



Transit & Bus Committee Meeting

January 2017

Committee Members

F. Ferrer, Committee Chairman

A. Albert

D. Jones

S. Metzger

C. Moerdler

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, 1/23/2017
10:30 AM - 12:00 PM ET**

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – DECEMBER 12, 2016

December Committee Meeting Minutes - Page 4

3. APPROVAL OF COMMITTEE WORK PLAN

Committee Work Plan - Page 10

4. OPERATIONS PERFORMANCE SUMMARY

a. November Operations Report

November Operations Report - Page 18

5. FINANCIAL REPORTS

a. November NYCT Financial & Ridership Report

November NYCT Financial and Ridership Report - Page 48

b. November SIR Financial & Ridership Report

November SIR Financial and Ridership Report - Page 71

c. November MTA Bus Financial & Ridership Report

November MTA Bus Financial and Ridership - Page 84

d. Capital Program Status Report

Capital Program Status Report - Page 99

6. PROCUREMENTS

NYCT January Procurement Staff Summary and Resolution - Page 108

a. Non-Competitive

NYCT Non-Competitive Actions - Page 112

b. Competitive

NYCT Competitive Actions - Page 114

c. Ratifications None

7. SERVICE CHANGES

a. NYCT Implement M79 Select Bus Service

NYCT Implement M79 Select Bus Service - Page 117

b. MTA Bus Q52 Extension to Beach 54th Street

MTA Bus Q52 Extension to Beach 54th Street - Page 122

8. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 127

9. MTACC REPORT

MTACC Report - Page 131

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
December 12, 2016

Meeting Held at:
Metropolitan Transportation Authority
Two Broadway
New York, New York 10004
10:00 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. John Samuelson
Hon. Veronica Vanterpool
Hon. Peter Ward

The following Member was absent:
Hon. Polly Trottenberg

Also present were:

Ira Greenberg and James E. Vitiello, Board Members
Veronique Hakim, President, New York City Transit
Peter Cafiero, Chief, Operations Planning
Michael Chubak, Chief Financial Officer
Vincent Coogan, Assistant Chief Executive Officer, 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 spoke in favor of the plan for repairing the Clark Street Tube as part of the post-Sandy "Fix and Fortify" initiative, but recommended that the ⑥ train be extended to the Old South Ferry loop station to increase passenger flow once the Clark Street Tube repairs are completed. He also suggested that all the Second Avenue Subway stations open simultaneously and asked for the date on which this will occur. Mr. Vera went on to congratulate President Hakim on her accomplishments during her first year at NYCT.

Murray Bodin requested that the Committee consider extending the ⑦ subway line to Secaucus and suggested that the use of lighter low-floor commuter buses be considered.

Frederick Wells offered recommendations for improving bus service in Queens, including adding select bus service to the Q25, Q43, Q46, Q113 and Q114 routes; increasing service on the X63, X64 and X68 routes; adding new express service to lower Manhattan and downtown Brooklyn; extending the BX41 SBS route; extending the Q27 route; increasing service frequency on the Q1, Q2, Q12 and Q36 routes; extending the Q111 route; and providing a community shuttle to connect southeast Queens to the LIRR.

David Paul Gerber commented on the importance of having conductors make accurate and substantive announcements regarding disruptions in subway service so that riders can be kept well informed, specifically requesting that they provide appropriate information regarding ② and ③ line service while the "Fix and Fortify" Clark Street Tunnel work is being performed.

Jason Anthony Pineiro thanked the Committee for proceeding with work on the Clark Street Tube; asked whether the 42nd Street shuttle will be operating overnight; congratulated President Hakim on her first year as President of NYCT; suggested that an SBS route be established to access JFK Airport; asked President Horodniceanu when the Second Avenue Subway will open; and asked that the MTA resume operation of Long Island Bus due to Nassau County's budgetary deficits.

Orrin Goetz commented on the Port Authority's plan to increase the capacity of the Port Authority Bus Terminal, expressing his concern about how the transit system will be able to incorporate the increased load resulting from almost 100,000 additional bus terminal passengers daily and noting that the extension of the ⑦ to Secaucus might mitigate some of the impact.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the minutes of the November 14, 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.

President Hakim brought to the Committee's attention that the proposed 2017 Committee Work Plan is included in this month's agenda, noting that, barring any comments or changes, the work plan will be presented to the Committee for approval in January.

President Hakim advised the Committee of ongoing efforts ensure preparedness for inclement weather, adding that more detail on storm and winter preparation efforts will be provided in upcoming months. She also thanked Members for the support, trust and confidence they offered during her first year as NYCT President, and extended her best wishes to everyone for a festive and safe holiday season.

IV. Agenda Items

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

In response to questions from Member Moerdler, SVP Habersham noted that changes in the Scheduled Maintenance System (SMS), which would shorten the maintenance cycle, are being considered to improve service on the "millennial" fleet of R142, R142A and R143 subway cars, and that lower MDBF statistics on the "legacy fleet" are likely attributable to the advanced age of these cars.

In response to a question from Member Moerdler regarding on-time performance statistics, SVP Habersham and President Hakim noted that the extensive construction work being performed on the subway system, the need for new subway cars, and the work being done on the signal system all contribute to transit delays. President Hakim agreed to report back to the Committee on how the Communications-Based Train Control system can improve performance by reducing headways between trains.

Member Greenberg expressed his continued frustration with existing service statistics, and Member Vitiello stressed the need for a more cohesive approach to transit that takes into account the effect of changes to other modes of transportation. Member Vanterpool suggested that the recommendations of transit advocacy groups should be given due consideration. Member Moerdler noted that improving the transit system is essential, especially considering the City's traffic policies which he described as being aimed at promoting the increased use of public transportation.

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

In response to requests from Members Moerdler, Jones and Vitiello, President Irick agreed to provide the Committee with information on the location and duration of bus delays, noting that wait assessment statistics for buses, reflecting the reasons for delays, would be reported beginning in 2017.

VP Kennedy presented the Safety Report.

Chief Coogan presented the NYPD Transit Bureau statistics.

In response to a question from Member Moerdler, Chief Coogan confirmed that incidences of forcible touching and public lewdness in the transit system have increased, and described measures being taken to address the issue, including having the NYPD Special Victims Unit investigate sex crimes in the subway.

In response to comments from Members Albert and Samuelson, Chief Coogan advised the Committee that a special NYPD unit has been created to address hate crimes. Chair Ferrer requested that hate crime statistics be added to the Crime Report.

In response to Chair Ferrer's inquiry into the increase in felony assaults, Chief Coogan explained that the characterization of assaults as felonies is often based on the attributes of the individual assaulted, such as his or her status as an NYPD officer or a transit worker, or based on the victim's age. He also indicated that a number of assaults are attributable to arguments between passengers, overcrowding conditions or fare evasion.

B. Financial Reports

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

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

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 8 actions totaling \$265.6 million in expenditures, highlighting two procurement action items included in this month's agenda: (1) the award of a competitively solicited and negotiated Design/Build contract 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 with a contract term of 43 months, and (2) the award of a competitively solicited and negotiated contract for the Viaduct and Bridge Replacement on the Myrtle Avenue Line in the Boroughs of Brooklyn and Queens to Schiavone Construction Company, LLC in the amount of \$80,680,000 with a contract term of 24 months.

In response to a question from Member Moerdler, VP Plochochi explained that it is not unusual for companies with the same parent to bid on NYCT projects and that bidder integrity is vetted to ensure no collusive practices. Member Moerdler requested that the Committee be advised when multiple parties with the same parent bid on a contract, that this information be submitted to the MTA's Office of the Inspector General for review and that the appearance of impropriety under such circumstances be guarded against. VP Plochochi agreed to take such into consideration, and noted the importance of not limiting competition.

In response to a question from Member Vanterpool, VP Plochochi noted that the Clifton Repair Shop project is a design build contract being performed in a fully operational facility. SVP O'Grady noted that although the damage to the existing facility was caused by flooding, the current location was determined to have the best layout available to meet Staten Island Railroad needs and that if, in spite of planned protective measures, the site is damaged as a result of bad weather during the course of the design-build work, the contractor would bear the risk of loss.

In response to a question from Member Albert, SVP Plochochi noted that Schiavone Construction Company's Best and Final Offer on the Myrtle Avenue Line's Viaduct and Bridge Replacement project has been evaluated based on a breakdown of its component parts, the largest of which is the Myrtle Viaduct work.

In response to a concern expressed by Member Jones, VP Plochochi indicated that bids and proposals from companies with the same ownership will be carefully reviewed and reported upon.

In response to a question from Member Vitiello, VP Plochochi commented that although the size of NYCT projects can pose challenges, the Authority's bonding requirements are generally not considered an impediment, further noting that NYCT has had occasion to avail itself of the protections of surety bonds in the past.

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

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

MTA CC's 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. Action Items

Upon motion duly made and seconded the Committee approved the 2017 Final Proposed Budget and the four-year Financial Plan for the years 2017-2020 for NYC Transit, Staten Island Railway and MTA Bus Company. Staff Summaries for NYCT, SIR and MTA Bus providing details of the programmatic and budget reduction initiatives, as well as key financial data for each agency, are included in the Committee Agenda book.

VI. Service Changes

Peter Cafiero informed the Committee of subway schedule changes on the "A" Division **1**, **2**, **3**, **4**, **5** and **7** lines, implementing (1) routine schedule adjustments on the **1** and **7** lines on weekdays during the PM peak and evening hours based on regular ridership evaluations and (2) temporary long term schedule and route changes to Saturday and Sunday **2**, **3**, **4** and **5** line service to minimize the impact of necessary construction work in the Clark Street Tubes.

In response to a question from Member Albert, Mr. Cafiero advised the Committee that conductors will inform riders of available travel options during the Clark Street Tunnel project work, noting that automated announcements would reflect the new service patterns.

VII. Special Reports and Presentations

President Hakim presented the MetroCard Report to the Committee for its information.

VIII. Standard Follow-Up Reports

President Hakim presented the quarterly NYC Transit and MTA Bus Company EEO & Diversity Reports providing data as of September 30, 2016.

IX. MTA CC Project Report

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

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

Respectfully submitted,



Bettina Quintas
Assistant Secretary



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
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

January 2017

Approval of 2017 NYC Transit
Committee Work Plan

Committee Chair & Members

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

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

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
Management & Budget
Management & Budget
Management & Budget
Management & Budget
Management & Budget
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

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
NYCT & MTA Bus EEO & Diversity Report, 3rd Qtr, 2017

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



2017 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)

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

NYC 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

NYC 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

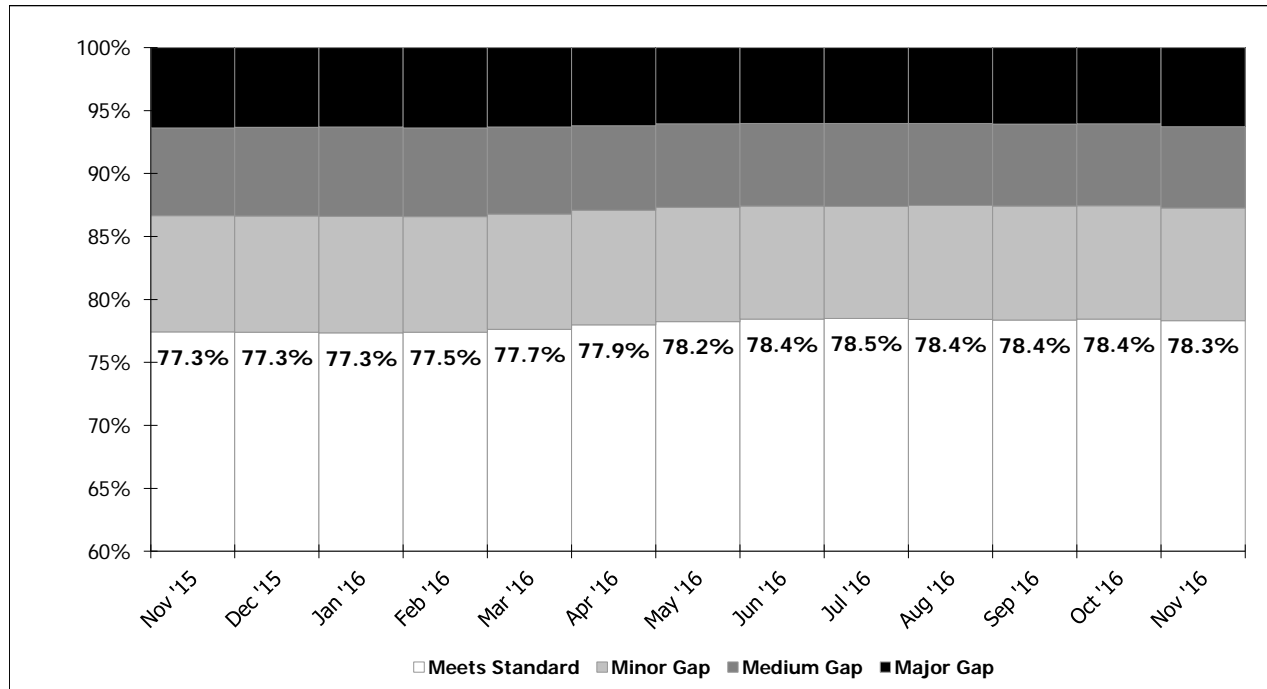
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: November 2016			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)				78.3%	77.3%	+1.0%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	68.7%	72.8%	-4.1%	70.5%	72.0%	-1.5%
A Division Weekday Wait Assessment - (All Lines)				73.6%	74.5%	-0.9%
B Division Weekday Wait Assessment	79.0%	78.9%	+0.1%	80.8%	78.8%	+2.0%
System Weekend Wait Assessment (Chart 3)				84.6%	84.7%	-0.1%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	78.3%	80.2%	-1.9%	79.3%	81.1%	-1.8%
A Division Weekend Wait Assessment - (All Lines)				81.8%	83.1%	-1.3%
B Division Weekend Wait Assessment	83.0%	83.4%	-0.4%	86.5%	85.8%	+0.7%
System Weekday Terminal On-Time Performance (Charts 4-5)	63.9%	67.5%	-3.6%	67.4%	69.8%	-2.4%
A Division Weekday Terminal On-Time Performance	60.5%	65.2%	-4.7%	63.2%	65.9%	-2.7%
B Division Weekday Terminal On-Time Performance	66.8%	69.5%	-2.7%	71.0%	73.1%	-2.1%
System Number of Weekday Trains Delayed (Chart 6)	60,274	50,439	+19.5%	53,881	49,461	+8.9%
System Weekend Terminal On-Time Performance (Charts 7-8)	71.9%	73.7%	-1.8%	72.8%	74.7%	-1.9%
A Division Weekend Terminal On-Time Performance	68.4%	72.1%	-3.7%	70.0%	72.3%	-2.3%
B Division Weekend Terminal On-Time Performance	74.5%	74.9%	-0.4%	74.7%	76.4%	-1.7%
System Number of Weekend Trains Delayed (Chart 9)	14,057	14,614	-3.8%	13,613	13,019	+4.6%
Mean Distance Between Failures (Charts 10-11)	121,185	124,051	-2.3%	113,179	134,916	-16.1%
A Division Mean Distance Between Failures	113,390	95,433	+18.8%	111,779	115,298	-3.1%
B Division Mean Distance Between Failures	127,553	159,122	-19.8%	114,238	154,230	-25.9%
System Weekday Service-KPI (Charts 12-13)	73.4%	75.8%	-2.4%	74.7%	76.3%	-1.6%
A Division Weekday Service-KPI	69.0%	72.5%	-3.5%	70.6%	72.1%	-1.5%
B Division Weekday Service-KPI	76.1%	78.2%	-2.1%	77.4%	79.2%	-1.8%
System Weekday PES-KPI (Charts 14-16)				91.6%	91.6%	0.0%
Staten Island Railway						
24 Hour On-Time Performance	82.3%	85.6%	-3.3%	95.2%	94.9%	+0.3%
AM Rush On-Time Performance	88.7%	79.2%	+9.5%	96.8%	94.7%	+2.1%
PM Rush On-Time Performance	82.1%	93.1%	-11.0%	97.0%	96.5%	+0.5%
Percentage of Completed Trips	98.5%	100.0%	-1.5%	99.8%	99.8%	0.0%
Mean Distance Between Failures	43,243	71,642	-39.6%	67,831	52,676	+28.8%
Staten Island Railway PES-KPI (Chart 17)				88.8%	90.6%	-1.8%

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>	
Dec '15 - Nov '16	78.3%	8.9%	6.5%	6.3%	2016 TARGET: 80.7%
Dec '14 - Nov '15	77.3%	9.2%	7.0%	6.4%	2015 ACTUAL: 77.3%

Chart 1

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

Dec '15 - Nov '16					Dec '14 - Nov '15				
Line	Headways				Headways				Standard Difference
	Meets Standard	GAP			Meets Standard	GAP			
		Minor	Medium	Major		Minor	Medium	Major	
1	77.6%	9.4%	7.2%	5.8%	78.0%	9.3%	6.9%	5.8%	-0.4%
2	69.7%	10.3%	10.1%	9.9%	72.2%	10.1%	9.3%	8.4%	-2.5%
3	74.5%	10.3%	8.3%	6.9%	77.9%	9.6%	7.0%	5.5%	-3.4%
4	69.2%	9.9%	9.4%	11.5%	70.8%	9.6%	8.7%	10.8%	-1.6%
5	65.2%	10.3%	11.0%	13.6%	66.5%	10.0%	10.7%	12.8%	-1.3%
6	66.6%	9.5%	10.5%	13.4%	66.2%	9.7%	10.7%	13.3%	+0.4%
7	73.8%	10.9%	8.2%	7.0%	74.8%	10.2%	7.5%	7.4%	-1.0%
S 42nd	92.2%	4.1%	2.0%	1.7%	89.3%	4.3%	2.9%	3.5%	+2.9%
Subdivision A	73.6%	9.3%	8.3%	8.7%	74.5%	9.1%	8.0%	8.4%	-0.9%
A	72.2%	8.5%	8.4%	10.9%	68.0%	10.0%	9.9%	12.1%	+4.2%
B	79.7%	9.4%	6.4%	4.5%	78.1%	10.4%	6.6%	5.0%	+1.6%
C	76.9%	11.3%	6.3%	5.5%	78.8%	10.5%	6.1%	4.7%	-1.9%
D	82.3%	9.5%	5.0%	3.2%	78.4%	10.5%	7.0%	4.1%	+3.9%
E	73.8%	10.2%	6.9%	9.1%	74.7%	10.2%	8.2%	7.0%	-0.9%
F	76.9%	8.5%	6.8%	7.8%	72.3%	9.9%	8.7%	9.1%	+4.6%
S Fkln	97.0%	1.4%	0.7%	1.0%	96.3%	1.5%	1.1%	1.1%	+0.7%
G	83.9%	10.3%	3.9%	1.8%	81.1%	10.3%	5.9%	2.7%	+2.8%
S Rock	93.3%	4.3%	1.4%	0.8%	92.0%	4.5%	2.4%	1.2%	+1.3%
JZ	80.4%	9.3%	6.1%	4.2%	76.7%	10.5%	7.0%	5.7%	+3.7%
L	78.6%	10.1%	5.9%	5.5%	78.9%	10.0%	7.1%	4.0%	-0.3%
M	80.4%	8.7%	5.7%	5.1%	77.1%	9.8%	7.5%	5.6%	+3.3%
N	79.7%	9.7%	6.3%	4.3%	77.1%	10.7%	7.2%	5.0%	+2.6%
Q	80.5%	9.9%	4.9%	4.7%	78.7%	10.9%	6.0%	4.4%	+1.8%
R	76.5%	10.2%	7.0%	6.3%	74.5%	9.8%	7.8%	7.9%	+2.0%
Subdivision B	80.8%	8.7%	5.4%	5.0%	78.8%	9.3%	6.6%	5.3%	+2.0%
Systemwide	78.3%	8.9%	6.5%	6.3%	77.3%	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

W line service began in November 2016, and data is being collected, but it will not be reported separately until 12 months of data are available.

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

Dec '15 - Nov '16					Dec '14 - Nov '15				
Line	Headways				Headways				Standard Difference
	Meets	GAP			Meets	GAP			
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	
1	82.8%	8.1%	5.2%	3.9%	88.3%	6.6%	3.4%	1.7%	-5.5%
2	74.3%	11.3%	8.9%	5.4%	78.2%	10.3%	7.3%	4.1%	-3.9%
3	85.1%	8.4%	4.0%	2.5%	85.0%	8.2%	4.3%	2.6%	+0.1%
4	74.5%	10.2%	8.4%	6.9%	73.9%	10.0%	8.6%	7.4%	+0.6%
5	77.0%	9.6%	7.2%	6.2%	83.5%	7.7%	5.0%	3.8%	-6.5%
6	82.2%	8.7%	5.4%	3.8%	77.7%	9.3%	7.5%	5.6%	+4.5%
7	80.7%	9.7%	5.1%	4.5%	79.9%	11.6%	4.4%	4.1%	+0.8%
S 42nd	97.4%	0.5%	0.3%	1.8%	98.6%	0.7%	0.3%	0.4%	-1.2%
Subdivision A	81.8%	8.3%	5.6%	4.4%	83.1%	8.1%	5.1%	3.7%	-1.3%
A	79.2%	11.3%	5.5%	4.0%	74.1%	10.0%	8.3%	7.6%	+5.1%
C	82.5%	10.0%	5.2%	2.3%	82.6%	8.9%	4.5%	3.9%	-0.1%
D	85.7%	8.2%	4.6%	1.5%	88.5%	6.7%	4.3%	0.5%	-2.8%
E	85.4%	8.4%	4.2%	2.0%	80.0%	9.9%	5.2%	4.9%	+5.4%
F	84.9%	7.6%	4.3%	3.3%	87.1%	8.0%	2.1%	2.8%	-2.2%
S Fkln	97.5%	1.2%	0.5%	0.7%	92.5%	3.8%	2.1%	1.7%	+5.0%
G	91.3%	6.5%	1.2%	0.9%	92.8%	4.5%	1.8%	0.9%	-1.5%
JZ	88.0%	5.4%	3.4%	3.1%	91.4%	6.1%	1.5%	0.9%	-3.4%
L	83.7%	7.9%	4.3%	4.1%	82.5%	7.7%	6.4%	3.4%	+1.2%
N	88.6%	7.7%	2.8%	0.9%	85.4%	8.5%	3.8%	2.3%	+3.2%
Q	85.2%	6.1%	3.3%	5.4%	86.6%	5.8%	4.3%	3.3%	-1.4%
R	85.8%	8.2%	4.4%	1.6%	86.3%	4.6%	4.8%	4.3%	-0.5%
Subdivision B	86.5%	7.4%	3.6%	2.5%	85.8%	7.1%	4.1%	3.1%	+0.7%
Systemwide	84.6%	7.8%	4.4%	3.2%	84.7%	7.5%	4.5%	3.3%	-0.1%

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

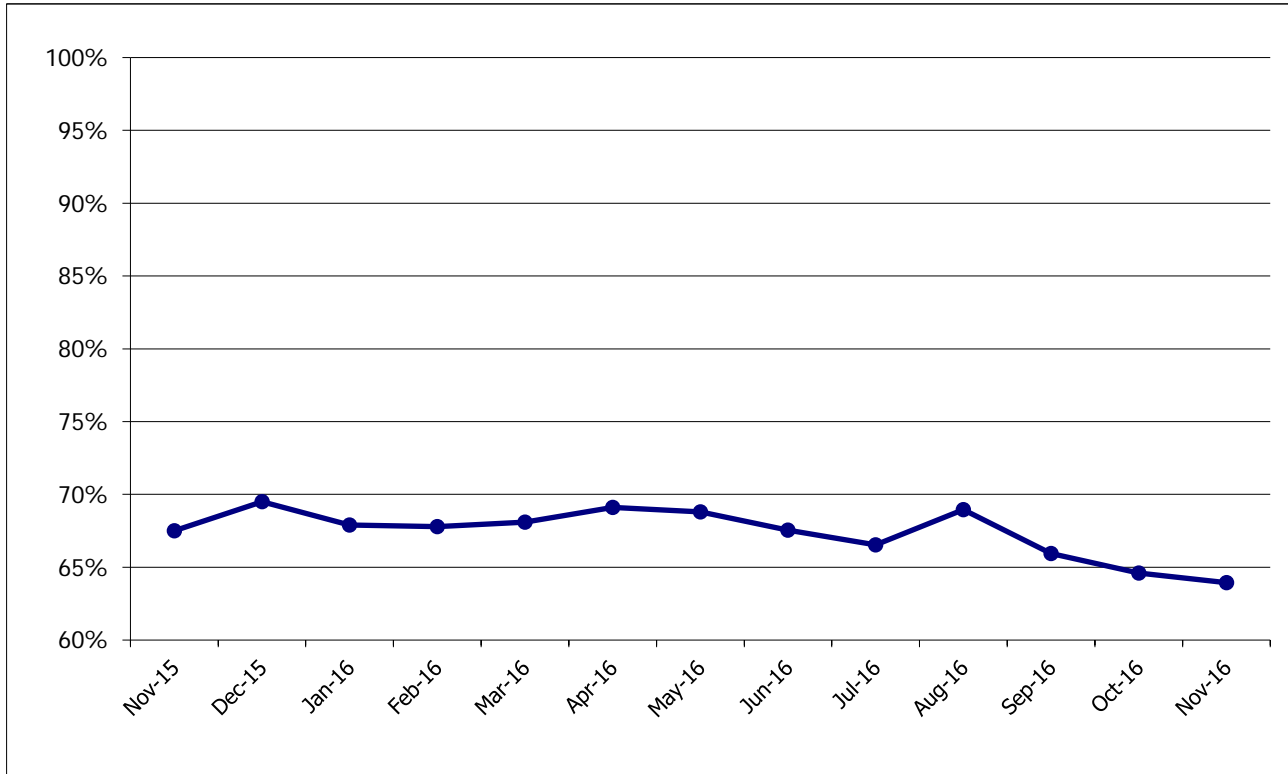
**Headway
Definitions**

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 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

Nov 2016: 63.9%

Nov 2015: 67.5%

Dec '15 - Nov '16

12-Mon Avg: 67.4%

Subdivision A

Monthly Results

Nov 2016: 60.5%

Nov 2015: 65.2%

Dec '15 - Nov '16

12-Mon Avg: 63.2%

Subdivision B

Monthly Results

Nov 2016: 66.8%

Nov 2015: 69.5%

Dec '15 - Nov '16

12-Mon Avg: 71.0%

Discussion of Results

In November 2016, Over Crowding (26,049 delays), ROW Delays (8,969 delays), and Track Gangs (6,697 delays) were the highest categories of delays, representing 69.21% of the total 60,274 delays.

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

<u>Line</u>	<u>Dec '15 - Nov '16</u>	<u>Dec '14 - Nov '15</u>	<u>% Difference</u>
1	72.1%	76.0%	-3.9%
2	37.1%	43.4%	-6.3%
3	58.4%	65.7%	-7.3%
4	38.7%	43.8%	-5.1%
5	37.4%	40.5%	-3.1%
6	49.2%	46.3%	+2.9%
7	78.0%	83.5%	-5.5%
S 42nd	99.0%	98.3%	+0.7%
Subdivision A	63.2%	65.9%	-2.7%
A	63.4%	66.3%	-2.9%
B	68.9%	76.1%	-7.2%
C	70.6%	79.7%	-9.1%
D	67.6%	74.1%	-6.5%
E	67.8%	69.8%	-2.0%
F	58.7%	58.0%	+0.7%
S Fkln	99.6%	99.5%	+0.1%
G	80.4%	66.8%	+13.6%
S Rock	94.3%	95.8%	-1.5%
JZ	65.2%	74.1%	-8.9%
L	90.7%	91.9%	-1.2%
M	68.1%	69.9%	-1.8%
N	62.4%	66.0%	-3.6%
Q	69.5%	70.2%	-0.7%
R	59.7%	59.3%	+0.4%
Subdivision B	71.0%	73.1%	-2.1%
Systemwide	67.4%	69.8%	-2.4%

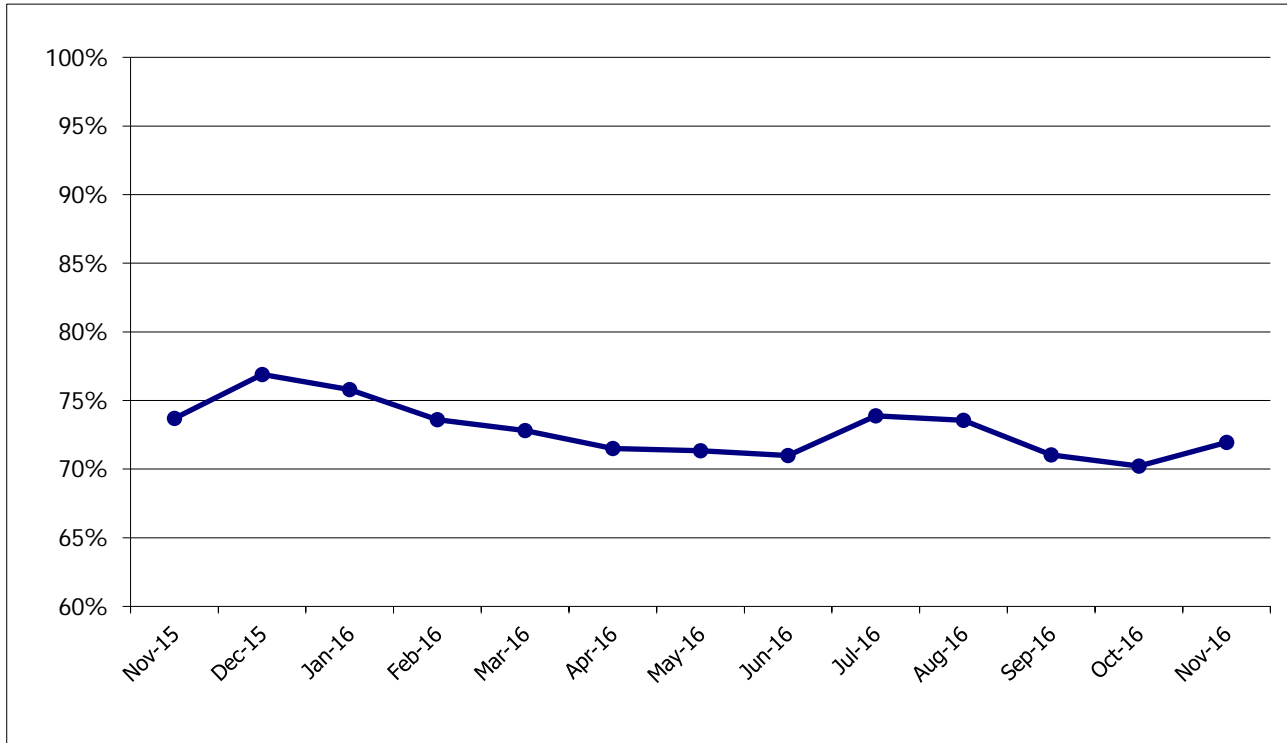
W line service began in November 2016, and data is being collected, but it will not be reported separately until 12 months of data are available.

Subway Weekday Trains Delayed Monthly (24 hours)

<u>Categories</u>	<u>November 2016 Trains Delayed</u>
Over Crowding	26,049
ROW Delays	8,969
Track Gangs	6,697
Work Equipment/G. O.	3,592
Car Equipment	3,013
Sick Customer	2,968
Operational Diversions	2,061
Unruly Customer	1,767
Police	1,535
Employee	1,105
Inclement Weather	1,047
Fire	940
Infrastructure	374
External	159
Total Trains Delayed *	60,274

* 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

Nov 2016: 71.9%

Nov 2015: 73.7%

Dec '15 - Nov '16

12-Mon Avg: 72.8%

Subdivision A

Monthly Results

Nov 2016: 68.4%

Nov 2015: 72.1%

Dec '15 - Nov '16

12-Mon Avg: 70.0%

Subdivision B

Monthly Results

Nov 2016: 74.5%

Nov 2015: 74.9%

Dec '15 - Nov '16

12-Mon Avg: 74.7%

Discussion of Results

In November 2016, Track Gangs (3,665 delays), Over Crowding (3,611 delays), and Work Equipment/G. O. (2,180 delays) were the highest categories of delays, representing 67.27% of the total 14,057 delays.

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

<u>Line</u>	<u>Dec '15 - Nov '16</u>	<u>Dec '14 - Nov '15</u>	<u>% Difference</u>
1	80.7%	88.2%	-7.5%
2	41.2%	42.4%	-1.2%
3	57.0%	62.6%	-5.6%
4	53.1%	47.7%	+5.4%
5	60.6%	75.0%	-14.4%
6	63.0%	57.6%	+5.4%
7	82.8%	87.8%	-5.0%
S 42nd	99.7%	99.6%	+0.1%
Subdivision A	70.0%	72.3%	-2.3%
A	63.2%	61.9%	+1.3%
C	54.6%	61.3%	-6.7%
D	67.5%	72.0%	-4.5%
E	64.0%	60.1%	+3.9%
F	36.2%	44.6%	-8.4%
S Fkln	99.3%	99.6%	-0.3%
G	88.3%	83.7%	+4.6%
S Rock	95.4%	97.7%	-2.3%
JZ	82.8%	89.6%	-6.8%
L	90.3%	89.9%	+0.4%
M	96.5%	96.5%	+0.0%
N	68.4%	71.2%	-2.8%
Q	81.4%	81.9%	-0.5%
R	69.4%	72.1%	-2.7%
Subdivision B	74.7%	76.4%	-1.7%
Systemwide	72.8%	74.7%	-1.9%

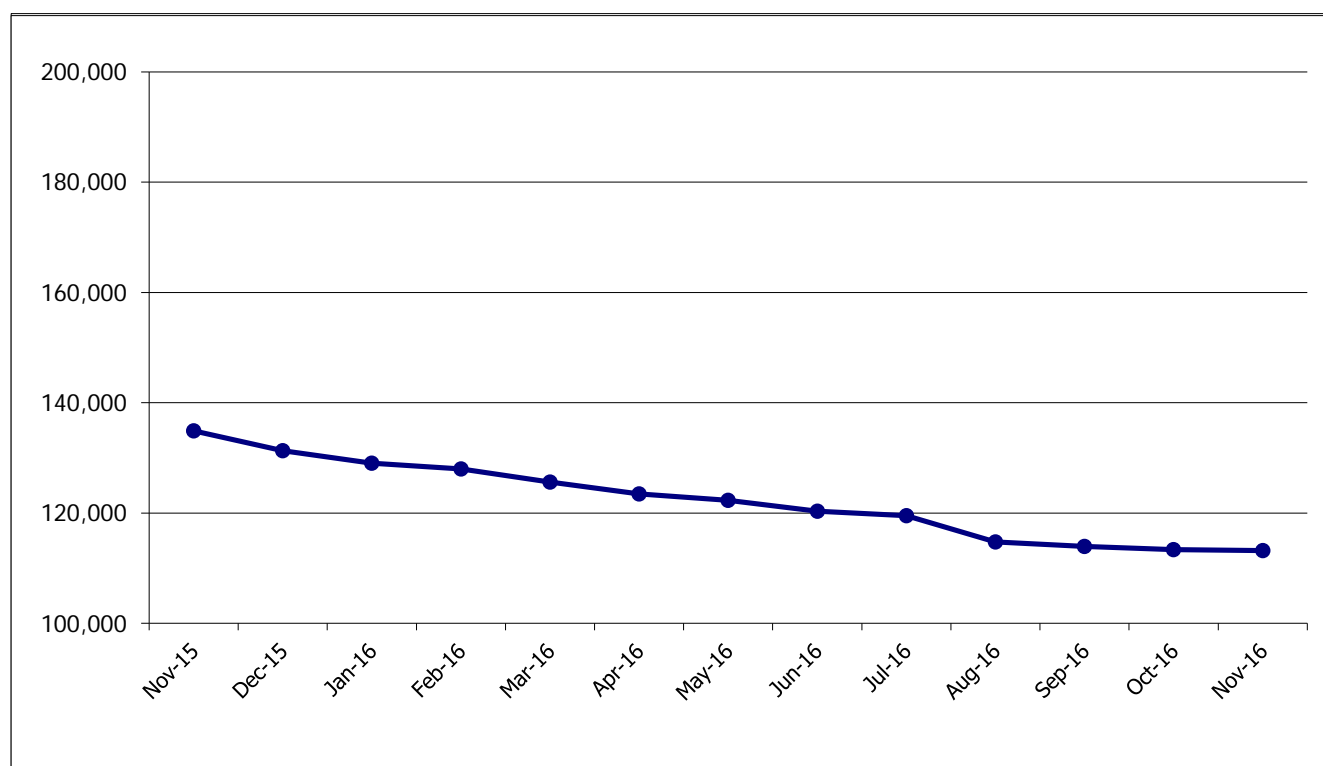
Chart 8

Subway Weekend Trains Delayed **Monthly** **(24 hours)**

<u>Categories</u>	<u>November 2016 Trains Delayed</u>
Track Gangs	3,665
Over Crowding	3,611
Work Equipment/G. O.	2,180
ROW Delays	1,405
Police	623
Operational Diversions	561
Unruly Customer	548
Sick Customer	476
Car Equipment	397
Employee	366
Fire	79
Infrastructure	74
External	43
Inclement Weather	29
Total Trains Delayed *	14,057

* 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

Nov 2016: 121,185

Nov 2015: 124,051

12-Month Average

Dec '15 - Nov '16: 113,179

Dec '14 - Nov '15: 134,916

Annual Result

2016 TARGET: 150,000

2015 ACTUAL: 131,325

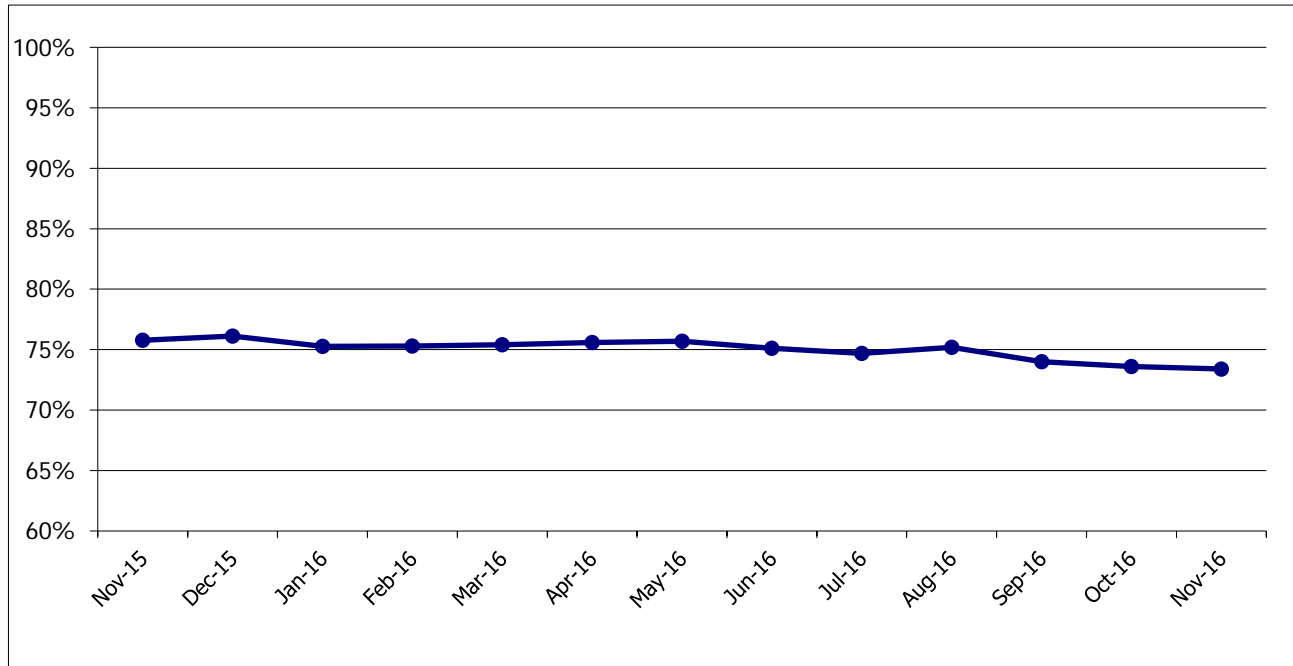
Discussion of Results

MDBF in November 2016 changed -2.31% from November 2015. Over the past year, the MDBF 12-month average changed -16.11%.

Subway Mean Distance Between Failure 12-Month Rolling Average

<u>Car Class</u>	<u># of Cars</u>	<u>Dec '15 - Nov '16</u>	<u>Dec '14 - Nov '15</u>	<u>% Change</u>
R32	222	32,327	47,382	-31.8%
R42	50	36,294	43,297	-16.2%
R46	752	75,503	106,747	-29.3%
R62	315	189,436	199,255	-4.9%
R62A	824	82,530	97,622	-15.5%
R68	425	117,673	129,936	-9.4%
R68A	200	101,337	131,382	-22.9%
R142	1,030	142,536	154,683	-7.9%
R142A	220	50,704	64,162	-21.0%
R143	212	53,651	67,467	-20.5%
R160	1,662	268,080	373,652	-28.3%
R188 - New	126	521,186	296,913	+75.5%
R188 - Conversion	380	184,098	91,508	+101.2%
FLEET	6,418	113,179	134,916	-16.1%

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

Nov 2016: 73.4%
Nov 2015: 75.8%

Dec '15 - Nov '16

12 Mon Avg: 74.7%

Subdivision A

Monthly Results

Nov 2016: 69.0%
Nov 2015: 72.5%

Dec '15 - Nov '16

12 Mon Avg: 70.6%

Subdivision B

Monthly Results

Nov 2016: 76.1%
Nov 2015: 78.2%

Dec '15 - Nov '16

12 Mon Avg: 77.4%

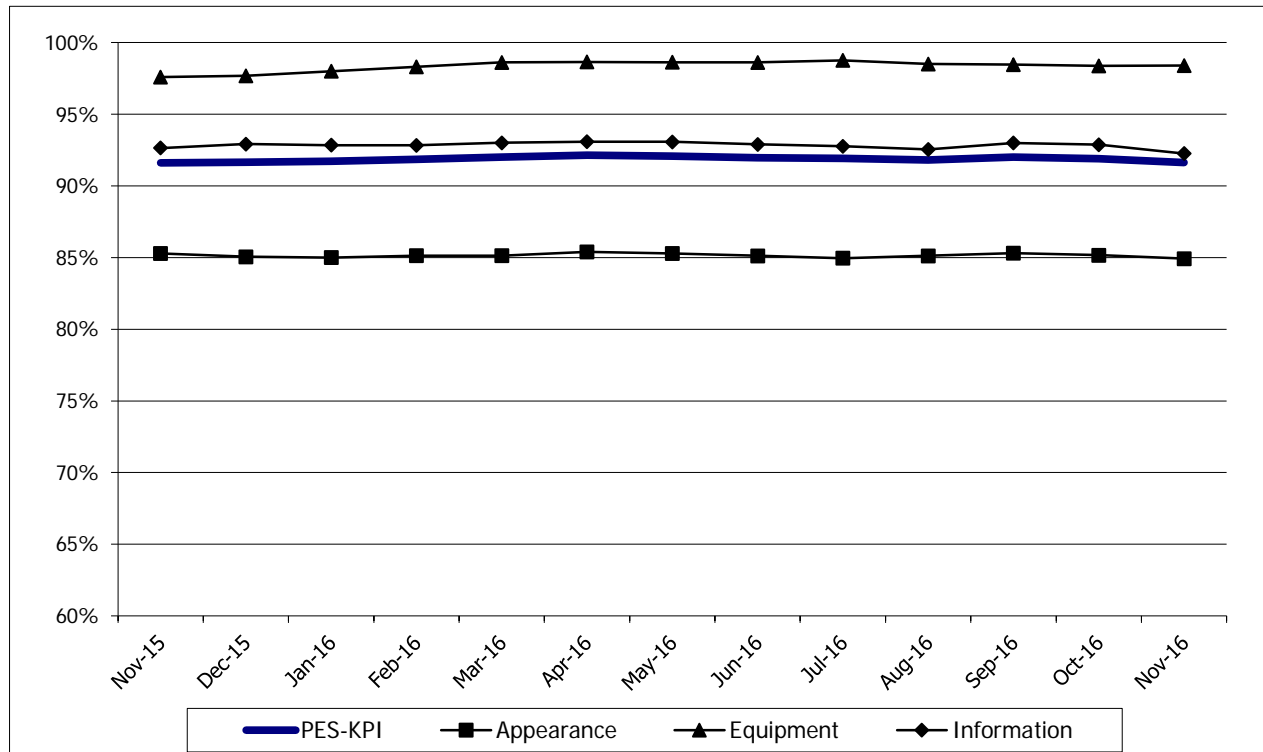
Chart 12

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

<u>Line</u>	<u>Dec '15 - Nov '16</u>	<u>Dec '14 - Nov '15</u>	<u>% Difference</u>
1	74.8%	77.4%	-2.6%
2	63.0%	66.3%	-3.3%
3	72.2%	76.5%	-4.3%
4	58.5%	61.5%	-3.0%
5	60.3%	62.1%	-1.8%
6	58.9%	58.0%	+0.9%
7	77.7%	79.6%	-1.9%
S 42nd	87.2%	85.7%	+1.5%
Subdivision A	70.6%	72.1%	-1.5%
A	67.4%	68.0%	-0.6%
B	75.5%	78.1%	-2.6%
C	70.3%	75.7%	-5.4%
D	79.6%	79.3%	+0.3%
E	74.6%	75.7%	-1.1%
F	73.8%	70.8%	+3.0%
S Fkln	89.9%	89.8%	+0.1%
G	78.3%	73.6%	+4.7%
S Rock	90.5%	87.5%	+3.0%
JZ	70.8%	73.2%	-2.4%
L	79.1%	79.8%	-0.7%
M	78.7%	77.3%	+1.4%
N	76.6%	76.0%	+0.6%
Q	79.1%	78.3%	+0.8%
R	69.0%	70.3%	-1.3%
Subdivision B	77.4%	79.2%	-1.8%
Systemwide	74.7%	76.3%	-1.6%

W line service began in November 2016, and data is being collected, but it will not be reported separately until 12 months of data are available.

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>
Dec '15 - Nov '16	91.6%	84.9%	98.4%	92.3%
Dec '14 - Nov '15	91.6%	85.3%	97.6%	92.6%
% Difference:	+0.0%	-0.4%	+0.8%	-0.3%

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

<u>Line</u>	<u>Dec '15 - Nov '16</u>				<u>Dec '14 - Nov '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	93.5%	95.7%	97.6%	87.0%	94.1%	96.0%	95.1%	91.1%	-0.6%
2	96.1%	92.2%	97.2%	99.0%	95.7%	92.2%	99.0%	95.9%	+0.4%
3	94.3%	92.7%	98.4%	91.7%	95.4%	97.1%	97.5%	91.4%	-1.1%
4	96.8%	94.7%	97.3%	98.4%	94.8%	92.8%	95.8%	96.0%	+2.0%
5	96.4%	93.3%	98.0%	98.1%	95.8%	92.9%	97.7%	96.7%	+0.6%
6	94.8%	95.3%	97.0%	92.0%	94.5%	94.4%	95.8%	93.3%	+0.3%
7	96.7%	96.0%	98.9%	95.3%	96.8%	96.9%	98.6%	95.0%	-0.1%
S 42nd	93.4%	96.6%	94.1%	89.3%	93.8%	95.5%	93.9%	91.9%	-0.4%
Subdivision A	95.3%	94.4%	97.6%	93.9%	95.1%	94.5%	96.9%	94.0%	+0.2%
A	93.7%	93.3%	99.5%	88.3%	93.7%	92.3%	95.2%	93.5%	+0.0%
B	90.7%	88.4%	95.1%	88.8%	92.5%	92.2%	93.5%	91.7%	-1.8%
C	95.2%	94.6%	99.5%	91.7%	94.9%	94.4%	96.6%	93.7%	+0.3%
D	92.0%	90.7%	97.0%	88.2%	90.9%	89.2%	92.7%	90.7%	+1.1%
E	96.8%	93.3%	99.0%	98.3%	96.7%	94.8%	96.8%	98.5%	+0.1%
F	96.1%	93.0%	97.8%	97.5%	95.6%	93.1%	98.2%	95.6%	+0.5%
S Fkln	93.5%	92.3%	99.3%	88.9%	94.5%	92.6%	95.1%	95.8%	-1.0%
G	95.4%	96.4%	98.0%	91.8%	93.7%	94.5%	94.4%	92.2%	+1.7%
J/Z	93.8%	91.4%	99.0%	91.2%	95.7%	92.5%	98.8%	96.0%	-1.9%
L	96.8%	93.3%	98.1%	99.1%	95.3%	92.3%	95.8%	98.0%	+1.5%
M	96.5%	94.4%	96.2%	99.0%	95.4%	90.7%	96.6%	99.1%	+1.1%
N	95.5%	92.4%	98.7%	95.4%	96.0%	92.6%	97.2%	98.2%	-0.5%
Q	97.2%	93.0%	99.2%	99.6%	95.6%	89.1%	98.4%	99.5%	+1.6%
R	93.3%	94.6%	99.3%	86.0%	95.4%	94.6%	97.7%	93.9%	-2.1%
Subdivision B	94.9%	93.0%	98.2%	93.6%	94.7%	92.5%	96.3%	95.5%	+0.2%
Systemwide	95.1%	93.5%	98.0%	93.7%	94.9%	93.2%	96.5%	95.0%	+0.2%

W line service began in November 2016, and data is being collected, but it will not be reported separately until 12 months of data are available.

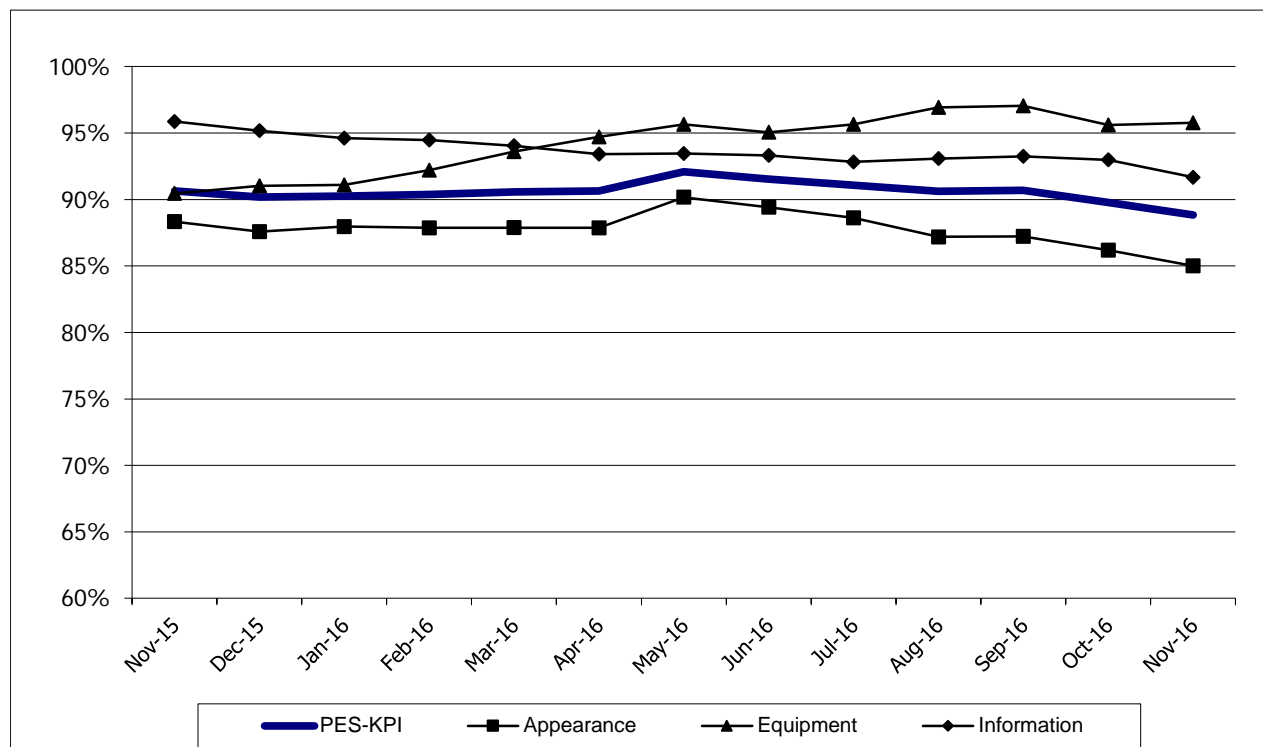
Subway PES-KPI - Stations

12-Month Rolling Average

<u>Borough</u>	<u>Dec '15 - Nov '16</u>				<u>Dec '14 - Nov '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	85.6%	70.0%	98.9%	90.7%	86.1%	73.2%	98.1%	89.3%	-0.5%
Manhattan	87.9%	76.8%	98.6%	90.5%	87.5%	76.7%	98.5%	89.5%	+0.4%
Brooklyn	89.4%	79.1%	99.3%	91.8%	89.2%	79.1%	98.8%	91.5%	+0.2%
Queens	88.3%	79.2%	98.8%	88.7%	90.0%	82.2%	99.7%	89.7%	-1.7%
Systemwide	88.2%	77.0%	98.8%	90.8%	88.3%	78.0%	98.7%	90.2%	-0.1%

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>
Dec '15 - Nov '16	88.8%	85.0%	95.8%	91.7%
Dec '14 - Nov '15	90.6%	88.3%	90.5%	95.9%
% Difference:	-1.8%	-3.3%	+5.3%	-4.2%

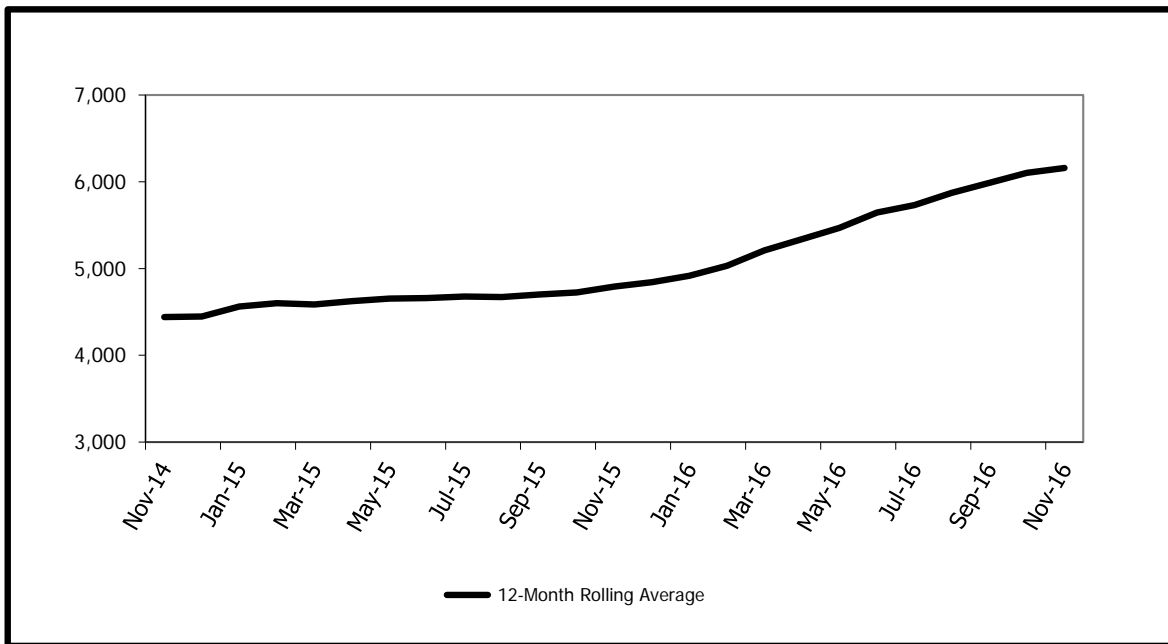
Chart 17

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: November 2016			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	6,680	5,957	+12.1%	6,159	4,794	+28.5%
NYCT Bus	6,453	5,699	+13.2%	5,893	4,563	+29.1%
MTA Bus	7,541	6,984	+8.0%	7,190	5,714	+25.8%
System MDBSI (chart 2)	2,899	2,719	+6.6%	2,786	2,463	+13.1%
NYCT Bus	2,738	2,586	+5.9%	2,632	2,367	+11.2%
MTA Bus	3,580	3,264	+9.7%	3,426	2,831	+21.0%
System Trips Completed (chart 3)	99.32%	99.28%	+0.0%	99.15%	98.88%	+0.3%
NYCT Bus	99.31%	99.25%	+0.1%	99.14%	98.95%	+0.2%
MTA Bus	99.34%	99.38%	-0.0%	99.19%	98.61%	+0.6%
System AM Pull Out (chart 4)	99.80%	99.85%	-0.1%	99.85%	99.52%	+0.3%
NYCT Bus	99.81%	99.84%	-0.0%	99.87%	99.58%	+0.3%
MTA Bus	99.78%	99.91%	-0.1%	99.81%	99.32%	+0.5%
System PM Pull Out (chart 5)	99.92%	99.93%	-0.0%	99.93%	99.75%	+0.2%
NYCT Bus	99.94%	99.96%	-0.0%	99.94%	99.88%	+0.1%
MTA Bus	99.87%	99.85%	+0.0%	99.88%	99.30%	+0.6%
System Buses>= 12 years	18%	25%				
NYCT Bus	22%	29%				
MTA Bus	4%	10%				
System Fleet Age	7.43	8.54				
NYCT Bus	7.12	8.55				
MTA Bus	8.51	8.52				
Paratransit						
% of Trips Completed	94.75%	94.87%	-0.1%	94.84%	94.59%	+0.2%
Trips Requested	642,106	632,935	+1.4%	654,093	651,667	+0.4%
Trips Scheduled	552,778	548,017	+0.9%	563,491	560,823	+0.5%
Trips Completed	523,751	519,908	+0.7%	534,427	530,495	+0.7%
Early Cancellations as a Percentage of Trips Requested	13.05%	12.62%	+0.4%	13.01%	13.17%	-0.2%
Late Cancellations as a Percentage of Trips Scheduled	3.16%	2.72%	+0.4%	3.01%	2.92%	+0.1%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.48%	1.54%	-0.1%	1.49%	1.56%	-0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.61%	0.87%	-0.3%	0.65%	0.92%	-0.3%
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	0.87%	0.79%	+0.1%	0.84%	0.77%	+0.1%
New Applications Received	2,531	2,511	+0.8%	2,964	3,053	-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

November 2016: 6,680
November 2015: 5,957

12-Month Average

December 15 - November 16 6,159
December 14 - November 15 4,794

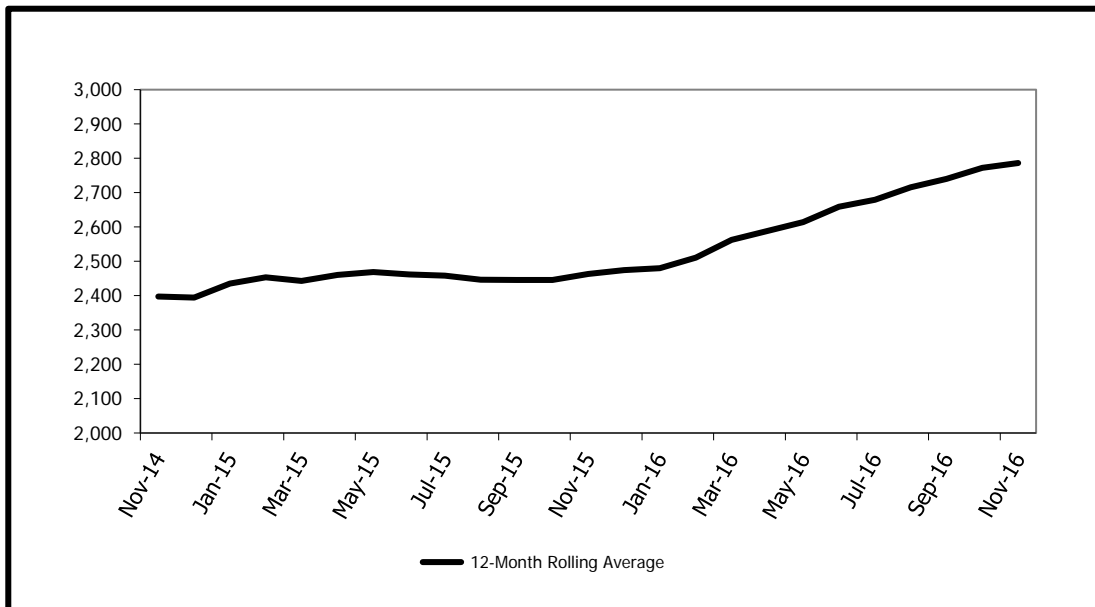
Annual Results

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

November 2016: 2,899
November 2015: 2,719

12-Month Average

December 15 - November 16 2,786
December 14 - November 15 2,463

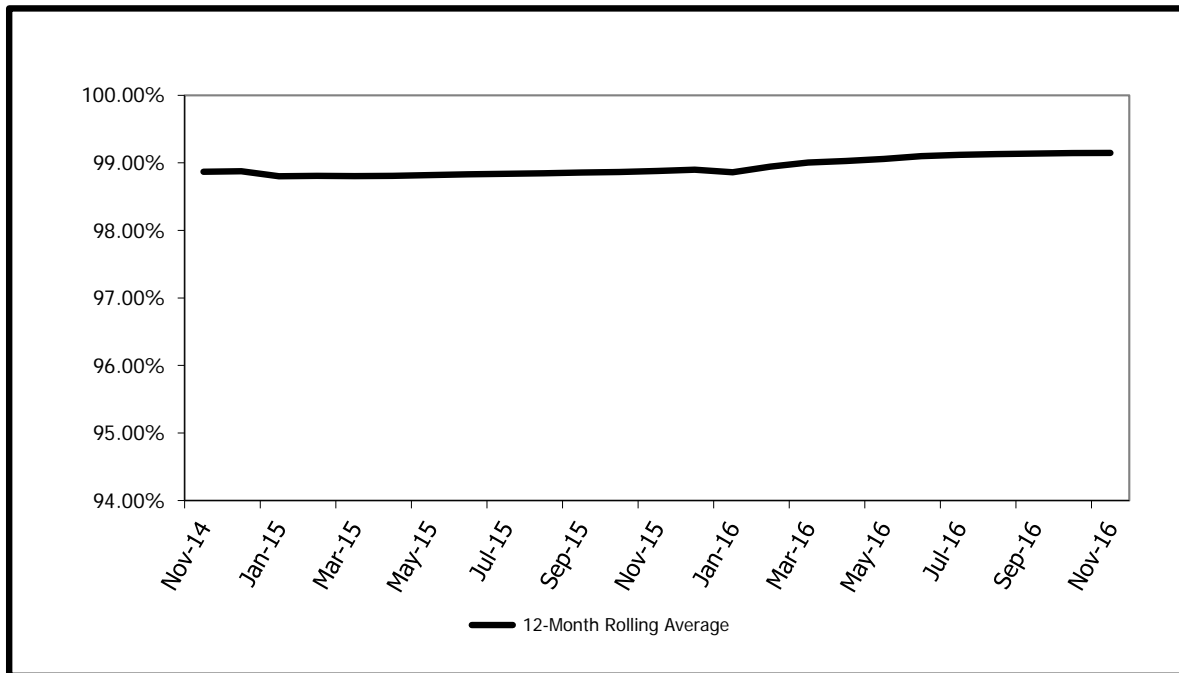
Annual Results

2016 YTD: 2,786
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

November 2016: 99.32%
November 2015: 99.28%

12-Month Average

December 15 - November 16 99.15%
December 14 - November 15 98.88%

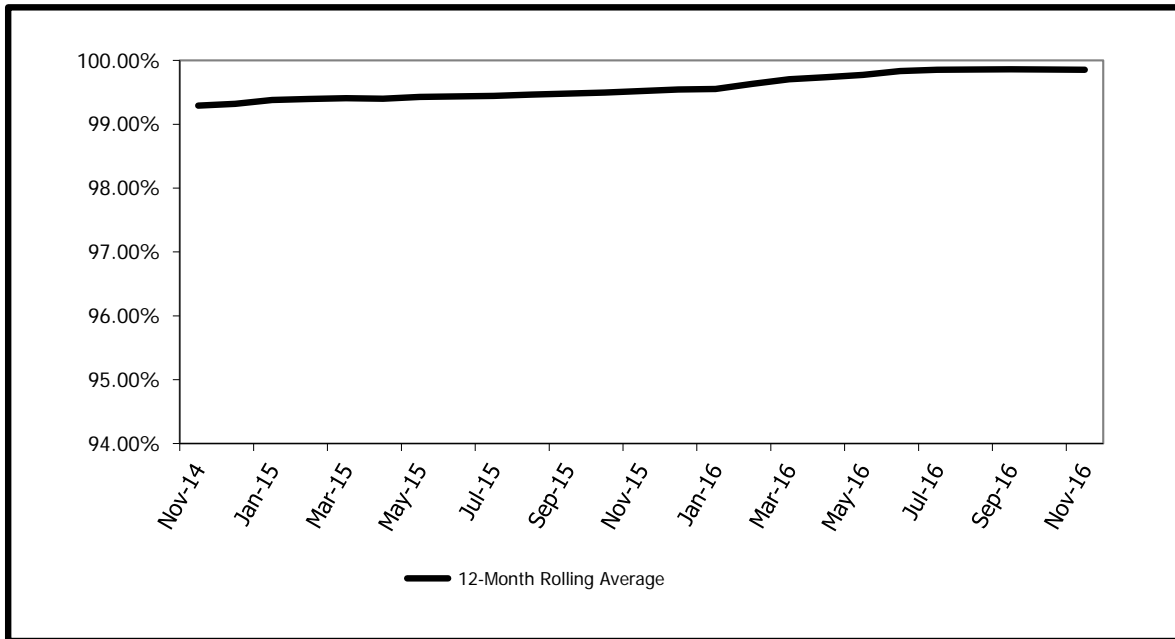
Annual Results

2016 YTD: 99.14%
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

November 2016: 99.80%
November 2015: 99.85%

12-Month Average

December 15 - November 16 99.85%
December 14 - November 15 99.52%

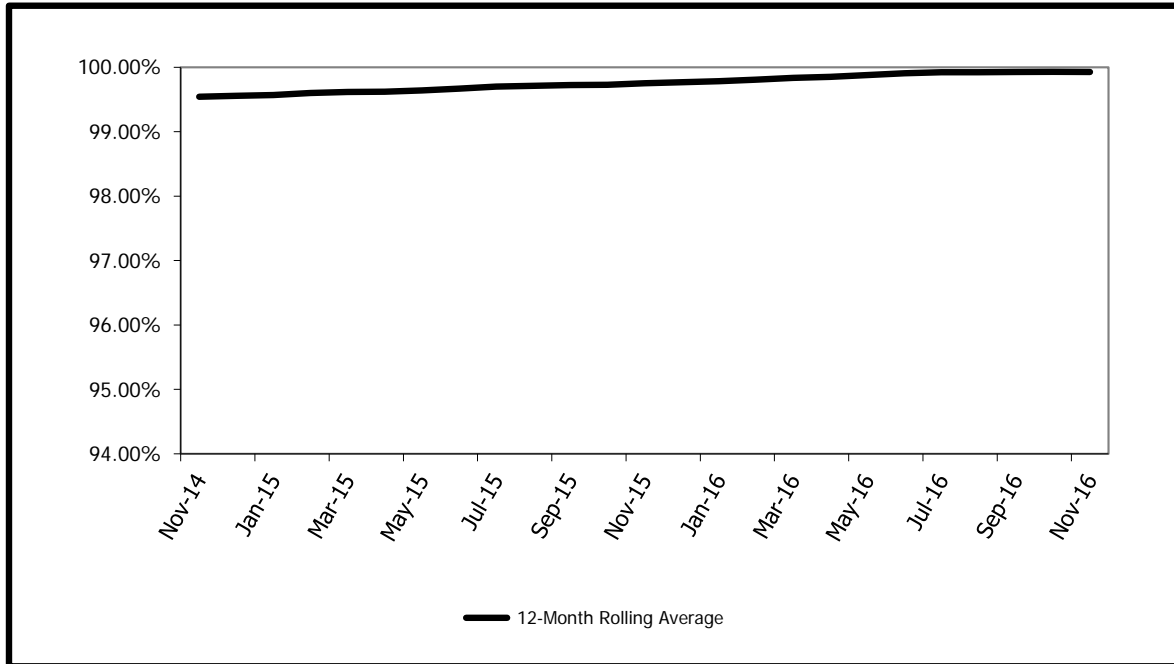
Annual Results

2016 YTD: 99.85%
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

November 2016: 99.92%	December 15 - November 16	99.93%	2016 YTD:	99.94%
November 2015: 99.93%	December 14 - November 15	99.75%	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		
	Dec 2013 - Nov 2014	Dec 2014 - Nov 2015	Dec 2015 - Nov 2016
Subways			
Subway Customer Accidents per Million Customers ¹	2.63	2.64	2.51
Subway Collisions ^{2,3}	1	0	0
Subway Derailments ^{2,3}	2	2	1
Subway Fires ²	976	1,033	943
Buses			
Bus Collisions Per Million Miles Regional	49.04	52.79	56.38
Bus Collision Injuries Per Million Miles Regional	6.26	6.50	6.68
Bus Customer Accidents Per Million Customers Regional	1.07	1.15	1.23
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees	3.63	3.95	3.94

¹ 12-Month Average data from November through October.

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

³ Data from January through December.

Leading Indicators				
Subways	December	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	26	357	336	106.3%
Joint Track Safety Audits -- Compliance Rate	97.6%	98.9%	100.0%	98.9%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	12,004	63,789	61,178	104.3%
Station -- Emergency Communication				
Help Point Installations	10	130	130	100.0%
Buses	December	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System Pilot ⁴	59	63	40	157.5%
Collision Warning System Pilot ⁵	29	31	20	155.0%
Vision Zero Employee Training	551	6,072	6,000	101.2%

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.



Police Department
City of New York

MTA Report

CRIME STATISTICS DECEMBER

	2016	2015	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	31	51	-20	-39.2%
GL	150	164	-14	-8.5%
FELASSAULT	26	20	6	30.0%
BURGLARY	3	5	-2	-40.0%
<u>TOTAL MAJOR FELONIES</u>	<u>210</u>	<u>240</u>	<u>-30</u>	<u>-12.5%</u>

During December, the daily Robbery average decreased from 1.6 to 1

During December, the daily Major Felony average decreased from 7.5 to 6.6

CRIME STATISTICS JANUARY THRU DECEMBER

	2016	2015	Diff	% Change
MURDER	2	2	0	0.0%
RAPE	0	1	-1	-100.0%
ROBBERY	464	527	-63	-12.0%
GL	1625	1693	-68	-4.0%
FELASSAULT	310	260	50	19.2%
BURGLARY	19	24	-5	-20.8%
<u>TOTAL MAJOR FELONIES</u>	<u>2420</u>	<u>2507</u>	<u>-87</u>	<u>-3.5%</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

DECEMBER ACTIVITY

	2016	2015	Diff	% Change
Total Arrests	2496	3557	-1061	-29.8%
TOS Arrests	1832	2046	-214	-10.5%
Summons	6182	5458	724	13.3%

JANUARY THRU DECEMBER ACTIVITY

	2016	2015	Diff	% Change
Total Arrests	35613	48201	-12588	-26.1%
TOS Arrests	24598	26722	-2124	-7.9%
Summons	83187	79225	3962	5.0%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	<i>JANUARY-DECEMBER</i>																			
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Murder	4	1	5	2	2	2	4	3	5	2	4	2	2	2	1	2	1	2	2	2
Rape	3	14	1	6	2	0	3	3	3	4	1	3	2	1	3	10	5	5	1	0
Robbery	2216	1860	1708	1363	1200	1249	1126	1083	1097	975	794	831	710	714	787	785	612	439	527	464
Assault	501	418	411	357	268	303	257	281	229	192	209	183	155	192	203	205	198	228	260	310
Burglary	31	16	12	12	41	18	7	6	1	5	3	5	2	3	10	27	32	19	24	19
GL	3463	2483	2382	2522	2243	2133	1821	1910	1765	1525	1344	1304	1178	1281	1552	1705	1771	1562	1693	1625
TOTAL MAJOR FELONIES	6218	4792	4519	4262	3756	3705	3218	3286	3100	2703	2355	2328	2049	2193	2556	2734	2619	2255	2507	2420
Major Fel Per Day	17.04	13.13	12.38	11.68	10.29	10.15	8.82	9.00	8.49	7.41	6.45	6.38	5.61	6.01	7.00	7.49	7.18	6.18	6.87	6.63



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit

December 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	1	-1	-100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	0	1	-1	-100%

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	8	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	15	17	-2	-12%



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	November Results		November Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	3.3	0.9	4,021.9	4,035.6	13.7	0.3
Nonreimb. Exp. before Dep./OPEB	(9.4)	(1.4)	6,698.8	6,771.6	(72.8)	(1.1)
Net Cash Deficit*	(43.5)	(25.3)	(2,435.3)	(2,571.7)	(136.4)	(5.6)
*Excludes Subsidies and Debt Service						

November 2016 **farebox revenue** was \$366.1 million, \$3.3 million (0.9 percent) above forecast. Subway revenue was \$1.3 million (0.5 percent) above forecast, bus revenue was \$1.9 million (2.5 percent) above forecast, and paratransit revenue was less than \$0.1 million (2.1 percent) above forecast. Accrued fare media liability was equal to forecast. Year-to-date revenue of \$4,035.6 million was \$13.7 million (0.3 percent) above forecast. The November 2016 non-student **average fare** of \$1.906 increased 2.0¢ from November 2015; the subway fare increased 1.7¢, the local bus average fare increased 1.6¢, and the express bus fare decreased 0.3¢.

Total **ridership** in November 2016 of 200.1 million was 0.6 million trips (0.3 percent) above forecast. Average weekday ridership in November 2016 was 7.8 million, 1.6 percent lower than November 2015. Average weekday ridership for the twelve months ending November 2016 was 7.7 million, 0.3 percent lower than the twelve months ending November 2015.

Nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were above forecast in November by a net \$9.4 million (1.4 percent). Labor expenses exceeded forecast by \$10.5 million (2.1 percent), due largely to higher payroll and overtime expenses. Non-labor expenses were under forecast by a net \$1.1 million (0.8 percent).

Year-to-date, nonreimbursable expenses overran forecast by \$72.8 million (1.1 percent). Labor expenses were above forecast by \$100.3 million (2.0 percent), due significantly to Workers' Compensation additional reserve requirements, based on a current actuarial update recorded in June. Health & Welfare/OPEB current expenses also overran forecast, due to unfavorable rates. Non-labor expenses were under forecast by \$27.6 million (1.8 percent), with most accounts reporting favorable results.

The **net cash deficit** for November year-to-date was \$2,571.7 million, unfavorable to forecast by \$136.4 million (5.6 percent), due largely to the unfavorable timing of capital reimbursements.

FINANCIAL RESULTS

Farebox Revenue

November 2016 Farebox Revenue - (\$ in millions)

	November				November Year-to-Date			
	Forecast	Preliminary Actual	Favorable/(Unfavorable)		Forecast	Preliminary Actual	Favorable/(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	278.2	279.5	1.3	0.5%	3,057.5	3,064.0	6.5	0.2%
NYCT Bus	76.2	78.2	1.9	2.5%	881.0	888.6	7.6	0.9%
Paratransit	1.5	1.5	0.0	2.1%	16.8	16.5	(0.4)	(2.3%)
Subtotal	355.9	359.2	3.3	0.9%	3,955.3	3,969.0	13.7	0.3%
Fare Media Liability	6.9	6.9	0.0	0.0%	66.6	66.6	0.0	0.0%
Total - NYCT	362.8	366.1	3.3	0.9%	4,021.9	4,035.6	13.7	0.3%
MTA Bus Company	16.9	17.2	0.4	2.1%	193.3	196.2	2.8	1.5%
<i>Total - Regional Bus</i>	<i>93.1</i>	<i>95.4</i>	<i>2.3</i>	<i>2.5%</i>	<i>1,074.3</i>	<i>1,084.7</i>	<i>10.4</i>	<i>1.0%</i>

Note: Totals may not add due to rounding.

- The favorable revenue results are mainly due to preliminary 4th quarter pass average fares that are higher than those used in the forecast.
- 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.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2015	Prelim. 2016	Change		2015	Prelim. 2016	Change	
			Amount	Percent			Amount	Percent
Subway	1.971	1.988	0.017	0.9%	1.598	1.618	0.020	1.3%
Local Bus	1.576	1.592	0.016	1.0%	1.598	1.618	0.020	1.3%
Subway & Local Bus	1.870	1.890	0.020	1.1%	1.598	1.618	0.020	1.3%
Express Bus	5.113	5.111	(0.003)	(0.0%)	5.123	5.110	(0.012)	(0.2%)
Total	1.885	1.906	0.020	1.1%	1.839	1.852	0.013	0.7%

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

Other Operating Revenue

In the month of November, other operating revenue underran forecast by \$1.8 million (4.6 percent), due mainly to lower paratransit Urban Tax revenue. Year-to-date, other operating revenue was below forecast by \$12.7 million (3.2 percent), largely from lower advertising and paratransit Urban Tax revenues.

Nonreimbursable Expenses

In the month of November, nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were above forecast by \$9.4 million (1.4 percent). Year-to-date, expenses exceeded forecast by \$72.8 million (1.1 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of November were in excess of forecast by \$10.5 million (2.1 percent). Payroll expenses were higher by \$5.5 million (2.0 percent), principally from the unfavorable timing of expenses, partly offset by vacancies. Overtime expenses overran by \$3.5 million (9.6 percent), due to adjustments/corrections to prior month estimates. Health & welfare/OPEB current expenses were unfavorable by \$2.0 million (1.9 percent), due mostly to unfavorable rates. Pension expenses were above forecast by \$1.9 million (2.5 percent), due mainly to higher MaBSTOA expenses. Other fringe benefits exceeded forecast by \$1.2 million (3.4 percent), due mainly to the unfavorable timing of expenses. Partly offsetting the above unfavorable results were favorable reimbursable overhead credits of \$3.6 million (22.5 percent), resulting from higher reimbursable overtime requirements. Year-to-date, expenses exceeded forecast by \$100.3 million (2.0 percent), including an increase in other fringe benefit expenses of \$84.9 million (22.1 percent), due primarily 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 \$20.5 million (1.8 percent), due mostly to unfavorable rates. Overtime expenses were in excess of forecast by \$16.9 million (4.2 percent), due to subway service delays and overcrowding, vacancy/absentee coverage requirements, and continued signals maintenance requirements. Pension expenses were higher by \$8.8 million (1.6 percent), due to a MaBSTOA expense overrun. Payroll expenses underran forecast by \$14.0 million (0.5 percent), due largely to vacancies, partly offset by the unfavorable timing of expenses. Reimbursable overhead credits were favorable by \$16.7 million (7.4 percent), due to additional reimbursable overtime requirements.

Non-labor expenses were less than forecast in November by a net \$1.1 million (0.8 percent). Maintenance contract expenses were under forecast by \$5.1 million (24.9 percent), mainly from the favorable timing of revenue vehicle maintenance & repair and building-related expenses. Electric power expenses were below forecast by \$1.9 million (8.8 percent), resulting mainly from lower prices and consumption, partly offset by billing/timing adjustments. Professional service contract expenses overran forecast by \$3.3 million (28.2 percent), due primarily to the unfavorable timing of various professional service contract account expenses. Fuel expenses were above forecast by \$0.9 million (14.0 percent), caused largely by higher prices and the unfavorable timing of expenses. Paratransit service contract expenses were higher by \$0.9 million (2.9 percent), due mainly to the timing of expenses. Materials & supplies expenses surpassed forecast by \$0.8 million (3.1 percent), due principally to unfavorable inventory/obsolescence adjustments. Year-to-date, non-labor expenses were favorable by \$27.6 million (1.8 percent), including the following:

- Maintenance contract expenses underran forecast by \$9.5 million (4.4 percent), mainly from the favorable timing of subway car-related maintenance and building-related expenses.

- Paratransit service contract expenses were lower than forecast by \$6.8 million (1.9 percent), due principally to the favorable timing of expenses and lower trips.
- Professional service contract expenses were favorable by \$6.3 million (5.3 percent), due primarily to the favorable timing of various professional service contract expenses and bond service expenses.
- Materials and supplies expenses were under forecast by \$4.2 million (1.4 percent), due mostly to favorable inventory/obsolescence adjustments and increased scrap/surplus sales.
- Other business expenses underran by \$2.3 million (3.2 percent), due mainly to the favorable timing of miscellaneous credits/debits and lower stationery expenses.
- Electric power expenses were positive by \$1.8 million (0.8 percent), principally from lower prices and consumption, partly offset by billing/timing adjustments.
- Fuel expenses were in excess of forecast by \$3.0 million (4.4 percent), largely from higher consumption and prices, partly offset by the favorable timing of expenses.

Depreciation expenses were below forecast year-to-date by \$17.5 million (1.1 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 November year-to-date was \$2,571.7 million, unfavorable to forecast by \$136.4 million (5.6 percent), due largely to the unfavorable timing of capital reimbursements.

Incumbents

There were 47,607 full-time paid incumbents at the end of November, representing a decrease of 29 from the end of October and an increase of 456 from December 2015 (excluding 164 temporary December paid incumbents).

RIDERSHIP RESULTS

November 2016 Ridership vs. Forecast - (millions)

	November				November Year-to-Date			
	Preliminary		More/(Less)		Preliminary		More/(Less)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	146.8	147.0	0.2	0.1%	1,613.9	1,609.2	(4.6)	(0.3%)
NYCT Bus	52.0	52.4	0.4	0.8%	587.7	587.6	(0.1)	(0.0%)
Subtotal	198.8	199.4	0.6	0.3%	2,201.5	2,196.8	(4.7)	(0.2%)
Paratransit	0.7	0.7	(0.0)	(0.0%)	8.2	8.2	(0.0)	(0.2%)
Total - NYCT	199.5	200.1	0.6	0.3%	2,209.8	2,205.0	(4.8)	(0.2%)
MTA Bus Company	10.1	10.4	0.3	2.7%	114.0	115.5	1.5	1.3%
<i>Total - Regional Bus</i>	<i>62.1</i>	<i>62.8</i>	<i>0.7</i>	<i>1.1%</i>	<i>701.7</i>	<i>703.1</i>	<i>1.4</i>	<i>0.2%</i>

Notes: Totals may not add due to rounding.

November Average Weekday and Weekend Ridership vs. Prior Year

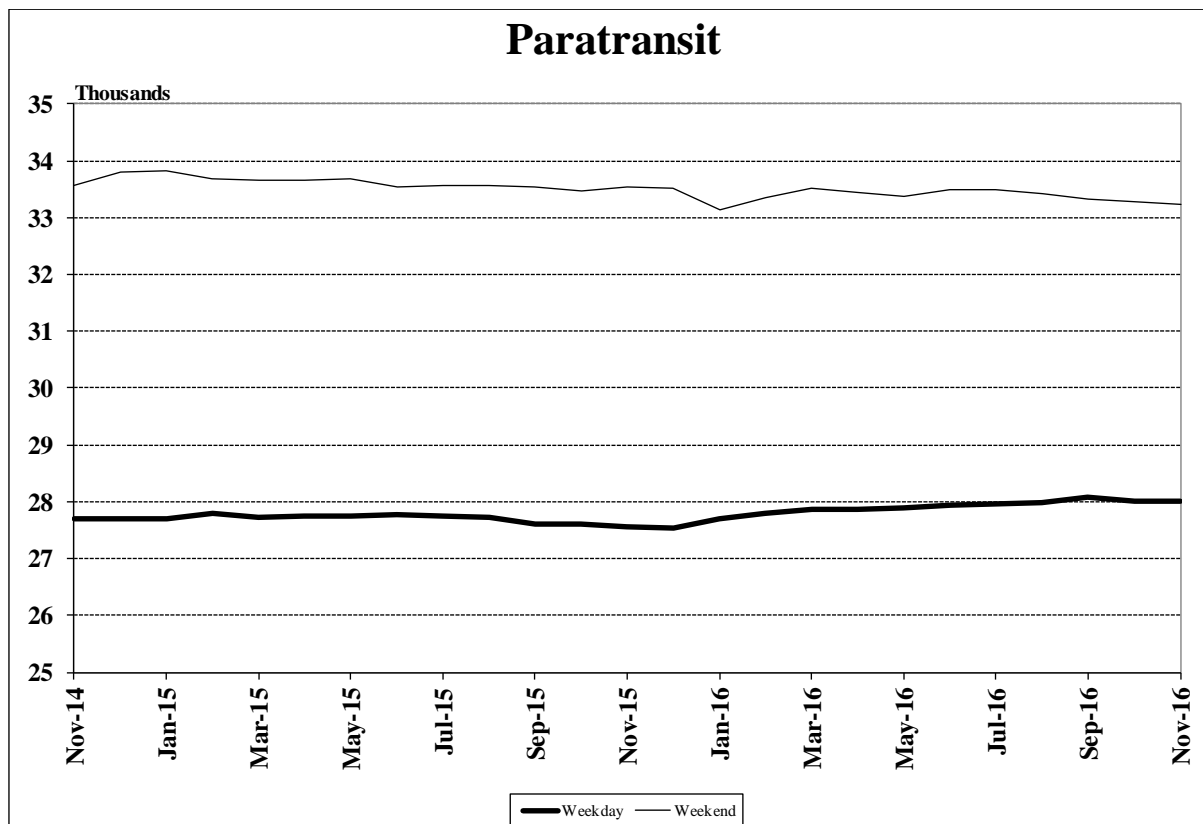
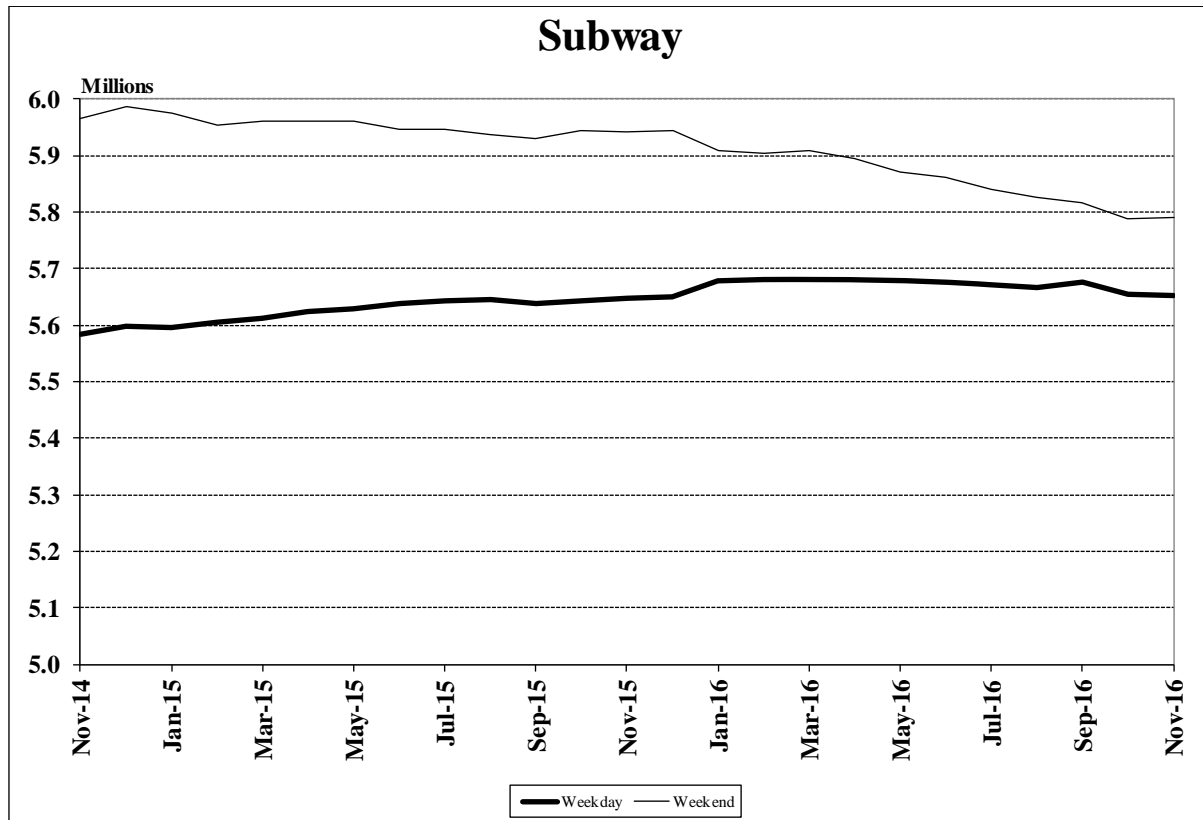
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	Preliminary		Change		Preliminary		Change	
	2015	2016	Amount	Percent	2015	2016	Amount	Percent
Subway	5,782	5,744	-37	-0.6%	6,000	6,037	+37	+0.6%
NYCT Local Bus	2,093	2,005	-88	-4.2%	2,232	2,145	-86	-3.9%
NYCT Express Bus	40	40	+0	+0.5%	12	12	+0	+2.3%
Paratransit	27	28	+0	+0.2%	33	33	-1	-2.0%
TOTAL - NYCT	7,942	7,817	-125	-1.6%	8,277	8,227	-50	-0.6%
MTABC Local Bus	390	385	-5	-1.3%	395	392	-2	-0.6%
MTABC Express Bus	29	27	-1	-4.4%	12	11	-1	-9.4%
Total - MTA Bus	418	412	-6	-1.5%	407	403	-4	-0.9%
<i>Total - Regional Bus</i>	<i>2,552</i>	<i>2,458</i>	<i>-94</i>	<i>-3.7%</i>	<i>2,651</i>	<i>2,561</i>	<i>-90</i>	<i>-3.4%</i>
12-Month Rolling Average								
Subway	5,648	5,653	+5	+0.1%	5,943	5,789	-154	-2.6%
Local Bus	2,032	2,003	-29	-1.4%	2,261	2,183	-78	-3.4%
Express Bus	41	41	+0	+0.5%	12	13	+0	+3.0%
Paratransit	28	28	+0	+1.6%	34	33	-0	-0.9%
TOTAL - NYCT	7,748	7,725	-23	-0.3%	8,250	8,018	-231	-2.8%
MTABC Local Bus	376	378	+2	+0.7%	393	391	-2	-0.4%
MTABC Express Bus	30	29	-1	-2.8%	12	12	-1	-4.4%
Total - MTA Bus	406	408	+2	+0.4%	405	403	-2	-0.5%
<i>Total - Regional Bus</i>	<i>2,479</i>	<i>2,451</i>	<i>-28</i>	<i>-1.1%</i>	<i>2,678</i>	<i>2,598</i>	<i>-80</i>	<i>-3.0%</i>

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

- Weekday ridership decreases from November 2015 to November 2016 were partly due to more rain in November 2016, including 1.8 inches on Tuesday, November 15 and 2.2 inches of rain on Tuesday, November 29. In addition, average weekday student ridership was down 5.1 percent on subways and 8.1 percent on buses. Adjusted for weather, November 2016 average weekday non-student subway ridership decreased less than 0.1 percent and non-student bus ridership decreased 2.6 percent from November 2015.
- November 6, 2016 (Marathon Sunday) set a modern-day record for Sunday subway ridership, as a preliminary total of 3,051,126 paid passengers used the subways, likely the most passengers carried on a Sunday since World War II.
- Eight weekdays in November 2016 had more than six million subway riders.

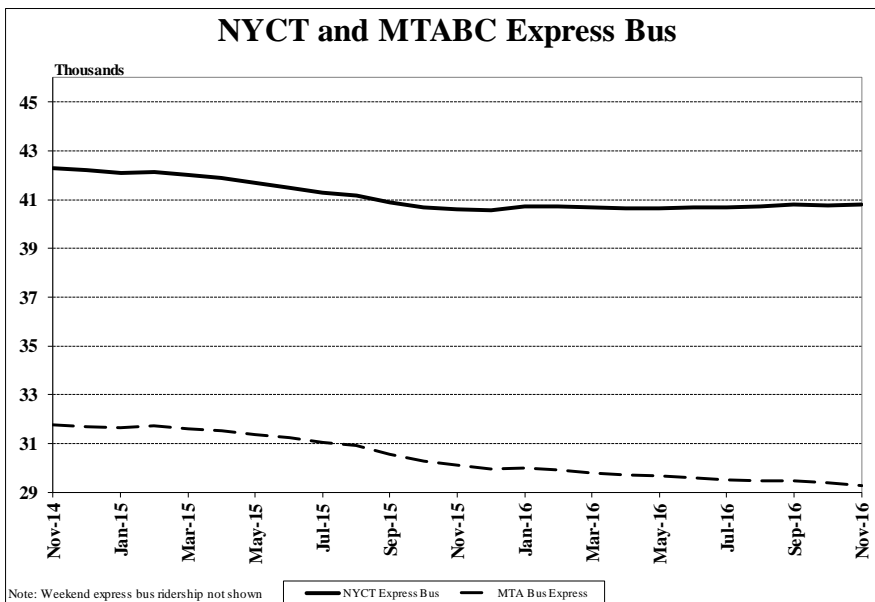
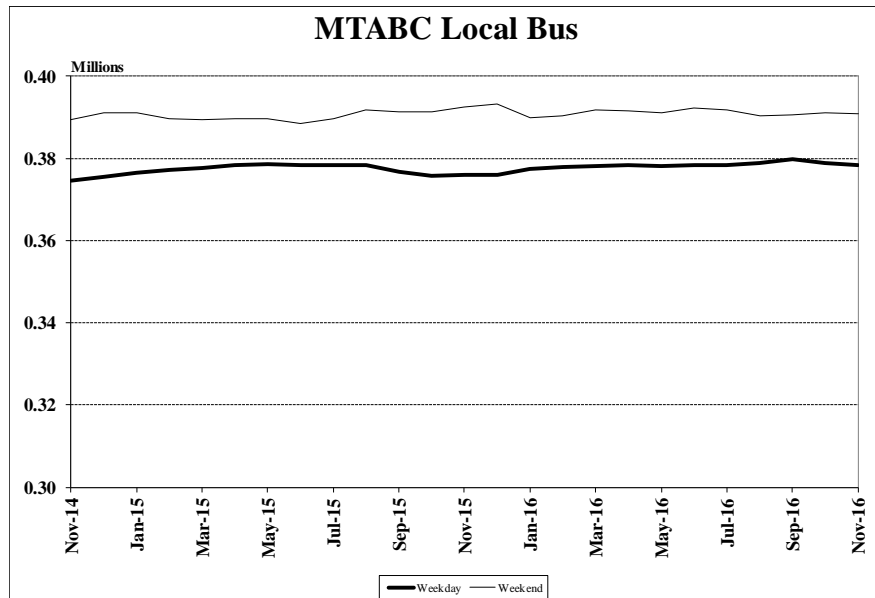
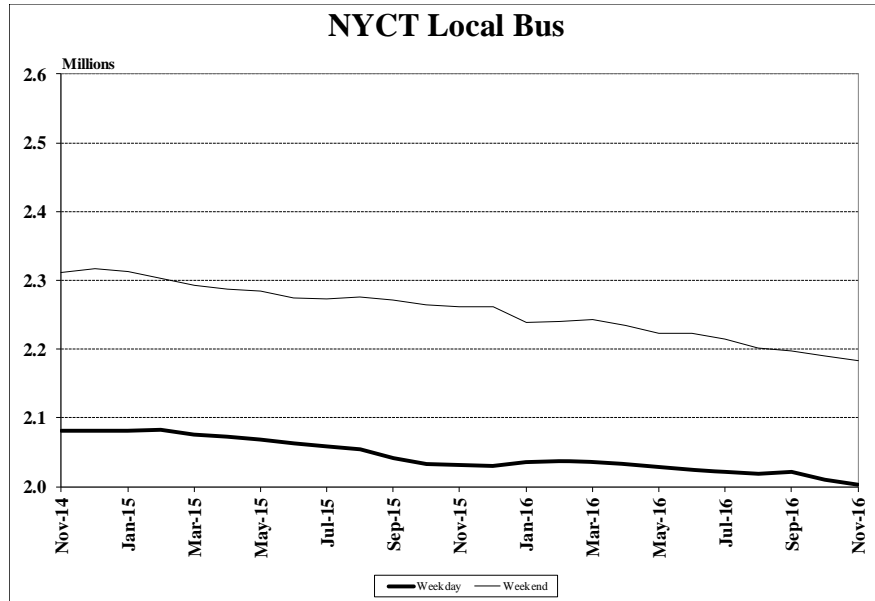
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From November 2015 to November 2016, average weekday ridership had mixed results on area services, including MTA Express Bus posting a decline of 4.4 percent and PATH reporting a 3.5 percent increase. Weekend ridership was also mixed across all area services, with PATH posting an 11.2 percent decrease over November 2015 due to closure of Midtown Manhattan stations during two weekends in November 2016, and Staten Island Railway posting a 44.9 increase in November 2016 due to a suspension of service between St. George and Clifton on one weekend in November 2015.

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

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Nov-15	Preliminary Nov-16	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,782	5,744	-0.6%	+0.1%
NYCT Local Bus	2,093	2,005	-4.2%	-1.4%
NYCT Express Bus	40	40	+0.5%	+0.5%
NYCT Paratransit	27	28	+0.2%	+1.6%
Staten Island Railway	17	17	-1.7%	+1.7%
MTA Local Bus	390	385	-1.3%	+0.7%
MTA Express Bus	29	27	-4.4%	-2.8%
Long Island Rail Road	320	323	+1.1%	+2.0%
Metro-North Railroad	293	287	-1.9%	-2.1%
PATH	268	277	+3.5%	+4.5%
<u>Average Weekend</u>				
NYCT Subway	6,000	6,037	+0.6%	-2.6%
NYCT Local Bus	2,232	2,145	-3.9%	-3.4%
NYCT Express Bus	12	12	+2.3%	+3.0%
NYCT Paratransit	33	33	-2.0%	-0.9%
Staten Island Railway	6	8	+44.9%	+1.0%
MTA Local Bus	395	392	-0.6%	-0.4%
MTA Express Bus	12	11	-9.4%	-4.4%
Long Island Rail Road	202	199	-1.1%	+0.0%
Metro-North Railroad	241	242	+0.3%	-0.7%
PATH	207	184	-11.2%	-4.5%

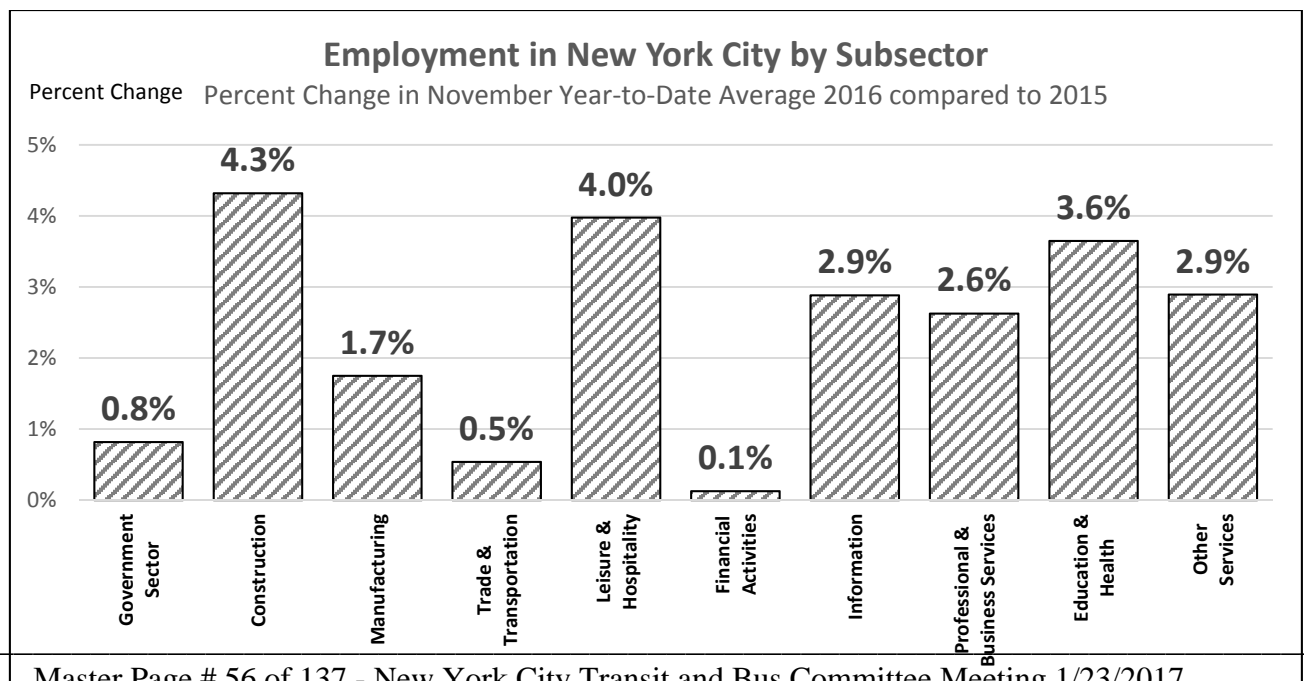
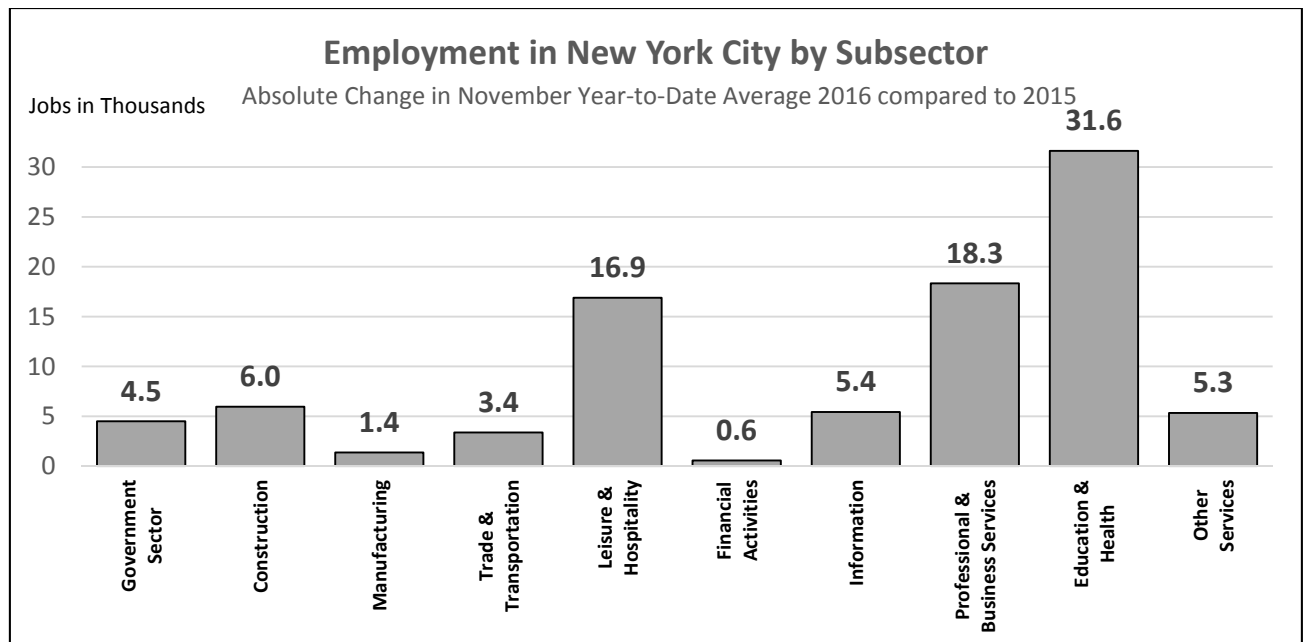
MTA Bridges and Tunnels (thousands)				
Average Weekday	849	860	+1.3%	+3.8%
Average Weekend	1,561	1,555	-0.4%	+2.0%

Note: Percentages are based on unrounded data.

Economy

From November 2015 to November 2016, New York City employment increased 1.5 percent (66,700 jobs). Private sector employment increased 1.6 percent (61,700 jobs) and government employment increased 0.9 percent (5,000 jobs). Most of the private employment subsectors increased over the prior year, with the exception of the financial activities subsector (down 1.0 percent or 4,600 jobs) and the construction subsector (down 0.2 percent or 300 jobs). The subsector with the largest absolute increase was educational & health services (up 24,100 jobs or 2.7 percent). The subsector with the largest percent increase was other services (up 3.9 percent or 7,200 jobs).

As shown in the graphs below, the absolute change in the November year-to-date average for 2016 compared to 2015 for all subsectors in New York City's employment market was positive. The education & health subsector posted the largest increase with 31,600 jobs, while the financial activities subsector posted just a 600 job increase over the year-to-date average for 2015. In percentage terms, the construction subsector posted a 4.3 percent increase over the year-to-date average for 2015, while the financial service subsector is up just 0.1 percent over 2015.



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

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	Nonreimbursable				Var Percent				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	
Revenue																
Farebox Revenue:																
Subway	\$278.194	\$279.514	\$1.320	0.5	\$0.000	\$0.000	-	-	\$278.194	\$279.514	\$1.320	0.5				
Bus	\$76.237	\$78.169	\$1.933	2.5	\$0.000	\$0.000	-	-	\$76.237	\$78.169	\$1.933	2.5				
Paratransit	\$1.482	\$1.514	\$0.031	2.1	\$0.000	\$0.000	-	-	\$1.482	\$1.514	\$0.031	2.1				
Fare Liability	\$6.905	\$6.905	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.905	\$6.905	\$0.000	0.0				
Farebox Revenue	\$362.818	\$366.102	\$3.284	0.9	\$0.000	\$0.000	-	-	\$362.818	\$366.102	\$3.284	0.9				
Fare Reimbursement	\$7.980	\$7.979	(0.001)	0.0	\$0.000	\$0.000	-	-	\$7.980	\$7.979	(0.001)	0.0				
Paratransit Reimbursement	\$15.141	\$12.881	(2.260)	(14.9)	\$0.000	\$0.000	-	-	\$15.141	\$12.881	(2.260)	(14.9)				
Other Operating Revenue	\$15.460	\$15.951	\$0.491	3.2	\$0.000	\$0.000	-	-	\$15.460	\$15.951	\$0.491	3.2				
Other Revenue	\$38.581	\$36.811	(1.770)	(4.6)	\$0.000	\$0.000	-	-	\$38.581	\$36.811	(1.770)	(4.6)				
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$92.296	\$91.983	(0.314)	(0.3)	\$92.296	\$91.983	(0.314)	(0.3)				
Total Revenue	\$401.399	\$402.913	\$1.514	0.4	\$92.296	\$91.983	(0.314)	(0.3)	\$493.695	\$494.896	\$1.201	0.2				
Expenses																
Labor :																
Payroll	\$272.595	\$278.071	(5.476)	(2.0)	\$45.509	\$34.906	\$10.602	23.3	\$318.104	\$312.978	\$5.126	1.6				
Overtime	\$36.257	\$39.732	(3.475)	(9.6)	\$0.811	\$11.737	(10.927)	-	\$37.068	\$51.470	(14.402)	(38.9)				
Total Salaries & Wages	\$308.852	\$317.804	(8.952)	(2.9)	\$46.320	\$46.644	(0.324)	(0.7)	\$355.171	\$364.447	(9.276)	(2.6)				
Health and Welfare	\$69.118	\$68.960	\$0.158	0.2	\$1.827	\$1.864	(0.037)	(2.0)	\$70.945	\$70.824	\$0.121	0.2				
OPEB Current Payment	\$35.455	\$37.635	(2.180)	(6.1)	\$0.744	\$0.728	\$0.016	2.1	\$36.199	\$38.363	(2.164)	(6.0)				
Pensions	\$77.231	\$79.173	(1.942)	(2.5)	\$2.772	\$2.835	(0.062)	(2.2)	\$80.003	\$82.008	(2.004)	(2.5)				
Other Fringe Benefits	\$34.426	\$35.608	(1.182)	(3.4)	\$15.296	\$13.806	\$1.490	9.7	\$49.722	\$49.413	\$0.309	0.6				
Total Fringe Benefits	\$216.230	\$221.376	(5.146)	(2.4)	\$20.639	\$19.233	\$1.407	6.8	\$236.870	\$240.608	(3.739)	(1.6)				
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-				
Reimbursable Overhead	(16.215)	(19.859)	\$3.644	22.5	\$16.215	\$19.859	(3.644)	(22.5)	\$0.000	\$0.000	\$0.000	-				
Labor	\$508.867	\$519.320	(10.453)	(2.1)	\$83.174	\$85.736	(2.562)	(3.1)	\$592.041	\$605.056	(13.015)	(2.2)				
Non-Labor :																
Electric Power	\$21.390	\$19.503	\$1.887	8.8	\$0.020	\$0.054	(0.033)	-	\$21.410	\$19.556	\$1.854	8.7				
Fuel	\$6.144	\$7.005	(0.860)	(14.0)	\$0.000	\$0.002	(0.002)	-	\$6.144	\$7.006	(0.862)	(14.0)				
Insurance	\$6.325	\$6.062	\$0.263	4.2	\$0.000	\$0.000	-	-	\$6.325	\$6.062	\$0.263	4.2				
Claims	\$12.095	\$12.095	\$0.000	0.0	\$0.000	\$0.000	-	-	\$12.095	\$12.095	\$0.000	0.0				
Paratransit Service Contracts	\$31.963	\$32.895	(0.932)	(2.9)	\$0.000	\$0.000	-	-	\$31.963	\$32.895	(0.932)	(2.9)				
Maintenance and Other Operating Contracts	\$20.420	\$15.344	\$5.076	24.9	\$2.739	\$2.511	\$0.229	8.4	\$23.159	\$17.854	\$5.305	22.9				
Professional Service Contracts	\$11.538	\$14.791	(3.254)	(28.2)	\$0.789	\$0.607	\$0.181	23.0	\$12.326	\$15.399	(3.072)	(24.9)				
Materials & Supplies	\$25.768	\$26.561	(0.793)	(3.1)	\$5.414	\$2.914	\$2.500	46.2	\$31.182	\$29.475	\$1.707	5.5				
Other Business Expenses	\$6.386	\$6.687	(0.300)	(4.7)	\$0.159	\$0.159	\$0.000	(0.1)	\$6.546	\$6.846	(0.301)	(4.6)				
Non-Labor	\$142.030	\$140.942	\$1.088	0.8	\$9.122	\$6.247	\$2.875	31.5	\$151.152	\$147.188	\$3.963	2.6				
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	\$650.897	\$660.262	(9.365)	(1.4)	\$92.296	\$91.983	\$0.313	0.3	\$743.193	\$752.244	(9.051)	(1.2)				
Depreciation	\$149.498	\$138.069	\$11.428	7.6	\$0.000	\$0.000	-	-	\$149.498	\$138.069	\$11.428	7.6				
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	\$800.395	\$798.331	\$2.064	0.3	\$92.296	\$91.983	\$0.313	0.3	\$892.690	\$890.314	\$2.377	0.3				
OPERATING SURPLUS/DEFICIT	(398.996)	(395.418)	\$3.578	0.9	\$0.000	\$0.000	\$0.000	-	(398.996)	(395.418)	\$3.578	0.9				

Note: Totals may not add due to rounding

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

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast		Favorable (Unfavorable)		Forecast		Favorable (Unfavorable)		Forecast		Favorable (Unfavorable)	
	Mid_Year	Actual	Variance	Percent	Mid_Year	Actual	Variance	Percent	Mid_Year	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$3,057,457	\$3,063,991	\$6,533	0.2	\$0,000	\$0,000	-	-	\$3,057,457	\$3,063,991	\$6,533	0.2
Bus	\$880,975	\$888,550	\$7,575	0.9	\$0,000	\$0,000	-	-	\$880,975	\$888,550	\$7,575	0.9
Paratransit	\$16,843	\$16,452	(0,391)	(2.3)	\$0,000	\$0,000	-	-	\$16,843	\$16,452	(0,391)	(2.3)
Fare Liability	\$66,595	\$66,595	\$0,000	0.0	\$0,000	\$0,000	-	-	\$66,595	\$66,595	\$0,000	0.0
Farebox Revenue	\$4,021,871	\$4,035,588	\$13,717	0.3	\$0,000	\$0,000	-	-	\$4,021,871	\$4,035,588	\$13,717	0.3
Fare Reimbursement	\$76,251	\$76,249	(0,002)	0.0	\$0,000	\$0,000	-	-	\$76,251	\$76,249	(0,002)	0.0
Paratransit Reimbursement	\$169,668	\$162,175	(7,493)	(4.4)	\$0,000	\$0,000	-	-	\$169,668	\$162,175	(7,493)	(4.4)
Other Operating Revenue	\$153,466	\$148,217	(5,249)	(3.4)	\$0,000	\$0,000	-	-	\$153,466	\$148,217	(5,249)	(3.4)
Other Revenue	\$399,384	\$386,641	(12,744)	(3.2)	\$0,000	\$0,000	-	-	\$399,384	\$386,641	(12,744)	(3.2)
Capital and Other Reimbursements	\$0,000	\$0,000	-	-	\$1,080,270	\$1,117,655	\$37,385	3.5	\$1,080,270	\$1,117,655	\$37,385	3.5
Total Revenue	\$4,421,255	\$4,422,229	\$0,974	0.0	\$1,080,270	\$1,117,655	\$37,385	3.5	\$5,501,525	\$5,539,884	\$38,359	0.7
Expenses												
Labor :												
Payroll	\$2,906,002	\$2,891,988	\$14,014	0.5	\$441,252	\$411,650	\$29,602	6.7	\$3,347,253	\$3,303,638	\$43,616	1.3
Overtime	\$399,401	\$416,347	(16,946)	(4.2)	\$98,712	\$141,549	(42,837)	(43.4)	\$498,114	\$557,896	(59,783)	(12.0)
Total Salaries & Wages	\$3,305,403	\$3,308,335	(2,932)	(0.1)	\$539,964	\$553,199	(13,235)	(2.5)	\$3,845,367	\$3,861,534	(16,167)	(0.4)
Health and Welfare	\$734,222	\$746,276	(12,053)	(1.6)	\$19,787	\$20,569	(0,782)	(4.0)	\$754,009	\$766,845	(12,835)	(1.7)
OPEB Current Payment	\$383,585	\$391,985	(8,400)	(2.2)	\$8,182	\$7,340	\$0,843	10.3	\$391,768	\$399,325	(7,558)	(1.9)
Pensions	\$556,634	\$565,406	(8,772)	(1.6)	\$21,395	\$21,643	(0,248)	(1.2)	\$578,029	\$587,049	(9,020)	(1.6)
Other Fringe Benefits	\$384,811	\$469,691	(84,880)	(22.1)	\$167,920	\$167,757	\$0,163	0.1	\$552,731	\$637,448	(84,717)	(15.3)
Total Fringe Benefits	\$2,059,252	\$2,173,358	(114,106)	(5.5)	\$217,284	\$217,308	(0,024)	0.0	\$2,276,536	\$2,390,687	(114,130)	(5.0)
Contribution to GASB Fund	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Reimbursable Overhead	(226,412)	(243,128)	\$16,716	7.4	\$226,412	\$243,128	(16,716)	(7.4)	\$0,000	\$0,000	\$0,000	-
Labor	\$5,138,242	\$5,238,565	(100,323)	(2.0)	\$983,661	\$1,013,635	(29,974)	(3.0)	\$6,121,903	\$6,252,201	(130,297)	(2.1)
Non-Labor :												
Electric Power	\$234,164	\$232,342	\$1,822	0.8	\$0,231	\$0,499	(0,269)	-	\$234,395	\$232,842	\$1,553	0.7
Fuel	\$68,053	\$71,044	(2,991)	(4.4)	\$0,000	\$0,019	(0,019)	-	\$68,053	\$71,063	(3,010)	(4.4)
Insurance	\$67,056	\$67,379	(0,323)	(0.5)	\$0,000	\$0,000	-	-	\$67,056	\$67,379	(0,323)	(0.5)
Claims	\$133,050	\$133,046	\$0,004	0.0	\$0,000	\$0,000	-	-	\$133,050	\$133,046	\$0,004	0.0
Paratransit Service Contracts	\$358,534	\$351,762	\$6,772	1.9	\$0,000	\$0,000	-	-	\$358,534	\$351,762	\$6,772	1.9
Maintenance and Other Operating Contracts	\$214,378	\$204,851	\$9,527	4.4	\$29,210	\$33,040	(3,830)	(13.1)	\$243,588	\$237,890	\$5,698	2.3
Professional Service Contracts	\$119,064	\$112,807	\$6,257	5.3	\$8,790	\$13,322	(4,532)	(51.6)	\$127,854	\$126,129	\$1,725	1.3
Materials & Supplies	\$293,851	\$289,657	\$4,194	1.4	\$58,594	\$55,527	\$3,067	5.2	\$352,445	\$345,184	\$7,261	2.1
Other Business Expenses	\$72,420	\$70,123	\$2,297	3.2	(0,215)	\$1,612	(1,827)	-	\$72,205	\$71,736	\$0,470	0.7
Non-Labor	\$1,560,570	\$1,533,011	\$27,559	1.8	\$96,610	\$104,020	(7,410)	(7.7)	\$1,657,179	\$1,637,030	\$20,149	1.2
Other Expense Adjustments:												
Other	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Other Expense Adjustments	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Total Expenses before Depreciation and OPEB	\$6,698,812	\$6,771,576	(72,763)	(1.1)	\$1,080,270	\$1,117,655	(37,385)	(3.5)	\$7,779,083	\$7,889,231	(110,148)	(1.4)
Depreciation	\$1,576,379	\$1,558,926	\$17,454	1.1	\$0,000	\$0,000	-	-	\$1,576,379	\$1,558,926	\$17,454	1.1
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	\$9,669,416	\$9,480,494	\$188,922	2.0	\$1,080,270	\$1,117,655	(37,385)	(3.5)	\$10,749,687	\$10,598,149	\$151,537	1.4
OPERATING SURPLUS/DEFICIT	(5,248,161)	(5,058,266)	\$189,896	3.6	\$0,000	\$0,000	\$0,000	-	(5,248,162)	(5,058,266)	\$189,896	3.6

Note: Totals may not add due to rounding.

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

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
November 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	3.3	0.9	Mainly higher subway and bus revenue	13.7	0.3	Principally favorable pass average fare adjustments not anticipated in the forecast
Other Operating Revenue	NR	(1.8)	(4.6)	Primarily lower paratransit Urban Tax revenue	(12.7)	(3.2)	Largely lower advertising and paratransit Urban Tax revenues
Payroll	NR	(5.5)	(2.0)	Principally the unfavorable timing of expenses, partly offset by vacancies	14.0	0.5	Mainly vacancies, partly offset by the unfavorable timing of expenses
Overtime	NR	(3.5)	(9.6)	Overrun was mostly due to corrections/adjustments to prior month estimates	(16.9)	(4.2)	Overrun due to subway service delays and overcrowding, vacancy/absentee coverage requirements, and continued signals maintenance requirements
Health & Welfare (including OPEB current payment)	NR	(2.0)	(1.9)	Due primarily to unfavorable rates	(20.5)	(1.8)	Due primarily to unfavorable rates
Pension	NR	(1.9)	(2.5)	Mostly a MaBSTOA expense overrun	(8.8)	(1.6)	Mostly a MaBSTOA expense overrun
Other Fringe Benefits	NR	(1.2)	(3.4)	Mainly the unfavorable timing of expenses	(84.9)	(22.1)	Due mainly 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	3.6	22.5	Favorable overhead credits, due to higher reimbursable overtime requirements	16.7	7.4	Favorable overhead credits, due to higher reimbursable overtime requirements
Electric Power	NR	1.9	8.8	Mainly lower prices and consumption, partly offset by billing/timing adjustments	1.8	0.8	Mainly lower prices and consumption, partly offset by billing/timing adjustments
Fuel	NR	(0.9)	(14.0)	Largely higher prices and the unfavorable timing of expenses	(3.0)	(4.4)	Largely higher consumption and prices, partly offset by the favorable timing of expenses
Paratransit Service Contracts	NR	(0.9)	(2.9)	Due mostly to the timing of expenses	6.8	1.9	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
November 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	5.1	24.9	Mainly the favorable timing of revenue vehicle maintenance & repair and building-related expenses	9.5	4.4	Mainly the favorable timing of subway car-related maintenance and building-related expenses
Professional Service Contracts	NR	(3.3)	(28.2)	Primarily the unfavorable timing of various professional service contract account expenses	6.3	5.3	Primarily the favorable timing of various professional service contract expenses and bond service expenses
Materials & Supplies	NR	(0.8)	(3.1)	Primarily unfavorable inventory/obsolescence adjustments.	4.2	1.4	Principally favorable inventory/obsolescence adjustments and increased scrap/surplus sales
Other Business Expenses	NR				2.3	3.2	The favorable timing of miscellaneous credits/debits and lower stationery expenses
Capital and Other Reimbursements	R				37.4	3.5	Increased reimbursements consistent with an increase in reimbursable expenses
Payroll	R	10.6	23.3	Largely vacancy savings	29.6	6.7	Largely vacancy savings
Overtime	R	(10.9)	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	(42.8)	(43.4)	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				(3.8)	(13.1)	Largely the unfavorable timing of construction service and building-related expenses
Professional Service Contracts	R				(4.5)	(51.6)	Primarily the unfavorable timing of various professional service contract requirements
Materials & Supplies	R	2.5	46.2	Mainly the favorable timing of non-vehicle maintenance material requirements	3.1	5.2	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
Nov FY16
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
	Mid_Year		Variance	Percent	Mid_Year		Variance	Percent
Receipts								
Farebox Revenue	\$363.511	\$372.582	\$9.071	2.5	\$4,025.000	\$4,062.905	\$37.905	0.9
Fare Reimbursement	\$0.000	\$6.313	\$6.313	-	\$77.706	\$77.739	\$0.033	0.0
Paratransit Reimbursement	\$4.748	\$3.197	(1.551)	(32.7)	\$149.401	\$151.559	\$2.158	1.4
Other Operating Revenue	\$3.614	\$4.341	\$0.727	20.1	\$39.250	\$40.646	\$1.396	3.6
Other Revenue	\$8.362	\$13.851	\$5.489	65.6	\$266.356	\$269.944	\$3.588	1.3
Capital and Other Reimbursements	\$142.296	\$97.880	(44.416)	(31.2)	\$1,058.681	\$946.101	(112.580)	(10.6)
Total Revenue	\$514.169	\$484.313	(29.856)	(5.8)	\$5,350.038	\$5,278.950	(71.088)	(1.3)
Expenditures								
Labor :								
Payroll	\$295.087	\$292.843	\$2.244	0.8	\$3,204.540	\$3,169.263	\$35.277	1.1
Overtime	\$37.068	\$51.470	(14.402)	(38.9)	\$498.114	\$557.896	(59.782)	(12.0)
Total Salaries & Wages	\$332.155	\$344.313	(12.158)	(3.7)	\$3,702.653	\$3,727.159	(24.506)	(0.7)
Health and Welfare	\$70.945	\$76.543	(5.598)	(7.9)	\$754.009	\$767.342	(13.333)	(1.8)
OPEB Current Payment	\$36.199	\$38.363	(2.164)	(6.0)	\$391.768	\$399.325	(7.557)	(1.9)
Pensions	\$80.003	\$82.254	(2.251)	(2.8)	\$918.711	\$927.845	(9.134)	(1.0)
Other Fringe Benefits	\$36.144	\$34.322	\$1.822	5.0	\$415.070	\$412.798	\$2.272	0.5
Total Fringe Benefits	\$223.292	\$231.482	(8.190)	(3.7)	\$2,479.558	\$2,507.310	(27.752)	(1.1)
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	\$555.447	\$575.795	(20.348)	(3.7)	\$6,182.211	\$6,234.469	(52.258)	(0.8)
Non-Labor :								
Electric Power	\$21.410	\$20.310	\$1.100	5.1	\$234.395	\$231.935	\$2.460	1.0
Fuel	\$6.144	\$5.266	\$0.878	14.3	\$68.053	\$69.489	(1.436)	(2.1)
Insurance	(0.367)	\$0.000	(0.367)	-	\$69.602	\$70.463	(0.861)	(1.2)
Claims	\$9.207	\$5.069	\$4.138	44.9	\$101.278	\$111.604	(10.326)	(10.2)
Paratransit Service Contracts	\$31.963	\$32.824	(0.861)	(2.7)	\$356.534	\$345.616	\$10.918	3.1
Maintenance and Other Operating Contracts	\$23.159	\$10.741	\$12.418	53.6	\$246.888	\$220.903	\$25.985	10.5
Professional Service Contracts	\$9.326	\$15.872	(6.546)	(70.2)	\$133.974	\$161.436	(27.462)	(20.5)
Materials & Supplies	\$23.182	\$26.773	(3.591)	(15.5)	\$320.222	\$324.875	(4.653)	(1.5)
Other Business Expenses	\$6.546	\$7.001	(0.455)	(7.0)	\$72.205	\$79.856	(7.651)	(10.6)
Non-Labor	\$130.572	\$123.856	\$6.716	5.1	\$1,603.150	\$1,616.177	(13.027)	(0.8)
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$686.019	\$699.651	(13.632)	(2.0)	\$7,785.361	\$7,850.646	(65.285)	(0.8)
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.001	\$0.000	\$0.001	-
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	\$686.019	\$699.651	(13.632)	(2.0)	\$7,785.364	\$7,850.646	(65.282)	(0.8)
Net Surplus/(Deficit)	(171.849)	(215.338)	(43.489)	(25.3)	(2,435.326)	(2,571.696)	(136.370)	(5.6)

Note: Totals may not add due to rounding

Table 5

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL CASH BASIS
November 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	9.1	2.5	Mostly the favorable timing of receipts	37.9	0.9	Primarily the favorable timing of receipts
Other Operating Receipts	5.5	65.6	Primarily the favorable timing of student fare reimbursements	3.6	1.3	Primarily the favorable timing of paratransit Urban Tax receipts
Capital and Other Reimbursements	(44.4)	(31.2)	Largely the unfavorable timing of capital reimbursements	(112.6)	(10.6)	Largely the unfavorable timing of capital reimbursements, partly offset by increased reimbursements due to higher reimbursable expenses
Salaries & Wages	(12.2)	(3.7)	Principally higher expenses and the unfavorable timing of payments	(24.5)	(0.7)	Mostly higher expenses and the unfavorable timing of payments
Health & Welfare (including OPEB current payment)	(7.8)	(7.3)	Principally the unfavorable timing of payments	(20.9)	(1.8)	Due primarily to higher rates
Pension				(9.1)	(1.0)	Primarily higher MaBSTOA expenses
Claims	4.1	44.9	The favorable timing of payments	(10.3)	(10.2)	Higher payments than anticipated in the forecast
Paratransit Service Contracts				10.9	3.1	Expense savings and the favorable timing of payments
Maintenance Contracts	12.4	53.6	Mainly the favorable timing of revenue vehicle maintenance & repair and building-related expenses and payments	26.0	10.5	Mainly the favorable timing of payments, subway car-related maintenance and building-related expenses
Professional Service Contracts	(6.5)	(70.2)	Primarily the unfavorable timing of various professional service contract account expenses and payments	(27.5)	(20.5)	Primarily the unfavorable timing of inter-agency IT payments
Materials & Supplies	(3.6)	(15.5)	Primarily the unfavorable timing of payments, partly offset by expense savings	(4.7)	(1.5)	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)
Nov 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	\$0.693	\$6.480	\$5.787	-	\$3.130	\$27.317	\$24.187	-
Fare Reimbursement	(7.980)	(1.666)	\$6.314	79.1	\$1.455	\$1.490	\$0.035	2.4
Paratransit Reimbursmient	(10.393)	(9.684)	\$0.709	6.8	(20.267)	(10.616)	\$9.651	47.6
Other Operating Revenue	(11.846)	(11.610)	\$0.236	2.0	(114.216)	(107.571)	\$6.645	5.8
Other Revenue	(30.219)	(22.960)	\$7.259	24.0	(133.028)	(116.697)	\$16.331	12.3
Capital and Other Reimbursements	\$50.000	\$5.897	(44.103)	(88.2)	(21.589)	(171.554)	(149.965)	-
Total Revenue	\$20.474	(10.583)	(31.057)	-	(151.487)	(260.934)	(109.446)	(72.2)
Expenses								
Labor :								
Payroll	\$23.017	\$20.135	(2.882)	(12.5)	\$142.714	\$134.375	(8.339)	(5.8)
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	\$23.017	\$20.134	(2.882)	(12.5)	\$142.714	\$134.375	(8.339)	(5.8)
Health and Welfare	\$0.000	(5.719)	(5.719)	-	\$0.000	(0.497)	(0.497)	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	\$0.000	(0.246)	(0.246)	-	(340.682)	(340.796)	(0.114)	0.0
Other Fringe Benefits	\$13.577	\$15.091	\$1.514	11.2	\$137.661	\$224.650	\$86.989	63.2
Total Fringe Benefits	\$13.577	\$9.126	(4.451)	(32.8)	(203.021)	(116.643)	\$86.378	42.5
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Labor	\$36.594	\$29.261	(7.333)	(20.0)	(60.308)	\$17.732	\$78.039	-
Non-Labor :								
Electric Power	\$0.000	(0.754)	(0.754)	-	\$0.000	\$0.907	\$0.907	-
Fuel	\$0.000	\$1.740	\$1.740	-	\$0.000	\$1.574	\$1.574	-
Insurance	\$6.692	\$6.062	(0.630)	(9.4)	(2.546)	(3.084)	(0.538)	(21.1)
Claims	\$2.888	\$7.026	\$4.138	-	\$31.772	\$21.442	(10.330)	(32.5)
Paratransit Service Contracts	\$0.000	\$0.071	\$0.071	-	\$2.000	\$6.146	\$4.146	-
Maintenance and Other Operating Contracts	\$0.000	\$7.113	\$7.113	-	(3.300)	\$16.987	\$20.287	-
Professional Service Contracts	\$3.000	(0.473)	(3.473)	-	(6.120)	(35.307)	(29.187)	-
Materials & Supplies	\$8.000	\$2.702	(5.298)	(66.2)	\$32.223	\$20.309	(11.914)	(37.0)
Other Business Expenses	\$0.000	(0.155)	(0.155)	-	\$0.000	(8.120)	(8.120)	-
Non-Labor	\$20.580	\$23.332	\$2.752	13.4	\$54.029	\$20.853	(33.176)	(61.4)
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$57.174	\$52.593	(4.581)	(8.0)	(6.279)	\$38.585	\$44.864	-
Depreciation	\$149.498	\$138.069	(11.429)	(7.6)	\$1,576.378	\$1,558.926	(17.452)	(1.1)
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	\$206.672	\$190.663	(16.009)	(7.7)	\$2,964.322	\$2,747.503	(216.819)	(7.3)
Total Cash Conversion Adjustments	\$227.146	\$180.080	(47.066)	(20.7)	\$2,812.835	\$2,486.570	(326.266)	(11.6)

Note: Totals may not add due to rounding

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

MTA 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
November 2016

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	64	47	17	
Law	320	296	24	
Office of the EVP	46	42	4	
Human Resources	232	238	(6)	
Office of Management and Budget	42	44	(2)	
Capital Planning & Budget	35	31	4	
Corporate Communications	265	249	16	
Non-Departmental	(33)	1	(34)	
Labor Relations	98	97	1	
Materiel	290	270	20	
Controller	128	127	1	
Total Administration	1,487	1,442	45	
Operations				
Subways Service Delivery	8,042	8,174	(132)	Mostly Train Operator Excess
Subways Operations Support/Admin	405	403	2	
Subways Stations	2,649	2,619	30	
Sub-total Subways	11,096	11,196	(100)	
Buses	11,055	10,814	241	Mostly Bus Operator/Maintainer/Dispatcher Shortages
Paratransit	213	197	16	
Operations Planning	400	382	18	
Revenue Control	583	552	31	
Non-Departmental	102	0	102	
Total Operations	23,449	23,141	308	
Maintenance				
Subways Operations Support/Admin	169	141	28	
Subways Engineering	379	352	27	
Subways Car Equipment	4,414	4,358	56	Largely Supts., PTEs and Car Inspector Shortage
Subways Infrastructure	1,596	1,532	64	Mostly Maintainer Shortage
Subways Elevators & Escalators	456	424	32	
Subways Stations	3,711	3,691	20	
Subways Track	2,832	2,840	(8)	
Subways Power	612	599	13	
Subways Signals	1,497	1,484	13	
Subways Electronic Maintenance	1,613	1,531	82	Primarily Maintainer/PTE Shortage
Sub-total Subways	17,279	16,952	327	
Buses	3,686	3,635	51	
Supply Logistics	559	563	(4)	
System Safety	99	85	14	
Non-Departmental	207	(2)	209	
Total Maintenance	21,830	21,233	597	
Engineering/Capital				
Capital Program Management	1,358	1,392	(34)	
Total Engineering/Capital	1,358	1,392	(34)	
Public Safety				
Security	662	649	13	
Total Public Safety	662	649	13	
Total Positions	48,786	47,857	929	
Non-Reimbursable	43,628	43,337	291	
Reimbursable	5,158	4,520	638	
Total Full-Time	48,573	47,606	967	
Total Full-Time Equivalents	213	251	(38)	

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
November 2016

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	537	456	81	
Professional, Technical, Clerical	921	962	(41)	
Operational Hourlies	29	24	5	
Total Administration	1,487	1,442	45	
Operations				
Managers/Supervisors	2,767	2,709	58	
Professional, Technical, Clerical	507	490	17	
Operational Hourlies	20,175	19,942	233	
	23,449	23,141	308	
Maintenance				
Managers/Supervisors	3,939	3,886	53	
Professional, Technical, Clerical	1,118	1,019	99	
Operational Hourlies	16,773	16,328	445	
Total Maintenance	21,830	21,233	597	
Engineering/Capital				
Managers/Supervisors	339	338	1	
Professional, Technical, Clerical	1,017	1,052	(35)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,358	1,392	(34)	
Public Safety				
Managers/Supervisors	288	279	9	
Professional, Technical, Clerical	38	39	(1)	
Operational Hourlies	336	331	5	
Total Public Safety	662	649	13	
Total Positions				
Managers/Supervisors	7,870	7,668	202	
Professional, Technical, Clerical	3,601	3,562	39	
Operational Hourlies	37,315	36,627	688	
Total Positions	48,786	47,857	929	

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

	November						November 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>	341,153	\$10.740	342,817	\$10.921	(1,664)	(\$0.182) (1.7%)	3,733,157	\$118.028	3,740,308	\$119.025	(7,151)	(\$0.997) (0.8%)
<u>Unscheduled Service</u>	324,520	\$10.402	335,102	\$10.933	(10,582)	(\$0.531) (5.1%)	3,326,288	\$107.024	3,509,711	\$113.748	(183,423)	(\$6.724) (6.3%)
<u>Programmatic/Routine Maintenance</u>	368,240	\$12.915	354,520	\$12.159	13,721	\$0.756 %	3,895,783	\$132.970	3,948,197	\$134.836	(52,414)	(\$1.866) (1.4%)
<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	108,800	\$3.588	(67,707)	(\$2.365) *	455,827	\$14.243	627,078	\$20.672	(171,252)	(\$6.430) (45.1%)
<u>Weather Emergencies</u>	6,338	\$0.249	48,414	\$1.782	(42,076)	(\$1.533) *	571,300	\$19.322	601,184	\$20.477	(29,883)	(\$1.156) (6.0%)
<u>Safety/Security/Law Enforcement</u>	11,155	\$0.330	10,062	\$0.279	1,094	\$0.051 15.5%	118,807	\$3.422	117,636	\$3.253	1,171	\$0.169 4.9%
<u>Other</u>	14,818	\$0.397	2,094	\$0.070	12,724	\$0.327 82.4%	144,469	\$4.392	124,254	\$4.337	20,215	\$0.056 1.3%
Subtotal	1,107,318	\$36.257	1,201,809	\$39.732	(94,491)	(\$3.475) (9.6%)	12,245,631	\$399.401	12,668,368	\$416.347	(422,737)	(\$16.946) (4.2%)
REIMBURSABLE OVERTIME	164,360	\$0.811	333,536	\$11.737	(169,176)	(\$10.927) *	2,786,659	\$98.712	4,058,676	\$141.549	(1,272,017)	(\$42.837) (43.4%)
TOTAL OVERTIME	1,271,678	\$37.068	1,535,345	\$51.470	(263,667)	(\$14.402) (38.9%)	15,032,291	\$498.114	16,727,044	\$557.896	(1,694,753)	(\$59.783) (12.0%)

Totals may not add due to rounding

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

* Exceeds 100%

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

	November			November Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(1,664)	(\$0.2)		(7,151)	(\$1.0)	Unfavorable YTD results mainly due to Bus tour length adjustments.
		5.2%			5.9%	
<u>Unscheduled Service</u>	(10,582)	(\$0.5)		(183,423)	(\$6.7)	Unfavorable YTD results mainly due to subway service delays and overcrowding.
		15.3%			39.7%	
<u>Programmatic/Routine Maintenance</u>	13,721	\$0.8	Favorable variance mainly due to recalculation of previous month with no Pay Hour Report.	(52,414)	(\$1.9)	Unfavorable YTD results mainly due to continued signals maintenance.
		(21.8%)			11.0%	
<u>Unscheduled Maintenance</u>	0	\$0.0		0	\$0.0	
		0.0%			0.0%	
<u>Vacancy/Absentee Coverage</u>	(67,707)	(\$2.4)	Unfavorable variance mainly due to recalculation of previous month with no Pay Hour Report and continued coverage for Bus Operators and Bus Maintainers.	(171,252)	(\$6.4)	Unfavorable YTD results mainly due to vacancy/absentee coverage for Bus Operators and Bus Maintainers.
		68.0%			37.9%	
<u>Weather Emergencies</u>	(42,076)	(\$1.5)	Unfavorable variance mainly due to prior month adjustment for Tropical Storm Hermine preparation.	(29,883)	(\$1.2)	Unfavorable YTD results mainly due to Tropical Storm Hermine preparation.
		44.1%			6.8%	
<u>Safety/Security/Law Enforcement</u>	1,094	\$0.1		1,171	\$0.2	
		(1.5%)			(1.0%)	
<u>Other</u>	12,724	\$0.3		20,215	\$0.1	
		(9.4%)			(0.3%)	
Subtotal	(94,491)	(\$3.5)		(422,736)	(\$16.9)	
		24.1%			28.3%	
REIMBURSABLE OVERTIME	(169,176)	(\$10.9)	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.	(1,272,017)	(\$42.8)	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.
		75.9%			71.7%	
TOTAL OVERTIME	(263,667)	(\$14.4)		(1,694,753)	(\$59.8)	

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)
NOVEMBER 2016 YEAR-TO-DATE
(\$ in millions)

	November 2016 Year-to-Date			Favorable/(Unfavorable) Variance			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual Results</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Total Revenue	4,421.3	4,435.1	4,422.2	1.0	0.0	(12.9)	(0.3)
Total Expenses before Depreciation, OPEB and Environmental Remediation	6,698.8	6,780.5	6,771.6	(72.8)	(1.1)	9.0	0.1
Depreciation	1,576.4	1,576.4	1,558.9	17.5	1.1	17.5	1.1
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	n/a
Total Expenses	9,669.4	9,410.4	9,480.5	188.9	2.0	(70.0)	(0.7)
Net Surplus/(Deficit)	(5,248.2)	(4,975.3)	(5,058.3)	189.9	3.6	(82.9)	(1.7)

Note: Totals may not add due to rounding

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

	November 2016 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	(12.9)	(0.3)	Other operating revenue was lower by \$12.7M (3.2%), due largely to underruns in advertising and paratransit Urban Tax revenues.
Total Expenses (Nonreimbursable)	(70.0)	(0.7)	Operating expenses were below the November Forecast by \$9.0M (0.1%), due primarily to the favorable timing of health & welfare expenses. Non-cash GASB account expenses were unfavorable by a net \$79.0M, including lower depreciation expenses of \$17.5M (1.1%), an underrun in OPEB liability expenses of \$161.0M (15.3%), and the unfavorable timing of a GASB 68 pension expense classification adjustment of \$257.5M.

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



FINANCIAL AND RIDERSHIP REPORT

November 2016

(All data are preliminary and subject to audit)

In the month of November, **operating revenues** were \$0.7 million, essentially on forecast. Year-to-date, operating revenues of \$8.2 million were below forecast by \$0.1 million (1.4 percent), due mostly to lower farebox revenue resulting from lower ridership.

Total **ridership** in November 2016 was 397,486, 2.0 percent (8,271 riders) below forecast, due in part to a system shutdown involving a fire at a substation on November 7. Year-to-date, ridership was 4,158,109, 1.7 percent (71,875 riders) below forecast. November 2016 average weekday ridership was 17,058, 1.7 percent (303 riders) lower than in November 2015. Average weekday ridership for the twelve months ending November 2016 was 16,194, 1.7 percent (267 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 November by \$0.7 million (11.1 percent). Labor expenses underran by \$1.2 million (31.9 percent), due primarily to favorable timing results in payroll expenses of \$0.5 million (24.6 percent), health & welfare/OPEB current expenses of \$0.3 million (52.1 percent), and other fringe benefit expenses of \$0.2 million (46.1 percent). Non-labor expenses overran by \$0.5 million (21.1 percent), due largely to the unfavorable timing of R44 car fleet maintenance expenses, partly offset by the favorable timing of non-revenue vehicle purchases. Year-to-date, expenses were below forecast by \$5.0 million (8.3 percent). Labor expenses were less by \$3.0 million (7.9 percent), caused largely by the favorable timing of payroll expenses of \$2.0 million (9.4 percent) and project overtime requirements of \$1.0 million (29.9 percent). Non-labor expenses were under forecast by \$1.9 million (8.8 percent), due largely to the favorable timing of R44 Car Fleet maintenance expenses and non-revenue vehicle purchases of \$1.5 million (11.0 percent).

Depreciation expenses were \$7.5 million year-to-date, slightly below forecast. GASB #45 Other Post-Employment Benefit accrued expenses of \$5.5 million were recorded year-to-date, \$0.9 million (14.1 percent) below forecast.

The **net cash deficit** (excluding subsidies) year-to-date was \$51.4 million, favorable to forecast by \$6.6 million (11.3 percent), due mainly to the timing of R44 fleet maintenance expenses/payments.

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

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	Nonreimbursable		Var Percent		Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$0.558	\$0.543	(0.015)	(2.6)	\$0.000	\$0.000	-	-	\$0.558	\$0.543	(0.015)	(2.6)
Other Revenue	\$0.185	\$0.203	\$0.018	9.9	\$0.000	\$0.000	-	-	\$0.185	\$0.203	\$0.018	9.9
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.352	\$0.364	\$0.012	3.4	\$0.352	\$0.364	\$0.012	3.4
Total Revenue	\$0.743	\$0.746	\$0.004	0.5	\$0.352	\$0.364	\$0.012	3.4	\$1.095	\$1.110	\$0.016	1.4
Expenses												
Labor :												
Payroll	\$2.091	\$1.577	\$0.514	24.6	\$0.072	\$0.129	(0.057)	(78.9)	\$2.163	\$1.706	\$0.457	21.1
Overtime	\$0.421	\$0.330	\$0.092	21.8	\$0.150	\$0.062	\$0.088	58.8	\$0.572	\$0.392	\$0.180	31.5
Total Salaries & Wages	\$2.513	\$1.906	\$0.606	24.1	\$0.223	\$0.191	\$0.032	14.2	\$2.735	\$2.097	\$0.638	23.3
Health and Welfare	\$0.384	\$0.125	\$0.259	67.5	\$0.000	\$0.000	\$0.000	-	\$0.384	\$0.125	\$0.259	67.5
OPEB Current Payment	\$0.107	\$0.110	(0.003)	(2.7)	(0.001)	\$0.000	(0.001)	-	\$0.106	\$0.110	(0.004)	(3.8)
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	\$0.378	\$0.204	\$0.174	46.1	\$0.000	\$0.000	\$0.000	-	\$0.378	\$0.204	\$0.174	46.1
Total Fringe Benefits	\$1.374	\$0.908	\$0.466	33.9	(0.001)	\$0.000	(0.001)	-	\$1.373	\$0.908	\$0.465	33.9
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.004)	(0.169)	\$0.166	-	\$0.004	\$0.169	(0.165)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$3.883	\$2.645	\$1.238	31.9	\$0.225	\$0.360	(0.135)	(59.8)	\$4.108	\$3.005	\$1.103	26.9
Non-Labor :												
Electric Power	\$0.267	\$0.260	\$0.007	2.5	(0.001)	\$0.001	(0.002)	-	\$0.266	\$0.261	\$0.005	1.9
Fuel	\$0.015	\$0.012	\$0.003	18.4	\$0.000	\$0.000	\$0.000	-	\$0.015	\$0.012	\$0.003	18.4
Insurance	\$0.117	\$0.053	\$0.064	54.9	\$0.000	\$0.000	\$0.000	-	\$0.117	\$0.053	\$0.064	54.9
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	\$2.233	(0.498)	(28.7)	\$0.000	\$0.000	\$0.000	-	\$1.735	\$2.233	(0.498)	(28.7)
Professional Service Contracts	\$0.075	\$0.012	\$0.062	83.4	(0.001)	\$0.003	(0.004)	-	\$0.074	\$0.015	\$0.058	79.1
Materials & Supplies	\$0.298	\$0.447	(0.149)	(50.0)	\$0.129	\$0.000	\$0.129	-	\$0.427	\$0.447	(0.020)	(4.7)
Other Business Expenses	(0.007)	\$0.009	(0.016)	-	\$0.000	\$0.000	\$0.000	-	(0.007)	\$0.009	(0.016)	-
Non-Labor	\$2.506	\$3.034	(0.529)	(21.1)	\$0.127	\$0.004	\$0.123	96.8	\$2.633	\$3.038	(0.406)	(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	\$6.389	\$5.680	\$0.709	11.1	\$0.352	\$0.364	(0.012)	(3.4)	\$6.741	\$6.044	\$0.697	10.3
Depreciation	\$0.737	\$0.733	\$0.004	0.5	\$0.000	\$0.000	\$0.000	-	\$0.737	\$0.733	\$0.004	0.5
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	\$7.599	\$6.413	\$1.186	15.6	\$0.352	\$0.364	(0.012)	(3.4)	\$7.951	\$6.777	\$1.174	14.8
OPERATING SURPLUS/DEFICIT	(6.856)	(5.667)	\$1.190	17.4	\$0.000	\$0.000	\$0.000	-	(6.856)	(5.667)	\$1.190	17.4

Note: Totals may not add due to rounding

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

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

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	Nonreimbursable		Var Percent		Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$6.105	\$5.998	(0.107)	(1.8)	\$0.000	\$0.000	-	-	\$6.105	\$5.998	(0.107)	(1.8)
Other Revenue	\$2.258	\$2.249	(0.009)	(0.4)	\$0.000	\$0.000	-	-	\$2.258	\$2.249	(0.009)	(0.4)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$4.625	\$4.126	(0.499)	(10.8)	\$4.625	\$4.126	(0.499)	(10.8)
Total Revenue	\$8.363	\$8.247	(0.116)	(1.4)	\$4.625	\$4.126	(0.499)	(10.8)	\$12.988	\$12.373	(0.615)	(4.7)
Expenses												
Labor :												
Payroll	\$21.500	\$19.475	\$2.024	9.4	\$1.222	\$1.313	(0.091)	(7.5)	\$22.721	\$20.788	\$1.933	8.5
Overtime	\$3.457	\$2.422	\$1.035	29.9	\$1.349	\$0.737	\$0.612	45.4	\$4.806	\$3.159	\$1.646	34.3
Total Salaries & Wages	\$24.957	\$21.898	\$3.059	12.3	\$2.570	\$2.050	\$0.520	20.2	\$27.527	\$23.948	\$3.579	13.0
Health and Welfare	\$3.898	\$4.479	(0.580)	(14.9)	\$0.000	\$0.000	\$0.000	-	\$3.898	\$4.479	(0.580)	(14.9)
OPEB Current Payment	\$1.295	\$1.909	(0.614)	(47.4)	\$0.001	\$0.012	(0.011)	-	\$1.296	\$1.921	(0.624)	(48.2)
Pensions	\$5.560	\$5.419	\$0.141	2.5	\$0.000	\$0.000	\$0.000	-	\$5.560	\$5.419	\$0.141	2.5
Other Fringe Benefits	\$3.741	\$3.458	\$0.282	7.5	\$0.002	\$0.000	\$0.002	-	\$3.742	\$3.458	\$0.284	7.6
Total Fringe Benefits	\$14.494	\$15.265	(0.771)	(5.3)	\$0.003	\$0.012	(0.009)	-	\$14.497	\$15.277	(0.780)	(5.4)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(1.175)	(1.927)	\$0.751	63.9	\$1.175	\$1.927	(0.752)	(63.9)	\$0.000	\$0.000	\$0.000	-
Labor	\$38.276	\$35.236	\$3.039	7.9	\$3.749	\$3.989	(0.240)	(6.4)	\$42.024	\$39.225	\$2.799	6.7
Non-Labor :												
Electric Power	\$3.034	\$3.027	\$0.007	0.2	\$0.001	\$0.009	(0.008)	-	\$3.035	\$3.036	(0.002)	(0.1)
Fuel	\$0.234	\$0.136	\$0.098	41.8	\$0.000	\$0.000	\$0.000	-	\$0.234	\$0.136	\$0.098	41.8
Insurance	\$0.950	\$1.058	(0.108)	(11.3)	\$0.000	\$0.000	\$0.000	-	\$0.950	\$1.058	(0.108)	(11.3)
Claims	\$0.079	\$0.242	(0.163)	-	\$0.000	\$0.000	\$0.000	-	\$0.079	\$0.242	(0.163)	-
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	\$14.037	\$12.490	\$1.547	11.0	\$0.000	\$0.000	\$0.000	-	\$14.037	\$12.490	\$1.547	11.0
Professional Service Contracts	\$0.684	\$0.692	(0.007)	(1.0)	\$0.001	\$0.017	(0.016)	-	\$0.685	\$0.709	(0.023)	(3.4)
Materials & Supplies	\$2.537	\$1.915	\$0.622	24.5	\$0.874	\$0.111	\$0.763	87.3	\$3.411	\$2.026	\$1.385	40.6
Other Business Expenses	\$0.036	\$0.121	(0.085)	-	\$0.000	\$0.000	\$0.000	-	\$0.036	\$0.121	(0.085)	-
Non-Labor	\$21.591	\$19.681	\$1.910	8.8	\$0.876	\$0.137	\$0.739	84.4	\$22.467	\$19.818	\$2.649	11.8
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	\$59.867	\$54.917	\$4.950	8.3	\$4.625	\$4.126	\$0.499	10.8	\$64.492	\$59.043	\$5.448	8.4
Depreciation	\$7.563	\$7.505	\$0.057	0.8	\$0.000	\$0.000	\$0.000	-	\$7.563	\$7.505	\$0.057	0.8
OPEB Liability	\$6.357	\$5.462	\$0.895	14.1	\$0.000	\$0.000	\$0.000	-	\$6.357	\$5.462	\$0.895	14.1
GASB 68 Pension Adjustment	(0.405)	\$0.186	(0.591)	-	\$0.000	\$0.000	\$0.000	-	(0.405)	\$0.186	(0.591)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$73.382	\$68.071	\$5.311	7.2	\$4.625	\$4.126	\$0.499	10.8	\$78.007	\$72.197	\$5.810	7.4
OPERATING SURPLUS/DEFICIT	(65.019)	(59.823)	\$5.195	8.0	\$0.000	\$0.000	\$0.000	-	(65.019)	(59.823)	\$5.195	8.0

Note: Totals may not add due to rounding

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

Table 3

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
November 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.	(0.015)	(2.6)	Mostly due to lower ridership	(0.107)	(1.8)	Mostly due to lower ridership
Other Operating Revenue	Non Reimb.	0.018	9.9	The favorable timing of student fare reimbursements			
Payroll	Non Reimb.	0.514	24.6	Largely the favorable timing of expenses and vacancies	2.024	9.4	Largely the favorable timing of expenses and vacancies
Overtime	Non Reimb.	0.092	21.8	Largely the favorable timing of project labor requirements	1.035	29.9	Largely the favorable timing of project labor requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.256	52.1	The favorable timing of expenses, partly offset by higher rates	(1.194)	(23.4)	The unfavorable timing of expenses and higher rates
Pension	Non Reimb.				0.141	2.5	The favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.174	46.1	The favorable timing of expenses	0.282	7.5	The favorable timing of expenses
Fuel	Non Reimb.				0.098	41.8	Largely the timing of expenses
Insurance	Non Reimb.	0.064	54.9	The favorable timing of interagency billing	(0.108)	(11.3)	The unfavorable timing of interagency billing
Maintenance & Other Operating Contracts	Non Reimb.	(0.498)	(28.7)	Mainly the unfavorable timing of R44 car fleet interagency maintenance expenses, partly offset by the favorable timing of non-revenue vehicle purchases	1.547	11.0	Mainly the favorable timing of R44 car fleet interagency maintenance expenses and non-revenue vehicle purchases
Professional Service Contracts	Non Reimb.	0.062	83.4	The favorable timing of expenses			
Materials and Supplies	Non Reimb.	(0.149)	(50.0)	Primarily the unfavorable timing of maintenance material requirements	0.622	24.5	Primarily the favorable timing of maintenance material requirements
Capital and Other Reimbursements	Reimb.	0.012	3.4	Timing of contractor requirements	(0.499)	(10.8)	Timing of contractor requirements
Payroll	Reimb.	(0.057)	(78.9)	Timing of contractor requirements	(0.091)	(7.5)	Timing of contractor requirements
Overtime	Reimb.	0.088	58.8	Timing of contractor requirements	0.612	45.4	Timing of contractor requirements
Materials & Supplies	Reimb.	0.129	n/a	The favorable timing of project material requirements	0.763	87.3	The favorable timing of project material requirements

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2016 Mid_Year
Cash Receipts and Expenditures
Nov 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	\$0.501	\$0.551	\$0.050	9.9	\$5.785	\$6.014	\$0.229	4.0
Other Revenue	\$0.409	\$0.204	(0.205)	(50.2)	\$3.687	\$2.886	(0.801)	(21.7)
Capital and Other Reimbursements	\$0.564	\$0.667	\$0.103	18.2	\$5.196	\$3.472	(1.724)	(33.2)
Total Revenue	\$1.475	\$1.422	(0.053)	(3.6)	\$14.668	\$12.372	(2.296)	(15.7)
Expenditures								
Labor :								
Payroll	\$2.037	\$1.975	\$0.062	3.1	\$28.865	\$28.466	\$0.399	1.4
Overtime	\$0.698	\$0.310	\$0.388	55.6	\$5.307	\$3.015	\$2.292	43.2
Total Salaries & Wages	\$2.735	\$2.285	\$0.450	16.5	\$34.171	\$31.481	\$2.690	7.9
Health and Welfare	\$0.469	\$0.010	\$0.459	97.9	\$3.813	\$4.497	(0.684)	(17.9)
OPEB Current Payment	\$0.010	\$0.007	\$0.003	29.9	\$1.392	\$1.789	(0.397)	(28.5)
Pensions	\$0.506	\$0.470	\$0.036	7.1	\$5.560	\$5.419	\$0.141	2.5
Other Fringe Benefits	\$0.336	\$0.377	(0.041)	(12.3)	\$4.247	\$4.400	(0.153)	(3.6)
Total Fringe Benefits	\$1.320	\$0.864	\$0.456	34.5	\$15.012	\$16.105	(1.093)	(7.3)
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	\$4.055	\$3.149	\$0.906	22.3	\$49.184	\$47.586	\$1.598	3.2
Non-Labor :								
Electric Power	\$0.219	\$0.263	(0.044)	(20.2)	\$3.082	\$3.361	(0.279)	(9.1)
Fuel	\$0.028	\$0.002	\$0.026	92.8	\$0.306	\$0.106	\$0.200	65.3
Insurance	\$0.146	\$0.020	\$0.126	86.3	\$0.921	\$0.990	(0.069)	(7.5)
Claims	\$0.012	\$0.000	\$0.012	-	\$0.073	\$0.154	(0.081)	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$2.357	\$0.524	\$1.833	77.8	\$14.898	\$8.516	\$6.382	42.8
Professional Service Contracts	\$0.039	\$0.058	(0.019)	(49.3)	\$0.720	\$1.029	(0.309)	(42.9)
Materials & Supplies	\$0.469	\$0.073	\$0.396	84.4	\$3.369	\$1.877	\$1.492	44.3
Other Business Expenses	(0.006)	\$0.009	(0.015)	-	\$0.035	\$0.115	(0.080)	-
Non-Labor	\$3.264	\$0.949	\$2.315	70.9	\$23.404	\$16.148	\$7.256	31.0
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	\$7.319	\$4.098	\$3.221	44.0	\$72.587	\$63.734	\$8.853	12.2
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.001	\$0.000	\$0.001	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	(0.001)	\$0.000	(0.001)	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$7.319	\$4.098	\$3.221	44.0	\$72.588	\$63.734	\$8.854	12.2
Net Surplus/(Deficit)	(5.844)	(2.676)	\$3.168	54.2	(57.920)	(51.362)	\$6.558	11.3

Note: Totals may not add due to rounding

Table 5

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
November 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	0.050	9.9%	Primarily the favorable timing of cash settlements with NYCT	0.229	4.0%	Primarily the favorable timing of cash settlements with NYCT
Other Operating Revenue	(0.205)	(50.2%)	Mostly the unfavorable timing of student fare reimbursements	(0.801)	(21.7%)	Mostly the unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	0.103	18.2%	Largely the favorable timing of reimbursements	(1.724)	(33.2%)	Largely the unfavorable timing of reimbursements and lower reimbursable expenses
Salaries & Wages	0.450	16.5%	Mainly the favorable timing of expenses and vacancies	2.690	7.9%	Mainly the favorable timing of expenses and vacancies
Health and Welfare (including OPEB current payment)	0.462	96.5%	The favorable timing of expenses/payments, partly offset by higher rates.	(1.081)	(20.8%)	The unfavorable timing of expenses and higher rates
Maintenance Contracts	1.833	77.8%	Mainly the favorable timing of R44 car fleet interagency maintenance expenses and payments	6.382	42.8%	Mainly the favorable timing of R44 car fleet interagency maintenance expenses and payments
Materials and Supplies	0.396	84.4%	Largely the favorable timing of payments	1.492	44.3%	Largely the favorable timing of maintenance materiel requirements

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2016 Mid_Year
Cash Conversion (Cash Flow Adjustments)
 Nov 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)	\$0.008	\$0.064	-	(0.320)	\$0.016	\$0.336	-
Other Revenue	\$0.224	\$0.001	(0.224)	-	\$1.429	\$0.637	(0.792)	(55.4)
Capital and Other Reimbursements	\$0.212	\$0.303	\$0.091	42.8	\$0.571	(0.654)	(1.225)	-
Total Revenue	\$0.380	\$0.312	(0.069)	(18.0)	\$1.680	(0.001)	(1.681)	-
Expenses								
Labor :								
Payroll	\$0.126	(0.269)	(0.395)	-	(6.143)	(7.678)	(1.534)	(25.0)
Overtime	(0.126)	\$0.082	\$0.208	-	(0.501)	\$0.144	\$0.645	-
Total Salaries & Wages	\$0.000	(0.188)	(0.188)	-	(6.644)	(7.533)	(0.889)	(13.4)
Health and Welfare	(0.085)	\$0.115	\$0.200	-	\$0.085	(0.018)	(0.103)	-
OPEB Current Payment	\$0.096	\$0.103	\$0.007	7.3	(0.096)	\$0.132	\$0.227	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.043	(0.173)	(0.216)	-	(0.504)	(0.942)	(0.437)	(86.7)
Total Fringe Benefits	\$0.053	\$0.044	(0.009)	(17.3)	(0.515)	(0.828)	(0.313)	(60.7)
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	\$0.053	(0.144)	(0.197)	-	(7.159)	(8.361)	(1.201)	(16.8)
Non-Labor :								
Electric Power	\$0.047	(0.002)	(0.049)	-	(0.047)	(0.325)	(0.278)	-
Fuel	(0.013)	\$0.010	\$0.023	-	(0.072)	\$0.030	\$0.102	-
Insurance	(0.030)	\$0.033	\$0.062	-	\$0.030	\$0.068	\$0.038	-
Claims	(0.006)	\$0.008	\$0.014	-	\$0.006	\$0.088	\$0.082	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	(0.622)	\$1.709	\$2.331	-	(0.861)	\$3.974	\$4.835	-
Professional Service Contracts	\$0.035	(0.043)	(0.077)	-	(0.035)	(0.320)	(0.286)	-
Materials & Supplies	(0.042)	\$0.374	\$0.416	-	\$0.042	\$0.149	\$0.107	-
Other Business Expenses	(0.001)	\$0.000	\$0.001	75.5	\$0.001	\$0.006	\$0.005	-
Non-Labor	(0.631)	\$2.089	\$2.720	-	(0.936)	\$3.670	\$4.606	-
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)	\$1.946	\$2.523	-	(8.095)	(4.691)	\$3.405	42.1
Depreciation	\$0.737	\$0.733	(0.004)	(0.5)	\$7.562	\$7.505	(0.056)	(0.7)
OPEB Liability	\$0.568	\$0.000	(0.568)	-	\$6.358	\$5.462	(0.896)	(14.1)
GASB 68 Pension Adjustment	(0.095)	\$0.000	\$0.095	-	(0.405)	\$0.186	\$0.591	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$0.632	\$2.679	\$2.047	-	\$5.419	\$8.463	\$3.044	56.2
Total Cash Conversion Adjustments	\$1.012	\$2.991	\$1.978	-	\$7.098	\$8.461	\$1.363	19.2

Note: Totals may not add due to rounding

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

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

<u>Function/Departments</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	9	4
General Office	10	7	3
Purchasing/Stores	6	4	2
Total Administration	29	20	9
Operations			
Transportation	107	111	(4)
Total Operations	107	111	(4)
Maintenance			
Mechanical	52	50	2
Electronics/Electrical	15	13	2
Power/Signals	27	20	7
Maintenance of Way	48	51	(3)
Infrastructure	26	29	(3)
Total Maintenance	168	163	5
Engineering/Capital			
Reimbursable Program Support	15	6	9
Total Engineering Capital	15	6	9
Total Positions	319	300	19
Non-Reimbursable	304	294	10
Reimbursable	15	6	9
Total Full-Time	319	300	19
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
November 2016

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	17	13	4	
Professional, Technical, Clerical	12	7	5	
Operational Hourlies	0	0	0	
Total Administration	29	20	9	
Operations				
Managers/Supervisors	5	3	2	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	99	106	(7)	
Total Operations	107	111	(4)	
Maintenance				
Managers/Supervisors	13	13	0	
Professional, Technical, Clerical	6	4	2	
Operational Hourlies	149	146	3	
Total Maintenance	168	163	5	
Engineering/Capital (Reimb. Prog. Supprt)				
Managers/Supervisors	3	3	0	
Professional, Technical, Clerical	2	0	2	
Operational Hourlies	10	3	7	
Total Engineering/Capital	15	6	9	
Total Positions				
Managers/Supervisors	38	32	6	
Professional, Technical, Clerical	23	13	10	
Operational Hourlies	258	255	3	
Total Positions	319	300	19	

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

Month of November				Explanation
Forecast	Actual	Variance		
		Amount	Percent	
0.406	0.397	(0.008)	(2.0%)	Due in part to a fire at a Con Ed substation causing SIR to shutdown during the afternoon of Monday, November 7
Year-to-Date				
4.230	4.158	(0.072)	(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)**

	Month of November				Explanation
	2015	2016	Variance		
			Amount	Percent	
Average Weekday	0.017	0.017	(0.000)	(1.7%)	
Average Weekend	0.006	0.008	0.003	44.9%	No service between St. George and Clifton on one weekend in 2015
	12-Month Rolling Average				
Average Weekday	0.016	0.016	0.000	1.7%	
Average Weekend	0.008	0.008	0.000	1.0%	

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

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

	November 2016 Year-to-Date			Favorable/(Unfavorable) Variance			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual Results</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Total Revenue	8.4	8.3	8.2	(0.2)	(2.4)	(0.1)	(1.2)
Total Expenses before Depreciation, OPEB and Environmental Remediation	59.9	57.4	54.9	5.0	8.3	2.5	4.4
Depreciation	7.5	7.5	7.5	0.0	0.0	0.0	0.0
OPEB Account	6.4	6.4	5.5	0.9	14.1	0.9	14.1
GASB 68 Pension Adjustment	(0.4)	(0.4)	0.1	(0.5)	(125.0)	(0.5)	(125.0)
Total Expenses	73.4	70.9	68.0	5.4	7.4	2.9	4.1
Net Surplus/(Deficit)	(65.0)	(62.6)	(59.8)	5.2	8.0	2.8	4.5

Note: Totals may not add due to rounding

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

	November 2016 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	(0.1)	(1.2)	
Total Expenses (Nonreimbursable)	2.9	4.1	<p>Labor expenses were less by \$1.9M, including payroll vacancies/timing of \$1.8M and favorable overhead credits of \$0.8M, partially offset by the unfavorable timing of health & welfare/OPEB current expenses of \$1.2M.</p> <p>Non-labor expenses underperformed by \$0.6M, due mostly to the favorable timing of car fleet scheduled maintenance expenses and maintenance material requirements.</p> <p>Depreciation, OPEB and GASB 68 Pension Adjustment were lower than forecast by a net \$0.4M.</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**November 2016**

(All data are preliminary and subject to audit)

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

Operating revenue was \$19.3 million in November, \$0.4 million (2.2 percent) above forecast and, year-to-date, operating revenue was \$216.2 million, in excess of forecast by \$3.6 million (1.7 percent). Both results were due primarily to increased farebox revenue, driven by higher ridership.

Total MTA Bus **ridership** in November 2016 was 10.4 million, 2.7 percent (0.3 million riders) above forecast. Year-to-date, ridership was 115.5 million, 1.3 percent (1.5 million riders) above forecast. November 2016 average weekday ridership was 412,102, a decrease of 1.5 percent (6,311 riders) from November 2015. Average weekday ridership for the twelve months ending November 2016 was 407,620, an increase of 0.4 percent (1,614 riders) from the twelve months ending November 2015.

Nonreimbursable expenses, before depreciation and Other Post-Employment Benefits, were \$59.2 million in November, \$2.5 million (4.4 percent) above forecast. Labor expenses exceeded forecast by \$3.0 million (7.6 percent), including an overrun in payroll expenses of \$1.6 million (7.6 percent), mainly due to interagency billings, rate variances and the timing of reimbursable projects. Other fringe benefits were over forecast by \$1.3 million (35.1 percent), due largely to Workers' Compensation reserve requirements. Overtime expenses exceeded forecast by \$1.1 million (25.2 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 a net \$0.5 million (3.2 percent), including the favorable timing of maintenance contract expenses of \$2.7 million (61.9 percent). Lower material usage caused by new bus purchases resulted in savings of \$1.4 million (30.1 percent). Claims expenses overran forecast by \$3.8 million, due to additional actuarial-based reserve requirements. Year-to-date, expenses were over forecast by a net \$3.5 million (0.6 percent). Labor expenses were higher by \$21.8 million (4.8 percent), including an increase in other fringe benefits of \$8.7 million (18.5 percent), due again to higher Workers' Compensation reserve requirements. Payroll results were above forecast by \$7.4 million (3.1 percent), due mostly to interagency billings, an unfavorable rate variance and the timing of reimbursable projects. Overtime expenses were in excess by \$4.3 million (8.6 percent), due mainly to an increase in running time/traffic and vacancy/absentee coverage requirements. Non-labor expenses were favorable by \$18.2 million (11.6 percent), due mostly to the timing of maintenance contract expenses of \$11.5 million (32.0 percent) and lower material usage of \$5.5 million (12.0 percent), resulting from new bus purchases.

Depreciation expenses year-to-date exceeded forecast by \$11.9 million (30.1 percent). Other Post-Employment Benefit accrued expenses of \$81.8 million year-to-date were \$9.8 million (10.7 percent) below forecast.

The **operating cash deficit** (excluding subsidies) was \$382.8 million year-to-date, \$42.2 million (9.9 percent) favorable to forecast.

MTA BUS COMPANY
JULY FINANCIAL PLAN 2016 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November 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	\$ 16.890	\$ 17.242	\$ 0.352	2.1	\$ -	\$ -	\$ -	-	\$ 16.890	\$ 17.242	\$ 0.352	2.1
Other Operating Income	2.018	2.080	0.062	3.1	-	-	-	-	2.018	2.080	0.062	3.1
Capital and Other Reimbursements			-	-	0.642	0.423	(0.219)	(34.1)	0.642	0.423	(0.219)	(34.1)
Total Revenue	\$ 18.908	\$ 19.322	\$ 0.414	2.2	\$ 0.642	\$ 0.423	\$ (0.219)	(34.1)	\$ 19.550	\$ 19.745	\$ 0.195	1.0
Labor:												
Payroll	\$ 21.369	\$ 22.998	\$ (1.629)	(7.6)	\$ 0.281	\$ 0.265	\$ 0.016	5.7	\$ 21.650	\$ 23.263	\$ (1.613)	(7.5)
Overtime	4.279	5.357	(1.078)	(25.2)	-	-	-	-	4.279	5.357	(1.078)	(25.2)
Health and Welfare	4.931	4.242	0.689	14.0	0.114	0.075	0.039	34.2	5.045	4.317	0.728	14.4
OPEB Current Payment	2.039	1.858	0.181	8.9	-	-	-	-	2.039	1.858	0.181	8.9
Pensions	3.623	3.661	(0.038)	(1.0)	0.052	0.038	0.014	26.9	3.675	3.699	(0.024)	(0.7)
Other Fringe Benefits	3.679	4.972	(1.293)	(35.1)	0.050	0.037	0.013	26.0	3.729	5.009	(1.280)	(34.3)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.143)	0.143	-	-	-	-	-	-	(0.143)	0.143	-
Total Labor Expenses	\$ 39.920	\$ 42.946	\$ (3.026)	(7.6)	\$ 0.497	\$ 0.415	\$ 0.082	16.5	\$ 40.417	\$ 43.361	\$ (2.944)	(7.3)
Non-Labor:												
Electric Power	\$ 0.153	\$ 0.127	\$ 0.026	17.0	\$ -	\$ -	\$ -	-	\$ 0.153	\$ 0.127	\$ 0.026	17.0
Fuel	1.886	1.611	0.275	14.6	-	-	-	-	1.886	1.611	0.275	14.6
Insurance	0.582	0.289	0.293	50.3	-	-	-	-	0.582	0.289	0.293	50.3
Claims	2.424	6.200	(3.776)	*	-	-	-	-	2.424	6.200	(3.776)	*
Maintenance and Other Operating Contracts	4.284	1.630	2.654	61.9	0.033	-	0.033	100.0	4.317	1.630	2.687	62.2
Professional Service Contracts	2.624	2.857	(0.233)	(8.9)	-	-	-	-	2.624	2.857	(0.233)	(8.9)
Materials & Supplies	4.696	3.280	1.416	30.1	0.113	0.008	0.105	92.9	4.809	3.288	1.520	31.6
Other Business Expense	0.156	0.271	(0.115)	(73.7)	-	-	-	-	0.156	0.271	(0.115)	(73.7)
Total Non-Labor Expenses	\$ 16.806	\$ 16.267	\$ 0.539	3.2	\$ 0.145	\$ 0.008	\$ 0.137	94.5	\$ 16.951	\$ 16.275	\$ 0.676	4.0
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 56.726	\$ 59.213	\$ (2.487)	(4.4)	\$ 0.642	\$ 0.423	\$ 0.219	34.1	\$ 57.368	\$ 59.636	\$ (2.268)	(4.0)
Depreciation	2.886	5.580	(2.694)	(93.3)	-	-	-	-	2.886	5.580	(2.694)	(93.3)
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	\$ 73.901	\$ 71.708	\$ 2.193	3.0	\$ 0.642	\$ 0.423	\$ 0.219	34.1	\$ 74.543	\$ 72.131	\$ 2.412	3.2
Net Surplus/(Deficit)	\$ (54.993)	\$ (52.386)	\$ 2.607	4.7	\$ (0.000)	\$ -	\$ 0.000	100.0	\$ (54.993)	\$ (52.386)	\$ 2.607	4.7

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2016 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November 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	\$ 193.343	\$ 196.192	\$ 2.849	1.5	\$ -	\$ -	\$ -	-	\$ 193.343	\$ 196.192	\$ 2.849	1.5
Other Operating Income	19.226	20.012	0.786	4.1	-	-	-	-	19.226	20.012	0.786	4.1
Capital and Other Reimbursements	-	-	-	-	5.385	3.690	(1.695)	(31.5)	5.385	3.690	(1.695)	(31.5)
Total Revenue	\$ 212.569	\$ 216.204	\$ 3.635	1.7	\$ 5.385	\$ 3.690	\$ (1.695)	(31.5)	\$ 217.954	\$ 219.894	\$ 1.940	0.9
Expenses												
<i>Labor:</i>												
Payroll	\$ 241.462	\$ 248.895	\$ (7.433)	(3.1)	2.607	2.253	\$ 0.354	13.6	\$ 244.069	\$ 251.148	\$ (7.079)	(2.9)
Overtime	49.747	54.007	(4.260)	(8.6)	-	-	-	-	49.747	54.007	(4.260)	(8.6)
Health and Welfare	55.880	58.697	(2.817)	(5.0)	0.975	0.677	0.298	30.6	56.856	59.374	(2.518)	(4.4)
OPEB Current Payment	21.831	20.986	0.845	3.9	-	-	-	-	21.831	20.986	0.845	3.9
Pensions	40.548	40.705	(0.157)	(0.4)	0.444	0.328	0.116	26.1	40.992	41.033	(0.041)	(0.1)
Other Fringe Benefits	46.878	55.549	(8.671)	(18.5)	0.432	0.324	0.108	25.0	47.310	55.873	(8.563)	(18.1)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.516)	(1.252)	0.736	*	-	-	-	-	(0.516)	(1.252)	0.736	*
Total Labor Expenses	\$ 455.831	\$ 477.588	\$ (21.757)	(4.8)	\$ 4.459	\$ 3.582	\$ 0.877	19.7	\$ 460.290	\$ 481.170	\$ (20.880)	(4.5)
<i>Non-Labor:</i>												
Electric Power	\$ 1.568	\$ 1.423	\$ 0.145	9.3	\$ -	\$ -	\$ -	-	\$ 1.568	\$ 1.423	\$ 0.145	9.3
Fuel	16.182	13.791	2.391	14.8	-	-	-	-	16.182	13.791	2.391	14.8
Insurance	4.920	3.171	1.749	35.5	-	-	-	-	4.920	3.171	1.749	35.5
Claims	26.544	30.200	(3.656)	(13.8)	-	-	-	-	26.544	30.200	(3.656)	(13.8)
Maintenance and Other Operating Contracts	36.003	24.465	11.538	32.0	0.197	-	0.197	100.0	36.199	24.465	11.734	32.4
Professional Service Contracts	24.278	22.820	1.458	6.0	-	-	-	-	24.278	22.820	1.458	6.0
Materials & Supplies	45.753	40.242	5.511	12.0	0.730	0.108	0.622	85.2	46.483	40.350	6.133	13.2
Other Business Expense	2.443	3.340	(0.897)	(36.7)	-	-	-	-	2.443	3.340	(0.897)	(36.7)
Total Non-Labor Expenses	\$ 157.692	\$ 139.453	\$ 18.239	11.6	\$ 0.926	\$ 0.108	\$ 0.818	88.3	\$ 158.618	\$ 139.561	\$ 19.057	12.0
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 613.522	\$ 617.041	\$ (3.518)	(0.6)	\$ 5.385	\$ 3.690	\$ 1.695	31.5	\$ 618.907	\$ 620.731	\$ (1.823)	(0.3)
Depreciation	39.347	51.202	(11.855)	(30.1)	-	-	-	-	39.347	51.202	(11.855)	(30.1)
OPEB Obligation	91.597	81.805	9.792	10.7	-	-	-	-	91.597	81.805	9.792	10.7
GASB 68 Pension Expense Adjustment	34.452	-	34.452	100.0	-	-	-	-	34.452	-	34.452	100.0
Environmental Remediation	-	0.026	(0.026)	-	-	-	-	-	-	0.026	(0.026)	-
Total Expenses	\$ 778.918	\$ 750.074	\$ 28.845	3.7	\$ 5.385	\$ 3.690	\$ 1.695	31.5	\$ 784.303	\$ 753.764	\$ 30.540	3.9
Net Surplus/(Deficit)	\$ (566.349)	\$ (533.870)	\$ 32.480	5.7	\$ -	\$ -	\$ -	-	\$ (566.349)	\$ (533.870)	\$ 32.480	5.7

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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	November 2016			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ 0.352	2.1	Higher than planned ridership	\$ 2.849	1.5	Higher than planned ridership
Other Operating Revenue	NR	\$ 0.062	3.1	(a)	\$ 0.786	4.1	Shuttle services reimbursements
Capital and Other Reimbursements	R	\$ (0.219)	(34.1)	Timing of reimbursable projects and vacancies	\$ (1.695)	(31.5)	Timing of reimbursable projects and vacancies
Total Revenue Variance		\$ 0.195	1.0		\$ 1.940	0.9	
Payroll	NR	\$ (1.629)	(7.6)	Mainly due to interagency billings, rate variance and timing of reimbursable projects	\$ (7.433)	(3.1)	Mainly due to interagency billings, rate variance and timing in reimbursable projects
Overtime	NR	\$ (1.078)	(25.2)	Mainly due to running time/traffic, vacancy, absentee coverage requirements, shuttle services and rate variances	\$ (4.260)	(8.6)	Mainly due to running time/traffic, vacancy, absentee coverage requirements, shuttle services and rate variances
Health and Welfare (including OPEB Current)	NR	\$ 0.870	12.5	Lower medical expenses	\$ (1.972)	(2.5)	Higher medical expenses
Pension	NR	\$ (0.038)	(1.0)	(a)	\$ (0.157)	(0.4)	(a)
Other Fringe Benefits	NR	\$ (1.293)	(35.1)	Higher workers compensation accruals per updated actuarial estimate and timing of inter-agency billings	\$ (8.671)	(18.5)	Higher workers compensation accruals per updated actuarial estimate and timing of inter-agency billings
Reimbursable Overhead	NR	\$ 0.143	-	Not budgeted	\$ 0.736	-	Not budgeted
Electric Power	NR	\$ 0.026	17.0	(a)	\$ 0.145	9.3	Lower rates
Fuel	NR	\$ 0.275	14.6	Lower rates	\$ 2.391	14.8	Lower rates and receipt of CNG rebate
Insurance	NR	\$ 0.293	50.3	Timing of payments	\$ 1.749	35.5	Timing of payments
Claims	NR	\$ (3.776)	*	Increase in reserves due to the latest actuarial assessment	\$ (3.656)	(13.8)	Increase in reserves due to the latest actuarial assessment
Maintenance and Other Operating Contracts	NR	\$ 2.654	61.9	Timing of Shop procurement contacts, inter-agency bus parts and depot services.	\$ 11.538	32.0	Timing of Shop procurement contacts, inter-agency bus parts and depot services.
Professional Service Contracts	NR	\$ (0.233)	(8.9)	Primarily due to timing of interagency billings	\$ 1.458	6.0	Primarily due to timing of interagency billings
Materials & Supplies	NR	\$ 1.416	30.1	Lower material usage due to new bus buys	\$ 5.511	12.0	Lower material usage due to new bus buys
Other Business Expense	NR	\$ (0.115)	(73.7)	Higher AFC collection fees and mobility tax	\$ (0.897)	(36.7)	Higher AFC collection fees and mobility tax
Depreciation	NR	\$ (2.694)	(93.3)	Non cash expense	\$ (11.855)	(30.1)	Non cash expense
Other Post Employment Benefits	NR	\$ 1.632	19.1	Non cash expense	\$ 9.792	10.7	Non cash expense
GASB 68 Pension Expense Adjustment		\$ 5.742	100.0	Non cash expense	\$ 34.452	100.0	Non cash expense
Environmental Remediation		\$ -	-		\$ (0.026)	-	
Payroll	R	\$ 0.016	5.7	Timing of reimbursable projects and vacancies	\$ 0.354	13.6	Timing of reimbursable projects and vacancies
Health and Welfare	R	\$ 0.039	34.2	(a)	\$ 0.298	30.6	Timing of reimbursable projects
Pension	R	\$ 0.014	26.9		\$ 0.116	26.1	
Other Fringe Benefits	R	\$ 0.013	26.0		\$ 0.108	25.0	
Maintenance and Other Operating Contracts	R	\$ 0.033	*	Timing of reimbursable projects	\$ 0.197	*	Timing of reimbursable projects
Materials & Supplies	R	\$ 0.105	*	Timing of reimbursable projects	\$ 0.622	*	Timing of reimbursable projects
Total Expense Variance		\$ 2.412	3.2		\$ 30.540	3.9	
Net Variance		\$ 2.607	4.7		\$ 32.479	5.7	

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

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

(\$ in millions)

	November 2016					Year-To-Date				
			Favorable (Unfavorable)					Favorable (Unfavorable)		
	Mid Year Forecast	Actual	Variance	Percent		Mid Year Forecast	Actual	Variance	Percent	
Receipts										
Farebox Revenue	\$ 17.609	\$ 19.235	\$ 1.626	9.2		\$ 192.184	\$ 195.652	\$ 3.468	1.8	
Other Operating Revenue	2.018	2.169	0.151	7.5		19.008	20.781	1.773	9.3	
Capital and Other Reimbursements	0.500	0.523	0.023	4.6		4.908	4.481	(0.427)	(8.7)	
Total Receipts	\$ 20.127	\$ 21.927	\$ 1.800	8.9		\$ 216.100	\$ 220.914	\$ 4.814	2.2	
Expenditures										
<i>Labor:</i>										
Payroll	\$ 28.755	\$ 18.864	\$ 9.891	34.4		\$ 258.810	\$ 260.814	\$ (2.004)	(0.8)	
Overtime	4.279	5.337	(1.058)	(24.7)		49.671	53.606	(3.935)	(7.9)	
Health and Welfare	6.112	8.164	(2.052)	(33.6)		55.471	51.939	3.532	6.4	
OPEB Current Payment	2.050	1.858	0.192	9.4		21.858	20.476	1.382	6.3	
Pensions	3.690	3.660	0.030	0.8		40.877	40.841	0.036	0.1	
Other Fringe Benefits	4.358	2.976	1.382	31.7		46.583	45.136	1.447	3.1	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	-	-	-		-	-	-	-	
Total Labor Expenditures	\$ 49.244	\$ 40.859	\$ 8.385	17.0		\$ 473.270	\$ 472.812	\$ 0.458	0.1	
<i>Non-Labor:</i>										
Electric Power	\$ 0.153	\$ 0.127	\$ 0.026	17.0		\$ 1.569	\$ 1.422	\$ 0.147	9.4	
Fuel	1.986	1.632	0.354	17.8		16.456	13.705	2.751	16.7	
Insurance	1.165	-	1.165	100.0		7.658	1.027	6.631	86.6	
Claims	2.426	1.548	0.878	36.2		22.574	27.085	(4.511)	(20.0)	
Maintenance and Other Operating Contracts	3.923	1.548	2.375	60.5		36.602	26.143	10.459	28.6	
Professional Service Contracts	3.842	0.357	3.485	90.7		34.136	20.392	13.744	40.3	
Materials & Supplies	4.843	3.368	1.475	30.5		46.448	37.565	8.883	19.1	
Other Business Expenses	0.191	0.360	(0.169)	(88.5)		2.408	3.540	(1.132)	(47.0)	
Total Non-Labor Expenditures	\$ 18.529	\$ 8.940	\$ 9.589	51.8		\$ 167.852	\$ 130.880	\$ 36.972	22.0	
Other Expenditure Adjustments :										
Other	-	-	-	-		-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-		\$ -	\$ -	\$ -	-	
Total Expenditures	\$ 67.773	\$ 49.799	\$ 17.974	26.5		\$ 641.122	\$ 603.692	\$ 37.430	5.8	
Operating Cash Surplus/(Deficit)	\$ (47.646)	\$ (27.872)	\$ 19.774	41.5		\$ (425.022)	\$ (382.778)	\$ 42.244	9.9	

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)

Operating Receipts or Disbursements	November 2016				Year-To-Date			
	Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
	\$	%			\$	%		
Farebox Revenue	\$	1.626	9.2	Higher ridership	\$	3.468	1.8	Higher ridership
Other Operating Revenue		0.151	7.5	Higher student fare assistance		1.773	9.3	Reimbursements from prior periods/student fares and shuttle service reimbursements
Capital and Other Reimbursements		0.023	4.6	(a)		(0.427)	(8.7)	Timing of reimbursable projects and vacancies
Total Receipts	\$	1.800	8.9		\$	4.814	2.2	
Payroll	\$	9.891	34.4	Timing of a 3 Payroll month that was budgeted this month but paid in a prior period	\$	(2.004)	(0.8)	Mainly due to interagency billings, rate variance and timing in reimbursable projects
Overtime		(1.058)	(24.7)	Mainly due to running time/traffic, vacancy, absentee coverage requirements, shuttle services and rate variances		(3.935)	(7.9)	Mainly due to running time/traffic, vacancy, absentee coverage requirements, shuttle services and rate variances
Health and Welfare (including OPEB)		(1.860)	(22.8)	Timing of payments		4.914	6.4	Timing of payments
Pension		0.030	0.8	(a)		0.036	0.1	(a)
Other Fringe Benefits		1.382	31.7	Timing of interagency payments		1.447	3.1	Timing of interagency payments
GASB		-	-			-	-	
Electric Power		0.026	17.0	(a)		0.147	9.4	Lower rates
Fuel		0.354	17.8	Lower rates		2.751	16.7	Lower rates and receipt of CNG rebate
Insurance		1.165	100.0	Timing of payments		6.631	86.6	Timing of payments
Claims		0.878	36.2	Timing of claim payouts		(4.511)	(20.0)	Payout of multiple claims
Maintenance and Other Operating Contracts		2.375	60.5	Timing of Shop procurement contracts, inter-agency bus parts and depot services.		10.459	28.6	Timing of Shop procurement contracts, inter-agency bus parts and depot services.
Professional Service Contracts		3.485	90.7	Primarily due to timing of interagency billings		13.744	40.3	Primarily due to timing of interagency billings
Materials & Supplies		1.475	30.5	Lower material usage due to new bus buys		8.883	19.1	Lower material usage due to new bus buys
Other Business Expenditure		(0.169)	(88.5)	Higher AFC collection fees and mobility tax		(1.132)	(47.0)	Higher AFC collection fees and mobility tax
Total Expenditures	\$	17.974	26.5		\$	37.430	5.8	
Net Cash Variance	\$	19.774	41.5		\$	42.244	9.9	

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

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

(\$ in millions)

	November 2016				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$ 0.719	\$ 1.993	\$ 1.274	*	\$ (1.159)	\$ (0.540)	\$ 0.619	53.4
Other Operating Revenue	-	0.089	0.089	-	(0.218)	0.769	0.987	*
Capital and Other Reimbursements	(0.142)	0.100	0.242	*	(0.477)	0.791	1.268	*
Total Receipts	\$ 0.577	\$ 2.182	\$ 1.605	*	\$ (1.854)	\$ 1.020	\$ 2.874	*
Expenditures								
<i>Labor:</i>								
Payroll	\$ (7.104)	\$ 4.399	\$ 11.504	*	\$ (14.741)	\$ (9.666)	\$ 5.075	34.4
Overtime	-	0.020	0.020	-	0.076	0.401	0.325	*
Health and Welfare	(1.067)	(3.847)	(2.780)	*	1.385	7.435	6.050	*
OPEB Current Payment	(0.011)	-	0.011	100.0	(0.027)	0.510	0.537	*
Pensions	(0.015)	0.039	0.054	*	0.115	0.192	0.077	66.4
Other Fringe Benefits	(0.629)	2.033	2.662	*	0.727	10.737	10.010	*
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.143)	(0.143)	-	(0.516)	(1.252)	(0.736)	*
Total Labor Expenditures	\$ (8.827)	\$ 2.502	\$ 11.329	*	\$ (12.980)	\$ 8.358	\$ 21.338	*
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ -	\$ -	-	-	\$ (0.001)	\$ 0.001	0.002	*
Fuel for Buses and Trains	(0.100)	(0.021)	0.079	79.4	(0.274)	0.086	0.360	*
Insurance	(0.583)	0.289	0.872	*	(2.738)	2.144	4.882	*
Claims	(0.002)	4.652	4.654	*	3.970	3.114	(0.856)	(21.6)
Maintenance and Other Operating Contracts	0.394	0.082	(0.312)	(79.1)	(0.403)	(1.678)	(1.275)	*
Professional Service Contracts	(1.218)	2.500	3.718	*	(9.858)	2.428	12.286	*
Materials & Supplies	(0.034)	(0.080)	(0.045)	*	0.035	2.785	2.750	*
Other Business Expenditures	(0.035)	(0.089)	(0.054)	*	0.035	(0.200)	(0.235)	*
Total Non-Labor Expenditures	\$ (1.578)	\$ 7.335	\$ 8.913	*	\$ (9.234)	\$ 8.681	\$ 17.915	*
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	\$ (10.405)	\$ 9.837	\$ 20.242	*	\$ (22.214)	\$ 17.039	\$ 39.253	*
Depreciation Adjustment	2.886	5.580	2.694	93.3	39.347	51.202	11.855	30.1
Other Post Employment Benefits	8.547	6.915	(1.632)	(19.1)	91.597	81.805	(9.792)	(10.7)
GASB 68 Pension Expense Adjustment	5.742	-	(5.742)	(100.0)	34.452	-	(34.452)	(100.0)
Environmental Remediation	-	-	-	-	-	0.026	0.026	-
Total Expenses/Expenditures	\$ 6.770	\$ 22.332	\$ 15.562	*	\$ 143.182	\$ 150.072	\$ 6.890	4.8
Total Cash Conversion Adjustments	\$ 7.347	\$ 24.514	\$ 17.167	*	\$ 141.328	\$ 151.092	\$ 9.765	6.9

NOTE: Totals may not add due to rounding

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

	<u>November 2016</u>			<u>Year-to-date as of November 2016</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 16.890	\$ 17.242	\$ 0.352	\$ 193.343	\$ 196.192	\$ 2.849
Total Farebox Revenue	\$ 16.890	\$ 17.242	\$ 0.352	\$ 193.343	\$ 196.192	\$ 2.849
<u>Ridership</u>						
Fixed Route	10.142	10.415	0.273	114.013	115.514	1.501
Total Ridership	10.142	10.415	0.273	114.013	115.514	1.501

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

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	19	15	4	
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	112	42	
Operations				
Buses	2,249	2,254	(5)	
Office of the Executive VP	4	5	(1)	
Safety & Training	29	34	(5)	
Road Operations	120	126	(6)	
Transportation Support	22	26	(4)	
Operations Planning	33	30	3	
Revenue Control	27	28	(1)	
Total Operations	2,484	2,503	(19)	
Maintenance				
Buses	757	749	8	
Maintenance Support/CMF	219	205	14	
Facilities	77	67	10	
Supply Logistics	95	90	5	
Total Maintenance	1,148	1,111	37	
Engineering/Capital				
Capital Program Management	37	25	12	
Total Engineering/Capital	37	25	12	
Public Safety				
Security	22	19	3	
Total Public Safety	22	19	3	
Total Positions	3,845	3,770	75	
Non-Reimbursable				
Non-Reimbursable	3,805	3,735	70	
Reimbursable	40	35	5	
Total Full-Time	3,830	3,756	74	
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
NOVEMBER 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	66	7	
Operational Hourlies	18	-	18	
Total Administration	154	112	42	Vacancies to be filled
Operations				
Managers/Supervisors	303	311	(8)	
Professional, Technical, Clerical	51	49	2	
Operational Hourlies	2,130	2,143	(13)	
Total Operations	2,484	2,503	(19)	Students in Training
Maintenance				
Managers/Supervisors	225	222	3	
Professional, Technical, Clerical	26	21	5	
Operational Hourlies	897	868	29	
Total Maintenance	1,148	1,111	37	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	15	2	
Professional, Technical, Clerical	5	4	1	
Operational Hourlies	-	-	-	
Total Public Safety	22	19	3	
Total Baseline Positions				
Managers/Supervisors	629	608	21	
Professional, Technical, Clerical	171	151	20	
Operational Hourlies	3,045	3,011	34	
Total Baseline Positions	3,845	3,770	75	

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

	November						November 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>	51,439	\$2.141	47,334	\$2.610	4,105 8.0%	(\$0.469) -21.9%	561,741	\$24.218	535,183	\$25.925	26,558 4.7%	(\$1.707) -7.1%
<u>Unscheduled Service</u>	10,885	\$0.518	12,942	\$0.578	(2,057) -18.9%	(\$0.059) -11.4%	114,079	\$5.382	122,202	\$5.323	(8,123) -7.1%	\$0.059 1.1%
<u>Programmatic/Routine Maintenance</u>	17,734	\$0.755	22,670	\$1.136	(4,936) -27.8%	(\$0.381) -50.5%	195,766	\$9.175	229,873	\$11.079	(34,107) -17.4%	(\$1.903) -20.7%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0 0.0%	- 0.0%	0	\$0.000	0	\$0.000	0 0.0%	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	12,889	\$0.724	21,565	\$0.993	(8,676) -67.3%	(\$0.269) -37.1%	189,974	\$8.966	223,204	\$10.346	(33,231) -17.5%	(\$1.380) -15.4%
<u>Weather Emergencies</u>	2,937	\$0.104	11	\$0.000	2,926 *	\$0.104 *	36,350	\$1.600	18,408	\$0.844	17,943 *	\$0.756 *
<u>Safety/Security/Law Enforcement</u>	224	\$0.011	133	\$0.006	91 40.7%	\$0.005 45.9%	1,891	\$0.117	1,170	\$0.062	721 38.1%	\$0.055 46.9%
<u>Other</u>	312	\$0.026	254	\$0.034	58 *	(\$0.008) *	3,326	\$0.289	2,856	\$0.428	470 *	(\$0.139) *
Subtotal	96,420	\$4.279	104,909	\$5.357	(8,488) -8.8%	(\$1.078) -25.2%	1,103,126	\$49.747	1,132,896	\$54.007	(29,770) -2.7%	(\$4.259) -8.6%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
TOTAL OVERTIME	96,420	\$4.279	104,909	\$5.357	(8,488) -8.8%	(\$1.078) -25.2%	1,103,126	\$49.747	1,132,896	\$54.007	(29,770) -2.7%	(\$4.259) -8.6%

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)

	November			November Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	4,105 8.0%	(\$0.5) -21.9%		26,558 4.7%	(\$1.7) -7.1%	Increase Running Time/Traffic
<u>Unscheduled Service</u>	(2,057) -18.9%	(\$0.1) -11.4%		(8,123) -7.1%	\$0.1 1.1%	
<u>Programmatic/Routine Maintenance</u>	(4,936) -27.8%	(\$0.4) -50.5%		(34,107) -17.4%	(\$1.9) -20.7%	Heat related maintenance, Installation of Bus Tech, Installation of All Season Tires, and shop work
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.0 0.0%		- 0.0%	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(8,676) -67.3%	(\$0.3) -37.1%		(33,231) -17.5%	(\$1.4) -15.4%	
<u>Weather Emergencies</u>	2,926 *	\$0.1 *		17,943 *	\$0.8 *	Less than anticipated weather related events
<u>Safety/Security/Law Enforcement</u>	91 40.7%	\$0.0 45.9%		721 38.1%	\$0.1 46.9%	
<u>Other</u>	58 *	(\$0.0) *		470 *	(\$0.1) *	
Subtotal	(8,488) -8.8%	(\$1.1) -25.2%		(29,770) -2.7%	(\$4.3) -8.6%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
TOTAL OVERTIME	(8,488)	(\$1.1)		(29,770)	(\$4.3)	

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 Routine Maintenance work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>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)
NOVEMBER 2016 YEAR-TO-DATE
(\$ in millions)

	November Year-to-Date			Favorable(Unfavorable) Variance			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	\$	\$	\$	\$	%	\$	%
Total Revenue	212.6	215.3	216.2	3.6	1.7	0.9	0.4
Total Expenses before Non-Cash Liability Adjs	613.5	625.8	617.0	(3.5)	(0.6)	8.8	1.4
Depreciation	39.3	38.7	51.2	(11.9)	(30.3)	(12.5)	(32.3)
OPEB Obligation	91.6	91.8	81.8	9.8	10.7	10.0	10.9
GASB 68 Pension Expense Adjustment	34.5	36.8	-	34.5	100.0	36.8	100.0
Environmental Remediation	-			-	0.0	-	0.0
Total Expenses	778.9	793.1	750.0	28.9	3.7	43.1	5.4
Net Surplus/(Deficit)	(566.3)	(577.8)	(533.8)	32.5	5.7	44.0	7.6

Note: Totals may not add due to rounding

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

	Favorable/(Unfavorable)		Variance Explanation
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$0.9	0.4	Primarily higher ridership
Total Expenses	\$43.1	5.4	The favorable expense variance is primarily due to OPEB and GASB 68 timing of actuarial re-estimate, inter-agency bus parts and inter-agency billing partially offset by higher payroll expenses mainly 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 November 30, 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	\$181.3	\$120.4	66
Design Completions	\$228.6	\$194.6	85
Construction Awards	\$4,185.5	\$1,898.6	45
Substantial Completions	\$2,011.3	\$1,642.8	82
Closeouts	\$5,178.5	\$455.4	9

During November, NYCT awarded projects totaling \$131.3 million, including:

- Package #1 of the Enhanced Stations Initiative for improvements at Prospect Avenue, 53rd Street and Bay Ridge Street Stations on the 4th Avenue Line in Brooklyn; and
- Two contracts for installation of Help Point kiosks at a total of 24 stations in Brooklyn and Manhattan.

During the same period, NYCT substantially completed projects totaling \$43.2 million, including:

- Three contracts for installation of Help Point kiosks at a total of 63 stations, one contract of which also includes installation of Passenger Station Local Area Network (PSLAN) infrastructure; and
- Two contracts for Station Component Repair: one contract for procurement of Station Entrance Railings system-wide and one contract for repair of three street stairs at Rector Street on the Broadway Line in Manhattan.

Also during November, NYCT started five design projects for \$5.5 million, completed eight design projects for \$5.6 million, and closed out seven projects for \$69.5 million.

Capital Program Status
January 2017
(November 2016)

During November, NYCT awarded \$131.3 million in projects, including \$117.5 million for package #1 of the Enhanced Station Initiative for improvements at Prospect Avenue, 53rd Street and Bay Ridge Street Stations on the 4th Avenue **R** Line in Brooklyn. This contract will involve the redesign and renewal of the three stations, including the repair and replacement of walls, ceilings, stairs and other damaged components; replacement of platform edges with ADA compliant boarding area; installation of new flooring and LED lighting; installation of new passenger amenities, such as security cameras and digital information screens; and remediation of leaks, as necessary. The Enhanced Station Initiative will transform 31 existing subway stations system-wide to improve the customer experience, address state of good repair and develop station aesthetics through design innovation.

NYCT also awarded \$10.6 million across two contracts for third party installation of Help Point kiosks at 24 stations in Brooklyn and Manhattan. One contract will install Help Point kiosks at 23 locations system-wide and the second contract is a Small Business Mentoring project that will install Help Point infrastructure at the West 8th Station on the **FQ** lines in Brooklyn. Help Point intercoms in stations provide customers with a reliable, easy to use communications link to NYCT customer service personnel for information or in the event of an emergency.

During November, NYCT substantially completed projects totaling \$43.2 million, including \$28.5 million across three contracts for the installation of Help Point kiosks at a total of 63 locations on various lines throughout the system. One contract involved the in-house installation of Help Point and Passenger Station Location Area Network (PSLAN) infrastructure at 12 stations in Manhattan, Queens, Brooklyn and the Bronx; the second contract involved third-party installation of Help Point kiosks at 49 stations in Brooklyn and the Bronx; and the third contract involved third-party installation of Help Point kiosks at the 34th Street Station on the 8th Avenue and Broadway-7th Avenue Lines in Manhattan.

NYCT also completed \$7.1 million for station component repair, including a contract for the procurement of station entrance railings system-wide (\$3.8 million) and a contract for repair and replacement of street stairs at the Rector Street Station on the Broadway Line in Manhattan (\$3.3 million). The contract for the procurement of street stair entrance railings also included the procurement of miscellaneous posts and brackets. These components will be installed within station rehabilitation, renewal and component projects system-wide. The contract for the repair and replacement of street stairs at Rector Street Station on the Broadway Line in Manhattan also addressed deteriorated areas of the ceiling above the landings.

Also during November, NYCT started five design projects for \$5.5 million, completed eight design projects for \$5.6 million, and closed out seven projects for \$69.5 million.

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

Projects Closed During November 2016
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Sprinkler & Alarm System, Ph 2: 14 St /8 Av Fire Sprinkler & #2 Egress	\$6.89	\$7.02	10/2016	1
Street Stairs: Ditmars Blvd / Astoria (S2/S3) [SBMP]	\$1.21	\$1.18	10/2016	1
Cathodic Protection Manhole Relocation at Queensbridge Park	\$1.62	\$1.77	10/2016	1
Structural Repairs: Steinway Tube	\$5.11	\$5.55	10/2016	1
Duct Rehabilitation & Negative Cable: Steinway / Flushing	\$46.41	\$50.47	10/2016	1
Pump Rehabilitation: Pumps #3 and #4, Steinway Tube, FLS	\$3.07	\$2.34	10/2016	1
Signal Sys Mod: St. George -Tottenville/Wrap-Up	\$0.81	\$1.19	11/2016	0

No project close outs for November were delayed by three or more months.

CAPITAL PROJECT MILESTONE SUMMARY
2016
(THROUGH NOVEMBER 30, 2016)

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

November

Design Starts	\$2.5	3	\$5.5	5	222.9	166.7
Design Completions	7.8	7	5.6	8	71.4	114.3
Construction Awards	1,225.3	24	131.3	6	10.7	25.0
Substantial Completions	52.1	6	43.2	7	82.8	116.7
Closeouts	114.2	6	69.5	7	60.9	116.7

2016 Year-To-Date

Design Starts	\$181.3	139	\$120.4	94	66.4	67.6
Design Completions	228.6	139	194.6	86	85.1	61.9
Construction Awards	4,185.5	158	1,898.6	102	45.4	64.6
Substantial Completions	2,011.3	144	1,642.8	106	81.7	73.6
Closeouts	5,178.5	172	455.4	84	8.8	48.8

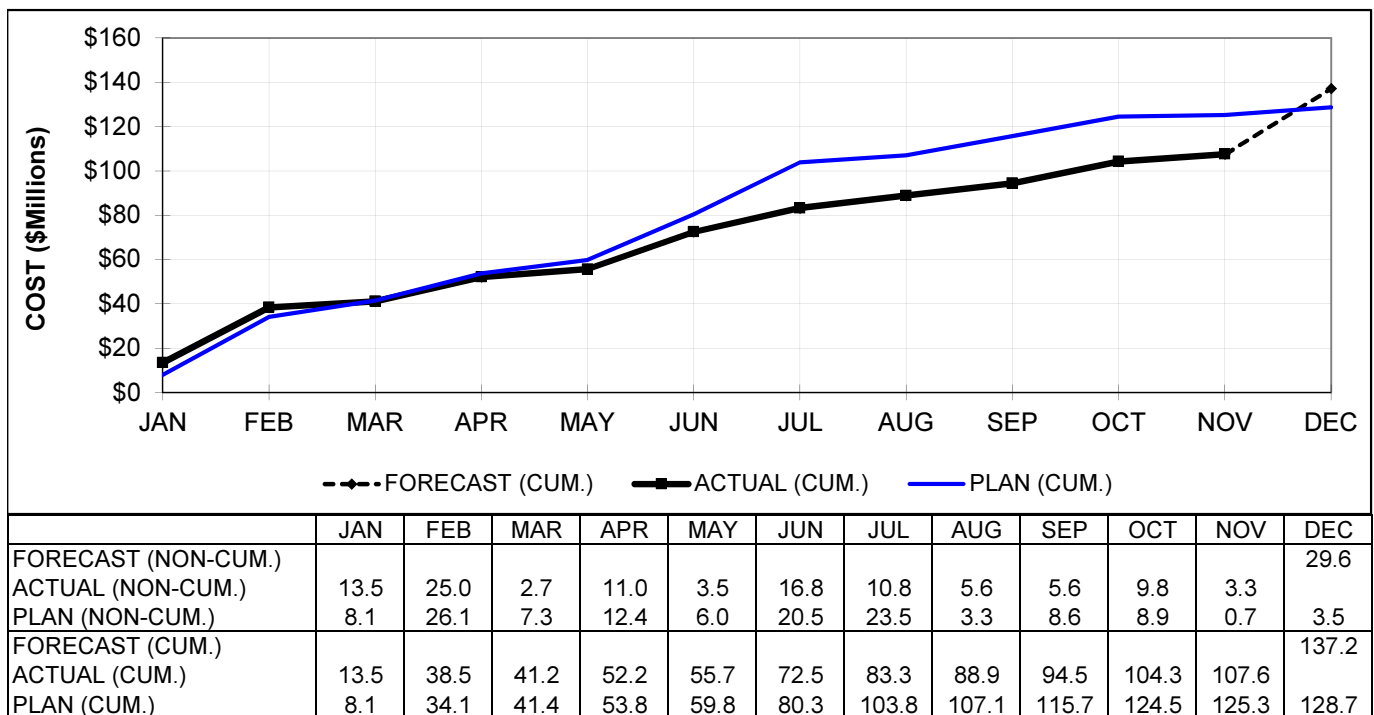
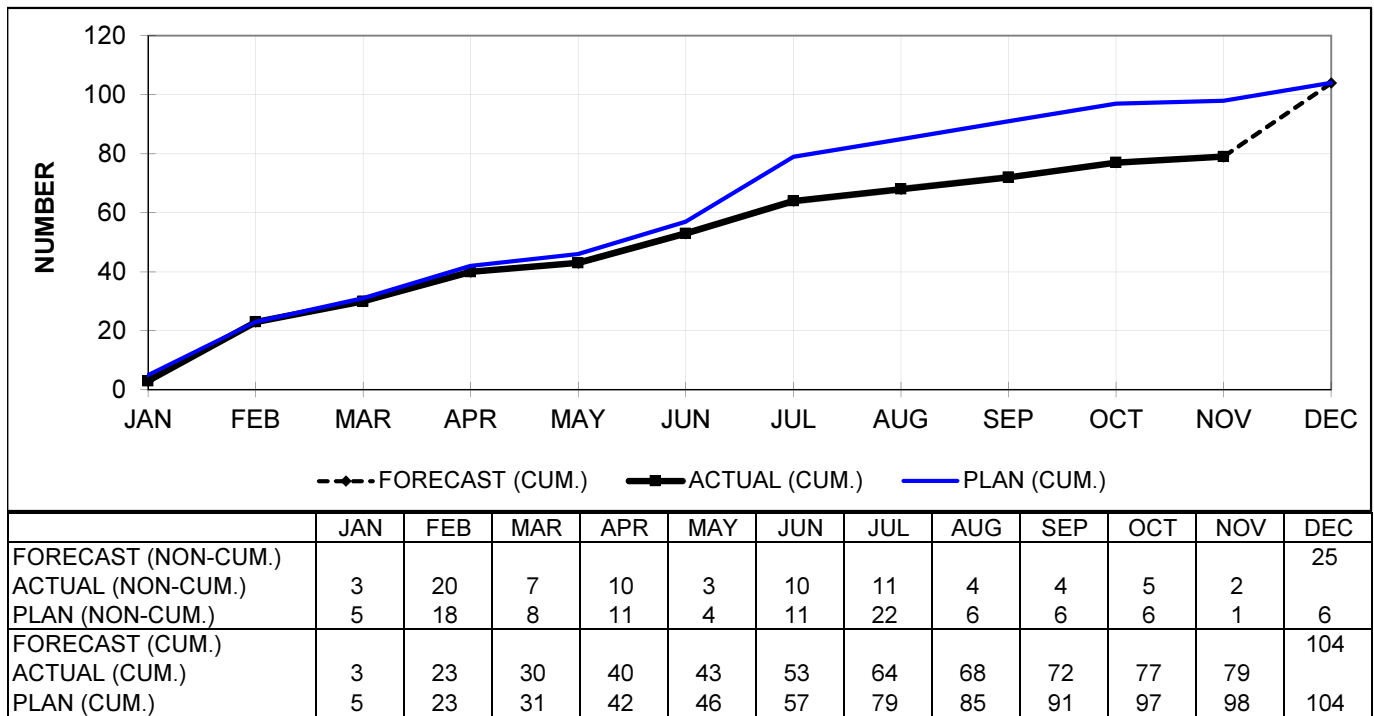
2016 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$188.1	148	\$154.1	123	81.9	83.1
Design Completions	249.7	152	209.3	98	83.8	64.5
Construction Awards	4,429.4	171	2,919.8	126	65.9	73.7
Substantial Completions	2,513.4	166	2,160.9	126	86.0	75.9
Closeouts	6,039.3	206	897.4	121	14.9	58.7

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

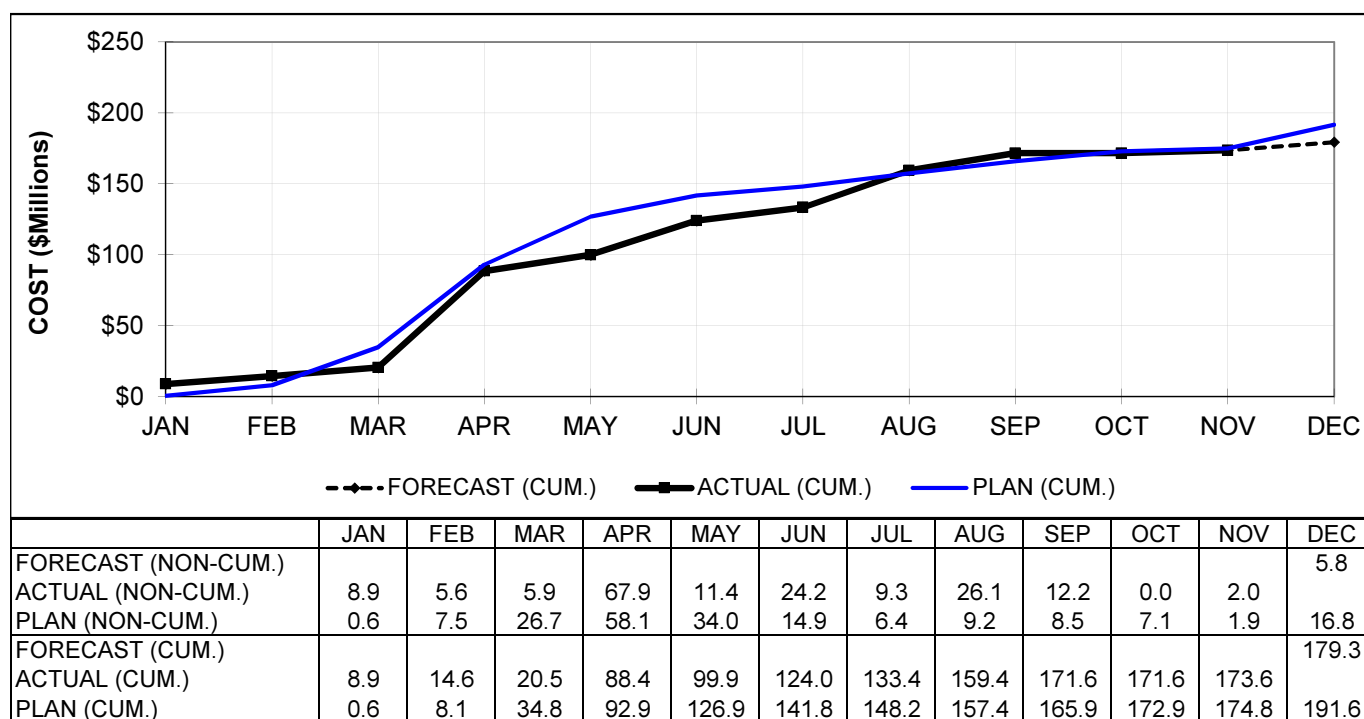
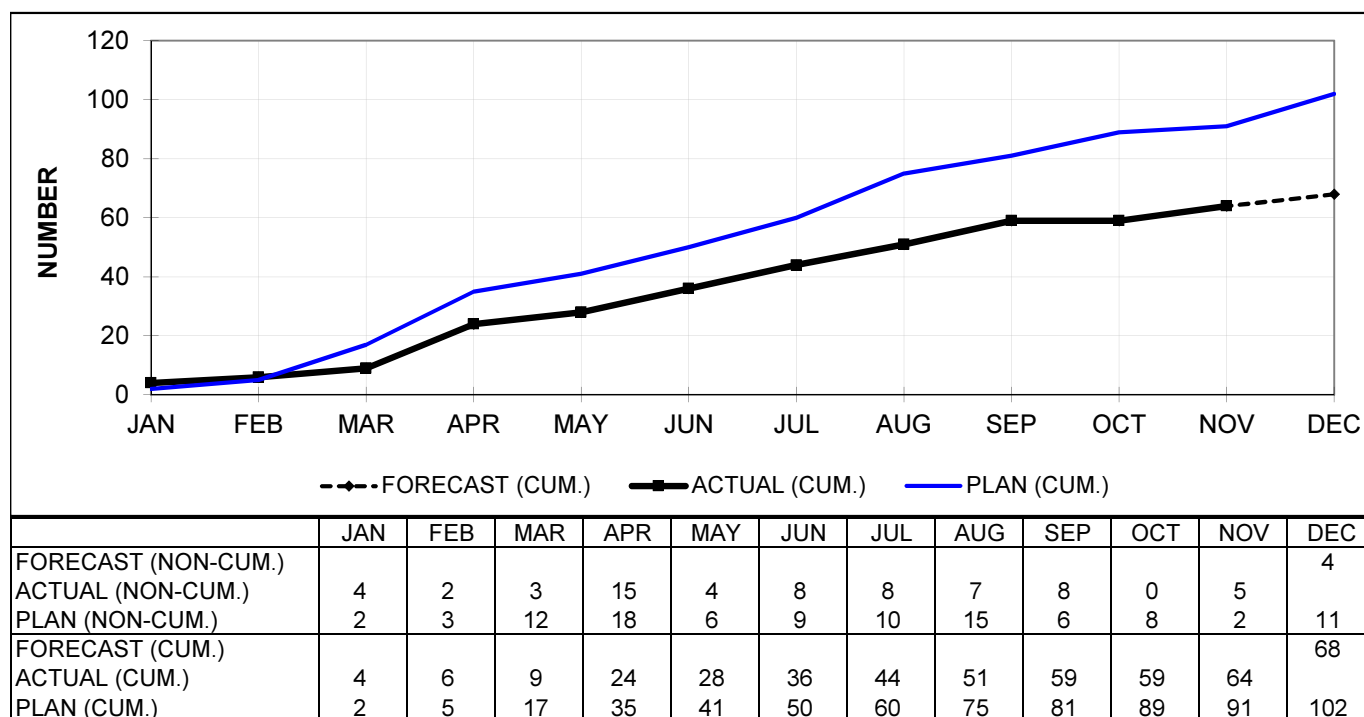
2016 Design Starts Charts

As of November 2016



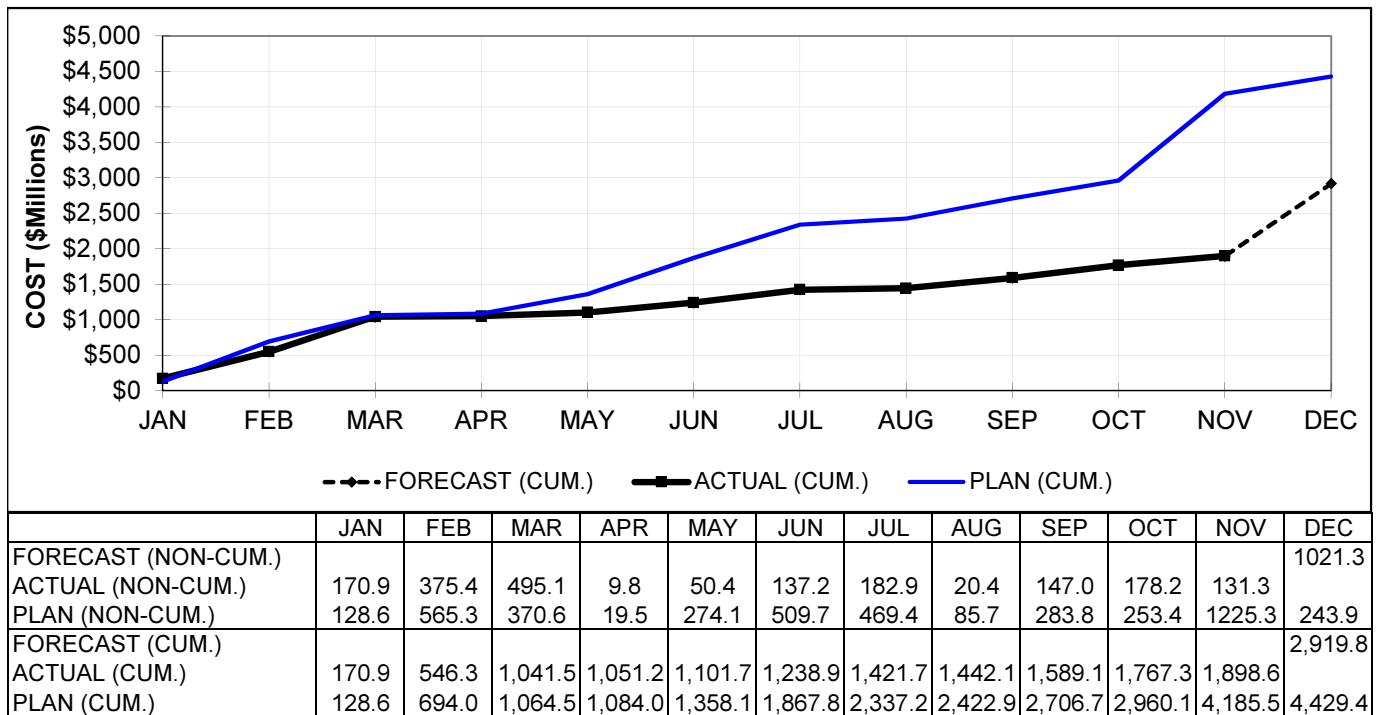
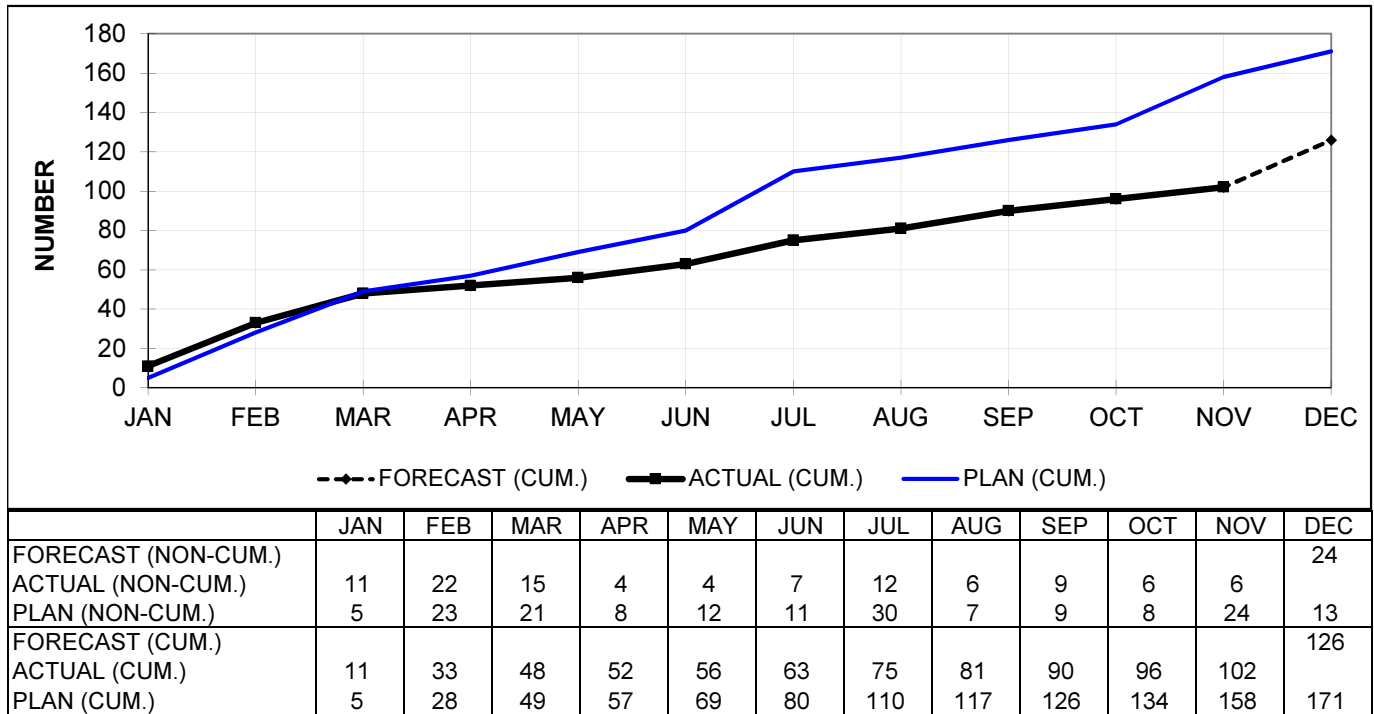
2016 Design Completions Charts

As of November 2016



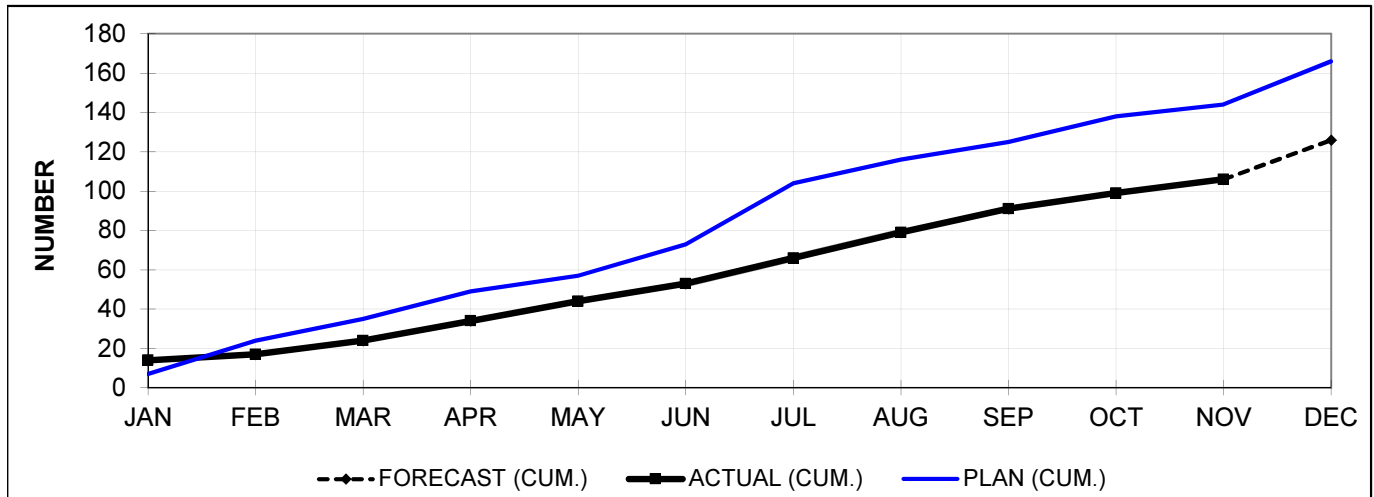
2016 Awards Charts

As of November 2016

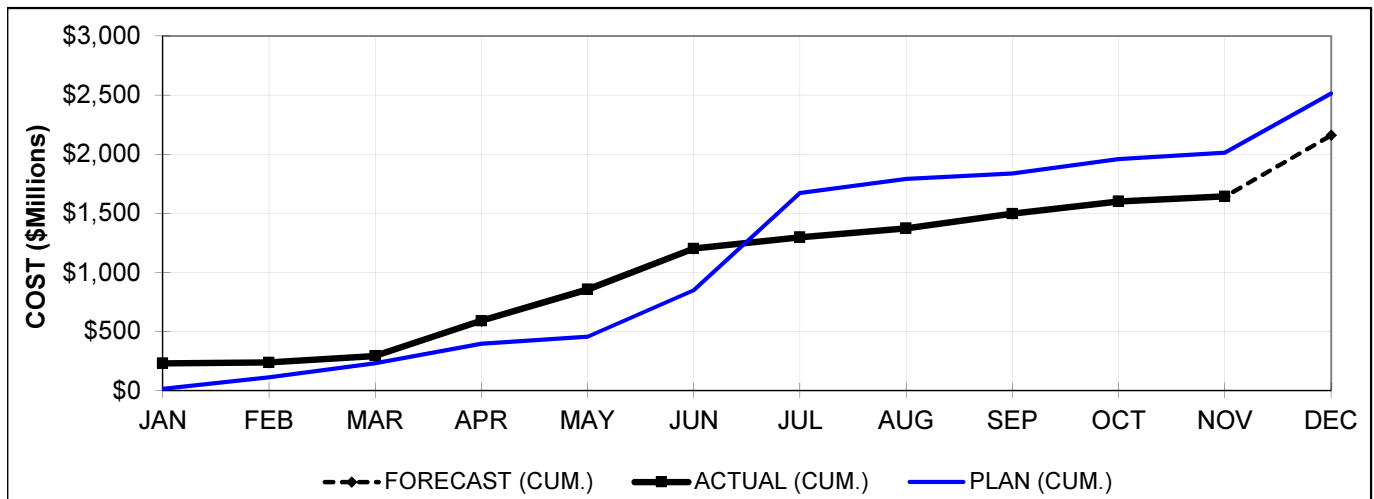


2016 Substantial Completions Charts

As of November 2016



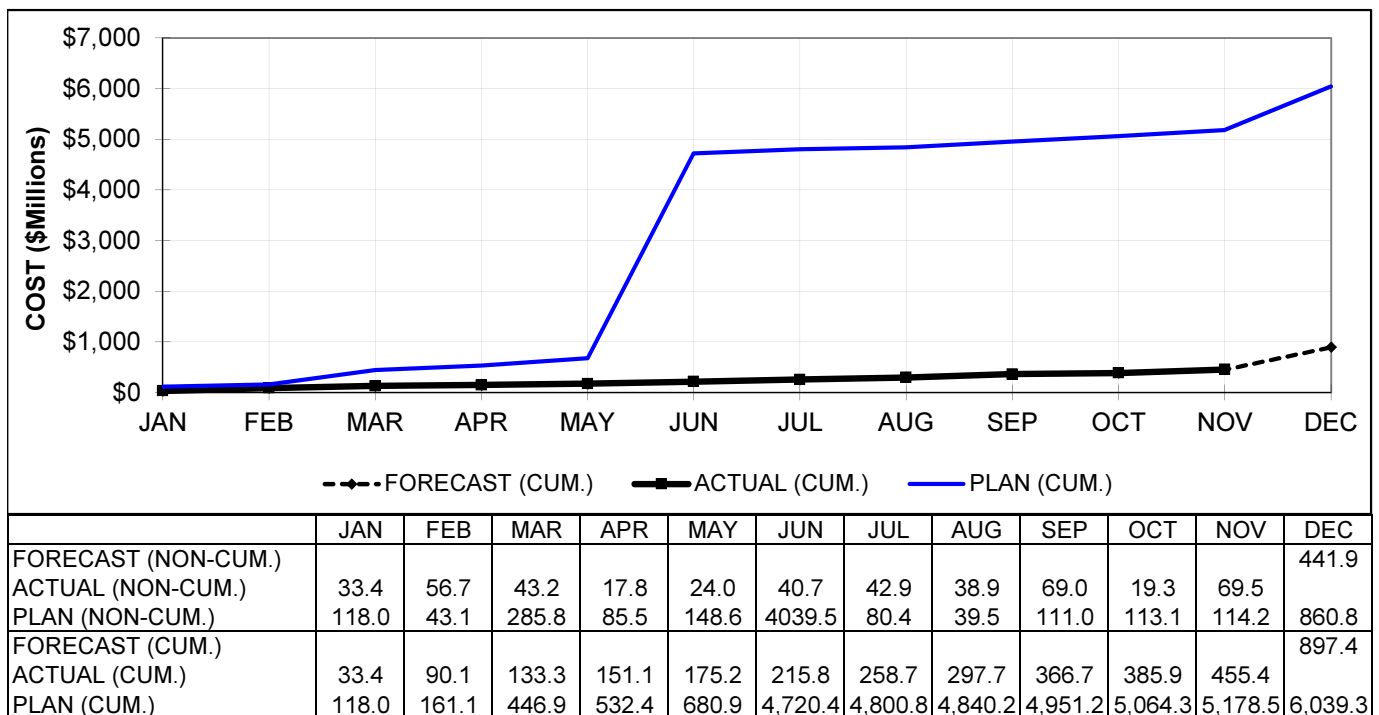
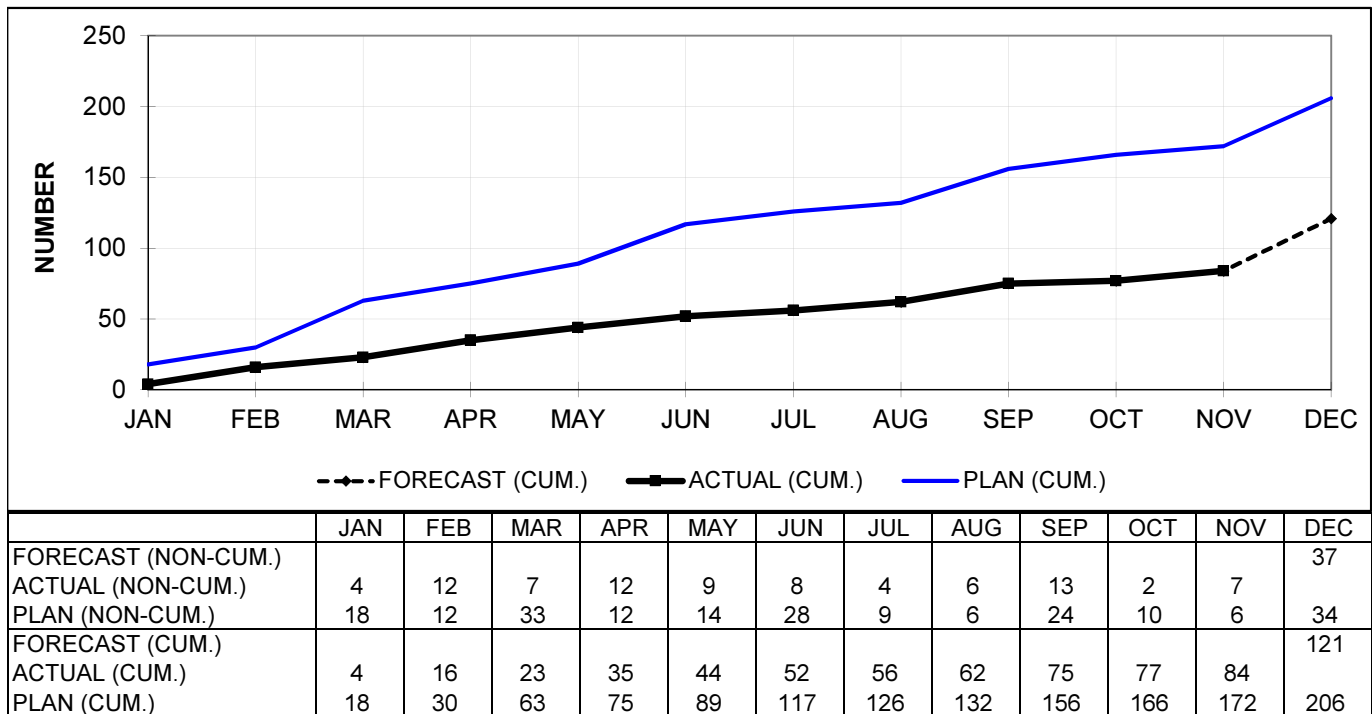
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												20
ACTUAL (NON-CUM.)	14	3	7	10	10	9	13	13	12	8	7	
PLAN (NON-CUM.)	7	17	11	14	8	16	31	12	9	13	6	22
FORECAST (CUM.)												126
ACTUAL (CUM.)	14	17	24	34	44	53	66	79	91	99	106	
PLAN (CUM.)	7	24	35	49	57	73	104	116	125	138	144	166



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												518.0
ACTUAL (NON-CUM.)	230.4	7.4	55.3	296.9	266.0	344.8	96.3	76.6	123.1	103.0	43.2	
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.)												2,160.9
ACTUAL (CUM.)	230.4	237.7	293.0	589.9	855.9	1,200.7	1,297.0	1,373.6	1,496.7	1,599.7	1,642.8	
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 November 2016



PROCUREMENTS

The Procurement Agenda this month includes 3 actions for a proposed expenditure of \$106.6M.

Subject Request for Authorization to Award Various Procurements						January 13, 2017																							
Department Materiel – NYC Transit						Department Law and Procurement – MTACC																							
Department Head Name Stephen M. Plochochi						Department Head Name Evan Eisland																							
Department Head Signature 						Department Head Signature																							
Project Manager Name Rose Davis						Internal Approvals <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 10%;"></th> <th style="width: 40%;">Approval</th> <th style="width: 10%;"></th> <th style="width: 40%;">Approval</th> </tr> <tr> <td></td> <td>President NYCT</td> <td></td> <td>President MTACC</td> </tr> <tr> <td></td> <td>Executive VP</td> <td></td> <td>President MTA Bus</td> </tr> <tr> <td>X</td> <td>Capital Prog. Management</td> <td>X</td> <td>Subways</td> </tr> <tr> <td></td> <td>Law</td> <td>X</td> <td>Diversity/Civil Rights</td> </tr> </table>					Approval		Approval		President NYCT		President MTACC		Executive VP		President MTA Bus	X	Capital Prog. Management	X	Subways		Law	X	Diversity/Civil Rights
	Approval		Approval																										
	President NYCT		President MTACC																										
	Executive VP		President MTA Bus																										
X	Capital Prog. Management	X	Subways																										
	Law	X	Diversity/Civil Rights																										
Board Action																													
Order	To	Date	Approval	Info	Other																								
1	Committee	1/23/17																											
2	Board	1/25/17																											
Internal Approvals (cont.)																													
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	\$ 95.1 M
• New Flyer of America, Inc. \$ 95.1 M		
SUBTOTAL	1	\$ 95.1 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:

Schedules Requiring Majority Vote:

Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	1	\$	5.6 M
Schedule L:	Budget Adjustments to Estimated Quantity Contracts	1	\$	5.9 M
SUBTOTAL		2	\$	11.5 M

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

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

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

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

TOTAL 3 \$ 106.6 M

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

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

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

BOARD RESOLUTION

WHEREAS, in accordance with 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.

JANUARY 2017

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. New Flyer of America, Inc.
Contract# B-40671 | \$95,039,286 (Est.) | <u>Staff Summary Attached</u> |
| Purchase of 110 low-floor 60-foot articulated compressed natural gas buses. | | |

Schedule A: Noncompetitive Purchases and Public Work Contracts

Item Number: 1

Vendor Name (Location) New Flyer of America, Inc. (St. Cloud, Minnesota)
Description Purchase of 110 low-floor 60-foot articulated compressed natural gas buses
Contract Term (including Options, if any) May 31, 2017–December 31, 2023
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 B-40671	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$95,039,286 (Est.)	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Department of Buses, Darryl C. Irick	

Discussion:

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to subdivision 9(b) of Section 1209 of the Public Authorities Law on the grounds that the item to be purchased is available only from one single responsible source and approve this sole-source purchase of 110 low-floor 60-foot articulated compressed natural gas (“CNG”) buses from New Flyer of America, Inc. (“New Flyer”).

The new buses will replace 40-foot buses that have reached the end of their 12-year useful life. Additionally, as the majority of these buses have CNG tanks that, by federal regulations, can only be used for 15 years from the date of manufacture, the buses must be taken out of service or undergo a cost prohibitive and technically intrusive CNG tank replacement program. These buses represent an expansion of articulated bus operation. Converting a route to articulated bus operation has an immediate impact on operating costs: Four 40-foot buses are replaced with three 60-foot articulated buses, resulting in a reduction in operator-related costs, fewer miles being driven, and a need for fewer buses to meet peak-service requirements. These buses will be operated out of the West Farms and Jackie Gleason depots in the Bronx and Brooklyn respectively.

This sole-source solicitation was advertised in September 2016. Additionally, nine bus manufacturers were directly contacted, all of which indicated that they do not manufacture a low-floor 60-foot articulated CNG bus. New Flyer is currently the only bus manufacturer in North America that manufactures a low-floor 60-foot articulated CNG bus. Nova Bus, a division of Prevost Car (US), Inc., the only other bus manufacturer with a structurally qualified low-floor 60-foot articulated bus under NYC Transit’s New Bus Qualification Program, indicated that it has not yet developed a low-floor 60-foot articulated CNG bus and is not in a position to provide NYC Transit with these buses.

New Flyer will build five pilot buses in order to expedite delivery of the production buses. Pilot buses are scheduled to be delivered in September 2017, and will be used for configuration audit and qualification testing. Delivery of the production buses is scheduled to begin in March 2018 and be completed in November 2018. This contract is subject to review and approval of the Office of the New York State Comptroller and award will not be made prior to this approval. This delivery schedule is based on the assumption that Notice of Award will be issued on or before May 31, 2017.

New Flyer submitted its initial proposal for \$872,700 per bus. Through negotiation, the price was reduced to \$851,368/bus, representing a savings of \$21,332/bus or \$2,346,520. The total contract award of \$95,039,286 will consist of \$93,650,480 for the 110 buses (\$851,368/bus), \$726,937 for manuals, diagnostic tools and qualification testing, \$349,850 for an estimated quantity of training, and \$312,019 for capital spares. The final price has been deemed fair and reasonable by the Cost Price Analysis Unit based on the results of a cost audit conducted by MTA Audit Services.

These buses will be outfitted with new features including improved driver visibility, pedestrian turn warning Wi-Fi, USB charging ports, automatic passenger counters, and new branding.

It should be noted that while all 110 buses will be manufactured in St. Cloud, Minnesota, a portion of the work will be performed at New Flyer’s recently opened facility in Jamestown, New York.

An MBE/WBE goal was not established for this procurement. However, New Flyer has submitted utilization plans indicating a total MWBE content of 2.88% for this contract and will report on attainment to NYC Transit on a quarterly basis.

JANUARY 2017

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval.)

1. **Parsons Brinckerhoff, Inc.** **\$5,592,204 (Est.)** **Staff Summary Attached**
Contract# CMM-1570.5

Modification to the contract for worldwide technical inspections, in order to extend the contract term for nine months.

L. Budget Adjustments to Estimated Quantity Contracts

(Expenditures which are anticipated to exceed the lesser of \$250,000 or \$50,000 in the event such expenditures exceed 15% of the adjusted contract budget, including any contract modifications.)

2. **StrataGen Systems, Inc.** **\$5,927,513** **Staff Summary Attached**
Contract# 04F8952

Provide additional funding for continued software development, maintenance, and support of the Adaptive Decision Engine for Passenger Transportation and Interactive Voice Response System.

Item Number: 1

Vendor Name (Location) Parsons Brinckerhoff, Inc. (New York, New York)
Description Consultant for Worldwide Technical Inspection Services
Contract Term (including Options, if any) November 2, 2009–January 31, 2017
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" 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 checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: Department of Materiel, Stephen M. Plochochi

Contract Number CMM-1570	AWO/Mod. #: 5
Original Amount:	\$ 31,000,000
Prior Modifications:	\$ 14,476,800
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 45,476,800
This request:	\$ 5,592,204 (Est.)
% of This Request to Current Amount:	12.3%
% of Modifications (including This Request) to Original Amount:	64.7%

Discussion:

This modification is to extend the contract term nine months, from February 1, 2017 to October 31, 2017. Parsons Brinckerhoff, Inc. (“PB”) will continue to provide worldwide technical inspection services to allow time to complete a competitive RFP and, if a new contractor is selected, to allow time to transition to the new contractor.

The base contract was competitively negotiated and approved by the Board.

PB performs in-plant inspections of materials throughout the world before those materials are shipped, as well as supplies inspectors with multidisciplinary expertise that is not available in-house and who are required to travel throughout the United States and abroad. The inspections are required to ensure that materials and supplies purchased by NYC Transit, as well as those provided by contractors for capital projects, adhere to NYC Transit’s specifications. In addition to in-plant inspections, PB develops inspection protocols (detailed scripts for determining whether materials comply with the specification requirements), performs quality audits of production processes, and prepares reports documenting and detailing compliance or noncompliance with material specifications. The types of material inspected under this contract include safety-sensitive materials and equipment such as specially fabricated track work materials; rails, railroad ties and related products; structural steel and other fabricated steel pieces; electrical products, signal and communications equipment; paints and chemicals; and other miscellaneous materials.

A competitive RFP for a renewal contract is in progress. Proposers must be prepared to provide highly skilled staff with the expertise to inspect the wide variety of materials listed above throughout the world. Due to the extensive scope and complex nature of this contract, previous solicitations have elicited limited competition. Additional time was therefore required prior to the solicitation to perform additional outreach and allow potential proposers adequate time to prepare project teams.

Under this modification, PB will continue to provide domestic and international inspections. For this modification, the rates will remain unchanged from those in Modification 3. This compares favorably with the Bureau of Labor Statistics Producer Price Index for Engineering Services, which indicated an increase of 2.2% annually. The price was found to be fair and reasonable.

In connection with previous contracts awarded to PB, PB 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 March 2008. No new SAI has been found relating to PB and PB has been found to be responsible.

2.	StrataGen Systems, Inc.	Original Amount:	\$	1,044,720
	Contract# 04F8952	Prior Modifications:	\$	19,607,693
	June 1, 2004–March 31, 2020	Prior Budgetary Increases:	\$	4,801,261
		Current Amount:	\$	25,453,674
		This Request:	\$	5,927,513
		% of This Request to Current Amount:		23.3%
		% of Mods/Budget Adjustments (including This Request) to Original Amount:		2,904% ¹

Discussion:

Approval of the Board is requested for a budget adjustment to provide additional funds for the continued maintenance and support as well as programming of new enhancements to the Paratransit scheduling/dispatching software program, Adaptive Decision Engine for Passenger Transportation (“ADEPT”), a product of StrataGen Systems, Inc. (“StrataGen”); and for Paratransit’s Interactive Voice Response (“IVR”) system, a product of Unified Dispatch, Inc. and supplied through StrataGen, which provides customer access to ADEPT scheduling and detailed trip information via telephone and the Internet.

Paratransit has utilized ADEPT since 2001 as the premium scheduling software program which provides superior capacity, speed, functionality, and state-of-the-art solutions for paratransit scheduling challenges. The scale of NYC Transit Paratransit operations is unprecedented and requires a system that provides optimal functionality, efficiency, and responsiveness in scheduling and dispatch. NYC Transit has made a strategic business decision to continue to utilize ADEPT over many years to leverage its investment in the ADEPT enterprise license, as new software functionality incorporated over the years adapted the program to yield significant savings. For example, implementation of the Intermodal Trip Planner, which incorporates trip-by-trip eligibility utilizing fixed route and feeder service (a trip that is made partly by Paratransit and partly by fixed route bus service) into Paratransit trip scheduling, produced a savings of \$34 million since its implementation in April 2011. To date, no other commercially available Paratransit scheduling software has been identified that can accommodate the current scheduling requirement of NYC Transit’s 25,000 trips per day or greater (up to 50,000 trips per day).

This budget adjustment does not extend the contract term or modify the contract provisions. The ADEPT and IVR maintenance fees and labor rates for programming new enhancements will continue at the contractual rates established in prior modifications.

Funding of \$4,027,839 is being requested for ADEPT maintenance commencing April 1, 2017, and for IVR maintenance commencing August 17, 2018, both up to March 31, 2020. Maintenance costs were only partially funded in prior years, as it was anticipated that a new version of ADEPT would be introduced by StrataGen and adopted by the end of 2016, but this new version has been delayed.

Funding of \$1,899,674 is being requested for enhancements to ADEPT and IVR software, such as real time location data enabling both the customer and call center to know the location of the vehicle; immediate itinerary confirmation for customers utilizing the self-service option to schedule trips via desktop or mobile devices; and ensuring that the appropriate vehicle type is allocated in accordance with a customer’s eligibility profile. The Paratransit project office believes these enhancements will improve the experience of the customer and the performance of the Paratransit Call Center. This funding will also support the migration of computer servers that operate these programs from the Paratransit Command Center to the MTA IT Data Center, which will provide a larger server capacity. MTA IT reviewed and validated StrataGen’s proposal including the number of days and level of effort required for these enhancements.

In advance of the contract ending in 2020, Paratransit and Procurement are researching the marketplace to identify competition. Procurement will publicly advertise a Request for Information in early 2017 in trade publications to identify the existence, and capabilities of providers of scheduling/dispatching software programs in order to conduct a competitive solicitation.

¹ NYC Transit initially acquired ADEPT in 2001 for \$3,676,490 through a subcontract to the Paratransit Call Center Contract held by First Transit. Under that agreement, StrataGen licensed its software directly to NYC Transit, giving NYC Transit all rights for the use of this software. The \$1,044,720 cited above was the balance remaining for the cost of ADEPT upon the expiration of the Call Center Contract. This balance of \$1,044,720 was transferred to NYC Transit and used to establish the original award amount for Contract 04F8952 with StrataGen. When the acquisition amount of \$3,676,490 is used in calculating the “% of Mods/Budget Adjustments (including this request) to Original Amount” in the table above, the result is 825%.



SERVICE CHANGES: IMPLEMENT M79 SELECT BUS SERVICE

Service Issue

The M79 corridor serves nearly 14,500 average weekday riders. The current M79 route provides crosstown service along 79th Street in Manhattan connecting dense residential neighborhoods and providing direct connections to:

- 79th Street **1** subway station
- 81st Street **B** **C** subway station
- Nearby 77th Street **6** subway station
- Several bus routes along the corridor
- Metropolitan Museum of Art
- American Museum of Natural History

In recent years, the M79 has experienced significant delays and a lack of reliability leading to an ongoing ridership decrease.

Recommendation

Implement M79 Select Bus Service (SBS) on 79th Street in Manhattan replacing M79 local service at all times.

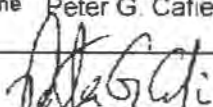
Budget Impact

Approximately \$1.73 million. This amount includes costs for fare machine maintenance, security, revenue collection, and bus service. This is included in the approved operating budget.

Proposed Implementation Date

Spring 2017

Staff Summary

Subject	Implement M79 Select Bus Service on 79 th Street in Manhattan
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	January 5, 2017
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 	4	VP General Counsel 
7	Executive VP 	3	Director OMB 
6	SVP Buses 	2	VP GCR 
5	VP Corp. Comm. 	1	Chief OF 

Purpose

To obtain Presidential approval to implement M79 Select Bus Service on 79th Street in Manhattan. This staff summary also addresses the required schedule and fare collection changes.

Discussion

MTA New York City Transit (NYCT) has been closely working with the New York City Department of Transportation (NYCDOT) to implement Bus Rapid Transit in New York City. Bus Rapid Transit is a high-performance surface transportation system that incorporates elements such as bus lanes and proof-of-payment fare collection to bring a noteworthy improvement in speed and service reliability. In New York City, Bus Rapid Transit is branded Select Bus Service (SBS). These features, which are currently in place on routes throughout New York City, have on average improved bus speeds by 20% and increased ridership by 10%.

Making buses travel faster and more reliably is a goal for NYCT and NYCDOT. One way to do this is with SBS. The M79 is a busy Manhattan crosstown bus route serving over 14,500 customers on an average weekday. The M79 provides a vital link between dense residential neighborhoods along 79th Street providing direct connections to the 79th Street  subway station.

81st Street **B****C** subway station, and connection to the nearby 77th Street **6** subway station. It also provides connection to several bus routes along the corridor as well as at the Metropolitan Museum of Art and the American Museum of Natural History.

M79 SBS would include off-board fare collection, dedicated bus lanes, specially branded articulated buses for all-door boarding, and real time bus arrival information at most stops.

Service Plan

The M79 SBS will follow the same route path as the M79 Local, stopping at designated SBS stations and continuing to operate at all times. All M79 trips will operate as SBS. There will be no M79 Local service.

M79 SBS Span and Frequency

The M79 SBS will continue to operate at all times. Service frequencies will initially remain unchanged as well. An initial 10% reduction in running time will be factored into the schedule as service speed is expected to increase in line with other SBS routes. Additionally some time points will be eliminated to have service operate as fast as possible.

The M79 SBS will include the following station locations as shown in Attachment 1:

Eastbound

W 79 St & Riverside Dr
W 79 St & Broadway
Amsterdam Av & W 79 St
W 81 St & Columbus Av
W 81 St & Central Park W
Traverse Rd
E 79 St & 5 Av
E 79 St & Madison Av
E 79 St & Lexington Av
E 79 St & 3rd Av
E 79 St & 2 Av
E 79 St & 1 Av
York Av & E 79 St
E 80 St & East End Av (drop off only)

Westbound

E 79 St & East End Av
E 79 St & York Av
E 79 St & 1 Av
E 79 St & 2 Av
E 79 St & 3 Av
E 79 St & Lexington Av
E 79 St & Madison Av
E 79 St & 5 Av
Traverse Rd
W 81 St & Central Pk W
Columbus Av & W 80 St
W 79 St & Amsterdam Av
W 79 St & Broadway (drop off only)
W 79 St & Riverside Dr (drop off only)

NYCDOT is considering bus only lanes in areas the with excessive traffic congestion. Additionally, turn bays may be added at key intersections to improve traffic flow along 79th Street.

The M79 SBS will also include several other features found on other SBS routes including off-board fare collection and specially branded buses. NYCDOT will install wayfinding signs with real time bus arrival information at the majority of SBS stations.

NYCT and NYCDOT staff have attended ongoing meetings with Manhattan Community Boards 7 and 8 as well as elected officials and interested civic organizations on the M79 SBS project. There has been community agreement on the SBS stops that will be served, and there will be additional Community Board meetings in the near future for NYCDOT to present the specific street design plans.

A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that the M79 Select Bus Conversion would not result in a disproportionate impact on either minority or below-poverty populations. The President has considered the analysis of this service change prepared in accordance with Title VI requirements, and has considered the impacts of this proposed change upon riders of mass transportation services, including minority and low-income users of such services.

Recommendation

Implement Select Bus Service (SBS) service on the M79, replacing the M79 Local service.

Alternatives

1. *Do nothing.* If no action is taken, M79 bus service will continue to be slow and unreliable, discouraging ridership growth.

Budget Impact

Implementation of M79 SBS on 79th Street will annually cost \$840,000 for maintenance of the fare machines, revenue collection will cost \$103,000, fare payment enforcement will cost \$750,000 (plus a one time \$25,000 start up cost) and bus service cost will be \$37,000. These costs are included in the approved operating budget.

Implementation Date

Spring 2017

Approved:



Veronique Hakim
President

Attachment 1 – Proposed M79 Select Bus Service



Report



SERVICE CHANGES: **NYCT & BUS COMMITTEE NOTIFICATION
SERVICE REVISION
Q52 EXTENSION to BEACH 54TH STREET,
QUEENS**

SERVICE ISSUE:

The Q52 provides limited-stop bus service on weekdays, Saturdays and Sundays between Elmhurst and Arverne in Queens via the Woodhaven and Cross Bay Boulevards. The southern terminus of the Q52 is currently at Beach 67th Street and Rockaway Beach Boulevard.

Community members and local elected officials reached out to MTA Bus to request that the Q52 be extended east of its current terminus to better serve the dense residential neighborhoods east of its current terminus.

RECOMMENDED SOLUTION:

To provide improved transit connectivity for the dense residential areas of Arverne and Edgemere in the Rockaways in Queens, and respond to community requests for additional transit service, extend the Q52 east from its current terminus at Beach 67th Street and Rockaway Beach Boulevard to a new southern terminus at Beach 54th Street and Beach Channel Drive.

ESTIMATED IMPACT:


The net result of the recommended extension to the Q52 would be an increase in operating cost of approximately \$510,000 annually. Provision for this cost has been included in the operating budget.

PLANNED IMPLEMENTATION:

April 2017




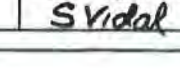
Staff Summary

Page 1 of 3

Subject	Q52 Extension to Beach 54 th Street, Queens
Department	Operations Planning
Department Head Name	Mark A. Holmes
Department Head Signature	
Project Manager Name	Julian Bautista-Rojas

Date	January 3, 2017
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	NYCT & Bus Committee			X	

Internal Approvals			
Order	Approval	Order	Approval
4	President		
3	Executive Vice President		
2	VP, Government and Community Relations		
1	VP, Transportation, Safety & Training		

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYC Transit & Bus Committee of a recommendation to extend the travel path of the Q52 limited-stop bus route on the Rockaway peninsula in Queens from Beach 67th Street to Beach 54th Street.

DISCUSSION:

The Q52 provides limited-stop bus service on weekdays, Saturdays, and Sundays at all times except late nights between Elmhurst and Arverne, Queens via the intermediate neighborhoods of Rego Park, Woodhaven, Ozone Park, Howard Beach, Broad Channel and Rockaway Beach. The Q52 travels a one-way distance of approximately 12.5 miles, transporting approximately 5,600 passengers per weekday, 4,200 passengers per Saturday, and 3,000 passengers per Sunday. Note: there is no Q52 local service, the Q11, Q21, and Q22 provide local service over parts of the Q52 route.

Over the past few years, MTA Bus and the NYC Department of Transportation (NYCDOT) have been holding community outreach meetings for potential Select Bus Service (SBS) along the Woodhaven Boulevard and Cross Bay Boulevard corridor. During this outreach, community members and elected officials have repeatedly requested that the Q52 be extended further east to better serve several dense residential neighborhoods.

The Q52's current southern terminus in the Rockaways is within the Arverne neighborhood on Rockaway Beach Boulevard at Beach 67th Street adjacent to the new Arverne-by-the-Sea development. Extension of the Q52 east to Beach 54th Street at Beach Channel Drive, where the Arverne and Edgemere neighborhoods

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

meet, would provide a direct connection between these dense residential neighborhoods and northern and central Queens along the Woodhaven and Cross Bay Boulevard corridor, where transfers to several subway and bus lines are available.

Beach 54th Street at Beach Channel Drive is within the center of the Ocean Bay Apartments complex, which has approximately 1,800 units, and is owned by the City of New York and operated by the NYC Housing Authority. The Ocean Bay Apartments is also located between, but not immediately adjacent to, the Beach 60th Street and Beach 44th Street **A** train stations. The extended Q52 would also provide service, via a proposed bus stop at Beach 59th Street and Arverne Avenue, to Arverne View, an approximately 1,100-unit apartment complex; Nordeck, an approximately 400-unit apartment complex; the newest section of the Arverne-by-the-Sea development; and a cluster of lower density residential buildings between Beach 67th and Beach 59th Streets between Rockaway Beach Boulevard and the ocean.

This extension would provide a more convenient transit connection between these neighborhoods and northern and central Queens, a trip that currently requires 1-2 transfers using buses and/or subways. The only current transit service to this area is the Q22 local bus service, which remains on the Rockaway peninsula between Far Rockaway and Roxbury, and the **A** train, which travels through Howard Beach and Ozone Park, Queens, but then west to Brooklyn and Manhattan.

The extension would precede implementation of an SBS in order to gain the benefits of the extension as early as possible. The route extension would lengthen the Q52 travel path by approximately 0.9 miles in each direction. From the area of its current last stop on Rockaway Beach Boulevard at Beach 69th Street, the south/eastbound Q52 from Elmhurst would continue east on Rockaway Beach Boulevard, turn north on Beach 62nd Street, east on Arverne Boulevard, north on Beach 54th Street to the last stop on Beach 54th Street at Beach Channel Drive, which would also be utilized as a layover. Conversely, the north/westbound Q52 to Elmhurst would make its first stop on Beach Channel Drive at Beach 54th Street, continue west on Beach Channel Drive, south on Beach 59th Street, west on Rockaway Beach Boulevard, and then it would resume the route of the current westbound Q52 from Beach 67th Street to Elmhurst, Queens, as shown in the attached Map. All current Q52 trips would be extended. One bus stop in each direction would be added at the intersection of Beach 59th Street and Arverne Boulevard.

In addition, the current last south/eastbound Q52 bus stop on Rockaway Beach Boulevard at Beach 69th Street (used by approximately 215 passenger per weekday and a lesser number on weekends) would be relocated approximately 570 feet east to Rockaway Beach Boulevard at Beach 67th Street, and similarly the westbound Q52 bus stop on Rockaway Beach Boulevard at Beach 69th Street (used by approximately 65 passengers per weekday and a lesser number on weekends) would be consolidated with the existing Beach 67th Street stop approximately 570 feet east, or alternatively passengers may use the existing Beach 73rd Street bus stop that is approximately 980 feet west along Rockaway Beach Boulevard.

RECOMMENDATION:

To provide improved transit connectivity for the dense residential areas of Arverne and Edgemere in the Rockaways in Queens, and respond to community requests for additional transit service, extend the Q52 east from its current terminus at Beach 67th Street and Rockaway Beach Boulevard to a new southern terminus at Beach 54th Street and Beach Channel Drive.

ALTERNATIVES:

One alternative would be to leave the current Q52 service in the Rockaways unchanged. This would forgo the opportunity to provide additional travel opportunities and transit connections to nearby dense residential communities to the east of the the current terminus, and directly connect them with northern and central Queens.

A second alternative would be for the south/eastbound Q52 to continue east on Rockaway Beach Boulevard from Beach 69th Street to Edgemere Avenue and turn north on Beach 54th Street to the new terminus at Beach Channel Drive. This alternative would provide a streamlined travel path and provide service in closer proximity to the communities south of Rockaway Freeway, such as the Arverne View apartments; however, the current street network precludes this travel path. Buses would block the intersection when turning left from Edgemere Avenue to Beach 54th Street due to the traffic signal timing and phasing required to accommodate the close proximity of parallel Rockaway Freeway, and Arverne Avenue/Rockaway Beach Boulevard. More significantly, NYCDOT reviewed the location and found that to accommodate the left-turn for buses, a conversion of a short segment of Beach 54th Street to one-way northbound from Edgemere Avenue to Arverne Boulevard would be required. Therefore, this alternative is not being pursued at this time to minimize disruption to the street network and to enable expeditious implementation of the extension.

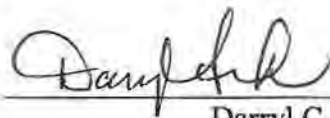
IMPACT ON FUNDING:

The net result of the recommended extension to the Q52 would be an increase in operating cost of approximately \$510,000 annually. Provision for this cost has been included in the operating budget.

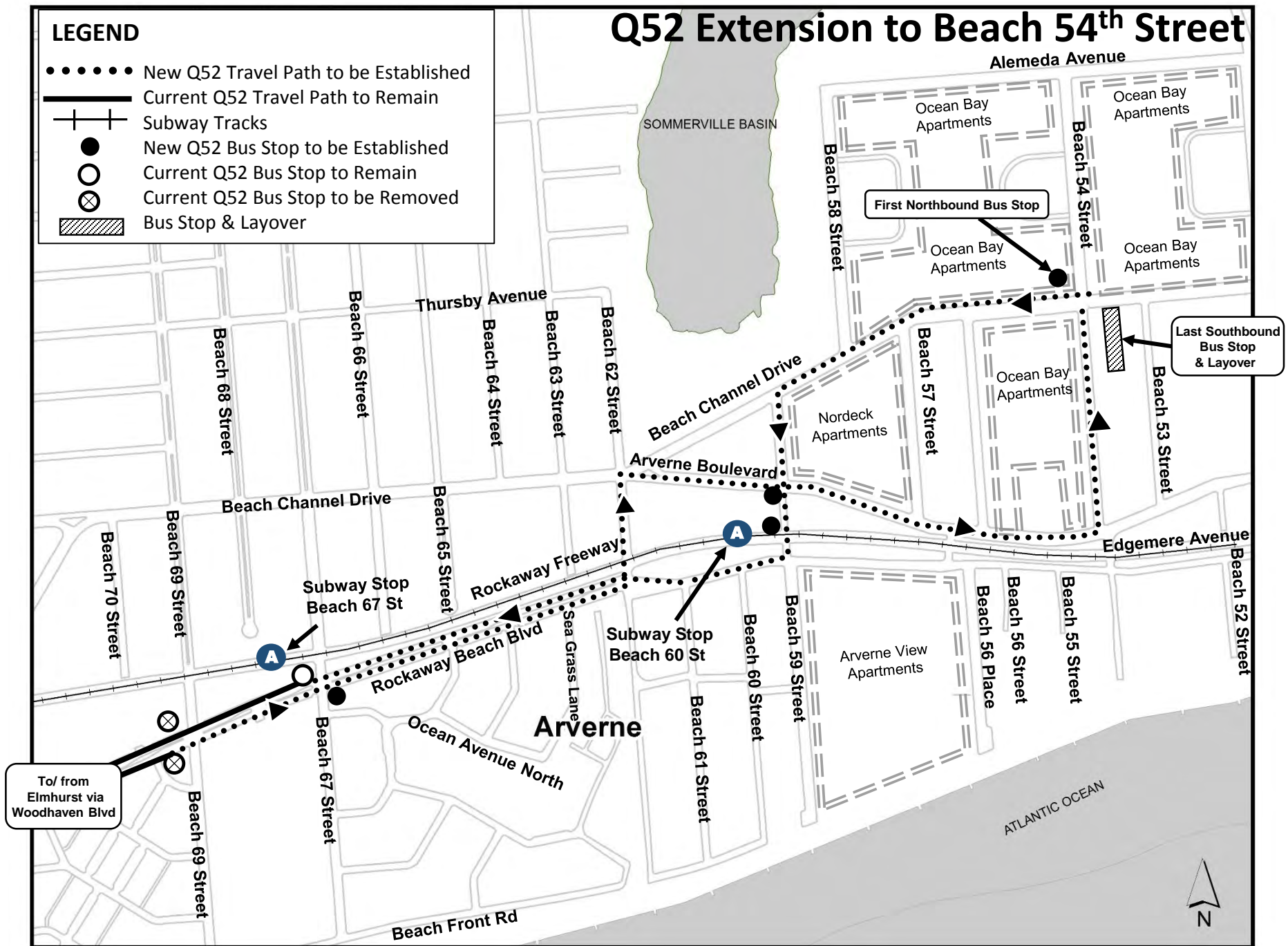
IMPLEMENTATION:

April 2017

Approved:



Darryl C. Irick
President





SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>November 2015</u>	<u>November 2016*</u>	<u>Difference</u>
Cash	2.3%	2.0%	(0.2%)
Single-Ride Ticket	0.8%	0.8%	0.0%
Bonus Pay-Per-Ride	39.4%	39.8%	0.4%
Non-Bonus Pay-Per-Ride	5.3%	4.9%	(0.3%)
7-Day Farecard	22.4%	22.0%	(0.3%)
30-Day Farecard	<u>29.9%</u>	<u>30.4%</u>	0.5%
Total	100.0%	100.0%	

* Preliminary

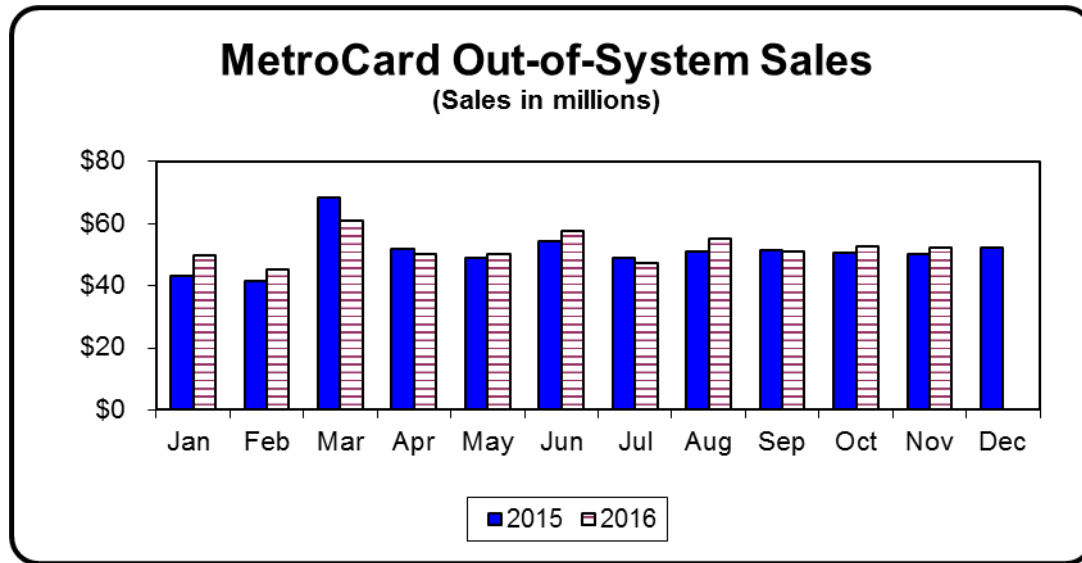
Note: Percentages may not add due to rounding.

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 November 2016 was 4,507, a 7.08 percent increase from the same period last year. The average value of a credit issued was \$70.30.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$52.4 million in November 2016, a 4.8 percent increase compared to November of 2015. Year to dates sales totaled \$573.4 million, a 2.4 percent increase compared to the same period last year.



Retail Sales

There were 4,326 active out-of-system sales and distribution locations for MetroCards, generating \$22.7 million in sales revenue during November 2016.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 177,330 MetroCards valued at approximately \$15.6 million were made in November 2016 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$88.02. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 114,814 for November 2016, generating an additional \$12.6 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$285.4 million, a 4.0 percent increase when compared to last year.

Mobile Sales Program

In November 2016, the Mobile Sales unit completed 181 site visits, of which 125 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$108,000 in revenue was generated. In November 2016, the Mobile Sales unit assisted and enabled 1,738 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and Urban Path (Queens).

Reduced-Fare Program

During November 2016 enrollment in the Reduced-Fare Program increased by 5,026 new customers. The total number of customers in the program is 1,052,794. Seniors account for 869,097 or 83 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 17 percent or 183,697 customers. Of those, a total of 38,942 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 \$8.0 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In November 2016, the EasyPay Reduced Fare program enrollment totaled 163,334 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 \$15.

EasyPay Xpress Pay-Per-Ride Program

In November 2016, the EasyPay Xpress PPR program enrollment totaled 96,841 accounts. During this month, active Xpress PPR customers accounted for approximately 1.7 million subway, express bus and local bus rides with \$4.3 million charged to their accounts. Each active account averaged 22 trips per month, with an average monthly bill of \$55.

EasyPay Xpress Unlimited Program

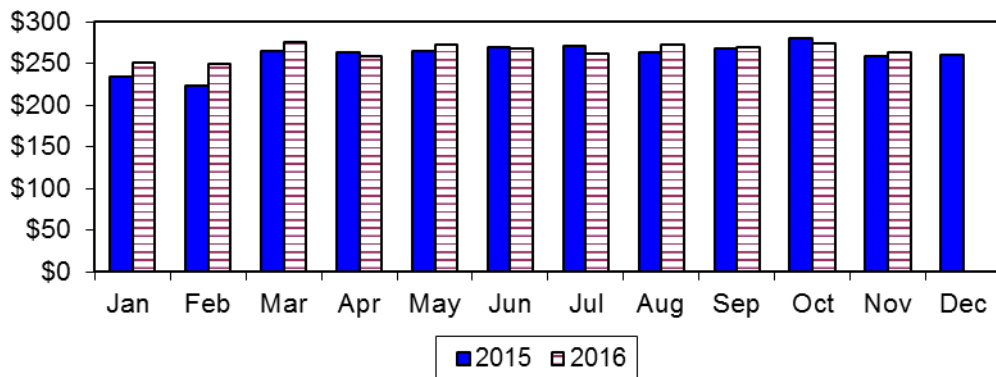
In November 2016, the EasyPay Xpress Unlimited program enrollment totaled 20,642 accounts. During this month, active Xpress Unlimited customers accounted for approximately 930,000 subway and local bus rides with \$2.0 million charged to their accounts. Each active account averaged 50 trips per month with a fixed monthly bill of \$116.50.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during November 2016 totaled \$263.2 million, on a base of 14.4 million customer transactions. This represents 2.5 percent decrease in vending machine transactions compared to the same period last year. During November 2016, MEMs accounted for 2,044,226 transactions resulting in \$54,175,222 in sales. Debit/credit card purchases accounted for 79.3 percent of total vending machine revenue, while cash purchases accounted for 20.7 percent. Debit/credit card transactions account for 56.3 percent of total vending machine transactions, while cash transactions account for 43.7 percent. The average credit sale was \$29.15, more than three times the average cash sale of \$8.65. The average debit sale was \$20.71.

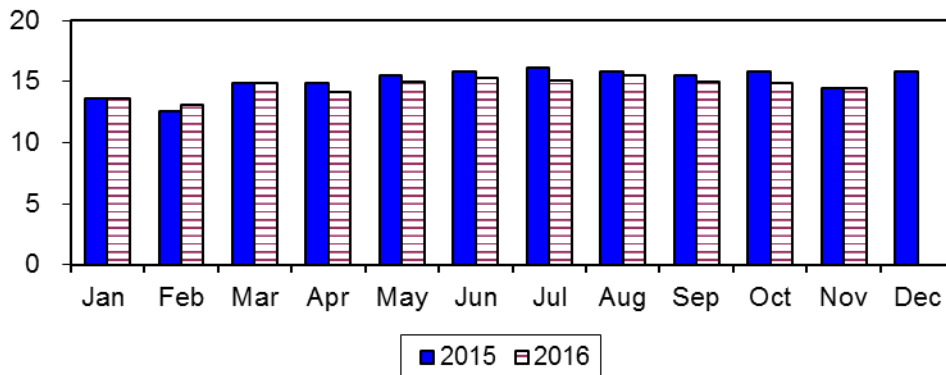
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



MTACC MONTHLY PROJECT STATUS REPORTS:

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

7 Line Extension Active Construction Contracts

Report to the Transit Committee - January 2017

data thru December 2016; \$s in million

	Budget	Expenditures
Final Design	\$ 121.2	120.5
Construction	1,914.3	1,865.0
Construction Management	56.4	52.9
Subway Project Reserve	8.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 2,038.3
HYDC-Funded Non-Subway Work [†]	266.0	249.8
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,288.2
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,341.2

	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	\$92.8	\$5.3	\$59.3	Sep-2012	Apr-2016	TBD

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

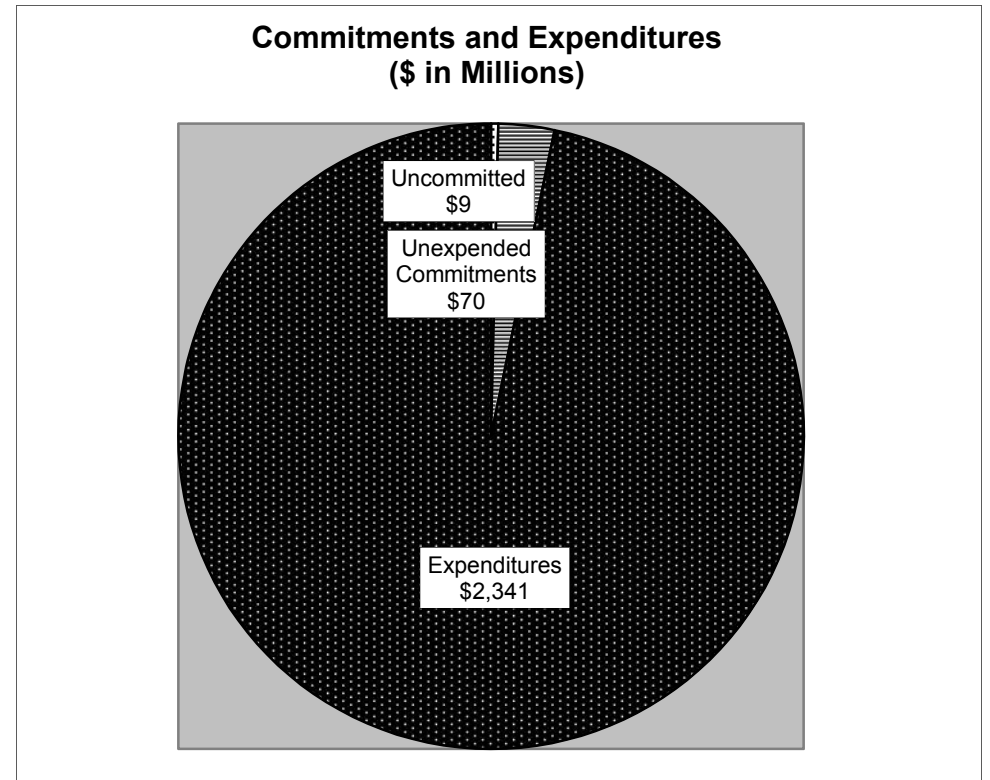
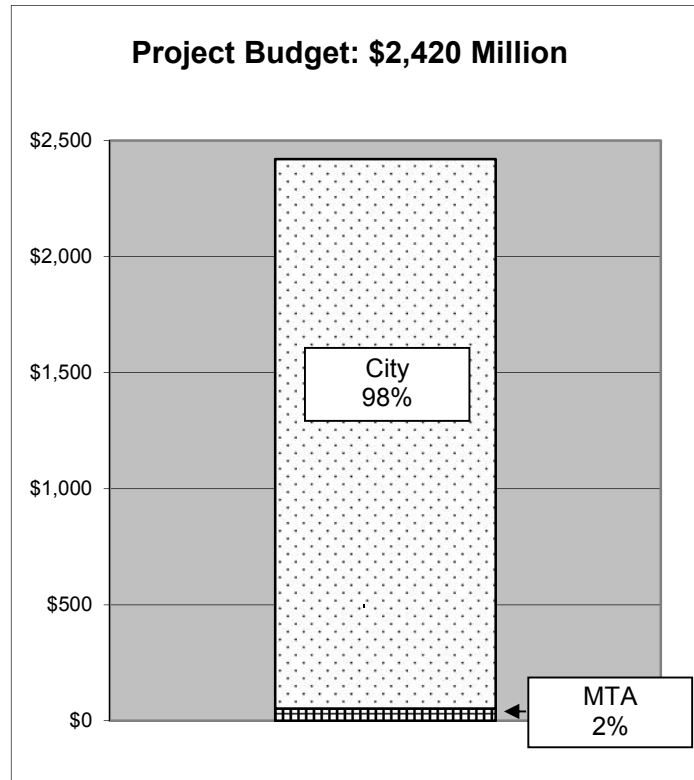
[†] Non-subway work includes design, construction management, and construction tasks.

^{††} 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.

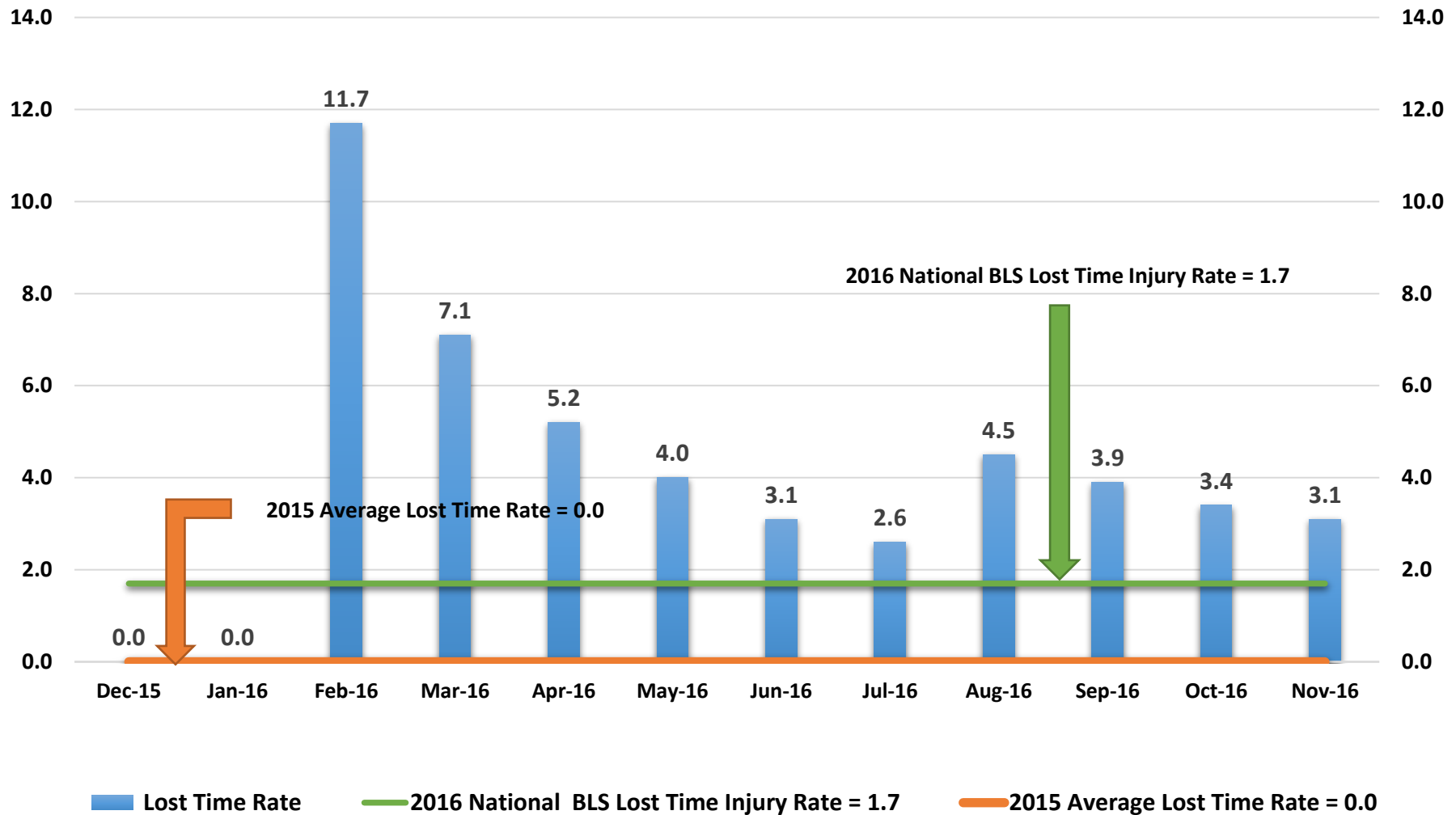
7 Line Extension Status **Report to the Transit Committee - January 2017** *data thru December 2016*

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	2,367	-	2,367	2,358	2,358	9	2,288
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,358	\$ 2,411	\$ 9	\$ 2,341

* 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 - January 2017

data thru December 2016; \$s in million

	Budget	Expenditures
Construction	\$ 3,379.5	\$ 3,169.1
Design	\$ 519.5	509.0
Construction Management	\$ 270.5	238.9
Real Estate	\$ 281.5	241.1
Total	\$ 4,451.0	\$ 4,158.1

	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>	\$209.5	\$209.4	\$0.1	\$204.6	Jul-2010	Jan-2011	May-2014	Dec-2017
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$298.9	\$289.5	\$9.3	\$273.3	Mar-2011	Jan-2012	Aug-2016	Dec-2017
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	\$386.6	\$386.4	\$0.2	\$368.1	Mar-2011	Jun-2012	Dec-2015	Dec-2017
72nd St Station Finishes <i>Judlau Contracting</i>	\$322.3	\$322.1	\$0.1	\$300.8	Nov-2012	Feb-2013	Nov-2015	Dec-2017
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$244.7	\$243.8	\$0.8	\$226.2	Oct-2013	Jun-2013	May-2016	Dec-2017

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

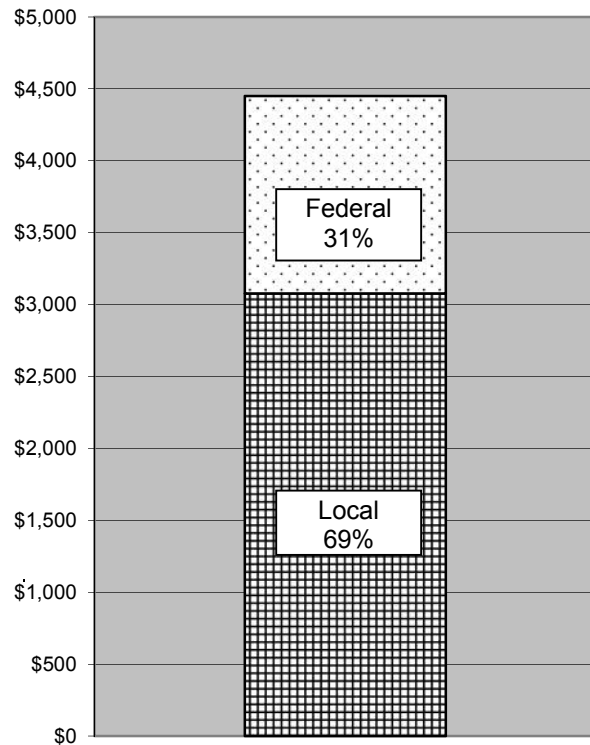
Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - January 2017

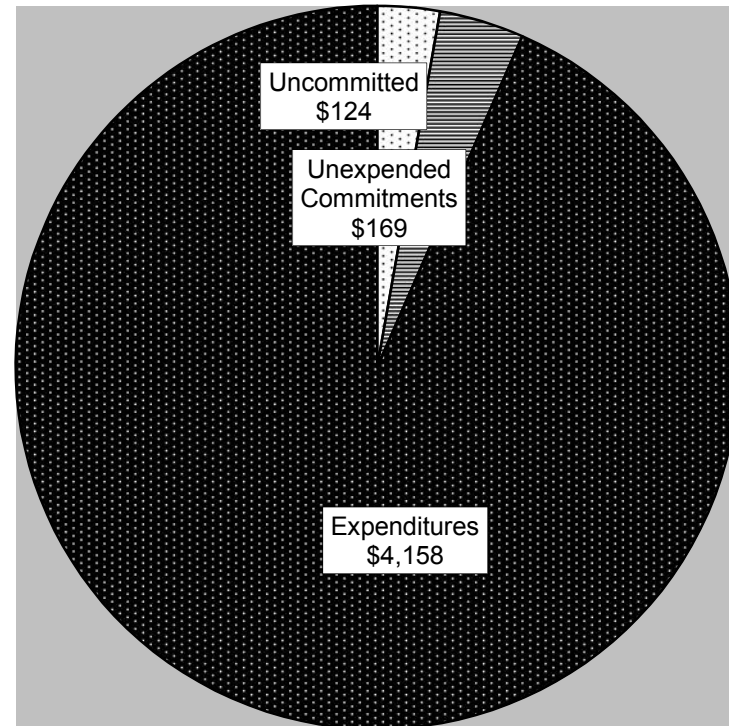
data thru December 2016

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		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	1,828
2010-2014	1,487	1,487	-	-	1,395	92	1,286
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,374	\$ 4,327	\$ 124	\$ 4,158

Project Budget: \$4,451 Million



Commitments and Expenditures (\$ in Millions)



SAS Annual Cumulative Profile of Lost Time Injury Rates

