



Transit and Bus Committee Meeting December 2019

Committee Members

S. Feinberg, Committee Chair

A. Albert

N. Brown

R. Glucksman

D. Jones

L. Lacewell

R. Linn

S. Metzger

H. Mihaltses

R. Mujica

J. Samuelson

L. Schwartz

V. Vanterpool



NYCT commemorated Veterans Day with a special ceremony to pay tribute and say thank you to our veterans, reservists, and military personnel, past and present. The day's events featured guest speakers, special presentations, the NYCT Honor Guard (left), and an appearance by Marsha Thompson (right), renowned soprano opera singer, who sang a moving rendition of the National Anthem and America the Beautiful.

New York City Transit and Bus Committee Meeting

Monday, 12/16/2019

10:00 AM - 1:00 PM ET

2 Broadway, 20th Floor

New York, NY 10004

1. PUBLIC COMMENT PERIOD

2. SUMMARY OF ACTIONS

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3. APPROVAL OF MINUTES – NOVEMBER 12, 2019

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iii. NYCT, MTA Bus Report

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

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6. PROCUREMENTS

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a. Non-Competitive (none)

b. Competitive

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c. Ratifications

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a. NYCT 2020 Budget and 2020-2023 Financial Plan Adoption

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b. SIR 2020 Budget and 2020-2023 Financial Plan Adoption

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c. MTA Bus 2020 Budget and 2020-2023 Financial Plan Adoption

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8. SERVICE CHANGE

a. Request for Chairman to Approve Public Hearing on Bronx Bus Redesign

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9. STANDARD FOLLOW UP REPORTS

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MTA Bus EEO & Diversity Report, 3rd Qtr 2019 - Page 252

c. Transit Recidivism Report, 3rd Quarter 2019

Transit Recidivism Report, 3rd Qtr 2019 - Page 268

d. Fare Evasion Report, 3rd Quarter 2019

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10. OUTSTANDING BUSINESS (No Materials)

11. EXECUTIVE OFFICE CONTACT INFORMATION

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New York City Transit and MTA Bus
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for DECEMBER 2019

<u>Responsible Department</u>	<u>Vendor Name</u>	<u>Amount</u>	<u>Summary of Action</u>
Operations Planning	n/a		Request for Public Hearing on Bronx Bus Redesign <ul style="list-style-type: none"> • A staff summary that requests the Chairman to authorize a public hearing regarding proposed permanent bus routing and service span adjustments associated with the Bronx Bus Redesign.
Office of the CFO	n/a		Approval of the NYCT, SIR and MTA BC 2020 Budgets and Four-Year Financial Plans for 2020-2023 <ul style="list-style-type: none"> • Discussion on the November 2019 Forecasts, the 2020 Final Proposed Budgets and tables showing the impact on funding.
Procurement and Supply Chain	Nova Bus, a Division of Prevost Car (US), Inc. and New Flyer of America, Inc.	\$601,195,077	Purchase of Buses <ul style="list-style-type: none"> • 275 low-floor 40-foot diesel-electric hybrid buses with options for 110 additional low-floor 40-foot diesel-electric hybrid buses and 448 low-floor 40-foot diesel buses.
Procurement and Supply Chain	John P. Picone	\$1,010,000	<ul style="list-style-type: none"> • Modification to the contract for the renewal of six stations and line structure repair on the Sea Beach line for revised communication systems at the New Utrecht Avenue station.
Procurement and Supply Chain	John P. Picone	\$1,775,000	<ul style="list-style-type: none"> • Modification to the contract for the renewal of six stations and line structure repair on the Sea Beach line for reconfigured stairs and control house passageway leading to the southbound platform at the 8th Avenue station.

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
November 12, 2019

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

The following Members were present:

Hon. Sarah Feinberg, Committee Chair
Hon. Andrew Albert
Hon. Randolph Glucksman
Hon. Rhonda Herman
Hon. David Jones
Hon. Linda Lacewell
Hon. Susan Metzger
Hon. Haeda Mihaltses
Hon. Robert Mujica
Hon. Lawrence Schwartz
Hon. Veronica Vanterpool

Also present were:

Andy Byford, President
Joel Andrews, Vice President, EEO and Diversity
Craig Cipriano, Acting President, MTA Bus Company/Senior Vice President, NYCT
Department of Buses
Michael Cosgrove, Vice President, Paratransit
Edward Delatorre, Chief, NYPD Transit Bureau
Robert Diehl, Senior Vice President, Safety and Security Department
Alex Elegudin, Senior Advisor for Systemwide Accessibility
David Farber, Acting General Counsel
Gwen Harleston, Deputy Director of Compliance, MTA Bus
Patricia Lodge, Vice President, Human Resources
Frank Jezycki, Executive Vice President and Chief Operating Officer, Subways
Robert Lai, Assistant Chief Officer, MTA Bus
Sally Librera, Senior Vice President, Subways
Glenn Lunden, Acting Deputy Chief, Operations Improvement & Analysis
Sarah Meyer, Senior Vice President and Chief Customer Officer, Strategy and
Customer Experience
Jaibala Patel, Chief Financial Officer, Office of Management and Budget
Lou Montanti, Vice President, Procurement & Supply Chain
Deborah Prato, Senior Vice President, Chief People Officer
Alok Saha, Acting Senior Vice President, Capital Program Management

I. Public Speakers

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

II. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the minutes of the October 21, 2019 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company.

The Work Plan was modified to add the annual review of the Committee Charter to November.

III. Agenda Items

Based on public speakers' comments, Chair Feinberg requested that Mr. Elegudin deliver the Accessibility Report as the first Agenda Item.

Alex Elegudin, Senior Advisor for Systemwide Accessibility, delivered the Accessibility Report.

Member Vanterpool stated that she supported the public voice for the on-demand E-hail program and is pleased that the program, which once had an uncertain future, will be extended beyond December 2019. She noted that the per-trip cost for on-demand service is less than the per-trip cost for traditional Access-A-Ride service, however, the overall cost for on-demand service is greater due to the trip volume. Member Vanterpool emphasized that high demand for E-hail demonstrates how transformative the program has been in the day-to-day lives of NYCT's customers, but to expand the program beyond 2,400 individuals, fiscal challenges must be considered. She stated her hope that an additional phase of the pilot program would allow NYCT to obtain additional information to accommodate all paratransit riders. Additionally, Member Vanterpool described MTA's request for New York City to contribute fifty percent of the cost as a bold ask. She noted that actual increases in paratransit costs are in line with MTA's cost projections. Member Vanterpool requested the development of a strategic plan to more efficiently deliver paratransit services and a concerted approach to optimize cost savings so that the savings can be reinvested into paratransit programs prior to requesting additional money from the City. She stated she had received recommendations of possible measures for paratransit cost savings that were not part of the MTA Transformation Plan. Member Vanterpool noted that New York City is highly supportive of accessibility and did not contest the proposed Capital Plan's request for the City to contribute three billion dollars toward accessibility measures. Member Schwartz agreed that all Committee Members are committed to expanding paratransit services and increasing efficiency, but stated that he believed it is fair to ask the City to increase its contribution. He noted that the agreement for the City to pay one-third of the costs was reached in the 1990s and the ridership and costs have significantly increased since that time. Additionally, Member Schwartz noted that

counties outside of the City pay one hundred percent of the paratransit costs. Member Schwartz advocated for exploring all funding options and noted past discussions to identify available revenue sources as the Chair of the Finance Committee. Member Schwartz stated that the City should pay at least an equitable share because the service benefits New York City residents. Member Vanterpool noted that Member Schwartz has previously requested the implementation of efficiency plans prior to allocating additional funding for other programs and services. Member Vanterpool stated she described MTA's request as "bold" because an assessment and plan should be required before asking the City for additional funds.

Member Jones stated that NYCT should explore all available funding sources, noting that San Francisco had received approximately thirty-eight million dollars from the federal government toward paratransit costs. Chair Feinberg asked if NYCT had explored federal funding. Mr. Elegudin confirmed that NYCT was assessing potential funding sources, including from the federal government, but stated it is more difficult to secure funds for annual operating expenses. Chair Feinberg stated that the city-by-city paratransit comparison would be recirculated to the Committee Members. She agreed with Member Vanterpool that it was bold to ask the City to contribute fifty percent of the paratransit cost, but that the request was reasonable because other localities pay one-hundred percent of the costs and the MTA is facing financial challenges. Chair Feinberg also expressed hope that elected officials, who have publicly expressed their support of the E-hail program, would propose additional funding.

Member Albert asked when NYCT expects to obtain data to accurately allocate paratransit services between on-demand rides and traditional Access-A-Ride service. Chair Feinberg stated that preliminary data is available. Mr. Elegudin stated that the quality of service cannot be compromised to increase the quantity of available taxis. At present, sixty percent of paratransit trips are made in taxis. While Mr. Elegudin expressed hope that the number would increase, he stressed the need for cultural change in the taxi industry to meet the needs of NYCT customers. Mr. Elegudin explained that the second phase of the E-hail program will commence in early 2020 and, after approximately one year, NYCT will have sufficient data to assess utilization and trip demand.

President Byford delivered the President's Report.

A. Customer Service Operations Report

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

Craig Cipriano, Acting President, MTA Bus Company/Senior Vice President, NYCT Department of Buses, delivered the Buses and Paratransit Report.

Member Schwartz stated that in prior meetings the Committee had discussed ways to improve the success of bus lanes by addressing illegally-parked vehicles such as increasing speeds of bus routes by towing vehicles or issuing fines. Member Schwartz suggested that other measures, like wage garnishment or prohibiting drivers' license renewals, could be effective, but was unsure if a change in law would be required. He noted that the State budget would be released in January and NYCT should partner

with the Governor's office to incorporate any measures into the budget which require such changes. Member Schwartz emphasized that he does not want NYCT to miss the timing opportunity to continue to improve its bus service. Member Jones added that, at the prior Committee meeting, he asked whether NYCT had a detailed analysis available of which vehicles are blocking the bus lanes. In the event that the bus lanes are largely blocked by vehicles from delivery corporations, who insist that their drivers do so, Member Jones suggested reexamining the process of bundling fines for these corporations and looking at increasing penalties to the corporations so the impact of a fine is meaningful.

Chair Feinberg requested an update on the collection of data from the vendor regarding which vehicles are blocking the bus lines. Mr. Cipriano stated that he is working with the vendor to obtain granular level to identify fleets and would provide an update shortly with the ultimate goal of identifying who is blocking the bus lines. Mr. Cipriano also advised that he and President Byford spoke with the City about the five-minute window before a vehicle can be ticketed for blocking a bus lane. He noted the receipt of data showing approximately 1,500 vehicles that were not ticketed because they blocked a stop or the bus lane between one and five minutes. Chair Feinberg asked if the five-minute window was a City law. Mr. Cipriano explained the five-minute window was a City policy, not a law, that was originally implemented based on the manual issuance of tickets which was carried over to the fixed cameras operated by the City. To reduce the five-minute window, NYCT would need to modify the terms of its Memorandum of Understanding with the City. Chair Feinberg asked whether a decision could be made to change the five-minute threshold without undergoing the process of revising the MOU. Mr. Cipriano stated that the law specifies that a vehicle can drop off and pick up passengers at the curb but does not specify a duration and is being examined. President Byford stated that he and Mr. Cipriano spoke with DOT Commissioner Polly Trottenberg who expressed that a two-minute window was too narrow, but would consider a timeframe between two and five minutes. President Byford expressed that he believed an agreement could be reached on three minutes. In response to Member Schwartz's comment, President Byford stated there was a meeting held last week regarding NYCT's legislative asks for this session and advised that NYCT is actively pursuing all issues and would keep the Committee apprised of developments.

Chair Feinberg stated that three minutes is still too long of a timeframe compared to other cities, like San Francisco and Washington D.C., where the police approach almost instantaneously if a vehicle is parked in a bus lane. She emphasized that the implementation process requires common sense to avoid ticketing individuals who need assistance exiting a vehicle. Member Mujica asked if Mr. Cipriano could obtain data on bundling and discounting of violations from the vendor. Mr. Cipriano responded that the data available from the vendor is only regarding automated violations whereas the data on fines is available from the City's Department of Finance. Mr. Cipriano agreed to pursue the collection of this data. Member Mujica responded that this data will allow NYCT to evaluate what actions the Department of Finance is taking with respect to discounts for corporations. Chair Feinberg recalled that collection of this data was discussed at the prior Committee meeting and requested that the data be obtained by

Thursday in order for the Committee to take further action. She congratulated Mr. Cipriano on the excellent progress to date.

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

Member Albert stated that he has noticed a huge improvement on the comprehensibility of notices and congratulated Ms. Meyer on making those notices far more usable to the public. Member Vanterpool praised the digital communications team for their social media work that delivers levity to customers' days and commutes. She noted that there is an appropriate time for levity and striking that balance requires an adept team. Member Vanterpool also stated that she enjoys the tweets and videos that utilize NYCT staff.

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

Member Jones noted that there is technology for cars available to prevent collisions and asked if similar detection technology is available for buses. Mr. Diehl responded that there are audible warnings to advise individuals of an approaching bus, but the sudden approach of pedestrians or bikers from bike lanes in the path of the bus is a particular challenge. Mr. Cipriano added that NYCT tested 175 buses with a collision avoidance system. He stated that the technology is still expensive and had difficulty operating in low-light or foggy conditions so NYCT is continuing to develop technology to meet its needs. Mr. Cipriano noted that NYCT is currently using pedestrian turn warnings and envisions that future buses will have a collision avoidance system.

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

Chair Feinberg noted that the public received misinformation on incidents that were a recent focus in the media and provided Chief Delatorre an opportunity to present the facts. For example, she noted there was reporting of a woman arrested for selling food in a station when she was given a summons. Chief Delatorre first addressed an incident that occurred at Atlantic Avenue Station where a man identified as having a gun in his possession boarded an express train. Transit police officers were waiting for the man at the next stop and were informed by riders that the man had ridden between the train cars for a period of time. In this instance, the police officers approached the man as potentially having a gun. Chief Delatorre stated that a common thread among the incidents is a lack of cooperation and assistance is needed to deescalate these situations for everyone's safety. As to the woman selling food, police officers repeatedly asked her in Spanish and English to cooperate and she refused. The woman was uncuffed, released within fifteen minutes and issued a summons.

As a former safety regulator, Chair Feinberg emphasized a more significant police presence is needed in the subway system to deter crime and fare evasion and for the safety and security of riders and employees. She expressed concern regarding a recent incident where members of the public engaged in protest activities on station platforms because of the risks associated with the third rail, arriving and departing trains, and the large number of riders on the platform. Chair Feinberg noted it is important to engage in

policy discussions and share perspectives, however, serious safety issues are at play when situations escalate. Member Lacewell stated that it is important for the public to have trust in law enforcement and noted it would be helpful to distribute information closer to real-time to prevent an escalation in the public consciousness because the public will continue to use and be informed by social media. Member Lacewell also requested an update on efforts to keep serial offenders from the transit system.

Chair Feinberg noted that Chief Delatorre has responded on Twitter, for which people are grateful, but NYCT does not always have information available as these are NYPD matters. She requested better coordination with NYPD public affairs office to provide accurate real-time information and prevent misinformation from being distributed on social media. Chief Delatorre agreed and stated he speaks with Tim Minton quickly after an incident trends on social media to discuss the circumstances underlying the incident. Additionally, Chief Delatorre has staff reach out to local officials with the facts to diffuse the situation. He also noted that he will often post the facts on social media once they are gathered to ensure the available information is accurate. On the issue of serial offenders, Chair Feinberg advised that she has spoken with members of the State Senate about coordinating and meeting with relevant members of the Assembly to move the legislation forward. Member Lacewell asked whether legislation was required to ban serial offenders. Chair Feinberg responded that she has been advised that legislation is needed and working with the legislature is the best way for the measure to be successful. Mr. Farber agreed with Chair Feinberg and stated that conversations with the legislature are the best avenue to address recidivism. Chief Delatorre agreed that legislation is the strongest and most lasting way forward. However, he expressed concern about bail reform measures that will take effect shortly which will require officers to issue a Desk Appearance Ticket for certain offenses rather than holding those serial offenders on bail. He recommended considering the implications of bail reform on transit ridership and expressed hope that the State provides the courts with the authority to look at public safety when addressing bail reform. Member Schwartz asked if NYCT has spoken to the judicial branch and to probation about conditioning the release or probation of serial offenders on restricted access to the transit system while working on a permanent legislative remedy. Mr. Farber stated that he has primarily worked with District Attorneys where NYCT is pursuing restricted access to the transit system as a remedy and noted he would explore speaking with the court system.

Chief Delatorre noted that once bail reform measures take effect, crimes such as attempted grand larceny and grand larceny will only receive a Desk Appearance Ticket. In such cases, it will not be before a judge to address the circumstances of the case and make a determination for several weeks until the hearing is held after the ticket issuance.

Member Vanterpool stated that there needs to be a proactive policy discussion as the Board did not vote on the plan to add five-hundred police officers to the transit system for which the actual costs are unknown. She added that the decision to hire additional police officers was not viewed favorably on social media. However, at the same time, it is important to ensure the safety of employees who have spoken about harassment, assaults, or injuries sustained while working and proposed a larger policy discussion with the presence of all stakeholders including police leadership. Chair Feinberg stated that Committee Members could have a policy discussion at this Committee Meeting and

expressed her willingness to convene another policy discussion with additional stakeholders. She stated that the information presented by Chief Delatorre at this Committee Meeting has been previously presented over the past few months and it is important to take action. Member Vanterpool thanked Chair Feinberg for agreeing to convene a policy discussion with additional stakeholders in a bigger forum and stated it would not be productive to have multiple meetings. Chair Feinberg stated that the Committee is responsible for setting policy and the Committee Meeting is an appropriate forum to have a policy discussion. Member Lacewell agreed with Chair Feinberg that the Committee sets the policy that is executed by NYCT employees. She stated that the Board has previously expressed its desire to take action regarding serial convicted offenders in the transit system, which would have appropriate safeguards, and requested an update on the steps taken by NYCT to implement that policy. Member Lacewell additionally stated that she has asked for the judiciary's involvement on multiple occasions and recommended the Board convey its position on serial offenders directly to the judiciary. Member Vanterpool stated that she was speaking more broadly about addressing safety in the transit system with respect to the additional police officers and fare evasion measures. She noted that the transit system in Chicago, which has a low fare evasion rate, has a station attendant at every turnstile and this Committee had not discussed similar measures to address fare evasion. Member Vanterpool stated that many Committee Members have expressed the importance of a strategic approach to deal with safety issues which requires discussion of alternate measures that will best address all safety challenges. Chair Feinberg stated that the safety issues are broader than fare evasion, which is often a focus, and the additional police officers will not be solely focused on fare evasion. She also emphasized that the officers would be separate from NYPD police officers and, to date, have not been hired.

Member Jones expressed his support for a policy that would restrict serial recidivists' access to the transit system while recognizing the historical tensions surrounding the issue. When he joined the Board in 2016, Member Jones noted that minorities comprised ninety-three percent of stops while there was virtually no arrests and minimal enforcement in other areas of the City. At present, Member Jones stated that fare evasion is most problematic on buses in Staten Island, which is predominantly white, and yet the media typically depicts fare evasion as a young, minority individual jumping turnstiles in the subway system. Member Jones recognized Chief Delatorre for his work to change the atmosphere and culture.. He noted that historically enforcement was directed at poor neighborhoods and people of color. Chair Feinberg expressed her agreement with Member Jones' statement.

Member Glucksman expressed concern about a 121 percent increase in anti-Semitic hate crimes in the transit system, which are up across the United States. Chief Delatorre stated that the numbers for hate crimes are still up for the year, but they have trended downward as hate crimes the prior month were down 67 percent. Of the sixty-eight hate crimes for the year, fifty-five were graffiti-based. Twelve of those crimes occurred in bathroom and cannot be prevented by covert cameras which cannot be placed in a bathroom. Of the thirteen crimes against a person, Chief Delatorre advised that eight arrests were made. Member Glucksman stated that he personally had sent a photograph of anti-black graffiti to Chief Delatorre's office which was addressed.

B. Financial Reports

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

Alok Saha, Acting Senior Vice President, delivered the Capital Program Report.

C. Procurements

Louis Montanti, Vice President, Procurement & Supply Chain, introduced the procurement package representing NYCT procurements, comprised of 4 actions totaling an estimated \$59.1 million in expenditures. Mr. Montanti highlighted one procurement action: the award of a \$38.8 million Design/Build contract to Citnalta-TAP, Joint Venture, for Accessibility Upgrades at the 170th Street Station in the Bronx.

Member Albert asked about the sequence of work at 170th Street Station, whether it will be performed in phases and whether the station would be closed. Mr. Soha advised that there are no plans to close the station but advised that track outages will likely be required. Member Vanterpool noted that three firms opted not to bid on the procurement citing excessive risk and asked whether the firms provided additional information. Mr. Montanti replied that one firm indicated it did not have the capacity to handle the work while three firms expressed concern about terms and conditions that were included in the solicitation regarding the recent debarment legislation. Member Vanterpool recalled that those three firms had submitted comments regarding the debarment legislation in which they raised concerns about a lack of competition. She noted that those concerns were playing out in real time and requested a status update on moving the proposed debarment regulations to final pursuant to the State Administrative Procedure Act. Member Vanterpool asked whether the MTA has responded to comments or made modifications to the proposed regulations based on the comments received. Chair Feinberg stated that the firms revealed that they were not confident in their ability to deliver the project on time or on budget if they cited debarment as a risk. Mr. Montanti agreed with Chair Feinberg. Mr. Farber stated that the emergency rule remains in effect. A notice of extension was published in November that extended the emergency rule, which was first adopted in May, though December 16, 2019. Mr. Farber indicated that there was a sixty-day comment period in the summer during which more than fifty comments were received totaling approximately two hundred pages. Mr. Farber stated that those comments are still being evaluated and no additional information has been published by the MTA so consideration of any changes to the final rule is still in progress.

Member Jones asked if the Board has assessed the potential impact to competition and the ability to obtain contractors if the debarment regulations are strictly enforced. Mr. Farber noted that there are ongoing discussions with the procurement and legal departments of all MTA agencies. There are also discussions with the capital teams about the potential implications of a reduced number of bidders and possible cost impacts. In addition, Mr. Farber stated that notifications or letters received that a contractor will not bid or is withdrawing its bid based on the debarment regulation are under review. Member Vanterpool expressed her concern and stated it could not be assumed that bidders withdrew their bids because they were not confident in their ability to perform the work. She noted comments stating that the proposed regulations are

more onerous than the existing state legislation, which was also expressed by the Chair of the Committee on Corporations, Authorities, and Commissions. She noted that the Board did not have a discussion on the proposed regulations and should have a discussion on how to address the potential impact to competition given that NYCT currently has limited vendors.

A motion was duly made and seconded to approve these competitive procurements, which require a majority vote (Schedule C in the Agenda).





IV. Station Closure Notice Policy

Ms. Meyer presented the action to adopt the Station Closure Notice Policy to communicate planned station closures to impacted stakeholders due to repairs or renovations. Member Vanterpool asked whether forty-five-days' notice could be provided online rather than thirty days. Ms. Meyer stated that NYCT will communicate to the public as far in advance as possible when construction plans are known.

A motion was duly made and seconded to adopt the Station Closure Notice Policy, which was approved with all votes in favor.

V. Service Change

Glenn Lunden, Acting Deputy Chief, Operations Improvement & Analysis, presented the Spring Subway Schedule Changes.

Member Albert noted he is in favor of installing CBTC on the Queens Boulevard Line. He asked whether any other service plans were considered such as the  traveling to 96th Street and 2nd Avenue. Member Albert stated that if the  service ends at Essex Station, the 14th Street and 23rd Street Stations will have a fifty percent cut in service. Mr. Lunden advised that other alternatives were considered, including extending the  service to 96th Street, but it was a significant increase in operating costs. Mr. Lunden also noted that there are other projects on Sixth Avenue that will require pushing the  service to Essex Street during evenings so there were multiple reasons for the service change. In response to Member Albert, Mr. Lunden advised that the change was only on weekday evenings.

VI. Special Reports and Action Items

President Byford noted the standard follow-up reports in the Committee Book, which includes the Monthly MetroCard Report, the Elevator and Escalator Report, and the Transit Adjudication Bureau Report. President Byford advised that there were no outstanding action items.

Member Glucksman asked if an incident with Elevator 132 was included in the Committee Book. President Byford noted it was on page 103 of the Committee Book. President Byford stated that NYCT is very focused on the worst performing elevators and understanding the root of the issues such as age, vandalism, third-party, or weather

conditions. He emphasized that NYCT is working to improve the elevator and escalator service.

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

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Jessica Goldstein', with a stylized flourish at the end.

Jessica Goldstein



2019 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Approval of Minutes
 NYCT Committee Work Plan
 Operations Performance Summary Presentation
 (including Financial/Ridership, Capital Program
 Status, Crime & Safety)
 Procurements
 MetroCard Report
 Service Changes (if any)
 Tariff Changes (if any)
 Capital Budget Modifications (if any)
 Action Items (if any)

Responsibility

Committee Chair & Members
 Committee Chair & Members
 NYCT President &
 MTA Bus Co. President

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

II. SPECIFIC AGENDA ITEMS

December 2019

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

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

January 2020

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

Committee Chair & Members
 Strategy & Customer Experience

February 2020

Preliminary Review of NYCT 2019 Operating Results
 Preliminary Review of SIR 2019 Operating Results
 Preliminary Review of MTA Bus 2019 Operating Results
 NYCT Adopted Budget/Financial Plan 2020-2023
 SIR Adopted Budget/Financial Plan 2020-2023
 MTA Bus Adopted Budget/Financial Plan 2020-2023
 ADA Compliance Report
 Elevator & Escalator Service Report, 4th Qtr, 2019
 Transit Adjudication Bureau Report, 4th Qtr, 2019
 NYCT & MTA Bus EEO & Diversity Report, 2019 Yr End Rpt

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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

March 2020

Transit Recidivism Report, 4th Qtr, 2019
Fare Evasion Report, 4th Qtr, 2019

Law
Management & Budget

April 2020

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

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

May 2020

Transit Adjudication Bureau Report, 1st Qtr, 2020
Elevator & Escalator Service Report, 1st Qtr, 2020

Law
Subways

June 2020

NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2020
Transit Recidivism Report, 1st Qtr, 2020
Fare Evasion Report, 1st Qtr, 2020

EEO & Human Resources
Law
Management & Budget

July 2020

Quarterly Customer Satisfaction Report, 2nd Qtr 2019

Strategy & Customer Experience

August 2020

No Meetings Held

September 2020

Public comment/Committee review of budget
2020 NYCT Mid-Year Forecast Monthly Allocation
2020 SIR Mid-Year Forecast Monthly Allocation
2020 MTA Bus Mid-Year Forecast Monthly Allocation
2021 Preliminary NYCT Budget
2021 Preliminary SIR Budget
2021 Preliminary MTA Bus Budget
Elevator & Escalator Service Report, 2nd Qtr, 2020
Transit Adjudication Bureau Report, 2nd Qtr, 2020
Transit Recidivism Report, 2nd Qtr, 2020
Fare Evasion Report, 2nd Qtr, 2020
NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2020

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

October 2020

Public Comment/Committee review of budget
Customer Satisfaction Report, 3rd Qtr 2020
2021 Preliminary NYCT Budget
2021 Preliminary SIR Budget
2021 Preliminary MTA Bus Budget

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

November 2020

Elevator & Escalator Service Report, 3rd Qtr, 2020
Transit Adjudication Bureau Report, 3rd Qtr, 2020
Charter for Transit Committee

Subways
Law
Law



2019 Transit & Bus Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

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

NYCT Work Plan

A monthly update of any edits and/or changes in the work plan.

Operations Performance Summary

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

Procurements

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

MetroCard Report

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

Service Changes

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

Tariff Changes

Proposals presented to the Board for approval of changes affecting NYCT fare policy structure.

Capital Budget Modifications

Proposals presented to the Board for approval of changes to NYCT's 5-Year Capital Program.

Action Items

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

II. SPECIFIC AGENDA ITEMS (con't)

DECEMBER 2019

NYCT 2020 Adopted Budget/Financial Plan 2020-2023

NYCT will present its revised 2020-2023 Financial Plan. This plan will reflect the 2020 Adopted Budget and an updated Financial Plan for 2020-2023 reflecting the out-year impact of any changes incorporated into the 2020 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2020 by category.

SIR 2020 Adopted Budget/Financial Plan 2020-2023

SIR will present its revised 2020-2023 Financial Plan. This plan will reflect the 2020 Adopted Budget and an updated Financial Plan for 2020-2023 reflecting the out-year impact of any changes incorporated into the 2020 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2020 by category.

MTA Bus 2020 Adopted Budget/Financial Plan 2020-2023

MTA Bus will present its revised 2020-2023 Financial Plan. This plan will reflect the 2020 Adopted Budget and an updated Financial Plan for 2020-2023 reflecting the out-year impact of any changes incorporated into the 2020 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2020 by category.

EEO & Diversity Report, 3rd Qtr, 2019

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

Transit Recidivism Report, 3rd Qtr, 2019

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

Fare Evasion Report, 3rd Qtr, 2019

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

JANUARY 2020

Approval of Committee Work Plan

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

Quarterly Customer Satisfaction Report, 4th Qtr 2019

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

II. SPECIFIC AGENDA ITEMS (con't)

FEBRUARY 2020

Preliminary Review of NYCT's 2019 Operating Results

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

Preliminary Review of SIR 2019 Operating Results

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

Preliminary Review of MTA Bus 2019 Operating Results

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

Adopted Budget/Financial Plan 2020-2023

NYCT will present its revised 2020-2023 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2020-2023 reflecting the out-year impact of any changes incorporated into the 2019 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2020 by category.

SIR Adopted Budget/Financial Plan 2020-2023

NYCT will present SIR's revised 2020-2023 Financial Plan. This plan will reflect the

2019 Adopted Budget and an updated Financial Plan for 2020-2023 reflecting the out-year impact of any changes incorporated into the 2019 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2020 by category.

MTA Bus Adopted Budget/Financial Plan 2020-2023

MTA Bus will present its revised 2020-2023 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2020-2023 reflecting the out-year impact of any changes incorporated into the 2019 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2020 by category.

ADA Compliance Report

The annual update to the NYCT Committee on the status of compliance with the

Americans with Disabilities Act (ADA) at New York City Transit. The report summarizes activities for compliance including, rehabilitation of key stations and ADA requirements in bus and subway transportation.

Elevator & Escalator Service Report, 4th Qtr, 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, 4th Qtr, 2019

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

II. SPECIFIC AGENDA ITEMS (con't)

EEO & Diversity Report- 2019 Year-End Report

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

MARCH 2020

Transit Recidivism Report, 4th Qtr, 2019

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

Fare Evasion Report, 4th Qtr, 2019

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

APRIL 2020

Final Review of NYCT 2019 Operating Results

NYCT will review the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Final Review of SIR 2019 Operating Results

NYCT will review SIR's prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Final Review of MTA Bus 2019 Operating Results

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

Quarterly Customer Satisfaction Report, 1st Qtr 2020

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

MAY 2020

Transit Adjudication Bureau Report, 1st Qtr, 2020

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

Elevator & Escalator Service Report, 1st Qtr, 2020

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

II. SPECIFIC AGENDA ITEMS (con't)

JUNE 2020

EEO & Diversity Report, 1st Qtr, 2020

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, 1st Qtr, 2020

Quarterly report to the Committee providing statistical information on recidivist arrest data. Discusses NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime in the system.

Fare Evasion Report, 1st Qtr, 2020

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

JULY 2020

Quarterly Customer Satisfaction Report, 2nd Qtr 2020

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 2020

No Meetings Held

SEPTEMBER 2020

2020 NYCT Mid-Year Forecast Monthly Allocation

NYCT will present a monthly allocation of its 2020 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2020 SIR Mid-Year Forecast Monthly Allocation

NYCT will present a monthly allocation of SIR's 2020 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2020 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2020 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2021 NYCT Preliminary Budget

Public comments will be accepted on the 2021 Preliminary Budget.

2021 SIR Preliminary Budget

Public comments will be accepted on the 2021 Preliminary Budget.

2021 MTA Bus Preliminary Budget

II. SPECIFIC AGENDA ITEMS (con't)

Public comments will be accepted on the 2021 Preliminary Budget.

Elevator & Escalator Service Report, 2nd Qtr, 2020

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

Transit Adjudication Bureau Report, 2nd Qtr, 2020

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

Fare Evasion Report, 2nd Qtr, 2020

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

EEO & Diversity Report, 2nd Qtr, 2020

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

Transit Recidivism Report, 2nd Qtr, 2020

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

OCTOBER 2019

2020 NYCT Preliminary Budget

Public comments will be accepted on the 2020 Preliminary Budget.

2020 SIR Preliminary Budget

Public comments will be accepted on the SIR 2020 Preliminary Budget.

2020 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2020 Preliminary Budget.

NOVEMBER 2020

Elevator & Escalator Service Report, 3rd Qtr, 2020

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

Transit Adjudication Bureau Report, 3rd Qtr, 2020

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

Charter for Transit Committee

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

President's Report

Andy Byford, President



As part of the NYCT Fast Forward Plan priority to Engage and Empower Employees, the Department of People and Business Transformation hosted the first-ever Bi-Annual Awards ceremony on November 22. It paid honor to more than 80 of the agency's exemplary employees who demonstrated the NYCT Guiding Principles of safety, customer service, teamwork, leadership, diversity and inclusion, and accountability. NYCT President Andy Byford presented the awards to the honorees.

December 2019 President's Commentary

The end of the year is a good time to reflect on progress and I am very proud of what the Transit team has achieved in 2019 in spite of a very crowded agenda.

We have made tangible progress in every aspect of our Fast Forward Plan, a plan that hugely influenced the recently approved MTA Capital Plan and that is now provisionally funded to deliver everything we called for and more.

I was particularly pleased to see both the Alix Partners transformation plan and the MTA 2020-2024 Capital Plan confirm key areas such as subway accessibility, resignaling and bus service improvements as these are three of the four pillars that we identified when we launched Fast Forward in May 2018, the fourth being customer service and business process reform which is the essence of the transformation now under way across the MTA.

Operating performance continues to improve. Subway on-time performance exceeded 80% for the sixth successive period and our *Save Safe Seconds* work to speed up the subway delivered further running time improvements on every line. This improvement will accelerate as we progressively convert more lines to modern CBTC signaling over the next five years.

Equally encouraging is the turn-round in ridership on both subway and bus. Rising ridership bucks the national trend and reflects growing customer confidence that will enable us to make a case to add service in the future to match growing demand. While there is much more to do to deliver the level and quality of service that New Yorkers deserve, our work over the past two years is now bearing fruit.

We continue to put a lot of effort into improving our bus network. The borough redesigns are progressing well and in Staten Island, where reimagined express service has been in place for over a year, ridership has increased concurrent with service improvement. Meanwhile, we continue to work apace with the DOT to roll out automated bus lane enforcement and other route improvements.

Alex Elegudin and his excellent systemwide accessibility unit is fully engaged in helping the new Construction and Development Group put together work packages to make 70 more stations accessible. We also continue to evaluate customer feedback from our innovative station accessibility lab at Jay Street Metro Tech station.

One area of concern is a discernible increase in assaults on staff, especially subway conductors. Such incidents are wholly unacceptable and we are working closely with NYPD to apprehend the cowards involved and secure them maximum possible penalties.

I would like to acknowledge and thank the 50,000 men and women of Transit for their hard work and support through the challenges that we have faced in 2019. While much remains to be done, we have come a long way as a team over the past two years and we enter 2020 in good shape.

Andy Byford
President

Customer Service Report: Subways

Sally Librera, Senior Vice President



An annual tradition, our vintage R1-9 Holiday Nostalgia Trains will be running every Sunday until New Year's.

December 2019 Highlights: Department of Subways

While final results are still being compiled due to the early timing of this month's meeting, I am pleased to report that the preliminary numbers indicate that November continued the ongoing trend of subway performance improvements. November was the 6th consecutive month with weekday on-time performance (OTP) above 80% and the 15th consecutive month in which Subways' delay reduction target was met. There were only 34 weekday major incidents, a 49.3% improvement compared to November 2018 and the second fewest on record. Other customer-focused metrics, including Service Delivered, Additional Platform Time, Additional Train Time, and Customer Journey Time Performance, also had significant year-over-year improvements.

Just as in October, weekday OTP and running times improved on every non-shuttle line compared to one year ago. Of the twenty non-shuttle lines, eight had weekday OTP above 80% in November 2019; a year ago, only the L line was above 80% and only four other lines were even above 70%. These results show how the efforts of the Subway Action Plan, Save Safe Seconds, and Fast Forward are coming together to speed service, reduce incidents that cause delays, and reduce delays when incidents do occur. Most importantly, our customers recognize the improvements and are using the system more. In fact, October had six days with over six million riders, the first time that has happened since December 2016.

We also reached several milestones in major construction projects in November. In Brooklyn, a new elevator opened providing access to the Manhattan-bound platform at the 8th Avenue N station, and full accessibility will be completed next year. This follows completion of major reconstruction work at nine N line stations earlier this year. In addition, we opened the first of two new entrances to the First Avenue L station at Avenue A, ahead of schedule. This entrance adds new capacity, shortens the walking distance to the station for thousands of East Village residents, and soon will provide elevator access as well.

The holiday season is upon us, and with that comes one of our favorite activities – the annual holiday nostalgia train. This vintage train makes special round trips between Upper Manhattan and the Lower East Side every Sunday in December. While the holiday train is a very visible way to celebrate, the subway is always one of the best ways to get to and from the many events around the city and we look forward to welcoming millions of New Yorkers and visitors throughout the season.

The Subways team has much to be proud of after a year of consistently improving service, and we are committed to maintaining and building upon the progress as we look ahead to the New Year. I'd like to wish all of our customers and our staff a safe and enjoyable holiday season and a Happy New Year.

Sally Librera

Senior Vice President, Department of Subways

Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	October 2019			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Weekday Customer-Focused Metrics						
Weekday Major Incidents (Chart 1) Unplanned incidents delaying 50+ trains	44	52	-15.4%	48.6	66.6	-27.0%
Weekday Service Delivered (Chart 3) % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	96.3%	95.6%	+0.7%	96.4%	94.7%	+1.8%
Additional Platform Time (h:mm:ss) (Chart 7) Average added time spent waiting for trains, compared with scheduled wait time	0:01:11	0:01:17	-7.8%	0:01:12	0:01:19	-8.9%
Additional Train Time (h:mm:ss) (Chart 9) Average additional unanticipated time spent onboard train compared to scheduled travel time	0:00:56	0:01:14	-24.3%	0:00:57	0:01:22	-30.5%
Customer Journey Time Performance (Chart 11) % of customers whose journeys are completed within five minutes of schedule.	83.5%	79.9%	+4.5%	83.0%	79.1%	+4.9%
Inputs to Operations						
Mean Distance Between Failures (Chart 13) Revenue car miles divided by the number of delays attributed to car-related causes	127,950	125,884	+1.6%	125,430	122,320	+2.5%
Elevator Availability* (Chart 14) % of time elevators are operational systemwide	95.9%	96.3%	-0.4%	96.4%	96.5%	-0.1%
Escalator Availability* (Chart 14) % of time escalators are operational systemwide	91.7%	91.4%	+0.3%	89.5%	93.9%	-4.7%
Weekday Legacy Indicators						
Weekday Wait Assessment (Chart 15)	75.2%	72.2%	+4.2%	74.5%	70.4%	+5.8%
Weekday Terminal On-Time Performance (Chart 17)	81.5%	70.3%	+15.9%	78.7%	65.7%	+19.8%
Weekday Trains Delayed (Chart 19)	34,834	56,139	-38.0%	37,090	60,231	-38.4%

* 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.)

Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	October 2019			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Weekend Customer-Focused Metrics						
Weekend Major Incidents (Chart 2) Unplanned incidents delaying 50+ trains	2	7	-71.4%	4.8	8.7	-44.8%
Weekend Service Delivered (Chart 5) % of scheduled trains operated during Weekends (10a-6p)	98.9%	98.6%	+0.3%	98.5%	96.7%	+1.9%
Weekend Legacy Indicators						
Weekend Wait Assessment (Chart 16)	83.3%	81.5%	+2.2%	81.7%	76.8%	+6.4%
Weekend Terminal On-Time Performance (Chart 18)	85.0%	79.0%	+7.6%	82.4%	68.4%	+20.5%
Weekend Trains Delayed (Chart 20)	6,573	9,348	-29.7%	8,796	16,748	-47.5%

Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	October 2019			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
On-Time Performance						
24 Hour On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time during a 24-hour period	90.8%	92.8%	-2.2%	95.5%	95.7%	-0.2%
AM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	97.5%	97.0%	+0.5%	97.0%	96.7%	+0.3%
PM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	90.3%	94.5%	-4.4%	94.3%	95.2%	-0.9%
Percentage of Completed Trips						
Percentage of Completed Trips	99.7%	99.3%	+0.4%	99.7%	99.7%	0.0%
Mean Distance Between Failures						
Mean Distance Between Failures Revenue car miles divided by the number of delays attributed to car-related causes	35,851	75,265	-52.4%	82,875	64,031	+29.4%

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

Section 1: Customer-Focused Metrics

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

Performance Indicator Definitions

Major Incidents (Weekday and Weekend)

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

Service Delivered (Weekday and Weekend)

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

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

Additional Platform Time (APT)

The average added time that customers spend waiting on the platform for a train, compared with their scheduled wait time. Additional Platform Time is measured using a combination of customers' MetroCard entry data into stations and train departure times from those stations, using information from the real-time train tracking technologies that provide train arrival information.

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.

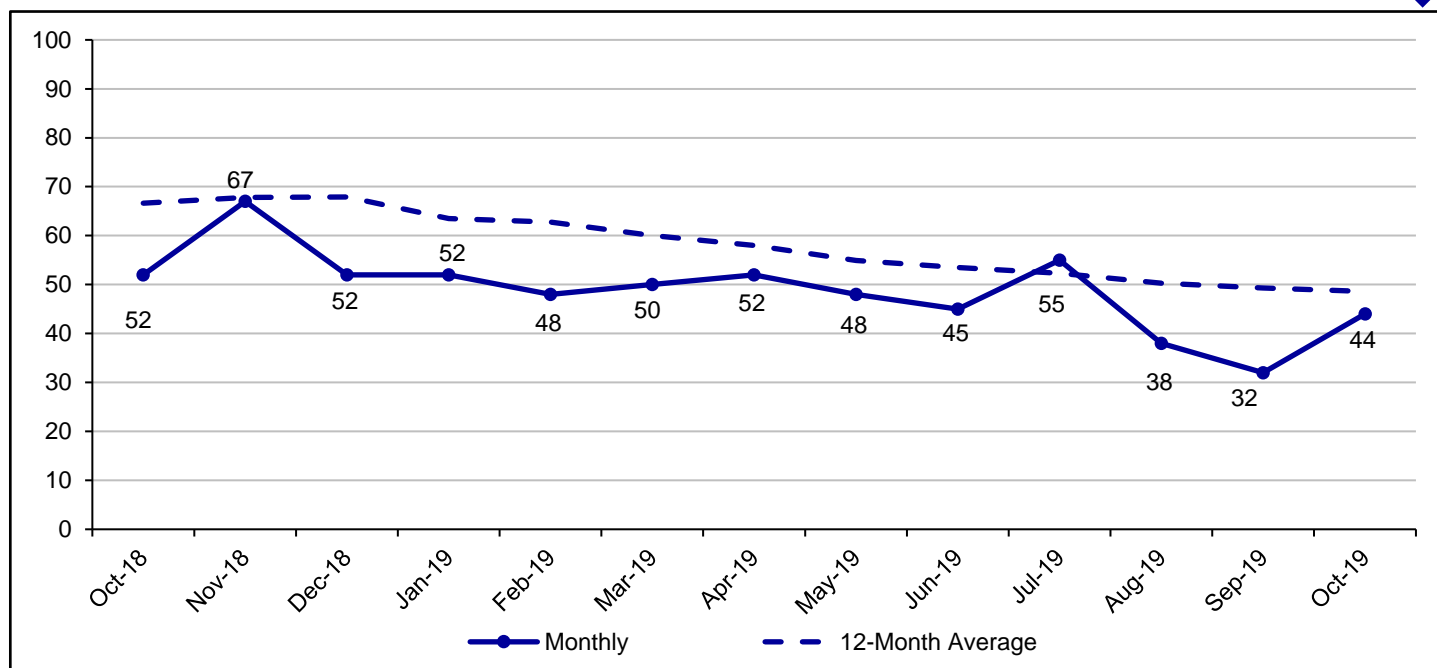
Customer Journey Time Performance (CJTP)

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

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

Subway Weekday Major Incidents (24 hours)

Desired trend ↓



Categories	Monthly			12-Month Average		
	Oct 19	Oct 18	% Change	Oct 19	Oct 18	% Change
Track	8	8	0.0%	7.6	12.3	-38.2%
Signals	16	23	-30.4%	15.7	22.2	-29.3%
Persons on Trackbed/Police/Medical	6	11	-45.5%	12.2	12.6	-3.2%
Stations & Structures	4	3	+33.3%	1.8	6.3	-71.4%
Subway Car	4	2	+100.0%	4.4	3.6	+22.2%
Other	6	5	+20.0%	6.9	9.6	-28.1%
Subdivision A	21	23	-8.7%	23.5	30.8	-23.7%
Subdivision B	23	29	-20.7%	25.1	35.8	-29.9%
Systemwide	44	52	-15.4%	48.6	66.6	-27.0%
Avg Incident Duration (h:mm:ss)	0:22:54	0:19:24	+18.0%	0:16:12	0:17:24	-6.9%
Avg Trains Delayed per Incident	111	95	+16.8%	103	103	0.0%

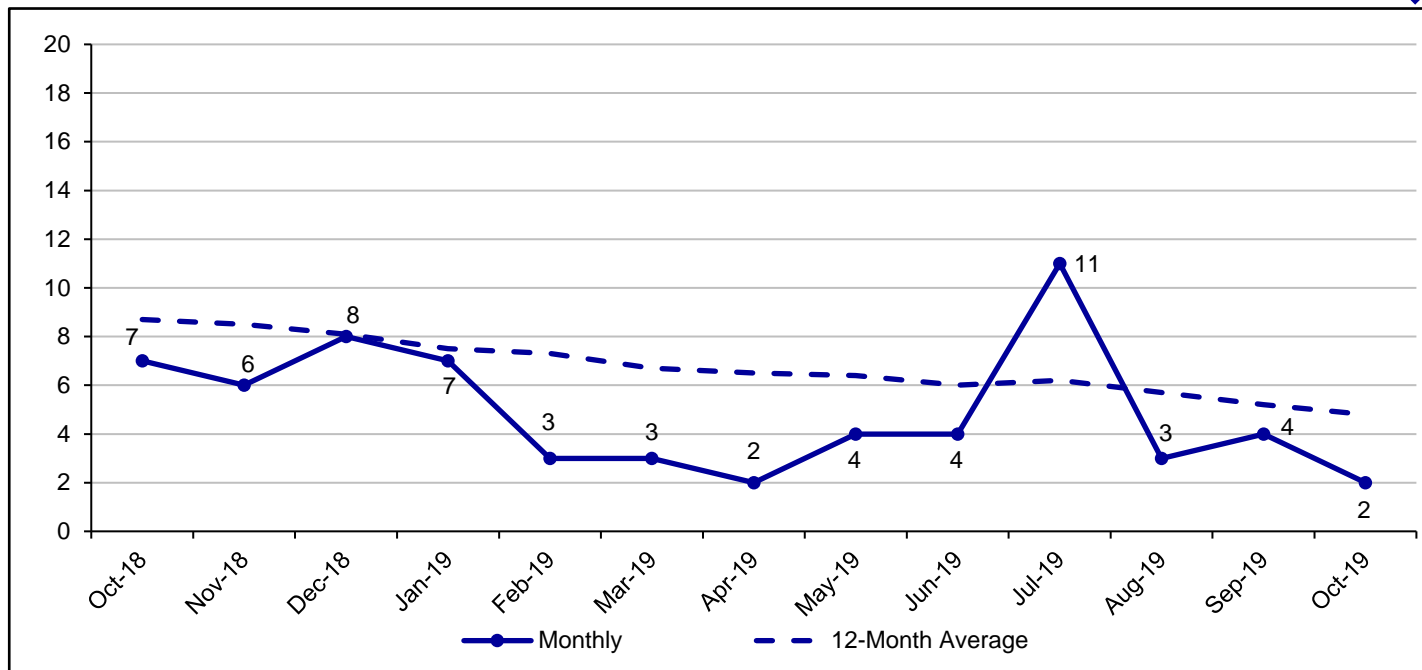
Major Incidents Discussion

- There were 44 weekday major incidents in October 2019, a 15% improvement compared to a year ago, and the third fewest of any month since historical tracking began in 2015.
- The largest absolute decrease for the month was in Signals, which had 7 fewer major incidents than last October.
- Track, Signals, and Stations & Structures had the largest improvements in their 12-month averages.

Chart 1

Subway Weekend Major Incidents (24 hours)

Desired trend



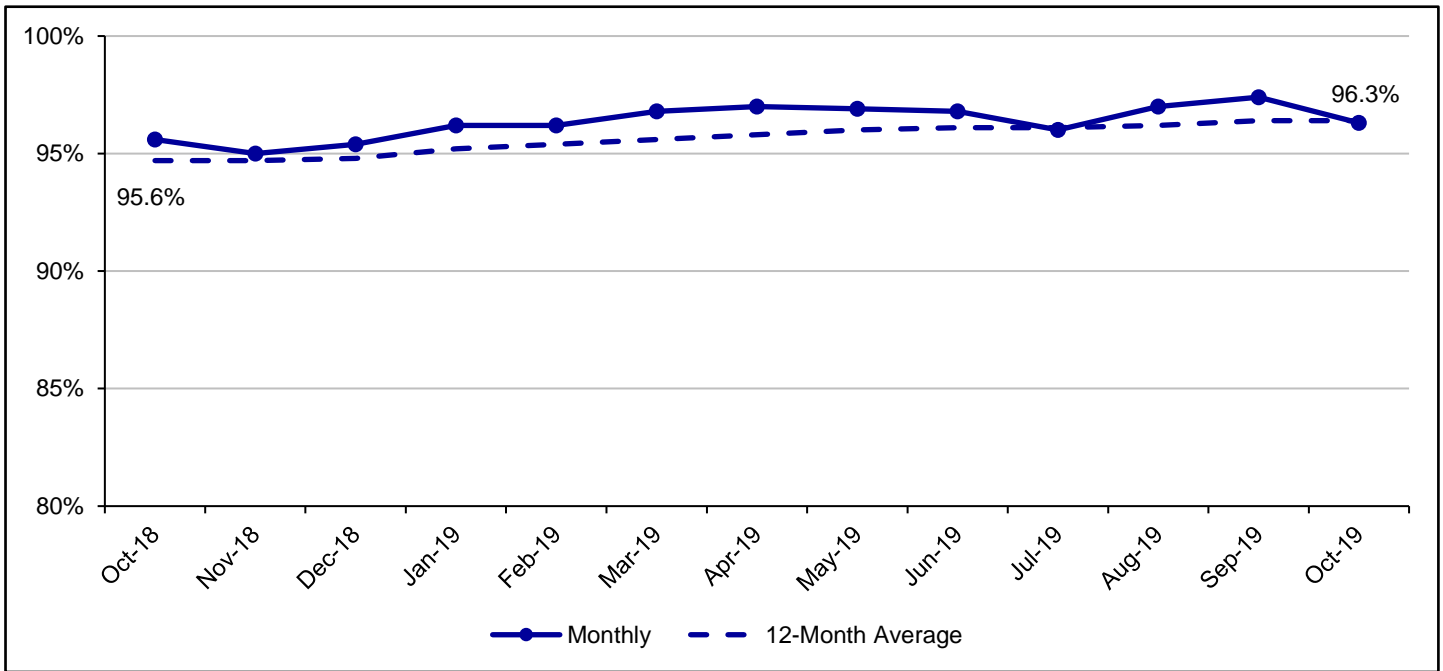
Categories	Monthly			12-Month Average		
	Oct 19	Oct 18	% Change	Oct 19	Oct 18	% Change
Track	0	2	-100.0%	0.7	1.3	-46.2%
Signals	0	0	N/A	0.8	2.8	-71.4%
Persons on Trackbed/Police/Medical	1	2	-50.0%	0.8	1.6	-50.0%
Stations & Structure	0	0	N/A	0.5	1.3	-61.5%
Subway Car	0	1	-100.0%	0.2	0.2	0.0%
Other	1	2	-50.0%	1.8	1.6	+12.5%
Subdivision A	1	4	-75.0%	2.2	3.5	-37.1%
Subdivision B	1	3	-66.7%	2.6	5.2	-50.0%
Systemwide	2	7	-71.4%	4.8	8.7	-44.8%
Avg Incident Duration (h:mm:ss)	0:39:00	0:12:24	+214.5%	0:16:30	0:19:12	-14.0%
Avg Trains Delayed per Incident	57	72	-20.8%	99	91	+8.8%

Major Incidents Discussion

- Weekend major incidents decreased by 5 from October 2018 and were below the 12-month average.
- This averaged less than one major incident per weekend, consistent with every month since February 2019 except July.

Subway Weekday % Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Oct 19	Oct 18	% Change	Oct 19	Oct 18	% Change
Subdivision A	96.3%	94.6%	+1.8%	96.0%	93.0%	+3.2%
Subdivision B	96.4%	96.3%	+0.1%	96.8%	95.9%	+0.9%
Systemwide	96.3%	95.6%	+0.7%	96.4%	94.7%	+1.8%

Weekday Service Delivered Discussion

- Service Delivered was 96.3%, an increase of 0.7% compared to the prior year but a decrease of 1.1% from last month's recent high.

Subway Weekday % Service Delivered
Monthly
(Peak Hours)

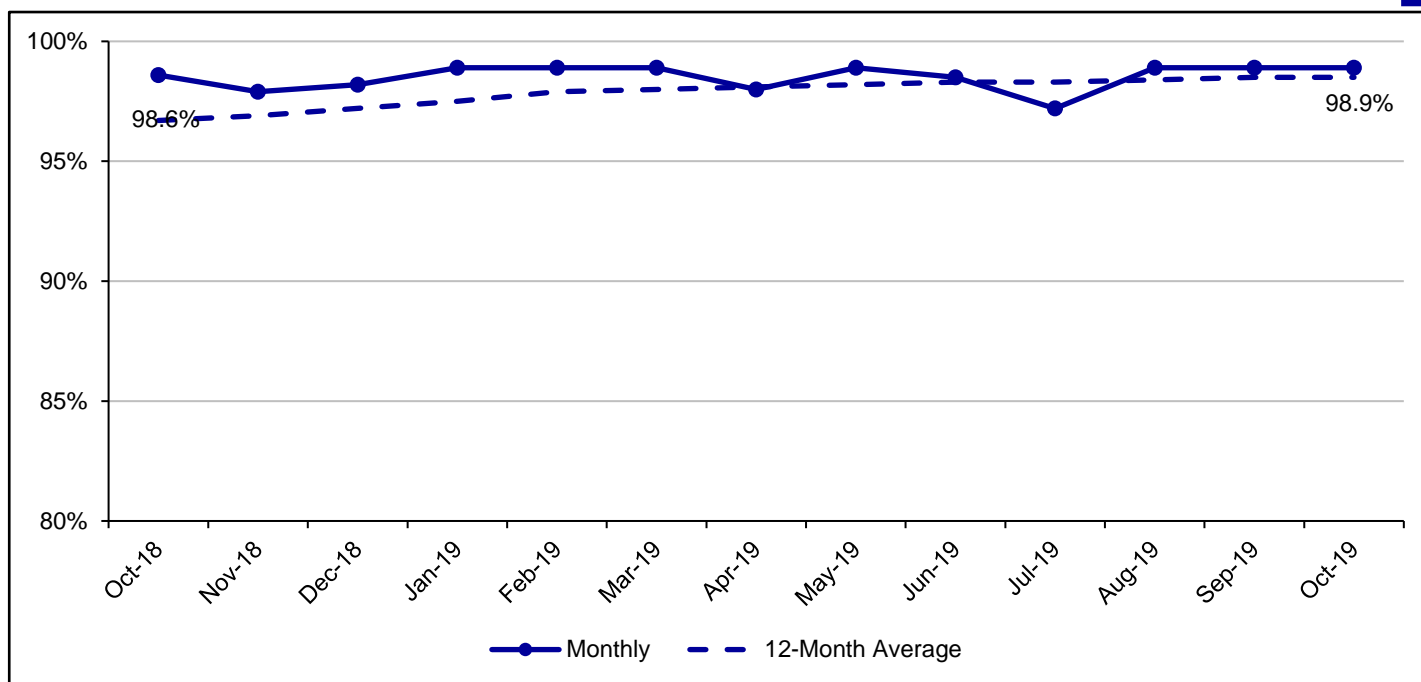
Desired trend 

<u>Line</u>	<u>Oct 19</u>	<u>Oct 18</u>	<u>% Change</u>
1	98.7%	97.6%	+1.1%
2	99.0%	96.1%	+3.0%
3	98.9%	96.8%	+2.2%
4	95.0%	92.3%	+2.9%
5	94.4%	90.8%	+4.0%
6	94.4%	94.1%	+0.3%
7	94.9%	91.7%	+3.5%
S 42nd	96.9%	99.1%	-2.2%
Subdivision A	96.3%	94.6%	+1.8%
A	93.9%	95.6%	-1.8%
B	96.7%	97.0%	-0.3%
C	96.2%	96.6%	-0.4%
D	96.5%	97.0%	-0.5%
E	95.4%	95.5%	-0.1%
F	95.1%	98.0%	-3.0%
S Fkn	100.0%	99.8%	+0.2%
G	97.7%	101.1%	-3.4%
S Rock	99.8%	98.6%	+1.2%
JZ	98.8%	97.4%	+1.4%
L	99.7%	96.9%	+2.9%
M	95.9%	92.7%	+3.5%
N	96.4%	95.1%	+1.4%
Q	95.7%	94.8%	+0.9%
R	96.2%	96.1%	+0.1%
W	95.3%	92.3%	+3.3%
Subdivision B	96.4%	96.3%	+0.1%
Systemwide	96.3%	95.6%	+0.7%

Chart 4

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

Desired trend



	Monthly			12-Month Average		
	Oct 19	Oct 18	% Change	Oct 19	Oct 18	% Change
Subdivision A	99.1%	98.4%	+0.7%	98.2%	95.4%	+2.9%
Subdivision B	98.8%	98.8%	0.0%	98.7%	97.5%	+1.2%
Systemwide	98.9%	98.6%	+0.3%	98.5%	96.7%	+1.9%

Weekend Service Delivered Discussion

- October 2019 weekend Service Delivered improved by 0.3% year-over-year, and the 12-month average improved 1.9%.

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

Desired trend

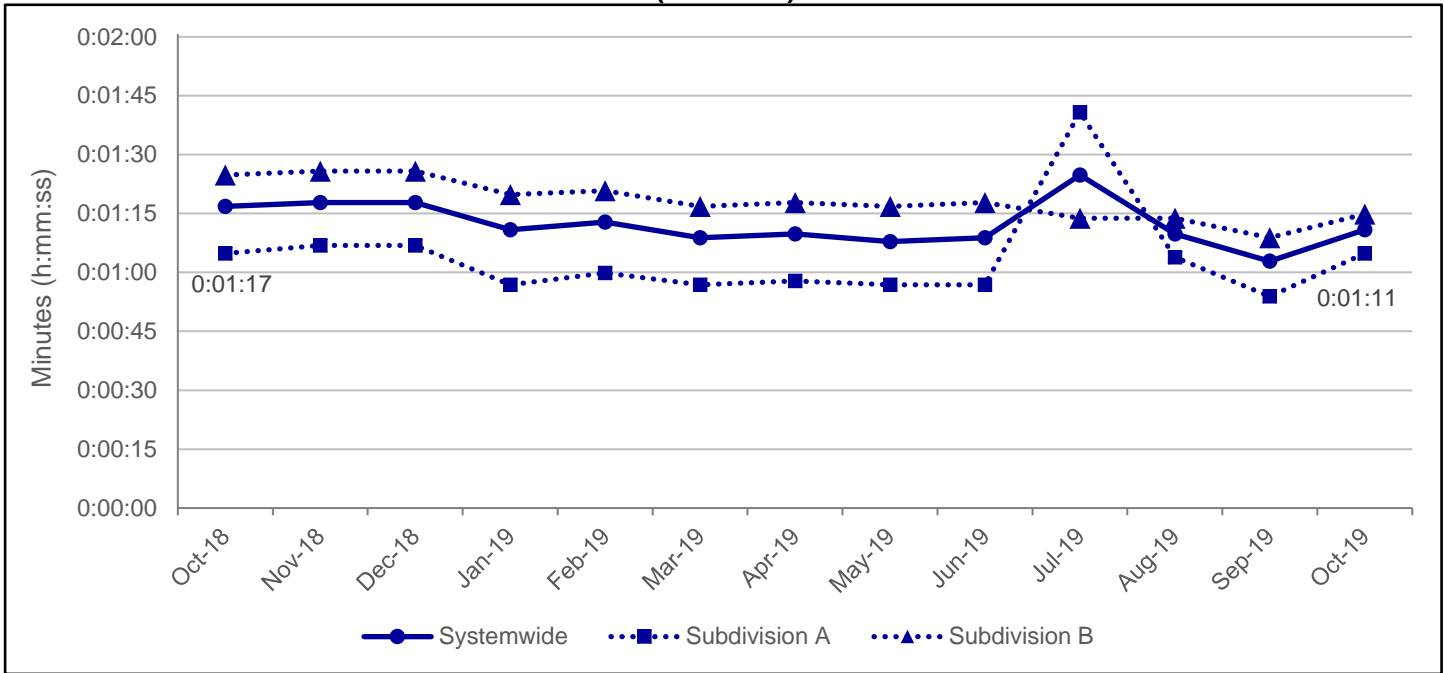


<u>Line</u>	<u>Oct 19</u>	<u>Oct 18</u>	<u>% Change</u>
1	99.5%	99.2%	+0.3%
2	98.9%	97.5%	+1.4%
3	99.3%	99.6%	-0.3%
4	97.9%	96.5%	+1.5%
5	99.9%	98.5%	+1.4%
6	99.4%	97.9%	+1.5%
7	98.8%	99.0%	-0.2%
S 42nd	99.9%	99.7%	+0.2%
Subdivision A	99.1%	98.4%	+0.7%
A	97.3%	98.0%	-0.7%
C	97.9%	98.9%	-1.0%
D	100.0%	99.8%	+0.2%
E	98.8%	99.0%	-0.2%
F	98.2%	100.1%	-1.9%
S Fkln	99.7%	100.0%	-0.3%
G	99.4%	99.0%	+0.4%
S Rock	100.3%	99.3%	+1.0%
JZ	97.9%	99.9%	-2.0%
L	99.0%	N/A	N/A
M	98.5%	99.7%	-1.2%
N	99.2%	95.2%	+4.2%
Q	99.3%	N/A	N/A
R	99.5%	98.5%	+1.0%
Subdivision B	98.8%	98.8%	0.0%
Systemwide	98.9%	98.6%	+0.3%

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

Subway Weekday Average Additional Platform Time Monthly (Trips Starting 6 a.m. - 11 p.m.) (h:mm:ss)

Desired trend



	Monthly			12-Month Average		
	Oct 19	Oct 18	% Change	Oct 19	Oct 18	% Change
Subdivision A	0:01:05	0:01:05	0.0%	0:01:04	0:01:08	-5.9%
Subdivision B	0:01:15	0:01:25	-11.8%	0:01:18	0:01:27	-10.3%
Systemwide	0:01:11	0:01:17	-7.8%	0:01:12	0:01:19	-8.9%

Additional Platform Time Discussion

- Weekday Additional Platform Time (APT) improved by 7.8% compared to October 2018 and improved 8.9% in the 12-month average.
- The largest increase in APT was on the 7 line due to multiple major incidents affecting rush hour service, including a person struck by train in the tunnel between Queens and Manhattan.
- Only three other non-shuttle lines had increases in APT, and all increased by fewer than 5 seconds.

Note: This metric uses electronic data made available systemwide by the MTA's investments in new train tracking technology and in more robust methods for determining how customers use the subway. It is likely that this measure will be refined and enhanced as the MTA gains experience integrating the latest technology and information.

Subway Weekday Average Additional Platform Time
Monthly (Trips Starting 6 a.m. - 11 p.m.)
(h:mm:ss)

Desired trend

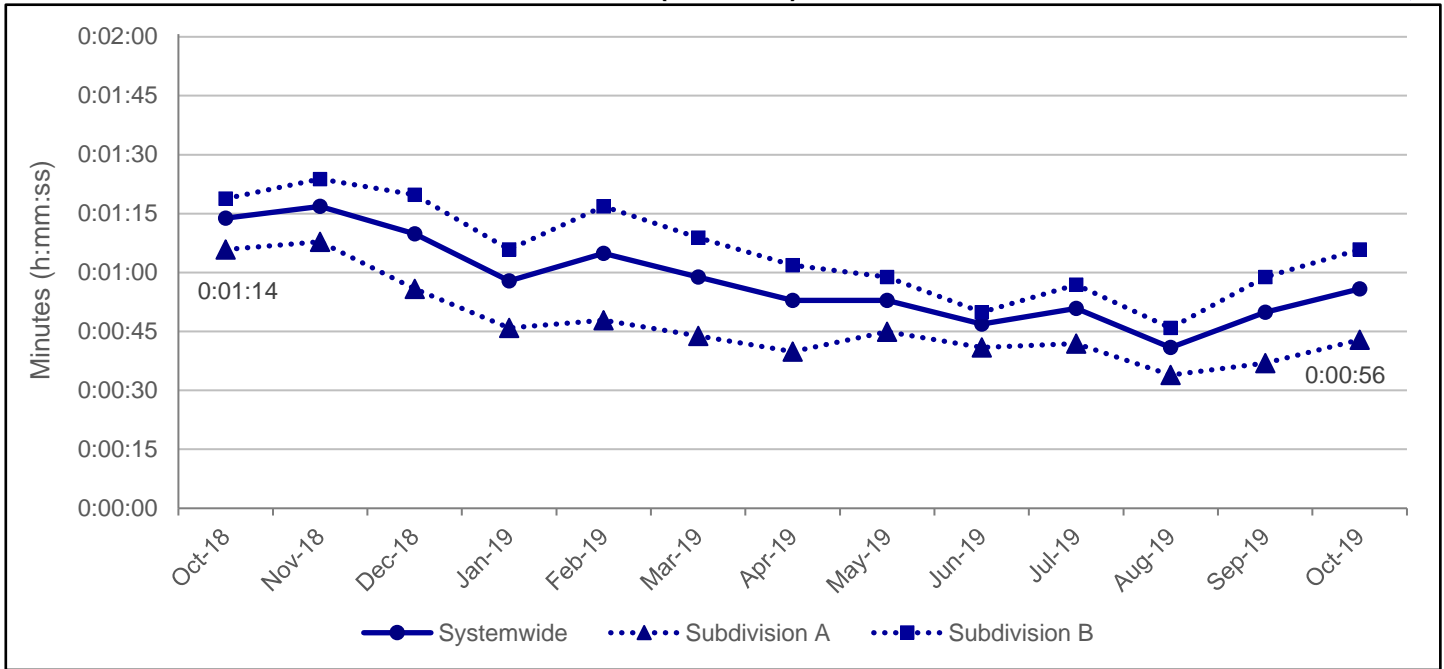


<u>Line</u>	<u>Oct 19</u>	<u>Oct 18</u>	<u>% Change</u>
1	0:00:52	0:01:08	-23.5%
2	0:01:02	0:01:09	-10.1%
3	0:00:47	0:01:00	-21.7%
4	0:01:06	0:01:04	+3.1%
5	0:01:08	0:01:12	-5.6%
6	0:01:05	0:01:08	-4.4%
7	0:01:34	0:01:05	+44.6%
S 42nd	0:00:49	0:00:26	+88.5%
Subdivision A	0:01:05	0:01:05	0.0%
A	0:01:21	0:01:20	+1.3%
B	0:01:43	0:01:55	-10.4%
C	0:01:43	0:01:39	+4.0%
D	0:01:28	0:01:40	-12.0%
E	0:01:03	0:01:07	-6.0%
F	0:01:22	0:01:25	-3.5%
S Fkln	0:00:24	0:00:14	+71.4%
G	0:01:10	0:01:34	-25.5%
S Rock	0:00:38	0:00:47	-19.1%
JZ	0:01:07	0:01:28	-23.9%
L	0:00:44	0:00:57	-22.8%
M	0:01:17	0:01:46	-27.4%
N	0:01:07	0:01:19	-15.2%
Q	0:01:25	0:01:36	-11.5%
R	0:01:05	0:01:31	-28.6%
W	0:00:47	0:00:52	-9.6%
Subdivision B	0:01:15	0:01:25	-11.8%
Systemwide	0:01:11	0:01:17	-7.8%

Chart 8

Subway Weekday Average Additional Train Time Monthly (Trips Starting 6 a.m. - 11 p.m.) (h:mm:ss)

Desired trend



	Monthly			12-Month Average		
	Oct 19	Oct 18	% Change	Oct 19	Oct 18	% Change
Subdivision A	0:00:43	0:01:06	-34.8%	0:00:45	0:01:16	-40.8%
Subdivision B	0:01:06	0:01:19	-16.5%	0:01:04	0:01:26	-25.6%
Systemwide	0:00:56	0:01:14	-24.3%	0:00:57	0:01:22	-30.5%

Additional Train Time Discussion

- Additional Train Time (ATT) improved by 18 seconds from last October, while the 12-month average improved 25 seconds year-over-year.
- The consistent improvements in ATT indicate that service has become faster with Save Safe Seconds efforts to update signal timers and speed limits throughout the system.
- The 7 line had a significant improvement in ATT despite the major incidents that affected APT. Those incidents mostly affected waiting times, while actual travel times on trains continued to improve.

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.

Subway Weekday Average Additional Train Time
Monthly (Trips Starting 6 a.m. - 11 p.m.)
(h:mm:ss)

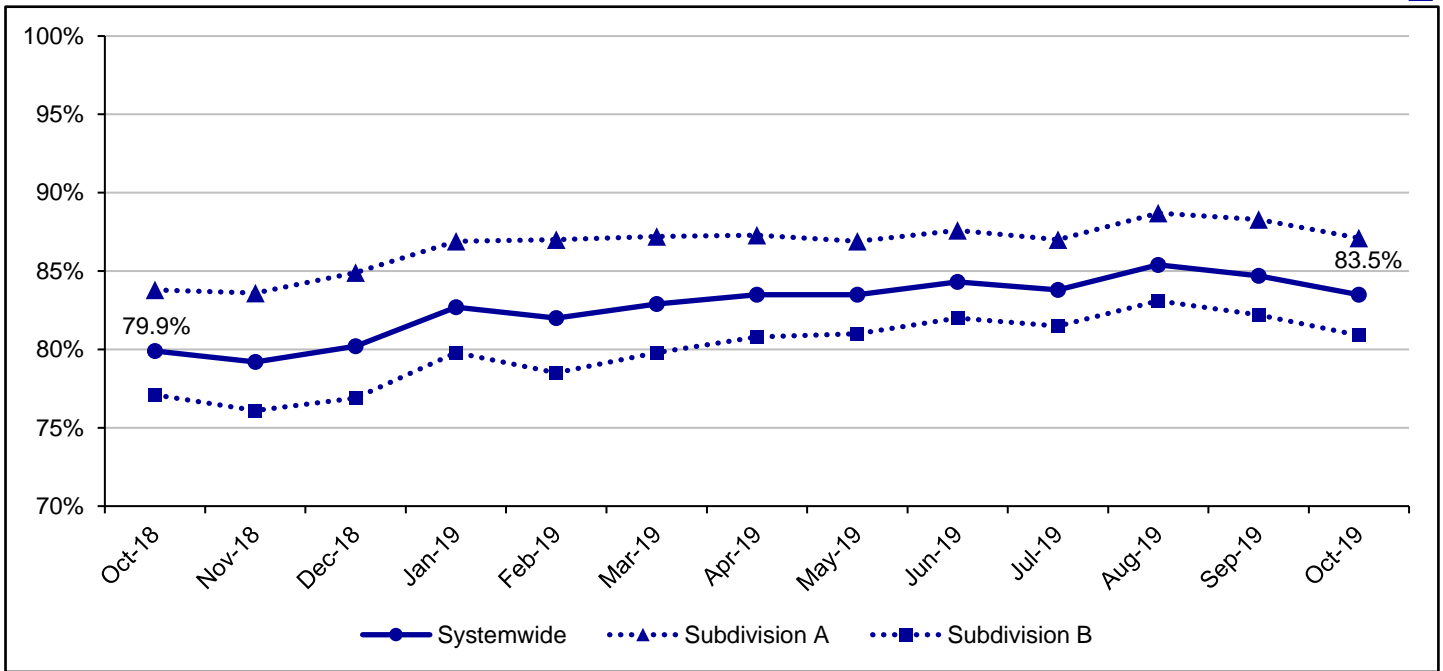
Desired trend



<u>Line</u>	<u>Oct 19</u>	<u>Oct 18</u>	<u>% Change</u>
1	0:00:51	0:01:11	-28.2%
2	0:00:31	0:01:02	-50.0%
3	0:00:19	0:00:43	-55.8%
4	0:00:40	0:01:16	-47.4%
5	0:00:33	0:01:11	-53.5%
6	0:00:55	0:01:05	-15.4%
7	0:00:52	0:01:16	-31.6%
S 42nd	0:00:30	0:00:28	+7.1%
Subdivision A	0:00:43	0:01:06	-34.8%
A	0:01:41	0:01:38	+3.1%
B	0:01:45	0:01:45	0.0%
C	0:01:07	0:01:00	+11.7%
D	0:01:41	0:01:42	-1.0%
E	0:00:42	0:01:00	-30.0%
F	0:00:55	0:01:07	-17.9%
S Fkln	0:00:43	0:00:45	-4.4%
G	0:01:02	0:01:09	-10.1%
S Rock	0:00:06	0:00:24	-75.0%
JZ	0:01:34	0:02:16	-30.9%
L	-0:00:01	0:00:18	N/A
M	0:00:54	0:01:11	-23.9%
N	0:01:04	0:01:47	-40.2%
Q	0:01:32	0:01:41	-8.9%
R	0:00:44	0:01:10	-37.1%
W	0:00:40	0:01:00	-33.3%
Subdivision B	0:01:06	0:01:19	-16.5%
Systemwide	0:00:56	0:01:14	-24.3%

Subway Customer Journey Time Performance Monthly (Trips Starting 6 a.m. - 11 p.m.)

Desired trend




	Monthly			12-Month Average		
	Oct 19	Oct 18	% Change	Oct 19	Oct 18	% Change
Subdivision A	87.1%	83.8%	+3.9%	86.9%	83.0%	+4.7%
Subdivision B	80.9%	77.1%	+4.9%	80.2%	76.3%	+5.1%
Systemwide	83.5%	79.9%	+4.5%	83.0%	79.1%	+4.9%

Weekday Customer Journey Time Performance Discussion

- Weekday Customer Journey Time Performance (CJTP) showed significant year-on-year improvement in both divisions.
- CJTP of 83.5% improved by 4.5% compared to the prior year and was better than the 12-month average.

Subway Customer Journey Time Performance
Monthly
(Trips Starting 6 a.m. - 11 p.m.)

Desired trend 

<u>Line</u>	<u>Oct 19</u>	<u>Oct 18</u>	<u>% Change</u>
1	89.1%	84.4%	+5.6%
2	85.9%	82.5%	+4.1%
3	90.1%	87.5%	+3.0%
4	85.0%	81.2%	+4.7%
5	85.5%	80.8%	+5.8%
6	86.7%	85.4%	+1.5%
7	86.2%	81.6%	+5.6%
S 42nd	96.3%	99.1%	-2.8%
Subdivision A	87.1%	83.8%	+3.9%
A	76.8%	74.8%	+2.7%
B	73.1%	71.6%	+2.1%
C	78.0%	76.5%	+2.0%
D	74.5%	69.7%	+6.9%
E	85.2%	81.6%	+4.4%
F	80.0%	77.9%	+2.7%
S Fkn	95.2%	96.6%	-1.4%
G	83.6%	81.8%	+2.2%
S Rock	93.0%	90.2%	+3.1%
JZ	78.4%	66.7%	+17.5%
L	93.3%	91.1%	+2.4%
M	82.4%	75.8%	+8.7%
N	82.8%	72.9%	+13.6%
Q	76.2%	73.9%	+3.1%
R	84.3%	77.3%	+9.1%
W	88.8%	86.2%	+3.0%
Subdivision B	80.9%	77.1%	+4.9%
Systemwide	83.5%	79.9%	+4.5%

Chart 12

Section 2: Inputs to Operations

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

Performance Indicator Definitions

Mean Distance Between Failures (MDBF)

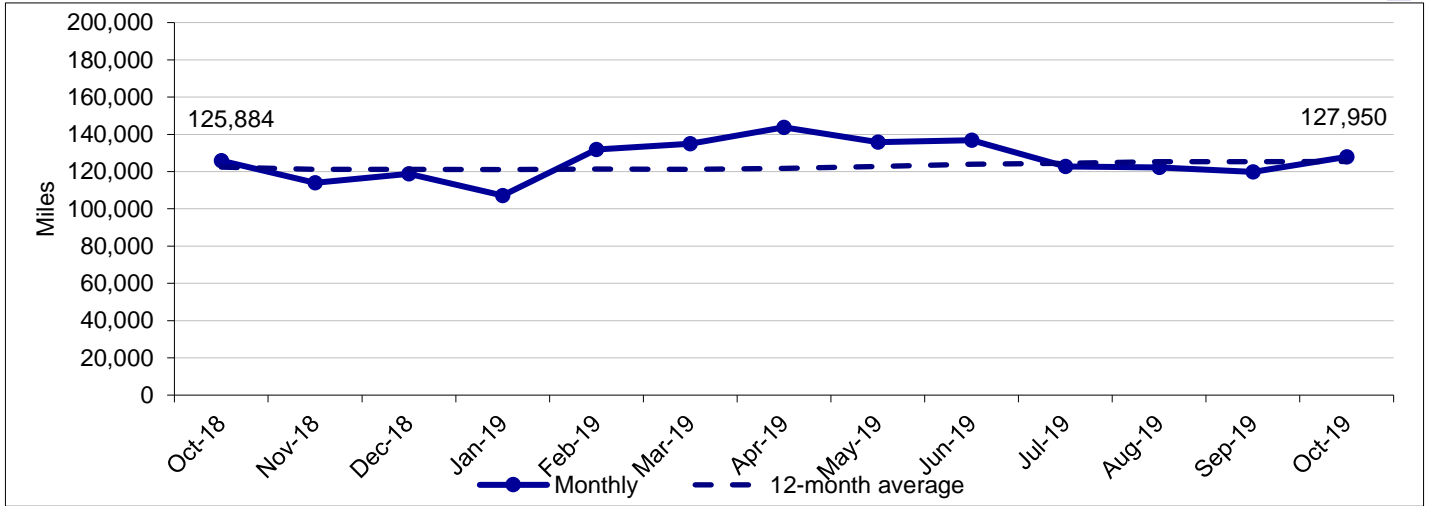
Subway MDBF is a measure of car fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

Elevator and Escalator Availability

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

Subway Mean Distance Between Failures

Desired trend 



	# of Cars	Monthly		% Change
		Oct '19	Oct '18	
Subdivision A	2,895	157,376	172,014	-8.5%
Subdivision B	3,791	112,492	105,443	+6.7%
Systemwide	6,686	127,950	125,884	+1.6%

Car Class	# of Cars	12-Month Average		% Change
		Oct '19	Oct '18	
R32	222	29,715	33,552	-11.4%
R42	50	31,307	28,931	+8.2%
R46	752	62,774	68,147	-7.9%
R62	315	238,016	310,839	-23.4%
R62A	824	110,307	102,278	+7.9%
R68	425	63,531	85,875	-26.0%
R68A	200	85,868	106,853	-19.6%
R142	1,030	204,974	178,536	+14.8%
R142A	220	109,014	72,208	+51.0%
R143	212	110,276	102,927	+7.1%
R160	1,662	264,862	253,749	+4.4%
R179	268	156,962	N/A	N/A
R188 - New	126	722,294	528,903	+36.6%
R188 - Conversion	380	272,167	175,779	+54.8%
Subdivision A	2,895	163,498	139,875	+16.9%
Subdivision B	3,791	107,309	112,163	-4.3%
Systemwide	6,686	125,430	122,320	+2.5%

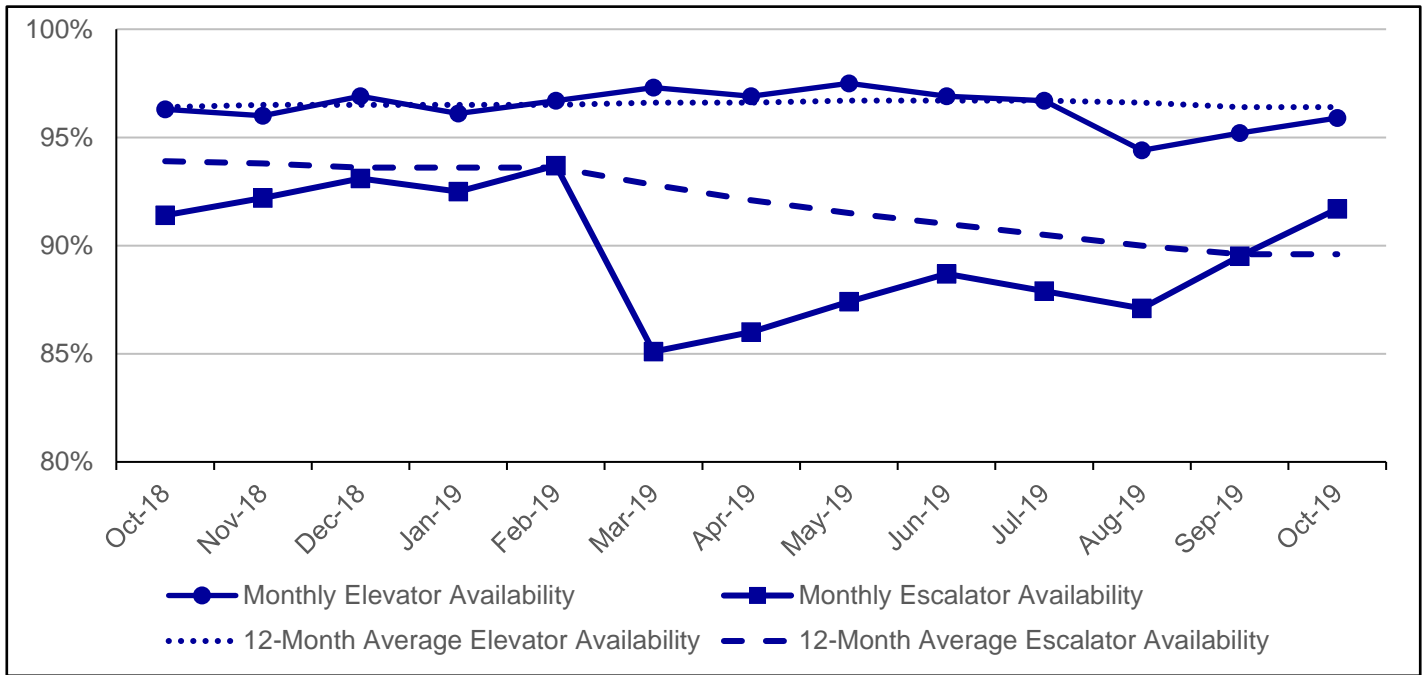
MDBF Discussion

- Monthly MDBF increased 1.6% compared to October 2018, while the 12-month average continued its trend of consistent improvements.
- October 2019 12-month average MBDF for new technology cars was 215,635, the highest since August 2013. The NYCT fleet is now made up of 58% new technology subway cars.
- The two poorest performing car classes were also the oldest, the R32s and R42s.

Chart 13

Elevator and Escalator Availability (24 Hours)

Desired trend



	Monthly			12-Month Average		
	Oct 19	Oct 18	% Change	Oct 19	Oct 18	% Change
Elevator Availability	95.9%	96.3%	-0.4%	96.4%	96.5%	-0.1%
Escalator Availability	91.7%	91.4%	+0.3%	89.5%	93.9%	-4.7%

Elevator and Escalator Availability Discussion

- Elevator availability decreased year-over-year due to a program of special inspections that began in August, but has shown an improving trend over the past two months.
- Escalator availability increased year-over-year and has shown an improving trend since the spring of 2019 as a new maintenance protocol has increased frequency of preventive maintenance and improved escalator reliability.

Section 3: Legacy Indicators

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

Performance Indicator Definitions

Wait Assessment (Weekday and Weekend)

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

Terminal On-Time Performance (Weekday and Weekend)

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

Train Delays (Weekday and Weekend)

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

Subway Weekday Wait Assessment (6 am - midnight)

Oct 19

Oct 18

Desired trend

Line	Monthly Meets				12 month	Monthly Meets				12 month	Monthly
	Standard	Monthly GAP			Meets	Standard	Monthly GAP			Meets	Standard
		Minor	Medium	Major	Standard		Minor	Medium	Major	Standard	% Change
1	79.5%	9.0%	7.0%	4.5%	78.9%	74.6%	9.9%	8.5%	7.0%	75.5%	+6.6%
2	73.5%	10.8%	8.7%	6.9%	71.2%	70.1%	11.3%	10.0%	8.5%	67.0%	+4.9%
3	77.6%	11.3%	7.4%	3.6%	74.9%	72.8%	11.7%	9.0%	6.5%	70.0%	+6.6%
4	72.5%	10.4%	8.7%	8.4%	71.0%	68.1%	10.8%	9.8%	11.3%	66.5%	+6.5%
5	69.7%	10.6%	9.4%	10.3%	69.5%	65.4%	11.2%	10.8%	12.6%	63.7%	+6.6%
6	75.4%	8.9%	7.2%	8.5%	74.5%	72.4%	9.1%	8.5%	10.0%	67.3%	+4.1%
7	76.0%	10.1%	7.2%	6.7%	75.8%	69.4%	10.7%	10.4%	9.5%	67.1%	+9.5%
S 42nd	91.7%	3.1%	3.5%	1.8%	94.4%	92.6%	4.0%	1.8%	1.7%	93.8%	-1.0%
Subdivision A	75.3%	9.9%	7.8%	7.0%	74.3%	71.2%	10.4%	9.3%	9.2%	69.1%	+5.8%
A	68.4%	9.9%	9.8%	11.9%	69.5%	67.8%	9.5%	10.6%	12.1%	66.8%	+0.9%
B	73.9%	11.1%	8.1%	7.0%	75.0%	73.3%	11.8%	8.7%	6.2%	71.9%	+0.8%
C	77.0%	11.8%	7.4%	3.9%	75.3%	73.8%	12.3%	9.3%	4.7%	70.8%	+4.3%
D	72.0%	11.5%	9.6%	6.9%	74.0%	71.1%	11.9%	10.4%	6.6%	70.6%	+1.3%
E	73.0%	11.1%	9.1%	6.9%	71.3%	70.1%	11.7%	10.0%	8.2%	66.6%	+4.1%
F	70.4%	9.9%	9.6%	10.1%	70.8%	71.2%	10.5%	9.3%	9.0%	68.7%	-1.1%
S Fkn	98.5%	0.5%	0.2%	0.7%	98.3%	99.0%	0.5%	0.4%	0.1%	97.9%	-0.5%
G	80.5%	11.3%	5.8%	2.4%	80.5%	81.2%	10.5%	5.3%	3.0%	80.1%	-0.9%
S Rock	96.0%	2.4%	0.6%	0.9%	94.7%	91.6%	4.4%	2.1%	1.9%	93.4%	+4.8%
JZ	82.0%	9.9%	5.3%	2.8%	79.8%	76.4%	10.5%	8.1%	5.0%	75.7%	+7.3%
L	79.4%	10.7%	6.4%	3.6%	76.9%	76.0%	11.4%	7.9%	4.7%	76.1%	+4.5%
M	76.1%	10.5%	7.7%	5.7%	75.8%	74.5%	10.7%	8.1%	6.6%	72.1%	+2.1%
N	75.5%	11.8%	7.5%	5.2%	74.1%	70.1%	11.6%	10.0%	8.2%	69.6%	+7.7%
Q	74.0%	10.4%	8.8%	6.8%	76.1%	72.8%	11.0%	9.1%	7.1%	74.4%	+1.6%
R	75.9%	10.8%	8.0%	5.2%	73.8%	71.1%	10.7%	9.8%	8.4%	69.7%	+6.8%
W	78.6%	10.6%	6.2%	4.6%	76.2%	72.3%	10.9%	7.8%	9.0%	70.3%	+8.7%
Subdivision B	75.2%	10.6%	7.9%	6.3%	74.6%	73.0%	10.8%	8.9%	7.3%	71.6%	+3.0%
Systemwide	75.2%	10.3%	7.9%	6.6%	74.5%	72.2%	10.6%	9.1%	8.1%	70.4%	+4.2%

Weekday Wait Assessment Discussion

- October 2019 weekday Wait Assessment improved year-over-year to 75.2%.

Subway Weekend Wait Assessment (6 am - midnight)

Line	Oct 19					Oct 18					Desired trend
	Monthly Meets	Monthly GAP			12 month Meets	Monthly Meets	Monthly GAP			12 month Meets	Monthly Standard
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	% Change
1	88.9%	7.2%	2.8%	1.1%	88.8%	87.8%	8.1%	3.3%	0.8%	80.6%	+1.3%
2	76.1%	11.9%	8.1%	3.9%	75.2%	74.2%	11.4%	9.6%	4.8%	68.2%	+2.6%
3	87.3%	8.6%	2.8%	1.3%	84.2%	84.9%	9.4%	4.1%	1.6%	84.2%	+2.8%
4	79.3%	10.1%	7.0%	3.6%	75.6%	73.7%	11.5%	8.1%	6.7%	67.3%	+7.6%
5	83.5%	10.1%	4.7%	1.7%	84.4%	85.8%	8.3%	3.7%	2.2%	72.9%	-2.7%
6	90.3%	6.4%	2.1%	1.1%	84.0%	83.2%	8.6%	4.7%	3.4%	80.2%	+8.5%
7	83.7%	9.5%	4.7%	2.1%	84.4%	87.4%	7.9%	3.8%	1.0%	77.8%	-4.2%
S 42nd	98.4%	0.9%	0.3%	0.4%	98.5%	98.2%	0.9%	0.5%	0.4%	98.5%	+0.2%
Subdivision A	84.2%	8.9%	4.7%	2.2%	82.1%	81.9%	9.3%	5.6%	3.2%	75.6%	+2.8%
A	75.3%	11.3%	8.0%	5.4%	74.9%	75.3%	10.7%	8.4%	5.5%	71.5%	0.0%
C	82.2%	10.7%	5.1%	2.0%	80.0%	82.2%	11.5%	4.9%	1.3%	73.5%	0.0%
D	81.5%	9.5%	5.9%	3.1%	80.2%	81.1%	11.0%	6.0%	1.9%	75.3%	+0.5%
E	86.5%	8.6%	3.5%	1.4%	84.8%	81.0%	11.0%	5.8%	2.2%	80.0%	+6.8%
F	81.5%	10.1%	5.4%	3.1%	80.0%	82.4%	10.7%	5.7%	1.2%	77.7%	-1.1%
S Fkln	99.1%	0.4%	0.4%	0.1%	98.3%	97.6%	1.4%	0.3%	0.7%	98.4%	+1.5%
G	86.7%	8.7%	3.1%	1.5%	85.6%	87.4%	8.9%	2.9%	0.8%	86.0%	-0.8%
S Rock	97.0%	2.2%	0.5%	0.4%	95.0%	95.4%	2.7%	0.3%	1.6%	94.1%	+1.7%
JZ	85.9%	8.5%	3.7%	1.9%	87.4%	86.3%	9.3%	3.5%	0.9%	84.2%	-0.5%
L	92.7%	4.4%	2.2%	0.7%	84.0%	97.7%	2.1%	0.2%	0.1%	79.0%	-5.1%
M	77.0%	10.9%	7.1%	5.0%	78.6%	78.9%	11.3%	6.7%	3.1%	87.9%	-2.4%
N	81.9%	10.3%	5.3%	2.5%	79.9%	74.4%	11.9%	8.9%	4.8%	72.1%	+10.1%
Q	80.0%	10.8%	6.1%	3.1%	82.6%	97.6%	1.8%	0.6%	0.0%	80.1%	-18.0%
R	82.7%	9.6%	5.4%	2.2%	80.1%	78.0%	11.7%	7.3%	3.0%	73.6%	+6.0%
Subdivision B	82.5%	9.5%	5.2%	2.8%	81.4%	81.1%	10.4%	6.0%	2.6%	77.7%	+1.7%
Systemwide	83.3%	9.2%	5.0%	2.5%	81.7%	81.5%	9.9%	5.8%	2.8%	76.8%	+2.2%



Weekend Wait Assessment Discussion

- October 2019 weekend Wait Assessment improved to 83.3% from 81.5% the prior year.

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

Subway Weekday Terminal On-Time Performance

**Monthly
(24 hours)**

Desired trend



<u>Line</u>	<u>Oct 19</u>	<u>Oct 18</u>	<u>% Change</u>
1	86.0%	76.2%	+12.9%
2	79.0%	61.1%	+29.3%
3	88.9%	73.1%	+21.6%
4	77.4%	62.6%	+23.6%
5	80.7%	68.8%	+17.3%
6	77.0%	68.5%	+12.4%
7	87.8%	76.2%	+15.2%
S 42nd	98.3%	99.4%	-1.1%
Subdivision A	84.9%	75.3%	+12.7%
A	65.7%	54.0%	+21.7%
B	66.3%	55.8%	+18.8%
C	75.0%	63.4%	+18.3%
D	62.7%	52.5%	+19.4%
E	78.5%	63.8%	+23.0%
F	67.8%	57.2%	+18.5%
S Fkln	99.7%	99.8%	-0.1%
G	79.2%	70.2%	+12.8%
S Rock	97.5%	94.4%	+3.3%
JZ	82.4%	54.2%	+52.0%
L	93.7%	93.2%	+0.5%
M	80.1%	66.3%	+20.8%
NW	78.4%	57.7%	+35.9%
Q	83.1%	69.3%	+19.9%
R	76.9%	48.0%	+60.2%
Subdivision B	78.9%	66.5%	+18.6%
Systemwide	81.5%	70.3%	+15.9%

Weekday Terminal On-Time Performance Discussion

- October 2019 weekday On-Time Performance (OTP) was 81.5%, a 15.9% increase from a year ago in October 2018.
- Every non-shuttle line saw an increase in OTP year-over-year.
- Of the 20 non-shuttle lines, eight had weekday OTP above 80% in October 2019; a year ago, only the L line was above 80% and only four other lines were even above 70%.

Subway Weekend Terminal On-Time Performance

Monthly
(24 hours)

Desired trend



<u>Line</u>	<u>Oct 19</u>	<u>Oct 18</u>	<u>% Change</u>
1	92.7%	90.1%	+2.9%
2	57.7%	40.6%	+42.1%
3	81.2%	51.9%	+56.5%
4	70.1%	72.1%	-2.8%
5	84.0%	79.2%	+6.1%
6	89.3%	75.1%	+18.9%
7	83.4%	76.8%	+8.6%
S 42nd	99.8%	99.8%	+0.0%
Subdivision A	83.7%	76.0%	+10.1%
A	84.6%	76.5%	+10.6%
C	86.2%	80.7%	+6.8%
D	72.3%	80.1%	-9.7%
E	92.4%	83.7%	+10.4%
F	86.3%	75.0%	+15.1%
S Fkn	99.9%	99.0%	+0.9%
G	85.6%	75.7%	+13.1%
S Rock	97.6%	95.2%	+2.5%
JZ	83.5%	86.2%	-3.1%
L	94.9%	98.0%	-3.2%
M	83.4%	87.0%	-4.1%
N	73.3%	42.9%	+70.9%
Q	80.1%	96.8%	-17.3%
R	87.7%	76.4%	+14.8%
Subdivision B	86.1%	81.0%	+6.3%
Systemwide	85.0%	79.0%	+7.6%

Weekend Terminal On-Time Performance Discussion

- October 2019 Weekend On-Time Performance improved year-over-year to 85.0%.
- The improvements in weekend OTP were due in part to differences in planned work and more accurate schedules for planned service changes.

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

Subway Weekday Trains Delayed
Monthly - October 2019
(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>2,375</u>	<u>103</u>	<u>6.8%</u>
Rail and Roadbed	1,884	82	5.4%
Fire, Smoke, Debris	491	21	1.4%
Signal Failures and Emergency Remediation	4,287	186	12.3%
Subway Car	<u>2,021</u>	<u>88</u>	<u>5.8%</u>
Door-Related	533	23	1.5%
Propulsion	358	16	1.1%
Braking	377	16	1.1%
Other	753	33	2.2%
Other Unplanned Disruptions (e.g. station defect)	500	22	1.5%
Train Brake Activation - cause unknown	330	14	0.9%
Service Delivery (e.g., crew performance)	1,113	48	3.2%
External	<u>7,284</u>	<u>317</u>	<u>20.9%</u>
Public Conduct, Crime, Police Response	3,116	135	8.9%
Sick/Injured Customer	1,447	63	4.2%
Persons on Roadbed (including persons struck by train)	613	27	1.8%
External Debris on Roadbed (e.g., trees, shopping cart)	205	9	0.6%
Other Passenger-Related (e.g., retrieval of property from track)	518	23	1.5%
Public Event (e.g., civil demonstration, parade)	229	10	0.7%
Inclement Weather	817	36	2.4%
Other External Disruptions	339	15	1.0%
Operating Environment	9,156	398	26.3%
Planned Right-of-Way Work	7,768	338	22.3%
Total Trains Delayed	34,834	1,515	100%

Baseline average daily delays for January-June 2018	2,939
Target average daily delays to achieve reduction of 18,000 monthly delays	2,346
% to Target	240%

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

Subway Weekend Trains Delayed
Monthly - October 2019
(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	<u>188</u>	<u>24</u>	<u>2.9%</u>
Rail and Roadbed	149	19	2.3%
Fire, Smoke, Debris	39	5	0.6%
Signal Failures and Emergency Remediation	395	49	6.0%
Subway Car	<u>154</u>	<u>19</u>	<u>2.3%</u>
Door-Related	55	7	0.8%
Propulsion	39	5	0.6%
Braking	23	3	0.3%
Other	37	5	0.6%
Other Unplanned Disruptions (e.g. station defect)	115	14	1.7%
Train Brake Activation - cause unknown	54	7	0.8%
Service Delivery (e.g., crew performance)	213	27	3.2%
External	<u>1,117</u>	<u>140</u>	<u>17.0%</u>
Public Conduct, Crime, Police Response	364	46	5.5%
Sick/Injured Customer	180	23	2.7%
Persons on Roadbed (including persons struck by train)	222	28	3.4%
External Debris on Roadbed (e.g., trees, shopping cart)	17	2	0.3%
Other Passenger-Related (e.g., retrieval of property from track)	51	6	0.8%
Public Event (e.g., civil demonstration, parade)	117	15	1.8%
Inclement Weather	166	21	2.5%
Other External Disruptions	0	0	0.0%
Operating Environment	1,625	203	24.7%
Planned Right-of-Way Work	2,712	339	41.3%
Total Trains Delayed	6,573	822	100%

Baseline average daily delays for January-June 2018	1,944
Target average daily delays to achieve reduction of 18,000 monthly delays	1,261
% to Target	164%

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

Subway Action Plan Accomplishments July 2017 - October 2019

Phase I of the Subway Action Plan represented a surge of activity in 2017-18 to improve the reliability of subway assets, enhance response to delay-causing incidents, and improve the customer environment. 2019 targets reflect continued focus in strategic areas consistent with the ongoing SAP financial plan.

	Phase I SAP	This Month	Ongoing SAP YTD	Full Campaign to date
TRACK: Clean track and improve ride quality	Jul 2017- Dec 2018	Oct-19	Jan - Oct 2019	Jul 2017- Oct 2019
Clean underground subway track (in miles) *	467	440	3,224	3,691
High priority track repairs (in number of defects cleared)	19,138	599	7,943	27,081
Rail grinding to improve ride quality and reduce defects (in miles)	-	27	163	163
Install Continuous Welded Rail to provide strong tracks and a smoother ride for customers (in miles)	40	2	15	54
Add 16 specialized, multidisciplinary teams (for a total of 24) to improve incident response and recovery times	Established	Ongoing	Ongoing	Ongoing

* Cleaning underground subway track includes vacuum train totals starting in Jan 2019.

INFRASTRUCTURE: Remediate conditions that damage track, signals and power sources	Jul 2017- Dec 2018	Oct-19	Jan - Oct 2019	Jul 2017- Oct 2019
Clean street grates systemwide (number of grates)	40,987	6,536	34,267	75,254
Seal leaks (number of leaks addressed)	3,925	506	3,437	7,362
Clean and repair all 418 miles of drain lines (in track miles)	385	-	42	418

POWER: Ensure supporting infrastructure reliability	Jul 2017- Dec 2018	Oct-19	Jan - Oct 2019	Jul 2017- Oct 2019
Install "SAGs" to mitigate the impact of electric voltage variations that could cause signal failures (number of SAGs)	384	Ongoing maintenance	Ongoing maintenance	384
Install new third rail insulators in high fire areas (number of locations)	-	43	475	475

CARS: Reduce downtime and upgrade critical components	Jul 2017- Dec 2018	Oct-19	Jan - Oct 2019	Jul 2017- Oct 2019
Accelerate the major car overhaul cycle from 7 years to 6 years (number of cars overhauled)	2,278	115	744	3,022
Install LED lighting and double-loop stanchions (in cars upgraded)	1,235	60	1,004	2,239
Deep cleaning of subway cars (in cars cleaned)	-	-	3,046	3,046
Add 20 Emergency Car Response teams for in-service car incidents	Established	Ongoing	Ongoing	Ongoing

SIGNALS: Improve signal reliability	Jul 2017- Dec 2018	Oct-19	Jan - Oct 2019	Jul 2017- Oct 2019
Rebuild signal stops, air lines and cables (in assets repaired)	224	42	210	434
Priority maintenance and repair tasks to improve reliability of signal and switch equipment (in number of tasks)	-	69	1,580	1,580

STATIONS: Improve overall Station environment	Jul 2017- Dec 2018	Oct-19	Jan - Oct 2019	Jul 2017- Oct 2019
Deep cleaning of subway stations (in stations cleaned)	-	-	106	106
Focused cleaning and repair campaign led by Group Station Managers (in stations enhanced)	-	-	217	217
Expand dedicated EMT deployment by 7 teams for a total of 12	Established	Ongoing	Ongoing	Ongoing

COMMUNICATIONS	Jul 2017- Dec 2018	Oct-19	Jan - Oct 2019	Jul 2017- Oct 2019
Add Dedicated Announcers to better inform customers regarding current service status	Established	Ongoing	Ongoing	Ongoing

Customer Service Report: Buses

Craig Cipriano, Acting President, MTA Bus Company/
Senior Vice President, NYCT Department of Buses





Bus lanes are for buses.
Are you a bus?

 Of course not, silly.
Please leave the bus lane.





Bus lanes are for buses.
Are you a bus?

 If you are parked in the bus lane, smile.
We're taking a photo for your ticket.



Bus lanes are for buses.
Are you a bus?

 Say cheese if you're blocking the bus lane.
We'll mail you the pic – and a fine.



Beginning in December, thanks to our Strategy and Customer Experience team, we're launching a new bus lane awareness campaign. Posters (as pictured above) will be placed on the back of buses equipped with Automated Bus Lane Enforcement cameras to remind motorists to stay out of the bus lane.

December 2019 Highlights: Buses

We continue to make significant progress on network redesign. This month, we are submitting a request to hold a public hearing on our proposal to redesign the Bronx bus network. The redesigned network has simpler, more direct routes, improved bus stop balancing, enhanced connectivity, improved frequency on key routes, and expanded bus priority. We have partnered with the New York City Department of Transportation to identify 10 initial corridors in the Bronx for potential bus priority improvements. Implementation of the redesign is currently targeted for Fall 2020. More details and the full report can be viewed at: <https://new.mta.info/bronxbusredesign>.

Simultaneously, we have been working hard putting together a Draft Plan for the Queens Network Redesign with a redrawn bus network that we believe will help address many of the challenges that exist today. We will share that Draft Plan and proposed bus network with you online this month and at Open House events, so that you can review any routes that may have changed and share your feedback. Online surveys will also be available to collect your feedback on our proposals.

We know that keeping bus lanes clear is key to improving bus service and traffic flow for everyone. On November 21st, to further enhance traffic enforcement on the new 14th Street Truck & Transit Priority lanes, new automated bus lane enforcement (ABLE) camera systems were mounted on buses on the M14 route. These cameras capture real-time bus lane violations as part of citywide efforts to increase bus speeds and keep traffic moving on congested streets. NYCT is now using the [ABLE](#) on buses serving three routes, the M15 SBS, B44 SBS and M14 SBS. In addition, on December 6th, we announced that the 60-day warning period for bus lane blockers on the M15 Select Bus Service route ended. Motorists who are now caught by the MTA's new bus-mounted cameras on the M15 will receive violations with fines up to \$250. Finally, to heighten awareness of bus lanes, we will launch an awareness campaign targeted to motorists. Beginning in December, new posters will be on the back of the vehicles equipped with ABLE camera systems to remind motorists that they are driving in a bus lane.

Finally, at the beginning of the month, we had our first storm of the season bringing snow, sleet and rain across the metropolitan region. We were fully prepared, putting in place well-established plans. Approximately, 700 Manhattan and Bronx articulated buses were outfitted with chains where the worst of the storm was expected. This enabled us to keep bus service up and running for our customers throughout the event.

Craig Cipriano

Acting President, MTA Bus Company/
Senior Vice President, NYCT Department of Buses

Bus Report

Bus Report Performance Indicators							
Category	Performance Indicator	Current Month: October 2019			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Customer Focused Metrics	Service Delivered (Chart 1)	97.2%	96.6%	+0.6%	97.3%	97.0%	+0.3%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)	0:01:48	0:01:53	-4.4%	0:01:45	0:01:46	-1.2%
	Additional Travel Time (h:mm:ss) (Chart 5)	0:00:56	0:01:13	-23.3%	0:00:48	0:00:54	-11.3%
	Customer Journey Time Performance (Chart 7)	70.9%	69.0%	+2.8%	72.1%	+71.7%	+0.6%
Inputs To Operations	Mean Distance Between Failures (Chart 9)	8,394	7,322	+14.6%	7,689	6,426	+19.7%
	Speed (MPH) (Chart 11)	7.9	7.9	0.0%	8.0	7.9	+1.3%
Legacy Indicators	Wait Assessment (Chart 13)	77.1%	75.8%	+1.7%	77.6%	77.7%	-0.1%
	System MDBSI (Chart 15)	3,219	2,951	+9.1%	3,021	2,791	+8.2%
	NYCT Bus	3,101	2,774	+11.8%	2,864	2,605	+9.9%
	MTA Bus	3,664	3,720	-1.5%	3,674	3,610	+1.8%
	System Trips Completed (Chart 16)	99.4%	99.2%	+0.2%	99.2%	99.1%	+0.1%
	NYCT Bus	99.4%	99.3%	+0.1%	99.3%	99.1%	+0.2%
	MTA Bus	99.2%	99.1%	+0.1%	98.9%	99.2%	-0.3%
	System AM Pull Out (Chart 17)	99.9%	99.8%	+0.1%	99.8%	99.8%	0.0%
	NYCT Bus	100.0%	99.8%	+0.2%	99.8%	99.9%	-0.1%
	MTA Bus	99.7%	99.7%	0.0%	99.5%	99.7%	-0.2%
	System PM Pull Out (Chart 18)	99.9%	99.8%	+0.1%	99.8%	99.9%	-0.1%
	NYCT Bus	100.0%	99.8%	+0.2%	99.9%	99.9%	0.0%
	MTA Bus	99.7%	99.8%	-0.1%	99.5%	99.8%	-0.3%
	System Buses >= 12 years	19.0%	22.0%				
	NYCT Bus	6.7%	17.7%				
	MTA Bus	62.0%	35.0%				
	System Fleet Age	7.0	8.0				
	NYCT Bus	5.9	7.5				
MTA Bus	10.9	9.9					

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

Section 1: Customer Focused Metrics

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

Performance Indicator Definitions

Service Delivered

Service Delivered (sometimes referred to as throughput) measures our ability to deliver the scheduled service. It is calculated as the percentage of scheduled bus trips that are actually provided during peak hours (7-9am and 4-7pm on weekdays). 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.

Additional Bus Stop Time (ABST)

Additional Bus Stop Time (ABST) is the estimated average extra 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 at a uniform rate, 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, and is considered an industry best practice worldwide. ABST is estimated using customers' MetroCard swipes on buses combined with GPS tracking data from Bus Time. This indicator is likely to be refined and enhanced over time as the MTA gains experience integrating the latest technology. ABST is reported for trips starting between 4am to 11pm on weekdays.

Additional Travel Time (ATT)

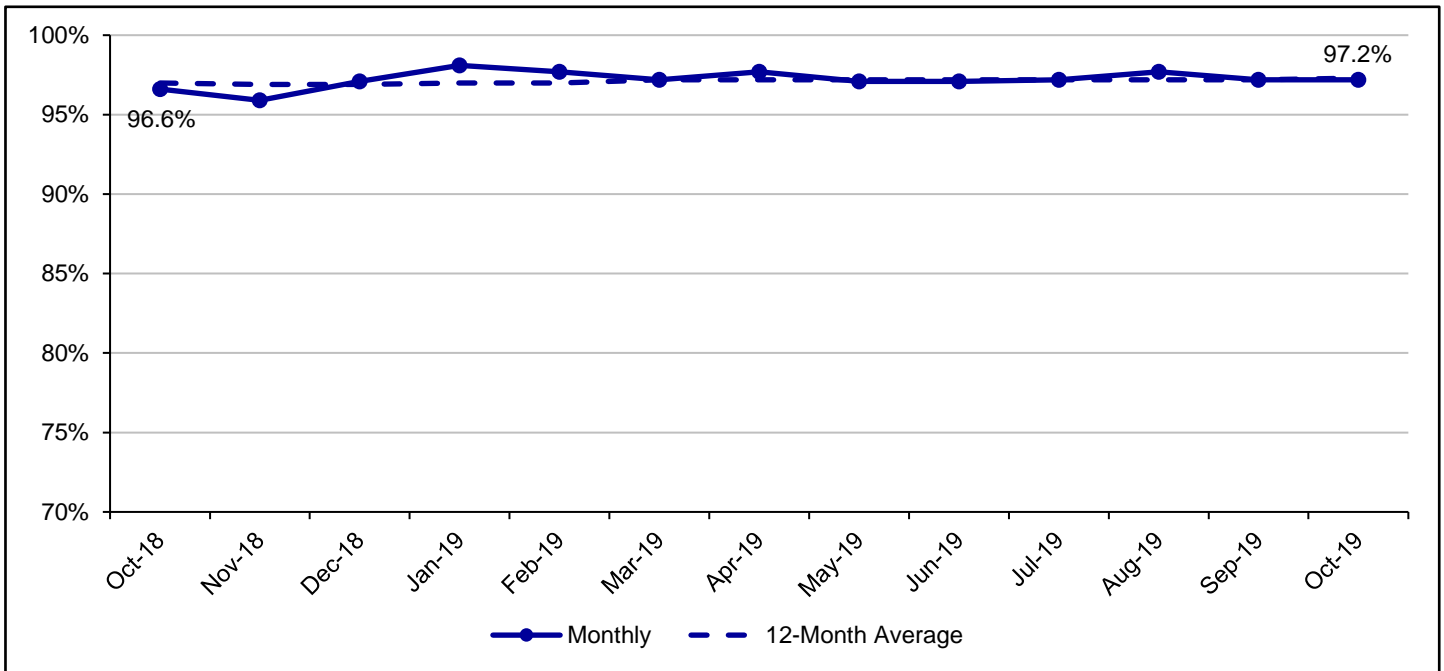
Additional Travel Time (ATT) is the estimated average extra time customers are onboard the bus compared to their scheduled onboard time. ATT (sometimes referred to as Excess In-Vehicle Travel Time) is a new indicator for the MTA, and is considered an industry best practice worldwide. ATT is estimated using customers' MetroCard swipes on buses combined with GPS tracking data from Bus Time. This indicator is likely to be refined and enhanced over time as the MTA gains experience integrating the latest technology. ATT is reported for trips starting between 4am to 11pm on weekdays.

Customer Journey Time Performance (CJTP)

Customer Journey Time Performance (CJTP) estimates the percentage of customers who complete their journey (ABST + ATT) within 5 minutes of the scheduled time. This is a new indicator for the MTA, but is used by other transit agencies to measure service. CJTP is measured using customers' MetroCard swipes on buses combined with GPS tracking data from Bus Time. This indicator is likely to be refined and enhanced over time as the MTA gains experience integrating the latest technology. CJTP is reported for trips starting between 4am to 11pm on weekdays.

Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Oct 19	Oct 18	% Change	Oct 19	Oct 18	% Change
Bronx	96.7%	97.6%	-0.9%	97.5%	97.5%	0.0%
Brooklyn	97.9%	97.3%	+0.6%	97.6%	97.3%	+0.3%
Manhattan	97.4%	97.5%	-0.1%	97.5%	97.2%	+0.3%
Queens	96.8%	96.8%	0.0%	96.8%	96.8%	0.0%
Staten Island	97.7%	94.2%	+3.7%	97.3%	96.3%	+1.0%
Systemwide	97.2%	96.6%	+0.6%	97.3%	97.0%	+0.3%

Service Delivered Discussion

- October 2019 Service Delivered improved by 0.6% compared to October 2018.
- Service Delivered improved by 0.3% on a 12-month average.

**Service Delivered
Monthly
(Peak Hours)**

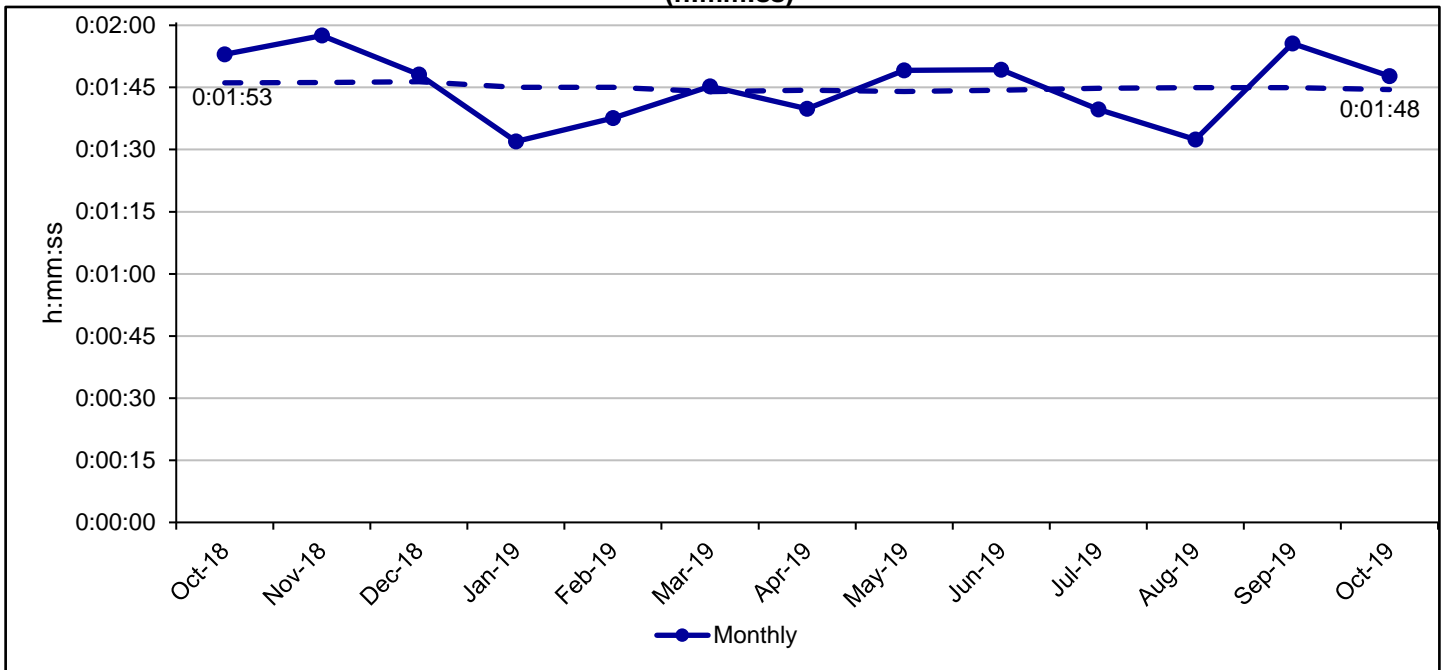
Desired trend 

<u>Borough</u>	<u>Oct 19</u>	<u>Oct 18</u>	<u>% Change</u>
Bronx	96.7%	97.6%	-0.9%
Local/Limited	96.8%	97.8%	-1.0%
Select Bus Service	96.6%	98.1%	-1.5%
Express	96.1%	96.1%	+0.0%
Brooklyn	97.9%	97.3%	+0.6%
Local/Limited	97.6%	97.2%	+0.4%
Select Bus Service	98.3%	96.5%	+1.9%
Express	99.8%	98.8%	+1.0%
Manhattan	97.4%	97.5%	-0.1%
Local/Limited	97.0%	97.0%	+0.0%
Select Bus Service	98.3%	99.2%	-0.9%
Express	N/A	N/A	N/A
Queens	96.8%	96.8%	+0.0%
Local/Limited	96.6%	96.6%	+0.0%
Select Bus Service	97.7%	98.9%	-1.2%
Express	98.2%	96.9%	+1.3%
Staten Island	97.7%	94.2%	+3.7%
Local/Limited	97.9%	97.0%	+0.9%
Select Bus Service	100.7%	99.3%	+1.4%
Express	97.3%	92.7%	+5.0%
Systemwide	97.2%	96.6%	+0.6%
Local/Limited	97.0%	97.0%	+0.0%
Select Bus Service	98.1%	98.4%	-0.3%
Express	97.7%	94.5%	+3.4%

Chart 2

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

Desired trend



	Monthly			12-Month Average		
	Oct 19	Oct 18	% Change	Oct 19	Oct 18	% Change
Bronx	0:01:54	0:01:50	+3.6%	0:01:45	0:01:41	+3.6%
Brooklyn	0:01:55	0:02:01	-5.0%	0:01:54	0:01:56	-1.7%
Manhattan	0:01:25	0:01:42	-16.7%	0:01:27	0:01:31	-4.8%
Queens	0:01:47	0:01:51	-3.6%	0:01:43	0:01:46	-2.6%
Staten Island	0:02:14	0:02:15	-0.7%	0:02:01	0:02:07	-4.7%
Systemwide	0:01:48	0:01:53	-4.4%	0:01:45	0:01:46	-1.2%

Additional Bus Stop Time Discussion

- Additional Bus Stop Time improved by five seconds (or 4.4%) in October 2019 compared to October 2018, and improved by one second (or 1.2%) in the 12-month average.

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

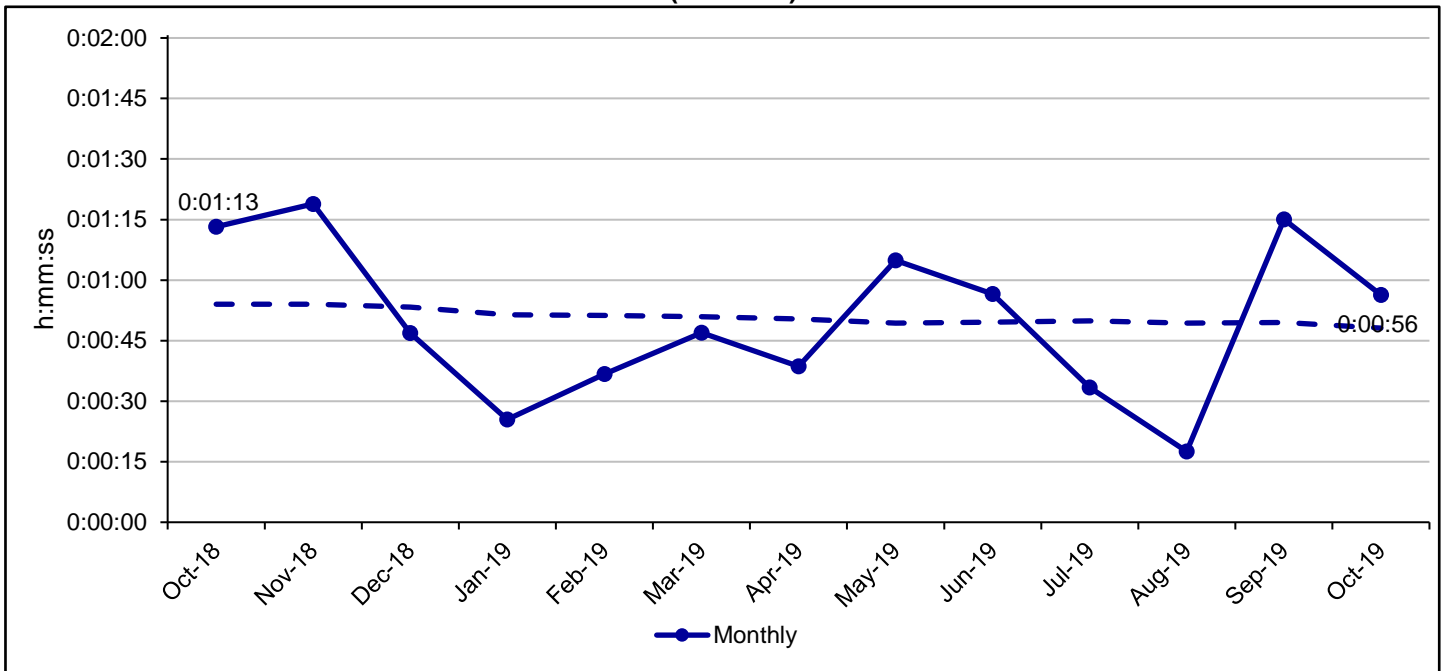
Desired trend 

<u>Borough</u>	<u>Oct 19</u>	<u>Oct 18</u>	<u>% Change</u>
Bronx	0:01:54	0:01:50	+3.6%
Local/Limited	0:01:54	0:01:52	+1.8%
Select Bus Service	0:01:37	0:01:22	+18.3%
Express	0:02:46	0:02:32	+9.2%
Brooklyn	0:01:55	0:02:01	-5.0%
Local/Limited	0:01:57	0:02:04	-5.6%
Select Bus Service	0:01:24	0:01:29	-5.6%
Express	0:02:02	0:02:09	-5.4%
Manhattan	0:01:25	0:01:42	-16.7%
Local/Limited	0:01:37	0:01:52	-13.4%
Select Bus Service	0:01:02	0:01:17	-19.5%
Express	N/A	N/A	N/A
Queens	0:01:47	0:01:51	-3.6%
Local/Limited	0:01:49	0:01:53	-3.5%
Select Bus Service	0:01:13	0:01:27	-16.1%
Express	0:01:53	0:02:19	-18.7%
Staten Island	0:02:14	0:02:15	-0.7%
Local/Limited	0:02:34	0:02:34	0.0%
Select Bus Service	0:01:36	0:01:22	+17.1%
Express	0:01:28	0:01:42	-13.7%
Systemwide	0:01:48	0:01:53	-4.4%
Local/Limited	0:01:53	0:01:57	-3.4%
Select Bus Service	0:01:15	0:01:23	-9.6%
Express	0:01:52	0:02:02	-8.2%

Chart 4

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

Desired trend



	Monthly			12-Month Average		
	Oct 19	Oct 18	% Change	Oct 19	Oct 18	% Change
Bronx	0:01:16	0:01:21	-6.2%	0:01:01	0:01:01	-0.8%
Brooklyn	0:00:45	0:01:06	-31.8%	0:00:47	0:00:54	-13.0%
Manhattan	0:00:34	0:00:47	-27.7%	0:00:28	0:00:30	-6.6%
Queens	0:01:10	0:01:21	-13.6%	0:00:56	0:01:01	-8.7%
Staten Island	0:00:33	0:01:46	-68.9%	0:00:23	0:00:54	-57.1%
Systemwide	0:00:56	0:01:13	-23.3%	0:00:48	0:00:54	-11.3%

Additional Travel Time Discussion

- Additional Travel Time improved by 17 seconds (or 23.3%) in October 2019 compared to October 2018, and improved by six seconds (or 11.3%) on a 12-month average.

Chart 5

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

Desired trend

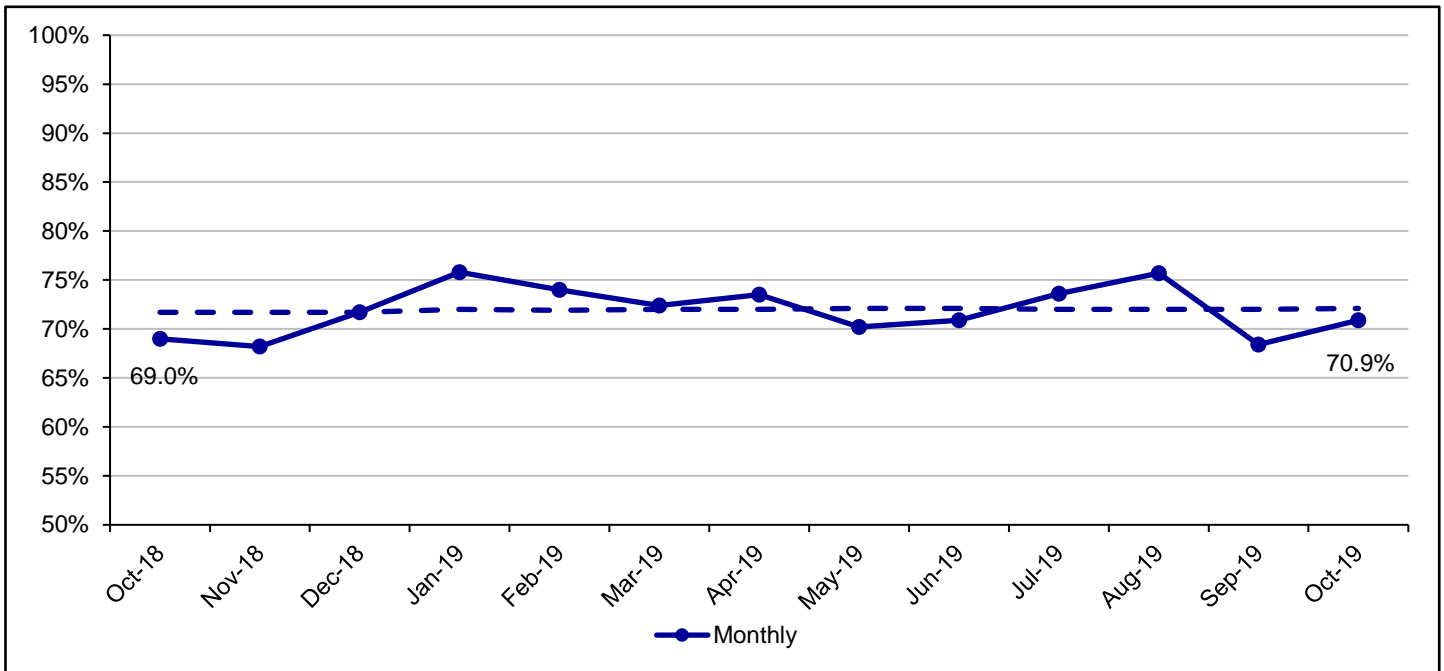


<u>Borough</u>	<u>Oct 19</u>	<u>Oct 18</u>	<u>% Change</u>
Bronx	0:01:16	0:01:21	-6.2%
Local/Limited	0:01:07	0:01:10	-4.3%
Select Bus Service	0:01:29	0:01:38	-9.2%
Express	0:06:17	0:07:23	-14.9%
Brooklyn	0:00:45	0:01:06	-31.8%
Local/Limited	0:00:44	0:01:03	-30.2%
Select Bus Service	0:00:40	0:01:18	-48.7%
Express	0:02:08	0:03:15	-34.4%
Manhattan	0:00:34	0:00:47	-27.7%
Local/Limited	0:00:39	0:00:57	-31.6%
Select Bus Service	0:00:25	0:00:19	+31.6%
Express	N/A	N/A	N/A
Queens	0:01:10	0:01:21	-13.6%
Local/Limited	0:01:06	0:01:13	-9.6%
Select Bus Service	0:00:54	0:00:56	-3.6%
Express	0:05:08	0:09:39	-46.8%
Staten Island	0:00:33	0:01:46	-68.9%
Local/Limited	0:00:53	0:01:05	-18.5%
Select Bus Service	0:01:30	0:01:25	+5.9%
Express	-0:00:43	0:03:36	N/A
Systemwide	0:00:56	0:01:13	-23.3%
Local/Limited	0:00:56	0:01:07	-16.4%
Select Bus Service	0:00:45	0:00:56	-19.6%
Express	0:02:12	0:05:29	-59.9%

Chart 6

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

Desired trend



	Monthly			12-Month Average		
	Oct 19	Oct 18	% Change	Oct 19	Oct 18	% Change
Bronx	68.9%	68.8%	+0.1%	71.2%	71.7%	-0.7%
Brooklyn	71.0%	68.4%	+3.8%	71.0%	70.5%	+0.7%
Manhattan	75.9%	72.7%	+4.4%	76.4%	75.5%	+1.2%
Queens	69.9%	68.8%	+1.6%	71.8%	71.4%	+0.6%
Staten Island	67.4%	62.7%	+7.5%	69.8%	68.1%	+2.5%
Systemwide	70.9%	69.0%	+2.8%	72.1%	71.7%	+0.6%

Customer Journey Time Performance Discussion

- Customer Journey Time Performance in October 2019 improved by 2.8% compared to October 2018, and improved by 0.6% on a 12-month average.

Customer Journey Time Performance Monthly

Desired trend



<u>Borough</u>	<u>Oct 19</u>	<u>Oct 18</u>	<u>% Change</u>
Bronx	68.9%	68.8%	+0.1%
Local/Limited	69.8%	69.7%	+0.1%
Select Bus Service	66.9%	67.6%	-1.0%
Express	41.2%	38.1%	+8.1%
Brooklyn	71.0%	68.4%	+3.8%
Local/Limited	70.8%	68.3%	+3.7%
Select Bus Service	75.3%	70.8%	+6.4%
Express	59.1%	54.7%	+8.0%
Manhattan	75.9%	72.7%	+4.4%
Local/Limited	73.3%	70.6%	+3.8%
Select Bus Service	80.8%	78.1%	+3.5%
Express	N/A	N/A	N/A
Queens	69.9%	68.8%	+1.6%
Local/Limited	70.3%	69.3%	+1.4%
Select Bus Service	72.5%	71.6%	+1.3%
Express	46.8%	29.2%	+60.3%
Staten Island	67.4%	62.7%	+7.5%
Local/Limited	66.6%	65.2%	+2.1%
Select Bus Service	66.8%	70.9%	-5.8%
Express	69.9%	53.8%	+29.9%
Systemwide	70.9%	69.0%	+2.8%
Local/Limited	70.6%	69.2%	+2.0%
Select Bus Service	75.9%	73.1%	+3.8%
Express	58.3%	46.0%	+26.7%

Section 2: Inputs to Operations

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

Performance Indicator Definitions

Mean Distance Between Failures (MDBF)

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

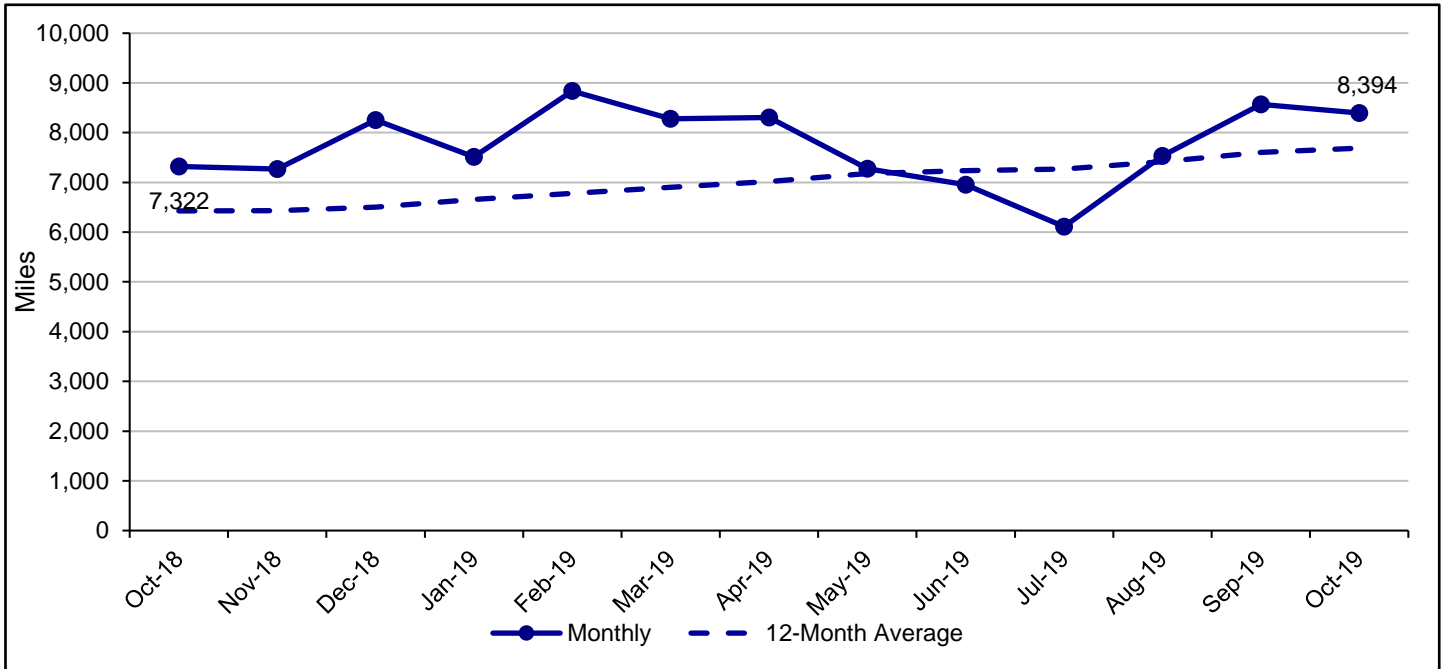
MDBF numbers include weekdays and weekends. This borough and trip-type combinations (Chart 10) are reported as a 12-month average.

Bus Speeds

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

Mean Distance Between Failures (24 Hours) Miles

Desired trend




	Monthly			12-Month Average		
	Oct 19	Oct 18	% Change	Oct 19	Oct 18	% Change
Bronx	6,640	5,061	+31.2%	6,017	4,466	+34.7%
Brooklyn	9,118	7,350	+24.1%	8,534	6,260	+36.3%
Manhattan	5,033	4,351	+15.7%	4,479	3,788	+18.2%
Queens	7,831	7,929	-1.2%	7,263	7,294	-0.4%
Staten Island	23,188	21,109	+9.8%	21,168	19,474	+8.7%
Systemwide	8,394	7,322	+14.6%	7,689	6,426	+19.7%

Mean Distance Between Failures Discussion

- Mean Distance Between Failures improved by 14.6% from 7,322 in October 2018 to 8,394 in October 2019.
- The 12-month average through October 2019 also improved by 19.7%.

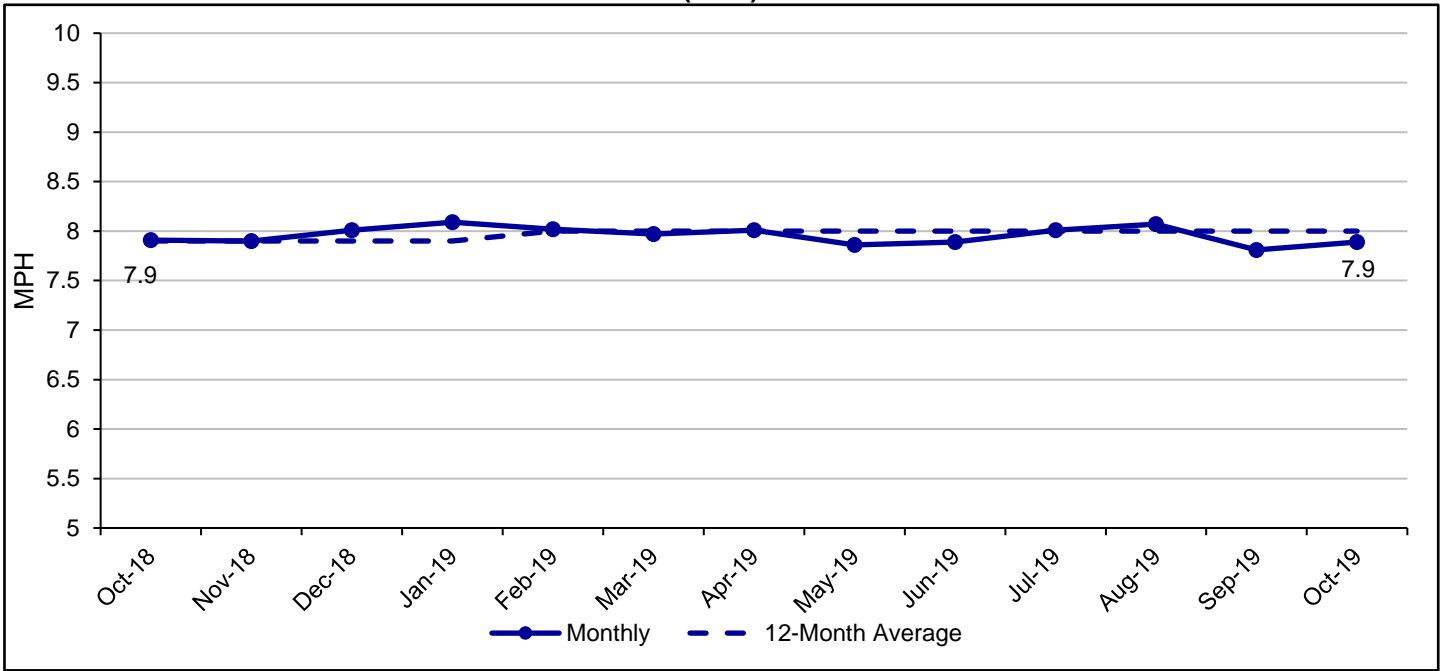
Mean Distance Between Failures
12 Month Rolling Average (24 Hours)
Miles

Desired trend 

<u>Borough</u>	<u>Oct 19</u>	<u>Oct 18</u>	<u>% Change</u>
Bronx	6,017	4,466	+34.7%
Local/Limited	5,158	3,768	+36.9%
Select Bus Service	11,268	5,755	+95.8%
Express	10,543	10,451	+0.9%
Brooklyn	8,534	6,260	+36.3%
Local/Limited	8,328	6,097	+36.6%
Select Bus Service	12,188	7,882	+54.6%
Express	8,842	8,703	+1.6%
Manhattan	4,479	3,788	+18.2%
Local/Limited	3,906	3,421	+14.2%
Select Bus Service	8,779	6,703	+31.0%
Express	N/A	N/A	N/A
Queens	7,263	7,294	-0.4%
Local/Limited	7,028	6,897	+1.9%
Select Bus Service	9,507	11,869	-19.9%
Express	7,618	8,037	-5.2%
Staten Island	21,168	19,474	+8.7%
Local/Limited	21,689	17,090	+26.9%
Select Bus Service	14,914	11,178	+33.4%
Express	21,316	23,842	-10.6%
Systemwide	7,689	6,426	+19.7%
Local/Limited	6,847	5,610	+22.0%
Select Bus Service	10,203	8,148	+25.2%
Express	12,084	12,463	-3.0%

Bus Speeds (24 Hours) (MPH)

Desired trend



	Monthly			12-Month Average		
	Oct 19	Oct 18	% Change	Oct 19	Oct 18	% Change
Bronx	7.3	7.3	0.0%	7.4	7.5	-1.3%
Brooklyn	7.1	7.0	+1.4%	7.1	7.1	0.0%
Manhattan	5.8	5.8	0.0%	5.9	5.9	0.0%
Queens	8.7	8.7	0.0%	8.8	8.9	-1.1%
Staten Island	13.5	13.6	-0.7%	13.8	13.4	+3.0%
Systemwide	7.9	7.9	0.0%	8.0	7.9	+1.3%

Speed Discussion

- Bus Speeds in October 2019 remained at 7.9 mph compared to October 2018.
- Speeds improved by 1.3% on a 12-month average.

Bus Speeds
Monthly (24 Hours)
MPH

Desired trend 

<u>Borough</u>	<u>Oct 19</u>	<u>Oct 18</u>	<u>% Change</u>
Bronx	7.3	7.3	0.0%
Local/Limited	6.6	6.7	-1.5%
Select Bus Service	8.4	8.5	-1.2%
Express	11.1	10.9	+1.8%
Brooklyn	7.1	7.0	+1.4%
Local/Limited	6.8	6.8	0.0%
Select Bus Service	8.7	8.4	+3.6%
Express	12.1	11.7	+3.4%
Manhattan	5.8	5.8	0.0%
Local/Limited	5.5	5.5	0.0%
Select Bus Service	6.7	7.0	-4.3%
Express	N/A	N/A	N/A
Queens	8.7	8.7	0.0%
Local/Limited	8.4	8.4	0.0%
Select Bus Service	11.1	11.3	-1.8%
Express	12.9	12.4	+4.0%
Staten Island	13.5	13.6	-0.7%
Local/Limited	11.6	11.6	0.0%
Select Bus Service	14.2	14.3	-0.7%
Express	16.6	16.6	0.0%
Systemwide	7.9	7.9	0.0%
Local/Limited	7.4	7.3	+1.4%
Select Bus Service	8.8	9.1	-3.3%
Express	13.5	13.5	0.0%

Chart 12

Section 3: 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 at selected timepoints along each route. 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 (7-9am) and afternoon (4-7pm) peak periods and no more than five minutes over the scheduled interval for the rest of the day. This measure provides a percentage of buses passing the standard, but it does not account for extra service operated, it is not weighted to how many customers are waiting for buses at different stops, it does not distinguish between relatively minor gaps in service and major delays, and it is not a true measurement of time customers spend waiting at stops.

Bus Mean Distance Between Service Interruptions

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

Bus Percentage of Completed Trips

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

Bus AM Weekday Pull Out Performance

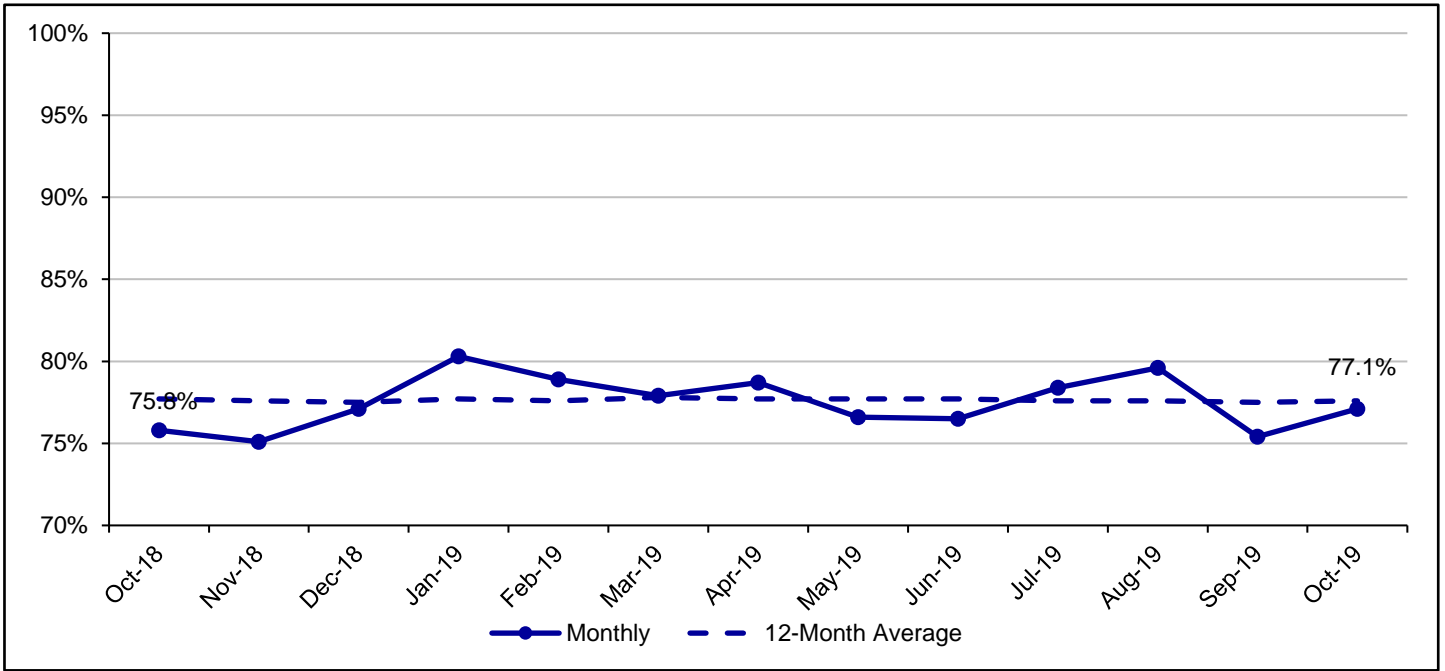
Bus AM Weekday Pull Out Performance is the percent of required buses and operators available in the AM peak period. The sytemwide metric is the combined results of NYCT Bus and MTA Bus.

Bus PM Weekday Pull Out Performance

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

Wait Assessment


Desired trend 



	Monthly			12-Month Average		
	Oct 19	Oct 18	% Change	Oct 19	Oct 18	% Change
Bronx	75.2%	75.3%	-0.1%	76.5%	77.1%	-0.8%
Brooklyn	76.2%	74.5%	+2.3%	75.9%	76.2%	-0.4%
Manhattan	76.8%	73.8%	+4.1%	77.1%	76.3%	+1.0%
Queens	78.4%	77.6%	+1.0%	79.1%	79.1%	0.0%
Staten Island	79.9%	77.9%	+2.6%	80.9%	80.4%	+0.6%
Systemwide	77.1%	75.8%	+1.7%	77.6%	77.7%	-0.1%

Chart 13

Wait Assessment Monthly

Desired trend 

<u>Borough</u>	<u>Oct 19</u>	<u>Oct 18</u>	<u>% Change</u>
Bronx	75.2%	75.3%	-0.1%
Local/Limited	75.0%	75.0%	+0.0%
Select Bus Service	74.9%	77.7%	-3.6%
Express	79.5%	79.9%	-0.5%
Brooklyn	76.2%	74.5%	+2.3%
Local/Limited	76.0%	74.3%	+2.3%
Select Bus Service	80.8%	80.2%	+0.7%
Express	78.0%	76.3%	+2.2%
Manhattan	76.8%	73.8%	+4.1%
Local/Limited	76.0%	73.4%	+3.5%
Select Bus Service	82.9%	79.5%	+4.3%
Express	N/A	N/A	N/A
Queens	78.4%	77.6%	+1.0%
Local/Limited	78.2%	77.4%	+1.0%
Select Bus Service	83.7%	80.6%	+3.8%
Express	81.5%	79.3%	+2.8%
Staten Island	79.9%	77.9%	+2.6%
Local/Limited	78.9%	76.8%	+2.7%
Select Bus Service	78.0%	79.6%	-2.0%
Express	84.6%	82.1%	+3.0%
Systemwide	77.1%	75.8%	+1.7%
Local/Limited	76.7%	75.5%	+1.6%
Select Bus Service	81.5%	79.8%	+2.1%
Express	81.7%	80.2%	+1.9%

Bus Mean Distance Between Service Interruptions

Desired trend

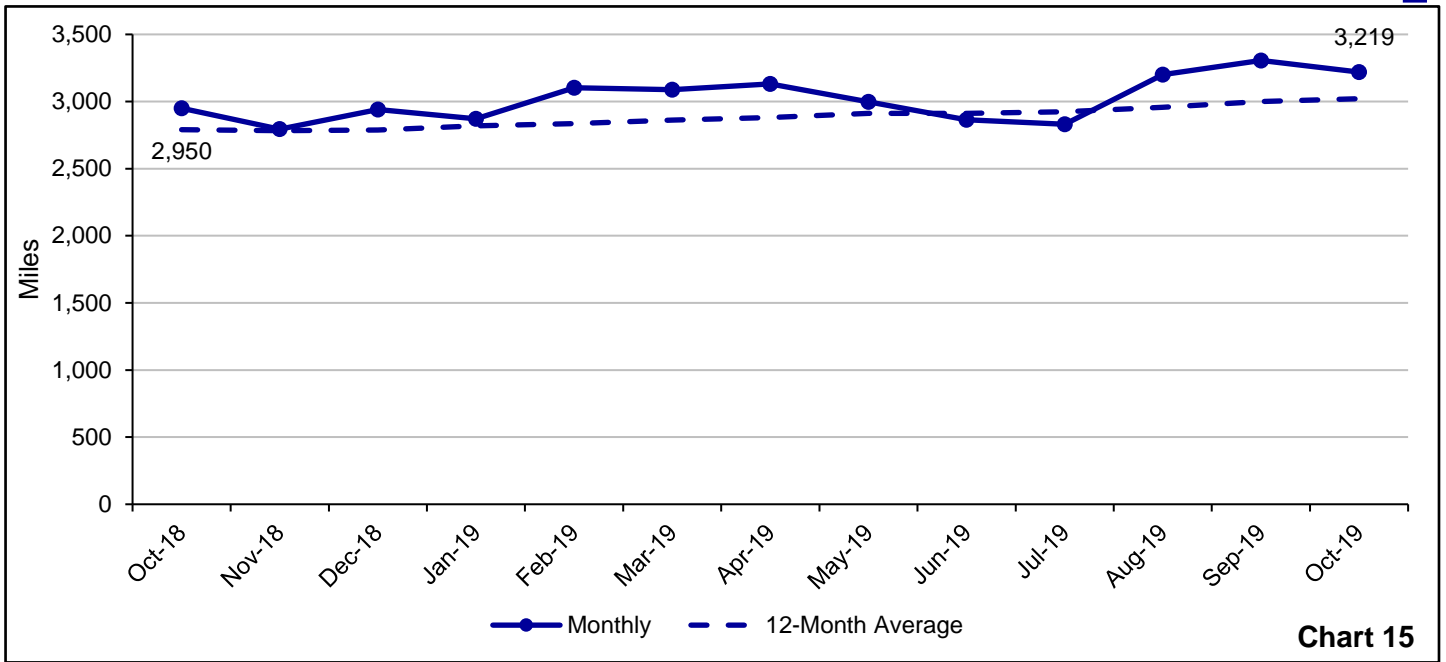


Chart 15

Systemwide	Monthly			12-Month Average		
	Oct 19	Oct 18	% Change	Oct 19	Oct 18	% Change
	3,219	2,950	+9.1%	3,021	2,790	+8.3%

Bus Percentage of Completed Trips

Desired trend

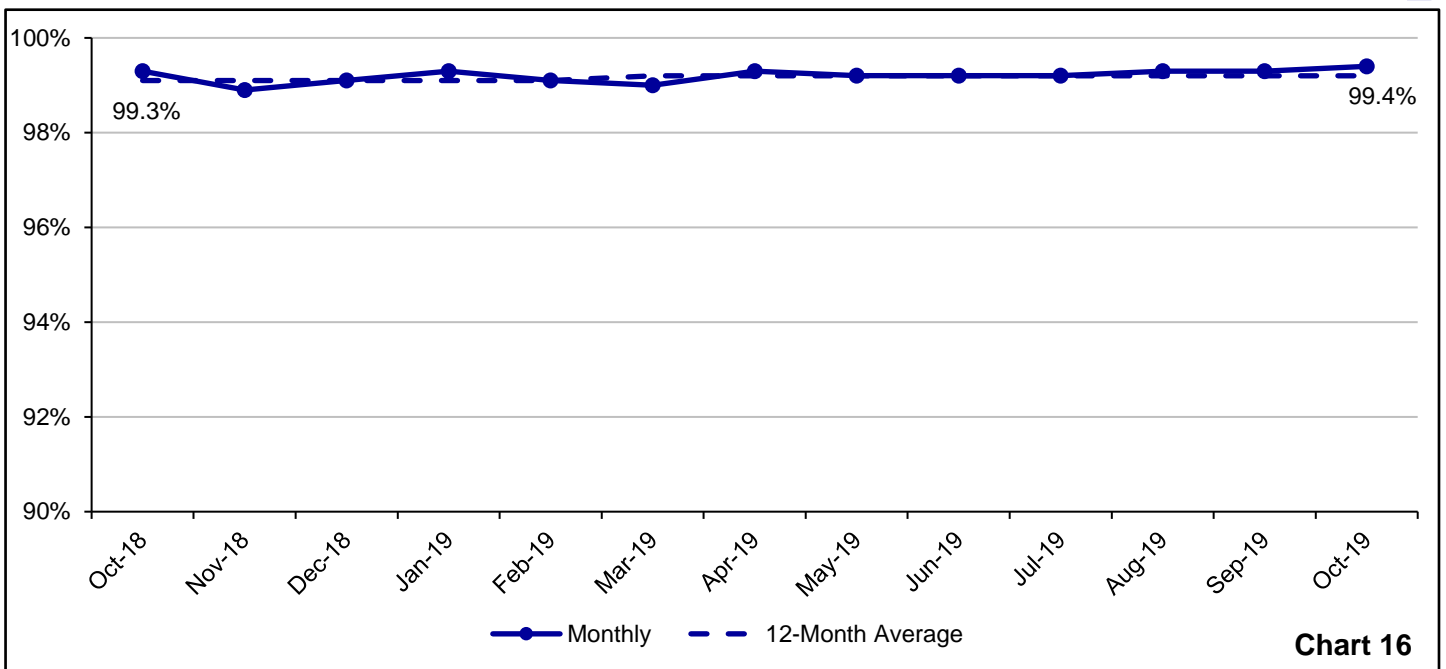


Chart 16

Systemwide	Monthly			12-Month Average		
	Oct 19	Oct 18	% Change	Oct 19	Oct 18	% Change
	99.4%	99.3%	+0.1%	99.2%	99.1%	+0.1%

Bus AM Weekday Pull Out Performance

Desired trend

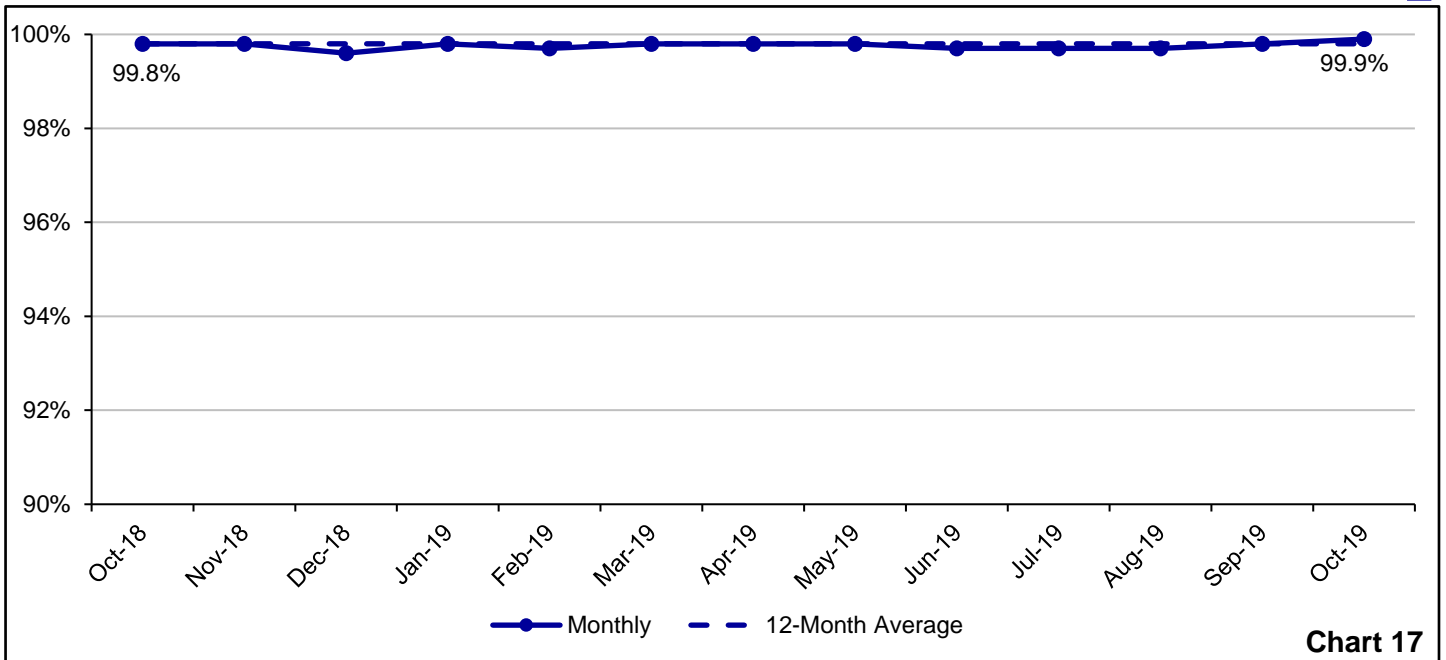


Chart 17

	Monthly			12-Month Average		
	Oct 19	Oct 18	% Change	Oct 19	Oct 18	% Change
Systemwide	99.9%	99.8%	+0.1%	99.8%	99.8%	0.0%

Bus PM Weekday Pull Out Performance

Desired trend

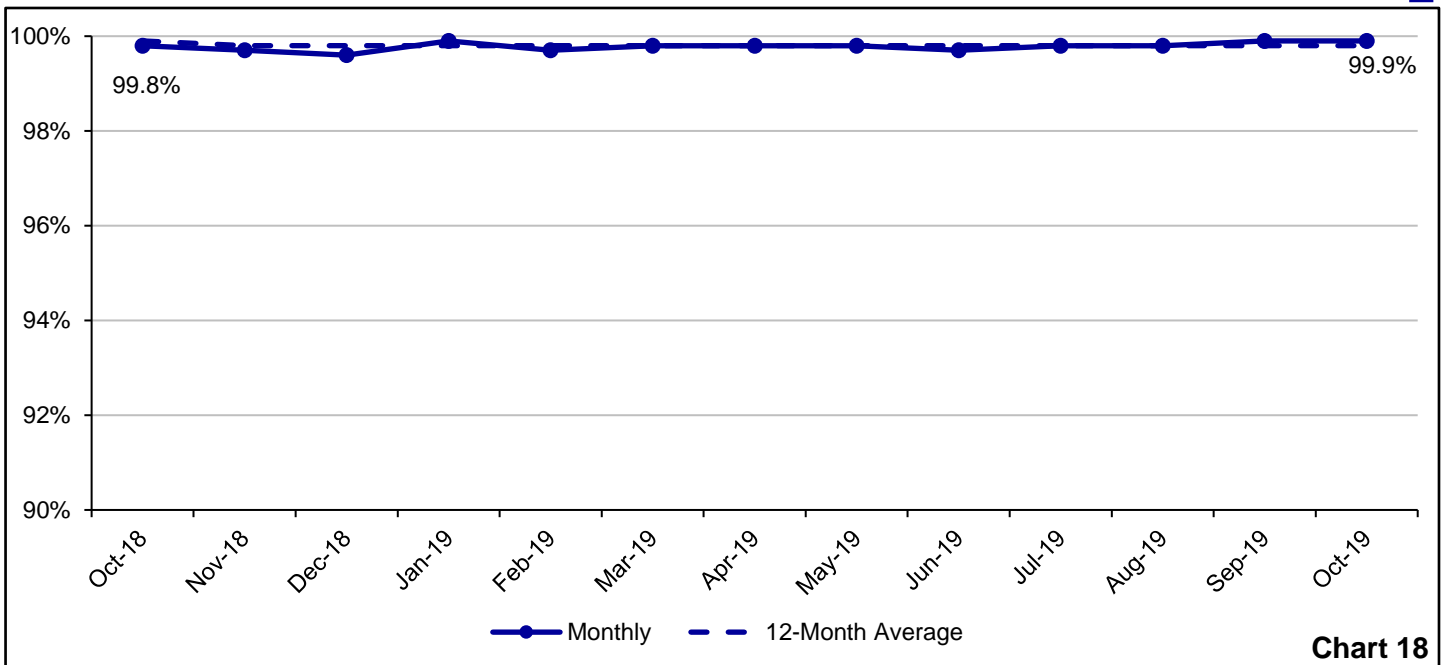


Chart 18

	Monthly			12-Month Average		
	Oct 19	Oct 18	% Change	Oct 19	Oct 18	% Change
Systemwide	99.9%	99.8%	+0.1%	99.8%	99.9%	-0.1%

Customer Service Report: Paratransit

Craig Cipriano, Acting President, MTA Bus Company/
Senior Vice President, NYCT Department of Buses



Members of the Paratransit, Access-A-Ride staff were recognized at New York City Transit's Bi-Annual Awards ceremony on November 22. Part of the Fast Forward Plan priority to Engage and Empower Employees, the awards honored those who embodied the NYCT Guiding Principles of safety, customer service, teamwork, leadership, diversity and inclusion, and accountability. Pictured left to right: Paratransit Vice President, Michael Cosgrove; Bi-Annual Award winners Greg Barton, Esther Oh, Karene Chao, and Ann Bonner; and Michael Lugo.

December 2019 Highlights: Paratransit

This year we made big strides expanding the types of trips offered and leveraging more taxis and for-hire vehicles. Seven hundred new lift-equipped vans were added to the carrier fleet to replace older vehicles. We recently finalized the rollout of Staten Island enhanced broker service. We're doubling access to our e-hail pilot for on-demand service from 1,200 users to 2,400. We also worked with advocates and NYC DOT to allow Access-A-Ride vehicle usage in bus lanes for better service to our customers, and improved our existing Access-A-Ride service.

With all that said, we've seen all-time high in the number of completed trips. Last year we completed 7.1 million trips and we are projecting 8.1 million this year, an increase of 13.8%. In fact, this month, we scheduled the highest number of trips at 33,752 than on any given day since the inception of the program. We have also seen our registrants grow to over 160,000 customers. We continue to work with our Paratransit users to make the system better for all our registrants.

Craig Cipriano

Acting President, MTA Bus Company/
Senior Vice President, NYCT Department of Buses

Paratransit Report

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

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: October 2019			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Ridership	Total Trips Completed*	716,554	663,849	+7.9%	660,844	570,347	+15.9%
	Total Ridership	980,718	912,339	+7.5%	896,847	795,105	+12.8%
On-Time Performance	Pick-up Primary 30 Minute	97.0%	95.0%	+2.1%	96.0%	95.0%	+1.1%
	Pick-up Primary 15 Minute	88.0%	86.0%	+2.3%	87.0%	86.0%	+1.2%
	Pick-up Broker 30 Minute	96.0%	92.0%	+4.4%	95.0%	91.0%	+4.4%
	Pick-up Broker 15 Minute	85.0%	78.0%	+9.0%	84.0%	79.0%	+6.3%
	Appointment OTP Trips Primary - 30 Min Early to <1 Late (On-Time)	47.0%	47.0%	0.0%	46.0%	N/A	N/A
	Appointment OTP Trips Primary - Early	45.0%	43.0%	+4.7%	23.0%	N/A	N/A
	Appointment OTP Trips Broker - 30 Min Early to <1 Late (On-Time)	34.0%	38.0%	-10.5%	35.0%	N/A	N/A
Appointment OTP Trips Broker - Early	56.0%	44.0%	+27.3%	27.0%	N/A	N/A	
Ride Time	Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration - At or Better Than Plan	82.0%	75.0%	+9.3%	79.0%	74.0%	+6.8%
	Average Actual Trip Duration in Minutes	37	44	-15.9%	40	44	-9.1%
	Max Ride Time Performance Primary	98.0%	97.0%	+1.0%	98.0%	N/A	N/A
	Max Ride Time Performance Broker	98.0%	96.0%	+2.1%	98.0%	N/A	N/A
Customer Experience	Frequent Rider Experience Primary	76.0%	72.0%	+5.6%	74.0%	N/A	N/A
	Frequent Rider Experience Broker	73.0%	65.0%	+12.3%	70.0%	N/A	N/A
Provider No-Shows	Provider No-Shows per 1,000 Schedule Trips Primary	0.89	2.09	-57.4%	1.52	2.07	-26.6%
	Provider No-Shows per 1,000 Schedule Trips Broker	0.63	1.53	-58.8%	1.46	3.08	-52.6%
Customer Complaints	Passenger Complaints - Transportation Service Quality Per 1000 Completed Trips	2.7	2.6	+3.8%	2.8	3.0	-6.7%
	Passenger Complaints - Non-Transportation Service Quality Per 1000 Completed Trips	2.7	1.6	+68.8%	2.0	1.4	+42.9%
Call Center	Percent of Calls Answered	96.0%	95.0%	+1.1%	96.0%	96.0%	0.0%
	Average Call Answer Speed in Seconds	63	66	-4.5%	59	42	+40.5%
Eligibility	Total Registrants	160,550	152,826	+5.1%	156,325	149,438	+4.6%

Note: 1) The percentage comparisons are the percentage change instead of the percentage point change.
 2) Trip data and resulting metrics are preliminary and subject to adjustments.

PARATRANSIT PERFORMANCE INDICATOR DEFINITIONS

Ridership by Provider Type

Total Trips is the count of trips provided to registered Access-A-Ride clients in a given month. Total Ridership includes the count of personal care attendants (PCAs) and guests who join clients on the trips. Ridership is presented by the type of provider:

- 1) **Primary** providers are the blue and white Access-A-Ride branded vehicles, operated by contractors. They provide service in vehicles ranging from lift and ramp-equipped vans to sedans.
- 2) **Brokers** provide for-hire vehicles (FHVs), metered taxis, and some wheelchair accessible vehicles.
- 3) **E-Hails** provide web or app-based trip booking and furnish FHVs and metered taxis, including wheelchair accessible vehicles (WAVs).
- 4) **Street Hails** are services provided by the traditional FHVs, or yellow or green taxis for customers that Access-A-Ride authorized for customer reimbursement.
- 5) **All Others** are mostly services provided by local car services or livery providers in Staten Island, otherwise known as the Voucher Program.

On-Time Performance for Primary and Broker Providers

Pick-up OTP compares actual to promised pick-up time. It is measured on both 15-minute and 30-minute windows. Access-A-Ride's goal is that no less than 94% of all trips arrive at the pick-up location no more than 30 minutes after the promised time, and that no less than 85% of all trips arrive at the pick-up location no more than 15 minutes after the promised time.

Drop-off OTP compares actual to customer-requested drop-off time for trips scheduled with an appointment time. Such trips comprise about half of Access-A-Ride's service plan. An on-time trip is one that arrives at the drop-off location no more than 30 minutes early, and no later than the appointment time.

Provider No-Shows Per 1,000 Scheduled Trips for Primary and Broker Providers

The Provider No-Show rate measures the frequency with which primary providers do not arrive at the pick-up location within 30 minutes of the promised time and the trip is not provided. For broker providers, customers can call for replacement service after 15 minutes.

Ride Time Performance for Primary and Broker Providers

Ride Time measures customer trip duration in three different ways:

Actual vs Scheduled presents travel time variance.

Average Travel Time presents the average actual trip duration by trip distance category.

Max Ride Time Performance presents the percentage of trips performed within Access-A-Ride's established max ride time standards.

0 up to 3 miles: max ride time is 50 minutes
>3 up to 6 miles: max ride time is 65 minutes
>6 up to 9 miles: max ride time is 95 minutes
>9 up to 12 miles: max ride time is 115 minutes
>12 up to 14 miles: max ride time is 135 minutes
>14 miles: max ride time is 155 minutes

PARATRANSIT PERFORMANCE INDICATOR DEFINITIONS

Customer Experience

Customer Experience measures trip results against multiple standards. Trip experience is counted as positive if all of the following standards are met:

- **Pick-up OTP:** actual pick-up time is 30 minutes or less past the promise time.
- **Drop-off OTP:** for trips scheduled with a specific drop-off time, drop-off is no more than 30 minutes early and no later than the requested time.
- **Max Ride Time:** actual trip duration is within max ride time standards established by Access-A-Ride.
- **Provider No-Show:** trip does not result in a provider no-show.

Customer Complaints Per 1,000 Completed Trips

Customers can comment on Access-A-Ride service quality by phone, writing, and website. The number of complaints is measured as a rate per 1,000 completed trips.

Transportation Service Quality measures service delivery, which covers complaints about no-shows, lateness, long ride durations, drivers and vehicles. Access-A-Ride's goal is 3.0 or fewer Transportation Service Quality complaints per 1,000 trips.

Non-Transportation Service Quality measures complaints about the reservation process, eligibility certification experience, customer service agent helpfulness and politeness, and all other complaints. Access-A-Ride's goal is 1.0 or fewer Non-Transportation Service Quality complaints per 1,000 trips.

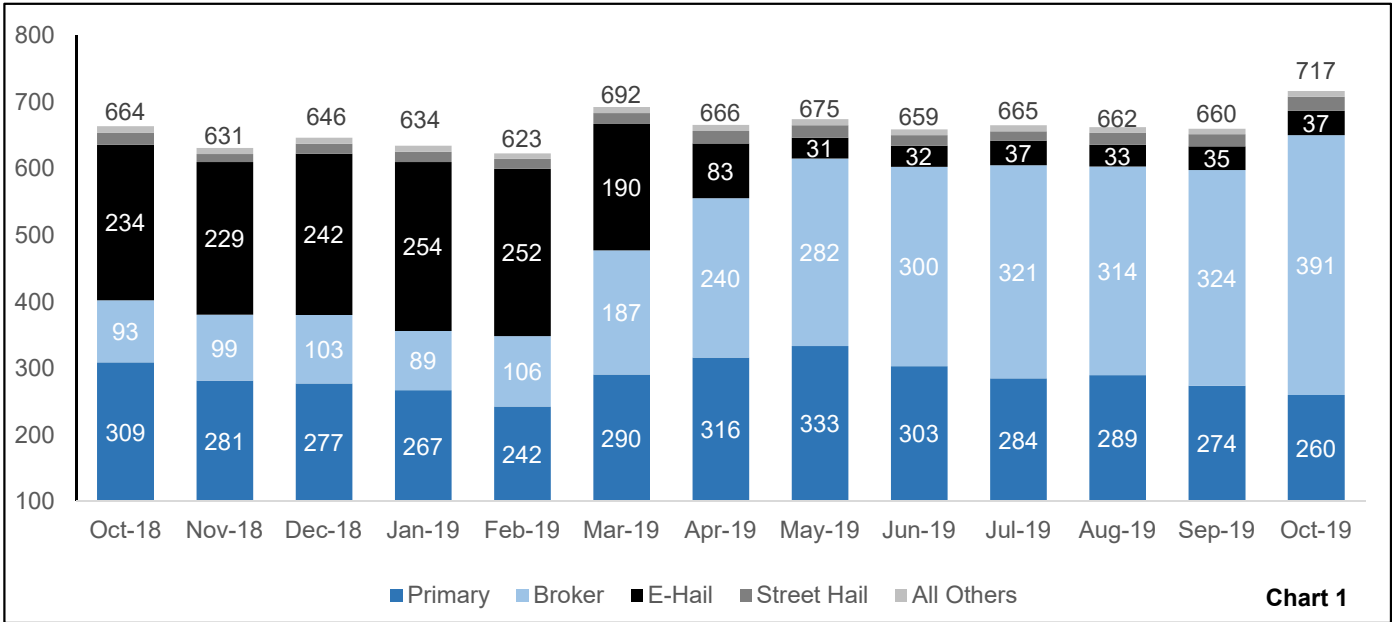
The phone number customers call to make complaints and other comments is the same familiar number they use for reservations. Access-A-Ride reviews all complaints received and works to resolve all specific customer concerns.

Call Center

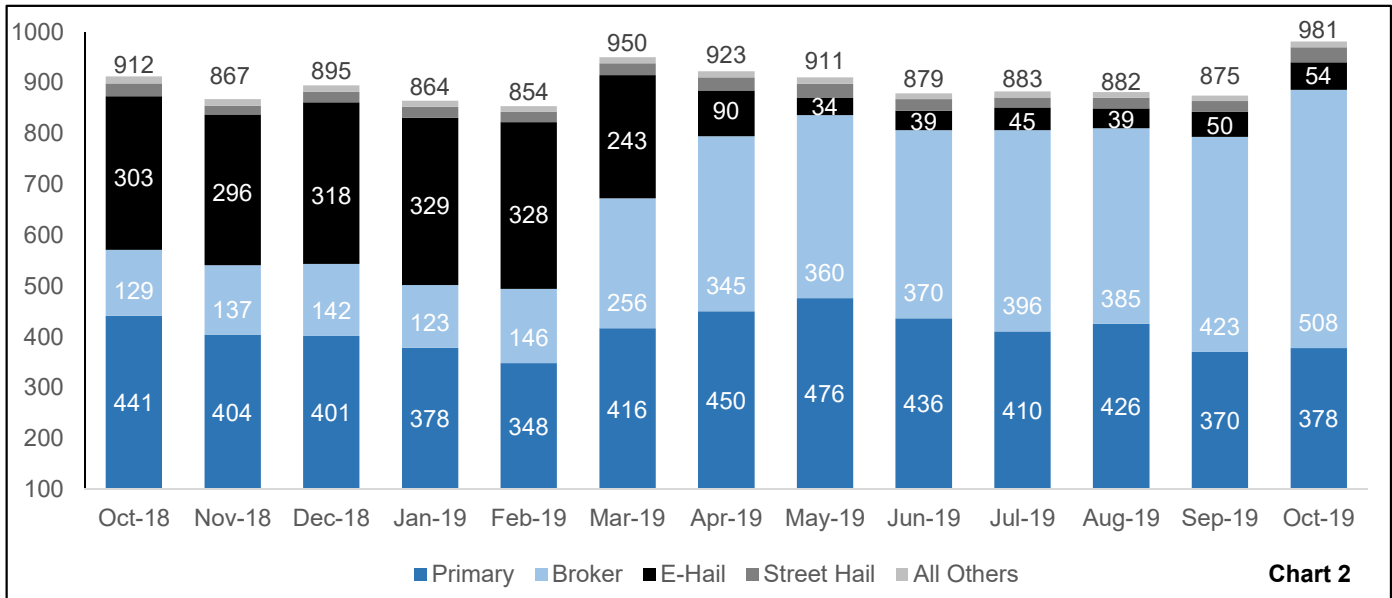
Access-A-Ride Call Center performance is measured as the percent of calls that are answered and the average speed with which those calls are answered. The call center handles reservation and day-of service status calls from customers.

The goal for percent of calls answered is 95% and the goal for average answer speed is 60 seconds.

Total Trips



Total Ridership



Total Trips Discussion

- Total Trips in October 2019 increased by 57K (or 8.6%) when compared to September 2019, and increased by 53K (or 8%) when compared to October 2018.

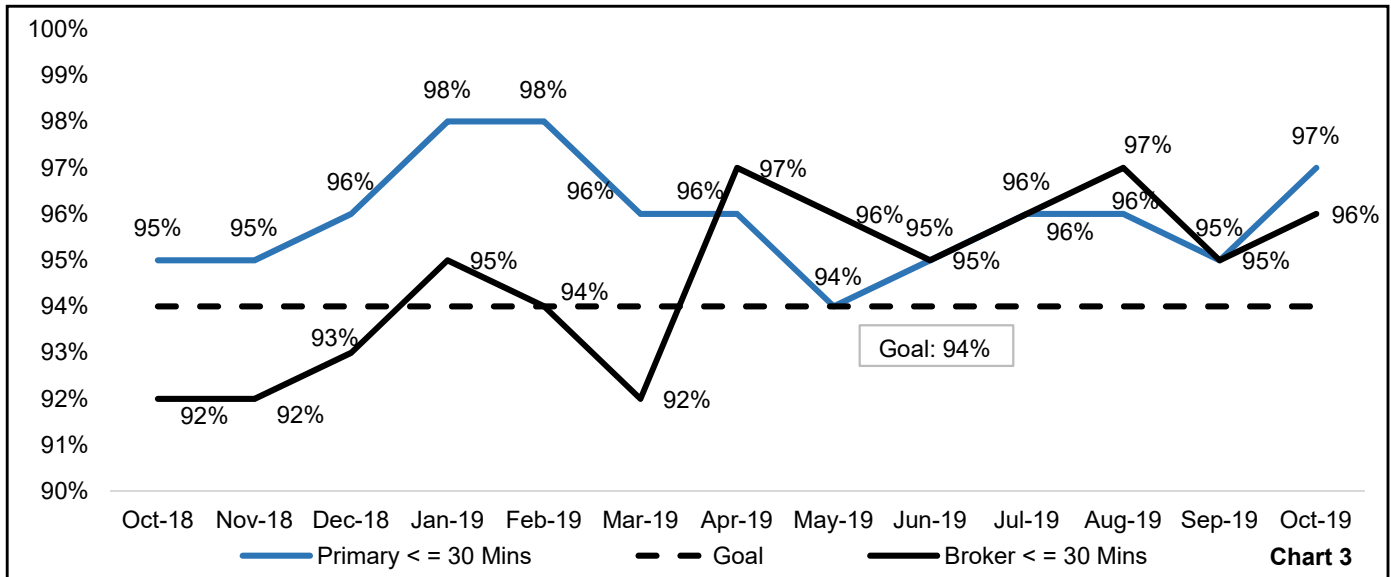
Total Ridership Discussion

- Total Ridership in October 2019 increased by 106K (or 12.1%) when compared to September 2019, and increased by 69K (or 7.6%) when compared to October 2018.

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

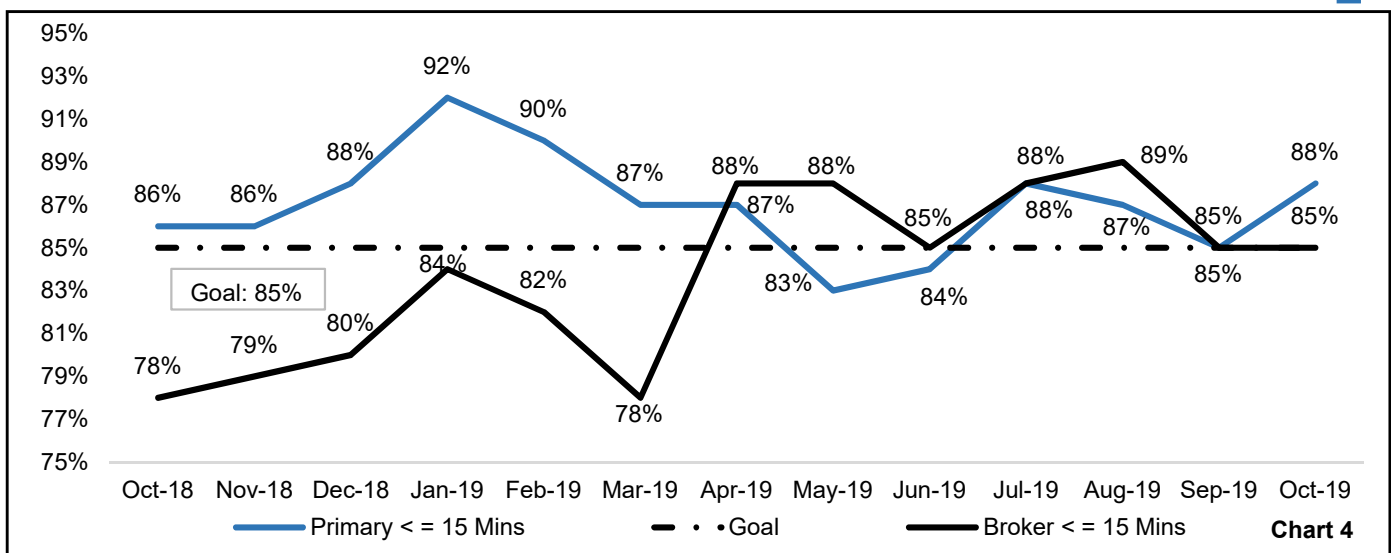
OTP <= 30 Minutes Primary and Broker

Desired trend



OTP <= 15 Minutes Primary and Broker

Desired trend



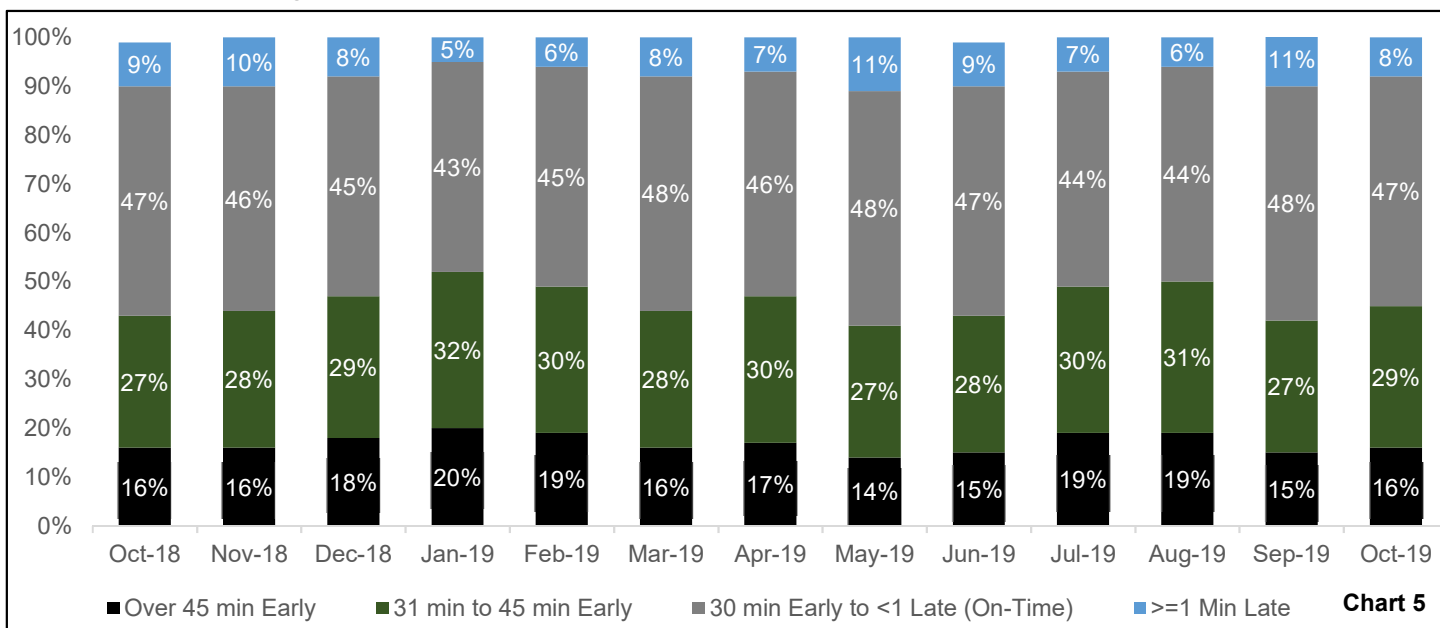
<= 30 Minutes Pick Up On-Time Performance Discussion

- October 2019 Primary 30 minute P/U, OTP result of 97% improved at a rate of 2.1% when compared to September 2019 and October 2018.
- October 2019 Broker 30 minute P/U, OTP result of 96% indicates a rate improvement of 1.1% when compared to September 2019, and improved at a rate of 4.3% when compared to October 2018.

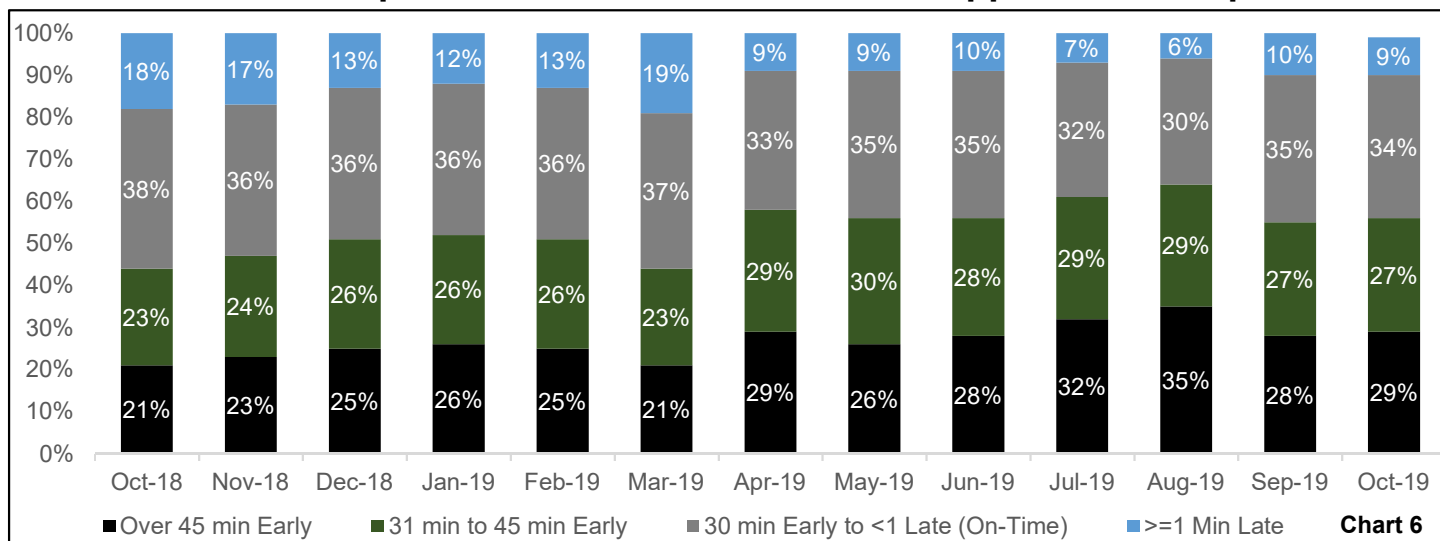
<= 15 Minutes Pick Up On-Time Performance Discussion

- October 2019 Primary 15 minute P/U, OTP result of 88% indicates a rate improvement of 3.5% when compared to September 2019, and improved at a rate of 2.3% when compared to October 2018.
- October 2019 Broker 15 minute P/U, OTP result of 85% remained flat when compared to September 2019, and improved at a rate of 9% when compared to October 2018.

Primary Drop Off On-Time Performance On Appointment Trips



Broker Drop Off On-Time Performance On Appointment Trips



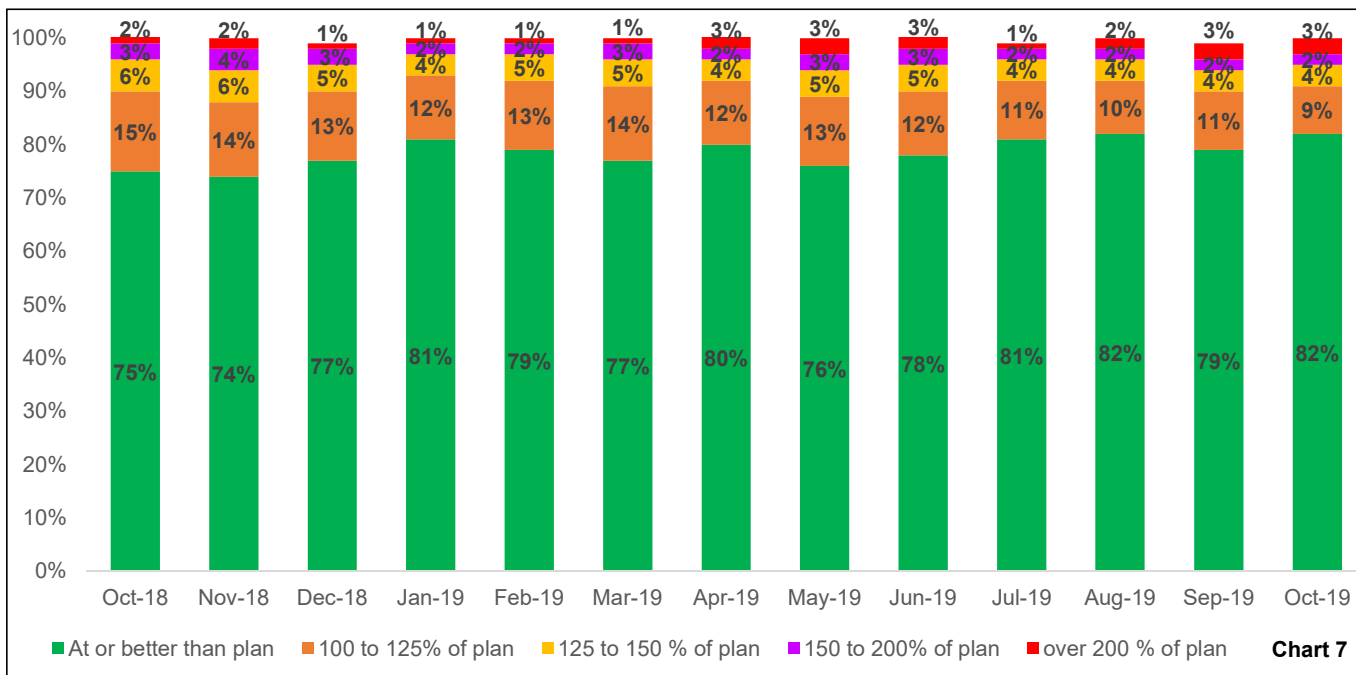
Primary Drop Off On-Time Performance On Appointment Trips Discussion

- In the month of October, 47% of appointment trips arrived on time. Arrival times declined at a rate of 2.1% when compared to the previous month, and remained flat when compared to the same period last year.

Broker Drop Off On-Time Performance On Appointment Trips Discussion

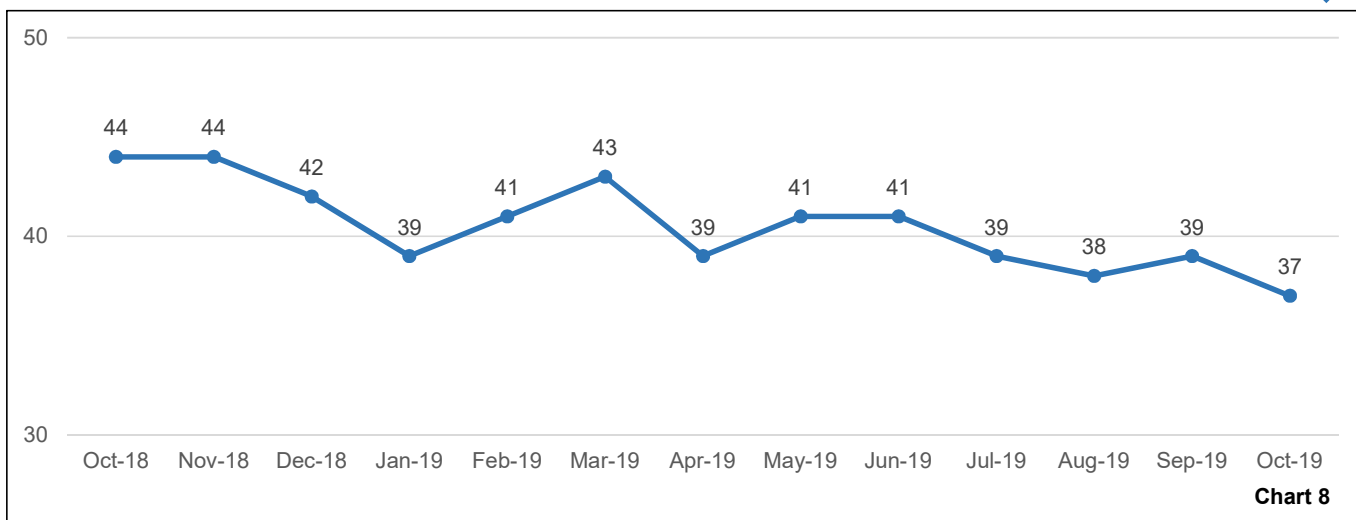
- In the month of October, 34% of appointment trips arrived on time. Arrival times declined at a rate of 2.9% when compared to the previous month, and declined at a rate of 10.5% when compared to the same period last year.

Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration



Average Actual Trip Duration in Minutes

Desired trend ↓



Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration Discussion

- 82% of trips in October 2019 performed within the scheduled time or better improved at a rate of 3.8% when compared to September 2019, and improved at a rate of 9.3% when compared to October 2018.

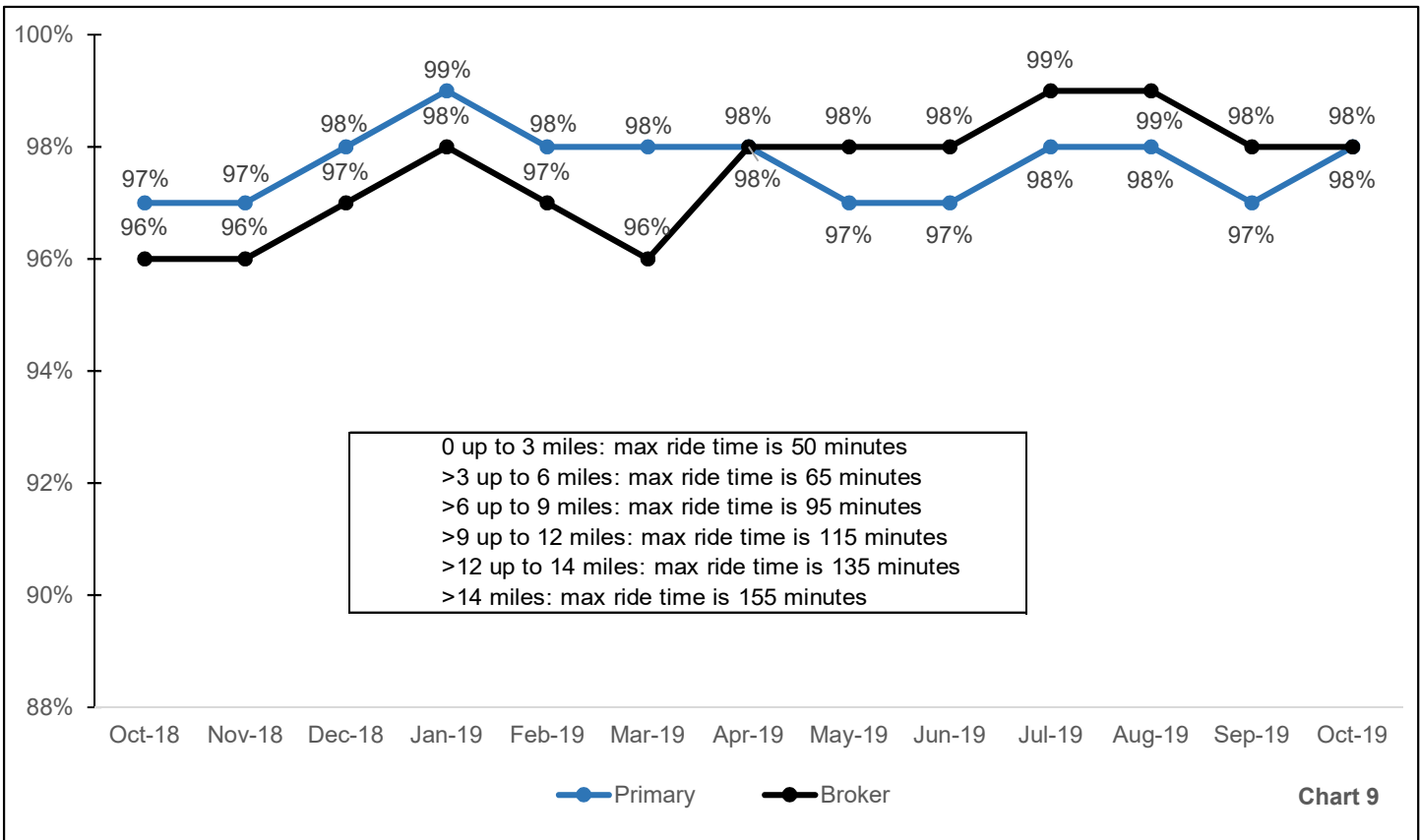
Average Actual Trip Duration in Minutes Discussion

- October 2019 average travel time for all categories improved by 2 minutes (or 5.1%) when compared to September 2019, and improved by 7 minutes (or 15.9%) when compared to October 2018.

Note: Percentages may not be exact due to rounding.

Max Ride Time Performance

Desired trend 

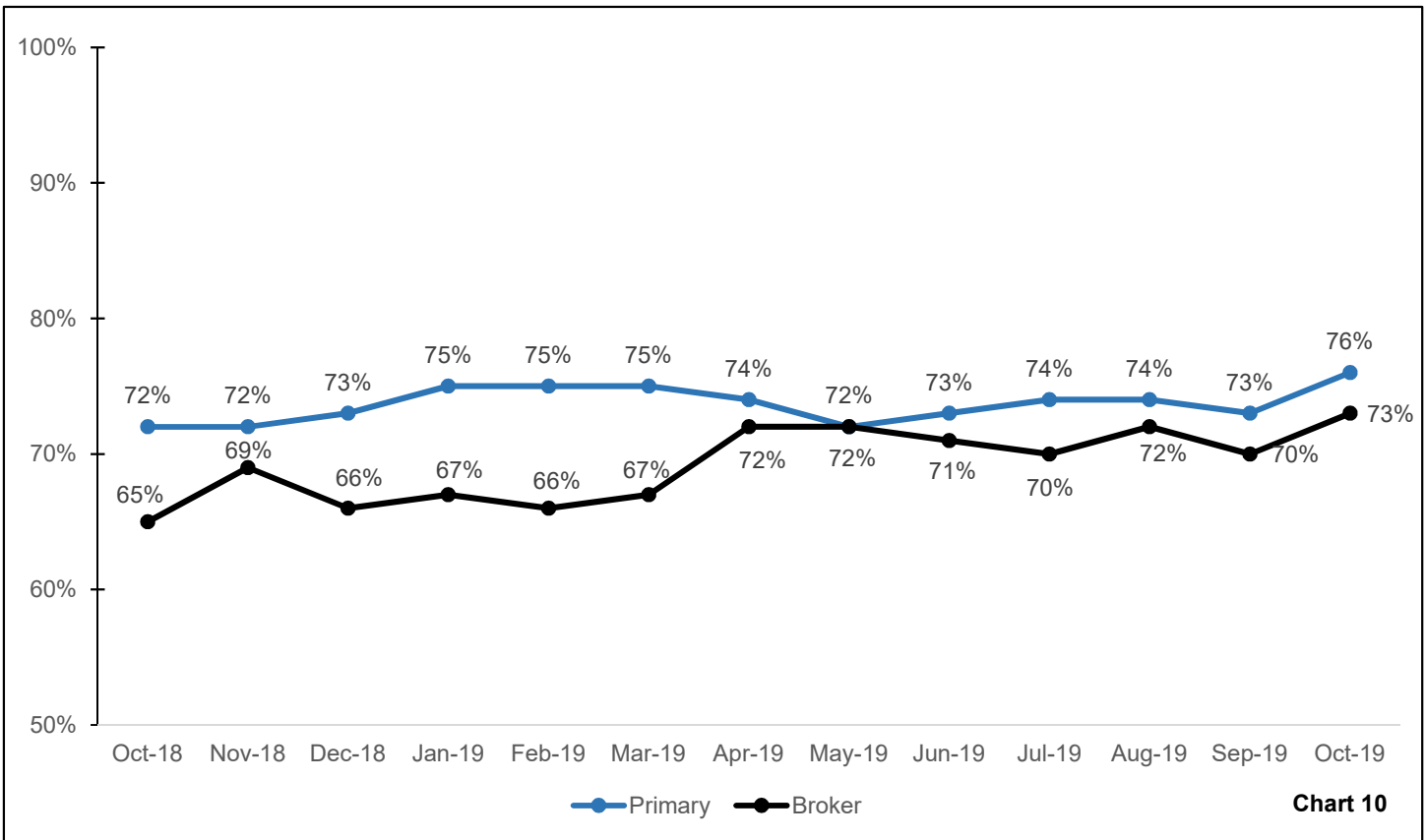


Max Ride Time Performance Discussion

- In the month of October, 98% of Primary trips were completed within the Max Ride Time parameters. Performance improved at a rate of 1% when compared to September 2019 and October 2018.
- In the month of October, 98% of Broker trips were completed within the Max Ride Time parameters. Performance remained flat when compared to September 2019, and improved at a rate of 2.1% when compared to the same month last year.

Customer Experience Performance

Desired trend 

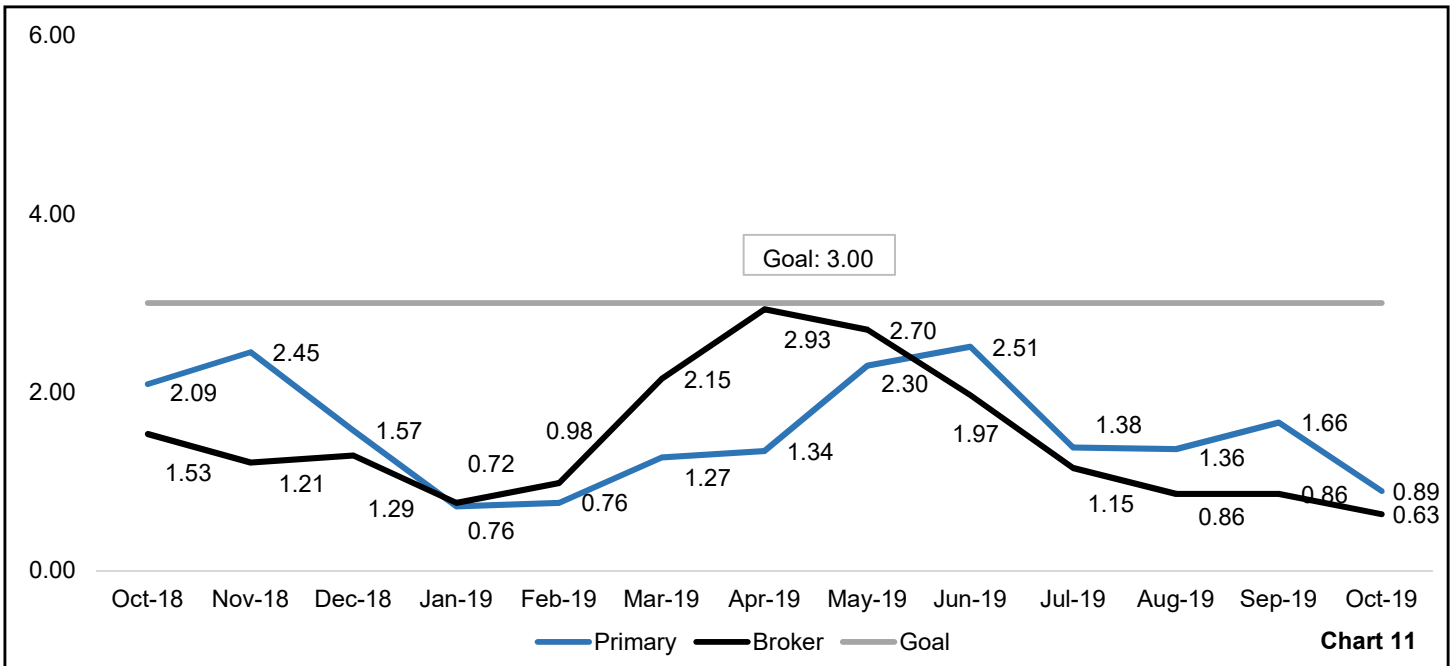


Customer Experience Performance Discussion

- In the month of October, 76% of the Primary carrier trips completed resulted in a positive customer experience. This improved at a rate of 4.1% when compared to the previous month, and a rate improvement of 5.6% when compared to the same period last year.
- In the month of October, 73% of the Broker trips completed resulted in a positive customer experience. This improved at a rate of 4.3% when compared to the previous month, and a rate improvement of 12.3% when compared to the same period last year.

Provider No Shows Per 1,000 Scheduled Trips

Desired trend

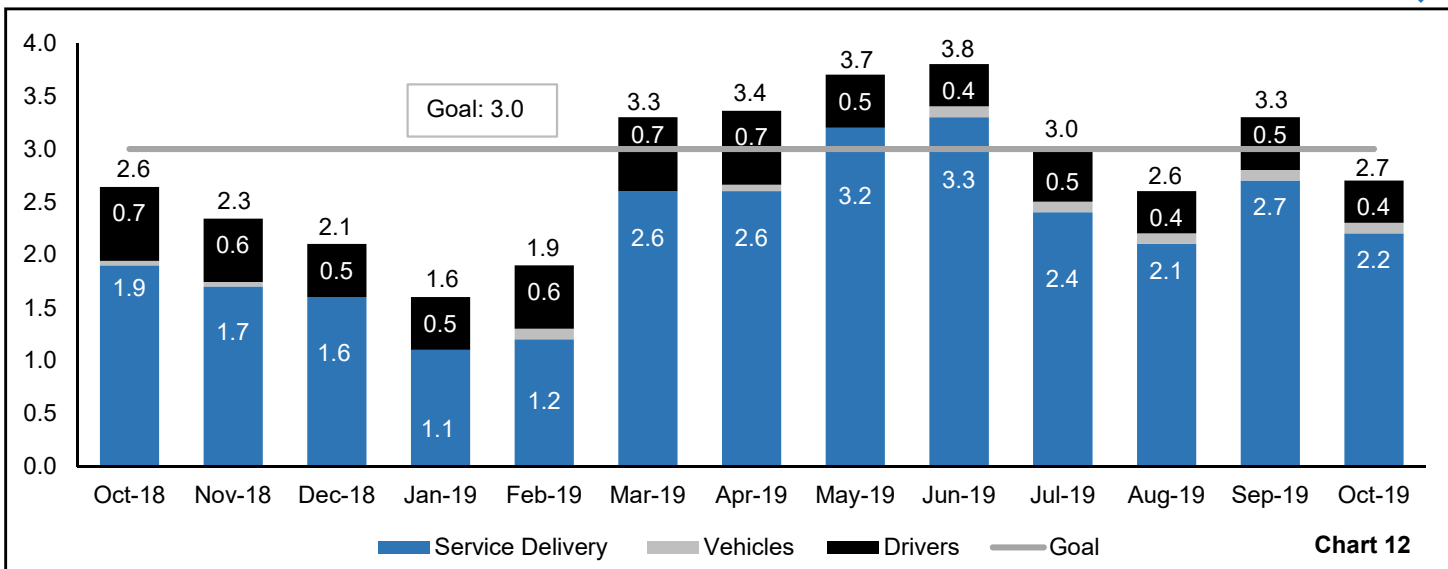


Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary No-Shows improved by 0.77 per 1,000 trips (or 46.4%) in October 2019 when compared to September 2019, and improved by 1.20 per 1,000 trips (or 57.4%) in October 2019 when compared to the same month last year.
- Broker No-Shows improved by 0.23 per 1,000 trips (or 26.7%) in October 2019 when compared to September 2019, and improved by 0.9 per 1,000 trips (or 58.8%) in October 2019 when compared to the same month last year.

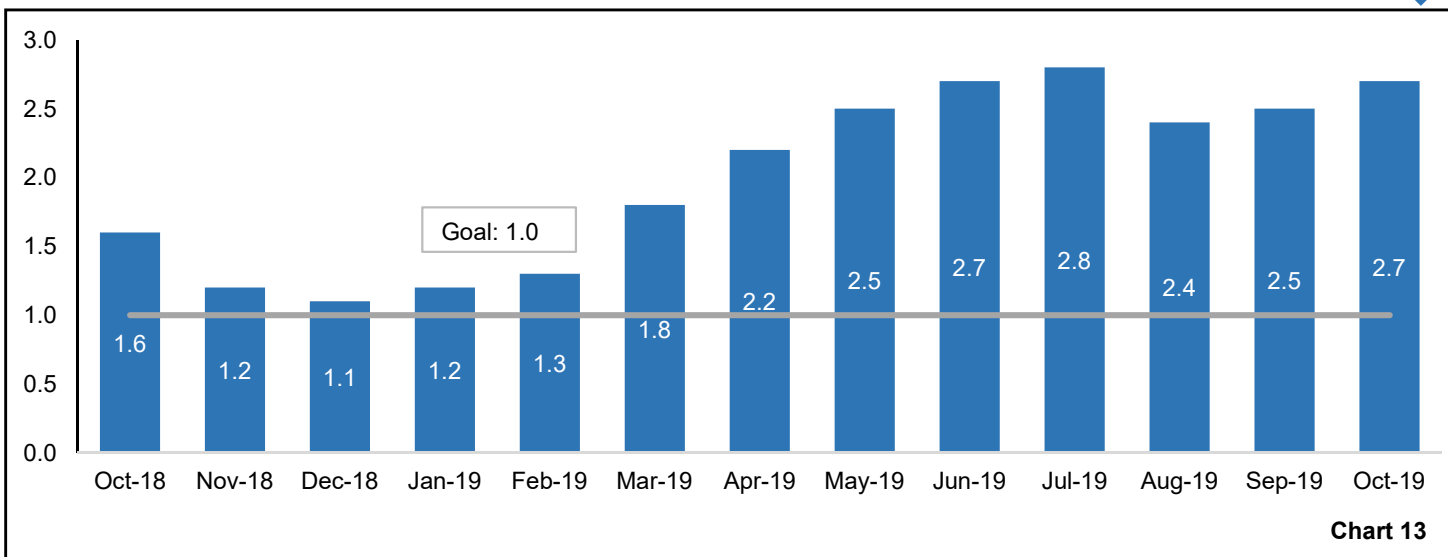
Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips

Desired trend ↓



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

Desired trend ↓



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

- The total Passenger Complaints related to Transportation Service improved by 0.6 per 1,000 trips (or 18.2%) in October 2019 when compared to September 2019, and increased by 0.1 per 1,000 trips (or 3.8%) when compared to October 2018.

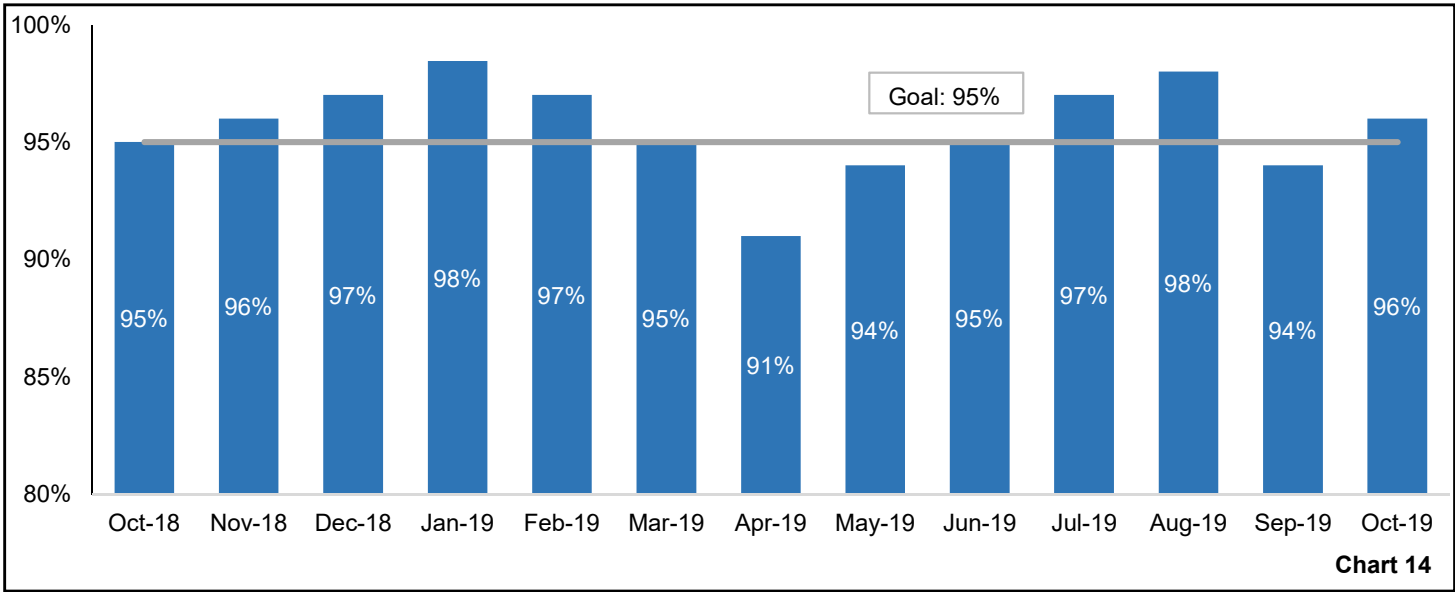
Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips Discussion:

- Passenger Complaints related to Non-Transportation Service increased by 0.2 per 1,000 trips (or 8%) in October 2019 when compared to September 2019, and increased by 1.1 per 1,000 trips (or 68.8%) when compared to October 2018.

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

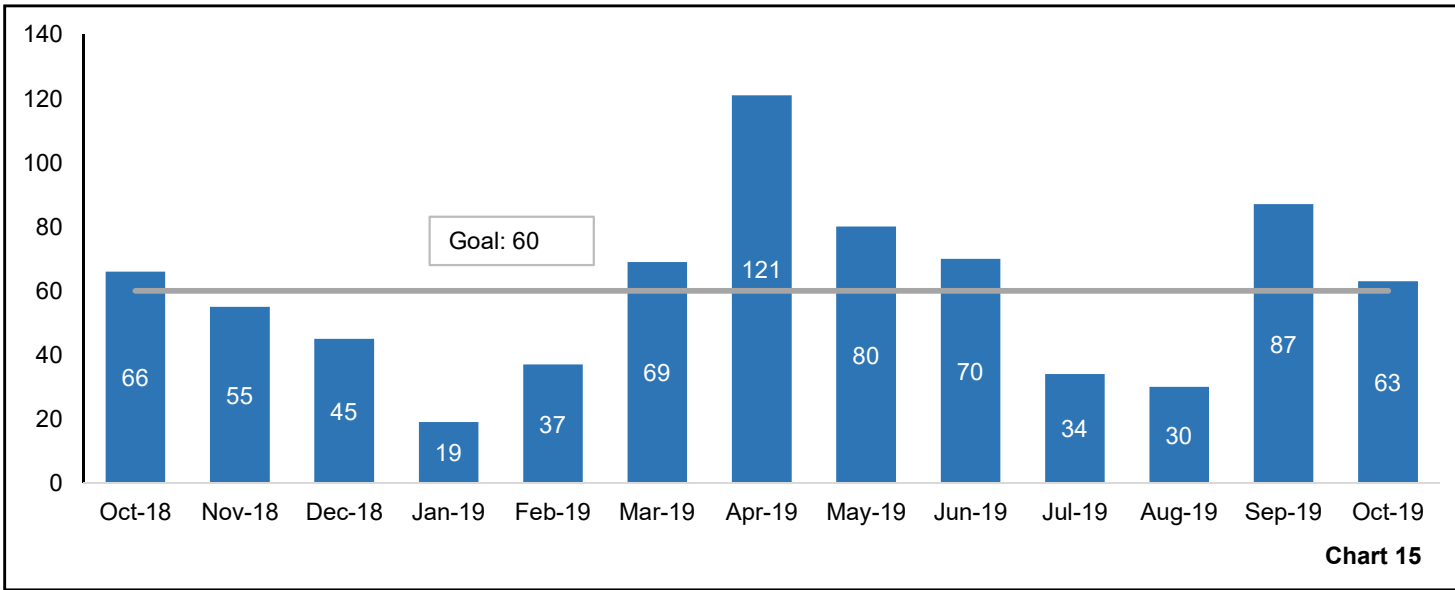
Percent of Calls Answered

Desired trend 



Average Call Answer Speed in Seconds

Desired trend 



Percent of Calls Answered Discussion

- The Percent of Calls Answered in October 2019 improved at a rate of 2.1% when compared to September 2019, and improved at a rate of 1.1% when compared to October 2018.

Average Call Answer Speed in Seconds Discussion

- The Average Call Answer Speed in October 2019 improved by 24 seconds (or 27.6%) when compared to September 2019, and improved by 3 seconds (or 4.5%) when compared to October 2018.

Accessibility Report

Alex Elegudin, Senior Advisor for Systemwide Accessibility



MTA New York City Transit President Andy Byford and Senior Advisor for Systemwide Accessibility Alex Elegudin joined project leads from several Capital Program Management divisions to open a new elevator serving the Manhattan-bound platform at the 8 Av Station (N) in Brooklyn. The elevator went into service on Monday, November 4, making 8 Av the 124th accessible station in our system.

December 2019 Accessibility Update

The Systemwide Accessibility team and I want to remind everyone about our ongoing Accessible Station Lab at the Jay St - MetroTech station in downtown Brooklyn. At the Lab we are testing 15 new features designed to make riding the subway easier for customers of all abilities. To date we have taken dozens of advocacy and community groups for tours of the station and received hundreds of comments on the features. On the app side, our customers are particularly excited about NaviLens, an app that translates signage information into audio for blind and low-vision customers and provides train arrival information and in-station routing for all passengers. We are working to figure out the best placement of NaviLens codes throughout the station to make sure they are easily detectable by all users, but we see a lot of potential with this app for blind and low-vision riders and the general public. In terms of physical features, the feedback has been almost universally positive on our new tactile and colored tape pathways, tactile station environment and line maps - these simple solutions are accessible to all and provide great wayfinding assistance for able-bodied customers as well. In particular, customers love the brightly colored tape that shows the pathway on the floor to transfer between lines and find the accessible pathway through the station. We have heard that customers want these lines to be bolder and have more graphic information, and we are already working to implement this solution with improvements at other complex stations. We are excited to get more feedback in the coming weeks, and if you have not yet visited the Lab and told us what you think, we hope you will make it part of your holiday travels!

I would like to provide an update on the strategic direction of our Access-A-Ride paratransit program. As we discuss nearly every month at Committee, our AAR service is vital for tens of thousands of New Yorkers, and we have been working non-stop in recent years to improve the service through technological and operational enhancements. We hear a lot at Committee and Board about the on-demand pilot program, but our efforts to improve AAR service go far beyond this small pilot. One of our main areas of focus has been building up our broker service, bringing on new vendors and expanding the capacity of taxis and for-hire vehicles to service AAR trips. We believe this is our best strategy to reduce program costs and improve customer experience over time. Many - though not all - of our customers have told us loud and clear that they prefer to ride in taxis or for-hire vehicles, and that this service mode can offer excellent on-time performance and increased flexibility. The per-trip costs of a broker trip are significantly lower than the variable costs of a dedicated carrier trip, and as we transition more trips to broker, we can save on fixed costs associated with dedicated carrier service as well. We already do more than half of our daily trips through the broker program and are pushing to continue the move toward broker service as the capacity and quality of this service continues to improve. We have no intention to eliminate dedicated carrier service, but we do intend to leverage the savings potential of broker service as much as possible over time. Combined with the new scheduling and dispatching software we will be implementing next year, we believe we can deliver a better experience for our customers while significantly cutting costs. We will keep this Committee updated on these program changes on a regular basis and look forward to feedback as we continue to evolve and implement this strategy.

Alex Elegudin

Senior Advisor for Systemwide Accessibility

Strategy & Customer Experience

Sarah Meyer, Senior Vice President & Chief Customer Officer



The NHL's New York Rangers might be speedsters on the ice, but even they know NYC Transit is the fastest way to get around New York. A group of players, along with season ticket holders, took the 3 line express on November 9 from Madison Square Garden to 110 St for an outdoor practice at Central Park's Lasker Rink. Train Service Supervisor Mario McKay rode with the team and is pictured with Defensemen Brady Skjei (left) and Jacob Trouba (right).

December 2019 Highlights: Strategy and Customer Experience

As the year is coming to an end, I'd like to acknowledge and thank our customer focused teams who work very hard every day to modernize and improve the customer experience. These are dedicated, committed employees who truly aim to make a difference in the lives of New Yorkers. I am proud of the work we have done and the strides we have made on the technology side as well as our approach in communicating more transparently with customers. We are seeing the results of basic changes to our operations that are better addressing customer needs in improved customer satisfaction scores.

In November our engagement teams participated in fifteen community meetings and ten open houses that included on-going conversations about the proposed Bronx Bus Redesign Plan. Our street teams were also out in full-force hosting seven outreach events and we presented at three Town Hall meetings. Last week we launched our very first Digital Open House. This widened our reach and allowed Bronx bus riders, who may not have been able to come in person, watch us explain the plan online. If you missed it, the webcast is now available to view at any time and our new trip planning tool is also available at www.mta.info/bronxbusredesign.

I would also like to give an update on the expansion of our digital screen program. As of November, 3,671 screens were installed. The program is on track and by year-end 122 stations will have had new digital screens installed and available for customer information. Our teams continue to test the live media management system for faster, accurate distribution of customer information--critical for keeping customers up to date on service changes.

Thank you.

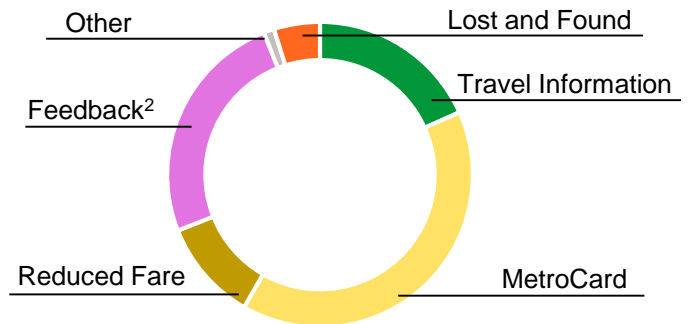
Sarah Meyer
Senior Vice President & Chief Customer Officer

Customer engagement

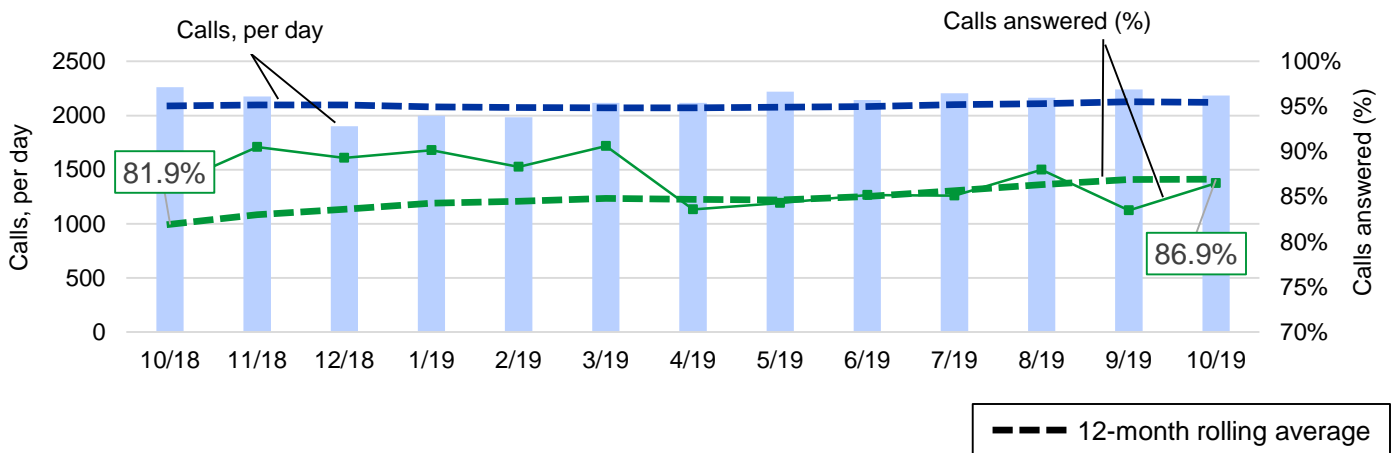
Telephone

	Oct 2019	Oct 2018	Variance
Telephone calls	67,692	70,105	▼3.4%
Calls answered	86.5%	86.3%	▲0.2%
Average time to answer ¹ (seconds)	216	202	▲6.9%

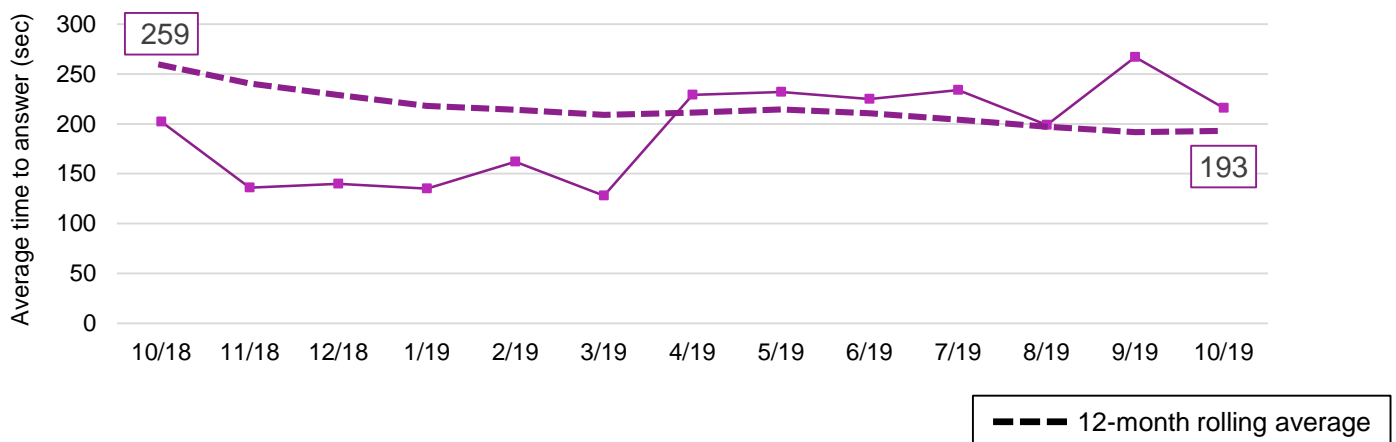
1. Excludes automated self-service calls
2. Feedback is customers calling with comments or concerns



Telephone: calls received and answered



Telephone: average time to answer

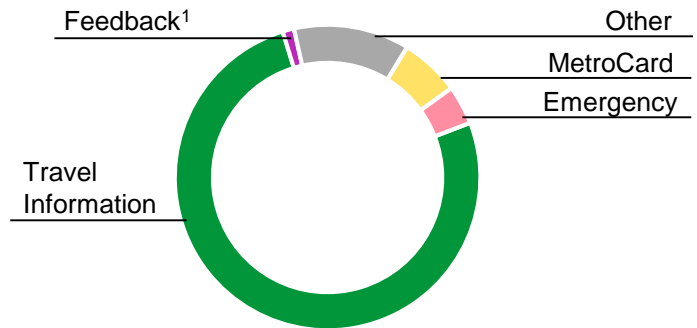


Customer engagement

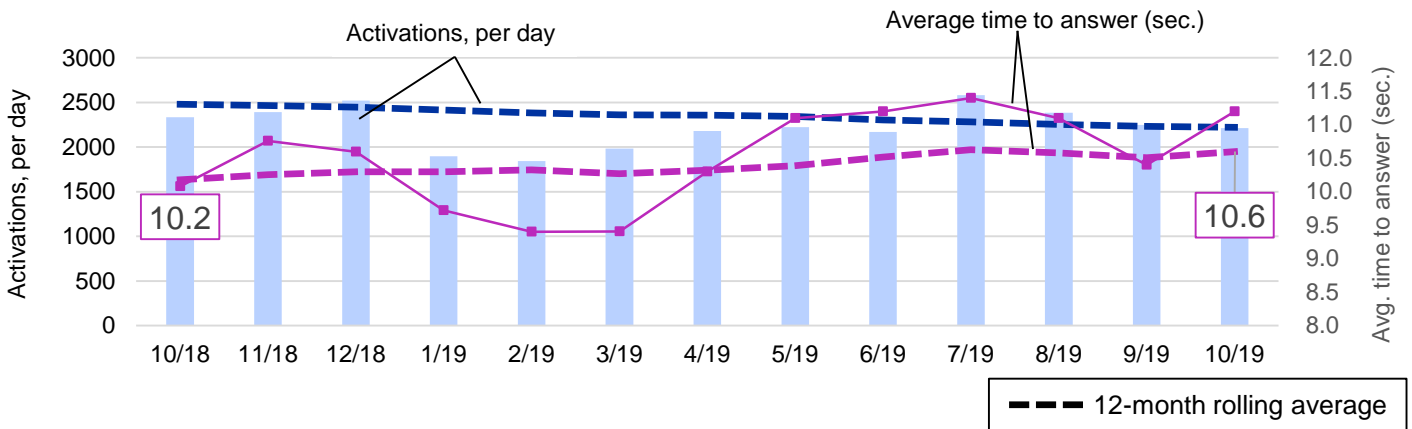
Help Point

	Oct 2019	Oct 2018	Variance
Help Point activations	68,618	72,415	▼5.2%
Average time to answer (seconds)	11.2	10.1	▲10.7%

1. Feedback is customers calling with comments or concerns



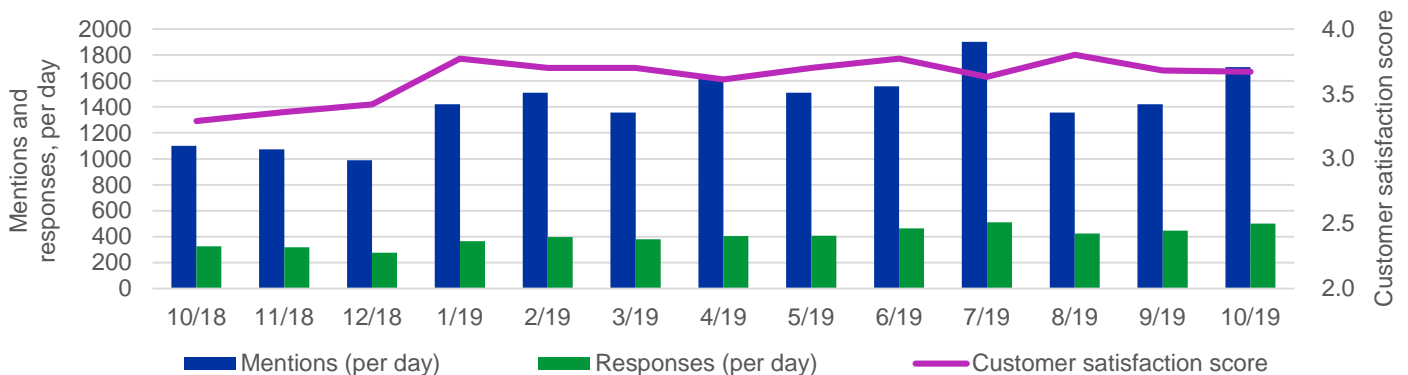
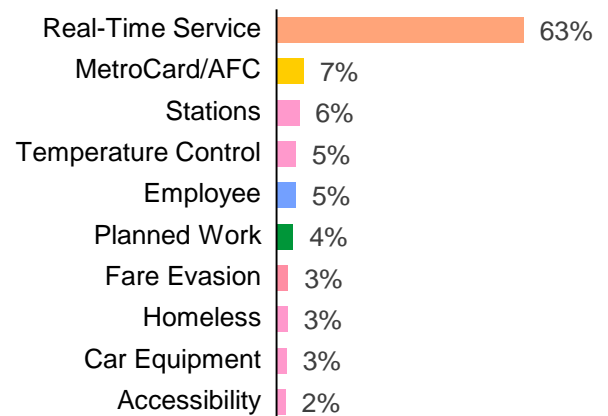
Help Point: activations and average time to answer



Social media

	Oct 2019	Oct 2018	Variance
Social media mentions ¹	52,909	34,106	▲55.1%
Responses sent	15,555	10,147	▲53.3%
Customer satisfaction score ²	3.67	3.29	▲11.6%

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

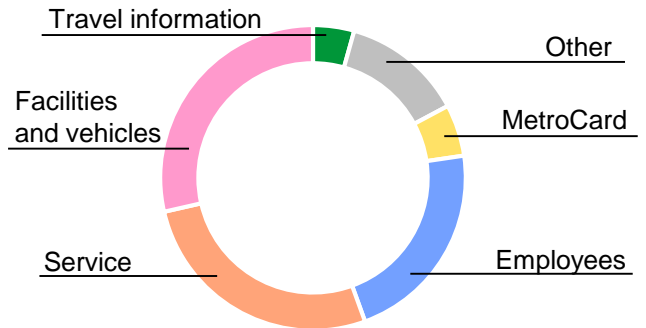


Customer engagement

Web, mobile app, and written feedback

	Oct 2019	Oct 2018	Variance
Received	7,662	7,431	▲3.1%
Responses sent ¹	10,447	11,773	▼11.3%

1. Includes automated and manual responses



Keeping customers informed

Alerts and service notices

	Oct 2019
Web	5,723
Twitter	3,451
Kiosks / Digital Displays ¹	1,349
Email and text alerts	
• Service	3,898
• Elevator and escalator status	12,082
Service Notice posters developed	635

1. Excludes countdown clocks

Social media followers

		Oct 2019	Oct 2018	Variance
Twitter	@NYCTSubway	999.4k	959.0k	▲4.2%
	@NYCTBus	25.6k	21.6k	▲18.5%
	@MTA	1,314.5k	1,289.0k	▲2.0%
Facebook	NYCT	64.3k	60.6k	▲6.1%
Instagram	@mtanyctransit	23.8k	17.6k	▲35.2%

Customer feedback

Complaints per 100,000 journeys

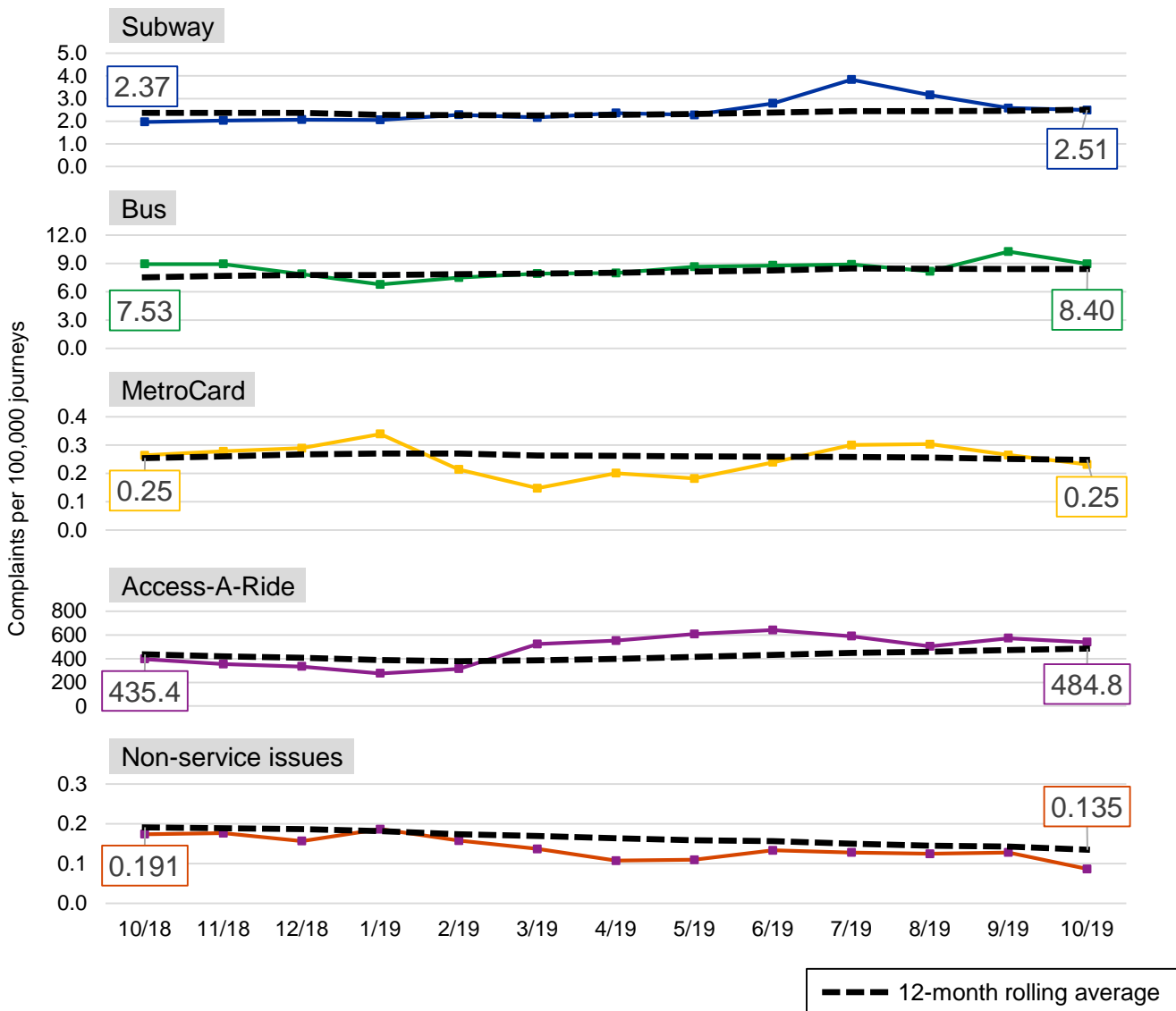
	Oct 2019	Oct 2018	Variance
Subway	2.49	1.97	▲26.4%
Bus	9.02	8.92	▲1.1%
MetroCard	0.23	0.26	▼12.4%
Access-A-Ride	538.5	396.3	▲35.9%
Non-service issues ¹	0.087	0.174	▼50.1%

1. Includes customer experiences related to agency-wide information channels, property, policies, and other actionable, but non-subway or bus service related issues.

Commendations per 100,000 journeys

	Oct 2019	Oct 2018	Variance
Subway	0.085	0.075	▲12.9%
Bus	0.45	0.38	▲19.6%
Access-A-Ride	121.1	121.8	▼0.5%
Non-service issues incl. MetroCard	0.019	0.011	▲83.2%

Complaints per 100,000 journeys: trends



Safety

Robert Diehl

Senior Vice President, Safety & Security



System Safety Specialists Daniel Brodmerkel (OSS) and Superintendent Mikhail Kolyadov (DOB Safety) perform a safety inspection at Eastchester Depot.

December 2019 Highlights: Safety

Subway Customer Accident Rates were slightly down when comparing the most recent 12-month period to the previous one.

Bus Collisions, Collision Injuries, and Customer Accidents have increased when comparing the most-recent 12-month period to the previous one. It is worth noting that Bus Collisions and Collision Injuries have both decreased month over month, showing the impact of the Department of Buses safety messaging campaigns at all Depots.

Employee Lost Time Accidents show an increase on a 12-month basis but are slightly down month over month. The Office of System Safety continues to work with the Operating Departments to identify root causes for the most prevalent accident types and is currently developing a focused campaign to address them.

NYCT has met or exceeded most of our Leading Indicator goals and is on target to achieve one of the remaining goals by the end of the year, while nearing 99% of the goal on the other one.

Lastly, the Department of Subways continues to make significant strides in the reduction of Fires.

Robert Diehl

Senior Vice President, Safety and Security

**Except for Fires, all numbers reported refer to rates.*

Monthly Operations Report

Statistical results for the 12-Month period are shown below

Safety Report			
Performance Indicators	12-Month Average		
	Dec 16 - Nov 17	Dec 17 - Nov 18	Dec 18 - Nov 19
Subways			
Subway Customer Accidents per Million Customers ¹	2.82	2.96	2.93
Subway Collisions ²			
Total	0	3	1
Mainline	0	0	0
Yard	0	3	1
Subway Derailments ²			
Total	10	4	5
Mainline	6	1	1
Yard	4	3	4
Subway Fires ²	927	940	699
Buses			
Bus Collisions Per Million Miles Regional	55.23	53.58	54.15
Bus Collision Injuries Per Million Miles Regional	6.17	6.05	6.09
Bus Customer Accidents Per Million Customers ¹ Regional	1.26	1.29	1.50
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹	3.60	3.74	3.96

¹ 12-month Average data from November through October.

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

Leading Indicators				
Subways	November	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	26	347	340	102.1%
Joint Track Safety Audits -- Compliance Rate	99.3%	98.7%	100.0%	98.7%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	2,310	78,653	47,520	165.5%
Friction Pad Installation	3,889	71,496	33,500	213.4%
Buses	November	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Turn Warning System	15	616	630	97.8%
Vision Zero Employee Training	577	6,204	6,200	100.1%

Subway Fires

November 2019

Fire severity is classified as follows:

Severity	Criteria
Low	No disruption to service No damage to NYC Transit property No reported injuries No discharge/evacuation of passengers Fire self-extinguished or extinguished without Fire Department
Average	Delays to service 15 minutes or less Minor damage to NYC Transit property (no structural damage) No reported injuries/fatalities due to fire/smoke Discharge of passengers in station Minor residual smoke present (haze)
Above Average	Delays to service greater than 15 minutes Moderate to heavy damage to NYC Transit property Four or less injuries due to fire/smoke Discharge of train or transfer of passengers to another train (not in station) Station/platform/train filled with smoke
High	Major delays in service (over one hour) Major structural damage Five or more reported injuries or one or more fatalities Evacuation of passengers to benchwall or roadbed Mass evacuation of more than one train

Severity & Location of fires during the current month were as follows:

Low:	95.8%	Train:	9
Average:	4.2%	Right-of-way:	41
Above Average:	0.0%	Station:	20
High:	0.0%	Other:	1
		Total:	71

Top Items Burnt by Location during the current month were as follows:

Train:		Right-of-Way:		Station:	
Debris:	2	Debris:	30	Debris:	15
Element:	2	Tie:	3	Electrical:	2
Trolley Lead:	1	Vegetation:	3	Advertisement:	1
				Electronic	1
High Volt Wiring:	1	Undetermined:	1	Device:	1
Hot Wheels:	1	Large Object Debris:	1	Light Ballast:	1

Monthly Operations Report

Safety Report Definitions:

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

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

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

Audible Pedestrian Warning System 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 onboard 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 2019 and will run through March 2021.



December 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 NYCT Subway and Staten Island Railway systems. The report is submitted by NYPD's Transit Division on a monthly basis for the month ending two months prior to the reporting period.



Police Department
City of New York

REPORT

CRIME STATISTICS NOVEMBER

	2019	2018	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	58	41	17	41.5%
FELASSAULT	44	40	4	10.0%
BURGLARY	0	0	0	0.0%
GRLARCENY	142	187	-45	-24.1%
<u>TOTAL MAJOR FELONIES</u>	<u>244</u>	<u>268</u>	<u>-24</u>	<u>-9.0%</u>

During November the daily Robbery average increased from 1.4 to 1.9

During November the daily Major Felony average decreased from 8.9 to 8.1

CRIME STATISTICS JANUARY THRU NOVEMBER

	2019	2018	Diff	% Change
MURDER	3	1	2	200.0%
RAPE	3	1	2	200.0%
ROBBERY	485	435	50	11.5%
FELASSAULT	326	328	-2	-0.6%
BURGLARY	5	11	-6	-54.5%
GRLARCENY	1405	1537	-132	-8.6%
<u>TOTAL MAJOR FELONIES</u>	<u>2227</u>	<u>2313</u>	<u>-86</u>	<u>-3.7%</u>

Year to date, the daily Robbery average increased from 1.3 to 1.5

Year to date, the daily Major Felony average decreased from 6.9 to 6.7

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

NOVEMBER ACTIVITY

	2019	2018	Diff	% Change
TotalArrest	693	1028	-335	-32.6%
TosArrest	167	354	-187	-52.8%
Summ	7250	6871	379	5.5%

JANUARY - NOVEMBER ACTIVITY

	2019	2018	Diff	% Change
TotalArrest	9738	12917	-3179	-24.6%
TosArrest	2960	5589	-2629	-47.0%
Summ	82535	60309	22226	36.9%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

	JANUARY-NOVEMBER																						
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<i>Murder</i>	4	1	5	2	2	2	4	3	5	2	4	2	2	1	1	0	1	2	2	2	0	1	3
<i>Rape</i>	2	14	1	5	2	0	3	3	3	3	1	2	2	1	3	9	5	5	1	0	7	1	3
<i>Robbery</i>	2066	1720	1530	1260	1107	1137	1041	993	1026	899	724	718	643	644	709	731	559	397	476	433	410	431	485
<i>Assault</i>	455	394	386	327	250	266	237	254	202	176	188	165	143	178	184	187	180	201	240	287	306	323	326
<i>Burglary</i>	29	15	10	12	41	15	7	6	1	5	2	5	1	3	8	26	32	18	19	16	25	11	5
<i>GL</i>	3242	2297	2185	2315	2075	1953	1634	1705	1627	1382	1186	1194	1051	1125	1407	1539	1564	1430	1529	1481	1509	1525	
<i>TOTAL MAJOR FELONIES</i>	5798	4441	4117	3921	3477	3373	2926	2964	2864	2467	2105	2086	1842	1952	2312	2492	2341	2053	2267	2219	2257	2292	2227
<i>Major Fel Per Day</i>	17.36	13.30	12.33	11.74	10.41	10.10	8.76	8.87	8.57	7.39	6.30	6.25	5.51	5.84	6.92	7.46	7.01	6.15	6.79	6.62	6.76	6.86	6.67

**Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 12/1/2019)**

Motivation:

Motivation	2019	2018	Diff	% Change
ASIAN	0	1	-1	-100%
BLACK	8	7	1	14%
ETHNIC	0	1	-1	-100%
GENDER	3	0	3	***.*
HISPANIC	1	3	-2	-67%
MUSLIM	2	6	-4	-67%
OTHER	4	1	3	300%
SEMITIC	46	21	25	119%
SEXUAL ORIENTATION	7	3	4	133%
WHITE	3	4	-1	-25%
Grand Total	74	47	27	57%

Crime Name:

Crime Name	2019	2018	Diff	% Change
Aggravated Harassment 1	16	6	10	167%
Aggravated Harassment 2	4	4	0	0%
Assault 2	4	3	1	33%
Assault 3	5	2	3	150%
Criminal Impersonation 1	0	1	-1	-100%
Criminal Mischief 3	3	0	3	***.*
Criminal Mischief 4	38	23	15	65%
Grand Larceny 4	1	1	0	0%
Harassment 2	1	1	0	0%

Menacing 2	1	1	0	0%
Public Lewdness	0	1	-1	-100%
Reckless Endangerment 1	1	0	1	***.*
Reckless Endangerment 2	0	1	-1	-100%
Robbery 2	0	2	-2	-100%
Robbery 3	0	1	-1	-100%
Grand Total	74	47	27	57%

Transit District by County & Motivation:

County	TD	Motivation	2019	2018	Diff	% Change
New York	TD 01	SEMITIC	3	1	2	200%
		SEXUAL ORIENTATION	2	0	2	***.*
		WHITE	1	0	1	***.*
	TD 01 Total		6	1	5	500%
	TD 02	BLACK	1	0	1	***.*
		MUSLIM	0	1	-1	-100%
		OTHER	1	0	1	***.*
		SEMITIC	4	1	3	300%
		SEXUAL ORIENTATION	1	0	1	***.*
		WHITE	0	1	-1	-100%
	TD 02 Total		7	3	4	133%
	TD 03	BLACK	0	1	-1	-100%
		HISPANIC	0	1	-1	-100%
		MUSLIM	0	1	-1	-100%
		OTHER	1	0	1	***.*
		SEMITIC	4	2	2	100%
		WHITE	1	0	1	***.*
	TD 03 Total		6	5	1	20%
	TD 04	BLACK	0	1	-1	-100%
		HISPANIC	0	1	-1	-100%
	MUSLIM	1	0	1	***.*	
	SEMITIC	1	3	-2	-67%	
TD 04 Total		2	5	-3	-60%	
Bronx	TD 03	OTHER	0	1	-1	-100%

	TD 03 Total		0	1	-1	-100%	
	TD 11	BLACK	1	0	1	***.*	
		ETHNIC	0	1	-1	-100%	
		HISPANIC	0	1	-1	-100%	
		MUSLIM	0	1	-1	-100%	
		SEXUAL ORIENTATION	1	0	1	***.*	
	TD 11 Total		2	3	-1	-33%	
	TD 12	BLACK	0	1	-1	-100%	
		HISPANIC	1	0	1	***.*	
		SEMITIC	2	0	2	***.*	
		WHITE	1	0	1	***.*	
	TD 12 Total		4	1	3	300%	
Kings	TD 30	BLACK	3	1	2	200%	
		GENDER	1	0	1	***.*	
		MUSLIM	1	0	1	***.*	
		SEMITIC	7	0	7	***.*	
		SEXUAL ORIENTATION	2	0	2	***.*	
		WHITE	0	1	-1	-100%	
		TD 30 Total		14	2	12	600%
		TD 32	BLACK	1	2	-1	-50%
			GENDER	1	0	1	***.*
			SEMITIC	4	0	4	***.*
			SEXUAL ORIENTATION	1	2	-1	-50%
		TD 32 Total		7	4	3	75%
		TD 33	BLACK	1	0	1	***.*
			MUSLIM	0	1	-1	-100%
			OTHER	2	0	2	***.*
			SEMITIC	7	3	4	133%
			SEXUAL ORIENTATION	0	1	-1	-100%
			WHITE	0	1	-1	-100%
		TD 33 Total		10	6	4	67%
		TD 34	ASIAN	0	1	-1	-100%
		BLACK	0	1	-1	-100%	
		MUSLIM	0	1	-1	-100%	
		SEMITIC	6	9	-3	-33%	
	TD 34 Total		6	12	-6	-50%	

Queens	TD 20	BLACK	1	0	1	***.*
		GENDER	1	0	1	***.*
		MUSLIM	0	1	-1	-100%
		SEMITIC	7	1	6	600%
		WHITE	0	1	-1	-100%
	TD 20 Total		9	3	6	200%
	TD 33	SEMITIC	1	1	0	0%
	TD 33 Total		1	1	0	0%
Grand Total			74	47	27	57%

Transit District by County & Crime by Pct:

County	Crime Name	Pct.	2019	2018	Diff	% Change	
New York	Aggravated Harassment 1	1	1	0	1	***.*	
		6	0	1	-1	-100%	
		9	0	1	-1	-100%	
		13	0	1	-1	-100%	
		19	0	1	-1	-100%	
		20	1	0	1	***.*	
		24	1	0	1	***.*	
		28	1	0	1	***.*	
		33	1	0	1	***.*	
		Aggravated Harassment 1 Total		5	4	1	25%
		Aggravated Harassment 2	5	0	1	-1	-100%
			6	1	0	1	***.*
			14	1	0	1	***.*
			18	0	1	-1	-100%
			33	1	0	1	***.*
		Aggravated Harassment 2 Total		3	2	1	50%
		Assault 2	5	1	0	1	***.*
			13	0	1	-1	-100%
			18	1	0	1	***.*
		Assault 2 Total		2	1	1	100%

	Assault 3	14	1	0	1	*** *	
		24	1	0	1	*** *	
	Assault 3 Total		2	0	2	*** *	
	Criminal Mischief 3	5	1	0	1	*** *	
	Criminal Mischief 3 Total		1	0	1	*** *	
	Criminal Mischief 4	1	2	0	2	*** *	
		6	1	0	1	*** *	
		14	2	0	2	*** *	
		19	1	0	1	*** *	
		20	1	0	1	*** *	
		24	0	1	-1	-100%	
		32	0	1	-1	-100%	
		33	1	2	-1	-50%	
		34	0	1	-1	-100%	
	Criminal Mischief 4 Total		8	5	3	60%	
	Grand Larceny 4	10	0	1	-1	-100%	
	Grand Larceny 4 Total		0	1	-1	-100%	
	Robbery 2	25	0	1	-1	-100%	
	Robbery 2 Total		0	1	-1	-100%	
Bronx	Assault 2	49	1	0	1	*** *	
	Assault 2 Total		1	0	1	*** *	
	Criminal Mischief 4	40	1	0	1	*** *	
		41	1	0	1	*** *	
		44	0	1	-1	-100%	
		45	1	0	1	*** *	
		48	1	0	1	*** *	
		49	0	1	-1	-100%	
		50	0	1	-1	-100%	
		Criminal Mischief 4 Total		4	3	1	33%
		Reckless Endangerment 1	46	1	0	1	*** *
		Reckless Endangerment 1 Total		1	0	1	*** *

	Reckless Endangerment 2	52	0	1	-1	-100%	
	Reckless Endangerment 2 Total		0	1	-1	-100%	
	Robbery 3	44	0	1	-1	-100%	
	Robbery 3 Total		0	1	-1	-100%	
Kings	Aggravated Harassment 1	60	2	1	1	100%	
		61	1	0	1	*** . *	
		62	1	0	1	*** . *	
		72	1	0	1	*** . *	
		73	1	0	1	*** . *	
		78	2	0	2	*** . *	
		84	2	0	2	*** . *	
		90	0	1	-1	-100%	
		Aggravated Harassment 1 Total		10	2	8	400%
		Aggravated Harassment 2	71	1	0	1	*** . *
			75	0	1	-1	-100%
			88	0	1	-1	-100%
		Aggravated Harassment 2 Total		1	2	-1	-50%
		Assault 2	70	0	1	-1	-100%
			81	0	1	-1	-100%
			84	1	0	1	*** . *
		Assault 2 Total		1	2	-1	-50%
		Assault 3	66	0	1	-1	-100%
			79	1	1	0	0%
			84	2	0	2	*** . *
		Assault 3 Total		3	2	1	50%
		Criminal Mischief 3	75	1	0	1	*** . *
			90	1	0	1	*** . *
		Criminal Mischief 3 Total		2	0	2	*** . *
		Criminal Mischief 4	60	1	5	-4	-80%
			61	0	1	-1	-100%

		66	0	2	-2	-100%
		70	2	1	1	100%
		72	3	0	3	***.*
		73	3	0	3	***.*
		75	2	0	2	***.*
		76	1	0	1	***.*
		78	0	1	-1	-100%
		79	1	0	1	***.*
		81	0	1	-1	-100%
		83	1	1	0	0%
		84	2	0	2	***.*
		88	0	1	-1	-100%
		94	2	0	2	***.*
	Criminal Mischief 4 Total		18	13	5	38%
	Grand Larceny 4	81	1	0	1	***.*
	Grand Larceny 4 Total		1	0	1	***.*
	Harassment 2	60	0	1	-1	-100%
		78	1	0	1	***.*
	Harassment 2 Total		1	1	0	0%
	Menacing 2	83	0	1	-1	-100%
	Menacing 2 Total		0	1	-1	-100%
	Public Lewdness	62	0	1	-1	-100%
	Public Lewdness Total		0	1	-1	-100%
Queens	Aggravated Harassment 1	108	1	0	1	***.*
	Aggravated Harassment 1 Total		1	0	1	***.*
	Criminal Impersonation 1	110	0	1	-1	-100%
	Criminal Impersonation 1 Total		0	1	-1	-100%
	Criminal Mischief 4	104	1	1	0	0%
		108	2	0	2	***.*
		109	2	0	2	***.*

		110	1	0	1	***.*
		112	2	1	1	100%
	Criminal Mischief 4 Total		8	2	6	300%
	Menacing 2	112	1	0	1	***.*
	Menacing 2 Total		1	0	1	***.*
	Robbery 2	112	0	1	-1	-100%
	Robbery 2 Total		0	1	-1	-100%
Grand Total			74	47	27	57%

Associated Hate Crime Task Force Complaint numbers:

2019	2018
2019-001-001488	2018-005-003076
2019-001-001907	2018-006-01069
2019-001-003329	2018-009-005522
2019-005-000699	2018-010-001837
2019-005-001851	2018-013-007934
2019-006-000816	2018-013-03049
2019-006-002398	2018-019-04438
2019-014-002178	2018-024-004401
2019-014-006609	2018-025-04055
2019-014-011408	2018-032-01921
2019-014-06852	2018-033-004286
2019-018-001647	2018-033-004233
2019-019-002787	2018-034-005309
2019-020-00040	2018-044-00202
2019-020-000791	2018-044-012570
2019-024-000851	2018-050-002312
2019-024-004913	2018-052-009692
2019-028-001043	2018-060-002615
2019-033-000193	2018-060-003815
2019-033-000207	2018-060-004114
2019-033-01314	2018-060-01071
2019-040-010652	2018-060-01151
2019-041-005687	2018-060-03839
2019-045-000210	2018-060-06822
2019-046-01327	2018-061-00319

2019-048-01783	2018-062-02016
2019-049-004231	2018-066-002104
2019-060-002013	2018-066-004084
2019-060-003416	2018-066-00877
2019-060-004515	2018-070-007952
2019-061-003165	2018-070-02188
2019-062-002823	2018-075-007420
2019-070-001164	2018-079-02302
2019-070-003057	2018-081-00340
2019-071-06965	2018-081-004780
2019-072-001145	2018-083-003924
2019-072-002841	2018-083-007103
2019-072-003973	2018-088-003135
2019-072-00852	2018-088-00925
2019-073-004095	2018-090-02704
2019-073-007325	2018-104-006940
2019-073-010427	2018-110-01493
2019-073-08056	2018-112-002911
2019-075-006471	2018-112-04023
2019-075-009641	(blank): 3
2019-075-014808	Grand Total: 47
2019-076-002299	
2019-078-000418	
2019-078-002547	
2019-078-003231	
2019-079-001965	
2019-079-005840	
2019-081-002838	
2019-083-001531	
2019-084-000287	
2019-084-000547	
2019-084-001780	
2019-084-001808	
2019-084-002243	
2019-084-003839	
2019-084-004712	
2019-090-002848	
2019-094-000862	
2019-094-004081	
2019-104-001396	

2019-108-004454
2019-108-004548
2019-108-004729
2019-109-002719
2019-109-007314
2019-110-005577
2019-112-001192
2019-112-002711
2019-112-002733
Grand Total: 74



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Staten Island Rapid Transit

November 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	0	0	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	0	0	0	0%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	3	1	33%
Felony Assault	2	2	0	0%
Burglary	3	0	3	100%
Grand Larceny	1	5	-4	-80%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	10	10	0	0%



Financial and Ridership Reports

Jaibala Patel, Chief Financial Officer

Craig Cipriano, Acting President, MTA Bus Company/
Senior Vice President, NYCT Department of Buses



September 2019 subway ridership recorded four days that exceeded six million riders. The last day to exceed six million riders was December 7, 2017, and the last month to record at least four days over six million riders was May 2017. Preliminary October 2019 data indicates that six days exceeded six million riders in the month, and the last month to record at least six days over six million riders was December 2016.

Preliminary October 2019 Monthly Report: New York City Transit

The purpose of this report is to provide the preliminary October 2019 financial results, on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results reflect the new accelerated accounting close and are compared to the Mid-Year Forecast (forecast).

Summary of Preliminary Financial Results

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

- October 2019 New York City Transit ridership of 206.7 million was 6 million (3.0 percent) above forecast, of which subway ridership of 155.2 million was 4 million (2.7 percent) above forecast, and bus ridership of 50.4 million was 2 million (4.2 percent) above forecast.
- October 2019 farebox revenue of \$418.2 million was \$13.4 million (3.3 percent) above forecast.

Operating expenses of \$736.7 million were less than forecast in October by a net \$7.4 million (1.0 percent).

- Labor expenses were lower by a net \$12.1 million (2.2 percent), due largely to favorable results in payroll and reimbursable overhead credits, partly offset by overruns in health & welfare/OPEB current expenses and overtime expenses.
- Non-labor expenses were unfavorable by \$4.7 million (2.5 percent), driven mostly by higher claims and other business expenses, partly offset by an underrun in maintenance contract expenses.

Preliminary financial results for October 2019 are presented in the table below and compared to the forecast.

Preliminary Financial Results Compared to MYF						
Category (\$ in millions)	Oct Results		Oct Year-to-Date Results			
	Variance Fav(UnFav)		MYF	Prelim Actual	Variance Fav(UnFav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	13.4	3.3	3,787.3	3,841.9	54.6	1.4
Nonreimb. Exp. before Dep./OPEB	7.4	1.0	(7,316.9)	(7,401.0)	(84.1)	(1.1)
Net Cash Deficit*	(14.3)	(3.7)	(3,012.9)	(3,131.1)	(118.2)	(3.9)

*Excludes Subsidies and Debt Service

October 2019 farebox revenue of \$418.2 million was \$13.4 million (3.3 percent) above forecast. Subway revenue was \$9.9 million (3.1 percent) above forecast, bus revenue was \$3.5 million (4.4 percent) above forecast, and Paratransit revenue was less than \$0.1 million (1.2 percent) below forecast. Accrued fare media liability was equal to forecast. The October 2019 non-student average fare of \$2.11 increased 7.1¢ from October 2018; subway fare increased 7.6¢; local bus fare increased 4.0¢; express bus fare increased 28.5¢.

Total ridership in October 2019 of 206.7 million was 6 million (3.0 percent) above forecast. Average weekday ridership in October 2019 was 7.6 million, 0.8 percent below October 2018. Average weekday ridership for the twelve months ending October 2019 was 7.3 million, 0.5 percent lower than the twelve months ending October 2018.

Nonreimbursable expenses, before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, were below forecast in October by a net \$7.4 million (1.0 percent).

Labor expenses underran forecast by a net \$12.1 million (2.2 percent), including favorable results in payroll expenses of \$11.5 million (3.9 percent), reimbursable overhead credits of \$10.1 million (44.0 percent), other fringe benefits of \$3.5 million (9.2 percent) and pension expenses of \$1.9 million (2.2 percent). Unfavorable results were reported in overtime expenses of \$7.7 million (18.2 percent) and health & welfare/OPEB current expenses of \$7.4 million (6.2 percent).

Non-labor expenses exceeded forecast by a net \$4.7 million (2.5 percent), including overruns in claims of \$10.7 million (61.2 percent), other business expenses of \$8.0 million (over 100.0 percent), and electric power of \$2.8 million (12.5 percent). These negative results were partly offset by favorable results in maintenance contracts of \$7.5 million (23.7 percent), paratransit service contracts of \$4.9 million (10.7 percent), professional service contracts of \$2.6 million (13.5 percent) and materials & supplies of (1.6 million (5.4 percent).

Year-to-date, nonreimbursable expenses were in excess of forecast by \$84.1 million (1.1 percent), of which labor expenses exceeded forecast by \$90.8 million (1.6 percent), including higher overtime expenses of \$44.1 million (9.6 percent), an overrun in health & welfare/OPEB current expenses of \$24.8 million (2.1 percent), and higher other fringe benefits of \$19.2 million (5.0 percent). Non-labor expenses were favorable by a net \$6.7 million (0.4 percent), including overruns in claims expenses of \$10.7 million (6.1 percent), and other business expenses of \$11.1 million (15.6 percent), partly offset by favorable results in maintenance contracts of \$19.9 million (7.6 percent).

The **net cash deficit** for October year-to-date was \$3,131.1 million, unfavorable to forecast by \$118.2 million (3.9 percent), mostly from an underrun in capital reimbursements now under review.

Financial Results

Farebox Revenue

Oct 2019 Farebox Revenue - (\$ in millions)								
	Oct				Oct Year-to-Date			
	MYF	Prelim Actual	Favorable(Unfavorable)		MYF	Prelim Actual	Favorable(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	316.0	326.0	9.9	3.1%	2,932.7	2,971.1	38.4	1.3%
NYCT Bus	80.1	83.6	3.5	4.4%	769.7	785.9	16.2	2.1%
Paratransit	2.1	2.1	0.0	(1.2%)	19.5	19.5	0.0	0.1%
Subtotal	398.2	411.7	13.4	3.4%	3,721.9	3,776.5	54.6	1.5%
Fare Media Liability	6.5	6.5	0.0	0.0%	65.4	65.4	0.0	0.0%
Total - NYCT	404.8	418.2	13.4	3.3%	3,787.3	3,841.9	54.6	1.4%

Note: Total may not add due to rounding

The positive revenue variance is due in part to more favorable ridership than forecast assumption.

Average Fare

October Non-Student Average Fare - (in \$)				
	NYC Transit		Change	
	2018	Prelim 2019	Amount	Percent
Subway	2.122	2.198	0.076	3.6%
Local Bus	1.698	1.739	0.040	2.4%
Subway & Local Bus	2.022	2.092	0.070	3.5%
Express Bus	5.475	5.760	0.285	5.2%
Total	2.039	2.110	0.071	3.5%

The increase in the non-student average fare from the prior year is largely due to the April 21st fare increase.

Nonreimbursable Expenses

Nonreimbursable expenses, before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, were under forecast in the month of October by a net \$7.4 million (1.0 percent).

Labor expenses were less than forecast by \$12.1 million (2.2 percent):

- Payroll expenses were under by \$11.5 million (3.9 percent), due largely to vacancies and the favorable timing of miscellaneous expenses.
- Reimbursable overhead credits were favorable by \$10.1 million (44.0 percent), largely resulting from an offset to an unfavorable timing delay reported in August.
- Other fringe benefits were below forecast by \$3.5 million (9.2 percent), mostly from favorable overhead credits resulting from higher reimbursable work requirements.
- Pension expenses were less than forecast by \$1.9 million (2.2 percent), due to the favorable timing of NYCERS expenses.
- Overtime expenses overran by \$7.7 million (18.2 percent), due primarily to running time, service support activities, backfill coverage for employee absences, infrastructure/HVAC repairs and Station Maintenance Efforts and Project requirements.
- Health & welfare/OPEB current expenses were over by \$7.4 million (6.2 percent), due largely to higher charges than anticipated.

Non-labor expenses were higher than forecast by a net \$4.7 million (2.5 percent):

- Claims expense were over forecast by \$10.7 million (61.2 percent), based on a higher level of claims processing/requirements.
- Electric power expenses overran by \$2.8 million (12.5 percent), due mostly to unfavorable pricing and usage.
- Other business expenses were higher by \$8.0 million (over 100.0 percent), due to unfavorable job closing expenses and clearing out old job balances related to reimbursable charges.
- Paratransit expenses underran by \$4.9 million (10.7 percent), involving negotiated contract modifications.
- Maintenance contract expenses were less by \$7.5 million (23.7 percent), due mostly to the favorable timing of building-related expenses and auto purchases, partly offset by the unfavorable timing of Hasmat waste disposal.
- Professional service contract expenses were under by \$2.6 million (13.5 percent), due largely to the favorable timing of information technology-related requirements and bond services expenses.

Year-to-date, nonreimbursable expenses exceeded forecast by \$84.1 million (1.1 percent).

Labor expenses exceeded forecast by \$90.8 million (1.6 percent):

- Overtime expenses overran by \$44.1 million (9.6 percent), due primarily to infrastructure HVAC repair requirements and Station Maintenance efforts, as well as SAP project overruns related to Car Equipment fleet improvement projects. Other overruns were generated by running time, other service support activities and backfill coverage regarding employee absences.
- Health & welfare/OPEB current expenses were over by \$24.8 million (2.1 percent), due largely to higher charges than anticipated.
- Other fringe benefits were above forecast by \$19.2 million (5.0 percent), largely due to lower reimbursable work requirements, resulting in unfavorable overhead results, and higher FICA expenses than anticipated.

Non-labor expenses were lower than forecast by a net \$6.7 million (0.4 percent):

- Maintenance contract expenses were less by \$19.9 million (7.6 percent), due mostly to the favorable timing of maintenance services and building-related expenses.
- Paratransit expenses underran by \$10.6 million (2.6 percent), involving negotiated contract modifications.
- Claims expenses were over forecast by \$10.7 million 6.1 percent, based on a higher level of claims processing requirements.
- Other business expenses were higher by \$11.1 million (15.6 percent), due to unfavorable job closing expenses, and clearing out old job balances related to reimbursable charges.

Depreciation expenses year-to-date were higher than forecast by \$70.5 million (4.5 percent).

GASB #75 OPEB Expense Adjustment reported a credit of \$27.6 million year-to-date, resulting in a favorable variance to forecast of \$49.4 million.

GASB #68 Pension Adjustment reported a credit of \$104.8 million year-to-date, resulting in a favorable variance to forecast of \$99.9 million.

Net Cash Deficit

The net cash deficit for October year-to-date was \$3,131.1 million, unfavorable to forecast by \$118.2 million (3.9 percent), due mainly to the delayed resolution of capital project overruns.

Incumbents

There were 49,108 full-time paid incumbents at the end of October, a net increase of 157 incumbents from September 2019.

Ridership Results

Oct 2019 Ridership vs. MYF - (in millions)								
	Oct				Oct Year-to-Date			
	MYF	Prelim Actual	More(Less)		MYF	Prelim Actual	More(Less)	
			Amount	Percent			Amount	Percent
Subway	151.2	155.2	4.0	2.7%	1,400.1	1,417.1	16.9	1.2%
NYCT Bus	48.4	50.4	2.0	4.2%	458.5	468.4	9.8	2.1%
Paratransit	1.0	1.0	0.0	(3.0%)	9.3	9.0	(0.3)	(2.9%)
Total - NYCT	200.7	206.7	6.0	3.0%	1,868.0	1,894.5	26.5	1.4%

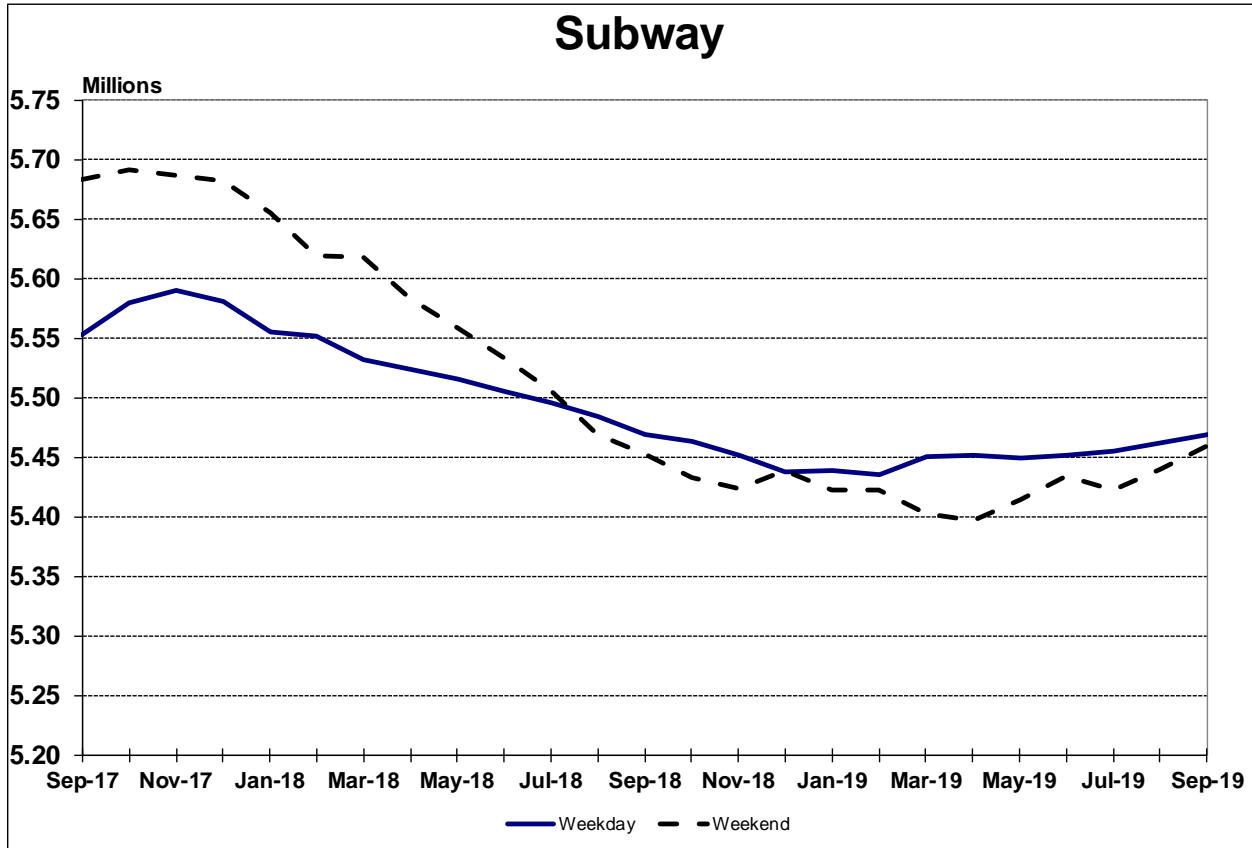
Note: Total may not add due to rounding

October Average Weekday and Weekend Ridership vs. Prior Year									
Month	Average Weekday - (thousands)					Average Weekend - (thousands)			
	2018	Preliminary 2019	Change		2018	Preliminary 2019	Change		
			Amount	Percent			Amount	Percent	
Subway	5,735	5,745	11	+0.2%	5,555	5,777	222	+4.0%	
NYCT Local Bus	1,875	1,803	(72)	-3.8%	1,963	1,975	12	+0.6%	
NYCT Express Bus	41	40	(1)	-2.7%	13	15	1	+10.3%	
Paratransit	33	35	2	+6.2%	38	43	5	+14.2%	
TOTAL - NYCT	7,684	7,624	(61)	-0.8%	7,569	7,810	241	+3.2%	
12-Month Rolling Average									
Subway	5,464	5,483	19	+0.4%	5,434	5,478	44	+0.8%	
Local Bus	1,796	1,734	(62)	-3.4%	1,982	1,950	(33)	-1.6%	
Express Bus	40	40	(0)	-0.9%	13	13	0	+2.9%	
Paratransit	30	34	4	+12.8%	37	41	4	+11.9%	
TOTAL - NYCT	7,329	7,291	(39)	-0.5%	7,465	7,481	16	+0.2%	

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

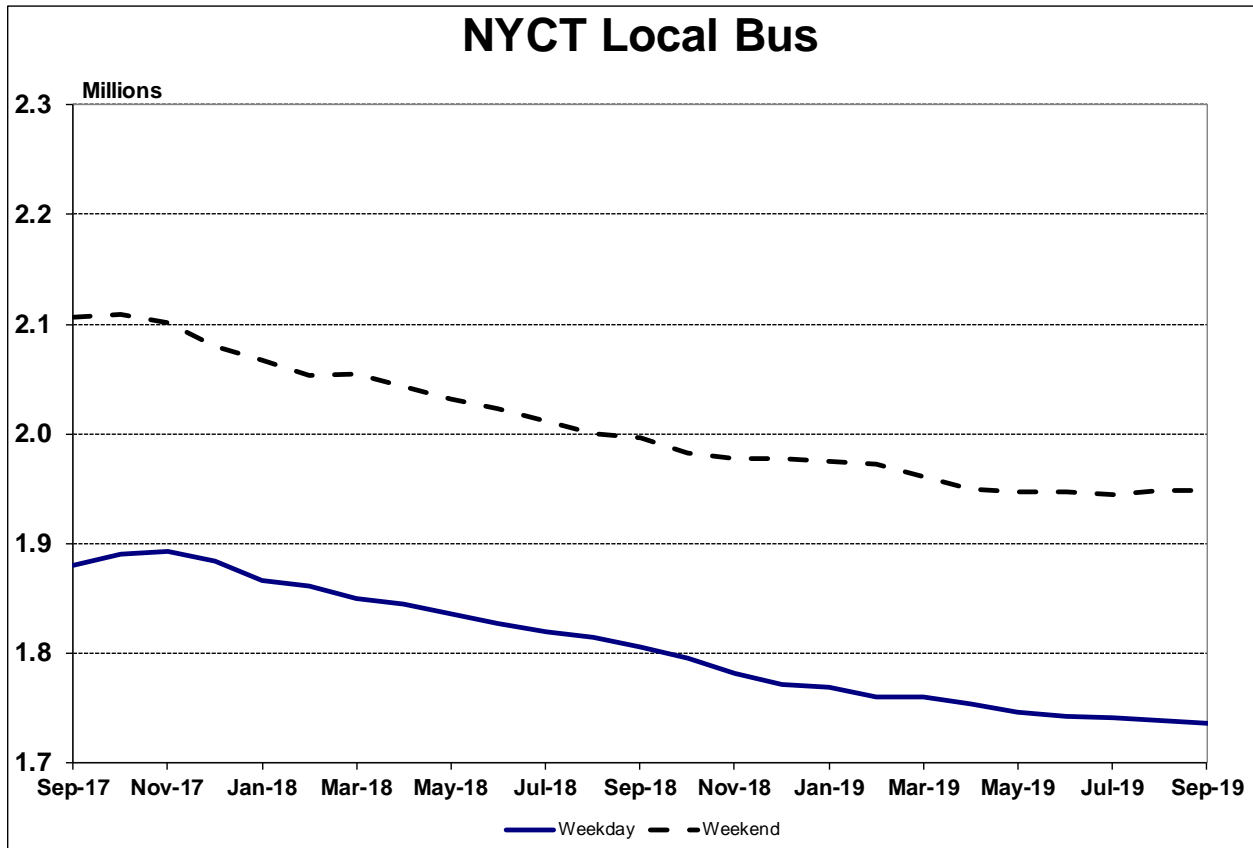
October 2019 subway ridership was 2.7 percent favorable to forecast and bus ridership was 4.2 percent favorable, due in part to the reduction of service interruptions and delays as major Subway Action Plan initiatives were completed in the last year, and higher than expected ridership.

Average Weekday and Weekend Ridership
12-Month Rolling Averages



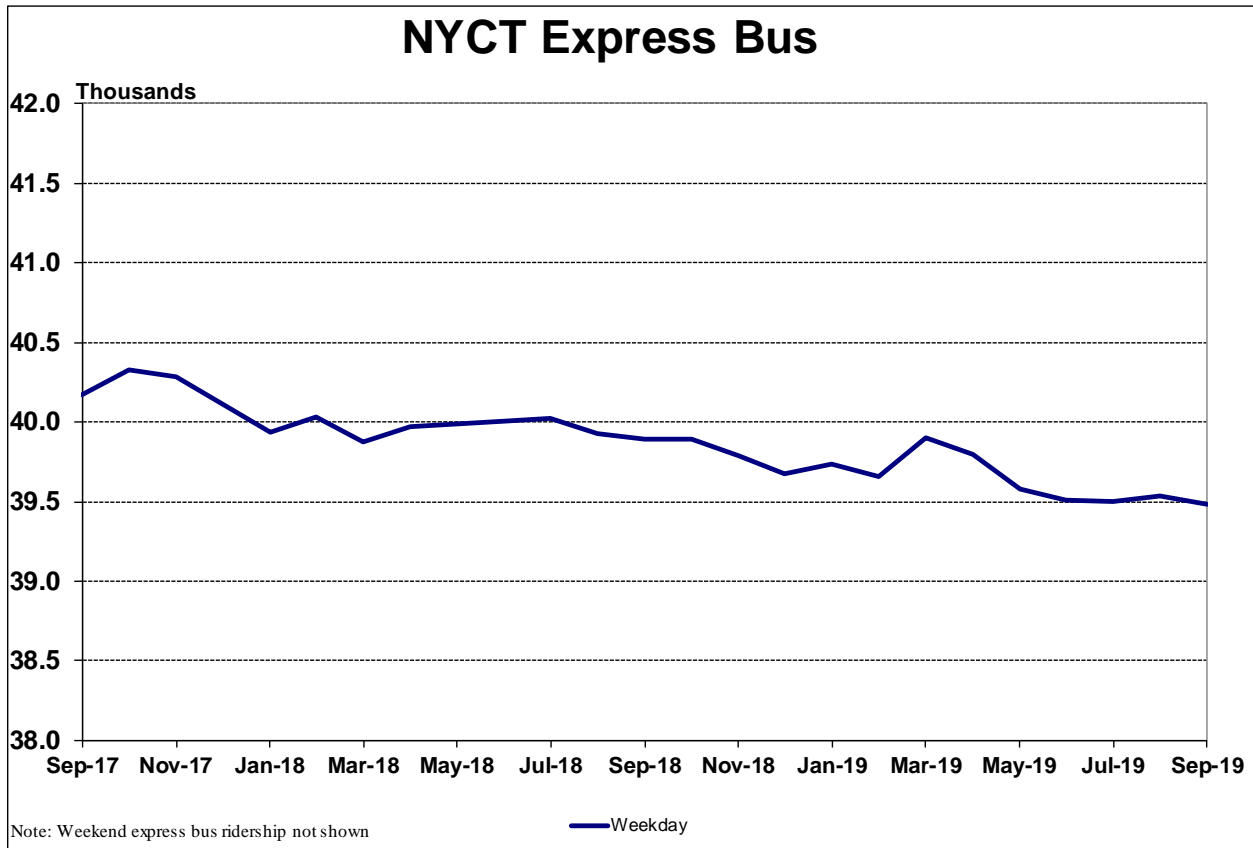
- Average weekday subway ridership was flat in 2016 and began to decline in 2017. In 2019, average weekday ridership has increased over the previous year for eight out of ten months.
- Average weekend ridership decreased from 2015 to 2016, and from 2016 to 2017. Average weekend subway ridership in October 2019 was 4.0 percent higher than October 2018.

12-Month Rolling Averages



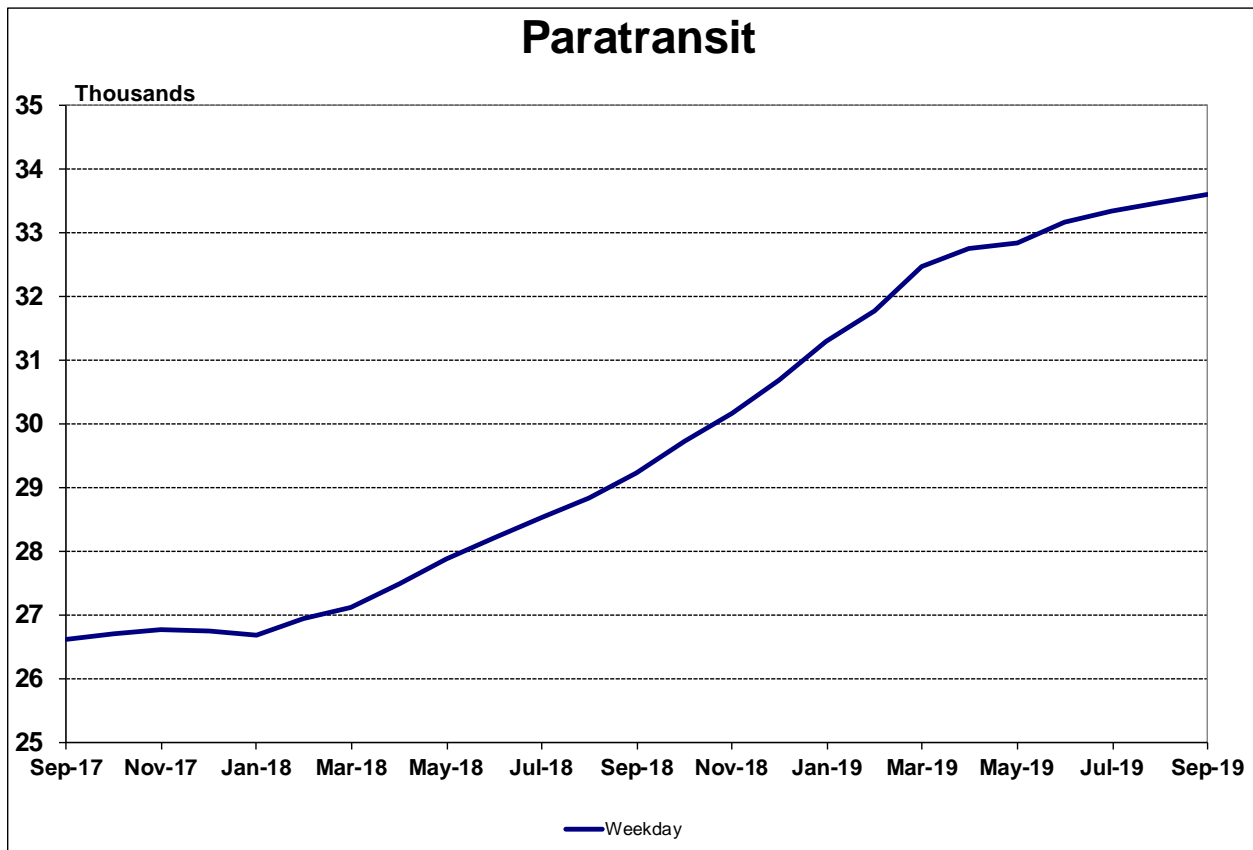
- The long-term downward trend in bus ridership accelerated in March 2017 and has continued in 2019.

12-Month Rolling Averages



- 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 April 2018 to August 2018, returning to the 2016 ridership levels, ridership began to decline again in August of 2018.

12-Month Rolling Averages



- The increase in Paratransit ridership is driven by a growth in Enhanced Broker service trips.

Ridership on New York Area Transit Services

From October 2018 to October 2019, average weekday ridership was down across area services. MTA Express Bus (down 9.0 percent) saw the largest decrease. Weekend ridership was up, with NYCT Paratransit (up 14.2 percent) and NYCT Express Bus (up 10.3 percent) posting the largest gains. Staten Island Railroad had scheduled weekend service changes on all four weekends in October.

Bridges and Tunnels traffic decreased on weekdays and increased on weekends.

Ridership on Transit Services in the New York Area (thousands)						
Transit Service	Oct-18	Prelim Oct-19	Percent Change	Rolling Avg Prior Year	Rolling Avg Current Year	12-Month Rolling Average Percent Change
Average Weekday						
NYCT Subway	5,735	5,745	+0.2%	5,464	5,483	+0.3%
NYCT Local Bus	1,875	1,803	-3.8%	1,796	1,734	-3.4%
NYCT Express Bus	41	40	-2.7%	40	40	-0.9%
NYCT Paratransit	33	35	+6.2%	30	34	+12.8%
Staten Island Railway	18	17	-2.6%	16	16	-1.9%
MTA Local Bus	392	376	-4.0%	364	361	-0.8%
MTA Express Bus	30	28	-9.0%	30	28	-7.6%
Long Island Rail Road	317	314	-0.8%	311	317	+1.9%
Metro-North Railroad	295	292	-0.8%	284	284	+0.2%
PATH	300	297	-0.9%	282	284	+0.9%
Average Weekend						
NYCT Subway	5,555	5,777	+4.0%	5,434	5,478	+0.8%
NYCT Local Bus	1,963	1,975	+0.6%	1,982	1,950	-1.6%
NYCT Express Bus	13	15	+10.3%	13	13	+2.9%
NYCT Paratransit	38	43	+14.2%	37	41	+11.9%
Staten Island Railway	8	1	-85.5%	8	6	-29.3%
MTA Local Bus	390	391	+0.4%	380	389	+2.4%
MTA Express Bus	13	14	+7.0%	12	12	+0.3%
Long Island Rail Road	206	204	-0.6%	205	212	+3.5%
Metro-North Railroad	240	249	+3.6%	237	242	+1.8%
PATH	179	193	+8.1%	194	191	-2.0%

MTA Bridges and Tunnels (thousands)						
Average Weekday	928	915	-1.4%	903	921	+1.9%
Average Weekend	1,742	1,768	+1.5%	1,649	1,727	+4.7%

Note: Percentages are based on unrounded data.

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent
			Variance				Variance				Variance	
Revenue												
Farebox Revenue:												
Subway	\$316.028	\$325.968	\$9.940	3.1	\$0.000	\$0.000	-	-	\$316.028	\$325.968	\$9.940	3.1
Bus	\$80.107	\$83.640	\$3.533	4.4	\$0.000	\$0.000	-	-	\$80.107	\$83.640	\$3.533	4.4
Paratransit	\$2.106	\$2.081	(0.025)	(1.2)	\$0.000	\$0.000	-	-	\$2.106	\$2.081	(0.025)	(1.2)
Fare Liability	\$6.541	\$6.542	\$0.001	0.0	\$0.000	\$0.000	-	-	\$6.541	\$6.542	\$0.001	0.0
Farebox Revenue	\$404.782	\$418.231	\$13.449	3.3	\$0.000	\$0.000	-	-	\$404.782	\$418.231	\$13.449	3.3
Fare Reimbursement	\$5.990	\$8.818	\$2.828	47.2	\$0.000	\$0.000	-	-	\$5.990	\$8.818	\$2.828	47.2
Paratransit Reimbursement	\$18.327	\$17.825	(0.501)	(2.7)	\$0.000	\$0.000	-	-	\$18.327	\$17.825	(0.501)	(2.7)
Other Operating Revenue	\$14.293	\$13.996	(0.297)	(2.1)	\$0.000	\$0.000	-	-	\$14.293	\$13.996	(0.297)	(2.1)
Other Revenue	\$38.610	\$40.640	\$2.030	5.3	\$0.000	\$0.000	-	-	\$38.610	\$40.640	\$2.030	5.3
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$117.069	\$145.863	\$28.794	24.6	\$117.069	\$145.863	\$28.794	24.6
Total Revenue	\$443.392	\$458.871	\$15.479	3.5	\$117.069	\$145.863	\$28.794	24.6	\$560.461	\$604.734	\$44.273	7.9
Expenses												
Labor :												
Payroll	\$292.449	\$280.914	\$11.534	3.9	\$48.245	\$52.133	(3.888)	(8.1)	\$340.694	\$333.047	\$7.646	2.2
Overtime	\$42.255	\$49.942	(7.686)	(18.2)	\$10.131	\$20.262	(10.131)	-	\$52.387	\$70.203	(17.817)	(34.0)
Total Salaries & Wages	\$334.704	\$330.856	\$3.848	1.1	\$58.376	\$72.394	(14.018)	(24.0)	\$393.080	\$403.251	(10.170)	(2.6)
Health and Welfare	\$78.899	\$86.460	(7.561)	(9.6)	\$2.231	\$1.654	\$0.577	25.9	\$81.130	\$88.114	(6.984)	(8.6)
OPEB Current Payment	\$41.331	\$41.086	\$0.245	0.6	\$0.891	\$0.869	\$0.022	2.5	\$42.222	\$41.955	\$0.268	0.6
Pensions	\$86.336	\$84.408	\$1.928	2.2	\$3.517	\$4.834	(1.317)	(37.5)	\$89.852	\$89.242	\$0.611	0.7
Other Fringe Benefits	\$38.097	\$34.580	\$3.517	9.2	\$19.014	\$23.057	(4.043)	(21.3)	\$57.111	\$57.637	(0.525)	(0.9)
Total Fringe Benefits	\$244.664	\$246.534	(1.870)	(0.8)	\$25.652	\$30.413	(4.761)	(18.6)	\$270.316	\$276.947	(6.631)	(2.5)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(23.054)	(33.194)	\$10.140	44.0	\$23.054	\$33.194	(10.140)	(44.0)	\$0.000	\$0.000	\$0.000	-
Labor	\$556.314	\$544.197	\$12.118	2.2	\$107.082	\$136.001	(28.919)	(27.0)	\$663.396	\$680.198	(16.802)	(2.5)
Non-Labor :												
Electric Power	\$22.220	\$24.999	(2.779)	(12.5)	\$0.021	\$0.034	(0.013)	(60.2)	\$22.241	\$25.033	(2.792)	(12.6)
Fuel	\$9.424	\$9.311	\$0.113	1.2	\$0.020	\$0.000	\$0.020	-	\$9.445	\$9.311	\$0.133	1.4
Insurance	\$5.759	\$5.765	(0.006)	(0.1)	\$0.000	\$0.000	-	-	\$5.759	\$5.765	(0.006)	(0.1)
Claims	\$17.409	\$28.061	(10.652)	(61.2)	\$0.000	\$0.000	-	-	\$17.409	\$28.061	(10.652)	(61.2)
Paratransit Service Contracts	\$45.615	\$40.712	\$4.903	10.7	\$0.000	\$0.000	-	-	\$45.615	\$40.712	\$4.903	10.7
Maintenance and Other Operating Contracts	\$31.691	\$24.169	\$7.522	23.7	\$3.538	\$5.301	(1.763)	(49.8)	\$35.229	\$29.470	\$5.759	16.3
Professional Service Contracts	\$19.192	\$16.592	\$2.600	13.5	\$0.700	\$2.617	(1.917)	-	\$19.892	\$19.209	\$0.683	3.4
Materials & Supplies	\$29.387	\$27.790	\$1.597	5.4	\$5.549	\$8.381	(2.832)	(51.0)	\$34.936	\$36.171	(1.235)	(3.5)
Other Business Expenses	\$7.057	\$15.071	(8.014)	-	\$0.159	(6.471)	\$6.630	-	\$7.216	\$8.599	(1.383)	(19.2)
Non-Labor	\$187.755	\$192.469	(4.714)	(2.5)	\$9.987	\$9.862	\$0.126	1.3	\$197.742	\$202.330	(4.589)	(2.3)
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$744.069	\$736.666	\$7.403	1.0	\$117.069	\$145.863	(28.794)	(24.6)	\$861.138	\$882.528	(21.390)	(2.5)
Depreciation	\$156.505	\$165.476	(8.970)	(5.7)	\$0.000	\$0.000	-	-	\$156.505	\$165.476	(8.970)	(5.7)
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$900.574	\$902.141	(1.567)	(0.2)	\$117.069	\$145.863	(28.794)	(24.6)	\$1,017.643	\$1,048.004	(30.361)	(3.0)
OPERATING SURPLUS/DEFICIT	(457.182)	(443.270)	\$13.912	3.0	\$0.000	\$0.000	\$0.000	-	(457.182)	(443.270)	\$13.912	3.0

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
Oct - 2019 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Oct 2019
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$2,932.747	\$2,971.114	\$38.367	1.3	\$0.000	\$0.000	-	-	\$2,932.747	\$2,971.114	\$38.367	1.3
Bus	\$769.679	\$785.893	\$16.214	2.1	\$0.000	\$0.000	-	-	\$769.679	\$785.893	\$16.214	2.1
Paratransit	\$19.474	\$19.493	\$0.018	0.1	\$0.000	\$0.000	-	-	\$19.474	\$19.493	\$0.018	0.1
Fare Liability	\$65.418	\$65.420	\$0.002	0.0	\$0.000	\$0.000	-	-	\$65.418	\$65.420	\$0.002	0.0
Farebox Revenue	\$3,787.318	\$3,841.919	\$54.601	1.4	\$0.000	\$0.000	-	-	\$3,787.318	\$3,841.919	\$54.601	1.4
Fare Reimbursement	\$72.035	\$69.119	(2.916)	(4.0)	\$0.000	\$0.000	-	-	\$72.035	\$69.119	(2.916)	(4.0)
Paratransit Reimbursement	\$182.393	\$179.740	(2.653)	(1.5)	\$0.000	\$0.000	-	-	\$182.393	\$179.740	(2.653)	(1.5)
Other Operating Revenue	\$144.131	\$143.416	(0.715)	(0.5)	\$0.000	\$0.000	-	-	\$144.131	\$143.416	(0.715)	(0.5)
Other Revenue	\$398.559	\$392.275	(6.284)	(1.6)	\$0.000	\$0.000	-	-	\$398.559	\$392.275	(6.284)	(1.6)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$1,197.582	\$1,153.987	(43.595)	(3.6)	\$1,197.582	\$1,153.987	(43.595)	(3.6)
Total Revenue	\$4,185.877	\$4,234.194	\$48.317	1.2	\$1,197.582	\$1,153.987	(43.595)	(3.6)	\$5,383.459	\$5,388.181	\$4.722	0.1
Expenses												
Labor :												
Payroll	\$2,894.540	\$2,896.276	(1.736)	(0.1)	\$471.487	\$400.187	\$71.301	15.1	\$3,366.027	\$3,296.463	\$69.564	2.1
Overtime	\$461.184	\$505.278	(44.093)	(9.6)	\$120.957	\$164.163	(43.206)	(35.7)	\$582.141	\$669.440	(87.299)	(15.0)
Total Salaries & Wages	\$3,355.724	\$3,401.554	(45.830)	(1.4)	\$592.444	\$564.349	\$28.095	4.7	\$3,948.168	\$3,965.903	(17.735)	(0.4)
Health and Welfare	\$779.479	\$783.860	(4.382)	(0.6)	\$21.891	\$20.503	\$1.388	6.3	\$801.370	\$804.363	(2.993)	(0.4)
OPEB Current Payment	\$404.321	\$424.704	(20.383)	(5.0)	\$8.804	\$8.744	\$0.060	0.7	\$413.125	\$433.449	(20.323)	(4.9)
Pensions	\$891.079	\$893.504	(2.425)	(0.3)	\$35.462	\$37.383	(1.921)	(5.4)	\$926.541	\$930.887	(4.345)	(0.5)
Other Fringe Benefits	\$383.199	\$402.399	(19.200)	(5.0)	\$190.344	\$175.060	\$15.284	8.0	\$573.543	\$577.459	(3.916)	(0.7)
Total Fringe Benefits	\$2,458.079	\$2,504.468	(46.389)	(1.9)	\$256.500	\$241.689	\$14.811	5.8	\$2,714.579	\$2,746.157	(31.578)	(1.2)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(249.197)	(250.581)	\$1.384	0.6	\$249.197	\$250.581	(1.384)	(0.6)	\$0.000	\$0.000	\$0.000	-
Labor	\$5,564.606	\$5,655.441	(90.835)	(1.6)	\$1,098.142	\$1,056.620	\$41.522	3.8	\$6,662.747	\$6,712.060	(49.313)	(0.7)
Non-Labor :												
Electric Power	\$234.075	\$238.108	(4.033)	(1.7)	\$0.210	\$0.285	(0.074)	(35.4)	\$234.285	\$238.392	(4.107)	(1.8)
Fuel	\$92.058	\$93.146	(1.088)	(1.2)	\$0.098	\$0.000	\$0.098	-	\$92.155	\$93.146	(0.991)	(1.1)
Insurance	\$57.229	\$57.259	(0.029)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$57.229	\$57.259	(0.029)	(0.1)
Claims	\$174.091	\$184.743	(10.652)	(6.1)	\$0.000	\$0.096	(0.096)	-	\$174.091	\$184.839	(10.748)	(6.2)
Paratransit Service Contracts	\$410.755	\$400.160	\$10.595	2.6	\$0.000	\$0.000	\$0.000	-	\$410.755	\$400.160	\$10.595	2.6
Maintenance and Other Operating Contracts	\$261.972	\$242.122	\$19.850	7.6	\$35.731	\$39.363	(3.632)	(10.2)	\$297.703	\$281.485	\$16.217	5.4
Professional Service Contracts	\$164.254	\$160.400	\$3.854	2.3	\$7.205	\$16.010	(8.805)	-	\$171.460	\$176.411	(4.951)	(2.9)
Materials & Supplies	\$287.208	\$287.913	(0.705)	(0.2)	\$56.970	\$45.443	\$11.527	20.2	\$344.178	\$333.355	\$10.822	3.1
Other Business Expenses	\$70.671	\$81.721	(11.050)	(15.6)	(0.774)	(3.829)	\$3.056	-	\$69.897	\$77.891	(7.994)	(11.4)
Non-Labor	\$1,752.312	\$1,745.570	\$6.742	0.4	\$99.440	\$97.368	\$2.073	2.1	\$1,851.753	\$1,842.938	\$8.815	0.5
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$7,316.918	\$7,401.011	(84.093)	(1.1)	\$1,197.582	\$1,153.987	\$43.595	3.6	\$8,514.500	\$8,554.998	(40.498)	(0.5)
Depreciation	\$1,565.052	\$1,635.569	(70.517)	(4.5)	\$0.000	\$0.000	-	-	\$1,565.052	\$1,635.569	(70.517)	(4.5)
GASB 75 OPEB Expense Adjustment	\$21.866	(27.578)	\$49.444	-	\$0.000	\$0.000	-	-	\$21.866	(27.578)	\$49.444	-
GASB 68 Pension Adjustment	(4.934)	(104.805)	\$99.871	-	\$0.000	\$0.000	-	-	(4.934)	(104.805)	\$99.871	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$8,898.902	\$8,904.197	(5.295)	(0.1)	\$1,197.582	\$1,153.987	\$43.595	3.6	\$10,096.484	\$10,058.184	\$38.300	0.4
OPERATING SURPLUS/DEFICIT	(4,713.025)	(4,670.003)	\$43.022	0.9	\$0.000	\$0.000	\$0.000	-	(4,713.025)	(4,670.003)	\$43.022	0.9

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS

(\$ in millions)

PRELIMINARY RESULTS now under review

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	13.4	3.3	Due mostly to higher subway revenue of \$9.9 million (3.1 percent) and bus revenue of \$3.5 million (4.4 percent), due primarily to higher ridership	54.6	1.4	Due mostly to higher subway revenue of \$38.4 million (1.3 percent) and bus revenue of \$16.2 million (2.1 percent), due primarily to higher ridership
Other Operating Revenue	NR	3.0	7.8	Mostly the favorable timing of fare reimbursements	(7.5)	(1.9)	Largely the unfavorable timing of fare reimbursements
Payroll	NR	11.5	3.9	Due primarily to vacancies and the favorable timing of miscellaneous expenses			
Overtime	NR	(7.7)	(18.2)	Due primarily to running time, service support activities, backfill coverage for employee absences, Infrastructure/HVAC repairs and the Station Maintenance Efforts Project requirements	(44.1)	(9.6)	Due largely to Infrastructure HVAC repair requirements and Station Maintenance efforts, as well as SAP project overruns related to Car Equipment fleet improvement projects. Other overruns were generated by running time, other service support activities and backfill coverage regarding employee absences.
Health & Welfare (including OPEB current payment)	NR	(7.4)	(6.2)	Due largely to higher charges than anticipated	(24.8)	(2.1)	Due largely to higher charges than anticipated
Pension	NR	1.9	2.2	The favorable timing of NYCERS expenses	(2.4)	(0.3)	Primarily higher NYCERS expenses than anticipated
Other Fringe Benefits	NR	3.5	9.2	Mostly from favorable overhead credits resulting from higher reimbursable work requirements	(19.2)	(5.0)	Largely due to lower reimbursable work requirements, resulting in unfavorable overhead results, and higher FICA expenses than anticipated
Reimbursable Overhead	NR	10.1	44.0	Largely resulting from an offset to an unfavorable timing delay reported in August			
Electric Power	NR	(2.8)	(12.5)	Mostly unfavorable pricing and usage	(4.0)	(1.7)	Mostly unfavorable pricing and usage

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS

(\$ in millions)

PRELIMINARY RESULTS now under review

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Fuel	NR				(1.1)	(1.2)	Largely fuel credits not realized
Paratransit Service Contracts	NR	4.9	1.7	Negotiated contract modifications have contributed to these results	10.6	2.6	Negotiated contract modifications have contributed to these results
Maintenance and Other Operating Contracts	NR	7.5	23.7	Mostly the favorable timing of building-related expenses and auto purchases, partly offset by the unfavorable timing of Hasmat Waste disposal	19.9	7.6	Mostly the favorable timing of maintenance services and building-related expenses
Professional Service Contracts	NR	2.6	13.5	Largely the favorable timing of Information Technology-related requirements and bond services expenses	3.9	2.3	Mainly the favorable timing of Information Technology-related requirements, partly offset by various professional service contract requirements
Materials & Supplies	NR	1.6	5.4	Principally the favorable timing of non-vehicle maintenance material requirements along with higher surplus sales			
Capital and Other Reimbursements	R	28.8	24.6	Increased reimbursements consistent with a increase in reimbursable expenses.	(43.6)	(3.8)	Decreased reimbursements consistent with a decrease in reimbursable expenses.
Payroll	R				71.3	15.1	Mainly vacancies/absentees not available for Capital Support/project requirements
Overtime	R	(10.1)	over (100.0)	Due mainly to vacancy/absentee coverage requirements, overtime offset-leave usage, SAP job overruns in Signal and Power initiatives and SAP CWR IHC Initiative, along with additional capital service support by Service Delivery	(43.2)	(35.7)	Due mainly to vacancy/absentee coverage requirements, overtime offset-leave usage, SAP job overruns in Signal and Power initiatives and SAP CWR IHC Initiative, along with additional capital service support by Service Delivery
Maintenance Contracts	R	(1.8)	(49.8)	Primarily higher requirements for construction services and auto purchases	(3.6)	(10.2)	Primarily higher requirements for construction services and auto purchases
Professional Service Contracts	R	(1.9)	over 100.0	Represents various professional services requirements	(8.8)	over (100.0)	Represents various professional services requirements along with additional IT hardware and software requirements

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS

(\$ in millions)

PRELIMINARY RESULTS now under review

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Materials & Supplies	R	(2.8)	(51.0)	Largely the unfavorable timing of communications equipment purchases	11.5	20.2	Mainly the favorable timing of mostly non-vehicle maintenance material requirements
Other Business Expenses	R	6.6	over 100.0	Mostly represents an overhead "True-up" adjustment offset in non-reimbursable	3.1	over 100.0	Mostly represents an overhead "True-up" adjustment offset in non-reimbursable

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2019 Mid_Year
Cash Receipts and Expenditures
Oct FY19
(\$ 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
Receipts								
Farebox Revenue	\$404.782	\$420.320	\$15.538	3.8	\$3,811.055	\$3,874.994	\$63.939	1.7
Fare Reimbursement	\$0.000	\$0.000	\$0.000	-	\$59.548	\$116.426	\$56.879	95.5
Paratransit Reimbursement	\$48.721	\$3.379	(45.342)	(93.1)	\$214.571	\$167.117	(47.454)	(22.1)
Other Operating Revenue	\$5.450	\$3.990	(1.460)	(26.8)	\$44.382	\$37.112	(7.270)	(16.4)
Other Revenue	\$54.171	\$7.369	(46.802)	(86.4)	\$318.501	\$320.655	\$2.154	0.7
Capital and Other Reimbursements	\$137.069	\$121.752	(15.317)	(11.2)	\$1,208.124	\$1,075.152	(132.972)	(11.0)
Total Revenue	\$596.022	\$549.441	(46.581)	(7.8)	\$5,337.680	\$5,270.801	(66.879)	(1.3)
Expenditures								
Labor :								
Payroll	\$487.084	\$445.083	\$42.002	8.6	\$3,382.875	\$3,311.721	\$71.154	2.1
Overtime	\$52.387	\$70.203	(17.817)	(34.0)	\$582.141	\$669.440	(87.299)	(15.0)
Total Salaries & Wages	\$539.471	\$515.286	\$24.185	4.5	\$3,965.016	\$3,981.161	(16.145)	(0.4)
Health and Welfare	\$81.130	\$75.319	\$5.810	7.2	\$812.371	\$786.394	\$25.976	3.2
OPEB Current Payment	\$42.222	\$41.955	\$0.268	0.6	\$413.125	\$433.449	(20.323)	(4.9)
Pensions	\$89.852	\$89.224	\$0.628	0.7	\$926.393	\$930.657	(4.264)	(0.5)
Other Fringe Benefits	\$52.699	\$42.470	\$10.229	19.4	\$439.533	\$426.726	\$12.807	2.9
Total Fringe Benefits	\$265.903	\$248.968	\$16.935	6.4	\$2,591.422	\$2,577.226	\$14.196	0.5
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$805.374	\$764.254	\$41.120	5.1	\$6,556.438	\$6,558.387	(1.949)	0.0
Non-Labor :								
Electric Power	\$22.241	\$25.730	(3.489)	(15.7)	\$244.458	\$251.784	(7.326)	(3.0)
Fuel	\$9.445	\$5.196	\$4.249	45.0	\$96.597	\$88.262	\$8.335	8.6
Insurance	\$0.000	\$0.000	\$0.000	-	\$53.769	\$66.758	(12.989)	(24.2)
Claims	\$10.303	\$18.285	(7.982)	(77.5)	\$122.822	\$137.712	(14.890)	(12.1)
Paratransit Service Contracts	\$47.615	\$44.011	\$3.604	7.6	\$407.018	\$406.538	\$0.480	0.1
Maintenance and Other Operating Contracts	\$35.229	\$27.422	\$7.807	22.2	\$286.655	\$268.036	\$18.619	6.5
Professional Service Contracts	\$16.892	\$20.353	(3.461)	(20.5)	\$160.590	\$177.633	(17.043)	(10.6)
Materials & Supplies	\$31.394	\$40.318	(8.924)	(28.4)	\$351.159	\$367.597	(16.438)	(4.7)
Other Business Expenses	\$7.216	\$7.888	(0.672)	(9.3)	\$71.054	\$79.184	(8.130)	(11.4)
Non-Labor	\$180.335	\$189.203	(8.868)	(4.9)	\$1,794.122	\$1,843.504	(49.382)	(2.8)
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$985.709	\$953.457	\$32.252	3.3	\$8,350.560	\$8,401.891	(51.331)	(0.6)
Depreciation	\$0.000	\$0.000	\$0.000	-	(0.001)	\$0.000	(0.001)	-
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$985.709	\$953.457	\$32.252	3.3	\$8,350.559	\$8,401.891	(51.332)	(0.6)
Net Surplus/(Deficit)	(389.687)	(404.016)	(14.329)	(3.7)	(3,012.879)	(3,131.090)	(118.211)	(3.9)

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL CASH BASIS
October 2019
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	15.5	3.8	Driven by higher farebox revenue, resulting mostly from increased ridership	63.9	1.7	Driven by higher farebox revenue, resulting mostly from increased ridership
Other Operating Receipts	(46.8)	(86.4)	Largely the unfavorable timing of receipt of Paratransit reimbursements			
Capital and Other Reimbursements	(15.3)	(11.2)	Largely the unfavorable timing of capital reimbursements	(133.0)	(11.0)	Delayed resolution of capital project job overruns
Salaries & Wages	24.2	4.5	Delayed settlement of TWU contract, resulting in accrued expenses not paid out	(16.1)	(0.4)	Mainly higher SAP overtime requirements, including vacancy coverage
Insurance				(13.0)	(24.2)	Due principally to the timing of payments with MTA
Maintenance Contracts	7.8	22.2	Mainly the favorable timing of expenses/payments	18.6	6.5	Provision for SAP expenses, expended as labor expenses
Materials & Supplies	(8.9)	(28.4)	Primarily the unfavorable timing of payments	(16.4)	(4.7)	Primarily due to a greater than projected inventory buildup

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2019 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Oct FY19
(\$ 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
Revenue								
Farebox Revenue	\$0.000	\$2.089	\$2.089	-	\$23.737	\$33.075	\$9.338	39.3
Fare Reimbursement	(5.990)	(8.818)	(2.828)	(47.2)	(12.488)	\$47.307	\$59.795	-
Paratransit Reimbursement	\$30.395	(14.446)	(44.841)	-	\$32.178	(12.623)	(44.801)	-
Other Operating Revenue	(8.843)	(10.006)	(1.163)	(13.2)	(99.748)	(106.304)	(6.555)	(6.6)
Other Revenue	\$15.561	(33.271)	(48.832)	-	(80.058)	(71.620)	\$8.439	10.5
Capital and Other Reimbursements	\$20.000	(24.111)	(44.111)	-	\$10.542	(78.835)	(89.377)	-
Total Revenue	\$35.561	(55.293)	(90.854)	-	(45.779)	(117.380)	(71.601)	-
Expenses								
Labor :								
Payroll	(146.390)	(112.035)	\$34.355	23.5	(16.848)	(15.258)	\$1.590	9.4
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	(146.390)	(112.035)	\$34.355	23.5	(16.848)	(15.258)	\$1.590	9.4
Health and Welfare	\$0.000	\$12.794	\$12.794	-	(11.001)	\$17.969	\$28.970	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	\$0.000	\$0.018	\$0.018	-	\$0.148	\$0.230	\$0.082	55.2
Other Fringe Benefits	\$4.413	\$15.167	\$10.754	-	\$134.010	\$150.733	\$16.723	12.5
Total Fringe Benefits	\$4.413	\$27.979	\$23.567	-	\$123.157	\$168.931	\$45.774	37.2
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Labor	(141.978)	(84.056)	\$57.922	40.8	\$106.309	\$153.673	\$47.364	44.6
Non-Labor :								
Electric Power	\$0.000	(0.697)	(0.697)	-	(10.173)	(13.392)	(3.219)	(31.6)
Fuel	\$0.000	\$4.115	\$4.115	-	(4.442)	\$4.884	\$9.326	-
Insurance	\$5.759	\$5.765	\$0.006	0.1	\$3.460	(9.499)	(12.959)	-
Claims	\$7.106	\$9.776	\$2.670	37.6	\$51.269	\$47.127	(4.142)	(8.1)
Paratransit Service Contracts	(2.000)	(3.299)	(1.299)	(65.0)	\$3.737	(6.378)	(10.115)	-
Maintenance and Other Operating Contracts	\$0.000	\$2.048	\$2.048	-	\$11.048	\$13.449	\$2.401	21.7
Professional Service Contracts	\$3.000	(1.144)	(4.144)	-	\$10.870	(1.222)	(12.092)	-
Materials & Supplies	\$3.542	(4.147)	(7.689)	-	(6.981)	(34.242)	(27.261)	-
Other Business Expenses	\$0.000	\$0.711	\$0.711	-	(1.157)	(1.293)	(0.136)	(11.7)
Non-Labor	\$17.407	\$13.127	(4.280)	(24.6)	\$57.631	(0.566)	(58.197)	-
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	(124.571)	(70.929)	\$53.642	43.1	\$163.940	\$153.107	(10.833)	(6.6)
Depreciation	\$156.505	\$165.476	\$8.971	5.7	\$1,565.053	\$1,635.569	\$70.516	4.5
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	\$21.866	(27.578)	(49.444)	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	(4.934)	(104.805)	(99.871)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$31.934	\$94.547	\$62.613	-	\$1,745.925	\$1,656.293	(89.632)	(5.1)
Total Cash Conversion Adjustments	\$67.495	\$39.254	(28.241)	(41.8)	\$1,700.146	\$1,538.913	(161.233)	(9.5)

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 - 2019
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS

October 2019

	<u>Mid Year</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./(Unfav)</u>	<u>Explanation</u>
<u>Administration:</u>				
Office of the President	32	25	7	
Law	301	270	31	
Office of the EVP	18	12	6	
Human Resources	247	216	31	
Office of Management and Budget	41	37	4	
Capital Planning and Budget	37	29	8	
Strategy & Customer Experience	207	187	20	
Non-Departmental	9	0	9	
Labor Relations	97	82	15	
Office of People & Business Transformation	22	16	6	
Materiel	261	226	35	
Controller	122	106	16	
Total Administration	1,394	1,206	188	
<u>Operations:</u>				
Subways Service Delivery	8,573	8,581	(8)	
Subways Operations Support/Admin	434	438	(4)	
Subways Stations	2,755	2,595	160	Vacancies mainly due to Station Agents.
Subtotal Subways	11,762	11,614	148	
Buses	11,128	11,082	46	
Paratransit	209	190	19	
Operations Planning	393	352	41	
Revenue Control	642	592	50	Vacancies mainly due to PTEs and Collecting Agents.
Non-Departmental	-	-	0	
Total Operations	24,134	23,830	304	
<u>Maintenance:</u>				
Subways Operations Support/Admin	95	112	(17)	
Subways Engineering	391	330	61	Vacancies mainly due to PTEs
Subways Car Equipment	4,924	4,940	(16)	
Subways Infrastructure	1,963	1,964	(1)	
Subways Elevators & Escalators	455	453	2	
Subways Stations	3,458	3,423	35	
Subways Track	3,118	3,080	38	
Subways Power	665	677	(12)	
Subways Signals	1,637	1,637	-	
Subways Electronic Maintenance	1,615	1,546	69	Vacancies mainly due to PTEs
Subtotal Subways	18,321	18,162	159	
Buses	3,553	3,556	(3)	
Supply Logistics	565	559	6	
System Safety	92	84	8	
Non-Departmental	(93)	(1)	(92)	
Total Maintenance	22,438	22,360	78	
<u>Engineering:</u>				
Capital Program Management	1,471	1,262	209	Vacancies mainly due to Mgrs and PTEs
Total Engineering/Capital	1,471	1,262	209	
<u>Public Safety:</u>				
Security	664	638	26	
Total Public Safety	664	638	26	
Total Positions	50,101	49,296	805	
Non-Reimbursable	44,144	44,199	(54)	
Reimbursable	5,957	5,097	860	
Total Full-Time	49,846	49,108	738	
Total Full-Time Equivalents	255	188	67	

MTA NEW YORK TRANSIT
JULY FINANCIAL PLAN - 2019
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
October 2019

FUNCTION/OCCUPATION	Mid_Year	Actual	Variance Fav./(Unfav)	Explanation
<u>Administration:</u>				
Managers/Supervisors	488	405	83	
Professional, Technical, Clerical	870	774	96	
Operational Hourlies	36	27	9	
Total Administration	1,394	1,206	188	
<u>Operations:</u>				
Managers/Supervisors	2,883	2,756	127	
Professional, Technical, Clerical	586	514	72	
Operational Hourlies	20,665	20,560	105	
Total Operations	24,134	23,830	304	
<u>Maintenance:</u>				
Managers/Supervisors	3,977	3,961	16	
Professional, Technical, Clerical	1,123	947	176	
Operational Hourlies	17,338	17,452	(114)	
Total Maintenance	22,438	22,360	78	
<u>Engineering/Capital:</u>				
Managers/Supervisors	379	307	72	
Professional, Technical, Clerical	1,090	953	137	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,471	1,262	209	
<u>Public Safety:</u>				
Managers/Supervisors	270	257	13	
Professional, Technical, Clerical	40	34	6	
Operational Hourlies	354	347	7	
Total Public Safety	664	638	26	
<u>Total Positions:</u>				
Managers/Supervisors	7,997	7,686	311	
Professional, Technical, Clerical	3,709	3,222	487	
Operational Hourlies	38,395	38,388	7	
Total Positions	50,101	49,296	805	

MTA New York City Transit
2019 July Financial Plan - Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Oct						Oct Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	387,417	\$13.060	395,201	\$13.131	(7,784)	(\$0.071)	3,769,842	\$126.094	3,707,675	\$123.091	62,167	\$3.002
						-0.5%						2.4%
<u>Unscheduled Service</u>	283,777	\$9.968	431,385	\$14.597	(147,608)	(\$4.629)	3,522,473	\$118.831	4,047,424	\$136.278	(524,951)	(\$17.447)
						-46.4%						-14.7%
<u>Programmatic/Routine Maintenance</u>	369,472	\$13.075	494,770	\$17.783	(125,298)	(\$4.708)	4,621,928	\$161.261	5,552,408	\$198.106	(930,480)	(\$36.846)
						-36.0%						-22.8%
<u>Vacancy/Absentee Coverage</u>	105,369	\$3.441	99,825	\$3.381	5,544	\$0.060	912,792	\$29.704	705,751	\$22.928	207,042	\$6.775
						1.7%						22.8%
<u>Weather Emergencies</u>	22,361	\$0.673	7,589	\$0.258	14,772	\$0.415	581,771	\$19.307	518,043	\$17.681	63,727	\$1.626
						61.6%						8.4%
<u>Safety/Security/Law Enforcement</u>	7,985	\$0.239	11,190	\$0.325	(3,205)	(\$0.085)	79,829	\$2.370	82,745	\$2.396	(2,916)	(\$0.026)
						-35.7%						-1.1%
<u>Other[1]</u>	13,195	\$1.799	12,137	\$0.466	1,058	\$1.333	135,475	\$3.619	126,511	\$4.797	8,965	(\$1.178)
						74.1%						-32.6%
Subtotal	1,189,575	\$42.255	1,452,096	\$49.942	(262,521)	(\$7.686)	13,624,109	\$461.184	14,740,556	\$505.278	(1,116,447)	(\$44.093)
						-18.2%						-9.6%
REIMBURSABLE OVERTIME	320,233	\$10.131	578,731	\$20.262	(258,498)	(\$10.131)	3,421,548	\$120.957	4,617,969	\$164.163	(1,196,422)	(\$43.206)
						-100.0%						-35.7%
TOTAL OVERTIME	1,509,808	\$52.387	2,030,827	\$70.203	(521,019)	(\$17.817)	17,045,657	\$582.141	19,358,525	\$669.440	(2,312,869)	(\$87.299)
						-34.0%						-15.0%

Totals may not add due to rounding

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

* Exceeds 100%

MTA New York City Transit
 2019 July Financial Plan - Mid-Year Forecast
 Non-Reimbursable/Reimbursable Overtime
 (\$ in millions)

	Oct			Oct Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(7,784)	(\$0.1)		62,167	\$3.0	Favorable variance is related to revenue operator absences
		.9%			(6.8%)	
<u>Unscheduled Service</u>	(147,608)	(\$4.6)	Unfavorable variance due to running time, other service support activities and backfill coverage for employee absences	(524,951)	(\$17.4)	Unfavorable variance due to running time, other service support activities and backfill coverage for employee absences
		60.2%	Due to a forecast budget misallocation, the real overrun in this category is \$-4.2M		39.6%	Due to a forecast budget misallocation, the real overrun in this category is \$-14.2M
<u>Programmatic/Routine Maintenance</u>	(125,298)	(\$4.7)	Unfavorable variance mainly due to Infrastructure HVAC repair and Station Maintenance efforts project.	(930,480)	(\$36.8)	Unfavorable variance mainly due to Infrastructure HVAC repair and Station Maintenance efforts
		61.3%	Due to a forecast budget misallocation, the real overrun in this category is \$-3.0M		83.6%	In addition, SAP project overruns related to Car Equipment fleet improvement projects, Track and Infrastructure defect repairs and emergency response efforts offset by underruns in Stations and Signals
						Due to a forecast budget misallocation, the real overrun in this category is \$-23.9M
<u>Vacancy/Absentee Coverage</u>	5,544	\$0.1	Favorable variance mainly due to a forecast budget misallocation, the real overrun in this category is \$-2.0M.	207,042	\$6.8	Favorable variance mainly due to a forecast budget misallocation, the real overrun in this category is \$-9.5M.
		(0.8%)	This overrun was due to vacancy/absentee coverage for Station Agents and Station Cleaners		(15.4%)	This overrun was due to vacancy/absentee coverage for Station Agents and Station Cleaners
<u>Weather Emergencies</u>	14,772	\$0.4		63,727	\$1.6	Favorable variance mainly due to less weather job requirement than projected
		-5.4%			(3.7%)	
<u>Safety/Security/Law Enforcement</u>	(3,205)	(\$0.1)		(2,916)	(\$0.0)	
		1.1%			.1%	
<u>Other</u>	1,058	\$1.3	Favorable variance is related to timing of reimbursable expenses	8,965	(\$1.2)	Unfavorable variance is related to timing of reimbursable expenses
		(17.3%)			2.7%	
Subtotal	(262,521)	(\$7.7)		(1,116,447)	(\$44.1)	
		43.1%			50.5%	
REIMBURSABLE OVERTIME						
	(258,498)	(\$10.1)	Unfavorable variance mainly due to vacancy/absentee coverage, overtime offset leave usage, SAP Job overrun in Signal and Power initiatives and SAP CWR IHC Initiative, and additional capital service support by Service Delivery, Stations and Buses (mainly providing shuttle service).	(1,196,422)	(\$43.2)	Unfavorable variance mainly due to vacancy/absentee coverage, overtime offset leave usage, SAP Job overrun in Signal and Power initiatives and SAP CWR IHC Initiative, and additional capital service support by Service Delivery, Stations and Buses (mainly providing shuttle service).
		56.9%			49.5%	
TOTAL OVERTIME	(521,019)	(\$17.8)		(2,312,869)	(\$87.3)	

Totals may not add due to rounding.

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2019 Overtime Reporting
Overtime Legend

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

MTA NEW YORK CITY TRANSIT
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2019 YEAR-TO-DATE
(\$ in millions)

	<u>October 2019 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual Results</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Total Revenue	4,185.9	4,220.7	4,234.2	48.3	1.2	13.5	0.3
Total Expenses before Depreciation, OPEB and Environmental Remediation	7,316.9	7,372.0	7,401.0	(84.1)	(1.1)	(29.0)	(0.4)
Depreciation	1,565.1	1,565.1	1,635.6	(70.5)	(4.5)	(70.5)	(4.5)
OPEB Account	21.9	21.9	(27.6)	49.4	226.1	49.4	226.1
GASB 68 Pension Adjustment	(4.9)	(4.9)	(104.8)	99.9	n/a	99.9	0.0
Total Expenses	8,898.9	8,954.0	8,904.2	(5.3)	(0.1)	49.8	0.6
Net Surplus/(Deficit)	(4,713.0)	(4,733.3)	(4,670.0)	43.0	0.9	63.3	1.3

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
OCTOBER 2019 YEAR-TO-DATE
(\$ in millions)

	October 2019 Year-to-Date		Reason for Variance
	Favorable (Unfavorable) Variance		
	\$	%	
Total Revenue (Nonreimbursable)	13.5	0.3	This favorable revenue result represents mostly increases in subway revenue \$9.3 million (0.3 percent) and bus revenue of \$3.0 million (0.4 percent)
Total Expenses (Nonreimbursable)	49.8	0.6	Operating expenses were unfavorable (\$29.0) million (0.4 percent), including following: Conservative health & welfare/OPEB current adjustments of (\$16.9) million Materials & supplies additional requirements-(\$17.9) million Non-operating expense adjustments were favorable by \$78.8 million: Depreciation expense increase of (\$70.5) million GASB 75 OPEB Adjustment of \$49.4 million GASB 68 Pension Adjustment of \$99.9 million

NOTE: Regarding Mid-Year Forecast vs. Actual Results, variance explanations are provided in the monthly report to the Finance Committee.

Preliminary October 2019 Report: Staten Island Railway

The purpose of this report is to provide the preliminary October 2019 financial results on an accrual basis. The accrual basis is presented on both a non-reimbursable and reimbursable account basis. These results are compared to the Mid-Year Forecast (forecast).

Summary of Preliminary Financial Results

Preliminary ridership and accrual results, versus the Mid-Year forecast, are summarized as follows:

- October 2019 Staten Island Railway ridership of 404,620 was 14,813 rides (3.5 percent) below forecast. Average weekday ridership of 17,382 was 465 rides (2.6 percent) below October 2018.
- Farebox revenue of \$0.6 million was below forecast by \$0.1 million (10.6 percent).
- Operating expenses of \$4.4 million in October were below forecast by \$1.0 million (18.4 percent):
 - Labor expenses were under forecast by \$0.6 million (14.4 percent).
 - Non-labor expenses were also under forecast by \$0.4 million (30.6 percent).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

October 2019

(All data are preliminary and subject to audit)

October 2019 Staten Island Railway ridership of 404,620 was 14,813 rides (3.5 percent) below forecast. Average weekday ridership of 17,382 was 465 rides (2.6 percent) below October 2018. Average weekday ridership for the twelve months ending October 2019 was 15,938, 313 riders (1.9 percent) below the previous twelve-month period.

Farebox revenue of \$0.6 million was below forecast by \$0.1 million (10.6 percent).

Operating revenue of \$0.8 million in was slightly below forecast. Year-to-date, operating revenue of \$7.7 million was \$0.2 million (3.0 percent) below forecast.

Nonreimbursable expenses in October, before depreciation, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Adjustment, were lower than forecast by \$1.0 million (18.4 percent).

- Labor expenses underran forecast by \$0.6 million (14.4 percent), of which payroll expenses were lower by \$0.2 million (9.6 percent), due primarily to vacancies. Reimbursable overhead credits were favorable by \$0.2 million (over 100.0 percent), due to an increase in reimbursable work requirements.
- Non-labor expenses were also below forecast by \$0.4 million (30.6 percent), including an underrun in maintenance contract expenses of \$0.2 million (67.8 percent, due primarily to the favorable timing of various maintenance work requirements.

Year-to-date, expenses were below forecast by \$8.1 million (14.9 percent), including underruns in labor expenses of \$2.7 million (6.6 percent), which were driven by several account underruns. Non-labor expenses were also below forecast by \$5.4 million (39.7 percent), due primarily to favorable results in maintenance contract expenses of \$2.8 million (69.3 percent) and other business expenses of \$0.9 million (86.3 percent), both resulting mostly from the timing of expenses.

Depreciation expenses of \$9.8 million year-to-date were essentially on forecast. GASB 75 OPEB Expense Adjustments were favorable by \$4.5 million (89.3 percent). GASB 68 Pension Adjustment expenses were insignificant through October, resulting in a favorable variance to forecast of \$0.5 million (over 100.0 percent).

The **operating cash deficit** (excluding subsidies) reported through October year-to-date was \$37.6 million, \$7.7 million (17.1 percent) favorable to forecast.

MTA STATEN ISLAND RAILWAY
Oct - 2019 Mid_Year
Accrual Statement of Operations By Category
Month - Oct 2019
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	\$0.644	\$0.576	(0.068)	(10.6)	\$0.000	\$0.000	-	-	\$0.644	\$0.576	(0.068)	(10.6)
Other Revenue	\$0.187	\$0.252	\$0.065	34.6	\$0.000	\$0.000	-	-	\$0.187	\$0.252	\$0.065	34.6
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.368	\$0.676	\$0.308	83.5	\$0.368	\$0.676	\$0.308	83.5
Total Revenue	\$0.831	\$0.828	(0.004)	(0.4)	\$0.368	\$0.676	\$0.308	83.5	\$1.200	\$1.504	\$0.304	25.3
Expenses												
Labor :												
Payroll	\$2.138	\$1.932	\$0.206	9.6	\$0.160	\$0.104	\$0.056	35.0	\$2.298	\$2.036	\$0.262	11.4
Overtime	\$0.210	\$0.265	(0.055)	(26.5)	\$0.044	\$0.236	(0.192)	-	\$0.254	\$0.501	(0.247)	(97.6)
Total Salaries & Wages	\$2.348	\$2.197	\$0.151	6.4	\$0.204	\$0.340	(0.136)	(66.6)	\$2.552	\$2.537	\$0.015	0.6
Health and Welfare	\$0.533	\$0.428	\$0.105	19.7	\$0.023	\$0.000	\$0.023	-	\$0.557	\$0.428	\$0.128	23.0
OPEB Current Payment	\$0.215	\$0.225	(0.009)	(4.4)	\$0.000	\$0.000	\$0.000	-	\$0.215	\$0.225	(0.010)	(4.5)
Pensions	\$0.610	\$0.604	\$0.006	0.9	\$0.010	\$0.000	\$0.010	-	\$0.620	\$0.604	\$0.016	2.6
Other Fringe Benefits	\$0.436	\$0.342	\$0.094	21.6	\$0.054	\$0.000	\$0.054	-	\$0.490	\$0.342	\$0.148	30.2
Total Fringe Benefits	\$1.795	\$1.599	\$0.195	10.9	\$0.087	\$0.000	\$0.087	-	\$1.882	\$1.600	\$0.282	15.0
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.077)	(0.318)	\$0.241	-	\$0.077	\$0.318	(0.241)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$4.065	\$3.479	\$0.586	14.4	\$0.368	\$0.658	(0.290)	(78.6)	\$4.434	\$4.137	\$0.297	6.7
Non-Labor :												
Electric Power	\$0.367	\$0.373	(0.006)	(1.6)	\$0.000	\$0.008	(0.008)	-	\$0.367	\$0.381	(0.014)	(3.8)
Fuel	\$0.013	\$0.021	(0.008)	(67.0)	\$0.000	\$0.000	-	-	\$0.013	\$0.021	(0.008)	(67.0)
Insurance	\$0.103	\$0.033	\$0.069	67.5	\$0.000	\$0.000	-	-	\$0.103	\$0.033	\$0.069	67.5
Claims	\$0.007	\$0.041	(0.034)	-	\$0.000	\$0.000	-	-	\$0.007	\$0.041	(0.034)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.272	\$0.087	\$0.184	67.8	\$0.000	\$0.000	-	-	\$0.272	\$0.087	\$0.184	67.8
Professional Service Contracts	\$0.087	\$0.044	\$0.042	48.8	\$0.000	\$0.002	(0.002)	-	\$0.087	\$0.046	\$0.041	47.0
Materials & Supplies	\$0.306	\$0.206	\$0.100	32.6	\$0.000	\$0.009	(0.009)	-	\$0.306	\$0.215	\$0.091	29.7
Other Business Expenses	\$0.147	\$0.095	\$0.052	35.1	\$0.000	\$0.000	-	-	\$0.147	\$0.095	\$0.052	35.1
Non-Labor	\$1.301	\$0.902	\$0.398	30.6	\$0.000	\$0.018	(0.018)	-	\$1.301	\$0.920	\$0.380	29.2
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$5.366	\$4.381	\$0.985	18.4	\$0.368	\$0.676	(0.308)	(83.5)	\$5.735	\$5.057	\$0.677	11.8
Depreciation	\$1.000	\$0.918	\$0.082	8.2	\$0.000	\$0.000	-	-	\$1.000	\$0.918	\$0.082	8.2
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$6.366	\$5.299	\$1.067	16.8	\$0.368	\$0.676	(0.308)	(83.5)	\$6.735	\$5.975	\$0.760	11.3
OPERATING SURPLUS/DEFICIT	(5.535)	(4.471)	\$1.064	19.2	\$0.000	\$0.000	\$0.000	-	(5.535)	(4.471)	\$1.064	19.2

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.

Master Page # 146 of 272 - New York City Transit and Bus Committee Meeting 12/16/2019

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	\$5.794	\$5.623	(0.171)	(2.9)	\$0.000	\$0.000	-	-	\$5.794	\$5.623	(0.171)	(2.9)
Other Revenue	\$2.165	\$2.097	(0.068)	(3.1)	\$0.000	\$0.000	-	-	\$2.165	\$2.097	(0.068)	(3.1)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$3.816	\$4.363	\$0.547	14.3	\$3.816	\$4.363	\$0.547	14.3
Total Revenue	\$7.959	\$7.720	(0.239)	(3.0)	\$3.816	\$4.363	\$0.547	14.3	\$11.775	\$12.083	\$0.308	2.6
Expenses												
Labor :												
Payroll	\$20.930	\$20.318	\$0.611	2.9	\$1.456	\$0.730	\$0.726	49.9	\$22.385	\$21.048	\$1.337	6.0
Overtime	\$2.368	\$2.490	(0.123)	(5.2)	\$0.832	\$1.190	(0.358)	(43.0)	\$3.200	\$3.680	(0.481)	(15.0)
Total Salaries & Wages	\$23.297	\$22.809	\$0.488	2.1	\$2.288	\$1.920	\$0.368	16.1	\$25.585	\$24.728	\$0.857	3.3
Health and Welfare	\$5.333	\$4.772	\$0.561	10.5	\$0.233	\$0.000	\$0.233	-	\$5.565	\$4.772	\$0.793	14.2
OPEB Current Payment	\$2.154	\$1.870	\$0.284	13.2	\$0.000	\$0.003	(0.003)	-	\$2.154	\$1.874	\$0.280	13.0
Pensions	\$6.097	\$5.922	\$0.175	2.9	\$0.102	\$0.000	\$0.102	-	\$6.198	\$5.922	\$0.276	4.5
Other Fringe Benefits	\$4.478	\$4.373	\$0.105	2.4	\$0.473	\$0.000	\$0.473	-	\$4.951	\$4.373	\$0.578	11.7
Total Fringe Benefits	\$18.062	\$16.937	\$1.124	6.2	\$0.807	\$0.003	\$0.804	-	\$18.869	\$16.941	\$1.928	10.2
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.721)	(1.790)	\$1.069	-	\$0.721	\$1.792	(1.071)	-	\$0.000	\$0.002	(0.002)	-
Labor	\$40.638	\$37.956	\$2.682	6.6	\$3.816	\$3.715	\$0.101	2.6	\$44.454	\$41.671	\$2.783	6.3
Non-Labor :												
Electric Power	\$3.670	\$3.001	\$0.669	18.2	\$0.000	\$0.031	(0.031)	-	\$3.670	\$3.032	\$0.638	17.4
Fuel	\$0.182	\$0.210	(0.027)	(14.9)	\$0.000	\$0.000	-	-	\$0.182	\$0.210	(0.027)	(14.9)
Insurance	\$1.027	\$0.817	\$0.210	20.4	\$0.000	\$0.000	-	-	\$1.027	\$0.817	\$0.210	20.4
Claims	\$0.193	\$0.366	(0.173)	(89.5)	\$0.000	\$0.000	-	-	\$0.193	\$0.366	(0.173)	(89.5)
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$3.980	\$1.223	\$2.757	69.3	\$0.000	\$0.000	-	-	\$3.980	\$1.223	\$2.757	69.3
Professional Service Contracts	\$0.868	\$0.704	\$0.164	18.9	\$0.000	\$0.023	(0.023)	-	\$0.868	\$0.727	\$0.141	16.2
Materials & Supplies	\$2.642	\$1.763	\$0.879	33.3	\$0.000	\$0.594	(0.594)	-	\$2.642	\$2.357	\$0.285	10.8
Other Business Expenses	\$1.097	\$0.150	\$0.947	86.3	\$0.000	\$0.000	-	-	\$1.097	\$0.150	\$0.947	86.3
Non-Labor	\$13.659	\$8.234	\$5.425	39.7	\$0.000	\$0.648	(0.648)	-	\$13.659	\$8.882	\$4.777	35.0
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$54.297	\$46.191	\$8.106	14.9	\$3.816	\$4.363	(0.547)	(14.3)	\$58.113	\$50.553	\$7.559	13.0
Depreciation	\$10.000	\$9.775	\$0.225	2.2	\$0.000	\$0.000	-	-	\$10.000	\$9.775	\$0.225	2.2
GASB 75 OPEB Expense Adjustment	\$5.084	\$0.547	\$4.538	89.3	\$0.000	\$0.000	-	-	\$5.084	\$0.547	\$4.538	89.3
GASB 68 Pension Adjustment	\$0.375	(0.154)	\$0.529	-	\$0.000	\$0.000	-	-	\$0.375	(0.154)	\$0.529	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$69.756	\$56.359	\$13.398	19.2	\$3.816	\$4.363	(0.547)	(14.3)	\$73.572	\$60.722	\$12.851	17.5
OPERATING SURPLUS/DEFICIT	(61.797)	(48.638)	\$13.159	21.3	\$0.000	\$0.000	\$0.000	-	(61.797)	(48.638)	\$13.159	21.3

Note: Totals may not add due to rounding

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

Master Page # 147 of 272 - New York City Transit and Bus Committee Meeting 12/16/2019

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
OCTOBER 2019
(\$ 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.	(0.068)	(10.6)	Lower ridership due mostly to weekend station shutdowns	(0.171)	(2.9)	Lower ridership due mostly to weekend station shutdowns
Other Operating Revenue	Non Reimb.	0.065	34.6	Mainly the favorable timing of reimbursements	(0.068)	(3.1)	Mainly the unfavorable timing of reimbursements
Payroll	Non Reimb.	0.206	9.6	Primarily vacancies	0.611	2.9	Primarily vacancies
Overtime	Non Reimb.	(0.055)	(26.5)	Largely vacancy coverage requirements	(0.123)	(5.2)	Largely vacancy coverage requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.096	12.8	Primarily the favorable timing of expenses	0.845	11.3	Primarily the favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.094	21.6	Mostly the favorable timing of billing regarding interagency personnel	0.105	2.4	Mostly the favorable timing of billing regarding interagency personnel
Reimbursable Overhead	Non Reimb.	0.241	over 100.0	Increased reimbursable work requirements	1.069	over 100.0	Increased reimbursable work requirements
Electric Power	Non Reimb.				0.669	18.2	Mostly the timing of expenses and lower prices
Maintenance & Other Operating Contracts	Non Reimb.	0.184	67.8	Mainly the favorable timing of maintenance work requirements	2.757	69.3	Mainly the favorable timing of various maintenance work requirements
Professional Service Contracts	Non Reimb.	0.042	48.8	Largely the favorable timing of bridge inspections and other professional service expenses	0.164	18.9	Largely the favorable timing of bridge inspections and other professional service expenses
Materials and Supplies	Non Reimb.	0.100	32.6	Largely the timing of various material requirements, including track ties	0.879	33.3	Largely the favorable timing of various material requirements, including track ties
Other Business Expenses	Non Reimb.	0.052	35.1	Mainly the timing of several needs	0.947	86.3	Mainly the timing of several needs
Capital and Other Reimbursements	Reimb.	0.308	83.5	Timing of contractor requirements	0.547	14.3	Timing of contractor requirements
Payroll	Reimb.	0.056	35.0	Timing of contractor requirements	0.726	49.9	Timing of contractor requirements
Overtime	Reimb.	(0.192)	over (100.0)	Timing of contractor requirements	(0.358)	(43.0)	Timing of contractor requirements

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2019 Mid_Year
Cash Receipts and Expenditures
Oct FY19
(\$ 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
Receipts								
Farebox Revenue	\$0.644	\$0.517	(0.127)	(19.7)	\$5.667	\$5.517	(0.150)	(2.6)
Other Revenue	\$0.122	\$0.037	(0.086)	(70.1)	\$4.090	\$4.500	\$0.410	10.0
Capital and Other Reimbursements	\$0.368	\$0.340	(0.028)	(7.7)	\$3.465	\$3.092	(0.373)	(10.8)
Total Revenue	\$1.135	\$0.894	(0.241)	(21.3)	\$13.222	\$13.109	(0.113)	(0.9)
Expenditures								
Labor :								
Payroll	\$5.093	\$2.647	\$2.446	48.0	\$24.125	\$20.181	\$3.944	16.3
Overtime	\$0.254	\$0.355	(0.101)	(40.0)	\$3.004	\$3.314	(0.310)	(10.3)
Total Salaries & Wages	\$5.347	\$3.002	\$2.344	43.8	\$27.129	\$23.495	\$3.634	13.4
Health and Welfare	\$0.557	\$0.835	(0.279)	(50.1)	\$6.725	\$7.309	(0.584)	(8.7)
OPEB Current Payment	\$0.215	\$0.063	\$0.153	70.9	\$1.644	\$0.748	\$0.896	54.5
Pensions	\$0.620	\$0.604	\$0.016	2.6	\$6.198	\$5.881	\$0.317	5.1
Other Fringe Benefits	\$0.491	\$0.374	\$0.117	23.9	\$3.674	\$3.431	\$0.243	6.6
Total Fringe Benefits	\$1.883	\$1.875	\$0.007	0.4	\$18.241	\$17.369	\$0.872	4.8
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$7.229	\$4.878	\$2.352	32.5	\$45.370	\$40.864	\$4.506	9.9
Non-Labor :								
Electric Power	\$0.367	\$0.302	\$0.065	17.7	\$3.618	\$2.990	\$0.628	17.4
Fuel	\$0.013	\$0.021	(0.009)	(67.3)	\$0.199	\$0.226	(0.027)	(13.6)
Insurance	\$0.103	\$0.178	(0.075)	(73.1)	\$0.677	\$0.940	(0.264)	(39.0)
Claims	(0.013)	\$0.000	(0.013)	-	(0.066)	\$0.004	(0.070)	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.272	\$0.034	\$0.238	87.6	\$3.984	\$0.639	\$3.345	84.0
Professional Service Contracts	\$0.087	\$0.101	(0.014)	(15.9)	\$0.876	\$0.551	\$0.325	37.1
Materials & Supplies	\$0.306	\$1.829	(1.522)	-	\$2.718	\$4.355	(1.636)	(60.2)
Other Business Expenses	\$0.147	\$0.011	\$0.136	92.7	\$1.158	\$0.122	\$1.035	89.5
Non-Labor	\$1.281	\$2.475	(1.194)	(93.2)	\$13.164	\$9.827	\$3.337	25.4
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$8.510	\$7.352	\$1.158	13.6	\$58.534	\$50.690	\$7.843	13.4
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.001	\$0.000	\$0.001	-
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	(0.001)	\$0.000	(0.001)	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$8.510	\$7.352	\$1.158	13.6	\$58.534	\$50.690	\$7.844	13.4
Net Surplus/(Deficit)	(7.375)	(6.458)	\$0.917	12.4	(45.312)	(37.582)	\$7.731	17.1

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
OCTOBER 2019
(\$ in millions)

<u>Operating Receipts or Disbursements</u>	<u>MONTH</u>			<u>YEAR TO DATE</u>		
	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
	<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Receipts	(0.127)	(19.7%)	Unfavorable timing of cash resolution with NYCT	(0.150)	(2.6%)	Unfavorable timing of cash resolution with NYCT
Other Operating Revenue	(0.086)	(70.1%)	Unfavorable timing of reimbursements	0.410	10.0%	Mostly the favorable timing of reimbursements
Capital and Other Reimbursements	(0.028)	(7.7%)	Mostly the unfavorable timing of reimbursements	(0.373)	(10.8%)	Mostly the unfavorable timing of reimbursements
Salaries & Wages	2.344	43.8%	Mostly vacancies, partly offset by overtime coverage and work requirements	3.634	13.4%	Mostly vacancies, partly offset by overtime coverage and work requirements
Health and Welfare (including OPEB current payment)	(0.126)	(16.3%)	Mostly the unfavorable timing of expenses	0.312	3.7%	Lower headcount and the favorable timing of expenses
Other Fringe Benefits	0.117	23.9%	Mostly lower headcount	0.243	6.6%	Mostly lower headcount
Electric Power	0.065	17.7%	Mostly the timing of expenses and lower prices	0.628	17.4%	Mostly the timing of expenses and lower prices
Maintenance Contracts	0.238	87.6%	Mainly the favorable timing of various maintenance work requirements	3.345	84.0%	Mainly the favorable timing of various maintenance work requirements
Professional Service Contracts				0.325	37.1%	Mostly the favorable timing of bridge inspections and other professional service expenses
Materials & Supplies	(1.522)	over (100.0)	Largely the timing of various material requirements, including track ties	(1.636)	(60.2%)	Largely the timing of various material requirements, including track ties
Other Business Expenses	0.136	92.7%	Mainly the timing of several needs	1.035	89.5%	Mainly the timing of several needs

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2019 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Oct FY19
(\$ 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
Revenue								
Farebox Revenue	\$0.000	(0.059)	(0.059)	-	(0.126)	(0.106)	\$0.021	16.4
Other Revenue	(0.064)	(0.215)	(0.151)	-	\$1.924	\$2.402	\$0.478	24.9
Capital and Other Reimbursements	\$0.000	(0.336)	(0.336)	-	(0.351)	(1.271)	(0.920)	-
Total Revenue	(0.064)	(0.610)	(0.545)	-	\$1.447	\$1.026	(0.421)	(29.1)
Expenses								
Labor :								
Payroll	(2.795)	(0.611)	\$2.184	78.1	(1.740)	\$0.867	\$2.607	-
Overtime	\$0.000	\$0.146	\$0.146	-	\$0.195	\$0.366	\$0.171	87.7
Total Salaries & Wages	(2.795)	(0.465)	\$2.330	83.4	(1.544)	\$1.234	\$2.778	-
Health and Welfare	\$0.000	(0.407)	(0.407)	-	(1.159)	(2.537)	(1.377)	-
OPEB Current Payment	\$0.000	\$0.163	\$0.163	-	\$0.510	\$1.126	\$0.615	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.041	\$0.041	-
Other Fringe Benefits	(0.001)	(0.031)	(0.030)	-	\$1.277	\$0.942	(0.335)	(26.3)
Total Fringe Benefits	(0.001)	(0.276)	(0.275)	-	\$0.628	(0.428)	(1.056)	-
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	\$0.002	\$0.002	-
Labor	(2.796)	(0.741)	\$2.055	73.5	(0.916)	\$0.807	\$1.724	-
Non-Labor :								
Electric Power	\$0.000	\$0.079	\$0.079	-	\$0.052	\$0.042	(0.010)	(19.0)
Fuel	\$0.000	\$0.000	\$0.000	-	(0.017)	(0.016)	\$0.000	1.0
Insurance	\$0.000	(0.144)	(0.144)	-	\$0.350	(0.124)	(0.473)	-
Claims	\$0.020	\$0.041	\$0.021	-	\$0.259	\$0.363	\$0.103	39.8
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	\$0.054	\$0.054	-	(0.004)	\$0.585	\$0.589	-
Professional Service Contracts	\$0.000	(0.055)	(0.055)	-	(0.008)	\$0.176	\$0.184	-
Materials & Supplies	\$0.000	(1.613)	(1.613)	-	(0.076)	(1.998)	(1.921)	-
Other Business Expenses	\$0.000	\$0.085	\$0.085	-	(0.060)	\$0.028	\$0.088	-
Non-Labor	\$0.020	(1.554)	(1.574)	-	\$0.495	(0.944)	(1.440)	-
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	(2.776)	(2.295)	\$0.481	17.3	(0.421)	(0.137)	\$0.284	67.4
Depreciation	\$1.000	\$0.918	(0.082)	(8.2)	\$9.999	\$9.775	(0.224)	(2.2)
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	\$5.085	\$0.547	(4.538)	(89.3)
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.375	(0.154)	(0.529)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	(1.776)	(1.377)	\$0.399	22.4	\$15.038	\$10.031	(5.007)	(33.3)
Total Cash Conversion Adjustments	(1.840)	(1.987)	(0.147)	(8.0)	\$16.485	\$11.057	(5.428)	(32.9)

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY
 JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
 October 2019

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Executive	13	6	7	
General Office	9	14	(5)	
Purchasing/Stores	6	4	2	
Total Administration	28	24	4	
Operations				
Transportation	119	119	0	
Total Operations	119	119	0	
Maintenance				
Mechanical	53	50	3	
Electronics/Electrical	15	15	0	
Power/Signals	29	28	1	
Maintenance of Way	70	69	1	
Infrastructure	26	29	(3)	
Total Maintenance	193	191	2	
Engineering/Capital				
Capital Project Support	16	8	8	
Total Engineering Capital	16	8	8	
Total Positions	356	342	14	
Non-Reimbursable	328	314	14	
Reimbursable	28	28	0	
Total Full-Time	356	342	14	
Total Full-Time-Equivalents	0	0	0	

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
October 2019

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	11	5	
Professional, Technical, Clerical	12	13	(1)	
Operational Hourlies	0	0	0	
Total Administration	28	24	4	
Operations				
Managers/Supervisors	11	7	4	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	105	111	(6)	
Total Operations	119	119	0	
Maintenance				
Managers/Supervisors	16	22	(6)	
Professional, Technical, Clerical	6	5	1	
Operational Hourlies	171	164	7	
Total Maintenance	193	191	2	
Engineering/Capital				
Managers/Supervisors	3	2	1	
Professional, Technical, Clerical	4	0	4	
Operational Hourlies	9	6	3	
Total Engineering/Capital	16	8	8	
Total Positions				
Managers/Supervisors	46	42	4	
Professional, Technical, Clerical	25	19	6	
Operational Hourlies	285	281	4	
Total Positions	356	342	14	

MTA STATEN ISLAND RAILWAY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2019 YEAR-TO-DATE
(\$ in millions)

	October 2019 Year-to-Date			Favorable/(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual Results	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	8.0	7.8	7.7	(0.2)	(3.0)	(0.0)	(0.6)
Total Expenses before Depreciation, OPEB and Environmental Remediation	54.3	53.8	46.2	8.1	14.9	7.6	14.1
Depreciation	10.0	10.0	9.8	0.2	2.3	0.2	2.3
OPEB Account	5.1	0.5	0.5	4.5	89.2	0.0	0.0
GASB 68 Pension Adjustment	0.4	(0.2)	(0.2)	0.5	n/a	0.0	0.0
Total Expenses	69.8	64.2	56.4	13.4	19.2	7.8	12.2
Net Surplus/(Deficit)	(61.8)	(56.4)	(48.6)	13.2	21.3	7.8	13.8

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
OCTOBER 2019 YEAR-TO-DATE
(\$ in millions)

	October 2019 Year-to-Date		Reason for Variance
	Favorable (Unfavorable) Variance		
	\$	%	
Total Revenue (Nonreimbursable)	0.0	(0.6)	Mostly due to lower subway revenue resulting from capital project work disruptions to passenger service
Total Expenses (Nonreimbursable)	7.8	12.2	Operating expenses were favorable to the Estimate by \$7.6 million (14.1 %), including the following: Maintenance contracts underran by \$2.8 million--timing maint. Contracts Health & welfare/OPEB current expenses were favorable by \$0.9 million-timing, mostly timing Payroll expenses were lower by \$0.7 million-mainly vacancies Materials & supplies favorable by \$0.9 million-timing of requirements Other business expenses favorable by \$0.9 million, timing of requirements

NOTE: Regarding Mid-Year Forecast vs. Actual Results, variance explanations are provided in the monthly report to the Finance Committee.

Preliminary October 2019 Report: Bus Company

The purpose of this report is to provide the preliminary October 2019 financial results on an accrual basis. The accrual basis is presented on both a non-reimbursable and reimbursable account basis. These results are compared to the Mid-Year Forecast.

Summary of Preliminary Financial Results

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

- October 2019 Bus Company ridership of 10.9 million was 0.4 million (3.8 percent) above forecast.
- Farebox revenue in October of \$18.8 million was \$1.2 million (5.8 percent) under forecast.
- Total expenses of \$69.1 million were \$4.6 million (6.2 percent) under forecast.
 - Total Labor expenses exceeded forecast by a net \$4.3 million (9.1 percent), including overruns mainly in payroll expenses of \$1.7 million (7.4 percent) and Health & Welfare / OPEB expenses of \$1.1 million (13.0 percent).
 - Total Non-labor expenses underran by \$8.9 million (34.2 percent), including favorable results primarily in Professional Service Contracts expenses of \$3.1 million (52.2 percent), Maintenance and Other Operating Contracts expenses of \$2.8 million (50.9 percent), and Material & Supplies expenses of \$1.6 million (28.1 percent).

MTA BUS FINANCIAL AND RIDERSHIP REPORT
October 2019

(All data are preliminary and subject to audit)

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

Total MTA Bus **ridership** in October 2019 was 10.9 million, 0.4 million riders (3.8 percent) above forecast. Year-to-date, Bus Ridership was 101.2 million, 2.5 million riders (2.5 percent) above forecast. Average weekday ridership for the twelve months ending October 2019 was 388,987, a decrease of 5,087 riders (1.3 percent) from the twelve months ending October 2018.

Operating revenue in October was below forecast by \$1.1 million (5.1 percent) due largely to lower average fare revenue of \$1.2 million (5.8 percent) and partially offset by higher Other Operating Revenue of \$0.1 million (2.9 percent) resulting from lower insurance recoveries (Workers Comp.). Year-to-date, Operating Revenue was favorable by \$0.1 million (0.1 percent), due to lower Other Operating Revenue of \$2.6 million (15.1 percent) and partially offset by higher farebox revenue of \$2.7 million (1.5 percent).

Nonreimbursable expenses before Depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$68.7 million in October 2019, \$4.5 million (6.1 percent) under forecast.

- Labor expenses overran forecast by \$4.3 million (9.1 percent), including higher Payroll expenses of \$1.7 million (7.1 percent), due to higher interagency billings, rate variances, and lower attrition than anticipated. Higher overtime expenses of \$2.5 million (54.5 percent), were mainly due to running time/traffic, maintenance/campaign work, rate variances, and lower rate of attrition. Health & welfare/OPEB current expenses were greater than forecast by \$1.2 million (15.5 percent), due to more claims being submitted.
- Non-labor expenses were below forecast by \$8.8 million (33.7 percent). Professional Service Contracts expenses underran by \$3.1 million (52.2 percent), due mainly to the timing of interagency billing, New Fare System (OMNY) and Bus Technology. Maintenance and Other Operating Contracts expenses were also below forecast by \$2.7 million (50.5 percent), driven by the timing of the Shop Program and Bus Technology requirements. Material & Supplies expenses underran by \$1.4 million (26.3 percent) driven by the timing of the SBS rollout.

Year-to-date, expenses were less than forecast by a net \$21.4 million (3.1 percent), including favorable non-labor expenses of \$42.3 million (20.6 percent), partially offset by an overrun in labor expenses of \$20.9 million (4.3 percent). The major factors driving these year-to-date results were consistent with the factors described above affecting the month results.

Depreciation expenses year-to-date were \$35.7 million, favorable to forecast by \$8.5 million (19.3 percent).

Neither Other Post-Employment Benefit accrued expenses, nor GASB #68 Pension Expense Adjustments was recorded year-to-date.

Environmental remediation expenses of \$1.7 million were recorded year-to-date, resulting in an overrun to forecast of \$0.9 million (over 100.0 percent).

The **operating cash deficit** (excluding subsidies) was \$487.7 million year-to-date, unfavorable to the forecast by \$13.0 million (2.7 percent).

MTA BUS COMPANY
Oct - 2019 Mid_Year
Accrual Statement of Operations By Category
Month - Oct 2019
(\$ in Millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable(Unfavorable)		Forecast Mid_Year	Actual	Favorable(Unfavorable)		Forecast Mid_Year	Actual	Favorable(Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	19.910	18.750	(1.161)	(5.8)	0.000	0.000	-	-	19.910	18.750	(1.161)	(5.8)
Other Revenue	1.782	1.834	0.052	2.9	0.000	0.000	-	-	1.782	1.834	0.052	2.9
Capital and Other Reimbursements	0.000	0.000	-	-	0.590	0.482	(0.108)	(18.3)	0.590	0.482	(0.108)	(18.3)
Total Revenue	21.692	20.584	(1.109)	(5.1)	0.590	0.482	(0.108)	(18.3)	22.282	21.066	(1.217)	(5.5)
Expenses												
Labor :												
Payroll	23.262	24.920	(1.658)	(7.1)	0.212	0.285	(0.073)	(34.6)	23.474	25.205	(1.731)	(7.4)
Overtime	4.527	6.995	(2.468)	(54.5)	0.000	0.006	(0.006)	-	4.527	7.001	(2.474)	(54.7)
Total Salaries & Wages	27.789	31.915	(4.126)	(14.8)	0.212	0.291	(0.079)	(37.4)	28.001	32.206	(4.205)	(15.0)
Health and Welfare	5.648	7.257	(1.609)	(28.5)	0.180	0.000	0.180	-	5.828	7.257	(1.429)	(24.5)
OPEB Current Payment	2.276	1.898	0.378	16.6	0.000	0.000	0.000	-	2.276	1.898	0.378	16.6
Pensions	5.195	4.879	0.317	6.1	0.000	0.000	0.000	-	5.195	4.879	0.317	6.1
Other Fringe Benefits	6.328	5.711	0.617	9.8	0.000	0.004	(0.004)	-	6.328	5.715	0.613	9.7
Total Fringe Benefits	19.447	19.744	(0.297)	(1.5)	0.180	0.004	0.176	97.8	19.627	19.748	(0.121)	(0.6)
Contribution to GASB Fund	0.000	0.000	-	-	0.000	0.000	-	-	0.000	0.000	-	-
Reimbursable Overhead	(0.038)	(0.187)	0.149	-	0.036	0.187	(0.151)	-	(0.002)	0.000	(0.002)	-
Labor	47.199	51.472	(4.273)	(9.1)	0.427	0.482	(0.055)	(12.8)	47.626	51.954	(4.328)	(9.1)
Non-Labor :												
Electric Power	0.159	0.140	0.019	11.8	0.000	0.000	-	-	0.159	0.140	0.019	11.8
Fuel	2.320	1.865	0.455	19.6	0.000	0.000	-	-	2.320	1.865	0.455	19.6
Insurance	0.653	0.387	0.266	40.8	0.000	0.000	-	-	0.653	0.387	0.266	40.8
Claims	5.554	5.000	0.554	10.0	0.000	0.000	-	-	5.554	5.000	0.554	10.0
Paratransit Service Contracts	0.000	0.000	-	-	0.000	0.000	-	-	0.000	0.000	-	-
Maintenance and Other Operating Contracts	5.422	2.682	2.740	50.5	0.036	0.000	0.036	-	5.458	2.682	2.776	50.9
Professional Service Contracts	5.897	2.816	3.081	52.2	0.000	0.000	0.000	-	5.897	2.816	3.081	52.2
Materials & Supplies	5.409	3.984	1.425	26.3	0.130	0.000	0.130	-	5.539	3.984	1.555	28.1
Other Business Expenses	0.534	0.320	0.215	40.2	0.000	0.000	0.000	-	0.534	0.320	0.215	40.2
Non-Labor	25.949	17.194	8.755	33.7	0.166	0.000	0.166	-	26.115	17.194	8.922	34.2
Other Expense Adjustments:												
Other	0.000	0.000	-	-	0.000	0.000	-	-	0.000	0.000	-	-
Other Expense Adjustments	0.000	0.000	-	-	0.000	0.000	-	-	0.000	0.000	-	-
Total Expenses before Depreciation and OPEB	73.148	68.666	4.482	6.1	0.594	0.482	0.112	18.8	73.742	69.148	4.594	6.2
Depreciation	5.284	3.214	2.071	39.2	0.000	0.000	-	-	5.284	3.214	2.071	39.2
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	-	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	-	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	-	-	0.000	0.000	0.000	-
Total Expenses	78.433	71.879	6.553	8.4	0.594	0.482	0.112	18.8	79.026	72.361	6.665	8.4
OPERATING SURPLUS/DEFICIT	(56.740)	(51.296)	5.445	9.6	(0.004)	0.000	0.004	-	(56.744)	(51.296)	5.448	9.6

Note: Totals may not add due to rounding

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

MTA BUS COMPANY
Oct - 2019 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Oct 2019
(\$ in Millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable(Unfavorable)		Forecast Mid_Year	Actual	Favorable(Unfavorable)		Forecast Mid_Year	Actual	Favorable(Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	184.737	187.419	2.681	1.5	0.000	0.000	-	-	184.737	187.419	2.681	1.5
Other Revenue	16.944	14.384	(2.560)	(15.1)	0.000	0.000	-	-	16.944	14.384	(2.560)	(15.1)
Capital and Other Reimbursements	0.000	0.000	0.000	-	4.796	5.246	0.450	9.4	4.796	5.246	0.450	9.4
Total Revenue	201.682	201.803	0.121	0.1	4.796	5.246	0.450	9.4	206.478	207.049	0.571	0.3
Expenses												
Labor :												
Payroll	239.360	249.460	(10.099)	(4.2)	2.181	3.029	(0.848)	(38.9)	241.541	252.488	(10.947)	(4.5)
Overtime	54.063	64.180	(10.117)	(18.7)	0.025	0.070	(0.045)	-	54.088	64.250	(10.162)	(18.8)
Total Salaries & Wages	293.424	313.640	(20.216)	(6.9)	2.206	3.099	(0.893)	(40.5)	295.630	316.739	(21.109)	(7.1)
Health and Welfare	63.392	70.648	(7.256)	(11.4)	0.869	0.000	0.869	-	64.261	70.648	(6.387)	(9.9)
OPEB Current Payment	21.532	20.725	0.807	3.7	0.000	0.000	0.000	-	21.532	20.725	0.807	3.7
Pensions	49.260	48.575	0.685	1.4	0.000	0.000	0.000	-	49.260	48.575	0.685	1.4
Other Fringe Benefits	59.240	55.095	4.146	7.0	0.014	0.064	(0.050)	-	59.254	55.158	4.096	6.9
Total Fringe Benefits	193.425	195.043	(1.618)	(0.8)	0.883	0.064	0.819	92.8	194.308	195.107	(0.799)	(0.4)
Contribution to GASB Fund	0.000	0.000	-	-	0.000	0.000	-	-	0.000	0.000	-	-
Reimbursable Overhead	(1.091)	(2.024)	0.933	85.5	0.922	2.024	(1.102)	-	(0.169)	0.000	(0.169)	-
Labor	485.757	506.659	(20.901)	(4.3)	4.011	5.187	(1.175)	(29.3)	489.769	511.845	(22.077)	(4.5)
Non-Labor :												
Electric Power	1.542	1.460	0.082	5.3	0.000	0.000	-	-	1.542	1.460	0.082	5.3
Fuel	21.393	20.450	0.943	4.4	0.000	0.000	-	-	21.393	20.450	0.943	4.4
Insurance	5.060	3.867	1.193	23.6	0.000	0.000	-	-	5.060	3.867	1.193	23.6
Claims	50.709	48.900	1.809	3.6	0.000	0.000	-	-	50.709	48.900	1.809	3.6
Paratransit Service Contracts	0.000	0.000	-	-	0.000	0.000	-	-	0.000	0.000	-	-
Maintenance and Other Operating Contracts	38.605	24.853	13.752	35.6	0.173	0.000	0.173	-	38.779	24.853	13.925	35.9
Professional Service Contracts	39.702	23.331	16.371	41.2	0.000	0.060	(0.060)	-	39.702	23.391	16.311	41.1
Materials & Supplies	44.763	37.590	7.173	16.0	0.630	0.000	0.630	-	45.393	37.590	7.803	17.2
Other Business Expenses	4.165	3.146	1.019	24.5	0.000	0.000	0.000	-	4.165	3.146	1.019	24.5
Non-Labor	205.939	163.598	42.341	20.6	0.804	0.060	0.744	92.6	206.743	163.658	43.085	20.8
Other Expense Adjustments:												
Other	-	-	-	-	0.000	0.000	-	-	0.000	0.000	-	-
Other Expense Adjustments	0.000	0.000	-	-	0.000	0.000	-	-	0.000	0.000	-	-
Total Expenses before Depreciation and OPEB	691.696	670.257	21.440	3.1	4.815	5.246	(0.431)	(9.0)	696.512	675.503	21.009	3.0
Depreciation	44.232	35.697	8.535	19.3	0.000	0.000	-	-	44.232	35.697	8.535	19.3
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	-	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.002	0.000	0.002	-	0.000	0.000	-	-	0.002	0.000	0.002	-
Environmental Remediation	0.749	1.661	(0.912)	-	0.000	0.000	-	-	0.749	1.661	(0.912)	-
Total Expenses	736.680	707.615	29.064	3.9	4.815	5.246	(0.431)	(9.0)	741.495	712.862	28.633	3.9
OPERATING SURPLUS/DEFICIT	(534.998)	(505.813)	29.185	5.5	(0.019)	0.000	0.019	-	(535.017)	(505.813)	29.205	5.5

Note: Totals may not add due to rounding

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

MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	October 2019				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ (1.160)	(5.8)	Lower average fare	\$ 2.682	1.5	Higher ridership		
Other Operating Revenue	NR	\$ 0.052	2.9	a	\$ (2.560)	(15.1)	Lower Student fare and recovery from other insurance (Workers' Comp reimbursement)		
Capital and Other Reimbursements	R	\$ (0.108)	(18.3)	(a)	\$ 0.450	9.4	Higher Capital Reimbursements than planned		
Total Revenue Variance		\$ (1.216)	(5.5)		\$ 0.572	0.3			
Payroll	NR	\$ (1.658)	(7.1)	Higher interagency billings, rate variance, and lower attrition than anticipated	\$ (10.100)	(4.2)	Payment of interagency billings from a prior period, higher cash out of banked holiday, sick and personal time than budgeted as well as rate variances and lower attrition		
Overtime	NR	\$ (2.467)	(54.5)	Mainly due to running time/traffic, and maintenance/campaign work	\$ (10.117)	(18.7)	Mainly due to running time/traffic, maintenance/campaign work		
Health and Welfare (including OPEB)	NR	\$ (1.231)	(15.5)	Higher expenses due to more claims being submitted	\$ (6.449)	(7.6)	Higher expenses due to more claims being submitted		
Pension	NR	\$ 0.316	6.1	Lower expenses	\$ 0.685	1.4	Lower expenses		
Other Fringe Benefits	NR	\$ 0.617	9.8	Lower Workers Compensation expenses	\$ 4.145	7.0	Lower Workers Compensation expenses and timing of interagency billings		
Reimbursable Overhead	NR	\$ 0.149	*	Higher reimbursable expenses	\$ 0.933	85.5	Higher reimbursable expenses		
Electric Power	NR	\$ 0.019	12.1	(a)	\$ 0.082	12.1	(a)		
Fuel	NR	\$ 0.455	19.6	Lower rates	\$ 0.943	4.4	Lower rates		
Insurance	NR	\$ 0.266	40.8	Timing of expenses	\$ 1.193	23.6	Timing of expenses		
Claims	NR	\$ 0.554	10.0	Timing of expenses	\$ 1.809	3.6	Timing of expenses		
Maintenance and Other Operating Contracts	NR	\$ 2.740	50.5	Timing of Shop Program, and Bus Technology	\$ 13.752	35.6	Timing of Shop program, and Bus Technology		
Professional Service Contracts	NR	\$ 3.081	52.2	Timing of interagency billing, New Fare System/OMNY and Bus Technology	\$ 16.371	41.2	Timing of interagency billing, New Fare System/OMNY and Bus Technology		
Materials & Supplies	NR	\$ 1.425	26.3	Timing of SBS rollout, radio equipment and lower general maintenance expenses	\$ 7.173	16.0	Timing of New Fare System (NFS)/One Metro NY (OMNY), Select Bus Service (SBS) rollout and lower general maintenance expenses		
Other Business Expense	NR	\$ 0.214	40.1	Timing of Automatic Fare Collection (AFC) fees and other Misc. expenses	\$ 1.019	24.5	Timing of Automatic Fare Collection (AFC) fees and other Misc. expenses		
Depreciation	NR	\$ 2.070	39.2	Timing of asset replacement	\$ 8.535	19.3	Timing of asset replacement		
Other Post Employment Benefits	NR	\$ -	-	(a)	\$ -	-	(a)		
GASB 68 Pension Adjustment	NR	\$ -	-	(a)	\$ 0.002	100.0	(a)		
Environmental Remediation	NR	\$ -	-	Non cash item	\$ (0.912)	*	Non cash item		
Payroll	R	\$ (0.073)	(34.4)	(a)	\$ (0.848)	(38.9)	(a)		
Overtime	R	\$ (0.006)	-	(a)	\$ (0.045)	-	(a)		
Health and Welfare	R	\$ 0.180	100.0		\$ 0.869	100.0			
Pension	R	\$ -	-	Timing of charges	\$ -	-	Timing of charges		
Other Fringe Benefits	R	\$ (0.004)	-		\$ (0.050)	-			
Professional Service Contracts	R	\$ -	-	(a)	\$ (0.060)	-	(a)		
Maintenance and Other Operating Contracts	R	\$ 0.036	*	Timing of charges	\$ 0.173	*	Timing of charges		
Materials & Supplies	R	\$ 0.130	*	Timing of charges	\$ 0.630	*	Timing of charges		
Total Expense Variance		\$ 6.663	8.4		\$ 28.632	3.9			
Net Variance		\$ 5.447	9.6		\$ 29.204	5.5			

(a) - Variance less than 5%

MTA BUS COMPANY
July Financial Plan - 2019 Mid_Year
Cash Receipts and Expenditures
Oct FY19
(\$ in Millions)

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable(Unfavorable) Variance Percent		Forecast Mid_Year	Actual	Favorable(Unfavorable) Variance Percent	
Receipts								
Farebox Revenue	19.910	21.443	1.533	7.7	187.106	188.418	1.312	0.7
Other Revenue	2.578	1.342	(1.236)	(47.9)	15.198	14.795	(0.403)	(2.7)
Capital and Other Reimbursements	1.325	0.695	(0.630)	(47.6)	8.657	5.328	(3.329)	(38.5)
Total Revenue	23.814	23.480	(0.334)	(1.4)	210.962	208.541	(2.421)	(1.1)
Expenditures								
Labor :								
Payroll	20.362	24.527	(4.165)	(20.5)	245.111	257.432	(12.321)	(5.0)
Overtime	4.527	7.001	(2.474)	(54.7)	54.090	64.250	(10.160)	(18.8)
Total Salaries & Wages	24.889	31.528	(6.639)	(26.7)	299.201	321.682	(22.481)	(7.5)
Health and Welfare	6.208	8.937	(2.729)	(43.9)	67.478	78.936	(11.458)	(17.0)
OPEB Current Payment	2.191	1.898	0.293	13.4	20.023	19.696	0.327	1.6
Pensions	4.978	4.879	0.099	2.0	49.071	48.577	0.494	1.0
Other Fringe Benefits	4.352	6.438	(2.086)	(47.9)	47.482	50.787	(3.305)	(7.0)
Total Fringe Benefits	17.730	22.152	(4.422)	(24.9)	184.053	197.996	(13.943)	(7.6)
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	-	-	0.000	0.000	-	-
Labor	42.619	53.680	(11.061)	(26.0)	483.254	519.678	(36.424)	(7.5)
Non-Labor :								
Electric Power	0.159	0.140	0.019	11.8	1.542	1.460	0.082	5.3
Fuel	2.061	1.310	0.751	36.4	20.465	19.858	0.607	3.0
Insurance	1.811	0.000	1.811	-	8.744	10.209	(1.465)	(16.8)
Claims	2.142	1.783	0.359	16.8	22.505	42.885	(20.380)	(90.6)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.702	3.076	3.626	54.1	50.109	34.285	15.824	31.6
Professional Service Contracts	7.434	9.117	(1.683)	(22.6)	43.661	25.839	17.822	40.8
Materials & Supplies	6.527	4.089	2.438	37.3	51.204	38.884	12.320	24.1
Other Business Expenses	0.520	0.299	0.221	42.5	4.193	3.169	1.024	24.4
Non-Labor	27.357	19.814	7.543	27.6	202.424	176.589	25.835	12.8
Other Expense Adjustments:								
Other	0.000	0.000	-	-	0.000	0.000	-	-
Other Expense Adjustments	0.000	0.000	-	-	0.000	0.000	-	-
Total Expenditures before Depreciation and OPEB	69.975	73.494	(3.519)	(5.0)	685.678	696.267	(10.589)	(1.5)
Depreciation	0.000	0.000	0.000	-	0.002	0.000	0.002	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.002	0.000	0.002	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	69.976	73.494	(3.518)	(5.0)	685.681	696.267	(10.586)	(1.5)
Net Surplus/(Deficit)	(46.162)	(50.014)	(3.852)	(8.3)	(474.720)	(487.726)	(13.006)	(2.7)

Note: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

Operating Receipts or Disbursements	October 2019				Year-To-Date			
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
	\$	%		\$	%			
Farebox Revenue	\$ 1.533	7.7	Timing of receipts	\$ 1.312	0.7	Higher Ridership and average fare		
Other Operating Revenue	(1.236)	(47.9)	Lowers Student fare and recoveries from other insurance (Workers' Comp reimbursement)	(0.404)	(2.7)	Receipt of Student's reimbursements		
Capital and Other Reimbursements	(0.630)	(47.5)	Timing of reimbursement receipts	(3.329)	(38.5)	Timing of reimbursement receipts		
Total Receipts	\$ (0.333)	(1.4)		\$ (2.420)	(1.1)			
Payroll	\$ (4.166)	(20.5)	Higher interagency billings, rate variance, and lower attrition than anticipated	\$ (12.321)	(5.0)	Higher interagency billings, rate variance, retro payments, and lower attrition than anticipated		
Overtime	(2.474)	(54.7)	Mainly due to running time/traffic, and maintenance/campaign work	(10.160)	(18.8)	Mainly due to running time/traffic, maintenance/campaign work		
Health and Welfare (including OPEB)	(2.435)	(29.0)	Higher expenses primarily due to more claims	(11.131)	(12.7)	Higher expenses due to more claims being submitted		
Pension	0.099	2.0	(a)	0.493	1.0	Lower expenses		
Other Fringe Benefits	(2.086)	(47.9)	Timing of payments	(3.304)	(7.0)	Payments for prior periods		
GASB	-	-	(a)	-	-	(a)		
Electric Power	0.019	12.0	(a)	0.082	5.3	(a)		
Fuel	0.751	36.4	Payments for prior periods	0.607	3.0	Payments for prior periods		
Insurance	1.811	100.0	Timing of payments	(1.465)	(16.7)	Payments for prior periods		
Claims	0.359	16.8	Timing of payments	(20.380)	(90.6)	Prior period claim settlements		
Maintenance and Other Operating Contracts	3.626	54.1	Timing of Shop Program, and Bus Technology	15.824	31.6	Timing of Shop program, and Bus Technology		
Professional Service Contracts	(1.683)	(22.6)	Timing of interagency billing, New Fare System/OMNY and Bus Technology	17.822	40.8	Timing of interagency billing, New Fare System/OMNY and Bus Technology		
Materials & Supplies	2.438	37.3	Timing of SBS rollout, radio equipment and lower general maintenance expenses	12.320	24.1	Timing of SBS rollout, radio equipment and lower general maintenance expenses		
Other Business Expenditure	0.221	42.6	Timing of Automatic Fare Collection (AFC) fees and other Misc.	1.025	24.4	Timing of Automatic Fare Collection (AFC) fees and other Misc.		
Total Expenditures	\$ (3.518)	(5.0)		\$ (10.589)	(1.5)			
Net Cash Variance	\$ (3.851)	(8.3)		\$ (13.010)	(2.7)			

(a) - Variance less than 5%

MTA BUS COMPANY
July Financial Plan - 2019 Mid_Year
Cash Conversion (Cash Flow Adjustments)
 Oct FY19
 (\$ in Millions)

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable(Unfavorable)		Forecast Mid_Year	Actual	Favorable(Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	0.000	2.693	2.693	-	2.369	0.999	(1.370)	(57.8)
Other Revenue	0.796	(0.492)	(1.288)	-	(1.746)	0.411	2.157	-
Capital and Other Reimbursements	0.735	0.213	(0.522)	(71.0)	3.861	0.082	(3.780)	(97.9)
Total Revenue	1.531	2.414	0.883	57.7	4.484	1.492	(2.992)	(66.7)
Expenses								
Labor :								
Payroll	3.112	0.678	(2.434)	(78.2)	(3.570)	(4.944)	(1.373)	(38.5)
Overtime	0.000	0.000	0.000	-	(0.001)	0.000	0.001	-
Total Salaries & Wages	3.112	0.678	(2.434)	(78.2)	(3.571)	(4.943)	(1.372)	(38.4)
Health and Welfare	(0.381)	(1.680)	(1.300)	-	(3.216)	(8.288)	(5.072)	-
OPEB Current Payment	0.085	0.000	(0.085)	-	1.510	1.029	(0.480)	(31.8)
Pensions	0.217	0.000	(0.218)	-	0.189	(0.002)	(0.191)	-
Other Fringe Benefits	1.976	(0.723)	(2.699)	-	11.773	4.371	(7.401)	(62.9)
Total Fringe Benefits	1.898	(2.404)	(4.302)	-	10.255	(2.889)	(13.144)	-
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.002)	0.000	0.002	-	(0.156)	0.000	0.156	-
Labor	5.008	(1.726)	(6.734)	-	6.527	(7.833)	(14.360)	-
Non-Labor :								
Electric Power	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Fuel	0.259	0.555	0.296	-	0.928	0.592	(0.336)	(36.2)
Insurance	(1.158)	0.387	1.545	-	(3.684)	(6.342)	(2.658)	(72.1)
Claims	3.412	3.217	(0.195)	(5.7)	28.204	6.015	(22.189)	(78.7)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.244)	(0.394)	0.850	68.3	(11.331)	(9.432)	1.899	16.8
Professional Service Contracts	(1.537)	(6.301)	(4.764)	-	(3.959)	(2.448)	1.511	38.2
Materials & Supplies	(0.987)	(0.105)	0.883	89.4	(5.811)	(1.294)	4.517	77.7
Other Business Expenses	0.015	0.021	0.006	42.5	(0.028)	(0.023)	0.005	17.8
Non-Labor	(1.241)	(2.620)	(1.379)	-	4.320	(12.931)	(17.251)	-
Other Expense Adjustments:								
Other	0.000	0.000	-	-	0.000	0.000	-	-
Other Expense Adjustments	0.000	0.000	-	-	0.000	0.000	-	-
Total Expenses before Depreciation and OPEB	3.766	(4.346)	(8.113)	-	10.847	(20.764)	(31.611)	-
Depreciation	5.284	3.214	(2.070)	(39.2)	44.230	35.697	(8.533)	(19.3)
GASB 75 OPEB Expense Adjustment	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	-	0.749	1.661	0.912	-
Total Expenditures	9.050	(1.133)	(10.183)	-	55.826	16.595	(39.232)	(70.3)
Total Cash Conversion Adjustments	10.582	1.282	(9.300)	(87.9)	60.310	18.087	(42.224)	(70.0)

Note: Totals may not add due to rounding

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

MTA BUS COMPANY
July Financial Plan - 2019 Mid_Year
Ridership(Utilization)Actual to Budget
Oct FY19
(\$ in Millions)

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable(Unfavorable) Variance Percent		Forecast Mid_Year	Actual	Favorable(Unfavorable) Variance Percent	
<u>Ridership</u>								
Ridership - Bus	10.517	10.915	0.398	3.8	98.736	101.191	2.455	2.5
Total Ridership	10.517	10.915	0.398	3.8	98.736	101.191	2.455	2.5
<u>FareBox Revenue</u>								
Farebox Revenue	19.910	18.750	(1.161)	(5.8)	184.737	187.419	2.681	1.5
Total Farebox Revenue	19.910	18.750	(1.161)	(5.8)	184.737	187.419	2.681	1.5

Note: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2019 MID - YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL-TIME EQUIVALENTS
OCTOBER 2019

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	22	18	4	
Office of Management and Budget	16	12	4	
Technology & Information Services	-	-	-	
Material	17	14	3	
Controller	19	19	-	
Office of the President	4	5	(1)	
System Safety Administration	5	1	4	
Law	25	22	3	
Corporate Communications	-	-	-	
Labor Relations	-	-	-	
Strategic Office	30	22	8	
Non-Departmental	3	-	3	
Total Administration	144	116	28	Vacancies
Operations				
Buses	2,303	2,353	(50)	Excess Bus Operators due to delay in service reduction
Office of the Executive VP	4	3	1	
Safety & Training	64	44	20	Lower Bus Operator training due to delay in service reduction
Road Operations	141	143	(2)	
Transportation Support	22	23	(1)	
Operations Planning	34	33	1	
Revenue Control	7	6	1	
Total Operations	2,575	2,605	(30)	
Maintenance				
Buses	725	732	(7)	
Maintenance Support/CMF	236	236	-	
Facilities	80	74	6	
Supply Logistics	104	101	3	
Total Maintenance	1,145	1,143	2	
Capital Program Management	37	26	11	
Total Engineering/Capital	37	26	11	Vacancies mainly Managers
Security	15	12	3	
Total Public Safety	15	12	3	Vacancies mainly Managers
Total Positions	3,916	3,902	15	
Non-Reimbursable	3,876	3,867	10	
Reimbursable	40	35	5	
Total Full-Time	3,898	3,891	8	
Total Full-Time Equivalents	18	11	7	

**MTA BUS COMPANY
JULY FINANCIAL PLAN - 2019 MID - YEAR FORECAST
TOTAL FULL - TIME POSITIONS AND FTE's BY FUNCTION AND OCCUPATION
OCTOBER 2019**

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	64	50	14	
Professional, Technical, Clerical	78	66	12	
Operational Hourlies	2	-	2	
Total Administration	144	116	28	Vacancies
Operations				
Managers/Supervisors	315	318	(3)	
Professional, Technical, Clerical	44	47	(3)	
Operational Hourlies	2,216	2,240	(24)	
Total Operations	2,575	2,605	(30)	Excess Bus Operators/offset by Students in training
Maintenance				
Managers/Supervisors	243	236	7	
Professional, Technical, Clerical	33	36	(3)	
Operational Hourlies	869	871	(2)	
Total Maintenance	1,145	1,143	2	
Engineering/Capital				
Managers/Supervisors	21	14	7	
Professional, Technical, Clerical	16	12	4	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	26	11	Vacancies mainly Managers
Public Safety				
Managers/Supervisors	9	6	3	
Professional, Technical, Clerical	6	6	-	
Operational Hourlies	-	-	-	
Total Public Safety	15	12	3	Vacancies mainly Managers
Total Baseline Positions				
Managers/Supervisors	652	624	28	
Professional, Technical, Clerical	177	167	10	
Operational Hourlies	3,087	3,111	(24)	
Total Baseline Positions	3,916	3,902	15	

MTA Bus Company
JULY FINANCIAL PLAN 2019 MID-YEAR FORECAST
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	October						October Year- To - Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	59,791	\$1.971	53,981	\$2.872	5,811	(\$0.901)	544,036	\$22.580	511,920	\$25.741	32,116	(\$3.161)
					9.7%	-45.7%					5.9%	-14.0%
<u>Unscheduled Service</u>	11,975	\$0.488	14,945	\$0.696	(2,970)	(\$0.209)	110,641	\$4.917	112,758	\$5.331	(2,118)	(\$0.414)
					-24.8%	-42.8%					-1.9%	-8.4%
<u>Programmatic/Routine Maintenance</u>	16,594	\$0.499	36,287	\$1.801	(19,693)	(\$1.302)	241,093	\$10.472	333,991	\$16.384	(92,898)	(\$5.912)
					-118.7%	-260.9%					-38.5%	-56.5%
<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>	23,486	\$1.406	33,314	\$1.600	(9,828)	(\$0.193)	263,126	\$13.912	350,136	\$15.161	(87,010)	(\$1.249)
					-41.8%	-13.7%					-33.1%	-9.0%
<u>Weather Emergencies</u>	4,120	\$0.127	0	\$0.000	4,120	\$0.127	44,238	\$1.805	24,785	\$1.211	19,452	\$0.594
					100.0%	100.0%					*	*
<u>Safety/Security/Law Enforcement</u>	358	\$0.016	79	\$0.007	279	\$0.009	2,441	\$0.136	1,296	\$0.111	1,146	\$0.025
					77.9%	56.5%					46.9%	18.2%
<u>Other</u>	272	\$0.020	196	\$0.019	76	\$0.001	2,795	\$0.241	2,533	\$0.241	262	(\$0.000)
Subtotal	116,598	\$4.527	138,803	\$6.995	(22,205)	(\$2.468)	1,208,369	\$54.063	1,337,419	\$64.180	(129,050)	(\$10.117)
					-19.0%	-54.5%					-10.7%	-18.7%
REIMBURSABLE OVERTIME	0	\$0.000	182	\$0.006	(182)	(\$0.006)	0	\$0.026	2,137	\$0.070	(2137)	(\$0.044)
TOTAL OVERTIME	116,598	\$4.527	138,984	\$7.001	(22,386)	(\$2.474)	1,208,369	\$54.089	1,339,555	\$64.250	(131,186)	(\$10.161)
					-19.2%	-54.6%					-10.9%	-18.8%

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
JULY FINANCIAL PLAN 2019 MID-YEAR FORECAST
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	October			October Year- To - Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	5,811 9.7%	(\$0.901) -45.7%	More scheduled service operated than budgeted	32,116 5.9%	(\$3.161) -14.0%	Running Time/Traffic and more scheduled service operated than budgeted
<u>Unscheduled Service</u>	(2,970) -24.8%	(\$0.209) -42.8%	Unfavorable variance due to Traffic	(2,118) -1.9%	(\$0.414) -8.4%	Unfavorable variance due to Traffic
<u>Programmatic/Routine Maintenance</u>	(19,693) -118.7%	(\$1.302) -260.9%	Unfavorable variance due to Maintenance Programs and required Campaign work	(92,898) -38.5%	(\$5.912) -56.5%	Unfavorable variance due to Maintenance Programs and required Campaign work
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.000 0.0%		- 0.0%	\$0.000 0.0%	
<u>Vacancy/Absentee Coverage</u>	(9,828) -41.8%	(\$0.193) -13.7%	Higher coverage requirement due to poor availability	(87,010) -33.1%	(\$1.249) -9.0%	Higher coverage requirement due to poor availability
<u>Weather Emergencies</u>	4,120 100.0%	\$0.127 100.0%	Fewer weather events than forecasted	19,452 *	\$0.594 *	Fewer weather events than forecasted
<u>Safety/Security/Law Enforcement</u>	279 77.9%	\$0.009 56.5%		1,146 46.9%	\$0.025 18.2%	
<u>Other</u>	76 0.0%	\$0.001 0.0%		262 0.0%	(\$0.000) 0.0%	
Subtotal	(22,205) -19.0%	(\$2.468) -54.5%		(129,050) -10.7%	(\$10.117) -18.7%	
REIMBURSABLE OVERTIME	(182) 0.0%	(\$0.006) 0.0%		(2137) 0.0%	(\$0.044) 0.0%	
TOTAL OVERTIME	(22,386)	(\$2.474)		(131,186)	(\$10.161)	

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

* Exceeds 100%

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

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

MTA BUS COMPANY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2019 YEAR-TO-DATE
(\$ in millions)

	October Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	201.7	201.7	201.8	0.1	0.1	0.1	0.1
Total Expenses before Non-Cash Liability Adjs	691.7	691.7	670.3	21.4	3.1	21.5	3.1
Depreciation	44.2	44.2	35.7	8.5	19.3	8.5	19.2
GASB75 OPEB Obligation	0.0	0.0	0.0	0.0	N/A	0.0	N/A
GASB 68 Pension Expense Adjustment	0.0	0.0	0.0	0.0	N/A	0.0	N/A
Environmental Remediation	0.7	0.7	1.7	(0.9)	0.0	(0.9)	0.0
Total Expenses	736.7	736.7	707.6	29.1	3.9	29.1	3.9
Net Surplus/(Deficit)	(535.0)	(535.0)	(505.8)	29.2	5.5	29.2	5.5

Note: Totals may not add due to rounding

MTA BUS COMPANY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2019 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$0.1	0.1	(a)
Total Expenses	\$29.1	3.9	Timing of GASB 68 Pension Expense Adjustment, the GASB 75 OPEB Obligation, and favorable timing of the Shop Program, Bus Technology, SBS Rollout, New Fare Payment System (NFS), and interagency billings. This is partially offset by higher overtime expenses due to vacancies, traffic, shuttles, availability and claims expenses.

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

(a) - Variance less than 5%

Capital Program

Alok Saha, Acting Senior Vice President



Rehabilitation of circuit breaker house (CBH) #586 on the F line in Brooklyn was completed in October 2019. The repairs will help ensure that reliable train power can continue along the elevated structure.

December 2019 Highlights: Capital Program Status

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

Through November 30, 2019, NYCT's performance against its 2019 Capital Project Milestones was:

(\$ in Millions)

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$39.8	\$88.1	221
Design Completions	\$146.1	\$112.1	77
Construction Awards	\$3,008.6	\$1,790.3	60
Substantial Completions	\$3,597.3	\$3,882.4	108
Closeouts	\$9,798.1	\$1,953.5	20

In November 2019, NYCT awarded projects totaling \$122.4 million, including Americans with Disabilities (ADA) enhancements at 170th Street station on the Jerome Line for \$59.3 million, purchase of 50 express buses for \$33.5 million, a Connection-Oriented Ethernet (COE) project at NYCT facilities for \$13.0 million, and four small business mentoring program (SBMP) projects for \$12.9 million. The SBMP projects are bus washers replacement at Jackie Gleason Depot, Washington Heights Substation roof and enclosure rehabilitation, security booth upgrades at the Consolidated Revenue Facility and mezzanine component repair at Nevins Street station on the Eastern Parkway Line.

Also in November, NYCT completed projects totaling \$535.4 million, including six station renewals and two ADA accessibility projects on the Sea Beach line for \$310.2 million, structural rehabilitation projects on the 4th Avenue line for \$115.8 million and acceptance of 20 B-Division R179 cars for \$49.5 million.

Capital Program Status November 2019

NYCT awarded projects totaling \$122.4 million, including Americans with Disabilities (ADA) enhancements at 170th Street station on the Jerome Line for \$59.3 million. The project will bring the station in compliance with ADA accessibility regulations and improve the existing circulation at the station. This will be accomplished by installing three hydraulic elevators, rebuilding existing stairs to be wider and installing new stairwells with control areas on the east and west side of the platform.

NYCT also awarded the purchase of 50 express buses for \$33.5 million. These buses will replace older buses in the city-wide fleet while providing new and improved safety and customer service technologies. The buses will be equipped with USB chargers, Wi-Fi and digital information screens with route and next stop information for improved customer service. Furthermore, all buses will come equipped with pedestrian turn warning (PTW) technology, additional on-bus cameras and exterior cameras, hi-vis windows and traffic signal priority (TSP) hardware technology.

Furthermore, NYCT awarded a Connection-Oriented Ethernet (COE) project at NYCT facilities for \$13.0 million. This project will increase the resiliency of communication applications at NYCT facilities such as Livingston Plaza and the Rail Control Center data centers to ensure mission critical data is secure and protected from failure during normal and emergency operations.

Lastly, NYCT awarded four small business mentoring program (SBMP) projects for \$12.9 million. For one project, two bus washers were replaced at Jackie Gleason Depot in Brooklyn. Additionally, the Washington Heights Substation roof and enclosure was rehabilitated, which provides traction power to the 8th Avenue Line. Furthermore, seven security booths were upgraded at the Consolidated Revenue Facility in Queens. Lastly, east mezzanine components like stairs, tiles and the concrete sidewalk were repaired at Nevins Street station on the Eastern Parkway Line. The SBMP seeks to increase, facilitate and encourage the participation of small businesses, including Minority and Women-Owned Business Enterprises (M/W/BEs) by providing a supportive framework for eligible firms to develop and grow within the construction industry and to establish stable, long-term business relationships with NYCT.

NYCT completed projects totaling \$519.3 million in November, including six station renewals and two ADA accessibility projects on the Sea Beach line for \$310.2 million. The stations that received renewals are 8th Avenue, 20th Avenue, Fort Hamilton Parkway, 18th Avenue, New Utrecht Avenue, and Bay Parkway. General improvements and structural upgrades at each station include reconstructed platforms and overpasses, new stairways, handrails, and lighting, structural improvements to canopies and columns as well as new communications systems. 8th Avenue received additional modifications that included widening of existing platform stairs and 6.5 miles of retaining wall in the vicinity of New Utrecht was rehabilitated. Furthermore, New Utrecht became fully ADA accessible through the installation of two elevators at the former station and four elevators at the latter station. 8th Avenue is now accessible in the northbound direction through this contract. The southbound elevator will be included in a pending follow-on contract.

NYCT also completed structural rehabilitation projects on the 4th Avenue line for \$115.8 million. These projects completed rehabilitation and repair of structural defects along 1.1 miles of tunnel structure south of 36th Street station to 56th Street station. The rehabilitation included sealing

leaking cracks in walls, ceilings and ventilators and repairing spalled concrete, corroded knee braces, connection and clip angles, rivets, wing plates, steel, ventilator structures, emergency exits and duct benches.

Lastly, NYCT completed acceptance of B Division R179 cars for \$49.5 million. The procurement of these cars will allow for the retirement of 272 R32 and R42 cars, and provide a modern fleet with improved customer amenities and operational and performance efficiencies to the B Division.

In addition, NYCT started 7 design projects for \$5.8 million, completed 5 design projects for \$3.2 million, and closed out 19 projects for \$220.0 million.

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

Projects Closed in November 2019
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Mainline Track Switches 2019 / Canarsie (3rd Ave)	\$10.94	\$9.85	4/2019	7
Sandy Repairs: Mainline Track - Clark St Tube	\$9.58	\$7.66	7/2019	4
Sandy Repairs: Signals in the Clark St Tube	\$9.20	\$7.77	7/2019	4
Sandy Repairs: 1 Fan Plant (Old Slip) Clark	\$5.23	\$6.16	7/2019	4
Sandy Resiliency: 3 Pump Rooms (Clark Tube)	\$6.07	\$5.78	7/2019	4
LSCR: Brooklyn (EPK)- Concrete Repair @ Hoyt St & Nevins St	\$2.06	\$1.87	7/2019	4
Sandy Repairs: Comm & Power Cables - Clark Street Tube	\$69.16	\$77.69	7/2019	4
Sandy Repairs: Rust Inhibiting Coating, Montague Tube	\$6.69	\$4.91	7/2019	4
Sandy Repairs: Pump #3166 / Clark Tube	\$8.03	\$7.32	7/2019	4
Mainline Track Switches 2018 / Canarsie (Bedford)	\$10.29	\$7.31	8/2019	3
Station Capacity Enhancements: Marcy Avenue / Jamaica	\$11.97	\$14.33	9/2019	2
Station Capacity Enhancements: Broadway Junction / Jamaica	\$11.61	\$10.80	9/2019	3
Sandy Mitigation:Purchase of 4 Backup Generators for Pump Rm	\$1.07	\$1.28	10/2019	1
Mainline Track Replacement 2017 / 7th Avenue	\$5.63	\$7.51	10/2019	1
Mainline Track Replacement 2018 / 4 Avenue	\$14.20	\$22.55	11/2019	0
Mainline Track Replacement 2018 / Pelham	\$9.12	\$6.74	11/2019	0
3 Stairs: 57 St/BWY (S1/M1AB, S3/M3, S5/M5) [SBMP Tier2]	\$2.13	\$2.18	12/2019	-1
Mainline Track Switches 2018 / Culver (Ditmas)	\$8.46	\$8.46	12/2019	-1
Rehabilitation of Amboy Rd Bridge - SIR	\$8.22	\$8.37	1/2020	-2

Capital Project Milestone Summary 2019

(Through November 30, 2019)

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

November

Design Starts	\$1.0	1	\$5.8	7	567.6	700.0
Design Completions	4.3	2	3.2	5	74.6	250.0
Construction Awards	174.9	9	122.4	8	70.0	88.9
Substantial Completions	169.5	8	535.4	21	315.9	262.5
Closeouts	323.8	17	220.0	19	68.0	111.8

2019 Year-To-Date

Design Starts	\$39.8	32	\$88.1	93	221.4	290.6
Design Completions	146.1	117	112.1	96	76.7	82.1
Construction Awards	3,008.6	131	1,790.3	85	59.5	64.9
Substantial Completions	3,597.3	172	3,882.4	157	107.9	91.3
Closeouts	9,798.1	244	1,953.5	131	19.9	53.7

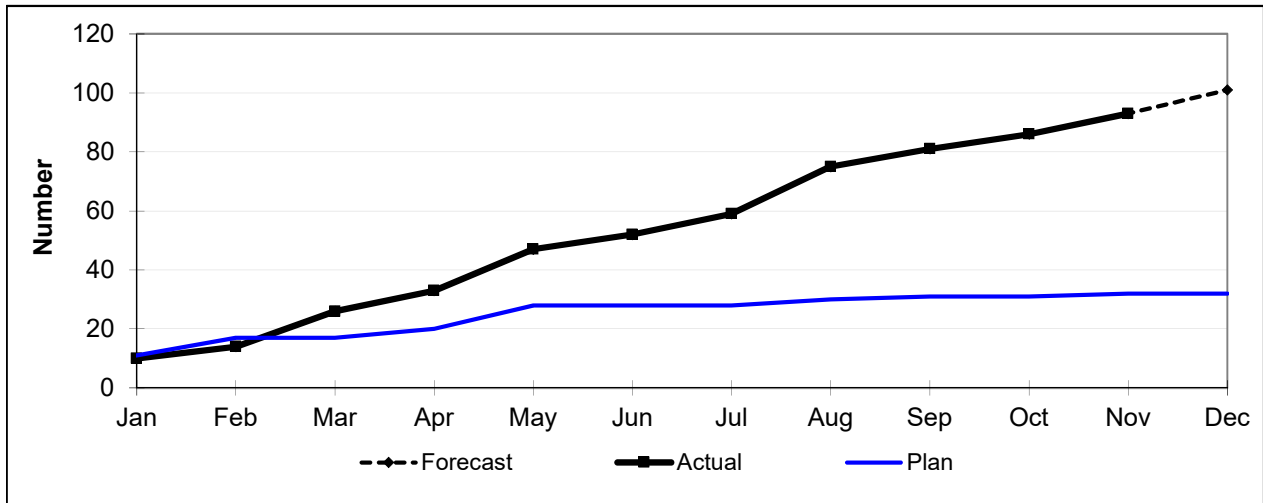
2019 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$39.8	32	\$96.5	101	242.8	315.6
Design Completions	155.0	127	133.3	114	86.0	89.8
Construction Awards	3,719.5	144	2,890.4	115	77.7	79.9
Substantial Completions	4,176.7	207	4,426.4	200	106.0	96.6
Closeouts	10,213.7	264	8,400.4	234	82.2	88.6

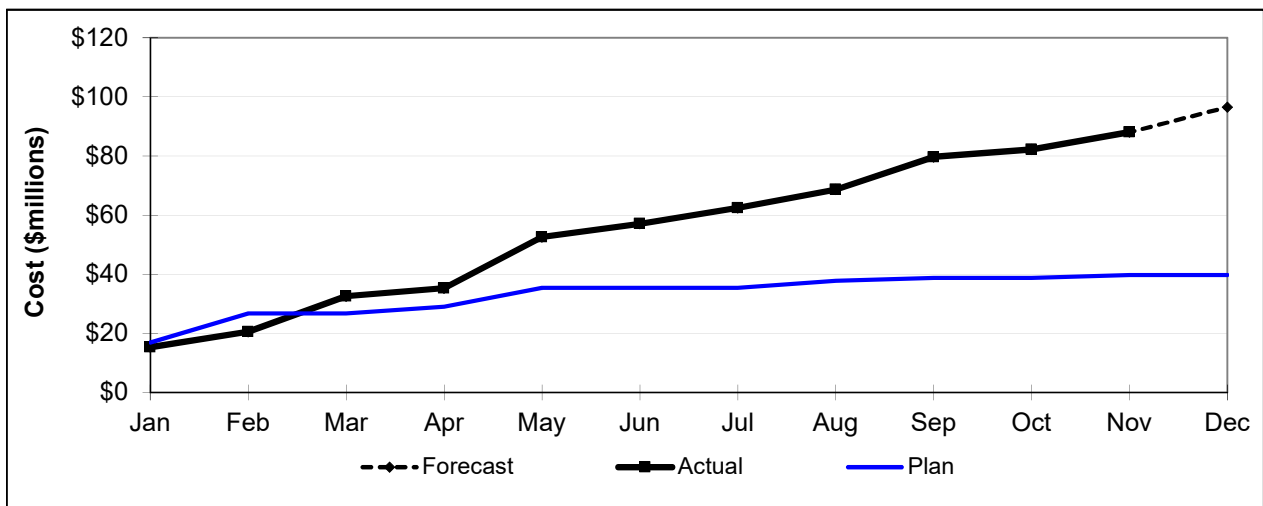
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

2019 Design Starts Charts

As of November 2019



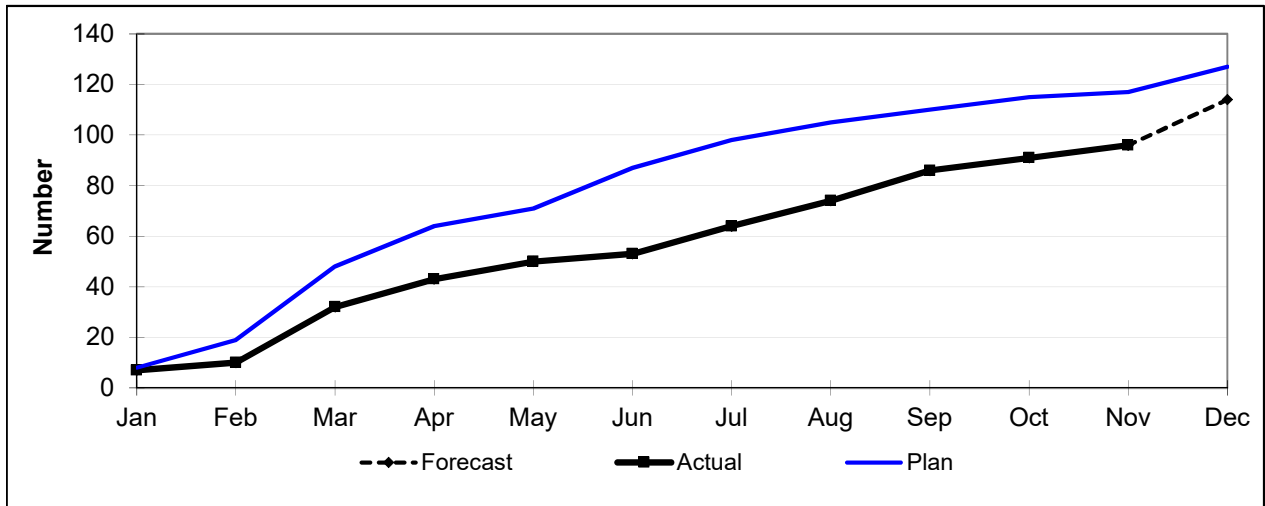
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												8
Actual	10	4	12	7	14	5	7	16	6	5	7	
Plan	11	6	0	3	8	0	0	2	1	0	1	0
Cummulative												
Forecast												101
Actual	10	14	26	33	47	52	59	75	81	86	93	
Plan	11	17	17	20	28	28	28	30	31	31	32	32



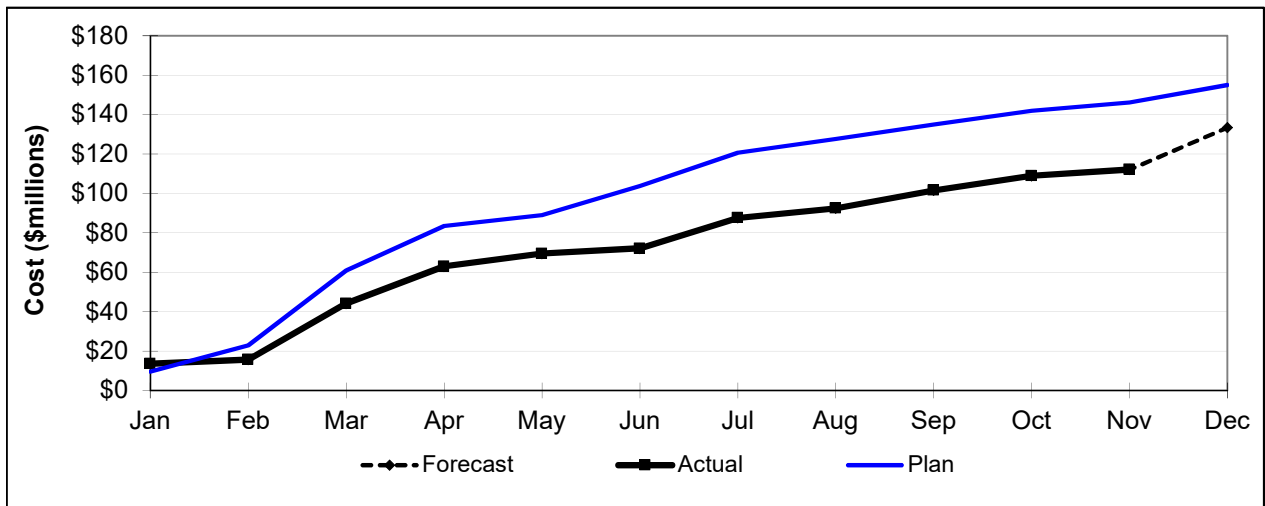
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												8.5
Actual	15.3	5.3	12.0	2.7	17.3	4.5	5.4	6.2	11.0	2.6	5.9	
Plan	16.9	9.8	0.0	2.3	6.4	0.0	0.0	2.3	1.0	0.0	1.0	0.0
Cummulative												
Forecast												96.6
Actual	15.3	20.5	32.6	35.3	52.6	57.1	62.5	68.7	79.6	82.2	88.1	
Plan	16.9	26.8	26.8	29.0	35.5	35.5	35.5	37.8	38.7	38.7	39.8	39.8

2019 Design Completions Charts

As of November 2019



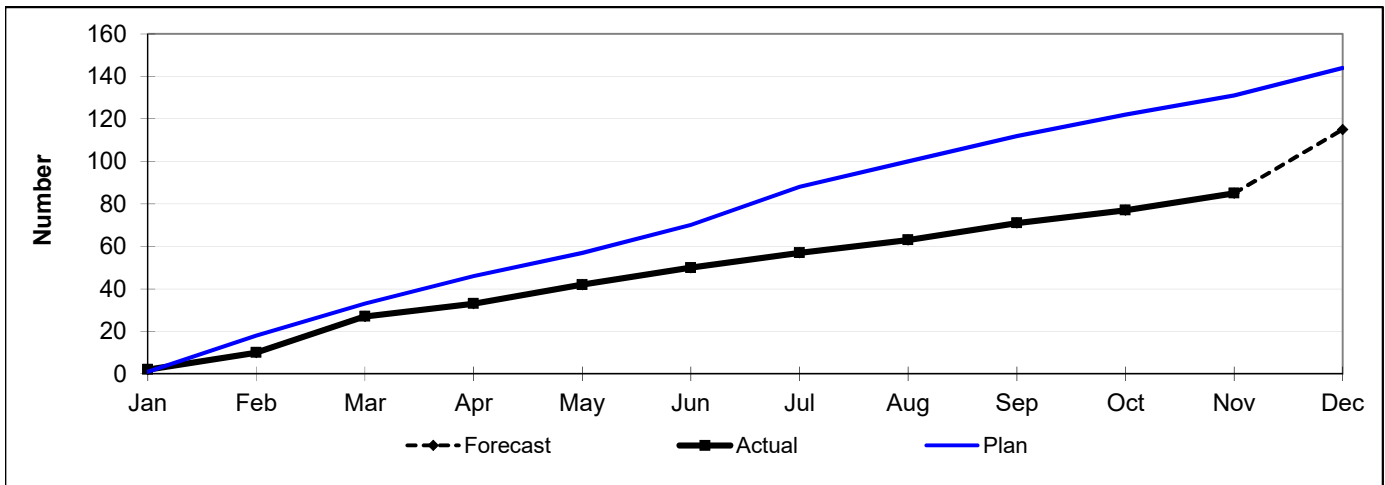
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												18
Actual	7	3	22	11	7	3	11	10	12	5	5	
Plan	8	11	29	16	7	16	11	7	5	5	2	10
Cummulative												
Forecast												114
Actual	7	10	32	43	50	53	64	74	86	91	96	
Plan	8	19	48	64	71	87	98	105	110	115	117	127



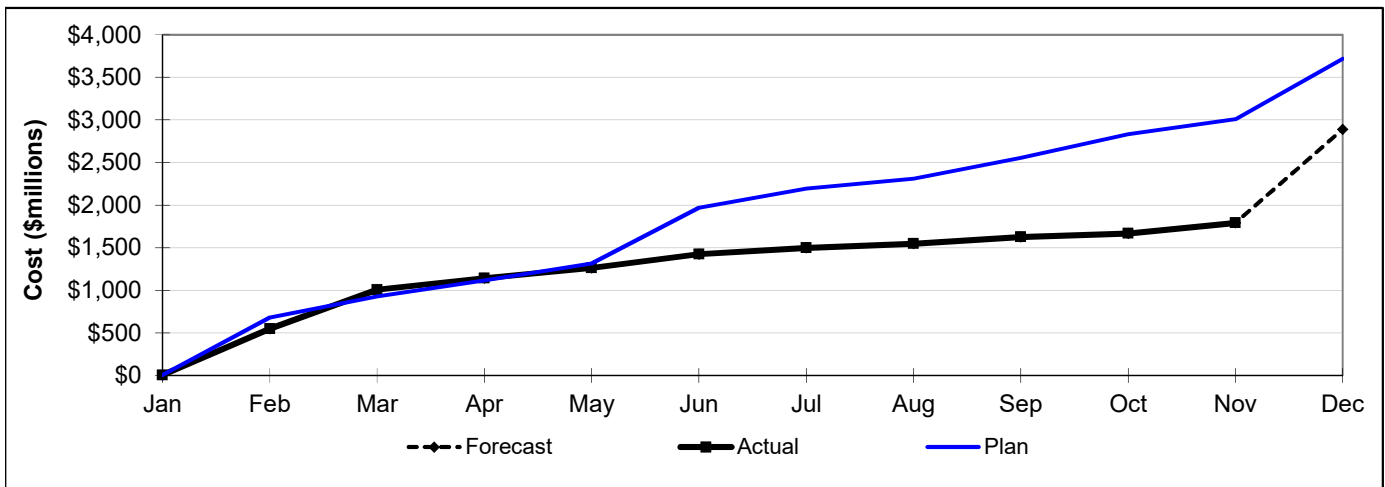
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												21.2
Actual	13.6	2.0	28.5	18.8	6.5	2.6	15.5	4.9	9.1	7.4	3.2	
Plan	9.5	13.4	38.0	22.4	5.6	14.7	16.8	7.1	7.2	7.0	4.3	8.9
Cummulative												
Forecast												133.3
Actual	13.6	15.6	44.1	63.0	69.5	72.0	87.6	92.5	101.5	108.9	112.1	
Plan	9.5	23.0	61.0	83.4	89.0	103.8	120.6	127.7	134.9	141.9	146.1	155.0

2019 Awards Charts

As of November 2019



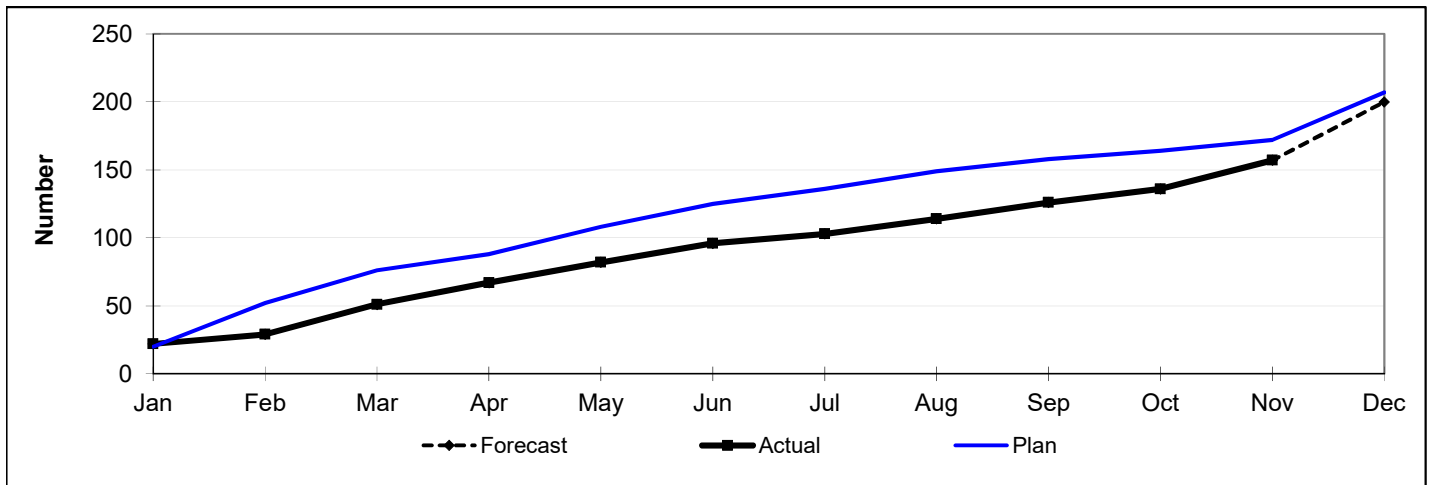
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Cummulative												
Forecast												115
Actual	2	10	27	33	42	50	57	63	71	77	85	
Plan	1	18	33	46	57	70	88	100	112	122	131	144



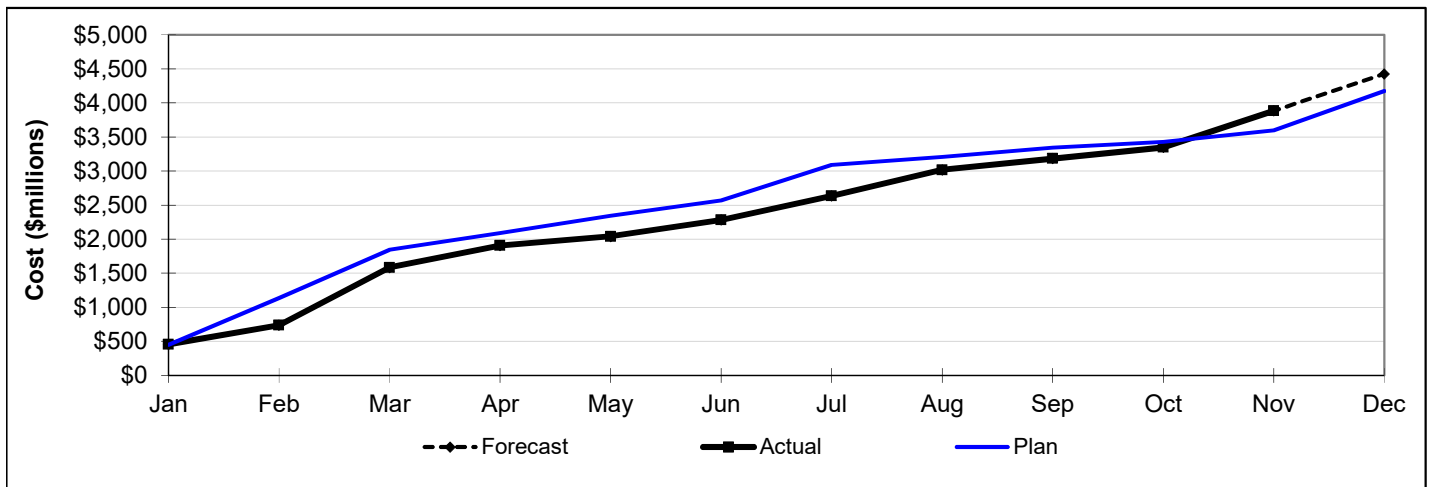
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Cummulative												
Forecast												2,890.4
Actual	4.7	549.3	1,004.9	1,139.9	1,260.6	1,424.2	1,499.8	1,548.7	1,628.1	1,667.9	1,790.3	
Plan	3.2	678.8	928.2	1,116.0	1,314.9	1,966.5	2,192.5	2,308.8	2,554.1	2,833.7	3,008.6	3,719.5

2019 Substantial Completions Charts

As of November 2019



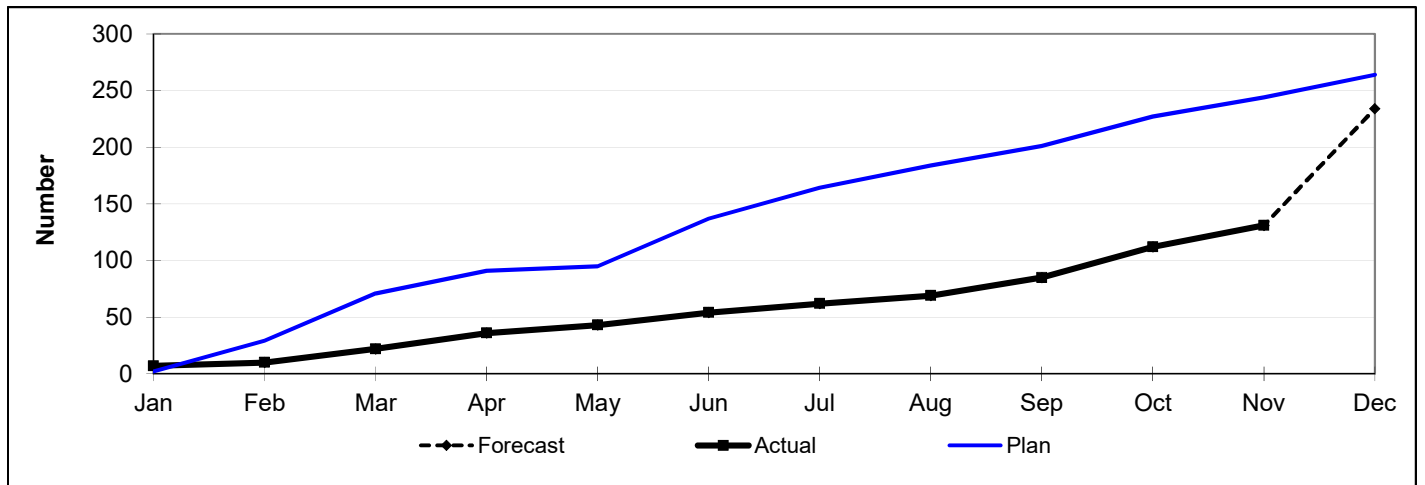
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Cummulative												
Forecast												200
Actual	22	29	51	67	82	96	103	114	126	136	157	200
Plan	20	52	76	88	108	125	136	149	158	164	172	207



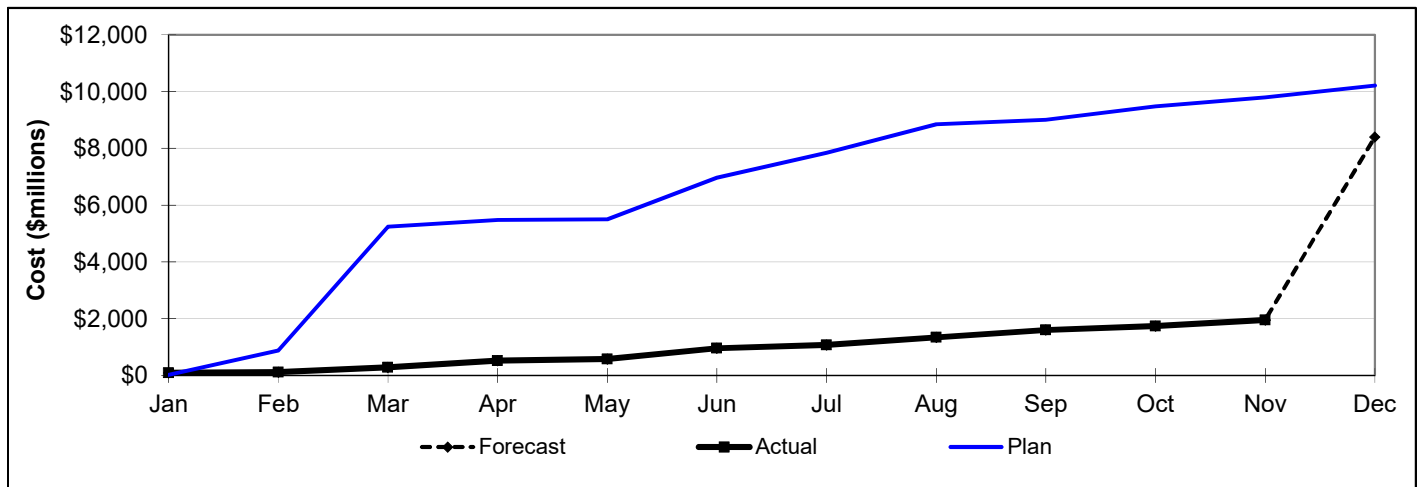
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Cummulative												
Forecast												4,426.4
Actual	456.9	736.3	1,584.3	1,907.6	2,040.0	2,281.1	2,633.8	3,017.2	3,182.7	3,347.0	3,882.4	4,426.4
Plan	448.9	1,133.5	1,843.7	2,088.2	2,343.9	2,568.5	3,092.1	3,208.4	3,343.9	3,427.8	3,597.3	4,176.7

2019 Closeouts Charts

As of November 2019



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast	7	3	12	14	7	11	8	7	16	27	19	102
Actual	2	27	42	20	4	42	27	20	17	26	17	20
Plan	2	27	42	20	4	42	27	20	17	26	17	20
Cummulative												
Forecast												234
Actual	7	10	22	36	43	54	62	69	85	112	131	234
Plan	2	29	71	91	95	137	164	184	201	227	244	264



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast	90.9	23.2	162.8	235.3	63.5	375.7	112.7	273.5	259.4	136.5	220.0	6,446.3
Actual	22.4	852.5	4,367.1	230.4	30.8	1,460.3	876.4	1,004.2	159.5	470.9	323.8	415.6
Plan	22.4	852.5	4,367.1	230.4	30.8	1,460.3	876.4	1,004.2	159.5	470.9	323.8	415.6
Cummulative												
Forecast												8,400.4
Actual	90.9	114.1	276.9	512.2	575.7	951.5	1,064.1	1,337.6	1,597.0	1,733.5	1,953.5	8,400.4
Plan	22.4	874.9	5,242.0	5,472.4	5,503.1	6,963.5	7,839.8	8,844.0	9,003.5	9,474.4	9,798.1	10,213.7





Pictured above is a recent photo of NYCT's Tiffany Street Central Warehouse in the Bronx. As part of Procurement & Supply Chain's continuous review of the location of material in our storerooms, inventory movement and transactional data is being analyzed to strategically position fast moving materials to locations that will increase efficiency in our storeroom operations. Recent re-racking of high transactional items closer to our receiving and shipping areas, yielded initial results of an increase of approximately 15% in internal order fulfillment capacity.

PROCUREMENTS

The Procurement Agenda this month includes 4 actions for a proposed expenditure of \$604.0M.

Subject Request for Authorization to Award Various Procurements					
Department Procurement & Supply Chain – NYCT					
Department Head Name Stephen M. Plochochi					
Department Head Signature 					
Project Manager Name Rose Davis					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	12/16/19			
2	Board	12/18/19			

December 6, 2019			
Department Law and Procurement – MTACC			
Department Head Name			
Department Head Signature			
Internal Approvals			
	Approval		Approval
	President NYCT		President MTACC
	SVP Operations Support		Pres. MTA Bus/SVP DOB
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

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

PURPOSE

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

DISCUSSION

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

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

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

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

<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	2	\$ 601.2 M
SUBTOTAL	<u>2</u>	<u>\$ 601.2 M</u>

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

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

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	2	\$ 2.8 M
SUBTOTAL	<u>2</u>	<u>\$ 2.8 M</u>
TOTAL	<u>4</u>	<u>\$ 604.0 M</u>

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.

DECEMBER 2019

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)
(Staff Summaries required for items estimated to be greater than \$1,000,000.)

	\$601,195,077 (Aggregate Est.)	
Nova Bus, a Div. of Prevost Car (US), Inc.	\$359,583,342	<u>Staff Summary Attached</u>
New Flyer of America, Inc.	\$241,611,735	
Two Proposals – 99-month contract		
1–2. Contract# B-40666		
	Furnish and deliver 275 low-floor 40-foot diesel-electric hybrid buses with an option to purchase up to 558 additional buses.	

Staff Summary

Item Number 1-2			
Department, Department Head Name: Procurement & Supply Chain, Stephen M. Plochochi			
Internal Approvals			
Order	Approval	Order	Approval
1	Materiel	6	President
2	X Law		
3	X CFO		
4	X DDCR		
5	X Buses		

SUMMARY INFORMATION	
Vendor Names Nova Bus, a Division of Prevost Car (US), Inc. and New Flyer of America, Inc.	Contract No. B-40666
Description Furnish and Deliver 275 Low-Floor 40-foot Diesel-Electric Hybrid Buses with Options to Purchase up to 558 additional Buses	
Total Amount: \$601,195,077 (\$218,905,330 base + \$382,289,747 options)	
Nova Bus, a Division of Prevost Car (US), Inc \$359,583,342 (\$132,349,722 base + \$227,233,620 options)	
New Flyer of America Inc. \$241,611,735 (\$86,555,608 base + \$155,056,127 options)	
Contract Term (including Options, if any) 99 months from Notice of Award (inclusive of delivery of the buses and provision of warranty support)	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Purpose

To request that the Board approve the purchase, pursuant to subdivision 9(g) of Section 1209 of the Public Authorities Law, of 275 low-floor 40-foot diesel-electric hybrid buses (“hybrid buses”) with options for up to 210 additional hybrid buses and up to 348 low-floor 40-foot diesel buses (“diesel buses”) for a total of 833 buses as well as related items such as spare parts, special tools and equipment, diagnostic testing, technical documentation, and training. The purchase of these buses will be split into an award for 165 hybrid buses with options for up to 126 additional hybrid buses and up to 209 diesel buses from Nova Bus (Nova Bus), a Division of Prevost Car (US), Inc. in the amount of \$359,583,342 (\$132,349,722 for the base award and \$227,233,620 for the options); and an award for 110 hybrid buses with options for up to 84 additional hybrid buses and up to 139 diesel buses from New Flyer of America, Inc. (New Flyer) in the amount of \$241,611,735 (\$86,555,608 for the base award and \$155,056,127 for the options), for a combined total award amount of \$601,195,077. The Board is also requested to authorize the Assistant Chief Procurement Officer to approve the exercise of the options once funding becomes available.

Discussion

On January 22, 2019, the Board adopted a resolution authorizing the use of a competitive Request for Proposal in lieu of competitive bidding to award a contract for the purchase of 275 hybrid buses. On October 21, 2019, the Board adopted a revised resolution authorizing the addition of options for up to 558 additional low-floor 40-foot buses (210 hybrid buses and 348 diesel buses). These 833 low-floor 40-foot buses will be purchased to replace aging buses that have reached the end of their 12-year useful life.

The solicitation, which allowed the award to be split, was advertised in May 2019. Additionally, eight bus manufacturers were directly contacted. Pursuant to the statutory framework, the selection criteria, listed in descending order, were as follows: Overall Project Cost, Delivery, Overall Quality of Proposer and Product, New York State Content, and Other Relevant Matters. Selection Committee (“SC”) members were drawn from NYC Transit Department of Buses (“DOB”), Procurement, Capital Planning & Budget, and Operations Planning.

Two low-floor 40-foot bus manufacturers, Nova Bus and New Flyer, attended the pre-proposal conference held on May 16, 2019. Initial proposals were received on June 28, 2019, from both manufacturers for the original requirement of 275 hybrid buses.

After the SC reviewed the initial proposals, both Nova Bus and New Flyer were invited for oral presentations and subsequently, negotiations. Oral presentations and negotiations were conducted on a series of dates spanning from August 2019 through October 2019. Negotiations centered on pricing, delivery schedules, New York State Content, alternate proposals including hybrid propulsion systems from both BAE Systems, Inc. (“BAE”) and Allison Transmission Inc. (“Allison”), the additional 558 option buses, as well as exceptions/deviations/clarifications to the technical specifications, and the terms and conditions.

BAFOs for 275 hybrid buses with options for up to 210 additional hybrid buses and up to 348 diesel buses were received from both Nova Bus and New Flyer on November 15, 2019; the hybrid and diesel portions were separated for evaluation. The SC reviewed the hybrid portion of the BAFOs in accordance with the evaluation criteria and unanimously recommended a split award of 165 hybrid buses with an option for up to 126 additional hybrid buses for Nova Bus and 110 hybrid buses with an option for up to 84 additional hybrid buses for New Flyer because Nova Bus’s superior delivery schedule and greater New York State Content outweighed New Flyer’s lower price for hybrid buses and slightly higher technical evaluation. It should be noted that Nova Bus will begin delivery of hybrid production buses 22 weeks before New Flyer.

The SC then evaluated the diesel portion of the BAFOs in accordance with the evaluation criteria and unanimously recommended a split award of 209 diesel option buses for Nova Bus and 139 diesel option buses for New Flyer because Nova Bus’s superior delivery schedule, lower price, and greater New York State Content outweighed New Flyer’s slightly higher technical evaluation. It should be noted that while both Nova Bus and New Flyer are able to begin delivery of the diesel option buses at the same time, Nova Bus will build diesel buses at a higher rate and complete the delivery of 209 diesel buses 14 weeks before New Flyer is able to complete the delivery of 139 diesel buses.

Splitting the award enables NYC Transit to retire over-aged buses at an accelerated pace, which will increase the reliability of the fleet and result in significant savings on maintenance costs. Additionally, a split award will continue to foster price and technological competition, and allow DOB to mitigate potential performance and supply risks between two manufacturers instead of relying on only one bus manufacturer for such a large order. The SC unanimously agreed that splitting the award yielded the best value for NYC Transit. In regard to the portion of the award for the New Flyer hybrid buses, it was determined that the hybrid propulsion systems would be split between BAE and Allison to achieve similar competitive benefits on a subsystem level and allow NYC Transit to continue to gain experience with both systems in the NYC environment.

The award to Nova Bus will consist of \$130,197,045 (\$789,073 per bus) for the 165 hybrid buses with propulsion systems manufactured by BAE, \$524,656 for qualification testing, diagnostic tools and manuals, \$429,481 for an estimated quantity of training, and \$1,198,540 for capital spares for a total award amount of \$132,349,722, which is \$4,194,236 or 3.07 percent below Nova Bus’s initial proposal of \$136,543,958 for a quantity of 165 hybrid buses.

The award to Nova Bus will also include options to purchase up to 126 additional hybrid buses at \$789,073 per bus (est. \$99,423,198), up to 209 diesel buses at \$605,867 per bus (est. \$126,626,268), and estimated quantities of related items such as spare parts, special tools and equipment, diagnostic testing, technical documentation, and training (est. \$1,184,154).

The award to New Flyer will consist of \$84,572,130 for 110 hybrid buses, which includes \$46,898,907 for 60 hybrid buses with hybrid propulsion systems manufactured by BAE (\$781,648 per bus) and \$37,673,223 for 50 hybrid buses with hybrid propulsion systems manufactured by Allison (\$753,464 per bus); \$548,233 for qualification testing, diagnostic tools and manuals; \$640,601 for an estimated quantity of training; and \$794,644 for capital spares for a total award amount of \$86,555,608, which is \$3,805,168 or 4.21 percent below New Flyer’s initial proposal of \$90,360,776 for a quantity of 110 hybrid buses.

The award to New Flyer will also include options to purchase up to 84 additional hybrid buses with propulsion systems manufactured by BAE at \$778,974 per bus (est. \$65,433,854), up to 139 diesel buses at \$634,669 per bus (est. \$88,219,054); and estimated quantities of related items such as spare parts, special tools and equipment, diagnostic testing, technical documentation, and training (est. \$1,403,220).

The combined total award amount of \$218,905,330 results in a total savings of \$4,679,341 or 2.09 percent below the initial pricing received from Nova Bus for 275 hybrid buses, and \$868,135 or 0.40 percent below the initial pricing received from New Flyer for 275 hybrid buses. The final average unit price per bus of \$780,979 is \$79,916 or 9.28 percent below DOB’s estimate of \$860,895. Procurement, DOB, and NYC Transit’s Cost Price Analysis Unit have determined the final prices to be fair and reasonable.

Nova Bus and New Flyer will each build four pilot buses in order to expedite delivery of the production buses. Pilot buses are scheduled to be provided to NYC Transit by Nova Bus in May 2020 and New Flyer in October 2020. Pilot buses from each manufacturer will be used for configuration audit and qualification testing.

The balance of 267 hybrid buses is scheduled to begin being delivered in December 2020 and be completed in October 2021, for an overall period of 93 weeks from Notice of Award. The above delivery schedules are based on the assumption that Notice of Award will be issued on or before December 31, 2019.

The total New York State Content for the hybrid buses including options will be \$153,675,059, which represents 40.04 percent of the total award amount for 485 hybrid buses. Nova Bus has committed to meeting a New York State Content of 44.07 percent and New Flyer has committed to meeting a New York State Content of 33.91 percent. The total New York State Content for the diesel option buses will be \$62,606,901, which represents 28.79 percent of the total award amount for 348 diesel buses. Nova Bus has committed to meeting a New York State Content of 30.41 percent, and New Flyer has committed to meeting a New York State Content of 26.48 percent. In addition to sourcing materials and services from New York State companies, Nova Bus will manufacture these buses in its facility located in Plattsburgh, New York, and New Flyer will utilize its facility in Jamestown, New York, to build subassemblies that will later be incorporated into each of its buses at its manufacturing facility located in St. Cloud, Minnesota.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights (DDCR) has established a zero percent M/WBE and zero percent SDVOB goals on this contract as, historically, there has been limited M/WBE attainment due to the lack of subcontracting availability.

Impact on Funding

The base contract will be funded with 100 percent MTA funds. Funds for these 275 hybrid buses have been approved in the MTA 2015–2019 Capital Program. A WAR certificate will be secured prior to award. The 558 option buses will be funded as part of the MTA 2020–2024 Capital Program. No award will be made until the 2020–2024 funding is available, or an alternative funding source is identified.

Inventory

There will be an increase in inventory of unique parts associated with these 275 hybrid buses that are not common to the existing fleets. Additionally, the contract includes approximately \$1,198,540 in spare parts for the Nova Bus hybrid buses and \$794,644 in spare parts for the New Flyer hybrid buses.

Alternatives

There are no alternatives as not awarding this contract will seriously undermine NYC Transit’s fleet plan and its ability to retire older buses in a competitive environment. There is no reason to believe that conducting another solicitation will result in a better outcome.

Recommendation

It is recommended that the Board approve the purchase, pursuant to subdivision 9(g) of Section 1209 of the Public Authorities Law, of 275 hybrid buses with options for up to 210 additional hybrid buses and up to 348 diesel buses for a total of 833 buses and related items such as spare parts, special tools and equipment, diagnostic testing, technical documentation, and training. The purchase of these buses will be split into an award for 165 hybrid buses with options for 126 additional hybrid buses, and 209 diesel buses from Nova Bus in the amount of \$359,583,342 (\$132,349,722 for the base award and \$227,233,620 for the options); and an award for 110 hybrid buses with options for 84 additional hybrid buses and 139 diesel buses from New Flyer in the amount of \$241,611,735 (\$86,555,608 for the base award and \$155,056,127 for the options), for a combined total award amount of \$601,195,077. The Board is also requested to authorize the Assistant Chief Procurement Officer to approve the exercise of the options once funding becomes available.

DECEMBER 2019

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)
(Staff Summaries required for items estimated to be greater than \$1,000,000.)

John P. Picone, Inc.	\$2,785,000 (Aggregate)	<u>Staff Summary Attached</u>
1. Contract# A-36090.25	\$1,010,000	
2. Contract# A-36090.200	\$1,775,000	

Modification to the contract for the renewal of six stations and line structure repair on the Sea Beach line for (1) revised communication systems at the New Utrecht Avenue station; and (2) reconfigured stairs and control house passageway leading to the southbound platform at the 8th Avenue station.

Item Number: 1-2

Vendor Name (Location) John P. Picone, Inc. (Lawrence, New York)
Description Renewal of Six Stations and Line Structure Repair on the Sea Beach Line, Borough of Brooklyn
Contract Term (including Options, if any) December 30, 2014–October 31, 2019
Option(s) included in Total Amt? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: Capital Program Management, Alok Saha

Contract Number A-36090	AWO/Mod. #s 25, 200
Original Amount:	\$ 188,761,000
Prior Modifications:	\$ 24,668,025
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 213,429,025
This Request:	\$ 2,785,000
Mod. 25: \$1,010,000 Mod. 200: \$1,775,000	
% of This Request to Current Amt.:	1.3%
% of Modifications (including This Request) to Original Amount:	14.5%

Discussion:

These retroactive modifications are for (1) revised communication systems at the New Utrecht Avenue station; and (2) reconfigured platform stairs P1/P2 and control house passageway leading to the southbound platform at the 8th Avenue station.

The base contract provides for the renewal of six stations along the Sea Beach line in Brooklyn: 8th Avenue, Fort Hamilton Parkway, New Utrecht Avenue, 18th Avenue, 20th Avenue, and Bay Parkway. The work includes concrete repairs; repair of steel structural members; replacement of all interior/exterior stairs, windows, and doors; replacement/upgrade of existing electrical, security, signal, and communication systems; demolition and replacement of platform columns, tunnel arches, parapets, canopies, and concrete platform slabs; construction of four new Americans with Disabilities Act (“ADA”)–compliant elevators at the New Utrecht Avenue station; and construction of an ADA-compliant ramp at the 8th Avenue station’s northbound platform. (This has since changed to an elevator.)

Revised communication systems at the New Utrecht Avenue station

Modification 25: The base contract provides for upgrading communication systems at the New Utrecht Avenue Station including: Public Address and Customer Information Screen (“PA/CIS”); Customer Help Points; closed-circuit television (“CCTV”); and a hardwire telephone system. However, the design for these systems was still under development during the bid period for this contract. To avoid delaying the contract award and overall project schedule, it was determined to award the contract based on the preliminary design of the communication systems and to address implementation of the final communication design through the issuance of modifications during the construction phase.

This modification provides for incorporating the final design of the communication systems at the New Utrecht Avenue station. Changes include the use of a continuous consolidated wireway system for the entire length of the platforms and passageways; cable revisions; and revisions to the layout of the Customer Help Point system. The contractor submitted its revised proposal in the amount of \$2,169,509. The revised in-house estimate is \$1,037,900. Negotiations resulted in the agreed-upon lump-sum price of \$1,010,000. Savings of \$1,159,509 were achieved.

Reconfigured Platform Stairs P1/P2 at the 8th Avenue station, southbound platform

Modification 200: The original intent of this project was to provide ADA-compliant access for the 8th Avenue station’s southbound platform. However, during the design phase of the project, it was determined that the location of a new elevator would block the only vehicle access to an adjoining property. As these property issues could not be addressed without delaying the contract award, ADA access to the southbound platform of the 8th Avenue station was excluded from the original contract. Subsequent agreement with the adjacent property owner provides sufficient clearance to allow the construction of a new elevator for the southbound platform. However, given the timing of the agreement with the property owner in relation to the project’s Substantial Completion date, it was determined that adding the new elevator under this contract would result in significant delays and potential impact costs. The new elevator will be included in a separate contract for ADA-accessibility work at other NYC Transit stations, which is anticipated to be awarded by the 2nd quarter of 2020. To facilitate the future installation of the new elevator on the southbound platform, several changes to the contract work were required, including relocating the access ramp to the adjoining property; building a foundation for the future elevator; and providing platform foundation work with additional support beams and a widened section of the southbound platform. These changes were addressed under separate modifications.

This modification provides for reconfiguring platform stairs P1/P2 and the layout of the control house passageway to create additional customer queuing capacity for the future elevator. The work includes shifting the platform stairs away from the control house and providing additional structural supports. This modification also includes revisions associated with the construction of a reinforced concrete retaining wall. The contractor submitted its revised proposal in the amount of \$2,624,869. The revised in-house estimate is \$1,836,818. Negotiations resulted in the agreed-upon lump-sum price of \$1,775,000. Savings of \$849,869 were achieved.


Procurement finds all agreed-upon pricing to be fair and reasonable.

Pursuant to the approval of retroactive waivers by the SVP, Capital Program Management, work under both modifications commenced immediately to maintain the stations' reopening dates. The SVP, Operations Support (Modification 25), and the VP, Materiel (Modification 200), authorized payments up to the negotiated amounts for work completed prior to the approval of these modifications.

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

Staff Summary

7221

Subject NYCT 2020 Budget and 2020-2023 Financial Plan Adoption
Department Office of Management & Budget
Department Head Name Aaron Stern
Department Head Signature 
Project Manager Name

Date December 5, 2019
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	TA Committee	12/16/19	X		
2	Finance Committee	12/16/19	X		
3	MTA Board	12/18/19	X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB - Director 		
2	CFO 		
3	President 		
4			

Purpose

To secure MTA Board adoption of MTA New York City Transit's 2019 November Forecast, 2020 Final Proposed Budget, and the Four-Year Financial Plan for 2020-2023.

Discussion

MTA New York City Transit's subway system runs 24/7 and serves nearly 5.5 million customers on a typical weekday. The system operates across 24 lines, 665 miles of track, and 472 stations. The system is 115 years old and a substantial portion of the basic infrastructure has never been reconstructed, notably a large proportion of signal equipment is original equipment that is more than 50 years old.

The baseline projections for MTA New York City Transit include new programmatic initiatives and support for current projects. NYCT projections do not include the estimated impacts from projected fare increases and MTA policy actions. These impacts will be presented as part of MTA consolidated materials.

November Financial Plan Highlights are summarized as follows:

- Farebox revenue increased by \$43.3 million in 2019, \$47.8 million in 2020, \$49.3 million in both 2021 and 2022, and \$49.2 million in 2023, based mostly on projected higher ridership.
- The finalization of the 2020 **Subway Action Plan** program, including ongoing efforts to seal subway system leaks and fix additional track defects, and a new initiative to systematically repair power system insulators.
- Funding has been put in place to support the **Fare Evasion Task Force**, which is providing support for the MTA-wide initiative to tighten enforcement and reduce fare evasion.
- Funding is provided to complete the **Kronos Upgrade Project**, under which biometric time-clocks are being installed system-wide.

Baseline Ridership

The November Plan forecast projects subway ridership will rise 0.6 percent and bus ridership 1.8 percent above the July Plan based on an improving ridership trend experienced from April through August 2019. Most importantly, it appears the multi-year decline in subway ridership has ended and has started to grow again, while the decline in bus ridership has significantly narrowed.

NYCT Subway Action Plan

In 2019, many elements of the Subway Action Plan (SAP) shifted to ongoing maintenance of the major gains accomplished during the original 2017-2018 program. These include efforts to seal leaks, clear drains, clean street vents, clean subway track, repair track defects, improve emergency response, repair signals, accelerate car overhauls, an improve station cleaning and elevator/escalator reliability.

NYCT Bus Plan

In 2018, NYCT developed a comprehensive bus plan designed to improve bus service through a series of initiatives, including comprehensive network redesign in all five boroughs, increasing bus speeds by expanding bus lanes and bus lane enforcement cameras, and the installation of onboard technology to improve safety and customer communication.

Budget Reduction Program (Combined July/November Plans). – To reduce operating deficits, this combined plan includes a significant number of non-reimbursable BRP actions that total \$86.3 million in 2019, \$157.7 million in 2020, \$190.0 million in 2021, \$197.6 million in 2022 and \$205.8 million in 2023.

2019 November Forecast-Baseline

Total operating revenues are projected at \$5.054 billion, including \$4.582 billion of farebox revenues. Total operating expenses are projected to be \$8.936 billion, consisting of labor costs of \$6.819 billion and non-labor expenses of \$2.117 billion. Non-cash depreciation expense is projected at \$1.878 billion, GASB 75 other post-employment benefit expenses are projected at \$1.084 billion, and GASB 68 pension expenses are projected as a credit of \$0.296 billion. After including favorable cash adjustments of \$2.925 billion, the projected net cash deficit is \$3.623 billion. Projected reimbursable expenses of \$1.383 billion are fully offset by capital reimbursements. Total end-of-year positions are projected at 50,286, including 44,467 non-reimbursable positions and 5,819 reimbursable positions.

2020 Final Proposed Budget-Baseline

Total operating revenues are projected at \$5.116 billion, including farebox revenues of \$4.647 billion. Total operating expenses are projected to be \$8.977 billion, consisting of labor costs of \$6.913 billion and non-labor expenses of \$2.064 billion. Non-cash depreciation expense is projected at \$1.928 billion, GASB 75 other post-employment benefit expenses are projected at \$1.346 billion, and GASB 68 pension expenses are projected as a credit of \$0.303 billion. After including favorable cash adjustments of \$3.161 billion, the projected net cash deficit is \$3.670 billion. Projected reimbursable expenses of \$1.333 billion are fully offset by capital reimbursements. Total end-of-year positions are projected at 49,401 including 44,116 non-reimbursable positions and 5,285 reimbursable positions.

Impact on Funding

The 2019 November Forecast, the 2020 Final Proposed Budget and the Four-Year Financial Plan for 2020-2023, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2019 November Forecast, the 2020 Final Proposed Budget and the Four-Year Financial Plan for 2020-2023 for MTA New York City Transit and the related authorization to draw down Transit Adjudication Bureau (TAB) receipts and interest consistent with this Final Proposed Budget.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
<u>Non-Reimbursable</u>						
Operating Revenue						
<i>Farebox Revenue:</i>						
Subway	\$3,426,813	\$3,550,933	\$3,613,570	\$3,599,247	\$3,600,855	\$3,596,633
Bus	928,768	929,012	930,958	927,254	927,553	926,366
Paratransit	20,547	23,453	24,199	25,409	26,679	28,013
Fare Media Liability	70,414	78,500	78,500	78,500	78,500	78,500
Farebox Revenue	\$4,446,541	\$4,581,898	\$4,647,227	\$4,630,410	\$4,633,587	\$4,629,512
<i>Other Operating Revenue:</i>						
Fare Reimbursement	84,016	84,016	84,016	84,016	84,016	84,016
Paratransit Reimbursement	196,794	215,717	209,991	218,631	227,106	234,870
Other	165,336	172,383	174,866	182,547	187,397	191,827
Other Operating Revenue	\$446,146	\$472,116	\$468,873	\$485,194	\$498,519	\$510,713
Capital and Other Reimbursements	0,000	0,000	0,000	0,000	0,000	0,000
Total Revenues	\$4,892,687	\$5,054,014	\$5,116,100	\$5,115,604	\$5,132,106	\$5,140,225
Operating Expense						
<i>Labor:</i>						
Payroll	\$3,422,442	\$3,516,382	\$3,557,817	\$3,584,699	\$3,661,851	\$3,714,615
Overtime	684,331	606,158	534,298	539,569	547,064	562,730
Total Salaries and Wages	\$4,106,773	\$4,122,540	\$4,092,114	\$4,124,268	\$4,208,915	\$4,277,344
Health and Welfare	855,910	951,560	1,018,161	1,070,598	1,144,545	1,218,124
OPEB Current Payments	444,137	486,342	540,067	597,201	660,105	729,353
Pension	933,318	1,067,967	1,023,284	1,025,372	990,987	953,820
Other Fringe Benefits	489,257	498,209	515,545	547,147	574,371	600,087
Total Fringe Benefits	\$2,722,621	\$3,004,078	\$3,097,057	\$3,240,319	\$3,370,009	\$3,501,384
Reimbursable Overhead	(347,451)	(307,196)	(276,643)	(258,267)	(255,701)	(256,313)
Total Labor Expenses	\$6,481,944	\$6,819,422	\$6,912,529	\$7,106,320	\$7,323,222	\$7,522,415
<i>Non-Labor:</i>						
Electric Power	\$301,001	\$278,491	\$295,135	\$303,636	\$316,291	\$335,602
Fuel	112,183	107,657	102,364	100,730	100,386	102,125
Insurance	67,313	69,486	70,489	77,397	84,990	93,553
Claims	225,666	240,864	229,142	217,836	218,059	221,777
Paratransit Service Contracts	455,471	488,157	488,644	520,908	550,194	585,282
Maintenance and Other Operating Contracts	233,963	312,585	277,587	277,312	264,040	279,632
Professional Services Contracts	197,373	195,574	179,716	162,412	165,742	169,562
Materials and Supplies	353,250	327,864	333,363	334,801	341,709	337,483
Other Business Expenses	88,095	96,348	87,781	88,126	88,931	89,575
Total Non-Labor Expenses	\$2,034,316	\$2,117,026	\$2,064,220	\$2,083,158	\$2,130,342	\$2,214,591
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Expenses Before Depreciation and GASB Adjs.	\$8,516,259	\$8,936,449	\$8,976,749	\$9,189,478	\$9,453,564	\$9,737,006
Depreciation	\$1,958,127	\$1,878,062	\$1,928,062	\$1,978,062	\$2,029,359	\$2,081,986
OPEB Liability Adjustment	0,000	0,000	0,000	0,000	0,000	0,000
GASB 75 OPEB Expense Adjustment	706,078	1,083,900	1,345,800	1,472,300	1,557,000	1,643,300
GASB 68 Pension Expense Adjustment	(334,779)	(296,398)	(303,171)	(308,944)	(308,944)	(308,944)
Environmental Remediation	84,138	0,000	0,000	0,000	0,000	0,000
Total Expenses	\$10,929,822	\$11,602,013	\$11,947,440	\$12,330,896	\$12,730,979	\$13,153,347
Net Surplus/(Deficit)	(\$6,037,135)	(\$6,547,999)	(\$6,831,340)	(\$7,215,292)	(\$7,598,873)	(\$8,013,122)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1,491.687	1,382.926	1,333.489	1,246.814	1,233.217	1,230.474
Total Revenues	\$1,491.687	\$1,382.926	\$1,333.489	\$1,246.814	\$1,233.217	\$1,230.474
Operating Expense						
Labor:						
Payroll	\$501.541	\$493.393	\$529.012	\$490.264	\$482.708	\$479.586
Overtime	214.889	194.264	130.826	126.410	127.960	130.078
Total Salaries and Wages	\$716.430	\$687.657	\$659.838	\$616.674	\$610.668	\$609.664
Health and Welfare	24.350	22.971	27.396	27.066	28.007	29.010
OPEB Current Payments	9.341	11.542	12.636	13.267	14.005	14.783
Pension	38.780	45.225	44.238	43.398	40.311	37.381
Other Fringe Benefits	226.791	211.529	208.337	193.815	190.973	189.991
Total Fringe Benefits	\$299.262	\$291.266	\$292.606	\$277.545	\$273.296	\$271.165
Reimbursable Overhead	347.451	307.196	276.643	258.267	255.701	256.313
Total Labor Expenses	\$1,363.143	\$1,286.119	\$1,229.088	\$1,152.485	\$1,139.665	\$1,137.142
Non-Labor:						
Electric Power	\$0.373	\$0.252	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	0.255	0.097	0.194	(0.023)	(0.023)	(0.023)
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	48.455	37.834	41.112	33.533	33.309	33.089
Professional Services Contracts	12.843	15.761	9.627	9.627	9.627	9.627
Materials and Supplies	62.017	46.983	53.698	51.422	50.868	50.868
Other Business Expenses	4.602	(4.120)	(0.482)	(0.482)	(0.482)	(0.482)
Total Non-Labor Expenses	\$128.545	\$96.807	\$104.401	\$94.329	\$93.551	\$93.331
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$1,491.687	\$1,382.926	\$1,333.489	\$1,246.814	\$1,233.217	\$1,230.474
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Non-Reimbursable / Reimbursable						
Operating Revenue						
<i>Farebox Revenue:</i>						
Subway	\$3,426.813	\$3,550.933	\$3,613.570	\$3,599.247	\$3,600.855	\$3,596.633
Bus	928.768	929.012	930.958	927.254	927.553	926.366
Paratransit	20.547	23.453	24.199	25.409	26.679	28.013
Fare Media Liability	70.414	78.500	78.500	78.500	78.500	78.500
Farebox Revenue	\$4,446.541	\$4,581.898	\$4,647.227	\$4,630.410	\$4,633.587	\$4,629.512
<i>Other Operating Revenue:</i>						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	196.794	215.717	209.991	218.631	227.106	234.870
Other	165.336	172.383	174.866	182.547	187.397	191.827
Other Operating Revenue	\$446.146	\$472.116	\$468.873	\$485.194	\$498.519	\$510.713
Capital and Other Reimbursements	1,491.687	1,382.926	1,333.489	1,246.814	1,233.217	1,230.474
Total Revenues	\$6,384.374	\$6,436.940	\$6,449.589	\$6,362.419	\$6,365.323	\$6,370.699
Operating Expense						
<i>Labor:</i>						
Payroll	\$3,923.983	\$4,009.775	\$4,086.829	\$4,074.963	\$4,144.559	\$4,194.201
Overtime	899.220	800.422	665.124	665.978	675.024	692.807
Total Salaries and Wages	\$4,823.203	\$4,810.197	\$4,751.953	\$4,740.942	\$4,819.583	\$4,887.009
Health and Welfare	880.260	974.531	1,045.557	1,097.664	1,172.552	1,247.134
OPEB Current Payments	453.477	497.884	552.703	610.468	674.110	744.136
Pension	972.098	1,113.192	1,067.523	1,068.770	1,031.298	991.201
Other Fringe Benefits	716.048	709.738	723.882	740.962	765.344	790.078
Total Fringe Benefits	\$3,021.883	\$3,295.345	\$3,389.664	\$3,517.863	\$3,643.304	\$3,772.549
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$7,845.086	\$8,105.541	\$8,141.616	\$8,258.805	\$8,462.888	\$8,659.557
<i>Non-Labor:</i>						
Electric Power	\$301.374	\$278.743	\$295.387	\$303.888	\$316.543	\$335.854
Fuel	112.438	107.754	102.558	100.707	100.363	102.102
Insurance	67.313	69.486	70.489	77.397	84.990	93.553
Claims	225.666	240.864	229.142	217.836	218.059	221.777
Paratransit Service Contracts	455.471	488.157	488.644	520.908	550.194	585.282
Maintenance and Other Operating Contracts	282.419	350.419	318.699	310.845	297.349	312.721
Professional Services Contracts	210.216	211.335	189.343	172.039	175.369	179.189
Materials and Supplies	415.267	374.847	387.061	386.223	392.577	388.350
Other Business Expenses	92.697	92.228	87.299	87.645	88.449	89.094
Total Non-Labor Expenses	\$2,162.860	\$2,213.833	\$2,168.621	\$2,177.487	\$2,223.893	\$2,307.922
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$10,007.946	\$10,319.375	\$10,310.238	\$10,436.292	\$10,686.781	\$10,967.479
Depreciation	\$1,958.127	\$1,878.062	\$1,928.062	\$1,978.062	\$2,029.359	\$2,081.986
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	706.078	1,083.900	1,345.800	1,472.300	1,557.000	1,643.300
GASB 68 Pension Expense Adjustment	(334.779)	(296.398)	(303.171)	(308.944)	(308.944)	(308.944)
Environmental Remediation	84.138	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$12,421.509	\$12,984.939	\$13,280.929	\$13,577.710	\$13,964.196	\$14,383.821
Net Surplus/(Deficit)	(\$6,037.135)	(\$6,547.999)	(\$6,831.340)	(\$7,215.292)	(\$7,598.873)	(\$8,013.122)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2020 - 2023
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$4,490.421	\$4,582.098	\$4,647.427	\$4,630.610	\$4,633.787	\$4,629.712
<i>Other Operating Revenue:</i>						
Fare Reimbursement	39.052	114.016	54.016	84.016	84.016	84.016
Paratransit Reimbursement	150.087	218.077	210.125	218.571	227.127	234.923
Other Revenue	<u>97.319</u>	<u>66.782</u>	<u>67.352</u>	<u>68.742</u>	<u>70.832</u>	<u>72.572</u>
Other Operating Revenue	286.458	398.875	331.493	371.329	381.975	391.511
Capital and Other Reimbursements	1,611.794	1,424.554	1,343.280	1,274.343	1,235.101	1,230.536
Total Receipts	\$6,388.673	\$6,405.527	\$6,322.200	\$6,276.282	\$6,250.863	\$6,251.759
Expenditures						
<i>Labor:</i>						
Payroll	\$3,878.017	\$3,991.293	\$4,052.462	\$4,039.335	\$4,107.765	\$4,156.202
Overtime	<u>899.220</u>	<u>800.422</u>	<u>665.124</u>	<u>665.978</u>	<u>675.024</u>	<u>692.807</u>
Total Salaries & Wages	\$4,777.237	\$4,791.715	\$4,717.586	\$4,705.313	\$4,782.789	\$4,849.009
Health and Welfare	888.766	963.071	1,034.059	1,085.303	1,159.265	1,232.850
OPEB Current Payments	453.477	497.884	552.703	610.468	674.110	744.136
Pension	974.880	1,110.268	1,067.523	1,068.770	1,031.298	991.201
Other Fringe Benefits	<u>517.496</u>	<u>528.837</u>	<u>533.077</u>	<u>538.225</u>	<u>555.952</u>	<u>573.943</u>
Total Fringe Benefits	\$2,834.619	\$3,100.059	\$3,187.360	\$3,302.766	\$3,420.625	\$3,542.129
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
Total Labor Expenditures	\$7,611.856	\$7,891.775	\$7,904.946	\$8,008.079	\$8,203.414	\$8,391.138
<i>Non-Labor:</i>						
Electric Power	\$304.395	\$289.665	\$306.309	\$314.810	\$327.465	\$346.776
Fuel	114.654	107.754	102.558	100.707	100.363	102.102
Insurance	67.429	67.952	71.204	75.611	83.100	94.328
Claims	137.336	157.973	143.867	135.102	137.919	140.793
Paratransit Service Contracts	450.203	486.157	486.644	518.908	548.194	583.282
Maintenance and Other Operating Contracts	294.500	356.801	323.368	318.039	304.543	319.915
Professional Services Contracts	201.881	205.335	180.343	163.039	166.369	170.189
Materials and Supplies	412.543	373.347	385.561	384.723	391.077	386.850
Other Business Expenses	92.648	92.228	87.299	87.645	88.449	89.094
Total Non-Labor Expenditures	\$2,075.589	\$2,137.212	\$2,087.152	\$2,098.583	\$2,147.479	\$2,233.329
<i>Other Expenditure Adjustments:</i>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$9,687.445	\$10,028.987	\$9,992.098	\$10,106.662	\$10,350.894	\$10,624.467
Net Cash Balance	(\$3,298.772)	(\$3,623.460)	(\$3,669.898)	(\$3,830.380)	(\$4,100.031)	(\$4,372.708)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2020 - 2023
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$43.880	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200
<i>Other Operating Revenue:</i>						
Fare Reimbursement	(44.964)	30.000	(30.000)	0.000	0.000	0.000
Paratransit Reimbursement	(2.973)	2.360	0.134	(0.060)	0.021	0.053
Other Revenue	(111.751)	(105.601)	(107.514)	(113.805)	(116.565)	(119.255)
Other Operating Revenue	(\$159.688)	(\$73.241)	(\$137.380)	(\$113.865)	(\$116.544)	(\$119.202)
Capital and Other Reimbursements	120.107	41.628	9.791	27.529	1.884	0.062
Total Receipts	\$4.299	(\$31.413)	(\$127.389)	(\$86.136)	(\$114.460)	(\$118.940)
Expenditures						
<i>Labor:</i>						
Payroll	\$45.966	\$18.482	\$34.367	\$35.629	\$36.794	\$37.999
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Total Salaries and Wages	\$45.966	\$18.482	\$34.367	\$35.629	\$36.794	\$37.999
Health and Welfare	(8.506)	11.460	11.498	12.361	13.288	14.284
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	(2.782)	2.924	0.000	0.000	0.000	0.000
Other Fringe Benefits	198.552	180.901	190.805	202.737	209.391	216.135
Total Fringe Benefits	\$187.264	\$195.285	\$202.303	\$215.097	\$222.679	\$230.420
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
Total Labor Expenditures	\$233.230	\$213.767	\$236.671	\$250.726	\$259.473	\$268.419
<i>Non-Labor:</i>						
Electric Power	(\$3.021)	(\$10.922)	(10.922)	(\$10.922)	(\$10.922)	(\$10.922)
Fuel	(2.216)	0.000	0.000	0.000	0.000	0.000
Insurance	(0.116)	1.534	(0.715)	1.786	1.890	(0.775)
Claims	88.330	82.891	85.275	82.734	80.140	80.984
Paratransit Service Contracts	5.268	2.000	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	(12.081)	(6.382)	(4.669)	(7.194)	(7.194)	(7.194)
Professional Services Contracts	8.335	6.000	9.000	9.000	9.000	9.000
Materials and Supplies	2.724	1.500	1.500	1.500	1.500	1.500
Other Business Expenses	0.049	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$87.271	\$76.621	\$81.469	\$78.904	\$76.414	\$74.593
<i>Other Expenditure Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$320.501	\$290.388	\$318.140	\$329.630	\$335.887	\$343.012
Total Cash Conversion Adjustments before Depreciation	\$324.800	\$258.975	\$190.751	\$243.494	\$221.427	\$224.072
Depreciation	\$1,958.127	\$1,878.062	\$1,928.062	\$1,978.062	\$2,029.359	\$2,081.986
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	706.078	1,083.900	1,345.800	1,472.300	1,557.000	1,643.300
GASB 68 Pension Expense Adjustment	(334.779)	(296.398)	(303.171)	(308.944)	(308.944)	(308.944)
Environmental Remediation	84.138	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$2,738.363	\$2,924.539	\$3,161.442	\$3,384.912	\$3,498.842	\$3,640.414

MTA NEW YORK CITY TRANSIT
November Financial Plan 2020 - 2023
Ridership (Utilization)
(in millions)

	Actual	November	Final			
	2018	Forecast	Proposed	2021	2022	2023
		2019	Budget			
			2020			

RIDERSHIP

Subway	1,680.060	1,686.288	1,690.027	1,683.541	1,684.270	1,682.358
Bus	569.361	551.958	542.350	540.336	540.499	539.853
Paratransit	9.867	10.933	11.516	12.092	12.696	13.331

Total Ridership

2,259.289	2,249.179	2,243.893	2,235.969	2,237.464	2,235.542
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FAREBOX REVENUE (Excluding fare media liability)

Subway	\$3,426.813	\$3,550.933	\$3,613.570	\$3,599.247	\$3,600.855	\$3,596.633
Bus	928.768	929.012	930.958	927.254	927.553	926.366
Paratransit	20.547	23.453	24.199	25.409	26.679	28.013

Total Revenue

\$4,376.127	\$4,503.398	\$4,568.727	\$4,551.910	\$4,555.087	\$4,551.012
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NEW YORK CITY TRANSIT
November Financial Plan 2020-2023
2019 Budget Reduction Plan Summary
(\$ In millions)

	Favorable/(Unfavorable)									
	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022	Pos.	2023
Administration										
NYCT Reorganization (July Plan)			240	33.090	240	33.090	240	33.090	240	33.090
Eliminate Duplication with Transformation - NYCT Reorganization (Nov Plan)			(240)	(33.090)	(240)	(33.090)	(240)	(33.090)	(240)	(33.090)
Health and Welfare Savings (July Plan)		83.000		90.400		97.441		105.031		113.214
Outsource Medical Documentation (July Plan)		-		-		3.000		3.000		3.000
FMLA Savings (July Plan)		-		-		0.800		0.800		0.800
OTPS Reductions (July Plan)		3.140		6.647		7.807		7.807		7.807
Other Savings (July Plan)		1.207	(20)	1.471		0.599		0.599		0.599
Eliminate Passenger Environment Survey (July Plan)	-	0.000	8	1.099	8	1.099	8	1.099	8	1.099
EAM Consulting Reduction (July Plan)				<u>\$1.636</u>		<u>\$1.636</u>		<u>\$1.636</u>		<u>\$1.636</u>
Subtotal Administration	-	87.347	(12)	103.253	8	112.382	8	119.972	8	128.155
% of Total Proposed		101.2%		65.5%		59.1%		60.7%		62.3%
Customer Convenience/Amenities										
Eliminate Bus WiFi Service (July Plan)	-	0.000	-	2.500	-	2.500	-	2.500	-	2.500
Restore Bus WiFi Service (Nov Plan)	-	0.000	-	(2.500)	-	(2.500)	-	(2.500)	-	(2.500)
Customer & Communication Efficiencies (July Plan)	-	0.000	7	0.898	7	0.898	7	0.898	7	0.898
Subtotal Customer Convenience/Amenities	-	0.000	7	0.898	7	0.898	7	0.898	7	0.898
% of Total Proposed		0.0%		0.6%		0.5%		0.5%		0.4%
Maintenance										
Shift ROW Maintenance to Overnight/Weekends (July Plan)	-	50	50	5.679	50	5.679	50	5.679	50	5.679
Vent Cleaning Efficiencies (July Plan)	-	40	40	5.275	40	5.275	40	5.275	40	5.275
AFC Maintenance Reductions (July Plan)	-	35	35	4.276	35	4.276	35	4.276	35	4.276
South Channel Hydraulic Efficiency (July Plan)	-	11	11	1.214	11	1.214	11	1.214	11	1.214
Electrical Helper Efficiencies (July Plan)	-	12	12	1.156	12	1.156	12	1.156	12	1.156
Eliminate Fleet Services (July Plan)	-	6	6	0.712	6	0.712	6	0.712	6	0.712
Bus Painting Efficiencies (July Plan)	-	13	13	1.589	13	1.589	13	1.589	13	1.589
Bus Maintenance Efficiencies (July Plan)	-	39	39	5.784	39	5.784	39	5.784	39	5.784
Supply Chain Technology Saving (July Plan)	-	-	40	4.304	40	4.304	40	4.304	40	4.304
Supply Logistics Savings (July Plan)	-	21	21	2.282	21	2.282	21	2.282	21	2.282
Adverse Weather Overtime Reduction (July Plan)	-	-	-	3.684	-	3.684	-	3.684	-	3.684
Vacuum Train Efficiencies (July Plan)	-	0.000	30	2.967	30	2.967	30	2.967	30	2.967
Bus Material Savings (Nov Plan)	-	1,500	-	3,000	-	3,000	-	3,000	-	3,000
Subtotal Maintenance	-	1,500	257	37,618	297	41,922	297	41,922	297	41,922
% of Total Proposed		1.7%		23.9%		22.1%		21.2%		20.4%
Revenue Enhancement										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
% of Total Proposed		0.0%		0.0%		0.0%		0.0%		0.0%
Safety										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
% of Total Proposed		0.0%		0.0%		0.0%		0.0%		0.0%
Security										
Fulton Street Transit Center Security Coverage (July Plan)	-	0.000	1	1.033	1	1.033	1	1.033	1	1.033
Subtotal Security	-	0.000	1	1.033	1	1.033	1	1.033	1	1.033
% of Total Proposed		0.0%		0.7%		0.5%		0.5%		0.5%
Service										
Terminal Supervision Savings (July Plan)	-	0.000	20	2.523	20	2.523	20	2.523	20	2.523
Paratransit Carrier Restructuring (July Plan)	-	(8.040)	-	8.040	-	8.040	-	8.040	-	8.040
Renegotiate Paratransit Carrier Contracts (Nov Plan)	-	5,479	-	3,217	-	0.000	-	0.000	-	0.000
Subtotal Service	-	(2,561)	20	13,780	20	10,563	20	10,563	20	10,563
% of Total Proposed		-3.0%		8.7%		5.6%		5.3%		5.1%
Service Support										
Revenue Control Efficiencies (July Plan)	-	0.000	5	1.114	5	1.114	5	1.114	5	1.114
Subtotal Service Support	-	0.000	5	1.114	5	1.114	5	1.114	5	1.114
% of Total Proposed		0.0%		0.7%		0.6%		0.6%		0.5%
Other										
Subways Operating Savings Program (July Plan)	-	-	-	-	222	22.096	222	22.096	222	22.096
Operating Savings Program (July Plan)	-	0.000	83	4.415	83	12.364	83	12.364	83	12.364
Operating Savings Program (July Plan)	-	0.000	(83)	(4.415)	(83)	(12.364)	(83)	(12.364)	(83)	(12.364)
Subtotal Other	-	0.000	-	0.000	222	22.096	222	22.096	222	22.096
% of Total Proposed		0.0%		0.0%		11.6%		11.2%		10.7%
Agency Submission	-	\$86.286	278	\$157.696	560	\$190.008	560	\$197.598	560	\$205.781
Total Non-Reimbursable BRP	-	\$86.286	278	\$157.696	560	\$190.008	560	\$197.598	560	\$205.781
Reimbursable BRP										
Capital Program										
Capital & Other Reimbursements Reduction (July Plan)	3	(\$0.520)	167	(\$38.121)	164	(\$38.121)	164	(\$37.747)	164	(\$37.747)
Reimbursable Expense Reduction (July Plan)		\$0.520		\$38.121		\$38.121		\$37.747		\$37.747
Eliminate Duplication with Transformation (Nov Plan)			(140)	(\$17.757)	(140)	(\$17.757)	(140)	(\$17.757)	(140)	(\$17.757)
Capital & Other Reimbursements Reduction (Nov Plan)				\$17.757		\$17.757		\$17.757		\$17.757
Total Reimbursable BRP	3	\$0.000	27	\$0.000	24	\$0.000	24	\$0.000	24	\$0.000

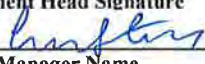
MTA New York City Transit
November Financial Plan 2020 - 2023
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2018	2019 November Forecast	2020 Final Proposed Budget	2021	2022	2023
Administration						
Office of the President	28	30	32	32	32	32
Law	280	311	312	312	312	312
Office of the EVP	14	19	19	19	19	19
Human Resources	242	248	244	244	244	244
Office of Management and Budget	40	43	43	43	43	42
Capital Planning & Budget	31	37	37	36	36	36
Strategy & Customer Experience	196	215	208	206	205	203
Non-Departmental	-	9	9	9	9	9
Labor Relations	87	100	100	100	100	100
Material	247	266	257	244	238	232
Controller	115	122	121	120	119	118
Office of People & Business Transformation	20	25	25	25	25	25
Total Administration	1,300	1,425	1,407	1,390	1,382	1,372
Operations						
Subways Service Delivery	8,696	8,687	8,383	8,394	8,353	8,289
Subways Operation Support /Admin	453	412	412	412	412	412
Subways Stations	2,589	2,724	2,638	2,632	2,632	2,632
Subtotal - Subways	11,738	11,823	11,433	11,438	11,397	11,333
Buses	11,211	11,094	10,816	10,847	10,847	10,847
Paratransit	200	214	214	214	214	214
Operations Planning	383	403	385	383	382	380
Revenue Control	610	646	641	641	641	641
Non-Departmental	(1)	-	8	-	-	-
Total Operations	24,141	24,180	23,497	23,523	23,481	23,415
Maintenance						
Subways Operation Support /Admin	118	89	87	(144)	(145)	(150)
Subways Engineering	342	395	359	336	333	301
Subways Car Equipment	5,156	5,006	5,107	4,956	4,937	4,652
Subways Infrastructure	1,838	1,965	1,819	1,741	1,738	1,702
Subways Elevator & Escalators	428	455	467	492	487	487
Subways Stations	3,349	3,466	3,488	3,492	3,477	3,476
Subways Track	3,229	3,117	3,060	3,041	3,041	3,041
Subways Power	663	670	685	623	609	609
Subways Signals	1,622	1,658	1,663	1,650	1,632	1,630
Subways Electronics Maintenance	1,590	1,626	1,623	1,529	1,515	1,513
Subtotal - Subways	18,336	18,447	18,358	17,716	17,624	17,261
Buses	3,659	3,548	3,463	3,423	3,400	3,411
Supply Logistics	588	567	548	508	508	508
System Safety	88	95	93	92	91	90
Non-Departmental	(1)	(111)	(67)	(67)	(67)	(67)
Total Maintenance	22,670	22,546	22,395	21,672	21,556	21,203
Engineering/Capital						
Capital Program Management	1,375	1,468	1,450	1,361	1,342	1,323
Total Engineering/Capital	1,375	1,468	1,450	1,361	1,342	1,323
Public Safety						
Security	629	667	652	639	639	639
Total Public Safety	629	667	652	639	639	639
Total Baseline Positions	50,115	50,286	49,401	48,585	48,400	47,952
Non-Reimbursable	45,284	44,467	44,116	43,767	43,763	43,488
Reimbursable	4,831	5,819	5,285	4,818	4,637	4,464
Total Full-Time	49,905	50,078	49,197	48,381	48,196	47,748
Total Full-Time Equivalents	210	208	204	204	204	204

MTA NEW YORK CITY TRANSIT
November Financial Plan 2020 - 2023
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Administration						
Managers/Supervisors	436	540	522	511	508	503
Professional/Technical/Clerical	835	849	849	843	838	833
Operational Hourlies	29	36	36	36	36	36
Total Administration Headcount	1,300	1,425	1,407	1,390	1,382	1,372
Operations						
Managers/Supervisors	2,771	2,854	2,798	2,792	2,789	2,770
Professional/Technical/Clerical	550	585	578	577	576	574
Operational Hourlies	20,820	20,741	20,121	20,154	20,116	20,071
Total Operations Headcount	24,141	24,180	23,497	23,523	23,481	23,415
Maintenance						
Managers/Supervisors	4,126	4,029	3,939	3,868	3,845	3,794
Professional/Technical/Clerical	1,020	1,123	1,070	989	964	950
Operational Hourlies	17,524	17,394	17,386	16,815	16,747	16,459
Total Maintenance Headcount	22,670	22,546	22,395	21,672	21,556	21,203
Engineering / Capital						
Managers/Supervisors	334	379	364	330	316	302
Professional/Technical/Clerical	1,039	1,087	1,084	1,029	1,024	1,019
Operational Hourlies	2	2	2	2	2	2
Total Engineering Headcount	1,375	1,468	1,450	1,361	1,342	1,323
Public Safety						
Managers/Supervisors	259	272	270	269	269	269
Professional/Technical/Clerical	38	41	41	41	41	41
Operational Hourlies	332	354	341	329	329	329
Total Public Safety Headcount	629	667	652	639	639	639
Total Positions						
Managers/Supervisors	7,926	8,074	7,893	7,770	7,727	7,638
Professional/Technical/ Clerical	3,482	3,685	3,622	3,479	3,443	3,417
Operational Hourlies	38,707	38,527	37,886	37,336	37,230	36,897
Total Positions	50,115	50,286	49,401	48,585	48,400	47,952

Staff Summary

Subject SIR 2020 Budget and 2020 – 2023 Financial Plan Adoption
Department Office of Management & Budget
Department Head Name Aaron Stern
Department Head Signature 
Project Manager Name

Date December 5, 2019
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	TA Committee	12/16/19	X		
2	Finance Committee	12/16/19	X		
3	MTA Board	12/18/19	X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB – Director 		
2	CFO 		
3	President 		

Purpose

To secure MTA Board adoption of MTA Staten Island Railway’s 2019 November Forecast, 2020 Final Proposed Budget, and the Four-Year Financial Plan for 2020-2023.

Discussion

The 2020 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA Staten Island Railway’s planned service levels, as well as MTA’s commitment to provide safe, reliable and efficient transportation service. The baseline projections that follow for MTA Staten Island Railway include several operational new needs as summarized below. SIR projections do not include the estimated impacts from projected fare increases and MTA policy actions. These impacts are presented as part of MTA consolidated materials.

Important Operational New Need Initiatives:

1. Ensure Track Stability and Safety of Operations
Currently, 25.5 miles (89%) of mainline track has exceeded its expected useful-life due to lack of personnel maintaining track prior to 2018. By the end of 2023, utilizing solely contractor work, 21.8 miles (78%) of the track bed will remain at 0-5 years of remaining useful track life. Funding is being provided to increase MOW operating positions by 20 to augment work done to replace spot ties and panels. It is projected that the entire replacement of SIR track will be completed by 2032.
2. Engineer Availability-Shortage of Three Train Engineers
Currently, SIR has 40 budgeted engineers in Operations. Using the NYCT Availability rate of 4.2, SIR requires an additional three engineers to cover workloads. The cost of three non-reimbursable engineers per year is \$0.319 million.
3. Mainline Track-Capital (reimbursable) project effective July 2019 through 2023 to replace SIR track Phase 1 (to replace 4.3 miles of track utilizing 12 positions) with an approximate annual cost of \$1.7 million.
4. Support for seven Non-Capital Projects. 10 full-time equivalent positions (FTEs) are needed beginning the fourth quarter of 2019 through the second quarter of 2020.
5. Routine Labor Maintenance for Four New Substations built to support the new R211 cars coming into service
. Labor requirements for three non-reimbursable heads per year is \$0.307 million.

2019 Budget Reduction Summary

Savings of \$0.5 million are projected for each plan year, based on assumptions regarding prescription pricing and increased rebates.

2019 November Forecast-Baseline

Total operating revenues are projected at \$9.3 million, including farebox revenues of \$6.9 million. Total operating expenses are projected to be \$64.4 million, consisting of labor costs of \$49.2 million and non-labor expenses of \$15.3 million. Non-cash depreciation expense is projected at \$12.0 million, GASB 75 other post-employment benefit expenses are projected at \$7.5 million and GASB 68 pension expenses are projected at \$0.5 million. After including favorable cash adjustments of \$23.8 million, the projected net cash deficit is \$51.3 million. Projected reimbursable expenses of \$5.2 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 384, including 334 non-reimbursable positions and 50 reimbursable positions.

2020 Final Proposed Budget-Baseline

Total operating revenues are projected at \$9.1 million, including farebox revenues of \$6.7 million. Total operating expenses are projected to be \$62.1 million, consisting of labor costs of \$50.4 million and non-labor expenses of \$11.8 million. Non-cash depreciation expense is projected at \$12.0 million, GASB 75 other post-employment benefit expenses are projected at \$7.5 million, and GASB 68 pension expenses are projected at \$(0.1) million. After including favorable cash adjustments of \$20.3 million, the projected net cash deficit is \$52.1 million. Projected reimbursable expenses of \$7.0 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 383, including 334 non-reimbursable positions and 49 reimbursable positions.

Impact on Funding

The 2019 November Forecast, the 2020 Final Proposed Budget and the Four-Year Financial Plan for 2020-2023, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2019 November Forecast, the 2020 Final Proposed Budget and the Four-Year Financial Plan for 2020-2023 for MTA Staten Island Railway.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
<u>Non-Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$6.861	\$6.879	\$6.670	\$6.644	\$6.647	\$6.633
Other Operating Revenue	2.615	2.468	2.468	2.469	2.469	2.470
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$9.476	\$9.347	\$9.138	\$9.113	\$9.116	\$9.103
Operating Expense						
<u>Labor:</u>						
Payroll	\$24.407	\$25.515	\$26.082	\$24.987	\$25.474	\$25.969
Overtime	3.509	2.744	2.513	1.956	1.962	1.983
Health and Welfare	5.731	6.612	7.376	7.000	7.412	7.803
OPEB Current Payments	2.544	2.584	2.723	2.802	2.949	3.094
Pension	7.876	7.616	7.738	7.377	6.782	6.296
Other Fringe Benefits	4.714	5.144	4.820	4.988	5.069	5.142
Reimbursable Overhead	(1.442)	(1.061)	(0.903)	(0.751)	(0.766)	(0.782)
Total Labor Expenses	\$47.339	\$49.153	\$50.350	\$48.359	\$48.882	\$49.506
<u>Non-Labor:</u>						
Electric Power	\$4.375	\$3.814	\$3.904	\$3.955	\$4.511	\$4.748
Fuel	0.292	0.277	0.279	0.275	0.278	0.273
Insurance	1.058	1.047	1.205	1.290	1.310	1.287
Claims	1.204	0.088	0.090	0.093	0.095	0.086
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.825	4.579	2.375	2.214	2.237	2.310
Professional Services Contracts	0.962	1.040	1.059	1.085	1.104	1.122
Materials and Supplies	3.072	3.168	2.146	1.701	1.711	1.192
Other Business Expenses	0.405	1.255	0.730	0.029	0.028	0.027
Total Non-Labor Expenses	\$12.193	\$15.268	\$11.788	\$10.642	\$11.275	\$11.045
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$69.532	\$64.421	\$62.138	\$59.001	\$60.157	\$60.551
Depreciation	\$12.265	\$12.000	\$12.000	\$12.000	\$12.000	\$17.500
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	3.042	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	(2.374)	0.500	(0.100)	(1.100)	(1.100)	(1.200)
Environmental Remediation	1.973	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$74.439	\$84.421	\$81.538	\$77.401	\$78.557	\$84.351
Net Surplus/(Deficit)	(\$64.963)	(\$75.075)	(\$72.400)	(\$68.288)	(\$69.441)	(\$75.248)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	3.624	5.237	6.985	6.188	6.292	6.401
Total Revenues	\$3.624	\$5.237	\$6.985	\$6.188	\$6.292	\$6.401
Operating Expense						
Labor:						
Payroll	\$0.864	\$2.342	\$3.897	\$3.457	\$3.525	\$3.597
Overtime	0.798	1.000	0.900	0.900	0.900	0.900
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.005	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.833	1.285	1.080	1.101	1.123
Reimbursable Overhead	1.443	1.061	0.903	0.751	0.766	0.782
Total Labor Expenses	\$3.110	\$5.237	\$6.985	\$6.188	\$6.292	\$6.401
Non-Labor:						
Electric Power	\$0.021	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.022	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.470	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.513	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$3.624	\$5.237	\$6.985	\$6.188	\$6.292	\$6.401
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$6.861	\$6.879	\$6.670	\$6.644	\$6.647	\$6.633
Other Operating Revenue	2.615	2.468	2.468	2.469	2.469	2.470
Capital and Other Reimbursements	3.624	5.237	6.985	6.188	6.292	6.401
Total Revenues	\$13.100	\$14.584	\$16.123	\$15.300	\$15.408	\$15.505
Operating Expense						
<u>Labor:</u>						
Payroll	\$25.271	\$27.857	\$29.979	\$28.444	\$29.000	\$29.566
Overtime	4.307	3.744	3.413	2.856	2.862	2.883
Health and Welfare	5.731	6.612	7.376	7.000	7.412	7.803
OPEB Current Payments	2.549	2.584	2.723	2.802	2.949	3.094
Pension	7.876	7.616	7.738	7.377	6.782	6.296
Other Fringe Benefits	4.714	5.977	6.105	6.068	6.170	6.265
Reimbursable Overhead	0.001	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$50.450	\$54.390	\$57.335	\$54.547	\$55.174	\$55.907
<u>Non-Labor:</u>						
Electric Power	\$4.397	\$3.814	\$3.904	\$3.955	\$4.511	\$4.748
Fuel	0.292	0.277	0.279	0.275	0.278	0.273
Insurance	1.058	1.047	1.205	1.290	1.310	1.287
Claims	1.204	0.088	0.090	0.093	0.095	0.086
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.825	4.579	2.375	2.214	2.237	2.310
Professional Services Contracts	0.984	1.040	1.059	1.085	1.104	1.122
Materials and Supplies	3.542	3.168	2.146	1.701	1.711	1.192
Other Business Expenses	0.405	1.255	0.730	0.029	0.028	0.027
Total Non-Labor Expenses	\$12.706	\$15.268	\$11.788	\$10.642	\$11.275	\$11.045
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$63.156	\$69.658	\$69.123	\$65.189	\$66.449	\$66.952
Depreciation	\$12.265	\$12.000	\$12.000	\$12.000	\$12.000	\$17.500
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	3.042	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	(2.374)	0.500	(0.100)	(1.100)	(1.100)	(1.200)
Environmental Remediation	1.973	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$78.062	\$89.658	\$88.523	\$83.589	\$84.849	\$90.752
Net Surplus/(Deficit)	(\$64.963)	(\$75.075)	(\$72.400)	(\$68.288)	(\$69.441)	(\$75.248)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020 - 2023
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
<u>Cash Receipts and Expenditures</u>						
Receipts						
Farebox Revenue	\$6.862	\$6.879	\$6.670	\$6.644	\$6.647	\$6.633
Other Operating Revenue	2.323	3.469	2.468	2.469	2.469	2.470
Capital and Other Reimbursements	2.560	5.791	6.984	6.188	6.293	6.401
Total Receipts	\$11.745	\$16.139	\$16.122	\$15.300	\$15.409	\$15.505
Expenditures						
<u>Labor:</u>						
Payroll	\$24.151	\$27.862	\$31.240	\$28.349	\$28.901	\$29.464
Overtime	3.921	3.744	3.413	2.856	2.862	2.883
Health and Welfare	6.250	6.612	7.376	7.000	7.412	7.803
OPEB Current Payments	1.103	2.584	2.723	2.802	2.949	3.094
Pension	7.876	7.616	7.738	7.377	6.782	6.296
Other Fringe Benefits	4.487	4.177	4.402	4.261	4.363	4.457
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
Total Labor Expenditures	\$47.788	\$52.595	\$56.892	\$52.644	\$53.268	\$53.998
<u>Non-Labor:</u>						
Electric Power	\$5.013	\$3.814	\$3.904	\$3.955	\$4.511	\$4.748
Fuel	0.109	0.277	0.279	0.276	0.277	0.273
Insurance	0.855	1.047	1.205	1.290	1.310	1.287
Claims	0.201	(0.387)	(0.410)	(0.407)	(0.405)	(0.414)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.409	4.579	2.375	2.214	2.237	2.310
Professional Services Contracts	0.495	1.040	1.059	1.085	1.104	1.122
Materials and Supplies	4.117	3.168	2.146	1.701	1.711	1.193
Other Business Expenses	0.115	1.255	0.730	0.030	0.029	0.027
Total Non-Labor Expenditures	\$15.313	\$14.793	\$11.288	\$10.144	\$10.775	\$10.546
<u>Other Expenditure Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$63.101	\$67.388	\$68.181	\$62.788	\$64.043	\$64.543
Net Cash Balance	(\$51.356)	(\$51.250)	(\$52.059)	(\$47.488)	(\$48.634)	(\$49.039)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020 - 2023
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$0.001	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	(0.292)	1.001	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(1.064)	0.554	(0.001)	0.000	0.001	0.000
Total Receipts	(\$1.354)	\$1.555	(\$0.001)	\$0.000	\$0.001	\$0.000
Expenditures						
Labor:						
Payroll	\$1.119	(\$0.005)	(\$1.261)	\$0.095	\$0.099	\$0.102
Overtime	0.386	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(0.519)	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	1.446	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.227	1.800	1.703	1.807	1.807	1.808
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.001	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$2.662	\$1.795	\$0.442	\$1.902	\$1.906	\$1.910
Non-Labor:						
Electric Power	(\$0.616)	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.183	0.000	0.000	(0.001)	0.001	0.000
Insurance	0.203	0.000	0.000	0.000	0.000	0.000
Claims	1.003	0.475	0.500	0.500	0.500	0.500
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(3.583)	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.489	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	(0.575)	0.000	0.000	0.000	0.000	(0.001)
Other Business Expenses	0.290	0.000	0.000	(0.001)	(0.001)	0.000
Total Non-Labor Expenditures	(\$2.607)	\$0.475	\$0.500	\$0.498	\$0.500	\$0.499
Other Expenditure Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$0.054	\$2.270	\$0.942	\$2.400	\$2.406	\$2.409
Total Cash Conversion Adjustments before Depreciation	(\$1.300)	\$3.825	\$0.941	\$2.400	\$2.407	\$2.409
Depreciation	\$12.265	\$12.000	\$12.000	\$12.000	\$12.000	\$17.500
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	3.042	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	(2.374)	0.500	(0.100)	(1.100)	(1.100)	(1.200)
Environmental Remediation	1.973	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$13.607	\$23.825	\$20.341	\$20.800	\$20.807	\$26.209

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020 - 2023
Ridership (Utilization)
(in millions)

	Actual	November	Final			
	2018	Forecast	Proposed	2021	2022	2023
		2019	Budget			
			2020			

RIDERSHIP

Fixed Route	4.522	4.389	4.274	4.260	4.262	4.254
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FAREBOX REVENUE

Fixed Route Farebox Revenue	\$6.861	\$6.879	\$6.670	\$6.644	\$6.647	\$6.633
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Farebox Revenue	\$6.861	\$6.879	\$6.670	\$6.644	\$6.647	\$6.633
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**MTA Staten Island Railway
November Financial Plan 2020-2023
2019 Budget Reduction Summary
(\$ in millions)**

	Favorable/(Unfavorable)									
	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022	Pos.	2023
<u>Administration</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Administration	-	0.000	-	0.000	-	\$0.000	-	\$0.000	-	\$0.000
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Maintenance	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Revenue Enhancement	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Security	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
Health & Welfare - Prescription Pricing and Increased Rebates (July Plan)	-	0.500	-	0.500	-	0.500	-	0.500	-	0.500
Subtotal Other	-	0.500	-	0.500	-	0.500	-	0.500	-	0.500
Agency Submission	-	\$0.500	-	\$0.500	-	\$0.500	-	\$0.500	-	\$0.500

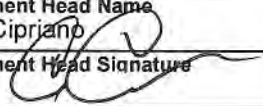
MTA STATEN ISLAND RAILWAY
November Financial Plan 2020-2023
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2018 Actual	2019 November Forecast	2020 Final Proposed Budget	2021	2022	2023
Administration						
Executive	9	13	13	13	13	13
General Office	15	9	9	9	9	9
Purchasing/Stores	4	6	6	6	6	6
Total Administration	28	28	28	28	28	28
Operations						
Transportation	110	131	130	123	123	123
Maintenance						
Mechanical	50	53	53	53	53	53
Electronic/Electrical	12	15	15	15	15	15
Power/Signals	29	32	32	28	28	28
Maintenance of Way	69	83	83	67	67	67
Infrastructure	31	26	26	26	26	26
Total Maintenance	191	209	209	189	189	189
Engineering/Capital						
Capital Project Support	9	16	16	16	16	16
Public Safety						
Police						
Baseline Total Positions	338	384	383	356	356	356
Non-Reimbursable	329	334	334	314	314	314
Reimbursable	9	50	49	42	42	42
Total Full-Time	338	384	383	356	356	356
Total Full-Time Equivalents						

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020 - 2023
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

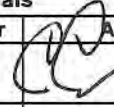
FUNCTION / OCCUPATIONAL GROUP	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Administration						
Managers/Supervisors	15	16	16	16	16	16
Professional/Technical/Clerical	13	12	12	12	12	12
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	28	28	28	28	28	28
Operations						
Managers/Supervisors	5	11	11	11	11	11
Professional/Technical/Clerical	1	3	3	3	3	3
Operational Hourlies	104	117	116	109	109	109
Total Operations Headcount	110	131	130	123	123	123
Maintenance						
Managers/Supervisors	24	17	17	14	14	14
Professional/Technical/Clerical	5	6	6	6	6	6
Operational Hourlies	162	186	186	169	169	169
Total Maintenance Headcount	191	209	209	189	189	189
Engineering / Capital						
Managers/Supervisors	3	3	3	3	3	3
Professional/Technical/Clerical	0	4	4	4	4	4
Operational Hourlies	6	9	9	9	9	9
Total Engineering Headcount	9	16	16	16	16	16
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	47	47	47	44	44	44
Professional/Technical/ Clerical	19	25	25	25	25	25
Operational Hourlies	272	312	311	287	287	287
Total Positions	338	384	383	356	356	356

Staff Summary

Subject MTA Bus 2020 Budget and 2020-2023 Financial Plan Adoption
Department Finance
Department Head Name Craig Cipriano
Department Head Signature 
Project Manager Name Daniel Horn, Acting

Date December 5, 2019
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT/MTA Bus	12/16/19			
2	Finance Committee	12/16/19	X		
3	MTA Board	12/18/19	X		

Internal Approvals			
Order	Approval	Order	Approval
1	President		 12/5/19

Purpose

To secure MTA Board adoption of MTA Bus Company's 2019 November Forecast, 2020 Final Proposed Budget, and the Four-Year Financial Plan for 2020-2023.

Discussion

The 2020 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA Bus Company's planned service levels, as well as MTA's commitment to provide safe, secure, reliable, and cost-efficient transportation service to the metropolitan New York region. The baseline projections that follow for MTA Bus Company include the impact of budget reduction initiatives, and exclude certain items that are captured "below-the-line" in the MTA Consolidated Financial Plan: Fare/Toll increases, and other MTA policy actions. The MTA is reimbursed from the City of New York for the operating deficits of MTA Bus Company (MTABC).

The 2020 Final Proposed Budget includes funding for new and enhanced investments as follows:

Key Programmatic Initiatives

- Election Day Cost - Legislation enacted in April 2019 amended the Election Law to allow employees to take up to three hours of paid leave to vote in any election in NY State. Employees must be allowed time off with pay, without charge to leave accruals, for up to three hours either at the beginning or end of their regularly scheduled work shift.
- Transit Asset Management - FTA requirement to develop an annual Transit Asset Management Plan reporting on asset condition rating and the establishment of performance measures, including condition assessment-based scope for major maintenance interventions, identification of fleet-wide defects, and input into new bus design.

Budget Reduction Initiatives

The Plan provides overall savings of \$22.9 million through 2023, comprised of annual savings of \$0.8 million (2019), and \$5.5 million (2020-2023).

Savings include:

- Workforce Development Reorganization – Workforce reorganization and consolidation of functions.

- Central Maintenance Facility (CMF) Efficiencies – Reduce the number of buses being painted by 75%. The body work and painting would be scheduled separately from the overhaul and based on actual assessment.
- Chief Management Office (CMO) – Eliminate Depot Training program and Field/Fleet unit and reinvest in Superintendent positions.
- Special Investigation Reorganization – Disband and merge three units with Special Investigation to achieve savings.
- Other Than Personnel Services (OTPS) – These savings are based on a review of controllable non-labor categories.
- Renewable Natural Gas Rebate (RNG) – MTABC will commit to sourcing a portion of its CNG requirements in the form of renewable natural gas from qualified vendors in return for a share of the economic incentives earned by the vendor.
- Pick Technology/Automation – Automate the current Bus Operator System Pick.

2019 Final Proposed Budget - Baseline

Total operating revenues are budgeted at \$242.1 million, including farebox revenues of \$221.8 million. Total non-reimbursable expenses before depreciation and GASB adjustments are budgeted to be \$831.7 million in 2019, consisting of labor costs of \$585.9 million and non-labor expenses of \$245.8 million. Non-cash depreciation expense is projected at \$54.3 million, other post-employment benefit expenses are projected at \$100.2 million, and GASB 68 Pension expense adjustment is projected at \$110.7 million. Projected reimbursable expenses of \$5.9 million are fully offset by capital reimbursements. The projected net cash deficit is \$573.9 million after Cash Flow Adjustments.

Total end-of-year positions are projected at 3,956 consisting of 3,916 non-reimbursable positions and 40 reimbursable positions.

2020 Final Proposed Budget - Baseline

Total operating revenues are budgeted at \$245.6 million, including farebox revenues of \$225.2 million. Total non-reimbursable expenses before depreciation and GASB adjustments are budgeted to be \$818.6 million in 2020, consisting of labor costs of \$596.2 million and non-labor expenses of \$222.4 million. Non-cash depreciation expense is projected at \$54.3 million, other post-employment benefit expenses are projected at \$100.2 million, and GASB 68 Pension expense adjustment is projected at \$46.1 million. Projected reimbursable expenses of \$5.6 million are fully offset by capital reimbursements.

The projected net cash deficit is \$515.3 million after Cash Flow Adjustments.

Total end-of-year positions are projected at 3,936 consisting of 3,898 non-reimbursable positions and 38 reimbursable positions.

Impact on Funding

The 2019 November Forecast, the 2020 Final Proposed Budget, and the Four-Year Financial Plan for 2020-2023, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2019 November Forecast, the 2020 Final Proposed Budget, and the Four-Year Financial Plan for 2020-2023 for MTA Bus Company.

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
<u>Non-Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$220.887	\$221.848	\$225.233	\$224.341	\$224.419	\$224.137
Other Operating Revenue	18.706	20.284	20.349	21.192	22.039	22.182
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$239.593	\$242.132	\$245.582	\$245.533	\$246.458	\$246.319
Operating Expense						
<u>Labor:</u>						
Payroll	\$296.179	\$287.719	\$290.991	\$291.590	\$310.229	\$301.309
Overtime	74.642	68.264	67.721	70.379	72.908	72.119
Health and Welfare	69.674	73.864	79.632	82.978	86.954	91.042
OPEB Current Payments	21.592	24.404	25.062	26.481	27.761	29.106
Pension	57.555	60.467	61.821	61.126	56.526	53.038
Other Fringe Benefits	60.288	72.167	71.828	72.390	75.224	74.263
Reimbursable Overhead	(2.360)	(1.003)	(0.897)	(0.906)	(0.935)	(0.932)
Total Labor Expenses	\$577.570	\$585.884	\$596.158	\$604.038	\$628.668	\$619.943
<u>Non-Labor:</u>						
Electric Power	\$1.968	\$1.764	\$1.848	\$1.913	\$2.000	\$2.125
Fuel	27.042	24.775	26.922	26.347	25.734	26.477
Insurance	5.557	6.307	7.351	8.067	9.199	9.723
Claims	61.798	61.336	63.035	64.711	66.356	67.988
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	29.637	48.755	33.557	38.044	34.279	32.195
Professional Services Contracts	28.468	45.786	45.623	40.848	41.895	41.771
Materials and Supplies	44.007	51.908	39.512	46.269	51.773	48.994
Other Business Expenses	4.046	5.183	4.558	4.687	5.079	5.205
Total Non-Labor Expenses	\$202.523	\$245.815	\$222.405	\$230.887	\$236.314	\$234.479
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$780.093	\$831.699	\$818.563	\$834.926	\$864.982	\$854.423
Depreciation	\$53.021	\$54.341	\$54.341	\$54.778	\$56.163	\$56.163
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	42.125	100.150	100.150	100.150	103.295	103.295
GASB 68 Pension Expense Adjustment	(14.107)	110.700	46.100	36.300	36.600	45.500
Environmental Remediation	0.218	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$861.349	\$1,096.890	\$1,019.154	\$1,026.154	\$1,061.040	\$1,059.380
Net Surplus/(Deficit)	(\$621.756)	(\$854.759)	(\$773.572)	(\$780.621)	(\$814.582)	(\$813.061)

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	6.239	5.925	5.554	5.644	5.823	5.815
Total Revenues	\$6.239	\$5.925	\$5.554	\$5.644	\$5.823	\$5.815
Operating Expense						
Labor:						
Payroll	\$3.879	\$2.586	\$2.268	\$2.230	\$2.301	\$2.297
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	1.214	1.266	1.374	1.417	1.416
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	2.360	1.003	0.897	0.906	0.935	0.932
Total Labor Expenses	\$6.239	\$4.803	\$4.431	\$4.510	\$4.653	\$4.645
Non-Labor:						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.242	0.242	0.244	0.252	0.252
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.881	0.881	0.890	0.918	0.918
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$1.122	\$1.123	\$1.134	\$1.170	\$1.170
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$6.239	\$5.925	\$5.554	\$5.644	\$5.823	\$5.815
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$220.887	\$221.848	\$225.233	\$224.341	\$224.419	\$224.137
Other Operating Revenue	18.706	20.284	20.349	21.192	22.039	22.182
Capital and Other Reimbursements	6.239	5.925	5.554	5.644	5.823	5.815
Total Revenues	\$245.832	\$248.057	\$251.136	\$251.177	\$252.281	\$252.134
Operating Expense						
<u>Labor:</u>						
Payroll	\$300.058	\$290.305	\$293.259	\$293.820	\$312.530	\$303.606
Overtime	74.642	68.264	67.721	70.379	72.908	72.119
Health and Welfare	69.674	75.078	80.898	84.353	88.371	92.458
OPEB Current Payments	21.592	24.404	25.062	26.481	27.761	29.106
Pension	57.555	60.467	61.821	61.126	56.526	53.038
Other Fringe Benefits	60.288	72.167	71.828	72.390	75.224	74.263
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$583.809	\$590.687	\$600.590	\$608.548	\$633.321	\$624.589
<u>Non-Labor:</u>						
Electric Power	\$1.968	\$1.764	\$1.848	\$1.913	\$2.000	\$2.125
Fuel	27.042	24.775	26.922	26.347	25.734	26.477
Insurance	5.557	6.307	7.351	8.067	9.199	9.723
Claims	61.798	61.336	63.035	64.711	66.356	67.988
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	29.637	48.996	33.799	38.288	34.531	32.447
Professional Services Contracts	28.468	45.786	45.623	40.848	41.895	41.771
Materials and Supplies	44.007	52.788	40.393	47.159	52.691	49.912
Other Business Expenses	4.046	5.183	4.558	4.687	5.079	5.205
Total Non-Labor Expenses	\$202.523	\$246.937	\$223.528	\$232.021	\$237.484	\$235.649
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$786.332	\$837.624	\$824.117	\$840.570	\$870.806	\$860.238
Depreciation	\$53.021	\$54.341	\$54.341	\$54.778	\$56.163	\$56.163
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	42.125	100.150	100.150	100.150	103.295	103.295
GASB 68 Pension Expense Adjustment	(14.107)	110.700	46.100	36.300	36.600	45.500
Environmental Remediation	0.218	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$867.588	\$1,102.815	\$1,024.708	\$1,031.798	\$1,066.863	\$1,065.195
Net Surplus/(Deficit)	(\$621.756)	(\$854.759)	(\$773.572)	(\$780.621)	(\$814.582)	(\$813.061)

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$219.831	\$221.848	\$225.233	\$224.341	\$224.419	\$224.137
Other Operating Revenue	19.176	20.284	20.349	21.192	22.039	22.182
Capital and Other Reimbursements	6.088	11.308	10.930	11.006	11.393	11.315
Total Receipts	\$245.095	\$253.440	\$256.512	\$256.539	\$257.851	\$257.634
Expenditures						
Labor:						
Payroll	\$302.475	\$291.684	\$294.797	\$293.414	\$312.111	\$303.187
Overtime	74.642	68.264	67.721	70.379	72.908	72.119
Health and Welfare	70.618	80.678	80.899	84.353	88.372	92.458
OPEB Current Payments	23.599	24.404	25.062	26.481	27.761	29.105
Pension	57.304	60.293	61.647	60.950	56.345	52.857
Other Fringe Benefits	54.625	56.990	56.651	57.211	60.040	59.079
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
Total Labor Expenditures	\$583.262	\$582.316	\$586.778	\$592.787	\$617.537	\$608.805
Non-Labor:						
Electric Power	\$2.019	\$1.764	\$1.848	\$1.913	\$2.000	\$2.126
Fuel	26.964	23.352	25.499	26.348	25.734	26.477
Insurance	0.000	12.207	7.351	8.067	9.199	9.723
Claims	26.652	26.604	27.455	28.255	28.947	29.765
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	39.121	62.708	32.310	38.289	34.531	32.447
Professional Services Contracts	32.280	52.686	45.623	40.848	41.896	41.771
Materials and Supplies	47.396	60.489	40.393	47.159	52.691	49.912
Other Business Expenses	4.018	5.183	4.558	4.687	5.079	5.206
Total Non-Labor Expenditures	\$178.451	\$244.994	\$185.036	\$195.566	\$200.077	\$197.427
Other Expenditure Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$761.713	\$827.310	\$771.814	\$788.354	\$817.614	\$806.232
Net Cash Balance	(\$516.618)	(\$573.870)	(\$515.302)	(\$531.815)	(\$559.763)	(\$548.598)

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Flow Adjustments						
Receipts						
Farebox Revenue	(\$1.056)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.470	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(0.151)	5.383	5.376	5.362	5.570	5.500
Total Receipts	(\$0.737)	\$5.383	\$5.376	\$5.362	\$5.570	\$5.500
Expenditures						
<u>Labor:</u>						
Payroll	(\$2.417)	(\$1.379)	(\$1.538)	\$0.406	\$0.419	\$0.419
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(0.944)	(5.600)	(0.001)	0.000	(0.001)	(0.001)
OPEB Current Payments	(2.007)	0.000	0.000	0.000	0.000	0.000
Pension	0.251	0.174	0.174	0.176	0.181	0.181
Other Fringe Benefits	5.663	15.177	15.177	15.179	15.184	15.184
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
Total Labor Expenditures	\$0.547	\$8.372	\$13.812	\$15.761	\$15.784	\$15.784
<u>Non-Labor:</u>						
Electric Power	(\$0.051)	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.077	1.423	1.423	(0.001)	0.000	0.000
Insurance	5.557	(5.900)	0.000	0.000	0.000	0.000
Claims	35.145	34.732	35.580	36.457	37.408	38.223
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(9.484)	(13.712)	1.489	(0.001)	0.000	0.000
Professional Services Contracts	(3.812)	(6.900)	0.000	0.000	0.000	0.000
Materials and Supplies	(3.389)	(7.701)	0.000	0.000	0.001	0.001
Other Business Expenses	0.028	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$24.072	\$1.943	\$38.492	\$36.455	\$37.408	\$38.222
<u>Other Expenditure Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$24.619	\$10.315	\$52.304	\$52.216	\$53.192	\$54.006
Total Cash Conversion Adjustments before Depreciation	\$23.881	\$15.698	\$57.680	\$57.578	\$58.762	\$59.506
Depreciation	\$53.021	\$54.341	\$54.341	\$54.778	\$56.163	\$56.163
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	42.125	100.150	100.150	100.150	103.295	103.295
GASB 68 Pension Expense Adjustment	(14.107)	110.700	46.100	36.300	36.600	45.500
Environmental Remediation	0.218	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$105.138	\$280.889	\$258.271	\$248.806	\$254.819	\$264.463

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Ridership (Utilization)
(in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
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RIDERSHIP

Fixed Route	121.448	119.555	119.661	119.224	119.261	119.121
Total Ridership	121.448	119.555	119.661	119.224	119.261	119.121

FAREBOX REVENUE

Fixed Route Farebox Revenue	\$220.887	\$221.848	\$225.233	\$224.341	\$224.419	\$224.137
Farebox Revenue	\$220.887	\$221.848	\$225.233	\$224.341	\$224.419	\$224.137

MTA BUS COMPANY
November Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	<u>Pos.</u>	<u>2019</u>	<u>Pos.</u>	<u>2020</u>	<u>Pos.</u>	<u>2021</u>	<u>Pos.</u>	<u>2022</u>	<u>Pos.</u>	<u>2023</u>
Non-Reimbursable BRP										
Administration										
Workforce Development Reorg (July Plan)	-	0.000	8	1.363	8	1.389	8	1.417	8	1.445
Subtotal Administration	-	0.000	8	1.363	8	1.389	8	1.417	8	1.445
Customer Convenience/Amenities										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Maintenance										
Central Mtce. Facility (CMF) Efficiencies (July Plan)	-	0.000	13	1.837	13	1.870	13	1.907	13	1.945
Central Management Officer (CMO) Efficiencies (July Plan)	-	0.000	3	0.100	3	0.101	3	0.104	3	0.106
Elimination of CMO Efficiencies (Nov Plan)	-	0.000	(3)	(0.100)	(3)	(0.101)	(3)	(0.104)	(3)	(0.106)
Replace CMO Efficiencies with OTPS (Nov Plan)	-	0.000	-	0.100	-	0.101	-	0.104	-	0.106
Subtotal Maintenance	-	0.000	13	1.937	13	1.971	13	2.011	13	2.051
Revenue Enhancement										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Revenue Enhancement	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Safety										
Special Investigation Reorganization (July Plan)	-	0.000	3	0.381	3	0.389	3	0.397	3	0.405
Subtotal Safety	-	0.000	3	0.381	3	0.389	3	0.397	3	0.405
Security										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Security	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Service										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Service Support										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Other										
Other Than Personal Services (OTPS) (July Plan)	-	0.830	-	1.334	-	1.334	-	1.334	-	1.334
Renewable Natural Gas (July Plan)	-	0.000	-	0.150	-	0.153	-	0.157	-	0.161
Pick Technology/Automation (July Plan)	-	0.000	-	0.226	-	0.230	-	0.235	-	0.239
Subtotal Other	-	0.830	-	1.710	-	1.717	-	1.726	-	1.733
Total Non-Reimbursable BRP	-	\$0.830	24	\$5.391	24	\$5.467	24	\$5.551	24	\$5.634
Reimbursable BRP										
Capital Program										
Capital & Other Reimbursements Reduction (July Plan)	-	0.000	2	(0.316)	2	(0.322)	2	(0.328)	2	(0.336)
Reimbursable Expense Reduction (July Plan)	-	0.000	-	0.316	-	0.322	-	0.328	-	0.336
Total Reimbursable BRP	-	0.000	2	0.000	2	0.000	2	0.000	2	0.000
Total Non-Reimbursable and Reimbursable BRP	-	(0.830)	(22)	(5.391)	(22)	(5.467)	(22)	(5.551)	(22)	(5.634)

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2018 Actual	2019 November Forecast	2020 Final Proposed Budget	2021	2022	2023
Administration						
Office of the EVP	3	3	3	3	3	3
Human Resources	21	22	21	21	21	21
Office of Management and Budget	15	16	16	16	16	16
Materiel	16	17	17	17	17	17
Controller	19	19	19	19	19	19
Office of the President	4	4	4	4	4	4
System Safety Administration	1	5	5	5	5	5
Law	23	24	24	24	24	24
Corporate Communications	-	-	-	-	-	-
Strategic Office	25	30	23	23	23	23
Labor Relations	-	-	-	-	-	-
Non Departmental	-	3	6	4	9	3
Total Administration	127	143	138	136	141	135
Operations						
Buses	2,313	2,338	2,332	2,332	2,332	2,332
Office of the Executive Vice President, Regional	4	4	4	4	4	4
Safety & Training	78	64	65	65	65	65
Road Operations	124	141	141	141	141	141
Transportation Support	25	23	22	22	22	22
Operations Planning	33	34	34	34	34	33
Revenue Control	6	7	6	6	6	6
Total Operations	2,583	2,611	2,604	2,604	2,604	2,603
Maintenance						
Buses	750	731	731	731	731	731
Maintenance Support/CMF	262	235	228	205	330	222
Facilities	74	80	83	81	81	81
Supply Logistics	100	104	104	104	104	104
Total Maintenance	1,186	1,150	1,146	1,121	1,246	1,138
Engineering/Capital						
Capital Program Management	27	37	35	35	35	35
Total Engineering/Capital	27	37	35	35	35	35
Public Safety						
Office of the Senior Vice President	13	15	13	13	13	13
Total Public Safety	13	15	13	13	13	13
Total Positions						
	3,936	3,956	3,936	3,909	4,039	3,924
Non-Reimbursable	3,899	3,916	3,898	3,871	4,001	3,886
Reimbursable	37	40	38	38	38	38
Total Full-Time	3,925	3,938	3,918	3,891	4,021	3,906
Total Full-Time Equivalents	11	18	18	18	18	18

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Administration						
Managers/Supervisors	54	63	57	56	56	56
Professional/Technical/Clerical	73	78	76	76	76	76
Operational Hourlies	0	2	5	4	9	3
Total Administration Headcount	127	143	138	136	141	135
Operations						
Managers/Supervisors	309	316	316	316	316	315
Professional/Technical/Clerical	50	44	44	44	44	44
Operational Hourlies	2,224	2,251	2,244	2,244	2,244	2,244
Total Operations Headcount	2,583	2,611	2,604	2,604	2,604	2,603
Maintenance						
Managers/Supervisors	242	242	241	241	241	241
Professional/Technical/Clerical	35	33	34	32	32	32
Operational Hourlies	909	875	871	848	973	865
Total Maintenance Headcount	1,186	1,150	1,146	1,121	1,246	1,138
Engineering / Capital						
Managers/Supervisors	14	21	21	21	21	21
Professional/Technical/Clerical	13	16	14	14	14	14
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	27	37	35	35	35	35
Public Safety						
Managers/Supervisors	7	9	8	8	8	8
Professional/Technical/Clerical	6	6	5	5	5	5
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	13	15	13	13	13	13
Total Positions						
Managers/Supervisors	626	651	643	642	642	641
Professional/Technical/ Clerical	177	177	173	171	171	171
Operational Hourlies	3,133	3,128	3,120	3,096	3,226	3,112
Total Positions	3,936	3,956	3,936	3,909	4,039	3,924



Service Changes: Request for Public Hearing: Bronx Bus Network Redesign

Judith McClain, Chief, Operations Planning, NYCT
Mark Holmes, Chief, Operations Planning, MTABC

Service Issue

This is a request for the Chairman to authorize holding a public hearing regarding a proposal to redesign the Bronx bus network to better match ridership demands while improving service for customers. The Bronx Bus Network Redesign focuses on reimagining New York City's bus network to provide customer focused routes, faster and more reliable travel times, and comfortable and environmentally sustainable buses. The redesigned Bronx bus network has simpler, more direct routes, improved bus stop balancing, enhanced connectivity, improved frequency on key routes, and expanded bus priority. More specifically, we have partnered with the New York City Department of Transportation (NYC DOT) to identify 10 initial corridors in the Bronx for potential bus priority improvements.

Implementation is currently targeted for September 2020. More details and the full report can be viewed at <https://new.mta.info/bronxbusredesign>.

Recommendation

As per MTA service change guidelines, a public hearing is required for changes affecting 25 percent or more of a bus route or service span. Hold a public hearing regarding the proposal to redesign the Bronx bus network.

Proposed Implementation Date

The public hearing is planned for February 2020, with implementation of the Bronx Bus Network Redesign proposed for September 2020.

Staff Summary



Subject	Bronx Bus Network Redesign
Department	Operations Planning
Department Head Name	Judith McClain
Department Head Signature	
Project Manager Name	Sarah J. Wyss

Date	December 4, 2019
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

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

Purpose

The purpose of this staff summary is to gain the authorization of the Chairman to hold a public hearing on a proposal to redesign the Bronx bus network.

Discussion

Approximately 1.5 million residents live in the Bronx, with the borough's population increasing by just over six percent since 2010, showing the greatest level of population growth of all five boroughs.

The Bronx experiences roughly 675,000 boardings on an average weekday. Nearly 60 percent of Bronx residents rely on public transit for their daily commutes and at least 16 percent commute primarily by bus. There are 57 bus routes in the Bronx: 46 local bus routes (two operated under MTA Bus Company) and 11 express bus routes (operated under MTA Bus Company).

An Existing Conditions report was completed in February 2019. This report included market and service analyses that provided an in-depth analysis of the following key data elements: population and employment demographics, travel patterns, ridership, transfer information, stop spacing, slow bus speeds, productivity performance metrics, financial performance, and service reliability metrics. The report, along with valuable information gathered from our customers through public outreach, was used to inform the decision making and overall process that created the Draft Plan - a redesign of the Bronx bus network to simplify service and improve reliability, travel time, and frequency.

The Draft Plan was released in May 2019, and was followed by an extensive round of outreach from June through September 2019. Public feedback was solicited via in-person open houses, in-person on-street pop up events, the MTA website, interactive surveys online, community board presentations, presentations to elected officials and other key stakeholders, and via our social media platforms. Multiple iterations and significant revisions were made to the Plan in response to feedback from the public, elected officials, and labor unions, resulting in the Proposed Final Plan. The Proposed Final Plan maintains most of the benefits of the original recommendations while responding to our customers' needs. Public input is still being solicited on the Proposed Final Plan

and any adjustments to the Plan will be shared prior to the public hearing. This is to allow for public comment on the Proposed Final Plan and any proposed adjustments.

In the new Bronx bus network, local, limited and SBS and express bus service routes will continue to serve the same general geographic areas that they do today. Two express bus routes will have new Manhattan routings in an effort to expand connectivity and access to new employment centers, such as Hudson Yards. Eighteen regular bus routes, two being new routes, will have alignment changes to make them more simple and direct, while expanding connectivity and strengthening key east-west corridors in the Bronx. In addition to alignment changes, the Plan proposes bus stop removals to improve bus stop balancing and to speed up buses, as well as schedule changes to better match current ridership patterns for regular bus and express bus routes. Schedule changes include frequency increases and decreases, extended and reduced service spans, as well as changes to days of service for certain routes.

The two new local bus routes are the Bx25 and the M125. The Bx25 will provide service from northern Co-op City to Allerton Avenue and Bedford Park. It will share the Allerton Avenue corridor with the Bx26, ensuring that Allerton Avenue maintains the same frequency levels it has today. The M125 is a new route being proposed with changes to the Bx15 and M100. The Bx15 will be shortened, terminating at The Hub, with the new M125 operating from The Hub to 125th Street in Manhattan, terminating in Manhattanville. The M100 will be shortened, terminating at Amsterdam Avenue and 125th Street. The new M125 will ensure customers have access between the Bronx and Manhattan, while reducing overall bus-on-bus congestion on 125th Street.

In the Central Bronx, where ridership is most concentrated, the following regular bus routes are proposed to see frequency improvements: Bx4, Bx4A, Bx6 Local, Bx11, Bx13, Bx18, Bx41 SBS. In Co-op City, where ridership is also strong, the following regular bus routes proposed to see frequency improvements: Bx23, Bx28, Bx29, and Bx38. Frequency decreases are proposed for the following regular bus routes due to route alignment changes and ridership patterns: Bx5, Bx15, Bx15 Ltd, Bx26. In addition, frequency, service span, and days of service changes are proposed on express bus routes due to extremely low passengers per trip during off-peak hours and on weekends.

Recommendation

As per MTA service change guidelines, a public hearing is required for changes affecting 25 percent or more of a bus route or service span. Hold a public hearing regarding the proposal to redesign the Bronx bus network.

Alternatives

1. *Do nothing.* The status quo would be maintained, missing an opportunity to modernize the bus network and improve speed and reliability.
2. *Consider less comprehensive changes.* Further study would be required to identify less impactful changes that could be made to individual routes without fundamentally altering the overall bus network.

Implementation Date

The public hearing is planned for February 2020, with implementation of the Bronx Bus Network Redesign proposed for September 2020.

Standard Follow-Up Reports: December 2019 MetroCard Report



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

Alan F. Putre

New Fare Payment Program Executive Director (MTA)
and VP & Chief Revenue Officer (NYCT)

MetroCard Market Share

Actual October 2019 fare media market share of non-student passenger trips compared to the previous year are summarized below:

<u>Fare Media</u>	<u>Oct. 2018</u>	<u>Oct. 2019*</u>	<u>Difference</u>
Cash	1.9%	1.8%	(0.1%)
Single-Ride Ticket	0.8%	0.8%	0.0%
Bonus Pay-Per-Ride	40.5%	0.0%	(40.5%)
Non-Bonus Pay-Per-Ride	4.4%	45.5%	41.1%
<i>MetroCard Non-Bonus Pay-Per Ride</i>	4.4%	45.1%	40.7%
<i>OMNY</i>	0.0%	0.4%	0.4%
7-Day Farecard	22.0%	21.7%	(0.2%)
30-Day Farecard	<u>30.5%</u>	<u>30.2%</u>	(0.3%)
Total	100.0%	100.0%	

* Preliminary

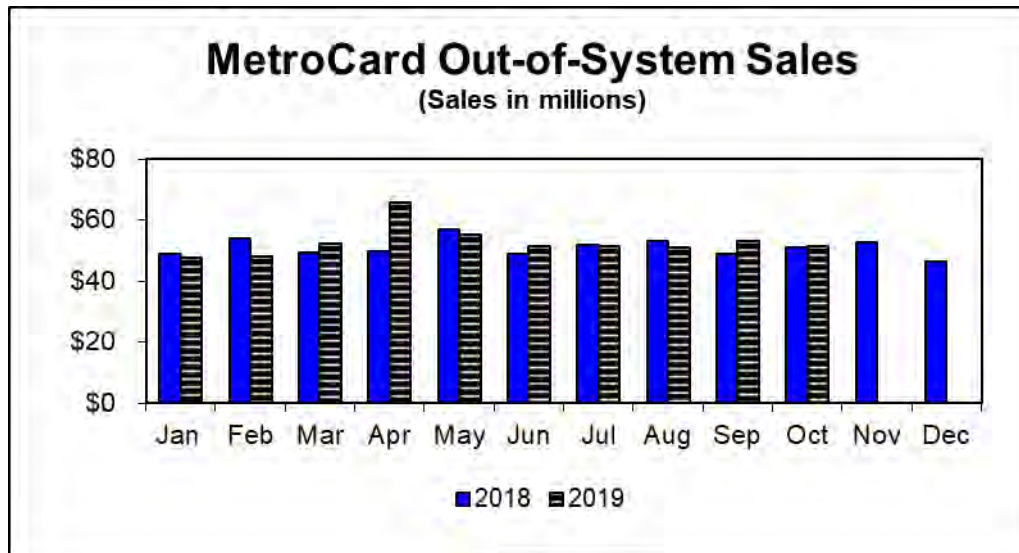
Note: Percentages may not add due to rounding.

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 October 2019 was 4,092 an 11.35 percent decrease from the same period last year. The average value of a credit issued was \$77.56.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$51.3 million in October 2019, a 0.8 percent increase compared to October of 2018. Year to date sales totaled \$526.9 million, a 2.8 percent increase compared to the same period last year.



Retail Sales

There were 3,870 active out-of-system sales and distribution locations for MetroCards, generating \$21 million in sales revenue during October 2019.

Employer-based Sales of Pre-tax Transportation Benefits

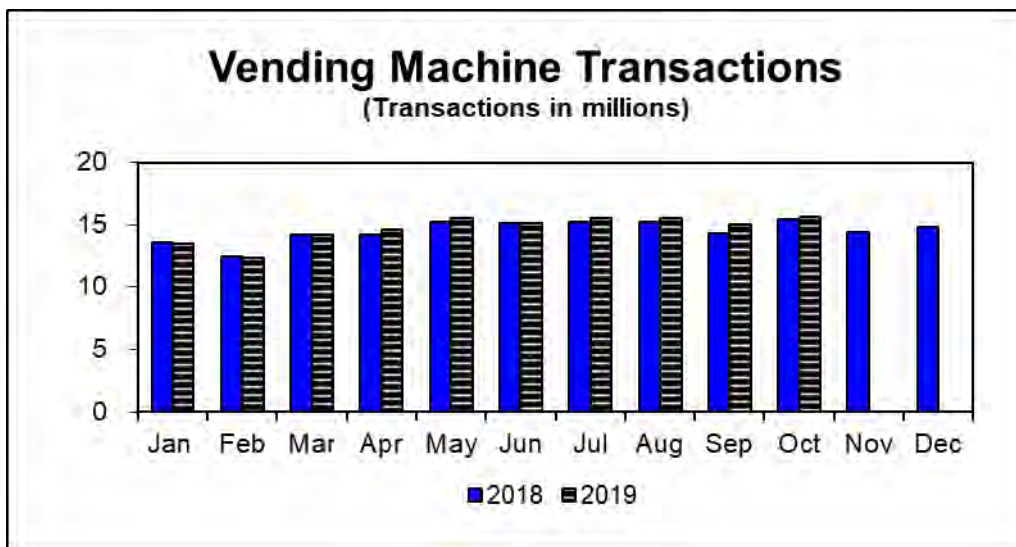
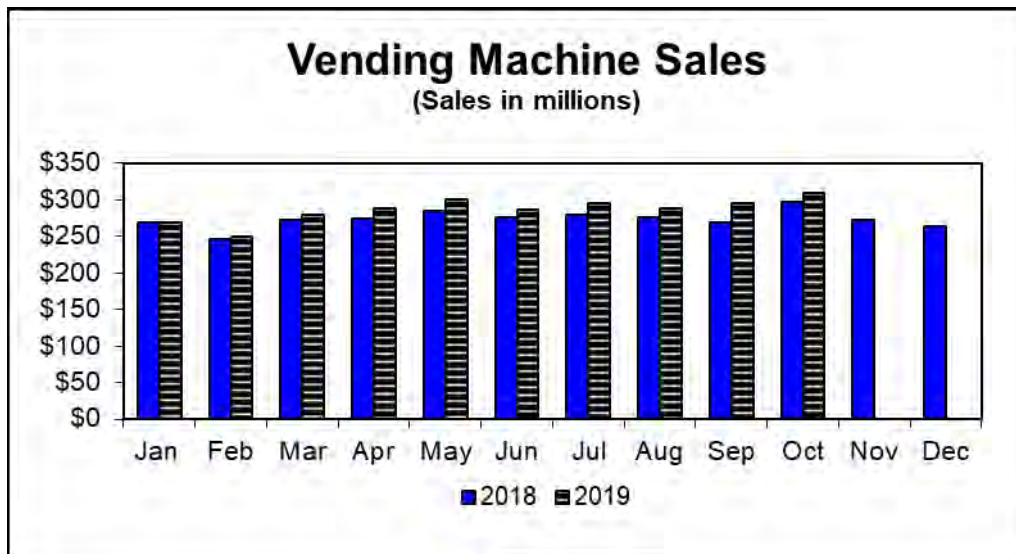
Sales of 120,060 MetroCards valued at approximately \$12.1 million were made in October 2019 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$101.12. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 124,156 for October 2019, generating an additional \$15.8 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$284 million, a 5.6 percent increase when compared to last year.

Mobile Sales Program

In October 2019, the Mobile Sales unit completed 213 site visits, of which 124 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$97,068 in revenue was generated. In October 2019, the Mobile Sales unit assisted and enabled 2,100 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as support at the Fall Festival/Health Fair in the Seth Low Park Playground (Brooklyn, NY).

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines and MetroCard Express Machines) during October 2019 totaled \$309.3 million, on a base of 15.6 million customer transactions. This represents 1.4 percent increase in vending machine transactions compared to the same period last year. During October 2019, MEMs accounted for 2,607,597 transactions resulting in \$71,173,680.95 in sales. Debit/credit card purchases accounted for 84.1 percent of total vending machine revenue, while cash purchases accounted for 15.9 percent. Debit/credit card transactions account for 64.6 percent of total vending machine transactions, while cash transactions account for 35.4 percent. The average credit sale was \$29.46, more than three times the average cash sale of \$8.87. The average debit sale was \$20.11.



Reduced-Fare Program

During October 2019, enrollment in the Reduced-Fare Program increased by 7,031 new customers. The total number of customers in the program is 1,237,183. Seniors account for 1,037,379 or 85 percent of the total Reduced-Fare customer base. Persons with disabilities comprise the remaining 15 percent or 199,804 customers. Of those, a total of 41,276 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-Fare customers added approximately \$9.9 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In October 2019, the EasyPay Reduced Fare program enrollment totaled 190,499 accounts. During the month, active EasyPay customers accounted for approximately 2.8 million subway and bus rides with \$3.1 million charged to their accounts. Each active account averaged 31 trips per month, with an average monthly bill of \$15.

EasyPay Xpress Pay-Per-Ride Program

In October 2019, enrollment in the EasyPay Xpress PPR program totaled 131,875 accounts. During that month, active Xpress PPR customers accounted for approximately 2.4 million subway, express bus and local bus rides with \$6.7 million charged to their accounts. Each active account averaged 24 trips per month, with an average monthly bill of \$67.

EasyPay Xpress Unlimited Program

In October 2019, enrollment in the EasyPay Xpress Unlimited program totaled 27,036 accounts. During that month, active Xpress Unlimited customers accounted for approximately 1.3 million subway and local bus rides with \$2.9 million charged to their accounts. Each active account averaged 52 trips per month with a fixed monthly bill of \$127.00.

New York City Transit NYCT

EEO Report – 3rd Quarter 2019

December 18, 2019

Executive Summary

■ EEO

As of **September 30, 2019**, NYCT workforce included 51,530 total employees. This represents a 1% decrease from the third quarter 2018 (3Q18).

- Females represent 19% (9,554) of our workforce and remained constant compared to 3Q18 due to attrition and curtailed recruitment/networking activities related to funding cuts & hiring restrictions.
- Females were hired above their current representation due to continued targeted outreach efforts and no hiring restrictions for critical operational positions.
- Minorities represent 79% (40,497) of our workforce, an increase of 1%, when compared to the percentage in 3Q18. A new collaboration with Transit Employee Groups (TEGs) to disseminate job information about employment opportunities may have contributed to this increase.
- Minorities were hired above their current representation due to fact that 74% of all recruitment activities, events, organizations and job boards aligned with minority populations.

Executive Summary

NYCT conducted a **utilization analysis*** of females and minorities in its workforce as of September 30, 2019. Based on the analysis, the underrepresentation for females and minorities occurred in the following EEO categories:

Females:

- Officials and Administrators – Whites
- Professionals – Whites
- Technicians –Asians and Whites
- Protective Services – Asians and Whites
- Paraprofessionals – Whites
- Administrative Support – Hispanics, Asians and Whites
- Skilled Craft– Blacks, Hispanics, Asians and Whites
- Service Maintenance – Hispanic, Asians and Whites

Minorities:

- Technicians –Asians
- Protective Services –Asians
- Administrative Support – Hispanics, Asians
- Skilled Craft– Blacks, Hispanics and Asians
- Service Maintenance – Hispanic, Asians

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

Executive Summary

□ Diversity Initiatives to increase representation

- Initiatives to address underrepresentation for females and minorities.
 - **Females** – Advertise and promote employment opportunities to NYC customers with the continuous use of digital display platforms and distribution of monthly Notice of Examination schedules to NYC community boards.
 - **Minorities** – Continue collaboration with the nine Transit Employee Groups (TEGs) to expand outreach efforts and promote job opportunities to underrepresented populations.
- Initiatives to increase representation of veterans and persons with disabilities
 - **Veterans** – Maintain partnership with the MTA Office of Veterans Recruitment. Leverage established relationships with over 200 military & diversity liaisons. Collaborate with Veteran’s TEG to distribute job postings to 2000 service members who already signed up to receive MTA job opportunities posting notices.
 - **Persons with Disabilities** - Work with the MTA Examination Administration Unit to develop a mechanism for disabled job seekers to secure an electronic or mailed fee-waiver application to eliminate any potential hardship for travel to the application center.

NYCT

Workforce

as of September 30, 2019

Definitions of EEO Job Categories

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

NYCT Workforce

JOB CATEGORY	TOTAL		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOPI**		2+ RACES		VETERANS	
	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	2,387		1457	61%	930	39%	733	31%	278	12%	326	14%	7	0%	2	0%	111	5%	56	2%
F	566	24%	424	18%	142	6%	278	12%	56	2%	61	3%	0	0%	0	0%	29	1%	6	11%
M	1,821	76%	1033	43%	788	33%	455	19%	222	9%	265	11%	7	0%	2	0%	82	3%	50	89%
Professionals	2,732		1980	72%	752	28%	851	31%	272	10%	740	27%	4	0%	0	0%	113	4%	28	1%
F	1,045	38%	840	31%	205	8%	445	16%	132	5%	206	8%	2	0%	0	0%	55	2%	6	21%
M	1,687	62%	1140	42%	547	20%	406	15%	140	5%	534	20%	2	0%	0	0%	58	2%	22	79%
Technicians	187		135	72%	52	28%	80	43%	19	10%	28	15%	0	0%	0	0%	8	4%	4	2%
F	65	35%	53	28%	12	6%	41	22%	8	4%	3	2%	0	0%	0	0%	1	1%	1	25%
M	122	65%	82	44%	40	21%	39	21%	11	6%	25	13%	0	0%	0	0%	7	4%	3	75%
Protective Services	595		472	79%	123	21%	300	50%	118	20%	35	6%	0	0%	0	0%	19	3%	49	8%
F	126	21%	116	19%	10	2%	92	15%	17	3%	1	0%	0	0%	0	0%	6	1%	4	8%
M	469	79%	356	60%	113	19%	208	35%	101	17%	34	6%	0	0%	0	0%	13	2%	45	92%
Paraprofessionals	58		52	90%	6	10%	29	50%	13	22%	6	10%	0	0%	0	0%	4	7%	0	0%
F	37	64%	35	60%	2	3%	18	31%	10	17%	4	7%	0	0%	0	0%	3	5%	0	0%
M	21	36%	17	29%	4	7%	11	19%	3	5%	2	3%	0	0%	0	0%	1	2%	0	0%
Administrative Support	4,725		4256	90%	469	10%	2,561	54%	697	15%	857	18%	13	0%	4	0%	124	3%	46	1%
F	2,119	45%	2001	42%	118	2%	1,509	32%	287	6%	135	3%	7	0%	2	0%	61	1%	17	37%
M	2,606	55%	2255	48%	351	7%	1,052	22%	410	9%	722	15%	6	0%	2	0%	63	1%	29	63%
Skilled Craft	18,054		12366	68%	5,688	32%	6,601	37%	2,321	13%	2,859	16%	52	0%	6	0%	527	3%	272	2%
F	983	5%	931	5%	52	0%	735	4%	134	1%	26	0%	4	0%	0	0%	32	0%	13	5%
M	17,071	95%	11435	63%	5,636	31%	5,866	32%	2,187	12%	2,833	16%	48	0%	6	0%	495	3%	259	95%
Service Maintenance	22,792		19779	87%	3,013	13%	12,785	56%	5,087	22%	1,357	6%	40	0%	8	0%	502	2%	311	1%
F	4,613	20%	4425	19%	188	1%	3,408	15%	856	4%	62	0%	6	0%	1	0%	92	0%	22	7%
M	18,179	80%	15354	67%	2,825	12%	9,377	41%	4,231	19%	1,295	6%	34	0%	7	0%	410	2%	289	93%
Total	51,530		40,497	79%	11,033	21%	23,940	46%	8,805	17%	6,208	12%	116	0%	20	0%	1,408	3%	766	1%

*American Indian/Alaskan Native

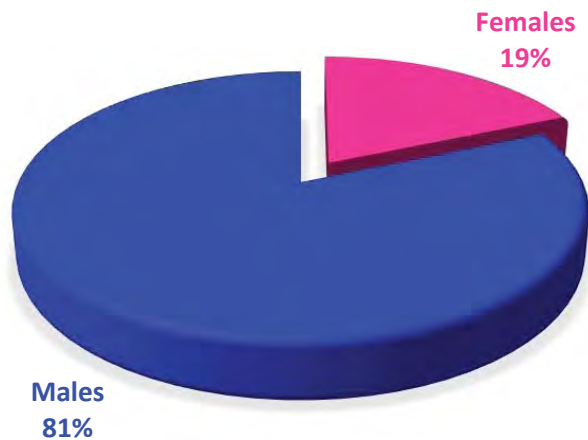
**Native Hawaiian Other Pacific Islander

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

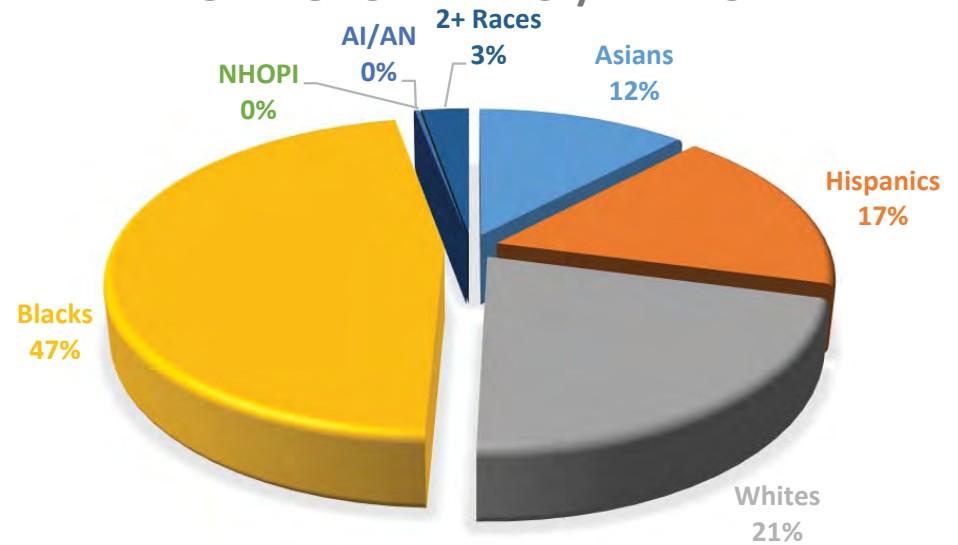


NYCT Workforce

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



NYCT workforce consists of **51,530** employees

- ❑ 19% females, 79% minorities, and 1% veterans
- ❑ The percentage of females employed **remains constant** when compared to 3Q18.
- ❑ The percentage of minorities **has increased by 1%** as it relates to race and ethnicity when compared to 3Q18.

Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in NYCT's workforce. This analysis compared **September 30, 2019** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80% of their expected estimated availability.

The following chart provides: (1) the female and minority workforce percentages for this agency; (2) 80% of the females and minorities available for work based on the 2010 Census by job category; and (3) the bold/shaded areas indicate whether or not the estimated availability percentages were met for females and minorities within each of the job categories.

NYCT Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Officials & Administrators	F	7%	12%	2%	2%	2%	3%	0%	0%	0%	0%	1%	1%	9%	6%
	M	14%	19%	7%	9%	8%	11%	0%	0%	0%	0%	1%	3%		
Professionals	F	6%	16%	4%	5%	4%	8%	0%	0%	0%	0%	0%	2%	18%	8%
	M	7%	15%	5%	5%	8%	20%	0%	0%	0%	0%	1%	2%		
Technicians	F	4%	22%	3%	4%	3%	2%	0%	0%	0%	0%	0%	1%	13%	6%
	M	10%	21%	6%	6%	9%	13%	0%	0%	0%	0%	1%	4%		
Protective Services	F	9%	15%	3%	3%	1%	0%	0%	0%	0%	0%	0%	1%	3%	2%
	M	27%	35%	15%	17%	4%	6%	0%	0%	0%	0%	0%	2%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.



NYCT Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Paraprofessionals	F	10%	31%	10%	17%	4%	7%	0%	0%	0%	0%	1%	5%	31%	3%
	M	4%	19%	3%	5%	2%	3%	0%	0%	0%	0%	0%	2%		
Administrative Support	F	14%	32%	15%	6%	6%	3%	0%	0%	0%	0%	0%	1%	17%	2%
	M	7%	22%	9%	9%	4%	15%	0%	0%	0%	0%	0%	1%		
Skilled Craft	F	6%	4%	3%	1%	2%	0%	0%	0%	0%	0%	0%	0%	8%	0%
	M	16%	32%	12%	12%	7%	16%	0%	0%	0%	0%	1%	3%		
Service Maintenance	F	5%	15%	8%	4%	2%	0%	0%	0%	0%	0%	0%	0%	6%	1%
	M	14%	41%	23%	19%	4%	6%	0%	0%	0%	0%	0%	2%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.



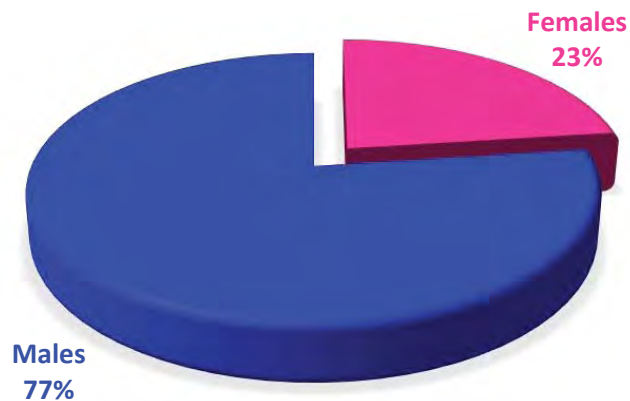
NYCT

New Hires and Veterans

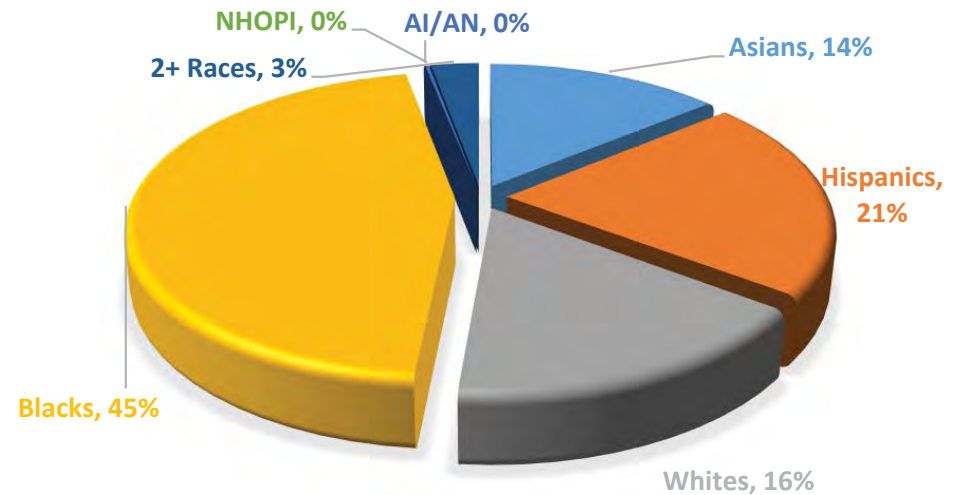
January 1, 2019 – September 30, 2019

NYCT New Hires and Veterans

NEW HIRES BY GENDER



NEW HIRES BY RACE/ETHNICITY



We added **2,305** employees including **62** veterans

- ❑ **23%** females of which **1%** were female veterans
- ❑ Female hires were above their current representation in the workforce
- ❑ **84%** minorities of which **3%** were minority veterans
- ❑ The share of Minority hires was greater than their current representation in the workforce

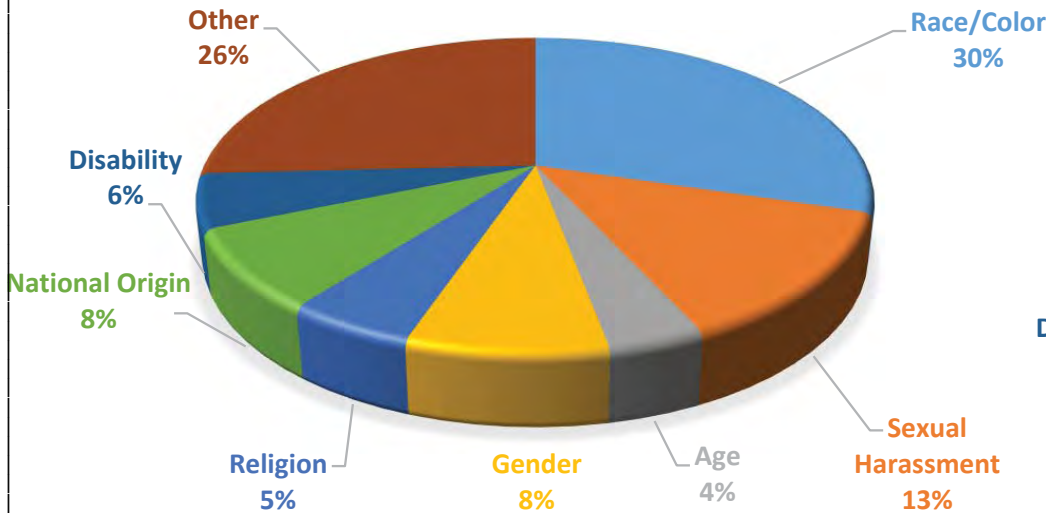
NYCT

Complaints and Lawsuits

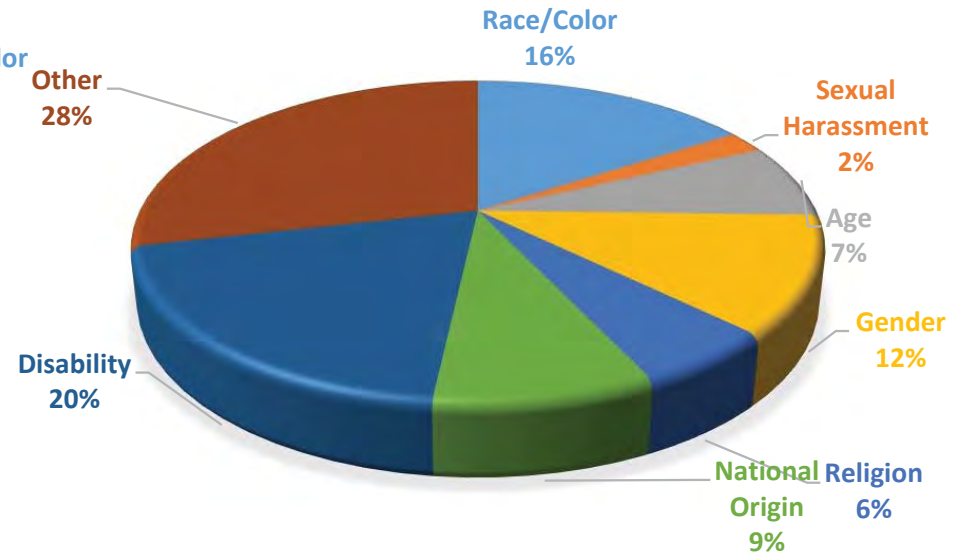
January 1, 2019 – September 30, 2019

NYCT Internal/External EEO Complaints and Lawsuits

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



NYCT handled **248** EEO complaints, citing **534** separate allegations, and **76** lawsuits

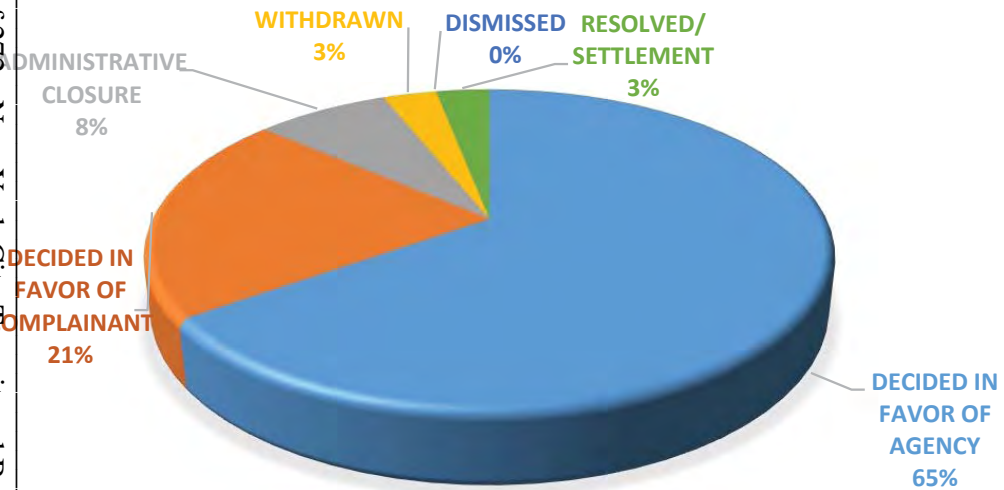
- **138** internal complaints
- **110** external complaints
- The most frequently cited basis internally was race/color and externally was disability

These charts includes all pending matters as of the date of the report; including matters filed prior to the reporting period.

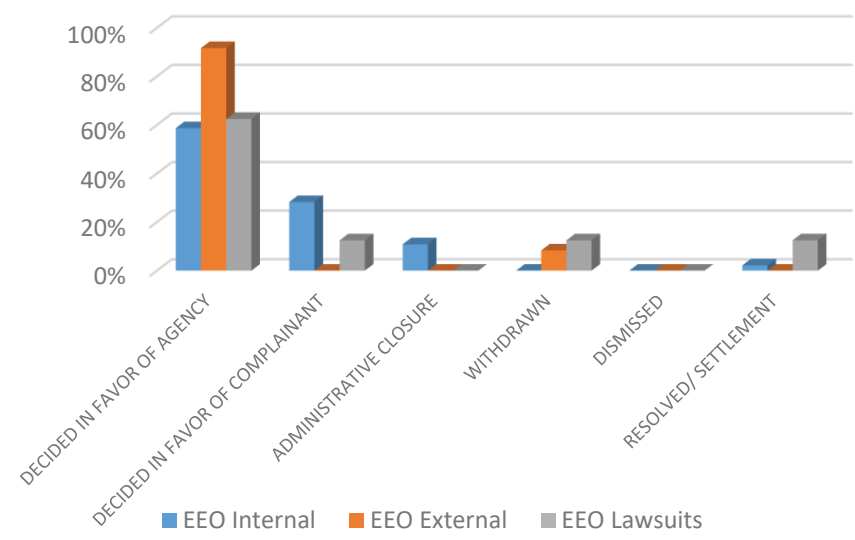
"Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

NYCT EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS

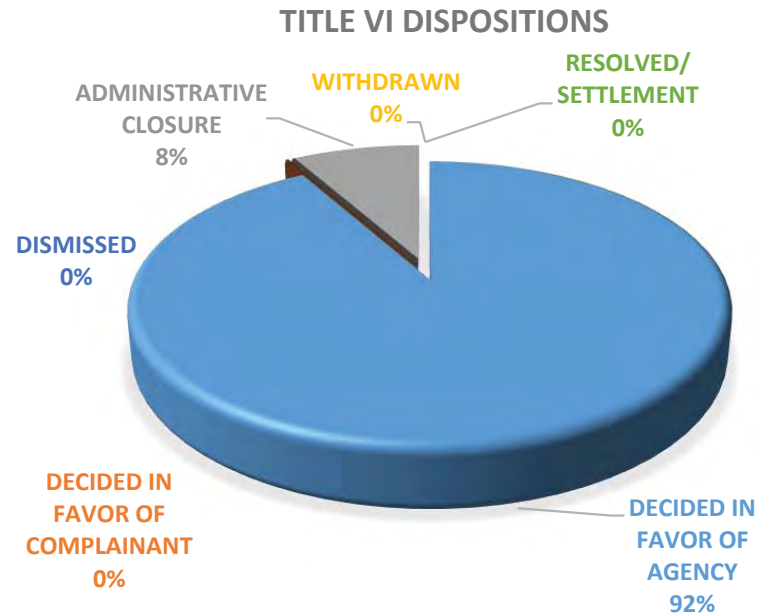
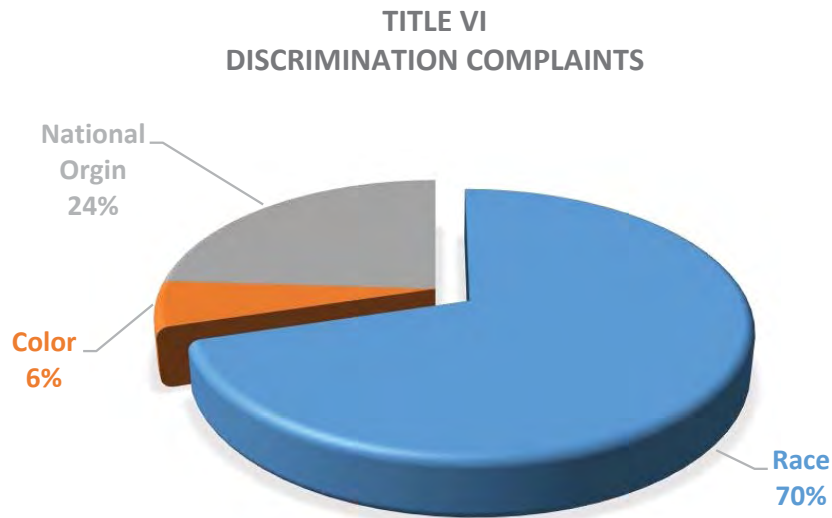


NYCT disposed **58** EEO complaints and **8** EEO lawsuits

- ❑ 65% complaints/lawsuits decided in favor of the agency
- ❑ 21% complaints/lawsuits decided in favor of the complainant
- ❑ 8% complaints/lawsuits were administrative closures
- ❑ 3% of complaints/lawsuits were resolved/settled
- ❑ 3% of complaints/lawsuits were withdrawn



NYCT Title VI Discrimination Complaints, Lawsuits and Dispositions



NYCT handled **164** Title VI complaints, citing **175** separate allegations and no Title VI lawsuits. Agency disposed of **61** complaints and no lawsuits

- ❑ **92%** complaints/lawsuits decided in favor of the agency
- ❑ **8%** complaints/lawsuits were administrative closures
- ❑ **0%** complaints/lawsuits were resolved/settled
- ❑ **0%** complaints/lawsuits decided in favor of the complainant

MTA Bus Company MTABC

EEO Report – 3rd Quarter 2019

December, 2019

Executive Summary

■ EEO

As of **September 30, 2019**, MTA Bus's workforce included 4,128 total employees. This represents a decrease of 15 employees from the third quarter 2018 (3Q18) workforce.

- Females representation of 13% (527) is unchanged when compared to 3Q18.
- Females were hired above their current representation.
- Minorities represent 80% (3,291) of our workforce, an increase of 2% when compared to 3Q18.
- Minorities were hired above their current representation.

Executive Summary

MTA Bus Company conducted a **utilization analysis*** of females and minorities in its workforce as of September 30, 2019. Based on the analysis, underrepresentation for females and minorities occurred in the following EEO categories:

Females:

- Officials/Administrators - Whites
- Professionals – Whites
- Administrative Support – Hispanics and Whites
- Skilled Craft– Blacks, Hispanics, and Whites
- Service Maintenance – Hispanics and Whites

Minorities:

- Protective Services – Blacks
- Administrative Support – Hispanics and AI/ANs
- Skilled Craft– Blacks and Hispanics
- Service Maintenance – Hispanics

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

Executive Summary

■ Diversity Initiatives to increasing representation

■ Initiatives to address underrepresentation for females and minorities

- **Female** – Participated in the Women in Need employment information session
- **Minority** – Participated in the Port Authority job fair in Washington Heights

■ Initiatives to increase representation for veterans and persons with disabilities

- **Veteran** – Participated in veteran job fairs in Newark, The Bronx and Brooklyn
- **Persons with disabilities** – Participated in various events in partnership with ACCES-VR, the City of New York, and others in recognition of October's National Disability Awareness Month

MTABC

Workforce

as of September 30, 2019



Definitions of EEO Job Categories

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

MTABC Workforce

JOB CATEGORY	TOTAL		Minorities		Est	WHITES		Est	BLACKS		Est	HISPANICS		Est	ASIANS		Est	AI/AN*		Est	NHOP1**		Est	2+ RACES		Est	VETERANS		PWD***	
	#	%	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	#	%
Officials & Administrators	249		145	58%		104	42%		63	25%		40	16%		30	12%		0	0%		0	0%		12	5%		9	4%	6	2%
F	55	22%	44	18%	10%	11	4%	16%	26	10%	5%	8	3%	2%	7	3%	2%	0	0%	0%	0	0%	0%	3	1%	1%	0	0%	0	0%
M	194	78%	101	41%	17%	93	37%	38%	37	15%	6%	32	13%	5%	23	9%	5%	0	0%	0%	0	0%	0%	9	4%	1%	9	100%	6	100%
Professionals	128		100	78%		28	22%		36	28%		22	17%		32	25%		0	0%		0	0%		10	8%		3	2%	4	3%
F	58	45%	50	39%	23%	8	6%	13%	21	16%	10%	14	11%	6%	11	9%	5%	0	0%	0%	0	0%	0%	4	3%	2%	2	67%	2	50%
M	70	55%	50	39%	19%	20	16%	26%	15	12%	6%	8	6%	4%	21	16%	8%	0	0%	0%	0	0%	0%	6	5%	1%	1	33%	2	50%
Technicians	16		5	31%		11	69%		1	6%		2	13%		1	6%		0	0%		0	0%		1	6%		0	0%	0	0%
F	10	63%	3	19%	15%	7	44%	35%	1	6%	5%	2	13%	10%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
M	6	38%	2	13%	10%	4	25%	20%	0	0%	0%	0	0%	0%	1	6%	5%	0	0%	0%	0	0%	0%	1	6%	5%	0	0%	0	0%
Protective Services	6		5	83%		1	17%		2	33%		2	33%		0	0%		0	0%		0	0%		1	17%		0	0%	0	0%
F	2	33%	1	17%	13%	1	17%	13%	0	0%	0%	1	17%	13%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
M	4	67%	4	67%	53%	0	0%	0%	2	33%	40%	1	17%	0%	0	0%	0%	0	0%	0%	0	0%	0%	1	17%	13%	0	0%	0	0%
Paraprofessionals	0		0	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%	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%	0	0%	0%	0	0%	0%	0	0%	0	0%
Administrative Support	98		71	72%		27	28%		35	36%		11	11%		13	13%		0	0%		0	0%		12	12%		2	2%	3	3%
F	33	34%	28	29%	26%	5	5%	14%	15	15%	13%	8	8%	9%	2	2%	2%	0	0%	0%	0	0%	0%	3	3%	2%	1	50%	2	67%
M	65	66%	43	44%	27%	22	22%	15%	20	20%	11%	3	3%	4%	11	11%	6%	0	0%	1%	0	0%	0%	9	9%	5%	1	50%	1	33%
Skilled Craft	724		492	68%		232	32%		245	34%		107	15%		83	11%		2	0%		8	1%		47	6%		9	1%	2	0%
F	3	0%	2	0%	2%	1	0%	1%	2	0%	1%	0	0%	1%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	1	11%	0	0%
M	721	100%	490	68%	50%	231	32%	28%	243	34%	23%	107	15%	13%	83	11%	9%	2	0%	0%	8	1%	1%	47	6%	4%	8	89%	2	100%
Service Maintenance	2,907		2473	85%		434	15%		1,478	51%		688	24%		190	7%		8	0%		4	0%		105	4%		25	1%	0	0%
F	366	13%	346	12%	12%	20	1%	6%	234	8%	7%	98	3%	5%	2	0%	0%	1	0%	0%	0	0%	0%	11	0%	0%	0	0%	0	0%
M	2,541	87%	2127	73%	47%	414	14%	15%	1,244	43%	26%	590	20%	16%	188	6%	4%	7	0%	0%	4	0%	0%	94	3%	1%	25	100%	0	0%
Total	4,128		3,291	80%		837	20%		1,860	45%		872	21%		349	8%		10	0%		12	0%		188	5%		48	1%	15	0%

* American Indian/Alaskan Native

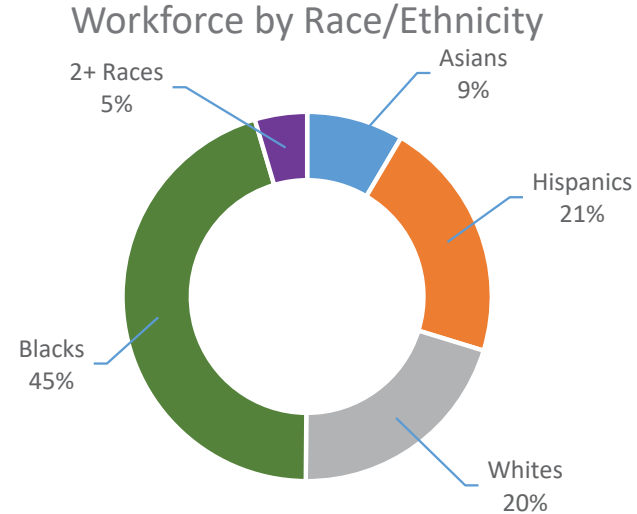
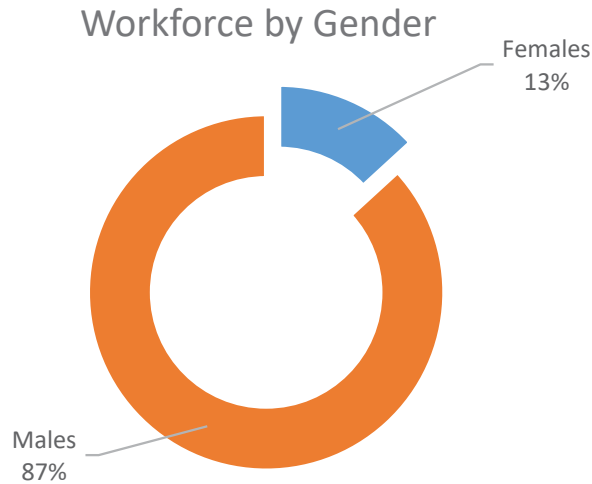
**Native Hawaiian Other Pacific Islander

*** Persons with Disabilities

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



MTABC Workforce



MTABC workforce consists of 4,128 employees

- ❑ 13% females, 80% minorities, and 1% veterans.
- ❑ The percentage of females employed was unchanged when compared to 3Q18.
- ❑ The percentage of minorities has increased by 2% as it relates to race and ethnicity when compared to 3Q18.



Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **September 30, 2019** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80 percent of their expected estimated availability.

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

MTABC Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Officials & Administrators	F	5%	10%	2%	3%	2%	3%	0%	0%	0%	0%	1%	1%	16%	4%
	M	6%	15%	5%	13%	5%	9%	0%	0%	0%	0%	1%	4%		
Professionals	F	10%	16%	6%	11%	5%	9%	0%	0%	0%	0%	2%	3%	13%	6%
	M	6%	12%	4%	6%	8%	16%	0%	0%	0%	0%	1%	5%		
Technicians	F	5%	6%	10%	13%	0%	0%	0%	0%	0%	0%	0%	0%	35%	44%
	M	0%	0%	0%	0%	5%	6%	0%	0%	0%	0%	5%	6%		
Protective Services	F	0%	0%	13%	17%	0%	0%	0%	0%	0%	0%	0%	0%	13%	17%
	M	40%	33%	0%	17%	0%	0%	0%	0%	0%	0%	13%	17%		
Paraprofessionals	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Administrative Support	F	13%	15%	9%	8%	2%	2%	0%	0%	0%	0%	2%	3%	14%	5%
	M	11%	20%	4%	3%	6%	11%	1%	0%	0%	0%	5%	9%		
Skilled Craft	F	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
	M	23%	34%	13%	15%	9%	11%	0%	0%	1%	1%	4%	6%		
Service Maintenance	F	7%	8%	5%	3%	0%	0%	0%	0%	0%	0%	0%	0%	6%	1%
	M	26%	43%	16%	20%	4%	6%	0%	0%	0%	0%	1%	3%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.



MTABC

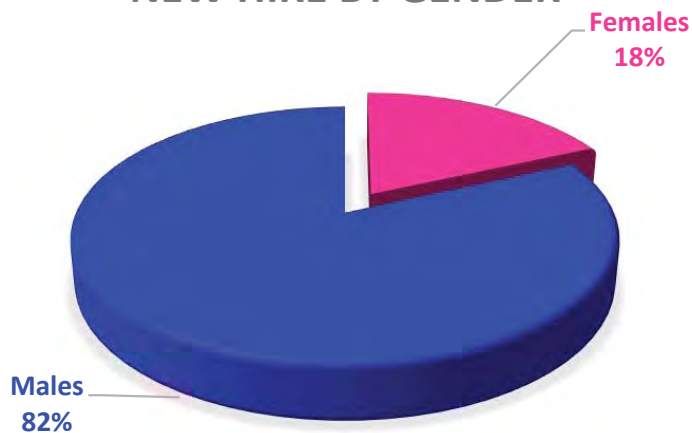
New Hires and Veterans

January 1, 2019 – September 30, 2019

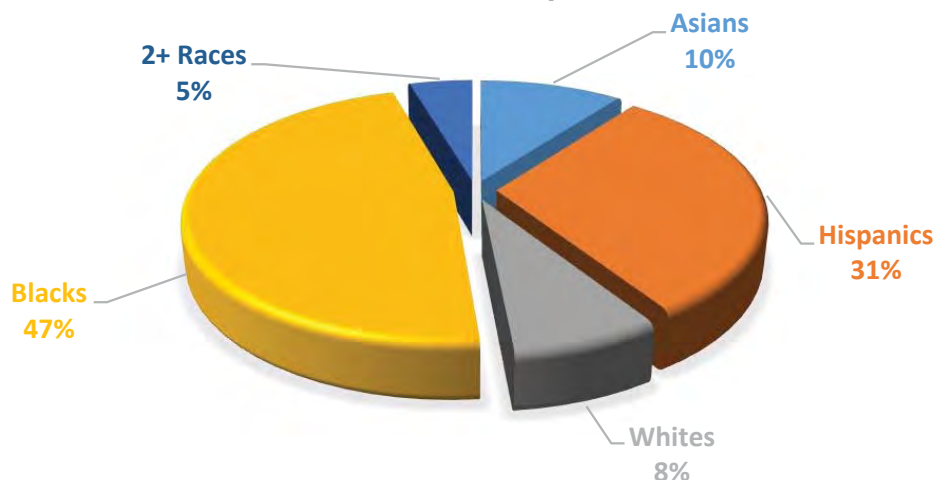


MTABC New Hires and Veterans

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



We hired 330 employees including 5 veterans

- ❑ 18% females of which 0% were female veterans.
- ❑ Female hires exceeded their current representation in the workforce.
- ❑ 92% minorities of which 2% were minority veterans.
- ❑ Minorities hires exceeded their current representation in the workforce.

MTABC

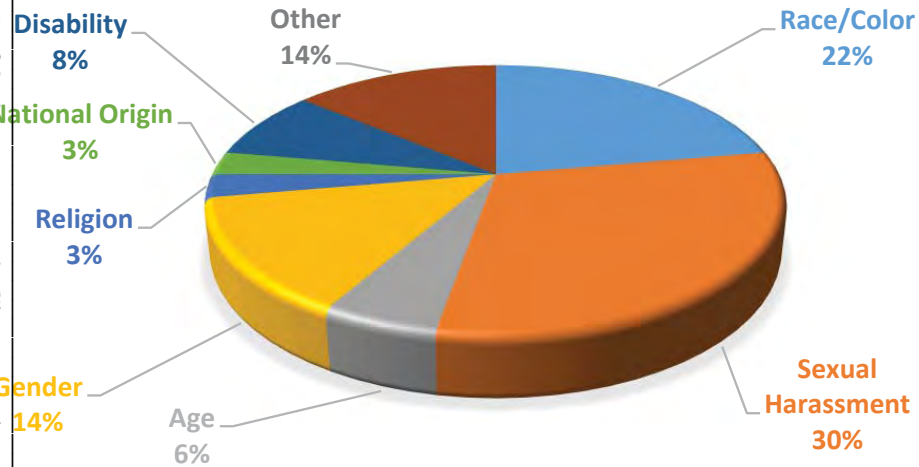
Complaints and Lawsuits

January 1, 2019 – September 30, 2019

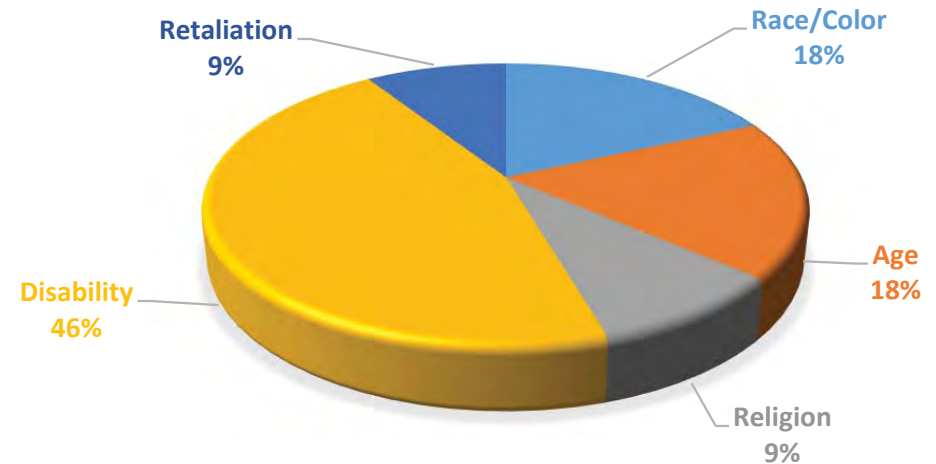


MTABC Internal/External EEO Complaints and Lawsuits

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



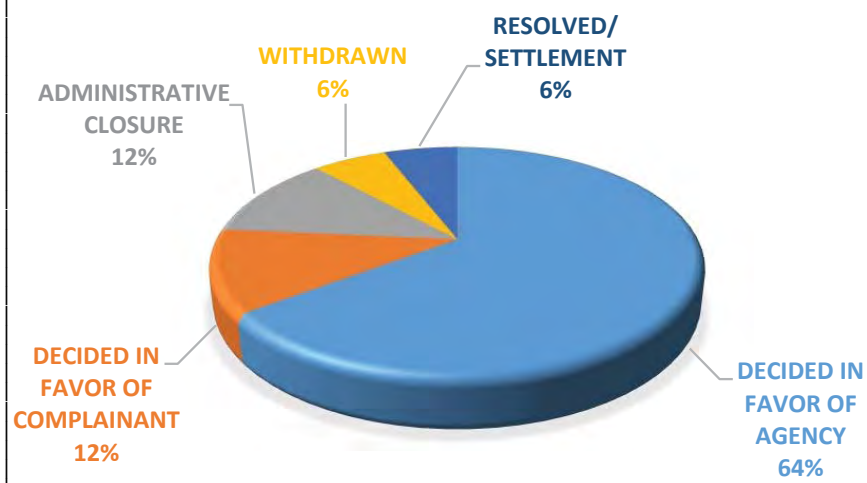
MTABC handled 35 EEO complaints, citing 47 separate allegations, and 4 lawsuits.

- 28 handled internal complaints.
- 7 handled external complaints.
- The most frequently cited basis internally was sexual harassment and externally was disability.

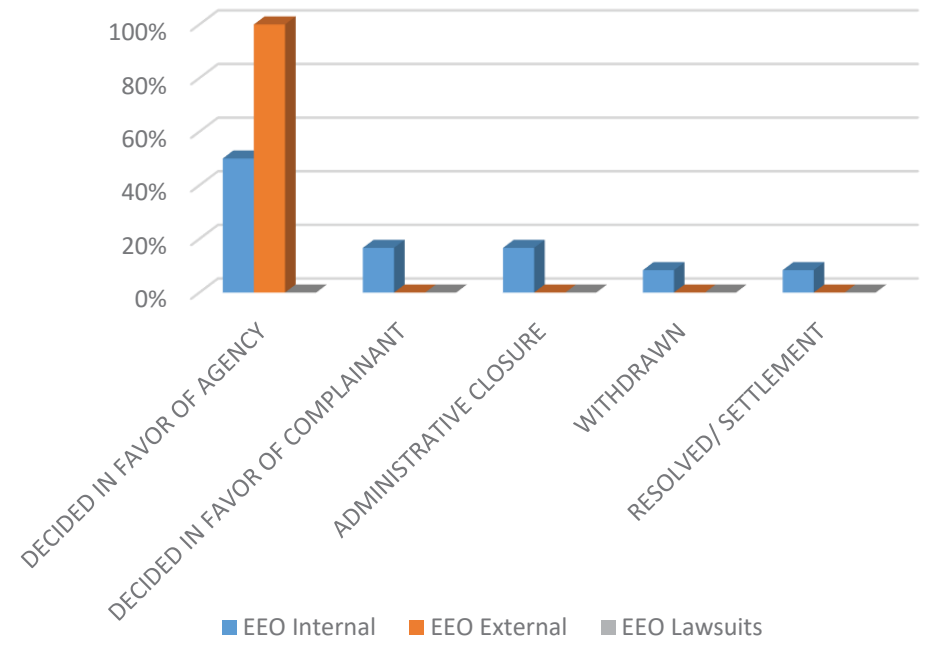
These charts include all pending matters as of the date of the report, including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e., Sexual Orientation, Military status, or Marital Status etc.).

MTABC EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS

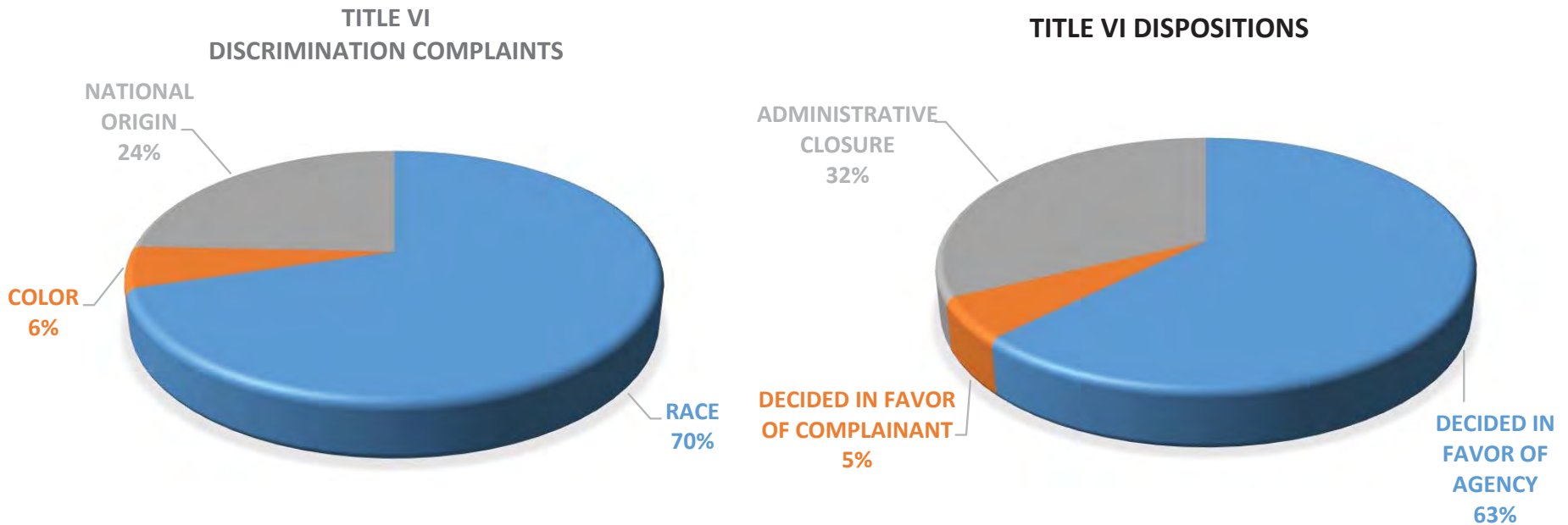


- MTABC disposed 17 EEO complaints and 0 EEO lawsuits.
- 64% complaints/lawsuits decided in favor of the agency.
- 12% complaints/lawsuits were decided in favor of complainant.
- 12% complaints/lawsuits were administratively closed.
- 6% complaints/lawsuits were withdrawn.
- 6% complaints/lawsuits were resolved/settled.



MTABC

Title VI Discrimination Complaints, Lawsuits and Dispositions



MTABC handled 104 Title VI complaints, citing 111 separate allegations and 0 Title VI lawsuits. MTABC disposed 56 complaints.

- ❑ 63% complaints/lawsuits decided in favor of the agency.
- ❑ 32% complaints/lawsuits were administrative closures.
- ❑ 5% complaints/lawsuits decided in favor of the complainant.



Standard Follow-Up Report: Transit Recidivism Report 3rd Quarter 2019

This quarterly report provides the Transit Committee with information on arrests of persons charged repeatedly with commission of crimes in the subway system. The Transit Recidivist Initiative was commenced in August 2016 to focus attention and law enforcement resources on recidivist subway crime in two primary areas in which it is concentrated: sex offenses and the index felony crimes of grand larceny and robbery.

The following highlights information reported to New York City Transit by the NYPD Transit Bureau concerning arrests in the subway system, made during the 3rd Quarter of 2019, of persons who had arrest records for prior index felony crimes or sex offenses committed in the subway system. For further statistical information, see the Chart on the following page.

- Total transit recidivist arrests for 3rd Quarter 2019 totaled 76, a slight decrease as compared to 2nd Quarter 2019 (79 arrests). The total recidivist arrests for the 3rd Quarter 2019 is higher than the average quarterly number of recidivist arrests year to date (which is 74).
- Index felony recidivist arrests for the 3rd Quarter 2019 were lower than in 2nd Quarter 2019 (49 such arrests compared to 57 in the prior period). Robbery recidivist arrests decreased slightly (21 in the 3rd Quarter 2019 compared to 23 in the 2nd Quarter). Grand larceny recidivist arrests in the 3rd Quarter also decreased slightly (21 arrests in the 3rd Quarter versus 23 in the prior three-month period). Combined, the offenses of grand larceny and robbery in the 3rd Quarter accounted for about 86% (42 out of 49) of the index felony crime recidivist arrests during the period. Seven assault arrests were made in the 3rd Quarter, accounting for the remainder.
- There were 27 sex offense recidivist arrests for the 3rd Quarter 2019, compared to 22 such arrests for the prior period. 3rd Quarter forcible touch and public lewdness arrests increased (18 in the 3rd Quarter compared to 14 in 2nd Quarter 2019). Arrests of recidivists for persistent sex abuse were slightly lower (from 7 such arrests in the 2nd Quarter to 6 in the current period).
- We continue to work with NYPD Transit Bureau leadership toward the shared goal of effective arrest and prosecution of recidivist sex offenses and index felony crimes committed in our subways.

David Farber

Acting General Counsel and Vice President, Law Department

MTA New York City Transit

Transit Recidivism Report

Statistical Summary: 3rd Quarter 2019 Update

	3rd Quarter 2019	2nd Quarter 2019	2019 Quarterly Average	Year to Date 2019
Recidivist Arrests				
Index Felony Recidivist Arrests	49	57	50	150
Sex Offense Recidivist Arrests	<u>27</u>	<u>22</u>	<u>24</u>	<u>72</u>
Total Recidivist Arrests	76	79	74	222
Distribution by Offense				
<u>Index Felonies</u>				
Grand Larceny	21	23	20	59
Robbery	21	23	21	64
Assault	7	11	9	26
Other	0	0	1	1
<u>Sex Offenses</u>				
Forcible Touch	12	9	9	27
Public Lewdness	6	5	6	18
Persistent Sex Abuse	6	7	6	18
Other	3	1	3	9
Distribution by County				
New York	35	30	32	96
Kings	21	23	19	57
Bronx	15	14	15	44
Queens	5	12	8	25

Source: NYPD Transit Bureau data reporting individuals arrested in Transit system for index felony crimes or sex offense crimes. For Third Quarter 2019, data includes arrests where arrestee had a prior record of arrest in the Transit system for two or more index felony or sex offense crimes.



Standard Follow-up Report: Fare Evasion, 3rd Quarter 2019

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

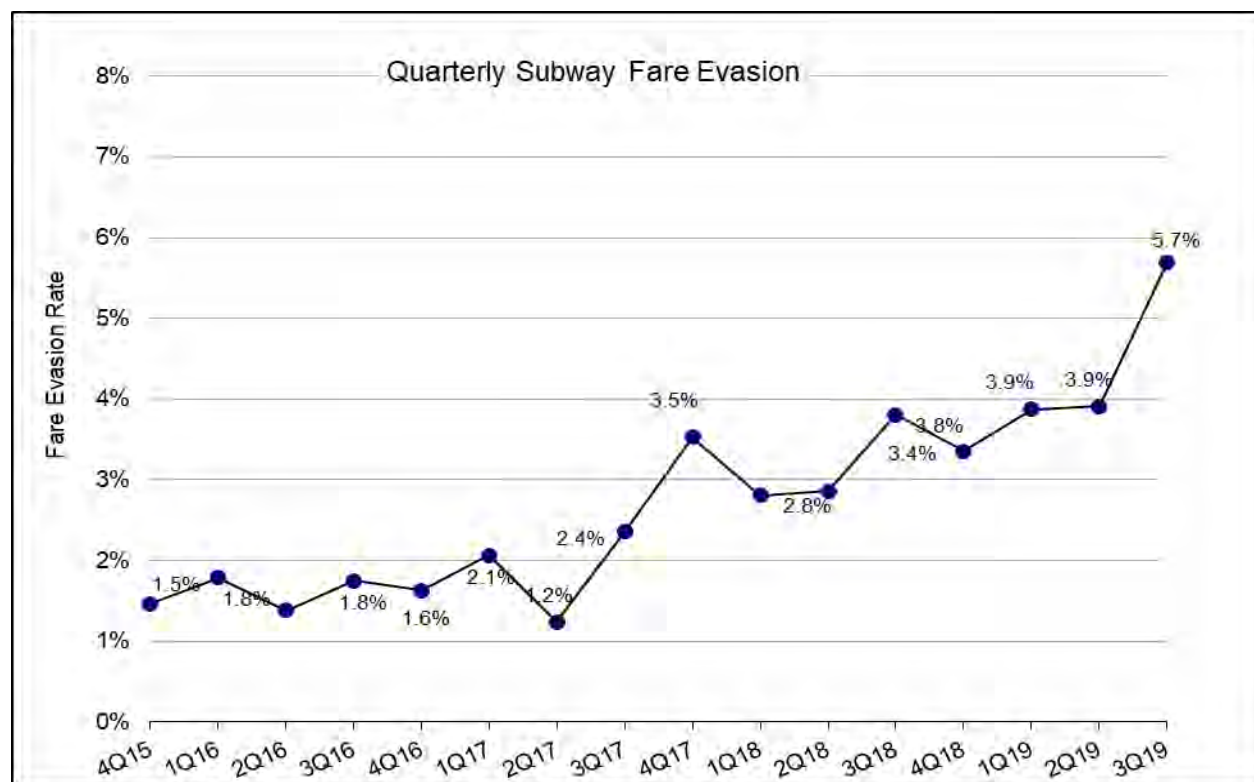
Subway Fare Evasion Results

Subway fare evasion in the third quarter of 2019 (Q3 2019) was 5.7%, which was up 45.8% compared to the previous quarter when it was 3.9%. This change is primarily due to improved survey procedures implemented in July 2019, which more accurately measure actual fare evasion.

Subway Fare Evasion Survey Summary

	Jul-Sep 2019 (3Q19)	Apr-Jun 2019 (2Q19)	Percentage Change (3Q19 vs 2Q19)	Jul-Sep 2018 (3Q18)	Percentage Change (3Q19 vs 3Q18)	12 Mo. Ending Sep 2019	12 Mo. Ending Sep 2018	Percentage Change
Total Subway Fare Evasion	5.7%	3.9%	+45.8%	3.8%	+50.0%	4.9%	3.2%	+51.2%
Estimated Fare Evasion Revenue Loss (\$ Millions)	\$44	\$25	+75.2%	\$23	+91.8%	\$134	\$75	+78.4%

Enforcement Actions	Jul-Sep 2019 (3Q19)	Apr-Jun 2019 (2Q19)	Percentage Change (3Q19 vs 2Q19)	Jul-Sep 2018 (3Q18)	Percentage Change (3Q19 vs 3Q18)	12 Mo. Ending Sep 2019	12 Mo. Ending Sep 2018	Percentage Change
TOS TABS Summonses	17,267	18,227	-5.3%	14,940	+15.6%	73,720	47,512	+55.2%
TOS C-Summonses	587	637	-7.8%	466	+26.0%	2,690	1,117	NA
TOS Arrests	633	788	-19.7%	1,070	-40.8%	3,579	8,707	-58.9%
Total Enforcement Actions	18,487	19,652	-5.9%	16,476	+12.2%	79,989	57,336	+39.5%

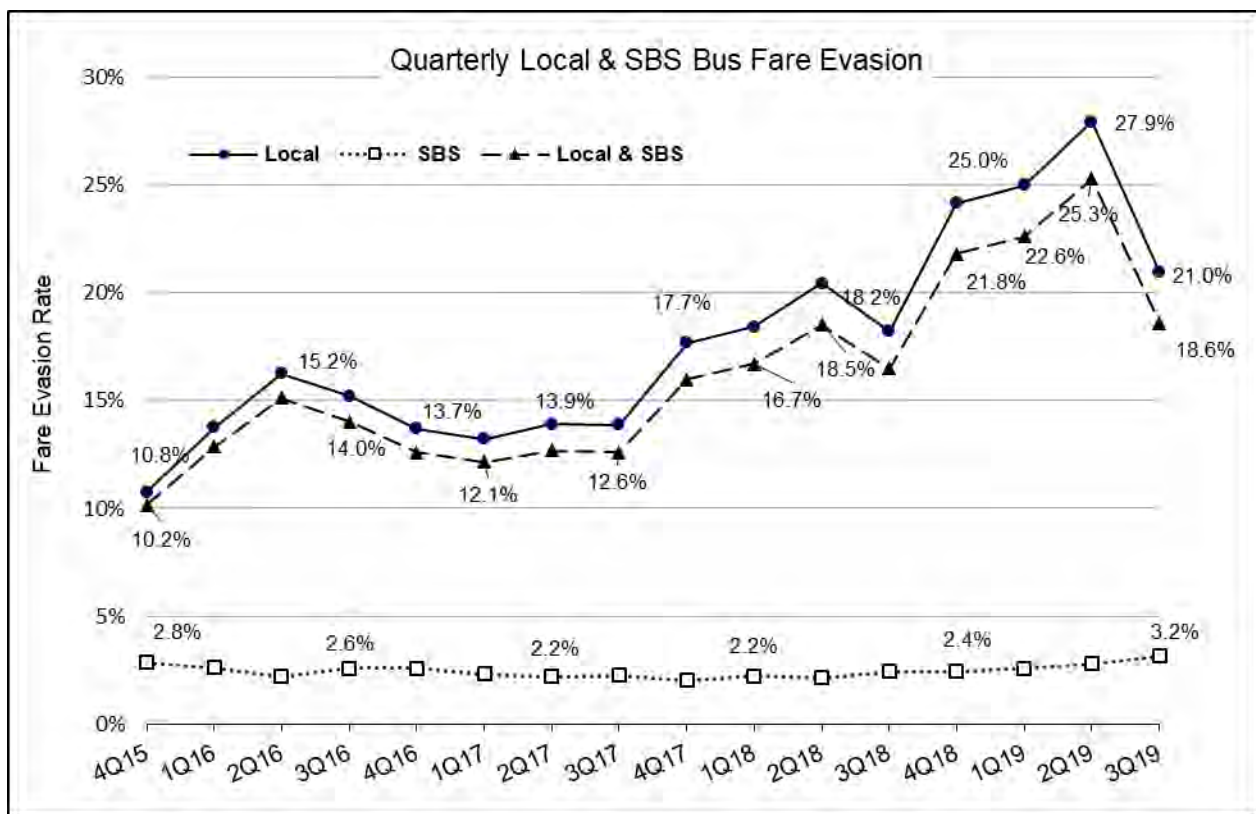


Bus Fare Evasion Results

The Bus fare evasion rate was 18.6% in Q3 2019, down 26.4% compared to the previous quarter when it was 25.3%. This change is primarily due to improved survey procedures implemented in August 2019, which more accurately measure actual fare evasion.

Bus Fare Evasion Survey Summary

	Jul-Sep 2019 (3Q19)	Apr-Jun 2019 (2Q19)	Percentage Change (3Q19 vs 2Q19)	Jul-Sep 2018 (3Q18)	Percentage Change (3Q19 vs 3Q18)	12 Mo. Ending Sep 2019	12 Mo. Ending Sep 2018	Percentage Change
Bus Fare Evasion								
Local Bus Evasion (Excl SBS)	21.0%	27.9%	-24.9%	18.2%	+15.0%	24.0%	18.8%	+28.0%
Select Bus Service (SBS) Evasion	3.2%	2.8%	+12.9%	2.4%	+30.0%	2.7%	2.2%	+23.3%
Total Local & SBS Bus Evasion	18.6%	25.3%	-26.4%	16.5%	+12.9%	21.6%	17.0%	+27.3%
Estimated Fare Evasion Revenue Loss (\$ Millions)	\$40	\$60	-33.2%	\$33	+22.1%	\$180	\$126	+42.5%





New York City Transit

Andy Byford
President
New York City Transit



Bus Company

Craig Cipriano
Acting President
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