



Transit & Bus Committee Meeting

March 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, 3/20/2017

10:30 AM - 12:00 PM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – FEBRUARY 21, 2017

February Committee Meeting Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 10

4. OPERATIONS PERFORMANCE SUMMARY

a. January Operations Report

January Operations Report - Page 18

5. FINANCIAL REPORTS

a. January NYCT Financial & Ridership Report

January NYCT Financial and Ridership Report - Page 48

b. January SIR Financial & Ridership Report

January SIR Financial and Ridership Report - Page 69

c. January MTA Bus Financial & Ridership Report

January MTA Bus Financial and Ridership Report - Page 80

d. Capital Program Status Report

Capital Program Status Report - Page 93

6. PROCUREMENTS

NYCT March Procurement Staff Summary and Resolution - Page 102

a. Non-Competitive (None)

b. Competitive

NYCT, MTA Bus Competitive Actions - Page 106

c. Ratifications

NYCT, MTACC Ratifications - Page 121

7. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 131

b. 2016 MTA Subway and Local Bus Customer Satisfaction Survey

2016 MTA Subway and Local Bus Customer Satisfaction Survey - Page 135

c. Recidivism Initiative (No Materials Included)

d. Bus Ridership (No Materials Included)

8. MTACC REPORT

a. MTACC Report

MTACC Report - Page 147

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
February 21, 2017

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. Polly Trottenberg
Hon. Veronica Vanterpool
Hon. Peter Ward

Also present were:

Ira Greenberg and James E. Vitiello, Board Members
Darryl Irick, Acting President, New York City Transit
Stephen Vidal, Acting President, MTA Bus Company
Peter Cafiero, Chief, Operations Planning
Michael Chubak, Chief Financial Officer
Vincent Coogan, Assistant Chief Executive Officer, NYPD Transit Bureau
Robert Diehl, Acting Vice President, Security
Wynton Habersham, Senior Vice President, Subways
James Henly, Vice President & General Counsel, Law
Michael Horodniceanu, President, MTA Capital Construction
Cheryl Kennedy, Vice President, Office of System Safety
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

Jason Anthony Pineiro welcomed Acting President Irick to his new position. He noted that some train conductors on the 6th Avenue line are not making appropriate announcements regarding available transfers during service changes, and that improvements in station cleanliness are necessary. Mr. Pineiro requested that the Committee consider making the 68th Street Hunter College station ADA accessible.

Orrin Getz, representing the New Jersey Association of Railroad Passengers, impressed upon the Committee the importance of working with the Port Authority of New York and New Jersey, and New Jersey Transit, to plan an extension of the 7 line to Secaucus, noting that this is critical due to the Port Authority's intention to proceed with the construction of a new bus terminal in Manhattan.

Ellen Shannon, Associate Director for the Permanent Citizens Advisory Committee to the MTA, expressed her concern regarding the decline in subway performance, as well as her appreciation for the attention now being given to this important issue, and asked that Governor Cuomo, the New York State Legislature, MTA Headquarters and the Board all support Acting President Irick in his efforts to improve the situation. Ms. Shannon also requested that the NYCT prepare a report to the Committee comparing scheduled run times with actual run times for each subway line, and the number of scheduled trains with the actual number of trains that run each month.

Kevin Zeng requested that the Committee consider various service changes on the B and F lines, and that the Bergen Street subway station undergo renovation.

Valerie Joseph thanked the Committee for voting to maintain the current fare at \$2.75. After noting problems with the reliability of the Access-A-Ride program, and sharing one of her negative experiences, Ms. Joseph asked that the Committee try to improve service.

Taina Prado, Chief of Staff, Alliance for Downtown New York, spoke in support of the proposed closure of the J Z station entrances at Broad/Wall Street in Manhattan, and requested that public hearings be scheduled on the issue.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the minutes of the January 23, 2017 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company. There were no changes to the Work Plan.

Acting President Darryl Irick greeted the Committee and expressed his appreciation for the opportunity to continue the positive work done by Veronique Hakim as President, noting that subway service reliability continues to be a top issue for Transit's leadership team.

IV. Agenda Items

SVP Habersham reported to the Committee on the Department of Subways' operating performance. Mr. Habersham informed Members of some of the initiatives underway to improve subway service and reliability including: increasing numbers of station platform controllers; increasing the use of incident rapid response teams; improving track cleaning measures to reduce the incidence of fires; taking steps to keep subway car failure rates as low as possible; performing necessary construction work during lower ridership hours and identifying opportunities to further shift inspections and planned work to scheduled outages and to overnight and weekend periods. He went on to note upcoming investments and improvements such as the modernization of the signal system, including the implementation of a communications based train control (CBTC), the replacement of subway track and switches and the purchase of new subway cars with higher capacities.

In response to a question from Member Moerdler regarding the possible use of platform doors in subway stations, SVP Habersham advised the Committee that the issue is currently under consideration, and agreed to get back to Members with further information at a future date.

In response to a question from Member Moerdler regarding FASTRACK, SVP Habersham noted that the model for 2017 expands the program by providing for shut downs over consecutive weeks, adding that to date the program has been well-received by affected communities.

At Member Moerdler's request, Mr. Habersham also agreed to provide the Committee with information regarding the cost and timing of the implementation of CBTC.

In response to a question from Member Albert, SVP Habersham advised the Committee that dispatchers have the independent ability to adjust service headways when trains arrive late to the terminals, and that the service adjustment process is a fluid one, noting however that there can be an effect on members of train crews.

In response to a request from Member Jones, SVP Habersham agreed to provide the Committee with a report on both the feasibility and cost of installing platform doors in the system.

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

In response to a request from Member Jones, Acting President Vidal and Acting President Irick advised the Committee that the performance of articulated buses in heavy snow conditions is problematic and that alternatives are being evaluated.

In response to a question from Member Vanterpool, Steven LoPiano, Vice President, Paratransit, advised the Committee that plans are underway to improve Paratransit service in both the short and long term, and that a presentation to the Board on such plans would be made.

Member Moerdler noted that the entirety of the fare increase that had been proposed would not have equaled the amount that the City of New York and the MTA pay for Paratransit, with no reimbursement.

VP Kennedy presented the Safety Report.

In response to a suggestion by Member Moerdler, VP Kennedy advised the Committee that a powder fire protection system would not be a feasible option due to the size and nature of the subway system.

Chief Coogan presented the NYPD Transit Bureau statistics.

In response to questions from Member Jones, Chief Coogan advised that while fare evasion usually occurs at the busiest stations, further information on the locations and the demographics behind such crimes can be provided, further noting that there is currently no plainclothes unit dedicated exclusively to addressing the problem.

In response to a question from Member Greenberg, Chief Coogan explained that fare evaders are arrested, as opposed to being issued a Transit Adjudication Bureau summons, when they cannot produce valid identification, or when there is an outstanding warrant for their arrest.

B. Financial Reports

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

Acting President Vidal 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 five actions totaling \$17 million in expenditures, highlighting two procurement action items included in this month's agenda: (1) an omnibus approval request for the purchase of sole source subway car parts from Kawasaki Rail Car, Inc. for a period of three years in the total estimated value of \$9 million for New York City Transit, and (2) a modification to extend a contract with Ericsson, Inc. to continue to provide maintenance support for the Network Maintenance Management System (NMMS), which monitors NYCT's asynchronous fiber-optic network.

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

In response to a concern raised by Member Moerdler regarding Kawasaki Rail Car Inc., VP Plochochi agreed to review a Significant Adverse Information (SAI) package submitted to Metro North earlier in the day.

In response to a question from Member Albert, VP Plochochi explained to the Committee that proprietary components of rail cars cannot be used interchangeably, adding, however, that where manufacturers have common sub-suppliers this can be leveraged to advantage.

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

MTACC's proposed ratifications requiring a majority vote (Schedule K in the Agenda) were also approved and forwarded to the full Board for consideration.

Member Moerdler abstained from the vote on the procurement package.

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

V. Service Changes

Peter Cafiero advised the Committee that ridership on the Second Avenue Subway line continues to increase and appears to be having a positive impact on the performance of the Lexington Avenue 4 5 and 6 subway lines and informed Members of a planned public hearing that will address a proposal for the permanent closure of two Broad Street J Z station street stairs as well as the permanent addition of weekend service on the X28.

VI. Special Reports and Presentations

Acting President Irick presented the MetroCard Report to the Committee for its information, as well as the NYCT, SIR and MTA Bus Adopted Budget/Financial Plans 2017-2020, which include the MTA adjustments presented in the November Financial Plan.

VII. Standard Follow-Up Reports and Presentations

Acting President Irick presented the ADA Compliance Report, the NYCT and MTA Bus Service Quality/PES Indicators Report, the Elevator & Escalator Report, the Transit Adjudication Bureau Report and the NYCT and MTA Bus EEO & Diversity Reports.

In response to a question from Member Albert, Acting President Irick agreed to revise the Elevator and Escalator Report to reflect the new Q line service.

In response to a question from Member Greenberg, Acting President Irick agreed to look into why escalators, particularly those located in in Brooklyn, perform more poorly in the afternoons.

In response to a question from Member Albert, SVP O'Grady agreed to keep the Committee informed of any changes to the planned outage for the Myrtle Viaduct work, which is currently scheduled for July of 2017.

In response to a question from Member Albert, SVP O'Grady advised the Committee that the reopening of the new South Ferry station is scheduled for June of 2017 as originally planned.

In response to a request from Member Moerdler, SVP Habersham agreed to look into elevator performance issues at the Simpson Street and Kingsbridge Road stations in the Bronx.

VIII. MTA CC Project Report

President Horodniceanu reported on the status of the Cortlandt Street ① station and the ② line projects, as well as Phase 2 of the Second Avenue Subway project.

In response to a question from Member Moerdler regarding Judlau Contracting, Inc.'s performance on the Cortlandt Street station and the Second Avenue Subway project, President Horodniceanu noted that Judlau's performance on the Second Avenue Subway project improved over time.

SVP O'Grady added that Judlau is performing well and maintaining the schedule on the South Ferry project, and performed well on the Montague Tube project as well, noting that contractor performance can vary from project to project.

In response to an inquiry by Member Greenberg, President Horodniceanu informed the Committee that the entrance to the 34th Street Hudson Yards station will reopen in the third quarter of 2018.

IX. 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

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

May 2017

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

June 2017

No Items

July 2017

No Items

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

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

January 2018

Approval of 2018 NYC Transit
Committee Work Plan

Committee Chair & Members

February 2018

Preliminary Review of NYC Transit 2017 Operating Results
Preliminary Review of SIR 2017 Operating Results
Preliminary Review of MTA Bus 2017 Operating Results
NYC Transit Adopted Budget/Financial Plan 2018-2021
SIR Adopted Budget/Financial Plan 2018-2021
MTA Bus Adopted Budget/Financial Plan 2018-2021
Service Quality Indicators (including PES)
ADA Compliance Report
Elevator & Escalator Service Report
Transit Adjudication Bureau Report
NYCT & MTA Bus EEO & Diversity Report, 2017 Yr End Rpt

Management & Budget
Management & Budget
Management & Budget
Management & Budget
Management & Budget
Management & Budget
Operations Planning
Capital Program Management
Subways
Law
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)

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.

JUNE 2017

No Agenda Items

JULY 2017

No Agenda Items

II. SPECIFIC AGENDA ITEMS (con't)

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

JANUARY 2018

Approval of Committee Work Plan

The Committee will be provided with the work plan for 2018 and will be asked to approve its use for the year.

FEBRUARY 2018

Preliminary Review of NYC Transit's 2017 Operating Results

NYC Transit will present a brief review of its 2017 Budget results.

Preliminary Review of SIR 2017 Operating Results

NYC Transit will present a brief review of SIR's 2017 Budget results.

Preliminary Review of MTA Bus 2017 Operating Results

MTA Bus will present a brief review of its 2017 Budget results.

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 2017 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2018 by category.

SIR 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 2017 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2018 by category.

II. SPECIFIC AGENDA ITEMS (con't)

MTA Bus 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 2017 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2018 by category.

Service Quality Indicators / PES Report

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

ADA Compliance Report

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

EEO & Diversity Report- 2017 Year-End Report

A detailed year-end 2017 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.

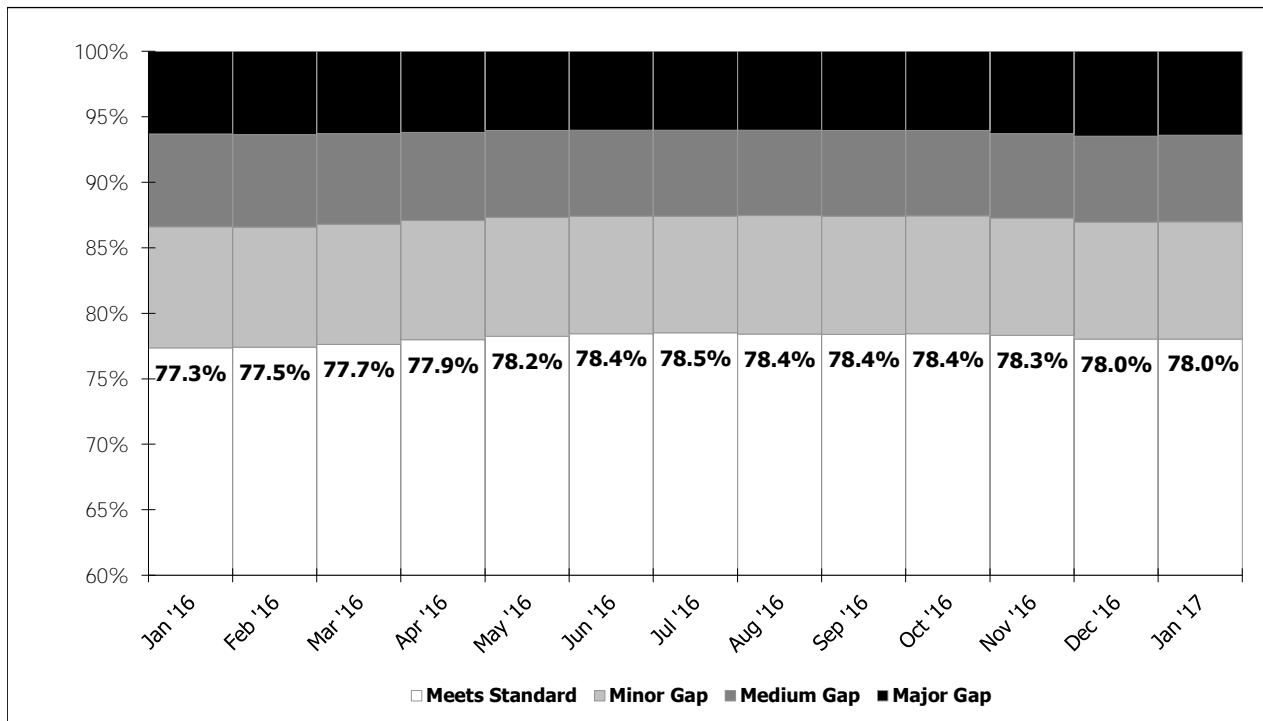
Monthly Operations Report

Statistical results for the month of January 2017 are shown below.

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: January 2017			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)	75.5%			78.0%	77.4%	+0.6%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	69.1%	70.8%	-1.7%	70.1%	71.9%	-1.8%
A Division Weekday Wait Assessment - (All Lines)	72.6%			73.3%	74.7%	-1.4%
B Division Weekday Wait Assessment	76.9%	81.2%	-4.3%	80.5%	78.8%	+1.7%
System Weekend Wait Assessment (Chart 3)	83.4%			84.5%	84.3%	+0.2%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	78.3%	83.4%	-5.1%	79.1%	81.5%	-2.4%
A Division Weekend Wait Assessment - (All Lines)	81.3%			81.7%	83.3%	-1.6%
B Division Weekend Wait Assessment	84.6%	86.3%	-1.7%	86.4%	84.9%	+1.5%
System Weekday Terminal On-Time Performance (Charts 4-5)	64.1%	67.9%	-3.8%	66.5%	69.3%	-2.8%
A Division Weekday Terminal On-Time Performance	61.4%	64.1%	-2.7%	62.4%	65.3%	-2.9%
B Division Weekday Terminal On-Time Performance	66.3%	71.0%	-4.7%	70.0%	72.6%	-2.6%
System Number of Weekday Trains Delayed (Chart 6)	60,322	50,051	+20.5%	55,640	50,393	+10.4%
System Weekend Terminal On-Time Performance (Charts 7-8)	74.2%	75.8%	-1.6%	72.5%	74.1%	-1.6%
A Division Weekend Terminal On-Time Performance	70.9%	74.8%	-3.9%	69.6%	71.9%	-2.3%
B Division Weekend Terminal On-Time Performance	76.6%	76.5%	+0.1%	74.4%	75.6%	-1.2%
System Number of Weekend Trains Delayed (Chart 9)	14,172	12,123	+16.9%	14,018	13,151	+6.6%
Mean Distance Between Failures (Charts 10-11)	126,292	115,580	+9.3%	113,022	129,056	-12.4%
A Division Mean Distance Between Failures	140,328	104,209	+34.7%	114,939	112,469	+2.2%
B Division Mean Distance Between Failures	117,851	125,974	-6.4%	111,652	144,892	-22.9%
System Weekday Service-KPI (Charts 12-13)	72.0%	75.3%	-3.3%	74.3%	75.8%	-1.5%
A Division Weekday Service-KPI	69.6%	71.2%	-1.6%	70.4%	71.9%	-1.5%
B Division Weekday Service-KPI	73.5%	78.2%	-4.7%	76.8%	78.7%	-1.9%
System Weekday PES-KPI (Charts 14-16)				91.6%	91.7%	-0.1%
Staten Island Railway						
24 Hour On-Time Performance	97.3%	95.7%	+1.6%	95.1%	95.5%	-0.4%
AM Rush On-Time Performance	98.0%	95.0%	+3.0%	97.2%	95.5%	+1.7%
PM Rush On-Time Performance	95.8%	100.0%	-4.2%	96.0%	97.7%	-1.7%
Percentage of Completed Trips	100.0%	100.0%	0.0%	99.8%	99.9%	-0.1%
Mean Distance Between Failures	74,462	219,689	-66.1%	56,301	61,176	-8.0%
Staten Island Railway PES-KPI (Chart 17)				88.4%	90.3%	-1.9%

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 <u>12-Month Average</u>				Annual Results <u>(Meets Standard)</u>
	<u>Meets Standard</u>	<u>GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Feb '16 - Jan '17	78.0%	8.9%	6.6%	6.4%	2017 TARGET: 80.7%
Feb '15 - Jan '16	77.4%	9.2%	7.1%	6.4%	2016 ACTUAL: 78.0%

Chart 1

Subway Weekday Wait Assessment

12-Month Rolling Average
(6 am - midnight)

Feb '16 - Jan '17					Feb '15 - Jan '16				
Line	Headways				Headways				Standard Difference
	Meets Standard	GAP			Meets Standard	GAP			
		Minor	Medium	Major		Minor	Medium	Major	
1	77.4%	9.5%	7.2%	5.9%	78.4%	9.3%	6.9%	5.4%	-1.0%
2	69.2%	10.4%	10.3%	10.2%	72.0%	10.1%	9.4%	8.5%	-2.8%
3	73.9%	10.4%	8.5%	7.2%	77.7%	9.7%	7.1%	5.5%	-3.8%
4	68.8%	9.9%	9.6%	11.8%	70.7%	9.7%	8.8%	10.8%	-1.9%
5	64.8%	10.2%	11.1%	13.9%	66.2%	10.1%	10.8%	12.9%	-1.4%
6	66.2%	9.5%	10.6%	13.6%	66.5%	9.8%	10.7%	13.0%	-0.3%
7	73.5%	11.5%	9.1%	5.9%	74.5%	10.4%	8.1%	7.0%	-1.0%
S 42nd	92.4%	4.0%	2.0%	1.6%	90.9%	4.2%	2.5%	2.4%	+1.5%
Subdivision A	73.3%	9.4%	8.6%	8.8%	74.7%	9.1%	8.0%	8.2%	-1.4%
A	72.5%	8.7%	8.2%	10.6%	67.9%	9.7%	9.9%	12.4%	+4.6%
B	79.7%	9.2%	6.2%	4.9%	77.6%	10.5%	7.0%	4.8%	+2.1%
C	76.6%	11.2%	6.7%	5.6%	78.0%	10.5%	6.5%	5.1%	-1.4%
D	81.3%	9.8%	5.5%	3.4%	78.9%	10.4%	6.8%	4.0%	+2.4%
E	73.0%	9.8%	7.3%	9.9%	74.7%	9.9%	8.1%	7.2%	-1.7%
F	77.0%	8.3%	7.1%	7.6%	72.3%	10.0%	8.5%	9.2%	+4.7%
S Fkln	97.4%	1.0%	0.6%	0.9%	96.4%	1.5%	1.0%	1.2%	+1.0%
G	84.1%	10.0%	4.0%	1.9%	81.2%	10.4%	5.6%	2.9%	+2.9%
S Rock	94.0%	3.9%	1.2%	0.8%	91.9%	4.5%	2.3%	1.3%	+2.1%
JZ	79.3%	9.8%	6.4%	4.5%	77.7%	9.7%	7.2%	5.3%	+1.6%
L	78.6%	10.3%	6.1%	5.0%	77.8%	9.9%	7.0%	5.3%	+0.8%
M	79.9%	9.0%	5.8%	5.2%	76.7%	9.8%	7.5%	6.0%	+3.2%
N	78.3%	9.7%	6.6%	5.4%	77.6%	10.8%	7.3%	4.3%	+0.7%
Q	80.0%	9.6%	5.2%	5.1%	78.7%	10.8%	5.9%	4.6%	+1.3%
R	76.4%	10.1%	6.9%	6.6%	74.8%	9.6%	7.6%	8.0%	+1.6%
Subdivision B	80.5%	8.7%	5.6%	5.2%	78.8%	9.2%	6.5%	5.4%	+1.7%
Systemwide	78.0%	8.9%	6.6%	6.4%	77.4%	9.2%	7.1%	6.4%	+0.6%

Headway Definitions

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

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.

Chart 2

Subway Weekend Wait Assessment

12-Month Rolling Average
(6 am - midnight)

Feb '16 - Jan '17					Feb '15 - Jan '16				
Line	Headways				Headways				Standard Difference
	Meets	GAP			Meets	GAP			
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	
1	82.4%	8.3%	5.5%	3.9%	88.3%	6.7%	3.3%	1.7%	-5.9%
2	73.0%	11.6%	9.8%	5.7%	78.5%	10.3%	7.3%	3.9%	-5.5%
3	85.1%	8.7%	4.2%	2.0%	85.5%	8.1%	4.1%	2.3%	-0.4%
4	73.8%	10.1%	9.0%	7.1%	74.3%	10.2%	8.5%	7.0%	-0.5%
5	77.6%	9.6%	7.0%	5.8%	84.4%	7.9%	4.8%	2.9%	-6.8%
6	82.4%	8.8%	5.5%	3.3%	77.8%	9.5%	7.4%	5.3%	+4.6%
7	81.3%	10.4%	5.5%	2.8%	79.1%	11.2%	5.0%	4.6%	+2.2%
S 42nd	98.3%	0.6%	0.4%	0.7%	98.8%	0.5%	0.2%	0.4%	-0.5%
Subdivision A	81.7%	8.5%	5.8%	3.9%	83.3%	8.0%	5.1%	3.5%	-1.6%
A	79.7%	11.0%	5.1%	4.2%	74.6%	10.4%	7.9%	7.1%	+5.1%
C	80.5%	11.3%	6.1%	1.9%	84.2%	7.8%	3.9%	4.1%	-3.7%
D	85.3%	8.7%	4.5%	1.5%	87.9%	6.9%	4.1%	1.1%	-2.6%
E	86.7%	7.7%	4.0%	1.5%	79.3%	10.4%	5.4%	5.0%	+7.4%
F	86.1%	7.9%	3.8%	2.2%	84.4%	7.9%	3.3%	4.4%	+1.7%
S Fkln	98.0%	1.2%	0.3%	0.5%	92.3%	3.9%	2.4%	1.4%	+5.7%
G	90.2%	6.3%	1.6%	2.0%	92.1%	5.1%	1.8%	1.0%	-1.9%
JZ	88.2%	5.1%	3.2%	3.6%	90.3%	6.5%	2.1%	1.1%	-2.1%
L	85.5%	7.9%	3.4%	3.1%	78.1%	8.0%	7.8%	6.1%	+7.4%
N	87.2%	8.3%	3.0%	1.5%	84.0%	8.8%	4.6%	2.5%	+3.2%
Q	85.0%	6.1%	3.8%	5.1%	85.9%	6.1%	4.6%	3.5%	-0.9%
R	84.0%	9.4%	4.6%	2.0%	85.6%	5.2%	5.4%	3.7%	-1.6%
Subdivision B	86.4%	7.6%	3.6%	2.4%	84.9%	7.3%	4.4%	3.4%	+1.5%
Systemwide	84.5%	8.0%	4.5%	3.0%	84.3%	7.6%	4.7%	3.5%	+0.2%

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

Headway Definitions

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

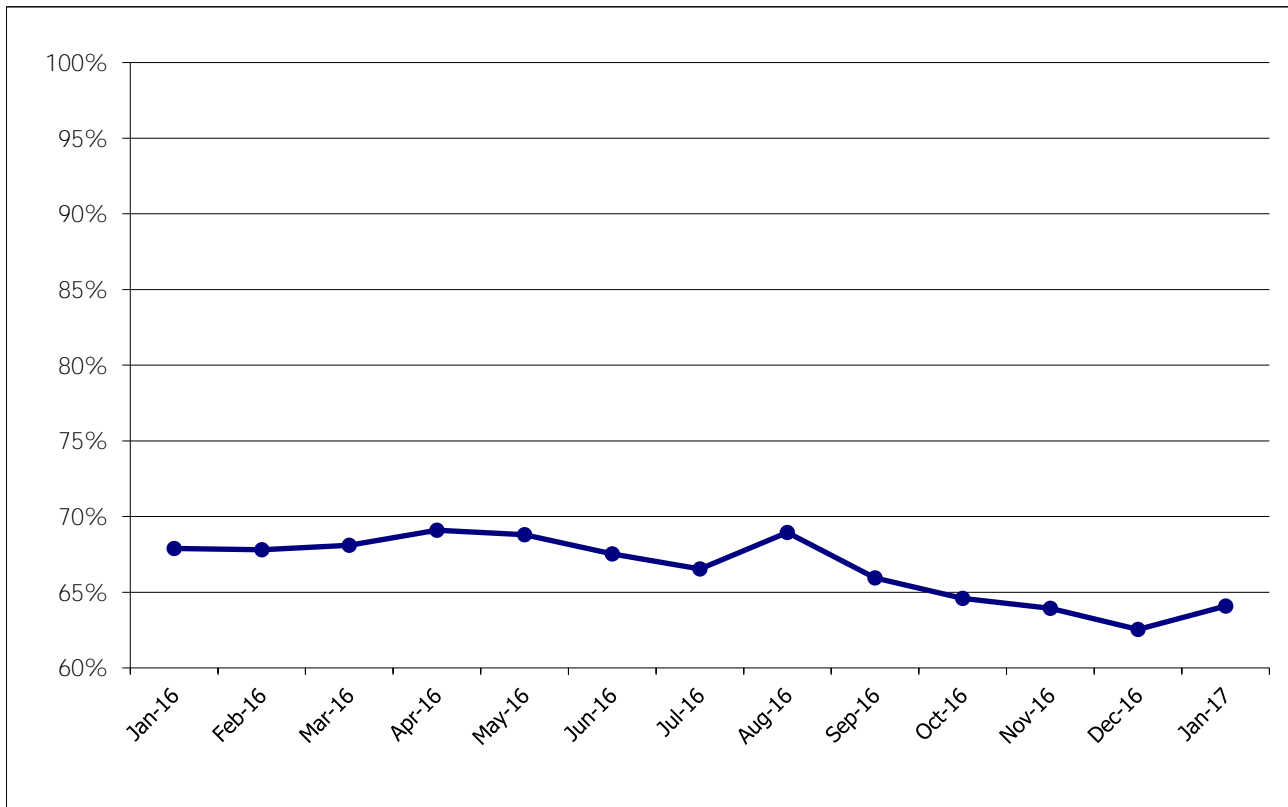
Medium Gap: From 50% to 100% over scheduled headway

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

Chart 3

Subway Weekday Terminal On-Time Performance

Monthly
(24 hours)



Weekday Terminal On-Time Performance Definition

Weekday Terminal On-Time Performance (OTP) for a month is calculated as the percentage of scheduled trains, based on the schedule in effect, either the regular weekday schedule or a supplemental schedule, arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour weekday period. An on-time train is defined as a train arriving at its destination terminal on-time, early, or no more than five minutes late, and that has not skipped any planned station stops.

Weekday Terminal On-Time Performance Results

Systemwide **Monthly Results**

Jan 2017: 64.1%

Jan 2016: 67.9%

Feb '16 - Jan '17

12-Mon Avg: 66.5%

Subdivision A **Monthly Results**

Jan 2017: 61.4%

Jan 2016: 64.1%

Feb '16 - Jan '17

12-Mon Avg: 62.4%

Subdivision B **Monthly Results**

Jan 2017: 66.3%

Jan 2016: 71.0%

Feb '16 - Jan '17

12-Mon Avg: 70.0%

Discussion of Results

In January 2017, Over Crowding (24,595 delays), ROW Delays (9,872 delays), and Track Gangs (7,657 delays) were the highest categories of delays, representing 69.83% of the total 60,322 delays.

Chart 4

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

<u>Line</u>	<u>Feb '16 - Jan '17</u>	<u>Feb '15 - Jan '16</u>	<u>% Difference</u>
1	71.1%	76.3%	-5.2%
2	35.6%	42.4%	-6.8%
3	57.0%	64.8%	-7.8%
4	37.0%	42.6%	-5.6%
5	36.9%	38.9%	-2.0%
6	48.5%	45.6%	+2.9%
7	77.4%	82.3%	-4.9%
S 42nd	99.0%	98.9%	+0.1%
Subdivision A	62.4%	65.3%	-2.9%
A	62.2%	66.2%	-4.0%
B	66.3%	75.9%	-9.6%
C	67.9%	78.4%	-10.5%
D	65.7%	73.4%	-7.7%
E	66.7%	69.0%	-2.3%
F	57.6%	57.2%	+0.4%
S Fkln	99.6%	99.6%	+0.0%
G	80.1%	68.3%	+11.8%
S Rock	93.7%	95.8%	-2.1%
JZ	64.9%	71.1%	-6.2%
L	90.7%	91.4%	-0.7%
M	66.6%	69.1%	-2.5%
N	60.9%	65.6%	-4.7%
Q	69.7%	70.2%	-0.5%
R	59.7%	59.0%	+0.7%
Subdivision B	70.0%	72.6%	-2.6%
Systemwide	66.5%	69.3%	-2.8%

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.

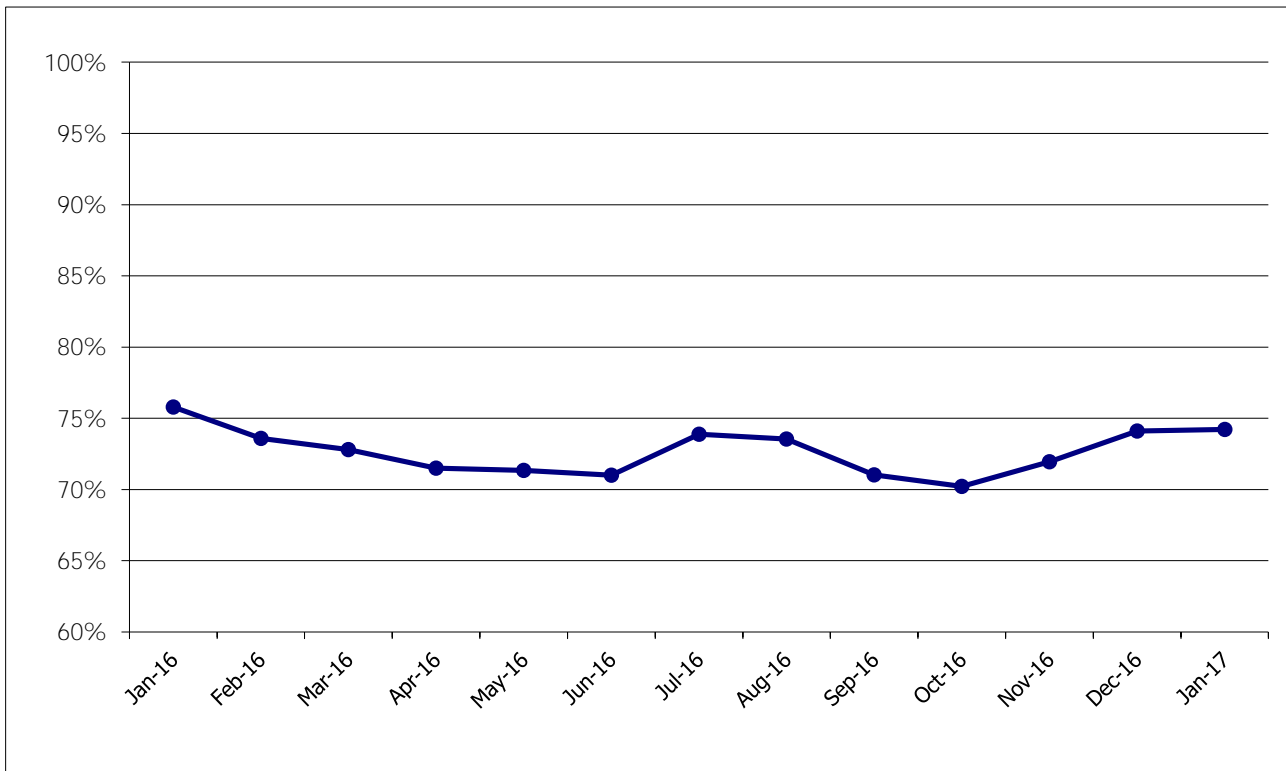
Subway Weekday Trains Delayed **Monthly** **(24 hours)**

<u>Categories</u>	<u>January 2017 Trains Delayed</u>
Over Crowding	24,595
ROW Delays	9,872
Track Gangs	7,657
Car Equipment	2,644
Work Equipment/G. O.	2,588
Sick Customer	2,584
Operational Diversions	2,177
Police	1,900
Unruly Customer	1,774
Inclement Weather	1,382
Fire	1,236
Employee	1,011
Infrastructure	762
External	142
Total Trains Delayed *	60,322

* 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

Jan 2017: 74.2%
Jan 2016: 75.8%

Feb '16 - Jan '17

12-Mon Avg: 72.5%

Subdivision A Monthly Results

Jan 2017: 70.9%
Jan 2016: 74.8%

Feb '16 - Jan '17

12-Mon Avg: 69.6%

Subdivision B Monthly Results

Jan 2017: 76.6%
Jan 2016: 76.5%

Feb '16 - Jan '17

12-Mon Avg: 74.4%

Discussion of Results

In January 2017, Work Equipment/G. O. (3,526 delays), Over Crowding (3,135 delays), and Track Gangs (2,102 delays) were the highest categories of delays, representing 61.83% of the total 14,172 delays.

Chart 7

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

<u>Line</u>	<u>Feb '16 - Jan '17</u>	<u>Feb '15 - Jan '16</u>	<u>% Difference</u>
1	79.9%	87.5%	-7.6%
2	40.4%	44.3%	-3.9%
3	57.1%	61.7%	-4.6%
4	51.9%	48.1%	+3.8%
5	60.0%	75.7%	-15.7%
6	62.7%	55.8%	+6.9%
7	83.7%	85.8%	-2.1%
S 42nd	99.6%	99.6%	+0.0%
Subdivision A	69.6%	71.9%	-2.3%
A	63.1%	62.7%	+0.4%
C	58.5%	58.5%	+0.0%
D	68.6%	70.4%	-1.8%
E	65.4%	61.1%	+4.3%
F	41.5%	38.9%	+2.6%
S Fkln	99.4%	99.7%	-0.3%
G	86.0%	84.1%	+1.9%
S Rock	93.7%	97.7%	-4.0%
JZ	81.8%	88.7%	-6.9%
L	90.4%	89.1%	+1.3%
M	96.1%	96.4%	-0.3%
N	66.5%	69.6%	-3.1%
Q	79.4%	82.0%	-2.6%
R	64.4%	71.2%	-6.8%
Subdivision B	74.4%	75.6%	-1.2%
Systemwide	72.5%	74.1%	-1.6%

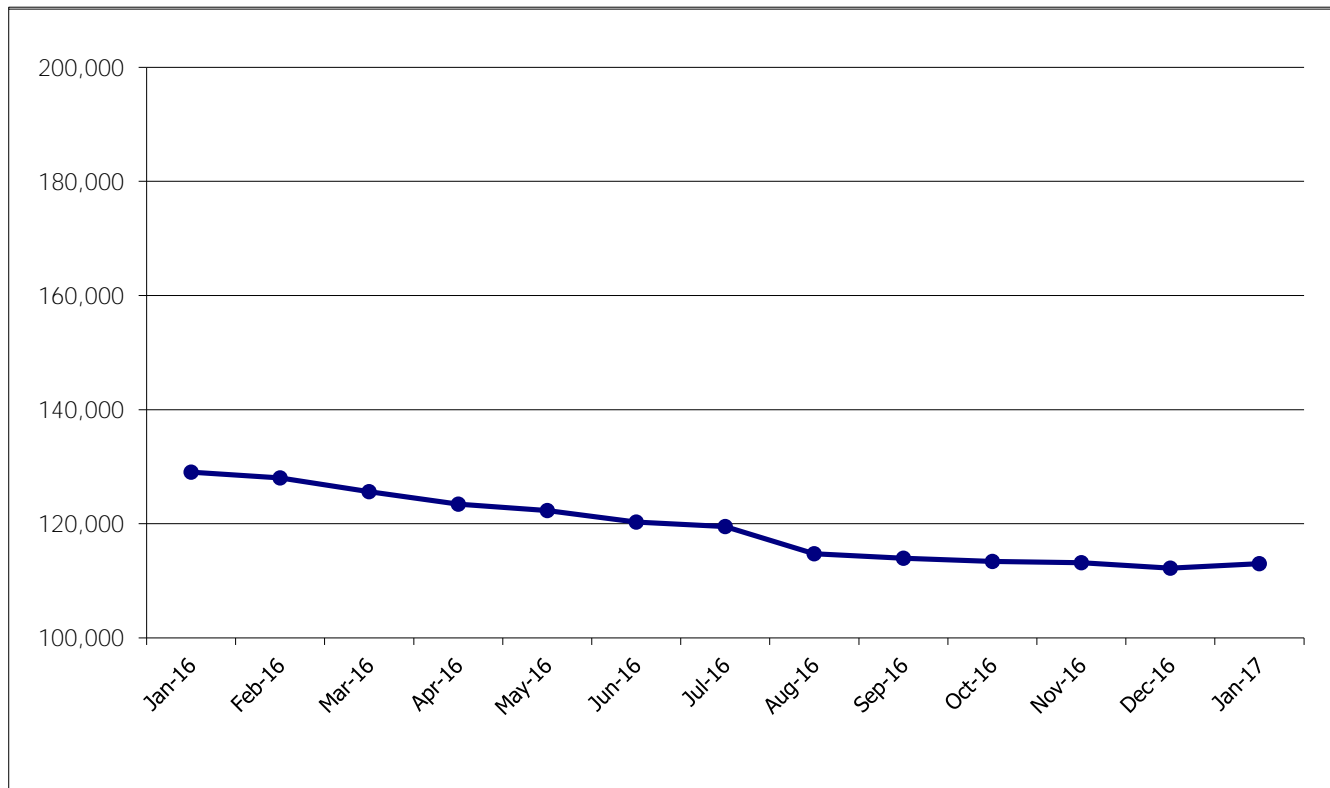
Chart 8

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

<u>Categories</u>	<u>January 2017 Trains Delayed</u>
Work Equipment/G. O.	3,526
Over Crowding	3,135
Track Gangs	2,102
ROW Delays	1,566
Unruly Customer	653
Operational Diversions	521
Car Equipment	478
Police	465
Sick Customer	464
Inclement Weather	436
Fire	363
Employee	357
External	54
Infrastructure	51
Total Trains Delayed *	14,172

* 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

Jan 2017: 126,292
Jan 2016: 115,580

12-Month Average

Feb '16 - Jan '17: 113,022
Feb '15 - Jan '16: 129,056

Annual Result

2017 TARGET: 150,000
2016 ACTUAL: 112,208

Discussion of Results

MDBF in January 2017 changed 9.27% from January 2016. Over the past year, the MDBF 12-month average changed -12.42%.

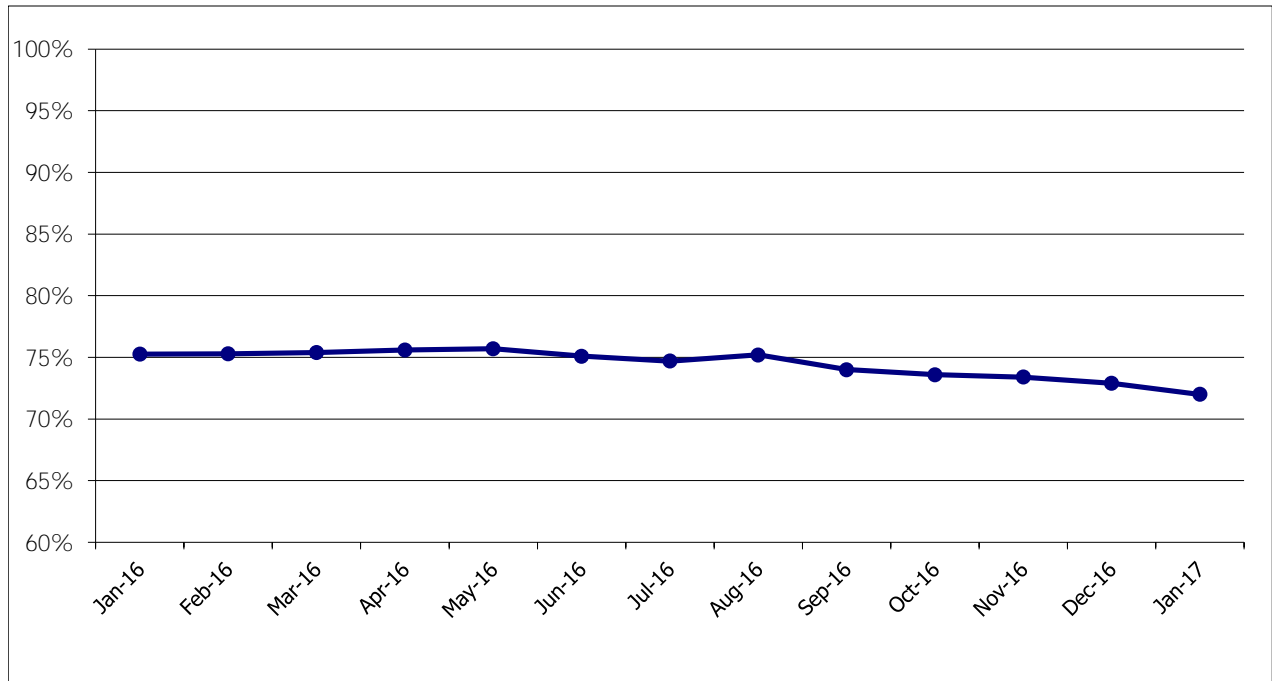
Subway Mean Distance Between Failure

12-Month Rolling Average

<u>Car Class</u>	<u># of Cars</u>	<u>Feb '16 - Jan '17</u>	<u>Feb '15 - Jan '16</u>	<u>% Change</u>
R32	222	33,331	39,134	-14.8%
R42	50	43,444	34,880	+24.6%
R46	752	73,642	101,040	-27.1%
R62	315	205,635	184,641	+11.4%
R62A	824	85,925	94,337	-8.9%
R68	425	114,085	133,897	-14.8%
R68A	200	102,130	121,808	-16.2%
R142	1,030	145,002	150,637	-3.7%
R142A	220	49,145	59,739	-17.7%
R143	212	54,814	67,420	-18.7%
R160	1,662	242,160	360,118	-32.8%
R188 - New	126	478,981	316,687	+51.2%
R188 - Conversion	380	193,909	103,191	+87.9%
FLEET	6,418	113,022	129,056	-12.4%

Chart 11

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 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

Jan 2017: 72.0%

Jan 2016: 75.3%

Feb '16 - Jan '17

12 Mon Avg: 74.3%

Subdivision A

Monthly Results

Jan 2017: 69.6%

Jan 2016: 71.2%

Feb '16 - Jan '17

12 Mon Avg: 70.4%

Subdivision B

Monthly Results

Jan 2017: 73.5%

Jan 2016: 78.2%

Feb '16 - Jan '17

12 Mon Avg: 76.8%

Chart 12

Subway Service - Key Performance Indicator (S-KPI)

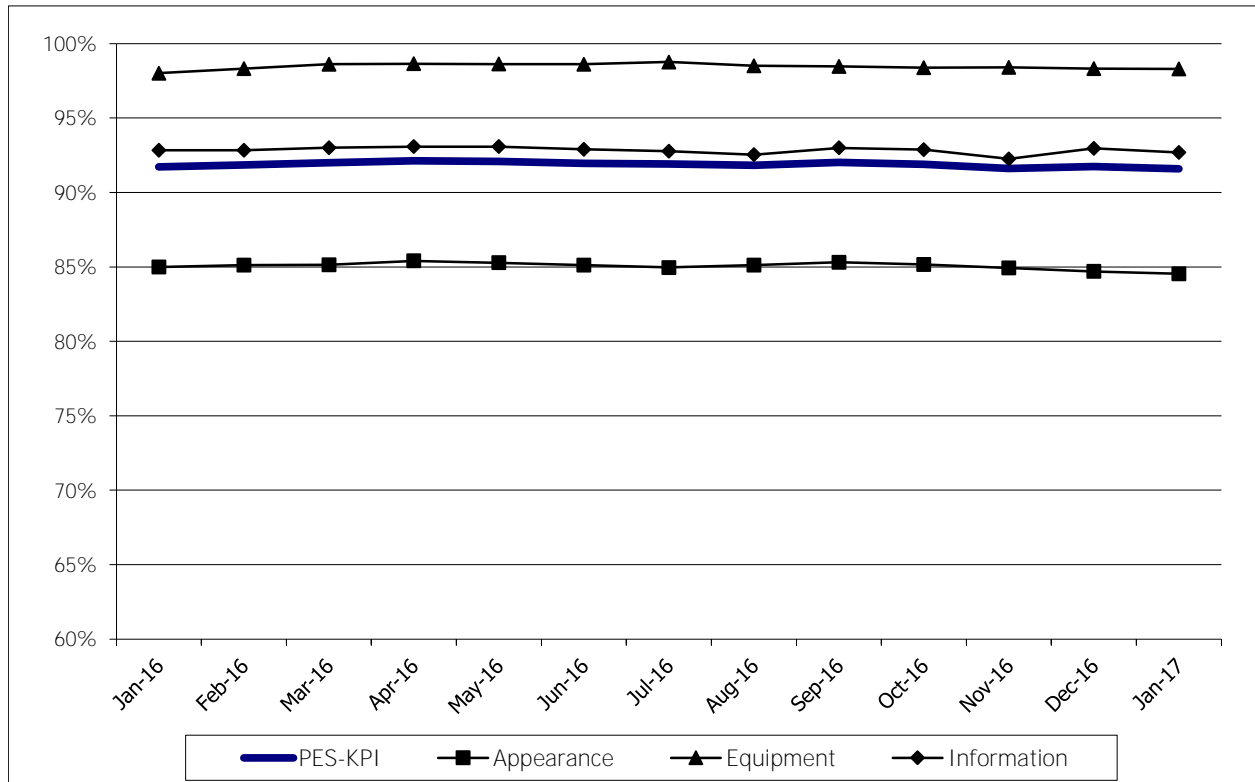
12-Month Rolling Average

<u>Line</u>	<u>Feb '16 - Jan '17</u>	<u>Feb '15 - Jan '16</u>	<u>% Difference</u>
1	74.2%	77.8%	-3.6%
2	62.2%	65.9%	-3.7%
3	71.4%	76.1%	-4.7%
4	57.6%	60.8%	-3.2%
5	59.9%	61.4%	-1.5%
6	58.9%	57.9%	+1.0%
7	77.3%	79.4%	-2.1%
S 42nd	88.4%	86.5%	+1.9%
Subdivision A	70.4%	71.9%	-1.5%
A	67.3%	67.7%	-0.4%
B	74.4%	77.4%	-3.0%
C	69.3%	74.4%	-5.1%
D	78.5%	79.4%	-0.9%
E	73.8%	75.6%	-1.8%
F	73.5%	70.6%	+2.9%
S Fkln	90.2%	91.4%	-1.2%
G	78.4%	73.7%	+4.7%
S Rock	89.6%	87.4%	+2.2%
JZ	70.0%	71.9%	-1.9%
L	79.3%	79.0%	+0.3%
M	77.9%	76.7%	+1.2%
N	75.3%	76.2%	-0.9%
Q	78.9%	78.3%	+0.6%
R	68.6%	69.5%	-0.9%
Subdivision B	76.8%	78.7%	-1.9%
Systemwide	74.3%	75.8%	-1.5%

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>
Feb '16 - Jan '17	91.6%	84.5%	98.3%	92.7%
Feb '15 - Jan '16	91.7%	85.0%	98.0%	92.8%
% Difference:	-0.1%	-0.5%	+0.3%	-0.1%

Subway PES-KPI - Subway Car

12-Month Rolling Average

<u>Line</u>	<u>Feb '16 - Jan '17</u>				<u>Feb '15 - Jan '16</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	93.0%	95.5%	97.3%	86.2%	94.6%	96.6%	95.9%	91.1%	-1.6%
2	95.9%	91.5%	97.0%	99.3%	96.4%	94.5%	99.0%	95.8%	-0.5%
3	94.1%	93.0%	97.6%	91.8%	95.1%	96.8%	97.8%	90.5%	-1.0%
4	96.5%	94.7%	96.8%	98.1%	94.8%	92.6%	96.0%	96.0%	+1.7%
5	96.2%	92.5%	98.0%	98.4%	95.9%	93.5%	97.7%	96.5%	+0.3%
6	94.1%	93.8%	97.0%	91.4%	94.8%	94.8%	97.1%	92.6%	-0.7%
7	97.7%	95.7%	98.8%	98.6%	97.1%	97.7%	98.6%	94.9%	+0.6%
S 42nd	92.7%	95.8%	93.9%	88.4%	93.8%	96.9%	93.2%	91.2%	-1.1%
Subdivision A	95.2%	93.8%	97.4%	94.4%	95.3%	95.2%	97.2%	93.5%	-0.1%
A	95.6%	93.3%	99.4%	94.1%	94.8%	92.7%	97.6%	94.0%	+0.8%
B	91.8%	88.3%	96.4%	90.7%	92.2%	91.7%	94.0%	91.1%	-0.4%
C	96.7%	94.3%	99.4%	96.3%	95.8%	95.0%	98.6%	93.9%	+0.9%
D	92.5%	90.3%	95.3%	92.0%	91.6%	88.9%	95.5%	90.6%	+0.9%
E	96.9%	92.5%	98.9%	99.6%	96.3%	93.3%	97.4%	98.3%	+0.6%
F	96.3%	92.4%	98.2%	98.5%	95.9%	94.0%	97.8%	95.8%	+0.4%
S Fkn	93.9%	93.1%	100.0%	88.7%	94.7%	92.6%	96.8%	94.8%	-0.8%
G	95.4%	94.6%	99.5%	92.1%	94.7%	95.8%	95.7%	92.5%	+0.7%
J/Z	94.3%	92.0%	99.2%	91.6%	95.6%	92.4%	98.6%	95.7%	-1.3%
L	96.4%	93.4%	96.8%	99.2%	95.5%	92.9%	95.8%	98.0%	+0.9%
M	96.2%	93.5%	96.2%	99.1%	95.8%	90.5%	97.9%	99.1%	+0.4%
N	96.9%	92.6%	98.6%	99.5%	95.9%	92.6%	97.2%	98.1%	+1.0%
Q	97.6%	94.4%	99.2%	99.5%	95.9%	88.3%	100.0%	99.6%	+1.7%
R	94.1%	93.1%	99.2%	89.9%	95.4%	94.6%	98.2%	93.5%	-1.3%
Subdivision B	95.5%	92.7%	98.2%	95.7%	95.1%	92.5%	97.2%	95.5%	+0.4%
Systemwide	95.4%	93.1%	97.9%	95.2%	95.2%	93.5%	97.2%	94.8%	+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.

Chart 15

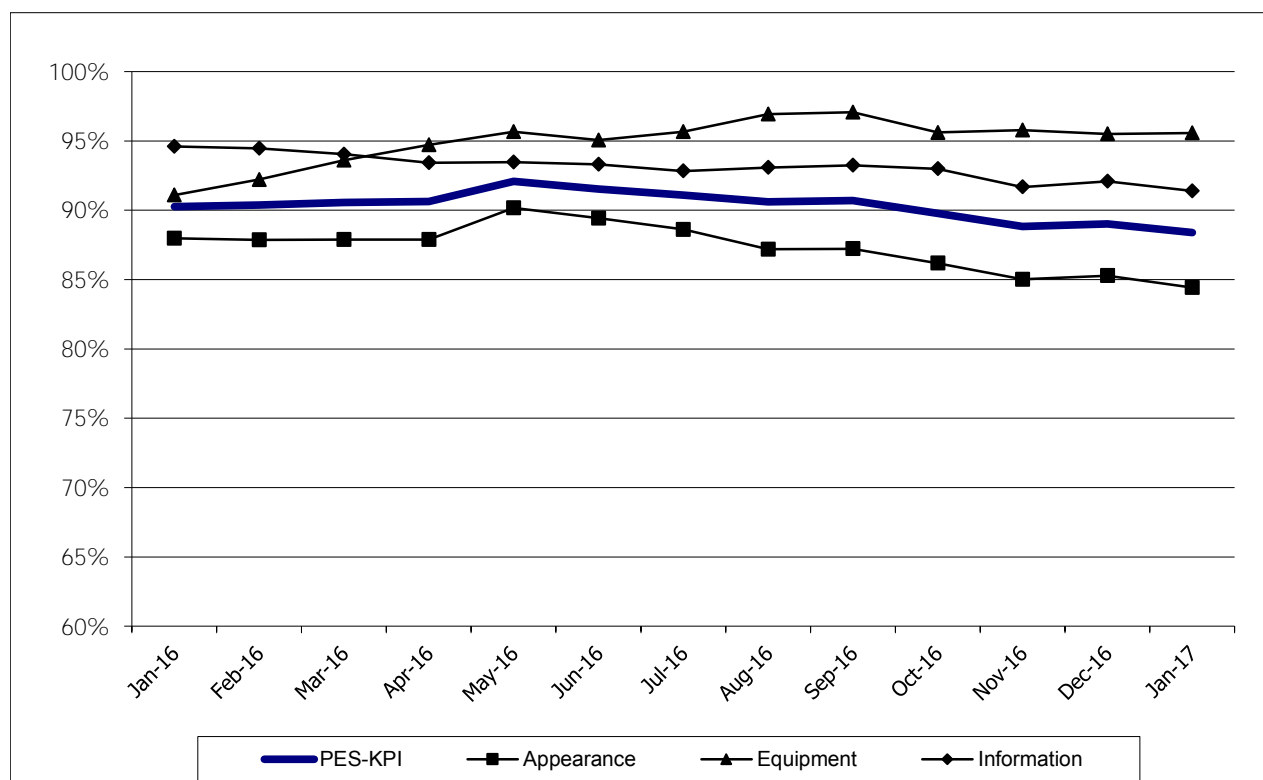
Subway PES-KPI - Stations

12-Month Rolling Average

<u>Borough</u>	<u>Feb '16 - Jan '17</u>				<u>Feb '15 - Jan '16</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	85.0%	69.6%	98.9%	89.4%	85.9%	72.1%	98.0%	90.2%	-0.9%
Manhattan	87.9%	77.1%	98.5%	90.2%	87.6%	76.4%	98.6%	90.0%	+0.3%
Brooklyn	88.9%	78.3%	99.3%	90.9%	89.3%	78.6%	99.0%	92.4%	-0.4%
Queens	88.2%	79.0%	98.9%	88.4%	89.2%	80.1%	99.7%	89.6%	-1.0%
Systemwide	87.8%	76.7%	98.8%	90.1%	88.3%	77.2%	98.8%	90.8%	-0.5%

Chart 16

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>
Feb '16 - Jan '17	88.4%	84.4%	95.6%	91.4%
Feb '15 - Jan '16	90.3%	88.0%	91.1%	94.6%
% Difference:	-1.9%	-3.6%	+4.5%	-3.2%

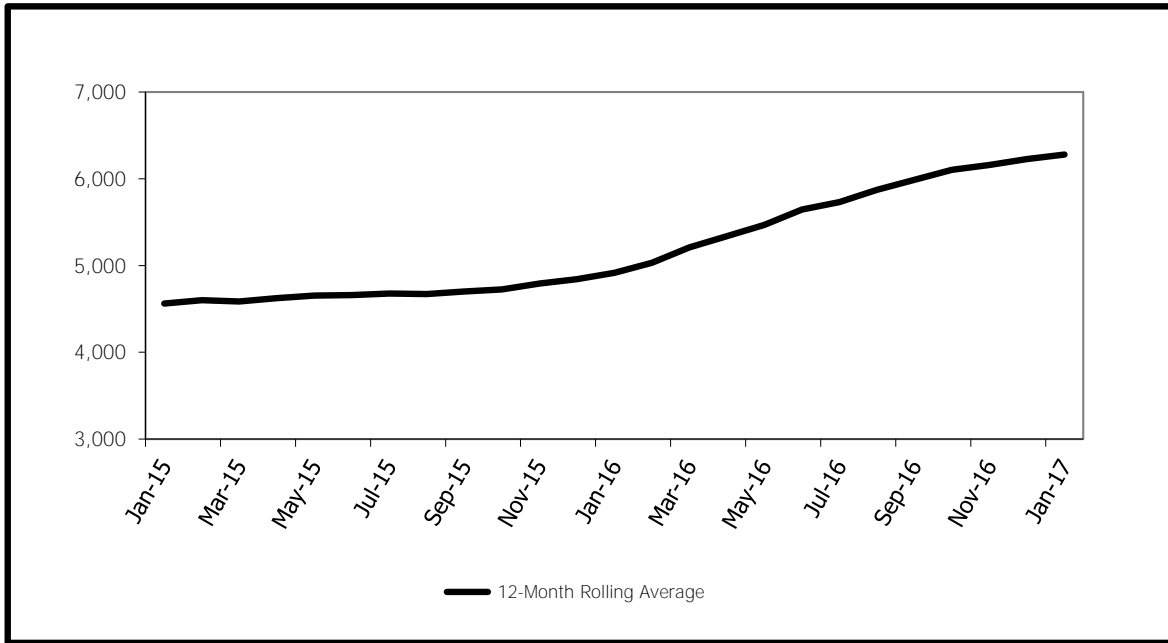
Chart 17

Monthly Operations Report

Statistical results for the month of January 2017 are shown below.

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: January 2017			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	6,751	6,075	+11.1%	6,279	4,915	+27.8%
NYCT Bus	6,441	5,800	+11.1%	6,007	4,694	+28.0%
MTA Bus	8,005	7,179	+11.5%	7,334	5,786	+26.7%
System MDBSI (chart 2)	2,931	2,657	+10.3%	2,817	2,480	+13.6%
NYCT Bus	2,768	2,551	+8.5%	2,656	2,376	+11.8%
MTA Bus	3,625	3,073	+17.9%	3,490	2,882	+21.1%
System Trips Completed (chart 3)	99.30%	97.12%	+2.2%	99.32%	98.86%	+0.5%
NYCT Bus	99.36%	97.15%	+2.2%	99.32%	98.92%	+0.4%
MTA Bus	99.07%	97.03%	+2.0%	99.34%	98.61%	+0.7%
System AM Pull Out (chart 4)	99.79%	99.69%	+0.1%	99.85%	99.55%	+0.3%
NYCT Bus	99.87%	99.71%	+0.2%	99.87%	99.61%	+0.3%
MTA Bus	99.52%	99.63%	-0.1%	99.78%	99.36%	+0.4%
System PM Pull Out (chart 5)	99.92%	99.85%	+0.1%	99.93%	99.78%	+0.2%
NYCT Bus	99.96%	99.89%	+0.1%	99.95%	99.89%	+0.1%
MTA Bus	99.77%	99.72%	+0.1%	99.88%	99.40%	+0.5%
System Buses >= 12 years	18%	20%				
NYCT Bus	22%	23%				
MTA Bus	6%	10%				
System Fleet Age	7.57	7.73				
NYCT Bus	7.22	7.46				
MTA Bus	8.76	8.68				
Paratransit						
% of Trips Completed	94.71%	94.65%	+0.1%	94.83%	94.62%	+0.2%
Trips Requested	621,132	598,201	+3.8%	655,045	650,487	+0.7%
Trips Scheduled	528,648	507,422	+4.2%	563,830	560,823	+0.5%
Trips Completed	500,702	480,278	+4.3%	534,655	530,662	+0.8%
Early Cancellations as a Percentage of Trips Requested	14.05%	14.50%	-0.5%	13.07%	13.01%	+0.1%
Late Cancellations as a Percentage of Trips Scheduled	3.35%	3.07%	+0.3%	3.08%	2.91%	+0.2%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.49%	1.63%	-0.1%	1.48%	1.56%	-0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.44%	0.65%	-0.2%	0.62%	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	0.84%	0.68%	+0.2%	0.86%	0.77%	+0.1%
New Applications Received	2,629	2,175	+20.9%	2,984	3,016	-1.1%

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

January 2017: 6,751
January 2016: 6,075

12-Month Average

February 16 - January 17: 6,279
February 15 - January 16: 4,915

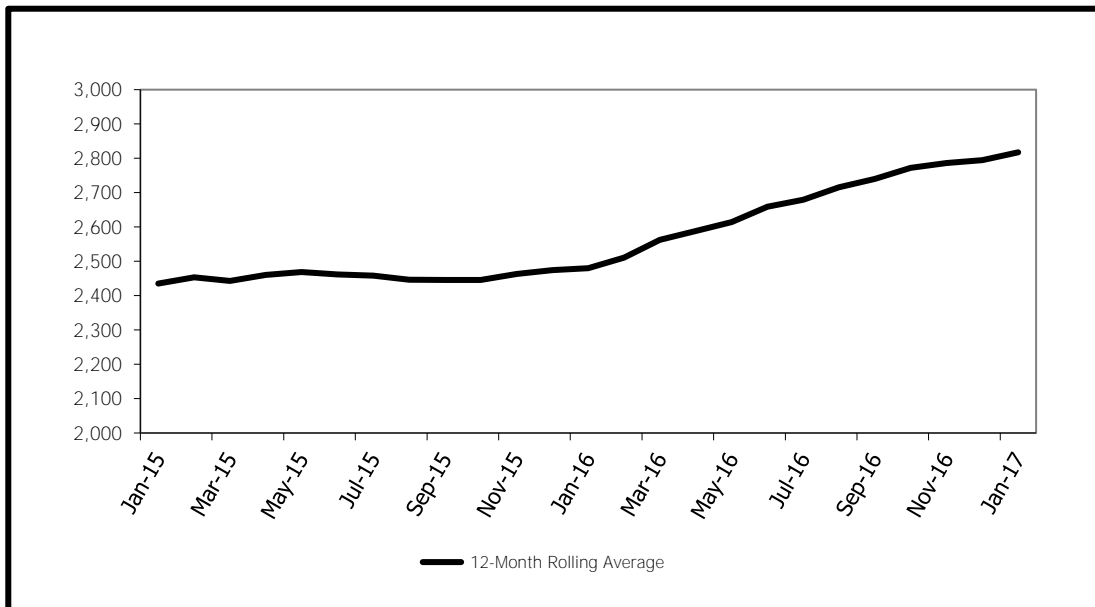
Annual Results

2017 Goal: 6,036
2016 Actual: 6,226

* "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

January 2017: 2,931
January 2016: 2,657

12-Month Average

February 16 - January 17 2,817
February 15 - January 16 2,480

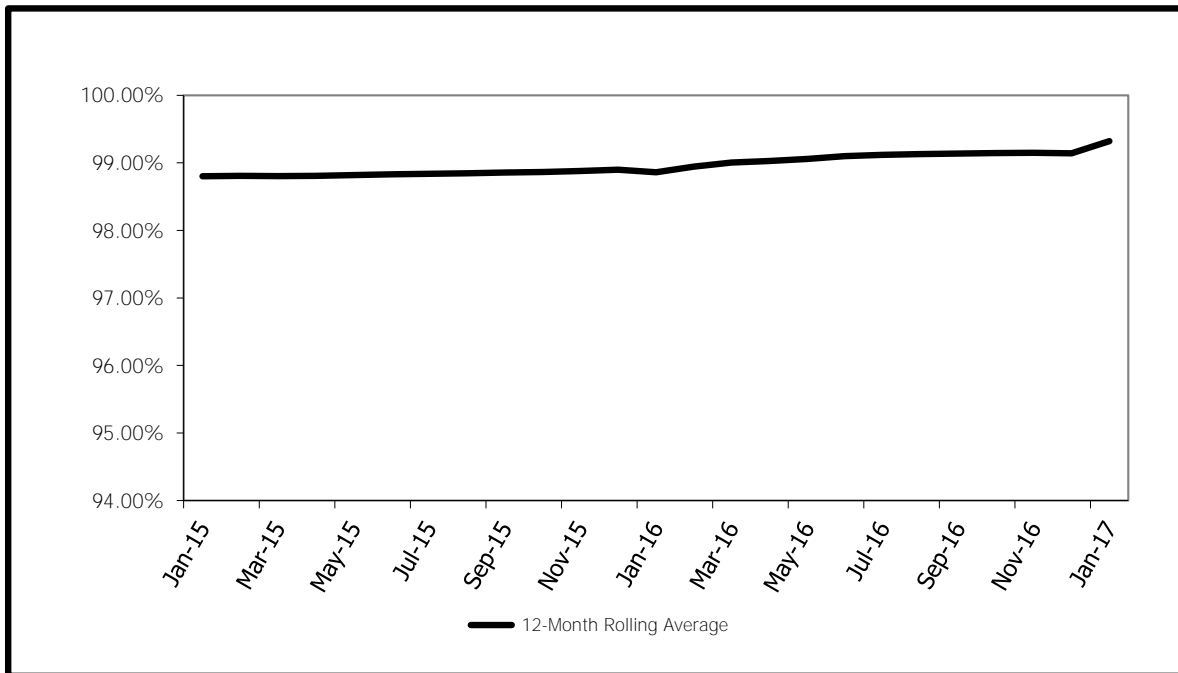
Annual Results

2017 YTD: 2,931
2016 Actual: 2,795

* "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

January 2017: 99.30%
January 2016: 97.12%

12-Month Average

February 16 - January 17 99.32%
February 15 - January 16 98.86%

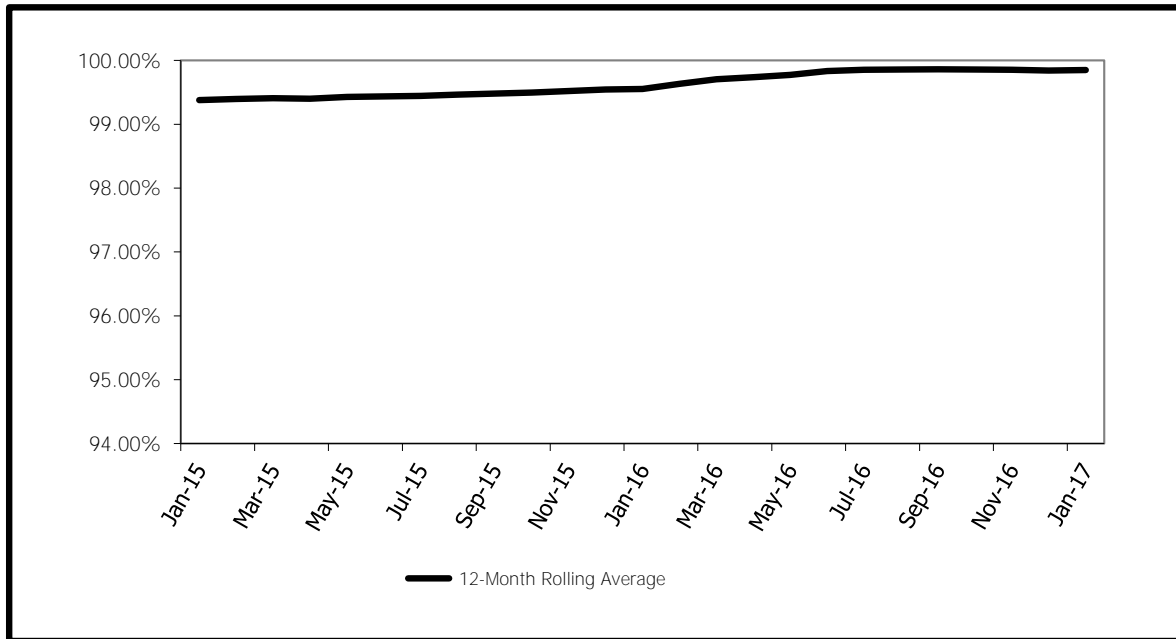
Annual Results

2017 YTD: 99.30%
2016 Actual: 99.14%

* "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

January 2017: 99.79%
January 2016: 99.69%

12-Month Average

February 16 - January 17 99.85%
February 15 - January 16 99.55%

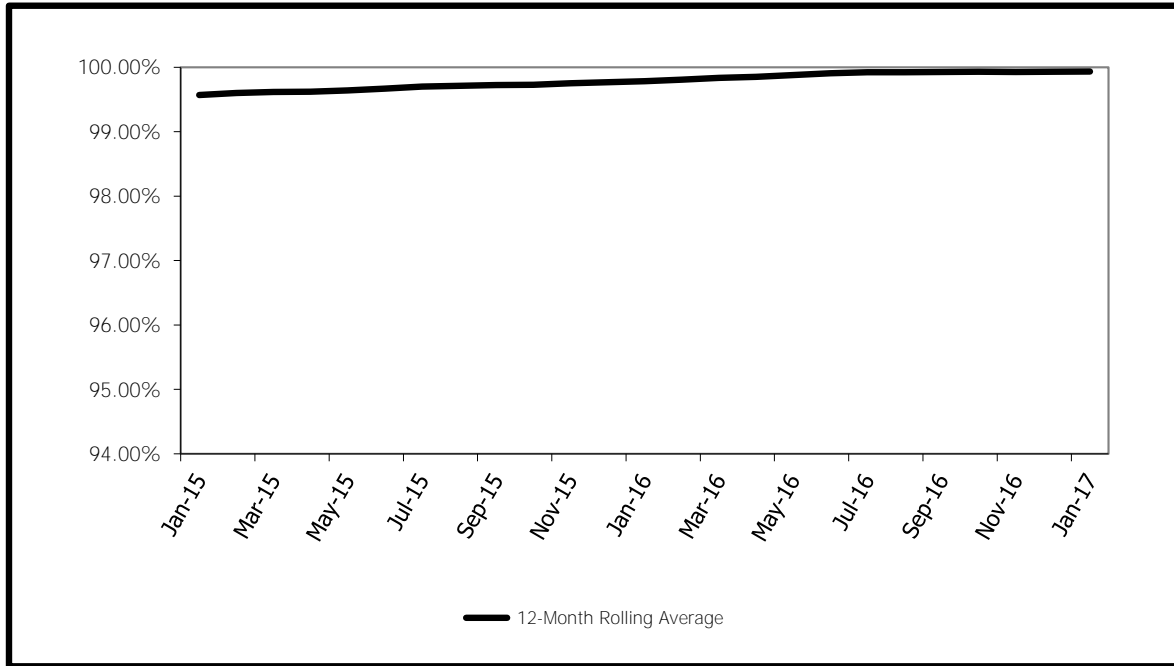
Annual Results

2017 YTD: 99.79%
2016 Actual: 99.84%

* "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

January 2017:	99.92%	February 16 - January 17	99.93%	2017 YTD:	99.92%
January 2016:	99.85%	February 15 - January 16	99.78%	2016 Actual:	99.93%

* "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		
	Feb 2014 - Jan 2015	Feb 2015 - Jan 2016	Feb 2016 - Jan 2017
Subways			
Subway Customer Accidents per Million Customers ¹	2.64	2.61	2.53
Subway Collisions ^{2,3}	1	0	0
Subway Derailments ^{2,3}	2	3	3
Subway Fires ²	973	1,043	969
Buses			
Bus Collisions Per Million Miles Regional	49.05	53.85	56.17
Bus Collision Injuries Per Million Miles Regional	6.68	6.31	6.51
Bus Customer Accidents Per Million Customers Regional	1.07	1.16	1.27
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees	3.67	3.97	3.83

¹ 12-Month Average data from January through December.

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

³ Data from March through February.

Leading Indicators				
Subways	February	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	30	59	340	17.4%
Joint Track Safety Audits -- Compliance Rate	97.4%	98.2%	100.0%	98.2%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	7,938	18,469	49,814	37.1%
Station -- Emergency Communication				
Help Point Installations	6	15	92	16.3%
Buses	February	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System Pilot ⁴	0	6	225	2.7%
Collision Warning System Pilot	68	72	114	63.2%
Vision Zero Employee Training	529	1,081	5,600	19.3%

⁴ For Audible Pedestrian Warning System Pilot, there were no installations planned for February. Installations are set to re-start in March .

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. A new cycle will begin in April 2017 and also run for two years until March 2019.



Police Department
City of New York

MTA Report

CRIME STATISTICS FEBRUARY

	2017	2016	Diff	% Change
MURDER	0	0	0	0.0%
ROBBERY	25	39	-14	-35.9%
GL	132	125	7	5.6%
FELASSAULT	22	19	3	15.8%
BURGLARY	2	2	0	0.0%
<u>TOTAL MAJOR FELONIES</u>	<u>181</u>	<u>185</u>	<u>-4</u>	<u>-2.2%</u>

During February, the daily Robbery average decreased from 1.4 to 0.9

During February, the daily Major Felony average decreased from 6.6 to 6.5

CRIME STATISTICS JANUARY THRU FEBRUARY

	2017	2016	Diff	% Change
MURDER	0	0	0	0.0%
ROBBERY	60	80	-20	-25.0%
GL	266	255	11	4.3%
FELASSAULT	60	56	4	7.1%
BURGLARY	4	6	-2	-33.3%
<u>TOTAL MAJOR FELONIES</u>	<u>390</u>	<u>397</u>	<u>-7</u>	<u>-1.8%</u>

Year to date the daily Robbery average decreased from 1.4 to 1

Year to date the daily Major Felony average decreased from 6.7 to 6.6

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

FEBRUARY ACTIVITY

	2017	2016	Diff	% Change
Total Arrests	2488	4153	-1665	-40.1%
TOS Arrests	1739	2295	-556	-24.2%
Total Summons	6240	6823	-583	-8.5%
TOS TABs	4861	5258	-397	-7.6%

JANUARY THRU FEBRUARY ACTIVITY

	2017	2016	Diff	% Change
Total Arrests	5248	8466	-3218	-38.0%
TOS Arrests	3742	4719	-977	-20.7%
Total Summons	13069	13777	-708	-5.1%
TOS TABs	10362	10767	-405	-3.8%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-FEBRUARY																				
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Murder	0	0	2	0	0	0	0	1	2	1	1	0	1	0	0	0	0	0	0	0	0
Rape	1	1	0	1	1	0	1	0	1	1	0	2	0	0	0	1	1	3	0	0	0
Robbery	404	316	267	230	208	208	192	172	205	174	131	128	123	127	115	174	97	88	70	80	60
Assault	65	76	64	62	46	38	33	42	47	22	33	29	33	30	39	26	29	26	32	56	60
Burglary	9	4	0	2	1	0	2	0	0	0	0	2	0	2	0	0	2	4	1	6	4
GL	486	405	333	356	355	329	257	296	324	182	193	223	213	176	201	286	284	270	221	255	266
TOTAL MAJOR FELONIES	965	802	666	651	611	575	485	511	579	380	358	384	370	335	355	487	413	391	324	397	390
Major Fel Per Day	16.36	13.59	11.29	11.03	10.36	9.75	8.22	8.66	9.81	6.44	6.07	6.51	6.27	5.68	6.02	8.25	7.00	6.63	5.49	6.62	6.61



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

February 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	1	0	1	100%
Burglary	0	0	0	0%
Grand Larceny	0	2	-2	-100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	1	2	-1	-50%

Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	1	0	1	100%
Burglary	0	0	0	0%
Grand Larceny	0	4	-4	-100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	1	4	-3	-75%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for January 2017 are presented in the table below and compared to the Adopted Budget (budget).

Category (\$ in millions)	January 2017 Results			
	Budget \$	Prel Actual \$	Variance \$	Fav/(Unfav) %
Total Farebox Revenue	355.1	347.7	(7.4)	(2.1)
Nonreimb. Exp. before Dep./OPEB	685.9	687.6	(1.8)	(0.3)
Net Cash Deficit*	(284.8)	(250.3)	34.5	12.1

*Excludes Subsidies and Debt Service

January 2017 **farebox revenue** was \$347.7 million, \$7.4 million (2.1 percent) below budget. Subway revenue was \$5.0 million (1.8 percent) below budget, bus revenue was \$2.2 million (2.9 percent) below budget, and paratransit revenue was \$0.2 million (11.7 percent) below budget. Accrued fare media liability was equal to budget. The January 2017 non-student average fare of \$1.900 decreased 0.3¢ from January 2016; the subway fare decreased 0.4¢, the local bus average fare decreased 0.5¢, and the express bus fare decreased 1.3¢.

Total **ridership** in January 2017 of 190.7 million was 3.9 million trips (2.0 percent) below budget. Average weekday ridership in January 2017 was 7.4 million, 1.3 percent lower than January 2016. Average weekday ridership for the twelve months ending January 2017 was 7.7 million, 0.9 percent lower than the twelve months ending January 2016.

Nonreimbursable expenses before depreciation and OPEB in January were over budget by a net \$1.8 million (0.3 percent).

Labor expenses exceeded budget by \$2.1 million (0.4 percent), including:

- Higher overtime and payroll expenses (mostly timing).
- Unfavorable overhead credits, due to reimbursable payroll underruns.
- Favorable health & welfare/OPEB current expenses (vacancies/timing)

Non-labor expenses underran budget by a net \$0.4 million (0.3 percent).

- Paratransit expense savings-lower completed trips

The **net cash deficit** for January was \$250.3 million, favorable to budget by \$34.5 million (12.1 percent), due largely to an earlier-than-anticipated receipt of a NYC partial reimbursement of paratransit expenses.

FINANCIAL RESULTS

Farebox Revenue

January 2017 Farebox Revenue - (\$ in millions)

	January			
	Budget	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent
Subway	270.8	265.8	(5.0)	(1.8%)
NYCT Bus	76.5	74.3	(2.2)	(2.9%)
Paratransit	1.6	1.4	(0.2)	(11.7%)
Subtotal	348.9	341.5	(7.4)	(2.1%)
Fare Media Liability	6.1	6.1	0.0	0.0%
Total - NYCT	355.1	347.7	(7.4)	(2.1%)
MTA Bus Company	17.6	16.4	(1.1)	(6.3%)
Total - Regional Bus	94.1	90.8	(3.3)	(3.5%)

Note: Totals may not add due to rounding.

The negative revenue variance in January was mostly due to:

- Lower than budgeted ridership on January 1 (New Year's Day), January 2 (the "observed" New Year's Day weekday holiday), and January 3, the first weekday after the long holiday weekend.
- A snowstorm from late Friday, January 6 to the evening of Saturday, January 7 which deposited more than six inches of snow.
- A nor'easter brought heavy rain in the late afternoon on Monday, January through the early morning on Tuesday, January 24. Ridership after 7 pm on January 23 was 18.6 percent lower than the following Monday on subway and 27.3 percent lower on bus, as customers stayed home in response to predictions of strong winds and potential flooding. Ridership remained low throughout the day on Tuesday, January 24.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2016	Prelim.	Change		2016	Prelim.	Change	
		2017	Amount	Percent		2017	Amount	Percent
Subway	1.984	1.980	(0.004)	(0.2%)				
Local Bus	1.594	1.589	(0.005)	(0.3%)	1.613	1.612	(0.001)	(0.1%)
Subway & Local Bus	1.886	1.884	(0.003)	(0.2%)	1.613	1.612	(0.001)	(0.1%)
Express Bus	5.128	5.115	(0.013)	(0.3%)	5.154	5.128	(0.026)	(0.5%)
Total	1.902	1.900	(0.003)	(0.1%)	1.875	1.863	(0.013)	(0.7%)

- January 2017 average fares are based in part on preliminary 1st quarter unlimited ride pass average fares, which do not reflect reductions in trips per pass (leading to higher average fares) that may have resulted from the events described above.

Other Operating Revenue

Other operating revenue in January exceeded budget by \$1.1 million (2.9 percent), due mostly to higher advertising revenue, partly offset by lower paratransit Urban Tax revenue.

Nonreimbursable Expenses

Nonreimbursable expenses, before depreciation and Other Post-Employment Benefits, were above budget by a net \$1.8 million (0.3 percent). Major variances are reviewed below:

Labor expenses exceeded budget by \$2.1 million (0.4 percent). Overtime expenses were above budget by \$2.6 million (6.0 percent), due principally to the unfavorable timing of expenses, partly offset by the favorable impact due to more mild weather than budgeted. Other fringe benefits were higher by \$3.3 million (7.7 percent), caused mainly by unfavorable fringe benefit overhead credits, resulting from reimbursable payroll underruns, and higher FICA expenses. Payroll expenses were above budget by \$1.9 million (0.7 percent), due to the unfavorable timing of reimbursable work requirements, partly offset by vacancy savings. Pension expenses were in excess of budget by \$1.9 million (2.5 percent), due largely to the unfavorable timing of MaBSTOA Plan expenses. Reimbursable overhead credits were unfavorable by \$1.6 million (9.3 percent), also resulting from reimbursable payroll underruns. Health & welfare/OPEB current expenses underran by \$9.2 million (8.3 percent), due largely to vacancies and the favorable timing of expenses.

Non-labor expenses were below budget by \$0.4 million (0.3 percent). These results included the following:

- Paratransit service contract expenses were less than budget by \$2.6 million (7.6 percent), due principally to lower completed trips.
- Maintenance contract expenses underran budget by \$2.0 million (12.5 percent), mainly from the favorable timing of subway car maintenance expenses and the purchases of uniforms and automobiles, partly offset by the unfavorable timing of non-vehicle maintenance & repair expenses.
- Materials and supplies expenses overran budget by \$2.5 million (9.9 percent), mostly related to unfavorable inventory/obsolescence adjustments, partly offset by the favorable timing of maintenance material requirements.
- Professional service contract expenses were above budget by \$1.1 million (8.0 percent), principally from the unfavorable timing of data communications and various professional service contract expenses, mostly offset by the favorable timing of bond services expenses.
- Fuel expenses were over budget by \$0.6 million (7.3 percent), resulting primarily from higher consumption, partially offset by lower prices.

Depreciation expenses were above budget by \$9.8 million (7.2 percent), due mainly to a recent year-end update of system capital assets reaching beneficial use not anticipated in the budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. No accrued expenses were recorded in January inasmuch as these expenses will now be recorded on a quarterly basis.

GASB #68 Pension Adjustment was adopted by the MTA in 2015. No accrued expenses were recorded in January inasmuch as these expenses will also now be recorded on a quarterly basis.

Net Cash Deficit

The net cash deficit for January was \$250.3 million, favorable to budget by \$34.5 million (12.1 percent), due largely to an earlier-than-anticipated receipt of a NYC partial reimbursement of paratransit expenses.

Incumbents

There were 48,020 full-time paid incumbents at the end of January, representing a decrease of 31 paid incumbents from the end of December 2016 (excluding 304 temporary December paid incumbents).

RIDERSHIP RESULTS

January 2017 Ridership vs. Budget - (millions)

	January			
	Budget	Preliminary	More/(Less)	
		Actual	Amount	Percent
Subway	142.6	140.3	(2.3)	(1.6%)
NYCT Bus	51.2	49.6	(1.5)	(3.0%)
Subtotal	193.8	190.0	(3.8)	(2.0%)
Paratransit	0.8	0.7	(0.1)	(11.3%)
Total - NYCT	194.5	190.7	(3.9)	(2.0%)
MTA Bus Company	10.6	9.8	(0.7)	(6.7%)
Total - Regional Bus	61.7	59.5	(2.2)	(3.6%)

Notes: Totals may not add due to rounding.

January Average Weekday and Weekend Ridership vs. Prior Year

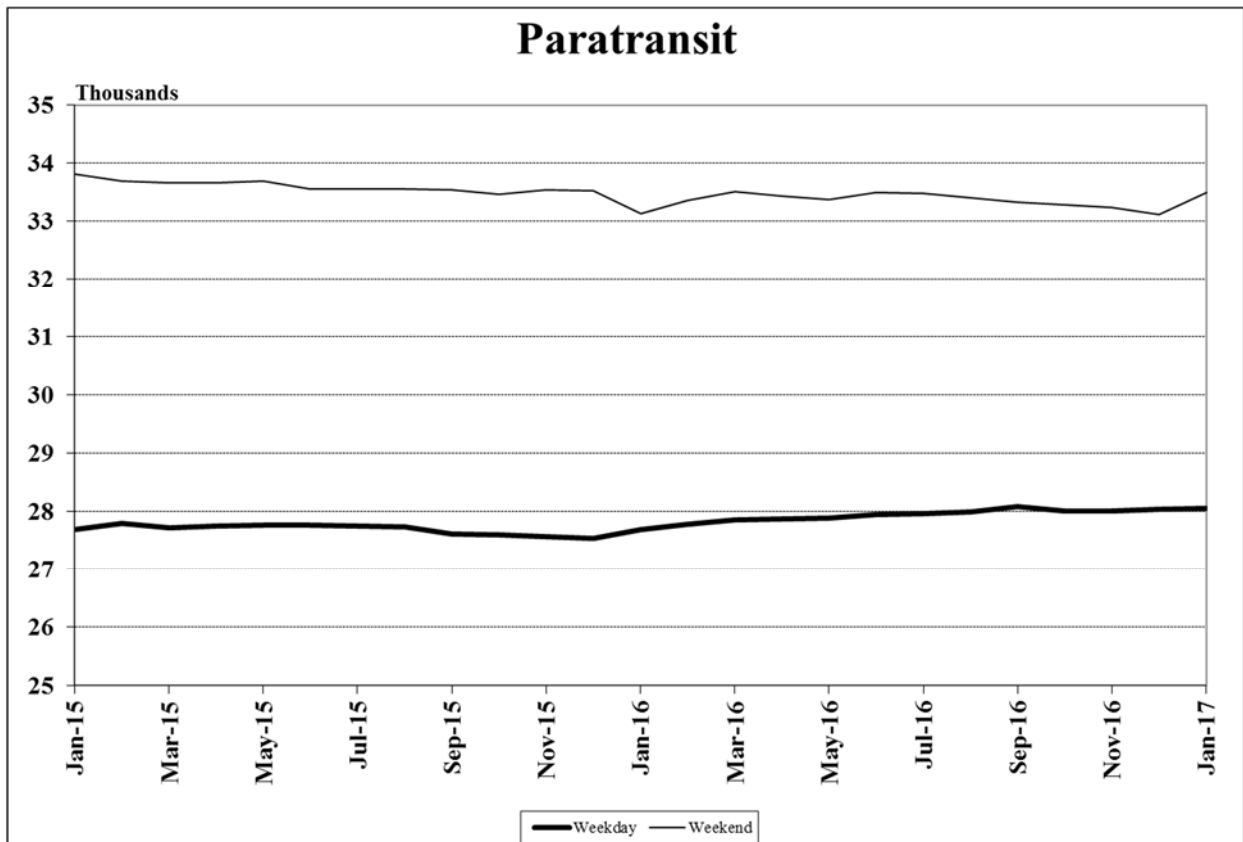
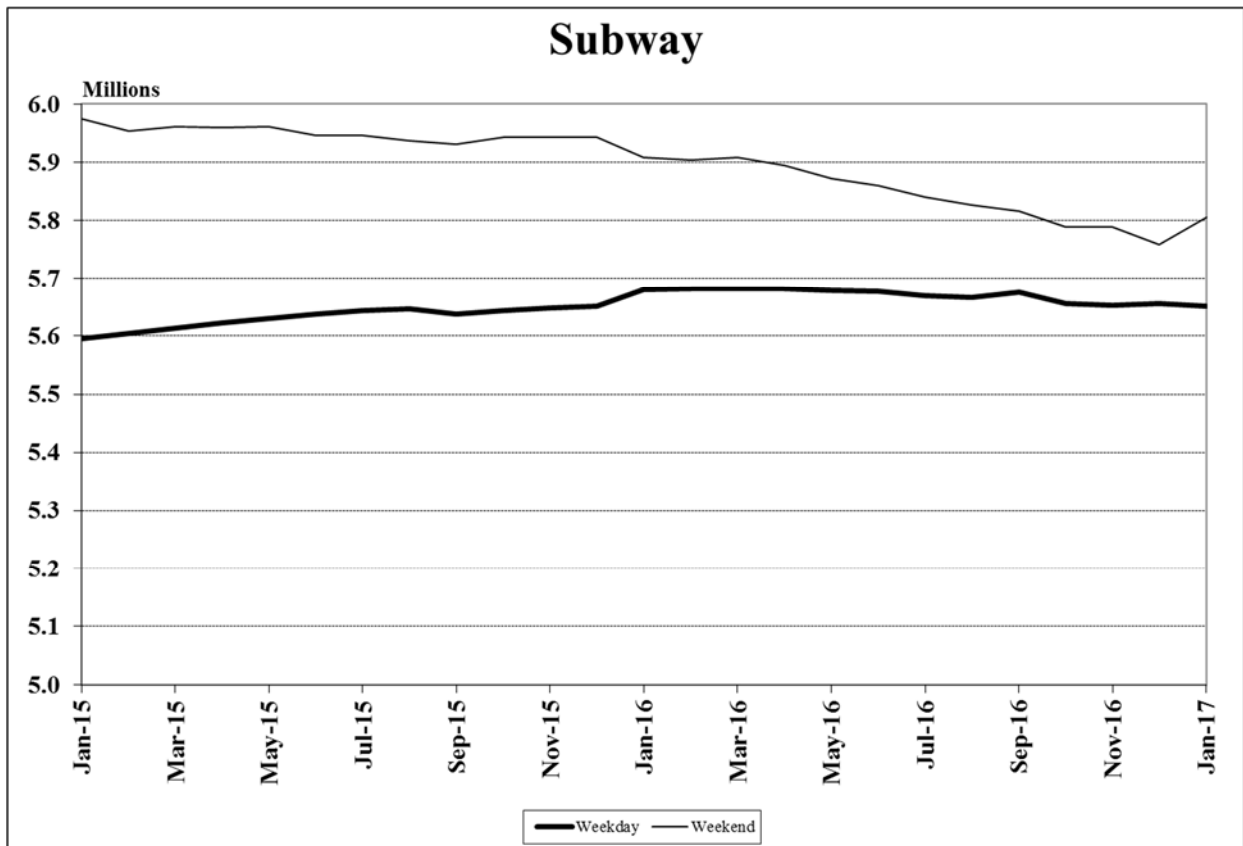
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	Preliminary		Change		Preliminary		Change	
	2016	2017	Amount	Percent	2016	2017	Amount	Percent
Subway	5,450	5,412	-38	-0.7%	4,963	5,368	+404	+8.1%
NYCT Local Bus	1,937	1,876	-62	-3.2%	1,767	1,932	+165	+9.3%
NYCT Express Bus	40	40	+0	+0.2%	10	12	+2	+16.6%
Paratransit	26	27	+0	+1.5%	26	29	+3	+11.8%
TOTAL - NYCT	7,454	7,354	-100	-1.3%	6,766	7,340	+574	+8.5%
MTABC Local Bus	359	359	-0	-0.0%	307	346	+39	+12.8%
MTABC Express Bus	29	28	-1	-3.6%	9	10	+0	+4.4%
Total - MTA Bus	387	386	-1	-0.3%	316	356	+40	+12.6%
Total - Regional Bus	2,365	2,302	-63	-2.7%	2,093	2,300	206	+9.9%
12-Month								
Rolling Average								
Subway	5,679	5,652	-28	-0.5%	5,909	5,805	-104	-1.8%
Local Bus	2,036	1,992	-44	-2.1%	2,238	2,187	-51	-2.3%
Express Bus	41	41	+0	+0.2%	12	13	+0	+4.0%
Paratransit	28	28	+0	+1.3%	33	33	+0	+1.1%
TOTAL - NYCT	7,783	7,713	-71	-0.9%	8,192	8,038	-154	-1.9%
MTABC Local Bus	377	378	+0	+0.1%	390	393	+3	+0.8%
MTABC Express Bus	30	29	-1	-2.9%	12	12	-1	-4.7%
Total - MTA Bus	407	407	-0	-0.1%	402	405	+3	+0.7%
Total - Regional Bus	2,484	2,440	-44	-1.8%	2,652	2,604	-48	-1.8%

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

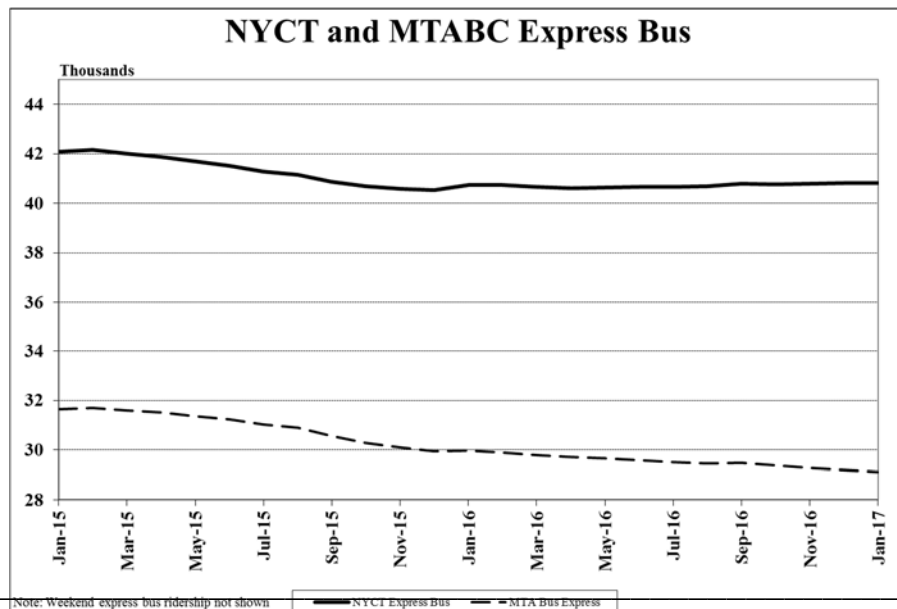
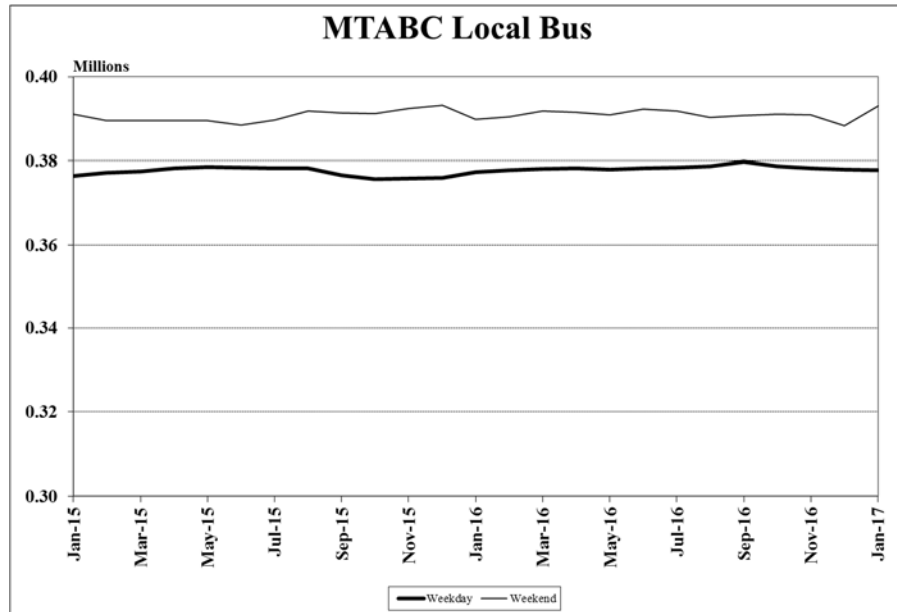
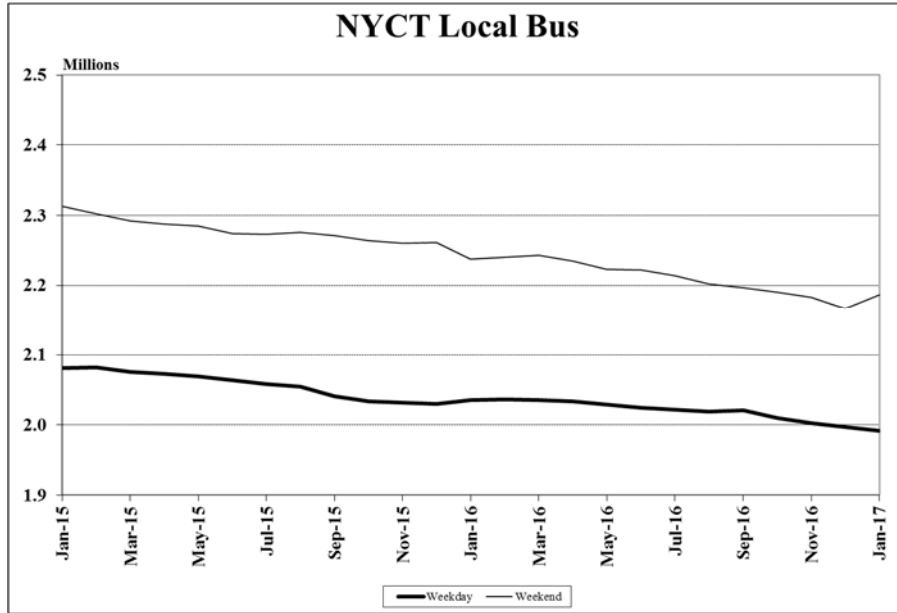
- Weekday ridership decreases were partly due to 4.1 inches of rain occurring over 11 weekdays in January 2017, compared to virtually no weekday rainfall (or snowfall) in January 2016. In addition, average weekday student ridership was down 6.1 percent on subways and 9.3 percent on buses.
- Average weekend subway and bus ridership increases were mainly due to the January 23, 2016 blizzard and the resulting above-ground subway and bus service suspensions on January 23 and January 24, 2016. In addition, subway ridership on Saturday, January 21, 2017 (the day of the Women's March in midtown) was 3,361,846, nearly eight percent higher than January 2016 average Saturday ridership (excluding the day of the blizzard).

Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership 12-Month Rolling Averages



Note: Weekend express bus ridership not shown

Ridership on New York Area Transit Services

From January 2016 to January 2017, average weekday ridership had mixed results on area services, including MTA Express Bus posting a decline of 3.6 percent and PATH reporting a 6.5 percent increase (the highest January on record). Weekend ridership was up across nearly all area services because of the January 23, 2016 blizzard, with only Staten Island Railway posting a decrease of 1.7 percent over January 2016 (due, in part, to a partial service suspension between St. George and Tompkinsville during two weekends in January 2017).

Bridges and Tunnels traffic increased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Jan-16	Preliminary Jan-17	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,450	5,412	-0.7%	-0.5%
NYCT Local Bus	1,937	1,876	-3.2%	-2.1%
NYCT Express Bus	40	40	+0.2%	+0.2%
NYCT Paratransit	26	27	+1.5%	+1.3%
Staten Island Railway	16	17	+1.2%	+0.1%
MTA Local Bus	359	359	-0.0%	+0.1%
MTA Express Bus	29	28	-3.6%	-2.9%
Long Island Rail Road	299	304	+1.9%	+1.7%
PATH	250	267	+6.5%	+4.2%
<u>Average Weekend</u>				
NYCT Subway	4,963	5,368	+8.1%	-1.8%
NYCT Local Bus	1,767	1,932	+9.3%	-2.3%
NYCT Express Bus	10	12	+16.6%	+4.0%
NYCT Paratransit	26	29	+11.8%	+1.1%
Staten Island Railway	6	6	-1.7%	-1.3%
MTA Local Bus	307	346	+12.8%	+0.8%
MTA Express Bus	9	10	+4.4%	-4.7%
Long Island Rail Road	168	184	+9.1%	+1.2%
PATH	155	176	+13.0%	-5.6%

MTA Bridges and Tunnels (thousands)				
Average Weekday	787	805	+2.3%	+3.0%
Average Weekend	1,177	1,305	+10.9%	+2.7%

Note: Percentages are based on unrounded data.

Economy

Employment data for January of 2017, and re-benchmarked 2016 data, is currently being processed by the New York Department of Labor, but was not yet available at the time of preparation of this report. The April 2017 report will include an updated analysis of employment trends compared to ridership.

MTA NEW YORK CITY TRANSIT
Jan - 2017 Adopted
Accrual Statement of Operations By Category
Month - Jan 2017
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable	Percent	Adopted	Actual	Favorable	Percent	Adopted	Actual	Favorable	Percent
			(Unfavorable)				(Unfavorable)				(Unfavorable)	
			Variance				Variance				Variance	
Revenue												
Farebox Revenue:												
Subway	\$270.828	\$265.834	(4.994)	(1.8)	\$0.000	\$0.000	-	-	\$270.828	\$265.834	(4.994)	(1.8)
Bus	\$76.532	\$74.312	(2.220)	(2.9)	\$0.000	\$0.000	-	-	\$76.532	\$74.312	(2.220)	(2.9)
Paratransit	\$1.584	\$1.399	(0.185)	(11.7)	\$0.000	\$0.000	-	-	\$1.584	\$1.399	(0.185)	(11.7)
Fare Liability	\$6.125	\$6.125	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.125	\$6.125	\$0.000	0.0
Farebox Revenue	\$355.069	\$347.670	(7.399)	(2.1)	\$0.000	\$0.000	-	-	\$355.069	\$347.670	(7.399)	(2.1)
Fare Reimbursement	\$7.685	\$7.685	\$0.000	0.0	\$0.000	\$0.000	-	-	\$7.685	\$7.685	\$0.000	0.0
Paratransit Reimbursement	\$16.198	\$14.991	(1.207)	(7.5)	\$0.000	\$0.000	-	-	\$16.198	\$14.991	(1.207)	(7.5)
Other Operating Revenue	\$14.739	\$17.071	\$2.332	15.8	\$0.000	\$0.000	-	-	\$14.739	\$17.071	\$2.332	15.8
Other Revenue	\$38.622	\$39.747	\$1.125	2.9	\$0.000	\$0.000	-	-	\$38.622	\$39.747	\$1.125	2.9
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$93.137	\$85.069	(8.068)	(8.7)	\$93.137	\$85.069	(8.068)	(8.7)
Total Revenue	\$393.691	\$387.417	(6.275)	(1.6)	\$93.137	\$85.069	(8.068)	(8.7)	\$486.828	\$472.485	(14.342)	(2.9)
Expenses												
Labor :												
Payroll	\$281.176	\$283.047	(1.871)	(0.7)	\$39.825	\$32.809	\$7.016	17.6	\$321.001	\$315.856	\$5.145	1.6
Overtime	\$42.560	\$45.113	(2.553)	(6.0)	\$6.590	\$8.328	(1.738)	(26.4)	\$49.149	\$53.441	(4.291)	(8.7)
Total Salaries & Wages	\$323.736	\$328.160	(4.424)	(1.4)	\$46.415	\$41.137	\$5.278	11.4	\$370.150	\$369.297	\$0.854	0.2
Health and Welfare	\$73.942	\$66.364	\$7.578	10.2	\$1.800	\$2.025	(0.226)	(12.6)	\$75.741	\$68.389	\$7.352	9.7
OPEB Current Payment	\$36.634	\$35.063	\$1.572	4.3	\$0.689	\$0.672	\$0.016	2.4	\$37.323	\$35.735	\$1.588	4.3
Pensions	\$77.149	\$79.041	(1.892)	(2.5)	\$2.657	\$2.715	(0.058)	(2.2)	\$79.806	\$81.756	(1.950)	(2.4)
Other Fringe Benefits	\$43.332	\$46.670	(3.337)	(7.7)	\$15.105	\$12.548	\$2.557	16.9	\$58.438	\$59.218	(0.780)	(1.3)
Total Fringe Benefits	\$231.058	\$227.137	\$3.920	1.7	\$20.250	\$17.961	\$2.290	11.3	\$251.308	\$245.098	\$6.210	2.5
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(17.611)	(15.966)	(1.644)	(9.3)	\$17.611	\$15.966	\$1.644	9.3	\$0.000	\$0.000	\$0.000	-
Labor	\$537.183	\$539.331	(2.148)	(0.4)	\$84.276	\$75.064	\$9.212	10.9	\$621.459	\$614.395	\$7.064	1.1
Non-Labor :												
Electric Power	\$27.627	\$27.629	(0.002)	0.0	\$0.021	\$0.053	(0.032)	-	\$27.648	\$27.682	(0.034)	(0.1)
Fuel	\$7.868	\$8.444	(0.575)	(7.3)	\$0.000	\$0.002	(0.002)	-	\$7.868	\$8.445	(0.577)	(7.3)
Insurance	\$6.068	\$6.053	\$0.015	0.2	\$0.000	\$0.000	-	-	\$6.068	\$6.053	\$0.015	0.2
Claims	\$12.205	\$12.205	\$0.000	0.0	\$0.000	\$0.000	-	-	\$12.205	\$12.205	\$0.000	0.0
Paratransit Service Contracts	\$33.638	\$31.075	\$2.563	7.6	\$0.000	\$0.000	-	-	\$33.638	\$31.075	\$2.563	7.6
Maintenance and Other Operating Contracts	\$16.045	\$14.043	\$2.002	12.5	\$2.765	\$4.500	(1.734)	(62.7)	\$18.810	\$18.543	\$0.268	1.4
Professional Service Contracts	\$13.703	\$14.799	(1.095)	(8.0)	\$0.513	\$0.352	\$0.161	31.4	\$14.216	\$15.151	(0.934)	(6.6)
Materials & Supplies	\$25.619	\$28.163	(2.544)	(9.9)	\$5.406	\$4.898	\$0.508	9.4	\$31.025	\$33.061	(2.036)	(6.6)
Other Business Expenses	\$5.894	\$5.875	\$0.018	0.3	\$0.156	\$0.201	(0.045)	(28.9)	\$6.049	\$6.076	(0.027)	(0.4)
Non-Labor	\$148.667	\$148.285	\$0.382	0.3	\$8.861	\$10.005	(1.144)	(12.9)	\$157.528	\$158.290	(0.762)	(0.5)
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$685.850	\$687.616	(1.766)	(0.3)	\$93.137	\$85.069	\$8.068	8.7	\$778.987	\$772.685	\$6.302	0.8
Depreciation	\$135.859	\$145.618	(9.759)	(7.2)	\$0.000	\$0.000	-	-	\$135.859	\$145.618	(9.759)	(7.2)
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$821.709	\$833.234	(11.525)	(1.4)	\$93.137	\$85.069	\$8.068	8.7	\$914.846	\$918.303	(3.457)	(0.4)
OPERATING SURPLUS/DEFICIT	(428.018)	(445.817)	(17.800)	(4.2)	\$0.000	\$0.000	\$0.000	-	(428.018)	(445.817)	(17.800)	(4.2)

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 NEW YORK CITY TRANSIT
Jan - 2017 Adopted
Accrual Statement of Operations By Category
Year-To-Date - Jan 2017
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$270.828	\$265.834	(4.994)	(1.8)	\$0.000	\$0.000	-	-	\$270.828	\$265.834	(4.994)	(1.8)
Bus	\$76.532	\$74.312	(2.220)	(2.9)	\$0.000	\$0.000	-	-	\$76.532	\$74.312	(2.220)	(2.9)
Paratransit	\$1.584	\$1.399	(0.185)	(11.7)	\$0.000	\$0.000	-	-	\$1.584	\$1.399	(0.185)	(11.7)
Fare Liability	\$6.125	\$6.125	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.125	\$6.125	\$0.000	0.0
Farebox Revenue	\$355.069	\$347.670	(7.399)	(2.1)	\$0.000	\$0.000	-	-	\$355.069	\$347.670	(7.399)	(2.1)
Fare Reimbursement	\$7.685	\$7.685	\$0.000	0.0	\$0.000	\$0.000	-	-	\$7.685	\$7.685	\$0.000	0.0
Paratransit Reimbursement	\$16.198	\$14.991	(1.207)	(7.5)	\$0.000	\$0.000	-	-	\$16.198	\$14.991	(1.207)	(7.5)
Other Operating Revenue	\$14.739	\$17.071	\$2.332	15.8	\$0.000	\$0.000	-	-	\$14.739	\$17.071	\$2.332	15.8
Other Revenue	\$38.622	\$39.747	\$1.125	2.9	\$0.000	\$0.000	-	-	\$38.622	\$39.747	\$1.125	2.9
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$93.137	\$85.069	(8.068)	(8.7)	\$93.137	\$85.069	(8.068)	(8.7)
Total Revenue	\$393.691	\$387.417	(6.275)	(1.6)	\$93.137	\$85.069	(8.068)	(8.7)	\$486.828	\$472.485	(14.342)	(2.9)
Expenses												
Labor :												
Payroll	\$281.176	\$283.047	(1.871)	(0.7)	\$39.825	\$32.809	\$7.016	17.6	\$321.001	\$315.856	\$5.145	1.6
Overtime	\$42.560	\$45.113	(2.553)	(6.0)	\$6.590	\$8.328	(1.738)	(26.4)	\$49.149	\$53.441	(4.291)	(8.7)
Total Salaries & Wages	\$323.736	\$328.160	(4.424)	(1.4)	\$46.415	\$41.137	\$5.278	11.4	\$370.150	\$369.297	\$0.854	0.2
Health and Welfare	\$73.942	\$66.364	\$7.578	10.2	\$1.800	\$2.025	(0.226)	(12.6)	\$75.741	\$68.389	\$7.352	9.7
OPEB Current Payment	\$36.634	\$35.063	\$1.572	4.3	\$0.689	\$0.672	\$0.016	2.4	\$37.323	\$35.735	\$1.588	4.3
Pensions	\$77.149	\$79.041	(1.892)	(2.5)	\$2.657	\$2.715	(0.058)	(2.2)	\$79.806	\$81.756	(1.950)	(2.4)
Other Fringe Benefits	\$43.332	\$46.670	(3.337)	(7.7)	\$15.105	\$12.548	\$2.557	16.9	\$58.438	\$59.218	(0.780)	(1.3)
Total Fringe Benefits	\$231.058	\$227.137	\$3.920	1.7	\$20.250	\$17.961	\$2.290	11.3	\$251.308	\$245.098	\$6.210	2.5
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(17.611)	(15.966)	(1.644)	(9.3)	\$17.611	\$15.966	\$1.644	9.3	\$0.000	\$0.000	\$0.000	-
Labor	\$537.183	\$539.331	(2.148)	(0.4)	\$84.276	\$75.064	\$9.212	10.9	\$621.459	\$614.395	\$7.064	1.1
Non-Labor :												
Electric Power	\$27.627	\$27.629	(0.002)	0.0	\$0.021	\$0.053	(0.032)	-	\$27.648	\$27.682	(0.034)	(0.1)
Fuel	\$7.868	\$8.444	(0.575)	(7.3)	\$0.000	\$0.002	(0.002)	-	\$7.868	\$8.445	(0.577)	(7.3)
Insurance	\$6.068	\$6.053	\$0.015	0.2	\$0.000	\$0.000	-	-	\$6.068	\$6.053	\$0.015	0.2
Claims	\$12.205	\$12.205	\$0.000	0.0	\$0.000	\$0.000	-	-	\$12.205	\$12.205	\$0.000	0.0
Paratransit Service Contracts	\$33.638	\$31.075	\$2.563	7.6	\$0.000	\$0.000	-	-	\$33.638	\$31.075	\$2.563	7.6
Maintenance and Other Operating Contracts	\$16.045	\$14.043	\$2.002	12.5	\$2.765	\$4.500	(1.734)	(62.7)	\$18.810	\$18.543	\$0.268	1.4
Professional Service Contracts	\$13.703	\$14.799	(1.095)	(8.0)	\$0.513	\$0.352	\$0.161	31.4	\$14.215	\$15.151	(0.934)	(6.6)
Materials & Supplies	\$25.619	\$28.163	(2.544)	(9.9)	\$5.406	\$4.898	\$0.508	9.4	\$31.025	\$33.061	(2.036)	(6.6)
Other Business Expenses	\$5.894	\$5.875	\$0.018	0.3	\$0.156	\$0.201	(0.045)	(28.9)	\$6.049	\$6.076	(0.027)	(0.4)
Non-Labor	\$148.667	\$148.285	\$0.382	0.3	\$8.861	\$10.005	(1.144)	(12.9)	\$157.528	\$158.290	(0.762)	(0.5)
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$685.850	\$687.616	(1.766)	(0.3)	\$93.137	\$85.069	\$8.068	8.7	\$778.987	\$772.685	\$6.302	0.8
Depreciation	\$135.859	\$145.618	(9.759)	(7.2)	\$0.000	\$0.000	-	-	\$135.859	\$145.618	(9.759)	(7.2)
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$821.709	\$833.234	(11.525)	(1.4)	\$93.137	\$85.069	\$8.068	8.7	\$914.846	\$918.303	(3.457)	(0.4)
OPERATING SURPLUS/DEFICIT	(428.018)	(445.817)	(17.800)	(4.2)	\$0.000	\$0.000	\$0.000	-	(428.018)	(445.817)	(17.800)	(4.2)

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 NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
January 2017
(\$ 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	(7.4)	(2.1)	Due primarily to lower ridership, caused in part by adverse weather	VARIANCES ARE THE SAME AS THE MONTH		
Other Operating Revenue	NR	1.1	2.9	Caused mostly by higher advertising revenue, partly offset by lower paratransit Urban Tax revenue			
Payroll	NR	(1.9)	(0.7)	Caused mainly by the unfavorable timing of reimbursable work requirements, partly offset by vacancy savings			
Overtime	NR	(2.6)	(6.0)	Mainly the unfavorable timing of expenses, partly offset by the favorable impact due to more mild weather than budgeted			
Health & Welfare (including OPEB current payment)	NR	9.2	8.3	Due largely to vacancies and the favorable timing of expenses			
Pension	NR	(1.9)	(2.5)	Largely the unfavorable timing of MaBSTOA expenses			
Other Fringe Benefits	NR	(3.3)	(7.7)	Caused mainly by unfavorable fringe benefit overhead credits, due to reimbursable payroll underruns, and higher FICA expenses			
Reimbursable Overhead	NR	(1.6)	(9.3)	Unfavorable reimbursable overhead credits, resulting from reimbursable payroll underruns			
Fuel	NR	(0.6)	(7.3)	Mainly higher consumption, partially offset by lower prices			
Paratransit Service Contracts	NR	2.6	7.6	Due principally to lower completed trips			

MTA NEW YORK CITY TRANSIT
 FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
 EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
 January 2017
 (\$ 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	2.0	12.5	Primarily the favorable timing of subway car maintenance expenses and the purchases of uniforms and automobiles, partly offset by the unfavorable timing of non-vehicle maintenance & repair expenses	VARIANCES ARE THE SAME AS THE MONTH	
Professional Service Contracts	NR	(1.1)	(8.0)	Principally the unfavorable timing of data communications and various professional service contract expenses, mostly offset by the favorable timing of bond services expenses		
Materials and Supplies	NR	(2.5)	(9.9)	Mostly unfavorable inventory/ obsolescence adjustments, partly offset by the favorable timing of maintenance material requirements		
Capital and Other Reimbursements	R	(8.1)	(8.7)	Reduced reimbursements consistent with a decrease in reimbursable expenses		
Payroll	R	7.0	17.6	Mainly the favorable timing of capital construction work and non-capital transactions		
Overtime	R	(1.7)	(26.4)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability, and other capital program support		
Other Fringe Benefits	R	2.6	16.9	Mostly from favorable direct overhead expenses, due to reimbursable payroll underruns		
Maintenance and Other Operating Contracts	R	(1.7)	(62.7)	Mainly the unfavorable timing of revenue vehicle maintenance & repair expenses		
Materials & Supplies	R	0.5	9.4	Primarily the favorable timing of maintenance material requirements		

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2017 Adopted
Cash Receipts and Expenditures
Jan FY17
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$346.416	\$360.169	\$13.753	4.0	\$346.416	\$360.169	\$13.753	4.0
Fare Reimbursment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Paratransit Reimbursment	\$4.366	\$39.475	\$35.109	-	\$4.366	\$39.475	\$35.109	-
Other Operating Revenue	\$3.942	\$3.383	(0.559)	(14.2)	\$3.942	\$3.383	(0.559)	(14.2)
Other Revenue	\$8.308	\$42.858	\$34.550	-	\$8.308	\$42.858	\$34.550	-
Capital and Other Reimbursements	\$93.137	\$59.439	(33.698)	(36.2)	\$93.137	\$59.439	(33.698)	(36.2)
Total Revenue	\$447.861	\$462.466	\$14.605	3.3	\$447.861	\$462.466	\$14.605	3.3
Expenditures								
Labor :								
Payroll	\$285.416	\$281.188	\$4.228	1.5	\$285.416	\$281.188	\$4.228	1.5
Overtime	\$49.149	\$53.441	(4.292)	(8.7)	\$49.149	\$53.441	(4.292)	(8.7)
Total Salaries & Wages	\$334.566	\$334.629	(0.063)	0.0	\$334.566	\$334.629	(0.063)	0.0
Health and Welfare	\$78.324	\$61.516	\$16.808	21.5	\$78.324	\$61.516	\$16.808	21.5
OPEB Current Payment	\$37.323	\$35.735	\$1.588	4.3	\$37.323	\$35.735	\$1.588	4.3
Pensions	\$79.806	\$81.695	(1.889)	(2.4)	\$79.806	\$81.695	(1.889)	(2.4)
Other Fringe Benefits	\$36.537	\$36.734	(0.197)	(0.5)	\$36.537	\$36.734	(0.197)	(0.5)
Total Fringe Benefits	\$231.990	\$215.680	\$16.310	7.0	\$231.990	\$215.680	\$16.310	7.0
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	\$566.556	\$550.309	\$16.247	2.9	\$566.556	\$550.309	\$16.247	2.9
Non-Labor :								
Electric Power	\$27.648	\$21.825	\$5.823	21.1	\$27.648	\$21.825	\$5.823	21.1
Fuel	\$7.868	\$7.633	\$0.235	3.0	\$7.868	\$7.633	\$0.235	3.0
Insurance	\$19.219	\$28.327	(9.108)	(47.4)	\$19.219	\$28.327	(9.108)	(47.4)
Claims	\$9.641	\$10.610	(0.969)	(10.1)	\$9.641	\$10.610	(0.969)	(10.1)
Paratransit Service Contracts	\$33.638	\$35.011	(1.373)	(4.1)	\$33.638	\$35.011	(1.373)	(4.1)
Maintenance and Other Operating Contracts	\$18.810	\$16.282	\$2.528	13.4	\$18.810	\$16.282	\$2.528	13.4
Professional Service Contracts	\$11.216	\$11.485	(0.269)	(2.4)	\$11.216	\$11.485	(0.269)	(2.4)
Materials & Supplies	\$32.025	\$24.515	\$7.510	23.5	\$32.025	\$24.515	\$7.510	23.5
Other Business Expenses	\$6.049	\$6.776	(0.727)	(12.0)	\$6.049	\$6.776	(0.727)	(12.0)
Non-Labor	\$166.115	\$162.464	\$3.651	2.2	\$166.115	\$162.464	\$3.651	2.2
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	\$732.671	\$712.773	\$19.898	2.7	\$732.671	\$712.773	\$19.898	2.7
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$732.671	\$712.773	\$19.898	2.7	\$732.671	\$712.773	\$19.898	2.7
Net Surplus/(Deficit)	(284.810)	(250.307)	\$34.503	12.1	(284.810)	(250.307)	\$34.503	12.1

Note: Totals may not add due to rounding

Table 5

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
January 2017
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	13.8	4.0	Mostly the favorable timing of receipts	VARIANCES ARE THE SAME AS THE MONTH		
Other Operating Receipts	34.6	over 100.0	Due primarily to the favorable timing of receipt of NYC partial reimbursement of paratransit expenses			
Capital and Other Reimbursements	(33.7)	(36.2)	Due largely to the unfavorable timing of reimbursements			
Health & Welfare (including OPEB current payment)	18.4	15.9	Due mostly to vacancies and the favorable timing of expenses/payments			
Electric Power	5.8	21.1	Due to the favorable timing of payments			
Insurance	(9.1)	(47.4)	Predominantly the unfavorable timing of interagency expenses/payments			
Claims	(1.0)	(10.1)	The unfavorable timing of payments			
Paratransit Service Contracts	(1.4)	(4.1)	The unfavorable timing of payments, mostly offset by favorable expense results			
Maintenance Contracts	2.5	13.4	Primarily the favorable timing of expenses/payments			
Materials & Supplies	7.5	23.5	Largely the favorable timing of payments			

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2017 Adopted
Cash Conversion (Cash Flow Adjustments)
Jan FY17
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	(8.653)	\$12.499	\$21.152	-	(8.653)	\$12.499	\$21.152	-
Fare Reimbursement	(7.685)	(7.685)	\$0.000	0.0	(7.685)	(7.685)	\$0.000	0.0
Paratransit Reimbursement	(11.832)	\$24.484	\$36.316	-	(11.832)	\$24.484	\$36.316	-
Other Operating Revenue	(10.797)	(13.688)	(2.891)	(26.8)	(10.797)	(13.688)	(2.891)	(26.8)
Other Revenue	(30.314)	\$3.111	\$33.425	-	(30.314)	\$3.111	\$33.425	-
Capital and Other Reimbursements	\$0.000	(25.630)	(25.630)	-	\$0.000	(25.630)	(25.630)	-
Total Revenue	(38.967)	(10.019)	\$28.948	74.3	(38.967)	(10.019)	\$28.948	74.3
Expenses								
Labor :								
Payroll	\$35.585	\$34.668	(0.917)	(2.6)	\$35.585	\$34.668	(0.917)	(2.6)
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	\$35.585	\$34.668	(0.917)	(2.6)	\$35.585	\$34.668	(0.917)	(2.6)
Health and Welfare	(2.582)	\$6.873	\$9.455	-	(2.582)	\$6.873	\$9.455	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	\$0.000	\$0.061	\$0.061	-	\$0.000	\$0.061	\$0.061	-
Other Fringe Benefits	\$21.900	\$22.484	\$0.584	2.7	\$21.900	\$22.484	\$0.584	2.7
Total Fringe Benefits	\$19.318	\$29.418	\$10.100	52.3	\$19.318	\$29.418	\$10.100	52.3
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	\$0.000	\$0.000	-
Labor	\$54.903	\$64.086	\$9.183	16.7	\$54.903	\$64.086	\$9.183	16.7
Non-Labor :								
Electric Power	\$0.000	\$5.857	\$5.857	-	\$0.000	\$5.857	\$5.857	-
Fuel	\$0.000	\$0.812	\$0.812	-	\$0.000	\$0.812	\$0.812	-
Insurance	(13.151)	(22.274)	(9.123)	(69.4)	(13.151)	(22.274)	(9.123)	(69.4)
Claims	\$2.564	\$1.595	(0.969)	(37.8)	\$2.564	\$1.595	(0.969)	(37.8)
Paratransit Service Contracts	\$0.000	(3.936)	(3.936)	-	\$0.000	(3.936)	(3.936)	-
Maintenance and Other Operating Contracts	\$0.000	\$2.261	\$2.261	-	\$0.000	\$2.261	\$2.261	-
Professional Service Contracts	\$3.000	\$3.666	\$0.666	22.2	\$3.000	\$3.666	\$0.666	22.2
Materials & Supplies	(1.000)	\$8.546	\$9.546	-	(1.000)	\$8.546	\$9.546	-
Other Business Expenses	\$0.000	(0.700)	(0.700)	-	\$0.000	(0.700)	(0.700)	-
Non-Labor	(8.587)	(4.174)	\$4.413	51.4	(8.587)	(4.174)	\$4.413	51.4
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	\$46.316	\$59.912	\$13.596	29.4	\$46.316	\$59.912	\$13.596	29.4
Depreciation	\$135.859	\$145.618	\$9.759	7.2	\$135.859	\$145.618	\$9.759	7.2
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$182.174	\$205.530	\$23.355	12.8	\$182.174	\$205.530	\$23.355	12.8
Total Cash Conversion Adjustments	\$143.207	\$195.510	\$52.303	36.5	\$143.207	\$195.510	\$52.303	36.5

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
January 2017

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	55	45	10	
Law	320	292	28	
Office of the EVP	54	43	11	
Human Resources	237	236	1	
Office of Management and Budget	44	43	1	
Capital Planning & Budget	35	31	4	
Corporate Communications	279	246	33	
Non-Departmental	(32)	1	(33)	
Labor Relations	97	92	5	
Materiel	269	272	(3)	
Controller	127	126	1	
Total Administration	1,485	1,427	58	
Operations				
Subways Service Delivery	8,434	8,275	159	Shortage of Train Operatrs., Conductors & Supervisors.
Subways Operations Support/Admin	412	407	5	
Subways Stations	2,654	2,609	45	
Sub-total Subways	11,500	11,291	209	
Buses	11,091	10,880	211	Mainly shortage of Bus Operators and Maintainers
Paratransit	213	198	15	
Operations Planning	406	379	27	
Revenue Control	583	562	21	
Non-Departmental	36	1	35	
Total Operations	23,829	23,311	518	
Maintenance				
Subways Operations Support/Admin	137	135	2	
Subways Engineering	390	352	38	
Subways Car Equipment	4,359	4,484	(125)	Excess mainly Car Inspectors and Cleaners
Subways Infrastructure	1,666	1,577	89	Mostly shortage of Maintainers
Subways Elevators & Escalators	504	426	78	Mostly shortage of Maintainers
Subways Stations	3,857	3,763	94	Mainly shortage of Maintainers & Cleaners
Subways Track	2,848	2,828	20	
Subways Power	629	602	27	
Subways Signals	1,526	1,471	55	Largely shortage of Signal Maintainers
Subways Electronic Maintenance	1,664	1,558	106	Mainly shortage of Maintainers and PTEs
Sub-total Subways	17,580	17,196	384	
Buses	3,653	3,615	38	
Supply Logistics	567	566	1	
System Safety	99	82	17	
Non-Departmental	(100)	16	(116)	
Total Maintenance	21,799	21,475	324	
Engineering/Capital				
Capital Program Management	1,358	1,392	(34)	
Total Engineering/Capital	1,358	1,392	(34)	
Public Safety				
Security	673	664	9	
Total Public Safety	673	664	9	
Total Positions	49,144	48,269	875	
Non-Reimbursable	43,773	43,822	(49)	
Reimbursable	5,371	4,447	924	
Total Full-Time	48,932	48,019	913	
Total Full-Time Equivalents	212	250	(38)	

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
January 2017

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	529	449	80	
Professional, Technical, Clerical	927	956	(29)	
Operational Hourlies	29	22	7	
Total Administration	1,485	1,427	58	
Operations				
Managers/Supervisors	2,827	2,700	127	
Professional, Technical, Clerical	516	489	27	
Operational Hourlies	20,486	20,122	364	
Total Operations	23,829	23,311	518	
Maintenance				
Managers/Supervisors	3,906	3,907	(1)	
Professional, Technical, Clerical	1,148	1,033	115	
Operational Hourlies	16,745	16,535	210	
Total Maintenance	21,799	21,475	324	
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	295	274	21	
Professional, Technical, Clerical	42	38	4	
Operational Hourlies	336	352	(16)	
Total Public Safety	673	664	9	
Total Positions				
Managers/Supervisors	7,896	7,668	228	
Professional, Technical, Clerical	3,650	3,568	82	
Operational Hourlies	37,598	37,033	565	
Total Positions	49,144	48,269	875	

MTA New York City Transit
2017 Feb Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	January						January Year-to-Date					
	Adopted		Actuals		Var. - Fav./(Unfav)		Adopted		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	361,512	\$11.534	353,058	\$11.265	8,454	\$0.269 2.3%	361,512	\$11.534	353,058	\$11.265	8,454	\$0.269 2.3%
<u>Unscheduled Service</u>	286,445	\$9.447	302,878	\$9.887	(16,432)	(\$0.440) (4.7%)	286,445	\$9.447	302,878	\$9.887	(16,432)	(\$0.440) (4.7%)
<u>Programmatic/Routine Maintenance</u>	390,711	\$14.469	537,769	\$18.525	(147,059)	(\$4.056) (28.0%)	390,711	\$14.469	537,769	\$18.525	(147,059)	(\$4.056) (28.0%)
<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>	41,411	\$1.305	65,809	\$2.170	(24,399)	(\$0.866) (66.3%)	41,411	\$1.305	65,809	\$2.170	(24,399)	(\$0.866) (66.3%)
<u>Weather Emergencies</u>	155,180	\$5.045	79,179	\$2.633	76,001	\$2.412 47.8%	155,180	\$5.045	79,179	\$2.633	76,001	\$2.412 47.8%
<u>Safety/Security/Law Enforcement</u>	10,788	\$0.312	11,073	\$0.314	(285)	(\$0.002) (0.6%)	10,788	\$0.312	11,073	\$0.314	(285)	(\$0.002) (0.6%)
<u>Other</u>	14,321	\$0.447	9,076	\$0.319	5,245	\$0.128 28.7%	14,321	\$0.447	9,076	\$0.319	5,245	\$0.128 28.7%
Subtotal	1,260,367	\$42.560	1,358,842	\$45.113	(98,475)	(\$2.553) (6.0%)	1,260,367	\$42.560	1,358,842	\$45.113	(98,475)	(\$2.553) (6.0%)
REIMBURSABLE OVERTIME	263,254	\$6.590	236,954	\$8.328	26,300	(\$1.738) (26.4%)	263,254	\$6.590	236,954	\$8.328	26,300	(\$1.738) (26.4%)
TOTAL OVERTIME	1,523,622	\$49.149	1,595,796	\$53.441	(72,175)	(\$4.292) (8.7%)	1,523,622	\$49.149	1,595,796	\$53.441	(72,175)	(\$4.292) (8.7%)

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
2017 Feb Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	January			January Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	8,454	\$0.3 (10.6%)		8,454	\$0.3 (10.6%)	
<u>Unscheduled Service</u>	(16,432)	(\$0.4) 17.2%		(16,432)	(\$0.4) 17.2%	
<u>Programmatic/Routine Maintenance</u>	(147,059)	(\$4.1) 158.9%	Unfavorable variance mainly due to payment of 2016 earned hourly overtime in January 2017, resulting in unfavorable timing of expenses which will be reversed in February.	(147,059)	(\$4.1) 158.9%	Unfavorable variance mainly due to payment of 2016 earned hourly overtime in January 2017, resulting in unfavorable timing of expenses which will be reversed in February.
<u>Unscheduled Maintenance</u>	0	\$0.0 0.0%		0	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(24,399)	(\$0.9) 33.9%	Unfavorable variance mainly due to vacancy/absentee coverage for bus dispatchers, bus and train operators and signals and station maintainers.	(24,399)	(\$0.9) 33.9%	Unfavorable variance mainly due to vacancy/absentee coverage for bus dispatchers, bus and train operators and signals and station maintainers.
<u>Weather Emergencies</u>	76,001	\$2.4 (94.5%)	Favorable variance mainly due to mild January weather.	76,001	\$2.4 (94.5%)	Favorable variance mainly due to mild January weather.
<u>Safety/Security/Law Enforcement</u>	(285)	(\$0.0) .1%		(285)	(\$0.0) .1%	
<u>Other</u>	5,245	\$0.1 (5.0%)		5,245	\$0.1 (5.0%)	
Subtotal	(98,475)	(\$2.6) 59.5%		(98,475)	(\$2.6) 59.5%	
REIMBURSABLE OVERTIME	26,300	(\$1.7) 40.5%	Unfavorable variance mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability, and other capital program support.	26,300	(\$1.7) 40.5%	Unfavorable variance mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability, and other capital program support.
TOTAL OVERTIME	(72,175)	(\$4.3)		(72,175)	(\$4.3)	

Totals may not add due to rounding.

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2017 Overtime Reporting
Overtime Legend

Type

Definition

<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.



FINANCIAL AND RIDERSHIP REPORT

January 2017

(All data are preliminary and subject to audit)

Operating revenue, which was \$0.8 million in January, was less than \$0.1 million (5.8 percent) above the Adopted Budget (budget), due mostly to higher advertising revenue.

Total **ridership** in January 2017 was 380,787 riders, 1.3 percent (5,021 riders) below budget, due in part to no service between St. George and Tompkinsville on two weekends. January 2017 average weekday ridership was 16,636 riders, 1.2 percent (195 riders) higher than January 2016. Average weekday ridership for the twelve months ending January 2017 was 16,193 riders, 0.1 percent (12 riders) higher than the previous twelve-month period.

Nonreimbursable expenses, before depreciation and Other Post-Employment benefit expenses, were lower than budget in January by \$2.8 million (44.9 percent). Labor expenses underran budget by \$1.4 million (39.2 percent), largely from the favorable timing of payroll, overtime and pension expenses. Non-labor expenses were below budget by \$1.4 million (53.4 percent), due primarily to lower maintenance contract expenses of \$0.8 million (42.8 percent), resulting from the timing of SIR car fleet maintenance processing/billing. Electric power expenses were favorable by \$0.3 million (100.0 percent), due largely to the timing of expenses and payments.

Depreciation expenses were less than \$0.1 million (6.1 percent) higher than budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. No accrued expenses were recorded by Staten Island Railway in January as these expenses are now only recorded on a quarterly basis.

The **operating cash deficit** (excluding subsidies) was \$4.4 million in January, \$1.1 million (19.9 percent) favorable to budget, due largely to the favorable timing of labor expenses/payments.

MTA STATEN ISLAND RAILWAY
Jan - 2017 Adopted
Accrual Statement of Operations By Category
Month - Jan 2017
(\$ in Millions)

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	Nonreimbursable		Var Percent		Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$0.521	\$0.511	(0.011)	(2.1)	\$0.000	\$0.000	-	-	\$0.521	\$0.511	(0.011)	(2.1)
Other Revenue	\$0.258	\$0.314	\$0.056	21.7	\$0.000	\$0.000	-	-	\$0.258	\$0.314	\$0.056	21.7
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.207	\$0.423	\$0.216	-	\$0.207	\$0.423	\$0.216	-
Total Revenue	\$0.779	\$0.824	\$0.045	5.8	\$0.207	\$0.423	\$0.216	-	\$0.986	\$1.247	\$0.261	26.5
Expenses												
Labor :												
Payroll	\$1.942	\$1.679	\$0.263	13.5	\$0.042	\$0.105	(0.063)	-	\$1.985	\$1.784	\$0.200	10.1
Overtime	\$0.433	\$0.228	\$0.204	47.2	\$0.124	\$0.116	\$0.008	6.3	\$0.557	\$0.344	\$0.212	38.1
Total Salaries & Wages	\$2.375	\$1.908	\$0.468	19.7	\$0.166	\$0.221	(0.055)	(33.1)	\$2.541	\$2.129	\$0.413	16.2
Health and Welfare	\$0.387	\$0.165	\$0.222	57.4	\$0.000	\$0.000	\$0.000	-	\$0.387	\$0.165	\$0.222	57.4
OPEB Current Payment	\$0.125	\$0.133	(0.008)	(6.5)	\$0.000	\$0.001	(0.001)	-	\$0.125	\$0.134	(0.009)	(7.3)
Pensions	\$0.511	\$0.000	\$0.511	-	\$0.000	\$0.000	\$0.000	-	\$0.511	\$0.000	\$0.511	-
Other Fringe Benefits	\$0.341	\$0.242	\$0.099	29.0	\$0.000	\$0.000	\$0.000	-	\$0.341	\$0.242	\$0.099	29.0
Total Fringe Benefits	\$1.364	\$0.540	\$0.824	60.4	\$0.000	\$0.001	(0.001)	-	\$1.364	\$0.541	\$0.823	60.3
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.041)	(0.198)	\$0.157	-	\$0.041	\$0.198	(0.157)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$3.698	\$2.250	\$1.448	39.2	\$0.207	\$0.420	(0.213)	-	\$3.905	\$2.670	\$1.235	31.6
Non-Labor :												
Electric Power	\$0.335	(0.002)	\$0.337	-	\$0.000	\$0.002	(0.002)	-	\$0.335	\$0.000	\$0.335	-
Fuel	\$0.023	\$0.028	(0.004)	(18.2)	\$0.000	\$0.000	-	-	\$0.023	\$0.028	(0.004)	(18.2)
Insurance	\$0.122	\$0.087	\$0.035	28.5	\$0.000	\$0.000	-	-	\$0.122	\$0.087	\$0.035	28.5
Claims	\$0.007	\$0.008	(0.001)	(9.1)	\$0.000	\$0.000	-	-	\$0.007	\$0.008	(0.001)	(9.1)
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$1.792	\$1.026	\$0.767	42.8	\$0.000	\$0.000	-	-	\$1.792	\$1.026	\$0.767	42.8
Professional Service Contracts	\$0.093	\$0.013	\$0.080	86.5	\$0.000	\$0.000	-	-	\$0.093	\$0.013	\$0.080	86.5
Materials & Supplies	\$0.151	\$0.000	\$0.152	-	\$0.000	\$0.001	(0.001)	-	\$0.151	\$0.001	\$0.151	-
Other Business Expenses	\$0.003	\$0.018	(0.016)	-	\$0.000	\$0.000	-	-	\$0.003	\$0.018	(0.016)	-
Non-Labor	\$2.527	\$1.177	\$1.350	53.4	\$0.000	\$0.003	(0.003)	-	\$2.527	\$1.180	\$1.347	53.3
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$6.225	\$3.427	\$2.798	44.9	\$0.207	\$0.423	(0.216)	-	\$6.432	\$3.850	\$2.582	40.1
Depreciation	\$0.692	\$0.734	(0.042)	(6.1)	\$0.000	\$0.000	-	-	\$0.692	\$0.734	(0.042)	(6.1)
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$6.917	\$4.161	\$2.756	39.8	\$0.207	\$0.423	(0.216)	-	\$7.123	\$4.584	\$2.540	35.7
OPERATING SURPLUS/DEFICIT	(6.137)	(3.337)	\$2.801	45.6	\$0.000	\$0.000	\$0.000	-	(6.137)	(3.337)	\$2.801	45.6

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 STATEN ISLAND RAILWAY
Jan - 2017 Adopted
Accrual Statement of Operations By Category
Year-To-Date - Jan 2017
(\$ in Millions)

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	Nonreimbursable		Var Percent		Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$0.521	\$0.511	(0.011)	(2.1)	\$0.000	\$0.000	-	-	\$0.521	\$0.511	(0.011)	(2.1)
Other Revenue	\$0.258	\$0.314	\$0.056	21.7	\$0.000	\$0.000	-	-	\$0.258	\$0.314	\$0.056	21.7
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.207	\$0.423	\$0.216	-	\$0.207	\$0.423	\$0.216	-
Total Revenue	\$0.779	\$0.824	\$0.045	5.8	\$0.207	\$0.423	\$0.216	-	\$0.986	\$1.247	\$0.261	26.5
Expenses												
Labor :												
Payroll	\$1.942	\$1.679	\$0.263	13.5	\$0.042	\$0.105	(0.063)	-	\$1.985	\$1.784	\$0.200	10.1
Overtime	\$0.433	\$0.228	\$0.204	47.2	\$0.124	\$0.116	\$0.008	6.3	\$0.557	\$0.344	\$0.212	38.1
Total Salaries & Wages	\$2.375	\$1.908	\$0.468	19.7	\$0.166	\$0.221	(0.055)	(33.1)	\$2.541	\$2.129	\$0.413	16.2
Health and Welfare	\$0.387	\$0.165	\$0.222	57.4	\$0.000	\$0.000	\$0.000	-	\$0.387	\$0.165	\$0.222	57.4
OPEB Current Payment	\$0.125	\$0.133	(0.008)	(6.5)	\$0.000	\$0.001	(0.001)	-	\$0.125	\$0.134	(0.009)	(7.3)
Pensions	\$0.511	\$0.000	\$0.511	-	\$0.000	\$0.000	\$0.000	-	\$0.511	\$0.000	\$0.511	-
Other Fringe Benefits	\$0.341	\$0.242	\$0.099	29.0	\$0.000	\$0.000	\$0.000	-	\$0.341	\$0.242	\$0.099	29.0
Total Fringe Benefits	\$1.364	\$0.540	\$0.824	60.4	\$0.000	\$0.001	(0.001)	-	\$1.364	\$0.541	\$0.823	60.3
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.041)	(0.198)	\$0.157	-	\$0.041	\$0.198	(0.157)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$3.698	\$2.250	\$1.448	39.2	\$0.207	\$0.420	(0.213)	-	\$3.905	\$2.670	\$1.235	31.6
Non-Labor :												
Electric Power	\$0.335	(0.002)	\$0.337	-	\$0.000	\$0.002	(0.002)	-	\$0.335	\$0.000	\$0.335	-
Fuel	\$0.023	\$0.028	(0.004)	(18.2)	\$0.000	\$0.000	-	-	\$0.023	\$0.028	(0.004)	(18.2)
Insurance	\$0.122	\$0.087	\$0.035	28.5	\$0.000	\$0.000	-	-	\$0.122	\$0.087	\$0.035	28.5
Claims	\$0.007	\$0.008	(0.001)	(9.1)	\$0.000	\$0.000	-	-	\$0.007	\$0.008	(0.001)	(9.1)
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$1.792	\$1.026	\$0.767	42.8	\$0.000	\$0.000	-	-	\$1.792	\$1.026	\$0.767	42.8
Professional Service Contracts	\$0.093	\$0.013	\$0.080	86.5	\$0.000	\$0.000	-	-	\$0.093	\$0.013	\$0.080	86.5
Materials & Supplies	\$0.151	\$0.000	\$0.152	-	\$0.000	\$0.001	(0.001)	-	\$0.151	\$0.001	\$0.151	-
Other Business Expenses	\$0.003	\$0.018	(0.016)	-	\$0.000	\$0.000	-	-	\$0.003	\$0.018	(0.016)	-
Non-Labor	\$2.527	\$1.177	\$1.350	53.4	\$0.000	\$0.003	(0.003)	-	\$2.527	\$1.180	\$1.347	53.3
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$6.225	\$3.427	\$2.798	44.9	\$0.207	\$0.423	(0.216)	-	\$6.432	\$3.850	\$2.582	40.1
Depreciation	\$0.692	\$0.734	(0.042)	(6.1)	\$0.000	\$0.000	-	-	\$0.692	\$0.734	(0.042)	(6.1)
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$6.917	\$4.161	\$2.756	39.8	\$0.207	\$0.423	(0.216)	-	\$7.123	\$4.584	\$2.540	35.7
OPERATING SURPLUS/DEFICIT	(6.137)	(3.337)	\$2.801	45.6	\$0.000	\$0.000	\$0.000	-	(6.137)	(3.337)	\$2.801	45.6

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.

Table 3

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
JANUARY 2017
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	(0.011)	(2.1)	Mostly due to lower weekend ridership	SAME VARIANCES AS THE MONTH		
Other Operating Revenue	Non Reimb.	0.056	21.7	Mainly higher advertising revenue			
Payroll	Non Reimb.	0.263	13.5	Primarily the timing of expenses including interagency charges			
Overtime	Non Reimb.	0.204	47.2	Mainly the timing of project requirements			
Health and Welfare (including OPEB current payment)	Non Reimb.	0.214	41.8	The favorable timing of expenses			
Pension	Non Reimb.	0.511	100.0	The favorable timing of expenses/payments			
Other Fringe Benefits	Non Reimb.	0.099	29.0	Timing of interagency fringe benefit billing			
Electric Power	Non Reimb.	0.337	100.0	Mostly the timing of expenses and payments			
Insurance	Non Reimb.	0.035	28.5	The favorable timing of interagency billing			
Maintenance & Other Operating Contracts	Non Reimb.	0.767	42.8	Mainly the favorable timing of R44 car fleet maintenance billing			
Professional Service Contracts	Non Reimb.	0.080	86.5	The favorable timing of expenses			
Materials and Supplies	Non Reimb.	0.152	100.0	Primarily the favorable timing of maintenance material requirements and accrual adjustments			
Capital and Other Reimbursements	Reimb.	0.216	over 100.0	Timing of contractor requirements			
Payroll	Reimb.	(0.063)	over (100.0)	Timing of contractor requirements			
Overtime	Reimb.	0.008	6.3	Timing of contractor requirements			

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2017 Adopted
Cash Receipts and Expenditures
Jan FY17
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.521	\$0.535	\$0.014	2.6	\$0.521	\$0.535	\$0.014	2.6
Other Revenue	\$0.258	\$0.064	(0.194)	(75.2)	\$0.258	\$0.064	(0.194)	(75.2)
Capital and Other Reimbursements	\$0.207	\$0.284	\$0.077	37.4	\$0.207	\$0.284	\$0.077	37.4
Total Revenue	\$0.986	\$0.883	(0.103)	(10.5)	\$0.986	\$0.883	(0.103)	(10.5)
Expenditures								
Labor :								
Payroll	\$1.985	\$1.926	\$0.059	3.0	\$1.985	\$1.926	\$0.059	3.0
Overtime	\$0.557	\$0.295	\$0.262	47.0	\$0.557	\$0.295	\$0.262	47.0
Total Salaries & Wages	\$2.541	\$2.221	\$0.320	12.6	\$2.541	\$2.221	\$0.320	12.6
Health and Welfare	\$0.387	\$0.010	\$0.377	97.4	\$0.387	\$0.010	\$0.377	97.4
OPEB Current Payment	\$0.125	\$0.011	\$0.114	91.2	\$0.125	\$0.011	\$0.114	91.2
Pensions	\$0.511	\$0.000	\$0.511	-	\$0.511	\$0.000	\$0.511	-
Other Fringe Benefits	\$0.341	\$0.225	\$0.116	34.0	\$0.341	\$0.225	\$0.116	34.0
Total Fringe Benefits	\$1.364	\$0.246	\$1.118	82.0	\$1.364	\$0.246	\$1.118	82.0
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$3.905	\$2.467	\$1.438	36.8	\$3.905	\$2.467	\$1.438	36.8
Non-Labor :								
Electric Power	\$0.335	\$0.337	(0.002)	(0.5)	\$0.335	\$0.337	(0.002)	(0.5)
Fuel	\$0.023	\$0.015	\$0.008	35.7	\$0.023	\$0.015	\$0.008	35.7
Insurance	\$0.122	\$0.496	(0.374)	-	\$0.122	\$0.496	(0.374)	-
Claims	\$0.007	\$0.000	\$0.007	-	\$0.007	\$0.000	\$0.007	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$1.792	\$1.853	(0.061)	(3.4)	\$1.792	\$1.853	(0.061)	(3.4)
Professional Service Contracts	\$0.093	\$0.002	\$0.091	97.8	\$0.093	\$0.002	\$0.091	97.8
Materials & Supplies	\$0.151	\$0.059	\$0.092	61.0	\$0.151	\$0.059	\$0.092	61.0
Other Business Expenses	\$0.003	\$0.015	(0.013)	-	\$0.003	\$0.015	(0.013)	-
Non-Labor	\$2.527	\$2.777	(0.250)	(9.9)	\$2.527	\$2.777	(0.250)	(9.9)
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	\$6.432	\$5.244	\$1.188	18.5	\$6.432	\$5.244	\$1.188	18.5
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$6.432	\$5.244	\$1.188	18.5	\$6.432	\$5.244	\$1.188	18.5
Net Surplus/(Deficit)	(5.446)	(4.361)	\$1.085	19.9	(5.446)	(4.361)	\$1.085	19.9

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
JANUARY 2017
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	0.014	2.6	Primarily the favorable timing of cash settlements with NYCT	SAME VARIANCES AS THE MONTH		
Other Operating Revenue	(0.194)	(75.2)	Mostly the unfavorable timing of student fare reimbursements			
Salaries & Wages	0.320	12.6	The favorable timing of expenses/payments			
Health and Welfare (including OPEB current payment)	0.491	95.9	Mostly the favorable timing of expenses/payments			
Pensions	0.511	100.0	The favorable timing of expenses/payments			
Other Fringe Benefits	0.116	34.0	Timing of interagency fringe benefit billing			

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2017 Adopted
Cash Conversion (Cash Flow Adjustments)
Jan FY17
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	\$0.024	\$0.024	-	\$0.000	\$0.024	\$0.024	-
Other Revenue	\$0.000	(0.250)	(0.250)	-	\$0.000	(0.250)	(0.250)	-
Capital and Other Reimbursements	\$0.000	(0.139)	(0.139)	-	\$0.000	(0.139)	(0.139)	-
Total Revenue	\$0.000	(0.364)	(0.364)	-	\$0.000	(0.364)	(0.364)	-
Expenses								
Labor :								
Payroll	\$0.000	(0.142)	(0.142)	-	\$0.000	(0.142)	(0.142)	-
Overtime	\$0.000	\$0.049	\$0.049	-	\$0.000	\$0.049	\$0.049	-
Total Salaries & Wages	-	(0.092)	(0.092)	-	-	(0.092)	(0.092)	-
Health and Welfare	\$0.000	\$0.155	\$0.155	-	\$0.000	\$0.155	\$0.155	-
OPEB Current Payment	\$0.000	\$0.123	\$0.123	-	\$0.000	\$0.123	\$0.123	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.000	\$0.017	\$0.017	-	\$0.000	\$0.017	\$0.017	-
Total Fringe Benefits	-	\$0.295	\$0.295	-	-	\$0.295	\$0.295	-
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	\$0.000	\$0.203	\$0.203	-	\$0.000	\$0.203	\$0.203	-
Non-Labor :								
Electric Power	\$0.000	(0.337)	(0.337)	-	\$0.000	(0.337)	(0.337)	-
Fuel	\$0.000	\$0.013	\$0.013	-	\$0.000	\$0.013	\$0.013	-
Insurance	\$0.000	(0.409)	(0.409)	-	\$0.000	(0.409)	(0.409)	-
Claims	\$0.000	\$0.008	\$0.008	-	\$0.000	\$0.008	\$0.008	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	(0.827)	(0.827)	-	\$0.000	(0.827)	(0.827)	-
Professional Service Contracts	\$0.000	\$0.011	\$0.011	-	\$0.000	\$0.011	\$0.011	-
Materials & Supplies	\$0.000	(0.058)	(0.058)	-	\$0.000	(0.058)	(0.058)	-
Other Business Expenses	\$0.000	\$0.003	\$0.003	-	\$0.000	\$0.003	\$0.003	-
Non-Labor	\$0.000	(1.597)	(1.597)	-	\$0.000	(1.597)	(1.597)	-
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	-	(1.394)	(1.394)	-	-	(1.394)	(1.394)	-
Depreciation	\$0.692	\$0.734	\$0.042	6.1	\$0.692	\$0.734	\$0.042	6.1
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$0.692	(0.660)	(1.352)	-	\$0.692	(0.660)	(1.352)	-
Total Cash Conversion Adjustments	\$0.692	(1.024)	(1.716)	-	\$0.692	(1.024)	(1.716)	-

Note: Totals may not add due to rounding

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

**MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
January 2017**

<u>Function/Departments</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	9	4
General Office	10	8	2
Purchasing/Stores	6	4	2
Total Administration	29	21	8
Operations			
Transportation	107	110	(3)
Total Operations	107	110	(3)
Maintenance			
Mechanical	52	50	2
Electronics/Electrical	15	13	2
Power/Signals	27	20	7
Maintenance of Way	48	53	(5)
Infrastructure	26	26	0
Total Maintenance	168	162	6
Engineering/Capital			
Capital Project Support	14	6	8
Total Engineering Capital	14	6	8
Total Positions	318	299	19
Non-Reimbursable	304	293	11
Reimbursable	14	6	8
Total Full-Time	318	299	19
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY
 FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 January 2017

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	17	13	4	
Professional, Technical, Clerical	12	8	4	
Operational Hourlies	0	0	0	
Total Administration	29	21	8	
Operations				
Managers/Supervisors	5	3	2	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	99	105	(6)	
Total Operations	107	110	(3)	
Maintenance				
Managers/Supervisors	13	13	0	
Professional, Technical, Clerical	6	4	2	
Operational Hourlies	149	145	4	
Total Maintenance	168	162	6	
Engineering/Capital (Sandy Recovery)				
Managers/Supervisors	3	2	1	
Professional, Technical, Clerical	2	0	2	
Operational Hourlies	9	4	5	
Total Engineering/Capital	14	6	8	
Total Positions				
Managers/Supervisors	38	31	7	
Professional, Technical, Clerical	23	14	9	
Operational Hourlies	257	254	3	
Total Positions	318	299	19	

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2017 BUDGET VERSUS 2017 PRELIMINARY ACTUAL
(in millions)**

Month of January				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.386	0.381	(0.005)	(1.3%)	Due in part to no service between St. George and Tompkinsville on two weekends
Year-to-Date				
0.386	0.381	(0.005)	(1.3%)	

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

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2016 ACTUAL VERSUS 2017 PRELIMINARY ACTUAL
(in millions)**

	Month of January				Explanation
	2016	2017	Variance		
			Amount	Percent	
Average Weekday	0.016	0.017	0.000	1.2%	
Average Weekend	0.006	0.006	(0.000)	(1.7%)	Due in part to no service between St. George and Tompkinsville on two weekends
	12-Month Rolling Average				
Average Weekday	0.016	0.016	0.000	0.1%	
Average Weekend	0.008	0.008	(0.000)	(1.3%)	

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

FINANCIAL AND RIDERSHIP REPORT**January 2017**

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenue was \$18.0 million in January, \$1.3 million (6.7 percent) below budget, caused primarily by an underrun in farebox revenue of \$1.1 million (6.3 percent), due to lower ridership resulting from adverse weather.

Total MTA Bus **ridership** in January 2017 was 9.8 million, 6.7 percent (0.7 million riders) below budget. January 2017 average weekday ridership was 386,330, a decrease of 0.3 percent (1,093 riders) from January 2016. Average weekday ridership for the twelve months ending January 2017 was 407,033, a decrease of 0.1 percent (405 riders) from the twelve months ending January 2016.

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$57.6 million in January, \$3.9 million (6.3 percent) favorable to budget.

- Labor expenses were over budget by a net \$0.5 million (1.1 percent). Payroll expenses overran budget by \$1.1 million (4.5 percent), due largely to higher cash-outs of banked holiday, sick and personal time than planned, partly offset by vacancies. Overtime expenses were higher by \$0.6 million (11.6 percent), mainly from additional running time/traffic, vacancy/absentee coverage requirements, and adverse weather. Health & welfare/OPEB current expenses underran by \$0.5 million (6.4 percent), driven by lower required expenses. Other fringe benefit expenses were less by \$0.4 million (7.6 percent), due primarily to the timing of interagency billings.
- Non-labor expenses were below budget by \$4.4 million (27.1 percent). Maintenance contract expenses underran budget by \$2.5 million (70.9 percent), due to the timing of expenses in the areas of the Shop Program, facility maintenance and security. Materials & supplies expenses were less by \$1.0 million (22.6 percent), due to an underrun in general maintenance material requirements. Professional service contract expenses were favorable by \$0.6 million (24.6 percent), due primarily to a delay in interagency billing. Fuel expenses were less than budget by \$0.5 million (22.9 percent), caused by lower rates and reduced service as a result of the adverse weather.

Depreciation expenses of \$5.9 million were \$1.3 million (29.5 percent) above budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Bus Company recorded \$6.9 million of accrued expenses, \$1.5 million (18.2 percent) below budget.

The **operating cash deficit** (excluding subsidies) was \$38.4 million, \$1.3 million (3.5 percent) above budget.

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2017 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January 2017
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 17.554	\$ 16.444	\$ (1.110)	(6.3)	\$ -	\$ -	\$ -	-	\$ 17.554	\$ 16.444	\$ (1.110)	(6.3)
Other Operating Income	1.779	1.596	(0.183)	(10.3)	-	-	-	-	1.779	1.596	(0.183)	(10.3)
Capital and Other Reimbursements	-	-	-	-	0.494	0.358	(0.136)	(27.5)	0.494	0.358	(0.136)	(27.5)
Total Revenue	\$ 19.333	\$ 18.040	\$ (1.293)	(6.7)	\$ 0.494	\$ 0.358	\$ (0.136)	(27.5)	\$ 19.827	\$ 18.398	\$ (1.429)	(7.2)
- Labor:												
Payroll	\$ 23.480	\$ 24.539	\$ (1.059)	(4.5)	\$ 0.226	\$ 0.223	\$ 0.003	1.3	\$ 23.706	\$ 24.762	\$ (1.056)	(4.5)
Overtime	4.849	5.410	(0.561)	(11.6)	-	-	-	-	4.849	5.410	(0.561)	(11.6)
Health and Welfare	5.537	5.353	0.185	3.3	0.093	0.064	0.029	31.2	5.630	5.417	0.214	3.8
OPEB Current Payment	2.188	1.878	0.310	14.2	-	-	-	-	2.188	1.878	0.310	14.2
Pensions	3.775	3.697	0.078	2.1	0.042	0.032	0.010	23.8	3.817	3.729	0.088	2.3
Other Fringe Benefits	5.598	5.173	0.425	7.6	0.041	0.032	0.009	22.0	5.639	5.205	0.434	7.7
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.123)	0.123	-	-	-	-	-	-	(0.123)	0.123	-
Total Labor Expenses	\$ 45.428	\$ 45.926	\$ (0.498)	(1.1)	\$ 0.402	\$ 0.351	\$ 0.051	12.7	\$ 45.830	\$ 46.277	\$ (0.447)	(1.0)
- Non-Labor:												
Electric Power	\$ 0.163	\$ 0.138	\$ 0.025	15.3	\$ -	\$ -	\$ -	-	\$ 0.163	\$ 0.138	\$ 0.025	15.3
Fuel	1.988	1.533	0.455	22.9	-	-	-	-	1.988	1.533	0.455	22.9
Insurance	0.515	0.471	0.044	8.5	-	-	-	-	0.515	0.471	0.044	8.5
Claims	2.485	3.000	(0.515)	(20.7)	-	-	-	-	2.485	3.000	(0.515)	(20.7)
Maintenance and Other Operating Contracts	3.576	1.040	2.536	70.9	0.020	-	0.020	100.0	3.596	1.040	2.556	71.1
Professional Service Contracts	2.301	1.735	0.566	24.6	-	-	-	-	2.301	1.735	0.566	24.6
Materials & Supplies	4.602	3.564	1.038	22.6	0.072	0.007	0.065	90.3	4.674	3.571	1.103	23.6
Other Business Expense	0.436	0.227	0.209	47.9	-	-	-	-	0.436	0.227	0.209	47.9
Total Non-Labor Expenses	\$ 16.066	\$ 11.708	\$ 4.358	27.1	\$ 0.092	\$ 0.007	\$ 0.085	92.4	\$ 16.158	\$ 11.715	\$ 4.443	27.5
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adj.	\$ 61.494	\$ 57.634	\$ 3.860	6.3	\$ 0.494	\$ 0.358	\$ 0.136	27.5	\$ 61.988	\$ 57.992	\$ 3.996	6.4
Depreciation	4.548	5.890	(1.342)	(29.5)	-	-	-	-	4.548	5.890	(1.342)	(29.5)
OPEB Obligation	8.450	6.915	1.535	18.2	-	-	-	-	8.450	6.915	1.535	18.2
GASB 68 Pension Adjustment	3.654	-	3.654	100.0	-	-	-	-	3.654	-	3.654	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 78.146	\$ 70.439	\$ 7.707	9.9	\$ 0.494	\$ 0.358	\$ 0.136	27.5	\$ 78.640	\$ 70.797	\$ 7.843	10.0
Net Surplus/(Deficit)	\$ (58.813)	\$ (52.399)	\$ 6.414	10.9	\$ -	\$ -	\$ -	-	\$ (58.813)	\$ (52.399)	\$ 6.414	10.9

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2017 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January 2017 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 17.554	\$ 16.444	\$ (1.110)	(6.3)	\$ -	\$ -	\$ -	-	\$ 17.554	\$ 16.444	\$ (1.110)	(6.3)
Other Operating Income	1.779	1.596	(0.183)	(10.3)	-	-	-	-	1.779	1.596	(0.183)	(10.3)
Capital and Other Reimbursements	-	-	-	-	0.494	0.358	(0.136)	(27.5)	0.494	0.358	(0.136)	(27.5)
Total Revenue	\$ 19.333	\$ 18.040	\$ (1.293)	(6.7)	\$ 0.494	\$ 0.358	\$ (0.136)	(27.5)	\$ 19.827	\$ 18.398	\$ (1.429)	(7.2)
Expenses												
<i>Labor:</i>												
Payroll	\$ 23.480	\$ 24.539	\$ (1.059)	(4.5)	\$ 0.226	\$ 0.223	\$ 0.003	1.3	\$ 23.706	\$ 24.762	\$ (1.056)	(4.5)
Overtime	4.849	5.410	(0.561)	(11.6)	-	-	-	-	4.849	5.410	(0.561)	(11.6)
Health and Welfare	5.537	5.353	0.185	3.3	0.093	0.064	0.029	31.2	5.630	5.417	0.214	3.8
OPEB Current Payment	2.188	1.878	0.310	14.2	-	-	-	-	2.188	1.878	0.310	14.2
Pensions	3.775	3.697	0.078	2.1	0.042	0.032	0.010	23.8	3.817	3.729	0.088	2.3
Other Fringe Benefits	5.598	5.173	0.425	7.6	0.041	0.032	0.009	22.0	5.639	5.205	0.434	7.7
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.123)	0.123	-	-	-	-	-	-	(0.123)	0.123	-
Total Labor Expenses	\$ 45.428	\$ 45.926	\$ (0.498)	(1.1)	\$ 0.402	\$ 0.351	\$ 0.051	12.7	\$ 45.830	\$ 46.277	\$ (0.447)	(1.0)
<i>Non-Labor:</i>												
Electric Power	\$ 0.163	\$ 0.138	\$ 0.025	15.3	\$ -	\$ -	\$ -	-	\$ 0.163	\$ 0.138	\$ 0.025	15.3
Fuel	1.988	1.533	0.455	22.9	-	-	-	-	1.988	1.533	0.455	22.9
Insurance	0.515	0.471	0.044	8.5	-	-	-	-	0.515	0.471	0.044	8.5
Claims	2.485	3.000	(0.515)	(20.7)	-	-	-	-	2.485	3.000	(0.515)	(20.7)
Maintenance and Other Operating Contracts	3.576	1.040	2.536	70.9	0.020	-	0.020	100.0	3.596	1.040	2.556	71.1
Professional Service Contracts	2.301	1.735	0.566	24.6	-	-	-	-	2.301	1.735	0.566	24.6
Materials & Supplies	4.602	3.564	1.038	22.6	0.072	0.007	0.065	90.3	4.674	3.571	1.103	23.6
Other Business Expense	0.436	0.227	0.209	47.9	-	-	-	-	0.436	0.227	0.209	47.9
Total Non-Labor Expenses	\$ 16.066	\$ 11.708	\$ 4.358	27.1	\$ 0.092	\$ 0.007	\$ 0.085	92.4	\$ 16.158	\$ 11.715	\$ 4.443	27.5
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 61.494	\$ 57.634	\$ 3.860	6.3	\$ 0.494	\$ 0.358	\$ 0.136	27.5	\$ 61.988	\$ 57.992	\$ 3.996	6.4
Depreciation	4.548	5.890	(1.342)	(29.5)	-	-	-	-	4.548	5.890	(1.342)	(29.5)
OPEB Obligation	8.450	6.915	1.535	18.2	-	-	-	-	8.450	6.915	1.535	18.2
GASB 68 Pension Adjustment	3.654	-	3.654	100.0	-	-	-	-	3.654	-	3.654	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 78.146	\$ 70.439	\$ 7.707	9.9	\$ 0.494	\$ 0.358	\$ 0.136	27.5	\$ 78.640	\$ 70.797	\$ 7.843	10.0
Net Surplus/(Deficit)	\$ (58.813)	\$ (52.399)	\$ 6.414	10.9	\$ -	\$ -	\$ -	-	\$ (58.813)	\$ (52.399)	\$ 6.414	10.9

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	January 2017			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ (1.110)	(6.3)	Lower ridership due to bad Winter Weather	\$ (1.110)	(6.3)	Lower ridership due to bad Winter Weather
Other Operating Revenue	NR	\$ (0.183)	(10.3)	(a)	\$ (0.183)	(10.3)	(a)
Capital and Other Reimbursements	R	\$ (0.136)	(27.5)	Timing of reimbursement receipts; & 4 vacancies of which 2 for Material are inactive (no on-going bus contracts).	\$ (0.136)	(27.5)	Timing of reimbursement receipts; & 4 vacancies of which 2 for Material are inactive (no on-going bus contracts).
Total Revenue Variance		\$ (1.429)	(7.2)		\$ (1.429)	(7.2)	
Payroll	NR	\$ (1.059)	(4.5)	Higher cash out of banked holiday, sick and personal time than planned, partially offset by vacancies.	\$ (1.059)	(4.5)	Higher cash out of banked holiday, sick and personal time than planned, partially offset by vacancies.
Overtime	NR	\$ (0.561)	(11.6)	Mainly due to running time/traffic, vacancy, absentee coverage requirements, and winter weather	\$ (0.561)	(11.6)	Mainly due to running time/traffic, vacancy, absentee coverage requirements, and winter weather
Health and Welfare (including OPEB)	NR	\$ 0.495	6.4	Lower expenses	\$ 0.495	6.4	Lower expenses
Pension	NR	\$ 0.078	2.1	(a)	\$ 0.078	2.1	(a)
Other Fringe Benefits	NR	\$ 0.425	7.6	Timing of interagency billings	\$ 0.425	7.6	Timing of interagency billings
Reimbursable Overhead	NR	\$ 0.123	-	Not budgeted	\$ 0.123	-	Not budgeted
Electric Power	NR	\$ 0.025	15.3	(a)	\$ 0.025	15.3	(a)
Fuel	NR	\$ 0.455	22.9	Lower rates and reduced service as the result of bad Winter weather	\$ 0.455	22.9	Lower rates and reduced service as the result of bad Winter weather
Insurance	NR	\$ 0.044	8.5	(a)	\$ 0.044	8.5	(a)
Claims	NR	\$ (0.515)	(20.7)	Timing of claims	\$ (0.515)	(20.7)	Timing of claims
Maintenance and Other Operating Contracts	NR	\$ 2.536	70.9	Timing of the shop program, facility maintenance and security expenses	\$ 2.536	70.9	Timing of the shop program, facility maintenance and security expenses
Professional Service Contracts	NR	\$ 0.566	24.6	Mainly due to timing in interagency billing	\$ 0.566	24.6	Mainly due to timing in interagency billing
Materials & Supplies	NR	\$ 1.038	22.6	Mainly due to lower general maintenance material expenses	\$ 1.038	22.6	Mainly due to lower general maintenance material expenses
Other Business Expense	NR	\$ 0.209	47.9	Timing of expenses	\$ 0.209	47.9	Timing of expenses
Depreciation	NR	\$ (1.342)	(29.5)	Preliminary estimate pending final audit	\$ (1.342)	(29.5)	Preliminary estimate pending final audit
Other Post Employment Benefits	NR	\$ 1.535	18.2	Non cash expense	\$ 1.535	18.2	Non cash expense
GASB 68 Pension Adjustment		\$ 3.654	100.0		\$ 3.654	100.0	
Environmental Remediation		\$ -	-		\$ -	-	
Payroll	R	\$ 0.003	1.3	Timing of charges	\$ 0.003	1.3	Timing of charges
Health and Welfare	R	\$ 0.029	31.2	Timing of charges	\$ 0.029	31.2	Timing of charges.
Pension	R	\$ 0.010	23.8		\$ 0.010	23.8	
Other Fringe Benefits	R	\$ 0.009	22.0		\$ 0.009	22.0	
Maintenance and Other Operating Contracts	R	\$ 0.020	*	Timing of charges	\$ 0.020	*	Timing of charges
Materials & Supplies	R	\$ 0.065	*	Timing of charges	\$ 0.065	*	Timing of charges
Total Expense Variance		\$ 7.843	10.0		\$ 7.843	10.0	
Net Variance		\$ 6.414	10.9		\$ 6.414	10.9	

(a) - Variance less than 5%

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2017 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

	January 2017					Year-To-Date				
			Favorable (Unfavorable)					Favorable (Unfavorable)		
	Adopted Budget	Actual	Variance	Percent		Adopted Budget	Actual	Variance	Percent	
Receipts										
Farebox Revenue	\$ 17.554	\$ 18.444	\$ 0.890	5.1		\$ 17.554	\$ 18.444	\$ 0.890	5.1	
Other Operating Revenue	1.757	2.828	1.071	61.0		1.757	2.828	1.071	61.0	
Capital and Other Reimbursements	0.921	0.568	(0.353)	(38.3)		0.921	0.568	(0.353)	(38.3)	
Total Receipts	\$ 20.232	\$ 21.840	\$ 1.608	7.9		\$ 20.232	\$ 21.840	\$ 1.608	7.9	
Expenditures										
<i>Labor:</i>										
Payroll	\$ 21.455	\$ 23.200	\$ (1.745)	(8.1)		\$ 21.455	\$ 23.200	\$ (1.745)	(8.1)	
Overtime	4.849	5.390	(0.541)	(11.2)		4.849	5.390	(0.541)	(11.2)	
Health and Welfare	5.525	9.948	(4.423)	(80.1)		5.525	9.948	(4.423)	(80.1)	
OPEB Current Payment	2.161	1.878	0.283	13.1		2.161	1.878	0.283	13.1	
Pensions	3.756	3.697	0.059	1.6		3.756	3.697	0.059	1.6	
Other Fringe Benefits	3.974	2.750	1.224	30.8		3.974	2.750	1.224	30.8	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	-	-	-		-	-	-	-	
Total Labor Expenditures	\$ 41.720	\$ 46.863	\$ (5.143)	(12.3)		\$ 41.720	\$ 46.863	\$ (5.143)	(12.3)	
<i>Non-Labor:</i>										
Electric Power	\$ 0.161	\$ 0.138	\$ 0.023	14.3		\$ 0.161	\$ 0.138	\$ 0.023	14.3	
Fuel	1.963	1.619	0.344	17.5		1.963	1.619	0.344	17.5	
Insurance	0.508	5.162	(4.654)	*		0.508	5.162	(4.654)	*	
Claims	2.115	1.231	0.884	41.8		2.115	1.231	0.884	41.8	
Maintenance and Other Operating Contracts	3.551	1.790	1.761	49.6		3.551	1.790	1.761	49.6	
Professional Service Contracts	2.273	0.957	1.316	57.9		2.273	0.957	1.316	57.9	
Materials & Supplies	4.616	2.215	2.401	52.0		4.616	2.215	2.401	52.0	
Other Business Expenses	0.431	0.282	0.149	34.6		0.431	0.282	0.149	34.6	
Total Non-Labor Expenditures	\$ 15.620	\$ 13.394	\$ 2.226	14.2		\$ 15.620	\$ 13.394	\$ 2.226	14.2	
Other Expenditure Adjustments :										
Other	-	-	-	-		-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-		\$ -	\$ -	\$ -	-	
Total Expenditures	\$ 57.340	\$ 60.257	\$ (2.917)	(5.1)		\$ 57.340	\$ 60.257	\$ (2.917)	(5.1)	
Operating Cash Surplus/(Deficit)	\$ (37.108)	\$ (38.417)	\$ (1.309)	(3.5)		\$ (37.108)	\$ (38.417)	\$ (1.309)	(3.5)	

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

	January 2017				Year-To-Date			
	Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
Operating Receipts or Disbursements	\$	%			\$	%		
Farebox Revenue	\$	0.890	5.1	Receipt of prior period revenue	\$	0.890	5.1	Receipt of prior period revenue
Other Operating Revenue		1.071	61.0	Timing of students reimbursements		1.071	61.0	Timing of students reimbursements
Capital and Other Reimbursements		(0.353)	(38.3)	Timing of reimbursement receipts		(0.353)	(38.3)	Timing of reimbursement receipts
Total Receipts	\$	1.608	7.9		\$	1.608	7.9	
Payroll	\$	(1.745)	(8.1)	Higher cash out of vacation, sick and personal time than planned, partially offset by vacancies and interagency payments from last year	\$	(1.745)	(8.1)	Higher cash out of vacation, sick and personal time than planned, partially offset by vacancies and interagency payments from last year
Overtime		(0.541)	(11.2)	Mainly due to running time/traffic, vacancy, absentee coverage requirements, and winter weather		(0.541)	(11.2)	Mainly due to running time/traffic, vacancy, absentee coverage requirements, and winter weather
Health and Welfare (including OPEB)		(4.140)	(53.9)	Payments for prior periods		(4.140)	(53.9)	Payments for prior periods
Pension		0.059	1.6	(a)		0.059	1.6	(a)
Other Fringe Benefits		1.224	30.8	Favorable timing of payments		1.224	30.8	Favorable timing of payments
GASB		-	-			-	-	
Electric Power		0.023	14.3	(a)		0.023	14.3	(a)
Fuel		0.344	17.5	Lower rates and reduced service as the result of bad Winter weather		0.344	17.5	Lower rates and reduced service as the result of bad Winter weather
Insurance		(4.654)	*	Payments for prior periods		(4.654)	*	Payments for prior periods
Claims		0.884	41.8	Lower claim payments		0.884	41.8	Lower claim payments
Maintenance and Other Operating Contracts		1.761	49.6	Favorable timing of payments		1.761	49.6	Favorable timing of payments
Professional Service Contracts		1.316	57.9	Favorable timing of payments		1.316	57.9	Favorable timing of payments
Materials & Supplies		2.401	52.0	Mainly due to lower general maintenance material expenses		2.401	52.0	Mainly due to lower general maintenance material expenses
Other Business Expenditure		0.149	34.6	Timing of expenses		0.149	34.6	Timing of expenses
Total Expenditures	\$	(2.917)	(5.1)		\$	(2.917)	(5.1)	
Net Cash Variance	\$	(1.309)	(3.5)		\$	(1.309)	(3.5)	

(a) - Variance less than 5%

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2017 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

(\$ in millions)

	January 2017					Year-To-Date				
	Adopted Budget	Actual	Favorable (Unfavorable)		Percent	Adopted Budget	Actual	Favorable (Unfavorable)		Percent
			Variance					Variance		
Receipts										
Farebox Revenue	\$ -	\$ 2.000	\$ 2.000	-	-	\$ -	\$ 2.000	\$ 2.000	-	-
Other Operating Revenue	(0.022)	1.232	1.254	*	*	(0.022)	1.232	1.254	*	*
Capital and Other Reimbursements	0.427	0.210	(0.217)	(50.8)	(50.8)	0.427	0.210	(0.217)	(50.8)	(50.8)
Total Receipts	\$ 0.405	\$ 3.442	\$ 3.037	*	*	\$ 0.405	\$ 3.442	\$ 3.037	*	*
Expenditures										
<i>Labor:</i>										
Payroll	\$ 2.252	\$ 1.562	\$ (0.690)	(30.6)	(30.6)	\$ 2.251	\$ 1.562	\$ (0.689)	(30.6)	(30.6)
Overtime	-	0.020	0.020	-	-	-	0.020	0.020	-	-
Health and Welfare	0.105	(4.531)	(4.636)	*	*	0.105	(4.531)	(4.637)	*	*
OPEB Current Payment	0.027	-	(0.027)	(100.0)	(100.0)	0.027	-	(0.027)	(100.0)	(100.0)
Pensions	0.061	0.032	(0.029)	(47.9)	(47.9)	0.061	0.032	(0.029)	(48.2)	(48.2)
Other Fringe Benefits	1.665	2.455	0.790	47.5	47.5	1.665	2.455	0.790	47.4	47.4
GASB Account	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.123)	(0.123)	-	-	-	(0.123)	(0.123)	-	-
Total Labor Expenditures	\$ 4.110	\$ (0.586)	\$ (4.695)	*	*	\$ 4.110	\$ (0.586)	\$ (4.696)	*	*
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ 0.002	\$ -	(0.002)	(100.0)	(100.0)	\$ 0.002	\$ -	(0.002)	(100.0)	(100.0)
Fuel for Buses and Trains	0.025	(0.086)	(0.111)	*	*	0.025	(0.086)	(0.111)	*	*
Insurance	0.007	(4.691)	(4.698)	*	*	0.007	(4.691)	(4.698)	*	*
Claims	0.370	1.769	1.399	*	*	0.370	1.769	1.399	*	*
Maintenance and Other Operating Contracts	0.045	(0.750)	(0.795)	*	*	0.045	(0.750)	(0.795)	*	*
Professional Service Contracts	0.028	0.778	0.750	*	*	0.028	0.778	0.750	*	*
Materials & Supplies	0.058	1.356	1.298	*	*	0.058	1.356	1.298	*	*
Other Business Expenditures	0.005	(0.055)	(0.060)	*	*	0.005	(0.055)	(0.060)	*	*
Total Non-Labor Expenditures	\$ 0.538	\$ (1.679)	\$ (2.217)	*	*	\$ 0.538	\$ (1.679)	\$ (2.217)	*	*
Other Expenditure Adjustments:										
Other	-	-	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	-	\$ -	\$ -	\$ -	-	-
Gap Closing Expenditures:										
Additional Actions for Budget Balance: Expenditures	-	-	-	-	-	-	-	-	-	-
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$ 5.053	\$ 1.177	\$ (3.876)	(76.7)	(76.7)	\$ 5.053	\$ 1.177	\$ (3.876)	(76.7)	(76.7)
Depreciation Adjustment	4.548	5.890	1.342	29.5	29.5	4.548	5.890	1.342	29.5	29.5
Other Post Employment Benefits	8.450	6.915	(1.535)	(18.2)	(18.2)	8.450	6.915	(1.535)	(18.2)	(18.2)
GASB 68 Pension Adjustment	3.654	-	(3.654)	(100.0)	(100.0)	3.654	-	(3.654)	(100.0)	(100.0)
Environmental Remediation	-	-	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments	\$ 21.705	\$ 13.982	\$ (7.723)	(35.6)	(35.6)	\$ 21.705	\$ 13.982	\$ (7.723)	(35.6)	(35.6)

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2017 ADOPTED BUDGET
Utilization
(In millions)

	<u>January 2017</u>			<u>Year-to-date as of January 2017</u>		
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 17.554	\$ 16.444	\$ (1.110)	\$ 17.554	\$ 16.444	\$ (1.110)
Total Farebox Revenue	\$ 17.554	\$ 16.444	\$ (1.110)	\$ 17.554	\$ 16.444	\$ (1.110)
<u>Ridership</u>						
Fixed Route	10.552	9.840	(0.712)	10.552	9.840	(0.712)
Total Ridership	10.552	9.840	(0.712)	10.552	9.840	(0.712)

MTA BUS COMPANY
2017 Adopted Budget vs Actual
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME EQUIVALENTS
JANUARY 2017

FUNCTION/DEPARTMENT	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	19	16	3	
Office of Management and Budget	14	12	2	
Technology & Information Services	-	-	-	
Material	17	15	2	
Controller	17	19	(2)	
Office of the President	6	2	4	
System Safety Administration	5	1	4	
Law	21	21	-	
Corporate Communications	-	-	-	
Labor Relations	4	4	-	
Strategic Office	26	16	10	
Non-Departmental	31	-	31	
Total Administration	163	109	54	Vacancies to be filled
Operations				
Buses	2,304	2,273	31	Vacancies to be filled
Office of the Executive VP	4	5	(1)	
Safety & Training	29	99	(70)	Students in Training
Road Operations	121	122	(1)	
Transportation Support	22	26	(4)	
Operations Planning	33	30	3	
Revenue Control	30	28	2	
Total Operations	2,543	2,583	(40)	
Maintenance				
Buses	742	753	(11)	
Maintenance Support/CMF	255	211	44	Vacancies to be filled
Facilities	81	66	15	Vacancies to be filled
Supply Logistics	96	95	1	
Total Maintenance	1,174	1,125	49	
Capital Program Management	37	26	11	
Total Engineering/Capital	37	26	11	Vacancies to be filled
Security	22	19	3	
Total Public Safety	22	19	3	
Total Positions	3,939	3,862	77	
Non-Reimbursable	3,899	3,826	73	
Reimbursable	40	36	4	
Total Full-Time	3,924	3,851	73	
Total Full-Time Equivalents	15	11	4	

MTA BUS COMPANY
2017 Adopted Budget vs Actual
TOTAL FULL-TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
JANUARY 2017

FUNCTION/OCCUPATIONAL GROUP	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	67	47	20	
Professional, Technical, Clerical	72	62	10	
Operational Hourlies	24	-	24	
Total Administration	163	109	54	Vacancies to be filled
Operations				
Managers/Supervisors	307	309	(2)	
Professional, Technical, Clerical	51	53	(2)	
Operational Hourlies	2,185	2,221	(36)	
Total Operations	2,543	2,583	(40)	Students in Training
Maintenance				
Managers/Supervisors	228	223	5	
Professional, Technical, Clerical	28	22	6	
Operational Hourlies	918	880	38	
Total Maintenance	1,174	1,125	49	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	14	7	
Professional, Technical, Clerical	16	12	4	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	26	11	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	640	608	32	
Professional, Technical, Clerical	172	153	19	
Operational Hourlies	3,127	3,101	26	
Total Baseline Positions	3,939	3,862	77	

MTA Bus Company
February Financial Plan -2017 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	January						January Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	53,606	\$2.227	47,770	\$2.497	5,836 10.9%	(\$0.270) -12.1%	53,606	\$2.227	47,770	\$2.497	5,836 10.9%	(\$0.270) -12.1%
<u>Unscheduled Service</u>	11,706	\$0.565	10,268	\$0.454	1,438 12.3%	\$0.111 19.6%	11,706	\$0.565	10,268	\$0.454	1,438 12.3%	\$0.111 19.6%
<u>Programmatic/Routine Maintenance</u>	26,886	\$1.080	25,660	\$1.234	1,225 4.6%	(\$0.155) -14.3%	26,886	\$1.080	25,660	\$1.234	1,225 4.6%	(\$0.155) -14.3%
<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>	13,260	\$0.726	23,442	\$1.054	(10,183) -76.8%	(\$0.328) -45.1%	13,260	\$0.726	23,442	\$1.054	(10,183) -76.8%	(\$0.328) -45.1%
<u>Weather Emergencies</u>	5,313	\$0.219	2,769	\$0.121	2,544 *	\$0.097 *	5,313	\$0.219	2,769	\$0.121	2,544 *	\$0.097 *
<u>Safety/Security/Law Enforcement</u>	137	\$0.006	140	\$0.006	(3) -2.5%	(\$0.000) -6.3%	137	\$0.006	140	\$0.006	(3) -2.5%	(\$0.000) -6.3%
<u>Other</u>	323	\$0.027	352	\$0.043	(30) *	(\$0.017) *	323	\$0.027	352	\$0.043	(30) *	(\$0.017) *
Subtotal	111,230	\$4.849	110,403	\$5.410	827 0.7%	(\$0.561) -11.6%	111,230	\$4.849	110,403	\$5.410	827 0.7%	(\$0.561) -11.6%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
TOTAL OVERTIME	111,230	\$4.849	110,403	\$5.410	827 0.7%	(\$0.561) -11.6%	111,230	\$4.849	110,403	\$5.410	827 0.7%	(\$0.561) -11.6%

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
February Financial Plan - 2017 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	January			January Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	5,836 10.9%	(\$0.270) -12.1%	Increased Running Time/Traffic	5,836 10.9%	(\$0.270) -12.1%	Increased Running Time/Traffic
<u>Unscheduled Service</u>	1,438 12.3%	\$0.111 19.6%		1,438 12.3%	\$0.111 19.6%	
<u>Programmatic/Routine Maintenance</u>	1,225 4.6%	(\$0.155) -14.3%	Scheduled Pick-up work and Shop work	1,225 4.6%	(\$0.155) -14.3%	Scheduled Pick-up work and Shop work
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.000 0.0%		- 0.0%	\$0.000 0.0%	
<u>Vacancy/Absentee Coverage</u>	(10,183) -76.8%	(\$0.328) -45.1%	Vacancy and Absence Coverage	(10,183) -76.8%	(\$0.328) -45.1%	Vacancy and Absence Coverage
<u>Weather Emergencies</u>	2,544 *	\$0.097 *		2,544 *	\$0.097 *	Winter Storm
<u>Safety/Security/Law Enforcement</u>	(3) -2.5%	(\$0.000) -6.3%		(3) -2.5%	(\$0.000) -6.3%	
<u>Other</u>	(30) *	(\$0.017) *		(30) *	(\$0.017) *	
Subtotal	827 0.7%	(\$0.561) -11.6%		827 0.7%	(\$0.561) -11.6%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
TOTAL OVERTIME	827	(\$0.6)		827	(\$0.6)	

METROPOLITAN TRANSPORTATION AUTHORITY
2017 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.

Report



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through January 31, New York City Transit's performance against its 2017 Capital Project Milestones was:

	(\$ in Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$46.3	\$11.0	24
Design Completions	\$8.0	\$6.4	80
Construction Awards	\$298.8	\$279.0	93
Substantial Completions	\$108.3	\$81.7	75
Closeouts	\$207.0	\$26.6	13

During January, NYCT awarded projects totaling \$279.0 million, including:

- Multiple projects for 2017 Mainline Track Replacement;
- Phase 2 of power upgrades at the Rail Control and Power Control Centers; and
- Upgrade of Private Branch Exchange (PBX) Telephone System at seven locations.

During the same period, NYCT substantially completed projects totaling \$81.7 million, including:

- Sandy repairs at three fan plants and two pump rooms in Lower Manhattan; and
- Repairs and upgrades at two railcar maintenance shops: Pitkin (Brooklyn) and Concourse (Bronx).

Also during January, NYCT started seven design projects for \$11.0 million, and closed out ten projects for \$26.6 million.

Capital Program Status
March 2017
(January 2017)

During January, NYCT awarded \$279.0 million in projects, including \$133.7 million for multiple projects for 2017 Mainline Track Replacement. Construction began for the replacement of mainline track components on seven subway lines across the system, including the Canarsie Line, Concourse Line, Eastern Parkway Line, Jerome Line, Flushing Line, Broadway-7th Line, and White Plains Road Line. The Mainline Track Program replaces deficient track components along the revenue service right-of-way. Locations addressed are determined by asset condition rating and scope typically includes the replacement of track components and associated equipment/materials, such as signals, contact rails, running rails, and ballast.

NYCT also awarded \$55.5 million for Phase 2 of power upgrades at the Rail Control and Power Control Centers. This project will upgrade the Heating, Ventilation, Air Conditioning (HVAC) and power distribution systems at the Power Control and Rail Control Centers in Manhattan. These upgrades help to support service reliability through the improvement of rail operations support facilities.

In addition, NYCT awarded \$45.2 million for Private Branch Exchange (PBX) System upgrade at seven locations. This project will involve replacement and upgrade of components of the existing NYCT private telephone network system, including work at East New York Depot, Livingston Plaza and Coney Island Yard in Brooklyn; Roosevelt Avenue Station in Queens; East 180th Street Shop in the Bronx; and 207th Street Yard and the Power Control Center in Manhattan.

During January, NYCT substantially completed projects totaling \$81.7 million, including \$32.8 million for repairs at two pump rooms and three fan plants in Lower Manhattan that were damaged in Superstorm Sandy. This contract involved the repair of damaged assets at South Ferry Fan Plant, Albany Street Fan Plant, Battery Place Fan Plant, South Ferry Pump Room and Pearl Street Pump Room. Fans protect passengers and employees in the event of a fire or smoke condition in the tunnels by directing heat and smoke away from trains and evacuation routes. Pumps are located at low points in the tunnels and serve to discharge water away from the right-of-way.

NYCT also completed \$22.0 million repairs and upgrades at two railcar maintenance shops, Pitkin in Brooklyn and Concourse in the Bronx. Repairs addressed at Pitkin Shop included the replacement of the roof and the installation of an overhead crane. At Concourse Shop, upgrades were made to the existing DC Power and 600V DC Trolley systems.

Also during January, NYCT started seven design projects for \$11.0 million, and closed out ten projects for \$26.6 million.

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

Projects Closed During January 2017
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Help Point: 2 Stations / Jamaica [SBMP]	\$1.41	\$1.37	4/2016	9
Station Component Repair: 1 Interior Stair – 49 th St / Bway [SBMP]	\$1.04	\$1.02	2/2016	8*
Help Point: 9 Stations (I/H Design Package 2 Part 1)	\$3.12	\$3.12	9/2016	4
Help Point: 59 Stations – Engineering Force Account/Transit Authority Labor	\$1.51	\$3.68	9/2016	4
Station Component Repair: 2 Street Stairs: 23 Street / 8th Avenue (S1-S2) [SBMP]	\$1.19	\$1.29	12/2016	1
Mainline Track Switches 2015 / Brighton	\$4.62	\$3.87	12/2016	1
ATS-A: Normal Replacement of Hardware & Operating System	\$6.33	\$5.90	1/2017	0
Sandy Mitigation: Lower Manhattan Flood Doors / Hatches [SBFP]	\$2.18	\$1.92	2/2017	(1)
Station Entrance Railings	\$4.01	\$4.02	5/2017	(4)
Help Point: Woodhaven Blvd / QBL (Transit Wireless)	\$0.75	\$0.40	9/2017	(8)

* October 2016 closeout reported in January 2017

The closeout of Help Point installation at two stations on the Jamaica Line was delayed by 9 months and the closeout of Interior Stair Replacement at 49th Street on the Broadway Line was delayed by 8 months due to a delay in the sign-off of the final acceptance certificate. The closeouts of the Help Point installation at 9 stations and the Help Point installation at 59 Stations projects were both delayed by 4 months due to a delay in the completion of punchlist work and final inspection.

CAPITAL PROJECT MILESTONE SUMMARY
2017
(THROUGH JANUARY 31, 2017)

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

January

Design Starts	\$46.3	26	\$11.0	7	23.7	26.9
Design Completions	8.0	10	6.4	5	80.2	50.0
Construction Awards	298.8	27	279.0	18	93.4	66.7
Substantial Completions	108.3	13	81.7	9	75.5	69.2
Closeouts	207.0	30	26.6	10	12.8	33.3

2017 Year-To-Date

Design Starts	\$46.3	26	\$11.0	7	23.7	26.9
Design Completions	8.0	10	6.4	5	80.2	50.0
Construction Awards	298.8	27	279.0	18	93.4	66.7
Substantial Completions	108.3	13	81.7	9	75.5	69.2
Closeouts	207.0	30	26.6	10	12.8	33.3

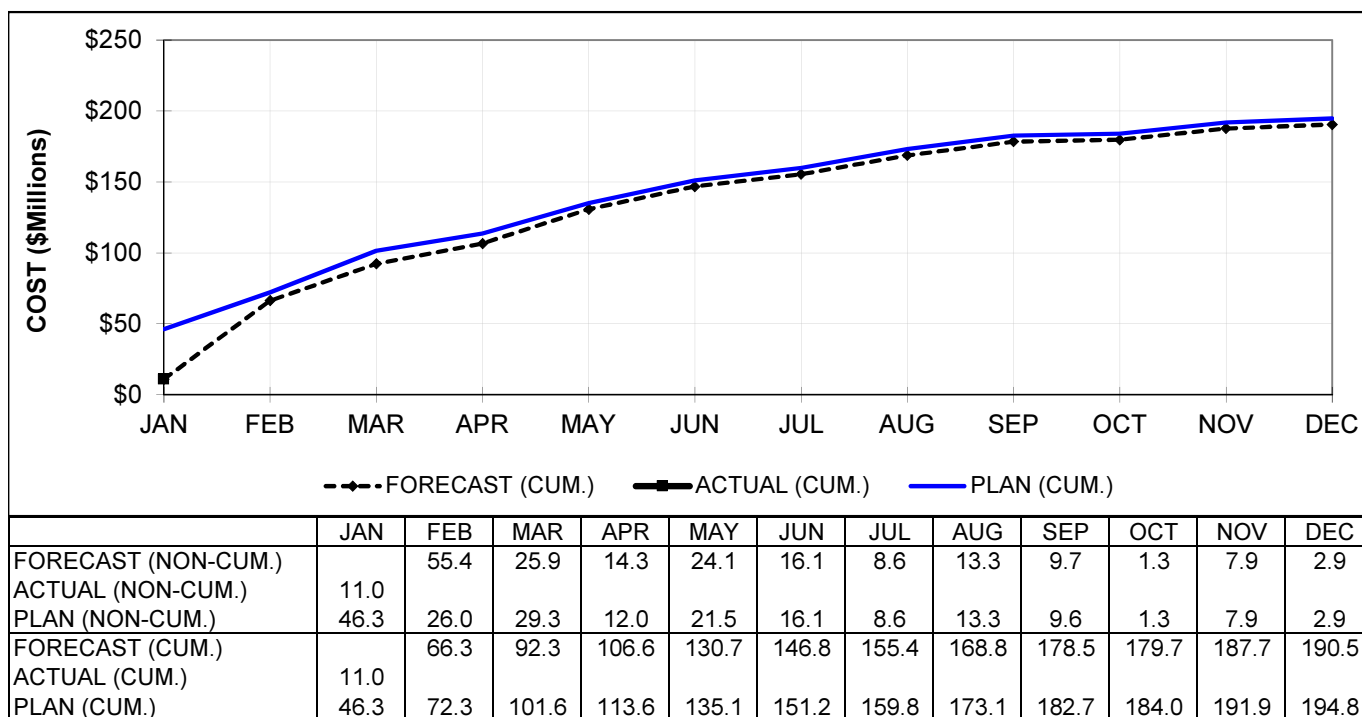
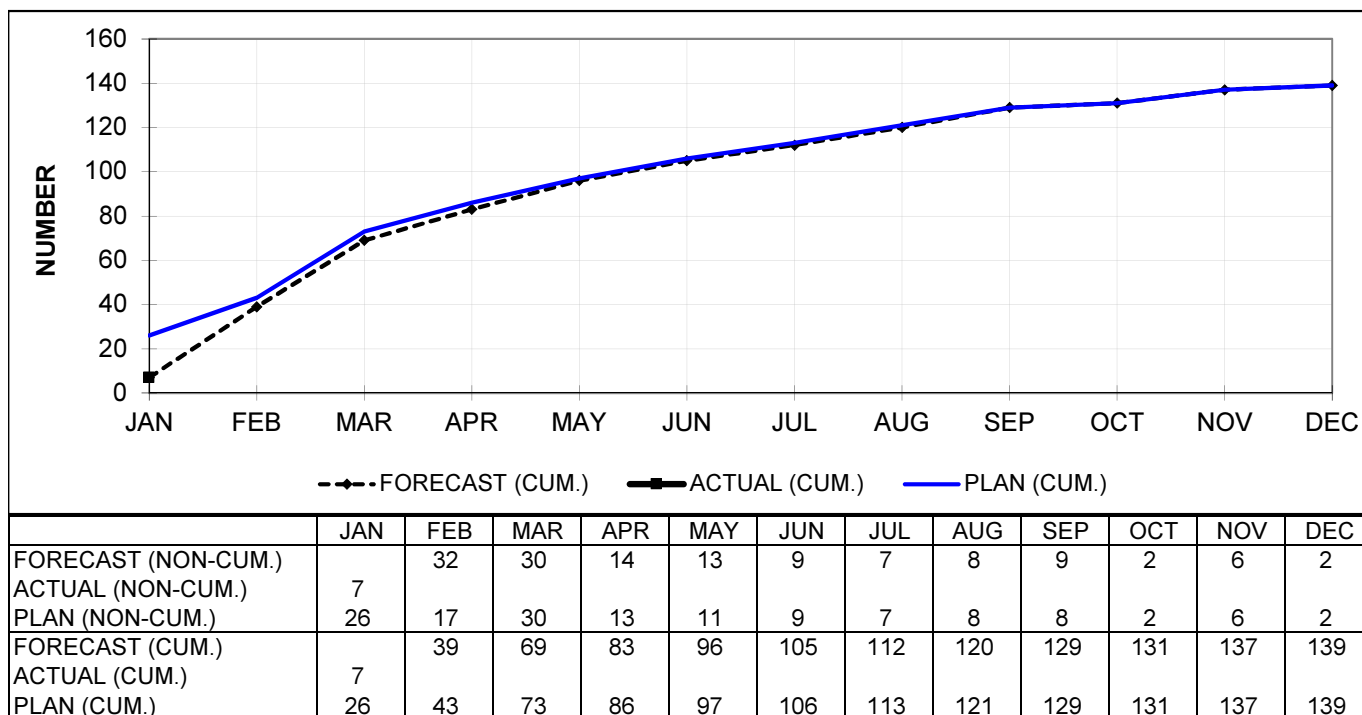
2017 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$194.7	139	\$190.5	139	97.8	100.0
Design Completions	297.3	196	295.7	196	99.5	100.0
Construction Awards	6,623.5	219	6,605.7	213	99.7	97.3
Substantial Completions	3,665.1	208	3,784.9	209	103.3	100.5
Closeouts	4,620.7	249	4,647.3	248	100.6	99.6

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

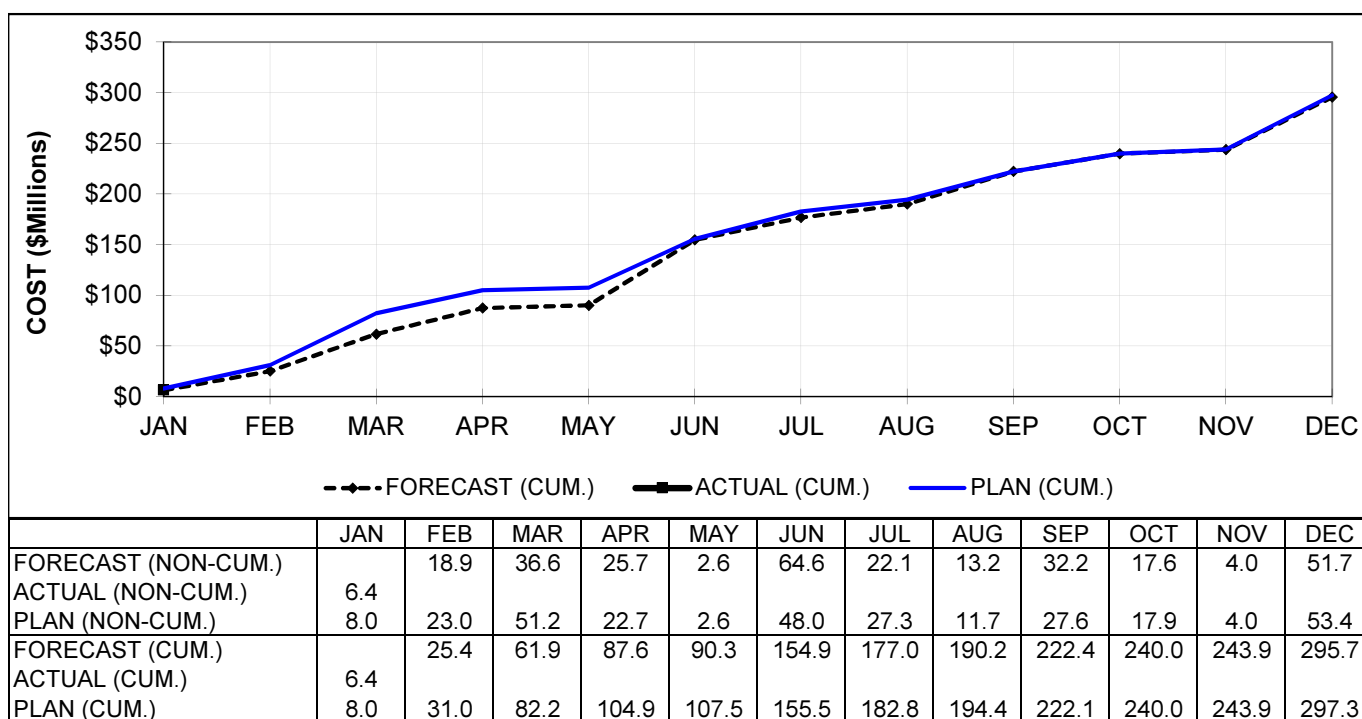
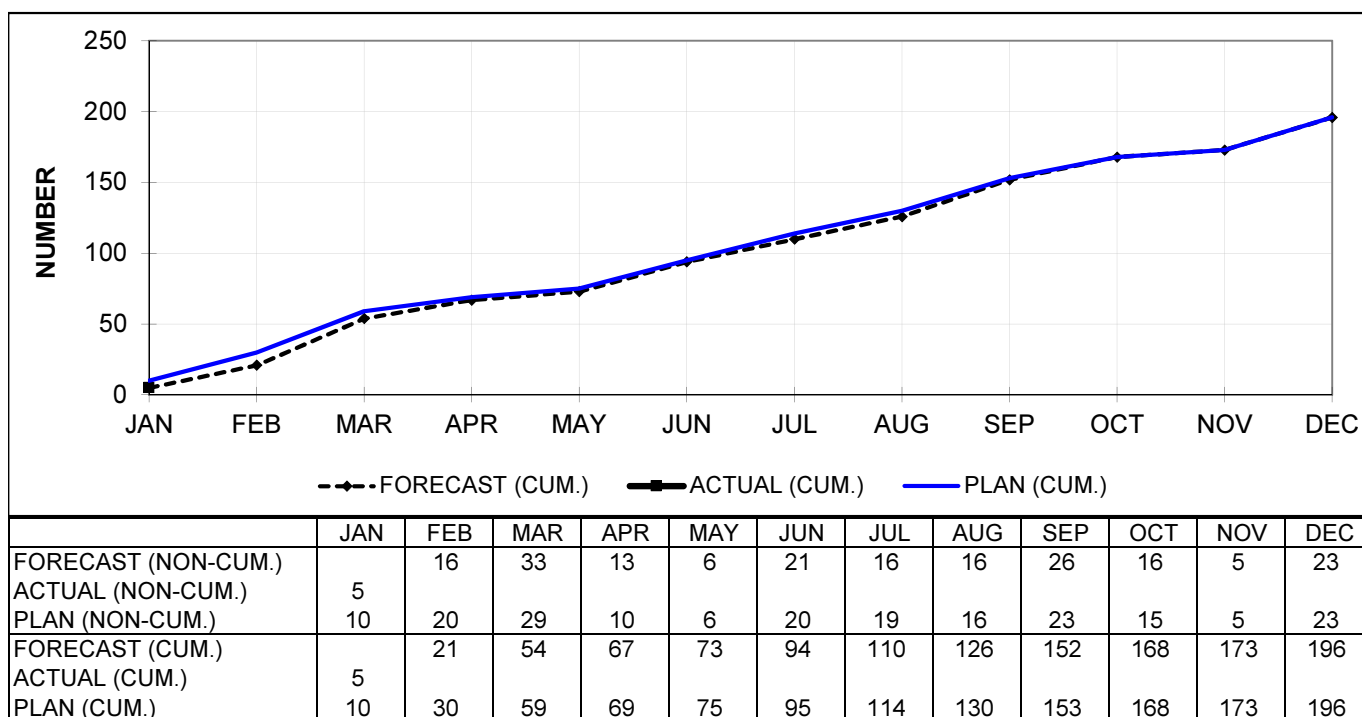
2017 Design Starts Charts

As of January 2017



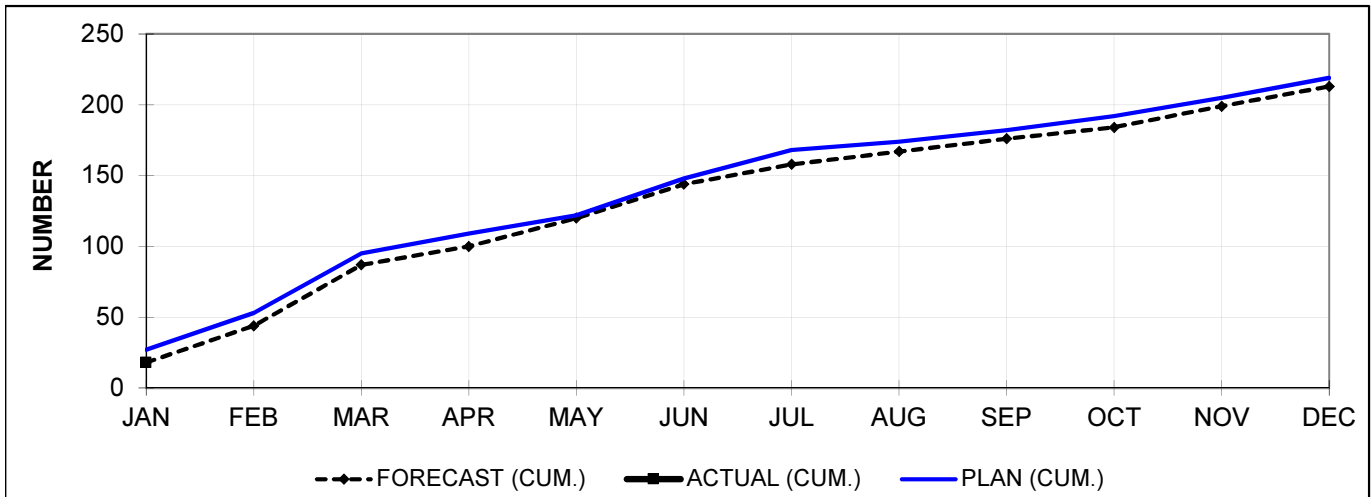
2017 Design Completions Charts

As of January 2017

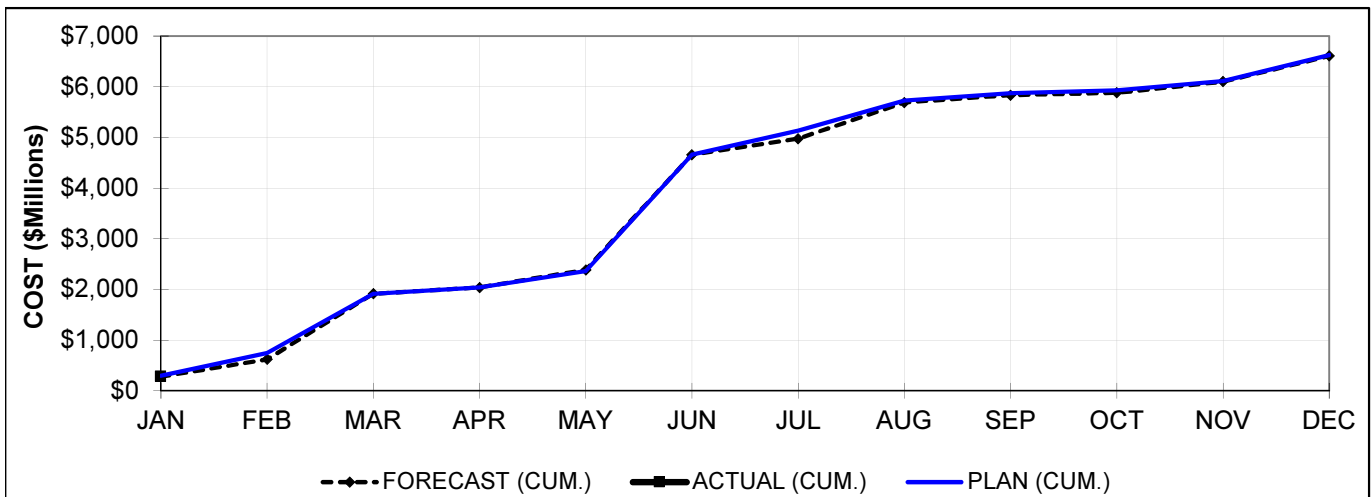


2017 Awards Charts

As of January 2017



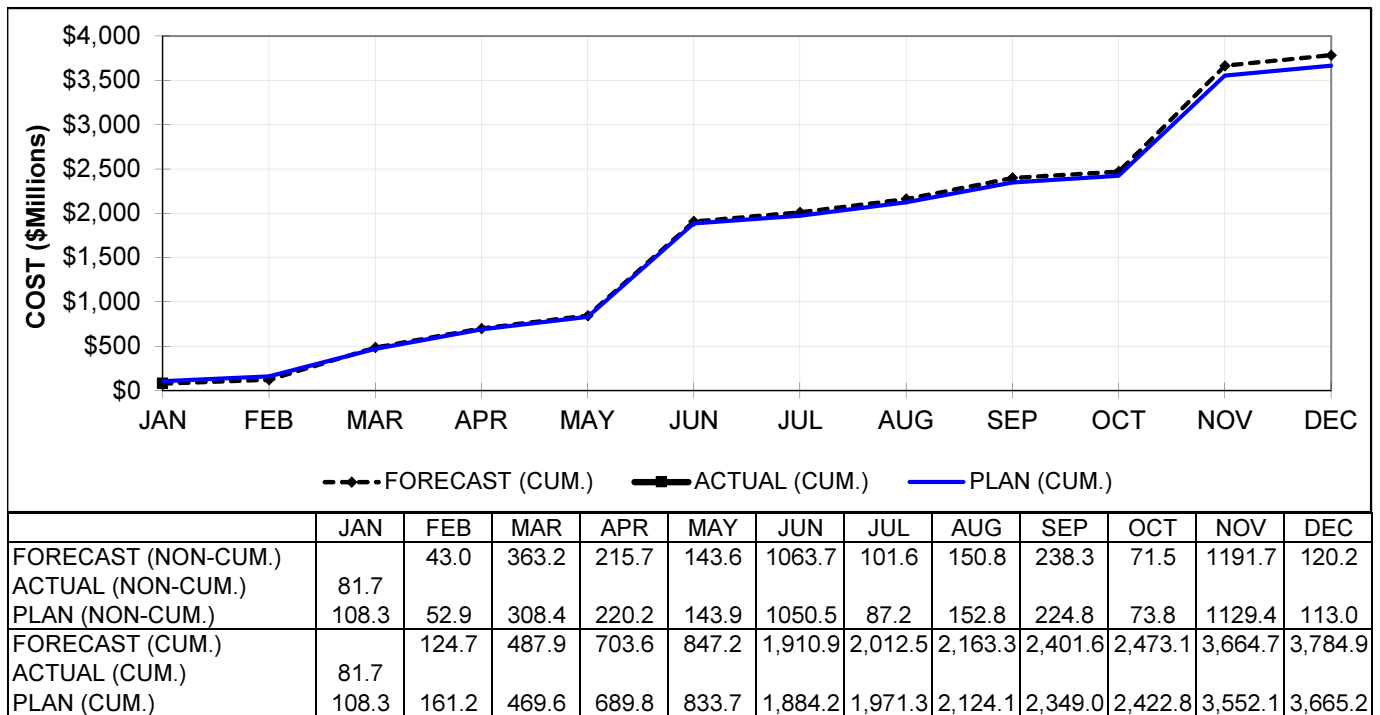
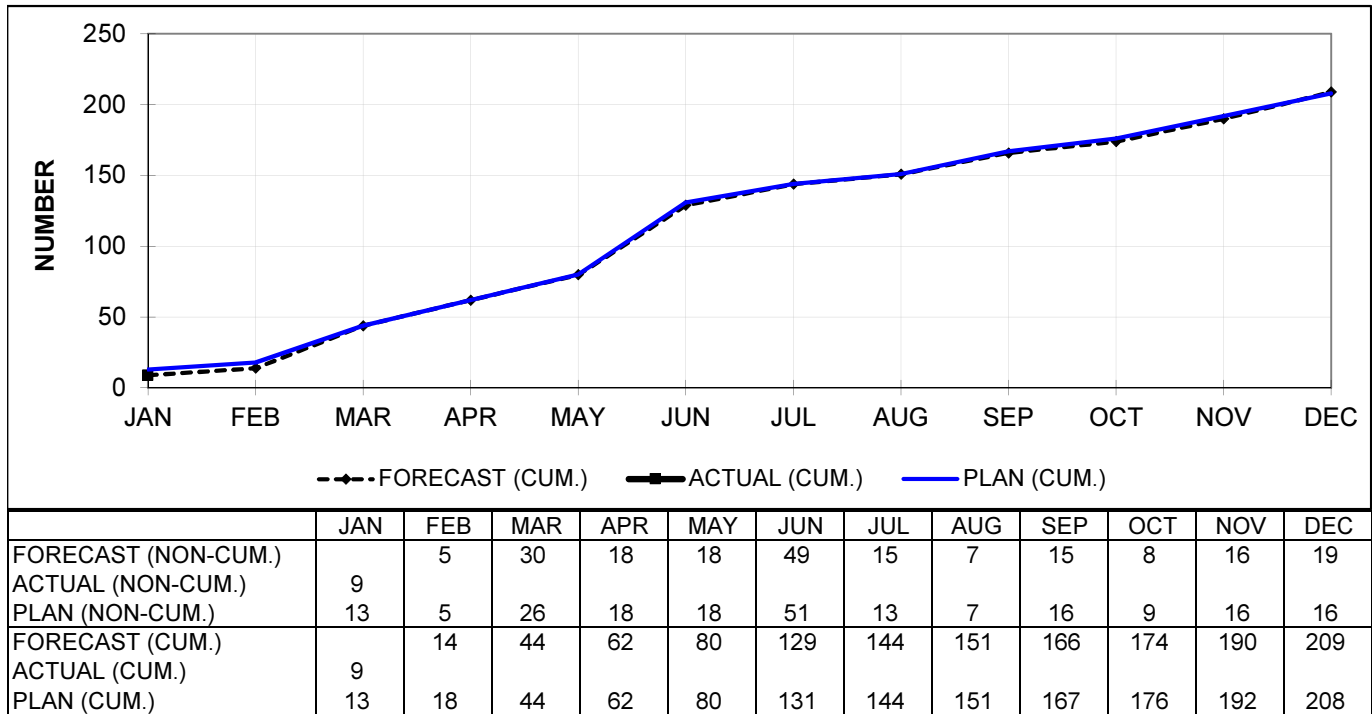
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		26	43	13	20	24	14	9	9	8	15	14
ACTUAL (NON-CUM.)	18											
PLAN (NON-CUM.)	27	26	42	14	13	26	20	6	8	10	13	14
FORECAST (CUM.)		44	87	100	120	144	158	167	176	184	199	213
ACTUAL (CUM.)	18											
PLAN (CUM.)	27	53	95	109	122	148	168	174	182	192	205	219



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		342.5	1293.8	122.1	348.7	2273.5	315.8	711.4	146.2	48.8	219.3	504.7
ACTUAL (NON-CUM.)	279.0											
PLAN (NON-CUM.)	298.8	446.8	1171.1	124.5	323.6	2296.1	476.1	589.4	145.1	58.2	183.8	510.1
FORECAST (CUM.)		621.4	1,915.2	2,037.3	2,386.0	4,659.6	4,975.4	5,686.8	5,833.0	5,881.7	6,101.0	6,605.7
ACTUAL (CUM.)	279.0											
PLAN (CUM.)	298.8	745.5	1,916.6	2,041.1	2,364.7	4,660.8	5,136.9	5,726.3	5,871.5	5,929.6	6,113.5	6,623.5

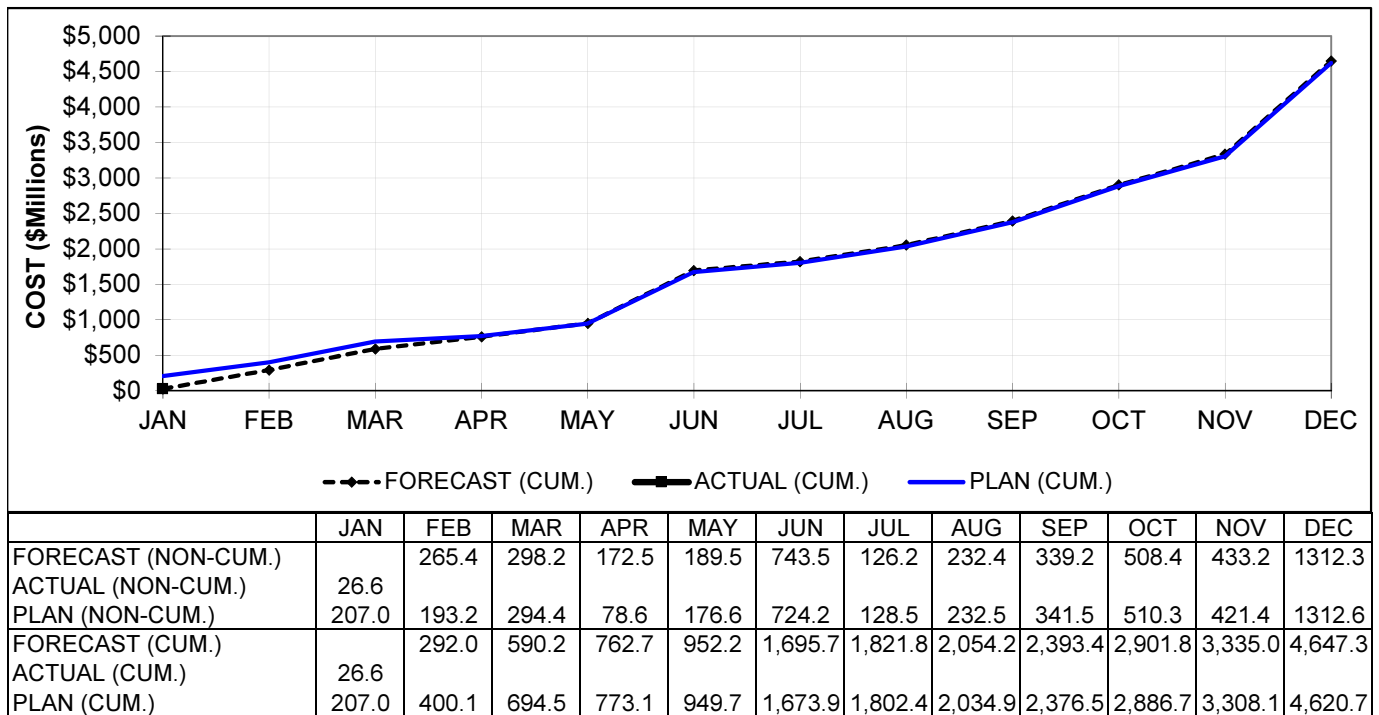
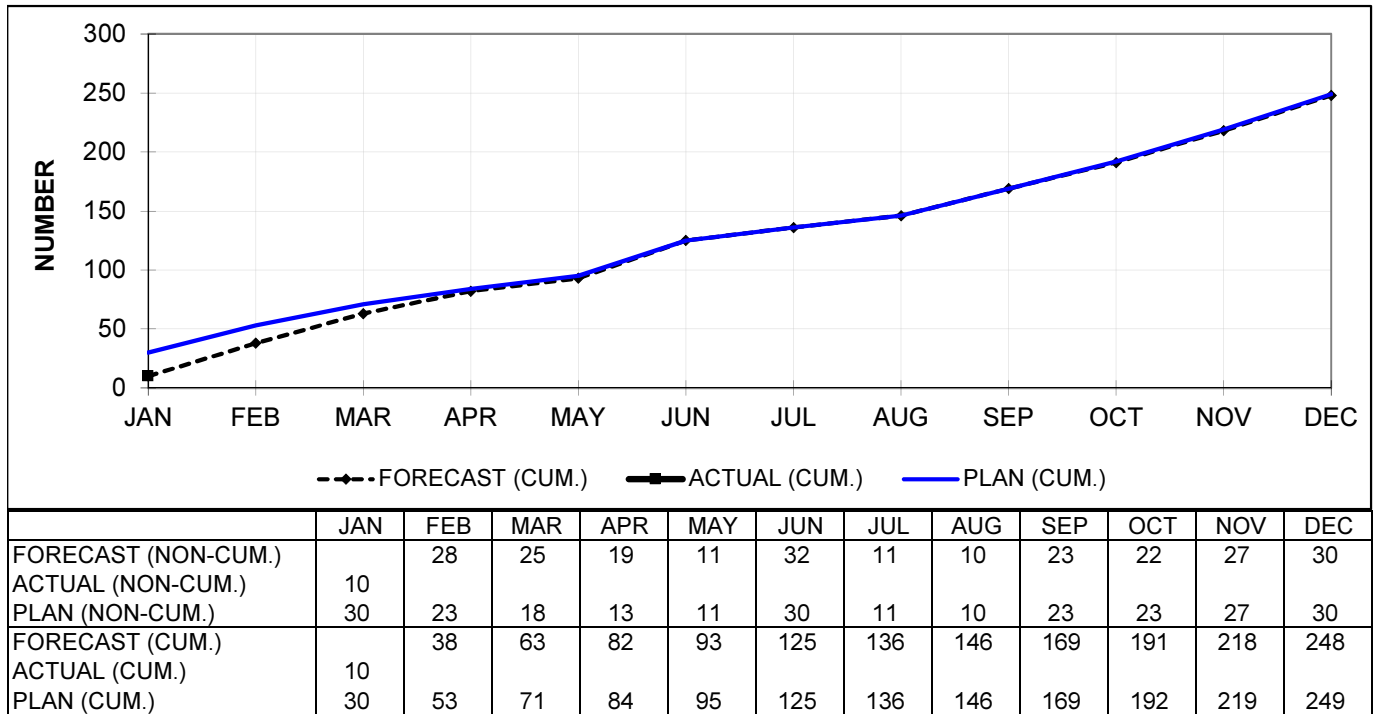
2017 Substantial Completions Charts

As of January 2017




2017 Closeouts Charts

As of January 2017



PROCUREMENTS

The Procurement Agenda this month includes 12 actions for a proposed expenditure of \$714.7M.

Subject	Request for Authorization to Award Various Procurements				
Department	Materiel – NYCT				
Department Head Name	Stephen M. Plochochi				
Department Head Signature					
Project Manager Name	Rose Davis				
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	3/20/17			
2	Board	3/22/17			

March 16, 2017			
Department Law and Procurement – MTACC			
Department Head Name Evan Eisland			
Department Head Signature 			
Internal Approvals			
	Approval		Approval
	President NYCT		President MTACC
	Executive VP		President MTA Bus
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

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

PURPOSE:

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

DISCUSSION:

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

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

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

NYC Transit proposes to award Competitive procurements in the following categories:		
<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	2	\$ 641.7 M
<u>Schedules Requiring Majority Vote:</u>		
Schedule F: Personal Service Contracts	2	\$ 60.6 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$ 1.9 M
SUBTOTAL	5	\$ 714.7 M
MTA Bus Company proposes to award Competitive procurements in the following categories:		
<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	\$ TBD M
SUBTOTAL	1	\$ TBD M
MTA Capital Construction proposes to award Competitive procurements in the following categories: NONE		
NYC Transit proposes to award Ratifications in the following categories:		
<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	2	\$ 5.2 M
SUBTOTAL	2	\$ 5.2 M
MTA Bus Company proposes to award Ratifications in the following categories: NONE		
MTA Capital Construction proposes to award Ratifications in the following categories:		
<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	4	\$ 5.3 M
SUBTOTAL	4	\$ 5.3 M
TOTAL	12	\$ 714.7 M
<p>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.</p> <p>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.</p> <p>RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)</p>		

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.

MARCH 2017

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

(Staff Summaries required for items requiring Board approval.)

- | | | | |
|----|---|----------------------|-------------------------------|
| 1. | Judlau Construction Corp./
TC Electric JV
Four Proposals – 43-month contract
Contract# P-36437 | \$492,000,000 | <u>Staff Summary Attached</u> |
| | <p>Canarsie Tunnel Rehabilitation and Core Capacity Improvements in the boroughs of Manhattan and Brooklyn.</p> | | |
| 2. | Skanska USA Civil Northeast, Inc.
Four Proposals–21-month contract
Contract# A-36622B | \$149,680,000 | <u>Staff Summary Attached</u> |
| | <p>Enhanced Station Initiative–Package 2 Improvements at the 30th Avenue, Broadway, 36th Avenue, and 39th Avenue stations along the Astoria Line in Queens.</p> | | |

Procurements Requiring Majority Vote:

F. Personal Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Noncompetitive; \$1M Competitive.)

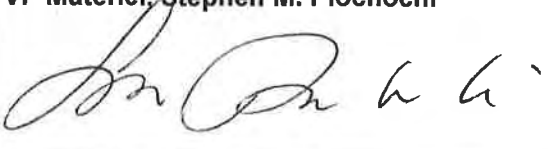
- | | | | |
|----|---|---------------------------------|-------------------------------|
| 3. | HNTB New York Engineering
and Architecture, P.C.
Jacobs Civil Consultants, Inc.
Three Proposals–27-month contract
Contract# CM-1059 | \$60,562,472 (Aggregate) | <u>Staff Summary Attached</u> |
| 4. | Contract# CM-1060 | \$33,287,959 | ↓ |
| | <p>Consultant Construction Management services for the Enhanced Station Initiative – Design and renovation of multiple stations in the boroughs of Brooklyn, Queens, Manhattan, the Bronx, and Staten Island.</p> | | |

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.)

- | | | | |
|----|--|--------------------|-------------------------------|
| 5. | Parsons Transportation Group
of New York, Inc.
Contract# CM-1235.19 | \$1,902,788 | <u>Staff Summary Attached</u> |
| | <p>Modification to the consultant contract for design and construction support services for the Communications Based Train Control/Auxiliary Wayside Signal System for the Second Avenue Subway and Flushing Line, in order to extend the contract term and increase the funding for the Flushing CBTC extended construction support closeout.</p> | | |

Staff Summary

Item Number 1				SUMMARY INFORMATION	
Department, Department Head Name VP Materiel, Stephen M. Plochochi 				Vendor Name Judlau/TC Electric JV	
				Contract No. P-36437	
Internal Approvals				Description Canarsie Tunnel Rehabilitation and Core Capacity Improvements in the boroughs of Manhattan and Brooklyn	
Order	Approval	Date	Approval	Total Amount \$492,000,000 (\$477M contract; \$15M acceleration)	
1	Materiel	6 X	Subways	Contract Term (including Options, if any) 43 months	
2 X	Law	7 X	CFO	Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
3 X	Budget	8	EVP	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
4 X	DDCR	9	Acting President	Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
5 X	CPM			Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
				Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain approval of the Board to award Contract P-36437, for, Canarsie Tunnel Rehabilitation and Core Capacity Improvement in the Boroughs of Manhattan and Brooklyn to Judlau/TC Electric JV, a joint venture consisting of Judlau Contracting Inc. and TC Electric, LLC ("Judlau/TC") in the amount of \$477,000,000 and a duration of 43 months. The Board is also asked to approve an additional \$15,000,000 to be used for future potential incentive/acceleration payments, for a total amount of \$492M.

In light of the extensive impact of this project on the surrounding communities and the goal to improve customer service, NYC Transit is desirous of undertaking new and creative ways to expedite the work. Therefore, the Board is also asked to authorize a streamlined change order approval process.

DISCUSSION:

A series of emergency repairs and resiliency measures continue to be needed to address structural and operational issues following the unforeseen and devastating effects of Superstorm Sandy. During the storm, brackish water filled the Canarsie Tunnel and damaged critical systems. NYC Transit has a need to perform repairs and implement resiliency measures to improve service and harden this tunnel to prevent future storm damage.

The work under this contract will address the salt water damage caused by Superstorm Sandy in the tunnel to improve service and reliability for the riding public. The work in the tunnel will be completed during the closure of the tunnel between Brooklyn and Manhattan that is planned to begin in April 2019. During this closure, a vast amount of work must be accomplished and includes demolition and reconstruction of approximately 60,000 linear feet (LF) of duct banks, 14,400 LF of Track and track bed, 270,000 LF of cable ducts and associated cables, repair of 7,000 LF of concrete lining, and installation of tunnel lighting and fire systems. Resiliency measures will also be implemented to protect the tube, including construction of resilient cables and ducts and installation of a new discharge line. Additionally, extensive work will be performed prior to the tunnel work. Several "core capacity" improvements will increase operational efficiency and throughput, and improve accessibility and circulation. Station improvements at the 1st Avenue and Bedford Avenue Stations adjacent to the tunnel will include new stairways, and four ADA compliant elevators and other work to improve passenger flow. Construction of a new Avenue B substation, Circuit Breaker House and contact rail will address power requirements to improve service on the "L" line. Given the critical nature and impact of this project, contractual provisions were added to expedite demolition, encourage acceleration of the tunnel work, deter delays, facilitate payments, and enable traffic mitigation work, testing and commissioning of systems. Innovative construction means were introduced to facilitate the work.

An Authorizing Resolution requesting the use of a competitive Request for Proposal (“RFP”) procurement process was approved by the Board in March 2016. Selection was accomplished by use of a two-step RFP process in which the most qualified firms were selected to submit technical and cost proposals in Step 2. Due to the importance of the project, an interdepartmental Technical Advisory Committee was employed to evaluate the technical components of each proposal.

For Step 1, NYC Transit’s selection was based on relevant experience minimizing operational impact as well as experience performing work of similar size and scope, general responsibility to receive a contract award, and overall technical approach to meet and accelerate the critical project construction schedule. In response to NYC Transit’s advertisement, six Qualification Packages were received from the following firms: (1) Kiewit Infrastructure Co., (2) Judlau/TC, (3) Skanska USA Civil NE & L.K. Comstock, JV, (4) Tully Construction Co., (5) Tutor Perini Corp. and (6) Yonkers Contracting Co./John P. Picone, JV.. The Selection Committee (“SC”) reviewed the submissions and recommended that all six firms move to Step 2. The firms demonstrated the ability to perform the project scope and satisfied the criteria set forth in Step 1.

For Step 2, proposers were evaluated based on their detailed technical proposal and approach, including acceleration of the project and minimizing outages, overall project cost, and other relevant matters. Criteria focused on management and construction approach including the ability to accelerate the critical project schedule, minimize operational impacts and outages, managing community impacts, experience of the project team, project innovations, proposer’s safety and quality and past performance. Technical proposals were received in response to the Step 2 RFP documents from four of the six short-listed firms: (1) Judlau/TC, (2) Skanska USA Civil NE & L.K. Comstock, JV, (3) Tully Construction Co., and (4) Tutor Perini Corp. Technical and cost proposals were received at staggered times to afford the prospective proposers additional time to develop pricing. Kiewit Infrastructure Co. did not propose, indicating that it intended to participate as a subcontractor. Yonkers Contracting Co./John P. Picone, JV did not propose, citing risk concerns by the bonding community. Following the Technical Advisory Committee and the SC’s review of technical proposals and observation of oral presentations, in accordance with the evaluation criteria, the firms were ranked technically.

Judlau/TC was technically ranked the highest. The Judlau/TC team has extensive past and on-going experience working together on NYC Transit Sandy projects of similar scope and complexity, including the reconstruction of the Montague Tunnel, Steinway Tunnel, and 53rd Street Tunnels. Its technical proposal applied the lessons learned from these projects to develop a construction method to lessen the community impact, as well as shorten the tunnel closure and overall project duration. Additionally, it proposes to exceed the DBE goal established for the contract. Skanska USA Civil NE & L.K. Comstock, JV was technically ranked second. Relying on its past experience with similar elements of work on other NYC Transit projects, this proposer’s technical approach utilized similar technology to facilitate phasing of the work, including staging of materials for installation. Both joint venture team members have extensive NYC Transit experience and records of successful performance. Tutor Perini Corporation was ranked third. It provided a sound construction schedule and was also recommended for negotiations based on its detailed approach to utility and excavation work and its subcontractors’ prior experience supporting NYC Transit stations work. Tutor Perini has extensive public and private construction experience and has shown the ability to accelerate work. Tully Construction Co. was ranked fourth, meeting the minimum requirements of the RFP.

Subsequent to the technical review, the SC reviewed pricing. The firms with their base proposal amounts were as follows (in alphabetical order): Judlau/TC (\$465,000,000), Skanska USA Civil NE & L.K. Comstock, JV (\$520,485,000), Tully Construction Co. (\$492,000,000) and Tutor Perini Corporation (\$496,880,000). Judlau/TC also submitted an alternate proposal which offered a reduced project duration valued at \$493,000,000. Three firms were chosen for negotiations based on their ability to expedite the project schedule, detailed technical approach, and prior experience performing similar work: Judlau/TC, Skanska USA Civil NE & L.K. Comstock, JV, and Tutor Perini Corporation. The firm not recommended for negotiations, Tully Construction Co., did not provide a technical approach that would ensure minimal impact to the community and acceleration of the work and therefore received the lowest technical ranking.

Negotiations were held with the three proposers focusing on (1) technical solutions, including acceleration to minimize the tunnel outage, (2) terms and conditions (for example, daily incentives to maximize acceleration, payment provisions to facilitate the work, and liquidated damages provisions), and (3) pricing. Discussions also focused on shortening the overall project duration of 46 months and minimizing the planned 18-month tunnel closure/service outage.

After negotiations, Best And Final Offers (“BAFO”) were received from all three firms. The base BAFO amounts were as follows: Judlau/TC (\$456,000,000), Skanska USA Civil NE & L.K. Comstock, JV (\$501,970,000), and Tutor Perini Corporation (\$497,180,000). All three proposers submitted alternate proposals examining various technical approaches to shortening the project duration. Judlau/TC submitted the most competitive alternate BAFO with the greatest reduction to the tunnel outage and project duration in the amount of \$477,000,000. Skanska USA Civil NE & L.K. Comstock, JV submitted three alternates ranging from \$506,470,000 - \$509,950,000. Tutor Perini’s alternate proposal was valued at \$510,080,000.

After a thorough review of the BAFOs submitted from each firm the SC unanimously selected Judlau/TC and recommended its alternate BAFO for award based on the selection criteria. Its Alternate BAFO of \$477,000,000 represented a \$16,000,000 (or 3.2%) reduction from its initial alternate proposal, reduced the tunnel outage from 18 months to 15 months, and reduced the project duration from 46 months to 43 months. Based on the foregoing, the SC determined that Judlau/TC's alternate BAFO provided the best value to NYC Transit. Judlau/TC provided a strong project team with extensive experience working together on projects of similar scope and complexity for NYC Transit, including the Sandy Recovery project for the reconstruction of the Montague Tunnel, Rehabilitation of the Steinway, Clark and 53rd Street Tunnels, the post-Sandy clean up and restoration of the Rockaway Line, and the Culver Line Rehabilitation. Judlau/TC's prior experience on similar projects affecting the surrounding community and ridership, evoked confidence in the SC that it would successfully complete the work. Its proposal clearly delineated a construction approach which minimized community impact and utilized other innovations to maximize its ability to perform the work and execute its acceleration plan. While the other proposers put forth technical proposals that creatively managed the scope and duration, the SC determined that Judlau/TC provided the most viable plan with the most opportunity to accelerate the project scope, while providing the most competitive price.

All BAFOs, including Judlau/TC's alternate BAFO of \$477,000,000, were determined to be fair and reasonable based on the competitive nature of the RFP and comparison to the revised in-house estimate of \$536,460,360. Judlau/TC's alternate BAFO is \$63,000,000, or 11.6%, below the revised in-house estimate. Its proposal represents cost savings ranging from \$20,000,000 to \$46,000,000 when compared to the other proposals received.

While there have been issues with Judlau Contracting Co.'s performance in the past and on other current MTA work, this project is more similar to its successful projects like the reconstruction of the Montague Tunnel, Rockaway Line Clean Up and Restoration and the Culver Line Rehabilitation. Bonds, financial and insurance approval are pending. No award will be made until all such approvals are received. Additionally, Judlau/TC Electric has certified that it is not on the list of firms debarred from obtaining an award under the Iran Energy Sector Divestment Law.

In connection with a previous contract awarded to Judlau, Judlau 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 October 2013. In addition, as a result of the review of Judlau's responsibility since the prior contract award, new significant adverse information was identified and Judlau was found to be responsible notwithstanding such new significant adverse information and such responsibility finding was subsequently approved by the MTA Interim Executive Director in consultation with the MTA Acting General Counsel in March 2017. Following a background search and evaluation of Schedule J Responsibility Questionnaire by the Vendor Relations Unit, TC Electric has been found fully responsible.

Consistent with NYC Transit's objectives to expedite critical capital projects and improve customer service, NYC Transit also seeks to implement procedures to ensure that this project advances in a fast-tracked fashion similar to the expedited nature of Design Build projects. In order to assist MTA in achieving aggressive schedules for construction of certain Design-Build projects, Article VIII.B.3 was added to the All Agency General Contract Procurement Guidelines when the Board approved those Guidelines in June 2016. Under this provision, change orders for Design-Build contracts where the Board has previously declared that it is in the public interest to award the contract through a competitive RFP process and where the change order does not change the total contract price to exceed the project budgeted cost, including contingency, do not require Board approval. NYC Transit intends to utilize this provision for this contract in order to expedite the construction schedule. As part of this procurement action, the Board is asked to approve an Authorized Officer entering into any and all change orders where Board approval would otherwise be required and where such change order(s) do not change the total contract price to exceed the budgeted cost, including contingency. For the sake of transparency, all change orders over \$250,000 issued for this project will be reported to Capital Program Oversight Committee consistent with the procedures for change orders valued between \$250,000 - \$750,000.

M/W/DBE INFORMATION

The MTA Department of Diversity and Civil Rights ("DDCR") established a DBE goal of 17% for this project. Award will not be made until DDCR approval is obtained. Judlau/TC Electric has submitted a utilization plan achieving the DBE goal. Judlau Contracting Inc. has achieved its M/W/DBE goals on previous MTA contracts. TC Electric LLC has not achieved its previous M/W/DBE goals on a previously completed MTA contract.

On Contract S-32761, Installation of ST (Station Time) Signal Aspects, Phase II, Lexington Avenue Line, in the Borough of Manhattan, TC Electric LLC received interim "Unsatisfactory" ratings regarding M/W/DBE compliance from DDCR for the evaluation period of October 2014 through April 2015. TC Electric only met 2% of its reduced DBE goal of 7% and DDCR believed that TC Electric failed to notify them in a timely manner, resulting in an unsatisfactory rating in the M/W/DBE Compliance category. However, TC Electric's final overall evaluation by CPM was "Satisfactory".

CAPITAL PROGRAM REPORTING

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

IMPACT ON FUNDING

This contract is funded by the FTA and the MTA and will be managed by NYC Transit under the MTA Capital Program. The contract will not be awarded until a WAR certificate is in place.

ALTERNATIVES

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



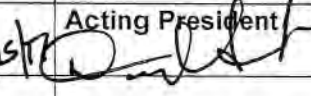
RECOMMENDATION

That the Board approve the award of Contract P-36437, for Canarsie Tunnel Rehabilitation and Core Capacity Improvement in the Boroughs of Manhattan and Brooklyn to Judlau/TC Electric JV in the amount of \$477,000,000 and a duration of 43 months.

That the Board also approve an additional \$15,000,000 to be used for future potential incentive/acceleration payments, for a total amount of \$492M.

That, the Board also approve a streamlined change order approval process in light of the extensive impact of this project on the surrounding communities and the goal to improve customer service.

Staff Summary

Item Number 2			
Department, Department Head Name: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1 X	Materiel	6 X	Subways
2 X	Law	7 X	CFO
3 X	Budget	8 3/14/17	EVP 
4 X	DDCR	9 3/15/17	Acting President 
5 X	CPM	10	

SUMMARY INFORMATION	
Vendor Name Skanska USA Civil Northeast, Inc.	Contract No. A-36622B
Description Enhanced Station Initiative—Package 2 Improvements at 30th Avenue, Broadway, 36th Avenue, and 39th Avenue Stations, Astoria Line Queens	
Total Amount \$149,680,000	
Contract Term (including Options, if any) 21 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain approval of the Board to award a contract for Package 2 of the Enhanced Station Initiative (“ESI”) Program for the design and construction of improvements at the 30th Avenue, Broadway, 36th Avenue, and 39th Avenue stations along the Astoria Line in the borough of Queens to Skanska USA Civil Northeast (“Skanska”) in the amount of \$149,680,000 and a duration of 21 months.

In accordance with MTA policy regarding the use of design-build, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$150,000 to be paid to each unsuccessful proposer whose proposal met a defined standard. Accordingly, permission is also requested to pay a total stipend of \$450,000. This is the second of several construction contracts to be awarded under the ESI Program.

DISCUSSION:

The ESI Program’s focus is on improving the customer experience, the continued responsibility of providing a state of good repair in stations, and the development of underlying station aesthetics through design innovation. These enhancements will result in stations that are cleaner and brighter, and through the use of more intuitive way-finding and the inclusion of twenty-first century amenities such as Wi-Fi and cellular connectivity, will be easier to navigate. This program includes 31 preselected stations throughout all five boroughs. The work in Package 2 includes (1) design, (2) demolition/removals, (3) concrete and steel repairs, (4) upgraded electrical and communication systems including new perimeter intrusion detection closed-circuit TV cameras in control areas, (5) new mezzanine concrete floor slabs with granite floor tiles, (6) new glass and metal façade walls as well as glass barriers in the fare control areas, (7) new platform canopies and windscreens, (8) new signage and navigation systems providing information at street level, fare control areas, and platforms (dashboards and totems), (9) full and partial stair replacement including new street stair canopies, (10) new LED lighting throughout, (11) charging stations, benches, and leaning bars, and (12) contemporary art. Additionally, in order to emphasize the schedule as a critical component of the ESI Program, Package 2 includes early completion incentives for reductions to station closure (bypasses) durations as well as liquidated damages for extended durations resulting from contractor delays.

An Authorizing Resolution requesting the use of a two-step competitive Request for Proposal (“RFP”) procurement process was approved by the Board in April 2016. A request for letters of interest and qualification packages was advertised in May 2016, resulting in the submission of seven responses. The Step-1 qualification packages were evaluated against pre-established selection criteria addressing relevant experience, general responsibility, financial resources, and safety record.

Five teams were selected: Citnalta-Forte, Joint Venture (“CFJV”); ECCO III Enterprises, Inc. (“ECCO III”); Judlau Contracting, Inc. (“Judlau”); Picone-Schiavone ESI, Joint Venture (“Picone-Schiavone”); and Skanska. Pursuant to the Authorizing Resolution, only these pre-qualified teams are eligible to propose on all ESI RFPs in Step 2.

The Package 2 RFP was issued on November 17, 2016. Package 2 required the submission of a base proposal assuming full station closures with a maximum contract duration of 21 months and also required the submission of alternate proposals assuming partial station closures with a maximum contract duration of 27 months. Technical Proposals were received on February 7, 2017, and corresponding cost proposals were received on February 14, 2017, to afford prospective proposers additional time to develop pricing. Proposals were received from four of the five teams appearing below in alphabetical order:

<u>PROPOSER</u>	<u>BASE PROPOSAL</u>	<u>ALTERNATE PROPOSAL</u>
ECCO III	\$232,167,000	\$232,167,000
Judlau	\$138,736,860	\$148,634,039
Picone-Schiavone	\$142,662,480	\$162,877,480*
Skanska	\$156,930,000	\$168,960,000

* As proposed duration is one month longer than the maximum duration stated in the RFP, this proposal is non-compliant.

Note: CFJV was awarded Package 1 and did not submit a proposal for Package 2, electing to focus on advancing the Package 1 design.

All Proposals were evaluated by a Selection Committee (“SC”) utilizing pre-established selection criteria addressing the proposer’s design and construction approach; overall project schedule; team experience; project management, safety, quality, and M/WBE plans; qualifications and coordination of subcontractors; diversity practices; and other relevant matters. After technical factors, the overall project cost was considered. Supporting the SC evaluation was a Technical Advisory Subcommittee comprised of members from the Program Facilitator/Best Practices Consultant and various NYC Transit departments.

The SC reviewed the technical proposals, observed the oral presentations, and subsequently reviewed the price proposals submitted by each proposer. After review and consideration of all proposals, the SC recommended that Skanska and Picone-Schiavone be invited for negotiation of their base proposals. The SC did not recommend any of the required alternate proposals. Of the four alternate proposals submitted only two were considered viable. Neither offered a schedule and cost proposal meriting consideration over any of the selected base proposals.

Skanska was a unanimous selection with a technical proposal that earned them the highest technical score by each SC member. Its written proposal and oral presentation were the most complete and comprehensive of all four teams. They have assembled a very strong design and construction team assigning a dedicated design team for early work as well as for each bypass (2 stations each) and a dedicated construction team for each station. Skanska’s approach to an early critical activity associated with the construction of a new egress stair at the Broadway Station was thought to significantly mitigate the risk to the start of the first bypass and the project schedule.

Although not as strong as Skanska’s proposal, Picone-Schiavone was also a unanimous selection. They submitted a good written proposal that was supported by a very good oral presentation. Their proposal includes dedicated design teams for early deliverables and interim design (all four stations) and a dedicated final design team for the two stations in each bypass. Each station is also assigned a dedicated construction team. Picone-Schiavone’s approach to the new egress stair at the Broadway Station somewhat reduces the risk to the start of the first bypass and the project schedule.

ECCO III and Judlau were not selected for negotiations. ECCO III’s cost proposal was determined to be outside of the competitive range. Although Judlau proposed the lowest cost and comparable reductions to the bypass durations, their proposal was not as attractive as their approach to the new egress stair at the Broadway Station was determined to present the most schedule risk.

Negotiations were conducted with both firms and included discussions of schedule, commercial and contractual terms and conditions, and overall cost including pricing assumptions. At the conclusion of negotiations, both teams were requested to submit its Best and Final Offer (“BAFO”). BAFO requests included agreed-upon terms and conditions and pricing assumptions specific to each proposer. Skanska’s BAFO was \$149,680,000, which represented a reduction of \$7,250,000 (4.6%) from its initial proposal. Picone-Schiavone’s BAFO was \$146,632,800, which represented an increase of \$3,970,320 (2.8%) from its initial proposal.

The SC reviewed the BAFOs, discussed the increase to Picone-Schiavone’s proposal which appeared to be solely in their electrical costs and revisited the technical evaluations. The SC recommended Skanska for award, determining that its proposal offered the best overall value to NYC Transit based on the selection criteria. Skanska’s BAFO of \$149,680,000 is \$3,047,200 (2.1%) higher than the BAFO submitted by Picone-Schiavone which amounts to an additional \$761,800 per station. The SC determined that the overall strength of Skanska’s technical proposal and its construction approach, which offered an increased level of schedule certainty, offset

the additional cost per station. Skanska's BAFO is within 1% of the internal estimate and considered fair and reasonable. In addition, this review also considered Skanska's proposed savings of over \$1 million in authority-provided services and avoidance of incentive payments of nearly \$3.3 million associated with Skanska's total proposed reduction of 91 days to the station bypass durations.

Skanska's recent station experience includes projects such as: C-26505 for F/I Finishes and Systems on the Number 7 Line Extension (\$513.7M); A-36121 Fulton Center A/C Mezzanine Reconstruction and J/M/Z Vertical Circulation (\$120M), and A-36094 for Renewal of Three Stations on the Sea Beach Line (\$79.9M). This team's relevant design-build experience includes: A-36025 for the Fulton Center Dey St. Concourse Structural Box (\$161M) and MNR Harmon Shop Replacement, Phases III (\$284M) and V (\$245M).

In connection with a previous contract awarded to Skanska, Skanska was found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in July 2011. No new SAI has been found relating to Skanska, and Skanska has been found to be responsible.

In connection with a previous contract awarded to AECOM, AECOM, the lead designer and a significant subcontractor to Skanska, was found to be responsible notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in May 2016. No new SAI has been found relating to AECOM, and AECOM has been found to be responsible.

In connection with a previous contract awarded to E-J Electric, E-J Electric, a significant subcontractor, was found to be responsible notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the NYC Transit Acting President in March 2017. No new SAI has been found relating to E-J Electric, and E-J Electric has been found to be responsible.

M/W/DBE INFORMATION:

The MTA Department of Diversity and Civil Rights has established goals at 15% MBE and 15% WBE. Award will not be made until the Department of Diversity and Civil Rights' approval is obtained. Skanska has achieved its previous M/W/DBE goals on previous MTA contracts.

CAPITAL PROGRAM REPORTING:

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

IMPACT ON FUNDING:

This project is funded by the MTA and will be managed by NYC Transit under the MTA Capital Program. Funding is available through the 2015–2019 Station Component Program and other identified capital program savings.


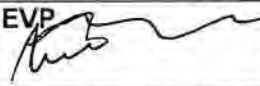
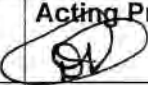
ALTERNATIVES:

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

RECOMMENDATION:

That the Board approve the award of a contract for Package 2 of the Enhanced Station Initiative for the Design and Construction of Improvements at the 30th Avenue, Broadway, 36th Avenue, and 39th Avenue stations along the Astoria Line in the Borough of Queens to Skanska in the amount of \$149,680,000 and a duration of 21 months.

Staff Summary

Item Number 3-4			
Department, Department Head Name VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1 X	Materiel	6 X	Subways
2 X	Law	7 X	CFO
3 X	Budget	8 3/14/17	EVP 
4 X	DDCR	9 3/14	Acting President 
5 X	CPM	10	

SUMMARY INFORMATION	
Vendor Name HNTB New York Engineering and Architecture, P.C. Jacobs Civil Consultants, Inc.	Contract No. CM-1059 CM-1060
Description Consultant Construction Management (CCM) Services for the Enhanced Station Initiative (Design and Renovation of Multiple Stations in the Boroughs of Brooklyn, Queens, Manhattan, the Bronx, and Staten Island)	
Total Amount Packages 1 and 2 to HNTB \$33,287,959 Packages 3 and 4 to Jacobs \$27,274,513 Total Program Amount \$60,562,472	
Contract Term (including Options, if any) 27 months	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain approval of the Board to award two competitively negotiated contracts, CM-1059 and CM-1060, each with a term of 27 months for Consultant Construction Management ("CCM") services for the Enhanced Station Initiative ("ESI") (Design and Renovation of Multiple Stations in the Boroughs of Brooklyn, Queens, Manhattan, the Bronx and Staten Island) subject to the availability of funding. CM-1059 will be awarded to HNTB New York Engineering and Architecture, P.C. ("HNTB") for CCM services in support of ESI Packages 1 and 2 (for three and four stations respectively) in the combined estimated amount of \$33,287,959. CM-1060 will be awarded to Jacobs Civil Consultants, Inc. ("Jacobs") for CCM services in support of ESI Packages 3 and 4 (for four and five stations respectively) in the combined estimated amount of \$27,274,513. Each contract allows NYC Transit to compete an option between both consultants for the award of approximately four additional packages. Award of the option(s) for the additional packages will be subject to Board approval.

DISCUSSION:

NYC Transit is seeking one or more experienced consultants to provide CCM services for the ESI Program. The ESI Program's focus is on improving the customer experience, the continued responsibility of providing a state of good repair in stations, and the development of underlying station aesthetics through design innovation, which, together will result in stations that are cleaner and brighter. With the addition of improvements at the 7th and 8th Avenue Line stations at Penn Station, the program now includes 31 preselected stations located in all five boroughs. Work will be accomplished through the award of multiple design-build contract packages including several stations each. The CCM will provide a range of construction inspection and closeout services. Construction-related activities include ensuring that the project is on schedule and within budget, obtaining shop drawings and submittals, reviewing and processing change orders, performing inspections for quality and safety requirements, and providing construction oversight and inspections.

This Request for Proposal ("RFP") required CCM services for a period of 27 months for a total of four ESI design and construction packages that include 16 stations in the boroughs of Brooklyn, Queens, and Manhattan. Services for the remaining stations, located in Brooklyn, Queens, the Bronx, and Staten Island, will be addressed by options.

A two-step RFP was utilized for this procurement. In Step 1, Qualification Packages were submitted by the following three firms: HNTB; Jacobs; and STV, Inc. and LiRo Engineers, Joint Venture, (“STV/LiRo”). As the ESI Program relies on the design-build method of construction procurement, many major engineering firms are on the design-build teams, and thus not eligible to participate in the program as the CCM. During Step 1, the Selection Committee (“SC”) reviewed the Qualification Packages against the pre-established evaluation criteria that included such items as project specific and general professional experience, financial stability and ability to successfully execute the work in relation to current contractual commitments and recommended that all three firms advance to Step 2.

The RFP provided the firms with titles, hours, and fixed out-of-pocket expenses to facilitate an equal price comparison and evaluation. Pricing was done by individual packages to facilitate making multiple awards based on the consultants’ staffing plans, which would allow NYC Transit the ability to obtain the best resources from more than one firm. Proposals were received and evaluated by the SC utilizing pre-established selection criteria addressing each proposer’s plan of approach, experience in relevant areas, experience of project team/key personnel, current workload of prime and sub-consultants, past performance on similar contracts, and proposer’s diversity practice and management. After review of the technical proposals, the SC invited all three firms for oral presentations. After the oral presentations, the SC recommended that negotiations be conducted with two firms: HNTB and Jacobs. HNTB and Jacobs were selected for negotiations because they both have the requisite CCM experience, addressed and met all of the requirements outlined in the selection criteria, and presented a clear understanding of the ESI Programs’ objectives in their oral presentations as it pertained to coordination of the work and package schedules. The SC did not recommend STV/LiRo for negotiations because its proposal lacked detailed information on the coordination of Packages 3 and 4.

After being selected for negotiations, HNTB and Jacobs’ cost proposals were opened and evaluated. Negotiations were conducted and focused on project schedule, hourly rates, overhead and profit. Additional titles for safety, quality, and a dedicated senior resident engineer for each package were added and increased the estimated hours by 12%. Standalone pricing per package was requested for the initial and Best and Final Offer (“BAFO”) Cost Proposal because it allowed NYC Transit to issue multiple awards as deemed necessary. At the conclusion of negotiations, the two firms submitted their BAFOs.

The tables below show a comparison of the two firms’ initial cost proposals and their BAFOs:

Initial Cost Proposal

	Package 1	Package 2	Package 3	Package 4	Total
HNTB	\$12,110,066	\$18,943,758	\$16,474,618	\$13,413,668	\$60,942,109
Jacobs	\$9,758,283	\$15,497,092	\$13,133,465	\$10,749,877	\$49,138,716

BAFO Cost Proposal

	Package 1	Package 2	Package 3	Package 4	Total
HNTB	\$11,973,191	\$21,314,768	\$17,722,901	\$14,256,712	\$65,267,572
Jacobs	\$10,346,205	\$18,003,158	\$14,677,390	\$12,597,123	\$55,623,876
Final Estimate	\$14,020,642	\$24,506,460	\$20,534,685	\$16,645,672	\$75,707,459

The SC determined that the resource requirements of the ESI Program are too great for any one CCM and voted unanimously to award contracts to HNTB and Jacobs. Both were deemed to have strong teams and expertise to perform the work, thus offering the best overall value to NYC Transit. HNTB was recommended by the SC to be awarded Packages 1 and 2 (\$33,287,959). HNTB was the highest-rated proposer and was best prepared to provide services in support of already-awarded Package 1 and soon-to-be awarded Package 2 based on its familiarity and experience on projects similar to ESI. Jacobs was recommended for award of Packages 3 and 4 (\$27,274,513), the design and construction of which will be solicited in the coming months. Jacobs will be brought on during the solicitation phases for the design and construction of Packages 3 and 4. Both Procurement and CPM concurred that both BAFOs were fair and reasonable based on the competitive nature of the RFP and comparison to the final revised in-house estimate of \$75,707,459.

HNTB is currently the CCM on NYC Transit Rehabilitation of the Sea Beach Line and have provided Architectural/Engineering Design Services for Federally Funded Miscellaneous Construction and Capital Security Project on a competitive task order basis. Reference checks with NYC Transit confirmed that HNTB’s CCM performance is satisfactory.

Jacobs is part of a Joint Venture with LiRo Engineering, Inc. providing CCM services on the East Side Access Project since January 2008. Jacobs is currently the CCM on the Canarsie Tunnel Rehabilitation and Core Capacity Improvement project. In addition, Jacobs is the current CCM for Long-Term Flood Mitigation for 17 Fan Plants and for the 148th Street Yard Resiliency Project. Jacobs has extensive experience with NYC Transit projects and is very familiar with NYC Transit's internal processes. Reference checks with MTA and NYC Transit substantiated that Jacobs' performance is satisfactory.

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

A current background check discovered no SAI within the meaning of the MTA All-Agency Responsibility Guidelines for HNTB.

M/W/DBE:

The MTA Department of Diversity and Civil Rights has established goals of 15% for MBE and 15% WBE for both contracts. Both HNTB and Jacobs have submitted plans to meet or exceed these goals. Award(s) will not be made until the Department of Diversity and Civil Rights' approval is obtained. Both HNTB and Jacobs have achieved their previous MWDBE goals on previous MTA contracts.

IMPACT ON FUNDING:

These contracts will be 100% MTA funded. Currently, funding is only available for CCM services in support of ESI Packages 1 and 2. Notices to Proceed for each package will not be issued until funding becomes available and WAR Certificates are received.

ALTERNATIVES:

None. Currently, NYC Transit lacks available in-house technical personnel to perform the specific tasks required under these two contracts.

CAPITAL PROGRAM REPORTING:

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

RECOMMENDATION:

It is recommended that the Board approve the award of Contract Nos. CM-1059 (HNTB) and CM-1060 (Jacobs) each with a term of 27 months for CCM Services in support of the ESI Program (Design and Renovation of Multiple Stations) subject to the availability of funding. CM-1059 will be awarded to HNTB for CCM services in support of ESI Packages 1 and 2 in the combined estimated amount of \$33,287,959. CM-1060 will be awarded to Jacobs for CCM services in support of ESI Packages 3 and 4 in the combined estimated amount of \$27,274,513.

Item Number: 5

Vendor Name (Location) Parsons Transportation Group of New York, Inc. (New York, New York)	
Description: Consultant Services for Design and Construction Support for the Communications-Based Train Control/Auxiliary Wayside Signal System for the Second Avenue Subway and Flushing Line	
Contract Term (including Options, if any) December 1, 2003–April 30, 2017	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Capital Program Management, John O'Grady	

Contract Number CM-1235	AWO/Mod. #: 19
Original Amount:	\$ 4,090,298
Option Amount:	\$ 10,275,659
Total Amount:	\$ 14,365,957
Prior Modifications:	\$ 7,831,591
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 22,197,548
This Request:	\$ 1,902,788
% of This Request to Current Amount:	8.6%
% of Modifications (including This Request) to Total Amount:	67.8%

Discussion:

This modification is for continued technical support services during the construction phase of the Communications-Based Train Control ("CBTC") system implementation on the Flushing line, and an extension of the contract by 19 months, from May 1, 2017 to November 30, 2018.

The base contract was for Parsons Transportation Group ("PTG") to perform Preliminary Engineering ("PE") for the CBTC/Auxiliary Wayside Signal system on the Second Avenue Subway ("SAS") line and PE and Final Engineering for CBTC on the Flushing line. The contract had three Options: Option 1 – Final Design and Procurement Support for SAS; Option 2 – Technical Support During SAS Construction; and Option 3 – Technical Support During Flushing Construction. Only Option 3 has been exercised.

Several modifications have been issued, including (1) design and technical support services for the CBTC Culver Test Track, (2) the exercise of Option 3 for technical support services on the Flushing CBTC construction effort, and (3) extension of the contract term to April 30, 2017, primarily due to delay in Flushing CBTC construction. This delay was due to various factors attributable to both the contractor and NYC Transit, which necessitated additional PTG technical support.

Under this modification, PTG will continue to provide technical support during construction and subsequent close-out services beyond Flushing CBTC substantial completion of on-site work, currently projected for November 2017. PTG's continued technical support includes overseeing acceptance testing to ensure satisfactory CBTC operational service along the entire Flushing line, and also includes the review of test reports, safety reports, and as-built documents.

PTG's initial proposal was in the amount of \$1,976,703. NYC Transit's revised estimate was \$1,898,926. Negotiations with PTG resulted in a Best and Final Offer ("BAFO") of \$1,902,788. PTG's BAFO was deemed to be fair and reasonable.

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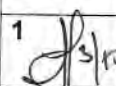
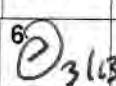

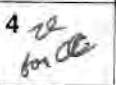

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)
(Staff Summaries required for items estimated to be greater than \$1M.)

- | | | |
|---------------------------------------|------------------------------|--------------------------------------|
| 1. Contractor To Be Determined | Cost To Be Determined | <u>Staff Summary Attached</u> |
| Contract Term To Be Determined | | |
| Contract# B-40669 | | |
- RFP Authorizing Resolution for the purchase of up to 53 low-floor 60-foot articulated diesel buses.

Staff Summary

Item Number 1			
Department, Department Head Name VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1 	Materiel	6 	EVP, NYCT
2 X	Law, MTABC	7 	Acting President, NYCT
3 X	Budget	8	
4 	EVP, MTABC	9	
5 	President, MTABC	10	

SUMMARY INFORMATION	
Vendor Name TBD	Contract No. B-40669
Description RFP Authorizing Resolution for purchase of up to 53 low-floor 60-foot articulated diesel buses	
Total Amount TBD	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To request that the Board determine that competitive bidding is impractical or inappropriate for the federally funded procurement of up to 53 low-floor 60-foot articulated diesel buses for MTA Bus Company ("MTABC") and that it is in the public interest to issue a competitive Request for Proposals ("RFP") pursuant to subdivision 4(g) of Section 1265-a of the Public Authorities Law.

DISCUSSION:

Subdivision 4(g) of Section 1265-a of the Public Authorities Law permits MTABC to use a competitive RFP in lieu of competitive bidding to award a contract based on a formal evaluation of characteristics such as quality, delivery, and cost against stated selection criteria. MTABC is desirous of utilizing such a procedure with respect to the procurement of up to 53 low-floor 60-foot articulated diesel buses.

This procurement will be conducted by NYC Transit on behalf of MTABC. The RFP process will allow MTABC to select the proposal that offers the best overall value through negotiations and evaluation based on criteria that reflect the critical needs of the agency. Upon completion of the RFP process, NYC Transit intends to obtain Board approval for the actual contract award.

The 53 low-floor 60-foot articulated diesel buses will replace aging 40-foot diesel buses that have reached the end of their 12-year useful life. These buses represent an expansion of articulated bus operation and in some cases, an increase in service in order to meet peak-service requirements. 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 depots in Queens.

By utilizing the RFP process, MTABC will be able to (1) weigh factors such as overall project price, delivery and overall quality of proposer and product; (2) negotiate specific contract terms, such as warranty and payment terms, (3) negotiate technical matters as deemed appropriate, and (4) include any other factors that MTABC deems relevant to its operation.

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

Staff Summary

ALTERNATIVE:

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

IMPACT ON FUNDING:

This procurement is funded under U7030201/SF02-2710. It is anticipated that this project will be 80% federally funded and 20% locally funded.

RECOMMENDATION:

It is recommended that the Board determine that competitive bidding is impractical or inappropriate for the federally funded procurement of up to 53 low-floor 60-foot articulated diesel buses for MTABC and that it is in the public interest to issue a competitive RFP pursuant to subdivision 4(g) of Section 1265-a of the Public Authorities Law.

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LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

- | | | |
|--|---------------------------|--------------------------------------|
| 1. DAP-NDT, LLC
Sole Source – One-year contract
Contract# 140573 | \$1,423,888 (Est.) | <u>Staff Summary Attached</u> |
| Declaration of an immediate operating need for ultrasonic rail flaw detection services. | | |
| 2. Judlau Contracting, Inc.
Contract# A-37593.74 | \$3,800,000 | <u>Staff Summary Attached</u> |
| Modification to the contract for South Ferry Terminal Complex Rehabilitation, in order to build a permanent bikeway and perimeter walkway in Battery Park. | | |

Item Number: 1

Vendor Name (Location) DAP-NDT, LLC (Ridgefield, Connecticut)	Contract Number 140573	Renewal <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Ultrasonic Rail Flaw Detection Services	Total Amount: \$1,423,888 (Est.)	
Contract Term (including Options, if any) December 5, 2016–December 4, 2017	Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	Requesting Dept./Div., Dept./Div. Head --	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive	Department of Subways, Wynton Habersham	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Immediate Operating Need		

Discussion:

It is requested that the Board ratify the declaration of an Immediate Operating Need (“ION”), approved by the Vice President, Materiel, waiving formal competitive bidding pursuant to Article III-A of the All-Agency Procurement Guidelines, and approve the award of a contract for ultrasonic rail flaw detection services to DAP-NDT, LLC (“DAP”) for one year, in effect from December 5, 2016 to December 4, 2017.

Ultrasonic rail testing is a process used to detect and verify internal flaws that can develop in rail, thereby facilitating preemptive track repairs. This service is provided by contractors trained in the use of specialized ultrasonic testing equipment. The Federal Railroad Administration (“FRA”) has promulgated Track Safety Standards for defect testing practices to ensure that such testing is completed on a regular basis. Although NYC Transit is not governed by these FRA regulations, it has adopted similar standards in order to promote the integrity of its mainline tracks.

NYC Transit’s Track Geometry Cars (“TGC”) TGC3 and TGC4 are equipped with the Dapco RTS-400 ultrasonic testing inspection (“RTS-400”) system developed by Dominic A. Pagano (“Pagano”), an inventor with decades of experience in the field. Pagano sold his ownership rights in this technology to Nordco Rail Services (“Nordco”). From 2012 to 2016, Nordco provided ultrasonic testing services to NYC Transit using this system. Although NYC Transit timely engaged Nordco in negotiations for a renewal of the contract, it became evident through ongoing discussions that Nordco was unable to meet the standard of performance NYC Transit expects for the operation, maintenance, and staffing requirements for ultrasonic testing using the RTS-400 system. The contract was therefore not renewed, and an ION was declared to secure a contract with DAP, an alternate provider of this service.

The market for this service is very limited. It is further constricted in that the few contractors engaged in ultrasonic rail testing do so using their own proprietary equipment. Procurement contacted five leading companies in the industry; none of the contractors surveyed could (1) offer equipment that would function in NYC Transit’s Track environment, (2) readily retrofit their equipment on NYC Transit’s TGC vehicles, or (3) operate NYC Transit’s RTS-400 system. Sperry Rail Service (“Sperry”) is currently under contract with NYC Transit to install its UT 1950 System on NYC Transit’s TGC2 car, and to provide related operational and maintenance support. However, Sperry has not yet completed the installation process, and the system has not been fully commissioned by NYC Transit.

Pagano has recently reentered the ultrasonic rail testing field through his company, DAP. As the developer of the RTS-400, Pagano has the requisite expertise to operate and maintain the RTS-400 installed on board NYC Transit’s TGC3 and TGC4 cars. Moreover, his company, DAP, is the only qualified contractor currently capable of doing so. DAP did not satisfy the financial qualification requirements, however under this contract, financial risk is minimized as payment is made after the provision of service. Taking this into account, an award to DAP was made based on a business decision.

The Scope of Work under this contract provides for 46 weeks of ultrasonic testing service utilizing a crew of five personnel, with provisions for overtime and weekend support. The initial proposal submitted by DAP was \$1,447,425. Following negotiations, which included discussions on market rates and ultrasonic testing schedules, DAP reduced its proposal by \$23,537, resulting in a final price of \$1,423,888. The Cost/Price Analysis Unit reviewed DAP’s proposal, current market conditions, and pricing from the most recent NYC Transit ultrasonic testing contracts. The final price was determined to be fair and reasonable.

During the term of this contract, NYC Transit anticipates entering into a longer-term contract with DAP, for which Board approval will be sought.

Schedule K: Ratification of Completed Procurement Actions

Item Number: 2

Vendor Name (Location) Judlau Contracting, Inc. (Flushing, New York)
Description South Ferry Terminal Complex Rehabilitation
Contract Term (including Options, if any) November 26, 2014–June 26, 2017
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: Capital Program Management, John O’Grady

Contract Number	AWO/Mod. #
A-37593	74
Original Amount:	\$ 193,800,000
Prior Modifications:	\$ 6,769,491
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 200,569,491
This Request:	\$ 3,800,000
% of This Request to Current Amount:	1.9%
% of Modifications (including This Request) to Original Amount:	5.5%

Discussion:

This retroactive modification is for building a bikeway and perimeter walkway in Battery Park.

Construction of the South Ferry Terminal Complex (“SFTC”) requires a staging area at Entrance 3 in Battery Park. The NYC Department of Parks and Recreation (“DPR”) issued a permit for a staging area at that location (and for staging areas on DPR property at the Bus Loop and at Entrances 1 and 2 in Peter Minuit Plaza). Upon completion of construction, the permit and the contract require the DPR properties to be restored to their original condition.

On August 25, 2014, DPR and NYC Transit reached an agreement that requires NYC Transit to complete portions of a DPR project in Battery Park. The DPR project consists of a new bikeway through the park and a new walkway on the perimeter of the park, inclusive of landscaping. Specifically, the agreement requires NYC Transit to complete those segments of the DPR project that are materially impeded by the SFTC staging area at Entrance 3. The agreement was reached too late for its requirements to be designed and included in the contract, for which bids were received on September 23, 2014.

This modification provides for the construction of a permanent bikeway, which will be completed after the contractor, Judlau Contracting, Inc. (“Judlau”), vacates the staging area at Entrance 3 and walkways around the perimeter of the park. The bikeway and walkways are designed by DPR. The work includes the furnishing and installation of paving and horticultural landscape materials, plumbing, and lighting. Some specialized paving materials will be provided by DPR.

Judlau’s proposal was \$4,518,762. NYC Transit’s revised estimate was \$3,493,379. Negotiations resulted in agreement on a lump-sum price of \$3,800,000. Savings of \$718,762 were achieved. The negotiated price was found to be fair and reasonable. On December 22, 2016, the SVP, Capital Program Management approved a retroactive waiver in order to mitigate delay and Judlau was directed to proceed.

In connection with a previous contract awarded to Judlau, Judlau was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in October 2013. In addition, as a result of the review of Judlau’s responsibility since the prior contract award, new SAI was identified and Judlau was found to be responsible notwithstanding such new SAI and such responsibility finding was subsequently approved by the MTA Interim Executive Director in consultation with the MTA Acting General Counsel in March 2017.

MARCH 2017

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

- | | | |
|--|---|---|
| <p>1. 86th Street Constructors, JV
Contract# C-26012.258</p> | <p>\$1,020,732</p> | <p><u>Staff Summary Attached</u></p> |
| <p>Modification to the contract for the construction of the Second Avenue Subway – 86th Street Station Finishes, in order to continue five months start-up/burn-in service for 13 escalators at the 86th Street Station.</p> | | |
| <p>2. E.E. Cruz/Tully Construction Company, JV, LLC
Contract# C-26010.298</p> | <p>\$1,020,732</p> | <p><u>Staff Summary Attached</u></p> |
| <p>Modification to the contract for the Second Avenue Subway Route 132A – 96th Street Station Finishes, in order to continue five months start-up/burn-in service for nine escalators at 96th Street Station.</p> | | |
| <p>Judlau Contracting, Inc.
3. Contract# C-26011.330
4. Contract# C-26011.331</p> | <p>\$3,315,654 (Aggregate)
\$1,810,804
\$1,504,850</p> | <p><u>Staff Summary Attached</u>
↓
↓</p> |
| <p>Modifications to the contract for the construction of the Second Avenue Subway – 72nd Street Station Finishes, in order to provide (1) continued start-up/burn-in for eleven elevators at 72nd, 86th, and 96th Street stations; and (2) continued start-up/burn-in for ten escalators at the 72nd Street station.</p> | | |

Item Number: 1

Vendor Name (Location) 86th Street Constructors, Joint Venture (New York, New York)	Contract Number C-26012	AWO/Mod. # 258
Description Second Avenue Subway Route 132A – 86th Street Station Finishes, Mechanical, Electrical, and Plumbing Systems	Original Amount:	\$ 208,376,000
Contract Term (including Options, if any) June 12, 2013–May 31, 2016	Prior Modifications:	\$ 30,809,581
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	Prior Budgetary Increases:	\$ 0
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	Current Amount:	\$ 239,185,581
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request:	\$ 1,020,732
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	0.4%
Requesting Dept./Div., Dept./Div. Head Name MTA Capital Construction, Dr. Michael Horodniceanu	% of Modifications (including This Request) to Original Amount:	15.3%

Discussion:

This retroactive modification provides for five months of start-up/burn-in service for 13 escalators at 86th Street Station, from 10 p.m. January 30, 2017 to 10 p.m. June 30, 2017.

Work under the original contract includes (1) heating, ventilation, and air-conditioning work in the station and ancillaries, tunnel ventilation systems in the adjacent tunnels, (2) supply and installation of electrical medium voltage and 120-volt systems including electrical distribution in the station and adjacent tunnel areas, uninterruptable power supplies, lighting in the station and adjacent tunnels, (3) supply and installation of plumbing, including the fire suppression and track drainage systems, hot and cold water supply, storm drainage, and associated pump systems, (4) supply and installation of elevators and escalators in the station and entrances, (5) construction of the station platform and mezzanine levels, interior walls and rooms, and (6) restoration of Second Avenue's surface and that of adjacent streets impacted by the construction.

Revenue service on the Second Avenue Subway line commenced on January 1, 2017. Lessons learned from recent experiences with opening new facilities informed NYC Transit that maintenance and repair issues may arise during the start-up/burn-in period. To resolve these issues as quickly as possible and minimize impact to the public, it is beneficial to have the original equipment manufacturers ("OEM") and installers provide standby maintenance and repair during the first six months of revenue service.

A prior modification, No. 250, in the amount of in the amount of \$328,755, was initiated and negotiated with 86th Street Constructors, Joint Venture ("86th Street Constructors") and its subcontractor to provide one month of enhanced escalator standby and maintenance service from 5 p.m. December 31, 2016 through 10 p.m. January 30, 2017.

Under this retroactive modification, KONE Corporation, the OEM and installer of escalators at 86th and 96th Street stations, will provide a minimum crew of two mechanics, to be shared between 86th and 96th Street stations, to troubleshoot, maintain, repair, and perform preventive maintenance on escalators and related equipment. All preventive maintenance will be performed at times that minimize inconvenience to customers.

To continue the escalator start-up/burn-in service from January 30, 2017, approval to process this modification on a retroactive basis was obtained from the MTA Capital Construction ("MTACC") President. This modification will be funded by NYC Transit Operating Budget funds.

Continued:

The contractor submitted its proposal in the amount of \$1,144,989, for escalator maintenance for 86th Street Station. MTACC's revised in-house estimate was \$1,068,843. Negotiations were held directly with KONE for services at both 86th and 96th Street stations. In order to maximize efficiency, and contain cost, one team will cover both stations, instead of employing two parallel crews. After overall costs were agreed to with KONE, the markups were applied equally to the prime contractors for each location. Thus, the Additional Work Order cost is the same for both stations. Negotiations resulted in the agreed-upon lump-sum price of \$1,020,732. Based on analysis of CTJV's proposal and MTACC's estimate, both MTACC and Procurement find this price fair and reasonable.

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

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

Item Number: 2

Vendor Name (Location) E.E. Cruz/Tully Construction, Joint Venture LLC (New York, New York)	Contract Number C-26010	AWO/Mod. # 298
Description Second Avenue Subway Route 132A – 96th Street Finishes, Borough of Manhattan	Original Amount: \$ 324,600,000	
Contract Term (including Options, if any) June 22, 2012–December 31, 2016	Prior Modifications: \$ 59,170,233	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	Prior Budgetary Increases: \$ 0	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	Current Amount: \$ 383,770,233	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request: \$ 1,020,732	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount: 0.3%	
Requesting Dept./Div., Dept./Div. Head Name MTA Capital Construction, Dr. Michael Horodniceanu	% of Modifications (including This Request) to Original Amount: 18.6%	

Discussion:

This retroactive modification provides for continued start-up/burn-in service for the nine escalators at 96th Street Station from 10 p.m. January 30, 2017 to 10 p.m. June 30, 2017.

Work under the original contract includes (1) rehabilitation and retrofit of the existing 99th–105th Street Tunnel, (2) construction of invert slab benches in the newly constructed 87th–92nd Street tunnels and in the northern section of the 97th–99th Street Tunnel, (3) installation of mechanical systems including heating, ventilation, and air-conditioning, electrical medium voltage and 120-volt systems, (4) supply and installation of elevators and escalators in the station and entrances, (5) construction of the station platform, mezzanine levels, ancillaries and entrances, (6) restoration of Second Avenue’s surface and that of adjacent streets, and (7) removal of the temporary road deck installed in previous contracts.

Revenue service on the Second Avenue Subway line commenced on January 1, 2017. Lessons learned from recent experiences with opening new facilities informed NYC Transit that maintenance and repair issues may arise during the start-up/burn-in period. To resolve these issues as quickly as possible and minimize impact to the public, it is beneficial to have the original equipment manufacturers “OEM” and installers provide standby maintenance and repair during the first six months of revenue service.

A prior modification, No. 294, in the amount of \$328,755, was issued to the contractor, E. E. Cruz and Tully Construction Company, Joint Venture (“CTJV”), and its subcontractor to provide one month of enhanced escalator standby and maintenance service from 10 p.m. December 31, 2016 to 10 p.m. January 30, 2017.

Under this retroactive modification, KONE Corporation, the OEM and installer of escalators at 86th and 96th Street stations, will provide a minimum crew of two mechanics, to be shared between 86th and 96th Street stations, to troubleshoot, maintain, repair, and perform preventative maintenance on escalators and related equipment. All preventive maintenance will be performed at times that minimize inconvenience to the customers.

To continue the escalator start-up/burn in service from January 30, 2017, approval to process this modification on a retroactive basis was obtained from the MTA Capital Construction (“MTACC”) President. This modification will be funded by NYC Transit Operating budget funds.

Continued:

CTJV submitted its proposal in the amount of \$1,146,772, which was for 96th Street Station. MTACC's revised in-house estimate was \$1,068,843. Negotiations were held directly with KONE for service at both 86th and 96th Street stations. In order to maximize efficiency, and contain costs, one team will cover both stations, instead of having two parallel crews employed. After overall costs were agreed to with KONE, the markups were applied equally to the prime contractors for each location. Thus, the additional work order cost is the same for both stations. Negotiations resulted in the agreed-upon lump-sum price of \$1,020,732, which was found to be fair and reasonable.

Item Number: 3-4

Vendor Name (Location) Judlau Contracting, Inc. (College Point, New York)
Description Second Avenue Subway – 72nd Street Station finishes; mechanical, electrical, and plumbing systems; ancillary buildings and entrances
Contract Term (including Options, if any) February 14, 2013–November 13, 2015
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: MTA Capital Construction, Dr. Michael Horodniceanu

Contract Number	AWO/Mod. #
C-26011	330 and 331
Original Amount:	\$ 258,353,000
Option 1:	\$ 3,934,595
Option 2:	\$ 1,270,000
Option 3:	\$ 6,100,000
Total Amount:	\$ 269,657,595
Prior Modifications:	\$ 60,715,884
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 330,373,479
This Request: Mod. 330: \$1,810,804 Mod. 331: \$1,504,850	
	\$ 3,315,654
% of This Request to Current Amount:	1.0%
% of Modifications (including This Request) to Total Amount:	23.8%

Discussion:

These retroactive modifications are for Judlau Contracting, Inc. (“Judlau”) and will provide (1) continued start-up/burn-in service for all elevators at 72nd, 86th, and 96th Street stations, and (2) continued start-up/burn-in service for all escalators at 72nd Street Station.

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

Modification 330

This retroactive modification provides for continued start-up/burn-in service for all elevators within 72nd (seven elevators), 86th (two elevators), and 96th (two elevators) Street stations from 10 p.m. January 30, 2017 to 10 p.m. June 30, 2017. Revenue service on the Second Avenue Subway line commenced on January 1, 2017. Lessons learned from recent experiences with opening new facilities informed NYC Transit that maintenance and repair issues may arise during the start-up/burn-in period. To resolve these issues as quickly as possible and minimize impact to the public, it is beneficial to have the original equipment manufacturers “OEM” and installers provide standby maintenance and repair during the first six months of revenue service.

A previous modification, No. 326, in the amount of \$371,175, was issued to Judlau and its subcontractor to provide one month of enhanced elevator standby and maintenance service from 5 p.m. December 31, 2016 to 10 p.m. January 30, 2017.

Under this retroactive modification, USA Hoist Company, the original equipment manufacturer and installer of elevators at the 72nd, 86th, and 96th Street stations, will provide a crew of two mechanics to troubleshoot, maintain, repair, and perform preventive maintenance on elevators and related equipment. All preventive maintenance will be performed at times that minimize inconvenience to customers.

Continued:

To continue the elevator start-up/burn in service from January 30, 2017, approval to process this modification on a retroactive basis was obtained from the MTA Capital Construction (“MTACC”) President. This modification will be funded by NYC Transit Operating budget funds.

Judlau submitted its proposal in the amount of \$1,892,625, which included maintenance costs for the 72nd, 86th, and 96th Street stations, as specified in the original Request for Proposal (“RFP”). MTACC’s in-house estimate was \$1,670,681. Negotiations concluded on February 3, 2017, with an agreed-upon lump-sum price of \$1,810,804.

Based on the analysis of Judlau’s proposal and MTACC’s in-house estimate, the price is considered fair and reasonable. Savings of \$81,821 were achieved.

Modification 331

This retroactive modification provides for continued start-up/burn-in service for the ten escalators at 72nd Street Station from 10 p.m. January 30, 2017 to 10 p.m. June 30, 2017.

Revenue service on the Second Avenue Subway line commenced on January 1, 2017. Lessons learned from recent experiences with opening new facilities informed NYC Transit that maintenance and repair issues may arise during the start-up/burn-in period. To resolve these issues as quickly as possible and minimize impact to the public, it is beneficial to have the original equipment manufacturers “OEM” and installers provide standby maintenance and repair during the first six months of revenue service.

A previous modification, No. 325, in the amount of \$328,755, was issued to Judlau and its subcontractor to provide one month of enhanced escalator standby and maintenance service from 5 p.m. on December 31, 2016 to 10 p.m. on January 30, 2017.

Under this retroactive modification, Schindler USA, the Original Equipment Manufacturer and installer of escalators, will provide a crew of two mechanics to troubleshoot, maintain, repair, and perform preventive maintenance on elevators and related equipment. All preventive maintenance will be performed at times that minimize inconvenience to the customers.

To continue the escalator start-up/burn-in service from January 30, 2017, approval to process this modification on a retroactive basis was obtained from the MTACC President. This modification will be funded by NYC Transit Operating budget funds.

Judlau submitted its proposal in the amount of \$1,574,771. MTACC’s revised in-house estimate was \$1,600,125. Negotiations concluded on February 3, 2017, with an agreed-upon lump-sum price of \$1,504,850.

Based on the analysis of Judlau’s proposal and MTACC’s in-house estimate, the price is considered fair and reasonable. Savings of \$69,921 were achieved.

In connection with a previous contract awarded to Judlau, Judlau was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in October 2013. In addition, as a result of the review of Judlau’s responsibility since the prior contract award, new SAI was identified and Judlau was found to be responsible notwithstanding such new SAI and such responsibility finding was subsequently approved by the MTA Interim Executive Director in consultation with the MTA Acting General Counsel in March 2017.

Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

Actual January 2017 fare media market share of non-student passenger trips compared to the previous year are summarized below:

<u>Fare Media</u>	<u>January 2016</u>	<u>January 2017*</u>	<u>Difference</u>
Cash	2.2%	2.0%	(0.2%)
Single-Ride Ticket	0.7%	0.7%	0.0%
Bonus Pay-Per-Ride	40.4%	40.5%	0.0%
Non-Bonus Pay-Per-Ride	5.2%	4.8%	(0.4%)
7-Day Farecard	21.7%	21.7%	(0.1%)
30-Day Farecard	<u>29.8%</u>	<u>30.4%</u>	0.6%
Total	100.0%	100.0%	

* Preliminary

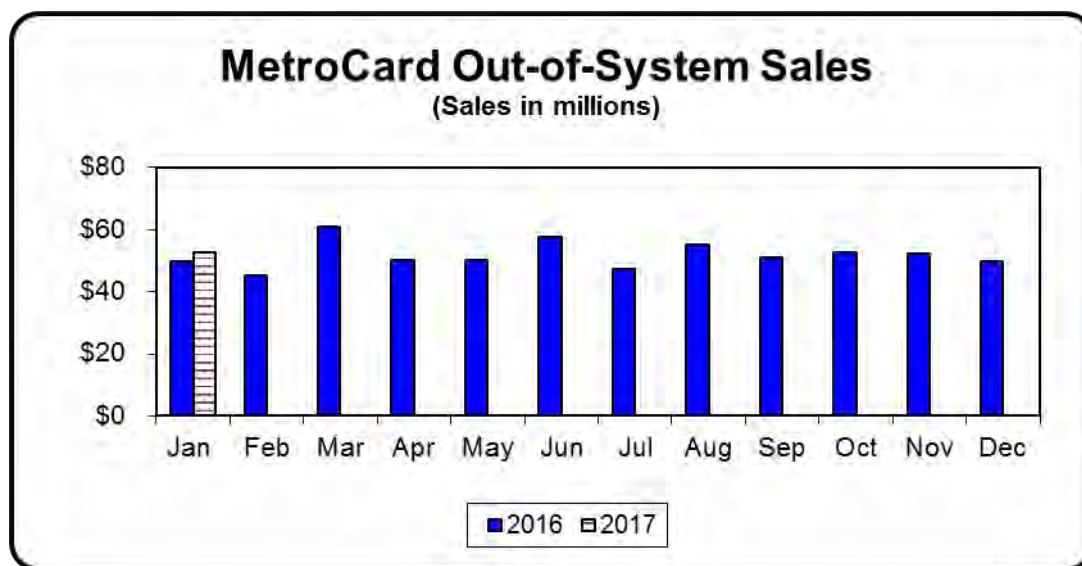
Note: Percentages may not add due to rounding.

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 January 2017 was 5,081, a 6.14 percent increase from the same period last year. The average value of a credit issued was \$72.45.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$52.8 million in January 2017, a 5.7 percent increase compared to January of 2016.



Retail Sales

There were 4,279 active out-of-system sales and distribution locations for MetroCards, generating \$21.6 million in sales revenue during January 2017.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 187,275 MetroCards valued at approximately \$17.0 million were made in January 2017 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$90.87. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 110,355 for January 2017, generating an additional \$12.9 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$29.9 million, an 18.0 percent increase when compared to last year.

Mobile Sales Program

In January 2017, the Mobile Sales unit completed 183 site visits, of which 126 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$93,000 in revenue was generated. In January 2017, the Mobile Sales unit assisted and enabled 1,184 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and at the Kingsbrook Jewish Medical Center (Brooklyn).

Reduced-Fare Program

During January 2017 enrollment in the Reduced-Fare Program increased by 5,342 new customers. The total number of customers in the program is 1,062,885. Seniors account for 878,291 or 83 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 17 percent or 184,594 customers. Of those, a total of 39,085 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 \$7.5 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In January 2017, the EasyPay Reduced Fare program enrollment totaled 164,508 accounts. During the month, active EasyPay customers accounted for approximately 2.1 million subway and bus rides with \$2.2 million charged to their accounts. Each active account averaged 28 trips per month, with an average monthly bill of \$14.

EasyPay Xpress Pay-Per-Ride Program

In January 2017, the EasyPay Xpress PPR program enrollment totaled 99,982 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 \$57.

EasyPay Xpress Unlimited Program

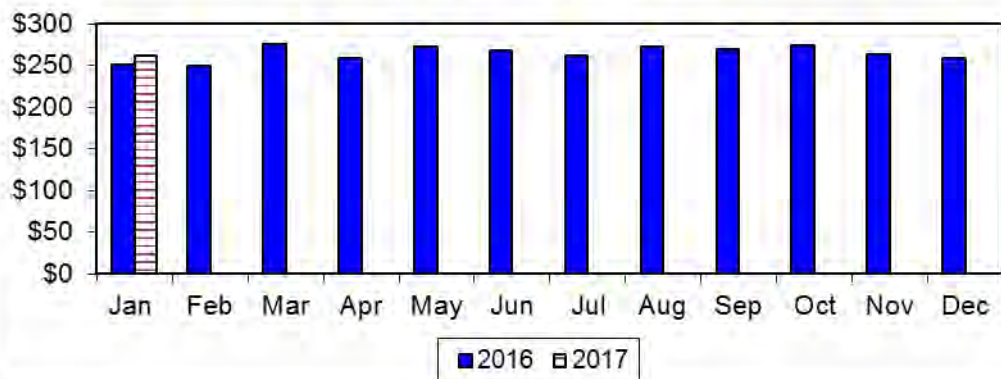
In January 2017, the EasyPay Xpress Unlimited program enrollment totaled 21,328 accounts. During this month, active Xpress Unlimited customers accounted for approximately 935,000 subway and local bus rides with \$2.1 million charged to their accounts. Each active account averaged 49 trips per month with a fixed monthly bill of \$116.50.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during January 2017 totaled \$261.1 million, on a base of 13.7 million customer transactions. This represents 0.1 percent increase in vending machine transactions compared to the same period last year. During January 2017, MEMs accounted for 1,887,754 transactions resulting in \$52,020,041 in sales. Debit/credit card purchases accounted for 80.1 percent of total vending machine revenue, while cash purchases accounted for 19.9 percent. Debit/credit card transactions account for 56.8 percent of total vending machine transactions, while cash transactions account for 43.2 percent. The average credit sale was \$30.96, more than three times the average cash sale of \$8.75. The average debit sale was \$21.18.

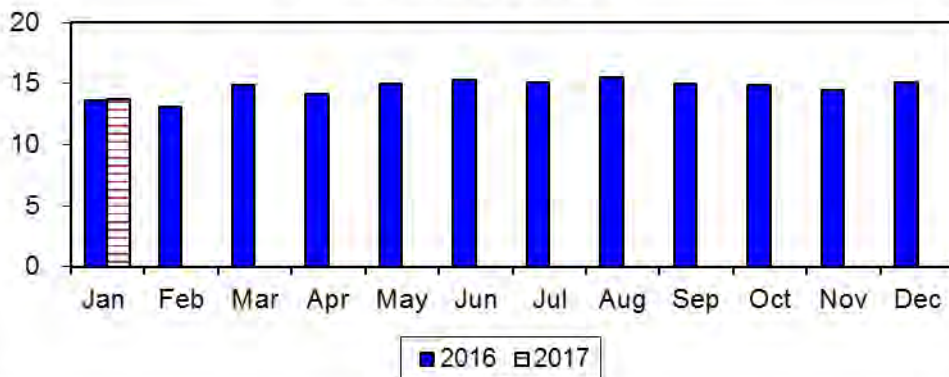
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



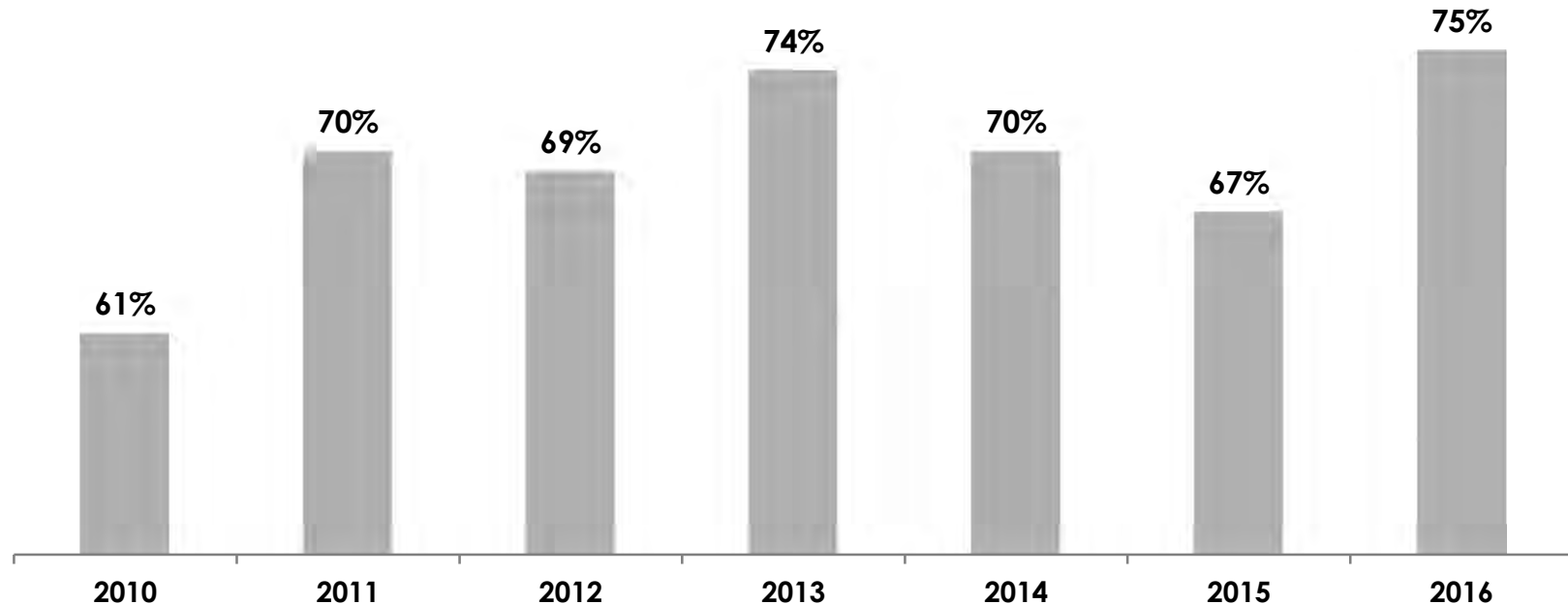
MTA Subway and Local Bus Service

2016 Citywide Customer Satisfaction Survey



Local Bus Service: Overall Customer Satisfaction

- Seventy-five percent (75%) of bus customers are very or somewhat satisfied with service overall, an eight percentage point increase since 2015. *



* MTA adapted a 1-to-10 labeled customer satisfaction rating scale since 2010, for all agencies. This 10-point rating scale is categorized as 'Very Dissatisfied' for scores 1-to-3, 'Dissatisfied' for 4-to-5, 'Satisfied' for 6-to-8, and 'Very Satisfied' for 9-to-10



Key Drivers – Local Bus Service

- Reliability of Service (71%, up one point since 2015)
 - “How often there are unexpected delays” (60%)
- Comfort and Convenience of using the bus (84%, up one point since 2015)
 - “Level of crowding on the bus” (62%)
- Availability of Service (65%, up one point since 2015)
 - “Frequency of service” (66%)
 - “How long you have to wait for a bus to arrive” (61%)
- Information and Communication about Local Bus Service (74%, up twelve points since 2015)
 - “Having information about when the next bus will arrive” (65%)
 - “Knowing how far away the next bus is” (64%)
- Cleanliness on-board the Bus (82%, up five points since 2015)



Local Bus Service: Highest & Lowest-rated Attributes

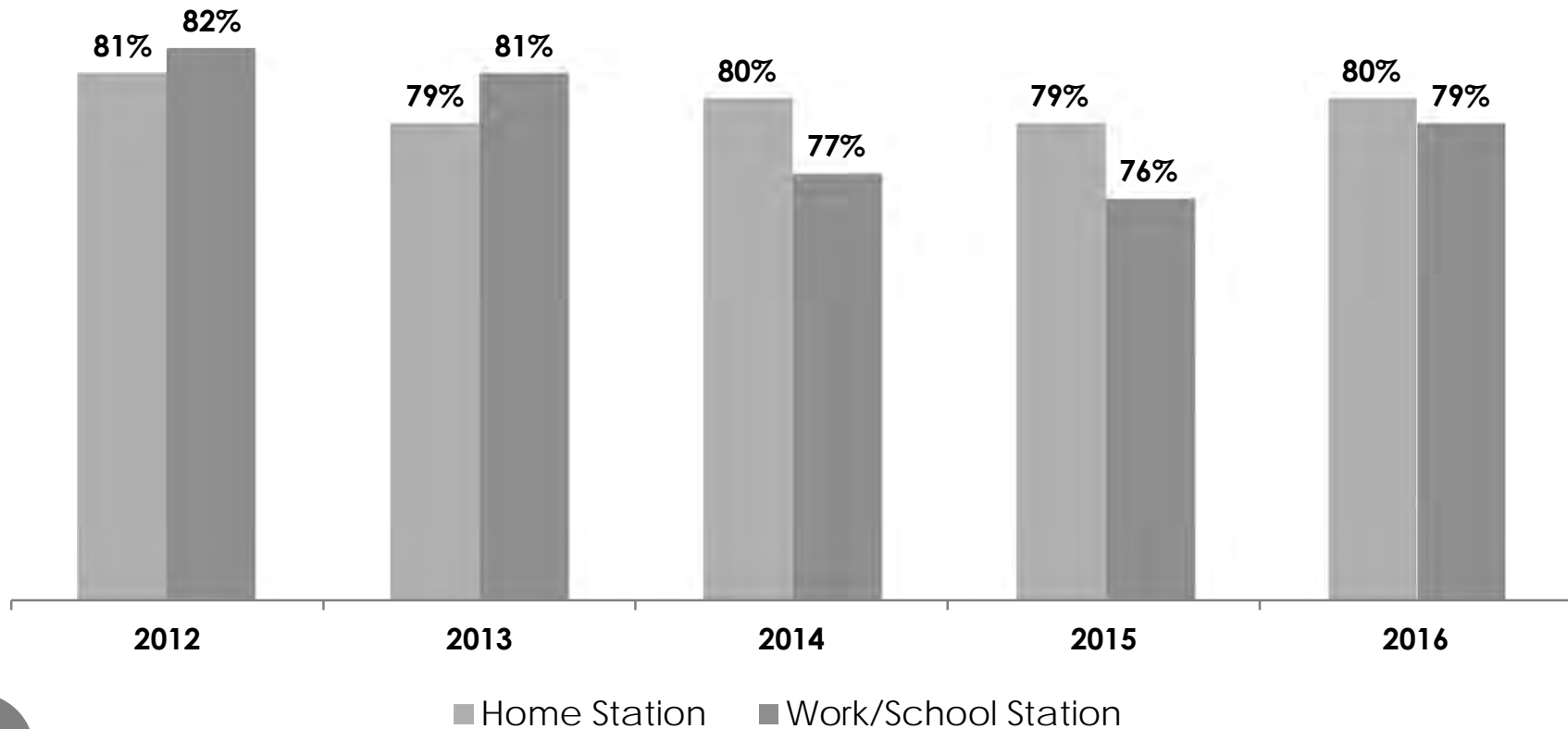
- Highest-rated bus service sub-attributes
 - Safety from accidents while riding the bus (89% satisfied)
 - Bus doors opening and closing properly (89% satisfied)
 - Convenience of bus routes for you (87% satisfied)

- Lowest-rated bus service sub-attributes
 - How often there are unexpected delays (60% satisfied)
 - How long you have to wait for a bus to arrive (61% satisfied)
 - Level of crowding on the bus (62% satisfied)



Subway Stations: Home vs Work

- Overall satisfaction rating remains consistently high over the last 5 years for *near-home* station (80% in 2016), and shows improvement for *near-work/school* station (79% in 2016)



Key Drivers – Subway Stations

- ▣ Maintenance and Repair of Station (75%, up one point since 2015)
 - ▣ “Condition of walls and ceilings” (67%)
- ▣ Station Environment (76%, up two points since 2015)
- ▣ Availability of Information in Station (76%, up two points since 2015)
 - ▣ “Information in station about unexpected delays” (67%)
- ▣ Station Cleanliness (71%, up four points since 2015)
 - ▣ “Keeping station clean from dirt and grime” (65%)
- ▣ Personal Security in Station (80%, up one point since 2015)
- ▣ Station Crowding (69%, new attribute since 2015)
 - ▣ “Keeping stairs in station from getting crowded during rush hours” (67%)
 - ▣ “Keeping station platforms from getting crowded during rush hours” (65%)



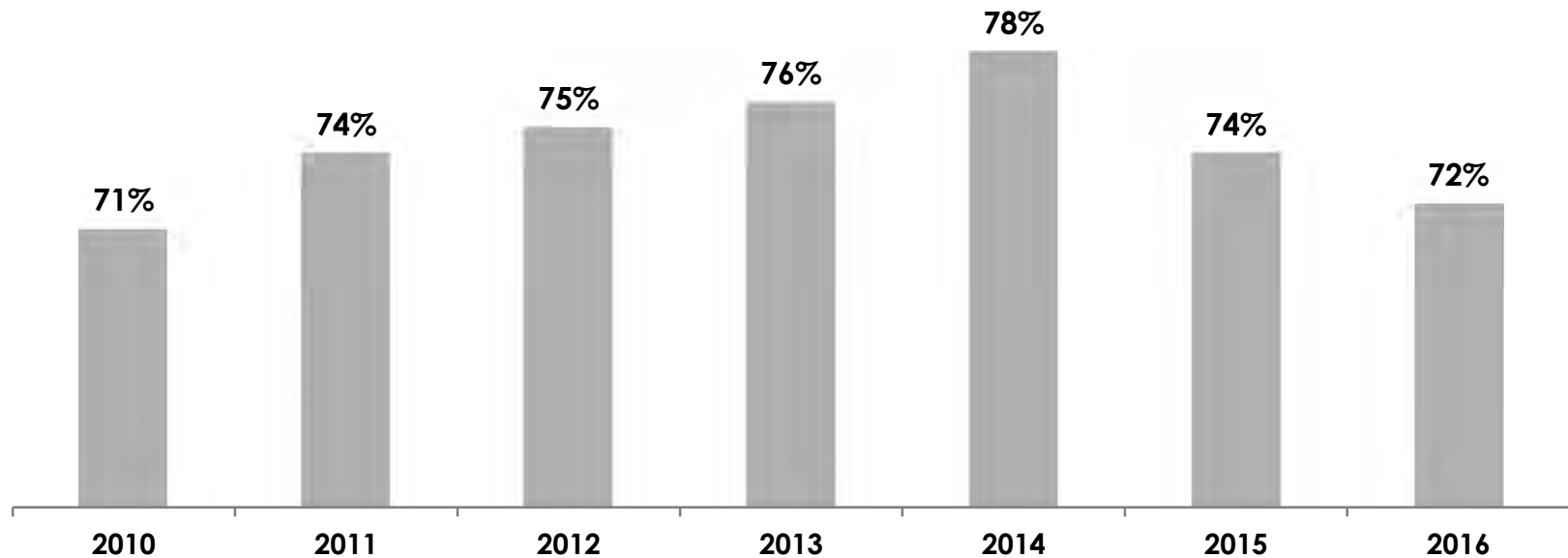
Subway Stations: Highest & Lowest-rated Attributes

- Highest-rated subway station sub-attributes
 - Countdown clocks (91% satisfied)
 - Escalators in subway station (84% satisfied)
 - Personal security in the station before 8 p.m. (83% satisfied)
- Lowest-rated subway station sub-attributes
 - Keeping station platforms from getting too crowded during rush hours (65% satisfied)
 - Keeping station clean from dirt and grime (65% satisfied)
 - Condition of walls and ceilings (67% satisfied)
 - Information in station about unexpected delays (67% satisfied)
 - Keeping stairs in station from getting too crowded during rush hours (67% satisfied)



Subway Service: Overall Customer Satisfaction

- Seventy-two percent (72%) of subway customers are very or somewhat satisfied with service overall, a two percentage point decline since 2015



Key Drivers – Subway Service

- Reliability of Service (74%, down three points since 2015)
 - “How often there are unexpected subway delays” (57%)
- Comfort and Convenience of using the Subway (81%, up one point since 2015)
 - “Keeping subway trains from getting too crowded during weekend days” (66%)
 - “Keeping subway trains from getting too crowded during rush hours” (46%)
- Service Frequency (73%, down one point since 2015)
- Safety and Security on Trains (78%, no change since 2015)
 - “Personal security in the subway AFTER 8 p.m.” (69%)
- Courtesy and Helpfulness of Subway Conductors (80%, up two points since 2015)



Subway Service: Highest & Lowest-rated Attributes

- Highest-rated subway service sub-attributes
 - Convenience of subway stops for you (89% satisfied)
 - Safety from mechanical accidents (86% satisfied)
 - MTA Subway Time app (82% satisfied)
- Lowest-rated subway service sub-attributes
 - Keeping subway trains from getting too crowded during rush hours (46% satisfied)
 - How often there are unexpected subway delays (57% satisfied)
 - Having no litter in subway cars (64% satisfied)



Conclusions

- Local bus service, the overall satisfaction rating was 75%, an 8 point increase over 2015
 - Customers reported improvements in all attributes
- Subway stations, the overall satisfaction rating remained consistent for near-home stations (80%) and showed improvement for near-work/school stations (79%)
 - Key driver to improve “Crowding” both in station & at station platforms, “Information in station about unexpected delays”, “Keeping station clean from dirt and grime”, and “Condition of walls and ceilings”
- Subway service, the overall customer satisfaction rating was 72% in 2016, a 2% point decrease since 2015
 - Key drivers to improve are “Unexpected Delays” and “Crowding”



Methodology

- ▣ NYCT Telephone Survey of Subway & Bus Customers
 - ▣ Five NYC borough residents who rode at least one trip in the past 30 days
- ▣ Administered by phone June 1st – June 30th 2016 in English, Spanish & Chinese
- ▣ 91 service attributes (29 for subway service, 28 for subway station & 34 for local bus service) rated on a 1-to-10 point scale with percentage satisfied statistics used to communicate results.
- ▣ Out of total 23,614 answered calls, 1,200 completed surveys (5% completion rate)
- ▣ Survey weighted to reflect demographics using 2014 American Community Survey & 2012 Telephone Ownership statistics



MTACC MONTHLY PROJECT STATUS REPORTS:

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

7 Line Extension Active Construction Contracts

Report to the Transit Committee - March 2017

data thru February 2017; \$\$ in million

	Budget	Expenditures
Final Design	\$ 121.4	120.5
Construction	1,913.7	1,867.3
Construction Management	58.2	54.2
Subway Project Reserve	7.5	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 2,042.0
HYDC-Funded Non-Subway Work [†]	266.0	250.2
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,292.2
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,345.2

	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^{††}	\$98.1	\$92.8	\$5.3	\$62.2	Sep-2012	Apr-2016	Sep-2018
<i>John P. Picone Inc.</i>							

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

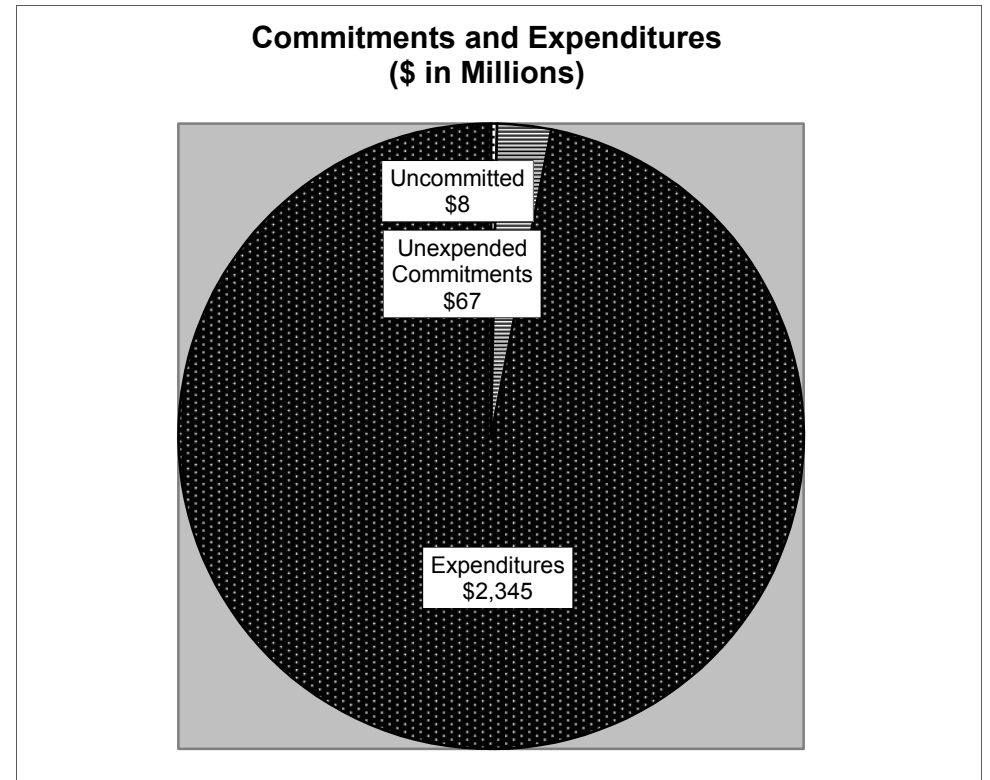
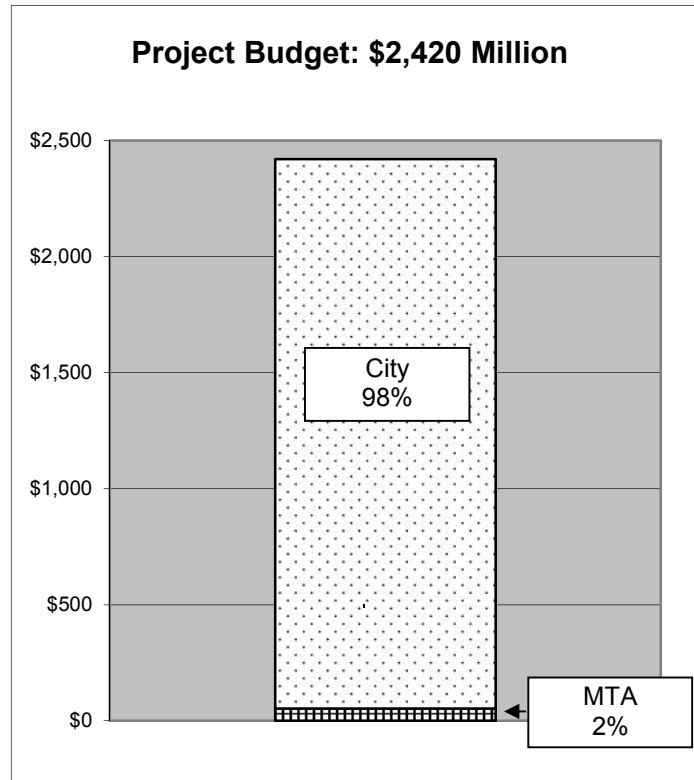
† Non-subway work includes design, construction management, and construction tasks.

†† 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.

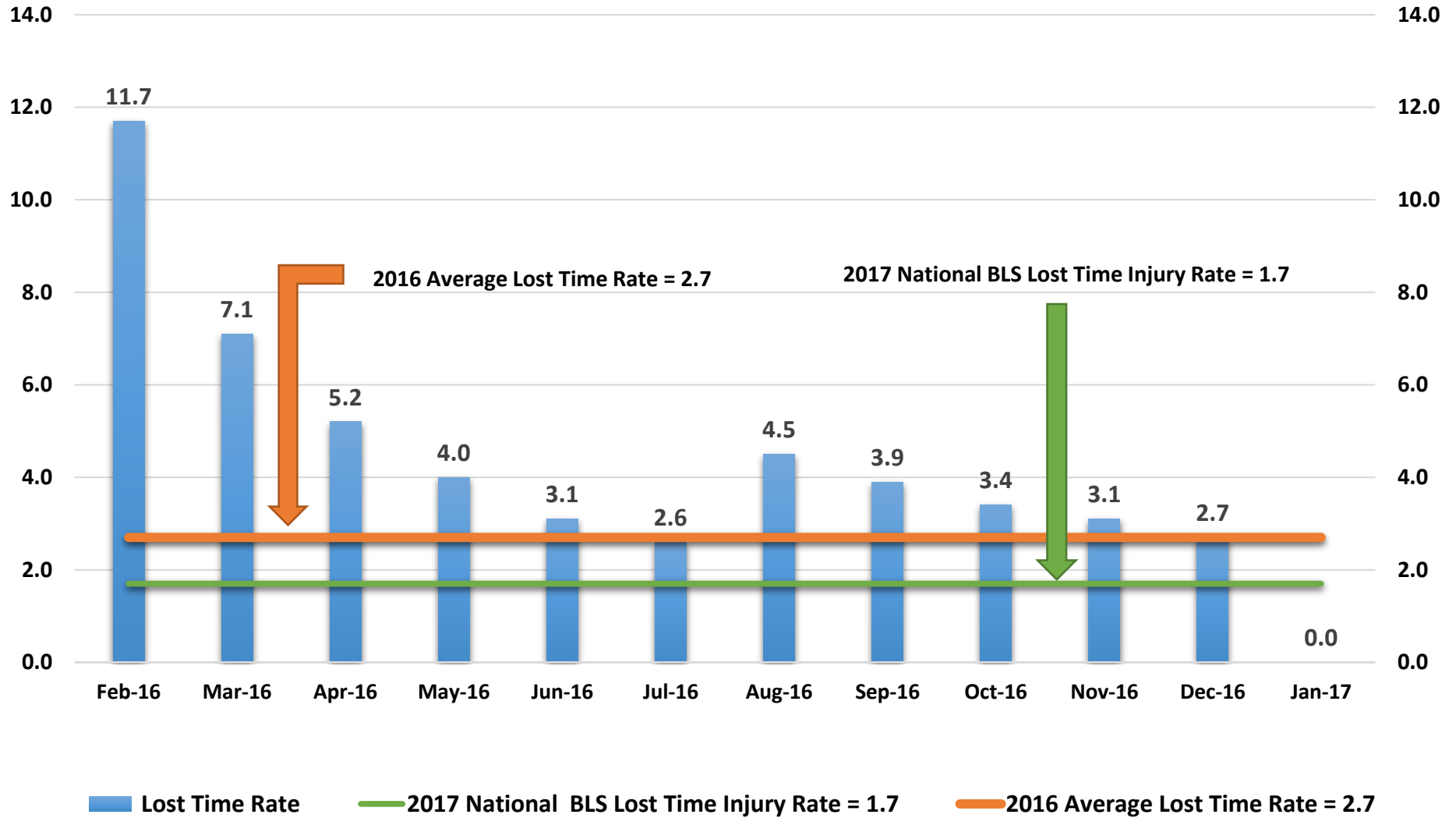
7 Line Extension Status **Report to the Transit Committee - March 2017** *data thru February 2017*

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	2,359	2,359	7	2,292
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,359	\$ 2,412	\$ 8	\$ 2,345

* 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 - March 2017

data thru February 2017; \$s in million

	Budget	Expenditures
Construction	\$ 3,383.8	\$ 3,185.2
Design	\$ 520.0	510.7
Construction Management	\$ 270.8	246.7
Real Estate	\$ 276.5	241.3
Total	\$ 4,451.0	\$ 4,184.0

	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>	\$210.1	\$210.0	\$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	\$290.5	\$8.4	\$275.7	Mar-2011	Jan-2012	Aug-2016	Dec-2017
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	\$387.7	\$387.6	\$0.1	\$370.8	Mar-2011	Jun-2012	Dec-2015	Dec-2017
72nd St Station Finishes <i>Judlau Contracting</i>	\$329.1	\$324.8	\$4.3	\$300.8	Nov-2012	Feb-2013	Nov-2015	Dec-2017
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$244.7	\$244.2	\$0.4	\$229.5	Oct-2013	Jun-2013	May-2016	Dec-2017

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

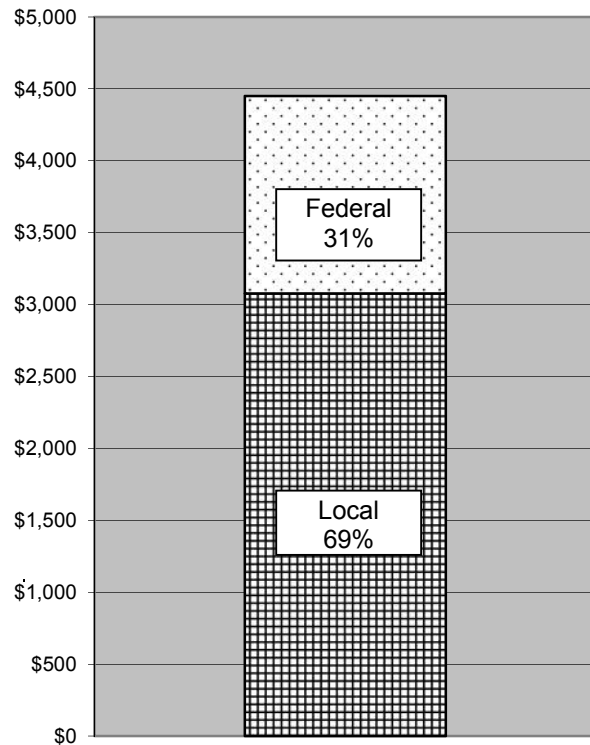
Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - March 2017

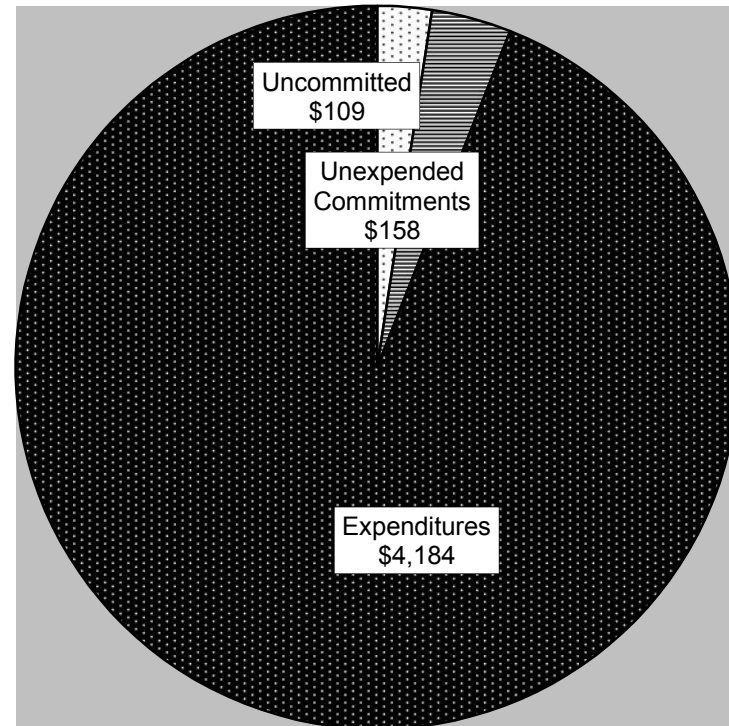
data thru February 2017

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 724	\$ 326	\$ 326	\$ 1,049	\$ 1	\$ 1,045
2005-2009	1,914	866	1,048	1,048	1,884	29	1,834
2010-2014	1,487	1,487	-	-	1,408	79	1,306
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,374	\$ 4,342	\$ 109	\$ 4,184

Project Budget: \$4,451 Million



Commitments and Expenditures (\$ in Millions)



SAS Annual Cumulative Profile of Lost Time Injury Rates

