



Transit and Bus Committee Meeting

July 2020

Committee Members

A. Albert
N. Brown
R. Glucksman
D. Jones
L. Lacewell
R. Linn

S. Metzger
H. Mihaltses
R. Mujica
J. Samuelsen
L. Schwartz



New York City began its Phase III reopening on July 6. Average weekday ridership on subways and buses has increased to over 2 million riders as more customers head back to work and other daily activities. To prepare for an ongoing increase in ridership, the MTA is continuing around-the-clock disinfecting and requiring all customers and employees to wear masks. The agency has handed out 2 million masks provided by the city and state. In addition, personal protective equipment vending machines have been deployed throughout the subway as part of a pilot program that offers customers reusable face masks, gloves, hand sanitizer, and sanitizing wipes.

New York City Transit and Bus Committee Meeting

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

Wednesday, 7/22/2020

10:00 AM - 5:00 PM ET

1. PUBLIC COMMENT PERIOD

2. SUMMARY OF ACTIONS

Summary of Actions - Page 4

3. APPROVAL OF MINUTES – JUNE 24, 2020

Meeting Minutes - June 24, 2020 - Page 5

4. COMMITTEE WORK PLAN

Work Plan July 2020 - Page 6

5. PRESIDENT'S REPORT

a. Customer Service Report

i. Subway Report

Subway Report - Page 14

ii. NYCT, MTA Bus Report

Bus Report - Page 41

iii. Paratransit Report

Paratransit Report - Page 58

iv. Accessibility Update

Accessibility Update - Page 72

v. Strategy & Customer Experience

Strategy & Customer Experience Report - Page 77

b. Safety Report

Safety Report - Page 83

c. Crime Report

Crime Report - Page 88

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

NYCT, SIR, MTA Bus Financial and Ridership Report - Page 94

e. Capital Program Status Report

Capital Program Status Report - Page 142

6. PROCUREMENTS

Procurements Cover, Staff Summary, Resolution - Page 148

a. Non-Competitive (none)

b. Competitive

Competitive - Page 152

c. Ratifications (none)

d. C&D Procurements

C&D Procurement Package (Updated 7/20/20) - Page 158

7. SERVICE CHANGE

a. M35 Reroute, Effective January 2021

Service Change - M35 Reroute Effective January 2021 - Page 171

b. LaGuardia Link Q70 Select Bus Service Travel Path Revision in Queens

Q70 Southbound Path Revision Staff Summary - Page 174

8. STANDARD FOLLOW UP REPORTS

a. Transit Recidivism Report, 1st Quarter 2020

Transit Recidivism Report, 1st Quarter 2020 - Page 179

9. CONTACT INFORMATION

Contact Information - Page 181

**TRANSIT BUS COMMITTEE
ACTIONS and PRESENTATIONS
SUMMARY for JULY 2020**

Vendor Name	Total Amount	Summary of action
ETS Contracting, Inc; New York Environmental Systems, Inc.; PAL Environmental Services, Pinnacle Environmental Corp.	\$50,000,000 in Aggregate	Indefinite Quantity Asbestos Abatement and Other Environmental Remediation Services (MTA C&D)
TC Electric, LLC/J-Track, LLC (JV)	\$90,500,000	Design/Build Services for the Rutgers Tube Rehabilitation Project (MTA C&D)
Tully Construction Company, Inc.	\$93,209,726	Design/Build Services for at the 149th – Grand Concourse and E. Tremont Av. Stations (MTA C&D)
Scalamandre-Gramercy, JV	\$3,500,000	Installation of Three (3) Elevators at 59th St. Station on 4th Ave Line “B” Division (BMT), Borough of Brooklyn. (MTA C&D)
Cad Railway Industries Ltd.	\$27,957,413	Conversion and Upgrade of 10 R77E Locomotives.
Motive Power, Inc.	233,000,000	Purchase of 25 Diesel Battery Hybrid Locomotives with the Option for 45 Additional Hybrid Locomotives

**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
June 24, 2020**

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

Because of the ongoing COVID-19 public health crisis, the MTA Chairman convened a one-day, virtual Board and Committee meeting session on June 24, 2020, which included the following committees:

- Long Island Rail Road and Metro-North Railroad;
- New York City Transit;
- MTA Bridges and Tunnels;
- Finance;
and
- Capital Program Oversight Committee.

To see a summary of the meeting and the actions taken by New York City Transit and Bus Committee, please refer to the June 24, 2020 Board minutes in the July Board Book available here on the Board materials website: <https://new.mta.info/transparency/board-and-committee-meetings/july-2020>.

2020 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

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

July 2020

Transit Recidivism Report, 1st Qtr, 2020

Law

August 2020

No Meetings Held

September 2020

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

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

October 2020

Public Comment/Committee review of budget
 Customer Satisfaction Report
 2021 Preliminary NYCT Budget
 2021 Preliminary SIR Budget
 2021 Preliminary MTA Bus Budget

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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

November 2020

Transit Adjudication Bureau Report, 3rd Qtr, 2020
Charter for Transit Committee

Law
Law

December 2020

NYCT 2021 Adopted Budget/Financial Plan 2021-2024
SIR 2021 Adopted Budget/Financial Plan 2021-2024
MTA Bus 2021 Adopted Budget/Financial Plan 2021-2024
NYCT & MTA Bus EEO & Diversity Report, 3rd Qtr, 2020
Transit Recidivism Report, 3rd Qtr, 2020
Fare Evasion Report, 3rd Qtr, 2020

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

January 2021

Approval of 2020 NYCT Committee Work Plan
Customer Satisfaction Report 2020
Preliminary Review of NYCT 2020 Operating Results
Preliminary Review of SIR 2020 Operating Results
Preliminary Review of MTA Bus 2020 Operating Results

Committee Chair & Members
Strategy & Customer Experience
Management & Budget
Management & Budget
Management & Budget

February 2021

NYCT Adopted Budget/Financial Plan 2021-2022
SIR Adopted Budget/Financial Plan 2021-204
MTA Bus Adopted Budget/Financial Plan 2021-2024
ADA Compliance Report
Transit Adjudication Bureau Report, 4th Qtr, 2020
NYCT & MTA Bus EEO & Diversity Report, 2020 Yr End Rpt

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

March 2021

Transit Recidivism Report, 4th Qtr, 2020
Fare Evasion Report, 4th Qtr, 2020

Law
Management & Budget

April 2021

Final Review of NYCT 2020 Operating Results
Final Review of SIR 2020 Operating Results
Final Review of MTA Bus 2020 Operating Results
Transit Adjudication Bureau Report, 1st Qtr, 2021
NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2021
Quarterly Customer Satisfaction Report, 1st Qtr, 2021

Management & Budget
Management & Budget
Management & Budget
Law
EEO & Human Resources
Strategy & Customer Experience

May 2021

Transit Adjudication Bureau Report, 1st Qtr, 2021
NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2021

Management & Budget
EEO & Human Resources

June 2021

Transit Recidivism Report, 1st Qtr, 2021
Fare Evasion Report, 1st Qtr, 2021

Law
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)

JULY 2020

Transit Recidivism Report, 1st Qtr, 2020

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

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, 2nd Qtr, 2020

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

Fare Evasion Report, 2nd Qtr, 2020

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

EEO & Diversity Report, 2nd Qtr, 2020

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

II. SPECIFIC AGENDA ITEMS (con't)

Transit Recidivism Report, 2nd Qtr, 2020

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

OCTOBER 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.

Customer Satisfaction Report

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

NOVEMBER 2020

Transit Adjudication Bureau Report, 3rd Qtr, 2020

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

Charter for Transit Committee

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

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

II. SPECIFIC AGENDA ITEMS (con't)

category.

EEO & Diversity Report, 3rd 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, 3rd 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.

Fare Evasion Report, 3rd 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.

Customer Satisfaction Report, 2020

Recurring 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.

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 2020 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

SIR Adopted Budget/Financial Plan 2021-2024

NYCT will present SIR's revised 2021-2024 Financial Plan. This plan will reflect the 2020 Adopted Budget and an updated Financial Plan for 2020-2023 reflecting the out-year impact of any changes incorporated into the 2020 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

II. SPECIFIC AGENDA ITEMS (con't)

MTA Bus 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 2020 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 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.

Transit Adjudication Bureau Report, 4th Qtr, 2020

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- 2020 Year-End Report

A detailed year-end 2020 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 2021

Transit Recidivism Report, 4th 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.

Fare Evasion Report, 4th 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.

APRIL 2021

Final Review of NYCT 2020 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 2020 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 2020 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.

II. SPECIFIC AGENDA ITEMS (con't)

Quarterly Customer Satisfaction Report, 1st Qtr 2021

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 2021

Transit Adjudication Bureau Report, 1st Qtr, 2021

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, 1st Qtr, 2021

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

JUNE 2020

Transit Recidivism Report, 1st Qtr, 2021

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.

Customer Service Report: Subways

Sally Librera, Senior Vice President



Station Maintainer Cordell Ettiennne and the team at the Bedford Ave Maintenance Shop developed an in-house solution to getting hand sanitizer in every subway station. Their custom design for a wall-mounted dispenser was quick to build and install, and keeps the hand sanitizer secure and visible for our customers. The dispensers were installed in all 472 subway stations, as part of New York City's Phase I reopening and our work to ensure the health and safety of customers and employees.

July 2020 Highlights: Subways

As New York City continues its phased re-opening, the entire Subways team is glad to see ridership increasing and we are proud to offer returning customers a system that is clean, safe and comfortable. Customers have access to hand sanitizer dispensers in every station thanks to an innovative solution designed and built by our in-house Stations team. There are also markers on every platform and other station areas to encourage maintaining a safe social distance. Signage and announcements remind everyone of the requirement to have a face covering over their nose and mouth whenever in the system. Disposable masks are available at station booths for those who need them, and reusable masks and other PPE are now for sale from vending machines in select stations.

An unprecedented around-the-clock cleaning and disinfecting effort continues with every station disinfected twice daily and every subway car used in service disinfected at least daily. By adding contractors to supplement our in-house forces, cars on most subway lines are now cleaned at both ends of the line, with some trains cleaned as many as seven times per day while in service. Through the end of June, subway stations have been disinfected over 100,000 times and subway cars disinfected more than 1.2 million times.

June operational performance remained impressive, with very few major incidents or delays. These results are affected by the current operating conditions and lower-than-normal ridership, but I am proud that the Subways team maintained such a high level of service even as we restored near-normal weekday service levels in early June. Subways staff is already analyzing performance during this period to identify ways to continue improving service as more customers return.

On a personal note, I have been honored to lead the brave and talented subways team over the past two years. Together we markedly improved performance and reliability of the system – cut delays in half, reduced major incidents by 40%, improved MDBF, increased customer satisfaction scores, and safely reduced run times on every line in the system. I feel very fortunate to have led such a heroic team, particularly over the last four months, as our team members bravely worked around the clock to move NYC through the peak of the pandemic. I have never been prouder of the NYC subways team.

Sally Librera

Senior Vice President, Department of Subways

Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	June 2020			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Weekday Customer-Focused Metrics						
Weekday Major Incidents (Chart 1) Unplanned incidents delaying 50+ trains	19	45	-57.8%	49.1	53.5	-8.2%
Weekday Service Delivered (Chart 3) % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	97.7%	96.8%	+0.9%	96.6%	96.1%	+0.5%
Additional Platform Time (h:mm:ss) (Chart 7) Average added time spent waiting for trains, compared with scheduled wait time	0:01:03	0:01:09	-8.7%	0:01:08	0:01:13	-6.8%
Additional Train Time (h:mm:ss) (Chart 9) Average additional unanticipated time spent onboard train compared to scheduled travel time	0:00:01	0:00:47	-97.9%	0:00:49	0:01:05	-24.6%
Customer Journey Time Performance (Chart 11) % of customers whose journeys are completed within five minutes of schedule.	86.3%	84.3%	+2.4%	84.6%	81.6%	+3.7%
Inputs to Operations						
Mean Distance Between Failures (Chart 13) Revenue car miles divided by the number of delays attributed to car-related causes	150,382	136,801	+9.9%	133,387	123,916	+7.6%
Elevator Availability* (Chart 14) % of time elevators are operational systemwide	96.7%	96.9%	-0.2%	96.4%	96.7%	-0.3%
Escalator Availability* (Chart 14) % of time escalators are operational systemwide	91.7%	88.7%	+3.4%	91.2%	91.0%	+0.2%
Weekday Legacy Indicators						
Weekday Wait Assessment (Chart 15)	77.8%	75.1%	+3.6%	75.7%	73.1%	+3.6%
Weekday Terminal On-Time Performance (Chart 17)	92.6%	81.5%	+13.6%	84.3%	74.1%	+13.8%
Weekday Trains Delayed (Chart 19)	11,704	30,435	-61.5%	24,128	45,153	-46.6%

* 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: 12-month averages include partial month averages for March and April 2020.

Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	June 2020			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Weekend Customer-Focused Metrics						
Weekend Major Incidents (Chart 2) Unplanned incidents delaying 50+ trains	0	4	-100.0%	13.8	6.0	+130.0%
Weekend Service Delivered (Chart 5) % of scheduled trains operated during Weekends (10a-6p)	98.1%	98.5%	-0.4%	96.4%	98.3%	-1.9%
Weekend Legacy Indicators						
Weekend Wait Assessment (Chart 16)	83.4%	81.4%	+2.5%	81.0%	80.3%	+0.9%
Weekend Terminal On-Time Performance (Chart 18)	90.8%	83.4%	+8.9%	85.5%	78.3%	+9.2%
Weekend Trains Delayed (Chart 20)	3,757	8,974	-58.1%	6,478	11,034	-41.3%

-12-Month averages include partial months for March and April 2020.

Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	June 2020			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
On-Time Performance						
24 Hour On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time during a 24-hour period	97.8%	98.0%	-0.2%	95.7%	95.6%	+0.1%
AM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	100.0%	98.4%	+1.6%	98.0%	96.7%	+1.3%
PM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	99.0%	98.5%	+0.5%	93.9%	95.0%	-1.2%
Percentage of Completed Trips						
Percentage of Completed Trips	100.0%	99.9%	+0.1%	99.8%	99.6%	+0.2%
Mean Distance Between Failures						
Mean Distance Between Failures Revenue car miles divided by the number of delays attributed to car-related causes	122,441	210,864	-41.9%	58,411	112,764	-48.2%

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.

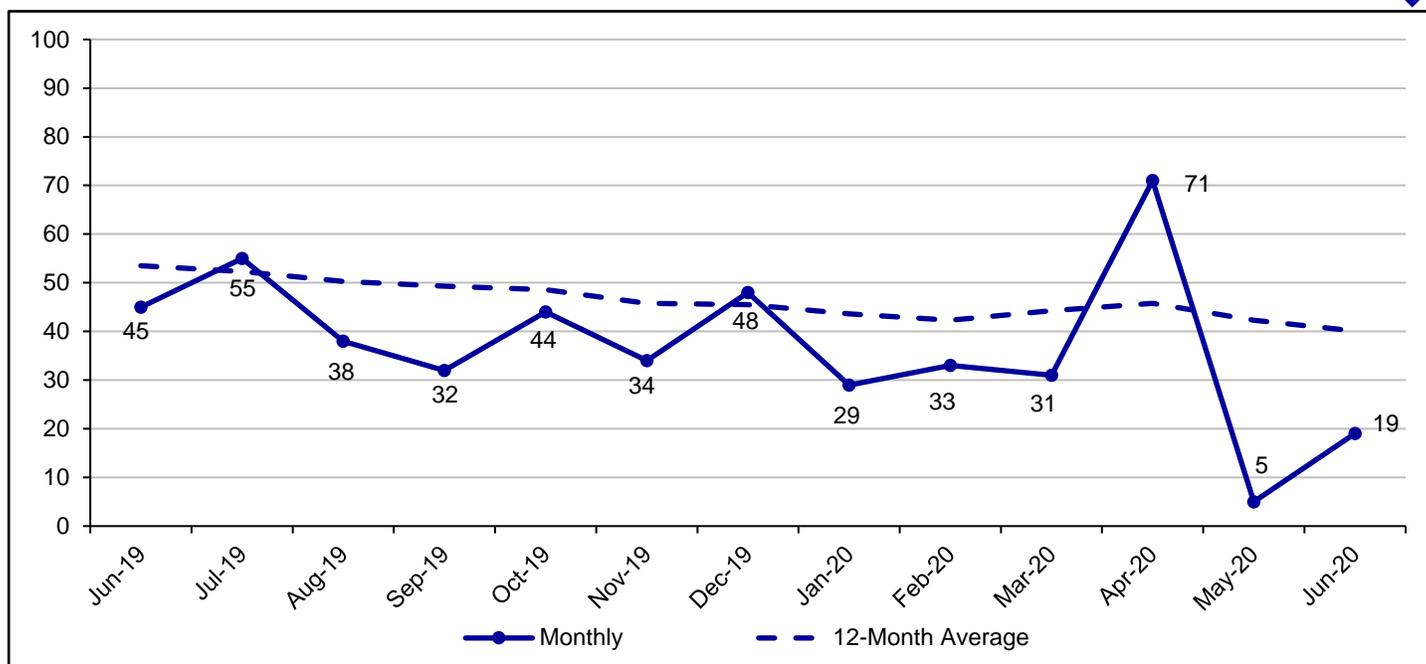
Customer Journey Time Performance (CJTP)

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



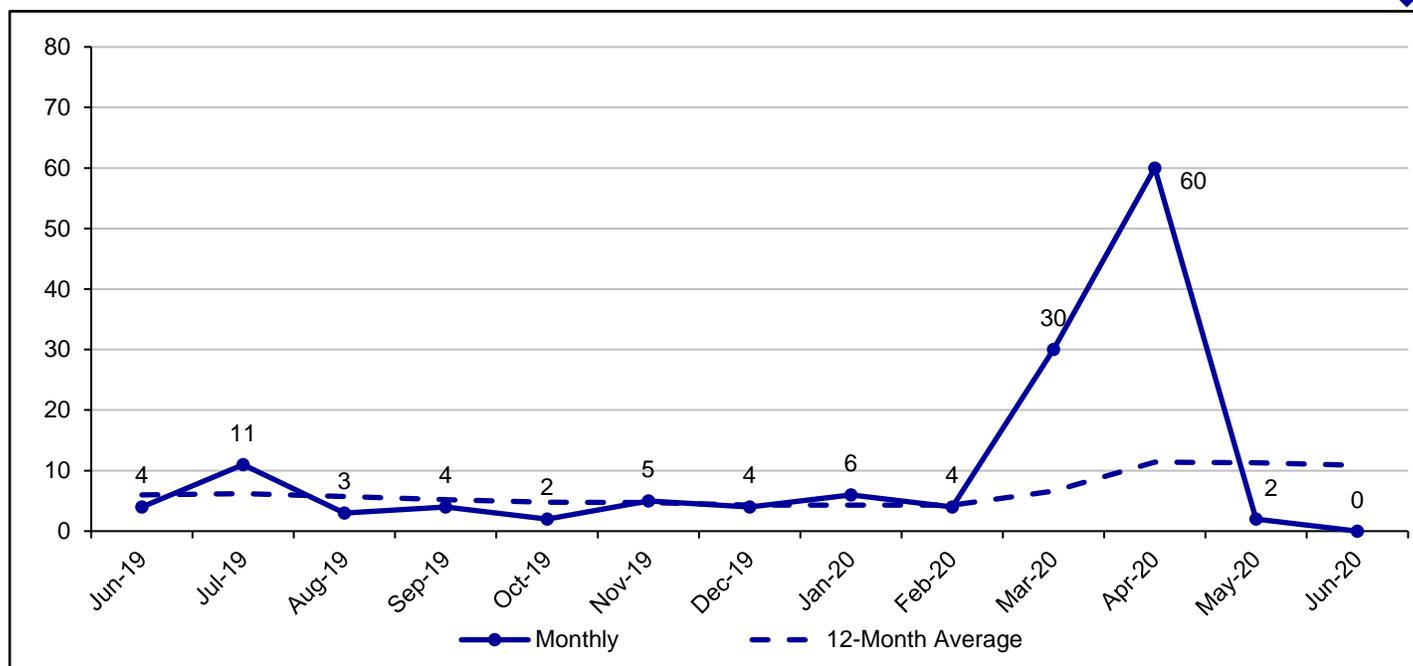
Categories	Monthly			12-Month Average		
	Jun 20	Jun 19	% Change	Jun 20	Jun 19	% Change
Track	1	11	-90.9%	4.5	8.5	-47.1%
Signals	6	15	-60.0%	9.8	18.2	-46.2%
Persons on Trackbed/Police/Medical	4	9	-55.6%	8.2	12.4	-33.9%
Stations & Structures	2	0	N/A	1.3	3.5	-62.9%
Subway Car	5	6	-16.7%	2.6	4.4	-40.9%
Other	1	4	-75.0%	22.7	6.5	+249.2%
Subdivision A	6	17	-64.7%	19.5	24.4	-20.1%
Subdivision B	13	28	-53.6%	29.4	29.1	+1.0%
Systemwide	19	45	-57.8%	49.1	53.5	-8.2%
Avg Incident Duration (h:mm:ss)	0:26:06	0:16:48	+55.4%	0:22:48	0:15:48	+44.3%
Avg Trains Delayed per Incident	110	102	+7.8%	115	103	+11.7%

Major Incidents Discussion

- Major incidents improved by 57.8% in June 2020 compared to June 2019.
- Major incidents increased from May 2020 as we returned to full weekday service levels, but remained well below pre-pandemic levels.

Subway Weekend Major Incidents (24 hours)

Desired trend



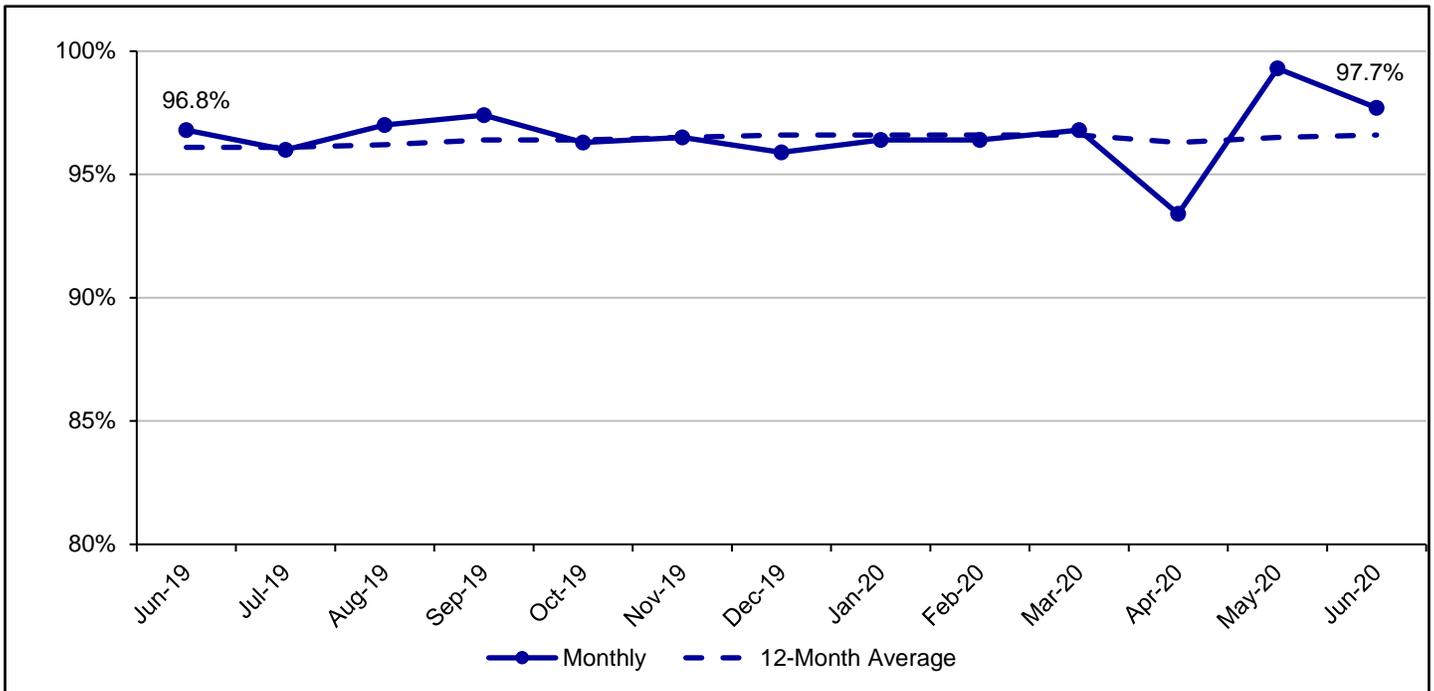
Categories	Monthly			12-Month Average		
	Jun 20	Jun 19	% Change	Jun 20	Jun 19	% Change
Track	0	0	N/A	0.3	0.9	-66.7%
Signals	0	1	-100.0%	0.6	1.6	-62.5%
Persons on Trackbed/Police/Medical	0	0	N/A	1.1	1.2	-8.3%
Stations & Structure	0	0	N/A	0.1	1.0	-90.0%
Subway Car	0	0	N/A	0.1	0.2	-50.0%
Other	0	3	-100.0%	11.7	1.2	+875.0%
Subdivision A	0	2	-100.0%	5.3	2.6	+103.8%
Subdivision B	0	2	-100.0%	8.5	3.4	+150.0%
Systemwide	0	4	-100.0%	13.8	6.0	+130.0%
Avg Incident Duration (h:mm:ss)	0:00:00	0:20:00	N/A	0:20:48	0:12:36	+65.1%
Avg Trains Delayed per Incident	0	149	N/A	115	86	+33.7%

Major Incidents Discussion

- There were no major incidents on weekends in June 2020.
- Of the 4 weekend major incidents in June 2019, 3 were attributed to extended dwell times at select stations caused by very high ridership to and from various parades. Those events were canceled in June 2020.

Subway Weekday % Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Jun 20	Jun 19	% Change	Jun 20	Jun 19	% Change
Subdivision A	98.0%	96.6%	+1.4%	96.8%	95.4%	+1.5%
Subdivision B	97.5%	96.9%	+0.6%	96.5%	96.5%	0.0%
Systemwide	97.7%	96.8%	+0.9%	96.6%	96.1%	+0.5%

Weekday Service Delivered Discussion

- Service Delivered in June 2020 improved by 0.9% compared to June 2019, and the 12-month average improved by 0.5%.
- Service Delivered worsened from May 2020 as we returned to full weekday service levels, but remained well above pre-pandemic levels, due to continued lower-than-normal ridership.
- The 42nd Street Shuttle did not run throughout June and is not included in these metrics.

Note: The metrics in this report are preliminary.

Subway Weekday % Service Delivered
Monthly
(Peak Hours)

Desired trend 

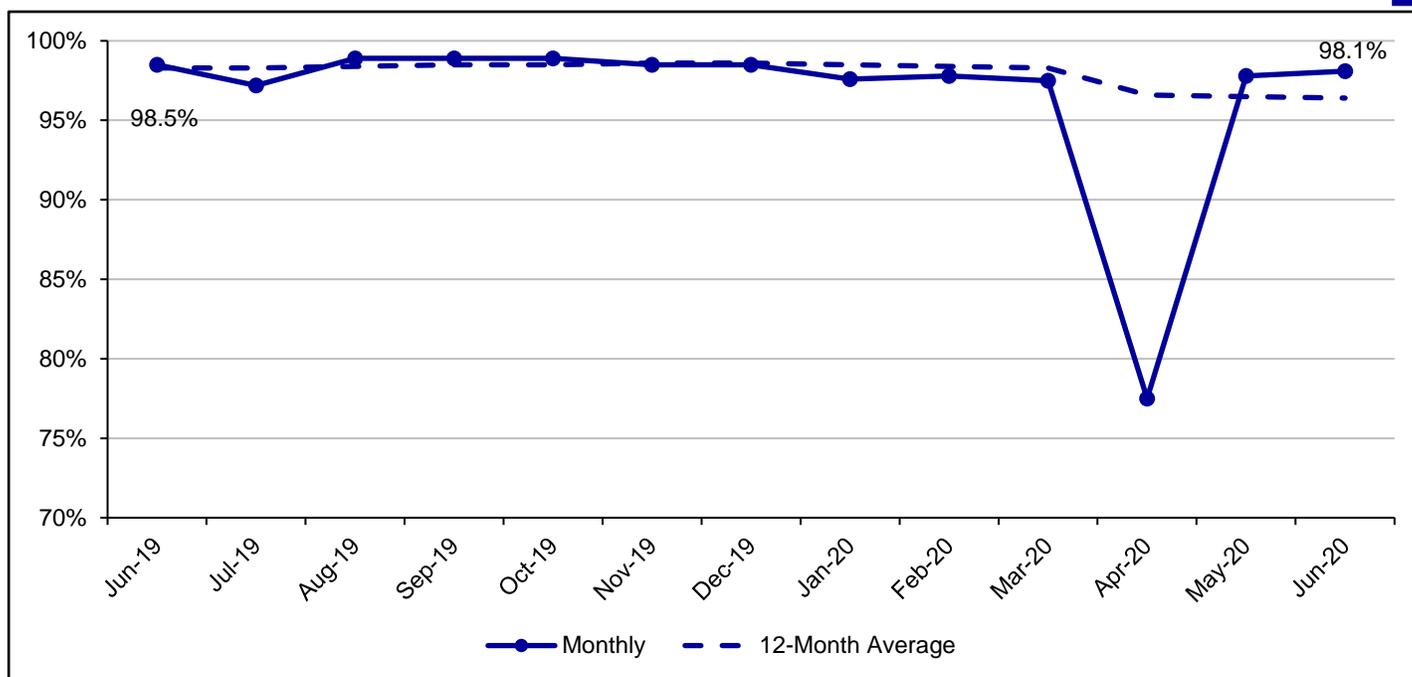
<u>Line</u>	<u>Jun 20</u>	<u>Jun 19</u>	<u>% Change</u>
1	99.7%	99.0%	+0.7%
2	98.8%	97.4%	+1.4%
3	99.2%	97.2%	+2.1%
4	97.2%	94.0%	+3.4%
5	96.1%	94.0%	+2.2%
6	97.9%	95.7%	+2.3%
7	97.7%	96.4%	+1.3%
S 42nd		99.9%	N/A
Subdivision A	98.0%	96.6%	+1.4%
A	95.8%	96.1%	-0.3%
B	96.3%	97.1%	-0.8%
C	95.9%	97.1%	-1.2%
D	97.7%	98.7%	-1.0%
E	97.3%	94.0%	+3.5%
F	99.2%	97.3%	+2.0%
S Fkn	99.6%	97.6%	+2.0%
G	101.1%	101.8%	-0.7%
S Rock	98.9%	100.9%	-2.0%
JZ	98.5%	100.1%	-1.6%
L	102.1%	98.2%	+4.0%
M	98.1%	94.4%	+3.9%
N	96.4%	97.3%	-0.9%
Q	97.8%	97.9%	-0.1%
R	95.5%	93.1%	+2.6%
W	93.2%	94.4%	-1.3%
Subdivision B	97.5%	96.9%	+0.6%
Systemwide	97.7%	96.8%	+0.9%

Chart 4

Note: The metrics in this report are preliminary.

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

Desired trend



	Monthly			12-Month Average		
	Jun 20	Jun 19	% Change	Jun 20	Jun 19	% Change
Subdivision A	97.5%	98.5%	-1.0%	96.2%	97.9%	-1.7%
Subdivision B	98.5%	98.4%	+0.1%	96.6%	98.5%	-1.9%
Systemwide	98.1%	98.5%	-0.4%	96.4%	98.3%	-1.9%

Weekend Service Delivered Discussion

- Service Delivered in June 2020 worsened by 0.4% compared to June 2019, and the 12-month average worsened by 1.9%
- The 42nd Street Shuttle did not run throughout June and is not included in these metrics.

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

Desired trend

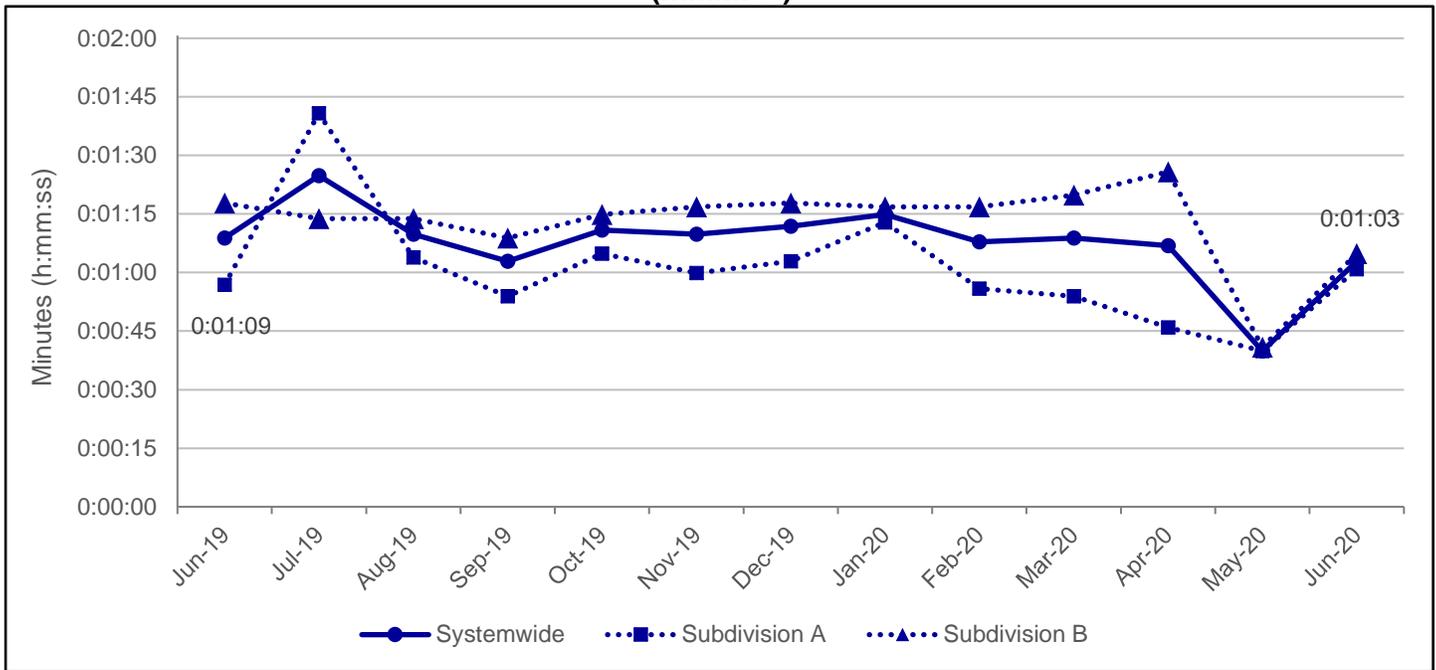


<u>Line</u>	<u>Jun 20</u>	<u>Jun 19</u>	<u>% Change</u>
1	98.4%	99.4%	-1.0%
2	96.6%	97.2%	-0.6%
3	98.3%	98.9%	-0.6%
4	97.4%	97.1%	+0.3%
5	99.4%	98.6%	+0.8%
6	96.9%	98.5%	-1.6%
7	96.9%	99.4%	-2.5%
S 42nd		99.9%	N/A
Subdivision A	97.5%	98.5%	-1.0%
A	98.8%	97.4%	+1.4%
C	98.3%	98.5%	-0.2%
D	97.4%	98.9%	-1.5%
E	98.9%	99.4%	-0.5%
F	100.2%	96.0%	+4.4%
S Fkln	99.3%	99.9%	-0.6%
G	99.8%	98.7%	+1.1%
S Rock	100.2%	100.4%	-0.2%
JZ	98.2%	98.5%	-0.3%
L	97.1%	98.4%	-1.3%
M	101.1%	97.9%	+3.3%
N	98.4%	98.9%	-0.5%
Q	98.7%	99.6%	-0.9%
R	97.7%	97.7%	0.0%
Subdivision B	98.5%	98.4%	+0.1%
Systemwide	98.1%	98.5%	-0.4%

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

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

Desired trend



	Monthly			12-Month Average		
	Jun 20	Jun 19	% Change	Jun 20	Jun 19	% Change
Subdivision A	0:01:01	0:00:57	+7.0%	0:01:01	0:01:02	-1.6%
Subdivision B	0:01:05	0:01:18	-16.7%	0:01:13	0:01:21	-9.9%
Systemwide	0:01:03	0:01:09	-8.7%	0:01:08	0:01:13	-6.8%

Additional Platform Time Discussion

- APT worsened from May 2020 as we returned to full weekday service levels.
- June 2020 APT improved by 8.7% compared to June 2019, and the 12-month average improved by 6.8%.
- The 42nd Street Shuttle did not run throughout June and is not included in these metrics.

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

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

Desired trend



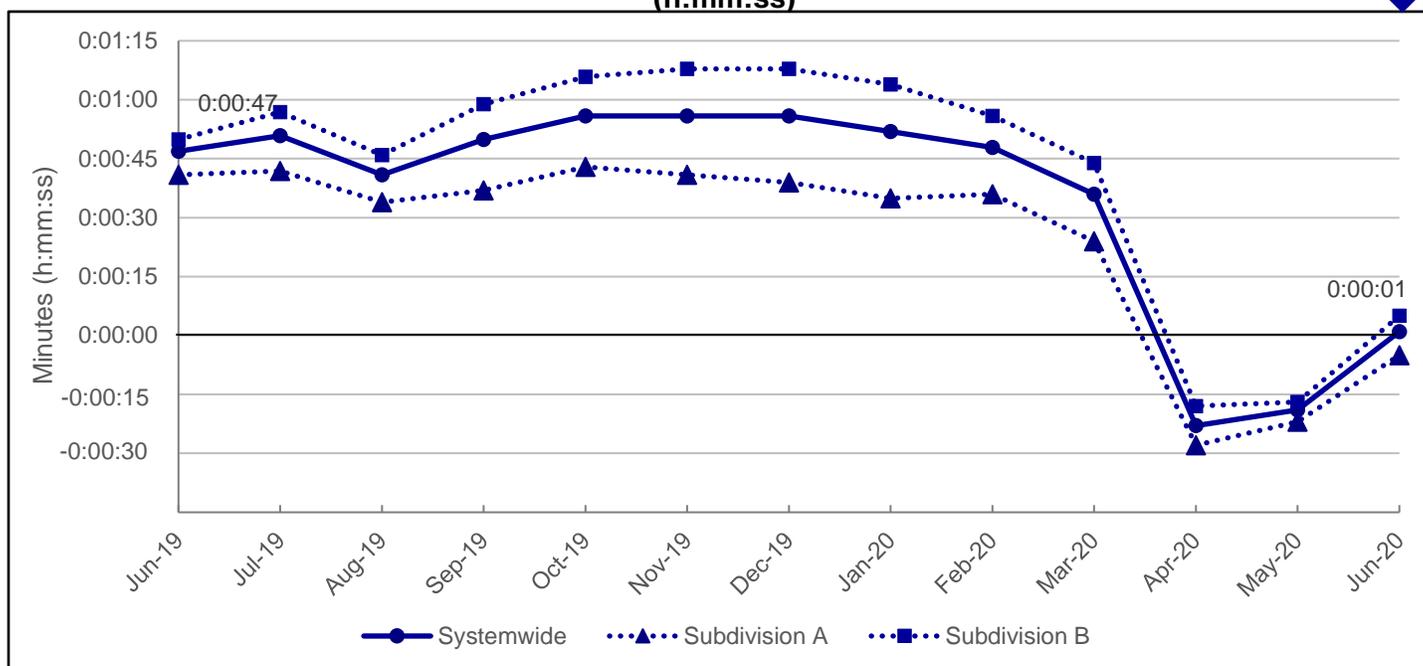
<u>Line</u>	<u>Jun 20</u>	<u>Jun 19</u>	<u>% Change</u>
1	0:00:46	0:00:54	-14.8%
2	0:01:11	0:01:08	+4.4%
3	0:01:06	0:00:51	+29.4%
4	0:01:10	0:00:58	+20.7%
5	0:01:11	0:01:11	0.0%
6	0:00:52	0:00:58	-10.3%
7	0:00:55	0:00:53	+3.8%
S 42nd		0:00:21	N/A
Subdivision A	0:01:01	0:00:57	+7.0%
A	0:00:55	0:01:13	-24.7%
B	0:01:30	0:01:28	+2.3%
C	0:00:47	0:01:43	-54.4%
D	0:01:15	0:01:23	-9.6%
E	0:00:53	0:01:07	-20.9%
F	0:00:52	0:01:16	-31.6%
S Fkln	0:00:24	0:01:12	-66.7%
G	0:00:56	0:01:08	-17.6%
S Rock	0:00:39	0:00:36	+8.3%
JZ	0:00:48	0:01:05	-26.2%
L	0:00:31	0:01:20	-61.3%
M	0:01:30	0:01:32	-2.2%
N	0:01:14	0:01:11	+4.2%
Q	0:01:18	0:01:09	+13.0%
R	0:01:30	0:01:29	+1.1%
W	0:01:19	0:00:51	+54.9%
Subdivision B	0:01:05	0:01:18	-16.7%
Systemwide	0:01:03	0:01:09	-8.7%

Chart 8

Note: The metrics in this report are preliminary.

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

Desired trend ↓



	Monthly			12-Month Average		
	Jun 20	Jun 19	% Change	Jun 20	Jun 19	% Change
Subdivision A	-0:00:05	0:00:41	N/A	0:00:36	0:00:54	-33.3%
Subdivision B	0:00:05	0:00:50	-90.0%	0:00:58	0:01:12	-19.4%
Systemwide	0:00:01	0:00:47	-97.9%	0:00:49	0:01:05	-24.6%

Additional Train Time Discussion

- ATT worsened from May 2020 as we returned to full weekday service levels, but remained better than pre-pandemic levels, due to continued lower-than-normal ridership.
- Lower ridership closely correlates with shorter dwells (the time it takes for customers to board and exit trains) at stations. These shorter dwells made it more likely that trains could operate closer to or faster than their scheduled times.
- The 42nd Street Shuttle did not run throughout June and is not included in these metrics.

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

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

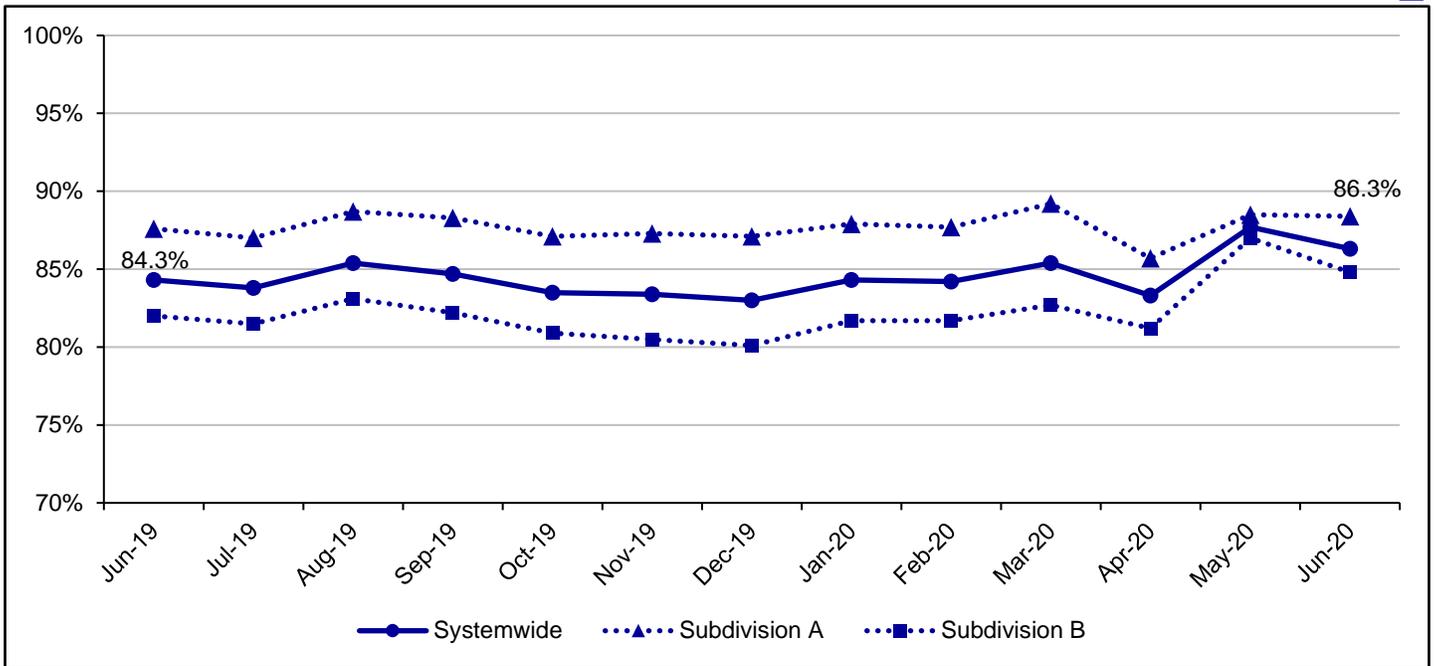
Desired trend



<u>Line</u>	<u>Jun 20</u>	<u>Jun 19</u>	<u>% Change</u>
1	0:00:10	0:00:54	-81.5%
2	-0:00:26	0:00:36	N/A
3	-0:00:23	0:00:29	N/A
4	-0:00:28	0:00:41	N/A
5	-0:00:11	0:00:30	N/A
6	0:00:18	0:00:47	-61.7%
7	0:00:14	0:00:44	-68.2%
S 42nd		0:00:25	N/A
Subdivision A	-0:00:05	0:00:41	N/A
A	-0:00:01	0:01:13	N/A
B	0:00:24	0:01:15	-68.0%
C	0:00:09	0:00:46	-80.4%
D	0:00:15	0:01:15	-80.0%
E	-0:00:37	0:00:15	N/A
F	-0:00:25	0:00:46	N/A
S Fkln	0:00:34	0:00:45	-24.4%
G	0:00:06	0:00:37	-83.8%
S Rock	-0:00:11	0:00:17	N/A
JZ	0:00:43	0:01:28	-51.1%
L	-0:00:31	0:00:03	N/A
M	0:00:10	0:00:56	-82.1%
N	0:00:37	0:00:54	-31.5%
Q	0:00:43	0:01:07	-35.8%
R	0:00:13	0:00:43	-69.8%
W	-0:00:15	0:00:31	N/A
Subdivision B	0:00:05	0:00:50	-90.0%
Systemwide	0:00:01	0:00:47	-97.9%

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

Desired trend



	Monthly			12-Month Average		
	Jun 20	Jun 19	% Change	Jun 20	Jun 19	% Change
Subdivision A	88.4%	87.6%	+0.9%	87.7%	85.7%	+2.3%
Subdivision B	84.8%	82.0%	+3.4%	82.3%	78.7%	+4.6%
Systemwide	86.3%	84.3%	+2.4%	84.6%	81.6%	+3.7%

Weekday Customer Journey Time Performance Discussion

- CJTP worsened from May 2020 as we returned to full weekday service levels.
- June 2020 CJTP improved by 2.4% compared to June 2019, and the 12-month average improved by 3.7%.
- The 42nd Street Shuttle did not run throughout June and is not included in these metrics.

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>Jun 20</u>	<u>Jun 19</u>	<u>% Change</u>
1	90.6%	88.6%	+2.3%
2	86.6%	85.1%	+1.8%
3	89.2%	88.8%	+0.5%
4	86.9%	85.1%	+2.1%
5	86.5%	85.6%	+1.1%
6	90.1%	88.8%	+1.5%
7	88.7%	87.9%	+0.9%
S 42nd		99.6%	N/A
Subdivision A	88.4%	87.6%	+0.9%
A	84.9%	79.9%	+6.3%
B	82.2%	76.7%	+7.2%
C	87.2%	79.7%	+9.4%
D	82.4%	77.5%	+6.3%
E	89.5%	86.6%	+3.3%
F	85.7%	81.7%	+4.9%
S Fkn	95.8%	94.5%	+1.4%
G	88.4%	86.3%	+2.4%
S Rock	91.4%	90.4%	+1.1%
JZ	87.5%	78.4%	+11.6%
L	88.2%	91.7%	-3.8%
M	83.6%	79.8%	+4.8%
N	81.4%	80.6%	+1.0%
Q	81.0%	80.7%	+0.4%
R	81.0%	81.6%	-0.7%
W	88.4%	88.4%	0.0%
Subdivision B	84.8%	82.0%	+3.4%
Systemwide	86.3%	84.3%	+2.4%

Chart 12

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)

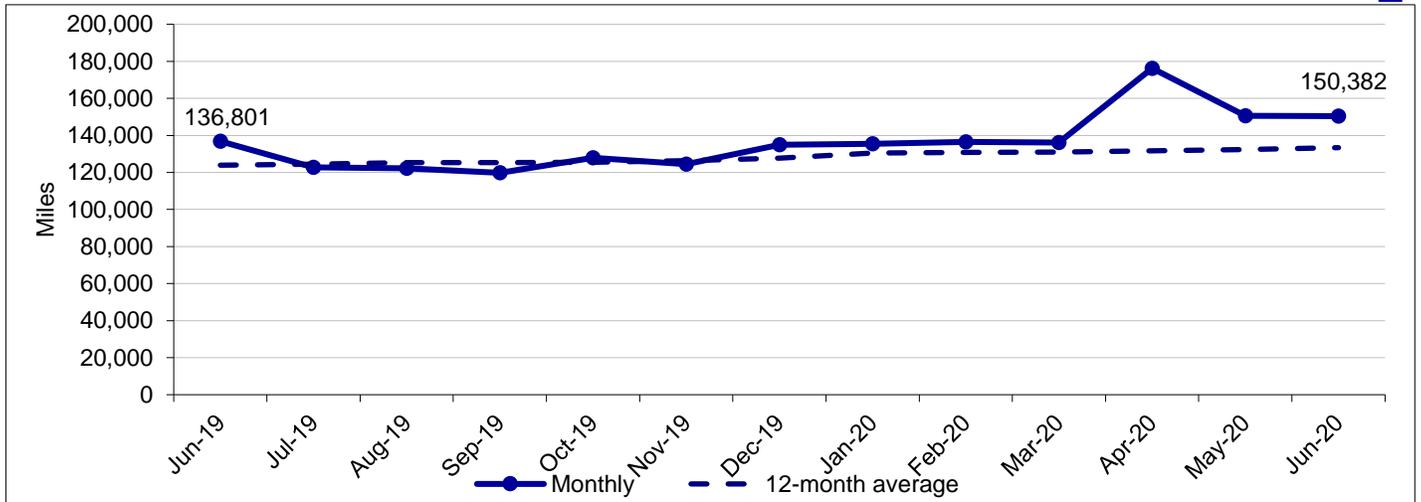
Subway MDBF is a measure of car fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

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



		Monthly		
	# of Cars	Jun '20	Jun '19	<u>% Change</u>
Subdivision A	2,890	178,060	212,699	-16.3%
Subdivision B	3,567	134,432	108,890	+23.5%
Systemwide	6,457	150,382	136,801	+9.9%
		12-Month Average		
	# of Cars	Jun '20	Jun '19	<u>% Change</u>
R32	0		36,325	N/A
R42	0		28,211	N/A
R46	750	63,096	61,822	+2.1%
R62	315	212,521	273,632	-22.3%
R62A	824	115,083	114,749	+0.3%
R68	425	79,897	67,129	+19.0%
R68A	200	80,383	91,485	-12.1%
R142	1,025	224,077	201,866	+11.0%
R142A	220	127,190	97,282	+30.7%
R143	212	178,705	95,279	+87.6%
R160	1,662	257,455	246,903	+4.3%
R179	318	144,353	116,547	+23.9%
R188 - New	126	356,066	500,286	-28.8%
R188 - Conversion	380	267,979	233,134	+14.9%
Subdivision A	2,890	170,850	161,633	+5.7%
Subdivision B	3,567	115,059	105,873	+8.7%
Systemwide	6,457	133,387	123,916	+7.6%

MDBF Discussion

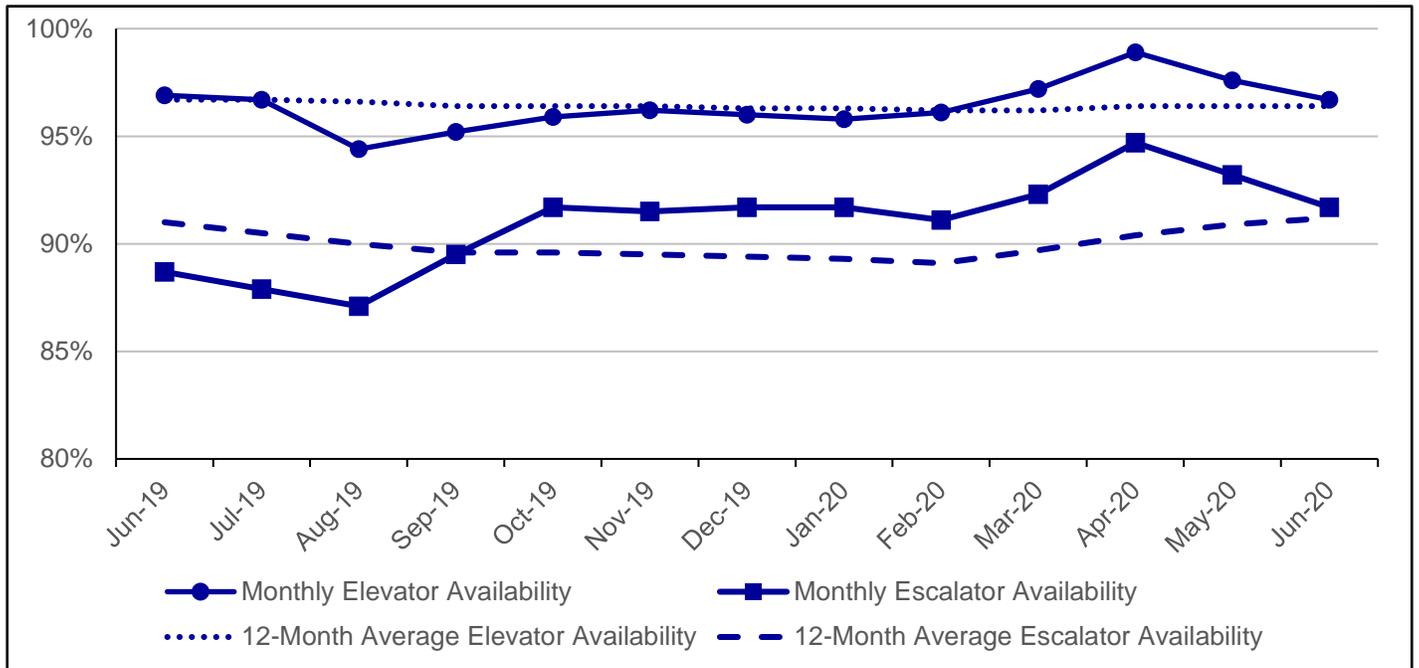
- June 2020 MDBF was 150,382, an increase of 9.9% from one year ago.
- 12-month average MDBF was 133,387 in June 2020, an increase of 7.6% from one year ago.
- The largest improvements in MDBF were on the R142A and R143 fleets.

Chart 13

Note: The metrics in this report are preliminary.

Elevator and Escalator Availability (24 Hours)

Desired trend



	Monthly			12-Month Average		
	Jun 20	Jun 19	% Change	Jun 20	Jun 19	% Change
Elevator Availability	96.7%	96.9%	-0.2%	96.4%	96.7%	-0.3%
Escalator Availability	91.7%	88.7%	+3.4%	91.2%	91.0%	+0.2%

Elevator and Escalator Availability Discussion

- Elevator availability worsened by 0.2% in June 2020 compared to June 2019.
- Escalator availability increased by 3.4% between June 2019 and June 2020, mostly due to special inspection campaigns that required machines to be taken out of service in June 2019.

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	Jun 20					Jun 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	85.3%	7.7%	4.7%	2.3%	81.1%	77.5%	9.1%	7.6%	5.9%	76.8%	+10.1%	
2	71.0%	11.1%	9.8%	8.1%	71.8%	71.2%	10.8%	10.0%	8.0%	70.2%	-0.3%	
3	75.9%	11.5%	8.1%	4.6%	76.6%	75.3%	11.2%	8.7%	4.8%	73.2%	+0.8%	
4	70.9%	10.9%	9.1%	9.2%	72.4%	72.1%	10.1%	8.8%	8.9%	69.9%	-1.7%	
5	72.0%	9.7%	8.5%	9.8%	71.5%	69.1%	10.5%	9.5%	10.9%	68.2%	+4.2%	
6	83.2%	7.6%	5.1%	4.0%	78.0%	75.4%	8.9%	7.8%	7.9%	72.5%	+10.3%	
7	78.7%	10.9%	6.9%	3.6%	78.5%	77.1%	10.5%	7.6%	4.8%	72.5%	+2.1%	
S 42nd						95.2%	2.9%	1.3%	0.5%	94.4%	N/A	
Subdivision A	76.6%	9.9%	7.5%	6.1%	75.4%	74.6%	9.8%	8.3%	7.2%	72.7%	+2.7%	
A	73.5%	11.4%	9.1%	6.0%	70.6%	70.2%	9.9%	9.4%	10.5%	68.9%	+4.7%	
B	76.1%	12.0%	7.7%	4.2%	75.4%	75.7%	11.7%	8.2%	4.5%	74.2%	+0.5%	
C	79.4%	12.6%	5.6%	2.4%	76.9%	76.4%	12.4%	7.7%	3.5%	74.4%	+3.9%	
D	76.9%	11.8%	7.4%	3.9%	74.6%	75.2%	11.5%	8.3%	5.0%	72.7%	+2.3%	
E	76.1%	11.5%	8.0%	4.4%	73.9%	71.8%	11.9%	9.4%	6.9%	69.6%	+6.0%	
F	78.0%	10.9%	7.6%	3.5%	72.8%	72.0%	10.3%	9.3%	8.4%	70.4%	+8.3%	
S Fkln	97.9%	1.2%	0.2%	0.6%	98.2%	98.5%	1.0%	0.3%	0.2%	98.4%	-0.6%	
G	84.0%	10.5%	4.5%	1.1%	79.5%	80.7%	10.9%	5.8%	2.6%	80.5%	+4.1%	
S Rock	96.2%	2.3%	0.9%	0.7%	95.1%	94.9%	3.2%	1.4%	0.6%	94.5%	+1.4%	
JZ	86.2%	8.6%	3.9%	1.3%	81.5%	82.2%	10.3%	5.4%	2.0%	77.6%	+4.9%	
L	90.0%	6.8%	1.8%	1.4%	79.7%	79.0%	10.7%	6.4%	3.9%	76.7%	+13.9%	
M	80.3%	10.6%	5.7%	3.4%	76.3%	76.4%	10.8%	7.6%	5.2%	74.6%	+5.1%	
N	75.5%	11.8%	7.9%	4.8%	74.2%	75.2%	11.0%	8.0%	5.8%	71.6%	+0.4%	
Q	78.1%	10.2%	7.1%	4.6%	76.0%	77.1%	10.3%	7.9%	4.7%	75.1%	+1.3%	
R	75.8%	11.2%	7.7%	5.4%	75.0%	72.4%	11.2%	9.0%	7.4%	71.9%	+4.7%	
W	72.4%	12.1%	9.0%	6.5%	75.9%	76.9%	10.3%	6.9%	5.9%	73.2%	-5.9%	
Subdivision B	78.9%	10.7%	6.7%	3.8%	75.8%	75.5%	10.7%	7.9%	5.9%	73.5%	+4.5%	
Systemwide	77.8%	10.3%	7.0%	4.9%	75.7%	75.1%	10.3%	8.1%	6.5%	73.1%	+3.6%	

Weekday Wait Assessment Discussion

- Wait Assessment for June 2020 improved by 3.6% compared to June 2019.
- The 42nd Street Shuttle did not run throughout June and is not included in these metrics.

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

Line	Jun 20					Jun 19					Desired trend
	Monthly	Monthly Gap			12 month	Monthly	Monthly Gap			12 month	Monthly
	Meets				Meets	Meets				Meets	Standard
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	% Change
1	89.0%	6.7%	2.8%	1.5%	88.2%	91.3%	5.2%	2.2%	1.3%	87.1%	-2.5%
2	78.3%	11.2%	7.3%	3.2%	74.6%	75.2%	12.6%	8.3%	4.0%	74.0%	+4.1%
3	86.2%	8.7%	3.6%	1.5%	84.5%	83.9%	10.5%	4.1%	1.5%	83.1%	+2.7%
4	80.0%	9.9%	6.8%	3.3%	76.4%	75.7%	10.5%	9.0%	4.8%	74.1%	+5.7%
5	88.4%	8.4%	1.7%	1.5%	82.7%	86.6%	8.1%	4.1%	1.2%	85.2%	+2.1%
6	90.0%	5.4%	2.7%	1.9%	84.4%	84.0%	8.8%	4.9%	2.2%	82.8%	+7.1%
7	82.7%	9.1%	5.2%	2.9%	83.6%	85.1%	9.4%	4.0%	1.5%	81.3%	-2.8%
S 42nd						99.2%	0.3%	0.1%	0.3%	98.5%	N/A
Subdivision A	83.8%	8.8%	5.0%	2.5%	81.2%	82.3%	9.3%	5.6%	2.7%	80.7%	+1.8%
A	80.2%	11.5%	6.1%	2.2%	76.2%	73.0%	11.6%	9.3%	6.1%	74.3%	+9.9%
C	85.0%	10.1%	3.8%	1.1%	81.0%	81.0%	10.8%	5.5%	2.7%	78.6%	+4.9%
D	81.0%	11.8%	5.3%	1.9%	79.4%	81.2%	11.1%	5.7%	2.0%	79.6%	-0.2%
E	86.4%	9.2%	3.4%	1.0%	85.4%	83.3%	9.5%	5.0%	2.2%	82.8%	+3.7%
F	83.7%	9.9%	4.6%	1.8%	80.0%	76.8%	11.6%	7.9%	3.7%	79.7%	+9.0%
S Fkln	99.2%	0.2%	0.1%	0.6%	98.1%	98.9%	0.4%	0.3%	0.4%	98.5%	+0.3%
G	89.3%	6.4%	2.0%	2.4%	84.3%	85.6%	9.5%	3.6%	1.4%	86.7%	+4.3%
S Rock	98.5%	1.4%	0.1%	0.0%	95.9%	94.3%	3.6%	1.7%	0.4%	95.4%	+4.5%
JZ	88.4%	7.4%	2.5%	1.6%	85.9%	86.5%	8.9%	3.6%	1.0%	86.4%	+2.2%
L	80.1%	10.5%	6.1%	3.3%	86.3%	87.2%	7.0%	4.0%	1.8%	81.4%	-8.1%
M	96.0%	2.5%	1.0%	0.5%	77.2%	78.7%	11.7%	6.0%	3.6%	81.2%	+22.0%
N	78.7%	11.7%	7.1%	2.6%	76.0%	79.5%	10.8%	6.6%	3.1%	76.8%	-1.0%
Q	80.3%	10.0%	7.1%	2.7%	79.3%	83.1%	9.7%	4.9%	2.3%	82.8%	-3.4%
R	81.5%	11.0%	5.6%	1.9%	80.6%	76.8%	12.8%	7.5%	3.0%	78.3%	+6.1%
Subdivision B	83.1%	9.9%	5.0%	2.1%	80.9%	80.7%	10.4%	6.0%	2.9%	80.5%	+3.0%
Systemwide	83.4%	9.4%	5.0%	2.3%	81.0%	81.4%	9.9%	5.8%	2.8%	80.3%	+2.5%

Weekend Wait Assessment Discussion

- Wait Assessment for June 2020 improved by 2.5% compared to June 2019.
- The 42nd Street Shuttle did not run throughout June and is not included in these metrics.

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

Subway Weekday Terminal On-Time Performance

Monthly
(24 hours)

Desired trend



<u>Line</u>	<u>Jun 20</u>	<u>Jun 19</u>	<u>% Change</u>
1	96.7%	82.6%	+17.1%
2	90.5%	75.6%	+19.7%
3	93.5%	81.9%	+14.2%
4	91.2%	73.9%	+23.4%
5	90.0%	81.5%	+10.4%
6	93.7%	79.3%	+18.2%
7	94.6%	90.2%	+4.9%
S 42nd		99.9%	N/A
Subdivision A	93.3%	84.7%	+10.2%
A	89.9%	65.6%	+37.0%
B	85.5%	70.3%	+21.6%
C	92.1%	74.2%	+24.1%
D	90.1%	67.3%	+33.9%
E	94.3%	79.3%	+18.9%
F	90.2%	68.2%	+32.3%
S Fkn	99.4%	99.0%	+0.4%
G	94.6%	81.2%	+16.5%
S Rock	98.5%	96.5%	+2.1%
JZ	96.1%	81.5%	+17.9%
L	97.2%	94.3%	+3.1%
M	94.5%	74.4%	+27.0%
NW	83.1%	78.2%	+6.3%
Q	92.3%	88.0%	+4.9%
R	90.1%	69.6%	+29.5%
Subdivision B	92.2%	79.0%	+16.7%
Systemwide	92.6%	81.5%	+13.6%

Weekday Terminal On-Time Performance Discussion

- June 2020 OTP improved by 13.6% compared to the prior year.
- June OTP continues to reflect the significant reduction in ridership that began in mid-March. Lower ridership closely correlates with shorter dwells (the time it takes for customers to board and exit trains) at stations. These shorter dwells made it more likely that trains could reach their terminals closer to their scheduled times.
- The 42nd Street Shuttle did not run throughout June and is not included in these metrics.

Subway Weekend Terminal On-Time Performance

**Monthly
(24 hours)**

Desired trend



<u>Line</u>	<u>Jun 20</u>	<u>Jun 19</u>	<u>% Change</u>
1	95.6%	94.1%	+1.6%
2	81.1%	49.2%	+64.8%
3	89.1%	65.6%	+35.8%
4	80.9%	67.5%	+19.9%
5	96.5%	81.8%	+18.0%
6	94.5%	81.4%	+16.1%
7	93.7%	89.1%	+5.2%
S 42nd		99.9%	N/A
Subdivision A	90.4%	80.6%	+12.2%
A	94.9%	81.1%	+17.0%
C	94.2%	83.0%	+13.5%
D	93.5%	81.3%	+15.0%
E	90.3%	87.7%	+3.0%
F	86.4%	82.3%	+5.0%
S Fkn	99.9%	99.4%	+0.5%
G	92.2%	85.2%	+8.2%
S Rock	99.4%	91.2%	+9.0%
JZ	89.6%	85.8%	+4.4%
L	93.8%	95.6%	-1.9%
M	98.8%	92.0%	+7.4%
N	72.2%	70.5%	+2.4%
Q	86.3%	87.7%	-1.6%
R	84.7%	70.3%	+20.5%
Subdivision B	91.1%	85.4%	+6.7%
Systemwide	90.8%	83.4%	+8.9%

Weekend Terminal On-Time Performance Discussion

- June OTP improved by 8.9% compared to the prior year.
- June OTP continues to reflect the significant reduction in ridership that began in mid-March. Lower ridership closely correlates with shorter dwells (the time it takes for customers to board and exit trains) at stations. These shorter dwells made it more likely that trains could reach their terminals closer to their scheduled times.
- The 42nd Street Shuttle did not run throughout June and is not included in these metrics.

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

Subway Weekday Trains Delayed
Monthly - June 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>970</u>	<u>44</u>	<u>8.3%</u>
Rail and Roadbed	469	21	3.9%
Fire, Smoke, Debris	501	23	4.3%
Signal Failures and Emergency Remediation	1,855	84	15.8%
Subway Car	<u>1,225</u>	<u>56</u>	<u>10.5%</u>
Door-Related	181	8	1.5%
Propulsion	376	17	3.2%
Braking	251	11	2.1%
Other	417	19	3.6%
Other Unplanned Disruptions (e.g. station defect)	391	18	3.4%
Train Brake Activation - cause unknown	125	6	1.1%
Service Delivery (e.g., crew performance)	1,420	65	12.2%
External	<u>2,436</u>	<u>111</u>	<u>20.9%</u>
Public Conduct, Crime, Police Response	1,064	48	9.0%
Sick/Injured Customer	243	11	2.1%
Persons on Roadbed (including persons struck by train)	557	25	4.7%
External Debris on Roadbed (e.g., trees, shopping cart)	52	2	0.4%
Other Passenger-Related (e.g., retrieval of property from track)	162	7	1.3%
Public Event (e.g., civil demonstration, parade)	134	6	1.1%
Inclement Weather	204	9	1.7%
Other External Disruptions	20	1	0.2%
Operating Environment	1,310	60	11.3%
Planned Right-of-Way Work	1,972	90	16.9%
Total Trains Delayed	11,704	532	100%

-The comparison to delay reduction targets are not shown due to the external factors that affected delays this month.

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

Subway Weekend Trains Delayed

Monthly - June 2020
(24 hours)

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (8)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>191</u>	<u>24</u>	<u>5.1%</u>
Rail and Roadbed	131	16	3.5%
Fire, Smoke, Debris	60	8	1.6%
Signal Failures and Emergency Remediation	332	42	8.8%
Subway Car	<u>229</u>	<u>29</u>	<u>6.1%</u>
Door-Related	31	4	0.8%
Propulsion	51	6	1.4%
Braking	98	12	2.6%
Other	49	6	1.3%
Other Unplanned Disruptions (e.g. station defect)	22	3	0.6%
Train Brake Activation - cause unknown	22	3	0.6%
Service Delivery (e.g., crew performance)	314	39	8.4%
External	<u>682</u>	<u>85</u>	<u>18.2%</u>
Public Conduct, Crime, Police Response	279	35	7.4%
Sick/Injured Customer	114	14	3.0%
Persons on Roadbed (including persons struck by train)	173	22	4.6%
External Debris on Roadbed (e.g., trees, shopping cart)	12	2	0.3%
Other Passenger-Related (e.g., retrieval of property from track)	91	11	2.4%
Public Event (e.g., civil demonstration, parade)	8	1	0.2%
Inclement Weather	2	0	0.1%
Other External Disruptions	3	0	0.1%
Operating Environment	550	69	14.6%
Planned Right-of-Way Work	1,415	177	37.7%
Total Trains Delayed	<u>3,757</u>	<u>470</u>	<u>100%</u>

-The comparison to delay reduction targets are not shown due to the external factors that affected delays this month.

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

Customer Service Report: Buses

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



Buses are navigating through the reopening of our city and the implementation of the City's Open Restaurant Program that allows temporary outdoor dining to promote open space use and enhance social distancing as part of the COVID-19 recovery.

Wear a mask on our buses and stay safe out there!

July 2020 Highlights: Buses

On June 28, the MTA began operating the regular summer bus service schedules across all boroughs. On July 9, bus ridership marked a new high since the beginning of the pandemic, with just under 1.2 million customers, regaining 55% of our pre-COVID share of ridership. It also represented an 80,000 increase in customers from the previous day—one of the largest single day jumps. On a borough level, Manhattan and Staten Island lead the recent increases. This aligns with increased office trips and the restoration of Staten Island ferry service. Staten Island express service also continues to do relatively well, hovering just under 8,000 customers. The MTA's average weekday bus ridership in 2019 was 2.2 million.

Significantly, our buses continue to navigate through multiple new obstacles to the normal flow of traffic—an ever-changing patchwork of demonstrations, the painting of street murals spelling out Black Lives Matter in all boroughs, and the implementation of restaurant seating in curb lanes and sidewalks. These important changes often require buses to be detoured from their normal routes, resulting in lower speeds and impacting bus service for our customers. In fact, bus speeds have decreased systemwide by 12%, from a high of 9.5 MPH during the pandemic to 8.4 MPH—close to pre-pandemic average speeds of 8.0 MPH.

Last month, we also announced the installation of an innovative barrier across 4,800 local buses and 1,000 express buses to further enhance bus operator safety during the COVID-19 pandemic and beyond. The installation of a full-length vinyl curtain on express buses has begun and is expected to be completed by mid-August. Local buses will be equipped with either a polycarbonate slider or a vinyl sheeting curtain, which will fully protect bus operators when passengers board. The installation of these new barriers across the fleet is expected to be completed by the Fall. The MTA will resume front door boarding on all buses in August. These new barriers are part of our commitment to continuously protect our bus operators as we welcome more customers back onto our buses. We also continue to disinfect buses around the clock, and—importantly—require all customers and employees to wear masks. Signage reminding customers to wear masks is prominently displayed on our destination signs alongside continual onboard announcements.

I want to once again thank the women and men in Buses for their extraordinary courage and grace in the face of uncertainty during these past few months. Many challenges still lie ahead, but one thing I am certain of is that I can always count on you. To our customers who have been with us throughout this period, it has been an honor to continue to serve you—and for those just coming back: Welcome back, we missed you! Please wear a mask on our buses out of respect for each other and our operators ...and because it is the law. Stay safe!

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

Bus Report

Bus Report Performance Indicators							
Category	Performance Indicator	Current Month: June 2020			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Customer Focused Metrics	Service Delivered (Chart 1)	94.2%	97.1%	-2.9%	96.5%	97.2%	-0.7%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)*	N/A	0:01:49	N/A	N/A	0:01:45	N/A
	Additional Travel Time (h:mm:ss) (Chart 5)*	N/A	0:00:57	N/A	N/A	0:00:51	N/A
	Customer Journey Time Performance (Chart 7)*	N/A	70.9%	N/A	N/A	+71.9%	N/A
Inputs To Operations	Mean Distance Between Failures (Chart 9)	7,043	6,952	+1.3%	8,221	7,234	+13.6%
	Speed (MPH) (Chart 11)	8.6	7.9	+8.9%	8.3	8.0	+3.5%
Legacy Indicators	Wait Assessment (Chart 13)	77.9%	76.5%	+1.8%	78.6%	77.7%	+1.2%
	System MDBSI (Chart 16)	4,070	2,863	+42.2%	3,362	2,912	+15.5%
	NYCT Bus	3,920	2,700	+45.2%	3,193	2,735	+16.7%
	MTA Bus	4,589	3,568	+28.6%	4,029	3,693	+9.1%
	System Trips Completed (Chart 17)*	98.2%	99.2%	-1.0%	99.2%	99.2%	0.0%
	NYCT Bus	98.2%	99.2%	-1.0%	99.2%	99.2%	0.0%
	MTA Bus	98.2%	99.3%	-1.1%	99.0%	98.9%	+0.1%
	System AM Pull Out (Chart 18)*	98.1%	99.7%	-1.6%	99.6%	99.8%	-0.2%
	NYCT Bus	97.8%	99.7%	-1.9%	99.6%	99.9%	-0.3%
	MTA Bus	98.9%	99.7%	-0.8%	99.4%	99.5%	-0.1%
	System PM Pull Out (Chart 19)*	98.8%	99.7%	-0.9%	99.7%	99.8%	-0.1%
	NYCT Bus	98.7%	99.7%	-1.0%	99.8%	99.9%	-0.1%
	MTA Bus	99.1%	99.7%	-0.6%	99.5%	99.6%	-0.1%
	System Buses >= 12 years	19.0%	22.0%				
	NYCT Bus	7.0%	13.0%				
	MTA Bus	61.0%	52.0%				
	System Fleet Age	7.6	7.5				
	NYCT Bus	6.5	6.6				
MTA Bus	11.4	10.6					

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

***NOTE:** Some metrics for the month of June cannot be provided due to severe disruptions in bus ridership and service associated with the COVID-19 pandemic. This report includes the following adjustments:

- ABST, ATT, and CJTP metrics are not available
- June 2020 Trips Completed, AM Pull Out, and PM Pull Out are based on June 8 - June 30
- 12-month averages for Trips Completed, AM Pull Out, and PM Pull Out exclude April and May 2020

Note

Please note that due to significant changes in ridership volume and patterns, and service disruptions and adjustments in connection with the COVID-19 outbreak, we are unable to provide all metrics for the month of June. This report contains the following adjustments:

- *Customer-Focused Metrics* – Additional Bus Stop Time (ABST), Additional Travel Time (ATT), and Customer Journey Time Performance (CJTP) depend on ridership models based on fare payment data to calculate customer travel times to compare actual service to scheduled service. Those models cannot properly account for the significant changes in ridership levels and travel patterns that began with the outbreak, so will not be reported at this time.
- *AM Pull Out, PM Pull Out, and Trips Completed* – June 2020 metrics are based on June 8 - June 30. The 12-month averages for these metrics exclude April and May 2020.

Section 1: Customer Focused Metrics

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

Performance Indicator Definitions

Service Delivered

Service Delivered (sometimes referred to as throughput) measures our ability to deliver the scheduled service. It is calculated as the percentage of scheduled bus trips that are actually provided during peak hours (7-9am and 4-7pm on weekdays). Service Delivered is measured at the peak load point, which is the stop on the route where the bus is most crowded, using GPS tracking data from buses as well as bus depot operations records.

Additional Bus Stop Time (ABST)

Additional Bus Stop Time (ABST) is the estimated average extra time that customers wait at a stop for a bus, compared with their scheduled wait time. The measure assumes customers arrive at the bus stop at a uniform rate, except for routes with longer headways, where customers arrive more closely aligned to the schedule. ABST (sometimes referred to as Excess Wait Time) is a new indicator for the MTA, and is considered an industry best practice worldwide. ABST is estimated using customers' MetroCard swipes on buses combined with GPS tracking data from Bus Time. This indicator is likely to be refined and enhanced over time as the MTA gains experience integrating the latest technology. ABST is reported for trips starting between 4am to 11pm on weekdays.

Additional Travel Time (ATT)

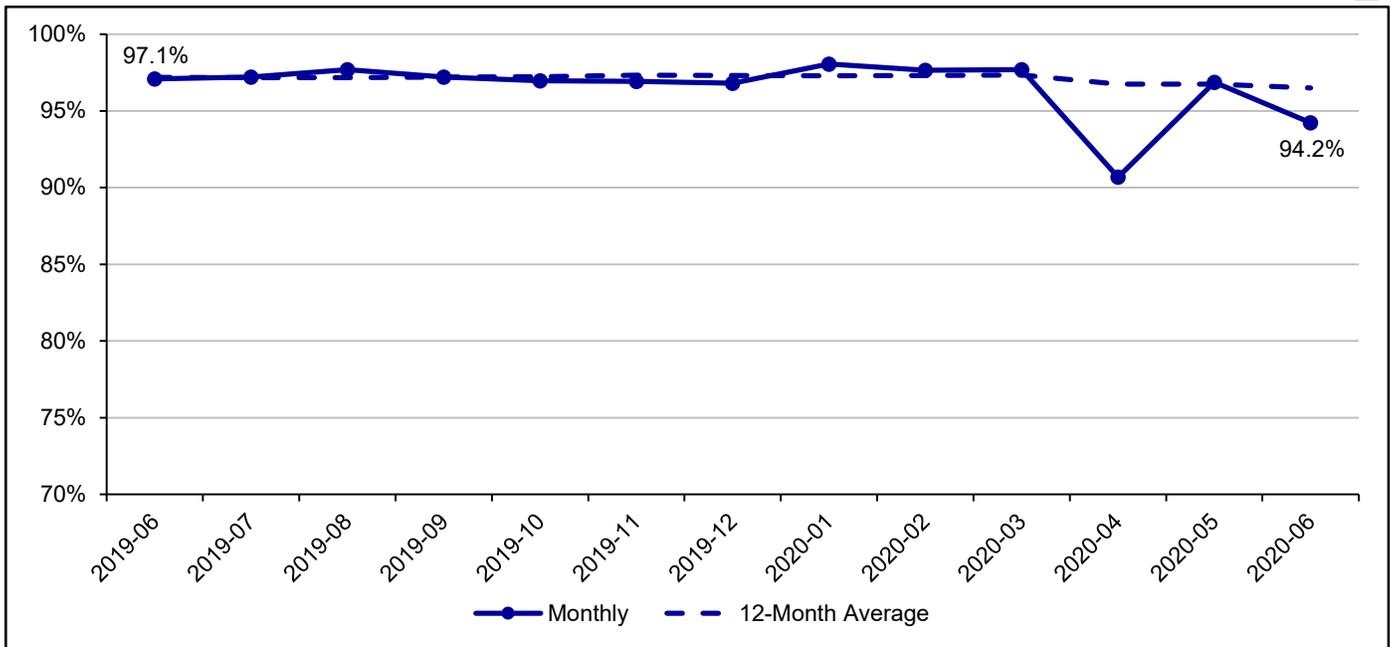
Additional Travel Time (ATT) is the estimated average extra time customers are onboard the bus compared to their scheduled onboard time. ATT (sometimes referred to as Excess In-Vehicle Travel Time) is a new indicator for the MTA, and is considered an industry best practice worldwide. ATT is estimated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

Customer Journey Time Performance (CJTP)

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

Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Jun 20	Jun 19	% Change	Jun 20	Jun 19	% Change
Bronx	95.7%	97.3%	-1.6%	97.7%	97.6%	+0.1%
Brooklyn	96.4%	97.2%	-0.8%	97.5%	97.5%	0.0%
Manhattan	83.7%	97.3%	-14.0%	96.8%	97.5%	-0.7%
Queens	95.9%	97.0%	-1.1%	95.0%	96.9%	-2.0%
Staten Island	95.0%	96.8%	-1.9%	97.0%	96.7%	+0.3%
Systemwide	94.2%	97.1%	-2.9%	96.5%	97.2%	-0.7%

Service Delivered Discussion

- Service Delivered in June 2020 decreased by 2.9 percent to 94.2 percent compared to June 2019, and decreased by 0.7 percent to 96.5 percent on a 12-month average basis.
- The primary driver of the decline in Service Delivered in June 2020 was Manhattan. Service was curtailed in Manhattan in response to low ridership estimates in June. These curtailments were not reflected in the schedule. Full service was restored in Manhattan at the implementation of New York City's Phase 3 reopening in July.

**Service Delivered
Monthly
(Peak Hours)**

Desired trend 

<u>Borough</u>	<u>Jun 20</u>	<u>Jun 19</u>	<u>% Change</u>
Bronx	95.7%	97.3%	-1.6%
Local/Limited	95.3%	97.0%	-1.7%
Select Bus Service	96.4%	98.5%	-2.2%
Express	97.9%	98.2%	-0.3%
Brooklyn	96.4%	97.2%	-0.8%
Local/Limited	96.1%	97.0%	-0.9%
Select Bus Service	94.8%	96.0%	-1.2%
Express	100.2%	99.4%	+0.9%
Manhattan	83.7%	97.3%	-14.0%
Local/Limited	82.4%	96.8%	-14.9%
Select Bus Service	86.7%	98.9%	-12.4%
Express	N/A	N/A	N/A
Queens	95.9%	97.0%	-1.1%
Local/Limited	96.1%	96.9%	-0.8%
Select Bus Service	95.8%	97.7%	-1.9%
Express	94.5%	97.5%	-3.1%
Staten Island	95.0%	96.8%	-1.8%
Local/Limited	96.1%	97.6%	-1.6%
Select Bus Service	99.7%	100.7%	-1.0%
Express	93.4%	95.6%	-2.3%
Systemwide	94.2%	97.1%	-2.9%
Local/Limited	94.3%	97.0%	-2.8%
Select Bus Service	91.6%	98.1%	-6.6%
Express	95.5%	97.1%	-1.7%

Section 2: Inputs to Operations

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

Performance Indicator Definitions

Mean Distance Between Failures (MDBF)

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

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

Bus Speeds

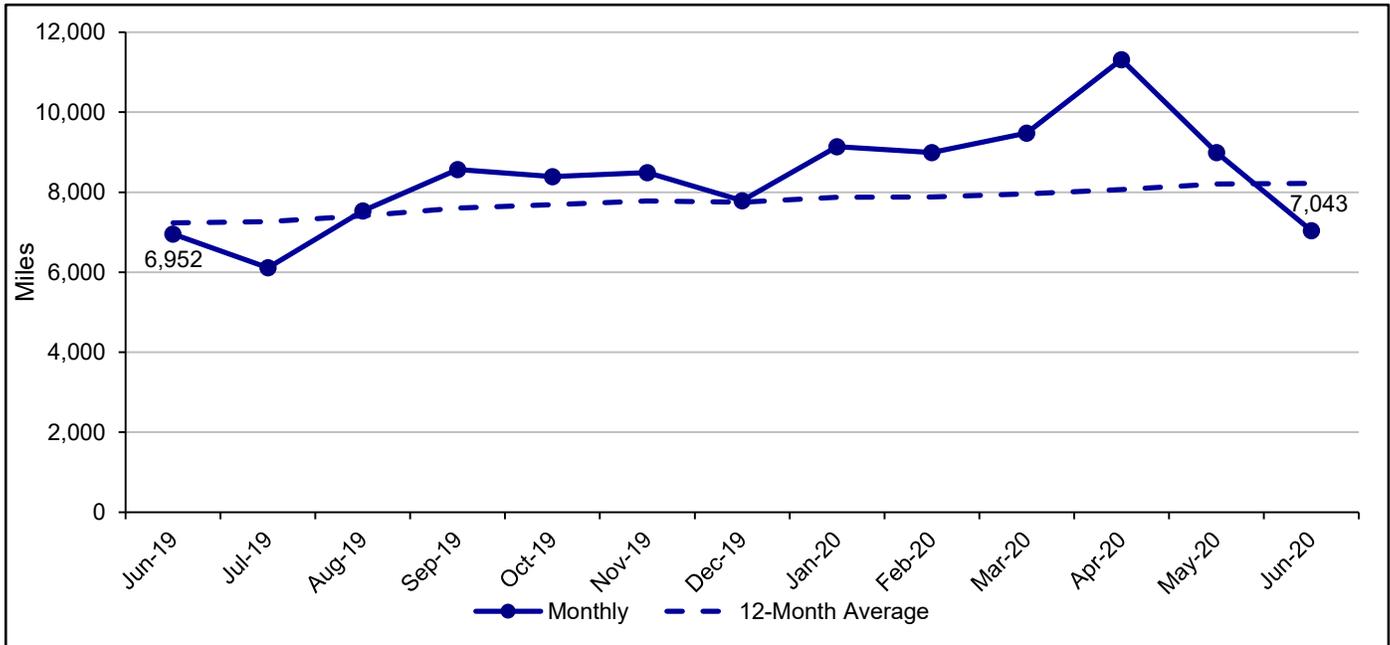
Bus speeds measure how quickly buses travel along their routes. The average end-to-end speed is the total distance traveled along a route divided by the total time, using bus GPS data.

Mean Distance Between Failures

(24 Hours)

Miles

Desired trend



	Monthly			12-Month Average		
	Jun 20	Jun 19	% Change	Jun 20	Jun 19	% Change
Bronx	5,074	5,003	+1.4%	6,379	5,484	+16.3%
Brooklyn	7,776	8,268	-6.0%	8,876	7,434	+19.4%
Manhattan	4,669	4,092	+14.1%	5,194	4,289	+21.1%
Queens	7,120	6,842	+4.1%	7,840	7,293	+7.5%
Staten Island	16,471	17,023	-3.2%	22,864	20,221	+13.1%
Systemwide	7,043	6,952	+1.3%	8,221	7,234	+13.6%

Mean Distance Between Failures Discussion

- Mean Distance Between Failures improved by 1.3 percent to 7,043 miles in June 2020 compared to June 2019. The 12-month average through June 2020 improved by 13.6 percent.

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

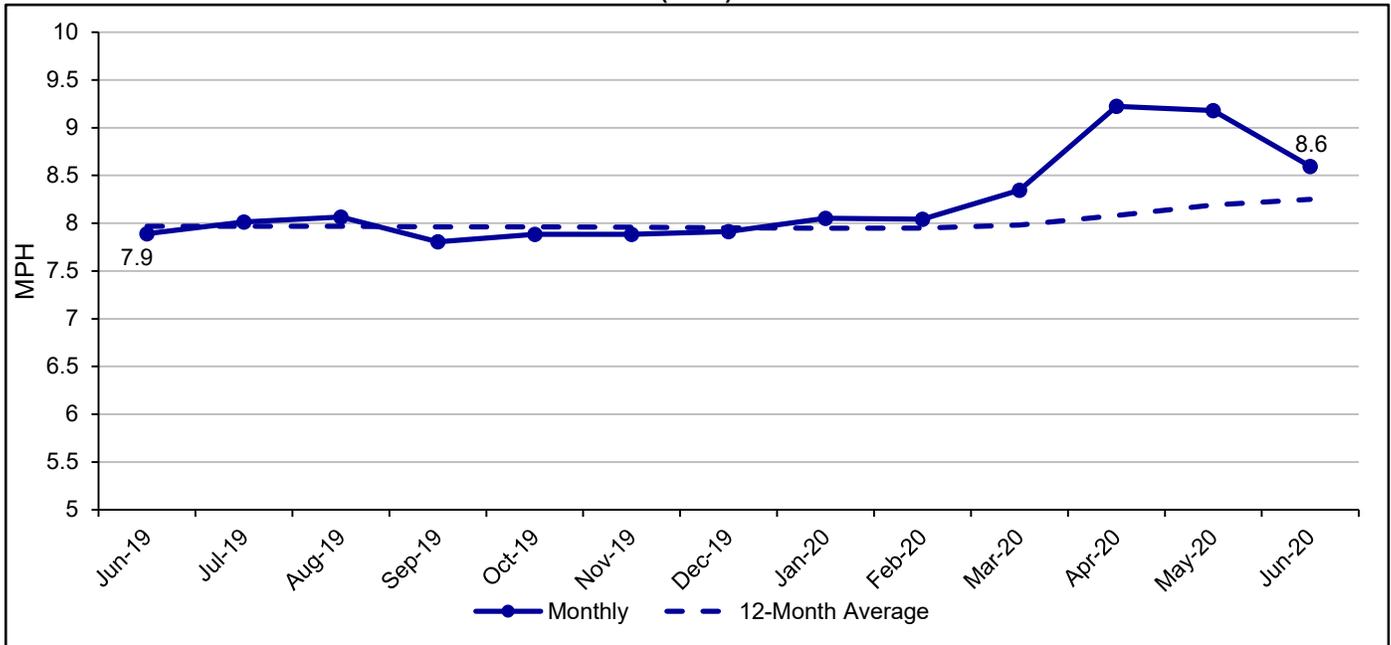
Desired trend



<u>Borough</u>	<u>Jun 20</u>	<u>Jun 19</u>	<u>% Change</u>
Bronx	6,379	5,484	+16.3%
Local/Limited	5,551	4,695	+18.2%
Select Bus Service	9,908	7,591	+30.5%
Express	10,477	11,050	-5.2%
Brooklyn	8,876	7,434	+19.4%
Local/Limited	8,722	7,229	+20.7%
Select Bus Service	10,568	10,425	+1.4%
Express	9,649	8,632	+11.8%
Manhattan	5,194	4,289	+21.1%
Local/Limited	4,454	3,770	+18.1%
Select Bus Service	9,841	8,693	+13.2%
Express	N/A	N/A	N/A
Queens	7,840	7,293	+7.5%
Local/Limited	7,799	6,907	+12.9%
Select Bus Service	7,717	10,819	-28.7%
Express	8,095	8,190	-1.2%
Staten Island	22,864	20,221	+13.1%
Local/Limited	24,532	19,043	+28.8%
Select Bus Service	29,869	11,022	+171.0%
Express	21,301	22,978	-7.3%
Systemwide	8,221	7,234	+13.6%
Local/Limited	7,460	6,346	+17.5%
Select Bus Service	9,617	9,546	+0.7%
Express	12,287	12,780	-3.9%

Bus Speeds (24 Hours) (MPH)

Desired trend



	Monthly			12-Month Average		
	Jun 20	Jun 19	% Change	Jun 20	Jun 19	% Change
Bronx	7.8	7.3	+7.1%	7.6	7.4	+2.6%
Brooklyn	7.7	7.0	+9.9%	7.5	7.1	+4.9%
Manhattan	6.8	5.8	+16.2%	6.3	5.9	+7.3%
Queens	9.8	8.8	+11.3%	9.3	8.8	+4.7%
Staten Island	14.2	13.6	+4.3%	13.9	13.8	+0.6%
Systemwide	8.6	7.9	+8.9%	8.3	8.0	+3.5%

Speed Discussion

- June 2020 Bus Speeds declined compared to the prior two months, reflecting increased traffic and ridership levels associated with NYC’s phased reopening, but remained higher than pre-pandemic levels.
- Bus Speed in June 2020 was 8.6 mph, 8.9 percent higher compared to June 2019. The 12-month average ending June 2020 was 3.5 percent higher compared to the prior year.

Bus Speeds
Monthly (24 Hours)
MPH

Desired trend 

<u>Borough</u>	<u>Jun 20</u>	<u>Jun 19</u>	<u>% Change</u>
Bronx	7.8	7.3	+7.1%
Local/Limited	7.2	6.6	+8.6%
Select Bus Service	9.2	8.4	+10.5%
Express	13.5	11.0	+22.8%
Brooklyn	7.7	7.0	+9.9%
Local/Limited	7.5	6.8	+10.9%
Select Bus Service	9.0	8.4	+7.0%
Express	14.7	12.0	+22.2%
Manhattan	6.8	5.8	+16.2%
Local/Limited	6.4	5.6	+15.9%
Select Bus Service	7.8	7.1	+10.6%
Express	N/A	N/A	N/A
Queens	9.8	8.8	+11.3%
Local/Limited	9.5	8.4	+12.0%
Select Bus Service	12.0	11.1	+7.8%
Express	15.4	12.5	+23.0%
Staten Island	14.2	13.6	+4.3%
Local/Limited	12.8	11.7	+8.9%
Select Bus Service	15.7	14.1	+11.2%
Express	18.3	16.7	+9.6%
Systemwide	8.6	7.9	+8.9%
Local/Limited	8.2	7.3	+11.3%
Select Bus Service	9.8	9.1	+8.0%
Express	15.4	13.5	+13.9%

Section 3: Legacy Indicators

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

Performance Indicator Definitions

Wait Assessment

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

Bus Mean Distance Between Service Interruptions

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

Bus Percentage of Completed Trips

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

Bus AM Weekday Pull Out Performance

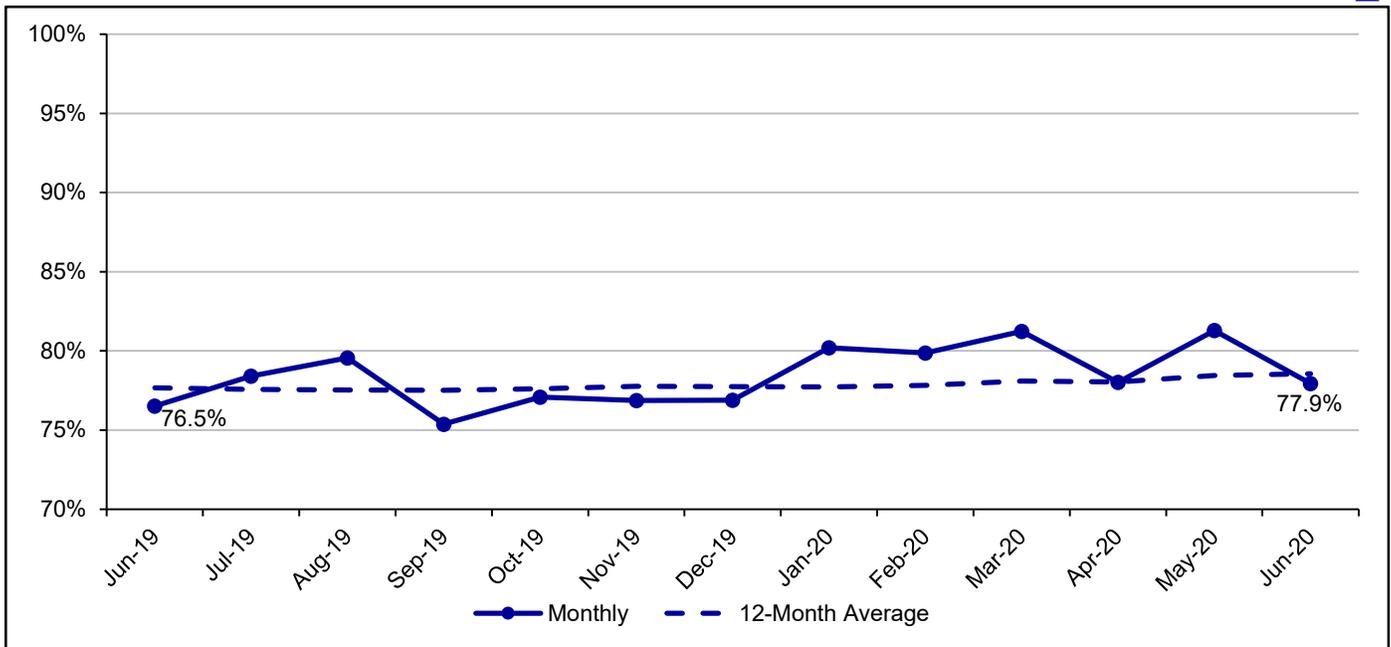
Bus AM Weekday Pull Out Performance is the percent of required buses and operators available in the AM peak period. The sytemwide metric is the combined results of NYCT Bus and MTA Bus.

Bus PM Weekday Pull Out Performance

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

Wait Assessment

Desired trend



	Monthly			12-Month Average		
	Jun 20	Jun 19	% Change	Jun 20	Jun 19	% Change
Bronx	78.5%	75.6%	+3.8%	78.0%	76.9%	+1.4%
Brooklyn	76.1%	74.2%	+2.6%	76.8%	75.9%	+1.2%
Manhattan	62.7%	75.8%	-17.3%	78.0%	76.6%	+1.8%
Queens	84.6%	78.2%	+8.2%	79.8%	79.2%	+0.8%
Staten Island	83.0%	80.6%	+3.0%	81.8%	80.6%	+1.5%
Systemwide	77.9%	76.5%	+1.8%	78.6%	77.7%	+1.2%

Wait Assessment Monthly

Desired trend 

<u>Borough</u>	<u>Jun 20</u>	<u>Jun 19</u>	<u>% Change</u>
Bronx	78.5%	75.6%	+3.8%
Local/Limited	78.6%	75.4%	+4.2%
Select Bus Service	78.6%	76.9%	+2.2%
Express	77.5%	79.7%	-2.7%
Brooklyn	76.1%	74.2%	+2.6%
Local/Limited	76.0%	74.0%	+2.7%
Select Bus Service	80.3%	79.4%	+1.1%
Express	77.0%	77.5%	-0.7%
Manhattan	62.7%	75.8%	-17.3%
Local/Limited	61.8%	75.4%	-18.1%
Select Bus Service	70.2%	80.1%	-12.3%
Express	N/A	N/A	N/A
Queens	84.6%	78.2%	+8.2%
Local/Limited	84.8%	78.1%	+8.6%
Select Bus Service	83.0%	79.3%	+4.7%
Express	76.2%	81.2%	-6.2%
Staten Island	83.0%	80.6%	+3.0%
Local/Limited	82.6%	80.1%	+3.2%
Select Bus Service	87.0%	80.3%	+8.4%
Express	83.3%	82.7%	+0.7%
Systemwide	77.9%	76.5%	+1.8%
Local/Limited	77.9%	76.3%	+2.2%
Select Bus Service	77.3%	79.5%	-2.7%
Express	79.1%	80.9%	-2.2%

Bus Mean Distance Between Service Interruptions

Desired trend

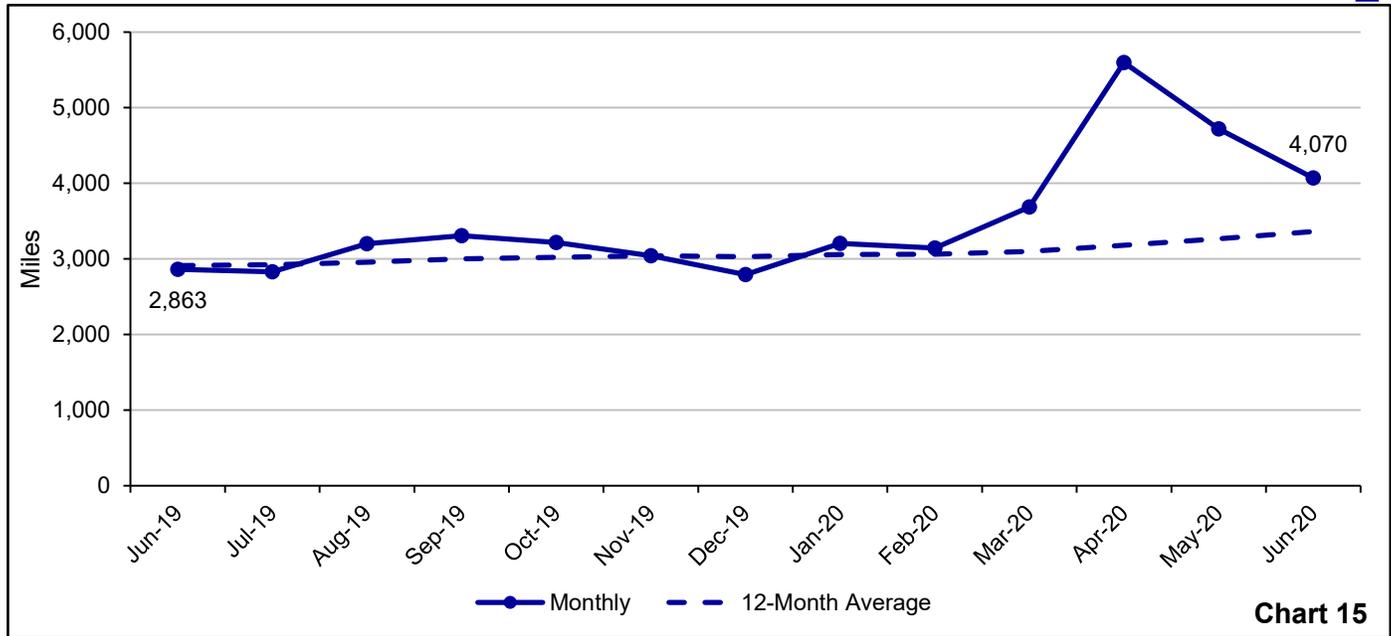


Chart 15

	Monthly			12-Month Average		
	Jun 20	Jun 19	% Change	Jun 20	Jun 19	% Change
Systemwide	4,070	2,863	+42.2%	3,362	2,912	+15.5%

Bus Percentage of Completed Trips

Desired trend

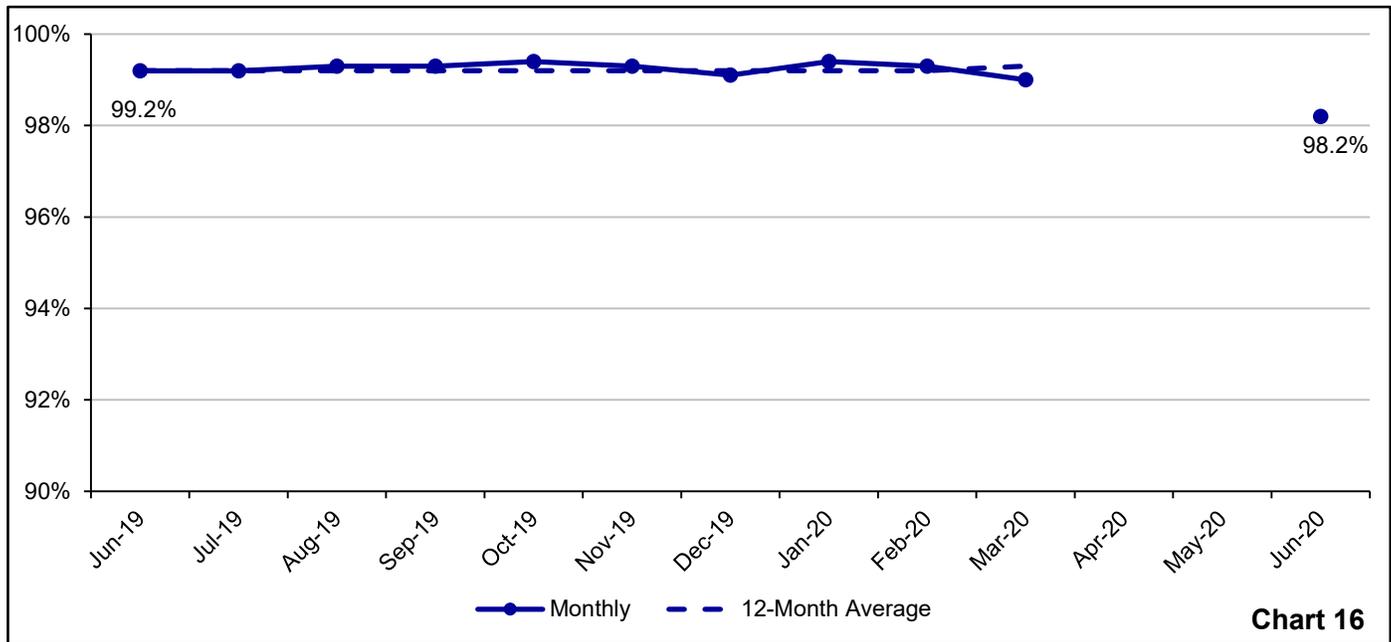


Chart 16

	Monthly			12-Month Average		
	Jun 20	Jun 19	% Change	Jun 20	Jun 19	% Change
Systemwide	98.2%	99.2%	-1.0%	99.2%	99.2%	0.0%

- Due to data processing issues related to the COVID-19 outbreak, April and May 2020 Completed Trips are not available. June 2020 is based on June 8 - June 30.

Bus AM Weekday Pull Out Performance

Desired trend

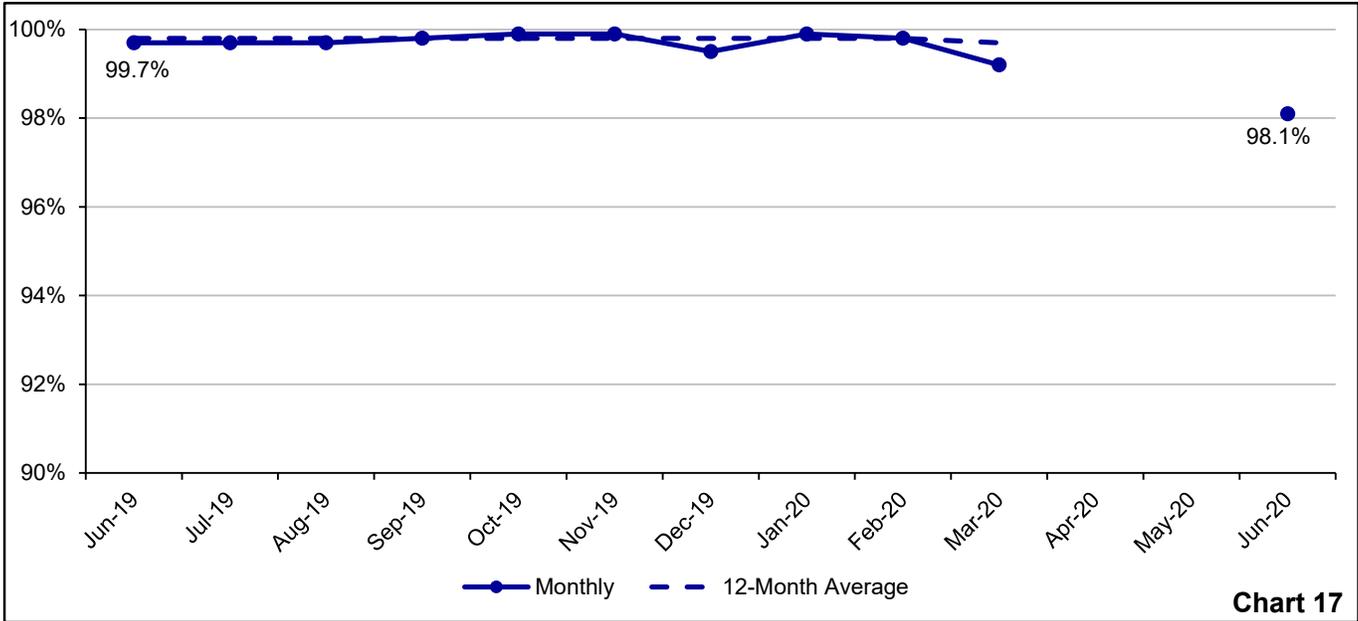


Chart 17

	Monthly			12-Month Average		
	Jun 20	Jun 19	% Change	Jun 20	Jun 19	% Change
Systemwide	98.1%	99.7%	-1.6%	99.6%	99.8%	-0.2%

Bus PM Weekday Pull Out Performance

Desired trend

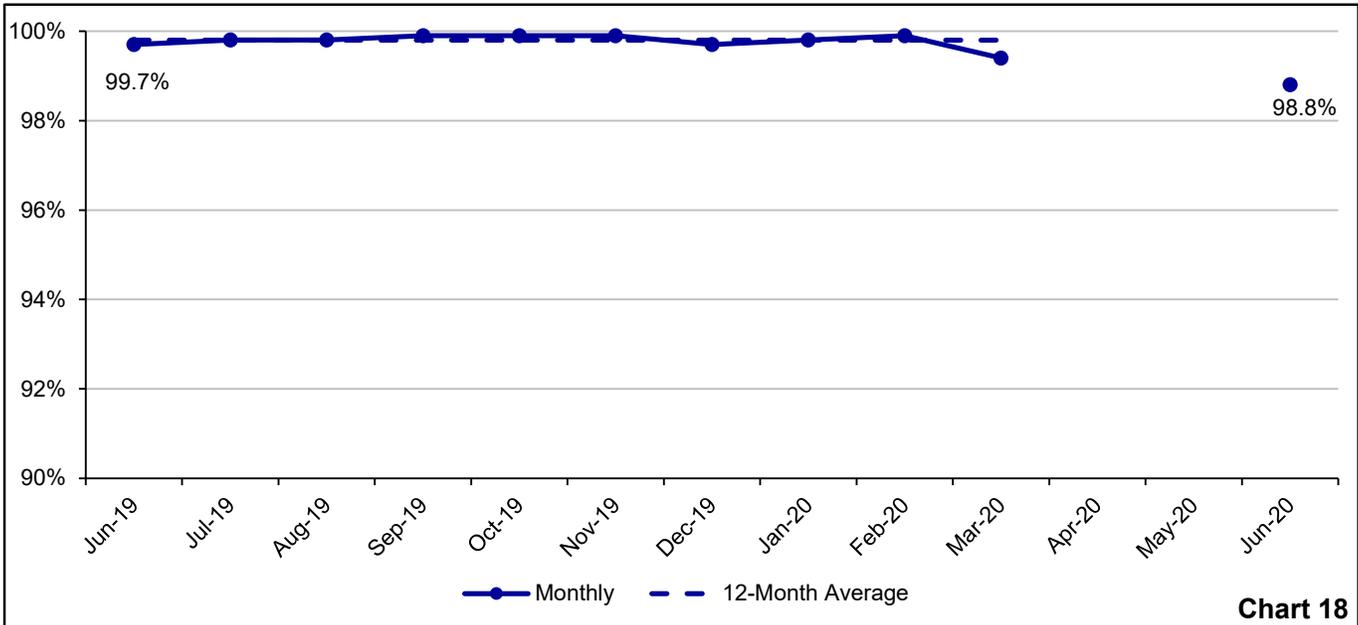


Chart 18

	Monthly			12-Month Average		
	Jun 20	Jun 19	% Change	Jun 20	Jun 19	% Change
Systemwide	98.8%	99.7%	-0.9%	99.7%	99.8%	-0.1%

- Due to data processing issues related to the COVID-19 outbreak, April and May 2020 AM and PM Pull Out Performance are not available. June 2020 metrics are based on June 8 - June 30.

Customer Service Report: Paratransit

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



Paratransit continues to operate full service throughout the COVID-19 pandemic while taking actions to protect the health and safety of our customers and drivers. All dedicated vehicles are being aggressively disinfected and face coverings are still required to stop the spread of coronavirus.

July 2020 Highlights: Paratransit

Paratransit is now providing approximately 15,000 daily trips, or 50% of our typical weekday trips, suggesting that many of our customers have begun to resume their typical activities and routines. We expect Paratransit trips to continue this upward trend over the next several weeks.

July 26 marks the 30th anniversary of the Americans with Disabilities Act (ADA), which was signed into law in 1990. Although the 2020 Disability Pride NYC Parade has been canceled due to the COVID-19 pandemic, we want to acknowledge this important anniversary. We continue to recognize the important work to promote equal opportunity for people with disabilities. We have made big strides by expanding the types of trips offered and leveraging more taxis and for-hire vehicles. Seven hundred new lift-equipped vans were added to the carrier fleet to replace older vehicles and we rolled out Staten Island enhanced broker service. In addition to improving our existing Access-A-Ride (AAR) service, we also worked with advocates and NYC DOT to allow AAR vehicle usage in bus lanes for better service to our customers. As always, we continue to work closely with our contractors to provide safe and efficient service. Our overall strategy continues to focus on matching the best service options to meet our customer needs.

In fact, the 2019 MTA NYCT Paratransit AAR Customer Satisfaction Survey Final Report issued this May once again highlighted the improvements in service. With an overall satisfaction rate of 84%, many customers indicated that such factors as ease of use, on-time performance, convenience, good service, and how the service allows them to be independent contributed to their overall satisfaction. In 2019, an overwhelming majority (95%) of AAR customers continue to consider the service to be a “good value for the money,” similar to the 2018 survey results (96%), and a significant improvement over the 2017 survey results (91%). Overall, almost half of all AAR users reported that services had improved in the past year, compared to 53% in 2018. And, 25% of customers indicated that they expected to use AAR more often in the next year or so. Survey is available on our website at new.mta.info/accessibility/paratransit.

This past year has been incredibly hard for the city and the entire MTA family. The Paratransit team has worked and continues to work tirelessly through the pandemic to provide essential services for our customers and in support of our larger community. I cannot thank them enough for their dedication and service during these unprecedented times.

Craig Cipriano

President, MTA Bus Company/

Senior Vice President, NYCT Department of Buses

Paratransit Report

Statistical results for the month of May 2020 are shown below.

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: May 2020			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Ridership	Total Trips Completed*	215,895	674,505	-68.0%	587,855	635,595	-7.5%
	Total Ridership	283,312	910,521	-68.9%	789,742	877,127	-10.0%
On-Time Performance	Pick-up Primary 30 Minute	97.0%	94.0%	+3.2%	96.7%	96.1%	+0.6%
	Pick-up Primary 15 Minute	86.0%	83.0%	+3.6%	87.9%	87.5%	+0.4%
	Pick-up Broker 30 Minute	99.0%	96.0%	+3.1%	96.8%	93.1%	+3.9%
	Pick-up Broker 15 Minute	94.0%	88.0%	+6.8%	88.4%	81.2%	+8.9%
	Appointment OTP Trips Primary - 30 Min Early to <1 Late (On-Time)*	n/a	48.0%	n/a	46.1%	44.4%	+3.8%
	Appointment OTP Trips Primary - Early*	n/a	41.0%	n/a	46.0%	47.7%	-3.5%
	Appointment OTP Trips Broker - 30 Min Early to <1 Late (On-Time)*	n/a	35.0%	n/a	32.8%	36.3%	-9.8%
Appointment OTP Trips Broker - Early*	n/a	56.0%	n/a	59.0%	49.1%	+20.2%	
Ride Time	Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration - At or Better Than Plan	89.0%	76.0%	+17.1%	82.7%	77.8%	+6.2%
	Average Actual Trip Duration in Minutes	25	41	-39.0%	35	42	-16.4%
	Max Ride Time Performance Primary	99.0%	97.0%	+2.1%	98.3%	97.8%	+0.5%
	Max Ride Time Performance Broker	99.0%	98.0%	+1.0%	98.8%	96.8%	+2.0%
Customer Experience	Frequent Rider Experience Primary*	n/a	72.0%	n/a	74.9%	72.9%	+2.7%
	Frequent Rider Experience Broker*	n/a	72.0%	n/a	70.7%	66.5%	+6.2%
Provider No-Shows	Provider No-Shows per 1,000 Schedule Trips Primary	0.76	2.30	-67.0%	1.07	1.73	-38.6%
	Provider No-Shows per 1,000 Schedule Trips Broker	0.61	2.70	-77.4%	1.03	2.22	-53.6%
Customer Complaints	Passenger Complaints - Transportation Service Quality Per 1000 Completed Trips	1.2	3.7	-67.6%	2.5	2.6	-4.2%
	Passenger Complaints - Non-Transportation Service Quality Per 1000 Completed Trips	1.2	2.5	-52.0%	1.9	1.5	+22.0%
Call Center	Percent of Calls Answered	98.0%	94.0%	+4.3%	96.7%	95.9%	+0.8%
	Average Call Answer Speed in Seconds	20	80	-75.0%	47	52	-10.7%
Eligibility	Total Registrants	162,642	157,503	+3.3%	160,897	152,963	+5.2%

*NOTE: May service saw significant changes due to the COVID-19 Pandemic. While full service has been provided throughout the pandemic, May saw a reduction in demand along with a reduction in traffic conditions. To further promote the safety of our customers and operators, shared ride service was also suspended. As a result, appointment time booking of trips would have led to excessively early drop offs and has been temporarily suspended. Customers can still book trips with a pickup time.

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.

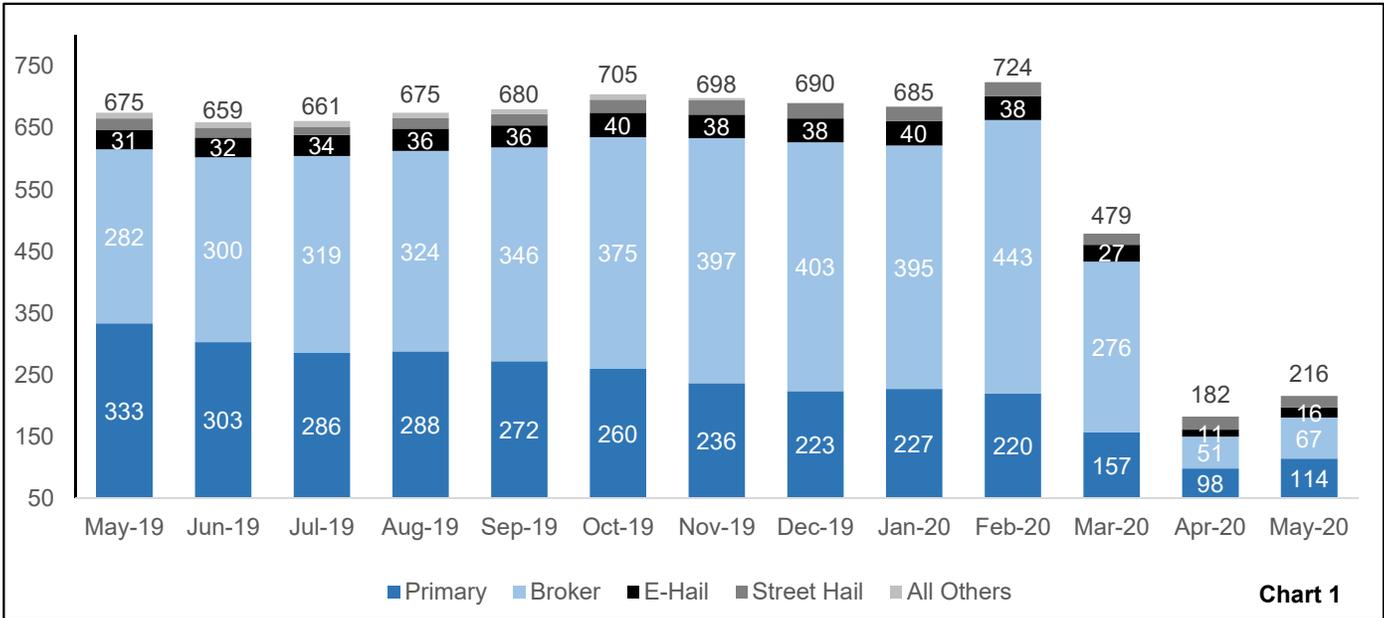
The phone number customers call to make complaints and other comments is the same familiar number they use for reservations. Access-A-Ride reviews all complaints received and works to resolve all specific customer concerns.

Call Center

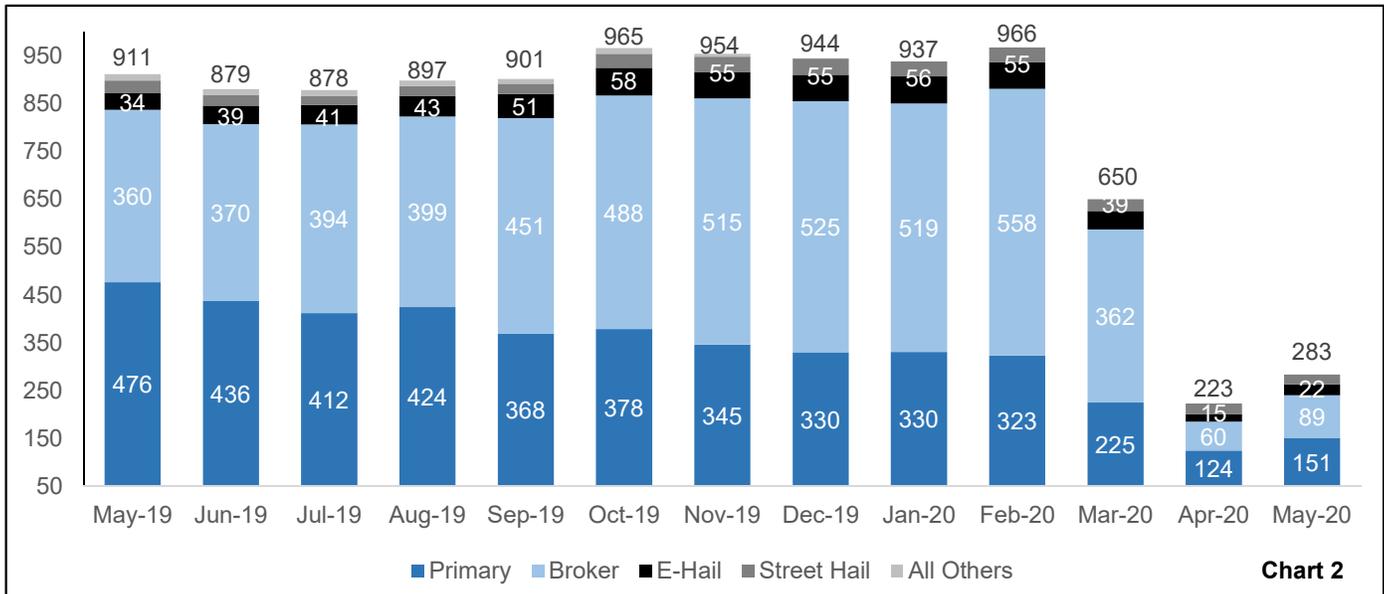
Access-A-Ride Call Center performance is measured as the percent of calls that are answered and the average speed with which those calls are answered. The call center handles reservation and day-of service status calls from customers.

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 May 2020 increased by 33K (or 18.4%) when compared to April 2020, and decreased by 459K (or 68%) when compared to May 2019.

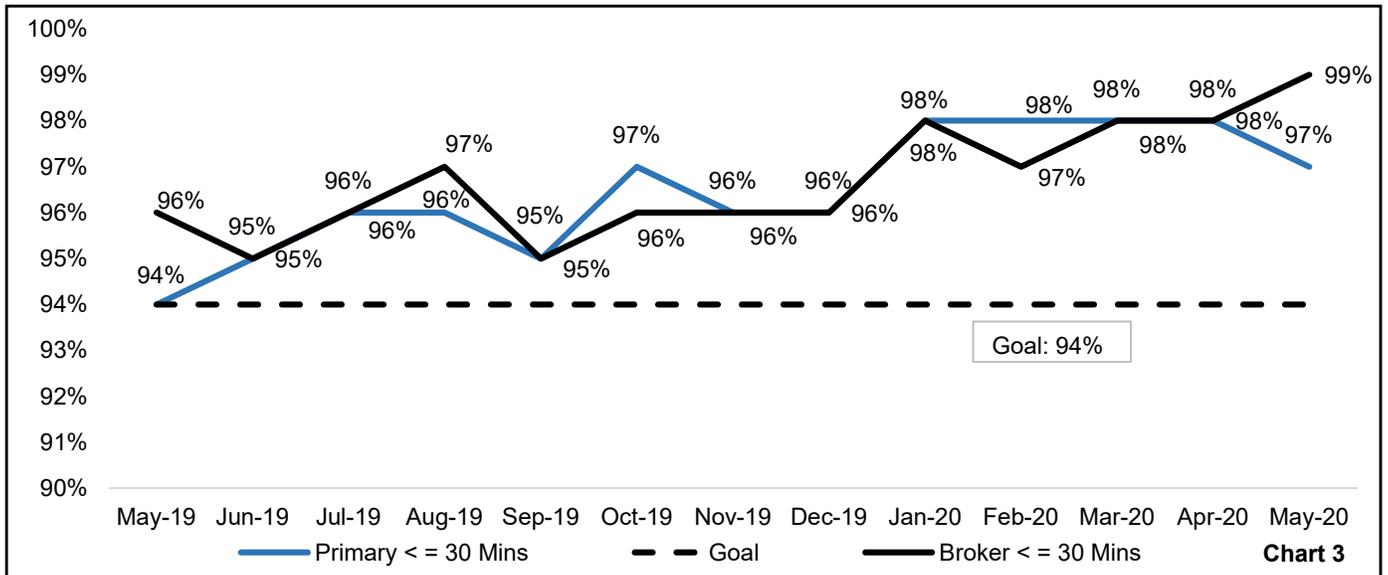
Total Ridership Discussion

- Total Ridership in May 2020 increased by 61K (or 27.3%) when compared to April 2020, and decreased by 628K (or 68.9%) when compared to May 2019.

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

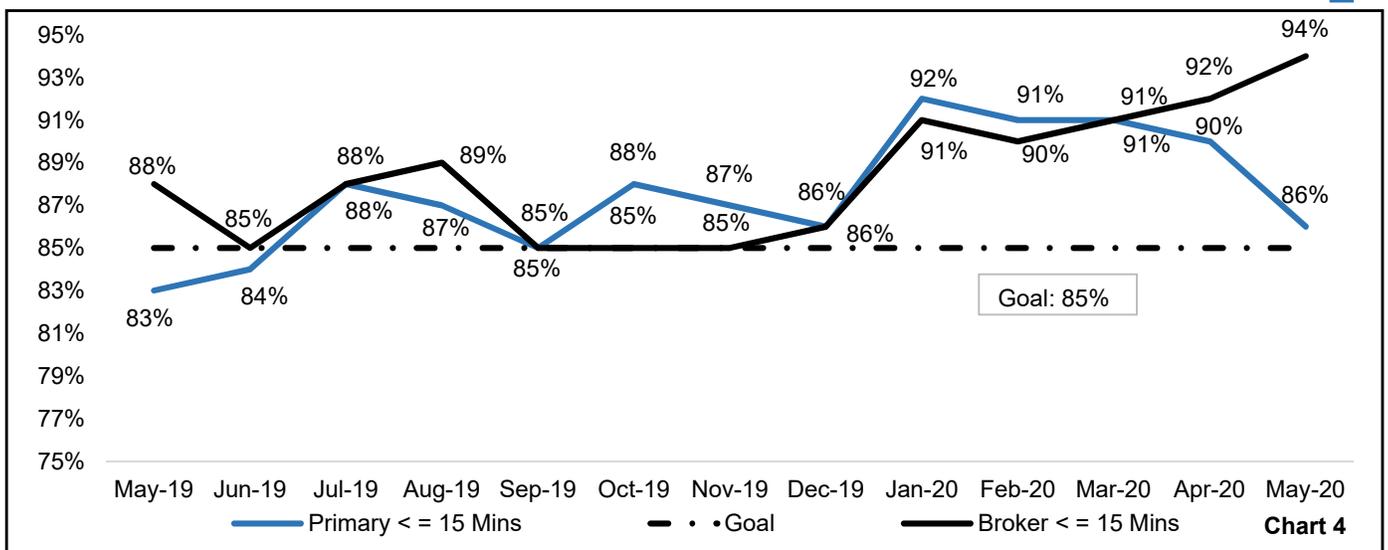
OTP <= 30 Minutes Primary and Broker

Desired trend 



OTP <= 15 Minutes Primary and Broker

Desired trend 



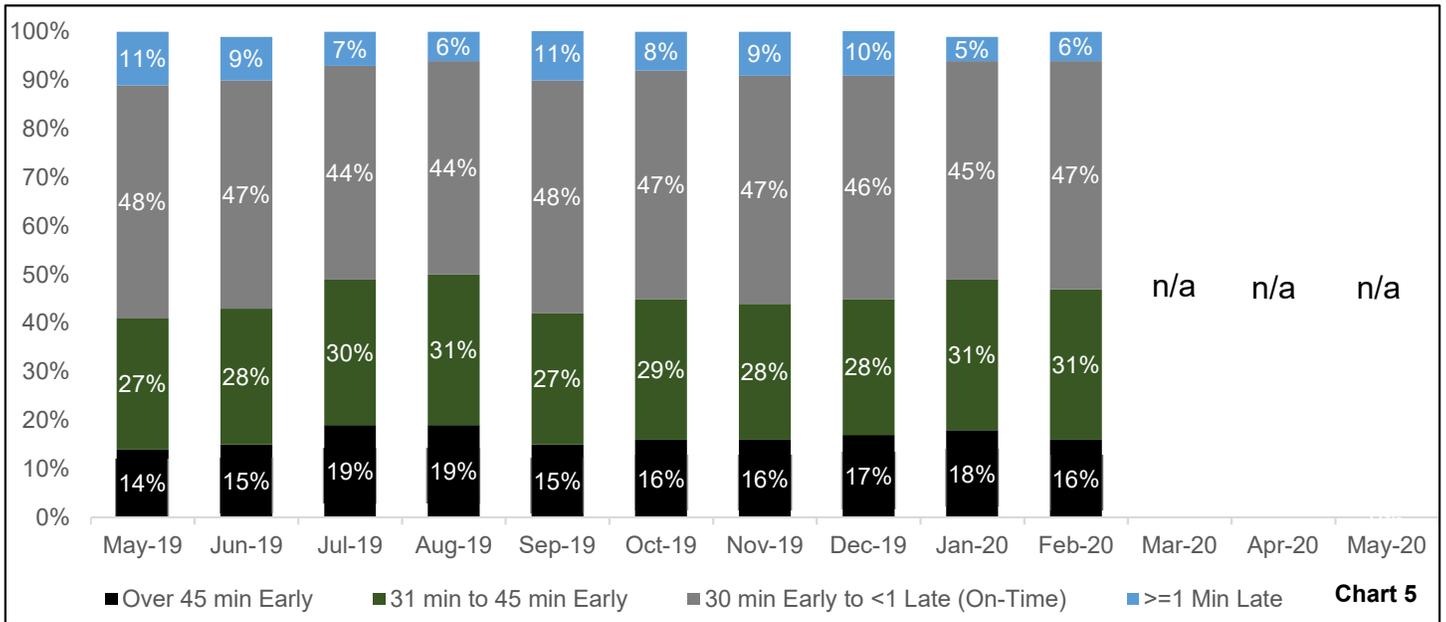
<= 30 Minutes Pick Up On-Time Performance Discussion

- May 2020 Primary 30 minute P/U, OTP result of 97% indicates a rate of decrease of 1% when compared to April 2020, and improved at a rate of 3.2% when compared to May 2019.
- May 2020 Broker 30 minute P/U, OTP result of 99% improved at a rate of 1% when compared to April 2020, and improved at a rate of 3.1% when compared to May 2019.

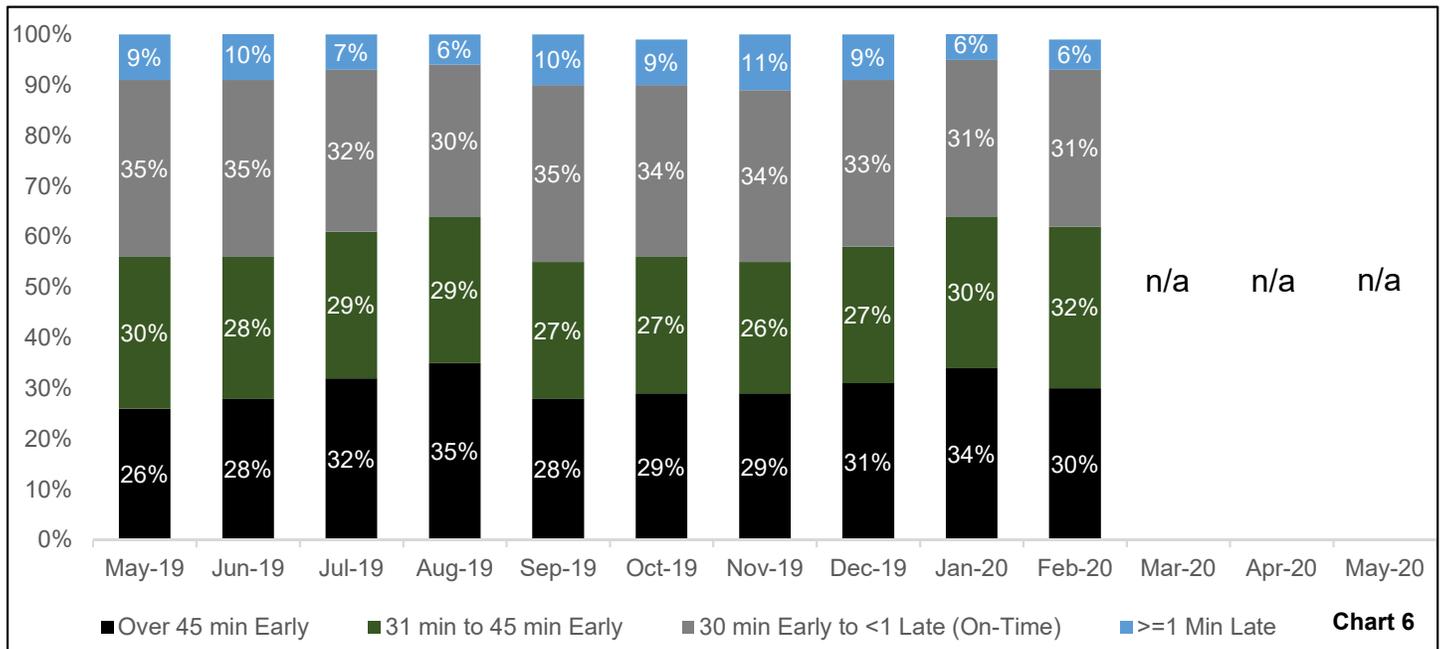
<= 15 Minutes Pick Up On-Time Performance Discussion

- May 2020 Primary 15 minute P/U, OTP result of 86% indicates a rate of decrease of 4.4% when compared to April 2020, and improved at a rate of 3.6% when compared to May 2019.
- May 2020 Broker 15 minute P/U, OTP result of 94% indicates a rate increase of 2.2% when compared to April 2020, and improved at a rate of 6.8% when compared to May 2019.

Primary Drop Off On-Time Performance On Appointment Trips



Broker Drop Off On-Time Performance On Appointment Trips

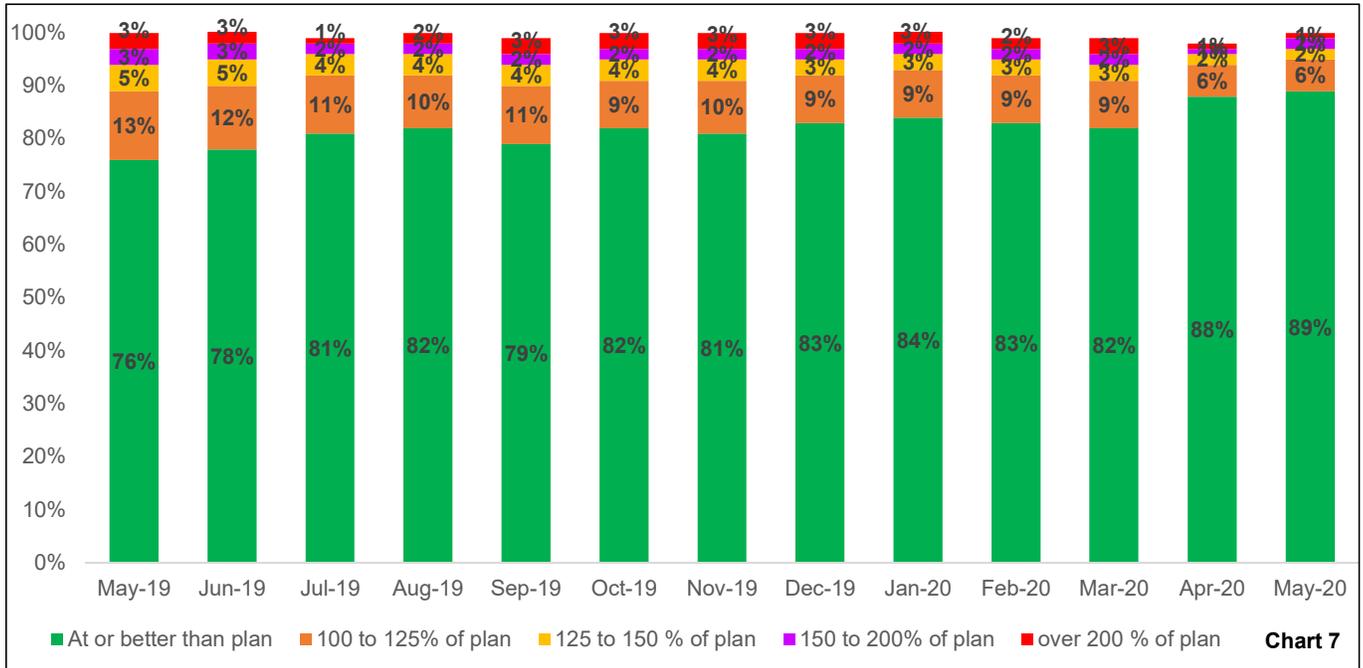


Primary and Broker Drop Off On-Time Performance On Appointment Trips Discussion

- May service continued to show significant changes due to the COVID-19 Pandemic including temporary suspension of appointment time. Appointment time booking of trips would have led to excessively early drop offs due to reductions in traffic and suspension of shared rides. As a result, the Appointment Trips metrics are not provided this month.

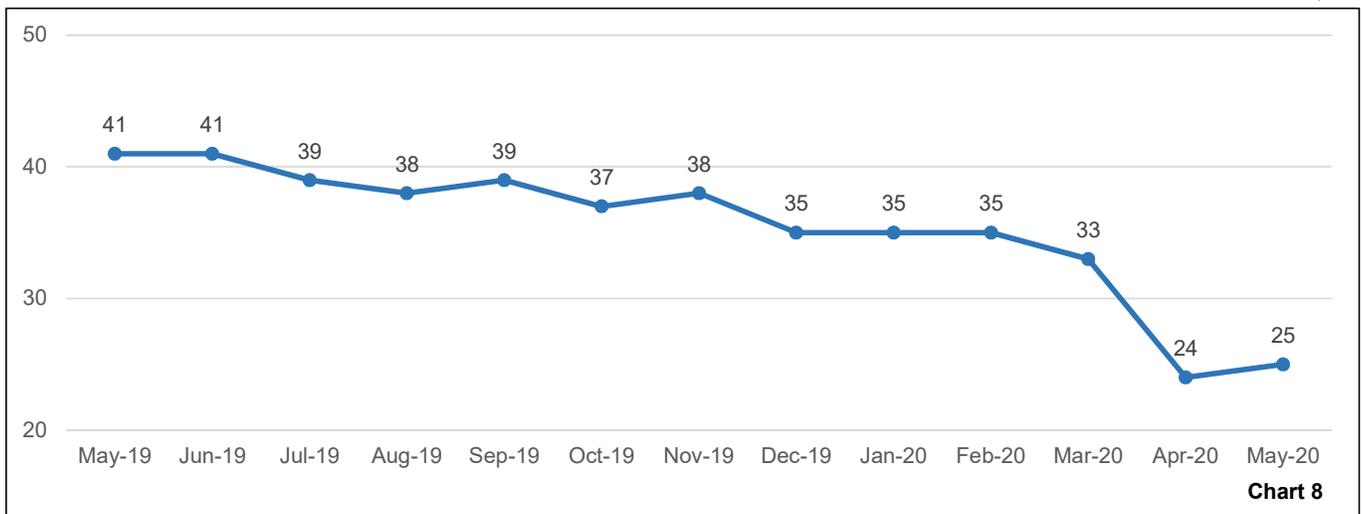
Note: Monthly totals may not be exact due to rounding.

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

- 89% of trips in May 2020 performed within the scheduled time or better which improved at a rate of 1.1% when compared to April 2020, and improved at a rate of 17.1% when compared to May 2019.

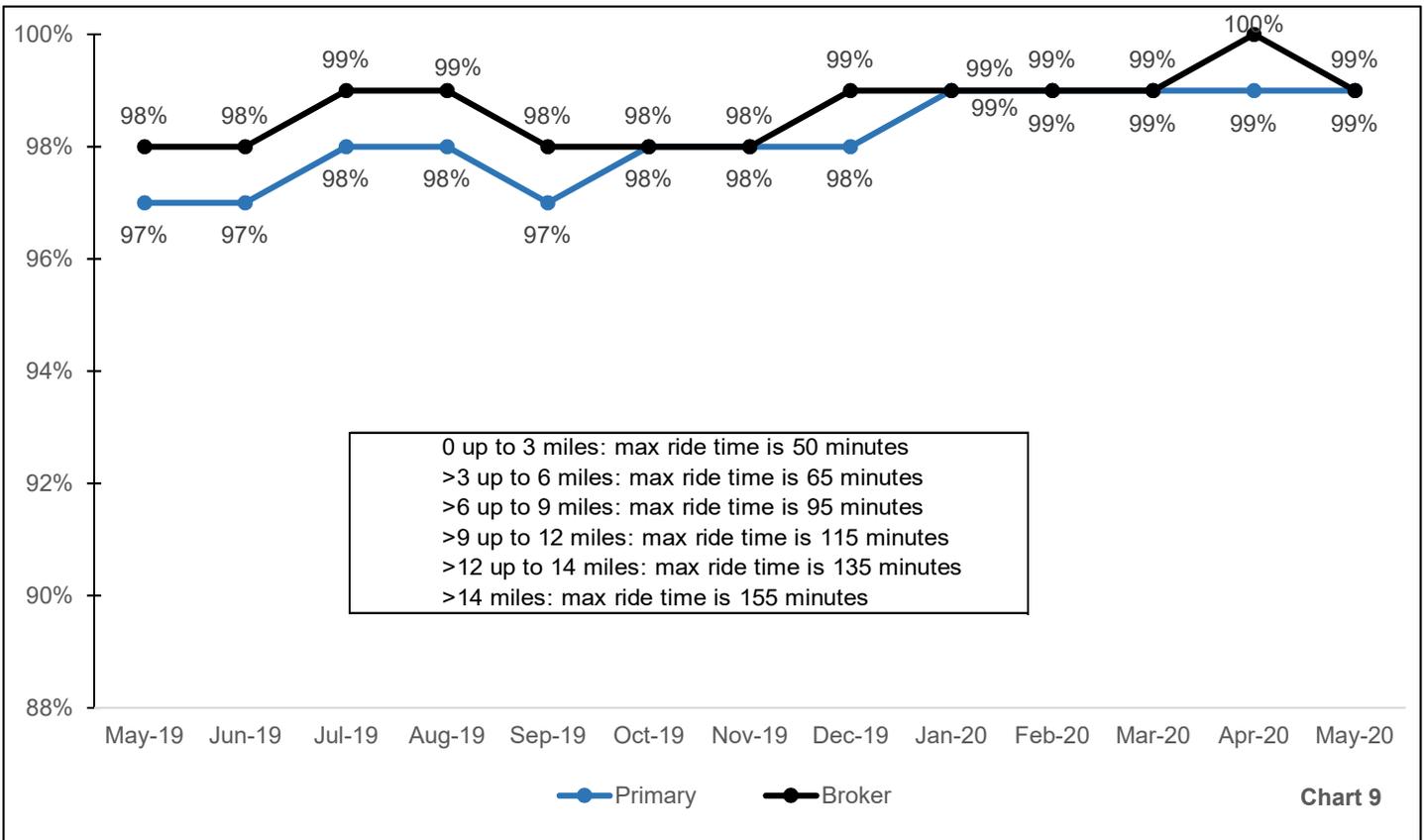
Average Actual Trip Duration in Minutes Discussion

- Actual Trip Duration in May 2020 increased by 1 minute (or 4.2%) when compared to April 2020, and improved by 16 minutes (or 39%) when compared to May 2019.

Note: Percentages may not be exact due to rounding.

Max Ride Time Performance

Desired trend

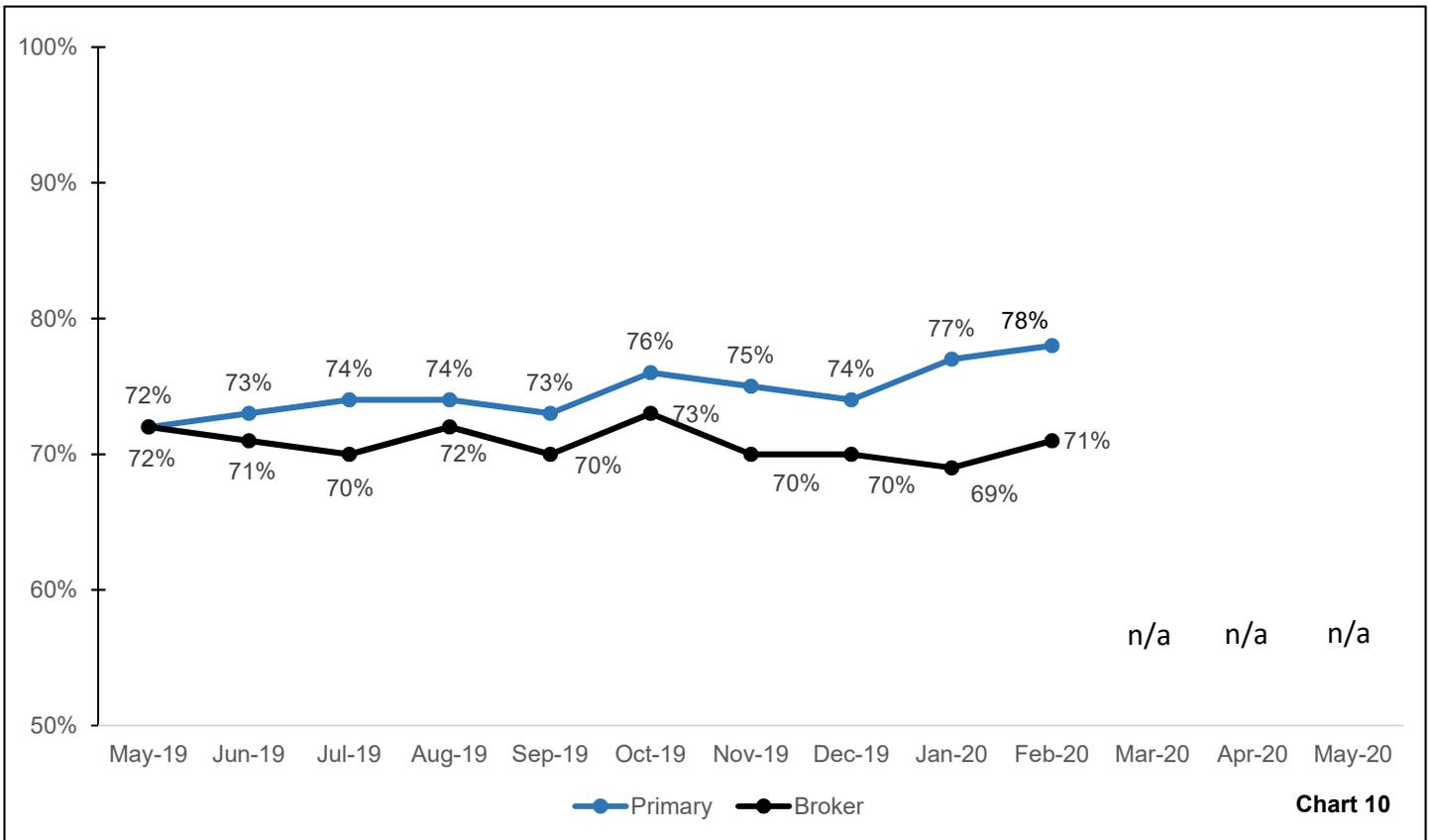


Max Ride Time Performance Discussion

- In the month of May 2020, 99% of Primary trips were completed within the Max Ride Time parameters. Performance remained flat when compared to April 2020, and improved at a rate of 2.1% when compared to May 2019.
- In the month of May 2020, 99% of Broker trips were completed within the Max Ride Time parameters. Performance declined at a rate of 1% when compared to April 2020, and improved at a rate of 1% when compared to May 2019.

Customer Experience Performance

Desired trend 

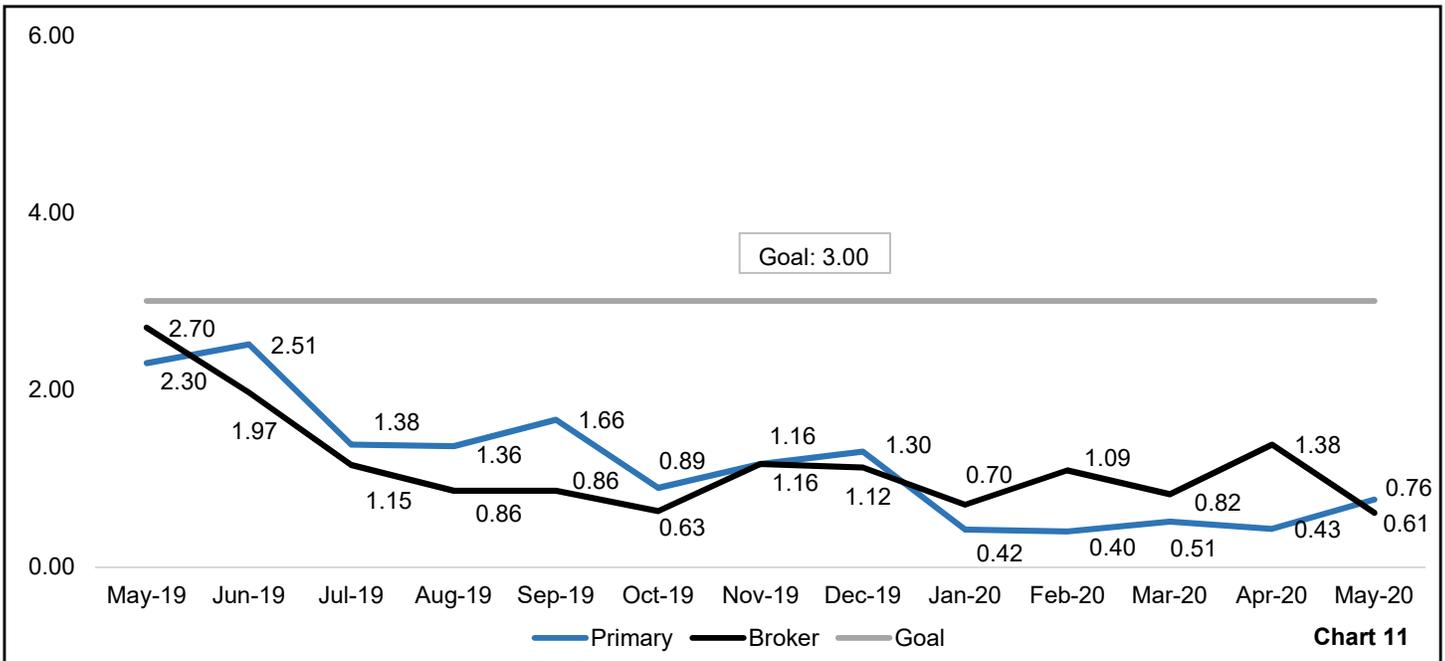


Customer Experience Performance Discussion

- Customer Experience depends on trip results against multiple standards including Drop-off On-Time performance for appointment time booked trips. In May, appointment time booking of trips was temporarily suspended due to the COVID-19 Pandemic. As a result, the Customer Experience metric cannot be calculated in a comparative way and is not provided this month.

Provider No Shows Per 1,000 Scheduled Trips

Desired trend



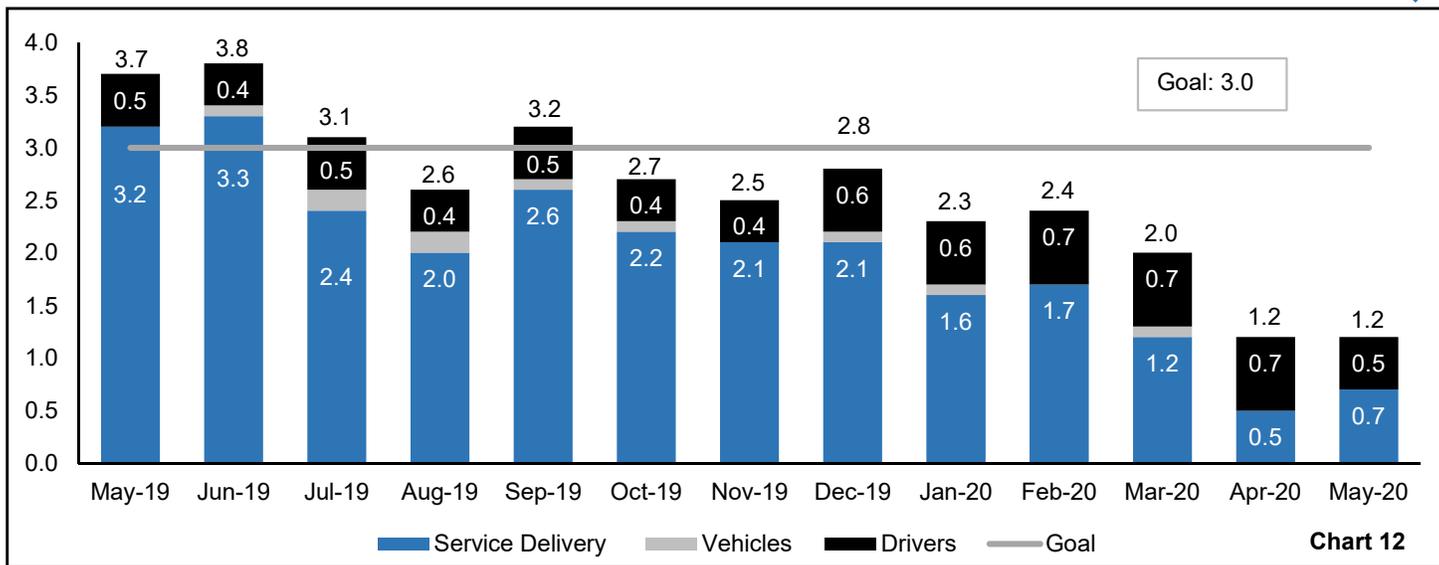
Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary No-Shows declined by 0.33 per 1,000 trips (or 76.7%) in May 2020 when compared to April 2020, and improved by 1.54 per 1,000 trips (or 67%) when compared to the same month last year.
- Broker No-Shows improved by 0.77 per 1,000 trips (or 55.8%) in May 2020 when compared to April 2020, and improved by 2.09 per 1,000 trips (or 77.4%) when compared to the same month last year.

Note: The increase in Broker No-Shows was due to the COVID-19 pandemic.

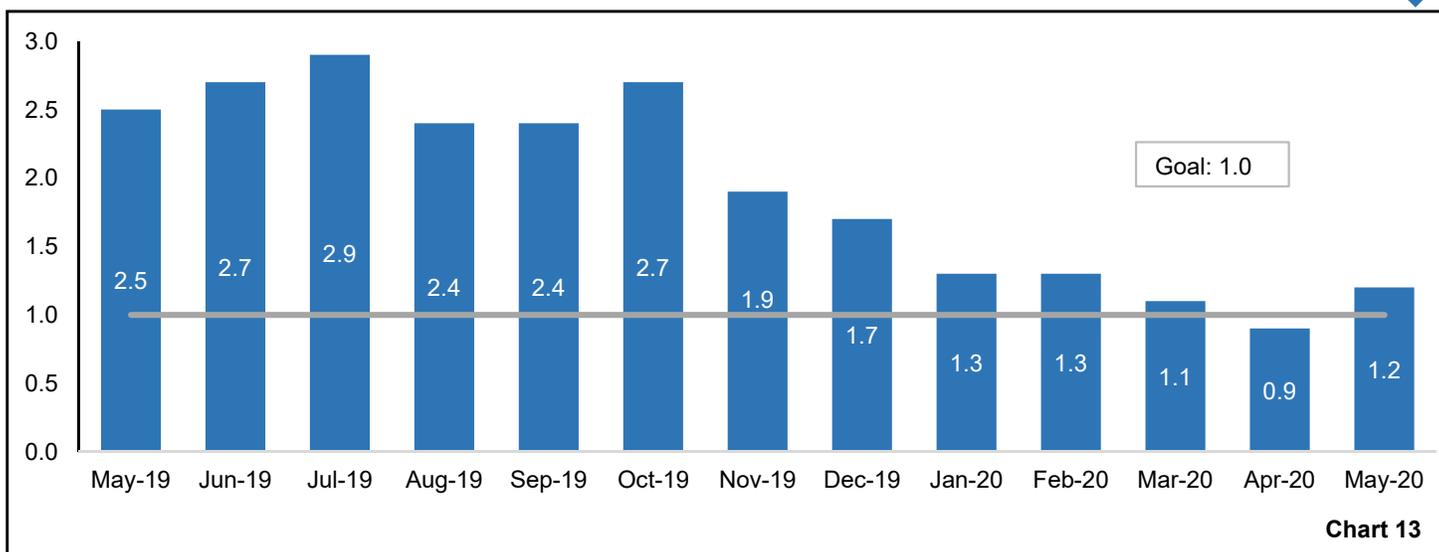
Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips

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 remained flat at 1.2 per 1,000 trips in May 2020 when compared to April 2020, and improved by 2.5 per 1,000 trips (or 67.6%) when compared to May 2019.

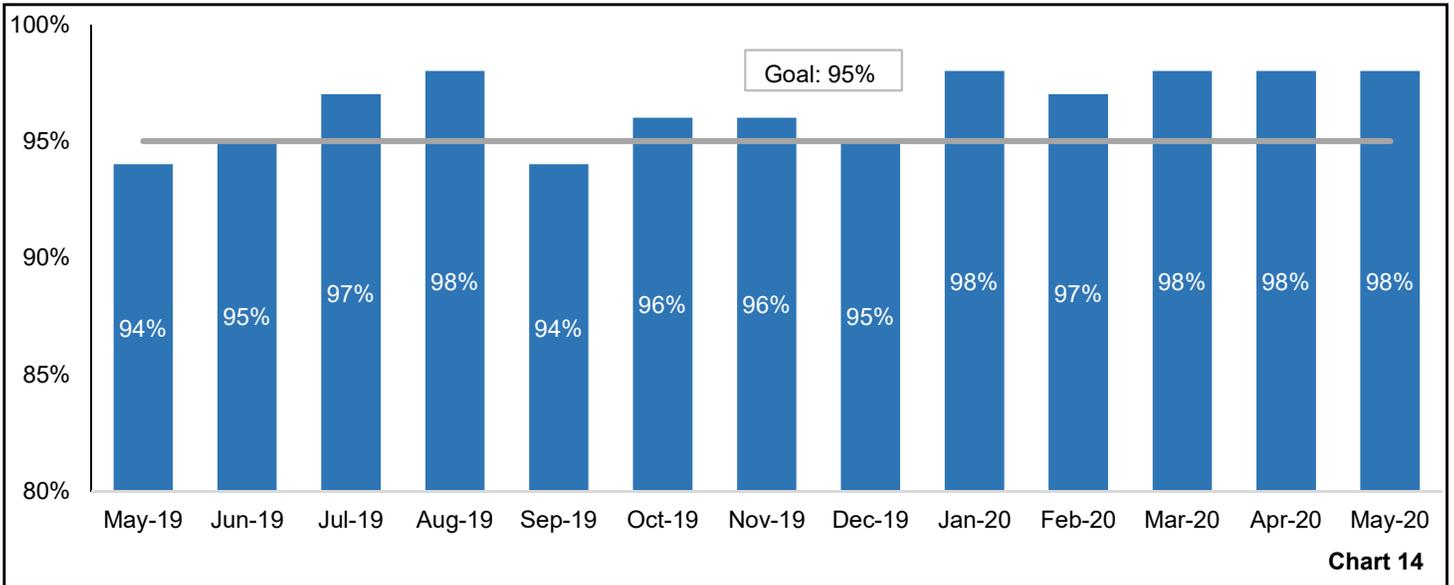
Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips Discussion:

- Passenger Complaints related to Non-Transportation Service increased by 0.3 per 1,000 trips (or 33.3%) in May 2020 when compared to April 2020, and improved by 1.3 per 1,000 trips (or 52%) when compared to May 2019.

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

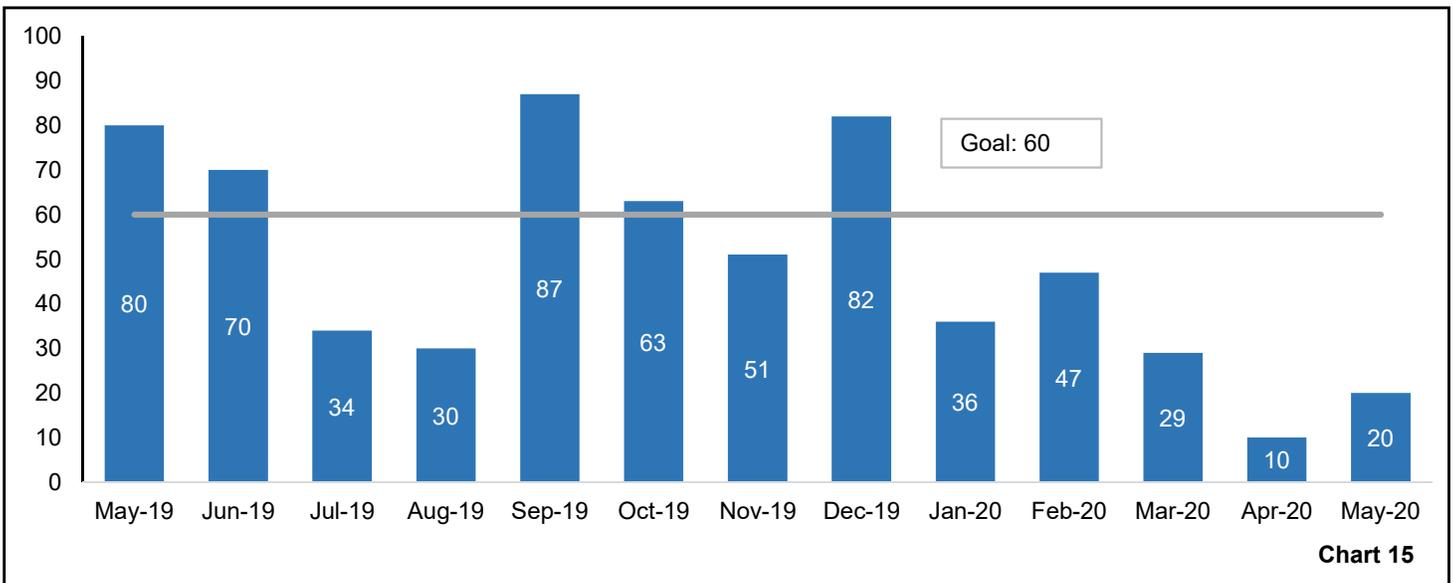
Percent of Calls Answered

Desired trend 



Average Call Answer Speed in Seconds

Desired trend 



Percent of Calls Answered Discussion

- The Percent of Calls Answered in May 2020 remained flat when compared to April 2020, and improved at a rate of 4.3% when compared to May 2019.

Average Call Answer Speed in Seconds Discussion

- The Average Call Answer Speed in May 2020 increased by 10 seconds (or 100%) when compared to April 2020, and improved by 60 seconds (or 75%) when compared to May 2019.

July 2020 Accessibility Update

This Sunday, July 26 marks the 30th Anniversary of the ADA, a historic landmark in the fight for civil rights for people with disabilities. There have been virtual events throughout the month to mark this milestone, and we at the MTA are commemorating this anniversary in many ways. As our riders return to transit, many of them will see in-station Customer Information Center screens and hear announcements on our buses about the ADA and NYCT's accessibility efforts, and we are organizing five virtual panels on everything from access issues around subway art to the history of bus and subway car accessibility features.

We have a lot to discuss and showcase this month, because the MTA has come a long way on accessibility in 30 years. When I started as New York City Transit's first Senior Advisor for Systemwide Accessibility two years ago, we were already well on our way to a more accessible system. We had completed ADA projects at the majority of the subway stations in our 100 Key Station Plan, and had almost 30 additional accessible stations. We had achieved 100% wheelchair accessibility on our 6,000-buses, and operated the largest paratransit service in the country. I was also so encouraged to join the MTA team and find a workforce truly committed to providing accessible service. We have incredible employees working across the agency to improve accessibility, from our ADA Office in the Capital Program Management department, to our Station Agents and Wayfinders who help customers our system, to bus operators who deploy our ramps and lifts more than 1 million times every year.

We have since accelerated our accessibility efforts, and it shows. We are working to speed up our subway projects, exploring new elevator designs and construction techniques. This summer alone, we will finish work on elevator projects at 1 Avenue and Bedford Avenue on the L, 86 Street on the R in South Brooklyn, and Astoria Station on the N and W lines. These stations provide critical access points in some of the fastest growing neighborhoods in the city and will bring us up to 128 accessible stations systemwide, with more than 20 additional projects still in progress. We will have more accessible station openings later this year, thanks to the incredible work of Janno Lieber, Alok Saha and their teams in keeping these projects on track through the COVID crisis.

An ADA station project includes much more than elevators or ramps – a fully accessible station has an AutoGate for independent entry for customers who use mobility devices, an accessible boarding area, as well as tactile/braille signage and tactile warning strips at the platform edge, and features for customers with other types of disabilities.

Looking ahead, we have prioritized accessibility work at many more stations as part of our next Capital Plan, to ensure customers will be no more than two stops from an accessible station anywhere in the system at the completion of this plan. The station selection process was driven by extensive rider and advocate input.

We have also made great strides around the availability of the 300+ elevators already in our subway system. By improving our monitoring and maintenance practices, we increased availability to consistently exceed 95%, and we released two new dashboards to increase transparency around the availability of elevators and use of other key accessibility features in our system. Still, we know how much every outage impacts customers, so we are working harder than ever to communicate elevator status to our customers in real-time and in a variety of formats that can reach customers wherever they are in their journey. You can now easily find elevator status information – and alternative routes in case of outages – on the MTA website or MYmta app. We also post status information to our in-station Customer Information Center screens, and have physical signage on most of our elevators with alternate accessible routes should a customer find an elevator unexpectedly out of service. Our accessible station map and pocket guide are also great resources that customers and employees alike can use to navigate our system.

We remain fully committed to adding more ADA features to our system and stations, as evidenced by the Accessible Station Lab project, which is meant to identify the best in technology and infrastructure to make our transit system not just ADA-compliant but also accessible, safe, and welcoming for customers with all types of disabilities. Last year, we tested fifteen new accessibility features at the Jay St – MetroTech station in Brooklyn through our Accessible Station Lab. Hundreds of community members joined my team on station tours and gave feedback on five different wayfinding apps, three types of tactile and braille maps and signage, tactile and tape floor guideways and other physical and technology features at the station. We got great feedback on both the features and the community engagement process that drove this project, and are excited to continue testing many of these features to see how they can be implemented in our system.

On the bus side, while we have a fully wheelchair accessible fleet, I've been proud to work with our Department of Buses to find innovative ways to make the riding experience safer and easier for all of our customers, including those who use wheelchairs or walkers, or travel with children in strollers. We have explored several new bus interior designs that would offer more flexible seating configurations and create better space on our crowded buses for walker and stroller users, and we are finding ways to amplify our messaging on priority and courtesy seating through announcements and ad campaigns. As with subways, bus accessibility is about much more than ramps and cab design. We have installed new Digital Information Screens (DIS) on about half our bus fleet, providing automated stop and service information in clear audio and visual formats. All new buses are now equipped with these screens and we are working hard to retrofit the existing fleet. Working with partners like the Transit Tech Lab, we are also piloting new wayfinding apps including NaviLens, a free app that helps blind or low-vision riders navigate to bus stop locations and receive bus arrival and service information in audio format. You can now see the NaviLens QR-style codes on bus stops on the M23-SBS route. As more of our customers are relying on bus service than ever, I know we will continue to improve bus fleet accessibility in the months and years ahead.

In addition to striving for full accessibility on our buses and subways, we continue to provide the country's largest ADA-compliant paratransit service through our Access-A-Ride program. Since my first day on the job, I have worked closely with the AAR team to find ways to make this vital service more flexible and responsive to the needs of our 150,000 customers. Last year we completed more than eight million paratransit trips, and with record high on-time performance. One of the ways we continue to improve performance and reduce costs is by leveraging taxis and for-hire vehicles through our broker service. We now complete more than half of our trips in taxis and for-hire vehicles, which offer a more efficient ride for customers and significant cost savings for the agency. We are also investing in the future of paratransit. In 2019 we replaced more than 500 AAR vans with new, cleaner models that offer customers a more comfortable ride, and partnered with NYC DOT to ensure that these dedicated vehicles can use city bus lanes to get customers where they need to go more quickly. We also launched the MYaar app to give customers more ways to book and track their trips, and we are building out a new scheduling and dispatching system that will improve the experience for all paratransit customers. Paratransit provides a vital lifeline for many New Yorkers with disabilities, and I know we are well on our way to offering the type of service our customers expect and deserve.

These big infrastructure and investment projects often get the headlines, but so much of our work revolves around how we engage with and educate our customers about using our system. One of the first resources we published last year was our Accessible Travel Guide, which you can find on our website. The Guide provides lots of useful information on how to use our system if you have a disability. Our website includes many more resources, like our new subway line maps designed for maximum accessibility for blind customers who use screen readers to navigate the web. We are also working to make it easier to apply for a Reduced-Fare MetroCard and navigate all of our web and app content.

We are also engaging with the disability community more than ever through the Advisory Committee on Transit Accessibility, a group of 18 diverse community members we meet with regularly to review our projects, and through regular ride-alongs to collect feedback and inform the design of everything from digital screens to new materials for tactile warning strips. I look forward to continuing these activities when it is safe to do so, and hope many of you will be able to join us.

Training and providing great customer service remains a top priority. I am particularly proud of the fact that every NYCT employee will have completed our new ADA sensitivity and disability etiquette training course by the end of 2020, and that many of our top executives have participated in additional in-person accessibility trainings. We also continue to update our training curriculum for all front-line staff. You can find our updated bus operator training videos, which feature advocates and riders with disabilities, on our public YouTube channel and we are always adding new content to our trainings to respond to the concerns we hear from our customers and Advisory Committee.

We are one MTA family, working together toward a more accessible system across our service area. So, I'd like to highlight some great accessibility progress for Metro-North and LIRR. 60 of 85 Metro-North Railroad stations in New York State are currently accessible for mobility device users. Elevator installation at the White Plains station is scheduled to be complete by the end of 2020. All New York State stations have tactile signage and the majority of stations have tactile warning strips at the platform edge.

Metro-North is also committed to making train arrival and service information fully accessible at every station. Every station has a public address system providing train arrival and service information in audio format, and nearly every station has digital screens providing similar information in text format. To improve announcement quality and better sync audio and visual information, Metro-North is installing newer generation PA systems that will be fully integrated with digital screens. New PA systems have already been installed at Grand Central Terminal and a stretch of the Harlem line from White Plains to Wassaic and will be installed at additional stations over time. Every NYS station also has upgraded digital signage that provides information in large format, with similar signs coming soon to Connecticut stations.

At Grand Central Terminal, Metro-North has installed hearing loops at two ticket windows and recently launched a major project to improve signage with a focus on accessibility. So far, Metro-North has completed a full review and evaluation of existing wayfinding, directional and station identification signage, as well as tactile-braille signage and they are now reviewing the evaluation recommendations and developing an implementation plan for signage improvements throughout the station.

All Metro-North conductors receive ADA-focused classroom and field training, so they can assist customers who use mobility devices in boarding and be prepared to assist customers with disabilities in case of an emergency. Through the Call Ahead Program, Metro-North offers 24/7 assistance to customers with disabilities. Customers can call 511 an hour before their trip to arrange assistance to safely navigate the platform, wait for and board the train. At Grand Central and other major stations, Station Ambassadors can help customers with mobility devices and also provide sighted guidance for blind or low-vision customers. In 2019, Metro-North employees assisted nearly 5,000 customers through the Call Ahead program and provided sighted guide to 1200 customers.

Long Island Railroad is also well on its way to full station accessibility, with 107 out of 124 stations being ADA accessible. This year alone, LIRR and MTA Construction & Development completed accessibility projects at the Nostrand Avenue station in Brooklyn and Murray Hill station in Queens, with ongoing work at the Floral Park station in Nassau County scheduled to be complete by the end of 2020. One unique feature that will be included in some future station projects is a new type of Help Point kiosk that LIRR is now testing through a pilot program. These Help Points allow customers with disabilities to press a button to notify train crews that they need boarding assistance, in addition to requesting general system information or reporting an emergency. This will allow customers to safely board the train without having to

call ahead. LIRR is also incorporating braille as part of an on-going signage replacement program.

Customer assistance is a key element of LIRR's approach to accessibility. LIRR employees are trained on ADA issues and accessibility as part of their Train Crew biannual training. In July of 2018, the agency started the LIRR Care Program for customers with mobility related disabilities who may need assistance to board and exit trains. Customers can call a dedicated phone number ahead of their trip or visit customer service/ticket offices at major stations to request assistance. The program is available 24/7, and has provided 5405 customers with assistance to date. Finally, LIRR is looking to the future of accessibility with the re-launch of its ADA Task Force. The group includes community members and agency colleagues, and meets quarterly to give people with disabilities direct input into LIRR operations. I have been part of many of these community groups, and I am deeply proud of the way that all MTA agencies are engaging the community in everything we do when it comes to accessibility.

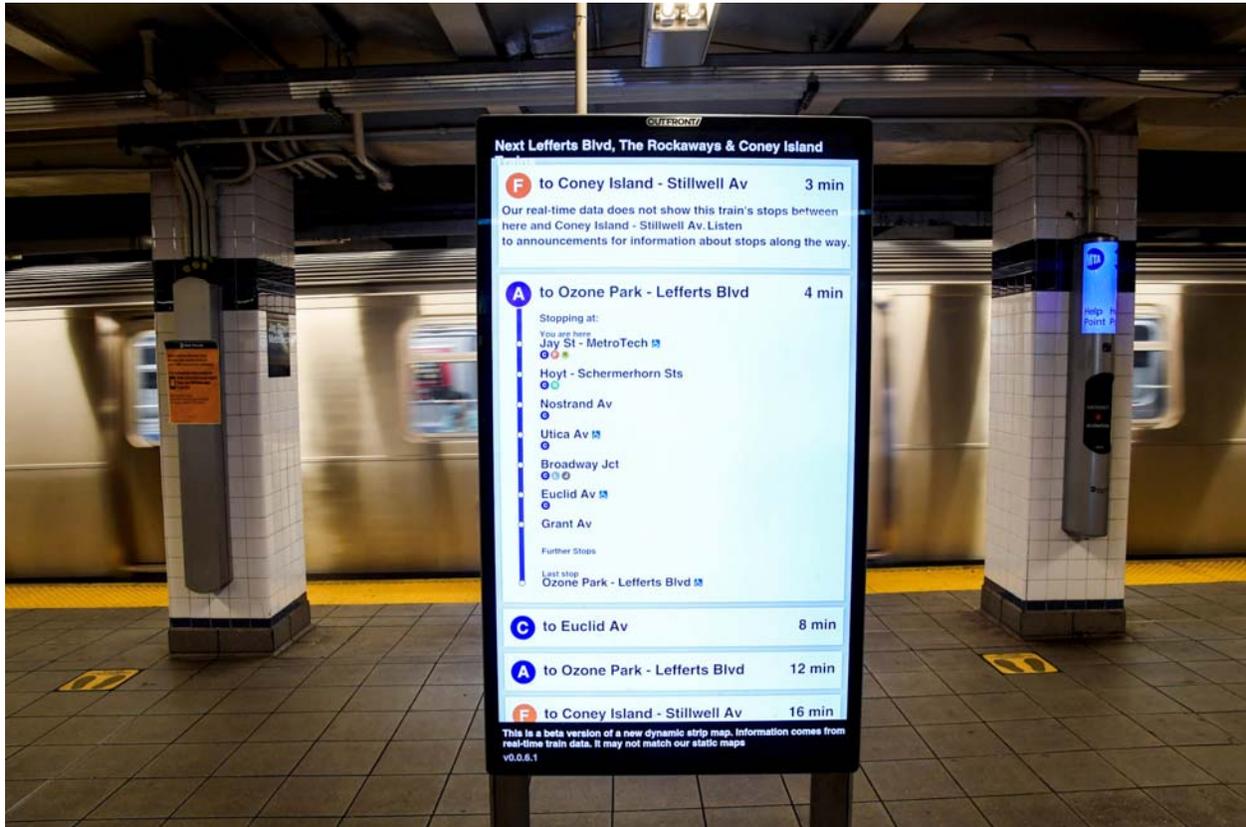
There is so much that I have not touched on today that we are working on – the new accessible fare gates like the one currently on display at Jay St – MetroTech, the ways we are considering accessibility as a central element in the design of new subway cars, and some of the other new technologies like speech-to-text translation for announcements that we are testing across our system – and more. We have made much progress in the last 30 years, but we also know that a lot of work remains. On behalf of the MTA Executive team and all of my colleagues, I stand firm in our commitment to keeping accessibility at the top of the agenda, as we emerge from the COVID-19 crisis and fight for federal funding for our historic Capital Plan. I look forward to seeing so many of these projects continue in the months and years to come, and continuing to realize the vision of the ADA to ensure our city and our country is fully, truly accessible to all.

Alex Elegudin

Senior Advisor for Systemwide Accessibility

Strategy and Customer Experience

Sarah Meyer, Senior Vice President & Chief Customer Officer



The Strategy and Customer Experience Department’s service information and customer communication teams continue to work lockstep with MTA development groups to deploy Mercury, a new ubiquitously-designed communications platform that provides localized, customer-focused information to bus and subway digital screens. Real-time content is being pushed to the more than 5,400 digital screens across our network.

July 2020 Highlights: Strategy and Customer Experience

We continue to remain heavily focused doing what we can to help bring New York back, its community, its energy, its inspiration. We are encouraged by higher ridership trends and working to ensure customers have the information they need to return to work.

Last month we started outreach to local businesses with a digital monthly newsletter to help keep small and large businesses up to date about our plans, and our efforts to keep employees and customers safe using public transit.

Thanks to our partners in Construction and Development, we successfully launched Mercury, the new content management system that powers our in-station digital screens. Now, we can provide targeted location-specific service information dynamically to subway platforms throughout the system, including planned and unplanned service changes, service alternatives, train arrival times at nearby stations, the times the last trains will depart before overnight service changes, and nearby bus routes. The same information is also fed to MyMTA, info and our social media channels, and available to third party developers that use our feeds. In June, our Digital Communications team crafted 521 messages that displayed 31,122 times on individual screens. There were also 104 marketing campaigns published through the new system. There are currently over 5,200 screens; all 472 stations are expected to have new digital screens by 2023. We have already begun to phase out paper signs and will continue to do so as the new digital screens come online.

We continue to focus heavily on messaging the importance of wearing masks in our stations and on-board vehicles. Mask compliance is reported to be 91-95% on trains. We will continue to hammer this message home through every channel available.

In early July, both the Customer Service Center and Lost and Found offices reopened, by appointment only. We do want to remind our customers that most of our Customer Service Center transactions can be done online or by mail. However, customers needing in-person assistance can make an appointment here <https://new.mta.info/coronavirus/service-appointment>, Lost and Found customers will be contacted when their items have been found and an appointment will be scheduled at the customer's convenience. Items can also be mailed, if preferred.

On June 25, 2020, Governor Cuomo announced that the Franklin Avenue and President Street subway stations in Brooklyn will be renamed for Medgar Evers College to honor the public university and historic civil rights leader. The pair of subway stations, Franklin Avenue - lines 2/3/4/5/S - and President Street - lines 2/5 - are set to formally be renamed later this fall. Maps, signage and other MTA materials will be amended throughout the course of the summer. The renaming commemorates the critical role that Medgar Evers College plays in the borough and comes fifty years after the school's founding. A more formal celebration honoring the fully renamed stations is expected to take place in the fall to coincide with MEC's anniversary. The renaming of the stations is pursuant to legislation put forth by Assemblymember Diana Richardson and Senator Zellnor Myrie. The project is being funded by a \$250,000 legislative grant made available by Assemblywoman Richardson.

In June, our customer engagement teams participated in nineteen virtual meetings.

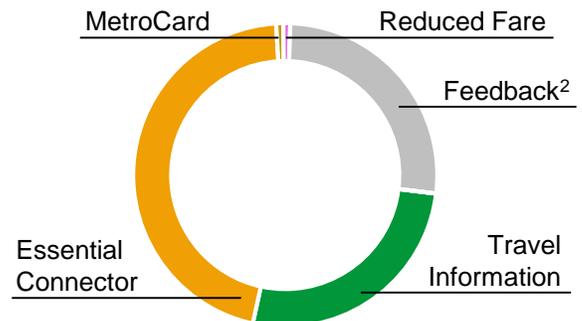
Sarah Meyer
Chief Customer Officer

Customer engagement

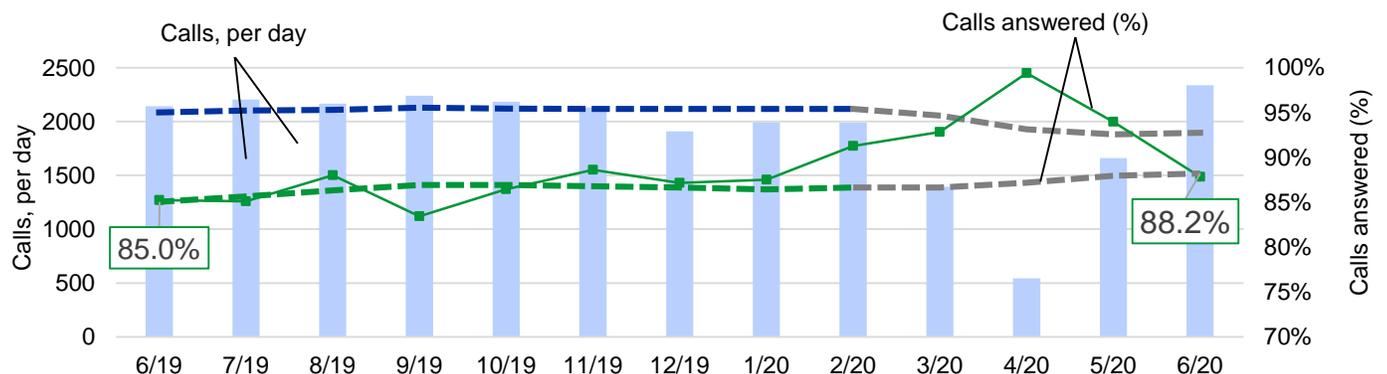
Telephone

	Jun 2020	Jun 2019	Variance
Telephone calls	70,172	64,286	▲ 9.2%
Calls answered	87.8%	85.2%	▲ 3.0%
Average time to answer ¹ (seconds)	159	225	▼ 29.4%

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



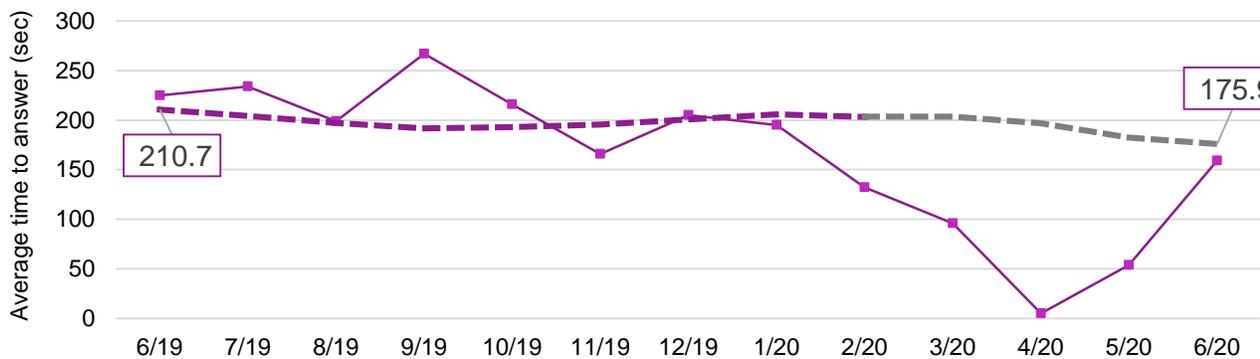
Telephone: calls received and answered



--- 12-month rolling average

12-month averages throughout this report include March, April, and May metrics despite lack of comparability with prior months.

Telephone: average time to answer



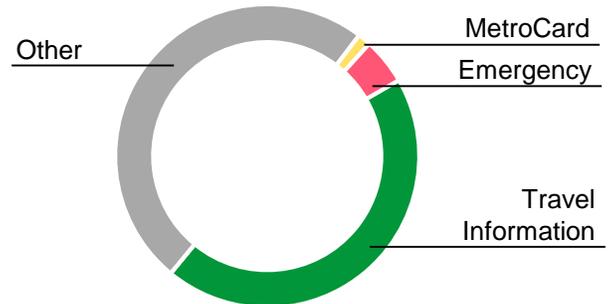
--- 12-month rolling average

Customer engagement

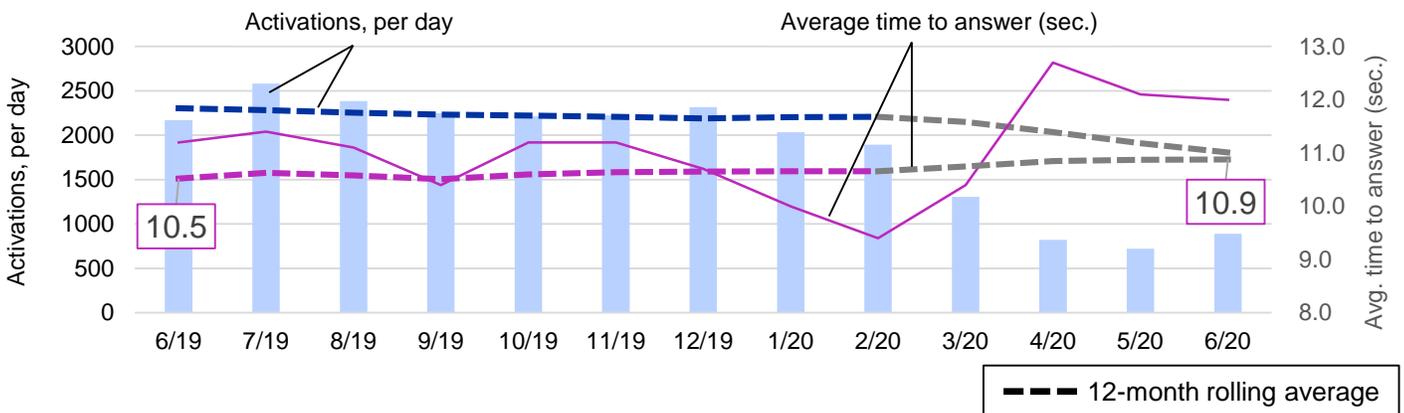
Help Point

	Jun 2020	Jun 2019	Variance
Help Point activations	26,760	65,103	▼58.9%
Average time to answer (seconds)	12.0	11.2	▲7.1%

1. Feedback is customers calling with comments or concerns



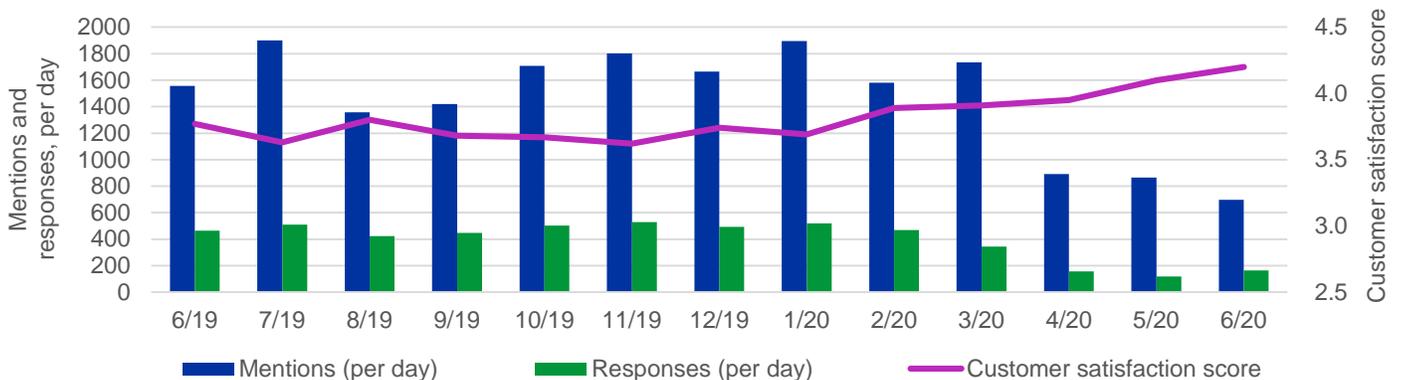
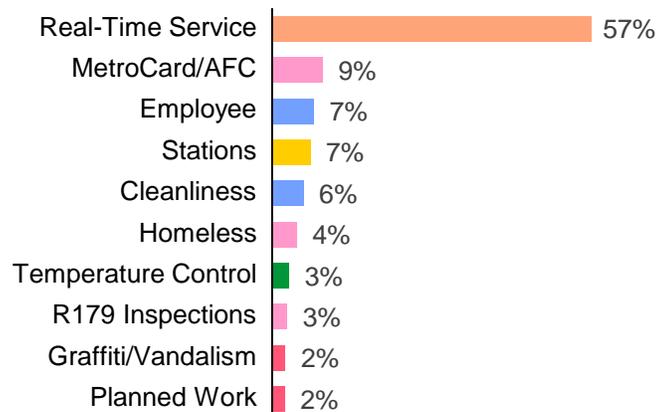
Help Point: activations and average time to answer



Social media

	Jun 2020	Jun 2019	Variance
Social media mentions ¹	20,873	46,737	▼55.3%
Responses sent	4,961	13,907	▼64.3%
Customer satisfaction score ²	4.20	3.77	▲11.4%

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

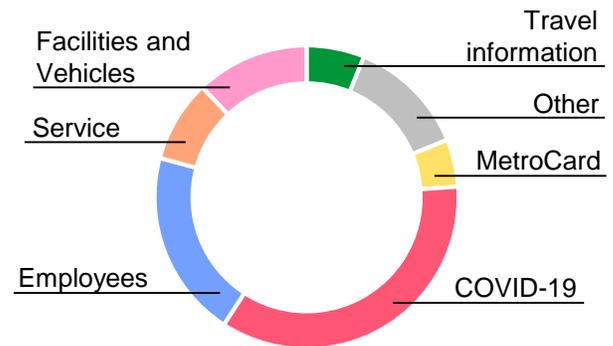


Customer engagement

Web, mobile app, and written feedback

	Jun 2020	Jun 2019	Variance
Received	2,882	6,742	▼57.3%
Responses sent ¹	4,513	9,127	▼50.6%

1. Includes automated and manual responses



Keeping customers informed

Alerts and service notices

	Jun 2020
Web	3,865
Twitter	3,287
Kiosks / Digital Displays ¹	672
Email and text alerts	
• Service	3,504
• Elevator and escalator status	7,054
Service Notice posters developed	320

1. Excludes countdown clocks

Social media followers

		Jun 2020	Jun 2019	Variance
Twitter	@NYCTSubway	1,017.2k	981.0k	▲3.7%
	@NYCTBus	29.5k	23.8k	▲23.9%
	@MTA	1,328.1k	1,304.0k	▲1.8%
Facebook	NYCT	70.9k	63.8k	▲11.1%
Instagram	@mtanyctransit	31.3k	21.4k	▲46.3%

Customer feedback

These complaint metrics include COVID-19-related customer concerns and service reports in the context of substantially lower ridership.

Complaints per 100,000 journeys

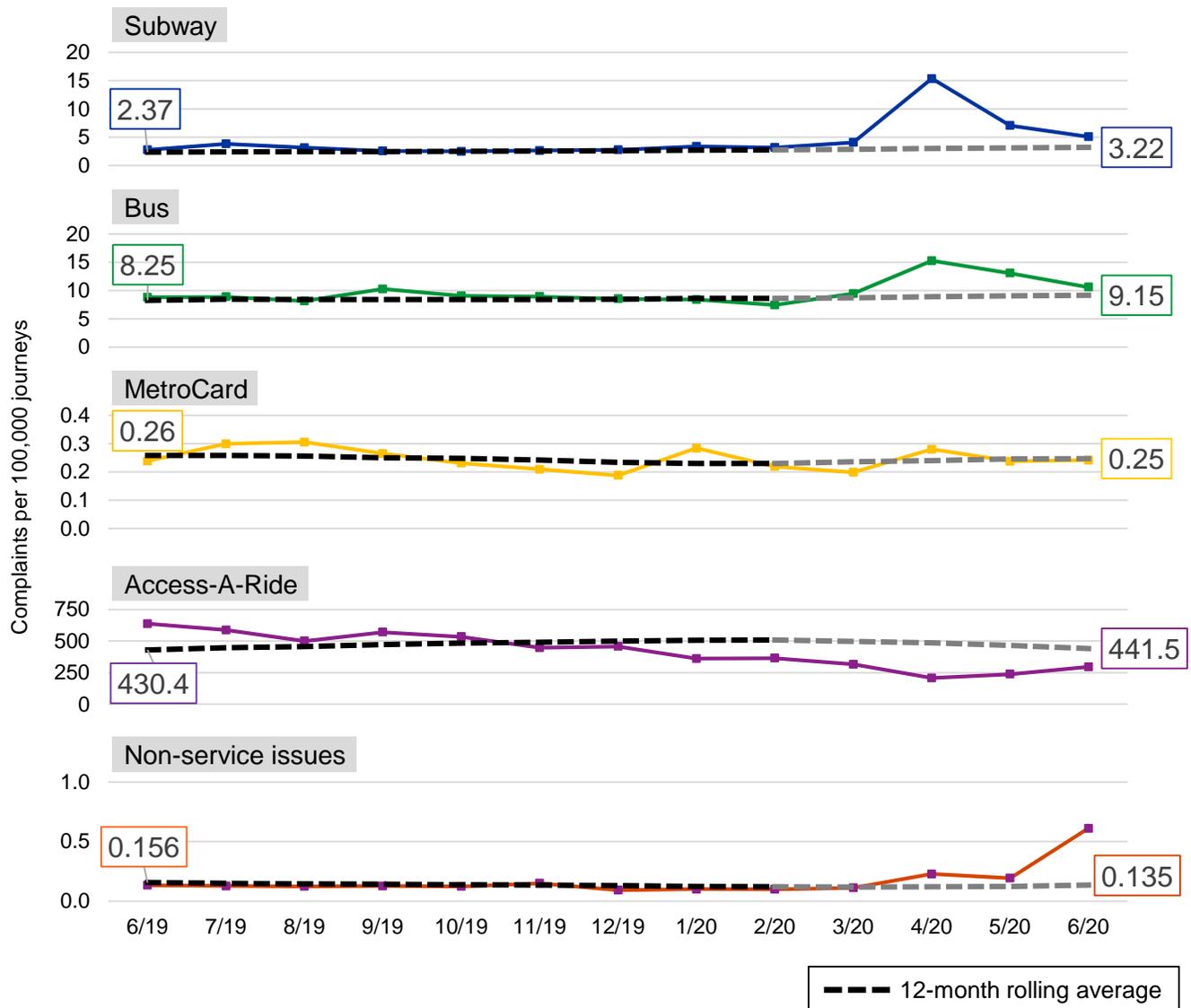
	Jun 2020	Jun 2019	Variance
Subway	5.10	2.78	▲ 83.3%
Bus	10.57	8.77	▲ 20.4%
MetroCard	0.24	0.24	▲ 1.5%
Access-A-Ride	295.5	636.7	▼ 53.6%
Non-service issues ¹	0.611	0.133	▲ 358.0%

Commendations per 100,000 journeys

	Jun 2020	Jun 2019	Variance
Subway	0.201	0.107	▲ 88.2%
Bus	0.37	0.50	▼ 27.1%
Access-A-Ride	86.6	130.2	▼ 33.5%
Non-service issues incl. MetroCard	0.022	0.012	▲ 88.9%

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

Complaints per 100,000 journeys: trends



Safety

Robert Diehl

Senior Vice President, Safety & Security



Eddie Yesiltepe from our HazMat Quick Response Force checks the temperature of a Bus Operator at West Farms Depot, part of an effort to ensure that our employees are fit for duty before starting their shifts.

July 2020 Highlights: Safety

The Office of System Safety (OSS) teamed up with Operating and Support Departments to ensure that employees are able to return to work as safely as possible during the ongoing COVID-19 pandemic.

Subway Customer Accident Rates increased by 1.4% when comparing the most recent 12-month period to the previous one.

Bus Collisions declined by 14.9% and Collision Injuries declined by 6.5% while Customer Accidents increased when comparing the most-recent 12-month period to the previous one.

Employee Lost Time Accidents have shown an increase when comparing the most recent 12-month period to the previous one.

Lastly, when comparing figures from the two most-recent 12-month periods, Subway Fires show an increase.

Robert Diehl

Senior Vice President, Safety and Security

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

Monthly Operations Report

Statistical results for the 12-Month period are shown below

Safety Report				
Performance Indicators		12-Month Average		
		Jul 17 - Jun 18	Jul 18 - Jun 19	Jul 19 - Jun 20
Subways				
Subway Customer Accidents per Million Customers ¹		2.97	2.96	3.00
Subway Collisions ²				
Total		3	0	3
Mainline		0	0	0
Yard		3	0	3
Subway Derailments ²				
Total		5	5	6
Mainline		3	0	3
Yard		2	5	3
Subway Fires ²		963	730	823
Buses				
Bus Collisions Per Million Miles		54.13	54.77	46.62
Bus Collision Injuries Per Million Miles		6.27	5.97	5.58
Bus Customer Accidents Per Million Customers ¹		1.25	1.44	1.52
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹		3.66	3.98	4.70

¹ 12-month Average data from June through May.

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

* = This metric relies on *estimated* ridership data and should not be directly compared with historic data. On March 23rd, rear-door boarding was implemented on all buses to protect operators from the spread of Covid-19. Since the implementation of this policy, we have been unable to collect traditional ridership data, which is linked to the farebox. Thus, current ridership estimates are based on a sample of observations from onboard passenger counting sensors, which are currently installed on 40% of the bus fleet.

Leading Indicators				
Subways	June	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	13	145	340	42.6%
Joint Track Safety Audits -- Compliance Rate	100.0%	99.2%	100.0%	99.2%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	195	6,581	47,520	13.8%
Friction Pad Installation	620	8,646	55,650	15.5%
Buses	June	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Turn Warning System	2	25	40	62.5%
Vision Zero Employee Training	0	1,407	6,200	22.7%

Subway Fires

June 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:	92.1%	Train:	11
Average:	5.3%	Right-of-way:	51
Above Average:	2.6%	Station:	14
High:	0.0%	Other:	0
		Total:	76

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

Train:		Right-of-Way:		Station:	
Debris:	3	Debris:	21	Debris:	10
Hot Wheels:	2	Tie:	19	Chair:	1
Traction Motor:	2	Equipment:	4	Electrical:	1
Contact Shoe:	1	Slatting/Walkway:	2	Light Fixture:	1
Trolley Lead:	1	Undetermined:	2	Wood Panels:	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.



July 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 JUNE

	2020	2019	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	2	0	2	***. *%
ROBBERY	46	47	-1	-2.1%
GL	36	141	-105	-74.5%
FELASSAULT	19	22	-3	-13.6%
BURGLARY	3	0	3	***. *%
<u>TOTAL MAJOR FELONIES</u>	<u>106</u>	<u>210</u>	<u>-104</u>	<u>-49.5%</u>

During June, the daily Robbery average decreased from 1.6 to 1.5

During June, the daily Major Felony average decreased from 7 to 3.5

CRIME STATISTICS JANUARY THRU JUNE

	2020	2019	Diff	% Change
MURDER	3	1	2	200.0%
RAPE	4	2	2	100.0%
ROBBERY	329	236	93	39.4%
GL	501	739	-238	-32.2%
FELASSAULT	168	183	-15	-8.2%
BURGLARY	16	3	13	433.3%
<u>TOTAL MAJOR FELONIES</u>	<u>1021</u>	<u>1164</u>	<u>-143</u>	<u>-12.3%</u>

Year to date the daily Robbery average increased from 1.3 to 1.8

Year to date the daily Major Felony average decreased from 6.4 to 5.6

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



JUNE ACTIVITY

	2020	2019	Diff	% Change
Total Arrests	133	809	-676	-83.6%
TOS Arrests	1	218	-217	-99.5%
Total Summons	296	7075	-6779	-95.8%
TOS TABs	41	5828	-5787	-99.3%
TOS C-Summ	2	217	-215	-99.1%

JANUARY THRU JUNE ACTIVITY

	2020	2019	Diff	% Change
Total Arrests	2586	5863	-3277	-55.9%
TOS Arrests	399	1938	-1539	-79.4%
Total Summons	27176	49659	-22483	-45.3%
TOS TABs	17465	39380	-21915	-55.7%
TOS C-Summ	440	1397	-957	-68.5%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

JANUARY-JUNE

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Murder	1	0	4	1	1	0	1	2	4	1	2	2	1	0	0	0	1	1	0	1	0	0	1	3
Rape	1	8	0	3	1	0	2	1	3	3	0	2	0	0	2	6	3	5	0	0	1	0	2	4
Robbery	1046	961	852	683	641	624	588	532	622	490	421	384	346	361	354	444	309	212	244	256	217	232	235	329
Assault	229	248	211	178	143	145	143	142	129	97	100	87	91	105	106	98	94	99	130	157	168	169	182	168
Burglary	20	10	2	4	16	6	3	5	1	1	0	4	0	2	0	18	15	7	7	10	12	4	3	16
GL	1629	1273	1152	1205	1080	1017	823	882	907	679	609	640	563	561	707	816	777	760	755	739	815	751	739	501
TOTAL MAJOR FELONIES	2926	2500	2221	2074	1882	1792	1560	1564	1666	1271	1132	1119	1001	1029	1169	1382	1199	1084	1136	1163	1213	1156	1162	1021
Major Fel Per Da	16.17	13.81	12.27	11.40	10.40	9.90	8.62	8.59	9.20	7.02	6.25	6.15	5.53	5.69	6.46	7.59	6.62	5.99	6.28	6.39	6.70	6.39	6.42	5.61

**Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 7/5/2020)**

Motivation:

Motivation	2020	2019	Diff	% Change
BLACK	2	4	-2	-50%
GENDER	1	2	-1	-50%
MUSLIM	0	1	-1	-100%
OTHER	10	2	8	400%
SEMITIC	14	31	-17	-55%
SEXUAL ORIENTATION	3	2	1	50%
WHITE	1	3	-2	-67%
Grand Total	31	45	-14	-31%

Crime Name:

Crime Name	2020	2019	Diff	% Change
Aggravated Harassment 1	7	11	-4	-36%
Aggravated Harassment 2	6	3	3	100%
Assault 2	1	3	-2	-67%
Assault 3	4	3	1	33%
Criminal Mischief 2	1	0	1	***.*
Criminal Mischief 3	0	3	-3	-100%
Criminal Mischief 4	9	20	-11	-55%
Grand Larceny 4	1	1	0	0%
Menacing 2	0	1	-1	-100%
Menacing 3	1	0	1	***.*
Robbery 3	1	0	1	***.*
Grand Total	31	45	-14	-31%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit

June 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	1	0	1	100%
Burglary	0	1	-1	-100%
Grand Larceny	0	0	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	1	2	-1	-50%

Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	3	-2	-67%
Felony Assault	1	1	0	0%
Burglary	0	1	-1	-100%
Grand Larceny	0	1	-1	-100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	2	6	-4	-67%

Financial and Ridership Reports

Jaibala Patel, Chief Financial Officer

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



As New York City entered Phase 2 of its reopening, NYCT subway and bus ridership surpassed two million riders in a single day for the first time since March. On June 23, subway ridership hit 1,048,393, and bus ridership reached 1,081,934, which is about 19% and 51% of pre-pandemic ridership for each respective mode.

Preliminary Monthly Report: June 2020 Data

New York City Transit

The purpose of this report is to provide the preliminary June 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:

- June 2020 New York City Transit ridership of 24.8 million was 172 million (87.4 percent) under budget, of which subway ridership of 23.9 million was 124 million (83.8 percent) under budget, and bus ridership of 0.5 million was 47.3 million (99 percent) under budget.
- June 2020 farebox revenue of \$81.9 million was \$319.6 million (79.6 percent) under budget. The underrun is due to the steep ridership decline resulting from State travel limitations established to combat the COVID-19 pandemic.
- Other revenue exceeded budget in June by \$594.1 million (over 100.0 percent), primarily due to receipt of CARES Act funding.

June 2020 operating expenses of \$593.0 million were \$134.7 million (18.5 percent) less than budget.

- Labor expenses were lower by \$112.4 million (20.1 percent), due largely to lower health & welfare/OPEB current expenses of \$144.6 million (115.2 percent)
- Non-labor expenses were favorable by \$22.3 million (13.3 percent), due mostly to lower paratransit expenses of \$23.0 million (55.5 percent).

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

Preliminary Financial Results Compared to Budget						
Category (\$ in millions)	June Results		June Year-to-Date Results			
	<u>Variance Fav(UnFav)</u>		<u>Budget</u>	<u>Prelim Actual</u>	<u>Variance Fav(UnFav)</u>	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(319.6)	(79.6)	2,336.5	1,173.7	(1,162.8)	(49.8)
Nonreimb. Exp. before Dep./OPEB	134.7	18.5	(4,340.4)	(4,210.0)	130.4	3.0
Net Cash Deficit*	425.9	27.7	(1,755.1)	(616.7)	1,138.5	64.9

*Excludes Subsidies and Debt Service

June 2020 farebox revenue of \$81.9 million was \$319.6 million (79.6 percent) under budget. Subway revenue was \$239.4 million (76.5 percent) under budget, bus revenue was \$78.2 million (97.9 percent) under budget, and paratransit revenue was \$2.01 million (98.2 percent) under budget. Accrued fare media liability was equal to budget. The June 2020 non-student average fare of \$3.18 increased \$1.08 from June 2019; subway fare increased 97¢; local bus fare increased \$1.04; express bus fare increased 42¢.

Total ridership in June 2020 of 24.8 million was 172 million (87.4 percent) under budget. Average weekday ridership in June 2020 was 0.9 million (87.4 percent) below June 2019. Average weekday ridership for the twelve months ending June 2020 was 5.3 million, 27.1 percent lower than the twelve months ending June 2019. Only a small portion of the bus ridership was counted, as the local buses did not register bus riders due to the rear-door-only boarding. Both ridership and revenue declines are entirely due to COVID-19 travel limitations.

Non-reimbursable expenses, before depreciation, GASB 75 OPEB and GASB 68 pension Adjustment, were below budget in June net \$134.7 million (18.5 percent).

Labor expenses underran budget by a net \$112.4 million (20.1 percent), including favorable results in health & welfare/OPEB current expenses of \$144.6 million (115.2 percent). Overtime expenses of \$52.5 million were over by \$9.7 million (22.6 percent) and reimbursable overhead credits were unfavorable by \$8.5 million (41.0 percent).

Non-labor expenses underran by \$22.3 million (13.3 percent), due primarily to favorable results in paratransit service contracts of \$23.0 million (55.5 percent).

Year-to-date, non-reimbursable expenses were lower than budget by \$130.4 million (3.0 percent), of which labor expenses exceeded budget by a net \$13.7 million (0.4 percent), including overruns in pension expenses of \$61.7 million (13.4 percent) and unfavorable reimbursable overhead credits of \$45.4 million (32.6 percent), mostly offset by underruns in health and welfare/ OPEB current expenses of \$107.3 million (14.2 percent). Overtime expenses were favorable by \$11.8 million (4.6 percent). Non-labor expenses were favorable by a net \$144.1 million (14.3 percent), including underruns in paratransit service contract expenses of \$79.8 million (33.1 percent), electric power underruns of \$33.1 million (22.7 percent), as well as fuel expenses of \$18.7 million (34.1 percent), and lower materials & supplies expenses of \$14.9 million (9.0 percent). Maintenance contract expenses overran by of \$24.9 million (21.0 percent).

Financial Results

Farebox Revenue

June 2020 Farebox Revenue - (\$ in millions)								
	Jun				Jun Year-to-Date			
	Budget	Prelim Actual	Favorable(Unfavorable)		Budget	Prelim Actual	Favorable(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	313.0	73.6	(239.4)	(76.5%)	1,806.9	920.5	(886.3)	(49.1%)
NYCT Bus	79.9	1.7	(78.2)	(97.9%)	478.3	208.3	(270.0)	(56.5%)
Paratransit	2.0	0.0	(2.0)	(100.5%)	12.1	5.7	(6.4)	(53.0%)
Subtotal	395.0	75.3	(319.6)	(80.9%)	2,297.3	1,134.5	(1,162.8)	(50.6%)
Fare Media Liability	6.5	6.5	0.0	0.0%	39.3	39.3	0.0	0.0%
Total - NYCT	401.5	81.9	(319.6)	(79.6%)	2,336.5	1,173.7	(1,162.8)	(49.8%)

Note: Total may not add due to rounding

The negative revenue variance is due to the steep ridership decline resulting from COVID-19 related travel limitations.

Average Fare

June Non-Student Average Fare - (in \$)				
	NYC Transit			
	2019	Prelim 2020	Change	
			Amount	Percent
Subway	2.195	3.166	0.971	44.1%
Local Bus	1.718	2.761	1.043	60.7%
Subway & Local Bus	2.083	3.161	1.078	51.8%
Express Bus	5.693	6.111	0.419	7.4%
Total	2.100	3.180	1.079	51.4%

The non-student average fare increased by 51 percent from the prior year. This is due to the significant reduction in overall ridership, which largely eliminates the fare discounts that are normally enjoyed by unlimited ride pass users. Some pass users have switched to pay-per-ride MetroCard. No fare collected in the local buses is also attributed to the higher average fare.

Non-reimbursable Expenses

Non-reimbursable expenses, before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, were under budget in the month of June by \$134.7 million (18.5 percent).

Labor expenses underran budget by \$112.4 million (20.1 percent):

- Health & welfare/OPEB current expenses were under by \$144.6 million (115.2 percent), mainly from the favorable timing of backlog prescription drug rebates, lower effective prescription drug rates, and vacancy savings.
- Overtime expenses overran by \$9.7 million (22.6 percent), reflecting primarily a backfill of unbudgeted holiday and vacancies in addition to COVID-19 measures.
- Pension expenses were higher by \$8.0 million (10.4 percent), due primarily to incorrect budget timing to be corrected in the July Financial Plan.

Non-labor expenses were favorable by \$22.3 million (13.3 percent):

- Paratransit service contract expenses were favorable by \$23.0 million (55.5 percent), largely due to reduced trips.
- Electric power expenses were under by \$7.1 million (33.1 percent), largely due to lower consumption due to reduced service levels and favorable rates.
- Fuel expenses were less by \$5.2 million (62.5 percent), largely due to lower consumption due to reduced service levels and favorable rates.
- Maintenance contracts overran by \$10.7 million (47.1 percent), largely due to COVID-19 response.
- Materials and supplies expenses overran by \$4.2 million (15.2 percent), largely due to communications equipment chargeback from reimbursable offset partly by reduced maintenance activity.

Year-to-date, non-reimbursable expenses, before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, were below budget by \$130.4 million (3.0 percent).

Labor expenses overran budget by a net \$13.7 million (0.4 percent):

- Pension expenses were higher by \$61.7 million (13.4 percent), due primarily to incorrect budget timing to be corrected in the July Financial Plan.
- Reimbursable overhead credits were unfavorable by \$45.4million (32.6 percent), due primarily to a major reduction in capital project support requirements.
- Health & welfare/OPEB current expenses were lower by \$107.3 million (14.2 percent), mainly due to lower effective prescription drug effective rates and vacancy savings.
- Overtime expenses underran by \$11.8 million (4.6 percent), reflecting favorable weather and reduced service requirements, and tightened management controls.

Non-labor expenses were favorable by \$144.1 million (14.3 percent):

- Paratransit service contract expenses were favorable by \$79.8 million (33.1 percent), largely due to reduced trips.

- Electric power expenses were less by \$33.1 million (22.7 percent), largely due to lower consumption due to reduced service level and favorable rates.
- Fuel expenses were lower by \$18.7 million (34.1 percent), due to lower consumption due to reduced service and favorable rates.
- Materials and supplies expenses underran by \$14.9 million (9.0 percent), largely due to reduced maintenance activity resulting from COVID-19.
- Other business expenses were lower by \$13.6 million (31.3 percent), due to reduced MetroCard transaction fees and lower ridership.
- Maintenance and other operating contract expenses overran by \$24.9 million (21.0 percent), largely due to COVID-19 response and the unfavorable timing of auto purchases.

Depreciation expenses year-to-date were higher than Budget by \$61.3 million (8.4 percent).

GASB #75 OPEB Expense Adjustment reported a favorable variance to Budget of \$684.2 million.

GASB 68 Pension Adjustment was slightly favorable to budget.

Ridership Results

June 2020 Ridership vs. Budget - (in millions)								
	Jun				Jun Year-to-Date			
	Budget	Prelim Actual	More(Less)		Budget	Prelim Actual	More(Less)	
			Amount	Percent			Amount	Percent
Subway	147.9	23.9	(124.0)	(83.8%)	849.6	394.0	(455.6)	(53.6%)
NYCT Bus	47.8	0.5	(47.3)	(99.1%)	278.9	115.4	(163.5)	(58.6%)
Paratransit	1.0	0.4	(0.6)	(59.8%)	5.8	3.5	(2.3)	(40.2%)
Total - NYCT	196.7	24.8	(172.0)	(87.4%)	1,134.3	512.8	(621.4)	(54.8%)

Note: Total may not add due to rounding

June Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday - (thousands)				Average Weekend - (thousands)			
	2019	Preliminary 2020	Change		2019	Preliminary 2020	Change	
			Amount	Percent			Amount	Percent
Subway	5,609	905	(4,704)	-83.9%	5,840	998	(4,842)	-82.9%
NYCT Local Bus*	1,736	12	(1,724)	-99.3%	2,043	12	(2,031)	-99.4%
NYCT Local Bus (APC estimation)**	1,736	786	(950)	-54.7%	2,043	1,103	(940)	-46.0%
NYCT Express Bus*	40	6	(34)	-85.0%	14	3	(11)	-78.6%
NYCT Express Bus (APC estimation)**	40	6	(34)	-84.5%	14	3	(11)	-77.2%
Paratransit	33	15	(18)	-54.5%	42	15	(27)	-65.1%
TOTAL NYCT	7,418	938	(6,480)	-87.4%	7,939	1,028	(6,911)	-87.1%
TOTAL NYCT with APC estimation**	7,418	1,712	(5,706)	-76.9%	7,939	2,119	(5,820)	-73.3%
12-Month Rolling Average								
Subway	5,452	4,020	(1,432)	-26.3%	5,435	4,038	(1,397)	-25.7%
NYCT Local Bus	1,743	1,218	(525)	-30.1%	1,946	1,370	(576)	-29.6%
NYCT Express Bus	40	29	(11)	-27.5%	13	10	(3)	-23.1%
Paratransit	33	28	(5)	-14.4%	41	33	(8)	-20.0%
TOTAL NYCT	7,268	5,295	(1,973)	-27.1%	7,435	5,451	(1,984)	-26.7%

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

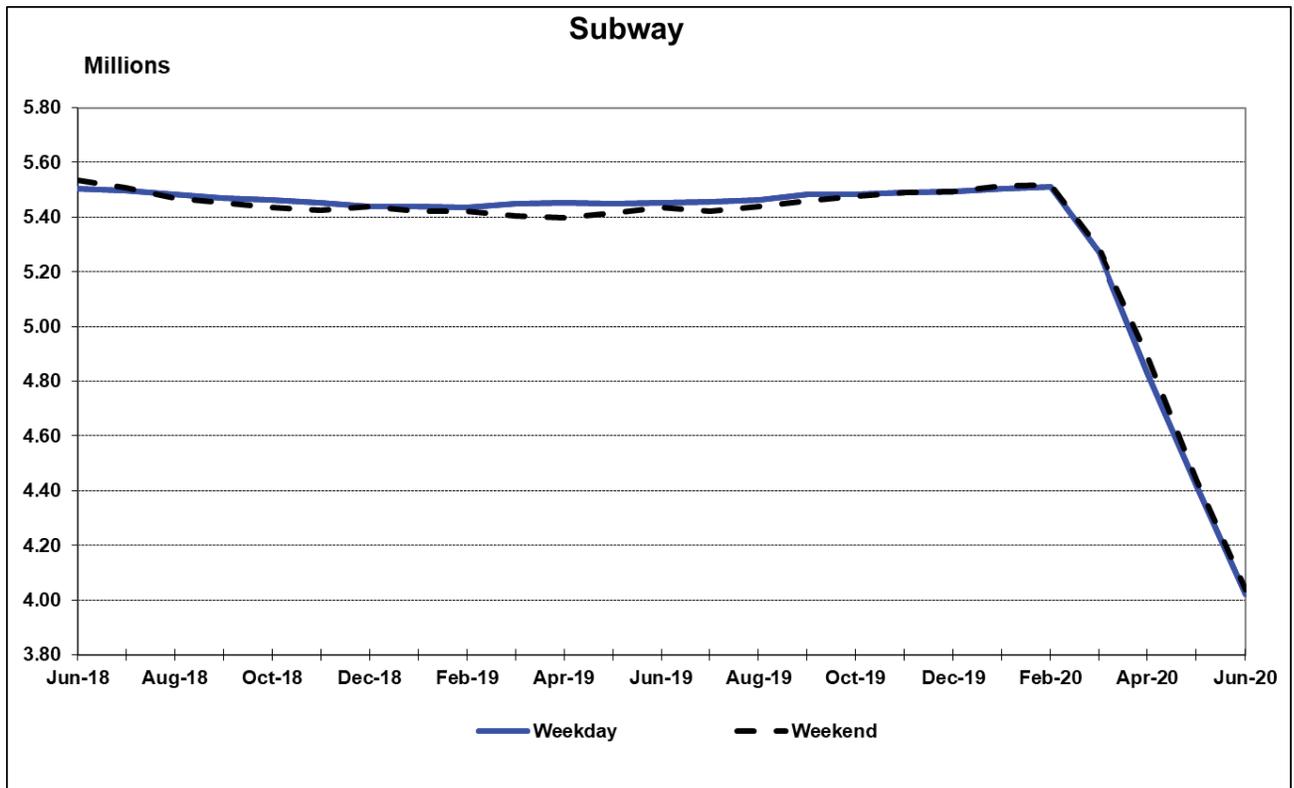
* Regular NYCT paid bus ridership registered in bus farebox.

** NYCT bus ridership estimated on a sample of observations from onboard passenger counting sensors (APC) which includes unpaid riders.

- June 2020 subway ridership was 83.8 percent unfavorable to budget and bus ridership was 99 percent unfavorable. The underruns were due to COVID-19 travel limitations and the impact of the rear-door-only boarding policy on local bus routes.
- After including the free bus riders which were estimated with assistance of APC technology, local bus unfavorable ridership was reduced to 55% to the budget during the weekdays and 46% during weekends.

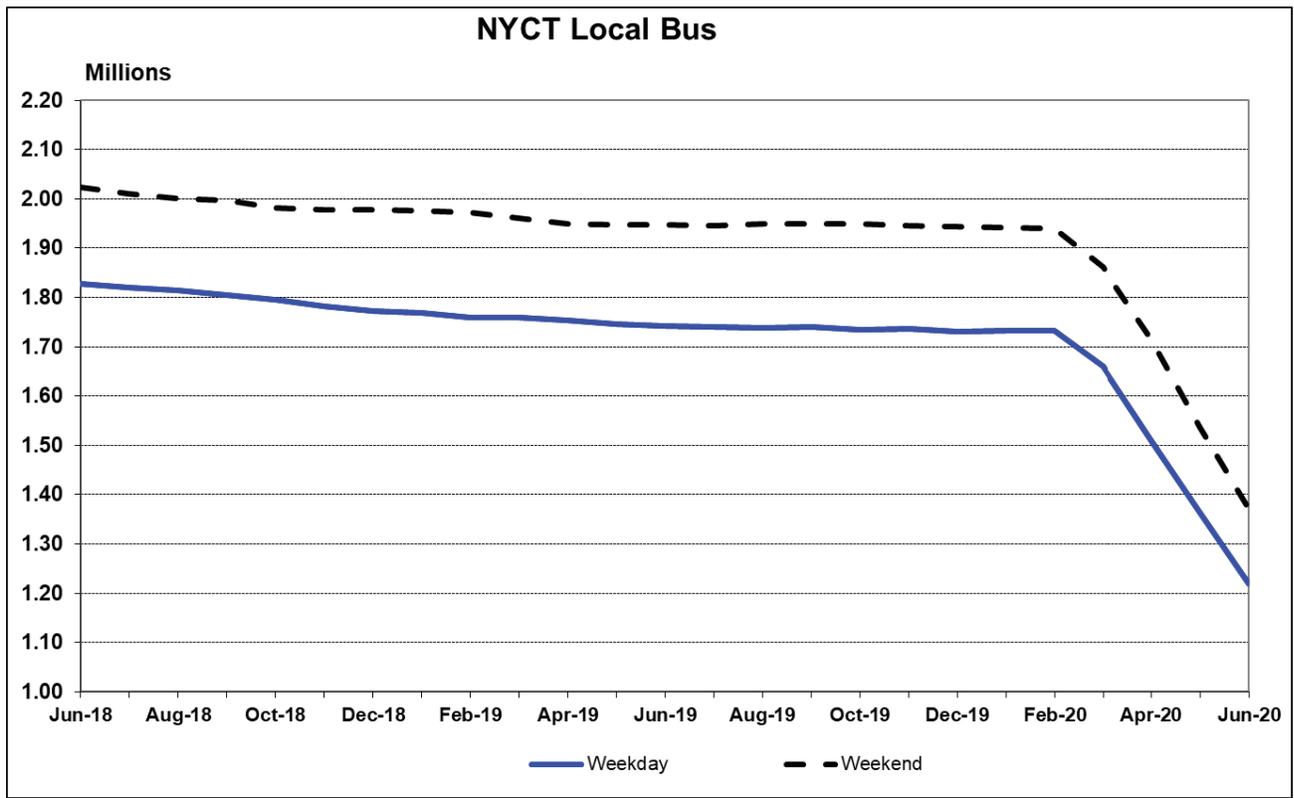
Average Weekday and Weekend Ridership

12-Month Rolling Averages



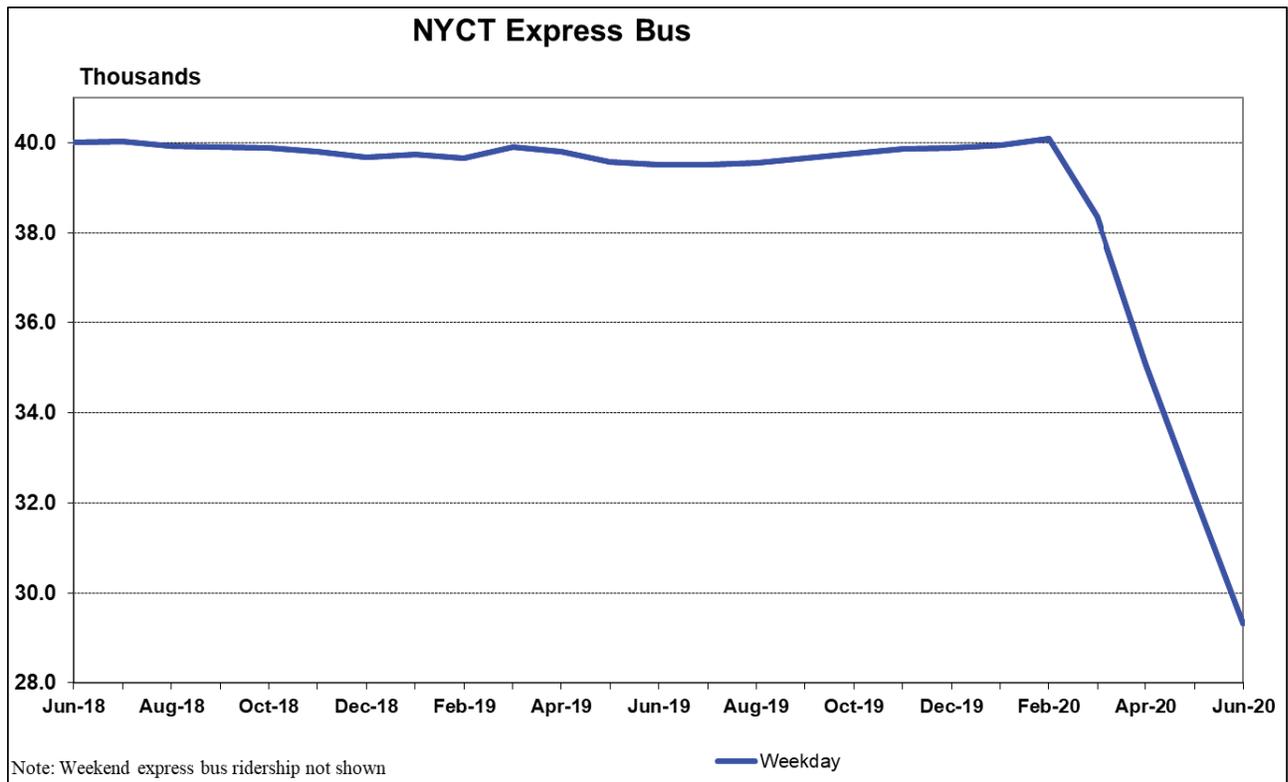
- Average weekday subway ridership was flat in 2016 and began to decline in 2017. Since 2019, average weekday ridership has continued to increase over the year. The drastic declines in March – June 2020 were due to COVID-19 travel limitations.
- Average weekend ridership decreased from 2015 to 2016, and from 2016 to 2017. The weekend ridership bottomed in mid of 2019 due to intensive service interruptions during weekends by constructions and GOs. Since then, the average weekend subway ridership had been increasing steadily. The drastic declines in March – June 2020 were due to COVID-19 travel limitations.

12-Month Rolling Averages



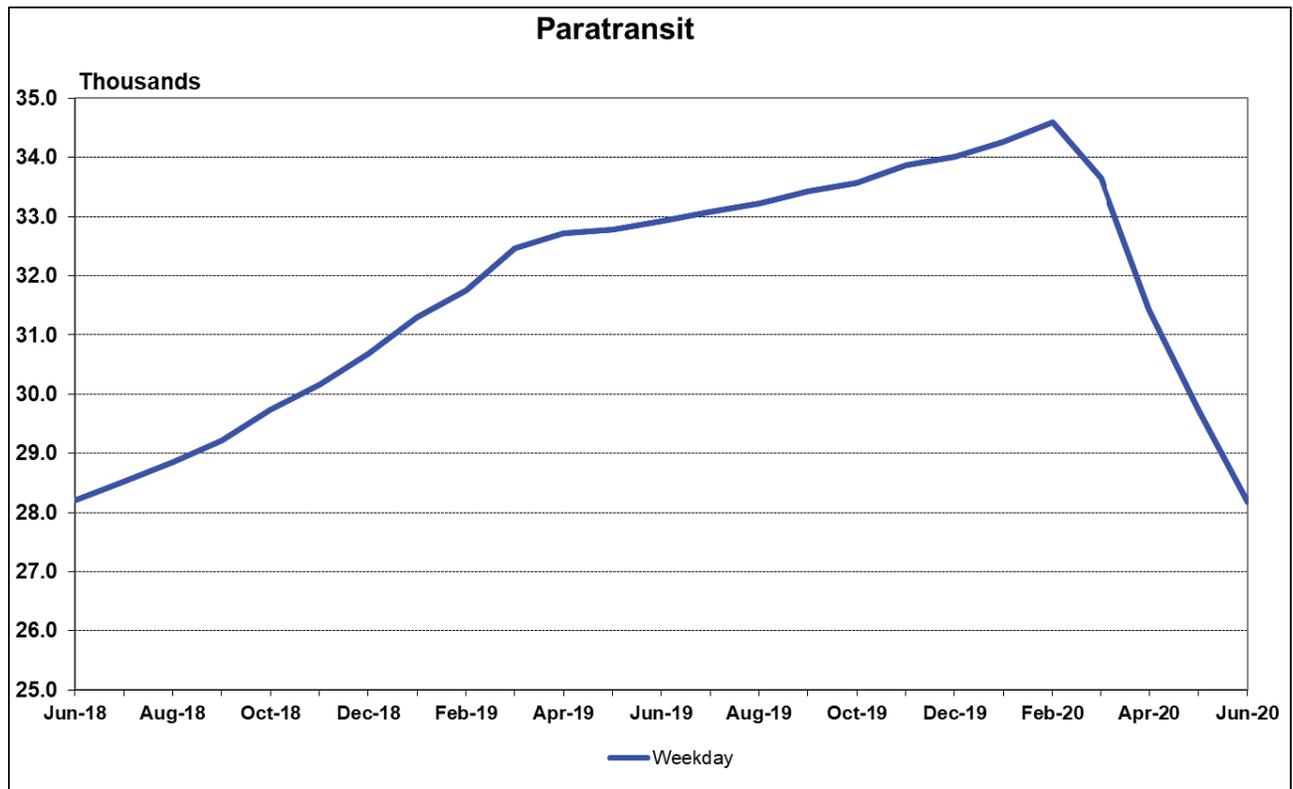
- The long-term downward trend in bus ridership accelerated in March 2017 and continued in 2019 and early 2020 at a slower pace. The drastic declines in March – June 2020 were due to COVID-19 travel limitations and local bus ridership impacts of the rear-door-only boarding policy.

12-Month Rolling Averages



- After a period of stable ridership, express bus ridership has been declining since the March 2017 fare increase. Although 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. A year later, ridership began to increase, and February 2020 express bus ridership had returned to 2018 levels. Drastic declines in March – June 2020 were due to COVID-19 travel limitations.

12-Month Rolling Averages



- The increase in Paratransit ridership is driven by a growth in Enhanced Broker service trips. The drastic declines in March – June 2020 were due to COVID-19 travel limitations.

Ridership on New York Area Transit Services

Due to COVID-19 travel limitations, all transit services in the New York area experienced steep ridership decline. Paratransit was the least impacted, down 54.5 percent on weekdays and 65.1 percent on weekends compared to the prior year. Subway average weekday ridership in June increased by 55.2 percent compared to May 2020, and more than doubled since April 2020, indicating the beginning of a turnaround from the bottom ridership point in this crisis. A large portion of bus ridership was not counted, as the local buses did not register riders due to the rear-door-only boarding.

Ridership on Transit Services in the New York Area (thousands)						
Transit Service	Jun-19	Prelim Jun-20	Percent Change	Rolling Avg Prior Year	Rolling Avg Current Year	12-Month Rolling Average Percent Change
Average Weekday						
Subway	5,609	905	-83.9%	5,452	4,020	-26.3%
NYCT Local Bus	1,736	12	-99.3%	1,743	1,218	-30.1%
NYCT Express Bus	40	6	-85.0%	40	29	-27.5%
Paratransit	33	15	-54.5%	33	28	-14.4%
SIR	16	2	-88.7%	16	12	-27.7%
MTA Local Bus	347	2	-99.5%	362	255	-29.6%
MTA Express Bus	26	6	-76.3%	28	21	-25.6%
LIRR	333	42	-87.4%	316	226	-28.5%
Metro-North	296	30	-89.9%	284	203	-28.5%
PATH	292	34	-88.4%	283	207	-26.9%
Average Weekend						
Subway	5,840	998	-82.9%	5,435	4,038	-25.7%
NYCT Local Bus	2,043	12	-99.4%	1,946	1,370	-29.6%
NYCT Express Bus	14	3	-78.6%	13	10	-23.1%
Paratransit	42	15	-65.1%	41	33	-20.0%
SIR	6	0	-94.0%	7	2	-72.1%
MTA Local Bus	420	2	-99.5%	387	273	-29.5%
MTA Express Bus	12	3	-72.4%	12	10	-19.0%
LIRR	221	50	-77.4%	211	154	-27.0%
Metro-North	268	42	-84.3%	244	177	-27.5%
PATH	203	38	-81.3%	187	133	-28.9%

Note: Percentages are based on unrounded data.

MTA NEW YORK CITY TRANSIT

Jun - 2020 Adopted
 Accrual Statement of Operations By Category
 Month - Jun 2020
 (\$ in Millions)

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	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent
	Actual	Variance		Actual	Variance		Actual	Variance	
Revenue									
Farebox Revenue:									
Subway	\$73,624	(239,402)	(76.5)	\$0,000	\$0,000	-	\$73,624	(239,402)	(76.5)
Bus	\$1,671	(78,218)	(97.9)	\$0,000	\$0,000	-	\$1,671	(78,218)	(97.9)
Paratransit	\$0,036	(2,013)	(98.2)	\$0,000	\$0,000	-	\$0,036	(2,013)	(98.2)
Fare Liability	\$6,542	\$0,000	0.0	\$0,000	\$0,000	-	\$6,542	\$0,000	0.0
Farebox Revenue	\$81,873	(319,633)	(79.6)	\$0,000	\$0,000	-	\$81,873	(319,633)	(79.6)
Fare Reimbursement	\$7,064	\$0,000	0.0	\$0,000	\$0,000	-	\$7,064	\$0,000	0.0
Paratransit Reimbursement	\$9,565	(7,457)	(43.8)	\$0,000	\$0,000	-	\$9,565	(7,457)	(43.8)
Other Operating Revenue	\$616,146	\$601,593	-	\$0,000	\$0,000	-	\$616,146	\$601,593	-
Other Revenue	\$38,639	\$594,135	-	\$0,000	\$0,000	-	\$38,639	\$594,135	-
Capital and Other Reimbursements	\$0,000	\$103,671	(40.8)	\$103,671	\$0,000	(40.8)	\$61,413	(42,257)	(40.8)
Total Revenue	\$714,648	\$274,503	62.4	\$103,671	\$0,000	(40.8)	\$776,061	\$232,245	42.7
Expenses									
Labor:									
Payroll	\$292,087	(1,193)	(0.4)	\$41,556	\$28,824	30.6	\$322,104	\$11,539	3.5
Overtime	\$42,851	(9,672)	(22.6)	\$9,560	\$5,619	41.2	\$58,141	(5,730)	(10.9)
Total Salaries & Wages	\$334,937	(10,865)	(3.2)	\$51,116	\$34,443	32.6	\$380,245	\$5,809	1.5
Health and Welfare	\$81,292	\$42,829	52.7	\$2,259	\$0,470	20.8	\$83,552	\$43,299	51.8
OPEB Current Payment	\$44,190	(57,579)	(129.5)	\$1,043	\$0,952	8.6	(\$6,626)	\$101,858	(15.0)
Pensions	\$76,514	(7,991)	(10.4)	\$3,110	\$4,712	(51.5)	\$79,624	(9,594)	(12.0)
Other Fringe Benefits	\$43,403	(4,834)	(11.1)	\$16,243	\$5,474	33.7	\$59,006	\$0,640	1.1
Total Fringe Benefits	\$245,399	\$131,772	53.7	\$22,655	\$18,223	19.6	\$268,054	\$131,850	50.8
Contribution to GASB Fund	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Reimbursable Overhead	(20,847)	(8,544)	(41.0)	\$20,847	\$12,304	41.0	\$0,000	\$0,000	-
Labor	\$559,489	\$112,364	20.1	\$94,619	\$64,970	31.3	\$654,108	\$142,013	21.7
Non-Labor:									
Electric Power	\$21,301	\$7,054	33.1	\$0,021	\$0,013	39.6	\$21,322	\$7,067	33.1
Fuel	\$8,376	\$5,238	62.5	\$0,000	\$0,000	-	\$8,376	\$5,238	62.5
Insurance	\$5,809	(0,636)	(10.9)	\$0,000	\$0,000	-	\$5,809	(0,636)	(10.9)
Claims	\$19,095	\$0,000	0.0	\$0,000	\$0,000	-	\$19,095	\$0,000	0.0
Paratransit Service Contracts	\$41,479	\$23,038	55.5	\$0,000	\$0,000	-	\$41,479	\$23,038	55.5
Maintenance and Other Operating Contracts	\$22,760	(10,725)	(47.1)	\$3,364	\$3,317	1.4	\$26,124	(10,678)	(40.9)
Professional Service Contracts	\$14,265	\$0,428	3.0	\$0,953	\$1,859	(95.0)	\$15,219	\$15,696	(3.1)
Materials & Supplies	\$27,744	(4,225)	(15.2)	\$4,544	(7,011)	(7.0)	\$32,288	\$24,958	22.7
Other Business Expenses	\$7,391	\$2,131	28.8	\$0,170	(1,735)	(1.7)	\$7,561	\$4,035	53.4
Non-Labor	\$168,220	\$22,304	13.3	\$9,052	(3,557)	-	\$177,272	\$34,913	19.7
Other Expense Adjustments:									
Other	\$0,000	-	-	\$0,000	\$0,000	-	\$0,000	-	-
Other Expense Adjustments	\$0,000	-	-	\$0,000	\$0,000	-	\$0,000	-	-
Total Expenses before Depreciation and OPEB	\$727,709	\$134,668	18.5	\$103,671	\$61,413	40.8	\$831,380	\$176,925	21.3
Depreciation	\$160,672	(9,968)	(6.2)	\$0,000	\$0,000	-	\$160,672	(9,968)	(6.2)
GASB 75 OPEB Expense Adjustment	\$336,450	\$336,450	-	\$0,000	\$0,000	-	\$336,450	\$336,450	-
GASB 68 Pension Adjustment	(0,633)	(0,590)	(93.2)	\$0,000	\$0,000	-	(0,633)	(0,590)	(93.2)
Environmental Remediation	\$0,000	-	-	\$0,000	\$0,000	-	\$0,000	-	-
Total Expenses	\$1,224,198	\$460,560	37.6	\$103,671	\$61,413	40.8	\$1,327,869	\$502,817	37.9
OPERATING SURPLUS/DEFICIT	(784,053)	\$735,062	93.8	\$0,000	\$0,000	-	(48,991)	\$735,062	93.8

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 month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA NEW YORK CITY TRANSIT

Jun - 2020 Adopted
 Accrual Statement of Operations By Category
 Year-To-Date - Jun 2020
 (\$ in Millions)

7/07/2020 06:16 PM

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent
	Actual	Variance		Actual	Variance		Actual	Variance	
Revenue									
Farebox Revenue:									
Subway	\$1,806,865	(886,318)	(49.1)	\$0,000	\$0,000	-	\$1,806,865	(886,318)	(49.1)
Bus	\$478,291	(270,035)	(56.5)	\$0,000	\$0,000	-	\$478,291	(270,035)	(56.5)
Paratransit	\$12,097	(6,406)	(53.0)	\$0,000	\$0,000	-	\$12,097	(6,406)	(53.0)
Fare Liability	\$39,252	\$0,000	0.0	\$0,000	\$0,000	-	\$39,252	\$0,000	0.0
Farebox Revenue	\$2,336,505	(1,162,759)	(49.8)	\$0,000	\$0,000	-	\$2,336,505	(1,162,759)	(49.8)
Fare Reimbursement	\$46,770	\$0,000	0.0	\$0,000	\$0,000	-	\$46,770	\$0,000	0.0
Paratransit Reimbursement	\$99,907	(28,927)	(29.0)	\$0,000	\$0,000	-	\$99,907	(28,927)	(29.0)
Other Operating Revenue	\$2,174,160	\$2,086,840	-	\$0,000	\$0,000	-	\$2,174,160	\$2,086,840	-
Other Revenue	\$233,998	\$2,057,913	-	\$0,000	\$0,000	-	\$233,998	\$2,057,913	-
Capital and Other Reimbursements	\$0,000	(160,777)	(24.1)	\$666,478	(160,777)	(24.1)	\$666,478	(160,777)	(24.1)
Total Revenue	\$2,570,503	\$895,154	34.8	\$3,465,657	\$505,700	14.6	\$3,236,981	\$734,376	22.7
Expenses									
Labor:									
Payroll	\$1,744,512	(5,641)	(0.3)	\$267,530	\$199,827	25.3	\$2,012,042	\$62,062	3.1
Overtime	\$257,028	\$11,830	4.6	\$65,032	\$49,446	24.0	\$322,060	\$27,416	8.5
Total Salaries & Wages	\$2,001,540	\$6,189	0.3	\$332,562	\$249,272	25.0	\$2,334,102	\$89,478	3.8
Health and Welfare	\$492,154	\$21,238	4.3	\$13,447	\$11,290	16.0	\$505,601	\$23,396	4.6
OPEB Current Payment	\$265,138	\$86,047	32.5	\$6,255	\$5,610	10.3	\$271,393	\$86,691	31.9
Pensions	\$460,726	(61,661)	(13.4)	\$18,659	\$22,544	(20.8)	\$479,385	\$544,931	(13.7)
Other Fringe Benefits	\$253,942	(20,080)	(7.9)	\$105,716	\$78,467	25.8	\$359,658	\$352,488	2.0
Total Fringe Benefits	\$1,471,959	\$25,544	1.7	\$144,078	\$117,911	18.2	\$1,616,037	\$51,711	3.2
Contribution to GASB Fund	\$0,000	-	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Reimbursable Overhead	(139,170)	(45,429)	(32.6)	\$139,170	\$93,741	32.6	\$0,000	\$0,000	-
Labor	\$3,334,329	(13,696)	(0.4)	\$615,810	\$460,925	25.2	\$3,950,139	\$141,189	3.6
Non-Labor:									
Electric Power	\$146,235	\$33,137	22.7	\$0,127	\$0,136	(7.5)	\$146,362	\$33,128	22.6
Fuel	\$54,735	\$18,680	34.1	\$0,017	\$0,000	-	\$54,752	\$18,697	34.1
Insurance	\$35,467	(2,087)	(5.9)	\$0,000	\$0,000	-	\$35,467	(2,087)	(5.9)
Claims	\$114,571	\$0,000	0.0	\$0,000	\$0,000	-	\$114,571	\$0,000	0.0
Paratransit Service Contracts	\$241,151	\$79,835	33.1	\$0,000	\$0,000	-	\$241,151	\$79,835	33.1
Maintenance and Other Operating Contracts	\$118,627	(24,927)	(21.0)	\$20,405	\$18,012	11.7	\$139,033	(22,534)	(16.2)
Professional Service Contracts	\$86,930	\$11,001	12.7	\$4,803	\$11,648	(6.845)	\$91,733	\$4,156	4.5
Materials & Supplies	\$165,012	\$14,887	9.0	\$26,756	\$14,695	45.1	\$191,768	\$164,820	14.1
Other Business Expenses	\$43,318	\$13,551	31.3	(1,441)	\$0,283	(1.725)	\$41,876	\$11,826	28.2
Non-Labor	\$1,006,046	\$144,077	14.3	\$50,668	\$44,775	11.6	\$1,056,713	\$149,970	14.2
Other Expense Adjustments:									
Other	\$0,000	-	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Other Expense Adjustments	\$0,000	-	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Total Expenses before Depreciation and OPEB	\$4,340,374	\$130,381	3.0	\$666,478	\$505,700	24.1	\$5,006,852	\$291,158	5.8
Depreciation	\$964,031	(61,273)	(6.4)	\$0,000	\$0,000	-	\$964,031	(61,273)	(6.4)
GASB 75 OPEB Expense Adjustment	\$672,900	\$684,164	(11.264)	\$0,000	\$0,000	-	\$672,900	\$684,164	(11.264)
GASB 68 Pension Adjustment	(3,697)	(0,590)	(16.0)	\$0,000	\$0,000	-	(3,697)	(0,590)	(16.0)
Environmental Remediation	\$0,000	-	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Total Expenses	\$5,973,608	\$752,682	12.6	\$666,478	\$505,700	24.1	\$6,640,086	\$913,460	13.8
OPERATING SURPLUS/DEFICIT	(3,403,105)	\$1,647,836	48.4	\$0,000	\$0,000	-	(3,403,105)	\$1,647,836	48.4

Note: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current month's 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
JUNE 2020
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH		YEAR TO DATE		
		Favorable (Unfavorable) Variance \$	%	Favorable (Unfavorable) Variance \$	%	
Farebox Revenue	NR	(319.6)	(79.6)	(1,162.8)	(49.8)	Ridership was 55% below budget due to State limits on non-essential travel.
Other Operating Revenue	NR	594.1	-	2,057.9	-	Reflects receipt of CARES Act funding.
Payroll	NR	(1.2)	(0.4)	(5.6)	(0.3)	Primarily due to unbudgeted holiday and reimbursable project underruns hitting operating, partially offset by professional vacancies
Overtime	NR	(9.7)	(22.6)	11.8	4.6	Primarily reflects backlog of unbudgeted holiday and vacancies in addition to COVID-19 measures
Health & Welfare (including OPEB current payment)	NR	144.6	115.2	107.3	14.2	Favorable timing of backlog prescription drug rebates and vacancy savings
Pension	NR	(8.0)	(10.4)	(61.7)	(13.4)	Due primarily to budget misallocation.
Other Fringe Benefits	NR	(4.8)	(11.1)	(20.1)	(7.9)	Mainly due to a major reduction in capital project support requirements
Reimbursable Overhead	NR	(8.5)	(41.0)	(45.4)	(32.6)	Mainly due to a major reduction in capital project support requirements
Electric Power	NR	7.1	33.1	33.1	22.7	Due to lower consumption due to reduced service level and favorable rates
Fuel	NR	5.2	62.5	18.7	34.1	Due to lower consumption due to reduced service level and favorable rates
Paratransit Service Contracts	NR	23.0	55.5	79.8	33.1	Largely due to reduced trips
Maintenance and Other Operating Contracts	NR	(10.7)	(47.1)	(24.9)	(21.0)	Largely due to COVID-19 response and the unfavorable timing of auto purchases
Professional Service Contracts	NR	0.4	3.0	11.0	12.7	Due largely to the favorable timing of IT-related expenses
Materials & Supplies	NR	(4.2)	(15.2)	14.9	9.0	Reflects reduced maintenance activity due to COVID-19
Other Business	NR	2.1	28.8	13.6	31.3	Reflecting lower metrocard transaction fees due to lower ridership

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2020 Adopted
Cash Receipts and Expenditures

Jun FY20
(\$ in Millions)

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	Month			Year-To-Date			
	Adopted	Actual	Favorable	Adopted	Actual	Favorable	
			(Unfavorable) Variance			(Unfavorable) Variance	Percent
Receipts							
Farebox Revenue	\$401,506	\$75,655	(325,851)	\$2,336,505	\$1,219,796	(1,116,709)	(47.8)
Fare Reimbursement	\$28,766	\$0,000	(28,766)	\$35,079	\$0,000	(35,079)	-
Paratransit Reimbursement	\$3,481	\$0,752	(2,729)	\$105,063	\$103,994	(1,069)	(1.0)
Other Operating Revenue	\$4,552	\$607,166	\$602,614	\$27,313	\$2,117,556	\$2,090,243	-
Other Revenue	\$36,799	\$607,918	\$571,119	\$167,454	\$2,221,550	\$2,054,096	-
Capital and Other Reimbursements	\$103,671	\$74,019	(29,652)	\$666,478	\$458,536	(207,942)	(31.2)
Total Revenue	\$541,975	\$757,592	\$215,617	\$3,170,438	\$3,899,852	\$729,414	23.0
Expenditures							
Labor :							
Payroll	\$305,774	\$290,328	\$15,447	\$2,039,306	\$1,970,224	\$69,082	3.4
Overtime	\$52,411	\$58,141	(5,730)	\$322,060	\$294,644	\$27,416	8.5
Total Salaries & Wages	\$358,185	\$348,469	\$9,716	\$2,361,366	\$2,264,868	\$96,498	4.1
Health and Welfare	\$83,552	\$54,633	\$28,919	\$505,601	\$438,096	\$67,506	13.4
OPEB Current Payment	\$45,232	(56,626)	\$101,858	\$271,393	\$184,701	\$86,691	31.9
Pensions	\$79,624	\$89,245	(9,621)	\$479,385	\$538,665	(59,280)	(12.4)
Other Fringe Benefits	\$52,082	\$18,034	\$34,048	\$268,795	\$198,834	\$69,961	26.0
Total Fringe Benefits	\$260,490	\$105,286	\$155,204	\$1,525,174	\$1,360,296	\$164,878	10.8
Contribution to GASB Fund	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Reimbursable Overhead	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Labor	\$618,675	\$453,755	\$164,920	\$3,886,540	\$3,625,164	\$261,376	6.7
Non-Labor :							
Electric Power	\$24,052	\$15,904	\$8,148	\$151,823	\$121,161	\$30,662	20.2
Fuel	\$8,376	\$3,882	\$4,494	\$54,752	\$39,069	\$15,683	28.6
Insurance	\$4,476	\$8,302	(3,826)	\$45,143	\$41,874	\$3,269	7.2
Claims	\$11,989	\$5,671	\$6,318	\$71,935	\$52,608	\$19,327	26.9
Paratransit Service Contracts	\$40,979	\$16,395	\$24,584	\$240,151	\$185,788	\$54,363	22.6
Maintenance and Other Operating Contracts	\$26,124	\$31,975	(5,851)	\$136,508	\$146,290	(9,782)	(7.2)
Professional Service Contracts	\$15,219	\$17,950	(2,731)	\$87,233	\$91,841	(4,608)	(5.3)
Materials & Supplies	\$31,746	\$21,142	\$10,604	\$209,601	\$182,210	\$27,391	13.1
Other Business Expenses	\$7,561	\$3,976	\$3,585	\$41,876	\$30,530	\$11,346	27.1
Non-Labor	\$170,522	\$125,197	\$45,325	\$1,039,023	\$891,371	\$147,652	14.2
Other Expense Adjustments:							
Other	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Total Expenditures before Depreciation and OPEB	\$789,197	\$578,952	\$210,245	\$4,925,562	\$4,516,535	\$409,027	8.3
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	\$0,000	\$0,000	-
GASB 68 Pension Adjustment	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Environmental Remediation	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Total Expenditures	\$789,197	\$578,952	\$210,245	\$4,925,562	\$4,516,535	\$409,027	8.3
Net Surplus(Deficit)	(247,222)	\$178,640	\$425,862	(1,755,125)	(616,653)	\$1,138,472	64.9

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
JUNE 2020
(\$ in millions)

	MONTH		YEAR TO DATE	
	Favorable (Unfavorable) Variance	Reason for Variance	Favorable (Unfavorable) Variance	Reason for Variance
Operating Receipts or Disbursements	\$	%	\$	%
Farebox Receipts	(325.9)	(81.2)	(1,116.7)	(47.8)
Other Operating Receipts	571.1		2,054.1	
Payroll	15.4	5.1	69.1	3.4
Overtime	(5.7)	(10.9)	27.4	8.5
Health & Welfare/OPEB Current	130.8	101.5	154.2	19.8
Pension	(9.6)	(12.1)	(59.3)	(12.4)
Other Fringe Benefits	34.0	65.4	70.0	26.0
Electric Power	8.1	33.9	30.7	20.2
Fuel	4.5	53.7	15.7	28.6
Claims	6.3	52.7	19.3	26.9
Paratransit Service Contracts	24.6	60.0	54.4	22.6
Materials & Supplies	10.6	33.4	27.4	13.1
Other Business	3.6	47.4	11.3	27.1

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2020 Adopted
Cash Conversion (Cash Flow Adjustments)

7/10/2020 05:32 PM

	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable)			Variance
			Percent			Percent
Revenue						
Farebox Revenue	\$0.000	(6,218)	(6,218)	\$0.000	\$46,050	\$46,050
Fare Reimbursement	\$28,702	(7,061)	(23,766)	(88,698)	(6,770)	(P4,073)
1airatransit Reimbursement	(8P4-8)	(3,38P)	\$- 729	\$4,844	\$PP-08-	\$27,343
Other Operating Revenue	(80,008)	(3,930)	\$8,028	(60,007)	(46,601)	\$P-0P
Other Revenue	(1,841)	(23,857)	(23,016)	(66,543)	(70,360)	(3,817)
Capital and Other Reimbursements	\$0.000	\$82,606	\$82,606	\$0.000	(7,861)	(7,861)
Total Revenue	(1,841)	(18,469)	(16,628)	(66,543)	(71,475)	(4,932)
Expenses						
Labor:						
1aGoll	\$27,363	\$P8,776	\$P903	(27,261)	(20,211)	\$7,020
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Salaries & Wages	\$27,868	\$31,776	\$3,908	(27,264)	(20,244)	\$7,020
Health and Helthre	\$0.000	(8,1P38)	(8,1P38)	\$0.000	\$- 880	\$- 880
Off E, urrent faOment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
1ensions	\$0.000	(0,023)	(0,023)	\$0.000	\$6,266	\$6,266
Other Fringe EenelWs	\$7,461	\$-0,972	\$PP- 03	\$90,36P	\$84P,64-	\$62,798
Total Fringe Benefits	\$7,564	\$26,564	\$18,999	\$90,863	\$204,030	\$113,167
Contribution to BAGE Fund	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Labor	\$35,433	\$58,340	\$22,907	\$63,599	\$183,786	\$120,187
Non-Labor:						
fileStrisTocer	(2,7P8)	(8,611)	\$8,036	(4,168)	(7,926)	(2,164)
Fuel	\$0.000	(0,711)	(0,711)	\$0.000	(P,081)	(P,081)
Insurance	\$8,PPF	(8,347)	(P,890)	(9,676)	(1,200)	\$4,P46
Materials	\$7,806	\$8P- 2-	\$6,P83	\$- 2,6P6	\$68,96P	\$89,P27
1airatransit GerViSe, ontraSs	\$0.400	\$2,016	\$8,416	\$8,000	(2,172)	(24,172)
Maintenance and Other Operating, ontraSs	\$0.000	\$- 327	\$- 327	\$2,424	\$84,276	\$82,748
1roAssional GerViSe, ontraSs	\$0.000	(2,241)	(2,241)	\$- 400	(1,261)	(3,761)
Materials I Supplies	\$0.412	\$P,386	\$P,271	(87,3PP)	(87,P90)	\$01-P
Other Business f epenses	\$0.000	(0,140)	(0,140)	\$0.000	(0,130)	(0,130)
Non-Labor	\$6,750	\$17,163	\$10,413	\$17,691	\$15,373	(2,318)
Other Expense Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and OPEB	\$42,183	\$75,503	\$33,320	\$81,290	\$199,159	\$117,869
ExpenseStation	\$860,672	\$870,610	\$9,963	\$96,0P8	\$80,24,P0-	\$68,27P
BAGE 74 O1f E f epense Adjustment	\$PP6,140	\$0.000	(PP6,140)	\$672,900	(88,261)	(63,1861)
BAGE 63 1ension Adjustment	(0,6PP)	(0,01P)	\$0,490	(P,697)	(P,807)	\$0,490
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$538,671	\$246,100	(292,572)	\$1,714,524	\$1,210,091	(504,432)
Total Cash Conversion Adjustments	\$536,831	\$227,631	(309,200)	\$1,647,980	\$1,138,616	(509,364)

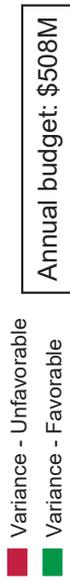
Note: Totals may not add due to rounding

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

NYCT – Non-Reimbursable Overtime Variance

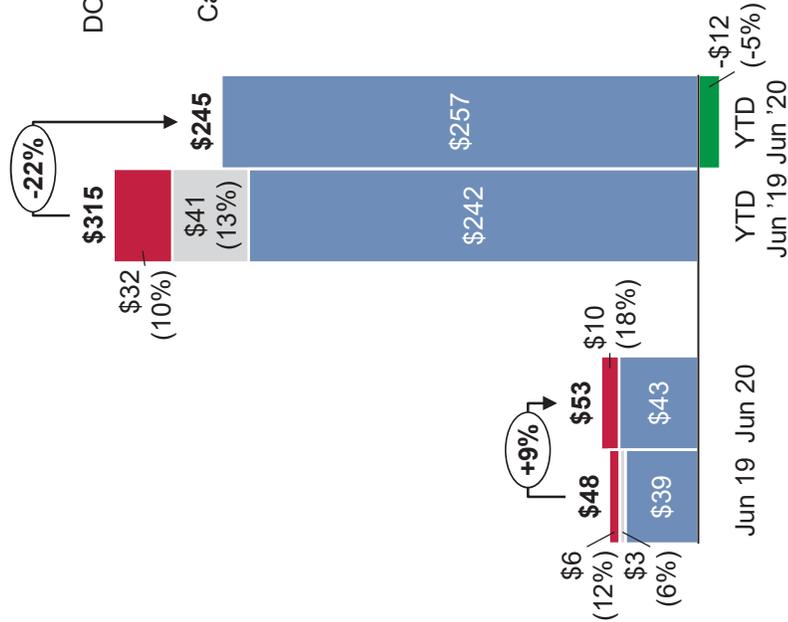
June 2020 and YTD budget vs. variance

\$M

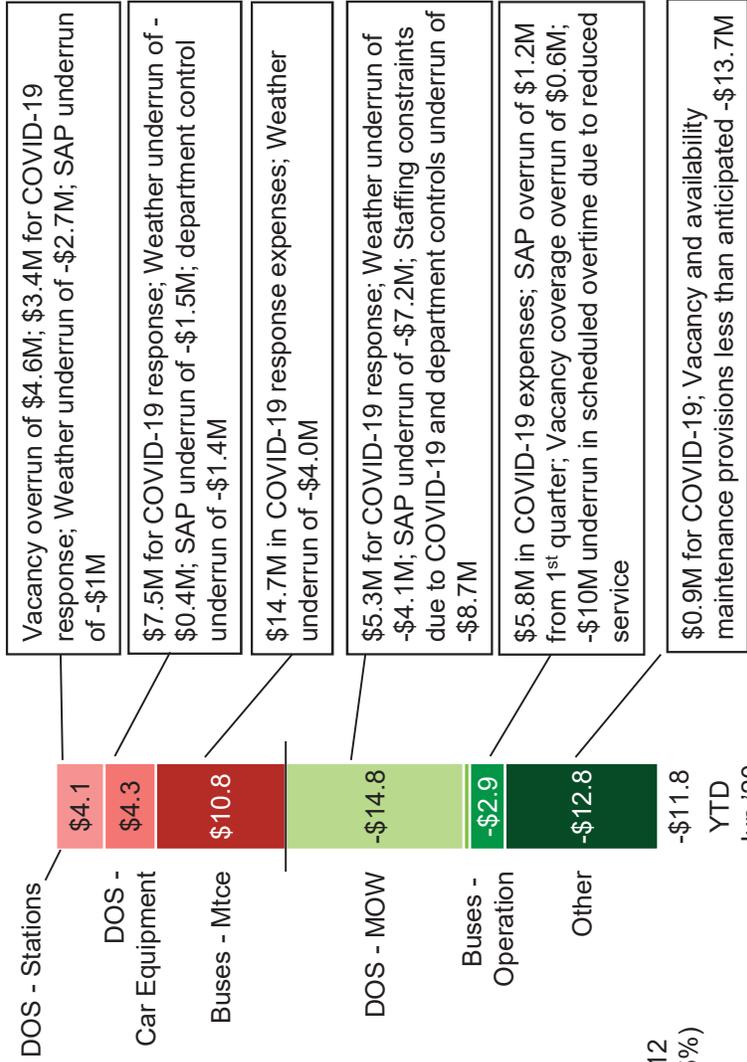


Annual budget: \$508M

- ### Overview
- Overall decrease of \$70M or 22% compared to June YTD 2019
 - 5% below 2020 YTD budget
 - Subways -\$7M underrun: \$17M for COVID-19 response; \$5M for Vacancy coverage; -\$8M weather; -\$11M SAP; -\$1M scheduled overtime; -\$9M staffing constraints/departamental controls
 - Buses \$8M overrun: \$20M for COVID-19 response; \$1M SAP from 1st quarter; -\$10M scheduled overtime; -\$4M for weather underrun; \$1M other maintenance



YTD variance by division



Source: Adopted (restated) budget. GL actuals for actual overtime spending.

NYCT – Reimbursable Overtime Variance

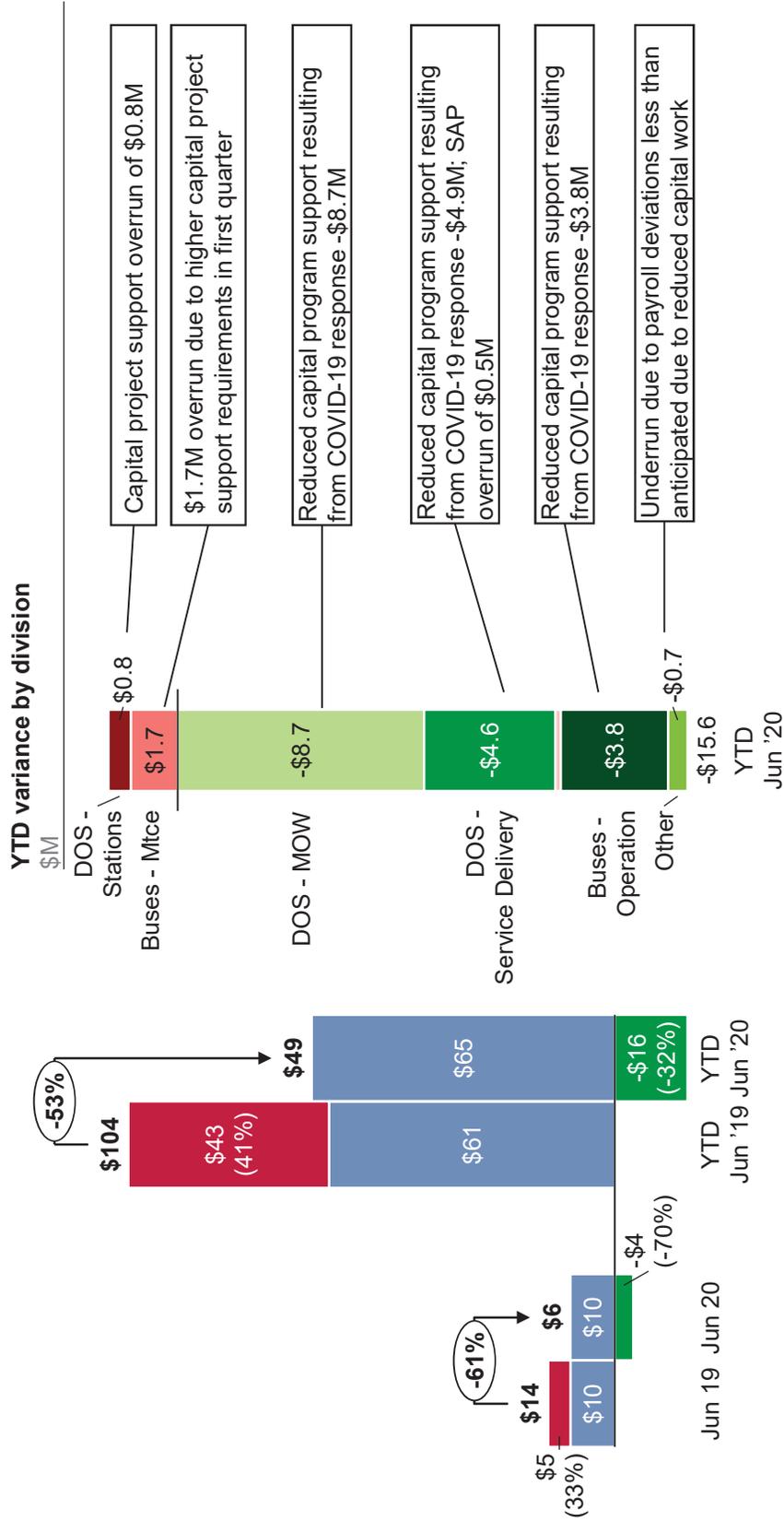
June 2020 and YTD budget vs. variance
\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual budget: \$130M

Overview

- Overall decrease of \$44M or 53% compared to June YTD 2019
- 32% below 2020 YTD budget
- Subways -\$12.8M underrun: \$3.2M for vacancies, -\$17M due to lower capital project support requirements; \$1M overrun for SAP
- Buses -\$2.1M underrun: mainly due to capital track program underrun.



Source: Adopted (restated) budget. GL actuals for actual overtime spending.

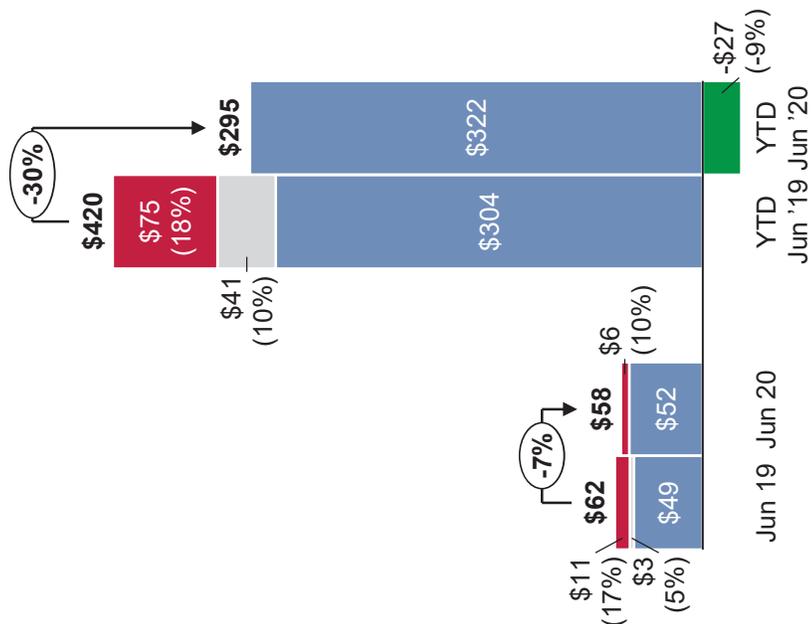
NYCT – Total Overtime Variance

June 2020 and YTD budget vs. variance

\$M



Annual budget: \$638M

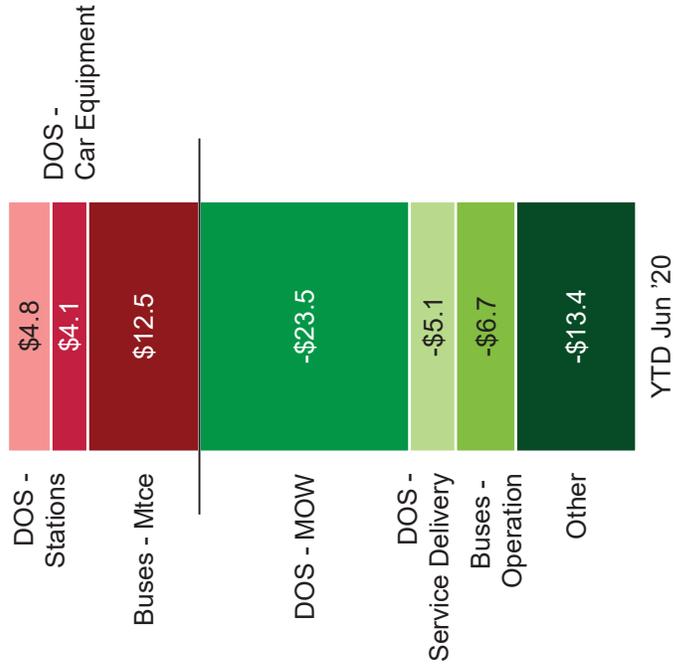


Overview

- Overall decrease of \$125M or 30% compared to June YTD 2019
- 9% below 2020 YTD budget

YTD variance by division

\$M



Source: Adopted (restated) budget. GL actuals for actual overtime spending.

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2020
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
Jun 2020

	<u>Adopted</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./(Unfav)</u>	<u>Explanation</u>
<u>Administration:</u>				
Office of the President	25	24	1	
Law	282	234	48	
Office of the EVP	13	11	2	
Human Resources	220	193	27	
Office of Management and Budget	41	32	9	
Capital Planning and Budget	37	26	11	
Strategy & Customer Experience	188	182	6	
Non-Departmental	4	0	4	
Labor Relations	84	77	7	
Office of People & Business Transformation	18	14	4	
Materiel	238	210	28	
Controller	114	102	12	
Total Administration	1,264	1,105	159	
<u>Operations:</u>				
Subways Service Delivery	8,176	7,939	237	Vacancies mainly due to Supv and Conductors
Subways Operations Support/Admin	406	418	(12)	
Subways Stations	2,656	2,461	195	Vacancies mainly due to Station Agents.
Subtotal Subways	11,238	10,818	420	
Buses	11,056	10,691	365	Vacancies mainly due to Supt and Bus Operators.
Paratransit	214	181	33	
Operations Planning	390	345	45	
Revenue Control	640	582	58	Vacancies mainly due to Mgr, PTE and Hourlies.
Non-Departmental	132	-	132	
Total Operations	23,670	22,617	1,053	
<u>Maintenance:</u>				
Subways Operations Support/Admin	123	87	36	
Subways Engineering	362	313	49	
Subways Car Equipment	5,087	4,843	244	Vacancies mainly due to Road Car Inspectors and Car Inspectors.
Subways Infrastructure	1,871	1,898	(27)	
Subways Elevators & Escalators	476	465	11	
Subways Stations	3,502	3,300	202	Vacancies mainly due to Supv, and Hourlies.
Subways Track	3,098	2,908	190	Vacancies mainly due to Supt, TEM, PDM, and Trackworkers.
Subways Power	687	651	36	
Subways Signals	1,701	1,659	42	
Subways Electronic Maintenance	1,620	1,508	112	Vacancies mainly due to PTEs, and EEMs.
Subtotal Subways	18,527	17,632	895	
Buses	3,472	3,415	57	Vacancies mainly due to Hourlies.
Supply Logistics	548	536	12	
System Safety	93	81	12	
Non-Departmental	(115)	-	(115)	
Total Maintenance	22,525	21,664	861	
<u>Engineering:</u>				
Capital Program Management	1,450	1,172	278	Vacancies mainly due to Mgrs and PTEs
Total Engineering/Capital	1,450	1,172	278	
<u>Public Safety:</u>				
Security	657	621	36	
Total Public Safety	657	621	36	
Total Positions	49,566	47,179	2,387	
Non-Reimbursable	44,259	43,680	579	
Reimbursable	5,307	3,499	1,808	
Total Full-Time	49,375	47,056	2,319	
Total Full-Time Equivalents	191	123	68	

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

FUNCTION/OCCUPATION	Adopted	Actual	Variance Fav./(Unfav)	Explanation
<u>Administration:</u>				
Managers/Supervisors	444	381	63	
Professional, Technical, Clerical	788	693	95	
Operational Hourlies	32	31	1	
Total Administration	1,264	1,105	159	
<u>Operations:</u>				
Managers/Supervisors	2,816	2,612	204	
Professional, Technical, Clerical	581	502	79	
Operational Hourlies	20,273	19,503	770	
Total Operations	23,670	22,617	1053	
<u>Maintenance:</u>				
Managers/Supervisors	3,949	3,821	128	
Professional, Technical, Clerical	1,071	857	214	
Operational Hourlies	17,505	16,986	519	
Total Maintenance	22,525	21,664	861	
<u>Engineering/Capital:</u>				
Managers/Supervisors	364	288	76	
Professional, Technical, Clerical	1,084	882	202	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,450	1,172	278	
<u>Public Safety:</u>				
Managers/Supervisors	270	247	23	
Professional, Technical, Clerical	41	32	9	
Operational Hourlies	346	342	4	
Total Public Safety	657	621	36	
<u>Total Positions:</u>				
Managers/Supervisors	7,843	7,349	494	
Professional, Technical, Clerical	3,565	2,966	599	
Operational Hourlies	38,158	36,864	1294	
Total Positions	49,566	47,179	2,387	

Preliminary June 2020 Report: Staten Island Railway

The purpose of this report is to provide the preliminary June 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:

- June 2020 Staten Island Railway ridership of 41,168 was 315,284 rides (88.5 percent) below budget. Average weekday ridership of 1,806 was 14,108 rides (88.7 percent) lower than June 2019.
- Farebox revenue of \$0.095 million was \$0.474 million (83.4 percent) below budget. The underrun was due to steep ridership declines caused by COVID-19 travel limitations.
- Other revenue exceeded budget in June by \$3.615 million (over 100.0 percent), primarily due to receipt of CARES Act funding.
- Operating expenses were under budget by \$0.173 million (3.4 percent).
 - Labor expenses were less than budget by \$0.307 million (7.5 percent).
 - Non-labor expenses in total were over budget by \$0.133 million (13.7 percent).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

June 2020

Preliminary Actual Results Compared to the Adopted Budget (budget)

June 2020 Staten Island Railway ridership of 41,168 was 315,284 rides (88.5 percent) below budget. Average weekday ridership of 1,806 was 14,108 rides (88.7 percent) lower than June 2019. Average weekday ridership for the twelve months ending June 2020 was 11,516, which is 4,417 rides (27.7 percent) lower than the twelve months ending June 2019. The underruns were due to COVID-19 travel limitations.

Farebox revenue of \$0.1 million was \$0.474 million (83.4 percent) below budget. The underrun was due to steep ridership declines caused by COVID-19 travel limitations.

Operating revenue of \$3.8 million exceeded budget by \$3.6 million (over 100.0 percent) due to CARES Act funding of \$3.8 million.

Non-reimbursable expenses in June, before depreciation, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Adjustment, were under budget by \$0.2 million (3.4 percent).

- Labor expenses were less than budget by \$0.3 million (7.5 percent). Health and welfare and OPEB current expenses together underran the budget by \$0.2 million (25.3 percent), due mostly to vacancies and favorable timing of expenses. Payroll and overtime both exceeded budget due to ongoing COVID-19 response measures and MTA observance of New York State holiday, Juneteenth, previously unbudgeted.
- Non-labor expenses in total were over budget by \$0.1 million (13.7 percent), of which Professional Services exceeded budget by \$0.3 million due to unfavorable timing of CCTV upgrade project charges. Maintenance contract expenses were favorable by \$0.2 million (82.3 percent), resulting from favorable timing of maintenance expenses due to COVID-19. Electric power also underran by \$0.1 million (29.2 percent), due to reduced rates and service usage driven by COVID-19.

Year-to-date expenses were below budget by \$3.7 million (12.1 percent), including underruns in labor expenses of \$2.6 million (10.3 percent), which were driven by several account underruns, primarily health & welfare/OPEB current expenses of \$1.2 million (23.4%) and overtime expenses of \$0.4 million (27.2 percent). Non-labor expenses were also below budget by \$1.1 million (19.5 percent), due primarily to favorable results in maintenance contract expenses of \$0.8 million (68.5 percent) and electric power expense underruns of \$0.5 million (23.7 percent).

Depreciation expenses of \$5.4 million year-to-date were below budget by \$0.6 million (9.4 percent). GASB #75 OPEB Expense Adjustment entries of \$0.1 million resulted in favorable timing variance of \$3.7 million.

The **operating cash deficit** (excluding subsidies) reported through May year-to-date was \$4.2 million, \$19.7 million (82.4 percent) favorable to budget.

MTA STATEN ISLAND RAILWAY

Jun - 2020 Adopted
 Accrual Statement of Operations By Category
 Month - Jun 2020

(\$ in Millions)

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	Nonreimbursable			Reimbursable			Total		
	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance
			Percent			Percent			Percent
Revenue									
Farebox Revenue:									
Farebox Revenue	\$0.569	\$0.095	(83.4)	\$0.000	\$0.000	-	\$0.569	\$0.095	(83.4)
Other Revenue	\$0.206	\$3.821	\$3.615	\$0.000	\$0.000	-	\$0.206	\$3.821	\$3.615
Capital and Other Reimbursements	\$0.000	\$0.000	-	\$0.589	\$0.455	(22.8)	\$0.589	\$0.455	(22.8)
Total Revenue	\$0.774	\$3.915	\$3.141	\$0.589	\$0.455	(0.135)	\$1.364	\$4.370	\$3.006
Expenses									
Labor :									
Payroll	\$2.099	\$2.151	(0.052)	\$0.329	\$0.065	\$0.264	\$2.428	\$2.216	\$0.212
Overtime	\$0.170	\$0.267	(0.097)	\$0.075	\$0.170	(0.095)	\$0.245	\$0.437	(0.192)
Total Salaries & Wages	\$2.269	\$2.418	(0.149)	\$0.404	\$0.235	\$0.169	\$2.673	\$2.653	\$0.020
Health and Welfare	\$0.615	\$0.508	\$0.107	\$0.000	\$0.000	-	\$0.615	\$0.508	\$0.107
OPEB Current Payment	\$0.227	\$0.121	\$0.106	\$0.000	\$0.000	\$0.000	\$0.227	\$0.121	\$0.106
Pensions	\$0.645	\$0.604	\$0.041	\$0.000	\$0.000	-	\$0.645	\$0.604	\$0.041
Other Fringe Benefits	\$0.393	\$0.334	\$0.059	\$0.109	\$0.000	\$0.109	\$0.502	\$0.334	\$0.167
Total Fringe Benefits	\$1.880	\$1.567	\$0.312	\$0.109	\$0.000	\$0.109	\$1.989	\$1.567	\$0.421
Contribution to GASB Fund	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Reimbursable Overhead	(0.077)	(0.220)	\$0.143	\$0.077	\$0.220	(0.143)	\$0.000	\$0.000	\$0.000
Labor	\$4.073	\$3.766	\$0.307	\$0.589	\$0.455	\$0.135	\$4.662	\$4.221	\$0.441
Non-Labor :									
Electric Power	\$0.325	\$0.231	\$0.095	\$0.000	\$0.000	-	\$0.325	\$0.231	\$0.095
Fuel	\$0.021	\$0.013	\$0.009	\$0.000	\$0.000	-	\$0.021	\$0.013	\$0.009
Insurance	\$0.100	\$0.101	(0.001)	\$0.000	\$0.000	-	\$0.100	\$0.101	(0.001)
Claims	\$0.008	\$0.080	(0.073)	\$0.000	\$0.000	-	\$0.008	\$0.080	(0.073)
Paratransit Service Contracts	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.201	\$0.036	\$0.166	\$0.000	\$0.000	-	\$0.201	\$0.036	\$0.166
Professional Service Contracts	\$0.088	\$0.435	(0.347)	\$0.000	\$0.000	-	\$0.088	\$0.435	(0.347)
Materials & Supplies	\$0.170	\$0.172	(0.002)	\$0.000	\$0.000	-	\$0.170	\$0.172	(0.002)
Other Business Expenses	\$0.061	\$0.041	\$0.020	\$0.000	\$0.000	-	\$0.061	\$0.041	\$0.020
Non-Labor	\$0.975	\$1.109	(0.133)	\$0.000	\$0.000	-	\$0.975	\$1.109	(0.133)
Other Expense Adjustments:									
Other	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Other Expense Adjustments	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$5.048	\$4.875	\$0.173	\$0.589	\$0.455	\$0.135	\$5.637	\$5.329	\$0.308
Depreciation	\$1.000	\$0.904	\$0.096	\$0.000	\$0.000	-	\$1.000	\$0.904	\$0.096
GASB 75 OPEB Expense Adjustment	\$1.875	\$0.000	\$1.875	\$0.000	\$0.000	-	\$1.875	\$0.000	\$1.875
GASB 68 Pension Adjustment	(0.025)	\$0.000	(0.025)	\$0.000	\$0.000	-	(0.025)	\$0.000	(0.025)
Environmental Remediation	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Total Expenses	\$7.898	\$5.778	\$2.120	\$0.589	\$0.455	\$0.135	\$8.487	\$6.233	\$2.254
OPERATING SURPLUS/DEFICIT	(7.124)	(1.863)	\$5.261	\$0.000	\$0.000	\$0.000	(7.124)	(1.863)	\$5.261

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 month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA STATEN ISLAND RAILWAY

Jun - 2020 Adopted
 Accrual Statement of Operations By Category
 Year-To-Date - Jun 2020
 (\$ in Millions)

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	Nonreimbursable			Var Percent			Reimbursable			Total		
	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	\$3,321	\$1,511	(1,809)	(54.5)	\$0,000	\$0,000	-	-	\$3,321	\$1,511	(1,809)	(54.5)
Other Revenue	\$1,234	\$18,043	\$16,809	-	\$0,000	\$0,000	-	-	\$3,321	\$18,043	\$16,809	-
Capital and Other Reimbursements	\$0,000	\$0,000	\$0,000	-	\$3,497	\$2,612	(0,884)	(25.3)	\$3,497	\$2,612	(0,884)	(25.3)
Total Revenue	\$4,555	\$19,554	\$15,000	-	\$3,497	\$2,612	(0,884)	(25.3)	\$8,051	\$22,166	\$14,115	-
Expenses												
Labor :												
Payroll	\$12,686	\$12,756	(0,070)	(0.5)	\$1,954	\$0,379	\$1,575	80.6	\$14,640	\$13,135	\$1,506	10.3
Overtime	\$1,306	\$0,951	\$0,355	27.2	\$0,446	\$0,853	(0,407)	(91.2)	\$1,752	\$1,804	(0,052)	(3.0)
Total Salaries & Wages	\$13,992	\$13,707	\$0,285	2.0	\$2,400	\$1,232	\$1,168	48.7	\$16,392	\$14,939	\$1,454	8.9
Health and Welfare	\$3,691	\$2,769	\$0,922	25.0	\$0,000	\$0,000	-	-	\$3,691	\$2,769	\$0,922	25.0
OPEB Current Payment	\$1,362	\$1,103	\$0,259	19.0	\$0,000	\$0,001	(0,001)	-	\$1,362	\$1,104	\$0,257	18.9
Pensions	\$3,869	\$3,624	\$0,245	6.3	\$0,000	\$0,000	-	-	\$3,869	\$3,624	\$0,245	6.3
Other Fringe Benefits	\$2,415	\$2,252	\$0,163	6.8	\$0,644	\$0,000	\$0,644	-	\$3,059	\$2,252	\$0,807	26.4
Total Fringe Benefits	\$11,336	\$9,747	\$1,589	14.0	\$0,644	\$0,001	\$0,643	-	\$11,981	\$9,748	\$2,233	18.6
Contribution to GASB Fund	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Reimbursable Overhead	(0,452)	(1,148)	\$0,696	-	\$0,452	\$1,149	(0,697)	-	\$0,000	\$0,001	(0,001)	-
Labor	\$24,876	\$22,306	\$2,571	10.3	\$3,497	\$2,383	\$1,114	31.9	\$28,373	\$24,688	\$3,685	13.0
Non-Labor :												
Electric Power	\$1,952	\$1,489	\$0,463	23.7	\$0,000	\$0,005	(0,005)	-	\$1,952	\$1,494	\$0,458	23.5
Fuel	\$0,160	\$0,126	\$0,034	21.1	\$0,000	\$0,000	-	-	\$0,160	\$0,126	\$0,034	21.1
Insurance	\$0,602	\$0,515	\$0,088	14.6	\$0,000	\$0,000	-	-	\$0,602	\$0,515	\$0,088	14.6
Claims	\$0,045	\$0,480	(0,435)	-	\$0,000	\$0,000	-	-	\$0,045	\$0,480	(0,435)	-
Paratransit Service Contracts	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Maintenance and Other Operating Contracts	\$1,167	\$0,368	\$0,800	68.5	\$0,000	\$0,000	-	-	\$1,167	\$0,368	\$0,800	68.5
Professional Service Contracts	\$0,529	\$0,658	(0,129)	(24.4)	\$0,000	\$0,009	(0,009)	-	\$0,529	\$0,667	(0,138)	(26.0)
Materials & Supplies	\$1,022	\$0,933	\$0,090	8.8	\$0,000	\$0,215	(0,215)	-	\$1,022	\$1,148	(0,126)	(12.3)
Other Business Expenses	\$0,365	\$0,138	\$0,227	62.1	\$0,000	\$0,000	-	-	\$0,365	\$0,138	\$0,227	62.1
Non-Labor	\$5,844	\$4,706	\$1,137	19.5	\$0,000	\$0,230	(0,230)	-	\$5,844	\$4,936	\$0,908	15.5
Other Expense Adjustments:												
Other	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses before Depreciation and OPEB	\$30,720	\$27,012	\$3,708	12.1	\$3,497	\$2,612	\$0,884	25.3	\$34,217	\$29,624	\$4,592	13.4
Depreciation	\$6,000	\$5,435	\$0,565	9.4	\$0,000	\$0,000	-	-	\$6,000	\$5,435	\$0,565	9.4
GASB 75 OPEB Expense Adjustment	\$3,750	\$0,119	\$3,631	96.8	\$0,000	\$0,000	-	-	\$3,750	\$0,119	\$3,631	96.8
GASB 68 Pension Adjustment	(0,050)	(0,118)	\$0,068	-	\$0,000	\$0,000	-	-	(0,050)	(0,118)	\$0,068	-
Environmental Remediation	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Total Expenses	\$40,420	\$32,449	\$7,971	19.7	\$3,497	\$2,612	\$0,884	25.3	\$43,917	\$35,061	\$8,856	20.2
OPERATING SURPLUS/DEFICIT	(35,866)	(12,895)	\$22,971	64.0	\$0,000	\$0,000	\$0,000	-	(35,866)	(12,895)	\$22,971	64.0

Note: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current month's 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 FEBRUARY 2020 RESULTS AND THE FEBRUARY FINANCIAL PLAN
 June 2020
 (\$ in millions)-Accrual Basis

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH		Reason for Variance	YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance	%		Favorable/ (Unfavorable) Variance	%	
		\$			\$		
Farebox Revenue	Non Reimb.	(0.474)	(83.4)	Ridership adversely impacted by the ongoing COVID-19 crisis	(1,809)	(54.5)	Lower ridership due to the COVID crisis
Other Revenue	Non Reimb.	3.615	-	Favorable due to CARES Act funding	16,809	-	Favorable due to CARES Act funding
Payroll	Non Reimb.	(0.052)	(2.5)	Unfavorable due to unbudgeted Juneteenth holiday and underruns in reimbursable payroll partially offset by vacancies	(0.070)	(0.5)	Unfavorable due to unbudgeted holiday and underruns in reimbursable payroll partially offset by vacancy savings
Overtime	Non Reimb.	(0.097)	(56.9)	Unfavorable due to COVID-19 station/car cleaning and backfill of vacancies	0.355	27.2	Lower adverse weather partially offset by vacancy backfill and COVID-19 response measures
Health and Welfare (including OPEB current payment)	Non Reimb.	0.213	25.3	Favorable timing of expenses and vacancies	1.181	23.4	Primarily favorable timing of expenses/credits and vacancies
Pension	Non Reimb.	0.041	6.3	Favorable timing of expenses	0.245	6.3	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.059	14.9	Favorable accrual for Workers Compensation	0.163	6.8	Favorable accrual for Workers Compensation
Reimbursable Overhead	Non Reimb.	0.143	-	Favorable overhead credits from RMB project work	0.696	-	Favorable overhead credits from RMB project work
Electric Power	Non Reimb.	0.095	29.2	Favorable due to reduced service usage due to COVID-19 and lower rates	0.463	23.7	Favorable due to reduced service usage due to COVID-19 and lower rates
Claims	Non Reimb.	(0.073)	-	Expense accruals based upon unfavorable claims activity	(0.435)	-	Expense accruals based upon unfavorable claims activity
Maintenance & Other Operating Contracts	Non Reimb.	0.166	82.3	Favorable timing of maintenance work postponed due to COVID-19	0.800	68.5	Favorable timing of maintenance work postponed due to COVID-19
Professional Service Contracts	Non Reimb.	(0.347)	-	Unfavorable timing of CCTV upgrade project charge (roll over budget)	(0.129)	(24.4)	Unfavorable timing of CCTV upgrade (roll over budget) partially offset by contract costs postponed due COVID-19
Materials and Supplies	Non Reimb.	(0.002)	(1.0)		0.090	8.8	
Payroll	Reimb.	0.264	80.3	Favorable due to vacancies and constrained project work caused by COVID-19	1.575	80.6	Favorable due to vacancies and constrained project work caused by COVID-19
Overtime	Reimb.	(0.095)	-	Unfavorable due to vacancies and timing of project work requirements budgeted on straight time but performed on OT	(0.407)	(91.2)	Unfavorable due to vacancies and timing of project work requirements budgeted on straight time but performed on OT
Materials and Supplies	Reimb.	-	-		(0.215)	-	Draw down of project materials

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

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	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable) Variance			(Unfavorable) Variance
			Percent			Percent
Receipts						
Farebox Revenue	\$0.569	\$0.047	(0.522)	\$3.321	\$1.893	(1.427)
Other Revenue	\$0.070	\$4.918	\$4.847	\$1.291	\$18.614	\$17.323
Capital and btxerV eiu 56R6eu ents	\$0.947	\$0.823	\$0.3-2	\$0.078	\$2.428	(0.180)
Total Revenue	\$1.228	\$5.685	\$4.457	\$8.109	\$23.334	\$15.225
			(91.8)			(43.0)
Expenditures						
Labor :						
Labor	\$2.078	\$2.210	(0.3h4)	\$3-.h8-	\$32.800	\$0.7h7
Benefit	\$0.209	\$0-.00	(0.090)	\$3.892	\$3.h3h	\$0.3-h
Total Salaries & Wages	\$2.342	\$2.564	(0.222)	\$15.425	\$14.320	\$1.105
			(9.5)			7.2
Pealtx and y eliaRe	\$0.h39	\$0.408	(0.2-2)	\$-.h73	\$-.00	\$0.73
Benefit	\$0.228	\$0.072	\$0.3-9	\$3-.h2	\$0.994	\$0.40-
Total Fringe Benefits	\$1.814	\$1.829	(0.015)	\$11.008	\$8.991	\$2.017
			(0.9)			18.3
Benefit	\$0.000	\$0.000	G	\$0.000	\$0.000	G
Benefit	\$0.000	\$0.000	G	\$0.000	\$0.000	G
Labor	\$4.156	\$4.393	(0.237)	\$26.432	\$23.311	\$3.122
			(5.7)			11.8
Non-Labor :						
Non-Labor	\$0-.29	\$0.379	\$0.3-0	\$3.792	\$3.h2h	\$0-.2h
Benefit	\$0.023	\$0.004	\$0.03-h3.4	\$0.3h0	\$0.394	\$0.002
Benefit	\$0.300	\$0.007	\$0.073	\$0.h02	\$0-.---	\$0.2h7
Benefit	(0.0-0)	\$0.000	(0.0-0)	(0.209)	\$0.000	(0.209)
Benefit	\$0.000	\$0.000	G	\$0.000	\$0.000	G
Benefit	\$0.203	\$0.024	\$0.38-4h.0	\$3.3h8	\$0.2h8	\$0.703
Benefit	\$0.044	\$0.02h	\$0.0h2	\$0.927	\$0.237	\$0-.33
Benefit	\$0.380	\$0.300	\$0.083	\$3.022	\$3.980	(0.992)
Benefit	\$0.0h3	\$0.033	\$0.090	\$0-.h9	\$0.090	\$0-.33
Non-Labor	\$0.934	\$0.377	\$0.557	\$5.594	\$4.231	\$1.363
			59.6			24.4
Other Expense Adjustments:						
Benefit	\$0.000	\$0.000	G	\$0.000	\$0.000	G
Other Expense Adjustments	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Total Expenditures before Depreciation and OPEB	\$5.090	\$4.770	\$0.320	\$32.026	\$27.542	\$4.485
			6.3			14.0
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Benefit	\$0.000	\$0.000	G	\$0.000	\$0.000	G
Benefit	\$0.000	\$0.000	G	\$0.000	\$0.000	G
Benefit	\$0.000	\$0.000	G	\$0.000	\$0.000	G
Total Expenditures	\$5.090	\$4.770	\$0.320	\$32.026	\$27.542	\$4.485
			6.3			14.0
Net Surplus/(Deficit)	(3.862)	\$0.915	\$4.777	(23.918)	(4.207)	\$19.710
			-			82.4

Note: Totals u aCnot add d6e to R6ndline

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2020 Adopted
Cash Conversion (Cash Flow Adjustments)

Jun FY20
(\$ in Millions)

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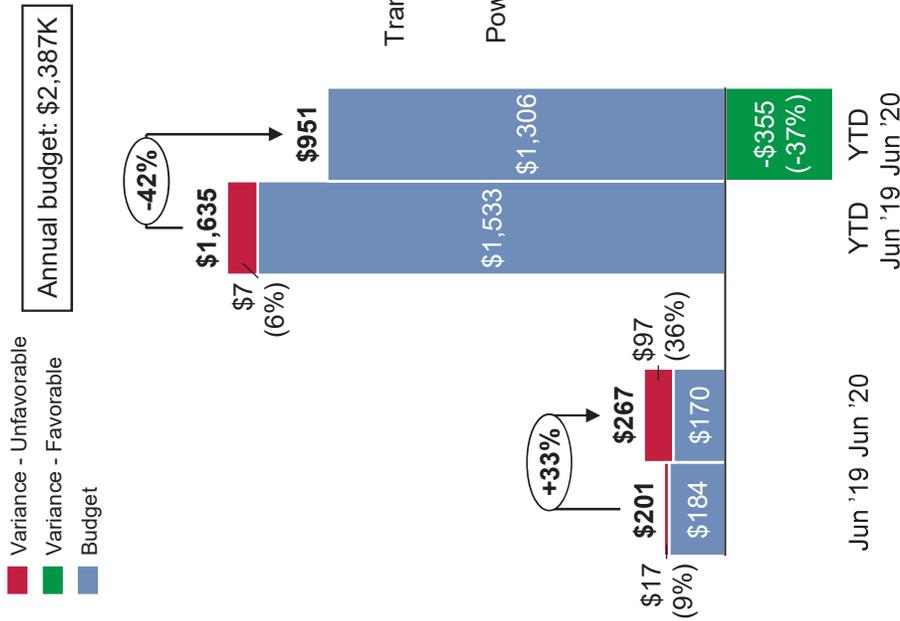
	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable)			Variance
			Percent			Percent
Revenue						
Farebox Revenue	\$0.000	(0.048)	(0.048)	\$0.000	\$0.382	\$0.382
Other Revenue	(0.135)	\$1.097	\$1.232	\$0.057	\$0.571	\$0.514
Capital and b xer v eiu 56Reu ents	\$0.000	\$0.299	\$0.299	\$0.000	\$0.278	\$0.278
Total Revenue	(0.135)	\$1.315	\$1.451	\$0.057	\$1.168	\$1.110
Expenses						
Labor :						
3a-Roll	\$0.007	(0.0h1)	(0.0C1)	\$0.19m	\$0.h07	(0.809)
b Periu e	\$0.000	\$0.70m	\$0.70m	\$0.000	\$0.7mm	\$0.7mm
Total Salaries & Wages	\$0.331	\$0.089	(0.242)	-	\$0.619	(0.348)
vealtx and HeilvRE	\$0.000	(0.001)	(0.001)	\$0.000	(0.807)	(0.807)
b 3f E r 6REnt 3a-u ent	\$0.000	\$0.021	\$0.021	\$0.000	\$0.8h9	\$0.8h9
3ensions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
b xerREntBe EeentvS	\$0.708	\$0.0hm	(0.72C)	\$0.100	\$0.0h0	(0.200)
Total Fringe Benefits	\$0.175	(0.262)	(0.437)	\$0.973	\$0.757	(0.216)
r ontREStion to g AGE F6nd	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
v eiu 56Rea5le b PeRhead	\$0.000	\$0.000	\$0.000	\$0.000	\$0.007	\$0.007
Labor	\$0.506	(0.173)	(0.678)	\$1.941	\$1.378	(0.563)
Non-Labor :						
f leSRE 3oc eR	\$0.000	\$0.009	\$0.009	\$0.000	(0.702)	(0.702)
F6el	\$0.000	\$0.008	\$0.008	\$0.000	(0.007)	(0.007)
ms6REntSe	\$0.000	\$0.012	\$0.012	\$0.000	\$0.7m7	\$0.7m7
r lai u s	\$0.0h2	\$0.0m0	\$0.00m	\$0.280	\$0.0hm0	\$0.200
3aREntSis CeRRE r ontRESt	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
MaintenanSe and b xerRb perREntinBr ontRESt	\$0.000	\$0.00m	\$0.00m	\$0.000	\$0.707	\$0.707
3REntSionl CeRRE r ontRESt	\$0.000	\$0.0h70	\$0.0h70	\$0.000	\$0.0h1	\$0.0h1
Matereis l G6pplies	\$0.000	\$0.002	\$0.002	\$0.000	(0.h29)	(0.h29)
b xerREGisines f 6penses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.00m	\$0.00m
Non-Labor	\$0.042	\$0.732	\$0.690	\$0.250	\$0.705	\$0.455
Other Expense Adjustments:						
b xerR	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and OPEB	\$0.547	\$0.559	\$0.012	\$2.191	\$2.083	(0.108)
DepREStation	\$7.000	\$0.10h	(0.019)	\$9.000	\$8.h08	(0.898)
g AGE C8 b 3f E f 6pense Adj6stuent	\$7.m08	\$0.000	(7.m08)	\$0.080	\$0.771	(0.907)
g AGE 9m3ension Adj6stuent	(0.028)	\$0.000	\$0.028	(0.080)	(0.77m)	(0.09m)
g nRR6nu ental v eiu ediation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$3.397	\$1.463	(1.935)	\$11.891	\$7.520	(4.371)
Total Cash Conversion Adjustments	\$3.262	\$2.778	(0.484)	\$11.948	\$8.687	(3.261)

Note: Totals u a- not add d6e to R6ndinB

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 months' YTD results.

SIRTOA – Non-Reimbursable Overtime Variance

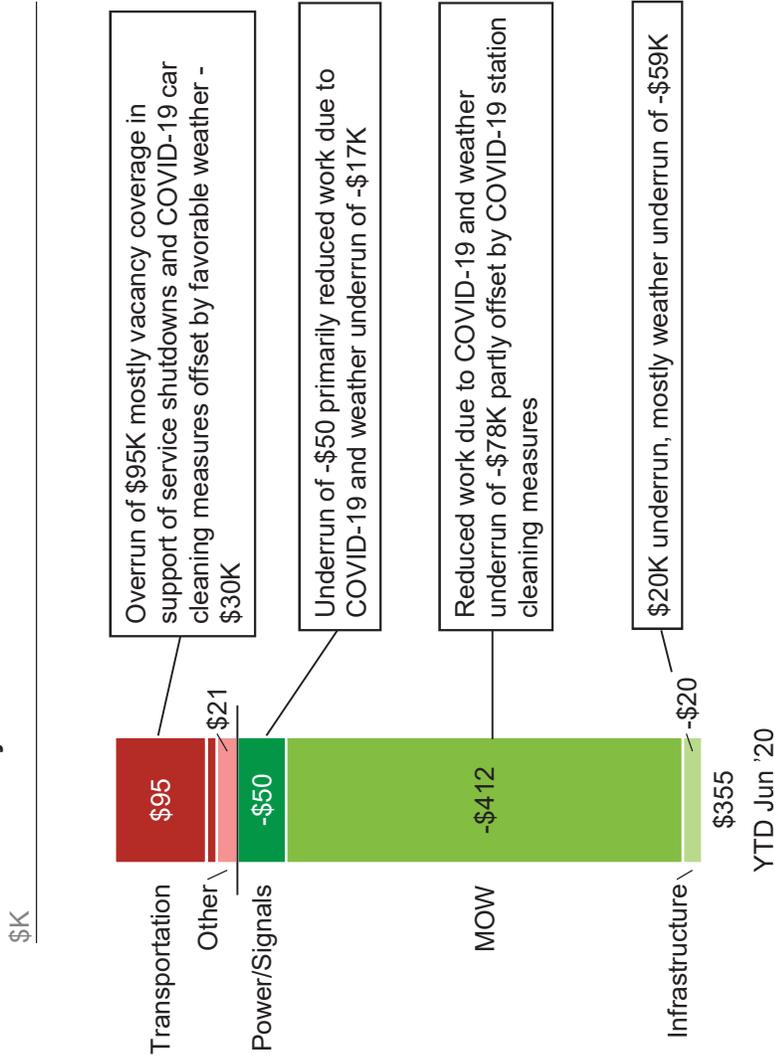
June 2020 and YTD budget vs. variance



Overview

- Overall decrease of \$684K or 42% compared to June YTD 2019
- 27% below 2020 YTD budget due primarily to favorable weather -\$236K
- Maintenance -\$471K underrun: -\$205K weather underrun; work reduction due to COVID-19 partly offset by COVID-19 cleaning; vacancy coverage \$66K
- Service \$95K overrun: \$125K overrun due to COVID-19 cleaning and timing of project shutdown support and vacancy coverage; -\$30K weather underrun

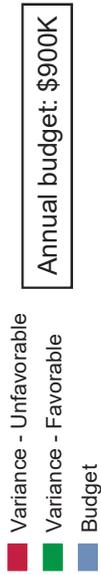
YTD variance by division



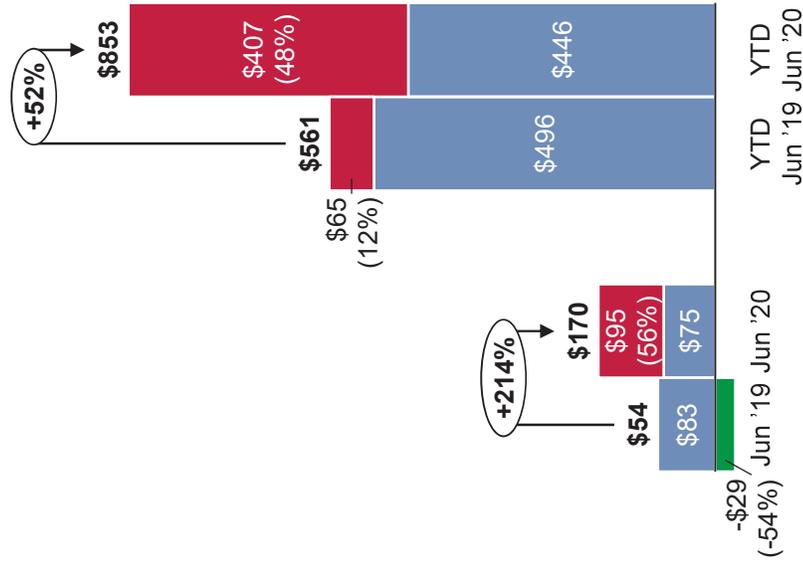
Source: Adopted (restated) budget. GL actuals for actual overtime spending.

SIRTOA – Reimbursable Overtime Variance

June 2020 and YTD budget vs. variance
\$K



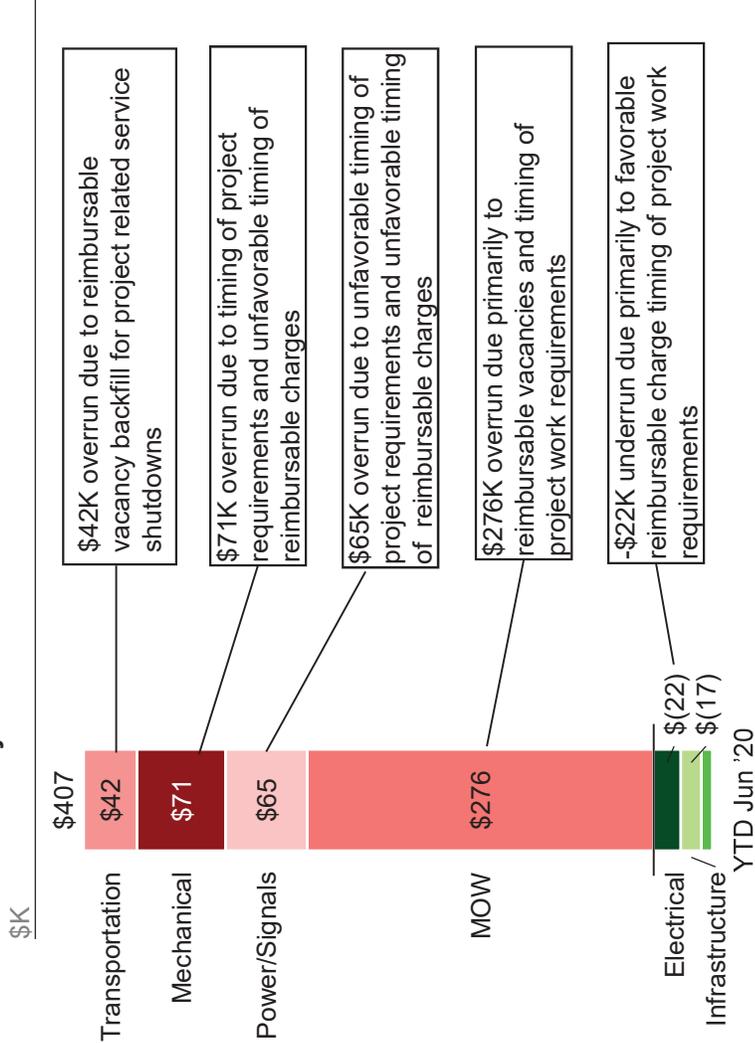
Annual budget: \$900K



Overview

- Overall increase of \$407K or 52% compared to June YTD 2019
- 91% above 2020 YTD budget due largely to reimbursable vacancies.
- Maintenance \$373K overrun: due primarily to reimbursable vacancy backfill for project work requirements
- Service \$42K overrun: due primarily to reimbursable vacancy backfill for project related service shut-downs

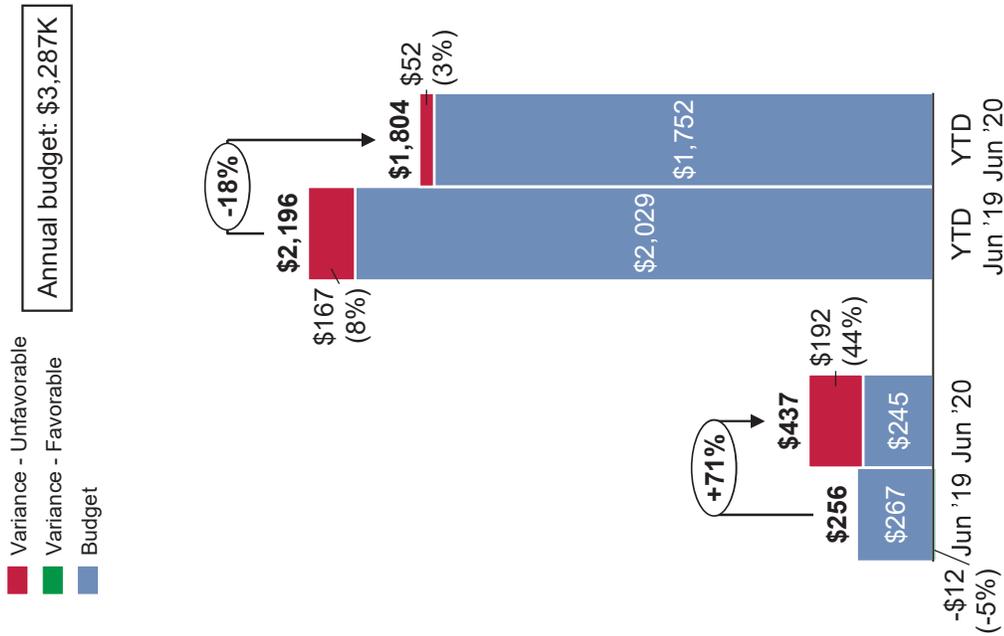
YTD variance by division



Source: Adopted (restated) budget. GL actuals for actual overtime spending.

SIRTOA – Total Overtime Variance

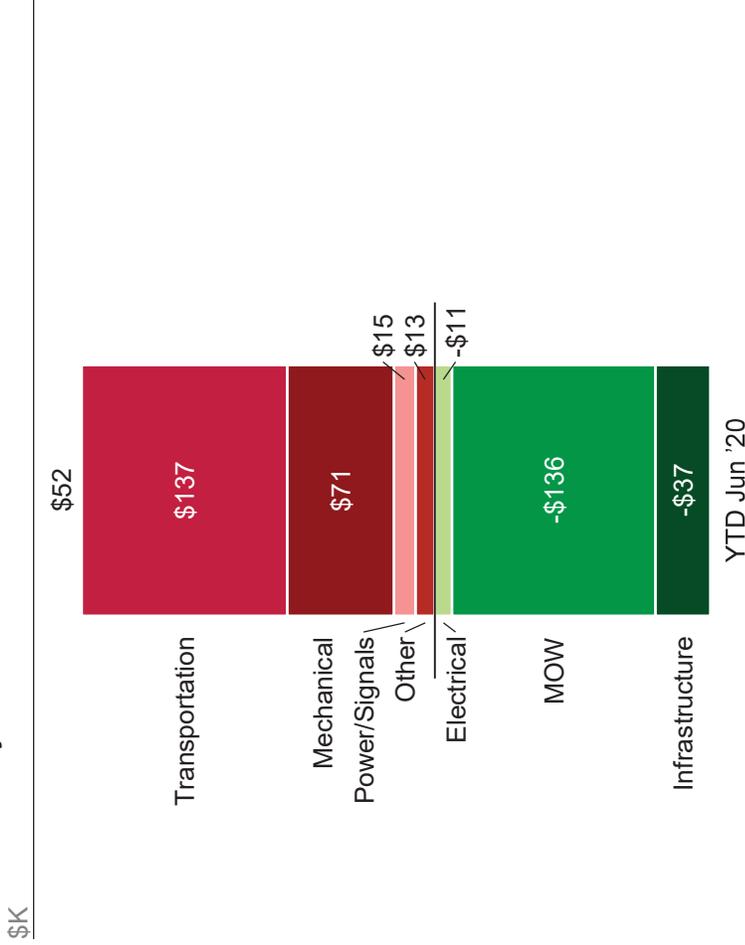
June 2020 and YTD budget vs. variance
\$K



Overview

- Overall decrease of \$392K or 18% compared to June YTD 2019
- 3% above 2020 YTD budget
- Service \$137K YTD overrun: projects requiring vacancy backfill and COVID-19 car cleaning partly offset by reduced service and -\$30K weather underrun
- Maintenance -\$98K underrun: -\$205K weather underrun partly offset by COVID-19 measures such as station cleaning

YTD variance by division



Source: Adopted (restated) budget. GL actuals for actual overtime spending.

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

<u>Function/Departments</u>	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Executive	13	7	6	
General Office	9	9	0	
Purchasing/Stores	6	4	2	
Total Administration	28	20	8	
Operations				
Transportation	131	116	15	
Total Operations	131	116	15	
Maintenance				
Mechanical	53	52	1	
Electronics/Electrical	15	19	(4)	
Power/Signals	32	28	4	
Maintenance of Way	83	76	7	
Infrastructure	26	27	(1)	
Total Maintenance	209	202	7	
Engineering/Capital				
Capital Project Support	16	9	7	
Total Engineering Capital	16	9	7	
Total Positions	384	347	37	
Non-Reimbursable	334	307	27	
Reimbursable	50	40	10	
Total Full-Time	384	347	37	
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
 June 2020

	<u>Budget</u>	<u>Actual</u>	Favorable (Unfavorable) <u>Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	10	6	
Professional, Technical, Clerical Operational Hourlies	12 0	10 0	2 0	
Total Administration	28	20	8	
Operations				
Managers/Supervisors	11	7	4	
Professional, Technical, Clerical Operational Hourlies	3 117	1 108	2 9	
Total Operations	131	116	15	
Maintenance				
Managers/Supervisors	17	25	(8)	
Professional, Technical, Clerical Operational Hourlies	6 186	7 170	(1) 16	
Total Maintenance	209	202	7	
Engineering/Capital				
Managers/Supervisors	3	3	0	
Professional, Technical, Clerical Operational Hourlies	4 9	0 6	4 3	
Total Engineering/Capital	16	9	7	
Total Positions				
Managers/Supervisors	47	45	2	
Professional, Technical, Clerical Operational Hourlies	25 312	18 284	7 28	
Total Positions	384	347	37	

Preliminary June 2020 Report: Bus Company

The purpose of this report is to provide the preliminary June 2020 financial results on an accrual basis. The accrual basis is presented on a non-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:

June 2020 Bus Company ridership of 0.2 million was 9.9 million (98.0 percent) below Budget.

- Farebox revenue of \$0.9 million was \$18.2 million (95.3 percent) below Budget.
- Operating expenses of \$73.2 million were \$12.1 million (14.2 percent) below Budget.
 - Labor expenses exceeded the Budget by \$4.8 million (9.8 percent), including overrun in Payroll expenses of \$1.8 million (7.4 percent). Overtime expenses were higher than Budget by \$1.4 million (27.3 percent). Health and Welfare expenses were higher than Budget by \$1.3 (19.3 percent).
 - Non-labor expenses were lower than Budget by \$4.4 million (22.1 percent), Professional Service Contracts were lower than Budget by \$1.9 million (49.3 percent), Materials and Supplies expenses were favorable by \$1.3 million (30.6 percent), and Fuel expenses were lower than Budget by \$1.3 million (56.7 percent). Claims expenses were slightly higher than Budget by \$0.8 million (14.6 percent).

MTA BUS FINANCIAL AND RIDERSHIP REPORT
June 2020

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (Budget)

Operating Revenue was \$64.7 million in June, \$43.8 million greater than the Budget, caused primarily by the CARES Act Reimbursement. Farebox Revenue underrun of \$18.2 million (95.3 percent), resulting from lower ridership and service reduction due to the COVID-19 pandemic and the Governor's stay-at-home mandate for nonessential workers.

Total MTA Bus ridership was 0.2 million in June 2020, 9.9 million riders (98.0 percent) below Budget due to the COVID-19 pandemic and the Governor's stay-at-home mandate for nonessential workers. June 2020 average weekday ridership decrease by 0.01 million (97.9 percent) from June 2019. Average weekday ridership for the twelve months ending June 2020 decreased by 0.28 million (29.3 percent) from the twelve months ending June 2019. Only a small portion of the bus ridership was counted, as the local buses did not register bus riders due to the rear-door-only boarding and free-from-charge policy.

Non-reimbursable expenses, before Depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$69.1 million in June, \$0.4 million (0.6 percent) favorable to Budget.

- Labor expenses exceeded the Budget by \$4.8 million (9.8 percent), including overrun in Payroll expenses of \$1.8 million (7.4 percent), primarily due to the timing of a prior period interagency payment and lower attrition. Overtime expenses were higher than Budget by \$1.4 million (27.3 percent), primarily due to higher programmatic maintenance due to COVID-19 bus disinfections, safety procedures, vacancy/absentee coverage requirements partially offset by COVID-19 service reductions. Health and Welfare expenses were higher than Budget by \$1.3 (19.3 percent), mainly due to high prescription coverage and medical hospitalization expenses.
- Non-labor expenses were lower than Budget by \$4.4 million (22.1 percent). Professional Service Contracts were lower than Budget by \$1.9 million (49.3 percent), due to timing of interagency billing and Bus Technology. Materials and Supplies expenses were favorable by \$1.3 million (30.6 percent), due to lower general maintenance material resulting from COVID-19 service reductions and the timing of radio equipment expenses, and Fuel expenses were lower than Budget by \$1.3 million (56.7 percent), mainly due to lower usage due to service reductions and lower rates. Claims expenses were slightly higher than Budget by \$0.8 million (14.6 percent), primarily due to higher claims payout.

Depreciation expenses of \$3.9 million were favorable to Budget by \$0.6 million (13.5 percent). No expenses nor credits were recorded in June regarding GASB 68 Pension Adjustment, and GASB 75 OPEB Expense adjustment.

The **operating cash surplus** (excluding subsidies) was \$3.1 million, \$43.5 million favorable to the Budget, primarily due to the CARES Act Reimbursement

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

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Adopted Budget	Actual	Percent	Adopted Budget	Actual	Percent	Adopted Budget	Actual	Percent
Revenue									
Farebox Revenue	\$19,132	\$0,901	(95.3)	\$0,000	\$0,000	-	\$19,132	\$0,901	(95.3)
Other Operating Income	1,690	\$63,754	*	-	-	-	1,690	63,754	*
Capital and Other Reimbursements	-	-	-	0,461	0,481	4.3	0,461	0,481	4.3
Total Revenue	\$20,822	\$64,655	*	\$0,461	\$0,481	\$0,020	\$21,283	\$65,136	*
Expenses									
Labor:									
Payroll	\$24,047	\$25,828	(7.4)	\$0,188	\$0,300	(59.3)	\$24,235	\$26,128	(7.8)
Overtime	5,252	6,688	(27.3)	-	-	-	5,252	6,688	(27.3)
Health and Welfare	6,578	7,846	(19.3)	0,105	-	100.0	6,683	7,846	(17.4)
OPEB Current Payment	2,082	3,072	(47.6)	-	-	-	2,082	3,072	(47.6)
Pensions	5,116	5,171	(1.1)	-	-	-	5,116	5,171	(1.1)
Other Fringe Benefits	5,954	5,317	10.7	-	-	-	5,954	5,317	10.7
GASB Account	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0,075)	(0,181)	*	0,075	0,181	(106)	-	-	-
Total Labor Expenses	\$48,954	\$53,741	(9.8)	\$0,368	\$0,481	(30.7)	\$49,322	\$54,222	(9.9)
Non-Labor:									
Electric Power	\$0,153	\$0,116	24.4	\$0,000	\$0,000	-	\$0,153	\$0,116	25.1
Fuel	2,236	0,968	56.7	-	-	-	2,236	0,968	56.7
Insurance	0,611	0,403	34.0	-	-	-	0,611	0,403	33.8
Claims	5,235	6,000	(14.6)	-	-	-	5,235	6,000	(14.6)
Maintenance and Other Operating Contracts	2,979	2,793	6.2	0,020	-	100.0	3,000	2,793	6.9
Professional Service Contracts	3,833	1,944	49.3	-	-	-	3,833	1,944	49.3
Materials & Supplies	4,274	2,968	30.6	-	-	100.0	4,348	2,968	31.7
Other Business Expense	0,379	0,160	57.7	-	-	-	0,379	0,160	57.7
Total Non-Labor Expenses	\$19,701	\$15,351	22.1	\$0,093	\$0,000	\$0,093	\$19,795	\$15,351	22.4
Total Expenses before Non-Cash Liability Adjs.	\$68,656	\$69,092	(0.6)	\$0,461	\$0,481	(4.3)	\$69,117	\$69,573	(0.7)
Depreciation	\$4,513	\$3,905	13.5	\$0,000	\$0,000	-	\$4,513	\$3,905	13.5
GASB 75 OPEB Expense Adjustment	\$8,318	\$0,000	100.0	\$0,000	\$0,000	-	\$8,318	\$0,000	100.0
GASB 68 Pension Adjustment	3,829	-	100.0	-	-	-	3,829	-	100.0
Environmental Remediation	-	0,179	(0.179)	-	-	-	-	0,179	-
Total Expenses	\$85,316	\$73,176	14.2	\$0,461	\$0,481	(4.3)	\$85,777	\$73,657	14.1
Net Surplus/(Deficit)	(\$64,495)	(\$8,521)	86.8	\$0,000	\$0,000	(\$0,000)	(\$64,494)	(\$8,521)	86.8

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
June 2020 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget		Favorable (Unfavorable)		Adopted Budget		Favorable (Unfavorable)		Adopted Budget		Favorable (Unfavorable)	
	Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent	
Revenue												
Farebox Revenue	\$112.803	(\$62.351)	(55.3)		\$0.000	\$0.000			\$112.803	\$62.351	(55.3)	
Other Operating Income	10.107	240.886	*		-	-			10.107	240.886	*	
Capital and Other Reimbursements	-	-	-		2.759	(0.160)	(5.8)		2.759	2.599	(0.161)	(5.8)
Total Revenue	\$122.910	\$301.445	\$178.535	*	\$2.759	(\$0.160)	(5.8)		\$125.668	\$304.044	\$178.376	*
Expenses												
Labor:												
Payroll	\$144.798	\$153.457	(8.659)	(6.0)	\$1.126	\$1.630	(\$0.503)	(44.6)	\$145.926	\$155.086	(\$9.161)	(6.3)
Overtime	32.703	35.366	(2.662)	(8.1)	(0.009)	0.009			32.703	35.366	(2.653)	(8.1)
Health and Welfare	39.337	42.752	(3.416)	(8.7)	0.629	0.629			39.965	42.752	(2.787)	(7.0)
OPEB Current Payment	12.448	14.963	(2.516)	(20.2)	-	-			12.448	14.963	(2.516)	(20.2)
Pensions	30.596	30.074	0.522	1.7	-	-			30.596	30.074	0.522	1.7
Other Fringe Benefits	35.606	32.974	2.632	7.4	(0.007)	0.007			35.606	32.967	2.639	7.4
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.446)	(0.683)	0.237	53.3	0.446	0.985	(0.539)	*	-	0.303	(0.302)	-
Total Labor Expenses	\$295.042	\$308.904	(\$13.862)	(4.7)	\$2.201	\$2.599	(\$0.398)	(18.1)	\$297.243	\$311.503	(\$14.260)	(4.8)
Non-Labor:												
Electric Power	\$0.918	\$0.628	\$0.290	31.6	\$0.000	\$0.000			\$0.918	\$0.628	\$0.290	31.6
Fuel	13.372	7.489	5.882	44.0	-	-			13.372	7.489	5.882	44.0
Insurance	3.651	2.243	1.408	38.6	-	-			3.651	2.243	1.408	38.6
Claims	31.308	36.000	(4.692)	(15.0)	-	-			31.308	36.000	(4.692)	(15.0)
Maintenance and Other Operating C	17.817	12.957	4.860	27.3	0.120	0.120	100.0		17.937	12.957	4.980	27.8
Professional Service Contracts	22.923	13.032	9.891	43.1	-	-			22.923	13.032	9.891	43.1
Materials & Supplies	25.561	17.606	7.955	31.1	0.438	0.438	100.0		25.999	17.606	8.393	32.3
Other Business Expense	2.264	1.220	1.044	46.1	-	-			2.264	1.220	1.044	46.1
Total Non-Labor Expenses	\$117.814	\$91.175	\$26.639	22.6	\$0.558	\$0.000	\$0.558	100.0	\$118.372	\$91.175	\$27.197	23.0
Total Expenses before Non-Cash	\$412.857	\$400.079	\$12.778	3.1	\$2.759	\$2.599	\$0.161	5.8	\$415.614	\$402.678	\$12.937	3.1
Depreciation	\$26.990	23.450	\$3.540	13.1	\$0.000	\$0.000			\$26.990	\$23.450	\$3.540	13.1
GASB 75 OPEB Expense Adjustme	\$49.742	\$0.000	\$49.742	100.0	\$0.000	\$0.000			49.742	-	49.742	100.0
GASB 68 Pension Adjustment	22.897	-	22.897	100.0	-	-			22.897	-	22.897	100.0
Environmental Remediation	-	0.179	(0.179)	-	-	-			-	0.179	(0.179)	-
Total Expenses	\$512.486	\$423.709	\$88.777	17.3	\$2.759	\$2.599	\$0.160	5.8	\$515.244	\$426.307	\$88.937	17.3
Net Surplus/(Deficit)	(\$389.576)	(\$122.263)	\$267.312	68.6	\$0.000	\$0.000	(\$0.000)	-	(\$389.576)	(\$122.263)	\$267.312	68.6

NOTE: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current month's 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	June 2020		Year-To-Date		
		Favorable (Unfavorable) Variance \$	%	Favorable (Unfavorable) Variance \$	%	
Farebox Revenue	NR	\$ (18,231)	(95.3)	\$ (62,351)	(55.3)	Lower ridership and service reduction due to COVID-19
Other Operating Revenue	NR	\$ 62,064	*	\$ 240,868	*	CARES Act reimbursement partially offset by lower Student and Senior fare reimbursement due to COVID-19 and less advertising revenue
Capital and Other Reimbursements	R	\$ 0,020	*	\$ (0,160)	(5.8)	Timing of expense and vacancies
Total Revenue Variance		\$ 43,853		\$ 178,376		
Payroll	NR	\$ (1,781)	(7.4)	\$ (8,659)	(6.0)	Primarily due to the timing of prior period interagency payments, retro payments and lower attrition.
Overtime	NR	\$ (1,436)	(27.3)	\$ (2,662)	(8.1)	Higher programmatic maintenance due to COVID-19 bus disinfections, safety procedures, as well as vacancy/absentee coverage requirements partially offset by COVID-19 service reductions.
Health and Welfare (including OPFB)	NR	\$ (2,259)	(26.1)	\$ (5,932)	(11.5)	High prescription coverage and medical hospitalization expenses
Pension	NR	\$ (0,055)	(1.1)	\$ 0,522	1.7	Timing of expenses
Other Fringe Benefits	NR	\$ 0,637	10.7	\$ 2,632	7.4	Timing of interagency billing
Reimbursable Overhead	NR	\$ 0,107	*	\$ 0,237	53.3	Timing of expense
Electric Power	NR	\$ 0,037	24.4	\$ 0,290	25.1	Timing of expense
Fuel	NR	\$ 1,288	56.7	\$ 5,982	44.0	Lower usage due to COVID-19 service reduction and lower rates
Insurance	NR	\$ 0,208	34.0	\$ 1,408	38.6	Timing of expenses
Claims	NR	\$ (0,765)	(14.6)	\$ (4,692)	(15.0)	Higher expenses
Maintenance and Other Operating Contracts	NR	\$ 0,185	6.2	\$ 4,860	27.3	Mainly the timing of facility maintenance, security and Bus Technology expenses
Professional Service Contracts	NR	\$ 1,889	49.3	\$ 9,891	43.1	Timing of interagency billing and Bus Technology
Materials & Supplies	NR	\$ 1,306	30.6	\$ 7,965	31.1	Lower general maintenance material due to COVID-19 service reduction and the timing of radio equipment expenses.
Other Business Expense	NR	\$ 0,219	57.7	\$ 1,044	46.1	Timing of Automatic Fare Collection (AFC) fees, mobility tax and other Misc. expenses
Depreciation	NR	\$ 0,609	13.5	\$ 3,540	13.1	Timing of asset replacement
Other Post Employment Benefits	NR	\$ 8,318	100.0	\$ 49,742	100.0	(a)
GASB 68 Pension Adjustment	NR	\$ 3,829	100.0	\$ 22,897	100.0	(a)
Environmental Remediation	NR	\$ (0,179)	-	\$ (0,179)	-	Non cash item
Payroll	R	\$ (0,112)	(59.3)	\$ (0,503)	(44.6)	(a)
Overtime	R	\$ -	*	\$ 0,009	*	(a)
Health and Welfare	R	\$ 0,105	100.0	\$ 0,629	100.0	(a)
Pension	R	\$ -	-	\$ -	-	Timing of charges
Other Fringe Benefits	R	\$ -	*	\$ 0,007	*	(a)
Reimbursable Overhead	R	\$ (0,106)	*	\$ (0,539)	*	(a)
Professional Service Contracts	R	\$ 0,020	*	\$ 0,120	*	(a)
Maintenance and Other Operating Contracts	R	\$ 0,073	*	\$ 0,436	*	(a)
Materials & Supplies	R	\$ 12,119	14.1	\$ 88,936	17.3	Timing of charges
Total Expense Variance		\$ 55,972		\$ 267,312		
Net Variance						\$ 68.6

(a) - Variance less than 5%

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

(\$ in millions)

	June 2020			Year-To-Date		
	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent
Receipts						
Farebox Revenue	\$19,132	\$ 1,021	(\$18,111) (94.7)	\$112,803	\$ 54,947	(\$57,856) (51.3)
Other Operating Revenue	1,690	65,328	63,638 *	10,107	253,844	243,737 *
Capital and Other Reimbursements	0,908	0,973	0,065 7.1	5,429	2,665	(2,764) (50.9)
Total Receipts	\$21,730	\$67,322	\$45,592 *	\$128,338	\$311,456	\$183,118 *
Expenditures						
Labor:						
Payroll	\$21,728	\$22,061	(\$0,333) (1.5)	\$141,232	\$149,838	(\$8,606) (6.1)
Overtime	5,252	6,688	(1,436) (27.3)	32,703	35,358	(2,655) (8.1)
Health and Welfare	6,683	8,742	(2,059) (30.8)	39,966	37,951	2,015 5.0
OPEB Current Payment	2,082	7,196	(5,114) *	12,448	14,963	(2,515) (20.2)
Pensions	5,102	5,171	(0,069) (1.4)	30,510	30,076	0,434 1.4
Other Fringe Benefits	4,693	2,004	2,689 57.3	28,068	25,466	2,602 9.3
GASB Account	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$45,540	\$51,862	(\$6,322) (13.9)	\$284,926	\$293,652	(\$8,726) (3.1)
Non-Labor:						
Electric Power	\$0,153	\$0,116	\$0,037 23.8	\$0,918	\$0,763	\$0,155 16.9
Fuel	2,118	0,893	1,225 57.9	12,665	7,981	4,684 37.0
Insurance	0,611	0,000	0,611 100.0	3,651	-	3,651 100.0
Claims	2,280	3,841	(1,561) (68.4)	13,636	29,087	(15,451) *
Maintenance and Other Operating Contracts	2,876	2,524	0,352 12.3	17,197	16,649	0,548 3.2
Professional Service Contracts	3,833	2,266	1,567 40.9	22,923	10,969	11,955 52.2
Materials & Supplies	4,348	2,486	1,862 42.8	25,999	19,626	6,373 24.5
Other Business Expenses	0,379	0,202	0,177 46.9	2,264	1,300	0,964 42.6
Total Non-Labor Expenditures	\$16,598	\$12,328	\$4,270 25.7	\$99,253	\$86,375	\$12,878 13.0
Total Expenditures	\$62,138	\$64,190	(\$2,052) (3.3)	\$384,179	\$380,027	\$4,152 1.1
Operating Cash Surplus/(Deficit)	(\$40,408)	\$3,132	\$43,540 *	(\$255,841)	(\$68,571)	\$187,270 73.2

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)

	June 2020		Year-To-Date	
	Favorable (Unfavorable) Variance \$	%	Favorable (Unfavorable) Variance \$	%
Operating Receipts or Disbursements				
Farebox Revenue	\$ (18,111)	(94.7)	\$ (57,856)	(51.3)
Other Operating Revenue	63,638	*	243,737	*
Capital and Other Reimbursements	0,065	7.1	(2,764)	(50.9)
Total Receipts	\$ 45,591		\$ 183,118	
Payroll	\$ (0,333)	(1.5)	\$ (8,606)	(6.1)
Overtime	(1,436)	(27.3)	(2,655)	(8.1)
Health and Welfare (including OPEB)	(7,173)	(81.8)	(0,499)	(1.0)
Pension	(0,069)	(1.4)	0,434	1.4
Other Fringe Benefits	2,689	57.3	2,602	9.3
GASB	-	-	-	-
Electric Power	0,037	23.8	0,155	16.9
Fuel	1,225	57.9	4,684	37.0
Insurance	0,611	100.0	3,651	100.0
Claims	(1,561)	(68.4)	(15,451)	*
Maintenance and Other Operating Contracts	0,352	12.3	0,548	3.2
Professional Service Contracts	1,567	40.9	11,955	52.2
Materials & Supplies	1,862	42.8	6,373	24.5
Other Business Expenditure	0,177	46.9	0,964	42.6
Total Expenditures	\$ (2,051)	(3.3)	\$ 4,153	1.1
Net Cash Variance	\$ 43,540		\$ 187,270	73.2

(a) - Variance less than 5%

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

	June 2020						Year-To-Date		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Actual	Variance	Percent
	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance			
Receipts									
Farebox Revenue	\$0.000	0.120	\$0.120	-	\$0.000	\$4.495	\$4.495	-	
Other Operating Revenue	-	1.574	1.574	-	-	2.851	2.851	-	
Capital and Other Reimbursements	0.447	0.492	0.046	10.3	2.670	0.066	0.066	(2.604)	(97.5)
Total Receipts	\$0.447	\$2.187	\$1.740	*	\$2.670	\$7.412	\$4.742	*	
Expenditures									
<i>Labor:</i>									
Payroll	\$2.508	\$4.067	\$1.560	62.2	\$4.694	\$5.248	\$0.554	11.8	
Overtime	-	0.000	0.000	-	-	(0.002)	(0.002)	-	
Health and Welfare	(0.000)	(0.896)	(0.896)	*	(0.001)	4.801	4.802	-	
OPEB Current Payment	-	(4.124)	(4.124)	-	-	(0.000)	(0.000)	-	
Pensions	0.014	0.000	(0.014)	(99.8)	0.085	(0.002)	(0.088)	*	
Other Fringe Benefits	1.261	3.313	2.051	*	7.538	7.501	(0.037)	(0.5)	
GASB Account	-	-	-	-	-	-	-	-	
Reimbursable Overhead	-	-	-	-	-	0.303	0.303	-	
Total Labor Expenditures	\$3.783	\$2.360	(\$1.423)	(37.6)	\$12.316	\$17.848	\$5.532	44.9	
<i>Non-Labor:</i>									
Electric Power	\$0.000	\$0.000	\$0.000	-	\$0.000	(\$0.135)	(\$0.135)	-	
Fuel	0.118	0.075	(0.044)	(36.9)	0.707	(0.492)	(1.199)	*	
Insurance	-	0.403	0.403	-	-	2.243	2.243	-	
Claims	2.955	2.159	(0.796)	(26.9)	17.672	6.913	(10.759)	(60.9)	
Maintenance and Other Operating Contracts	0.124	0.269	0.145	*	0.740	(3.692)	(4.432)	*	
Professional Service Contracts	-	(0.322)	(0.322)	-	-	2.063	2.063	-	
Materials & Supplies	(0.000)	0.482	0.482	*	(0.000)	(2.020)	(2.020)	*	
Other Business Expenditures	-	(0.042)	(0.042)	-	-	(0.080)	(0.080)	-	
Total Non-Labor Expenditures	\$3.197	\$3.023	(\$0.174)	(5.4)	\$19.118	\$4.800	(\$14.319)	(74.9)	
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$7.426	\$7.570	\$0.144	1.9	\$34.105	\$30.060	(\$4.045)	(11.9)	
Depreciation Adjustment	4.513	3.905	(0.608)	(13.5)	26.990	23.450	(3.540)	(13.1)	
GASB 75 OPEB Expense Adjustment	8.318	-	(8.318)	(100.0)	49.742	-	(49.742)	(100.0)	
GASB 68 Pension Adjustment	3.829	-	(3.829)	(100.0)	22.897	-	(22.897)	(100.0)	
Environmental Remediation	-	0.179	0.179		-	0.179	0.179		
Total Expenses/Expenditures	\$ 24.087	\$ 11.654	(\$12.432)	(51.6)	\$ 133.734	\$ 53.689	(\$80.045)	(59.9)	
Total Cash Conversion Adjustments	\$24.087	\$11.654	(\$12.432)	(51.6)	\$133.734	\$53.689	(\$80.045)	(59.9)	

NOTE: Totals may not add due to rounding

MTA Bus – Non-Reimbursable Overtime Variance

June 2020 and YTD budget vs. variance

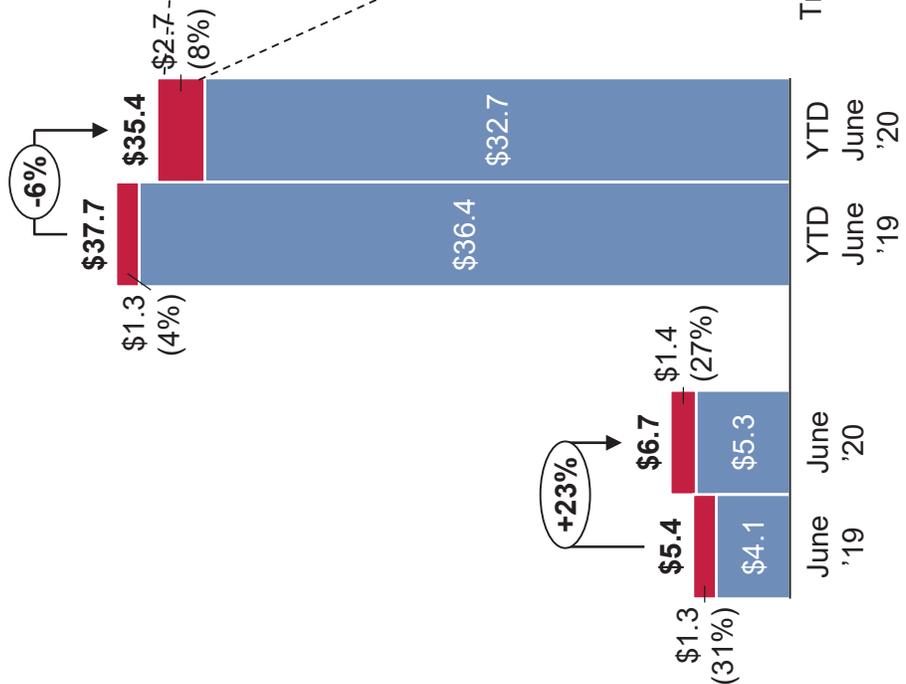
\$M

- Favorable
- Unfavorable
- Budget

Annual budget: \$65M

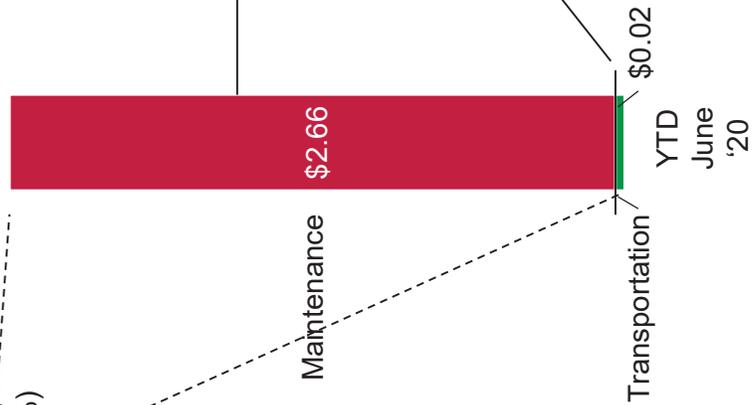
Overview

- June 2020 YTD decrease of \$2.3M or 6% compared to June YTD 2019
- June 2020 is 27% over budget; June YTD is 8% over budget



YTD variance by division

\$M



Primarily higher maintenance due to COVID-19 bus disinfecting/safety procedures (\$2.0M) and overage buses (\$2.0M); partially offset by favorable availability (\$1.4M)

Mainly due to favorable running time/traffic, reduced scheduled service/COVID-19 (\$1.8M) and favorable weather (\$1.2M); partially offset by BO availability shortfall (\$2.9M)

Source: Adopted (restated) budget. GL actuals for actual overtime spending.
 Note: MTABC 2019 and 2020 June Reimbursable Budget and Actual OT is \$0K.

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

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	2	1	
Human Resources	17	15	2	
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	
Total Administration	116	102	14	Vacancies
Operations				
Buses	2,332	2,343	(11)	Excess Bus Operators
Office of the Executive VP	5	4	1	
Safety & Training	65	39	26	Lower Bus Operator training
Road Operations	141	134	7	
Transportation Support	22	21	1	
Operations Planning	34	32	2	
Revenue Control	6	6	-	
Total Operations	2,605	2,579	26	
Maintenance				
Buses	731	729	2	
Maintenance Support/CMF	230	236	(6)	
Facilities	83	76	7	
Supply Logistics	104	97	7	
Total Maintenance	1,148	1,138	10	
Capital Program Management	35	22	13	
Total Engineering/Capital	35	22	13	Vacancies mainly Managers
Security	13	12	1	
Total Public Safety	13	12	1	
Total Positions	3,917	3,853	64	
Non-Reimbursable	3,879	3,819	60	
Reimbursable	38	34	4	
Total Full-Time	3,899	3,839	60	
Total Full-Time Equivalents	18	14	4	

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

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	48	41	7	
Professional, Technical, Clerical	65	61	4	
Operational Hourlies	3	-	3	
Total Administration	116	102	14	Vacancies
Operations				
Managers/Supervisors	317	300	17	
Professional, Technical, Clerical	44	46	(2)	
Operational Hourlies	2,244	2,233	11	
Total Operations	2,605	2,579	26	Excess Bus Operators
Maintenance				
Managers/Supervisors	241	244	(3)	
Professional, Technical, Clerical	34	34	-	
Operational Hourlies	873	860	13	
Total Maintenance	1,148	1,138	10	
Engineering/Capital				
Managers/Supervisors	21	11	10	
Professional, Technical, Clerical	14	11	3	
Operational Hourlies	-	-	-	
Total Engineering/Capital	35	22	13	Vacancies mainly Managers
Public Safety				
Managers/Supervisors	8	6	2	
Professional, Technical, Clerical	5	6	(1)	
Operational Hourlies	-	-	-	
Total Public Safety	13	12	1	
Total Baseline Positions				
Managers/Supervisors	635	602	33	
Professional, Technical, Clerical	162	158	4	
Operational Hourlies	3,120	3,093	27	
Total Baseline Positions	3,917	3,853	64	

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

	<u>June 2020</u>		<u>Year-to-date as of June 2020</u>			
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$19.132	\$0.901	(\$18.231)	\$112.803	\$50.452	(\$62.351)
Total Farebox Revenue	\$19.132	\$0.901	(\$18.231)	\$112.803	\$50.452	(\$62.351)
<u>Ridership</u>						
Fixed Route	10.065	0.200	(9.865)	60.721	25.188	(35.533)
Total Ridership	10.065	0.200	(9.865)	60.721	25.188	(35.533)



Capital Program

Alok Saha, Acting Senior Vice President

July 2020 Highlights: Capital Program Status

The Capital Program Status Report provides a monthly and year-to-date overview of the progress of the Transit supported 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.

Transit's Capital Project Milestone performance, through June 2020 is listed below:

2020 Capital Project Milestone Performance Year to Date (\$M)

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Construction Awards	\$2,908.9	\$1,283.8	44
Substantial Completions	\$1,040.2	\$632.1	61

In June 2020, \$86.7 million in Transit projects were awarded, including line structure component repair for the Eastern Parkway Line in Brooklyn for \$77.0 million and three small business mentoring program (SBMP) subway stair repair projects for \$2.7 million.

Also in June 2020, \$118.8 million in Transit projects were completed, including purchase of 15 Articulated Electric Buses and Depot Chargers for \$32.9 million, an Americans with Disabilities (ADA) accessibility and intermodal project at Canarsie-Rockaway Parkway station for \$21.4 million, two station ventilation projects for \$13.3 million, and supporting services for system-wide track projects for \$35.0 million.

Capital Program Status June 2020

In June 2020, \$86.7 million in Transit projects were awarded, including line structure component repair for the Eastern Parkway Line in Brooklyn for \$77.0 million. This project will repair selected priority defects in the vicinity of Hoyt, Nevins, Atlantic Avenue, Bergen Street and Eastern Parkway stations. Work includes repairs of spalled or cracked concrete and corroded structural steel members and water leak mitigation. Furthermore, plenum plates will be demolished along the line to allow for repair of concrete and corroded beams, columns and knee braces that are currently inaccessible due to the plenums. Maintaining and upgrading the line structure will provide a safe environment for customers and prevent costly, emergency repairs along the Eastern Parkway Line.

Additionally, three small business mentoring program (SBMP) subway stair repair projects were awarded for \$2.7 million. Structural repair work will be completed for stairs at 75th Street, 85th Street, Woodhaven Boulevard, and Cypress Hills stations on the Jamaica Line, and at Canal Street on the 8th Avenue Line.

Transit completed projects totaling \$118.8 million, including purchase of 15 Articulated Electric Buses and Depot Chargers for \$32.9 million. These buses will replace older buses in the city-wide fleet while providing new and improved safety and customer service technologies. The buses will be equipped with USB chargers, Wi-Fi and digital information screens with route and next stop information for improved customer service. Furthermore, all buses will come equipped with pedestrian turn warning (PTW) technology, additional on-bus cameras and exterior cameras, hi-vis windows and traffic signal priority (TSP) hardware technology. The depot chargers will be installed at the appropriate depots based on the routes that the buses will service.

Furthermore, Transit completed an Americans with Disabilities (ADA) accessibility and intermodal project at Canarsie-Rockaway Parkway station on the Canarsie Line in Brooklyn for \$21.4 million. The ADA work included constructing a new ramp with handrails, refurbishing the token booth, modifying the existing control house, facility rooms, and platforms. An adjacent intermodal bus facility was also rehabilitated with ADA-compliant boarding areas, which will provide customers an improved transfer between buses and the subway.

Additionally, Transit completed two station ventilation projects for \$13.3 million. 3rd Avenue-138th Street station on the Pelham line received installation of mechanical closure devices (MCDs) to mitigate flash flooding during a storm event. Further, eight ventilator locations in lower Manhattan were rehabilitated to provide optimal ventilation for customer safety; the locations were in the vicinity of Canal Street, Whitehall Street, Houston Street, Park Place, 33rd Street and 8th Street stations on the Broadway and Lexington Avenue lines.

Lastly, supporting services for system-wide track projects was completed for \$35.0 million. Maintenance work was performed system-wide where required to eliminate various structural defects in the track system.

CAPITAL PROJECT MILESTONE SUMMARY

2020

(Through June 30, 2020)

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

June

Construction Awards	331.3	14	86.7	8	26.2	57.1
Substantial Completions	201.7	17	118.8	8	58.9	47.1

2020 Year-To-Date

Construction Awards	2,908.9	14	1,283.8	39	44.1	278.6
Substantial Completions	1,040.2	17	632.1	51	60.8	300.0

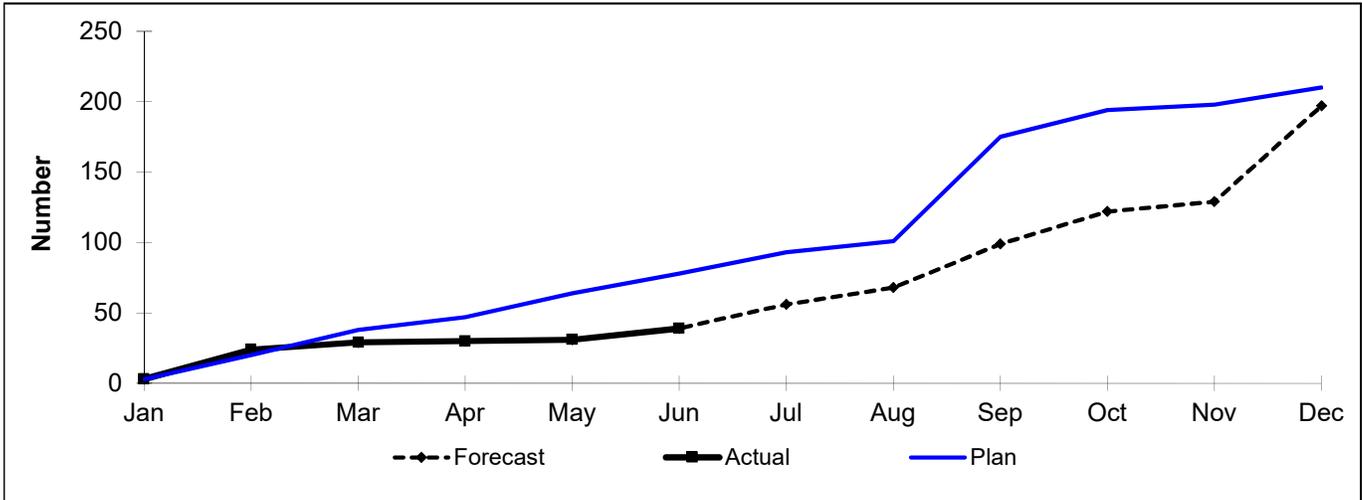
2020 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Construction Awards	8,482.9	210	6,936.0	197	81.8	93.8
Substantial Completions	2,890.2	174	2,916.0	174	100.9	100.0

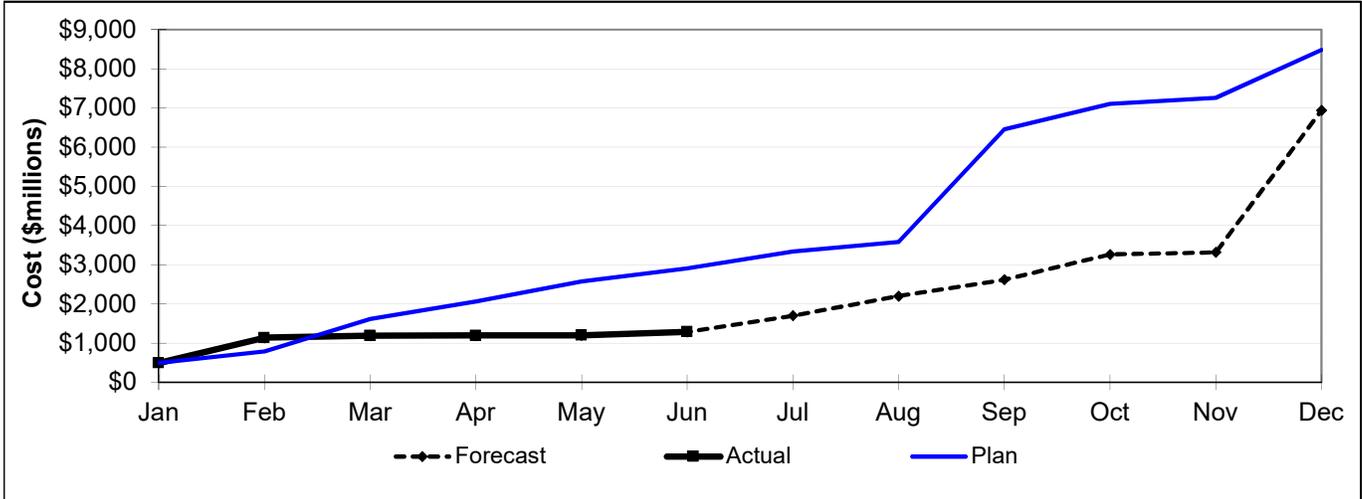
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

2020 Awards Charts

As of June 2020



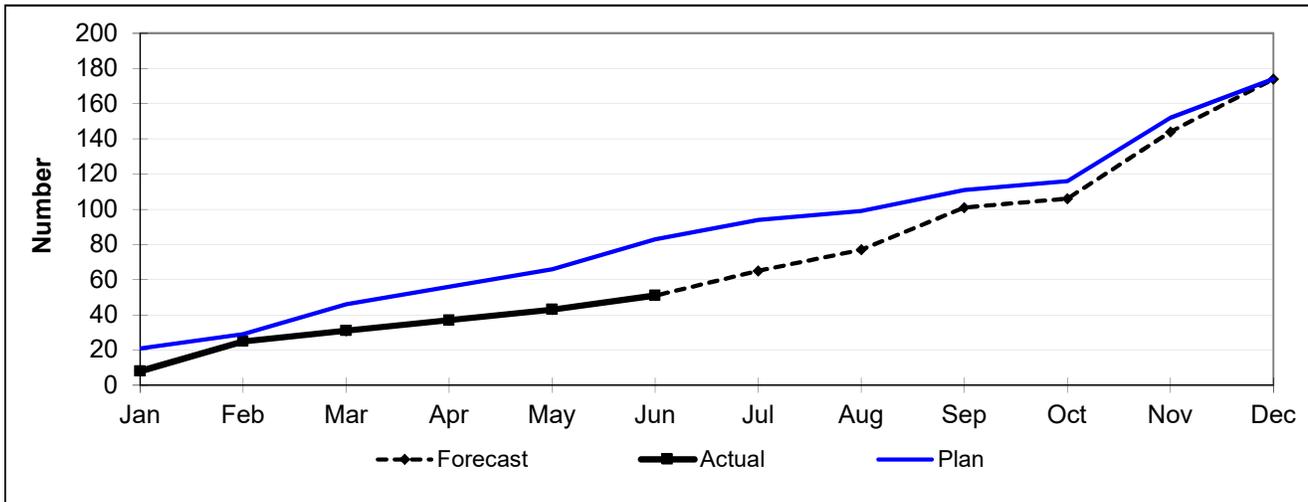
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												
Actual	3	21	5	1	1	8	17	12	31	23	7	68
Plan	3	17	18	9	17	14	15	8	74	19	4	12
Cummulative												
Forecast							56	68	99	122	129	197
Actual	3	24	29	30	31	39	56	68	99	122	129	197
Plan	3	20	38	47	64	78	93	101	175	194	198	210



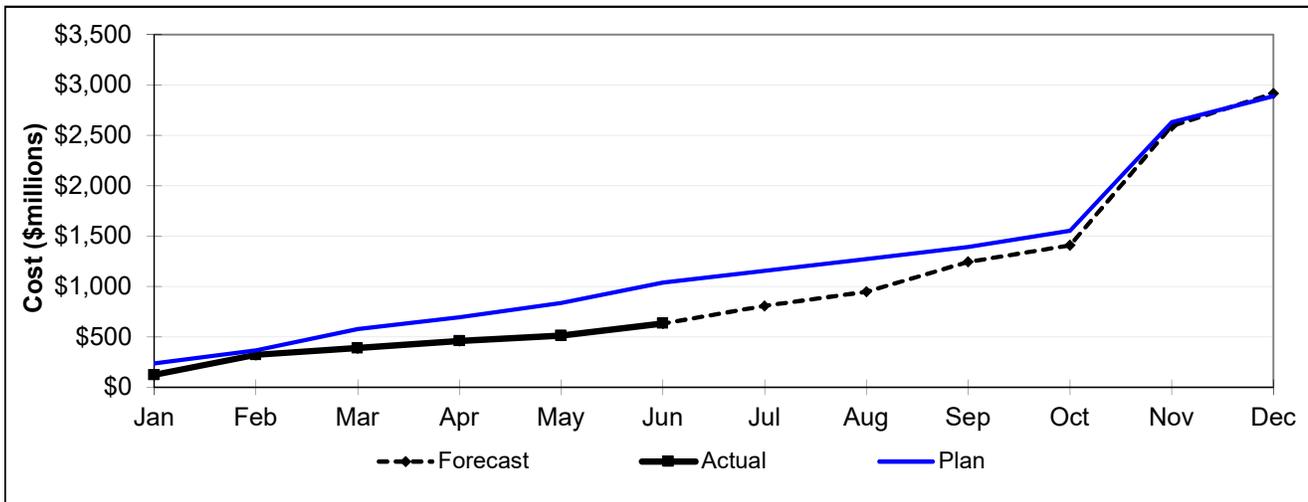
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												
Actual	493.1	641.2	55.1	2.8	5.0	86.7	416.3	498.4	419.4	645.0	53.8	3,619.5
Plan	493.1	291.9	833.0	444.8	514.9	331.3	432.0	238.4	2,876.6	646.8	159.4	1,220.9
Cummulative												
Forecast							1,700.1	2,198.4	2,617.8	3,262.7	3,316.5	6,936.0
Actual	493.1	1,134.3	1,189.4	1,192.1	1,197.1	1,283.8	1,700.1	2,198.4	2,617.8	3,262.7	3,316.5	6,936.0
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 June 2020



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast							14	12	24	5	38	30
Actual	8	17	6	6	6	8	11	5	12	5	36	22
Plan	21	8	17	10	10	17	11	5	12	5	36	22
Cummulative												
Forecast							65	77	101	106	144	174
Actual	8	25	31	37	43	51	65	77	101	106	144	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							176.1	140.1	297.0	163.3	1,182.8	324.7
Actual	123.4	197.7	67.4	70.5	54.3	118.8	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
Cummulative												
Forecast							808.2	948.3	1,245.3	1,408.5	2,591.3	2,916.0
Actual	123.4	321.1	388.5	459.0	513.3	632.1	808.2	948.3	1,245.3	1,408.5	2,591.3	2,916.0
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

PROCUREMENTS

The Procurement Agenda this month includes 2 actions for a proposed expenditure of \$261.0M.

Subject	Request for Authorization to Award Various Procurements				
Department	Procurement & Supply Chain – NYCT				
Department Head Name	Louis A. Montanti				
Department Head Signature	<i>Louis A. Montanti</i>				
Project Manager Name	Rose Davis				
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	7/22/20			
2	Board	7/22/20			

July 17, 2020			
Department			
Department Head Name			
Department Head Signature			
Internal Approvals			
	Approval		Approval
<i>57</i>	President NYCT		Pres. MTA Bus/SVP DOB
	SVP Operations Support	X	Subways
	Capital Prog. Management	X	Diversity/Civil Rights
X	Law		

Internal Approvals (cont.)

Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE

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

DISCUSSION

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

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

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

<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	2	\$ 261.0 M
SUBTOTAL	2	\$ 261.0 M

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

NYC Transit proposes to award Ratifications in the following categories: NONE

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

NYC Transit proposes to award Ratifications in the following categories: NONE

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

SUBTOTAL	2	\$ 261.0 M
TOTAL	2	\$ 261.0 M

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

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

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

BOARD RESOLUTION

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

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

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

Item Number 1			
Department, Department Head Name: Procurement & Supply Chain, Louis A. Montanti <i>Louis A. Montanti</i>			
Internal Approvals			
Order	Approval	Order	Approval
1 R7	Matériel	6 S7	President
2 X	Law		
3 X	DDCR		
4 X	Subways		
5 PP	CFO		

SUMMARY INFORMATION	
Vendor Name Cad Railway Industries, Ltd.	Contract No. R34257
Description Conversion and Upgrade of Ten R77E Locomotives	
Total Amount: \$27,957,413	
Contract Term (including Options, if any) Six Years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Immediate Operating Need	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Purpose

It is requested that the Board approve the award of contract R34257 to Cad Railway Industries, Ltd. (“CADRI”) for the conversion and upgrade of ten R77E locomotives at a total price of \$27,957,413, pursuant to the declaration of an Immediate Operating Need (“ION”), requested by Department of Subways, waiving competitive bidding pursuant to Article III of the All-Agency Procurement Guidelines and New York State Public Authorities Law, Section 1209, subsection 9(a).

Discussion

This contract will provide for the upgrade and conversion of 10 NYC Transit R77E single-cab locomotives from third-rail powered direct current (“DC”) propulsion to diesel-electric powered DC propulsion. This upgrade will increase the number of locomotives that will be readily available for critical work within the NYC Transit subway system. Locomotives are required to enable NYC Transit to conduct critical in-house track maintenance and work in support of the Capital Plan by transporting flatcars bearing materials to, and debris from, the work sites, and to provide support for work performed within the transit system by outside contractors. In addition to flatcars, locomotives transport various other work cars throughout the transit system such as vacuum trains, pump trains, and snow throwers. The availability of locomotives is a critical element in NYC Transit’s success in maximizing the efficiency of the work performed in the system during shutdowns and General Orders.

Utilizing the ION procedure, this project was solicited informally, and the contract documents were sent to 20 firms. Following a pre-proposal conference attended by five firms, three submitted proposals: Knoxville Locomotive Works, Inc. (“KLW”); Cad Railway Industries (“CADRI”); and Brookville Equipment Corporation (“BEC”). The technical proposals were evaluated by the Selection Committee (“SC”) in accordance with the evaluation criteria. The criteria included experience in relevant areas such as (1) experience in overhauling, upgrading, and converting existing rail work equipment such as locomotives; (2) provision of the most aggressive and achievable delivery schedule; (3) compliance with technical requirements; (4) management approach, quality assurance program, diversity practices and providing quality drawings and manuals; (5) overall project cost and value to NYC Transit; and other relevant matters such as (6) compliance with, and acceptance or willingness to negotiate NYC Transit’s terms and conditions, and (7) the overall quality of the written proposal.

Staff Summary

Following the initial review of the technical proposals, the SC determined that KWL's proposal did not meet the minimum submission requirements of the Request for Proposal and, as a result, unanimously recommended that KWL's proposal be eliminated from further consideration. The SC also unanimously determined that while both CADRI and BEC were both technically qualified BEC had a higher technical ranking than CADRI. Based on the fact that both were technically qualified, NYC Transit proceeded with oral presentations with CADRI and BEC, and subsequently entered negotiations with both proposers. Negotiations centered on exceptions/clarifications to the technical specifications, schedule and terms and conditions.

Best and Final Offers ("BAFOs") were received from both CADRI and BEC. After review of the BAFOs in accordance with the evaluation criteria, the Selection Committee, by a majority vote, chose CADRI for award of this contract. The majority determined that since the proposers were both technically qualified, the combination of the lower price and more aggressive delivery schedule offered by CADRI provided the best overall value to NYC Transit.

The final negotiated price is \$27,957,413. The pricing compares favorably to the engineer's estimate of \$26,861,678. BEC's price of \$36,009,423 is 28.8 percent higher than CADRI's price. Based on the foregoing, the pricing has been found to be fair and reasonable.

Founded in 1968, CADRI is a machinery company that specializes in repairing, building, and refurbishing rail cars and locomotives. CADRI is based in Canada, with facilities in Montreal, Toronto, and Calgary. The conversion work on the locomotives for this contract will be performed in Montreal. The delivery schedule for the first locomotive is 22 months after notice of award, with the delivery of all 10 being completed by 11 months later.

A review of CADRI's financial documents by the NYC Transit Controller's Office found that CADRI is financially qualified to perform work under this contract.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights (DDCR) has established a zero percent M/WBE and zero percent SDVOB goals on this contract as, historically, there has been limited M/WBE attainment due to the lack of subcontracting availability. CADRI has not completed any MTA contracts with goals; therefore, no assessment of the firm's M/W/DBE performance can be determined at this time.

Impact on Funding

The contract will be funded with 100 percent MTA funds. Funding is available in the 2015–2019 Capital Program. A WAR certificate will be secured prior to award.

Alternatives

There are no alternatives as not awarding this contract will seriously undermine NYC Transit's fleet plan and its need to make locomotives available for service. There is no reason to believe that conducting another solicitation will result in a better outcome.

Recommendation

It is recommended that the Board approve the award of contract R34257 to CADRI in the amount of \$27,957,413 for the conversion and upgrade of ten R77E locomotives, and related non-car items such as spare parts, special tools, diagnostic test equipment, technical documentation and training.

Staff Summary

Item Number 2			
Department, Department Head Name: Procurement & Supply Chain, Louis A. Montanti			
<i>Louis A. Montanti</i>			
Internal Approvals			
Order	Approval	Order	Approval
1 <i>R7</i>	Materiel	<i>S7</i>	President
2 X	Law		
3 X	DDCR		
4 X	Subways		
5 <i>JP</i>	CFO		

SUMMARY INFORMATION	
Vendor Name Motive Power, Inc.	Contract No. R34255
Description Purchase of 25 Diesel-Battery Hybrid Locomotives with an Option for 45 Additional Hybrid Locomotives	
Total Amount \$233,000,000	
Contract Term (including Options, if any) 10 Years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Purpose

It is requested that the Board approve the award of contract R34255 to Motive Power, Inc. (“MPI”) for the purchase of 25 diesel-battery hybrid locomotives at a total price of \$233,000,000, including related non-car items such as spare parts, special tools, diagnostic test equipment, technical documentation and training, pursuant to the declaration of an Immediate Operating Need (“ION”), requested by Department of Subways, waiving competitive bidding pursuant to Article III of the All-Agency General Contract Procurement Guidelines and New York State Public Authorities Law, Section 1209, subsection 9(a). The contract includes an option for the purchase of an additional 45 diesel-battery hybrid locomotives at a total price of \$286,700,000. If the option is exercised, Board approval will be sought.

Discussion

Pursuant to subdivision 9(f) of Section 1209 of the Public Authorities Law, an Authorizing Resolution to issue a Request for Proposals (“RFP”) was approved by the Board in June 2017 for the purchase of diesel locomotives. After the Authorizing Resolution, it was determined that a diesel-battery hybrid locomotive would be the best approach for reducing exposure to diesel emissions during NYC Transit tunnel operations, especially during extended periods at a work site.

NYC Transit locomotives are required to conduct critical in-house track maintenance and work in support of the Capital Plan, as they transport flatcars bearing materials to, and debris from, the work sites; and provide support for work performed within the transit system by outside contractors. In addition to flatcars, locomotives transport various other work cars (e.g. crane cars, pump trains, etc.) throughout the transit system. These R34255 locomotives will replace R37, R41, R43, R47, R52, and R77 locomotives (all were built between 1966 and 1983 and are beyond their useful lives of 35 years) in the NYC Transit fleet. The need to address diesel engine exhaust in the tunnels has become a significant priority. As a result, NYC Transit developed a diesel-battery hybrid technical specification. The diesel-battery hybrid propulsion will be configured to optimize battery usage in order to minimize diesel emissions, while also providing the tractive effort required for any job in the NYC Transit operating environment.

Staff Summary

An extensive market outreach was conducted, including an internationally advertised Request for Information and industry review, which supported the decision to pursue the diesel-battery hybrid locomotive design for the R34255 contract.

The RFP was solicited for the purchase of 20 diesel-battery hybrid locomotives with an option to purchase an additional 50 hybrid units. (Subsequent to the notice of solicitation, the quantities were modified to 25 hybrid units in the base and 45 units in the option.) The RFP package was sent to 19 companies that expressed interest in the diesel-battery hybrid locomotive RFP through the industry review process. Thirteen companies attended site visits at NYC Transit, with six expressing interest in potentially submitting proposals as a prime contractor. Four firms submitted proposals: MPI, a Wabtec Corporation company; CRRC Times Electric USA LLC (“CRRC”); Knoxville Locomotive Works, Inc. (“KLW”); and Clayton Equipment Ltd. (“Clayton”).

The evaluation of the proposals was conducted in accordance with evaluation criteria that reflect the critical needs of the agency. The evaluation criteria included the proposer’s: experience; compliance with the technical specifications; plan for the most aggressive and achievable schedule; ease of maintenance and operation; management approach; quality assurance; diversity practices; experience in providing quality training, manuals, drawings, and aftermarket support; overall project cost and value to NYC Transit; other relevant matters such as compliance with and acceptance of the RFP terms and conditions or willingness to negotiate same; and overall quality of the written proposal.

The process involved the review of the written technical proposals, requests for clarifications, and oral presentations made by all four proposers. After evaluating the four proposals received, the Selection Committee (“SC”) determined that MPI’s proposal was the most compliant, and that CRRC’s, KLW’s, and Clayton’s proposals demonstrated an inability to meet certain basic requirements for a locomotive that can operate in the NYC Transit environment. The SC recognized that each of these three proposers has experience with locomotives of varying applications. However, despite having been given additional opportunities to address NYC Transit’s concerns, CRRC, KLW, and Clayton were unable to adapt their approaches to successfully mitigate the risks in their proposals and address areas of technical noncompliance.

Based on the technical evaluations, the SC unanimously recommended that CRRC, KLW, and Clayton be eliminated from further consideration for the R34255 procurement and that NYC Transit proceed with negotiations with MPI only. Regarding MPI, the SC’s high degree of confidence was based primarily on two facets of its proposal: MPI’s use of its existing R156 locomotive frame and carbody design, and MPI’s proposed use of subcontractors that have NYC Transit service-proven systems (e.g. Alstom propulsion and Kawasaki trucks are currently in operation on NYC Transit revenue subway cars). The SC viewed these as key factors in assessing a lower design risk for MPI’s proposal when compared to the others. Furthermore, during the course of the RFP process at the start of 2019, Wabtec Corporation merged with General Electric (“GE”) Transportation, which established MPI/GE as the largest locomotive manufacturer in the US and as a result, MPI offered a GE propulsion battery (in lieu of the originally proposed battery from Proterra), which mitigates risks associated with a vertical integration of locomotive systems.

NYC Transit’s negotiation team worked with MPI from a technical and pricing perspective in an effort to obtain from MPI the most competitive, technically acceptable proposal. Negotiation sessions centered on all of the pricing elements. Technical negotiations centered on locomotive design and structure, as well as the propulsion and battery technology to be employed in this hybrid locomotive. All aspects of the proposed pricing were thoroughly examined and discussed, including locomotive prices and prices for other non-locomotive items.

Wabtec/GE is a global transportation leader by combining Wabtec’s broad range of freight and transit products with GE Transportation’s equipment, services, and digital solutions in the locomotive industry. The locomotives and the GE propulsion batteries for this contract will be manufactured in Erie, Pennsylvania, a major locomotive manufacturing facility for GE Transportation.

The proposed delivery schedule from MPI for the 25 locomotives in the base contract is expected to be completed within five years from notice of award, with the first two locomotives being delivered within 38 months from notice of award. The timing for the commencement of the option period and the delivery of those locomotives under that option is being finalized and will be memorialized in the executed contract.

The final negotiated price for the Base Order of 25 Locomotives is \$233,000,000. MPI’s total price for the Option is \$286,700,000. The total price of \$519,700,000 for the base and option is \$24,836,433 (4.5 percent) less than the engineer’s estimate of \$544,536,433. Based on the foregoing, the base and option pricing have been found to be fair and reasonable. Option pricing is subject to a price adjustment based on a price index set forth in the contract.

A review of MPI’s financial documents by the NYC Transit Controller’s Office found that MPI is financially qualified to perform work under this contract.

Staff Summary

M/W/DBE Information

The MTA Department of Diversity and Civil Rights (DDCR) has established a zero percent M/WBE and zero percent SDVOB goals on this contract as, historically, there has been limited M/WBE attainment due to the lack of subcontracting availability. MPI has not completed any MTA contracts with goals; therefore, no assessment of the firm's M/W/DBE performance can be determined at this time.

Impact on Funding

The base contract will be funded with 100 percent MTA funds. Funding is available for these 25 diesel hybrid locomotives in the 2015–2019 Capital Program. A WAR certificate will be secured prior to award. The option for up to 45 additional locomotives, if exercised, will be funded in the 2020–2024 Capital Program.

Alternatives

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

Recommendation

It is recommended that the Board approve the award of contract R34255 to MPI for the purchase of 25 diesel-battery hybrid locomotives at a total price of \$233,000,000, including related non-car items such as spare parts, special tools, diagnostic test equipment, technical documentation and training.

Contracts

Stephen Plochochi, Senior Vice President, Contracts

F Line Rutgers Tube



The Rutgers Tube Project, part of the July Board agenda, will rehabilitate systems and components within the Rutgers Tube that were damaged by Superstorm Sandy, as well as systems and components that are at the end of their useful lives and provide long-term resiliency measures to protect against extreme weather events. The Tube work applies lessons learned from the Canarsie Project and includes the installation of a cable management rack system for new cables and also includes the installation of cellular infrastructure to support future cellular service, and required improvements to mechanical, track and signal components.

PROCUREMENTS

The Procurement Agenda this month includes eleven procurement actions for a proposed expenditure of \$237.2M

Staff Summary

Subject Request for Authorization to Award a Procurement					
Department Contracts					
Department Head Name & Title Steve Plochochi, Sr. Vice President					
Department Head Signature 					
Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT & Bus Committee	7/22/2020	X		
2	Board	7/22/2020	X		

Date: July 15, 2020			
Internal Approvals			
Approval		Approval	
 2	Executive Vice President & General Counsel	X 3	President
X 1	Deputy Chief Development Officer, Development		

PURPOSE

To obtain the approval of the Board to award various procurement actions and, to inform the New York Transit and Bus Committee of these procurement actions.

DISCUSSION

MTA Construction & Development Company proposes to award Competitive Procurements 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 Contacts)	10	\$233,709,726
SUBTOTAL	10	\$233,709,726

Schedules Requiring Majority Vote

MTA Construction and Development Company proposes to award a Ratification in the following category:

K. Ratification of Completed Procurement Actions	1	\$ 3,500,000
SUBTOTAL	1	\$ 3,500,000
TOTAL	11	\$237,209,726

Budget Impact:

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

Recommendation:

The procurement actions 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.

JULY 2020
LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule C. Competitive request for Proposal (Award of Procurement/Public Works Contract)

- 1-8 Multiple Vendors Est. \$50,000,000 (Aggregate) Staff Summary Attached**
Contract Nos. C-30844 thru C-30851
Four Year Term

MTA Construction and Development seeks Board approval for the award of eight Indefinite Quantity contracts to perform Asbestos Abatement and Other Environmental Remediation Services at all MTA facilities. Two contracts will be awarded to each of the four selected firms, one federally funded and one state funded. These will be zero dollar-based contracts with no minimum guarantee of any assignments.

- 9. TC Electric, LLC/J-Track, LLC (JV) \$90,500,000 Staff Summary Attached**
Contract No. P-36444
Thirteen Month Term

MTA Construction and Development seeks Board approval to award a competitively solicited contract for the design and construction of the Rutgers Tube Rehabilitation Project to rehabilitate systems and components within the Rutgers Tube, to achieve a State of Good Repair and, make those systems and components more resilient to extreme weather events.

- 10. Tully Construction Company Inc. \$93,209,726 Staff Summary Attached**
Contract No. A-37150E
Thirty-Five Month Term

MTA Construction and Development seeks Board approval to award a competitively solicited contract for the design and construction of accessibility upgrades at the 149th Street Grand Concourse Complex on the Jerome Avenue and White Plains Road Lines and the Tremont Avenue Station on the Grand Concourse Line in the Borough of the Bronx.

Item Numbers		1 - 8			
Dept & Dept Head Name:					
Evan M. Eisland, EVP & General Counsel					
Department Head Signature					
					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	NYCT & Bus Committee	7/22/2020	X		
2	Board	7/22/2020	X		
Internal Approvals					
Order	Approval	Order	Approval		
2	Deputy Chief, Development	4	President 		
	SVP, Contracts	3	Deputy Chief, Delivery		
					

SUMMARY INFORMATION	
Vendor Name	Contract Number
See below list.	C-30844 thru C-30851
Description	
Indefinite Quantity Asbestos Abatement and Other Environmental Remediation Services	
Total Amount	
\$50 million (Estimated Aggregate)	
Contract Term	
Four years	
Option(s) included in Total Amount?	
<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Renewal?	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: State	

I. PURPOSE/RECOMMENDATION

To obtain approval of the Board to award eight Indefinite Quantity (“IQ”) contracts (the “Contracts”) to four contractors to perform Asbestos Abatement and Other Environmental Remediation Services at all MTA facilities. Two contracts will be awarded to each firm, one federally funded, and one state funded, within a total estimated aggregate budget of \$50 million over a four-year duration. These will be zero dollar-based contracts with no minimum guarantee of any assignments. The four firms and their respective contracts are:

Contractors

1. ETS Contracting, Inc. (“ETS”)
2. New York Environmental Systems, Inc. (“NYES”)
3. PAL Environmental Services (“PAL”)
4. Pinnacle Environmental Corp. (“Pinnacle”)

Contract Nos.

- C-30844 (Federal) / C-30848 (State)
- C-30845 (Federal) / C-30849 (State)
- C-30846 (Federal) / C-30850 (State)
- C-30847 (Federal) / C-30851 (State)

II. DISCUSSION

MTA Construction & Development (“MTA C&D”) is seeking to award the Contracts for asbestos abatement, lead disturbance, battery removal, mercury-containing bulb removal, PCB-containing fluorescent light fixture ballast removal, and other environmental remediation services. Asbestos and other hazardous contamination in MTA agency facilities represent a risk to the health and safety of the general public as well as other MTA employees. In order to minimize that risk, qualified contractors have been on call for abatement and disposal of asbestos and other hazards when found.

Combining the federal and state funded requirements into one solicitation results in four contractors being retained to perform all services, regardless of the funding source. This will provide for a more efficient task order management and issuance process. Work orders under these Contracts will be assigned on the basis of price, contractor staff availability at the time of assignment and performance on current and prior work orders. The cost of each work order will be based on the unit prices established in the respective Contracts. These Contracts will replace six contracts (three federally and three state-funded contracts) currently in place for these services.

In September 2019, the Board approved an Authorizing Resolution to issue a Request For Proposal (RFP). Past experience has shown that utilizing the RFP process provides MTA best value while also being more efficient than utilizing the Invitation for Bids (IFB) process.

III. PROCUREMENT PROCESS

In response to the RFP, seven firms submitted technical and cost proposals: ABC Construction Contracting, Inc. (“ABC”); Empire Control Abatement Inc. (“Empire”); ETS; NYES; PAL; Pinnacle; and Trio Asbestos Removal Corp. (“TRIO”). The Selection Committee (“SC”) reviewed the technical proposals based on the established criteria, including relevant experience and qualifications; approach to the work; diversity practices (for the state-funded contracts); other relevant matters (including oral presentation). As a result of the review of the technical proposals, all seven firms were invited for oral presentations. After oral presentations, five of the seven firms (Empire, ETS, NYES, PAL, and Pinnacle) were recommended for negotiations based on their technical qualifications, relevant experience, understanding of the scope requirements, quality of their technical proposals, oral presentations, and demonstrated overall understanding of the required services. ABC and TRIO were eliminated from further consideration as ABC lacked sufficient experience and qualified personnel to perform crucial aspects of the required services, and TRIO did not submit a complete technical proposal and was not as technically proficient as the firms recommended for negotiations.

Initial cost proposals were based on estimated quantities of various tasks/materials and received as follows: Empire - \$8,650,348, ETS – \$7,808,920, NYES - \$7,253,932, PAL – \$9,466,660, Pinnacle – \$12,265,394. MTA C&D’s initial in-house estimate was \$6,231,383 per contract. Negotiations were held with the five selected firms, focusing on unit prices and total cost. Cost proposals were also evaluated based on a comparison with previous contracts for asbestos abatement and other environmental remediation services, and the current market for these services. MTA C&D’s estimated quantities were based on workload projections and are for evaluation purposes only.

After negotiations were completed Best and Final Offers (“BAFO”) were requested and received as follows: Empire - \$7,912,613, ETS – \$7,410,032, NYES - \$7,136,437, PAL – \$8,126,720; Pinnacle – \$7,717,738. NYC Transit’s revised in-house estimate is \$7,988,685. Through negotiations the firms lowered their unit prices which were then re-evaluated based on consistent estimated quantities. These revised unit prices are reflected in the contracts we are seeking to award.

The Selection Committee unanimously recommended ETS, Pinnacle and PAL for award. ETS, Pinnacle and PAL are incumbents in the current IQ asbestos abatement and other environmental remediation services contract series and have extensive satisfactory experience and work performance. Although PAL’s BAFO pricing is the highest among the five competing firms and slightly higher than the in-house estimate, PAL’s technical ranking as demonstrated by its technical expertise and track record of relevant experience more than offset its slightly higher priced proposal. PAL’s BAFO pricing is well within the fair and reasonable range of the in-house estimate. The SC also recommended NYES for award, ranking them fourth overall, based on their relevant experience in asbestos abatement work and their very competitively priced BAFO.

IV. D/M/WBE and SDVOB

The Department of Diversity and Civil Rights (“DDCR”) has established a goal of 10% DBE for the federal contracts. Goals of 4% MBE, 4% WBE and 0% SDVOB were established for the State contracts. DDCR has approved the M/W/DBE Utilization Plans for all four recommended contractors. ETS and PAL have achieved their M/W/DBE goals on previous completed MTA contracts.

V. IMPACT ON FUNDING

These Contracts will be funded with both federal and MTA funds on a task order basis by the individual capital project requiring these services. Task orders will not be issued until an approved WAR Certificate is received.

VI. ALTERNATIVES

Perform the work using in-house personnel. Currently, MTA C&D lacks available in-house personnel to perform this work.

Item Number		9			
Dept & Dept Head Name:					
Delivery/Mark Roche					
Department Head Signature					
					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	NYCT & Bus Committee	7/22/2020	X		
2	Board	7/22/2020	X		
Internal Approvals					
Order	Approval	Order	Approval		
2 X	Deputy Chief, Development		President		
1 	Vice President, Contracts		Executive Vice President & General Counsel		
SUMMARY INFORMATION					
Vendor Name			Contract Number		
TC Electric, LLC/J-Track, LLC (JV)			P-36444		
Description					
Design-Build Services for Rutgers Tube Rehabilitation					
Total Amount					
\$90,500,000					
Contract Term					
13 Months					
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A					
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Procurement Type					
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive					
Solicitation Type					
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:					
Funding Source					
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: State					

PURPOSE

To obtain approval of the Board to award a contract for the design and construction of the Rutgers Tube Rehabilitation Project to rehabilitate systems and components within the Rutgers Tube to achieve a State of Good Repair and make those systems and components more resilient to extreme weather events to TC Electric, LLC/J-Track, LLC (JV) in the amount of \$90,500,000 and a total duration of 13 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 \$72,000 to be paid to the two unsuccessful proposers for a total amount of \$144,000.

DISCUSSION

The Rutgers Tube is a set of twin tubes that runs between the East Broadway Station in the Borough of Manhattan and York Street Station in the Borough of Brooklyn on the New York City Transit ("NYCT") 6th Avenue IND F Line. One tube contains the southbound track and the second tube contains the northbound track. The Project will rehabilitate systems and components within the Rutgers Tube that were damaged by Superstorm Sandy, as well as systems and components that are at the end of their useful lives, to achieve a State of Good Repair and to provide long-term resiliency measures to protect against extreme weather events. The work applies lessons learned from the Canarsie Project and includes the installation of a cable management rack system for new cables, the installation of cellular infrastructure in the Rutgers Tube to support future cellular service, and required improvements to mechanical, architectural, and track and signals components. At the East Broadway Station, the work includes the installation of ADA components, tile work, and other structural repairs.

In response to the RFP, three proposals were received from the following proposers: E-J Electric/Railroad Construction Company (E-J/RCC JV) – \$142,412,000, L.K. Comstock & Company, Inc. (LKC) – \$97,297,000 and TC Electric, LLC/J-Track, LLC (TC-JT JV) – \$102,375,000.

The proposals were evaluated by a Selection Committee utilizing the following preestablished selection criteria: project schedule, project management plan, qualifications of key personnel, prior experience and organizational structure, understanding of the design and construction, commissioning, past performance, safety and quality, subcontractors and suppliers, diversity practices and other relevant matters. A Technical Committee, comprised of members of the RFP Design Team, Construction Management Team, and technical experts of various backgrounds, supported the Selection Committee. Although EJ/RCC JV submitted a strong technical proposal demonstrating an in-depth knowledge of the work, EJ/RCC's price proposal was significantly higher than the in-house estimate. The Selection Committee also determined that LKC was the least technically preferred as its proposal lacked sufficient detail regarding its approach to scheduling this project. The proposal submitted by the TC-JT JV was the strongest technical proposal as it provided specific details that incorporated its experience from the Canarsie project regarding its approach to sequencing the work and the procurement of long-lead procurement items. The Selection Committee was particularly impressed by TC-JT JV's strong design and construction approach, its analysis of potential risks and proposed mitigation measures, and the qualifications and experience of its proposed key personnel. After review and consideration of all three proposals, the Selection Committee unanimously recommended to invite TC-JT JV for negotiations.

Negotiations were conducted with TC-JT JV and included discussions of the project schedule and overall cost, including pricing assumptions and scope clarifications. At the conclusion of negotiations, MTA C&D and TC-JT JV agreed on a lump sum price of \$90,500,000, which represented a reduction of \$11,875,000 (11.6 percent) from TC-JT JV's initial proposal. Additionally, the agreement includes an early completion date of February 16, 2021 for the work at the East Broadway Station, which represents a schedule reduction of 56 days, and an early completion date of March 29, 2021 for the work within the Rutgers Tube, which represents a schedule reduction of 14 days. In addition to the early completion dates, MTA C&D and TC-JT JV also agreed on a reduction of Substantial Completion from 14 months to 13 months. The agreement includes early completion incentive payments for the work at the East Broadway Station and for the work within the Rutgers Tube as well as liquidated damages resulting from contractor delays.

MTA C&D unanimously recommended TC-JT JV for award, determining that its proposal offered the best overall value considering their proposed reductions to the schedule to minimize the impact of the work on MTA's customers, demonstration of their ability to meet or exceed project milestones, the strength and qualifications of their key personnel, and their past performance. TC-JT JV'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.

DBE

The MTA Department of Diversity and Civil Rights has established a goal of 20% DBE. Award will not be made until the Department of Diversity and Civil Rights' approval is obtained.

IMPACT ON FUNDING

This contract is FTA/MTA funded under both Superstorm Sandy Repairs/Resiliency and 2020 – 2024 MTA Capital Programs. The contract will not be awarded until a WAR Certificate is received.

ALTERNATIVES

None recommended. Currently, MTA lacks available in-house technical personnel to perform the scope of work.

RECOMMENDATION

That the Board approve the award of a contract for the design and construction of the work for the Rutgers Tube Rehabilitation Project to TC-JT JV in the amount of \$90,500,000 and a duration of 13 months. The Board is also requested to approve the payment of a total stipend of \$144,000 to LKC and EJ/RCC JV.

Item Number		10			
Dept & Dept Head Name:					
Delivery/ Mark Roche					
Department Head Signature					
					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	NYCT & Bus Committee	7/22/2020	X		
2	Board	7/22/2020	X		
Internal Approvals					
Order	Approval	Order	Approval		
2 X	Deputy Chief, Development	4	President		
	Senior Vice President, Contracts	3	Executive Vice President & General Counsel		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Tully Construction Company Inc.	A-37150E
Description	
Design and Construction of Accessibility Upgrades at 149 th Street-Grand Concourse Complex on the Jerome Avenue and White Plains Road Lines and Tremont Avenue Station on the Grand Concourse Line in the Borough of the Bronx (Design-Build)	
Total Amount	
\$93,209,726	
Contract Term	
35 Months	
Option(s) included in Total Amount?	
<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Renewal?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: State	

Purpose

To obtain approval of the Board to award a contract for the design and construction of accessibility upgrades at the 149th Street Grand Concourse Complex on the Jerome Avenue and White Plains Road Lines and the Tremont Avenue Station on the Grand Concourse Line in the Borough of the Bronx to Tully Construction Company Inc. ("Tully") in the amount of \$93,209,726 and a duration of 35 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 \$97,500 to be paid to the two unsuccessful proposers for a total amount of \$195,000.

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. Six teams were selected based on their favorable experience on design-build projects, ADA improvements, and other relevant work. They are: 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").

Pursuant to the Authorizing Resolution, a Step 2 RFP was issued to the six pre-qualified teams. The scope of work includes design-build services to provide full vertical ADA accessibility at both stations. This will be achieved through the restoration of an existing historic elevator headhouse at 149th Street with a three-stop elevator connecting the street, upper platform, and lower mezzanine, as well as installation of two new elevators connecting the upper platform, lower mezzanine, and lower platform. At the Tremont Avenue

Staff Summary

Item No. 10

Page 2 of 2

Station, one street-to-mezzanine elevator and two mezzanine-to-platform elevators will be installed. Work at both stations will also include reconstruction of stairs and other required improvements.

In response to the RFP, three proposals were received: CTJV – \$104,575,000; ECCO III – \$121,807,000; and Tully – \$91,609,726. 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. All three technical proposals were deemed to include qualified design and construction teams, and each considered project approaches designed to expedite the work and minimize impacts on the travelling public while still achieving project requirements. CTJV offered a schedule reduction of one month for 149th Street and two weeks for the Tremont Avenue Station. CTJV also proposed an alternative design concept that was not acceptable to the SC. Tully offered a schedule reduction of two months to 149th Street and one month to the Tremont Avenue Station. Both CTJV and Tully also offered significant reductions to the TA Services required for the project. Although ECCO III submitted a strong technical proposal, they only offered a reduction of two weeks to the Tremont Avenue Station and lesser reductions to the TA Services required for the project. In addition, their cost proposal was determined to be outside the competitive range when compared to the other proposals and internal estimate. After review and consideration of all proposals, the SC unanimously recommended that CTJV and Tully be invited for negotiations.

Negotiations included discussions of the project schedule and overall cost, including pricing assumptions and scope clarifications. Because the full extent of the required restoration work of the historic headhouse at the 149th Street station cannot be determined until construction is underway, an allowance of \$2 million was added to address unknown conditions discovered during construction. Following negotiations, CTJV’s Best and Final Offer (“BAFO”) was \$104,972,000, which after considering the addition of the \$2 million allowance, represents a reduction of approximately \$1.6 million from its initial proposal. In addition, CTJV’s BAFO further reduced the proposed duration for 149th Street by an additional 1.5 months for a total reduction of 2.5 months and reduced the proposed duration for the Tremont Avenue Station by an additional month for a total reduction of 1.5 months. Tully’s BAFO was \$93,209,726, which after considering the addition of the \$2 million allowance, represents a reduction of \$400,000 from its initial proposal. Tully’s BAFO did not offer any additional schedule reductions. Both teams offered additional reductions to TA Services required for the project.

After receipt and review of BAFOs, the SC unanimously recommended Tully for award, determining that its proposal offered the best overall value. In reviewing the strength and experience of each team, their proposed schedules, and TA Services reductions, the SC determined that both CTJV and Tully were technically equivalent. Accordingly, the unanimous recommendation for award to Tully was predominantly based on their BAFO cost proposal being \$11,762,274 (12.6 percent) less than CTJV’s. Tully’s BAFO proposal is considered fair and reasonable. 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.

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

MBE/WBE/SDVOB

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.

Impact on Funding

This contract is funded by the 2015 – 2019 MTA Capital Program. This contract will not be awarded until funding is in place and a WAR Certificate is received.

Alternatives

None recommended. Currently, MTA lacks available in-house technical personnel to perform the scope of work.

Recommendation

That the Board approve the award of a contract for the design and construction of accessibility upgrades at the 149th Street Grand Concourse Complex on the Jerome Avenue and White Plains Road Lines and Tremont Avenue Station on the Grand Concourse Line in the Borough of the Bronx to Tully in the amount of \$93,209,726 and a duration of 35 months. The Board is also requested to approve the payment of stipends of \$97,500 to both CTJV and ECCO III.

JULY 2020
LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

- | | | |
|--------------------------------------|--------------------|--------------------------------------|
| 11. Scalamandre – Gramercy JV | \$3,500,000 | <u>Staff Summary Attached</u> |
| Contract No. A-37124.14 | | |

MTA Construction and Development requests the Board ratify a retroactive modification for accelerating the in-service date of three elevators at the 59th Street station, located along the 4th Avenue line in Brooklyn, by approximately 11 months to October 31, 2020. In addition to accelerating the in-service date of the elevators, the contractual substantial completion date is accelerated by approximately eight months to January 21, 2021. This modification also provides for an incentive payment of \$630,000 if the October 31, 2020 date is achieved.

Schedule K - Ratification of Completed Procurement Actions

Staff Summary

Item Number: 11

Vendor Name (Location) Scalamandre – Gramercy JV (Freeport, New York)
Description Installation of Three Elevators at 59th St. Station on 4th Ave. Line "B" Division (BMT), Borough of Brooklyn
Contract Term (including Options, if any) November 19, 2018–September 18, 2021
Option(s) included in Total Amt? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: Delivery/Mark Roche

Contract Number A-37124	AWO/Mod. #s 14
Original Amount:	\$ 34,247,000
Prior Modifications:	\$ 713,100
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 34,960,100
This Request:	
Modification Cost	\$ 2,870,000
Incentive Cost	\$ 630,000
Total Cost	\$ 3,500,000
% of This Request to Current Amt.:	10%
% of Modifications (including This Request) to Original Amount:	12.3%

Discussion:

This retroactive modification is for accelerating the in-service date of three elevators at the 59th Street station, located along the 4th Avenue line in Brooklyn, by approximately 11 months to October 31, 2020. In addition to accelerating the in-service date of the elevators, the contractual substantial completion date is accelerated by approximately eight months to January 21, 2021. This modification also provides for an incentive payment of \$630,000 if the October 31, 2020 date is achieved.

The base contract provides for the installation of three new elevators at the 59th Street station along the 4th Avenue line, B division (BMT), in the borough of Brooklyn. The work includes (1) furnishing and installing one street-to-mezzanine ADA-compliant elevator and two mezzanine-to-platform ADA-compliant elevators; (2) reconfiguration of two street stairs and two platform stairs, and rehabilitation of two street stairs and two platform stairs; (3) expansion of the north mezzanine; (4) reconfiguring the fare control area; (5) constructing a new elevator machine room, electrical panel room, ADA-compliant toilet facilities, and cleaner’s room; and (6) providing new ADA compliant sidewalk curb cuts.

The base contract provides for ADA accessibility at the 59th Street Station by September 18, 2021. Taking advantage of the current low ridership levels to minimize inconvenience to the public, this modification provides for the premium time labor required to accelerate the in-service date of the three new elevators, as well as all work in the north mezzanine and all work associated with providing a fully compliant ADA accessible path of travel at the 59th Street station, by October 31, 2020. This acceleration also results in the earlier Substantial Completion date of January 21, 2021, which represents a reduction of approximately eight months from the contractual date of September 18, 2021.

The contractor submitted its revised proposal in the amount of \$3,701,182. Negotiations resulted in the agreed-upon lump-sum price of \$2,870,000, which is considered to be fair and reasonable.

In addition to the direct costs, this modification provides for a \$630,000 incentive payment. To be eligible for the incentive payment, the contractor must provide a complete and fully compliant ADA path of travel, including the three in-service elevators open to the public and complete all mezzanine work on or before October 31, 2020. This incentive payment is contingent upon completion of all work provided for in this modification. If the October 31, 2020 date is not met, the contractor will not receive any portion of the incentive payment.

The costs associated with accelerating this work and providing the incentive is partially offset by projected savings from reducing the contract duration. The eight-month reduction to the Substantial Completion date is expected to yield savings from the Consultant Construction Management contract; Transit Authority Labor; and Engineering Force Accounts. The projected savings is approximately \$2.65M.

The acting SVP Capital Program Management approved a retroactive waiver on July 1, 2020.



Service Changes: M35 Reroute Effective January 2021

Judy McClain, Chief, Operations Planning

Service Issue

The New York State Office of Mental Health (OMH) will be relocating its main entrance at the Kirby-Manhattan Psychiatric Center on Randall's/Wards Island and has requested that the M35 be rerouted to loop on to its property and serve a new stop that it will build. This new stop will be closer to the relocated 24-hour guard booth and will make the M35 a more convenient and more appealing option for customers by shortening the distance between the bus stop and the OMH entrance.

Recommendation

Reroute the M35 to serve the newly built stop.

Budget Impact

A net annual cost of approximately \$100,000 is expected.

Proposed Implementation Date

January 2021

Staff Summary



Subject	M35 Reroute on Randall's Island
Department	Operations Planning
Department Head Name	Judy McClain
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	July 10, 2020
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

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

Purpose

To inform the New York City Transit and MTA Bus Committee of a reroute on the M35 route on Randall's Island.

Discussion

The New York State Office of Mental Health (OMH) will be relocating its main entrance at the Kirby-Manhattan Psychiatric Center on Randall's/Wards Island and has requested that the M35 be rerouted to loop on to its property and serve a new stop that it will build. This new stop will be closer to the relocated 24-hour guard booth and will make the M35 a more convenient and more appealing option for customers by shortening the distance between the bus stop and the OMH entrance.

Recommendation

Reroute the M35 to loop on to the OMH property and serve a newly built bus stop.

Alternatives

Do nothing. M35 customers trying to reach the facilities on the OMH property will have to walk approximately 5 minutes to/from the current stop.

Budget Impact

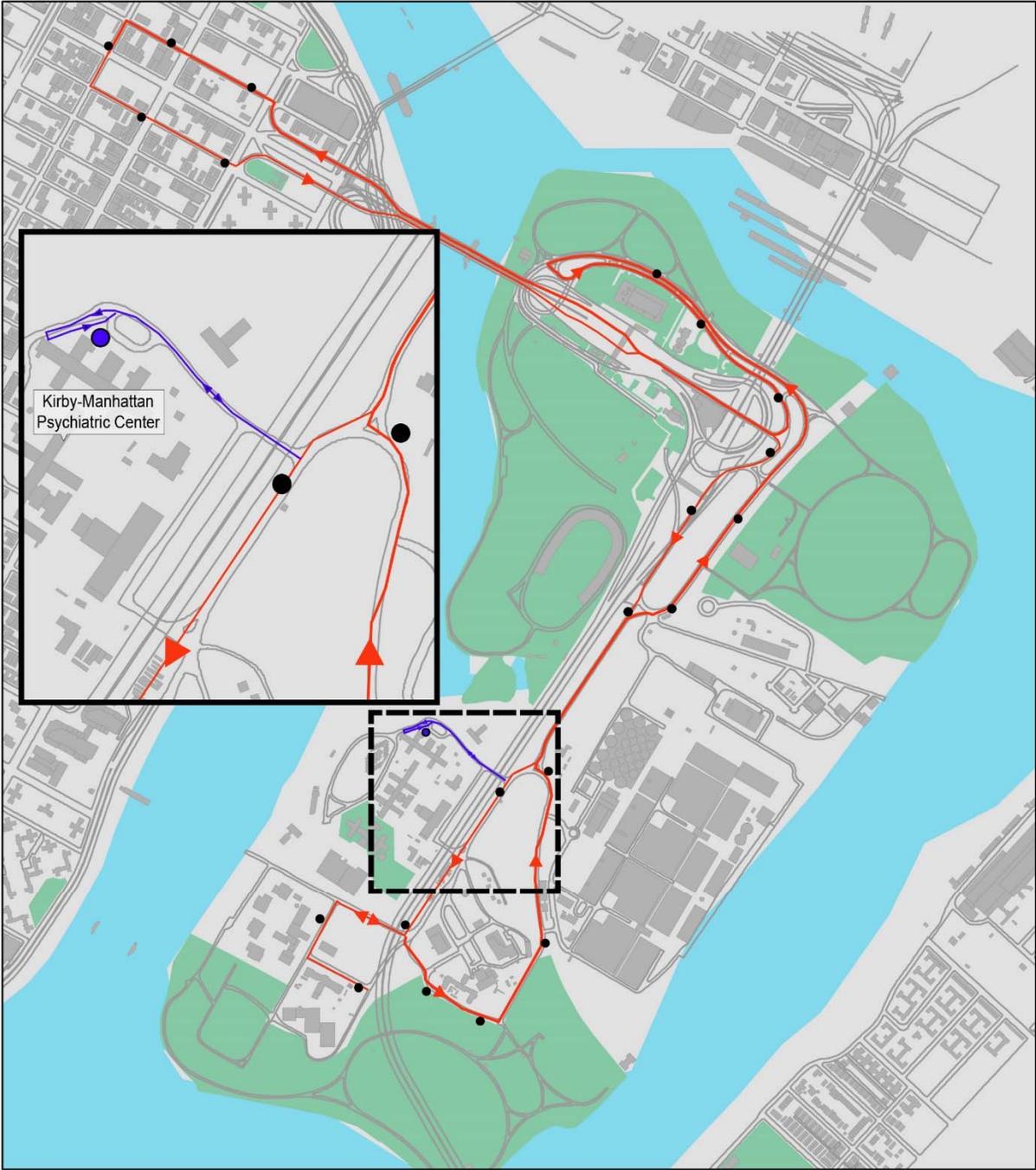
A net annual cost of approximately \$100,000 is expected.

Implementation Date

January 2021

Staff Summary

Map



Proposed M35 Reroute to serve Kirby-Manhattan Psychiatric Center on Randall's/Wards Island	Existing Route	
	Proposed Route Extension	
	Existing Bus Stops	
	Proposed Bus Stop	



Service Changes: LaGuardia Link Q70 Select Bus Service Travel Path Revision in Queens

Craig Cipriano, President, MTA Bus Company

Service Issue

The LaGuardia Link Q70 Select Bus Service (SBS) provides connections from LaGuardia Airport to Woodside and Jackson Heights. Ridership on the Q70 had been increasing. To accommodate this increase in ridership, MTA Bus implemented a planned conversion of the route to longer 60-foot articulated buses from the current 40-foot standard buses.

The Q70 shared its last stop and layover in Woodside with the Q53 SBS on southbound 61st Street north of Roosevelt Avenue. The Q53 also utilizes articulated buses. With the longer articulated buses for the Q70, the Q53 and Q70 would not be able to fit in the shared location.

Working with the NYC Department of Transportation (NYC DOT), a new last stop and layover was identified for the Q70 and planned for installation in early April 2020; however, with the rise of COVID-19 in March 2020, NYC DOT couldn't conduct the work. In late May/early June 2020 NYC DOT got the opportunity to complete the installation of the bus stop and other supporting changes in time for the summer schedule change on June 28, 2020. To access the new last stop and layover, the travel path was revised.

Recommendation

Permanently revise the travel path of the southbound Q70 to access a new last stop and layover on westbound Woodside Avenue at 61st Street to facilitate the conversion of the Q70 to longer articulated buses. There was not enough space at the previous last stop and layover location. This revision also reduces the number of turns around the 74th Street and Roosevelt Avenue transit hub.

Budget Impact

The net result of the recommended revision is a small increase in operating cost of approximately \$20,000 annually because of the small increase in travel distance.

Proposed Implementation Date

These revisions were implemented on June 28, 2020; and will be implemented permanently immediately.

Staff Summary

Subject	LaGuardia Link Q70 Select Bus Service Travel Path Revision in Queens
Department	Operations Planning
Department Head Name	Mark A. Holmes
Department Head Signature	X
Project Manager Name	Richard W. Hajduk

Date	July 6, 2020
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	NYCT/MTA Bus Comm			X	

Internal Approvals			
Title	Approved	Title	Approved
President	X		
Acting VP, Govt. and Community Relations	X		
Chief Officer, Operations Planning	X		

PURPOSE:

The purpose of this staff summary is to gain presidential approval for and to inform the MTA Bus Committee of a recommendation to permanently revise the travel path of the LaGuardia Link Q70 Select Bus Service (SBS) to access a new last stop and layover to accommodate the route's conversion to articulated buses.

DISCUSSION:

The Q70 is a Select Bus Service (SBS) route, branded as the LaGuardia Link Q70 SBS, providing service 24 hours a day, and seven days a week connecting LaGuardia Airport's central terminals (Terminals B, C and D) with regional transit hubs in Jackson Heights and Woodside, Queens, where passengers may connect to the **E F M R 7** subways, the Long Island Rail Road (all easterly branches) or buses. The Q70 travels a one-way distance of approximately 4.5-miles. The Q70 normally transports approximately 5,720 passengers per weekday, 3,870 passengers per Saturday and 4,130 passengers per Sunday; which is exceeded on busy travel days.

Ridership on the Q70 had been trending up. From 2018 to 2019, average weekday ridership has increased approximately 12 percent; and approximately 35 percent from 2016, when the route became SBS, to 2019. To accommodate this increase in ridership, MTA Bus planned to convert the route to longer 60-foot articulated buses from the previous 40-foot standard buses; which was implemented June 28, 2020.

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

The Q70 shared its last stop and layover in Woodside with the Q53 SBS on southbound 61st Street north of Roosevelt Avenue. The Q53 also utilizes articulated buses. With the longer articulated buses on the Q70, the Q53 and Q70 would not be able to fit in the shared location.

MTA Bus worked jointly with the NYC Department of Transportation (NYC DOT) to identify space nearby for the last stop and layover to support the operation of the longer articulated buses. The space identified is located on westbound Woodside Avenue, east of 61st Street. This location is only approximately 250 feet away from the intersection of 61st Street, the location of the existing last stop and layover. The last stop and layover for the Q53 remains at the existing location.

The bus stop relocation was originally being planned for implementation on April 5, 2020 with the Spring 2020 schedule change. However, due to the suspension of non-essential tasks, stay-at-home orders, and other uncertainties that developed related to the rise of the COVID-19 pandemic in New York City in March 2020, NYC DOT couldn't provide a definite date for the installation of the bus stop and other supporting changes. As the COVID-19 metrics began improving, in late May/early June 2020, NYC DOT got the opportunity to perform the installation in time for the summer schedule change on June 28, 2020, and completed the installation at that time.

To access the new location, the southbound travel path of the Q70 was revised. Under this travel path revision, from the previous bus stop on Roosevelt Avenue (facing eastbound) at 74th Street in Jackson Heights, the southbound Q70 turns south on 75th Street, crosses Broadway and continues south to Woodside Avenue, then turns west to the new last stop and layover at 61st Street. At the new last stop and layover, all customers exit, and the Q70 buses layover during their recovery time. This revision also reduces the number of turns around the congested 74th Street/Roosevelt Avenue transit hub. Previously, from Roosevelt Avenue at 74th Street, the Q70 turned onto 75th Street, then turned west onto Broadway, then left onto westbound Roosevelt Avenue, right onto westbound to 39th Avenue, and south onto 61st Street to the last stop and layover north of Roosevelt Avenue.

To return northbound from the new last stop and layover, the Q70 turns north on 61st Street and east on Roosevelt Avenue, returning to the existing northbound travel path, and the existing first stop on Roosevelt Avenue east of 61st Street. This travel path revision adds approximately 0.24 miles of travel distance, but no additional travel time, as this travel path is on less congested streets with two fewer turns. See the attached map.

The last stop and layover is normally used by approximately 480 customers per weekday, and a lesser number on weekends. The walk to the escalator to the 7 train or the Long Island Rail Road at the southeast corner of Roosevelt Avenue at 61st Street is approximately 250 feet, but there aren't any streets to cross, like was required from the previous last stop and layover location.

RECOMMENDATION:

Permanently revise the travel path of the southbound Q70 to access a new last stop and layover on westbound Woodside Avenue at 61st Street. This new last stop and layover location would be permanently relocated from its previous location to facilitate the planned conversion of the Q70 to longer articulated buses, as there is not enough space at the current last stop and layover location.

Staff Summary

The southbound Q70 travel path would be permanently revised to travel south on 75th Street from Roosevelt Avenue and west on Woodside Avenue to the new last stop and layover at 61st Street. This revision also reduces the number of turns around the congested 74th Street/Roosevelt Avenue transit hub. After laying over, the Q70 would permanently turn north onto 61st Street, and east onto Roosevelt Avenue, and return to its regular route to its existing first northbound stop on Roosevelt Avenue at 61st Street.

This revision requires a walk of approximately 250 feet to the intersection of Roosevelt Avenue at 61st Street for the 480 customers who exit at the last southbound bus stop on an average weekday. However, customers who access the 7 train or Long Island Rail Road do not have to cross any streets, like they do from the previous permanent location.

ALTERNATIVES TO THE PROPOSED SERVICE CHANGE:

One alternative would be to leave the southbound last stop and layover, and travel path unchanged. This would forgo the opportunity to provide adequate space for the buses to layover and would cause issues on southbound 61st Street in Woodside at its current last stop and layover where there wouldn't be enough space, causing buses to double-park in the only southbound travel lane.

Another alternative is to access the relocated stop and layover by an alternative travel path. The recommended travel path reduces turns and uses relatively wide streets. Alternative travel paths would add turns and/or require operation on narrower streets that are prevalent in the area.

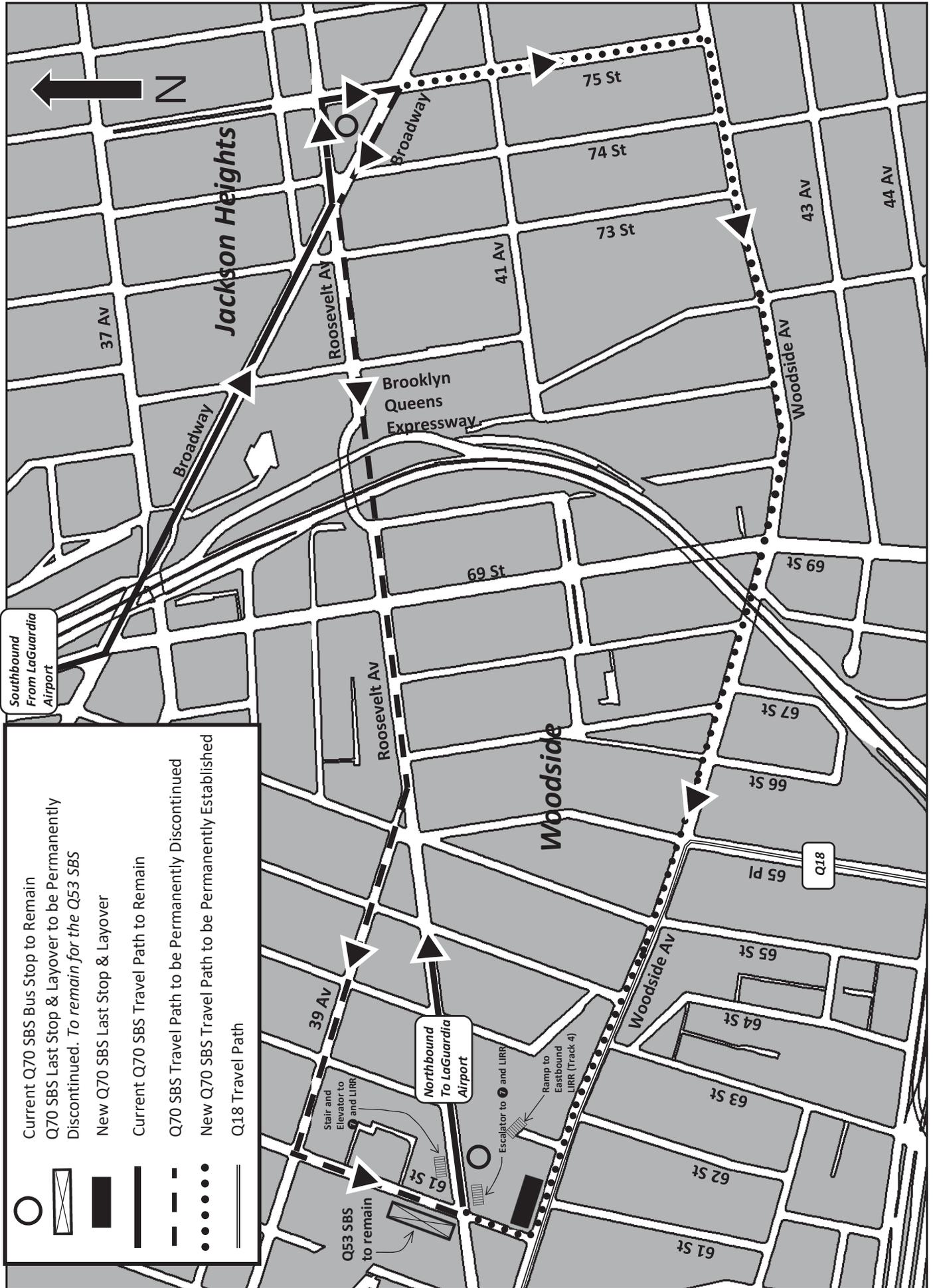
BUDGET IMPACT:

The net result of the recommended revision is a small increase in operating cost of approximately \$20,000 annually because of the small increase in travel distance.

PROPOSED IMPLEMENTATION DATE:

These revisions were implemented on June 28, 2020; and will be implemented permanently immediately.

LaGuardia Link Q70 SBS Southbound Travel Path Revision in Queens





Standard Follow-Up Report: Transit Recidivism Report 1st Quarter 2020

This quarterly report provides the Transit Committee with information on arrests of persons charged repeatedly with commission of crimes in the subway system. The Transit Recidivist Initiative was commenced in August 2016 to focus attention and law enforcement resources on recidivist subway crime in two primary areas in which it is concentrated: sex offenses and the index felony crimes of grand larceny and robbery.

The following highlights information reported to New York City Transit by the NYPD Transit Bureau concerning arrests in the subway system, made during the 1st Quarter of 2020, of persons who had arrest records for prior index felony crimes or sex offenses committed in the subway system. For further statistical information, see the Chart on the following page.

- Total transit recidivist arrests for 1st Quarter 2020 totaled 88, an increase as compared to 4th Quarter 2019 (59 arrests). The total recidivist arrests for the 1st Quarter 2020 is higher than the average quarterly number of recidivist arrests during 2019 (which was 71).
- Index felony recidivist arrests for the 1st Quarter 2020 were significantly higher than in 4th Quarter 2019 (77 such arrests compared to 44 in the prior period). Robbery recidivist arrests increased (28 in the 1st Quarter 2020 compared to 14 in the 4th Quarter 2019). Grand larceny recidivist arrests in the 1st Quarter also increased (34 arrests in the 1st Quarter versus 19 in the prior three-month period). Combined, the offenses of grand larceny and robbery in the 1st Quarter accounted for about 81% (62 out of 77) of the index felony crime recidivist arrests during the period. Thirteen assault arrests, one rape arrest and one murder arrest were made in the 1st Quarter, accounting for the remainder.
- There were 11 sex offense recidivist arrests for the 1st Quarter 2020, compared to 15 such arrests for the prior period. Fourth Quarter forcible touch and public lewdness arrests decreased (7 in the 1st Quarter 2020 compared to 10 in 4th Quarter 2019). Arrests of recidivists for sex abuse were slightly lower (from 5 such arrests in the 4th Quarter to 4 in the current period).
- We continue to work with NYPD Transit Bureau leadership toward the shared goal of effective arrest and prosecution of recidivist sex offenses and index felony crimes committed in our subways.

David Farber
General Counsel, NYCT and MTA Bus

MTA New York City Transit

Transit Recidivism Report

Statistical Summary: 1st Quarter 2020 Update

	1st Quarter 2020	4th Quarter 2019	Annual 2019	2019 Quartely Average
Recidivist Arrests				
Index Felony Recidivist Arrests	77	44	194	49
Sex Offense Recidivist Arrests	<u>11</u>	<u>15</u>	<u>87</u>	<u>22</u>
Total Recidivist Arrests	88	59	281	71
Distribution by Offense				
<u>Index Felonies</u>				
Grand Larceny	34	19	78	20
Robbery	28	14	78	20
Assault	13	11	37	10
Other	2	0	1	1
<u>Sex Offenses</u>				
Forcible Touch	5	5	32	8
Public Lewdness	2	5	23	6
Persistent Sex Abuse	4	5	23	6
Other	0	0	9	2
Distribution by County				
New York	36	32	128	32
Kings	31	14	71	18
Bronx	17	10	54	14
Queens	4	3	28	7

Source: NYPD Transit Bureau data reporting individuals arrested in Transit system for index felony crimes or sex offense crimes. For First Quarter 2020, data includes arrests where arrestee had a prior record of arrest in the Transit system for two or more index felony or sex offense crimes.



New York City Transit

Sarah Feinberg
Interim President
New York City Transit



Bus Company

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