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Press Release

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MTA Headquarters

IMMEDIATE

Dramatic and Accelerating Year over Year Improvements in Subway Performance Thanks to Subway Action Plan, New Data Shows

January On Time Performance Was Up 32% Over Last Year, and Major Delays Are Down By 50% – A Four Year Best in Both Categories

New Data Shows The Subway Action Plan, Launched At The Direction of Governor Cuomo and Funded By the Governor, Legislature and City, Is Working

Officials Stress Passing Congestion Pricing Is Critical To Maintaining Long Term Momentum – Failure To Do So Will Lead to Approx 30% Fare and Toll Increases

Metropolitan Transportation Authority (MTA) President Patrick Foye, Managing Director Ronnie Hakim and New York City Transit President Andy Byford today outlined new statistics showing the dramatic subway performance improvements that have been achieved since the launch of the Subway Action Plan. They pointed to a months-long trend of improvement, including the best on-time performance and the fewest number of delays that the system has seen in four years. The Subway Action Plan was launched at the direction of Governor Andrew Cuomo in July 2017, and funded by the governor, legislature and city, with the goal of taking extraordinary measures to stabilize and improve the more than 100-year old subway system.



(Additional data and visuals are available below – Please request hi-res versions)

The officials also noted that the MTA is in a dire financial position, with an operating budget deficit of approximately \$500 million as early as next year, growing to nearly \$1 billion by 2022. The MTA also has zero funding allocated for its next capital plan (2020-2024). In order progress to continue, they noted it is absolutely necessary to pass congestion pricing and secure additional and reoccurring revenue from city and state funding partners. Without additional revenue from congestion pricing, fares would increase by approximately 30%, over currently scheduled increases.

“Our concerted efforts are paying off in the form of fewer delays, less waiting, faster trips and an overall better experience for our customers,” said MTA New York City Transit President Andy Byford. “These are sustainable improvements resulting from the Subway Action Plan, but we’re also limited by an aging infrastructure - in order to achieve the subway system that New Yorkers deserve and that Transit employees are capable of delivering, we need sustainable, adequate funding through means such as congestion pricing.”

"Today it is crystal clear that the funds invested in the Subway Action Plan by Governor Cuomo, the legislature, and city are paying tangible and substantial dividends," said MTA President Patrick Foye. "There is a direct relationship between that investment and the reduction in delays, and our customers are experiencing that every day. On behalf of the MTA, I want to thank the governor for working tirelessly to secure this funding."

"The news we're hearing today is extraordinarily positive, and the result of hard work by our employees, patience from customers, and substantial investment on the part of the state and city," said Ronnie Hakim, MTA Managing Director. "In order to keep up this sort of progress, we need to address the difficult financial situation the MTA is in, which is why our internal reforms, congestion pricing, and additional reoccurring revenue is so necessary."

Weekday on-time performance in January was 76.7%, as opposed to 58.1% in January 2018, - an approximately 32% improvement. January also represents the fifth consecutive month that the Department of Subways exceeded its goal of reducing 10,000 delays each month. In January 2019, there were 42,348 weekday delays, compared to 76,287 in January 2018. Weekday major incidents – incidents causing 50 or more delays – are also drastically down in January, with 52 compared to 105 in January 2018.

Weekend on-time performance is also drastically improved. In January 2019 compared to January 2018, there were seven major incidents compared to 14; 83.1 percent on-time performance compared to 64.7 percent; and 8,180 delays compared to 18,931.

Delay-inducing track fires caused by debris are also significantly down – a direct result of aggressive debris cleanup under the Subway Action Plan. In January 2019, there were 23 track debris fires, compared to 42 in January 2018. In the 12 months leading up to January 2019, there were 322 track fires related to debris, compared to 452 the previous year.

Several other metrics also point to evidence of the Subway Action Plan's effectiveness. Additional unanticipated time spent waiting on platforms is down to 1m11s compared to 1m35s and additional unanticipated time spent on trains is down to 58s compared to 1m46s.

During the Subway Action Plan, workers have also:

- Cleared more than 40,000 street grates to prevent ingress of litter and leaves that build up on the track, causing fires and clogging drains.
- sealed more than 4,000 leaks to prevent water ingress that causes power and signal problems, deterioration of track and other equipment resulting in unplanned service changes, delays and track fires.
- Installed Continuous Welded Rail (CWR) across the system, replacing jointed rail, which is more prone to rail defects that delay trains.
- Repaired almost 20,000 minor track defects that if not repaired can cause delays.
- Repaired or rebuilt more than 1,700 signal components, drastically reducing the backlog of issues that can disrupt service.
- Rebuilt and modernized more than 200 signal stops to be moisture proof and avoid service interruption.
- Conducted a comprehensive inspection of door components across all fleets.
- Made maintenance practices more efficient so cars can be put back into service more quickly.
- Repaired door control units on over 1,000 cars in our oldest fleets to improve reliability of this critical component that cause 40 percent of car breakdowns.

On Time Performance (OTP):

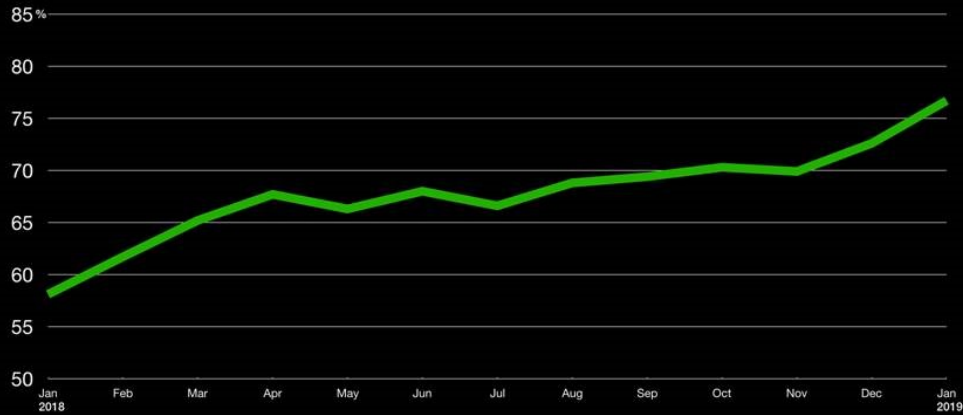
Month	Weekday OTP	Weekend OTP*
Jan-18	58.1%	64.7%
Feb-18	61.7%	62.5%
Mar-18	65.2%	63.9%
Apr-18	67.7%	71.2%
May-18	66.3%	69.7%
Jun-18	68.0%	67.9%
Jul-18	66.6%	65.5%
Aug-18	68.8%	70.8%
Sep-18	69.4%	75.1%
Oct-18	70.3%	79.0%
Nov-18	69.9%	75.3%
Dec-18	72.6%	78.7%

Jan-19

76.7%

83.1%

Weekday On-Time Performance is Up 32%



Weekday Delays are Down 45%

