



# Transit and Bus Committee Meeting

## February 2020

### 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. Samuelsen

L. Schwartz



NYCT employees showed their support for the American Heart Association's 'Go Red for Women' movement on National Wear Red Day, February 7. The annual day of action raises awareness for cardiovascular disease which is the leading killer of women, causing 1 in 3 deaths each year.

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

**2 Broadway, 20th Floor**

**New York, NY 10004**

**Monday, 2/24/2020**

**10:00 AM - 1:00 PM ET**

## **1. PUBLIC COMMENT PERIOD**

## **2. SUMMARY OF ACTIONS**

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## **3. APPROVAL OF MINUTES – JANUARY 21, 2020**

*Committee Meeting Minutes - Page 5*

## **4. COMMITTEE WORK PLAN**

*Committee Work Plan - Page 14*

## **5. PRESIDENT'S REPORT**

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

#### **i. President's Commentary**

*President's Commentary - Page 22*

#### **ii. Subway Report**

*Subway Report - Page 24*

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

*NYCT, MTA Bus Report - Page 52*

#### **iv. Paratransit Report**

*Paratransit Report - Page 74*

#### **v. Accessibility Update**

*Accessibility Update - Page 88*

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

*Strategy & Customer Experience Report - Page 90*

### **b. Safety Report**

*Safety Report - Page 96*

### **c. Crime Report**

*Crime Report - Page 101*

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

*NYCT, SIR Financial and Ridership Reports - Page 107*

*Financial and Ridership Report, MTA Bus - Page 140*

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

*Capital Program Status Report - Page 154*

## **6. PROCUREMENTS**

*Procurement Cover, Staff Summary & Resolution - Page 160*

### **a. NYCT**

#### **i. Competitive**

*NYCT Competitive Actions - Page 165*

#### **ii. Non-Competitive (none)**

#### **iii. Ratifications**

*NYCT Ratifications - Page 170*

### **b. Construction & Development - Competitive**

*C&D Competitive Action - Page 174*

## **7. STANDARD FOLLOW UP REPORTS**

### **a. NYCT Adopted Budget/Financial Plan 2020-2023**

*NYCT Adopted Budget/Financial Plan - Page 182*

### **b. SIR Adopted Budget/Financial Plan 2020-2023**

*SIR Adopted Budget/Financial Plan - Page 204*

### **c. MTA Bus Adopted Budget/Financial Plan 2020-2023**

*MTA Bus Adopted Budget/Financial Plan - Page 224*

### **d. ADA Compliance Report**

*ADA Compliance Report - Page 246*

### **e. Elevator & Escalator Report, 4th Quarter 2019**

*Elevator and Escalator Report, 4th Qtr 2019 - Page 256*

### **f. Transit Adjudication Bureau Report, 4th Quarter 2019**

*Transit Adjudication Bureau Report, 4th Qtr 2019 - Page 287*

### **g. EEO & Diversity Reports, 2019 Year-End Reports, NYCT & MTA Bus**

*EEO & Diversity Report, NYCT - Page 290*

*EEO & Diversity Report, MTA Bus - Page 307*

NYCT Committee  
 ACTIONS and PRESENTATIONS  
 SUMMARY for FEBRUARY 2020

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement & Supply Chain	TBD	TBD	Purchase of 504 "A" Division Rapid Transit Open Gangway Cars with an option to purchase 445 additional Cars and a second option to purchase 415 additional cars.
Procurement & Supply Chain	CH2M Hill New York	\$5,961,327	Consulting Services for the Development of Specification and Pre-Award Support for the R211 Subway Cars; R262 Pre-Award Support Services.
Procurement & Supply Chain	L.K. Comstock & Co.	\$2,200,000	Replacement of negative cable system and low resistance contact rail - Queens Blvd Line; Installation of a new 3000 KVA rectifier and transformer - 78th St. Substation.
Procurement & Supply Chain	Masterpiece US, Inc.	\$1,229,000	Flood mitigation: Internal hardening at Six Stations.
(MTA C&D)	Citnalta-Tap, JV (Joint Venture Consisting of Citnalta Construction Corporation and TAP Electrical Contracting Service Incorporated)	\$53,900,000	Design and Construction of Accessibility Upgrades at Livonia Avenue St. Station - Canarsie Line (Design-Build).



**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,  
Construction and Development Company and Bus Company**

**January 21, 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. Robert Linn  
Hon. Susan Metzger  
Hon. Haeda Mihaltses  
Hon. Lawrence Schwartz

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  
Mario Peloquin, Chief Operating Officer  
Janno Lieber, Chief Development Officer  
Michael Cosgrove, Vice President, Paratransit  
Vincent Coogan, Chief, NYPD Transit Bureau  
Robert Diehl, Senior Vice President, Safety and Security Department  
Rachel Cohen, Director, Systemwide Accessibility  
David Farber, 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  
Judith McClain, Chief, Operations Planning  
Sarah Meyer, Senior Vice President and Chief Customer Officer, Strategy and  
Customer Experience  
Kim Moore-Ward, Executive Vice President, Labor Relations  
Jaibala Patel, Chief Financial Officer, Office of Management and Budget  
Louis Montanti, Acting Senior Vice President, Procurement & Supply Chain  
Deborah Prato, Senior Vice President, Chief People Officer  
Alok Saha, Acting Senior Vice President, Capital Program Management

## **I. Chair Feinberg Opens the Meeting**

Chair Feinberg opened the meeting.

## **II. Minutes and Work Plan**

Upon motion duly made and seconded, the Committee approved the minutes of the December 16, 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.

Jaibala Patel, Chief Financial Officer, Office of Management and Budget, introduced a proposed change to the Work Plan to remove the MetroCard Report and develop an OMNY Report as a replacement.

A motion was duly made and seconded to approve the Work Plan, with all votes in favor.

## **III. Award Presentation**

President Byford delivered an Employee Heroism Award to Tyrone Hampton for his heroism on November 1, 2019, when Mr. Hampton assisted an unaccompanied young boy riding the bus route to be safely reunited with his family.

## **IV. Public Speakers**

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

## **V. Agenda Items**

President Byford began the President's Report by providing an update on the status of the R179 vehicles.

Member Albert asked if an indicator light in the conductor's cab turned on when the R179 doors opened. President Byford advised that all trains have a safety feature, known as a pilot light, that gives the conductor and the operator the assurance that the door interlock is present, a necessity to take traction. When the doors opened, the trains lost traction power as intended and lost their indication lights showing that door interlock was lost. President Byford stated that on both occasions where the doors opened, the train crews took the correct actions by blockading the doors and then taking the trains out of service. President Byford noted that a more detailed analysis led NYCT to insist upon additional safety redundancy. Member Albert asked if doors opened on more than one train or on one particular trainset. President Byford responded that there were two separate events: one on December 24, 2019 where the doors opened about four inches between stations, and one on January 3, 2020 when the train was in the platform and had just taken traction when the interlock was lost.

President Byford delivered the remainder of the President's Report and a presentation on 2019 accomplishments.

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

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

Member Albert congratulated Ms. Librera on the statistics and noted the monthly terminal on-time statistics for the 2, 4, D and F lines were stupendous. He asked whether the statistical improvement was due to a specific driving factor or to completion of construction work on those lines. Ms. Librera stated that the improved statistics may be the result of comparing with a month in 2018 that had significant disruption, but there have been signs of improvement, particularly where speed changes were rolled out. Some of the pronounced changes seen on a month-to-month basis can be the result of NYCT addressing speed restrictions on a particular corridor or area. Member Albert also asked about the additional platform time (APT) statistic for the 42<sup>nd</sup> Street Shuttle and if the decline was due to any ongoing work. Ms. Librera responded that the APT statistic is very sensitive and is a relatively new statistic that is being watched closely. For the 42<sup>nd</sup> Street Shuttle, the APT statistic was highly affected by a small number of significant events that occurred during rush hour as well as changes in operation to continue running service throughout the performance of work for the project.

Member Schwartz noted differences in the on-time performance of various lines and asked why some lines performed better than others. Member Schwartz also asked what changes were anticipated for on-time performance by the end of 2020. Ms. Librera advised that the statistics are percentage changes and do not necessarily correlate into minutes because certain routes are longer than others. She agreed with Member Schwartz that the lines equipped with CBTC show the biggest difference in on-time performance between 2018 and 2019. Additionally, Ms. Librera noted that there are challenges on a monthly basis, both for 2018 and 2019, and the monthly statistics reflect those specific challenges. Ms. Librera explained there also were more significant gains in 2019 for the A division compared to the more challenging B division because the A division has more sophisticated central control capabilities to centrally manage and increase visibility from the Rail Control Center. Ms. Librera advised that they are working quickly to equip the Rail Control Center with B division visualization and building out the capacity of tools recently added. Member Linn asked if there was a year-to-year graph. Ms. Librera stated that a yearly graph is not currently available because the analysis started the prior spring, but she would check if it could be run for the full year.

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

Member Linn noted that NYCT's approach has been to shift riders from calling to request paratransit services to the use of web-based applications and broker service and asked whether the RFP for the paratransit call center accounts for those changes. He also asked whether NYCT performed any benchmarking of call center costs to understand how the proposed contract value compares to other operations. Chair

Feinberg stated she had similar questions. Mr. Cipriano advised that NYCT considered the anticipated shift from phone call to application-based booking and communication and accordingly, the contract has different tiers of pricing to allow NYCT to take advantage of those efficiencies. Mr. Montanti added that the call center currently receives about 25,000 calls per day and, knowing that NYCT intends to reduce the number of calls overall, the price schedule in the RFP is structured as a series of bands to see more favorable pricing as riders utilize other methods for booking. Mr. Montanti also noted that the price schedule contains an incentive to keep pricing down with respect to the number of staff hours associated with each of the bands of call volume. Member Linn asked if the contract costs would be reduced if NYCT underestimated the shift to application-based bookings. Mr. Montanti confirmed that the costs to NYCT would be reduced as the volume of calls decreases. Mr. Montanti explained that the staffing levels for each call volume band are capped. In addition, NYCT weighted the bands to take advantage of the most favorable pricing if the volume of calls shifted. Member Linn noted that he had previously seen estimates showing the total annual cost at approximately \$40 million per year and asked why the current annual cost was higher. Mr. Montanti advised that the annual cost is approximately \$41 million per year, which is a 1.8 percent price increase from the final year of the current call center contract. This price increase corresponds favorably with the Producer Price Index (PPI) that specifically deals with call centers across the country. Mr. Montanti also stated that the contract price needs to be assessed based on changes in labor rates, minimum wage laws, and other benefits to workers in New York City and New York State. In consideration of all those factors, Mr. Montanti noted that the 1.8 percent increase is a favorable price result. In response to Member Linn, Mr. Montanti clarified that the \$202 million is the contract base price for the first five years of the contract and the remaining two years are options that NYCT may elect to exercise.

Regarding the performance of any benchmarking, Mr. Montanti stated that NYCT looked at a series of transit properties as well as other types of call centers to obtain metrics and key performance indicators and incorporated best practices. One notable change to maximize efficiency is that a single call taker is able to take all types of calls, such as reservations or same-day service. The price schedule was also changed based on best practices to cap the prices in each of the bands. Mr. Cipriano added that this call center is unlike generic call centers as it is an operational call center embedded with NYCT's command center personnel to respond to day-to-day operational issues and operates very closely with the Paratransit operations. Member Linn asked if the command centers costs are part of the \$202 million contract price. Mr. Cipriano advised that those costs are separate from the contract price.

Member Metzger congratulated President Byford and the entire team on a very positive President's Report, noting there had been challenges in the past, and thanked the entire NYCT organization. Member Metzger added that the success is compounded with the positive Railroad reports received earlier that morning, suggesting that all operating agencies are working hard and moving forward. Member Metzger noted that there is a PTC working group for the Railroads run by Mr. Zuckerman and an ADA working group for NYCT that had been run by Ms. Vanterpool. Member Metzger stated that the ADA working group was helpful to the Committee Members because they were able to dive into the data. Member Metzger suggested the helpfulness of the working group should

be evaluated for its usefulness both to Committee Members and NYCT. Chair Feinberg agreed to do so.

In response to an earlier question by Member Albert regarding a 442% increase in additional travel time on Brooklyn express buses, Mr. Cipriano stated that there is ongoing construction at West 20<sup>th</sup> Street between Surf Avenue and Neptune Avenue in Brooklyn, specifically during the AM peak, that is impacting the express service.

Rachel Cohen, Director, Systemwide Accessibility, delivered the Accessibility Report.

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

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

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

Chair Feinberg asked about the increase in robberies in the subway system and on Metro-North Railroad and Long Island Railroad. Chief Coogan advised that robberies have trended upward city-wide at the end of 2019 and in 2020, not just in the subway system. He stated that the NYPD was looking at all factors, including bail reform, to see what may be a contributing factor to the increase. Chair Feinberg asked how the NYPD and NYCT makes deployment decisions for officers in the subway system and whether those decisions are affected by particular incidents. Chief Coogan stated that the NYPD assesses current crime conditions, including the location, times of day, and days of the week, to make deployment decisions and moves resources or uses overtime hours in response. Chair Feinberg asked whether deployment decisions are made on a daily basis. Chief Coogan confirmed that crime is reviewed daily and he personally reviews felony crime for the prior day on a daily basis. Chief Coogan advised that he spoke with all Borough Commanders and field intelligence officers the day prior to the Committee Meeting about the increased robberies and their deployment decisions.

Chair Feinberg inquired about the death of Mr. Suarez who was pushed onto the subway tracks in January of 2018 that was not classified as a murder. She noted that the particular crime's classification may be accurate but she was attempting to understand generally whether the NYPD makes the determination of reclassification of incidents or whether the decision is made by another department. Chief Coogan responded that a determination to classify a crime as a murder is based on the decision of a medical examiner. Chair Feinberg noted that the medical examiner did classify Mr. Suarez's death as a murder, but it does not appear in NYCT's statistics as such. Chief Coogan advised that the NYPD classifies incidents in accordance with the crime reporting system that shows the crime the person was charged with in addition to decisions by the medical examiner. Chair Feinberg stated that she would follow up to understand why the crime is not showing up as a murder. Chief Coogan noted he was on the scene of the incident in January of 2018 in Brooklyn and agreed to follow up on the reclassification.

Member Schwartz asked about the number of police officers assigned to the transit system and whether that number has increased, decreased, or stayed the same over the last five years. Chief Coogan stated that there are approximately 2,600 police officers assigned to the transit system, a number that has remained steady with a slight increase over the last five years. Member Schwartz asked if officers are assigned to the subways as well as the buses. Chief Coogan advised that those officers are assigned to the subways only. Member Schwartz asked if officers are assigned based on three shifts per day, which Chief Coogan confirmed. Member Schwartz inquired if manpower during each shift is consistent. Chief Coogan responded that manpower varies across shifts and officers are assigned to other tours in addition to the three-shift tours. Chief Coogan stated that the numbers are based on the crime assessments and NYPD may also utilize plainclothes officers or overnight shifts. Member Schwartz asked if the percentage of plainclothes officers versus uniformed officers remains steady or whether that number varies. Chief Coogan stated the percentage generally is steady. Member Schwartz asked what percentage of manpower is undercover. Chief Coogan stated that he did not have that information available at the moment but would get back to Member Schwartz.

Regarding the deployment of police officers, Member Schwartz asked how the NYPD Transit Bureau determines whether police officers should be assigned to ride on trains, remain in stations, or be assigned to other locations within the subway system. Chief Coogan responded that deployment decisions are based on where the crimes are happening. For example, the prior week an increase in crimes on trains was observed so NYPD shifted its focus to on-train deployment and for the current week, more crime was in the stations and NYPD therefore shifted its focus to the stations. Chief Coogan noted that NYPD assesses crime on a daily and on a weekly basis to deploy personnel where the crime is occurring. Member Schwartz asked for a breakdown of the hours officers spend riding on trains, standing on the platforms, or standing in another location in the station. Chief Coogan noted that some officers are stationed at a station for their entire tours and other officers may both ride trains and be in stations during their tours. Member Schwartz stated that he rides the trains on a regular basis and almost never sees an NYPD officer or an MTAPD officer on a train, which he believes is a problem, though he sees them in stations. Member Schwartz expressed his full support for the NYPD and law enforcement, and noted he would work with Chair Feinberg to discuss increasing the presence of police officers on the trains to respond to incidents with the homeless or other types of incidents. He noted that a uniformed presence of a police officer on a train provides a level of comfort and confidence to the ridership. Chief Coogan stated that he does see officers riding the train when he is on patrol a few days a week, but understood the point made by Member Schwartz.

Member Albert asked about incidents where riders' personal property was stolen while they were asleep on the trains, such as headphones taken out of riders' ears, and whether Chief Coogan had received reports of robberies while riders were asleep. Chief Coogan advised that NYPD assesses "sleeping passenger crimes" on a weekly basis. He noted these incidents frequently occur at night or on weekends when some individuals are returning from an evening out in Manhattan, which may be why they do not wake up. Chief Coogan stated that NYPD officers do wake up sleeping passengers. He gave an example of a person woken up by an NYPD officer who then fell back asleep and whose iPhone was stolen. Member Albert asked if the NYPD has spoken

with the four nationwide wireless carriers about disabling phones if they are stolen to eliminate the reason to steal phones. Chief Coogan responded that the NYPD has spoken with the wireless carriers regarding this topic on numerous times to understand their reasoning and NYPD utilizes the Find my iPhone application to locate phones.

Member Linn asked Chair Feinberg whether this Committee was the appropriate forum to discuss the additional hires for the MTA Police and similar questions of how those officers will be deployed. Chair Feinberg advised that such questions would be best directed to Chief McGrant.

Mr. Lieber presented an update on the 42<sup>nd</sup> Street Connection Project.

Member Albert asked whether there will be an increase in wayfinding signs during construction. Mr. Lieber confirmed there would be increased signage that explains how long certain areas will be closed, the project timelines, and the project benefits. Additionally, pamphlets are being distributed to customers as they move through the station

## **B. Financial Reports**

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

Member Linn stated that he had commented at December's Committee Meeting about the Financial Plan and the Budget not being updated based on the labor agreement. Member Linn stated that he remains a full supporter of that labor agreement and the importance of the 50,000 NYCT workers to the transit system, but expressed disappointment that so few details have been provided even though ratification occurred twelve days prior. Member Linn added that the 25-page memorandum of agreement has been posted on the TWU website since December so that the TWU workers had a copy of the document while the Board Members did not have details, which he found to be problematic and disrespectful. Member Linn expressed concern about public comments about overtime and a letter sent with demands, without communications with Board Members. Member Linn noted that Chairman Foye publicly spoke in October about worker availability and sent a letter to the head of the TWU union regarding health benefits that should have been discussed at the negotiating table. Member Linn stated that MTA should be proud of the settlement on many important areas outside of the wage increase, such as health care cost containment, fare evasion, equalization of overtime, and employee availability. Member Linn stated he believed those accomplishments were not properly conveyed and the MTA does a disservice to itself by sending thousands of pages on a monthly basis to Board Members but not details on the labor agreement, which is fundamentally important and subject to a vote later in the week. Additionally, Board Members would be voting on a Financial Plan Amendment and had not been brought up to date on the critical details. Member Linn stated that he has received calls from members of the press asking for his opinion on aspects of the labor agreement and had been unable to comment because he had not seen a copy until he saw it the prior week on the TWU website. Member Linn expressed that the labor agreement could be utilized as an underused opportunity to take credit for achievements. Chair Feinberg noted that Member Linn's remarks should be addressed

to Chairman Foye as she did not participate in the labor negotiations. Member Linn agreed but noted that he believed President Byford did participate in the labor negotiations and that this is a transit settlement which is why he thought it relevant to the Committee.

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

Member Albert inquired about the schedule for installation of CBTC on the West Side IRT on the ①, ② and ③ lines. President Byford stated that the first five years are set out in the Capital Plan and the second five years are laid out in the Fast Forward Plan, subject to funding. President Byford confirmed that the installation was in the second five years.

### **C. Procurements**

Prior to introduction of the procurement package, Chair Feinberg noted that two items were removed from the procurement discussion- the RFP for the new open gangway cars and the consultant contract for CH2M.

Louis Montanti, Acting Senior Vice President, Procurement & Supply Chain, introduced the procurement package representing NYCT procurements, comprised of one action totaling an estimated \$202 million in expenditures.

Mr. Montanti highlighted the procurement for the Operation of the Paratransit Call Center, a significant part of Paratransit's Command Center, to Global Contact Services in the amount of \$202 million for a five-year contract term with an option to extend for an additional two-years in the amount of \$85 million. The Selection Committee unanimously recommended that an award be made to Global Contact Services because of its strong technical proposal, extensive knowledge in the industry and lower pricing, all of which provide the best value for NYC Transit.

Member Schwartz asked about representation of those individuals employed in the call center. Mr. Montanti advised that the contract is with GCS which has a collective bargaining agreement with TWU Local. Member Schwartz asked if a check had been performed on their labor relations records to ensure there are no outstanding labor issues with respect to treatment of employees, noting that MTA employees have made public comments in the past about issues in the call centers. Mr. Montanti responded that there are no issues to his knowledge, but he would confirm. Mr. Cipriano added that when the agreement began, the employees at the call center were not represented by a union, but since their representation, the environment has been collaborative. Member Schwartz requested information on the labor relations record prior to approval of the contract. Kim Moore-Ward, Executive Vice President, Labor Relations, advised that there have been no labor relations issues to her knowledge about working conditions. Member Linn stated that call center employees are employed by the contractor and have the right to strike. He asked whether the agreement with the contractor includes provisions to prevent strikes during the five-year term. Member Schwartz expressed that he was not concerned about a strike at this time but wanted to ensure the working conditions are appropriate. Chair Feinberg requested that Mr. Cipriano and Mr. Montanti



follow up on this issue prior to the Board Meeting on Thursday and they agreed. President Byford stated that he had visited the call center on a number of occasions and has never heard of any discontent during his time at NYCT, but agreed to follow up on the question and provide the information.

A motion was duly made and seconded to approve this competitive procurement, which required a majority vote (Schedule G in the Agenda).

## **VI. Service Changes**

Judith McClain, Chief, Operations Planning, presented the bus schedule changes effective Spring of 2020, which includes the conversion of the B1 route to articulated bus service and service frequency adjustments that will result in net increases for twenty-five schedules and net reductions for twenty-seven schedules on other routes.

Member Albert asked whether the ridership counts were visually observed or based on fareboxes. Ms. McClain stated that they were performed with a combination of a count on buses and AFC data to account for possible fare evasion and other abnormalities. That information is run through a ridership model and schedulers then check those routes. Member Albert asked how many times each route was surveyed. Ms. McClain stated that the number of times a route is surveyed varies, which is why they like to combine the data sources. Member Albert asked whether any routes that may experience a service cut are experiencing construction or undue breaks in the normal free flow of buses that could have affected ridership. Ms. McClain stated that the schedule makers do take that into consideration and work closely with Department of Buses and Road Supervision. In addition, some of the route changes were suggested by union members who recognized problems, such as with the Bx35, because performance was found to be lacking and there were problems meeting the schedule.

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

President Byford noted the standard follow-up reports in the Committee Book, which includes the Monthly MetroCard Report and the Customer Satisfaction Report for Q4, 19. President Byford advised that there were no outstanding action items.

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

Respectfully submitted,

  
Jessica Goldstein



## 2020 Transit & Bus Committee Work Plan

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### **I. RECURRING AGENDA ITEMS**

Approval of Minutes  
 NYCT Committee Work Plan  
 Operations Performance Summary Presentation  
 (including Financial/Ridership, Capital Program  
 Status, Crime & Safety)  
 Procurements  
 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

Operations Planning  
 Management & Budget  
 Capital Planning & Budget  
 As Listed

### **II. SPECIFIC AGENDA ITEMS**

#### February 2020

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  
 Capital Program Management  
 Subways  
 Law  
 EEO & Human Resources

#### 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, 2020

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

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

## Responsibility

### May 2020

Transit Adjudication Bureau Report, 1<sup>st</sup> Qtr, 2020

Law

### June 2020

NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2020

EEO & Human Resources

Transit Recidivism Report, 1<sup>st</sup> Qtr, 2020

Law

Fare Evasion Report, 1<sup>st</sup> Qtr, 2020

Management & Budget

### July 2020

Quarterly Customer Satisfaction Report, 2<sup>nd</sup> Qtr 2020

Strategy & Customer Experience

### August 2020

No Meetings Held

### September 2020

Public comment/Committee review of budget

2020 NYCT Mid-Year Forecast Monthly Allocation

Management & Budget

2020 SIR Mid-Year Forecast Monthly Allocation

Management & Budget

2020 MTA Bus Mid-Year Forecast Monthly Allocation

Management & Budget

2021 Preliminary NYCT Budget

Management & Budget

2021 Preliminary SIR Budget

Management & Budget

2021 Preliminary MTA Bus Budget

Management & Budget

Transit Adjudication Bureau Report, 2nd Qtr, 2020

Law

Transit Recidivism Report, 2nd Qtr, 2020

Law

Fare Evasion Report, 2nd Qtr, 2020

Management & Budget

NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2020

EEO & Human Resources

### October 2020

Public Comment/Committee review of budget

Customer Satisfaction Report, 3<sup>rd</sup> Qtr 2020

Strategy & Customer Experience

2021 Preliminary NYCT Budget

Management & Budget

2021 Preliminary SIR Budget

Management & Budget

2021 Preliminary MTA Bus Budget

Management & Budget

### November 2020

Transit Adjudication Bureau Report, 3rd Qtr, 2020

Law

Charter for Transit Committee

Law

### December 2020

NYCT 2021 Adopted Budget/Financial Plan 2021-2024

Management & Budget

SIR 2021 Adopted Budget/Financial Plan 2021-2024

Management & Budget

MTA Bus 2021 Adopted Budget/Financial Plan 2021-2024

Management & Budget

NYCT & MTA Bus EEO & Diversity Report, 3rd Qtr, 2020

EEO & Human Resources

Transit Recidivism Report, 3rd Qtr, 2020

Law

Fare Evasion Report, 3rd Qtr, 2020

Management & Budget

### January 2021

Approval of 2020 NYCT Committee Work Plan

Committee Chair & Members

Quarterly Customer Satisfaction Report, 4th Qtr, 2020

Strategy & Customer Experience

MetroCard Report

AFC Program Mgmt & Sales

Preliminary Review of NYCT 2020 Operating Results

Management & Budget

Preliminary Review of SIR 2020 Operating Results

Management & Budget

Preliminary Review of MTA Bus 2020 Operating Results

Management & Budget

## 2020 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.

##### 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)

### FEBRUARY 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 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 2021-2024 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, 4<sup>th</sup> Qtr, 2019

Report to the Committee on systemwide reliability and availability goal for elevators and escalators throughout the subway system. Data also available on website dashboard.

#### Transit Adjudication Bureau Report, 4<sup>th</sup> Qtr, 2019

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

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

A detailed year-end 2019 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.

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

### **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, 1<sup>st</sup> 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, 1<sup>st</sup> Qtr, 2020

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

### **JUNE 2020**

#### EEO & Diversity Report, 1<sup>st</sup> 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, 1<sup>st</sup> 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, 1<sup>st</sup> 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, 2<sup>nd</sup> 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.

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

### **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

Public comments will be accepted on the 2021 Preliminary Budget.

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

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

### **OCTOBER 2020**

#### 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**

#### Transit Adjudication Bureau Report, 3<sup>rd</sup> 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.

### **DECEMBER 2020**

#### NYCT 2021 Adopted Budget/Financial Plan 2021-2024

NYCT will present its revised 2021-2024 Financial Plan. This plan will reflect the 2020 Adopted Budget and an updated Financial Plan for 2021-2024 reflecting the out-year impact of any changes incorporated into the 2021 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

#### SIR 2021 Adopted Budget/Financial Plan 2021-2024

SIR will present its revised 2021-2024 Financial Plan. This plan will reflect the 2021 Adopted Budget and an updated Financial Plan for 2021-2021 reflecting the out-year impact of any changes incorporated into the 2021 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

#### MTA Bus 2021 Adopted Budget/Financial Plan 2021-2024

MTA Bus will present its revised 2021-2024 Financial Plan. This plan will reflect the

2020 Adopted Budget and an updated Financial Plan for 2021-2024 reflecting the out-year impact of any changes incorporated into the 2021 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

#### EEO & Diversity Report, 3<sup>rd</sup> 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, 3<sup>rd</sup> 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



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

District Attorney Offices and the Courts, to address recidivist crime on the system.

### Fare Evasion Report, 3<sup>rd</sup> 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.

## **JANUARY 2021**

### Approval of Committee Work Plan

The Committee will be provided with the work plan for 2021 and will be asked to approve its use for the year.

### Quarterly Customer Satisfaction Report, 4<sup>th</sup> 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.

### Preliminary Review of NYCT's 2020 Operating Results

NYCT will present a brief review of its 2020 Budget results.

### Preliminary Review of SIR 2020 Operating Results

SIR will present a brief review of SIR's 2020 Budget results.

### Preliminary Review of MTA Bus 2020 Operating Results

MTA Bus will present a brief review of its 2020 Budget results.

## President's Report

Andy Byford, President



On February 6, NYCT President Andy Byford visited Zone 7 with Group Station Manager Dorothy Rivera, greeting customers and employees as he toured the stations.

# February 2020 President's Commentary

I am pleased to report a positive start to 2020.

Subway performance hit a new seven-year high, with a January on-time performance figure of 83.3%, driven in part by a major incident count of just 29, the lowest such figure since the measure began. Rolling stock mean distance between failure also hit a new high, testament to the professionalism and attention to detail of crews across our maintenance shops.

The bus team is also making good progress. Our focus on root cause delay on a route-by-route basis is bearing fruit as is the progressive roll-out of transit priority measures, including conversion of further routes to automatic bus lane enforcement, traffic signal priority and selective conversion to articulated bus operation to add capacity at busiest times. Bus service reliability also relies on vehicles staying in service and here again, great work by our engineers and maintainers has delivered a high point in mean distance between failure.

As we gear up for transformation and delivery of the 2020-24 capital plan, key elements of Transit's capital team have moved across to the newly-established Construction and Development Group (C&D). At the same time, our system-wide accessibility unit continues to advise C&D on optimal accessibility solutions on a station by station basis, in addition to working with the Paratransit team on ongoing improvements to daily service for Access-a-Ride customers.

In this, my last Board commentary, I would like to again thank the men and women of Transit with whom I have served for the past two years. While more remains to be done, we have delivered a turn-around in performance by focusing on operational basics, by making customer service a priority and by believing in, supporting and encouraging our front-line colleagues.

With record funding secured for our visionary Fast Forward plan and with a world-class executive team to take Transit forward, I am confident that further improvements will deliver the world-class service that New Yorkers deserve.

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

## Customer Service Report: Subways

Sally Librera, Senior Vice President



Group Station Manager (GSM) James LaMorte (center) and Chief Stations Officer David Santoro (right) provided a tour of the Bowling Green station following an event to mark the many accomplishments—62,000 issues addressed—made during the GSM program’s first year.



## February 2020 Highlights: Subways

Subways began 2020 with a month of very strong performance results. There were only 29 weekday major incidents in January, a 44.2% improvement from last year, and the fewest of any month since measurement of this metric began in 2015. Weekday on-time performance (OTP) reached 83.3%, the highest of any January since 2013, while weekday delays decreased by 28.4%. January was the 17<sup>th</sup> consecutive month to meet our delay reduction target, which is now 34,000 per month versus the initial 2018 reduction goal of 10,000 delays per month and revised 2019 reduction goal of 18,000 delays per month. It has taken enormous dedication from the Subways team to accomplish these delay reductions, and we are committed to maintaining and building on this success.

The strong January results were despite several challenging events during the month, including two major water main breaks. On January 13th, a water main broke near the 66<sup>th</sup> Street-Lincoln Center 1 station, flooding the Broadway-7<sup>th</sup> Avenue Line tunnel, and leaving approximately 500,000 gallons of water after DEP was able to shut down the main. While the subway drain network – newly cleaned and repaired as part of the Subway Action Plan – was able to take on the initial influx, the rapid surge of water overwhelmed both the subway drains and the city sewers, and brought in mud and debris that clogged the system. Water rising above the rails forced the suspension of normal 1, 2, and 3 service just before the morning rush hour. Thanks to an incredible effort by teams throughout Subways, service was restored by the afternoon rush hour, while follow-up repairs took place overnight in the days following the event.

In January, we also celebrated the accomplishments from the first year of the Group Station Manager (GSM) program. There are nearly two dozen GSMs each fully accountable for all aspects of operations and conditions at their 15-20 assigned stations, and they regularly interact with customers at their stations and by email. Since the program was launched, GSMs have coordinated resolution of over 62,000 maintenance problems, equipment defects, and other station issues. Customers are noticing the improvements as satisfaction with station conditions in our most recent survey increased by 5.9 percentage points from one year prior.

January also saw impressive improvements in mean distance between failures (MDBF), which is a measure of subway car reliability. MDBF for the month increased 26.4% compared to one year ago, and was the highest of any January in five years. This continues a trend of improvements, with 12-month average MDBF up nearly 8% from a year ago. The largest improvements were on three of our key new technology fleets – the R142, R142A, and R143.

The modernization of the subway car fleet also continues. In January, the R179 fleet – all 318 cars of which have now been delivered – was restored to service after inspections and software modifications. The return of this fleet in turn allowed the retirement of some of the oldest and least reliable cars in the fleet. Earlier this month, we said farewell to the R42 cars after 50+ years of service with a ceremony at the Transit Museum followed by a final run along the A line.

I am very proud of the hard work and dedication of the Subways team and pleased that we continue to see performance improvements. We are committed to maintaining this progress and look forward to even better results in the coming months.

**Sally Librera**

Senior Vice President, Department of Subways

# Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	January 2020			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
<b>Weekday Customer-Focused Metrics</b>						
<b>Weekday Major Incidents (Chart 1)</b> Unplanned incidents delaying 50+ trains	29	52	-44.2%	43.7	63.5	-31.2%
<b>Weekday Service Delivered (Chart 3)</b> % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	96.4%	96.2%	+0.2%	96.6%	95.2%	+1.5%
<b>Additional Platform Time (h:mm:ss) (Chart 7)</b> Average added time spent waiting for trains, compared with scheduled wait time	0:01:15	0:01:11	+5.6%	0:01:11	0:01:16	-6.6%
<b>Additional Train Time (h:mm:ss) (Chart 9)</b> Average additional unanticipated time spent onboard train compared to scheduled travel time	0:00:52	0:00:58	-10.3%	0:00:53	0:01:15	-29.3%
<b>Customer Journey Time Performance (Chart 11)</b> % of customers whose journeys are completed within five minutes of schedule.	84.3%	82.7%	+1.9%	83.7%	80.0%	+4.6%
<b>Inputs to Operations</b>						
<b>Mean Distance Between Failures (Chart 13)</b> Revenue car miles divided by the number of delays attributed to car-related causes	135,432	107,163	+26.4%	130,519	121,093	+7.8%
<b>Elevator Availability* (Chart 14)</b> % of time elevators are operational systemwide	95.8%	96.1%	-0.3%	96.3%	96.5%	-0.2%
<b>Escalator Availability* (Chart 14)</b> % of time escalators are operational systemwide	91.7%	92.5%	-0.9%	89.3%	93.5%	-4.5%
<b>Weekday Legacy Indicators</b>						
<b>Weekday Wait Assessment (Chart 15)</b>	75.6%	74.1%	+2.0%	75.0%	71.4%	+5.0%
<b>Weekday Terminal On-Time Performance (Chart 17)</b>	83.3%	76.7%	+8.6%	80.8%	68.7%	+17.6%
<b>Weekday Trains Delayed (Chart 19)</b>	30,318	42,348	-28.4%	33,300	54,945	-39.4%

\* 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.)

Note: The metrics in this report are preliminary.

# Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	January 2020			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
<b>Weekend Customer-Focused Metrics</b>						
<b>Weekend Major Incidents (Chart 2)</b> Unplanned incidents delaying 50+ trains	5	7	-28.6%	4.2	7.6	-44.7%
<b>Weekend Service Delivered (Chart 5)</b> % of scheduled trains operated during Weekends (10a-6p)	97.6%	98.9%	-1.3%	98.5%	97.5%	+1.0%
<b>Weekend Legacy Indicators</b>						
<b>Weekend Wait Assessment (Chart 16)</b>	83.4%	82.4%	+1.2%	82.2%	78.5%	+4.7%
<b>Weekend Terminal On-Time Performance (Chart 18)</b>	86.0%	83.1%	+3.5%	84.1%	71.8%	+17.1%
<b>Weekend Trains Delayed (Chart 20)</b>	6,852	8,180	-16.2%	7,962	14,670	-45.7%

# Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	January 2020			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
<b>On-Time Performance</b>						
<b>24 Hour On-Time Performance</b> % of scheduled trains arriving within six minutes of their scheduled arrival time during a 24-hour period	98.3%	96.8%	+1.5%	95.8%	95.4%	+0.4%
<b>AM Rush On-Time Performance</b> % of scheduled trains arriving within six minutes of their scheduled arrival time	100.0%	97.6%	+2.5%	97.9%	96.5%	+1.5%
<b>PM Rush On-Time Performance</b> % of scheduled trains arriving within six minutes of their scheduled arrival time	98.4%	92.7%	+6.1%	93.9%	94.6%	-0.7%
<b>Percentage of Completed Trips</b>						
<b>Percentage of Completed Trips</b>	100.0%	99.6%	+0.4%	99.7%	99.6%	+0.1%
<b>Mean Distance Between Failures</b>						
<b>Mean Distance Between Failures</b> Revenue car miles divided by the number of delays attributed to car-related causes	35,449	74,498	-52.4%	70,455	81,962	-14.0%

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

Note: The metrics in this report are preliminary.

# Section 1: Customer-Focused Metrics

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

## Performance Indicator Definitions

### Major Incidents (Weekday and Weekend)

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

### Service Delivered (Weekday and Weekend)

Measures NYCT's ability to deliver the service that's scheduled. Service Delivered is measured along the busiest part of the line, which reflects service across the entire line, and is reported as the percentage of scheduled trains that are provided from 7 a.m. to 10 a.m. and 4 p.m. to 7 p.m. on weekdays and from 10 a.m. to 6 p.m. on weekends.

### Additional Platform Time (APT)

The estimated average extra time that customers spend waiting on the platform for a train, compared with their scheduled wait time. This estimate is for each individual train a customer uses in their journey (i.e., unlinked trip), not all trains in their journey combined.

### Additional Train Time (ATT)

The estimated average extra time that customers spend onboard a train, compared to the time they would have spent onboard a train if trains were running according to schedule. This estimate is for each individual train a customer uses in their journey (i.e., unlinked trip), not all trains in their journey combined.

### Customer Journey Time Performance (CJTP)

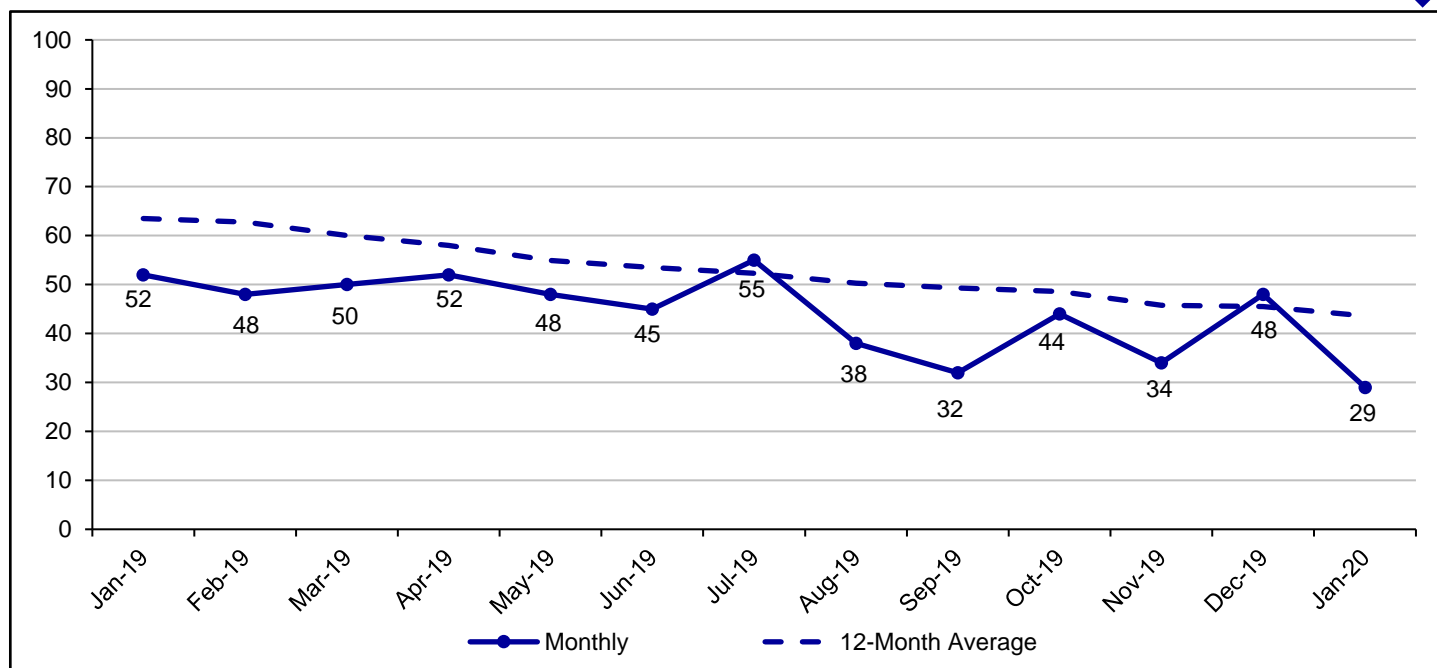
The percentage of customer trips with total travel times within 5 minutes of the scheduled time. It is equivalent to the percentage of customer trips with APT plus ATT of 5 minutes or less. Like APT and ATT, CJTP is estimated for each individual train a customer uses in their journey (i.e., unlinked trip), not all trains in their journey combined.

APT, ATT, and CJTP are measured using a combination of customers' MetroCard entry data into stations, scheduled arrival and departure times from stations (including adjustments for planned work), and actual arrival and departure times from stations. The measures use information from the real-time train tracking technologies that provide train arrival information and are expected to be refined as data sources change. They are reported for trips starting from 6 a.m. to 11 p.m. on weekdays.



## Subway Weekday Major Incidents (24 hours)

Desired trend ↓



Categories	Monthly			12-Month Average		
	Jan 20	Jan 19	% Change	Jan 20	Jan 19	% Change
Track	4	7	-42.9%	6.7	11.1	-39.6%
Signals	10	16	-37.5%	14.6	21.5	-32.1%
Persons on Trackbed/Police/Medical	8	10	-20.0%	10.8	12.6	-14.3%
Stations & Structures	0	1	-100.0%	1.8	4.8	-62.5%
Subway Car	2	5	-60.0%	3.8	4.2	-9.5%
Other	5	13	-61.5%	6.0	9.3	-35.5%
<b>Subdivision A</b>	<b>12</b>	<b>22</b>	<b>-45.5%</b>	<b>20.3</b>	<b>29.3</b>	<b>-30.7%</b>
<b>Subdivision B</b>	<b>17</b>	<b>30</b>	<b>-43.3%</b>	<b>23.3</b>	<b>34.1</b>	<b>-31.7%</b>
<b>Systemwide</b>	<b>29</b>	<b>52</b>	<b>-44.2%</b>	<b>43.7</b>	<b>63.5</b>	<b>-31.2%</b>
Avg Incident Duration (h:mm:ss)	0:21:42	0:15:12	+42.8%	0:17:30	0:16:41	+4.8%
Avg Trains Delayed per Incident	161	100	+61.0%	107	105	+1.9%

### Major Incidents Discussion

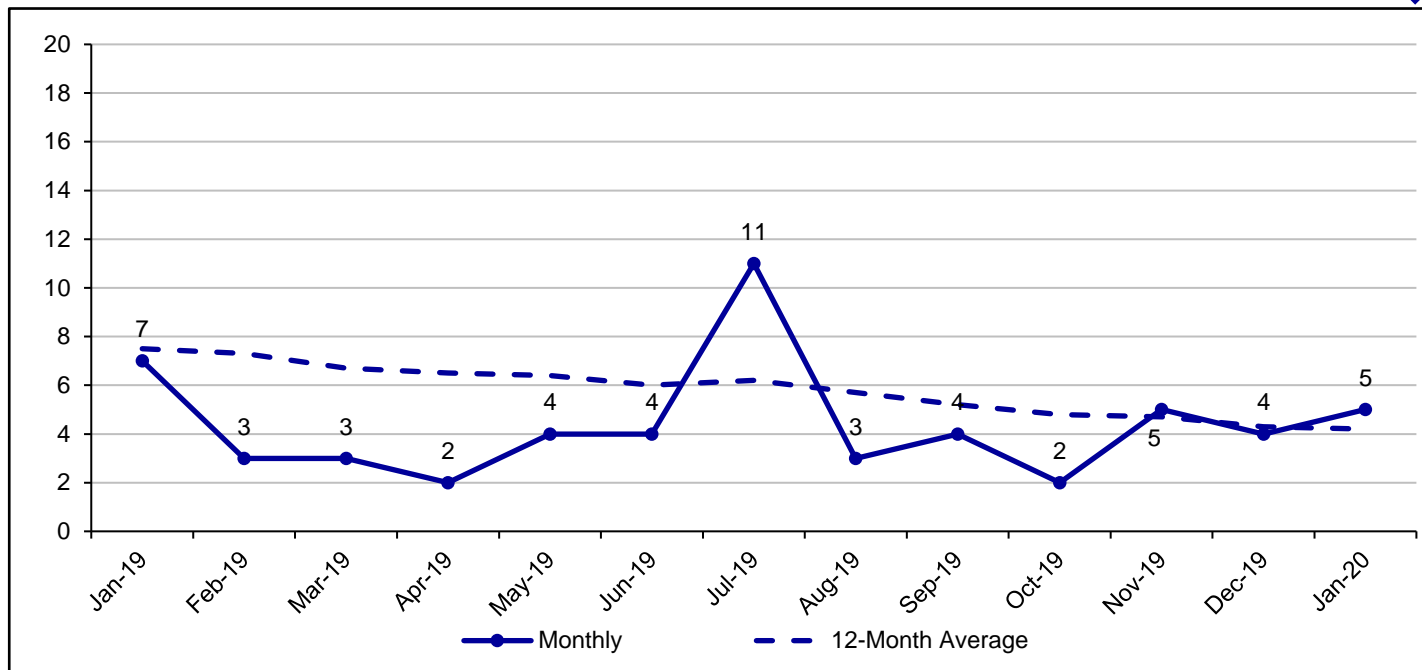
- There were 29 weekday major incidents in January 2020, the fewest of any month since measurement began in 2015, and a 44.2% decrease from January 2019.
- Every category had fewer major incidents in January 2020 than last January and the monthly average for the past 12 months.

Note: The metrics in this report are preliminary.

Chart 1

## Subway Weekend Major Incidents (24 hours)

Desired trend



Categories	Monthly			12-Month Average		
	Jan 20	Jan 19	% Change	Jan 20	Jan 19	% Change
Track	1	1	0.0%	0.3	1.3	-76.9%
Signals	0	1	-100.0%	0.7	2.2	-68.2%
Persons on Trackbed/Police/Medical	2	1	+100.0%	1.2	1.3	-7.7%
Stations & Structure	0	1	-100.0%	0.1	1.4	-92.9%
Subway Car	0	0	N/A	0.2	0.2	0.0%
Other	2	3	-33.3%	1.8	1.1	+63.6%
<b>Subdivision A</b>	<b>2</b>	<b>2</b>	<b>0.0%</b>	<b>2.0</b>	<b>3.3</b>	<b>-39.4%</b>
<b>Subdivision B</b>	<b>3</b>	<b>5</b>	<b>-40.0%</b>	<b>2.2</b>	<b>4.3</b>	<b>-48.8%</b>
<b>Systemwide</b>	<b>5</b>	<b>7</b>	<b>-28.6%</b>	<b>4.2</b>	<b>7.6</b>	<b>-44.7%</b>
Avg Incident Duration (h:mm:ss)	0:22:00	0:07:18	+201.4%	0:26:00	0:17:24	+49.5%
Avg Trains Delayed per Incident	127	67	+89.6%	105	86	+22.1%

### Major Incidents Discussion

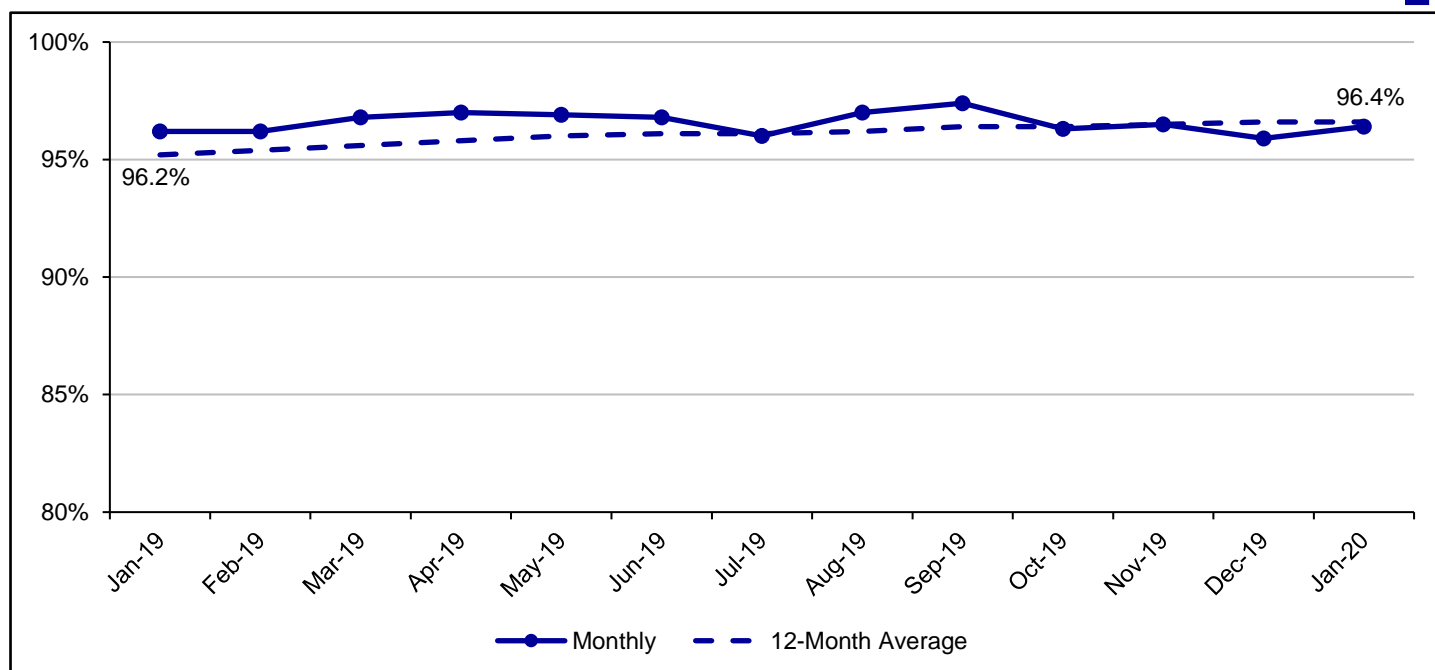
- January 2020 weekend major incidents decreased by two from January 2019.
- There was only one major incident related to an internal cause in January 2020 compared to three last year.

Note: The metrics in this report are preliminary.

**Chart 2**

## Subway Weekday % Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Jan 20	Jan 19	% Change	Jan 20	Jan 19	% Change
<b>Subdivision A</b>	96.3%	95.7%	+0.6%	96.3%	93.8%	+2.7%
<b>Subdivision B</b>	96.5%	96.6%	-0.1%	96.9%	96.2%	+0.7%
<b>Systemwide</b>	<b>96.4%</b>	<b>96.2%</b>	<b>+0.2%</b>	<b>96.6%</b>	<b>95.2%</b>	<b>+1.5%</b>

### Weekday Service Delivered Discussion

- Weekday Service Delivered in January 2020 increased 0.2% compared to last January, while the 12-month average improved 1.5%.
- The largest improvements in Service Delivered were on the 4, 5, and 6 lines.
- The decreases on the 1, 2, and 3 lines were due at least in part to the water main break on January 13th.

Note: The metrics in this report are preliminary.

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

Desired trend 

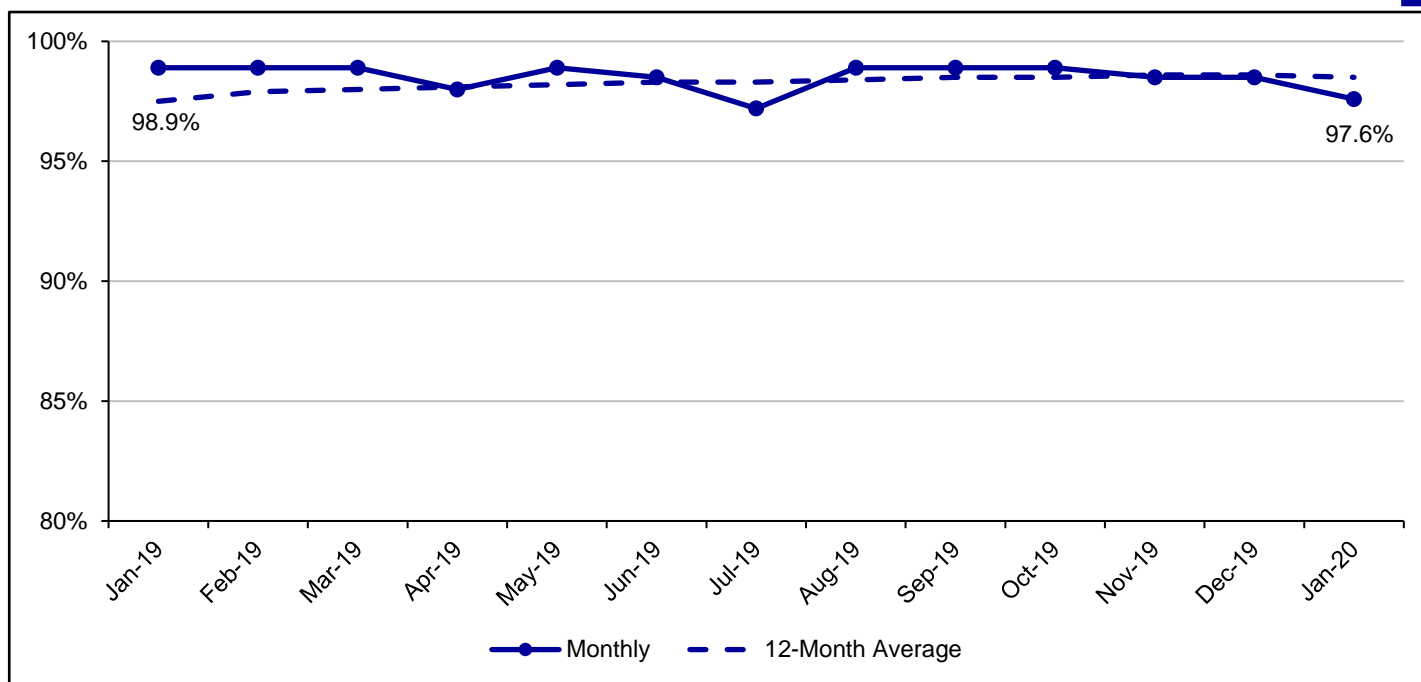
<u>Line</u>	<u>Jan 20</u>	<u>Jan 19</u>	<u>% Change</u>
1	97.1%	99.0%	-1.9%
2	96.0%	96.4%	-0.4%
3	96.9%	98.4%	-1.5%
4	95.6%	91.3%	+4.7%
5	96.4%	93.5%	+3.1%
6	96.8%	93.2%	+3.9%
7	95.4%	95.5%	-0.1%
S 42nd	97.0%	99.5%	-2.5%
<b>Subdivision A</b>	<b>96.3%</b>	<b>95.7%</b>	<b>+0.6%</b>
A	95.6%	95.1%	+0.5%
B	97.2%	98.6%	-1.4%
C	97.8%	95.1%	+2.8%
D	97.1%	97.5%	-0.4%
E	95.0%	94.2%	+0.8%
F	96.6%	95.4%	+1.3%
S Fkln	100.0%	99.9%	+0.1%
G	98.9%	101.9%	-2.9%
S Rock	97.7%	100.8%	-3.1%
JZ	98.5%	98.4%	+0.1%
L	98.8%	96.8%	+2.1%
M	94.8%	94.6%	+0.2%
N	95.4%	96.0%	-0.6%
Q	96.6%	97.9%	-1.3%
R	94.5%	96.3%	-1.9%
W	95.2%	95.3%	-0.1%
<b>Subdivision B</b>	<b>96.5%</b>	<b>96.6%</b>	<b>-0.1%</b>
<b>Systemwide</b>	<b>96.4%</b>	<b>96.2%</b>	<b>+0.2%</b>

Note: The metrics in this report are preliminary.

**Chart 4**

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

*Desired trend*



	Monthly			12-Month Average		
	Jan 20	Jan 19	% Change	Jan 20	Jan 19	% Change
<b>Subdivision A</b>	98.2%	99.1%	-0.9%	98.2%	96.5%	+1.8%
<b>Subdivision B</b>	97.2%	98.8%	-1.6%	98.6%	98.2%	+0.4%
<b>Systemwide</b>	<b>97.6%</b>	<b>98.9%</b>	<b>-1.3%</b>	<b>98.5%</b>	<b>97.5%</b>	<b>+1.0%</b>

### Weekend Service Delivered Discussion

- Weekend Service Delivered decreased 1.3% from January 2019 to January 2020, but the 12-month increased 1.0%.
- The decrease was due in part to the water main break on January 19th affecting the A, C, and D lines.
- The N, Q, and R lines also experienced decreases due in part to increased planned work on those lines.

Note: The metrics in this report are preliminary.

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

Desired trend



<u>Line</u>	<u>Jan 20</u>	<u>Jan 19</u>	<u>% Change</u>
1	99.3%	99.4%	-0.1%
2	97.8%	97.2%	+0.6%
3	99.7%	99.8%	-0.1%
4	96.5%	99.1%	-2.6%
5	98.0%	98.7%	-0.7%
6	98.1%	99.6%	-1.5%
7	97.5%	99.5%	-2.0%
S 42nd	99.6%	99.9%	-0.3%
<b>Subdivision A</b>	<b>98.2%</b>	<b>99.1%</b>	<b>-0.9%</b>
A	96.3%	98.4%	-2.1%
C	93.3%	98.5%	-5.3%
D	94.3%	99.1%	-4.8%
E	99.5%	99.4%	+0.1%
F	99.5%	99.3%	+0.2%
S Fkln	99.7%	99.5%	+0.2%
G	98.4%	100.1%	-1.7%
S Rock	99.6%	97.8%	+1.8%
JZ	98.4%	98.5%	-0.1%
L	100.5%	95.0%	+5.8%
M	98.5%	N/A	N/A
N	94.9%	99.7%	-4.8%
Q	98.0%	100.2%	-2.2%
R	97.6%	99.3%	-1.7%
<b>Subdivision B</b>	<b>97.2%</b>	<b>98.8%</b>	<b>-1.6%</b>
<b>Systemwide</b>	<b>97.6%</b>	<b>98.9%</b>	<b>-1.3%</b>

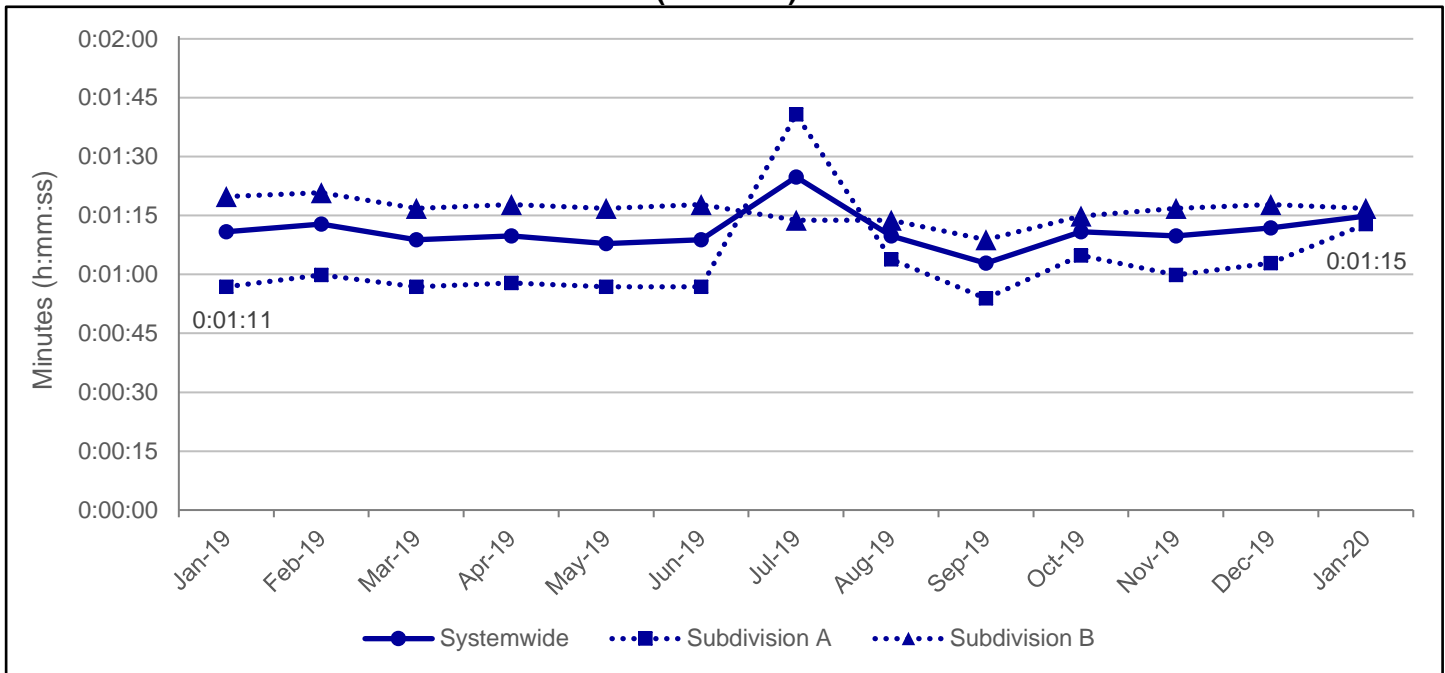
Note: B and W lines do not operate on weekends.

Note: The metrics in this report are preliminary.

**Chart 6**

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

*Desired trend*



	Monthly			12-Month Average		
	Jan 20	Jan 19	% Change	Jan 20	Jan 19	% Change
<b>Subdivision A</b>	0:01:13	0:00:57	+28.1%	0:01:04	0:01:05	-1.5%
<b>Subdivision B</b>	0:01:17	0:01:20	-3.8%	0:01:16	0:01:24	-9.5%
<b>Systemwide</b>	<b>0:01:15</b>	<b>0:01:11</b>	<b>+5.6%</b>	<b>0:01:11</b>	<b>0:01:16</b>	<b>-6.6%</b>

**Additional Platform Time Discussion**

- Weekday Additional Platform Time (APT) in January 2020 worsened by 4 seconds compared to January 2019.
- The decrease was due to the water main break on January 13th, which severely disrupted service on the 1, 2, and 3 lines.
- The 42nd Street Shuttle also experienced a significant increase due to rush hour disruptions, which are more difficult to recover from during the reconstruction of the line.
- APT improved overall on the B Division.

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.

Note: The metrics in this report are preliminary.

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

*Desired trend*



<u>Line</u>	<u>Jan 20</u>	<u>Jan 19</u>	<u>% Change</u>
1	0:01:41	0:00:48	+110.4%
2	0:01:39	0:01:03	+57.1%
3	0:01:26	0:00:47	+83.0%
4	0:00:56	0:01:03	-11.1%
5	0:00:58	0:01:05	-10.8%
6	0:00:53	0:01:04	-17.2%
7	0:01:06	0:00:54	+22.2%
S 42nd	0:01:19	0:00:23	+243.5%
<b>Subdivision A</b>	<b>0:01:13</b>	<b>0:00:57</b>	<b>+28.1%</b>
A	0:01:08	0:01:15	-9.3%
B	0:01:33	0:01:29	+4.5%
C	0:01:36	0:01:44	-7.7%
D	0:01:30	0:01:19	+13.9%
E	0:01:09	0:01:09	0.0%
F	0:01:19	0:01:20	-1.2%
S Fkln	0:00:29	0:00:28	+3.6%
G	0:01:13	0:01:28	-17.0%
S Rock	0:00:41	0:00:32	+28.1%
JZ	0:01:14	0:01:27	-14.9%
L	0:00:53	0:01:30	-41.1%
M	0:01:44	0:01:45	-1.0%
N	0:01:15	0:01:17	-2.6%
Q	0:01:07	0:01:06	+1.5%
R	0:01:21	0:01:19	+2.5%
W	0:00:54	0:00:56	-3.6%
<b>Subdivision B</b>	<b>0:01:17</b>	<b>0:01:20</b>	<b>-3.8%</b>
<b>Systemwide</b>	<b>0:01:15</b>	<b>0:01:11</b>	<b>+5.6%</b>

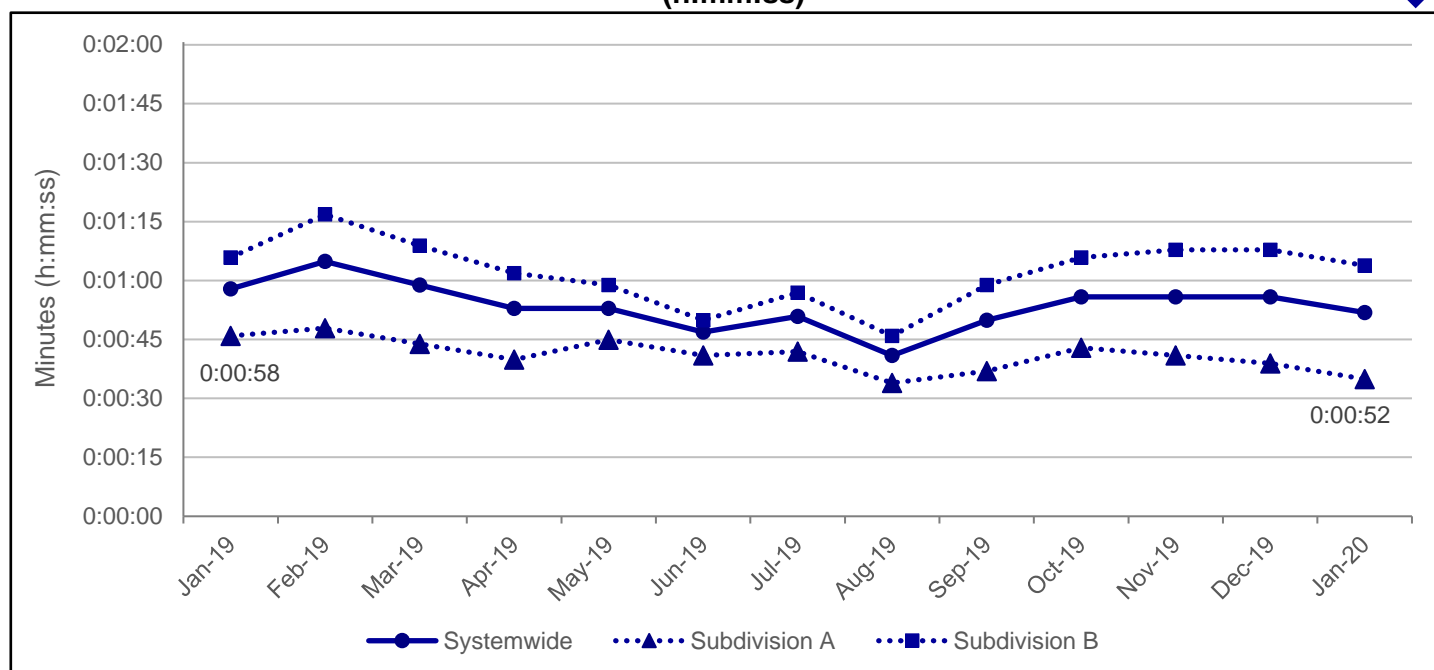
Note: The metrics in this report are preliminary.

**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		
	Jan 20	Jan 19	% Change	Jan 20	Jan 19	% Change
<b>Subdivision A</b>	0:00:35	0:00:46	-23.9%	0:00:41	0:01:07	-38.8%
<b>Subdivision B</b>	0:01:04	0:01:06	-3.0%	0:01:02	0:01:21	-23.5%
<b>Systemwide</b>	<b>0:00:52</b>	<b>0:00:58</b>	<b>-10.3%</b>	<b>0:00:53</b>	<b>0:01:15</b>	<b>-29.3%</b>

### Additional Train Time Discussion

- January 2020 Additional Train Time (ATT) improved by 6 seconds compared to January 2019.
- ATT improved on the majority of lines in the system, reflecting continued efforts to improve speeds.
- The largest absolute decreases in ATT were on the 4 and 5 lines, consistent with other measures showing significant improvement on these lines.
- The largest absolute increases in ATT were on the N and W lines, which had increased planned work.

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.

Note: The metrics in this report are preliminary.

**Chart 9**

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

*Desired trend*



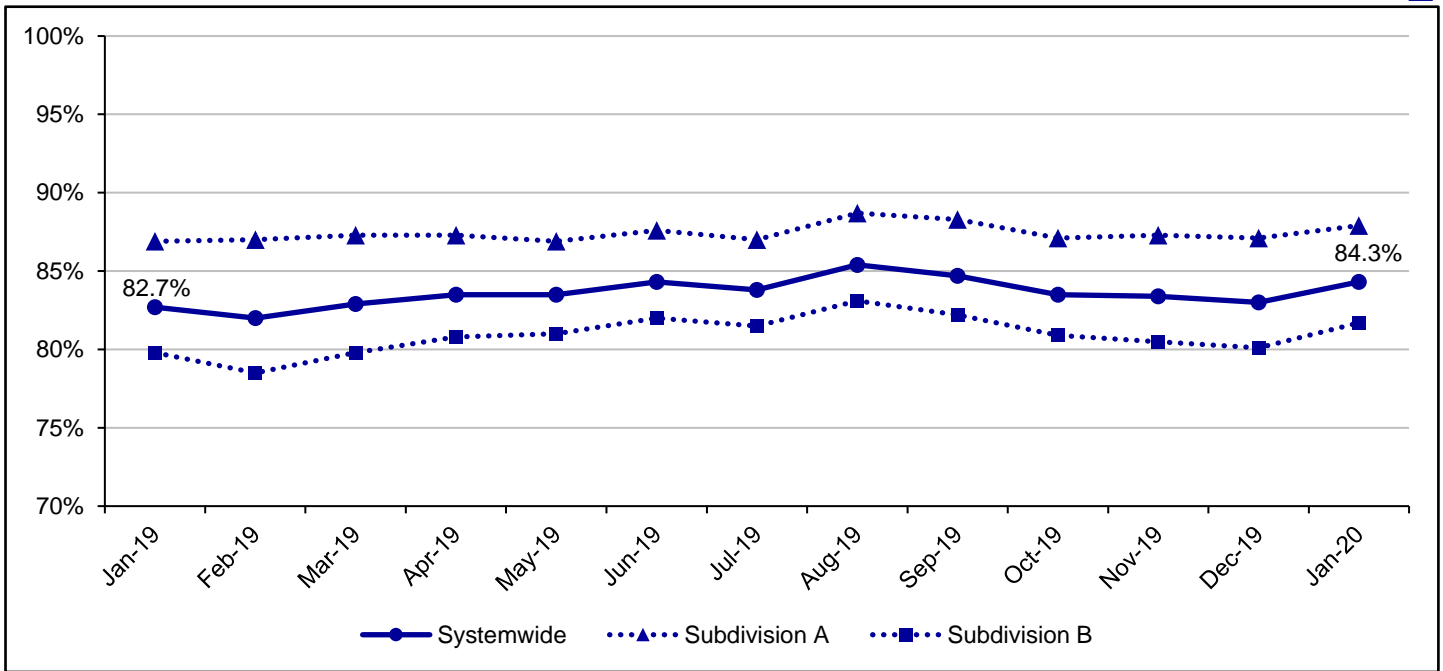
<u>Line</u>	<u>Jan 20</u>	<u>Jan 19</u>	<u>% Change</u>
1	0:00:58	0:00:49	+18.4%
2	0:00:26	0:00:35	-25.7%
3	0:00:21	0:00:26	-19.2%
4	0:00:25	0:01:00	-58.3%
5	0:00:23	0:00:54	-57.4%
6	0:00:42	0:00:59	-28.8%
7	0:00:33	0:00:32	+3.1%
S 42nd	0:00:26	0:00:27	-3.7%
<b>Subdivision A</b>	<b>0:00:35</b>	<b>0:00:46</b>	<b>-23.9%</b>
A	0:01:16	0:01:37	-21.6%
B	0:01:32	0:01:29	+3.4%
C	0:00:59	0:01:05	-9.2%
D	0:01:15	0:01:17	-2.6%
E	0:01:00	0:00:47	+27.7%
F	0:01:00	0:01:22	-26.8%
S Fkln	0:00:37	0:00:34	+8.8%
G	0:01:06	0:01:08	-2.9%
S Rock	0:00:08	0:00:21	-61.9%
JZ	0:01:31	0:01:50	-17.3%
L	0:00:01	0:00:06	-83.3%
M	0:00:53	0:01:05	-18.5%
N	0:01:37	0:01:11	+36.6%
Q	0:01:16	0:01:14	+2.7%
R	0:00:50	0:00:47	+6.4%
W	0:00:58	0:00:38	+52.6%
<b>Subdivision B</b>	<b>0:01:04</b>	<b>0:01:06</b>	<b>-3.0%</b>
<b>Systemwide</b>	<b>0:00:52</b>	<b>0:00:58</b>	<b>-10.3%</b>

Note: The metrics in this report are preliminary.

**Chart 10**

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

*Desired trend*




	Monthly			12-Month Average		
	Jan 20	Jan 19	% Change	Jan 20	Jan 19	% Change
<b>Subdivision A</b>	87.9%	86.9%	+1.2%	87.5%	84.1%	+4.0%
<b>Subdivision B</b>	81.7%	79.8%	+2.4%	81.0%	77.1%	+5.1%
<b>Systemwide</b>	<b>84.3%</b>	<b>82.7%</b>	<b>+1.9%</b>	<b>83.7%</b>	<b>80.0%</b>	<b>+4.6%</b>

### Weekday Customer Journey Time Performance Discussion

- Customer Journey Time Performance (CJTP) in January 2020 increased 1.9% from January 2019.
- CJTP of 84.3% matched the third highest since measurement began in 2015.
- CJTP improved on 15 lines. The decrease on the 1, 2, and 3 lines was due at least in part to the water main break.

Note: The metrics in this report are preliminary.

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

*Desired trend* 

<u>Line</u>	<u>Jan 20</u>	<u>Jan 19</u>	<u>% Change</u>
1	87.4%	90.0%	-2.9%
2	85.0%	85.3%	-0.4%
3	88.4%	89.9%	-1.7%
4	86.4%	83.5%	+3.5%
5	86.8%	83.6%	+3.8%
6	89.9%	85.6%	+5.0%
7	88.3%	87.9%	+0.5%
S 42nd	96.8%	99.6%	-2.8%
<b>Subdivision A</b>	<b>87.9%</b>	<b>86.9%</b>	<b>+1.2%</b>
A	80.7%	76.1%	+6.0%
B	76.5%	75.1%	+1.9%
C	80.4%	75.4%	+6.6%
D	77.9%	77.1%	+1.0%
E	83.5%	83.5%	0.0%
F	81.7%	76.4%	+6.9%
S Fkn	96.4%	95.4%	+1.0%
G	84.0%	81.2%	+3.4%
S Rock	91.7%	91.5%	+0.2%
JZ	78.5%	70.2%	+11.8%
L	92.1%	91.4%	+0.8%
M	80.8%	77.0%	+4.9%
N	77.7%	79.2%	-1.9%
Q	80.0%	80.7%	-0.9%
R	83.1%	82.6%	+0.6%
W	86.3%	88.6%	-2.6%
<b>Subdivision B</b>	<b>81.7%</b>	<b>79.8%</b>	<b>+2.4%</b>
<b>Systemwide</b>	<b>84.3%</b>	<b>82.7%</b>	<b>+1.9%</b>

Note: The metrics in this report are preliminary.

## 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)

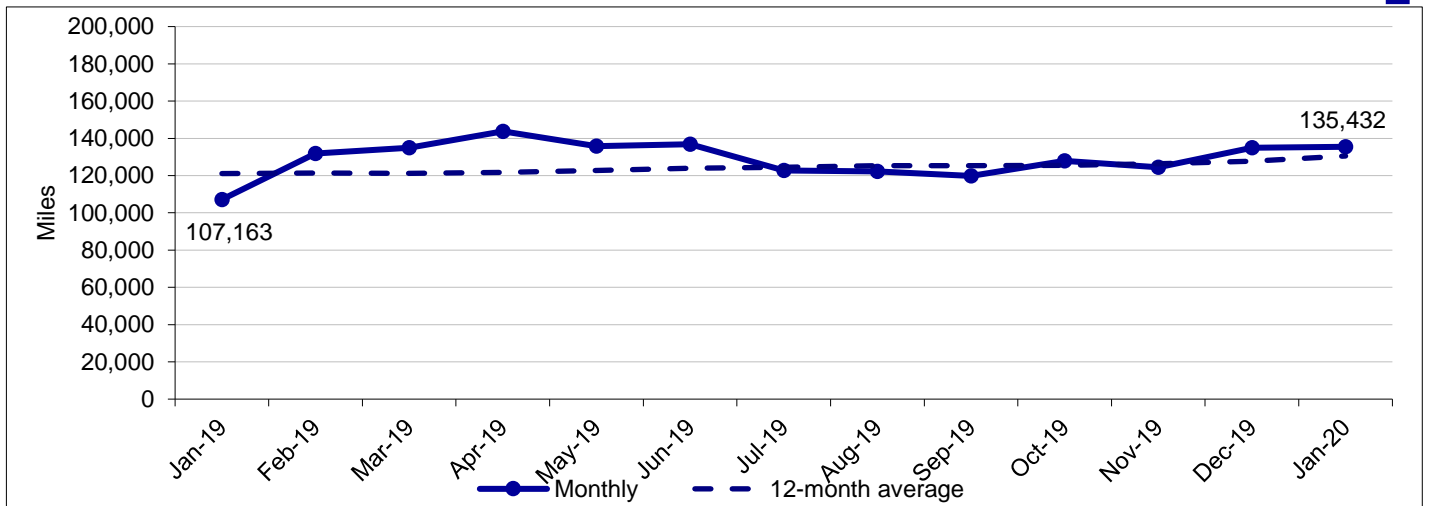
Subway MDBF is a measure of car fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

#### 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
		Jan '20	Jan '19	
<b>Subdivision A</b>	2,895	183,681	136,398	<b>+34.7%</b>
<b>Subdivision B</b>	3,829	113,814	93,081	<b>+22.3%</b>
<b>Systemwide</b>	<b>6,724</b>	<b>135,432</b>	<b>107,163</b>	<b>+26.4%</b>

Car Class	# of Cars	12-Month Average		% Change
		Jan '20	Jan '19	
R32	222	30,202	35,218	-14.2%
R42	50	29,015	27,413	+5.8%
R46	750	63,476	67,847	-6.4%
R62	315	216,005	312,577	-30.9%
R62A	824	114,976	101,021	+13.8%
R68	425	66,629	79,811	-16.5%
R68A	200	86,841	92,678	-6.3%
R142	1,030	230,676	168,179	+37.2%
R142A	220	129,431	86,517	+49.6%
R143	212	133,633	97,588	+36.9%
R160	1,662	264,924	241,832	+9.5%
R179	308	158,629	N/A	N/A
R188 - New	126	415,541	523,646	-20.6%
R188 - Conversion	380	249,117	211,750	+17.6%
<b>Subdivision A</b>	2,895	172,546	142,091	<b>+21.4%</b>
<b>Subdivision B</b>	3,829	110,912	109,410	<b>+1.4%</b>
<b>Systemwide</b>	<b>6,724</b>	<b>130,519</b>	<b>121,093</b>	<b>+7.8%</b>

### MDBF Discussion

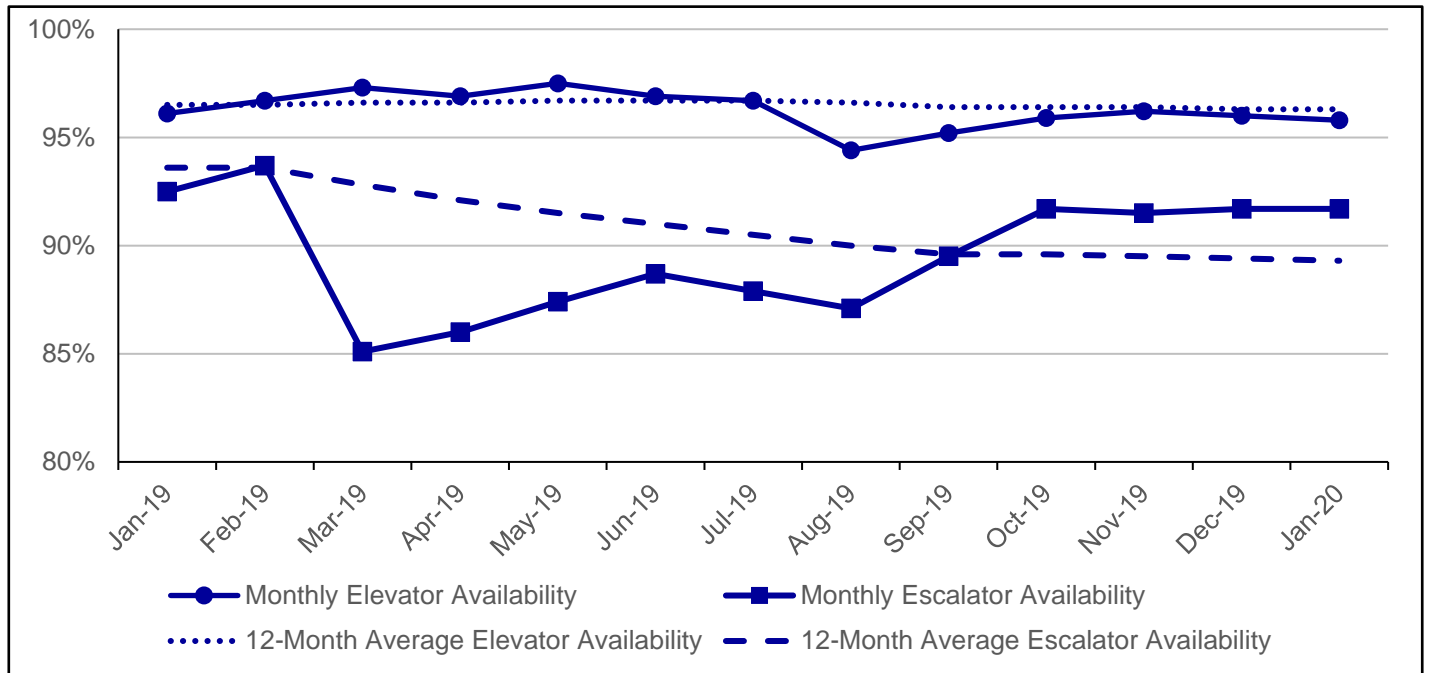
- January 2020 MDBF was 135,432, an increase of 26.4% from one year ago, and the highest January MDBF since 2015.
- 12-month average MDBF was 130,519 in January 2020, an increase of 7.8% from one year ago, and the best 12-month average since December 2015.
- The largest improvements in MDBF were on the R142, R142A, and R143 fleets.
- The poorest performing fleet, the R42s, operated their last trips in revenue service in January 2020.

Note: The metrics in this report are preliminary.

Chart 13

## Elevator and Escalator Availability (24 Hours)

Desired trend



	Monthly			12-Month Average		
	Jan 20	Jan 19	% Change	Jan 20	Jan 19	% Change
<b>Elevator Availability</b>	95.8%	96.1%	-0.3%	96.3%	96.5%	-0.2%
<b>Escalator Availability</b>	91.7%	92.5%	-0.9%	89.3%	93.5%	-4.5%

### Elevator and Escalator Availability Discussion

- Elevator availability decreased slightly from January 2019 to January 2020, but remains consistent with the past several months.
- Escalator availability decreased from January 2019 to January 2020, but remains well above the levels for most of 2019.
- The decreased performance in 2019 was mostly due to special inspection campaigns that required machines to be taken out of service.
- The recent improvements are expected to continue due to an improved preventive maintenance program.

Note: The metrics in this report are preliminary.

## 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 (WA) measures how regularly the trains are spaced at selected timepoints on each line. To meet the standard, the headway (time between trains) can be no greater than 25% more than the scheduled headway. 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. WA is reported from 6 a.m. 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 a.m. - midnight)

Line	Jan 20					Jan 19					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	78.2%	8.8%	6.8%	6.2%	79.2%	80.4%	8.7%	6.4%	4.6%	75.7%	-2.7%
2	72.4%	10.7%	9.0%	8.0%	71.8%	72.4%	11.1%	9.4%	7.0%	68.4%	0.0%
3	75.8%	10.7%	7.1%	6.4%	75.7%	75.2%	11.9%	8.5%	4.4%	71.2%	+0.8%
4	73.2%	10.1%	8.4%	8.4%	71.9%	69.7%	10.3%	9.4%	10.5%	67.8%	+5.0%
5	72.7%	10.0%	8.6%	8.7%	70.1%	70.4%	10.9%	9.4%	9.3%	65.6%	+3.3%
6	78.7%	8.9%	6.5%	6.0%	75.7%	72.1%	9.4%	8.6%	9.8%	69.4%	+9.2%
7	78.5%	10.1%	6.6%	4.7%	77.2%	74.2%	10.5%	8.8%	6.5%	68.1%	+5.8%
S 42nd	95.3%	1.4%	1.6%	1.7%	94.1%	94.7%	3.1%	1.6%	0.6%	94.1%	+0.6%
<b>Subdivision A</b>	<b>76.2%</b>	<b>9.6%</b>	<b>7.4%</b>	<b>6.8%</b>	<b>75.0%</b>	<b>74.1%</b>	<b>10.1%</b>	<b>8.4%</b>	<b>7.4%</b>	<b>70.4%</b>	<b>+2.8%</b>
A	70.6%	10.1%	9.8%	9.5%	69.6%	69.5%	10.3%	9.9%	10.3%	67.8%	+1.6%
B	77.7%	10.9%	6.9%	4.4%	75.3%	76.0%	11.3%	8.3%	4.4%	73.4%	+2.2%
C	78.5%	11.0%	6.9%	3.6%	76.3%	72.1%	12.4%	9.9%	5.7%	72.7%	+8.9%
D	73.2%	11.7%	9.1%	6.0%	73.9%	75.2%	11.6%	8.3%	4.9%	71.6%	-2.7%
E	72.4%	10.9%	9.3%	7.4%	72.0%	70.1%	11.7%	10.2%	8.0%	67.5%	+3.3%
F	71.9%	10.5%	8.8%	8.8%	71.4%	69.7%	9.9%	9.9%	10.5%	69.1%	+3.2%
S Fkn	98.7%	1.0%	0.1%	0.2%	98.4%	98.1%	0.7%	0.4%	0.8%	98.0%	+0.6%
G	80.0%	11.2%	6.3%	2.5%	80.2%	80.1%	10.9%	6.2%	2.9%	80.6%	-0.1%
S Rock	94.8%	2.6%	1.3%	1.2%	94.5%	95.2%	2.9%	0.9%	1.0%	94.4%	-0.4%
JZ	80.9%	10.3%	5.9%	3.0%	81.2%	77.0%	10.9%	7.9%	4.2%	75.9%	+5.1%
L	77.6%	11.0%	7.0%	4.4%	77.3%	76.5%	10.5%	7.7%	5.3%	76.7%	+1.4%
M	75.7%	10.3%	7.9%	6.2%	76.2%	75.3%	10.7%	7.8%	6.1%	73.1%	+0.5%
N	72.6%	11.8%	8.7%	6.8%	74.5%	74.3%	11.3%	8.4%	6.0%	70.0%	-2.3%
Q	76.6%	10.3%	7.8%	5.3%	76.1%	77.7%	10.3%	7.2%	4.8%	74.5%	-1.4%
R	74.1%	10.7%	8.0%	7.1%	74.3%	73.7%	10.8%	8.9%	6.6%	70.5%	+0.5%
W	73.2%	11.5%	8.4%	7.0%	76.5%	75.2%	11.0%	8.0%	5.9%	71.4%	-2.7%
<b>Subdivision B</b>	<b>75.2%</b>	<b>10.6%</b>	<b>8.0%</b>	<b>6.2%</b>	<b>75.1%</b>	<b>74.2%</b>	<b>10.7%</b>	<b>8.5%</b>	<b>6.6%</b>	<b>72.3%</b>	<b>+1.3%</b>
<b>Systemwide</b>	<b>75.6%</b>	<b>10.2%</b>	<b>7.7%</b>	<b>6.5%</b>	<b>75.0%</b>	<b>74.1%</b>	<b>10.4%</b>	<b>8.5%</b>	<b>6.9%</b>	<b>71.4%</b>	<b>+2.0%</b>

### Weekday Wait Assessment Discussion

- January 2020 Wait Assessment improved 2.0% compared to January 2019.

Note: The metrics in this report are preliminary.

Chart 15

## Subway Weekend Wait Assessment (6 a.m. - midnight)

Line	Jan 20					Jan 19					Desired trend	
	Monthly	Monthly Gap			12 month	Monthly	Monthly Gap			12 month	Monthly	
	Meets	Standard	Minor	Medium	Major	Meets	Standard	Minor	Medium	Major	Meets	Standard
1	92.9%	4.4%	1.9%	0.8%	89.3%	88.1%	7.4%	3.3%	1.2%	84.9%	+5.4%	
2	78.7%	11.4%	7.1%	2.8%	76.0%	76.1%	11.7%	8.4%	3.9%	71.7%	+3.4%	
3	89.7%	7.4%	2.2%	0.7%	84.6%	85.9%	8.2%	4.3%	1.5%	84.5%	+4.4%	
4	78.7%	9.8%	6.4%	5.1%	76.8%	78.0%	11.5%	7.2%	3.3%	69.3%	+0.9%	
5	87.9%	7.4%	2.4%	2.2%	84.2%	86.9%	7.7%	3.3%	2.2%	76.0%	+1.2%	
6	86.4%	6.9%	3.5%	3.2%	85.1%	87.1%	8.0%	3.4%	1.4%	82.0%	-0.8%	
7	86.5%	8.3%	3.4%	1.8%	85.5%	90.6%	5.0%	2.3%	2.1%	77.8%	-4.5%	
S 42nd	98.7%	0.7%	0.2%	0.4%	98.6%	97.6%	0.7%	0.6%	1.1%	98.6%	+1.1%	
<b>Subdivision A</b>	<b>85.4%</b>	<b>8.0%</b>	<b>4.1%</b>	<b>2.5%</b>	<b>82.8%</b>	<b>84.1%</b>	<b>8.7%</b>	<b>4.9%</b>	<b>2.3%</b>	<b>78.0%</b>	<b>+1.5%</b>	
A	77.4%	10.6%	7.3%	4.6%	76.0%	74.8%	11.2%	8.8%	5.3%	72.7%	+3.5%	
C	81.0%	9.0%	5.1%	4.9%	81.0%	80.6%	11.1%	6.2%	2.2%	75.7%	+0.5%	
D	78.4%	10.6%	6.5%	4.5%	81.0%	80.3%	11.5%	6.0%	2.2%	77.2%	-2.4%	
E	85.5%	8.3%	3.5%	2.7%	85.3%	83.5%	10.3%	4.6%	1.7%	81.5%	+2.4%	
F	80.5%	10.1%	5.8%	3.5%	80.3%	79.7%	11.3%	6.5%	2.6%	79.6%	+1.0%	
S Fkln	98.9%	0.7%	0.3%	0.1%	98.2%	98.9%	0.6%	0.0%	0.4%	98.4%	0.0%	
G	82.7%	9.6%	4.9%	2.7%	84.8%	88.0%	8.6%	2.4%	1.0%	86.5%	-6.0%	
S Rock	95.9%	2.0%	0.4%	1.7%	95.3%	94.2%	2.5%	2.6%	0.7%	94.2%	+1.8%	
JZ	86.0%	8.8%	4.0%	1.2%	87.4%	88.8%	7.0%	2.8%	1.3%	85.2%	-3.2%	
L	90.9%	5.7%	2.3%	1.1%	88.3%	78.4%	10.4%	6.8%	4.3%	79.4%	+15.9%	
M	81.5%	10.1%	5.3%	3.0%	78.2%	N/A	N/A	N/A	N/A	N/A	N/A	
N	76.5%	11.7%	7.8%	4.0%	79.5%	79.6%	10.9%	6.9%	2.6%	73.7%	-3.9%	
Q	79.8%	10.7%	6.0%	3.5%	81.6%	86.9%	9.1%	3.3%	0.8%	81.6%	-8.2%	
R	82.8%	9.6%	5.0%	2.6%	80.3%	80.2%	11.5%	6.2%	2.1%	76.3%	+3.2%	
<b>Subdivision B</b>	<b>81.8%</b>	<b>9.6%</b>	<b>5.4%</b>	<b>3.2%</b>	<b>81.7%</b>	<b>81.2%</b>	<b>10.3%</b>	<b>5.8%</b>	<b>2.6%</b>	<b>78.9%</b>	<b>+0.7%</b>	
<b>Systemwide</b>	<b>83.4%</b>	<b>8.9%</b>	<b>4.8%</b>	<b>2.9%</b>	<b>82.2%</b>	<b>82.4%</b>	<b>9.7%</b>	<b>5.4%</b>	<b>2.5%</b>	<b>78.5%</b>	<b>+1.2%</b>	



### Weekend Wait Assessment Discussion

- January 2020 weekend Wait Assessment improved 1.2% compared to January 2019.

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

Note: The metrics in this report are preliminary.

Chart 16

# Subway Weekday Terminal On-Time Performance

Monthly  
(24 hours)

Desired trend



<u>Line</u>	<u>Jan 20</u>	<u>Jan 19</u>	<u>% Change</u>
1	85.7%	85.1%	+0.7%
2	82.7%	72.3%	+14.4%
3	86.8%	82.6%	+5.1%
4	80.6%	66.0%	+22.1%
5	85.1%	74.4%	+14.4%
6	83.6%	72.2%	+15.8%
7	91.5%	87.6%	+4.5%
S 42nd	98.8%	99.9%	-1.1%
<b>Subdivision A</b>	<b>87.7%</b>	<b>81.9%</b>	<b>+7.1%</b>
A	72.8%	60.6%	+20.1%
B	71.5%	62.7%	+14.0%
C	77.8%	68.4%	+13.7%
D	70.8%	67.4%	+5.0%
E	80.5%	73.1%	+10.1%
F	72.5%	53.5%	+35.5%
S Fkln	99.8%	99.4%	+0.4%
G	78.1%	73.3%	+6.5%
S Rock	97.3%	97.4%	-0.1%
JZ	83.1%	66.7%	+24.6%
L	93.5%	90.2%	+3.7%
M	80.3%	70.0%	+14.7%
NW	67.8%	67.1%	+1.0%
Q	84.7%	82.7%	+2.4%
R	76.2%	67.0%	+13.7%
<b>Subdivision B</b>	<b>79.9%</b>	<b>72.7%</b>	<b>+9.9%</b>
<b>Systemwide</b>	<b>83.3%</b>	<b>76.7%</b>	<b>+8.6%</b>

## Weekday Terminal On-Time Performance Discussion

- January 2020 weekday OTP increased to 83.3%, a 8.6% improvement from January 2019.
- This was the highest January weekday OTP since 2013.
- Weekday OTP increased on every non-shuttle line in the system.
- There were 12 lines with OTP above 80% and only the N/W was below 70%.

Note: The metrics in this report are preliminary.

Chart 17

# Subway Weekend Terminal On-Time Performance

Monthly  
(24 hours)

Desired trend



<u>Line</u>	<u>Jan 20</u>	<u>Jan 19</u>	<u>% Change</u>
1	94.0%	93.6%	+0.4%
2	71.5%	52.9%	+35.2%
3	81.4%	66.9%	+21.7%
4	79.1%	71.6%	+10.5%
5	90.3%	87.0%	+3.8%
6	85.8%	85.9%	-0.1%
7	93.8%	95.5%	-1.8%
S 42nd	99.7%	99.4%	+0.3%
<b>Subdivision A</b>	<b>87.8%</b>	<b>84.5%</b>	<b>+3.9%</b>
A	81.6%	76.4%	+6.8%
C	74.6%	64.5%	+15.7%
D	81.1%	81.4%	-0.4%
E	89.7%	79.2%	+13.3%
F	77.3%	74.4%	+3.9%
S Fkn	99.7%	100.0%	-0.3%
G	80.0%	82.3%	-2.8%
S Rock	97.5%	96.6%	+0.9%
JZ	83.5%	87.5%	-4.6%
L	96.8%	87.7%	+10.4%
M	89.4%	94.9%	-5.8%
N	68.8%	65.0%	+5.8%
Q	79.4%	91.1%	-12.8%
R	85.7%	83.9%	+2.1%
<b>Subdivision B</b>	<b>84.8%</b>	<b>82.1%</b>	<b>+3.3%</b>
<b>Systemwide</b>	<b>86.0%</b>	<b>83.1%</b>	<b>+3.5%</b>

## Weekend Terminal On-Time Performance Discussion

- January 2020 weekend OTP was 86.0%, an increase of 3.5% from January 2019.

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

**Subway Weekday Trains Delayed**  
**Monthly - January 2020**  
**(24 hours)**

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (22)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>1,458</u>	<u>66</u>	<u>4.8%</u>
Rail and Roadbed	1,086	49	3.6%
Fire, Smoke, Debris	372	17	1.2%
Signal Failures and Emergency Remediation	3,392	154	11.2%
Subway Car	<u>1,459</u>	<u>66</u>	<u>4.8%</u>
Door-Related	493	22	1.6%
Propulsion	210	10	0.7%
Braking	344	16	1.2%
Other	412	19	1.4%
Other Unplanned Disruptions (e.g. station defect)	649	30	2.2%
Train Brake Activation - cause unknown	397	18	1.3%
Service Delivery (e.g., crew performance)	1,234	56	4.1%
External	<u>7,569</u>	<u>344</u>	<u>25.0%</u>
Public Conduct, Crime, Police Response	2,530	115	8.3%
Sick/Injured Customer	1,643	75	5.4%
Persons on Roadbed (including persons struck by train)	1,271	58	4.2%
External Debris on Roadbed (e.g., trees, shopping cart)	160	7	0.5%
Other Passenger-Related (e.g., retrieval of property from track)	686	31	2.2%
Public Event (e.g., civil demonstration, parade)	1,095	50	3.6%
Inclement Weather	139	6	0.4%
Other External Disruptions	45	2	0.1%
Operating Environment	8,082	367	26.6%
Planned Right-of-Way Work	6,078	276	20.0%
<b>Total Trains Delayed</b>	<b>30,318</b>	<b>1,378</b>	<b>100%</b>

Baseline average daily delays for January-June 2018	2,939
Target average daily delays to achieve reduction of 34,000 monthly delays	1,644
% to Target	121%

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

**Subway Weekend Trains Delayed**  
**Monthly - January 2020**  
**(24 hours)**

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (9)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>548</u>	<u>61</u>	<u>8.0%</u>
Rail and Roadbed	544	60	7.9%
Fire, Smoke, Debris	4	0	0.1%
Signal Failures and Emergency Remediation	455	51	6.6%
Subway Car	<u>160</u>	<u>18</u>	<u>2.3%</u>
Door-Related	48	5	0.7%
Propulsion	6	1	0.1%
Braking	29	3	0.4%
Other	77	9	1.1%
Other Unplanned Disruptions (e.g. station defect)	112	12	1.6%
Train Brake Activation - cause unknown	158	18	2.3%
Service Delivery (e.g., crew performance)	188	21	2.7%
External	<u>1,736</u>	<u>193</u>	<u>25.3%</u>
Public Conduct, Crime, Police Response	708	79	10.3%
Sick/Injured Customer	306	34	4.5%
Persons on Roadbed (including persons struck by train)	256	28	3.7%
External Debris on Roadbed (e.g., trees, shopping cart)	22	2	0.3%
Other Passenger-Related (e.g., retrieval of property from track)	98	11	1.4%
Public Event (e.g., civil demonstration, parade)	232	26	3.4%
Inclement Weather	109	12	1.6%
Other External Disruptions	5	1	0.1%
Operating Environment	1,557	173	22.7%
Planned Right-of-Way Work	1,938	215	28.3%
<b>Total Trains Delayed</b>	<b>6,852</b>	<b>761</b>	<b>100%</b>

Baseline average daily delays for January-June 2018	1,944
Target average daily delays to achieve reduction of 34,000 monthly delays	1,090
% to Target	139%

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

## Subway Action Plan Accomplishments July 2017 - January 2020

Phase I & Phase II of the Subway Action Plan represented a surge of activity in 2017-19 to improve the reliability of subway assets, enhance response to delay-causing incidents, and improve the customer environment. 2020 targets reflect continued focus in strategic areas consistent with the ongoing SAP financial plan.

	Phase I & II	This Month	2020 YTD	Full Year Target	Completion
<b>TRACK: Clean track and improve ride quality</b>	July 2017-Dec 2019	Jan-2020	Jan-2020 YTD	2020 Goals	% to Goal
Clean underground subway track (in miles) *	4,334	501	501	3,840	13.1%
High priority track repairs (in number of defects cleared)	28,146	341	341	5,000	6.8%
Rail grinding to improve ride quality and reduce defects (in miles) **	187	-	-	170	0.0%
<b>INFRASTRUCTURE: Remediate conditions that damage track, signals and power sources</b>	July 2017-Dec 2019	Jan-2020	Jan-2020 YTD	2020 Goals	% to Goal
Clean street grates systemwide (number of grates) **	82,342	1,021	1,021	40,000	2.6%
Seal leaks (number of leaks addressed)	8,218	516	516	4,000	12.9%
Clean and repair drain lines (in track miles)	851.8	3.3	3.3	***	***
<b>POWER: Ensure supporting infrastructure reliability</b>	July 2017-Dec 2019	Jan-2020	Jan-2020 YTD	2020 Goals	% to Goal
Maintain "SAGs" to mitigate the impact of electric voltage variations that could cause signal failures (number of SAGs)	384	48	48	384	12.5%
Install new third rail insulators in high fire areas (number of locations)	550	138	138	541	25.5%
<b>CARS: Reduce downtime and upgrade critical components</b>	July 2017-Dec 2019	Jan-2020	Jan-2020 YTD	2020 Goals	% to Goal
Accelerate the major car overhaul cycle from 7 years to 6 years (number of cars overhauled)	3,231	37	37	1,024	3.6%
<b>SIGNALS: Improve signal reliability</b>	July 2017-Dec 2019	Jan-2020	Jan-2020 YTD	2020 Goals	% to Goal
Rebuild signal stops, air lines and cables (in assets repaired)	624	11	11	41	26.8%
Priority maintenance and repair tasks to improve reliability of signal and switch equipment (in number of tasks)	1,806	70	70	1,000	12.9%
<b>STATIONS: Improve overall Station environment</b>	July 2017-Dec 2019	Jan-2020	Jan-2020 YTD	2020 Goals	% to Goal
Deep cleaning of subway stations (starts Feb-2020)	106	-	-	160	0.0%
<b>Elevators and Escalators: Improve reliability and availability</b>		Jan-2020	Jan-2020 YTD	2020 Goals	
Elevator maintenance compliance		90.0%	90.0%	100.0%	
Escalator maintenance compliance		84.9%	84.9%	100.0%	

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

\*\* Most work is performed in months between the Spring and Fall seasons.

\*\*\* Goal to be set in early 2020 following development of a new drain cleaning schedule based on data collected over the past year.



## Customer Service Report: Buses

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



MTA New York City Transit announced a pilot program bringing a new all-electric articulated bus fleet to the M60-SBS route from 125 St in Harlem to LaGuardia Airport. This new pilot is one of the network's longest routes which will help test the range of the new fleet for its durability of electric battery technology.



## February 2020 Highlights: Buses

Overall performance results in January remain stable. One significant highlight is a 22% improvement in Mean Distance Between Failures (MDBF) as compared to January last year. In fact, the regional MDBF of over 9,100 miles this January represents the first time we have reached 9,000 miles systemwide, a testimony to the team's continued focus on bus reliability.

We also continue to focus on our Route Improvement Initiative, which identifies hot spots on poor performing routes across all five boroughs for targeted evaluation and additional service management attention. Eighty-five percent of the routes included in this initiative showed a net improvement across key customer performance metrics in Q4 2019 as compared to Q4 2018. The results are encouraging and we will continue to build upon the successes we've seen and rotate new routes into the program.

This month we continued to expand our automated bus lane enforcement (ABLE) camera program by launching it on the B46 SBS – the third busiest route in New York City, and the busiest in Brooklyn. We are confident that adding ABLE to this route will help keep the bus lane clear and improve service and traffic flow.

At the end of January, we announced the start of a new pilot program to assign our newest all-electric articulated bus to the M60 Select Bus Service – one of the network's longest routes. Our Harlem and Astoria customers can now benefit from this quieter, greener, zero-emissions technology. These buses have an expected range of 50 to 90 miles depending on weather, passenger load, operating speed, and street grade. This pilot will provide valuable experience and data to confirm the range these buses can travel under various conditions in NYCT service.

The M60 pilot includes one electric articulated bus fitted with luggage racks to accommodate weekday morning customers traveling to and from LaGuardia Airport, the M60's Queens terminus. It is estimated to save roughly 90 tons of carbon emission each year and also saves about 7,600 gallons of diesel per year. Due to the long length of the M60 route – approximately 20 miles round trip – NYCT will closely monitor battery usage of the dedicated articulated bus with the eventual goal of completing 12 hours of continuous service without requiring additional charging.

We continue to solicit vital customer input on the Queens Bus Network Redesign. Since the release of the Draft Plan, we have held over twenty events throughout Queens, including hosting 8 public workshops, presenting to community boards, and attending Queens elected officials sponsored events. Many additional events are scheduled over the next few months. For updated information on upcoming events please visit our Queens Redesign website at <https://new.mta.info/queensbusredesign>. This month we also held the public hearing for the proposed final plan of the Bronx Bus Network Redesign to gather comments about Local, Limited, and Select Bus Service. If approved by the MTA Board, implementation is currently targeted for fall 2020. The updated proposal for Bronx express buses will be released later this year.

### **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: January 2020			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Customer Focused Metrics	Service Delivered (Chart 1)	98.1%	98.1%	0.0%	97.3%	97.0%	+0.3%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)	0:01:32	0:01:32	0.0%	0:01:44	0:01:45	-1.2%
	Additional Travel Time (h:mm:ss) (Chart 5)	0:00:20	0:00:26	-23.1%	0:00:46	0:00:51	-10.7%
	Customer Journey Time Performance (Chart 7)	76.0%	75.8%	+0.3%	72.3%	+72.0%	+0.4%
Inputs To Operations	Mean Distance Between Failures (Chart 9)	9,139	7,510	+21.7%	7,873	6,657	+18.3%
	Speed (MPH) (Chart 11)	8.0	8.1	-1.2%	7.9	7.9	0.0%
Legacy Indicators	Wait Assessment (Chart 13)	80.2%	80.3%	-0.1%	77.8%	77.7%	+0.1%
	<b>System MDBSI (Chart 16)</b>	3,207	2,873	+11.6%	3,057	2,820	+8.4%
	NYCT Bus	3,069	2,723	+12.7%	2,909	2,632	+10.5%
	MTA Bus	3,753	3,513	+6.8%	3,665	3,659	+0.2%
	<b>System Trips Completed (Chart 17)</b>	99.4%	99.3%	+0.1%	99.2%	99.1%	+0.1%
	NYCT Bus	99.4%	99.4%	0.0%	99.3%	99.1%	+0.2%
	MTA Bus	99.2%	98.7%	+0.5%	99.0%	99.1%	-0.1%
	<b>System AM Pull Out (Chart 18)</b>	99.9%	99.8%	+0.1%	99.8%	99.8%	0.0%
	NYCT Bus	99.9%	99.9%	0.0%	99.8%	99.8%	0.0%
	MTA Bus	99.6%	99.3%	+0.3%	99.5%	99.6%	-0.1%
	<b>System PM Pull Out (Chart 19)</b>	99.8%	99.9%	-0.1%	99.8%	99.8%	0.0%
	NYCT Bus	100.0%	99.9%	+0.1%	99.9%	99.8%	+0.1%
	MTA Bus	99.4%	99.5%	-0.1%	99.5%	99.7%	-0.2%
	<b>System Buses &gt;= 12 years</b>	19.0%	21.6%				
	NYCT Bus	6.8%	14.8%				
	MTA Bus	61.0%	45.1%				
	<b>System Fleet Age</b>	7.2	7.7				
	NYCT Bus	6.1	7.0				
MTA Bus	11.0	10.2					

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

Note: The metrics in this report are preliminary.

# Section 1: Customer Focused Metrics

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

## Performance Indicator Definitions

### Service Delivered

Service Delivered (sometimes referred to as throughput) measures our ability to deliver the scheduled service. It is calculated as the percentage of scheduled bus trips that are actually provided during peak hours (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.

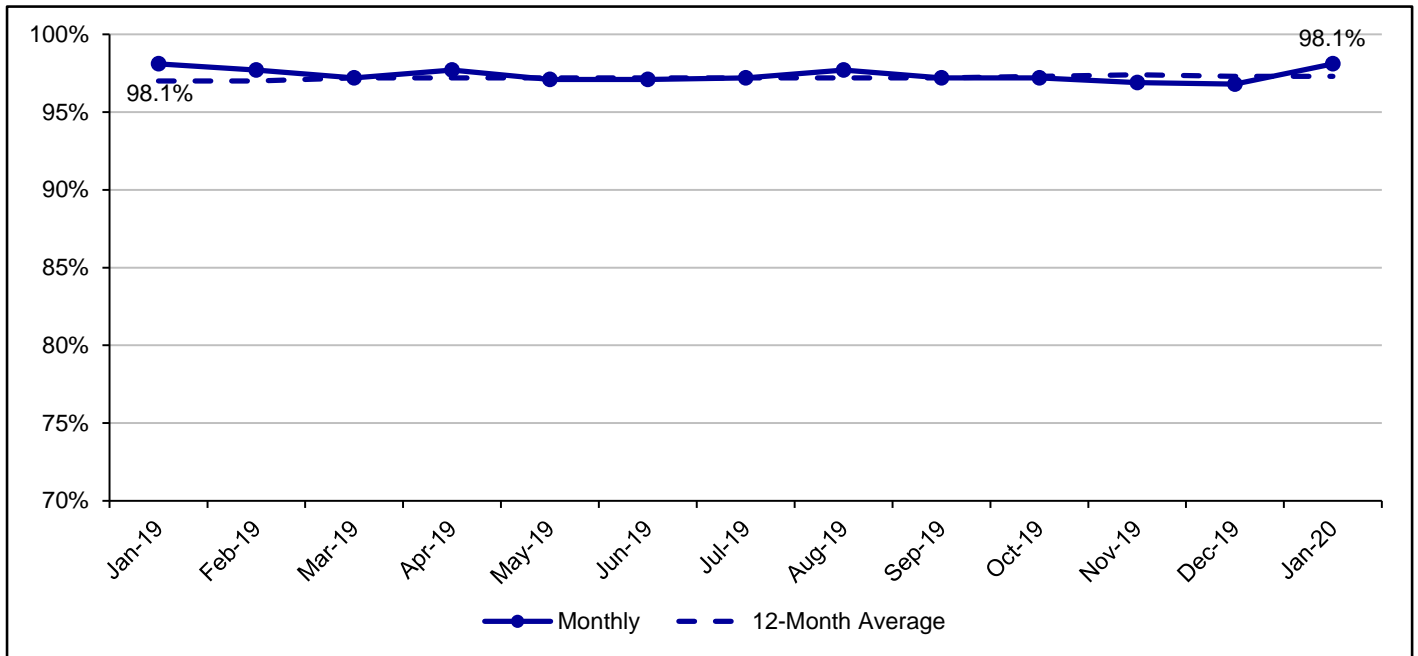
### Customer Journey Time Performance (CJTP)

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.

Note: The metrics in this report are preliminary.

## Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Jan 20	Jan 19	% Change	Jan 20	Jan 19	% Change
<b>Bronx</b>	98.4%	99.1%	-0.7%	97.4%	97.4%	0.0%
<b>Brooklyn</b>	98.0%	98.0%	0.0%	97.6%	97.4%	+0.2%
<b>Manhattan</b>	98.2%	97.9%	+0.3%	97.6%	97.2%	+0.4%
<b>Queens</b>	97.7%	97.4%	+0.3%	96.8%	96.8%	0.0%
<b>Staten Island</b>	98.5%	98.7%	-0.2%	97.6%	96.2%	+1.5%
<b>Systemwide</b>	<b>98.1%</b>	<b>98.1%</b>	<b>0.0%</b>	<b>97.3%</b>	<b>97.0%</b>	<b>+0.3%</b>

### Service Delivered Discussion

- Service Delivered in January 2020 remained stabled compared to January 2019, and improved by 0.3% on a 12-month average.

**Service Delivered  
Monthly  
(Peak Hours)**

*Desired trend* 

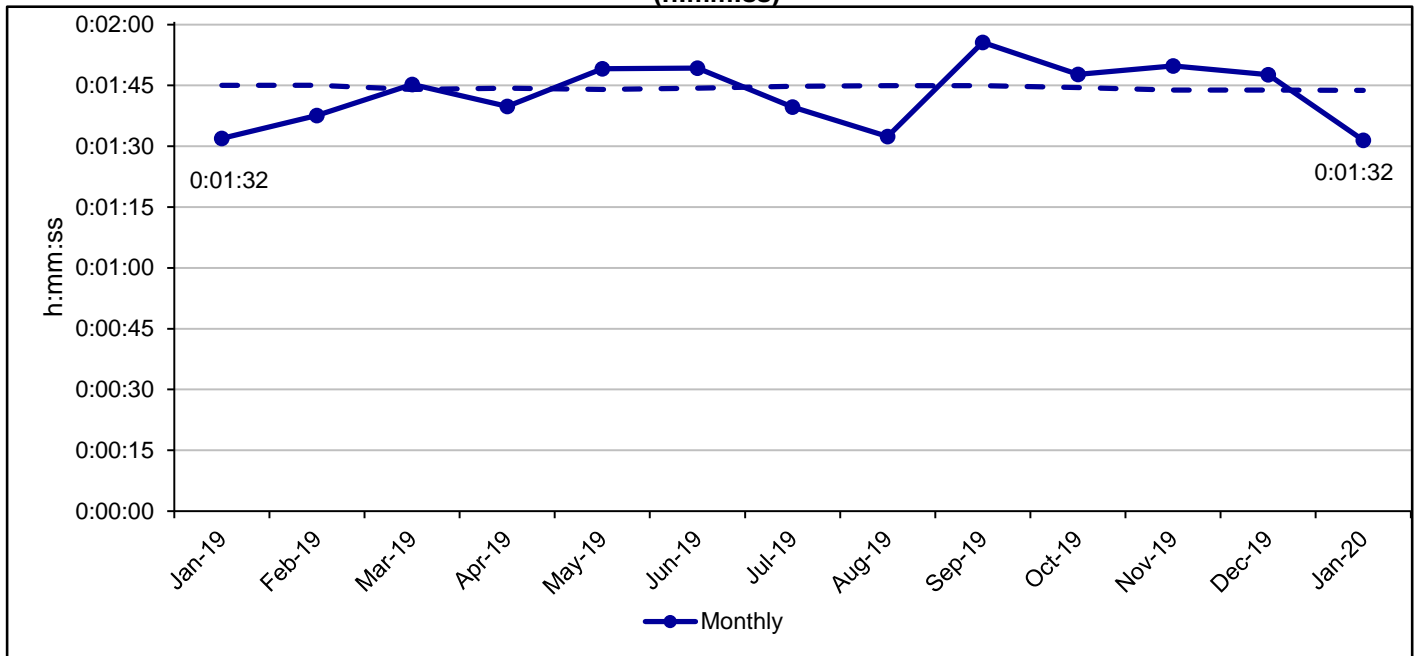
<u>Borough</u>	<u>Jan 20</u>	<u>Jan 19</u>	<u>% Change</u>
<b>Bronx</b>	<b>98.4%</b>	<b>99.1%</b>	<b>-0.7%</b>
Local/Limited	97.8%	98.7%	-0.9%
Select Bus Service	98.6%	100.2%	-1.6%
Express	101.5%	101.4%	+0.1%
<b>Brooklyn</b>	<b>98.0%</b>	<b>98.0%</b>	<b>+0.0%</b>
Local/Limited	97.9%	97.8%	+0.1%
Select Bus Service	97.3%	97.8%	-0.5%
Express	100.0%	99.9%	+0.1%
<b>Manhattan</b>	<b>98.2%</b>	<b>97.9%</b>	<b>+0.3%</b>
Local/Limited	97.9%	97.5%	+0.4%
Select Bus Service	98.6%	99.2%	-0.6%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>97.7%</b>	<b>97.4%</b>	<b>+0.3%</b>
Local/Limited	97.6%	97.3%	+0.3%
Select Bus Service	97.6%	99.8%	-2.2%
Express	98.8%	98.0%	+0.8%
<b>Staten Island</b>	<b>98.5%</b>	<b>98.7%</b>	<b>-0.2%</b>
Local/Limited	97.6%	98.4%	-0.8%
Select Bus Service	101.0%	102.8%	-1.8%
Express	99.1%	98.7%	+0.4%
<b>Systemwide</b>	<b>98.1%</b>	<b>98.1%</b>	<b>+0.0%</b>
Local/Limited	97.7%	97.8%	-0.1%
Select Bus Service	98.4%	99.4%	-1.0%
Express	99.6%	99.0%	+0.6%

Note: The metrics in this report are preliminary.

**Chart 2**

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

Desired trend




	Monthly			12-Month Average		
	Jan 20	Jan 19	% Change	Jan 20	Jan 19	% Change
<b>Bronx</b>	0:01:38	0:01:28	+11.4%	0:01:46	0:01:41	+5.1%
<b>Brooklyn</b>	0:01:39	0:01:41	-2.0%	0:01:54	0:01:55	-0.5%
<b>Manhattan</b>	0:01:11	0:01:17	-7.8%	0:01:24	0:01:31	-7.5%
<b>Queens</b>	0:01:28	0:01:32	-4.3%	0:01:43	0:01:44	-1.2%
<b>Staten Island</b>	0:01:50	0:01:52	-1.8%	0:02:00	0:02:06	-4.6%
<b>Systemwide</b>	<b>0:01:32</b>	<b>0:01:32</b>	<b>0.0%</b>	<b>0:01:44</b>	<b>0:01:45</b>	<b>-1.2%</b>

### Additional Bus Stop Time Discussion

- Additional Bus Stop Time in January 2020 remained steady compared to January 2019, 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* 

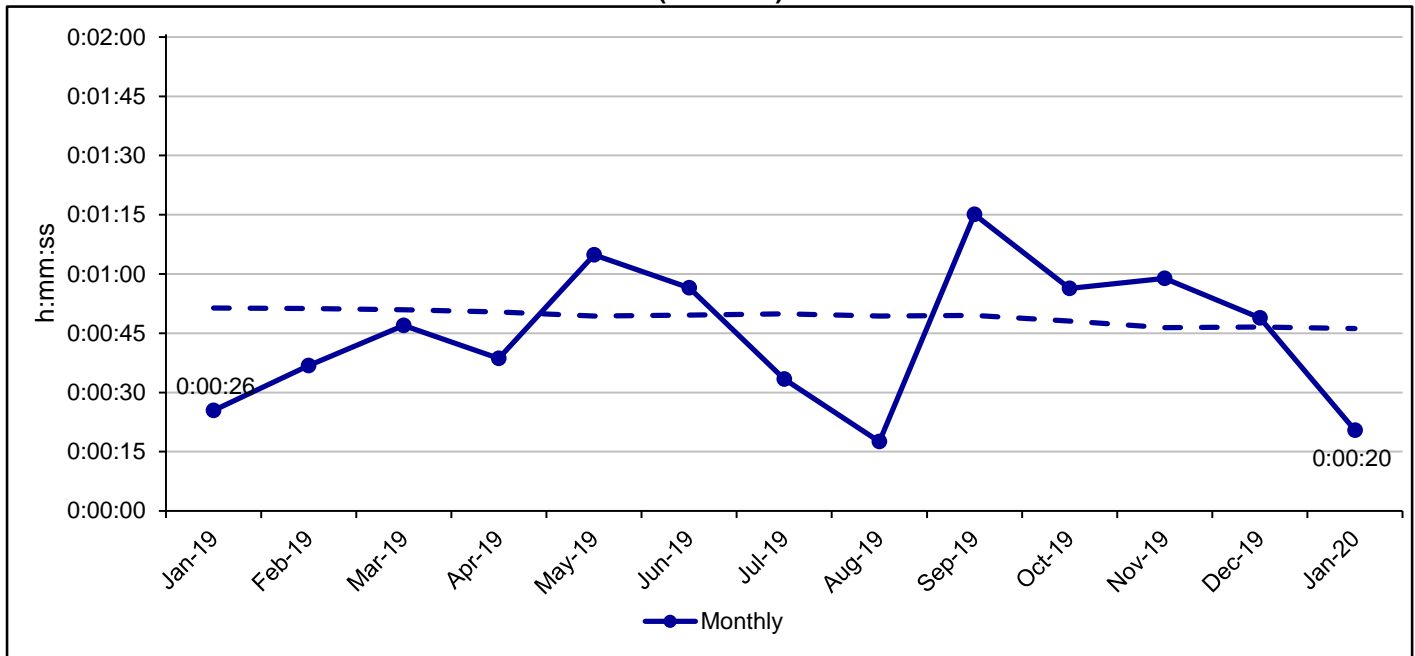
<u>Borough</u>	<u>Jan 20</u>	<u>Jan 19</u>	<u>% Change</u>
<b>Bronx</b>	<b>0:01:38</b>	<b>0:01:28</b>	<b>+11.4%</b>
Local/Limited	0:01:40	0:01:30	+11.1%
Select Bus Service	0:01:14	0:01:01	+21.3%
Express	0:01:49	0:01:52	-2.7%
<b>Brooklyn</b>	<b>0:01:39</b>	<b>0:01:41</b>	<b>-2.0%</b>
Local/Limited	0:01:41	0:01:43	-1.9%
Select Bus Service	0:01:18	0:01:17	+1.3%
Express	0:01:49	0:02:08	-14.8%
<b>Manhattan</b>	<b>0:01:11</b>	<b>0:01:17</b>	<b>-7.8%</b>
Local/Limited	0:01:19	0:01:23	-4.8%
Select Bus Service	0:00:54	0:01:03	-14.3%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>0:01:28</b>	<b>0:01:32</b>	<b>-4.3%</b>
Local/Limited	0:01:30	0:01:33	-3.2%
Select Bus Service	0:00:58	0:01:06	-12.1%
Express	0:01:33	0:01:48	-13.9%
<b>Staten Island</b>	<b>0:01:50</b>	<b>0:01:52</b>	<b>-1.8%</b>
Local/Limited	0:02:09	0:02:13	-3.0%
Select Bus Service	0:01:14	0:01:15	-1.3%
Express	0:01:08	0:01:11	-4.2%
<b>Systemwide</b>	<b>0:01:32</b>	<b>0:01:32</b>	<b>0.0%</b>
Local/Limited	0:01:36	0:01:35	+1.1%
Select Bus Service	0:01:03	0:01:07	-6.0%
Express	0:01:26	0:01:34	-8.5%

Note: The metrics in this report are preliminary.

**Chart 4**

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

Desired trend



	Monthly			12-Month Average		
	Jan 20	Jan 19	% Change	Jan 20	Jan 19	% Change
<b>Bronx</b>	0:00:40	0:00:36	+11.1%	0:01:01	0:01:00	0.9%
<b>Brooklyn</b>	0:00:21	0:00:29	-27.6%	0:00:45	0:00:51	-11.1%
<b>Manhattan</b>	0:00:02	0:00:01	+100.0%	0:00:25	0:00:28	-11.0%
<b>Queens</b>	0:00:28	0:00:35	-20.0%	0:00:54	0:00:58	-7.7%
<b>Staten Island</b>	-0:00:43	-0:00:09	NA	0:00:16	0:00:47	-66.1%
<b>Systemwide</b>	<b>0:00:20</b>	<b>0:00:26</b>	<b>-23.1%</b>	<b>0:00:46</b>	<b>0:00:51</b>	<b>-10.7%</b>


**Additional Travel Time Discussion**

- Additional Travel Time in January 2020 improved by six seconds (or 23.1%) compared to January 2019, and improved by five seconds (or 10.7%) on a 12-month average.

Note: The metrics in this report are preliminary.



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

*Desired trend* 

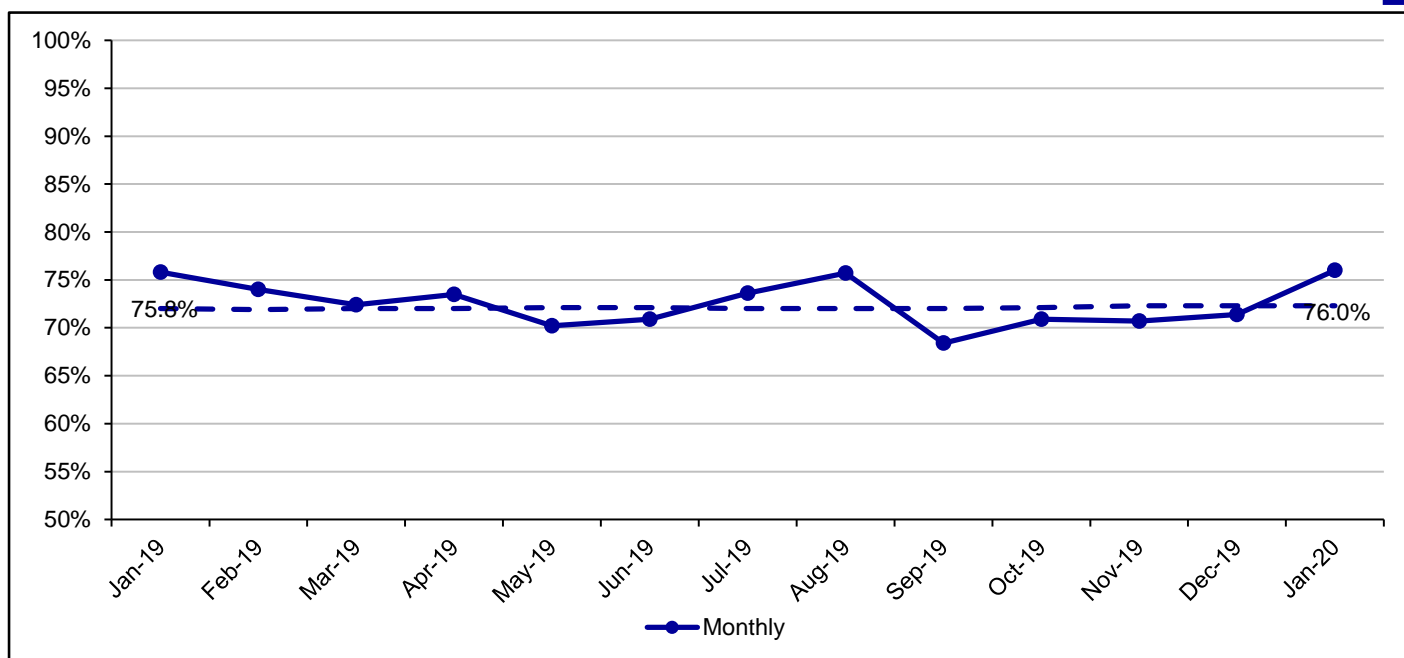
<u>Borough</u>	<u>Jan 20</u>	<u>Jan 19</u>	<u>% Change</u>
<b>Bronx</b>	<b>0:00:40</b>	<b>0:00:36</b>	<b>+11.1%</b>
Local/Limited	0:00:38	0:00:32	+18.8%
Select Bus Service	0:00:46	0:00:45	+2.2%
Express	0:01:55	0:02:41	-28.6%
<b>Brooklyn</b>	<b>0:00:21</b>	<b>0:00:29</b>	<b>-27.6%</b>
Local/Limited	0:00:20	0:00:28	-28.6%
Select Bus Service	0:00:25	0:00:32	-21.9%
Express	0:00:10	0:00:26	-61.5%
<b>Manhattan</b>	<b>0:00:02</b>	<b>0:00:01</b>	<b>+100.0%</b>
Local/Limited	0:00:04	0:00:03	+33.3%
Select Bus Service	-0:00:03	-0:00:06	N/A
Express	N/A	N/A	N/A
<b>Queens</b>	<b>0:00:28</b>	<b>0:00:35</b>	<b>-20.0%</b>
Local/Limited	0:00:27	0:00:32	-15.6%
Select Bus Service	-0:00:01	0:00:17	N/A
Express	0:02:49	0:03:19	-15.1%
<b>Staten Island</b>	<b>-0:00:43</b>	<b>-0:00:09</b>	<b>N/A</b>
Local/Limited	0:00:16	0:00:16	0.0%
Select Bus Service	0:00:21	0:00:26	-19.2%
Express	-0:03:55	-0:01:27	N/A
<b>Systemwide</b>	<b>0:00:20</b>	<b>0:00:26</b>	<b>-23.1%</b>
Local/Limited	0:00:24	0:00:26	-7.7%
Select Bus Service	0:00:12	0:00:16	-25.0%
Express	-0:00:52	0:00:35	N/A

Note: The metrics in this report are preliminary.

**Chart 6**

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

Desired trend



	Monthly			12-Month Average		
	Jan 20	Jan 19	% Change	Jan 20	Jan 19	% Change
<b>Bronx</b>	73.8%	75.4%	-2.1%	71.1%	71.8%	-1.0%
<b>Brooklyn</b>	74.8%	74.1%	+0.9%	71.2%	70.7%	+0.7%
<b>Manhattan</b>	80.6%	80.2%	+0.5%	77.0%	75.7%	+1.7%
<b>Queens</b>	76.0%	75.4%	+0.8%	72.0%	71.8%	+0.3%
<b>Staten Island</b>	76.4%	74.1%	+3.1%	70.3%	68.5%	+2.6%
<b>Systemwide</b>	<b>76.0%</b>	<b>75.8%</b>	<b>+0.3%</b>	<b>72.3%</b>	<b>72.0%</b>	<b>+0.4%</b>

### Customer Journey Time Performance Discussion

- Customer Journey Time Performance in January 2020 improved by 0.3% to 76.0% compared to January 2019, and improved by 0.4% on a 12-month average to 72.3%.

## Customer Journey Time Performance Monthly

Desired trend



<u>Borough</u>	<u>Jan 20</u>	<u>Jan 19</u>	<u>% Change</u>
<b>Bronx</b>	<b>73.8%</b>	<b>75.4%</b>	<b>-2.1%</b>
Local/Limited	74.1%	75.9%	-2.4%
Select Bus Service	74.1%	75.7%	-2.1%
Express	59.5%	56.8%	+4.8%
<b>Brooklyn</b>	<b>74.8%</b>	<b>74.1%</b>	<b>+0.9%</b>
Local/Limited	74.7%	73.9%	+1.1%
Select Bus Service	77.1%	76.9%	+0.3%
Express	68.1%	65.3%	+4.3%
<b>Manhattan</b>	<b>80.6%</b>	<b>80.2%</b>	<b>+0.5%</b>
Local/Limited	78.7%	79.0%	-0.4%
Select Bus Service	84.8%	83.4%	+1.7%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>76.0%</b>	<b>75.4%</b>	<b>+0.8%</b>
Local/Limited	76.2%	75.7%	+0.7%
Select Bus Service	78.9%	77.6%	+1.7%
Express	56.0%	53.8%	+4.1%
<b>Staten Island</b>	<b>76.4%</b>	<b>74.1%</b>	<b>+3.1%</b>
Local/Limited	74.4%	73.5%	+1.2%
Select Bus Service	76.5%	76.7%	-0.3%
Express	82.1%	74.7%	+9.9%
<b>Systemwide</b>	<b>76.0%</b>	<b>75.8%</b>	<b>+0.3%</b>
Local/Limited	75.5%	75.6%	-0.1%
Select Bus Service	80.3%	79.4%	+1.1%
Express	70.6%	65.7%	+7.5%

Note: The metrics in this report are preliminary.

**Chart 8**

## Section 2: Inputs to Operations

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

### Performance Indicator Definitions

#### Mean Distance Between Failures (MDBF)

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

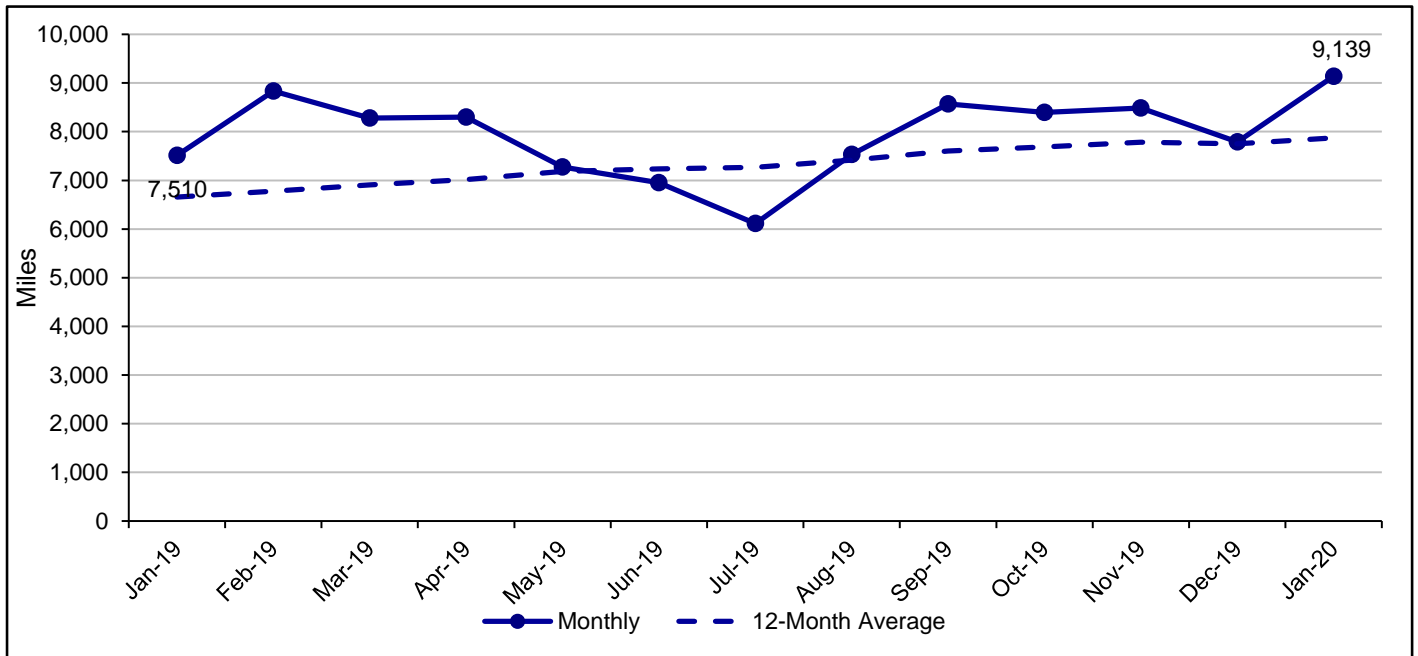
MDBF numbers include weekdays and weekends. This borough and trip-type combinations (Chart 10) are reported as a 12-month average.

#### Bus Speeds

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

## Mean Distance Between Failures (24 Hours) Miles

Desired trend



	Monthly			12-Month Average		
	Jan 20	Jan 19	% Change	Jan 20	Jan 19	% Change
<b>Bronx</b>	7,242	6,397	+13.2%	6,108	4,827	+26.5%
<b>Brooklyn</b>	9,292	7,945	+17.0%	8,809	6,519	+35.1%
<b>Manhattan</b>	6,306	3,795	+66.2%	4,646	3,929	+18.2%
<b>Queens</b>	8,448	7,307	+15.6%	7,419	7,229	+2.6%
<b>Staten Island</b>	25,222	24,289	+3.8%	21,446	19,730	+8.7%
<b>Systemwide</b>	<b>9,139</b>	<b>7,510</b>	<b>+21.7%</b>	<b>7,873</b>	<b>6,657</b>	<b>+18.3%</b>

### Mean Distance Between Failures Discussion

- Mean Distance Between Failures improved by 21.7% from 7,510 in January 2019 to 9,139 in January 2020. The 12-month average through January 2020 improved by 18.3%.

Note: The metrics in this report are preliminary.

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

Desired trend 

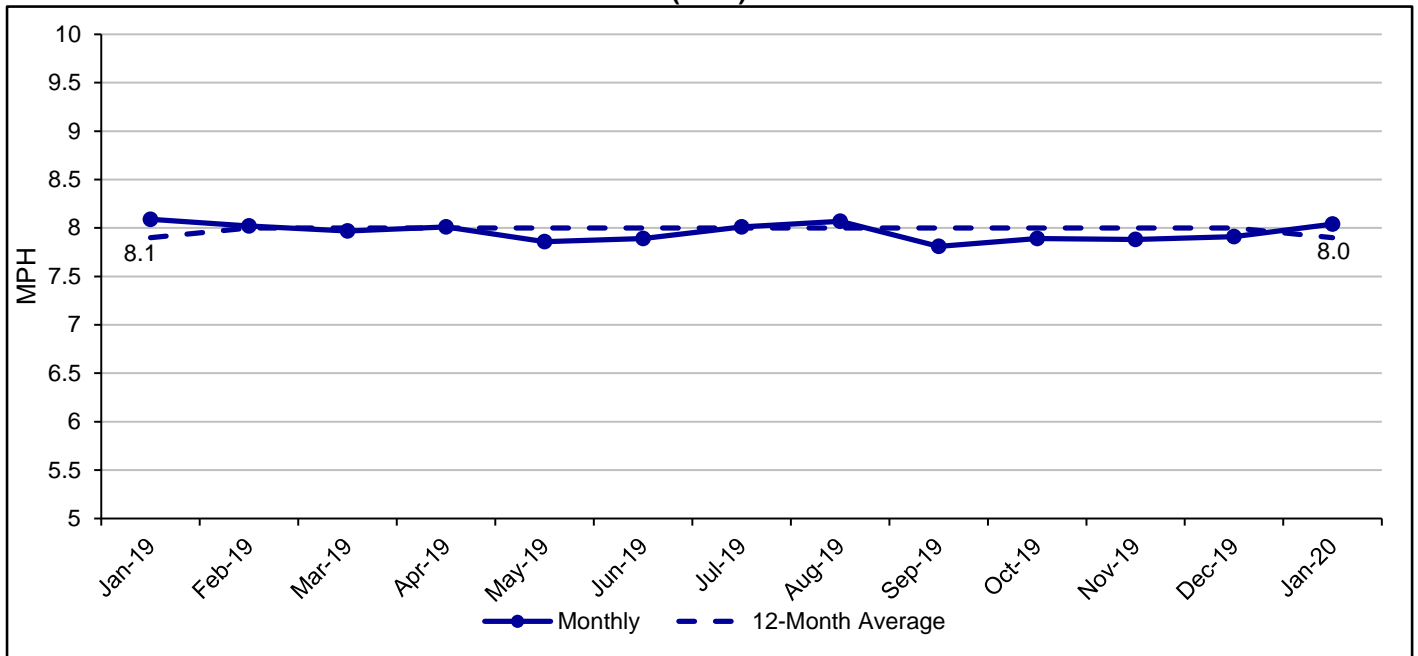
<u>Borough</u>	<u>Jan 20</u>	<u>Jan 19</u>	<u>% Change</u>
<b>Bronx</b>	<b>6,108</b>	<b>4,827</b>	<b>+26.5%</b>
Local/Limited	5,308	4,087	+29.9%
Select Bus Service	11,284	6,249	+80.6%
Express	9,720	10,989	-11.5%
<b>Brooklyn</b>	<b>8,809</b>	<b>6,519</b>	<b>+35.1%</b>
Local/Limited	8,683	6,313	+37.5%
Select Bus Service	10,492	9,265	+13.2%
Express	9,164	8,788	+4.3%
<b>Manhattan</b>	<b>4,646</b>	<b>3,929</b>	<b>+18.2%</b>
Local/Limited	4,037	3,497	+15.4%
Select Bus Service	8,671	7,809	+11.0%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>7,419</b>	<b>7,229</b>	<b>+2.6%</b>
Local/Limited	7,337	6,820	+7.6%
Select Bus Service	8,361	11,723	-28.7%
Express	7,423	8,061	-7.9%
<b>Staten Island</b>	<b>21,446</b>	<b>19,730</b>	<b>+8.7%</b>
Local/Limited	22,126	17,850	+24.0%
Select Bus Service	21,788	10,431	+108.9%
Express	20,898	23,636	-11.6%
<b>Systemwide</b>	<b>7,873</b>	<b>6,657</b>	<b>+18.3%</b>
Local/Limited	7,116	5,797	+22.8%
Select Bus Service	9,551	8,866	+7.7%
Express	11,714	12,668	-7.5%

Note: The metrics in this report are preliminary.

**Chart 10**

## Bus Speeds (24 Hours) (MPH)

Desired trend




	Monthly			12-Month Average		
	Jan 20	Jan 19	% Change	Jan 20	Jan 19	% Change
<b>Bronx</b>	7.5	7.5	0.0%	7.4	7.4	0.0%
<b>Brooklyn</b>	7.2	7.2	0.0%	7.1	7.1	0.0%
<b>Manhattan</b>	6.0	6.0	0.0%	5.9	5.9	0.0%
<b>Queens</b>	8.9	9.0	-1.1%	8.8	8.9	-1.1%
<b>Staten Island</b>	14.0	14.3	-2.1%	13.7	13.6	+0.7%
<b>Systemwide</b>	<b>8.0</b>	<b>8.1</b>	<b>-1.2%</b>	<b>7.9</b>	<b>7.9</b>	<b>0.0%</b>

### Speed Discussion

- Bus Speeds in January 2020 decreased 1.2% to 8.0 mph compared to January 2019, and remained stable at 7.9 mph on a 12-month average.

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

*Desired trend* 

<u>Borough</u>	<u>Jan 20</u>	<u>Jan 19</u>	<u>% Change</u>
<b>Bronx</b>	<b>7.5</b>	<b>7.5</b>	<b>0.0%</b>
Local/Limited	6.8	6.8	0.0%
Select Bus Service	8.8	8.8	0.0%
Express	11.9	11.8	+0.8%
<b>Brooklyn</b>	<b>7.2</b>	<b>7.2</b>	<b>0.0%</b>
Local/Limited	6.9	6.9	0.0%
Select Bus Service	8.8	8.7	+1.1%
Express	12.6	12.3	+2.4%
<b>Manhattan</b>	<b>6.0</b>	<b>6.0</b>	<b>0.0%</b>
Local/Limited	5.7	5.7	0.0%
Select Bus Service	7.0	7.4	-5.4%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>8.9</b>	<b>9.0</b>	<b>-1.1%</b>
Local/Limited	8.6	8.6	0.0%
Select Bus Service	11.3	11.5	-1.7%
Express	13.3	13.3	0.0%
<b>Staten Island</b>	<b>14.0</b>	<b>14.3</b>	<b>-2.1%</b>
Local/Limited	11.9	12.0	-0.8%
Select Bus Service	14.7	14.8	-0.7%
Express	17.4	17.8	-2.2%
<b>Systemwide</b>	<b>8.0</b>	<b>8.1</b>	<b>-1.2%</b>
Local/Limited	7.5	7.5	0.0%
Select Bus Service	9.1	9.4	-3.2%
Express	14.2	14.4	-1.4%

Note: The metrics in this report are preliminary.

**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.

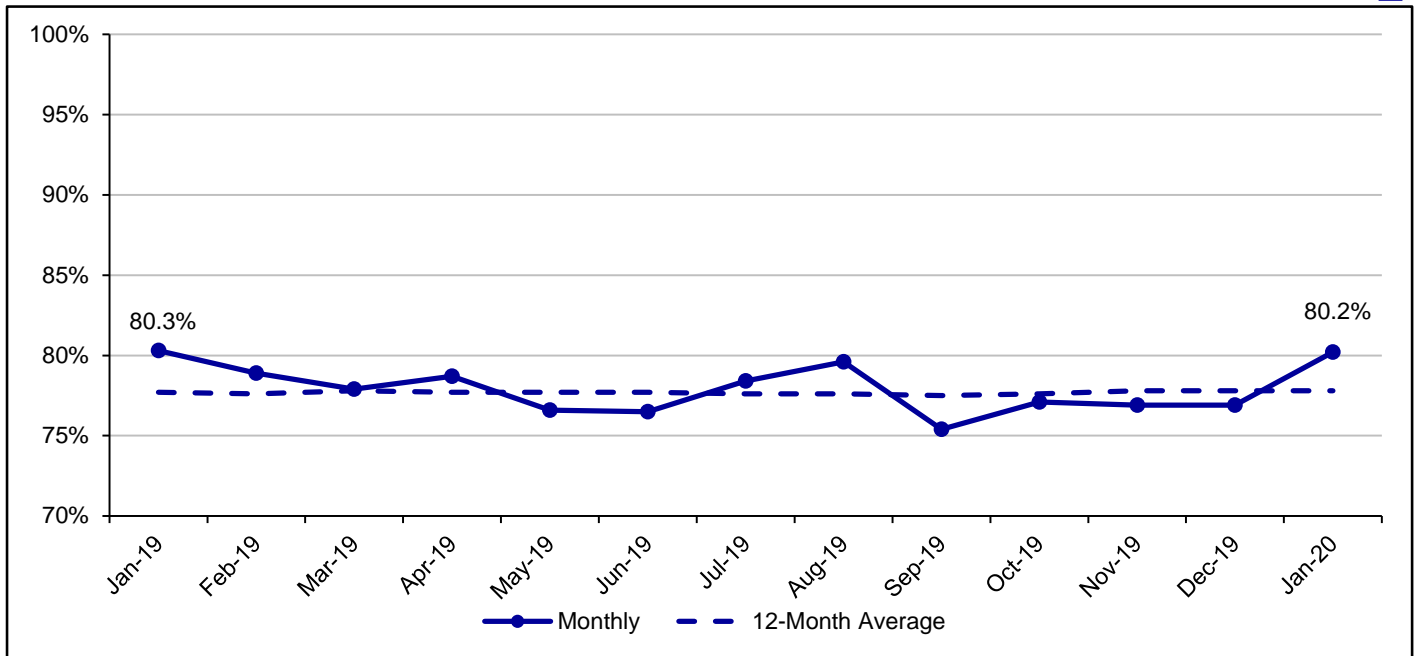
#### Bus PM Weekday Pull Out Performance

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.

Note: The metrics in this report are preliminary.

# Wait Assessment


Desired trend 



	Monthly			12-Month Average		
	Jan 20	Jan 19	% Change	Jan 20	Jan 19	% Change
<b>Bronx</b>	78.1%	79.8%	-2.1%	76.3%	77.0%	-0.9%
<b>Brooklyn</b>	78.7%	78.5%	+0.3%	76.1%	76.2%	-0.1%
<b>Manhattan</b>	80.9%	80.7%	+0.2%	77.6%	76.4%	+1.6%
<b>Queens</b>	81.7%	81.3%	+0.5%	79.2%	79.3%	-0.1%
<b>Staten Island</b>	83.3%	82.9%	+0.5%	81.2%	80.3%	+1.1%
<b>Systemwide</b>	<b>80.2%</b>	<b>80.3%</b>	<b>-0.1%</b>	<b>77.8%</b>	<b>77.7%</b>	<b>+0.1%</b>

Note: The metrics in this report are preliminary.

## Wait Assessment Monthly


Desired trend 

<u>Borough</u>	<u>Jan 20</u>	<u>Jan 19</u>	<u>% Change</u>
<b>Bronx</b>	<b>78.1%</b>	<b>79.8%</b>	<b>-2.1%</b>
Local/Limited	77.6%	79.4%	-2.3%
Select Bus Service	80.4%	83.6%	-3.8%
Express	87.2%	86.7%	+0.6%
<b>Brooklyn</b>	<b>78.7%</b>	<b>78.5%</b>	<b>+0.3%</b>
Local/Limited	78.6%	78.4%	+0.3%
Select Bus Service	81.9%	82.3%	-0.5%
Express	81.3%	78.8%	+3.2%
<b>Manhattan</b>	<b>80.9%</b>	<b>80.7%</b>	<b>+0.2%</b>
Local/Limited	80.4%	80.5%	-0.1%
Select Bus Service	84.7%	83.1%	+1.9%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>81.7%</b>	<b>81.3%</b>	<b>+0.5%</b>
Local/Limited	81.5%	81.1%	+0.5%
Select Bus Service	88.2%	84.9%	+3.9%
Express	84.5%	82.8%	+2.1%
<b>Staten Island</b>	<b>83.3%</b>	<b>82.9%</b>	<b>+0.5%</b>
Local/Limited	82.2%	81.6%	+0.7%
Select Bus Service	83.1%	83.6%	-0.6%
Express	88.0%	88.0%	+0.0%
<b>Systemwide</b>	<b>80.2%</b>	<b>80.3%</b>	<b>-0.1%</b>
Local/Limited	79.8%	80.0%	-0.3%
Select Bus Service	84.5%	83.6%	+1.1%
Express	86.2%	85.4%	+0.9%

Note: The metrics in this report are preliminary.

**Chart 14**

## Bus Mean Distance Between Service Interruptions

Desired trend 

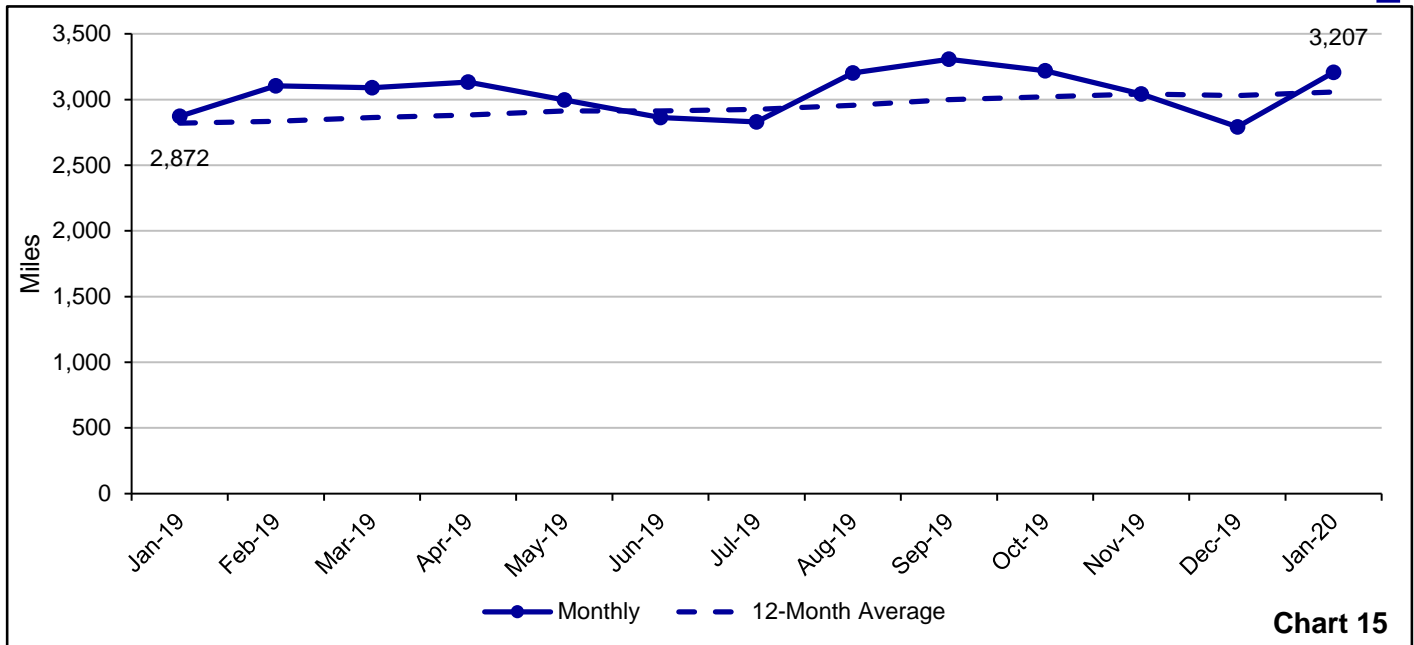



Chart 15

	Monthly			12-Month Average		
	Jan 20	Jan 19	% Change	Jan 20	Jan 19	% Change
<b>Systemwide</b>	3,207	2,873	+11.6%	3,057	2,820	+8.4%

## Bus Percentage of Completed Trips

Desired trend 

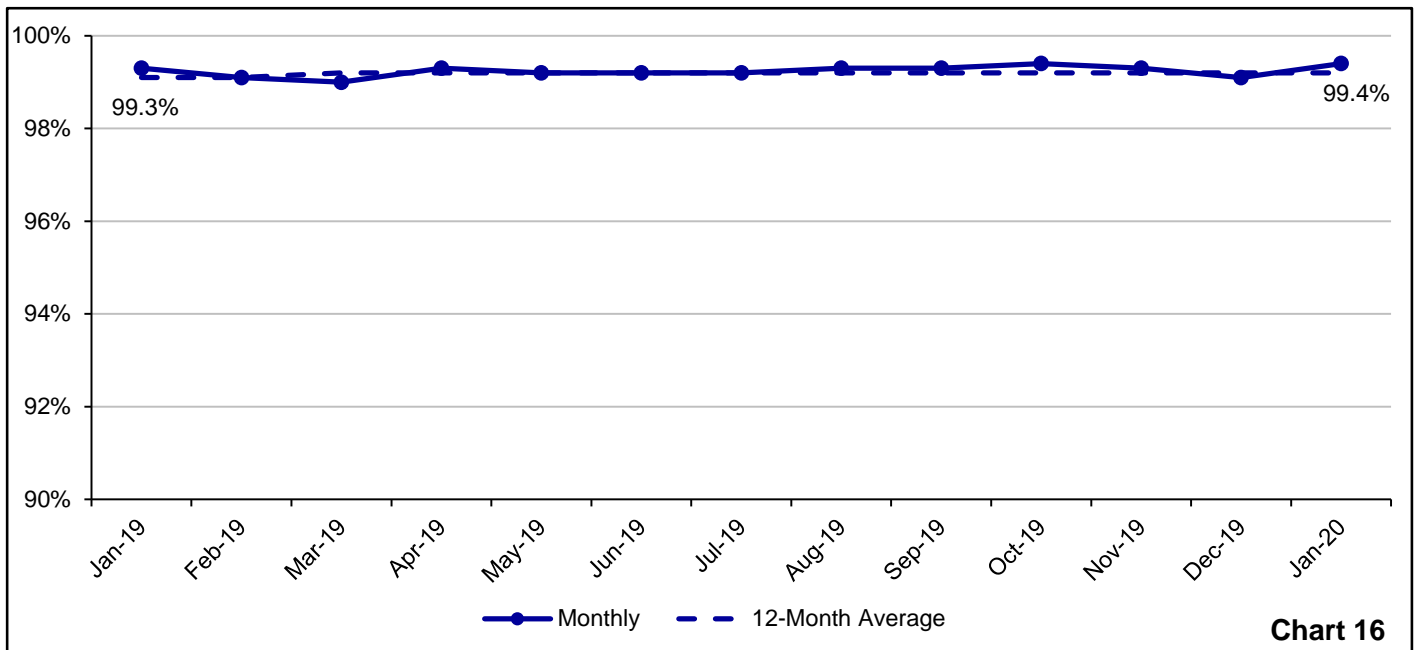


Chart 16

	Monthly			12-Month Average		
	Jan 20	Jan 19	% Change	Jan 20	Jan 19	% Change
<b>Systemwide</b>	99.4%	99.3%	+0.1%	99.2%	99.1%	+0.1%

Note: The metrics in this report are preliminary.

## Bus AM Weekday Pull Out Performance

Desired trend 

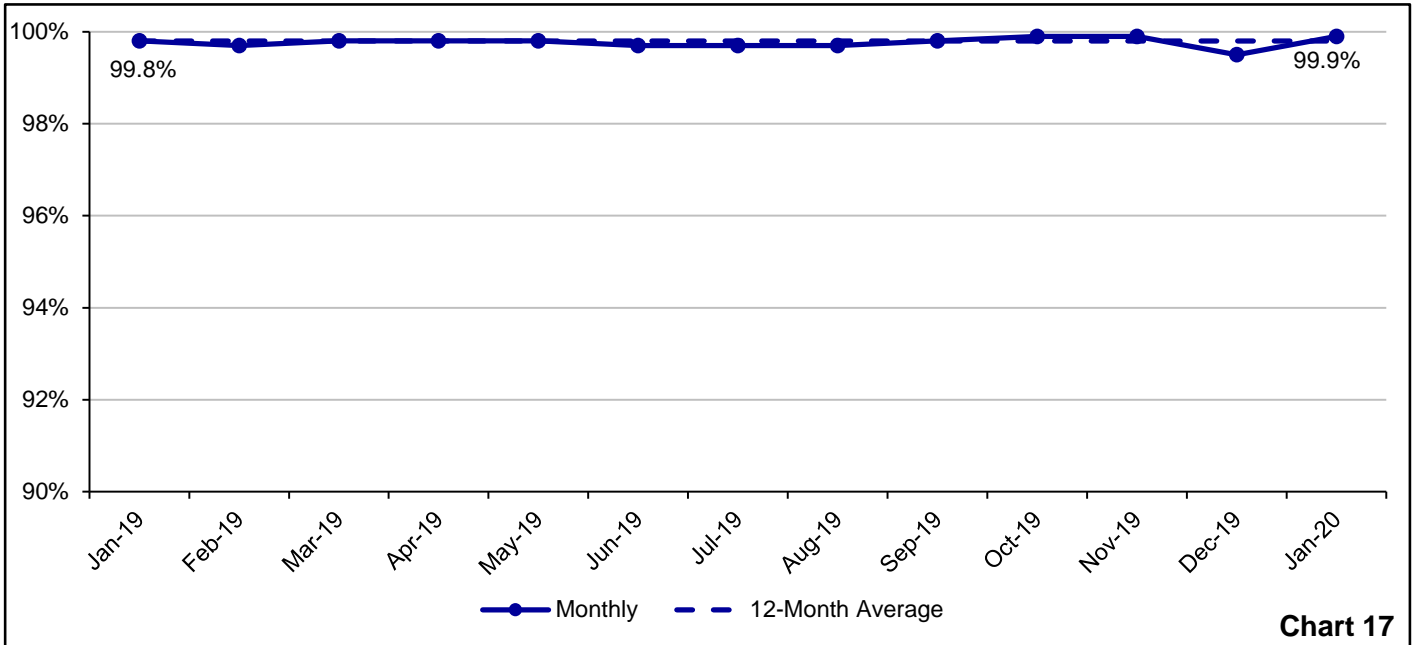


Chart 17

	Monthly			12-Month Average		
	Jan 20	Jan 19	% Change	Jan 20	Jan 19	% Change
<b>Systemwide</b>	99.9%	99.8%	+0.1%	99.8%	99.8%	0.0%

## Bus PM Weekday Pull Out Performance

Desired trend 

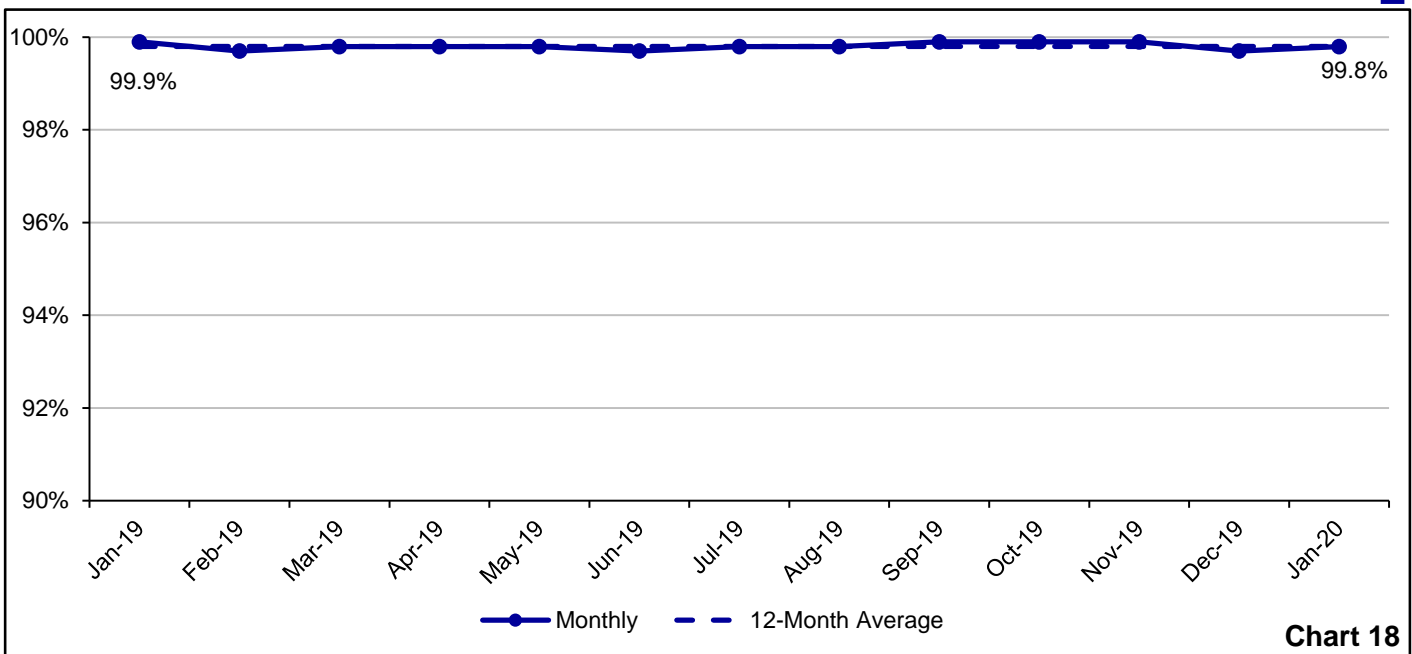


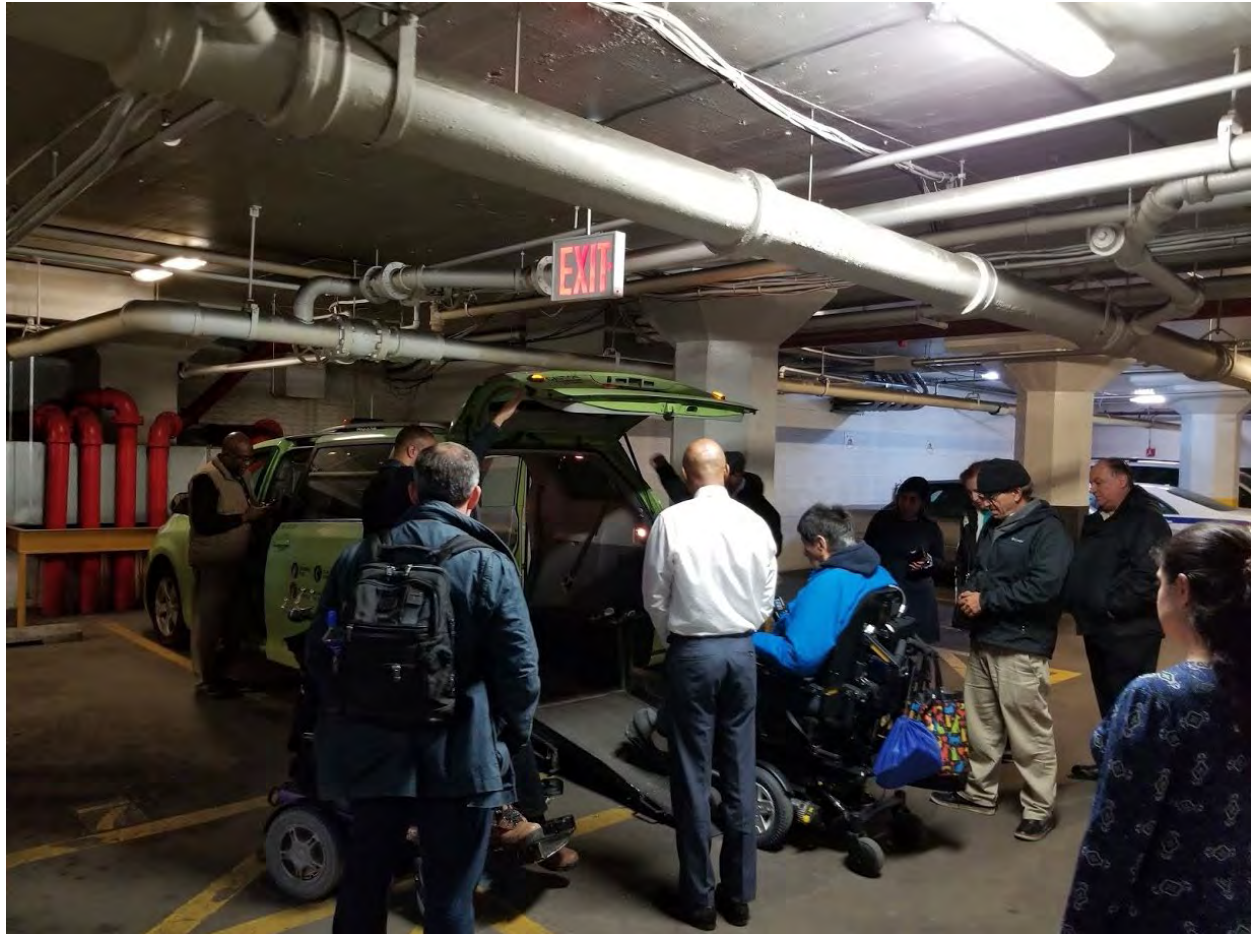
Chart 18

	Monthly			12-Month Average		
	Jan 20	Jan 19	% Change	Jan 20	Jan 19	% Change
<b>Systemwide</b>	99.8%	99.9%	-0.1%	99.8%	99.8%	0.0%

Note: The metrics in this report are preliminary.

## Customer Service Report: Paratransit

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



In January, Paratransit hosted its bi-monthly Paratransit Advisory Committee meeting. A Green Wheelchair Accessible Taxi was on display for members to see firsthand. Members were allowed to board, and a driver demonstrated proper wheelchair securement and use of seat belts.

## February 2020 Highlights: Paratransit

This month we are seeking Board approval to award five-year, estimated quantity, miscellaneous service contracts for Access-A-Ride Paratransit Primary Carrier Transportation Service. These contracts build on our ongoing strategy to right-size our dedicated carrier fleet as we leverage non-dedicated for hire vehicles (FHV) and metered taxis. The percentage of dedicated carrier trips has dropped from 73% in 2016 to 42% in 2019.

Over the last several years we have also implemented dedicated carrier cost reduction initiatives. From 2015 to 2017, all dedicated carrier contracts were reviewed by Audit Services and Procurement, resulting in reductions in capacity, right-sizing, and lower costs per service hour for a total savings of \$39M. During the summer of 2019, dedicated carriers provided reductions as a result of the MTA Enterprise-Wide Cost Reduction Initiative, achieving savings of \$14.5M. In 2019, the dedicated carrier fleet was reduced by 500 vehicles and the number of carriers reduced by three (two were terminated and one contract expired), reducing excess capacity and resulting in recurring annual cost savings of \$28M.

The new carrier contracts further reduce the number of carriers and leverages our overall strategy to achieve even lower costs per trip. Specifically, the RFP reduced the target number of total carriers in order to create aggressive competition, established a tiered rate structure to ensure the MTA is not paying for excess fixed capacity, and developed a price schedule based on vehicle service hours to more directly tie compensation to service delivery and allow flexibility for future mode shift. This proposed new contract further reduces the number of carriers and facilities by 60% and 27% respectively - from the current 10 carriers operating out of 11 facilities, to 4 carriers operating out of 8 facilities.

At the end of last year we rolled out our enhanced broker program to Staten Island customers, who had previously used a voucher-based service. Customer feedback has been positive overall and we are now performing over 500 trips daily on this service, with an on-time performance of 99% in the 30-minute pickup window and 94% within the 15-minute window. Importantly, this service allows customers the option to book and manage trips using the MY AAR trip planner on the MYmta app. Other benefits of this service include specialized paratransit accessibility training for drivers, FTA drug and alcohol testing of drivers, door-to-door service and capacity to provide wheelchair accessible vehicles (WAVs). This service also allows us to improve our travel communications with customers, including electronic trip confirmations, pre-trip texts, robo-calls informing customers about their trip, and importantly vehicle tracking through GPS.

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

# Paratransit Report

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

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: December 2019			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Ridership	Total Trips Completed*	679,262	646,497	+5.1%	669,908	591,038	+13.3%
	Total Ridership	929,244	894,847	+3.8%	907,832	822,292	+10.4%
On-Time Performance	Pick-up Primary 30 Minute	96.0%	96.0%	0.0%	96.1%	95.6%	+0.6%
	Pick-up Primary 15 Minute	86.0%	88.0%	-2.3%	87.0%	86.7%	+0.3%
	Pick-up Broker 30 Minute	96.0%	93.0%	+3.2%	95.4%	91.6%	+4.2%
	Pick-up Broker 15 Minute	86.0%	80.0%	+7.5%	85.3%	79.0%	+7.9%
	Appointment OTP Trips Primary - 30 Min Early to <1 Late (On-Time)	46.0%	45.0%	+2.2%	46.1%	48.2%	-4.3%
	Appointment OTP Trips Primary - Early	45.0%	47.0%	-4.3%	45.9%	40.6%	+13.1%
	Appointment OTP Trips Broker - 30 Min Early to <1 Late (On-Time)	33.0%	36.0%	-8.3%	34.2%	44.5%	-23.2%
	Appointment OTP Trips Broker - Early	58.0%	51.0%	+13.7%	55.5%	39.7%	+39.9%
Ride Time	Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration - At or Better Than Plan	83.0%	77.0%	+7.8%	79.9%	74.4%	+7.4%
	Average Actual Trip Duration in Minutes	35	42	-16.7%	39	44	-10.1%
	Max Ride Time Performance Primary	98.0%	98.0%	0.0%	97.8%	97.3%	0.5%
	Max Ride Time Performance Broker	99.0%	97.0%	+2.1%	98.0%	96.6%	1.5%
Customer Experience	Frequent Rider Experience Primary	74.0%	73.0%	+1.4%	74.2%	72.1%	2.9%
	Frequent Rider Experience Broker	70.0%	66.0%	+6.1%	70.0%	N/A	N/A
Provider No-Shows	Provider No-Shows per 1,000 Schedule Trips Primary	1.30	1.57	-17.2%	1.39	2.02	-31.3%
	Provider No-Shows per 1,000 Schedule Trips Broker	1.12	1.29	-13.2%	1.44	2.73	-47.3%
Customer Complaints	Passenger Complaints - Transportation Service Quality Per 1000 Completed Trips	2.8	2.1	+33.3%	2.9	2.7	+5.3%
	Passenger Complaints - Non-Transportation Service Quality Per 1000 Completed Trips	1.7	1.1	+54.6%	2.1	1.3	+59.0%
Call Center	Percent of Calls Answered	95.0%	97.0%	-2.1%	95.5%	96.3%	-0.9%
	Average Call Answer Speed in Seconds	82	45	+82.2%	62	43	+43.7%
Eligibility	Total Registrants	161,526	153,575	+5.2%	157,721	150,015	+5.1%

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 with lift and ramp-equipped vans.
- 2) **Brokers** provide for-hire vehicles (FHV), metered taxis, and some wheelchair accessible vehicles.
- 3) **E-Hails** provide web or app-based trip booking and furnish FHV and metered taxis, including wheelchair accessible vehicles (WAVs).
- 4) **Street Hails** are services provided by the traditional FHV, 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. This service has been replaced by Enhanced Broker Service since November 2019.

## 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.

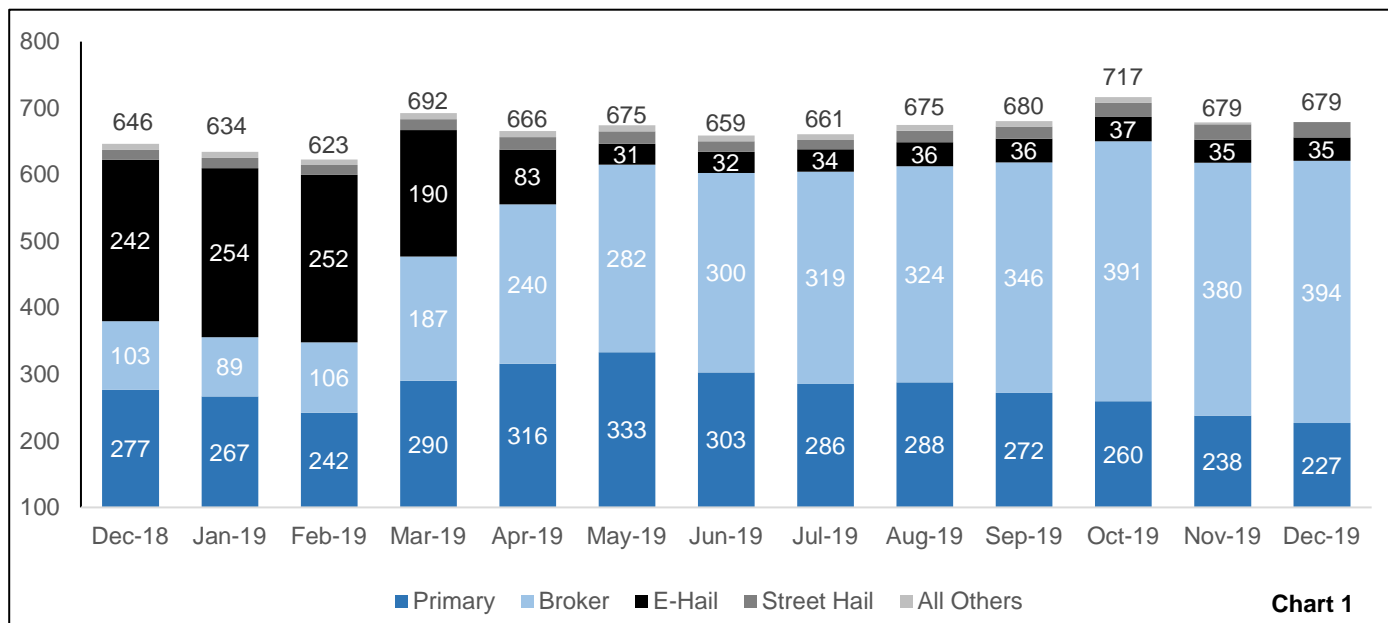
The phone number customers call to make complaints and other comments is the same familiar number they use for reservations. Access-A-Ride reviews all complaints received and works to resolve all specific customer concerns.

## Call Center

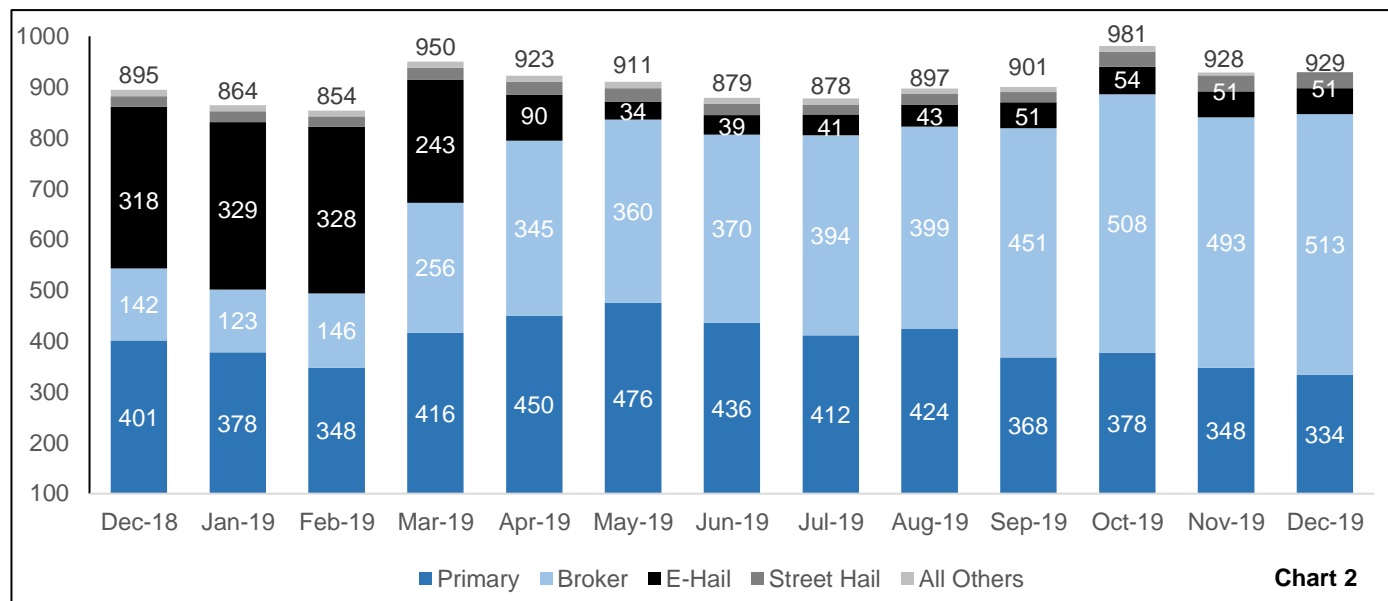
Access-A-Ride Call Center performance is measured as the percent of calls that are answered and the average speed with which those calls are answered. The call center handles reservation and day-of service status calls from customers.

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 December 2019 remained flat when compared to November 2019, and increased by 33K (or 5.1%) when compared to December 2018.

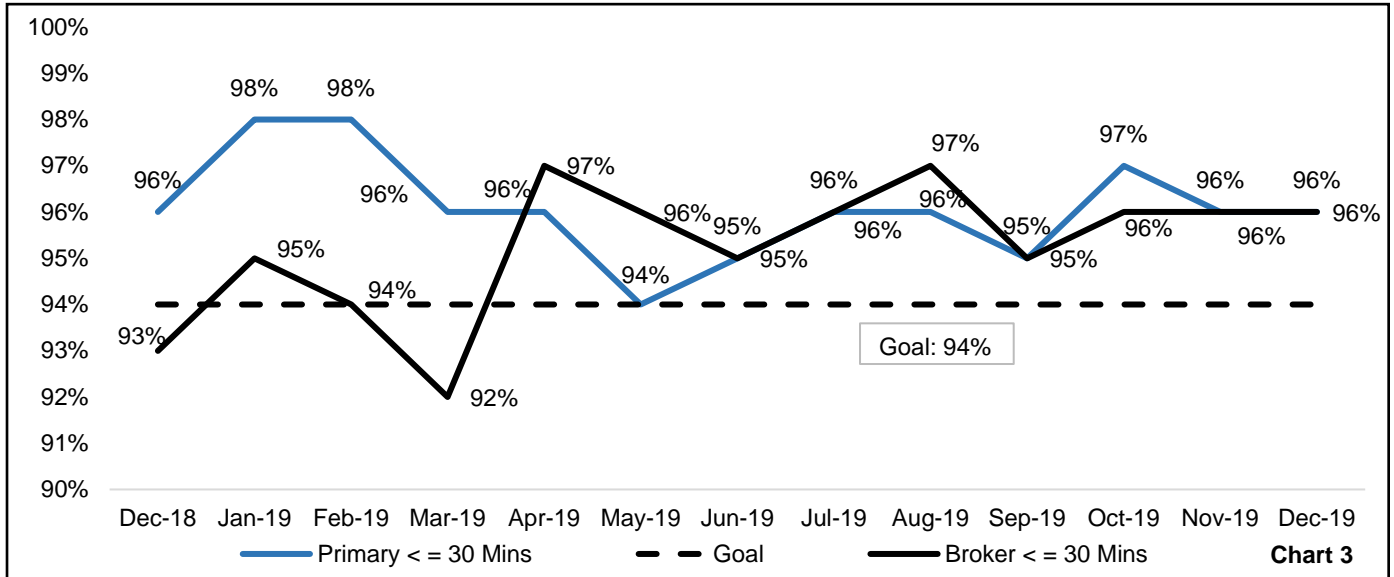
### Total Ridership Discussion

- Total Ridership in December 2019 increased by 1K (or 0.1%) when compared to November 2019, and increased by 34K (or 3.8%) when compared to December 2018.

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

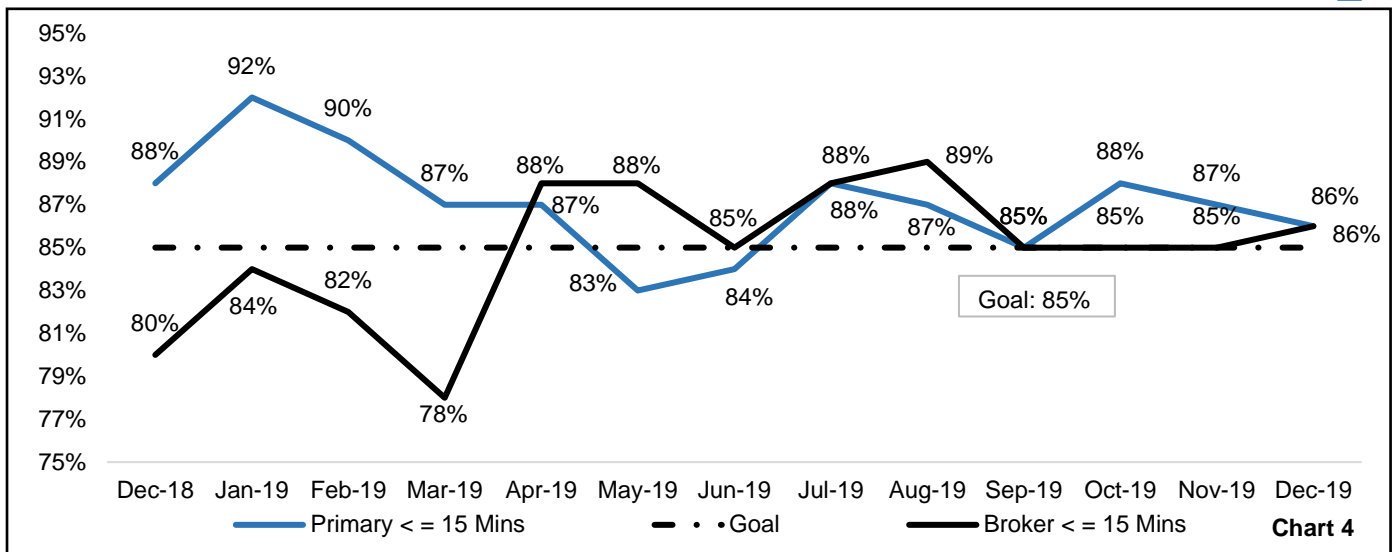
## OTP <= 30 Minutes Primary and Broker

Desired trend



## OTP <= 15 Minutes Primary and Broker

Desired trend



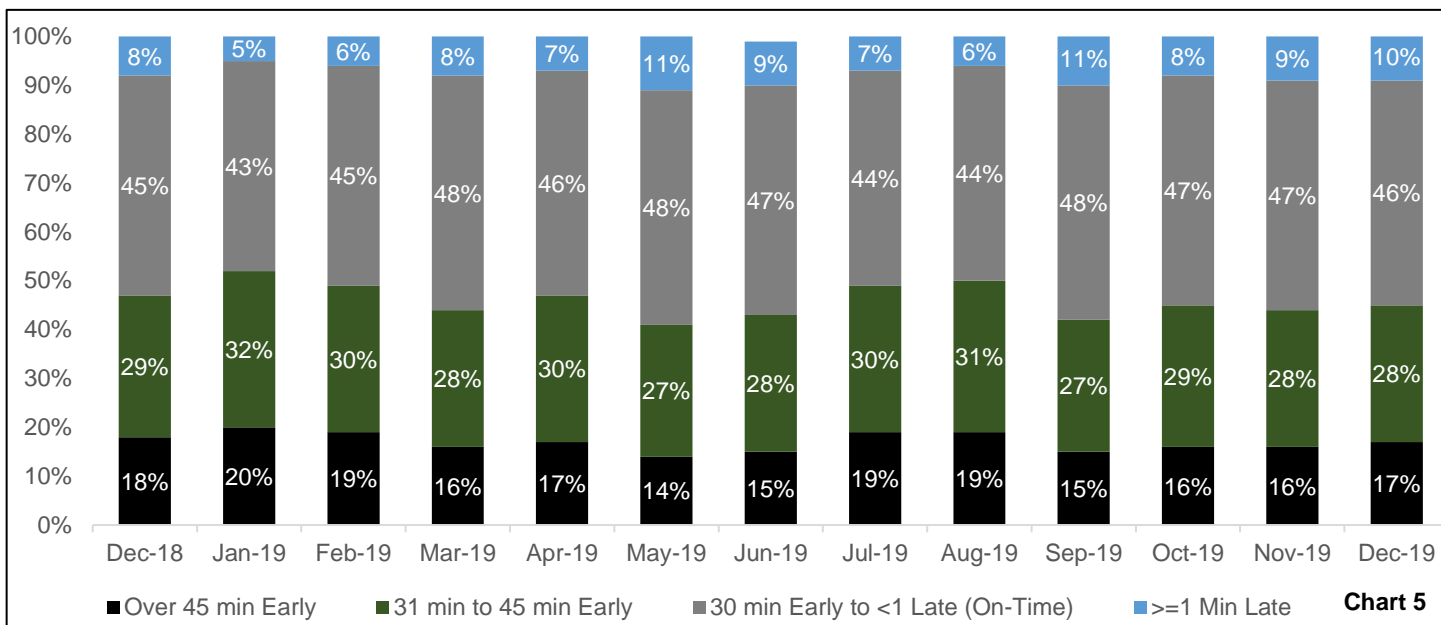
### <= 30 Minutes Pick Up On-Time Performance Discussion

- December 2019 Primary 30 minute P/U, OTP result of 96% remained flat when compared to November 2019 and December 2018.
- December 2019 Broker 30 minute P/U, OTP result of 96% remained flat when compared to November 2019, and improved at a rate of 3.2% when compared to December 2018.

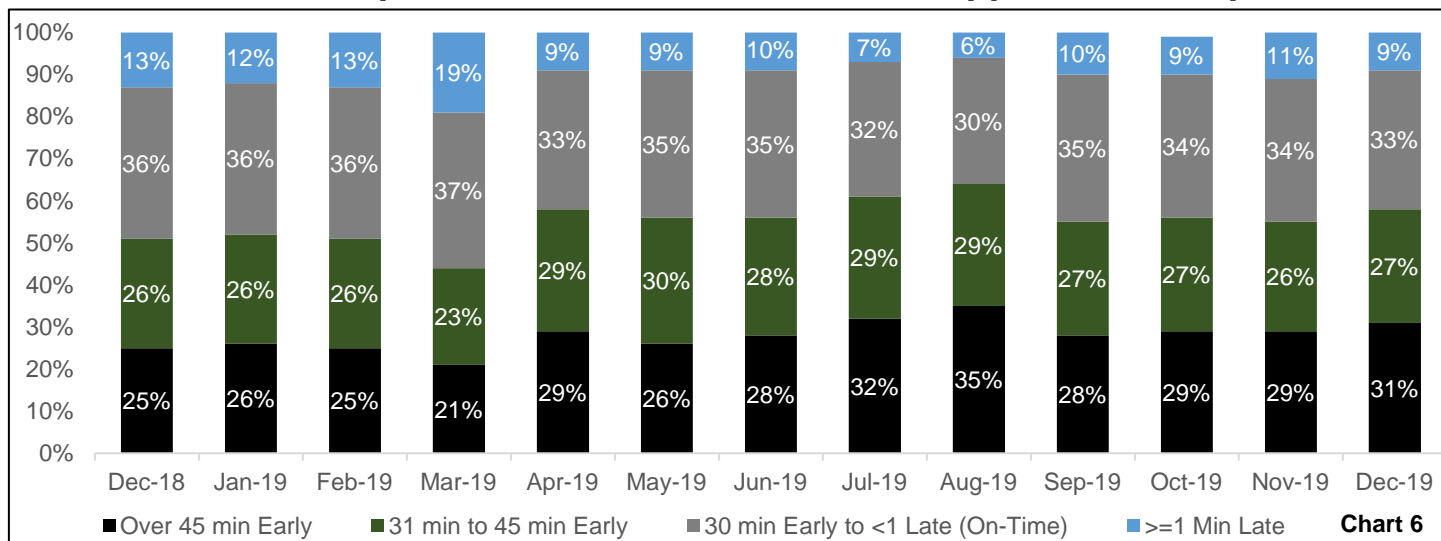
### <= 15 Minutes Pick Up On-Time Performance Discussion

- December 2019 Primary 15 minute P/U, OTP result of 86% indicates a rate decrease of 1.1% when compared to November 2019, and declined at a rate of 2.3% when compared to December 2018.
- December 2019 Broker 15 minute P/U, OTP result of 86% indicates a rate increase of 1.2% when compared to November 2019, and improved at a rate of 7.5% when compared to December 2018.

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



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



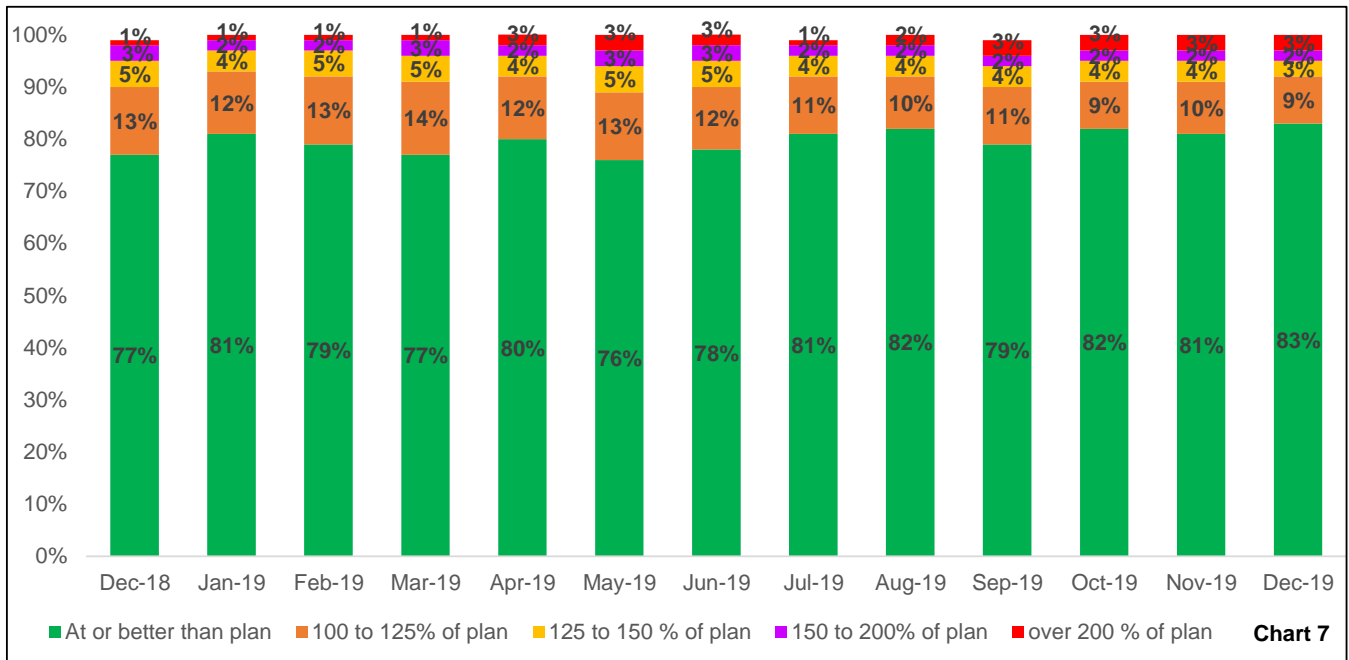
### Primary Drop Off On-Time Performance On Appointment Trips Discussion

- In the month of December, 46% of appointment trips arrived on time. Arrival times declined at a rate of 2.1% when compared to the previous month, and improved at a rate of 2.2% when compared to the same period last year.

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

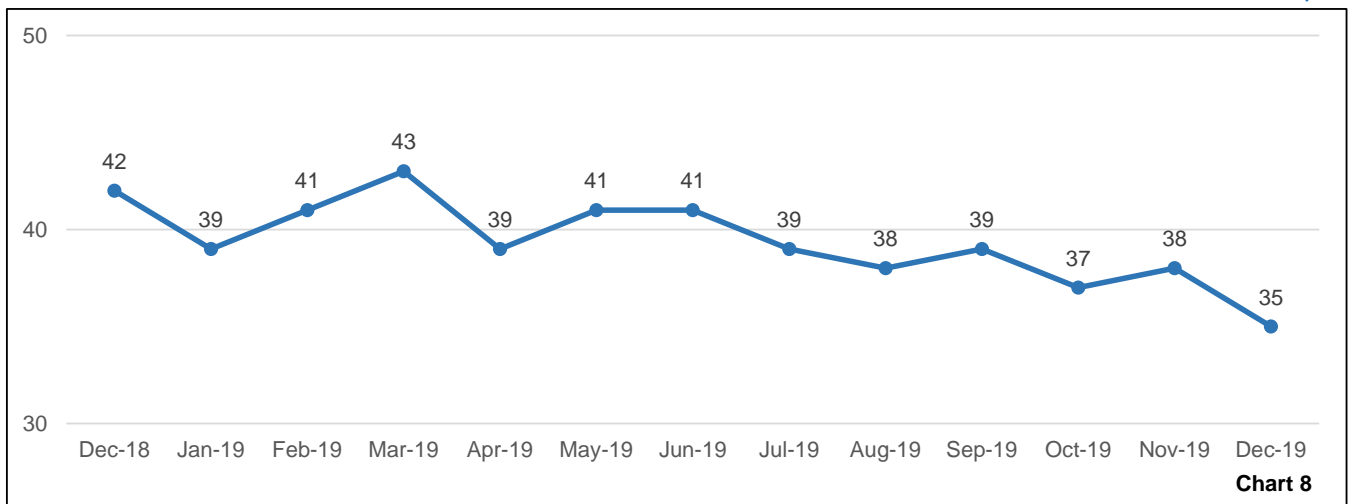
- In the month of December, 33% of appointment trips arrived on time. Arrival times declined at a rate of 2.9% when compared to the previous month, and declined at a rate of 8.3% when compared to the same period last year.

## 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

- 83% of trips in December 2019 performed within the scheduled time or better which improved at a rate of 2.5% when compared to November 2019, and improved at a rate of 7.8% when compared to December 2018.

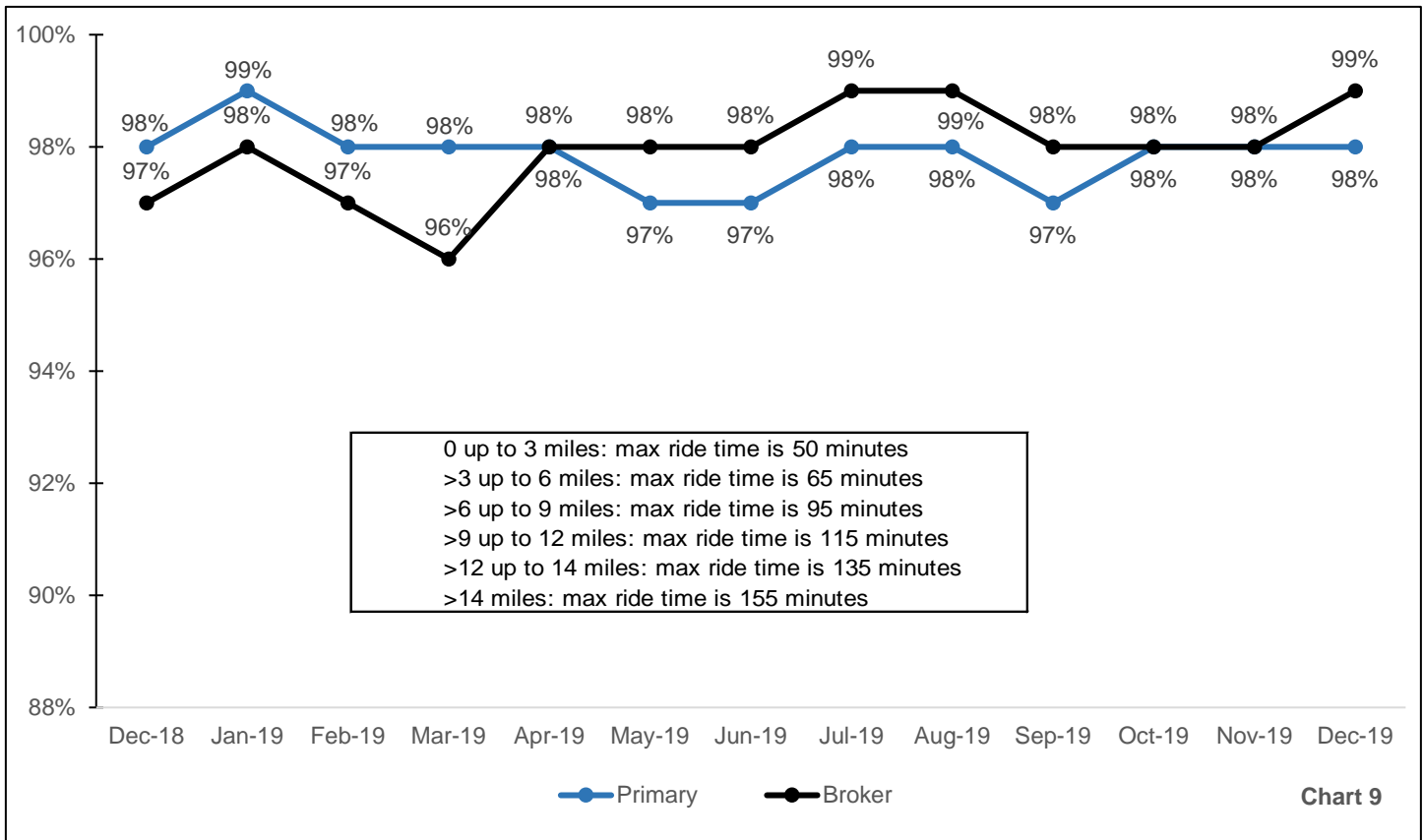
### Average Actual Trip Duration in Minutes Discussion

- Actual Trip Duration in December 2019 improved by 3 minutes (or 7.9%) when compared to November 2019, and improved by 7 minutes (or 16.7%) when compared to December 2018.

Note: Percentages may not be exact due to rounding.

## Max Ride Time Performance

Desired trend

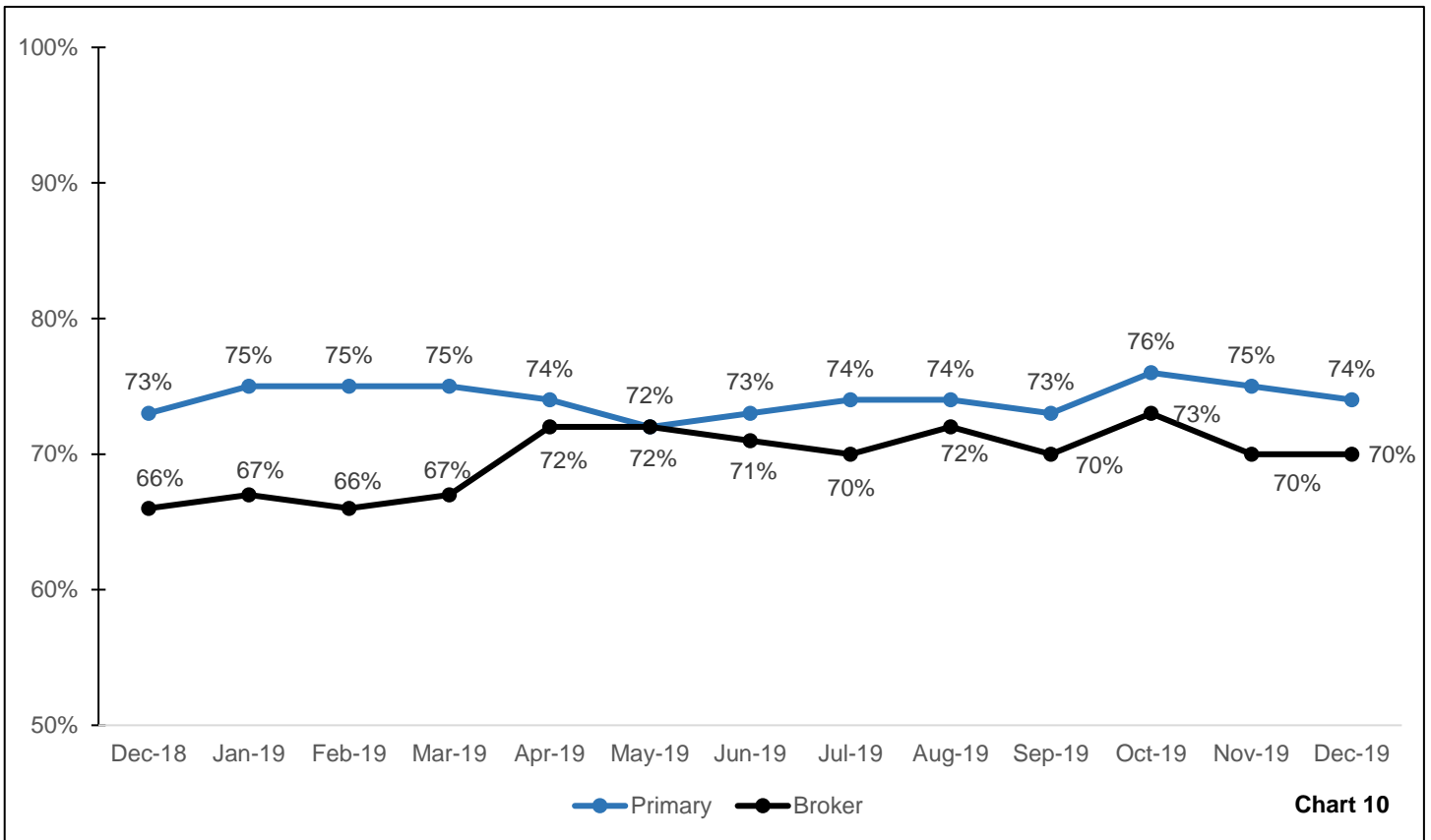


### Max Ride Time Performance Discussion

- In the month of December, 98% of Primary trips were completed within the Max Ride Time parameters. Performance remained flat when compared to November 2019 and December 2018.
- In the month of December, 99% of Broker trips were completed within the Max Ride Time parameters. Performance improved at a rate of 1% when compared to November 2019, and improved at a rate of 2.1% when compared to December 2018.

# Customer Experience Performance

Desired trend 



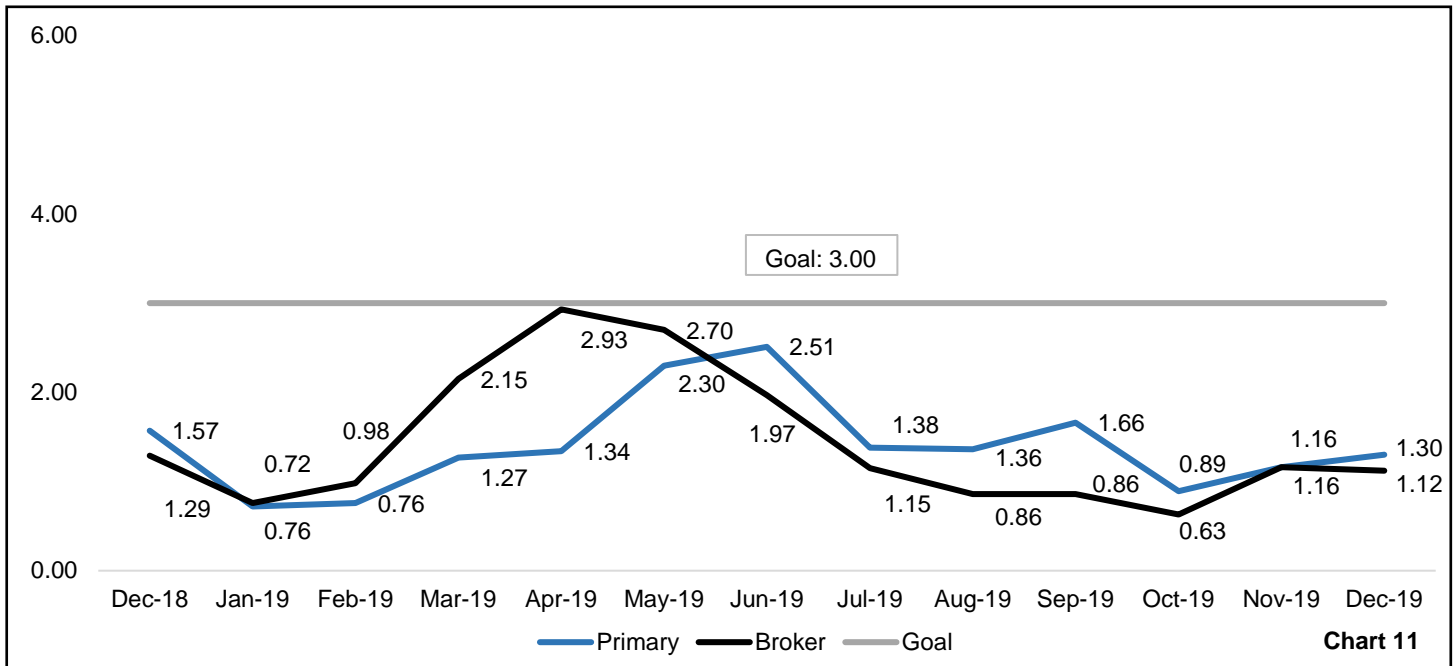
## Customer Experience Performance Discussion

- In the month of December, 74% of the Primary carrier trips completed resulted in a positive customer experience. This decreased at a rate of 1.3% when compared to the previous month, and a rate improvement of 1.4% when compared to the same period last year.
- In the month of December, 70% of the Broker trips completed resulted in a positive customer experience. This remained flat when compared to the previous month, and a rate improvement of 6.1% when compared to the same period last year.



## Provider No Shows Per 1,000 Scheduled Trips

Desired trend

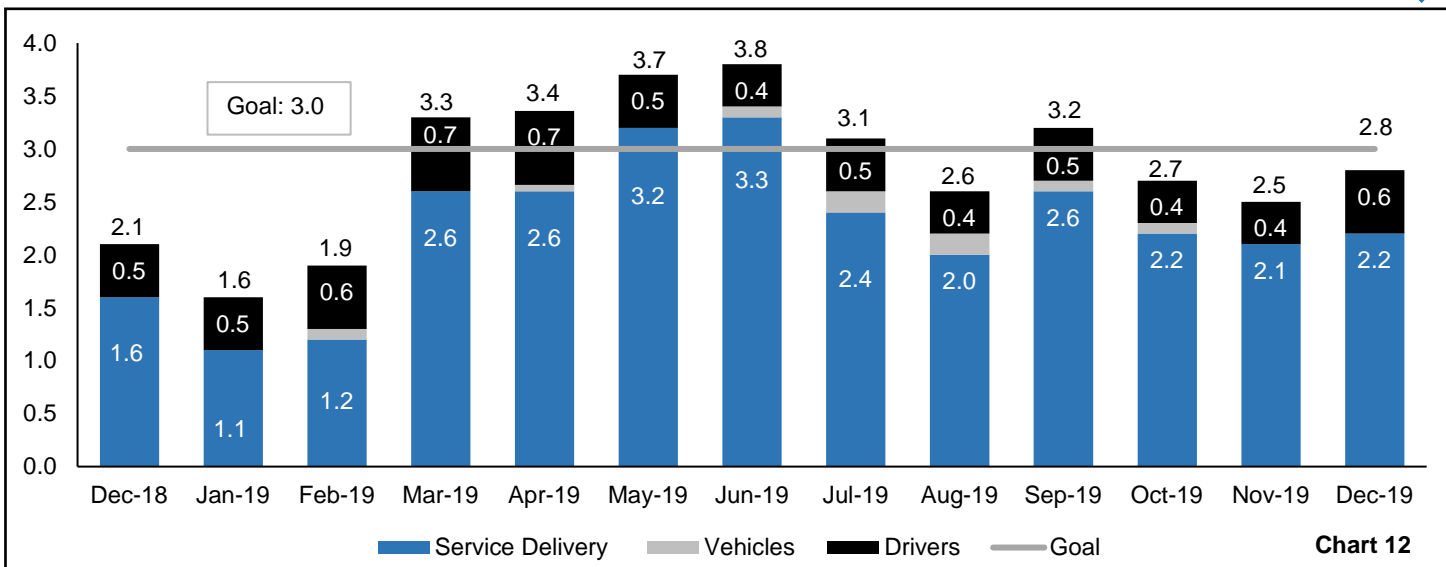


### Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary No-Shows increased by 0.14 per 1,000 trips (or 12.1%) in December 2019 when compared to November 2019, and improved by 0.27 per 1,000 trips (or 17.2%) when compared to the same month last year.
- Broker No-Shows improved by 0.04 per 1,000 trips (or 3.4%) in December 2019 when compared to November 2019, and improved by 0.17 per 1,000 trips (or 13.2%) when compared to the same month last year.

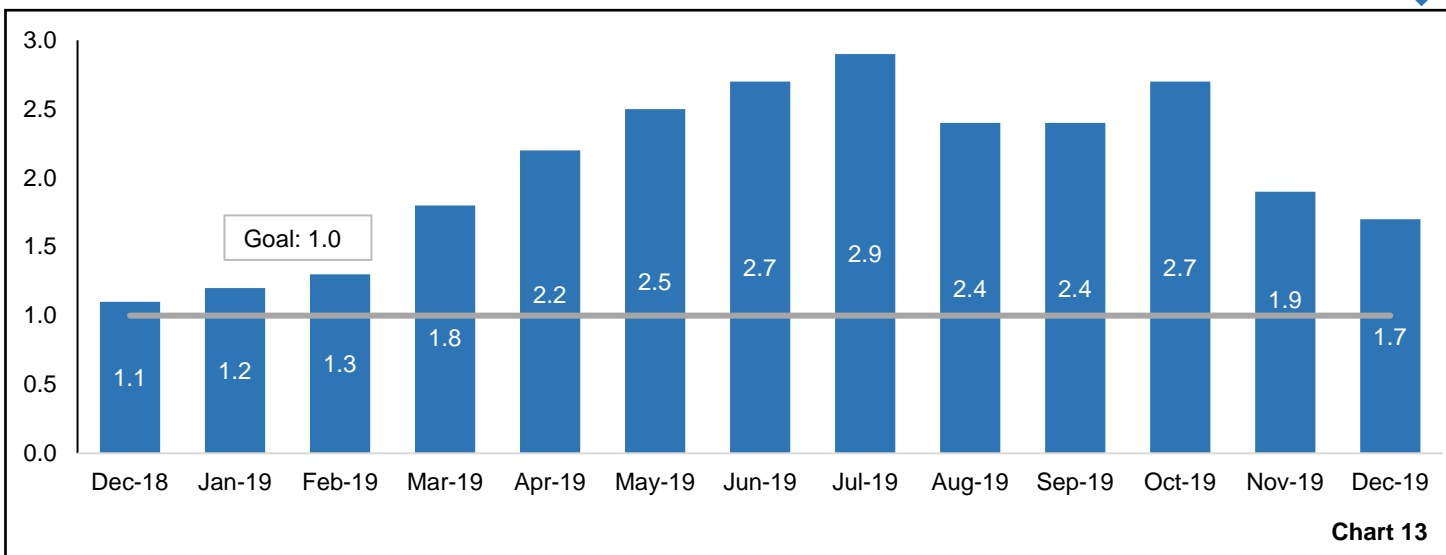
### Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips

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 increased by 0.3 per 1,000 trips (or 12%) in December 2019 when compared to November 2019, and increased by 0.7 per 1,000 trips (or 33.3%) when compared to December 2018.

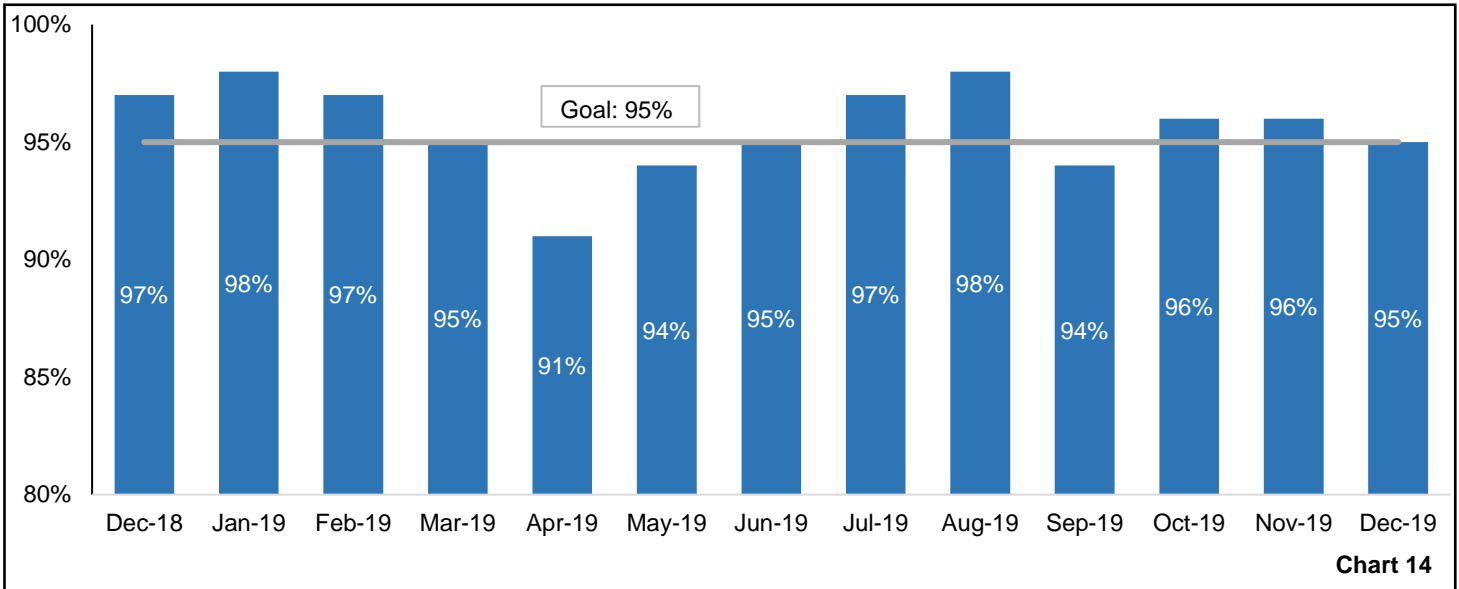
#### Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips Discussion:

- Passenger Complaints related to Non-Transportation Service improved by 0.2 per 1,000 trips (or 10.5%) in December 2019 when compared to November 2019, and increased by 0.6 per 1,000 trips (or 54.6%) when compared to December 2018.

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

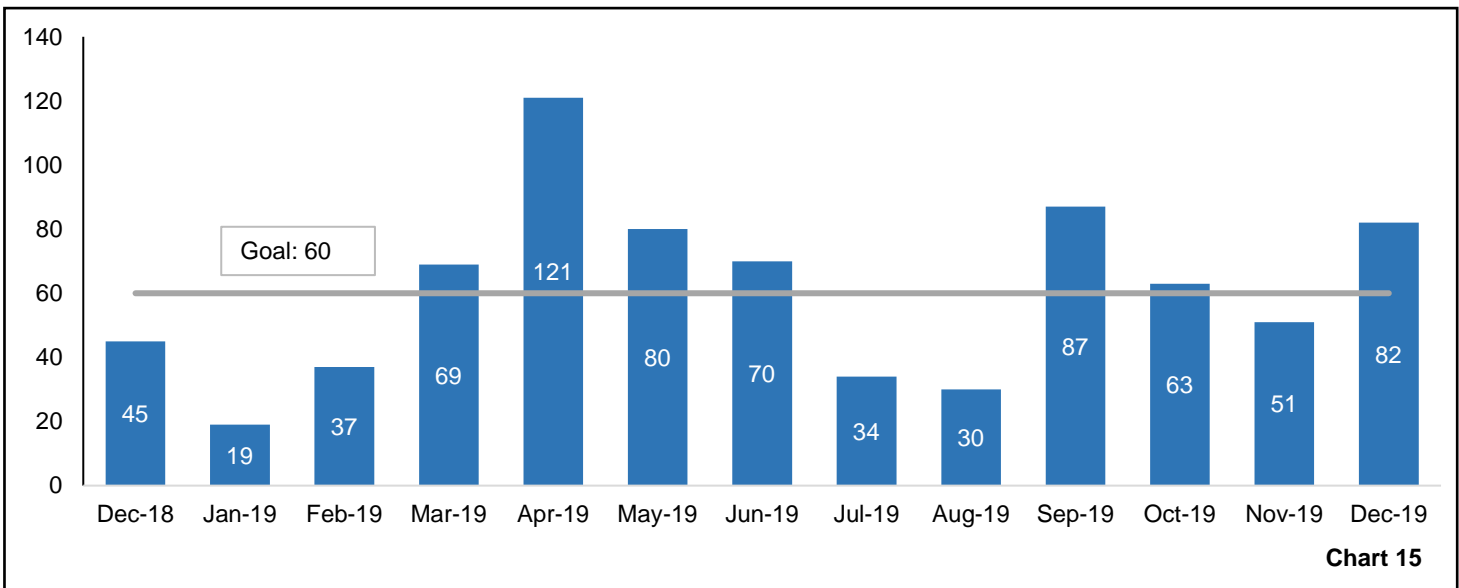
## Percent of Calls Answered

Desired trend 



## Average Call Answer Speed in Seconds

Desired trend 



### Percent of Calls Answered Discussion

- The Percent of Calls Answered in December 2019 declined at a rate of 1% when compared to November 2019, and declined at a rate of 2.1% when compared to December 2018.

### Average Call Answer Speed in Seconds Discussion

- The Average Call Answer Speed in December 2019 increased by 31 seconds (or 60.8%) when compared to November 2019, and increased by 37 seconds (or 82.2%) when compared to December 2018.

*Note: The Average Call Answer Speed was impacted by several Adept System issues and a Curb Dispatch issue which lengthened the amount of time between calls being answered.*

# Accessibility Report

Alex Elegudin, Senior Advisor for Systemwide Accessibility



NYCT is testing the first hearing induction loop on a subway platform at the Bowling Green (4/5) station. Hearing induction loops, which are already part of our station booths and Help Point intercoms, are geared towards assisting customers who are hard of hearing. The platform induction loop picks up PA announcements and relays information directly to customers who use certain types of hearing aids, making the audio easier to understand. The induction loop can be found in the middle of the uptown platform (outlined in the photo above).

## February 2020 Accessibility Update

In January we finished our evaluation period for the Accessible Station Lab at Jay St – MetroTech, and we have already learned quite a bit from the pilot. Even as we continue developing our strategy for which features to roll out more broadly, we are doing additional testing for some of the popular accessibility enhancements where opportunities permit. For example, we recently installed colored wayfinding strips and Accessible Boarding Area floor markers at Grand Central station, to help guide customers to the Lexington line elevators and to the recently opened street elevator. This new wayfinding tool will help customers who need the accessible path of travel navigate the station during construction work to replace existing elevators and escalators. This project responds directly to customer feedback on the challenges of navigating Grand Central during the construction, and allows us to try some different potential designs for this feature. We have also heard from many customers that adding graphic maps is helpful in using our Alternate Route signs, which help customers continue their journeys during elevator outages. We plan to implement the maps on Alternate Route signs going forward, and you will start seeing them around the system in the next two months.

Work on the 70 station accessibility projects in our 2020-2024 Capital Plan formally kicked off in January, as the MTA issued an RFQ for the first 23 stations in the plan. This RFQ signals that we mean business when we say we want to deliver these projects better, faster and more efficiently than ever before. In conjunction with MTA's Construction & Development team we are reviewing conceptual station designs, partnering with City agencies to move projects forward, and ensuring that our accessible paths of travel provide the best experience for customers and do so in a cost-effective manner.

Finally, we recently completed the installation of new courtesy seating ads on all buses. These ads remind customers who can do so to give up their seats to pregnant riders and those traveling with small children. This courtesy campaign is in addition to priority seating for customers with disabilities, and aims to remind all of our customers to be aware of their fellow riders and look out for an opportunity to make someone else's trip just a little bit easier. We are looking for other ways to spread this message, and hope to continue working with the Strategy & Customer Experience team on these types of campaigns in the future, on areas such as elevator use.

**Alex Elegudin**

Senior Advisor for Systemwide Accessibility



## Strategy & Customer Experience

Sarah Meyer, Senior Vice President & Chief Customer Officer



The “Hate Has No Place in Our Transportation System” campaign to combat hate crimes and promote kindness, respect, and solidarity launched this month. Conceptualized by the Digital Content team from the NYCT Department of Strategy and Customer Experience and adopted by MTA commuter rails, the campaign is in response to a 42% increase in hate crimes in 2019 across the NYCT system. Broadcasting on digital screens, it encourages customers to report crimes in progress by calling 911 and to call or text to report bias-motivated threats, harassment, discrimination, or graffiti.

## February 2020 Highlights: Strategy and Customer Experience

In January we released [Hate Has No Place in Our Transportation System](#), a public awareness campaign developed to help combat hate crimes across MTA services. The digital messages appear on more than 4,000 screens across NYC subway and 2,600 screens on buses. The ads provide information on how to report hate crimes and use the tagline: “New York rides together.” We have also reaffirmed with our staffs to gather as much detail when receiving these reports and immediately provide to the police for investigation and action.

Construction and Development opened a new entrance to the 1 Av Station on the L Line. Customers traveling towards 8th Avenue can now enter the station on the northwest corner of Avenue A and 14th Street. Ridership at this station increased 60% over the past eight years and the new entrance along with the elevators that are on the way will significantly benefit the nearly 21,000 weekday customers who use the station.

We announced plans to reconstruct and reopen the Bedford Avenue entrances to the Nostrand Av A/C subway station in Brooklyn using our in-house forces, with financial support from the offices of Assembly member Wright and Senator Montgomery. The entrances have been closed for more than thirty years and reopening them will provide customers a direct connection to the northbound B44 Select Bus Service, reduce crowding as trains depart from the station, and provide a free in-station transfer between the northbound and southbound platforms. Another enhancement for customers is the permanent extension of a free transfer between Livonia Av Station on the L Line and Junius St Station on the 3 Line, which is currently in place for the L Project.

Year-over-year performance for our Customer Contact Center operations improved this month, with average time to answer calls 45.5% better than January 2019. Our social media team fielded 33% more mentions than January 2019, responding to 42% more conversations. Our correspondence teams received more web, mobile app, and written feedback than any prior month, driven by more than 2,750 comments on the Queens Bus Network Redesign draft plan.

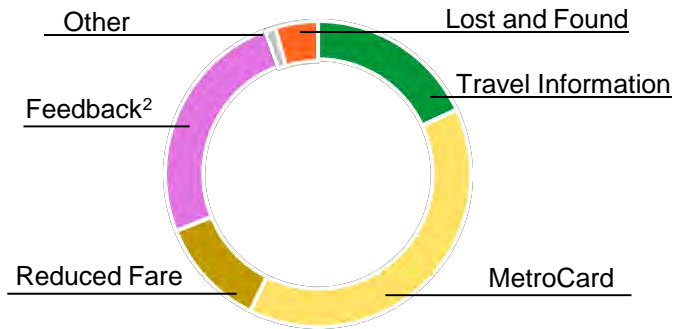
Our engagement teams continue to spend significant effort to continuing meeting with communities about redesigning our bus networks. We held sixteen bus redesign meetings with our neighbors in Queens and the Bronx. In addition, we held three pop-up customer Help Desks about planned service changes and two public meetings with advocacy groups, and attended eleven Community Board meetings.

**Sarah Meyer**  
Senior Vice President & Chief Customer Officer

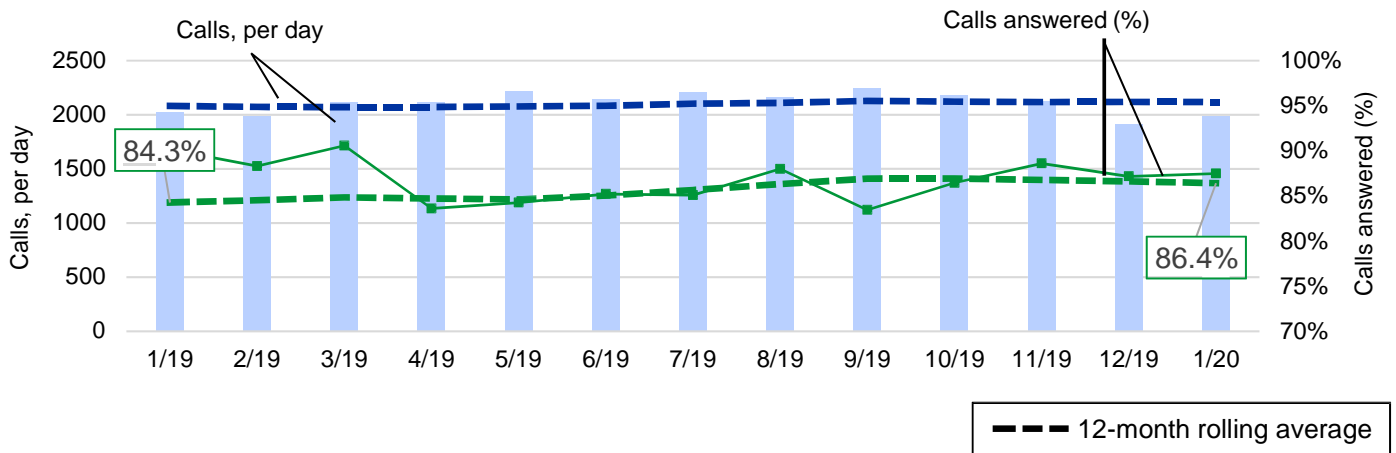
# Telephone

	Jan 2020	Jan 2019	Variance
Telephone calls	61,713	62,742	▼1.6%
Calls answered	87.5%	90.1%	▼2.9%
Average time to answer <sup>1</sup> (seconds)	195	134	▲45.5%

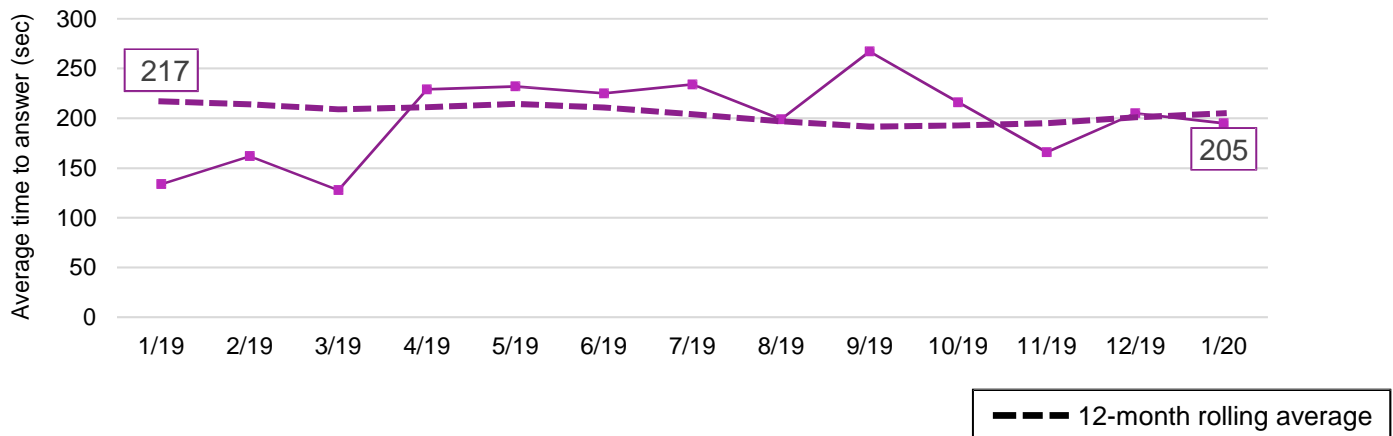
1. Excludes automated self-service calls
2. Feedback is customers calling with comments or concerns



## Telephone: calls received and answered



## Telephone: average time to answer

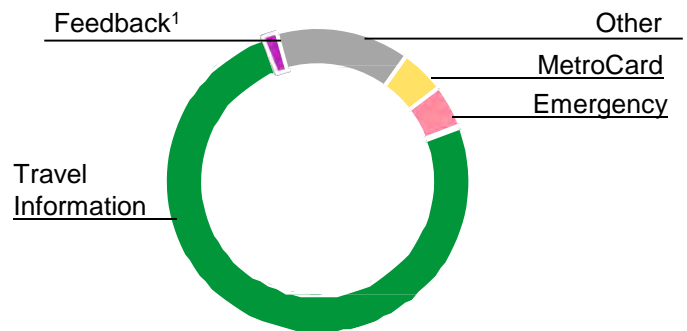




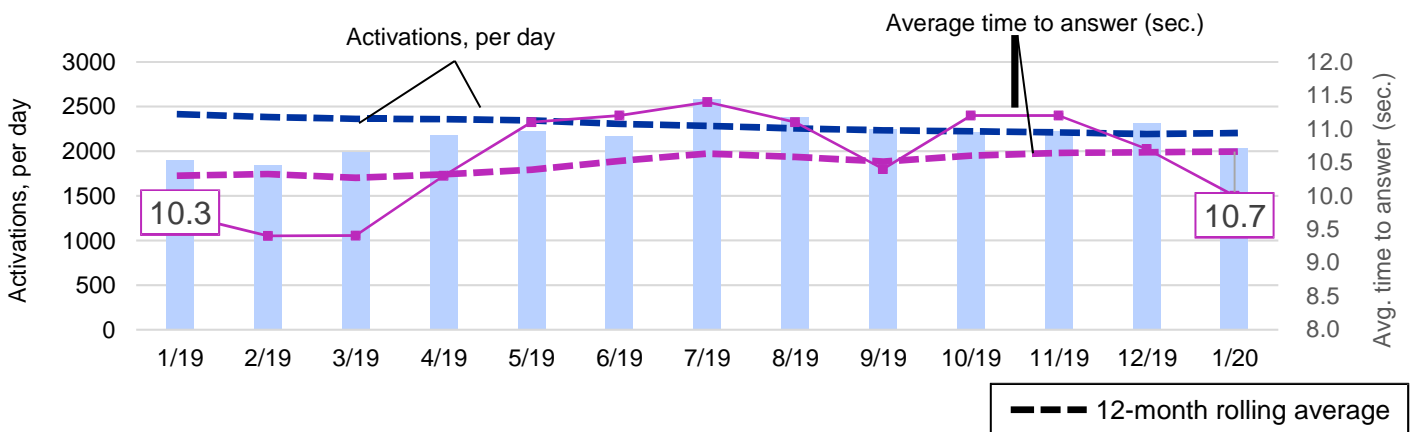
## Help Point

	Jan 2020	Jan 2019	Variance
Help Point activations	63,083	58,824	▲7.2%
Average time to answer (seconds)	10.0	9.7	▲2.5%

1. Feedback is customers calling with comments or concerns



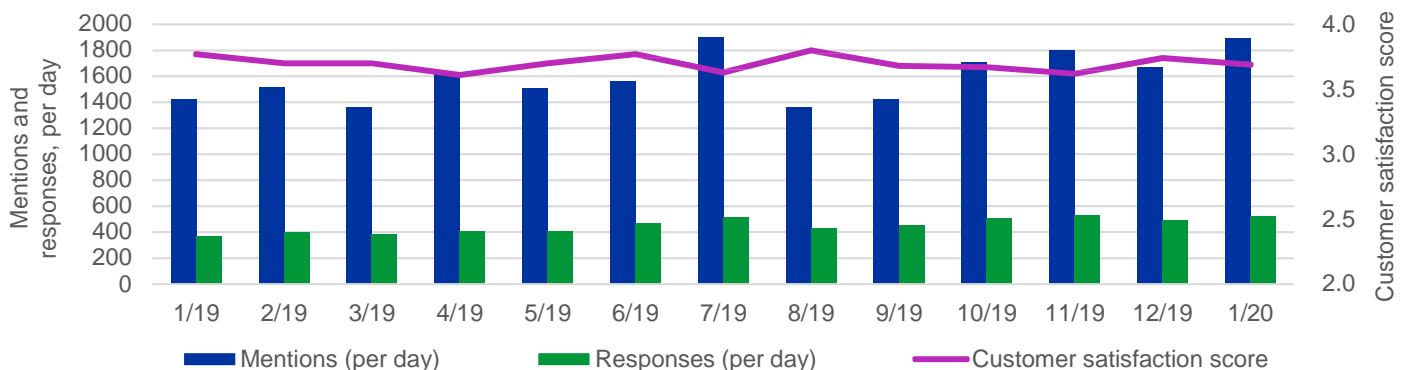
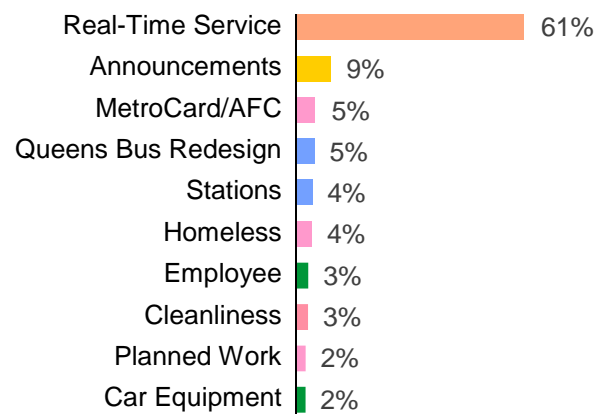
## Help Point: activations and average time to answer



## Social media

	Jan 2020	Jan 2019	Variance
Social media mentions <sup>1</sup>	58,738	44,061	▲33.3%
Responses sent	16,123	11,339	▲42.2%
Customer satisfaction score <sup>2</sup>	3.69	3.77	▼2.1%

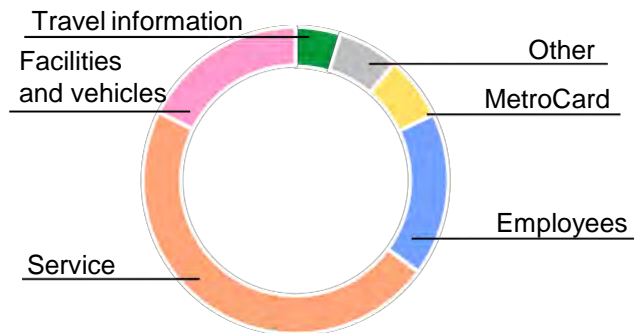
1. Social media mentions include Tweets, Facebook posts, and comments  
 2. Customers were asked *How would you rate your experience on Twitter with NYCT Subway?* using a scale of 1 to 5



## Web, mobile app, and written feedback

	Jan 2020	Jan 2019	Variance
Received	9,296	5,873	▲58.3%
Responses sent <sup>1</sup>	11,963	9,737	▲22.9%

1. Includes automated and manual responses



## Keeping customers informed

### Alerts and service notices

	Jan 2020
Web	4,334
Twitter	3,099
Kiosks / Digital Displays <sup>1</sup>	1,523
Email and text alerts	
• Service	3,178
• Elevator and escalator status	13,529
Service Notice posters developed	440

1. Excludes countdown clocks

### Social media followers

		Jan 2020	Jan 2019	Variance
Twitter	@NYCTSubway	1,007.0k	964.0k	▲4.5%
	@NYCTBus	27.0k	22.4k	▲20.5%
	@MTA	1,315.8k	1,290.0k	▲2.0%
Facebook	NYCT	65.3k	61.7k	▲5.8%
Instagram	@mtanyctransit	25.8k	18.8k	▲37.2%

# Customer feedback

## Complaints per 100,000 journeys

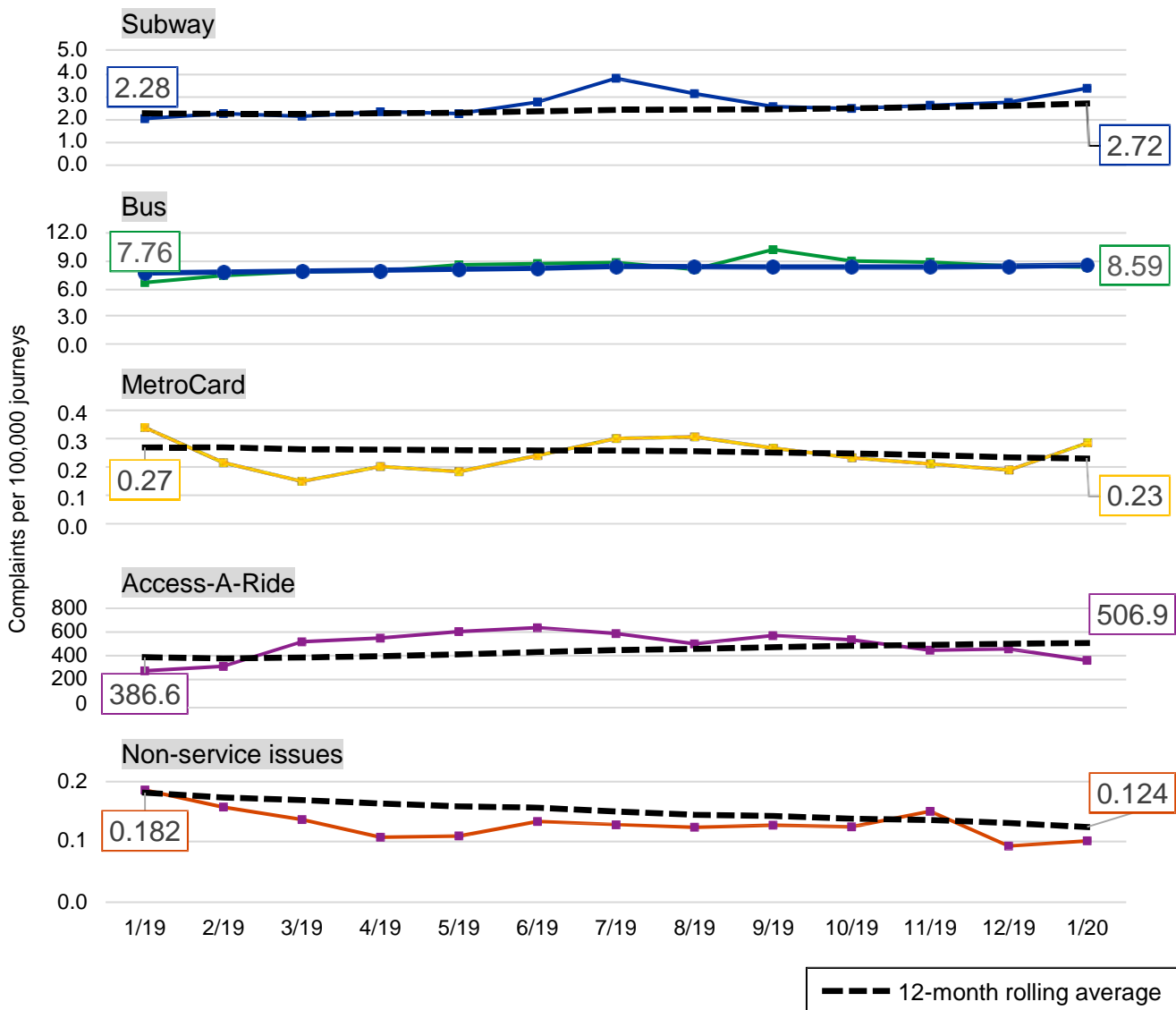
	Jan 2020	Jan 2019	Variance
Subway	3.39	2.05	▲65.3%
Bus	8.38	6.75	▲24.2%
MetroCard	0.28	0.34	▼16.0%
Access-A-Ride	361.2	272.8	▲32.4%
Non-service issues <sup>1</sup>	0.101	0.186	▼45.8%

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

	Jan 2020	Jan 2019	Variance
Subway	0.144	0.070	▲103.8%
Bus	0.53	0.39	▲34.4%
Access-A-Ride	101.1	106.3	▼4.9%
Non-service issues incl. MetroCard	0.013	0.012	▲13.2%

## Complaints per 100,000 journeys: trends



## Safety

**Robert Diehl**

Senior Vice President, Safety & Security



New York City Transit's Security Command Center C3 Analysts monitoring various cameras and other information sources throughout the NYCT System to develop intelligence for situational awareness.

## February 2020 Highlights: Safety

Cover photo is of NYCT's Security Command Center (C3), which supports the protection of MTA NYCT employees, customers, visitors, tenants, infrastructure, rolling stock and assets. The C3 provides 24/7 real-time monitoring of information and surveillance of conditions within MTA NYCT in the context of New York City, national and international events.

The team at the C3 anticipate and provide timely notice of perceived or actual changes in the security and safety climates as well as analyze their impact on agency operations. They communicate continuously with all stake holders within the MTA Family, providing information and developing intelligence for broader situational and domain awareness.

Subway Customer Accident Rates declined by 1.7% 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 Collision Rates declined on a monthly basis for the past 4 months. Bus Customer Accidents are down on a monthly basis as well.

Employee Lost Time Accidents have shown an increase and the Office of System Safety (OSS), along with the Departments, have identified Assaults and Overexertions as leading contributors. Together they issued Safety Times Newsletters, that describes best practices so as to potentially avoid some of these accidents in the future.

With a new year having started NYCT is now working towards meeting a set of Leading Indicator goals.

Lastly, when comparing Fires on a 12-month period Subway Fires have shown a decrease.

### **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

<b>Safety Report</b>				
Performance Indicators	12-Month Average			
	Feb 17 - Jan 18	Feb 18 - Jan 19	Feb 19 - Jan 20	
<b>Subways</b>				
Subway Customer Accidents per Million Customers <sup>1</sup>	2.88	2.98	2.93	
Subway Collisions <sup>2</sup>				
<b>Total</b>	2	1	1	
Mainline	0	0	0	
Yard	2	1	1	
Subway Derailments <sup>2</sup>				
<b>Total</b>	8	3	6	
Mainline	4	0	1	
Yard	4	3	5	
Subway Fires <sup>2</sup>	967	839	719	
<b>Buses</b>				
Bus Collisions Per Million Miles                      Regional	55.19	53.50	54.12	
Bus Collision Injuries Per Million Miles                      Regional	6.03	6.01	6.30	
Bus Customer Accidents Per Million Customers <sup>1</sup> Regional	1.24	1.36	1.47	
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees <sup>1</sup>	3.69	3.79	4.11	

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

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

<b>Leading Indicators</b>				
Subways	January	YTD	Goal	YTD as % of Goal
<b>Roadway Worker Protection</b>				
Joint Track Safety Audits -- Actual Count	36	36	340	10.6%
Joint Track Safety Audits -- Compliance Rate	99.3%	99.3%	100.0%	99.3%
<b>Mainline Collision/Derailment Prevention</b>				
Continuous Welded Rail Initiative (# of Track Feet)	1,950	1,950	47,520	4.1%
Friction Pad Installation	1,541	1,541	55,650	2.8%
Buses	January	YTD	Goal	YTD as % of Goal
<b>Collision Prevention</b>				
Audible Pedestrian Turn Warning System	15	15	40	37.5%
Vision Zero Employee Training	548	548	6,200	8.8%

# Subway Fires

January 2020

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:	100.0%	Train:	13
Average:	0.0%	Right-of-way:	35
Above Average:	0.0%	Station:	25
High:	0.0%	Other:	0
		Total:	73

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

Train:		Right-of-Way:		Station:	
Debris:	4	Debris:	27	Debris:	18
Element:	4	Cable:	3	Electrical:	2
				Electronic	
High Volt Wiring:	2	Undetermined:	1	Device:	2
Battery:	2	Insulator:	1	Insulation:	1
Trolley Lead:	1	Equipment:	1	Bench:	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.





## February 2020 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 prior to the reporting period.



**CRIME STATISTICS JANUARY**

	<b>2020</b>	<b>2019</b>	<b>Diff</b>	<b>% Change</b>
MURDER	0	0	0	0.0%
RAPE	1	1	0	0.0%
ROBBERY	75	35	40	114.3%
GL	152	133	19	14.3%
FELASSAULT	33	31	2	6.5%
BURGLARY	0	1	-1	-100.0%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>261</u></b>	<b><u>201</u></b>	<b><u>60</u></b>	<b><u>29.9%</u></b>

*During January, the daily Robbery average increased from 1.1 to 2.4*

*During January, the daily Major Felony average increased from 6.5 to 8.4*

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



Police Department  
City of New York

## MTA Report

### JANUARY ACTIVITY

	<b>2020</b>	<b>2019</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	856	1167	-311	-26.6%
TOS Arrests	115	383	-268	-70.0%
Total Summons	9969	9507	462	4.9%
TOS TABs	5985	7196	-1211	-16.8%
TOS C-Summ	123	282	-159	-56.4%

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Police Department  
City of New York

## REPORT

### JANUARY

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
<i>Murder</i>	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Rape</i>	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	3	0	0	0	0	1	1
<i>Robbery</i>	224	174	152	126	124	111	104	93	119	99	75	73	71	84	64	88	61	49	43	41	35	42	34	75
<i>Assault</i>	37	39	35	24	33	23	17	27	23	13	17	12	19	15	20	11	14	14	12	37	38	26	30	33
<i>Burglary</i>	7	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	4	1	4	2	2	1	0
<i>GL</i>	275	212	185	201	170	181	151	161	197	113	101	122	135	92	110	153	171	152	95	130	136	122	129	152
<b>TOTAL MAJOR FELONIES</b>	<b>544</b>	<b>427</b>	<b>374</b>	<b>351</b>	<b>328</b>	<b>315</b>	<b>272</b>	<b>282</b>	<b>339</b>	<b>226</b>	<b>193</b>	<b>209</b>	<b>225</b>	<b>192</b>	<b>194</b>	<b>252</b>	<b>248</b>	<b>222</b>	<b>151</b>	<b>212</b>	<b>211</b>	<b>192</b>	<b>195</b>	<b>261</b>
<i>Major Fel Per Day</i>	<i>17.55</i>	<i>13.77</i>	<i>12.06</i>	<i>11.32</i>	<i>10.58</i>	<i>10.16</i>	<i>8.77</i>	<i>9.10</i>	<i>10.94</i>	<i>7.29</i>	<i>6.23</i>	<i>6.74</i>	<i>7.26</i>	<i>6.19</i>	<i>6.26</i>	<i>8.13</i>	<i>8.00</i>	<i>7.16</i>	<i>4.87</i>	<i>6.84</i>	<i>6.81</i>	<i>6.19</i>	<i>6.29</i>	<i>8.42</i>

**Hate Crime Task Force  
Transit Bureau  
HCTF Statistical Data  
(As of 1/31/2020)**

**Motivation:**

Motivation	2020	2019	Diff	% Change
BLACK	1	0	1	***.*
GENDER	1	1	0	0%
SEMITIC	2	7	-5	-71.4%
Grand Total	4	8	-4	-50%

**Crime Name:**

Crime Name	2020	2019	Diff	% Change
Aggravated Harassment 1	2	2	0	0%
Aggravated Harassment 2	0	2	-2	-100%
Assault 2	0	1	-1	-100%
Assault 3	1	0	1	***.*
Criminal Mischief 4	1	3	-2	-66.7%
Grand Total	4	8	-4	-50%



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**Staten Island Rapid Transit**

**January 2020 vs. 2019**

	<b>2020</b>	<b>2019</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	0	0	0	0%
<b>Felony Assault</b>	0	0	0	0%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	0	1	-1	-100%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	0	1	-1	-100%

**Year to Date 2020 vs. 2019**

	<b>2020</b>	<b>2019</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	0	0	0	0%
<b>Felony Assault</b>	0	0	0	0%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	0	1	-1	-100%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	0	1	-1	-100%

## Financial and Ridership Reports



**Jaibala Patel**, Chief Financial Officer

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



Photo: Conrad Hardy

A new terminal at Canarsie Rockaway Parkway Station opened in December 2019 after a seven-month construction project completion. The station now allows seamless transfers between L train and B6, B6 LTD, B42, B82 and B82 SBS buses from inside the terminal. The second phase of the renovation project that is expected to finish in the spring 2020 will include upgrades of the existing station house and improve wheelchair accessibility features and amenities.

# Preliminary January 2020 Monthly Report: New York City Transit

The purpose of this report is to provide the preliminary January 2020 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 Adopted Budget (budget).

## **Summary of Preliminary Financial Results**

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

- January 2020 New York City Transit ridership of 184.2 million was 5.2 million (2.9 percent) above budget, of which subway ridership of 138.4 million was 4.2 million (3.1 percent) above budget, and bus ridership of 44.9 million was 1 million (2.3 percent) above budget.
- January 2020 farebox revenue of \$380.7 million was \$4.8 million (1.3 percent) above budget.

Operating expenses of \$752.2 million exceeded the Adopted Budget (budget) in January by a net \$11.9 million (1.6 percent). January year-to-date results are the same as the month.

- Labor expenses were lower by a net \$3.8 million (0.7 percent), including an unfavorable timing adjustment of \$11.3 million attributable to capital track and other charges, resulting from delayed approval of the 2020 Capital Program. This impact is expected to be reclassified back to reimbursable expenses during the 2020 year.
- Non-labor expenses were unfavorable by \$15.7 million (9.5 percent), driven mostly by overruns in maintenance contracts of \$6.9 million (44.1 percent) and materials & supplies of \$6.0 million (21.9 percent).



**Preliminary financial results for January 2020 are presented in the table below and compared to the budget.**

Preliminary Financial Results Compared to Bud							
Category (\$ in millions)	Jan Results			Jan Year-to-Date Results			
	Variance Fav(UnFav)		Bud	Prelim Actual	Variance Fav(UnFav)		
	\$	%	\$	\$	\$	%	
Total Farebox Revenue	4.8	1.3	375.9	380.7	4.8	1.3	
Nonreimb. Exp. before Dep./OPEB	(11.9)	(1.6)	(740.3)	(752.2)	(11.9)	(1.6)	
Net Cash Deficit*	87.7	33.7	(260.7)	(173.0)	87.7	33.7	

\*Excludes Subsidies and Debt Service

January 2020 farebox revenue of \$380.7million was \$4.8 million (1.3 percent) above budget. Subway revenue was \$5.7 million (2 percent) above budget, bus revenue was \$0.9 million (1.2 percent) under budget, and paratransit revenue was \$0.02 million (1 percent) above budget. Accrued fare media liability was equal to budget. The January 2020 non-student average fare of \$2.15 increased 9.1¢ from January 2019; subway fare increased 9.9¢; local bus fare increased 5.5¢; express bus fare increased 44.8¢.

Total ridership in January 2020 of 184.2 million was 5.2 million (2.9 percent) above budget. Average weekday ridership in January 2020 was 7 million, 2.1 percent above January 2019. Average weekday ridership for the twelve months ending January 2020 was 7.3 million, 0.5 percent higher than the twelve months ending January 2019.

**Nonreimbursable expenses**, before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, exceeded budget in January by a net \$11.9 million (1.6 percent).

**Labor expenses** underran budget by a net \$3.8 million (0.7 percent), including underruns in salaries & wages of \$2.2 million and health & welfare/OPEB of \$23.0 million, partially offset by overruns in pension, other fringe benefits, and reimbursable overhead. These results were significantly impacted by a shortfall in reimbursable salaries due partly to delayed issuance of new program capital track project authorizations and partly to lower requirements. The delay in capital track authorizations resulted in an overall unfavorable labor impact of \$11.3 million, which is expected to increase each month but ultimately be reversed to reimbursable expense. Overtime expenses were under by \$8.7 million but approximately \$6.9 million of this underrun represents reversal of an over-accrual in December 2019 which will be corrected next month. Health & welfare/OPEB current expenses were favorable by \$23.0 million mainly due to lower rates. Pension expenses overran by \$8.0 million due to a budget misallocation which will be corrected in the July Plan.

**Non-labor expenses** exceeded budget by \$15.7 million (9.5 percent), of which maintenance contracts were higher by \$6.9 million (44.1 percent) and materials & supplies expenses were over by \$6.0 million (21.9 percent).

The **net cash deficit** for January was \$173.0 million, favorable to budget by \$87.7 million (33.7 percent).

## Financial Results

### Farebox Revenue

January 2020 Farebox Revenue - (\$ in millions)									
	Jan				Jan Year-to-Date				
	Budget	Prelim Actual	Favorable(Unfavorable)		Budget	Prelim Actual	Favorable(Unfavorable)		
			Amount	Percent			Amount	Percent	
Subway	290.0	295.7	5.7	2.0%	290.0	295.7	5.7	2.0%	
NYCT Bus	77.3	76.5	(0.9)	(1.2%)	77.3	76.5	(0.9)	(1.2%)	
Paratransit	2.0	2.0	0.0	1.0%	2.0	2.0	0.0	1.0%	
Subtotal	369.4	374.2	4.8	1.3%	369.4	374.2	4.8	1.3%	
Fare Media Liability	6.5	6.5	0.0	0.0%	6.5	6.5	0.0	0.0%	
<b>Total - NYCT</b>	<b>375.9</b>	<b>380.7</b>	<b>4.8</b>	<b>1.3%</b>	<b>375.9</b>	<b>380.7</b>	<b>4.8</b>	<b>1.3%</b>	

Note: Total may not add due to rounding

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

### Average Fare

January Non-Student Average Fare - (in \$)				
NYC Transit				
	2019	Prelim 2020	Change	
			Amount	Percent
Subway	2.139	2.238	0.099	4.6%
Local Bus	1.713	1.768	0.055	3.2%
Subway & Local Bus	2.039	2.128	0.090	4.4%
Express Bus	5.384	5.833	0.448	8.3%
<b>Total</b>	<b>2.056</b>	<b>2.147</b>	<b>0.091</b>	<b>4.4%</b>

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

## **Nonreimbursable Expenses**

Nonreimbursable expenses, before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, were over budget in the month of January by a net \$11.9 million (1.6 percent).

*Labor* expenses were less than budget by \$3.8 million (0.7 percent):

- Payroll expenses were over by \$6.5 million (2.2 percent), due partly to capital track charges temporarily being expensed to nonreimbursable tracking jobs, pending issuance of new 2020-2024 Capital Program project authorizations, and partly to a shortfall in reimbursable project requirements.
- Overtime expenses underran by \$8.7 million (18.7 percent), due to the reversal of preliminary December 2019 accruals which exceeded actual costs, as well as favorable weather in January, and management efforts to tighten controls over overtime spending, partly offset by capital track charges temporarily being expensed to nonreimbursable.
- Health & welfare/OPEB current expenses were less by \$23.0 million (18.1 percent), due largely to lower rates.
- Pension expenses were higher by \$8.0 million (10.2 percent), due to a budget mis-allocation.
- Other fringe benefits were over budget by \$4.4 million (10.2 percent), mostly due to lower overhead credits resulting from an underrun in reimbursable salaries & wages.
- Reimbursable overhead was unfavorable by \$9.1 million (41.0 percent), also largely resulting from an underrun in reimbursable salaries & wages.

*Non-labor* expenses were higher than budget by \$15.7 million (9.5 percent):

- Maintenance contract expenses were over by \$6.9 million (44.1 percent), due mostly to the unfavorable timing of non-vehicle maintenance & repair requirements.
- Professional service contract expenses exceeded budget by \$1.6 million (11.9 percent), due largely to the unfavorable timing of various professional service contract requirements, partly offset by the favorable timing of bond services and information technology-related requirements.
- Materials & supplies expenses were in excess of budget by \$6.0 million (21.9 percent), due largely to the unfavorable timing of vehicle materiel requirements and higher obsolescence expenses than anticipated.

Depreciation expenses were higher than budget by \$7.0 million (4.3 percent).

No expenses nor credits were recorded in January regarding GASB #75 OPEB Expense Adjustment and GASB #68 Pension Adjustment.

## **Net Cash Deficit**

The net cash deficit for January was \$173.0 million, favorable to budget by \$87.7 million (33.7 percent).

## Ridership Results

January 2020 Ridership vs. BUD - (in millions)									
	Jan					Jan Year-to-Date			
	BUD	Prelim Actual	More(Less)		BUD	Prelim Actual	More(Less)		
			Amount	Percent			Amount	Percent	
Subway	134.2	138.4	4.2	3.1%	134.2	138.4	4.2	3.1%	
NYCT Bus	43.9	44.9	1.0	2.3%	43.9	44.9	1.0	2.3%	
Paratransit	1.0	1.0	(0.0)	(0.7%)	1.0	1.0	(0.0)	(0.7%)	
<b>Total - NYCT</b>	<b>179.1</b>	<b>184.2</b>	<b>5.2</b>	<b>2.9%</b>	<b>179.1</b>	<b>184.2</b>	<b>5.2</b>	<b>2.9%</b>	

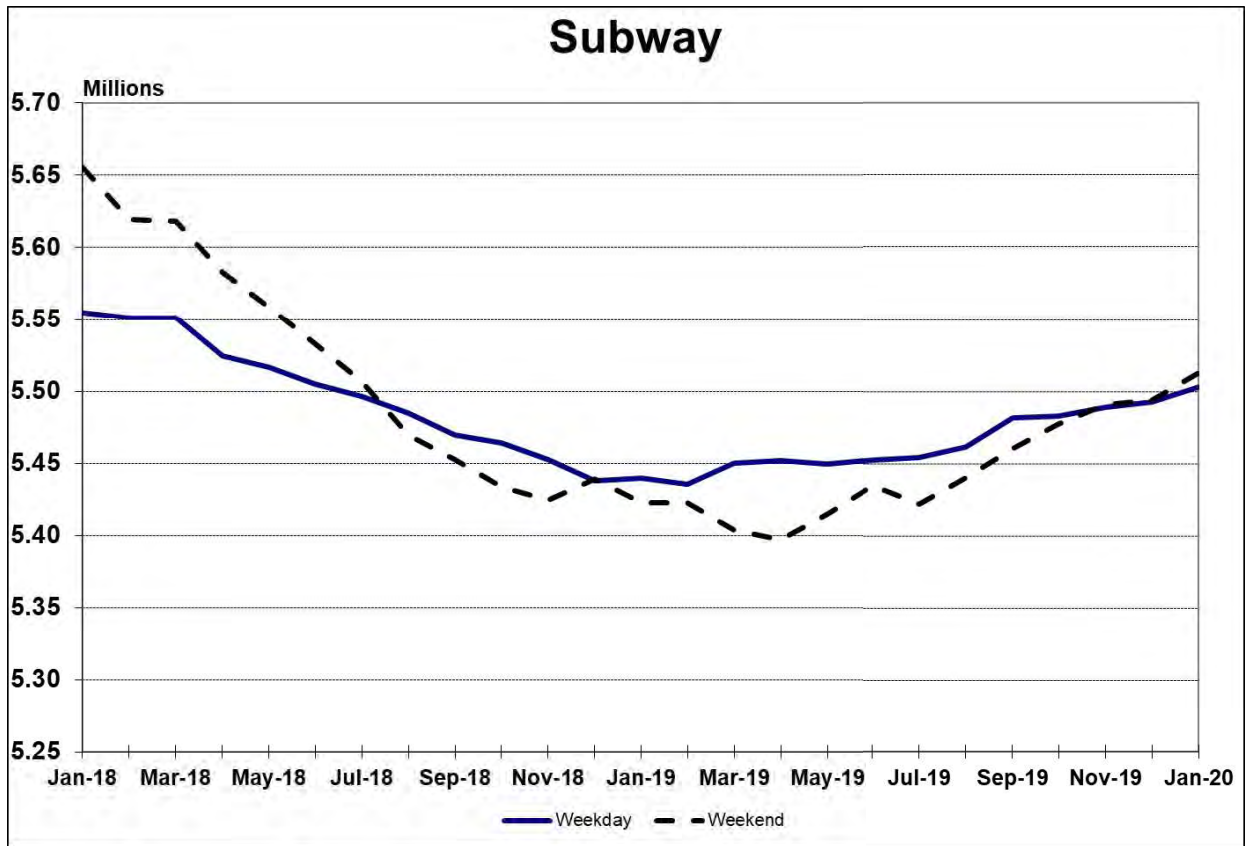
Note: Total may not add due to rounding

January Average Weekday and Weekend Ridership vs. Prior Year										
Month	Average Weekday - (thousands)					Average Weekend - (thousands)				
	2019	Preliminary		Change		2019	Preliminary		Change	
		2020	Amount	Percent	2020		Amount	Percent		
Subway	5,144	5,266	122	+2.4%	4,799	5,048	249	+5.2%		
NYCT Local Bus	1,637	1,654	17	+1.0%	1,747	1,729	(18)	-1.0%		
NYCT Express Bus	39	38	(1)	-2.6%	11	13	2	+18.2%		
Paratransit	32	36	4	+12.5%	36	39	3	+8.3%		
<b>TOTAL - NYCT</b>	<b>6,852</b>	<b>6,994</b>	<b>142</b>	<b>+2.1%</b>	<b>6,593</b>	<b>6,829</b>	<b>236</b>	<b>+3.6%</b>		
<b>12-Month Rolling Average</b>										
Subway	5,439	5,503	64	+1.2%	5,423	5,513	90	+1.7%		
NYCT Local Bus	1,768	1,735	(33)	-1.9%	1,975	1,942	(33)	-1.7%		
NYCT Express Bus	40	40	0	+0.0%	13	13	0	+0.0%		
Paratransit	31	34	3	+9.7%	39	41	2	+5.1%		
<b>TOTAL - NYCT</b>	<b>7,278</b>	<b>7,312</b>	<b>34</b>	<b>+0.5%</b>	<b>7,450</b>	<b>7,509</b>	<b>59</b>	<b>+0.8%</b>		

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

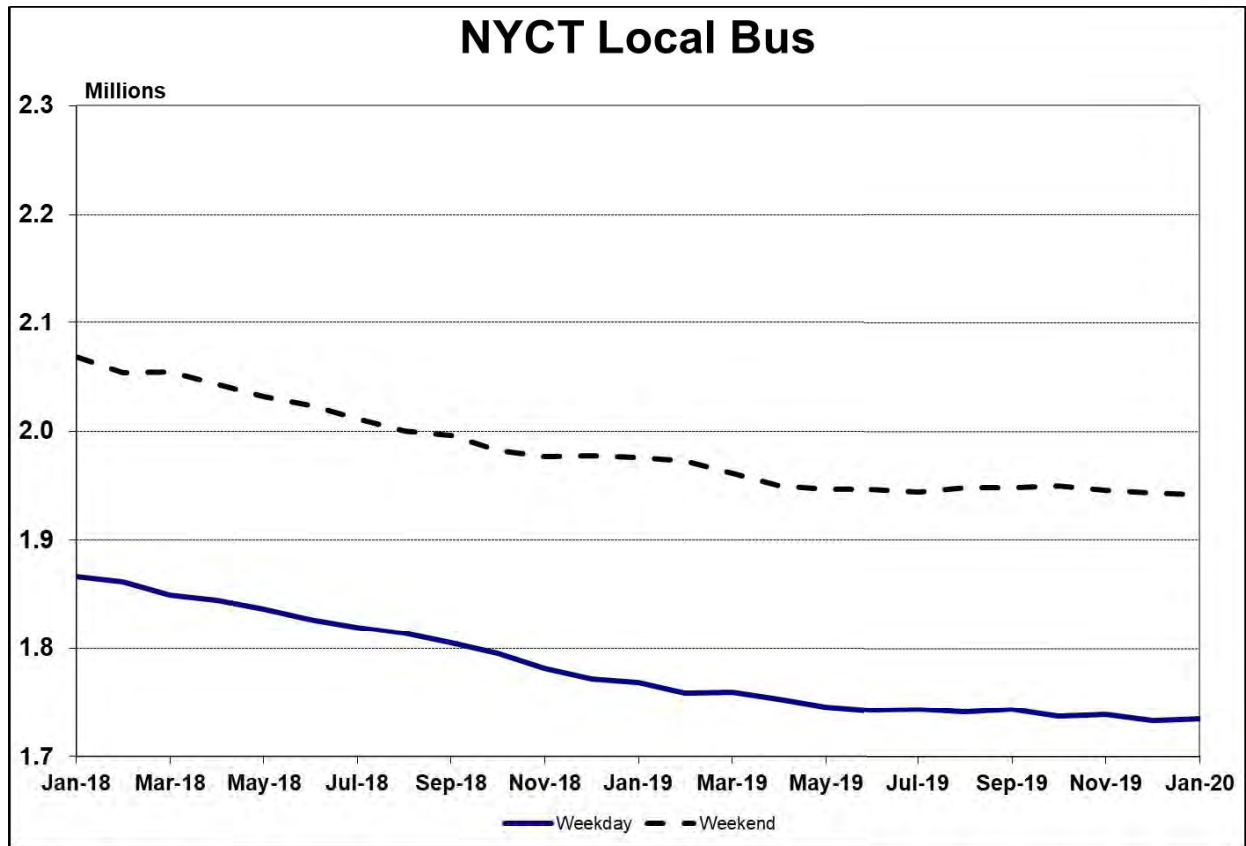
January 2020 subway ridership was 3.1 percent favorable to budget and bus ridership was 2.3 percent favorable, due in part to the reduction of service interruptions and delays as major Subway Action Plan initiatives were completed in the last year, and higher than expected ridership.

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



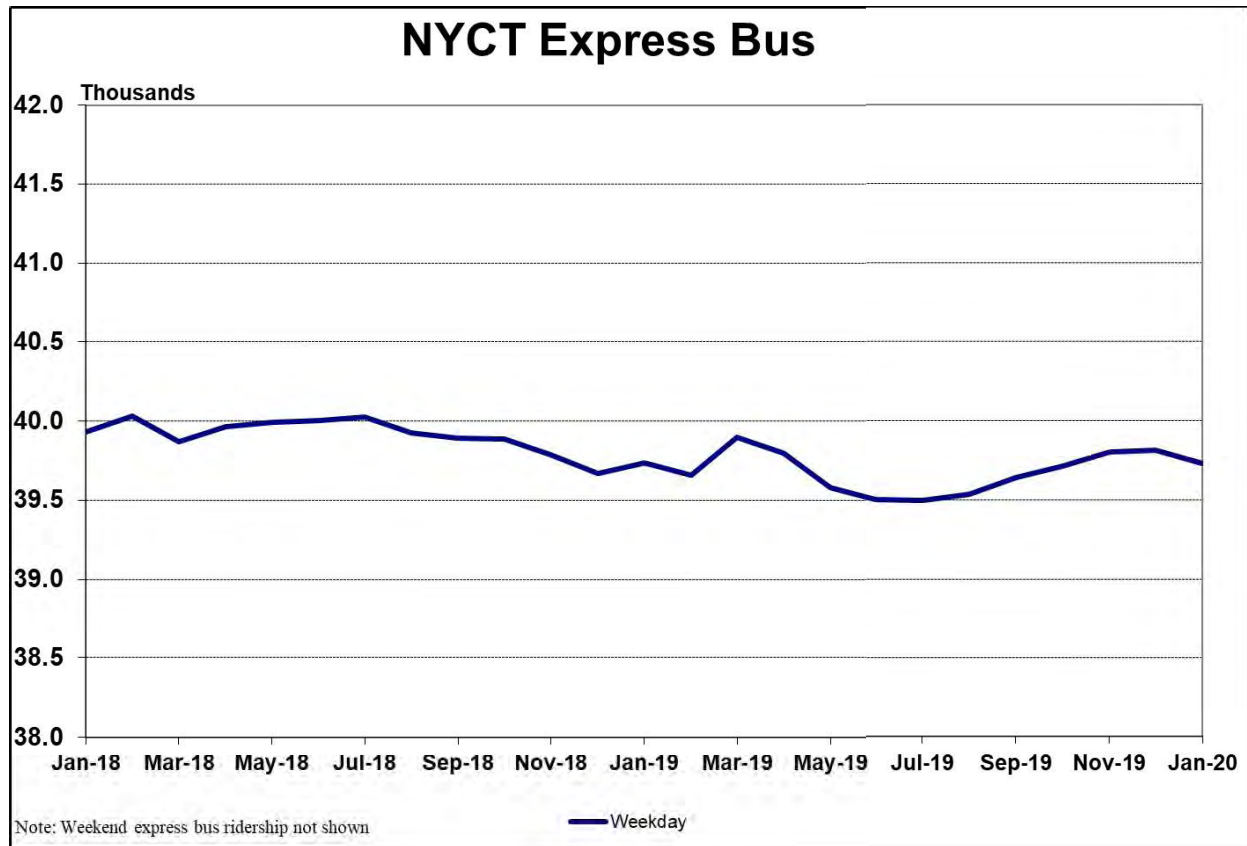
- Average weekday subway ridership was flat in 2016 and began to decline in 2017. Since February 2019, average 12-month rolling weekday ridership has kept on increasing.
- Average weekend ridership decreased from 2015 to 2016, and from 2016 to 2017. Average weekend subway ridership in January 2020 was 1.7 percent higher than January 2019.

12-Month Rolling Averages



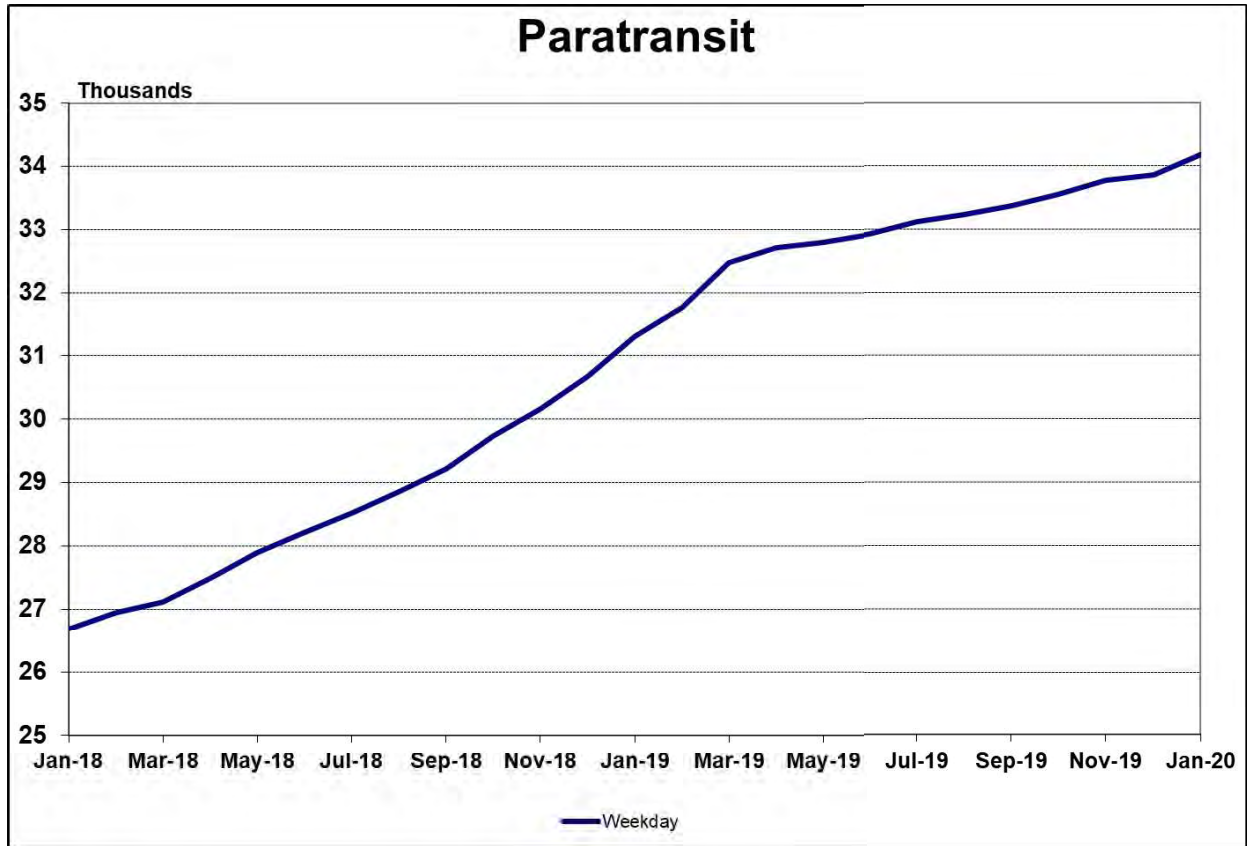
- The long-term downward trend in bus ridership accelerated in March 2017 and has continued in 2019 and January 2020.

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. January 2020 ridership is flat compared to the prior year.

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 January 2019 to January 2020, average weekday ridership was up across area services. Subway (up 0.122 million) saw the largest increase in ridership. Weekend ridership was up too, with 0.25 million more subway riders.

Ridership on Transit Services in the New York Area (thousands)						
Transit Service	Jan-19	Prelim Jan-20	Percent Change	Rolling Avg Prior Year	Rolling Avg Current Year	12-Month Rolling Average Percent Change
<b>Average Weekday</b>						
Subway	5,144	5,266	+2.4%	5,439	5,503	+1.2%
NYCT Local Bus	1,637	1,654	+1.0%	1,768	1,735	-1.9%
NYCT Express Bus	39	38	-2.6%	40	40	+0.0%
Paratransit	32	36	+12.5%	31	34	+9.7%
SIR	16	16	+0.0%	16	16	+0.0%
MTA Local Bus	343	344	+0.3%	364	361	-0.8%
MTA Express Bus	28	27	-3.6%	30	27	-10.0%
LIRR	302	303	+0.3%	313	316	+1.0%
Metro-North	270	270	+0.0%	284	283	-0.4%
PATH	272	277	+1.8%	281	287	+2.1%
<b>Average Weekend</b>						
Subway	4,799	5,048	+5.2%	5,423	5,513	+1.7%
NYCT Local Bus	1,747	1,729	-1.0%	1,975	1,942	-1.7%
NYCT Express Bus	11	13	+18.2%	13	13	+0.0%
Paratransit	36	39	+8.3%	39	41	+5.1%
SIR	5	0	-100.0%	8	5	-37.5%
MTA Local Bus	344	340	-1.2%	384	388	+1.0%
MTA Express Bus	10	11	+10.0%	12	12	+0.0%
LIRR	180	181	+0.6%	209	211	+1.0%
Metro-North	212	218	+2.8%	239	242	+1.3%
PATH	147	149	+1.4%	194	186	-4.1%

Note: Percentages are based on unrounded data.

**MTA NEW YORK CITY TRANSIT**  
 Jan - 2020 Adopted  
**Accrual Statement of Operations By Category**  
 Month - Jan 2020  
 (\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$290.028	\$295.679	\$5.651	1.9	\$0.000	\$0.000	-	-	\$290.028	\$295.679	\$5.651	1.9
Bus	\$77.326	\$76.461	(0.865)	(1.1)	\$0.000	\$0.000	-	-	\$77.326	\$76.461	(0.865)	(1.1)
Paratransit	\$2.017	\$2.037	\$0.020	1.0	\$0.000	\$0.000	-	-	\$2.017	\$2.037	\$0.020	1.0
Fare Liability	\$6.542	\$6.542	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.542	\$6.542	\$0.000	0.0
<b>Farebox Revenue</b>	<b>\$375.914</b>	<b>\$380.719</b>	<b>\$4.806</b>	<b>1.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$375.914</b>	<b>\$380.719</b>	<b>\$4.806</b>	<b>1.3</b>
Fare Reimbursement	\$7.611	\$7.611	\$0.000	0.0	\$0.000	\$0.000	-	-	\$7.611	\$7.611	\$0.000	0.0
Paratransit Reimbursement	\$16.225	\$16.789	\$0.565	3.5	\$0.000	\$0.000	-	-	\$16.225	\$16.789	\$0.565	3.5
Other Operating Revenue	\$14.553	\$12.511	(2.043)	(14.0)	\$0.000	\$0.000	-	-	\$14.553	\$12.511	(2.043)	(14.0)
<b>Other Revenue</b>	<b>\$38.389</b>	<b>\$36.911</b>	<b>(1.478)</b>	<b>(3.8)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$38.389</b>	<b>\$36.911</b>	<b>(1.478)</b>	<b>(3.8)</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$110.767	\$82.906	(27.861)	(25.2)	\$110.767	\$82.906	(27.861)	(25.2)
<b>Total Revenue</b>	<b>\$414.303</b>	<b>\$417.630</b>	<b>\$3.328</b>	<b>0.8</b>	<b>\$110.767</b>	<b>\$82.906</b>	<b>(27.861)</b>	<b>(25.2)</b>	<b>\$525.070</b>	<b>\$500.537</b>	<b>(24.533)</b>	<b>(4.7)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$302.101	\$308.617	(6.516)	(2.2)	\$46.435	\$31.934	\$14.502	31.2	\$348.536	\$340.551	\$7.986	2.3
Overtime	\$46.796	\$38.063	\$8.733	18.7	\$9.881	\$7.051	\$2.830	28.6	\$56.677	\$45.114	\$11.563	20.4
<b>Total Salaries &amp; Wages</b>	<b>\$348.897</b>	<b>\$346.680</b>	<b>\$2.217</b>	<b>0.6</b>	<b>\$56.317</b>	<b>\$38.985</b>	<b>\$17.332</b>	<b>30.8</b>	<b>\$405.214</b>	<b>\$385.665</b>	<b>\$19.549</b>	<b>4.8</b>
Health and Welfare	\$82.432	\$73.443	\$8.989	10.9	\$2.272	\$1.944	\$0.328	14.4	\$84.704	\$75.387	\$9.317	11.0
OPEB Current Payment	\$44.190	\$30.172	\$14.018	31.7	\$1.043	\$0.923	\$0.120	11.5	\$45.232	\$31.094	\$14.138	31.3
Pensions	\$78.326	\$86.301	(7.975)	(10.2)	\$3.110	\$3.566	(0.457)	(14.7)	\$81.436	\$89.867	(8.432)	(10.4)
Other Fringe Benefits	\$43.298	\$47.713	(4.415)	(10.2)	\$17.619	\$12.698	\$4.921	27.9	\$60.918	\$60.411	\$0.507	0.8
<b>Total Fringe Benefits</b>	<b>\$248.246</b>	<b>\$237.629</b>	<b>\$10.618</b>	<b>4.3</b>	<b>\$24.044</b>	<b>\$19.132</b>	<b>\$4.912</b>	<b>20.4</b>	<b>\$272.290</b>	<b>\$256.760</b>	<b>\$15.530</b>	<b>5.7</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(22.107)	(13.051)	(9.056)	(41.0)	\$22.107	\$13.051	\$9.056	41.0	\$0.000	\$0.000	\$0.000	(70.8)
<b>Labor</b>	<b>\$575.036</b>	<b>\$571.257</b>	<b>\$3.779</b>	<b>0.7</b>	<b>\$102.468</b>	<b>\$71.168</b>	<b>\$31.300</b>	<b>30.5</b>	<b>\$677.504</b>	<b>\$642.425</b>	<b>\$35.079</b>	<b>5.2</b>
<b>Non-Labor :</b>												
Electric Power	\$28.640	\$28.985	(0.344)	(1.2)	\$0.021	\$0.025	(0.004)	(18.8)	\$28.662	\$29.010	(0.348)	(1.2)
Fuel	\$9.653	\$9.921	(0.268)	(2.8)	\$0.004	\$0.000	\$0.004	-	\$9.657	\$9.921	(0.264)	(2.7)
Insurance	\$6.168	\$6.289	(0.120)	(1.9)	\$0.000	\$0.000	-	-	\$6.168	\$6.289	(0.120)	(1.9)
Claims	\$19.095	\$19.095	\$0.000	0.0	\$0.000	\$0.000	-	-	\$19.095	\$19.095	\$0.000	0.0
Paratransit Service Contracts	\$38.449	\$39.048	(0.599)	(1.6)	\$0.000	\$0.000	-	-	\$38.449	\$39.048	(0.599)	(1.6)
Maintenance and Other Operating Contracts	\$15.676	\$22.587	(6.911)	(44.1)	\$3.323	\$4.236	(0.913)	(27.5)	\$18.998	\$26.823	(7.825)	(41.2)
Professional Service Contracts	\$13.819	\$15.462	(1.642)	(11.9)	\$0.718	\$3.847	(3.129)	-	\$14.537	\$19.309	(4.771)	(32.8)
Materials & Supplies	\$27.133	\$33.083	(5.950)	(21.9)	\$4.079	\$2.763	\$1.316	32.3	\$31.212	\$35.846	(4.634)	(14.8)
Other Business Expenses	\$6.646	\$6.500	\$0.146	2.2	\$0.154	\$0.867	(0.713)	-2	\$6.800	\$7.367	(0.566)	(8.3)
<b>Non-Labor</b>	<b>\$165.280</b>	<b>\$180.968</b>	<b>(15.688)</b>	<b>(9.5)</b>	<b>\$8.299</b>	<b>\$11.738</b>	<b>(3.439)</b>	<b>(41.4)</b>	<b>\$173.579</b>	<b>\$192.706</b>	<b>(19.127)</b>	<b>(11.0)</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$740.316</b>	<b>\$752.225</b>	<b>(11.909)</b>	<b>(1.6)</b>	<b>\$110.767</b>	<b>\$82.906</b>	<b>\$27.861</b>	<b>25.2</b>	<b>\$851.083</b>	<b>\$835.131</b>	<b>\$15.952</b>	<b>1.9</b>
Depreciation	\$160.672	\$167.625	(6.953)	(4.3)	\$0.000	\$0.000	-	-	\$160.672	\$167.625	(6.953)	(4.3)
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	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$900.988</b>	<b>\$919.850</b>	<b>(18.862)</b>	<b>(2.1)</b>	<b>\$110.767</b>	<b>\$82.906</b>	<b>\$27.861</b>	<b>25.2</b>	<b>\$1,011.755</b>	<b>\$1,002.756</b>	<b>\$8.999</b>	<b>0.9</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(486.685)</b>	<b>(502.219)</b>	<b>(15.534)</b>	<b>(3.2)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(486.685)</b>	<b>(502.219)</b>	<b>(15.534)</b>	<b>(3.2)</b>

Note: Totals may not add due to rounding

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

**MTA NEW YORK CITY TRANSIT**  
 Jan - 2020 Adopted  
**Accrual Statement of Operations By Category**  
 Year-To-Date - Jan 2020  
 (\$ in Millions)

2/06/2020 04:49 PM

	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$290.028	\$295.679	\$5.651	1.9	\$0.000	\$0.000	-	-	\$290.028	\$295.679	\$5.651	1.9
Bus	\$77.326	\$76.461	(0.865)	(1.1)	\$0.000	\$0.000	-	-	\$77.326	\$76.461	(0.865)	(1.1)
Paratransit	\$2.017	\$2.037	\$0.020	1.0	\$0.000	\$0.000	-	-	\$2.017	\$2.037	\$0.020	1.0
Fare Liability	\$6.542	\$6.542	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.542	\$6.542	\$0.000	0.0
<b>Farebox Revenue</b>	<b>\$375.914</b>	<b>\$380.719</b>	<b>\$4.806</b>	<b>1.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$375.914</b>	<b>\$380.719</b>	<b>\$4.806</b>	<b>1.3</b>
Fare Reimbursement	\$7.611	\$7.611	\$0.000	0.0	\$0.000	\$0.000	-	-	\$7.611	\$7.611	\$0.000	0.0
Paratransit Reimbursement	\$16.225	\$16.789	\$0.565	3.5	\$0.000	\$0.000	-	-	\$16.225	\$16.789	\$0.565	3.5
Other Operating Revenue	\$14.553	\$12.511	(2.043)	(14.0)	\$0.000	\$0.000	-	-	\$14.553	\$12.511	(2.043)	(14.0)
<b>Other Revenue</b>	<b>\$38.389</b>	<b>\$36.911</b>	<b>(1.478)</b>	<b>(3.8)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$38.389</b>	<b>\$36.911</b>	<b>(1.478)</b>	<b>(3.8)</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$110.767	\$82.906	(27.861)	(25.2)	\$110.767	\$82.906	(27.861)	(25.2)
<b>Total Revenue</b>	<b>\$414.303</b>	<b>\$417.630</b>	<b>\$3.328</b>	<b>0.8</b>	<b>\$110.767</b>	<b>\$82.906</b>	<b>(27.861)</b>	<b>(25.2)</b>	<b>\$525.070</b>	<b>\$500.537</b>	<b>(24.533)</b>	<b>(4.7)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$302.101	\$308.617	(6.516)	(2.2)	\$46.435	\$31.934	\$14.502	31.2	\$348.536	\$340.551	\$7.986	2.3
Overtime	\$46.796	\$38.063	\$8.733	18.7	\$9.881	\$7.051	\$2.830	28.6	\$56.677	\$45.114	\$11.563	20.4
<b>Total Salaries &amp; Wages</b>	<b>\$348.897</b>	<b>\$346.680</b>	<b>\$2.217</b>	<b>0.6</b>	<b>\$56.317</b>	<b>\$38.985</b>	<b>\$17.332</b>	<b>30.8</b>	<b>\$405.214</b>	<b>\$385.665</b>	<b>\$19.549</b>	<b>4.8</b>
Health and Welfare	\$82.432	\$73.443	\$8.989	10.9	\$2.272	\$1.944	\$0.328	14.4	\$84.704	\$75.387	\$9.317	11.0
OPEB Current Payment	\$44.190	\$30.172	\$14.018	31.7	\$1.043	\$0.923	\$0.120	11.5	\$45.232	\$31.094	\$14.138	31.3
Pensions	\$78.326	\$86.301	(7.975)	(10.2)	\$3.110	\$3.566	(0.457)	(14.7)	\$81.436	\$89.867	(8.432)	(10.4)
Other Fringe Benefits	\$43.298	\$47.713	(4.415)	(10.2)	\$17.619	\$12.698	\$4.921	27.9	\$60.918	\$60.411	\$0.507	0.8
<b>Total Fringe Benefits</b>	<b>\$248.246</b>	<b>\$237.629</b>	<b>\$10.618</b>	<b>4.3</b>	<b>\$24.044</b>	<b>\$19.132</b>	<b>\$4.912</b>	<b>20.4</b>	<b>\$272.290</b>	<b>\$256.760</b>	<b>\$15.530</b>	<b>5.7</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(22.107)	(13.051)	(9.056)	(41.0)	\$22.107	\$13.051	\$9.056	41.0	\$0.000	\$0.000	\$0.000	(70.8)
<b>Labor</b>	<b>\$575.036</b>	<b>\$571.257</b>	<b>\$3.779</b>	<b>0.7</b>	<b>\$102.468</b>	<b>\$71.168</b>	<b>\$31.300</b>	<b>30.5</b>	<b>\$677.504</b>	<b>\$642.425</b>	<b>\$35.079</b>	<b>5.2</b>
<b>Non-Labor :</b>												
Electric Power	\$28.640	\$28.985	(0.344)	(1.2)	\$0.021	\$0.025	(0.004)	(18.8)	\$28.662	\$29.010	(0.348)	(1.2)
Fuel	\$9.653	\$9.921	(0.268)	(2.8)	\$0.004	\$0.000	\$0.004	-	\$9.657	\$9.921	(0.264)	(2.7)
Insurance	\$6.168	\$6.289	(0.120)	(1.9)	\$0.000	\$0.000	-	-	\$6.168	\$6.289	(0.120)	(1.9)
Claims	\$19.095	\$19.095	\$0.000	0.0	\$0.000	\$0.000	-	-	\$19.095	\$19.095	\$0.000	0.0
Paratransit Service Contracts	\$38.449	\$39.048	(0.599)	(1.6)	\$0.000	\$0.000	-	-	\$38.449	\$39.048	(0.599)	(1.6)
Maintenance and Other Operating Contracts	\$15.676	\$22.587	(6.911)	(44.1)	\$3.323	\$4.236	(0.913)	(27.5)	\$18.998	\$26.823	(7.825)	(41.2)
Professional Service Contracts	\$13.819	\$15.462	(1.642)	(11.9)	\$0.718	\$3.847	(3.129)	-	\$14.537	\$19.309	(4.771)	(32.8)
Materials & Supplies	\$27.133	\$33.083	(5.950)	(21.9)	\$4.079	\$2.763	\$1.316	32.3	\$31.212	\$35.846	(4.634)	(14.8)
Other Business Expenses	\$6.646	\$6.500	\$0.146	2.2	\$0.154	\$0.867	(0.713)	-2	\$6.800	\$7.367	(0.566)	(8.3)
<b>Non-Labor</b>	<b>\$165.280</b>	<b>\$180.968</b>	<b>(15.688)</b>	<b>(9.5)</b>	<b>\$8.299</b>	<b>\$11.738</b>	<b>(3.439)</b>	<b>(41.4)</b>	<b>\$173.579</b>	<b>\$192.706</b>	<b>(19.127)</b>	<b>(11.0)</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$740.316</b>	<b>\$752.225</b>	<b>(11.909)</b>	<b>(1.6)</b>	<b>\$110.767</b>	<b>\$82.906</b>	<b>\$27.861</b>	<b>25.2</b>	<b>\$851.083</b>	<b>\$835.131</b>	<b>\$15.952</b>	<b>1.9</b>
Depreciation	\$160.672	\$167.625	(6.953)	(4.3)	\$0.000	\$0.000	-	-	\$160.672	\$167.625	(6.953)	(4.3)
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	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$900.988</b>	<b>\$919.850</b>	<b>(18.862)</b>	<b>(2.1)</b>	<b>\$110.767</b>	<b>\$82.906</b>	<b>\$27.861</b>	<b>25.2</b>	<b>\$1,011.755</b>	<b>\$1,002.756</b>	<b>\$8.999</b>	<b>0.9</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(486.685)</b>	<b>(502.219)</b>	<b>(15.534)</b>	<b>(3.2)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(486.685)</b>	<b>(502.219)</b>	<b>(15.534)</b>	<b>(3.2)</b>

Note: Totals may not add due to rounding

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

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**JANUARY 2020**  
**(\$ in millions)**

Revenue Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
						<b><u>SAME VARIANCES AS THE MONTH</u></b>	
Farebox Revenue	NR	4.8	1.3	Due mostly to higher subway revenue of \$5.7 million (1.9 percent), driven by higher ridership			
Payroll	NR	(6.5)	(2.2)	Due primarily to the unfavorable timing of capital track and other charges (due to delayed approval of the Capital Program) and lower reimbursable requirements			
Overtime	NR	8.7	18.7	Approximately \$6.9 million of this underrun represents reversal of an over-accrual in December 2019 which will be corrected next month.			
Health & Welfare (including OPEB current payment)	NR	23.0	18.1	Due largely to lower rates			
Pension	NR	(8.0)	(10.2)	Unfavorable timing due to budget mis-allocation			
Other Fringe Benefits	NR	(4.4)	(10.2)	Mostly lower reimbursable Fringe Benefit overhead due to underrun in reimbursable salaries & wages			
Reimbursable Overhead	NR	(9.1)	(41.0)	Mostly due to underrun in reimbursable salaries & wages			
Maintenance and Other Operating Contracts	NR	(6.9)	(44.1)	Largely the unfavorable timing of non-vehicle maintenance & repair requirements			
Professional Service Contracts	NR	(1.6)	(11.9)	Primarily the unfavorable timing of various professional service contract requirements, partly offset by the favorable timing of bond services and Information Technology-related requirements			
Materials & Supplies	NR	(6.0)	(21.9)	Largely the unfavorable timing of vehicle materiel requirements and higher obsolescence expenses than anticipated			

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2020 Adopted**  
**Cash Receipts and Expenditures**  
**Jan FY20**  
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
<b>Farebox Revenue</b>	<b>\$375.914</b>	<b>\$420.561</b>	<b>\$44.647</b>	<b>11.9</b>	<b>\$375.914</b>	<b>\$420.561</b>	<b>\$44.647</b>	<b>11.9</b>
Fare Reimbursement	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Paratransit Reimbursement	\$45.570	\$42.984	(2.586)	(5.7)	\$45.570	\$42.984	(2.586)	(5.7)
Other Operating Revenue	\$4.552	\$3.348	(1.204)	(26.5)	\$4.552	\$3.348	(1.204)	(26.5)
<b>Other Revenue</b>	<b>\$50.122</b>	<b>\$46.332</b>	<b>(3.790)</b>	<b>(7.6)</b>	<b>\$50.122</b>	<b>\$46.332</b>	<b>(3.790)</b>	<b>(7.6)</b>
Capital and Other Reimbursements	\$110.767	\$109.176	(1.591)	(1.4)	\$110.767	\$109.176	(1.591)	(1.4)
<b>Total Revenue</b>	<b>\$536.803</b>	<b>\$576.069</b>	<b>\$39.266</b>	<b>7.3</b>	<b>\$536.803</b>	<b>\$576.069</b>	<b>\$39.266</b>	<b>7.3</b>
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$320.622	\$309.112	\$11.510	3.6	\$320.622	\$309.112	\$11.510	3.6
Overtime	\$56.677	\$45.114	\$11.563	20.4	\$56.677	\$45.114	\$11.563	20.4
<b>Total Salaries &amp; Wages</b>	<b>\$377.300</b>	<b>\$354.226</b>	<b>\$23.074</b>	<b>6.1</b>	<b>\$377.300</b>	<b>\$354.226</b>	<b>\$23.074</b>	<b>6.1</b>
Health and Welfare	\$84.704	\$88.442	(3.737)	(4.4)	\$84.704	\$88.442	(3.737)	(4.4)
OPEB Current Payment	\$45.232	\$31.094	\$14.138	31.3	\$45.232	\$31.094	\$14.138	31.3
Pensions	\$81.436	\$89.837	(8.401)	(10.3)	\$81.436	\$89.837	(8.401)	(10.3)
Other Fringe Benefits	\$42.331	\$15.093	\$27.238	64.3	\$42.331	\$15.093	\$27.238	64.3
<b>Total Fringe Benefits</b>	<b>\$253.703</b>	<b>\$224.466</b>	<b>\$29.237</b>	<b>11.5</b>	<b>\$253.703</b>	<b>\$224.466</b>	<b>\$29.237</b>	<b>11.5</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Labor</b>	<b>\$631.003</b>	<b>\$578.692</b>	<b>\$52.311</b>	<b>8.3</b>	<b>\$631.003</b>	<b>\$578.692</b>	<b>\$52.311</b>	<b>8.3</b>
<b>Non-Labor :</b>								
Electric Power	\$28.662	\$23.870	\$4.792	16.7	\$28.662	\$23.870	\$4.792	16.7
Fuel	\$9.657	\$10.113	(0.456)	(4.7)	\$9.657	\$10.113	(0.456)	(4.7)
Insurance	\$4.437	\$4.100	\$0.337	7.6	\$4.437	\$4.100	\$0.337	7.6
Claims	\$11.989	\$11.879	\$0.110	0.9	\$11.989	\$11.879	\$0.110	0.9
Paratransit Service Contracts	\$38.449	\$39.687	(1.238)	(3.2)	\$38.449	\$39.687	(1.238)	(3.2)
Maintenance and Other Operating Contracts	\$18.998	\$24.567	(5.569)	(29.3)	\$18.998	\$24.567	(5.569)	(29.3)
Professional Service Contracts	\$12.287	\$18.491	(6.204)	(50.5)	\$12.287	\$18.491	(6.204)	(50.5)
Materials & Supplies	\$35.212	\$30.461	\$4.751	13.5	\$35.212	\$30.461	\$4.751	13.5
Other Business Expenses	\$6.800	\$7.161	(0.361)	(5.3)	\$6.800	\$7.161	(0.361)	(5.3)
<b>Non-Labor</b>	<b>\$166.492</b>	<b>\$170.329</b>	<b>(3.837)</b>	<b>(2.3)</b>	<b>\$166.492</b>	<b>\$170.329</b>	<b>(3.837)</b>	<b>(2.3)</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$797.495</b>	<b>\$749.021</b>	<b>\$48.474</b>	<b>6.1</b>	<b>\$797.495</b>	<b>\$749.021</b>	<b>\$48.474</b>	<b>6.1</b>
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenditures</b>	<b>\$797.495</b>	<b>\$749.021</b>	<b>\$48.474</b>	<b>6.1</b>	<b>\$797.495</b>	<b>\$749.021</b>	<b>\$48.474</b>	<b>6.1</b>
<b>Net Surplus/(Deficit)</b>	<b>(260.692)</b>	<b>(172.952)</b>	<b>\$87.740</b>	<b>33.7</b>	<b>(260.692)</b>	<b>(172.952)</b>	<b>\$87.740</b>	<b>33.7</b>

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT  
 FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET  
 EXPLANATION OF VARIANCES BETWEEN THE ADOPTED BUDGET AND ACTUAL CASH BASIS  
 JANUARY 2020  
 (\$ in millions)

Receipts Items	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	44.7	11.9	The favorable timing of receipts.			<b><u>SAME VARIANCES AS THE MONTH</u></b>
Salaries & Wages	23.1	6.1	Due primarily to vacancies and scaled-down overtime requirements			
Other Fringe Benefits	27.2	64.3	The favorable timing of non-cash Workers' Compensation reserve adjustments			
Health & Welfare/OPEB Current	10.4	8.0	Favorable credits/timing of expenses			

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2020 Adopted**  
**Cash Conversion (Cash Flow Adjustments)**  
**Jan FY20**  
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Revenue</b>								
Farebox Revenue	\$0.000	\$39.842	\$39.842	-	\$0.000	\$39.842	\$39.842	-
Fare Reimbursement	(7.611)	(7.611)	\$0.000	0.0	(7.611)	(7.611)	\$0.000	0.0
Paratransit Reimbursement	\$29.345	\$26.195	(3.151)	(10.7)	\$29.345	\$26.195	(3.151)	(10.7)
Other Operating Revenue	(10.001)	(9.163)	\$0.838	8.4	(10.001)	(9.163)	\$0.838	8.4
<b>Other Revenue</b>	<b>\$11.733</b>	<b>\$9.421</b>	<b>(2.312)</b>	<b>(19.7)</b>	<b>\$11.733</b>	<b>\$9.421</b>	<b>(2.312)</b>	<b>(19.7)</b>
Capital and Other Reimbursements	\$0.000	\$26.270	\$26.270	-	\$0.000	\$26.270	\$26.270	-
<b>Total Revenue</b>	<b>\$11.733</b>	<b>\$75.532</b>	<b>\$63.799</b>	<b>-</b>	<b>\$11.733</b>	<b>\$75.532</b>	<b>\$63.799</b>	<b>-</b>
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	\$27.914	\$31.439	\$3.525	12.6	\$27.914	\$31.439	\$3.525	12.6
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Salaries &amp; Wages</b>	<b>\$27.914</b>	<b>\$31.439</b>	<b>\$3.525</b>	<b>12.6</b>	<b>\$27.914</b>	<b>\$31.439</b>	<b>\$3.525</b>	<b>12.6</b>
Health and Welfare	\$0.000	(13.055)	(13.055)	-	\$0.000	(13.055)	(13.055)	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	\$0.000	\$0.030	\$0.030	-	\$0.000	\$0.030	\$0.030	-
Other Fringe Benefits	\$18.587	\$45.318	\$26.731	-	\$18.587	\$45.318	\$26.731	-
<b>Total Fringe Benefits</b>	<b>\$18.587</b>	<b>\$32.294</b>	<b>\$13.707</b>	<b>73.7</b>	<b>\$18.587</b>	<b>\$32.294</b>	<b>\$13.707</b>	<b>73.7</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$46.501</b>	<b>\$63.733</b>	<b>\$17.232</b>	<b>37.1</b>	<b>\$46.501</b>	<b>\$63.733</b>	<b>\$17.232</b>	<b>37.1</b>
<b>Non-Labor :</b>								
Electric Power	\$0.000	\$5.140	\$5.140	-	\$0.000	\$5.140	\$5.140	-
Fuel	\$0.000	(0.192)	(0.192)	-	\$0.000	(0.192)	(0.192)	-
Insurance	\$1.731	\$2.189	\$0.458	26.4	\$1.731	\$2.189	\$0.458	26.4
Claims	\$7.106	\$7.216	\$0.110	1.6	\$7.106	\$7.216	\$0.110	1.6
Paratransit Service Contracts	\$0.000	(0.639)	(0.639)	-	\$0.000	(0.639)	(0.639)	-
Maintenance and Other Operating Contracts	\$0.000	\$2.256	\$2.256	-	\$0.000	\$2.256	\$2.256	-
Professional Service Contracts	\$2.250	\$0.818	(1.432)	(63.7)	\$2.250	\$0.818	(1.432)	(63.7)
Materials & Supplies	(4.000)	\$5.385	\$9.385	-	(4.000)	\$5.385	\$9.385	-
Other Business Expenses	\$0.000	\$0.206	\$0.206	-	\$0.000	\$0.206	\$0.206	-
<b>Non-Labor</b>	<b>\$7.087</b>	<b>\$22.377</b>	<b>\$15.290</b>	<b>-</b>	<b>\$7.087</b>	<b>\$22.377</b>	<b>\$15.290</b>	<b>-</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$53.588</b>	<b>\$86.110</b>	<b>\$32.522</b>	<b>60.7</b>	<b>\$53.588</b>	<b>\$86.110</b>	<b>\$32.522</b>	<b>60.7</b>
Depreciation	\$160.672	\$167.625	\$6.953	4.3	\$160.672	\$167.625	\$6.953	4.3
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	-	\$0.000	\$0.000	\$0.000	-
<b>Total Expenditures</b>	<b>\$214.260</b>	<b>\$253.735</b>	<b>\$39.475</b>	<b>18.4</b>	<b>\$214.260</b>	<b>\$253.735</b>	<b>\$39.475</b>	<b>18.4</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$225.993</b>	<b>\$329.267</b>	<b>\$103.274</b>	<b>45.7</b>	<b>\$225.993</b>	<b>\$329.267</b>	<b>\$103.274</b>	<b>45.7</b>

Note: Totals may not add due to rounding

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

**MTA New York City Transit  
2020 February Financial Plan  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)**

	Jan						Jan Year-to-Date					
	Adopted		Actuals		Var. - Fav./(Unfav)		Adopted		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	380,503	\$12.816	384,992	\$12.725	(4,488)	\$0.092 0.7%	380,503	\$12.816	384,992	\$12.725	(4,488)	\$0.092 0.7%
<u>Unscheduled Service</u>	372,950	\$12.900	392,905	\$13.431	(19,955)	(\$0.531) -4.1%	372,950	\$12.900	392,905	\$13.431	(19,955)	(\$0.531) -4.1%
<u>Programmatic/Routine Maintenance</u>	388,428	\$13.852	298,487	\$10.443	89,941	\$3.409 24.6%	388,428	\$13.852	298,487	\$10.443	89,941	\$3.409 24.6%
<u>Vacancy/Absentee Coverage</u>	35,577	\$1.172	12,111	\$0.368	23,466	\$0.804 68.6%	35,577	\$1.172	12,111	\$0.368	23,466	\$0.804 68.6%
<u>Weather Emergencies</u>	118,286	\$4.074	9,882	\$0.342	108,404	\$3.732 91.6%	118,286	\$4.074	9,882	\$0.342	108,404	\$3.732 91.6%
<u>Safety/Security/Law Enforcement</u>	8,241	\$0.246	11,296	\$0.336	(3,055)	(\$0.091) -37.1%	8,241	\$0.246	11,296	\$0.336	(3,055)	(\$0.091) -37.1%
<u>Other[1]</u>	11,481	\$1.736	10,953	\$0.418	528	\$1.318 75.9%	11,481	\$1.736	10,953	\$0.418	528	\$1.318 75.9%
Subtotal	1,315,467	\$46.796	1,120,625	\$38.063	194,841	\$8.733 18.7%	1,315,467	\$46.796	1,120,625	\$38.063	194,841	\$8.733 18.7%
<b>REIMBURSABLE OVERTIME</b>	313,650	\$9.881	201,215	\$7.051	112,434	\$2.830 28.6%	313,650	\$9.881	201,215	\$7.051	112,434	\$2.830 28.6%
<b>TOTAL OVERTIME</b>	<b>1,629,116</b>	<b>\$56.677</b>	<b>1,321,841</b>	<b>\$45.114</b>	<b>307,276</b>	<b>\$11.563</b> 20.4%	<b>1,629,116</b>	<b>\$56.677</b>	<b>1,321,841</b>	<b>\$45.114</b>	<b>307,276</b>	<b>\$11.563</b> 20.4%

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  
2020 February Financial Plan  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	Jan			Jan Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	(4,488)	\$0.1 1.1%		(4,488)	\$0.1 1.1%	
<u>Unscheduled Service</u>	(19,955)	(\$0.5) (6.1%)		(19,955)	(\$0.5) (6.1%)	
<u>Programmatic/Routine Maintenance</u>	89,941	\$3.4 39.0%	Favorable variance mainly due to Timing of the expense	89,941	\$3.4 39.0%	Favorable variance mainly due to Timing of the expense
<u>Vacancy/Absentee Coverage</u>	23,466	\$0.8 9.2%		23,466	\$0.8 9.2%	
<u>Weather Emergencies</u>	108,404	\$3.7 42.7%	Favorable variance mainly due to less weather job requirement than projected	108,404	\$3.7 42.7%	Favorable variance mainly due to less weather job requirement than projected
<u>Safety/Security/Law Enforcement</u>	(3,055)	(\$0.1) (1.0%)		(3,055)	(\$0.1) (1.0%)	
<u>Other</u>	528	\$1.3 15.1%	Favorable variance is related to timing of reimbursable expenses	528	\$1.3 15.1%	Favorable variance is related to timing of reimbursable expenses
<b>Subtotal</b>	194,841	\$8.7 75.5%		194,841	\$8.7 75.5%	
<b>REIMBURSABLE OVERTIME</b>	112,434	\$2.8 24.5%	Favorable variance mainly due to Timing of the expense	112,434	\$2.8 24.5%	Favorable variance mainly due to Timing of the expense
<b>TOTAL OVERTIME</b>	<b>307,276</b>	<b>\$11.6</b>		<b>307,276</b>	<b>\$11.6</b>	

Totals may not add due to rounding.

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

\* Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2020 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**  
**FEBRUARY FINANCIAL PLAN 2020**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
January 2020

	<u>Adopted</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./(Unfav)</u>	<u>Explanation</u>
<b><u>Administration:</u></b>				
Office of the President	25	25	0	
Law	282	260	22	
Office of the EVP	13	12	1	
Human Resources	220	211	9	
Office of Management and Budget	41	34	7	
Capital Planning and Budget	37	28	9	
Strategy & Customer Experience	188	188	0	
Non-Departmental	4	0	4	
Labor Relations	84	80	4	
Office of People & Business Transformation	18	14	4	
Materiel	238	217	21	
Controller	114	105	9	
<b>Total Administration</b>	<b>1,264</b>	<b>1,174</b>	<b>90</b>	
<b><u>Operations:</u></b>				
Subways Service Delivery	8,421	8,472	(51)	Excess mainly due to Train Operators.
Subways Operations Support/Admin	406	429	(23)	
Subways Stations	2,653	2,530	123	Vacancies mainly due to Station Agents.
<b>Subtotal Subways</b>	<b>11,480</b>	<b>11,431</b>	<b>49</b>	
Buses	11,059	11,013	46	
Paratransit	214	184	30	
Operations Planning	390	350	40	
Revenue Control	640	596	44	
Non-Departmental	133	-	133	
<b>Total Operations</b>	<b>23,916</b>	<b>23,574</b>	<b>342</b>	
<b><u>Maintenance:</u></b>				
Subways Operations Support/Admin	123	97	26	
Subways Engineering	361	317	44	
Subways Car Equipment	5,093	4,941	152	Vacancies mainly due to Car Inspector B.
Subways Infrastructure	1,870	1,950	(80)	Excess mainly due to Mtr Trainee (Apprentice Program).
Subways Elevators & Escalators	474	477	(3)	
Subways Stations	3,506	3,438	68	Vacancies mainly due to Supt and Cleaners.
Subways Track	3,114	3,015	99	Vacancies mainly due to Supt, Track Equip Mtr, and Trackworkers.
Subways Power	684	680	4	
Subways Signals	1,708	1,712	(4)	
Subways Electronic Maintenance	1,619	1,556	63	Vacancies mainly due to PTEs
<b>Subtotal Subways</b>	<b>18,552</b>	<b>18,183</b>	<b>369</b>	
Buses	3,476	3,525	(49)	
Supply Logistics	548	554	(6)	
System Safety	93	83	10	
Non-Departmental	(118)	-	(118)	
<b>Total Maintenance</b>	<b>22,551</b>	<b>22,345</b>	<b>206</b>	
<b><u>Engineering:</u></b>				
Capital Program Management	1,450	1,218	232	Vacancies mainly due to Mgrs and PTEs
<b>Total Engineering/Capital</b>	<b>1,450</b>	<b>1,218</b>	<b>232</b>	
<b><u>Public Safety:</u></b>				
Security	657	637	20	
<b>Total Public Safety</b>	<b>657</b>	<b>637</b>	<b>20</b>	
<b>Total Positions</b>	<b>49,838</b>	<b>48,948</b>	<b>890</b>	
Non-Reimbursable	44,222	45,045	(822)	
Reimbursable	5,616	3,903	1,713	
Total Full-Time	49,647	48,791	856	
Total Full-Time Equivalents	191	157	34	

**MTA NEW YORK TRANSIT**  
**FEBRUARY FINANCIAL PLAN 2020**  
**TOTAL POSITIONS by FUNCTION and OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**January 2020**

FUNCTION/OCCUPATION	Adopted	Actual	Variance Fav./Unfav)	Explanation
<b><u>Administration:</u></b>				
Managers/Supervisors	444	397	47	
Professional, Technical, Clerical	788	745	43	
Operational Hourlies	32	32	0	
<b>Total Administration</b>	<b>1,264</b>	<b>1,174</b>	<b>90</b>	
<b><u>Operations:</u></b>				
Managers/Supervisors	2,841	2,721	120	
Professional, Technical, Clerical	579	506	73	
Operational Hourlies	20,496	20,347	149	
<b>Total Operations</b>	<b>23,916</b>	<b>23,574</b>	<b>342</b>	
<b><u>Maintenance:</u></b>				
Managers/Supervisors	3,968	3,963	5	
Professional, Technical, Clerical	1,063	894	169	
Operational Hourlies	17,520	17,488	32	
<b>Total Maintenance</b>	<b>22,551</b>	<b>22,345</b>	<b>206</b>	
<b><u>Engineering/Capital:</u></b>				
Managers/Supervisors	364	300	64	
Professional, Technical, Clerical	1,084	916	168	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,450</b>	<b>1,218</b>	<b>232</b>	
<b><u>Public Safety:</u></b>				
Managers/Supervisors	270	253	17	
Professional, Technical, Clerical	41	33	8	
Operational Hourlies	346	351	(5)	
<b>Total Public Safety</b>	<b>657</b>	<b>637</b>	<b>20</b>	
<b><u>Total Positions:</u></b>				
Managers/Supervisors	7,887	7,634	253	
Professional, Technical, Clerical	3,555	3,094	461	
Operational Hourlies	38,396	38,220	176	
<b>Total Positions</b>	<b>49,838</b>	<b>48,948</b>	<b>890</b>	

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2020 Adopted**  
**Ridership (Utilization) Actual to Budget**  
**Jan FY20**  
 (# in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable(Unfavorable)		Adopted	Actual	Favorable(Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Ridership</u></b>								
Ridership - Subway	134.214	138.388	4.173	3.1	134.214	138.388	4.173	3.1
Ridership - Bus	43.893	44.890	0.998	2.3	43.893	44.890	0.998	2.3
<b>Subtotal</b>	<b>178.107</b>	<b>183.278</b>	<b>5.171</b>	<b>2.9</b>	<b>178.107</b>	<b>183.278</b>	<b>5.171</b>	<b>2.9</b>
Ridership - Paratransit	0.963	0.956	(0.007)	0.7	0.963	0.956	(0.007)	(0.7)
<b>Total Ridership</b>	<b>179.070</b>	<b>184.234</b>	<b>5.164</b>	<b>2.9</b>	<b>179.070</b>	<b>184.234</b>	<b>5.164</b>	<b>2.9</b>
<b><u>FareBox Revenue</u></b>								
Subway	290.028	295.679	5.651	1.9	290.028	295.679	5.651	1.9
Bus	77.326	76.461	(0.865)	(1.1)	77.326	76.461	(0.865)	(1.1)
<b>Subtotal</b>	<b>367.354</b>	<b>372.140</b>	<b>4.786</b>	<b>1.3</b>	<b>367.354</b>	<b>372.140</b>	<b>4.786</b>	<b>1.3</b>
Paratransit	2.017	2.037	0.020	1.0	2.017	2.037	0.020	1.0
<b>Farebox Revenue (excl. Fare Media Liab.)</b>	<b>369.372</b>	<b>374.177</b>	<b>4.806</b>	<b>1.3</b>	<b>369.372</b>	<b>374.177</b>	<b>4.806</b>	<b>1.3</b>
Fare Liability	6.542	6.542	0.000	0.0	6.542	6.542	0.000	0.0
<b>Total Farebox Revenue</b>	<b>375.914</b>	<b>380.719</b>	<b>4.806</b>	<b>1.3</b>	<b>375.914</b>	<b>380.719</b>	<b>4.806</b>	<b>1.3</b>

Note: Totals may not add due to rounding  
 Adopted.FinalFY20

# Preliminary January 2020 Report: Staten Island Railway

The purpose of this report is to provide the preliminary January 2020 financial results on an accrual basis. The accrual basis is presented on both a non-reimbursable and reimbursable account basis. These results are compared to the Adopted Budget (budget).

## **Summary of Preliminary Financial Results**

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

- January 2020 Staten Island Railway ridership of 364,422 was 15,215 rides (4 percent) below budget. Average weekday ridership of 16,357 was 87 rides (0.5 percent) higher than January 2019.
- Farebox revenue of \$0.5 million was \$0.05 million (9 percent) below budget.
- Operating expenses were below budget by \$1.0 million (18.3%).
  - Labor expenses were less than budget by \$0.9 million (20.4 percent).
  - Non-labor expenses were also less than budget by \$0.1 million (9.1%).

## STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

January 2020

(All data are preliminary and subject to audit)

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

**January 2020 Staten Island Railway ridership** of 364,422 was 15,215 rides (4 percent) below budget. Average weekday ridership of 16,357 was 87 rides (0.5 percent) higher than January 2019. Average weekday ridership for the twelve months ending January 2020 was 15,863; 209 rides (1.3 percent) lower than the twelve months ending January 2019.

Farebox revenue of \$0.5 million was \$0.05 million (9 percent) below budget.

**Operating revenue** of \$0.8 million was slightly above budget by \$0.1 million (9.1 percent). Year-to-date January results are the same as the month.

**Nonreimbursable expenses** in January, before depreciation, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Adjustment, were lower than budget by \$1.0 million (18.3 percent).

- Labor expenses underran budget by \$0.9 million (20.4 percent), due primarily to favorable results in health & welfare/OPEB current expenses of \$0.5 million (64.5 percent), due to the favorable timing of expenses and credits. Overtime expenses underran by \$0.1 million (41.7 percent), attributable to better weather than budgeted. Payroll expenses were below budget by \$0.1 million (3.4 percent), due principally to vacancies.
- Non-labor expenses were also below budget by a net \$0.1 million (9.1 percent), including an underrun in maintenance contract expenses of \$0.1 million (65.0 percent), due primarily to the timing of maintenance project requirements.

Again, year-to-date January results are the same as the month results.

There were no expenses reported for depreciation, GASB 75 OPEB Expense Adjustments nor GASB 68 Pension Adjustment in the month of January.

The **operating cash deficit** (excluding subsidies) reported in January was \$4.1 million, less than \$0.1 million unfavorable to budget.

**MTA STATEN ISLAND RAILWAY**  
 Jan - 2020 Adopted  
 Accrual Statement of Operations By Category  
 Month - Jan 2020  
 (\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Farebox Revenue	\$0.553	\$0.508	(0.046)	(8.3)	\$0.000	\$0.000	-	-	\$0.553	\$0.508	(0.046)	(8.3)
Other Revenue	\$0.206	\$0.320	\$0.115	55.8	\$0.000	\$0.000	-	-	\$0.206	\$0.320	\$0.115	55.8
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.594	\$0.372	(0.222)	(37.4)	\$0.594	\$0.372	(0.222)	(37.4)
<b>Total Revenue</b>	<b>\$0.759</b>	<b>\$0.828</b>	<b>\$0.069</b>	<b>9.1</b>	<b>\$0.594</b>	<b>\$0.372</b>	<b>(0.222)</b>	<b>(37.4)</b>	<b>\$1.353</b>	<b>\$1.200</b>	<b>(0.153)</b>	<b>(11.3)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$2.248	\$2.172	\$0.076	3.4	\$0.332	\$0.049	\$0.283	85.3	\$2.580	\$2.221	\$0.359	13.9
Overtime	\$0.299	\$0.174	\$0.124	41.7	\$0.074	\$0.142	(0.067)	(90.8)	\$0.373	\$0.316	\$0.057	15.3
<b>Total Salaries &amp; Wages</b>	<b>\$2.546</b>	<b>\$2.346</b>	<b>\$0.200</b>	<b>7.9</b>	<b>\$0.406</b>	<b>\$0.191</b>	<b>\$0.216</b>	<b>53.1</b>	<b>\$2.953</b>	<b>\$2.537</b>	<b>\$0.416</b>	<b>14.1</b>
Health and Welfare	\$0.615	\$0.141	\$0.474	77.1	\$0.000	\$0.000	-	-	\$0.615	\$0.141	\$0.474	77.1
OPEB Current Payment	\$0.227	\$0.158	\$0.069	30.6	\$0.000	\$0.000	\$0.000	-	\$0.227	\$0.158	\$0.069	30.4
Pensions	\$0.645	\$0.604	\$0.041	6.3	\$0.000	\$0.000	-	-	\$0.645	\$0.604	\$0.041	6.3
Other Fringe Benefits	\$0.409	\$0.405	\$0.004	1.0	\$0.110	\$0.000	\$0.110	-	\$0.519	\$0.405	\$0.114	22.0
<b>Total Fringe Benefits</b>	<b>\$1.896</b>	<b>\$1.308</b>	<b>\$0.588</b>	<b>31.0</b>	<b>\$0.110</b>	<b>\$0.000</b>	<b>\$0.110</b>	<b>-</b>	<b>\$2.006</b>	<b>\$1.308</b>	<b>\$0.698</b>	<b>34.8</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.077)	(0.179)	\$0.101	-	\$0.077	\$0.179	(0.101)	-	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$4.365</b>	<b>\$3.475</b>	<b>\$0.890</b>	<b>20.4</b>	<b>\$0.594</b>	<b>\$0.370</b>	<b>\$0.224</b>	<b>37.7</b>	<b>\$4.959</b>	<b>\$3.845</b>	<b>\$1.114</b>	<b>22.5</b>
<b>Non-Labor :</b>												
Electric Power	\$0.325	\$0.331	(0.006)	(1.8)	\$0.000	\$0.000	-	-	\$0.325	\$0.331	(0.006)	(1.8)
Fuel	\$0.028	\$0.036	(0.008)	(28.3)	\$0.000	\$0.000	-	-	\$0.028	\$0.036	(0.008)	(28.3)
Insurance	\$0.100	\$0.063	\$0.037	36.9	\$0.000	\$0.000	-	-	\$0.100	\$0.063	\$0.037	36.9
Claims	\$0.008	\$0.041	(0.034)	-	\$0.000	\$0.000	-	-	\$0.008	\$0.041	(0.034)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.191	\$0.067	\$0.124	65.0	\$0.000	\$0.000	-	-	\$0.191	\$0.067	\$0.124	65.0
Professional Service Contracts	\$0.088	\$0.012	\$0.077	86.9	\$0.000	\$0.002	(0.002)	-	\$0.088	\$0.014	\$0.075	84.6
Materials & Supplies	\$0.170	\$0.266	(0.096)	(56.2)	\$0.000	\$0.000	-	-	\$0.170	\$0.266	(0.096)	(56.2)
Other Business Expenses	\$0.061	\$0.067	(0.006)	(10.5)	\$0.000	\$0.000	-	-	\$0.061	\$0.067	(0.006)	(10.5)
<b>Non-Labor</b>	<b>\$0.972</b>	<b>\$0.883</b>	<b>\$0.088</b>	<b>9.1</b>	<b>\$0.000</b>	<b>\$0.002</b>	<b>(0.002)</b>	<b>-</b>	<b>\$0.972</b>	<b>\$0.885</b>	<b>\$0.086</b>	<b>8.9</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$5.337</b>	<b>\$4.359</b>	<b>\$0.978</b>	<b>18.3</b>	<b>\$0.594</b>	<b>\$0.372</b>	<b>\$0.222</b>	<b>37.4</b>	<b>\$5.930</b>	<b>\$4.730</b>	<b>\$1.200</b>	<b>20.2</b>
Depreciation	\$1.000	\$0.906	\$0.094	9.4	\$0.000	\$0.000	-	-	\$1.000	\$0.906	\$0.094	9.4
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	-	-
<b>Total Expenses</b>	<b>\$6.337</b>	<b>\$5.265</b>	<b>\$1.072</b>	<b>16.9</b>	<b>\$0.594</b>	<b>\$0.372</b>	<b>\$0.222</b>	<b>37.4</b>	<b>\$6.930</b>	<b>\$5.637</b>	<b>\$1.294</b>	<b>18.7</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(5.578)</b>	<b>(4.437)</b>	<b>\$1.141</b>	<b>20.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(5.578)</b>	<b>(4.437)</b>	<b>\$1.141</b>	<b>20.5</b>

Note: Totals may not add due to rounding

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



**MTA STATEN ISLAND RAILWAY**  
 Jan - 2020 Adopted  
 Accrual Statement of Operations By Category  
 Year-To-Date - Jan 2020  
 (\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Farebox Revenue	\$0.553	\$0.508	(0.046)	(8.3)	\$0.000	\$0.000	-	-	\$0.553	\$0.508	(0.046)	(8.3)
Other Revenue	\$0.206	\$0.320	\$0.115	55.8	\$0.000	\$0.000	-	-	\$0.206	\$0.320	\$0.115	55.8
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.594	\$0.372	(0.222)	(37.4)	\$0.594	\$0.372	(0.222)	(37.4)
<b>Total Revenue</b>	<b>\$0.759</b>	<b>\$0.828</b>	<b>\$0.069</b>	<b>9.1</b>	<b>\$0.594</b>	<b>\$0.372</b>	<b>(0.222)</b>	<b>(37.4)</b>	<b>\$1.353</b>	<b>\$1.200</b>	<b>(0.153)</b>	<b>(11.3)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$2.248	\$2.172	\$0.076	3.4	\$0.332	\$0.049	\$0.283	85.3	\$2.580	\$2.221	\$0.359	13.9
Overtime	\$0.299	\$0.174	\$0.124	41.7	\$0.074	\$0.142	(0.067)	(90.8)	\$0.373	\$0.316	\$0.057	15.3
<b>Total Salaries &amp; Wages</b>	<b>\$2.546</b>	<b>\$2.346</b>	<b>\$0.200</b>	<b>7.9</b>	<b>\$0.406</b>	<b>\$0.191</b>	<b>\$0.216</b>	<b>53.1</b>	<b>\$2.953</b>	<b>\$2.537</b>	<b>\$0.416</b>	<b>14.1</b>
Health and Welfare	\$0.615	\$0.141	\$0.474	77.1	\$0.000	\$0.000	-	-	\$0.615	\$0.141	\$0.474	77.1
OPEB Current Payment	\$0.227	\$0.158	\$0.069	30.6	\$0.000	\$0.000	\$0.000	-	\$0.227	\$0.158	\$0.069	30.4
Pensions	\$0.645	\$0.604	\$0.041	6.3	\$0.000	\$0.000	-	-	\$0.645	\$0.604	\$0.041	6.3
Other Fringe Benefits	\$0.409	\$0.405	\$0.004	1.0	\$0.110	\$0.000	\$0.110	-	\$0.519	\$0.405	\$0.114	22.0
<b>Total Fringe Benefits</b>	<b>\$1.896</b>	<b>\$1.308</b>	<b>\$0.588</b>	<b>31.0</b>	<b>\$0.110</b>	<b>\$0.000</b>	<b>\$0.110</b>	<b>-</b>	<b>\$2.006</b>	<b>\$1.308</b>	<b>\$0.698</b>	<b>34.8</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.077)	(0.179)	\$0.101	-	\$0.077	\$0.179	(0.101)	-	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$4.365</b>	<b>\$3.475</b>	<b>\$0.890</b>	<b>20.4</b>	<b>\$0.594</b>	<b>\$0.370</b>	<b>\$0.224</b>	<b>37.7</b>	<b>\$4.959</b>	<b>\$3.845</b>	<b>\$1.114</b>	<b>22.5</b>
<b>Non-Labor :</b>												
Electric Power	\$0.325	\$0.331	(0.006)	(1.8)	\$0.000	\$0.000	-	-	\$0.325	\$0.331	(0.006)	(1.8)
Fuel	\$0.028	\$0.036	(0.008)	(28.3)	\$0.000	\$0.000	-	-	\$0.028	\$0.036	(0.008)	(28.3)
Insurance	\$0.100	\$0.063	\$0.037	36.9	\$0.000	\$0.000	-	-	\$0.100	\$0.063	\$0.037	36.9
Claims	\$0.008	\$0.041	(0.034)	-	\$0.000	\$0.000	-	-	\$0.008	\$0.041	(0.034)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.191	\$0.067	\$0.124	65.0	\$0.000	\$0.000	-	-	\$0.191	\$0.067	\$0.124	65.0
Professional Service Contracts	\$0.088	\$0.012	\$0.077	86.9	\$0.000	\$0.002	(0.002)	-	\$0.088	\$0.014	\$0.075	84.6
Materials & Supplies	\$0.170	\$0.266	(0.096)	(56.2)	\$0.000	\$0.000	-	-	\$0.170	\$0.266	(0.096)	(56.2)
Other Business Expenses	\$0.061	\$0.067	(0.006)	(10.5)	\$0.000	\$0.000	-	-	\$0.061	\$0.067	(0.006)	(10.5)
<b>Non-Labor</b>	<b>\$0.972</b>	<b>\$0.883</b>	<b>\$0.088</b>	<b>9.1</b>	<b>\$0.000</b>	<b>\$0.002</b>	<b>(0.002)</b>	<b>-</b>	<b>\$0.972</b>	<b>\$0.885</b>	<b>\$0.086</b>	<b>8.9</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$5.337</b>	<b>\$4.359</b>	<b>\$0.978</b>	<b>18.3</b>	<b>\$0.594</b>	<b>\$0.372</b>	<b>\$0.222</b>	<b>37.4</b>	<b>\$5.930</b>	<b>\$4.730</b>	<b>\$1.200</b>	<b>20.2</b>
Depreciation	\$1.000	\$0.906	\$0.094	9.4	\$0.000	\$0.000	-	-	\$1.000	\$0.906	\$0.094	9.4
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	-	-
<b>Total Expenses</b>	<b>\$6.337</b>	<b>\$5.265</b>	<b>\$1.072</b>	<b>16.9</b>	<b>\$0.594</b>	<b>\$0.372</b>	<b>\$0.222</b>	<b>37.4</b>	<b>\$6.930</b>	<b>\$5.637</b>	<b>\$1.294</b>	<b>18.7</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(5.578)</b>	<b>(4.437)</b>	<b>\$1.141</b>	<b>20.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(5.578)</b>	<b>(4.437)</b>	<b>\$1.141</b>	<b>20.5</b>

Note: Totals may not add due to rounding

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

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN- 2020 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN JANUARY 2020 RESULTS AND THE FEBRUARY FINANCIAL PLAN**  
**JANUARY 2020**  
**(\$ in millions)-Accrual Basis**

<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.	(0.046)	(8.3)	Lower ridership due mostly to weekend station shutdowns	<b>Year-to-date results are the same as the month results</b>		
Other Operating Revenue	Non Reimb.	0.115	55.8	Mainly the favorable timing of reimbursements			
Payroll	Non Reimb.	0.076	3.4	Mainly vacancies			
Overtime	Non Reimb.	0.124	41.7	Better weather than budgeted			
Health and Welfare (including OPEB current payment)	Non Reimb.	0.543	64.5	Primarily the favorable timing of expenses/credits			
Other Fringe Benefits	Non Reimb.						
Reimbursable Overhead	Non Reimb.						
Electric Power	Non Reimb.						
Maintenance & Other Operating Contracts	Non Reimb.	0.124	65.0	The favorable timing of maintenance requirements			
Professional Service Contracts	Non Reimb.	0.077	86.9	Favorable timing			
Materials and Supplies	Non Reimb.	(0.096)	(56.2)	Largely the timing of various material requirements, including track ties			
Other Business Expenses	Non Reimb.						
Capital and Other Reimbursements	Reimb.	(0.222)	(37.4)	Timing of contractor requirements			
Payroll	Reimb.	0.283	85.3	Timing of contractor requirements			
Overtime	Reimb.	(0.067)	(90.8)	Timing of contractor requirements			

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2020 Adopted**  
**Cash Receipts and Expenditures**  
**Jan FY20**  
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.553	\$0.476	(0.077)	(13.9)	\$0.553	\$0.476	(0.077)	(13.9)
Other Revenue	\$0.070	\$0.081	\$0.011	15.2	\$0.070	\$0.081	\$0.011	15.2
Capital and Other Reimbursements	\$0.594	\$0.344	(0.249)	(42.0)	\$0.594	\$0.344	(0.249)	(42.0)
<b>Total Revenue</b>	<b>\$1.217</b>	<b>\$0.901</b>	<b>(0.316)</b>	<b>(25.9)</b>	<b>\$1.217</b>	<b>\$0.901</b>	<b>(0.316)</b>	<b>(25.9)</b>
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$2.186	\$2.050	\$0.135	6.2	\$2.186	\$2.050	\$0.135	6.2
Overtime	\$0.373	\$0.250	\$0.123	33.0	\$0.373	\$0.250	\$0.123	33.0
<b>Total Salaries &amp; Wages</b>	<b>\$2.559</b>	<b>\$2.300</b>	<b>\$0.258</b>	<b>10.1</b>	<b>\$2.559</b>	<b>\$2.300</b>	<b>\$0.258</b>	<b>10.1</b>
Health and Welfare	\$0.615	\$0.721	(0.106)	(17.2)	\$0.615	\$0.721	(0.106)	(17.2)
OPEB Current Payment	\$0.227	\$0.134	\$0.093	41.1	\$0.227	\$0.134	\$0.093	41.1
Pensions	\$0.645	\$0.604	\$0.041	6.3	\$0.645	\$0.604	\$0.041	6.3
Other Fringe Benefits	\$0.339	\$0.225	\$0.114	33.7	\$0.339	\$0.225	\$0.114	33.7
<b>Total Fringe Benefits</b>	<b>\$1.826</b>	<b>\$1.684</b>	<b>\$0.143</b>	<b>7.8</b>	<b>\$1.826</b>	<b>\$1.684</b>	<b>\$0.143</b>	<b>7.8</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Labor</b>	<b>\$4.385</b>	<b>\$3.984</b>	<b>\$0.401</b>	<b>9.2</b>	<b>\$4.385</b>	<b>\$3.984</b>	<b>\$0.401</b>	<b>9.2</b>
<b>Non-Labor :</b>								
Electric Power	\$0.325	\$0.331	(0.006)	(1.7)	\$0.325	\$0.331	(0.006)	(1.7)
Fuel	\$0.028	\$0.044	(0.016)	(58.2)	\$0.028	\$0.044	(0.016)	(58.2)
Insurance	\$0.100	\$0.111	(0.011)	(11.0)	\$0.100	\$0.111	(0.011)	(11.0)
Claims	(0.034)	\$0.000	(0.034)	-	(0.034)	\$0.000	(0.034)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.191	\$0.023	\$0.168	87.9	\$0.191	\$0.023	\$0.168	87.9
Professional Service Contracts	\$0.088	\$0.033	\$0.055	62.5	\$0.088	\$0.033	\$0.055	62.5
Materials & Supplies	\$0.170	\$0.512	(0.342)	-	\$0.170	\$0.512	(0.342)	-
Other Business Expenses	\$0.061	\$0.010	\$0.051	83.2	\$0.061	\$0.010	\$0.051	83.2
<b>Non-Labor</b>	<b>\$0.930</b>	<b>\$1.065</b>	<b>(0.135)</b>	<b>(14.5)</b>	<b>\$0.930</b>	<b>\$1.065</b>	<b>(0.135)</b>	<b>(14.5)</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$5.315</b>	<b>\$5.049</b>	<b>\$0.266</b>	<b>5.0</b>	<b>\$5.315</b>	<b>\$5.049</b>	<b>\$0.266</b>	<b>5.0</b>
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenditures</b>	<b>\$5.315</b>	<b>\$5.049</b>	<b>\$0.266</b>	<b>5.0</b>	<b>\$5.315</b>	<b>\$5.049</b>	<b>\$0.266</b>	<b>5.0</b>
<b>Net Surplus/(Deficit)</b>	<b>(4.098)</b>	<b>(4.147)</b>	<b>(0.049)</b>	<b>(1.2)</b>	<b>(4.098)</b>	<b>(4.147)</b>	<b>(0.049)</b>	<b>(1.2)</b>

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY  
 FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET  
 EXPLANATION OF VARIANCES BETWEEN JANUARY 2020 AND FEBRUARY FINANCIAL PLAN CASH BASIS  
 JANUARY 2020  
 (\$ 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	(0.077)	(13.9%)	Unfavorable timing of cash resolution with NYCT	<b>Year-to-date results are the same as the month results</b>		
Other Operating Revenue	0.011	15.2%	Favorable timing of reimbursements			
Capital and Other Reimbursements	(0.249)	(42.0%)	Mostly the unfavorable timing of reimbursements			
Salaries & Wages	0.258	10.1%	Mostly vacancies and less overtime coverage			
Health and Welfare (including OPEB current payment)						
Other Fringe Benefits						
Electric Power						
Maintenance Contracts	0.168	87.9%	Mainly the favorable timing of various maintenance work requirements			
Professional Service Contracts						
Materials & Supplies	(0.342)	over (100.0)	Largely the timing of various material requirements, including track ties			
Other Business Expenses						

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2020 Adopted**  
**Cash Conversion (Cash Flow Adjustments)**  
 Jan FY20  
 (\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Revenue</b>								
Farebox Revenue	\$0.000	(0.031)	(0.031)	-	\$0.000	(0.031)	(0.031)	-
Other Revenue	(0.135)	(0.240)	(0.104)	(76.9)	(0.135)	(0.240)	(0.104)	(76.9)
Capital and Other Reimbursements	\$0.000	(0.027)	(0.027)	-	\$0.000	(0.027)	(0.027)	-
<b>Total Revenue</b>	<b>(0.135)</b>	<b>(0.298)</b>	<b>(0.163)</b>	<b>-</b>	<b>(0.135)</b>	<b>(0.298)</b>	<b>(0.163)</b>	<b>-</b>
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	\$0.394	\$0.170	(0.223)	(56.7)	\$0.394	\$0.170	(0.223)	(56.7)
Overtime	\$0.000	\$0.066	\$0.066	-	\$0.000	\$0.066	\$0.066	-
<b>Total Salaries &amp; Wages</b>	<b>\$0.394</b>	<b>\$0.236</b>	<b>(0.157)</b>	<b>(40.0)</b>	<b>-</b>	<b>\$0.236</b>	<b>(0.157)</b>	<b>(40.0)</b>
Health and Welfare	\$0.000	(0.580)	(0.580)	-	\$0.000	(0.580)	(0.580)	-
OPEB Current Payment	\$0.000	\$0.024	\$0.024	-	\$0.000	\$0.024	\$0.024	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.180	\$0.180	\$0.000	0.1	\$0.180	\$0.180	\$0.000	0.1
<b>Total Fringe Benefits</b>	<b>\$0.180</b>	<b>(0.375)</b>	<b>(0.555)</b>	<b>-</b>	<b>\$0.180</b>	<b>(0.375)</b>	<b>(0.555)</b>	<b>-</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$0.574</b>	<b>(0.139)</b>	<b>(0.713)</b>	<b>-</b>	<b>\$0.574</b>	<b>(0.139)</b>	<b>(0.713)</b>	<b>-</b>
<b>Non-Labor :</b>								
Electric Power	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Fuel	\$0.000	(0.008)	(0.008)	-	\$0.000	(0.008)	(0.008)	-
Insurance	\$0.000	(0.048)	(0.048)	-	\$0.000	(0.048)	(0.048)	-
Claims	\$0.042	\$0.041	\$0.000	(0.7)	\$0.042	\$0.041	\$0.000	(0.7)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	\$0.044	\$0.044	-	\$0.000	\$0.044	\$0.044	-
Professional Service Contracts	\$0.000	(0.020)	(0.020)	-	\$0.000	(0.020)	(0.020)	-
Materials & Supplies	\$0.000	(0.246)	(0.246)	-	\$0.000	(0.246)	(0.246)	-
Other Business Expenses	\$0.000	\$0.057	\$0.057	-	\$0.000	\$0.057	\$0.057	-
<b>Non-Labor</b>	<b>\$0.042</b>	<b>(0.180)</b>	<b>(0.221)</b>	<b>-</b>	<b>\$0.042</b>	<b>(0.180)</b>	<b>(0.221)</b>	<b>-</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$0.615</b>	<b>(0.319)</b>	<b>(0.934)</b>	<b>-</b>	<b>\$0.615</b>	<b>(0.319)</b>	<b>(0.934)</b>	<b>-</b>
Depreciation	\$1.000	\$0.906	(0.094)	(9.4)	\$1.000	\$0.906	(0.094)	(9.4)
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	-
<b>Total Expenditures</b>	<b>\$1.615</b>	<b>\$0.588</b>	<b>(1.027)</b>	<b>(63.6)</b>	<b>\$1.615</b>	<b>\$0.588</b>	<b>(1.027)</b>	<b>(63.6)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$1.480</b>	<b>\$0.290</b>	<b>(1.190)</b>	<b>(80.4)</b>	<b>\$1.480</b>	<b>\$0.290</b>	<b>(1.190)</b>	<b>(80.4)</b>

Note: Totals may not add due to rounding

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

**MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN  
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
January 2020**

<u>Function/Departments</u>	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Executive	13	7	6	
General Office	9	9	0	
Purchasing/Stores	6	4	2	
<b>Total Administration</b>	<b>28</b>	<b>20</b>	<b>8</b>	
<b>Operations</b>				
Transportation	131	124	7	
<b>Total Operations</b>	<b>131</b>	<b>124</b>	<b>7</b>	
<b>Maintenance</b>				
Mechanical	53	52	1	
Electronics/Electrical	15	19	(4)	
Power/Signals	32	27	5	
Maintenance of Way	83	78	5	
Infrastructure	26	30	(4)	
<b>Total Maintenance</b>	<b>209</b>	<b>206</b>	<b>3</b>	
<b>Engineering/Capital</b>				
Capital Project Support	16	9	7	
<b>Total Engineering Capital</b>	<b>16</b>	<b>9</b>	<b>7</b>	
<b>Total Positions</b>	<b>384</b>	<b>359</b>	<b>25</b>	
Non-Reimbursable	334	321	13	
Reimbursable	50	38	12	
Total Full-Time	384	359	25	
Total Full-Time-Equivalents	0	0	0	

MTA STATEN ISLAND RAILWAY  
 FEBRUARY FINANCIAL PLAN  
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION  
 January 2020

	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	16	10	6	
Professional, Technical, Clerical	12	10	2	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>28</b>	<b>20</b>	<b>8</b>	
<b>Operations</b>				
Managers/Supervisors	11	7	4	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	117	116	1	
<b>Total Operations</b>	<b>131</b>	<b>124</b>	<b>7</b>	
<b>Maintenance</b>				
Managers/Supervisors	17	26	(9)	
Professional, Technical, Clerical	6	7	(1)	
Operational Hourlies	186	173	13	
<b>Total Maintenance</b>	<b>209</b>	<b>206</b>	<b>3</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	3	3	0	
Professional, Technical, Clerical	4	0	4	
Operational Hourlies	9	6	3	
<b>Total Engineering/Capital</b>	<b>16</b>	<b>9</b>	<b>7</b>	
<b>Total Positions</b>				
Managers/Supervisors	47	46	1	
Professional, Technical, Clerical	25	18	7	
Operational Hourlies	312	295	17	
<b>Total Positions</b>	<b>384</b>	<b>359</b>	<b>25</b>	

# Preliminary January 2020 Report: Bus Company

The purpose of this report is to provide the preliminary January 2020 financial results on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results are compared to the Adopted Budget (budget).

## Summary of Preliminary Financial Results

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

- January 2020 Bus Company ridership of 9.7 million was 0.4 million (3.6 percent) below budget.
- Farebox revenue of \$17.3 million was \$1.4 million (7.5 percent) below budget.
- Operating expenses of \$67.8 million were favorable to budget by \$5.0 million (6.9 percent).
  - Labor expenses exceeded budget by a net \$0.2 million (0.4 percent), including overruns in payroll expenses of \$1.0 million (3.8 percent) and overtime expenses of \$0.1 million (1.9 percent).
  - Non-labor expenses were lower than budget by \$4.8 million (23.3 percent), Professional Service Contracts of \$2.1 million (53.4 percent), and Materials & Supplies of \$1.2 million (27.8 percent), including favorable results in Maintenance Contracts of \$0.9 million (28.7 percent), and partially offset by unfavorable results in Claims of \$0.6 million (10.2 percent).



**MTA BUS FINANCIAL AND RIDERSHIP REPORT**  
**January 2020**

(All data are preliminary and subject to audit)

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

**Operating revenue** was \$18.7 million in January, \$1.8 million (8.7 percent) below budget, caused primarily by an underrun in farebox revenue of \$1.4 million (7.5 percent), resulting from lower ridership and average fare.

Total MTA Bus ridership was 9.7 million in January 2020, 0.4 million riders (4.0 percent) below budget. January 2020 average weekday ridership was 0.4 million, no change from January 2019. Average weekday ridership for the twelve months ending January 2020 was 0.4 million, a decrease of 0.01 million riders from (1.5 percent) from the twelve months ending January 2019.

**Nonreimbursable expenses**, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$67.8 million in January, \$5.0 million (6.9 percent) favorable to budget.

- Labor expenses were below budget by a net \$0.2 million (0.4 percent), of which payroll expenses were over budget by \$1.0 million (3.8 percent), due largely to more cash out of sick & personal time than planned, partially offset by vacancies. Overtime expenses were above budget by \$0.1 million (1.9 percent), mainly due to running time/traffic.
- Non-labor expenses were below budget by \$4.8 million (23.3 percent). Maintenance Contract expenses underran by \$0.9 million (28.7 percent), driven by the timing of the Shop Program and Bus Technology. Materials & Supplies expenses were less by \$1.2 million (27.8 percent), due to the timing of costs related to the New Fare System (NFS), the timing of Select Bus Service (SBS) rollouts and lower general maintenance expenses. Claims expenses were under budget by \$0.6 million (10.2 percent). Fuel expenses were under budget by \$0.7 million (29.7 percent), resulting from lower rates.

Depreciation expenses of \$3.4 million exceeded budget by \$1.3 million (27.0 percent). Regarding GASB #68 Pension Adjustment, and GASB 75 OPEB Expense adjustment, no expenses nor credits were recorded in January.

The **operating cash deficit** (excluding subsidies) was \$54.8 million, \$1.2 million (2.2 percent) above budget, due mainly to the unfavorable results in Labor Expense.

**MTA BUS COMPANY**  
**February Financial Plan - 2020 Adopted Budget**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January 2020**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$18.739	\$17.334	(\$1.405)	(7.5)	\$0.000	\$0.000	\$0.000	-	\$18.739	\$17.334	(\$1.405)	(7.5)
Other Operating Income	1.758	1.380	(0.378)	(21.5)	-	\$0.000	-	-	1.758	1.380	(0.378)	(21.5)
Capital and Other Reimbursements	-	-	-	-	0.480	0.531	0.051	10.6	0.480	0.531	0.051	10.6
<b>Total Revenue</b>	<b>\$20.497</b>	<b>\$18.714</b>	<b>(\$1.783)</b>	<b>(8.7)</b>	<b>\$0.480</b>	<b>\$0.531</b>	<b>\$0.051</b>	<b>10.6</b>	<b>\$20.977</b>	<b>\$19.245</b>	<b>(\$1.732)</b>	<b>(8.3)</b>
<i>Labor:</i>												
Payroll	\$26.008	\$26.989	(\$0.980)	(3.8)	\$0.196	\$0.325	(\$0.129)	(66.1)	\$26.204	\$27.314	(\$1.110)	(4.2)
Overtime	5.894	6.005	(0.111)	(1.9)	-	-	-	-	5.894	6.005	(0.111)	(1.9)
Health and Welfare	6.841	7.202	(0.361)	(5.3)	0.109	-	0.109	100.0	6.951	7.202	(0.252)	(3.6)
OPEB Current Payment	2.165	2.005	0.160	7.4	-	-	-	-	2.165	2.005	0.160	7.4
Pensions	5.321	4.981	0.340	6.4	-	-	-	-	5.321	4.981	0.340	6.4
Other Fringe Benefits	6.192	4.949	1.244	20.1	-	0.205	(0.205)	-	6.192	5.154	1.038	16.8
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.077)	(0.001)	(0.076)	(98.7)	0.077	-	0.077	100.0	-	(0.001)	0.001	-
<b>Total Labor Expenses</b>	<b>\$52.344</b>	<b>\$52.129</b>	<b>\$0.215</b>	<b>0.4</b>	<b>\$0.383</b>	<b>\$0.531</b>	<b>(\$0.148)</b>	<b>(38.6)</b>	<b>\$52.727</b>	<b>\$52.660</b>	<b>\$0.067</b>	<b>0.1</b>
<i>Non-Labor:</i>												
Electric Power	\$0.160	\$0.135	\$0.025	15.6	\$0.000	\$0.000	\$0.000	-	\$0.160	\$0.135	\$0.025	15.6
Fuel	2.325	1.634	0.692	29.7	-	-	-	-	2.325	1.634	0.692	29.7
Insurance	0.635	0.374	0.261	41.2	-	-	-	-	0.635	0.374	0.261	41.2
Claims	5.445	6.000	(0.555)	(10.2)	-	-	-	-	5.445	6.000	(0.555)	(10.2)
Maintenance and Other Operating Contracts	3.099	2.209	0.890	28.7	0.021	-	0.021	100.0	3.120	2.209	0.911	29.2
Professional Service Contracts	3.987	1.859	2.128	53.4	-	-	-	-	3.987	1.859	2.128	53.4
Materials & Supplies	4.445	3.210	1.235	27.8	0.076	-	0.076	100.0	4.521	3.210	1.311	29.0
Other Business Expense	0.394	0.292	0.102	25.8	-	-	-	-	0.394	0.292	0.102	25.8
<b>Total Non-Labor Expenses</b>	<b>\$20.489</b>	<b>\$15.712</b>	<b>\$4.777</b>	<b>23.3</b>	<b>\$0.097</b>	<b>\$0.000</b>	<b>\$0.097</b>	<b>100.0</b>	<b>\$20.586</b>	<b>\$15.712</b>	<b>\$4.874</b>	<b>23.7</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$72.833</b>	<b>\$67.841</b>	<b>\$4.992</b>	<b>6.9</b>	<b>\$0.480</b>	<b>\$0.531</b>	<b>(\$0.051)</b>	<b>(10.6)</b>	<b>\$73.313</b>	<b>\$68.372</b>	<b>\$4.941</b>	<b>6.7</b>
Depreciation	\$4.694	\$3.428	\$1.266	27.0	\$0.000	\$0.000	\$0.000	-	\$4.694	\$3.428	\$1.266	27.0
GASB 75 OPEB Expense Adjustment	\$8.651	\$0.000	\$8.651	100.0	\$0.000	\$0.000	\$0.000	-	\$8.651	\$0.000	\$8.651	100.0
GASB 68 Pension Adjustment	3.982	-	3.982	100.0	-	-	-	-	3.982	-	3.982	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$90.160</b>	<b>\$71.270</b>	<b>\$18.891</b>	<b>21.0</b>	<b>\$0.480</b>	<b>\$0.531</b>	<b>(\$0.051)</b>	<b>(10.6)</b>	<b>\$90.640</b>	<b>\$71.800</b>	<b>\$18.840</b>	<b>20.8</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$69.663)</b>	<b>(\$52.556)</b>	<b>\$17.108</b>	<b>24.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$69.663)</b>	<b>(\$52.556)</b>	<b>\$17.108</b>	<b>24.6</b>

NOTE: Totals may not add due to rounding

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

**MTA BUS COMPANY**  
**February Financial Plan - 2020 Adopted Budget**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January 2020 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$18.739	\$17.334	(\$1.405)	(7.5)	\$0.000	\$0.000	\$0.000	-	\$18.739	\$17.334	(\$1.405)	(7.5)
Other Operating Income	1.758	1.380	(0.378)	(21.5)	-	-	-	-	1.758	1.380	(0.378)	(21.5)
Capital and Other Reimbursements	-	-	-	-	0.480	0.531	0.051	10.6	0.480	0.531	0.051	10.6
<b>Total Revenue</b>	<b>\$20.497</b>	<b>\$18.714</b>	<b>(\$1.783)</b>	<b>(8.7)</b>	<b>\$0.480</b>	<b>\$0.531</b>	<b>\$0.051</b>	<b>10.6</b>	<b>\$20.977</b>	<b>\$19.245</b>	<b>(\$1.732)</b>	<b>(8.3)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$26.008	\$26.989	(\$0.980)	(3.8)	\$0.196	\$0.325	(\$0.129)	(66.1)	\$26.204	\$27.314	(\$1.110)	(4.2)
Overtime	5.894	6.005	(0.111)	(1.9)	-	-	-	-	5.894	6.005	(0.111)	(1.9)
Health and Welfare	6.841	7.202	(0.361)	(5.3)	0.109	-	0.109	100.0	6.951	7.202	(0.252)	(3.6)
OPEB Current Payment	2.165	2.005	0.160	7.4	-	-	-	-	2.165	2.005	0.160	7.4
Pensions	5.321	4.981	0.340	6.4	-	-	-	-	5.321	4.981	0.340	6.4
Other Fringe Benefits	6.192	4.949	1.244	20.1	-	0.205	(0.205)	-	6.192	5.154	1.038	16.8
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.077)	(0.001)	(0.076)	(98.7)	0.077	-	0.077	100.0	-	(0.001)	0.001	-
<b>Total Labor Expenses</b>	<b>\$52.344</b>	<b>\$52.129</b>	<b>\$0.215</b>	<b>0.4</b>	<b>\$0.383</b>	<b>\$0.531</b>	<b>(\$0.148)</b>	<b>(38.6)</b>	<b>\$52.727</b>	<b>\$52.660</b>	<b>\$0.067</b>	<b>0.1</b>
<i>Non-Labor:</i>												
Electric Power	\$0.160	\$0.135	\$0.025	15.6	\$0.000	\$0.000	\$0.000	-	\$0.160	\$0.135	\$0.025	15.6
Fuel	2.325	1.634	0.692	29.7	-	-	-	-	2.325	1.634	0.692	29.7
Insurance	0.635	0.374	0.261	41.2	-	-	-	-	0.635	0.374	0.261	41.2
Claims	5.445	6.000	(0.555)	(10.2)	-	-	-	-	5.445	6.000	(0.555)	(10.2)
Maintenance and Other Operating Contracts	3.099	2.209	0.890	28.7	0.021	-	0.021	100.0	3.120	2.209	0.911	29.2
Professional Service Contracts	3.987	1.859	2.128	53.4	-	-	-	-	3.987	1.859	2.128	53.4
Materials & Supplies	4.445	3.210	1.235	27.8	0.076	-	0.076	100.0	4.521	3.210	1.311	29.0
Other Business Expense	0.394	0.292	0.102	25.8	-	-	-	-	0.394	0.292	0.102	25.8
<b>Total Non-Labor Expenses</b>	<b>\$20.489</b>	<b>\$15.712</b>	<b>\$4.777</b>	<b>23.3</b>	<b>\$0.097</b>	<b>\$0.000</b>	<b>\$0.097</b>	<b>100.0</b>	<b>\$20.586</b>	<b>\$15.712</b>	<b>\$4.874</b>	<b>23.7</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$72.833</b>	<b>\$67.841</b>	<b>\$4.992</b>	<b>6.9</b>	<b>\$0.480</b>	<b>\$0.531</b>	<b>(\$0.051)</b>	<b>(10.6)</b>	<b>\$73.313</b>	<b>\$68.372</b>	<b>\$4.941</b>	<b>6.7</b>
Depreciation	\$4.694	\$3.428	\$1.266	27.0	\$0.000	\$0.000	\$0.000	-	\$4.694	\$3.428	\$1.266	27.0
GASB 75 OPEB Expense Adjustment	\$8.651	\$0.000	\$8.651	100.0	\$0.000	\$0.000	\$0.000	-	\$8.651	\$0.000	\$8.651	100.0
GASB 68 Pension Adjustment	3.982	-	3.982	100.0	-	-	-	-	3.982	-	3.982	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$90.160</b>	<b>\$71.270</b>	<b>\$18.891</b>	<b>21.0</b>	<b>\$0.480</b>	<b>\$0.531</b>	<b>(\$0.051)</b>	<b>(10.6)</b>	<b>\$90.640</b>	<b>\$71.800</b>	<b>\$18.840</b>	<b>20.8</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$69.663)</b>	<b>(\$52.556)</b>	<b>\$17.108</b>	<b>24.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$69.663)</b>	<b>(\$52.556)</b>	<b>\$17.108</b>	<b>24.6</b>

NOTE: Totals may not add due to rounding

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

**MTA BUS COMPANY**  
**February Financial Plan - 2020 Adopted Budget**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	January 2020				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ (1.405)	(7.5)	Lower ridership and avarage fare	\$ (1.405)	(7.5)			
Other Operating Revenue	NR	\$ (0.378)	(21.5)	Lower Student and Senior fare	\$ (0.378)	(21.5)			
Capital and Other Reimbursements	R	\$ 0.051	10.6	(a)	\$ 0.051	10.6			
<b>Total Revenue Variance</b>		<b>\$ (1.732)</b>	<b>(8.3)</b>		<b>\$ (1.732)</b>	<b>(8.3)</b>			
Payroll	NR	\$ (0.980)	(3.8)	Payment of interagency billings from a prior period, higher cash out of sick and personal time than budgeted as well as lower attrition	\$ (0.980)	(3.8)			
Overtime	NR	\$ (0.111)	(1.9)	Mainly due to running time/traffic, and maintenance/campaign work	\$ (0.111)	(1.9)			
Health and Welfare (including OPEB)	NR	\$ (0.201)	(2.2)	Higher H&W expenses	\$ (0.201)	(2.2)			
Pension	NR	\$ 0.340	6.4	Lower expenses	\$ 0.340	6.4			
Other Fringe Benefits	NR	\$ 1.244	20.1	Timing of interagency billing	\$ 1.244	20.1			
Reimbursable Overhead	NR	\$ (0.076)	(98.7)	Higher reimbursable expenses	\$ (0.076)	(98.7)			
Electric Power	NR	\$ 0.025	15.6	(a)	\$ 0.025	15.6			
Fuel	NR	\$ 0.692	29.7	Lower rates	\$ 0.692	29.7			
Insurance	NR	\$ 0.261	41.2	Timing of expenses	\$ 0.261	41.2			
Claims	NR	\$ (0.555)	(10.2)	Timing of expenses	\$ (0.555)	(10.2)			
Maintenance and Other Operating Contracts	NR	\$ 0.890	28.7	Mainly lower Facility maintenance, offset by timing of Shop Program and Uniform expense.	\$ 0.890	28.7			
Professional Service Contracts	NR	\$ 2.128	53.4	Timing of interagency billing and Bus Technology	\$ 2.128	53.4	<b>SAME AS MONTH</b>		
Materials & Supplies	NR	\$ 1.235	27.8	Mainly lower general maintenance material and radio equipment expenses	\$ 1.235	27.8			
Other Business Expense	NR	\$ 0.102	25.8	Timing of Automatic Fare Collection (AFC) fees, mobility tax and other Misc. expenses	\$ 0.102	25.8			
Depreciation	NR	\$ 1.266	27.0	Timing of asset replacement	\$ 1.266	27.0			
Other Post Employment Benefits	NR	\$ 8.651	100.0	(a)	\$ 8.651	100.0			
GASB 68 Pension Adjustment	NR	\$ 3.982	100.0	(a)	\$ 3.982	100.0			
Environmental Remediation	NR	\$ -	-	Non cash item	\$ -	-			
Payroll	R	\$ (0.129)	(66.1)	(a)	\$ (0.129)	(66.1)			
Overtime	R	\$ -	*	(a)	\$ -	*			
Health and Welfare	R	\$ 0.109	100.0	Timing of charges	\$ 0.109	100.0	}		
Pension	R	\$ -	*		\$ -	*			
Other Fringe Benefits	R	\$ (0.205)	*		\$ (0.205)	*			
Professional Service Contracts	R	\$ -	*		\$ -	*			
Maintenance and Other Operating Contracts	R	\$ 0.021	*	Timing of charges	\$ 0.021	*			
Materials & Supplies	R	\$ 0.076	*	Timing of charges	\$ 0.076	*			
<b>Total Expense Variance</b>		<b>\$ 18.840</b>	<b>20.8</b>		<b>\$ 18.840</b>	<b>20.8</b>			
<b>Net Variance</b>		<b>\$ 17.108</b>	<b>24.6</b>		<b>\$ 17.108</b>	<b>24.6</b>			

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**February Financial Plan - 2020 Adopted Budget**  
**CASH RECEIPTS AND EXPENDITURES**

(\$ in millions)

	January 2020				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$18.739	\$ 15.279	(\$3.460)	(18.5)	\$18.739	\$15.279	(\$3.460)	(18.5)
Other Operating Revenue	1.758	3.855	2.097	*	1.758	3.855	2.096	*
Capital and Other Reimbursements	0.944	0.518	(0.426)	(45.1)	0.944	0.518	(0.425)	(45.0)
<b>Total Receipts</b>	<b>\$21.441</b>	<b>\$19.652</b>	<b>(\$1.789)</b>	<b>(8.3)</b>	<b>\$21.441</b>	<b>\$19.652</b>	<b>(\$1.788)</b>	<b>(8.3)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$32.592	\$33.255	(\$0.663)	(2.0)	\$32.592	\$33.255	(\$0.663)	(2.0)
Overtime	5.894	6.006	(0.112)	(1.9)	5.894	6.006	(0.112)	(1.9)
Health and Welfare	6.951	7.368	(0.417)	(6.0)	6.951	7.368	(0.417)	(6.0)
OPEB Current Payment	2.165	2.006	0.159	7.3	2.165	2.006	0.159	7.3
Pensions	5.306	4.981	0.325	6.1	5.306	4.981	0.325	6.1
Other Fringe Benefits	4.881	4.980	(0.099)	(2.0)	4.881	4.980	(0.099)	(2.0)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$57.788</b>	<b>\$58.596</b>	<b>(\$0.808)</b>	<b>(1.4)</b>	<b>\$57.788</b>	<b>\$58.596</b>	<b>(\$0.808)</b>	<b>(1.4)</b>
<i>Non-Labor:</i>								
Electric Power	\$0.160	\$0.135	\$0.025	15.6	\$0.160	\$0.135	\$0.025	15.6
Fuel	2.203	2.034	0.169	7.7	2.203	2.034	0.169	7.7
Insurance	0.635	0.000	0.635	100.0	0.635	-	0.635	100.0
Claims	2.372	4.874	(2.503)	*	2.372	4.874	(2.503)	*
Maintenance and Other Operating Contracts	2.991	3.640	(0.649)	(21.7)	2.991	3.640	(0.649)	(21.7)
Professional Service Contracts	3.987	1.316	2.670	67.0	3.987	1.316	2.670	67.0
Materials & Supplies	4.521	3.518	1.004	22.2	4.521	3.518	1.004	22.2
Other Business Expenses	0.394	0.317	0.077	19.6	0.394	0.317	0.077	19.6
<b>Total Non-Labor Expenditures</b>	<b>\$17.261</b>	<b>\$15.834</b>	<b>\$1.428</b>	<b>8.3</b>	<b>\$17.261</b>	<b>\$15.834</b>	<b>\$1.428</b>	<b>8.3</b>
<b>Other Expenditure Adjustments :</b>								
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$75.050</b>	<b>\$74.430</b>	<b>\$0.619</b>	<b>0.8</b>	<b>\$75.050</b>	<b>\$74.430</b>	<b>\$0.619</b>	<b>0.8</b>
<b>Operating Cash Surplus/(Deficit)</b>	<b>(\$53.609)</b>	<b>(\$54.778)</b>	<b>(\$1.169)</b>	<b>(2.2)</b>	<b>(\$53.609)</b>	<b>(\$54.778)</b>	<b>(\$1.169)</b>	<b>(2.2)</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**February Financial Plan - 2020 Adopted Budget**  
**EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS**  
(\$ in millions)

Operating Receipts or Disbursements	January 2020			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ (3.460)	(18.5)	Lower ridership and average fare	\$ (3.460)	(18.5)	
Other Operating Revenue	2.097	*	Higher Advertising and Recovery from Other Insurance	2.096	*	
Capital and Other Reimbursements	(0.426)	(45.1)	Timing of reimbursement receipts	(0.425)	(45.0)	
<b>Total Receipts</b>	<b>\$ (1.789)</b>	<b>(8.3)</b>		<b>\$ (1.789)</b>	<b>(8.3)</b>	
Payroll	\$ (0.663)	(2.0)	Payment of interagency billings from a prior period, higher cash out of sick and personal time than budgeted as well as lower attrition	\$ (0.663)	(2.0)	
Overtime	(0.112)	(1.9)	Mainly due to running time/traffic, and maintenance/campaign work	(0.112)	(1.9)	
Health and Welfare (including OPEB)	(0.259)	(2.8)	Higher H&W expenses	(0.259)	(2.8)	
Pension	0.325	6.1	(a)	0.325	6.1	
Other Fringe Benefits	(0.099)	(2.0)	Timing of payments	(0.099)	(2.0)	
GASB	-	-	(a)	-	-	<b>SAME AS MONTH</b>
Electric Power	0.025	15.6	(a)	0.025	15.6	
Fuel	0.169	7.7	Lower rates	0.169	7.7	
Insurance	0.635	100.0	Timing of payments	0.635	100.0	
Claims	(2.503)	*	Timing of expenses	(2.503)	*	
Maintenance and Other Operating Contracts	(0.649)	(21.7)	Mainly lower Facility maintenance, offset by timing of Shop Program and Uniform expense.	(0.649)	(21.7)	
Professional Service Contracts	2.670	67.0	Timing of interagency billing and Bus Technology	2.670	67.0	
Materials & Supplies	1.004	22.2	Mainly lower general maintenance material and radio equipment expenses	1.004	22.2	
Other Business Expenditure	0.077	19.6	Timing of Automatic Fare Collection (AFC) fees, mobility tax and other Misc. expenses	0.077	19.6	
<b>Total Expenditures</b>	<b>\$ 0.621</b>	<b>0.8</b>		<b>\$ 0.621</b>	<b>0.8</b>	
<b>Net Cash Variance</b>	<b>\$ (1.169)</b>	<b>(2.2)</b>		<b>\$ (1.169)</b>	<b>(2.2)</b>	

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**February Financial Plan - 2020 Adopted Budget**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
(\$ in millions)

	January 2020				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.000	(2.055)	(\$2.055)	-	\$0.000	(\$2.055)	(\$2.055)	-
Other Operating Revenue	-	2.475	2.475	-	-	2.475	2.475	-
Capital and Other Reimbursements	0.464	(0.012)	(0.477)	*	0.464	(0.012)	(0.477)	*
<b>Total Receipts</b>	<b>\$0.464</b>	<b>\$0.407</b>	<b>(\$0.057)</b>	<b>(12.3)</b>	<b>\$0.464</b>	<b>\$0.407</b>	<b>(\$0.057)</b>	<b>(12.3)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$6.387)	(\$5.941)	\$0.446	7.0	(\$6.387)	(\$5.941)	\$0.447	7.0
Overtime	-	(0.001)	(0.001)	-	-	(0.001)	(0.001)	-
Health and Welfare	(0.000)	(0.166)	(0.166)	*	-	(0.166)	(0.166)	-
OPEB Current Payment	-	(0.002)	(0.002)	-	-	(0.002)	(0.002)	-
Pensions	0.015	-	(0.015)	(100.0)	0.015	-	(0.015)	(100.0)
Other Fringe Benefits	1.311	0.174	(1.137)	(86.7)	1.311	0.174	(1.137)	(86.7)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.001)	(0.001)	-	-	(0.001)	(0.001)	-
<b>Total Labor Expenditures</b>	<b>(\$5.062)</b>	<b>(\$5.936)</b>	<b>(\$0.874)</b>	<b>(17.3)</b>	<b>(\$5.061)</b>	<b>(\$5.936)</b>	<b>(\$0.874)</b>	<b>(17.3)</b>
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Fuel	0.123	(0.400)	(0.523)	*	0.123	(0.400)	(0.523)	*
Insurance	-	0.374	0.374	-	-	0.374	0.374	-
Claims	3.073	1.126	(1.947)	(63.4)	3.073	1.126	(1.947)	(63.4)
Maintenance and Other Operating Contracts	0.129	(1.431)	(1.560)	*	0.129	(1.431)	(1.560)	*
Professional Service Contracts	-	0.543	0.543	-	-	0.543	0.543	-
Materials & Supplies	(0.000)	(0.308)	(0.308)	*	(0.000)	(0.308)	(0.308)	*
Other Business Expenditures	-	(0.025)	(0.025)	-	-	(0.025)	(0.025)	-
<b>Total Non-Labor Expenditures</b>	<b>\$3.325</b>	<b>(\$0.121)</b>	<b>(\$3.446)</b>	<b>*</b>	<b>\$3.325</b>	<b>(\$0.121)</b>	<b>(\$3.446)</b>	<b>*</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$1.272)</b>	<b>(\$5.649)</b>	<b>(\$4.377)</b>	<b>*</b>	<b>(\$1.272)</b>	<b>(\$5.649)</b>	<b>(\$4.377)</b>	<b>*</b>
Depreciation Adjustment	4.694	3.428	(1.266)	(27.0)	4.694	3.428	(1.266)	(27.0)
GASB 75 OPEB Expense Adjustment	8.651	-	(8.651)	(100.0)	8.651	-	(8.651)	(100.0)
GASB 68 Pension Adjustment	3.982	-	(3.982)	(100.0)	3.982	-	(3.982)	(100.0)
Environmental Remediation	-	-	-	-	-	-	-	-
<b>Total Expenses/Expenditures</b>	<b>\$ 16.054</b>	<b>\$ (2.221)</b>	<b>\$ (18.275)</b>	<b>*</b>	<b>\$ 16.055</b>	<b>\$ (2.221)</b>	<b>\$ (18.276)</b>	<b>*</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$16.054</b>	<b>(\$2.221)</b>	<b>(\$18.275)</b>	<b>*</b>	<b>\$16.055</b>	<b>(\$2.221)</b>	<b>(\$18.276)</b>	<b>*</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**2020 Adopted Budget vs Actual**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE / REIMBURSABLE AND FULL-TIME EQUIVALENTS**  
**JANUARY 2020**

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Office of the EVP	3	3	-	
Human Resources	17	17	-	
Office of Management and Budget	14	12	2	
Technology & Information Services	-	-	-	
Material	15	14	1	
Controller	18	18	-	
Office of the President	4	4	-	
System Safety Administration	2	-	2	
Law	20	19	1	
Corporate Communications	-	-	-	
Labor Relations	-	-	-	
Strategic Office	20	18	2	
Non-Departmental	3	-	3	
<b>Total Administration</b>	<b>116</b>	<b>105</b>	<b>11</b>	Vacancies
<b>Operations</b>				
Buses	2,332	2,343	(11)	Excess Bus Operators
Office of the Executive VP	5	5	-	
Safety & Training	65	68	(3)	Bus Operator training
Road Operations	141	136	5	
Transportation Support	22	22	-	
Operations Planning	34	32	2	
Revenue Control	6	6	-	
<b>Total Operations</b>	<b>2,605</b>	<b>2,611</b>	<b>(6)</b>	
<b>Maintenance</b>				
Buses	731	732	(1)	
Maintenance Support/CMF	230	234	(4)	
Facilities	83	75	8	
Supply Logistics	104	101	3	
<b>Total Maintenance</b>	<b>1,148</b>	<b>1,142</b>	<b>6</b>	
Capital Program Management	35	26	9	
<b>Total Engineering/Capital</b>	<b>35</b>	<b>26</b>	<b>9</b>	Vacancies mainly Managers
Security	13	12	1	
<b>Total Public Safety</b>	<b>13</b>	<b>12</b>	<b>1</b>	Vacancy
<b>Total Positions</b>	<b>3,917</b>	<b>3,896</b>	<b>21</b>	
Non-Reimbursable	3,879	3,859	20	
Reimbursable	38	37	1	
<b>Total Full-Time</b>	<b>3,899</b>	<b>3,885</b>	<b>14</b>	
Total Full-Time Equivalents	18	11	7	



**MTA BUS COMPANY**  
**2020 Adopted Budget vs Actual**  
**TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION**  
**JANUARY 2020**

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	48	43	5	
Professional, Technical, Clerical	65	62	3	
Operational Hourlies	3	-	3	
<b>Total Administration</b>	<b>116</b>	<b>105</b>	<b>11</b>	Vacancies
<b>Operations</b>				
Managers/Supervisors	317	306	11	
Professional, Technical, Clerical	44	48	(4)	
Operational Hourlies	2,244	2,257	(13)	
<b>Total Operations</b>	<b>2,605</b>	<b>2,611</b>	<b>(6)</b>	Excess Bus Operators
<b>Maintenance</b>				
Managers/Supervisors	241	237	4	
Professional, Technical, Clerical	34	34	-	
Operational Hourlies	873	871	2	
<b>Total Maintenance</b>	<b>1,148</b>	<b>1,142</b>	<b>6</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	21	15	6	
Professional, Technical, Clerical	14	11	3	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>35</b>	<b>26</b>	<b>9</b>	Vacancies mainly Managers
<b>Public Safety</b>				
Managers/Supervisors	8	6	2	
Professional, Technical, Clerical	5	6	(1)	
Operational Hourlies	-	-	-	
<b>Total Public Safety</b>	<b>13</b>	<b>12</b>	<b>1</b>	Vacancy
<b>Total Baseline Positions</b>				
Managers/Supervisors	635	607	28	
Professional, Technical, Clerical	162	161	1	
Operational Hourlies	3,120	3,128	(8)	
<b>Total Baseline Positions</b>	<b>3,917</b>	<b>3,896</b>	<b>21</b>	

**MTA BUS COMPANY**  
**February Financial Plan - 2020 Adopted Budget**  
**Utilization**  
(In millions)

	<u>January 2020</u>			<u>Year-to-date as of January 2020</u>		
	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$18.739	\$17.334	(\$1.405)	\$18.739	\$17.334	(\$1.405)
<b>Total Farebox Revenue</b>	<b>\$18.739</b>	<b>\$17.334</b>	<b>(\$1.405)</b>	<b>\$18.739</b>	<b>\$17.334</b>	<b>(\$1.405)</b>
<b><u>Ridership</u></b>						
Fixed Route	10.115	9.746	(0.369)	10.115	9.746	(0.369)
<b>Total Ridership</b>	<b>10.115</b>	<b>9.746</b>	<b>(0.369)</b>	<b>10.115</b>	<b>9.746</b>	<b>(0.369)</b>

MTA Bus Company  
 FEBRUARY FINANCIAL PLAN  
 2020 ADOPTED BUDGET  
 Non-Reimbursable/Reimbursable Overtime  
 (\$ in millions)

	January						January Year- To - Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	60,335	\$2.496	51,466	\$2.540	8,870 14.7%	(\$0.044) -1.8%	60,335	\$2.496	51,466	\$2.540	8,870 14.7%	(\$0.044) -1.8%
<u>Unscheduled Service</u>	10,681	\$0.473	8,433	\$0.392	2,248 21.0%	\$0.081 17.2%	10,681	\$0.473	8,433	\$0.392 \$2.284	2,248 21.0%	\$0.081 17.2%
<u>Programmatic/Routine Maintenance</u>	22,438	\$0.989	32,224	\$1.592	(9,786) -43.6%	(\$0.602) -60.9%	22,438	\$0.989	32,224	\$1.592	(9,786) -43.6%	(\$0.602) -60.9%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0 0.0%	- 0.0%	0	\$0.000	0	\$0.000	0 0.0%	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	27,354	\$1.493	23,588	\$1.359	3,766 13.8%	\$0.134 8.9%	27,354	\$1.493	23,588	\$1.359	3,766 13.8%	\$0.134 8.9%
<u>Weather Emergencies</u>	11,282	\$0.432	6,073	\$0.114	5,209 *	\$0.318 *	11,282	\$0.432	6,073	\$0.114	5,209 *	\$0.318 *
<u>Safety/Security/Law Enforcement</u>	228	\$0.011	135	\$0.010	93 41.0%	\$0.001 12.6%	228	\$0.011	135	\$0.010	93 41.0%	\$0.001 12.6%
<u>Other</u>	0	\$0.000	(27)	(\$0.001)	27 *	\$0.001 *	0	\$0.000	(27)	(\$0.001)	27 *	\$0.001 #DIV/0!
Subtotal	132,318	\$5.894	121,892	\$6.005	10,427 7.9%	(\$0.111) -1.9%	132,318	\$5.894	121,892	\$6.005	10,427 7.9%	(\$0.111) -1.9%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>TOTAL OVERTIME</b>	<b>132,318</b>	<b>\$5.894</b>	<b>121,892</b>	<b>\$6.005</b>	<b>10,427</b> 7.9%	<b>(\$0.111)</b> -1.9%	<b>132,318</b>	<b>\$5.894</b>	<b>121,892</b>	<b>\$6.005</b>	<b>10,427</b> 7.9%	<b>(\$0.111)</b> -1.9%

Totals may not add due to rounding.

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

\* Exceeds 100%

MTA Bus Company  
 FEBRUARY FINANCIAL PLAN  
 2020 ADOPTED BUDGET  
 Non-Reimbursable/Reimbursable Overtime  
 (\$ in millions)

	January			January Year- To - Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	8,870 14.7%	(\$0.044) -1.8%	Less scheduled service operated	8,870 14.7%	(\$0.044) -1.8%	Less scheduled service operated
<u>Unscheduled Service</u>	2,248 21.0%	\$0.081 17.2%	Unfavorable variance due to Traffic and Running Time	2,248 21.0%	\$0.081 17.2%	Unfavorable variance due to Traffic and Running Time
<u>Programmatic/Routine Maintenance</u>	(9,786) -43.6%	(\$0.602) -60.9%	Unfavorable variance due to Maintenance Programs and required Campaign work	(9,786) -43.6%	(\$0.602) -60.9%	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>	3,766 13.8%	\$0.134 8.9%	Vacancy/absentee coverage offset by favorable rates	3,766 13.8%	\$0.134 8.9%	Vacancy/absentee coverage offset by favorable rates
<u>Weather Emergencies</u>	5,209 *	\$0.318 *	Less Weather events than budget	5,209 *	\$0.318 *	Less Weather events than budget
<u>Safety/Security/Law Enforcement</u>	93 41.0%	\$0.001 12.6%		93 41.0%	\$0.001 12.6%	
<u>Other</u>	27 *	\$0.001 *		27 *	\$0.001 #DIV/0!	
<b>Subtotal</b>	<b>10,427</b> 7.9%	<b>(\$0.111)</b> -1.9%		<b>10,427</b> 7.9%	<b>(\$0.111)</b> -1.9%	
<b>REIMBURSABLE OVERTIME</b>	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%	
<b>TOTAL OVERTIME</b>	<b>10,427</b>	<b>(\$0.111)</b>		<b>10,427</b>	<b>(\$0.111)</b>	

**MTA Bus Company  
2020 Overtime Reporting  
Overtime legend**

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

## Capital Program

Alok Saha, Acting Senior Vice President



Phase 1 installation of new digital information screens (DIS) on the NYCT bus fleet was completed in December 2019. The screens provide information such as real-time next stop information and real-time service advisories, among NYCT-related messaging. To date, 2,725 buses have been retrofitted with screens and an additional 1,034 are planned for Phase 2. All new buses come equipped with DIS.

## February 2020 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 and year-to-date performance regarding project awards and project completions for the period ending one month prior to the presentation of the report.

Through January 31, 2020, NYCT's performance against its 2020 Capital Project Milestones was:

(\$ in Millions)

	<b><u>Planned</u></b>	<b><u>Achieved</u></b>	<b><u>%</u></b>
Construction Awards	\$493.1	\$493.1	100
Substantial Completions	\$237.1	\$119.2	50

In January 2020, NYCT awarded the Communications-Based Train Control (CBTC) bundle for the 8<sup>th</sup> Avenue Line totaling \$493.1 million, which includes the CBTC overlay from 59<sup>th</sup> Street to High Street, two interlocking modernizations at 30<sup>th</sup> Street and 42<sup>nd</sup> Street North and mainline track switch replacement.

Also in January, NYCT completed projects totaling \$119.2 million, including track replacement and welded rail projects for \$66.7 million, purchase of 202 non-revenue vehicles for \$33.7 million and platform component replacement at three stations on the Eastern Parkway and Clark Lines for \$14.4 million.

## **Capital Program Status January 2020**

NYCT awarded the Communications-Based Train Control (CBTC) bundle for the 8<sup>th</sup> Avenue Line totaling \$493.1 million. which includes the CBTC overlay from 59<sup>th</sup> Street to High Street, two interlocking modernizations at 30<sup>th</sup> Street and 42<sup>nd</sup> Street North and mainline track switch replacement. The CBTC signal system overlay will be installed between 59<sup>th</sup> Street in Manhattan and High Street in Brooklyn. Installation of the new system involves new track circuits, computers systems, carborne equipment, communications equipment and the construction of various equipment rooms along the line. Track switch and interlocking work is also required to upgrade the signal system on the 8<sup>th</sup> Avenue line. Two interlockings at 30<sup>th</sup> Street and 42<sup>nd</sup> Street North will be modernized and replaced with new solid state interlockings with the associated technology to be CBTC compatible. Additionally, track switches will be replaced at 42<sup>nd</sup> Street and 34<sup>th</sup> Street, including associated components like turnouts, switch valves, connecting rails, contact rails, ties, signal cable including positive and negative connections. Implementation of CBTC on the 8<sup>th</sup> Avenue Line will increase train throughput, reducing waiting time between trains for customers, and improve service reliability by reducing signal system malfunctions.

NYCT completed projects totaling \$119.2 million, including track replacement and welded rail projects for \$66.7 million. Track was replaced on the Lexington Avenue line; work included the replacement of track and associated equipment and materials like signals, contact rail, and ballast. Additionally, continuous welded rail (CWR) was installed systemwide to key areas identified in the Subway Action Plan. CWR improves the condition of the track, reduces the possibility of broken rails and creates a safer, smoother and quieter ride for passengers.

Furthermore, NYCT completed purchase of 202 non-revenue vehicles for \$33.7 million. These vehicles are used by NYCT for essential services such as emergency response, material transportation, track repair and elevated structure repair.

Lastly, NYCT completed platform component replacement at three stations on the Eastern Parkway and Clark Lines for \$14.4 million. The three stations that will receive platform component repair are Clark Street, Hoyt Street and Nevins Street stations. Depending on the work location, work included repairing or replacing concrete platform edges, steel flanges, beams, damaged tiles and installing new rubbing boards and tactile warning strips.



## CAPITAL PROJECT MILESTONE SUMMARY 2020

(Through January 31, 2020)

MILESTONES PLANNED	MILESTONES ACCOMPLISHED	PERCENT PERFORMANCE
\$M          #	\$M          #	%(\$)      %(#)

### January

Construction Awards	493.1	3	493.1	3	100.0	100.0
Substantial Completions	237.1	21	119.2	7	50.3	33.3

### 2020 Year-To-Date

Construction Awards	493.1	3	493.1	3	100.0	100.0
Substantial Completions	237.1	21	119.2	7	50.3	33.3

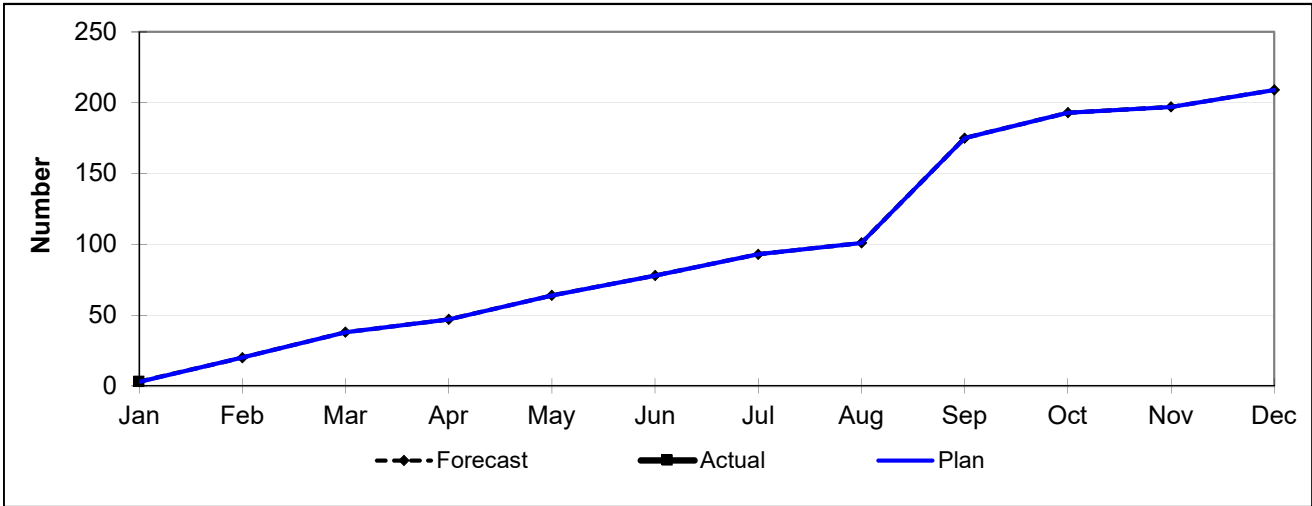
### 2020 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Construction Awards	8,628.4	212	8,628.4	212	100.0	100.0
Substantial Completions	2,890.2	174	2,922.6	174	101.1	100.0

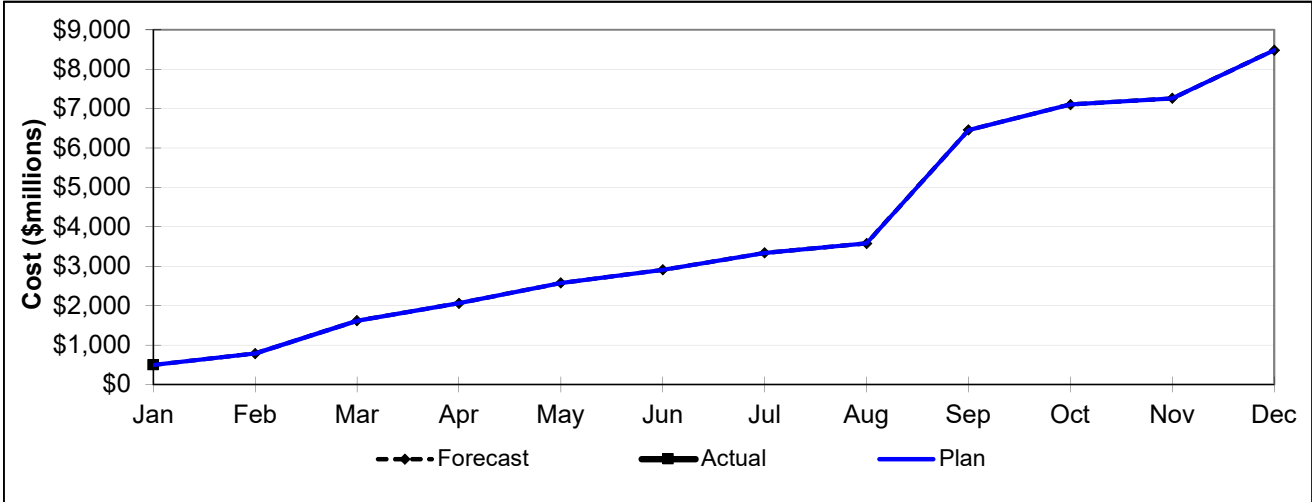
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

## 2020 Awards Charts

As of January 2020



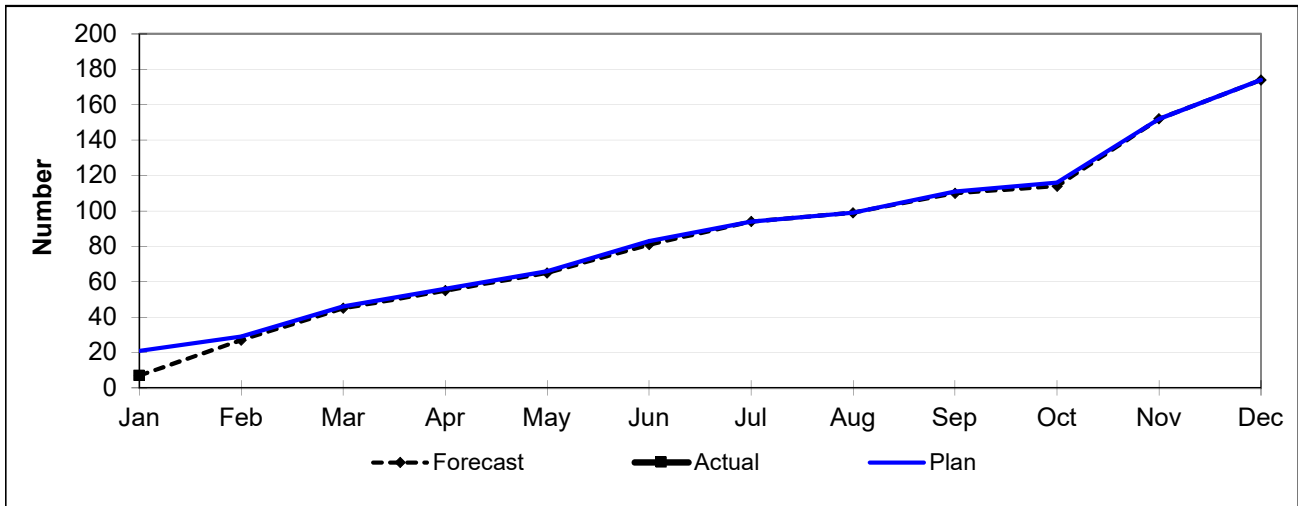
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast		17	18	9	17	14	15	8	74	18	4	12
Actual	3											
Plan	3	17	18	9	17	14	15	8	74	18	4	12
<b>Cummulative</b>												
Forecast		20	38	47	64	78	93	101	175	193	197	209
Actual	3											
Plan	3	20	38	47	64	78	93	101	175	193	197	209



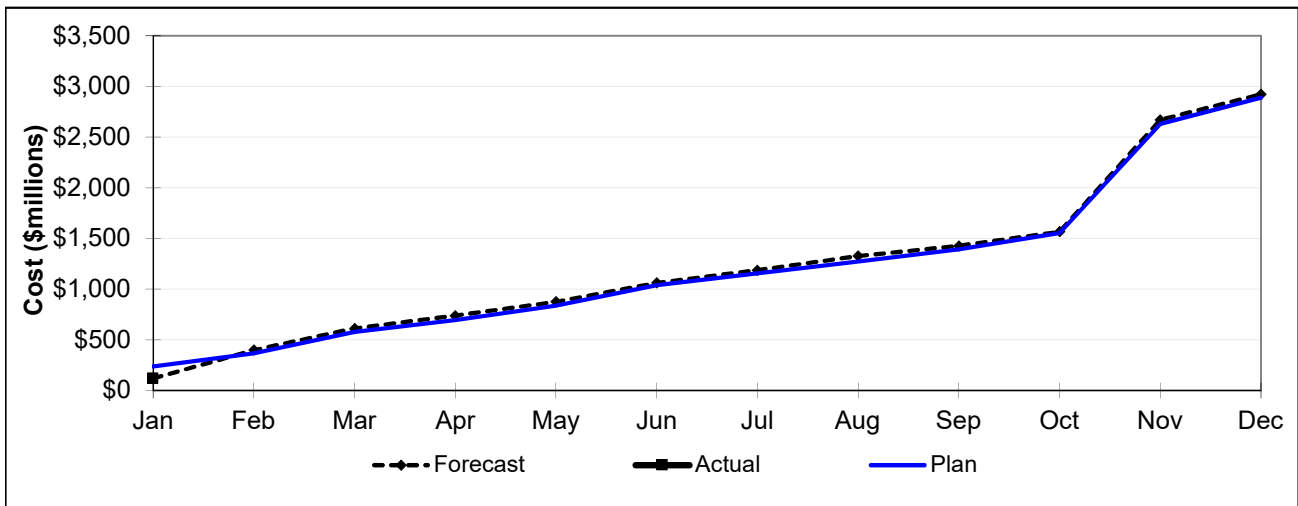
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast		291.9	833.0	444.8	514.9	331.3	432.0	238.4	2,876.6	646.8	159.4	1,220.9
Actual	493.1											
Plan	493.1	291.9	833.0	444.8	514.9	331.3	432.0	238.4	2,876.6	646.8	159.4	1,220.9
<b>Cummulative</b>												
Forecast		785.0	1,618.0	2,062.7	2,577.6	2,908.9	3,340.9	3,579.2	6,455.8	7,102.6	7,262.0	8,482.8
Actual	493.1											
Plan	493.1	785.0	1,618.0	2,062.7	2,577.6	2,908.9	3,340.9	3,579.2	6,455.8	7,102.6	7,262.0	8,482.8

## 2020 Substantial Completions Charts

As of January 2020



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast	7	20	18	10	10	16	13	5	11	4	38	22
Actual	7	8	17	10	10	17	11	5	12	5	36	22
Plan	21	8	17	10	10	17	11	5	12	5	36	22
<b>Cummulative</b>												
Forecast		27	45	55	65	81	94	99	110	114	152	174
Actual	7	27	45	55	65	81	94	99	110	114	152	174
Plan	21	29	46	56	66	83	94	99	111	116	152	174



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast	119.2	279.9	212.3	126.9	136.8	186.3	125.0	140.0	100.7	140.8	1,102.7	252.0
Actual	119.2	128.7	210.9	118.3	143.4	201.7	116.0	117.3	119.0	160.5	1,077.8	259.5
Plan	237.1	128.7	210.9	118.3	143.4	201.7	116.0	117.3	119.0	160.5	1,077.8	259.5
<b>Cummulative</b>												
Forecast		399.1	611.4	738.3	875.1	1,061.4	1,186.4	1,326.4	1,427.1	1,567.9	2,670.6	2,922.6
Actual	119.2	399.1	611.4	738.3	875.1	1,061.4	1,186.4	1,326.4	1,427.1	1,567.9	2,670.6	2,922.6
Plan	237.1	365.8	576.7	695.0	838.5	1,040.2	1,156.2	1,273.5	1,392.5	1,553.0	2,630.7	2,890.2

# Procurement & Supply Chain

Louis Montanti, Acting Senior Vice President



Pictured above on the left is a mid-1980s rendering of an R62 subway car. The R62 and R62A cars were delivered between 1984 and 1987 and are near the end of their 40-year useful life. Therefore, they are scheduled for replacement. On the right is a rendering of what the new A Division R62 replacement subway cars might look like. The request to begin that procurement is part of this month's Board package. The purchase of up to 1,364 cars will be funded, in part, by the 2020–2024 Capital Plan.

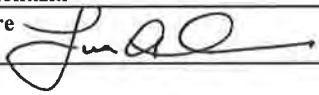
PROCUREMENTS

The Procurement Agenda this month includes 4 actions for a proposed expenditure of \$9.4M.

**Subject** Request for Authorization to Award Various Procurements

**Department** Procurement & Supply Chain

**Department Head Name** Louis A. Montanti

**Department Head Signature** 

**Project Manager Name** Rose Davis


February 19, 2020

**Department**

**Department Head Name**

**Department Head Signature**

Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	2/24/20			
2	Board	2/26/20			

Internal Approvals			
	Approval		Approval
	President NYCT 2/19/20		Acting Pres. MTA Bus/ SVP DOB
	SVP Operations Support	X	Subways
X	Capital Prog. Management	X	Diversity/Civil Rights
X	Law		

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

**NYC Transit 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 B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	\$ TBD M
<u>Schedules Requiring Majority Vote</u>		
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$ 6.0 M
SUBTOTAL	2	\$ 6.0 M

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

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

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

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions:	2	\$ 3.4 M
SUBTOTAL	2	\$ 3.4 M
TOTAL	4	\$ 9.4 M

**BUDGET IMPACT:** The purchases/contracts will result in obligating NYC Transit, MTA Capital Construction Co. and MTA Bus Co. 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

**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.





# Staff Summary

<b>Item Number</b> 1			
<b>Department, Department Head Name:</b> Procurement & Supply Chain, Louis A. Montanti			
<b>Internal Approvals</b>			
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	Materiel		
2	X Law		
3	X Subways		
4	CFO		
5	President		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> RFP Authorizing Resolution	<b>Contract No.</b> R-34262
<b>Description</b> Purchase of 949 A Division Rapid Transit Open Gangway Cars configured as a base of 504 Cars and an option of 445 Cars with a second option to purchase up to an additional 415 cars	
<b>Total Amount</b> TBD	
<b>Contract Term (including Options, if any)</b> TBD	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Purpose**

To request that the Board determine competitive bidding impractical or inappropriate for the procurement of 949 A Division Rapid Transit Open Gangway cars, configured as a base of 504 cars and an option of 445 cars with a second option to purchase up to an additional 415 cars, and that it is in the public interest to issue competitive Requests for Proposals (“RFPs”) pursuant to subdivision 9(g) of Section 1209 of the NYS Public Authorities Law.

**Discussion**

Subdivision 9(g) of Section 1209 of the NYS Public Authorities Law permits NYC Transit to use a competitive RFP in lieu of competitive bidding to award a contract for the purchase or rehabilitation of rapid transit cars or omnibuses. NYC Transit is desirous of utilizing such a procedure with respect to the procurement of 949 cars, configured as a base of 504 cars and an option of 445 cars. This purchase of 949 cars will be supported by the 2020–2024 capital budget funds allocated for new train procurements. This solicitation will include a second option of up to an additional 415 cars and is anticipated to progress as part of the subsequent 2025–2029 Capital Program, once its funding is approved.

This purchase supports NYC Transit’s Fast Forward Plan to re-signal the NYC Transit wayside and to equip the existing subway cars with communication-based train control (“CBTC”) for the Lexington Avenue line. Since the R62 and R62A cars delivered between 1984 and 1987 are nearing the end of their useful life and do not have the required network and equipment infrastructure to be converted to CBTC, a decision was made to replace these cars with new CBTC-equipped cars. The base quantity of 504 cars plus the 445 cars from the option, and up to an additional 415 cars for the second option for NYC Transit’s A Division (totaling 1,364 51-foot cars) will be purchased to replace the 1,139 R62 and R62A cars scheduled for retirement. This second option will support ridership growth as well as other operational needs.

The latest R211 technical specification will be used as a baseline for the R262 open gangway cars; therefore, features such as updated Crash Energy Management standards, state-of-the-art communications and signage, and an Ethernet network backbone will also be employed on the R262s. New features unique to the R262s include open gangway for the A Division and added hearing loops for hearing-impaired customers.

Utilizing the RFP process will allow NYC Transit to select the proposal that offers the best overall value through negotiations and evaluation based on criteria that reflect the critical needs of NYC Transit. More specifically, NYC Transit will be able to consider factors including: (1) the technical proposal, overall technical qualifications including the quality of product, experience of proposer, delivery schedule; (2) overall project cost and financial benefit to NYC Transit; and (3) other relevant matters. Upon completion of the RFP process, NYC Transit intends to obtain Board approval for the actual contract award.

### **Impact on Funding**

The procurement of the 949 cars, configured as 504 cars (Base) and 445 cars (Option 1), is funded as part of the MTA NYC Transit approved 2020–2024 Capital Program. Award of the 949 cars will be subject to the availability of funding within that program. A second option of up to an additional 415 cars is anticipated to progress as part of the subsequent 2025–2029 Capital Program once its funding is approved. This contract is anticipated to be federally funded.

### **Alternative**

Issue a competitive Invitation for Bid. Not recommended, given the complexity of this procurement and the advantages discussed above offered by the RFP process.

### **Recommendation**

It is recommended that the Board determine competitive bidding impractical or inappropriate for the procurement of 949 A Division Rapid Transit Open Gangway cars, configured as a base of 504 cars and an option of 445 cars with a second option to purchase up to an additional 415 cars for NYC Transit and that it is in the public interest to issue competitive RFPs pursuant to subdivision 9(g) of Section 1209 of the NYS Public Authorities Law.

Item Number: 2

<b>Vendor Name (Location)</b> CH2M HILL New York, Inc. (New York, New York)
<b>Description</b> Consulting Services for the R211 Subway Cars
<b>Contract Term (including Options, if any)</b> December 14, 2012–December 31, 2020
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Department of Subways, Sally Librera

<b>Contract Number</b> CM-1868	<b>AWO/Mod. #:</b> 11
<b>Original Amount:</b>	\$ 4,321,069
<b>Prior Modifications</b>	\$ 5,662,870
<b>Prior Budgetary Increases:</b>	\$ 1,030,000
<b>Current Amount:</b>	\$ 11,013,939
<b>This request:</b>	\$ 5,961,327 (Est.)
<b>% of This Request to Current Amount:</b>	54.1%
<b>% of Modifications (including This Request) to Original Amount:</b>	292.9%

**Discussion:**

This modification will extend the contract term for an additional 12 months, from January 1, 2021 to December 31, 2021, and add funding in the estimated amount of \$5,961,327.

The base contract was awarded to CH2M HILL New York, Inc. (“CH2M”) in December 2012 as the result of a competitive Request for Proposal (“RFP”) to provide consultant services for the development of specifications and pre-award support for the R211 subway car contract.

There have been 10 previous modifications to this contract (two of which, valued at \$1,139,263 and \$3,923,607, were approved by the Board), resulting in (1) additional modification and budgetary funding in the combined amount of \$6,692,870; (2) additional scope-of-work tasks; and (3) the extension of the contract term through December 31, 2020.

Under this modification, the Department of Subways is requesting consultant services for pre-award support for the upcoming A-Division subway car procurement (designated the R262 with an RFP release projected for the first quarter of 2020) to replace the existing R62 and R62A cars which are approaching the end of their useful life. This project is part of the Fast Forward Plan to re-signal the NYC Transit wayside and to equip existing subway cars with communication-based train control (“CBTC”). Since the R62 and R62A cars do not have the required network and equipment infrastructure to be converted to CBTC, a decision was made to replace these cars with new CBTC-equipped cars.

Utilizing this contract for the R262 pre-award support was determined to be the most expeditious and efficient approach based on the following: (1) the R262 technical specification will be based on the R211 specification adapted and modified for A-Division cars; (2) through research of successful prototypes of subway cars/components in other transit properties, CH2M assisted NYC Transit in defining a new class of subway car (R211), whose specification will serve as a model for future subway car orders; (3) CH2M is uniquely qualified to provide the R262 pre-award support based on its prior work for pre-award support for the R211 subway car contract, and CBTC implementation for both wayside and carborne applications; and (4) immediate availability to support the compressed timeframe for the release of the R262 RFP.

Under this modification, CH2M will assist NYC Transit in the development of the technical specification and the RFP documentation to support the launch of the R262 RFP. In addition, CH2M will support NYC Transit in the review of the terms and conditions, proposal evaluations, negotiations with prospective carbuilders, and price analysis.

CH2M's proposal was in the amount of \$6,372,367. The proposed labor rates were based on the competitively established rates in the base contract. Negotiations resulted in the final estimated price of \$5,961,327, which represents a 6.5 percent decrease from the initial pricing of \$6,372,367 and savings of \$411,040. Procurement and NYC Transit's Cost Price Analysis Unit have determined that the pricing is fair and reasonable.

It should be noted that the rates established under this modification will be subject to a 10 percent cost reduction pursuant to the Consultant Cost Reduction Initiative. The actual savings will be calculated based on the actual expenditures.

In connection with a previous contract awarded to CH2M, CH2M 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 CEO in consultation with the MTA General Counsel in October 2018. No new SAI has been found relating to CH2M<sup>1</sup>, and CH2M has been found to be responsible.

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<sup>1</sup>CH2M was acquired by Jacobs Engineering Group Inc. ("Jacobs") on December 15, 2017. Jacobs has no direct SAI outside of the SAI associated with the acquisition of CH2M.

**FEBRUARY 2020**

**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.)

- |  |                    |                                      |
|--|--------------------|--------------------------------------|
| <b>1. L.K. Comstock &amp; Co., Inc.</b><br><b>Contract# C-32397.2</b>  | <b>\$2,200,000</b> | <b><u>Staff Summary Attached</u></b> |
| Modification to the contract for the replacement of negative cables and low resistance contact rail on the Queens Boulevard line; in order to replace negative cable system and low resistance contact rail. |                    |                                      |
| <b>2. Masterpiece US, Inc.</b><br><b>Contract# A-37686.6</b>   | <b>\$1,229,000</b> | <b><u>Staff Summary Attached</u></b> |
| Modification to the contract for internal station hardening at six stations; in order to perform flood mitigation for hardening communication room MR-436 at the 148th Street Lenox Terminal.                |                    |                                      |

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

<b>Vendor Name (Location)</b> L.K. Comstock & Co., Inc. (East Farmingdale, New York)
<b>Description</b> Replacement of Negative Cable System and Low Resistance Contact Rail – Queens Boulevard Line
<b>Contract Term (including Options, if any)</b> October 16, 2018–October 17, 2021
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Capital Program Management, Alok Saha

<b>Contract Number</b> C-32397	<b>AWO/Mod. #</b> 2
<b>Original Amount:</b>	\$ 23,515,000
<b>Prior Modifications:</b>	\$ 63,500
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 23,578,500
<b>This Request:</b>	\$ 2,200,000
<b>% of This Request to Current Amount:</b>	9.3%
<b>% of Modifications (including This Request) to Original Amount:</b>	9.6%

**Discussion:**

This retroactive modification is for the installation of a new 3000KVA(kilovolt-ampere) rectifier and transformer at the 78th Street substation, Queens Boulevard Line (“QBL”).

The base contract is for the replacement of negative cables and low resistance contact rail on the QBL in the boroughs of Queens and Manhattan. Work under this contract includes (1) the removal of 150-pound contact rail; (2) replacement of negative equalizer cables from Union Turnpike Station to 7th Avenue Station; and (3) the installation of new 84C low-resistance composite contact rails from Northern Boulevard to the 7th Avenue Station to the 53rd Street Tunnel on all four tracks of the QBL.

On July 13, 2019, the Department of Subways (“Subways”) lost power to several substations along the QBL between the Jackson Heights/Roosevelt Avenue station and Forest Hills/71st Avenue station. Substations are a component in the subway’s electrical distribution network that receive high-voltage alternating current (“AC”) power from Con Edison’s electric utility grid and convert it to 600-volt direct current (“DC”) power for use in train propulsion. To accomplish this conversion, each substation includes one or more transformers (to reduce voltage), rectifiers (to convert from AC to DC), and switchgear (to control the connection to the external power). Power is then transmitted to the third rail by means of the power distribution system, which includes positive and negative cables and circuit breaker houses (“CBHs”). CBHs are small trackside enclosures that feed power to the third rail and include remotely actuated circuit breakers to disconnect power when necessary.

The rectifier and transformer located at the 78th Street substation suffered a catastrophic failure. As a result, the remaining substations supplying traction power to the QBL were over stressed, as they compensated for the outage. Subways identified the 78th Street substation as a critical component to the traction power network on the QBL, and considered its restoration a priority. To resolve this issue, the failed 3000KVA rectifier and transformer at the 78th Street substation must be replaced expeditiously. Due to the urgent nature, a modification was issued to L.K. Comstock & Company, Inc. (“Comstock”) under this contract since it was performing electrical work on the third rail along the QBL and is currently performing substation work at the Maspeth and Harrison substations in Queens.

Comstock began work immediately to survey the area and procure the rectifier and transformer both of which held long lead times for delivery. The SVP, Capital Program Management subsequently approved a retroactive waiver memorializing that the work had begun. The work is anticipated to be completed in the spring of 2020.

The Vice President, Materiel, authorized payment to the contractor for the additional work under this modification prior to its approval for an amount up to the NYC Transit estimate of \$1 million for material and equipment.

Comstock’s proposal was in the amount of \$2,797,448; the in-house estimate was for \$2,014,300. Negotiations resulted in the agreed-upon lump-sum price of \$2,200,000. Savings of \$597,448 were achieved. This price is found to be fair and reasonable.

## Schedule K: Ratification of Completed Procurement Actions



In connection with a previous contract awarded to Comstock, Comstock 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 February 2016. No new SAI has been found relating to Comstock and Comstock has been found to be responsible.



Schedule K: Ratification of Completed Procurement Actions



Item Number: 2

<b>Vendor Name (Location)</b> Masterpiece US Inc. (Astoria, New York)
<b>Description</b> Flood Mitigation: Internal Hardening at Six Stations in the Boroughs of Manhattan, Brooklyn, and Queens
<b>Contract Term (including Options, if any)</b> March 18, 2019–May 17, 2020
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:
<b>Funding Source</b> <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Capital Program Management, Alok Saha

<b>Contract Number</b> A-37686	<b>AWO/Mod. #</b> 6
<b>Original Amount:</b>	\$ 6,284,594
<b>Prior Modifications:</b>	\$ 355,142
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 6,639,736
<b>This Request:</b>	\$ 1,229,000
<b>% of This Request to Current Amount:</b>	19.0%
<b>% of Modifications (including This Request) to Original Amount:</b>	26.0%

**Discussion:**

This retroactive modification is for hardening Communication Room MR-436 (“MR-436”), located at the 148th Street station on the 3 line (IRT) in Manhattan.

The base contract is a Superstorm Sandy Repair and Resiliency project that provides for internal station hardening at six stations in the boroughs of Manhattan, Queens, and Brooklyn. The stations include: 148th Street, 86th Street, Stillwell Avenue, Howard Beach, Beach 116th Street, and Broad Channel Station. Hardening each station involves protecting critical rooms vulnerable to flooding. The work includes strengthening existing walls, constructing new flood walls, providing debris impact protection systems, and installing stop log protection systems. Once the work is completed, the stations critical rooms will be fortified to withstand a 100-year storm with flood elevations up to 12 feet. The contract also calls for work to be performed on the signal room of the 148th Street station. This work includes anchoring steel plates to the concrete wall foundation around the signal room, installing stop logs at roll-up doors, and sealing any openings.

South of the signal room is Communication Room MR-436, which is located on the southbound end at the 148th Street Station between tracks F1 and F4 near the Harlem River. Prior to award, the work to harden MR-436 was removed from the base contract because of concerns that the level of protection afforded MR-436 (under the contract) would be insufficient because of its proximity to the Harlem River. In the event of a flood, the likelihood of flood elevations exceeding 12 feet increases because MR-436 is so close to the river. Removal of the MR-436 hardening until it could be redesigned avoided a delay to the larger project.

Once the protection for MR-436 was redesigned, the decision was made to issue the work as a modification in lieu of awarding a separate contract since Masterpiece US Inc. was already performing work at the station. Doing so mitigates impact to the riding public and will harden MR-436 against future storms more quickly while utilizing existing General Orders. Once completed, the work to harden MR-436 will protect the structure from a Category 2 hurricane with flood elevations up to 19 feet.

The work includes constructing a perimeter wall around the structure; removal and replacement of staircase concrete pads; fabrication and installation of stop logs; installation of watertight enclosures around air conditioners; and repairing roof drains.

The SVP, Capital Program Management approved a retroactive waiver on November 20, 2019. Masterpiece U.S. Inc. was directed to commence the work immediately to purchase long lead items, and to prepare to work during scheduled General Orders. The work is (1) ongoing and presently 10 percent complete; and (2) on schedule and expected to be completed in May 2020.

Masterpiece submitted its proposal in the amount of \$1,744,818; the in-house estimate was for \$1,156,000. Negotiations resulted in the agreed-upon lump-sum price of \$1,229,000. Savings of \$588,818 were achieved. The price was found to be fair and reasonable.

## Contracts

Stephen Plochochi, Senior Vice President



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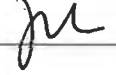

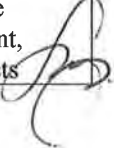
Pictured above on the left is a rendering of the new Elevator EL-2 at the Passageway of the Canarsie Line's Livonia Avenue Station. The picture on the right is the new passageway enclosure looking Northwest. The request to award the Contract for this work is contained within this month's Board package.

PROCUREMENTS

The Procurement Agenda this month includes one action for a proposed expenditure of \$53.9M

**Staff Summary**

<b>Subject</b> Request for Authorization to Award a Procurement					
<b>Department</b> Contracts					
<b>Department Head Name &amp; Title</b> Evan M. Eisland, EVP & General Counsel					
<b>Department Head Signature</b> 					
<b>Board Action</b>					
Order	To	Date	Approval	Info	Other
1	NYCT & Bus Committee	2/24/20	X		
2	Board	2/26/20	X		

<b>Date:</b> February 12, 2020			
<b>Internal Approvals</b>			
	Approval		Approval
2	Vice President & Chief Financial Officer 	4	President 
1	Vice President, Contracts 	3	Sr. Vice President, Contracts 

**PURPOSE**

To obtain the approval of the Board to award one contract and, to inform New York Transit and Bus Committee of this procurement action.

**DISCUSSION**

MTA Capital Construction proposes to award one Competitive Procurement in the following category:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two Thirds Vote</u>		
C. Competitive Requests for Proposals (Award of Purchase/ Public Work Contracts)	1	\$53,900,000
TOTAL	1	\$53,900,000

**Budget Impact:**

The approval of the contract will obligate MTA Construction & Development Company capital funds in the amount listed. Funds are available in the capital budget for this purpose.

**Recommendation:**

That the Contract be approved as proposed. (The item is included in the resolution of approval at the beginning of the Procurement Section.)

**MTA Construction And Development Company**

**BOARD RESOLUTION**

**WHEREAS**, in accordance with Section 1265-a and 1209 of the Public Authorities Law and the All Agency Procurement guidelines, the Board authorizes the award of certain non-competitive purchase and public works contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

**WHEREAS**, in accordance with the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts;

**WHEREAS**, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Guidelines for Procurement of Services, 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; 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.

FEBRUARY 2020

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**Schedule 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.)

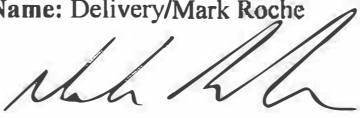
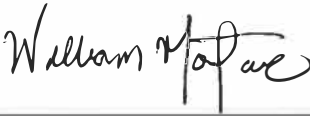

- |    |   |                     |                                      |
|----|---|---------------------|--------------------------------------|
| 1. | <b>Citnalta-TAP JV</b><br><b>Contract Term: 23.6 Months</b><br><b>Contract No. A-37150D</b> | <b>\$53,900,000</b> | <b><u>Staff Summary Attached</u></b> |
|----|---|---------------------|--------------------------------------|

MTA C&D requests Board approval to award a contract for the design and construction of accessibility upgrades at the Livonia Avenue Station on the Canarsie Line in the borough of Brooklyn .

**Schedule C Competitive Requests for Proposals (Award of Purchase/Public Work Contracts)**
**Staff Summary**

Item No. 1

Page 1 of 3

<b>Dept/Dept. Head Name:</b> Delivery/Mark Roche 						<b>SUMMARY INFORMATION</b>	
<b>Div. &amp; Division Head Name:</b> Stations/William Montanile 						<b>Vendor Name</b>  Citnalta-TAP, JV	<b>Contract Number</b>  A-37150D
<b>Board Reviews</b>						<b>Description</b> Design and Construction of Accessibility Upgrades at Livonia Avenue Station on the Canarsie Line in the Borough of Brooklyn (Design-Build)	
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Total Amount</b> \$53,900,000	
1	NYCT & Bus Committee	2/24/2020	X			<b>Contract Term</b> 23.6 Months	
2	Finance Committee	2/24/2020	X			<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
3	Board	2/26/2020	X			<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Internal Approvals</b>						<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>			<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
2	VP & Chief Financial Officer	4	President 			<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
1	Sr, Vice President, Contracts	3	EVP & General Counsel				

**Purpose**

To obtain approval of the Board to award a contract for the design and construction of accessibility upgrades at the Livonia Avenue Station on the Canarsie Line in the borough of Brooklyn to Citnalta-TAP, JV ("CTJV") in the amount of \$53,900,000 and a duration of 23.6 months. In accordance with MTA policy regarding the use of design-build, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$88,000 to be paid to the unsuccessful proposer in the amount of \$88,000.

**Discussion**

An Authorizing Resolution requesting the use of a two-step competitive RFP procurement process was approved by the Board to award multiple design/build contracts for the design and construction of Americans with Disabilities Act ("ADA") improvements, including the installation of elevators in stations. A request for letters of interest and qualification packages was advertised, resulting in the submission of 14 responses. The Step 1 qualification packages were evaluated against preestablished selection criteria addressing relevant experience, general responsibility, financial resources, and safety record. The following six teams were selected because of their favorable, relevant experience on design-build projects; ADA improvements; and projects for NYC Transit and other MTA agencies: Citnalta-TAP, Joint Venture ("CTJV"); ECCO III Enterprises, Inc. ("ECCO III"); Halmar International, LLC ("Halmar"); John P. Picone ("Picone"); Skanska USA Civil Northeast, Inc. ("Skanska"); and Tully Construction Co., Inc. ("Tully"). Only these pre-qualified teams are eligible to propose on all RFPs in Step 2.

## Schedule C Competitive Requests for Proposals (Award of Purchase/Public Work Contracts)

### Staff Summary

Item No. 1

Page 2 of 3

Pursuant to the Authorizing Resolution, a Step 2 RFP was issued to the six pre-qualified teams. This project will introduce elevators to the Livonia Avenue Station for the first time. The ADA improvements will include full vertical accessibility through the installation of one new elevator connecting the street, southbound platform, and new passageway above the platforms; one new elevator connecting the new passageway with the northbound platform; reconstruction of two mezzanine-to-platform stairs; construction of two new platform-to-passageway stairs; and other required improvements to architectural, structural, mechanical, and electrical components. Additionally, in order to emphasize schedule as a critical component of this ADA project, the contract includes an early completion incentive for reductions to the project duration as well as liquidated damages for extended durations resulting from contractor delays.

In response to the RFP, two proposals were received: CTJV – \$60,921,515, and Tully – \$55,605,300.

Both proposals were evaluated by a Selection Committee (“SC”) utilizing preestablished selection criteria addressing the proposers’ design and construction approach; overall project schedule; project management, safety and quality control/quality assurance plans; team experience; current record of performance; qualifications and coordination of subcontractors; other relevant matters; and diversity practices. Supporting the SC evaluation was a subcommittee comprised of members of the RFP Design Team and Construction Management Team.

The SC reviewed the technical proposals, observed the oral presentations, and subsequently reviewed the price proposals submitted by each proposer. Both CTJV and Tully submitted responsive technical proposals with qualified design and construction teams and a total project duration of 24 months. Although Tully submitted a good proposal offering greater reductions to the TA Services required to complete the work, the SC unanimously preferred CTJV’s technical proposal as it demonstrated an in-depth knowledge and approach to elevator installations in NYCT stations including communications work, fire alarm work and commissioning. CTJV’s and Tully’s Cost Proposals were approximately 19 percent and 9 percent respectively above the revised in-house estimate. As part of their review the SC also determined that a design alternate proposed by CTJV did not merit further consideration. After review and consideration of both proposals, the SC recommended that both CTJV and Tully be invited for negotiations.

Negotiations were conducted with both firms and included discussions of the project schedule and overall cost, including pricing assumptions and scope clarifications. At the conclusion of negotiations, both firms submitted their Best and Final Offer (“BAFO”). CTJV’s BAFO was \$57,367,000, which represented a reduction of \$3,554,515 (6 percent) from its initial proposal and included a schedule reduction of 10 days, revising the project duration to 23.6 months. Tully’s BAFO was \$54,405,300, which represented a reduction of \$1,200,000 (2 percent) from its initial proposal. No schedule reductions were offered by Tully.

After receipt of BAFOs and subsequent line by line review of the cost elements to the revised in-house estimate, it was determined that additional reductions should be pursued. Both firms were contacted by Senior Procurement staff and requested to revisit their BAFOs and consider whether any additional price concessions could be offered. As a result, CTJV offered a revised BAFO of \$53,900,000, which represented a further reduction of \$3,467,000 (6 percent) for a total reduction of \$7,021,515 (11.5 percent). Tully did not propose any changes to their BAFO, which is \$3,343,331 or 6.5 percent above the revised in-house estimate.

Upon review of the final offer submitted by each team, the SC unanimously recommended CTJV for award, determining that its proposal offered the best overall value as it was the highest technically ranked at the lowest price. In addition to the schedule reduction of 10 days to the project duration, CTJV also proposed a reduction from 4 months to 3.5 months to each station bypass associated with the closure of the northbound and southbound platforms. The SC determined that the CTJV team demonstrated a more comprehensive understanding of the project. CTJV’s price of \$53,900,000 is \$505,300 (or 1%) below the proposal submitted by Tully. CTJV’s price is considered fair and reasonable.

Bonds, financial, and insurance approval are pending. No award will be made until all such approvals are received.

### M/W/DBE Information

The MTA Department of Diversity and Civil Rights has established goals of 15 percent MBE, 15 percent WBE, and 6 percent SDVOB. Award will not be made until the Department of Diversity and Civil Rights’ approval is obtained. CTJV has achieved the M/W/DBE goals on previous MTA contracts.

### Capital Program Reporting

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



**Schedule C Competitive Requests for Proposals (Award of Purchase/Public Work Contracts)****Staff Summary**

Item No. 1

Page 3 of 3

**Impact on Funding**

This project is funded by the MTA Capital Program. This contract will not be awarded until funding is in place and a WAR Certificate is received.

**Alternatives**

Perform the work using in-house personnel. Not recommended as in-house forces do not have the resources to perform the scope of this project.

**Recommendation**

That the Board approve the award of a contract for the design and construction of accessibility upgrades at the Livonia Avenue station on the Canarsie line in the borough of Brooklyn to CTJV in the amount of \$53,900,000 and a duration of 23.6 months. The Board is also requested to approve the payment of a total stipend of \$88,000 to Tully.

**MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN 2020-2023  
2019 FINAL ESTIMATE AND 2020 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA New York City Transit's 2019 Final Estimate, 2020 Adopted Budget and the Financial Plan for 2020 - 2023. The Adopted Budget reflects the inclusion of MTA Adjustments presented in the December Plan and adopted by the Board in December 2019, as well as other technical changes, highlighted below.

MTA adjustments that were included in the December Plan but are now being reflected in the detailed NYCT budget include the following:

- Additional fare evasion revenue of \$50.0 million per year based on tightened fare evasion enforcement.
- A 5% reduction of non-reimbursable overtime with annual savings of \$24.9 million, based on tightened management controls over overtime spending. This adjustment includes an increase of 70 positions per year which were added to offset overtime reductions in Subway Action Plan (SAP) initiatives, in order to maintain SAP work at the full authorization level of \$301 million.
- Elimination of 146 non-reimbursable administrative positions vacant as of September 2019 generating savings of \$17.7 million in 2020, \$20.0 million in 2021, \$20.4 million in 2022 and \$20.8 million 2023.

The budget contains one new MTA adjustment, specifically, the incorporation of the budget impact of the 2019 TWU contract settlement. This contract is projected to result in higher net non-reimbursable expenses of \$7.8 million in 2020, \$3.3 million in 2021, \$23.2 million in 2022 and \$32.3 million in 2023. The contract impact also resulted in several technical changes as follows:

- An increase in health & welfare expenses reflecting a portion of the savings included in the contract but previously included in the budget. This amount was the result of stricter controls over the prescribing of compound drugs that were largely implemented in early 2019, but formalized in the 2019 agreement.
- Recognition of the delay in the implementation of the TWU 2019 general wage increase results in a favorable cash flow adjustment in 2019 of \$43.3 million, fully offset by an equivalent unfavorable adjustment in 2020.

Itemization of all plan changes are presented in the attached Reconciliation to the November Plan schedules. The attached also includes schedules detailing the monthly allocation of financial, including overtime, headcount and utilization data based on the 2020 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2020 - 2023**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2019		2020		2021		2022		2023	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2019 November Financial Plan: Net Surplus/(Deficit)</b>	<b>44,467</b>	<b>(\$6,547.999)</b>	<b>44,116</b>	<b>(\$6,831.340)</b>	<b>43,767</b>	<b>(\$7,215.292)</b>	<b>43,763</b>	<b>(\$7,598.873)</b>	<b>43,488</b>	<b>(\$8,013.122)</b>
<b>Technical Adjustments:</b>										
MTA BSC Procurement			(1)	(\$0.121)	(1)	(\$0.121)	(1)	(\$0.121)	(1)	(\$0.121)
TWU MOU 2019-Retroactive S&W		-		-						
TWU MOU 2019 H&W Offset				(7.627)		(12.648)		(13.544)		(13.883)
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>(1)</b>	<b>(\$7.748)</b>	<b>(1)</b>	<b>(\$12.769)</b>	<b>(1)</b>	<b>(\$13.665)</b>	<b>(1)</b>	<b>(\$14.004)</b>
<b>MTA Plan Adjustments:</b>										
Additional Fare Evasion Revenue				50.000		50.000		50.000		50.000
TWU MOU 2019			(1)	(7.758)	(1)	(3.340)	(1)	(23.163)	(1)	(32.341)
Administration Vacancy Savings			146	17.663	146	19.978	146	20.378	146	20.785
5% Overtime Reduction			(70)	24.870	(70)	24.870	(70)	24.870	(70)	24.870
<b>Re-estimates:</b>										
L Tunnel Correction		0		8						
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>83</b>	<b>\$84.775</b>	<b>75</b>	<b>\$91.508</b>	<b>75</b>	<b>\$72.085</b>	<b>75</b>	<b>\$63.314</b>
<b>2020 February Financial Plan: Net Surplus/(Deficit)</b>	<b>44,467</b>	<b>(\$6,547.999)</b>	<b>44,034</b>	<b>(\$6,754.313)</b>	<b>43,693</b>	<b>(\$7,136.553)</b>	<b>43,689</b>	<b>(\$7,540.453)</b>	<b>43,414</b>	<b>(\$7,963.812)</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2020 - 2023**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2019		2020		2021		2022		2023	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2019 November Financial Plan: Net Surplus/(Deficit)</b>	<b>5,819</b>	<b>\$0.000</b>	<b>5,285</b>	<b>\$0.000</b>	<b>4,818</b>	<b>\$0.000</b>	<b>4,637</b>	<b>\$0.000</b>	<b>4,464</b>	<b>\$0.000</b>
<i>Technical Adjustments:</i>										
Reimbursable revenue covering TWU MOU Expenses		-		\$0.957		\$3.434		\$7.307		\$9.013
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.957	0	\$3.434	0	\$7.307	0	\$9.013
<i>MTA Plan Adjustments:</i>										
TWU MOU 2019				(0.957)		(3.434)		(7.307)		(9.013)
<i>Re-estimates:</i>										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	(\$0.957)	0	(\$3.434)	0	(\$7.307)	0	(\$9.013)
<b>2020 February Financial Plan: Net Surplus/(Deficit)</b>	<b>5,819</b>	<b>\$0.000</b>	<b>5,285</b>	<b>\$0.000</b>	<b>4,818</b>	<b>\$0.000</b>	<b>4,637</b>	<b>\$0.000</b>	<b>4,464</b>	<b>\$0.000</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2020 - 2023**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2019		2020		2021		2022		2023	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2019 November Financial Plan: Net Surplus/(Deficit)</b>	<b>50,286</b>	<b>(\$3,623.460)</b>	<b>49,401</b>	<b>(\$3,669.898)</b>	<b>48,585</b>	<b>(\$3,830.380)</b>	<b>48,400</b>	<b>(\$4,100.031)</b>	<b>47,952</b>	<b>(\$4,372.708)</b>
<b>Technical Adjustments:</b>										
MTA BSC Procurement			(1)	(\$0.121)	(1)	(\$0.121)	(1)	(\$0.121)	(1)	(\$0.121)
TWU MOU 2019-Retroactive S&W	43.333			(43.333)						
TWU MOU 2019 H&W Offset				(7.627)		(12.648)		(13.544)		(13.883)
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$43.333</b>	<b>(1)</b>	<b>(\$51.081)</b>	<b>(1)</b>	<b>(\$12.769)</b>	<b>(1)</b>	<b>(\$13.665)</b>	<b>(1)</b>	<b>(\$14.004)</b>
<b>MTA Plan Adjustments:</b>										
Additional Fare Evasion Revenue				50.000		50.000		50.000		50.000
TWU MOU 2019			(1)	(7.890)	(1)	(3.275)	(1)	(22.896)	(1)	(32.065)
Administration Vacancy Savings			146	17.663	146	19.978	146	20.378	146	20.785
5% Overtime Reduction			(70)	24.870	(70)	24.870	(70)	24.870	(70)	24.870
<b>Re-estimates:</b>										
L Tunnel Correction	0		8							
Other:										
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$ .000</b>	<b>83</b>	<b>\$84.643</b>	<b>75</b>	<b>\$91.573</b>	<b>75</b>	<b>\$72.352</b>	<b>75</b>	<b>\$63.590</b>
<b>2020 February Financial Plan: Net Surplus/(Deficit)</b>	<b>50,286</b>	<b>(\$3,580.128)</b>	<b>49,319</b>	<b>(\$3,636.336)</b>	<b>48,511</b>	<b>(\$3,751.576)</b>	<b>48,326</b>	<b>(\$4,041.344)</b>	<b>47,878</b>	<b>(\$4,323.122)</b>

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

	Final Estimate	Adopted Budget			
	2019	2020	2021	2022	2023
<b>Non-Reimbursable</b>					
<b>Operating Revenue</b>					
<i>Farebox Revenue:</i>					
Subway	\$3,550.933	\$3,638.570	\$3,624.247	\$3,625.855	\$3,621.633
Bus	929.012	955.958	952.254	952.553	951.366
Paratransit	23.453	24.199	25.409	26.679	28.013
Fare Media Liability	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>
Farebox Revenue	\$4,581.898	\$4,697.227	\$4,680.410	\$4,683.587	\$4,679.512
<i>Other Operating Revenue:</i>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	215.717	209.991	218.631	227.106	234.870
Other	<u>172.383</u>	<u>174.866</u>	<u>182.547</u>	<u>187.397</u>	<u>191.827</u>
Other Operating Revenue	\$472.116	\$468.873	\$485.194	\$498.519	\$510.713
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$5,054.014</b>	<b>\$5,166.100</b>	<b>\$5,165.604</b>	<b>\$5,182.106</b>	<b>\$5,190.225</b>
<b>Operating Expense</b>					
<i>Labor:</i>					
Payroll	\$3,516.382	\$3,564.826	\$3,595.883	\$3,689.364	\$3,749.860
Overtime	<u>606.158</u>	<u>507.687</u>	<u>513.854</u>	<u>523.832</u>	<u>540.300</u>
Total Salaries and Wages	\$4,122.540	\$4,072.513	\$4,109.737	\$4,213.196	\$4,290.159
Health and Welfare	951.560	1,009.256	1,056.161	1,130.040	1,203.549
OPEB Current Payments	486.342	540.067	597.201	660.105	729.353
Pension	1,067.967	1,025.426	1,026.065	993.659	957.384
Other Fringe Benefits	<u>498.209</u>	<u>515.629</u>	<u>547.821</u>	<u>575.864</u>	<u>601.864</u>
Total Fringe Benefits	\$3,004.078	\$3,090.379	\$3,227.249	\$3,359.669	\$3,492.150
Reimbursable Overhead	(307.196)	(277.250)	(259.412)	(258.078)	(259.227)
<b>Total Labor Expenses</b>	<b>\$6,819.422</b>	<b>\$6,885.642</b>	<b>\$7,077.574</b>	<b>\$7,314.787</b>	<b>\$7,523.083</b>
<i>Non-Labor:</i>					
Electric Power	\$278.491	\$295.134	\$303.636	\$316.291	\$335.602
Fuel	107.657	102.365	100.730	100.386	102.125
Insurance	69.486	70.490	77.397	84.990	93.553
Claims	240.864	229.142	217.836	218.059	221.777
Paratransit Service Contracts	488.157	488.644	520.908	550.194	585.282
Maintenance and Other Operating Contracts	312.585	274.327	274.032	260.683	276.193
Professional Services Contracts	195.574	183.226	165.996	169.410	173.320
Materials and Supplies	327.864	333.267	334.801	341.709	337.483
Other Business Expenses	96.348	87.484	87.829	88.634	89.278
<b>Total Non-Labor Expenses</b>	<b>\$2,117.026</b>	<b>\$2,064.079</b>	<b>\$2,083.165</b>	<b>\$2,130.357</b>	<b>\$2,214.613</b>
<i>Other Expense Adjustments:</i>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$8,936.449</b>	<b>\$8,949.721</b>	<b>\$9,160.739</b>	<b>\$9,445.144</b>	<b>\$9,737.695</b>
Depreciation	\$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
GASB 75 OPEB Expense Adjustment	1,083.900	1,345.800	1,472.300	1,557.000	1,643.300
GASB 68 Pension Expense Adjustment	(296.398)	(303.171)	(308.944)	(308.944)	(308.944)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$11,602.013</b>	<b>\$11,920.412</b>	<b>\$12,302.157</b>	<b>\$12,722.559</b>	<b>\$13,154.037</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$6,547.999)</b>	<b>(\$6,754.312)</b>	<b>(\$7,136.553)</b>	<b>(\$7,540.453)</b>	<b>(\$7,963.812)</b>

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

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b>Reimbursable</b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1,382.926	1,334.446	1,250.248	1,240.524	1,239.487
<b>Total Revenues</b>	<b>\$1,382.926</b>	<b>\$1,334.446</b>	<b>\$1,250.248</b>	<b>\$1,240.524</b>	<b>\$1,239.487</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$493.393	\$529.969	\$491.565	\$485.318	\$482.773
Overtime	194.264	130.257	126.801	129.042	131.471
Total Salaries and Wages	\$687.657	\$660.225	\$618.367	\$614.360	\$614.244
Health and Welfare	22.970	27.397	27.066	28.007	29.010
OPEB Current Payments	11.542	12.636	13.267	14.005	14.783
Pension	45.224	44.238	43.413	40.350	37.434
Other Fringe Benefits	211.530	208.667	194.394	192.173	191.458
Total Fringe Benefits	\$291.266	\$292.937	\$278.140	\$274.535	\$272.684
Reimbursable Overhead	307.196	277.250	259.412	258.078	259.227
<b>Total Labor Expenses</b>	<b>\$1,286.119</b>	<b>\$1,230.412</b>	<b>\$1,155.918</b>	<b>\$1,146.973</b>	<b>\$1,146.156</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.252	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	0.097	0.017	(0.023)	(0.023)	(0.023)
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	37.834	40.922	33.533	33.309	33.089
Professional Services Contracts	15.761	9.627	9.627	9.627	9.627
Materials and Supplies	46.983	53.698	51.422	50.868	50.868
Other Business Expenses	(4.120)	(0.482)	(0.482)	(0.482)	(0.482)
<b>Total Non-Labor Expenses</b>	<b>\$96.807</b>	<b>\$104.034</b>	<b>\$94.329</b>	<b>\$93.551</b>	<b>\$93.331</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$1,382.926</b>	<b>\$1,334.446</b>	<b>\$1,250.248</b>	<b>\$1,240.524</b>	<b>\$1,239.487</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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

	Final Estimate	Adopted Budget	2021	2022	2023
	2019	2020			
<b><u>Non-Reimbursable / Reimbursable</u></b>					
<b>Operating Revenue</b>					
<i>Farebox Revenue:</i>					
Subway	\$3,550.933	\$3,638.570	\$3,624.247	\$3,625.855	\$3,621.633
Bus	929.012	955.958	952.254	952.553	951.366
Paratransit	23.453	24.199	25.409	26.679	28.013
Fare Media Liability	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>
Farebox Revenue	\$4,581.898	\$4,697.227	\$4,680.410	\$4,683.587	\$4,679.512
<i>Other Operating Revenue:</i>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	215.717	209.991	218.631	227.106	234.870
Other	<u>172.383</u>	<u>174.866</u>	<u>182.547</u>	<u>187.397</u>	<u>191.827</u>
Other Operating Revenue	\$472.116	\$468.873	\$485.194	\$498.519	\$510.713
Capital and Other Reimbursements	1,382.926	1,334.446	1,250.248	1,240.524	1,239.487
<b>Total Revenues</b>	<b>\$6,436.940</b>	<b>\$6,500.546</b>	<b>\$6,415.852</b>	<b>\$6,422.630</b>	<b>\$6,429.713</b>
<b>Operating Expense</b>					
<b><i>Labor:</i></b>					
Payroll	\$4,009.775	\$4,094.794	\$4,087.448	\$4,174.682	\$4,232.633
Overtime	<u>800.422</u>	<u>637.944</u>	<u>640.656</u>	<u>652.874</u>	<u>671.771</u>
Total Salaries and Wages	\$4,810.197	\$4,732.739	\$4,728.104	\$4,827.556	\$4,904.404
Health and Welfare	974.531	1,036.653	1,083.227	1,158.047	1,232.559
OPEB Current Payments	497.884	552.703	610.468	674.110	744.136
Pension	1,113.191	1,069.664	1,069.479	1,034.009	994.819
Other Fringe Benefits	<u>709.739</u>	<u>724.296</u>	<u>742.215</u>	<u>768.037</u>	<u>793.322</u>
Total Fringe Benefits	\$3,295.345	\$3,383.316	\$3,505.388	\$3,634.204	\$3,764.835
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$8,105.542</b>	<b>\$8,116.055</b>	<b>\$8,233.492</b>	<b>\$8,461.761</b>	<b>\$8,669.238</b>
<b><i>Non-Labor:</i></b>					
Electric Power	\$278.743	\$295.386	\$303.888	\$316.543	\$335.854
Fuel	107.754	102.382	100.707	100.363	102.102
Insurance	69.486	70.490	77.397	84.990	93.553
Claims	240.864	229.142	217.836	218.059	221.777
Paratransit Service Contracts	488.157	488.644	520.908	550.194	585.282
Maintenance and Other Operating Contracts	350.419	315.249	307.566	293.992	309.282
Professional Services Contracts	211.335	192.854	175.623	179.037	182.947
Materials and Supplies	374.847	386.965	386.223	392.577	388.350
Other Business Expenses	92.228	87.002	87.348	88.152	88.797
<b>Total Non-Labor Expenses</b>	<b>\$2,213.833</b>	<b>\$2,168.113</b>	<b>\$2,177.495</b>	<b>\$2,223.908</b>	<b>\$2,307.944</b>
<b><i>Other Expense Adjustments:</i></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$10,319.375</b>	<b>\$10,284.168</b>	<b>\$10,410.987</b>	<b>\$10,685.668</b>	<b>\$10,977.183</b>
Depreciation	\$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
GASB 75 OPEB Expense Adjustment	1,083.900	1,345.800	1,472.300	1,557.000	1,643.300
GASB 68 Pension Expense Adjustment	(296.398)	(303.171)	(308.944)	(308.944)	(308.944)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$12,984.939</b>	<b>\$13,254.859</b>	<b>\$13,552.405</b>	<b>\$13,963.083</b>	<b>\$14,393.524</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$6,547.999)</b>	<b>(\$6,754.312)</b>	<b>(\$7,136.553)</b>	<b>(\$7,540.453)</b>	<b>(\$7,963.812)</b>



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

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b>Cash Receipts and Expenditures</b>					
<b>Receipts</b>					
Farebox Revenue	\$4,582.098	\$4,697.427	\$4,680.610	\$4,683.787	\$4,679.712
<i>Other Operating Revenue:</i>					
Fare Reimbursement	114.016	54.016	84.016	84.016	84.016
Paratransit Reimbursement	218.077	210.125	218.571	227.127	234.923
Other Revenue	<u>66.782</u>	<u>67.352</u>	<u>68.742</u>	<u>70.832</u>	<u>72.572</u>
Other Operating Revenue	398.875	331.493	371.329	381.975	391.511
Capital and Other Reimbursements	1,424.554	1,344.038	1,277.260	1,241.601	1,239.194
<b>Total Receipts</b>	<b>\$6,405.527</b>	<b>\$6,372.958</b>	<b>\$6,329.199</b>	<b>\$6,307.363</b>	<b>\$6,310.418</b>
<b>Expenditures</b>					
<b>Labor:</b>					
Payroll	\$3,951.024	\$4,100.642	\$4,051.278	\$4,136.888	\$4,194.046
Overtime	<u>800.422</u>	<u>637.944</u>	<u>640.656</u>	<u>652.874</u>	<u>671.771</u>
Total Salaries & Wages	\$4,751.446	\$4,738.587	\$4,691.934	\$4,789.763	\$4,865.817
Health and Welfare	963.071	1,025.155	1,070.866	1,144.760	1,218.274
OPEB Current Payments	497.884	552.703	610.468	674.110	744.136
Pension	1,110.267	1,069.664	1,069.479	1,034.009	994.819
Other Fringe Benefits	<u>525.774</u>	<u>536.542</u>	<u>539.438</u>	<u>558.571</u>	<u>577.142</u>
Total Fringe Benefits	\$3,096.996	\$3,184.063	\$3,290.250	\$3,411.450	\$3,534.371
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$7,848.442</b>	<b>\$7,922.650</b>	<b>\$7,982.184</b>	<b>\$8,201.213</b>	<b>\$8,400.188</b>
<b>Non-Labor:</b>					
Electric Power	\$289.665	\$306.308	\$314.810	\$327.465	\$346.776
Fuel	107.754	102.382	100.707	100.363	102.102
Insurance	67.952	71.205	75.611	83.100	94.328
Claims	157.973	143.867	135.102	137.919	140.793
Paratransit Service Contracts	486.157	486.644	518.908	548.194	583.282
Maintenance and Other Operating Contracts	356.801	319.918	314.760	301.186	316.476
Professional Services Contracts	205.335	183.854	166.623	170.037	173.947
Materials and Supplies	373.347	385.465	384.723	391.077	386.850
Other Business Expenses	92.228	87.002	87.348	88.152	88.797
<b>Total Non-Labor Expenditures</b>	<b>\$2,137.212</b>	<b>\$2,086.644</b>	<b>\$2,098.591</b>	<b>\$2,147.494</b>	<b>\$2,233.351</b>
<b>Other Expenditure Adjustments:</b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$9,985.655</b>	<b>\$10,009.294</b>	<b>\$10,080.775</b>	<b>\$10,348.706</b>	<b>\$10,633.539</b>
<b>Net Cash Balance</b>	<b>(\$3,580.128)</b>	<b>(\$3,636.335)</b>	<b>(\$3,751.576)</b>	<b>(\$4,041.344)</b>	<b>(\$4,323.122)</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2020 - 2023**  
**Cash Conversion (Cash Flow Adjustments)**  
Favorable/(Unfavorable)  
(\$ in millions)

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b>Cash Flow Adjustments</b>					
<b>Receipts</b>					
Farebox Revenue	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200
<i>Other Operating Revenue:</i>					
Fare Reimbursement	30.000	(30.000)	0.000	0.000	0.000
Paratransit Reimbursement	2.360	0.134	(0.060)	0.021	0.053
Other Revenue	<u>(105.601)</u>	<u>(107.514)</u>	<u>(113.805)</u>	<u>(116.565)</u>	<u>(119.255)</u>
Other Operating Revenue	(\$73.241)	(\$137.380)	(\$113.865)	(\$116.544)	(\$119.202)
Capital and Other Reimbursements	41.628	9.592	27.012	1.077	(0.293)
<b>Total Receipts</b>	<b>(\$31.413)</b>	<b>(\$127.588)</b>	<b>(\$86.653)</b>	<b>(\$115.267)</b>	<b>(\$119.295)</b>
<b>Expenditures</b>					
<b>Labor:</b>					
Payroll	\$58.751	(\$5.848)	\$36.170	\$37.793	\$38.587
Overtime	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
Total Salaries and Wages	\$58.751	(\$5.848)	\$36.170	\$37.793	\$38.587
Health and Welfare	11.460	11.498	12.361	13.288	14.284
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	2.924	0.000	0.000	0.000	0.000
Other Fringe Benefits	<u>183.965</u>	<u>187.755</u>	<u>202.778</u>	<u>209.467</u>	<u>216.180</u>
Total Fringe Benefits	\$198.349	\$199.253	\$215.138	\$222.755	\$230.464
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$257.099</b>	<b>\$193.405</b>	<b>\$251.308</b>	<b>\$260.548</b>	<b>\$269.051</b>
<b>Non-Labor:</b>					
Electric Power	(\$10.922)	(10.922)	(\$10.922)	(\$10.922)	(\$10.922)
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	1.534	(0.715)	1.786	1.890	(0.775)
Claims	82.891	85.275	82.734	80.140	80.984
Paratransit Service Contracts	2.000	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	(6.382)	(4.669)	(7.194)	(7.194)	(7.194)
Professional Services Contracts	6.000	9.000	9.000	9.000	9.000
Materials and Supplies	1.500	1.500	1.500	1.500	1.500
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>\$76.621</b>	<b>\$81.469</b>	<b>\$78.904</b>	<b>\$76.414</b>	<b>\$74.593</b>
<b>Other Expenditure Adjustments:</b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$333.720</b>	<b>\$274.874</b>	<b>\$330.212</b>	<b>\$336.962</b>	<b>\$343.644</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$302.307</b>	<b>\$147.286</b>	<b>\$243.560</b>	<b>\$221.695</b>	<b>\$224.348</b>
Depreciation	\$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
GASB 75 OPEB Expense Adjustment	1,083.900	1,345.800	1,472.300	1,557.000	1,643.300
GASB 68 Pension Expense Adjustment	(296.398)	(303.171)	(308.944)	(308.944)	(308.944)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$2,967.871</b>	<b>\$3,117.977</b>	<b>\$3,384.978</b>	<b>\$3,499.109</b>	<b>\$3,640.690</b>

**MTA NEW YORK CITY TRANSIT**  
**2020 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime Hours and Expenses**  
(\$ in millions)

<i><b>NON-REIMBURSABLE OVERTIME</b></i>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
Scheduled Service	4,398,920	\$150.259	29.6%
Unscheduled Service	4,372,206	153.052	30.1%
Programmatic/Routine Maintenance	4,508,938	163.077	32.1%
Unscheduled Maintenance	0	0.000	-
Vacancy/Absentee Coverage	426,920	14.260	2.8%
Weather Emergencies	523,000	17.810	3.5%
Safety/Security/Law Enforcement	98,976	2.985	0.6%
Other	130,184	6.244	1.2%
<b>Subtotal</b>	<b>14,459,144</b>	<b>\$507.687</b>	<b>100.0%</b>
<i><b>REIMBURSABLE OVERTIME</b></i>	3,653,759	\$130.257	
<b>TOTAL OVERTIME</b>	<b>18,112,904</b>	<b>\$637.944</b>	

No hours for PTEs are included.

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2020 - 2023**  
**Ridership (Utilization) and Revenue**  
(in millions)

<b>Final Estimate</b>	<b>Adopted Budget</b>			
<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>

**RIDERSHIP**

Subway	1,686.288	1,701.742	1,695.258	1,695.986	1,694.075
Bus	551.958	556.950	554.940	555.102	554.458
Paratransit	10.933	11.555	12.133	12.740	13.377
<b>Total Ridership</b>	<b>2,249.179</b>	<b>2,270.248</b>	<b>2,262.331</b>	<b>2,263.828</b>	<b>2,261.910</b>

**FAREBOX REVENUE (Excluding fare media liability)**

Subway	\$3,550.933	\$3,638.570	\$3,624.247	\$3,625.855	\$3,621.633
Bus	929.012	955.958	952.254	952.553	951.366
Paratransit	23.453	24.199	25.409	26.679	28.013
<b>Total Revenue</b>	<b>\$4,503.398</b>	<b>\$4,618.727</b>	<b>\$4,601.910</b>	<b>\$4,605.087</b>	<b>\$4,601.012</b>

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

	<b>2019 Final Estimate</b>	<b>2020 Adopted Budget</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Administration</b>					
Office of the President	30	25	25	25	25
Law	311	281	281	281	281
Office of the EVP	19	14	14	14	14
Human Resources	248	220	220	220	220
Office of Management and Budget	43	41	41	41	40
Capital Planning & Budget	37	37	36	36	36
Strategy & Customer Experience	215	188	186	185	183
Non-Departmental	9	4	4	4	4
Labor Relations	100	84	84	84	84
Materiel	266	238	225	219	213
Controller	122	114	113	112	111
Office of People & Business Transformation	25	18	18	18	18
<b>Total Administration</b>	<b>1,425</b>	<b>1,264</b>	<b>1,247</b>	<b>1,239</b>	<b>1,229</b>
<b>Operations</b>					
Subways Rapid Transit Operations	8,687	8,207	8,218	8,177	8,113
Subways Operation Support /Admin	412	412	412	412	412
Subways Stations	2,724	2,638	2,632	2,632	2,632
<b>Subtotal - Subways</b>	<b>11,823</b>	<b>11,257</b>	<b>11,262</b>	<b>11,221</b>	<b>11,157</b>
Buses	11,094	10,957	10,964	10,964	10,964
Paratransit	214	214	214	214	214
Operations Planning	403	386	384	383	381
Revenue Control	646	641	641	641	641
Non-Departmental	-	93	117	117	117
<b>Total Operations</b>	<b>24,180</b>	<b>23,548</b>	<b>23,582</b>	<b>23,540</b>	<b>23,474</b>
<b>Maintenance</b>					
Subways Operation Support /Admin	89	113	(118)	(119)	(124)
Subways Engineering	395	358	335	332	300
Subways Car Equipment	5,006	5,079	4,922	4,903	4,618
Subways Infrastructure	1,965	1,871	1,777	1,756	1,720
Subways Elevator & Escalators	455	477	491	486	486
Subways Stations	3,466	3,483	3,487	3,466	3,465
Subways Track	3,117	3,096	3,077	3,077	3,077
Subways Power	670	686	624	610	610
Subways Signals	1,658	1,679	1,666	1,648	1,646
Subways Electronics Maintenance	1,626	1,620	1,526	1,512	1,510
<b>Subtotal - Subways</b>	<b>18,447</b>	<b>18,462</b>	<b>17,787</b>	<b>17,671</b>	<b>17,308</b>
Buses	3,548	3,466	3,426	3,403	3,414
Supply Logistics	567	548	508	508	508
System Safety	95	93	92	91	90
Non-Departmental	(111)	(164)	(131)	(107)	(107)
<b>Total Maintenance</b>	<b>22,546</b>	<b>22,405</b>	<b>21,682</b>	<b>21,566</b>	<b>21,213</b>
<b>Engineering/Capital</b>					
Capital Program Management	1,468	1,450	1,361	1,342	1,323
<b>Total Engineering/Capital</b>	<b>1,468</b>	<b>1,450</b>	<b>1,361</b>	<b>1,342</b>	<b>1,323</b>
<b>Public Safety</b>					
Security	667	652	639	639	639
<b>Total Public Safety</b>	<b>667</b>	<b>652</b>	<b>639</b>	<b>639</b>	<b>639</b>
<b>Total Baseline Positions</b>	<b>50,286</b>	<b>49,319</b>	<b>48,511</b>	<b>48,326</b>	<b>47,878</b>
Non-Reimbursable	44,467	44,034	43,693	43,689	43,414
Reimbursable	5,819	5,285	4,818	4,637	4,464
Total Full-Time	50,078	49,129	48,321	48,136	47,688
Total Full-Time Equivalents	208	190	190	190	190

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2020 - 2023**  
**Total Positions by Functional and Occupational Group**  
**Non-Reimbursable and Reimbursable**

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b>FUNCTION / OCCUPATIONAL GROUP</b>					
<b>Administration</b>					
Managers/Supervisors	540	444	433	430	425
Professional/Technical/Clerical	849	788	782	777	772
Operational Hourlies	36	32	32	32	32
<b>Total Administration Headcount</b>	<b>1,425</b>	<b>1,264</b>	<b>1,247</b>	<b>1,239</b>	<b>1,229</b>
<b>Operations</b>					
Managers/Supervisors	2,854	2,820	2,814	2,811	2,792
Professional/Technical/Clerical	585	578	577	576	574
Operational Hourlies	20,741	20,150	20,191	20,153	20,108
<b>Total Operations Headcount</b>	<b>24,180</b>	<b>23,548</b>	<b>23,582</b>	<b>23,540</b>	<b>23,474</b>
<b>Maintenance</b>					
Managers/Supervisors	4,029	3,947	3,876	3,853	3,802
Professional/Technical/Clerical	1,123	1,063	982	957	943
Operational Hourlies	17,394	17,395	16,824	16,756	16,468
<b>Total Maintenance Headcount</b>	<b>22,546</b>	<b>22,405</b>	<b>21,682</b>	<b>21,566</b>	<b>21,213</b>
<b>Engineering / Capital</b>					
Managers/Supervisors	379	364	330	316	302
Professional/Technical/Clerical	1,087	1,084	1,029	1,024	1,019
Operational Hourlies	2	2	2	2	2
<b>Total Engineering Headcount</b>	<b>1,468</b>	<b>1,450</b>	<b>1,361</b>	<b>1,342</b>	<b>1,323</b>
<b>Public Safety</b>					
Managers/Supervisors	272	270	269	269	269
Professional, Technical, Clerical	41	41	41	41	41
Operational Hourlies	354	341	329	329	329
<b>Total Public Safety Headcount</b>	<b>667</b>	<b>652</b>	<b>639</b>	<b>639</b>	<b>639</b>
<b>Total Positions</b>					
Managers/Supervisors	8,074	7,845	7,722	7,679	7,590
Professional, Technical, Clerical	3,685	3,554	3,411	3,375	3,349
Operational Hourlies	38,527	37,920	37,378	37,272	36,939
<b>Total Positions</b>	<b>50,286</b>	<b>49,319</b>	<b>48,511</b>	<b>48,326</b>	<b>47,878</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2020 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable</b>													
<b>Operating Revenue</b>													
<i>Farebox Revenue</i>													
Subway	\$290.028	\$276.480	\$309.552	\$310.696	\$307.082	\$313.026	\$310.944	\$298.815	\$302.137	\$320.949	\$298.754	\$300.105	\$3,638.570
Bus	77.326	74.868	83.216	82.716	80.277	79.889	83.860	81.235	80.290	82.625	74.870	74.787	955.958
Paratransit	2.017	1.876	2.084	1.995	2.075	2.049	2.101	2.085	2.001	2.073	1.893	1.948	24.199
Fare Media Liability	6.542	6.542	6.542	6.542	6.542	6.542	6.542	6.542	6.541	6.541	6.541	6.541	78.500
Farebox Revenue	\$375.914	\$359.767	\$401.394	\$401.949	\$395.977	\$401.506	\$403.448	\$388.677	\$390.969	\$412.188	\$382.058	\$383.381	\$4,697.227
<i>Other Operating Revenue</i>													
Fare Reimbursement	7.611	7.033	9.176	7.491	8.395	7.064	2.850	2.185	6.810	9.561	8.126	7.714	84.016
Paratransit Reimbursement	16.225	15.880	16.728	16.888	17.164	17.022	18.096	17.970	17.758	18.717	18.134	19.409	209.991
Other	14.553	14.553	14.553	14.553	14.553	14.553	14.553	14.553	14.553	14.553	14.553	14.778	174.866
Other Operating Revenue	\$38.389	\$37.466	\$40.457	\$38.933	\$40.113	\$38.639	\$35.499	\$34.709	\$39.122	\$42.831	\$40.814	\$41.901	\$468.873
<b>Total Revenues</b>	<b>\$414.303</b>	<b>\$397.233</b>	<b>\$441.852</b>	<b>\$440.881</b>	<b>\$436.089</b>	<b>\$440.145</b>	<b>\$438.947</b>	<b>\$423.386</b>	<b>\$430.091</b>	<b>\$455.020</b>	<b>\$422.872</b>	<b>\$425.282</b>	<b>\$5,166.100</b>
<b>Operating Expenses</b>													
<i>Labor:</i>													
Payroll	\$302.101	\$279.430	\$292.781	\$279.744	\$298.369	\$292.087	\$302.694	\$295.501	\$294.174	\$287.742	\$318.948	\$321.254	\$3,564.826
Overtime	46.796	44.238	46.860	34.123	42.160	42.851	42.908	42.846	42.139	35.561	41.962	45.243	507.687
Total Salaries & Wages	\$348.897	\$323.669	\$339.641	\$313.867	\$340.529	\$334.937	\$345.603	\$338.347	\$336.313	\$323.303	\$360.910	\$366.497	\$4,072.513
Health and Welfare	82.432	82.443	82.451	82.338	81.198	81.292	84.075	84.629	84.038	83.901	83.789	96.671	1,009.256
OPEB Current Payments	44.190	44.190	44.190	44.190	44.190	44.190	45.804	45.804	45.804	45.804	45.804	45.907	540.067
Pension	78.326	75.472	77.225	76.183	77.005	76.514	94.139	93.130	92.944	93.402	95.171	95.914	1,025.426
Other Fringe Benefits	43.298	42.287	42.838	38.180	43.935	43.403	44.140	43.941	43.585	38.222	46.029	45.771	515.629
Total Fringe Benefits	\$248.246	\$244.391	\$246.705	\$240.890	\$246.328	\$245.399	\$268.159	\$267.504	\$266.372	\$261.329	\$270.793	\$284.264	\$3,090.379
Reimbursable Overhead	(22.107)	(20.660)	(21.882)	(33.181)	(20.493)	(20.847)	(21.523)	(20.737)	(20.887)	(33.783)	(20.009)	(21.141)	(277.250)
<b>Total Labor Expenses</b>	<b>\$575.036</b>	<b>\$547.400</b>	<b>\$564.464</b>	<b>\$521.576</b>	<b>\$566.364</b>	<b>\$559.489</b>	<b>\$592.239</b>	<b>\$585.114</b>	<b>\$581.798</b>	<b>\$550.849</b>	<b>\$611.693</b>	<b>\$629.620</b>	<b>\$6,885.642</b>
<i>Non-Labor:</i>													
Electric Power	\$28.640	\$27.403	\$22.385	\$23.884	\$22.622	\$21.301	\$26.364	\$25.538	\$23.585	\$25.206	\$24.715	\$23.490	\$295.134
Fuel	9.653	8.344	9.490	9.690	9.183	8.376	8.306	7.981	7.493	7.704	8.100	8.045	102.365
Insurance	6.168	6.168	5.760	5.760	5.801	5.809	5.809	5.809	5.809	5.809	5.890	5.896	70.490
Claims	19.095	19.095	19.095	19.095	19.095	19.095	19.095	19.095	19.095	19.095	19.095	19.095	229.142
Paratransit Service Contracts	38.449	37.556	40.664	41.020	41.984	41.479	40.892	40.628	39.953	42.931	41.176	41.913	488.644
Maintenance and Other Operating Contracts	15.676	17.491	17.460	22.658	22.583	22.760	26.528	26.733	26.495	26.528	26.517	22.898	274.327
Professional Services Contracts	13.819	13.918	13.974	16.591	14.362	14.265	16.607	14.174	14.403	16.730	14.438	19.945	183.226
Materials and Supplies	27.133	27.113	27.638	27.531	27.852	27.744	27.567	27.861	27.485	28.148	28.530	28.665	333.267
Other Business Expenses	6.646	7.408	7.127	7.538	7.207	7.391	7.292	7.323	7.650	7.229	7.268	7.403	87.484
<b>Total Non-Labor Expenses</b>	<b>\$165.280</b>	<b>\$164.496</b>	<b>\$163.593</b>	<b>\$173.768</b>	<b>\$170.689</b>	<b>\$168.220</b>	<b>\$178.460</b>	<b>\$175.142</b>	<b>\$171.970</b>	<b>\$179.380</b>	<b>\$175.730</b>	<b>\$177.350</b>	<b>\$2,064.079</b>
<i>Other Expense Adjustments:</i>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$740.316</b>	<b>\$711.896</b>	<b>\$728.057</b>	<b>\$695.344</b>	<b>\$737.052</b>	<b>\$727.709</b>	<b>\$770.699</b>	<b>\$760.257</b>	<b>\$753.768</b>	<b>\$730.229</b>	<b>\$787.424</b>	<b>\$806.970</b>	<b>\$8,949.721</b>
Depreciation	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$1,928.062
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	336.450	0.000	0.000	336.450	0.000	0.000	336.450	0.000	0.000	336.450	1,345.800
GASB 68 Pension Expense Adjustment	0.000	0.000	(3.064)	0.000	0.000	(0.633)	0.000	0.000	(1.849)	0.000	0.000	(297.625)	(303.171)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$900.988</b>	<b>\$872.568</b>	<b>\$1,222.115</b>	<b>\$856.016</b>	<b>\$897.724</b>	<b>\$1,224.198</b>	<b>\$931.371</b>	<b>\$920.928</b>	<b>\$1,249.041</b>	<b>\$890.901</b>	<b>\$948.095</b>	<b>\$1,006.467</b>	<b>\$11,920.412</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$486.685)</b>	<b>(\$475.335)</b>	<b>(\$780.263)</b>	<b>(\$415.135)</b>	<b>(\$461.635)</b>	<b>(\$784.053)</b>	<b>(\$492.424)</b>	<b>(\$497.542)</b>	<b>(\$818.950)</b>	<b>(\$435.882)</b>	<b>(\$525.224)</b>	<b>(\$581.185)</b>	<b>(\$6,754.312)</b>

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**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2020 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	110.767	103.205	106.488	139.289	103.059	103.671	109.030	104.894	104.580	141.214	101.580	106.670	1,334.446
<b>Total Revenues</b>	<b>\$110.767</b>	<b>\$103.205</b>	<b>\$106.488</b>	<b>\$139.289</b>	<b>\$103.059</b>	<b>\$103.671</b>	<b>\$109.030</b>	<b>\$104.894</b>	<b>\$104.580</b>	<b>\$141.214</b>	<b>\$101.580</b>	<b>\$106.670</b>	<b>\$1,334.446</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$46.435	\$41.535	\$44.461	\$51.844	\$41.698	\$41.556	\$44.852	\$41.608	\$41.364	\$52.334	\$39.967	\$42.313	\$529.969
Overtime	9.881	9.656	9.716	16.915	9.304	9.560	9.624	9.664	9.635	16.834	9.645	9.822	130.257
Total Salaries & Wages	\$56.317	\$51.191	\$54.177	\$68.759	\$51.002	\$51.116	\$54.476	\$51.272	\$50.999	\$69.168	\$49.612	\$52.135	\$660.225
Health and Welfare	2.272	2.219	2.219	2.219	2.259	2.259	2.314	2.314	2.314	2.314	2.314	2.380	27.397
OPEB Current Payments	1.043	1.043	1.043	1.043	1.043	1.043	1.063	1.063	1.063	1.063	1.063	1.063	12.636
Pension	3.110	3.110	3.110	3.110	3.110	3.110	4.201	4.276	4.276	4.276	4.276	4.276	44.238
Other Fringe Benefits	17.619	16.416	17.388	21.929	16.120	16.243	16.849	16.117	16.155	21.926	15.519	16.384	208.667
Total Fringe Benefits	\$24.044	\$22.787	\$23.760	\$28.300	\$22.532	\$22.655	\$24.428	\$23.770	\$23.807	\$29.579	\$23.172	\$24.103	\$292.937
Reimbursable Overhead	22.107	20.660	21.882	33.181	20.493	20.847	21.523	20.737	20.887	33.783	20.009	21.141	277.250
<b>Total Labor Expenses</b>	<b>\$102.468</b>	<b>\$94.639</b>	<b>\$99.819</b>	<b>\$130.240</b>	<b>\$94.027</b>	<b>\$94.619</b>	<b>\$100.427</b>	<b>\$95.779</b>	<b>\$95.693</b>	<b>\$132.530</b>	<b>\$92.793</b>	<b>\$97.379</b>	<b>\$1,230.412</b>
<b>Non-Labor:</b>													
Electric Power	\$0.021	\$0.021	\$0.021	\$0.021	\$0.020	\$0.021	\$0.020	\$0.021	\$0.020	\$0.021	\$0.020	\$0.021	\$0.252
Fuel	0.004	0.004	0.004	0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.017
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.323	3.495	3.364	3.364	3.495	3.364	3.364	3.495	3.364	3.364	3.511	3.419	40.922
Professional Services Contracts	0.718	0.721	0.953	0.729	0.729	0.953	0.729	0.729	0.953	0.729	0.729	0.954	9.627
Materials and Supplies	4.079	4.168	4.559	4.775	4.632	4.544	4.334	4.714	4.382	4.414	4.370	4.727	53.698
Other Business Expenses	0.154	0.155	(2.232)	0.156	0.156	0.170	0.156	0.155	0.168	0.156	0.156	0.170	(0.482)
<b>Total Non-Labor Expenses</b>	<b>\$8.299</b>	<b>\$8.566</b>	<b>\$6.669</b>	<b>\$9.049</b>	<b>\$9.032</b>	<b>\$9.052</b>	<b>\$8.602</b>	<b>\$9.115</b>	<b>\$8.887</b>	<b>\$8.684</b>	<b>\$8.787</b>	<b>\$9.291</b>	<b>\$104.034</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$110.767</b>	<b>\$103.205</b>	<b>\$106.488</b>	<b>\$139.289</b>	<b>\$103.059</b>	<b>\$103.671</b>	<b>\$109.030</b>	<b>\$104.894</b>	<b>\$104.580</b>	<b>\$141.214</b>	<b>\$101.580</b>	<b>\$106.670</b>	<b>\$1,334.446</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>



**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2020 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable / Reimbursable</b>													
<b>Operating Revenue</b>													
<i>Farebox Revenue</i>													
Subway	\$290.028	\$276.480	\$309.552	\$310.696	\$307.082	\$313.026	\$310.944	\$298.815	\$302.137	\$320.949	\$298.754	\$300.105	\$3,638.570
Bus	77.326	74.868	83.216	82.716	80.277	79.889	83.860	81.235	80.290	82.625	74.870	74.787	955.958
Paratransit	2.017	1.876	2.084	1.995	2.075	2.049	2.101	2.085	2.001	2.073	1.893	1.948	24.199
Fare Media Liability	6.542	6.542	6.542	6.542	6.542	6.542	6.542	6.542	6.541	6.541	6.541	6.541	78.500
Farebox Revenue	\$375.914	\$359.767	\$401.394	\$401.949	\$395.977	\$401.506	\$403.448	\$388.677	\$390.969	\$412.188	\$382.058	\$383.381	\$4,697.227
<i>Other Operating Revenue</i>													
Fare Reimbursement	7.611	7.033	9.176	7.491	8.395	7.064	2.850	2.185	6.810	9.561	8.126	7.714	84.016
Paratransit Reimbursement	16.225	15.880	16.728	16.888	17.164	17.022	18.096	17.970	17.758	18.717	18.134	19.409	209.991
Other	14.553	14.553	14.553	14.553	14.553	14.553	14.553	14.553	14.553	14.553	14.553	14.778	174.866
Other Operating Revenue	\$38.389	\$37.466	\$40.457	\$38.933	\$40.113	\$38.639	\$35.499	\$34.709	\$39.122	\$42.831	\$40.814	\$41.901	\$468.873
Capital and Other Reimbursements	110.767	103.205	106.488	139.289	103.059	103.671	109.030	104.894	104.580	141.214	101.580	106.670	1,334.446
<b>Total Revenues</b>	<b>\$525.070</b>	<b>\$500.438</b>	<b>\$548.340</b>	<b>\$580.170</b>	<b>\$539.148</b>	<b>\$543.816</b>	<b>\$547.976</b>	<b>\$528.280</b>	<b>\$534.671</b>	<b>\$596.234</b>	<b>\$524.452</b>	<b>\$531.952</b>	<b>\$6,500.546</b>
<b>Operating Expenses</b>													
<i>Labor:</i>													
Payroll	\$348.536	\$320.965	\$337.242	\$331.588	\$340.068	\$333.643	\$347.546	\$337.109	\$335.538	\$340.077	\$358.915	\$363.567	\$4,094.794
Overtime	56.677	53.895	56.576	51.038	51.463	52.411	52.533	52.510	51.774	52.395	51.607	55.065	637.944
Total Salaries & Wages	\$405.214	\$374.860	\$393.818	\$382.625	\$391.531	\$386.054	\$400.079	\$389.620	\$387.313	\$392.472	\$410.522	\$418.632	\$4,732.739
Health and Welfare	84.704	84.662	84.670	84.556	83.457	83.552	86.389	86.943	86.352	86.214	86.102	99.051	1,036.653
OPEB Current Payments	45.232	45.232	45.232	45.232	45.232	45.232	46.868	46.868	46.868	46.868	46.868	46.971	552.703
Pension	81.436	78.582	80.335	79.293	80.115	79.624	98.340	97.405	97.220	97.678	99.446	100.190	1,069.664
Other Fringe Benefits	60.918	58.703	60.227	60.109	60.055	59.646	60.989	60.058	59.740	60.148	61.548	62.155	724.296
Total Fringe Benefits	\$272.290	\$267.179	\$270.464	\$269.191	\$268.859	\$268.054	\$292.587	\$291.274	\$290.179	\$290.908	\$293.965	\$308.367	\$3,383.316
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$677.504</b>	<b>\$642.038</b>	<b>\$664.282</b>	<b>\$651.816</b>	<b>\$660.390</b>	<b>\$654.108</b>	<b>\$692.666</b>	<b>\$680.893</b>	<b>\$677.492</b>	<b>\$683.379</b>	<b>\$704.486</b>	<b>\$726.999</b>	<b>\$8,116.055</b>
<i>Non-Labor:</i>													
Electric Power	\$28.662	\$27.424	\$22.407	\$23.905	\$22.643	\$21.322	\$26.385	\$25.559	\$23.606	\$25.227	\$24.736	\$23.511	\$295.386
Fuel	9.657	8.348	9.494	9.694	9.183	8.376	8.306	7.981	7.493	7.704	8.100	8.045	102.382
Insurance	6.168	6.168	5.760	5.760	5.801	5.809	5.809	5.809	5.809	5.809	5.890	5.896	70.490
Claims	19.095	19.095	19.095	19.095	19.095	19.095	19.095	19.095	19.095	19.095	19.095	19.095	229.142
Paratransit Service Contracts	38.449	37.556	40.664	41.020	41.984	41.479	40.892	40.628	39.953	42.931	41.176	41.913	488.644
Maintenance and Other Operating Contracts	18.998	20.986	20.824	26.022	26.078	26.124	29.892	30.229	29.859	29.892	30.028	26.316	315.249
Professional Services Contracts	14.537	14.639	14.927	17.320	15.091	15.219	17.336	14.903	15.356	17.459	15.167	20.899	192.854
Materials and Supplies	31.212	31.282	32.196	32.306	32.484	32.288	31.901	32.575	31.867	32.562	32.901	33.392	386.965
Other Business Expenses	6.800	7.563	4.895	7.694	7.363	7.561	7.447	7.479	7.818	7.385	7.424	7.572	87.002
<b>Total Non-Labor Expenses</b>	<b>\$173.579</b>	<b>\$173.062</b>	<b>\$170.263</b>	<b>\$182.817</b>	<b>\$179.721</b>	<b>\$177.272</b>	<b>\$187.063</b>	<b>\$184.258</b>	<b>\$180.857</b>	<b>\$188.064</b>	<b>\$184.517</b>	<b>\$186.641</b>	<b>\$2,168.113</b>
<i>Other Expense Adjustments:</i>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$851.083</b>	<b>\$815.100</b>	<b>\$834.545</b>	<b>\$834.633</b>	<b>\$840.111</b>	<b>\$831.380</b>	<b>\$879.729</b>	<b>\$865.151</b>	<b>\$858.349</b>	<b>\$871.444</b>	<b>\$889.004</b>	<b>\$913.640</b>	<b>\$10,284.168</b>
Depreciation	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$1,928.062
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	336.450	0.000	0.000	336.450	0.000	0.000	336.450	0.000	0.000	336.450	1,345.800
GASB 68 Pension Expense Adjustment	0.000	0.000	(3.064)	0.000	0.000	(0.633)	0.000	0.000	(1.849)	0.000	0.000	(297.625)	(303.171)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$1,011.755</b>	<b>\$975.772</b>	<b>\$1,328.603</b>	<b>\$995.305</b>	<b>\$1,000.783</b>	<b>\$1,327.869</b>	<b>\$1,040.401</b>	<b>\$1,025.823</b>	<b>\$1,353.621</b>	<b>\$1,032.115</b>	<b>\$1,049.676</b>	<b>\$1,113.137</b>	<b>\$13,254.859</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$486.685)</b>	<b>(\$475.335)</b>	<b>(\$780.263)</b>	<b>(\$415.135)</b>	<b>(\$461.635)</b>	<b>(\$784.053)</b>	<b>(\$492.424)</b>	<b>(\$497.542)</b>	<b>(\$818.950)</b>	<b>(\$435.882)</b>	<b>(\$525.224)</b>	<b>(\$581.185)</b>	<b>(\$6,754.312)</b>

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**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2020 Adopted Budget**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Receipts and Expenditures</b>													
<b>Receipts</b>													
Farebox Revenue	\$375.914	\$359.767	\$401.394	\$401.949	\$395.977	\$401.506	\$403.448	\$388.677	\$390.969	\$412.188	\$382.058	\$383.581	\$4,697.427
<i>Other Operating Revenue:</i>													
Fare Reimbursement	0.000	0.000	0.000	0.000	6.313	28.766	0.000	6.313	0.000	0.000	6.313	6.313	54.016
Paratransit Reimbursement	45.570	3.481	3.481	45.570	3.481	3.481	45.570	3.481	3.481	3.481	3.481	45.570	210.125
Other	4.552	4.552	4.552	4.552	4.552	4.552	4.552	4.552	4.552	4.552	4.552	17.277	67.352
Other Operating Revenue	\$50.122	\$8.033	\$8.033	\$50.122	\$14.345	\$36.799	\$50.122	\$14.345	\$8.033	\$8.033	\$14.345	\$69.160	\$331.493
Capital and Other Reimbursements	110.767	103.205	106.488	139.289	103.059	103.671	109.030	104.894	104.580	141.214	106.580	111.262	1,344.038
<b>Total Receipts</b>	<b>\$536.803</b>	<b>\$471.004</b>	<b>\$515.915</b>	<b>\$591.360</b>	<b>\$513.381</b>	<b>\$541.975</b>	<b>\$562.600</b>	<b>\$507.917</b>	<b>\$503.582</b>	<b>\$561.435</b>	<b>\$502.984</b>	<b>\$564.003</b>	<b>\$6,372.958</b>
<b>Expenditures</b>													
<i>Labor:</i>													
Payroll	\$320.622	\$306.264	\$296.206	\$511.407	\$299.032	\$305.774	\$319.729	\$296.074	\$330.817	\$450.724	\$331.046	\$332.946	\$4,100.642
Overtime	56.677	53.895	56.576	51.038	51.463	52.411	52.533	52.510	51.774	52.395	51.607	55.065	637.944
Total Salaries and Wages	\$377.300	\$360.159	\$352.782	\$562.444	\$350.495	\$358.185	\$372.262	\$348.584	\$382.592	\$503.119	\$382.654	\$388.011	\$4,738.587
Health and Welfare	84.704	84.662	84.670	84.556	83.457	83.552	86.389	86.943	86.352	86.214	86.102	87.553	1,025.155
OPEB Current Payments	45.232	45.232	45.232	45.232	45.232	45.232	46.868	46.868	46.868	46.868	46.868	46.971	552.703
Pension	81.436	78.582	80.335	79.293	80.115	79.624	98.340	97.405	97.220	97.678	99.446	100.190	1,069.664
Other Fringe Benefits	42.331	42.903	42.518	45.158	43.804	52.082	42.268	42.315	42.276	41.380	56.501	43.008	536.542
Total Fringe Benefits	\$253.703	\$251.378	\$252.755	\$254.240	\$252.608	\$260.490	\$273.865	\$273.531	\$272.715	\$272.140	\$288.917	\$277.721	\$3,184.063
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$631.003</b>	<b>\$611.537</b>	<b>\$605.538</b>	<b>\$816.684</b>	<b>\$603.103</b>	<b>\$618.675</b>	<b>\$646.127</b>	<b>\$622.115</b>	<b>\$655.306</b>	<b>\$775.258</b>	<b>\$671.571</b>	<b>\$665.732</b>	<b>\$7,922.650</b>
<i>Non-Labor:</i>													
Electric Power	\$28.662	\$27.424	\$25.137	\$23.905	\$22.643	\$24.052	\$26.385	\$25.559	\$26.336	\$25.227	\$24.736	\$26.242	\$306.308
Fuel	9.657	8.348	9.494	9.694	9.183	8.376	8.306	7.981	7.493	7.704	8.100	8.045	102.382
Insurance	4.437	27.591	0.000	8.638	0.000	4.476	10.922	0.000	3.299	8.542	0.000	3.298	71.205
Claims	11.989	11.989	11.989	11.989	11.989	11.989	11.989	11.989	11.989	11.989	11.989	11.986	143.867
Paratransit Service Contracts	38.449	37.556	40.164	41.020	41.984	40.979	40.892	40.628	39.453	42.931	41.176	41.413	486.644
Maintenance and Other Operating Contracts	18.998	20.986	20.824	23.497	26.078	26.124	29.892	30.229	29.859	29.892	30.028	33.510	319.918
Professional Services Contracts	12.287	14.639	14.927	15.070	15.091	15.219	15.086	14.903	15.356	15.209	15.167	20.899	183.854
Materials and Supplies	35.212	35.282	35.655	35.764	35.942	31.746	31.359	29.033	28.325	29.020	29.359	28.767	385.465
Other Business Expenses	6.800	7.563	4.895	7.694	7.363	7.561	7.447	7.479	7.818	7.385	7.424	7.572	87.002
<b>Total Non-Labor Expenditures</b>	<b>\$166.492</b>	<b>\$191.379</b>	<b>\$163.085</b>	<b>\$177.272</b>	<b>\$170.272</b>	<b>\$170.522</b>	<b>\$182.278</b>	<b>\$167.801</b>	<b>\$169.930</b>	<b>\$177.900</b>	<b>\$167.980</b>	<b>\$181.734</b>	<b>\$2,086.644</b>
<i>Other Expenditure Adjustments:</i>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$797.495</b>	<b>\$802.916</b>	<b>\$768.623</b>	<b>\$993.956</b>	<b>\$773.375</b>	<b>\$789.197</b>	<b>\$828.405</b>	<b>\$789.916</b>	<b>\$825.236</b>	<b>\$953.158</b>	<b>\$839.550</b>	<b>\$847.466</b>	<b>\$10,009.294</b>
<b>Net Cash Balance</b>	<b>(\$260.692)</b>	<b>(\$331.912)</b>	<b>(\$252.708)</b>	<b>(\$402.596)</b>	<b>(\$259.995)</b>	<b>(\$247.222)</b>	<b>(\$265.806)</b>	<b>(\$281.999)</b>	<b>(\$321.653)</b>	<b>(\$391.723)</b>	<b>(\$336.567)</b>	<b>(\$283.463)</b>	<b>(\$3,636.335)</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2020 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
 Favorable/(Unfavorable)  
 (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Flow Adjustments</b>													
<b>Receipts</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.200	\$0.200
<i>Other Operating Revenue:</i>													
Fare Reimbursement	(7.611)	(7.033)	(9.176)	(7.491)	(2.083)	21.702	(2.850)	4.127	(6.810)	(9.561)	(1.814)	(1.401)	(30.000)
Paratransit Reimbursement	29.334	(12.410)	(13.259)	28.671	(13.695)	(13.553)	27.463	(14.501)	(14.289)	(15.248)	(14.665)	26.150	0.000
Other	(9.990)	(9.990)	(9.990)	(9.990)	(9.990)	(9.990)	(9.990)	(9.990)	(9.990)	(9.990)	(9.990)	2.510	(107.380)
Other Operating Revenue	\$11.733	(\$29.433)	(\$32.425)	\$11.190	(\$25.768)	(\$1.841)	\$14.623	(\$20.364)	(\$31.089)	(\$34.798)	(\$26.468)	\$27.259	(\$137.380)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.000	4.592	9.592
<b>Total Receipts</b>	<b>\$11.733</b>	<b>(\$29.433)</b>	<b>(\$32.425)</b>	<b>\$11.190</b>	<b>(\$25.768)</b>	<b>(\$1.841)</b>	<b>\$14.623</b>	<b>(\$20.364)</b>	<b>(\$31.089)</b>	<b>(\$34.798)</b>	<b>(\$21.468)</b>	<b>\$32.051</b>	<b>(\$127.588)</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$27.914	\$14.701	\$41.036	(\$179.819)	\$41.036	\$27.868	\$27.817	\$41.036	\$4.721	(\$110.647)	\$27.868	\$30.621	(\$5.848)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Salaries and Wages	\$27.914	\$14.701	\$41.036	(\$179.819)	\$41.036	\$27.868	\$27.817	\$41.036	\$4.721	(\$110.647)	\$27.868	\$30.621	(\$5.848)
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	11.498	11.498
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	18.587	15.800	17.709	14.951	16.251	7.564	18.722	17.742	17.464	18.768	5.048	19.147	187.755
Total Fringe Benefits	\$18.587	\$15.800	\$17.709	\$14.951	\$16.251	\$7.564	\$18.722	\$17.742	\$17.464	\$18.768	\$5.048	\$30.646	\$199.253
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$46.501</b>	<b>\$30.501</b>	<b>\$58.745</b>	<b>(\$164.868)</b>	<b>\$57.287</b>	<b>\$35.433</b>	<b>\$46.539</b>	<b>\$58.778</b>	<b>\$22.186</b>	<b>(\$91.879)</b>	<b>\$32.916</b>	<b>\$61.267</b>	<b>\$193.405</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	(\$2.731)	\$0.000	\$0.000	(\$2.731)	\$0.000	\$0.000	(\$2.731)	\$0.000	\$0.000	(\$2.731)	(\$10.922)
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	1.731	(21.423)	5.760	(2.878)	5.801	1.333	(5.113)	5.809	2.510	(2.733)	5.890	2.598	(0.715)
Claims	7.106	7.106	7.106	7.106	7.106	7.106	7.106	7.106	7.106	7.106	7.106	7.109	85.275
Paratransit Service Contracts	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.500	2.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	2.525	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(7.194)	(4.669)
Professional Services Contracts	2.250	0.000	0.000	2.250	0.000	0.000	2.250	0.000	0.000	2.250	0.000	0.000	9.000
Materials and Supplies	(4.000)	(4.000)	(3.458)	(3.458)	(3.458)	0.542	0.542	3.542	3.542	3.542	3.542	4.625	1.500
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>\$7.087</b>	<b>(\$18.317)</b>	<b>\$7.177</b>	<b>\$5.545</b>	<b>\$9.449</b>	<b>\$6.750</b>	<b>\$4.785</b>	<b>\$16.457</b>	<b>\$10.927</b>	<b>\$10.165</b>	<b>\$16.538</b>	<b>\$4.908</b>	<b>\$81.469</b>
<b>Other Expenditure Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$53.588</b>	<b>\$12.184</b>	<b>\$65.922</b>	<b>(\$159.323)</b>	<b>\$66.736</b>	<b>\$42.183</b>	<b>\$51.323</b>	<b>\$75.235</b>	<b>\$33.113</b>	<b>(\$81.714)</b>	<b>\$49.454</b>	<b>\$66.174</b>	<b>\$274.874</b>
<b>Total Cash Conversion before Non-Cash Liability Adjs.</b>	<b>\$65.322</b>	<b>(\$17.249)</b>	<b>\$33.497</b>	<b>(\$148.133)</b>	<b>\$40.968</b>	<b>\$40.342</b>	<b>\$65.947</b>	<b>\$54.871</b>	<b>\$2.024</b>	<b>(\$116.513)</b>	<b>\$27.985</b>	<b>\$98.225</b>	<b>\$147.286</b>
Depreciation	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$1,928.062
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	336.450	0.000	0.000	336.450	0.000	0.000	336.450	0.000	0.000	336.450	1,345.800
GASB 68 Pension Expense Adjustment	0.000	0.000	(3.064)	0.000	0.000	(0.633)	0.000	0.000	(1.849)	0.000	0.000	(297.625)	(303.171)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$225.993</b>	<b>\$143.423</b>	<b>\$527.555</b>	<b>\$12.538</b>	<b>\$201.640</b>	<b>\$536.831</b>	<b>\$226.619</b>	<b>\$215.543</b>	<b>\$497.297</b>	<b>\$44.159</b>	<b>\$188.657</b>	<b>\$297.722</b>	<b>\$3,117.977</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2020 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime Expenses**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><i>Non-Reimbursable Overtime</i></b>													
Scheduled Service	\$12.816	\$11.733	\$12.851	\$12.484	\$12.409	\$12.877	\$12.486	\$12.237	\$12.439	\$12.948	\$12.186	\$12.792	<b>\$150.259</b>
Unscheduled Service	12.900	12.090	12.906	12.481	12.739	12.696	12.904	12.861	12.652	13.077	12.595	13.153	<b>153.052</b>
Programmatic/Routine Maintenance	13.852	12.699	13.676	13.062	13.718	13.872	14.001	14.268	13.589	13.387	13.451	13.502	<b>163.077</b>
Unscheduled Maintenance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	<b>0.000</b>
Vacancy/Absentee Coverage	1.172	1.172	1.172	1.172	1.185	1.198	1.198	1.198	1.198	1.198	1.198	1.198	<b>14.260</b>
Weather Emergencies	4.074	4.616	4.295	0.156	0.155	0.241	0.344	0.304	0.276	0.173	0.555	2.620	<b>17.810</b>
Safety/Security/Law Enforcement	0.246	0.246	0.246	0.246	0.248	0.250	0.250	0.251	0.251	0.251	0.251	0.251	<b>2.985</b>
Other	1.736	1.684	1.715	(5.478)	1.706	1.716	1.725	1.727	1.734	(5.474)	1.726	1.727	<b>6.244</b>
<b><i>NON-REIMBURSABLE OVERTIME</i></b>	<b>\$46.796</b>	<b>\$44.238</b>	<b>\$46.860</b>	<b>\$34.123</b>	<b>\$42.160</b>	<b>\$42.851</b>	<b>\$42.908</b>	<b>\$42.846</b>	<b>\$42.139</b>	<b>\$35.561</b>	<b>\$41.962</b>	<b>\$45.243</b>	<b>\$507.687</b>
<b><i>REIMBURSABLE OVERTIME</i></b>	<b>\$9.881</b>	<b>\$9.656</b>	<b>\$9.716</b>	<b>\$16.915</b>	<b>\$9.304</b>	<b>\$9.560</b>	<b>\$9.624</b>	<b>\$9.664</b>	<b>\$9.635</b>	<b>\$16.834</b>	<b>\$9.645</b>	<b>\$9.822</b>	<b>\$130.257</b>
<b>TOTAL OVERTIME</b>	<b>\$56.677</b>	<b>\$53.895</b>	<b>\$56.576</b>	<b>\$51.038</b>	<b>\$51.463</b>	<b>\$52.411</b>	<b>\$52.533</b>	<b>\$52.510</b>	<b>\$51.774</b>	<b>\$52.395</b>	<b>\$51.607</b>	<b>\$55.065</b>	<b>\$637.944</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2020 Adopted Budget**  
**Ridership (Utilization)**  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>RIDERSHIP</u></b>													
Subway	134.214	128.565	146.528	145.939	146.377	147.945	141.278	136.022	141.263	154.330	140.246	139.034	1,701.742
Bus	43.893	42.605	48.773	47.346	48.489	47.799	46.899	45.451	47.164	50.235	44.255	44.041	556.950
Paratransit	0.963	0.896	0.995	0.952	0.992	0.978	1.003	0.996	0.955	0.990	0.905	0.930	11.555
<b>Total Ridership</b>	<b>179.070</b>	<b>172.066</b>	<b>196.297</b>	<b>194.238</b>	<b>195.858</b>	<b>196.722</b>	<b>189.181</b>	<b>182.469</b>	<b>189.382</b>	<b>205.555</b>	<b>185.406</b>	<b>184.005</b>	<b>2,270.248</b>
<b><u>FAREBOX REVENUE</u></b> <b>(Excluding fare media liability)</b>													
Subway	\$290.028	\$276.480	\$309.552	\$310.696	\$307.082	\$313.026	\$310.944	\$298.815	\$302.137	\$320.949	\$298.754	\$300.105	\$3,638.570
Bus	77.326	74.868	83.216	82.716	80.277	79.889	83.860	81.235	80.290	82.625	74.870	74.787	955.958
Paratransit	2.017	1.876	2.084	1.995	2.075	2.049	2.101	2.085	2.001	2.073	1.893	1.948	24.199
<b>Total Farebox Revenue</b>	<b>\$369.372</b>	<b>\$353.225</b>	<b>\$394.852</b>	<b>\$395.407</b>	<b>\$389.435</b>	<b>\$394.964</b>	<b>\$396.906</b>	<b>\$382.135</b>	<b>\$384.428</b>	<b>\$405.647</b>	<b>\$375.517</b>	<b>\$376.840</b>	<b>\$4,618.727</b>

**MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET  
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

Function/Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Office of the President	25	25	25	25	25	25	25	25	25	25	25	25
Law	282	282	282	282	282	282	282	282	282	282	282	281
Office of the EVP	13	13	13	13	13	13	13	13	13	13	13	14
Human Resources	220	220	220	220	220	220	220	220	220	220	220	220
Office of Management and Budget	41	41	41	41	41	41	41	41	41	41	41	41
Capital Planning & Budget	37	37	37	37	37	37	37	37	37	37	37	37
Strategy & Customer Experience	188	188	188	188	188	188	188	188	188	188	188	188
Non-Departmental	4	4	4	4	4	4	4	4	4	4	4	4
Labor Relations	84	84	84	84	84	84	84	84	84	84	84	84
Office of People & Business Transformation	18	18	18	18	18	18	18	18	18	18	18	18
Material	238	238	238	238	238	238	238	238	238	238	238	238
Controller	114	114	114	114	114	114	114	114	114	114	114	114
<b>Total Administration</b>	<b>1,264</b>	<b>1,264</b>	<b>1,264</b>	<b>1,264</b>	<b>1,264</b>	<b>1,264</b>	<b>1,264</b>	<b>1,264</b>	<b>1,264</b>	<b>1,264</b>	<b>1,264</b>	<b>1,264</b>
<b>Operations</b>												
Subways Rapid Transit Operations	8,421	8,427	8,432	8,385	8,209	8,176	8,243	8,243	8,222	8,213	8,154	8,207
Subways Operations Support./Admin.	406	406	406	406	406	406	406	406	406	406	406	412
Subways Stations	2,653	2,653	2,653	2,653	2,656	2,656	2,656	2,656	2,656	2,638	2,638	2,638
<b>Sub-total - Subways</b>	<b>11,480</b>	<b>11,486</b>	<b>11,491</b>	<b>11,444</b>	<b>11,271</b>	<b>11,238</b>	<b>11,305</b>	<b>11,305</b>	<b>11,284</b>	<b>11,257</b>	<b>11,198</b>	<b>11,257</b>
Buses	11,059	11,059	11,059	11,046	11,056	11,056	10,970	10,970	11,006	10,968	10,968	10,957
Paratransit	214	214	214	214	214	214	214	214	214	214	214	214
Operations Planning	390	390	390	390	390	390	388	387	386	386	386	386
Revenue Control	640	640	640	640	640	640	640	640	640	640	640	641
Non-Departmental	133	133	133	116	132	132	174	174	160	160	160	93
<b>Total Operations</b>	<b>23,916</b>	<b>23,922</b>	<b>23,927</b>	<b>23,850</b>	<b>23,703</b>	<b>23,670</b>	<b>23,691</b>	<b>23,690</b>	<b>23,690</b>	<b>23,625</b>	<b>23,566</b>	<b>23,548</b>
<b>Maintenance</b>												
Subways Operations/Support./Admin.	123	123	123	123	123	123	123	123	123	123	123	113
Subways Engineering	361	361	361	361	362	362	358	358	358	358	358	358
Subways Car Equipment	5,093	5,093	5,093	5,094	5,087	5,087	5,087	5,087	5,087	5,087	5,079	5,079
Subways Infrastructure	1,870	1,870	1,870	1,870	1,871	1,871	1,871	1,871	1,871	1,871	1,871	1,871
Subways Elevator & Escalators	474	474	474	474	476	476	476	476	476	476	476	477
Subways Stations	3,506	3,506	3,506	3,507	3,502	3,502	3,502	3,502	3,502	3,490	3,490	3,483
Subways Track	3,114	3,114	3,114	3,116	3,098	3,098	3,098	3,097	3,097	3,097	3,097	3,096
Subways Power	684	684	684	687	687	687	687	687	687	687	687	686
Subways Signals	1,708	1,708	1,708	1,708	1,701	1,701	1,701	1,679	1,679	1,679	1,679	1,679
Subways Electronics Maintenance	1,619	1,619	1,619	1,619	1,620	1,620	1,620	1,620	1,620	1,620	1,620	1,620
<b>Sub-total - Subways</b>	<b>18,552</b>	<b>18,552</b>	<b>18,552</b>	<b>18,559</b>	<b>18,527</b>	<b>18,527</b>	<b>18,523</b>	<b>18,500</b>	<b>18,500</b>	<b>18,488</b>	<b>18,480</b>	<b>18,462</b>
Buses	3,476	3,476	3,476	3,473	3,472	3,472	3,471	3,471	3,468	3,468	3,468	3,466
Supply Logistics	548	548	548	548	548	548	548	548	548	548	548	548
System Safety	93	93	93	93	93	93	93	93	93	93	93	93
Non-Departmental	(118)	(118)	(118)	(115)	(115)	(115)	(130)	(130)	(127)	(127)	(127)	(164)
<b>Total Maintenance</b>	<b>22,551</b>	<b>22,551</b>	<b>22,551</b>	<b>22,558</b>	<b>22,525</b>	<b>22,525</b>	<b>22,505</b>	<b>22,482</b>	<b>22,482</b>	<b>22,470</b>	<b>22,462</b>	<b>22,405</b>
<b>Engineering/Capital</b>												
Capital Program Management	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450
<b>Total Engineering/Capital</b>	<b>1,450</b>	<b>1,450</b>	<b>1,450</b>	<b>1,450</b>	<b>1,450</b>	<b>1,450</b>	<b>1,450</b>	<b>1,450</b>	<b>1,450</b>	<b>1,450</b>	<b>1,450</b>	<b>1,450</b>
<b>Public Safety</b>												
Security	657	657	657	657	657	657	657	652	652	652	652	652
<b>Total Public Safety</b>	<b>657</b>	<b>657</b>	<b>657</b>	<b>657</b>	<b>657</b>	<b>657</b>	<b>657</b>	<b>652</b>	<b>652</b>	<b>652</b>	<b>652</b>	<b>652</b>
<b>Total Positions</b>	<b>49,838</b>	<b>49,844</b>	<b>49,849</b>	<b>49,779</b>	<b>49,599</b>	<b>49,566</b>	<b>49,567</b>	<b>49,538</b>	<b>49,538</b>	<b>49,461</b>	<b>49,394</b>	<b>49,319</b>
Non-Reimbursable	44,222	44,222	44,227	44,201	44,259	44,259	44,197	44,196	44,218	44,150	44,103	44,034
Reimbursable	5,616	5,622	5,622	5,578	5,340	5,307	5,370	5,342	5,320	5,311	5,291	5,285
Total Full-Time	49,647	49,653	49,658	49,588	49,408	49,375	49,376	49,347	49,347	49,270	49,203	49,129
Total Full-Time Equivalents	191	191	191	191	191	191	191	191	191	191	191	190

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2020 Adopted Budget**  
**Total Positions by Function and Occupation**

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	444	444	444	444	444	444	444	444	444	444	444	444
Professional/Technical/Clerical	788	788	788	788	788	788	788	788	788	788	788	788
Operational Hourlies	32	32	32	32	32	32	32	32	32	32	32	32
<b>Total Administration Headcount</b>	<b>1,264</b>	<b>1,264</b>	<b>1,264</b>	<b>1,264</b>	<b>1,264</b>	<b>1,264</b>	<b>1,264</b>	<b>1,264</b>	<b>1,264</b>	<b>1,264</b>	<b>1,264</b>	<b>1,264</b>
<b>Operations</b>												
Managers/Supervisors	2,841	2,841	2,841	2,841	2,816	2,816	2,819	2,819	2,818	2,818	2,818	2,820
Professional/Technical/Clerical	579	579	581	581	581	581	580	579	579	579	579	578
Operational Hourlies	20,496	20,502	20,505	20,428	20,306	20,273	20,292	20,292	20,293	20,228	20,169	20,150
<b>Total Operations Headcount</b>	<b>23,916</b>	<b>23,922</b>	<b>23,927</b>	<b>23,850</b>	<b>23,703</b>	<b>23,670</b>	<b>23,691</b>	<b>23,690</b>	<b>23,690</b>	<b>23,625</b>	<b>23,566</b>	<b>23,548</b>
<b>Maintenance</b>												
Managers/Supervisors	3,968	3,968	3,968	3,970	3,949	3,949	3,949	3,944	3,944	3,944	3,943	3,947
Professional/Technical/Clerical	1,063	1,063	1,063	1,066	1,071	1,071	1,067	1,067	1,067	1,067	1,067	1,063
Operational Hourlies	17,520	17,520	17,520	17,522	17,505	17,505	17,489	17,471	17,471	17,459	17,452	17,395
<b>Total Maintenance Headcount</b>	<b>22,551</b>	<b>22,551</b>	<b>22,551</b>	<b>22,558</b>	<b>22,525</b>	<b>22,525</b>	<b>22,505</b>	<b>22,482</b>	<b>22,482</b>	<b>22,470</b>	<b>22,462</b>	<b>22,405</b>
<b>Engineering / Capital</b>												
Managers/Supervisors	364	364	364	364	364	364	364	364	364	364	364	364
Professional/Technical/Clerical	1,084	1,084	1,084	1,084	1,084	1,084	1,084	1,084	1,084	1,084	1,084	1,084
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
<b>Total Engineering Headcount</b>	<b>1,450</b>	<b>1,450</b>	<b>1,450</b>	<b>1,450</b>	<b>1,450</b>	<b>1,450</b>	<b>1,450</b>	<b>1,450</b>	<b>1,450</b>	<b>1,450</b>	<b>1,450</b>	<b>1,450</b>
<b>Public Safety</b>												
Managers/Supervisors	270	270	270	270	270	270	270	270	270	270	270	270
Professional, Technical, Clerical	41	41	41	41	41	41	41	41	41	41	41	41
Operational Hourlies	346	346	346	346	346	346	346	341	341	341	341	341
<b>Total Public Safety Headcount</b>	<b>657</b>	<b>657</b>	<b>657</b>	<b>657</b>	<b>657</b>	<b>657</b>	<b>657</b>	<b>652</b>	<b>652</b>	<b>652</b>	<b>652</b>	<b>652</b>
<b>Total Positions</b>												
Managers/Supervisors	7,887	7,887	7,887	7,889	7,843	7,843	7,846	7,841	7,840	7,840	7,839	7,845
Professional, Technical, Clerical	3,555	3,555	3,557	3,560	3,565	3,565	3,560	3,559	3,559	3,559	3,559	3,554
Operational Hourlies	38,396	38,402	38,405	38,330	38,191	38,158	38,161	38,138	38,139	38,062	37,996	37,920
<b>Total Positions</b>	<b>49,838</b>	<b>49,844</b>	<b>49,849</b>	<b>49,779</b>	<b>49,599</b>	<b>49,566</b>	<b>49,567</b>	<b>49,538</b>	<b>49,538</b>	<b>49,461</b>	<b>49,394</b>	<b>49,319</b>

**MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN 2020-2023  
2019 FINAL ESTIMATE AND 2020 ADOPTED BUDGET**

In accordance with the MTA-approved budget procedures, the following information presents MTA Staten Island Railway's 2019 Final Estimate, 2020 Adopted Budget and the Financial Plan for 2020-2023. The Adopted Budget reflects the inclusion of MTA adjustments that were presented in the December Plan and adopted by the Board in December 2019.

MTA adjustments that were included in the December Plan, but are now being reflected in the detailed SIR budget include the following:

- A reduction in non-reimbursable overtime with annual savings of \$0.126 million, based on a projected improvement in overtime spending controls.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2020 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.



**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2020 - 2023**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2019		2020		2021		2022		2023	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2019 November Financial Plan: Net Surplus/(Deficit)</b>	<b>334</b>	<b>(\$75.075)</b>	<b>334</b>	<b>(\$72.400)</b>	<b>314</b>	<b>(\$68.288)</b>	<b>314</b>	<b>(\$69.441)</b>	<b>314</b>	<b>(\$75.248)</b>
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
Improved Overtime Spending Controls		-		\$0.126		\$0.126		\$0.126		\$0.126
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.126	0	\$0.126	0	\$0.126	0	\$0.126
<b>2020 February Financial Plan: Net Surplus/(Deficit)</b>	<b>334</b>	<b>(\$75.076)</b>	<b>334</b>	<b>(\$72.272)</b>	<b>314</b>	<b>(\$68.162)</b>	<b>314</b>	<b>(\$69.314)</b>	<b>314</b>	<b>(\$75.122)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2020 - 2023**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2019		2020		2021		2022		2023	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2019 November Financial Plan: Net Surplus/(Deficit)</b>	<b>50</b>	<b>\$0.000</b>	<b>49</b>	<b>\$0.000</b>	<b>42</b>	<b>\$0.000</b>	<b>42</b>	<b>\$0.000</b>	<b>42</b>	<b>\$0.000</b>
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2020 February Financial Plan: Net Surplus/(Deficit)</b>	<b>50</b>	<b>\$0.000</b>	<b>49</b>	<b>\$0.000</b>	<b>42</b>	<b>\$0.000</b>	<b>42</b>	<b>\$0.000</b>	<b>42</b>	<b>\$0.000</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2020 - 2023**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2019		2020		2021		2022		2023	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2019 November Financial Plan: Net Surplus/(Deficit)</b>	<b>384</b>	<b>(\$51.250)</b>	<b>383</b>	<b>(\$52.059)</b>	<b>356</b>	<b>(\$47.488)</b>	<b>356</b>	<b>(\$48.634)</b>	<b>356</b>	<b>(\$49.039)</b>
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
Improved Overtime Spending Controls		-		\$0.126		\$0.126		\$0.126		\$0.126
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.126	0	\$0.126	0	\$0.126	0	\$0.126
<b>2020 February Financial Plan: Net Surplus/(Deficit)</b>	<b>384</b>	<b>(\$51.251)</b>	<b>383</b>	<b>(\$51.931)</b>	<b>356</b>	<b>(\$47.362)</b>	<b>356</b>	<b>(\$48.507)</b>	<b>356</b>	<b>(\$48.913)</b>

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

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b><u>Non-Reimbursable</u></b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$6.878	\$6.669	\$6.644	\$6.647	\$6.633
Other Operating Revenue	2.468	2.468	2.469	2.469	2.470
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$9.346</b>	<b>\$9.137</b>	<b>\$9.113</b>	<b>\$9.116</b>	<b>\$9.103</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$25.516	\$26.081	\$24.987	\$25.475	\$25.969
Overtime	2.744	2.387	1.830	1.836	1.857
Health and Welfare	6.612	7.376	7.000	7.411	7.803
OPEB Current Payments	2.584	2.723	2.802	2.949	3.094
Pension	7.616	7.738	7.377	6.782	6.296
Other Fringe Benefits	5.144	4.820	4.988	5.068	5.142
Reimbursable Overhead	(1.061)	(0.903)	(0.751)	(0.766)	(0.782)
<b>Total Labor Expenses</b>	<b>\$49.154</b>	<b>\$50.221</b>	<b>\$48.233</b>	<b>\$48.755</b>	<b>\$49.380</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$3.814	\$3.904	\$3.955	\$4.511	\$4.748
Fuel	0.277	0.279	0.275	0.278	0.273
Insurance	1.047	1.205	1.290	1.310	1.287
Claims	0.088	0.090	0.093	0.095	0.086
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.579	2.375	2.214	2.237	2.310
Professional Services Contracts	1.040	1.059	1.085	1.104	1.122
Materials and Supplies	3.168	2.146	1.701	1.711	1.192
Other Business Expenses	1.255	0.730	0.029	0.028	0.027
<b>Total Non-Labor Expenses</b>	<b>\$15.268</b>	<b>\$11.788</b>	<b>\$10.642</b>	<b>\$11.275</b>	<b>\$11.045</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$64.422</b>	<b>\$62.010</b>	<b>\$58.875</b>	<b>\$60.030</b>	<b>\$60.425</b>
Depreciation	\$12.000	\$12.000	\$12.000	\$12.000	\$17.500
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	0.500	(0.100)	(1.100)	(1.100)	(1.200)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$84.422</b>	<b>\$81.410</b>	<b>\$77.275</b>	<b>\$78.430</b>	<b>\$84.225</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$75.076)</b>	<b>(\$72.272)</b>	<b>(\$68.162)</b>	<b>(\$69.314)</b>	<b>(\$75.122)</b>

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

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b>Reimbursable</b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	5.237	6.985	6.188	6.292	6.402
<b>Total Revenues</b>	<b>\$5.237</b>	<b>\$6.985</b>	<b>\$6.188</b>	<b>\$6.292</b>	<b>\$6.402</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$2.342	\$3.897	\$3.457	\$3.525	\$3.596
Overtime	1.000	0.900	0.900	0.900	0.900
Health and Welfare	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.834	1.285	1.080	1.100	1.123
Reimbursable Overhead	1.061	0.903	0.751	0.766	0.782
<b>Total Labor Expenses</b>	<b>\$5.237</b>	<b>\$6.985</b>	<b>\$6.188</b>	<b>\$6.292</b>	<b>\$6.402</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	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
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Deprecation</b>	<b>\$5.237</b>	<b>\$6.985</b>	<b>\$6.188</b>	<b>\$6.292</b>	<b>\$6.402</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b><u>Non-Reimbursable / Reimbursable</u></b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$6.878	\$6.669	\$6.644	\$6.647	\$6.633
Other Operating Revenue	2.468	2.468	2.469	2.469	2.470
Capital and Other Reimbursements	5.237	6.985	6.188	6.292	6.402
<b>Total Revenues</b>	<b>\$14.584</b>	<b>\$16.123</b>	<b>\$15.301</b>	<b>\$15.408</b>	<b>\$15.505</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$27.858	\$29.978	\$28.444	\$29.000	\$29.566
Overtime	3.744	3.287	2.730	2.736	2.758
Health and Welfare	6.612	7.376	7.000	7.411	7.803
OPEB Current Payments	2.584	2.723	2.802	2.949	3.094
Pension	7.616	7.738	7.377	6.782	6.296
Other Fringe Benefits	5.977	6.105	6.068	6.168	6.265
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$54.391</b>	<b>\$57.207</b>	<b>\$54.421</b>	<b>\$55.047</b>	<b>\$55.782</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$3.814	\$3.904	\$3.955	\$4.511	\$4.748
Fuel	0.277	0.279	0.275	0.278	0.273
Insurance	1.047	1.205	1.290	1.310	1.287
Claims	0.088	0.090	0.093	0.095	0.086
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.579	2.375	2.214	2.237	2.310
Professional Services Contracts	1.040	1.059	1.085	1.104	1.122
Materials and Supplies	3.168	2.146	1.701	1.711	1.192
Other Business Expenses	1.255	0.730	0.029	0.028	0.027
<b>Total Non-Labor Expenses</b>	<b>\$15.268</b>	<b>\$11.788</b>	<b>\$10.642</b>	<b>\$11.275</b>	<b>\$11.045</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$69.659</b>	<b>\$68.995</b>	<b>\$65.063</b>	<b>\$66.321</b>	<b>\$66.827</b>
Depreciation	\$12.000	\$12.000	\$12.000	\$12.000	\$17.500
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	0.500	(0.100)	(1.100)	(1.100)	(1.200)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$89.659</b>	<b>\$88.395</b>	<b>\$83.463</b>	<b>\$84.721</b>	<b>\$90.627</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$75.076)</b>	<b>(\$72.272)</b>	<b>(\$68.162)</b>	<b>(\$69.314)</b>	<b>(\$75.122)</b>

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

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b>Cash Receipts and Expenditures</b>					
<b>Receipts</b>					
Farebox Revenue	\$6.878	\$6.669	\$6.644	\$6.647	\$6.633
Other Operating Revenue	3.470	2.468	2.469	2.469	2.470
Capital and Other Reimbursements	5.791	6.985	6.188	6.293	6.402
<b>Total Receipts</b>	<b>\$16.139</b>	<b>\$16.123</b>	<b>\$15.301</b>	<b>\$15.409</b>	<b>\$15.505</b>
<b>Expenditures</b>					
<b>Labor:</b>					
Payroll	\$27.863	\$31.239	\$28.349	\$28.901	\$29.464
Overtime	3.744	3.287	2.730	2.736	2.758
Health and Welfare	6.612	7.376	7.000	7.411	7.803
OPEB Current Payments	2.584	2.723	2.802	2.949	3.094
Pension	7.616	7.738	7.377	6.782	6.296
Other Fringe Benefits	4.178	4.402	4.261	4.361	4.458
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$52.597</b>	<b>\$56.765</b>	<b>\$52.519</b>	<b>\$53.141</b>	<b>\$53.872</b>
<b>Non-Labor:</b>					
Electric Power	\$3.814	\$3.904	\$3.955	\$4.511	\$4.748
Fuel	0.277	0.279	0.276	0.277	0.273
Insurance	1.047	1.205	1.290	1.310	1.287
Claims	(0.387)	(0.410)	(0.407)	(0.405)	(0.414)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.579	2.375	2.214	2.237	2.310
Professional Services Contracts	1.040	1.059	1.085	1.104	1.122
Materials and Supplies	3.168	2.146	1.701	1.711	1.193
Other Business Expenses	1.255	0.730	0.030	0.029	0.027
<b>Total Non-Labor Expenditures</b>	<b>\$14.793</b>	<b>\$11.288</b>	<b>\$10.144</b>	<b>\$10.775</b>	<b>\$10.546</b>
<b>Other Expenditure Adjustments:</b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$67.390</b>	<b>\$68.053</b>	<b>\$62.663</b>	<b>\$63.915</b>	<b>\$64.418</b>
<b>Net Cash Balance</b>	<b>(\$51.251)</b>	<b>(\$51.931)</b>	<b>(\$47.362)</b>	<b>(\$48.507)</b>	<b>(\$48.913)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2020 - 2023**  
**Cash Conversion (Cash Flow Adjustments)**  
Favorable/(Unfavorable)  
(\$ in millions)

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b>Cash Flow Adjustments</b>					
<b>Receipts</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	1.002	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.554	0.000	0.000	0.001	0.000
<b>Total Receipts</b>	<b>\$1.556</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.001</b>	<b>\$0.000</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	(\$0.005)	(\$1.261)	\$0.095	\$0.099	\$0.102
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	1.800	1.703	1.807	1.807	1.808
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$1.794</b>	<b>\$0.442</b>	<b>\$1.902</b>	<b>\$1.906</b>	<b>\$1.910</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	(0.001)	0.001	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.475	0.500	0.500	0.500	0.500
Paratransit Service Contracts	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
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	(0.001)
Other Business Expenses	0.000	0.000	(0.001)	(0.001)	0.000
<b>Total Non-Labor Expenditures</b>	<b>\$0.475</b>	<b>\$0.500</b>	<b>\$0.498</b>	<b>\$0.500</b>	<b>\$0.499</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$2.269</b>	<b>\$0.942</b>	<b>\$2.400</b>	<b>\$2.406</b>	<b>\$2.409</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$3.825</b>	<b>\$0.942</b>	<b>\$2.400</b>	<b>\$2.407</b>	<b>\$2.409</b>
Depreciation	\$12.000	\$12.000	\$12.000	\$12.000	\$17.500
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	0.500	(0.100)	(1.100)	(1.100)	(1.200)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$23.825</b>	<b>\$20.342</b>	<b>\$20.800</b>	<b>\$20.807</b>	<b>\$26.209</b>



**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2020 - 2023**  
**Ridership (Utilization) and Revenue**  
(in millions)

<b>Final Estimate</b>	<b>Adopted Budget</b>			
<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>

**RIDERSHIP**

Fixed Route	4.389	4.274	4.260	4.262	4.254
<b>Total Ridership</b>	<b>4.389</b>	<b>4.274</b>	<b>4.260</b>	<b>4.262</b>	<b>4.254</b>

**FAREBOX REVENUE**

Fixed Route Farebox Revenue	\$6.878	\$6.669	\$6.644	\$6.647	\$6.633
<b>Farebox Revenue</b>	<b>\$6.878</b>	<b>\$6.669</b>	<b>\$6.644</b>	<b>\$6.647</b>	<b>\$6.633</b>

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

FUNCTION/DEPARTMENT	2019 Final Estimate	2020 Adopted Budget	2021	2022	2023
<b>Administration</b>					
Executive	13	13	13	13	13
General Office	9	9	9	9	9
Purchasing/Stores	6	6	6	6	6
<b>Total Administration</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>
<b>Operations</b>					
Transportation	131	130	123	123	123
<b>Maintenance</b>					
Mechanical	53	53	53	53	53
Electronics/Electrical	15	15	15	15	15
Power/Signals	32	32	28	28	28
Maintenance of Way	83	83	67	67	67
Infrastructure	26	26	26	26	26
<b>Total Maintenance</b>	<b>209</b>	<b>209</b>	<b>189</b>	<b>189</b>	<b>189</b>
<b>Engineering/Capital</b>					
Capital Project Support	16	16	16	16	16
<b>Public Safety</b>					
Police	-	-	-	-	-
<b>Baseline Total Positions</b>	<b>384</b>	<b>383</b>	<b>356</b>	<b>356</b>	<b>356</b>
Non-Reimbursable	334	334	314	314	314
Reimbursable	50	49	42	42	42
Total Full-Time	384	383	356	356	356
Total Full-Time Equivalents	-	-	-	-	-

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2020 - 2023**  
**Total Positions by Functional and Occupational Group**  
**Non-Reimbursable and Reimbursable**

FUNCTION / OCCUPATIONAL GROUP	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b>Administration</b>					
Managers/Supervisors	16	16	16	16	16
Professional/Technical/Clerical	12	12	12	12	12
Operational Hourlies	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>
<b>Operations</b>					
Managers/Supervisors	11	11	11	11	11
Professional/Technical/Clerical	3	3	3	3	3
Operational Hourlies	117	116	109	109	109
<b>Total Operations Headcount</b>	<b>131</b>	<b>130</b>	<b>123</b>	<b>123</b>	<b>123</b>
<b>Maintenance</b>					
Managers/Supervisors	17	17	14	14	14
Professional/Technical/Clerical	6	6	6	6	6
Operational Hourlies	186	186	169	169	169
<b>Total Maintenance Headcount</b>	<b>209</b>	<b>209</b>	<b>189</b>	<b>189</b>	<b>189</b>
<b>Engineering / Capital</b>					
Managers/Supervisors	3	3	3	3	3
Professional/Technical/Clerical	4	4	4	4	4
Operational Hourlies	9	9	9	9	9
<b>Total Engineering Headcount</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>
<b>Public Safety</b>					
Managers/Supervisors	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0
Operational Hourlies	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>					
Managers/Supervisors	47	47	44	44	44
Professional, Technical, Clerical	25	25	25	25	25
Operational Hourlies	312	311	287	287	287
<b>Total Positions</b>	<b>384</b>	<b>383</b>	<b>356</b>	<b>356</b>	<b>356</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2020 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$0.553	\$0.498	\$0.584	\$0.561	\$0.556	\$0.569	\$0.600	\$0.581	\$0.560	\$0.589	\$0.499	\$0.519	\$6.669
Other Operating Revenue	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	2.468
<b>Total Revenues</b>	<b>\$0.759</b>	<b>\$0.703</b>	<b>\$0.790</b>	<b>\$0.766</b>	<b>\$0.762</b>	<b>\$0.774</b>	<b>\$0.806</b>	<b>\$0.787</b>	<b>\$0.766</b>	<b>\$0.795</b>	<b>\$0.704</b>	<b>\$0.725</b>	<b>\$9.137</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$2.248	\$2.009	\$2.110	\$2.066	\$2.154	\$2.099	\$2.250	\$2.148	\$2.159	\$2.166	\$2.429	\$2.243	\$26.081
Overtime	0.299	0.254	0.248	0.167	0.169	0.170	0.182	0.186	0.187	0.185	0.171	0.170	2.387
Health and Welfare	0.615	0.615	0.615	0.615	0.615	0.615	0.614	0.614	0.614	0.614	0.614	0.617	7.376
OPEB Current Payments	0.227	0.227	0.227	0.227	0.227	0.227	0.227	0.227	0.227	0.227	0.227	0.227	2.723
Pension	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645	7.738
Other Fringe Benefits	0.409	0.425	0.397	0.391	0.400	0.393	0.404	0.400	0.400	0.389	0.417	0.395	4.820
Reimbursable Overhead	(0.077)	(0.071)	(0.078)	(0.076)	(0.073)	(0.077)	(0.076)	(0.074)	(0.075)	(0.080)	(0.069)	(0.078)	(0.903)
<b>Total Labor Expenses</b>	<b>\$4.365</b>	<b>\$4.104</b>	<b>\$4.164</b>	<b>\$4.035</b>	<b>\$4.136</b>	<b>\$4.073</b>	<b>\$4.244</b>	<b>\$4.147</b>	<b>\$4.157</b>	<b>\$4.146</b>	<b>\$4.433</b>	<b>\$4.218</b>	<b>\$50.221</b>
<b>Non-Labor:</b>													
Electric Power	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$3.904
Fuel	0.028	0.028	0.028	0.028	0.028	0.021	0.018	0.018	0.018	0.018	0.021	0.026	0.279
Insurance	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	1.205
Claims	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.090
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.191	0.191	0.191	0.191	0.201	0.201	0.231	0.201	0.201	0.191	0.191	0.191	2.375
Professional Services Contracts	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	1.059
Materials and Supplies	0.170	0.170	0.170	0.170	0.170	0.170	0.181	0.181	0.181	0.221	0.181	0.181	2.146
Other Business Expenses	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.730
<b>Total Non-Labor Expenses</b>	<b>\$0.972</b>	<b>\$0.972</b>	<b>\$0.972</b>	<b>\$0.972</b>	<b>\$0.982</b>	<b>\$0.975</b>	<b>\$1.012</b>	<b>\$0.982</b>	<b>\$0.982</b>	<b>\$1.012</b>	<b>\$0.976</b>	<b>\$0.980</b>	<b>\$11.788</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$5.337</b>	<b>\$5.076</b>	<b>\$5.135</b>	<b>\$5.006</b>	<b>\$5.118</b>	<b>\$5.048</b>	<b>\$5.256</b>	<b>\$5.129</b>	<b>\$5.139</b>	<b>\$5.158</b>	<b>\$5.409</b>	<b>\$5.198</b>	<b>\$62.010</b>
Depreciation	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$12.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	1.875	0.000	0.000	1.875	0.000	0.000	1.875	0.000	0.000	1.875	7.500
GASB 68 Pension Expense Adjustment	0.000	0.000	(0.025)	0.000	0.000	(0.025)	0.000	0.000	(0.025)	0.000	0.000	(0.025)	(0.100)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$6.337</b>	<b>\$6.076</b>	<b>\$7.985</b>	<b>\$6.006</b>	<b>\$6.118</b>	<b>\$7.898</b>	<b>\$6.256</b>	<b>\$6.129</b>	<b>\$7.989</b>	<b>\$6.158</b>	<b>\$6.409</b>	<b>\$8.048</b>	<b>\$81.410</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$5.578)</b>	<b>(\$5.372)</b>	<b>(\$7.196)</b>	<b>(\$5.240)</b>	<b>(\$5.356)</b>	<b>(\$7.124)</b>	<b>(\$5.450)</b>	<b>(\$5.342)</b>	<b>(\$7.223)</b>	<b>(\$5.363)</b>	<b>(\$5.705)</b>	<b>(\$7.323)</b>	<b>(\$72.272)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2020 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.594	0.558	0.597	0.586	0.573	0.589	0.586	0.573	0.579	0.606	0.547	0.597	6.985
<b>Total Revenues</b>	<b>\$0.594</b>	<b>\$0.558</b>	<b>\$0.597</b>	<b>\$0.586</b>	<b>\$0.573</b>	<b>\$0.589</b>	<b>\$0.586</b>	<b>\$0.573</b>	<b>\$0.579</b>	<b>\$0.606</b>	<b>\$0.547</b>	<b>\$0.597</b>	<b>\$6.985</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$0.332	\$0.312	\$0.334	\$0.328	\$0.320	\$0.329	\$0.326	\$0.319	\$0.322	\$0.338	\$0.305	\$0.333	\$3.897
Overtime	0.074	0.074	0.074	0.074	0.074	0.075	0.076	0.076	0.076	0.076	0.076	0.076	0.900
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.110	0.101	0.111	0.108	0.105	0.109	0.108	0.105	0.106	0.113	0.098	0.111	1.285
Reimbursable Overhead	0.077	0.071	0.078	0.076	0.073	0.077	0.076	0.074	0.075	0.080	0.069	0.078	0.903
<b>Total Labor Expenses</b>	<b>\$0.594</b>	<b>\$0.558</b>	<b>\$0.597</b>	<b>\$0.586</b>	<b>\$0.573</b>	<b>\$0.589</b>	<b>\$0.586</b>	<b>\$0.573</b>	<b>\$0.579</b>	<b>\$0.606</b>	<b>\$0.547</b>	<b>\$0.597</b>	<b>\$6.985</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	0.000	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	0.000	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	0.000	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	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$0.594</b>	<b>\$0.558</b>	<b>\$0.597</b>	<b>\$0.586</b>	<b>\$0.573</b>	<b>\$0.589</b>	<b>\$0.586</b>	<b>\$0.573</b>	<b>\$0.579</b>	<b>\$0.606</b>	<b>\$0.547</b>	<b>\$0.597</b>	<b>\$6.985</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2020 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable / Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$0.553	\$0.498	\$0.584	\$0.561	\$0.556	\$0.569	\$0.600	\$0.581	\$0.560	\$0.589	\$0.499	\$0.519	\$6.669
Other Operating Revenue	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	0.206	2.468
Capital and Other Reimbursements	0.594	0.558	0.597	0.586	0.573	0.589	0.586	0.573	0.579	0.606	0.547	0.597	6.985
<b>Total Revenues</b>	<b>\$1.353</b>	<b>\$1.261</b>	<b>\$1.387</b>	<b>\$1.353</b>	<b>\$1.334</b>	<b>\$1.364</b>	<b>\$1.392</b>	<b>\$1.360</b>	<b>\$1.344</b>	<b>\$1.401</b>	<b>\$1.252</b>	<b>\$1.322</b>	<b>\$16.123</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$2.580	\$2.321	\$2.445	\$2.394	\$2.474	\$2.428	\$2.576	\$2.467	\$2.481	\$2.504	\$2.733	\$2.575	\$29.978
Overtime	0.373	0.328	0.322	0.241	0.243	0.245	0.257	0.262	0.263	0.260	0.247	0.246	3.287
Health and Welfare	0.615	0.615	0.615	0.615	0.615	0.615	0.614	0.614	0.614	0.614	0.614	0.617	7.376
OPEB Current Payments	0.227	0.227	0.227	0.227	0.227	0.227	0.227	0.227	0.227	0.227	0.227	0.227	2.723
Pension	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645	7.738
Other Fringe Benefits	0.519	0.526	0.508	0.499	0.505	0.502	0.512	0.505	0.506	0.502	0.515	0.505	6.105
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$4.959</b>	<b>\$4.662</b>	<b>\$4.761</b>	<b>\$4.621</b>	<b>\$4.709</b>	<b>\$4.662</b>	<b>\$4.830</b>	<b>\$4.720</b>	<b>\$4.735</b>	<b>\$4.752</b>	<b>\$4.981</b>	<b>\$4.816</b>	<b>\$57.207</b>
<b>Non-Labor:</b>													
Electric Power	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$3.904
Fuel	0.028	0.028	0.028	0.028	0.028	0.021	0.018	0.018	0.018	0.018	0.021	0.026	0.279
Insurance	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	1.205
Claims	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.090
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.191	0.191	0.191	0.191	0.201	0.201	0.231	0.201	0.201	0.191	0.191	0.191	2.375
Professional Services Contracts	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	1.059
Materials and Supplies	0.170	0.170	0.170	0.170	0.170	0.170	0.181	0.181	0.181	0.221	0.181	0.181	2.146
Other Business Expenses	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.730
<b>Total Non-Labor Expenses</b>	<b>\$0.972</b>	<b>\$0.972</b>	<b>\$0.972</b>	<b>\$0.972</b>	<b>\$0.982</b>	<b>\$0.975</b>	<b>\$1.012</b>	<b>\$0.982</b>	<b>\$0.982</b>	<b>\$1.012</b>	<b>\$0.976</b>	<b>\$0.980</b>	<b>\$11.788</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$5.930</b>	<b>\$5.633</b>	<b>\$5.733</b>	<b>\$5.593</b>	<b>\$5.690</b>	<b>\$5.637</b>	<b>\$5.842</b>	<b>\$5.702</b>	<b>\$5.718</b>	<b>\$5.764</b>	<b>\$5.957</b>	<b>\$5.796</b>	<b>\$68.995</b>
Depreciation	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$12.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	1.875	0.000	0.000	1.875	0.000	0.000	1.875	0.000	0.000	1.875	7.500
GASB 68 Pension Expense Adjustment	0.000	0.000	(0.025)	0.000	0.000	(0.025)	0.000	0.000	(0.025)	0.000	0.000	(0.025)	(0.100)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$6.930</b>	<b>\$6.633</b>	<b>\$8.583</b>	<b>\$6.593</b>	<b>\$6.690</b>	<b>\$8.487</b>	<b>\$6.842</b>	<b>\$6.702</b>	<b>\$8.568</b>	<b>\$6.764</b>	<b>\$6.957</b>	<b>\$8.646</b>	<b>\$88.395</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$5.578)</b>	<b>(\$5.372)</b>	<b>(\$7.196)</b>	<b>(\$5.240)</b>	<b>(\$5.356)</b>	<b>(\$7.124)</b>	<b>(\$5.450)</b>	<b>(\$5.342)</b>	<b>(\$7.223)</b>	<b>(\$5.363)</b>	<b>(\$5.705)</b>	<b>(\$7.323)</b>	<b>(\$72.272)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2020 Adopted Budget**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>Cash Receipts and Expenditures</u></b>													
<b>Receipts</b>													
Farebox Revenue	\$0.553	\$0.498	\$0.584	\$0.561	\$0.556	\$0.569	\$0.600	\$0.581	\$0.560	\$0.589	\$0.499	\$0.519	\$6.669
Other Operating Revenue	0.070	0.070	0.070	0.940	0.070	0.070	0.795	0.070	0.070	0.100	0.070	0.070	2.468
Capital and Other Reimbursements	0.594	0.558	0.597	0.586	0.573	0.589	0.586	0.573	0.579	0.606	0.547	0.597	6.985
<b>Total Receipts</b>	<b>\$1.217</b>	<b>\$1.126</b>	<b>\$1.252</b>	<b>\$2.087</b>	<b>\$1.199</b>	<b>\$1.228</b>	<b>\$1.982</b>	<b>\$1.225</b>	<b>\$1.209</b>	<b>\$1.296</b>	<b>\$1.117</b>	<b>\$1.187</b>	<b>\$16.123</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	\$2.186	\$2.092	\$2.065	\$3.143	\$2.089	\$2.097	\$2.148	\$2.040	\$2.129	\$3.133	\$2.381	\$5.735	\$31.239
Overtime	0.373	0.328	0.322	0.241	0.243	0.245	0.257	0.262	0.263	0.260	0.247	0.246	3.287
Health and Welfare	0.615	0.615	0.615	0.615	0.615	0.615	0.614	0.614	0.614	0.614	0.614	0.617	7.376
OPEB Current Payments	0.227	0.227	0.227	0.227	0.227	0.227	0.227	0.227	0.227	0.227	0.227	0.227	2.723
Pension	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645	7.738
Other Fringe Benefits	0.339	0.359	0.329	0.406	0.325	0.327	0.329	0.323	0.330	0.400	0.338	0.596	4.402
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$4.385</b>	<b>\$4.266</b>	<b>\$4.203</b>	<b>\$5.277</b>	<b>\$4.145</b>	<b>\$4.156</b>	<b>\$4.220</b>	<b>\$4.110</b>	<b>\$4.207</b>	<b>\$5.278</b>	<b>\$4.452</b>	<b>\$8.065</b>	<b>\$56.765</b>
<b><u>Non-Labor:</u></b>													
Electric Power	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$0.325	\$3.904
Fuel	0.028	0.028	0.028	0.028	0.028	0.021	0.018	0.018	0.018	0.018	0.021	0.026	0.279
Insurance	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	1.205
Claims	(0.034)	(0.034)	(0.034)	(0.034)	(0.034)	(0.034)	(0.034)	(0.034)	(0.034)	(0.034)	(0.034)	(0.034)	(0.410)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.191	0.191	0.191	0.191	0.201	0.201	0.231	0.201	0.201	0.191	0.191	0.191	2.375
Professional Services Contracts	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	1.059
Materials and Supplies	0.170	0.170	0.170	0.170	0.170	0.170	0.181	0.181	0.181	0.221	0.181	0.181	2.146
Other Business Expenses	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.730
<b>Total Non-Labor Expenditures</b>	<b>\$0.930</b>	<b>\$0.930</b>	<b>\$0.930</b>	<b>\$0.930</b>	<b>\$0.940</b>	<b>\$0.934</b>	<b>\$0.970</b>	<b>\$0.940</b>	<b>\$0.940</b>	<b>\$0.970</b>	<b>\$0.934</b>	<b>\$0.939</b>	<b>\$11.288</b>
<b><u>Other Expenditure Adjustments:</u></b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$5.315</b>	<b>\$5.196</b>	<b>\$5.133</b>	<b>\$6.207</b>	<b>\$5.085</b>	<b>\$5.090</b>	<b>\$5.191</b>	<b>\$5.051</b>	<b>\$5.147</b>	<b>\$6.249</b>	<b>\$5.386</b>	<b>\$9.004</b>	<b>\$68.053</b>
<b>Net Cash Balance</b>	<b>(\$4.098)</b>	<b>(\$4.071)</b>	<b>(\$3.882)</b>	<b>(\$4.120)</b>	<b>(\$3.886)</b>	<b>(\$3.862)</b>	<b>(\$3.209)</b>	<b>(\$3.826)</b>	<b>(\$3.938)</b>	<b>(\$4.953)</b>	<b>(\$4.270)</b>	<b>(\$7.817)</b>	<b>(\$51.931)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2020 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
Favorable/(Unfavorable)  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Flow Adjustments</b>													
<b>Receipts</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	(0.135)	(0.135)	(0.135)	0.735	(0.135)	(0.135)	0.590	(0.135)	(0.135)	(0.105)	(0.135)	(0.135)	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Receipts</b>	<b>(\$0.135)</b>	<b>(\$0.135)</b>	<b>(\$0.135)</b>	<b>\$0.735</b>	<b>(\$0.135)</b>	<b>(\$0.135)</b>	<b>\$0.590</b>	<b>(\$0.135)</b>	<b>(\$0.135)</b>	<b>(\$0.105)</b>	<b>(\$0.135)</b>	<b>(\$0.135)</b>	<b>\$0.000</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$0.394	\$0.228	\$0.379	(\$0.750)	\$0.385	\$0.331	\$0.428	\$0.428	\$0.352	(\$0.629)	\$0.352	(\$3.159)	(\$1.261)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.180	0.167	0.179	0.093	0.179	0.175	0.182	0.182	0.177	0.103	0.177	(0.091)	1.703
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$0.574</b>	<b>\$0.395</b>	<b>\$0.558</b>	<b>(\$0.656)</b>	<b>\$0.564</b>	<b>\$0.506</b>	<b>\$0.610</b>	<b>\$0.610</b>	<b>\$0.529</b>	<b>(\$0.526)</b>	<b>\$0.529</b>	<b>(\$3.250)</b>	<b>\$0.442</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.500
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>\$0.042</b>	<b>\$0.042</b>	<b>\$0.042</b>	<b>\$0.042</b>	<b>\$0.042</b>	<b>\$0.042</b>	<b>\$0.042</b>	<b>\$0.042</b>	<b>\$0.042</b>	<b>\$0.042</b>	<b>\$0.042</b>	<b>\$0.042</b>	<b>\$0.500</b>
<b>Other Expenditure Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$0.615</b>	<b>\$0.437</b>	<b>\$0.599</b>	<b>(\$0.615)</b>	<b>\$0.606</b>	<b>\$0.547</b>	<b>\$0.652</b>	<b>\$0.652</b>	<b>\$0.570</b>	<b>(\$0.485)</b>	<b>\$0.570</b>	<b>(\$3.208)</b>	<b>\$0.942</b>
<b>Total Cash Conversion before Non-Cash Liability Adjs.</b>	<b>\$0.480</b>	<b>\$0.302</b>	<b>\$0.464</b>	<b>\$0.120</b>	<b>\$0.470</b>	<b>\$0.412</b>	<b>\$1.241</b>	<b>\$0.516</b>	<b>\$0.435</b>	<b>(\$0.590)</b>	<b>\$0.435</b>	<b>(\$3.344)</b>	<b>\$0.942</b>
Depreciation	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$12.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	1.875	0.000	0.000	1.875	0.000	0.000	1.875	0.000	0.000	1.875	7.500
GASB 68 Pension Expense Adjustment	0.000	0.000	(0.025)	0.000	0.000	(0.025)	0.000	0.000	(0.025)	0.000	0.000	(0.025)	(0.100)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$1.480</b>	<b>\$1.302</b>	<b>\$3.314</b>	<b>\$1.120</b>	<b>\$1.470</b>	<b>\$3.262</b>	<b>\$2.241</b>	<b>\$1.516</b>	<b>\$3.285</b>	<b>\$0.410</b>	<b>\$1.435</b>	<b>(\$0.494)</b>	<b>\$20.342</b>

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**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2020 Adopted Budget**  
**Ridership (Utilization)**  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>RIDERSHIP</u></b>													
Fixed Route	0.380	0.317	0.382	0.358	0.372	0.356	0.340	0.326	0.370	0.394	0.333	0.346	4.274
<b>Total Ridership</b>	<b>0.380</b>	<b>0.317</b>	<b>0.382</b>	<b>0.358</b>	<b>0.372</b>	<b>0.356</b>	<b>0.340</b>	<b>0.326</b>	<b>0.370</b>	<b>0.394</b>	<b>0.333</b>	<b>0.346</b>	<b>4.274</b>
<b><u>FAREBOX REVENUE</u></b>													
Fixed Route Farebox Revenue	\$0.553	\$0.498	\$0.584	\$0.561	\$0.556	\$0.569	\$0.600	\$0.581	\$0.560	\$0.589	\$0.499	\$0.519	\$6.669
<b>Total Farebox Revenue</b>	<b>\$0.553</b>	<b>\$0.498</b>	<b>\$0.584</b>	<b>\$0.561</b>	<b>\$0.556</b>	<b>\$0.569</b>	<b>\$0.600</b>	<b>\$0.581</b>	<b>\$0.560</b>	<b>\$0.589</b>	<b>\$0.499</b>	<b>\$0.519</b>	<b>\$6.669</b>



**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2020 Adopted Budget**  
**Total Positions by Function and Occupation**

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	16	16	16	16	16	16	16	16	16	16	16	16
Professional/Technical/Clerical	12	12	12	12	12	12	12	12	12	12	12	12
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>
<b>Operations</b>												
Managers/Supervisors	11	11	11	11	11	11	11	11	11	11	11	11
Professional/Technical/Clerical	3	3	3	3	3	3	3	3	3	3	3	3
Operational Hourlies	117	117	117	117	117	117	116	116	116	116	116	116
<b>Total Operations Headcount</b>	<b>131</b>	<b>131</b>	<b>131</b>	<b>131</b>	<b>131</b>	<b>131</b>	<b>130</b>	<b>130</b>	<b>130</b>	<b>130</b>	<b>130</b>	<b>130</b>
<b>Maintenance</b>												
Managers/Supervisors	17	17	17	17	17	17	17	17	17	17	17	17
Professional/Technical/Clerical	6	6	6	6	6	6	6	6	6	6	6	6
Operational Hourlies	186	186	186	186	186	186	186	186	186	186	186	186
<b>Total Maintenance Headcount</b>	<b>209</b>	<b>209</b>	<b>209</b>	<b>209</b>	<b>209</b>	<b>209</b>	<b>209</b>	<b>209</b>	<b>209</b>	<b>209</b>	<b>209</b>	<b>209</b>
<b>Engineering / Capital</b>												
Managers/Supervisors	3	3	3	3	3	3	3	3	3	3	3	3
Professional/Technical/Clerical	4	4	4	4	4	4	4	4	4	4	4	4
Operational Hourlies	9	9	9	9	9	9	9	9	9	9	9	9
<b>Total Engineering Headcount</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>
<b>Public Safety</b>												
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>												
Managers/Supervisors	47	47	47	47	47	47	47	47	47	47	47	47
Professional, Technical, Clerical	25	25	25	25	25	25	25	25	25	25	25	25
Operational Hourlies	312	312	312	312	312	312	311	311	311	311	311	311
<b>Total Positions</b>	<b>384</b>	<b>384</b>	<b>384</b>	<b>384</b>	<b>384</b>	<b>384</b>	<b>383</b>	<b>383</b>	<b>383</b>	<b>383</b>	<b>383</b>	<b>383</b>

**MTA BUS COMPANY  
FEBRUARY FINANCIAL PLAN 2020-2023  
2019 FINAL ESTIMATE AND 2020 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bus Company's 2019 Final Estimate, 2020 Adopted Budget, and the Financial Plan for 2020-2023. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the December Plan and adopted by the Board in December 2019, as well as other technical adjustments.

The February Financial Plan includes the following technical adjustments which have a net-zero impact on the surplus/deficit:

- Maintenance and Other Operating Contracts are projected to decrease by \$9.3 million in 2019 and increase by \$2.3 million in 2020. This change is due to the timing of expenses for the Yonkers maintenance building, maintenance of overage buses, and Facility Wi-Fi Installation.
- Professional Services is projected to decrease by \$0.5 million in 2019 and increase \$0.5 million in 2020. This change is due to the timing of expenses for the Facility Wi-Fi Installation.
- Material & Supplies is projected to decrease by \$5.0 million in 2019 and increase by \$12.0 million in 2020. This change is due to the timing of expenses for the Shop Program and the maintenance of overage buses.

MTA adjustments that were included in the December Plan but are now being reflected in MTA Bus's budget include the following:

- Lower expenses due to vacancy savings average \$2.8 million annually.
- Improved overtime spending controls reduce expenses by \$2.7 million annually.

The budget contains one new MTA Adjustment:

- The impact of TWU settlement is projected to increase non-reimbursable expenses by \$0.7 million in 2020, \$2.1 million in 2021, and by approximately \$4.3 million in 2022 and 2023.

The attached also includes schedules detailing the monthly allocation of financials, including overtime, headcount, and utilization data based on the 2020 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA BUS COMPANY**  
**February Financial Plan 2020-2023**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2019		2020		2021		2022		2023	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2019 November Financial Plan: Net Surplus/(Deficit)</b>	<b>3,916</b>	<b>(\$854.759)</b>	<b>3,898</b>	<b>(\$773.572)</b>	<b>3,871</b>	<b>(\$780.621)</b>	<b>4,001</b>	<b>(\$814.582)</b>	<b>3,886</b>	<b>(\$813.061)</b>
<b>Technical Adjustments:</b>										
Shop Program		\$7.000		(\$7.000)		\$0.000		\$0.000		\$0.000
Depot WIFI		0.316		(0.316)						
General Maintenance Material		4.952		(4.952)						
Professional Services		0.531		(0.531)						
Yonkers Building Maintenance		2.000		(2.000)						
Sub-Total Technical Adjustments	0	14.799	0.000	(14.799)	0	0	0	0	0	0
<b>MTA Plan Adjustments:</b>										
TWU Settlement - CBA		\$0.000	0	(\$0.676)	0	(\$2.072)	0	(\$4.238)	0	(\$4.323)
Vacancy Savings		0.000	19	2.833	18	2.702	18	2.756	18	2.811
Improved Overtime Spending Controls		0.000	0	2.866	0	2.866	0	2.866	0	2.866
MTA Re-estimates:										
Other:										
Sub-Total MTA Plan Adjustments	0	\$0.000	19	\$5.023	18	\$3.496	18	\$1.383	18	\$1.354
<b>2020 February Financial Plan: Net Surplus/(Deficit)</b>	<b>3,916</b>	<b>\$ (839.960)</b>	<b>3,879</b>	<b>\$ (783.348)</b>	<b>3,853</b>	<b>\$ (777.125)</b>	<b>3,983</b>	<b>\$ (813.198)</b>	<b>3,868</b>	<b>\$ (811.707)</b>

**MTA BUS COMPANY**  
**February Financial Plan 2020-2023**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2019		2020		2021		2022		2023	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2019 November Financial Plan: Net Surplus/(Deficit)</b>	<b>40</b>	<b>\$0.000</b>	<b>38</b>	<b>\$0.000</b>	<b>38</b>	<b>\$0.000</b>	<b>38</b>	<b>\$0.000</b>	<b>38</b>	<b>\$0.000</b>
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
MTA Re-estimates:										
Vacancy Savings										
Improved Overtime Spending Controls										
Other:										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2020 February Financial Plan: Net Surplus/(Deficit)</b>	<b>40</b>	<b>\$ -</b>	<b>38</b>	<b>\$ -</b>	<b>38</b>	<b>\$ -</b>	<b>38</b>	<b>\$ -</b>	<b>38</b>	<b>\$ -</b>

**MTA BUS COMPANY**  
**February Financial Plan 2020-2023**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2019		2020		2021		2022		2023	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2019 November Financial Plan: Net Surplus/(Deficit)</b>	<b>3,956</b>	<b>(\$573.870)</b>	<b>3,936</b>	<b>(\$515.302)</b>	<b>3,909</b>	<b>(\$531.815)</b>	<b>4,039</b>	<b>(\$559.763)</b>	<b>3,924</b>	<b>(\$548.598)</b>
<b>Technical Adjustments:</b>										
Shop Program		\$7.000		(\$7.000)		\$0.000		\$0.000		\$0.000
Depot WIFI		0.316		(0.316)						
General Maintenance Material		4.952		(4.952)						
Professional Services		0.531		(0.531)						
Yonkers Building Maintenance		2.000		(2.000)						
Sub-Total Technical Adjustments	0	\$14.799	0	(\$14.799)	0	\$0.000	0	\$0.000	0	\$0.000
<b>MTA Plan Adjustments:</b>										
TWU Settlement - CBA		\$0.000	0	(\$0.676)	0	(\$2.072)	0	(\$4.238)	0	(\$4.323)
Vacancy Savings		0.000	19	2.833	18	2.702	18	2.756	18	2.811
Improved Overtime Spending Controls		0.000	0	2.866	0	2.866	0	2.866	0	2.866
MTA Re-estimates:										
Other:										
Sub-Total MTA Plan Adjustments	0	\$0.000	19	\$5.023	18	\$3.496	18	\$1.383	18	\$1.354
<b>2020 February Financial Plan: Net Surplus/(Deficit)</b>	<b>3,956</b>	<b>\$ (559.071)</b>	<b>3,917</b>	<b>\$ (525.077)</b>	<b>3,891</b>	<b>\$ (528.319)</b>	<b>4,021</b>	<b>\$ (558.380)</b>	<b>3,906</b>	<b>\$ (547.244)</b>

**MTA BUS COMPANY**  
**February Financial Plan 2020-2023**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE	Final Estimate <u>2019</u>	Adopted Budget <u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<b>Operating Revenue</b>					
Farebox Revenue	\$221.848	\$225.233	\$224.341	\$224.419	\$224.137
Other Operating Revenue	20.284	20.349	21.192	22.039	22.182
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$242.132</b>	<b>\$245.582</b>	<b>\$245.533</b>	<b>\$246.458</b>	<b>\$246.319</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$287.719	\$289.520	\$290.926	\$310.651	\$301.739
Overtime	68.264	64.959	67.833	70.696	69.920
Health and Welfare	73.864	79.201	82.783	87.078	91.168
OPEB Current Payment	24.404	25.062	26.481	27.761	29.106
Pensions	60.467	61.602	61.071	56.699	53.214
Other Fringe Benefits	72.167	71.688	72.355	75.334	74.375
Reimbursable Overhead	(1.003)	(0.897)	(0.906)	(0.935)	(0.932)
<b>Total Labor Expenses</b>	<b>\$585.884</b>	<b>\$591.135</b>	<b>\$600.542</b>	<b>\$627.285</b>	<b>\$618.590</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$1.764	\$1.848	\$1.913	\$2.000	\$2.125
Fuel	24.775	26.922	26.347	25.734	26.477
Insurance	6.307	7.351	8.067	9.199	9.723
Claims	61.336	63.035	64.711	66.356	67.988
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	39.439	35.873	38.044	34.279	32.195
Professional Service Contracts	45.255	46.154	40.848	41.895	41.771
Materials & Supplies	46.956	51.464	46.269	51.773	48.994
Other Business Expenses	5.184	4.558	4.687	5.079	5.205
<b>Total Non-Labor Expenses</b>	<b>\$231.017</b>	<b>\$237.204</b>	<b>\$230.887</b>	<b>\$236.314</b>	<b>\$234.479</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$816.902</b>	<b>\$828.339</b>	<b>\$831.430</b>	<b>\$863.599</b>	<b>\$853.069</b>
Depreciation	\$54.341	\$54.341	\$54.778	\$56.163	\$56.163
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	100.150	100.150	100.150	103.295	103.295
GASB 68 Pension Expense Adjustment	110.700	46.100	36.300	36.600	45.500
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$1,082.093</b>	<b>\$1,028.930</b>	<b>\$1,022.658</b>	<b>\$1,059.657</b>	<b>\$1,058.026</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$839.961)</b>	<b>(\$783.349)</b>	<b>(\$777.125)</b>	<b>(\$813.198)</b>	<b>(\$811.707)</b>



**MTA BUS COMPANY**  
**February Financial Plan 2020-2023**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>	<b>Final Estimate 2019</b>	<b>Adopted Budget 2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	5.926	5.554	5.644	5.823	5.815
<b>Total Revenue</b>	<b>\$5.926</b>	<b>\$5.554</b>	<b>\$5.644</b>	<b>\$5.823</b>	<b>\$5.815</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$2.586	\$2.268	\$2.230	\$2.301	\$2.297
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	1.214	1.266	1.374	1.417	1.416
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	1.003	0.897	0.906	0.935	0.932
<b>Total Labor Expenses</b>	<b>\$4.803</b>	<b>\$4.431</b>	<b>\$4.510</b>	<b>\$4.653</b>	<b>\$4.645</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.242	0.242	0.244	0.252	0.252
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.881	0.881	0.890	0.918	0.918
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$1.122</b>	<b>\$1.123</b>	<b>\$1.134</b>	<b>\$1.170</b>	<b>\$1.170</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$5.926</b>	<b>\$5.554</b>	<b>\$5.644</b>	<b>\$5.823</b>	<b>\$5.815</b>
<b>Total Expenses</b>	<b>\$5.926</b>	<b>\$5.554</b>	<b>\$5.644</b>	<b>\$5.823</b>	<b>\$5.815</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>

**MTA BUS COMPANY**  
**February Financial Plan 2020-2023**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	<b>Final Estimate 2019</b>	<b>Adopted Budget 2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Revenue</b>					
Farebox Revenue	\$221.848	\$225.233	\$224.341	\$224.419	\$224.137
Other Operating Revenue	20.284	20.349	21.192	22.039	22.182
Capital and Other Reimbursements	5.926	5.554	5.644	5.823	5.815
<b>Total Revenue</b>	<b>\$248.057</b>	<b>\$251.136</b>	<b>\$251.177</b>	<b>\$252.281</b>	<b>\$252.134</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$290.305	\$291.788	\$293.156	\$312.952	\$304.036
Overtime	68.265	64.959	67.833	70.696	69.920
Health and Welfare	75.078	80.467	84.158	88.495	92.584
OPEB Current Payment	24.404	25.062	26.481	27.761	29.106
Pensions	60.467	61.602	61.071	56.699	53.214
Other Fringe Benefits	72.167	71.688	72.355	75.334	74.375
Reimbursable Overhead	0.000	0.000	(0.000)	(0.000)	0.000
<b>Total Labor Expenses</b>	<b>\$590.688</b>	<b>\$595.566</b>	<b>\$605.052</b>	<b>\$631.938</b>	<b>\$623.235</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$1.764	\$1.848	\$1.913	\$2.000	\$2.125
Fuel	24.775	26.922	26.347	25.734	26.477
Insurance	6.307	7.351	8.067	9.199	9.723
Claims	61.336	63.035	64.711	66.356	67.988
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	39.681	36.115	38.288	34.531	32.447
Professional Service Contracts	45.255	46.154	40.848	41.895	41.771
Materials & Supplies	47.836	52.345	47.159	52.691	49.912
Other Business Expenses	5.184	4.558	4.687	5.079	5.205
<b>Total Non-Labor Expenses</b>	<b>\$232.140</b>	<b>\$238.327</b>	<b>\$232.021</b>	<b>\$237.484</b>	<b>\$235.649</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$822.827</b>	<b>\$833.894</b>	<b>\$837.074</b>	<b>\$869.422</b>	<b>\$858.884</b>
Depreciation	\$54.341	\$54.341	\$54.778	\$56.163	\$56.163
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	100.150	100.150	100.150	103.295	103.295
GASB 68 Pension Expense Adjustment	110.700	46.100	36.300	36.600	45.500
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$1,088.018</b>	<b>\$1,034.485</b>	<b>\$1,028.302</b>	<b>\$1,065.480</b>	<b>\$1,063.842</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$839.961)</b>	<b>(\$783.349)</b>	<b>(\$777.125)</b>	<b>(\$813.199)</b>	<b>(\$811.708)</b>

**MTA BUS COMPANY**  
**February Financial Plan 2020-2023**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>Final Estimate 2019</b>	<b>Adopted Budget 2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Receipts</b>					
Farebox Revenue	\$221.848	\$225.233	\$224.341	\$224.419	\$224.137
Other Operating Revenue	20.284	20.349	21.192	22.039	22.182
Capital and Other Reimbursements	11.308	10.930	11.006	11.393	11.315
<b>Total Receipts</b>	<b>\$253.440</b>	<b>\$256.512</b>	<b>\$256.539</b>	<b>\$257.851</b>	<b>\$257.634</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$291.684	\$293.327	\$292.750	\$312.533	\$303.617
Overtime	68.264	64.960	67.833	70.696	69.921
Health and Welfare	80.678	80.466	84.158	88.496	92.585
OPEB Current Payment	24.404	25.064	26.481	27.761	29.105
Pensions	60.293	61.428	60.895	56.518	53.033
Other Fringe Benefits	56.990	56.511	57.176	60.150	59.191
GASB Account	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	(0.000)	(0.000)	0.000
<b>Total Labor Expenditures</b>	<b>\$582.315</b>	<b>\$581.757</b>	<b>\$589.291</b>	<b>\$616.154</b>	<b>\$607.451</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$1.764	\$1.848	\$1.913	\$2.000	\$2.126
Fuel	23.352	25.499	26.348	25.734	26.477
Insurance	12.207	7.351	8.067	9.199	9.723
Claims	26.604	27.455	28.255	28.947	29.765
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	53.392	34.626	38.289	34.531	32.447
Professional Service Contracts	52.155	46.154	40.848	41.896	41.771
Materials & Supplies	55.537	52.345	47.159	52.691	49.912
Other Business Expenses	5.183	4.558	4.687	5.079	5.206
<b>Total Non-Labor Expenses</b>	<b>\$230.195</b>	<b>\$199.835</b>	<b>\$195.566</b>	<b>\$200.077</b>	<b>\$197.427</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$812.511</b>	<b>\$781.591</b>	<b>\$784.858</b>	<b>\$816.231</b>	<b>\$804.878</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$59.072)</b>	<b>(\$25.080)</b>	<b>(\$28.319)</b>	<b>(\$58.380)</b>	<b>(\$47.244)</b>

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

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>Final Estimate 2019</b>	<b>Adopted Budget 2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Receipts</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	(0.000)	(0.000)
Capital and Other Reimbursements	5.382	5.376	5.362	5.570	5.500
<b>Total Receipts</b>	<b>\$5.382</b>	<b>\$5.376</b>	<b>\$5.362</b>	<b>\$5.570</b>	<b>\$5.500</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	(\$1.379)	(\$1.539)	\$0.406	\$0.419	\$0.419
Overtime	0.001	(0.001)	0.000	(0.000)	(0.000)
Health and Welfare	(5.600)	0.001	0.000	(0.001)	(0.001)
OPEB Current Payment	0.000	(0.002)	0.000	0.000	0.000
Pensions	0.174	0.174	0.176	0.181	0.181
Other Fringe Benefits	15.177	15.177	15.179	15.184	15.184
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$8.373</b>	<b>\$13.810</b>	<b>\$15.761</b>	<b>\$15.784</b>	<b>\$15.784</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	(\$0.000)	(\$0.000)
Fuel	1.424	1.423	(0.001)	(0.000)	(0.000)
Insurance	(5.900)	0.000	0.000	0.000	0.000
Claims	34.732	35.580	36.457	37.408	38.223
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(13.711)	1.490	(0.001)	(0.000)	(0.000)
Professional Service Contracts	(6.900)	0.000	0.000	(0.000)	(0.000)
Materials & Supplies	(7.700)	0.000	0.000	0.001	0.001
Other Business Expenditures	(0.000)	0.000	0.000	(0.000)	(0.000)
<b>Total Non-Labor Expenses</b>	<b>\$1.944</b>	<b>\$38.493</b>	<b>\$36.455</b>	<b>\$37.408</b>	<b>\$38.222</b>
<b><u>Other Expenditures Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$10.316</b>	<b>\$52.304</b>	<b>\$52.216</b>	<b>\$53.192</b>	<b>\$54.006</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$15.698</b>	<b>\$57.680</b>	<b>\$57.578</b>	<b>\$58.762</b>	<b>\$59.506</b>
Depreciation	\$54.341	\$54.341	\$54.778	\$56.163	\$56.163
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	100.150	100.150	100.150	103.295	103.295
GASB 68 Pension Expense Adjustment	110.700	46.100	36.300	36.600	45.500
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$280.889</b>	<b>\$258.271</b>	<b>\$248.806</b>	<b>\$254.819</b>	<b>\$264.463</b>

**MTA BUS COMPANY**  
**2020 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

<b>NON-REIMBURSABLE OVERTIME</b>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
<u>Scheduled Service</u>	698,498	\$28.893	44.5%
<u>Unscheduled Service</u>	123,648	\$5.476	8.4%
<u>Programmatic/Routine Maintenance</u>	259,767	\$11.453	17.6%
<u>Unscheduled Maintenance</u>	0	\$0.000	0.0%
<u>Vacancy/Absentee Coverage</u>	316,671	\$17.282	26.6%
<u>Weather Emergencies</u>	45,129	\$1.727	2.7%
<u>Safety/Security/Law Enforcement</u>	2,641	\$0.128	0.2%
<u>Other</u> <sup>1</sup>	0	\$0.000	0.0%
Subtotal	<b>1,446,354</b>	<b>\$64.959</b>	<b>100.0%</b>
<b>REIMBURSABLE OVERTIME</b>			
<b>TOTAL OVERTIME</b>	<b>1,446,354</b>	<b>\$64.959</b>	

**MTA BUS COMPANY**  
**February Financial Plan 2020-2023**  
**Ridership/ (Utilization)**  
(in millions)

	<b>Final Estimate 2019</b>	<b>Adopted Budget 2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b><u>RIDERSHIP</u></b>					
Fixed Route	119.555	119.661	119.224	119.261	119.121
<b>Baseline Total Ridership</b>	<b>119.555</b>	<b>119.661</b>	<b>119.224</b>	<b>119.261</b>	<b>119.121</b>
<b><u>FAREBOX REVENUE</u></b>					
Fixed Route	221.848	225.233	224.341	224.419	224.137
<b>Baseline Total Revenue</b>	<b>\$221.848</b>	<b>\$225.233</b>	<b>\$224.341</b>	<b>\$224.419</b>	<b>\$224.137</b>

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

FUNCTION/DEPARTMENT	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b>Administration</b>					
Office of the EVP	3	3	3	3	3
Human Resources	22	17	17	17	17
Office of Management and Budget	16	14	14	14	14
Materiel	17	15	15	15	15
Controller	19	18	18	18	18
Office of the President	4	4	4	4	4
System Safety Administration	5	2	2	2	2
Law	24	20	20	20	20
Corporate Communications	0	0	0	0	0
Strategic Office	30	20	20	20	20
Labor Relations	0	0	0	0	0
Non-Departmental	3	3	4	9	3
<b>Total Administration</b>	<b>143</b>	<b>116</b>	<b>117</b>	<b>122</b>	<b>116</b>
<b>Operations</b>					
Buses	2,338	2,332	2,332	2,332	2,332
Office of the Executive Vice President, Regional	4	5	5	5	5
Safety & Training	64	65	65	65	65
Road Operations	141	141	141	141	141
Transportation Support	23	22	22	22	22
Operations Planning	34	34	34	34	33
Revenue Control	7	6	6	6	6
<b>Total Operations</b>	<b>2,611</b>	<b>2,605</b>	<b>2,605</b>	<b>2,605</b>	<b>2,604</b>
<b>Maintenance</b>					
Buses	731	731	731	731	731
Maintenance Support/CMF	235	230	205	330	222
Facilities	80	83	81	81	81
Supply Logistics	104	104	104	104	104
<b>Total Maintenance</b>	<b>1,150</b>	<b>1,148</b>	<b>1,121</b>	<b>1,246</b>	<b>1,138</b>
<b>Engineering/Capital</b>					
Capital Program Management	37	35	35	35	35
<b>Public Safety</b>					
Office of the Senior Vice President	15	13	13	13	13
<b>Total Positions</b>	<b>3,956</b>	<b>3,917</b>	<b>3,891</b>	<b>4,021</b>	<b>3,906</b>
Non-Reimbursable	3,916	3,879	3,853	3,983	3,868
Reimbursable	40	38	38	38	38
Total Full-Time	3,938	3,899	3,873	4,003	3,888
Total Full-Time Equivalents	18	18	18	18	18

**MTA BUS COMPANY**  
**February Financial Plan 2020-2023**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP		Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b>Administration</b>						
	Managers/Supervisors	63	48	48	48	48
	Professional, Technical, Clerical	78	65	65	65	65
	Operational Hourlies	2	3	4	9	3
	<b>Total Administration</b>	<b>143</b>	<b>116</b>	<b>117</b>	<b>122</b>	<b>116</b>
<b>Operations</b>						
	Managers/Supervisors	316	317	317	317	316
	Professional, Technical, Clerical	44	44	44	44	44
	Operational Hourlies	2,251	2,244	2,244	2,244	2,244
	<b>Total Operations</b>	<b>2,611</b>	<b>2,605</b>	<b>2,605</b>	<b>2,605</b>	<b>2,604</b>
<b>Maintenance</b>						
	Managers/Supervisors	242	241	241	241	241
	Professional, Technical, Clerical	33	34	32	32	32
	Operational Hourlies	875	873	848	973	865
	<b>Total Maintenance</b>	<b>1,150</b>	<b>1,148</b>	<b>1,121</b>	<b>1,246</b>	<b>1,138</b>
<b>Engineering/Capital</b>						
	Managers/Supervisors	21	21	21	21	21
	Professional, Technical, Clerical	16	14	14	14	14
	Operational Hourlies	-	-	-	-	-
	<b>Total Engineering/Capital</b>	<b>37</b>	<b>35</b>	<b>35</b>	<b>35</b>	<b>35</b>
<b>Public Safety</b>						
	Managers/Supervisors	9	8	8	8	8
	Professional, Technical, Clerical	6	5	5	5	5
	Operational Hourlies	-	-	-	-	-
	<b>Total Public Safety</b>	<b>15</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>
<b>Total Positions</b>						
	Managers/Supervisors	651	635	635	635	634
	Professional, Technical, Clerical	177	162	160	160	160
	Operational Hourlies	3,128	3,120	3,096	3,226	3,112
	<b>Total Baseline Positions</b>	<b>3,956</b>	<b>3,917</b>	<b>3,891</b>	<b>4,021</b>	<b>3,906</b>



**MTA BUS COMPANY**  
**February Financial Plan - 2020 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$18.739	\$17.771	\$19.544	\$18.397	\$19.219	\$19.132	\$18.946	\$19.317	\$18.516	\$19.541	\$18.157	\$17.953	\$225.233
Other Operating Revenue	1.758	1.589	1.707	1.690	1.673	1.690	1.758	1.673	1.690	1.724	1.639	1.758	20.349
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$20.497</b>	<b>\$19.360</b>	<b>\$21.251</b>	<b>\$20.087</b>	<b>\$20.892</b>	<b>\$20.822</b>	<b>\$20.704</b>	<b>\$20.990</b>	<b>\$20.207</b>	<b>\$21.265</b>	<b>\$19.796</b>	<b>\$19.710</b>	<b>\$245.582</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$26.008	\$22.604	\$24.287	\$24.047	\$23.806	\$24.047	\$25.008	\$23.806	\$24.047	\$24.527	\$23.325	\$24.008	\$289.520
Overtime	5.894	5.368	5.736	5.252	5.200	5.252	5.462	5.199	5.252	5.357	5.094	5.894	64.959
Health and Welfare	6.841	6.183	6.644	6.578	6.512	6.578	6.841	6.512	6.578	6.710	6.381	6.841	79.201
OPEB Current Payment	2.165	1.957	2.102	2.082	2.061	2.082	2.165	2.061	2.082	2.123	2.019	2.165	25.062
Pensions	5.321	4.809	5.168	5.116	5.065	5.116	5.321	5.065	5.116	5.219	4.963	5.321	61.602
Other Fringe Benefits	6.192	5.597	6.014	5.954	5.895	5.954	6.192	5.895	5.954	6.073	5.776	6.192	71.688
Reimbursable Overhead	(0.077)	(0.070)	(0.075)	(0.075)	(0.074)	(0.075)	(0.077)	(0.074)	(0.075)	(0.076)	(0.072)	(0.077)	(0.897)
<b>Total Labor Expenses</b>	<b>\$52.344</b>	<b>\$46.449</b>	<b>\$49.875</b>	<b>\$48.954</b>	<b>\$48.466</b>	<b>\$48.954</b>	<b>\$50.912</b>	<b>\$48.465</b>	<b>\$48.954</b>	<b>\$49.933</b>	<b>\$47.485</b>	<b>\$50.344</b>	<b>\$591.135</b>
<b>Non-Labor:</b>													
Electric Power	\$0.160	\$0.144	\$0.155	\$0.153	\$0.152	\$0.153	\$0.160	\$0.152	\$0.153	\$0.157	\$0.149	\$0.160	\$1.848
Fuel	2.325	2.102	2.258	2.236	2.214	2.236	2.325	2.214	2.236	2.281	2.169	2.325	26.922
Insurance	0.635	0.574	0.617	0.611	0.604	0.611	0.635	0.604	0.611	0.623	0.592	0.635	7.351
Claims	5.445	4.921	5.288	5.235	5.183	5.235	5.445	5.183	5.235	5.340	5.078	5.445	63.035
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.099	2.801	3.009	2.979	2.950	2.979	3.099	2.950	2.979	3.039	2.890	3.099	35.873
Professional Service Contracts	3.987	3.603	3.872	3.833	3.795	3.833	3.987	3.795	3.833	3.910	3.718	3.987	46.154
Materials & Supplies	4.445	4.018	4.317	4.274	4.232	4.274	4.445	4.232	4.274	4.360	4.146	4.445	51.464
Other Business Expenses	0.394	0.356	0.382	0.379	0.375	0.379	0.394	0.375	0.379	0.386	0.367	0.394	4.558
<b>Total Non-Labor Expenses</b>	<b>\$20.489</b>	<b>\$18.519</b>	<b>\$19.898</b>	<b>\$19.701</b>	<b>\$19.504</b>	<b>\$19.701</b>	<b>\$20.489</b>	<b>\$19.504</b>	<b>\$19.701</b>	<b>\$20.095</b>	<b>\$19.110</b>	<b>\$20.489</b>	<b>\$237.204</b>
<b>Other Expenses Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$72.834</b>	<b>\$64.968</b>	<b>\$69.774</b>	<b>\$68.655</b>	<b>\$67.970</b>	<b>\$68.655</b>	<b>\$71.402</b>	<b>\$67.969</b>	<b>\$68.655</b>	<b>\$70.029</b>	<b>\$66.596</b>	<b>\$70.833</b>	<b>\$828.341</b>
Depreciation	\$4.694	\$4.243	\$4.558506	\$4.513	\$4.468	\$4.513	\$4.694	\$4.468	\$4.513	\$4.603640	\$4.378	\$4.694	\$54.341
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	8.651	7.819	8.401	8.318	8.235	8.318	8.651	8.235	8.318	8.484	8.069	8.651	\$100.150
GASB 68 Pension Expense Adjustment	3.982	3.599	3.867	3.829	3.791	3.829	3.982	3.791	3.829	3.905	3.714	3.982	\$46.100
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$90.161</b>	<b>\$80.629</b>	<b>\$86.601</b>	<b>\$85.316</b>	<b>\$84.464</b>	<b>\$85.316</b>	<b>\$88.728</b>	<b>\$84.463</b>	<b>\$85.316</b>	<b>\$87.022</b>	<b>\$82.756</b>	<b>\$88.160</b>	<b>\$1,028.932</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$69.663)</b>	<b>(\$61.269)</b>	<b>(\$65.349)</b>	<b>(\$65.229)</b>	<b>(\$63.571)</b>	<b>(\$64.494)</b>	<b>(\$68.025)</b>	<b>(\$63.473)</b>	<b>(\$65.109)</b>	<b>(\$65.757)</b>	<b>(\$62.960)</b>	<b>(\$68.450)</b>	<b>(\$783.350)</b>



**MTA BUS COMPANY**  
**February Financial Plan - 2020 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>Revenue</b>													
Farebox Revenue	\$18.739	\$17.771	\$19.544	\$18.397	\$19.219	\$19.132	\$18.946	\$19.317	\$18.516	\$19.541	\$18.157	\$17.953	\$225.233
Other Operating Revenue	1.758	1.589	1.707	1.690	1.673	1.690	1.758	1.673	1.690	1.724	1.639	1.758	20.349
Capital and Other Reimbursements	0.480	0.434	0.466	0.461	0.457	0.461	0.480	0.457	0.461	0.471	0.447	0.480	5.554
<b>Total Revenue</b>	<b>\$20.977</b>	<b>\$19.794</b>	<b>\$21.717</b>	<b>\$20.548</b>	<b>\$21.349</b>	<b>\$21.283</b>	<b>\$21.184</b>	<b>\$21.447</b>	<b>\$20.668</b>	<b>\$21.735</b>	<b>\$20.244</b>	<b>\$20.190</b>	<b>\$251.136</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$26.204	\$22.781	\$24.477	\$24.235	\$23.993	\$24.235	\$25.204	\$23.993	\$24.235	\$24.720	\$23.508	\$24.204	\$291.788
Overtime	5.894	5.368	5.736	5.252	5.200	5.252	5.462	5.199	5.252	5.357	5.094	5.894	64.959
Health and Welfare	6.951	6.282	6.750	6.683	6.616	6.683	6.951	6.616	6.683	6.817	6.483	6.951	80.467
OPEB Current Payment	2.165	1.957	2.102	2.082	2.061	2.082	2.165	2.061	2.082	2.123	2.019	2.165	25.062
Pensions	5.321	4.809	5.168	5.116	5.065	5.116	5.321	5.065	5.116	5.219	4.963	5.321	61.602
Other Fringe Benefits	6.192	5.597	6.014	5.954	5.895	5.954	6.192	5.895	5.954	6.073	5.776	6.192	71.688
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$52.727</b>	<b>\$46.794</b>	<b>\$50.247</b>	<b>\$49.322</b>	<b>\$48.830</b>	<b>\$49.322</b>	<b>\$51.295</b>	<b>\$48.829</b>	<b>\$49.322</b>	<b>\$50.309</b>	<b>\$47.842</b>	<b>\$50.727</b>	<b>\$595.566</b>
<b>Non-Labor:</b>													
Electric Power	\$0.160	\$0.144	\$0.155	\$0.153	\$0.152	\$0.153	\$0.160	\$0.152	\$0.153	\$0.157	\$0.149	\$0.160	\$1.848
Fuel	2.325	2.102	2.258	2.236	2.214	2.236	2.325	2.214	2.236	2.281	2.169	2.325	26.922
Insurance	0.635	0.574	0.617	0.611	0.604	0.611	0.635	0.604	0.611	0.623	0.592	0.635	7.351
Claims	5.445	4.921	5.288	5.235	5.183	5.235	5.445	5.183	5.235	5.340	5.078	5.445	63.035
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.120	2.820	3.030	3.000	2.970	3.000	3.120	2.970	3.000	3.060	2.910	3.120	36.115
Professional Service Contracts	3.987	3.603	3.872	3.833	3.795	3.833	3.987	3.795	3.833	3.910	3.718	3.987	46.154
Materials & Supplies	4.521	4.087	4.391	4.348	4.304	4.348	4.521	4.304	4.348	4.435	4.217	4.521	52.345
Other Business Expenses	0.394	0.356	0.382	0.379	0.375	0.379	0.394	0.375	0.379	0.386	0.367	0.394	4.558
<b>Total Non-Labor Expenses</b>	<b>\$20.586</b>	<b>\$18.607</b>	<b>\$19.993</b>	<b>\$19.795</b>	<b>\$19.597</b>	<b>\$19.795</b>	<b>\$20.586</b>	<b>\$19.597</b>	<b>\$19.795</b>	<b>\$20.191</b>	<b>\$19.201</b>	<b>\$20.586</b>	<b>\$238.327</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$73.314</b>	<b>\$65.401</b>	<b>\$70.240</b>	<b>\$69.117</b>	<b>\$68.427</b>	<b>\$69.117</b>	<b>\$71.881</b>	<b>\$68.426</b>	<b>\$69.117</b>	<b>\$70.499</b>	<b>\$67.043</b>	<b>\$71.313</b>	<b>\$833.895</b>
Depreciation	\$4.694	\$4.243	\$4.559	\$4.513	\$4.468	\$4.513	\$4.694	\$4.468	\$4.513	\$4.604	\$4.378	\$4.694	\$54.341
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	8.651	7.819	8.401	8.318	8.235	8.318	8.651	8.235	8.318	8.484	8.069	8.651	100.150
GASB 68 Pension Expense Adjustment	3.982	3.599	3.867	3.829	3.791	3.829	3.982	3.791	3.829	3.905	3.714	3.982	46.100
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$90.641</b>	<b>\$81.062</b>	<b>\$87.067</b>	<b>\$85.777</b>	<b>\$84.920</b>	<b>\$85.777</b>	<b>\$89.208</b>	<b>\$84.919</b>	<b>\$85.777</b>	<b>\$87.493</b>	<b>\$83.204</b>	<b>\$88.640</b>	<b>\$1,034.486</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$69.664)</b>	<b>(\$61.268)</b>	<b>(\$65.349)</b>	<b>(\$65.229)</b>	<b>(\$63.571)</b>	<b>(\$64.494)</b>	<b>(\$68.025)</b>	<b>(\$63.473)</b>	<b>(\$65.109)</b>	<b>(\$65.757)</b>	<b>(\$62.960)</b>	<b>(\$68.450)</b>	<b>(\$783.350)</b>

**MTA BUS COMPANY**  
**February Financial Plan - 2020 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$18.739	\$17.771	\$19.544	\$18.397	\$19.219	\$19.132	\$18.946	\$19.317	\$18.516	\$19.541	\$18.157	\$17.953	\$225.233
Other Operating Revenue	1.758	1.589	1.707	1.690	1.673	1.690	1.758	1.673	1.690	1.724	1.639	1.758	20.349
Capital and Other Reimbursements	0.944	0.853	0.917	0.908	0.899	0.908	0.944	0.899	0.908	0.926	0.881	0.944	10.930
<b>Total Receipts</b>	<b>\$21.441</b>	<b>\$20.214</b>	<b>\$22.168</b>	<b>\$20.995</b>	<b>\$21.791</b>	<b>\$21.730</b>	<b>\$21.648</b>	<b>\$21.889</b>	<b>\$21.114</b>	<b>\$22.191</b>	<b>\$20.677</b>	<b>\$20.654</b>	<b>\$256.512</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	\$32.592	\$21.728	\$21.728	\$21.728	\$21.728	\$21.728	\$32.592	\$21.728	\$21.728	\$21.728	\$21.728	\$32.592	\$293.326
Overtime	5.894	5.368	5.736	5.252	5.200	5.252	5.462	5.199	5.252	5.357	5.094	5.894	64.959
Health and Welfare	6.951	6.282	6.750	6.683	6.616	6.683	6.951	6.616	6.683	6.817	6.483	6.951	80.467
OPEB Current Payment	2.165	1.957	2.102	2.082	2.061	2.082	2.165	2.061	2.082	2.123	2.019	2.165	25.062
Pensions	5.306	4.796	5.153	5.102	5.051	5.102	5.306	5.051	5.102	5.204	4.949	5.306	61.428
Other Fringe Benefits	4.881	4.412	4.741	4.694	4.647	4.694	4.881	4.647	4.694	4.787	4.553	4.881	56.511
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$57.788</b>	<b>\$44.543</b>	<b>\$46.210</b>	<b>\$45.540</b>	<b>\$45.303</b>	<b>\$45.540</b>	<b>\$57.357</b>	<b>\$45.302</b>	<b>\$45.540</b>	<b>\$46.016</b>	<b>\$44.826</b>	<b>\$57.788</b>	<b>\$581.753</b>
<b><u>Non-Labor:</u></b>													
Electric Power	\$0.160	\$0.144	\$0.155	\$0.153	\$0.152	\$0.153	\$0.160	\$0.152	\$0.153	\$0.157	\$0.149	\$0.160	\$1.848
Fuel	2.203	1.991	2.139	2.118	2.097	2.118	2.203	2.097	2.118	2.160	2.054	2.203	25.499
Insurance	0.635	0.574	0.617	0.611	0.604	0.611	0.635	0.604	0.611	0.623	0.592	0.635	7.351
Claims	2.372	2.144	2.303	2.280	2.258	2.280	2.372	2.258	2.280	2.326	2.212	2.372	27.455
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.991	2.703	2.905	2.876	2.847	2.876	2.991	2.847	2.876	2.933	2.790	2.991	34.625
Professional Service Contracts	3.987	3.603	3.872	3.833	3.795	3.833	3.987	3.795	3.833	3.910	3.718	3.987	46.154
Materials & Supplies	4.521	4.087	4.391	4.348	4.304	4.348	4.521	4.304	4.348	4.435	4.217	4.521	52.345
Other Business Expenses	0.394	0.356	0.382	0.379	0.375	0.379	0.394	0.375	0.379	0.386	0.367	0.394	4.558
<b>Total Non-Labor Expenditures</b>	<b>\$17.261</b>	<b>\$15.602</b>	<b>\$16.764</b>	<b>\$16.598</b>	<b>\$16.432</b>	<b>\$16.598</b>	<b>\$17.261</b>	<b>\$16.432</b>	<b>\$16.598</b>	<b>\$16.930</b>	<b>\$16.100</b>	<b>\$17.261</b>	<b>\$199.835</b>
<b><u>Other Expenditure Adjustments:</u></b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$75.050</b>	<b>\$60.145</b>	<b>\$62.973</b>	<b>\$62.138</b>	<b>\$61.735</b>	<b>\$62.138</b>	<b>\$74.618</b>	<b>\$61.734</b>	<b>\$62.138</b>	<b>\$62.946</b>	<b>\$60.925</b>	<b>\$75.050</b>	<b>\$781.588</b>
<b>Net Cash Deficit</b>	<b>(\$53.609)</b>	<b>(\$39.931)</b>	<b>(\$40.805)</b>	<b>(\$41.143)</b>	<b>(\$39.943)</b>	<b>(\$40.408)</b>	<b>(\$52.970)</b>	<b>(\$39.845)</b>	<b>(\$41.023)</b>	<b>(\$40.755)</b>	<b>(\$40.248)</b>	<b>(\$54.395)</b>	<b>(\$525.076)</b>

**MTA BUS COMPANY**  
**February Financial Plan - 2020 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>Receipts</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.464	0.420	0.451	0.447	0.442	0.447	0.464	0.442	0.447	0.455	0.433	0.464	5.376
<b>Total Receipts</b>	<b>\$0.464</b>	<b>\$0.420</b>	<b>\$0.451</b>	<b>\$0.447</b>	<b>\$0.442</b>	<b>\$0.447</b>	<b>\$0.464</b>	<b>\$0.442</b>	<b>\$0.447</b>	<b>\$0.455</b>	<b>\$0.433</b>	<b>\$0.464</b>	<b>\$5.376</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	(\$6.387)	\$1.053	\$2.749	\$2.507	\$2.265	\$2.507	(\$7.387)	\$2.265	\$2.507	\$2.992	\$1.780	(\$8.387)	(\$1.538)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.015	0.014	0.015	0.014	0.014	0.014	0.015	0.014	0.014	0.015	0.014	0.015	0.174
Other Fringe Benefits	1.311	1.185	1.273	1.261	1.248	1.261	1.311	1.248	1.261	1.286	1.223	1.311	15.177
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>(\$5.061)</b>	<b>\$2.251</b>	<b>\$4.037</b>	<b>\$3.782</b>	<b>\$3.527</b>	<b>\$3.782</b>	<b>(\$6.061)</b>	<b>\$3.527</b>	<b>\$3.782</b>	<b>\$4.292</b>	<b>\$3.017</b>	<b>(\$7.061)</b>	<b>\$13.813</b>
<b><u>Non-Labor:</u></b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.123	0.111	0.119	0.118	0.117	0.118	0.123	0.117	0.118	0.121	0.115	0.123	1.423
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	3.073	2.778	2.985	2.955	2.926	2.955	3.073	2.926	2.955	3.014	2.866	3.073	35.580
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.129	0.116	0.125	0.124	0.123	0.124	0.129	0.123	0.124	0.126	0.120	0.129	1.490
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>\$3.325</b>	<b>\$3.005</b>	<b>\$3.229</b>	<b>\$3.197</b>	<b>\$3.165</b>	<b>\$3.197</b>	<b>\$3.325</b>	<b>\$3.165</b>	<b>\$3.197</b>	<b>\$3.261</b>	<b>\$3.101</b>	<b>\$3.325</b>	<b>\$38.493</b>
<b><u>Other Expenditures Adjustments:</u></b>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion before Non-Cash Liability Adjs.</b>	<b>(\$1.272)</b>	<b>\$5.676</b>	<b>\$7.717</b>	<b>\$7.426</b>	<b>\$7.134</b>	<b>\$7.426</b>	<b>(\$2.272)</b>	<b>\$7.134</b>	<b>\$7.426</b>	<b>\$8.009</b>	<b>\$6.551</b>	<b>(\$3.272)</b>	<b>\$57.682</b>
Depreciation	\$4.694	\$4.243	\$4.559	\$4.513	\$4.468	\$4.513	\$4.694	\$4.468	\$4.513	\$4.604	\$4.378	\$4.694	\$54.341
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	8.651	7.819	8.401	8.318	8.235	8.318	8.651	8.235	8.318	8.484	8.069	8.651	100.150
GASB 68 Pension Expense Adjustment	3.982	3.599	3.867	3.829	3.791	3.829	3.982	3.791	3.829	3.905	3.714	3.982	46.100
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$16.055</b>	<b>\$21.337</b>	<b>\$24.544</b>	<b>\$24.086</b>	<b>\$23.628</b>	<b>\$24.086</b>	<b>\$15.055</b>	<b>\$23.628</b>	<b>\$24.086</b>	<b>\$25.002</b>	<b>\$22.712</b>	<b>\$14.055</b>	<b>\$258.273</b>

**MTA BUS COMPANY**  
**February Financial Plan - 2020 Adopted Budget**  
**Overtime - Non-Reimbursable/Reimbursable Basis**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>NON-REIMBURSABLE OVERTIME</b>													
<u>Scheduled Service</u>	\$ 2.496	\$ 2.256	\$ 2.424	\$ 2.400	\$ 2.377	\$ 2.400	\$ 2.496	\$ 2.376	\$ 2.400	\$ 2.448	\$ 2.328	\$ 2.496	\$ 28.894
<u>Unscheduled Service</u>	0.473	0.428	0.459	0.455	0.450	0.455	0.473	0.450	0.455	0.464	0.441	0.473	5.476
<u>Programmatic/Routine Maintenance</u>	0.989	0.894	0.961	0.951	0.942	0.951	0.989	0.942	0.951	0.970	0.923	0.989	11.453
<u>Unscheduled Maintenance</u>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Vacancy/Absentee Coverage</u>	1.493	1.349	1.450	1.435	1.421	1.435	1.493	1.421	1.435	1.464	1.392	1.493	17.282
<u>Weather Emergencies</u>	0.432	0.432	0.432	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.432	1.727
<u>Safety/Security/Law Enforcement</u>	0.011	0.010	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.010	0.011	0.128
<u>Other</u>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>NON-REIMBURSABLE OVERTIME</b>	<b>\$5.894</b>	<b>\$5.368</b>	<b>\$5.736</b>	<b>\$5.252</b>	<b>\$5.200</b>	<b>\$5.252</b>	<b>\$5.462</b>	<b>\$5.199</b>	<b>\$5.252</b>	<b>\$5.357</b>	<b>\$5.094</b>	<b>\$5.894</b>	<b>\$64.959</b>
<b>REIMBURSABLE OVERTIME</b>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>TOTAL OVERTIME</b>	<b>\$5.894</b>	<b>\$5.368</b>	<b>\$5.736</b>	<b>\$5.252</b>	<b>\$5.200</b>	<b>\$5.252</b>	<b>\$5.462</b>	<b>\$5.199</b>	<b>\$5.252</b>	<b>\$5.357</b>	<b>\$5.094</b>	<b>\$5.894</b>	<b>\$64.959</b>

**MTA BUS COMPANY**  
**February Financial Plan - 2020 Adopted Budget**  
**Ridership/(Utilization)**  
 (in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>RIDERSHIP</u></b>													
Fixed Route	10.115	9.605	10.684	9.859	10.392	10.065	9.401	9.670	9.804	10.612	9.801	9.653	119.661
<b>Baseline Total Ridership</b>	<b>10.115</b>	<b>9.605</b>	<b>10.684</b>	<b>9.859</b>	<b>10.392</b>	<b>10.065</b>	<b>9.401</b>	<b>9.670</b>	<b>9.804</b>	<b>10.612</b>	<b>9.801</b>	<b>9.653</b>	<b>119.661</b>
<b><u>FAREBOX REVENUE</u></b>													
Fixed Route	18.739	17.771	19.544	18.397	19.219	19.132	18.946	19.317	18.516	19.541	18.157	17.953	225.233
<b>Baseline Total Revenue</b>	<b>\$18.739</b>	<b>\$17.771</b>	<b>\$19.544</b>	<b>\$18.397</b>	<b>\$19.219</b>	<b>\$19.132</b>	<b>\$18.946</b>	<b>\$19.317</b>	<b>\$18.516</b>	<b>\$19.541</b>	<b>\$18.157</b>	<b>\$17.953</b>	<b>\$225.233</b>









## **Standard Follow-Up Report: Americans with Disabilities Act (ADA) Compliance Report**

This report is the annual update on the status of compliance with the Americans with Disabilities Act (ADA) at MTA New York City Transit.

The report summarizes the activities for compliance with the ADA, including:

- Rehabilitation projects of Key Stations
- ADA requirements in bus and subway transportation
- Customer service

**Alok Saha, P.E.**  
Acting Senior Vice President  
Capital Program Management

## **AMERICANS WITH DISABILITIES ACT COMPLIANCE REPORT**

### **December 2019**

The purpose of this report is to summarize activities associated with implementing the Americans with Disabilities Act (ADA) during 2019. It includes an update on matters related to the Key Station Plan, bus accessibility, the transition plan for facilities, the self-evaluation plan and oversight activities.

#### **I. KEY STATION PLAN**

In 1994, the New York Public Buildings Law and Transportation Law were amended (Chapter 6.10, L. 1994) to require MTA New York City Transit to expand its Key Station Plan from 54 stations to be made accessible to people with disabilities by the year 2010, to 100 stations to be made accessible by the year 2020. While 46 additional stations were added, the amended law exempts the transportation facilities of MTA New York City Transit and Staten Island Railway from the accessibility obligations that otherwise apply to public buildings under the Public Buildings Law, except for new subway construction. The Revised Key Station Plan specified 91 of the 100 stations with the remaining 9 to be identified over time by New York City Transit in consultation with the New York City Transportation Disabled Committee. Subsequently, 66<sup>th</sup> Street/Broadway (1 line) and Prospect Park/Brighton (B, Q, S lines) were identified and included as the 92<sup>nd</sup> and 93<sup>rd</sup> stations in the revised Key Station Plan, submitted in October 1998 for FTA approval. While awaiting the FTA's response, it became necessary to "fine tune" the plan. Three proposals were presented for public comments at the ADA Compliance Coordination Committee meeting on March 24, 2000. The first proposal was to add 2 stations: Broadway/Lafayette (B, D, F, M lines) and Bleecker Street (6 line) to the Key Station Plan. The second proposal was to substitute 2 non-feasible stations: Broad Street (J, Z lines) and Church Avenue (B, Q lines); with feasible alternates: Chambers Street (J, Z lines) and Kings Highway (B, Q lines). The third proposal was to revise dates for Chambers Street and 96 Street stations for later completion dates and to effect minor date revisions for six other Key Stations. All three proposals received public support. The proposals and a schedule to complete a specified number of Key Stations in each 5-year period was presented to the FTA in March and approved in June 2000. On October 16, 2000, a NYCT proposal to add Mott Avenue (A line) to the Key Station Plan as the 96<sup>th</sup> Key Station received public support. On December 16, 2002 at the ADA Compliance Coordination Committee meeting, a proposal to add East 180th Street (2, 5 lines) to the Key Station Plan as the 97<sup>th</sup> Key Station received support.

On July 16, 2003 at the ADA Compliance Coordination Committee meeting, a proposal to add South Ferry (1 line) to the Key Station Plan as the 98th Key Station received support. On August 5, 2004 Brooklyn Museum (2, 3 lines) was presented and received support at the ADA Compliance Coordination Committee meeting and has since been accepted as the 99th Key Station. On May 5, 2005 at the ADA Compliance Coordination Committee meeting, a proposal to add Borough Hall as the 100th Key Station (4, 5 lines) was presented, but did not receive widespread support. On June 16, 2006 at the ADA Compliance Coordination Committee meeting, a proposal to add Bedford Park Boulevard (B, D lines) as the 100th Key Station was presented and received support. The final proposed station was reviewed by the Compliance Coordination Committee and was accepted as the 100th Key Station.

Furthermore, NYCT is working relentlessly to accelerate accessibility across the subway and bus systems beyond the Key Station Plan, and has committed to an additional 70 accessible stations. The goal within the next five years is to advance station accessibility to ensure that no subway rider is more than two stops away from an accessible station anywhere in the system.

In selecting stations to be prioritized for accessibility in the next capital program, NYCT consulted extensively with the disability community as well as community boards and elected officials throughout the city. A public event was held on February 6, 2019, where every geographic area across the system was reviewed and feedback was received on priority stations. Strategic priorities and considerations for prioritizing stations include: 1) systemwide coverage – reducing gaps between accessible stations; 2) transfer points and terminals– prioritizing stations that improve connectivity within the transit system; 3) proximity to major activity centers; 4) ridership; 5) demographics; and 6) cost/constructability.

The following reports on our progress in complying with the Revised Key Station Plan:

**i) Accessible Key Stations**

The following 87 Key stations in New York City Transit's Revised Key Station Plan are accessible to people with disabilities, listed in order of completion.

No.	Station	Line	Borough	Status
1	125 Street	4, 5, 6	Manhattan	Completed
2	175 Street	A	Manhattan	Completed
3	42 Street-Port Authority	A, C, E	Manhattan	Completed
4	Pelham Bay Park	6	Bronx	Completed
5	Great Kills	SIR	Staten Island	Completed
6	51 Street	6	Manhattan	Completed
7	42 St-Grand Central	4, 5, 6	Manhattan	Completed
8	World Trade Center	E	Manhattan	Completed
9	Simpson Street	2, 5	Bronx	Completed
10	Coney Island-Stillwell Avenue	D, F, N, Q	Brooklyn	Completed
11	34 Street-Herald Square *	N, Q, R, W	Manhattan	Completed
12	34 Street-Herald Square *	B, D, F, M	Manhattan	Completed
13	Brooklyn Bridge-City Hall	4, 5, 6	Manhattan	Completed
14	149 Street-3rd Avenue	2, 5	Bronx	Completed
15	Borough Hall	2, 3	Brooklyn	Completed
16	Dongan Hills	SIR	Staten Island	Completed
17	Flatbush Avenue-Brooklyn College	2, 5	Brooklyn	Completed
18	Church Avenue	2, 5	Brooklyn	Completed
19	34 Street-Penn Station	1, 2, 3	Manhattan	Completed
20	Woodside-61 Street	7	Queens	Completed
21	Flushing-Main Street	7	Queens	Completed
22	Union Square	N, Q, R, W	Manhattan	Completed
	Union Square	L	Manhattan	Completed
23	207 Street	A	Manhattan	Completed
24	66 Street-Lincoln Center	1	Manhattan	Completed
25	14 Street	A, C, E	Manhattan	Completed
26	8 Avenue	L	Manhattan	Completed
27	Franklin Avenue	C	Brooklyn	Completed
28	Franklin Avenue	S	Brooklyn	Completed
29	161 Street-Yankee Stadium	4	Bronx	Completed
30	161 Street-Yankee Stadium	B, D	Bronx	Completed
31	Grand Central-42 Street	7	Manhattan	Completed
32	Grand Central-42 Street	S	Manhattan	Completed

33	34 Street-Penn Station	A, C, E	Manhattan	Completed
34	Flushing Avenue	J, M	Brooklyn	Completed
35	Prospect Park	B, Q, S	Brooklyn	Completed
36	72 Street	1, 2, 3	Manhattan	Completed
37	Atlantic Av-Barclays Ctr.	D, N, R	Brooklyn	Completed
38	Atlantic Av-Barclays Ctr.	B, Q	Brooklyn	Completed
39	Atlantic Av-Barclays Ctr.	2, 3, 4, 5	Brooklyn	Completed
40	Howard Beach	A	Queens	Completed
41	Marcy Avenue	J, M, Z	Brooklyn	Completed
42	Lexington Avenue	E, M	Manhattan	Completed
43	Crown Hts-Utica Avenue	3, 4	Brooklyn	Completed
44	Dekalb Avenue	B, Q, R	Brooklyn	Completed
45	West 4 Street	A, B, C, D, E, F, M	Manhattan	Completed
46	179 Street	F	Queens	Completed
47	Times Square-42 Street	N, Q, R, W	Manhattan	Completed
48	74 Street-Broadway	7	Queens	Completed
49	Jackson Hts-Roosevelt Avenue	E, F, M, R	Queens	Completed
50	125 Street	A, B, C, D	Manhattan	Completed
51	Euclid Avenue	A, C	Brooklyn	Completed
52	Fordham Road	4	Bronx	Completed
53	Queens Plaza	E, M, R	Queens	Completed
54	Times Square-42 Street	1, 2, 3	Manhattan	Completed
55	Times Square-42 Street	7	Manhattan	Completed
56	231 Street	1	Bronx	Completed
57	Junction Boulevard	7	Queens	Completed
58	168 Street	A, C	Manhattan	Completed
59	Pelham Parkway	2, 5	Bronx	Completed
60	233 Street	2, 5	Bronx	Completed
61	Bowling Green	4, 5	Manhattan	Completed
62	Myrtle Avenue	L	Brooklyn	Completed
63	Wyckoff Avenue	M	Brooklyn	Completed
64	135 Street	2, 3	Manhattan	Completed
65	Church Av	F, G	Brooklyn	Completed
66	St. George	SIR	Staten Island	Completed
67	Union Turnpike	E, F	Queens	Completed
68	South Ferry	1	Manhattan	Completed
69	47-50 Sts-Rockefeller Ctr	B, D, F, M	Manhattan	Completed
70	Chambers Street	1, 2, 3	Manhattan	Completed
71	59 Street	A, B, C, D	Manhattan	Completed
72	59 Street	1	Manhattan	Completed
73	Jay Street-MetroTech	A, C, F	Brooklyn	Completed
74	96 Street	1, 2, 3	Manhattan	Completed
75	Kings Highway	B, Q	Brooklyn	Completed
76	Mott Avenue	A	Queens	Completed
77	East 180 Street	2, 5	Bronx	Completed
78	Bay Parkway	D	Brooklyn	Completed
79	Bleecker Street	6	Manhattan	Completed
80	B'way/Lafayette Street	B, D, F, M	Manhattan	Completed
81	Forest Hills-71 Avenue	E, F, M, R	Queens	Completed
82	Utica Avenue	A, C	Brooklyn	Completed
83	Hunts Point	6	Bronx	Completed

84	Cortlandt Street	R, W	Manhattan	Completed
85	Kingsbridge Road	B, D	Bronx	Completed
86	23 Street	6	Manhattan	Completed
87	Lefferts Boulevard	A	Queens	Completed

\* New York City Transit was granted a time extension to 2011 by the FTA for replacement of the platform edge warning strip at 34th Street on the B, D, F, M, N, Q and R Lines. Construction contract was completed in November 2011.

**ii) Key Stations Under Construction for Accessibility:**

The following 12 Key stations are under construction for accessibility:

No.	Station	Line	Borough	Planned VCA Completion
1	57 Street	N, Q, R, W	Manhattan	November 2013**
2	59 Street	N, R	Brooklyn	November 2016**
3	86 Street	R	Brooklyn	July 2020
4	Gun Hill Road	5	Bronx	July 2020
5	Chambers Street	J, Z	Manhattan	July 2020
6	Greenpoint Avenue	G	Brooklyn	July 2020
7	Bedford Avenue	L	Brooklyn	July 2020
8	Rockaway Parkway	L	Brooklyn	July 2020
9	Astoria Boulevard	N, W	Queens	July 2020
10	Brooklyn Museum	2, 3	Brooklyn	July 2020
11	Bedford Park Blvd	B, D	Bronx	July 2020
12	Times Square	S	Manhattan	November 2008**

**iii) Key Stations in Design for Accessibility:**

The following 1 Key station is in design to incorporate accessibility features:

No.	Station	Line	Borough	Planned VCA Completion
1	68 Street	6	Manhattan	November 2013**

*\*\* Forecast construction award date changed; see summary (next page) of revised forecast construction award dates for Key station.*

<b>Station</b>	<b>VCA Date</b>	<b>Award Date</b>	<b>Comments</b>
Times Square (S)	Nov. 2008	3/31/19 (A)	Initial design was completed in 2006, which consisted of major track re-alignment to eliminate the platform gaps and substantial other improvements to make the station ADA compliant in all other respects. Total project costs far exceeded the funding allocated for the project scope. However, the project has since been redesigned and once complete, will meet ADA requirements for platform to train gap tolerances along with all other ADA requirements for the station.
68 Street (6)	Nov. 2013	12/31/20 (F)	Project has been delayed because of unresolved real estate issues with property owners in the vicinity, which are required to be resolved before the award of the project.
57 Street (N, Q, R, W)	Nov. 2013	12/29/17 (A)	Due to the fact that the project design (which includes two new mezzanine-to-platform elevators, an expanded mezzanine and planned circulation improvements) has a high degree of complexity, and has encountered a variety of other challenges including additional utility work, asbestos abatement work, limited space in the existing conditions of the subsurface area, the project has been delayed. In addition, the location of the accessible entrance has been switched from 57th Street to 55th Street.
59 Street (N, R)	Nov. 2016	11/19/18 (A)	The project has been delayed because work must be completed simultaneous with ongoing major structural column work (column replacement) on the Fourth Avenue Line, which will impact the street level above requiring a request for future temporary lane closures at the street level as well.

#### iv) Accessible Non-Key Stations

The following 37 non-Key stations are wheelchair accessible, going beyond New York City Transit's Revised Key Station plan. Stations are listed in order of completion, first for stations that are fully accessible and then for stations that are partially accessible.

<b>Fully Accessible</b>				
<b>No.</b>	<b>Station</b>	<b>Line</b>	<b>Borough</b>	<b>Note</b>
1	Lexington Ave/63rd Street	F	Manhattan	Fully Accessible
2	Roosevelt Island	F	Manhattan	Fully Accessible
3	21st Street-Queensbridge	F	Queens	Fully Accessible
4	Jamaica/Van Wyck	E	Queens	Fully Accessible
5	Jamaica Center	E, J, Z	Queens	Fully Accessible
6	Sutphin Boulevard	E, J, Z	Queens	Fully Accessible
7	Middle Village-Metropolitan Avenue	M	Queens	Fully Accessible
8	Rockaway Park/Beach 116	A, S	Queens	Fully Accessible
9	Park Place	S	Brooklyn	Fully Accessible
10	Tottenville	SIR	Staten Island	Fully Accessible
11	Canal Street	6	Manhattan	Fully Accessible
12	Rockaway Parkway	L	Brooklyn	Fully Accessible—Future Key Station
13	Gun Hill Road	2, 5	Bronx	Fully Accessible
14	Jay Street/Metro Tech	R	Brooklyn	Fully Accessible
15	Fulton Street	4, 5	Manhattan	Fully Accessible
16	Court Square	7	Queens	Fully Accessible
17	Fulton Street	A, C	Manhattan	Fully Accessible
18	Fulton Street	J, Z	Manhattan	Fully Accessible
19	Fulton Street	2, 3	Manhattan	Fully Accessible
20	34 Street-Hudson Yards	7	Manhattan	Fully Accessible
21	Aqueduct Racetrack	A	Queens	Fully Accessible
22	72 Street	Q	Manhattan	Fully Accessible
23	86 Street	Q	Manhattan	Fully Accessible
24	96th Street	Q	Manhattan	Fully Accessible
25	Arthur Kill	SIR	Staten Island	Fully Accessible
26	WTC Cortlandt	1	Manhattan	Fully Accessible
27	New Utrecht	N	Brooklyn	Fully Accessible
28	62 Street	D	Brooklyn	Fully Accessible
<b>Partially Accessible</b>				
1	50th Street	C, E	Manhattan	Southbound Only
2	Borough Hall	4, 5	Brooklyn	Northbound Only
3	49th Street	N, R, W	Manhattan	Northbound Only
4	Avenue H	Q	Brooklyn	Southbound Only
5	Dyckman Street	1	Manhattan	Southbound Only
6	Wilson Avenue	L	Brooklyn	Northbound Only
7	28 Street	6	Manhattan	Southbound Only
8	86 Street	4, 5, 6	Manhattan	Northbound Local Only
9	8 Avenue	N	Brooklyn	Northbound Only



## **II. BUSES**

### **Wheelchair Accessibility**

The bus fleet, which has nearly 6,000 buses, is 100% accessible with wheelchair ramps or lifts, securement devices, public address systems, required priority seating signage and kneeling features. From January through December 2019, 1,509,283 customers used the wheelchair ramp or lift to access MTA NYCT buses compared to 1,468,948 in 2018; an increase of 2.7%.

## **III. PLAN FOR FACILITIES**

NYCT continues to plan and modify facilities to keep up with ADA scoping requirements. The ADA required public agencies to develop a Transition Plan to ensure that appropriate measures were taken toward the implementation of the law. As required by ADA, the plan was completed in 1992. Minor modifications that were readily achievable were completed on schedule by January 26, 1995.

## **IV. SELF-EVALUATION PLAN**

The ADA required an internal assessment and modifications, where needed, of existing policies, practices and procedures to ensure non-discrimination on the basis of disability. Policy instructions on reasonable accommodations, grievance procedures and provision of accessible service were issued. Additionally, monitoring and review are ongoing to ensure that programs, practices and procedures are in compliance with the ADA to not only remain in compliance, but go above and beyond the requirements of the ADA for an inclusive work environment.

## **V. OVERSIGHT**

The NYCT ADA Compliance Coordination Committee (CCC) was established as a successor to the Transportation Disabled Committee, which was created in June 1992, as a method for the disability community to provide their input in the selection of several Key stations. It also functions as a forum to inform the disability community of New York City Transit initiatives to improve accessibility. In February 2019, the Advisory Committee for Transit Accessibility (ACTA) was established as a successor to the CCC. ACTA is an all-volunteer group of 18 community members committed to working with NYCT on a range of accessibility issues. ACTA held its first meeting in June of 2019.

## **VI. OUTREACH**

NYCT frequently meets with people from the disability community to ensure involvement and input in planning for improved accessible transportation and barrier removal efforts throughout the agency. Annual reports are sent to the Mayor's Office of the City of New York on the status of the ADA compliance within NYCT. Representatives from the disability community participate in the meetings of the Advisory Committee for Transit Accessibility (ACTA). The third and final ACTA meeting of 2019 was held in November 2019. Additionally, in 2019, there were 10 people trained in the Subway Track Education Program (STEP). Accompanying the trainees—people who are blind/low vision – are their orientation and mobility specialists, and family members. A total of 775 customers have been trained since 1995.

## **VII. TRAINING**

In keeping with ADA requirements to train personnel to “proficiency” in their roles, in 2005 the Office of ADA Compliance partnered with the Department of Subways to administer the ADA Sensitivity Training Course. In addition, all Bus Operators have received ADA training on announcements, priority seating, kneeling features and sensitivity with respect to differences among disabilities. Bus Operators returning from long term absences also receive ADA refresher training. The training reinforces the importance of meeting ADA service requirements. Agency-wide, a total of 13,739 employees, who provide direct service to customers, received ADA training or refresher training in 2019. In addition, in 2019 MTA NYCT successfully created and launched an e-learning module that provides an overview on sensitivity training, stressing disability etiquette and knowledge of accessibility features across our systems, in an interactive video format. All MTA NYCT employees will complete this e-learning module periodically.

## **VIII. DETECTABLE EDGE WARNING STRIPS**

The ADA requires the installation of platform edge warning strips when Key Stations are rehabilitated. NYCT has adopted a policy requiring the installation of ADA-specified platform edge warning strips during rehabilitation of all Key and Non-Key Stations. At the end of 2019, a total of 367 stations have had ADA-specified platform edge warning strips installed.

## **IX. SIGNAGE**

All Key Stations will have station identification and route signs that comply with ADA Guidelines. Tactile-Braille signs are routinely incorporated in capital construction contracts.

## **X. COMMUNICATION**

The ADA requires bus stop announcements at intermodal transfer points, major intersections, terminal arrivals, points of interest and for any requested stop. All new buses are delivered with a Digital Information Screens (DIS) system which provide automated stop announcements in text and audio. As of the end of 2019, 960 new buses and 1,750 retrofitted buses have been installed with DIS (approximately 45% of the bus fleet). For buses not equipped with DIS, a speakeasy microphone allows the bus operator to make hands-free bus stop announcements.

The ADA requires that, when public address systems are provided to convey information to the public, a means of conveying the same information to people who have a hearing disability shall be provided. Under the Public Address Customer Information Screens (PA/CIS) Program, text information accompanied by audio messages is provided. As of the end of 2019, all 472 subway stations have PA/CIS with more than 1800 units installed throughout the system. MetroCard Vending Machines (MVM) feature both visual text and audible information. Additionally, Help Points units are intercoms which customers can use to reach NYCT personnel in case of emergency or to request information and are equipped with induction loop technology for customers with hearing loss. As of the end of 2019, 2978 Help Point units were installed in all 472 subway stations. Furthermore, for all customer information, alternative formats are made available upon request; e.g. Braille or large print.

## **XI. MAINTENANCE OF ACCESSIBILITY FEATURES**

The ADA requires transportation providers to maintain in operative condition, features and equipment that make facilities and vehicles accessible to and usable by individuals with disabilities. Accordingly, wheelchair lifts in buses are routinely cycled. A policy was adopted requiring that a bus be taken out of service for repairs at the end of a run following a lift malfunction during service.

In 2001, NYCT implemented an inspection program geared toward Key and non-Key stations that are accessible. One of the goals of the program is to ensure that accessibility features and equipment are maintained in proper operating condition. From January through December 2019, there were 107 Key station inspections performed and over 671 deficiencies were found and referred for action. In 2019, there were 436 deficiencies that were corrected, which includes deficiencies pending from prior years.

## **XII. PARATRANSIT**

Reports on Paratransit operations are covered in separate monthly reports included in NYCT Committee Agendas.

# Standard Follow-up Report: Elevator & Escalator Quarterly Report, 4th Quarter 2019

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

## Highlight of Activities

- NYCT continues to take action to improve poorly performing elevators, targeting those with repeated outages and using contractor resources to supplement in-house efforts.
- Escalator availability continues to improve after declines related to special inspections and major repair campaigns over the last quarter of 2018 to the second quarter of 2019. This improvement is due in part to a new preventative maintenance schedule that ensures all equipment is visited at least monthly. In addition, escalator comb stops are being modified to reduce shut downs due to false alarms.
- A two-year contract was awarded in December 2017 for the maintenance of 18 traction elevators at 5 stations in Washington Heights: 168 St, 181 St and 191 St on the 1 line, and 181 and 190 St on the A line. Performance on these elevators increased to 97.3% in Q4 2019 compared to 92.5% in Q4 2018 and 89.8% in Q3 2017 before the contract began. Four elevators at 168 St on the 1 line were replaced and returned to customer service on December 20, 2019. Three elevators at 181 St on the A line are currently being replaced and are scheduled to return to customer service in August 2020.
- Recruitment efforts continue for Elevator and Escalator mechanics and specialist positions, including successful job fairs and the hiring of nearly 60 Transit Electrical Helpers during 2019. The Helpers have facilitated increased inspections, maintenance, and repair work, and also provide a pool of qualified candidates for future promotion to Maintainer positions.
- NYCT's Elevator & Escalator team includes 28 apprentices working through a three-year labor-management apprenticeship program. Fifteen (15) apprentices from the first group have graduated and were appointed as provisional Elevator and Escalator maintainers; those who pass the NYCT Elevator and Escalator promotional exam will be eligible for permanent positions.
- The MTA is continuing its outreach to the parties responsible for third-party elevators in subway stations to improve monitoring of performance and to expedite repairs.

## Elevator and Escalator Performance in Q4 2019

- Overall elevator and escalator performance decreased in Q4 2019 compared to Q4 2018, and were below the 96.5% quarterly goal for elevators and 95.2% quarterly goal for escalators.
- Elevator availability decreased to 96.0% compared to 96.4% in Q4 2018, primarily due to an increase in planned repair activities using contractor resources and special safety inspections that required certain elevators to be removed from service for several days. Availability improved compared to Q3 2019 when this special work began.

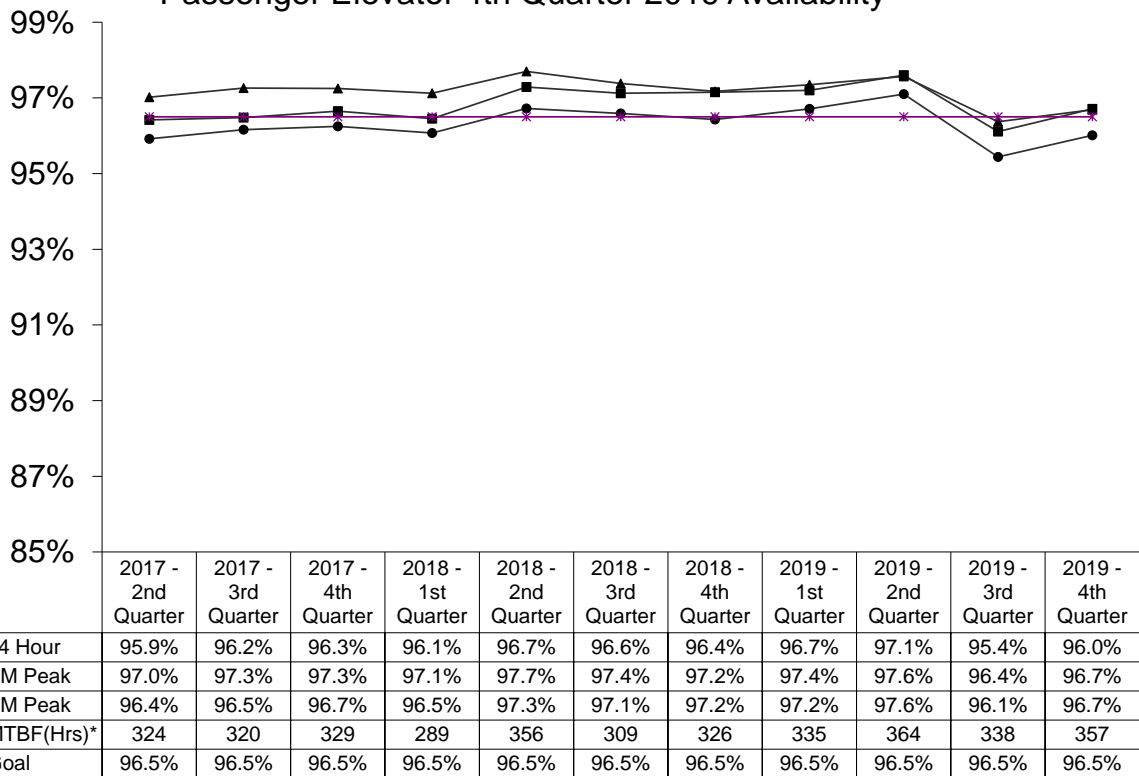
- Elevator AM peak availability declined in this quarter year-over-year, to 96.7% from 97.2% in Q4 2018. Elevator PM peak availability decreased to 96.7% compared to 97.2% in Q4 2018.
- Availability in both the AM and PM peaks improved compared to Q3 2019. Although planned work is scheduled for overnight hours whenever possible, the continuous outages required for special inspections affected daytime availability as well.
- Escalator availability decreased to 91.6% in Q4 2019 compared to 92.2% during the same period last year, primarily due to increased major campaigns, new monthly preventive maintenance schedule and repairs that took several escalators out of service for extended periods of time. Q4 2019 had the highest availability of any quarter in 2019, indicating that these campaigns are improving overall performance.
  - Escalator AM peak availability decreased to 93.4% in Q4 2019 compared to 93.8% in Q4 2018. Escalator PM peak availability decreased to 91.6% in Q4 2019 compared to 91.9% in Q4 2018.
  - Escalator availability in both the AM and PM peaks was also the highest of any quarter in 2019. We expect to see further improvements thanks to the new monthly preventative maintenance schedule and comb stop modifications to reduce unplanned outages.

Monthly elevator availability data can be found online at: <http://eedashboard.mta.info/>.

**Sally Librera**

Senior Vice President, Department of Subways

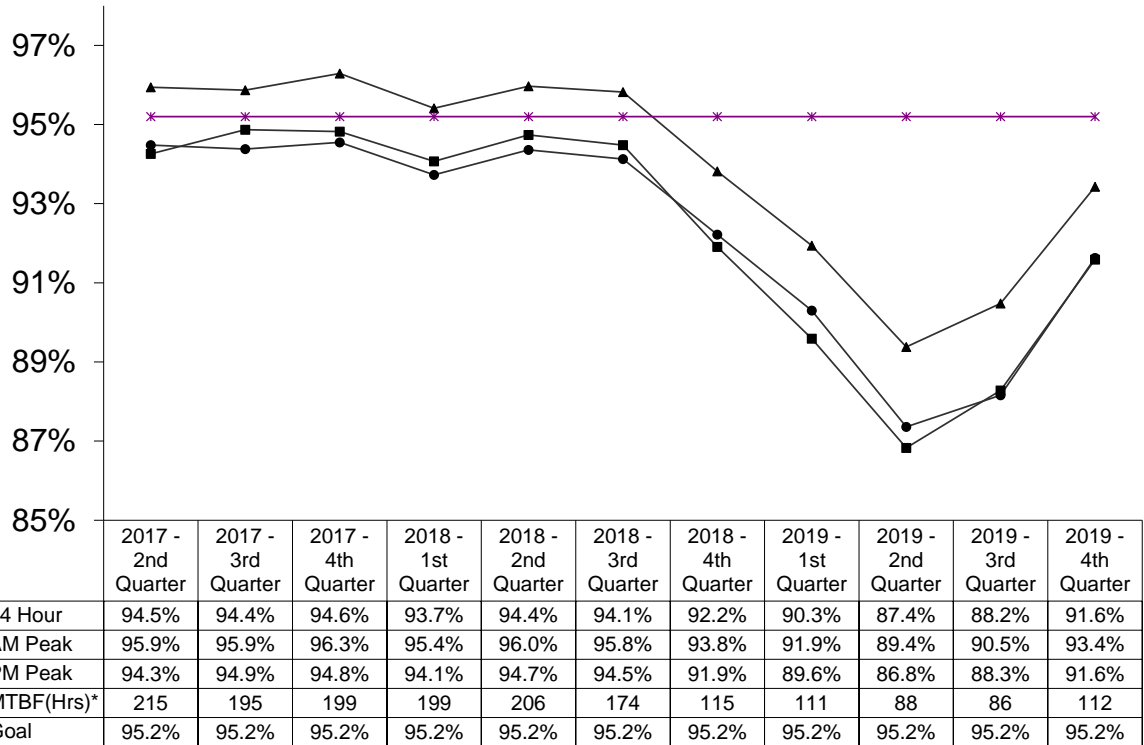
### Passenger Elevator 4th Quarter 2019 Availability



\* In the third quarter of 2017, the MTBF calculation method was revised to more accurately reflect the frequency of equipment breakdown. To facilitate period comparisons, the MTBF statistics in this report, including for prior quarters, are stated under the revised calculation method.

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

### Escalator 4th Quarter 2019 Availability



\* In the third quarter of 2017, the MTBF calculation method was revised to more accurately reflect the frequency of equipment breakdown. To facilitate period comparisons, the MTBF statistics in this report, including for prior quarters, are stated under the revised calculation method.

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

## Elevator and Escalator Quarterly Performance Summary 4th Quarter 2019

### Elevator Performance

Borough	No. Units	Avg Age	4th Quarter 2019 Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	32	10.9	95.3%	96.0%	96.0%	431	220	211	32
Brooklyn	59	12.8	95.6%	96.5%	96.4%	830	400	430	38
Manhattan	130	11.4	96.1%	96.8%	96.8%	1994	1182	812	121
Queens	35	10.8	96.8%	97.4%	97.6%	487	252	235	20
<b>System</b>	<b>256</b>	<b>11.5</b>	<b>96.0%</b>	<b>96.7%</b>	<b>96.7%</b>	<b>3742</b>	<b>2054</b>	<b>1688</b>	<b>211</b>

### Escalator Performance

Borough	No. Units	Avg Age	4th Quarter 2019 Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	12	20.8	87.0%	90.2%	85.4%	499	376	123	0
Brooklyn	30	18.5	88.5%	90.5%	86.8%	1573	1271	302	0
Manhattan	152	12.0	92.5%	94.3%	93.0%	6364	3976	2388	0
Queens	34	18.2	92.2%	93.5%	91.8%	1207	944	263	0
<b>System</b>	<b>228</b>	<b>17.4</b>	<b>91.6%</b>	<b>93.4%</b>	<b>91.6%</b>	<b>9643</b>	<b>6567</b>	<b>3076</b>	<b>0</b>

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

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

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



**Elevator and Escalator  
Quarterly Performance By Borough**

**4th Quarter 2019**

Borough:		Bronx		4th Quarter 2019 Availability			4th Quarter 2018 Availability	Outages			Entrapments
Unit ID	Age	Station	24 Hr	AM	PM	24 Hr	Total	Non * Scheduled	Scheduled		
				Peak	Peak						
(Yrs)											
1	EL132	17	161 St-Yankee Stadium 4	63.97%	68.29%	62.68%	93.95%	29	20	9	7
2	EL183	12	Gun Hill Rd 2 5	79.87%	80.31%	81.20%	88.18%	19	10	9	5
3	EL134	17	161 St-Yankee Stadium B D	91.23%	87.34%	94.17%	98.86%	24	5	19	1
4	EL192	12	233 St 2 5	91.26%	92.77%	91.49%	95.56%	20	14	6	1
5	EL195	5	Hunts Point Av 6	91.57%	92.86%	90.48%	97.84%	28	20	8	3
6	EL131	17	161 St-Yankee Stadium 4 B D	93.11%	92.62%	95.15%	88.18%	17	4	13	1
7	EL128	3	Simpson St 2 5	94.95%	97.10%	93.36%	95.73%	21	16	5	1
8	EL135	17	161 St-Yankee Stadium B D	95.33%	95.32%	96.40%	97.97%	15	3	12	1
9	EL133	17	161 St-Yankee Stadium 4	95.40%	96.74%	95.44%	98.97%	10	5	5	0
10	EL127	3	Simpson St 2 5	95.60%	96.98%	97.47%	94.52%	16	12	4	4
11	EL137	12	Pelham Pkwy 2 5	95.94%	96.26%	97.43%	96.23%	7	2	5	2
12	EL184	13	231 St 1	96.68%	96.13%	98.32%	97.86%	19	9	10	0
13	EL193	12	233 St 2 5	96.94%	96.24%	97.83%	97.92%	7	2	5	1
14	EL194	12	233 St 2 5	97.22%	97.34%	98.43%	96.68%	12	7	5	1
15	EL160	7	180 St 2 5	97.23%	97.30%	98.40%	97.91%	13	9	4	0
16	EL136	12	Pelham Pkwy 2 5	97.46%	98.09%	98.03%	97.37%	10	6	4	1
17	EL130	22	3 Av-149 St 2 5	97.47%	98.88%	98.32%	96.20%	12	5	7	1
18	EL182	12	Gun Hill Rd 2 5	97.60%	98.91%	97.82%	95.74%	10	6	4	1
19	EL129	22	3 Av-149 St 2 5	97.84%	99.47%	98.74%	91.87%	16	5	11	0
20	EL121	3	Pelham Bay Park 6	98.16%	99.12%	99.45%	98.01%	12	8	4	0
21	EL191	5	Kingsbridge Rd B D	98.33%	99.08%	97.75%	98.45%	11	6	5	0
22	EL138	12	Pelham Pkwy 2 5	98.36%	98.91%	100%	98.25%	9	5	4	0
23	EL196	5	Hunts Point Av 6	98.52%	99.04%	99.23%	98.49%	8	3	5	0
24	EL189	5	Kingsbridge Rd B D	98.55%	98.57%	99.05%	94.95%	15	10	5	0
25	EL197	5	Hunts Point Av 6	98.56%	99.55%	100%	97.71%	11	5	6	0
26	EL159	7	180 St 2 5	98.56%	99.95%	98.51%	98.68%	12	5	7	0
27	EL185	13	231 St 1	98.58%	99.77%	100%	98.03%	8	3	5	1
28	EL186	14	Fordham Rd 4	98.68%	99.14%	99.50%	95.30%	7	2	5	0
29	EL187	14	Fordham Rd 4	98.70%	99.84%	100%	97.47%	7	2	5	0
30	EL190	5	Kingsbridge Rd B D	98.81%	99.60%	100%	99.08%	13	7	6	0
31	EL188	14	Fordham Rd 4	98.83%	99.46%	99.32%	98.78%	7	2	5	0
32	EL122	3	Pelham Bay Park 6	98.91%	100%	99.25%	98.11%	6	2	4	0
<b>32</b>	<b>10.9</b>		<b>Elevator Subtotal:</b>	<b>95.3%</b>	<b>96.0%</b>	<b>96.0%</b>	<b>96.5%</b>	<b>431</b>	<b>220</b>	<b>211</b>	<b>32</b>
1	ES108	27	Intervale Av 2 5	67.70%	72.23%	62.48%	69.84%	46	37	9	0
2	ES111	18	Parkchester 6	70.04%	71.90%	70.36%	88.72%	37	30	7	0
3	ES113	18	161 St-Yankee Stadium 4	86.13%	92.75%	86.76%	91.16%	80	64	16	0
4	ES123	23	Pelham Pkwy 2 5	87.76%	90.85%	82.54%	94.27%	37	31	6	0
5	ES121	30	Pelham Bay Park 6	88.36%	87.64%	89.13%	87.51%	15	10	5	0
6	ES120	30	Pelham Bay Park 6	89.10%	91.16%	88.93%	22.72%	18	13	5	0
7	ES114	20	161 St-Yankee Stadium 4	90.86%	95.67%	89.54%	69.45%	67	47	20	0
8	ES122	23	Pelham Pkwy 2 5	92.20%	99.86%	88.22%	85.98%	37	27	10	0
9	ES112	18	Norwood-205 St D	92.34%	94.27%	96.13%	92.02%	30	7	23	0
10	ES104	14	Gun Hill Rd 2 5	92.88%	96.42%	87.00%	83.76%	47	39	8	0
11	ES105	14	Gun Hill Rd 2 5	92.99%	96.56%	89.70%	83.48%	38	31	7	0
12	ES106	15	West Farms Sq-E Tremont Av 2 5	93.57%	93.61%	93.43%	79.51%	47	40	7	0
<b>12</b>	<b>20.8</b>		<b>Escalator Subtotal:</b>	<b>87.0%</b>	<b>90.2%</b>	<b>85.4%</b>	<b>79.0%</b>	<b>499</b>	<b>376</b>	<b>123</b>	<b>0</b>

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

**Elevator and Escalator  
Quarterly Performance By Borough  
4th Quarter 2019**

Borough:		Manhattan									
Unit ID	Age	Station	4th Quarter 2019 Availability			4th Quarter 2018 Availability	Outages			Entrapments	
(Yrs)			24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled		
1	EL209	26	34 St-Herald Sq <b>B D F M</b>	65.93%	64.79%	68.35%	96.90%	38	21	17	1
2	EL148	20	Inwood-207 St <b>A</b>	80.59%	83.37%	80.09%	97.86%	27	18	9	5
3	EL602	4	34 St-Hudson Yards <b>7</b>	81.41%	87.26%	78.93%	89.33%	23	15	8	4
4	EL113	0	168 St <b>1</b>	84.95%	83.33%	89.73%	96.24%	6	5	1	0
5	EL123	30	175 St <b>A</b>	88.06%	85.79%	89.00%	98.30%	31	14	17	4
6	EL245	14	Lexington Av-53 St <b>E M</b>	89.58%	89.44%	89.41%	94.98%	22	16	6	5
7	EL206	29	Grand Central-42 St <b>4 5 6</b>	90.40%	88.99%	93.77%	98.41%	16	4	12	0
8	EL330	7	Bleecker St <b>D F B M 6</b>	90.99%	89.73%	90.51%	96.56%	19	13	6	4
9	EL230	16	Times Sq-42 St <b>N Q R W</b>	91.30%	89.51%	92.07%	95.86%	24	19	5	0
10	EL115	18	190 St <b>A</b>	91.60%	92.90%	89.93%	97.37%	38	35	3	1
11	EL144	14	125 St <b>A B C D</b>	91.73%	92.37%	92.37%	95.29%	29	21	8	4
12	EL215	20	34 St-Penn Station <b>2 3</b>	91.85%	92.09%	92.39%	94.98%	14	4	10	1
13	EL145	9	96 St <b>2 3 1</b>	92.13%	95.08%	93.77%	91.84%	57	45	12	2
14	EL180	11	135 St <b>2 3</b>	92.22%	94.35%	93.27%	97.31%	11	4	7	2
15	EL211	26	34 St-Herald Sq <b>N Q R W</b>	92.26%	89.28%	95.46%	95.29%	18	4	14	0
16	EL332	7	Bleecker St <b>D F B M 6</b>	92.26%	93.59%	92.39%	98.25%	10	6	4	1
17	EL106	17	191 St <b>1</b>	92.92%	93.20%	94.38%	95.41%	24	19	5	13
18	EL220	19	14 St-Union Sq <b>N Q R W</b>	93.08%	90.48%	94.00%	98.79%	33	17	16	2
19	EL334	14	West 4 St <b>A B C D E F M</b>	93.27%	94.88%	93.38%	96.78%	20	8	12	1
20	EL105	17	191 St <b>1</b>	93.42%	94.48%	94.39%	88.62%	14	7	7	1
21	EL227	17	34 St-Penn Station <b>A</b>	93.95%	92.37%	98.94%	99.01%	28	7	21	0
22	EL333	14	West 4 St <b>A B C D E F M</b>	93.95%	93.32%	94.25%	93.92%	14	7	7	0
23	EL278	10	59 St-Columbus Circle <b>A B C D 1</b>	94.20%	94.64%	95.98%	97.81%	28	19	9	1
24	EL402	30	Lexington Av-63 St <b>F Q</b>	94.35%	94.55%	95.18%	96.40%	22	15	7	0
25	EL143	14	125 St <b>A B C D</b>	94.51%	94.03%	95.26%	98.50%	13	7	6	2
26	EL201	2	51 St <b>6</b>	94.54%	96.54%	95.77%	97.55%	20	13	7	0
27	EL124	30	175 St <b>A</b>	94.56%	94.32%	95.64%	98.47%	21	6	15	1
28	EL335	14	West 4 St <b>A B C D E F M</b>	94.61%	96.83%	93.01%	95.07%	21	16	5	3
29	EL329	7	Bleecker St <b>D F B M 6</b>	94.87%	95.45%	94.93%	96.74%	17	11	6	1
30	EL146	9	96 St <b>2 3 1</b>	94.88%	96.90%	95.79%	96.05%	29	23	6	4
31	EL440	3	Lexington Av-63 St <b>F Q</b>	95.11%	97.13%	90.97%	90.97%	23	18	5	1
32	EL273	0	86 St <b>4 5 6</b>	95.20%	97.30%	92.68%	N/A	27	22	5	1
33	EL281	10	57 St-7 Av <b>N Q R W</b>	95.38%	96.34%	94.32%	97.09%	26	22	4	1
34	EL441	3	Lexington Av-63 St <b>F Q</b>	95.39%	94.46%	94.61%	96.64%	29	23	6	0
35	EL331	7	Bleecker St <b>D F B M 6</b>	95.40%	94.33%	97.46%	97.70%	21	11	10	2
36	EL723	6	Fulton St <b>2 3</b>	95.57%	96.93%	96.03%	99.05%	18	12	6	0
37	EL229	16	Times Sq-42 St <b>N Q R W</b>	95.66%	93.88%	96.38%	96.95%	22	19	3	0
38	EL109	20	181 St <b>1</b>	95.69%	97.14%	93.93%	98.03%	22	19	3	2
39	EL720	5	Fulton St <b>A C J Z 2 3 4 5</b>	95.85%	94.22%	97.90%	95.19%	26	16	10	0
40	EL248	3	96 St <b>Q</b>	95.85%	98.91%	96.76%	93.88%	26	18	8	1
41	EL713	1	Cortlandt St <b>1</b>	95.93%	96.14%	97.63%	99.83%	14	9	5	0
42	EL224	17	8 Av <b>L</b>	95.93%	96.22%	97.13%	87.80%	13	4	9	0
43	EL266	3	72 St <b>Q</b>	95.94%	98.69%	94.29%	99.17%	15	10	5	2
44	EL601	4	34 St-Hudson Yards <b>7</b>	96.07%	97.22%	96.07%	96.27%	25	13	12	1
45	EL277	10	59 St-Columbus Circle <b>A B C D 1</b>	96.17%	97.74%	96.00%	97.70%	14	7	7	1

**Elevator and Escalator  
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	Borough:		Station	4th Quarter 2019 Availability			4th Quarter 2018 Availability	Outages			Entrapments	
	Unit ID	Age		24 Hr	AM Peak	PM Peak		24 Hr	Total	Non * Scheduled		Scheduled
46	EL267	3	72 St <b>Q</b>	96.21%	95.57%	97.40%	99.04%	11	6	5	0	
47	EL404	30	Roosevelt Island <b>F</b>	96.39%	96.74%	96.74%	98.73%	7	3	4	0	
48	EL280	9	59 St-Columbus Circle <b>A B C D 1</b>	96.39%	96.91%	98.91%	97.87%	28	20	8	1	
49	EL205	29	Grand Central-42 St <b>4 5 6</b>	96.47%	97.57%	95.78%	93.31%	15	8	7	0	
50	EL218	19	14 St-Union Sq <b>L</b>	96.55%	96.37%	98.91%	87.49%	9	2	7	1	
51	EL126	3	125 St <b>4 5 6</b>	96.63%	98.37%	97.48%	97.93%	17	11	6	2	
52	EL228	17	34 St-Penn Station <b>C E</b>	96.69%	98.72%	97.87%	96.97%	20	11	9	1	
53	EL213	4	34 St-Herald Sq <b>B D F M N Q R W</b>	96.71%	97.16%	98.87%	97.22%	9	4	5	0	
54	EL722	6	Fulton St <b>J Z</b>	96.84%	95.84%	98.64%	97.20%	34	26	8	0	
55	EL719	6	Fulton St <b>A C J Z 2 3 4 5</b>	96.86%	97.61%	97.39%	97.96%	16	10	6	0	
56	EL238	20	66 St-Lincoln Center <b>1</b>	97.00%	98.06%	97.83%	97.81%	12	7	5	2	
57	EL730	2	South Ferry <b>1</b>	97.15%	98.06%	98.91%	98.03%	10	5	5	0	
58	EL326	1	World Trade Center <b>E</b>	97.16%	96.46%	98.65%	98.31%	23	16	7	0	
59	EL108	20	181 St <b>1</b>	97.23%	96.21%	97.73%	96.61%	38	35	3	4	
60	EL142	14	125 St <b>A B C D</b>	97.24%	98.89%	97.38%	96.18%	17	10	7	1	
61	EL233	13	Times Sq-42 St <b>1 2 3</b>	97.28%	98.82%	97.66%	98.17%	8	3	5	1	
62	EL181	11	135 St <b>2 3</b>	97.29%	99.33%	97.83%	96.79%	12	5	7	0	
63	EL442	3	Lexington Av-63 St <b>F Q</b>	97.32%	97.10%	96.88%	96.24%	19	11	8	1	
64	EL221	17	14 St/8 Av <b>A C E L</b>	97.32%	97.98%	97.51%	98.06%	8	3	5	2	
65	EL328	7	Bleecker St <b>D F B M 6</b>	97.34%	97.23%	97.56%	98.20%	21	12	9	0	
66	EL279	10	59 St-Columbus Circle <b>A B C D 1</b>	97.34%	99.59%	96.83%	99.07%	10	5	5	1	
67	EL225	17	34 St-Penn Station <b>C E</b>	97.36%	96.30%	98.91%	98.19%	11	4	7	1	
68	EL178	6	Dyckman St <b>1</b>	97.56%	99.86%	99.16%	96.50%	19	12	7	1	
69	EL116	14	190 St <b>A</b>	97.59%	97.63%	98.91%	95.53%	24	20	4	4	
70	EL721	6	Fulton St <b>A C J Z 2 3 4 5</b>	97.68%	99.97%	97.05%	97.19%	15	9	6	0	
71	EL264	3	72 St <b>Q</b>	97.71%	98.00%	98.23%	98.92%	10	6	4	2	
72	EL125	3	125 St <b>4 5 6</b>	97.72%	99.59%	97.82%	96.79%	24	16	8	1	
73	EL139	12	168 St <b>1 A C</b>	97.76%	98.80%	97.60%	93.12%	10	5	5	1	
74	EL103	16	191 St <b>1</b>	97.82%	99.13%	98.46%	90.69%	16	11	5	1	
75	EL249	3	86 St <b>Q</b>	97.84%	98.79%	99.35%	84.06%	11	3	8	0	
76	EL337	10	Chambers St <b>1 2 3</b>	97.85%	98.84%	98.09%	99.07%	8	4	4	0	
77	EL235	10	47-50 Sts-Rockefeller Center <b>B D F M</b>	97.86%	99.70%	98.84%	98.27%	15	8	7	1	
78	EL120	34	190 St <b>A</b>	97.95%	98.99%	97.91%	27.18%	36	27	9	2	
79	EL236	10	47-50 Sts-Rockefeller Center <b>B D F M</b>	97.98%	98.58%	98.91%	99.18%	8	3	5	0	
80	EL716	5	Fulton St <b>A C J Z 2 3 4 5</b>	97.98%	99.11%	97.94%	96.84%	14	8	6	1	
81	EL296	0	Grand Central-42 St <b>4 5 6 7 S</b>	97.98%	99.59%	98.91%	N/A	16	8	8	0	
82	EL298	3	23 St <b>6</b>	98.04%	98.69%	98.72%	95.53%	9	5	4	1	
83	EL112	0	168 St <b>1</b>	98.05%	99.83%	95.38%	98.52%	8	3	5	0	
84	EL232	13	Times Sq-42 St <b>1 2 3 7</b>	98.08%	97.61%	100%	97.70%	10	7	3	0	
85	EL149	20	Inwood-207 St <b>A</b>	98.08%	100%	98.14%	97.68%	9	5	4	1	
86	EL443	3	Lexington Av-63 St <b>F Q</b>	98.09%	97.38%	99.92%	95.17%	10	4	6	0	
87	EL219	19	14 St-Union Sq <b>N Q R W</b>	98.10%	98.89%	98.91%	98.53%	8	3	5	2	
88	EL324	18	Canal St <b>6</b>	98.13%	98.51%	98.43%	97.09%	6	3	3	0	
89	EL239	16	72 St <b>1 2 3</b>	98.14%	97.46%	98.74%	99.02%	9	6	3	3	
90	EL250	3	86 St <b>Q</b>	98.15%	99.65%	98.68%	98.78%	11	7	4	0	

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Borough:		Manhattan									
Unit ID	Age	Station	4th Quarter 2019 Availability			4th Quarter 2018 Availability	Outages			Entrapments	
(Yrs)			24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled		
91	EL299	3	23 St 6	98.18%	97.76%	98.91%	98.88%	7	3	4	1
92	EL710	12	Bowling Green 4 5	98.18%	99.23%	99.48%	97.26%	21	15	6	0
93	EL223	17	14 St A C E	98.21%	98.91%	98.91%	90.80%	7	4	3	1
94	EL212	26	34 St-Herald Sq N Q R W	98.28%	97.17%	98.91%	95.95%	10	6	4	1
95	EL111	0	168 St 1	98.31%	99.48%	98.08%	95.50%	4	2	2	0
96	EL732	12	Fulton St 2 3	98.34%	99.28%	98.35%	93.52%	13	7	6	0
97	EL314	2	Brooklyn Bridge 4 5 6	98.36%	97.38%	100%	98.39%	11	5	6	0
98	EL226	17	34 St-Penn Station C E	98.41%	98.65%	99.25%	97.64%	13	4	9	1
99	EL265	3	72 St Q	98.42%	100%	99.23%	98.76%	8	4	4	1
100	EL600	4	34 St-Hudson Yards 7	98.55%	99.84%	98.98%	99.54%	9	3	6	0
101	EL114	0	168 St 1	98.56%	99.31%	100%	97.12%	9	7	2	0
102	EL202	2	51 St 6	98.56%	99.86%	98.17%	97.49%	10	5	5	0
103	EL711	12	Bowling Green 4 5	98.61%	100%	98.78%	96.11%	11	3	8	0
104	EL444	3	Lexington Av-63 St F Q	98.62%	98.91%	99.69%	98.21%	7	3	4	0
105	EL403	30	Roosevelt Island F	98.62%	99.77%	98.64%	98.86%	9	5	4	0
106	EL401	4	Lexington Av-63 St F Q	98.63%	98.91%	100%	98.85%	7	3	4	0
107	EL140	12	168 St A C	98.69%	99.47%	99.00%	91.94%	8	3	5	0
108	EL316	2	Brooklyn Bridge 4 5 6	98.71%	99.22%	99.10%	97.08%	6	1	5	0
109	EL210	26	34 St-Herald Sq B D F M	98.71%	99.39%	99.92%	97.68%	8	3	5	0
110	EL240	16	72 St 1 2 3	98.74%	98.73%	99.16%	99.25%	8	5	3	0
111	EL216	16	34 St-Penn Station 1	98.74%	99.82%	100%	97.40%	9	1	8	0
112	EL237	20	66 St-Lincoln Center 1	98.79%	99.48%	100%	95.00%	7	1	6	1
113	EL325	18	Canal St 6	98.88%	99.48%	100%	99.38%	6	2	4	0
114	EL262	3	72 St Q	98.88%	100%	98.63%	98.86%	9	4	5	0
115	EL141	12	168 St A C	98.89%	100%	99.21%	99.18%	7	2	5	0
116	EL336	10	Chambers St 1 2 3	98.90%	98.89%	100%	94.95%	11	7	4	0
117	EL315	2	Brooklyn Bridge 4 5 6	98.91%	99.25%	100%	98.82%	7	2	5	0
118	EL603	4	34 St-Hudson Yards 7	98.95%	99.65%	99.80%	98.01%	11	3	8	0
119	EL234	10	47-50 Sts-Rockefeller Center B D F M	98.97%	100%	98.85%	96.86%	8	4	4	1
120	EL222	17	14 St A C E	98.98%	100%	98.87%	98.52%	7	4	3	0
121	EL110	20	181 St 1	99.00%	98.63%	98.44%	98.95%	8	4	4	0
122	EL217	19	14 St-Union Sq L N Q R W	99.01%	99.98%	100%	94.37%	6	0	6	0
123	EL104	16	191 St 1	99.07%	99.76%	99.79%	94.66%	8	5	3	0
124	EL247	3	96 St Q	99.09%	99.37%	100%	99.25%	5	1	4	0
125	EL214	16	34 St-Penn Station 1	99.15%	99.93%	100%	92.42%	5		5	0
126	EL107	20	181 St 1	99.19%	99.51%	99.81%	98.33%	9	8	1	0
127	EL731	2	South Ferry 1	99.20%	99.93%	100%	97.62%	4		4	0
128	EL259	3	72 St Q	99.22%	99.84%	100%	99.39%	4	0	4	0
129	EL712	1	Cortlandt St 1	99.33%	99.98%	100%	99.88%	4	0	4	0
130	EL338	10	Chambers St 1 2 3	99.38%	100%	100%	99.09%	4	1	3	0
	<b>130</b>	<b>11.4</b>	<b>Elevator Subtotal:</b>	<b>96.1%</b>	<b>96.8%</b>	<b>96.8%</b>	<b>96.2%</b>	<b>1994</b>	<b>1182</b>	<b>812</b>	<b>121</b>
1	ES416	23	Roosevelt Island F	36.86%	36.24%	38.04%	96.09%	11	4	7	0
2	ES351	19	Whitehall St R W	63.51%	63.34%	62.46%	94.01%	47	38	9	0
3	ES231	13	34 St-Herald Sq B D F M	70.80%	72.71%	68.33%	93.93%	61	49	12	0
4	ES206	18	Grand Central-42 St 7	72.20%	70.52%	73.30%	92.71%	49	31	18	0
5	ES328	20	Delancey St F	74.89%	76.49%	76.29%	88.83%	27	19	8	0

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Borough:		Manhattan									
Unit ID	Age	Station	4th Quarter 2019 Availability			4th Quarter 2018 Availability	Outages			Entrapments	
(Yrs)			24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled		
6	ES101	18	125 St 1	75.82%	79.23%	74.09%	82.81%	52	42	10	0
7	ES405	30	Lexington Av-63 St F Q	80.21%	83.71%	79.53%	95.67%	55	39	16	0
8	ES414	12	Roosevelt Island F	82.00%	86.54%	74.78%	95.17%	58	49	9	0
9	ES208	19	Grand Central-42 St 7	82.12%	92.93%	78.36%	84.73%	140	93	47	0
10	ES115	18	145 St B D	82.34%	86.95%	82.10%	90.20%	44	36	8	0
11	ES259	3	96 St Q	82.84%	86.36%	78.12%	91.61%	77	52	25	0
12	ES217	13	Times Sq-42 St 7	82.94%	87.25%	81.99%	80.93%	64	48	16	0
13	ES367	6	Fulton St A C J Z 2 3 4 5	84.27%	87.39%	83.60%	93.88%	37	27	10	0
14	ES334	5	Bowery J Z	84.36%	86.15%	85.39%	93.88%	62	23	39	0
15	ES621	4	34 St-Hudson Yards 7	85.18%	85.16%	84.96%	94.15%	33	22	11	0
16	ES249	16	Lexington Av-59 St N R W	85.21%	92.64%	80.86%	88.42%	89	78	11	0
17	ES364	5	Fulton St 4 5	85.24%	87.80%	80.24%	92.10%	57	47	10	0
18	ES102	18	125 St 1	86.75%	91.68%	83.50%	80.27%	58	49	9	0
19	ES244	23	Lexington Av-53 St E M	86.86%	91.13%	89.20%	85.23%	155	125	30	0
20	ES236	11	34 St-Herald Sq B D F M	87.18%	85.38%	84.69%	90.62%	63	52	11	0
21	ES229	13	34 St-Herald Sq B D F M	87.44%	89.80%	92.05%	90.70%	38	19	19	0
22	ES338	15	Bowling Green 4 5	88.26%	90.39%	85.58%	93.88%	53	46	7	0
23	ES116	18	145 St B D	88.82%	94.54%	84.80%	91.34%	56	48	8	0
24	ES326	20	West 4 St A B C D E F M	88.85%	90.53%	92.82%	92.59%	40	30	10	0
25	ES213	20	59 St 4 5 6	89.00%	85.79%	92.19%	94.11%	41	31	10	0
26	ES207	19	Grand Central-42 St 7	89.06%	94.33%	89.38%	90.82%	99	58	41	0
27	ES215	22	Lexington Av-59 St N Q R W	89.07%	89.16%	86.78%	92.32%	48	37	11	0
28	ES622	4	34 St-Hudson Yards 7	89.17%	89.60%	90.85%	94.42%	61	43	18	0
29	ES218	13	Times Sq-42 St 7	89.39%	88.39%	87.93%	86.81%	73	62	11	0
30	ES230	13	34 St-Herald Sq B D F M	89.44%	91.70%	91.33%	91.56%	42	29	13	0
31	ES417	11	Roosevelt Island F	89.71%	68.37%	93.14%	98.49%	82	71	11	0
32	ES368	6	Fulton St A C J Z 2 3 4 5	89.96%	90.25%	90.08%	98.15%	68	59	9	0
33	ES288	3	72 St Q	90.11%	91.03%	94.03%	95.40%	51	28	23	0
34	ES632	1	34 St-Hudson Yards 7	90.44%	95.90%	81.61%	78.11%	58	47	11	0
35	ES295	3	72 St Q	90.51%	90.19%	93.17%	93.16%	81	51	30	0
36	ES325	20	West 4 St A B C D E F M	90.73%	91.30%	90.25%	92.22%	52	40	12	0
37	ES235	11	34 St-Herald Sq B D F M	90.87%	94.77%	88.52%	84.34%	62	46	16	0
38	ES223	13	34 St-Herald Sq B D F M N Q R W	90.89%	91.27%	92.00%	89.61%	28	19	9	0
39	ES311	18	Whitehall St R W	90.91%	93.40%	89.26%	96.49%	34	26	8	0
40	ES216	13	Times Sq-42 St 7	91.04%	91.02%	91.52%	86.82%	39	32	7	0
41	ES240	20	5 Av-53 St E M	91.38%	96.22%	92.68%	92.71%	65	35	30	0
42	ES327	20	Delancey St F	91.63%	94.29%	90.72%	92.76%	61	49	12	0
43	ES204	20	Grand Central-42 St 7	91.73%	91.40%	96.99%	93.62%	63	24	39	0
44	ES209	17	Grand Central-42 St 7	91.84%	95.13%	91.36%	90.21%	73	55	18	0
45	ES636	1	34 St-Hudson Yards 7	91.98%	91.65%	93.24%	91.68%	24	17	7	0
46	ES232	13	34 St-Herald Sq B D F M	92.23%	95.94%	89.09%	92.93%	54	45	9	0
47	ES252	30	51 St 6	92.47%	92.79%	93.13%	97.32%	33	21	12	0
48	ES635	1	34 St-Hudson Yards 7	92.58%	95.99%	90.38%	82.15%	46	32	14	0
49	ES233	11	34 St-Herald Sq B D F M	92.59%	95.55%	93.59%	79.90%	46	28	18	0
50	ES630	1	34 St-Hudson Yards 7	92.67%	91.68%	93.17%	95.79%	18	9	9	0

**Elevator and Escalator  
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4th Quarter 2019**

Borough:		Manhattan									
Unit ID	Age (Yrs)	Station	4th Quarter 2019 Availability			4th Quarter 2018 Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak		24 Hr	Total	Non * Scheduled		Scheduled
51	ES626	4	34 St-Hudson Yards 7	92.72%	94.96%	92.27%	82.94%	62	37	25	0
52	ES270	3	96 St Q	92.73%	94.66%	93.80%	94.50%	53	20	33	0
53	ES269	16	Lexington Av-53 St EM	92.85%	96.20%	94.62%	93.34%	65	36	29	0
54	ES627	4	34 St-Hudson Yards 7	93.01%	96.48%	90.41%	93.64%	42	28	14	0
55	ES407	30	Lexington Av-63 St FQ	93.18%	97.15%	89.49%	95.43%	46	33	13	0
56	ES103	23	125 St 1	93.59%	97.12%	93.83%	85.78%	28	20	8	0
57	ES238	20	7 Av BDE	93.63%	92.76%	96.34%	86.60%	45	33	12	0
58	ES237	20	7 Av BDE	93.77%	95.55%	96.36%	92.63%	57	40	17	0
59	ES239	20	5 Av-53 St EM	93.82%	95.91%	93.48%	98.46%	46	34	12	0
60	ES294	3	72 St Q	93.95%	96.95%	96.31%	95.07%	38	21	17	0
61	ES406	30	Lexington Av-63 St FQ	93.98%	98.70%	98.76%	95.45%	69	9	60	0
62	ES212	20	59 St 456	94.03%	93.38%	97.40%	96.46%	23	16	7	0
63	ES211	21	59 St 456	94.05%	96.28%	96.26%	96.05%	19	9	10	0
64	ES246	22	Lexington Av-53 St EM	94.07%	98.48%	96.66%	90.91%	53	23	30	0
65	ES224	13	34 St-Herald Sq BDFMNQRW	94.16%	98.17%	91.37%	92.75%	38	30	8	0
66	ES221	13	34 St-Herald Sq BDFMNQRW	94.19%	96.08%	93.93%	88.85%	30	20	10	0
67	ES370	2	South Ferry 1	94.20%	95.81%	93.49%	91.50%	43	32	11	0
68	ES345	24	Bowling Green 45	94.28%	96.13%	93.73%	97.26%	51	39	12	0
69	ES117	23	181 St A	94.36%	95.07%	96.88%	89.37%	52	45	7	0
70	ES284	3	86 St Q	94.41%	96.07%	97.70%	95.18%	45	30	15	0
71	ES628	4	34 St-Hudson Yards 7	94.50%	95.51%	94.90%	95.51%	18	9	9	0
72	ES339	15	Bowling Green 45	94.50%	95.76%	96.36%	86.59%	35	23	12	0
73	ES411	12	Roosevelt Island F	94.50%	97.59%	93.32%	91.90%	37	26	11	0
74	ES312	6	Whitehall St RW	94.54%	96.01%	97.71%	97.63%	43	26	17	0
75	ES302	20	Park Pl 23	94.57%	94.25%	97.39%	94.46%	30	20	10	0
76	ES118	22	181 St A	94.61%	97.22%	96.32%	82.54%	54	31	23	0
77	ES343	16	Bowling Green 45	94.62%	97.88%	97.62%	96.37%	48	38	10	0
78	ES625	4	34 St-Hudson Yards 7	94.65%	94.95%	95.43%	97.81%	26	16	10	0
79	ES274	3	86 St Q	94.82%	95.33%	96.89%	95.54%	42	25	17	0
80	ES260	3	96 St Q	94.83%	97.55%	97.46%	95.70%	55	16	39	0
81	ES278	3	86 St Q	94.94%	96.74%	95.08%	94.68%	11	5	6	0
82	ES409	30	Lexington Av-63 St FQ	94.94%	98.08%	91.95%	94.78%	50	35	15	0
83	ES336	16	Bowling Green 45	94.98%	97.18%	94.42%	94.53%	40	33	7	0
84	ES119	22	181 St A	94.99%	96.24%	96.37%	91.97%	38	27	11	0
85	ES624	4	34 St-Hudson Yards 7	95.00%	95.27%	97.07%	97.22%	36	19	17	0
86	ES290	3	72 St Q	95.03%	98.44%	96.64%	90.56%	37	24	13	0
87	ES623	4	34 St-Hudson Yards 7	95.08%	96.58%	95.43%	94.75%	32	12	20	0
88	ES210	17	Grand Central-42 St 7	95.11%	97.78%	95.32%	93.60%	43	27	16	0
89	ES458	3	Lexington Av-63 St FQ	95.14%	97.82%	98.84%	95.50%	48	13	35	0
90	ES281	3	86 St Q	95.29%	97.08%	94.99%	97.18%	39	31	8	0
91	ES277	3	86 St Q	95.32%	94.04%	97.41%	94.87%	80	28	52	0
92	ES342	14	Bowling Green 45	95.36%	97.68%	92.03%	95.35%	33	26	7	0
93	ES241	21	5 Av-53 St EM	95.37%	96.01%	94.96%	87.00%	40	27	13	0
94	ES234	11	34 St-Herald Sq BDFM	95.39%	97.29%	94.04%	94.77%	41	33	8	0
95	ES205	18	Grand Central-42 St 7	95.40%	97.57%	95.70%	95.52%	43	26	17	0

**Elevator and Escalator  
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Borough:		Manhattan									
Unit ID	Age (Yrs)	Station	4th Quarter 2019 Availability			4th Quarter 2018 Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak		24 Hr	Total	Non * Scheduled		Scheduled
96	ES300	7	Bleecker St <b>D F B M G</b>	95.54%	98.12%	94.34%	95.74%	38	31	7	0
97	ES374	2	South Ferry <b>1</b>	95.55%	99.68%	98.68%	95.96%	32	15	17	0
98	ES214	21	59 St <b>4 5 6</b>	95.60%	97.05%	94.40%	96.63%	28	19	9	0
99	ES243	23	Lexington Av-53 St <b>E M</b>	95.60%	98.92%	98.47%	96.37%	44	24	20	0
100	ES282	3	86 St <b>Q</b>	95.61%	98.40%	95.89%	96.60%	41	22	19	0
101	ES248	16	Lexington Av-59 St <b>N R W</b>	95.64%	95.27%	94.10%	95.58%	31	23	8	0
102	ES410	30	Lexington Av-63 St <b>F Q</b>	95.75%	99.05%	99.50%	95.11%	70	3	67	0
103	ES242	21	5 Av-53 St <b>E M</b>	95.82%	96.22%	96.15%	94.82%	51	24	27	0
104	ES203	20	Grand Central-42 St <b>7</b>	95.85%	94.28%	98.34%	94.97%	33	22	11	0
105	ES245	22	Lexington Av-53 St <b>E M</b>	95.85%	99.07%	96.24%	85.91%	32	22	10	0
106	ES631	1	34 St-Hudson Yards <b>7</b>	95.96%	99.37%	96.64%	96.32%	26	14	12	0
107	ES287	3	72 St <b>Q</b>	95.99%	96.32%	97.30%	96.94%	59	31	28	0
108	ES202	3	96 St <b>Q</b>	96.01%	98.36%	96.74%	96.58%	40	12	28	0
109	ES280	3	86 St <b>Q</b>	96.21%	98.91%	97.36%	95.10%	66	12	54	0
110	ES412	11	Roosevelt Island <b>F</b>	96.22%	97.06%	98.13%	93.46%	16	9	7	0
111	ES329	5	East Broadway <b>F</b>	96.30%	97.95%	97.32%	96.36%	17	11	6	0
112	ES276	3	86 St <b>Q</b>	96.31%	98.09%	98.10%	88.94%	29	11	18	0
113	ES415	11	Roosevelt Island <b>F</b>	96.42%	98.22%	95.38%	98.13%	25	19	6	0
114	ES271	3	96 St <b>Q</b>	96.47%	99.46%	96.89%	97.06%	51	21	30	0
115	ES418	12	Roosevelt Island <b>F</b>	96.48%	95.98%	96.74%	98.47%	33	25	8	0
116	ES337	16	Bowling Green <b>4 5</b>	96.48%	98.23%	97.96%	95.68%	30	18	12	0
117	ES634	1	34 St-Hudson Yards <b>7</b>	96.53%	97.70%	99.72%	86.52%	29	13	16	0
118	ES373	2	South Ferry <b>1</b>	96.53%	99.64%	99.49%	96.11%	35	20	15	0
119	ES289	3	72 St <b>Q</b>	96.67%	98.83%	97.95%	87.89%	50	20	30	0
120	ES285	3	72 St <b>Q</b>	96.76%	98.24%	99.48%	95.53%	37	7	30	0
121	ES296	3	72 St <b>Q</b>	96.76%	98.37%	97.96%	92.63%	33	20	13	0
122	ES375	2	South Ferry <b>1</b>	96.77%	99.07%	99.83%	97.28%	26	17	9	0
123	ES371	2	South Ferry <b>1</b>	96.78%	97.69%	97.38%	96.75%	20	13	7	0
124	ES353	1	Cortlandt St <b>1</b>	96.81%	98.91%	97.22%	99.58%	25	8	17	0
125	ES283	3	86 St <b>Q</b>	96.92%	98.60%	99.44%	97.90%	25	11	14	0
126	ES247	3	96 St <b>Q</b>	96.96%	99.85%	97.83%	96.98%	30	12	18	0
127	ES297	3	86 St <b>Q</b>	96.99%	96.63%	98.11%	83.29%	19	13	6	0
128	ES200	3	96 St <b>Q</b>	97.04%	99.68%	96.70%	98.02%	17	10	7	0
129	ES369	2	South Ferry <b>1</b>	97.08%	99.42%	96.75%	90.17%	27	15	12	0
130	ES403	30	Lexington Av-63 St <b>F Q</b>	97.10%	98.87%	96.93%	90.60%	22	12	10	0
131	ES286	3	72 St <b>Q</b>	97.11%	98.68%	99.58%	94.20%	54	22	32	0
132	ES222	13	34 St-Herald Sq <b>B D F M N Q R W</b>	97.15%	98.06%	96.80%	90.63%	26	20	6	0
133	ES633	1	34 St-Hudson Yards <b>7</b>	97.17%	95.94%	98.91%	97.74%	14	6	8	0
134	ES413	23	Roosevelt Island <b>F</b>	97.22%	98.82%	97.98%	94.68%	13	5	8	0
135	ES629	4	34 St-Hudson Yards <b>7</b>	97.36%	98.93%	100%	97.04%	28	5	23	0
136	ES279	3	86 St <b>Q</b>	97.51%	99.56%	98.38%	97.35%	29	12	17	0
137	ES341	15	Bowling Green <b>4 5</b>	97.73%	100%	97.65%	97.73%	23	14	9	0
138	ES408	30	Lexington Av-63 St <b>F Q</b>	97.74%	99.93%	99.39%	95.55%	34	7	27	0
139	ES273	3	86 St <b>Q</b>	97.77%	98.57%	99.35%	97.40%	22	6	16	0
140	ES220	3	96 St <b>Q</b>	97.78%	98.40%	99.27%	96.67%	26	11	15	0

**Elevator and Escalator  
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Borough:		Manhattan									
Unit ID	Age	Station	4th Quarter 2019 Availability			4th Quarter 2018 Availability	Outages			Entrapments	
(Yrs)			24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled		
141	ES372	2	South Ferry ①	97.88%	99.96%	98.22%	98.11%	14	8	6	0
142	ES272	3	96 St ①	97.90%	99.86%	99.64%	96.35%	26	4	22	0
143	ES301	20	Park Pl ②③	98.01%	98.64%	99.41%	98.37%	11	6	5	0
144	ES291	3	72 St ①	98.09%	99.72%	99.68%	97.73%	14	6	8	0
145	ES404	30	Lexington Av-63 St ①②	98.20%	98.33%	98.88%	95.36%	18	10	8	0
146	ES419	12	Roosevelt Island ①	98.20%	99.26%	99.02%	97.43%	14	6	8	0
147	ES340	14	Bowling Green ④⑤	98.23%	99.66%	98.64%	95.44%	18	10	8	0
148	ES402	30	Lexington Av-63 St ①②	98.37%	99.21%	99.32%	96.73%	18	7	11	0
149	ES275	3	86 St ①	98.48%	100%	100%	98.13%	15	7	8	0
150	ES401	30	Lexington Av-63 St ①②	98.60%	99.94%	98.84%	95.93%	13	6	7	0
151	ES420	11	Roosevelt Island ①	98.79%	98.83%	98.90%	97.51%	7	4	3	0
152	ES459	3	Lexington Av-63 St ①②	99.14%	100%	99.94%	89.63%	8	4	4	0
	<b>152</b>	<b>12.0</b>	<b>Escalator Subtotal:</b>	<b>92.5%</b>	<b>94.3%</b>	<b>93.0%</b>	<b>93.1%</b>	<b>6364</b>	<b>3976</b>	<b>2388</b>	<b>0</b>
*Note the number of entrapments are included in the non scheduled outage count.											
** Removed from service for replacement during third quarter of 2019											



**Elevator and Escalator  
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4th Quarter 2019**

Borough:		Brooklyn									
Unit ID	Age	Station	4th Quarter 2019 Availability			4th Quarter 2018 Availability	Outages			Entrapments	
	(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled		
1	EL312	19	Clark St 23	64.51%	68.82%	72.15%	94.60%	58	20	38	4
2	EL343	13	Euclid Av AC	78.05%	78.95%	79.32%	98.51%	10	5	5	1
3	EL340	20	Franklin Av CS	80.81%	82.61%	80.42%	98.19%	12	6	6	2
4	EL740	0	New Utrecht Av DN	84.09%	83.96%	85.48%	N/A	17	10	7	1
5	EL344	5	Utica Av AC	87.80%	88.71%	88.61%	92.30%	16	10	6	1
6	EL319	22	Brooklyn College-Flatbush Av 25	90.88%	91.98%	93.70%	96.85%	32	20	12	3
7	EL393	16	Flushing Av JM	92.35%	93.48%	93.29%	96.65%	14	9	5	5
8	EL739	0	New Utrecht Av DN	93.50%	92.07%	95.65%	N/A	18	8	10	0
9	EL311	19	Clark St 23	93.71%	95.04%	96.00%	90.34%	17	6	11	0
10	EL306	15	Atlantic Av 23	93.96%	94.08%	94.85%	98.61%	8	3	5	2
11	EL391	15	Marcy Av JMZ	94.11%	94.73%	93.60%	93.79%	27	17	10	0
12	EL308	18	Court St R	94.22%	96.64%	95.46%	96.52%	21	5	16	0
13	EL309	18	Court St R	94.39%	95.02%	97.83%	89.81%	19	4	15	0
14	EL373	11	Church Av FG	94.89%	95.65%	96.43%	97.09%	8	4	4	0
15	EL339	20	Franklin Av CS	95.18%	93.98%	96.56%	93.83%	17	7	10	1
16	EL304	15	Atlantic Av 23	95.50%	96.56%	96.24%	96.20%	10	2	8	0
17	EL701	14	Coney Island-Stillwell Av DFNQ	95.52%	96.20%	96.07%	99.17%	8	4	4	0
18	EL310	19	Clark St 23	95.86%	98.16%	97.07%	96.19%	21	10	11	0
19	EL753	0	8 AV	96.22%	97.43%	94.91%	N/A	22	18	4	0
20	EL741	0	New Utrecht Av DN	96.29%	98.57%	93.85%	N/A	26	18	8	0
21	EL706	9	Jay St ACFR	96.35%	95.04%	97.21%	98.51%	42	31	11	0
22	EL392	15	Marcy Av JMZ	96.66%	94.70%	99.53%	99.08%	15	1	14	0
23	EL375	11	Church Av FG	97.18%	97.51%	98.48%	97.82%	22	14	8	1
24	EL702	14	Coney Island-Stillwell Av DFNQ	97.51%	98.21%	98.26%	98.31%	14	5	9	0
25	EL320	21	Church Av 25	97.53%	98.56%	98.23%	98.13%	10	3	7	1
26	EL374	11	Church Av FG	97.61%	98.82%	97.83%	93.91%	12	8	4	0
27	EL383	16	Prospect Park BQS	97.70%	98.78%	97.94%	92.19%	15	6	9	1
28	EL760	8	Kings Highway BQ	97.72%	99.20%	97.91%	98.73%	12	5	7	0
29	EL321	21	Church Av 25	97.75%	98.88%	99.39%	98.86%	11	5	6	0
30	EL382	16	Prospect Park BQS	97.77%	98.62%	99.14%	97.22%	10	3	7	1
31	EL302	15	Pacific St-Atlantic Av DNR	97.84%	97.96%	98.85%	99.14%	16	8	8	1
32	EL341	13	Euclid Av AC	97.87%	99.30%	97.70%	98.64%	12	5	7	3
33	EL371	14	DeKalb Av BQR	97.88%	99.25%	97.21%	98.01%	8	3	5	0
34	EL396	11	Myrtle-Wyckoff Avs LM	97.92%	98.98%	95.92%	98.74%	10	6	4	3
35	EL707	9	Jay St ACFR	98.02%	99.07%	99.46%	98.53%	15	8	7	0
36	EL301	15	Pacific St-Atlantic Av DNR	98.13%	99.86%	99.17%	98.89%	9	5	4	2
37	EL761	8	Kings Highway BQ	98.14%	97.09%	100%	98.89%	12	4	8	0
38	EL738	0	New Utrecht Av DN	98.14%	98.23%	97.40%	N/A	13	5	8	0
39	EL307	15	Atlantic Av BQ	98.14%	99.84%	98.10%	98.97%	13	5	8	0
40	EL395	16	Flushing Av JM	98.15%	99.56%	97.10%	97.88%	11	7	4	0
41	EL372	14	DeKalb Av BQR	98.25%	99.57%	99.27%	98.89%	9	5	4	0
42	EL394	16	Flushing Av JM	98.28%	99.16%	98.91%	95.72%	9	3	6	1
43	EL323	15	Crown Hts-Utica Av 34	98.39%	100%	98.69%	98.10%	13	9	4	2
44	EL318	25	Borough Hall 2345	98.43%	100%	97.42%	96.56%	10	6	4	0
45	EL708	9	Jay St ACFR	98.49%	98.80%	98.72%	96.07%	20	11	9	0
46	EL305	15	Atlantic Av 45	98.57%	99.78%	98.85%	97.07%	7	2	5	0
47	EL345	5	Utica Av AC	98.68%	99.79%	98.91%	99.12%	8	4	4	0

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			24 Hr	AM Peak	PM Peak		24 Hr	Total	Non * Scheduled		Scheduled
48	EL322	15	Crown Hts-Utica Av 34	98.75%	99.43%	98.12%	99.01%	10	7	3	1
49	EL370	14	DeKalb Av BQR	98.79%	99.84%	99.03%	98.87%	6	1	5	0
50	EL317	25	Borough Hall 2345	98.80%	99.57%	99.27%	93.43%	11	7	4	0
51	EL303	15	Pacific St-Atlantic Av DNR	98.80%	100%	99.29%	97.61%	10	4	6	0
52	EL397	11	Myrtle-Wyckoff Avs L	98.85%	99.02%	100%	97.71%	10	6	4	1
53	EL342	13	Euclid Av AC	98.86%	99.86%	99.97%	91.64%	7	1	6	0
54	EL346	5	Utica Av AC	99.07%	98.93%	100%	99.17%	7	4	3	0
55	EL376	7	Bay Parkway D	99.08%	99.97%	99.29%	99.14%	7	2	5	0
56	EL398	11	Myrtle-Wyckoff Avs M	99.12%	100%	100%	98.74%	6	0	6	0
57	EL709	9	Jay St ACFR	99.30%	100%	100%	98.56%	8	3	5	0
58	EL378	7	Bay Parkway D	99.38%	100%	100%	98.63%	4	1	3	0
59	EL377	7	Bay Parkway D	99.42%	100%	100%	98.37%	5	1	4	0
	<b>59</b>	<b>12.8</b>	<b>Elevator Subtotal:</b>	<b>95.6%</b>	<b>96.5%</b>	<b>96.4%</b>	<b>97.1%</b>	<b>830</b>	<b>400</b>	<b>430</b>	<b>38</b>
1	ES316	19	Smith 9 St FG	50.30%	52.65%	49.18%	96.33%	20	14	6	0
2	ES348	20	Smith 9 St FG	58.38%	60.29%	56.97%	92.04%	64	58	6	0
3	ES347	23	Broadway Junction ACJLZ	75.28%	76.45%	75.39%	84.90%	86	75	11	0
4	ES346	17	Brighton Beach BQ	76.60%	79.35%	68.33%	91.95%	75	61	14	0
5	ES306	16	Court St R	82.78%	85.69%	82.38%	94.92%	46	40	6	0
6	ES335	16	West 8 St-NY Aquarium FC	85.61%	95.75%	67.47%	87.76%	71	61	10	0
7	ES318	20	Jay St ACF	85.98%	88.83%	83.79%	91.28%	102	94	8	0
8	ES349	20	Smith 9 St FG	86.04%	83.48%	83.73%	83.91%	129	121	8	0
9	ES310	17	Atlantic Av BQ	87.46%	89.41%	87.43%	95.71%	41	31	10	0
10	ES332	16	Myrtle-Wyckoff Avs LM	88.33%	89.13%	87.98%	93.69%	73	64	9	0
11	ES333	16	Myrtle-Wyckoff Avs LM	89.79%	92.79%	88.44%	89.21%	47	37	10	0
12	ES309	19	DeKalb Av BQR	91.03%	90.70%	91.55%	96.61%	25	18	7	0
13	ES331	24	Broadway Junction ACJLZ	91.80%	94.48%	89.39%	90.55%	45	35	10	0
14	ES304	17	President St 25	91.83%	93.45%	89.24%	93.67%	44	34	10	0
15	ES315	19	Smith 9 St FG	91.90%	93.91%	89.75%	88.21%	39	33	6	0
16	ES305	16	Court St R	92.26%	94.81%	89.94%	50.95%	51	44	7	0
17	ES356	9	Jay St ACFR	92.35%	93.93%	92.29%	96.41%	128	66	62	0
18	ES317	20	Jay St ACF	92.51%	93.25%	90.65%	95.13%	61	52	9	0
19	ES330	23	Broadway Junction ACJLZ	92.57%	95.40%	90.41%	88.77%	81	75	6	0
20	ES324	20	High St AC	92.94%	96.75%	90.34%	94.46%	51	45	6	0
21	ES352	20	Franklin Av S	93.68%	96.35%	97.40%	94.36%	44	21	23	0
22	ES323	21	High St AC	93.70%	93.83%	94.14%	94.51%	26	24	2	0
23	ES314	19	Smith 9 St FG	94.65%	96.04%	93.82%	97.81%	24	18	6	0
24	ES357	9	Jay St ACFR	95.43%	98.29%	95.85%	94.80%	37	26	11	0
25	ES303	16	Borough Hall 2345	95.51%	97.21%	95.20%	97.37%	39	32	7	0
26	ES308	19	DeKalb Av BQR	96.20%	99.34%	96.15%	85.49%	25	16	9	0
27	ES322	21	High St AC	96.62%	96.58%	97.41%	87.52%	19	15	4	0
28	ES313	19	Smith 9 St FG	96.69%	99.16%	94.49%	94.83%	36	31	5	0
29	ES321	21	High St AC	97.00%	97.80%	96.88%	95.33%	28	22	6	0
30	ES350	22	High St AC	98.26%	100%	97.55%	92.02%	16	8	8	0
	<b>30</b>	<b>18.5</b>	<b>Escalator Subtotal:</b>	<b>88.5%</b>	<b>90.5%</b>	<b>86.8%</b>	<b>91.3%</b>	<b>1573</b>	<b>1271</b>	<b>302</b>	<b>0</b>
*Note the number of entrapments are included in the non scheduled outage count.											
** Placed into service during third quarter of 2019											

**Elevator and Escalator  
Quarterly Performance By Borough  
4th Quarter 2019**

Queens											
	Borough:	Age (Yrs)	Station	4th Quarter 2019 Availability			4th Quarter 2018 Availability	Outages			Entrapments
	Unit ID			24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled	
1	EL424	2	Briarwood <b>E F</b>	83.22%	84.55%	82.68%	98.28%	31	21	10	3
2	EL412	31	Jamaica Center <b>E J Z</b>	89.66%	87.52%	89.63%	96.48%	29	12	17	1
3	EL462	1	Ozone Park-Lefferts Boulevard <b>A</b>	93.46%	93.14%	92.39%	94.74%	23	20	3	3
4	EL414	19	Flushing-Main St <b>7</b>	94.53%	95.29%	94.22%	96.58%	21	6	15	2
5	EL432	14	Jamaica-179 St <b>F</b>	95.08%	92.93%	98.07%	98.93%	20	8	12	0
6	EL427	12	Junction Blvd <b>7</b>	96.17%	96.92%	96.40%	91.63%	19	14	5	0
7	EL423	14	74 St-Broadway <b>7</b>	96.39%	95.16%	98.08%	99.25%	17	8	9	2
8	EL421	14	Jackson Hts-Roosevelt Av <b>E F M R</b>	96.47%	97.12%	98.01%	92.06%	14	6	8	0
9	EL437	5	Forest Hills <b>E F M R</b>	96.53%	97.23%	97.91%	97.11%	32	22	10	0
10	EL433	14	Jamaica-179 St <b>F</b>	96.53%	98.29%	99.03%	91.20%	25	16	9	1
11	EL439	5	Forest Hills <b>E F M R</b>	96.71%	97.09%	97.83%	98.75%	12	1	11	0
12	EL434	11	Kew Gardens-Union Tpke <b>E F</b>	96.77%	98.11%	97.28%	93.88%	17	11	6	0
13	EL411	31	Sutphin Blvd-Archer Av-JFK <b>E J Z</b>	97.04%	96.67%	98.11%	98.29%	14	5	9	0
14	EL425	12	Junction Blvd <b>7</b>	97.32%	97.16%	98.55%	94.90%	10	3	7	0
15	EL429	13	Queens Plaza <b>E M R</b>	97.39%	98.00%	98.91%	98.78%	9	1	8	1
16	EL446	8	CitiCorp/Court Square <b>7 E G</b>	97.39%	99.37%	97.83%	96.78%	10	4	6	2
17	EL435	11	Kew Gardens-Union Tpke <b>E F</b>	97.47%	99.52%	97.86%	99.18%	12	5	7	2
18	EL430	13	Queens Plaza <b>E M R</b>	97.48%	96.94%	99.24%	98.37%	11	4	7	0
19	EL498	7	Mott Av <b>A</b>	97.51%	97.32%	96.74%	98.81%	15	11	4	0
20	EL413	31	Jamaica Center <b>E J Z</b>	97.56%	99.64%	97.90%	96.66%	19	17	2	0
21	EL431	14	Jamaica-179 St <b>F</b>	97.61%	97.31%	99.45%	91.53%	16	8	8	0
22	EL420	14	74 St-Broadway <b>7</b>	97.69%	98.27%	99.18%	93.15%	10	7	3	2
23	EL438	5	Forest Hills <b>E F M R</b>	97.95%	100%	97.75%	97.22%	13	7	6	0
24	EL463	1	Ozone Park-Lefferts Boulevard <b>A</b>	98.17%	99.67%	96.26%	91.14%	13	8	5	1
25	EL426	12	Junction Blvd <b>7</b>	98.31%	99.84%	98.91%	97.21%	9	2	7	0
26	EL406	2	21 St-Queensbridge <b>F</b>	98.48%	99.22%	99.30%	99.00%	11	8	3	0
27	EL428	13	Queens Plaza <b>E M R</b>	98.50%	98.95%	100%	89.63%	8	1	7	0
28	EL409	2	Jamaica-Van Wyck <b>E</b>	98.65%	99.93%	99.31%	99.29%	7	2	5	0
29	EL408	2	Jamaica-Van Wyck <b>E</b>	98.69%	100%	99.55%	99.06%	5	2	3	0
30	EL497	7	Mott Av <b>A</b>	98.76%	99.32%	98.91%	98.56%	6	1	5	0
31	EL405	2	21 St-Queensbridge <b>F</b>	98.82%	98.55%	100%	94.94%	9	6	3	0
32	EL422	14	Jackson Hts-Roosevelt Av <b>E F M R</b>	98.98%	99.24%	100%	98.70%	6	2	4	0
33	EL436	11	Kew Gardens-Union Tpke <b>E F</b>	99.19%	100%	99.93%	98.27%	6	2	4	0
34	EL447	8	CitiCorp/Court Square <b>7 E G</b>	99.30%	100%	100%	97.73%	4		4	0
35	EL407	2	21 St-Queensbridge <b>F</b>	99.37%	100%	100%	99.30%	4	1	3	0
	<b>35</b>	<b>10.8</b>	<b>Elevator Subtotal:</b>	<b>96.8%</b>	<b>97.4%</b>	<b>97.6%</b>	<b>96.4%</b>	<b>487</b>	<b>252</b>	<b>235</b>	<b>20</b>

**Elevator and Escalator  
Quarterly Performance By Borough  
4th Quarter 2019**

Borough: Queens											
	Unit ID	Age (Yrs)	Station	4th Quarter 2019 Availability			4th Quarter 2018 Availability 24 Hr	Outages			Entrapments
				24 Hr	AM Peak	PM Peak		Total	Non * Scheduled	Scheduled	
1	ES450	20	74 St-Broadway 7	51.82%	52.07%	50.89%	90.12%	26	15	11	0
2	ES424	30	21 St-Queensbridge F	81.32%	84.16%	78.81%	97.20%	33	26	7	0
3	ES457	20	Flushing-Main St 7	84.36%	86.70%	81.68%	86.89%	48	39	9	0
4	ES455	20	Flushing-Main St 7	86.03%	89.16%	83.29%	81.61%	73	60	13	0
5	ES456	20	Flushing-Main St 7	87.92%	90.85%	80.64%	82.81%	66	58	8	0
6	ES449	20	74 St-Broadway 7	88.81%	86.61%	89.50%	91.50%	78	62	16	0
7	ES448	20	Woodside-61 St 7	89.10%	90.10%	91.72%	93.47%	31	19	12	0
8	ES437	31	Sutphin Blvd-Archer Av-JFK E J Z	89.48%	91.81%	89.13%	96.82%	91	81	10	0
9	ES453	4	74 St-Broadway 7	91.00%	92.79%	90.20%	90.33%	35	25	10	0
10	ES428	11	Jamaica-Van Wyck E	91.25%	89.04%	89.96%	95.04%	64	56	8	0
11	ES439	12	Jamaica Center E J Z	92.11%	94.31%	94.35%	92.79%	27	20	7	0
12	ES452	4	74 St-Broadway 7	93.02%	91.23%	92.79%	94.95%	32	28	4	0
13	ES440	10	Jamaica Center E J Z	93.54%	93.96%	93.38%	96.31%	37	30	7	0
14	ES438	11	Jamaica Center E J Z	94.15%	96.97%	93.58%	95.58%	39	30	9	0
15	ES444	11	Jamaica Center E J Z	94.39%	95.44%	94.54%	96.78%	37	30	7	0
16	ES431	11	Jamaica-Van Wyck E	94.47%	95.49%	94.14%	94.62%	32	26	6	0
17	ES447	12	Jamaica Center E J Z	94.64%	97.63%	92.71%	92.24%	40	35	5	0
18	ES421	30	21 St-Queensbridge F	94.65%	96.10%	93.61%	95.89%	38	31	7	0
19	ES441	12	Jamaica Center E J Z	94.81%	94.79%	94.94%	95.70%	26	17	9	0
20	ES445	10	Jamaica Center E J Z	94.86%	98.60%	95.44%	95.69%	30	22	8	0
21	ES446	10	Jamaica Center E J Z	94.94%	96.70%	92.72%	96.99%	33	27	6	0
22	ES451	22	74 St-Broadway 7	95.01%	97.05%	94.29%	79.99%	20	10	10	0
23	ES427	11	Jamaica-Van Wyck E	95.11%	97.13%	96.42%	92.65%	30	21	9	0
24	ES436	31	Sutphin Blvd-Archer Av-JFK E J Z	95.50%	95.90%	94.49%	98.81%	34	29	5	0
25	ES435	31	Sutphin Blvd-Archer Av-JFK E J Z	95.94%	95.14%	95.46%	88.53%	40	35	5	0
26	ES422	30	21 St-Queensbridge F	96.05%	98.35%	95.63%	96.58%	33	27	6	0
27	ES442	12	Jamaica Center E J Z	96.24%	98.34%	96.61%	96.02%	26	18	8	0
28	ES425	30	21 St-Queensbridge F	96.67%	98.19%	96.92%	97.46%	24	17	7	0
29	ES429	11	Jamaica-Van Wyck E	97.15%	98.03%	98.85%	96.29%	17	11	6	0
30	ES423	30	21 St-Queensbridge F	97.18%	98.91%	97.11%	98.66%	18	12	6	0
31	ES430	11	Jamaica-Van Wyck E	97.28%	98.84%	98.32%	97.80%	19	11	8	0
32	ES434	31	Sutphin Blvd-Archer Av-JFK E J Z	98.03%	98.37%	99.01%	98.22%	13	7	6	0
33	ES426	30	21 St-Queensbridge F	98.32%	98.98%	98.43%	96.38%	10	6	4	0
34	ES443	11	Jamaica Center E J Z	98.80%	99.95%	100%	97.97%	7	3	4	0
<b>34</b>	<b>18.2</b>		<b>Escalator Subtotal:</b>	<b>92.2%</b>	<b>93.5%</b>	<b>91.8%</b>	<b>93.8%</b>	<b>1207</b>	<b>944</b>	<b>263</b>	<b>0</b>
*Note the number of entrapments are included in the non scheduled outage count.											

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

**4th Quarter 2019**

	Unit ID	Station	Owner	4th Quarter 2019 Availability			4th Quarter 2018 Availability
				24 Hr	AM	PM	24 Hr
					Peak	Peak	
1	EL290X	42 St - Port Authority Bus Terminal <b>A C E</b>	Tishman Asset Corporation c/o the Intercontinental Hotel	53.20%	52.47%	54.53%	82.69%
2	EL700X	Atlantic Av-Barclays Ctr <b>2 3 4 5 B D</b>	Atlantic Rail Yards, LLC c/o Forest City Ratner Co	72.57%	75.17%	68.58%	67.84%
3	EL208X	50 St <b>C E</b>	WWP Office, LLC c/o RXR Realty	78.76%	82.81%	78.44%	97.46%
4	EL450X	Sutphin Blvd - Archer Av - JFK Airport <b>E J Z</b>	Port Authority	83.75%	82.88%	80.79%	96.04%
5	EL291X	42 St - Port Authority Bus Terminal <b>A C E</b>	Tishman Asset Corporation c/o the Intercontinental Hotel	86.95%	86.96%	85.87%	96.52%
6	EL279X	28 St <b>B</b>	Park and 28th Street Condominium	88.53%	88.77%	86.96%	100%
7	EL448X	Sutphin Blvd - Archer Av - JFK Airport <b>E J Z</b>	Port Authority	89.18%	89.41%	85.53%	95.39%
8	EL445X	Court Square <b>G 7</b>	Perennially Green c/o Citicorp	91.00%	91.67%	88.10%	95.23%
9	EL327X	Jay St - MetroTech <b>A C F R</b>	Avalon Willoughby West LLC	93.60%	92.36%	94.10%	94.86%
10	EL14X	Cortlandt St <b>R W</b>	Port Authority	94.13%	92.64%	95.27%	100%
11	EL200X	34 St - Herald Sq <b>B D F M N O R W</b>	PATH	96.32%	95.11%	96.88%	97.71%
12	EL23X	World Trade Center <b>E</b>	Port Authority	96.52%	95.95%	97.35%	93.02%
13	EL729X	Fulton St <b>4 5</b>	Westfield Management	96.61%	96.12%	96.97%	98.27%
14	EL22X	Cortlandt St <b>R W</b>	Port Authority	96.86%	98.08%	97.28%	95.42%
15	EL726X	Cortlandt St <b>R W</b>	Westfield Management	96.92%	96.51%	97.46%	97.90%
16	EL493X	Howard Beach <b>A</b>	Port Authority	96.98%	97.83%	96.66%	99.44%
17	EL17X	Cortlandt St <b>R W</b>	Port Authority	97.60%	98.44%	96.50%	97.98%
18	EL287X	42 St - Bryant Park <b>B D F M</b>	The Durst Organization	97.67%	97.12%	97.53%	99.43%
19	EL294X	42 St - Bryant Park <b>B D F M</b>	3 BP Property Owner LLC	97.83%	98.78%	96.74%	96.05%
20	EL207X	50 St <b>C E</b>	WWP Office, LLC c/o RXR Realty	97.87%	98.57%	96.74%	96.06%
21	EL276X	59 St - Columbus Cir <b>1 A B C D</b>	Columbus Centre LLC, c/o The Related Companies	98.32%	98.85%	97.83%	95.17%
22	EL449X	Sutphin Blvd - Archer Av - JFK Airport <b>E J Z</b>	Port Authority	98.38%	97.83%	97.83%	100%
23	EL295X	42 St - Bryant Park <b>B D F M</b>	Hines Incorporated/Bank of China	98.39%	98.67%	98.91%	97.03%
24	EL727X	Cortlandt St <b>R W</b>	Westfield Management	98.62%	98.57%	97.83%	97.62%
25	EL231X	Times Sq - 42 St <b>N O R S W 1 2 3 7</b>	Boston Properties	98.67%	97.83%	98.91%	97.78%
26	EL18X	Cortlandt St <b>R W</b>	Port Authority	98.70%	98.53%	99.02%	73.24%
27	EL747X	Hoyt Street-Schermerhorn Street <b>A C E</b>	Hoyt & Horn, 210 Livingston Street	98.81%	99.22%	98.39%	88.78%
28	EL728X	Fulton St <b>4 5</b>	Westfield Management	98.83%	99.65%	97.54%	98.48%
29	EL16X	Cortlandt St <b>R W</b>	Port Authority	98.97%	99.55%	99.57%	94.33%
30	EL203X	Lexington Av / 53 St <b>E M</b>	BP 599 Lexington Avenue LLC, c/o Boston Properties	99.09%	100%	99.75%	98.37%
31	EL717X	Fulton St <b>A C J 2 2 3 4 5</b>	Westfield Management	99.11%	98.91%	99.32%	99.57%
32	EL492X	Howard Beach <b>A</b>	Port Authority	99.21%	97.83%	100%	99.00%
33	EL491X	Howard Beach <b>A</b>	Port Authority	99.43%	100%	99.18%	99.16%
34	EL417X	61 St - Woodside <b>7</b>	LIRR	99.31%	99.78%	99.73%	98.96%
35	EL13X	WTC Cortlandt St <b>1</b>	Port Authority	99.48%	99.92%	99.09%	99.60%
36	EL495X	Howard Beach <b>A</b>	Port Authority	99.48%	98.91%	100%	98.92%
37	EL490X	Howard Beach <b>A</b>	Port Authority	99.51%	100%	99.28%	98.52%
38	EL12X	WTC Cortlandt St <b>1</b>	Port Authority	99.54%	99.68%	99.26%	99.49%
39	EL11X	WTC Cortlandt St <b>1</b>	Port Authority	99.59%	100%	99.89%	98.52%
40	EL737X	Atlantic Av-Barclays Ctr <b>2 3 4 5 B D</b>	LIRR	98.40%	98.66%	99.46%	98.88%
41	EL268X	49 St <b>N O R W</b>	Barclays	99.75%	100%	99.86%	52.16%
42	EL489X	Aqueduct Racetrack <b>A</b>	Genting New York LLC	99.76%	99.82%	100%	60.06%
43	EL415X	61 St - Woodside <b>7</b>	LIRR	98.89%	98.52%	99.50%	97.88%
44	EL288X	42 St - Port Authority Bus Terminal <b>A C E</b>	Port Authority	100%	100%	100%	99.10%
45	EL289X	42 St - Port Authority Bus Terminal <b>A C E</b>	Port Authority	100%	100%	100%	48.58%
46	EL300X	Atlantic Av-Barclays Ctr <b>2 3 4 5 B D</b>	LIRR	98.83%	98.39%	100%	100%
47	EL34X	34 St - Penn <b>1 2 3</b>	LIRR	99.77%	99.53%	99.95%	94.00%
48	EL416X	61 St - Woodside <b>7</b>	LIRR	99.48%	99.46%	99.66%	99.22%
49	EL418X	61 St - Woodside <b>7</b>	LIRR	99.14%	99.87%	98.62%	32.06%
50	EL419X	61 St - Woodside <b>7</b>	LIRR	99.66%	99.46%	100%	30.96%
51	EL494X	Howard Beach <b>A</b>	Port Authority	100%	100%	100%	89.63%
52	EL718X	Fulton St <b>A C J 2 2 3 4 5</b>	Westfield Management	100%	100%	100%	100%
53	EL733X	Fulton St <b>A C J 2 2 3 4 5</b>	Westfield Management	100%	100%	100%	99.14%
	<b>53</b>						

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

**4th Quarter 2019**

	Unit ID	Station	Owner	4th Quarter 2019 Availability			4th Quarter 2018 Availability
				24 Hr	AM	PM	24 Hr
					Peak	Peak	
	* Data provided by LIRR						
1	ES254X	Lexington Av / 53 St <b>(E M)</b>	885 Third Holding LLC	N/A	N/A	N/A	53.75%
2	ES610X	42 St - Grand Central <b>(4 5 6 7 S)</b>	SL Green	N/A	N/A	N/A	97.42%
3	ES607X	42 St - Port Authority Bus Terminal <b>(A C E)</b>	SJP Properties	38.87%	19.57%	54.66%	67.41%
4	ES258X	14 St - Union Sq <b>(L N O R W)</b>	Zeckendorf Towers	52.31%	54.44%	45.55%	67.16%
5	ES609X	42 St - Grand Central <b>(4 5 6 7 S)</b>	120 Park Ave Associates LLC	56.52%	60.16%	52.45%	98.85%
6	ES608X	42 St - Grand Central <b>(4 5 6 7 S)</b>	120 Park Ave Associates LLC	59.85%	67.81%	52.45%	99.10%
7	ES257X	14 St - Union Sq <b>(L N O R W)</b>	Zeckendorf Towers	62.43%	60.37%	60.53%	72.11%
8	ES265X	Court Square <b>(G 7)</b>	Perennially Green c/o Citicorp	72.35%	71.70%	71.14%	82.36%
9	ES461X	Court Square <b>(G 7)</b>	Perennially Green c/o Citicorp	73.26%	74.36%	74.39%	81.00%
10	ES266X	Court Square <b>(G 7)</b>	Perennially Green c/o Citicorp	79.69%	75.49%	78.65%	93.85%
11	ES462X	Court Square <b>(G 7)</b>	Perennially Green c/o Citicorp	79.78%	78.23%	80.41%	92.91%
12	ES359X	Atlantic Av-Barclays Ctr <b>(2 3 4 5 B D)</b>	Atlantic Rail Yards, LLC c/o Forest City Ratner Co	80.13%	84.06%	77.43%	96.50%
13	ES261X	Times Sq - 42 St <b>(N O R S W 1 2 3 7)</b>	RXR Realty	87.93%	88.13%	89.53%	77.04%
14	ES432X	Sutphin Blvd - Archer Av - JFK Airport <b>(E J Z)</b>	Port Authority	88.51%	87.40%	84.78%	95.04%
15	ES606X	42 St - Port Authority Bus Terminal <b>(A C E)</b>	SJP Properties	91.61%	88.81%	94.97%	91.93%
16	ES250X	Columbus Circle <b>(1 A B)</b>	Columbus Centre LLC, c/o The Related Companies	91.96%	90.56%	93.33%	98.04%
17	ES358X	Atlantic Av-Barclays Ctr <b>(2 3 4 5 B D)</b>	Atlantic Rail Yards, LLC c/o Forest City Ratner Co	92.08%	95.42%	89.81%	37.28%
18	ES600X	Lexington Av / 53 St <b>(E M)</b>	875 Third Avenue LLC., c/o Eastgate Realty	92.96%	93.48%	95.54%	98.27%
19	ES262X	Times Sq - 42 St <b>(N O R S W 1 2 3 7)</b>	RXR Realty	94.28%	94.45%	94.57%	95.58%
20	ES263X	50 St <b>(C E)</b>	WWP Office, LLC c/o RXR Realty	95.18%	95.79%	94.57%	92.84%
21	ES268X	Times Sq - 42 St <b>(N O R S W 1 2 3 7)</b>	Boston Properties	95.32%	93.95%	95.24%	96.14%
22	ES499X	Howard Beach <b>(A)</b>	Port Authority	95.92%	95.99%	95.29%	98.84%
23	ES251X	Columbus Circle <b>(1 A B)</b>	Columbus Centre LLC, c/o The Related Companies	96.25%	96.74%	95.05%	86.62%
24	ES433X	Sutphin Blvd - Archer Av - JFK Airport <b>(E J Z)</b>	Port Authority	96.29%	96.09%	95.65%	99.33%
25	ES253X	599 Lexington Av <b>(E M)</b>	BP 599 Lexington Avenue LLC, c/o Boston Properties	97.27%	98.63%	95.65%	71.57%
26	ES267X	Times Sq - 42 St <b>(N O R S W 1 2 3 7)</b>	Boston Properties	97.44%	97.83%	97.07%	97.49%
27	ES380X	Cortlandt St <b>(1)</b>	Brookfield Property Partners	97.51%	99.82%	96.15%	100%
28	ES498X	Howard Beach <b>(A)</b>	Port Authority	98.54%	98.91%	98.40%	83.35%
29	ES365X	Fulton St <b>(A C J 2 2 3 4 5)</b>	Westfield Management	98.77%	100%	97.83%	98.10%
30	ES497X	Howard Beach <b>(A)</b>	Port Authority	98.92%	98.32%	98.91%	100%
31	ES362X	Fulton St <b>(A C J 2 2 3 4 5)</b>	Westfield Management	99.03%	99.84%	98.18%	100%
32	ES363X	Fulton St <b>(A C J 2 2 3 4 5)</b>	Westfield Management	99.09%	99.84%	98.89%	97.30%
33	ES264X	50 St <b>(C E)</b>	WWP Office, LLC c/o RXR Realty	99.16%	97.83%	100%	95.33%
34	ES366X	Fulton St <b>(A C J 2 2 3 4 5)</b>	Westfield Management	99.17%	100%	98.91%	98.89%
35	ES360X	Fulton St <b>(A C J 2 2 3 4 5)</b>	Westfield Management	100%	100%	100%	99.06%
36	ES361X	Fulton St <b>(A C J 2 2 3 4 5)</b>	Westfield Management	100%	100%	100%	95.42%
37	ES376X	Fulton St <b>(J Z)</b>	BBV US Real Estate Fund	100%	100%	100%	100%
38	ES377X	Fulton St <b>(J Z)</b>	BBV US Real Estate Fund	100%	100%	100%	100%
39	ES378X	Wall St <b>(2 3)</b>	Deutsche Bank	100%	100%	100%	100%
40	ES379X	Wall St <b>(2 3)</b>	Deutsche Bank	100%	100%	100%	99.68%
41	ES383X	Fulton St <b>(A C J 2 2 3 4 5)</b>	Westfield Management	100%	100%	100%	97.71%
42	ES496X	Howard Beach <b>(A)</b>	Port Authority	100%	100%	100%	99.63%
	<b>42</b>						

**4TH QUARTER 2019 ELEVATORS WITH LESS THAN 85% AVAILABILITY**

<b>Borough/ Unit</b>	<b>Location</b>	<b>24 Hr Availability</b>	<b>Comments</b>
<b>BRONX</b>			
EL132	161 St-Yankee Stadium 4	63.97%	The elevator was out due to repeated entrapments and failures. The elevator was out from 10/5/19 to 10/13/19, 10/24/19 to 10/31/19 and from 11/14/19 to 11/20/19. The selector leveling unit was replaced, the wiring on the door operators were repaired, the valve body was repaired and adjusted, wiring to the motor was replaced and the soft start drive unit for the motor was replaced. The elevator was inspected, tested and returned to service.
EL183	Gun Hill Rd 2 5	79.87%	The elevator was out of service from 10/18/19 to 10/23/19 due to a defective PLC hardware. The PLC mother board and modules were replaced and the software was installed; the elevator was inspected and returned to service. The elevator was out of service from 11/13/19 to 11/22/19 due to the oil reservoir leaking oil. The oil reservoir was repaired; the elevator was tested and returned to service.
<b>BROOKLYN</b>			
EL312	Clark St 2 3	64.51%	This elevator was intermittently out of service from 9/27/19 to 12/10/19 due to MG and brake failure. Replacement MG was installed and brake adjustments were made. All of the issues to the unit were resolved; the elevator was tested and returned to service.
EL343	Euclid Av A C	78.05%	This elevator was taken out of service on 12/15/19 due to a damaged crosshead on the top of car. Replacement crosshead has been ordered and awaiting delivery.
EL340	Franklin Av C 5	80.81%	This elevator was out of service from 10/28/19 to 11/13/19 for replacement of the travelling cable. The travelling cable was replaced and elevator is operating as designed. The elevator was tested and returned to service.
EL740	New Utrecht Av D 11	84.09%	The elevator was out of service 2 times due to entrapment incidents. In addition, the elevator was out of service from 12/10/2019 to 12/24/2019 (approximately 13 days) due to water damage to the glass panel switches. The defective switches were removed & new switches were installed. All of the remaining issues associated with the unit were resolved; the elevator was tested and returned to service.
<b>MANHATTAN</b>			
EL209	34 St-Herald Sq B D F M	65.93%	The elevator was out of service from 10/16/19 to 10/31/19 due to the replacement and reinforcement of the elevator cab floor. The elevator cab floor was replaced, electrical shorts were cleared due to a ground wire; the elevator was inspected, tested and returned to service.
EL148	Inwood-207 St A	80.59%	This elevator had multiple outages due to elevator not leveling correctly and entrapments. The entrapment that occurred on 10/17/19 was the result of a defective escape hatch switch. The escape hatch switch was replaced; the elevator was inspected, tested and returned to service. The entrapment that occurred on 10/21/19 was investigated and the cause was not determined. The elevator was inspected, tested and returned to service. The entrapment that occurred on 11/7/19 was the result of the car doors bonding with the door buck. The car doors were adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/30/19 was the result of the emergency escape hatch switch not working correctly. The emergency escape hatch switch was replaced and adjusted. The valve body was also adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/3/19 was the result of the valve body not operating correctly. The valve body was adjusted; the elevator was inspected, tested and returned to service.
EL602	34 St-Hudson Yards 7	81.41%	The elevator was out of service from 11/17/19 to 11/28/19 due to a defective encoder and travelling cable housing assembly. The encoder and travelling cable housing assembly were replaced; the elevator was tested and returned to service.
EL113	168 St 1	84.95%	This elevator was recently replaced and placed in service on December 20, 2019. There were various outages for door open button failure, UDC contact failure and door open bottom door restrictor failure.
<b>QUEENS</b>			
EL424	Briarwood E F	83.22%	This elevator was intermittently out of service from 11/13/19 to 12/24/19 due to car intermittently stopping in the middle of the shaft. Found defective leveling unit tape guides. Unit was replaced and the elevator was tested and returned to service.

4TH QUARTER 2019 ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
<b>BRONX</b>			
ES108	Intervale Av <b>2 5</b>	67.70%	The escalator was out of service from 11/1/9 to 11/8/19 and from 12/10/19 to 12/19/19 as a result of the brakes not operating correctly. The brake linkages were sent to a vendor for fabrication. The brake linkages were replaced, the brake pads were replaced and adjusted. The escalator was tested and returned to service.
ES111	Parkchester <b>6</b>	70.04%	This escalator was removed from service from 10/16/19 to 11/5/19 to replace the steps and repair both upper and lower landing comb carriers. The work has been completed; the escalator was inspected, tested and returned to service.
<b>BROOKLYN</b>			
ES306	Court St <b>R</b>	82.78%	The escalator was out of service 7 times due to comb impact issues. The escalator was removed from service on 12/14/2019 to 12/22/2019 (approximately 8 days) for the replacement of a broken counter shaft chain/sprocket. The counter shaft chain/sprocket was replaced & the steps/panels were re-installed. In addition, the escalator underwent 8 miscellaneous outages involving power & handrail issues. All of the remaining issues associated with the unit were resolved; the escalator was tested and returned to service.
ES316	Smith 9 St <b>F G</b>	50.30%	The escalator was out of service 6 times due to various issues involving the handrails. In addition, the escalator was removed from service on 10/2/2019 to 11/13/2019 (approximately 42 days) for step chain removal/replacement. All of the remaining issues associated with the unit were resolved; the escalator was tested and returned to service.
ES346	Brighton Beach <b>B C</b>	76.60%	The escalator was out of service from 12/20/19 to 12/27/19 due to a counter shaft chain needed to be shortened. While performing this repair, additional defects were discovered and corrected. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES347	Broadway Junction <b>A C U L Z</b>	75.28%	The escalator was out of service from 11/30/19 to 12/12/19 due to a head shaft repair. The head shaft was repaired and replaced. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES348	Smith 9 St <b>F G</b>	58.38%	The escalator was out of service from 11/13/19 to 12/14/19 due to a wreck and in addition to step chain replacement. It was determined that missing step bolts/tabs were missing from a previous maintenance that were performed and that played a factor in the wreck. The repairs/replacements were made accordingly. All of the issues to the unit were resolved; the escalator was tested and returned to service.
<b>MANHATTAN</b>			
ES101	125 St <b>1</b>	75.82%	The escalator was out of service from 10/27/19 to 11/4/19 due to repairs on the handrail drive system. The handrail chains, countershaft chains, and idler sprocket were replaced. The escalator was tested and returned to service. The escalator was out of service from 12/18/19 to 12/21/19 due to safety check and related work. The safety check and related work was completed; the escalator was tested and returned to service. There were also various outages due to the activation of the lower comb impact and step chain safety activations. The lower comb impact and step chain safety devices were inspected and tested.
ES115	145 St <b>B D</b>	82.34%	The escalator was out of service from 11/28/19 to 12/02/19 due to repairs of the comb impact safety device. The comb impact safety device was repaired; the escalator was tested and returned to service. The escalator was out of service from 12/11/19 to 12/12/19 due to a safety check and related repairs. The safety check and related repairs were completed; the escalator was tested and returned to service.
ES206	Grand Central-42 St <b>7</b>	72.20%	The escalator was out of service from 10/8/19 to 10/28/19 due to a defective head shaft. The head shaft was removed and sent to the vendor for repairs. The head shaft was installed and adjusted; the escalator was tested and returned to service.
ES208	Grand Central-42 St <b>7</b>	82.12%	The escalator has had excessive outages in which the cause has not been determined. The Alternating current side of the safety circuit is being activated and is not being monitored. However, the direct current portion of the safety circuit is monitored and that is not getting activated. To determine the root cause, we will be repositioning the direct current safety portion so it activates first, giving us an indication of the repeated failures and low performance. We expect improvement for the next quarter.
ES217	Times Sq-42 St <b>7</b>	82.94%	The escalator was out of service from 10/16/19 to 10/18/19 due to a noise from the gear case. The gear case and cooling fan were realigned; the escalator was tested and returned to service. The escalator was out of service from 11/1/19 to 11/3/19 due to the escalator motor soft starter not working. The escalator soft starter relay contacts were cleaned; the escalator was tested and returned to service. The escalator was out of service from 12/2/19 to 12/3/19 due to the step sag switch activating. A step chain wheel was replaced and the step sag switch was reset; the escalator was tested and returned to service.
ES231	34 St-Herald Sq <b>B D F M</b>	70.80%	The escalator was out of service from 11/13/19 to 11/16/19 due to a stretched main drive chain. The main drive chain was replaced and adjusted; the escalator was tested and returned to service. The escalator was out of service from 11/21/19 to 12/6/19 due to a defective right-side handrail. The handrail was ordered from a vendor, replaced and adjusted; the escalator was tested and returned to service.
ES259	96 St <b>C</b>	82.84%	The escalator was out of service from 12/13/19 to 12/17/19 due to water damage. An electrical short was cleared on the step chain tension safety device. The escalator was tested and returned to service. There were also various outages due to the activation of the lower comb stop safety device. The escalator was tested and returned to service.
ES328	Delancey St <b>F</b>	74.89%	The escalator was out of service from 12/11/19 to 01/20/20 due to damaged steps. Upon investigation it was found that the sprocket needed to be repaired. The repairs/replacements were made accordingly. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES334	Bowery <b>1 2</b>	84.36%	The escalator was out of service from 10/03/19 to 10/11/19 due to a defective tachometer coupling and brake replacement. The repairs/replacements were made accordingly. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES351	Whitehall St <b>R W</b>	63.51%	The escalator was out of service from 11/13/19 to 12/03/19 due to rewiring of the controller, PLC and safety devices. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES367	Fulton St <b>A C U 2 2 3 4 5</b>	84.27%	The escalator was out of service from 11/11/19 to 11/13/19 due to a defective safety board. The safety board was replaced; the escalator was tested and returned to service. The escalator was out of service from 12/20/19 to 12/28/19 due to a damaged handrail and comb carrier adjustments. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES405	Lexington Av-63 St <b>F A</b>	80.21%	The escalator was out of service from 11/3/19 to 11/11/19 to replace gear case, flex pins, and brakes. All of the issues were resolved; the escalator was tested and returned to service. The escalator was out of service from 11/14/19 to 11/17/19 due to defective safety switches. All of the issues to the unit were resolved; the escalator was tested and returned to service.



4TH QUARTER 2019 ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
ES414	Roosevelt Island ⑥	82.00%	The escalator was out of service from 11/3/19 to 11/11/19 to replace gear case, flex pins, and brakes. All of the issues were resolved; the escalator was tested and returned to service. The escalator was out of service from 11/14/19 to 11/17/19 due to defective safety switches. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES416	Roosevelt Island ⑥	36.86%	This escalator has been out of service since 11/06/19 for step chain and head shaft replacement. The escalator is still out of service and repairs are continuing.
<b>QUEENS</b>			
ES424	21 St-Queensbridge ⑥	81.32%	The escalator was out of service 14 times due to various incidents of vandalism. The escalator was out of service another 4 times due to comb carrier issues. In addition, the escalator was removed from service starting on 12/19/2019 due to a defective motor. Several components are needed to complete repairs. Awaiting delivery of components to perform the major repairs and install a new motor. As a result, the escalator remained out of service. The expected return to service date is in January 2020.
ES450	74 St-Broadway ⑦	51.82%	The escalator was out of service 3 times due to various incidents of vandalism. The escalator was out of service another 4 times due to comb stop/impact issues. In addition, the escalator was removed from service on 10/3/2019 to 11/14/2019 (approximately 42 days) for the replacement of the bull gear. All of the remaining issues associated with this unit were resolved; the escalator was tested and returned to service.
ES457	Flushing-Main St ⑦	84.36%	The escalator was out of service 6 times due to various incidents of vandalism. The escalator was out of service another 4 times due to comb stop/impact issues. In addition, the escalator was removed from service on 12/14/2019 to 12/16/2019 (approximately 2 days) to perform an extended period of troubleshooting as well as investigate excessive outages. Eventually, all of the issues associated with this unit were resolved; the escalator was tested and returned to service.

**4TH QUARTER 2019 ENTRAPMENT FINDINGS**

<b>Borough/ Unit</b>	<b>Location</b>	<b># of Entrapments</b>	<b>Comments</b>
<b>BRONX</b>			
EL127	Simpson St ②⑤	4	The entrapment that occurred on 10/17/19 was the result of the door zone not operating correctly. The elevator was inspected and the fault could not be duplicated; the elevator was tested and returned to service. The entrapment that occurred on 11/1/19 was the result of debris in the door sill that prevented the doors from opening. The debris was removed; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/10/19 was the result of the doors not opening correctly. The door buck to the hoist way elevator doors were also damaged by the Fire Dept. The doors were repaired; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/18/19 was the result of the doors not opening correctly. The car door restrictor was inspected and tested, the interlocks were also checked; the elevator was inspected, tested and returned to service.
EL128	Simpson St ②⑤	1	The entrapment that occurred on 10/16/19 was the result of the doors not opening. A coffee lid was removed from the door sill. The elevator was inspected, tested and returned to service.
EL130	3 Av-149 St ②⑤	1	The entrapment that occurred on 10/15/19 was the result of the car door clutch not operating correctly. The car door clutch was adjusted; the elevator was inspected, tested and returned to service.
EL131	161 St-Yankee Stadium ④③①	1	The entrapment that occurred on 10/4/19 was undetermined. The elevator was found operational upon arrival. The elevator was inspected; the elevator was tested and returned to service.
EL132	161 St-Yankee Stadium ④	7	The entrapment that occurred on 10/23/19 was the result of a cable inside door operator getting caught with door operator cams causing doors not to operate correctly. The cable was secured and a micro switch inside main line was secured; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/6/19 was the result of the hydraulic oil overheating. The hydraulic oil was allowed to cool off; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/11/19 was the result of the doors not opening correctly. The car door release roller assembly was secured and adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/7/19 was investigated and the cause was not determined. The elevator was found running; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/15/19 was the result of the car travelling three inches below the lower landing. The elevator was removed from the lower landing and the fault could not be duplicated; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/19/19 was investigated and the cause was not determined; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/22/19 was the result of a defective valve body. The valve body was replaced; the elevator was inspected, tested and returned to service.
EL134	161 St-Yankee Stadium ③①	1	The entrapment that occurred on 10/29/19 was the result of a defective door closing spring tensioner and debris in the door sill. The door close tensioner was secured and adjusted, the debris was removed; the elevator was inspected, tested and returned to service.
EL135	161 St-Yankee Stadium ③①	1	The entrapment that occurred on 11/20/19 was the result of upper landing car gate switch not working correctly. The upper landing car gate switch was secured and adjusted; the elevator was inspected, tested and returned to service.
EL136	Pelham Pkwy ②⑤	1	The entrapment that occurred on 12/21/19 was investigated and the cause was not determined. The elevator was inspected, tested and returned to service.
EL137	Pelham Pkwy ②⑤	2	The entrapment that occurred on 10/24/19 was the result of the door operator not operating correctly. The door operator cam was adjusted and the connections were secured; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/8/19 was the result of the elevator doors not closing correctly. Debris (dental floss pick) was removed from the door sill; the elevator was inspected, tested and returned to service.
EL182	Gun Hill Rd ②⑤	1	The entrapment that occurred on 12/27/19 was the result of a defective controller power supply. The controller power supply was replaced; the elevator was inspected, tested and returned to service.
EL183	Gun Hill Rd ②⑤	5	The entrapment that occurred on 10/5/19 was the result of debris (a penny) in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was inspected, tested and returned to service. The entrapments that occurred on 11/11/19 and 11/13/19 was the result of the motor pump slipping due to oil dripping on it. The hydraulic oil reservoir has a hairline fracture. It was welded. The elevator was inspected, tested and returned to service. The entrapment that occurred on 11/22/19 was the result of the doors not operating correctly. The lower landing release rollers were adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/23/19 was the result of the elevator not leveling correctly. the valve body screen was cleaned; the elevator was inspected, tested and returned to service.
EL185	231 St ①	1	The entrapment that occurred on 12/3/19 was the result of the door closing tensioning device not operating correctly. The door closing tensioning device was replaced and adjusted; the elevator was inspected, tested and returned to service.
EL192	233 St ②⑤	1	The entrapment that occurred on 11/14/19 was the result of the upper landing hoistway release rollers not adjusted correctly. The hoistway release rollers were adjusted; the elevator was inspected, tested and returned to service.

**4TH QUARTER 2019 ENTRAPMENT FINDINGS**

<b>Borough/ Unit</b>	<b>Location</b>	<b># of Entrapments</b>	<b>Comments</b>
EL193	233 St 2 5	1	The entrapment that occurred on 11/9/19 was investigated and the cause was not determined. The elevator was inspected, tested and returned to service.
EL194	233 St 2 5	1	The entrapment that occurred on 12/19/19 was the result of the upper slow down switch needing adjusting. The upper slow down switch was adjusted; the elevator was inspected, tested and returned to service.
EL195	Hunts Point Av 6	3	The two entrapment that occurred on 12/5/19 and 12/10/19 was the result of debris in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/22/19 was the result of the doors binding. The hoistway doors were adjusted; the elevator was inspected, tested and returned to service.
<b>BROOKLYN</b>			
EL301	Pacific St-Atlantic Av D N R	2	The entrapment that occurred on 12/16/2019 was the result of the upper landing hoistway door found stuck as well as debris (plastic) found under the door sill. The debris was removed & the hoistway door was released; the elevator was tested and returned to service. The entrapment that occurred on 12/21/2019 was the result of defective bottom final limit contacts causing the elevator to overshoot the bottom landing. The bottom final limit contacts were changed & the down transition on the valve body was adjusted; the elevator was tested and returned to service.
EL302	Pacific St-Atlantic Av D N R	1	The cause of the entrapment that occurred on 11/22/2019 could not be determined; the elevator was tested and returned to service.
EL306	Atlantic Av 2 3	2	The cause of the entrapment that occurred on 10/26/2019 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 11/9/2019 was the result of defective relays & motor drive belt. Both of these items were replaced; the elevator was tested and returned to service.
EL312	Clark St 2 3	4	The entrapment that occurred on 10/8/2019 was the result of an overload tripping fault. The fault was cleared; the elevator was tested and returned to service. The entrapment that occurred on 10/21/2019 was the result of an overload tripping fault. The fault was cleared; the elevator was tested and returned to service. The entrapment that occurred on 10/23/2019 was the result of various issues that ultimately caused the elevator to be out of service for several days. The brakes were adjusted along with the interlock box & release rollers at the lower landing. In addition, the right-hand clutch was adjusted and all interlock box contacts were replaced; the elevator was tested and returned to service. The entrapment that occurred on 12/10/2019 was the result of an overload tripping fault. The fault was cleared; the elevator was tested and returned to service.
EL319	Brooklyn College-Flatbush Av 2 5	3	The entrapment that occurred on 10/16/2019 was the result of debris (paper) found stuck on the upper landing hoist way door sill. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 10/22/2019 was the result of debris (paper) found stuck on the upper landing hatch door. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 11/13/2019 was the result of debris (cardboard) found stuck on the upper landing hoist way door sill. The debris was removed; the elevator was tested and returned to service.
EL320	Church Av 2 5	1	The entrapment that occurred on 12/10/2019 was the result of debris (clothing hanger) found stuck on the upper landing door saddle blocking the door from closing properly. The debris was removed & the controller was reset; the elevator was tested and returned to service.
EL322	Crown Hts-Utica Av 3 4	1	The entrapment that occurred on 11/1/2019 was the result of debris (bottle cap) found stuck between the car door & sill. The debris was removed; the elevator was tested and returned to service.
EL323	Crown Hts-Utica Av 3 4	2	The entrapment that occurred on 11/29/2019 was the result of debris found in the upper landing door sill. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 12/7/2019 was the result of debris found in the upper landing door sill. The debris was removed & all door lock contacts were cleaned; the elevator was tested and returned to service.
EL339	Franklin Av C S	1	The cause of the entrapment that occurred on 12/6/2019 could not be determined. However, preventative measures were performed. All door sills were cleaned thoroughly; the elevator was tested and returned to service.
EL340	Franklin Av C S	2	The entrapment that occurred on 10/17/2019 was the result of a defective release roller assembly on the upper landing as well as damage found to the upper landing zone restrictor bracket. A new release roller assembly & zone restrictor bracket were installed accordingly; the elevator was tested and returned to service. The entrapment that occurred on 10/19/2019 was the result of defective door closing limit contacts. The DCL contacts were cleaned; the elevator was tested and returned to service.
EL341	Euclid Av A C	3	The entrapment that occurred on 11/28/2019 was the result of debris found on the lower landing door sill. The debris was removed; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/7/2019 could not be determined; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/27/2019 could not be determined. However, preventative measures were performed. The door close release roller on the lower landing hoistway door was adjusted; the elevator was tested and returned to service.
EL343	Euclid Av A C	1	The cause of the entrapment that occurred on 12/8/2019 could not be determined; the elevator was tested and returned to service.

**4TH QUARTER 2019 ENTRAPMENT FINDINGS**

<b>Borough/ Unit</b>	<b>Location</b>	<b># of Entrapments</b>	<b>Comments</b>
EL344	Utica Av <b>A C</b>	1	The cause of the entrapment that occurred on 11/21/2019 could not be determined. However, preventative measures were performed. The lower landing hoistway door interlock contact was replaced along with the lower landing hoistway door hanger rollers; the elevator was tested and returned to service.
EL375	Church Av <b>F G</b>	1	The cause of the entrapment that occurred on 12/17/2019 could not be determined. However, preventative measures were performed. The lower landing car door restrictor was adjusted and the gate switch was cleaned. In addition, all door sills & saddles were cleaned; the elevator was tested and returned to service.
EL382	Prospect Park <b>B G S</b>	1	The cause of the entrapment that occurred on 10/16/2019 could not be determined. However, preventative measures were performed. The clutch roller was adjusted & a loose wire in the car station for the Phase II fire service was secured; the elevator was tested and returned to service.
EL383	Prospect Park <b>B G S</b>	1	The entrapment that occurred on 10/22/2019 was the result of the lower level interlock being partially stuck due to the car door eccentric roller being loose. The car door was properly adjusted; the elevator was tested and returned to service.
EL393	Flushing Av <b>J M</b>	5	The cause of the entrapment that occurred on 12/4/2019 could not be determined; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/11/2019 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 12/26/2019 was the result of a loose car door stopper rubber roller found at the lower landing. The bolt securing the roller was replaced & tightened properly; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/27/2019 could not be determined. However, preventative measures were performed. The release rollers were adjusted & the positions of the keeper/interlock were corrected. In addition, the clutch and other movable part of the keeper links were lubricated; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/28/2019 could not be determined. However, preventative measures were performed. 4 tape guides on the IP8300 reader were replaced; the elevator was tested and returned to service.
EL394	Flushing Av <b>J M</b>	1	The entrapment that occurred on 10/3/2019 was the result of a defective left-hand release roller found at the lower landing. This defective item was replaced; the elevator was tested and returned to service.
EL396	Myrtle-Wyckoff Avs <b>L M</b>	3	The entrapment that occurred on 10/10/2019 was the result of debris (plastic) found wedged between the lower landing hatch door and the cab door. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 10/19/2019 was the result of a loose door fuse found in the holder. The fuse was secured & the door operator board was reset; the elevator was tested and returned to service. The entrapment that occurred on 11/12/2019 was the result of debris (candy) found stuck at the lower landing hatch door sill. The debris was removed; the elevator was tested and returned to service.
EL397	Myrtle-Wyckoff Avs <b>L</b>	1	The entrapment that occurred on 12/9/2019 was the result of a loose MO release roller found at the upper landing. The release roller was properly adjusted; the elevator was tested and returned to service.
EL740	New Utrecht Av <b>D N</b>	1	The entrapment that occurred on 12/6/2019 was the result of 5 sheet metal screws restricting the movement of the car door. The sheet metal was re-secured; the elevator was tested and returned to service.
<b>MANHATTAN</b>			
EL103	191 St <b>I</b>	1	The entrapment that occurred on 12/8/19 was the result of an emergency exit door that was not properly secured. The emergency exit door was secured; the elevator was inspected, tested and returned to service.
EL105	191 St <b>I</b>	1	The entrapment that occurred on 11/1/19 was the result of the hoist motor drive not operating correctly. The hoist motor current limit was adjusted. The DA1 and DA2 relays on the controller were replaced; the elevator was inspected, tested and returned to service.

**4TH QUARTER 2019 ENTRAPMENT FINDINGS**

Borough/ Unit	Location	# of Entrapments	Comments
EL106	191 St ①	13	The entrapment that occurred on 10/7/19 was the result of a defective relay on the controller. The relay "BKM1" was replaced; the elevator was tested and returned to service. The entrapment that occurred on 10/16/19 was the result of the doors not operating correctly. The doors were inspected and the fault could not be duplicated; the elevator was inspected, tested and returned to service. The entrapment that occurred on 10/20/19 was the result of a defective brake relay. The brake relay was replaced; the elevator was inspected, tested and returned to service. The entrapment that occurred on 10/22/19 was investigated and cause was not determined. Various relays were replaced on the controller. The elevator was inspected, tested and returned to service. The entrapment that occurred on 10/24/19 was the result of defective controller relays. Various relays were replaced; the elevator was inspected and returned to service. The entrapment that occurred on 10/24/19 was the result of loose wires on controller and shaft way switches. The loose wires were secured; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/4/19 was the result of various controller relays needing replacement. The relays were replaced and the "M" relay for hoist motor was adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/4/19 was the result of the auxiliary contacts on "M" relay not working correctly. The auxiliary contacts were replaced; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/12/19 was the result of the top landing interlock not operating correctly. The top landing interlock was adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/17/19 was the result of the speed control unit not operating correctly. The speed control unit was adjusted for leveling speed; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/20/19 was the result of the door operator arm getting bent. The door operator arm was replaced and adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/5/19 was the result of a defective Brake relay contact. The brake relay contact was cleaned; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/17/19 was the result of defective relays on the SWEO drive board to the hoist motor. The relays were replaced; the elevator was inspected, tested and returned to service.
EL108	181 St ①	4	The entrapment that occurred on 10/17/19 was the result of the elevator overshooting the lower landing. The selector guide shoes were replaced; the elevator was inspected, tested and returned to service. The two entrapments that occurred on 10/20/19 were the result of the elevator not leveling correctly. The leveling speed was adjusted and the door sills were cleaned; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/20/19 was the result of the escape hatch switch not operating correctly. The escape hatch was adjusted; the elevator was inspected, tested and adjusted.
EL109	181 St ①	2	The entrapment that occurred on 11/14/19 was the result of the brake relay not operating correctly. The brake relay was replaced. The elevator was inspected, tested and returned to service. The entrapment that occurred on 11/16/19 was the result of the brake relay not operating correctly. A loose wire on the brake relay was secured; the elevator was inspected, tested and returned to service.
EL115	190 St A	1	The entrapment that occurred on 11/12/19 was the result of a blown door operator fuse. The door operator fuse was replaced; the elevator was inspected, tested and returned to service.
EL116	190 St A	4	The entrapment that occurred on 10/3/19 and 10/13/19 were the result of a blown 5-amp fuse on the controller. The fuse was replaced; the elevator was tested and returned to service. The entrapment that occurred on 11/16/19 was the result of a controller fuse blowing. The controller fuse was replaced; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/22/19 was the result of a blown F4 fuse. The fuse was replaced and the overload was reset; the elevator was inspected, tested and returned to service.
EL120	190 St A	2	The entrapment that occurred on 11/17/19 was the result of the rear door coming off the tracks. The rear door was reinstalled and adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/5/19 was the result of the doors not closing fully. The door close tensioning device was adjusted. The elevator was inspected, tested and returned to service.
EL123	175 St A	4	The entrapment that occurred on 10/27/19 was the result of a conduit pipe breaking, causing wires to break. The conduit pipes and wires were replaced; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/3/19 was the result of the hoistway doors and interlock requiring adjustments. The hoistway doors and interlocks were adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/24/19 was the result of debris (a pacifier) stuck in the door sill that prevented the doors from opening. The debris was removed; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/24/19 was the result of the elevator not leveling correctly. The leveling vane was adjusted and the lower landing release rollers were also adjusted; the elevator was inspected, tested and returned to service.
EL124	175 St A	1	The entrapment that occurred on 11/15/19 was the result of the car door clutch and related parts not operating correctly. The car door clutch restrictor parts were replaced and adjusted, the clutch release rollers were replaced and adjusted; the elevator was inspected, tested and returned to service.

**4TH QUARTER 2019 ENTRAPMENT FINDINGS**

<b>Borough/ Unit</b>	<b>Location</b>	<b># of Entrapments</b>	<b>Comments</b>
EL125	125 St 4 5 6	1	The entrapment that occurred on 12/29/19 was the result of the bottom door restrictor not allowing doors to open. The bottom door restrictor was investigated and it was found operating as designed; the elevator was inspected, tested and returned to service.
EL126	125 St 4 5 6	2	The entrapment that occurred on 10/22/19 was the result of the door not opening correctly. The problem was cleared; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/5/19 was the result of the hoistway interlocks needing some adjustments. The hoistway interlocks were adjusted; the elevator was inspected, tested and returned to service.
EL139	168 St 1 A C	1	The entrapment that occurred on 11/3/19 was investigated and the cause was not determined. The elevator was inspected, tested and returned to service.
EL142	125 St A B C D	1	The entrapment that occurred on 12/12/19 was the result of concrete debris in the door sill. The debris was removed; the elevator was inspected, tested and returned to service.
EL143	125 St A B C D	2	The entrapment that occurred on 12/2/19 was the result of the top of car safety curtain out of adjustment causing the car to shut down intermittently. The top of car safety curtain was adjusted and secured; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/20/19 was the result of the door buck getting damaged. The door buck was repaired; the elevator was inspected, tested and returned to service.
EL144	125 St A B C D	4	The entrapment that occurred on 10/24/19 was the result of debris (hex nut) in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was inspected, tested and returned to service. The entrapment that occurred on 10/26/19 was the result of debris getting stuck in the door operator belt. The debris was removed; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/20/19 was the result of the doors not operating correctly. The doors were adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/27/19 was the result of debris (a penny) stuck in the door sill that prevented the doors from closing correctly. The debris was removed; the elevator was inspected, tested and returned to service.
EL145	96 St 2 3 1	2	The entrapment that occurred on 11/10/19 was the result of a blown fuse. The fuse was replaced and the door operator crank arms were adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/12/19 was the result of the doors not closing correctly at the lower landing. The doors were inspected; the elevator was inspected, tested and returned to service.
EL146	96 St 2 3 1	4	The entrapment that occurred on 11/8/19 was the result of debris (yogurt cup) stuck in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/19/19 was the result of the doors not operating correctly at the top landing. The hoistway switch was replaced; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/30/19 was the result of the doors not opening correctly. The door eccentric rollers were adjusted, the inspection access switch was secured and a blown fuse was replaced; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/3/19 was the result of the doors not closing correctly. Two door hangers were replaced and the car door hanger was adjusted; the elevator was inspected, tested and returned to service.
EL148	Inwood-207 St A	5	The entrapment that occurred on 10/17/19 was the result of a defective escape hatch switch. The escape hatch switch was replaced; the elevator was inspected, tested and returned to service. The entrapment that occurred on 10/21/19 was investigated and the cause was not determined. The elevator was inspected, tested and returned to service. The entrapment that occurred on 11/7/19 was the result of the car doors bonding with the door buck. The car doors were adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/30/19 was the result of the emergency escape hatch switch not working correctly. The emergency escape hatch switch was replaced and adjusted. The valve body was also adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/3/19 was the result of the valve body not operating correctly. The valve body was adjusted; the elevator was inspected, tested and returned to service.
EL149	Inwood-207 St A	1	The entrapment that occurred on 12/6/19 was the result of debris (a pencil) in the door sill that prevented the doors from operating correctly. The Debris was removed and a damaged door guide shoe was also replaced; the elevator was inspected, tested and returned to service.
EL178	Dyckman St 1	1	The entrapment that occurred on 12/19/19 was the result of a blown 3-amp fuse and the elevator over travelling the lower landing. The elevator was removed from the lower limits and the fuse was replaced; the elevator was tested and returned to service.
EL180	135 St 2 3	2	The entrapment that occurred on 11/4/19 was the result of the top landing interlocks not operating correctly. The interlock contacts were replaced and the interlock assembly was adjusted; the elevator was inspected; tested and returned to service. The entrapment that occurred on 11/17/19 was investigated and the cause was not determined; the elevator was inspected, tested and returned to service.
EL209	34 St-Herald Sq B D F M	1	The entrapment that occurred on 10/16/19 was the result of an electrical short causing the elevator to go into fireman service mode while leveling. The short was corrected, the piston seals were replaced; the elevator was inspected, tested and returned to service.

**4TH QUARTER 2019 ENTRAPMENT FINDINGS**

<b>Borough/ Unit</b>	<b>Location</b>	<b># of Entrapments</b>	<b>Comments</b>
EL212	34 St-Herald Sq <b>N Q R W</b>	1	The entrapment that occurred on 10/3/19 was undetermined. The elevator was inspected, tested and returned to service.
EL215	34 St-Penn Station <b>2 3</b>	1	The entrapment that occurred on 10/19/19 was the result of the doors not operating correctly. The car door relating cables were replaced and adjusted; the elevator was inspected, tested and returned to service.
EL218	14 St-Union Sq <b>L</b>	1	The entrapment that occurred on 12/23/19 was the result of the lower landing doors not operating correctly. The lower landing doors and clutch were adjusted and the vision glass panel was replaced; the elevator was inspected, tested and returned to service.
EL219	14 St-Union Sq <b>N Q R W</b>	2	The entrapment that occurred on 12/10/19 was the result of the hoistway release rollers not working correctly. The lower landing hoistway release rollers were adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/22/19 was investigated and the cause was not determined; the elevator was inspected, tested and returned to service.
EL220	14 St-Union Sq <b>N Q R W</b>	2	The entrapment that occurred on 11/6/19 was investigated and the cause was not determined; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/12/19 was the result of the top landing car door not operating correctly. The stop roller at the top landing door operator was adjusted as well as the car door clutch; the elevator was inspected, tested and returned to service.
EL221	14 St/8 Av <b>A C E L</b>	2	The entrapment that occurred on 11/9/19 was the result of the lower landing hoistway interlock not working correctly. The lower landing hoistway interlock was adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/4/19 was the result of a hoistway fascia coming into contact with the elevator cab. The fascia was removed, the door clutch was repaired, the safety edge wiring was repaired; the elevator was inspected, tested and returned to service.
EL223	14 St <b>A C E</b>	1	The entrapment that occurred on 12/16/19 was the result of debris (a rope) in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was inspected, tested and returned to service.
EL225	34 St-Penn Station <b>C E</b>	1	The entrapment that occurred on 12/10/19 was the result of the doors not operating correctly. Two hanger rollers were replaced and the doors were adjusted; the elevator was inspected, tested and returned to service.
EL226	34 St-Penn Station <b>C E</b>	1	The entrapment that occurred on 10/11/19 was the result of the inspection control unit stop button not operating correctly. The inspection stop button was repaired; the elevator was inspected, tested and returned to service.
EL228	34 St-Penn Station <b>C E</b>	1	The entrapment that occurred on 12/4/19 was the result of the elevator overshooting the top landing. The up transition was adjusted and a rail guide shoe was replaced; the elevator was inspected, tested and returned to service.
EL233	Times Sq-42 St <b>1 2 3</b>	1	The entrapment that occurred on 12/15/19 was the result of a defective rail guide shoe. The rail guide shoe was replaced; the elevator was inspected, tested and returned to service.
EL234	47-50 Sts-Rockefeller Center <b>B D F M</b>	1	The entrapment that occurred on 10/27/19 was the result of the doors not closing correctly. The lower landing hanger rollers were adjusted and the interlock was adjusted; the elevator was inspected, tested and returned to service.
EL235	47-50 Sts-Rockefeller Center <b>B D F M</b>	1	The entrapment that occurred on 10/8/19 was the result of the doors not closing correctly. The car door hanger roller was replaced and the release roller was adjusted; the elevator was inspected, tested and returned to service.
EL237	66 St-Lincoln Center <b>1</b>	1	The entrapment that occurred on 10/25/19 was investigated and not determined. The elevator was in service upon arrival. The elevator was inspected, tested and returned to service.
EL238	66 St-Lincoln Center <b>1</b>	2	The entrapment that occurred on 10/17/19 was the result of debris (peanuts) in the door sill that prevented the doors from operating. The debris was removed; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/13/19 was investigated and not determined. The elevator was inspected, tested and returned to service.
EL239	72 St <b>1 2 3</b>	3	The entrapment that occurred on 10/31/19 was the result of the hydraulic oil overheating. The oil was allowed to cool off; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/3/19 was the result of the doors not closing correctly. The doors were adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/26/19 was the result of the lower landing slow down switch getting stuck. The lower landing slow down switch was inspected and lubricated; the elevator was inspected, tested and returned to service.

**4TH QUARTER 2019 ENTRAPMENT FINDINGS**

<b>Borough/ Unit</b>	<b>Location</b>	<b># of Entrapments</b>	<b>Comments</b>
EL245	Lexington Av-53 St <b>E M</b>	5	The entrapment that occurred on 10/7/19 was the result of a loose normal limit switch. The normal limit switch was secured; the elevator was inspected, tested and returned to service. The entrapment that occurred on 10/24/19 was the result of debris in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was inspected, tested and returned to service. The entrapment that occurred on 10/24/19 was the result of the top landing door restrictor not operating correctly. The top landing door restrictor was adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/1/19 was the result of the doors not operating correctly. The gate switch was cleaned and debris was removed from the door sill; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/14/19 was the result of a defective door operator belt. The door operator belt was replaced; the elevator was inspected, tested and returned to service.
EL248	96 St <b>A</b>	1	The entrapment that occurred on 10/1/19 was the result of debris in the door sill. The debris was removed; the elevator was inspected, tested and returned to service.
EL264	72 St <b>A</b>	2	The entrapment that occurred on 10/23/19 was the result of the controller faulting. The controller was reset; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/3/19 was investigated and the cause was not determined. The elevator was inspected, tested and returned to service.
EL265	72 St <b>A</b>	1	The entrapment that occurred on 11/24/19 was the result of the elevator not leveling correctly. The leveling unit guide shoes were replaced; the elevator was inspected, tested and returned to service.
EL266	72 St <b>A</b>	2	The entrapment that occurred on 11/18/19 was the result of the elevator not leveling correctly and the door operator fuse blowing. The door operator fuse was replaced and the leveling unit guide shoes were replaced; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/26/19 was the result of the elevator not leveling correctly. The leveling unit was adjusted; the elevator was inspected, tested and returned to service.
EL273	86 St <b>4 5 6</b>	1	The entrapment that occurred on 12/8/19 was the result of the doors not operating correctly. The door relating cable was adjusted and the rail guide shoes were replaced; the elevator was inspected, tested and returned to service.
EL277	59 St-Columbus Circle <b>A B C D 1</b>	1	The entrapment that occurred on 12/31/19 was the result of the governor switch activating. The governor switch was reset; the elevator was inspected, tested and returned to service.
EL278	59 St-Columbus Circle <b>A B C D 1</b>	1	The entrapment that occurred on 11/11/19 was the result of the lower landing car door restrictor not operating correctly. The car door restrictor was adjusted and a blown door operator fuse was replaced; the elevator was inspected, tested and returned to service.
EL279	59 St-Columbus Circle <b>A B C D 1</b>	1	The entrapment that occurred on 10/13/19 was the result of a defective relay on the controller. The relay 'SUD' was replaced. The elevator was inspected, tested and returned to service.
EL280	59 St-Columbus Circle <b>A B C D 1</b>	1	The entrapment that occurred on 11/19/19 was the result of the upper landing hoistway interlock not operating correctly. The upper landing hoistway interlock was adjusted; the elevator was inspected, tested and returned to service.
EL281	57 St-7 Av <b>N Q R W</b>	1	The entrapment that occurred on 12/20/19 was the result of the car door circuit breaker tripping. The car door circuit breaker was reset; the elevator was inspected, tested and returned to service.
EL298	23 St <b>6</b>	1	The entrapment that occurred on 11/19/19 was the result of the doors not opening correctly. The door motor belt was adjusted and the door open limit relay was replaced; the elevator was inspected, tested and returned to service.
EL299	23 St <b>6</b>	1	The entrapment that occurred on 12/9/19 was the result of worn out selector guide shoes. The selector guide shoes were replaced, wiring connections were tightened; the elevator was inspected, tested and returned to service.
EL329	Bleecker St <b>D F B M 6</b>	1	The entrapment that occurred on 10/11/2019 was the result of a defective motor. The defective motor was removed & a new one was installed; the elevator was tested and returned to service.
EL330	Bleecker St <b>D F B M 6</b>	4	The entrapment that occurred on 10/4/2019 was the result of a defective contact found in the Soft Starter. The defective contact was replaced; the elevator was tested and returned to service. The entrapment that occurred on 10/9/2019 was the result of a defective valve body. A new valve body was installed & the proper adjustments were made; the elevator was tested and returned to service. The entrapment that occurred on 12/16/2019 was the result of a damaged wire block which connects the motor wires. The old wire block was removed & a new one was installed; the elevator was tested and returned to service. The entrapment that occurred on 12/27/2019 was the result of a defective governor switch. The mechanical portion of the switch was repaired & the electrical connections were rewired; the elevator was tested and returned to service.
EL331	Bleecker St <b>D F B M 6</b>	2	The entrapment that occurred on 10/15/2019 was the result of a broken door gib found on the front high-speed car door. The door gibs were replaced; the elevator was tested and returned to service. The entrapment that occurred on 12/19/2019 was the result of soft starter being overloaded as well as connection issues with the car window safety. The connection was fixed; the elevator was tested and returned to service.
EL332	Bleecker St <b>D F B M 6</b>	1	The entrapment that occurred on 11/27/2019 was the result of a defective sheave. A new sheave was installed; the elevator was tested and returned to service.



**4TH QUARTER 2019 ENTRAPMENT FINDINGS**

<b>Borough/ Unit</b>	<b>Location</b>	<b># of Entrapments</b>	<b>Comments</b>
EL334	West 4 St <b>A B C D E F M</b>	1	The entrapment that occurred on 10/3/2019 was the result of the top of car safety curtain being out of alignment. The safety curtain was realigned properly; the elevator was tested and returned to service.
EL335	West 4 St <b>A B C D E F M</b>	3	The entrapment that occurred on 10/22/2019 was the result of debris found in the car door as well as the lower landing hatch door. The debris was removed; the elevator was tested and returned to service. The cause of the entrapment that occurred on 10/28/2019 could not be determined. However, preventative measures were performed. Adjustments were made to the car doors as well as the upper landing hoistway door; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/28/2019 could not be determined; the elevator was tested and returned to service.
EL440	Lexington Av-63 St <b>F Q</b>	1	The entrapment that occurred on 10/4/2019 was the result of a blown fuse found in the controller. The defective fuse was replaced; the elevator was tested and returned to service.
EL442	Lexington Av-63 St <b>F Q</b>	1	The entrapment that occurred on 12/31/2019 was the result of debris found stuck in the saddles. The debris was removed; the elevator was tested and returned to service.
EL601	34 St-Hudson Yards <b>7</b>	1	The entrapment that occurred on 10/24/19 was the result of the rear gate switch not operating correctly. The fault could not be duplicated; the elevator was inspected, tested and returned to service.
EL602	34 St-Hudson Yards <b>7</b>	4	The entrapment that occurred on 10/19/19 was the result of governor slack cable switch activating. The governor cable was shortened and the slack cable switch was reset; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/8/19 was the result of the governor tension safety activating. the governor rope was shortened and adjusted, the safety switch was reset; the elevator was inspected, tested and returned to service. The entrapment that occurred on 11/17/19 was the result of the high-speed roller not operating correctly. The high-speed roller was replaced; the elevator was inspected, tested and returned to service. The entrapment that occurred on 12/23/19 was the result of the trolley buffer switch being open. The trolley buffer switch was reset; the elevator was inspected, tested and returned to service.
EL716	Fulton St <b>A C J Z 2 3 4 5</b>	1	The cause of the entrapment that occurred on 11/26/2019 could not be determined; the elevator was tested and returned to service.
<b>QUEENS</b>			
EL412	Jamaica Center <b>E J Z</b>	1	The entrapment that occurred on 12/3/2019 was the result of a loose rod found on the lower landing hoistway door interlock. The rod was secured; the elevator was tested and returned to service.
EL414	Flushing-Main St <b>7</b>	2	The cause of the entrapment that occurred on 12/29/2019 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 12/30/2019 was the result of a defective release roller on the lower landing. The release roller was replaced; the elevator was tested and returned to service.
EL420	74 St-Broadway <b>7</b>	2	The entrapment that occurred on 12/3/2019 was the result of several burned relays found in the controller. All of the defective relays were replaced; the elevator was tested and returned to service. The entrapment that occurred on 12/10/2019 was the result of a door interlock being out of adjustment. The proper adjustments were made; the elevator was tested and returned to service.
EL423	74 St-Broadway <b>7</b>	2	The entrapment that occurred on 11/6/2019 was the result of the lower landing hatch door interlock not working. The electrical & mechanical interlock on the lower landing door was properly adjusted. In addition, the car door safety edge was re-secured; the elevator was tested and returned to service. The cause of the entrapment that occurred on 11/7/2019 could not be determined. However, preventative measures were performed. The releasing bane & stationary roller were adjusted; the elevator was tested and returned to service.
EL424	Briarwood <b>E F</b>	3	The cause of the entrapment that occurred on 10/20/2019 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 12/3/2019 was the result of a customer entering the elevator while it was being inspected by contractors. The personnel on the scene released the customer; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/20/2019 could not be determined. However, preventative measures were performed. The top normal limit switch on the shaft way was replaced; the elevator was tested and returned to service.
EL429	Queens Plaza <b>E M R</b>	1	The entrapment that occurred on 11/25/2019 was the result of worn guide shoes found at both the top & bottom of the elevator. All of the guide shoes were replaced & the valve body was properly adjusted; the elevator was tested and returned to service.
EL433	Jamaica-179 St <b>F</b>	1	The cause of the entrapment that occurred on 12/7/2019 could not be determined. However, preventative measures were performed. All door sills were cleaned; the elevator was tested and returned to service.
EL435	Kew Gardens-Union Tpk <b>E F</b>	2	The cause of the entrapment that occurred on 11/13/2019 could not be determined. However, preventative measures were performed. A bridged fuse was replaced & all sills were cleaned; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/14/2019 could not be determined; the elevator was tested and returned to service.

**4TH QUARTER 2019 ENTRAPMENT FINDINGS**

Borough/ Unit	Location	# of Entrapments	Comments
EL446	CitiCorp/Court Square <b>7 E G</b>	2	The entrapment that occurred on 10/28/2019 was the result of defective relays as well as a worn rear door clutch door zone lock mechanism. The defective relays were replaced & a new rear car door clutch/restrictor were installed; the elevator was tested and returned to service. The cause of the entrapment that occurred on 11/16/2019 could not be determined; the elevator was tested and returned to service.
EL462	Ozone Park-Lefferts Boulevard <b>A</b>	3	The cause of the entrapment that occurred on 10/13/2019 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 11/4/2019 was the result of a loose connection found in the halfway box causing leveling issues. The connection was secured; the elevator was tested and returned to service. The entrapment that occurred on 11/25/2019 was the result of a defective eccentric roller. A new hanger roller bracket assembly was installed; the elevator was tested and returned to service.
EL463	Ozone Park-Lefferts Boulevard <b>A</b>	1	The cause of the entrapment that occurred on 12/17/2019 could not be determined; the elevator was tested and returned to service.



## Standard Follow-Up Report: Transit Adjudication Bureau, 4<sup>th</sup> Quarter 2019

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

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

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

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

### **David Farber**

Vice President and General Counsel, NYC Transit Law Department  
General Counsel, MTA Bus Company

## Transit Adjudication Bureau, Fourth Quarter 2019

The following is a comparison of the key indicators for the fourth quarter of 2019 as compared to the same period in 2018.

- TAB violations issued in the fourth quarter of 2019 (Q4 2019) increased by 7.5%, from 38,721 in 2018 to 41,627 in 2019. For 2019, the number of TAB violations issued was 24.5% higher than in 2018.
- TAB received 22,938 payments in Q4 2019, a 10.4% increase from the 20,779 received in Q4 2018. Direct payments increased by 10.3% (from 20,384 to 22,474) compared to the fourth quarter of 2018. Payments received from state tax refunds increased 17.5% from 395 to 464. For the year, the volume of total payments increased by 26.0%, reflecting a significant rise in the number of state tax refund payments received (15,853 in 2018 versus 24,670 in 2019).
- Total revenue for Q4 2019 was 8.5% higher than in 2018 (\$2,212,449 versus \$2,038,276). Annual 2019 revenue was 34.9% higher than in 2018 (\$12,873,520 compared to \$9,539,689). Receipts from direct payments in Q4 2019 increased by 10.3% (\$2,144,558 compared to \$1,945,023 in 2018). \$66,254 in SWOP receipts from state tax refunds were received in Q4 2019. These receipts exceeded Q4 2018 state tax refund receipts (\$46,195). 2019 receipts from state tax refunds relating to outstanding judgments from prior years, totaled \$4,052,625, representing a 76.1% increase from 2018 state tax refund receipts of \$2,301,057.
- TAB revenue for Q4 2019 exceeded expenses by \$1,007,329. This compared to a margin of \$568,506 for Q4 2018. For 2019, revenues exceeded expenses by \$8,053,377 (compared to \$3,857,712 in 2018). Fourth quarter expenses decreased by 18.0% relative to 2018 (\$1,205,120 compared to \$1,469,770). For the year, 2019 expenses decreased by 15.2% (\$5,681,977 in 2018 versus \$4,820,143 in 2019).

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

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

**MTA New York City Transit  
Transit Adjudication Bureau  
Key Indicators  
Fourth Quarter 2019**

<b>ANNUAL TOTALS</b>				
<b>Indicator</b>	<b>4th Qtr 2019</b>	<b>4th Qtr 2018</b>	<b>Y-T-D 2019</b>	<b>Y-T-D 2018</b>
<b>Issuance Data</b>				
Violations Issued	41,627	38,721	167,656	134,623
<b>Payment Data</b>				
Number of Payments	22,938	20,779	116,367	92,378
Regular	22,474	20,384	91,697	76,525
State Tax Refund	464	395	24,670	15,853
Amount Paid	\$2,210,812	\$1,991,219	\$12,737,760	\$9,503,348
Regular	\$2,144,558	\$1,945,023	\$8,685,135	\$7,202,291
State Tax Refund	\$66,254	\$46,195	\$4,052,625	\$2,301,057
Average Payment	\$96.38	\$95.83	\$109.46	\$102.87
Yield per NOV	\$53.11	\$51.42	\$75.98	\$70.59
<b>Revenue/Expense Data</b>				
Revenue	\$2,212,449	\$2,038,276	\$12,873,520	\$9,539,689
Expenses	\$1,205,120	\$1,469,770	\$4,820,143	\$5,681,977
<b>Adjudications</b>				
Total Cases Adjudicated	4,802	4,969	21,115	19,609

N.B.: The YTD 2019 Issuance Data was regenerated to reflect the most recent count of "Violations Issued."

# New York City Transit NYCT

## **EEO Report – 4th Quarter 2019**

February 26, 2019



# Executive Summary

## ■ EEO

As of **December 31, 2019**, NYCT workforce included 51,467 total employees. This represents a 1% decrease from the fourth quarter 2018 (4Q18).

- Females represent 19% (9,550) of our workforce, an increase of 1%, when compared to the percentage in 4Q18 may be due to frequent participation in campus recruitment efforts for women at local colleges and universities .
- Females were hired above their current representation due to continued targeted outreach efforts and no hiring restrictions for critical operational positions.
- Minorities represent 79% (40,545) of our workforce, an increase of 1%, when compared to the percentage in 4Q18. Encouragement of hiring managers to diversify the media plans for their postings and the robust collaboration with Transit Employee Groups (TEGs) to disseminate job information to their members, collectively, may have contributed to this increase.
- Minorities were hired above their current representation due to more than a third of all recruitment activities, events, organizations and job boards this year were 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** – Of the nine TEGs, the *Empowering Women in Transit* group continues to focus on addressing barriers & challenges to the career advancement and professional opportunities for women. A resume writing series, and executive panel discussions has provided support for women in policy and practice. Continue growth of the *NYCT Mentoring* program.

□ **Minorities** – Advance an interactive dashboard to provide management with necessary data to support improvements in diversity representation and leverage social media to connect with employees across all demographics

□ Initiatives to increase representation of veterans and persons with disabilities

□ **Veterans** – Strengthen partnerships with over 200 military & diversity liaisons. Work closely with the MTA Office of Veterans Recruitment and the Veteran’s TEG to distribute job postings.

□ **Persons with Disabilities** - Support an improved reputation as an employer of choice by participating in the Disability Pride Parade and the MTA Bus Disability Awareness Day.



NYCT

**Workforce**  
as of December 31, 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 <sup>1</sup>		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ RACES		VETERANS	
	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%
<b>Officials &amp; Administrators</b>	<b>2,386</b>		<b>1466</b>	61%	<b>920</b>	39%	<b>732</b>	31%	<b>278</b>	12%	<b>331</b>	14%	<b>8</b>	0%	<b>2</b>	0%	<b>115</b>	5%	<b>82</b>	3%
F	559	23%	417	17%	142	6%	276	12%	53	2%	61	3%	0	0%	0	0%	27	1%	5	6%
M	1,827	77%	1049	44%	778	33%	456	19%	225	9%	270	11%	8	0%	2	0%	88	4%	77	94%
<b>Professionals</b>	<b>2,637</b>		<b>1916</b>	73%	<b>721</b>	27%	<b>814</b>	31%	<b>267</b>	10%	<b>713</b>	27%	<b>4</b>	0%	<b>0</b>	0%	<b>118</b>	4%	<b>27</b>	1%
F	1,013	38%	816	31%	197	7%	431	16%	130	5%	198	8%	2	0%	0	0%	55	2%	7	26%
M	1,624	62%	1100	42%	524	20%	383	15%	137	5%	515	20%	2	0%	0	0%	63	2%	20	74%
<b>Technicians</b>	<b>177</b>		<b>128</b>	72%	<b>49</b>	28%	<b>76</b>	43%	<b>19</b>	11%	<b>24</b>	14%	<b>0</b>	0%	<b>0</b>	0%	<b>9</b>	5%	<b>6</b>	3%
F	64	36%	52	29%	12	7%	40	23%	8	5%	3	2%	0	0%	0	0%	1	1%	0	0%
M	113	64%	76	43%	37	21%	36	20%	11	6%	21	12%	0	0%	0	0%	8	5%	6	100%
<b>Protective Services</b>	<b>587</b>		<b>465</b>	79%	<b>122</b>	21%	<b>296</b>	50%	<b>117</b>	20%	<b>34</b>	6%	<b>0</b>	0%	<b>0</b>	0%	<b>18</b>	3%	<b>48</b>	8%
F	126	21%	116	20%	10	2%	92	16%	17	3%	1	0%	0	0%	0	0%	6	1%	5	10%
M	461	79%	349	59%	112	19%	204	35%	100	17%	33	6%	0	0%	0	0%	12	2%	43	90%
<b>Paraprofessionals</b>	<b>55</b>		<b>49</b>	89%	<b>6</b>	11%	<b>29</b>	53%	<b>12</b>	22%	<b>5</b>	9%	<b>0</b>	0%	<b>0</b>	0%	<b>3</b>	5%	<b>0</b>	0%
F	34	62%	32	58%	2	4%	18	33%	9	16%	3	5%	0	0%	0	0%	2	4%	0	0%
M	21	38%	17	31%	4	7%	11	20%	3	5%	2	4%	0	0%	0	0%	1	2%	0	0%
<b>Administrative Support</b>	<b>4,629</b>		<b>4177</b>	90%	<b>452</b>	10%	<b>2,511</b>	54%	<b>682</b>	15%	<b>840</b>	18%	<b>12</b>	0%	<b>4</b>	0%	<b>128</b>	3%	<b>46</b>	1%
F	2,079	45%	1965	42%	114	2%	1,489	32%	277	6%	128	3%	7	0%	2	0%	62	1%	15	33%
M	2,550	55%	2212	48%	338	7%	1,022	22%	405	9%	712	15%	5	0%	2	0%	66	1%	31	67%
<b>Skilled Craft</b>	<b>19,623</b>		<b>13605</b>	69%	<b>6,018</b>	31%	<b>7,393</b>	38%	<b>2,621</b>	13%	<b>2,953</b>	15%	<b>55</b>	0%	<b>7</b>	0%	<b>576</b>	3%	<b>333</b>	2%
F	1,056	5%	998	5%	58	0%	788	4%	145	1%	28	0%	4	0%	0	0%	33	0%	15	5%
M	18,567	95%	12607	64%	5,960	30%	6,605	34%	2,476	13%	2,925	15%	51	0%	7	0%	543	3%	318	95%
<b>Service Maintenance</b>	<b>21,373</b>		<b>18739</b>	88%	<b>2,634</b>	12%	<b>12,069</b>	56%	<b>4,829</b>	23%	<b>1,308</b>	6%	<b>37</b>	0%	<b>7</b>	0%	<b>489</b>	2%	<b>293</b>	1%
F	4,619	22%	4444	21%	175	1%	3,416	16%	862	4%	63	0%	7	0%	1	0%	95	0%	23	8%
M	16,754	78%	14295	67%	2,459	12%	8,653	40%	3,967	19%	1,245	6%	30	0%	6	0%	394	2%	270	92%
<b>Total</b>	<b>51,467</b>		<b>40,545</b>	79%	<b>10,922</b>	21%	<b>23,920</b>	46%	<b>8,825</b>	17%	<b>6,208</b>	12%	<b>116</b>	0%	<b>20</b>	0%	<b>1,456</b>	3%	<b>835</b>	2%

\*American Indian/Alaskan Native

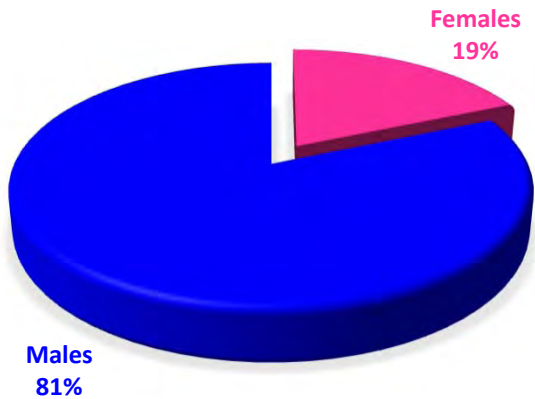
\*\*Native Hawaiian Other Pacific Islander

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

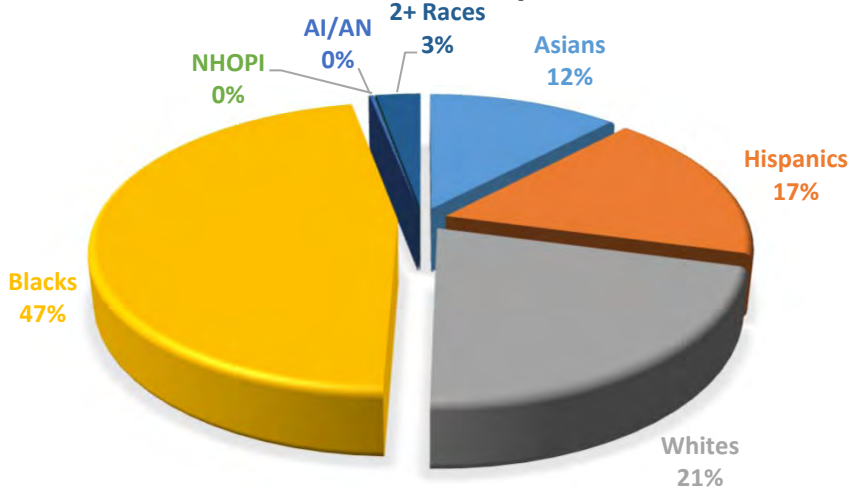


# NYCT Workforce

### WORKFORCE BY GENDER



### WORKFORCE BY RACE/ETHNICITY



NYCT workforce consists of **51,467** employees

- ❑ **19%** females, **79%** minorities, and **2%** veterans
- ❑ The percentage of females employed **increased by 1%** when compared to 4Q18.
- ❑ The percentage of minorities **has increased by 1%** as it relates to race and ethnicity when compared to 4Q18.



# 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 **December 31, 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%	4%		
Professionals	F	6%	16%	4%	5%	4%	8%	0%	0%	0%	0%	0%	2%	18%	7%
	M	7%	15%	5%	5%	8%	20%	0%	0%	0%	0%	1%	2%		
Technicians	F	4%	23%	3%	4%	3%	2%	0%	0%	0%	0%	0%	1%	13%	7%
	M	10%	20%	6%	6%	9%	13%	0%	0%	0%	0%	1%	5%		
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%	33%	10%	17%	4%	5%	0%	0%	0%	0%	1%	4%	31%	4%
	M	4%	20%	3%	5%	2%	4%	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%	34%	12%	12%	7%	15%	0%	0%	0%	0%	1%	3%		
Service Maintenance	F	5%	16%	8%	4%	2%	0%	0%	0%	0%	0%	0%	0%	6%	1%
	M	14%	40%	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

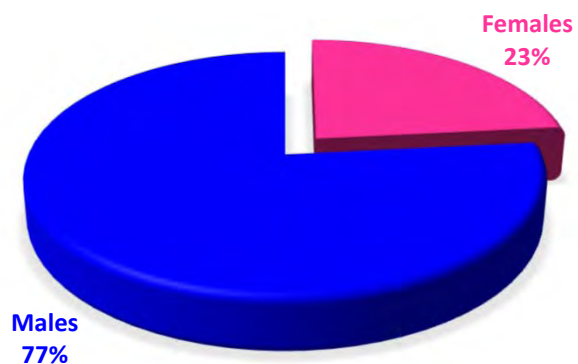
# **New Hires and Veterans**

**January 1, 2019 – December 31, 2019**

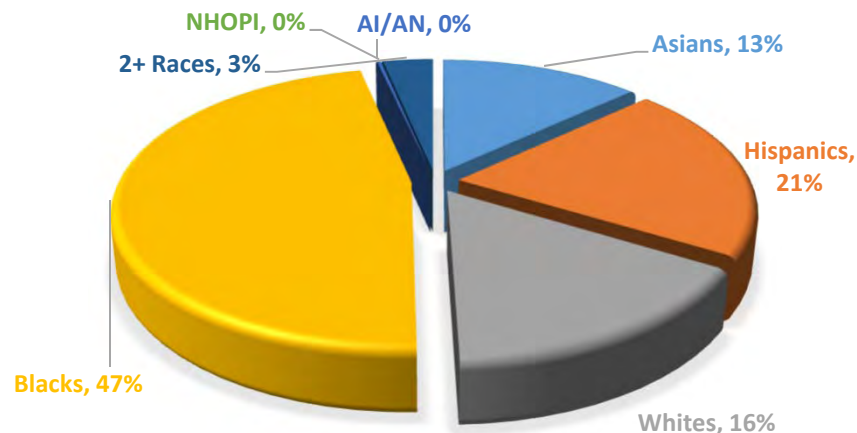


# NYCT New Hires and Veterans

### NEW HIRES BY GENDER



### NEW HIRES BY RACE/ETHNICITY



We added **3,017** employees including **81** 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

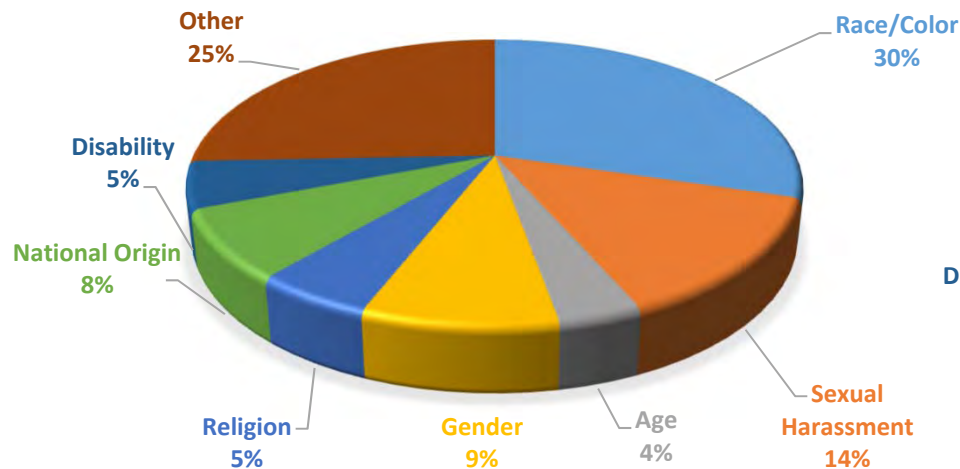
# Complaints and Lawsuits

January 1, 2019 – December 31, 2019

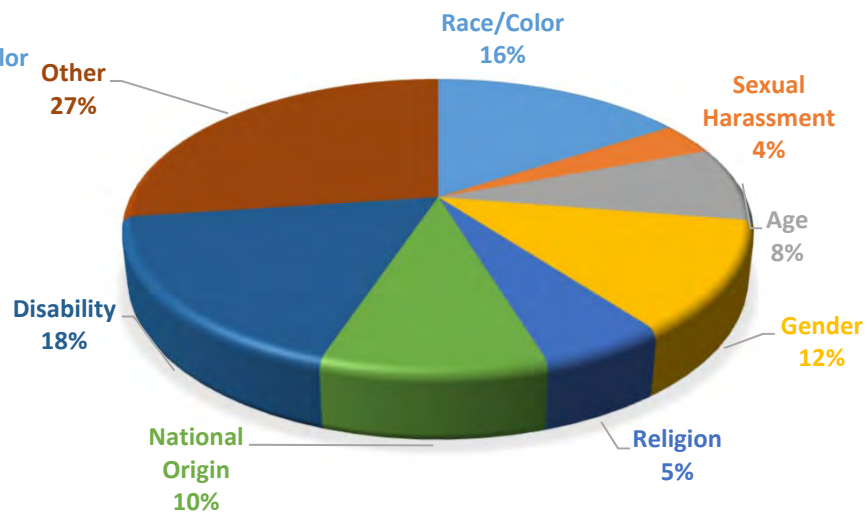


# NYCT Internal/External EEO Complaints and Lawsuits

### INTERNAL EEO COMPLAINTS



### EXTERNAL EEO COMPLAINTS



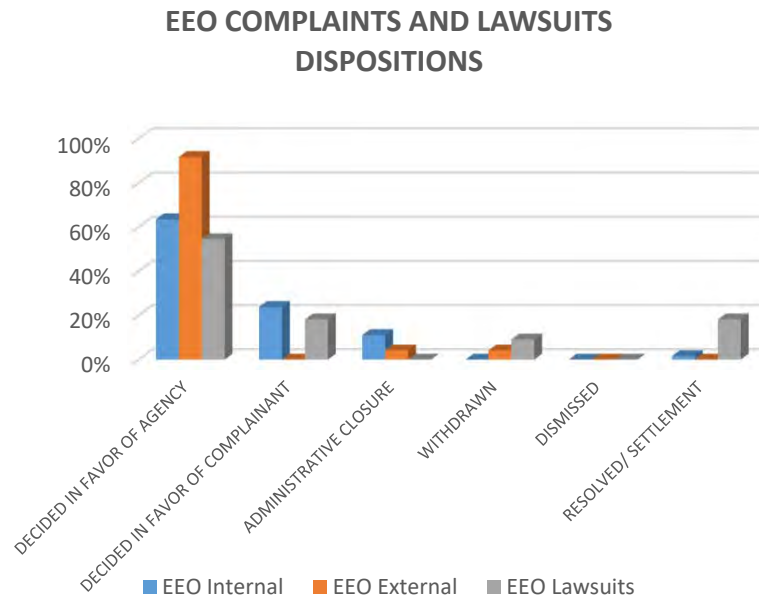
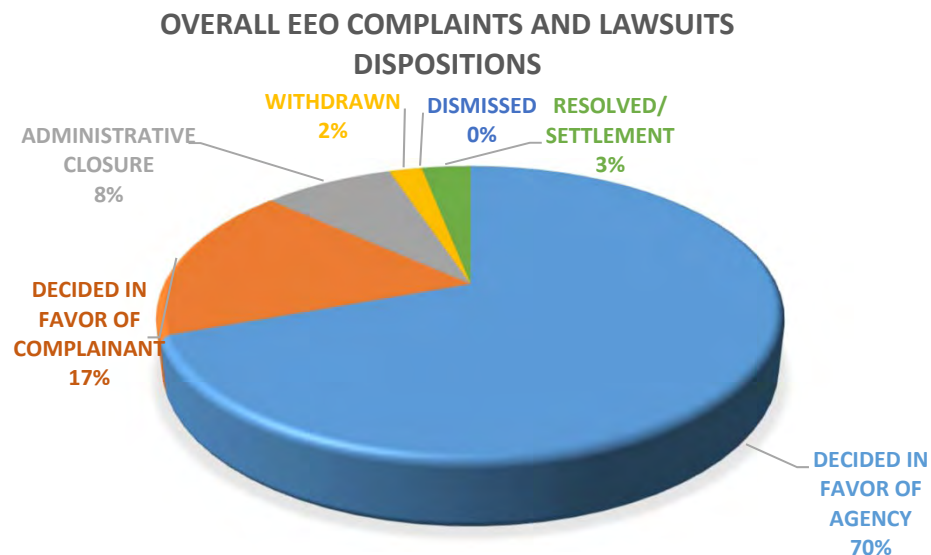
NYCT handled **264** EEO complaints, citing **574** separate allegations, and **76** lawsuits

- **145** internal complaints
- **119** 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

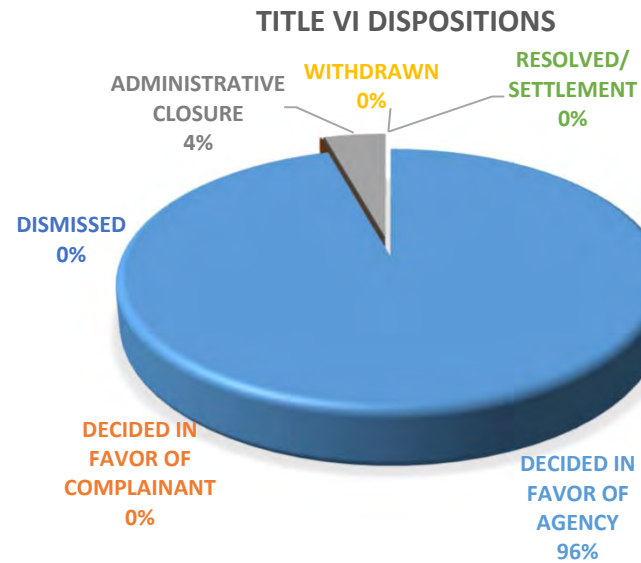
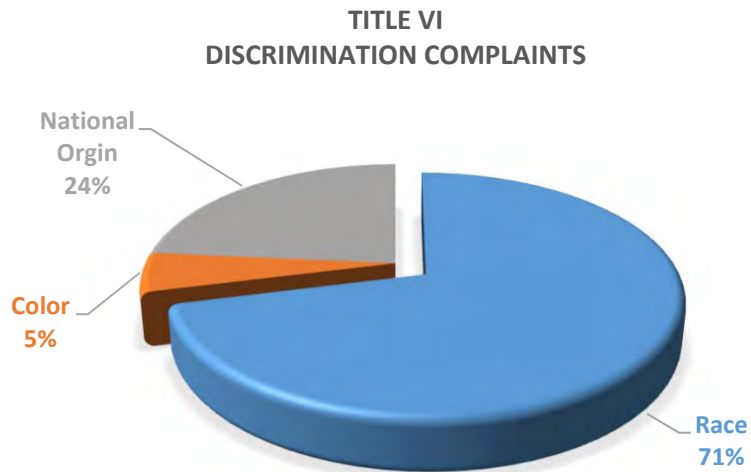


NYCT disposed **87** EEO complaints and **11** EEO lawsuits

- 70% complaints/lawsuits decided in favor of the agency
- 17% complaints/lawsuits decided in favor of the complainant
- 8% complaints/lawsuits were administrative closures
- 3% of complaints/lawsuits were resolved/settled
- 2% of complaints/lawsuits were withdrawn



# NYCT Title VI Discrimination Complaints, Lawsuits and Dispositions



NYCT handled **174** Title VI complaints, citing **187** separate allegations and no Title VI lawsuits. Agency disposed of **115** complaints and no lawsuits

- ❑ **96%** complaints/lawsuits decided in favor of the agency
- ❑ **4%** 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 – 4th Quarter 2019**

February, 2020



# Executive Summary

## ■ EEO

As of **December 31, 2019**, MTA Bus's workforce included 4,090 total employees. This represents a decrease of 104 employees from the fourth quarter 2018 (4Q18) workforce.

- Female representation of 13% (523) is unchanged when compared to 4Q18.
- Females were hired above their current representation.
- Minorities represent 80% (3,272) of our workforce, an increase of 2% when compared to 4Q18.
- 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 December 31, 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 – Multiple Race
- 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 Thomas Edison H.S. Career Day which boasts a large enrollment of female mechanics
    - **Minority** – Conducted mock interviews, reviewed resumes, discussed MTA Bus Operations apprenticeship program and discussed the benefits of working at the MTA with Coop Tech students.
  - Initiatives to increase representation for veterans and persons with disabilities
    - **Veteran** – MTA Bus hosted a Mental Health seminar specifically for our colleagues who are veterans
    - **Persons with disabilities** – Partnered with the Mayor’s Office for People with Disabilities in testing MTA’s employment and examination pages to ensure accessibility



MTABC

**Workforce**  
as of December 31, 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	NHOP**		Est	2+ RACES		Est	VETERANS		PWD***		
	#	%	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%
<b>Officials &amp; Administrators</b>	<b>250</b>		150	60%		100	40%		66	26%		38	15%		33	13%		0	0%		0	0%		13	5%		11	4%		6	2%
F	56	22%	46	18%	10%	10	4%	16%	26	10%	5%	8	3%	2%	8	3%	2%	0	0%	0%	0	0%	0%	4	2%	1%	0	0%	0	0%	
M	194	78%	104	42%	17%	90	36%	38%	40	16%	6%	30	12%	5%	25	10%	5%	0	0%	0%	0	0%	0%	9	4%	1%	11	100%	6	100%	
<b>Professionals</b>	<b>123</b>		97	79%		26	21%		35	28%		20	16%		32	26%		0	0%		0	0%		10	8%		3	2%		4	3%
F	56	46%	49	40%	23%	7	6%	13%	20	16%	10%	14	11%	6%	11	9%	5%	0	0%	0%	0	0%	0%	4	3%	2%	2	67%	2	50%	
M	67	54%	48	39%	19%	19	15%	26%	15	12%	6%	6	5%	4%	21	17%	8%	0	0%	0%	0	0%	0%	6	5%	1%	1	33%	2	50%	
<b>Technicians</b>	<b>16</b>		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%	
<b>Protective Services</b>	<b>6</b>		5	83%		1	17%		3	50%		2	33%		0	0%		0	0%		0	0%		0	0%		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%	3	50%	40%	1	17%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	13%	0	0%	0	0%	
<b>Paraprofessionals</b>	<b>0</b>		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%	
<b>Administrative Support</b>	<b>95</b>		70	74%		25	26%		33	35%		11	12%		14	15%		0	0%		0	0%		12	13%		2	2%		3	3%
F	31	33%	28	29%	26%	3	3%	14%	15	16%	13%	8	8%	9%	2	2%	2%	0	0%	0%	0	0%	0%	3	3%	2%	1	50%	2	67%	
M	64	67%	42	44%	27%	22	23%	15%	18	19%	11%	3	3%	4%	12	13%	6%	0	0%	1%	0	0%	0%	9	9%	5%	1	50%	1	33%	
<b>Skilled Craft</b>	<b>721</b>		491	68%		230	32%		245	34%		105	15%		84	12%		2	0%		8	1%		47	7%		11	2%		3	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	9%	0	0%	
M	718	100%	489	68%	50%	229	32%	28%	243	34%	23%	105	15%	13%	84	12%	9%	2	0%	0%	8	1%	1%	47	7%	4%	10	91%	3	100%	
<b>Service Maintenance</b>	<b>2,879</b>		2454	85%		425	15%		1,462	51%		684	24%		191	7%		8	0%		4	0%		105	4%		27	1%		0	0%
F	364	13%	344	12%	12%	20	1%	6%	232	8%	7%	98	3%	5%	2	0%	0%	1	0%	0%	0	0%	0%	11	0%	0%	1	4%	0	0%	
M	2,515	87%	2110	73%	47%	405	14%	15%	1,230	43%	26%	586	20%	16%	189	7%	4%	7	0%	0%	4	0%	0%	94	3%	1%	26	96%	0	0%	
<b>Total</b>	<b>4,090</b>		<b>3,272</b>	<b>80%</b>		<b>818</b>	<b>20%</b>		<b>1,845</b>	<b>45%</b>		<b>862</b>	<b>21%</b>		<b>355</b>	<b>9%</b>		<b>10</b>	<b>0%</b>		<b>12</b>	<b>0%</b>		<b>188</b>	<b>5%</b>		<b>54</b>	<b>1%</b>		<b>16</b>	<b>0%</b>

\* American Indian/Alaskan Native

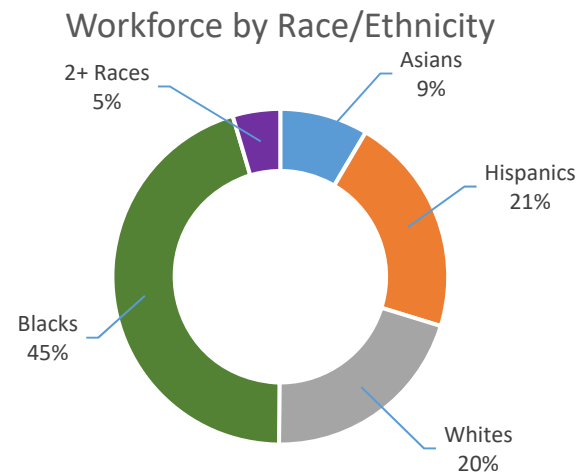
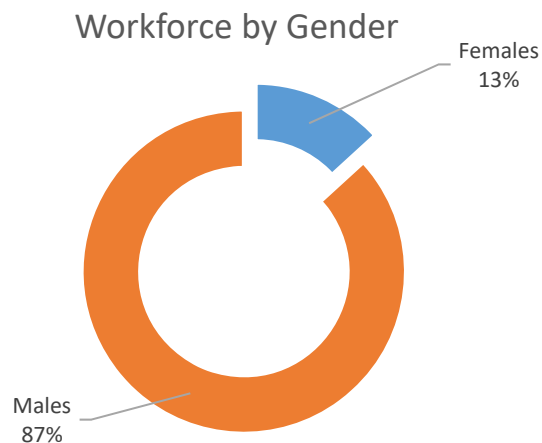
\*\*Native Hawaiian Other Pacific Islander

\*\*\* Persons with Disabilities



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

# MTABC Workforce



MTABC workforce consists of 4,090 employees

- ❑ 13% females, 80% minorities, and 1% veterans.
- ❑ The percentage of females employed was unchanged compared to 4Q18.
- ❑ The percentage of minorities has increased by 2% as it relates to race and ethnicity when compared to 4Q18.



# 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 **December 31, 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%	2%	16%	4%
	M	6%	16%	5%	12%	5%	10%	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%	5%	8%	17%	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%	50%	0%	17%	0%	0%	0%	0%	0%	0%	13%	0%		
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%	16%	9%	8%	2%	2%	0%	0%	0%	0%	2%	3%	14%	3%
	M	11%	19%	4%	3%	6%	13%	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%	12%	0%	0%	1%	1%	4%	7%		
Service Maintenance	F	7%	8%	5%	3%	0%	0%	0%	0%	0%	0%	0%	0%	6%	1%
	M	26%	43%	16%	20%	4%	7%	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

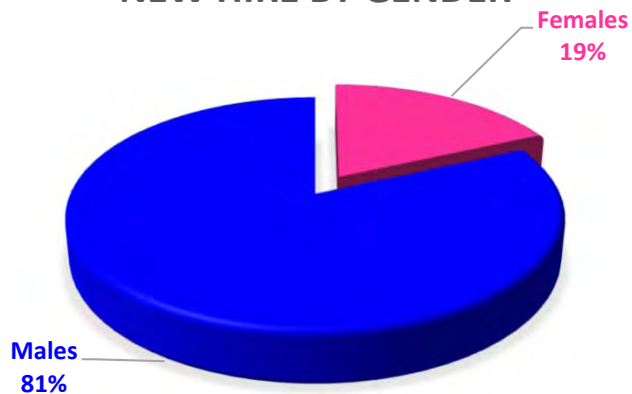
## **New Hires and Veterans**

**January 1, 2019 – December 31, 2019**

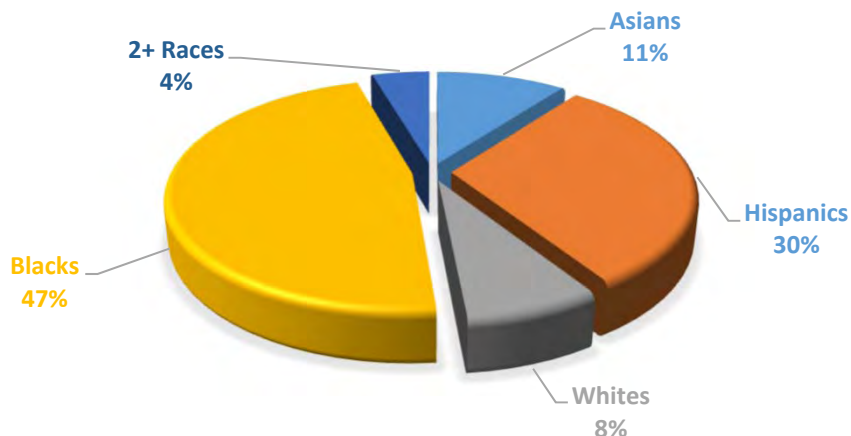


# MTABC New Hires and Veterans

### NEW HIRE BY GENDER



### NEW HIRE BY RACE/ETHNICITY



We hired 363 employees including 5 veterans

- ❑ 19% females of which 0% were female veterans.
- ❑ Female hires exceeded their current representation in the workforce.
- ❑ 92% minorities of which 1% were minority veterans.
- ❑ Minorities hires exceeded their current representation in the workforce.



# MTABC

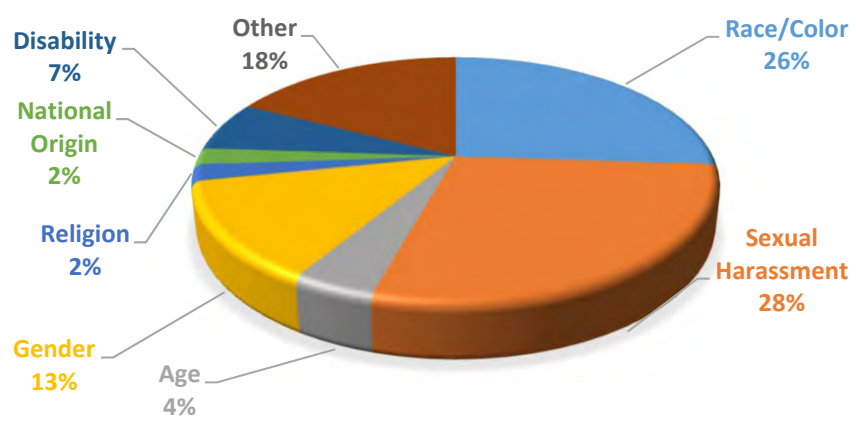
## **Complaints and Lawsuits**

**January 1, 2019 – December 31, 2019**

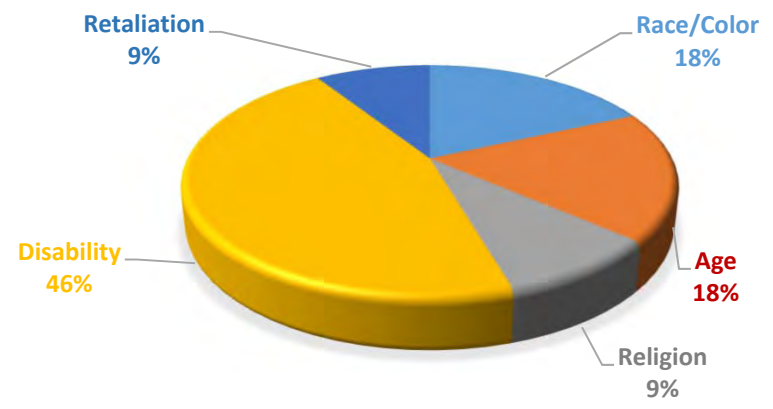


# MTABC Internal/External EEO Complaints and Lawsuits

### INTERNAL EEO COMPLAINTS



### EXTERNAL EEO COMPLAINTS



MTABC handled 44 EEO complaints, citing 58 separate allegations, and 4 lawsuits.

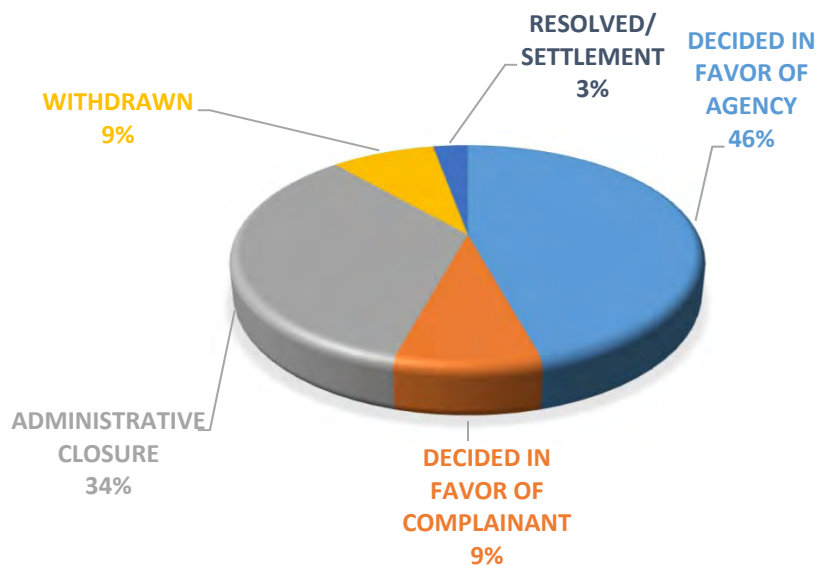
- ❑ 37 handled internal complaints.
- ❑ 7 handled external complaints.
- ❑ The most frequently cited basis internally was sexual harassment and externally was disability.



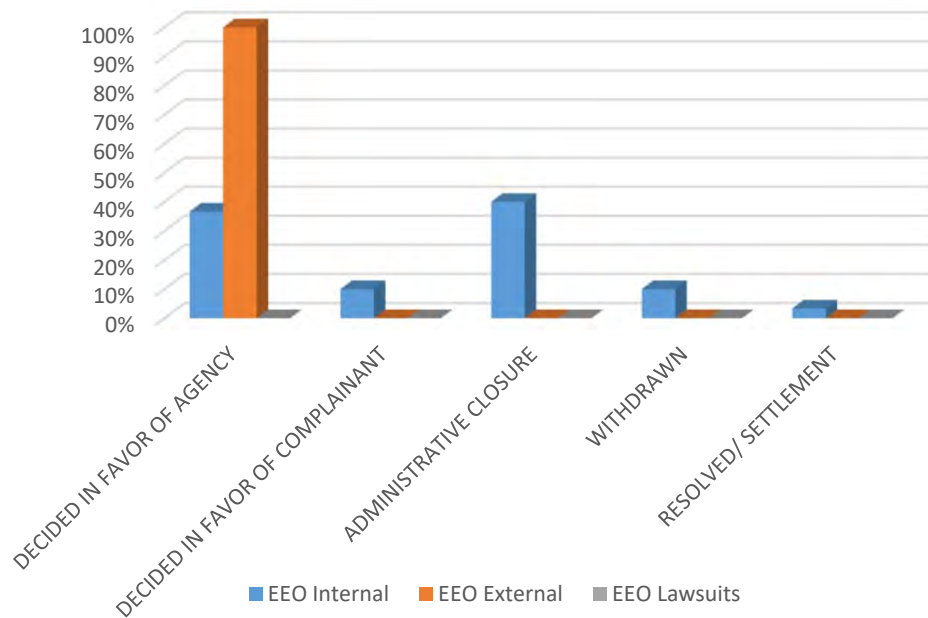
These charts include all pending matters as of the date of the report, including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e., Sexual Orientation, Military status, or Marital Status etc.).

# MTABC EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS

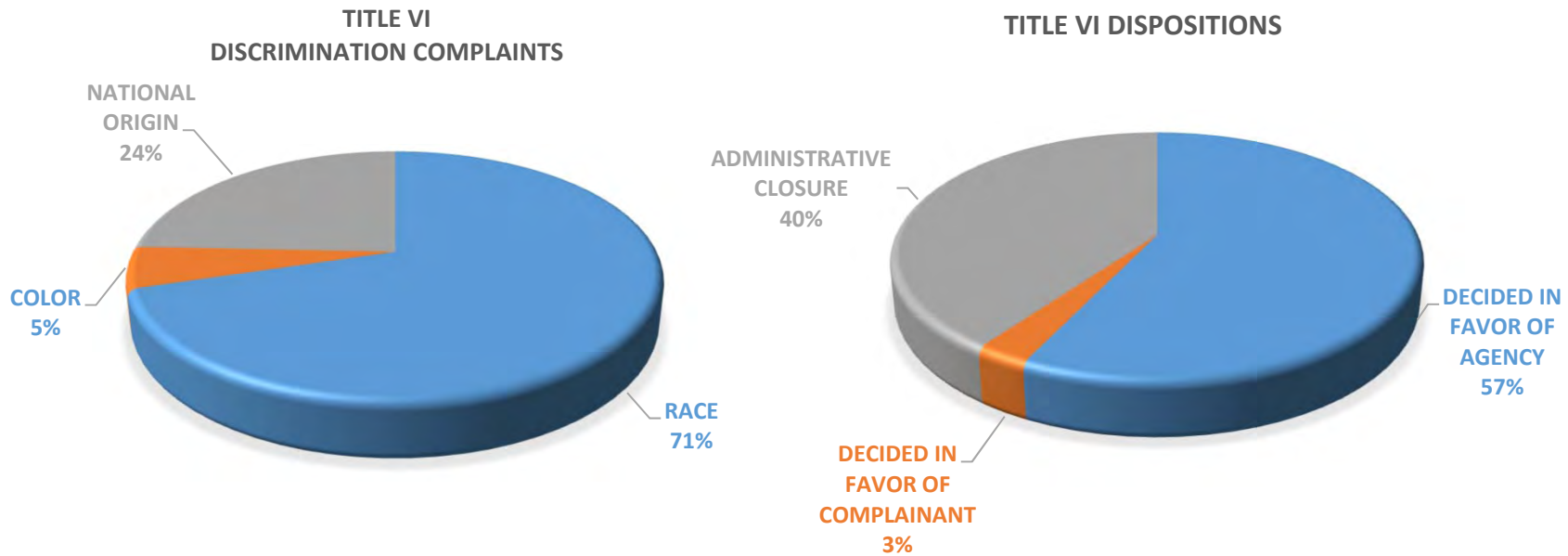


MTABC disposed of 30 internal EEO complaints and 5 external EEO complaints/lawsuits.

- 46% complaints/lawsuits decided in favor of the agency.
- 9% complaints/lawsuits were decided in favor of complainant.
- 34% complaints/lawsuits were administratively closed.
- 9% complaints/lawsuits were withdrawn.
- 3% complaints/lawsuits were resolved/settled.



# MTABC Title VI Discrimination Complaints, Lawsuits and Dispositions



MTABC handled 117 Title VI complaints, citing 125 separate allegations and 0 Title VI lawsuits. MTABC disposed of 105 complaints.

- ❑ 57% complaints/lawsuits decided in favor of the agency.
- ❑ 40% complaints/lawsuits were administrative closures.
- ❑ 3% complaints/lawsuits decided in favor of the complainant.

