Davis				
<b>Board Action</b>					
Order	To	Date	Approval	Info	Other
1	Committee	11/13/18			
2	Board	11/15/18			

November 5, 2018					
<b>Department</b>					
<b>Department Head Name</b>					
<b>Department Head Signature</b>					
<b>Internal Approvals</b>					
Order	Approval	Order	Approval	Order	Approval
<i>AS</i>	President NYCT 11/13/18				President MTACC
	Operations Support	X			President MTA Bus/Buses
X	Capital Prog. Management	X			Subways
	Law				Diversity/Civil Rights
<b>Internal Approvals (cont.)</b>					
Order	Approval	Order	Approval	Order	Approval

## PURPOSE

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

## DISCUSSION

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

Procurements Requiring Two Thirds Vote:	# of Actions	\$ Amount
Schedule A: Noncompetitive Purchases and Public Work Contracts	1	\$ 3.2 M
• <b>Transit Sourcing Services, Inc. \$ 3.2 M</b>		
SUBTOTAL	1	\$ 3.2 M
<b>MTA Capital Construction proposes to award Noncompetitive procurements in the following categories: NONE</b>		
<b>MTA Bus Company proposes to award Noncompetitive procurements in the following categories: NONE</b>		

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

Schedules Requiring Majority Vote:

Schedule L: Budget Adjustments to Estimated Quantity Contracts	1	\$ 1.0 M
	SUBTOTAL	1 \$ 1.0 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**

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

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

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

Schedules Requiring Two-Thirds Vote:

Schedule K: Ratification of Completed Procurement Actions	1	\$ 5.8 M
	SUBTOTAL	1 \$ 5.8 M
	TOTAL	3 \$ 10.0 M

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

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

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

## **BOARD RESOLUTION**

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

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

**NOVEMBER 2018**

**LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**A. Noncompetitive Purchases and Public Work Contracts**

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

1. Transit Sourcing Services, Inc.      \$3,205,050 (Est.)      Staff Summary Attached  
Noncompetitive – Six-month contract  
SSE # 235697  
Purchase of subway car wheels.

## Schedule A: Noncompetitive Purchases and Public Work Contracts



New York City Transit

**Item Number:** 1

<b>Vendor Name (Location)</b> Transit Sourcing Services, Inc. (Concord, North Carolina)	<b>Contract Number</b> SSE 235697	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Description</b> Purchase of Subway Car Wheels	<b>Total Amount:</b> \$3,205,050 (Est.)	
<b>Contract Term (including Options, if any)</b> Six months	<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Department of Subways, Sally Librera	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive		
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		

### Discussion

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to New York State Public Authorities Law, Section 1209, subdivision 9(d), and approve the award of noncompetitive purchase contract 235697 to Transit Sourcing Services, Inc. ("TSS") for the award of a production quantity of 3,000 subway car wheels ("wheels"). TSS will supply wheels manufactured by GHH-Bonatrans ("Bonatrans"), located in the Czech Republic.

The purpose of this award is to ensure that Bonatrans has the production capacity to consistently supply wheels that meet NYC Transit's quality and delivery schedule requirements. Currently, NYC Transit's monthly requirements for wheels are greater than the monthly production capacity of any single approved wheel supplier. In order to meet NYC Transit's operational requirements, multiple contracts for wheels are required to ensure a timely and sufficient supply of wheels. Wheels are a vital component of the entire NYC Transit subway car fleet and are replaced by the Department of Subways' Division of Car Equipment ("DCE") during its six-year and 12-year Scheduled Maintenance Systems. NYC Transit currently uses approximately 1,100 wheels per month.

Wheels are safety sensitive, and currently MWL Brasil Rodas & Eixos Ltda. ("MWL"), Sumitomo Corporation, and Standard Steel are the only manufacturers whose products are approved on NYC Transit's Qualified Products List ("QPL") for wheels. [In April 2012, Sumitomo Metals and Sumitomo Corporation acquired Standard Steel and formed a new entity, Summit Railroad Products, Inc. ("Summit"), which represents both Sumitomo Corporation and Standard Steel.] In December 2017, MWL and Summit were each awarded a 24-month Estimated Quantity Contract for wheels, and both contracts expire in December 2019. Additionally, in September 2018, the Board approved the purchase of 1,300 wheels manufactured by Lucchini RS S.p.A. for use in a two-phase qualification process.

Board approval was obtained in March 2013 for the purchase of 1,300 Bonatrans wheels from TSS for a two-phase qualification process by DCE in accordance with NYC Transit specifications. The qualification process consists of the successful completion and performance evaluation of in-service testing of the 1,300 wheels in two phases. For Phase I testing, NYC Transit purchased 300 Bonatrans wheels, installed them on subway cars, and operated those cars in service for six months. Bonatrans successfully completed Phase I testing and proceeded to Phase II. In Phase II, NYC Transit purchased an additional 1,000 Bonatrans wheels, installed them on subway cars, and is in the process of operating those cars in service for one year. To date, the Bonatrans wheels have performed satisfactorily and Phase II testing is expected to be completed in December 2018.

Upon successful completion of Phase II, Bonatrans' wheel will be QPL approved, and this procurement for a six-month Estimated Quantity Contract guaranteeing a quantity of 3,000 wheels will be awarded to TSS for delivery of 500 wheels per month. Award of this contract to TSS will provide an additional source of supply in the event of disruption of the delivery of wheels from NYC Transit's other contractors. NYC Transit has the ability to increase the quantity as required during the contract period without any changes to the terms and conditions or unit price.

TSS originally submitted a quote in the amount of \$1,095 per wheel for an estimated total contract amount of \$3,285,000. Subsequent discussions resulted in Procurement successfully obtaining a price reduction of \$26.65 per wheel, thereby reducing the price to \$1,068.35 per wheel for an estimated total savings of \$79,950. NYC Transit's Cost Price Analysis Unit performed a review and determined that TSS's price of \$1,068.35 per wheel is fair and reasonable.

This contract is subject to review and approval of the Office of the New York State Comptroller, and an award will not be made prior to this approval. Delivery will commence 240 days after Notice of Award.

**NOVEMBER 2018**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**L. Budget Adjustments to Estimated Quantity Contracts**

(Expenditures anticipated to exceed the lesser of \$750,000 or \$250,000 in the event such expenditures exceed 15% of the adjusted contract budget, including any contract modifications.)

**1. Trillium CNG, Inc.   \$961,503    *Staff Summary Attached***

**Contract #19633**

Provide additional funding for the upgrade of Skid A at Jackie Gleason Bus Depot to operational status.

**L. Budget Adjustments to Estimated Quantity Contracts**

(Expenditures anticipated to exceed the lesser of \$750,000 or \$250,000 in the event such expenditures exceed 15% of the adjusted contract budget, including any contract modifications.)

<b>1.</b>	<b>Trillium CNG, Inc.</b>	<b>Original Amount: (including options)</b>	<b>\$</b>	<b>13,655,334</b>
	<b>Contract# 19633</b>	<b>Prior Modifications:</b>	<b>\$</b>	<b>0</b>
		<b>Prior Budgetary Increases:</b>	<b>\$</b>	<b>0</b>
		<b>Current Amount:</b>	<b>\$</b>	<b>13,655,334</b>
		<b>This Request:</b>	<b>\$</b>	<b>961,503</b>
		<b>% of This Request to Current Amount:</b>		<b>7.0%</b>
		<b>% of Mods/Budget Adjustments (including This Request) to Original Amount:</b>		<b>7.0%</b>

**Discussion**

The NYC Transit Department of Buses (“DOB”) is requesting approval of a budget adjustment to upgrade Skid A at Jackie Gleason Bus Depot to operational status. This work will be performed by Trillium CNG, Inc (“Trillium”).

The original award was a competitively negotiated contract for the operation and maintenance of compressed natural gas (“CNG”) fueling facilities for DOB and MTA Bus Company (“MTABC”) for a period of 87 months, and contains contract provisions for upgrades. DOB and MTABC currently operate six CNG fueling facilities: four fast-fill facilities exist at depots that operate CNG-fueled buses (Jackie Gleason and West Farms are operated by DOB; College Point, and Spring Creek are operated by MTABC); and two slow-fill facilities exist at Zerega Avenue and Grand Avenue maintenance facilities (both operated by DOB) that are used for fueling and defueling buses that undergo scheduled maintenance at these facilities. Trillium is the contractor responsible for the entire maintenance and operation of each CNG fueling facility.

Each fast-fill facility houses several natural gas compressors called skids. Skid A is one of four skids located at Jackie Gleason Bus Depot. The depot’s three operational skids are used simultaneously during peak fueling periods; the upgrade of Skid A will allow for increased fueling capacity. It was determined to fulfill this requirement by issuing a task order from Trillium’s Operation and Maintenance (“O&M”) contract. This contract was competitively negotiated, and Trillium was determined to possess outstanding technical expertise and offered the best pricing. Facility and equipment upgrades were contemplated under the O&M contract, which contains competitively negotiated rates for labor, parts, materials, and equipment.

The upgrade will replace the compressor, catalyst, muffler, and ancillary equipment. The existing engine will be removed, rebuilt, and reinstalled. All other existing infrastructure will remain in place. This upgrade of Skid A was originally solicited as a standalone procurement anticipated to yield multiple bids. However, after significant outreach efforts, only Trillium expressed interest and the standalone solicitation was cancelled prior to opening.

The pricing for this task order is based on the rates within the O&M contract and has been found to be fair and reasonable.

**OCTOBER 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.**      **\$5,798,000**      **Staff Summary Attached**  
Contract# A-36865.20

Modification to the contract for station renewal and component repairs of three stations in Queens: 121st Street, 111th Street, and 104th Street, and one station in Brooklyn: Myrtle Avenue; in order to install 34 trackside platform steel girders.

Schedule K: Ratification of Completed Procurement Actions



<b>Item Number:</b>	1	
<b>Vendor Name (Location)</b>		
E.E. Cruz & Company, Inc. (New York, New York)		
<b>Description</b>		
Component Repairs at Four Stations, Jamaica Line (BMT) in the Boroughs of Brooklyn and Queens		
<b>Contract Term (including Options, if any)</b>		
June 22, 2016–February 21, 2019		
<b>Option(s) included in Total Amount?</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input checked="" type="checkbox"/> n/a		
<b>Procurement Type</b>	<input checked="" type="checkbox"/> Competitive	<input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b>	<input type="checkbox"/> RFP	<input type="checkbox"/> Bid
	<input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b>		
<input type="checkbox"/> Operating	<input checked="" type="checkbox"/> Capital	<input type="checkbox"/> Federal
		<input type="checkbox"/> Other:
<b>Requesting Dept./Div., Dept./Div. Head Name:</b>		
Capital Program Management, John O'Grady		
<b>Contract Number</b>		
A-36865		20
<b>Original Amount:</b>	\$	58,255,400
<b>Prior Modifications:</b>	\$	1,531,392
<b>Prior Budgetary Increases:</b>	\$	0
<b>Current Amount:</b>	\$	59,786,792
<b>This Request:</b>	\$	5,798,000
<b>% of This Request to Current Amount:</b>		9.7%
<b>% of Modifications (including This Request) to Original Amount:</b>		12.6%

### Discussion

This retroactive modification is for the installation of 34 trackside platform steel girders that were furnished under a prior modification.

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.

In July 2018, the Board approved retroactive Modification 19 for the shop fabrication and delivery of 34 trackside platform steel girders for platforms at three stations in Queens: 121st Street, 111th Street, and 104th Street. At that time, the Board was advised that this separate modification was being negotiated for the cost of installation. At these stations, 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 of the girders 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 install the 34 shop-fabricated trackside platform girders furnished under Mod 19 at a cost of \$982,500.

Work under this retroactive modification includes (1) additional temporary supports; (2) lead abatement and rivet removal; (3) New York City Department of Transportation permit, crane rigging plan, and additional Maintenance and Protection of Traffic; (4) design, fabrication, and delivery of a gantry system to hoist the girders at the jobsite; (5) removal, protection, and reinstallation of existing utility conduits to provide clearance for girder removal; (6) removal, hoisting, and disposal of existing girders; and (7) hoisting and installation of new girders.

The contractor requested an extension of time. An extension of time and impact costs, if any, will be provided under a separate modification. To mitigate delay, the contractor was directed to proceed with the installation of the shop fabricated girders on July 18, 2018, with the approval of the SVP, CPM. Delivery of the shop-fabricated girders began in August 2018 and installation work proceeded immediately.

**Schedule K: Ratification of Completed Procurement Actions**

E.E. Cruz submitted its revised proposal in the amount of \$6,931,765. The revised in-house estimate is \$5,500,000. Negotiations resulted in the agreed-upon lump-sum price of \$5,798,000. Savings of \$1,133,765 were achieved. This price is found to be fair and reasonable.

The SVP, Procurement & Supply Chain, authorized a partial payment in the amount of \$1 million for this modification on September 17, 2018.

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 other miscellaneous minor repairs) because the girders are considered to be in a state of good repair.

In connection with a previous contract modification awarded to E.E. Cruz, E.E. Cruz 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 NYC Transit President in July 2018. No new SAI has been found relating to E.E. Cruz and E.E. Cruz has been found to be responsible.

# Staff Summary



Subject	Fair Fares Program
Department	Operations Support
Department Head Name	Tim Mulligan
Department Head Signature	
Project Manager Name	Al Putre

Date	November 7, 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	NYCT Comm				
2	Board				

Internal Approvals			
Order	Approval	Order	Approval
3	President <i>NOV 8/18</i>	1	VP General Counsel <i>APR 18</i>
		2	CFO <i>APR 18</i>

## Purpose

To obtain Board approval of the annexed resolution authorizing the Chairman or his designee to enter into an agreement with the City of New York governing the proposed Fair Fares Program and to take such actions as may be deemed necessary or appropriate in connection with the implementation of the Fair Fares Program during its inaugural six month pilot period. This subsidized fare program, which is to be fully paid for by the City of New York, will provide eligible low-income residents of the City of New York with half-price fares when riding on Transit subways and bus lines.

## Discussion

The City of New York has appropriated FY 2018-19 funds for inauguration of the Fair Fares Program, which is targeted to commence in January 2019 and is funded through June 2019. Through this Program, eligible low-income New York City residents will be issued special MetroCards they can use on the subway and bus lines within New York City at half-fare, with the City making up the difference from full fare.

MTA and MTA NYCT staff have been working with representatives of the City of New York, including staff from its Department of Social Services/Human Resources Administration (DSS/HRA), on procedures for implementing the Fair Fares Program and the parties plan to execute an agreement setting forth implementation procedures (the "Agreement") this month.

Under the Agreement, MTA NYCT will be responsible for creating a new class of half-fare MetroCards designed for this Program, and supplying these to DSS/HRA; DSS/HRA will be responsible for determining eligibility of participants, issuing the half-fare MetroCards to eligible persons, and funding an account to reimburse MTA NYCT. Pursuant to Section 1205(2) of the Public Authorities Law, when reduced fares are to be provided by MTA NYCT for one or more classes of transit facility users at the request of the City, the City of New York must agree to assume the burden of the resulting fare differential, together with the attendant administrative costs of MTA NYCT, under procedures satisfactory to MTA NYCT. Accordingly, the Agreement contains provisions that require the City to pay MTA NYCT the full differential in fare revenue that arises from

# Staff Summary



the reduced fares received from participants in the Fair Fares Program, as well as pay MTA NYCT for administrative costs that will be incurred in connection with the Fair Fares Program.

The resolution that accompanies this Staff Summary authorizes the Chairman or his designee to execute the Fair Fares Agreement with the City, in advance of implementation of the Program. The initial term of the Fair Fares Agreement will provide for a six month period of implementation, commencing with its January 2019 inauguration. Future Board approval would be sought for an extension of the Fair Fares Program beyond this initial pilot period, subject to further monies being made available by the City of New York to fund the Program's continuation.

## **Impact on Funding**

None anticipated. The City of New York is to fund the reduced fare differential arising from the Fair Fares Program, as well as MTA NYCT's administrative costs incurred in implementing the Program.

## **Recommendation**

The Board approve the annexed resolution authorizing the MTA Chairman or his designee to enter into an agreement with the City of New York governing the proposed Fair Fares Program and to take necessary and appropriate steps to implement the Fair Fares Program, in conjunction with the City of New York.

**RESOLUTION**

**METROPOLITAN TRANSPORTATION AUTHORITY  
and NEW YORK CITY TRANSIT AUTHORITY**

WHEREAS, the City of New York has appropriated funds for its Fiscal Year 2018-2019 for inauguration of a program in January 2019 by which eligible New York City residents with incomes below federal poverty levels can make use of the transit system at half-fare (the "Fair Fares Program"); and

WHEREAS, pursuant to Section 1205(2) of the Public Authorities Law, the New York City Transit Authority ("Transit Authority") is authorized to provide reduced fares for one or more classes of transit facility users designated by the Mayor, provided the City of New York agrees to assume the burden of the resulting fare differential, together with the attendant administrative costs of the NYCT, pursuant to procedures satisfactory to the Transit Authority; and

WHEREAS, the Metropolitan Transportation Authority (the "MTA") and the Transit Authority have worked with the City of New York to develop plans for commencing the Fair Fares Program, and are now finalizing a proposed agreement with the City of New York governing implementation of the Fair Fares Program to enable its timely implementation;

WHEREAS, said agreement governing implementation of the Fair Fares Program shall require the City of New York, consistent with Section 1205(2) of the Public Authorities Law, to pay to the Transit Authority the fare differential resulting from the Fair Fares Program as well as pay the Transit Authority for attendant administrative costs incurred in connection with the Fair Fares Program;

NOW, THEREFORE, BE IT RESOLVED, that

1. The Chairman or his designee, in consultation with the President of the Transit Authority and other appropriate officers of the MTA and Transit Authority, are hereby authorized to enter into an agreement with the City of New York, on behalf of the MTA and the Transit Authority, regarding the implementation of the proposed Fair Fares Program (the "Agreement") for an initial term of six months, and to take such actions as may be deemed necessary or appropriate in connection with the implementation of the proposed Fair Fares Program during this six month pilot period.
2. The Chairman or his designee, in consultation with the President of the Transit Authority and other appropriate officers of the MTA and Transit Authority, are further authorized to make such changes, alterations, modifications, and revisions to the Agreement and related procedures for implementing the Fair Fares Programs during its initial six month term as are not inconsistent with this Resolution.

Dated: November 15, 2019

# **Standard Follow-Up Reports: November 2018 MetroCard Report**



This report was created to document monthly trends of Automated Fare Collection (AFC) payments from various sources offering internal or external MetroCard sales. Sales data shown is from the month ending two months prior to the report. Payment mechanisms are reported for revenue received from debit/credit, electronic settlements and cash transactions from automated sales.

**Alan F. Putre**  
New Fare Payment Program Executive Director (MTA)  
and VP & Chief Revenue Officer (NYCT)

### **MetroCard Market Share**

Actual September 2018 fare media market share of non-student passenger trips compared to the previous year are summarized below:

Fare Media	September 2017	September 2018*	Difference
Cash	2.2%	2.0%	(0.1%)
Single-Ride Ticket	0.8%	0.8%	0.0%
Bonus Pay-Per-Ride	40.4%	40.9%	0.5%
Non-Bonus Pay-Per-Ride	4.7%	4.5%	(0.2%)
7-Day Farecard	22.4%	22.2%	(0.3%)
30-Day Farecard	<u>29.5%</u>	<u>29.5%</u>	0.1%
Total	100.0%	100.0%	

\* Preliminary

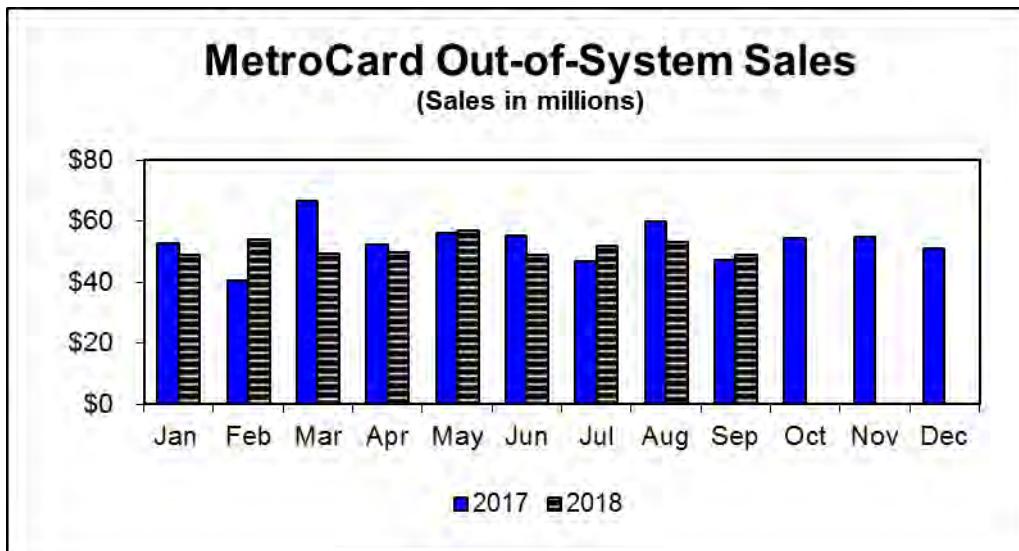
*Note: Percentages may not add due to rounding.*

### **Balance-Protection Program**

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in September 2018 was 3,417, an 11.68 percent decrease from the same period last year. The average value of a credit issued was \$73.38.

## **MetroCard Extended Sales**

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$48.8 million in September 2018, a 3 percent increase compared to September of 2017. Year to date sales totaled \$461.5 million, a 3.4 percent decrease compared to the same period last year.



### *Retail Sales*

There were 4,127 active out-of-system sales and distribution locations for MetroCards, generating \$19.9 million in sales revenue during September 2018.

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

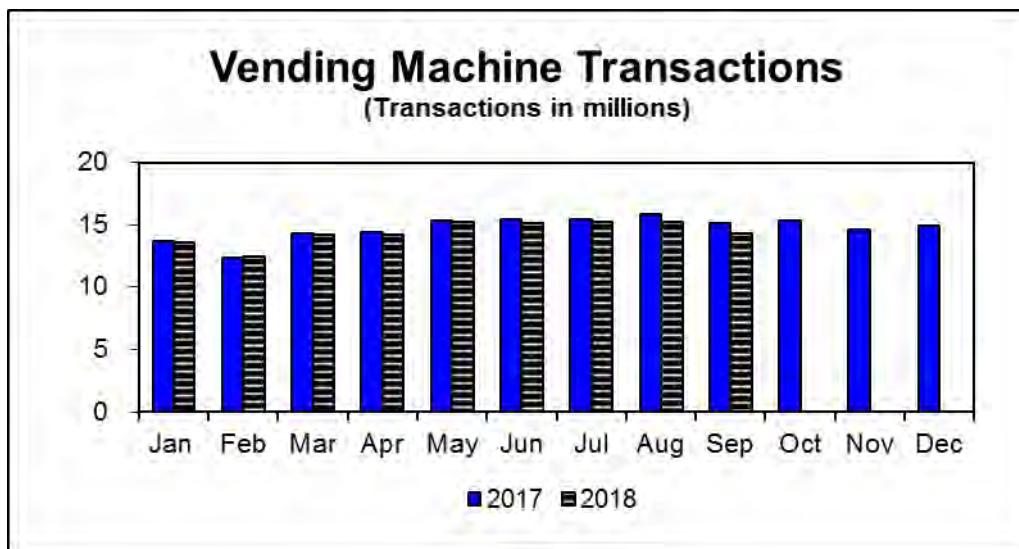
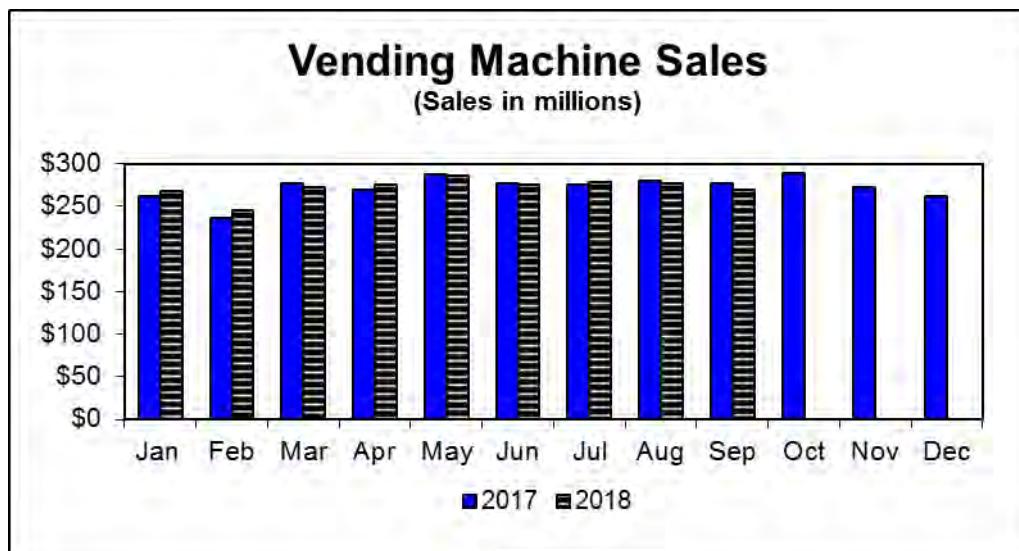
Sales of 128,195 MetroCards valued at approximately \$11.9 million were made in September 2018 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$92.51. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 120,813 for September 2018, generating an additional \$14.6 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$243.4 million, a 3 percent decrease when compared to last year.

## **Mobile Sales Program**

In September 2018, the Mobile Sales unit completed 202 site visits, of which 123 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$104,122 in revenue was generated. In September 2018, the Mobile Sales unit assisted and enabled 1,853 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as support for Jacob Javits Convention Center Women's Outreach (NY).

### In-System Automated Sales

Vending machine sales (MetroCard Vending Machines and MetroCard Express Machines) during September 2018 totaled \$269.2 million, on a base of 14.3 million customer transactions. This represents 1.7 percent decrease in vending machine transactions compared to the same period last year. During September 2018, MEMs accounted for 2,254,004 transactions resulting in \$59,335,603.83 in sales. Debit/credit card purchases accounted for 81.5 percent of total vending machine revenue, while cash purchases accounted for 18.5 percent. Debit/credit card transactions account for 60.1 percent of total vending machine transactions, while cash transactions account for 39.9 percent. The average credit sale was \$29.01, more than three times the average cash sale of \$8.71. The average debit sale was \$20.20.



### **Reduced-Fare Program**

During September 2018, enrollment in the Reduced-Fare Program increased by 5,256 new customers. The total number of customers in the program is 1,168,290. Seniors account for 973,075 or 83 percent of the total Reduced-Fare customer base. Persons with disabilities comprise the remaining 17 percent or 195,215 customers. Of those, a total of 40,697 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-Fare customers added approximately \$8.2 million in value to their farecards during the month.

### **EasyPay Reduced Fare Program**

In September 2018, the EasyPay Reduced Fare program enrollment totaled 179,844 accounts. During the month, active EasyPay customers accounted for approximately 2.2 million subway and bus rides with \$2.4 million charged to their accounts. Each active account averaged 27 trips per month, with an average monthly bill of \$14.

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

In September 2018, enrollment in the EasyPay Xpress PPR program totaled 120,357 accounts. During that month, active Xpress PPR customers accounted for approximately 1.9 million subway, express bus and local bus rides with \$5.2 million charged to their accounts. Each active account averaged 20 trips per month, with an average monthly bill of \$57.

### **EasyPay Xpress Unlimited Program**

In September 2018, enrollment in the EasyPay Xpress Unlimited program totaled 24,564 accounts. During that month, active Xpress Unlimited customers accounted for approximately 1.0 million subway and local bus rides with \$2.4 million charged to their accounts. Each active account averaged 45 trips per month with a fixed monthly bill of \$121.00.



# Standard Follow-up Report: Elevator & Escalator Quarterly Report, 3<sup>rd</sup> Quarter 2018

This report provides the MTA Board with information on the availability and performance of elevators and escalators at NYCT. NYCT is fully committed to maintaining clean, functioning elevators and escalators.

## Highlight of Activities

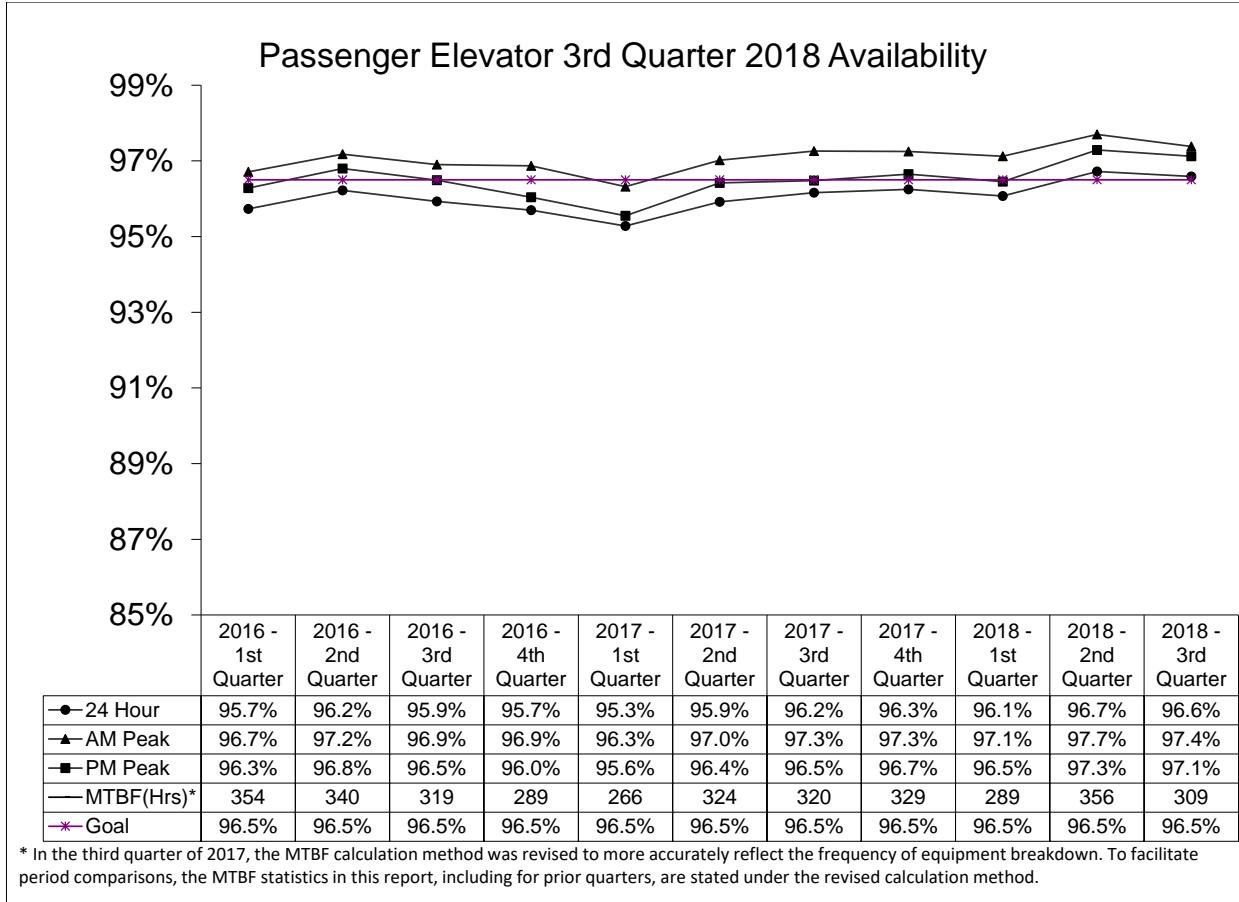
- NYCT continues to take action to improve poorly performing elevators, targeting those with repeated outages with contractor resources supplementing in-house efforts.
- NYCT is piloting a modified maintenance plan to increase maintenance frequency.
- A two-year contract was awarded in December 2017 for the maintenance of 18 traction elevators at 5 stations in Washington Heights: 168<sup>th</sup> St, 181<sup>st</sup> St and 191<sup>st</sup> St on the 1 line, and 181<sup>st</sup> and 190<sup>th</sup> St on the A line. Performance on these elevators in the 3rd Quarter of 2018 (Q3 2018) improved significantly over performance in the 3rd Quarter of 2017; Q3 2018 availability was 93.7% compared to the Q3 2017 availability of 89.4%.
- Recruitment efforts continue for Elevator and Escalator mechanics and Specialist positions. NYCT conducted an Elevator and Escalator job fair on July 14<sup>th</sup> from which 5 Elevator & Escalator mechanics were hired.
- NYCT's Elevator & Escalator team includes 36 apprentices working through a three-year labor-management apprenticeship program. Eleven of these apprentices started in September 2018.
- NYCT is reaching out to the parties responsible for third-party elevators to improve monitoring of performance and to expedite repairs.

## Elevator and Escalator Performance

- Overall elevator performance improved slightly, surpassing the 96.5% goal in Q3 2018 compared to Q3 2017, while escalator availability experienced a small decline.
- Elevator availability increased to 96.6% in Q3 2018 compared to 96.2% in Q3 2017, largely due to strong September 2018 performance of 97.1%.
- Elevator AM peak availability increased to 97.4% in Q3 2018 compared to 97.3% in Q3 2017. Elevator PM peak availability increased to 97.1% in Q3 2018 compared to 96.5% in Q3 2017.
- Escalator availability decreased to 94.1% in Q3 2018 compared to 94.4% in Q3 2017, principally due to increased major repairs that have taken equipment out of service.
- Escalator AM peak availability decreased slightly to 95.8% in Q3 2018 compared to 95.9% in the Q3 2017. Escalator PM peak availability decreased to 94.5% in Q3 2018 compared to 94.9% in Q3 2017.

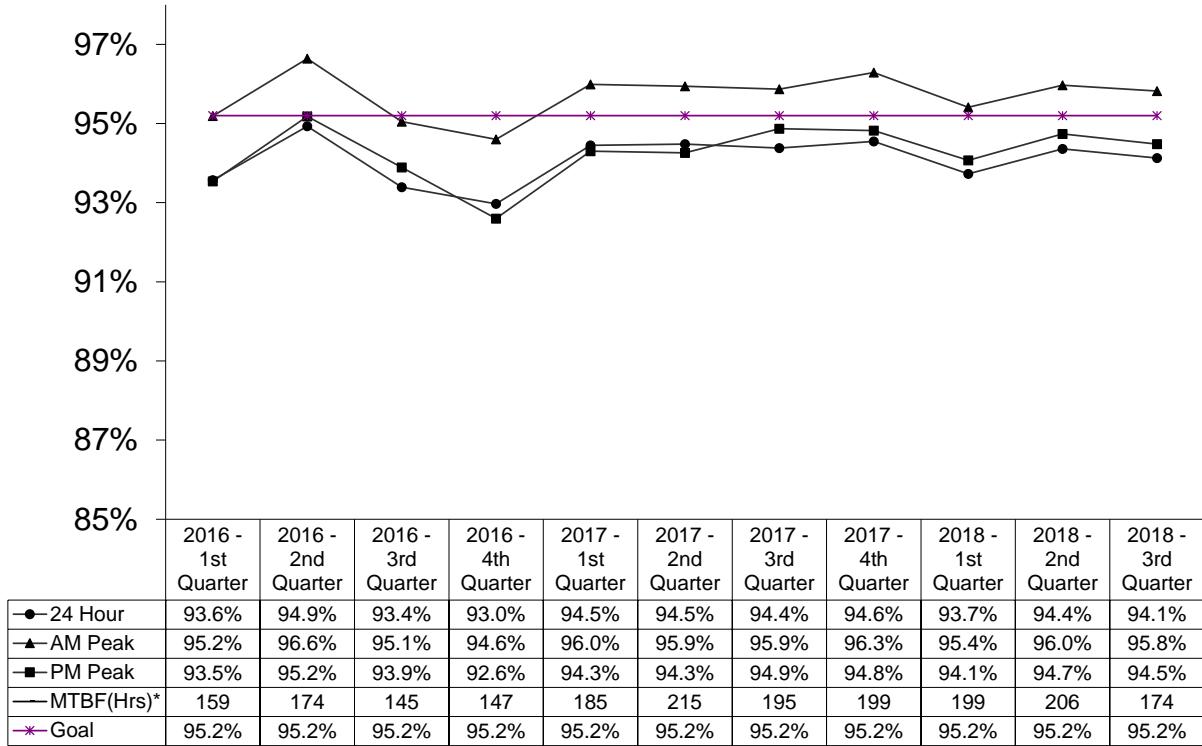
**Sally Librera**

Senior Vice President, Department of Subways



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

### Escalator 3rd Quarter 2018 Availability



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

**Elevator and Escalator  
Quarterly Performance Summary  
3rd Quarter 2018**

**Elevator Performance**

Borough	No. Units	Avg Age	3rd Quarter 2018 Availability			Outages			Entrap ments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	32	9.5	97.1%	98.1%	98.0%	472	211	261	27
Brooklyn	54	12.7	96.5%	97.3%	97.0%	877	493	384	57
Manhattan	134	11.1	96.3%	97.1%	96.7%	2299	1398	901	104
Queens	35	9.6	97.4%	97.9%	97.9%	489	224	265	15
<b>System</b>	<b>255</b>	<b>10.7</b>	<b>96.6%</b>	<b>97.4%</b>	<b>97.1%</b>	<b>4137</b>	<b>2326</b>	<b>1811</b>	<b>203</b>

**Escalator Performance**

Borough	No. Units	Avg Age	3rd Quarter 2018 Availability			Outages			Entrap ments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	12	19.4	89.7%	91.4%	88.8%	386	291	95	0
Brooklyn	32	17.4	93.5%	95.3%	93.2%	1033	714	319	0
Manhattan	154	10.9	94.3%	96.0%	95.1%	5739	2751	2988	0
Queens	34	16.9	95.4%	97.0%	95.0%	874	664	210	0
<b>System</b>	<b>232</b>	<b>16.2</b>	<b>94.1%</b>	<b>95.8%</b>	<b>94.5%</b>	<b>8032</b>	<b>4420</b>	<b>3612</b>	<b>0</b>

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

**AM Peak:** 6 AM - 10 AM

**PM Peak:** 3 PM - 7 PM

Elevator and Escalator Quarterly Performance By Borough												
3rd Quarter 2018												
	Borough:		Bronx									
	Unit ID	Age (Yrs)	Station	3rd Quarter 2018 Availability			3rd Quarter 2017 Availability	Outages			Entrapments	
				24 Hr	AM	PM		Total	Non * Scheduled	Scheduled		
				Peak	Peak							
1	EL132	16	161 St-Yankee Stadium <b>④</b>	86.88%	91.00%	86.73%	96.54%	48	24	24	3	
2	EL136	10	Pelham Pkwy <b>②⑤</b>	93.77%	95.10%	98.30%	93.56%	28	4	24	0	
3	EL131	16	161 St-Yankee Stadium <b>④ B D</b>	94.25%	97.00%	98.31%	97.10%	24	3	21	0	
4	EL192	11	233 St <b>②⑤</b>	94.81%	96.53%	95.57%	93.98%	22	16	6	1	
5	EL185	11	231 St <b>①</b>	95.47%	96.73%	96.61%	99.49%	25	10	15	1	
6	EL184	11	231 St <b>①</b>	95.50%	97.52%	95.68%	94.91%	27	12	15	3	
7	EL129	21	3 Av-149 St <b>②⑤</b>	95.64%	96.24%	97.95%	89.98%	18	6	12	2	
8	EL194	11	233 St <b>②⑤</b>	95.95%	97.23%	95.73%	96.89%	11	7	4	1	
9	EL160	6	180 St <b>②⑤</b>	96.02%	96.27%	96.99%	94.38%	15	9	6	0	
10	EL128	2	Simpson St <b>②⑤</b>	96.55%	98.37%	96.32%	90.86%	24	13	11	3	
11	EL133	16	161 St-Yankee Stadium <b>④</b>	96.85%	94.18%	99.46%	91.46%	13	5	8	0	
12	EL186	12	Fordham Rd <b>④</b>	97.08%	99.72%	99.13%	97.53%	15	7	8	4	
13	EL195	3	Hunts Point Av <b>⑥</b>	97.14%	97.40%	97.49%	97.04%	16	11	5	2	
14	EL182	11	Gun Hill Rd <b>②⑤</b>	97.33%	97.00%	97.16%	95.34%	13	6	7	2	
15	EL188	12	Fordham Rd <b>④</b>	97.46%	98.08%	98.50%	94.73%	15	5	10	0	
16	EL130	21	3 Av-149 St <b>②⑤</b>	97.49%	100%	98.88%	97.25%	13	2	11	0	
17	EL127	2	Simpson St <b>②⑤</b>	97.68%	99.12%	97.56%	98.81%	16	8	8	0	
18	EL137	10	Pelham Pkwy <b>②⑤</b>	97.69%	98.55%	99.50%	98.01%	16	7	9	0	
19	EL183	11	Gun Hill Rd <b>②⑤</b>	97.89%	98.14%	99.14%	98.61%	17	12	5	1	
20	EL196	3	Hunts Point Av <b>⑥</b>	97.95%	98.66%	98.24%	96.32%	14	10	4	0	
21	EL189	3	Kingsbridge Rd <b>B D</b>	98.30%	98.85%	98.18%	97.71%	13	7	6	1	
22	EL197	3	Hunts Point Av <b>⑥</b>	98.43%	99.55%	97.93%	93.94%	10	4	6	0	
23	EL122	2	Pelham Bay Park <b>⑥</b>	98.53%	98.73%	100%	98.05%	8	5	3	0	
24	EL187	12	Fordham Rd <b>④</b>	98.76%	100%	99.03%	98.34%	10	4	6	1	
25	EL138	10	Pelham Pkwy <b>②⑤</b>	98.77%	100%	99.32%	98.72%	10	5	5	2	
26	EL135	16	161 St-Yankee Stadium <b>B D</b>	98.80%	98.78%	100%	98.04%	6	2	4	0	
27	EL121	2	Pelham Bay Park <b>⑥</b>	98.97%	99.36%	99.80%	98.33%	9	6	3	0	
28	EL159	6	180 St <b>②⑤</b>	99.32%	100%	99.95%	97.93%	6	0	6	0	
29	EL193	11	233 St <b>②⑤</b>	99.48%	100%	100%	98.75%	3	0	3	0	
30	EL134	16	161 St-Yankee Stadium <b>B D</b>	99.51%	100%	100%	98.88%	2		2	0	
31	EL191	3	Kingsbridge Rd <b>B D</b>	99.62%	100%	100%	99.29%	2	0	2	0	
32	EL190	3	Kingsbridge Rd <b>B D</b>	99.63%	100%	99.89%	100%	3	1	2	0	
	32	9.5	Elevator Subtotal:	97.1%	98.1%	98.0%	96.6%	472	211	261	27	
1	ES120	29	Pelham Bay Park <b>⑥</b>	59.25%	60.87%	58.70%	96.86%	7	4	3	0	
2	ES122	22	Pelham Pkwy <b>②⑤</b>	80.37%	79.80%	84.12%	87.87%	44	30	14	0	
3	ES104	12	Gun Hill Rd <b>②⑤</b>	83.92%	85.11%	83.83%	94.46%	32	23	9	0	
4	ES113	16	161 St-Yankee Stadium <b>④</b>	86.87%	93.21%	81.85%	79.29%	87	72	15	0	
5	ES114	19	161 St-Yankee Stadium <b>④</b>	91.24%	96.74%	89.45%	77.21%	57	47	10	0	
6	ES106	13	West Farms Sq-E Tremont Av <b>②⑤</b>	93.74%	95.81%	91.62%	92.39%	34	27	7	0	
7	ES123	21	Pelham Pkwy <b>②⑤</b>	94.81%	97.87%	91.96%	82.58%	30	20	10	0	
8	ES108	26	Intervale Av <b>②⑤</b>	95.46%	94.92%	91.54%	90.98%	23	21	2	0	
9	ES105	12	Gun Hill Rd <b>②⑤</b>	95.72%	97.78%	95.47%	92.92%	35	26	9	0	
10	ES112	17	Norwood-205 St <b>D</b>	97.84%	97.10%	98.24%	95.29%	13	8	5	0	
11	ES111	17	Parkchester <b>⑥</b>	97.92%	97.80%	98.67%	92.41%	18	12	6	0	
12	ES121	29	Pelham Bay Park <b>⑥</b>	99.08%	99.95%	100%	99.38%	6	1	5	0	
	12	19.4	Escalator Subtotal:	89.7%	91.4%	88.8%	90.1%	386	291	95	0	
			*Note the number of entrapments are included in the non scheduled outages count.									

Elevator and Escalator Quarterly Performance By Borough 3rd Quarter 2018													
Borough:			Manhattan		3rd Quarter 2018 Availability			3rd Quarter 2017 Availability		Outages			Entrapments
	Unit ID	Age	Station		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled		
		(Yrs)											
1	EL108	18	181 St	①	81.73%	79.36%	84.80%	91.11%	38	31	7	4	
2	EL277	8	59 St-Columbus Circle	ⒶⒷⒸⒹ①	82.71%	85.96%	80.71%	97.89%	28	20	8	4	
3	EL117	15	181 St	Ⓐ	82.85%	83.04%	84.27%	92.98%	14	9	5	1	
4	EL218	18	14 St-Union Sq	L	84.08%	84.04%	87.22%	94.33%	32	12	20	1	
5	EL731	1	South Ferry	①	84.55%	84.76%	84.18%	99.22%	13	9	4	1	
6	EL120	33	190 St	Ⓐ	85.36%	80.51%	86.69%	75.60%	49	44	5	6	
7	EL104	14	191 St	①	87.65%	85.57%	91.09%	81.64%	20	17	3	1	
8	EL146	7	96 St	②③①	87.66%	90.28%	86.80%	95.35%	60	46	14	0	
9	EL266	1	72 St	Q	87.94%	87.75%	89.60%	99.23%	15	11	4	0	
10	EL331	6	Bleecker St	D F B M ⑥	89.90%	90.76%	89.67%	98.40%	19	14	5	4	
11	EL139	11	168 St	① A C	90.36%	90.84%	89.09%	98.51%	28	19	9	1	
12	EL602	3	34 St-Hudson Yards	⑦	90.49%	93.11%	89.28%	99.21%	28	24	4	0	
13	EL106	15	191 St	①	90.53%	90.02%	90.58%	97.09%	18	15	3	4	
14	EL335	13	West 4 St	A B C D E F M	90.65%	93.38%	89.29%	95.44%	18	7	11	1	
15	EL142	12	125 St	Ⓐ B C D	91.43%	96.48%	88.99%	98.90%	46	26	20	2	
16	EL219	18	14 St-Union Sq	N Q R W	91.62%	90.70%	94.27%	97.96%	28	11	17	1	
17	EL206	28	Grand Central-42 St	④⑤⑥	92.34%	93.90%	91.55%	97.01%	22	17	5	8	
18	EL221	16	14 St/8 Av	A C E L	93.28%	92.36%	94.63%	97.78%	22	9	13	2	
19	EL278	8	59 St-Columbus Circle	A B C D ①	93.29%	93.94%	95.64%	96.72%	23	10	13	1	
20	EL245	13	Lexington Av-53 St	E M	93.36%	93.87%	92.19%	97.53%	25	14	11	5	
21	EL720	4	Fulton St	A C J Z ②③④⑤	93.71%	93.85%	94.91%	98.09%	33	18	15	3	
22	EL238	18	66 St-Lincoln Center	①	93.77%	93.65%	95.13%	98.46%	20	11	9	2	
23	EL324	17	Canal St	⑥	93.92%	96.21%	94.65%	96.17%	13	5	8	1	
24	EL109	18	181 St	①	94.36%	96.74%	94.05%	80.44%	22	16	6	0	
25	EL178	4	Dyckman St	①	94.51%	97.60%	88.81%	98.36%	34	24	10	4	
26	EL280	8	59 St-Columbus Circle	A B C D ①	94.64%	93.50%	95.80%	98.48%	33	20	13	0	
27	EL402	28	Lexington Av-63 St	F Q	95.07%	92.83%	97.83%	45.86%	26	13	13	0	
28	EL232	12	Times Sq-42 St	①②③⑦	95.07%	97.55%	95.60%	97.99%	18	11	7	4	
29	EL244	16	Grand Central-42 St	⑦	95.09%	97.79%	94.81%	85.71%	57	13	44	3	
30	EL723	4	Fulton St	②③	95.24%	99.28%	93.75%	92.03%	50	40	10	0	
31	EL113	20	168 St	①	95.28%	93.94%	94.57%	94.23%	74	68	6	1	
32	EL111	21	168 St	①	95.35%	97.80%	94.02%	94.25%	51	45	6	2	
33	EL224	16	8 Av	L	95.40%	98.46%	93.42%	98.10%	25	18	7	4	
34	EL118	13	181 St	Ⓐ	95.41%	96.93%	94.24%	97.57%	25	13	12	2	
35	EL110	18	181 St	①	95.42%	97.83%	95.35%	96.71%	19	9	10	0	
36	EL719	4	Fulton St	A C J Z ②③④⑤	95.56%	97.33%	94.79%	97.91%	22	17	5	2	
37	EL248	1	96 St	Q	95.60%	98.40%	94.70%	97.16%	22	17	5	2	
38	EL140	11	168 St	Ⓐ C	95.63%	97.52%	95.85%	95.24%	20	15	5	1	
39	EL112	21	168 St	①	95.68%	94.86%	96.61%	91.80%	19	13	6	0	
40	EL329	6	Bleecker St	D F B M ⑥	96.01%	95.28%	96.61%	99.25%	29	21	8	2	
41	EL601	3	34 St-Hudson Yards	⑦	96.17%	97.83%	96.74%	97.92%	7	3	4	0	
42	EL216	14	34 St-Penn Station	①	96.21%	97.61%	98.81%	98.65%	18	3	15	0	
43	EL209	24	34 St-Herald Sq	B D F M	96.37%	97.30%	96.75%	96.53%	13	9	4	1	
44	EL442	1	Lexington Av-63 St	F Q	96.39%	98.43%	96.93%	92.80%	28	18	10	0	

Elevator and Escalator Quarterly Performance By Borough 3rd Quarter 2018																
Borough:			Manhattan		Station			3rd Quarter 2018 Availability			3rd Quarter 2017 Availability		Outages			Entrapments
	Unit ID	Age	(Yrs)					24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled		
45	EL225	16		34 St-Penn Station	C E			96.50%	97.78%	96.26%	95.01%	7	3	4	0	
46	EL214	14		34 St-Penn Station	1			96.69%	98.91%	98.00%	86.59%	7	1	6	0	
47	EL314	1		Brooklyn Bridge	4 5 6			96.93%	98.46%	95.54%	86.24%	21	14	7	1	
48	EL249	1		86 St	Q			96.95%	95.40%	98.19%	99.43%	28	20	8	0	
49	EL235	9		B D F M				97.04%	98.05%	97.71%	98.78%	14	9	5	0	
50	EL180	10		135 St	2 3			97.07%	98.05%	97.91%	98.42%	24	14	10	0	
51	EL210	24		34 St-Herald Sq	B D F M			97.10%	99.18%	99.14%	96.88%	16	9	7	2	
52	EL237	18		66 St-Lincoln Center	1			97.13%	97.90%	99.73%	98.94%	17	10	7	1	
53	EL281	9		57 St-7 Av	N Q R W			97.18%	99.17%	98.91%	94.67%	20	12	8	0	
54	EL220	18		14 St-Union Sq	N Q R W			97.24%	98.51%	97.15%	99.18%	10	2	8	0	
55	EL105	15		191 St	1			97.28%	97.75%	96.28%	95.00%	20	14	6	1	
56	EL722	4		Fulton St	J Z			97.28%	98.50%	96.92%	98.71%	16	10	6	1	
57	EL330	6		Bleecker St	D F B M 6			97.30%	98.36%	97.94%	94.24%	13	9	4	0	
58	EL119	33		181 St	A			97.34%	97.49%	97.78%	47.34%	19	16	3	0	
59	EL732	11		Fulton St	2 3			97.42%	98.91%	97.99%	95.23%	24	16	8	1	
60	EL145	7		96 St	2 3 1			97.51%	98.72%	97.17%	91.39%	20	12	8	0	
61	EL143	12		125 St	A B C D			97.57%	96.99%	99.84%	99.04%	12	1	11	0	
62	EL325	17		Canal St	6			97.57%	99.50%	98.49%	99.51%	11	3	8	2	
63	EL716	3		Fulton St	A C J Z 2 3 4 5			97.62%	99.65%	98.96%	99.06%	21	12	9	0	
64	EL212	24		34 St-Herald Sq	N Q R W			97.65%	99.21%	98.65%	97.70%	14	6	8	0	
65	EL114	21		168 St	1			97.72%	96.54%	99.51%	96.58%	30	23	7	0	
66	EL710	11		Bowling Green	4 5			97.98%	98.35%	98.70%	92.52%	28	23	5	0	
67	EL316	1		Brooklyn Bridge	4 5 6			97.98%	99.62%	99.19%	90.66%	20	15	5	0	
68	EL211	24		34 St-Herald Sq	N Q R W			98.02%	99.01%	99.68%	97.82%	12	6	6	0	
69	EL229	15		Times Sq-42 St	N Q R W			98.07%	100.00%	98.55%	93.03%	10	6	4	0	
70	EL404	28		Roosevelt Island	F			98.10%	99.27%	99.25%	98.27%	14	3	11	0	
71	EL217	18		14 St-Union Sq	L N Q R W			98.11%	99.14%	98.04%	98.61%	14	8	6	1	
72	EL736**	0		Cortlandt St	1			98.13%	93.18%	100.00%	N/A	11	11	0	0	
73	EL107	18		181 St	1			98.14%	97.31%	98.73%	96.56%	21	13	8	0	
74	EL233	12		Times Sq-42 St	1 2 3			98.14%	98.92%	98.71%	95.06%	15	8	7	1	
75	EL333	13		West 4 St	A B C D E F M			98.20%	100.00%	99.12%	92.91%	13	7	6	1	
76	EL441	1		Lexington Av-63 St	F Q			98.23%	97.57%	97.07%	97.03%	20	15	5	0	
77	EL202	0		51 St	6			98.23%	98.72%	98.57%	N/A	10	5	5	1	
78	EL336	9		Chambers St	1 2 3			98.25%	98.72%	99.57%	96.89%	12	8	4	0	
79	EL115	17		190 St	A			98.28%	98.63%	98.45%	96.84%	17	9	8	0	
80	EL337	9		Chambers St	1 2 3			98.29%	98.37%	100.00%	96.34%	8	3	5	0	
81	EL259	1		72 St	Q			98.35%	98.21%	99.98%	99.12%	9	3	6	0	
82	EL250	1		86 St	Q			98.35%	98.23%	99.36%	95.52%	13	6	7	0	
83	EL123	28		175 St	A			98.36%	99.65%	98.46%	97.01%	9	2	7	1	
84	EL443	1		Lexington Av-63 St	F Q			98.42%	99.87%	99.04%	87.15%	18	12	6	1	
85	EL125	1		125 St	4 5 6			98.43%	99.14%	98.17%	98.44%	19	12	7	0	
86	EL603	3		34 St-Hudson Yards	7			98.43%	99.73%	97.39%	98.63%	12	6	6	2	
87	EL262	1		72 St	Q			98.46%	99.59%	98.66%	98.16%	11	5	6	0	
88	EL205	28		Grand Central-42 St	4 5 6			98.47%	100.00%	100.00%	95.25%	8	1	7	0	

Elevator and Escalator Quarterly Performance By Borough 3rd Quarter 2018												
Borough:			Manhattan		3rd Quarter 2018 Availability			3rd Quarter 2017 Availability	Outages			Entrapments
	Unit ID	Age	Station		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled	
		(Yrs)										
89	EL227	16	34 St-Penn Station	A	98.49%	99.30%	98.61%	95.44%	8	2	6	0
90	EL328	6	Bleecker St	D F B M 6	98.52%	97.53%	98.86%	97.36%	16	11	5	0
91	EL332	6	Bleecker St	D F B M 6	98.53%	99.00%	98.63%	98.28%	11	6	5	0
92	EL148	18	Inwood-207 St	A	98.55%	99.75%	100.00%	96.77%	9	1	8	0
93	EL240	14	72 St	1 2 3	98.60%	100.00%	99.55%	99.28%	6	2	4	0
94	EL213	2	34 St-Herald Sq	B D F M N Q R W	98.64%	98.78%	99.12%	98.31%	13	8	5	1
95	EL403	28	Roosevelt Island	F	98.65%	100.00%	98.22%	98.38%	10	3	7	0
96	EL204	28	Grand Central-42 St	4 5 6 7 S	98.67%	100.00%	98.46%	96.08%	9	5	4	0
97	EL116	13	190 St	A	98.67%	100.00%	99.27%	93.90%	16	11	5	0
98	EL440	1	Lexington Av-63 St	F Q	98.71%	98.85%	98.48%	98.58%	14	10	4	0
99	EL230	15	Times Sq-42 St	N Q R W	98.71%	100.00%	100.00%	97.35%	9	2	7	0
100	EL265	1	72 St	Q	98.79%	98.55%	98.80%	98.00%	8	3	5	0
101	EL264	1	72 St	q	98.79%	98.91%	99.39%	99.08%	7	1	6	0
102	EL144	12	125 St	A B C D	98.83%	99.75%	97.36%	97.75%	12	7	5	0
103	EL149	18	Inwood-207 St	A	98.84%	99.58%	100.00%	98.87%	9	1	8	0
104	EL226	16	34 St-Penn Station	C E	98.85%	98.57%	99.10%	96.38%	10	3	7	1
105	EL141	11	168 St	A C	98.85%	100.00%	99.23%	99.83%	10	3	7	0
106	EL401	3	Lexington Av-63 St	F Q	98.91%	99.24%	100.00%	98.59%	16	11	5	1
107	EL103	14	191 St	1	98.94%	98.82%	99.45%	90.24%	12	9	3	0
108	EL600	3	34 St-Hudson Yards	7	98.95%	98.91%	100.00%	98.90%	4	1	3	0
109	EL315	1	Brooklyn Bridge	4 5 6	98.96%	99.43%	99.59%	96.92%	16	11	5	0
110	EL338	9	Chambers St	1 2 3	99.00%	100.00%	100.00%	98.35%	7	2	5	0
111	EL181	10	135 St	2 3	99.02%	100.00%	99.00%	94.53%	7	0	7	0
112	EL444	1	Lexington Av-63 St	F Q	99.03%	100.00%	99.46%	96.86%	8	1	7	0
113	EL223	16	14 St	A C E	99.03%	100.00%	100.00%	94.32%	7	1	6	0
114	EL228	16	34 St-Penn Station	C E	99.04%	100.00%	98.58%	99.02%	7	5	2	0
115	EL234	9		B D F M	99.09%	98.88%	100.00%	97.02%	11	6	5	0
116	EL201	0	51 St	6	99.09%	99.43%	100.00%	N/A	11	8	3	0
117	EL236	9		B D F M	99.11%	99.38%	99.42%	99.54%	6	3	3	0
118	EL215	18	34 St-Penn Station	2 3	99.12%	99.68%	100.00%	97.15%	5	0	5	0
119	EL721	4	Fulton St	A C J Z 2 3 4 5	99.17%	99.82%	99.29%	96.78%	11	9	2	0
120	EL126	1	125 St	4 5 6	99.21%	100.00%	99.02%	99.36%	8	4	4	0
121	EL124	28	175 St	A	99.25%	99.89%	100.00%	98.04%	5	0	5	0
122	EL298	1	23 St	6	99.29%	98.41%	99.64%	99.64%	8	6	2	0
123	EL239	14	72 St	1 2 3	99.30%	100.00%	100.00%	98.14%	3	1	2	0
124	EL334	13	West 4 St	A B C D E F M	99.32%	100.00%	99.91%	98.17%	8	6	2	0
125	EL299	1	23 St	6	99.35%	99.59%	99.96%	98.61%	4	3	1	1
126	EL712**	0	Cortlandt St	1	99.36%	100.00%	96.20%	N/A	2	2	0	1
127	EL711	11	Bowling Green	4 5	99.37%	99.85%	99.18%	98.24%	12	10	2	1
128	EL222	16	14 St	A C E	99.45%	100.00%	100.00%	92.97%	5		5	0
129	EL247	1	96 St	q	99.51%	100.00%	99.19%	99.35%	5		5	0
130	EL730	1	South Ferry	1	99.53%	100.00%	100.00%	94.48%	5	2	3	0
131	EL267	1	72 St	q	99.54%	99.91%	100.00%	98.49%	6	2	4	0
132	EL326**	0	World Trade Center	E	99.55%	100.00%	100.00%	N/A	2	2	0	0

Elevator and Escalator Quarterly Performance By Borough 3rd Quarter 2018													
Borough:			Manhattan		3rd Quarter 2018 Availability			3rd Quarter 2017 Availability		Outages			Entrapments
	Unit ID	Age	Station		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled		
		(Yrs)											
133	EL279	8	59 St-Columbus Circle	A B C D 1	99.69%	100.00%	100.00%	93.96%	6	3	3	0	
134	EL713**	0	Cortlandt St	1	99.94%	100%	99.64%	N/A	3	3	0	0	
	134	11.1	Elevator Subtotal:		96.3%	97.1%	96.7%	95.4%	2299	1398	901	104	
1	ES207	18	Grand Central-42 St	7	61.87%	63.55%	62.41%	97.25%	76	34	42	0	
2	ES234	10	34 St-Herald Sq	B D F M	68.39%	69.95%	70.04%	92.32%	16	8	8	0	
3	ES256	29	Grand Central-42 St	4 5 6 7 S	73.28%	72.82%	75.81%	84.33%	62	44	18	0	
4	ES216	12	Times Sq-42 St	7	81.01%	81.83%	79.65%	96.38%	37	28	9	0	
5	ES208	18	Grand Central-42 St	7	82.28%	82.33%	83.34%	94.75%	151	99	52	0	
6	ES269	14	Lexington Av-53 St	E M	83.71%	85.13%	83.66%	92.99%	58	40	18	0	
7	ES244	22	Lexington Av-53 St	E M	84.31%	87.11%	82.72%	95.50%	111	44	67	0	
8	ES300	6	Bleecker St	D F B M 6	85.00%	87.87%	85.98%	93.69%	49	43	6	0	
9	ES214	20	59 St	4 5 6	85.35%	85.87%	84.82%	98.21%	18	12	6	0	
10	ES101	16	125 St	1	86.67%	87.71%	86.24%	86.92%	60	44	16	0	
11	ES217	12	Times Sq-42 St	7	87.07%	92.48%	85.38%	95.99%	48	40	8	0	
12	ES260	1	96 St	Q	87.90%	88.96%	91.32%	95.12%	75	37	38	0	
13	ES209	16	Grand Central-42 St	7	88.20%	90.02%	89.28%	96.49%	63	49	14	0	
14	ES635**	0	34 St-Hudson Yards	7	88.36%	90.12%	90.43%	N/A	26	23	3	0	
15	ES252	29	51 St	6	88.69%	90.16%	89.98%	93.10%	30	16	14	0	
16	ES403	29	Lexington Av-63 St	F Q	88.73%	91.92%	89.82%	97.29%	79	10	69	0	
17	ES218	12	Times Sq-42 St	7	89.25%	88.69%	89.85%	92.88%	69	58	11	0	
18	ES249	15	Lexington Av-59 St	N R W	90.04%	92.85%	88.36%	92.46%	25	20	5	0	
19	ES230	11	34 St-Herald Sq	B D F M	90.16%	91.96%	90.22%	94.48%	31	25	6	0	
20	ES270	1	96 St	Q	90.26%	94.15%	93.89%	96.92%	51	14	37	0	
21	ES103	22	125 St	1	90.66%	92.98%	92.67%	79.68%	35	18	17	0	
22	ES102	16	125 St	1	90.98%	96.70%	93.22%	88.85%	52	41	11	0	
23	ES325	19	West 4 St	A B C D E F M	91.12%	92.01%	92.21%	96.93%	38	22	16	0	
24	ES239	19	5 Av-53 St	E M	91.19%	92.03%	92.14%	98.18%	16	10	6	0	
25	ES273	1	86 St	Q	91.35%	92.93%	92.95%	97.86%	22	5	17	0	
26	ES271	1	96 St	Q	91.38%	99.78%	98.50%	96.21%	103	11	92	0	
27	ES295	1	72 St	Q	91.41%	91.88%	93.25%	94.19%	63	26	37	0	
28	ES116	16	145 St	B D	91.60%	96.79%	85.39%	52.25%	38	32	6	0	
29	ES364	3	Fulton St	4 5	91.74%	95.05%	96.38%	91.02%	37	18	19	0	
30	ES277	1	86 St	Q	91.74%	97.70%	89.71%	94.84%	113	35	78	0	
31	ES632**	0	34 St-Hudson Yards	7	91.99%	92.48%	92.26%	N/A	9	5	4	0	
32	ES334	4	Bowery	J Z	92.11%	95.89%	92.78%	93.67%	58	45	13	0	
33	ES311	17	Whitehall St	R W	92.13%	95.40%	92.15%	94.19%	35	27	8	0	
34	ES233	10	34 St-Herald Sq	B D F M	92.42%	95.28%	92.61%	57.18%	40	33	7	0	
35	ES119	21	181 St	A	92.70%	92.45%	94.44%	97.81%	21	11	10	0	
36	ES215	21	Lexington Av-59 St	N Q R W	92.85%	90.64%	94.33%	95.08%	70	63	7	0	
37	ES259	1	96 St	Q	92.90%	97.55%	97.48%	96.03%	76	20	56	0	
38	ES210	16	Grand Central-42 St	7	92.96%	92.47%	94.50%	97.00%	31	20	11	0	
39	ES336	15	Bowling Green	4 5	93.33%	98.39%	93.40%	80.46%	48	34	14	0	
40	ES243	22	Lexington Av-53 St	E M	93.34%	92.59%	95.28%	98.16%	41	31	10	0	
41	ES630**	0	34 St-Hudson Yards	7	93.40%	93.28%	94.42%	N/A	15	11	4	0	

Elevator and Escalator Quarterly Performance By Borough 3rd Quarter 2018													
Borough:			Manhattan		3rd Quarter 2018 Availability			3rd Quarter 2017 Availability		Outages			Entrapments
	Unit ID	Age	Station	(Yrs)	24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled		
42	ES202	1	96 St <b>Q</b>		93.63%	96.47%	98.24%	97.54%	74	13	61	0	
43	ES413	22	Roosevelt Island <b>F</b>		93.67%	92.66%	95.99%	92.83%	40	20	20	0	
44	ES286	1	72 St <b>Q</b>		93.71%	95.41%	93.79%	97.63%	32	20	12	0	
45	ES231	11	34 St-Herald Sq <b>B D F M</b>		93.76%	97.56%	92.39%	94.78%	46	38	8	0	
46	ES246	21	Lexington Av-53 St <b>E M</b>		93.82%	98.42%	92.32%	90.45%	93	35	58	0	
47	ES223	11	34 St-Herald Sq <b>B D F M N Q R W</b>		93.89%	92.22%	95.20%	92.39%	39	36	3	0	
48	ES289	1	72 St <b>Q</b>		93.89%	95.88%	96.11%	95.78%	53	13	40	0	
49	ES414	10	Roosevelt Island <b>F</b>		93.95%	97.27%	95.15%	98.18%	21	20	1	0	
50	ES339	14	Bowling Green <b>4 5</b>		94.11%	95.67%	93.67%	83.91%	22	17	5	0	
51	ES636**	3	34 St-Hudson Yards <b>7</b>		94.13%	90.00%	94.97%	N/A	10	10	0	0	
52	ES279	1	86 St <b>Q</b>		94.15%	95.52%	96.14%	98.02%	12	3	9	0	
53	ES294	1	72 St <b>Q</b>		94.23%	97.08%	95.13%	93.82%	43	27	16	0	
54	ES238	19	7 Av <b>B D E</b>		94.38%	91.70%	95.06%	90.86%	70	48	22	0	
55	ES235	10	34 St-Herald Sq <b>B D F M</b>		94.41%	99.30%	92.51%	94.25%	39	33	6	0	
56	ES328	19	Delancey St <b>F</b>		94.43%	96.24%	92.38%	97.26%	23	16	7	0	
57	ES220	1	96 St <b>Q</b>		94.44%	100.00%	99.78%	97.68%	72	4	68	0	
58	ES245	21	Lexington Av-53 St <b>E M</b>		94.47%	97.07%	96.24%	97.12%	18	11	7	0	
59	ES288	1	72 St <b>Q</b>		94.62%	96.15%	96.12%	95.41%	36	26	10	0	
60	ES406	29	Lexington Av-63 St <b>F Q</b>		94.67%	98.18%	98.05%	95.96%	94	15	79	0	
61	ES213	19	59 St <b>4 5 6</b>		94.73%	92.59%	94.06%	91.08%	47	41	6	0	
62	ES247	1	96 St <b>Q</b>		94.74%	99.21%	99.22%	97.84%	57	6	51	0	
63	ES204	19	Grand Central-42 St <b>7</b>		95.03%	97.57%	94.15%	84.35%	92	35	57	0	
64	ES276	1	86 St <b>Q</b>		95.12%	97.13%	95.56%	96.98%	22	10	12	0	
65	ES240	19	5 Av-53 St <b>E M</b>		95.31%	94.76%	95.92%	98.22%	58	16	42	0	
66	ES221	11	34 St-Herald Sq <b>B D F M N Q R W</b>		95.31%	97.07%	94.19%	92.79%	32	28	4	0	
67	ES411	10	Roosevelt Island <b>F</b>		95.40%	94.54%	92.95%	98.06%	24	21	3	0	
68	ES401	29	Lexington Av-63 St <b>F Q</b>		95.50%	100.00%	98.31%	95.26%	66	7	59	0	
69	ES224	11	34 St-Herald Sq <b>B D F M N Q R W</b>		95.56%	95.93%	93.79%	95.73%	29	26	3	0	
70	ES117	22	181 St <b>A</b>		95.61%	97.26%	95.93%	83.40%	33	23	10	0	
71	ES282	1	86 St <b>Q</b>		95.63%	96.38%	97.29%	96.99%	32	12	20	0	
72	ES229	11	34 St-Herald Sq <b>B D F M</b>		95.70%	97.97%	97.54%	97.63%	30	24	6	0	
73	ES369	1	South Ferry <b>1</b>		95.82%	96.35%	94.92%	52.89%	45	40	5	0	
74	ES118	21	181 St <b>A</b>		95.95%	95.18%	96.56%	89.29%	24	11	13	0	
75	ES212	19	59 St <b>4 5 6</b>		96.02%	96.67%	96.37%	96.98%	17	10	7	0	
76	ES272	1	96 St <b>Q</b>		96.02%	99.35%	99.83%	95.21%	41	8	33	0	
77	ES248	15	Lexington Av-59 St <b>N R W</b>		96.03%	97.90%	93.71%	86.96%	16	14	2	0	
78	ES290	1	72 St <b>Q</b>		96.05%	98.42%	96.19%	94.43%	21	11	10	0	
79	ES410	29	Lexington Av-63 St <b>F Q</b>		96.07%	98.11%	98.90%	97.70%	85	13	72	0	
80	ES232	11	34 St-Herald Sq <b>B D F M</b>		96.08%	97.45%	96.64%	94.17%	28	21	7	0	
81	ES404	29	Lexington Av-63 St <b>F Q</b>		96.09%	97.61%	99.52%	97.90%	99	36	63	0	
82	ES621	3	34 St-Hudson Yards <b>7</b>		96.09%	97.99%	96.73%	98.06%	28	9	19	0	
83	ES624	3	34 St-Hudson Yards <b>7</b>		96.12%	97.03%	96.19%	97.38%	25	14	11	0	
84	ES287	1	72 St <b>Q</b>		96.22%	99.02%	93.75%	96.08%	29	18	11	0	
85	ES200	1	96 St <b>Q</b>		96.30%	98.57%	98.44%	97.56%	40	10	30	0	

Elevator and Escalator Quarterly Performance By Borough 3rd Quarter 2018													
Borough:			Manhattan		3rd Quarter 2018 Availability			3rd Quarter 2017 Availability		Outages			Entrapments
	Unit ID	Age	Station	(Yrs)	24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled		
86	ES341	14	Bowling Green <b>4 5</b>		96.31%	96.73%	96.41%	96.80%	21	14	7	0	
87	ES342	13	Bowling Green <b>4 5</b>		96.35%	96.64%	95.22%	95.95%	32	25	7	0	
88	ES367	4	Fulton St <b>A C J Z 2 3 4 5</b>		96.41%	96.38%	97.89%	96.54%	15	12	3	0	
89	ES405	29	Lexington Av-63 St <b>F Q</b>		96.41%	99.80%	98.68%	95.96%	81	3	78	0	
90	ES633**	0	34 St-Hudson Yards <b>7</b>		96.46%	96.77%	100.00%	N/A	7	5	2	0	
91	ES623	3	34 St-Hudson Yards <b>7</b>		96.53%	97.42%	96.69%	97.11%	18	3	15	0	
92	ES115	17	145 St <b>B D</b>		96.61%	99.36%	96.61%	93.28%	26	20	6	0	
93	ES329	4	East Broadway <b>F</b>		96.62%	98.23%	96.67%	96.68%	22	15	7	0	
94	ES326	19	West 4 St <b>A B C D E F M</b>		96.68%	97.83%	97.31%	96.92%	13	3	10	0	
95	ES370	1	South Ferry <b>1</b>		96.69%	96.83%	96.35%	94.49%	26	23	3	0	
96	ES301	19	Park Pl <b>2 3</b>		96.72%	97.87%	97.60%	96.37%	16	11	5	0	
97	ES343	15	Bowling Green <b>4 5</b>		96.72%	99.46%	93.63%	95.95%	35	31	4	0	
98	ES626	3	34 St-Hudson Yards <b>7</b>		96.81%	98.79%	98.87%	86.41%	28	8	20	0	
99	ES280	1	86 St <b>Q</b>		96.81%	99.63%	98.71%	90.62%	81	7	74	0	
100	ES407	29	Lexington Av-63 St <b>F Q</b>		96.83%	99.22%	99.54%	97.80%	84	9	75	0	
101	ES211	20	59 St <b>4 5 6</b>		96.85%	97.54%	97.78%	89.09%	21	12	9	0	
102	ES419	10	Roosevelt Island <b>F</b>		96.94%	97.43%	96.54%	97.82%	19	11	8	0	
103	ES327	19	Delancey St <b>F</b>		96.99%	98.70%	95.11%	93.97%	26	22	4	0	
104	ES237	19	7 Av <b>B D E</b>		97.01%	99.67%	99.29%	97.59%	32	16	16	0	
105	ES302	19	Park Pl <b>2 3</b>		97.02%	98.57%	97.94%	95.99%	18	10	8	0	
106	ES241	20	5 Av-53 St <b>E M</b>		97.06%	96.85%	98.66%	96.52%	22	13	9	0	
107	ES285	1	72 St <b>Q</b>		97.12%	99.56%	98.32%	97.55%	22	12	10	0	
108	ES409	29	Lexington Av-63 St <b>F Q</b>		97.13%	100.00%	99.50%	97.78%	85	4	81	0	
109	ES236	10	34 St-Herald Sq <b>B D F M N Q R W</b>		97.17%	99.12%	95.76%	91.49%	19	14	5	0	
110	ES222	11	34 St-Herald Sq <b>B D F M N Q R W</b>		97.18%	98.50%	96.02%	91.65%	25	22	3	0	
111	ES458	1	Lexington Av-63 St <b>F Q</b>		97.19%	98.29%	97.76%	96.50%	42	7	35	0	
112	ES275	1	86 St <b>Q</b>		97.21%	98.03%	99.39%	98.65%	24	6	18	0	
113	ES622	3	34 St-Hudson Yards <b>7</b>		97.25%	99.50%	97.84%	96.96%	21	6	15	0	
114	ES203	19	Grand Central-42 St <b>7</b>		97.26%	97.90%	97.60%	96.65%	16	12	4	0	
115	ES627	3	34 St-Hudson Yards <b>7</b>		97.28%	99.25%	97.32%	97.05%	32	14	18	0	
116	ES375	1	South Ferry <b>1</b>		97.30%	97.63%	97.58%	98.85%	11	9	2	0	
117	ES296	1	72 St <b>Q</b>		97.30%	99.60%	99.34%	97.00%	22	5	17	0	
118	ES312	5	Whitehall St <b>R W</b>		97.33%	97.83%	98.91%	97.96%	11	4	7	0	
119	ES345	23	Bowling Green <b>4 5</b>		97.35%	98.71%	96.64%	97.38%	20	15	5	0	
120	ES338	14	Bowling Green <b>4 5</b>		97.40%	99.50%	98.13%	97.46%	27	23	4	0	
121	ES274	1	86 St <b>Q</b>		97.50%	99.18%	97.70%	96.62%	36	14	22	0	
122	ES297	1	86 St <b>Q</b>		97.50%	99.95%	97.76%	95.12%	19	8	11	0	
123	ES408	29	Lexington Av-63 St <b>F Q</b>		97.51%	99.74%	100.00%	97.70%	76	4	72	0	
124	ES417	10	Roosevelt Island <b>F</b>		97.54%	100.00%	97.83%	97.21%	17	12	5	0	
125	ES402	29	Lexington Av-63 St <b>F Q</b>		97.59%	99.35%	100.00%	98.34%	48	9	39	0	
126	ES628	3	34 St-Hudson Yards <b>7</b>		97.70%	97.56%	99.24%	80.50%	22	14	8	0	
127	ES351	18	Whitehall St <b>R W</b>		97.75%	98.91%	98.02%	90.30%	15	11	4	0	
128	ES420	10	Roosevelt Island <b>F</b>		97.79%	98.68%	99.21%	98.76%	15	5	10	0	
129	ES281	1	86 St <b>Q</b>		97.89%	100.00%	100.00%	97.54%	23	11	12	0	

Elevator and Escalator Quarterly Performance By Borough 3rd Quarter 2018												
Borough:		Manhattan										
	Unit ID	Age (Yrs)	Station	3rd Quarter 2018 Availability			3rd Quarter 2017 Availability	Outages			Entrap- ments	
				24 Hr	AM Peak	PM Peak		24 Hr	Total	Non * Scheduled	Scheduled	
130	ES459	1	Lexington Av-63 St <b>F</b> <b>Q</b>	97.90%	98.80%	99.16%	97.69%	40	8	32	0	
131	ES278	1	86 St <b>C</b>	97.94%	100.00%	99.04%	96.73%	19	10	9	0	
132	ES415	9	Roosevelt Island <b>F</b>	98.07%	99.60%	98.55%	90.67%	25	16	9	0	
133	ES206	17	Grand Central-42 St <b>7</b>	98.08%	99.93%	98.38%	97.64%	75	9	66	0	
134	ES625	3	34 St-Hudson Yards <b>7</b>	98.23%	100.00%	96.66%	98.46%	11	7	4	0	
135	ES337	15	Bowling Green <b>4</b> <b>5</b>	98.29%	99.87%	97.62%	95.47%	16	13	3	0	
136	ES255	29	Grand Central-42 St <b>4</b> <b>5</b> <b>6</b> <b>7</b> <b>S</b>	98.29%	99.96%	100.00%	96.50%	65	4	61	0	
137	ES629	3	34 St-Hudson Yards <b>7</b>	98.38%	100.00%	100.00%	98.39%	27	2	25	0	
138	ES283	1	86 St <b>C</b>	98.49%	100.00%	100.00%	97.90%	13	5	8	0	
139	ES374	1	South Ferry <b>1</b>	98.63%	99.61%	98.25%	98.49%	13	10	3	0	
140	ES340	13	Bowling Green <b>4</b> <b>5</b>	98.70%	99.63%	98.60%	98.69%	14	8	6	0	
141	ES284	1	86 St <b>C</b>	98.70%	100.00%	100.00%	95.44%	15	4	11	0	
142	ES371	1	South Ferry <b>1</b>	98.76%	99.64%	99.57%	98.73%	17	12	5	0	
143	ES634**	0	34 St-Hudson Yards <b>7</b>	98.77%	99.54%	100.00%	N/A	5	1	4	0	
144	ES631**	0	34 St-Hudson Yards <b>7</b>	98.80%	100.00%	97.35%	N/A	8	5	3	0	
145	ES418	10	Roosevelt Island <b>F</b>	98.81%	99.93%	98.66%	97.67%	8	3	5	0	
146	ES416	22	Roosevelt Island <b>F</b>	98.82%	99.91%	99.89%	98.90%	13	4	9	0	
147	ES373	1	South Ferry <b>1</b>	98.83%	98.63%	99.67%	98.36%	12	8	4	0	
148	ES291	1	72 St <b>C</b>	98.83%	100.00%	99.48%	94.61%	9	4	5	0	
149	ES412	9	Roosevelt Island <b>F</b>	98.84%	100.00%	99.19%	98.18%	7	3	4	0	
150	ES368	4	Fulton St <b>A</b> <b>C</b> <b>J</b> <b>Z</b> <b>2</b> <b>3</b> <b>4</b> <b>5</b>	98.85%	99.98%	99.31%	97.45%	8	4	4	0	
151	ES242	20	5 Av-53 St <b>E</b> <b>M</b>	98.92%	99.51%	99.51%	97.91%	48	3	45	0	
152	ES205	17	Grand Central-42 St <b>7</b>	99.00%	99.17%	97.86%	94.28%	12	8	4	0	
153	ES372	1	South Ferry <b>1</b>	99.40%	100.00%	99.21%	96.11%	12	9	3	0	
154	ES353**	0	Cortlandt St <b>1</b>	99.95%	100%	100%	N/A	3	2	1	0	
	154	10.9	Escalator Subtotal:	94.3%	96.0%	95.1%	94.2%	5739	2751	2988	0	
			*Note the number of entrapments are included in the non scheduled outage count.									
			** New equipment placed into service during 3rd quarter of 2018									

Elevator and Escalator Quarterly Performance By Borough 3rd Quarter 2018											
Borough:		Brooklyn									
	Unit ID	Age	Station	3rd Quarter 2018 Availability		3rd Quarter 2017 Availability	Outages			Entrap ments	
				24 Hr	AM Peak		24 Hr	Total	Non * Scheduled	Scheduled	
		(Yrs)									
1	EL310	18	Clark St <b>2 3</b>	73.82%	74.54%	72.89%	98.44%	47	31	16	2
2	EL343	12	Euclid Av <b>A C</b>	86.40%	86.06%	90.09%	99.37%	18	5	13	1
3	EL311	18	Clark St <b>2 3</b>	86.97%	86.28%	87.11%	93.92%	10	8	2	1
4	EL708	8	Jay St <b>A C F R</b>	91.06%	93.51%	93.93%	96.54%	45	32	13	11
5	EL344	4	Utica Av <b>A C</b>	91.56%	91.51%	90.86%	95.32%	42	31	11	6
6	EL702	12	Coney Island-Stillwell Av <b>D F N Q</b>	91.84%	94.29%	91.06%	99.57%	20	13	7	1
7	EL321	20	Church Av <b>2 5</b>	93.83%	95.63%	96.83%	96.08%	41	20	21	2
8	EL391	13	Marcy Av <b>J M Z</b>	94.06%	95.18%	94.83%	98.73%	30	14	16	3
9	EL320	20	Church Av <b>2 5</b>	94.28%	94.54%	96.81%	95.10%	18	5	13	1
10	EL342	12	Euclid Av <b>A C</b>	94.29%	95.82%	94.46%	93.89%	28	18	10	2
11	EL301	14	Pacific St-Atlantic Av <b>D N R</b>	94.79%	94.76%	95.22%	98.62%	14	7	7	1
12	EL376	6	Bay Parkway <b>D</b>	94.84%	94.54%	95.66%	98.18%	45	33	12	0
13	EL372	13	DeKalb Av <b>B Q R</b>	95.23%	95.85%	98.82%	96.83%	25	11	14	0
14	EL318	23	Borough Hall <b>2 3 4 5</b>	95.40%	97.33%	94.73%	99.08%	18	10	8	1
15	EL398	10	Myrtle-Wyckoff Avs <b>M</b>	95.87%	98.43%	92.40%	99.38%	18	10	8	3
16	EL303	14	Pacific St-Atlantic Av <b>D N R</b>	96.29%	98.13%	94.87%	99.83%	15	12	3	3
17	EL760	6	Kings Highway <b>B Q</b>	96.44%	98.36%	96.95%	96.16%	22	12	10	0
18	EL392	13	Marcy Av <b>J M Z</b>	97.00%	98.60%	97.28%	98.07%	13	4	9	0
19	EL319	21	Brooklyn College-Flatbush Av <b>2 5</b>	97.11%	99.14%	96.92%	96.54%	21	18	3	0
20	EL302	14	Pacific St-Atlantic Av <b>D N R</b>	97.12%	98.79%	97.63%	90.69%	16	6	10	2
21	EL394	15	Flushing Av <b>J M</b>	97.26%	98.79%	97.83%	92.51%	8	3	5	0
22	EL323	13	Crown Hts-Utica Av <b>3 4</b>	97.56%	99.90%	97.88%	98.30%	16	10	6	2
23	EL397	10	Myrtle-Wyckoff Avs <b>L</b>	97.83%	98.91%	99.10%	98.00%	7	1	6	1
24	EL341	12	Euclid Av <b>A C</b>	97.91%	98.46%	98.55%	96.33%	16	5	11	0
25	EL707	8	Jay St <b>A C F R</b>	97.92%	97.49%	99.55%	97.92%	23	16	7	2
26	EL345	4	Utica Av <b>A C</b>	98.00%	97.56%	98.46%	98.01%	14	11	3	0
27	EL701	12	Coney Island-Stillwell Av <b>D F N Q</b>	98.04%	99.93%	98.30%	98.90%	11	2	9	0
28	EL317	23	Borough Hall <b>2 3 4 5</b>	98.19%	97.89%	99.41%	98.58%	10	4	6	0
29	EL339	18	Franklin Av <b>C S</b>	98.20%	98.49%	99.15%	96.15%	12	7	5	0
30	EL709	7	Jay St <b>A C F R</b>	98.28%	98.62%	99.32%	98.01%	14	9	5	1
31	EL393	15	Flushing Av <b>J M</b>	98.30%	98.32%	98.76%	97.59%	9	7	2	0
32	EL370	13	DeKalb Av <b>B Q R</b>	98.31%	99.84%	98.28%	99.16%	9	2	7	0
33	EL378	6	Bay Parkway <b>D</b>	98.34%	98.97%	99.55%	98.87%	10	3	7	0
34	EL706	8	Jay St <b>A C F R</b>	98.35%	98.97%	99.54%	98.58%	26	16	10	2
35	EL396	10	Myrtle-Wyckoff Avs <b>L M</b>	98.39%	98.63%	98.69%	97.28%	13	6	7	1
36	EL374	10	Church Av <b>F G</b>	98.44%	99.38%	99.61%	98.95%	15	10	5	0
37	EL382	15	Prospect Park <b>B Q S</b>	98.48%	99.82%	97.97%	88.06%	7	5	2	0
38	EL307	14	Atlantic Av <b>B Q</b>	98.60%	98.20%	100%	97.71%	9	4	5	2
39	EL346	4	Utica Av <b>A C</b>	98.63%	98.83%	99.19%	97.96%	23	17	6	0
40	EL304	14	Atlantic Av <b>2 3</b>	98.71%	100%	98.37%	84.96%	8	6	2	1
41	EL312	18	Clark St <b>2 3</b>	98.79%	99.16%	99.55%	96.48%	15	7	8	1
42	EL308	17	Court St <b>R</b>	98.81%	98.63%	99.18%	91.73%	11	4	7	1
43	EL309	17	Court St <b>R</b>	98.83%	99.18%	100%	94.84%	10	6	4	0
44	EL322	13	Crown Hts-Utica Av <b>3 4</b>	98.84%	100%	98.89%	98.18%	9	5	4	0
45	EL340	18	Franklin Av <b>C S</b>	98.94%	99.90%	98.86%	97.51%	8	3	5	1
46	EL377	6	Bay Parkway <b>D</b>	98.99%	100%	99.25%	98.75%	9	2	7	0

Elevator and Escalator Quarterly Performance By Borough 3rd Quarter 2018											
Borough:		Brooklyn		3rd Quarter 2018 Availability			3rd Quarter 2017 Availability	Outages			Entrapments
	Unit ID	Age	Station	24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled	
		(Yrs)									
47	EL375	10	Church Av <b>F G</b>	99.01%	100%	100%	99.44%	5	2	3	0
48	EL383	15	Prospect Park <b>B Q S</b>	99.02%	99.88%	97.33%	96.84%	6	5	1	1
49	EL761	6	Kings Highway <b>B Q</b>	99.06%	99.98%	99.68%	99.05%	12	5	7	0
50	EL373	10	Church Av <b>F G</b>	99.09%	99.89%	99.73%	98.73%	7	3	4	0
51	EL306	14	Atlantic Av <b>2 3</b>	99.13%	100%	99.87%	98.90%	8	3	5	0
52	EL395	15	Flushing Av <b>J M</b>	99.26%	100%	98.51%	99.82%	6	3	3	1
53	EL305	14	Atlantic Av <b>4 5</b>	99.36%	99.86%	100%	91.29%	3	1	2	0
54	EL371	13	DeKalb Av <b>B Q R</b>	99.49%	100%	100%	98.06%	2	0	2	0
<b>54</b>	<b>12.7</b>	<b>Elevator Subtotal:</b>		<b>96.5%</b>	<b>97.3%</b>	<b>97.0%</b>	<b>96.9%</b>	<b>877</b>	<b>493</b>	<b>384</b>	<b>57</b>
1	ES331	23	Broadway Junction <b>A C J L Z</b>	75.22%	78.07%	76.08%	95.33%	34	30	4	0
2	ES347	22	Broadway Junction <b>A C J L Z</b>	84.64%	85.51%	84.67%	95.77%	12	5	7	0
3	ES332	15	Myrtle-Wyckoff Avs <b>L M</b>	88.53%	91.21%	86.95%	97.79%	47	37	10	0
4	ES309	18	DeKalb Av <b>B Q R</b>	88.79%	88.90%	88.54%	96.62%	47	33	14	0
5	ES350	21	High St <b>A C</b>	89.84%	91.05%	90.22%	98.18%	11	8	3	0
6	ES314	18	Smith 9 St <b>F G</b>	90.52%	93.38%	92.58%	97.27%	34	23	11	0
7	ES318	18	Jay St <b>A C F</b>	92.45%	93.74%	93.02%	97.67%	20	17	3	0
8	ES352	18	Franklin Av <b>S</b>	92.68%	97.37%	87.65%	91.73%	36	30	6	0
9	ES333	15	Myrtle-Wyckoff Avs <b>L M</b>	92.85%	96.67%	91.99%	98.69%	48	40	8	0
10	ES304	16	President St <b>2 5</b>	92.92%	96.33%	93.22%	91.96%	61	45	16	0
11	ES346	16	Brighton Beach <b>B Q</b>	92.92%	96.59%	91.97%	92.04%	41	32	9	0
12	ES323	20	High St <b>A C</b>	92.95%	92.88%	93.88%	95.77%	34	29	5	0
13	ES317	18	Jay St <b>A C F</b>	93.09%	94.77%	93.10%	96.17%	16	8	8	0
14	ES313	18	Smith 9 St <b>F G</b>	93.13%	95.23%	93.88%	96.25%	27	19	8	0
15	ES322	20	High St <b>A C</b>	93.19%	94.20%	92.78%	98.30%	18	14	4	0
16	ES308	18	DeKalb Av <b>B Q R</b>	93.89%	97.78%	92.42%	92.28%	17	6	11	0
17	ES321	20	High St <b>A C</b>	94.09%	98.77%	91.93%	91.70%	65	59	6	0
18	ES335	15	West 8 St-NY Aquarium <b>F Q</b>	94.37%	94.73%	92.09%	86.60%	30	22	8	0
19	ES356	7	Jay St <b>A C F R</b>	94.38%	92.77%	96.57%	96.56%	118	28	90	0
20	ES324	18	High St <b>A C</b>	94.55%	96.39%	92.52%	95.72%	45	36	9	0
21	ES315	18	Smith 9 St <b>F G</b>	95.53%	95.89%	96.45%	87.96%	25	19	6	0
22	ES305	15	Court St <b>R</b>	95.66%	97.39%	95.09%	91.23%	46	34	12	0
23	ES357	7	Jay St <b>A C F R</b>	96.23%	99.61%	98.03%	97.28%	33	19	14	0
24	ES320	20	Jay St <b>A C F</b>	96.66%	98.74%	96.46%	95.16%	16	13	3	0
25	ES330	21	Broadway Junction <b>A C J L Z</b>	96.90%	97.87%	96.81%	94.93%	25	16	9	0
26	ES303	15	Borough Hall <b>2 3 4 5</b>	96.99%	99.19%	96.67%	94.26%	22	15	7	0
27	ES316	18	Smith 9 St <b>F G</b>	97.01%	98.73%	94.21%	95.61%	21	16	5	0
28	ES306	15	Court St <b>R</b>	97.17%	98.97%	97.39%	96.56%	27	20	7	0
29	ES319	20	Jay St <b>A C F</b>	98.17%	98.76%	98.63%	92.27%	8	5	3	0
30	ES349	19	Smith 9 St <b>F G</b>	98.20%	99.52%	98.49%	96.89%	16	11	5	0
31	ES310	16	Atlantic Av <b>B Q</b>	98.37%	99.62%	98.17%	98.15%	20	16	4	0
32	ES348	19	Smith 9 St <b>F G</b>	98.51%	98.63%	99.14%	98.61%	13	9	4	0
<b>32</b>	<b>17.4</b>	<b>Escalator Subtotal:</b>		<b>93.5%</b>	<b>95.3%</b>	<b>93.2%</b>	<b>95.0%</b>	<b>1033</b>	<b>714</b>	<b>319</b>	<b>0</b>

\*Note the number of entrapments are included in the non scheduled outage count.

**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**3rd Quarter 2018**

	Borough:		Queens	Station	3rd Quarter 2018 Availability			3rd Quarter 2017 Availability	Outages			Entrap ments		
	Unit ID	Age (Yrs)			24 Hr	AM Peak	PM Peak		24 Hr	Total	Non * Scheduled			
1	EL498	6	Mott Av <b>A</b>		89.35%	89.46%	90.05%	98.25%	24	8	16	0		
2	EL414	18	Flushing-Main St <b>7</b>		92.31%	86.55%	98.45%	95.77%	26	4	22	0		
3	EL425	11	Junction Blvd <b>7</b>		92.61%	96.19%	91.67%	97.15%	45	23	22	6		
4	EL430	12	Queens Plaza <b>E M R</b>		93.01%	91.60%	95.92%	99.31%	29	14	15	0		
5	EL413	29	Jamaica Center <b>E J Z</b>		93.81%	95.73%	95.91%	96.91%	36	21	15	3		
6	EL437	4	Forest Hills <b>E F M R</b>		94.80%	96.08%	96.38%	98.69%	26	15	11	0		
7	EL412	29	Jamaica Center <b>E J Z</b>		94.85%	95.67%	96.88%	92.98%	29	16	13	0		
8	EL439	4	Forest Hills <b>E F M R</b>		96.20%	96.25%	96.49%	99.61%	24	17	7	2		
9	EL405	1	21 St-Queensbridge <b>F</b>		96.20%	97.37%	95.64%	92.71%	18	13	5	0		
10	EL411	29	Sutphin Blvd-Archer Av-JFK <b>E J Z</b>		96.90%	96.93%	99.54%	98.61%	17	1	16	0		
11	EL433	13	Jamaica-179 St <b>F</b>		96.96%	98.61%	95.30%	98.73%	17	12	5	0		
12	EL463	0	Ozone Park-Lefferts Boulevard <b>A</b>		97.49%	98.79%	96.03%	N/A	13	4	9	0		
13	EL420	12	74 St-Broadway <b>7</b>		97.85%	99.36%	98.05%	98.52%	15	8	7	1		
14	EL462	0	Ozone Park-Lefferts Boulevard <b>A</b>		97.92%	98.54%	98.33%	N/A	12	4	8	0		
15	EL426	11	Junction Blvd <b>7</b>		98.13%	99.89%	97.69%	98.41%	15	7	8	0		
16	EL427	11	Junction Blvd <b>7</b>		98.48%	99.89%	98.91%	96.84%	7	1	6	0		
17	EL432	13	Jamaica-179 St <b>F</b>		98.55%	98.96%	97.87%	97.88%	8	5	3	1		
18	EL424	1	Briarwood <b>E F</b>		98.66%	99.10%	99.24%	92.05%	8	5	3	0		
19	EL434	10	Kew Gardens-Union Tpke <b>E F</b>		98.67%	98.91%	99.46%	98.59%	8	3	5	0		
20	EL497	6	Mott Av <b>A</b>		98.71%	99.14%	99.89%	98.34%	14	5	9	0		
21	EL406	1	21 St-Queensbridge <b>F</b>		98.75%	99.52%	97.95%	98.83%	11	4	7	0		
22	EL429	12	Queens Plaza <b>E M R</b>		98.80%	100.00%	97.66%	99.30%	8	4	4	0		
23	EL421	12	Jackson Hts-Roosevelt Av <b>E F M R</b>		98.81%	99.69%	99.14%	97.86%	9	1	8	0		
24	EL408	1	Jamaica-Van Wyck <b>E</b>		98.85%	100.00%	100.00%	97.49%	8	1	7	0		
25	EL431	13	Jamaica-179 St <b>F</b>		98.89%	99.52%	98.13%	96.97%	9	3	6	0		
26	EL447	7	CitiCorp/Court Square <b>7 E G</b>		98.94%	99.50%	98.92%	98.93%	7	4	3	0		
27	EL438	4	Forest Hills <b>E F M R</b>		98.94%	99.98%	99.98%	96.42%	10	8	2	0		
28	EL409	1	Jamaica-Van Wyck <b>E</b>		98.98%	99.73%	99.58%	98.84%	6	4	2	0		
29	EL428	12	Queens Plaza <b>E M R</b>		99.01%	99.48%	98.63%	99.09%	5	1	4	0		
30	EL423	12	74 St-Broadway <b>7</b>		99.19%	99.05%	99.51%	92.79%	6	2	4	0		
31	EL407	1	21 St-Queensbridge <b>F</b>		99.25%	100.00%	100.00%	98.65%	4		4	0		
32	EL446	7	CitiCorp/Court Square <b>7 E G</b>		99.42%	100.00%	99.85%	99.22%	4	1	3	0		
33	EL435	10	Kew Gardens-Union Tpke <b>E F</b>		99.45%	98.91%	100.00%	98.97%	4	1	3	0		
34	EL436	10	Kew Gardens-Union Tpke <b>E F</b>		99.49%	99.49%	100.00%	98.24%	5	4	1	2		
35	EL422	12	Jackson Hts-Roosevelt Av <b>E F M R</b>		99.56%	100%	100%	99.26%	2		2	0		
	35	9.6	Elevator Subtotal:		97.4%	97.9%	97.9%	97.6%	489	224	265	15		

**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**3rd Quarter 2018**

	Borough:		Queens	Station	3rd Quarter 2018 Availability			3rd Quarter 2017 Availability	Outages			Entrap ments		
	Unit ID	Age (Yrs)			24 Hr	AM Peak	PM Peak		24 Hr	Total	Non * Scheduled			
1	ES456	19	Flushing-Main St	7	79.43%	78.88%	76.27%	93.40%	32	20	12	0		
2	ES457	19	Flushing-Main St	7	91.29%	96.71%	88.18%	94.44%	29	23	6	0		
3	ES451	20	74 St-Broadway	7	91.69%	93.00%	93.07%	96.46%	36	21	15	0		
4	ES431	10	Jamaica-Van Wyck	E	91.81%	92.56%	93.75%	95.32%	52	47	5	0		
5	ES424	29	21 St-Queensbridge	F	92.34%	93.93%	91.34%	97.02%	35	30	5	0		
6	ES427	9	Jamaica-Van Wyck	E	92.60%	97.48%	85.78%	94.71%	51	47	4	0		
7	ES450	19	74 St-Broadway	7	93.19%	90.86%	94.76%	90.77%	58	49	9	0		
8	ES449	19	74 St-Broadway	7	93.52%	97.10%	89.80%	94.80%	27	23	4	0		
9	ES438	10	Jamaica Center	E J Z	93.85%	99.45%	91.29%	85.48%	48	38	10	0		
10	ES447	10	Jamaica Center	E J Z	94.32%	96.70%	91.14%	96.91%	35	33	2	0		
11	ES455	19	Flushing-Main St	7	95.35%	98.46%	96.60%	95.14%	34	21	13	0		
12	ES453	3	74 St-Broadway	7	95.51%	96.43%	94.32%	96.36%	40	35	5	0		
13	ES439	10	Jamaica Center	E J Z	95.64%	96.01%	96.22%	97.63%	40	34	6	0		
14	ES430	10	Jamaica-Van Wyck	E	96.02%	97.83%	95.74%	98.40%	10	4	6	0		
15	ES421	29	21 St-Queensbridge	F	96.08%	98.01%	97.22%	91.15%	16	8	8	0		
16	ES422	29	21 St-Queensbridge	F	96.16%	98.04%	95.80%	95.28%	32	22	10	0		
17	ES429	9	Jamaica-Van Wyck	E	96.23%	97.90%	96.45%	98.40%	15	8	7	0		
18	ES437	29	Supphin Blvd-Archer Av-JFK	E J Z	96.27%	99.23%	96.13%	94.75%	21	12	9	0		
19	ES445	9	Jamaica Center	E J Z	96.51%	98.10%	96.30%	98.03%	17	15	2	0		
20	ES428	9	Jamaica-Van Wyck	E	96.56%	97.22%	98.14%	98.05%	23	17	6	0		
21	ES446	9	Jamaica Center	E J Z	96.60%	98.63%	97.16%	96.14%	28	23	5	0		
22	ES452	3	74 St-Broadway	7	96.98%	98.05%	96.78%	97.61%	19	12	7	0		
23	ES440	9	Jamaica Center	E J Z	97.01%	96.07%	98.54%	98.32%	20	17	3	0		
24	ES442	10	Jamaica Center	E J Z	97.26%	99.43%	98.38%	95.45%	19	15	4	0		
25	ES436	29	Supphin Blvd-Archer Av-JFK	E J Z	97.50%	99.77%	98.76%	98.36%	14	7	7	0		
26	ES441	10	Jamaica Center	E J Z	97.94%	96.53%	98.49%	96.57%	17	14	3	0		
27	ES435	29	Supphin Blvd-Archer Av-JFK	E J Z	98.08%	99.12%	96.37%	98.64%	21	17	4	0		
28	ES444	10	Jamaica Center	E J Z	98.13%	99.37%	97.94%	97.87%	16	13	3	0		
29	ES434	29	Supphin Blvd-Archer Av-JFK	E J Z	98.25%	99.08%	97.23%	98.72%	15	12	3	0		
30	ES448	18	Woodside-61 St	7	98.29%	99.52%	99.18%	88.36%	16	5	11	0		
31	ES443	10	Jamaica Center	E J Z	98.34%	98.44%	98.24%	98.64%	14	10	4	0		
32	ES425	29	21 St-Queensbridge	F	98.35%	100.00%	97.98%	99.07%	9	5	4	0		
33	ES423	29	21 St-Queensbridge	F	98.38%	100.00%	98.02%	97.30%	11	5	6	0		
34	ES426	29	21 St-Queensbridge	F	99.34%	100%	99.95%	99.35%	4	2	2	0		
	34	16.9	<b>Escalator Subtotal:</b>		95.4%	97.0%	95.0%	96.0%	874	664	210	0		
			*Note the number of entrapments are included in the non scheduled outage count.											

### Quarterly Performance of Elevators and Escalators Maintained By Third Parties

#### 3rd Quarter 2018

Unit ID	Station	Owner	3rd Quarter 2018 Availability			3rd Quarter 2017 Availability
			24 Hr	AM Peak	PM Peak	
1	EL700X Atlantic Av-Barclays Ctr <b>2 3 4 5 B Q</b>	Atlantic Rail Yards, LLC c/o Forest City Ratner Co	45.92%	45.84%	42.48%	66.11%
2	EL290X 42 St - Port Authority Bus Terminal <b>A C E</b>	Tishman Asset Corporation c/o the Intercontinental Hotel	49.42%	56.51%	49.04%	54.13%
3	EL445X Court Square <b>G 7</b>	Perennially Green c/o Citicorp	79.69%	80.11%	81.41%	74.68%
4	EL200X 34 St - Herald Sq <b>B D F M N Q R W</b>	PATH	84.82%	87.53%	84.52%	95.28%
5	EL327X Jay St - MetroTech <b>A C F R</b>	Avalon Willoughby West LLC	86.68%	88.81%	86.84%	100.00%
6	EL489X Aqueduct Racetrack <b>A</b>	Genting New York LLC	90.40%	90.80%	89.13%	N/A
7	EL207X 50 St <b>C E</b>	WWP Office, LLC c/o RXR Realty	91.04%	89.90%	92.88%	100.00%
8	EL231X Times Sq - 42 St <b>N Q R S W 1 2 3 7</b>	Boston Properties	91.38%	91.78%	90.14%	97.14%
9	EL450X Sutphin Blvd - Archer Av - JFK Airport <b>E J Z</b>	Port Authority	93.76%	96.10%	91.81%	98.02%
10	EL276X 59 St - Columbus Cir <b>1 A B C D</b>	Columbus Centre LLC, c/o The Related Companies	94.82%	93.48%	96.74%	100.00%
11	EL449X Sutphin Blvd - Archer Av - JFK Airport <b>E J Z</b>	Port Authority	95.29%	93.72%	96.26%	95.92%
12	EL729X Fulton St <b>4 5</b>	Westfield Management	95.91%	97.72%	94.65%	97.64%
13	EL294X 42 St - Bryant Park <b>B D F M</b>	3 BP Property Owner LLC	96.28%	95.65%	97.28%	97.34%
14	EL295X 42 St - Bryant Park <b>B D F M</b>	Hines Incorporated/Bank of China	96.83%	97.80%	97.42%	92.68%
15	EL287X 42 St - Bryant Park <b>B D F M</b>	The Durst Organization	96.84%	96.33%	97.42%	97.57%
16	EL492X Howard Beach <b>A</b>	Port Authority	98.01%	97.83%	97.16%	93.64%
17	EL448X Sutphin Blvd - Archer Av - JFK Airport <b>E J Z</b>	Port Authority	98.11%	97.83%	98.04%	93.41%
18	EL491X Howard Beach <b>A</b>	Port Authority	99.08%	99.46%	98.91%	99.29%
19	EL726X Cortlandt St <b>R W</b>	Westfield Management	99.20%	98.91%	100.00%	98.15%
20	EL737X Atlantic Av-Barclays Ctr <b>2 3 4 5 B Q</b>	LIRR	99.23%	99.11%	98.01%	99.30%
21	EL208X 50 St <b>C E</b>	WWP Office, LLC c/o RXR Realty	99.26%	98.91%	100.00%	99.39%
22	EL416X 61 St - Woodside <b>7</b>	LIRR	99.27%	99.96%	98.93%	99.32%
23	EL268X 49 St <b>N Q R W</b>	Barclays	99.29%	99.82%	99.76%	99.02%
24	EL34X 34 St - Penn <b>1 2 3</b>	LIRR	99.33%	99.30%	99.93%	100.00%
25	EL728X Fulton St <b>4 5</b>	Westfield Management	99.38%	98.91%	100.00%	97.83%
26	EL415X 61 St - Woodside <b>7</b>	LIRR	99.46%	99.50%	100.00%	99.15%
27	EL493X Howard Beach <b>A</b>	Port Authority	99.46%	100.00%	99.15%	97.87%
28	EL417X 61 St - Woodside <b>7</b>	LIRR	99.48%	99.40%	99.80%	99.56%
29	EL419X 61 St - Woodside <b>7</b>	LIRR	99.50%	97.32%	100.00%	99.68%
30	EL279X 28 St <b>6</b>	Park and 28th Street Condominium	99.58%	99.90%	100.00%	90.59%
31	EL291X 42 St - Port Authority Bus Terminal <b>A C E</b>	Tishman Asset Corporation c/o the Intercontinental Hotel	99.58%	98.91%	100.00%	93.30%
32	EL717X Fulton St <b>A C J Z 2 3 4 5</b>	Westfield Management	99.64%	100.00%	98.91%	100.00%
33	EL727X Cortlandt St <b>R W</b>	Westfield Management	99.69%	100.00%	100.00%	99.79%
34	EL418X 61 St - Woodside <b>7</b>	LIRR	99.69%	99.70%	99.60%	99.06%
35	EL718X Fulton St <b>A C J Z 2 3 4 5</b>	Westfield Management	99.77%	99.30%	100.00%	99.65%
36	EL300X Atlantic Av-Barclays Ctr <b>2 3 4 5 B Q</b>	LIRR	99.79%	99.11%	100.00%	99.64%
37	EL203X Lexington Av / 53 St <b>E M</b>	BP 599 Lexington Avenue LLC, c/o Boston Properties	100.00%	100.00%	100.00%	91.75%
38	EL288X 42 St - Port Authority Bus Terminal <b>A C E</b>	Port Authority	100.00%	100.00%	100.00%	100.00%
39	EL289X 42 St - Port Authority Bus Terminal <b>A C E</b>	Port Authority	100.00%	100.00%	100.00%	100.00%
40	EL490X Howard Beach <b>A</b>	Port Authority	100.00%	100.00%	100.00%	98.62%
41	EL494X Howard Beach <b>A</b>	Port Authority	100.00%	100.00%	100.00%	100.00%
42	EL495X Howard Beach <b>A</b>	Port Authority	100.00%	100.00%	100.00%	99.61%
43	EL733X Fulton St <b>A C J Z 2 3 4 5</b>	Westfield Management	100%	100%	100%	99.52%

\* Data provided by LIRR

### Quarterly Performance of Elevators and Escalators Maintained By Third Parties

#### 3rd Quarter 2018

Unit ID	Station	Owner	3rd Quarter 2018 Availability			3rd Quarter 2017 Availability
			24 Hr	AM	PM	
			Peak	Peak	Peak	
1	ES254X Lexington Av / 53 St <b>E M</b>	885 Third Holding LLC	46.31%	48.82%	42.31%	43.24%
2	ES498X Howard Beach <b>A</b>	Port Authority	68.07%	66.80%	71.35%	87.49%
3	ES258X 14 St - Union Sq <b>L N Q R W</b>	Zeckendorf Towers	70.14%	68.26%	70.06%	72.51%
4	ES267X Times Sq - 42 St <b>N Q R S W 1 2 3 7</b>	Boston Properties	70.48%	71.75%	70.52%	84.29%
5	ES265X Court Square <b>G 7</b>	Perennially Green c/o Citicorp	73.78%	71.15%	75.62%	83.25%
6	ES358X Atlantic Av-Barclays Ctr <b>2 3 4 5 B Q</b>	Atlantic Rail Yards, LLC c/o Forest City Ratner Co	78.12%	78.44%	76.31%	66.00%
7	ES257X 14 St - Union Sq <b>L N Q R W</b>	Zeckendorf Towers	78.96%	79.64%	76.66%	78.20%
8	ES266X Court Square <b>G 7</b>	Perennially Green c/o Citicorp	80.78%	78.66%	83.99%	82.78%
9	ES461X Court Square <b>G 7</b>	Perennially Green c/o Citicorp	81.06%	77.47%	82.26%	58.69%
10	ES499X Howard Beach <b>A</b>	Port Authority	82.64%	80.44%	83.80%	99.14%
11	ES250X Columbus Circle <b>1 A B</b>	Columbus Centre LLC, c/o The Related Companies	82.67%	82.56%	83.18%	99.40%
12	ES253X 599 Lexington Av <b>E M</b>	BP 599 Lexington Avenue LLC, c/o Boston Properties	83.30%	83.74%	82.07%	92.19%
13	ES607X 42 St - Port Authority Bus Terminal <b>A C E</b>	SJP Properties	83.34%	82.16%	82.61%	85.20%
14	ES462X Court Square <b>G 7</b>	Perennially Green c/o Citicorp	84.99%	82.96%	84.12%	76.87%
15	ES251X Columbus Circle <b>1 A B</b>	Columbus Centre LLC, c/o The Related Companies	87.64%	87.37%	90.83%	99.53%
16	ES432X Sutphin Blvd - Archer Av - JFK Airport <b>E J Z</b>	Port Authority	90.47%	93.60%	86.59%	90.47%
17	ES606X 42 St - Port Authority Bus Terminal <b>A C E</b>	SJP Properties	91.19%	90.64%	92.60%	63.62%
18	ES268X Times Sq - 42 St <b>N Q R S W 1 2 3 7</b>	Boston Properties	92.73%	93.78%	92.26%	88.33%
19	ES360X Fulton St <b>A C J Z 2 3 4 5</b>	Westfield Management	94.28%	94.28%	94.57%	100.00%
20	ES362X Fulton St <b>A C J Z 2 3 4 5</b>	Westfield Management	94.68%	94.57%	95.13%	96.22%
21	ES359X Atlantic Av-Barclays Ctr <b>2 3 4 5 B Q</b>	Atlantic Rail Yards, LLC c/o Forest City Ratner Co	94.78%	94.22%	94.88%	83.43%
22	ES261X Times Sq - 42 St <b>N Q R S W 1 2 3 7</b>	RXR Realty	94.91%	92.66%	98.33%	91.83%
23	ES383X Fulton St <b>A C J Z 2 3 4 5</b>	Westfield Management	95.25%	95.13%	94.57%	98.44%
24	ES600X Lexington Av / 53 St <b>E M</b>	875 Third Avenue LLC., c/o Eastgate Realty	95.54%	94.26%	95.98%	97.06%
25	ES262X Times Sq - 42 St <b>N Q R S W 1 2 3 7</b>	RXR Realty	95.64%	94.92%	96.58%	97.45%
26	ES263X 50 St <b>C E</b>	WWP Office, LLC c/o RXR Realty	95.74%	98.22%	94.16%	98.16%
27	ES433X Sutphin Blvd - Archer Av - JFK Airport <b>E J Z</b>	Port Authority	96.03%	98.15%	94.77%	96.88%
28	ES379X Wall St <b>2 3</b>	Deutsche Bank	96.80%	97.21%	97.83%	97.12%
29	ES264X 50 St <b>C E</b>	WWP Office, LLC c/o RXR Realty	98.15%	99.58%	98.51%	78.32%
30	ES380X Cortlandt St <b>1</b>	Brookfield Property Partners	98.15%	99.24%	97.83%	99.82%
31	ES361X Fulton St <b>A C J Z 2 3 4 5</b>	Westfield Management	98.70%	97.83%	100.00%	98.57%
32	ES497X Howard Beach <b>A</b>	Port Authority	98.96%	98.91%	99.68%	98.85%
33	ES363X Fulton St <b>A C J Z 2 3 4 5</b>	Westfield Management	99.34%	98.91%	100.00%	89.83%
34	ES376X Fulton St <b>J Z</b>	BBV US Real Estate Fund	99.58%	99.90%	100.00%	55.59%
35	ES377X Fulton St <b>J Z</b>	BBV US Real Estate Fund	99.58%	99.90%	100.00%	56.64%
36	ES608X 42 St - Grand Central <b>4 5 6 7 S</b>	120 Park Ave Associates LLC	99.58%	99.90%	100.00%	99.82%
37	ES609X 42 St - Grand Central <b>4 5 6 7 S</b>	120 Park Ave Associates LLC	99.58%	99.90%	100.00%	99.30%
38	ES610X 42 St - Grand Central <b>4 5 6 7 S</b>	SL Green	99.58%	99.90%	100.00%	98.15%
39	ES365X Fulton St <b>A C J Z 2 3 4 5</b>	Westfield Management	100.00%	100.00%	100.00%	98.00%
40	ES366X Fulton St <b>A C J Z 2 3 4 5</b>	Westfield Management	100.00%	100.00%	100.00%	99.23%
41	ES378X Wall St <b>2 3</b>	Deutsche Bank	100.00%	100.00%	100.00%	66.22%
42	ES496X Howard Beach <b>A</b>	Port Authority	100%	100%	100%	98.62%
	<b>42</b>					

3RD QUARTER 2018 ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
<b>BROOKLYN</b>			
EL310	Clark St <b>②③</b>	73.82%	This elevator was out of service from 7/26/18 to 8/11/18 to replace the motor bearings. The bearings were replaced, the brakes were also replaced, and the field coils were re-wrapped; the elevator was tested and returned to service. This elevator was out of service multiple times due to brake issues. The brake assembly was disassembled and its defects have been repaired. This elevator is in the 2015-2019 Capital Program for replacement.
<b>MANHATTAN</b>			
EL108	181 St <b>①</b>	81.73%	This elevator was out of service from 8/5/18 to 8/17/18 due to failed SCR drive. The drive had to be sent to a vendor in Washington state for repair. The repaired drive was installed; the elevator was tested and returned to service. This elevator is in the 2015-2019 Capital Program for replacement.
EL277	59 St-Columbus Circle <b>④⑤⑥⑦⑧</b>	82.71%	This elevator had multiple outages for leveling and speed issues. The elevator was out of service from 8/27/18 to 9/5/18 for the replacement of the valve body. The elevator hoist rope safety device was also removed and repaired; the elevator was tested and returned to service.
EL117	181 St <b>④</b>	82.85%	This elevator was out of service from 7/28/18 to 7/29/18 for hoist ropes replacement; the elevator was tested and returned to service. The elevator was out of service from 8/2/18 to 8/15/18 due to the replacement of the counterweight sheave bearings and the replacement of the hoist ropes that were damaged as a result of damaged counterweight sheave bearings. After repairs were made the elevator was tested and returned to service. This elevator is in the 2015-2019 Capital Program for replacement.
EL218	14 St-Union Sq <b>①</b>	84.08%	Between 8/13/18 and 8/31/2018 on weekdays, this elevator was out of service from 7 AM to 3 PM for planned component replacement to improve its reliability. The elevator was also out of service from 9/13/2018 to 9/22/2018 due to a defective piston assembly. The elevator piston seals were replaced; the elevator was tested and returned to service.
EL731	South Ferry <b>①</b>	84.55%	This elevator was out of service from 6/20/18 to 7/13/18 due to a piston seal leak which was cover under warranty. A contractor replaced the piston seal and upper and lower guide rollers; the elevator was tested and returned to service.

3RD QUARTER 2018 ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
<b>BRONX</b>			
ES104	Gun Hill Rd <b>②⑥</b>	83.92%	This escalator was removed from service on 9/20/18 for a planned step chain and step replacement; the escalator was tested and returned to service on 10/6/18.
ES120	Pelham Bay Park <b>⑥</b>	59.25%	This escalator was out of service between 6/16/18 and 7/7/18 due to failure of the internal handrail transmission assembly. The assembly was removed and sent to the vendor for repairs. After repair, the assembly was reinstalled and the escalator was tested and returned to service. This escalator has been out of service since 9/1/18 due to the premature failure of the handrail transmission assembly. The internal handrail transmission assembly is currently at the vendor awaiting parts for repairs. The expected repair date of the handrail transmission is 11/5/18. This escalator has exceeded its useful life and is in the 2015-2019 Capital Program for replacement.
ES122	Pelham Pkwy <b>②⑥</b>	80.37%	This escalator was out of service from 9/9/18 to 9/13/18 due to water damage and a defective left handrail. The left handrail was replaced and the right-side speed sensor was replaced; the escalator was tested and returned to service. This escalator was removed from service on 9/27/18 due to two sections of step chains that were stretched. The sections were replaced and the escalator was tested and returned to service.
<b>BROOKLYN</b>			
ES331	Broadway Junction <b>A C U L Z</b>	75.22%	This escalator was out of service from 7/14/18 to 8/2/18 due to planned overhaul ahead of Canarsie tube closing/L line closure. The main drive chain, step chain, left side handrail, and both the upper and lower missing step switch assemblies were replaced and the escalator was tested and returned to service.
ES347	Broadway Junction <b>A C U L Z</b>	84.64%	This escalator was out of service from 6/23/18 to 7/13/18 due to due to planned overhaul ahead of Canarsie tube closing/L line closure. The steps and the step chain were replaced and the escalator was tested and returned to service.
<b>MANHATTAN</b>			
ES207	Grand Central-42 St <b>⑦</b>	61.87%	The escalator was out of service from 8/1/18 to 8/31/18 due failure of the Bull gear and bearings. The bull gear had to be sent to a vendor for repairs. The bull gear was reinstalled; the escalator was tested and returned to service.
ES208	Grand Central-42 St <b>⑦</b>	82.28%	This escalator experienced several breakdowns due to the handrail speed sensors. These have since been repaired. Also, there were several acts of vandalism -unnecessary activation of the stop button. The escalator operates in tandem with ES208. When ES207 goes out of service so does ES208 unless the operation is in the opposite direction of ES207.
ES216	Times Sq-42 St <b>⑦</b>	81.01%	The escalator was out of service from 8/1/18 to 8/14/18 due to multiple stop distance faults. The escalator gear case seals were replaced, the brake pads for #1 and # 2 brakes were replaced and the safety brake #3 were repaired and adjusted. The escalator was tested and returned to service.
ES234	34 St-Herald Sq <b>③④⑤⑦⑨⑩</b>	68.39%	The escalator was out of service from 7/23/18 to 8/23/18 due to a defective motor. The motor was removed and sent to the vendor for repairs. The motor was reinstalled and the escalator was tested and returned to service.
ES244	Lexington Av-53 St <b>E M</b>	84.31%	The escalator was out of service from 7/9/18 to 7/17/18 due to a defective internal handrail gear transmission assembly. The handrail transmission assembly and gears were replaced, the bull gear seals were also replaced, as were the safety brakes. The escalator was tested and returned to service. This escalator has exceeded its useful life and is in the 2015-2019 Capital Program for replacement.
ES256	Grand Central-42 St <b>④⑤⑥⑦⑧</b>	73.28%	The escalator was out of service from 8/23/18 to 9/11/18 due to a worn step chain. The step chain and steps were replaced; the escalator was tested and returned to service. This escalator has exceeded its useful life and is in the 2015-2019 Capital Program for replacement.
ES269	Lexington Av-53 St <b>E M</b>	83.71%	This escalator was out of service from 9/17/18 to 9/23/18 due to broken steps at the upper landing. This is a normal down escalator and it was inadvertently operated in the up direction. The broken steps were removed and replaced; the escalator was tested and returned to service.
<b>QUEENS</b>			
ES456	Flushing-Main St <b>⑦</b>	79.43%	This escalator was out of service from 7/17/18 to 7/28/18 due to water damage. Water flooded the lower pit and the machine room, damaging various components. The repairs were made; the escalator was tested and returned to service.

3RD QUARTER 2018 ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
BRONX			
EL128	Simpson St ②⑤	3	The entrapment that occurred on 8/7/18 was the result of the elevator not leveling correctly at the upper landing. The elevator hydraulic pistons were equalized; the elevator was tested and returned to service. The entrapment that occurred on 9/8/18 was the result of the elevator doors not opening. The elevator was inspected and the fault could not be duplicated; the elevator was tested and returned to service. The entrapment that occurred on 9/27/18 was the result of the doors not opening correctly. The elevator was inspected and the fault could not be duplicated; the elevator was tested and returned to service.
EL129	3 Av-149 St ②⑤	2	The entrapment that occurred on 7/5/18 was the result of dirty screens in the valve body. The screens were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 7/7/18 was the result of a loose wire at the top landing interlock contact. The wire was secured; the elevator was tested and returned to service.
EL132	161 St-Yankee Stadium ④	3	The entrapment that occurred on 7/17/18 was the result of the lower landing interlock not working correctly. The lower landing interlock was replaced and adjusted, the car door clutch was also adjusted; the elevator was tested and returned to service. The entrapment that occurred on 8/20/18 was the result of the doors needing adjustments. The interlock keepers, door restrictor, and clutch were adjusted. The entrapment that occurred on 9/3/18 was the result of debris (piece of rubber hose) in the door sill. The debris was removed, and a defective glass switch was also replaced; the elevator was tested and returned to service.
EL138	Pelham Pkwy ②⑤	2	The entrapment that occurred on 9/9/18 was the result of debris(paper) in the door sill. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 9/11/18 was the result of defective upper landing interlock contacts. The upper landing interlock contacts were cleaned and adjusted; the elevator was tested and returned to service.
EL182	Gun Hill Rd ②⑤	2	The cause of the entrapment that occurred on 7/20/18 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 8/17/18 was a result of the activation of the pit switch. The pit switch was closed; the elevator was tested and returned to service.
EL183	Gun Hill Rd ②⑤	1	The entrapment that occurred on 7/30/18 was the result of debris (plastic bag with nuts) in the door sill that prevented the doors from operating correctly. The debris was removed, the hoist way door interlocks, release roller and eccentric roller at the upper landing were replaced; the elevator was tested and returned to service.
EL184	231 St ①	3	The entrapment that occurred on 7/23/18 was the result of debris (rocks) in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 7/30/18 was the result of low hydraulic fluid in the oil reservoir. Hydraulic fluid was added; the elevator was tested and returned to service. The entrapment that occurred on 9/1/18 was the result of debris in the upper landing hoist way door sill. The debris was removed; the elevator was tested and returned to service.
EL185	231 St ①	1	The cause of the entrapment that occurred on 7/24/18 was the result of a customer crossing over the barricade while maintainers were performing maintenance on the elevator; the elevator was tested and returned to service.
EL186	Fordham Rd ④	4	The entrapment that occurred on 7/3/18 was the result of a defective door closing spring assembly. The door spring closing assembly was replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 7/11/18 was the result of the oil cooler circuit breaker activating. The oil cooler circuit breaker was reset, and the oil was cooled off; the elevator was tested and returned to service. The entrapment that occurred on 7/14/18 was the result of the doors coming off the tracks at the lower landing. The doors were re-installed and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 9/3/18 was the result of the hoist way switches not operating correctly. The shaft way switches were repaired and adjusted; the elevator was tested and returned to service.
EL187	Fordham Rd ④	1	The entrapment that occurred on 8/20/18 was the result of debris (cloth) stuck in the door sill. The debris was removed; the elevator was tested and returned to service.
EL189	Kingsbridge Rd ⑧⑨	1	The entrapment that occurred on 9/24/18 was as a result of the pressure switch activating. The pressure switch was reset, and debris was cleared from the door sills; the elevator was tested and returned to service.
EL192	233 St ②⑤	1	The entrapment that occurred on 7/31/18 was the result of the car door restrictor not working properly. The car door restrictor was adjusted; the elevator was tested and returned to service.
EL194	233 St ②⑥	1	The entrapment that occurred on 8/10/18 was the result of debris (paper cup) stuck in the door sill. The debris was removed; the elevator was tested and returned to service.
EL195	Hunts Point Av ⑥	2	The entrapment that occurred on 7/10/18 was the result of defective leveling unit selector guide shoes. The selector unit guide shoes were replaced; the elevator was tested and returned to service. The entrapment that occurred on 8/24/18 was the result of the upper landing interlock needing cleaning and debris in the door sill. The upper landing interlock contacts were cleaned and the debris in the door sill was removed; the elevator was tested and returned to service.

3RD QUARTER 2018 ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
<b>BROOKLYN</b>			
EL301	Pacific St-Atlantic Av <b>D N R</b>	1	The cause of the entrapment that occurred on 7/6/18 could not be determined; the elevator was tested and returned to service.
EL302	Pacific St-Atlantic Av <b>D N R</b>	2	The entrapment that occurred on 7/23/18 was the result of debris (yogurt cup) preventing the doors from operating correctly. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 8/20/18 was the result of a damaged safety edge transmitter cable stacked between the release rollers and the clutch. The safety edge was replaced; the elevator was tested and returned to service.
EL303	Pacific St-Atlantic Av <b>D N R</b>	3	The cause of the entrapment that occurred on 8/17/18 could not be determined. The interlocks, release rollers & door clutch assemblies were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 8/27/18 was the result of a power outage. The power was restored; the elevator was tested and returned to service. The entrapment that occurred on 9/16/18 was the result of the doors not closing properly. The door restrictor was adjusted, the bottom door operator was reset & the gate switch contacts were cleaned; the elevator was tested and returned to service.
EL304	Atlantic Av <b>2 3</b>	1	The entrapment that occurred on 9/21/18 was the result of debris (plastic clasp) stuck in the hoist door saddle. The debris was removed; the elevator was tested and returned to service.
EL307	Atlantic Av <b>B Q</b>	2	The cause of the entrapment that occurred on 8/3/18 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 8/8/18 was the result of the lower landing interlock being out of adjustment. The proper adjustments were made, and the contacts were cleaned; the elevator was tested and returned to service.
EL308	Court St <b>R</b>	1	The entrapment that occurred on 9/21/18 was the result of a blown fuse inside the main line box. The fuse was replaced. In addition, the escape hatch door was properly secured; the elevator was tested and returned to service.
EL310	Clark St <b>2 3</b>	2	The cause of the entrapment that occurred on 9/16/18 could not be determined. The relay contacts were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 9/18/18 was the result of no power going to the controller board or any of the relays. The overload was reset, and power was restored to the controller. In addition, two tension springs were replaced for the BK contacts and the encoder wheel was replaced; the elevator was tested and returned to service.
EL311	Clark St <b>2 3</b>	1	The entrapment that occurred on 8/8/18 was the result of a burnt wire. Also, low resistance was observed on the motor fields. The wire was replaced as well as the field coils; the elevator was tested and returned to service.
EL312	Clark St <b>2 3</b>	1	The entrapment that occurred on 8/21/18 was the result of the soft-start overload being tripped. The soft-start overload was reset; the elevator was tested and returned to service.
EL318	Borough Hall <b>2 3 4 5</b>	1	The entrapment that occurred on 9/19/18 was the result of the interlocks and gate switches being worn. The interlocks and gate switches were replaced, the car & hatch door tracks were cleaned and the pivots & chains were lubricated; the elevator was tested and returned to service.
EL320	Church Av <b>2 5</b>	1	The cause of the entrapment that occurred on 9/6/18 could not be determined; the elevator was tested and returned to service.
EL321	Church Av <b>2 5</b>	2	The entrapment that occurred on 8/23/18 was the result of the top-level gate switch being worn. The front door gate switch was replaced; the elevator was tested and returned to service. The cause of the entrapment that occurred on 8/27/18 could not be determined. The door saddle and L/L door keeper contact was cleaned; the elevator was tested and returned to service.
EL323	Crown Hts-Utica Av <b>3 4</b>	2	The cause of the entrapment that occurred on 8/13/18 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 9/4/18 was the result of the back roller of the door release roller assembly not being secure. The roller was adjusted; the elevator was tested and returned to service.
EL340	Franklin Av <b>C S</b>	1	The cause of the entrapment that occurred on 9/7/18 could not be determined; the elevator was tested and returned to service.
EL342	Euclid Av <b>A C</b>	2	The entrapment that occurred on 7/15/18 was the result of debris (large piece of paper) that prevented the door from closing all the way. The debris was removed; the elevator was tested and returned to service. The cause of the entrapment that occurred on 8/21/18 could not be determined. The L/L car door hangers and gibs as well as the L/L gate switch actuating arm were adjusted; the elevator was tested and returned to service.
EL343	Euclid Av <b>A C</b>	1	The entrapment that occurred on 9/4/18 was the result of a blown fuse on the front door operator and the U/L car door restrictor not lifting due to clutch related pin. The fuse was replaced, the clutch was repaired and the door restrictor was adjusted; the elevator was tested and returned to service.
EL344	Utica Av <b>A C</b>	6	The entrapment that occurred on 8/8/18 was the result of a damaged door restrictor. The door restrictor was replaced as well as the gate switch. In addition, the high-speed closing perimeter in the door operator was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 8/9/18 was the result of worn guide shoes. The guide shoes were replaced; the elevator was tested and returned to service. The entrapment that occurred on 8/10/18 was the result of a defective power supply. The DC (24V) power supply of the controller was replaced and the door operator close limit switch was adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 8/11/18 could not be determined. All of the release rollers and the tension in the door operator belt were adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 8/12/18 could not be determined. The wires were secured on the MX relay & SAFA and the car door restrictor was adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 8/27/18 could not be determined. The door clipped fault (L/L) was reset and all door interlocks/saddles were cleaned; the elevator was tested and returned to service.

3RD QUARTER 2018 ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL383	Prospect Park <b>BQS</b>	1	The entrapment that occurred on 8/2/18 was the result of debris (bread & crushed paper) found in the sill of the upper landing. The debris was removed and the controller was reset; the elevator was tested and returned to service.
EL391	Marcy Av <b>JMZ</b>	3	The entrapment that occurred on 7/24/18 was the result of worn hanger roller mounting bolts. The bolts were replaced and the door interlock was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 7/27/18 was the result of a damaged contact in the upper level hatch door interlock. The contact was replaced; the elevator was tested and returned to service. The entrapment that occurred on 7/30/18 was the result of debris (paper) found in L/L hoistway door. The debris was removed; the elevator was tested and returned to service.
EL395	Flushing Av <b>JW</b>	1	The entrapment that occurred on 7/10/18 was the result of debris (paper) found stuck in the upper landing hatch door release roller assembly. The debris was removed; the elevator was tested and returned to service.
EL396	Myrtle-Wyckoff Avs <b>LW</b>	1	The entrapment that occurred on 7/17/18 was the result of a loose wire found on the DCL limit on the operator at the upper landing. The wire was secured as well as the release roller assembly on the middle landing; the elevator was tested and returned to service.
EL397	Myrtle-Wyckoff Avs <b>L</b>	1	The entrapment that occurred on 7/2/18 was the result of a PLC malfunction as well as a damaged door gib. The PLC was successfully reprogrammed, and the car door gate switch & door restrictor device was adjusted; the elevator was tested and returned to service.
EL398	Myrtle-Wyckoff Avs <b>M</b>	3	The entrapment that occurred on 9/8/18 was the result of a power fault. The fuse for the door operator was replaced, the door operator was secured and the sensors were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 9/13/18 was the result of incorrect leveling. The leveling speed for car correct operation was adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 9/16/18 could not be determined; the elevator was tested and returned to service.
EL702	Coney Island-Stillwell Av <b>DFNQ</b>	1	The cause of the entrapment that occurred on 9/9/18 could not be determined. The L/L door interlocked was cleaned/adjusted, the door operator was adjusted and 2 bolts on the car header were secured; the elevator was tested and returned to service.
EL706	Jay St <b>ACFR</b>	2	The entrapment that occurred on 7/16/18 was the result of fire service defects. The defects were corrected; the elevator was tested and returned to service. The entrapment that occurred on 9/18/18 was the result of debris (bottle cap) found on the upper landing hoistway door saddle preventing the doors from fully closing. The bottle cap was removed; the elevator was tested and returned to service.
EL707	Jay St <b>ACFR</b>	2	The entrapment that occurred on 7/23/18 was the result of the upper landing hoistway door interlock not operating as designed. The keeper was getting caught on the interlock housing doors causing the doors to not open intermittently and the release roller assembly bolts were damaged in the process. The bolts were replaced and the interlock assembly was adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 7/23/18 could not be determined. The L/L hoistway door interlock assembly was replaced and the release roller assembly was adjusted; the elevator was tested and returned to service.
EL708	Jay St <b>ACFR</b>	11	The cause of the entrapment that occurred on 7/20/18 could not be determined. The contacts on the L/L limit switches were cleaned and checked; the elevator was tested and returned to service. The entrapment that occurred on 7/27/18 was the result of an open pressure switch fault. The fault was reset on the controller; the elevator was tested and returned to service. The entrapment that occurred on 7/28/18 was the result of the pressure switch being open, the car guide rollers had over tension and the time oil temperature was above normal. The "D" & "DT" strainer in the valve body and the car guide rollers were adjusted and the oil cooler grill was cleaned; the elevator was tested and returned to service. The entrapment that occurred on 8/1/18 was the result of the pressure switch being open. The pressure switch was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 8/8/18 was the result of the pressure switch being open. The valve body screens were checked and found to be clean; the elevator was tested and returned to service. The entrapment that occurred on 8/30/18 was the result of the pressure switch being open. Wires were checked and connections were tightened on the junction box; the elevator was tested and returned to service. The entrapment that occurred on 9/1/18 was the result of the pressure switch being open. The controller was reset; the elevator was tested and returned to service. The entrapment that occurred on 9/3/18 was the result of the pressure switch being open and a loose wire on terminal 12. The pressure switch was adjusted, and the loose wire on terminal 12 on the SAFA relay was tightened; the elevator was tested and returned to service. The entrapment that occurred on 9/6/18 was the result of the pressure switch being open. All of the wires in the pressure switch circuit were reconnected (#3 & #11 modules were switched); the elevator was tested and returned to service. The entrapment that occurred on 9/7/18 was the result of the pressure switch being open. PLC software was downloaded as well as the input signal being swapped from the pit switch and pressure switch; the elevator was tested and returned to service. The entrapment that occurred on 9/21/18 was the result of the pressure switch being open. Module #11 and the connector were replaced. Test ran for PRSW module with steady input; the elevator was tested and returned to service.
EL709	Jay St <b>ACFR</b>	1	The entrapment that occurred on 8/21/18 was the result of debris (chicken bone) found in the saddle of the lower landing. The debris was removed; the elevator was tested and returned to service.

3RD QUARTER 2018 ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
<b>MANHATTAN</b>			
EL104	191 St ①	1	The entrapment that occurred on 7/19/18 was the result of the elevator not leveling correctly. The voltage field regulator for speed control was replaced and adjusted; the elevator was tested and returned to service.
EL105	191 St ①	1	The entrapment that occurred on 8/15/18 was the result of the interlocks needing adjustments. The upper and lower landing interlocks were adjusted; the elevator was tested and returned to service.
EL106	191 St ①	4	The two entrapments that occurred on 8/2/18 were the result of a blown 4 Amps controller fuse. The 4 Amps controller fuse was replaced; the elevator was tested and returned to service. The entrapment that occurred on 8/3/18 was the result of the brake switches not working correctly. The brake switches were adjusted and the second level hoistway door dock was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 9/1/18 was the result of the car going into the final limits. The car was removed from the final limits and the guide shoes on the selector unit was replaced; the elevator was tested and returned to service.
EL108	181 St ①	4	The entrapment that occurred on 7/3/18 was the result of the doors not working correctly at the top landing. The release rollers at the top landing were adjusted as well as the right-side clutch assembly; the elevator was tested and returned to service. The entrapments that occurred on 7/16/18 and 7/18/18 was the result of the overload safety device getting activated. The overload was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 8/26/18 was the result of the car going into the lower limits. The elevator was removed from the lower limits and the lower landing release roller assembly was adjusted; the elevator was tested and returned to service.
EL111	168 St ①	2	The entrapment that occurred on 8/23/18 was the result of the brake switches not working correctly. The brake switch was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 9/30/18 was the result of the elevator overshooting the top landing. The slow down switch contacts were cleaned and the release rollers were adjusted; the elevator was tested and returned to service.
EL113	168 St ①	1	The entrapment that occurred on 9/22/18 could not be determined. A few relays were replaced on the controller; the elevator was tested and returned to service.
EL117	181 St ④	1	The entrapment that occurred on 7/30/18 was the result of the lower landing hoistway door interlocks not working correctly. The lower landing hoistway door interlocks were adjusted and the hoist motor tach wheel was replaced; the elevator was tested and returned to service.
EL118	181 St ④	2	The two entrapments that occurred on 9/13/18 was the result of defective hoist motor contactors and drive board. Both the main relay contactors and Sweo drive board were replaced; the elevator was tested and returned to service.
EL120	190 St ④	6	The entrapment that occurred on 7/3/18 was the result of the leveling unit not operating correctly. The leveling unit microprocessor was reset; the elevator was tested and returned to service. The entrapment that occurred on 7/16/18 was the result of the motor generator needing adjustment to control the leveling. The generator was adjusted and the control relay was repaired; the elevator was tested and returned to service. The entrapment that occurred on 7/30/18 was the result of a faulty selector unit which prevented the elevator from leveling correctly at the upper landing. The selector unit was reset; the elevator was tested and returned to service. The entrapment that occurred on 8/4/18 was the result of worn slow speed hanger rollers. The slow speed hanger rollers were replaced; the elevator was tested and returned to service. The entrapment that occurred on 8/29/18 and 9/11/18 was the result of the leveling unit not operating correctly. The leveling unit microprocessor was reset; the elevator was tested and returned to service.
EL123	175 St ④	1	The entrapment that occurred on 8/31/18 was the result of a blown fuse in the main line. The main line fuse was replaced; the elevator was inspected and tested and returned to service.
EL139	168 St ①④⑤	1	The entrapment that occurred on 9/8/18 was the result of stripped holes for the door interlock at the lower landing. The holes were re-tapped and the interlock adjusted; the elevator was tested and returned to service.
EL140	168 St ④⑤	1	The entrapment that occurred on 8/17/18 was the result of loose release rollers on the hoistway doors. The release rollers were adjusted and secured; the elevator was tested and returned to service.
EL142	125 St ④⑤⑥⑦	2	The entrapment that occurred on 9/1/18 was the result of a blown fuse on the controller fuse. The blown fuse was replaced and debris was removed from the door sill; the elevator was tested and returned to service. The cause of the entrapment that occurred on 9/14/18 could not be determined. The upper and lower landing sills were cleaned; the elevator was tested and returned to service.
EL178	Dyckman St ①	4	The entrapment that occurred on 7/11/18 was the result of the selector unit guide shoes needing replacement. The selector guide shoes were replaced and the car gate switch was repaired; the elevator was tested and returned to service. The entrapment that occurred on 7/23/18 was the result of defective motor relays "M and MX". The relays were replaced; the elevator was tested and returned to service. The entrapment that occurred on 8/22/18 was the result of debris (penny) stuck in the door sill. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 9/1/18 was the result of the doors not closing correctly at the lower landing. The lower landing hoistway door hanger rollers and the hoistway interlock was adjusted; the elevator was tested and returned to service.
EL202	51 St ⑥	1	The entrapment that occurred on 7/19/18 was the result of debris (rocks) stuck in the door sill. The debris was removed; the elevator was tested and returned to service.

3RD QUARTER 2018 ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL206	Grand Central-42 St <b>4 5 6</b>	8	The entrapment that occurred on 7/6/18 was the result of the car door restrictor not working. The car door restrictor was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 7/10/18 was the result of the car gate switch not activating. The car gate roller was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 7/11/18 was the result of the pump motor burning. The pump motor was replaced; the elevator was tested and returned to service. The entrapment that occurred on 8/2/18 was the result of debris in the door sill. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 8/19/18 was the result of the car door clutch not operating correctly. The car door clutch was lubricated and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 8/29/18 was the result of the rear car door clutch not operating correctly. The rear car door clutch was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 8/30/18 was the result of a defective slowdown switch at the lower landing. The lower landing slowdown switch was replaced; the elevator was tested and returned to service. The entrapment that occurred on 9/25/18 was the result of the doors not working correctly. The door restrictor and release rollers were adjusted and a defective wire to the door reopening device was repaired; the elevator was tested and returned to service.
EL209	34 St-Herald Sq <b>B D F M</b>	1	The entrapment that occurred on 9/10/18 was the result of the doors not operating correctly. The problem could not be duplicated; the elevator was inspected, tested and returned to service.
EL210	34 St-Herald Sq <b>B D F M</b>	2	The entrapment that occurred on 8/29/18 was the result of dirty hoistway interlock contacts. The hoistway interlock contacts were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 9/19/18 was the result of the car door restrictor not working correctly. The car door restrictor was adjusted and tension was added to the upper landing doors; the elevator was tested and returned to service.
EL213	34 St-Herald Sq <b>B D F M N Q R W</b>	1	The entrapment that occurred on 9/14/18 was the result of debris (bottle cap) stuck in the door sill. The debris was removed; the elevator was tested and returned to service.
EL217	14 St-Union Sq <b>L N Q R W</b>	1	The entrapment that occurred on 8/25/18 was the result of a worn door operator belt. The door operator belt was replaced and a missing roller for a limit switch was also replaced; the elevator was tested and returned to service.
EL218	14 St-Union Sq <b>L</b>	1	The entrapment that occurred on 7/2/18 was the result of the doors coming off the tracks. The doors were re-installed and adjusted and the release rollers were replaced and adjusted; the elevator was tested and returned to service.
EL219	14 St-Union Sq <b>N Q R W</b>	1	The entrapment that occurred on 8/12/18 was the result of debris (plastic bottle) stuck in the door sill. The debris was removed; the elevator was tested and returned to service.
EL221	14 St/8 Av <b>A C E L</b>	2	The entrapment that occurred on 7/23/18 was the result of the car gate switch roller actuator not working correctly. The car gate switch roller was replaced as well as a defective fuse for the safety circuit; the elevator was tested and returned to service. The entrapment that occurred on 7/31/18 was the result of the doors not working correctly. The car door restrictor and car gate switch were adjusted; the elevator was tested and returned to service.
EL224	8 Av <b>L</b>	4	The entrapment that occurred on 7/9/18 was the result of debris (a battery) stuck in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 7/11/18 was the result of the car door restrictor not working correctly. The car door restrictor and the door operator cams were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 8/9/18 was the result of the lower landing interlock keeper needing replacement. The lower landing interlock keep was replaced and adjusted, the car door restrictor was repaired and the mezzanine level release roller was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 9/7/18 was the result of debris (rocks) in the door sill. The debris was removed; the elevator was tested and returned to service.
EL226	34 St-Penn Station <b>C E</b>	1	The entrapment that occurred on 7/16/18 was the result of the car door restrictor needing adjustment. The car door restrictor and the car door release roller were adjusted; the elevator was tested and returned to service.
EL232	Times Sq-42 St <b>1 2 3 7</b>	4	The entrapment that occurred on 7/24/18 was not determined. The elevator was inspected; the elevator was tested and returned to service. The entrapment that occurred on 8/27/18 was the result of the doors not operating correctly at the lower landing platform level of the "7" train. The car door restrictor was repaired and the stop roller for the door operator was replaced; the elevator was tested and returned to service. The entrapment that occurred on 9/18/18 was the result of the door operator belt breaking. The door operator belt was replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 9/23/18 was the result of a loose interlock assembly. The interlock assembly was secured and the car door clutch was adjusted; the elevator was tested and returned to service.
EL233	Times Sq-42 St <b>1 2 3</b>	1	The entrapment that occurred on 7/8/18 was the result of the car gate switch not making contact. The car gate switch contacts and the hoistway interlocks was cleaned; the elevator was tested and returned to service.
EL237	66 St-Lincoln Center <b>1</b>	1	The entrapment that occurred on 7/13/18 was the result of a defective rail guide roller. The top right rail guide roller was replaced as well as the car door stop roller; the elevator was tested and returned to service.
EL238	66 St-Lincoln Center <b>1</b>	2	The entrapment that occurred on 8/13/18 could not be determined. The elevator was inspected, tested and returned to service. The entrapment that occurred on 9/18/18 was the result of a worn rail guide shoe and loose wire in junction box. The top left and right rail guide shoes were replaced and the loose wire was tightened; the elevator was tested and returned to service.

3RD QUARTER 2018 ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL244	Grand Central-42 St <b>7</b>	3	The entrapment that occurred on 7/9/18 could not be determined. The elevator was inspected, tested and returned to service. The entrapment that occurred on 7/15/18 was the result of the car door operator belt needing adjustment. The car door operator belt was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 9/7/18 was the result of the bottom right-side guide roller being defective. The right-side guide roller was replaced; the elevator was tested and returned to service.
EL245	Lexington Av-53 St <b>E M</b>	5	The entrapment that occurred on 7/7/18 was the result of the upper landing door restrictor not operating correctly. The upper landing car door restrictor was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 7/9/18 was the result of the leveling vane not secured. The leveling vane was adjusted and secured; the elevator was tested and returned to service. The entrapment that occurred on 7/31/18 was not determined. The elevator was inspected; the elevator was tested and returned to service. The entrapment that occurred on 8/6/18 was the result of a blown fuse in the safety circuit. A short was cleared in the top of car stop switch and the door restrictor was also adjusted; the elevator was tested and returned to service. The entrapment that occurred on 8/25/18 was the result of the car gate switch not working correctly. The car gate switch contacts were cleaned and hydraulic oil was added to the oil reservoir; the elevator was tested and returned to service.
EL248	96 St <b>Q</b>	2	The entrapment that occurred on 9/5/18 was the result of a valve body registering an error. The landing guide system was repaired and the tape guides were replaced; the elevator was tested and returned to service. The entrapment that occurred on 9/7/18 was not determined. The elevator was inspected; the elevator was tested and returned to service.
EL277	59 St-Columbus Circle <b>A B C D 1</b>	4	The entrapment that occurred on 7/20/18 was the result of a loose linkage on the governor slack cable switch. The governor rope slack cable linkage assembly was secured and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 8/20/18 was the result of a blown fuse in the controller for the safety circuit. The fuse was replaced; the elevator was tested and returned to service. The entrapment that occurred on 8/27/18 was the result of worn bearings in the safety pawl device and a defective valve body. The safety pawl device was repaired and the valve body was replaced; the elevator was tested and returned to service. The entrapment that occurred on 9/26/18 was the result of the doors not operating correctly. The lower landing hoistway doors were adjusted; the elevator was tested and returned to service.
EL278	59 St-Columbus Circle <b>A B C D 1</b>	1	The entrapment that occurred on 9/19/18 was the result of the car door restrictor not working correctly. The car door restrictor was adjusted; the elevator was tested and returned to service.
EL299	23 St <b>6</b>	1	The entrapment that occurred on 9/9/18 was the result of the top door restrictor not operating correctly. The top door restrictor was adjusted; the elevator was tested and returned to service.
EL314	Brooklyn Bridge <b>4 6 6</b>	1	The entrapment that occurred on 8/8/18 was the result of the door operator belt not being properly secured. The door operator belt was re-secured and adjusted. Also, the lower landing hoistway door release roller was adjusted and the lower landing saddle was cleaned; the elevator was tested and returned to service.
EL324	Canal St <b>6</b>	1	The cause of the entrapment that occurred on 9/16/18 could not be determined. The top and bottom release rollers and interlocks were adjusted; the elevator was tested and returned to service.
EL325	Canal St <b>6</b>	2	The entrapment that occurred on 8/6/18 was the result of debris found on the upper landing door. The debris (plastic antenna) was removed; the elevator was tested and returned to service. The entrapment that occurred on 9/22/18 was the result of the car being stuck at the lower landing. The escape hatch switch and the upper landing gate switch were repaired, the upper landing hoistway and car doors were adjusted, and the upper landing door interlocks and door saddles were cleaned; the elevator was tested and returned to service.
EL329	Bleecker St <b>D F B M 6</b>	2	The cause of the entrapment that occurred on 7/7/18 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 8/12/18 was the result of debris (paper cup) found stuck on the U/L hatch door. The debris was removed; the elevator was tested and returned to service.
EL331	Bleecker St <b>D F B M 6</b>	4	The entrapment that occurred on 8/23/18 was the result of a damaged plank switch holding bracket. The bracket was fixed. Thru further investigation, the UPS battery was found to be worn. The UPS battery was replaced; the elevator was tested and returned to service. The entrapment that occurred on 9/14/18 was not specified. However, preventative measures were implemented. The DA on the valve body was adjusted to slow down the speed of the elevator in the down direction; the elevator was tested and returned to service. The entrapment that occurred on 9/27/18 was the result of a faulty SAFB relay. The relay was replaced; the elevator was tested and returned to service. The entrapment that occurred on 9/28/18 was the result of a governor switch being tripped in addition to the car door shoes being misaligned from the saddle track. An adjustment was made to the car hanger rollers. Also, the safety plank activation process was checked and the slack ropes switch was restored; the elevator was tested and returned to service.
EL333	West 4 St <b>A B C D E F M</b>	1	The entrapment that occurred on 8/4/18 was the result of debris found in the sill of the lower landing. The debris was removed and the MO release roller at the lower landing was adjusted; the elevator was tested and returned to service.
EL335	West 4 St <b>A B C D E F M</b>	1	The entrapment that occurred on 9/24/18 was the result of a loose U/L hatch door release roller. The roller was tightened and secured; the elevator was tested and returned to service.
EL401	Lexington Av-63 St <b>F Q</b>	1	The entrapment that occurred on 8/7/18 was the result of a failure of the top door restrictor. The upper door operator cams DOL was adjusted; the elevator was tested and returned to service.
EL443	Lexington Av-63 St <b>F Q</b>	1	The cause of the entrapment that occurred on 9/28/18 could not be determined; the elevator was tested and returned to service.

3RD QUARTER 2018 ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL603	34 St-Hudson Yards ⑦	2	The entrapment that occurred on 8/5/18 was the result of the lower landing hoistway door release roller not operating correctly. The lower landing hoistway release roller was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 9/16/18 was the result of the doors not working correctly at the lower landing. The car door opening, closing speed and the car door restrictors were adjusted; the elevator was tested and returned to service.
EL711	Bowling Green ④⑤	1	The entrapment that occurred on 8/12/18 was the result of a damaged door operator stop roller at the lower landing. The DCL on the top level was adjusted, the door operator stop roller was replaced and the the sills were cleaned; the elevator was tested and returned to service.
EL712	Cortlandt St ①	1	The cause of the entrapment that occurred on 9/14/18 could not be determined; the elevator was tested and returned to service.
EL719	Fulton St A C J Z 2 3 4 5	2	The entrapment that occurred on 7/23/18 was the result of debris found in the door saddle of the upper landing. The debris was removed and the upper landing hatch door spirator was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 9/10/18 was the result of debris found in the door saddle. The debris was removed; the elevator was tested and returned to service.
EL720	Fulton St A C J Z 2 3 4 5	3	The entrapment that occurred on 7/31/18 was the result of the hatch door being disengaged from the car door due to a customer trying to open the closing elevator door using a walking cane. The doors were adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 9/1/18 could not be determined. The front door (U/L) mechanical interlock was adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 9/5/18 could not be determined. The upper and lower landing door sills, door locks and keepers were cleaned; the elevator was tested and returned to service.
EL722	Fulton St J Z	1	The cause of the entrapment that occurred on 7/31/18 could not be determined; the elevator was tested and returned to service.
EL731	South Ferry ①	1	The cause of the entrapment that occurred on 9/29/18 could not be determined; the elevator was tested and returned to service.
EL732	Fulton St ②③	1	The entrapment that occurred on 9/29/18 was the result of a baby carriage being stuck between the doors of the elevator; the elevator was tested and returned to service.

3RD QUARTER 2018 ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
QUEENS			
EL413	Jamaica Center <b>E 1 Z</b>	3	The cause of the entrapment that occurred on 7/7/18 could not be determined. The bolts on the door operator drive arm were secured; the elevator was tested and returned to service. The entrapment that occurred on 8/1/18 was the result of debris (paper) stuck on the car door saddles on the upper landing. The debris was removed; the elevator was tested and returned to service. The cause of the entrapment that occurred on 9/14/18 could not be determined. The door interlock contacts, the gate switch contacts and saddles were all cleaned/adjusted; the elevator was tested and returned to service.
EL420	74 St-Broadway <b>7</b>	1	The cause of the entrapment that occurred on 9/1/18 could not be determined. The door interlock contacts and saddles were all cleaned/adjusted; the elevator was tested and returned to service.
EL425	Junction Blvd <b>7</b>	6	The entrapment that occurred on 7/10/18 was the result of a door operator pulley misaligned as well as the MOVFR linkage set incorrectly. The chain tension on the front door operator was adjusted, the pulley was aligned and the door closing linkage/cams were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 7/17/18 was the result of debris (teacup) stuck in the doors. The debris was removed and the door interlock was adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 8/3/18 could not be determined. The L/L sill was cleaned; the elevator was tested and returned to service. The entrapment that occurred on 8/6/18 was the result of broken interlock contacts found on the upper landing. The contacts were replaced; the elevator was tested and returned to service. The cause of the entrapment that occurred on 8/17/18 could not be determined. The hoistway door on the upper landing was adjusted; the elevator was tested and returned to service.
EL432	Jamaica-179 St <b>F</b>	1	The cause of the entrapment that occurred on 8/6/18 could not be determined. The top safety curtain was corrected/secured and all door locks/gate switches were cleaned; the elevator was tested and returned to service.
EL436	Kew Gardens-Union Tpke <b>E F</b>	2	The entrapment that occurred on 8/14/18 was the result of debris (plastic bottle) found between the car door and shaft way door at the lower landing. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 8/25/18 was the result of a soft starter fault. The controller was reset; the elevator was tested and returned to service.
EL439	Forest Hills <b>E F M R</b>	2	The cause of the entrapment that occurred on 7/13/18 could not be determined. The L/L gate switch, door hanger/release rollers and door restrictor were all adjusted. Also, the tension was adjusted on the slow speed doors; the elevator was tested and returned to service. The cause of the entrapment that occurred on 7/14/18 could not be determined. The door operator setting was adjusted; the elevator was tested and returned to service.



## Standard Follow-Up Report: Transit Adjudication Bureau, 3<sup>rd</sup> Quarter 2018

The purpose of this quarterly report is to update the Transit Committee on Transit Adjudication Bureau (TAB) activities and outcomes, as reflected by several Key Indicators.

TAB is the statutory administrative tribunal that receives, processes, adjudicates and pursues collection of civil penalties arising from, the tens of thousands of civil summonses that are issued each year for violations of the Transit Rules of Conduct.

This quarterly reporting on TAB activities and outcomes commenced in 1992. The report provides the Committee with metrics, covering the most recently completed quarter, for the following Key Indicators:

- Number of TAB violations received by TAB
- Number and dollar amount of payments TAB received
- TAB revenues and expenses for the quarter
- Number of cases adjudicated

**James Henly**

Vice President and General Counsel  
NYC Transit Law Department

## **Transit Adjudication Bureau, Third Quarter 2018**

The following is a comparison of the key indicators for the third quarter of 2018 as compared to the same period in 2017.

- TAB violations issued in the third quarter of 2018 (Q3 2018) decreased by 1.8%, from 35,002 in 2017 to 34,360 in 2018. Year-to-date, TAB violations are 13.4% lower than for the corresponding period in 2017.
- TAB received 19,024 payments in Q3 2018, a 10.6% decrease from the 21,278 received in 2017. Direct payments decreased by 8.3% (from 19,899 to 18,257) compared to the third quarter of 2017. The number of third quarter payments received from state tax refunds also decreased (from 1,379 in 2017 to 767 in 2018), although 2018 third quarter payments from use of SWOP to recover summons debt well exceeded third quarter 2016 results (767 v. 273). The very high number of payments from state tax refunds collected in the third quarter of 2017 reflected TAB's launching of a special project to enhance use of the Statewide Offset Program (SWOP) to recover uncollected summons debt from prior periods.
- Total revenue for Q3 2018 was 15.7% lower than in 2017 (\$1,868,910 versus \$2,217,651). Receipts from direct payments in Q3 2018 decreased by 10.7% (\$1,690,893 compared to \$1,892,697 in 2017). \$97,804 in SWOP receipts from state tax refunds were received in Q3 2018. These receipts exceeded Q3 2016 state tax refund receipts (\$27,114), but declined from Q3 2017's unprecedented state tax refund receipts of \$224,960 resulting from TAB's successful launch of the noted SWOP special project.
- TAB revenue for Q3 2018 exceeded expenses by \$397,757. This compared to a margin of \$892,507 for Q3 2017, and of \$391,227 for Q3 2016. Third quarter expenses increased by 11.0% relative to 2017 (\$1,471,153 compared to \$1,325,144) but were lower by 8.2% relative to Q3 2016 expenses of \$1,601,964.

For further information, see the Key Indicators Chart on the following page.

<http://www.mta.info/nyct/TransitAdjudicationBureau.html>

**MTA New York City Transit  
Transit Adjudication Bureau  
Key Indicators  
Third Quarter 2018**

Indicator	ANNUAL TOTALS					
	3rd Qtr 2018	3rd Qtr 2017	3rd Qtr 2016	Y-T-D 2018	Y-T-D 2017	Y-T-D 2016
<b>Issuance Data</b>						
Violations Issued	34,360	35,002	36,037	95,902	110,708	113,627
<b>Payment Data</b>						
Number of Payments	19,024	21,278	20,924	71,599	98,920	72,336
Regular	18,257	19,899	20,651	56,141	65,666	66,541
State Tax Refund	767	1,379	273	15,458	33,254	5,795
Amount Paid	\$1,788,697	\$2,117,657	\$1,990,510	\$7,512,129	\$12,160,956	\$7,083,704
Regular	\$1,690,893	\$1,892,697	\$1,963,396	\$5,257,267	\$6,282,526	\$6,332,444
State Tax Refund	\$97,804	\$224,960	\$27,114	\$2,254,862	\$5,878,430	\$751,261
Average Payment	\$94.02	\$99.52	\$95.13	\$104.92	\$122.94	\$97.93
Yield per NOV	\$52.06	\$60.50	\$55.24	\$78.33	\$109.85	\$62.34
<b>Revenue/Expense Data</b>						
Revenue	\$1,868,910	\$2,217,651	\$1,993,191	\$7,501,413	\$11,914,389	\$7,016,155
Expenses	\$1,471,153	\$1,325,144	\$1,601,964	\$4,212,207	\$3,775,282	\$5,076,013
<b>Adjudications</b>						
Total Cases Adjudicated	4,532	6,246	6,266	14,640	19,465	18,647

Note: The State Tax Refund dollar amount generated from the Statewide Offset Program (SWOP) is significantly higher in 2017 compared to 2018 due to a special project in 2017 to recoup unpaid summonses. 2016 data are included for reference.

NYCT

# EEO Report – 2<sup>nd</sup> Quarter 2018

November 13, 2018



# Executive Summary

## □ EEO

NYCT examined the workforce composition as of **June 30, 2018**. The total workforce **increased by 2%** in comparison to the second quarter of 2017 (2Q17).

- Females in the workforce **increased by 1%** compared to 2Q17 due to increased outreach efforts
- Females were hired at **higher** percentage compared to their current representation of **19%** in the workforce due to successful recruitment initiatives
- Minorities in the workforce **increased by 1%** compared to 2Q17 due to continued participation in job fairs and various outreach programs
- Minorities were hired at **higher** percentage compared to their current representation of **78%** in the workforce due to the collaboration with state and local government entities as well as educational institutions



# Executive Summary

NYCT conducted a **utilization analysis\*** of females and minorities in its workforce as of June 30, 2018.

- Based on the utilization analysis, the **majority\*\*** of underrepresentation for **females** occurred in the following EEO categories:
  - Technicians – Hispanics, Asians, and Whites
  - Protective Services – Hispanics, Asians, and Whites
  - Skilled Craft– Blacks, Hispanics, Asians and Whites
- Based on the utilization analysis, the **majority\*\*** of underrepresentation for **minorities** occurred in the following EEO categories:
  - Technicians – Hispanics, Asians
  - Protective Services – Hispanics, Asians
  - Skilled Craft– Blacks, Hispanics, and Asians

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

\*\*Majority was determined by identifying the categories where most of the underutilization existed.



# Executive Summary

## ❑ Diversity Initiatives to increase representation

- ❑ Initiatives to **address** underrepresentation for **females** and **minorities**:
  - ❑ Female - Partnered with NYC Department of Education (*DOE*) Career & Technical High Schools (*CTE*); NYS DOL, CUNY, private colleges, universities, and NYC Mayor's Office of People with Disabilities (*MOPD*)
  - ❑ Minority - Participated in 40 career related events to promote competitive exams, full-time and college aide employment opportunities sponsored by:
    - ❑ NYS DOL [Bronx, Brooklyn, Harlem, Queens]
    - ❑ State representatives of Hispanic and African American districts
    - ❑ NYC DOE CTE High Schools, Colleges & Universities for minority populations
- ❑ Initiatives to **increase** representation for **veterans** and **persons with disabilities**:
  - ❑ Veterans – NYCT created a training program to be implemented later this fall for non-profits and other community-based organizations. Invitations to community group liaisons have been sent.
  - ❑ Persons With Disabilities - Continue partnership with MOPD to promote employment opportunities



NYCT

# Workforce

as of June 30, 2018



# Workforce by EEO Category

The table below is a snapshot as of June 30, 2018 NYCT number of employees, percentage of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOPI**		2+ RACES		VETERANS	
	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	2,538		1507	59%	1,031	41%	761	30%	283	11%	346	14%	8	0%	2	0%	107	4%	48	2%
	F 618	24%	455	18%	163	6%	300	12%	57	2%	69	3%	0	0%	0	0%	29	1%	4	8%
	M 1,920	76%	1052	41%	868	34%	461	18%	226	9%	277	11%	8	0%	2	0%	78	3%	44	92%
Professionals	3,008		2170	72%	838	28%	936	31%	311	10%	803	27%	5	0%	0	0%	115	4%	27	1%
	F 1,154	38%	929	31%	225	7%	498	17%	150	5%	226	8%	3	0%	0	0%	52	2%	5	19%
	M 1,854	62%	1241	41%	613	20%	438	15%	161	5%	577	19%	2	0%	0	0%	63	2%	22	81%
Technicians	222		160	72%	62	28%	95	43%	21	9%	36	16%	1	0%	0	0%	7	3%	5	2%
	F 68	31%	58	26%	10	5%	45	20%	8	4%	3	1%	1	0%	0	0%	1	0%	1	20%
	M 154	69%	102	46%	52	23%	50	23%	13	6%	33	15%	0	0%	0	0%	6	3%	4	80%
Protective Services	606		473	78%	133	22%	298	49%	119	20%	39	6%	0	0%	1	0%	16	3%	44	7%
	F 132	22%	121	20%	11	2%	94	16%	20	3%	1	0%	0	0%	1	0%	5	1%	4	9%
	M 474	78%	352	58%	122	20%	204	34%	99	16%	38	6%	0	0%	0	0%	11	2%	40	91%
Paraprofessionals	53		47	89%	6	11%	24	45%	14	26%	6	11%	0	0%	0	0%	3	6%	0	0%
	F 29	55%	27	51%	2	4%	14	26%	8	15%	3	6%	0	0%	0	0%	2	4%	0	0%
	M 24	45%	20	38%	4	8%	10	19%	6	11%	3	6%	0	0%	0	0%	1	2%	0	0%
Administrative Support	4,962		4448	90%	514	10%	2,667	54%	720	15%	926	19%	14	0%	4	0%	117	2%	37	1%
	F 2,183	44%	2052	41%	131	3%	1,544	31%	282	6%	160	3%	6	0%	2	0%	58	1%	10	27%
	M 2,779	56%	2396	48%	383	8%	1,123	23%	438	9%	766	15%	8	0%	2	0%	59	1%	27	73%
Skilled Craft	17,764		12009	68%	5,755	32%	6,537	37%	2,220	12%	2,738	15%	44	0%	7	0%	463	3%	233	1%
	F 979	6%	923	5%	56	0%	747	4%	120	1%	23	0%	4	0%	0	0%	29	0%	13	6%
	M 16,785	94%	11086	62%	5,699	32%	5,790	33%	2,100	12%	2,715	15%	40	0%	7	0%	434	2%	220	94%
Service Maintenance	22,732		19530	86%	3,202	14%	12,866	57%	4,897	22%	1,280	6%	33	0%	8	0%	446	2%	281	1%
	F 4,493	20%	4310	19%	183	1%	3,368	15%	795	3%	57	0%	5	0%	1	0%	84	0%	20	7%
	M 18,239	80%	15220	67%	3,019	13%	9,498	42%	4,102	18%	1,223	5%	28	0%	7	0%	362	2%	261	93%
Total	51,885		40,344	78%	11,541	22%	24,184	47%	8,585	17%	6,174	12%	105	0%	22	0%	1,274	2%	675	1%

\*American Indian/Alaskan Native

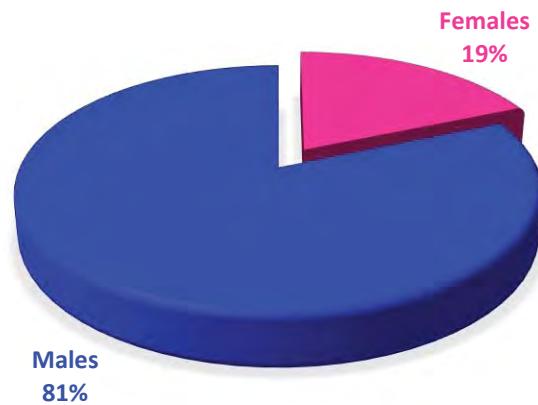
\*\*Native Hawaiian Other Pacific Islander

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

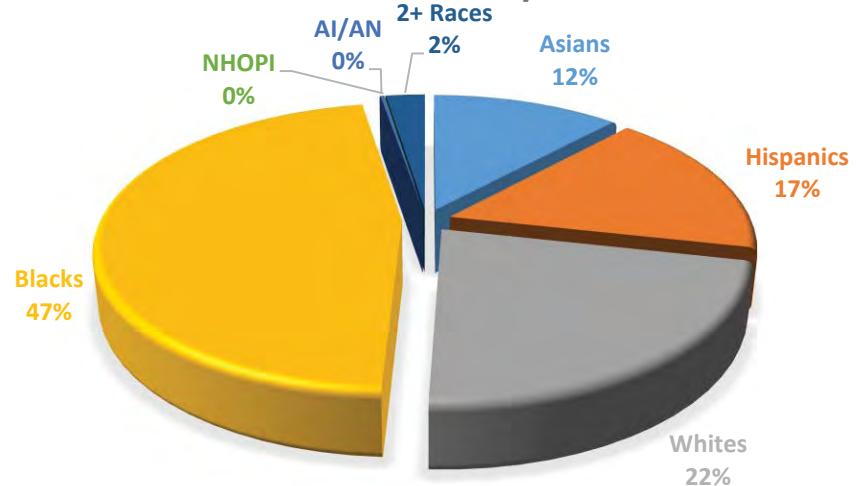


# NYCT Workforce as of June 30, 2018

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



NYCT workforce consists of **51,885** employees

- 19%** females, **78%** minorities, and **1%** veterans
- The percentage of females employed **increased by 1%** compared to second quarter 2017 quarter
- The percentage of minorities **increased by 1%** compared to second quarter 2017 quarter



# NYCT Underutilization Analysis Overview

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

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



# Definitions of EEO Job Categories

## Officials & Administrators

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

## Professionals

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

## Technicians

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

## Protective Services

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

## Paraprofessionals

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

## Administrative Support

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

## Skilled Craft

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

## Service Maintenance

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



# NYCT Underutilization Analysis

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

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	6%	12%	2%	2%	1%	3%	0%	0%	0%	0%	0%	1%	6%	6%
	M	18%	18%	8%	9%	10%	11%	0%	0%	1%	0%	2%	3%		
Professionals	F	6%	17%	3%	5%	4%	8%	0%	0%	0%	0%	0%	2%	15%	7%
	M	9%	15%	5%	5%	9%	19%	2%	0%	0%	0%	1%	2%		
Technicians	F	7%	20%	5%	4%	5%	1%	0%	0%	0%	0%	0%	0%	17%	5%
	M	8%	23%	5%	6%	7%	15%	0%	0%	0%	0%	1%	3%		
Protective Services	F	10%	16%	6%	3%	2%	0%	0%	0%	0%	0%	0%	1%	19%	2%
	M	14%	34%	8%	16%	3%	6%	0%	0%	0%	0%	1%	2%		

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A EEO Requirements and Guidelines, white males have been excluded from the utilization analysis.



# NYCT Underutilization Analysis

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

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

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A EEO Requirements and Guidelines, white males have been excluded from the utilization analysis.



NYCT

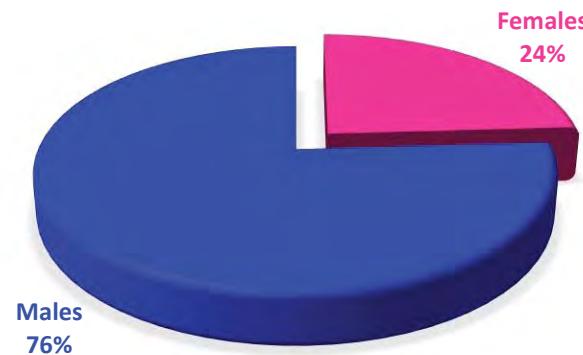
# New Hires and Veterans

January 1, 2018 – June 30, 2018

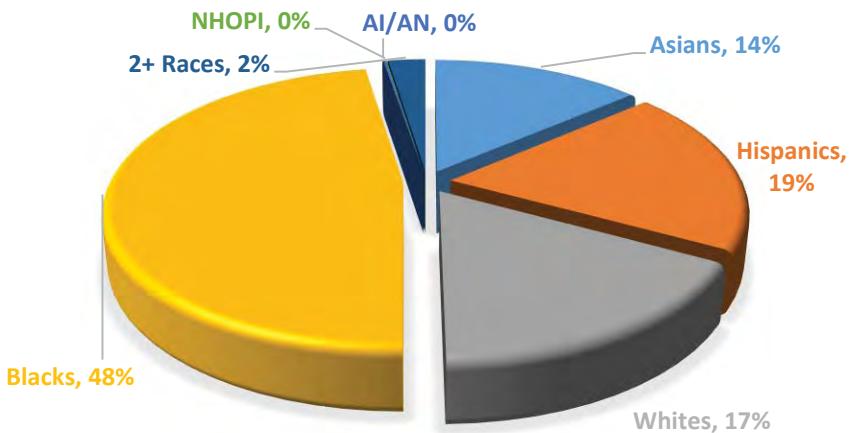


## NYCT New Hires and Veterans by Gender and Race/Ethnicity January 1, 2018 to June 30, 2018

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



NYCT hired 1,857 employees including 64 (3%) Veterans

- 24% females 1% of whom were female veterans
- Females were **hired at higher** percentage compared to their current representation of 19% in the workforce
- 83% minorities in which 4% were minority veterans
- Minorities were **hired at higher** percentage compared to their current representation of 78% in the workforce



NYCT

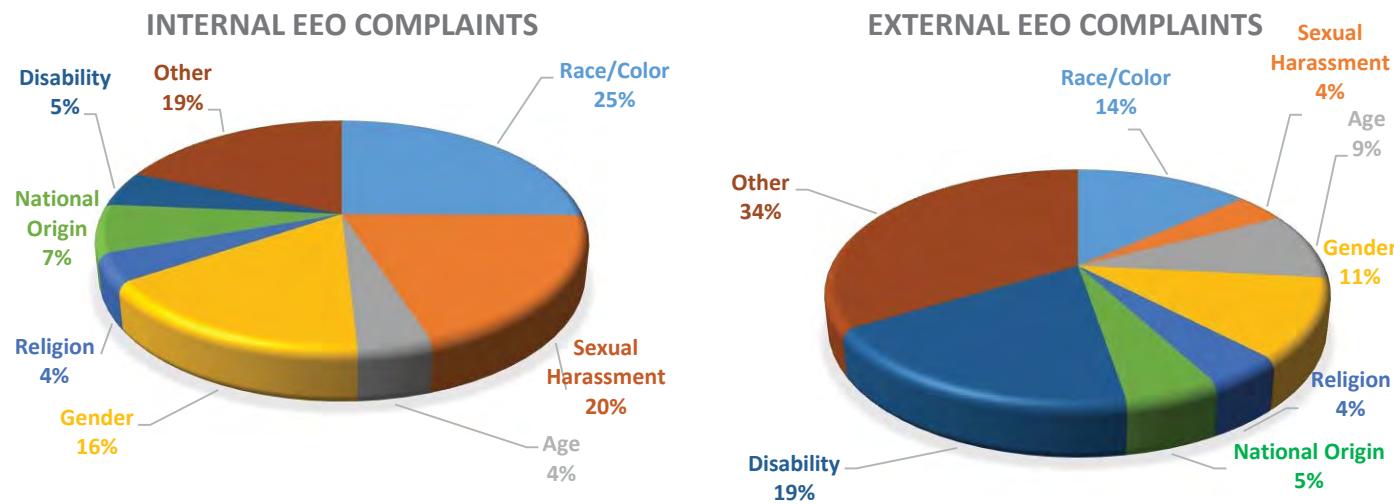
# Complaints and Lawsuits

January 1, 2018 – June 30, 2018



## NYCT Internal/External EEO Complaints and Lawsuits

January 1, 2018 to June 30, 2018



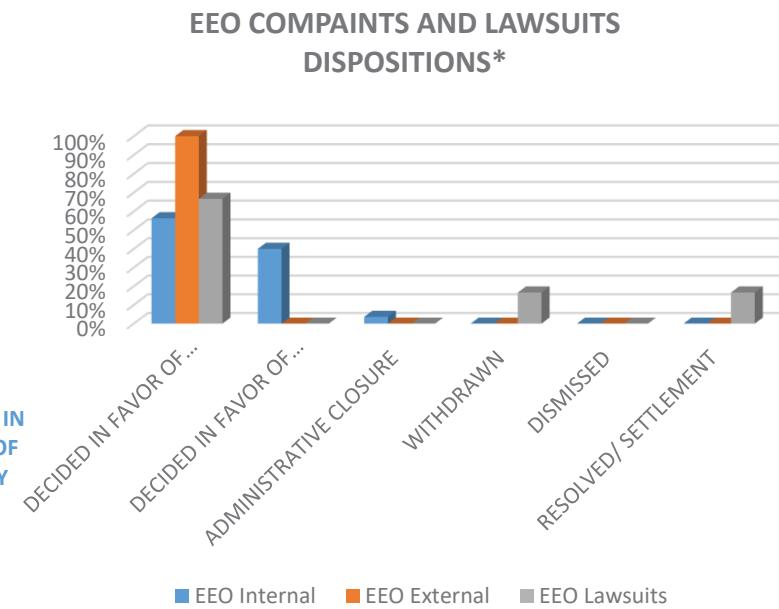
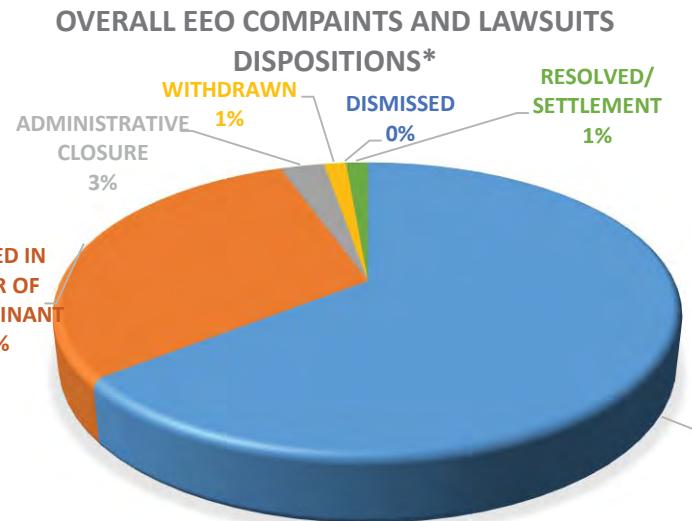
NYCT handled **292** EEO complaints, citing **568** separate allegations, and **62** lawsuits

- 152** filed internal complaints
- 140** filed external complaints
- The most frequently cited bases internally was race/color and externally was other

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



# NYCT EEO Complaints and Lawsuits Dispositions January 1, 2018 to June 30, 2018



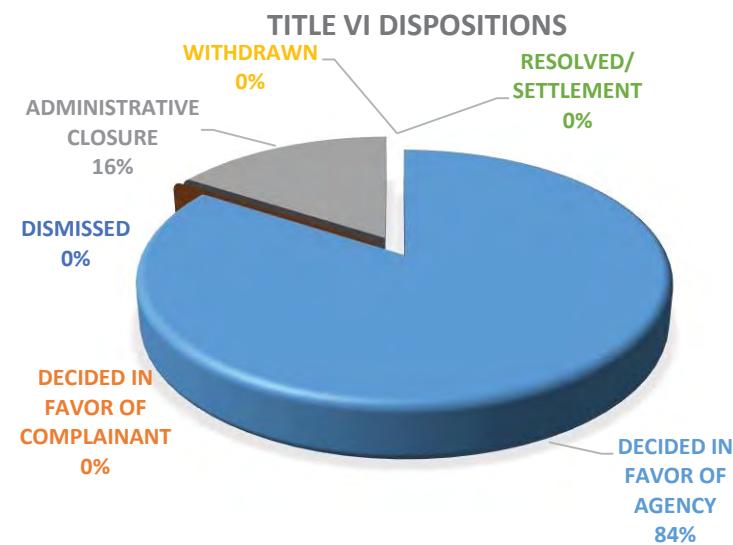
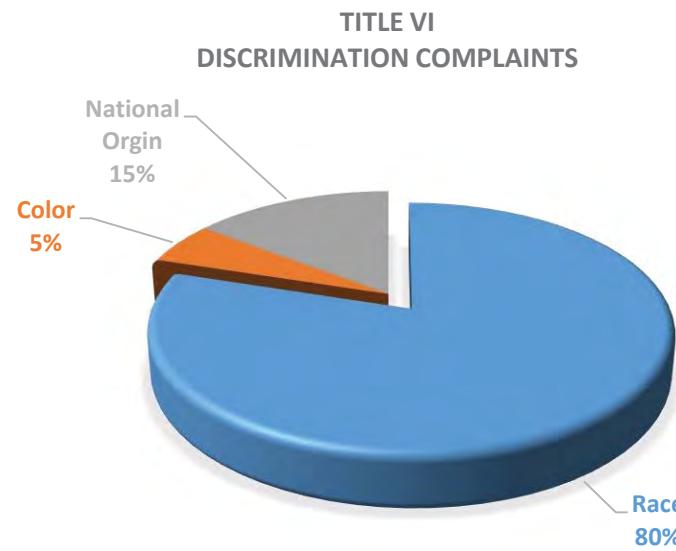
NYCT disposed of **66** EEO complaints and **6** EEO lawsuits

- 65%** complaints/lawsuits decided in favor of the agency
- 30%** complaints/lawsuits decided in favor of the complainant
- 3%** complaints/lawsuits were administrative closures
- 1%** of complaints/lawsuits were resolved/settlement
- 1%** of complaints/lawsuits were withdrawn

\*In some instances, a single complaint may result two or more resolution types.



NYCT  
Title VI Discrimination Complaints, Lawsuits and Dispositions  
January 1, 2018 to June 30, 2018



NYCT handled **195** Title VI complaints, citing **199** separate allegations and **0** Title VI lawsuits. Agency disposed of **63** complaints and **0** lawsuits

- 84%** complaints/lawsuits decided in favor of the agency
- 0%** complaints/lawsuits decided in favor of the complainant
- 16%** complaints/lawsuits were administrative closures
- 0%** complaints/lawsuits were resolved/settlement





MTABC

# EEO Report – 2<sup>nd</sup> Quarter 2018

November 13, 2018



# Executive Summary

## EEO (full report on page 5)

MTABC examined the workforce composition as of **June 30, 2018**. The total workforce **decreased by 1.1%** compared to the second quarter of 2017.

- Females in the workforce **remained constant** compared to second quarter 2017 **due to their unchanged representation relative to the overall workforce**
  - 2017 – 541 females to 4,232 overall (12.8%)
  - 2018 – 537 females to 4,187 overall (12.8%)
- Females were hired at a **higher** percentage compared to their current representation of **13%** in the workforce. **This was partially due to female turnover resulting in a static female headcount.**
- Minorities in the workforce **decreased by 1%** compared to second quarter 2017. **This difference is not statistically significant.**
- Minorities were hired at a **higher** percentage compared to their current representation of **78%** in the workforce. **This was partially due to high minority hiring rates in the Service/Maintenance EEO category.**



# Executive Summary

MTABC conducted a **utilization analysis\*** of females and minorities in its workforce as of June 30, 2018.

- Based on the utilization analysis, the **majority\*\*** of the underrepresentation for **females** occurred in the following EEO categories:
  - Technicians – Blacks and Asians
  - Protective Services – Blacks, Hispanics, Asians, and 2+ Races
  - Skilled Craft – Blacks, Hispanics, and Whites
- Based on the utilization analysis, the **majority\*\*** of the underrepresentation for **minorities** occurred in the following EEO categories:
  - Technicians – Blacks, Hispanics, and Asians

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

\*\*Majority was determined by identifying the categories where most of the underutilization existed.



# Executive Summary

## ■ Diversity Initiatives to increasing representation

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



MTABC

# Workforce

as of June 30, 2018



# Workforce by EEO Category

The table below is a snapshot as of June 30, 2018 of MTABC's numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL <sup>1</sup>		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOPI**		2+ RACES		VETERANS	
	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	282		155	55%	127	45%	73	26%	36	13%	31	11%	0	0%	0	0%	15	5%	7	2%
	F 57	20%	46	16%	11	4%	27	10%	9	3%	6	2%	0	0%	0	0%	4	1%	0	0%
	M 225	80%	109	39%	116	41%	46	16%	27	10%	25	9%	0	0%	0	0%	11	4%	7	100%
Professionals	124		94	76%	30	24%	31	25%	21	17%	31	25%	0	0%	0	0%	11	9%	3	2%
	F 61	49%	51	41%	10	8%	19	15%	15	12%	12	10%	0	0%	0	0%	5	4%	2	67%
	M 63	51%	43	35%	20	16%	12	10%	6	5%	19	15%	0	0%	0	0%	6	5%	1	33%
Technicians	16		5	31%	11	69%	1	6%	2	13%	1	6%	0	0%	0	0%	1	6%	0	0%
	F 10	63%	3	19%	7	44%	1	6%	2	13%	0	0%	0	0%	0	0%	0	0%	0	0%
	M 6	38%	2	13%	4	25%	0	0%	0	0%	1	6%	0	0%	0	0%	1	6%	0	0%
Protective Services	7		6	86%	1	14%	4	57%	1	14%	0	0%	0	0%	0	0%	1	14%	0	0%
	F 2	29%	1	14%	1	14%	0	0%	1	14%	0	0%	0	0%	0	0%	0	0%	0	0%
	M 5	71%	5	71%	0	0%	4	57%	0	0%	0	0%	0	0%	0	0%	1	14%	0	0%
Paraprofessionals	0		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	F 0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	M 0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	101		70	69%	31	31%	36	36%	11	11%	12	12%	1	1%	0	0%	10	10%	1	1%
	F 38	38%	32	32%	6	6%	18	18%	8	8%	3	3%	0	0%	0	0%	3	3%	1	100%
	M 63	62%	38	38%	25	25%	18	18%	3	3%	9	9%	1	1%	0	0%	7	7%	0	0%
Skilled Craft	713		473	66%	240	34%	233	33%	103	14%	82	12%	1	0%	9	1%	45	6%	10	1%
	F 4	1%	3	0%	1	0%	3	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	10%
	M 709	99%	470	66%	239	34%	230	32%	103	14%	82	12%	1	0%	9	1%	45	6%	9	90%
Service Maintenance	2,944		2,448	83%	496	17%	1,497	51%	662	22%	186	6%	7	0%	5	0%	91	3%	24	1%
	F 365	12%	344	12%	21	1%	234	8%	97	3%	4	0%	1	0%	0	0%	8	0%	1	4%
	M 2,579	88%	2,104	71%	475	16%	1,263	43%	565	19%	182	6%	6	0%	5	0%	83	3%	23	96%
Total	4,187		3,251	78%	936	22%	1,875	45%	836	20%	343	8%	9	0%	14	0%	174	4%	45	1%

\* American Indian/Alaskan Native

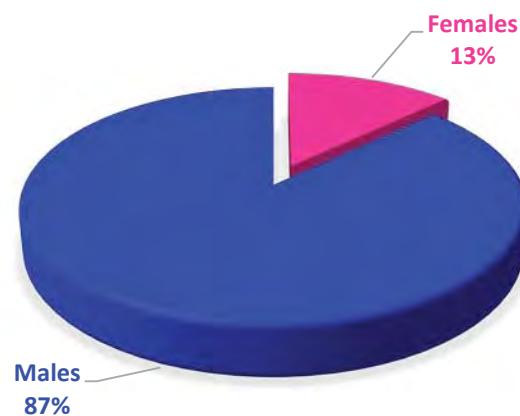
\*\*Native Hawaiian Other Pacific Islander

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

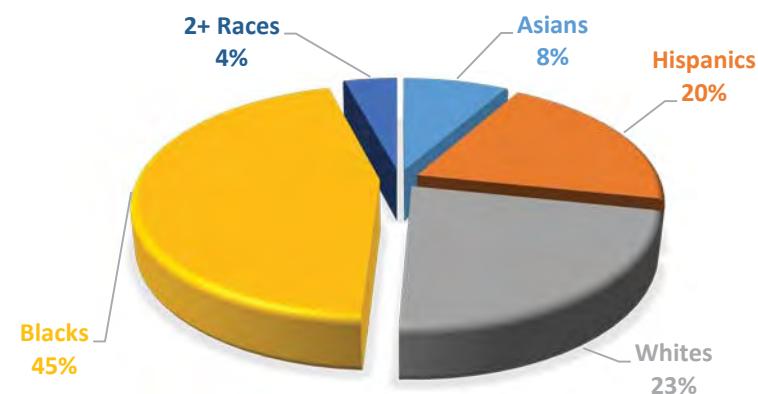


# MTABC Workforce as of June 30, 2018

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



MTABC workforce consists of **4,187** employees

- 13%** females, **78%** minorities, and **1%** veterans
- The percentage of females employed **remained constant** compared to second quarter 2017
- The percentage of minorities **decreased by 1%** as it relates to race and ethnicity compared to second quarter 2017



# MTABC Underutilization Analysis Overview

MTABC has conducted a utilization analysis of females and minorities in its workforce. The utilization analysis consists of comparing MTABC's **June 30, 2018** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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



# Definitions of EEO Job Categories

## Officials & Administrators

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

## Professionals

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

## Technicians

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

## Protective Services

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

## Paraprofessionals

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

## Administrative Support

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

## Skilled Craft

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

## Service Maintenance

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



# MTABC Underutilization Analysis

MTABC has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTABC's **June 30, 2018** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	3%	10%	2%	3%	1%	2%	0%	0%	0%	0%	0%	1%	15%	4%
	M	8%	16%	5%	10%	4%	9%	0%	0%	0%	0%	2%	4%		
Professionals	F	8%	15%	5%	12%	4%	10%	0%	0%	0%	0%	1%	4%	13%	8%
	M	5%	10%	4%	5%	8%	15%	0%	0%	0%	0%	2%	5%		
Technicians	F	7%	6%	6%	13%	1%	0%	0%	0%	0%	0%	0%	0%	21%	44%
	M	5%	0%	5%	0%	8%	6%	0%	0%	0%	0%	3%	6%		
Protective Services	F	7%	0%	16%	14%	1%	0%	0%	0%	0%	0%	1%	0%	13%	14%
	M	22%	57%	5%	0%	0%	0%	0%	0%	0%	0%	7%	14%		

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

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



# MTABC Underutilization Analysis

MTABC's utilization analysis compares the percentages of women and minorities employed in each job group as of **June 30, 2018** to 80 percent of the females and minorities available within the relevant labor market based on the 2010 U.S. Census. The underutilized areas of representation are shaded green.

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %												
Paraprofessionals	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Administrative Support	F	11%	18%	8%	8%	3%	3%	0%	0%	0%	0%	2%	3%	10%	6%
	M	16%	18%	6%	3%	7%	9%	0%	1%	0%	0%	3%	7%	0%	0%
Skilled Craft	F	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
	M	24%	32%	13%	14%	9%	12%	0%	0%	1%	1%	4%	6%	0%	0%
Service Maintenance	F	7%	8%	5%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
	M	32%	43%	18%	19%	4%	6%	0%	0%	0%	0%	1%	3%	0%	0%

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

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





**MTABC**

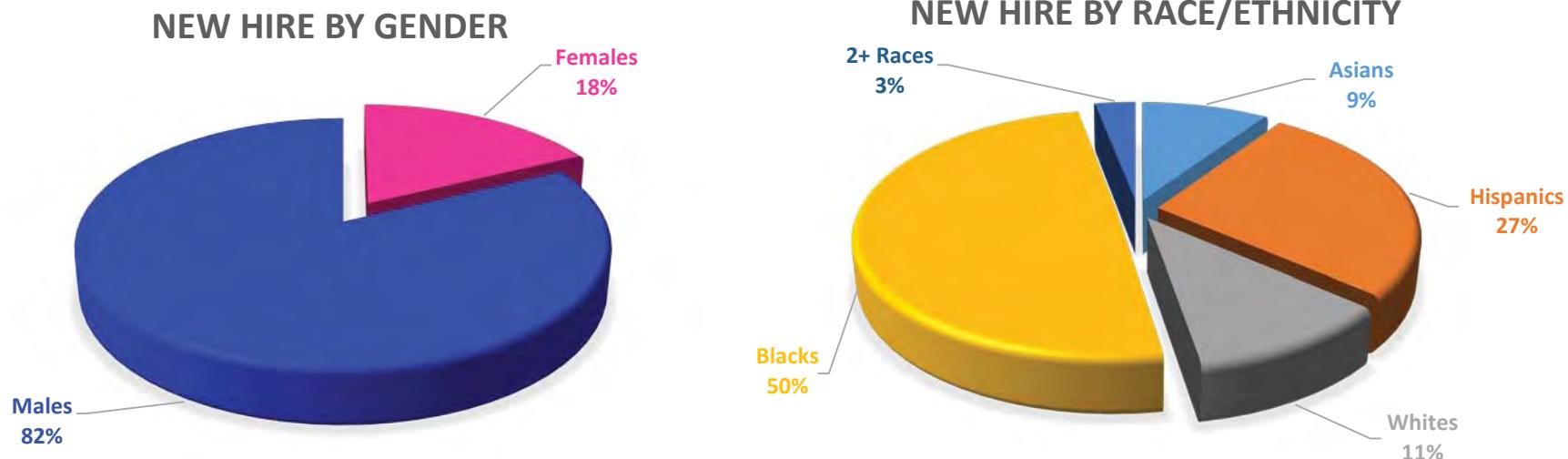


# **New Hires and Veterans**

**January 1, 2018 – June 30, 2018**



# MTABC New Hires and Veterans By Gender and Race/Ethnicity January 1, 2018 to June 30, 2018



MTABC hired **266** employees including **3 (1%)** veterans

- 18%** females in which **0%** were female veterans
- Females were **hired at a higher** percentage compared to their current representation of **13%** in the workforce
- 89%** minorities in which **1%** were minority veterans
- Minorities were **hired at a higher** percentage compared to their current representation of **78%** in the workforce





MTABC

# Complaints and Lawsuits

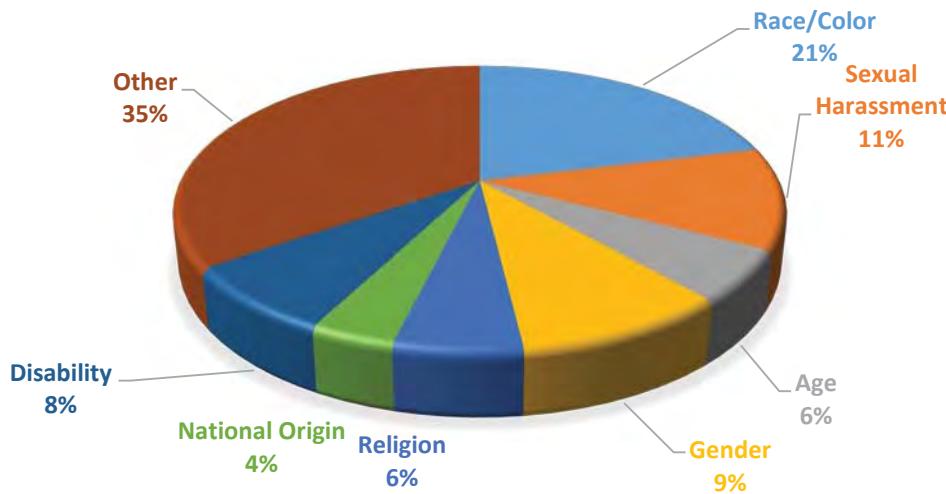
January 1, 2018 – June 30, 2018



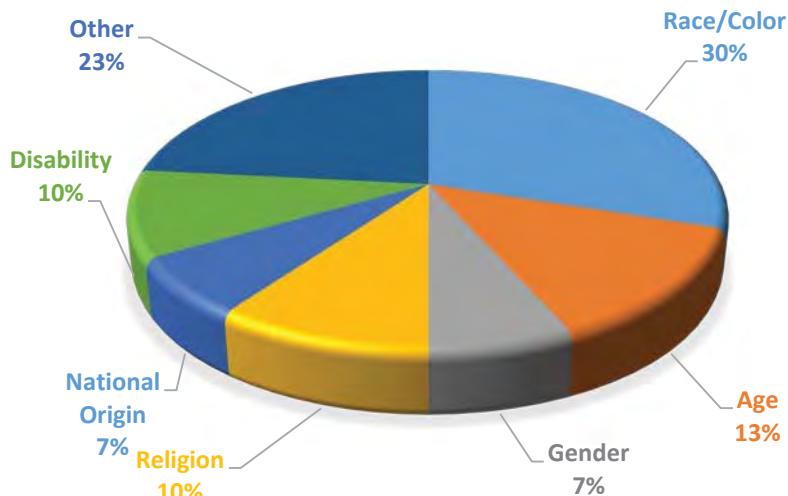
# MTABC Internal/External EEO Complaints and Lawsuits

January 1, 2018 to June 30, 2018

## INTERNAL EEO COMPLAINTS



## EXTERNAL EEO COMPLAINTS



MTABC handled **54** EEO complaints, citing **82** separate allegations, and **4** lawsuits.

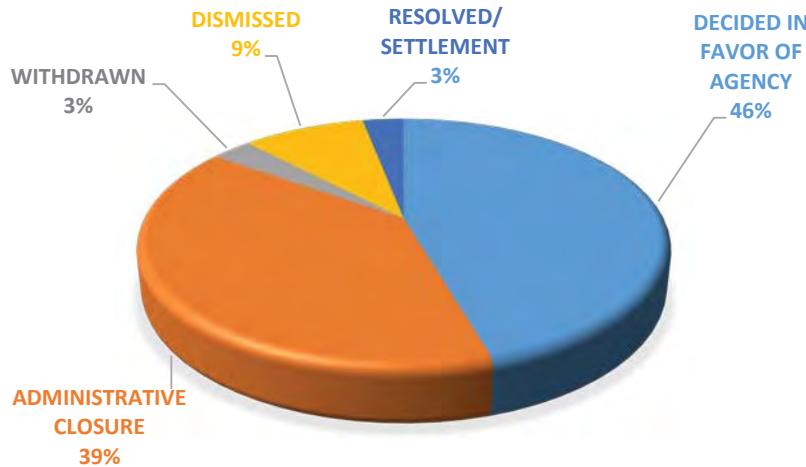
- 40** filed internal complaints
- 14** filed external complaints
- The most frequently cited bases internally was "other" and externally was race/color

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

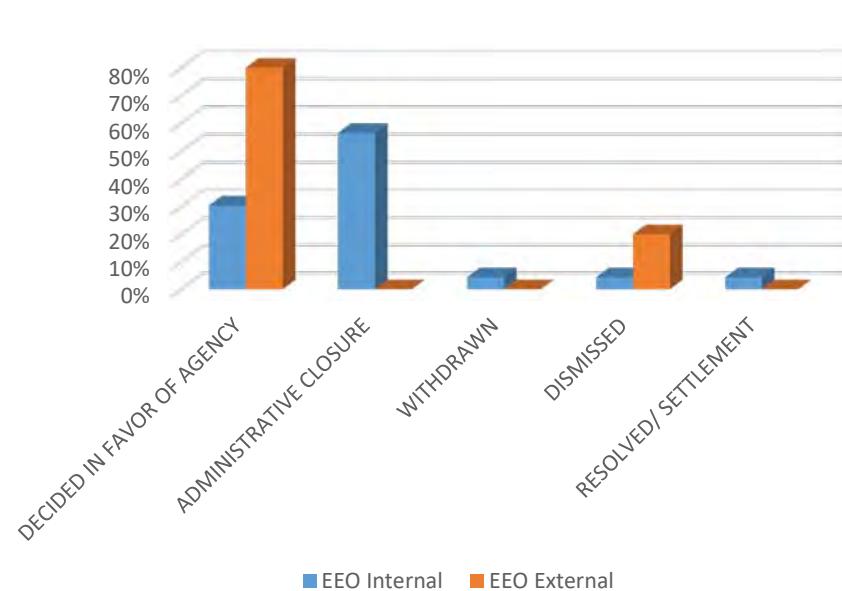


# MTABC EEO Complaint and Lawsuits Dispositions January 1, 2018 to June 30, 2018

OVERALL EEO COMPLAINTS AND LAWSUITS  
DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS  
DISPOSITIONS



MTABC disposed of **33** EEO complaints and **0** EEO lawsuits

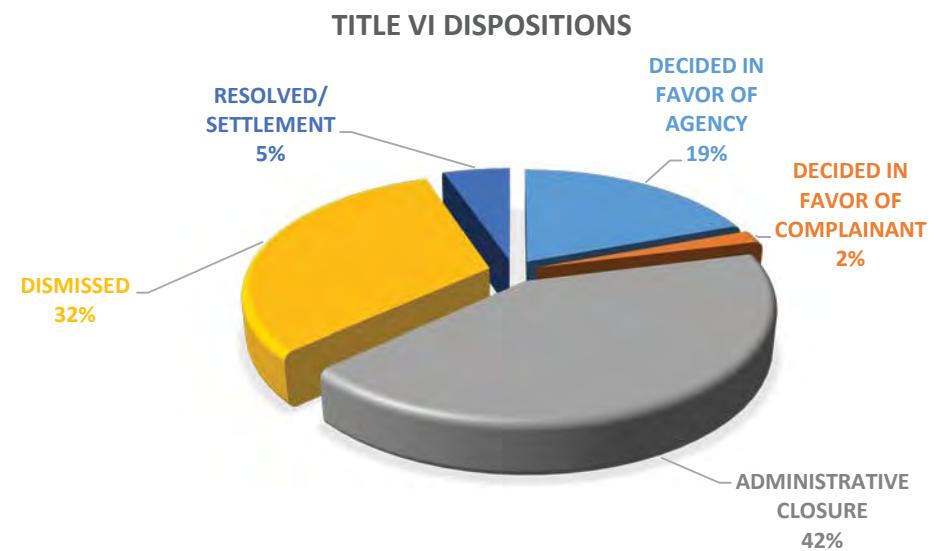
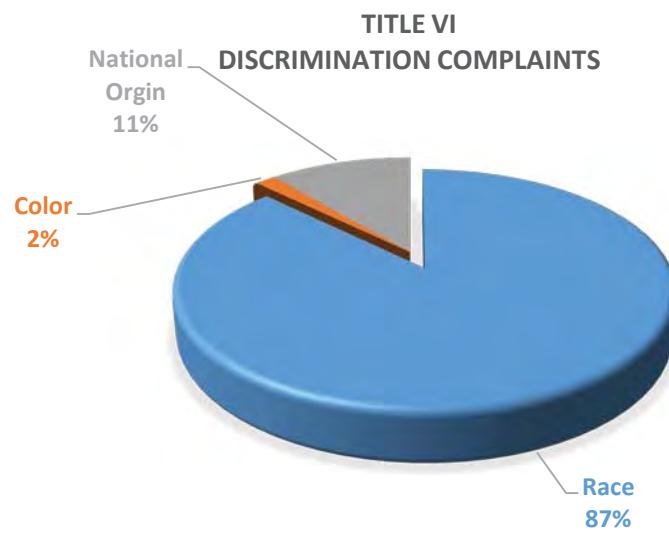
- ❑ 46% complaints/lawsuits decided in favor of the agency
- ❑ 39% complaints/lawsuits were administrative closures
- ❑ 3% complaints/lawsuits were resolved/settled
- ❑ 3% of complaints/lawsuits were withdrawn
- ❑ 9% of complaints were dismissed



# MTABC

## Title VI Discrimination Complaints, Lawsuits and Dispositions

### January 1, 2018 to June 30, 2018



MTABC handled **124** Title VI Complaints, citing **126** separate allegations and **0** Title VI lawsuits. Agency disposed of **57** complaints and **0** lawsuits.

- 19%** complaints/lawsuits decided in favor of the agency
- 2%** complaints/lawsuits decided in favor of the complainant
- 42%** complaints/lawsuits were administrative closures
- 5%** complaints/lawsuits were resolved/settled
- 32%** complaints/lawsuits dismissed





**New York City Transit**

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