



Transit & Bus Committee Meeting

December 2016

Committee Members

F. Ferrer, Committee Chairman

A. Albert

D. Jones

S. Metzger

C. Moerder

J. Molloy

J. Samuelsen

P. Trottenberg

V. Vanterpool

P. Ward

New York City Transit and Bus Committee Meeting

2 Broadway - 20th Floor Conference Room

New York, NY 10004

Monday, 12/12/2016

10:00 AM - 11:30 PM ET

1. PUBLIC COMMENT PERIOD

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b. October SIR Financial & Ridership Report

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c. October MTA Bus Financial & Ridership Report

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d. Capital Program Status Report

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a. NYCT and MTA Bus EEO & Diversity Report, 3rd Quarter, 2016

NYCT and MTA BUS EEO and Diversity Report, 3rd Quarter, 2016 - Page 180

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Minutes of Regular Meeting
Committee on Operations of the MTA New York City Transit Authority, Manhattan and
Bronx Surface Transit Operating Authority,
Staten Island Rapid Transit Operating Authority,
Capital Construction Company and Bus Company
November 14, 2016

Meeting Held at:
Metropolitan Transportation Authority
Two Broadway
New York, New York 10004
10:30 AM

The following Members were present:

Hon. Fernando Ferrer, Committee Chair
Hon. Andrew Albert
Hon. David R. Jones
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Polly Trottenberg
Hon. Veronica Vanterpool
Hon. Peter Ward

The following Member was absent:

Hon. John Samuelson

Also present were:

Ira Greenberg, Board Member
Veronique Hakim, President, New York City Transit
Glenn Lunden, Senior Director, Operations Planning
Michael Chubak, Chief Financial Officer
Joseph Fox, Chief, NYPD Transit Bureau
Wynton Habersham, Senior Vice President, Subways
James Henly, Vice President & General Counsel, Law
Michael Horodniceanu, President, MTA Capital Construction
Darryl Irick, President, MTA Bus Company
Cheryl Kennedy, Vice President, Office of System Safety
Owen J. Monaghan, Vice President, Security
Tim Mulligan, Executive Vice President
John O'Grady, Senior Vice President, CPM
Stephen Plochochi, Vice President, Materiel

I. Chair Ferrer opened the meeting.

II. Public Speakers

Omar Vera commented on the Myrtle viaduct work and  train service, thanked the Committee for restoring the  line, thanked Member Albert for supporting the Rockaway Extension and thanked Members Albert and Vanterpool for serving as advocates for the riding public. He also expressed his concerns over the financial impact of a Trump presidency.

Jason Anthony Pineiro spoke in favor of the Myrtle viaduct project, while expressing his concern over the extent of weekend service. He also requested an extension of the SBS program, and commented on the importance of Operation Track Sweep.

Pedro Valdez Rivera Jr. spoke in support of increasing  train service on the Canarsie line, suggesting that the service enhancements continue even after the Myrtle Avenue viaduct work has been completed since the area served is increasing in both population and commercial activity.

Murray Bodin asked the Committee to consider the use of double decker buses, noting that double decker buses would improve traffic flow.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the minutes of the October 26, 2016 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company. There were no changes to the work plan.

President Hakim informed the Committee that a report on Transit's new crime recidivism initiative prepared by Jim Henly, NYCT's General Counsel, is being included this month in addition to the Work Plan.

President Hakim advised the Committee that two NYCT employees, Conductor Louis Gray and Conductor Jeffrey Fleming, had suffered an accident on the tracks while performing flagging duties in the vicinity of the Church Avenue Station in Brooklyn on November 3rd, offering her sincere condolences to the family and loved ones of Conductor Gray, who succumbed to his injuries, and wishing Conductor Fleming a speedy recovery.

President Hakim noted that staff from the National Transportation Safety Board is currently investigating this accident, with the full support of New York City Transit, the TWU and the New York State Public Transportation Safety Board.

President Hakim asked for a moment of silence to honor the memory of Conductor Gray.

President Hakim informed Members that the NYC Transit and MTA Bus Committee Charter is included in this month's Agenda for information only since no changes from the 2016 Charter are being recommended.

Member Vanterpool expressed her opinion that Commissioner Trottenberg would be an appropriate choice for Vice Chair of the Committee, and indicated that she would make the recommendation to the Chairman of the MTA Board.

IV. Agenda Items

SVP Habersham extended his sympathies to the loved ones, family and associates of Mr. Gray and Mr. Fleming, as well as all members of the transit family suffering as a result of the tragic accident of November 3rd. He also noted that immediately following the accident a full stand-down was ordered for track personnel, and safety rules and procedures were reviewed.

SVP Habersham reported to the Committee on the Department of Subways' operating performance.

In response to a question from Member Albert, SVP Habersham advised that the poorer wait assessment and on-time performance statistics on the A Division are likely due to the fact that the use of ATS on that division allows for more accurate readings.

In response to Member Greenberg's concerns regarding the subway Key Performance Indicator statistics, President Hakim noted that construction work being done in the system is a continuing challenge that affects KPI, and that the use of platform controllers has proven to be a successful approach to improving the statistics.

In response to a question from Member Moerdler, President Hakim agreed to look into the feasibility of a pilot program for the installation of platform doors. Member Moerdler expressed his view that overcrowding is negatively impacting NYCT customers, especially those in the Bronx, reiterating his position that platform doors must be considered as a means to mitigate delay.

Member Jones noted that the anticipated growth in the City's population will likely make it necessary to at least perform a long term feasibility study and to evaluate the cost implications of a platform door program, which could not only reduce overcrowding but also improve safety.

President Irick reported to the Committee on bus operating performance for both NYCT and MTA Bus.

VP Kennedy presented the Safety Report.

In response to a question from Member Moerdler, President Irick explained that while double and triple parking by trucks, exacerbated by the lack of adequate traffic enforcement measures, does constrain traffic and negatively impact on-time bus performance, the effect on bus safety has not proven to be significant.

Chief Fox expressed his sorrow over the accident that took the life of Conductor Louis Gray, and which seriously injured Conductor Jeffrey Fleming, and also extended his condolences to the family of Connie Watton, who was killed on November 8th when pushed in front of a train at the Times Square station.

Chief Fox presented the NYPD Transit Bureau statistics.

B. Financial Reports

CFO Chubak reported to the Committee on NYCT's finances.

President Irick reported to the Committee on MTA Bus' finances.

In response to a request from Member Albert for regular updates on the R179 test train, President Hakim noted that the second five-car unit would likely arrive at the end of the month, and that reports could be provided after that time. VP Plochochi added that after the testing on the two five-car units has been completed, R 179 production cars will start arriving in the middle of 2017 and delivery will continue until mid-2018.

SVP O'Grady presented Members with the Capital Program Status report.

C. Procurements

VP Plochochi introduced the NYCT, MTA CC and MTA Bus Company procurement agendas, which consisted of 12 actions totaling \$212.7 million in expenditures, highlighting two procurement action items included in this month's agenda: (1) the award of a competitively solicited and negotiated 12 month design/build contract for Package 1 of the Enhanced Station Initiative Program, for the design and construction of improvements at the Prospect Avenue, 53rd Street, and Bay Ridge Avenue stations along the 4th Avenue Line in Brooklyn to Citnalta-Forte, Joint Venture in the amount of \$72.1M; and (2) the award of a competitively solicited design consultant contract to Phase 2 Partnership, known as P2P, a Joint Venture of WSP/Parsons Brinckerhoff and STV Incorporated for engineering design services for Phase 2 of the Second Avenue Subway Project.

Motions were duly made and seconded to approve the procurement action items.

In response to a question from Member Moerdler, VP Plochochi explained that meetings are held with both the contracting and subcontracting communities for car contracts to stress the importance of providing more off-the-shelf components and parts to be used in NYCT's SMS or system maintenance programs. VP Plochochi also noted that 56% of parts that would otherwise have been purchased from Bombardier are now being procured competitively. In response to another question from Member Moerdler, VP Plochochi noted the benefits of not bringing sole source procurements falling beneath the small purchase threshold to the Board.

In response to Member Moerdler's concern that stations in the Bronx are not part of the first procurement package of the Enhanced Station Initiative, President Hakim noted that follow up packages of the Initiative would include locations in that borough.

In response to a question from Member Albert regarding the interchangeability of car parts, VP Plochochi advised that some car manufacturers have taken over the propulsion or subsystems from their competitors.

In response to a question from Member Greenberg, VP Plochochi agreed to provide more information on whether Westcode Inc. is a successor to an older car company.

In response to a question from Member Metzger, VP Plochochi agreed to consult with the Metro-North and LIRR Committees on how to increase competition for secondary market car parts.

NYCT's non-competitive procurement requiring a two-thirds vote (Schedule A in the Agenda), its non-competitive procurement requiring a majority vote (Schedule I in the Agenda), its competitive procurements requiring a two-thirds vote (Schedule C in the Agenda) and its proposed ratifications requiring a majority vote (Schedule K in the Agenda) were approved and forwarded to the full Board for consideration.

MTA CC's competitive procurements requiring a majority vote (Schedule F in the Agenda) and its proposed ratifications requiring a majority vote (Schedule K in the Agenda) were also approved and forwarded to the full Board for consideration.

Details of the above items are set forth in staff summaries, copies of which are on file with the records of this meeting.

V. Service Changes

Glenn Lunden informed the Committee of plans to increase weekday and weekend service frequency on the  line in response to continued growth in ridership, as well as to carry  riders who will need alternate transportation during the upcoming reconstruction of the Myrtle Viaduct in Brooklyn and New York & Atlantic Railway Bridge in Queens.

In response to a question from Member Albert, Mr. Lunden explained that weekend  service will run between Broadway Junction and Essex Street in Manhattan, and that during the week, capacity constraints at Broadway Junction would limit  service to/from Brooklyn to six trains per hour and, as a result, about five round trips will be run from Forest Hills to the Second Avenue station during weekday am and pm rush hours.

VI. Special Reports and Presentations

President Hakim presented the MetroCard Report and NYCT General Counsel Jim Henly presented a special report on NYCT's Transit Criminal Recidivism Initiative, prepared in

response to a Committee request. President Hakim advised the Committee that quarterly updates on the Recidivism Initiative would be provided.

Member Moerdler suggested that (1) a recommendation be made to the District Attorneys that a separate Transit part be established, at least on an interim basis; (2) the Office of Court Administration be asked to assist in focusing judges on the issue of Transit crime and (3) attention be given to the problem of bus drivers being spit upon in the course of duty.

In response to a question from Member Jones, VP Henly explained that there are enhanced penalties for assaults on NYCT workers.

In response to a question from Member Albert, VP Henly and Chief Fox noted that hate crimes do not make up a significant percentage of recidivist offenses.

Chief Fox thanked VP Henly, the Committee and President Hakim for their efforts and their support. VP Henly thanked Joseph Nugent, NYCT's liaison to the NYPD Transit Bureau, and Owen Monaghan of NYCT's Department of Security for their assistance in preparing the report.

VII. Standard Follow-Up Reports

President Hakim presented the Elevator & Escalator report and the Transit Adjudication Bureau report, both covering the 3rd quarter of 2016.

In response to a question from Member Moerdler regarding elevator entrapments, President Hakim advised that investigations are conducted to determine the cause of entrapments, as well as means to prevent future occurrences.

VIII. MTA CC Project Report

President Horodniceanu reported on the status of the Cortlandt Street ① station and the ⑦ line projects.

In response to a question from Chair Ferrer, President Horodniceanu explained that the Port Authority has committed to using its best efforts to prepare its site as necessary for NYCT to build its ADA stairways and elevator.

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

Respectfully submitted,



Bettina Quintas
Assistant Secretary

2016 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chair & Members
NYC Transit Committee Work Plan	Committee Chair &
Members Operations Performance Summary Presentation (including Financial/Ridership, Capital Program Status, Crime & Safety)	NYC Transit President
Procurements	Materiel
MTACC Projects Report	MTACC
MetroCard Report	AFC Program Mgmt & Sales
Service Changes (if any)	Operations Planning
Tariff Changes (if any)	Management & Budget
Capital Budget Modifications (if any)	Capital Planning & Budget
Action Items (if any)	As Listed

II. SPECIFIC AGENDA ITEMS

Responsibility

December 2016

NYCT 2017 Adopted Budget/Financial Plan 2017-2020	Management & Budget
SIR 2017 Adopted Budget/Financial Plan 2017-2020	Management & Budget
MTA Bus 2017 Adopted Budget/Financial Plan 2017-2020	Management & Budget
NYCT & MTA Bus EEO & Diversity Report, 3 rd Qtr, 2016	EEO & Human Resources

January 2017

Approval of 2017 NYC Transit Committee Work Plan	Committee Chair & Members
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February 2017

Preliminary Review of NYC Transit 2016 Operating Results	Management & Budget
Preliminary Review of SIR 2016 Operating Results	Management & Budget
Preliminary Review of MTA Bus 2016 Operating Results	Management & Budget
NYC Transit Adopted Budget/Financial Plan 2017-2020	Management & Budget
SIR Adopted Budget/Financial Plan 2017-2020	Management & Budget
MTA Bus Adopted Budget/Financial Plan 2017-2020	Management & Budget
Service Quality Indicators (including PES)	Operations Planning
ADA Compliance Report	Capital Program Management
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law
NYCT & MTA Bus EEO & Diversity Report, 2016 Yr End Rpt	EEO & Human Resources

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

March 2017

No Items

April 2017

Final Review of NYC Transit 2016 Operating Results
Final Review of SIR 2016 Operating Results
Final Review of MTA Bus 2016 Operating Results

Management & Budget
Management & Budget
Management & Budget

May 2017

Transit Adjudication Bureau Report, 1st Qtr, 2017
Elevator & Escalator Service Report, 1st Qtr, 2017
NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2017

Law
Subways
EEO & Human Resources

June 2017

No Items

July 2017

No Items

August 2017

No Meetings Held

September 2017

Public comment/Committee review of budget
2017 NYC Transit Mid-Year Forecast Monthly Allocation
2017 SIR Mid-Year Forecast Monthly Allocation
2017 MTA Bus Mid-Year Forecast Monthly Allocation
2018 Preliminary NYC Transit Budget
2018 Preliminary SIR Budget
2018 Preliminary MTA Bus Budget
Service Quality Indicators (including PES & MTA Bus PES)
Elevator & Escalator Service Report, 2nd Qtr, 2017
Transit Adjudication Bureau Report, 2nd Qtr, 2017
NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2017

Management & Budget
Operations Planning
Subways
Law
EEO & Human Resources

October 2017

Public Comment/Committee review of budget
Homeless Outreach Report
2018 Preliminary NYC Transit Budget
2018 Preliminary SIR Budget
2018 Preliminary MTA Bus Budget

MTA
Management & Budget
Management & Budget
Management & Budget

November 2017

Charter for Transit Committee
Elevator & Escalator Service Report, 3rd, Qtr, 2017
Transit Adjudication Bureau Report, 3rd Qtr, 2017

Law
Subways
Law



2016 Transit & Bus Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

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

NYC Transit Work Plan

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

Operations Performance Summary

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

Procurements

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

MTACC Projects Report

Monthly Status Report on each construction project and contract managed by MTA Capital Construction.

MetroCard Report

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

Service Changes

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

Tariff Changes

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

Capital Budget Modifications

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

Action Items

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

II. SPECIFIC AGENDA ITEMS (con't)

DECEMBER 2016

NYCT 2017 Adopted Budget/Financial Plan 2017-2020

NYC Transit will present its revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2017 by category.

SIR 2017 Adopted Budget/Financial Plan 2017-2020

NYC Transit will present SIR's revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2017 by category.

MTA Bus 2017 Adopted Budget/Financial Plan 2017-2020

MTA Bus will present its revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2017 by category.

EEO & Diversity Report, 3rd Qtr, 2016

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.

JANUARY 2017

Approval of Committee Work Plan

The Committee will be provided with the work plan for 2017 and will be asked to approve its use for the year.

FEBRUARY 2017

Preliminary Review of NYC Transit's 2016 Operating Results

NYC Transit will present a brief review of its 2016 Budget results.

Preliminary Review of SIR 2016 Operating Results

NYC Transit will present a brief review of SIR's 2016 Budget results.

Preliminary Review of MTA Bus 2016 Operating Results

MTA Bus will present a brief review of its 2016 Budget results.

Adopted Budget/Financial Plan 2017-2020

NYC Transit will present its revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2017 by category.

II. SPECIFIC AGENDA ITEMS (con't)

SIR Adopted Budget/Financial Plan 2017-2020

NYC Transit will present SIR's revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2017 by category.

MTA Bus Adopted Budget/Financial Plan 2017-2020

MTA Bus will present its revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2017 by category.

Service Quality Indicators / PES Report

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

ADA Compliance Report

The annual update to the NYC Transit Committee on the status of compliance with the Americans with Disabilities Act (ADA) at New York City Transit. The report summarizes activities for compliance including, rehabilitation of key stations and ADA requirements in bus and subway transportation.

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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- 2016 Year-End Report

A detailed year-end 2016 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 2017

No Agenda Items

APRIL 2017

Final Review of NYC Transit 2016 Operating Results

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

II. SPECIFIC AGENDA ITEMS (con't)

Final Review of SIR 2016 Operating Results

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

Final Review of MTA Bus 2016 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.

MAY 2017

Transit Adjudication Bureau Report, 1st Qtr, 2017

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

Elevator & Escalator Service Report, 1st Qtr, 2017

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

EEO & Diversity Report, 1st Qtr, 2017

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 2017

No Agenda Items

JULY 2017

No Agenda Items

AUGUST 2017

No Meetings Held

SEPTEMBER 2017

2017 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of its 2017 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2017 SIR Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of SIR's 2017 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

II. SPECIFIC AGENDA ITEMS (con't)

2017 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2017 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2018 NYC Transit Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

2018 SIR Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

2018 MTA Bus Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

Service Quality Indicators/PES Report

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

Elevator & Escalator Service Report, 2nd Qtr, 2017

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

Transit Adjudication Bureau Report, 2nd Qtr, 2017

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, 2nd Qtr, 2017

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.

OCTOBER 2017

Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

2018 NYC Transit Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

2018 SIR Preliminary Budget

Public comments will be accepted on the SIR 2018 Preliminary Budget.

2018 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2018 Preliminary Budget.

II. SPECIFIC AGENDA ITEMS (con't)

NOVEMBER 2017

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.

Elevator & Escalator Service Report, 3rd Qtr, 2017

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

Transit Adjudication Bureau Report, 3rd Qtr, 2017

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

Proposed 2017 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chair & Members
NYC Transit Committee Work Plan	Committee Chair &
Members Operations Performance Summary Presentation (including Financial/Ridership, Capital Program Status, Crime & Safety)	NYC Transit President
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Responsibility

January 2017

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NYCT & MTA Bus EEO & Diversity Report, 2016 Yr End Rpt	EEO & Human Resources

March 2017

No Items

April 2017

Homeless Outreach Report	MTA
Final Review of NYC Transit 2016 Operating Results	Management & Budget
Final Review of SIR 2016 Operating Results	Management & Budget
Final Review of MTA Bus 2016 Operating Results	Management & Budget

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

May 2017

Transit Adjudication Bureau Report, 1st Qtr, 2017
Elevator & Escalator Service Report, 1st Qtr, 2017
NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2017

Law
Subways
EEO & Human Resources

June 2017

No Items

July 2017

No Items

August 2017

No Meetings Held

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Management & Budget

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Transit Adjudication Bureau Report, 3rd Qtr, 2017

Law
Subways
Law

December 2017

NYCT 2018 Adopted Budget/Financial Plan 2018-2021
SIR 2018 Adopted Budget/Financial Plan 2018-2021
MTA Bus 2018 Adopted Budget/Financial Plan 2018-2021
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Management & Budget
Management & Budget
Management & Budget
EEO & Human Resources



Proposed 2017 Transit & Bus Committee Work Plan

Detailed Summary

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

Service Changes

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

Tariff Changes

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

Capital Budget Modifications

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

Action Items

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

II. SPECIFIC AGENDA ITEMS (con't)

JANUARY 2017

Approval of Committee Work Plan

The Committee will be provided with the work plan for 2017 and will be asked to approve its use for the year.

FEBRUARY 2017

Preliminary Review of NYC Transit's 2016 Operating Results

NYC Transit will present a brief review of its 2016 Budget results.

Preliminary Review of SIR 2016 Operating Results

NYC Transit will present a brief review of SIR's 2016 Budget results.

Preliminary Review of MTA Bus 2016 Operating Results

MTA Bus will present a brief review of its 2016 Budget results.

Adopted Budget/Financial Plan 2017-2020

NYC Transit will present its revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2017 by category.

SIR Adopted Budget/Financial Plan 2017-2020

NYC Transit will present SIR's revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2017 by category.

MTA Bus Adopted Budget/Financial Plan 2017-2020

MTA Bus will present its revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2017 by category.

Service Quality Indicators / PES Report

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

ADA Compliance Report

The annual update to the NYC Transit Committee on the status of compliance with the Americans with Disabilities Act (ADA) at New York City Transit. The report summarizes activities for compliance including, rehabilitation of key stations and ADA requirements in bus and subway transportation.

II. SPECIFIC AGENDA ITEMS (con't)

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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- 2016 Year-End Report

A detailed year-end 2016 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 2017

No Agenda Items

APRIL 2017

Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

Final Review of NYC Transit 2016 Operating Results

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

Final Review of SIR 2016 Operating Results

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

Final Review of MTA Bus 2016 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.

MAY 2017

Transit Adjudication Bureau Report, 1st Qtr, 2017

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

Elevator & Escalator Service Report, 1st Qtr, 2017

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

EEO & Diversity Report, 1st Qtr, 2017

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)

JUNE 2017

No Agenda Items

JULY 2017

No Agenda Items

AUGUST 2017

No Meetings Held

SEPTEMBER 2017

2017 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of its 2017 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2017 SIR Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of SIR's 2017 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2017 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2017 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2018 NYC Transit Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

2018 SIR Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

2018 MTA Bus Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

Service Quality Indicators/PES Report

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

Elevator & Escalator Service Report, 2nd Qtr, 2017

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

II. SPECIFIC AGENDA ITEMS (con't)

Transit Adjudication Bureau Report, 2nd Qtr, 2017

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, 2nd Qtr, 2017

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.

OCTOBER 2017

Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

2018 NYC Transit Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

2018 SIR Preliminary Budget

Public comments will be accepted on the SIR 2018 Preliminary Budget.

2018 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2018 Preliminary Budget.

NOVEMBER 2017

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.

Elevator & Escalator Service Report, 3rd Qtr, 2017

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

Transit Adjudication Bureau Report, 3rd Qtr, 2017

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

II. SPECIFIC AGENDA ITEMS (con't)

DECEMBER 2017

NYCT 2018 Adopted Budget/Financial Plan 2018-2021

NYCT Transit will present its revised 2018-2021 Financial Plan. This plan will reflect the 2018 Adopted Budget and an updated Financial Plan for 2018-2021 reflecting the out-year impact of any changes incorporated into the 2018 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2018 by category.

SIR 2018 Adopted Budget/Financial Plan 2018-2021

NYCT Transit will present SIR's revised 2018-2021 Financial Plan. This plan will reflect the 2018 Adopted Budget and an updated Financial Plan for 2018-2021 reflecting the out-year impact of any changes incorporated into the 2018 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2018 by category.

MTA Bus 2018 Adopted Budget/Financial Plan 2018-2021

MTA Bus will present its revised 2018-2021 Financial Plan. This plan will reflect the 2018 Adopted Budget and an updated Financial Plan for 2018-2021 reflecting the out-year impact of any changes incorporated into the 2018 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2018 by category.

EEO & Diversity Report, 3rd Qtr, 2017

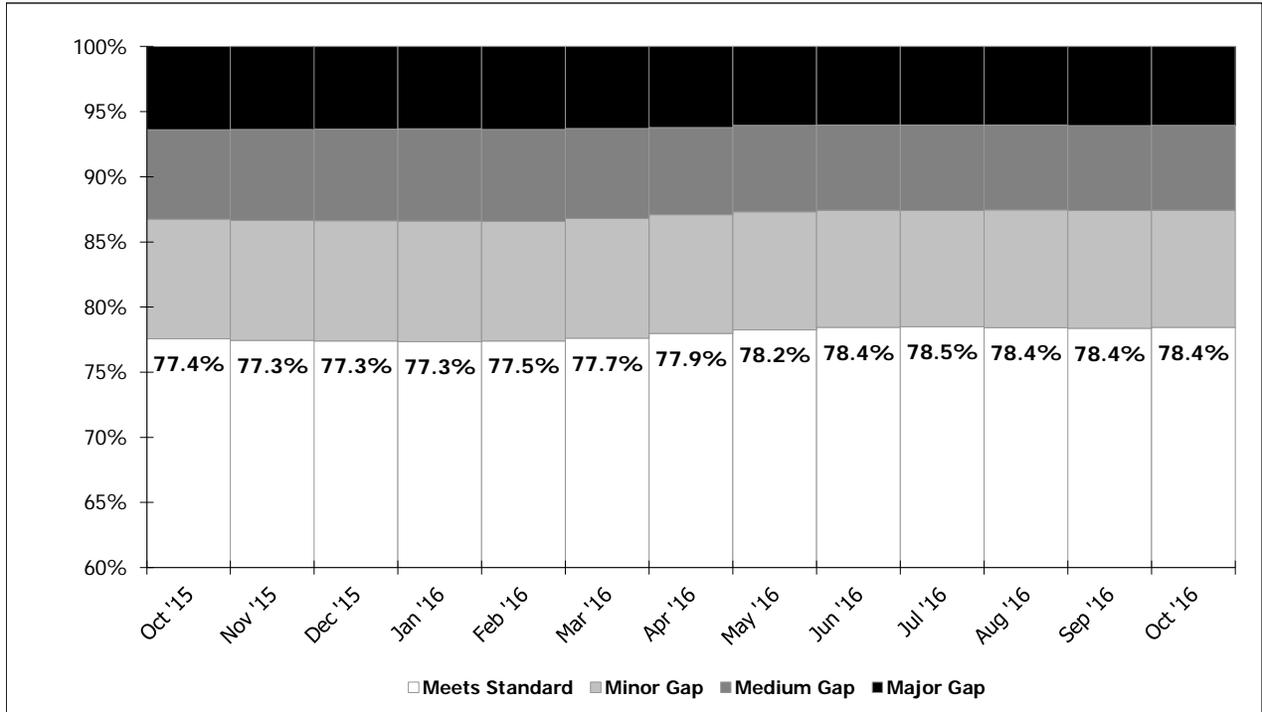
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

Monthly Operations Report

Statistical results for the month of October 2016 are shown below.

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: October 2016			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)				78.4%	77.4%	+1.0%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	68.6%	71.3%	-2.7%	70.8%	71.9%	-1.1%
A Division Weekday Wait Assessment - (All Lines)				73.9%	74.5%	-0.6%
B Division Weekday Wait Assessment	80.9%	78.6%	+2.3%	80.8%	78.9%	+1.9%
System Weekend Wait Assessment (Chart 3)				84.7%	84.9%	-0.2%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	76.6%	79.3%	-2.7%	79.5%	81.2%	-1.7%
A Division Weekend Wait Assessment - (All Lines)				81.8%	83.0%	-1.2%
B Division Weekend Wait Assessment	87.5%	80.7%	+6.8%	86.7%	86.2%	+0.5%
System Weekday Terminal On-Time Performance (Charts 4-5)	64.6%	67.5%	-2.9%	67.7%	70.0%	-2.3%
A Division Weekday Terminal On-Time Performance	61.9%	63.3%	-1.4%	63.5%	66.0%	-2.5%
B Division Weekday Terminal On-Time Performance	66.9%	71.0%	-4.1%	71.3%	73.3%	-2.0%
System Number of Weekday Trains Delayed (Chart 6)	58,138	55,484	+4.8%	53,062	48,954	+8.4%
System Weekend Terminal On-Time Performance (Charts 7-8)	70.2%	74.9%	-4.7%	73.0%	75.2%	-2.2%
A Division Weekend Terminal On-Time Performance	66.0%	68.1%	-2.1%	70.4%	72.6%	-2.2%
B Division Weekend Terminal On-Time Performance	73.0%	79.3%	-6.3%	74.7%	76.9%	-2.2%
System Number of Weekend Trains Delayed (Chart 9)	15,967	12,280	+30.0%	13,660	12,866	+6.2%
Mean Distance Between Failures (Charts 10-11)	115,587	123,241	-6.2%	113,363	135,912	-16.6%
A Division Mean Distance Between Failures	110,553	105,813	+4.5%	110,126	116,470	-5.4%
B Division Mean Distance Between Failures	119,542	140,526	-14.9%	115,889	154,916	-25.2%
System Weekday Service-KPI (Charts 12-13)	73.6%	75.4%	-1.8%	74.9%	76.3%	-1.4%
A Division Weekday Service-KPI	69.2%	70.9%	-1.7%	70.7%	72.1%	-1.4%
B Division Weekday Service-KPI	76.3%	78.7%	-2.4%	77.6%	79.4%	-1.8%
System Weekday PES-KPI (Charts 14-16)				91.9%	91.6%	+0.3%
Staten Island Railway						
24 Hour On-Time Performance	91.3%	95.5%	-4.2%	95.5%	94.5%	+1.0%
AM Rush On-Time Performance	96.7%	96.4%	+0.3%	96.0%	94.0%	+2.0%
PM Rush On-Time Performance	96.2%	98.3%	-2.1%	97.9%	95.7%	+2.2%
Percentage of Completed Trips	100.0%	100.0%	0.0%	99.9%	99.8%	+0.1%
Mean Distance Between Failures	44,212	223,999	-80.3%	71,463	52,025	+37.4%
Staten Island Railway PES-KPI (Chart 17)				89.8%	90.4%	-0.6%

Subway Weekday Wait Assessment 12-Month Rolling Average (6 am - midnight)



Wait Assessment Definition

Wait Assessment (WA), which is measured weekdays between 6:00 am and midnight, is defined as the percentage of actual intervals between trains that are no more than the scheduled interval plus 25%.

Meets Standard: meets Wait Assessment standard of scheduled headway +25%

Minor Gap: more than 25% to 50% over scheduled headway

Medium Gap: more than 50% to 100% over scheduled headway

Major Gap: more than 100% scheduled headway or missed intervals

Wait Assessment Results

	Systemwide 12-Month Average				Annual Results (Meets Standard)
	<u>Meets Standard</u>	<u>GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Nov '15 - Oct '16	78.4%	9.0%	6.5%	6.1%	2016 TARGET: 80.7%
Nov '14 - Oct '15	77.4%	9.2%	7.0%	6.4%	2015 ACTUAL: 77.3%

Chart 1

**Subway Weekday Wait Assessment
12-Month Rolling Average
(6 am - midnight)**

<u>Line</u>	<u>Nov '15 - Oct '16</u>				<u>Nov '14 - Oct '15</u>				<u>Standard Difference</u>
	<u>Meets Standard</u>	<u>Headways GAP</u>			<u>Meets Standard</u>	<u>Headways GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
1	77.8%	9.5%	7.2%	5.5%	78.2%	9.2%	6.8%	5.7%	-0.4%
2	70.0%	10.3%	10.1%	9.6%	72.2%	10.0%	9.3%	8.5%	-2.2%
3	75.1%	10.3%	8.1%	6.5%	77.7%	9.5%	7.1%	5.7%	-2.6%
4	69.5%	9.9%	9.3%	11.3%	70.8%	9.6%	8.7%	10.9%	-1.3%
5	65.5%	10.3%	10.9%	13.3%	66.4%	10.0%	10.7%	13.0%	-0.9%
6	66.9%	9.6%	10.5%	13.0%	65.8%	9.6%	10.8%	13.8%	+1.1%
7	74.2%	10.9%	8.1%	6.9%	75.0%	10.4%	7.7%	6.9%	-0.8%
S 42nd	92.2%	4.2%	2.0%	1.6%	89.5%	4.1%	2.9%	3.5%	+2.7%
Subdivision A	73.9%	9.4%	8.3%	8.5%	74.5%	9.1%	8.0%	8.5%	-0.6%
A	72.4%	8.5%	8.6%	10.5%	68.0%	10.2%	9.7%	12.2%	+4.4%
B	80.0%	9.6%	6.4%	4.0%	78.2%	9.9%	6.3%	5.5%	+1.8%
C	76.6%	11.8%	6.3%	5.3%	79.3%	10.2%	6.0%	4.5%	-2.7%
D	82.0%	9.9%	5.0%	3.1%	78.6%	10.2%	7.0%	4.3%	+3.4%
E	73.5%	10.1%	7.5%	8.9%	75.1%	10.3%	7.8%	6.8%	-1.6%
F	77.1%	8.6%	6.8%	7.5%	72.1%	9.9%	8.5%	9.4%	+5.0%
S Fkln	97.0%	1.4%	0.6%	1.0%	96.1%	1.6%	1.2%	1.1%	+0.9%
G	83.9%	10.2%	4.0%	1.9%	81.0%	10.4%	6.0%	2.6%	+2.9%
S Rock	92.9%	4.5%	1.7%	0.8%	92.0%	4.5%	2.2%	1.3%	+0.9%
JZ	80.2%	9.1%	6.5%	4.3%	77.2%	10.7%	6.7%	5.4%	+3.0%
L	78.9%	9.9%	6.0%	5.2%	79.1%	9.9%	7.0%	4.1%	-0.2%
M	80.6%	8.6%	5.7%	4.9%	76.8%	10.1%	7.5%	5.5%	+3.8%
N	80.5%	9.5%	6.5%	3.5%	76.9%	11.1%	7.0%	5.1%	+3.6%
Q	80.9%	10.4%	4.5%	4.2%	78.9%	10.5%	6.2%	4.4%	+2.0%
R	76.5%	10.2%	7.0%	6.2%	74.7%	9.8%	7.6%	8.0%	+1.8%
Subdivision B	80.8%	8.8%	5.6%	4.8%	78.9%	9.3%	6.4%	5.3%	+1.9%
Systemwide	78.4%	9.0%	6.5%	6.1%	77.4%	9.2%	7.0%	6.4%	+1.0%

Meets Standard: meets Wait Assessment standard of scheduled headway +25%

**Headway
Definitions**

Minor Gap: from 25% to 50% over scheduled headway

Medium Gap: from 50% to 100% over scheduled headway

Major Gap: more than 100% scheduled headway or missed intervals

**Subway Weekend Wait Assessment
12-Month Rolling Average
(6 am - midnight)**

<u>Line</u>	<u>Nov '15 - Oct '16</u>				<u>Nov '14 - Oct '15</u>				<u>Standard Difference</u>
	<u>Meets Standard</u>	<u>Headways GAP</u>			<u>Meets Standard</u>	<u>Headways GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
1	83.2%	8.0%	5.0%	3.8%	88.1%	6.7%	3.4%	1.7%	-4.9%
2	74.8%	11.3%	8.8%	5.2%	78.5%	10.4%	7.1%	3.9%	-3.7%
3	85.0%	8.3%	4.1%	2.6%	85.4%	8.1%	4.1%	2.4%	-0.4%
4	74.4%	10.2%	8.4%	7.0%	74.2%	10.0%	8.5%	7.3%	+0.2%
5	77.5%	9.4%	7.2%	5.9%	83.7%	7.7%	4.8%	3.8%	-6.2%
6	82.0%	8.8%	5.5%	3.8%	77.4%	9.3%	7.5%	5.8%	+4.6%
7	80.3%	9.5%	4.9%	5.3%	78.0%	11.8%	5.5%	4.8%	+2.3%
S 42nd	97.5%	0.5%	0.3%	1.7%	98.7%	0.7%	0.3%	0.4%	-1.2%
Subdivision A	81.8%	8.2%	5.5%	4.4%	83.0%	8.1%	5.1%	3.8%	-1.2%
A	79.8%	10.8%	5.4%	4.0%	73.6%	10.3%	8.4%	7.6%	+6.2%
C	82.5%	10.0%	4.7%	2.7%	81.7%	9.4%	4.8%	4.0%	+0.8%
D	86.3%	8.0%	4.2%	1.5%	86.1%	6.9%	4.1%	2.9%	+0.2%
E	84.9%	9.0%	4.1%	2.0%	81.5%	9.4%	4.6%	4.5%	+3.4%
F	84.9%	7.2%	4.1%	3.9%	88.0%	7.6%	2.1%	2.3%	-3.1%
S Fkln	97.4%	1.3%	0.5%	0.8%	93.3%	3.7%	1.7%	1.3%	+4.1%
G	92.5%	6.1%	0.8%	0.6%	92.6%	4.7%	1.8%	1.0%	-0.1%
JZ	88.6%	5.1%	3.2%	3.1%	90.8%	6.5%	1.7%	1.0%	-2.2%
L	82.6%	7.9%	5.0%	4.5%	85.0%	7.8%	4.9%	2.3%	-2.4%
N	88.4%	7.6%	2.9%	1.1%	86.4%	7.8%	3.8%	2.0%	+2.0%
Q	85.9%	5.3%	4.2%	4.6%	88.0%	6.7%	3.2%	2.2%	-2.1%
R	86.3%	7.6%	4.7%	1.3%	87.2%	4.6%	3.9%	4.3%	-0.9%
Subdivision B	86.7%	7.2%	3.7%	2.5%	86.2%	7.1%	3.8%	2.9%	+0.5%
Systemwide	84.7%	7.6%	4.4%	3.3%	84.9%	7.5%	4.3%	3.3%	-0.2%

Meets Standard: meets Wait Assessment standard of scheduled headway +25%

**Headway
Definitions**

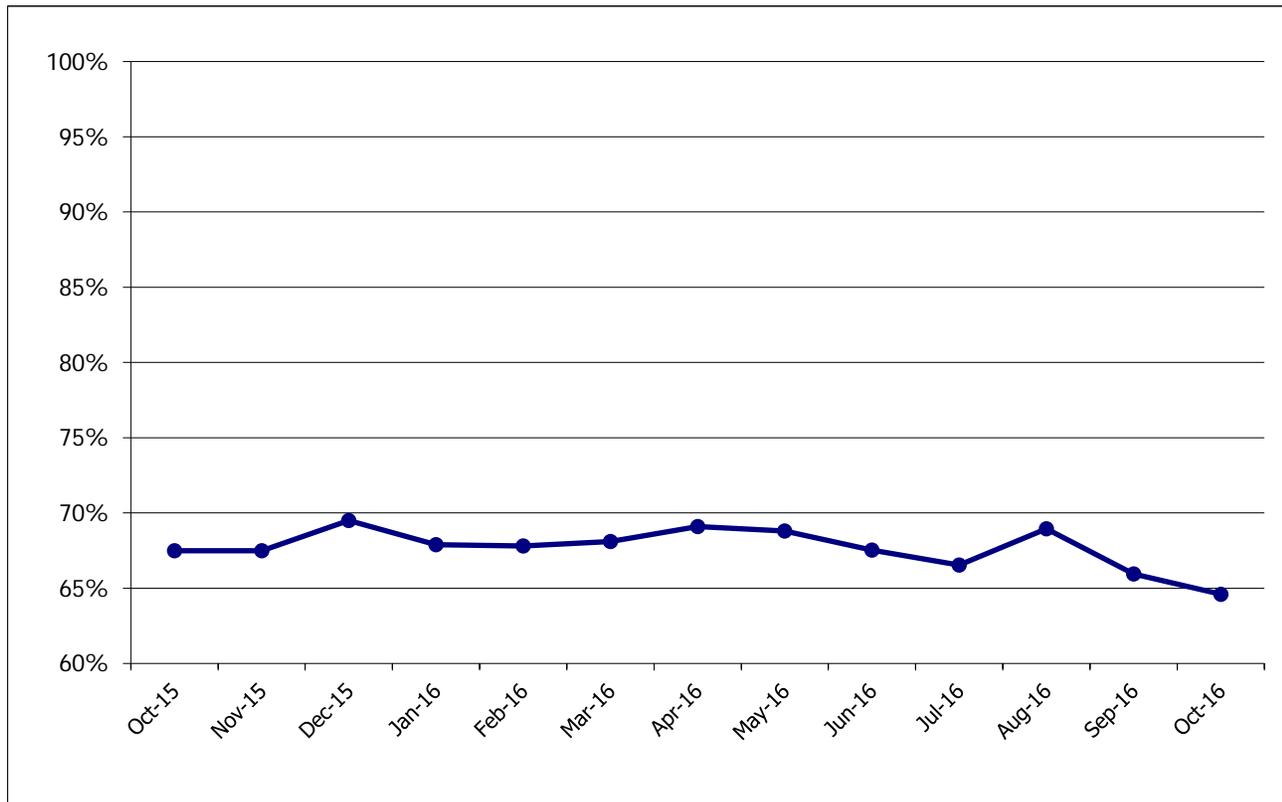
Minor Gap: from 25% to 50% over scheduled headway

Medium Gap: from 50% to 100% over scheduled headway

Major Gap: more than 100% scheduled headway or missed intervals

Chart 3

Subway Weekday Terminal On-Time Performance Monthly (24 hours)



Weekday Terminal On-Time Performance Definition

Weekday Terminal On-Time Performance (OTP) for a month is calculated as the percentage of scheduled trains, based on the schedule in effect, either the regular weekday schedule or a supplemental schedule, arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour weekday 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.

Weekday Terminal On-Time Performance Results

Systemwide

Monthly Results

Oct 2016: 64.6%

Oct 2015: 67.5%

Nov '15 - Oct '16

12-Mon Avg: 67.7%

Subdivision A

Monthly Results

Oct 2016: 61.9%

Oct 2015: 63.3%

Nov '15 - Oct '16

12-Mon Avg: 63.5%

Subdivision B

Monthly Results

Oct 2016: 66.9%

Oct 2015: 71.0%

Nov '15 - Oct '16

12-Mon Avg: 71.3%

Discussion of Results

In October 2016, Over Crowding (23,930 delays), ROW Delays (8,063 delays), and Track Gangs (8,004 delays) were the highest categories of delays, representing 68.8% of the total 58,138 delays.

Chart 4

**Subway Weekday Terminal On-Time Performance
12-Month Rolling Average
(24 hours)**

<u>Line</u>	<u>Nov '15 - Oct '16</u>	<u>Nov '14 - Oct '15</u>	<u>% Difference</u>
1	72.7%	76.5%	-3.8%
2	37.6%	43.8%	-6.2%
3	59.3%	65.9%	-6.6%
4	39.5%	43.8%	-4.3%
5	37.7%	40.4%	-2.7%
6	49.2%	46.5%	+2.7%
7	78.4%	83.4%	-5.0%
S 42nd	99.1%	98.3%	+0.8%
Subdivision A	63.5%	66.0%	-2.5%
A	64.4%	66.1%	-1.7%
B	69.9%	76.0%	-6.1%
C	71.8%	80.0%	-8.2%
D	68.2%	74.4%	-6.2%
E	68.2%	69.9%	-1.7%
F	59.5%	58.0%	+1.5%
S Fkln	99.6%	99.5%	+0.1%
G	80.1%	66.9%	+13.2%
S Rock	94.8%	95.6%	-0.8%
JZ	65.5%	75.7%	-10.2%
L	90.7%	92.1%	-1.4%
M	68.5%	70.1%	-1.6%
N	62.3%	66.8%	-4.5%
Q	68.2%	70.7%	-2.5%
R	58.5%	59.6%	-1.1%
Subdivision B	71.3%	73.3%	-2.0%
Systemwide	67.7%	70.0%	-2.3%

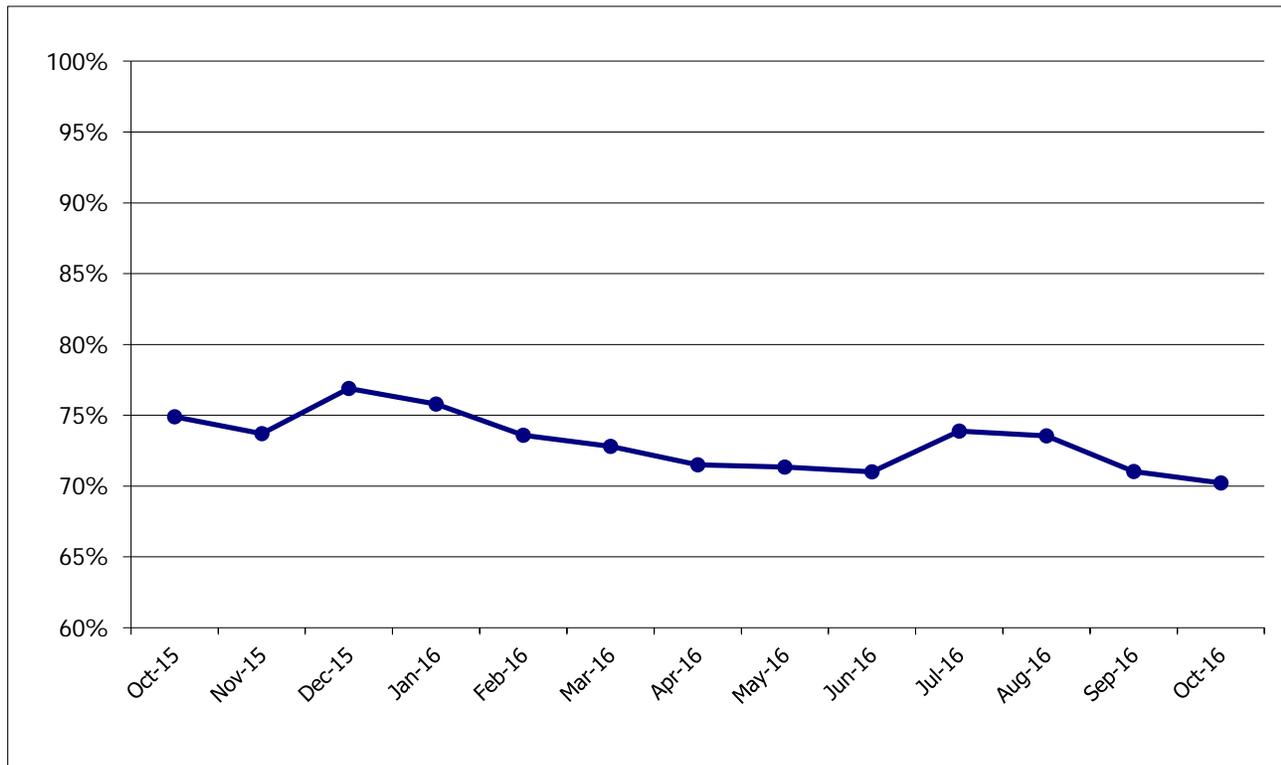
Chart 5

Subway Weekday Trains Delayed Monthly (24 hours)

<u>Categories</u>	<u>October 2016 Trains Delayed</u>
Over Crowding	23,930
ROW Delays	8,063
Track Gangs	8,004
Work Equipment/G. O.	3,697
Sick Customer	3,297
Car Equipment	3,122
Operational Diversions	2,090
Unruly Customer	1,776
Police	1,645
Employee	1,115
Fire	671
Inclement Weather	255
Infrastructure	250
External	223
Total Trains Delayed *	58,138

* Due to rounding, the total may not equal the sum of the addends.

Subway Weekend Terminal On-Time Performance Monthly (24 hours)



Weekend Terminal On-Time Performance Definition

Weekend Terminal On-Time Performance (OTP) for a month is calculated as the percentage of scheduled trains, based on the schedule in effect, either regular weekend schedule or a supplemental schedule, arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour weekend day 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.

Weekend Terminal On-Time Performance Results

Systemwide

Monthly Results

Oct 2016: 70.2%

Oct 2015: 74.9%

Nov '15 - Oct '16

12-Mon Avg: 73.0%

Subdivision A

Monthly Results

Oct 2016: 66.0%

Oct 2015: 68.1%

Nov '15 - Oct '16

12-Mon Avg: 70.4%

Subdivision B

Monthly Results

Oct 2016: 73.0%

Oct 2015: 79.3%

Nov '15 - Oct '16

12-Mon Avg: 74.7%

Discussion of Results

In October 2016, Work Equipment/G. O. (4,781 delays), Over Crowding (3,742 delays), and Track Gangs (2,539 delays) were the highest categories of delays, representing 69.28% of the total 15,967 delays.

**Subway Weekend Terminal On-Time Performance
12-Month Rolling Average
(24 hours)**

<u>Line</u>	<u>Nov '15 - Oct '16</u>	<u>Nov '14 - Oct '15</u>	<u>% Difference</u>
1	81.5%	88.3%	-6.8%
2	39.9%	43.2%	-3.3%
3	57.7%	64.8%	-7.1%
4	53.1%	48.0%	+5.1%
5	62.1%	74.0%	-11.9%
6	62.4%	57.8%	+4.6%
7	83.3%	88.2%	-4.9%
S 42nd	99.7%	99.6%	+0.1%
Subdivision A	70.4%	72.6%	-2.2%
A	63.5%	61.8%	+1.7%
C	53.4%	63.5%	-10.1%
D	66.9%	71.3%	-4.4%
E	63.8%	61.4%	+2.4%
F	34.1%	48.8%	-14.7%
S Fkln	99.3%	99.6%	-0.3%
G	88.9%	83.7%	+5.2%
S Rock	95.7%	97.5%	-1.8%
JZ	83.6%	90.5%	-6.9%
L	90.9%	90.1%	+0.8%
M	96.7%	96.6%	+0.1%
N	68.8%	70.8%	-2.0%
Q	80.5%	81.4%	-0.9%
R	70.7%	72.4%	-1.7%
Subdivision B	74.7%	76.9%	-2.2%
Systemwide	73.0%	75.2%	-2.2%

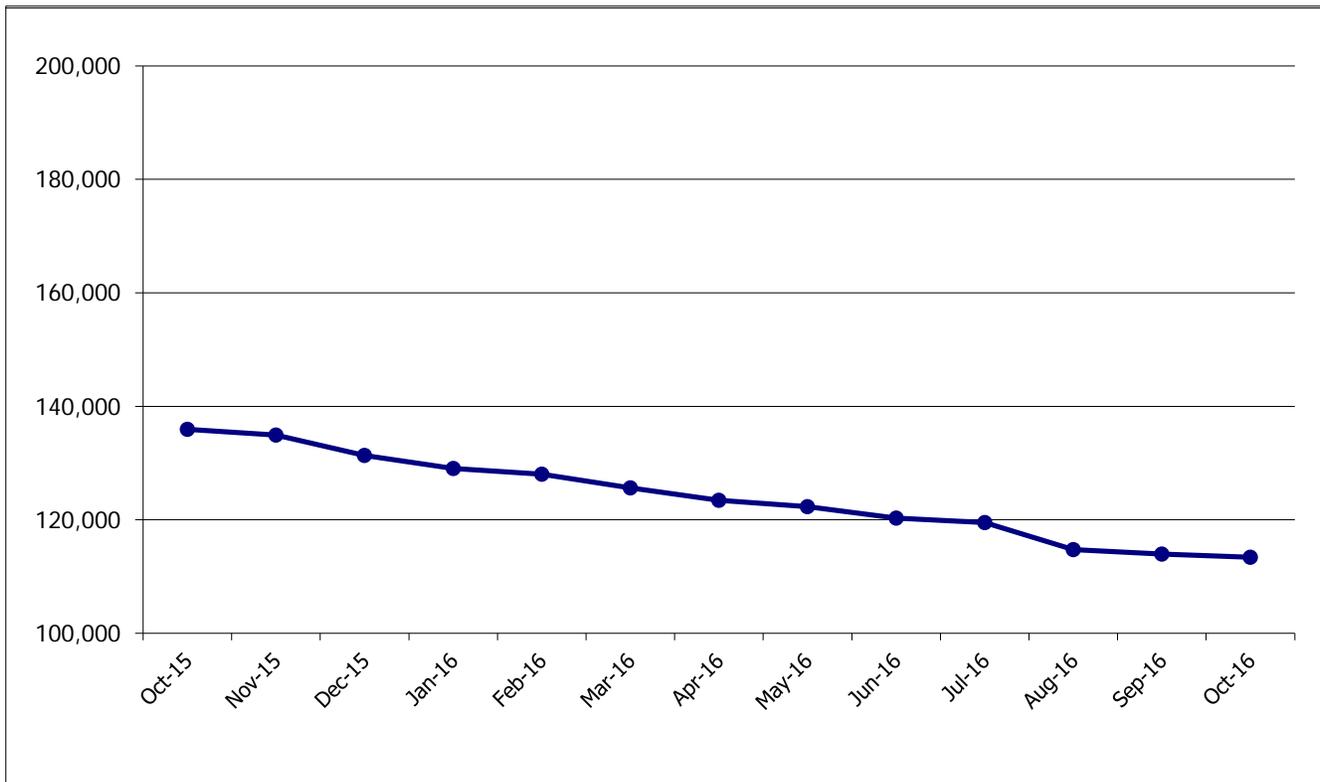
Chart 8

Subway Weekend Trains Delayed Monthly (24 hours)

<u>Categories</u>	<u>October 2016 Trains Delayed</u>
Work Equipment/G. O.	4,781
Over Crowding	3,742
Track Gangs	2,539
ROW Delays	1,589
Car Equipment	642
Operational Diversions	601
Unruly Customer	538
Police	447
Sick Customer	374
Employee	310
Inclement Weather	144
Infrastructure	138
External	66
Fire	56
Total Trains Delayed *	15,967

* Due to rounding, the total may not equal the sum of the addends.

Subway Mean Distance Between Failure 12-Month Rolling Average



Definition

Subway Mean Distance Between Failure (MDBF) is the measure of subway car fleet reliability and is calculated as revenue car miles divided by the number of delay incidents attributed to car related causes.

Monthly Results

Oct 2016: 115,587
 Oct 2015: 123,241

12-Month Average

Nov '15 - Oct '16: 113,363
 Nov '14 - Oct '15: 135,912

Annual Result

2016 TARGET: 150,000
 2015 ACTUAL: 131,325

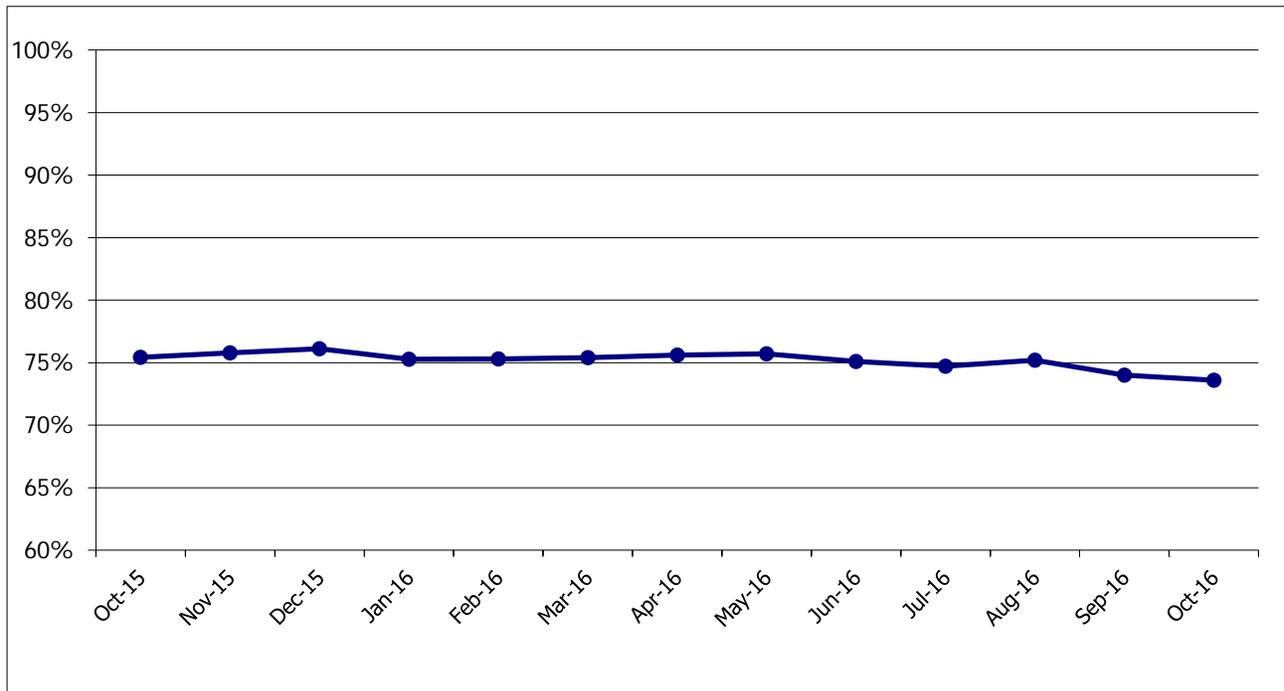
Discussion of Results

MDBF in October 2016 changed -6.21% from October 2015. Over the past year, the MDBF 12-month average changed -16.59%.

Subway Mean Distance Between Failure 12-Month Rolling Average

<u>Car Class</u>	<u># of Cars</u>	<u>Nov '15 - Oct '16</u>	<u>Nov '14 - Oct '15</u>	<u>% Change</u>
R32	222	31,843	48,392	-34.2%
R42	50	33,562	48,774	-31.2%
R46	752	76,836	109,185	-29.6%
R62	315	181,061	196,021	-7.6%
R62A	824	82,900	97,423	-14.9%
R68	425	116,334	130,648	-11.0%
R68A	200	95,093	118,127	-19.5%
R142	1,030	141,529	159,664	-11.4%
R142A	220	49,762	66,142	-24.8%
R143	212	57,902	66,012	-12.3%
R160	1,662	277,667	370,543	-25.1%
R188 - New	126	520,801	291,646	+78.6%
R188 - Conversion	380	170,908	89,053	+91.9%
FLEET	6,418	113,363	135,912	-16.6%

Subway Service - Key Performance Indicator (S-KPI) Monthly



S-KPI Definition

S-KPI is the combination of three existing service indicators (Wait Assessment, Terminal On-Time Performance and Mean Distance Between Failures). The aggregate S-KPI score is weighted as follows:

- 60%** Wait Assessment (WA) is measured weekdays between 6:00 am and midnight and is defined as the percentage of actual intervals between trains that are no more than the scheduled interval plus 25%. Results are based on 12 month rolling sample data except for the monthly ATS-A 1 through 6 lines and 42nd Street Shuttle.
- 30%** Terminal On-Time Performance (OTP) is calculated as the percentage of scheduled trains, based on the schedule in effect, either the regular weekday schedule or a supplemental schedule, arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour weekday 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.
- 10%** Mean Distance Between Failures (MDBF) measures the average number of miles a subway car travels in service before a mechanical failure and will be reported as a percentage of the systemwide goal, based on a 12-month rolling average.

S-KPI Results

Systemwide

Monthly Results

Oct 2016: 73.6%

Oct 2015: 75.4%

Nov '15 - Oct '16

12 Mon Avg: 74.9%

Subdivision A

Monthly Results

Oct 2016: 69.2%

Oct 2015: 70.9%

Nov '15 - Oct '16

12 Mon Avg: 70.7%

Subdivision B

Monthly Results

Oct 2016: 76.3%

Oct 2015: 78.7%

Nov '15 - Oct '16

12 Mon Avg: 77.6%

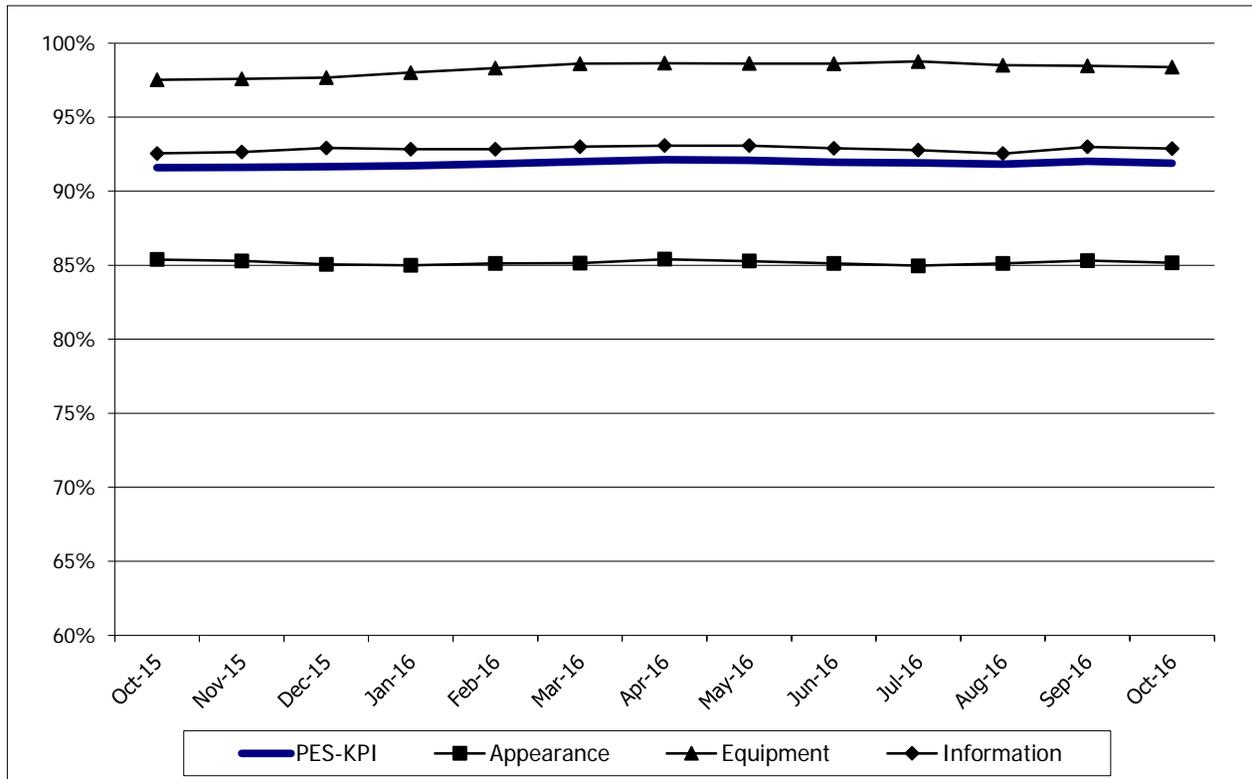
Chart 12

**Subway Service - Key Performance Indicator (S-KPI)
12-Month Rolling Average**

<u>Line</u>	<u>Nov '15 - Oct '16</u>	<u>Nov '14 - Oct '15</u>	<u>% Difference</u>
1	75.2%	77.6%	-2.4%
2	63.1%	66.5%	-3.4%
3	72.8%	76.4%	-3.6%
4	58.7%	61.8%	-3.1%
5	60.6%	61.9%	-1.3%
6	59.1%	57.7%	+1.4%
7	78.0%	79.6%	-1.6%
S 42nd	87.0%	86.2%	+0.8%
Subdivision A	70.7%	72.1%	-1.4%
A	68.0%	68.1%	-0.1%
B	75.8%	77.4%	-1.6%
C	70.5%	75.9%	-5.4%
D	79.7%	79.5%	+0.2%
E	74.5%	76.1%	-1.6%
F	74.1%	70.7%	+3.4%
S Fkln	89.8%	90.0%	-0.2%
G	77.9%	74.1%	+3.8%
S Rock	91.2%	87.2%	+4.0%
JZ	70.7%	74.6%	-3.9%
L	79.6%	79.9%	-0.3%
M	78.9%	77.1%	+1.8%
N	77.0%	76.2%	+0.8%
Q	79.0%	78.5%	+0.5%
R	68.5%	70.8%	-2.3%
Subdivision B	77.6%	79.4%	-1.8%
Systemwide	74.9%	76.3%	-1.4%

Chart 13

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



PES-KPI Definition

PES-KPI is a composite indicator for the Subway Car and Station environments, which consists of three categories designed to reflect customer experiences.

Appearance: Includes litter, cleanliness and graffiti ratings in both subway cars and stations; does not currently include peeling paint or missing tiles for stations.

Equipment: Includes in stations, the functionality of elevators, escalators, turnstiles, booth microphones, and MetroCard vending machines; and in subway cars, the functionality of the door panels, lighting, and climate control.

Information: Includes the ratings for maps, employees in proper uniforms, and subway car announcements and signage.

PES-KPI Results (based on a 12-month rolling sample methodology)

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
Nov '15 - Oct '16	91.9%	85.2%	98.4%	92.9%
Nov '14 - Oct '15	91.6%	85.4%	97.5%	92.6%
% Difference:	+0.3%	-0.2%	+0.9%	+0.3%

Subway PES-KPI - Subway Car 12-Month Rolling Average

<u>Line</u>	<u>Nov '15 - Oct '16</u>				<u>Nov '14 - Oct '15</u>				<u>% Difference</u>
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
1	93.9%	96.4%	97.7%	87.6%	93.8%	95.3%	95.0%	91.2%	+0.1%
2	96.6%	93.8%	97.1%	99.0%	95.7%	92.3%	99.0%	96.0%	+0.9%
3	94.5%	93.1%	98.4%	91.9%	95.2%	97.0%	97.5%	91.1%	-0.7%
4	96.8%	94.9%	97.1%	98.3%	94.8%	92.6%	95.9%	96.1%	+2.0%
5	96.4%	94.0%	97.7%	97.7%	95.8%	93.2%	97.3%	97.1%	+0.6%
6	95.2%	95.4%	97.1%	93.1%	94.2%	94.2%	95.4%	92.9%	+1.0%
7	97.3%	95.7%	99.2%	97.2%	97.0%	97.0%	98.6%	95.3%	+0.3%
S 42nd	93.6%	96.7%	94.2%	89.8%	93.6%	95.3%	93.7%	92.0%	+0.0%
Subdivision A	95.6%	94.9%	97.6%	94.4%	95.1%	94.4%	96.8%	94.0%	+0.5%
A	95.3%	92.9%	99.5%	93.5%	93.8%	92.5%	95.3%	93.6%	+1.5%
B	91.6%	88.3%	95.8%	90.9%	92.2%	92.1%	92.8%	91.5%	-0.6%
C	97.2%	96.6%	99.5%	95.4%	94.4%	93.7%	96.4%	93.1%	+2.8%
D	92.5%	90.6%	96.9%	90.2%	91.0%	89.1%	92.6%	91.3%	+1.5%
E	97.4%	93.7%	99.0%	99.5%	96.6%	94.5%	96.8%	98.5%	+0.8%
F	96.5%	93.0%	97.8%	98.8%	95.4%	92.3%	98.2%	95.8%	+1.1%
S Fkln	94.6%	94.0%	99.4%	90.6%	93.8%	92.6%	94.1%	94.7%	+0.8%
G	95.5%	96.4%	98.1%	91.9%	93.8%	94.5%	94.4%	92.3%	+1.7%
J/Z	93.5%	90.7%	99.0%	91.0%	96.1%	93.2%	98.7%	96.5%	-2.6%
L	97.3%	94.8%	97.9%	99.2%	94.9%	91.3%	95.7%	97.9%	+2.4%
M	96.8%	94.8%	96.2%	99.4%	95.0%	89.8%	96.4%	99.1%	+1.8%
N	96.2%	92.9%	98.7%	97.2%	96.1%	92.3%	97.2%	99.0%	+0.1%
Q	97.1%	92.7%	99.3%	99.5%	95.8%	89.7%	98.4%	99.5%	+1.3%
R	95.0%	95.5%	99.5%	90.0%	95.2%	93.9%	97.5%	94.1%	-0.2%
Subdivision B	95.6%	93.4%	98.3%	95.3%	94.6%	92.2%	96.1%	95.6%	+1.0%
Systemwide	95.6%	93.9%	98.0%	95.0%	94.8%	93.0%	96.4%	95.0%	+0.8%

Chart 15

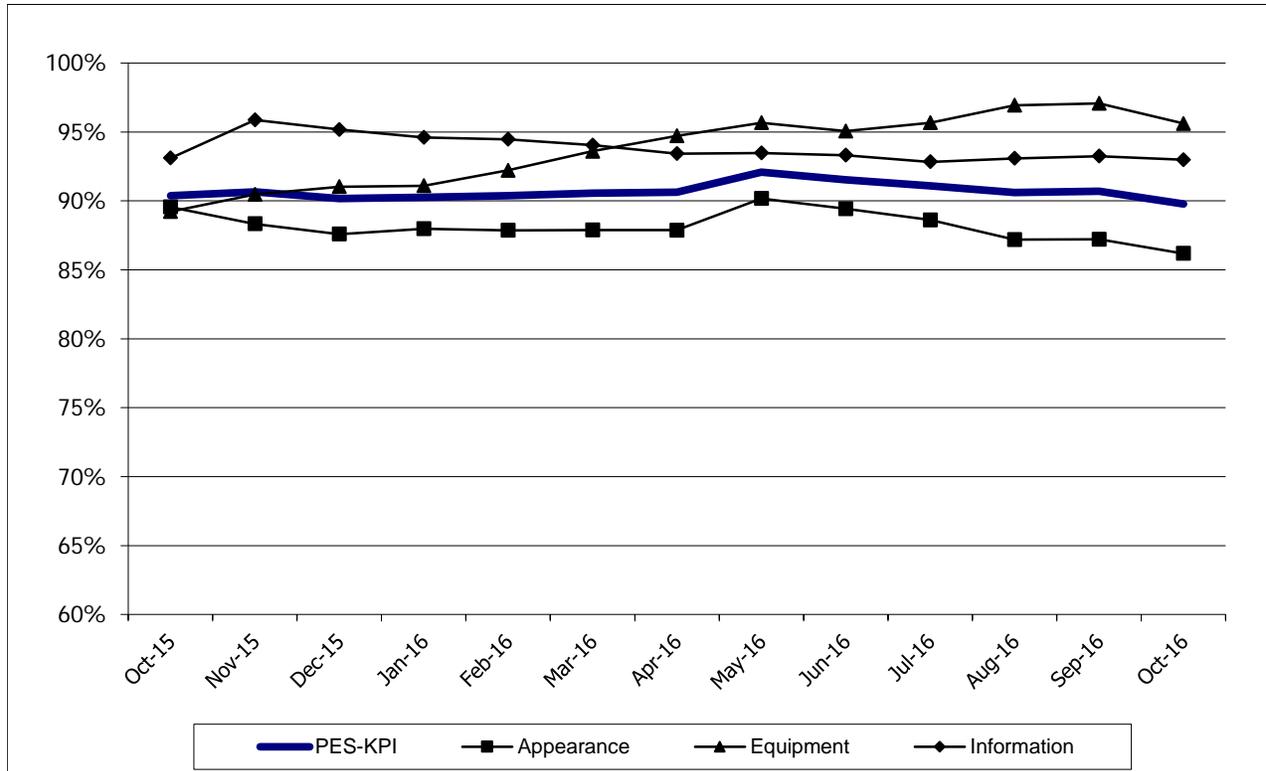
Subway PES-KPI - Stations

12-Month Rolling Average

<u>Borough</u>	<u>Nov '15 - Oct '16</u>				<u>Nov '14 - Oct '15</u>				<u>% Difference</u>
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	85.7%	70.4%	98.9%	90.5%	86.2%	73.9%	98.1%	88.8%	-0.5%
Manhattan	87.7%	76.6%	98.5%	90.2%	87.6%	76.8%	98.6%	89.2%	+0.1%
Brooklyn	89.4%	79.0%	99.3%	91.9%	89.2%	79.7%	98.4%	91.1%	+0.2%
Queens	88.6%	79.9%	98.9%	88.7%	90.0%	82.2%	99.7%	89.8%	-1.4%
Systemwide	88.2%	77.1%	98.8%	90.7%	88.4%	78.4%	98.8%	90.0%	-0.2%

Staten Island Railway Passenger Environment Survey (SIR PES-KPI)

12-Month Rolling Average



PES-KPI Definition

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

Appearance: Includes litter, cleanliness, and graffiti ratings in cars and stations.

Equipment: Includes in cars, the functionality of door panels, lighting, and climate control.

Information: Includes the ratings for maps, employees in proper uniforms, and subway car announcements and signage.

Weighting factors are based on customer concerns and management priorities. The results are based on a 12-month rolling sample methodology.

SIR PES-KPI Results

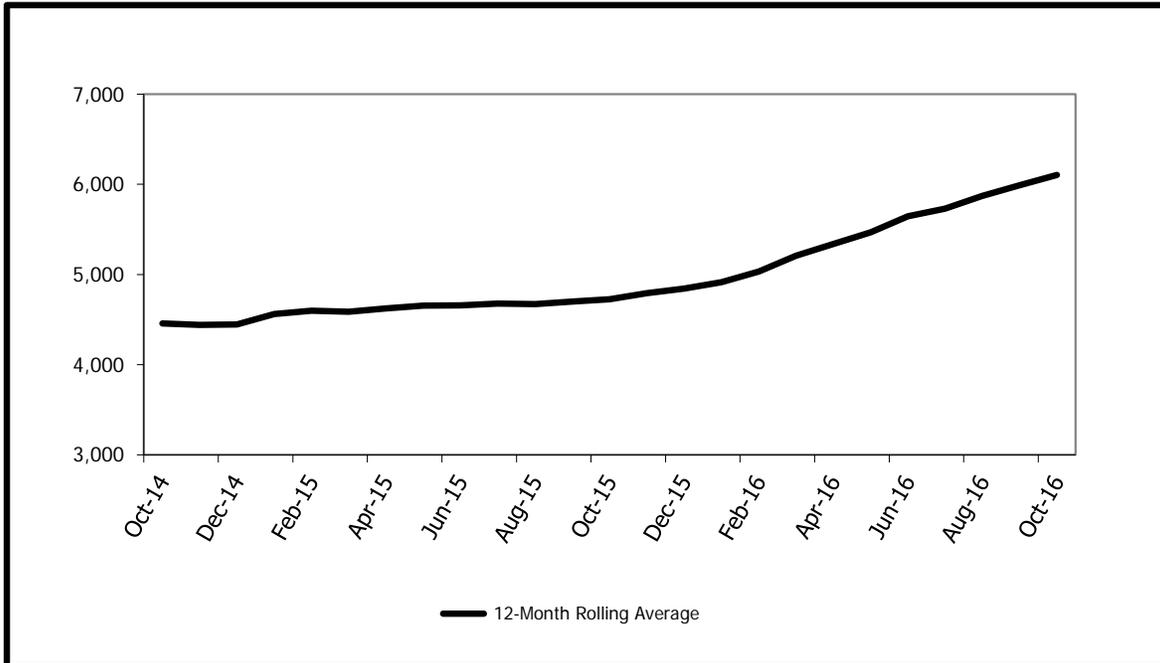
	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
Nov '15 - Oct '16	89.8%	86.2%	95.6%	93.0%
Nov '14 - Oct '15	90.4%	89.6%	89.2%	93.1%
% Difference:	-0.6%	-3.4%	+6.4%	-0.1%

Monthly Operations Report

Statistical results for the month of October 2016 are shown below.

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: October 2016			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	6,518	5,266	+23.8%	6,104	4,724	+29.2%
NYCT Bus	6,268	5,066	+23.7%	5,836	4,494	+29.8%
MTA Bus	7,474	6,028	+24.0%	7,147	5,647	+26.6%
System MDBSI (chart 2)	2,923	2,557	+14.3%	2,772	2,446	+13.3%
NYCT Bus	2,769	2,424	+14.2%	2,620	2,354	+11.3%
MTA Bus	3,563	3,102	+14.8%	3,400	2,794	+21.7%
System Trips Completed (chart 3)	99.34%	99.26%	+0.1%	99.14%	98.86%	+0.3%
NYCT Bus	99.31%	99.26%	+0.1%	99.13%	98.94%	+0.2%
MTA Bus	99.44%	99.26%	+0.2%	99.20%	98.57%	+0.6%
System AM Pull Out (chart 4)	99.85%	99.88%	-0.0%	99.86%	99.50%	+0.4%
NYCT Bus	99.84%	99.88%	-0.0%	99.87%	99.56%	+0.3%
MTA Bus	99.89%	99.89%	+0.0%	99.82%	99.29%	+0.5%
System PM Pull Out (chart 5)	99.93%	99.90%	+0.0%	99.93%	99.73%	+0.2%
NYCT Bus	99.93%	99.94%	-0.0%	99.95%	99.87%	+0.1%
MTA Bus	99.92%	99.75%	+0.2%	99.88%	99.25%	+0.6%
System Buses >= 12 years	18%	24%				
NYCT Bus	22%	29%				
MTA Bus	4%	10%				
System Fleet Age	7.34	8.46				
NYCT Bus	7.04	8.46				
MTA Bus	8.43	8.43				
Paratransit						
% of Trips Completed	94.92%	94.61%	+0.3%	94.85%	94.59%	+0.3%
Trips Requested	649,766	680,339	-4.5%	653,328	651,114	+0.3%
Trips Scheduled	559,504	590,436	-5.2%	563,094	560,449	+0.5%
Trips Completed	531,087	558,621	-4.9%	534,107	530,151	+0.7%
Early Cancellations as a Percentage of Trips Requested	12.97%	12.38%	+0.6%	12.98%	13.16%	-0.2%
Late Cancellations as a Percentage of Trips Scheduled	3.09%	2.83%	+0.3%	2.98%	2.92%	+0.1%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.47%	1.57%	-0.1%	1.50%	1.56%	-0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.53%	1.00%	-0.5%	0.68%	0.92%	-0.2%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%
Customer Refusals as a Percentage of Trips Requested	0.92%	0.84%	+0.1%	0.84%	0.76%	+0.1%
New Applications Received	2,722	3,251	-16.3%	2,962	3,052	-2.9%

Bus Mean Distance Between Failures - System*



Definition

Bus Mean Distance Between Failures (MDBF) measures the average miles between mechanical road calls. It indicates the Mechanical Reliability of the Fleet.

Monthly Results

October 2016: 6,518
 October 2015: 5,266

12-Month Average

November 15 - October 16: 6,104
 November 14 - October 15: 4,724

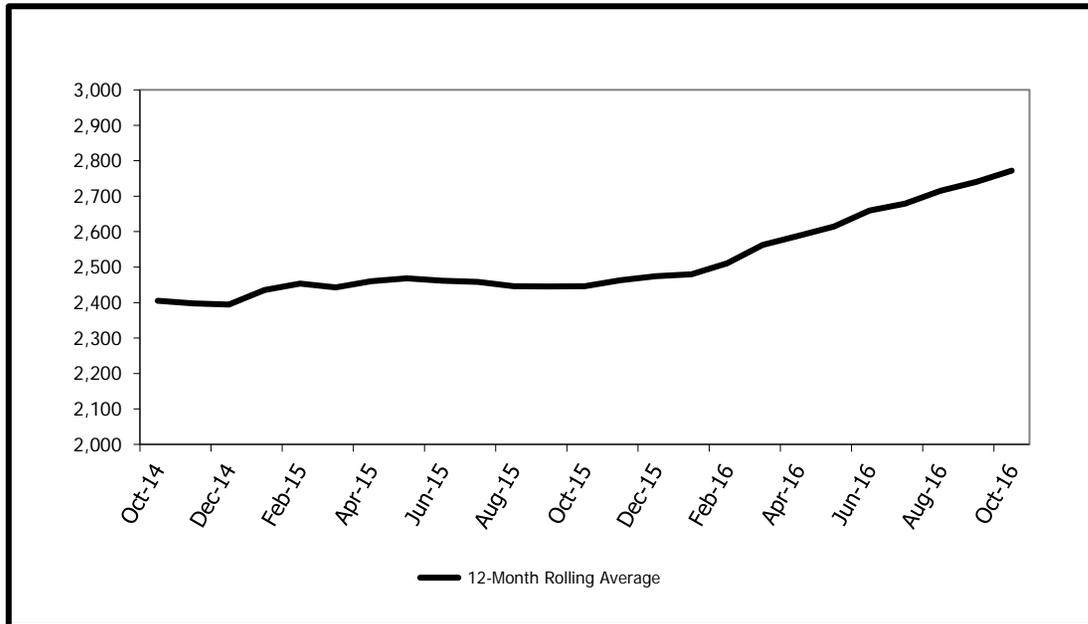
Annual Results

2016 Goal: 5,002
 2015 Actual: 4,844

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

Chart 1

Bus Mean Distance Between Service Interruptions - System*



Definition

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.

Monthly Results

October 2016: 2,923
 October 2015: 2,557

12-Month Average

November 15 - October 16: 2,772
 November 14 - October 15: 2,446

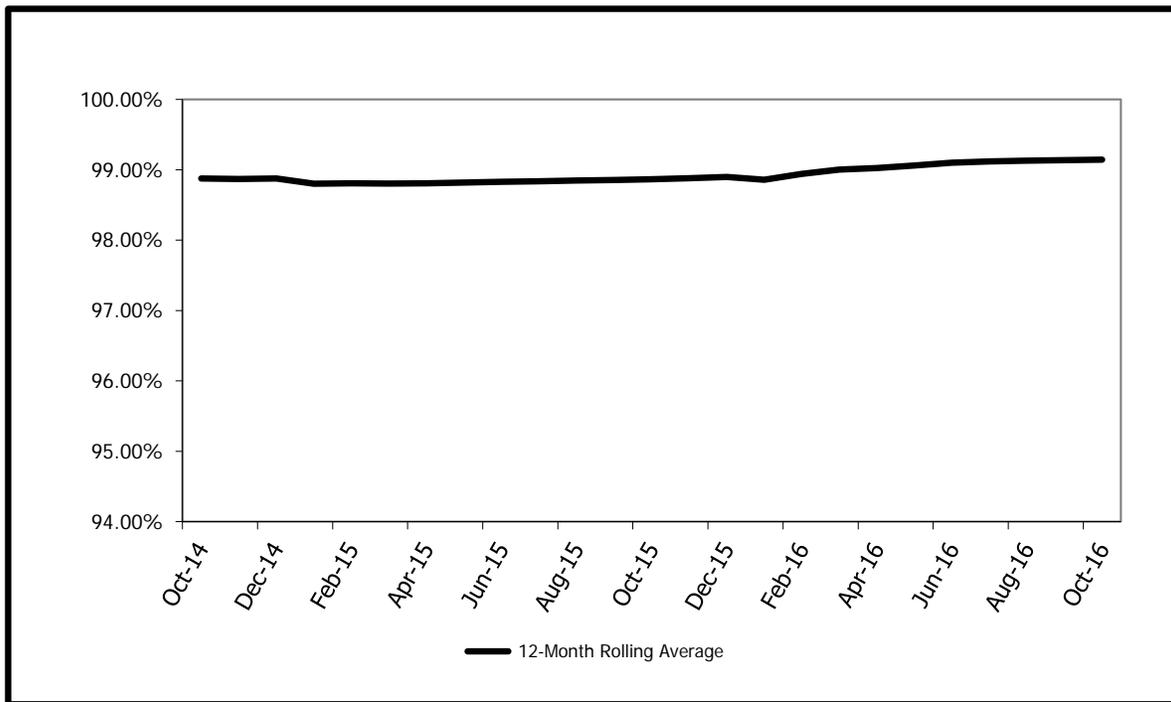
Annual Results

2016 YTD: 2,776
 2015 Actual: 2,474

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

Chart 2

Bus Percentage of Completed Trips - System*



Definition

The percent of trips completed system wide for the 12-month period.

Monthly Results

October 2016: 99.34%
 October 2015: 99.26%

12-Month Average

November 15 - October 16 99.14%
 November 14 - October 15 98.86%

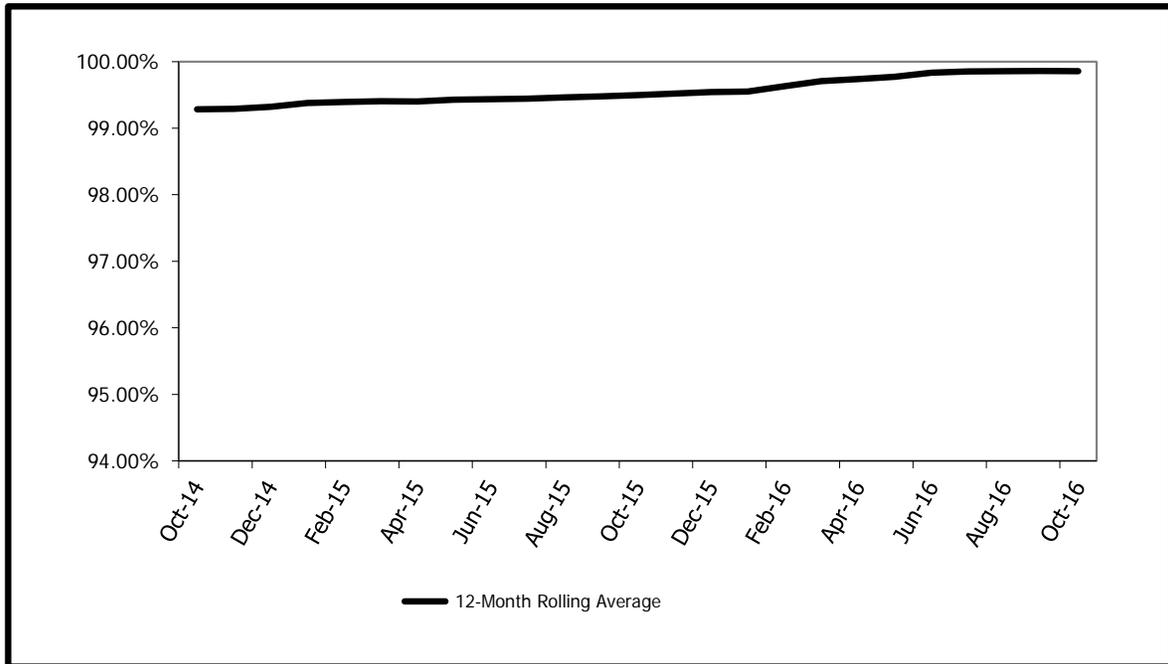
Annual Results

2016 YTD: 99.12%
 2015 Actual: 98.90%

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

Chart 3

Bus AM Weekday Pull Out Performance - System*



Definition

The percent of required buses and operators available in the AM peak period.

Monthly Results

October 2016: 99.85%
 October 2015: 99.88%

12-Month Average

November 15 - October 16: 99.86%
 November 14 - October 15: 99.50%

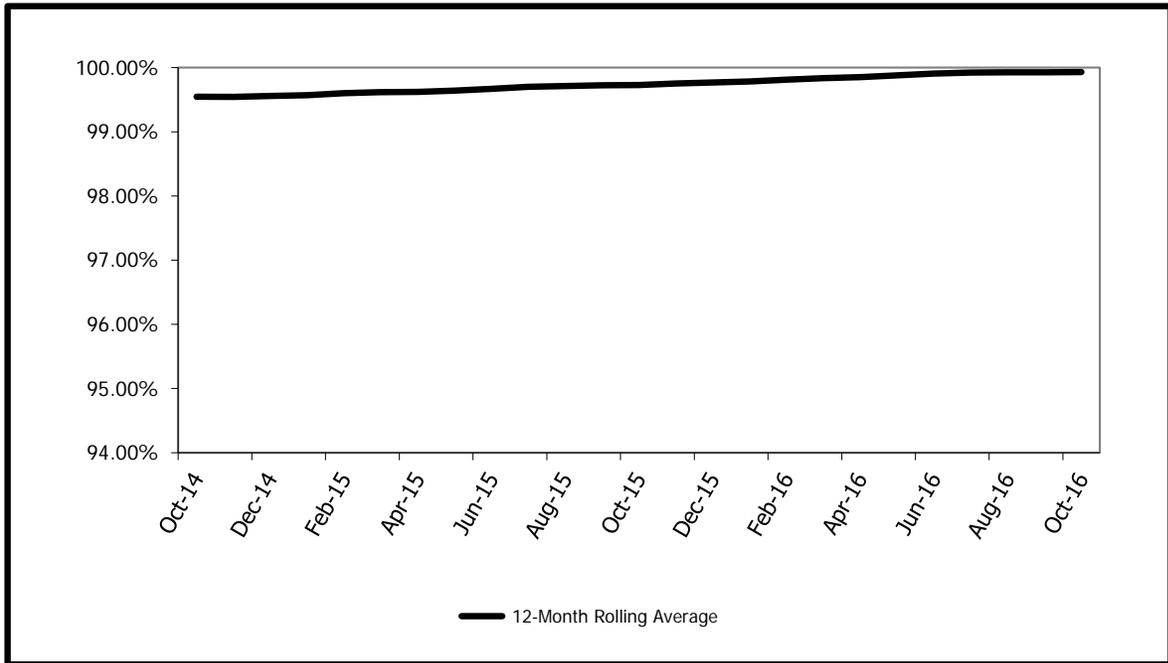
Annual Results

2016 YTD: 99.86%
 2015 Actual: 99.55%

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

Chart 4

Bus PM Weekday Pull Out Performance - System*



Definition

The percent of required buses and operators available in the PM peak period.

Monthly Results

12-Month Average

Annual Results

October 2016:	99.93%	November 15 - October 16	99.93%	2016 YTD:	99.94%
October 2015:	99.90%	November 14 - October 15	99.73%	2015 Actual:	99.77%

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

Chart 5

Monthly Operations Report

Statistical results for the 12-Month period are shown below.

Safety Report				
Performance Indicators		12-Month Average		
		Nov 2013 - Oct 2014	Nov 2014 - Oct 2015	Nov 2015 - Oct 2016
Subways				
Subway Customer Accidents per Million Customers ¹		2.60	2.63	2.52
Subway Collisions ^{2,3}		1	0	0
Subway Derailments ^{2,3}		2	2	1
Subway Fires ²		978	1,048	925
Buses				
Bus Collisions Per Million Miles Regional		49.24	52.13	56.15
Bus Collision Injuries Per Million Miles Regional		6.31	6.54	6.40
Bus Customer Accidents Per Million Customers Regional		1.08	1.13	1.22
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees		3.63	3.88	4.01

¹ 12-Month Average data from October through September.

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

³ Data from November through November.

Leading Indicators				
Subways	November	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	18	331	336	98.5%
Joint Track Safety Audits -- Compliance Rate	99.7%	99.0%	100.0%	99.0%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	4,042	51,785	61,178	84.6%
Station -- Emergency Communication				
Help Point Installations	15	120	130	92.3%
Buses	November	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System Pilot ⁴	4	4	40	10.0%
Collision Warning System Pilot ⁵	2	2	20	10.0%
Vision Zero Employee Training	538	5,521	6,000	92.0%

⁴ Proof of concept on 4 buses continues to function as designed. Vendor has initiated retrofit program to install turn warning system and are on target to install 40 pilot buses by end of year.

⁵ Proof of concept on 2 buses continues to function as designed. Vendor has initiated retrofit program to install the operator alert system and are on target to install 20 pilot buses by end of year.

Monthly Operations Report

Safety Report Definitions:

Joint Track Safety Audits are conducted by a joint team of personnel from the Office of System Safety and the Transport Workers Union. 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.

Help Point Installations are designed to provide a visible communication device in passenger stations to enable customers to communicate with an NYCT employee. Help Points will be installed on subway platforms as well as in passenger station fare control areas. Customers can request information or report an emergency to trained NYCT personnel who will respond appropriately.

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

Collision Warning System Pilot provides proactive operator warnings to prevent potential forward collisions as well as potential collisions on both sides of the bus. A 'Vehicle Detection Algorithm' recognizes motorized vehicles such as cars, motorcycles and trucks in day- and night-time conditions. Visual and audible alerts to bus operators are activated under the following customizable triggers: unintentional lane departure warning, pedestrian and cyclist collision warning, forward collision warning.

Vision Zero Training provides focused Safety Awareness Training to all Bus Operators which engages them on all aspects of Pedestrian Safety issues; emphasizing the current challenges of managing their Buses in an environment with distracted Pedestrians, Motorists and Cyclists. The program incorporates Testimonial videos from "Families for Safer Streets" along with a series of videos of serious Bus and Pedestrian accidents secured from on-board bus cameras as well as external traffic and security cameras. The Training which will be delivered over two years was implemented in April 2015 and will be completed by the end of March 2017.



CRIME STATISTICS NOVEMBER

	2016	2015	Diff	% Change
MURDER	1	1	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	35	54	-19	-35.2%
GL	143	156	-13	-8.3%
FELASSAULT	32	34	-2	-5.9%
BURGLARY	1	2	-1	-50.0%
<u>TOTAL MAJOR FELONIES</u>	<u>212</u>	<u>247</u>	<u>-35</u>	<u>-14.2%</u>

During November, the daily Robbery average decreased from 1.7 to 1.1

During November, the daily Major Felony average decreased from 8 to 6.8

CRIME STATISTICS JANUARY THRU NOVEMBER

	2016	2015	Diff	% Change
MURDER	2	2	0	0.0%
RAPE	0	1	-1	-100.0%
ROBBERY	434	476	-42	-8.8%
GL	1467	1529	-62	-4.1%
FELASSAULT	280	240	40	16.7%
BURGLARY	16	19	-3	-15.8%
<u>TOTAL MAJOR FELONIES</u>	<u>2199</u>	<u>2267</u>	<u>-68</u>	<u>-3.0%</u>

Year to date the daily Robbery average decreased from 1.4 to 1.3

Year to date the daily Major Felony average decreased from 6.8 to 6.6

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

MTA Report

NOVEMBER ACTIVITY

	2016	2015	Diff	% Change
Total Arrests	2540	3892	-1352	-34.7%
TOS Arrests	1840	2194	-354	-16.1%
Summons	6621	5731	890	15.5%

JANUARY THRU NOVEMBER ACTIVITY

	2016	2015	Diff	% Change
Total Arrests	33045	44638	-11593	-26.0%
TOS Arrests	22755	24677	-1922	-7.8%
Summons	77007	73767	3240	4.4%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	<i>JANUARY-NOVEMBER</i>																				
	<i>1997</i>	<i>1998</i>	<i>1999</i>	<i>2000</i>	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	
<i>Murder</i>	4	1	5	2	2	2	4	3	5	2	4	2	2	1	1	0	1	2	2	2	
<i>Rape</i>	2	14	1	5	2	0	3	3	3	3	1	2	2	1	3	9	5	5	1	0	
<i>Robbery</i>	2066	1720	1530	1260	1107	1137	1041	993	1026	899	724	718	643	644	709	731	559	397	476	434	
<i>Assault</i>	455	394	386	327	250	266	237	254	202	176	188	165	143	178	184	187	180	201	240	280	
<i>Burglary</i>	29	15	10	12	41	15	7	6	1	5	2	5	1	3	8	26	32	18	19	16	
<i>GL</i>	3242	2297	2185	2315	2075	1953	1634	1705	1627	1382	1186	1194	1051	1125	1407	1539	1564	1430	1529	1467	
<i>TOTAL MAJOR FELONIES</i>	<i>5798</i>	<i>4441</i>	<i>4117</i>	<i>3921</i>	<i>3477</i>	<i>3373</i>	<i>2926</i>	<i>2964</i>	<i>2864</i>	<i>2467</i>	<i>2105</i>	<i>2086</i>	<i>1842</i>	<i>1952</i>	<i>2312</i>	<i>2492</i>	<i>2341</i>	<i>2053</i>	<i>2267</i>	<i>2199</i>	
<i>Major Fel Per Day</i>	<i>17.36</i>	<i>13.30</i>	<i>12.33</i>	<i>11.74</i>	<i>10.41</i>	<i>10.10</i>	<i>8.76</i>	<i>8.87</i>	<i>8.57</i>	<i>7.39</i>	<i>6.30</i>	<i>6.25</i>	<i>5.51</i>	<i>5.84</i>	<i>6.92</i>	<i>7.46</i>	<i>7.01</i>	<i>6.15</i>	<i>6.79</i>	<i>6.58</i>	



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit

November 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	0	0	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	0	0	0	0%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	7	-1	-14%
Felony Assault	1	2	-1	-50%
Burglary	0	0	0	0%
Grand Larceny	8	7	1	14%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	15	16	-1	-6%



FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for October 2016 are presented in the table below and compared to the Mid-Year Forecast (forecast).

Category (\$ in millions)	October Results		October Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	1.2	0.3	3,659.1	3,669.5	10.4	0.3
Nonreimb. Exp. before Dep./OPEB	13.3	2.2	6,047.9	6,111.3	(63.4)	(1.0)
Net Cash Deficit*	(102.8)	(80.5)	(2,263.5)	(2,356.4)	(92.9)	(4.1)

*Excludes Subsidies and Debt Service

October 2016 **farebox revenue** was \$376.7 million, \$1.2 million (0.3 percent) above forecast. Subway revenue was \$1.4 million (0.5 percent) above forecast, bus revenue was \$0.2 million (0.2 percent) above forecast, and paratransit revenue was \$0.4 million (23.6 percent) below forecast. Accrued fare media liability was equal to forecast. Year-to-date revenue of \$3,669.5 million was \$10.4 million (0.3 percent) above forecast. The October 2016 non-student **average fare** of \$1.901 increased 1.5¢ from October 2015; the subway fare increased 1.3¢, the local bus fare increased 1.7¢, and the express bus fare increased 0.4¢.

Total **ridership** in October 2016 of 205.9 million was 1.3 million trips (0.6 percent) below forecast. Average weekday ridership in October 2016 was 7.9 million, 4.3 percent lower than October 2015. Average weekday ridership for the twelve months ending October 2016 was 7.7 million, 0.2 percent lower than the twelve months ending October 2015.

Nonreimbursable expenses before depreciation, OPEB and GASB 68 Pension Adjustment in October were under forecast by \$13.3 million (2.2 percent). Labor expenses were below forecast by \$3.9 million (0.8 percent), due largely to underruns in health & welfare/OPEB current expenses, resulting mainly from the favorable timing of retiree healthcare credits. Non-labor expenses were lower than forecast by \$9.4 million (6.5 percent), with positive results reported in several accounts, partly offset by the unfavorable timing of CNG fuel tax credits.

Year-to-date, nonreimbursable expenses overran forecast by \$63.4 million (1.0 percent). Labor expenses were above forecast by \$89.9 million (1.9 percent), due significantly to Workers' Compensation additional reserve requirements, based on a current actuarial update recorded in June. Health & welfare/OPEB current expenses were above forecast and payroll results were favorable to forecast. Non-labor expenses were under forecast by \$26.5 million (1.9 percent), with most accounts reporting favorable results.

The **net cash deficit** for October year-to-date was \$2,356.4 million, \$92.9 million (4.1 percent) unfavorable to forecast, due mostly to the unfavorable timing of capital reimbursements.

FINANCIAL RESULTS

Farebox Revenue

October 2016 Farebox Revenue - (\$ in millions)

	October				October Year-to-Date			
	Forecast	Preliminary	Favorable/(Unfavorable)		Forecast	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	285.3	286.7	1.4	0.5%	2,779.3	2,784.5	5.2	0.2%
NYCT Bus	81.7	81.9	0.2	0.2%	804.7	810.4	5.6	0.7%
Paratransit	1.6	1.2	(0.4)	(23.6%)	15.4	14.9	(0.4)	(2.7%)
Subtotal	368.6	369.8	1.2	0.3%	3,599.4	3,609.8	10.4	0.3%
Fare Media Liability	6.9	6.9	0.0	0.0%	59.7	59.7	0.0	0.0%
Total - NYCT	375.5	376.7	1.2	0.3%	3,659.1	3,669.5	10.4	0.3%
MTA Bus Company	17.9	18.1	0.2	1.3%	176.5	178.9	2.5	1.4%
<i>Total - Regional Bus</i>	<i>99.6</i>	<i>100.0</i>	<i>0.4</i>	<i>0.4%</i>	<i>981.2</i>	<i>989.3</i>	<i>8.1</i>	<i>0.8%</i>

Note: Totals may not add due to rounding.

- The favorable October revenue is mainly due to preliminary 4th quarter pass average fares that are higher than those used in the forecast, reflecting the recent trend of lower trips per pass and resulting higher average fares.
- Year-to-date revenue includes higher unlimited ride pass revenue in April to September as a result of higher than forecasted 2nd and 3rd quarter average pass fares, which were updated after the forecast was developed.
- Negative paratransit revenue variance is due to an adjustment related to prior months.

Average Fare

October Non-Student Average Fare - (in \$)

	NYC Transit				MTA Bus Company			
	2015	Prelim.	Change		2015	Prelim.	Change	
		2016	Amount	Percent		2016	Amount	Percent
Subway	1.970	1.984	0.013	0.7%	1.599	1.624	0.025	1.5%
Local Bus	1.575	1.592	0.017	1.1%	1.599	1.624	0.025	1.5%
Subway & Local Bus	1.871	1.886	0.015	0.8%	1.599	1.624	0.025	1.5%
Express Bus	5.087	5.091	0.004	0.1%	5.106	5.082	(0.024)	(0.5%)
Total	1.886	1.901	0.015	0.8%	1.848	1.858	0.010	0.6%

- October 2016 total non-student subway and bus average fares were higher than October 2015 due to preliminary 4th quarter 2016 unlimited ride pass average fares that are higher than October 2015.
- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the preliminary October average fare of \$1.21 was 17¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

In the month of October, other operating revenue underran forecast by \$2.0 million (5.0 percent), due mostly to lower paratransit Urban Tax revenue. Year-to-date, other operating revenue was under forecast by \$11.0 million (3.0 percent), due largely to lower advertising and paratransit Urban Tax revenues.

Nonreimbursable Expenses

In the month of October, nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were less than forecast by \$13.3 million (2.2 percent). Year-to-date, expenses exceeded forecast by \$63.4 million (1.0 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of October were below forecast by \$3.9 million (0.8 percent). Health & welfare/OPEB current expenses were favorable by \$4.7 million (4.5 percent), due primarily to the favorable timing of retiree healthcare credits. Reimbursable overhead credits were favorable by \$4.5 million (14.9 percent), due largely to higher reimbursable overtime requirements. Other fringe benefits exceeded forecast by \$2.1 million (7.8 percent), principally from the unfavorable timing of expenses and unfavorable direct overhead credits, mostly from reimbursable payroll underruns. Pension expenses were above forecast by \$1.7 million (2.2 percent), primarily from a MaBSTOA expense overrun. Year-to-date, labor expenses exceeded forecast by \$89.9 million (1.9 percent), including an increase in other fringe benefit expenses of \$83.7 million (23.9 percent), largely due to additional Workers' Compensation reserve requirements, based on an actuarial update that reflects, among other things, higher statutory weekly payments, higher medical costs and an increase in the volume of claims. Health & welfare/OPEB current expenses were above forecast by \$18.4 million (1.8 percent), due mostly to unfavorable rates and the timing of expenses. Overtime expenses exceeded forecast by \$13.5 million (3.7 percent), due to subway service delays and overcrowding, vacancy/absentee coverage requirements, and continued signals maintenance requirements. Pension expenses were higher by \$6.8 million (1.4 percent), due to an overrun of MaBSTOA expenses. Payroll expenses underran forecast by \$19.5 million (0.7 percent), due largely to vacancies and the favorable timing of expenses. Reimbursable overhead credits were favorable by \$13.1 million (6.2 percent), due to additional reimbursable overtime requirements.

Non-labor expenses were less than forecast in October by \$9.4 million (6.5 percent). Professional service contract expenses were under forecast by \$5.3 million (36.3 percent), due primarily to the favorable timing of various professional service contract expenses and bond service expenses. Maintenance contract expenses were under forecast by \$3.1 million (15.0 percent), mainly from the favorable timing of subway car-related maintenance and auto purchases. Paratransit service contract expenses were below forecast by \$2.6 million (7.8 percent), due mostly to lower trips. Electric power expenses were lower by \$1.8 million (8.2 percent), resulting mainly from lower consumption and prices. Materials & supplies expenses were favorable to forecast by \$0.6 million (2.3 percent), due mostly to favorable inventory/obsolescence adjustments. Fuel expenses exceeded forecast by \$4.4 million (over 100.0 percent), caused largely by the unfavorable timing of CNG fuel tax credits, which were received in September. Year-to-date, non-labor expenses were favorable by \$26.5 million (1.9 percent), including the following:

- Professional service contract expenses were favorable by \$9.5 million (8.8 percent), due primarily to the favorable timing of various professional service contract expenses and bond service expenses.

- Paratransit service contract expenses were lower than forecast by \$7.7 million (2.4 percent), due principally to the favorable timing of expenses and lower trips.
- Materials and supplies expenses were under forecast by \$5.0 million (1.9 percent), due largely to favorable inventory/obsolescence adjustments and increased scrap/surplus sales.
- Maintenance contract expenses were below forecast by \$4.5 million (2.3 percent), mainly from the favorable timing of subway car-related maintenance, building-related expenses, and lower painting expenses, partly offset by higher maintenance contract expenses.
- Other business expenses underran by \$2.6 million (3.9 percent), due mainly to the favorable timing of miscellaneous credits/debits and lower stationery expenses.
- Fuel expenses were above forecast by \$2.1 million (3.4 percent), largely from higher consumption and prices, partly offset by the favorable timing of expenses.

Depreciation expenses were below forecast year-to-date by \$6.0 million (0.4 percent), due to the favorable timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$892.5 million of accrued expenses year-to-date, \$161.0 million (15.3 percent) lower than forecast, based on current actuarial information.

GASB #68 Pension Adjustment was adopted by the MTA in 2015. Consistent with its requirements, MTA New York City Transit recorded \$257.5 million of accrued expenses year-to-date, \$83.2 million (24.4 percent) below forecast.

Net Cash Deficit

The net cash deficit for October year-to-date was \$2,356.4 million, \$92.9 million (4.1 percent) unfavorable to forecast, due mostly to the unfavorable timing of capital reimbursements.

Incumbents

There were 47,636 full-time paid incumbents at the end of October, representing an increase of 136 from the end of September and an increase of 485 from December 2015 (excluding 164 December temporary paid incumbents).

RIDERSHIP RESULTS

October 2016 Ridership vs. Forecast - (millions)

	October				October Year-to-Date			
	Preliminary		More/(Less)		Preliminary		More/(Less)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	151.3	150.6	(0.6)	(0.4%)	1,467.1	1,462.2	(4.8)	(0.3%)
NYCT Bus	55.2	54.6	(0.7)	(1.2%)	535.7	535.2	(0.5)	(0.1%)
Subtotal	206.5	205.2	(1.3)	(0.6%)	2,002.8	1,997.4	(5.4)	(0.3%)
Paratransit	0.8	0.7	(0.1)	(6.5%)	7.5	7.5	(0.0)	(0.3%)
Total - NYCT	207.3	205.9	(1.3)	(0.6%)	2,010.3	2,004.9	(5.4)	(0.3%)
MTA Bus Company	10.7	10.8	0.1	0.9%	103.9	105.1	1.2	1.2%
<i>Total - Regional Bus</i>	<i>66.0</i>	<i>65.4</i>	<i>(0.6)</i>	<i>(0.8%)</i>	<i>639.5</i>	<i>640.3</i>	<i>0.7</i>	<i>0.1%</i>

Notes: Totals may not add due to rounding.

October Average Weekday and Weekend Ridership vs. Prior Year

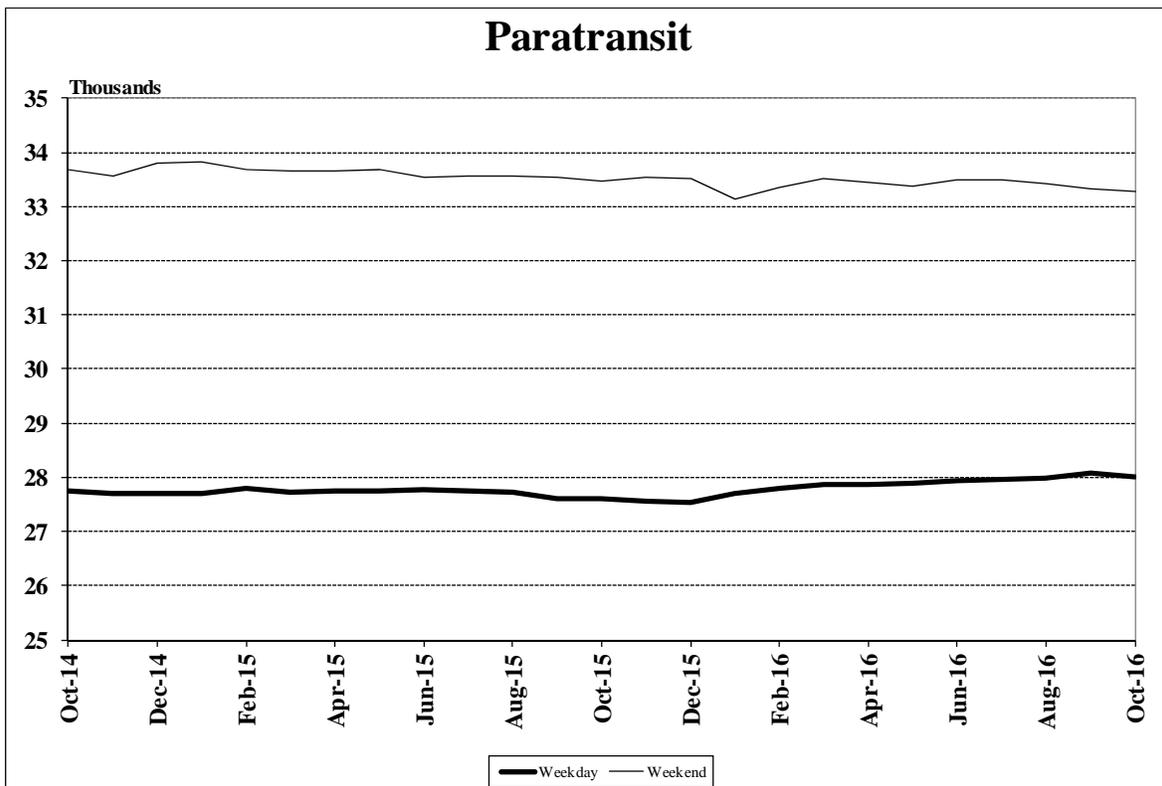
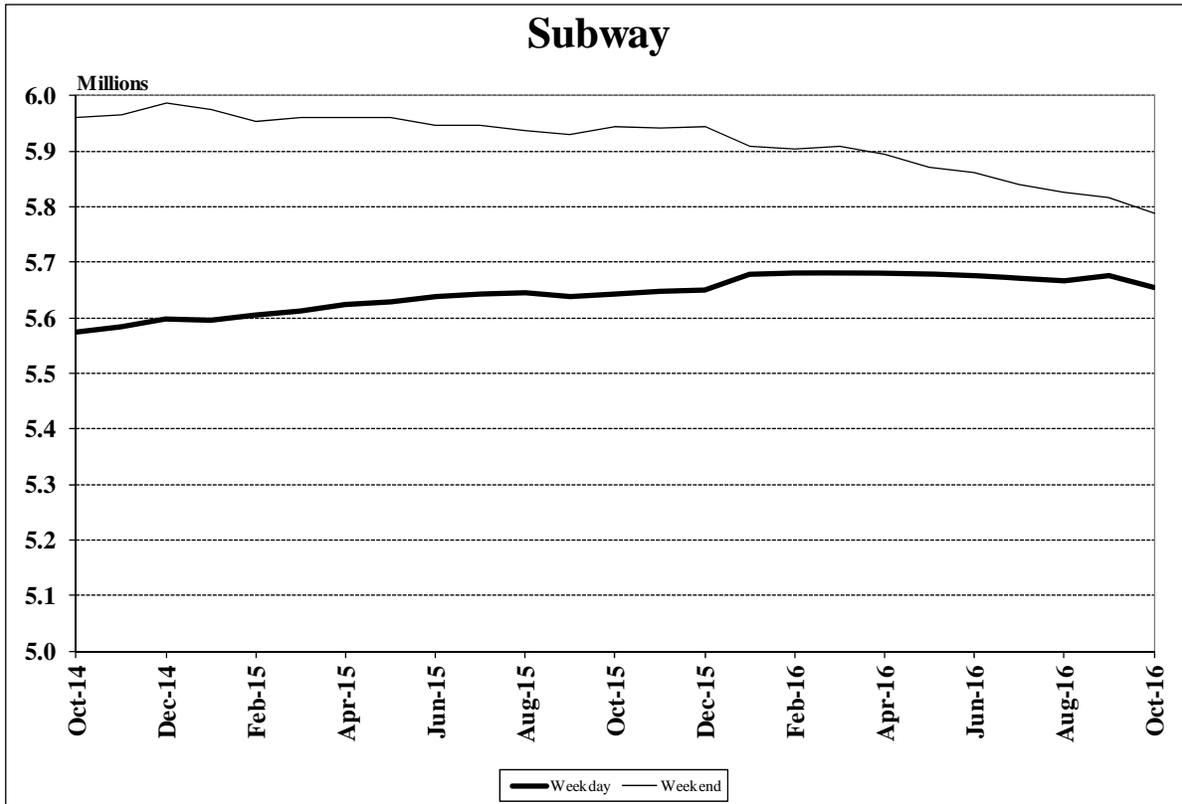
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	Preliminary		Change		Preliminary		Change	
	2015	2016	Amount	Percent	2015	2016	Amount	Percent
Subway	5,975	5,758	-217	-3.6%	6,256	5,936	-320	-5.1%
NYCT Local Bus	2,163	2,031	-132	-6.1%	2,270	2,189	-81	-3.6%
NYCT Express Bus	42	42	-0	-0.6%	13	13	+1	+4.6%
Paratransit	28	27	-1	-3.0%	34	33	-0	-1.1%
TOTAL - NYCT	8,209	7,858	-351	-4.3%	8,572	8,172	-400	-4.7%
MTABC Local Bus	401	390	-12	-2.9%	395	398	+4	+0.9%
MTABC Express Bus	30	29	-1	-3.8%	12	12	-0	-3.6%
Total - MTA Bus	431	418	-13	-2.9%	407	410	+3	+0.8%
<i>Total - Regional Bus</i>	<i>2,636</i>	<i>2,490</i>	<i>-145</i>	<i>-5.5%</i>	<i>2,689</i>	<i>2,612</i>	<i>-77</i>	<i>-2.9%</i>
12-Month Rolling Average								
Subway	5,644	5,656	+12	+0.2%	5,943	5,789	-154	-2.6%
Local Bus	2,033	2,009	-24	-1.2%	2,264	2,190	-74	-3.3%
Express Bus	41	41	+0	+0.2%	12	12	+0	+2.9%
Paratransit	28	28	+0	+1.5%	33	33	-0	-0.5%
TOTAL - NYCT	7,746	7,734	-12	-0.2%	8,252	8,024	-228	-2.8%
MTABC Local Bus	376	379	+3	+0.8%	391	391	-0	-0.0%
MTABC Express Bus	30	29	-1	-3.0%	12	12	-0	-3.9%
Total - MTA Bus	406	408	+2	+0.5%	404	403	-1	-0.2%
<i>Total - Regional Bus</i>	<i>2,480</i>	<i>2,458</i>	<i>-22</i>	<i>-0.9%</i>	<i>2,679</i>	<i>2,605</i>	<i>-74</i>	<i>-2.8%</i>

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

- Weekday ridership decreases from October 2015 to October 2016 were mainly due to calendar differences: there were three school holidays (the two days of Rosh Hashanah and Yom Kippur) in October 2016 that fell in September 2015.
- Student ridership on school days was down 5.1 percent on subways and 8.2 percent on buses. October 2016 average school day non-student subway ridership decreased 1.3 percent and non-student bus ridership decreased 3.0 percent from October 2015.
- Ten weekdays in October 2016 had more than six million subway riders.

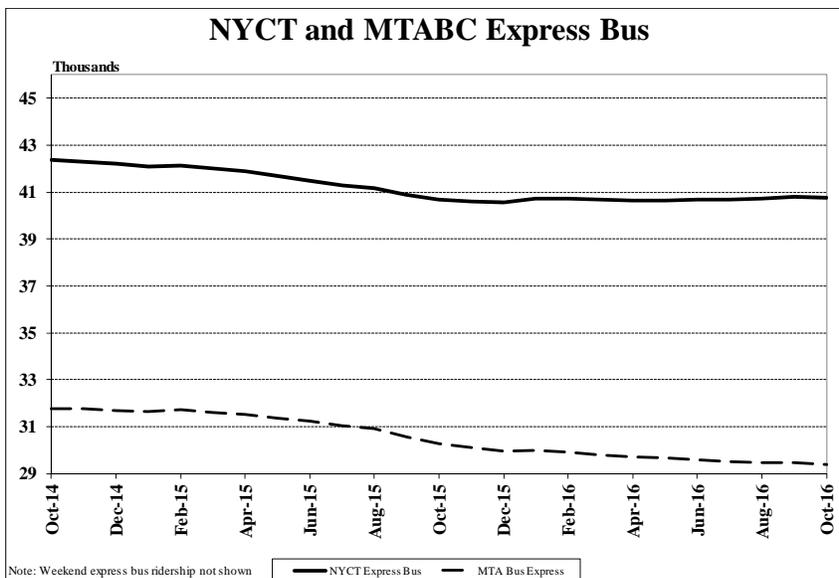
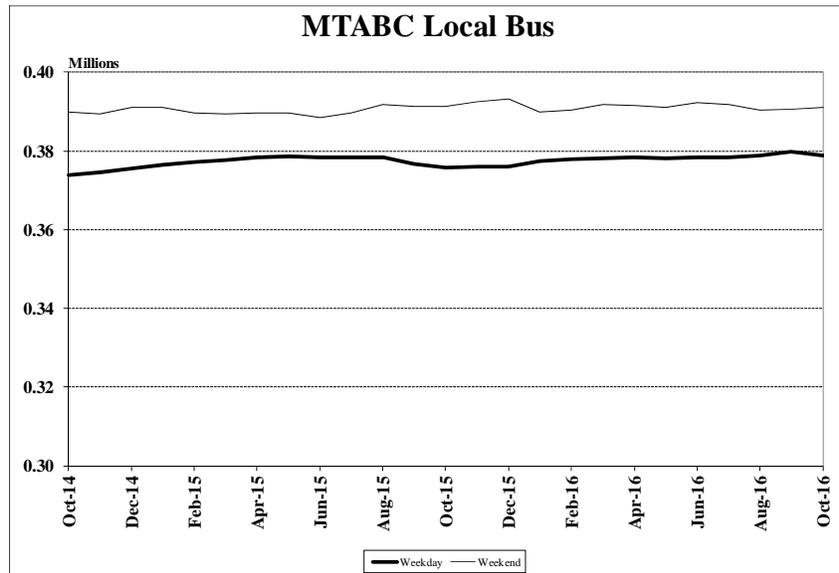
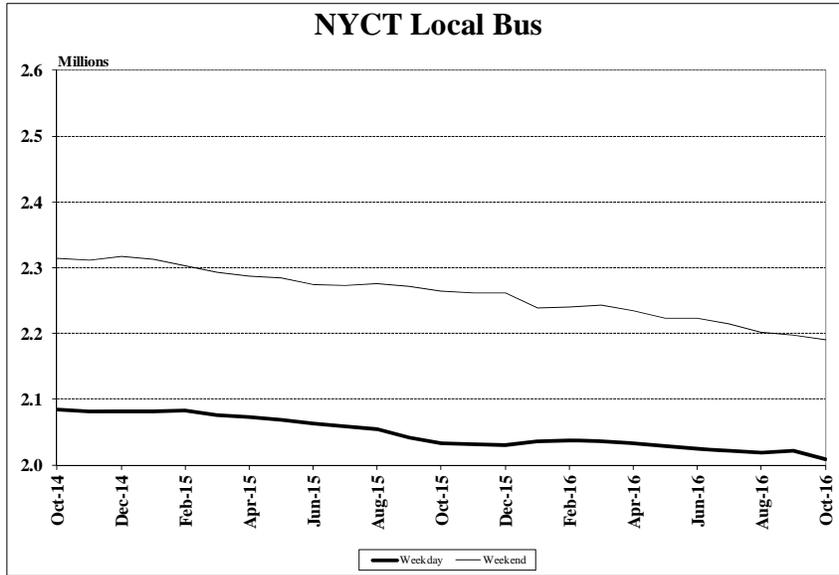
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From October 2015 to October 2016, weekday ridership on NYCT services, Staten Island Railroad, and MTA Bus had declines, likely due to an unfavorable calendar in October 2016. Weekend ridership had mixed results, with PATH experiencing a 17.6 percent decline (due to uptown station closures), while NYCT Express Bus posted a 4.6 percent increase.

Bridges and Tunnels traffic decreased on both weekdays and weekends, though both still increased in their respective 12-month rolling averages.

Ridership on Transit Services in the New York Area				
(thousands)				
Transit Service	Oct-15	Preliminary Oct-16	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,975	5,758	-3.6%	+0.2%
NYCT Local Bus	2,163	2,031	-6.1%	-1.2%
NYCT Express Bus	42	42	-0.6%	+0.2%
NYCT Paratransit	28	27	-3.0%	+1.5%
Staten Island Railway	18	17	-4.4%	+2.3%
MTA Local Bus	401	390	-2.9%	+0.8%
MTA Express Bus	30	29	-3.8%	-3.0%
Long Island Rail Road	310	315	+1.7%	+2.0%
PATH	271	276	+1.9%	+4.6%
<u>Average Weekend</u>				
NYCT Subway	6,256	5,936	-5.1%	-2.6%
NYCT Local Bus	2,270	2,189	-3.6%	-3.3%
NYCT Express Bus	13	13	+4.6%	+2.9%
NYCT Paratransit	34	33	-1.1%	-0.5%
Staten Island Railway	8	7	-9.9%	-3.8%
MTA Local Bus	395	398	+0.9%	-0.0%
MTA Express Bus	12	12	-3.6%	-3.9%
Long Island Rail Road	193	202	+4.5%	+0.5%
Metro-North Railroad	236	0	-100.0%	-10.1%
PATH	214	176	-17.6%	-2.3%

MTA Bridges and Tunnels				
(thousands)				
Average Weekday	862	858	-0.5%	+4.1%
Average Weekend	1,614	1,603	-0.7%	+2.7%

Note: Percentages are based on unrounded data.

Economy

From October 2015 to October 2016, New York City employment increased 1.6 percent (70,400 jobs). Private sector employment increased 1.8 percent (65,400 jobs) and government employment increased 0.9 percent (5,000 jobs). Nearly all of the private employment sub-sectors increased over the prior year, with the exception of the financial activities sub-sector (down 0.8 percent or 3,600 jobs). The sub-sector with the largest absolute increase was educational & health services (up 24,900 jobs or 2.8 percent), while the largest percentage increase was in the leisure and hospitality sub-sector (up 3.3 percent or 14,300 jobs).

As shown on the chart below, from October 2009 (during the recession) to October 2016 there have been changes in the share of employment by subsector. The portion of jobs that are in the private sector increased 2.2 percent during this period. Most of the increases in the share of private employment are seen in the leisure and hospitality (up 1.8 percent), professional & business services (up 1.4 percent), and education and health services (up 0.7 percent) subsectors. The financial activities subsector had the largest private sector decrease in the share of jobs (down 1.0 percent) and smaller decreases were also seen in the trade, transportation & utilities (down 0.4 percent) and manufacturing (down 0.3 percent) subsectors.

	Percent of Total Employment		
	<u>Oct-09</u>	<u>Oct-16</u>	<u>Change</u>
NATURAL RESOURCES & CONSTRUCTION	3.3%	3.4%	0.1%
MANUFACTURING	2.2%	1.8%	-0.3%
TRADE, TRANSPORTATION & UTILITIES	15.1%	14.6%	-0.4%
LEISURE & HOSPITALITY	8.5%	10.3%	1.8%
FINANCIAL ACTIVITIES	11.6%	10.6%	-1.0%
INFORMATION	4.5%	4.5%	0.0%
PROFESSIONAL & BUSINESS SERVICES	15.3%	16.7%	1.4%
EDUCATIONAL AND HEALTH SERVICES	20.2%	20.9%	0.7%
<u>OTHER SERVICES</u>	<u>4.4%</u>	<u>4.4%</u>	<u>0.0%</u>
TOTAL PRIVATE SECTOR EMPLOYMENT	84.9%	87.1%	2.2%
GOVERNMENT EMPLOYMENT	15.1%	12.9%	-2.2%
TOTAL	100.0%	100.0%	0.0%

MTA NEW YORK CITY TRANSIT
 oct - 2016 Mid_Year
 Accrual Statement of Operations By Category
 Month - oct 2016
 (\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid Year	Actual	Favorable (Unfavorable)		Forecast Mid Year	Actual	Favorable (Unfavorable)		Forecast Mid Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$285,276	\$286,707	\$1,431	0.5	\$0,000	\$0,000	-	-	\$285,276	\$286,707	\$1,431	0.5
Bus	\$81,672	\$81,856	\$0,184	0.2	\$0,000	\$0,000	-	-	\$81,672	\$81,856	\$0,184	0.2
Paratransit	\$1,609	\$1,229	(0,380)	(23.6)	\$0,000	\$0,000	-	-	\$1,609	\$1,229	(0,380)	(23.6)
Fare Liability	\$6,905	\$6,905	\$0,000	0.0	\$0,000	\$0,000	-	-	\$6,905	\$6,905	\$0,000	0.0
Farebox Revenue	\$376,462	\$376,697	\$1,235	0.3	\$0,000	\$0,000	-	-	\$376,462	\$376,697	\$1,235	0.3
Fare Reimbursement	\$9,447	\$9,446	(0,001)	0.0	\$0,000	\$0,000	-	-	\$9,447	\$9,446	(0,001)	0.0
Paratransit Reimbursement	\$15,141	\$13,147	(1,994)	(13.2)	\$0,000	\$0,000	-	-	\$15,141	\$13,147	(1,994)	(13.2)
Other Operating Revenue	\$15,460	\$15,468	\$0,008	0.1	\$0,000	\$0,000	-	-	\$15,460	\$15,468	\$0,008	0.1
Other Revenue	\$40,048	\$38,062	(1,986)	(5.0)	\$0,000	\$0,000	-	-	\$40,048	\$38,062	(1,986)	(5.0)
Capital and Other Reimbursements	\$0,000	\$0,000	-	-	\$133,619	\$140,330	\$6,712	5.0	\$133,619	\$140,330	\$6,712	5.0
Total Revenue	\$415,510	\$414,759	(0,750)	(0.2)	\$133,619	\$140,330	\$6,712	5.0	\$549,128	\$555,090	\$5,961	1.1
Expenses												
Labor:												
Payroll	\$254,031	\$254,384	(0,354)	(0.1)	\$61,195	\$44,721	\$16,474	26.9	\$315,225	\$299,105	\$16,120	5.1
Overtime	\$32,204	\$33,330	(1,126)	(3.5)	\$5,651	\$22,121	(16,470)	-	\$37,855	\$55,451	(17,596)	(46.5)
Total Salaries & Wages	\$286,234	\$287,715	(1,480)	(0.5)	\$66,846	\$66,841	\$0,004	0.0	\$353,080	\$354,556	(1,476)	(0.4)
Health and Welfare	\$68,923	\$68,656	\$0,267	0.4	\$1,827	\$2,190	(0,363)	(19.9)	\$70,750	\$70,846	(0,096)	(0.1)
OPEB Current Payment	\$35,455	\$30,982	\$4,474	12.6	\$0,744	\$0,714	\$0,030	4.0	\$36,199	\$31,695	\$4,504	12.4
Pensions	\$77,231	\$78,925	(1,694)	(2.2)	\$2,772	\$2,835	(0,063)	(2.3)	\$80,003	\$81,759	(1,756)	(2.2)
Other Fringe Benefits	\$27,395	\$29,528	(2,133)	(7.8)	\$22,168	\$19,928	\$2,239	10.1	\$49,562	\$49,456	\$0,106	0.2
Total Fringe Benefits	\$209,004	\$208,090	\$0,914	0.4	\$27,511	\$26,667	\$1,844	6.7	\$236,515	\$233,767	\$2,748	1.2
Contribution to GASB Fund	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Reimbursable Overhead	(29,950)	(34,421)	\$4,471	14.9	\$29,950	\$34,421	(4,471)	(14.9)	\$0,000	\$0,000	\$0,000	-
Labor	\$465,289	\$461,384	\$3,905	0.8	\$124,306	\$126,929	(2,623)	(2.1)	\$689,595	\$688,313	\$1,282	0.2
Non-Labor:												
Electric Power	\$22,241	\$20,420	\$1,822	8.2	\$0,021	\$0,060	(0,039)	-	\$22,263	\$20,480	\$1,783	8.0
Fuel	\$1,736	\$6,149	(4,412)	-	\$0,000	\$0,002	(0,002)	-	\$1,736	\$6,150	(4,414)	-
Insurance	\$6,208	\$6,064	\$0,144	2.3	\$0,000	\$0,000	-	-	\$6,208	\$6,064	\$0,144	2.3
Claims	\$12,095	\$12,095	\$0,000	0.0	\$0,000	\$0,000	-	-	\$12,095	\$12,095	\$0,000	0.0
Paratransit Service Contracts	\$33,974	\$31,331	\$2,643	7.8	\$0,000	\$0,000	-	-	\$33,974	\$31,331	\$2,643	7.8
Maintenance and Other Operating Contracts	\$20,441	\$17,380	\$3,061	15.0	\$2,592	\$3,267	(0,675)	(26.0)	\$23,033	\$20,647	\$2,386	10.4
Professional Service Contracts	\$14,662	\$9,333	\$5,329	36.3	\$0,814	\$3,153	(2,340)	-	\$15,475	\$12,486	\$2,989	19.3
Materials & Supplies	\$25,898	\$25,314	\$0,584	2.3	\$5,727	\$6,016	(0,289)	(5.0)	\$31,624	\$31,329	\$0,295	0.9
Other Business Expenses	\$6,345	\$6,136	\$0,209	3.3	\$0,159	\$0,904	(0,744)	-	\$6,504	\$7,039	(0,536)	(8.2)
Non-Labor	\$143,601	\$134,222	\$9,379	6.5	\$9,313	\$13,401	(4,088)	(43.9)	\$152,913	\$147,823	\$5,290	3.5
Other Expense Adjustments:												
Other	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Other Expense Adjustments	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Total Expenses before Depreciation and OPEB	\$608,889	\$595,605	\$13,284	2.2	\$133,619	\$140,330	(6,711)	(5.0)	\$742,508	\$735,936	\$6,573	0.9
Depreciation	\$148,404	\$180,622	(32,218)	(21.7)	\$0,000	\$0,000	-	-	\$148,404	\$180,622	(32,218)	(21.7)
OPEB Liability	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
GASB 68 Pension Adjustment	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Environmental Remediation	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	\$0,000	-
Total Expenses	\$757,294	\$776,228	(18,934)	(2.5)	\$133,619	\$140,330	(6,711)	(5.0)	\$890,913	\$916,558	(25,645)	(2.9)
OPERATING SURPLUS/DEFICIT	(341,784)	(361,468)	(19,685)	(5.8)	\$0,000	\$0,000	\$0,000	-	(341,784)	(361,468)	(19,684)	(5.8)

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 NEW YORK CITY TRANSIT
 oct - 2016 Mid_Year
 Accrual Statement of Operations By Category
 Year-To-Date - oct 2016
 (\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$2,779,264	\$2,784,477	\$5,213	0.2	\$0,000	\$0,000	-	-	\$2,779,264	\$2,784,477	\$5,213	0.2
Bus	\$804,739	\$810,381	\$5,642	0.7	\$0,000	\$0,000	-	-	\$804,739	\$810,381	\$5,642	0.7
Paratransit	\$15,361	\$14,939	(0,422)	(2.7)	\$0,000	\$0,000	-	-	\$15,361	\$14,939	(0,422)	(2.7)
Fare Liability	\$59,690	\$59,690	\$0,000	0.0	\$0,000	\$0,000	-	-	\$59,690	\$59,690	\$0,000	0.0
Farebox Revenue	\$3,659,053	\$3,669,486	\$10,433	0.3	\$0,000	\$0,000	-	-	\$3,659,053	\$3,669,486	\$10,433	0.3
Fare Reimbursement	\$68,271	\$68,269	(0,001)	0.0	\$0,000	\$0,000	-	-	\$68,271	\$68,269	(0,001)	0.0
Paratransit Reimbursement	\$154,527	\$149,294	(5,233)	(3.4)	\$0,000	\$0,000	-	-	\$154,527	\$149,294	(5,233)	(3.4)
Other Operating Revenue	\$138,006	\$132,266	(5,739)	(4.2)	\$0,000	\$0,000	-	-	\$138,006	\$132,266	(5,739)	(4.2)
Other Revenue	\$360,803	\$349,829	(10,974)	(3.0)	\$0,000	\$0,000	-	-	\$360,803	\$349,829	(10,974)	(3.0)
Capital and Other Reimbursements	\$0,000	\$0,000	-	-	\$987,974	\$1,025,672	\$37,698	3.8	\$987,974	\$1,025,672	\$37,698	3.8
Total Revenue	\$4,019,856	\$4,019,316	(0,540)	0.0	\$987,974	\$1,025,672	\$37,698	3.8	\$5,007,830	\$5,044,988	\$37,158	0.7
Expenses												
Labor :												
Payroll	\$2,633,407	\$2,613,916	\$19,490	0.7	\$395,743	\$376,744	\$19,000	4.8	\$3,029,150	\$2,990,660	\$38,490	1.3
Overtime	\$363,144	\$376,615	(13,471)	(3.7)	\$97,902	\$129,812	(31,910)	(32.6)	\$461,046	\$506,426	(45,381)	(9.8)
Total Salaries & Wages	\$2,996,551	\$2,990,531	\$6,020	0.2	\$493,645	\$506,556	(12,910)	(2.6)	\$3,490,196	\$3,497,087	(6,891)	(0.2)
Health and Welfare	\$665,104	\$677,316	(12,211)	(1.8)	\$17,960	\$18,705	(0,745)	(4.1)	\$683,064	\$696,021	(12,956)	(1.9)
OPEB Current Payment	\$348,130	\$354,350	(6,221)	(1.8)	\$7,439	\$6,612	\$0,827	11.1	\$355,568	\$360,962	(5,394)	(1.5)
Pensions	\$479,403	\$486,233	(6,830)	(1.4)	\$18,622	\$18,808	(0,186)	(1.0)	\$498,025	\$505,041	(7,016)	(1.4)
Other Fringe Benefits	\$350,385	\$434,083	(83,699)	(23.9)	\$152,624	\$153,951	(1,327)	(0.9)	\$503,009	\$588,034	(85,026)	(16.9)
Total Fringe Benefits	\$1,843,022	\$1,951,983	(108,961)	(5.9)	\$196,645	\$198,075	(1,430)	(0.7)	\$2,039,667	\$2,150,058	(110,391)	(5.4)
Contribution to GASB Fund	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Reimbursable Overhead	(210,197)	(223,269)	\$13,072	6.2	\$210,197	\$223,269	(13,072)	(6.2)	\$0,000	\$0,000	\$0,000	-
Labor	\$4,629,375	\$4,719,245	(89,870)	(1.9)	\$900,487	\$927,900	(27,413)	(3.0)	\$5,529,862	\$5,647,145	(117,282)	(2.1)
Non-Labor :												
Electric Power	\$212,774	\$212,839	(0,065)	0.0	\$0,210	\$0,446	(0,235)	-	\$212,985	\$213,285	(0,301)	(0.1)
Fuel	\$61,909	\$64,040	(2,131)	(3.4)	\$0,000	\$0,017	(0,017)	-	\$61,909	\$64,057	(2,148)	(3.5)
Insurance	\$60,730	\$61,317	(0,586)	(1.0)	\$0,000	\$0,000	-	-	\$60,730	\$61,317	(0,586)	(1.0)
Claims	\$120,954	\$120,951	\$0,003	0.0	\$0,000	\$0,000	-	-	\$120,954	\$120,951	\$0,003	0.0
Paratransit Service Contracts	\$326,570	\$318,867	\$7,704	2.4	\$0,000	\$0,000	-	-	\$326,570	\$318,867	\$7,704	2.4
Maintenance and Other Operating Contracts	\$193,958	\$189,507	\$4,451	2.3	\$26,471	\$30,529	(4,058)	(15.3)	\$220,429	\$220,036	\$0,393	0.2
Professional Service Contracts	\$107,526	\$98,016	\$9,511	8.8	\$8,001	\$12,715	(4,714)	(58.9)	\$115,527	\$110,731	\$4,797	4.2
Materials & Supplies	\$268,083	\$263,096	\$4,987	1.9	\$53,180	\$52,613	\$0,567	1.1	\$321,263	\$315,709	\$5,554	1.7
Other Business Expenses	\$66,034	\$63,436	\$2,597	3.9	(0,374)	\$1,453	(1,827)	-	\$65,660	\$64,889	\$0,770	1.2
Non-Labor	\$1,418,540	\$1,392,069	\$26,471	1.9	\$87,488	\$97,773	(10,285)	(11.8)	\$1,506,028	\$1,489,842	\$16,186	1.1
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	\$6,047,915	\$6,111,314	(63,399)	(1.0)	\$987,975	\$1,025,672	(37,698)	(3.8)	\$7,035,890	\$7,136,987	(101,097)	(1.4)
Depreciation	\$1,426,882	\$1,420,856	\$6,025	0.4	\$0,000	\$0,000	-	-	\$1,426,882	\$1,420,856	\$6,025	0.4
OPEB Liability	\$1,053,544	\$892,531	\$161,012	15.3	\$0,000	\$0,000	-	-	\$1,053,544	\$892,531	\$161,012	15.3
GASB 68 Pension Adjustment	\$340,681	\$257,462	\$83,219	24.4	\$0,000	\$0,000	-	-	\$340,681	\$257,462	\$83,219	24.4
Environmental Remediation	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	\$0,000	-
Total Expenses	\$8,869,022	\$8,682,163	\$186,858	2.1	\$987,975	\$1,025,672	(37,698)	(3.8)	\$9,856,996	\$9,707,836	\$149,161	1.5
OPERATING SURPLUS/DEFICIT	(4,849,165)	(4,662,847)	\$186,318	3.8	\$0,000	\$0,000	\$0,000	-	(4,849,166)	(4,662,847)	\$186,318	3.8

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
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
October 2016
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	1.2	0.3	Mainly higher subway revenue	10.4	0.3	Principally favorable pass average fare adjustments not anticipated in the forecast, partly offset by lower subway ridership
Other Operating Revenue	NR	(2.0)	(5.0)	Primarily lower paratransit Urban Tax revenue	(11.0)	(3.0)	Largely lower advertising and paratransit Urban Tax revenues
Payroll	NR				19.5	0.7	Mainly vacancies and the favorable timing of expenses
Overtime	NR				(13.5)	(3.7)	Overrun due to subway service delays and overcrowding, vacancy/absentee coverage requirements, and continued signals maintenance requirements
Health & Welfare (including OPEB current payment)	NR	4.7	4.5	Due primarily to the favorable timing of retiree healthcare credits	(18.4)	(1.8)	Due primarily to unfavorable rates and the timing of expenses
Pension	NR	(1.7)	(2.2)	Mostly a MaBSTOA expense overrun	(6.8)	(1.4)	Mostly a MaBSTOA expense overrun
Other Fringe Benefits	NR	(2.1)	(7.8)	Mainly the unfavorable timing of expenses and unfavorable direct overhead credits	(83.7)	(23.9)	Due mostly to additional Workers' Compensation reserve requirements, based on an actuarial update that reflects, among other things, higher statutory weekly payments, higher medical costs and an increase in the volume of claims
Reimbursable Overhead	NR	4.5	14.9	Favorable overhead credits, due to higher reimbursable overtime requirements	13.1	6.2	Favorable overhead credits, due to higher reimbursable overtime requirements
Electric Power	NR	1.8	8.2	Mainly lower consumption and prices			
Fuel	NR	(4.4)	over (100.0)	Largely the unfavorable timing of CNG fuel tax credits, which were received in September	(2.1)	(3.4)	Largely higher consumption and prices, partly offset by the favorable timing of expenses
Insurance	NR				(0.6)	(1.0)	The unfavorable timing of interagency billing/payments
Paratransit Service Contracts	NR	2.6	7.8	Due mostly to lower trips	7.7	2.4	Due principally to the favorable timing of expenses and lower trips

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
October 2016
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance and Other Operating Contracts	NR	3.1	15.0	Mainly the favorable timing of subway car-related maintenance and auto purchases	4.5	2.3	Mainly the favorable timing of subway car-related maintenance, building-related expenses, and lower painting expenses, partly offset by higher maintenance contract expenses
Professional Service Contracts	NR	5.3	36.3	Primarily the favorable timing of various professional service contract expenses and bond service expenses	9.5	8.8	Primarily the favorable timing of various professional service contract expenses and bond service expenses
Materials & Supplies	NR	0.6	2.3	Primarily favorable inventory/obsolescence adjustments.	5.0	1.9	Principally favorable inventory/obsolescence adjustments and increased scrap/surplus sales
Other Business Expenses	NR				2.6	3.9	The favorable timing of miscellaneous credits/debits and lower stationery expenses
Capital and Other Reimbursements	R	6.7	5.0	Increased reimbursements consistent with an increase in reimbursable expenses	37.7	3.8	Increased reimbursements consistent with an increase in reimbursable expenses
Payroll	R	16.5	26.9	Largely vacancy savings	19.0	4.8	Largely vacancy savings
Overtime	R	(16.5)	over (100.0)	Mainly due to vacancy coverage in support of subways Capital Track Program work which is concentrated on weekends to take advantage of track availability, and other Capital Program support	(31.9)	(32.6)	Mainly due to vacancy coverage in support of subways Capital Track Program work which is concentrated on weekends to take advantage of track availability, and other Capital Program support
Maintenance Contracts	R	(0.7)	(26.0)	Largely the unfavorable timing of building-related expenses and auto purchases	(4.1)	(15.3)	Largely the unfavorable timing of construction service and building-related expenses
Professional Service Contracts	R	(2.3)	over (100.0)	Primarily the unfavorable timing of various professional service contract requirements	(4.7)	(58.9)	Primarily the unfavorable timing of various professional service contract requirements
Materials & Supplies	R	(0.3)	(5.0)	Mainly the unfavorable timing of non-vehicle maintenance material requirements	0.6	1.1	Mainly the favorable timing of non-vehicle maintenance material requirements

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2016 Mid_Year
Cash Receipts and Expenditures
oct FY16
(\$ in Millions)

11/21/2016 03:09 PM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$379.170	\$358.608	(20.562)	(5.4)	\$3,661.489	\$3,690.323	\$28.834	0.8
Fare Reimbursement	\$6.313	\$0.000	(6.313)	-	\$77.706	\$71.426	(6.280)	(8.1)
Paratransit Reimbursement	\$4.748	\$4.665	(0.083)	(1.7)	\$144.653	\$148.362	\$3.709	2.6
Other Operating Revenue	\$3.614	\$3.311	(0.303)	(8.4)	\$35.636	\$36.305	\$0.669	1.9
Other Revenue	\$14.675	\$7.976	(6.699)	(45.6)	\$257.994	\$256.093	(1.901)	(0.7)
Capital and Other Reimbursements	\$163.619	\$82.330	(81.289)	(49.7)	\$916.385	\$848.221	(68.164)	(7.4)
Total Revenue	\$557.464	\$448.914	(108.550)	(19.5)	\$4,835.869	\$4,794.637	(41.232)	(0.9)
Expenditures								
Labor :								
Payroll	\$279.973	\$270.182	\$9.791	3.5	\$2,909.453	\$2,876.420	\$33.033	1.1
Overtime	\$37.855	\$55.450	(17.595)	(46.5)	\$461.046	\$506.426	(45.380)	(9.8)
Total Salaries & Wages	\$317.827	\$325.632	(7.805)	(2.5)	\$3,370.498	\$3,382.846	(12.348)	(0.4)
Health and Welfare	\$70.750	\$59.354	\$11.396	16.1	\$683.064	\$690.799	(7.735)	(1.1)
OPEB Current Payment	\$36.199	\$31.695	\$4.504	12.4	\$355.568	\$360.962	(5.393)	(1.5)
Pensions	\$80.003	\$81.751	(1.748)	(2.2)	\$838.707	\$845.591	(6.884)	(0.8)
Other Fringe Benefits	\$34.483	\$35.970	(1.487)	(4.3)	\$378.926	\$378.476	\$0.450	0.1
Total Fringe Benefits	\$221.436	\$208.770	\$12.666	5.7	\$2,256.266	\$2,275.828	(19.562)	(0.9)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$539.263	\$534.402	\$4.861	0.9	\$5,626.764	\$5,658.674	(31.910)	(0.6)
Non-Labor :								
Electric Power	\$22.263	\$24.061	(1.798)	(8.1)	\$212.985	\$211.625	\$1.360	0.6
Fuel	\$1.736	\$5.944	(4.208)	-	\$61.909	\$64.223	(2.314)	(3.7)
Insurance	\$9.965	\$8.121	\$1.844	18.5	\$69.968	\$70.463	(0.495)	(0.7)
Claims	\$9.207	\$9.867	(0.660)	(7.2)	\$92.070	\$106.535	(14.465)	(15.7)
Paratransit Service Contracts	\$33.974	\$31.548	\$2.426	7.1	\$324.570	\$312.792	\$11.778	3.6
Maintenance and Other Operating Contracts	\$23.033	\$19.703	\$3.330	14.5	\$223.729	\$210.162	\$13.567	6.1
Professional Service Contracts	\$15.475	\$15.070	\$0.405	2.6	\$124.647	\$145.564	(20.917)	(16.8)
Materials & Supplies	\$23.624	\$23.855	(0.231)	(1.0)	\$297.040	\$298.102	(1.062)	(0.4)
Other Business Expenses	\$6.504	\$6.684	(0.180)	(2.8)	\$65.660	\$72.855	(7.195)	(11.0)
Non-Labor	\$145.782	\$144.853	\$0.929	0.6	\$1,472.579	\$1,492.321	(19.742)	(1.3)
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$685.046	\$679.255	\$5.791	0.8	\$7,099.342	\$7,150.995	(51.653)	(0.7)
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.002	\$0.000	\$0.002	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.001	\$0.000	\$0.001	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.001	\$0.000	\$0.001	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$685.046	\$679.255	\$5.791	0.8	\$7,099.346	\$7,150.995	(51.649)	(0.7)
Net Surplus/(Deficit)	(127.582)	(230.341)	(102.759)	(80.5)	(2,263.477)	(2,356.358)	(92.881)	(4.1)

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL CASH BASIS
October 2016
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	(20.6)	(5.4)	Mostly the unfavorable timing of receipts	28.8	0.8	Primarily the favorable timing of receipts
Other Operating Receipts	(6.7)	(45.6)	Primarily the unfavorable timing of student fare reimbursements			
Capital and Other Reimbursements	(81.3)	(49.7)	Largely the unfavorable timing of capital reimbursements	(68.2)	(7.4)	Largely the unfavorable timing of capital reimbursements, partly offset by increased reimbursements due to higher reimbursable expenses
Salaries & Wages	(7.8)	(2.5)	Principally the unfavorable timing of payments	(12.3)	(0.4)	Mostly the unfavorable timing of payments
Health & Welfare (including OPEB current payment)	15.9	14.9	Principally the favorable timing of payments	(13.1)	(1.3)	Due primarily to unfavorable rates and the timing of expenses, partly offset by the favorable timing of payments
Pension				(6.9)	(0.8)	Primarily higher MaBSTOA expenses
Fuel	(4.2)	over (100.0)	Mainly the unfavorable timing of CNG fuel tax credits received in September	(2.3)	(3.7)	Largely higher consumption and prices, partly offset by the favorable timing of expenses
Claims				(14.5)	(15.7)	Increased payments, in part due to timing
Paratransit Service Contracts	2.4	7.1	Expense savings due mostly to lower trips	11.8	3.6	Expense savings and the favorable timing of payments
Maintenance Contracts	3.3	14.5	Mainly the favorable timing of subway car-related maintenance and auto purchases	13.6	6.1	Mainly the favorable timing of payments
Professional Service Contracts				(20.9)	(16.8)	Primarily the unfavorable timing of payments, partly offset by expense savings

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2016 Mid_Year
Cash Conversion (Cash Flow Adjustments)
 oct FY16
 (\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$3.708	(18.089)	(21.797)	-	\$2.436	\$20.837	\$18.400	-
Fare Reimbursement	(3.134)	(9.446)	(6.312)	-	\$9.435	\$3.157	(6.278)	(66.5)
Paratransit Reimbursement	(10.393)	(8.482)	\$1.911	18.4	(9.874)	(0.932)	\$8.942	90.6
Other Operating Revenue	(11.846)	(12.157)	(0.311)	(2.6)	(102.370)	(95.961)	\$6.409	6.3
Other Revenue	(25.373)	(30.086)	(4.713)	(18.6)	(102.809)	(93.736)	\$9.073	8.8
Capital and Other Reimbursements	\$30.000	(58.000)	(88.000)	-	(71.589)	(177.451)	(105.862)	-
Total Revenue	\$8.335	(106.176)	(114.511)	-	(171.962)	(250.351)	(78.390)	(45.6)
Expenses								
Labor :								
Payroll	\$35.253	\$28.923	(6.330)	(18.0)	\$119.697	\$114.240	(5.457)	(4.6)
Overtime	\$0.000	\$0.001	\$0.001	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	\$35.253	\$28.924	(6.329)	(18.0)	\$119.697	\$114.241	(5.457)	(4.6)
Health and Welfare	\$0.000	\$11.492	\$11.492	-	\$0.000	\$5.221	\$5.221	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	\$0.000	\$0.008	\$0.008	-	(340.682)	(340.550)	\$0.132	0.0
Other Fringe Benefits	\$15.079	\$13.486	(1.593)	(10.6)	\$124.083	\$209.558	\$85.475	68.9
Total Fringe Benefits	\$15.079	\$24.987	\$9.908	65.7	(216.599)	(125.770)	\$90.829	41.9
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	\$50.332	\$53.911	\$3.579	7.1	(96.902)	(11.529)	\$85.372	88.1
Non-Labor :								
Electric Power	\$0.000	(3.581)	(3.581)	-	\$0.000	\$1.660	\$1.660	-
Fuel	\$0.000	\$0.206	\$0.206	-	\$0.000	(0.166)	(0.166)	-
Insurance	(3.757)	(2.057)	\$1.700	45.3	(9.238)	(9.146)	\$0.092	1.0
Claims	\$2.888	\$2.228	(0.660)	(22.9)	\$28.884	\$14.416	(14.468)	(50.1)
Paratransit Service Contracts	\$0.000	(0.217)	(0.217)	-	\$2.000	\$6.075	\$4.075	-
Maintenance and Other Operating Contracts	\$0.000	\$0.944	\$0.944	-	(3.300)	\$9.874	\$13.174	-
Professional Service Contracts	\$0.000	(2.584)	(2.584)	-	(9.120)	(34.833)	(25.713)	-
Materials & Supplies	\$8.000	\$7.474	(0.526)	(6.6)	\$24.223	\$17.607	(6.616)	(27.3)
Other Business Expenses	\$0.000	\$0.355	\$0.355	-	\$0.000	(7.966)	(7.966)	-
Non-Labor	\$7.131	\$2.770	(4.361)	(61.2)	\$33.449	(2.479)	(35.928)	-
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	\$57.463	\$56.681	(0.782)	(1.4)	(63.453)	(14.008)	\$49.444	77.9
Depreciation	\$148.404	\$180.622	\$32.218	21.7	\$1,426.880	\$1,420.856	(6.024)	(0.4)
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$1,053.543	\$892.531	(161.012)	(15.3)
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$340.680	\$257.462	(83.218)	(24.4)
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$205.867	\$237.303	\$31.436	15.3	\$2,757.650	\$2,556.841	(200.810)	(7.3)
Total Cash Conversion Adjustments	\$214.202	\$131.127	(83.075)	(38.8)	\$2,585.689	\$2,306.489	(279.199)	(10.8)

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 NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
October 2016

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	64	48	16	
Law	320	304	16	
Office of the EVP	46	44	2	
Human Resources	232	236	(4)	
Office of Management and Budget	42	44	(2)	
Capital Planning & Budget	35	31	4	
Corporate Communications	265	251	14	
Non-Departmental	(33)	-	(33)	
Labor Relations	98	97	1	
Materiel	290	268	22	
Controller	128	127	1	
Total Administration	1,487	1,450	37	
Operations				
Subways Service Delivery	7,984	8,205	(221)	Mostly Train Operator/Conductor Excess
Subways Operations Support/Admin	405	400	5	
Subways Stations	2,649	2,597	52	Mostly Station Agent/Supervisor Shortage
Sub-total Subways	11,038	11,202	(164)	
Buses	11,055	10,825	230	Mostly Bus Operator and Maintainer Shortage
Paratransit	213	197	16	
Operations Planning	400	377	23	
Revenue Control	583	551	32	
Non-Departmental	102	0	102	
Total Operations	23,391	23,152	239	
Maintenance				
Subways Operations Support/Admin	169	147	22	
Subways Engineering	379	353	26	
Subways Car Equipment	4,426	4,364	62	Largely Supts., PTEs and Car Inspector Shortage
Subways Infrastructure	1,594	1,540	54	Mostly Maintainer Shortage
Subways Elevators & Escalators	456	428	28	
Subways Stations	3,711	3,680	31	
Subways Track	2,831	2,807	24	
Subways Power	612	598	14	
Subways Signals	1,497	1,490	7	
Subways Electronic Maintenance	1,613	1,537	76	Primarily Maintainer/PTE Shortage
Sub-total Subways	17,288	16,944	344	
Buses	3,686	3,659	27	
Supply Logistics	559	567	(8)	
System Safety	99	84	15	
Non-Departmental	116	0	116	
Total Maintenance	21,748	21,254	494	
Engineering/Capital				
Capital Program Management	1,358	1,384	(26)	
Total Engineering/Capital	1,358	1,384	(26)	
Public Safety				
Security	662	651	11	
Total Public Safety	662	651	11	
Total Positions				
	48,646	47,891	755	
Non-Reimbursable	43,474	41,974	1,500	
Reimbursable	5,172	5,917	(745)	
Total Full-Time	48,433	47,635	798	
Total Full-Time Equivalents	213	256	(43)	

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
October 2016

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	537	453	84	
Professional, Technical, Clerical	921	973	(52)	
Operational Hourlies	29	24	5	
Total Administration	1,487	1,450	37	
Operations				
Managers/Supervisors	2,767	2,704	63	
Professional, Technical, Clerical	507	471	36	
Operational Hourlies	20,117	19,977	140	
Total Operations	23,391	23,152	239	
Maintenance				
Managers/Supervisors	3,935	3,893	42	
Professional, Technical, Clerical	1,116	1,044	72	
Operational Hourlies	16,697	16,317	380	
Total Maintenance	21,748	21,254	494	
Engineering/Capital				
Managers/Supervisors	339	336	3	
Professional, Technical, Clerical	1,017	1,046	(29)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,358	1,384	(26)	
Public Safety				
Managers/Supervisors	288	280	8	
Professional, Technical, Clerical	38	39	(1)	
Operational Hourlies	336	332	4	
Total Public Safety	662	651	11	
Total Positions				
Managers/Supervisors	7,866	7,666	200	
Professional, Technical, Clerical	3,599	3,573	26	
Operational Hourlies	37,181	36,652	529	
Total Positions	48,646	47,891	755	

MTA New York City Transit
2016 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	October						October Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	345,908	\$10.877	341,042	\$10.851	4,866	\$0.026 0.2%	3,392,004	\$107.289	3,397,491	\$108.104	(5,487)	(\$0.815) (0.8%)
<u>Unscheduled Service</u>	306,990	\$9.830	305,935	\$9.937	1,054	(\$0.107) -1.1%	3,001,767	\$96.622	3,174,608	\$102.815	(172,841)	(\$6.193) (6.4%)
<u>Programmatic/Routine Maintenance</u>	356,698	\$9.310	277,002	\$9.787	79,696	(\$0.477) (5.1%)	3,527,543	\$120.055	3,593,680	\$122.677	(66,137)	(\$2.622) (2.2%)
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000 0.0%	0	\$0.000	0	\$0.000	0	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	41,093	\$1.223	47,489	\$1.557	(6,396)	(\$0.334) (27.3%)	414,734	\$13.019	518,278	\$17.084	(103,544)	(\$4.065) (31.2%)
<u>Weather Emergencies</u>	6,338	\$0.249	5,397	\$0.179	941	\$0.070 28.0%	564,962	\$19.072	552,770	\$18.695	12,192	\$0.377 2.0%
<u>Safety/Security/Law Enforcement</u>	11,152	\$0.330	9,581	\$0.265	1,571	\$0.065 19.7%	107,652	\$3.092	107,574	\$2.974	78	\$0.118 3.8%
<u>Other</u>	14,426	\$0.384	22,986	\$0.754	(8,560)	(\$0.370) (96.1%)	129,651	\$3.995	122,161	\$4.267	7,491	(\$0.272) (6.8%)
Subtotal	1,082,605	\$32.204	1,009,432	\$33.330	73,172	(\$1.126) (3.5%)	11,138,313	\$363.144	11,466,561	\$376.615	(328,248)	(\$13.471) (3.7%)
REIMBURSABLE OVERTIME	169,350	\$5.651	643,314	\$22.121	(473,965)	(\$16.470) *	2,622,300	\$97.902	3,725,146	\$129.812	(1,102,846)	(\$31.910) (32.6%)
TOTAL OVERTIME	1,251,954	\$37.855	1,652,746	\$55.451	(400,792)	(\$17.596) (46.5%)	13,760,613	\$461.045	15,191,707	\$506.427	(1,431,094)	(\$45.381) (9.8%)

Totals may not add due to rounding

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

* Exceeds 100%

MTA New York City Transit
 2016 July Financial Plan
 Non-Reimbursable/Reimbursable Overtime
 (\$ in millions)

	October			October Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	4,866	\$0.0 (2.3%)		(5,487)	(\$0.8) 6.0%	
<u>Unscheduled Service</u>	1,054	(\$0.1) 9.5%		(172,841)	(\$6.2) 46.0%	Unfavorable YTD results mainly due to subway service delays and overcrowding.
<u>Programmatic/Routine Maintenance</u>	79,696	(\$0.5) 42.3%		(66,137)	(\$2.6) 19.5%	Unfavorable YTD results mainly due to continued signals maintenance.
<u>Unscheduled Maintenance</u>	0	\$0.0 0.0%		0	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(6,396)	(\$0.3) 29.6%		(103,544)	(\$4.1) 30.2%	Unfavorable YTD results mainly due to vacancy/absentee coverage for Bus Operators and Bus Maintainers.
<u>Weather Emergencies</u>	941	\$0.1 (6.2%)		12,192	\$0.4 (2.8%)	
<u>Safety/Security/Law Enforcement</u>	1,571	\$0.1 (5.8%)		78	\$0.1 (0.9%)	
<u>Other</u>	(8,560)	(\$0.4) 32.8%		7,491	(\$0.3) 2.0%	
Subtotal	73,172	(\$1.1) 6.4%		(328,248)	(\$13.5) 29.7%	
REIMBURSABLE OVERTIME	(473,965)	(\$16.5) 93.6%	Unfavorable variance mainly due to vacancy coverage to support Subways Capital Track Program and track work is concentrated on the weekends to take advantage of track availability, and other capital program support.	(1,102,846)	(\$31.9) 70.3%	Unfavorable YTD variance mainly due to vacancy coverage to support Subways Capital Track Program and track work is concentrated on the weekends to take advantage of track availability, and other capital program support.
TOTAL OVERTIME	(400,792)	(\$17.6)		(1,431,094)	(\$45.4)	

Totals may not add due to rounding.

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2016 Overtime Reporting
Overtime Legend

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

MTA NEW YORK CITY TRANSIT
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2016 YEAR-TO-DATE
(\$ in millions)

	October 2016 Year-to-Date			Favorable/(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual Results	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	4,019.9	4,032.4	4,019.3	(0.5)	(0.0)	(13.1)	(0.3)
Total Expenses before Depreciation, OPEB and Environmental Remediation	6,047.9	6,128.1	6,111.3	(63.4)	(1.0)	16.8	0.3
Depreciation	1,426.9	1,426.9	1,420.9	6.0	0.4	6.0	0.4
OPEB Account	1,053.5	1,053.5	892.5	161.0	15.3	161.0	15.3
GASB 68 Pension Expenses	340.7	0.0	257.5	83.2	24.4	(257.5)	n/a
Environmental Remediation	0.0	0.0	0.0	0.0	n/a	0.0	0.0
Total Expenses	8,869.0	8,608.5	8,682.2	186.9	2.1	(73.7)	(0.9)
Net Surplus/(Deficit)	(4,849.2)	(4,576.1)	(4,662.8)	186.3	3.8	(86.7)	(1.9)

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
OCTOBER 2016 YEAR-TO-DATE
(\$ in millions)

	October 2016 Year-to-Date		Reason for Variance
	Favorable (Unfavorable) Variance		
	\$	%	
Total Revenue (Nonreimbursable)	(13.1)	(0.3)	Farebox revenue underran by \$2.1 million (0.1%-mostly subways). Other operating revenue was lower by \$11.0M (3.0%), largely the unfavorable timing of advertising and paratransit Urban Tax revenues.
Total Expenses (Nonreimbursable)	(73.7)	(0.9)	Operating expenses were below the November Forecast by \$16.8 million (0.3%), due primarily to lower health & welfare expenses and favorable reimbursable overhead credits, resulting from increased reimbursable overtime requirements. Non-cash GASB account expenses were unfavorable by a net \$90.5 million, including lower depreciation expenses of \$6.0 million (0.4%), an underrun in OPEB liability expenses of \$161.0 million (15.3%), and the unfavorable timing of a GASB 68 pension expense classification adjustment of \$257.5 million.

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



FINANCIAL AND RIDERSHIP REPORT

October 2016

(All data are preliminary and subject to audit)

In the month of October, **operating revenues** were \$0.8 million, \$0.1 million (7.6 percent) above the Mid-Year Forecast (forecast), due primarily to the favorable timing of student fare reimbursements. Year-to-date, operating revenues of \$7.5 million were below forecast by \$0.1 million (1.6 percent), due mostly to lower farebox revenue resulting from lower ridership.

Total **ridership** in October 2016 was 401,095, 2.3 percent (9,340 riders) below forecast. Year-to-date, ridership was 3,760,623, 1.7 percent (63,605 riders) below forecast. October 2016 average weekday ridership was 17,329, 4.4 percent (806 riders) lower than in October 2015, due to Rosh Hashanah and Yom Kippur which are school closed days falling in September in 2015 and in October in 2016. Average weekday ridership for the twelve months ending October 2016 was 16,205, 2.3 percent (363 riders) more than the previous twelve-month period.

Nonreimbursable expenses before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were below forecast in October by \$1.3 million (20.2 percent). Labor expenses underran by \$0.4 million (10.4 percent), due primarily to the favorable timing of payroll expenses of \$0.6 million (30.5 percent) and project overtime requirements of \$0.2 million (51.2 percent), partly offset by the unfavorable timing of health & welfare/OPEB current expenses of \$0.9 million. Non-labor expenses were also less than forecast by \$0.9 million (35.8 percent), resulting principally from the favorable timing of \$0.7 million (40.6 percent) of R44 Car Fleet maintenance expenses and non-revenue vehicle purchases. Year-to-date, expenses were below forecast by \$4.2 million (7.9 percent). Labor expenses were less by \$1.8 million (5.2 percent), again caused largely by the favorable timing of payroll expenses of \$1.5 million (7.8 percent) and project overtime requirements of \$0.9 million (31.1 percent), partly offset by the unfavorable timing of health & welfare/OPEB current expenses of \$1.5 million (30.2 percent). Non-labor expenses were under forecast by \$2.4 million (12.8 percent), again due largely to the timing of R44 Car Fleet maintenance expenses and non-revenue vehicle purchases of \$2.0 million (16.6 percent).

Depreciation expenses were \$6.8 million year-to-date, slightly below forecast. GASB #45 Other Post-Employment Benefit accrued expenses of \$5.5 million were recorded year-to-date, \$0.3 million (5.7 percent) below forecast.

The **net cash deficit** (excluding subsidies) year-to-date was \$48.7 million, favorable to forecast by \$3.4 million (6.5 percent), due mainly to the timing of R44 fleet maintenance expenses/payments.

MTA STATEN ISLAND RAILWAY
 oct - 2016 Mid_Year
 Accrual Statement of Operations By Category
 Month - oct 2016
 (\$ in Millions)

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	Nonreimbursable				Var Percent	Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent		Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent
			Variance					Variance				Variance	
Revenue													
Farebox Revenue	\$0.580	\$0.558	(0.022)	(3.7)	\$0.000	\$0.000	-	-	\$0.580	\$0.558	(0.022)	(3.7)	
Other Revenue	\$0.185	\$0.265	\$0.080	43.1	\$0.000	\$0.000	-	-	\$0.185	\$0.265	\$0.080	43.1	
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.372	\$0.519	\$0.147	39.5	\$0.372	\$0.519	\$0.147	39.5	
Total Revenue	\$0.765	\$0.823	\$0.058	7.6	\$0.372	\$0.519	\$0.147	39.5	\$1.137	\$1.342	\$0.205	18.0	
Expenses													
Labor :													
Payroll	\$2.045	\$1.422	\$0.624	30.5	\$0.082	\$0.127	(0.045)	(54.8)	\$2.128	\$1.549	\$0.579	27.2	
Overtime	\$0.421	\$0.206	\$0.216	51.2	\$0.151	\$0.140	\$0.011	7.6	\$0.573	\$0.346	\$0.227	39.6	
Total Salaries & Wages	\$2.467	\$1.627	\$0.839	34.0	\$0.233	\$0.267	(0.034)	(14.4)	\$2.700	\$1.894	\$0.806	29.8	
Health and Welfare	\$0.384	\$1.178	(0.795)	-	\$0.000	\$0.000	\$0.000	-	\$0.384	\$1.178	(0.795)	-	
OPEB Current Payment	\$0.107	\$0.204	(0.097)	(90.4)	(0.001)	\$0.001	(0.002)	-	\$0.106	\$0.205	(0.099)	(93.4)	
Pensions	\$0.506	\$0.470	\$0.036	7.1	\$0.000	\$0.000	\$0.000	-	\$0.506	\$0.470	\$0.036	7.1	
Other Fringe Benefits	\$0.371	\$0.193	\$0.178	47.9	\$0.000	\$0.000	\$0.000	-	\$0.371	\$0.193	\$0.178	47.9	
Total Fringe Benefits	\$1.367	\$2.045	(0.678)	(49.6)	(0.001)	\$0.001	(0.002)	-	\$1.366	\$2.046	(0.680)	(49.8)	
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	
Reimbursable Overhead	(0.013)	(0.248)	\$0.236	-	\$0.013	\$0.249	(0.236)	-	\$0.000	\$0.001	(0.001)	-	
Labor	\$3.821	\$3.425	\$0.397	10.4	\$0.245	\$0.517	(0.272)	-	\$4.067	\$3.942	\$0.125	3.1	
Non-Labor :													
Electric Power	\$0.257	\$0.291	(0.034)	(13.1)	(0.001)	\$0.000	(0.001)	-	\$0.256	\$0.291	(0.034)	(13.4)	
Fuel	\$0.018	\$0.009	\$0.009	50.3	\$0.000	\$0.000	\$0.000	-	\$0.018	\$0.009	\$0.009	50.3	
Insurance	\$0.017	\$0.070	(0.054)	-	\$0.000	\$0.000	\$0.000	-	\$0.017	\$0.070	(0.054)	-	
Claims	\$0.006	\$0.008	(0.002)	(36.6)	\$0.000	\$0.000	\$0.000	-	\$0.006	\$0.008	(0.002)	(36.6)	
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	
Maintenance and Other Operating Contracts	\$1.735	\$1.030	\$0.705	40.6	\$0.000	\$0.000	\$0.000	-	\$1.735	\$1.030	\$0.705	40.6	
Professional Service Contracts	\$0.076	\$0.013	\$0.063	83.2	(0.001)	\$0.002	(0.003)	-	\$0.075	\$0.015	\$0.060	80.2	
Materials & Supplies	\$0.297	\$0.108	\$0.189	63.5	\$0.129	\$0.000	\$0.129	-	\$0.426	\$0.108	\$0.317	74.5	
Other Business Expenses	(0.006)	\$0.012	(0.018)	-	\$0.000	\$0.000	\$0.000	-	(0.006)	\$0.012	(0.018)	-	
Non-Labor	\$2.400	\$1.541	\$0.859	35.8	\$0.127	\$0.002	\$0.125	98.4	\$2.527	\$1.543	\$0.984	38.9	
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	\$6.221	\$4.965	\$1.256	20.2	\$0.372	\$0.519	(0.147)	(39.5)	\$6.593	\$5.484	\$1.109	16.8	
Depreciation	\$0.737	\$0.732	\$0.005	0.7	\$0.000	\$0.000	\$0.000	-	\$0.737	\$0.732	\$0.005	0.7	
OPEB Liability	\$0.568	\$0.000	\$0.568	-	\$0.000	\$0.000	\$0.000	-	\$0.568	\$0.000	\$0.568	-	
GASB 68 Pension Adjustment	(0.095)	\$0.000	(0.095)	-	\$0.000	\$0.000	\$0.000	-	(0.095)	\$0.000	(0.095)	-	
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	
Total Expenses	\$7.431	\$5.697	\$1.734	23.3	\$0.372	\$0.519	(0.147)	(39.5)	\$7.803	\$6.216	\$1.587	20.3	
OPERATING SURPLUS/DEFICIT	(6.666)	(4.874)	\$1.792	26.9	\$0.000	\$0.000	\$0.000	-	(6.666)	(4.874)	\$1.792	26.9	

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY
 oct - 2016 Mid_Year
 Accrual Statement of Operations By Category
 Year-To-Date - oct 2016
 (\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent
			Variance				Variance				Variance	
Revenue												
Farebox Revenue	\$5.547	\$5.455	(0.092)	(1.7)	\$0.000	\$0.000	-	-	\$5.547	\$5.455	(0.092)	(1.7)
Other Revenue	\$2.073	\$2.046	(0.027)	(1.3)	\$0.000	\$0.000	-	-	\$2.073	\$2.046	(0.027)	(1.3)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$4.273	\$3.762	(0.511)	(12.0)	\$4.273	\$3.762	(0.511)	(12.0)
Total Revenue	\$7.620	\$7.501	(0.120)	(1.6)	\$4.273	\$3.762	(0.511)	(12.0)	\$11.893	\$11.263	(0.631)	(5.3)
Expenses												
Labor :												
Payroll	\$19.408	\$17.899	\$1.510	7.8	\$1.150	\$1.184	(0.034)	(3.0)	\$20.558	\$19.083	\$1.476	7.2
Overtime	\$3.036	\$2.093	\$0.943	31.1	\$1.198	\$0.675	\$0.523	43.7	\$4.234	\$2.768	\$1.466	34.6
Total Salaries & Wages	\$22.444	\$19.991	\$2.453	10.9	\$2.348	\$1.859	\$0.489	20.8	\$24.792	\$21.850	\$2.941	11.9
Health and Welfare	\$3.515	\$4.354	(0.840)	(23.9)	\$0.000	\$0.000	\$0.000	-	\$3.515	\$4.354	(0.840)	(23.9)
OPEB Current Payment	\$1.188	\$1.799	(0.611)	(51.4)	\$0.002	\$0.012	(0.010)	-	\$1.190	\$1.811	(0.620)	(52.1)
Pensions	\$5.055	\$4.949	\$0.105	2.1	\$0.000	\$0.000	\$0.000	-	\$5.055	\$4.949	\$0.105	2.1
Other Fringe Benefits	\$3.363	\$3.255	\$0.108	3.2	\$0.001	\$0.000	\$0.001	-	\$3.364	\$3.255	\$0.109	3.3
Total Fringe Benefits	\$13.120	\$14.357	(1.237)	(9.4)	\$0.004	\$0.012	(0.008)	-	\$13.124	\$14.369	(1.245)	(9.5)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(1.172)	(1.757)	\$0.585	50.0	\$1.172	\$1.758	(0.586)	(50.0)	\$0.000	\$0.001	(0.001)	-
Labor	\$34.393	\$32.591	\$1.801	5.2	\$3.523	\$3.629	(0.106)	(3.0)	\$37.916	\$36.220	\$1.696	4.5
Non-Labor :												
Electric Power	\$2.767	\$2.767	\$0.000	0.0	\$0.001	\$0.008	(0.007)	-	\$2.769	\$2.775	(0.007)	(0.2)
Fuel	\$0.219	\$0.124	\$0.095	43.4	\$0.000	\$0.000	\$0.000	-	\$0.219	\$0.124	\$0.095	43.4
Insurance	\$0.834	\$1.005	(0.172)	(20.6)	\$0.000	\$0.000	\$0.000	-	\$0.834	\$1.005	(0.172)	(20.6)
Claims	\$0.073	\$0.234	(0.161)	-	\$0.000	\$0.000	\$0.000	-	\$0.073	\$0.234	(0.161)	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$12.301	\$10.257	\$2.045	16.6	\$0.000	\$0.000	\$0.000	-	\$12.301	\$10.257	\$2.045	16.6
Professional Service Contracts	\$0.610	\$0.679	(0.069)	(11.4)	\$0.002	\$0.014	(0.012)	-	\$0.612	\$0.693	(0.081)	(13.3)
Materials & Supplies	\$2.239	\$1.468	\$0.771	34.4	\$0.746	\$0.111	\$0.635	85.1	\$2.984	\$1.579	\$1.405	47.1
Other Business Expenses	\$0.043	\$0.113	(0.069)	-	\$0.000	\$0.000	\$0.000	-	\$0.043	\$0.113	(0.069)	-
Non-Labor	\$19.086	\$16.647	\$2.439	12.8	\$0.749	\$0.133	\$0.616	82.2	\$19.835	\$16.780	\$3.055	15.4
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	\$53.478	\$49,238	\$4,240	7.9	\$4.273	\$3.762	\$0.511	11.9	\$57.751	\$53,000	\$4,751	8.2
Depreciation	\$6.826	\$6.772	\$0.053	0.8	\$0.000	\$0.000	\$0.000	-	\$6.826	\$6.772	\$0.053	0.8
OPEB Liability	\$5.789	\$5.462	\$0.327	5.7	\$0.000	\$0.000	\$0.000	-	\$5.789	\$5.462	\$0.327	5.7
GASB 68 Pension Adjustment	(0.310)	\$0.186	(0.496)	-	\$0.000	\$0.000	\$0.000	-	(0.310)	\$0.186	(0.496)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$65.783	\$61,658	\$4,125	6.3	\$4.273	\$3.762	\$0.511	11.9	\$70.056	\$65,420	\$4,636	6.6
OPERATING SURPLUS/DEFICIT	(58.163)	(54.157)	\$4.006	6.9	\$0.000	\$0.000	\$0.000	-	(58.162)	(54.157)	\$4.005	6.9

Note: Totals may not add due to rounding

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

Table 3

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
October 2016
(\$ in millions)

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>MONTH</u>			<u>YEAR-TO-DATE</u>		
		<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Revenue	Non Reimb.	(0.022)	(3.7)	Mostly due to lower ridership	(0.092)	(1.7)	Mostly due to lower ridership
Other Operating Revenue	Non Reimb.	0.080	43.1	The favorable timing of student fare reimbursements	(0.027)	(1.3)	The unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	0.624	30.5	Largely the favorable timing of expenses and vacancies	1.510	7.8	Largely the favorable timing of expenses and vacancies
Overtime	Non Reimb.	0.216	51.2	Largely the favorable timing of project labor requirements	0.943	31.1	Largely the favorable timing of project labor requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.892)	over (100.0)	The unfavorable timing of expenses and higher rates	(1.451)	(30.2)	The unfavorable timing of expenses and higher rates
Pension	Non Reimb.	0.036	7.1	The favorable timing of expenses	0.105	2.1	The favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.178	47.9	The favorable timing of interagency fringe benefit billing	0.108	3.2	The favorable timing of interagency fringe benefit billing
Electric Power	Non Reimb.	(0.034)	(13.1)	The unfavorable timing of expenses			
Fuel	Non Reimb.				0.095	43.4	Largely the timing of expenses
Insurance	Non Reimb.	(0.054)	n/a	The unfavorable timing of interagency billing	(0.172)	(20.6)	The unfavorable timing of interagency billing
Maintenance & Other Operating Contracts	Non Reimb.	0.705	40.6	Mainly the favorable timing of R44 car fleet interagency maintenance expenses and non-revenue vehicle purchases	2.045	16.6	Mainly the favorable timing of R44 car fleet interagency maintenance expenses and non-revenue vehicle purchases
Professional Service Contracts	Non Reimb.				(0.069)	(11.4)	The unfavorable timing of bridge inspection and several other professional service account expenses
Materials and Supplies	Non Reimb.	0.189	63.5	Primarily the favorable timing of maintenance material requirements	0.771	34.4	Primarily the favorable timing of maintenance material requirements
Capital and Other Reimbursements	Reimb.	0.147	39.5	Timing of contractor requirements	(0.511)	(12.0)	Timing of contractor requirements
Payroll	Reimb.	(0.045)	(54.8)	Timing of contractor requirements	(0.034)	(3.0)	Timing of contractor requirements
Overtime	Reimb.	0.011	7.6	Timing of contractor requirements	0.523	43.7	Timing of contractor requirements
Materials & Supplies	Reimb.	0.129	n/a	The favorable timing of project material requirements	0.635	85.1	The favorable timing of project material requirements

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2016 Mid_Year
Cash Receipts and Expenditures
 oct FY16
 (\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.524	\$0.587	\$0.063	12.1	\$5.284	\$5.463	\$0.179	3.4
Other Revenue	\$0.409	\$0.951	\$0.542	-	\$3.277	\$2.682	(0.595)	(18.2)
Capital and Other Reimbursements	\$0.584	\$0.000	(0.584)	-	\$4.632	\$2.805	(1.827)	(39.4)
Total Revenue	\$1.517	\$1.538	\$0.021	1.4	\$13.193	\$10.950	(2.243)	(17.0)
Expenditures								
Labor :								
Payroll	\$2.002	\$1.565	\$0.437	21.8	\$26.828	\$26.491	\$0.337	1.3
Overtime	\$0.699	\$0.425	\$0.274	39.2	\$4.609	\$2.705	\$1.904	41.3
Total Salaries & Wages	\$2.700	\$1.990	\$0.710	26.3	\$31.436	\$29.196	\$2.240	7.1
Health and Welfare	\$0.469	\$1.528	(1.059)	-	\$3.345	\$4.487	(1.142)	(34.2)
OPEB Current Payment	\$0.010	\$0.085	(0.075)	-	\$1.382	\$1.782	(0.400)	(29.0)
Pensions	\$0.506	\$0.470	\$0.036	7.1	\$5.055	\$4.949	\$0.106	2.1
Other Fringe Benefits	\$0.329	\$0.320	\$0.009	2.6	\$3.911	\$4.023	(0.112)	(2.9)
Total Fringe Benefits	\$1.313	\$2.403	(1.090)	(83.0)	\$13.692	\$15.241	(1.549)	(11.3)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$4.013	\$4.393	(0.380)	(9.5)	\$45.129	\$44.437	\$0.692	1.5
Non-Labor :								
Electric Power	\$0.209	\$0.268	(0.059)	(28.4)	\$2.863	\$3.098	(0.235)	(8.2)
Fuel	\$0.031	\$0.014	\$0.017	54.6	\$0.278	\$0.104	\$0.174	62.6
Insurance	\$0.046	\$0.042	\$0.004	9.5	\$0.774	\$0.970	(0.196)	(25.3)
Claims	\$0.012	\$0.000	\$0.012	-	\$0.062	\$0.154	(0.092)	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$2.357	\$0.999	\$1.358	57.6	\$12.541	\$7.992	\$4.549	36.3
Professional Service Contracts	\$0.040	\$0.084	(0.044)	-	\$0.681	\$0.971	(0.290)	(42.5)
Materials & Supplies	\$0.468	\$0.467	\$0.001	0.2	\$2.900	\$1.804	\$1.096	37.8
Other Business Expenses	(0.005)	\$0.007	(0.012)	-	\$0.041	\$0.106	(0.065)	-
Non-Labor	\$3.158	\$1.881	\$1.277	40.4	\$20.140	\$15.199	\$4.941	24.5
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$7.171	\$6.274	\$0.897	12.5	\$65.269	\$59.636	\$5.633	8.6
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.001	\$0.000	\$0.001	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$7.171	\$6.274	\$0.897	12.5	\$65.269	\$59.636	\$5.633	8.6
Net Surplus/(Deficit)	(5.654)	(4.736)	\$0.918	16.2	(52.076)	(48.686)	\$3.390	6.5

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
October 2016
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	0.063	12.1%	Primarily the favorable timing of cash settlements with NYCT	0.179	3.4%	Primarily the favorable timing of cash settlements with NYCT
Other Operating Revenue	0.542	over 100.0%	Mostly the favorable timing of student fare reimbursements	(0.595)	(18.2%)	Mostly the unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	(0.584)	(100.0%)	Largely the unfavorable timing of reimbursements	(1.827)	(39.4%)	Largely the unfavorable timing of reimbursements and lower reimbursable expenses
Salaries & Wages	0.710	26.3%	Mainly the favorable timing of expenses and vacancies	2.240	7.1%	Mainly the favorable timing of expenses and vacancies
Health and Welfare (including OPEB current payment)	(1.134)	over (100.0)	The unfavorable timing of expenses/payments, and higher rates.	(1.542)	(32.6%)	The unfavorable timing of expenses and higher rates
Maintenance Contracts	1.358	57.6%	Mainly the favorable timing of R44 car fleet interagency maintenance expenses and payments	4.549	36.3%	Mainly the favorable timing of R44 car fleet interagency maintenance expenses and payments
Materials and Supplies				1.096	37.8%	Largely the favorable timing of maintenance materiel requirements

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2016 Mid_Year
Cash Conversion (Cash Flow Adjustments)
 oct FY16
 (\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	(0.056)	\$0.029	\$0.085	-	(0.264)	\$0.008	\$0.272	-
Other Revenue	\$0.224	\$0.686	\$0.462	-	\$1.204	\$0.636	(0.568)	(47.2)
Capital and Other Reimbursements	\$0.212	(0.519)	(0.731)	-	\$0.359	(0.957)	(1.316)	-
Total Revenue	\$0.380	\$0.196	(0.185)	(48.5)	\$1.299	(0.313)	(1.612)	-
Expenses								
Labor :								
Payroll	\$0.126	(0.016)	(0.142)	-	(6.269)	(7.408)	(1.139)	(18.2)
Overtime	(0.126)	(0.079)	\$0.047	37.1	(0.375)	\$0.063	\$0.438	-
Total Salaries & Wages	\$0.000	(0.096)	(0.096)	-	(6.644)	(7.346)	(0.701)	(10.6)
Health and Welfare	(0.085)	(0.350)	(0.264)	-	\$0.170	(0.133)	(0.303)	-
OPEB Current Payment	\$0.096	\$0.120	\$0.024	24.8	(0.192)	\$0.029	\$0.220	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.043	(0.127)	(0.169)	-	(0.547)	(0.768)	(0.221)	(40.4)
Total Fringe Benefits	\$0.053	(0.357)	(0.410)	-	(0.568)	(0.872)	(0.304)	(53.4)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.001	\$0.001	-	\$0.000	\$0.001	\$0.001	-
Labor	\$0.053	(0.451)	(0.505)	-	(7.213)	(8.217)	(1.004)	(13.9)
Non-Labor :								
Electric Power	\$0.047	\$0.023	(0.025)	(52.3)	(0.094)	(0.323)	(0.228)	-
Fuel	(0.013)	(0.005)	\$0.008	60.7	(0.060)	\$0.020	\$0.079	-
Insurance	(0.030)	\$0.028	\$0.058	-	\$0.059	\$0.035	(0.024)	(40.7)
Claims	(0.006)	\$0.008	\$0.014	-	\$0.011	\$0.080	\$0.069	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	(0.622)	\$0.031	\$0.653	-	(0.240)	\$2.265	\$2.504	-
Professional Service Contracts	\$0.035	(0.069)	(0.104)	-	(0.069)	(0.278)	(0.209)	-
Materials & Supplies	(0.042)	(0.359)	(0.317)	-	\$0.084	(0.225)	(0.309)	-
Other Business Expenses	(0.001)	\$0.005	\$0.006	-	\$0.003	\$0.007	\$0.004	-
Non-Labor	(0.631)	(0.338)	\$0.293	46.4	(0.305)	\$1.581	\$1.886	-
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	(0.578)	(0.790)	(0.212)	(36.7)	(7.518)	(6.636)	\$0.881	11.7
Depreciation	\$0.737	\$0.732	(0.005)	(0.7)	\$6.825	\$6.772	(0.052)	(0.8)
OPEB Liability	\$0.568	\$0.000	(0.568)	-	\$5.790	\$5.462	(0.328)	(5.7)
GASB 68 Pension Adjustment	(0.095)	\$0.000	\$0.095	-	(0.310)	\$0.186	\$0.496	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$0.632	(0.058)	(0.690)	-	\$4.787	\$5.784	\$0.997	20.8
Total Cash Conversion Adjustments	\$1.012	\$0.138	(0.874)	(86.4)	\$6.086	\$5.471	(0.615)	(10.1)

Note: Totals may not add due to rounding

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

**MTA STATEN ISLAND RAILWAY
 JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
 October 2016**

<u>Function/Departments</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	10	3
General Office	10	7	3
Purchasing/Stores	6	4	2
Total Administration	29	21	8
Operations			
Transportation	107	113	(6)
Total Operations	107	113	(6)
Maintenance			
Mechanical	52	44	8
Electronics/Electrical	15	13	2
Power/Signals	27	19	8
Maintenance of Way	48	52	(4)
Infrastructure	26	27	(1)
Total Maintenance	168	155	13
Engineering/Capital			
Reimbursable Program Support	15	8	7
Total Engineering Capital	15	8	7
Total Positions	319	297	22
Non-Reimbursable	304	289	15
Reimbursable	15	8	7
Total Full-Time	319	297	22
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY
 JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 October 2016

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	17	14	3	
Professional, Technical, Clerical	12	7	5	
Operational Hourlies	0	0	0	
Total Administration	29	21	8	
Operations				
Managers/Supervisors	5	3	2	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	99	108	(9)	
Total Operations	107	113	(6)	
Maintenance				
Managers/Supervisors	13	13	0	
Professional, Technical, Clerical	6	4	2	
Operational Hourlies	149	138	11	
Total Maintenance	168	155	13	
Engineering/Capital (Reimb. Prog. Supprt)				
Managers/Supervisors	3	3	0	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	10	3	7	
Total Engineering/Capital	15	8	7	
Total Positions				
Managers/Supervisors	38	33	5	
Professional, Technical, Clerical	23	15	8	
Operational Hourlies	258	249	9	
Total Positions	319	297	22	

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2016 MID-YEAR FORECAST VERSUS 2016 PRELIMINARY ACTUAL
(in millions)**

Month of October				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.410	0.401	(0.009)	(2.3%)	
Year-to-Date				
3.824	3.761	(0.064)	(1.7%)	

Note: SIR ridership includes estimated non-turnstile student riders.

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2015 ACTUAL VERSUS 2016 PRELIMINARY ACTUAL
(in millions)**

	<u>Month of October</u>				<u>Explanation</u>
	<u>2015</u>	<u>2016</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.018	0.017	(0.001)	(4.4%)	Due to Rosh Hashanah and Yom Kippur which are school closed days falling in September in 2015 and in October in 2016
Average Weekend	0.008	0.007	(0.001)	(9.9%)	Due to shuttle buses replacing trains between St. George and Tompkinsville on two weekends and one Saturday where the turnstiles were not working
	<u>12-Month Rolling Average</u>				
Average Weekday	0.016	0.016	0.000	2.3%	
Average Weekend	0.008	0.008	(0.000)	(3.8%)	More weekends with service changes in the current 12-month period than in the prior 12-month period; and the January 2016 weekend snowstorm

Note: SIR ridership includes estimated non-turnstile student riders.

**MTA STATEN ISLAND RAILWAY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2016 YEAR-TO-DATE
(\$ in millions)**

	October 2016 Year-to-Date			Favorable/(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual Results	Mid-Year Forecast		November Forecast	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Total Revenue	7.6	7.5	7.5	(0.1)	(1.3)	0.0	0.0
Total Expenses before Depreciation, OPEB and Environmental Remediation	53.5	51.8	49.2	4.3	8.0	2.6	5.0
Depreciation	6.8	6.8	6.8	0.0	0.0	0.0	0.0
OPEB Account	5.8	5.8	5.5	0.3	5.2	0.3	5.2
GASB 68 Pension Adjustment	(0.3)	(0.3)	0.2	(0.5)	(166.7)	(0.5)	(166.7)
Total Expenses	65.8	64.1	61.7	4.1	6.2	2.4	3.7
Net Surplus/(Deficit)	(58.2)	(56.6)	(54.2)	4.0	6.9	2.4	4.2

Note: Totals may not add due to rounding

**MTA STATEN ISLAND RAILWAY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
OCTOBER 2016 YEAR-TO-DATE
(\$ in millions)**

	October 2016 Year-to-Date		Reason for Variance
	Favorable (Unfavorable) Variance		
	\$	%	
Total Revenue (Nonreimbursable)	0.0	0.0	
Total Expenses (Nonreimbursable)	2.4	3.7	<p>Labor expenses were less by \$1.7M, including the favorable timing of payroll expenses of \$1.5M, the favorable timing of project overtime requirements of \$0.9M, and favorable overhead credits of \$0.6 million, partly offset by the unfavorable timing of health & welfare/OPEB current expenses of \$1.4M.</p> <p>Non-labor expenses underran by \$0.9 million, due mostly to the timing of car fleet scheduled maintenance expenses and maintenance material requirements.</p> <p>Depreciation, OPEB and GASB 68 Pension Adjustment were higher than forecast by a net \$0.2M.</p>

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

FINANCIAL AND RIDERSHIP REPORT**October 2016**

(All data are preliminary and subject to audit)

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

Operating revenue was \$20.5 million in October, \$0.5 million (2.7 percent) above forecast and, year-to-date, operating revenue was \$196.6 million, in excess of forecast by \$3.0 million (1.5 percent). Both results were due primarily to increased farebox revenue, driven by higher ridership, and reimbursements of shuttle services, reported in other operating revenue.

Total MTA Bus **ridership** in October 2016 was 10.8 million, 0.9 percent (0.1 million riders) above forecast. Year-to-date, ridership was 105.1 million, 1.2 percent (1.2 million riders) above forecast. October 2016 average weekday ridership was 418,094, a decrease of 2.9 percent (12,665 riders) from October 2015. Average weekday ridership for the twelve months ending October 2016 was 408,099, an increase of 0.5 percent (2,008 riders) from the twelve months ending October 2015.

Nonreimbursable expenses, before depreciation and Other Post-Employment Benefits, were \$54.3 million in October, \$2.3 million (4.0 percent) below forecast. Labor expenses exceeded forecast by \$1.1 million (2.8 percent), including an overrun in other fringe benefits of \$1.3 million (36.5 percent), due largely to an increase in Workers' Compensation reserve requirements, based on a current actuarial estimate. Overtime expenses were higher by \$0.9 million (20.4 percent), resulting mostly from increased running time/traffic and vacancy/absentee coverage requirements. Health & welfare/OPEB current expenses were less by \$0.9 million (12.5 percent), due to lower medical expenses. Non-labor expenses were under forecast by \$3.4 million (20.2 percent), including the favorable timing of maintenance contract expenses of \$2.4 million (55.5 percent) and professional service contract expenses of \$0.8 million (29.4 percent). Year-to-date, expenses were over forecast by a net \$1.0 million (0.2 percent). Labor expenses were higher by \$18.7 million (4.5 percent), including an increase in other fringe benefits of \$7.4 million (17.1 percent), due again to higher Workers' Compensation reserve requirements. Payroll results were above forecast by \$5.8 million (2.6 percent), due mostly to the timing of interagency billings, an unfavorable rate variance and the timing of reimbursable projects. Overtime expenses were in excess by \$3.2 million (7.0 percent), due mainly to an increase in running time/traffic and vacancy/absentee coverage requirements. Health & welfare/OPEB current expenses were higher by \$2.8 million (4.0 percent), resulting from an increase in medical expenses. Non-labor expenses were favorable by \$17.7 million (12.6 percent), due mostly to the timing of maintenance contract expenses of \$8.9 million (28.0 percent) and materials & supplies of \$4.1 million (10.0 percent). Fuel expenses were also favorable by \$2.1 million (14.8 percent), due to lower rates and the receipt of CNG tax credits.

Depreciation expenses year-to-date exceeded forecast by \$9.2 million (25.1 percent). Other Post-Employment Benefit accrued expenses of \$74.9 million year-to-date were \$8.2 million (9.8 percent) below forecast.

The **operating cash deficit** (excluding subsidies) was \$355.1 million year-to-date, \$22.3 million (5.9 percent) favorable to forecast.

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
October 2016
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 17.914	\$ 18.147	\$ 0.233	1.3	\$ -	\$ -	\$ -	-	\$ 17.914	\$ 18.147	\$ 0.233	1.3
Other Operating Income	2.018	2.320	0.302	15.0	-	-	-	-	2.018	2.320	0.302	15.0
Capital and Other Reimbursements			-	-	0.636	0.560	(0.076)	(11.9)	0.636	0.560	(0.076)	(11.9)
Total Revenue	\$ 19.932	\$ 20.467	\$ 0.535	2.7	\$ 0.636	\$ 0.560	\$ (0.076)	(11.9)	\$ 20.568	\$ 21.027	\$ 0.459	2.2
Labor:												
Payroll	\$ 21.155	\$ 21.002	\$ 0.153	0.7	\$ 0.278	\$ 0.349	\$ (0.071)	(25.4)	\$ 21.433	\$ 21.351	\$ 0.082	0.4
Overtime	4.586	5.519	(0.933)	(20.4)	-	-	-	-	4.586	5.519	(0.933)	(20.4)
Health and Welfare	4.882	4.189	0.693	14.2	0.113	0.102	0.011	10.1	4.995	4.291	0.704	14.1
OPEB Current Payment	2.018	1.850	0.168	8.3	-	-	-	-	2.018	1.850	0.168	8.3
Pensions	3.587	3.661	(0.074)	(2.1)	0.051	0.051	-	0.0	3.638	3.712	(0.074)	(2.0)
Other Fringe Benefits	3.643	4.972	(1.329)	(36.5)	0.049	0.050	(0.001)	(2.0)	3.692	5.022	(1.330)	(36.0)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.196)	0.196	-	-	-	-	-	-	(0.196)	0.196	-
Total Labor Expenses	\$ 39.870	\$ 40.997	\$ (1.127)	(2.8)	\$ 0.492	\$ 0.552	\$ (0.060)	(12.2)	\$ 40.362	\$ 41.549	\$ (1.187)	(2.9)
Non-Labor:												
Electric Power	\$ 0.152	\$ 0.147	\$ 0.005	3.3	\$ -	\$ -	\$ -	-	\$ 0.152	\$ 0.147	\$ 0.005	3.3
Fuel	1.921	1.725	0.196	10.2	-	-	-	-	1.921	1.725	0.196	10.2
Insurance	0.582	0.291	0.291	50.0	-	-	-	-	0.582	0.291	0.291	50.0
Claims	2.424	2.400	0.024	1.0	-	-	-	-	2.424	2.400	0.024	1.0
Maintenance and Other Operating Contracts	4.241	1.887	2.354	55.5	0.032	-	0.032	100.0	4.273	1.887	2.387	55.9
Professional Service Contracts	2.598	1.833	0.765	29.4	-	-	-	-	2.598	1.833	0.765	29.4
Materials & Supplies	4.649	4.754	(0.105)	(2.2)	0.111	0.008	0.103	92.8	4.760	4.762	(0.002)	(0.0)
Other Business Expense	0.155	0.300	(0.145)	(93.5)	-	-	-	-	0.155	0.300	(0.145)	(93.5)
Total Non-Labor Expenses	\$ 16.722	\$ 13.336	\$ 3.386	20.2	\$ 0.144	\$ 0.008	\$ 0.136	94.4	\$ 16.866	\$ 13.344	\$ 3.522	20.9
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 56.592	\$ 54.333	\$ 2.259	4.0	\$ 0.636	\$ 0.560	\$ 0.076	11.9	\$ 57.228	\$ 54.893	\$ 2.335	4.1
Depreciation	2.886	4.676	(1.790)	(62.0)	-	-	-	-	2.886	4.676	(1.790)	(62.0)
OPEB Obligation	8.547	6.915	1.632	19.1	-	-	-	-	8.547	6.915	1.632	19.1
GASB 68 Pension Expense Adjustment	5.742	-	5.742	100.0	-	-	-	-	5.742	-	5.742	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 73.767	\$ 65.924	\$ 7.843	10.6	\$ 0.636	\$ 0.560	\$ 0.076	11.9	\$ 74.403	\$ 66.484	\$ 7.919	10.6
Net Surplus/(Deficit)	\$ (53.835)	\$ (45.457)	\$ 8.378	15.6	\$ 0.000	\$ -	\$ (0.000)	(100.0)	\$ (53.835)	\$ (45.457)	\$ 8.378	15.6

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
October 2016 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total				
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent			Variance	Percent	
Revenue													
Farebox Revenue	\$ 176.453	\$ 178.699	\$ 2.246	1.3	\$ -	\$ -	\$ -	-	\$ 176.453	\$ 178.699	\$ 2.246	1.3	
Other Operating Income	17.208	17.932	0.724	4.2	-	-	-	-	17.208	17.932	0.724	4.2	
Capital and Other Reimbursements	-	-	-	-	4.743	3.267	(1.476)	(31.1)	4.743	3.267	(1.476)	(31.1)	
Total Revenue	\$ 193.661	\$ 196.631	\$ 2.970	1.5	\$ 4.743	\$ 3.267	\$ (1.476)	(31.1)	\$ 198.404	\$ 199.898	\$ 1.494	0.8	
Expenses													
<i>Labor:</i>													
Payroll	\$ 220.093	\$ 225.897	\$ (5.804)	(2.6)	2.326	1.988	\$ 0.338	14.5	\$ 222.419	\$ 227.885	\$ (5.466)	(2.5)	
Overtime	45.468	48.650	(3.182)	(7.0)	-	-	-	-	45.468	48.650	(3.182)	(7.0)	
Health and Welfare	50.949	54.455	(3.506)	(6.9)	0.861	0.602	0.259	30.1	51.811	55.057	(3.246)	(6.3)	
OPEB Current Payment	19.792	19.128	0.664	3.4	-	-	-	-	19.792	19.128	0.664	3.4	
Pensions	36.925	37.044	(0.119)	(0.3)	0.392	0.290	0.102	26.0	37.317	37.334	(0.017)	(0.0)	
Other Fringe Benefits	43.199	50.577	(7.378)	(17.1)	0.382	0.287	0.095	24.9	43.581	50.864	(7.283)	(16.7)	
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	
Reimbursable Overhead	(0.516)	(1.109)	0.593	*	-	-	-	-	(0.516)	(1.109)	0.593	*	
Total Labor Expenses	\$ 415.911	\$ 434.642	\$ (18.731)	(4.5)	\$ 3.962	\$ 3.167	\$ 0.795	20.1	\$ 419.873	\$ 437.809	\$ (17.936)	(4.3)	
<i>Non-Labor:</i>													
Electric Power	\$ 1.415	\$ 1.296	\$ 0.119	8.4	\$ -	\$ -	\$ -	-	\$ 1.415	\$ 1.296	\$ 0.119	8.4	
Fuel	14.296	12.180	2.116	14.8	-	-	-	-	14.296	12.180	2.116	14.8	
Insurance	4.338	2.882	1.456	33.6	-	-	-	-	4.338	2.882	1.456	33.6	
Claims	24.120	24.000	0.120	0.5	-	-	-	-	24.120	24.000	0.120	0.5	
Maintenance and Other Operating Contracts	31.718	22.835	8.884	28.0	0.164	-	0.164	100.0	31.882	22.835	9.048	28.4	
Professional Service Contracts	21.654	19.963	1.691	7.8	-	-	-	-	21.654	19.963	1.691	7.8	
Materials & Supplies	41.057	36.962	4.096	10.0	0.617	0.100	0.517	83.8	41.674	37.062	4.613	11.1	
Other Business Expense	2.287	3.069	(0.782)	(34.2)	-	-	-	-	2.287	3.069	(0.782)	(34.2)	
Total Non-Labor Expenses	\$ 140.886	\$ 123.186	\$ 17.700	12.6	\$ 0.781	\$ 0.100	\$ 0.681	87.2	\$ 141.667	\$ 123.286	\$ 18.381	13.0	
Other Expense Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	
Total Expenses before Non-Cash Liability Adjs.	\$ 556.797	\$ 557.828	\$ (1.031)	(0.2)	\$ 4.743	\$ 3.267	\$ 1.476	31.1	\$ 561.539	\$ 561.095	\$ 0.445	0.1	
Depreciation	36.461	45.622	(9.161)	(25.1)	-	-	-	-	36.461	45.622	(9.161)	(25.1)	
OPEB Obligation	83.050	74.890	8.160	9.8	-	-	-	-	83.050	74.890	8.160	9.8	
GASB 68 Pension Expense Adjustment	28.710	-	28.710	100.0	-	-	-	-	28.710	-	28.710	100.0	
Environmental Remediation	-	0.026	(0.026)	-	-	-	-	-	-	0.026	(0.026)	-	
Total Expenses	\$ 705.018	\$ 678.366	\$ 26.652	3.8	\$ 4.743	\$ 3.267	\$ 1.476	31.1	\$ 709.760	\$ 681.633	\$ 28.128	4.0	
Net Surplus/(Deficit)	\$ (511.357)	\$ (481.735)	\$ 29.622	5.8	\$ 0.000	\$ -	\$ (0.000)	(100.0)	\$ (511.356)	\$ (481.735)	\$ 29.621	5.8	

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	October 2016				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ 0.233	1.3	Higher than planned ridership	\$ 2.246	1.3	Higher than planned ridership		
Other Operating Revenue	NR	\$ 0.302	15.0	Shuttle services reimbursements	\$ 0.724	4.2	Shuttle services reimbursements		
Capital and Other Reimbursements	R	\$ (0.076)	(11.9)	Timing of reimbursable projects and vacancies	\$ (1.476)	(31.1)	Timing of reimbursable projects and vacancies		
Total Revenue Variance		\$ 0.459	2.2		\$ 1.494	0.8			
Payroll	NR	\$ 0.153	0.7	Mainly due to vacancies	\$ (5.804)	(2.6)	Mainly due to interagency billings, rate variance and timing in reimbursable projects		
Overtime	NR	\$ (0.933)	(20.4)	Mainly due to running time/traffic, vacancy, absentee coverage requirements and rate variances	\$ (3.182)	(7.0)	Mainly due to running time/traffic, vacancy, absentee coverage requirements and rate variances		
Health and Welfare (including OPEB Current)	NR	\$ 0.861	12.5	Lower medical expenses	\$ (2.842)	(4.0)	Higher medical expenses		
Pension	NR	\$ (0.074)	(2.1)	(a)	\$ (0.119)	(0.3)	(a)		
Other Fringe Benefits	NR	\$ (1.329)	(36.5)	Higher workers compensation accruals per updated actuarial estimate and timing of inter-agency billings	\$ (7.378)	(17.1)	Higher workers compensation accruals per updated actuarial estimate and timing of inter-agency billings		
Reimbursable Overhead	NR	\$ 0.196	-	Not budgeted	\$ 0.593	-	Not budgeted		
Electric Power	NR	\$ 0.005	3.3	(a)	\$ 0.119	8.4	Lower rates		
Fuel	NR	\$ 0.196	10.2	Lower rates	\$ 2.116	14.8	Lower rates and receipt of CNG rebate		
Insurance	NR	\$ 0.291	50.0	Timing of payments	\$ 1.456	33.6	Timing of payments		
Claims	NR	\$ 0.024	1.0	(a)	\$ 0.120	0.5	(a)		
Maintenance and Other Operating Contracts	NR	\$ 2.354	55.5	Timing of Shop procurement contracts, inter-agency bus parts and depot services.	\$ 8.884	28.0	Timing of Shop procurement contracts, inter-agency bus parts and depot services.		
Professional Service Contracts	NR	\$ 0.765	29.4	Primarily due to timing of interagency billings	\$ 1.691	7.8	Primarily due to timing of interagency billings		
Materials & Supplies	NR	\$ (0.105)	(2.2)	Mainly due to timing of shop program	\$ 4.096	10.0	Mainly due to timing of shop program		
Other Business Expense	NR	\$ (0.145)	(93.5)	Higher AFC collection fees and mobility tax	\$ (0.782)	(34.2)	Higher AFC collection fees and mobility tax		
Depreciation	NR	\$ (1.790)	(62.0)	Non cash expense	\$ (9.161)	(25.1)	Non cash expense		
Other Post Employment Benefits	NR	\$ 1.632	19.1	Non cash expense	\$ 8.160	9.8	Non cash expense		
GASB 68 Pension Expense Adjustment		\$ 5.742	100.0	Non cash expense	\$ 28.710	100.0	Non cash expense		
Environmental Remediation		\$ -	-		\$ (0.026)	-			
Payroll	R	\$ (0.071)	(25.4)	Timing of reimbursable projects and vacancies	\$ 0.338	14.5	Timing of reimbursable projects and vacancies		
Health and Welfare	R	\$ 0.011	10.1	}	\$ 0.259	30.1	} Timing of reimbursable projects		
Pension	R	\$ -	-		(a)	\$ 0.102		26.0	
Other Fringe Benefits	R	\$ (0.001)	(2.0)			\$ 0.095		24.9	
Maintenance and Other Operating Contracts	R	\$ 0.032	*	Timing of reimbursable projects	\$ 0.164	*	Timing of reimbursable projects		
Materials & Supplies	R	\$ 0.103	*	Timing of reimbursable projects	\$ 0.517	*	Timing of reimbursable projects		
Total Expense Variance		\$ 7.919	10.6		\$ 28.128	4.0			
Net Variance		\$ 8.378	15.6		\$ 29.621	5.8			

(a) - Variance less than 5% or \$100K

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES

(\$ in millions)

	October 2016				Year-To-Date				
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
Receipts									
Farebox Revenue	\$ 17.434	\$ 17.011	\$ (0.423)	(2.4)	\$ 174.575	\$ 176.417	\$ 1.842	1.1	
Other Operating Revenue	2.018	1.972	(0.046)	(2.3)	16.990	18.612	1.622	9.5	
Capital and Other Reimbursements	0.500	0.419	(0.081)	(16.2)	4.408	3.958	(0.450)	(10.2)	
Total Receipts	\$ 19.952	\$ 19.402	\$ (0.550)	(2.8)	\$ 195.973	\$ 198.987	\$ 3.014	1.5	
Expenditures									
<i>Labor:</i>									
Payroll	\$ 19.983	\$ 21.665	\$ (1.682)	(8.4)	\$ 230.055	\$ 241.950	\$ (11.895)	(5.2)	
Overtime	4.586	5.519	(0.933)	(20.3)	45.392	48.450	(3.058)	(6.7)	
Health and Welfare	6.112	4.055	2.057	33.7	49.359	43.775	5.584	11.3	
OPEB Current Payment	2.050	1.850	0.200	9.8	19.808	18.618	1.190	6.0	
Pensions	3.690	3.799	(0.109)	(3.0)	37.187	37.181	0.006	0.0	
Other Fringe Benefits	4.358	5.174	(0.816)	(18.7)	42.225	42.160	0.065	0.2	
GASB Account	-	-	-	-	-	-	-	-	
Reimbursable Overhead	-	-	-	-	-	-	-	-	
Total Labor Expenditures	\$ 40.779	\$ 42.062	\$ (1.283)	(3.1)	\$ 424.026	\$ 432.134	\$ (8.108)	(1.9)	
<i>Non-Labor:</i>									
Electric Power	\$ 0.153	\$ 0.146	\$ 0.007	4.6	\$ 1.416	\$ 1.295	\$ 0.121	8.5	
Fuel	2.021	1.641	0.380	18.8	14.470	12.073	2.397	16.6	
Insurance	1.124	-	1.124	100.0	6.493	1.027	5.466	84.2	
Claims	2.426	3.050	(0.624)	(25.7)	20.148	25.537	(5.389)	(26.7)	
Maintenance and Other Operating Contracts	3.884	1.855	2.029	52.2	32.679	24.595	8.084	24.7	
Professional Service Contracts	3.804	1.804	2.000	52.6	30.294	20.035	10.259	33.9	
Materials & Supplies	4.795	3.804	0.991	20.7	41.605	34.197	7.408	17.8	
Other Business Expenses	0.189	0.426	(0.237)	*	2.217	3.180	(0.963)	(43.4)	
Total Non-Labor Expenditures	\$ 18.396	\$ 12.726	\$ 5.670	30.8	\$ 149.323	\$ 121.940	\$ 27.383	18.3	
Other Expenditure Adjustments:									
Other	-	-	-	-	-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	
Total Expenditures	\$ 59.175	\$ 54.788	\$ 4.387	7.4	\$ 573.349	\$ 554.074	\$ 19.275	3.4	
Operating Cash Surplus/(Deficit)	\$ (39.223)	\$ (35.386)	\$ 3.837	9.8	\$ (377.376)	\$ (355.087)	\$ 22.289	5.9	

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

	October 2016			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Operating Receipts or Disbursements						
Farebox Revenue	\$ (0.423)	(2.4)	Timing of fare reimbursements	\$ 1.842	1.1	Higher ridership
Other Operating Revenue	(0.046)	(2.3)	(a)	1.622	9.5	Reimbursements from prior periods/student fares and shuttle service reimbursements
Capital and Other Reimbursements	(0.081)	(16.2)	Timing of reimbursable projects and vacancies	(0.450)	(10.2)	Timing of reimbursable projects and vacancies
Total Receipts	\$ (0.550)	(2.8)		\$ 3.014	1.5	
Payroll	\$ (1.682)	(8.4)	Timing of interagency payments from prior periods	\$ (11.895)	(5.2)	Timing of a 3 Payroll month that was budgeted later in the year
Overtime	(0.933)	(20.3)	Mainly due to running time/traffic, vacancy, absentee coverage requirements and rate variances	(3.058)	(6.7)	Mainly due to running time/traffic, vacancy, absentee coverage requirements and rate variances
Health and Welfare (including OPEB)	2.257	27.7	Timing of payments	6.774	9.8	Timing of payments
Pension	(0.109)	(3.0)	(a)	0.006	0.0	(a)
Other Fringe Benefits	(0.816)	(18.7)	Timing of interagency payments	0.065	0.2	(a)
GASB	-	-		-	-	
Electric Power	0.007	4.6	(a)	0.121	8.5	(a)
Fuel	0.380	18.8	Lower rates	2.397	16.6	Lower rates and receipt of CNG rebate
Insurance	1.124	100.0	Timing of payments	5.466	84.2	Timing of payments
Claims	(0.624)	(25.7)	Timing of claim payouts	(5.389)	(26.7)	Payout of multiple claims
Maintenance and Other Operating Contracts	2.029	52.2	Timing of Shop procurement contacts, inter-agency bus parts and depot services.	8.084	24.7	Timing of Shop procurement contacts, inter-agency bus parts and depot services.
Professional Service Contracts	2.000	52.6	Primarily due to timing of interagency billings	10.259	33.9	Primarily due to timing of interagency billings
Materials & Supplies	0.991	20.7	Mainly due to timing of shop program	7.408	17.8	Mainly due to timing of shop program
Other Business Expenditure	(0.237)	*	Higher AFC collection fees	(0.963)	(43.4)	Higher AFC collection fees and mobility tax
Total Expenditures	\$ 4.387	7.4		\$ 19.275	3.4	
Net Cash Variance	\$ 3.837	9.8		\$ 22.289	5.9	

(a) - Variance less than 5% or \$100K

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

(\$ in millions)

	October 2016				Year-To-Date				
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
Receipts									
Farebox Revenue	\$ (0.480)	\$ (1.136)	\$ (0.656)	*	\$ (1.878)	\$ (2.282)	\$ (0.404)	(21.5)	
Other Operating Revenue	-	(0.348)	(0.348)	-	(0.218)	0.680	0.898	*	
Capital and Other Reimbursements	(0.136)	(0.141)	(0.005)	(3.7)	(0.335)	0.691	1.026	*	
Total Receipts	\$ (0.616)	\$ (1.625)	\$ (1.009)	*	\$ (2.431)	\$ (0.911)	\$ 1.520	62.5	
Expenditures									
<i>Labor:</i>									
Payroll	\$ 1.451	\$ (0.314)	\$ (1.765)	*	\$ (7.636)	\$ (14.065)	\$ (6.429)	(84.2)	
Overtime	(0.000)	-	0.000	100.0	0.076	0.200	0.124	*	
Health and Welfare	(1.117)	0.236	1.353	*	2.452	11.282	8.830	*	
OPEB Current Payment	(0.032)	-	0.032	100.0	(0.016)	0.510	0.526	*	
Pensions	(0.052)	(0.087)	(0.035)	(66.0)	0.130	0.153	0.023	17.3	
Other Fringe Benefits	(0.666)	(0.152)	0.514	77.2	1.356	8.704	7.348	*	
GASB Account	-	-	-	-	-	-	-	-	
Reimbursable Overhead	-	(0.196)	(0.196)	-	(0.516)	(1.109)	(0.593)	*	
Total Labor Expenditures	\$ (0.417)	\$ (0.513)	\$ (0.096)	(22.9)	\$ (4.153)	\$ 5.675	\$ 9.828	*	
<i>Non-Labor:</i>									
Traction and Propulsion Power	\$ (0.001)	\$ 0.001	0.002	*	\$ (0.001)	\$ 0.001	0.002	*	
Fuel for Buses and Trains	(0.100)	0.084	0.184	*	(0.174)	0.107	0.281	*	
Insurance	(0.542)	0.291	0.833	*	(2.155)	1.855	4.010	*	
Claims	(0.002)	(0.650)	(0.648)	*	3.972	(1.538)	(5.509)	*	
Maintenance and Other Operating Contracts	0.389	0.032	(0.358)	(91.9)	(0.797)	(1.760)	(0.963)	*	
Professional Service Contracts	(1.206)	0.029	1.235	*	(8.640)	(0.072)	8.568	99.2	
Materials & Supplies	(0.035)	0.958	0.992	*	0.069	2.864	2.795	*	
Other Business Expenditures	(0.034)	(0.126)	(0.092)	*	0.070	(0.111)	(0.181)	*	
Total Non-Labor Expenditures	\$ (1.530)	\$ 0.618	\$ 2.148	*	\$ (7.656)	\$ 1.346	\$ 9.002	*	
Other Expenditure Adjustments:									
Other	-	-	-	-	-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	
Gap Closing Expenditures:									
*Additional Actions for Budget Balance: Expenditures Impact	-	-	-	-	-	-	-	-	
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-	
Total Expenses before Depreciation and OPEB	\$ (1.948)	\$ 0.105	\$ 2.053	*	\$ (11.809)	\$ 7.021	\$ 18.830	*	
Depreciation Adjustment	2.886	4.676	1.790	62.0	36.461	45.622	9.161	25.1	
Other Post Employment Benefits	8.547	6.915	(1.632)	(19.1)	83.050	74.890	(8.160)	(9.8)	
GASB 68 Pension Expense Adjustment	5.742	-	(5.742)	(100.0)	28.710	-	(28.710)	(100.0)	
Environmental Remediation	-	-	-	-	-	0.026	0.026		
Total Expenses/Expenditures	\$ 15.228	\$ 11.696	\$ (3.531)	(23.2)	\$ 136.412	\$ 127.559	\$ (8.853)	(6.5)	
Total Cash Conversion Adjustments	\$ 14.612	\$ 10.071	\$ (4.540)	(31.1)	\$ 133.981	\$ 126.648	\$ (7.332)	(5.5)	

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
Utilization
(In millions)

	<u>October 2016</u>			<u>Year-to-date as of October 2016</u>		
	<u>Mid Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Mid Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<u>Farebox Revenue</u>						
Fixed Route	\$ 17.914	\$ 18.147	\$ 0.233	\$ 176.453	\$ 178.699	\$ 2.246
Total Farebox Revenue	\$ 17.914	\$ 18.147	\$ 0.233	\$ 176.453	\$ 178.699	\$ 2.246
 <u>Ridership</u>						
Fixed Route	10.730	10.831	0.101	103.871	105.099	1.228
Total Ridership	10.730	10.831	0.101	103.871	105.099	1.228

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2016 MID - YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME EQUIVALENTS
OCTOBER 2016

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	19	14	5	
Office of Management and Budget	14	12	2	
Technology & Information Services	-	-	-	
Material	18	15	3	
Controller	17	19	(2)	
Office of the President	6	3	3	
System Safety Administration	5	1	4	
Law	21	23	(2)	
Corporate Communications	-	-	-	
Labor Relations	4	4	-	
Strategic Office	24	17	7	
Non-Departmental	23	-	23	
Total Administration	154	111	43	Vacancies to be filled
Operations				
Buses	2,249	2,274	(25)	
Office of the Executive VP	4	5	(1)	
Safety & Training	29	37	(8)	
Road Operations	120	125	(5)	
Transportation Support	22	26	(4)	
Operations Planning	33	31	2	
Revenue Control	27	27	-	
Total Operations	2,484	2,525	(41)	Students in Training
Maintenance				
Buses	757	740	17	
Maintenance Support/CMF	219	206	13	
Facilities	77	67	10	
Supply Logistics	95	90	5	
Total Maintenance	1,148	1,103	45	Vacancies to be filled
Capital Program Management	37	25	12	
Total Engineering/Capital	37	25	12	Vacancies to be filled
Security	22	18	4	
Total Public Safety	22	18	4	
Total Positions	3,845	3,782	63	
Non-Reimbursable	3,805	3,747	58	
Reimbursable	40	35	5	
Total Full-Time	3,830	3,768	62	
Total Full-Time Equivalents	15	14	1	

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2016 - MID YEAR FORECAST
TOTAL FULL-TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
OCTOBER 2016

JULY 2016

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	63	46	17	
Professional, Technical, Clerical	73	65	8	
Operational Hourlies	18	-	18	
Total Administration	154	111	43	Vacancies to be filled
Operations				
Managers/Supervisors	303	310	(7)	
Professional, Technical, Clerical	51	50	1	
Operational Hourlies	2,130	2,165	(35)	
Total Operations	2,484	2,525	(41)	Students in Training
Maintenance				
Managers/Supervisors	225	221	4	
Professional, Technical, Clerical	26	23	3	
Operational Hourlies	897	859	38	
Total Maintenance	1,148	1,103	45	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	14	7	
Professional, Technical, Clerical	16	11	5	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	25	12	Vacancies to be filled
Public Safety				
Managers/Supervisors	17	14	3	
Professional, Technical, Clerical	5	4	1	
Operational Hourlies	-	-	-	
Total Public Safety	22	18	4	
Total Baseline Positions				
Managers/Supervisors	629	605	24	
Professional, Technical, Clerical	171	153	18	
Operational Hourlies	3,045	3,024	21	
Total Baseline Positions	3,845	3,782	63	

MTA Bus Company
July Financial Plan -2016 Mid-Year Forecast Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	October						October Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	55,782	\$2.292	48,970	\$2.593	6,812	(\$0.301)	510,302	\$22.077	487,849	\$23.315	22,453	(\$1.238)
					12.2%	-13.1%					4.4%	-5.6%
<u>Unscheduled Service</u>	11,617	\$0.499	12,341	\$0.545	(724)	(\$0.046)	103,194	\$4.864	109,260	\$4.745	(6,066)	\$0.119
					-6.2%	-9.1%					-5.9%	2.4%
<u>Programmatic/Routine Maintenance</u>	18,576	\$0.822	26,360	\$1.280	(7,784)	(\$0.458)	178,031	\$8.421	207,203	\$9.943	(29,172)	(\$1.522)
					-41.9%	-55.8%					-16.4%	-18.1%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	-	0	\$0.000	0	\$0.000	0	\$0.000
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	16,170	\$0.824	23,164	\$1.068	(6,994)	(\$0.244)	177,085	\$8.242	201,639	\$9.353	(24,554)	(\$1.111)
					-43.3%	-29.6%					-13.9%	-13.5%
<u>Weather Emergencies</u>	3,144	\$0.110	0	\$0.000	3,144	\$0.110	33,413	\$1.495	18,397	\$0.843	15,016	\$0.652
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	232	\$0.012	136	\$0.006	96	\$0.006	1,667	\$0.106	1,037	\$0.056	630	\$0.050
					41.5%	50.2%					37.8%	46.8%
<u>Other</u>	323	\$0.028	216	\$0.027	107	\$0.001	3,013	\$0.264	2,602	\$0.394	412	(\$0.130)
					*	*					*	*
Subtotal	105,843	\$4.586	111,187	\$5.519	(5,344)	(\$0.933)	1,006,706	\$45.468	1,027,987	\$48.649	(21,281)	(\$3.181)
					-5.0%	-20.3%					-2.1%	-7.0%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
TOTAL OVERTIME	105,843	\$4.586	111,187	\$5.519	(5,344)	(\$0.933)	1,006,706	\$45.468	1,027,987	\$48.649	(21,281)	(\$3.181)
					-5.0%	-20.3%					-2.1%	-7.0%

Totals may not add due to rounding.

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

* Exceeds 100%

MTA Bus Company
 July Financial Plan - 2016 Mid-Year Forecast Budget
 Non-Reimbursable/Reimbursable Overtime
 (\$ in millions)

	October			October Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	6,812 12.2%	(\$0.3) -13.1%		22,453 4.4%	(\$1.2) -5.6%	
<u>Unscheduled Service</u>	(724) -6.2%	(\$0.0) -9.1%		(6,066) -5.9%	\$0.1 2.4%	
<u>Programmatic/Routine Maintenance</u>	(7,784) -41.9%	(\$0.5) -55.8%		(29,172) -16.4%	(\$1.5) -18.1%	
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.0 0.0%		- 0.0%	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(6,994) -43.3%	(\$0.2) -29.6%		(24,554) -13.9%	(\$1.1) -13.5%	
<u>Weather Emergencies</u>	3,144 *	\$0.1 *		15,016 *	\$0.7 *	Winter Storm
<u>Safety/Security/Law Enforcement</u>	96 41.5%	\$0.0 50.2%		630 37.8%	\$0.0 46.8%	
<u>Other</u>	107 *	\$0.0 *		412 *	(\$0.1) *	
Subtotal	(5,344) -5.0%	(\$0.9) -20.3%		(21,281) -2.1%	(\$3.2) -7.0%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
TOTAL OVERTIME	(5,344)	(\$0.9)		(21,281)	(\$3.2)	

METROPOLITAN TRANSPORTATION AUTHORITY
2016 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA BUS COMPANY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2016 YEAR-TO-DATE
(\$ in millions)

	October Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	193.7	195.7	196.6	2.9	1.5	0.9	0.5
Total Expenses before Non-Cash Liability Adjs	556.8	568.9	557.8	(1.0)	(0.2)	11.1	2.0
Depreciation	36.4	35.2	45.6	(9.2)	(25.3)	(10.4)	(29.5)
OPEB Obligation	83.0	83.5	74.9	8.1	9.8	8.6	10.3
GASB 68 Pension Expense Adjustment	28.7	33.5	-	28.7	100.0	33.5	100.0
Environmental Remediation	-			-	0.0	-	0.0
Total Expenses	705.0	721.1	678.3	26.7	3.8	42.8	5.9
Net Surplus/(Deficit)	(511.3)	(525.4)	(481.7)	29.6	5.8	43.7	8.3

Note: Totals may not add due to rounding

**MTA BUS COMPANY
 EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
 NON-REIMBURSABLE
 OCTOBER 2016 YEAR-TO-DATE
 (\$ in millions)**

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$0.9	0.5	Primarily higher ridership
Total Expenses	\$42.8	5.9	Favorable timing of Shop procurement contracts, inter-agency bus parts, interagency billings, timing of the shop program and partially offset by higher payroll expenses due to rate variances.

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

Report



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through October 31, New York City Transit's performance against its 2016 Capital Project Milestones was:

	(\$ in Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$178.9	\$114.8	64
Design Completions	\$220.8	\$189.1	86
Construction Awards	\$2,960.1	\$1,758.9	59
Substantial Completions	\$1,959.1	\$1,594.6	81
Closeouts	\$5,064.3	\$386.7	8

During October, NYCT awarded projects totaling \$178.2 million, including:

- Modernization of Kings Highway Interlocking; and
- Passenger Station Local Area Network (PSLAN) at 6 Stations in the Bronx and Brooklyn.

During the same period, NYCT substantially completed projects totaling \$97.5 million, including:

- Replacement of Tunnel Lighting: 63rd Street Line in Manhattan;
- Replacement of Yard Lighting at Jerome and Pelham Yards in the Bronx; and
- Station Component Repair at two locations on the Queens Boulevard Line, one location on the 8th Avenue Line, and two locations on the Canarsie Line.

Also during October, NYCT started five design projects for \$9.7 million, completed three design projects for \$2.5 million, and closed out two projects for \$19.5 million.

Capital Program Status
December 2016
(October 2016)

During October, NYCT awarded \$178.2 million in projects, including \$163.9 million for the modernization of the Kings Highway Interlocking on the Culver Line in Brooklyn. The existing mechanical interlocking will be replaced with a processor-based (solid state) interlocking. This project is necessary for the future implementation of Communications Based Train Control (CBTC) on this line.

NYCT also awarded a \$5.5 million project for Passenger Station Local Area Network at Six Stations in the Bronx and Brooklyn. This contract will address the installation of Passenger Station Local Area Network (PSLAN) infrastructure at five stations in the Bronx and one station in Brooklyn. PSLAN will support the connectivity of advance technology devices within passenger stations, including the New Fare Payment System, Help Point, Emergency Booth Communication System, among others. By providing a baseline network to support IP applications, PSLAN reduces both infrastructure cost and project schedule for the installation of individual applications.

During October, NYCT substantially completed projects totaling \$97.5 million, including \$20.1 million for replacement of tunnel lighting on the 63rd Street Line in Manhattan. This contract involved the rehabilitation of tunnel lighting and emergency alarm systems in the tunnel segment from 63rd Street and Lexington Avenue to 57th Street and 7th Avenue on the East 63rd Street/Lexington Avenue Line in Manhattan. This segment of the line will serve as an extension for  Line train service in conjunction with the first phase of Second Avenue Subway.

NYCT also completed replacement of existing yard lighting at Jerome and Pelham Yards in the Bronx for \$18.0 million. This contract addressed rehabilitation of lighting towers, in addition to installation of new lighting poles, lighting fixtures, and related equipment to ensure operational safety.

NYCT also completed a total of \$34.5 million for Station Component Repair at two locations on the Queens Boulevard Line (\$13.1 million) in Manhattan, at 50th Street on the 8th Avenue Line in Manhattan (\$5.0 million), and at two locations on the Canarsie Line in Brooklyn (\$17.2 million). The contract for the Queens Boulevard Line involved component painting at 7th Avenue Station; platform edge reconstruction and mezzanine floor repair at 5th Avenue Station; and beam repair, water remediation, and column repair at both locations. The same contract also included work at 50th Street Station on the 8th Avenue Line including platform edge reconstruction, column repair, beam repair, and painting, all at that station's lower-level platform. The contract for the Canarsie Line addressed replacement of platform components, repair of station house components, construction of a ramp, repair of corroded columns, and painting at Wilson Avenue Station; as well as repair of corroded columns and replacement of canopy roof and beams at Atlantic Avenue Station.

Also during October, NYCT started five design projects for \$9.7 million, completed three design projects for \$2.5 million, and closed out two projects for \$19.5 million.

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

Project	Projects Closed During October 2016			
	(\$ in millions)			
	Base Budget	Current Budget	Original Date	Months Delay
Station Ventilators: Phase 5 - 5 Loc / Various	\$5.50	\$9.96	8/2016	2
Car Washer Repairs at Coney Island Yard	\$9.72	\$9.49	11/2016	(1)

**CAPITAL PROJECT MILESTONE SUMMARY
2016
(THROUGH OCTOBER 31, 2016)**

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

October

Design Starts	\$17.9	12	\$9.7	5	54.3	41.7
Design Completions	11.0	11	2.5	3	22.8	27.3
Construction Awards	253.4	8	178.2	6	70.3	75.0
Substantial Completions	123.6	13	97.5	8	78.9	61.5
Closeouts	113.1	10	19.5	2	17.2	20.0

2016 Year-To-Date

Design Starts	\$178.9	136	\$114.8	89	64.2	65.4
Design Completions	220.8	132	189.1	78	85.6	59.1
Construction Awards	2,960.1	134	1,758.9	96	59.4	71.6
Substantial Completions	1,959.1	138	1,594.6	99	81.4	71.7
Closeouts	5,064.3	166	386.7	77	7.6	46.4

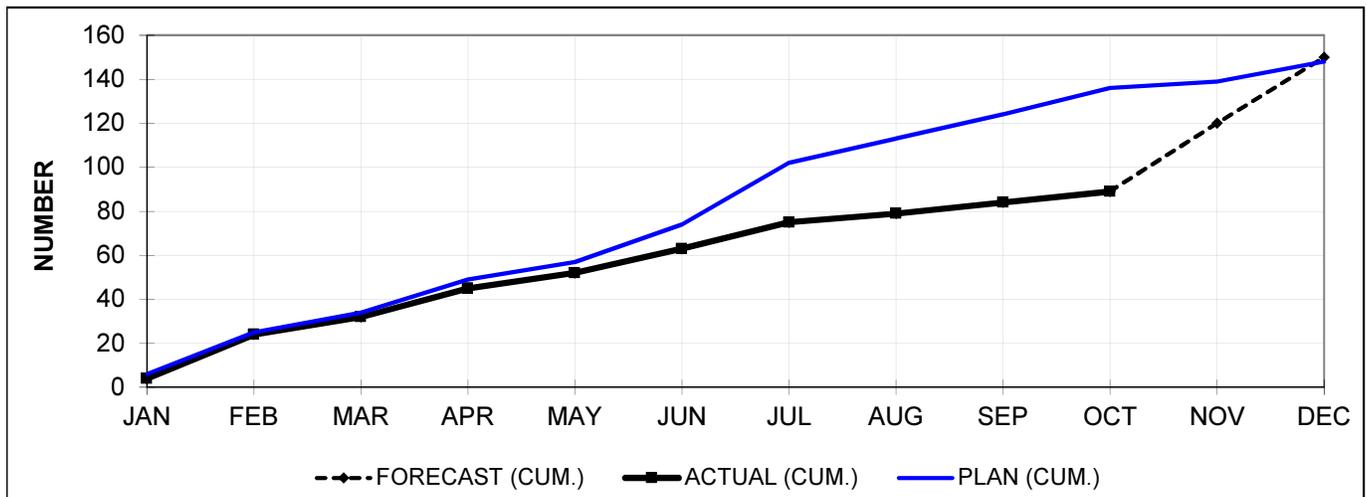
2016 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$188.1	148	\$189.8	150	100.9	101.4
Design Completions	249.7	152	248.8	122	99.6	80.3
Construction Awards	4,429.4	171	4,214.1	170	95.1	99.4
Substantial Completions	2,513.4	166	2,348.4	144	93.4	86.7
Closeouts	6,039.3	206	1,858.8	171	30.8	83.0

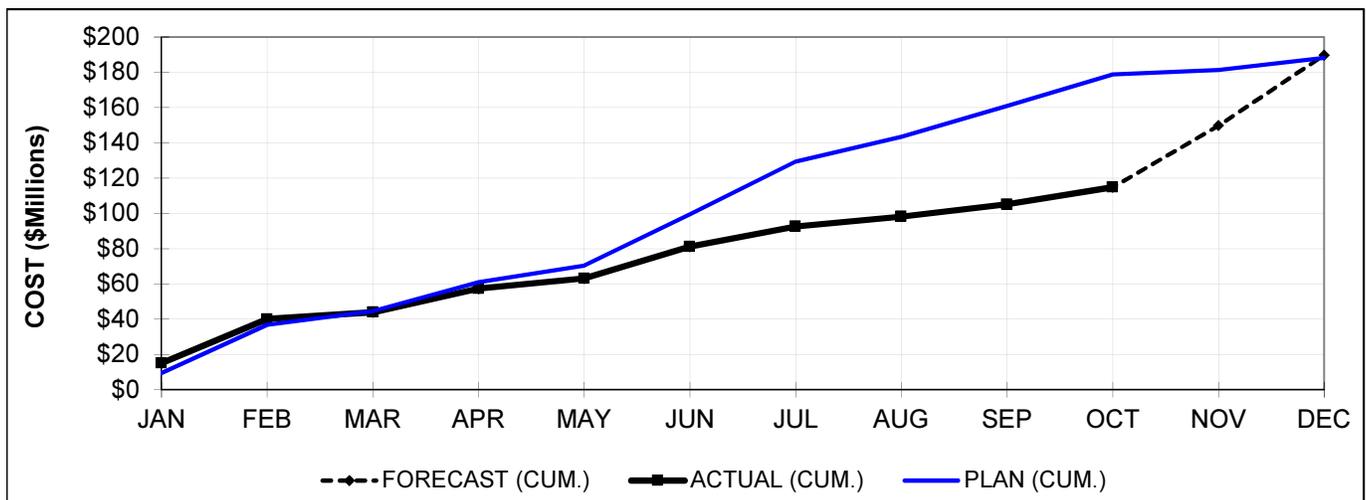
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

2016 Design Starts Charts

As of October 2016



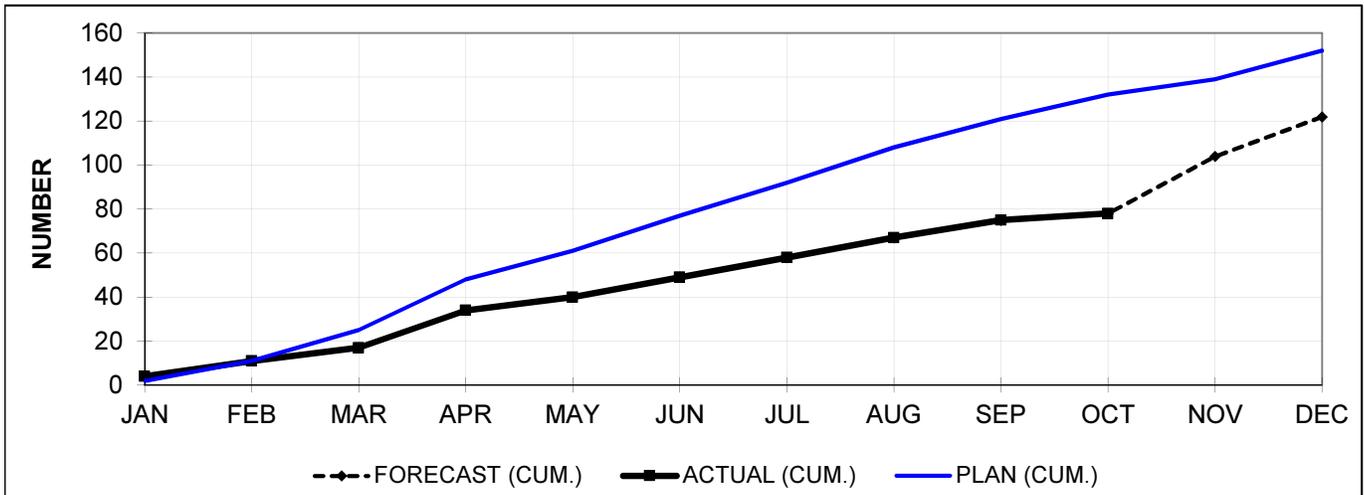
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											31	30
ACTUAL (NON-CUM.)	4	20	8	13	7	11	12	4	5	5	3	9
PLAN (NON-CUM.)	6	19	9	15	8	17	28	11	11	12	3	9
FORECAST (CUM.)											120	150
ACTUAL (CUM.)	4	24	32	45	52	63	75	79	84	89	139	148
PLAN (CUM.)	6	25	34	49	57	74	102	113	124	136	139	148



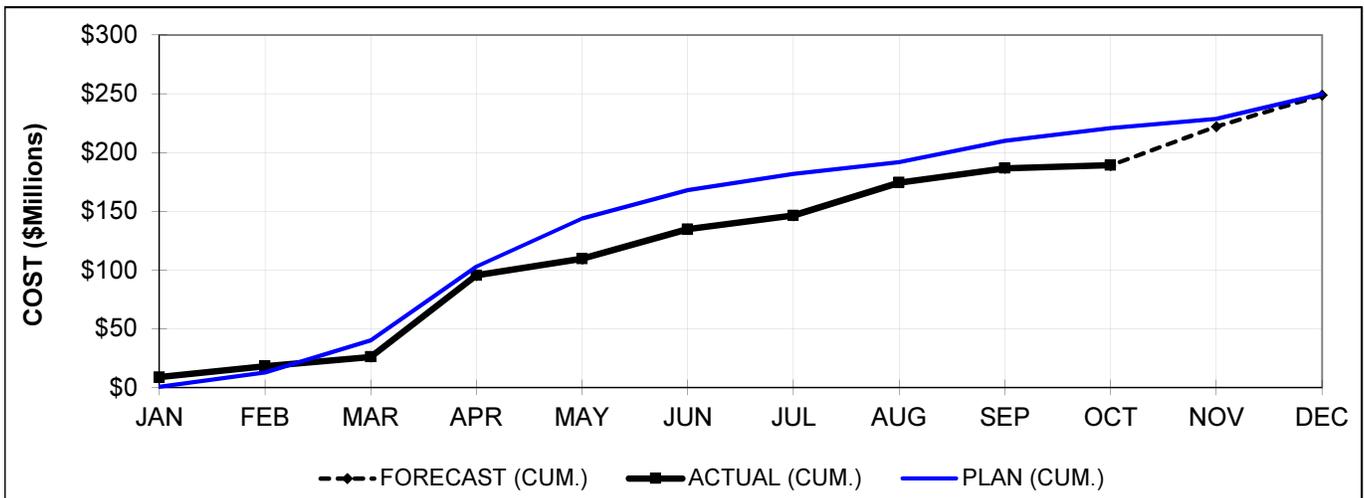
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											35.0	40.0
ACTUAL (NON-CUM.)	15.0	25.0	3.9	13.4	5.8	18.0	11.5	5.6	6.9	9.7	2.5	6.8
PLAN (NON-CUM.)	9.5	27.3	7.8	16.3	9.5	29.1	29.9	14.1	17.6	17.9	2.5	6.8
FORECAST (CUM.)											149.8	189.8
ACTUAL (CUM.)	15.0	40.0	43.9	57.4	63.1	81.2	92.6	98.2	105.1	114.8	181.3	188.1
PLAN (CUM.)	9.5	36.8	44.6	60.9	70.4	99.5	129.4	143.5	161.0	178.9	181.3	188.1

2016 Design Completions Charts

As of October 2016



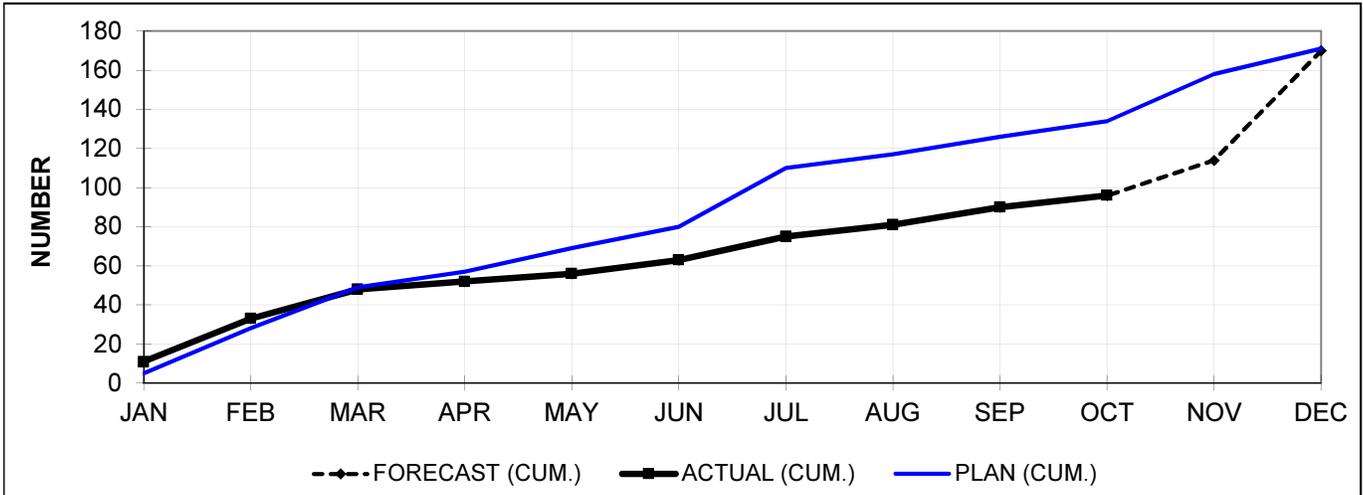
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											26	18
ACTUAL (NON-CUM.)	4	7	6	17	6	9	9	9	8	3	7	13
PLAN (NON-CUM.)	2	9	14	23	13	16	15	16	13	11	7	13
FORECAST (CUM.)											104	122
ACTUAL (CUM.)	4	11	17	34	40	49	58	67	75	78	139	152
PLAN (CUM.)	2	11	25	48	61	77	92	108	121	132	139	152



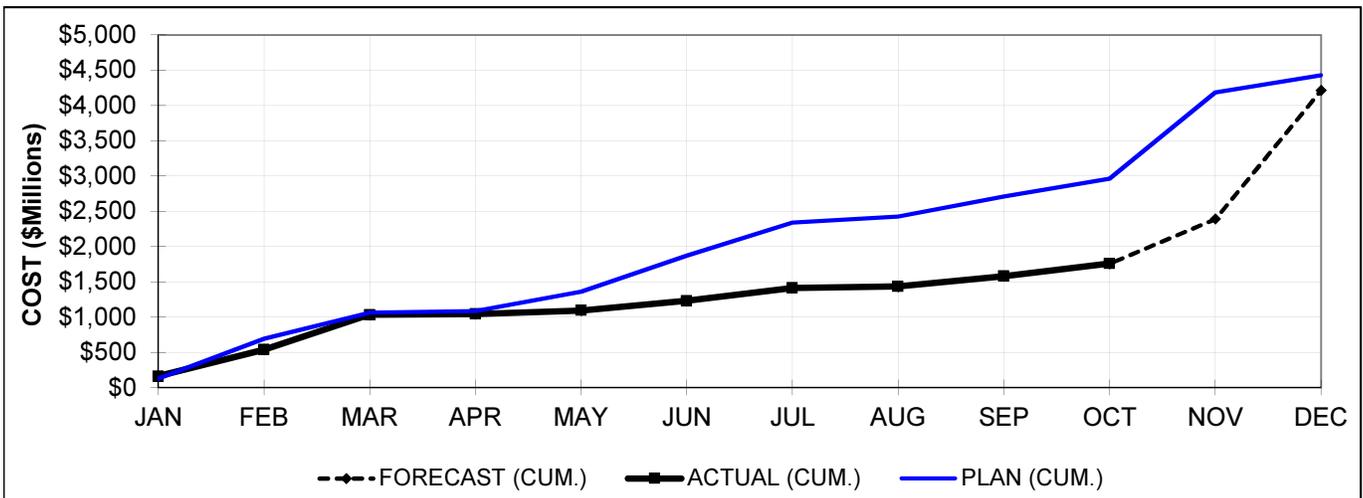
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											33.1	26.7
ACTUAL (NON-CUM.)	8.9	9.3	7.8	69.4	14.1	25.2	11.6	28.1	12.2	2.5	7.8	21.1
PLAN (NON-CUM.)	0.6	12.3	27.5	62.7	41.0	23.9	13.9	10.1	18.0	11.0	7.8	21.1
FORECAST (CUM.)											222.1	248.8
ACTUAL (CUM.)	8.9	18.2	26.0	95.5	109.5	134.7	146.3	174.4	186.6	189.1	228.6	249.7
PLAN (CUM.)	0.6	12.9	40.3	103.0	144.0	167.9	181.8	191.8	209.8	220.8	228.6	249.7

2016 Awards Charts

As of October 2016



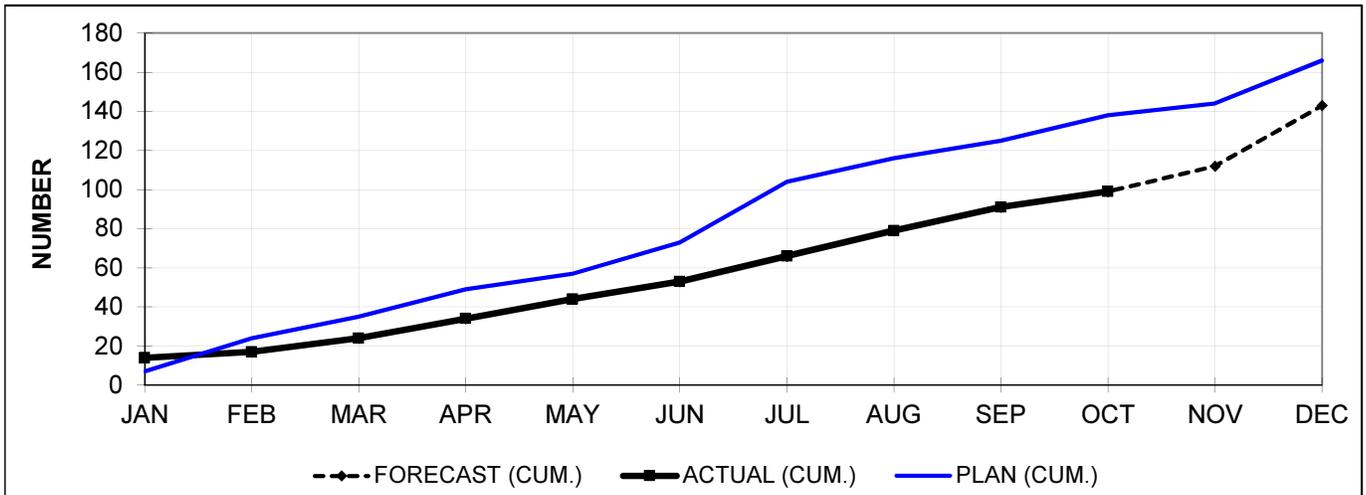
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											18	56
ACTUAL (NON-CUM.)	11	22	15	4	4	7	12	6	9	6	24	13
PLAN (NON-CUM.)	5	23	21	8	12	11	30	7	9	8	24	13
FORECAST (CUM.)											114	170
ACTUAL (CUM.)	11	33	48	52	56	63	75	81	90	96	158	171
PLAN (CUM.)	5	28	49	57	69	80	110	117	126	134	158	171



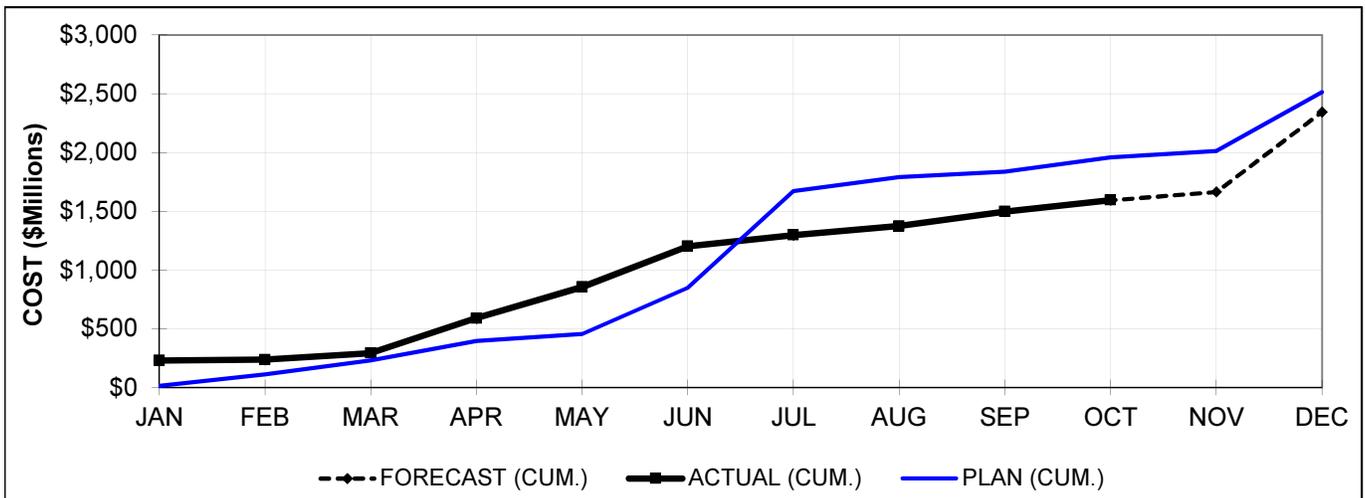
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											632.6	1822.7
ACTUAL (NON-CUM.)	162.8	375.4	495.1	9.8	50.1	137.2	182.9	20.4	147.0	178.2	1225.3	243.9
PLAN (NON-CUM.)	128.6	565.3	370.6	19.5	274.1	509.7	469.4	85.7	283.8	253.4	2,391.5	4,214.1
FORECAST (CUM.)											2,391.5	4,214.1
ACTUAL (CUM.)	162.8	538.2	1,033.3	1,043.1	1,093.2	1,230.4	1,413.3	1,433.7	1,580.6	1,758.9	4,185.5	4,429.4
PLAN (CUM.)	128.6	694.0	1,064.5	1,084.0	1,358.1	1,867.8	2,337.2	2,422.9	2,706.7	2,960.1	4,185.5	4,429.4

2016 Substantial Completions Charts

As of October 2016



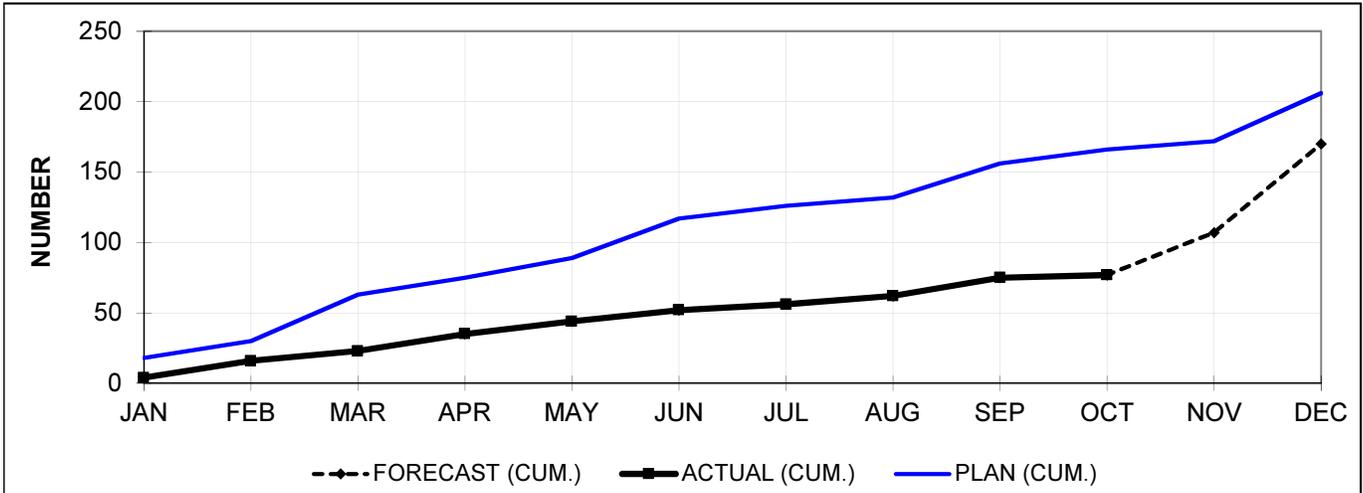
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											13	31
ACTUAL (NON-CUM.)	14	3	7	10	10	9	13	13	12	8	6	22
PLAN (NON-CUM.)	7	17	11	14	8	16	31	12	9	13	6	22
FORECAST (CUM.)											112	143
ACTUAL (CUM.)	14	17	24	34	44	53	66	79	91	99	144	166
PLAN (CUM.)	7	24	35	49	57	73	104	116	125	138	144	166



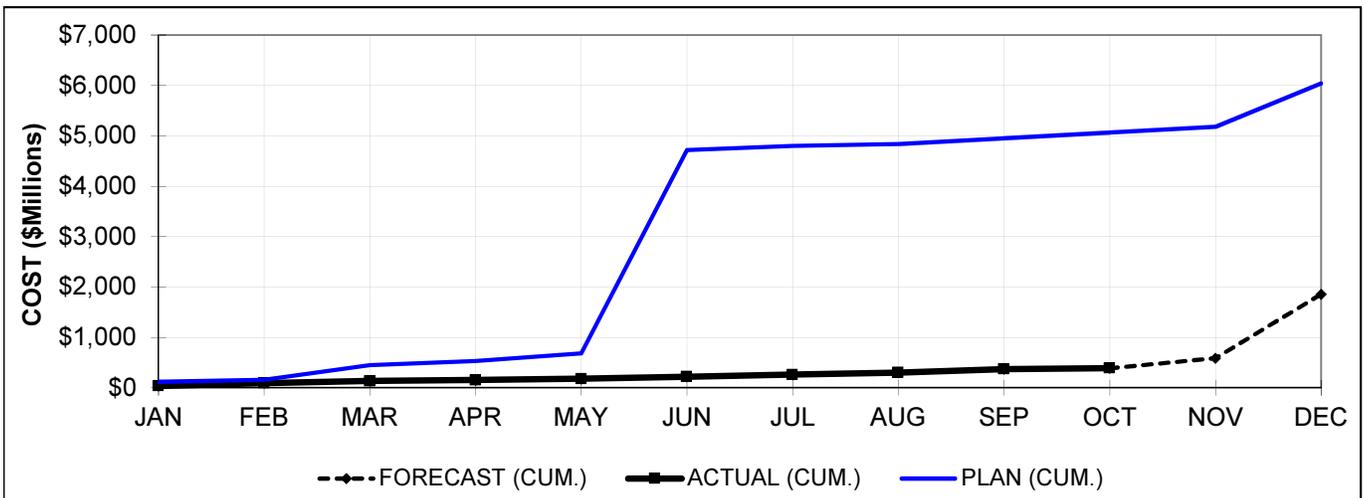
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											70.1	681.0
ACTUAL (NON-CUM.)	230.4	7.4	55.3	296.9	266.0	346.0	95.6	76.6	123.1	97.5	52.1	502.1
PLAN (NON-CUM.)	15.0	96.9	119.4	166.3	57.6	393.8	821.8	120.8	44.0	123.6	52.1	502.1
FORECAST (CUM.)											1,664.7	2,345.7
ACTUAL (CUM.)	230.4	237.7	293.0	589.9	855.9	1,201.9	1,297.4	1,374.1	1,497.1	1,594.6	2,011.3	2,513.4
PLAN (CUM.)	15.0	111.9	231.2	397.6	455.2	849.0	1,670.8	1,791.6	1,835.5	1,959.1	2,011.3	2,513.4

2016 Closeouts Charts

As of October 2016



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											30	63
ACTUAL (NON-CUM.)	4	12	7	12	9	8	4	6	13	2	6	34
PLAN (NON-CUM.)	18	12	33	12	14	28	9	6	24	10	6	34
FORECAST (CUM.)	4	16	23	35	44	52	56	62	75	77	107	170
ACTUAL (CUM.)	18	30	63	75	89	117	126	132	156	166	172	206
PLAN (CUM.)	18	30	63	75	89	117	126	132	156	166	172	206



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											201.0	1268.4
ACTUAL (NON-CUM.)	33.4	56.7	43.2	17.8	24.1	40.7	42.9	39.4	69.1	19.5	114.2	860.8
PLAN (NON-CUM.)	118.0	43.1	285.8	85.5	148.6	4039.5	80.4	39.5	111.0	113.1	114.2	860.8
FORECAST (CUM.)	33.4	90.1	133.3	151.1	175.2	215.8	258.8	298.1	367.3	386.7	587.7	1,856.1
ACTUAL (CUM.)	118.0	161.1	446.9	532.4	680.9	4,720.4	4,800.8	4,840.2	4,951.2	5,064.3	5,178.5	6,039.3
PLAN (CUM.)	118.0	161.1	446.9	532.4	680.9	4,720.4	4,800.8	4,840.2	4,951.2	5,064.3	5,178.5	6,039.3

PROCUREMENTS

The Procurement Agenda this month includes 8 actions for a proposed expenditure of \$265.6M.

Subject Request for Authorization to Award Various Procurements

Department Materiel – NYCT

Department Head Name Stephen M. Plochochi

Department Head Signature


Project Manager Name Rose Davis

December 7, 2016

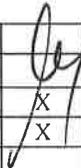
Department Law and Procurement – MTACC

Department Head Name Evan Eiland

Department Head Signature


Internal Approvals

Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	12/12/16			
2	Board	12/14/16			

Approval		Approval	
	President NYCT		President MTACC
	Executive VP	X	Subways
X	Capital Prog. Management	X	Diversity/Civil Rights
	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:

<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Noncompetitive Purchases and Public Work Contracts	1	\$ 5.0 M
• Knorr Brake Corporation \$ 5.0 M		
<u>Schedules Requiring Majority Vote:</u>		
Schedule G: Miscellaneous Service Contracts	1	\$ 11.1 M
• Loram Maintenance of Way, Inc. \$ 11.1 M		
SUBTOTAL	2	\$ 16.1 M

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

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

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

<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	2	\$ 244.4 M
SUBTOTAL	<u>2</u>	<u>\$ 244.4 M</u>

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

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

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

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

MTA Capital Construction proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	4	\$ 5.1 M
SUBTOTAL	<u>4</u>	<u>\$ 5.1 M</u>
TOTAL	<u>8</u>	<u>\$ 265.6 M</u>

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

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

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

BOARD RESOLUTION

WHEREAS, in accordance with Section 1265-a and 1209 of the Public Authorities Law and the All-Agency Procurement Guidelines, the Board authorizes the award of certain noncompetitive purchase and public work 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 noncompetitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts, and certain budget adjustments to estimated quantity contracts; and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All-Agency 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; and (vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.
7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L

DECEMBER 2016

LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Noncompetitive Purchases and Public Work Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Noncompetitive.) Note: In the following solicitations, NYC Transit attempted to secure a price reduction. No other substantive negotiations were held except as indicated for individual solicitations.

- | | | |
|--|---------------------------|--------------------------------------|
| 1. Knorr Brake Corporation | \$5,000,000 (Est.) | <u>Staff Summary Attached</u> |
| Sole Source – Three-year omnibus | | |
| Purchase of inventory and non-inventory air brake parts. | | |

Procurements Requiring Majority Vote:

G. Miscellaneous Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Noncompetitive; \$1M RFP; No Staff Summary required if sealed-bid procurement.)

- | | | |
|--|----------------------------|--------------------------------------|
| 2. Loram Maintenance of Way, Inc. | \$11,081,850 (Est.) | <u>Staff Summary Attached</u> |
| Sole Source | | |
| RFQ# 122156 | | |
| Provide rail-grinding services. | | |

Schedule A: Noncompetitive Purchases and Public Work Contracts



Item Number: 1

Vendor Name (Location) Knorr Brake Corporation (Westminster, Maryland)	Contract Number NONE	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Description Purchase of inventory and non-inventory air brake parts	Total Amount: \$5,000,000 (Est.)	
Contract Term (including Options, if any) December 15, 2016–December 14, 2019	Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	Requesting Dept./Div., Dept./Div. Head Name: Department of Materiel, Stephen M. Plochochi	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive		
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole-Source Approval		

Discussion:

This is an omnibus approval request for items identified as obtainable only from Knorr Brake Corporation (“Knorr”), and will eliminate the need to advertise and prepare individual procurement staff summaries for Board approval for each procurement over the small purchase threshold. NYC Transit is not obligated to generate any purchase orders pursuant to an omnibus approval. Any purchases made under this approval will be made pursuant to paragraph 9(b) of Public Authorities Law 1209, which allows for purchases of items that are available from only a single responsible source to be conducted without competitive bidding.

There are approximately 2,624 items covered by this approval for the purchase of replacement air brake parts for NYC Transit subway cars. These items are identified as obtainable only from Knorr for the following reasons: sole pre-qualified item on the Qualified Products List and not available from any distributors or other sources; publicly advertised within a 12-month period without an acceptable alternate supplier, or; proprietary to Knorr. These items are advertised a minimum of once every 12 months to seek competition. A list of Knorr’s sole-source items, as well as NYC Transit’s intention to buy items on the list without competitive bidding, is available for download from the NYC Transit website at any time by any prospective vendor. These sole source replacement parts will be used by the Division of Car Equipment (“DCE”) for Scheduled Maintenance System (“SMS”) and normal maintenance for approximately 3,031 subway cars (752 R46, 824 R62A, 425 R68, and 1,030 R142) in the NYC Transit fleet.

The existing Knorr omnibus approval for \$3,000,000 was approved by the Board in October 2014 and will expire on December 1, 2017. There is a remaining balance of \$186,465 of unexpended funds on the existing omnibus approval, which is insufficient to support the requirements through the end of the existing omnibus approval period; therefore Board approval is being sought early.

Procurement performed an analysis on the 52 contracts issued during the term of the existing omnibus approval that exceeded the small purchase threshold, which represents a total contract value of \$3,171,632. Of the 52 contracts, 24 items have comparative price history and represent 58.26%, or \$1,847,643, of the total dollar value of the contracts. A comparative price analysis of the 24 items revealed an annual weighted average price decrease of 0.36%, which compares favorably with the Producer Price Index over the same time period, which showed an annual average price increase of 1.20%.

Based on the current forecasts as well as projections for 2017 through 2020, it is anticipated that DCE will require approximately \$5,000,000 for the purchase from Knorr of sole-source items exceeding the small purchase threshold. During the term of this new omnibus approval, the overhaul (14-year SMS) on 174 R46 and 465 R142 subway cars, and the overhaul (seven-year SMS) on 724 R62A, 425 R68, and 190 R142 subway cars will be performed. Procurement believes that the amount requested will be sufficient to procure all sole-source materials that exceed the small purchase threshold from Knorr for the next three-year period. Procurement and DCE will continue to research alternate sources of supply wherever possible. Under this new omnibus approval, pricing for any procurement is established by requesting a quote for each item from Knorr on an as-required basis. Each item to be purchased under this new omnibus approval will be subject to a cost and/or price analysis and determination that the price is found to be fair and reasonable.

Schedule G: Miscellaneous Service Contracts



Item Number: 2

Vendor Name (Location) Loram Maintenance of Way, Inc. (Hamel, Minnesota)
Description Provide rail-grinding services
Contract Term (including Options, if any) March 1, 2017–February 29, 2020
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Noncompetitive

Contract Number RFQ 122156	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$11,081,850	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Department of Subways, Wynton Habersham	

Discussion:

It is requested that the Board declare, pursuant to the All-Agency Service Contract Procurement Guidelines, that a competitive selection process is inappropriate due to the existence of a single responsible source, and approve the award of a three-year noncompetitive miscellaneous service contract to Loram Maintenance of Way, Inc. (“Loram”) for rail-grinding services for NYC Transit.

Rail grinding improves the condition of the rail by reducing rail surface imperfections. This increases the useful life of the rail and, as a result of improved wheel/rail interface, reduces premature wear on subway car wheels. It is therefore a cost-effective alternative to rail and rolling stock component replacement.

Loram utilizes its own personnel and its own proprietary equipment. In the past, NYC Transit employed the rail-grinding services of Loram through a competitive solicitation with Long Island Rail Road (“LIRR”) and Metro-North Railroad (“MNR”), under which Loram was the only company offering equipment that was readily available and suitable for use in NYC Transit’s system. MNR and LIRR have different operating environments than NYC Transit (including tunnel clearances and radius of curves), and are therefore able to utilize larger 16-stone and 24-stone rail grinders. The rail grinder for NYC Transit, the self-propelled Loram 8-stone L-Series LPC1, has several features which make it operationally suited to NYC Transit’s use. This includes its smaller size (to accommodate limited tunnel clearances and tighter curves) and on-board system to collect steel dust generated from the grinder.

NYC Transit confirmed through market research that Loram is considered a premier rail grinding service provider both nationally and internationally. While there are two companies providing this service in North America, Loram has a rail grinder that is readily available and previously used in the NYC Transit system. The other provider indicated that it would have to custom design and manufacture a rail grinder to operate as required in the NYC Transit environment. A published advertisement for rail-grinding services received no response. Accordingly, NYC Transit decided to develop a noncompetitive contract independent of any LIRR/MNR efforts.

This contract is an estimated quantities contract. After a series of negotiations, Loram agreed to all-inclusive hourly rates for labor, equipment, and grinding, and further agreed to a reduction in the rates of up to 9%, resulting in an estimated savings of \$766,770 over the life of the contract. Loram has confirmed that NYC Transit is receiving its most favored customer pricing. Cost Price has determined that Loram’s rates are fair and reasonable.

Since the value of the award for this item exceeds \$1,000,000 and is a noncompetitive procurement, pursuant to Public Authorities Law Section 2879-a and Part 206 of Title 2 of the New York Codes, Rules and Regulations, this contract will be submitted to the Office of the New York State Comptroller for its formal review and approval prior to providing Loram with a Notice to Proceed.

In connection with a previous contract awarded to Loram, Loram was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in December 2009. No new SAI has been found relating to Loram and Loram has been found to be responsible.

DECEMBER 2016

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)
(Staff Summaries required for items requiring Board approval.)

1. **Prismatic Development Corporation** **\$163,750,000** Staff Summary Attached
Five Proposals – 43-month contract
Contract# C-82004
Contract for the design and construction of the Clifton Car Repair Shop in Staten Island.

2. **Schiavone Construction Co. LLC** **\$80,680,000** Staff Summary Attached
Two Proposals – 24-month contract
Contract# C-48702
Viaduct and Bridge Replacement on the Myrtle Avenue Line.

Staff Summary

Item Number 1			
Department, Department Head Name: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1 <i>WD</i>	Materiel	6 X	CPM
2 X	Law	7 X	CFO
3 X	Budget	8 <i>SM</i>	EVP
4 X	DDCR	9 <i>WT</i>	President
5 X	Subways		

SUMMARY INFORMATION	
Vendor Name	Contract No.
Prismatic Development Corporation	C-82004
Description	
Design and Construction of the Clifton Shop in the Borough of Staten Island	
Total Amount	
\$163,750,000	
Contract Term (including Options, if any)	
43 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain approval of the Board to award a competitive contract to Prismatic Development Corporation (“Prismatic”) for the Design and Construction of the Clifton Car Repair Shop (“Clifton Shop”) in the Borough of Staten Island. The contract amount is \$163,750,000 with a term of 43 months. Additionally, in accordance with MTA policy regarding the use of design/build, and to enhance competition and defray proposal costs, this solicitation included a stipend of up to \$420,000 to be paid to each unsuccessful Step 2 proposer whose proposal met a defined standard. Accordingly, permission is also requested to pay a total stipend of \$1,680,000.

DISCUSSION:

Superstorm Sandy flooded and incapacitated the existing Staten Island Railway (“SIR”) Clifton Shop with seawater. While urgent repairs were made to the facility shortly after the storm to restore limited operations, the shop is still not operating at full pre-storm functionality and experiences flooding when there is a heavy rainfall. While making long-term repairs would restore the shop’s full functionality, making such a significant investment in an aging facility would still leave the shop vulnerable to future storm events and require the construction of a freestanding perimeter wall for protection. In addition, any improvements in the shop will need to be designed to deal with future fleet plans and maintenance practices for servicing new rail cars. When comparing the cost of this work to other alternatives that meet SIR’s current and future operational needs, replacement of the existing facility with a new state-of-the-art resilient shop emerged as the most cost-effective alternative to protect against future storm-related damages, meet SIR’s current and future demand for maintaining new rail cars, and relocate administrative staff currently situated in nearby rented space.

The new Clifton Shop will include resiliency measures such as exterior walls that can sustain Category 2 plus three-foot storm conditions as well as protection for all exterior openings and enhanced site drainage. Also included are new overhead cranes to lift rail car air conditioners, a wheel truing machine, shop equipment, parts storage, administrative space, and fire alarm and security systems while still retaining most of the existing shop equipment used to service rail cars.

An Authorizing Resolution requesting the use of a two-step competitive Request for Proposal (“RFP”) procurement process was approved by the Board in order to evaluate technical factors in addition to cost. A request for letters of interest and qualification packages was advertised, resulting in the submission of eight responses.

The Step-1 qualification packages were evaluated against preestablished selection criteria addressing relevant experience, general responsibility, financial resources, and safety record. Five firms were selected to receive the RFP: E. E. Cruz & Company, Inc. (“E. E. Cruz”); John P. Picone, Inc. (“Picone”); Judlau Contracting, Inc. (“Judlau”); Prismatic; and Skanska USA Civil Northeast (“Skanska”). These proposers, including design team consultants, had the most relevant design/build experience and key personnel to best perform this project. They also have established relationships working as contractor and designer, which is a key component to a design/build project. Three firms were not selected: Halmer International LLC; Kiewit Infrastructure Co.; and Railroad/Scalamandre, Joint Venture because their experience was deemed not in the competitive range of the five selected firms. The proposed key personnel for each team not selected did not have as sufficient experience.

The package for Step 2 of the RFP was issued to the five selected firms and initial proposals were received on from E. E. Cruz (\$179,500,000), Picone (\$218,522,000), Judlau (\$168,800,000), Prismatic (\$177,770,249), and Skanska (\$197,980,000).

Proposals were evaluated by a Selection Committee (“SC”) utilizing preestablished selection criteria addressing each proposer’s design and construction approach; team experience and qualifications; project innovations and schedule; safety and quality; qualifications and coordination of subcontractors; commissioning, DBE plans and other relevant matters. After technical factors, the overall project cost was considered. Supporting the SC’s evaluation effort was a Technical Advisory Subcommittee comprised of members from various NYC Transit departments responsible for verifying proposal compliance with the RFP requirements. The SC reviewed the technical proposals, discussed them with the Technical Advisory Subcommittee, observed the oral presentations, reviewed the price proposals submitted by each proposer, and recommended that Judlau, Prismatic, and Skanska be invited for negotiations. Skanska has the most relevant maintenance shop and design/build experience of all the proposers. Prismatic’s experience includes public sector design/build projects and facilities construction of a similar high-dollar value, and its proposal demonstrated a high comprehension of the overall project. Notably, Prismatic also developed the preliminary design the furthest as part of its proposal. Judlau submitted a well thought-out plan of approach that included design packages with a detailed phasing plan. The SC did not recommend two firms for negotiation: E. E. Cruz and Picone. E. E. Cruz’s proposal lacked detailed information on how it would maintain the existing facility during construction. Picone lacked a detailed plan on approach for each discipline. Neither firm proposed a satisfactory commissioning plan.

Negotiations were conducted with the three firms and included discussion on technical requirements, alternate design and technical concepts and assumptions, potential for schedule acceleration, and overall cost. At the conclusion of negotiations, the three firms were requested to submit their Best and Final Offer (“BAFO”). BAFO requests included alternative technical concepts specific to each proposer. Prismatic’s BAFO was \$163,750,000, which represented a reduction of \$14,020,000 or 7.9% from its initial proposal. Judlau’s BAFO was \$170,200,000, which represented an increase of \$1,400,000 or 0.8% from its initial proposal. Skanska’s BAFO was \$184,490,000, which represented a reduction of \$13,490,000 or 6.8% from its initial proposal.

Upon review of each firm’s final technical rating and BAFO, the SC unanimously recommended Prismatic for award, determining that they are technically strong and well suited to perform the work, and having submitted the lowest BAFO, will provide the best overall value to NYC Transit and SIR based on the selection criteria. Prismatic’s design approach included the most comprehensive phasing plan, which assured that shop operations will be maintained during construction. In addition, they had the strongest commitment to the commissioning process. During negotiations, Prismatic impressed the SC and convinced NYC Transit that it could produce a new maintenance facility pursuant to the specifications. Prismatic’s design consultants, Stantec and di Domenico & Partners, along with the electrical subcontractor, have extensive experience on NYC Transit projects. References were substantiated with MTA and other public agencies, who all endorsed Prismatic. Prismatic’s BAFO of \$163,750,000 is \$1,720,000 or 1% lower than the in-house estimate of \$165,470,000, was also \$6.5M to \$20.7M, or 4% to 12% lower than its competitors, and is considered to be fair and reasonable by Procurement based on a comparison to the in-house estimate and the competitive RFP. NYC Transit’s Department of Capital Program Management and SIR concur with this determination and recommend award.

In connection with a previous contract awarded to Prismatic, Prismatic was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in July 2013. No new SAI has been found relating to Prismatic and Prismatic has been found to be responsible.

M/W/DBE INFORMATION:

The MTA Department of Diversity and Civil Rights has established goals at 17% DBE. Award will not be made until the Department of Diversity and Civil Rights' approval is obtained. Prismatic has not completed any MTA contract; therefore, no assessment of the firm's M/W/DBE performance can be determined at this time.

CAPITAL PROGRAM REPORTING:

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

IMPACT ON FUNDING:

This project will be funded by the Federal Transit Administration and the MTA, and managed by NYC Transit under the MTA Capital Program. Clifton Shop funding will be provided through Superstorm Sandy repair and resiliency funds, and the cost of centralizing staff will be funded through a project in the NYC Transit core capital program. The Contract will not be awarded until funding is in place and a WAR Certificate is received.

ALTERNATIVES:

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

RECOMMENDATION:

It is recommended that the Board approve the award of Contract C-82004 for the Design and Construction of the Clifton Car Repair Shop in the Borough of Staten Island to Prismatic Development Corporation in the amount of \$163,750,000 and the Stipend of \$1,680,000 to the unsuccessful Step 2 proposers.

Staff Summary

Item Number 2			
Department, Department Head Name: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1 <i>WJ</i>	Materiel	6 X	CPM
2 X	Law	7 X	CFO
3 X	Budget	8 <i>TM</i>	EVP
4 X	DDCR	9 <i>WJ</i>	President
5 X	Subways		

SUMMARY INFORMATION	
Vendor Name	Contract No.
Schiavone Construction Co. LLC	C-48702
Description	
Viaduct and Bridge Replacement on the Myrtle Avenue Line, in the Boroughs of Brooklyn and Queens	
Total Amount	
\$80,680,000	
Contract Term (including Options, if any)	
24 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain approval of the Board to award Contract C-48702, Viaduct and Bridge Replacement on the Myrtle Avenue Line (BMT) in the Boroughs of Brooklyn and Queens to Schiavone Construction Co., LLC ("Schiavone") in the amount of \$80,680,000 and a duration of 24 months.

DISCUSSION:

This project will replace two elevated structures (the Bushwick Cut and the bridge located over the New York & Atlantic Railway) on the Myrtle Line and construct a car inspection facility at the Fresh Pond Rail Yard in Queens. The Bushwick Cut is a 310-foot viaduct located between Broadway and Myrtle Avenue and connects the Myrtle Avenue ("M") and Jamaica (J/Z) lines. The bridge is a 52-foot structure located over New York & Atlantic Railway and is adjacent to the Fresh Pond Rail Yard. Both the viaduct and the bridge are more than 100 years old, have severely deteriorated, and need to be replaced.

The work under this contract includes the demolition and replacement of the Bushwick Cut and the single-span bridge over New York and Atlantic Railway, including track and third rail. During construction, trains will not be able to access the East New York Maintenance Facility, where cars on the M Line are inspected and maintained. As a result, a two-car inspection enclosure will be constructed at the Fresh Pond Rail Yard for inspection and maintenance of the subway-car fleet that will provide shuttle service during the M Line closure.

Prior to effecting repairs on the Canarsie Tunnel, NYC Transit has an urgent need to replace both elevated structures on the M Line. These repairs will resolve structural and operational issues necessary to increase service reliability on the M Line for the customers during the tunnel rehabilitation.

An Authorizing Resolution requesting the use of a competitive Request for Proposal ("RFP") procurement process was approved by the Board in March 2016 in order that technical factors, in addition to cost, could be evaluated. In October 2016, the Board approved the Determinations and Findings under the New York Eminent Domain Procedure Law with respect to temporary residential relocations, temporary business closures, and acquisition of property interests needed to facilitate the project. The RFP was advertised in May 2016. Selection was accomplished by use of a two-step RFP process in which the most qualified firms were selected to submit technical and cost proposals in Step 2. Firms were reviewed in accordance with preestablished selection criteria stated in the RFP. For Step 1, NYC Transit's selection was based on relevant experience and general responsibility to receive a contract award, and to successfully and faithfully perform the work. For Step 2, proposers were evaluated based on their technical proposal and approach, overall project cost, and other relevant matters. Criteria focused on the ability to minimize operational impact and outages, as well as managing community impact.

Step 1: In response to NYC Transit's advertisement, 15 Qualification Packages, including (1) a Letter of Interest, (2) Schedule-J (Responsibility Questionnaire), (3) a Qualification Statement, and (4) an affirmation that the proposer will provide the appropriate equipment and staffing resources to complete the project and that the prime contractor and/or joint venture team will perform significant portions of the work, were received. The Selection Committee ("SC") reviewed the submissions and recommended the following five firms to move to Step 2: Kiewit Infrastructure Co. ("Kiewit"), Michels Corporation, Posillico Civil Inc. ("Posillico"), Schiavone, and Skanska USA Civil Northeast Inc. ("Skanska"). These firms best demonstrated the ability to perform all three portions of the project. The firms not selected, American Bridge Company; CCA Civil, Inc.; E. E. Cruz & Company, Inc.; Granite Construction Northeast Inc.; Halmar International Inc.; Judlau Contracting Inc.; Perfetto Contracting Co.; Railroad/GCCOM, Joint Venture; Tully Construction Co, Inc.; and Yonkers Contracting Co. did not demonstrate sufficient ability to perform the entire project scope, mostly with regard to constructing the temporary car inspection facility, which accounts for one-third of the project estimate.

Step 2: Technical proposals were received from four short-listed firms. Michels did not propose and indicated it could not provide a proposal within the time required. Following the Technical Advisory Committee and the SC's review and evaluation in accordance with the evaluation criteria, two firms were selected for negotiations: Kiewit, with an initial cost proposal of \$82,413,000, and Schiavone, with an initial cost proposal of \$75,351,000. The firms were chosen based on their ability to expedite the project schedule, detailed technical approach, and prior experience performing similar work. The firms not recommended for negotiations, Posillico and Skanska, met the minimum requirements of the RFP but could not provide a technical approach that would ensure timely performance of the work.

Negotiations were held October 31 through November 30, 2016. Items addressed were (1) project schedule and staffing, (2) technical solutions, including acceleration to minimize the viaduct outage, (3) terms and conditions, and (4) pricing. Proposals were received on November 2, 2016, following initial discussions with both firms: Kiewit Infrastructure Co. (\$90,784,000) and Schiavone (\$77,775,000). Pricing for both proposers increased based on clarifications to NYC Transit's technical requirements for the installation of low-vibration track, and owner-provided services associated with the bridgework at New York & Atlantic Railway. After careful review, additional clarifications were sought to address the constructability of the project milestones. Best and Final Offers ("BAFO") were received on December 1, 2016: Kiewit (\$90,990,997) and Schiavone (\$80,680,000). The revised in-house cost estimate was \$79,422,000. Both firms also submitted alternate proposals (nominally accelerating the viaduct work), which the SC ultimately determined did not provide added value in light of the additional cost.

The SC unanimously ranked Schiavone as the most technically qualified firm and unanimously recommended it for award based on the selection criteria. The SC concurred that Schiavone's BAFO provided the best value to NYC Transit. Schiavone provided a strong project team with extensive NYC Transit and elevated structure experience and a plan of approach that evoked confidence that it will achieve all project milestones within the project timeline. Schiavone brings a history of timely and/or accelerated performance of similar work in confined spaces, including work at a Long Island Rail Road Yard and a NYC Transit car washer and train storage yard; and accelerated bridgework underpinning for MTA Capital Construction and other public projects for bridge reconstruction. Schiavone's prior experience on similar projects affecting the surrounding community and ridership, including work replacing the elevated structures at the Stillwell Avenue station and accelerating reconstruction of elevated structures demonstrate its ability to complete similar work early or on time and within budget.

Schiavone's BAFO most effectively utilizes NYC Transit-supplied services for access to the car inspection facility and the bridge over the New York & Atlantic Railway. This ensures timely progression of the project, gives multiple approaches for completing the bridgework, and provides a mitigation plan to accelerate the viaduct in the future. Additionally, Schiavone proposed a one-month time savings to shorten the duration of the viaduct reconstruction work. While Kiewit's proposal cited a reduced outage and schedule, ultimately Schiavone's technical approach provided a similar outage duration with additional means for expediting the work to further minimize the project's impact on the community and operations on the M Line.

Given the critical nature of the project schedule, acceleration provisions were included in the contract, affording NYC Transit the ability to accelerate the work if the opportunity arises.

Schiavone's BAFO is \$1,258,000, or 1.6% higher than the in-house estimate, and \$10,310,997, or 11.3% less than Kiewit's BAFO. The final negotiated price of \$80,680,000 is considered fair and reasonable based on a comparison to the in-house estimate and the competitive RFP.

References checked for Schiavone were satisfactory. Bonds, financial, and insurance approval are pending. No award will be made until all such approvals are received. Additionally, Schiavone has certified that it is not on the list of firms debarred from obtaining an award under the Iran Energy Sector Divestment Law.

Schiavone is currently performing as a prime contractor (as a joint venture partner) on Contract A-36916, Dyre Avenue Station/Bridge Construction, at a value of \$16,224,000; and Contract C-26012, Second Avenue Subway, 86th Street Station Entrances, at a value of \$208,376,000.

In connection with a previous contract awarded to Schiavone, Schiavone was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines, and such responsibility finding was approved by the MTA Chairman/CEO, in consultation with the MTA General Counsel, in April 2014. No new SAI has been found relating to Schiavone and Schiavone has been found to be responsible.

Schiavone has submitted the names of 23 subcontractors executing work in excess of \$1M on this contract, performing electrical, track, micropiles, mechanical and structural steelwork; fabrication of the rail car lift, precast viaduct sections, and a pre-engineered building. In connection with a previous subcontract awarded to Kleinberg Electric, Inc. (“Kleinberg”), Kleinberg was found to be responsible notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the NYC Transit President in May 2015. No new SAI has been found relating to Kleinberg and Kleinberg has been found to be responsible.

M/D/WBE INFORMATION

The MTA Department of Diversity and Civil Rights established M/WBE goals of 15% and 15% respectively. Schiavone has submitted a utilization plan committing to exercise good faith efforts to achieve the goals during the term of the project. Schiavone has achieved its M/D/WBE goals on previous MTA contracts.

CAPITAL PROGRAM REPORTING

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

IMPACT ON FUNDING

This contract is 100% MTA funded. Funds are available through Project ID #s T70703/04; T70703/02; T70502/39 and the balance is temporarily available in T70703/19 pending funds identified in the upcoming Plan Revision. The contract will not be awarded until a WAR Certificate is received.

ALTERNATIVES

Perform work with In-House forces. Not recommended as in-house forces are committed to other projects.

RECOMMENDATION:

It is recommended that the Board approve the award of Contract C-48702, Viaduct and Bridge Replacement on the Myrtle Avenue Line (BMT) in the boroughs of Brooklyn and Queens to Schiavone Construction Co., LLC in the amount of \$80,680,000.

DECEMBER 2016

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedules E–J)

(Staff Summaries required for items requiring Board approval.)

- | | | |
|--|--------------------|--------------------------------------|
| 86th Street Constructors, JV | | <u>Staff Summary Attached</u> |
| 1. Contract# C-26012.156 | \$995,000 | ↓ |
| 2. Contract# C-26012.157 | \$999,500 | ↓ |
| <p>Modifications to the contract for the construction of the Second Avenue Subway – 86th Street Station Finishes, in order to address (1) the replacement of specified breakers with upgraded breakers and fused disconnect switches, and (2) the provision of items required for Con Edison permanent power energization.</p> | | |
| 3. E.E. Cruz/Tully Construction JV | \$1,357,000 | <u>Staff Summary Attached</u> |
| Contract# C-26010.181 | | |
| <p>Modification to the contract for the Second Avenue Subway Route 132A – 96th Street Station Finishes, in order to address additional heating, ventilation, and air-conditioning equipment for the two communication rooms and one uninterrupted power supply room.</p> | | |
| 4. Judlau Contracting, Inc. | \$1,767,000 | <u>Staff Summary Attached</u> |
| Contract# C-26011.210 | | |
| <p>Modification to the contract for the construction of the Second Avenue Subway – 72nd Street Station Finishes, in order to provide items required for Con Edison permanent power energization.</p> | | |

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1-2

Vendor Name (Location) 86th Street Constructors, JV (New York, New York)	Contract Number C-26012	AWO/Mod. #: 156 and 157
Second Avenue Subway – 86th Street Station Finishes, Mechanical, Electrical and Plumbing Systems, Ancillary Buildings and Entrances	Original Amount:	\$ 208,376,000
Contract Term (including Options, if any) June 12, 2013–December 24, 2016	Prior Modifications:	\$ 26,791,581
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	Prior Budgetary Increases:	\$ 0
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	Current Amount:	\$ 235,167,581
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	Mod 156: \$995,000	\$ 1,994,500
Requesting Dept./Div., Dept./Div. Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	Mod 157: \$999,500	
	% of This Request to Current Amount:	1.0%
	% of Modifications (including This Request) to Original Amount:	13.8%

Discussion:

These retroactive modifications incorporate changes that are necessary for Con Edison to provide permanent facility power to the 86th Street station.

The original contract work includes (1) installation of mechanical systems including heating, ventilation, and air-conditioning in the station and ancillary facilities; tunnel ventilation systems in the adjacent tunnels; electrical medium voltage and 120-volt systems, (2) plumbing for track, sanitary, and storm drainage; hot-and-cold water supply, pump systems, and fire suppression, (3) escalators and elevators in the station entrances; construction of the station platform and mezzanine levels, ancillary facilities and entrances, (4) construction of interior walls and rooms; architectural finishes including floors, ceiling, wall treatments, signage, stairs, handrails, guardrails, and station elements including the station service center and concession booth, (5) constructing exteriors including walls, roofing, glazed storefronts, and canopies at station entrances and ancillary facilities, and (6) restoration of the surface of Second Avenue and adjacent streets impacted by construction.

Modification 156

This modification is necessary to comply with Con Edison’s requirements and the National Electric Code. After receiving and reviewing the contractor’s coordination study submittal and conducting the testing required for permanent facility power, Con Edison determined that it was necessary to make certain changes to the facility power substation design. These changes include (1) relocation of the contractually required disconnect switches, (2) installation of additional disconnect switches, and (3) the replacement of contractually required circuit breakers with circuit breakers that have a higher electrical voltage. Con Edison would not provide permanent facility power for the operation of electrical accessories including lighting, elevators, escalators, fans, and tunnel lighting until these changes were made. Some of these changes are the result of potential design errors and omissions.

The contractor, 86th Street Constructors, Joint Venture (“86th Street Constructors”), a joint venture of John P. Picone, Inc. and Schiavone Construction Co. LLC, submitted its proposal in the amount of \$1,110,317. MTA Capital Construction’s (“MTACC”) in-house estimate was \$968,118. After negotiation, a lump-sum price of \$995,000 was agreed upon and found to be fair and reasonable. Savings of \$115,317 were achieved.

The MTACC President has approved the processing of this modification on a retroactive basis.

Modification 157

This modification addresses items required to provide permanent facility power to the four incoming power feeders for the facility power rooms at the 86th Street station. This modification incorporates items based upon lessons learned working with Con Edison and New York City Transit to provide permanent power for the 96th Street Station. Some of these changes are the result of potential design errors and omissions.

The scope of work for this modification includes (1) replacing the previously installed ten-point meter pans with seven-point meter pans within the facility power rooms located at the south mezzanine and north mezzanine, (2) installation of a dedicated telephone line for meter readings, (3) changes to electrical nameplates and tags, (4) facility power battery room changes including changes to the conduit and wiring and the addition of junction boxes, (5) replacement of light switches, receptacles, and light fixtures in the south battery room with explosion-proof materials and (6) changes to medium-voltage switchgear.

86th Street Constructors submitted a final proposal in the amount of \$1,240,713. MTACC's final in-house estimate was in the amount of \$1,049,426. After negotiations, a lump-sum amount of \$999,500 was agreed upon and found to be fair and reasonable. Savings of \$241,213 were achieved.

The MTACC President has approved the processing of this modification on a retroactive basis.

In connection with a previous contract awarded to John P. Picone, Inc. ("Picone"), Picone was found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in April 2014. No new SAI has been found relating to Picone, and Picone has been found to be responsible.

In connection with a previous contract awarded to Schiavone Construction Co. LLC ("Schiavone"), Schiavone was found to be responsible notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in April 2014. No new SAI has been found relating to Schiavone, and Schiavone has been found to be responsible.

Schedule K: Ratification of Completed Procurement Actions

Item Number: 3

Vendor Name (Location) E.E. Cruz/Tully Construction Company, Joint Venture, LLC (New York, New York)
Description Second Avenue Subway Route 132A, 96th Street Station Finishes
Contract Term (including Options, if any) June 22, 2012–October 5, 2016
Option(s) included in Total Amount? <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: MTA Capital Construction, Dr. Michael Horodniceanu

Contract Number C-26010	AWO/Mod. # 181
Original Amount:	\$ 324,600,000
Prior Modifications:	\$ 31,765,461
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 356,365,461
This Request:	\$ 1,357,000
% of This Request to Current Amount:	0.4%
% of Modifications (including This Request) to Original Amount:	10.2%

Discussion:

This retroactive modification addresses the addition of heating, ventilation, and air-conditioning (“HVAC”) equipment in: (1) two communication rooms, (2) three communication closets, and (3) one uninterrupted power supply (“UPS”) room.

The original contract was awarded with a 42-month duration and covered work necessary to complete the 96th Street station, including (1) rehabilitation and retrofitting of the existing 99th–105th Street Tunnel, (2) the installation of mechanical systems including HVAC, electrical medium voltage, and 120-volt systems, (3) the supply and installation of elevators and escalators at the station entrances, (4) installation of architectural finishes, and (5) restoration of Second Avenue’s surface and those of adjacent streets.

The contract provides for the use of fan coil units (“FCU”) to cool communication rooms 3118 and 3119, and communication closets 3005, 3058, and 3148. The FCUs are located in neighboring rooms and ductwork is used to move cool air into these rooms. The Building Management System (“BMS”) is used to control these FCUs. Fresh air for the UPS room, 3128, is provided by a supply fan and controlled by a thermostat.

The systems housed in these rooms are considered critical. In the event of an FCU failure, the temperature in the communication rooms/closets could rise and cause equipment failure or shutdown.

During testing of the UPS rooms at the 63rd Street station along the Second Avenue line, it was discovered that (1) more heat was generated within the rooms than anticipated, (2) the cooling system was insufficient, and (3) the UPS room required additional ventilation. As a result, the Designer of Record reviewed the cooling of the communication rooms and closets at 96th Street and determined that additional cooling units were necessary.

Due to the critical nature of these rooms, it was determined that a secondary system be installed for each of the communication rooms and closets.

This modification covers (1) the addition of supply fans in each of the communication closets to add fresh air, (2) split air conditioners and supply fans (the split air conditioners consist of compressor units outside the rooms with the cooling units inside the rooms) in the communication rooms, and (3) two additional FCUs and an additional exhaust fan in the UPS room and communication room 3119.

The new equipment will be controlled by the BMS.

Retroactive approval was obtained from MTA Capital Construction’s (“MTACC”) President and the contractor, E. E. Cruz/Tully Construction Company, Joint Venture, LLC (“CTJV”), was directed to proceed. On November 9, 2016, the Vice President, Materiel authorized partial payments to CTJV prior to approval of the modification.

CTJV submitted its initial proposal in the amount of \$1,627,998. MTACC’s in-house estimate was \$1,286,476. Negotiations resulted in a net lump-sum price of \$1,357,000, which was found to be fair and reasonable. Savings of \$270,998 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 4

Vendor Name (Location) Judlau Contracting, Inc. (College Point, New York)
Description Second Avenue Subway – 72nd Street Station finishes; mechanical, electrical and plumbing systems, ancillary buildings and entrances
Contract Term (including Options, if any) February 14, 2013–November 13, 2015
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input 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: MTA Capital Construction, Dr. Michael Horodniceanu

Contract Number C-26011	AWO/Mod. # 210
Original Amount:	\$ 258,353,000
Option 1:	\$ 3,934,595
Option 2:	\$ 1,270,000
Option 3:	\$ 6,100,000
Total Amount:	\$ 258,353,000
Prior Modifications:	\$ 41,285,934
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 299,638,934
This Request:	\$ 1,767,000
% of This Request to Current Amount:	0.6%
% of Modifications (including This Request) to Total Amount:	14.5%

Discussion:

This retroactive modification incorporates changes required for Con Edison to provide permanent facility power to the 72nd Street station.

The original contract for the Second Avenue Subway – Route 132A – 72nd Street Station Finishes; Mechanical, Electrical and Plumbing, Ancillary Buildings and Entrances provides for the installation of mechanical systems including (1) heating, ventilation, and air-conditioning work in the station and ancillaries, (2) tunnel ventilation systems in the adjacent tunnels, (3) supply and installation of medium-voltage and 120-volt electrical systems including electrical distribution in the station and adjacent tunnels, (4) supply and installation of elevators and escalators in the station and entrances, (5) wall treatments, signage, stairs, handrails, guardrails, and (6) restoration of the surface of Second Avenue and adjacent streets impacted by construction.

This modification addresses items required to provide permanent facility power to the four incoming power feeders for the facility power rooms at the 72nd Street station. This modification incorporates items based upon lessons learned working with Con Edison and New York City Transit to provide permanent power for the 96th Street Station. Some of these changes are the result of potential design errors and omissions.

The scope of work for this modification includes (1) replacing the previously installed ten-point meter pans with seven-point meter pans within the facility power rooms located at the south mezzanine and north mezzanine, (2) installation of a dedicated telephone line for meter readings, (3) changes to electrical nameplates and tags, (4) facility power battery room changes including changes to the conduit and wiring and the addition of junction boxes, (5) replacement of light switches, receptacles, and light fixtures in the south battery room with explosion-proof materials and (6) changes to medium-voltage switchgear.

In order to mitigate schedule delays, approval to process this modification on a retroactive basis was obtained from the MTA Capital Construction (“MTACC”) President.

On November 18, 2016, the Vice President, Materiel authorized partial payments to the contractor, Judlau Contracting, Inc. (“Judlau”) prior to approval of the modification.

Judlau, submitted its revised proposal in the amount of \$2,008,162. MTACC’s final in-house estimate was \$1,812,001. After negotiations, an agreement was reached for the lump-sum price of \$1,767,000, which was found to be fair and reasonable. Savings of \$241,162 were achieved.

In connection with a previous contract awarded to Judlau, Judlau was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in April 2014. No new SAI has been found relating to Judlau, and Judlau has been found to be responsible.

Subject NYCT 2017 Budget and 2017-2020 Financial Plan Adoption
Department Office of Management & Budget
Department Head Name Aaron Stern
Department Head Signature 
Project Manager Name

Date December 1, 2016
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	TA Committee		X		
2	Finance Committee		X		
3	MTA Board		X		

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

Purpose

To secure MTA Board adoption of MTA New York City Transit's 2016 November Forecast, 2017 Final Proposed Budget, and the Four-Year Financial Plan for 2017-2020.

Discussion

The 2017 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA New York City Transit's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service to the metropolitan New York region. The baseline projections that follow for MTA New York City Transit include new programmatic initiatives and support for current projects. Projections also capture reductions in projected health & welfare expenses through a medical rebid, additional paratransit savings, and savings from re-estimates, most notably from projected lower electric power prices. NYCT continues to manage the use of overtime as efficiently as possible, including reducing vacancies and controllable leaves to moderate absence coverage requirements. NYCT projections do not include the estimated impacts from projected fare increases, unidentified MTA efficiencies, and MTA policy actions. These impacts will be presented as part of MTA consolidated materials.

Key Programmatic Initiatives

- Subway System Expansion.** The Second Avenue Subway (SAS) Phase 1 is planned to open to customers in December, 2016. This service will reroute and extend the "Q" line from its current terminal at 57 Street/Seventh Avenue to provide new service from 63 Street/Lexington Avenue to 96 Street/Second Avenue.
- Select Bus Service Expansion.** SBS provides bus riders with faster service through a combination of off-board fare collection, special bus lanes, real-time information, and traffic signal priority. With the introduction of SBS on the M23 route in November, there are now 12 NYCT routes in SBS service. The Final Proposed Budget and Four-Year Financial Plan provide for the addition of two additional SBS routes per year during 2017-2019.
- Bus and Subway Car Technology Upgrades.** A portion of the existing bus fleet will be outfitted with state-of-the-art technology amenities, including high-speed Wi-Fi connectivity, USB charging, and digital screens with on-board Announcement and Infotainment systems. The digital display screens will include real time next stop and service information. Funding is also provided for installation of electronic display signs on 600 Subway cars, and other technology amenities are being reviewed for inclusion in the car upgrades as well.

- **Subway Wireless Implementation and Service.** The Final Proposed Budget and Four-Year Financial Plan provide funding to accelerate the completion of the NYCT WiCom Network to provide Cellular, Wi-Fi and 4.9 GHz services in all underground stations, and to fund ongoing lease costs upon the network's completion. The network will support mobile phone service and internet access at all underground subway stations by the end of 2016, and will enable delivery of real time next train arrival information at 268 "B" Division stations by early 2018.
- **All Electric Bus Pilot – Zero Emissions Initiative.** This pilot will test and evaluate ten leased All-Electric Buses. These vehicles are driven solely by an electric motor and have no on-board combustion engine. This initiative is expected to encourage the transit bus marketplace to step up innovation and standardization in electric bus development.
- **Platform Controllers Expansion.** In 2017, an increase of 35 positions will expand and improve the Platform Controller Pilot Program, which began in late 2015. The goal of this program is to reduce the number and severity of subway delays by providing immediate platform management of dwell time, customer assistance, and response to operating incidents.

Budget Reduction Program

Projected savings of \$48.9 million in 2016, \$53.1 million in 2017, \$81.9 million in 2018, \$87.4 million in 2019, and \$90.9 million in 2020, mostly resulting from a health & welfare medical rebid, paratransit additional savings, and lower vendor prescription drug costs.

2016 November Forecast-Baseline

Total operating revenues are projected at \$4.849 billion, including \$4.412 billion of farebox revenues. Total operating expenses are projected to be \$7.792 billion, consisting of labor costs of \$6.107 billion and non-labor expenses of \$1.685 billion. Non-cash depreciation expense is projected at \$1.728 billion, other post-employment benefit expenses are projected at \$1.443 billion, and GASB 68 pension expenses are projected as a credit of \$0.355 billion. After including favorable cash adjustments of \$2.971 billion, the projected net cash deficit is \$2.788 billion. Projected reimbursable expenses of \$1.202 billion are fully offset by capital reimbursements. Total end-of-year positions are projected at 48,908, including 43,673 non-reimbursable positions and 5,235 reimbursable positions.

2017 Final Proposed Budget-Baseline

Total operating revenues are projected at \$4.894 billion, including farebox revenues of \$4.439 billion. Total operating expenses are projected to be \$8.120 billion, consisting of labor costs of \$6.276 billion and non-labor expenses of \$1.844 billion. Non-cash depreciation expense is projected at \$1.778 billion, other post-employment benefit expenses are projected at \$1.501 billion, and GASB 68 pension expenses are projected as a credit \$0.296 million. After including favorable cash adjustments of \$3.236 billion, the projected net cash deficit is \$2.973 billion. Projected reimbursable expenses of \$1.239 billion are fully offset by capital reimbursements. Total end-of-year positions are projected at 49,245, including 43,931 non-reimbursable positions and 5,314 reimbursable positions.

Impact on Funding

The 2016 November Forecast, the 2017 Final Proposed Budget and the Four-Year Financial Plan for 2017-2020, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2016 November Forecast, the 2017 Final Proposed Budget and the Four-Year Financial Plan for 2017-2020 for MTA New York City Transit and the related authorization to draw down Transit Adjudication Bureau (TAB) receipts and interest consistent with this Final Proposed Budget.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2017 - 2020
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2015	2016	2017			
	Actual	November	Final Proposed	2018	2019	2020
		Forecast	Budget			
Operating Revenue						
<u>Farebox Revenue:</u>						
Subway	\$3,313.600	\$3,352.702	\$3,376.792	\$3,397.716	\$3,409.592	\$3,429.211
Bus	964.784	967.735	969.134	972.293	973.437	976.854
Paratransit	17.425	18.347	19.633	20.923	22.296	23.758
Fare Media Liability	75.583	73.500	73.500	73.500	73.500	73.500
Farebox Revenue	\$4,371.392	\$4,412.284	\$4,439.059	\$4,464.432	\$4,478.825	\$4,503.323
Vehicle Toll Revenue						
Other Operating Revenue:						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	191.064	182.910	194.372	202.509	218.416	236.218
Other	180.673	170.060	176.867	195.164	204.676	211.005
Other Operating Revenue	\$455.753	\$436.986	\$455.255	\$481.689	\$507.108	\$531.239
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$4,827.145	\$4,849.270	\$4,894.314	\$4,946.121	\$4,985.933	\$5,034.562
Expenses						
<u>Labor:</u>						
Payroll	\$3,075.994	\$3,173.448	\$3,287.706	\$3,346.461	\$3,410.278	\$3,500.813
Overtime	458.579	457.128	446.394	448.053	455.538	464.484
Total Salaries & Wages	\$3,534.573	\$3,630.576	\$3,734.100	\$3,794.514	\$3,865.816	\$3,965.297
Health and Welfare	741.052	840.170	915.634	959.548	1,026.149	1,096.200
OPEB Current Payment	371.230	397.823	430.981	466.791	512.534	562.103
Pensions	867.658	981.142	941.451	937.006	926.157	913.069
Other Fringe Benefits	511.677	512.895	508.933	526.811	539.820	560.602
Total Fringe Benefits	\$2,491.617	\$2,732.030	\$2,796.999	\$2,890.156	\$3,004.660	\$3,131.974
Reimbursable Overhead	(240.904)	(255.506)	(255.026)	(240.080)	(240.344)	(234.855)
Total Labor Expenses	\$5,785.286	\$6,107.100	\$6,276.073	\$6,444.590	\$6,630.132	\$6,862.416
<u>Non-Labor:</u>						
Electric Power	\$286.555	\$253.919	\$317.207	\$331.464	\$347.164	\$372.045
Fuel	101.575	77.111	96.598	99.958	103.984	113.281
Insurance	72.444	73.381	80.992	91.056	102.528	115.938
Claims	184.366	145.145	146.455	149.333	150.909	152.484
Paratransit Service Contracts	379.271	390.885	411.339	435.067	472.313	511.273
Maintenance and Other Operating Contracts	196.382	223.240	244.323	203.338	202.629	207.488
Professional Service Contracts	93.673	135.010	154.813	154.032	147.152	151.877
Materials & Supplies	289.716	310.264	314.663	299.335	311.748	330.180
Other Business Expenses	85.973	75.733	77.900	79.603	81.177	82.915
Total Non-Labor Expenses	\$1,689.955	\$1,684.688	\$1,844.290	\$1,843.186	\$1,919.604	\$2,037.481
<u>Other Expense Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before						
Depreciation and GASB Adjustments	\$7,475.241	\$7,791.788	\$8,120.363	\$8,287.776	\$8,549.736	\$8,899.897
Depreciation	\$1,692.141	\$1,728.062	\$1,778.062	\$1,828.062	\$1,878.062	\$1,928.062
OPEB Liability Adjustment	1,130.113	1,443.361	1,501.095	1,561.139	1,623.584	1,688.528
GASB 68 Pension Expense Adjustment	(314.515)	(354.784)	(296.003)	(305.534)	(296.398)	(303.171)
Environmental Remediation	12.876	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$9,995.856	\$10,608.427	\$11,103.517	\$11,371.443	\$11,754.984	\$12,213.316
Net Surplus/(Deficit)	(\$5,168.711)	(\$5,759.157)	(\$6,209.203)	(\$6,425.322)	(\$6,769.051)	(\$7,178.754)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2017 - 2020
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2015 Actual	2016 November Forecast	2017 Final Proposed Budget	2018	2019	2020
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1,182.909	1,202.051	1,239.435	1,176.316	1,179.848	1,144.871
Total Revenue	\$1,182.909	\$1,202.051	\$1,239.435	\$1,176.316	\$1,179.848	\$1,144.871
Expenses						
Labor:						
Payroll	\$436.699	\$451.288	\$506.437	\$485.920	\$487.014	\$468.050
Overtime	133.561	138.746	105.017	102.248	103.646	101.874
Total Salaries & Wages	\$570.260	\$590.034	\$611.454	\$588.168	\$590.660	\$569.924
Health and Welfare	20.452	21.507	22.286	23.289	24.267	23.886
OPEB Current Payment	7.602	7.766	8.347	8.796	9.254	9.734
Pensions	29.795	23.075	33.617	33.872	33.469	31.940
Other Fringe Benefits	172.261	177.039	197.731	189.135	189.229	182.560
Total Fringe Benefits	\$230.110	\$229.387	\$261.981	\$255.092	\$256.219	\$248.120
Reimbursable Overhead	240.904	255.506	255.026	240.080	240.344	234.855
Total Labor Expenses	\$1,041.274	\$1,074.927	\$1,128.461	\$1,083.340	\$1,087.223	\$1,052.899
Non-Labor:						
Electric Power	\$0.553	\$0.252	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	0.019	0.000	0.119	0.050	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	42.082	33.208	33.987	31.670	31.658	31.685
Professional Service Contracts	27.489	12.092	8.843	8.883	9.232	9.232
Materials & Supplies	75.367	79.665	67.815	52.163	51.524	50.845
Other Business Expenses	(3.875)	1.907	(0.042)	(0.042)	(0.041)	(0.042)
Total Non-Labor Expenses	\$141.635	\$127.124	\$110.974	\$92.976	\$92.625	\$91.972
Other Expense Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$1,182.909	\$1,202.051	\$1,239.435	\$1,176.316	\$1,179.848	\$1,144.871
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$1,182.909	\$1,202.051	\$1,239.435	\$1,176.316	\$1,179.848	\$1,144.871
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
November Financial Plan 2017 - 2020
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE						
	2015 Actual	2016 November Forecast	2017 Final Proposed Budget	2018	2019	2020
Revenue						
<u>Farebox Revenue:</u>						
Subway	\$3,313.600	\$3,352.702	\$3,376.792	\$3,397.716	\$3,409.592	\$3,429.211
Bus	964.784	967.735	969.134	972.293	973.437	976.854
Paratransit	17.425	18.347	19.633	20.923	22.296	23.758
Fare Media Liability	75.583	73.500	73.500	73.500	73.500	73.500
Farebox Revenue	\$4,371.392	\$4,412.284	\$4,439.059	\$4,464.432	\$4,478.825	\$4,503.323
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	191.064	182.910	194.372	202.509	218.416	236.218
Other	180.673	170.060	176.867	195.164	204.676	211.005
Other Operating Revenue	\$455.753	\$436.986	\$455.255	\$481.689	\$507.108	\$531.239
Capital and Other Reimbursements	1,182.909	1,202.051	1,239.435	1,176.316	1,179.848	1,144.871
Total Revenue	\$6,010.054	\$6,051.321	\$6,133.749	\$6,122.437	\$6,165.781	\$6,179.433
Expenses						
<u>Labor:</u>						
Payroll	\$3,512.693	\$3,624.736	\$3,794.143	\$3,832.381	\$3,897.292	\$3,968.863
Overtime	592.140	595.874	551.411	550.301	559.184	566.358
Total Salaries & Wages	\$4,104.833	\$4,220.610	\$4,345.554	\$4,382.682	\$4,456.476	\$4,535.221
Health and Welfare	761.504	861.677	937.920	982.837	1,050.416	1,120.086
OPEB Current Payment	378.832	405.589	439.328	475.587	521.788	571.837
Pensions	897.453	1,004.217	975.068	970.878	959.626	945.009
Other Fringe Benefits	683.938	689.934	706.664	715.946	729.049	743.162
Total Fringe Benefits	2,721.727	2,961.417	3,058.980	3,145.248	3,260.879	3,380.094
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$6,826.560	\$7,182.027	\$7,404.534	\$7,527.930	\$7,717.355	\$7,915.315
<u>Non-Labor:</u>						
Electric Power	\$287.108	\$254.171	\$317.459	\$331.716	\$347.416	\$372.297
Fuel	101.594	77.111	96.717	100.008	103.984	113.281
Insurance	72.444	73.381	80.992	91.056	102.528	115.938
Claims	184.366	145.145	146.455	149.333	150.909	152.484
Paratransit Service Contracts	379.271	390.885	411.339	435.067	472.313	511.273
Maintenance and Other Operating Contracts	238.464	256.448	278.310	235.008	234.287	239.173
Professional Service Contracts	121.162	147.102	163.656	162.915	156.384	161.109
Materials & Supplies	365.083	389.929	382.478	351.498	363.272	381.025
Other Business Expenses	82.098	77.640	77.858	79.561	81.136	82.873
Total Non-Labor Expenses	\$1,831.590	\$1,811.812	\$1,955.264	\$1,936.162	\$2,012.229	\$2,129.453
<u>Other Expense Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjustments						
	\$8,658.150	\$8,993.839	\$9,359.798	\$9,464.092	\$9,729.584	\$10,044.768
Depreciation	\$1,692.141	\$1,728.062	\$1,778.062	\$1,828.062	\$1,878.062	\$1,928.062
OPEB Liability Adjustment	1,130.113	1,443.361	1,501.095	1,561.139	1,623.584	1,688.528
GASB 68 Pension Expense Adjustment	(314.515)	(354.784)	(296.003)	(305.534)	(296.398)	(303.171)
Environmental Remediation	12.876	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$11,178.765	\$11,810.478	\$12,342.952	\$12,547.759	\$12,934.832	\$13,358.187
Net Surplus/(Deficit)	(\$5,168.711)	(\$5,759.157)	(\$6,209.203)	(\$6,425.322)	(\$6,769.051)	(\$7,178.754)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2017 - 2020
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	2016		2017		2018	2019	2020
	2015 Actual	November Forecast	Final Proposed Budget				
Receipts							
Fare Revenue	\$14.994	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:							
Fare Reimbursement	30.036	15.000	(45.000)	0.000	0.000	0.000	0.000
Paratransit Reimbursement	(19.359)	0.279	0.035	0.000	(0.061)	(0.137)	(0.137)
Other	(129.993)	(117.056)	(120.568)	(124.185)	(127.911)	(131.748)	(131.748)
Other Operating Revenue	(\$119.316)	(\$101.777)	(\$165.533)	(\$124.185)	(\$127.972)	(\$131.885)	(\$131.885)
Capital and Other Reimbursements	39.052	(51.705)	113.534	12.653	(1.244)	6.778	6.778
Total Receipt Adjustments	(\$65.270)	(\$153.282)	(\$51.799)	(\$111.332)	(\$129.016)	(\$124.907)	(\$124.907)
Expenditures							
Labor:							
Payroll	(\$3.210)	\$35.124	\$30.325	\$31.195	\$32.325	\$32.104	\$32.104
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Salaries & Wages	(\$3.210)	\$35.124	\$30.325	\$31.195	\$32.325	\$32.104	\$32.104
Health and Welfare	(3.573)	6.886	3.844	7.958	8.555	9.196	9.196
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	(24.861)	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	242.043	220.249	232.846	234.961	239.697	244.428	244.428
Total Fringe Benefits	\$213.609	\$227.135	\$236.690	\$242.919	\$248.252	\$253.624	\$253.624
GASB Account	0.000	0.000	0.000	(7.162)	(16.311)	(26.224)	(26.224)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$210.399	\$262.259	\$267.015	\$266.952	\$264.266	\$259.504	\$259.504
Non-Labor:							
Electric Power	(\$9.604)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.621)	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(0.352)	0.925	0.318	(0.309)	(1.864)	(0.150)	(0.150)
Claims	58.511	33.601	30.766	30.689	29.237	27.707	27.707
Paratransit Service Contracts	(1.480)	2.000	2.000	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	11.867	(14.000)	(16.600)	(10.700)	(10.700)	(10.700)	(10.700)
Professional Service Contracts	9.085	3.974	12.000	12.000	12.000	12.000	12.000
Materials & Supplies	(24.907)	18.946	16.500	1.500	1.500	1.500	1.500
Other Business Expenditures	2.377	0.000	(7.201)	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$44.876	\$45.446	\$37.783	\$35.180	\$32.173	\$32.357	\$32.357
Other Expenditure Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditure Adjustments	\$255.275	\$307.705	\$304.798	\$302.132	\$296.439	\$291.861	\$291.861
Total Cash Conversion Adjustments							
before Depreciation and GASB Adjustments	\$190.005	\$154.423	\$252.999	\$190.800	\$167.423	\$166.954	\$166.954
Depreciation Adjustment	\$1,692.141	\$1,728.062	\$1,778.062	\$1,828.062	\$1,878.062	\$1,928.062	\$1,928.062
OPEB Liability Adjustment	1,130.113	1,443.361	1,501.095	1,561.139	1,623.584	1,688.528	1,688.528
GASB 68 Pension Expense Adjustment	(314.515)	(354.784)	(296.003)	(305.534)	(296.398)	(303.171)	(303.171)
Environmental Remediation	12.876	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$2,710.620	\$2,971.062	\$3,236.153	\$3,274.467	\$3,372.671	\$3,480.373	\$3,480.373

MTA NEW YORK CITY TRANSIT
November Financial Plan 2017 - 2020
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2015	2016	2017			
	Actual	November	Final Proposed	2018	2019	2020
		Forecast	Budget			
Receipts						
Farebox Revenue	\$4,386.386	\$4,412.484	\$4,439.259	\$4,464.632	\$4,479.025	\$4,503.523
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>						
Fare Reimbursement	114.052	99.016	39.016	84.016	84.016	84.016
Paratransit Reimbursement	171.705	183.189	194.407	202.509	218.355	236.081
Other	50.680	53.004	56.299	70.979	76.765	79.257
Other Operating Revenue	\$336.437	\$335.209	\$289.722	\$357.504	\$379.136	\$399.354
Capital and Other Reimbursements	1,221.961	1,150.346	1,352.969	1,188.969	1,178.604	1,151.649
Total Receipts	\$5,944.784	\$5,898.039	\$6,081.950	\$6,011.105	\$6,036.765	\$6,054.526
Expenditures						
<u>Labor:</u>						
Payroll	\$3,515.903	\$3,589.612	\$3,763.818	\$3,801.186	\$3,864.967	\$3,936.759
Overtime	592.140	595.874	551.411	550.301	559.184	566.358
Total Salaries & Wages	\$4,108.043	\$4,185.486	\$4,315.229	\$4,351.487	\$4,424.151	\$4,503.117
Health and Welfare	765.077	854.791	934.076	974.879	1,041.861	1,110.890
OPEB Current Payment	378.832	405.589	439.328	475.587	521.788	571.837
Pensions	922.314	1,004.217	975.068	970.878	959.626	945.009
Other Fringe Benefits	441.895	469.685	473.818	480.985	489.352	498.734
Total Fringe Benefits	\$2,508.118	\$2,734.282	\$2,822.290	\$2,902.329	\$3,012.627	\$3,126.470
GASB Account	0.000	0.000	0.000	7.162	16.311	26.224
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$6,616.161	\$6,919.768	\$7,137.519	\$7,260.978	\$7,453.089	\$7,655.811
<u>Non-Labor:</u>						
Electric Power	\$296.712	\$254.171	\$317.459	\$331.716	\$347.416	\$372.297
Fuel	102.215	77.111	96.717	100.008	103.984	113.281
Insurance	72.796	72.456	80.674	91.365	104.392	116.088
Claims	125.855	111.544	115.689	118.644	121.672	124.777
Paratransit Service Contracts	380.751	388.885	409.339	433.067	470.313	509.273
Maintenance and Other Operating Contracts	226.597	270.448	294.910	245.708	244.987	249.873
Professional Service Contracts	112.077	143.128	151.656	150.915	144.384	149.109
Materials & Supplies	389.990	370.983	365.978	349.998	361.772	379.525
Other Business Expenditures	79.721	77.640	85.059	79.561	81.136	82.873
Total Non-Labor Expenditures	\$1,786.714	\$1,766.366	\$1,917.481	\$1,900.982	\$1,980.056	\$2,097.096
<u>Other Expenditure Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$8,402.875	\$8,686.134	\$9,055.000	\$9,161.960	\$9,433.145	\$9,752.907
Net Cash Deficit	(\$2,458.091)	(\$2,788.095)	(\$2,973.050)	(\$3,150.855)	(\$3,396.380)	(\$3,698.381)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2017 - 2020
Ridership/Traffic Volume (Utilization)
(\$ in millions)

	2015 Actual	2016 November Forecast	2017 Final Proposed Budget	2018	2019	2020
RIDERSHIP						
Subway	1,762.565	1,762.082	1,773.826	1,784.415	1,790.425	1,800.353
Bus	650.682	642.499	643.108	645.025	645.719	647.793
Paratransit	8.829	8.983	9.671	10.299	10.969	11.682
Total Ridership	2,422.076	2,413.564	2,426.605	2,439.739	2,447.113	2,459.828
FAREBOX REVENUE (Excluding fare media liability)						
Subway	\$3,313.600	\$3,352.702	\$3,376.792	\$3,397.716	\$3,409.592	\$3,429.211
Bus	964.784	967.735	969.134	972.293	973.437	976.854
Paratransit	17.425	18.347	19.633	20.923	22.296	23.758
Total Farebox Revenue	\$4,295.809	\$4,338.784	\$4,365.559	\$4,390.932	\$4,405.325	\$4,429.823

NEW YORK CITY TRANSIT
November Financial Plan 2017-2020
2016 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2016	Pos.	2017	Pos.	2018	Pos.	2019	Pos.	2020
Administration										
Administrative and OTPS Savings	7	1.421	11	2.306	11	2.306	11	2.306	11	2.306
Employer Group Waiver Plan	-	11.520	-	11.520	-	11.520	-	11.520	-	11.520
Non-Represented Wage Increase Deferral	-	2.535	-	2.898	-	4.716	-	4.811	-	4.932
Health & Welfare - Medical Rebid	-	0.000	-	20.268	-	33.895	-	36.049	-	38.351
Recovery From Prior Medical Plans	-	<u>7.625</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Administration</i>	7	23.101	11	36.992	11	52.437	11	54.686	11	57.109
Customer Convenience/Amenities										
Destaff Auxiliary Full-Time Booth	-	0.000	42	2.165	42	3.720	42	3.720	42	3.720
Customer Assistance Program Reduction	-	<u>1.140</u>	-	<u>0.704</u>	-	<u>0.704</u>	14	<u>2.231</u>	14	<u>2.231</u>
<i>Subtotal Customer Convenience/Amenities</i>	-	1.140	42	2.869	42	4.424	56	5.951	56	5.951
Maintenance										
Buses Maintenance Savings	9	0.758	9	0.845	9	0.845	9	0.845	9	0.845
Buses Facility Savings	-	0.500	-	0.500	-	0.500	-	0.500	-	0.500
Car Equipment Maintenance Material Savings	-	0.800	-	0.800	-	0.800	-	0.800	-	0.800
Terminal Car Cleaning Savings	-	0.000	24	2.025	24	2.025	24	2.025	24	2.025
Signals Maintenance Efficiencies	7	0.280	7	0.626	7	0.626	7	0.626	7	0.626
Other	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Maintenance</i>	16	2.338	40	4.796	40	4.796	40	4.796	40	4.796
Revenue Enhancement										
Zero Fare Revenue Increase	-	<u>0.000</u>	-	<u>2.100</u>	-	<u>3.600</u>	-	<u>3.600</u>	-	<u>3.600</u>
<i>Subtotal Revenue Enhancement</i>	-	0.000	-	2.100	-	3.600	-	3.600	-	3.600
Safety										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Safety</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Security										
Security Efficiencies	3	<u>0.562</u>	2	<u>0.601</u>	2	<u>0.601</u>	2	<u>0.601</u>	2	<u>0.601</u>
<i>Subtotal Security</i>	3	0.562	2	0.601	2	0.601	2	0.601	2	0.601
Service										
Paratransit Additional Savings	-	<u>21.800</u>	-	<u>5.741</u>	-	<u>16.008</u>	-	<u>17.771</u>	-	<u>18.840</u>
<i>Subtotal Service</i>	-	21.800	-	5.741	-	16.008	-	17.771	-	18.840
Service Support										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Service Support</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Other										
<i>Subtotal Other</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Agency Submission	26	\$48.941	95	\$53.099	95	\$81.866	109	\$87.405	109	\$90.897

MTA New York City Transit
November Financial Plan 2017 - 2020
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2015 Actual	2016 November Forecast	2017 Final Proposed Budget	2018	2019	2020
Administration						
Office of the President	59	50	55	55	56	56
Law	290	320	320	320	320	320
Office of the EVP	42	55	55	55	55	53
Human Resources	239	232	233	231	230	230
Office of Management and Budget	39	42	42	42	42	41
Capital Planning & Budget	31	35	35	35	35	35
Corporate Communications	251	265	270	270	270	268
Non-Departmental	-	(34)	(34)	(34)	(34)	(34)
Labor Relations	95	98	97	97	97	97
Materiel	272	290	284	283	281	256
Controller	123	128	128	128	128	125
Total Administration	1,441	1,481	1,485	1,482	1,480	1,447
Operations						
Subways Service Delivery	7,867	8,315	8,540	8,416	8,389	8,263
Subways Operation Support /Admin	386	392	392	392	392	392
Subways Stations	2,620	2,669	2,608	2,592	2,592	2,592
Subtotal - Subways	10,873	11,376	11,540	11,400	11,373	11,247
Buses	11,005	11,042	11,158	11,118	11,118	11,118
Paratransit	200	213	213	213	213	213
Operations Planning	395	400	402	402	401	394
Revenue Control	546	583	583	583	583	583
Non-Departmental	-	-	-	-	-	-
Total Operations	23,019	23,614	23,896	23,716	23,688	23,555
Maintenance						
Subways Operation Support /Admin	149	175	225	232	244	251
Subways Engineering	358	379	386	361	334	310
Subways Car Equipment	4,396	4,429	4,404	4,325	4,282	4,280
Subways Infrastructure	1,503	1,642	1,674	1,546	1,545	1,534
Subways Elevator & Escalators	408	488	487	482	485	485
Subways Stations	3,649	3,808	3,803	3,807	3,791	3,789
Subways Track	2,755	2,841	2,845	2,820	2,805	2,805
Subways Power	609	625	627	616	604	598
Subways Signals	1,484	1,517	1,517	1,485	1,459	1,441
Subways Electronics Maintenance	1,493	1,630	1,610	1,567	1,554	1,546
Subtotal - Subways	16,804	17,534	17,578	17,241	17,103	17,039
Buses	3,675	3,683	3,648	3,657	3,736	3,789
Supply Logistics	553	559	563	560	560	560
System Safety	89	99	99	99	99	96
Non-Departmental	-	(82)	(55)	(30)	(31)	(31)
Total Maintenance	21,121	21,793	21,833	21,527	21,467	21,453
Engineering/Capital						
Capital Program Management	1,369	1,358	1,358	1,358	1,358	1,283
Total Engineering/Capital	1,369	1,358	1,358	1,358	1,358	1,283
Public Safety						
Security	622	662	673	673	673	673
Total Public Safety	622	662	673	673	673	673
Total Baseline Positions	47,572	48,908	49,245	48,756	48,666	48,411
Non-Reimbursable	43,449	43,673	43,931	43,793	43,795	43,874
Reimbursable	4,123	5,235	5,314	4,963	4,871	4,537
Total Full-Time	47,315	48,695	49,032	48,543	48,453	48,198
Total Full-Time Equivalents	257	213	213	213	213	213

**MTA New York City Transit
November Financial Plan 2016-2020
Total Positions by Function and Occupation**

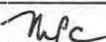
FUNCTION/OCCUPATIONAL GROUP	2015 Actual	2016 November Forecast	2017 Final Proposed Budget	2018	2019	2020
Administration						
Managers/Supervisors	468	536	535	534	532	513
Professional, Technical, Clerical	948	916	921	919	919	905
Operational Hourlies	25	29	29	29	29	29
Total Administration	1,441	1,481	1,485	1,482	1,480	1,447
Operations						
Managers/Supervisors	2,689	2,786	2,787	2,781	2,778	2,769
Professional, Technical, Clerical	490	507	509	509	507	503
Operational Hourlies	19,840	20,321	20,600	20,426	20,403	20,283
Total Operations	23,019	23,614	23,896	23,716	23,688	23,555
Maintenance						
Managers/Supervisors	3,826	3,925	3,956	3,876	3,859	3,852
Professional, Technical, Clerical	1,016	1,124	1,140	1,110	1,102	1,081
Operational Hourlies	16,279	16,744	16,737	16,541	16,506	16,520
Total Maintenance	21,121	21,793	21,833	21,527	21,467	21,453
Engineering/Capital						
Managers/Supervisors	348	339	339	339	339	283
Professional, Technical, Clerical	1,019	1,017	1,017	1,017	1,017	998
Operational Hourlies	2	2	2	2	2	2
Total Engineering/Capital	1,369	1,358	1,358	1,358	1,358	1,283
Public Safety						
Managers/Supervisors	265	288	295	295	295	295
Professional, Technical, Clerical	38	38	42	42	42	42
Operational Hourlies	319	336	336	336	336	336
Total Public Safety	622	662	673	673	673	673
Total Baseline Positions						
Managers/Supervisors	7,596	7,874	7,912	7,825	7,803	7,712
Professional, Technical, Clerical	3,511	3,602	3,629	3,597	3,587	3,529
Operational Hourlies	36,465	37,432	37,704	37,334	37,276	37,170
Total Baseline Positions	47,572	48,908	49,245	48,756	48,666	48,411

Staff Summary

Subject SIR 2017 Budget and 2017 – 2020 Financial Plan Adoption
Department Office of Management & Budget
Department Head Name Aaron Stern
Department Head Signature 
Project Manager Name

Date December 1, 2016
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	TA Committee		X		
2	Finance Committee		X		
3	MTA Board		X		

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

Purpose

To secure MTA Board adoption of MTA Staten Island Railway’s 2016 November Forecast, 2017 Final Proposed Budget, and the Four-Year Financial Plan for 2017-2020.

Discussion

The 2017 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA Staten Island Railway’s planned service levels, as well as MTA’s commitment to provide safe, reliable and efficient transportation service. The baseline projections that follow for MTA Staten Island Railway include several new programmatic initiatives and support for current projects. Projections also capture a budget reduction initiative in 2016 and savings from re-estimates. SIR projections do not include the estimated impacts from projected fare increases, unidentified MTA efficiencies, and MTA policy actions. These impacts will be presented as part of MTA consolidated materials.

Major Programmatic Initiative

- SIR R44 Car Fleet Maintenance Project.** This essential car life extension project is required to maintain safe and reliable operation of the 45 year old R44 fleet until replacement, currently projected in 2022-2023. The original approved project was planned for 18 months starting December 2015 at an estimated cost of \$26.7 million. Based on detailed assessment of the initial cars sent for overhaul, it was determined that substantial additional work hours and material requirements per car were required, increasing the total project cost by \$6.5 million. Furthermore, due to a detailed assessment of the car conditions, a special inspection of the car structure (18 months following the overhaul project) will be done to ensure structural integrity, adding \$1.0 million to total project costs.

Other Important Programmatic Initiatives:

- **293 Bay Street Fueling Tank Repairs.** This urgent requirement was originally included in the July 2014 Financial Plan with an initial cost estimate of \$0.283 million. Significant water damage further exacerbated by Sandy caused most of the damage. At that time, the required vendor was unavailable. Updated building codes and redesign has resulted in an increased project cost of \$0.500 million.
- **New Dorp Station House Portico and Roof Repairs.** Expenses of \$0.200 million will be required to replace roof joists and repair the portico.
- **Phase II Station House Platform Access.** Phase I of this project was completed in 2015 and Phase II, which will require \$0.210 million of expenses, is planned to be completed in 2017. The work-scope for this SIR-wide project includes the installation of windows, doors, security apparatus, access gates, 37 staircases, a customer information center, and a blind strip.
- **293 Bay Street Non-Revenue Vehicle Shop.** This shop urgently requires replacement of air conditioners and roofing repairs. The air conditioners, now more than 30 years old, have exceeded their life expectancy and are experiencing excessive failures. The cost requirements are estimated at \$0.350 million, to be incurred over a two year period.

A Budget Reduction Initiative included in this financial plan represents savings in 2016 of \$0.252 million, resulting from a reduction in non-revenue vehicle purchases.

2016 November Forecast-Baseline

Total operating revenues are projected at \$9.0 million, including farebox revenues of \$6.6 million. Total operating expenses are projected to be \$64.0 million, consisting of labor costs of \$40.9 million and non-labor expenses of \$23.1 million. Non-cash depreciation expense is projected at \$8.3 million, other post-employment benefit expenses are projected at \$7.5 million and GASB 68 pension expenses are projected as a credit of \$0.5 million. After including favorable cash adjustments of \$9.4 million, the projected net cash deficit is \$60.9 million. Projected reimbursable expenses of \$5.0 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 318, including 304 non-reimbursable positions and 14 reimbursable positions.

2017 Final Proposed Budget-Baseline

Total operating revenues are projected at \$9.1 million, including farebox revenues of \$6.6 million. Total operating expenses are projected to be \$72.0 million, consisting of labor costs of \$41.7 million and non-labor expenses of \$30.3 million. Non-cash depreciation expense is projected at \$8.3 million, other post-employment benefit expenses are projected at \$7.5 million, and GASB 68 pension expenses are projected as a credit of \$0.5 million. After including favorable cash adjustments of \$15.3 million, the projected net cash deficit is \$62.9 million. Projected reimbursable expenses of \$2.5 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 318, including 304 non-reimbursable positions and 14 reimbursable positions.

Impact on Funding

The 2016 November Forecast, the 2017 Final Proposed Budget and the Four-Year Financial Plan for 2017-2020, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2016 November Forecast, the 2017 Final Proposed Budget and the Four-Year Financial Plan for 2017-2020 for MTA Staten Island Railway.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2017-2020
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2015	2016	2017			
	Actual	November Forecast	Final Proposed Budget	2018	2019	2020
Operating Revenue						
Farebox Revenue	\$6.401	\$6.574	\$6.618	\$6.665	\$6.687	\$6.732
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.635	2.428	2.450	2.473	2.496	2.520
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$9.036	\$9.002	\$9.068	\$9.138	\$9.183	\$9.252
Operating Expenses						
<u>Labor:</u>						
Payroll	\$22.407	\$23.406	\$22.726	\$23.091	\$23.465	\$23.924
Overtime	2.725	2.895	3.062	1.641	1.655	1.669
Health and Welfare	4.264	4.293	4.649	4.730	4.913	5.103
OPEB Current Payment	1.463	1.404	1.497	1.524	1.585	1.650
Pensions	6.000	6.074	6.128	6.128	6.229	6.130
Other Fringe Benefits	3.995	4.036	4.093	4.082	4.165	4.261
Reimbursable Overhead	(1.591)	(1.208)	(0.489)	(0.489)	(0.489)	0.000
Total Labor Expenses	\$39.263	\$40.900	\$41.666	\$40.707	\$41.523	\$42.737
<u>Non-Labor:</u>						
Electric Power	\$3.837	\$3.324	\$4.025	\$4.191	\$4.364	\$4.678
Fuel	0.282	0.235	0.275	0.288	0.293	0.316
Insurance	1.566	1.117	1.462	1.660	1.680	1.870
Claims	1.212	0.084	0.088	0.088	0.091	0.093
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.129	14.933	21.507	2.517	2.081	1.950
Professional Service Contracts	0.623	0.762	1.112	1.046	1.064	1.083
Materials & Supplies	1.945	2.631	1.815	1.331	1.340	1.350
Other Business Expenses	0.182	0.030	0.030	0.030	0.030	0.030
Total Non-Labor Expenses	\$10.776	\$23.116	\$30.314	\$11.151	\$10.943	\$11.370
<u>Other Expenses Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$50.039	\$64.016	\$71.980	\$51.858	\$52.466	\$54.107
Depreciation	\$8.072	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Liability Adjustment	7.463	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	(1.514)	(0.500)	(0.500)	(0.500)	(0.500)	(0.500)
Environmental Remediation	1.119	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$65.179	\$79.316	\$87.280	\$67.158	\$67.766	\$69.407
Net Surplus/(Deficit)	(\$56.143)	(\$70.314)	(\$78.212)	(\$58.020)	(\$58.583)	(\$60.155)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2017-2020
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2015	2016	2017			
	Actual	November	Final Proposed	2018	2019	2020
		Forecast	Budget			
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	3.817	4.996	2.510	2.010	2.010	0.900
Total Revenue	\$3.817	\$4.996	\$2.510	\$2.010	\$2.010	\$0.900
Expenses						
<u>Labor:</u>						
Payroll	\$1.024	\$1.288	\$0.521	\$0.521	\$0.521	\$0.000
Overtime	0.697	1.500	1.500	1.000	1.000	0.900
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.011	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	1.591	1.208	0.489	0.489	0.489	0.000
Total Labor Expenses	\$3.323	\$3.996	\$2.510	\$2.010	\$2.010	\$0.900
<u>Non-Labor:</u>						
Electric Power	\$0.008	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.018	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.468	1.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.494	\$1.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenses Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$3.817	\$4.996	\$2.510	\$2.010	\$2.010	\$0.900
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$3.817	\$4.996	\$2.510	\$2.010	\$2.010	\$0.900
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
November Financial Plan 2017-2020
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2015	2016	2017			
	Actual	November Forecast	Final Proposed Budget	2018	2019	2020
Revenue						
Farebox Revenue	\$6.401	\$6.574	\$6.618	\$6.665	\$6.687	\$6.732
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.635	2.428	2.450	2.473	2.496	2.520
Capital and Other Reimbursements	3.817	4.996	2.510	2.010	2.010	0.900
Total Revenue	\$12.853	\$13.998	\$11.578	\$11.148	\$11.193	\$10.152
Expenses						
<u>Labor:</u>						
Payroll	\$23.431	\$24.694	\$23.247	\$23.612	\$23.986	\$23.924
Overtime	3.422	4.395	4.562	2.641	2.655	2.569
Health and Welfare	4.264	4.293	4.649	4.730	4.913	5.103
OPEB Current Payment	1.474	1.404	1.497	1.524	1.585	1.650
Pensions	6.000	6.074	6.128	6.128	6.229	6.130
Other Fringe Benefits	3.995	4.036	4.093	4.082	4.165	4.261
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$42.586	\$44.896	\$44.176	\$42.717	\$43.533	\$43.637
<u>Non-Labor:</u>						
Electric Power	\$3.845	\$3.324	\$4.025	\$4.191	\$4.364	\$4.678
Fuel	0.282	0.235	0.275	0.288	0.293	0.316
Insurance	1.566	1.117	1.462	1.660	1.680	1.870
Claims	1.212	0.084	0.088	0.088	0.091	0.093
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.129	14.933	21.507	2.517	2.081	1.950
Professional Service Contracts	0.641	0.762	1.112	1.046	1.064	1.083
Materials & Supplies	2.413	3.631	1.815	1.331	1.340	1.350
Other Business Expenses	0.182	0.030	0.030	0.030	0.030	0.030
Total Non-Labor Expenses	\$11.270	\$24.116	\$30.314	\$11.151	\$10.943	\$11.370
<u>Other Expenses Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$53.856	\$69.012	\$74.490	\$53.868	\$54.476	\$55.007
Depreciation	\$8.072	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Liability Adjustment	7.463	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	(1.514)	(0.500)	(0.500)	(0.500)	(0.500)	(0.500)
Environmental Remediation	1.119	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$68.996	\$84.312	\$89.790	\$69.168	\$69.776	\$70.307
Net Surplus/(Deficit)	(\$56.143)	(\$70.314)	(\$78.212)	(\$58.020)	(\$58.583)	(\$60.155)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2017-2020
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2015	2016	2017			
	<u>Actual</u>	<u>November Forecast</u>	<u>Final Proposed Budget</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
Receipts						
Farebox Revenue	\$6.336	\$6.198	\$6.618	\$6.665	\$6.688	\$6.732
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	1.892	4.081	2.450	2.473	2.496	2.519
Capital and Other Reimbursements	3.034	5.779	2.510	2.010	2.010	0.900
Total Receipts	\$11.262	\$16.058	\$11.578	\$11.148	\$11.194	\$10.151
Expenditures						
<u>Labor:</u>						
Payroll	\$21.634	\$30.196	\$23.247	\$23.612	\$23.986	\$23.922
Overtime	3.121	4.896	4.562	2.641	2.655	2.569
Health and Welfare	5.097	4.293	4.649	4.730	4.913	5.101
OPEB Current Payment	0.620	1.404	1.497	1.524	1.585	1.650
Pensions	6.000	6.074	6.128	6.128	6.229	6.131
Other Fringe Benefits	4.000	4.449	4.093	4.082	4.167	4.265
GASB Account	0.000	0.000	0.000	0.005	0.018	0.031
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$40.472	\$51.312	\$44.176	\$42.722	\$43.553	\$43.669
<u>Non-Labor:</u>						
Electric Power	\$3.934	\$3.324	\$4.025	\$4.191	\$4.364	\$4.678
Fuel	0.105	0.320	0.275	0.288	0.293	0.316
Insurance	1.895	1.117	1.462	1.660	1.680	1.870
Claims	1.004	0.084	0.088	0.088	0.091	0.093
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.956	16.416	21.507	2.517	2.081	1.950
Professional Service Contracts	0.857	0.762	1.112	1.046	1.064	1.083
Materials & Supplies	2.114	3.631	1.815	1.331	1.340	1.350
Other Business Expenses	0.160	0.030	0.030	0.030	0.030	0.030
Total Non-Labor Expenditures	\$11.025	\$25.684	\$30.314	\$11.151	\$10.943	\$11.370
<u>Other Expenditure Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$51.497	\$76.996	\$74.490	\$53.873	\$54.496	\$55.039
Net Cash Surplus/(Deficit)	(\$40.235)	(\$60.938)	(\$62.912)	(\$42.725)	(\$43.302)	(\$44.888)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2017-2020
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2015	2016	2017			
	Actual	November Forecast	Final Proposed Budget	2018	2019	2020
Receipts						
Farebox Revenue	(\$0.065)	(\$0.376)	\$0.000	\$0.000	\$0.001	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(0.743)	1.653	0.000	0.000	0.000	(0.001)
Capital and Other Reimbursements	(0.783)	0.783	0.000	0.000	0.000	0.000
Total Receipts	(\$1.591)	\$2.060	\$0.000	\$0.000	\$0.001	(\$0.001)
Expenditures						
<u>Labor:</u>						
Payroll	\$1.797	(\$5.502)	\$0.000	\$0.000	\$0.000	\$0.002
Overtime	0.301	(0.501)	0.000	0.000	0.000	0.000
Health and Welfare	(0.833)	0.000	0.000	0.000	0.000	0.002
OPEB Current Payment	0.854	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	(0.001)
Other Fringe Benefits	(0.005)	(0.413)	0.000	0.000	(0.002)	(0.004)
GASB Account	0.000	0.000	0.000	(0.005)	(0.018)	(0.031)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$2.114	(\$6.416)	\$0.000	(\$0.005)	(\$0.020)	(\$0.032)
<u>Non-Labor:</u>						
Traction and Propulsion Power	(\$0.089)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.177	(0.085)	0.000	0.000	0.000	0.000
Insurance	(0.329)	0.000	0.000	0.000	0.000	0.000
Claims	0.208	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.173	(1.483)	0.000	0.000	0.000	0.000
Professional Service Contracts	(0.216)	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.299	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.022	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.245	(\$1.568)	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$0.768	(\$5.924)	\$0.000	(\$0.005)	(\$0.019)	(\$0.033)
Depreciation Adjustment	\$8.072	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Liability Adjustment	7.463	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	(1.514)	(0.500)	(0.500)	(0.500)	(0.500)	(0.500)
Environmental Remediation	1.119	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$15.908	\$9.376	\$15.300	\$15.295	\$15.281	\$15.267

**MTA STATEN ISLAND RAILWAY
November Financial Plan 2017-2020
Ridership/(Utilization)
(in millions)**

	2015 Actual	2016 November Forecast	2017 Final Proposed Budget	2018	2019	2020
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RIDERSHIP

Fixed Route	4.502	4.570	4.595	4.622	4.636	4.662
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Total Ridership	4.502	4.570	4.595	4.622	4.636	4.662
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FAREBOX REVENUE

Fixed Route	\$6.401	\$6.574	\$6.618	\$6.665	\$6.687	\$6.732
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Total Revenue	\$6.401	\$6.574	\$6.618	\$6.665	\$6.687	\$6.732
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MTA Staten Island Railway
November Financial Plan 2017 - 2020
2016 Budget Reduction Proposals - Accrual Basis
(\$ in millions)

	Favorable/(Unfavorable)									
	<u>Pos.</u>	<u>2016</u>	<u>Pos.</u>	<u>2017</u>	<u>Pos.</u>	<u>2018</u>	<u>Pos.</u>	<u>2019</u>	<u>Pos.</u>	<u>2020</u>
<u>Administration</u>										
Non-Represented Wage Increase Deferral	-	0.030	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Administration	-	0.030	-	0.000	-	0.000	-	0.000	-	0.000
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
Subtotal Maintenance	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Revenue Enhancement	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Security	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
Non-Revenue Vehicle One-time Savings	-	0.252	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Other	-	0.252	-	0.000	-	0.000	-	0.000	-	0.000
Agency Submission	-	\$0.282	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000

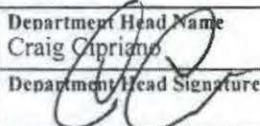
MTA STATEN ISLAND RAILWAY
November Financial Plan 2017-2020
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2015 Actual	2016 November Forecast	2017 Final Proposed Budget	2018	2019	2020
Administration						
Executive	11	13	13	13	13	13
General Office	9	10	10	10	10	10
Purchasing/Stores	5	6	6	6	6	6
Total Administration	25	29	29	29	29	29
Operations						
Transportation	106	107	107	107	107	107
Maintenance						
Mechanical	38	52	52	52	52	52
Electronic/Electrical	14	15	15	15	15	15
Power/Signals	22	27	27	27	27	27
Maintenance of Way	49	48	48	49	49	49
Infrastructure	28	26	26	26	26	26
Total Maintenance	151	168	168	169	169	169
Engineering/Capital						
Capital Project Support	26	14	14	14	-	-
Public Safety						
Total Public Safety	-	-	-	-	-	-
Total Positions	308	318	318	319	305	305
Non-Reimbursable	282	304	304	305	305	305
Reimbursable	26	14	14	14	-	-
Total Full-Time	308	318	318	319	305	305
Total Full-Time Equivalents						

MTA STATEN ISLAND RAILWAY
November Financial Plan 2017-2020
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2015 Actual	2016 November Forecast	2017 Final Proposed Budget	2018	2019	2020
Administration						
Managers/Supervisors	18	17	17	17	17	17
Professional, Technical, Clerical	7	12	12	12	12	12
Operational Hourlies	-	-	-	-	-	-
Total Administration	25	29	29	29	29	29
Operations						
Managers/Supervisors	3	5	5	5	5	5
Professional, Technical, Clerical	4	3	3	3	3	3
Operational Hourlies	99	99	99	99	99	99
Total Operations	106	107	107	107	107	107
Maintenance						
Managers/Supervisors	12	13	13	13	13	13
Professional, Technical, Clerical	3	6	6	6	6	6
Operational Hourlies	136	149	149	150	150	150
Total Maintenance	151	168	168	169	169	169
Engineering/Capital						
Managers/Supervisors	3	3	3	3	-	-
Professional, Technical, Clerical	2	2	2	2	-	-
Operational Hourlies	21	9	9	9	-	-
Total Engineering/Capital	26	14	14	14	-	-
Public Safety						
Managers/Supervisors	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-
Total Positions						
Managers/Supervisors	36	38	38	38	35	35
Professional, Technical, Clerical	16	23	23	23	21	21
Operational Hourlies	256	257	257	258	249	249
Total Positions	308	318	318	319	305	305

Staff Summary

Subject MTA Bus 2017 Budget and 2017-2020 Financial Plan Adoption
Department Finance
Department Head Name Craig Cipriano
Department Head Signature 
Project Manager Name Jacqueline Bruce

Date December 1, 2016
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT/MTA Bus	12/12/16	X		
2	Finance Committee	12/12/16	X		
3	MTA Board	12/14/16	X		

Internal Approvals			
Order	Approval	Order	Approval
1	EVP, Business Strategies & Operations Support		12/1/16
2	President		12/1/16

Purpose

To secure MTA Board adoption of MTA Bus Company's 2016 November Forecast, 2017 Final Proposed Budget, and the Four-Year Financial Plan for 2017-2020.

Discussion

The 2017 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA Bus Company's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service to the metropolitan New York region. The baseline projections that follow for MTA Bus Company include the impact of budget reduction initiatives and exclude certain items that are captured "below-the-line" in the MTA Consolidated Financial Plan: Fare increases, unidentified MTA Efficiencies, and other MTA policy actions. The MTA is reimbursed from the City of New York for the operating deficits of MTA Bus.

The 2017 Final Proposed Budget includes funding for new and enhanced investments and initiatives in support of our core transit goals as follows:

Key Programmatic Initiatives

- **Maintenance Campaigns:** Maintenance campaigns are specific scopes of work issued to repair/address concerns on the bus fleet. The campaigns mandate repairs, address safety, reliability, and/or customer concerns to ensure the safe and dependable operation of the bus fleet.
- **Shop Program/Hawk Shift:** The Shop Program involves production and headcount realignments, and a revision to the scope of work for the new Compressed Natural Gas (CNG) fleets. The original Hybrid plan was to repower hybrid buses with diesel engines, however, after an evaluation of the full cost of the conversions, it was determined that these funds would be better utilized to support the following Hybrid bus programs: extended warranty on Propulsion Control System (PCS) components with the vendor, replacement of traction motors and generators based on three-year average failure rates, replacement of hybrid batteries based on the latest schedule with the vendor, replacement of engines in their midlife, and replacement of injectors in years two and four after engine replacements.

The increase in the number of Shop Program buses has a direct impact on bus availability. In order to meet the service needs of the depot and shop production goals, a Hawk Shift (or third shift) is being implemented.

- Tires & Tubes: The current tire and tube contract expired in April 2016, and a new contract is currently being negotiated with the vendor. The budget allocation is based on the most recent Best and Final Offer (BAFO) from the vendor.
- CRT Filters: Funding is required for periodic filter cleaning and the purchase of replacement filters. Filters are removed for cleaning every 6,000 engine hours, which occurs approximately every 12 months on local routes and every 18 months on express routes.
- Buses On-Board Technology Upgrades: Retrofit a portion of the existing bus fleet with state-of-the-art technology amenities including high-speed Wi-Fi connectivity, USB charging, and digital screens with on-board Announcement and Infotainment systems. The digital display screens will include real time next stop and service information. In addition, implementation of an Automatic Passenger Count system will modernize the gathering of passenger counting information and provide real-time passenger loading information at each bus stop, leading to more efficient bus service as schedules are updated to reflect more accurate passenger loads.
- SBS Routes and Engineers: MTABC is introducing SBS routes starting in 2016. The routes are selected jointly by MTABC, NYC DOT and NYC Transit as part of a strategy to improve bus service in light of increased street congestion. The rollout of Select Bus Service (SBS) will require additional engineers to plan, perform, and direct the installation of SBS Metrocard fareboxes and coin machines at each bus stop, and oversee and monitor all field work to ensure completeness and compliance with regulatory and construction codes.
- Platform Budget Service Adjustments: MTA Bus will implement schedule changes to improve service on nine of MTA Bus' underperforming routes. This will improve the reliability and frequency of service in response to ridership trends and operating conditions.
- Chief Maintenance Officer (CMO)/Central Maintenance Facility (CMF) Staffing: Additional positions are needed in response to the significant increase in responsibilities of the CMO. Additional managers and line supervisors are needed to address the increased production levels in the CMF. The number of buses scheduled for the Shop Program was 129 in 2015, growing to 251 in 2016, and 311 in 2017.
- Chief Officer of Equal Employment Opportunity: This unit will oversee the MTABC Title VI program and its requirements; further, the Chief will be responsible for developing and recommending Equal Employment Opportunity policy, planning, reporting and day-to-day implementation of the MTABC EEO Program.

Budget Reduction Initiatives

The Plan provides overall savings of \$9.2 million through 2020, comprised of annual savings of \$5.1 million (2016), \$0.9 million (2017), \$1.1 million (2018), \$0.9 million (2019), and \$1.1 million (2020).

These savings are driven by three budget reduction initiatives discussed below.

- Shop BRP

Net Shop Reductions include:

- 1) AC upgrades on all hybrid buses to be completed in-house at a lower cost rather than by a vendor.
- 2) MCI engines on the 247 buses with extended life to be performed on a “fix as fail” basis.
- 3) Hybrid structural work on 284 buses with extended life (Hybrids '06,'07) will be completed by EOY 2020 incurring budget savings in the out years.

- Fuel Economy: marked improvement in fuel efficiencies from new bus deliveries (2015 New Flyer fleet).
- Non-Represented Wage Increase Deferral: savings resulting from a six-month delay in the implementation of a 2% general wage increase for non-represented employees. The original effective date of January 1, 2016 and annual recurrence on January 1 thereafter, is now effective on July 1, 2016, with annual recurrence on July 1 of each year thereafter.

2016 November Forecast – Baseline

Total operating revenues are projected at \$234.9 million, including \$214.1 million of farebox revenues. Total non-reimbursable expenses before depreciation and GASB adjustments are projected to be \$682.7 million in 2016, consisting of labor costs of \$512.3 million and non-labor expenses of \$170.4 million. Non-cash depreciation expense is projected at \$42.2 million, other post-employment benefit expenses are projected at \$100.2 million, and GASB 68 Pension Expense Adjustment is projected at \$40.2 million. After including favorable cash adjustments of \$175.3 million, the projected net cash deficit is \$455.2 million. Projected reimbursable expenses of \$6.0 million is fully offset by capital reimbursements.

Total end-of-year positions are projected at 3,845, consisting of 3,805 non-reimbursable positions and 40 reimbursable positions.

2017 Final Proposed Budget - Baseline

Total operating revenues are budgeted at \$235.7 million, including farebox revenues of \$214.6 million. Total non-reimbursable expenses before depreciation and GASB adjustments is budgeted to be \$726.3 million in 2017, consisting of labor costs of \$536.3 million and non-labor expenses of \$189.9 million. Non-cash depreciation expense is projected at \$42.9 million, other post-employment benefit expenses are projected at \$100.2 million and GASB 68 Pension Expense Adjustment is projected at \$43.3 million. After including favorable cash adjustments of \$213.4 million, the projected net cash deficit is \$463.5 million. Projected reimbursable expenses of \$5.9 million are fully offset by capital reimbursements.

Total 2017 end-of-year positions are projected at 3,940 consisting of 3,900 non-reimbursable positions and 40 reimbursable positions.

Impact on Funding

The 2016 November Forecast, the 2017 Final Proposed Budget, and the Four-Year Financial Plan for 2017-2020, which are presented in the attached tables, are consistent with the proposed MTA financial plan.

Recommendation

It is recommended that the MTA Board adopt the 2016 November Forecast, the 2017 Final Proposed Budget, and the Four-Year Financial Plan for 2017-2020 for MTA Bus Company.

MTA BUS COMPANY
November Financial Plan 2017 - 2020
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	2015	2016	2017			
	Actual	November Forecast	Final Proposed Budget	2018	2019	2020
Operating Revenue						
Farebox Revenue	\$210.333	\$214.145	\$214.591	\$215.465	\$215.856	\$216.745
Other Operating Revenue	23.109	20.724	21.089	21.471	21.650	21.832
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$233.442	\$234.869	\$235.680	\$236.936	\$237.506	\$238.577
Operating Expenses						
Labor:						
Payroll	\$272.882	\$263.186	\$276.683	\$278.623	\$284.514	\$285.504
Overtime	58.326	54.783	55.441	56.822	57.189	56.484
Health and Welfare	59.155	60.890	67.312	73.136	78.110	83.865
OPEB Current Payment	18.124	23.911	25.928	28.016	30.324	32.824
Pensions	43.923	43.887	44.752	44.959	45.376	44.193
Other Fringe Benefits	63.811	65.689	66.229	69.433	70.016	69.950
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$516.221	\$512.347	\$536.345	\$550.988	\$565.530	\$572.820
Non-Labor:						
Electric Power	\$1.696	\$1.651	\$1.937	\$2.028	\$2.127	\$2.285
Fuel	22.088	18.974	23.145	24.361	26.936	29.870
Insurance	3.448	5.501	6.100	7.078	7.682	8.886
Claims	34.952	29.000	29.447	29.977	30.490	30.502
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	24.379	33.280	42.379	40.599	32.454	29.846
Professional Service Contracts	21.113	26.824	27.189	29.231	32.911	32.612
Materials & Supplies	46.459	51.148	54.542	59.725	51.837	49.280
Other Business Expenses	3.955	3.987	5.172	5.316	6.422	6.412
Total Non-Labor Expenses	\$158.090	\$170.366	\$189.912	\$198.314	\$190.859	\$189.693
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$674.311	\$682.712	\$726.257	\$749.302	\$756.389	\$762.513
Depreciation	\$50.014	\$42.236	\$42.887	\$43.658	\$43.657	\$43.657
OPEB Liability Adjustment	60.951	100.150	100.150	100.150	100.150	100.150
GASB 68 Pension Expense Adjustment	(12.143)	40.200	43.300	42.900	41.600	37.300
Environmental Remediation	0.203	-	-	-	-	-
Total Expenses	\$773.336	\$865.298	\$912.595	\$936.010	\$941.796	\$943.620
Net Surplus/(Deficit)	(\$539.894)	(\$630.429)	(\$676.915)	(\$699.073)	(\$704.290)	(\$705.043)

MTA BUS COMPANY
November Financial Plan 2017 - 2020
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2015	2016	2017			
	Actual	November	Final Proposed	2018	2019	2020
		Forecast	Budget			
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	5.252	6.039	5.857	5.960	5.925	5.871
Total Revenue	\$5.252	\$6.039	\$5.857	\$5.960	\$5.925	\$5.871
Expenses						
Labor:						
Payroll	\$2.936	\$2.892	\$2.682	\$2.731	\$2.586	\$2.430
Overtime	-	-	-	-	-	-
Health and Welfare	0.921	1.093	1.101	1.121	1.214	1.314
OPEB Current Payment	-	-	-	-	-	-
Pensions	0.439	0.498	0.498	0.508	0.508	0.509
Other Fringe Benefits	0.440	0.482	0.486	0.495	0.495	0.495
Reimbursable Overhead	0.379	-	-	-	-	-
Total Labor Expenses	\$5.115	\$4.965	\$4.767	\$4.855	\$4.803	\$4.748
Non-Labor:						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-
Insurance	-	-	-	-	-	-
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	0.231	0.235	0.238	0.242	0.242
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	0.137	0.843	0.855	0.867	0.881	0.881
Other Business Expenses	-	-	-	-	-	-
Total Non-Labor Expenses	\$0.137	\$1.074	\$1.090	\$1.105	\$1.122	\$1.123
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$5.252	\$6.039	\$5.857	\$5.960	\$5.925	\$5.871
Depreciation	-	-	-	-	-	-
Total Expenses	\$5.252	\$6.039	\$5.857	\$5.960	\$5.925	\$5.871
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
November Financial Plan 2017 - 2020
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2015	2016	2017			
	Actual	November	Final Proposed	2018	2019	2020
		Forecast	Budget			
Revenue						
Farebox Revenue	\$210.333	\$214.145	\$214.591	\$215.465	\$215.856	\$216.745
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	23.109	20.724	21.089	21.471	21.650	21.832
Capital and Other Reimbursements	5.252	6.039	5.857	5.960	5.925	5.871
Total Revenue	\$238.694	\$240.908	\$241.537	\$242.896	\$243.431	\$244.448
Expenses						
Labor:						
Payroll	\$275.818	\$266.078	\$279.365	\$281.354	\$287.100	\$287.934
Overtime	58.326	54.783	55.441	56.822	57.189	56.484
Health and Welfare	60.076	61.984	68.413	74.257	79.324	85.178
OPEB Current Payment	18.124	23.911	25.928	28.016	30.324	32.824
Pensions	44.362	44.385	45.250	45.466	45.885	44.702
Other Fringe Benefits	64.251	66.171	66.714	69.928	70.511	70.446
Reimbursable Overhead	0.379	-	-	-	-	-
Total Labor Expenses	\$521.336	\$517.312	\$541.112	\$555.843	\$570.333	\$577.568
Non-Labor:						
Electric Power	\$1.696	\$1.651	\$1.937	\$2.028	\$2.127	\$2.285
Fuel	22.088	18.974	23.145	24.361	26.936	29.870
Insurance	3.448	5.501	6.100	7.078	7.682	8.886
Claims	34.952	29.000	29.447	29.977	30.490	30.502
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	24.379	33.511	42.614	40.837	32.695	30.088
Professional Service Contracts	21.113	26.824	27.189	29.231	32.911	32.612
Materials & Supplies	46.596	51.991	55.397	60.592	52.717	50.161
Other Business Expenses	3.955	3.987	5.172	5.316	6.422	6.412
Total Non-Labor Expenses	\$158.227	\$171.440	\$191.002	\$199.419	\$191.981	\$190.816
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$679.563	\$688.752	\$732.114	\$755.261	\$762.314	\$768.384
Depreciation	\$50.014	\$42.236	\$42.887	\$43.658	\$43.657	\$43.657
OPEB Liability Adjustment	60.951	100.150	100.150	100.150	100.150	100.150
GASB 68 Pension Expense Adjustment	(12.143)	40.200	43.300	42.900	41.600	37.300
Environmental Remediation	0.203	-	-	-	-	-
Total Expenses	\$778.588	\$871.338	\$918.452	\$941.969	\$947.721	\$949.491
Net Surplus/(Deficit)	(\$539.894)	(\$630.429)	(\$676.915)	(\$699.073)	(\$704.290)	(\$705.043)

MTA BUS COMPANY
November Financial Plan 2017 - 2020
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2015	2016	2017			
	Actual	November	Final Proposed	2018	2019	2020
		Forecast	Budget			
Receipts						
Farebox Revenue	\$209.816	\$214.145	\$214.591	\$215.465	\$215.856	\$216.745
Other Operating Revenue	\$20.529	21.724	21.089	21.471	21.650	21.832
Capital and Other Reimbursements	\$5.560	9.227	11.048	11.244	14.575	14.580
Total Receipts	\$235.905	\$245.096	\$246.728	\$248.180	\$252.081	\$253.157
Expenditures						
Labor:						
Payroll	\$246.476	\$278.849	\$277.325	\$279.275	\$288.479	\$289.472
Overtime	58.371	58.883	55.441	56.822	57.189	56.484
Health and Welfare	62.071	61.567	67.993	73.829	79.324	85.179
OPEB Current Payment	20.005	23.911	25.928	28.016	30.324	32.824
Pensions	46.001	44.213	45.080	45.292	45.711	44.528
Other Fringe Benefits	45.798	50.998	51.541	54.751	55.334	55.269
GASB Account	-				0.094	0.205
Reimbursable Overhead	0.238	-	-	-	-	-
Total Labor Expenditures	\$478.960	\$518.421	\$523.309	\$537.985	\$556.455	\$563.961
Non-Labor:						
Electric Power	\$1.696	\$1.651	\$1.937	\$2.028	\$2.127	\$2.285
Fuel	24.750	18.974	23.145	24.361	25.513	28.447
Insurance	1.762	8.801	6.100	7.078	7.682	8.886
Claims	26.484	25.000	25.385	25.842	26.355	26.367
Paratransit Service Contracts	-					
Maintenance and Other Operating Contracts	27.984	33.511	42.615	40.837	31.207	28.599
Professional Service Contracts	20.202	37.924	27.189	29.231	32.911	32.612
Materials & Supplies	47.608	51.991	55.397	60.592	52.718	50.161
Other Business Expenses	2.948	3.988	5.172	5.315	6.422	6.412
Total Non-Labor Expenditures	\$153.434	\$181.841	\$186.941	\$195.282	\$184.935	\$183.769
Other Expenditure Adjustments:						
Other	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$632.394	\$700.262	\$710.251	\$733.267	\$741.390	\$747.730
Net Cash Surplus/(Deficit)	(\$396.489)	(\$455.165)	(\$463.523)	(\$485.087)	(\$489.309)	(\$494.573)

MTA BUS COMPANY
November Financial Plan 2017 - 2020
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2015	2016	2017			
	Actual	November	Final Proposed	2018	2019	2020
		Forecast	Budget			
Receipts						
Farebox Revenue	(\$0.517)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	(2.580)	1.000	-	-	-	-
Capital and Other Reimbursements	0.308	3.188	5.191	5.284	8.650	8.709
Total Receipts	(\$2.789)	\$4.188	\$5.191	\$5.284	\$8.650	\$8.709
Expenditures						
Labor:						
Payroll	\$29.342	(\$12.771)	\$2.040	\$2.079	(\$1.379)	(\$1.538)
Overtime	(0.045)	(4.100)	-	-	-	-
Health and Welfare	(1.995)	0.417	0.420	0.428	-	(0.001)
OPEB Current Payment	(1.881)	-	-	-	-	-
Pensions	(1.639)	0.172	0.170	0.174	0.174	0.174
Other Fringe Benefits	18.453	15.173	15.173	15.177	15.177	15.177
GASB Account	-	-	-	-	(0.094)	(0.205)
Reimbursable Overhead	0.141	-	-	-	-	-
Total Labor Expenditures	\$42.376	(\$1.109)	\$17.803	\$17.858	\$13.878	\$13.607
Non-Labor:						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(2.662)	-	(0.000)	-	1.423	1.423
Insurance	1.686	(3.300)	-	-	-	-
Claims	8.468	4.000	4.062	4.135	4.135	4.135
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(3.605)	-	(0.001)	-	1.488	1.489
Professional Service Contracts	0.911	(11.100)	-	-	-	-
Materials & Supplies	(1.012)	-	-	-	(0.001)	-
Other Business Expenditures	1.007	(0.001)	-	0.001	0.000	-
Total Non-Labor Expenditures	\$4.793	(\$10.401)	\$4.061	\$4.136	\$7.046	\$7.047
Other Expenditures Adjustments:						
Other	-	-	-	-	-	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	\$44.380	(\$7.322)	\$27.055	\$27.278	\$29.574	\$29.363
Depreciation Adjustment	\$50.014	\$42.236	\$42.887	\$43.658	\$43.657	\$43.657
OPEB Liability Adjustment	60.951	100.150	100.150	100.150	100.150	100.150
GASB 68 Pension Expense Adjustment	(12.143)	40.200	43.300	42.900	41.600	37.300
Environmental Remediation	0.203	-	-	-	-	-
Total Cash Conversion Adjustments	\$143.405	\$175.264	\$213.392	\$213.986	\$214.981	\$210.470

MTA BUS COMPANY
November Financial Plan 2017 - 2020
Ridership/(Utilization)
(in millions)

	2015 Actual	2016 November Forecast	2017 Final Proposed Budget	2018	2019	2020
<u>RIDERSHIP</u>						
Fixed Route	125.399	126.111	126.354	126.826	127.038	127.514
Baseline Total Ridership	125.399	126.111	126.354	126.826	127.038	127.514
<u>FAREBOX REVENUE</u>						
Fixed Route	\$210.333	\$214.145	\$214.591	\$215.465	\$215.856	\$216.745
Baseline Total Revenue	\$210.333	\$214.145	\$214.591	\$215.465	\$215.856	\$216.745

MTA BUS COMPANY
November Financial Plan 2017 - 2020
2016 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2016	Pos.	2017	Pos.	2018	Pos.	2019	Pos.	2020
Administration										
Non-Represented Wage Increase Deferral	-	0.585	-	0.596	-	0.608	-	0.620	-	0.633
<i>Subtotal Administration</i>	-	0.585	-	0.596	-	\$0.608	-	\$0.620	-	\$0.633
Customer Convenience/Amenities										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Customer Convenience/Amenities</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Maintenance										
Shop	4	4.226	(6)	(0.002)	-	0.220	-	0.000	1	0.157
Fuel Economy	-	0.317	-	0.317	-	0.317	-	0.317	-	0.317
<i>Subtotal Maintenance</i>	4	4.543	(6)	0.315	-	0.537	-	0.317	1	0.474
Revenue Enhancement										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Revenue Enhancement</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Safety/Security										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Safety</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Service										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Service</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Service Support										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Service Support</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Other										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Other</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Agency Submission	4	\$5.127	(6)	\$0.911	-	\$1.145	-	\$0.937	1	\$1.107

MTA BUS COMPANY
November Financial Plan 2017 - 2020
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2016		2017	2018	2019	2020
	2015 Actual	November Forecast	Final Proposed Budget			
Administration						
Office of the EVP	3	3	3	3	3	3
Human Resources	10	19	19	19	19	19
Office of Management and Budget	13	14	14	14	14	14
Technology & Information Services	-	-	-	-	-	-
Materiel	15	18	18	18	18	18
Controller	19	17	17	17	17	17
Office of the President	5	6	6	6	6	6
System Safety Administration	1	5	5	5	5	5
Law	23	21	21	21	21	21
Corporate Communications	-	-	-	-	-	-
Strategic Office	3	24	26	28	29	29
Labor Relations	11	4	4	4	4	4
Non Departmental	-	23	31	28	45	45
Total Administration	103	154	164	163	181	181
Operations						
Buses	2,229	2,249	2,304	2,304	2,304	2,304
Office of the Executive Vice President, Regional	4	4	4	4	4	4
Safety & Training	66	29	29	29	29	29
Road Operations	120	120	121	121	121	121
Transportation Support	25	22	22	22	22	22
Operations Planning	29	33	33	33	33	33
Revenue Control	26	27	30	30	30	30
Total Operations	2,499	2,484	2,543	2,543	2,543	2,543
Maintenance						
Buses	752	757	742	748	748	748
Maintenance Support/CMF	181	219	255	231	236	226
Facilities	60	77	81	81	81	81
Supply Logistics	92	95	96	96	96	96
Total Maintenance	1,085	1,148	1,174	1,156	1,161	1,151
Engineering/Capital						
Capital Program Management	29	37	37	37	37	37
Public Safety						
Office of the Senior Vice President	16	22	22	22	22	22
Total Positions	3,732	3,845	3,940	3,921	3,944	3,934
Non-Reimbursable	3,693	3,805	3,900	3,881	3,904	3,894
Reimbursable	39	40	40	40	40	40
Total Full-Time	3,718	3,830	3,925	3,906	3,929	3,919
Total Full-Time Equivalents	14	15	15	15	15	15

MTA BUS COMPANY
November Financial Plan 2017 - 2020
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2015 Actual	2016 November Forecast	2017 Final Proposed Budget	2018	2019	2020
Administration						
Managers/Supervisors	43	63	67	65	65	65
Professional, Technical, Clerical	60	73	73	75	76	76
Operational Hourlies	-	18	24	23	40	40
Total Administration	103	154	164	163	181	181
Operations						
Managers/Supervisors	309	303	307	307	307	307
Professional, Technical, Clerical	52	51	51	51	51	51
Operational Hourlies	2,138	2,130	2,185	2,185	2,185	2,185
Total Operations	2,499	2,484	2,543	2,543	2,543	2,543
Maintenance						
Managers/Supervisors	218	225	228	228	228	228
Professional, Technical, Clerical	19	26	28	28	28	28
Operational Hourlies	848	897	918	900	905	895
Total Maintenance	1,085	1,148	1,174	1,156	1,161	1,151
Engineering/Capital						
Managers/Supervisors	18	21	21	21	21	21
Professional, Technical, Clerical	11	16	16	16	16	16
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	29	37	37	37	37	37
Public Safety						
Managers/Supervisors	12	17	17	17	17	17
Professional, Technical, Clerical	4	5	5	5	5	5
Operational Hourlies	-	-	-	-	-	-
Total Public Safety	16	22	22	22	22	22
Total Positions						
Managers/Supervisors	600	629	640	638	638	638
Professional, Technical, Clerical	146	171	173	175	176	176
Operational Hourlies	2,986	3,045	3,127	3,108	3,130	3,120
Total Baseline Positions	3,732	3,845	3,940	3,921	3,944	3,934

SERVICE CHANGES:**NYC TRANSIT COMMITTEE NOTIFICATION:
A DIVISION SUBWAY SCHEDULE CHANGES
EFFECTIVE SPRING 2017****Service Issue**

To ensure that subway schedules accurately match current rider demand, schedules are regularly reviewed, evaluated and revised in order to provide passengers with the most efficient and effective service possible. NYC Transit routinely changes service to reflect changes in demand in compliance with MTA Board-adopted subway loading guidelines.

Additionally, due to damage sustained during “Super Storm” Sandy, in order to maintain the long term safety and viability of the ② and ③ lines’ Clark Street Tubes between Brooklyn and Manhattan, major reconstruction and rehabilitation work is needed. This vital work can be performed on weekends and would therefore not affect regular weekday daytime service. To accommodate this work, beginning in June 2017, and continuing for approximately 13 months, no ② or ③ service would be able to operate via the Clark Street Tubes on weekends while work is being conducted. Temporary long term ②, ③, ④, and ⑤ schedule and route changes are proposed that would affect Saturday and Sunday service, as well as early Monday morning service before 5:00 a.m. Note that these schedule and route changes would be incorporated into our picked schedules starting in June 2017; however, work in the Clark Street Tubes will start prior to June 2017 and will require a few weekend service diversions before the start of the June pick.

Recommendation

Implement routine schedule adjustments for the ① and ⑦ on weekdays.

In order to ensure the long term safety and viability of the ② and ③ lines, and to provide cost effective service that will best mitigate potential crowding and passenger travel time impacts while work is being conducted on the Clark Street Tube, implement temporary long term schedule and route changes to Saturday and Sunday ②, ③, ④, and ⑤ service, as well as early Monday morning service before 5:00 a.m.

Budget Impact

Implementation of the proposed routine ① and ⑦ schedule changes will cost approximately \$0.6 million annually, which is consistent with the proposed 2017 Operating Budget.

Implementation of the proposed temporary long term schedule and route changes to Saturday and Sunday ②, ③, ④, and ⑤ service will save approximately \$1.3 million annually as compared to current service plan. This is consistent with the proposed 2017 Operating Budget.

Proposed Implementation Date

Weekday ① and ⑦ schedule changes, and Saturday and Sunday ②, ③, ④, and ⑤ schedule and route changes, including changes to early Monday morning service before 5:00 a.m., will be implemented in June 2017.

Staff Summary

Subject	A Division Subway Schedule Changes Effective Spring 2017
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Glenn S. Lunden

Date	November 29, 2016
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	Board			X	

Internal Approvals			
Order	Approval	Order	Approval
8	President <i>WA</i>	4	VP General Counsel <i>X 11/30</i>
7	Executive VP <i>[Signature]</i>	3	Director OMB <i>M</i>
6	SVP Subways <i>[Signature]</i>	2	VP GCR <i>Am 11/30</i>
5	VP Corp. Comm <i>[Signature]</i>	1	Chief OP <i>[Signature] 11/29</i>

Purpose

To obtain Presidential approval, and to inform the NYC Transit and MTA Bus Committee, of schedule adjustments on the ① and ⑦ routes in response to changes in subway ridership, and of temporary long-term schedule and route adjustments on the ②, ③, ④, and ⑤ that are being proposed to accommodate reconstruction of the ② and ③ lines' Clark Street Tubes between Brooklyn and Manhattan, which is needed for the long term safety and viability of ② and ③ lines.

Discussion

Proposed Guideline Schedule Adjustments

Schedule adjustments on the ① and ⑦ routes are proposed in response to changes in subway ridership. The schedule changes outlined below will be implemented with the Spring 2017 Pick. These changes represent service adjustments during weekday afternoon rush periods and weekday evenings to more closely align ① and ⑦ service with customer demand and established guidelines for subway operation. Details of these proposed adjustments are shown in Attachment 1.

The additional weekday ① trips are proposed in response to weekday ridership growth in upper Manhattan, as well as to provide more frequent weekday service along the IRT Broadway-Seventh Avenue line between Lower Manhattan and the Bronx. Combined express ②③ service currently carries ridership volume in excess of guideline capacity during the p.m. peak hour, and due to track capacity constraints, it is not feasible to schedule any additional northbound ②③ service. Additional ① service during the afternoon rush period, as well as the evening hours, will help relieve crowding along the shared corridor.

The additional weekday ⑦ trips are proposed in response to weekday ridership growth along 42nd Street in Manhattan and along the Flushing line in Queens during the early shoulder of the p.m. rush period and during the evening.

The schedule changes proposed are as follows:

- Weekday **1** service will be increased a total of 3 round trips between approximately 5:30 p.m. and 9:30 p.m. One additional round trip will operate during the afternoon rush hour and two additional round trips will operate during the evening hours.
- Weekday **7** service will be increased a total of 6 round trips between approximately 4:30 p.m. and 11:30 p.m. One additional round trip will operate during the afternoon rush hour and five additional round trips will operate during the evening hours.

Proposed Schedule Adjustments to Accommodate Clark St Tube Reconstruction

We are continuing to fix and fortify our system after the damage that was caused by “Super Storm” Sandy. There is extensive work that needs to be done in the Clark St Tubes to ensure the long term safety and viability of **2** and **3** lines. This vital work can be performed on weekends and would therefore not affect regular weekday daytime service. The weekend service plan that is being proposed to accommodate reconstruction of the Clark Street Tubes was developed with the same “get in, get it done, get out” philosophy as other recent major construction projects. The primary goals of this proposal are to minimize the impact on customers to the greatest extent feasible, minimize the duration of the project and to minimize customer confusion by providing the same service every weekend, to the degree that we can, during the timeframe of this project. This consistency provides predictability not only for customers but for the contractor as well. It also helps shorten the overall duration of the project.

To accommodate construction in the Clark Street Tubes beginning in June 2017, no **2** or **3** service will be able to operate between Manhattan and Brooklyn on weekends while work is being conducted. Temporary long-term schedule and route adjustments on the weekend **2**, **3**, **4**, and **5** are needed to accommodate this vital reconstruction work. Note that these schedule and route changes would be incorporated into our picked schedules starting in June 2017; however, work in the Clark Street Tubes will start prior to June 2017 and will require a few weekend service diversions before the start of the June pick.

During the weekend construction work on the Clark Street Tubes, in order to maintain **2** and **3** service along 7th Avenue in Manhattan, **2** and **3** trains will need to terminate at alternate locations in Lower Manhattan. In order to provide alternate service to the greatest extent practicable while taking into account the locations of track switches that allow trains to terminate and change directions, **2** trains would be rerouted via the **1** line south of Chambers St and would terminate at South Ferry. Because of capacity constraints at South Ferry, **3** trains will terminate at 14 St, which is the nearest feasible terminal location north of South Ferry (see Attachment 2).

Because of these **2** and **3** service reroutes, there will be no subway service available at the Park Place, Wall St, Clark St, and Hoyt St stations in Manhattan and Brooklyn on weekends.

To provide alternate service in Brooklyn on weekends, **4** service will be extended from Crown Heights-Utica Av to New Lots Avenue to replace the **3**, and **5** service will be extended from Bowling Green to Flatbush Av-Brooklyn College to replace the **2**. Both the **4** and **5** will operate with all local service south of Nevins St.

In addition, to facilitate travel between Brooklyn and the 7th Avenue line in Manhattan, a free out of system transfer will be provided between the **4** **5** at the Bowling Green station and the **1** **2** at the Whitehall St-South Ferry station complex in Lower Manhattan.

To improve operations and reduce the need for additional train crews, the northern terminals of the ② and ⑤ will be swapped. ② trains will operate via the Dyre Avenue line between Eastchester-Dyre Avenue and E 180 St, and ⑤ trains will operate via the White Plains Road line between Wakefield-241 St and E 180 St. This is consistent with current operating practices when Clark Street Tunnel is closed for major repairs.

All of these changes together will affect approximately 205,000 riders on the average weekend, and average passenger travel time will increase by about 4.5 minutes. Approximately 70,000 cross-river riders will have to take an alternate service, such as the ④, ⑤ and R services, which have the capacity to carry these riders. Approximately 85,000 riders will be affected by a reduced frequency in service, and approximately 50,000 riders will be affected because the station they normally would have used will not have service on weekends while this plan is in operation.

In addition to operating on Saturdays and Sundays, this service plan would operate overnight from Sunday night until 5 a.m. on Monday mornings. As such, this service plan technically includes changes in weekday schedules and routes; from the perspective of the vast majority of riders, however, this is a “weekend only” service plan.

Schedule and route changes such as those proposed here have generally been made through issuance of General Orders and via schedule supplements on affected weekends rather than being incorporated into a Pick. Due to the magnitude and duration of this project, however, it will be more beneficial from both a financial and staffing perspective to implement these changes via Pick. Allowing the worksite to be accessed predictably and consistently will reduce delays and contractor costs. Further, by incorporating these changes via Pick, and because of the resulting crew scheduling efficiencies, we maintain the flexibility to provide additional service when it is needed to accommodate special events and other necessary weekend service changes for capital and maintenance work. Perhaps most importantly, given how different this service plan is from regular weekend service, it will help minimize passenger confusion and ensure that riders have a consistent weekend service.

Recommendation

Implement routine ① and ⑦ schedule adjustments. In addition, in order to ensure the long term safety and viability of the ② and ③ lines, and to provide cost effective service that will best mitigate potential crowding and passenger travel time impacts while work is being conducted on the Clark Street Tube, implement temporary long term schedule and route changes to Saturday and Sunday ②, ③, ④, and ⑤ service.

Alternatives to the Proposal

Do nothing. NYCT would not make normal ① and ⑦ service adjustments to better meet customer demand nor make temporary long-term schedule and route adjustments to Saturday and Sunday ②, ③, ④, and ⑤ service. Without the latter changes, vital reconstruction work of the Clark Street Tubes cannot occur.

Do the Clark St Tube Work through issuance of General Orders and via schedule supplements on affected weekends. This alternative would be more costly and would require many more train crews. Riders would also have less consistent weekend service, and the project duration and period of weekend service disruptions would be longer.

Budget Impact

Implementation of the proposed routine ① and ⑦ schedule changes will cost approximately \$0.6 million annually, which is consistent with the proposed 2017 Operating Budget. Implementation of the proposed temporary long term schedule and route changes to Saturday and Sunday ②, ③, ④, and ⑤ service will save approximately \$1.3 million annually as compared to current service plan. This is consistent with the proposed 2017 Operating Budget.

Proposed Implementation Date

Weekday ① and ⑦ schedule changes and Saturday and Sunday ②, ③, ④, and ⑤ schedule and route changes will be implemented in June 2017.

Approved:



Veronique Hakim
President

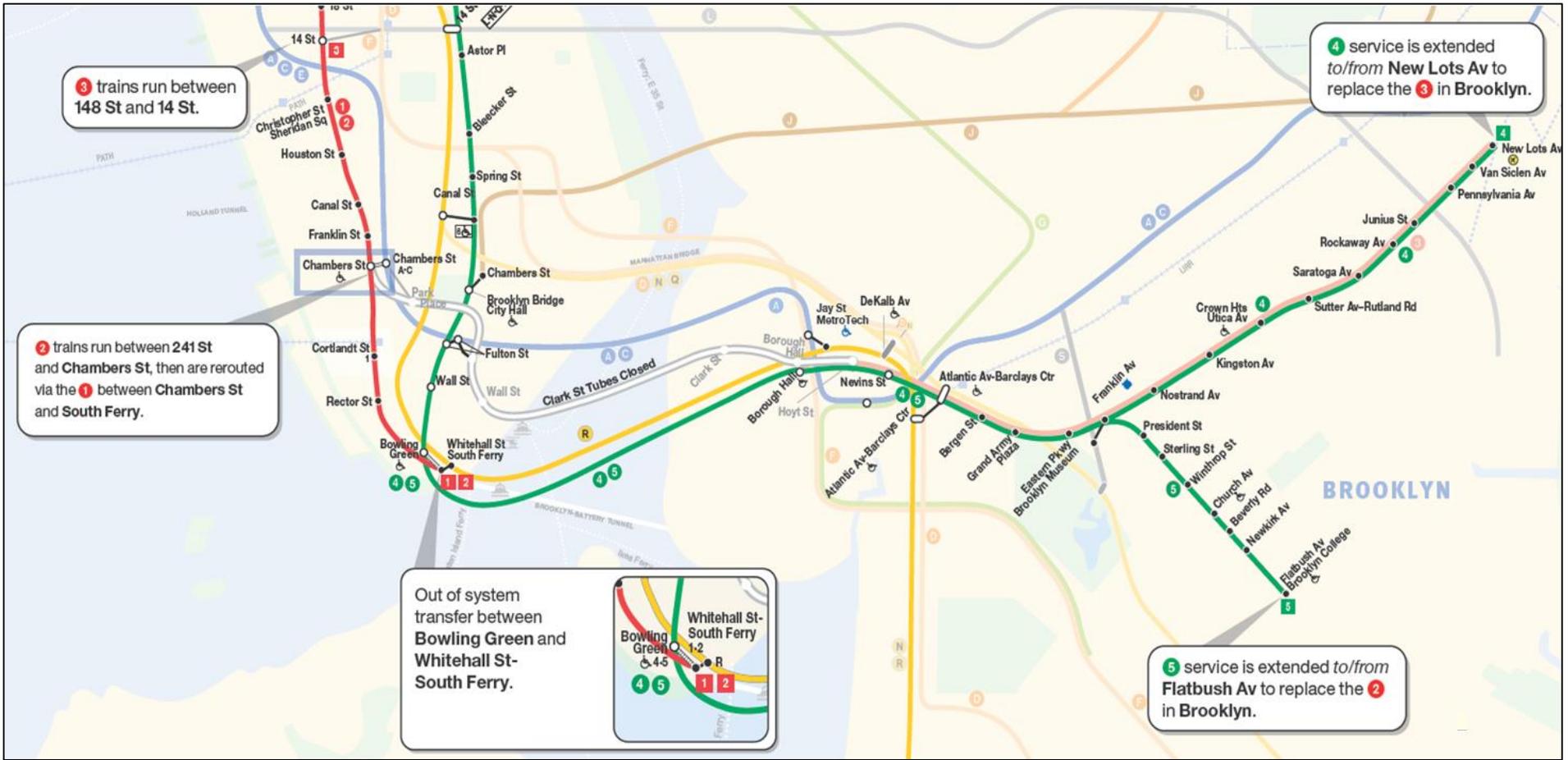
Attachment 1--Spring 2017 A Division Schedule Changes

Route	Direction	Day	Time	Current				Proposed				
				Scheduled Number of Trips	Average Headway (Minutes)	Average Riders/Car ⁽¹⁾	Percent of Guideline	Proposed Additional Trips	2017 Proposed Trip Count	Average Headway (Minutes)	Average Riders/Car	Percent of Guideline
①	NB	Weekday	17:30 - 21:30	55	4.4	73	101%	3	58	4.2	70	96%
⑦	NB	Weekday	16:30 - 24:00	111	4.2	71	105%	6	117	3.8	66	98%

Notes:

1. Ridership data based on field surveys at peak load point.

Attachment 2—Service Plan to Accommodate Weekend Work in the Clark Street Tubes (June 2017-June 2018)





SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

Actual October 2016 fare media market share of non-student passenger trips compared to the previous year are summarized below:

<u>Fare Media</u>	<u>October 2015</u>	<u>October 2016*</u>	<u>Difference</u>
Cash	2.2%	2.1%	(0.2%)
Single-Ride Ticket	0.8%	0.8%	0.0%
Bonus Pay-Per-Ride	39.3%	39.1%	(0.2%)
Non-Bonus Pay-Per-Ride	5.2%	4.9%	(0.3%)
7-Day Farecard	22.5%	22.6%	0.1%
30-Day Farecard	<u>30.0%</u>	<u>30.5%</u>	0.5%
Total	100.0%	100.0%	

* Preliminary

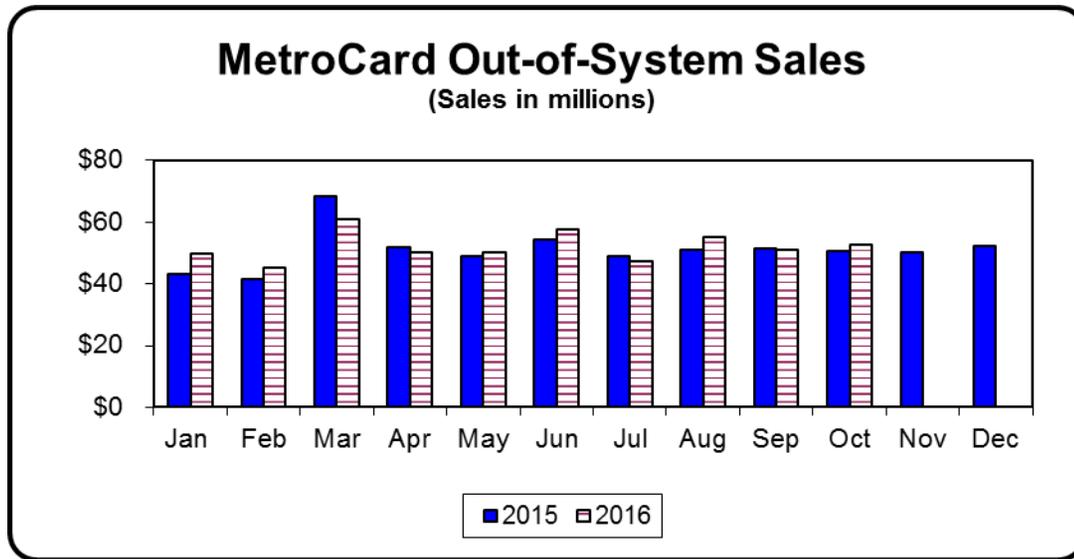
Note: Percentages may not add due to rounding.

Balance-Protection Program

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in October 2016 was 4,556, a 9.17 percent decrease from the same period last year. The average value of a credit issued was \$70.91.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$52.6 million in October 2016, a 4.2 percent increase compared to October of 2015. Year to dates sales totaled \$521.0 million, a 2.2 percent increase compared to the same period last year.



Retail Sales

There were 4,337 active out-of-system sales and distribution locations for MetroCards, generating \$25.7 million in sales revenue during October 2016.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 147,340 MetroCards valued at approximately \$13.1 million were made in October 2016 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$88.57. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 106,216 for October 2016, generating an additional \$12.1 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$253.5 million, a 4.0 percent increase when compared to last year.

Mobile Sales Program

In October 2016, the Mobile Sales unit completed 194 site visits, of which 137 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$114,000 in revenue was generated. In October 2016, the Mobile Sales unit assisted and enabled 1,842 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and locally at Dyer Avenue # 5 train station during construction (Bronx, NY).

Reduced-Fare Program

During October 2016 enrollment in the Reduced-Fare Program increased by 6,471 new customers. The total number of customers in the program is 1,049,373. Seniors account for 865,713 or 83 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 17 percent or 183,660 customers. Of those, a total of 38,975 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$8.2 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In October 2016, the EasyPay Reduced Fare program enrollment totaled 163,087 accounts. During the month, active EasyPay customers accounted for approximately 2.3 million subway and bus rides with \$2.3 million charged to their accounts. Each active account averaged 28 trips per month, with an average monthly bill of \$14.

EasyPay Xpress Pay-Per-Ride Program

In October 2016, the EasyPay Xpress PPR program enrollment totaled 95,844 accounts. During this month, active Xpress PPR customers accounted for approximately 1.6 million subway, express bus and local bus rides with \$4.7 million charged to their accounts. Each active account averaged 22 trips per month, with an average monthly bill of \$59.

EasyPay Xpress Unlimited Program

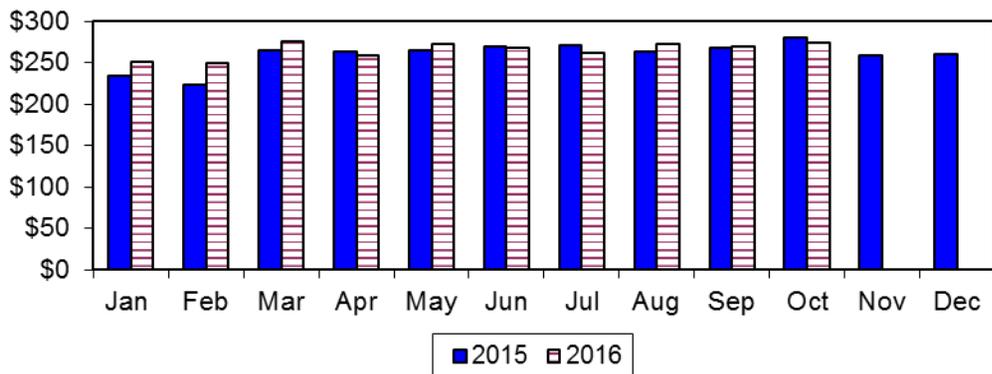
In October 2016, the EasyPay Xpress Unlimited program enrollment totaled 20,452 accounts. During this month, active Xpress Unlimited customers accounted for approximately 950,000 subway and local bus rides with \$2.0 million charged to their accounts. Each active account averaged 50 trips per month with a fixed monthly bill of \$116.50.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during October 2016 totaled \$273.7 million, on a base of 14.9 million customer transactions. This represents 2.7 percent decrease in vending machine transactions compared to the same period last year. During October 2016, MEMs accounted for 2,131,085 transactions resulting in \$56,953,712 in sales. Debit/credit card purchases accounted for 78.9 percent of total vending machine revenue, while cash purchases accounted for 21.1 percent. Debit/credit card transactions account for 55.5 percent of total vending machine transactions, while cash transactions account for 44.5 percent. The average credit sale was \$29.49, more than three times the average cash sale of \$8.67. The average debit sale was \$21.07.

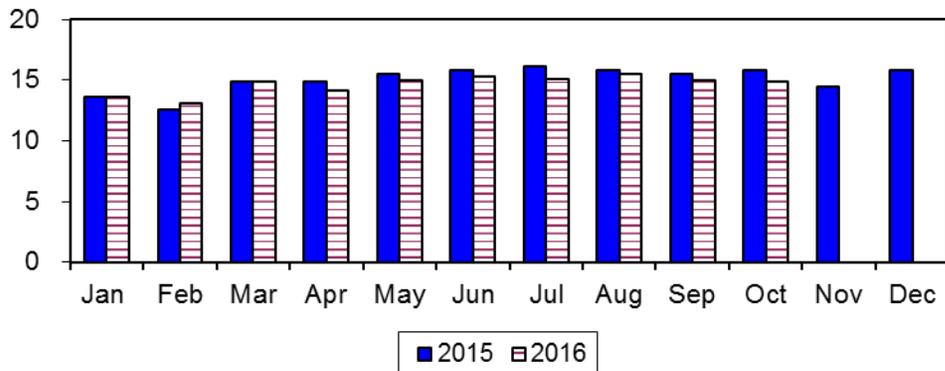
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



**NYC Transit and MTA Bus Company
EEO and Diversity Report
Data as of September 30, 2016**

2016- Q3 EEO & DIVERSITY REPORT
 NEW YORK CITY TRANSIT

NEW HIRES
 January 1, 2016 to September 30, 2016

Job Category	Total ¹	Females ²		Blacks		Hispanics		Asians		AI/AN		NHOPI		Other	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	79	26	32.9%	26	32.9%	10	12.7%	9	11.4%	0	0.0%	0	0.0%	3	3.8%
Professionals	194	68	35.1%	45	23.2%	29	14.9%	46	23.7%	0	0.0%	0	0.0%	8	4.1%
Technicians	14	4	28.6%	4	28.6%	2	14.3%	4	28.6%	0	0.0%	0	0.0%	0	0.0%
Protective Services	45	13	28.9%	28	62.2%	10	22.2%	3	6.7%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	6	3	50.0%	2	33.3%	0	0.0%	4	66.7%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	411	188	45.7%	165	40.1%	57	13.9%	123	29.9%	0	0.0%	0	0.0%	7	1.7%
Skilled Craft	737	102	13.8%	307	41.7%	127	17.2%	102	13.8%	1	0.1%	0	0.0%	18	2.4%
Service Maintenance	1,464	352	24.0%	865	59.1%	338	23.1%	88	6.0%	3	0.2%	1	0.1%	19	1.3%
Total	2,950	756	25.6%	1,442	48.9%	573	19.4%	379	12.8%	4	0.1%	1	0.0%	55	1.9%

¹ Total includes males and females, both minority and non-minority.

² Total includes females, both minority and non-minority.

2016-Q3 EEO & DIVERSITY REPORT
 NEW YORK CITY TRANSIT

EEO AND TITLE VI COMPLAINTS
 Third Quarter 2016¹ vs. Third Quarter 2015¹

CATEGORY	RACE/ COLOR		SEXUAL HARASSMENT		AGE		GENDER		RELIGION		NATIONAL ORIGIN		DISABILITY		OTHER ²		TOTAL ISSUES ³		TOTAL CASES		STATUS OPEN	
	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015
Years	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015
EEO TOTAL	113	123	82	70	25	37	67	75	23	22	60	67	54	73	132	156	556	623	329	318	212	236
External	26	47	9	11	17	27	21	30	6	10	14	29	42	63	56	86	191	303	133	166	107	126
Internal	87	76	73	59	8	10	46	45	17	12	46	38	12	10	76	70	365	320	196	152	105	110

CATEGORY	RACE		COLOR		NATIONAL ORIGIN		INCOME		TOTAL ISSUES ³		TOTAL CASES		STATUS OPEN	
	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015
TITLE VI	155	81	8	3	32	28	0	0	195	112	189	105	111	75

1. This chart includes all pending matters as of the date of the report; including matters filed prior to the reporting period.
2. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e., sexual orientation, military status, marital status, arrest/conviction record or retaliation, etc.)
3. In some instances, a single complaint may involve two or more EEO categories.

Reporting Period as of September 30, 2016 vs September 30, 2015

2016 -Q3 EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

EEO COMPLAINT RESOLUTIONS
 Third Quarter 2016 vs. Third Quarter 2015

CATEGORY	DECIDED IN FAVOR OF AGENCY		DECIDED IN FAVOR OF COMPLAINANT		ADMINISTRATIVE CLOSURE		WITHDRAWN		DISMISSED		RESOLVED/ SETTLEMENT		TOTAL CASES ¹	
	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015
EEO TOTAL	76	57	30	9	13	13	2	2	0	2	0	1	121	84
External	23	31	0	0	1	4	2	2	0	2	0	1	26	40
Internal	53	26	30	9	12	9	0	0	0	0	0	0	95	44

TITLE VI COMPLAINT RESOLUTIONS
 Third Quarter 2016 vs. Third Quarter 2015

CATEGORY	DECIDED IN FAVOR OF AGENCY		DECIDED IN FAVOR OF COMPLAINANT		ADMINISTRATIVE CLOSURE		WITHDRAWN		DISMISSED		RESOLVED/ SETTLEMENT		TOTAL CASES	
	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015
TITLE VI	54	21	1	0	23	9	0	0	0	0	0	0	78	30

1. In some instances, a single complaint may result two or more resolution types.

Reporting Period as of September 30, 2016 vs September 30, 2015

2016-Q3 EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

Master Page # 184 of 195 - New York City Transit and Bus Committee Meeting 12/12/2016

NEW HIRES
January 1, 2016 through September 30, 2016

Category	Total			Females			Blacks			Hispanics		
	Q3 2016	Q3 2015	Diff	Q3 2016	Q3 2015	Diff	Q3 2016	Q3 2015	Diff	Q3 2016	Q3 2015	Diff
Total	2,950	3,269	-319	756	695	61	1,442	1,456	-14	573	589	-16
Officials & Administrators	79	86	-7	26	18	8	26	21	5	10	17	-7
Professionals	194	222	-28	68	71	-3	45	52	-7	29	28	1
Technicians	14	14	0	4	3	1	4	5	-1	2	2	0
Protective Services	45	20	25	13	3	10	28	8	20	10	4	6
Paraprofessionals	6	6	0	3	6	-3	2	2	0	0	1	-1
Administrative Support	411	445	-34	188	212	-24	165	187	-22	57	47	10
Skilled Craft	737	849	-112	102	49	53	307	278	29	127	122	5
Service Maintenance	1,464	1,627	-163	352	333	19	865	903	-38	338	368	-30

Category	Asians			AI/AN			NHOPI			Others		
	Q3 2016	Q3 2015	Diff	Q3 2016	Q3 2015	Diff	Q3 2016	Q3 2015	Diff	Q3 2016	Q3 2015	Diff
Total	379	542	-163	4	6	-2	1	1	0	55	40	15
Officials & Administrators	9	11	-2	0	0	0	0	0	0	3	1	2
Professionals	46	69	-23	0	0	0	0	0	0	8	4	4
Technicians	4	4	0	0	0	0	0	0	0	0	0	0
Protective Services	3	2	1	0	0	0	0	0	0	0	1	-1
Paraprofessionals	4	1	3	0	0	0	0	0	0	0	1	-1
Administrative Support	123	143	-20	0	0	0	0	1	-1	7	4	3
Skilled Craft	102	170	-68	1	2	-1	0	0	0	18	10	8
Service Maintenance	88	142	-54	3	4	-1	1	0	1	19	19	0

2016- Q3 EEO & DIVERSITY REPORT
MTA BUS

NEW HIRES
January 1, 2016 to September 30, 2016

Job Category	Total ¹	Females ²		Blacks		Hispanics		Asians		AI/AN		NHOPI		Other	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	37	4	10.8%	16	43.2%	2	5.4%	6	16.2%	1	2.7%	0	0.0%	1	2.7%
Professionals	22	6	27.3%	8	36.4%	3	13.6%	3	13.6%	0	0.0%	0	0.0%	3	13.6%
Technicians	1	1	100.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Protective Services	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Skilled Craft	12	0	0.0%	6	50.0%	1	8.3%	2	16.7%	0	0.0%	0	0.0%	0	0.0%
Service Maintenance	264	48	18.2%	156	59.1%	64	24.2%	21	8.0%	2	0.8%	1	0.4%	7	2.7%
Total	336	59	17.6%	187	55.7%	70	20.8%	32	9.5%	3	0.9%	1	0.3%	11	3.3%

¹ Total includes males and females, both minority and non-minority.

² Total includes females, both minority and non-minority.

2016-Q3 EEO & DIVERSITY REPORT
MTA BUS

EEO AND TITLE VI COMPLAINTS
 Third Quarter 2016¹ vs. Third Quarter 2015¹

CATEGORY	RACE/ COLOR		SEXUAL HARASSMENT		AGE		GENDER		RELIGION		NATIONAL ORIGIN		DISABILITY		OTHER ²		TOTAL ISSUES ³		TOTAL CASES		STATUS OPEN		
	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	
Years																							
EEO TOTAL	1	3	0	0	0	3	0	1	0	1	0	1	3	7	2	3	6	19	6	15	4	6	
External	1	2	0	0	0	2	0	1	0	0	0	0	3	7	1	3	5	15	5	12	4	4	
Internal	0	1	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	4	1	3	0	2	

CATEGORY	RACE		COLOR		NATIONAL ORIGIN		INCOME		TOTAL ISSUES ³		TOTAL CASES		STATUS OPEN	
	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015
TITLE VI	15	5	0	0	0	1	0	0	15	6	15	6	4	3

1. This chart includes all pending matters as of the date of the report; including matters filed prior to the reporting period.
2. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e., sexual orientation, military status, marital status, arrest/conviction record or retaliation, etc.)
3. In some instances, a single complaint may involve two or more EEO categories.

Reporting Period as of September 30, 2016 vs September 30, 2015

2016 -Q3 EEO & DIVERSITY REPORT

MTA BUS

EEO COMPLAINT RESOLUTIONS
 Third Quarter 2016 vs. Third Quarter 2015

CATEGORY	DECIDED IN FAVOR OF AGENCY		DECIDED IN FAVOR OF COMPLAINANT		ADMINISTRATIVE CLOSURE		WITHDRAWN		DISMISSED		RESOLVED/ SETTLEMENT		TOTAL CASES ¹	
	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015
EEO TOTAL	2	4	0	0	0	0	0	4	0	0	0	1	2	9
External	1	4	0	0	0	0	0	4	0	0	0	0	1	8
Internal	1	0	0	0	0	0	0	0	0	0	0	1	1	1

TITLE VI COMPLAINT RESOLUTIONS
 Third Quarter 2016 vs. Third Quarter 2015

CATEGORY	DECIDED IN FAVOR OF AGENCY		DECIDED IN FAVOR OF COMPLAINANT		ADMINISTRATIVE CLOSURE		WITHDRAWN		DISMISSED		RESOLVED/ SETTLEMENT		TOTAL CASES	
	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015
TITLE VI	11	3	0	0	0	0	0	0	0	0	0	0	11	3

1. In some instances, a single complaint may result two or more resolution types.

Reporting Period as of September 30, 2016 vs September 30, 2015

2016-Q3 EEO & DIVERSITY REPORT

MTA BUS

NEW HIRES

January 1, 2016 through September 30, 2016

Category	Total			Females			Blacks			Hispanics		
	Q3 2016	Q3 2015	Diff	Q3 2016	Q3 2015	Diff	Q3 2016	Q3 2015	Diff	Q3 2016	Q3 2015	Diff
Total	336	340	-4	59	63	-4	187	169	18	70	71	-1
Officials & Administrators	37	46	-9	4	5	-1	16	15	1	2	6	-4
Professionals	22	17	5	6	8	-2	8	5	3	3	1	2
Technicians	1	0	1	1	0	1	1	0	1	0	0	0
Protective Services	0	0	0	0	0	0	0	0	0	0	0	0
Paraprofessionals	0	0	0	0	0	0	0	0	0	0	0	0
Administrative Support	0	8	-8	0	1	-1	0	4	-4	0	0	0
Skilled Craft	12	40	-28	0	0	0	6	14	-8	1	7	-6
Service Maintenance	264	229	35	48	49	-1	156	131	25	64	57	7

Category	Asians			AI/AN			NHOPI			Others		
	Q3 2016	Q3 2015	Diff	Q3 2016	Q3 2015	Diff	Q3 2016	Q3 2015	Diff	Q3 2016	Q3 2015	Diff
Total	32	33	-1	3	1	2	0	0	0	11	7	4
Officials & Administrators	6	2	4	1	0	1	0	0	0	1	0	1
Professionals	3	4	-1	0	0	0	0	0	0	3	1	2
Technicians	0	0	0	0	0	0	0	0	0	0	0	0
Protective Services	0	0	0	0	0	0	0	0	0	0	0	0
Paraprofessionals	0	0	0	0	0	0	0	0	0	0	0	0
Administrative Support	0	0	0	0	0	0	0	0	0	0	1	-1
Skilled Craft	2	12	-10	0	0	0	0	0	0	0	2	-2
Service Maintenance	21	15	6	2	1	1	0	0	0	7	3	4

MTACC MONTHLY PROJECT STATUS REPORTS:

- **7 LINE EXTENSION**
- **SECOND AVENUE SUBWAY**

7 Line Extension Active Construction Contracts

Report to the Transit Committee - December 2016

data thru November 2016; \$s in million

	Budget	Expenditures
Final Design	\$ 121.2	120.5
Construction	1,914.3	1,864.0
Construction Management	56.4	52.4
Subway Project Reserve	8.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 2,036.9
HYDC-Funded Non-Subway Work [†]	266.0	248.9
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,285.8
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,338.8

	Schedule
Project Design Start	September-2002
Project Design Completion	March-2011
Project Construction Start	December-2007
Systems Testing and Integration Start	October-2013
Revenue Service Date	September-2015

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes^{††} <i>John P. Picone Inc.</i>	\$98.1	\$92.6	\$5.5	\$58.1	Sep-2012	Apr-2016	TBD

*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

† Non-subway work includes design, construction management, and construction tasks.

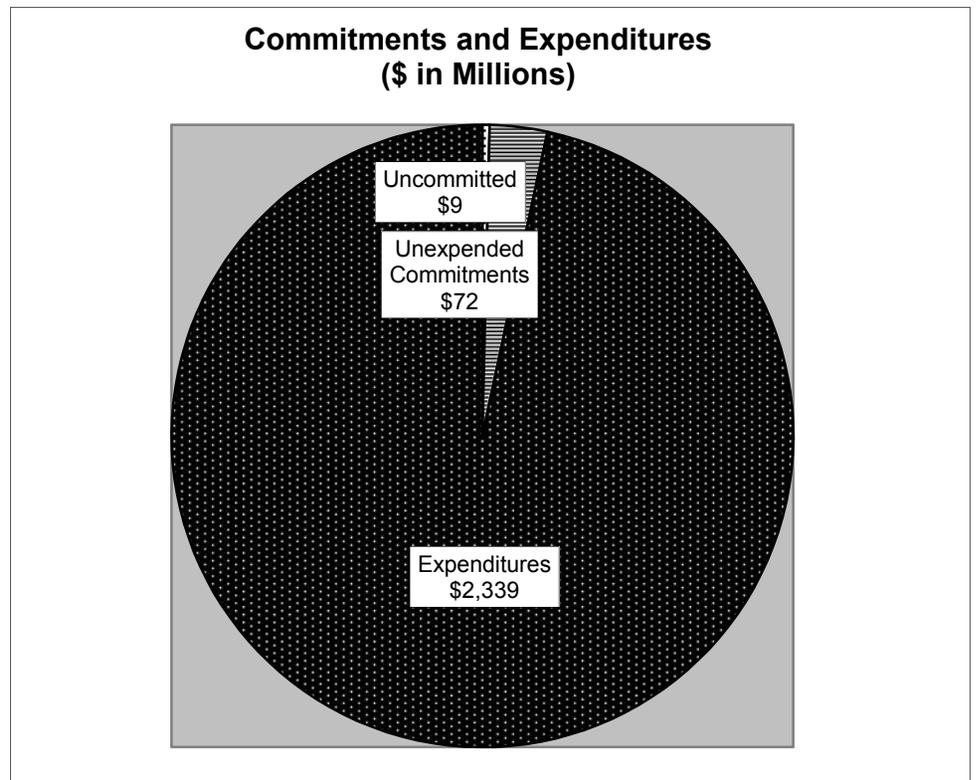
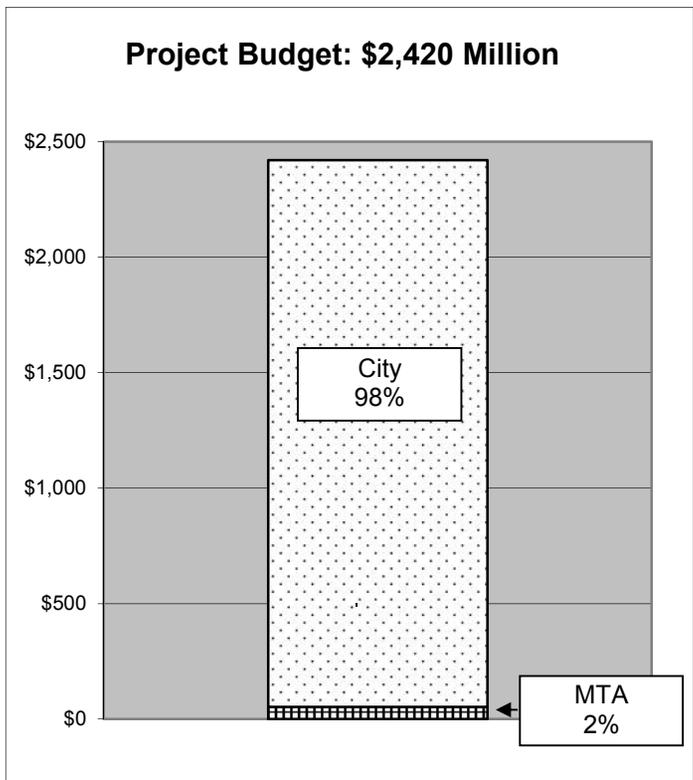
†† The scope of work in the Secondary Station Entrance Core & Shell and Building Systems/Finishes (Site P) contract package is not required for revenue service.

7 Line Extension Status

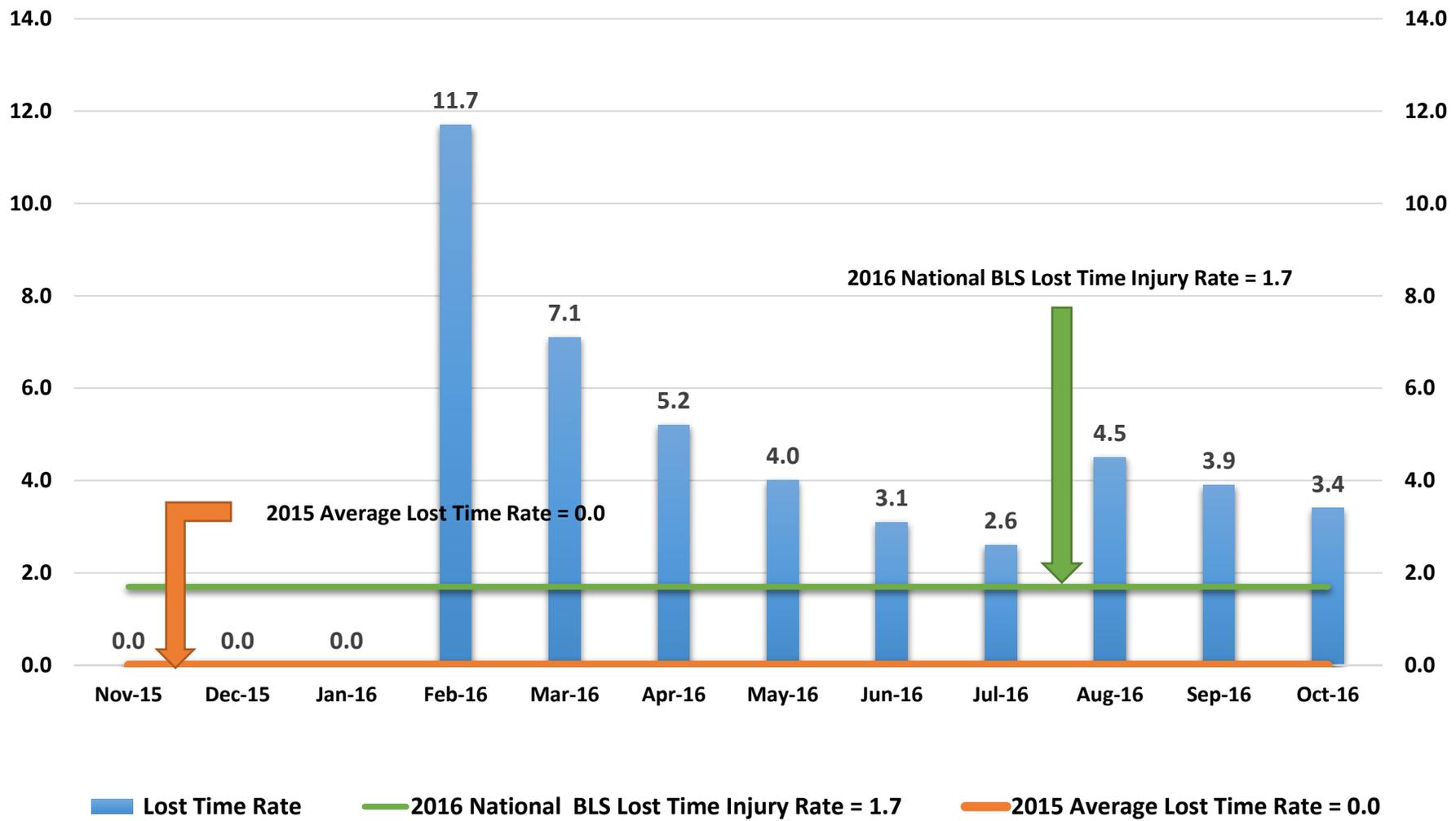
Report to the Transit Committee - December 2016
data thru November 2016

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	MTA Funds*	City Funds	City Funds Received	Committed	Uncommitted	Expended
2000-2004	\$ 53	\$ 53	\$ -	\$ -	\$ 53	\$ 0	\$ 53
2005-2009	<u>2,367</u>	<u>-</u>	<u>2,367</u>	<u>2,358</u>	<u>2,358</u>	<u>9</u>	<u>2,286</u>
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,358	\$ 2,411	\$ 9	\$ 2,339

* MTA funding was for preliminary engineering and environmental review work.



7 Line Annual Cumulative Profile of Lost Time Injury Rates



Second Ave Subway (Ph I) Active Construction Contracts Report to the Transit Committee - December 2016

data thru November 2016; \$s in million

	Budget	Expenditures
Construction	\$ 3,379.5	\$ 3,121.6
Design	\$ 519.5	508.1
Construction Management	\$ 270.5	232.4
Real Estate	\$ 281.5	240.5
Total	\$ 4,451.0	\$ 4,102.6

	Schedule
Project Design Start	December-2001
Project Design Completion	February-2011
Project Construction Start	March-2007
Revenue Service Date	December-2016

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved + Pending AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
63rd St Station Upgrade <i>Judlau Contracting</i>	\$209.4	\$209.0	\$0.4	\$203.7	Jul-2010	Jan-2011	May-2014	Dec-2016
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$298.9	\$289.3	\$9.5	\$262.6	Mar-2011	Jan-2012	Aug-2016	Dec-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	\$386.3	\$386.0	\$0.3	\$359.9	Mar-2011	Jun-2012	Dec-2015	Dec-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$322.3	\$320.6	\$1.7	\$288.9	Nov-2012	Feb-2013	Nov-2015	Dec-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$244.7	\$240.7	\$3.9	\$215.1	Oct-2013	Jun-2013	May-2016	Dec-2016

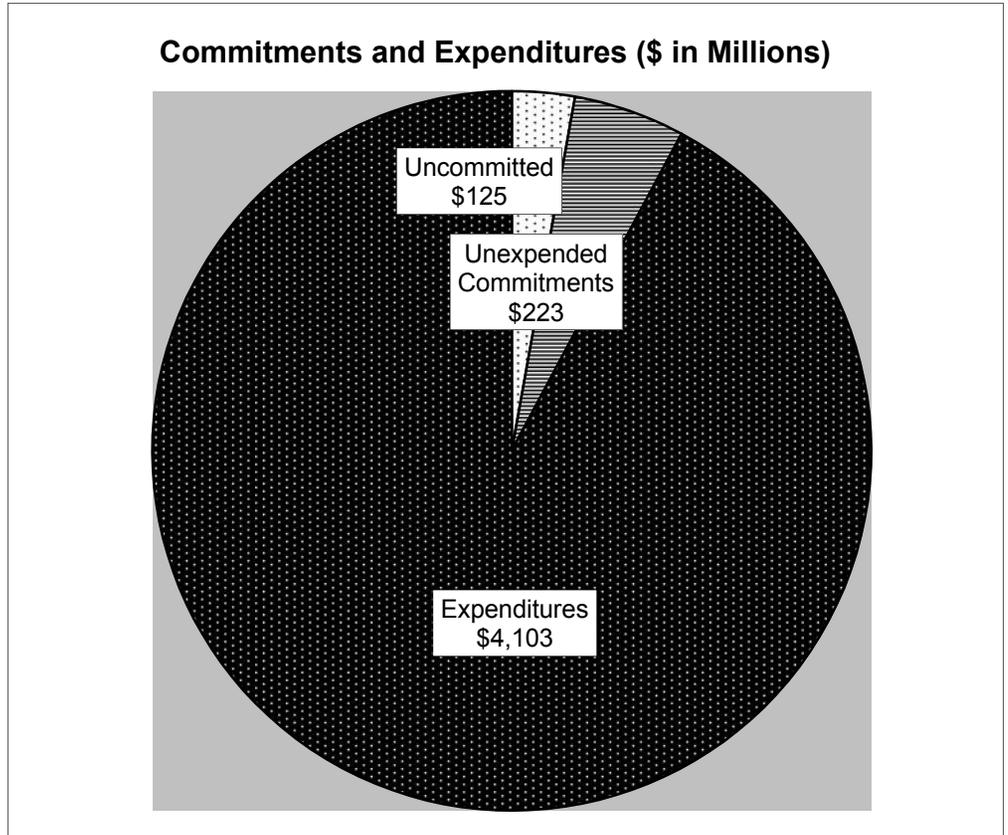
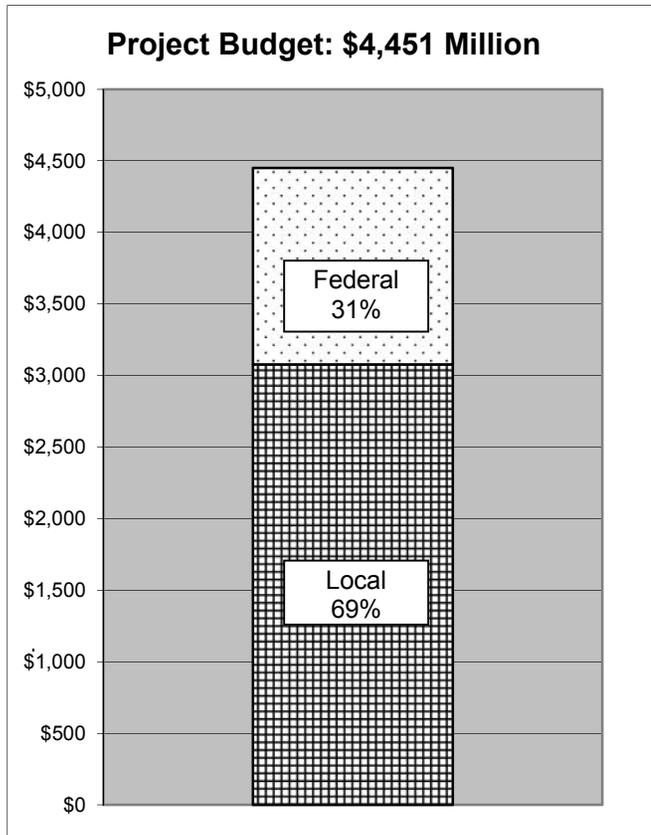
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - December 2016

data thru November 2016

MTA Capital Program \$ in Millions	Funding Sources			Status of Commitments			
	Budgeted	Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 724	\$ 326	\$ 326	\$ 1,049	\$ 1	\$ 1,044
2005-2009	1,914	866	1,048	1,048	1,882	32	1,804
2010-2014	1,487	1,487	-	-	1,394	93	1,254
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,374	\$ 4,326	\$ 125	\$ 4,103



SAS Annual Cumulative Profile of Lost Time Injury Rates

