



Transit & Bus Committee Meeting

June 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, 6/19/2017

10:00 - 11:30 AM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – MAY 22, 2017

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3. COMMITTEE WORK PLAN

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4. OPERATIONS PERFORMANCE SUMMARY

a. April Operations Report

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5. FINANCIAL REPORTS

a. April NYCT Financial & Ridership Report

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b. April SIR Financial & Ridership Report

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c. April MTA Bus Financial & Ridership Report

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d. Capital Program Status Report

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6. PROCUREMENTS

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a. Non-Competitive

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b. Competitive

NYCT, MTA Bus Competitive Actions - Page 120

c. Ratifications

NYCT, MTACC Ratifications - Page 130

7. SERVICE CHANGES

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b. NYCT Bus Schedule Changes Effective September 2017

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c. NYCT Bx6 SBS Implementation

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d. MTA Bus Q23, QM12 and QM42 Path Revision in Forest Hills

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8. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

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9. Standard Follow-Up Reports

a. Transit Recidivism Report

Transit Recidivism Report (March - May 2017) - Page 158

10. MTACC Report

a. MTACC Report

MTACC Report - Page 160

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
May 22, 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. Veronica Vanterpool

The following Members were absent:

Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. John Samuelson
Hon. Polly Trottenberg
Hon. Peter Ward

Also present were:

Ira Greenberg and James E. Vitiello, Board Members
Darryl Irick, Acting President, New York City Transit
Craig Cipriano, Acting Executive Vice President
Judith McClain, Senior Director, Operations Planning
Robert Diehl, Acting Vice President, Security
Vincent Coogan, Assistant Chief, NYPD Transit Bureau
Wynton Habersham, Senior Vice President, Subways
James Henly, Vice President & General Counsel, Law
Cheryl Kennedy, Vice President, Office of System Safety
John O'Grady, Senior Vice President, CPM
Stephen Plochochi, Vice President, Materiel

Stephen Vidal, Acting President, MTA Bus Company

Michael Horodniceanu, President, MTA Capital Construction

I. Chair Ferrer opened the meeting.

II. Public Speakers

Hayley Richardson, TransitCenter, spoke on behalf of the Bus Turnaround Coalition, referencing a letter sent to Governor Cuomo requesting that he direct the MTA to implement two low cost solutions to improve bus service: (1) use of Transit Signal Priority on high ridership routes throughout the City, and (2) a multi-door boarding policy for local buses after the new fare payment system goes into effect. Ms. Richardson requested a detailed plan and timeline for implementation of these bus reform efforts.

Jason Anthony Pineiro addressed the Committee on subway delays and overcrowding, noting the hardships riders are suffering and referencing the need for greater transparency and less bureaucracy.

Murray Bodin expressed his view that service at Penn Station would be more efficient if it served as a through station rather than a terminal, with New Jersey Transit lines continuing to Jamaica, the Long Island Rail Road extending its service into Secaucus, and Amtrak going into Grand Central Station. He also recommended that the 7 subway line begin and end in Secaucus, that the Port Authority Bus Terminal not be expanded, that there be better coordination among the Long Island Railroad, New Jersey Transit and Metro-North, and that a carrier other than Amtrak service the east coast corridor.

Liz Patrick, Vice President of the East 72nd Street Neighborhood Association, noted that bus operators on the M15 local route frequently by-pass the temporary bus stop near the 72nd Street escalator to the Q train, and that the signage directing riders to the temporary stop is inadequate. Ms. Patrick requested that these matters be addressed.

Gene Russianoff and Jaqi Cohen, NYPIRG Straphangers' Campaign, addressed the Committee on Access-A-Ride, likening the service to the ten biblical plagues, specifically citing delays, overcrowding, lack of direct service, inadequate air conditioning, and vehicles which are difficult to board.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the minutes of the April 24, 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.

IV. Agenda Items

Acting President Irick advised the Committee of the MTA's 6-Point Plan to address the major causes of subway delay as part of an effort to improve service reliability, noting the introduction of new technologies and programmatic changes based on best practices from around the

world which will build upon the significant upgrades already planned as part of the MTA's \$29.5 billion Capital Plan.

Acting President Irick congratulated four New York City Transit and MTA Bus leaders, Peter Cafiero, Sally Librera, Frank Annicaro and Devon Rogers, on their recent graduation from the Leadership Exchange and Development, or LEAD, Program.

In response to a question from Member Albert, Acting President Irick noted that while many of the current service improvement efforts may be similar in concept to those implemented in 2015, they are based on better planning and best practices, and benefit from the allocation of additional resources.

SVP Habersham reported to the Committee on the Department of Subways' operating performance, noting the key elements of the 6-Point Plan: the implementation of an intense preventative and corrective maintenance program to aggressively target the subway car components most prone to failure; the expansion of track and signals rapid response teams; the deployment of emergency medical technicians at five key stations to accelerate sick passenger response times; the improvement of circulation in crowded stations and subway cars through use of color coded guides indicating the least crowded areas of the train; the addition of more platform staff; the use of experienced service managers and better technology to ensure trains move quickly through critical merge points, and the targeting of poor-performing car components through more inspections, root-cause analyses, and car fleet performance statistics.

Member Greenberg requested that follow up reports on the impact of the 6-Point Plan be provided after a few months, Member Jones indicated that he would have liked the Committee to have had advance notice of the Plan, and Member Albert requested that interim on-time performance statistics be provided with additional detail as to where the delays are occurring so that issues can be better addressed.

Acting President Vidal reported to the Committee on bus operating performance for both NYCT and MTA Bus, advising the Committee that the individual who crashed a stolen truck into bus operator William Peña's bus in 2014, resulting in his tragic death, was found guilty and was finally sentenced to 8 1/3 to 25 years in prison this month.

In response to questions from Member Vitiello, Acting President Vidal advised the Committee of plans to fund a pilot program for the installation of bus cameras which would be able to record vehicular offenses such as double parked cars blocking bus lanes, and Acting President Irick noted that the practice of having bus superintendents or Eagle Team members issue summonses for traffic infractions is under consideration.

Member Vanterpool suggested that authorization be sought to expand the application of bus camera enforcement to additional bus corridors.

VP Kennedy presented the Safety Report.

Chief Coogan presented the NYPD Transit Bureau statistics.

Member Jones reiterated his request that the NYPD Transit Bureau generate monthly reports on fare evasion arrests, noting his concern that such had not yet been provided.

B. Financial Reports

Acting EVP Cipriano 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 8 actions totaling \$24.2 million in expenditures, highlighting two procurement action items included in this month's agenda: (1) the award of four purchase contracts, with a combined total estimated amount of \$1,684,528, to test and evaluate Track Intrusion Detection Systems designed to detect and warn of intrusions by persons or objects onto the subway tracks in station areas, and (2) the award of two competitively solicited and negotiated contracts, one a 10-year contract to Origami Risk, LLC to provide a workers' compensation claims administration system in the estimated amount of \$3,437,381 and the second, a five-year contract to CorVel Corporation to provide trained claims examiner consultants in the estimated amount of \$4,318,663.

In response to a question from Member Albert, VP Plochochi advised the Committee that track intrusion protection systems for installation in subway tunnels will be the subject of a separate procurement.

In response to questions from Member Vanterpool, SVP Habersham noted that the speed of subway trains entering a station varies depending on activity and location, but is not determined by platform loading guidelines. VP Plochochi noted that each train procured must adhere to specified speed and stopping curves.

In response to a question from Member Greenberg, VP Plochochi noted that NYCT owns the equipment referenced in the Init Innovations automatic vehicle location monitoring ("AVLM") system contract. Steven LoPiano added that the "dedicated" Paratransit carriers, which utilize NYCT owned vehicles, and "broker" carriers, which provide black car service, are both GPS equipped, and that an application is currently being installed in the "broker" carrier cars which would allow for the vehicles to be monitored as they are for the "dedicated" fleet.

In response to a question from Member Greenberg, VP LoPiano advised the Committee that performance information on "dedicated" vehicles is provided directly from the vehicles' GPS systems.

In response to a question from Member Vitiello, VP LoPiano explained that a proof of concept program will be looking at "app" based providers for regular sedan-type service, such as Uber or Lyft, as well as "e-hail" providers, which would use green and yellow taxis. Acting President Irick agreed to update the Committee on developments as the process continues.

In response to a comment by Chair Ferrer, VP LoPiano indicated that, following conclusion of the “proof of concept” period, the intention was to allow Access-A-Ride needs to be addressed in a single “app”, and that this could possibly occur within a year.


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


NYCT’s non-competitive procurements requiring a two-thirds vote (Schedule A in the Agenda), as well as its competitive procurements requiring a majority vote (Schedules F and H in the Agenda) were approved and forwarded to the full Board for consideration.

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

V. Service Changes

Upon motion duly made and seconded, the Committee approved a change to make weekend service on the X28 bus route permanent.

Judith McClain informed the Committee of schedule adjustments on the  route to more closely match service levels to ridership demand on the Second Avenue Subway line, adding one additional weekday southbound trip in the am peak hour and one additional weekday northbound trip in the late pm peak period, at a cost of approximately \$0.6 million annually. The schedule adjustments would be implemented in November 2017.

In response to a question from Member Albert, Judith McClain commented on the service adjustments on the  line and noted that the changes are reflected on both countdown clocks and “apps”.

VI. Special Reports and Presentations



Acting President Irick presented the MetroCard Report to the Committee for its information.

VII. Standard Follow-Up Reports

Acting President Irick presented the Transit Adjudication Bureau report, Elevator and Escalator performance report and the NYC Transit and MTA Bus Company EEO & Diversity reports to the Committee for its information.


Member Jones requested that signage advising riders of the consequences of fare evasion be given consideration.

VIII. MTA CC Project Report

President Horodniceanu reported on the status of the Cortlandt Street  station, as well as Phase 2 of the Second Avenue Subway project. President Horodniceanu also noted that the escalator incident at the 83rd Street  line station was not the result of an equipment malfunction, but rather was attributable to a defective sensor having triggered a misting system in the escalator area.

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Bettina Quintas", written over a horizontal line.

**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

June 2017

Transit Recidivism Report

July 2017

No Items

August 2017

No Meetings Held

September 2017

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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

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
Transit Recidivism Report

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

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

March 2018

Transit Recidivism Report

Law

April 2018

Homeless Outreach Report
Final Review of NYC Transit 2017 Operating Results
Final Review of SIR 2017 Operating Results
Final Review of MTA Bus 2017 Operating Results

MTA
Management & Budget
Management & Budget
Management & Budget

May 2018

Transit Adjudication Bureau Report, 1st Qtr, 2018
Elevator & Escalator Service Report, 1st Qtr, 2018
NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2018

Law
Subways
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)

JUNE 2017

Transit Recidivism Report

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

JULY 2017

No Agenda Items

AUGUST 2017

No Meetings Held

SEPTEMBER 2017

2017 NYC Transit Mid-Year Forecast Monthly Allocation

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

2017 SIR Mid-Year Forecast Monthly Allocation

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

2017 MTA Bus Mid-Year Forecast Monthly Allocation

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

2018 NYC Transit Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

2018 SIR Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

2018 MTA Bus Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

Service Quality Indicators/PES Report

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

II. SPECIFIC AGENDA ITEMS (con't)

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.

Recidivism Report,

Transit Recidivism Report

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

OCTOBER 2017

Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

2018 NYC Transit Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

2018 SIR Preliminary Budget

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

2018 MTA Bus Preliminary Budget

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

NOVEMBER 2017

Charter for Transit Committee

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

Elevator & Escalator Service Report, 3rd Qtr, 2017

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

Transit Adjudication Bureau Report, 3rd Qtr, 2017

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

II. SPECIFIC AGENDA ITEMS (con't)

DECEMBER 2017

NYCT 2018 Adopted Budget/Financial Plan 2018-2021

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

SIR 2018 Adopted Budget/Financial Plan 2018-2021

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

MTA Bus 2018 Adopted Budget/Financial Plan 2018-2021

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

EEO & Diversity Report, 3rd Qtr, 2017

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

Transit Recidivism Report

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

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

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

Preliminary Review of SIR 2017 Operating Results

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

II. SPECIFIC AGENDA ITEMS (con't)

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

MARCH 2018

Transit Recidivism Report

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

APRIL 2018

Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

Final Review of NYC Transit 2017 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 2017 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 2017 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 2018

Transit Adjudication Bureau Report, 1st Qtr, 2018

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, 2018

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, 2018

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

Monthly Operations Report

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

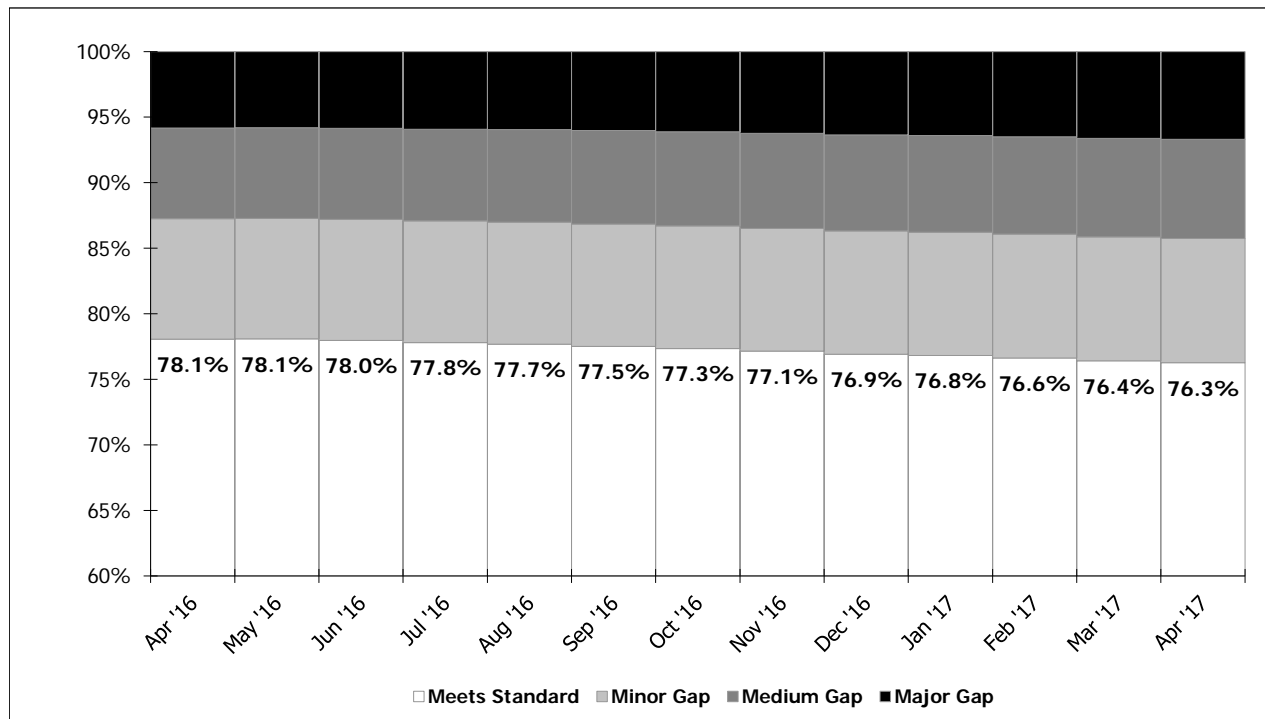
Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: April 2017			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)	75.5%	77.9%	-2.4%	76.3%	78.1%	-1.8%
A Division Weekday Wait Assessment	72.9%	74.4%	-1.5%	72.7%	74.7%	-2.0%
B Division Weekday Wait Assessment	76.9%	79.8%	-2.9%	78.1%	79.9%	-1.8%
System Weekend Wait Assessment (Chart 3)	83.7%	84.6%	-0.9%	83.6%	84.3%	-0.7%
A Division Weekend Wait Assessment	81.8%	82.2%	-0.4%	81.5%	83.1%	-1.6%
B Division Weekend Wait Assessment	84.8%	86.0%	-1.2%	84.7%	85.0%	-0.3%
System Weekday Terminal On-Time Performance (Charts 4-5)	63.4%	69.1%	-5.7%	65.1%	69.0%	-3.9%
A Division Weekday Terminal On-Time Performance	60.3%	63.7%	-3.4%	61.5%	65.1%	-3.6%
B Division Weekday Terminal On-Time Performance	65.9%	73.7%	-7.8%	68.2%	72.4%	-4.2%
System Number of Weekday Trains Delayed (Chart 6)	58,651	50,235	+16.8%	57,585	50,916	+13.1%
System Weekend Terminal On-Time Performance (Charts 7-8)	71.2%	71.5%	-0.3%	71.9%	73.6%	-1.7%
A Division Weekend Terminal On-Time Performance	66.5%	70.7%	-4.2%	68.5%	71.9%	-3.4%
B Division Weekend Terminal On-Time Performance	74.3%	72.0%	+2.3%	74.2%	74.8%	-0.6%
System Number of Weekend Trains Delayed (Chart 9)	16,017	14,075	+13.8%	14,446	13,411	+7.7%
Mean Distance Between Failures (Charts 10-11)	130,176	124,787	+4.3%	115,527	123,454	-6.4%
A Division Mean Distance Between Failures	143,190	134,481	+6.5%	116,646	113,131	+3.1%
B Division Mean Distance Between Failures	122,234	118,675	+3.0%	114,726	132,408	-13.4%
System Weekday Service-KPI (Charts 12-13)	72.0%	75.7%	-3.7%	73.0%	75.8%	-2.8%
A Division Weekday Service-KPI	69.6%	71.3%	-1.7%	69.9%	71.9%	-2.0%
B Division Weekday Service-KPI	73.5%	78.8%	-5.3%	75.0%	78.5%	-3.5%
System Weekday PES-KPI (Charts 14-16)				91.9%	92.1%	-0.2%
Staten Island Railway						
24 Hour On-Time Performance	98.6%	96.9%	+1.7%	95.0%	95.8%	-0.8%
AM Rush On-Time Performance	98.2%	95.2%	+3.0%	97.4%	95.4%	+2.0%
PM Rush On-Time Performance	99.0%	99.5%	-0.5%	95.3%	98.3%	-3.0%
Percentage of Completed Trips	100.0%	100.0%	0.0%	99.8%	99.9%	-0.1%
Mean Distance Between Failures	106,739	108,402	-1.5%	47,054	95,537	-50.7%
Staten Island Railway PES-KPI (Chart 17)				87.9%	90.6%	-2.7%

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

Currently reported prior period Wait Assessment and Service KPI figures that were derived from sample data have been restated with fully electronic data, for comparability with the current period figures.

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>	
May '16 - Apr '17	76.3%	9.5%	7.6%	6.7%	2017 TARGET: 80.7%
May '15 - Apr '16	78.1%	9.2%	6.9%	5.8%	2016 ACTUAL: 76.9%

The WA calculation excludes the underground-only operation on March 14th, 2017, as service was not operated according to a timetable.

The WA calculation excludes the 42nd Street Shuttle from March 7th to 10th, 2017 due to a data outage.

Chart 1

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

May '16 - Apr '17					May '15 - Apr '16				
Line	Headways				Headways				Standard Difference
	Meets	GAP			Meets	GAP			
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	
1	77.1%	9.7%	7.4%	5.9%	78.4%	9.3%	6.8%	5.4%	-1.3%
2	68.4%	10.5%	10.5%	10.6%	71.9%	10.1%	9.5%	8.4%	-3.5%
3	72.9%	10.7%	8.9%	7.5%	77.5%	9.9%	7.2%	5.5%	-4.6%
4	68.1%	10.1%	9.8%	11.9%	70.5%	9.7%	8.9%	10.9%	-2.4%
5	63.8%	10.3%	11.4%	14.5%	66.3%	10.2%	10.8%	12.7%	-2.5%
6	66.4%	9.6%	10.6%	13.4%	67.4%	9.7%	10.5%	12.3%	-1.0%
7	72.5%	11.7%	9.3%	6.5%	73.9%	11.2%	8.9%	6.1%	-1.4%
S 42nd	92.7%	3.7%	2.0%	1.6%	91.4%	4.1%	2.3%	2.2%	+1.3%
Subdivision A	72.7%	9.5%	8.8%	9.0%	74.7%	9.3%	8.1%	7.9%	-2.0%
A	69.8%	9.5%	9.7%	11.1%	72.1%	9.6%	9.1%	9.2%	-2.3%
B	75.7%	10.8%	7.6%	5.9%	78.7%	10.5%	6.5%	4.4%	-3.0%
C	73.6%	12.2%	8.9%	5.4%	77.4%	11.2%	7.4%	4.1%	-3.8%
D	77.2%	10.9%	7.5%	4.4%	80.5%	10.3%	6.1%	3.1%	-3.3%
E	71.8%	10.5%	9.3%	8.3%	73.5%	10.5%	8.6%	7.3%	-1.7%
F	71.8%	9.6%	9.2%	9.4%	73.7%	9.6%	8.5%	8.2%	-1.9%
S Fkln	98.1%	0.3%	0.4%	1.1%	97.5%	0.4%	0.6%	1.6%	+0.6%
G	82.2%	10.6%	5.2%	2.0%	83.3%	9.6%	4.8%	2.4%	-1.1%
S Rock	94.1%	3.6%	1.2%	1.1%	94.0%	3.5%	1.2%	1.3%	+0.1%
JZ	77.2%	10.4%	7.2%	5.2%	78.8%	10.3%	6.6%	4.3%	-1.6%
L	77.4%	11.6%	6.9%	4.1%	77.6%	11.1%	6.8%	4.4%	-0.2%
M	75.7%	10.2%	7.7%	6.5%	77.4%	9.9%	7.2%	5.5%	-1.7%
N	75.5%	11.1%	7.9%	5.5%	78.9%	10.8%	6.8%	3.5%	-3.4%
Q	76.5%	10.7%	7.3%	5.5%	79.0%	10.2%	6.0%	4.8%	-2.5%
R	75.4%	10.1%	8.1%	6.4%	75.7%	10.0%	8.0%	6.3%	-0.3%
Subdivision B	78.1%	9.5%	6.9%	5.5%	79.9%	9.2%	6.3%	4.7%	-1.8%
Systemwide	76.3%	9.5%	7.6%	6.7%	78.1%	9.2%	6.9%	5.8%	-1.8%

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

Headway Definitions

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

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

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

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

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

May '16 - Apr '17					May '15 - Apr '16				
Line	Headways				Headways				Standard Difference
	Meets	GAP			Meets	GAP			
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	
1	79.4%	9.3%	6.4%	4.9%	88.3%	6.7%	3.3%	1.7%	-8.9%
2	73.3%	11.8%	9.6%	5.3%	76.8%	10.5%	8.1%	4.5%	-3.5%
3	84.2%	9.1%	4.5%	2.2%	85.0%	8.4%	4.4%	2.2%	-0.8%
4	73.8%	10.3%	9.0%	6.9%	74.2%	10.1%	8.4%	7.2%	-0.4%
5	78.7%	9.8%	6.4%	5.1%	82.3%	8.0%	5.6%	4.0%	-3.6%
6	82.9%	8.5%	5.3%	3.4%	79.4%	9.3%	6.7%	4.6%	+3.5%
7	82.0%	10.2%	5.2%	2.5%	80.1%	10.1%	6.1%	3.7%	+1.9%
S 42nd	97.8%	0.8%	0.3%	1.1%	98.6%	0.4%	0.3%	0.7%	-0.8%
Subdivision A	81.5%	8.7%	5.8%	3.9%	83.1%	7.9%	5.4%	3.6%	-1.6%
A	75.0%	10.9%	8.7%	5.5%	76.9%	10.5%	7.6%	5.0%	-1.9%
C	79.3%	10.7%	6.7%	3.3%	81.2%	10.3%	5.7%	2.8%	-1.9%
D	80.7%	11.0%	5.9%	2.4%	81.5%	10.5%	5.5%	2.4%	-0.8%
E	83.9%	9.1%	4.5%	2.4%	84.5%	8.9%	4.5%	2.2%	-0.6%
F	79.6%	10.3%	6.9%	3.2%	80.2%	9.9%	6.6%	3.3%	-0.6%
S Fkln	98.3%	0.3%	0.5%	0.9%	96.6%	0.4%	0.5%	2.5%	+1.7%
G	88.1%	7.9%	2.7%	1.3%	88.3%	7.6%	2.6%	1.5%	-0.2%
S Rock	95.3%	2.8%	0.9%	0.9%	94.2%	3.7%	1.0%	1.1%	+1.1%
JZ	86.4%	7.2%	3.9%	2.6%	88.0%	6.8%	2.8%	2.4%	-1.6%
L	80.8%	10.0%	5.1%	4.1%	78.1%	9.5%	6.1%	6.4%	+2.7%
M	93.7%	3.2%	1.1%	1.9%	91.6%	4.2%	1.4%	2.8%	+2.1%
N	81.2%	10.5%	5.7%	2.5%	82.2%	10.1%	5.3%	2.3%	-1.0%
Q	84.8%	8.4%	4.3%	2.5%	87.9%	6.8%	2.4%	2.9%	-3.1%
R	79.2%	10.1%	7.0%	3.7%	78.6%	10.9%	6.9%	3.6%	+0.6%
Subdivision B	84.7%	8.0%	4.6%	2.7%	85.0%	7.9%	4.2%	3.0%	-0.3%
Systemwide	83.6%	8.3%	5.0%	3.1%	84.3%	7.9%	4.6%	3.2%	-0.7%

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

Headway
Definitions

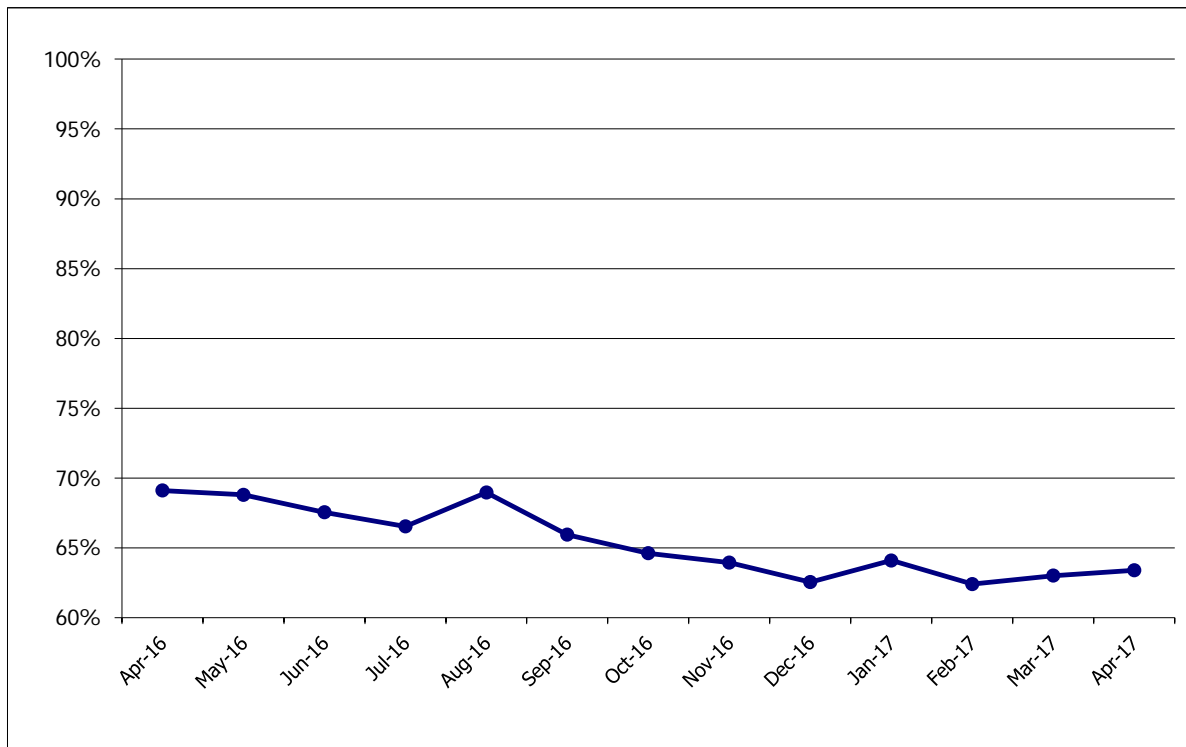
Minor Gap: From 25% to 50% over scheduled headway

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

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

Subway Weekday Terminal On-Time Performance

Monthly
(24 hours)



Weekday Terminal On-Time Performance Definition

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

Weekday Terminal On-Time Performance Results

Systemwide

Monthly Results

Apr 2017: 63.4%

Apr 2016: 69.1%

May '16 - Apr '17

12-Mon Avg: 65.1%

Subdivision A

Monthly Results

Apr 2017: 60.3%

Apr 2016: 63.7%

May '16 - Apr '17

12-Mon Avg: 61.5%

Subdivision B

Monthly Results

Apr 2017: 65.9%

Apr 2016: 73.7%

May '16 - Apr '17

12-Mon Avg: 68.2%

Discussion of Results

In April 2017, Over Crowding (23,179 delays), Track Gangs (9,045 delays), and ROW Delays (8,942 delays) were the highest categories of delays, representing 70.2% of the total 58,651 delays.

The OTP calculation excludes the underground-only operation on March 14th and 15th, 2017, as service was not operated according to a timetable.

The OTP calculation excludes the 42nd Street Shuttle from March 7th to 10th, 2017 due to a data outage.

Chart 4

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

<u>Line</u>	<u>May '16 - Apr '17</u>	<u>May '15 - Apr '16</u>	<u>% Difference</u>
1	70.0%	75.6%	-5.6%
2	33.2%	41.7%	-8.5%
3	54.1%	64.5%	-10.4%
4	35.2%	41.9%	-6.7%
5	35.4%	38.0%	-2.6%
6	48.8%	47.6%	+1.2%
7	76.8%	81.1%	-4.3%
S 42nd	99.0%	98.9%	+0.1%
Subdivision A	61.5%	65.1%	-3.6%
A	59.9%	65.7%	-5.8%
B	62.8%	74.8%	-12.0%
C	64.6%	76.1%	-11.5%
D	62.3%	71.8%	-9.5%
E	64.8%	68.7%	-3.9%
F	54.0%	58.2%	-4.2%
S Fkln	99.6%	99.7%	-0.1%
G	78.9%	71.9%	+7.0%
S Rock	93.5%	95.8%	-2.3%
JZ	63.5%	68.5%	-5.0%
L	91.2%	91.5%	-0.3%
M	64.7%	69.3%	-4.6%
N	57.9%	64.7%	-6.8%
Q	68.1%	70.3%	-2.2%
R	61.4%	59.8%	+1.6%
Subdivision B	68.2%	72.4%	-4.2%
Systemwide	65.1%	69.0%	-3.9%

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.

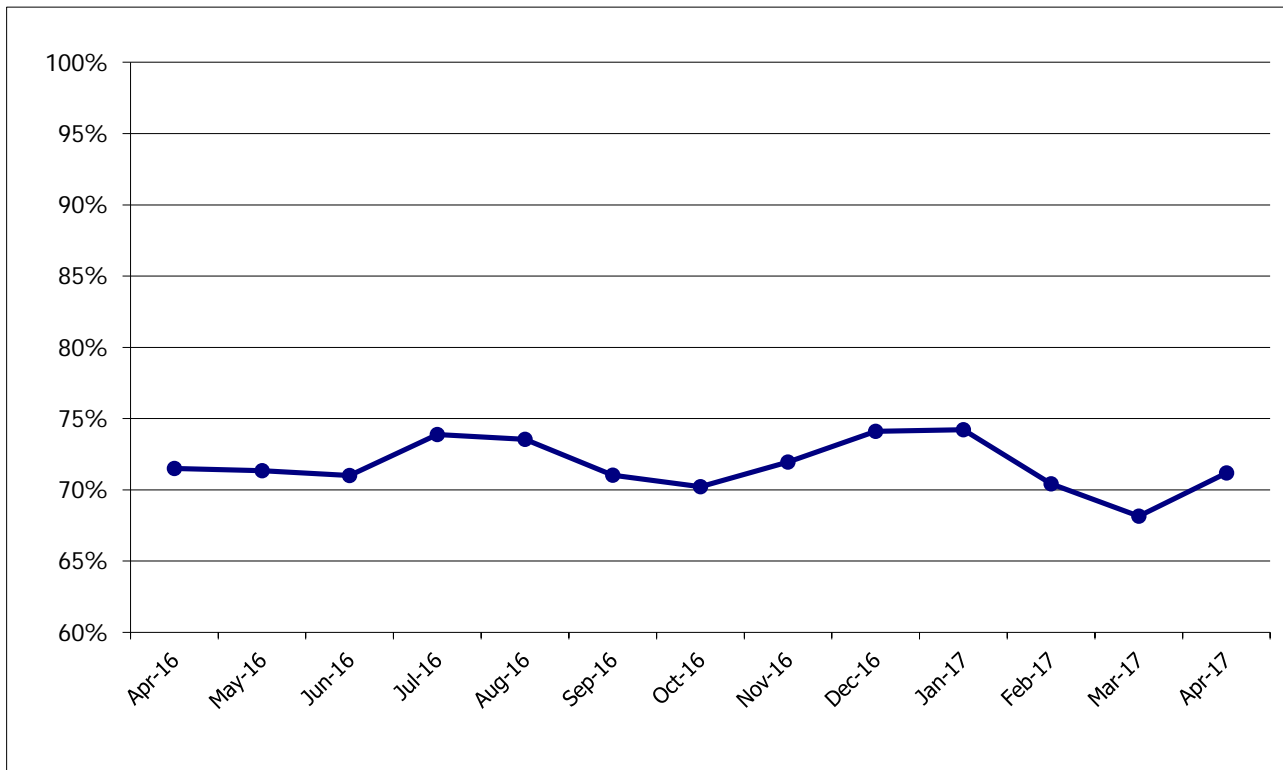
Subway Weekday Trains Delayed
Monthly
(24 hours)

<u>Categories</u>	<u>April 2017 Trains Delayed</u>
Over Crowding	23,179
Track Gangs	9,045
ROW Delays	8,942
Work Equipment/G. O.	3,836
Sick Customer	2,650
Car Equipment	2,569
Police	1,897
Unruly Customer	1,611
Operational Diversions	1,493
Inclement Weather	1,300
Employee	1,032
Fire	758
Infrastructure	220
External	118
Collision/Derailment	0
Total Trains Delayed *	58,651

* 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

Apr 2017: 71.2%

Apr 2016: 71.5%

May '16 - Apr '17

12-Mon Avg: 71.9%

Subdivision A

Monthly Results

Apr 2017: 66.5%

Apr 2016: 70.7%

May '16 - Apr '17

12-Mon Avg: 68.5%

Subdivision B

Monthly Results

Apr 2017: 74.3%

Apr 2016: 72.0%

May '16 - Apr '17

12-Mon Avg: 74.2%

Discussion of Results

In April 2017, Work Equipment/G. O. (4,144 delays), Track Gangs (3,733 delays), and Over Crowding (3,564 delays) were the highest categories of delays, representing 71.4% of the total 16,017 delays.

Chart 7

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

<u>Line</u>	<u>May '16 - Apr '17</u>	<u>May '15 - Apr '16</u>	<u>% Difference</u>
1	75.9%	88.2%	-12.3%
2	40.1%	44.3%	-4.2%
3	54.0%	59.1%	-5.1%
4	49.6%	50.8%	-1.2%
5	59.4%	74.6%	-15.2%
6	62.9%	57.0%	+5.9%
7	83.9%	84.8%	-0.9%
S 42nd	99.6%	99.6%	+0.0%
Subdivision A	68.5%	71.9%	-3.4%
A	64.2%	62.7%	+1.5%
C	63.3%	52.2%	+11.1%
D	66.7%	69.4%	-2.7%
E	65.1%	61.8%	+3.3%
F	45.7%	35.6%	+10.1%
S Fkln	99.5%	99.6%	-0.1%
G	84.7%	84.8%	-0.1%
S Rock	93.3%	97.7%	-4.4%
JZ	82.3%	87.3%	-5.0%
L	89.2%	88.9%	+0.3%
M	95.9%	96.8%	-0.9%
N	62.5%	70.4%	-7.9%
Q	79.5%	82.2%	-2.7%
R	62.2%	69.0%	-6.8%
Subdivision B	74.2%	74.8%	-0.6%
Systemwide	71.9%	73.6%	-1.7%

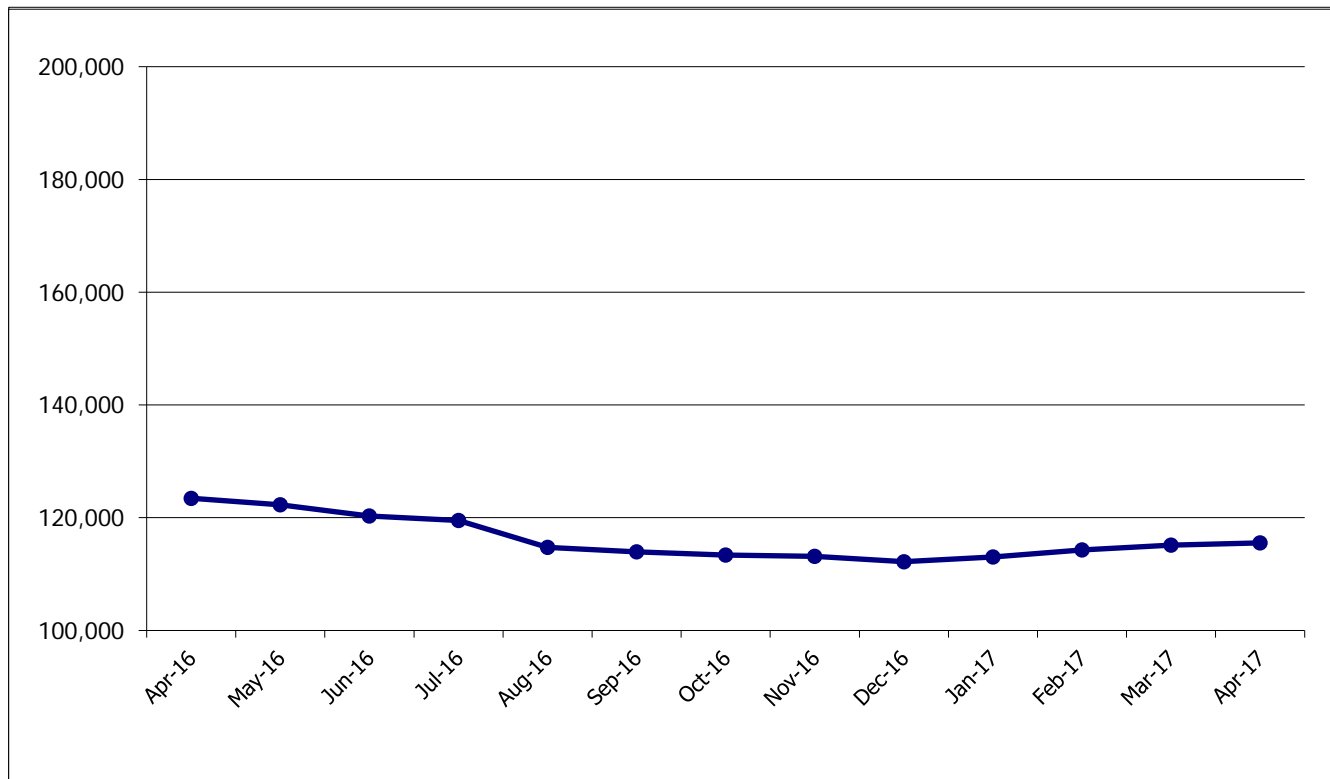
Chart 8

Subway Weekend Trains Delayed Monthly (24 hours)

<u>Categories</u>	<u>April 2017 Trains Delayed</u>
Work Equipment/G. O.	4,144
Track Gangs	3,733
Over Crowding	3,564
ROW Delays	1,424
Sick Customer	689
Unruly Customer	553
Car Equipment	515
Operational Diversions	454
Employee	378
Police	302
Inclement Weather	110
Fire	86
External	42
Infrastructure	23
Collision/Derailment	0
Total Trains Delayed *	16,017

* 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

Apr 2017: 130,176

Apr 2016: 124,787

12-Month Average

May '16 - Apr '17: 115,527

May '15 - Apr '16: 123,454

Annual Result

2017 TARGET: 150,000

2016 ACTUAL: 112,208

Discussion of Results

MDBF in April 2017 changed 4.32% from April 2016. Over the past year, the MDBF 12-month average changed -6.42%.

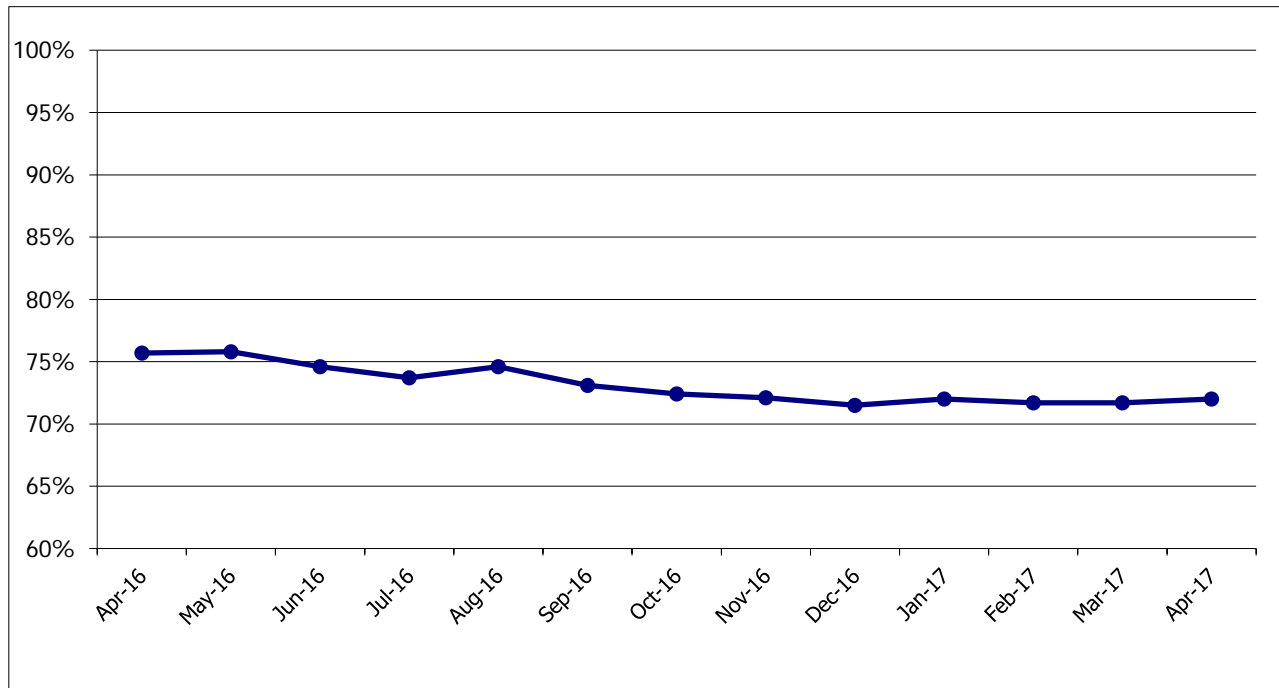
Subway Mean Distance Between Failure

12-Month Rolling Average

<u>Car Class</u>	<u># of Cars</u>	<u>May '16 - Apr '17</u>	<u>May '15 - Apr '16</u>	<u>% Change</u>
R32	222	34,377	35,666	-3.6%
R42	50	39,307	40,140	-2.1%
R46	752	78,922	89,305	-11.6%
R62	315	258,252	190,675	+35.4%
R62A	824	85,378	91,604	-6.8%
R68	425	119,323	119,902	-0.5%
R68A	200	96,464	128,828	-25.1%
R142	1,030	145,836	153,221	-4.8%
R142A	220	49,867	54,134	-7.9%
R143	212	58,761	63,288	-7.2%
R160	1,662	235,168	327,425	-28.2%
R188 - New	126	669,480	352,571	+89.9%
R188 - Conversion	380	173,747	126,637	+37.2%
FLEET	6,418	115,527	123,454	-6.4%

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%. |
| 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

Apr 2017: 72.0%
Apr 2016: 75.7%

May '16 - Apr '17

12 Mon Avg: 73.0%

Subdivision A

Monthly Results

Apr 2017: 69.6%
Apr 2016: 71.3%

May '16 - Apr '17

12 Mon Avg: 69.9%

Subdivision B

Monthly Results

Apr 2017: 73.5%
Apr 2016: 78.8%

May '16 - Apr '17

12 Mon Avg: 75.0%

Chart 12

Subway Service - Key Performance Indicator (S-KPI)

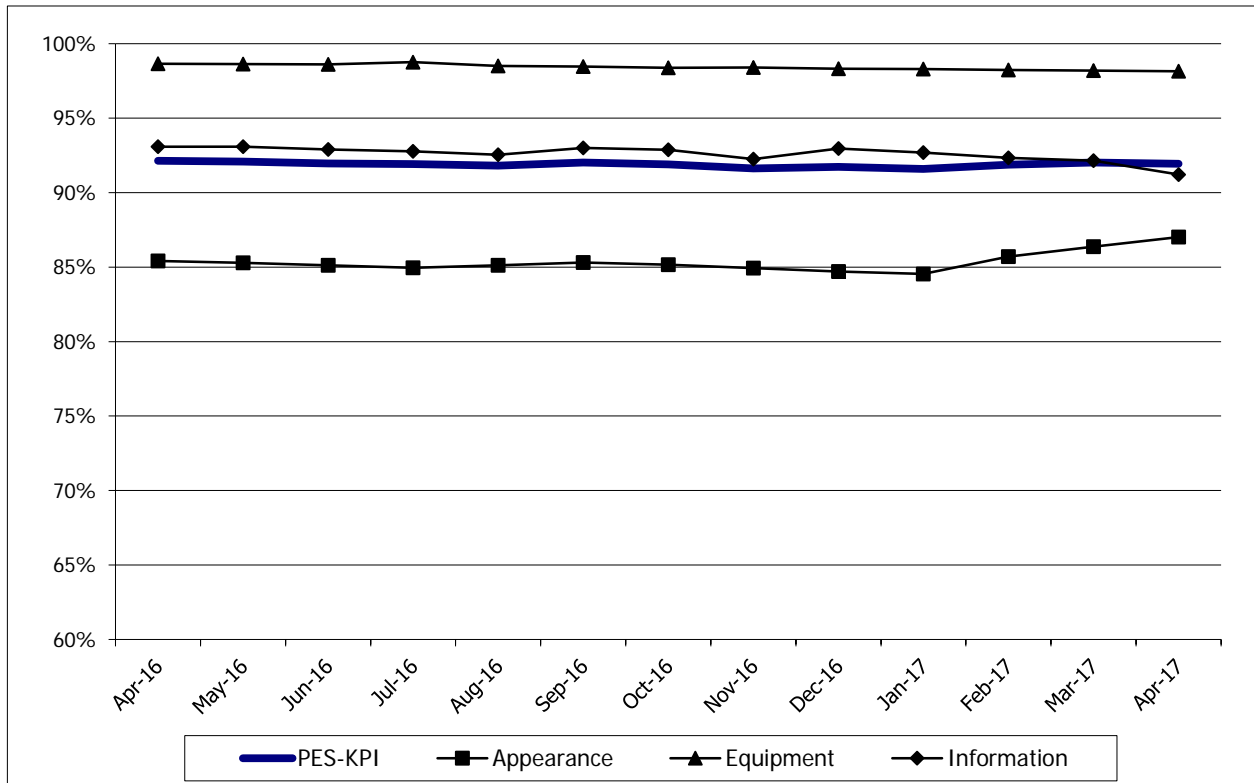
12-Month Rolling Average

<u>Line</u>	<u>May '16 - Apr '17</u>	<u>May '15 - Apr '16</u>	<u>% Difference</u>
1	73.5%	77.7%	-4.2%
2	61.0%	65.7%	-4.7%
3	70.0%	75.8%	-5.8%
4	56.9%	60.1%	-3.2%
5	58.5%	61.2%	-2.7%
6	59.2%	58.9%	+0.3%
7	76.6%	78.7%	-2.1%
S 42nd	87.5%	87.1%	+0.4%
Subdivision A	69.9%	71.9%	-2.0%
A	65.4%	69.0%	-3.6%
B	71.3%	78.0%	-6.7%
C	66.8%	73.1%	-6.3%
D	75.0%	79.8%	-4.8%
E	72.5%	74.7%	-2.2%
F	69.3%	71.7%	-2.4%
S Fkln	90.9%	91.4%	-0.5%
G	76.9%	75.7%	+1.2%
S Rock	89.0%	89.0%	+0.0%
JZ	68.3%	71.3%	-3.0%
L	78.8%	78.9%	-0.1%
M	74.8%	77.2%	-2.4%
N	72.7%	76.7%	-4.0%
Q	76.3%	78.5%	-2.2%
R	68.7%	69.5%	-0.8%
Subdivision B	75.0%	78.5%	-3.5%
Systemwide	73.0%	75.8%	-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 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>
May '16 - Apr '17	91.9%	87.0%	98.1%	91.2%
May '15 - Apr '16	92.1%	85.4%	98.6%	93.1%
% Difference:	-0.2%	+1.6%	-0.5%	-1.9%

Chart 14

Subway PES-KPI - Subway Car

12-Month Rolling Average

<u>Line</u>	<u>May '16 - Apr '17</u>				<u>May '15 - Apr '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	92.8%	95.6%	97.1%	85.8%	95.2%	96.9%	98.2%	90.5%	-2.4%
2	94.3%	89.1%	96.0%	97.9%	97.2%	95.4%	99.0%	97.4%	-2.9%
3	93.0%	93.7%	97.3%	87.9%	95.1%	95.5%	99.6%	90.3%	-2.1%
4	96.3%	93.7%	96.8%	98.3%	95.6%	93.3%	98.1%	95.5%	+0.7%
5	95.7%	91.7%	97.7%	97.8%	96.1%	94.7%	97.6%	95.9%	-0.4%
6	93.2%	93.9%	95.9%	89.7%	95.2%	94.9%	98.1%	92.7%	-2.0%
7	96.9%	95.5%	98.7%	96.5%	98.1%	98.3%	99.8%	96.2%	-1.2%
S 42nd	91.2%	95.4%	92.4%	85.7%	94.1%	96.5%	95.2%	90.5%	-2.9%
Subdivision A	94.3%	93.3%	96.9%	92.8%	95.9%	95.6%	98.5%	93.7%	-1.6%
A	94.7%	92.9%	99.5%	91.6%	95.1%	93.2%	99.3%	92.9%	-0.4%
B	90.6%	88.1%	97.2%	86.7%	93.5%	91.8%	96.1%	92.6%	-2.9%
C	96.1%	93.0%	99.3%	96.2%	96.3%	95.1%	98.7%	95.1%	-0.2%
D	91.8%	90.4%	93.7%	91.5%	93.1%	91.2%	98.5%	89.5%	-1.3%
E	95.3%	89.4%	98.6%	98.1%	96.7%	94.5%	97.3%	98.3%	-1.4%
F	95.5%	91.8%	98.0%	96.8%	96.5%	95.2%	98.7%	95.7%	-1.0%
S Fkn	91.5%	92.4%	100.0%	82.1%	95.1%	89.9%	99.4%	96.1%	-3.6%
G	95.0%	94.3%	99.3%	91.3%	95.5%	95.8%	98.1%	92.5%	-0.5%
J/Z	93.5%	91.4%	99.2%	90.0%	94.5%	91.3%	98.8%	93.4%	-1.0%
L	95.9%	94.0%	96.5%	97.2%	96.6%	93.6%	98.4%	98.0%	-0.7%
M	95.1%	91.6%	95.8%	97.9%	96.7%	92.8%	98.2%	99.3%	-1.6%
N	95.8%	90.3%	98.5%	98.9%	96.8%	93.3%	99.1%	98.1%	-1.0%
Q	97.1%	93.8%	99.6%	98.1%	96.3%	89.9%	99.6%	99.6%	+0.8%
R	92.2%	89.9%	99.2%	87.7%	95.8%	96.2%	98.6%	92.4%	-3.6%
Subdivision B	94.5%	91.6%	98.0%	94.0%	95.7%	93.4%	98.4%	95.4%	-1.2%
Systemwide	94.4%	92.3%	97.6%	93.5%	95.8%	94.2%	98.4%	94.8%	-1.4%

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

Chart 15

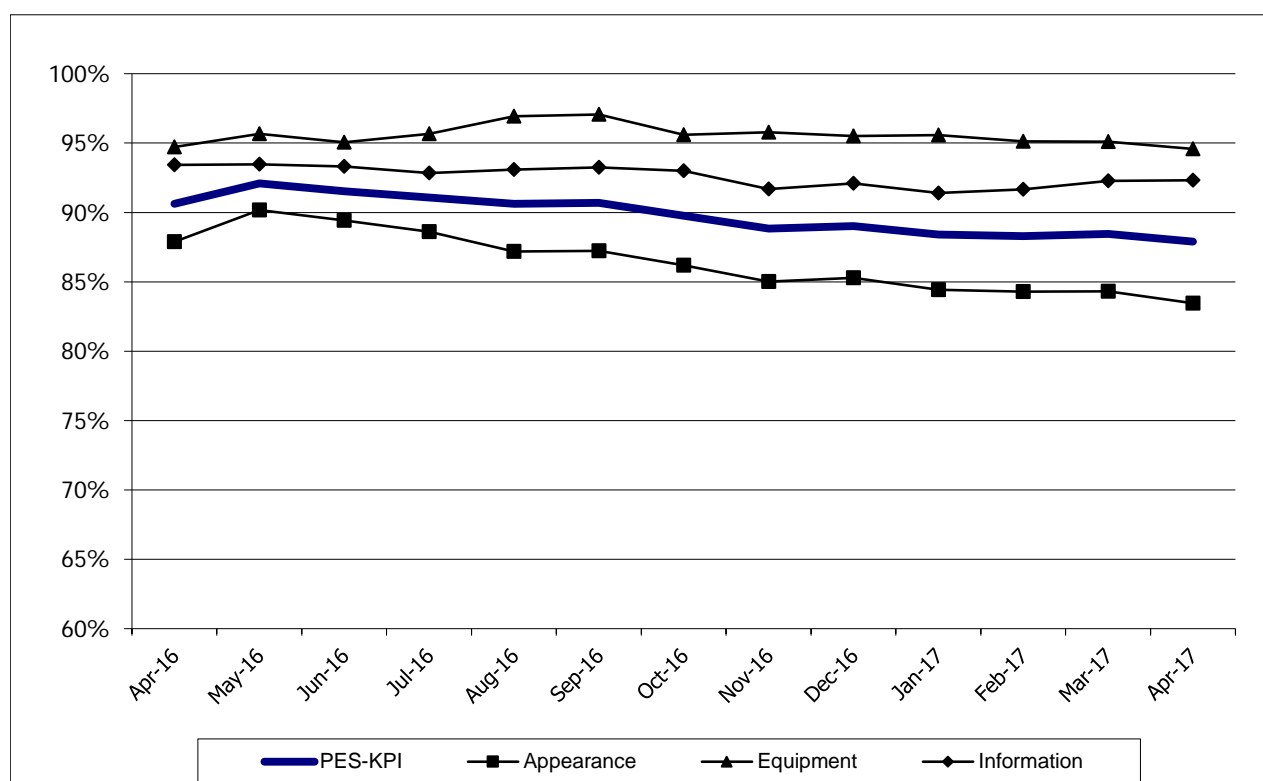
Subway PES-KPI - Stations

12-Month Rolling Average

<u>Borough</u>	<u>May '16 - Apr '17</u>				<u>May '15 - Apr '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	87.1%	75.6%	98.8%	89.1%	86.2%	71.7%	98.4%	91.1%	+0.9%
Manhattan	89.5%	82.5%	98.4%	88.9%	88.3%	77.5%	98.6%	90.8%	+1.2%
Brooklyn	91.0%	84.7%	99.4%	90.2%	89.1%	77.6%	99.3%	92.6%	+1.9%
Queens	88.4%	82.1%	99.0%	85.4%	89.5%	81.0%	99.4%	89.6%	-1.1%
Systemwide	89.5%	82.2%	98.7%	88.8%	88.5%	77.3%	98.9%	91.4%	+1.0%

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>
May '16 - Apr '17	87.9%	83.5%	94.6%	92.3%
May '15 - Apr '16	90.6%	87.9%	94.7%	93.4%
% Difference:	-2.7%	-4.4%	-0.1%	-1.1%

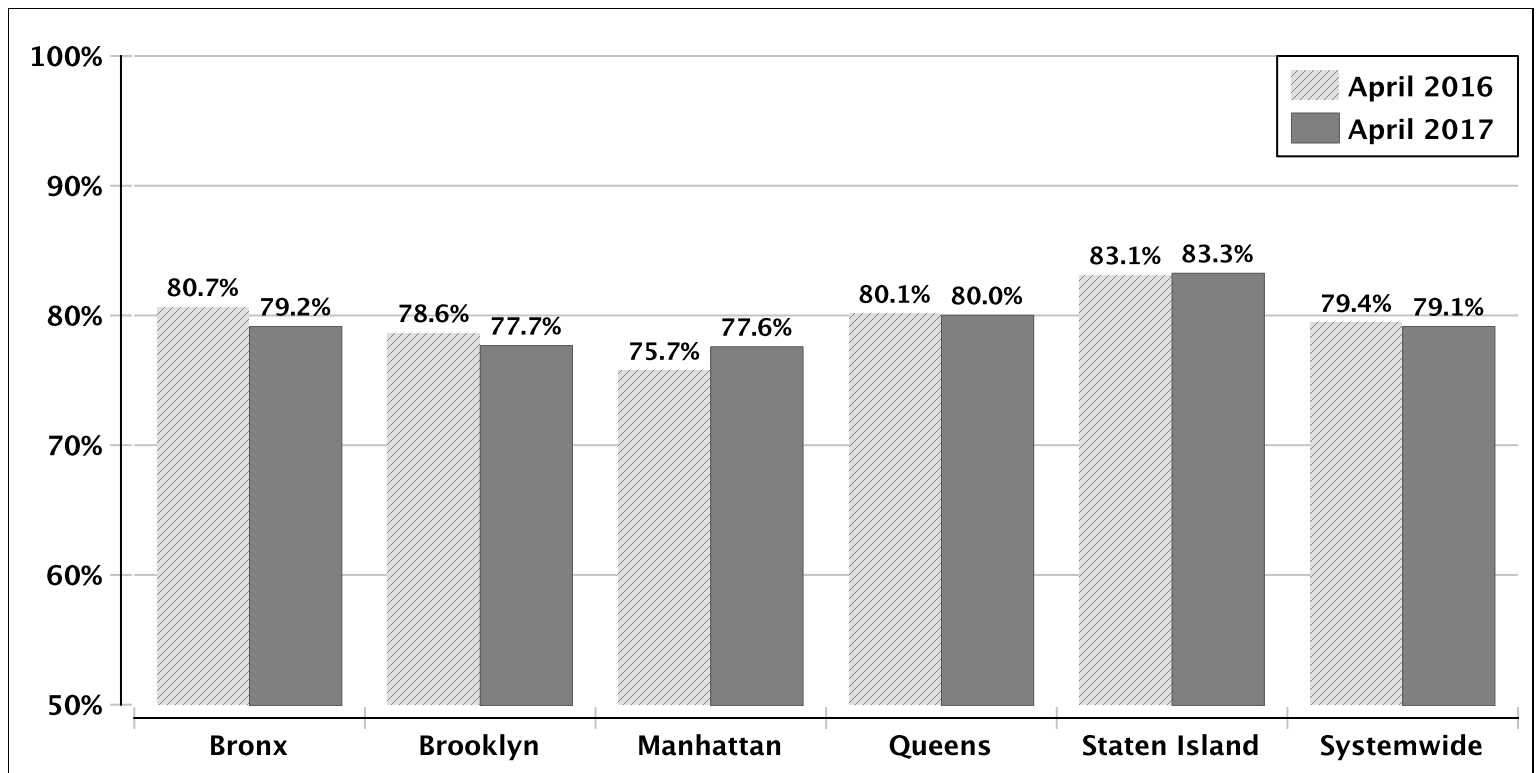
Chart 17

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: April 2017			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System Wait Assessment (chart 1-7)	79.1%	79.4%	-0.3%			
System MDBF (chart 8)	6,342	7,016	-9.6%	6,308	5,338	+18.2%
NYCT Bus	6,131	6,886	-11.0%	6,019	5,105	+17.9%
MTA Bus	7,142	7,467	-4.3%	7,450	6,250	+19.2%
System MDBSI (chart 9)	2,775	2,967	-6.5%	2,818	2,588	+8.9%
NYCT Bus	2,688	2,856	-5.9%	2,653	2,468	+7.5%
MTA Bus	3,100	3,389	-8.5%	3,519	3,064	+14.8%
System Trips Completed (chart 10)	99.26%	99.38%	-0.1%	99.22%	99.03%	+0.2%
NYCT Bus	99.35%	99.41%	-0.1%	99.21%	99.05%	+0.2%
MTA Bus	98.91%	99.27%	-0.4%	99.24%	98.93%	+0.3%
System AM Pull Out (chart 11)	99.79%	99.89%	-0.1%	99.82%	99.74%	+0.1%
NYCT Bus	99.92%	99.95%	-0.0%	99.86%	99.77%	+0.1%
MTA Bus	99.33%	99.70%	-0.4%	99.69%	99.63%	+0.1%
System PM Pull Out (chart 12)	99.89%	99.93%	-0.0%	99.92%	99.85%	+0.1%
NYCT Bus	99.94%	99.97%	-0.0%	99.94%	99.91%	+0.0%
MTA Bus	99.72%	99.79%	-0.1%	99.85%	99.63%	+0.2%
System Buses >= 12 years	21%	16%				
NYCT Bus	23%	18%				
MTA Bus	12%	9%				
System Fleet Age	7.79	7.27				
NYCT Bus	7.44	6.83				
MTA Bus	9.01	8.82				
Paratransit						
% of Trips Completed	94.85%	95.01%	-0.2%	94.75%	94.79%	-0.0%
Trips Requested	649,365	667,141	-2.7%	648,009	653,336	-0.8%
Trips Scheduled	561,103	574,692	-2.4%	556,482	564,242	-1.4%
Trips Completed	532,187	546,018	-2.5%	527,292	534,850	-1.4%
Early Cancellations as a Percentage of Trips Requested	12.88%	12.99%	-0.1%	13.30%	12.84%	+0.5%
Late Cancellations as a Percentage of Trips Scheduled	3.15%	2.92%	+0.2%	3.16%	2.84%	+0.3%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.37%	1.41%	-0.0%	1.47%	1.54%	-0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.63%	0.66%	-0.0%	0.61%	0.82%	-0.2%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%
Customer Refusals as a Percentage of Trips Requested	0.72%	0.86%	-0.1%	0.83%	0.79%	+0.0%
New Applications Received	2,744	3,148	-12.8%	2,873	2,997	-4.1%

Bus Weekday Wait Assessment



Wait Assessment definition

Wait Assessment (WA) on weekdays is defined as the percent of actual intervals between buses that are no more than three minutes over the scheduled interval for the morning (7 a.m.-9 a.m.) and afternoon (4 p.m.-7 p.m.) peak periods and no more than five minutes over the scheduled interval for the mid-day (9 a.m.-4 p.m.), evening (7 p.m.-12 a.m.), and overnight (12 a.m.-7 a.m.) periods.

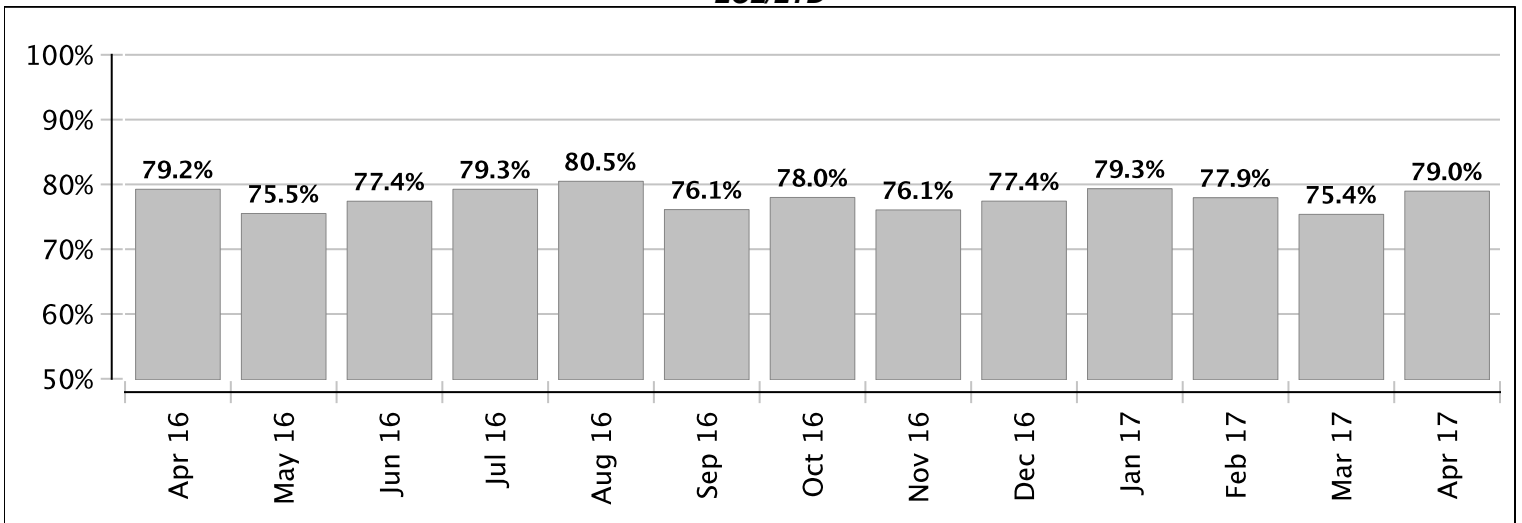
Results

	<u>Apr 2016</u>	<u>Apr 2017</u>	<u>Difference</u>
Systemwide	79.4%	79.1%	-0.3%
Bronx	80.7%	79.2%	-1.5%
Brooklyn	78.6%	77.7%	-0.9%
Manhattan	75.7%	77.6%	+1.9%
Queens	80.1%	80.0%	-0.1%
Staten Island	83.1%	83.3%	+0.2%

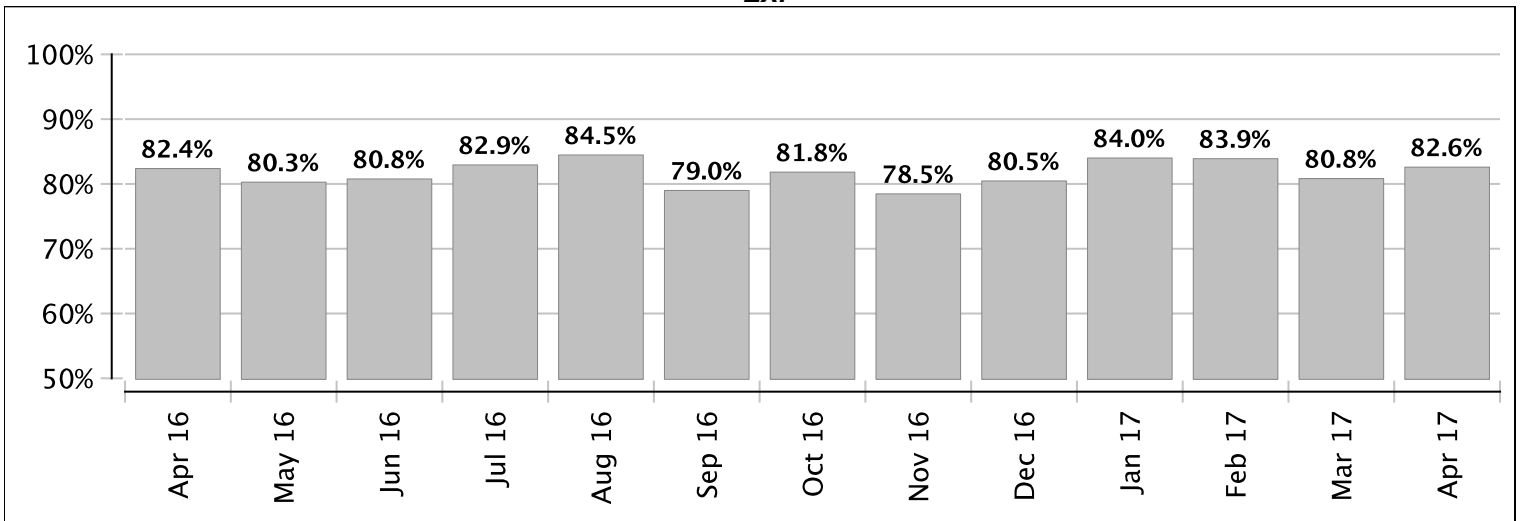
Chart 1

Bus Weekday Wait Assessment

Systemwide LCL/LTD



EXP



SBS

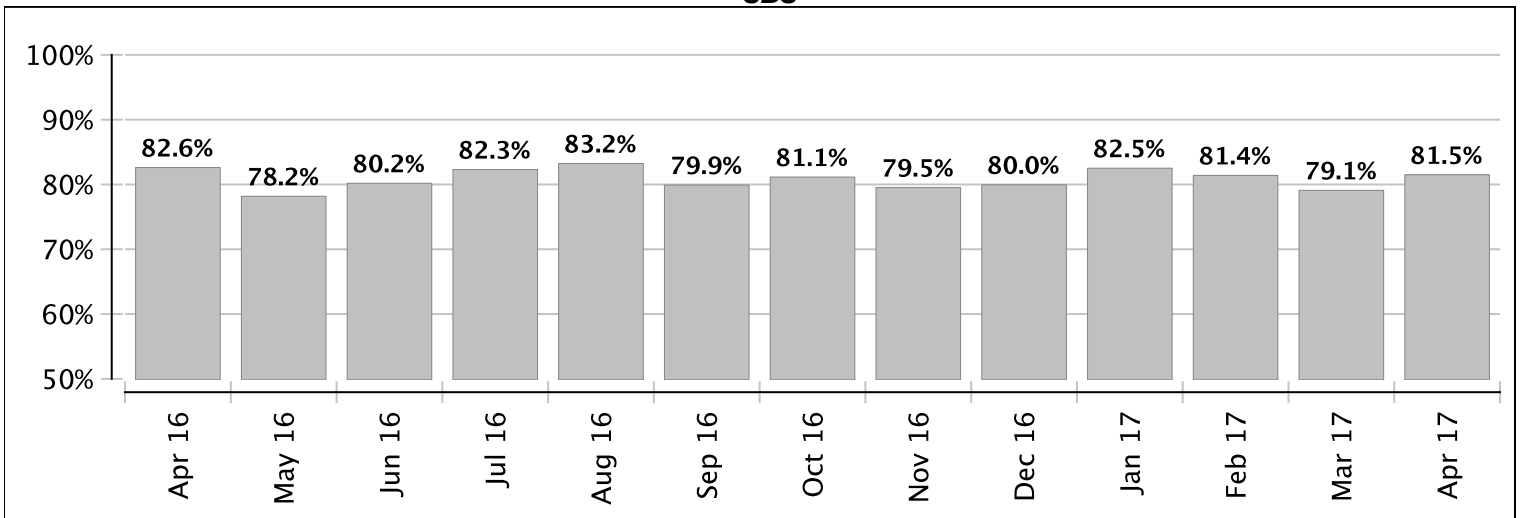
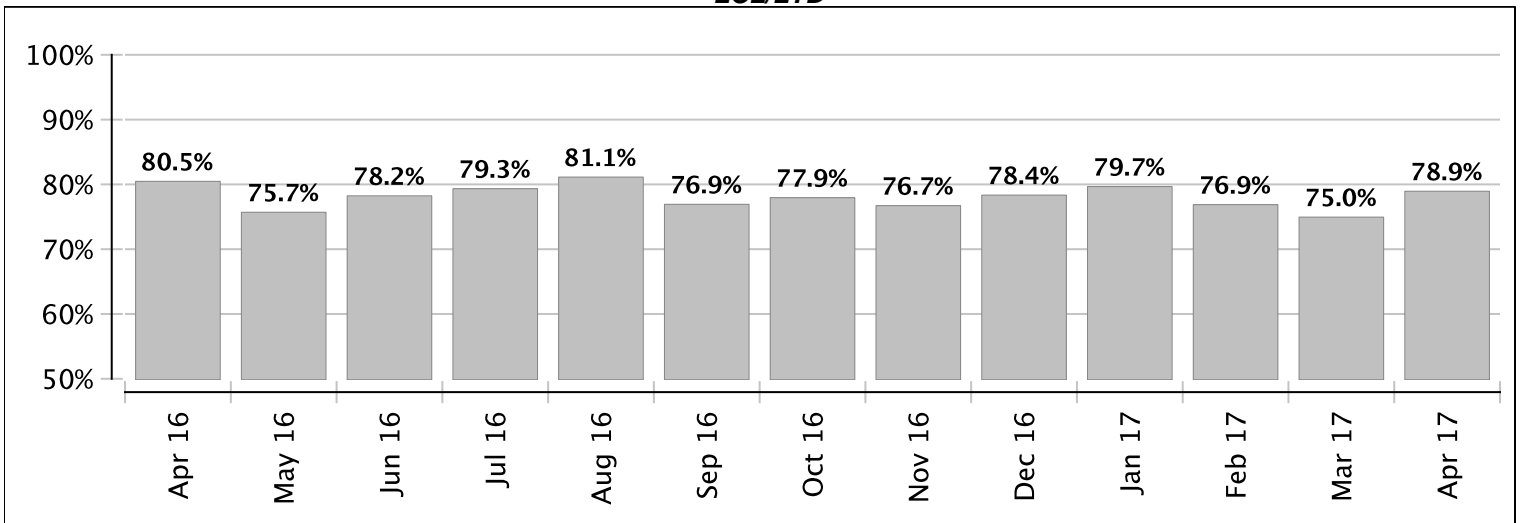


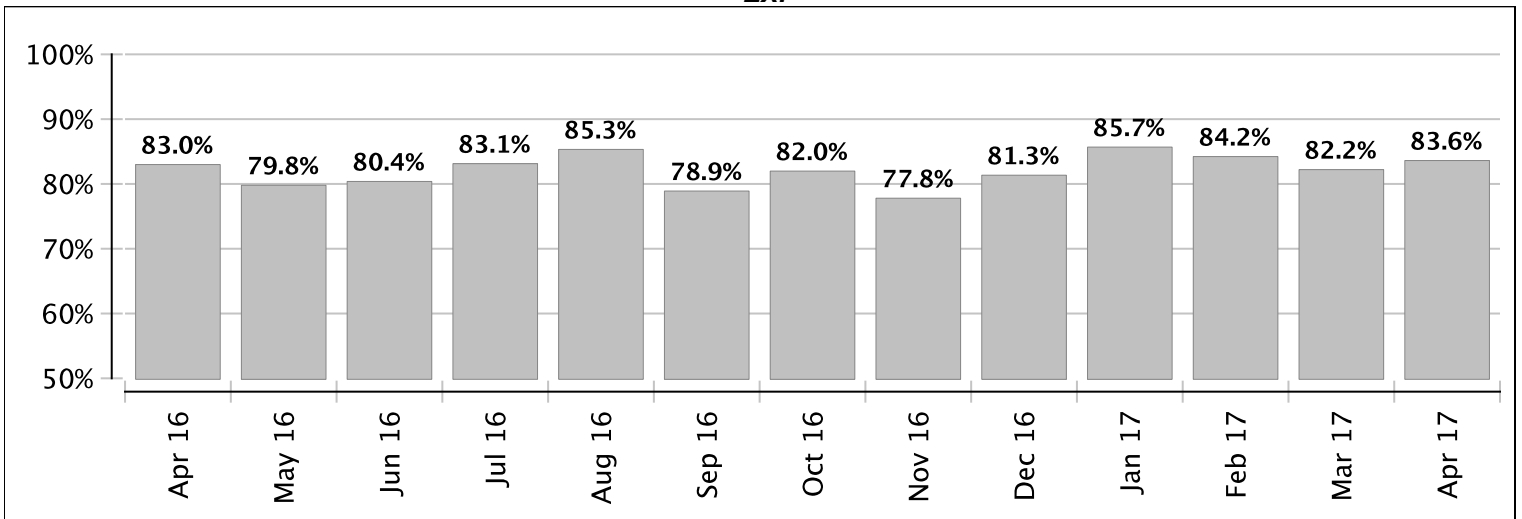
Chart 2

Bus Weekday Wait Assessment

Bronx LCL/LTD



EXP



SBS

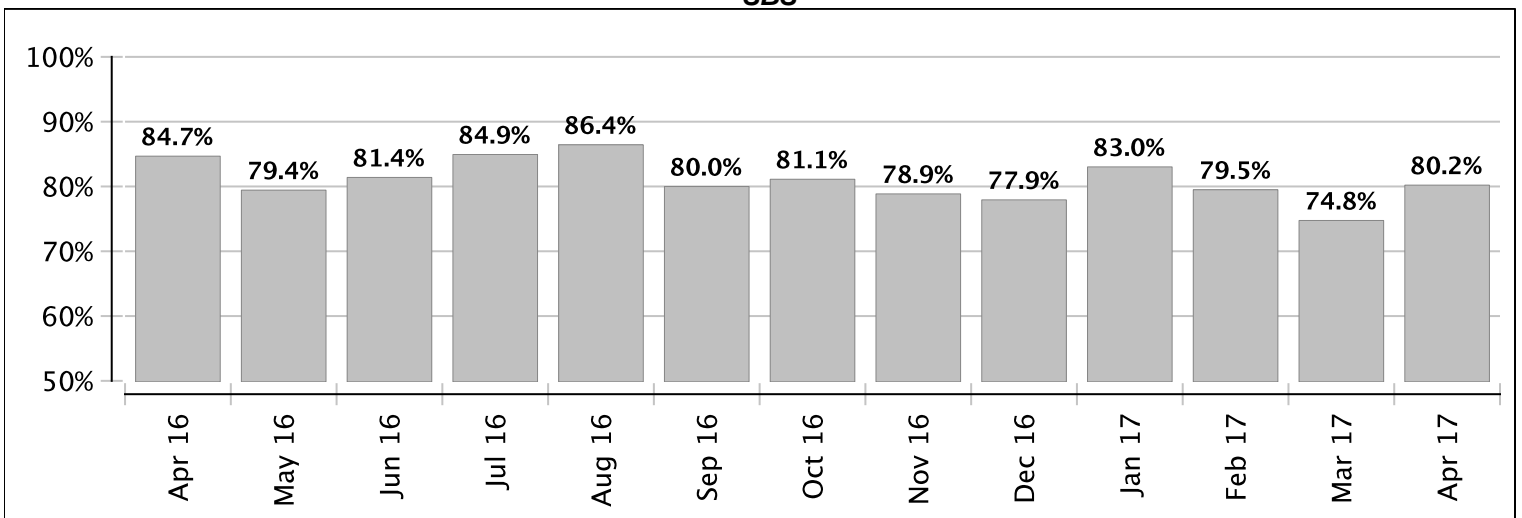
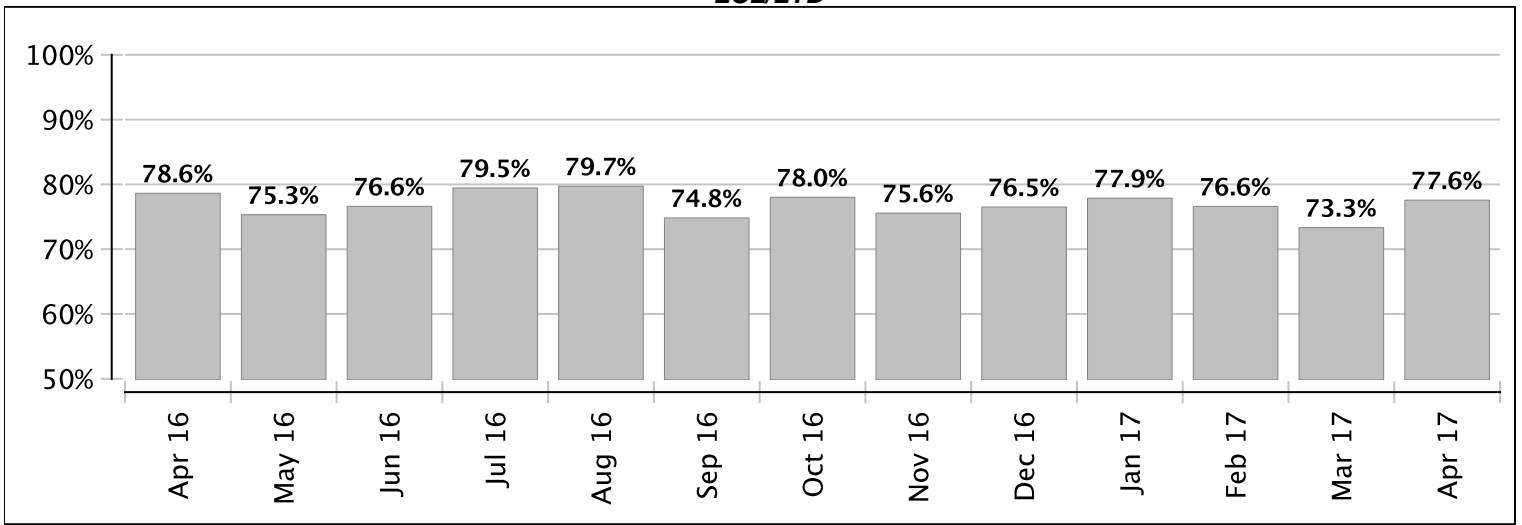


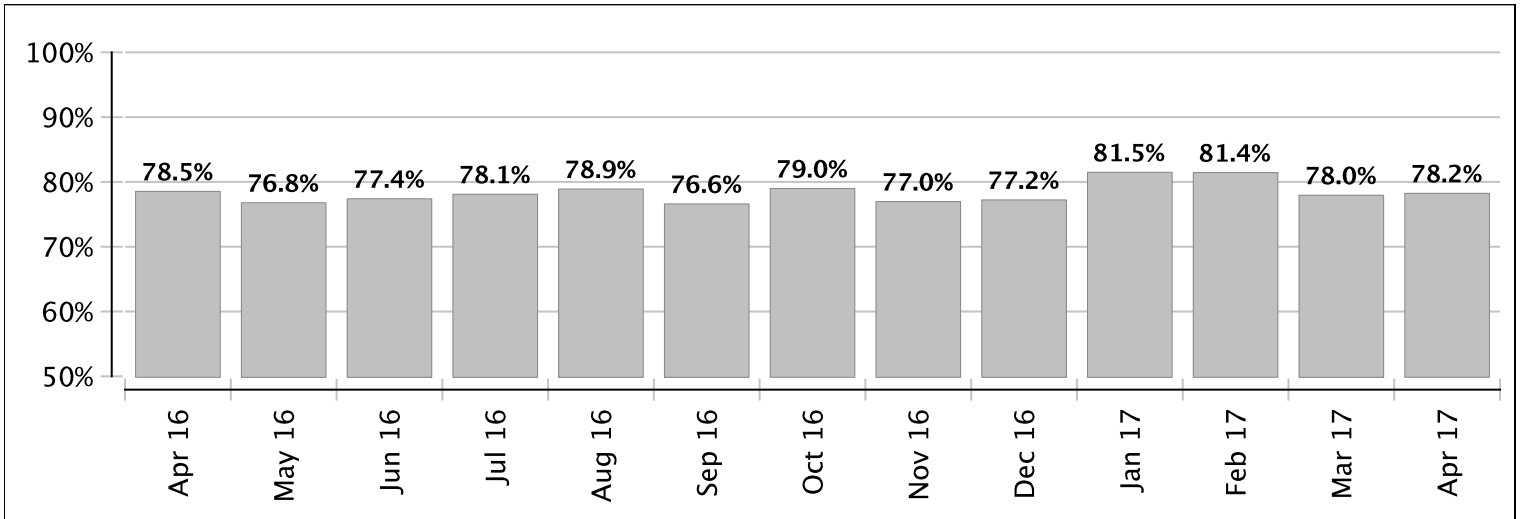
Chart 3

Bus Weekday Wait Assessment

Brooklyn LCL/LTD



EXP



SBS

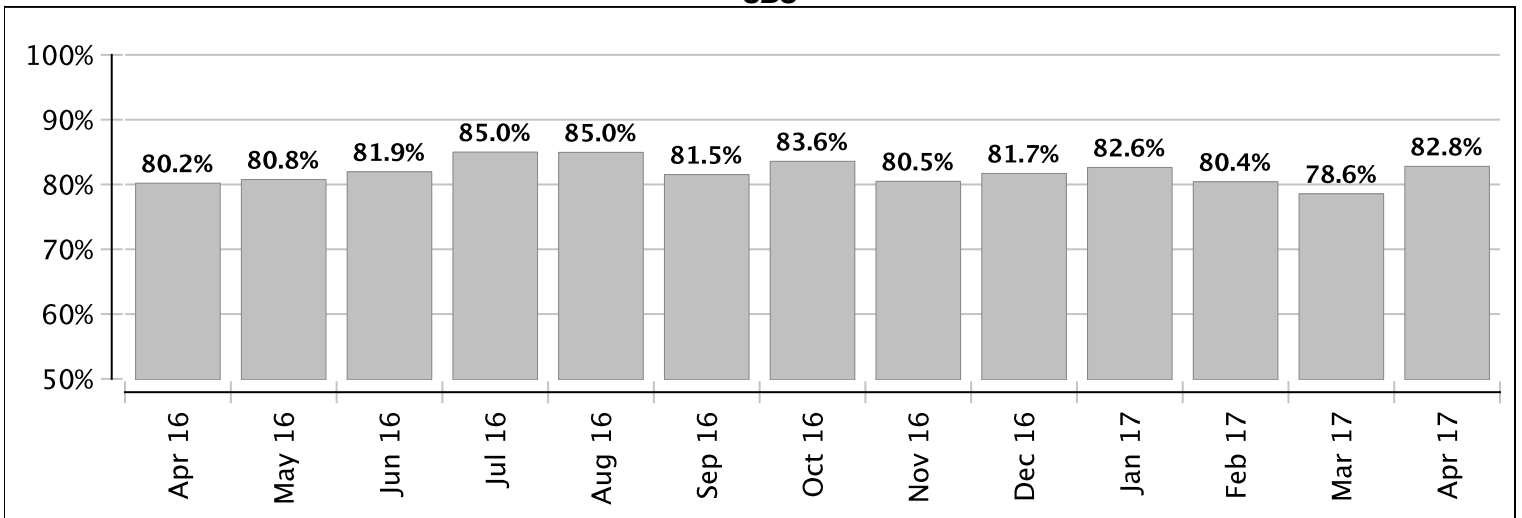
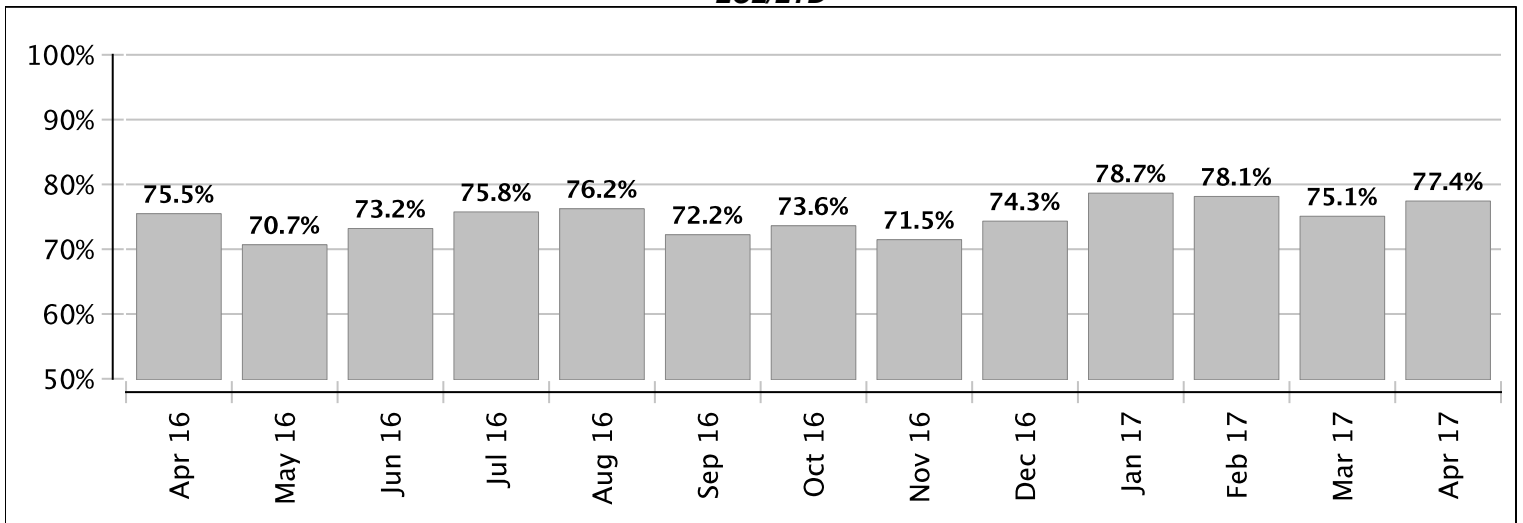


Chart 4

Bus Weekday Wait Assessment

Manhattan

LCL/LTD



SBS

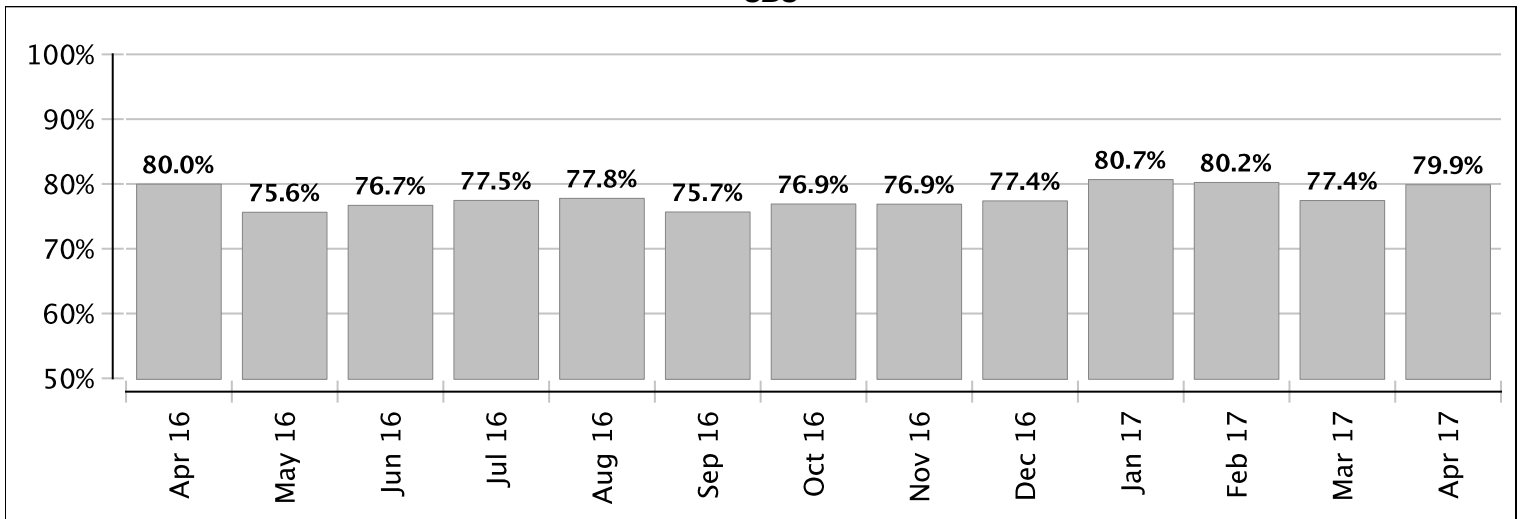
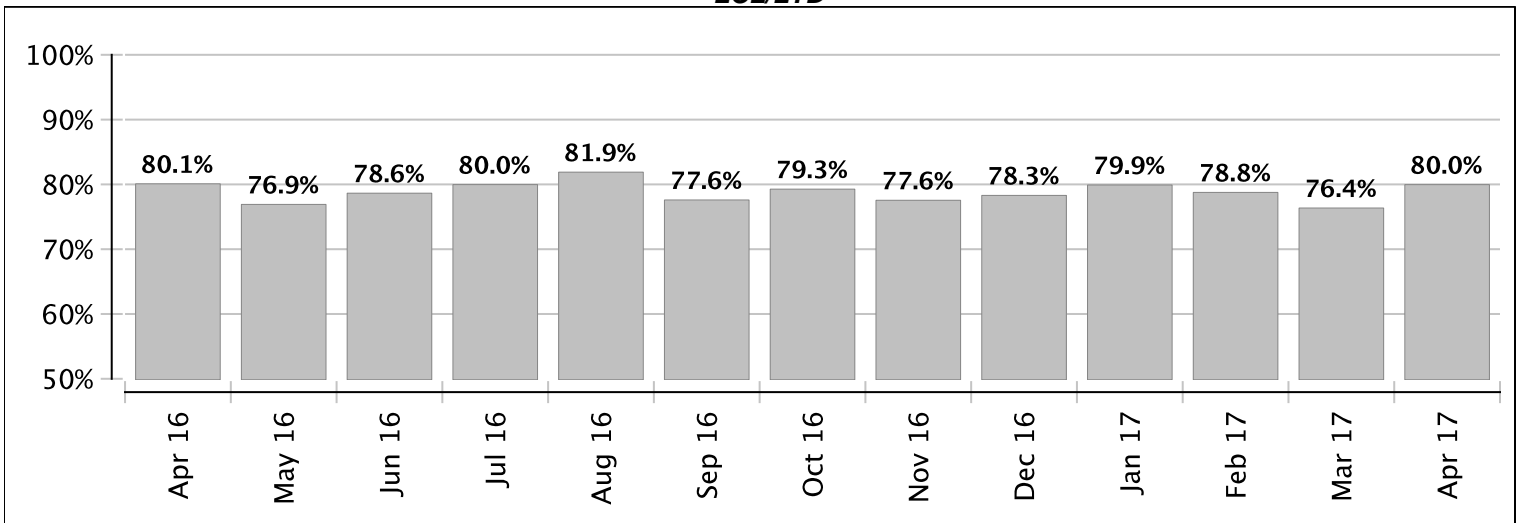


Chart 5

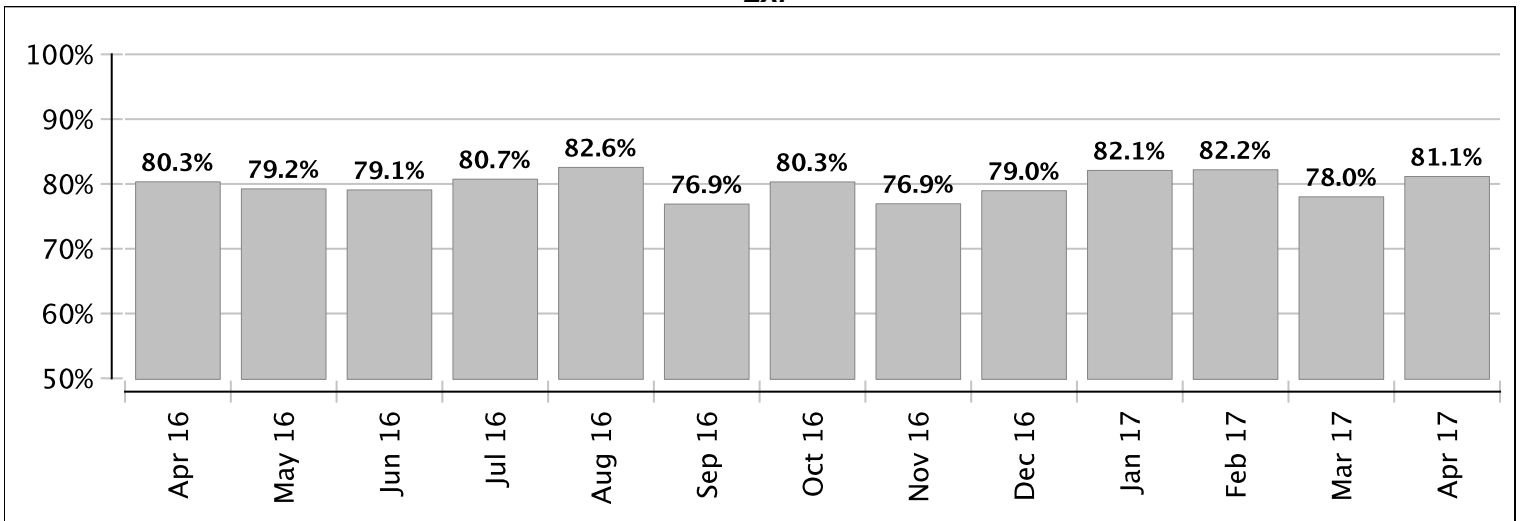
Bus Weekday Wait Assessment

Queens

LCL/LTD



EXP



SBS

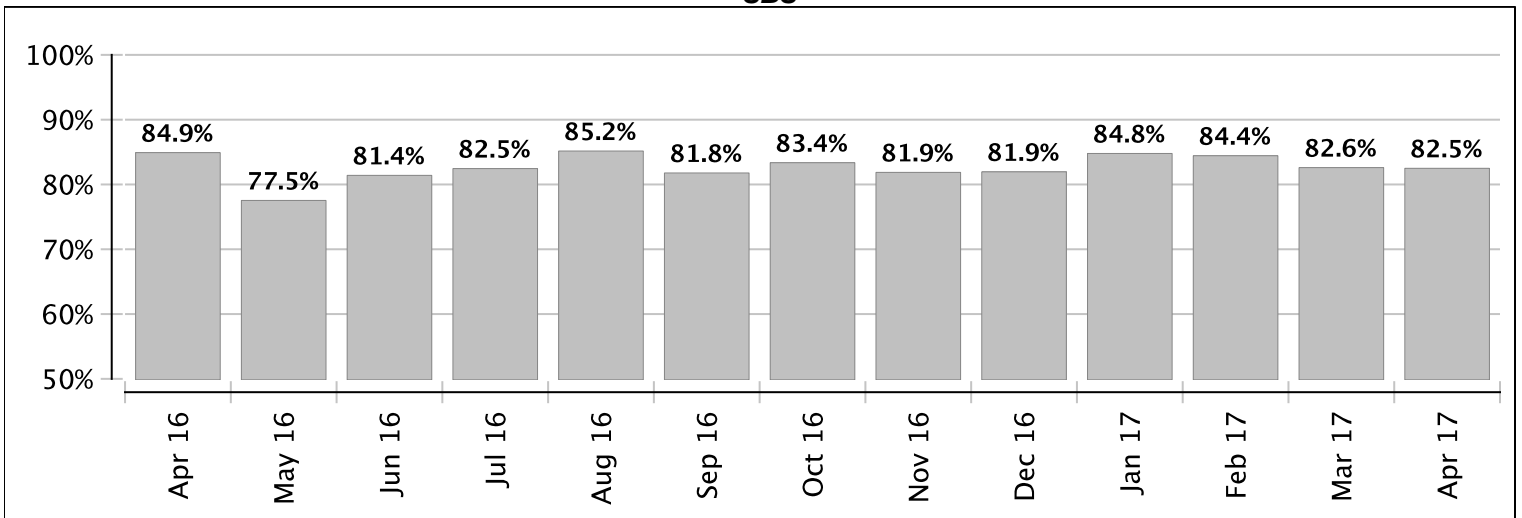
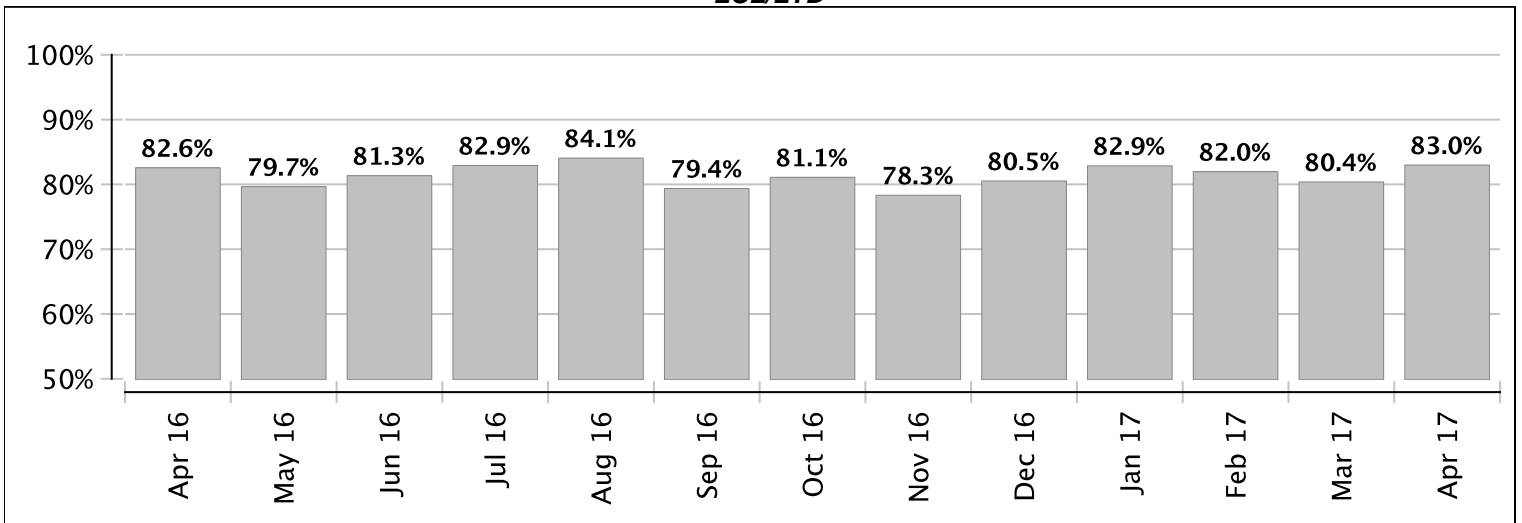


Chart 6

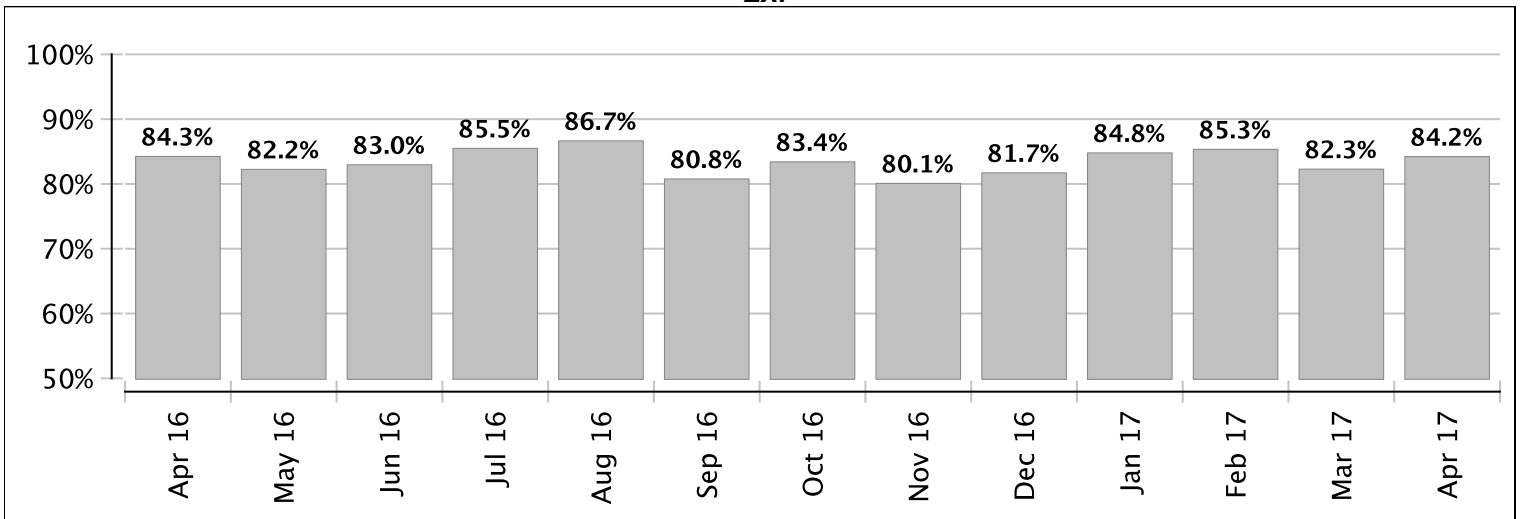
Bus Weekday Wait Assessment

Staten Island

LCL/LTD



EXP



SBS

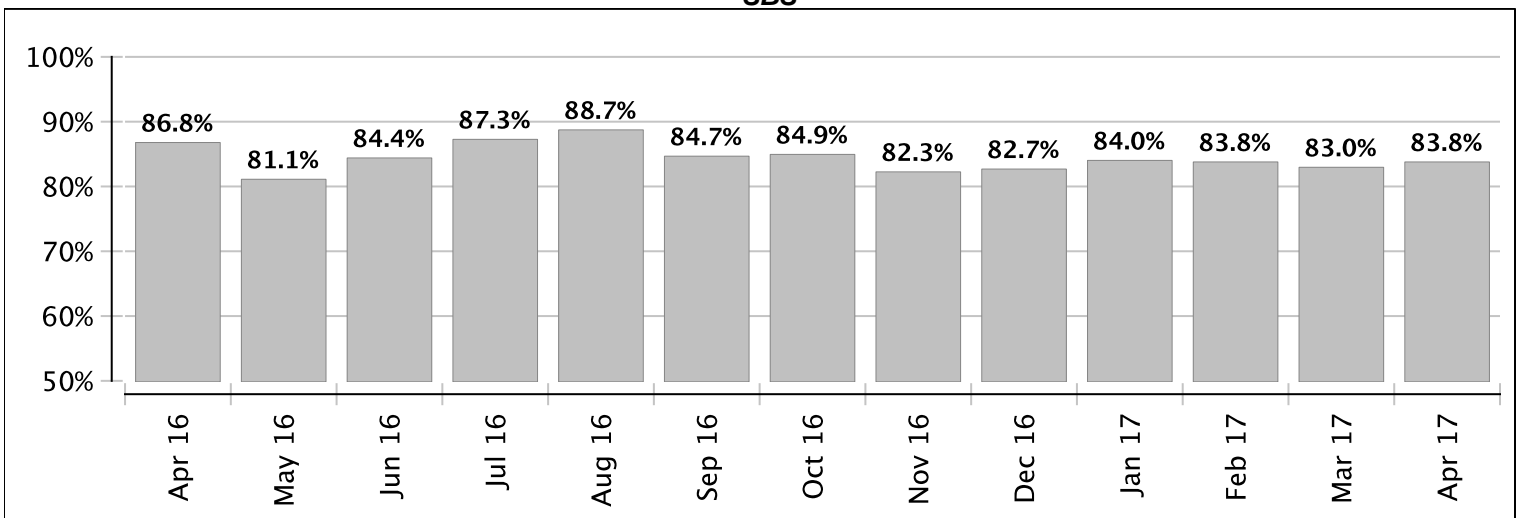
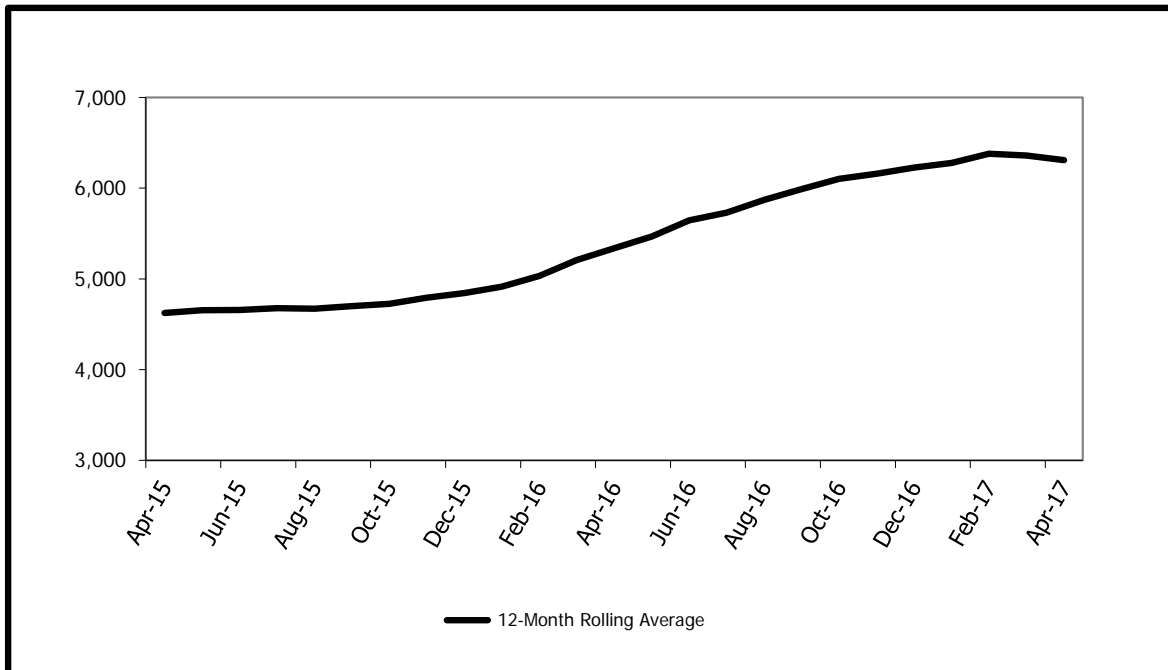


Chart 7

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

April 2017: 6,342
April 2016: 7,016

12-Month Average

May 16 - April 17: 6,308
May 15 - April 16: 5,338

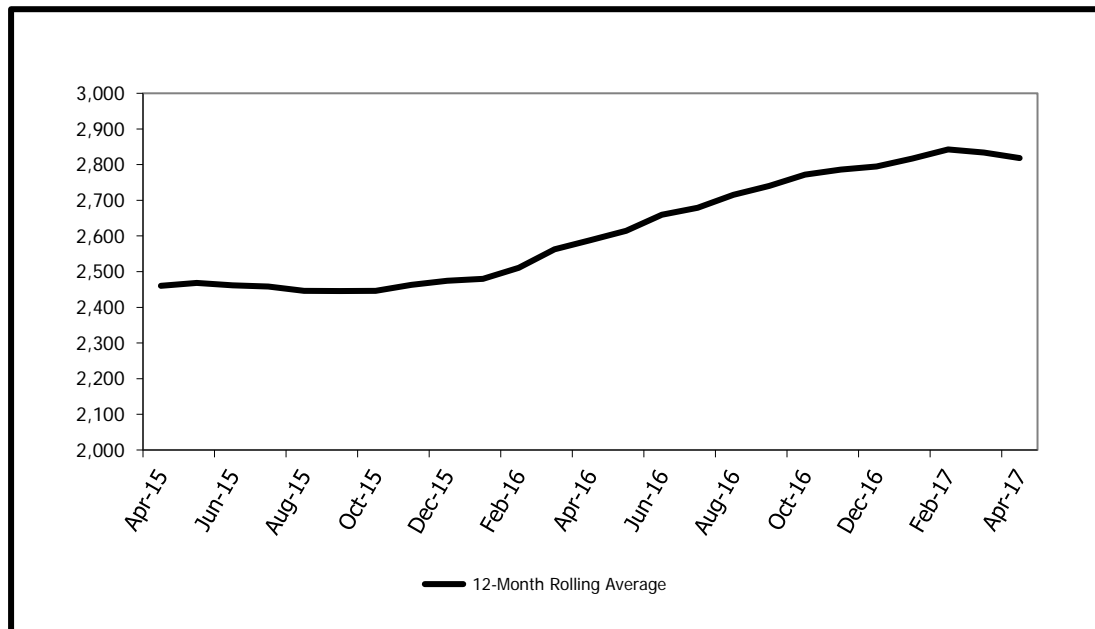
Annual Results

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

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

Chart 8

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

April 2017: 2,775
April 2016: 2,967

12-Month Average

May 16 - April 17: 2,818
May 15 - April 16: 2,588

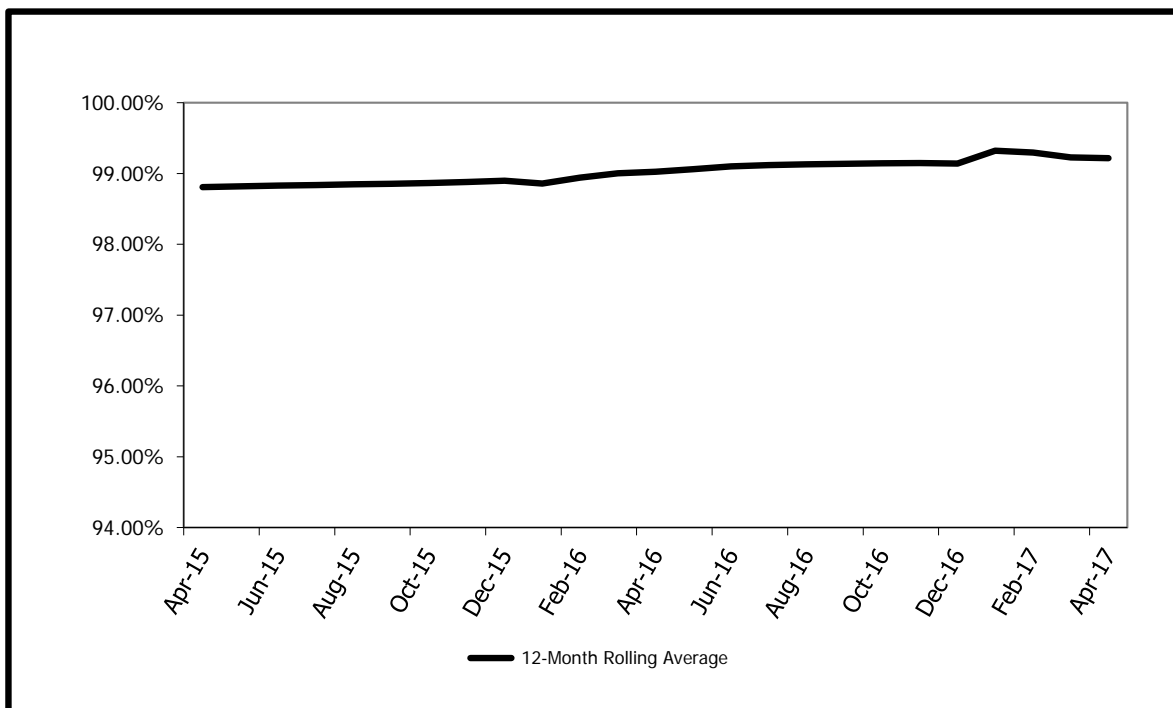
Annual Results

2017 YTD: 2,873
2016 Actual: 2,795

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

Chart 9

Bus Percentage of Completed Trips - System*



Definition

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

Monthly Results

April 2017: 99.26%
April 2016: 99.38%

12-Month Average

May 16 - April 17 99.22%
May 15 - April 16 99.03%

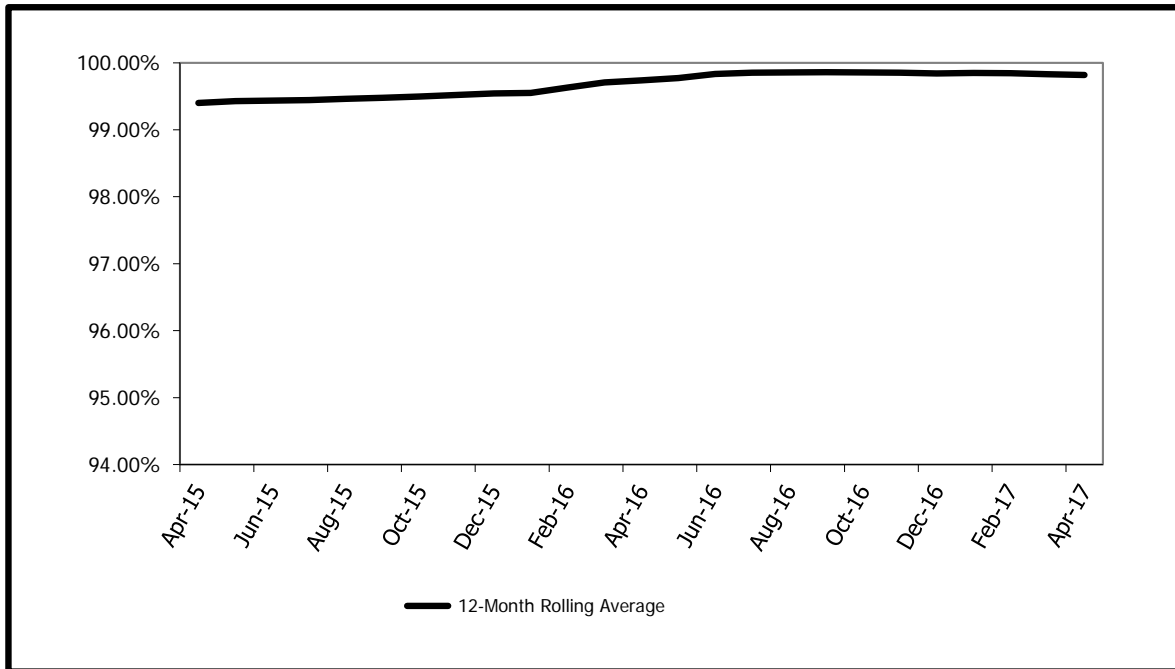
Annual Results

2017 YTD: 99.03%
2016 Actual: 99.14%

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

Chart 10

Bus AM Weekday Pull Out Performance - System*



Definition

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

Monthly Results

April 2017: 99.79%
 April 2016: 99.89%

12-Month Average

May 16 - April 17 99.82%
 May 15 - April 16 99.74%

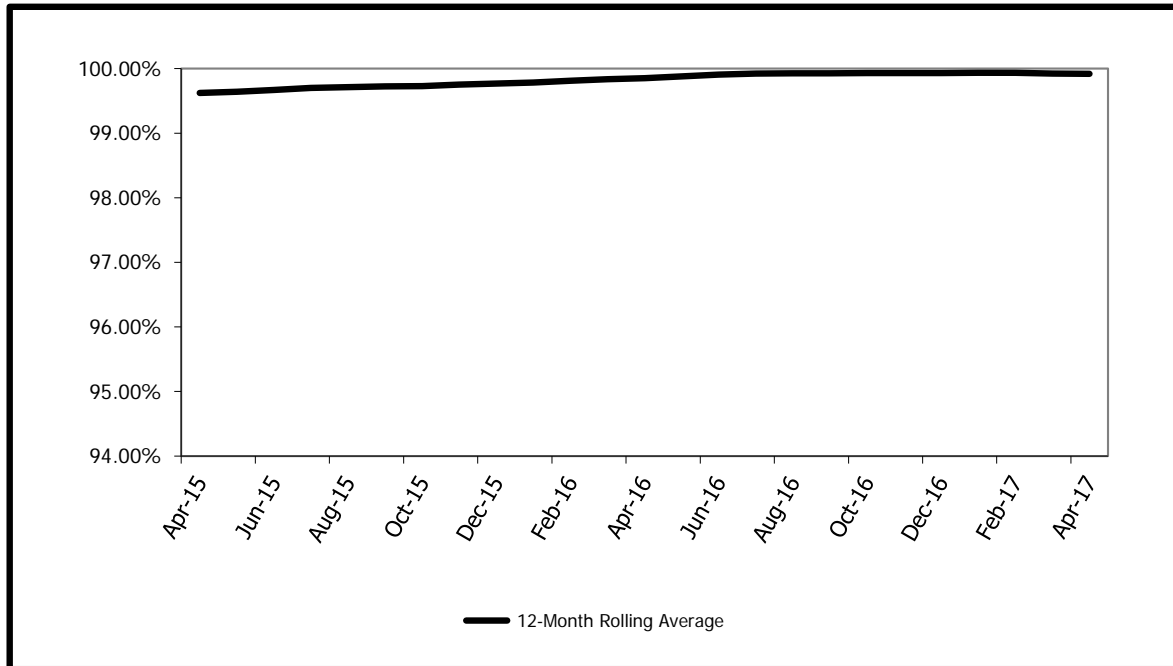
Annual Results

2017 YTD: 99.76%
 2016 Actual: 99.84%

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

Chart 11

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

April 2017:	99.89%	May 16 - April 17	99.92%	2017 YTD:	99.88%
April 2016:	99.93%	May 15 - April 16	99.85%	2016 Actual:	99.93%

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

Chart 12

Monthly Operations Report

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

Safety Report			
Performance Indicators	12-Month Average		
	May 2014 - Apr 2015	May 2015 - Apr 2016	May 2016 - Apr 2017
Subways			
Subway Customer Accidents per Million Customers ¹	2.67	2.48	2.67
Subway Collisions ^{2,3}	0	0	0
Subway Derailments ^{2,3}	2	2	3
Subway Fires ²	1,012	945	981
Buses			
Bus Collisions Per Million Miles Regional	49.65	54.29	56.00
Bus Collision Injuries Per Million Miles Regional	6.37	6.33	6.41
Bus Customer Accidents Per Million Customers Regional	1.09	1.18	1.29
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees	3.70	4.01	3.68

¹ 12-Month Average data from May through April.

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

³ Data from June through May.

Leading Indicators				
Subways	May	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	30	143	340	42.1%
Joint Track Safety Audits -- Compliance Rate	98.0%	98.1%	100.0%	98.1%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	1,755	38,264	49,814	76.8%
Station -- Emergency Communication				
Help Point Installations	5	29	92	31.5%
Buses	May	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System Pilot	0	40	225	17.8%
Collision Warning System Pilot	0	112	114	98.2%
Vision Zero Employee Training	615	2,784	5,600	49.7%

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 MAY

	2017	2016	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	1	0	1	***. *%
ROBBERY	41	39	2	5.1%
GL	136	133	3	2.3%
FELASSAULT	30	35	-5	-14.3%
BURGLARY	1	2	-1	-50.0%
<u>TOTAL MAJOR FELONIES</u>	<u>209</u>	<u>209</u>	<u>0</u>	<u>0.0%</u>

During May, the daily Robbery average decreased from 1.3 to 1.3

During May, the daily Major Felony average decreased from 6.7 to 6.7

CRIME STATISTICS JANUARY THRU MAY

	2017	2016	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	1	0	1	***. *%
ROBBERY	169	202	-33	-16.3%
GL	679	627	52	8.3%
FELASSAULT	143	130	13	10.0%
BURGLARY	10	10	0	0.0%
<u>TOTAL MAJOR FELONIES</u>	<u>1002</u>	<u>970</u>	<u>32</u>	<u>3.3%</u>

Year to date the daily Robbery average decreased from 1.3 to 1.1

Year to date the daily Major Felony average increased from 6.4 to 6.6

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

MAY ACTIVITY

	2017	2016	Diff	% Change
Total Arrests	2264	2909	-645	-22.2%
TOS Arrests	1502	2102	-600	-28.5%
Total Summons	6613	7568	-955	-12.6%
TOS TABs	4969	6109	-1140	-18.7%

JANUARY THRU MAY ACTIVITY

	2017	2016	Diff	% Change
Total Arrests	12631	17139	-4508	-26.3%
TOS Arrests	8831	11005	-2174	-19.8%
Total Summons	34125	36477	-2352	-6.4%
TOS TABs	26097	28634	-2537	-8.9%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

May 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	0	0	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	0	0	0	0%

Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	2	-2	-100%
Felony Assault	1	1	0	0%
Burglary	0	0	0	0%
Grand Larceny	1	5	-4	-80%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	2	8	-6	-75%



Police Department
City of New York

REPORT

	JANUARY-MAY																				
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Murder	1	0	3	1	0	0	1	1	4	1	1	1	1	0	0	0	0	0	0	1	0
Rape	1	6	0	1	1	0	2	1	2	3	0	2	0	0	1	4	3	5	0	0	1
Robbery	890	843	697	560	547	536	480	444	514	403	306	317	292	310	301	368	251	187	195	202	169
Assault	188	213	168	151	110	127	116	118	108	81	83	78	71	92	92	73	76	78	101	130	143
Burglary	17	10	1	4	8	3	674	4	0	1	0	4	0	2	0	11	7	7	6	10	10
GL	1313	1056	918	963	873	837	393	746	755	528	503	527	480	455	560	687	640	628	640	627	679
TOTAL MAJOR FELONIES	2410	2128	1787	1680	1539	1503	1276	1314	1383	1017	893	929	844	859	954	1143	977	905	942	970	1002
Major Fel Per Day	15.96	14.09	11.83	11.13	10.19	9.95	8.45	8.70	9.16	6.74	5.91	6.11	5.59	5.69	6.32	7.52	6.47	5.99	6.24	6.38	6.59

**Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 6/4/2017)**

Motivation:

Motivation	2017	2016	Diff	% Change
ASIAN	0	0	0	0%
BLACK	2	1	1	100%
DISABILITY	0	0	0	0%
ETHNIC	1	0	1	100%
GENDER	0	0	0	0%
HISPANIC	1	0	1	100%
MUSLIM	1	0	1	100%
OTHER	3	3	0	0%
RELIGION	0	0	0	0%
SEMITIC	19	1	18	1800%
SEXUAL ORIENTATION	4	8	-4	-50%
WHITE	1	1	0	0%
Grand Total	32	14	18	129%

Crime Name:

Crime Name	2017	2016	Diff	% Change
Aggravated Harassment 1	2	1	1	100%
Aggravated Harassment 2	3	2	1	50%
Assault 3	6	6	0	0%
Criminal Mischief 3	1	0	1	100%
Criminal Mischief 4	19	1	18	1800%
Grand Larceny 4	0	1	-1	-100%
Menacing 2	1	2	-1	-50%
Robbery 2	0	1	-1	-100%
Grand Total	32	14	18	129%

Transit District by Crime:

TD	Crime Name	2017	2016	Diff	% Change
TD 1	Aggravated Harassment 2	1	0	1	100%
	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	2	1	1	100%
TD 11	Assault 3	0	2	-2	-100%
	Menacing 2	0	1	-1	-100%
TD 12	Criminal Mischief 4	1	0	1	100%
TD 2	Aggravated Harassment 2	1	0	1	100%
	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	3	0	3	300%
	Grand Larceny 4	0	1	-1	-100%
	Menacing 2	0	1	-1	-100%
TD 20	Assault 3	2	0	2	200%
TD 3	Aggravated Harassment 2	1	0	1	100%
	Assault 3	0	1	-1	-100%
	Criminal Mischief 3	1	0	1	100%
	Criminal Mischief 4	2	0	2	200%
	Robbery 2	0	1	-1	-100%
TD 30	Aggravated Harassment 1	1	0	1	100%
	Assault 3	3	0	3	300%
	Criminal Mischief 4	4	0	4	400%
	Menacing 2	1	0	1	100%
TD 32	Aggravated Harassment 1	1	1	0	0%
	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	3	0	3	300%
TD 33	Aggravated Harassment 2	0	1	-1	-100%
	Assault 3	1	0	1	100%
TD 34	Criminal Mischief 4	1	0	1	100%
TD 4	Aggravated Harassment 2	0	1	-1	-100%
	Criminal Mischief 4	3	0	3	300%
Grand Total		32	14	18	129%

Transit District by Motivation:

TD	Motivation	2017	2016	Diff	% Change
TD 1	OTHER	1	1	0	0%
	SEMITIC	2	0	2	200%
	SEXUAL ORIENTATION	0	1	-1	-100%
TD 11	SEXUAL ORIENTATION	0	3	-3	-100%
TD 12	SEMITIC	1	0	1	100%
TD 2	BLACK	0	1	-1	-100%
	OTHER	0	1	-1	-100%
	SEMITIC	3	0	3	300%
	SEXUAL ORIENTATION	1	1	0	0%
TD 20	ETHNIC	1	0	1	100%
	SEXUAL ORIENTATION	1	0	1	100%
TD 3	MUSLIM	1	0	1	100%
	OTHER	2	0	2	200%
	SEMITIC	1	0	1	100%
	SEXUAL ORIENTATION	0	2	-2	-100%
TD 30	BLACK	1	0	1	100%
	SEMITIC	5	0	5	500%
	SEXUAL ORIENTATION	2	0	2	200%
	WHITE	1	0	1	100%
TD 32	BLACK	1	0	1	100%
	OTHER	0	1	-1	-100%
	SEMITIC	3	0	3	300%
	WHITE	0	1	-1	-100%
TD 33	HISPANIC	1	0	1	100%
	SEMITIC	0	1	-1	-100%
TD 34	SEMITIC	1	0	1	100%
TD 4	SEMITIC	3	0	3	300%
	SEXUAL ORIENTATION	0	1	-1	-100%
Grand Total		32	14	18	129%



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	April Results		April Year-to-Date Results			
	Variance Fav/(Unfav)		Budget	Prel Actual	Variance Fav/(Unfav)	
	\$	%			\$	%
Total Farebox Revenue	(1.4)	(0.4)	1,454.0	1,430.7	(23.3)	(1.6)
Nonreimb. Exp. before Dep./OPEB	35.6	5.7	2,652.2	2,588.5	63.6	2.4
Net Cash Deficit*	(10.5)	(5.9)	(964.9)	(964.0)	0.9	0.1
*Excludes Subsidies and Debt Service						

April 2017 **farebox revenue** was \$368.3 million, \$1.4 million (0.4 percent) below budget. Subway revenue was \$1.3 million (0.5 percent) above budget, bus revenue was \$2.6 million (3.3 percent) below budget, and paratransit revenue was \$0.1 million (6.9 percent) below budget. Accrued fare media liability was equal to budget. Year-to-date revenue of \$1,430.7 million was \$23.3 million (1.6 percent) below budget. The April 2017 non-student average fare of \$1.962 increased 8.6¢ from April 2016; the subway fare increased 8.9¢, the local bus fare increased 5.8¢, and the express bus fare increased 23.1¢.

Total **ridership** in April 2017 of 193.8 million was 2.1 million trips (1.1 percent) below budget. Average weekday ridership in April 2017 was 7.6 million, 2.9 percent below April 2016. Average weekday ridership for the twelve months ending April 2017 was 7.7 million, 1.7 percent lower than the twelve months ending April 2016.

Nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were below budget in April by \$35.6 million (5.7 percent). Labor expenses were less than budget by a net \$22.2 million (4.7 percent), driven mostly by lower health & welfare/OPEB current expenses, due to the favorable timing of expenses and vacancies. Non-labor expenses were also under budget by \$13.4 million (8.7 percent), including favorable results reported in most accounts.

Year-to-date, nonreimbursable expenses were less than budget by \$63.6 million (2.4 percent), including lower net labor costs of \$34.8 million (1.7 percent) and non-labor net underruns of \$28.8 million (4.7 percent), with again most accounts reporting favorable results.

The **net cash deficit** for April year-to-date was \$964.0 million, favorable to budget by \$0.9 million (0.1 percent).

FINANCIAL RESULTS

Farebox Revenue

April 2017 Farebox Revenue - (\$ in millions)

	April				April Year-to-Date			
	Budget	Preliminary Actual	Favorable/(Unfavorable)		Budget	Preliminary Actual	Favorable/(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	281.7	283.0	1.3	0.5%	1,105.5	1,095.0	(10.5)	(0.9%)
NYCT Bus	80.3	77.7	(2.6)	(3.3%)	317.6	305.5	(12.1)	(3.8%)
Paratransit	1.6	1.5	(0.1)	(6.9%)	6.4	5.6	(0.8)	(12.5%)
Subtotal	363.6	362.2	(1.4)	(0.4%)	1,429.5	1,406.2	(23.3)	(1.6%)
Fare Media Liability	6.1	6.1	0.0	0.0%	24.5	24.5	0.0	0.0%
Total - NYCT	369.7	368.3	(1.4)	(0.4%)	1,454.0	1,430.7	(23.3)	(1.6%)

Note: Totals may not add due to rounding.

- The April 2017 weather impact was slightly positive, mainly due to higher than normal temperatures. The year-to-date variances include the impact from snowstorms on January 7, February 9, and March 14, 2017.

Average Fare

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

	NYC Transit				MTA Bus Company			
	Prelim.		Change		Prelim.		Change	
	2016	2017	Amount	Percent	2016	2017	Amount	Percent
Subway	1.959	2.049	0.089	4.6%	1.597	1.656	0.059	3.7%
Local Bus	1.572	1.630	0.058	3.7%	1.597	1.656	0.059	3.7%
Subway & Local Bus	1.861	1.946	0.085	4.6%	1.597	1.656	0.059	3.7%
Express Bus	5.086	5.317	0.231	4.5%	5.095	5.302	0.207	4.1%
Total	1.876	1.962	0.086	4.6%	1.856	1.907	0.051	2.7%

- April 2017 total non-student subway and bus average fares were higher than April 2016 due mainly to the March 19, 2017 fare increase.

Other Operating Revenue

In the month of April, other operating revenue was less than budget by a net \$1.1 million (2.9 percent), due mostly to lower paratransit Urban Tax and advertising revenues, partly offset by higher Transit Adjudication Bureau (TAB) fees. Year-to-date, other operating revenue underran budget by \$13.6 million (8.8 percent), caused mostly by lower advertising and paratransit Urban Tax revenues, partly offset by higher Transit Adjudication Bureau (TAB) fees.

Nonreimbursable Expenses

In the month of April, nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were below budget by \$35.6 million (5.7 percent). Year-to-date, expenses were under budget by \$63.6 million (2.4 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of April were less than budget by \$22.2 million (4.7 percent). Health & welfare/OPEB current expenses were below budget by a net \$28.6 million (25.8 percent), due largely to vacancies and the favorable timing of expenses. Payroll expenses were also under budget by \$4.0 million (1.6 percent), due primarily to vacancies. Overtime expenses overran budget by \$5.8 million (20.1 percent), due largely to vacancy/absentee coverage requirements. Other fringe benefit expenses were higher than budget by \$2.1 million (6.1 percent), due largely to lower fringe benefit overhead credits, resulting from a decrease in reimbursable payroll expenses. Reimbursable overhead credits were unfavorable by \$2.4 million (6.7 percent), resulting from lower reimbursable labor expenses. Year-to-date, labor expenses were below budget by a net \$34.8 million (1.7 percent). Health & welfare/OPEB current expenses were less than budget by \$48.0 million (10.8 percent), due largely to vacancies and the favorable timing of expenses. Reimbursable overhead credits were favorable by \$5.8 million (6.4 percent), resulting from higher reimbursable overtime requirements. Payroll expenses were under budget by \$5.0 million (0.5 percent), due mainly to vacancies. Overtime expenses were in excess of budget by \$17.0 million (11.2 percent), due primarily to vacancy/absentee coverage, adverse weather, and additional track, infrastructure, station and bus maintenance requirements. Other fringe benefits exceeded budget by \$4.8 million (2.9 percent), caused mainly by higher FICA expenses and a decrease in fringe benefit overhead credits, resulting from an underrun in reimbursable payroll expenses. Pension expenses were also unfavorable to budget by \$2.2 million (0.7 percent), mainly due to the unfavorable timing of MaBSTOA expenses.

Non-labor expenses were below budget in April by \$13.4 million (8.7 percent). Materials & supplies expenses were less than budget by \$4.0 million (15.3 percent), mostly from favorable inventory/obsolescence adjustments, partly offset by the unfavorable timing of maintenance material requirements. Electric power expenses were under by \$3.4 million (14.1 percent), largely from lower prices. Paratransit service contract expenses were favorable by \$2.9 million (8.5 percent), due primarily to lower completed trips. Fuel expenses were over budget by \$0.7 million (7.6 percent), resulting mainly from higher consumption and the unfavorable timing of expenses. Maintenance contract expenses were favorable by a net \$2.1 million (10.8 percent), due primarily to the favorable timing of subway car-related purchases. Professional service contracts were below budget by \$2.0 million (13.0 percent), principally from the favorable timing of bond service and various office-related expenses. Year-to-date, non-labor expenses were under budget by \$28.8 million (4.7 percent), including the following:

- Paratransit service contract expenses were below budget by \$12.0 million (8.9 percent), due principally to lower completed trips.
- Maintenance contract expenses were below budget by \$6.1 million (8.4 percent), primarily from the favorable timing of tire & tube, refuse & recycling, security & janitorial expenses, and auto purchases.

- Electric power expenses were under budget by \$11.8 million (11.0 percent), due mainly to lower prices and consumption, partly offset by the unfavorable timing of expenses.
- Professional service contract expenses were under budget by \$2.3 million (4.3 percent), principally from the favorable timing of various professional service account expenses and information hardware-related expenses.
- Fuel expenses were lower than budget by \$2.6 million (7.3 percent), mainly from lower prices and the favorable timing of expenses, partially offset by higher consumption.
- Materials and supplies expenses exceeded budget by \$5.7 million (5.5 percent), due mostly to unfavorable inventory/obsolescence adjustments, partly offset by the favorable timing of maintenance material requirements.
- Other business expenses overran by \$1.1 million (4.2 percent), mainly from higher MVM credit card fees and sales commissions, along with the unfavorable timing of office supplies, dues & subscription and Mobility tax expenses.

Depreciation expenses were higher than budget year-to-date by \$32.1 million (5.8 percent), due mainly to a 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. Accrued expenses of \$297.8 million were recorded through April, resulting in an underrun of \$77.5 million (20.7 percent).

GASB #68 Pension Adjustment was adopted by the MTA in 2015. No accrued expenses nor credits were recorded through April.

Net Cash Deficit

The net cash deficit for April year-to-date was \$964.0 million, favorable to budget by \$0.9 million (0.1 percent).

Incumbents

There were 48,232 full-time paid incumbents at the end of April, an increase of 103 from March and an increase of 181 from December 2016 (excluding 304 temporary December paid incumbents).

RIDERSHIP RESULTS

April 2017 Ridership vs. Budget - (millions)

	April				April Year-to-Date			
	Budget	Preliminary	More/(Less)		Budget	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	143.5	143.4	(0.1)	(0.1%)	577.0	565.7	(11.4)	(2.0%)
NYCT Bus	51.6	49.6	(1.9)	(3.7%)	210.4	199.5	(10.9)	(5.2%)
Subtotal	195.0	193.0	(2.0)	(1.0%)	787.5	765.2	(22.3)	(2.8%)
Paratransit	0.8	0.7	(0.0)	(4.6%)	3.2	2.8	(0.3)	(10.6%)
Total - NYCT	195.8	193.8	(2.1)	(1.1%)	790.7	768.0	(22.6)	(2.9%)
MTA Bus Company	10.0	9.9	(0.1)	(1.3%)	41.8	39.8	(2.0)	(4.9%)
<i>Total - Regional Bus</i>	<i>61.6</i>	<i>59.5</i>	<i>(2.1)</i>	<i>(3.4%)</i>	<i>252.3</i>	<i>239.3</i>	<i>(13.0)</i>	<i>(5.2%)</i>

Notes: Totals may not add due to rounding.

- In addition to the weather effects mentioned above, the April year-to-date results reflect an overall negative ridership trend, particularly on buses.

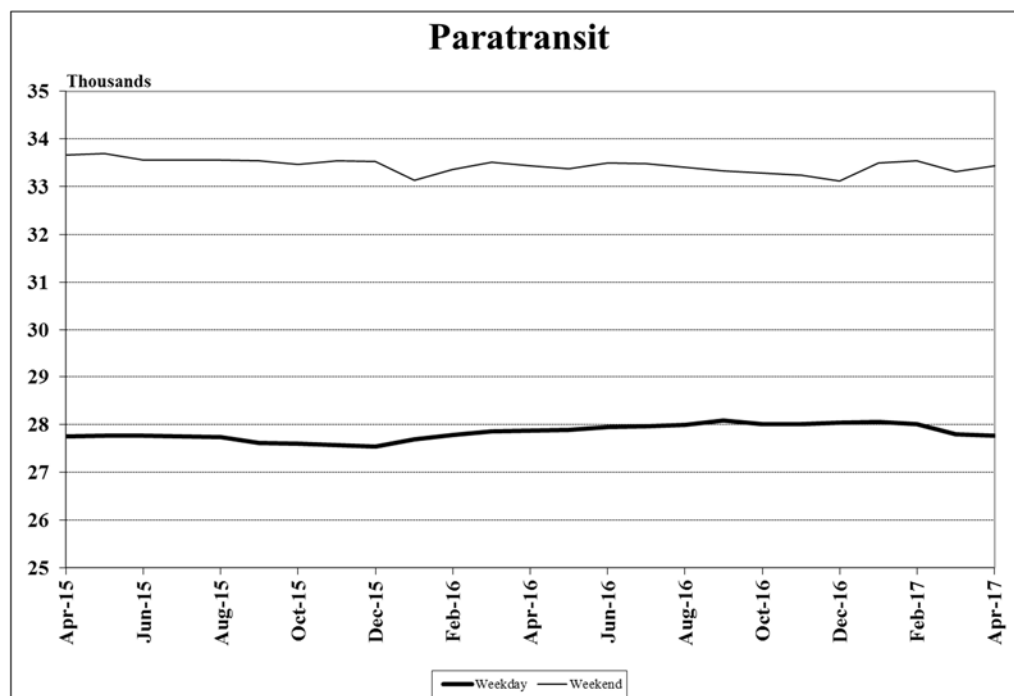
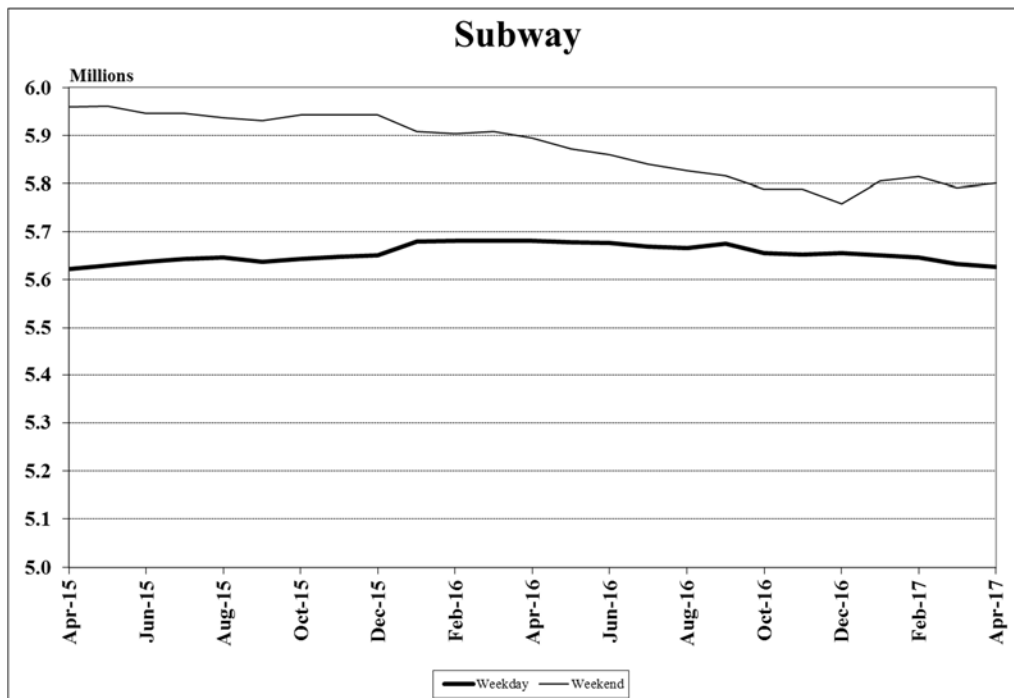
April Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2016	Preliminary	Change		2016	Preliminary	Change	
		2017	Amount	Percent		2017	Amount	Percent
Subway	5,728	5,664	-64	-1.1%	5,925	6,011	+86	+1.4%
NYCT Local Bus	2,050	1,892	-158	-7.7%	2,261	2,182	-78	-3.5%
NYCT Express Bus	41	40	-1	-2.0%	13	13	+1	+4.7%
Paratransit	29	28	-0	-1.5%	35	36	+1	+3.1%
TOTAL - NYCT	7,848	7,624	-224	-2.9%	8,233	8,243	+9	+0.1%
MTABC Local Bus	383	364	-19	-4.9%	399	393	-5	-1.4%
MTABC Express Bus	31	28	-3	-8.3%	13	12	-1	-8.2%
Total - MTA Bus	414	392	-21	-5.2%	411	405	-6	-1.6%
<i>Total - Regional Bus</i>	<i>2,505</i>	<i>2,324</i>	<i>-181</i>	<i>-7.2%</i>	<i>2,684</i>	<i>2,600</i>	<i>-84</i>	<i>-3.1%</i>
12-Month Rolling Average								
Subway	5,681	5,627	-54	-0.9%	5,894	5,801	-93	-1.6%
Local Bus	2,034	1,956	-78	-3.8%	2,235	2,163	-72	-3.2%
Express Bus	41	40	-0	-0.3%	12	13	+0	+3.6%
Paratransit	28	28	-0	-0.4%	33	33	-0	-0.0%
TOTAL - NYCT	7,783	7,651	-132	-1.7%	8,175	8,010	-165	-2.0%
MTABC Local Bus	378	374	-4	-1.0%	392	392	+1	+0.2%
MTABC Express Bus	30	29	-1	-4.0%	12	11	-1	-6.1%
Total - MTA Bus	408	403	-5	-1.2%	404	404	-0	-0.0%
<i>Total - Regional Bus</i>	<i>2,482</i>	<i>2,399</i>	<i>-83</i>	<i>-3.3%</i>	<i>2,651</i>	<i>2,579</i>	<i>-71</i>	<i>-2.7%</i>

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

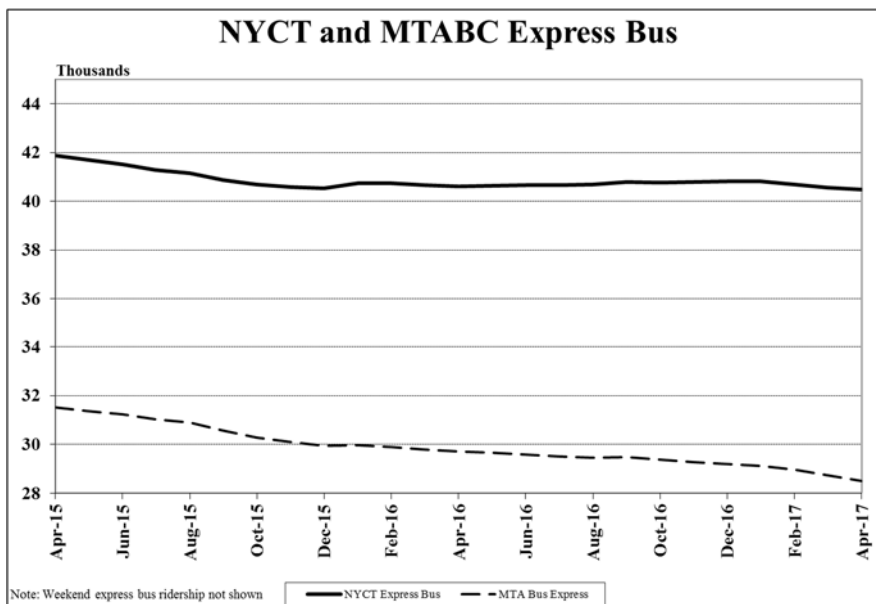
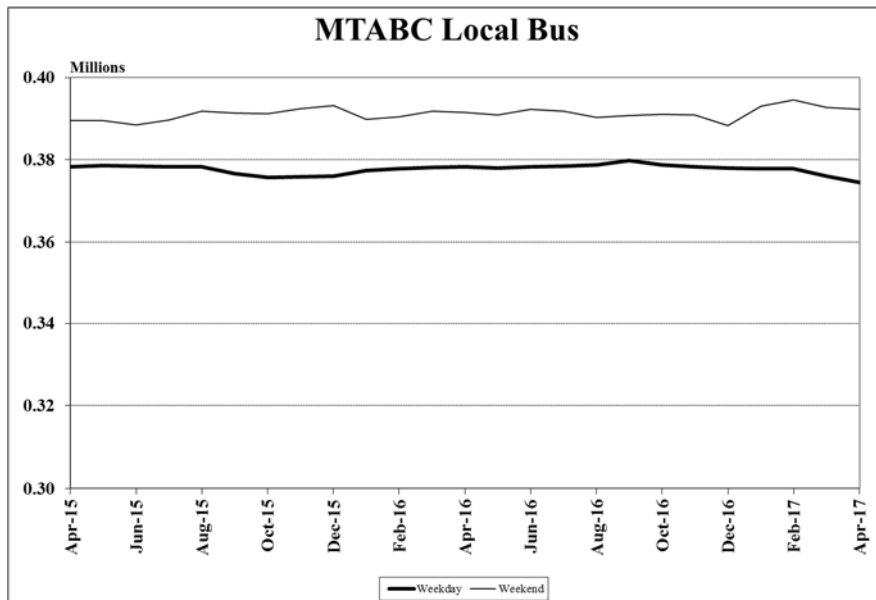
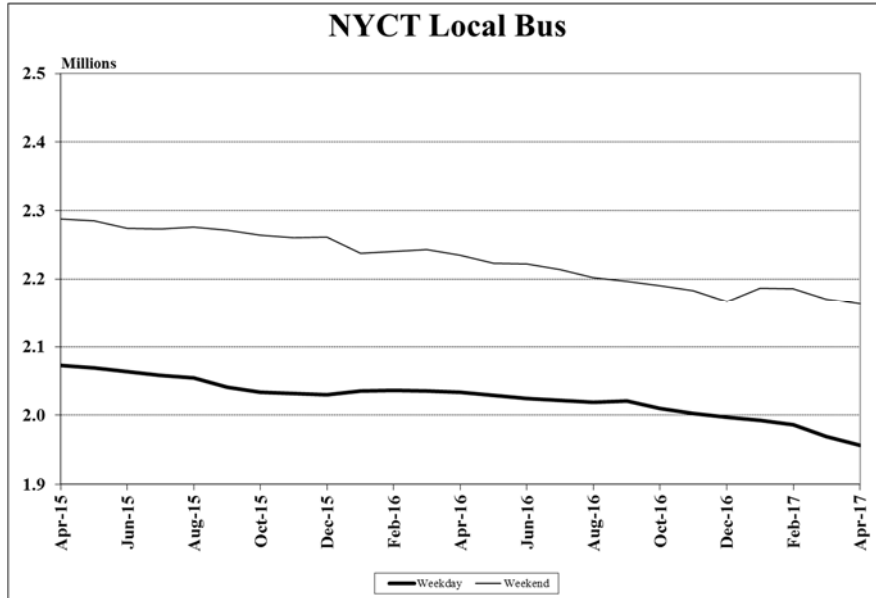
- Easter Sunday (along with Good Friday, Passover and the 2017 spring recess) all fell in April 2017, while Easter and Good Friday (a public school holiday) fell in March 2016. As a result, the spring 2017 school vacation was longer and there were three fewer school days in April 2017 than in April 2016.
- The average weekend subway ridership increase was due in part to warmer and drier weekend weather in April 2017 compared to April 2016. The bus ridership decrease was in line with the recent weekend trend.

Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership 12-Month Rolling Averages



Ridership on New York Area Transit Services

From April 2016 to April 2017, average weekday ridership was down on most area services, with the exception of the commuter rail roads and PATH (up 7.1 percent, due mostly to the New Jersey Transit derailment at Penn Station). MTA Express Bus posted the largest decrease, down 8.3 percent from April 2016. Weekend ridership was mixed across all area services, with MTA Express down 8.2 percent and Long Island Rail Road up 9.2 percent from April 2016.

Bridges and Tunnels traffic increased mildly on weekdays, and declined on weekends. The percent change in 12-month rolling average, while still increasing, continued to slow for both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Apr-16	Preliminary Apr-17	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,728	5,664	-1.1%	-0.9%
NYCT Local Bus	2,050	1,892	-7.7%	-3.8%
NYCT Express Bus	41	40	-2.0%	-0.3%
NYCT Paratransit	29	28	-1.5%	-0.4%
Staten Island Railway	16	16	-1.9%	-1.2%
MTA Local Bus	383	364	-4.9%	-1.0%
MTA Express Bus	31	28	-8.3%	-4.0%
Long Island Rail Road	306	311	+1.6%	+1.5%
Metro-North Railroad	284	286	+0.6%	-0.1%
PATH	270	289	+7.1%	+3.8%
<u>Average Weekend</u>				
NYCT Subway	5,925	6,011	+1.4%	-1.6%
NYCT Local Bus	2,261	2,182	-3.5%	-3.2%
NYCT Express Bus	13	13	+4.7%	+3.6%
NYCT Paratransit	35	36	+3.1%	-0.0%
Staten Island Railway	7	8	+3.0%	+1.0%
MTA Local Bus	399	393	-1.4%	+0.2%
MTA Express Bus	13	12	-8.2%	-6.1%
Long Island Rail Road	187	204	+9.2%	+1.6%
Metro-North Railroad	221	234	+5.6%	-0.6%
PATH	206	216	+4.9%	-6.2%

MTA Bridges and Tunnels (thousands)				
Average Weekday	865	869	+0.5%	+1.4%
Average Weekend	1,619	1,591	-1.7%	+0.5%

Note: Percentages are based on unrounded data.

Economy

From April 2016 to April 2017, New York City employment increased 0.9 percent (40,300 jobs). Total private sector employment increased 1.0 percent (38,500 jobs) and government employment increased 0.3 percent (1,800 jobs). Most of the private employment sectors increased over the prior year, with the exception of the manufacturing sector and the trade & transportation sector. The sector with the largest absolute and percentage increase was educational & health services, continuing a long-term trend.

NYC Employment by Sector - (thousands)

Employment Sector	Apr-16	Apr-17	Change		
			Amount	%	% YTD
Construction	145.1	146.2	1.1	0.8%	2.2%
Manufacturing	76.7	74.0	-2.7	-3.5%	-3.5%
Trade & Transportation	626.3	615.1	-11.2	-1.8%	-1.2%
Leisure & Hospitality	440.0	442.5	2.5	0.6%	1.2%
Financial Activities	463.9	468.6	4.7	1.0%	0.3%
Information	190.8	192.0	1.2	0.6%	2.0%
Professional & Business Services	716.3	729.1	12.8	1.8%	2.5%
Educational & Health Services	940.8	969.3	28.5	3.0%	3.9%
Other Services	187.2	188.8	1.6	0.9%	1.2%
Total Private	3787.1	3825.6	38.5	1.0%	1.6%
Government	553.8	555.6	1.8	0.3%	0.3%
Total NYC Employment	4340.9	4381.2	40.3	0.9%	1.4%

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

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	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$281.684	\$282.980	\$1.296	0.5	\$0.000	\$0.000	-	-	\$281.684	\$282.980	\$1.296	0.5
Bus	\$80.328	\$77.708	(2.621)	(3.3)	\$0.000	\$0.000	-	-	\$80.328	\$77.708	(2.621)	(3.3)
Paratransit	\$1.589	\$1.480	(0.109)	(6.9)	\$0.000	\$0.000	-	-	\$1.589	\$1.480	(0.109)	(6.9)
Fare Liability	\$6.125	\$6.125	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.125	\$6.125	\$0.000	0.0
Farebox Revenue	\$369.726	\$368.293	(1.433)	(0.4)	\$0.000	\$0.000	-	-	\$369.726	\$368.293	(1.433)	(0.4)
Fare Reimbursement	\$6.792	\$6.792	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.792	\$6.792	\$0.000	0.0
Paratransit Reimbursement	\$16.198	\$14.950	(1.248)	(7.7)	\$0.000	\$0.000	-	-	\$16.198	\$14.950	(1.248)	(7.7)
Other Operating Revenue	\$14.739	\$14.892	\$0.153	1.0	\$0.000	\$0.000	-	-	\$14.739	\$14.892	\$0.153	1.0
Other Revenue	\$37.729	\$36.634	(1.095)	(2.9)	\$0.000	\$0.000	-	-	\$37.729	\$36.634	(1.095)	(2.9)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$141.498	\$136.043	(5.454)	(3.9)	\$141.498	\$136.043	(5.454)	(3.9)
Total Revenue	\$407.455	\$404.927	(2.528)	(0.6)	\$141.498	\$136.043	(5.454)	(3.9)	\$548.953	\$540.970	(7.983)	(1.5)
Expenses												
Labor:												
Payroll	\$255.025	\$251.018	\$4.007	1.6	\$47.795	\$46.002	\$1.793	3.8	\$302.820	\$297.020	\$5.800	1.9
Overtime	\$29.007	\$34.840	(5.833)	(20.1)	\$20.898	\$20.437	\$0.461	2.2	\$49.905	\$55.277	(5.372)	(10.8)
Total Salaries & Wages	\$284.032	\$285.858	(1.826)	(0.6)	\$68.694	\$66.439	\$2.255	3.3	\$352.725	\$352.297	\$0.428	0.1
Health and Welfare	\$74.186	\$65.137	\$9.049	12.2	\$1.800	\$1.917	(0.117)	(6.5)	\$75.985	\$67.054	\$8.931	11.8
OPEB Current Payment	\$36.634	\$17.038	\$19.597	53.5	\$0.689	\$0.947	(0.259)	(37.6)	\$37.323	\$17.985	\$19.338	51.8
Pensions	\$77.175	\$77.230	(0.055)	(0.1)	\$2.657	\$2.660	(0.003)	(0.1)	\$79.832	\$79.890	(0.059)	(0.1)
Other Fringe Benefits	\$35.130	\$37.279	(2.149)	(6.1)	\$21.992	\$20.440	\$1.552	7.1	\$57.122	\$57.718	(0.597)	(1.0)
Total Fringe Benefits	\$223.124	\$196.683	\$26.441	11.9	\$27.137	\$25.965	\$1.173	4.3	\$250.261	\$222.648	\$27.614	11.0
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(36.229)	(33.814)	(2.415)	(6.7)	\$36.229	\$33.814	\$2.415	6.7	\$0.000	\$0.000	\$0.000	44.4
Labor	\$470.927	\$448.727	\$22.199	4.7	\$132.060	\$126.218	\$5.843	4.4	\$602.987	\$574.945	\$28.042	4.7
Non-Labor:												
Electric Power	\$24.227	\$20.809	\$3.418	14.1	\$0.021	\$0.051	(0.029)	-	\$24.248	\$20.859	\$3.388	14.0
Fuel	\$8.782	\$9.451	(0.669)	(7.6)	\$0.000	\$0.001	(0.001)	-	\$8.782	\$9.452	(0.670)	(7.6)
Insurance	\$6.537	\$6.195	\$0.342	5.2	\$0.000	\$0.000	-	-	\$6.537	\$6.195	\$0.342	5.2
Claims	\$12.205	\$12.205	\$0.000	0.0	\$0.000	\$0.000	-	-	\$12.205	\$12.205	\$0.000	0.0
Paratransit Service Contracts	\$33.825	\$30.949	\$2.875	8.5	\$0.000	\$0.000	-	-	\$33.825	\$30.949	\$2.875	8.5
Maintenance and Other Operating Contracts	\$19.907	\$17.762	\$2.144	10.8	\$2.771	\$2.561	\$0.211	7.6	\$22.678	\$20.323	\$2.355	10.4
Professional Service Contracts	\$15.619	\$13.586	\$2.034	13.0	\$0.695	\$1.197	(0.502)	(72.2)	\$16.314	\$14.782	\$1.532	9.4
Materials & Supplies	\$26.130	\$22.120	\$4.011	15.3	\$5.791	\$5.772	\$0.019	0.3	\$31.921	\$27.891	\$4.030	12.6
Other Business Expenses	\$6.786	\$7.524	(0.738)	(10.9)	\$0.159	\$0.244	(0.085)	(53.6)	\$6.945	\$7.769	(0.824)	(11.9)
Non-Labor	\$154.018	\$140.600	\$13.417	8.7	\$9.437	\$9.826	(0.388)	(4.1)	\$163.455	\$150.426	\$13.029	8.0
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	\$624.944	\$589.328	\$35.617	5.7	\$141.498	\$136.043	\$5.454	3.9	\$766.442	\$725.371	\$41.071	5.4
Depreciation	\$139.313	\$145.618	(6.305)	(4.5)	\$0.000	\$0.000	-	-	\$139.313	\$145.618	(6.305)	(4.5)
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	\$764.257	\$734.946	\$29.312	3.8	\$141.498	\$136.043	\$5.454	3.9	\$905.755	\$870.989	\$34.766	3.8
OPERATING SURPLUS/DEFICIT	(356.802)	(330.019)	\$26.783	7.5	\$0.000	\$0.000	\$0.000	-	(356.802)	(330.019)	\$26.783	7.5

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
Apr - 2017 Adopted
Accrual Statement of Operations By Category
Year-To-Date - Apr 2017
(\$ in Millions)

5/17/2017 04:19 PM

	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	\$1,105,481	\$1,095,012	(10,469)	(0.9)	\$0,000	\$0,000	-	-	\$1,105,481	\$1,095,012	(10,469)	(0.9)
Bus	\$317,604	\$305,540	(12,064)	(3.8)	\$0,000	\$0,000	-	-	\$317,604	\$305,540	(12,064)	(3.8)
Paratransit	\$6,449	\$5,644	(0,806)	(12.5)	\$0,000	\$0,000	-	-	\$6,449	\$5,644	(0,806)	(12.5)
Fare Liability	\$24,500	\$24,500	\$0,000	0.0	\$0,000	\$0,000	-	-	\$24,500	\$24,500	\$0,000	0.0
Farebox Revenue	\$1,454,035	\$1,430,697	(23,338)	(1.6)	\$0,000	\$0,000	-	-	\$1,454,035	\$1,430,697	(23,338)	(1.6)
Fare Reimbursement	\$31,294	\$31,293	(0,001)	0.0	\$0,000	\$0,000	-	-	\$31,294	\$31,293	(0,001)	0.0
Paratransit Reimbursement	\$64,792	\$57,705	(7,087)	(10.9)	\$0,000	\$0,000	-	-	\$64,792	\$57,705	(7,087)	(10.9)
Other Operating Revenue	\$58,956	\$52,402	(6,554)	(11.1)	\$0,000	\$0,000	-	-	\$58,956	\$52,402	(6,554)	(11.1)
Other Revenue	\$155,042	\$141,400	(13,642)	(8.8)	\$0,000	\$0,000	-	-	\$155,042	\$141,400	(13,642)	(8.8)
Capital and Other Reimbursements	\$0,000	\$0,000	-	-	\$427,829	\$445,244	\$17,415	4.1	\$427,829	\$445,244	\$17,415	4.1
Total Revenue	\$1,609,077	\$1,572,096	(36,980)	(2.3)	\$427,829	\$445,244	\$17,415	4.1	\$2,036,906	\$2,017,341	(19,565)	(1.0)
Expenses												
Labor :												
Payroll	\$1,069,175	\$1,064,220	\$4,956	0.5	\$172,554	\$158,182	\$14,372	8.3	\$1,241,730	\$1,222,402	\$19,328	1.6
Overtime	\$151,481	\$168,436	(16,955)	(11.2)	\$40,472	\$55,938	(15,465)	(38.2)	\$191,954	\$224,374	(32,420)	(16.9)
Total Salaries & Wages	\$1,220,657	\$1,232,656	(12,000)	(1.0)	\$213,027	\$214,119	(1,093)	(0.5)	\$1,433,683	\$1,446,776	(13,092)	(0.9)
Health and Welfare	\$296,067	\$264,073	\$31,994	10.8	\$7,198	\$7,673	(0,475)	(6.6)	\$303,265	\$271,746	\$31,519	10.4
OPEB Current Payment	\$146,537	\$130,479	\$16,059	11.0	\$2,755	\$3,847	(1,093)	(39.7)	\$149,292	\$134,326	\$14,966	10.0
Pensions	\$308,569	\$310,746	(2,177)	(0.7)	\$10,628	\$10,696	(0,068)	(0.6)	\$319,197	\$321,442	(2,245)	(0.7)
Other Fringe Benefits	\$164,595	\$169,391	(4,796)	(2.9)	\$68,672	\$66,900	\$1,772	2.6	\$233,267	\$236,291	(3,024)	(1.3)
Total Fringe Benefits	\$915,768	\$874,688	\$41,080	4.5	\$89,253	\$89,116	\$0,136	0.2	\$1,005,021	\$963,804	\$41,217	4.1
Contribution to GASB Fund	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Reimbursable Overhead	(90,491)	(96,249)	\$5,758	6.4	\$90,491	\$96,249	(5,758)	(6.4)	\$0,000	\$0,000	\$0,000	(39.3)
Labor	\$2,045,934	\$2,011,095	\$34,839	1.7	\$392,771	\$399,485	(6,714)	(1.7)	\$2,438,704	\$2,410,580	\$28,125	1.2
Non-Labor :												
Electric Power	\$106,436	\$94,677	\$11,759	11.0	\$0,085	\$0,222	(0,137)	-	\$106,522	\$94,899	\$11,623	10.9
Fuel	\$36,123	\$33,488	\$2,635	7.3	\$0,000	\$0,006	(0,006)	-	\$36,123	\$33,494	\$2,629	7.3
Insurance	\$25,210	\$24,497	\$0,713	2.8	\$0,000	\$0,000	-	-	\$25,210	\$24,497	\$0,713	2.8
Claims	\$48,818	\$48,818	\$0,000	0.0	\$0,000	\$0,000	-	-	\$48,818	\$48,818	\$0,000	0.0
Paratransit Service Contracts	\$135,639	\$123,593	\$12,046	8.9	\$0,000	\$0,000	-	-	\$135,639	\$123,593	\$12,046	8.9
Maintenance and Other Operating Contracts	\$72,344	\$66,279	\$6,064	8.4	\$11,231	\$12,923	(1,692)	(15.1)	\$83,575	\$79,203	\$4,372	5.2
Professional Service Contracts	\$53,620	\$51,330	\$2,291	4.3	\$2,493	\$3,107	(0,614)	(24.6)	\$56,113	\$54,437	\$1,677	3.0
Materials & Supplies	\$102,713	\$108,364	(5,651)	(5.5)	\$22,604	\$28,230	(5,626)	(24.9)	\$125,317	\$136,594	(11,277)	(9.0)
Other Business Expenses	\$25,323	\$26,387	(1,064)	(4.2)	(1,355)	\$1,271	(2,626)	-	\$23,968	\$27,658	(3,690)	(15.4)
Non-Labor	\$606,225	\$577,433	\$28,792	4.7	\$35,059	\$45,759	(10,701)	(30.5)	\$641,284	\$623,192	\$18,092	2.8
Other Expense Adjustments:												
Other	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Other Expense Adjustments	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Total Expenses before Depreciation and OPEB	\$2,652,159	\$2,588,528	\$63,631	2.4	\$427,829	\$445,244	(17,415)	(4.1)	\$3,079,988	\$3,033,772	\$46,216	1.5
Depreciation	\$550,343	\$582,472	(32,128)	(5.8)	\$0,000	\$0,000	-	-	\$550,343	\$582,472	(32,128)	(5.8)
OPEB Liability	\$375,274	\$297,755	\$77,519	20.7	\$0,000	\$0,000	-	-	\$375,274	\$297,755	\$77,519	20.7
GASB 68 Pension Adjustment	(74,001)	\$0,000	(74,001)	-	\$0,000	\$0,000	-	-	(74,001)	\$0,000	(74,001)	-
Environmental Remediation	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Total Expenses	\$3,503,775	\$3,468,755	\$35,021	1.0	\$427,829	\$445,244	(17,415)	(4.1)	\$3,931,605	\$3,913,999	\$17,606	0.4
OPERATING SURPLUS/DEFICIT	(1,894,699)	(1,896,658)	(1,960)	(0.1)	\$0,000	\$0,000	\$0,000	-	(1,894,699)	(1,896,658)	(1,960)	(0.1)

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
April 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	(1.4)	(0.4)	Due primarily to lower bus revenue, partly offset by higher subway revenue	(23.3)	(1.6)	Due primarily to lower ridership, caused in part by adverse weather
Other Operating Revenue	NR	(1.1)	(2.9)	Caused mostly by lower paratransit Urban Tax and advertising revenues, partly offset by higher Transit Adjudication Bureau (TAB) fees	(13.6)	(8.8)	Caused mostly by lower advertising & paratransit Urban Tax revenues, partly offset by higher Transit Adjudication Bureau (TAB) fees
Payroll	NR	4.0	1.6	Due primarily to vacancies	5.0	0.5	Due primarily to vacancies
Overtime	NR	(5.8)	(20.1)	Mainly due to vacancy/absentee coverage requirements	(17.0)	(11.2)	Mainly due to vacancy/absentee coverage, adverse weather, and additional track, infrastructure, station and bus maintenance requirements
Health & Welfare (including OPEB current payment)	NR	28.6	25.8	Due largely to vacancies and the favorable timing of expenses	48.0	10.8	Due largely to vacancies and the favorable timing of expenses
Pension	NR				(2.2)	(0.7)	Largely the unfavorable timing of MaBSTOA expenses
Other Fringe Benefits	NR	(2.1)	(6.1)	Largely due to lower fringe benefit overhead credits, resulting from a decrease in reimbursable payroll expenses	(4.8)	(2.9)	Largely due to higher FICA expenses and a decrease in fringe benefit overhead credits, resulting from an underrun in reimbursable payroll expenses
Reimbursable Overhead	NR	(2.4)	(6.7)	Unfavorable reimbursable overhead credits, resulting from lower reimbursable labor expenses	5.8	6.4	Favorable reimbursable overhead credits, resulting from higher reimbursable overtime requirements
Electric Power	NR	3.4	14.1	Largely lower prices	11.8	11.0	Lower prices and consumption, partly offset by the unfavorable timing of expenses
Fuel	NR	(0.7)	(7.6)	Mainly higher consumption and the unfavorable timing of expenses	2.6	7.3	Mainly lower prices and the favorable timing of expenses, partially offset by higher consumption
Paratransit Service Contracts	NR	2.9	8.5	Due principally to lower completed trips	12.0	8.9	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
April 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	2.1	10.8	Primarily the favorable timing of subway car-related purchases	6.1	8.4	Primarily the favorable timing of tire & tube, refuse & recycling, security & janitorial expenses, and auto purchases
Professional Service Contracts	NR	2.0	13.0	Primarily the favorable timing of bond service and various office-related expenses	2.3	4.3	Primarily the favorable timing of various professional service account expenses and Information Technology hardware-related expenses
Materials and Supplies	NR	4.0	15.3	Mostly favorable inventory/obsolescence adjustments, partly offset by the unfavorable timing of maintenance material requirements	(5.7)	(5.5)	Mostly unfavorable inventory obsolescence adjustments, partly offset by the favorable timing of maintenance material requirements
Other Business Expenses	NR				(1.1)	(4.2)	Higher MVM credit card fees and sales commissions, and the unfavorable timing of office supply, dues & subscriptions and Mobility tax expenses
Capital and Other Reimbursements	R	(5.5)	(3.9)	Decreased reimbursements, consistent with a decrease in reimbursable expenses	17.4	4.1	Increased reimbursements, consistent with an increase in reimbursable expenses
Payroll	R				14.4	8.3	Mainly the favorable timing of non-capital transactions and capital construction work
Overtime	R				(15.5)	(38.2)	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	1.6	7.1	Largely due to lower fringe benefit overhead expenses, resulting from a decrease in reimbursable payroll expenses	1.8	2.6	Largely due to lower fringe benefit overhead expenses, resulting from a decrease in reimbursable payroll expenses
Maintenance and Other Operating Contracts	R				(1.7)	(15.1)	Mainly the unfavorable timing of revenue vehicle maintenance & repair expenses
Materials & Supplies	R				(5.6)	(24.9)	Primarily the unfavorable timing of maintenance material requirements
Other Business Expenses	R				(2.6)	over (100.0)	Mostly the unfavorable timing of reimbursable job closing adjustments

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

5/23/2017 09:54 AM

	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$378.570	\$362.256	(16.314)	(4.3)	\$1,454.854	\$1,449.423	(5.431)	(0.4)
Fare Reimbursement	\$6.312	\$0.000	(6.312)	-	\$6.312	\$0.000	(6.312)	-
Paratransit Reimbursement	\$4.366	\$2.025	(2.341)	(53.6)	\$52.464	\$80.926	\$28.462	54.3
Other Operating Revenue	\$3.942	\$3.331	(0.611)	(15.5)	\$15.768	\$13.553	(2.215)	(14.0)
Other Revenue	\$14.620	\$5.356	(9.264)	(63.4)	\$74.544	\$94.479	\$19.935	26.7
Capital and Other Reimbursements	\$141.498	\$114.118	(27.380)	(19.3)	\$427.829	\$342.959	(84.870)	(19.8)
Total Revenue	\$534.688	\$481.730	(52.958)	(9.9)	\$1,957.227	\$1,886.861	(70.366)	(3.6)
Expenditures								
Labor :								
Payroll	\$266.499	\$276.797	(10.298)	(3.9)	\$1,156.844	\$1,128.628	\$28.216	2.4
Overtime	\$49.905	\$55.277	(5.372)	(10.8)	\$191.954	\$224.374	(32.420)	(16.9)
Total Salaries & Wages	\$316.404	\$332.074	(15.670)	(5.0)	\$1,348.798	\$1,353.002	(4.204)	(0.3)
Health and Welfare	\$75.985	\$62.992	\$12.993	17.1	\$305.847	\$269.902	\$35.945	11.8
OPEB Current Payment	\$37.323	\$17.985	\$19.338	51.8	\$149.292	\$134.326	\$14.966	10.0
Pensions	\$79.832	\$79.886	(0.054)	(0.1)	\$319.197	\$321.355	(2.158)	(0.7)
Other Fringe Benefits	\$35.166	\$37.407	(2.241)	(6.4)	\$150.004	\$149.276	\$0.728	0.5
Total Fringe Benefits	\$228.306	\$198.270	\$30.036	13.2	\$924.341	\$874.859	\$49.482	5.4
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$544.710	\$530.344	\$14.366	2.6	\$2,273.139	\$2,227.861	\$45.278	2.0
Non-Labor :								
Electric Power	\$24.248	\$22.558	\$1.690	7.0	\$106.522	\$92.259	\$14.263	13.4
Fuel	\$8.782	\$7.884	\$0.898	10.2	\$36.123	\$32.107	\$4.016	11.1
Insurance	\$15.644	\$0.000	\$15.644	-	\$46.800	\$33.695	\$13.105	28.0
Claims	\$9.641	\$6.907	\$2.734	28.4	\$38.562	\$35.562	\$3.000	7.8
Paratransit Service Contracts	\$33.825	\$29.074	\$4.751	14.0	\$135.139	\$127.581	\$7.558	5.6
Maintenance and Other Operating Contracts	\$22.678	\$27.072	(4.394)	(19.4)	\$83.575	\$88.119	(4.544)	(5.4)
Professional Service Contracts	\$13.314	(0.036)	\$13.350	-	\$50.113	\$51.291	(1.178)	(2.4)
Materials & Supplies	\$32.379	\$39.033	(6.654)	(20.6)	\$128.233	\$134.880	(6.647)	(5.2)
Other Business Expenses	\$6.945	\$6.914	\$0.031	0.4	\$23.968	\$27.523	(3.555)	(14.8)
Non-Labor	\$167.456	\$139.406	\$28.050	16.8	\$649.034	\$623.017	\$26.017	4.0
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$712.166	\$669.750	\$42.416	6.0	\$2,922.172	\$2,850.878	\$71.294	2.4
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	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$712.166	\$669.750	\$42.416	6.0	\$2,922.172	\$2,850.878	\$71.294	2.4
Net Surplus/(Deficit)	(177.479)	(188.020)	(10.541)	(5.9)	(964.945)	(964.017)	\$0.928	0.1

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
April 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	(16.3)	(4.3)	Mainly the unfavorable timing of receipts	(5.4)	(0.4)	Due primarily to lower ridership, caused in part by adverse weather, partly offset by the favorable timing of receipts
Other Operating Receipts	(9.3)	(63.4)	Due primarily to the unfavorable timing of student fare reimbursements and unfavorable paratransit Urban Tax receipts	19.9	26.7	Due mostly to the favorable timing of receipt of NYC partial reimbursement of paratransit expenses, partly offset by the unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	(27.4)	(19.3)	Due largely to the unfavorable timing of reimbursements	(84.9)	(19.8)	Due largely to the unfavorable timing of reimbursements
Salaries & Wages	(15.7)	(5.0)	Mostly the unfavorable timing of payments	(4.2)	(0.3)	Mostly higher overtime expenses, partly offset by the favorable timing of payments
Health & Welfare (including OPEB current payment)	32.3	28.6	Due largely to vacancies and the favorable timing of expenses	50.9	11.3	Due largely to vacancies and the favorable timing of expenses
Electric Power	1.7	7.0	Due to lower expenses, partly offset by the unfavorable timing of payments	14.3	13.4	Due to lower expenses and the favorable timing of payments
Fuel				4.0	11.1	Lower expenses and the favorable timing of payments
Insurance	15.6	over (100.0)	Predominantly the favorable timing of interagency payments	13.1	28.0	Predominantly the favorable timing of interagency payments
Claims	2.7	28.4	The favorable timing of payments	3.0	7.8	The favorable timing of payments
Paratransit Service Contracts	4.8	14.0	Favorable expense results and the favorable timing of payments	7.6	5.6	Favorable expense results, partly offset by the unfavorable timing of payments
Maintenance Contracts	(4.4)	(19.4)	Largely the unfavorable timing of payments, partly offset by favorable expense results	(4.5)	(5.4)	Largely the unfavorable timing of payments, partly offset by favorable expense results
Professional Service Contracts	13.4	over 100.0	Principally the favorable timing of payments			
Materials & Supplies	(6.7)	(20.6)	Mainly the unfavorable timing of maintenance material requirements and payments	(6.6)	(5.2)	Mainly the unfavorable timing of maintenance material requirements

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2017 Adopted
Cash Conversion (Cash Flow Adjustments)
Apr 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	\$8.844	(6.037)	(14.881)	-	\$0.819	\$18.726	\$17.907	-
Fare Reimbursement	(0.480)	(6.792)	(6.312)	-	(24.982)	(31.293)	(6.311)	(25.3)
Paratransit Reimbursement	(11.832)	(12.925)	(1.093)	(9.2)	(12.328)	\$23.221	\$35.549	
Other Operating Revenue	(10.797)	(11.561)	(0.764)	(7.1)	(43.188)	(38.849)	\$4.339	10.0
Other Revenue	(23.109)	(31.278)	(8.169)	(35.4)	(80.498)	(46.921)	\$33.577	41.7
Capital and Other Reimbursements	\$0.000	(21.925)	(21.925)	-	\$0.000	(102.285)	(102.285)	-
Total Revenue	(14.265)	(59.240)	(44.975)	-	(79.679)	(130.480)	(50.801)	(63.8)
Expenses								
Labor :								
Payroll	\$36.321	\$20.223	(16.098)	(44.3)	\$84.886	\$93.774	\$8.888	10.5
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	\$36.321	\$20.223	(16.098)	(44.3)	\$84.886	\$93.774	\$8.888	10.5
Health and Welfare	\$0.000	\$4.062	\$4.062	-	(2.582)	\$1.844	\$4.426	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	\$0.000	\$0.004	\$0.004	-	\$0.000	\$0.087	\$0.087	-
Other Fringe Benefits	\$21.956	\$20.311	(1.644)	(7.5)	\$83.262	\$87.015	\$3.752	4.5
Total Fringe Benefits	\$21.956	\$24.378	\$2.422	11.0	\$80.680	\$88.945	\$8.265	10.2
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	\$58.277	\$44.601	(13.676)	(23.5)	\$165.566	\$182.719	\$17.153	10.4
Non-Labor :								
Electric Power	\$0.000	(1.699)	(1.699)	-	\$0.000	\$2.640	\$2.640	-
Fuel	\$0.000	\$1.568	\$1.568	-	\$0.000	\$1.387	\$1.387	-
Insurance	(9.107)	\$6.195	\$15.302	-	(21.590)	(9.198)	\$12.392	57.4
Claims	\$2.564	\$5.298	\$2.734	-	\$10.256	\$13.256	\$3.000	29.3
Paratransit Service Contracts	\$0.000	\$1.875	\$1.875	-	\$0.500	(3.988)	(4.488)	-
Maintenance and Other Operating Contracts	\$0.000	(6.749)	(6.749)	-	\$0.000	(8.916)	(8.916)	-
Professional Service Contracts	\$3.000	\$14.818	\$11.818	-	\$6.000	\$3.146	(2.854)	(47.6)
Materials & Supplies	(0.458)	(11.142)	(10.684)	-	(2.916)	\$1.714	\$4.630	-
Other Business Expenses	\$0.000	\$0.855	\$0.855	-	\$0.000	\$0.135	\$0.135	-
Non-Labor	(4.001)	\$11.020	\$15.021	-	(7.750)	\$0.175	\$7.925	-
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	\$54.276	\$55.621	\$1.345	2.5	\$157.816	\$182.894	\$25.078	15.9
Depreciation	\$139.313	\$145.618	\$6.305	4.5	\$550.343	\$582.472	\$32.128	5.8
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$375.274	\$297.755	(77.519)	(20.7)
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	(74.001)	\$0.000	\$74.001	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$193.589	\$201.239	\$7.650	4.0	\$1,009.432	\$1,063.121	\$53.689	5.3
Total Cash Conversion Adjustments	\$179.324	\$141.999	(37.325)	(20.8)	\$929.753	\$932.641	\$2.888	0.3

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
APRIL 2017

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./(Unfav)</u>	<u>Explanation</u>
Administration				
Office of the President	55	37	18	
Law	320	292	28	
Office of the EVP	54	46	8	
Human Resources	237	238	(1)	
Office of Management and Budget	44	39	5	
Capital Planning & Budget	35	31	4	
Corporate Communications	279	251	28	
Non-Departmental	(32)	(1)	(31)	
Labor Relations	97	89	8	
Materiel	238	270	(32)	
Controller	127	122	5	
Total Administration	1,454	1,414	40	
Operations				
Subways Service Delivery	8,449	8,617	(168)	Mostly Train Conductor excess
Subways Operations Support/Admin	412	414	(2)	
Subways Stations	2,654	2,534	120	Shortage of Stations Agents and Supervisors
Sub-total Subways	11,515	11,565	(50)	
Buses	11,096	10,890	206	Mainly shortage of Bus Operators and Maintainers
Paratransit	213	195	18	
Operations Planning	406	376	30	
Revenue Control	583	551	32	
Non-Departmental	35	0	35	
Total Operations	23,848	23,577	271	
Maintenance				
Subways Operations Support/Admin	139	134	5	
Subways Engineering	390	363	27	
Subways Car Equipment	4,512	4,549	(37)	
Subways Infrastructure	1,677	1,598	79	Mostly shortage of Maintainers
Subways Elevators & Escalators	505	416	89	Mostly shortage of EL & ESCAL Maintainers
Subways Stations	3,857	3,666	191	Mainly shortage of Station Maintainers & Cleaners
Subways Track	2,850	2,805	45	
Subways Power	629	598	31	
Subways Signals	1,526	1,461	65	Largely shortage of Signal Maintainers
Subways Electronic Maintenance	1,665	1,557	108	Mainly shortage of Maintainers and PTEs
Sub-total Subways	17,750	17,147	603	
Buses	3,654	3,630	24	
Supply Logistics	567	559	8	
System Safety	99	87	12	
Non-Departmental	(100)	16	(116)	
Total Maintenance	21,970	21,439	531	
Engineering/Capital				
Capital Program Management	1,358	1,413	(55)	
Total Engineering/Capital	1,358	1,413	(55)	
Public Safety				
Security	673	647	26	
Total Public Safety	673	647	26	
Total Positions	49,303	48,490	813	
Non-Reimbursable	43,879	43,063	816	
Reimbursable	5,424	5,427	(3)	
Total Full-Time	49,091	48,232	859	
Total Full-Time Equivalents	212	258	(46)	

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	516	446	70	
Professional, Technical, Clerical	909	945	(36)	
Operational Hourlies	29	23	6	
Total Administration	1,454	1,414	40	
Operations				
Managers/Supervisors	2,822	2,725	97	
Professional, Technical, Clerical	516	491	25	
Operational Hourlies	20,510	20,361	149	
Total Operations	23,848	23,577	271	
Maintenance				
Managers/Supervisors	3,930	3,870	60	
Professional, Technical, Clerical	1,150	1,062	88	
Operational Hourlies	16,890	16,507	383	
Total Maintenance	21,970	21,439	531	
Engineering/Capital				
Managers/Supervisors	339	345	(6)	
Professional, Technical, Clerical	1,017	1,066	(49)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,358	1,413	(55)	
Public Safety				
Managers/Supervisors	295	276	19	
Professional, Technical, Clerical	42	36	6	
Operational Hourlies	336	335	1	
Total Public Safety	673	647	26	
Total Positions				
Managers/Supervisors	7,902	7,662	240	
Professional, Technical, Clerical	3,634	3,600	34	
Operational Hourlies	37,767	37,228	539	
Total Positions	49,303	48,490	813	

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

	April						April 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>	345,091	\$11.148	342,280	\$10.932	2,811	\$0.216 1.9%	1,418,153	\$45.653	1,384,008	\$44.206	34,144	\$1.448 3.2%
<u>Unscheduled Service</u>	302,051	\$10.079	317,325	\$10.424	(15,274)	(\$0.345) (3.4%)	1,163,898	\$38.799	1,190,108	\$38.834	(26,209)	(\$0.035) (0.1%)
<u>Programmatic/Routine Maintenance</u>	333,856	\$5.615	337,203	\$11.803	(3,347)	(\$6.187) *	1,388,543	\$45.372	1,389,172	\$48.404	(629)	(\$3.032) (6.7%)
<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	\$1.320	6,047	\$0.200	35,364	\$1.121 1.9%	165,643	\$5.266	503,907	\$16.619	(338,265)	(\$11.353) *
<u>Weather Emergencies</u>	2,979	\$0.100	15,674	\$0.521	(12,695)	(\$0.421) *	413,224	\$13.411	529,035	\$17.592	(115,811)	(\$4.181) (31.2%)
<u>Safety/Security/Law Enforcement</u>	10,796	\$0.315	7,739	\$0.215	3,057	\$0.100 31.8%	43,182	\$1.257	34,938	\$0.971	8,244	\$0.287 22.8%
<u>Other</u>	13,773	\$0.430	22,571	\$0.746	(8,798)	(\$0.316) (73.6%)	55,419	\$1.723	52,662	\$1.811	2,757	(\$0.089) (5.2%)
Subtotal	1,049,957	\$29.007	1,048,838	\$34.840	1,119	(\$5.833) (20.1%)	4,648,063	\$151.481	5,083,831	\$168.436	(435,770)	(\$16.955) (11.2%)
REIMBURSABLE OVERTIME	258,776	\$20.898	595,398	\$20.437	(336,622)	\$0.461 1.9%	1,038,923	\$40.472	1,612,305	\$55.938	(573,382)	(\$15.465) (38.2%)
TOTAL OVERTIME	1,308,733	\$49.905	1,644,237	\$55.277	(335,504)	(\$5.372) (10.8%)	5,686,985	\$191.954	6,696,136	\$224.374	(1,009,153)	(\$32.420) (16.9%)

Totals may not add due to rounding

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

* Exceeds 100%

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

NON-REIMBURSABLE OVERTIME	April			April Year-to-Date			
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations	
	Hours	\$		Hours	\$		
<u>Scheduled Service</u>	2,811	\$0.2 1.9%	The month of April results include year-to-date offsetting adjustments between programmatic maintenance and vacancy/absentee coverage.	34,144	\$1.4 3.2%	Favorable results due to vacancy/absentee coverage, included in vacancy/absentee category.	
<u>Unscheduled Service</u>	(15,274)	(\$0.3) (3.4%)		(26,209)	(\$0.0) (0.1%)		
<u>Programmatic/Routine Maintenance</u>	(3,347)	(\$6.2) *		(629)	(\$3.0) (6.7%)	Unfavorable variance mainly due to track, infrastructure, station and bus maintenance.	
<u>Unscheduled Maintenance</u>	0	\$0.0 0.0%		0	\$0.0 0.0%		
<u>Vacancy/Absentee Coverage</u>	35,364	\$1.1 1.9%		(338,265)	(\$11.4) *	Unfavorable variance mainly due to vacancy/absentee coverage for operating supervisors, train and bus operators and maintainers.	
<u>Weather Emergencies</u>	(12,695)	(\$0.4) *		(115,811)	(\$4.2) (31.2%)		
<u>Safety/Security/Law Enforcement</u>	3,057	\$0.1 31.8%		8,244	\$0.3 22.8%	Unfavorable variance mainly due to Winter Storm Stella in March 2017.	
<u>Other</u>	(8,798)	(\$0.3) (73.6%)		2,757	(\$0.1) (5.2%)		
Subtotal	1,119	(\$5.8) (20.1%)			(435,768)	(\$17.0) (11.2%)	
REIMBURSABLE OVERTIME	(336,622)	\$0.5 1.9%			(573,382)	(\$15.5) (38.2%)	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 and also adjustments to correct BSC processing error since Nov 2016.
TOTAL OVERTIME	(335,504)	(\$5.4) (10.8%)		(1,009,151)	(\$32.4) (16.9%)		

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

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



FINANCIAL AND RIDERSHIP REPORT

April 2017

(All data are preliminary and subject to audit)

Operating revenue, which was \$0.5 million in April, was \$0.2 million (24.8 percent) below the Adopted Budget (budget), due primarily to the unfavorable timing of student fare reimbursements. Year-to-date, operating revenue was \$2.9 million, \$0.1 million (2.4 percent) below budget.

Total **ridership** in April 2017 was 350,361 riders, 0.2 percent (552 riders) below budget. Year-to-date, ridership was 1,458,789 riders, 2.0 percent (30,393 riders) below budget, due mostly to multiple snowstorms. April 2017 average weekday ridership was 15,737 riders, 1.9 percent (302 riders) lower than April 2016. Average weekday ridership for the twelve months ending April 2017 was 16,111 riders, 1.2 percent (192 riders) below the previous twelve-month period.

Nonreimbursable expenses, before depreciation and Other Post-Employment Benefits, were below budget in April by \$0.5 million (8.3 percent). Labor expenses underran budget by \$0.4 million (11.9 percent), including lower overtime expenses of \$0.2 million (over 100.0 percent), due mainly to the timing of project work requirements, and the favorable timing of payroll expenses of \$0.2 million (10.3 percent). Non-labor expenses were below budget by \$0.1 million (3.7 percent), comprised of several minor account dollar variances. Year-to-date, expenses were below budget by \$3.8 million (15.8 percent). Labor costs were less than budget by \$1.3 million (9.0 percent), due largely to lower payroll expenses of \$1.0 million (14.1 percent), resulting from the timing of expenses including interagency charges. Health & welfare/OPEB current expenses were also favorable by \$0.2 million (9.5 percent), also due to the favorable timing of expenses. Other fringe benefits reported an expense increase of \$0.2 million (15.5 percent), due largely to higher accrued Workers' Compensation expenses in lieu of an upcoming actuarial update. Non-labor expenses were under by \$2.5 million (25.0 percent), due essentially to lower maintenance contract expenses of \$2.3 million (32.0 percent), resulting from the timing of R44 fleet maintenance interagency contract expenses. Professional service contracts were also under budget by \$0.3 million (88.8 percent), mainly from the favorable timing of expenses.

Depreciation expenses were above budget by \$0.2 million (6.1 percent). Other Post-Employment Benefit expenses were less than \$0.1 million (2.6 percent) below budget.

The **operating cash deficit** (excluding subsidies) was \$19.4 million year-to-date, \$1.5 million (7.4 percent) favorable to budget.

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

5/18/2017 10:33 AM

	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	\$0.537	\$0.544	\$0.008	1.4	\$0.000	\$0.000	-	-	\$0.537	\$0.544	\$0.008	1.4
Other Revenue	\$0.175	(0.009)	(0.184)	-	\$0.000	\$0.000	-	-	\$0.175	(0.009)	(0.184)	-
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.206	\$0.289	\$0.083	40.0	\$0.206	\$0.289	\$0.083	40.0
Total Revenue	\$0.712	\$0.535	(0.176)	(24.8)	\$0.206	\$0.289	\$0.083	40.0	\$0.918	\$0.824	(0.094)	(10.2)
Expenses												
Labor :												
Payroll	\$1.775	\$1.592	\$0.182	10.3	\$0.042	\$0.085	(0.043)	-	\$1.817	\$1.677	\$0.139	7.7
Overtime	\$0.218	(0.010)	\$0.228	-	\$0.124	\$0.069	\$0.055	44.2	\$0.342	\$0.059	\$0.283	82.7
Total Salaries & Wages	\$1.993	\$1.583	\$0.411	20.6	\$0.166	\$0.154	\$0.012	7.1	\$2.159	\$1.737	\$0.422	19.6
Health and Welfare	\$0.387	\$0.417	(0.030)	(7.7)	\$0.000	\$0.000	\$0.000	-	\$0.387	\$0.417	(0.030)	(7.7)
OPEB Current Payment	\$0.125	\$0.126	(0.002)	(1.3)	\$0.000	\$0.000	-	-	\$0.125	\$0.126	(0.002)	(1.3)
Pensions	\$0.511	\$0.511	\$0.000	(0.1)	\$0.000	\$0.000	-	-	\$0.511	\$0.511	\$0.000	(0.1)
Other Fringe Benefits	\$0.341	\$0.417	(0.076)	(22.2)	\$0.000	\$0.000	-	-	\$0.341	\$0.417	(0.076)	(22.2)
Total Fringe Benefits	\$1.364	\$1.471	(0.107)	(7.9)	\$0.000	\$0.000	\$0.000	-	\$1.364	\$1.471	(0.107)	(7.9)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.041)	(0.131)	\$0.091	-	\$0.041	\$0.131	(0.090)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$3.316	\$2.922	\$0.394	11.9	\$0.206	\$0.285	(0.079)	(38.0)	\$3.523	\$3.207	\$0.316	9.0
Non-Labor :												
Electric Power	\$0.335	\$0.305	\$0.030	9.1	\$0.000	\$0.001	(0.001)	-	\$0.335	\$0.306	\$0.029	8.8
Fuel	\$0.023	\$0.020	\$0.003	12.5	\$0.000	\$0.000	-	-	\$0.023	\$0.020	\$0.003	12.5
Insurance	\$0.122	\$0.095	\$0.027	22.1	\$0.000	\$0.000	-	-	\$0.122	\$0.095	\$0.027	22.1
Claims	\$0.007	\$0.020	(0.013)	-	\$0.000	\$0.000	-	-	\$0.007	\$0.020	(0.013)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$1.792	\$1.843	(0.050)	(2.8)	\$0.000	\$0.000	-	-	\$1.792	\$1.843	(0.050)	(2.8)
Professional Service Contracts	\$0.093	\$0.017	\$0.076	81.9	\$0.000	\$0.002	(0.002)	-	\$0.093	\$0.019	\$0.074	79.7
Materials & Supplies	\$0.151	\$0.122	\$0.030	19.5	\$0.000	\$0.001	(0.001)	-	\$0.151	\$0.123	\$0.029	18.9
Other Business Expenses	\$0.003	\$0.012	(0.010)	-	\$0.000	\$0.000	-	-	\$0.003	\$0.012	(0.010)	-
Non-Labor	\$2.527	\$2.434	\$0.093	3.7	\$0.000	\$0.004	(0.004)	-	\$2.527	\$2.438	\$0.089	3.5
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$5.843	\$5.356	\$0.487	8.3	\$0.206	\$0.289	(0.083)	(40.0)	\$6.049	\$5.645	\$0.404	6.7
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	\$6.534	\$6.090	\$0.445	6.8	\$0.206	\$0.289	(0.083)	(40.0)	\$6.741	\$6.379	\$0.362	5.4
OPERATING SURPLUS/DEFICIT	(5.823)	(5.555)	\$0.268	4.6	\$0.000	\$0.000	\$0.000	-	(5.823)	(5.555)	\$0.268	4.6

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
Apr - 2017 Adopted
Accrual Statement of Operations By Category
Year-To-Date - Apr 2017
(\$ in Millions)

5/18/2017 10:33 AM

	Nonreimbursable		Var Percent		Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$2.124	\$2.098	(0.026)	(1.2)	\$0.000	\$0.000	-	-	\$2.124	\$2.098	(0.026)	(1.2)
Other Revenue	\$0.876	\$0.830	(0.046)	(5.2)	\$0.000	\$0.000	-	-	\$0.876	\$0.830	(0.046)	(5.2)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.828	\$1.200	\$0.372	45.0	\$0.828	\$1.200	\$0.372	45.0
Total Revenue	\$3.000	\$2.928	(0.071)	(2.4)	\$0.828	\$1.200	\$0.372	45.0	\$3.827	\$4.128	\$0.301	7.9
Expenses												
Labor :												
Payroll	\$7.395	\$6.354	\$1.041	14.1	\$0.169	\$0.336	(0.167)	(98.3)	\$7.564	\$6.690	\$0.874	11.6
Overtime	\$1.158	\$1.314	(0.156)	(13.4)	\$0.495	\$0.302	\$0.193	39.0	\$1.653	\$1.616	\$0.037	2.3
Total Salaries & Wages	\$8.553	\$7.668	\$0.885	10.3	\$0.665	\$0.638	\$0.027	4.0	\$9.217	\$8.306	\$0.912	9.9
Health and Welfare	\$1.550	\$1.194	\$0.356	23.0	\$0.000	\$0.000	\$0.000	-	\$1.550	\$1.194	\$0.356	23.0
OPEB Current Payment	\$0.499	\$0.661	(0.162)	(32.4)	\$0.000	\$0.002	(0.002)	-	\$0.499	\$0.663	(0.164)	(32.8)
Pensions	\$2.043	\$2.044	(0.001)	(0.1)	\$0.000	\$0.000	-	-	\$2.043	\$2.044	(0.001)	(0.1)
Other Fringe Benefits	\$1.364	\$1.575	(0.211)	(15.5)	\$0.000	\$0.000	-	-	\$1.364	\$1.575	(0.211)	(15.5)
Total Fringe Benefits	\$5.456	\$5.474	(0.018)	(0.3)	-	\$0.002	(0.002)	-	\$5.456	\$5.476	(0.020)	(0.4)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.163)	(0.548)	\$0.385	-	\$0.163	\$0.548	(0.385)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$13.845	\$12.594	\$1.252	9.0	\$0.828	\$1.188	(0.360)	(43.6)	\$14.673	\$13.782	\$0.891	6.1
Non-Labor :												
Electric Power	\$1.342	\$1.481	(0.139)	(10.4)	\$0.000	\$0.003	(0.003)	-	\$1.342	\$1.484	(0.142)	(10.6)
Fuel	\$0.093	\$0.056	\$0.037	40.2	\$0.000	\$0.000	-	-	\$0.093	\$0.056	\$0.037	40.2
Insurance	\$0.487	\$0.537	(0.050)	(10.3)	\$0.000	\$0.000	-	-	\$0.487	\$0.537	(0.050)	(10.3)
Claims	\$0.029	\$0.080	(0.051)	-	\$0.000	\$0.000	-	-	\$0.029	\$0.080	(0.051)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$7.169	\$4.872	\$2.297	32.0	\$0.000	\$0.000	-	-	\$7.169	\$4.872	\$2.297	32.0
Professional Service Contracts	\$0.371	\$0.042	\$0.329	88.8	\$0.000	\$0.008	(0.008)	-	\$0.371	\$0.050	\$0.321	86.6
Materials & Supplies	\$0.605	\$0.474	\$0.131	21.6	\$0.000	\$0.001	(0.001)	-	\$0.605	\$0.475	\$0.130	21.4
Other Business Expenses	\$0.010	\$0.040	(0.030)	-	\$0.000	\$0.000	-	-	\$0.010	\$0.040	(0.030)	-
Non-Labor	\$10.106	\$7.582	\$2.524	25.0	\$0.000	\$0.012	(0.012)	-	\$10.106	\$7.594	\$2.512	24.9
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$23.952	\$20.176	\$3.776	15.8	\$0.828	\$1.200	(0.372)	(45.0)	\$24.779	\$21.376	\$3.404	13.7
Depreciation	\$2.767	\$2.936	(0.169)	(6.1)	\$0.000	\$0.000	-	-	\$2.767	\$2.936	(0.169)	(6.1)
OPEB Liability	\$1.875	\$1.827	\$0.048	2.6	\$0.000	\$0.000	-	-	\$1.875	\$1.827	\$0.048	2.6
GASB 68 Pension Adjustment	(0.125)	\$0.000	(0.125)	-	\$0.000	\$0.000	-	-	(0.125)	\$0.000	(0.125)	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$28.468	\$24.938	\$3.530	12.4	\$0.828	\$1.200	(0.372)	(45.0)	\$29.296	\$26.138	\$3.158	10.8
OPERATING SURPLUS/DEFICIT	(25.469)	(22.010)	\$3.459	13.6	\$0.000	\$0.000	\$0.000	-	(25.469)	(22.010)	\$3.459	13.6

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
APRIL 2017
(\$ in millions)

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>MONTH</u>			<u>YEAR-TO-DATE</u>		
		<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Revenue	Non Reimb.				(0.026)	(1.2)	Mostly lower ridership due to several winter storms
Other Operating Revenue	Non Reimb.	(0.184)	n/a	Unfavorable timing of student fare reimbursement	(0.046)	(5.2)	Unfavorable timing of student fare reimbursement
Payroll	Non Reimb.	0.182	10.3	Primarily the timing of expenses including interagency charges	1.041	14.1	Primarily the timing of expenses including interagency charges
Overtime	Non Reimb.	0.228	n/a	Mainly the timing of project requirements	(0.156)	(13.4)	Mainly the timing of project requirements and adverse weather
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.032)	(6.3)	The unfavorable timing of expenses	0.194	9.5	The favorable timing of expenses
Other Fringe Benefits	Non Reimb.	(0.076)	(22.2)	Accrued increases in Workers' Compensation expenses in lieu of an upcoming actuarial update	(0.211)	(15.5)	Accrued increases in Workers' Compensation expenses in lieu of an upcoming actuarial update
Electric Power	Non Reimb.	0.030	9.1	Mostly the timing of expenses	(0.139)	(10.4)	Mostly the timing of expenses
Insurance	Non Reimb.	0.027	22.1	The favorable timing of interagency billing	(0.050)	(10.3)	The unfavorable timing of interagency billing
Maintenance & Other Operating Contracts	Non Reimb.				2.297	32.0	Mainly the favorable timing of R44 car fleet maintenance expenses
Professional Service Contracts	Non Reimb.	0.076	81.9	The favorable timing of expenses	0.329	88.8	The favorable timing of expenses
Materials and Supplies	Non Reimb.	0.030	19.5	Primarily the favorable timing of maintenance material requirements	0.131	21.6	Primarily the favorable timing of maintenance material requirements
Capital and Other Reimbursements	Reimb.	0.083	40.0	Timing of contractor requirements	0.372	45.0	Timing of contractor requirements
Payroll	Reimb.	(0.043)	over (100.0)	Timing of contractor requirements	(0.167)	.98.3	Timing of contractor requirements
Overtime	Reimb.	0.055	44.2	Timing of contractor requirements	0.193	39.0	Timing of contractor requirements

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

5/23/2017 04:00 PM

	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$0.537	\$0.551	\$0.014	2.7	\$2.124	\$2.062	(0.062)	(2.9)
Other Revenue	\$0.175	\$0.073	(0.102)	(58.3)	\$0.876	\$0.230	(0.646)	(73.7)
Capital and Other Reimbursements	\$0.206	\$0.002	(0.204)	-	\$0.828	\$1.210	\$0.382	46.2
Total Revenue	\$0.918	\$0.626	(0.292)	(31.8)	\$3.827	\$3.502	(0.325)	(8.5)
<u>Expenditures</u>								
<u>Labor :</u>								
Payroll	\$1.817	\$1.658	\$0.159	8.7	\$7.564	\$7.008	\$0.556	7.4
Overtime	\$0.342	\$0.375	(0.033)	(9.6)	\$1.653	\$1.605	\$0.048	2.9
Total Salaries & Wages	\$2.159	\$2.033	\$0.126	5.8	\$9.217	\$8.613	\$0.604	6.6
Health and Welfare	\$0.387	\$0.021	\$0.366	94.6	\$1.550	\$1.622	(0.072)	(4.7)
OPEB Current Payment	\$0.125	\$0.008	\$0.117	93.6	\$0.499	\$0.365	\$0.134	26.9
Pensions	\$0.511	\$0.511	\$0.000	(0.1)	\$2.043	\$2.044	(0.001)	(0.1)
Other Fringe Benefits	\$0.341	\$0.287	\$0.054	15.9	\$1.364	\$1.115	\$0.249	18.3
Total Fringe Benefits	\$1.364	\$0.827	\$0.537	39.4	\$5.456	\$5.146	\$0.310	5.7
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$3.523	\$2.860	\$0.663	18.8	\$14.673	\$13.759	\$0.914	6.2
<u>Non-Labor :</u>								
Electric Power	\$0.335	\$0.346	(0.011)	(3.2)	\$1.342	\$1.464	(0.122)	(9.1)
Fuel	\$0.023	\$0.010	\$0.013	57.1	\$0.093	\$0.045	\$0.048	51.8
Insurance	\$0.122	\$0.000	\$0.122	-	\$0.487	\$0.506	(0.019)	(3.8)
Claims	\$0.007	\$0.000	\$0.007	-	\$0.029	\$0.250	(0.221)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$1.792	\$1.028	\$0.764	42.6	\$7.169	\$5.671	\$1.498	20.9
Professional Service Contracts	\$0.093	\$0.015	\$0.078	83.8	\$0.371	\$0.083	\$0.288	77.6
Materials & Supplies	\$0.151	\$0.056	\$0.095	63.0	\$0.605	\$1.089	(0.484)	(80.0)
Other Business Expenses	\$0.003	\$0.006	(0.004)	-	\$0.010	\$0.039	(0.029)	-
Non-Labor	\$2.527	\$1.461	\$1.066	42.2	\$10.106	\$9.147	\$0.959	9.5
<u>Other Expense Adjustments:</u>								
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	\$6.049	\$4.321	\$1.728	28.6	\$24.779	\$22.906	\$1.873	7.6
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$6.049	\$4.321	\$1.728	28.6	\$24.779	\$22.906	\$1.873	7.6
Net Surplus/(Deficit)	(5.131)	(3.695)	\$1.436	28.0	(20.952)	(19.404)	\$1.548	7.4

Note: Totals may not add due to rounding

Table 5

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
APRIL 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	2.7	Primarily the favorable timing of cash settlements with NYCT	(0.062)	(2.9)	Primarily the unfavorable timing of cash settlements with NYCT
Other Operating Revenue	(0.102)	(58.3)	Mostly the unfavorable timing of student fare reimbursements	(0.646)	(73.7)	Mostly the unfavorable timing of student fare reimbursements
Salaries & Wages				0.604	6.6	The favorable timing of expenses
Health and Welfare (including OPEB current payment)	0.483	94.3	Mostly the favorable timing of payments			
Other Fringe Benefits				0.249	18.3	The favorable timing of payments
Maintenance Contracts	0.764	42.6%	The favorable timing of payments	1.498	20.9%	Mostly lower expenses, partly offset by the unfavorable timing of payments
Materials and Supplies	0.095	63.0	Primarily the favorable timing of payments	(0.484)	(80.0)	Primarily the unfavorable timing of payments

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

5/23/2017 04:04 PM

	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	\$0.007	\$0.007	-	\$0.000	(0.036)	(0.036)	-
Other Revenue	\$0.000	\$0.082	\$0.082	-	\$0.000	(0.600)	(0.600)	-
Capital and Other Reimbursements	\$0.000	(0.287)	(0.287)	-	\$0.000	\$0.010	\$0.010	-
Total Revenue	\$0.000	(0.198)	(0.198)	-	\$0.000	(0.626)	(0.626)	-
Expenses								
Labor :								
Payroll	\$0.000	\$0.019	\$0.019	-	\$0.000	(0.318)	(0.318)	-
Overtime	\$0.000	(0.316)	(0.316)	-	\$0.000	\$0.011	\$0.011	-
Total Salaries & Wages	-	(0.296)	(0.296)	-	-	(0.307)	(0.307)	-
Health and Welfare	\$0.000	\$0.396	\$0.396	-	\$0.000	(0.428)	(0.428)	-
OPEB Current Payment	\$0.000	\$0.118	\$0.118	-	\$0.000	\$0.298	\$0.298	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.000	\$0.130	\$0.130	-	\$0.000	\$0.460	\$0.460	-
Total Fringe Benefits	-	\$0.644	\$0.644	-	-	\$0.330	\$0.330	-
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	\$0.347	\$0.347	-	\$0.000	\$0.023	\$0.023	-
Non-Labor :								
Electric Power	\$0.000	(0.040)	(0.040)	-	\$0.000	\$0.020	\$0.020	-
Fuel	\$0.000	\$0.010	\$0.010	-	\$0.000	\$0.011	\$0.011	-
Insurance	\$0.000	\$0.095	\$0.095	-	\$0.000	\$0.031	\$0.031	-
Claims	\$0.000	\$0.020	\$0.020	-	\$0.000	(0.170)	(0.170)	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	\$0.815	\$0.815	-	\$0.000	(0.799)	(0.799)	-
Professional Service Contracts	\$0.000	\$0.004	\$0.004	-	\$0.000	(0.033)	(0.033)	-
Materials & Supplies	\$0.000	\$0.067	\$0.067	-	\$0.000	(0.614)	(0.614)	-
Other Business Expenses	\$0.000	\$0.006	\$0.006	-	\$0.000	\$0.001	\$0.001	-
Non-Labor	\$0.000	\$0.977	\$0.977	-	\$0.000	(1.553)	(1.553)	-
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	-	\$1.324	\$1.324	-	-	(1.530)	(1.530)	-
Depreciation	\$0.692	\$0.734	\$0.042	6.1	\$2.767	\$2.936	\$0.169	6.1
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$1.875	\$1.827	(0.048)	(2.6)
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	(0.125)	\$0.000	\$0.125	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$0.692	\$2.068	\$1.366	-	\$4.517	\$3.232	(1.284)	(28.4)
Total Cash Conversion Adjustments	\$0.692	\$1.860	\$1.168	-	\$4.517	\$2.606	(1.911)	(42.3)

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
APRIL 2017**

<u>Function/Departments</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	10	3
General Office	10	7	3
Purchasing/Stores	6	5	1
Total Administration	29	22	7
Operations			
Transportation	107	115	(8)
Total Operations	107	115	(8)
Maintenance			
Mechanical	52	51	1
Electronics/Electrical	15	14	1
Power/Signals	27	20	7
Maintenance of Way	48	52	(4)
Infrastructure	26	26	0
Total Maintenance	168	163	5
Engineering/Capital			
Capital Project Support	14	6	8
Total Engineering Capital	14	6	8
Total Positions	318	306	12
Non-Reimbursable	304	300	4
Reimbursable	14	6	8
Total Full-Time	318	306	12
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
APRIL 2017

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	17	14	3	
Professional, Technical, Clerical	12	8	4	
Operational Hourlies	0	0	0	
Total Administration	29	22	7	
Operations				
Managers/Supervisors	5	3	2	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	99	110	(11)	
Total Operations	107	115	(8)	
Maintenance				
Managers/Supervisors	13	14	(1)	
Professional, Technical, Clerical	6	3	3	
Operational Hourlies	149	146	3	
Total Maintenance	168	163	5	
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	33	5	
Professional, Technical, Clerical	23	13	10	
Operational Hourlies	257	260	(3)	
Total Positions	318	306	12	

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

Month of April				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.351	0.350	(0.001)	(0.2%)	
Year-to-Date				
1.489	1.459	(0.030)	(2.0%)	Mostly due to multiple snowstorms

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 April				Explanation
	2016	2017	Variance		
			Amount	Percent	
Average Weekday	0.016	0.016	(0.000)	(1.9%)	
Average Weekend	0.007	0.008	0.000	3.0%	
12-Month Rolling Average					
Average Weekday	0.016	0.016	(0.000)	(1.2%)	
Average Weekend	0.008	0.008	0.000	1.0%	

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



FINANCIAL AND RIDERSHIP REPORT

April 2017

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenue was \$18.4 million in April, \$1.0 million (5.1 percent) below budget, and, year-to-date, operating revenue was \$73.4 million, also below budget by \$4.4 million (5.6 percent). These underruns were due primarily to less farebox revenue caused by lower ridership, including the impact of adverse weather on the year-to-date result.

Total MTA Bus **ridership** in April 2017 was 9.9 million, 1.3 percent (0.1 million riders) below budget. Year-to-date, ridership was 39.8 million, 4.9 percent (2.0 million riders) below budget. April 2017 average weekday ridership was 392,293, a decrease of 5.2 percent (21,475 riders) from April 2016. Average weekday ridership for the twelve months ending April 2017 was 402,983, a decrease of 1.2 percent (5,040 riders) from the twelve months ending April 2016.

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$56.0 million in April, \$2.0 million (3.5 percent) below budget. Labor expenses were over budget by a net \$0.5 million (1.1 percent), including an overrun in payroll expenses of \$0.8 million (3.4 percent), due mainly to interagency billings, progression rate variances and the timing of reimbursable projects. Health & welfare/OPEB current expenses underran budget by \$0.4 million (5.5 percent), due to the favorable timing of expenses. Non-labor expenses underran budget by \$2.5 million (16.3 percent), including favorable results in maintenance contracts of \$1.7 million (49.5 percent), due to the timing of planned work, facility maintenance and a Select Bus Service (SBS) rollout. Materials and supplies expenses were also below budget by \$1.2 million (28.2 percent), caused by underruns in general maintenance material expenses. Year-to-date, expenses were below budget by \$5.9 million (2.5 percent). Labor expenses exceeded budget by \$3.7 million (2.1 percent), including an overrun in payroll expenses of \$3.0 million (3.3 percent), caused by interagency billings, an unfavorable progression rate variance, and the timing of reimbursable projects. Overtime expenses were higher than budget by \$2.7 million (14.3 percent), due mainly to higher running time/traffic, vacancies, availability and adverse weather. Health & welfare/OPEB current expenses underran budget by \$1.5 million (5.1 percent), due to the favorable timing of expenses. Non-labor expenses were under budget by \$9.6 million (15.3 percent), of which maintenance contract expenses were favorable by \$5.9 million (42.6 percent), again due mostly to the timing of planned work, facility maintenance, farebox expenses and an SBS rollout. Materials & supplies were under budget by \$3.4 million (19.2 percent), due mainly to lower general maintenance material expenses.

Depreciation expenses year-to-date were \$2.3 million (13.3 percent) above budget. OPEB expenses year-to-date of \$27.7 million were \$5.1 million (15.7 percent) below budget.

The **operating cash deficit** (excluding subsidies) year-to-date was \$158.5 million, \$1.5 million (0.9 percent) favorable to budget.

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 17.678	\$ 16.560	\$ (1.118)	(6.3)	\$ -	\$ -	\$ -	-	\$ 17.678	\$ 16.560	\$ (1.118)	(6.3)
Other Operating Income	1.674	1.814	0.140	8.4	-	-	-	-	1.674	1.814	0.140	8.4
Capital and Other Reimbursements	-	-	-	-	0.465	0.115	(0.350)	(75.3)	0.465	0.115	(0.350)	(75.3)
Total Revenue	\$ 19.352	\$ 18.374	\$ (0.978)	(5.1)	\$ 0.465	\$ 0.115	\$ (0.350)	(75.3)	\$ 19.817	\$ 18.489	\$ (1.328)	(6.7)
Labor:												
Payroll	\$ 22.085	\$ 22.835	\$ (0.750)	(3.4)	\$ 0.213	\$ 0.066	\$ 0.147	69.0	\$ 22.298	\$ 22.901	\$ (0.603)	(2.7)
Overtime	4.714	4.732	(0.018)	(0.4)	-	-	-	-	4.714	4.732	(0.018)	(0.4)
Health and Welfare	5.208	5.163	0.045	0.9	0.087	0.018	0.069	79.2	5.295	5.181	0.114	2.1
OPEB Current Payment	2.058	1.700	0.358	17.4	-	-	-	-	2.058	1.700	0.358	17.4
Pensions	3.551	3.705	(0.154)	(4.3)	0.040	0.009	0.031	77.5	3.591	3.714	(0.123)	(3.4)
Other Fringe Benefits	5.266	5.229	0.037	0.7	0.039	0.009	0.030	76.7	5.305	5.238	0.067	1.3
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.031)	0.031	-	-	-	-	-	-	(0.031)	0.031	-
Total Labor Expenses	\$ 42.882	\$ 43.333	\$ (0.451)	(1.1)	\$ 0.378	\$ 0.102	\$ 0.276	73.0	\$ 43.260	\$ 43.435	\$ (0.175)	(0.4)
Non-Labor:												
Electric Power	\$ 0.154	\$ 0.153	\$ 0.001	0.6	\$ -	\$ -	\$ -	-	\$ 0.154	\$ 0.153	\$ 0.001	0.6
Fuel	1.869	1.581	0.288	15.4	-	-	-	-	1.869	1.581	0.288	15.4
Insurance	0.484	0.471	0.013	2.7	-	-	-	-	0.484	0.471	0.013	2.7
Claims	2.337	3.600	(1.263)	(54.0)	-	-	-	-	2.337	3.600	(1.263)	(54.0)
Maintenance and Other Operating Contracts	3.363	1.699	1.664	49.5	0.019	-	0.019	100.0	3.382	1.699	1.683	49.8
Professional Service Contracts	2.165	1.716	0.449	20.7	-	-	-	-	2.165	1.716	0.449	20.7
Materials & Supplies	4.329	3.106	1.223	28.2	0.068	0.013	0.055	80.9	4.397	3.119	1.278	29.1
Other Business Expense	0.410	0.316	0.094	22.9	-	-	-	-	0.410	0.316	0.094	22.9
Total Non-Labor Expenses	\$ 15.111	\$ 12.642	\$ 2.469	16.3	\$ 0.087	\$ 0.013	\$ 0.074	85.1	\$ 15.198	\$ 12.655	\$ 2.543	16.7
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 57.993	\$ 55.975	\$ 2.018	3.5	\$ 0.465	\$ 0.115	\$ 0.350	75.3	\$ 58.458	\$ 56.090	\$ 2.368	4.1
Depreciation	4.278	5.080	(0.802)	(18.7)	-	-	-	-	4.278	5.080	(0.802)	(18.7)
OPEB Obligation	7.948	6.915	1.033	13.0	-	-	-	-	7.948	6.915	1.033	13.0
GASB 68 Pension Adjustment	3.437	-	3.437	100.0	-	-	-	-	3.437	-	3.437	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 73.656	\$ 67.970	\$ 5.686	7.7	\$ 0.465	\$ 0.115	\$ 0.350	75.3	\$ 74.121	\$ 68.085	\$ 6.037	8.1
Net Surplus/(Deficit)	\$ (54.304)	\$ (49.596)	\$ 4.708	8.7	\$ (0.000)	\$ -	\$ 0.000	100.0	\$ (54.304)	\$ (49.596)	\$ 4.708	8.7

NOTE: Totals may not add due to rounding

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 70.825	\$ 66.435	\$ (4.390)	(6.2)	\$ -	\$ -	\$ -	-	\$ 70.825	\$ 66.435	\$ (4.390)	(6.2)
Other Operating Income	6.906	6.934	0.028	0.4	-	-	-	-	6.906	6.934	0.028	0.4
Capital and Other Reimbursements	-	-	-	-	1.918	1.146	(0.772)	(40.3)	1.918	1.146	(0.772)	(40.3)
Total Revenue	\$ 77.731	\$ 73.369	\$ (4.362)	(5.6)	\$ 1.918	\$ 1.146	\$ (0.772)	(40.3)	\$ 79.649	\$ 74.515	\$ (5.134)	(6.4)
Expenses												
Labor:												
Payroll	\$ 91.130	\$ 94.106	\$ (2.976)	(3.3)	0.878	0.705	\$ 0.173	19.7	\$ 92.008	\$ 94.811	\$ (2.803)	(3.0)
Overtime	18.831	21.525	(2.694)	(14.3)	-	-	-	-	18.831	21.525	(2.694)	(14.3)
Health and Welfare	21.491	21.743	(0.251)	(1.2)	0.360	0.201	0.159	44.2	21.851	21.944	(0.092)	(0.4)
OPEB Current Payment	8.492	6.713	1.779	20.9	-	-	-	-	8.492	6.713	1.779	20.9
Pensions	14.652	14.725	(0.073)	(0.5)	0.163	0.099	0.064	39.4	14.815	14.824	(0.008)	(0.1)
Other Fringe Benefits	21.729	21.576	0.153	0.7	0.159	0.098	0.061	38.3	21.887	21.674	0.213	1.0
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.378)	0.378	-	-	-	-	-	-	(0.378)	0.378	-
Total Labor Expenses	\$ 176.324	\$ 180.009	\$ (3.685)	(2.1)	\$ 1.561	\$ 1.103	\$ 0.458	29.3	\$ 177.885	\$ 181.112	\$ (3.227)	(1.8)
Non-Labor:												
Electric Power	\$ 0.634	\$ 0.607	\$ 0.027	4.2	\$ -	\$ -	\$ -	-	\$ 0.634	\$ 0.607	\$ 0.027	4.2
Fuel	7.714	6.610	1.105	14.3	-	-	-	-	7.714	6.610	1.105	14.3
Insurance	1.998	1.883	0.115	5.7	-	-	-	-	1.998	1.883	0.115	5.7
Claims	9.644	12.600	(2.956)	(30.7)	-	-	-	-	9.644	12.600	(2.956)	(30.7)
Maintenance and Other Operating Contracts	13.878	7.968	5.910	42.6	0.077	-	0.077	100.0	13.956	7.968	5.988	42.9
Professional Service Contracts	8.932	7.436	1.496	16.8	-	-	-	-	8.932	7.436	1.496	16.8
Materials & Supplies	17.862	14.429	3.433	19.2	0.280	0.043	0.237	84.6	18.142	14.472	3.670	20.2
Other Business Expense	1.693	1.272	0.420	24.8	-	-	-	-	1.693	1.272	0.420	24.8
Total Non-Labor Expenses	\$ 62.356	\$ 52.806	\$ 9.550	15.3	\$ 0.358	\$ 0.043	\$ 0.315	88.0	\$ 62.713	\$ 52.849	\$ 9.864	15.7
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adj.	\$ 238.680	\$ 232.815	\$ 5.865	2.5	\$ 1.918	\$ 1.146	\$ 0.772	40.3	\$ 240.598	\$ 233.961	\$ 6.637	2.8
Depreciation	17.652	19.995	(2.343)	(13.3)	-	-	-	-	17.652	19.995	(2.343)	(13.3)
OPEB Obligation	32.796	27.661	5.136	15.7	-	-	-	-	32.796	27.661	5.136	15.7
GASB 68 Pension Adjustment	14.181	-	14.181	100.0	-	-	-	-	14.181	-	14.181	100.0
Environmental Remediation	-	0.141	(0.141)	-	-	-	-	-	-	0.141	(0.141)	-
Total Expenses	\$ 303.309	\$ 280.612	\$ 22.698	7.5	\$ 1.918	\$ 1.146	\$ (0.772)	(40.2)	\$ 305.227	\$ 281.758	\$ 23.470	7.7
Net Surplus/(Deficit)	\$ (225.578)	\$ (207.243)	\$ 18.335	8.1	\$ (0.000)	\$ -	\$ -	0.0	\$ (225.579)	\$ (207.243)	\$ 18.335	8.1

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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	April 2017			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ (1.118)	(6.3)	Lower ridership	\$ (4.390)	(6.2)	Lower ridership and adverse Winter Weather
Other Operating Revenue	NR	\$ 0.140	8.4	Higher Insurance recoveries	\$ 0.028	0.4	(a)
Capital and Other Reimbursements	R	\$ (0.350)	(75.3)	Timing of reimbursement receipts & vacancies; pending July Plan adjustments.	\$ (0.772)	(40.3)	b
Total Revenue Variance		\$ (1.328)	(6.7)		\$ (5.134)	(6.4)	
Payroll	NR	\$ (0.750)	(3.4)	Mainly due to interagency billings, progression rate variance and timing of reimbursable projects	\$ (2.976)	(3.3)	Mainly due to interagency billings, progression rate variance and timing of reimbursable projects
Overtime	NR	\$ (0.018)	(0.4)	(a)	\$ (2.694)	(14.3)	Mainly due to running time/traffic, vacancy, availability, and winter weather
Health and Welfare (including OPEB)	NR	\$ 0.403	5.5	Timing of expenses	\$ 1.527	5.1	Timing of expenses
Pension	NR	\$ (0.154)	(4.3)	Timing of expenses	\$ (0.073)	(0.5)	(a)
Other Fringe Benefits	NR	\$ 0.037	0.7	(a)	\$ 0.153	0.7	(a)
Reimbursable Overhead	NR	\$ 0.031	-	Not budgeted	\$ 0.378	-	Not budgeted
Electric Power	NR	\$ 0.001	0.6	(a)	\$ 0.027	0.6	(a)
Fuel	NR	\$ 0.288	15.4	Lower rates.	\$ 1.105	14.3	Lower usage due to reduced service resulting from adverse winter weather partially offset by lower rates
Insurance	NR	\$ 0.013	2.7	(a)	\$ 0.115	5.7	Timing of expenses
Claims	NR	\$ (1.263)	(54.0)	Higher expenses	\$ (2.956)	(30.7)	Higher expenses
Maintenance and Other Operating Contracts	NR	\$ 1.664	49.5	Timing of planned work, facility maintenance, and SBS rollout.	\$ 5.910	42.6	Timing of planned work, facility maintenance, farebox expenses and SBS rollout.
Professional Service Contracts	NR	\$ 0.449	20.7	Mainly due to timing of interagency billings	\$ 1.496	16.8	Mainly due to timing of interagency billings
Materials & Supplies	NR	\$ 1.223	28.2	Mainly due to lower general maintenance material expenses	\$ 3.433	19.2	Mainly due to lower general maintenance material expenses
Other Business Expense	NR	\$ 0.094	22.9	(a)	\$ 0.420	24.8	Lower AFC collection fees and timing of mobility taxes
Depreciation	NR	\$ (0.802)	(18.7)	Adjustment pending final audit	\$ (2.343)	(13.3)	Adjustment pending final audit
Other Post Employment Benefits	NR	\$ 1.033	13.0	Non cash expense	\$ 5.136	15.7	Non cash expense
GASB 68 Pension Adjustment	NR	\$ 3.437	100.0		\$ 14.181	100.0	
Environmental Remediation	NR	\$ -	-		\$ (0.141)	-	
Payroll	R	\$ 0.147	69.0	Timing of charges	\$ 0.173	19.7	Timing of charges
Health and Welfare	R	\$ 0.069	79.2	Timing of charges	\$ 0.159	44.2	Timing of charges.
Pension	R	\$ 0.031	77.5		\$ 0.064	39.4	
Other Fringe Benefits	R	\$ 0.030	76.7		\$ 0.061	38.3	
Maintenance and Other Operating Contracts	R	\$ 0.019	*	Timing of charges	\$ 0.077	*	Timing of charges
Materials & Supplies	R	\$ 0.055	*	Timing of charges	\$ 0.237	*	Timing of charges
Total Expense Variance		\$ 6.037	8.1		\$ 23.470	7.7	
Net Variance		\$ 4.708	8.7		\$ 18.335	8.1	

(a) - Variance less than 5%

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

	April 2017					Year-To-Date				
			Favorable (Unfavorable)					Favorable (Unfavorable)		
	Adopted Budget	Actual	Variance	Percent		Adopted Budget	Actual	Variance	Percent	
Receipts										
Farebox Revenue	\$ 17.678	\$ 16.446	\$ (1.232)	(7.0)	\$ 70.825	\$ 65.598	\$ (5.227)	(7.4)		
Other Operating Revenue	1.757	0.736	(1.021)	(58.1)	7.028	6.534	(0.494)	(7.0)		
Capital and Other Reimbursements	0.921	0.485	(0.436)	(47.3)	3.684	1.550	(2.134)	(57.9)		
Total Receipts	\$ 20.356	\$ 17.667	\$ (2.689)	(13.2)	\$ 81.537	\$ 73.682	\$ (7.855)	(9.6)		
Expenditures										
<i>Labor:</i>										
Payroll	\$ 21.455	\$ 23.862	\$ (2.407)	(11.2)	\$ 96.547	\$ 89.178	\$ 7.369	7.6		
Overtime	4.714	4.732	(0.018)	(0.4)	18.831	21.524	(2.693)	(14.3)		
Health and Welfare	5.525	5.322	0.203	3.7	22.100	24.713	(2.613)	(11.8)		
OPEB Current Payment	2.161	1.700	0.461	21.3	8.644	7.312	1.332	15.4		
Pensions	3.756	3.705	0.051	1.4	15.024	14.726	0.298	2.0		
Other Fringe Benefits	3.974	6.565	(2.591)	(65.2)	17.883	15.731	2.152	12.0		
GASB Account	-	-	-	-	-	-	-	-		
Reimbursable Overhead	-	-	-	-	-	-	-	-		
Total Labor Expenditures	\$ 41.585	\$ 45.886	\$ (4.301)	(10.3)	\$ 179.029	\$ 173.184	\$ 5.845	3.3		
<i>Non-Labor:</i>										
Electric Power	\$ 0.161	\$ 0.153	\$ 0.008	5.0	\$ 0.644	\$ 0.606	\$ 0.038	5.9		
Fuel	1.963	1.662	0.301	15.4	7.854	6.523	1.331	16.9		
Insurance	0.508	-	0.508	100.0	2.032	5.468	(3.436)	*		
Claims	2.115	2.474	(0.359)	(17.0)	8.461	12.761	(4.300)	(50.8)		
Maintenance and Other Operating Contracts	3.551	3.694	(0.143)	(4.0)	14.205	8.858	5.347	37.6		
Professional Service Contracts	2.273	0.750	1.523	67.0	9.093	8.021	1.072	11.8		
Materials & Supplies	4.616	3.523	1.093	23.7	18.466	15.825	2.641	14.3		
Other Business Expenses	0.431	0.268	0.163	37.8	1.724	0.891	0.833	48.3		
Total Non-Labor Expenditures	\$ 15.620	\$ 12.525	\$ 3.095	19.8	\$ 62.479	\$ 58.954	\$ 3.525	5.6		
Other Expenditure Adjustments :										
Other	-	-	-	-	-	-	-	-		
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-		
Total Expenditures	\$ 57.205	\$ 58.411	\$ (1.206)	(2.1)	\$ 241.508	\$ 232.138	\$ 9.370	3.9		
Operating Cash Surplus/(Deficit)	\$ (36.849)	\$ (40.744)	\$ (3.895)	(10.6)	\$ (159.971)	\$ (158.456)	\$ 1.515	0.9		

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)

	April 2017				Year-To-Date			
	Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
Operating Receipts or Disbursements	\$	%			\$	%		
Farebox Revenue	\$	(1.232)	(7.0)	Lower ridership	\$	(5.227)	(7.4)	Lower ridership due to adverse winter weather
Other Operating Revenue		(1.021)	(58.1)	Timing of students and senior citizens reimbursements		(0.494)	(7.0)	Timing of senior citizens reimbursements
Capital and Other Reimbursements		(0.436)	(47.3)	Timing of reimbursement receipts & vacancies; pending July Plan adjustments.		(2.134)	(57.9)	Timing of reimbursement receipts & vacancies; pending July Plan adjustments.
Total Receipts	\$	(2.689)	(13.2)		\$	(7.855)	(9.6)	
Payroll	\$	(2.407)	(11.2)	Payment of payroll related expenses from prior period	\$	7.369	7.6	Timing of interagency billings and RWA
Overtime		(0.018)	(0.4)	(a)		(2.693)	(14.3)	Mainly due to running time/traffic, vacancy, availability, and winter weather
Health and Welfare (including OPEB)		0.664	8.6	Timing of Payments		(1.281)	(4.2)	Higher expenses
Pension		0.051	1.4	(a)		0.298	2.0	(a)
Other Fringe Benefits		(2.591)	(65.2)	Payment of payroll related expenses from prior period		2.152	12.0	Favorable timing of payments
GASB		-	-			-	-	
Electric Power		0.008	5.0	(a)		0.038	5.9	(a)
Fuel		0.301	15.4	Lower rates.		1.331	16.9	Lower usage due to reduced service resulting from adverse winter weather partially offset by lower rates
Insurance		0.508	100.0	Timing of Payments		(3.436)	*	Payment for prior period expense
Claims		(0.359)	(17.0)	Higher Claim payments		(4.300)	(50.8)	Higher Claim payments
Maintenance and Other Operating Contracts		(0.143)	(4.0)	Payment of prior period expenses		5.347	37.6	Timing of planned work, facility maintenance, farebox expenses and SBS rollout.
Professional Service Contracts		1.523	67.0	Mainly due to timing of interagency billings		1.072	11.8	Mainly due to timing of interagency billings
Materials & Supplies		1.093	23.7	Mainly due to lower general maintenance material expenses		2.641	14.3	Mainly due to lower general maintenance material expenses
Other Business Expenditure		0.163	37.8	Timing of expenses		0.833	48.3	Timing of expenses
Total Expenditures	\$	(1.206)	(2.1)		\$	9.370	3.9	
Net Cash Variance	\$	(3.895)	(10.6)		\$	1.515	0.9	

(a) - Variance less than 5%

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

(\$ in millions)

	April 2017					Year-To-Date				
	Favorable (Unfavorable)					Favorable (Unfavorable)				
	Adopted Budget	Actual	Variance	Percent		Adopted Budget	Actual	Variance	Percent	
Receipts										
Farebox Revenue	\$ -	\$ (0.114)	\$ (0.114)	-	*	\$ -	\$ (0.837)	\$ (0.837)	-	*
Other Operating Revenue	0.083	(1.078)	(1.161)	*		0.123	(0.400)	(0.523)	*	
Capital and Other Reimbursements	0.456	0.370	(0.086)	(18.9)		1.766	0.404	(1.362)	(77.1)	
Total Receipts	\$ 0.539	\$ (0.822)	\$ (1.361)	*	*	\$ 1.888	\$ (0.833)	\$ (2.721)	*	*
Expenditures										
<i>Labor:</i>										
Payroll	\$ 0.844	\$ (0.961)	\$ (1.804)	*		\$ (4.539)	\$ 5.633	\$ 10.172	*	
Overtime	-	-	-	-		-	0.001	0.001	-	
Health and Welfare	(0.231)	(0.141)	0.090	38.9		(0.249)	(2.769)	(2.520)	*	
OPEB Current Payment	(0.103)	-	0.103	100.0		(0.152)	(0.599)	(0.447)	*	
Pensions	(0.165)	0.009	0.174	*		(0.209)	0.098	0.306	*	
Other Fringe Benefits	1.331	(1.327)	(2.658)	*		4.004	5.943	1.939	48.4	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	(0.031)	(0.031)	-		-	(0.378)	(0.378)	-	
Total Labor Expenditures	\$ 1.675	\$ (2.451)	\$ (4.126)	*	*	\$ (1.144)	\$ 7.928	\$ 9.072	*	*
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ (0.007)	\$ -	0.007	100.0		\$ (0.010)	\$ 0.001	0.011	*	
Fuel for Buses and Trains	(0.094)	(0.081)	0.013	13.8		(0.139)	0.087	0.226	*	
Insurance	(0.024)	0.471	0.495	*		(0.034)	(3.585)	(3.551)	*	
Claims	0.222	1.126	0.904	*		1.183	(0.161)	(1.344)	*	
Maintenance and Other Operating Contracts	(0.169)	(1.996)	(1.827)	*		(0.250)	(0.890)	(0.641)	*	
Professional Service Contracts	(0.108)	0.966	1.074	*		(0.160)	(0.585)	(0.425)	*	
Materials & Supplies	(0.219)	(0.404)	(0.184)	(84.0)		(0.323)	(1.353)	(1.029)	*	
Other Business Expenditures	(0.021)	0.048	0.069	*		(0.031)	0.381	0.413	*	
Total Non-Labor Expenditures	\$ (0.422)	\$ 0.130	\$ 0.551	*	*	\$ 0.234	\$ (6.105)	\$ (6.339)	*	*
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.										
	\$ 1.792	\$ (3.142)	\$ (4.935)	*	*	\$ 0.979	\$ 0.990	\$ 0.012	1.2	*
Depreciation Adjustment	4.278	5.080	0.802	18.7		17.652	19.995	2.343	13.3	
Other Post Employment Benefits	7.948	6.915	(1.033)	(13.0)		32.796	27.661	(5.136)	(15.7)	
GASB 68 Pension Adjustment	3.437	-	(3.437)	(100.0)		14.181	-	(14.181)	(100.0)	
Environmental Remediation	-	-	-	-		-	0.141	0.141	-	
Total Cash Conversion Adjustments	\$ 17.455	\$ 8.852	\$ (8.603)	(49.3)	*	\$ 65.608	\$ 48.787	\$ (16.821)	(25.6)	*

NOTE: Totals may not add due to rounding

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

	<u>April 2017</u>			<u>Year-to-date as of April 2017</u>		
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 17.678	\$ 16.560	\$ (1.118)	\$ 70.825	\$ 66.435	\$ (4.390)
Total Farebox Revenue	\$ 17.678	\$ 16.560	\$ (1.118)	\$ 70.825	\$ 66.435	\$ (4.390)
<u>Ridership</u>						
Fixed Route	10.001	9.869	(0.132)	41.818	39.773	(2.045)
Total Ridership	10.001	9.869	(0.132)	41.818	39.773	(2.045)

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

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	19	15	4	
Office of Management and Budget	14	11	3	
Technology & Information Services	-	-	-	
Material	17	16	1	
Controller	17	19	(2)	
Office of the President	6	5	1	
System Safety Administration	5	1	4	
Law	21	22	(1)	
Corporate Communications	-	-	-	
Labor Relations	4	4	-	
Strategic Office	26	17	9	
Non-Departmental	31	-	31	
Total Administration	163	113	50	Vacancies to be filled
Operations				
Buses	2,304	2,287	17	
Office of the Executive VP	4	5	(1)	
Safety & Training	29	105	(76)	Students in Training
Road Operations	121	120	1	
Transportation Support	22	25	(3)	
Operations Planning	33	31	2	
Revenue Control	30	25	5	
Total Operations	2,543	2,598	(55)	
Maintenance				
Buses	742	747	(5)	
Maintenance Support/CMF	255	244	11	
Facilities	81	66	15	
Supply Logistics	96	96	-	
Total Maintenance	1,174	1,153	21	Vacancies to be filled
Capital Program Management	37	24	13	
Total Engineering/Capital	37	24	13	Vacancies to be filled
Security	22	21	1	
Total Public Safety	22	21	1	
Total Positions	3,939	3,909	30	
Non-Reimbursable	3,899	3,875	24	
Reimbursable	40	34	6	
Total Full-Time	3,924	3,898	26	
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
APRIL 2017

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	67	49	18	
Professional, Technical, Clerical	72	64	8	
Operational Hourlies	24	-	24	
Total Administration	163	113	50	Vacancies to be filled
Operations				
Managers/Supervisors	307	307	-	
Professional, Technical, Clerical	51	54	(3)	
Operational Hourlies	2,185	2,237	(52)	
Total Operations	2,543	2,598	(55)	Students in Training
Maintenance				
Managers/Supervisors	228	222	6	
Professional, Technical, Clerical	28	29	(1)	
Operational Hourlies	918	902	16	
Total Maintenance	1,174	1,153	21	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	14	7	
Professional, Technical, Clerical	16	10	6	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	24	13	Vacancies to be filled
Public Safety				
Managers/Supervisors	17	17	-	
Professional, Technical, Clerical	5	4	1	
Operational Hourlies	-	-	-	
Total Public Safety	22	21	1	
Total Baseline Positions				
Managers/Supervisors	640	609	31	
Professional, Technical, Clerical	172	161	11	
Operational Hourlies	3,127	3,139	(12)	
Total Baseline Positions	3,939	3,909	30	

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

	April						April 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>	53,493	\$2.203	45,251	\$2.009	8,242	\$0.193	208,854	\$8.656	187,443	\$9.455	21,411	(\$0.799)
					15.4%	8.8%					10.3%	-9.2%
<u>Unscheduled Service</u>	11,562	\$0.513	11,352	\$0.496	210	\$0.017	45,786	\$2.071	45,309	\$2.030	478	\$0.042
					1.8%	3.3%					1.0%	2.0%
<u>Programmatic/Routine Maintenance</u>	24,091	\$1.055	24,919	\$1.154	(828)	(\$0.099)	97,544	\$4.079	98,807	\$4.757	(1,264)	(\$0.678)
					-3.4%	-9.4%					-1.3%	-16.6%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	-	0	\$0.000	0	\$0.000	0	\$0.000
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	15,818	\$0.801	22,908	\$1.032	(7,090)	(\$0.232)	61,248	\$3.134	82,018	\$3.549	(20,770)	(\$0.414)
					-44.8%	-29.0%					-33.9%	-13.2%
<u>Weather Emergencies</u>	3,013	\$0.106	169	\$0.008	2,844	\$0.098	18,652	\$0.748	33,510	\$1.575	(14,858)	(\$0.827)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	224	\$0.011	136	\$0.006	88	\$0.005	809	\$0.039	513	\$0.022	296	\$0.017
					39.2%	47.2%					36.6%	43.6%
<u>Other</u>	312	\$0.026	188	\$0.027	125	(\$0.001)	1,250	\$0.104	1,073	\$0.137	177	(\$0.034)
					*	*					*	*
Subtotal	108,514	\$4.714	104,923	\$4.732	3,591	(\$0.018)	434,143	\$18.831	448,673	\$21.525	(14,529)	(\$2.694)
					3.3%	-0.4%					-3.3%	-14.3%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
TOTAL OVERTIME	108,514	\$4.714	104,923	\$4.732	3,591	(\$0.018)	434,143	\$18.831	448,673	\$21.525	(14,529)	(\$2.694)
					3.3%	-0.4%					-3.3%	-14.3%

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)

	April			April Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	8,242 15.4%	\$0.193 8.8%	Increased Running Time	21,411 10.3%	(\$0.799) -9.2%	Increased Running Time
<u>Unscheduled Service</u>	210 1.8%	\$0.0 3.3%		478 1.0%	\$0.042 2.0%	
<u>Programmatic/Routine Maintenance</u>	(828) -3.4%	(\$0.099) -9.4%	Programatic/routine maintenance work and shop work	(1,264) -1.3%	(\$0.678) -16.6%	Programatic/routine maintenance work and shop work
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.0 0.0%		- 0.0%	\$0.000 0.0%	
<u>Vacancy/Absentee Coverage</u>	(7,090) -44.8%	(\$0.232) -29.0%	Vacancy and absence coverage	(20,770) -33.9%	(\$0.414) -13.2%	Vacancy and absence coverage
<u>Weather Emergencies</u>	2,844 *	\$0.098 *		(14,858) *	(\$0.827) *	Winter Storms mainly due to Stella in March and Niko in February and storm coverage requirements
<u>Safety/Security/Law Enforcement</u>	88 39.2%	\$0.005 47.2%		296 36.6%	\$0.017 43.6%	
<u>Other</u>	125 *	(\$0.001) *		177 *	(\$0.034) *	
Subtotal	3,591 3.3%	(\$0.018) -0.4%		(14,529) -3.3%	(\$2.694) -14.3%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%	
TOTAL OVERTIME	3,591	(\$0.0)		(14,529)	(\$2.7)	

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

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

Report



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through April 30, 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	\$113.6	\$67.9	60
Design Completions	\$104.9	\$33.2	32
Construction Awards	\$2,041.1	\$1,592.6	78
Substantial Completions	\$689.8	\$413.5	60
Closeouts	\$773.1	\$148.6	19

During April, NYCT awarded projects totaling \$1,021.4 million, including:

- Canarsie tunnel rehabilitation and coordinated improvements, which include ADA enhancements at 1st Avenue and Bedford Avenue Stations;
- package #2 of the Enhanced Stations Initiative for improvements at Broadway, 30th Avenue, 36th Avenue, and 39th Avenue Stations on the Astoria Line in Queens; and
- purchase of 110 compressed natural gas articulated buses for service on high-capacity routes system-wide.

During the same period, NYCT substantially completed projects totaling \$55.1 million, including:

- replacement of mainline track switches on the 6th Avenue Line in Brooklyn, as part of the Track and Switch Program; and
- rehabilitation of pumps at four locations on the Pelham and Jerome Lines in the Bronx and on the Lenox Line in Manhattan.

Also during April, NYCT started 13 design projects for \$8.2 million, completed nine design projects for \$15.4 million and closed out six projects for \$28.5 million.

Capital Program Status
June 2017
(April 2017)

During April, NYCT awarded \$1,021.4 million in projects, including \$645.5 million to address the rehabilitation of assets damaged in Superstorm Sandy and other critical capital program improvements in the vicinity of the Canarsie Tunnel in Manhattan and Brooklyn. This contract will address damage caused by Superstorm Sandy in the tunnel in order to improve service and reliability. Assets to be addressed include power distribution components, duct replacement, track, signal equipment, tunnel lighting, and fire systems. Replacement components will incorporate improved resiliency standards to mitigate future damage, including resilient cables and ducts and installation of a new discharge line. In addition, core capacity improvements will be performed to enable an increase in train throughput, and to improve accessibility and circulation. These improvements will involve station improvements at the 1st Avenue and Bedford Avenue Stations adjacent to the tunnel, including new stairways, and four ADA compliant elevators and other work to improve passenger flow, as well as, power system improvements, including, construction of a new substation at Avenue B, and composite contact rail. Lastly, critical state of good repair improvements will be made to fan control systems, concrete and steel tunnel defects, and additional track.

NYCT also awarded \$208.9 million for package #2 of the Enhanced Station Initiative for improvements at the Broadway, 30th Avenue, 36th Avenue, and 39th Avenue Stations on the Astoria Line in Queens. This contract will involve the redesign and renewal of the four stations: including concrete and steel repairs; mezzanine repairs; new façade walls, control area barriers, platform canopies, and windscreens; full and partial stair replacement including street stair canopies; LED lighting; installation of new passenger amenities, such as security cameras and digital information screens; and artwork. The Enhanced Station Initiative will transform 31 existing subway stations system-wide to improve the customer experience, address state of good repair and develop station aesthetics through design innovation. Package #1 was awarded in November 2016 to address three stations on the 4th Avenue Line in Brooklyn.

In addition, NYCT awarded \$104.2 million for the purchase of 110 60-foot low floor compressed natural gas articulated buses for service on high-capacity bus routes system-wide. These buses will replace end-of-life buses and will be designed to operate in revenue service for a minimum of 12 years or 500,000 miles. In addition, the buses will also be designed to comply with both Environmental Protection Administration (EPA) emission and Americans with Disabilities Act (ADA) Standards.

During April, NYCT substantially completed projects totaling \$55.1 million, including \$14.7 million for mainline switch replacement on the 6th Avenue Line in Brooklyn, as part of the Track and Switch Program. Switch replacement typically involves the replacement of existing turnouts, track switches, switch valves, connecting rails, ties, ballast, signal cables, including positive and negative connections, and any associated signal and equipment work.

NYCT also completed \$16.1 million for rehabilitation of pumps at four locations: Brook Avenue on the Pelham Line and Walton Avenue on the Jerome Line in the Bronx, and 146th and 148th Streets on the Lenox Line in Manhattan. Along with replacement of obsolete equipment, this project will include replacement of discharge lines, new power feeds, and improvements to the automatic alarm system.

Also during April, NYCT started 13 design projects for \$8.2 million, completed nine design projects for \$15.4 million and closed out six projects for \$28.5 million.

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

Projects Closed During April 2017
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Sandy Mitigation: Stairway Covers Marine Doors "A" Lower Manhattan - 6 Stations	\$3.48	\$3.51	4/2017	0
Station Component: 2 Locations / QBL	\$12.19	\$13.78	4/2017	0
Platform Components: 50 Street / 8th Avenue (Lower Level)	\$4.46	\$4.19	4/2017	0
Station Painting at Component Locations: 50 St / 8Av (LL)	\$0.79	\$0.79	4/2017	0
4 Street Stairs: Kings Highway / Culver [SBMP Tier 2]	\$3.21	\$3.22	4/2017	0
ISIM B-Division: Module 1 Train Tracking	\$2.97	\$2.98	6/2017	(2)

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

CAPITAL PROJECT MILESTONE SUMMARY
2017
(THROUGH APRIL 30, 2017)

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

April

Design Starts	\$12.0	13	\$8.2	13	68.4	100.0
Design Completions	22.7	10	15.4	9	67.9	90.0
Construction Awards	124.5	14	1,021.4	30	820.3	214.3
Substantial Completions	220.2	18	55.1	4	25.0	22.2
Closeouts	78.6	13	28.5	6	36.2	46.2

2017 Year-To-Date

Design Starts	\$113.6	86	\$67.9	42	59.8	48.8
Design Completions	104.9	69	33.2	28	31.7	40.6
Construction Awards	2,041.1	109	1,592.6	76	78.0	69.7
Substantial Completions	689.8	62	413.5	38	59.9	61.3
Closeouts	773.1	84	148.6	37	19.2	44.0

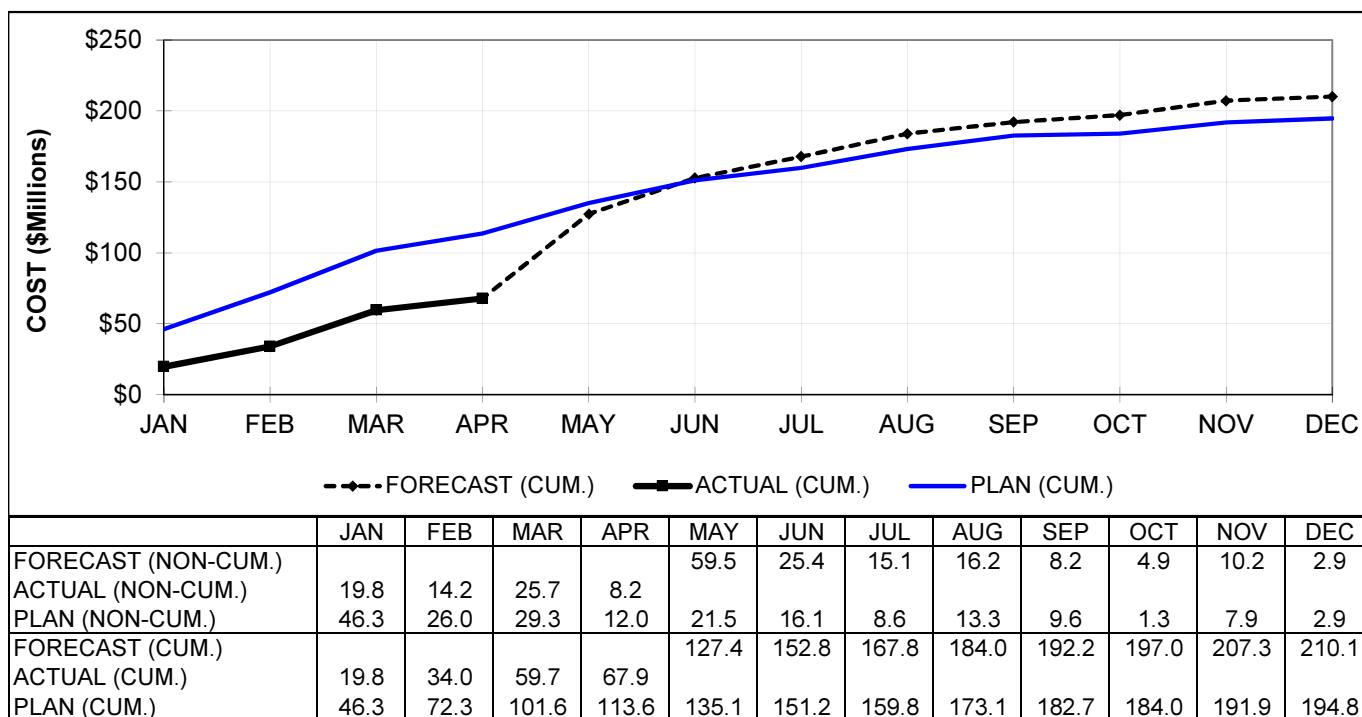
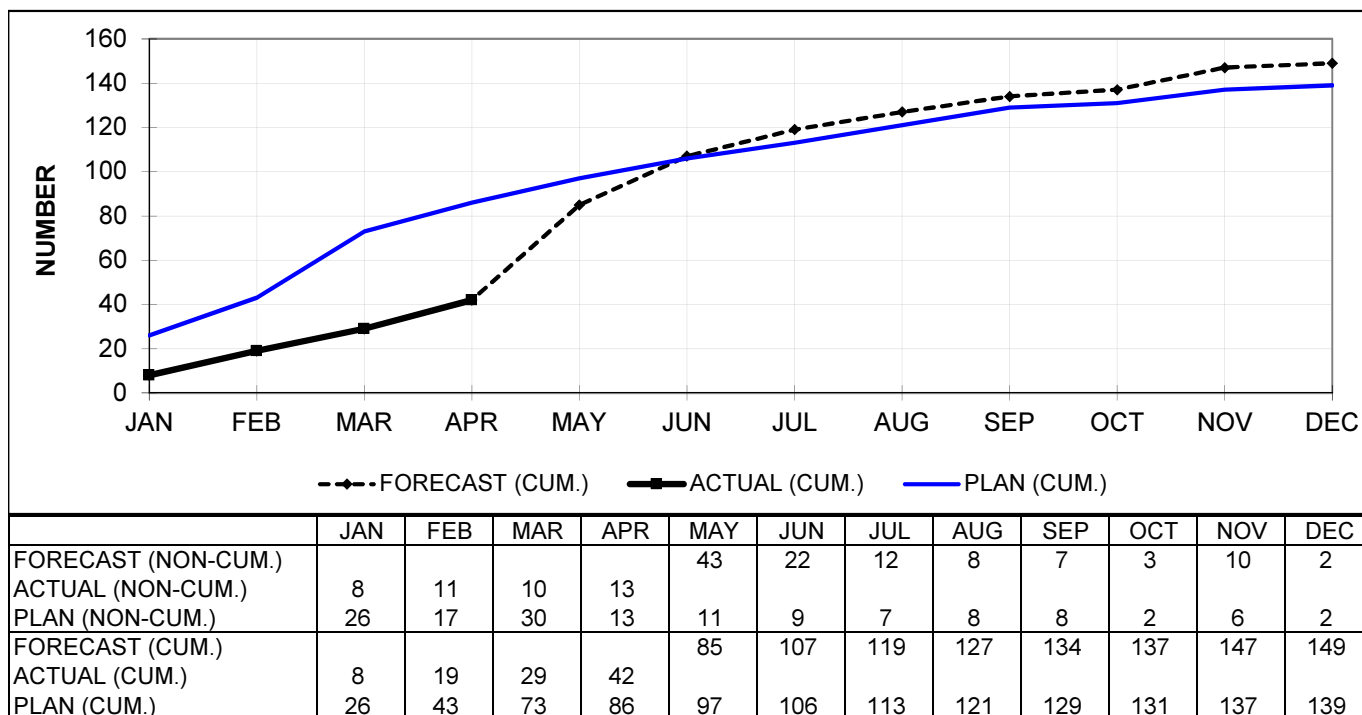
2017 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$194.7	139	\$210.2	149	107.9	107.2
Design Completions	297.3	196	286.6	194	96.4	99.0
Construction Awards	6,623.5	219	6,618.9	221	99.9	100.9
Substantial Completions	3,665.1	208	3,807.7	214	103.9	102.9
Closeouts	4,620.7	249	4,540.3	247	98.3	99.2

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

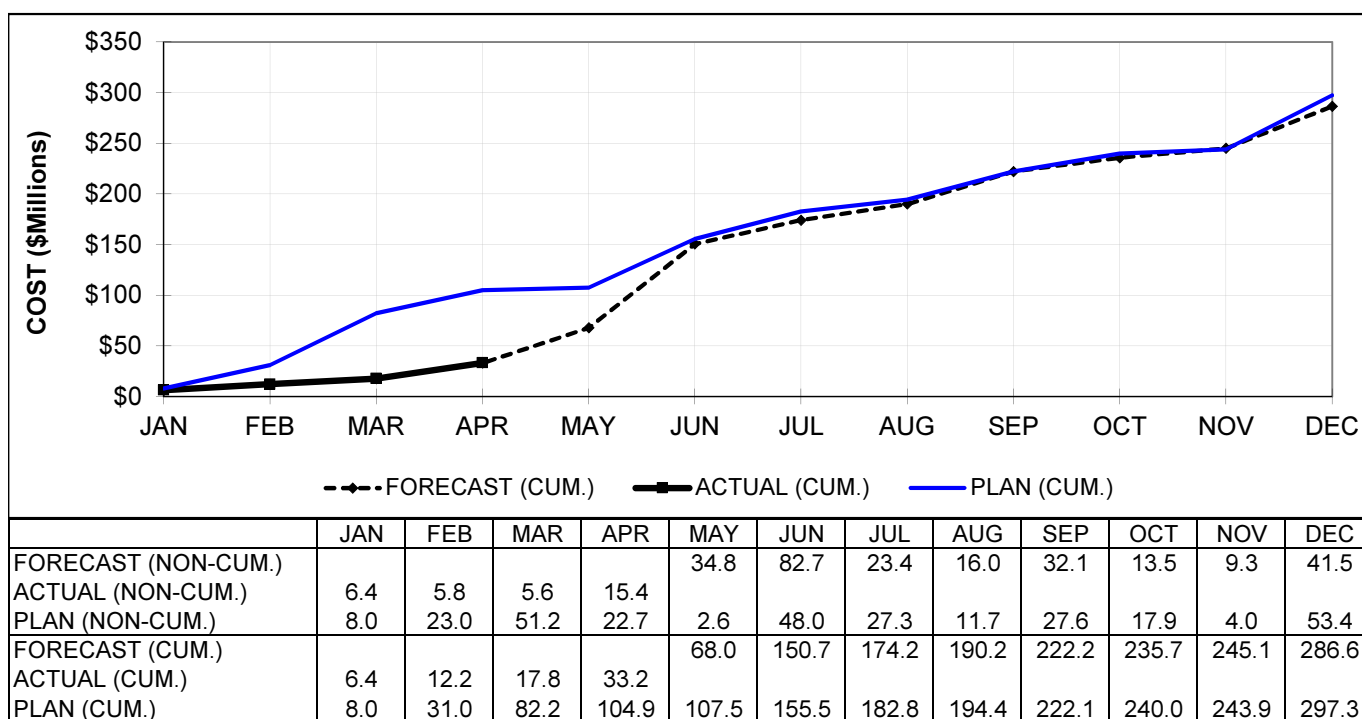
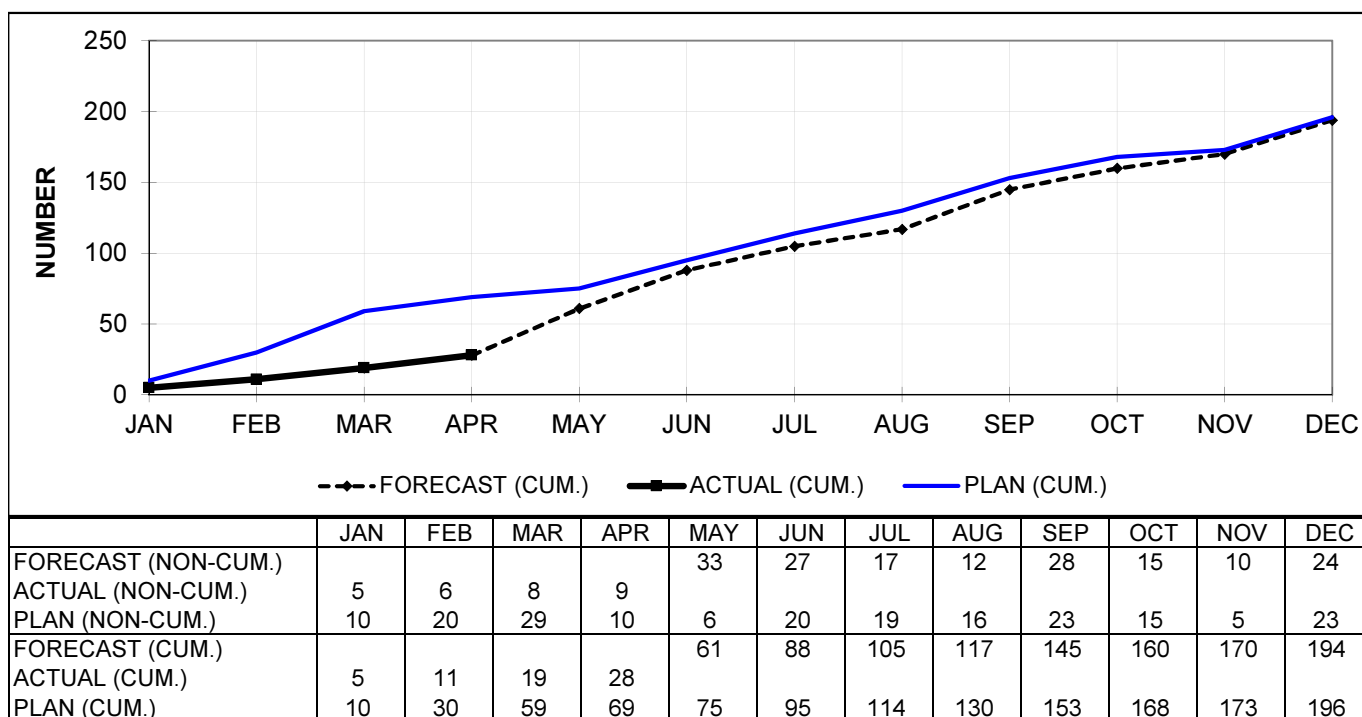
2017 Design Starts Charts

As of April 2017



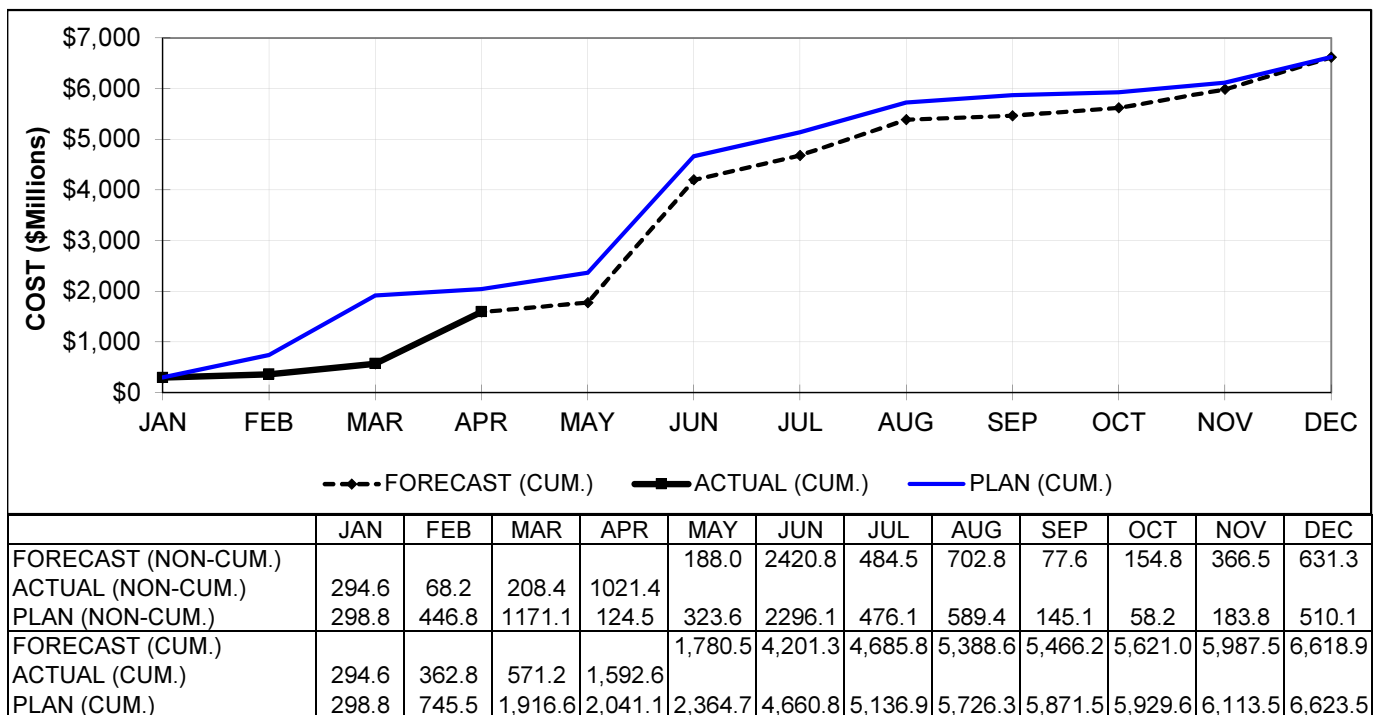
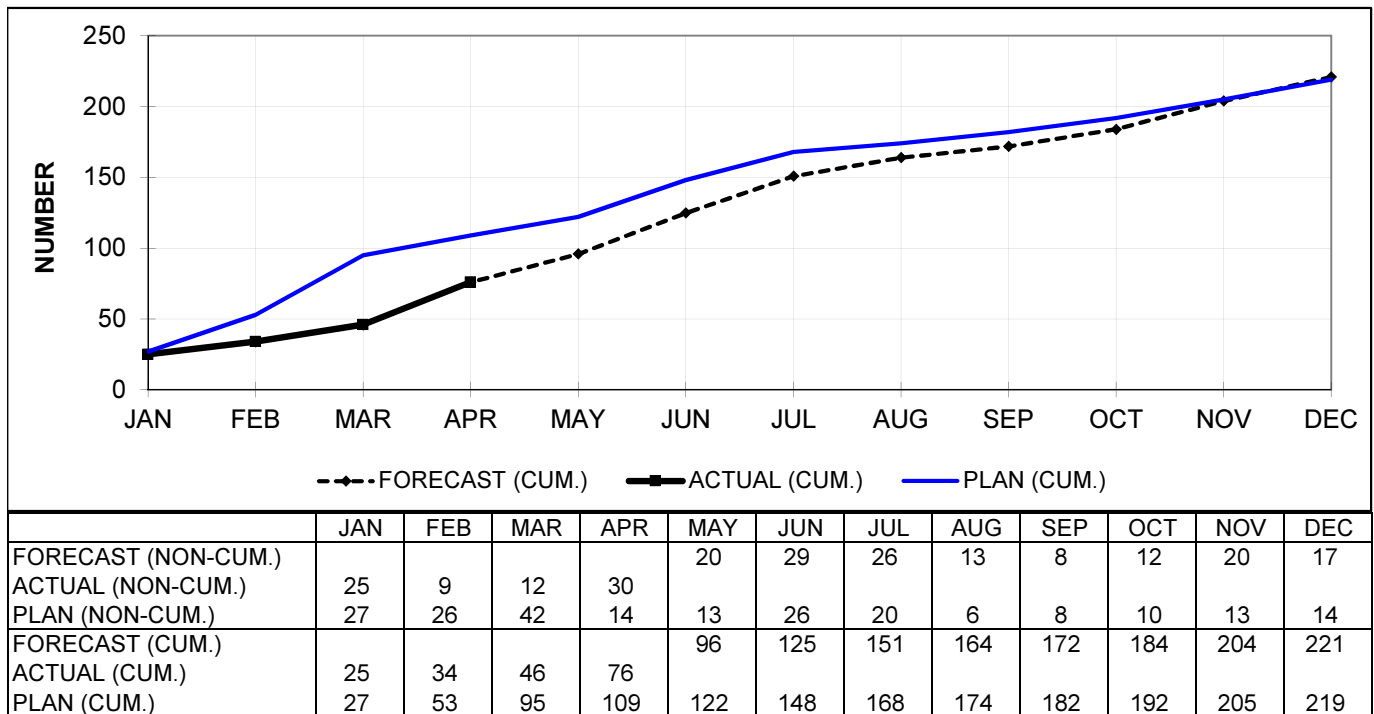
2017 Design Completions Charts

As of April 2017



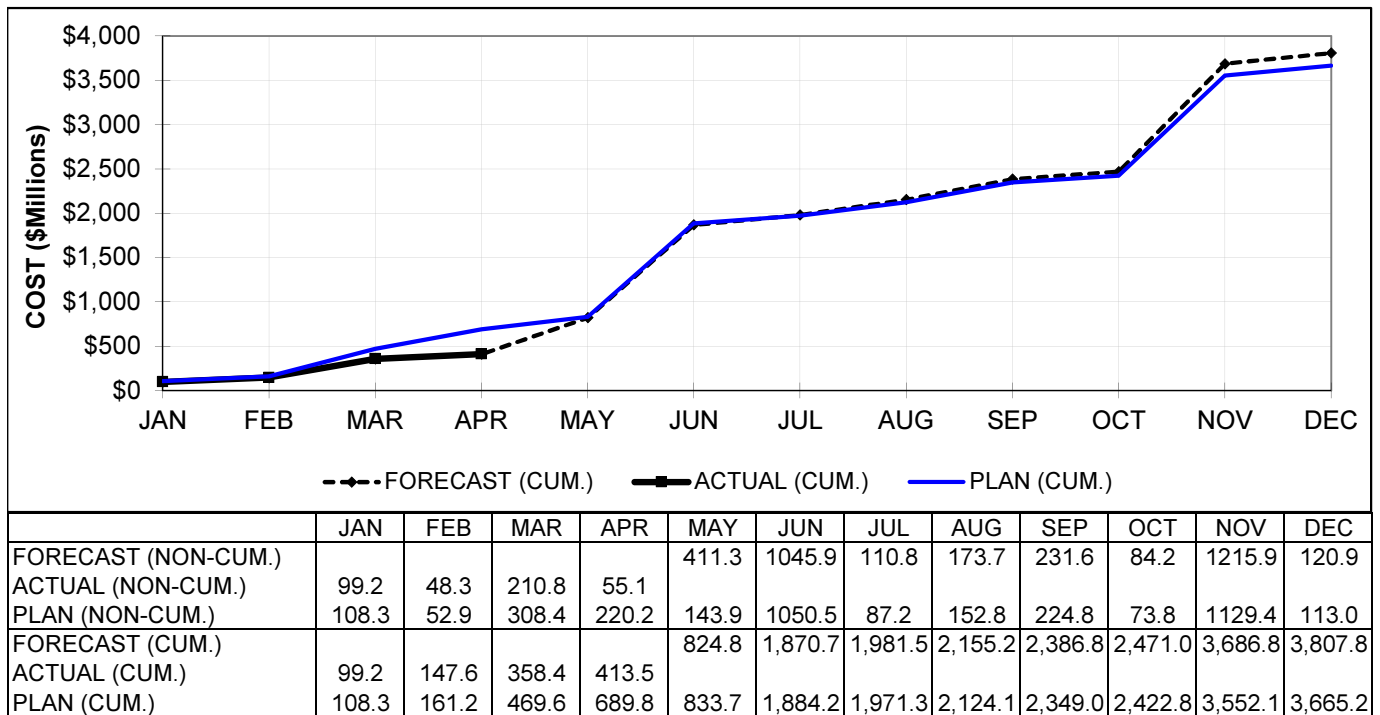
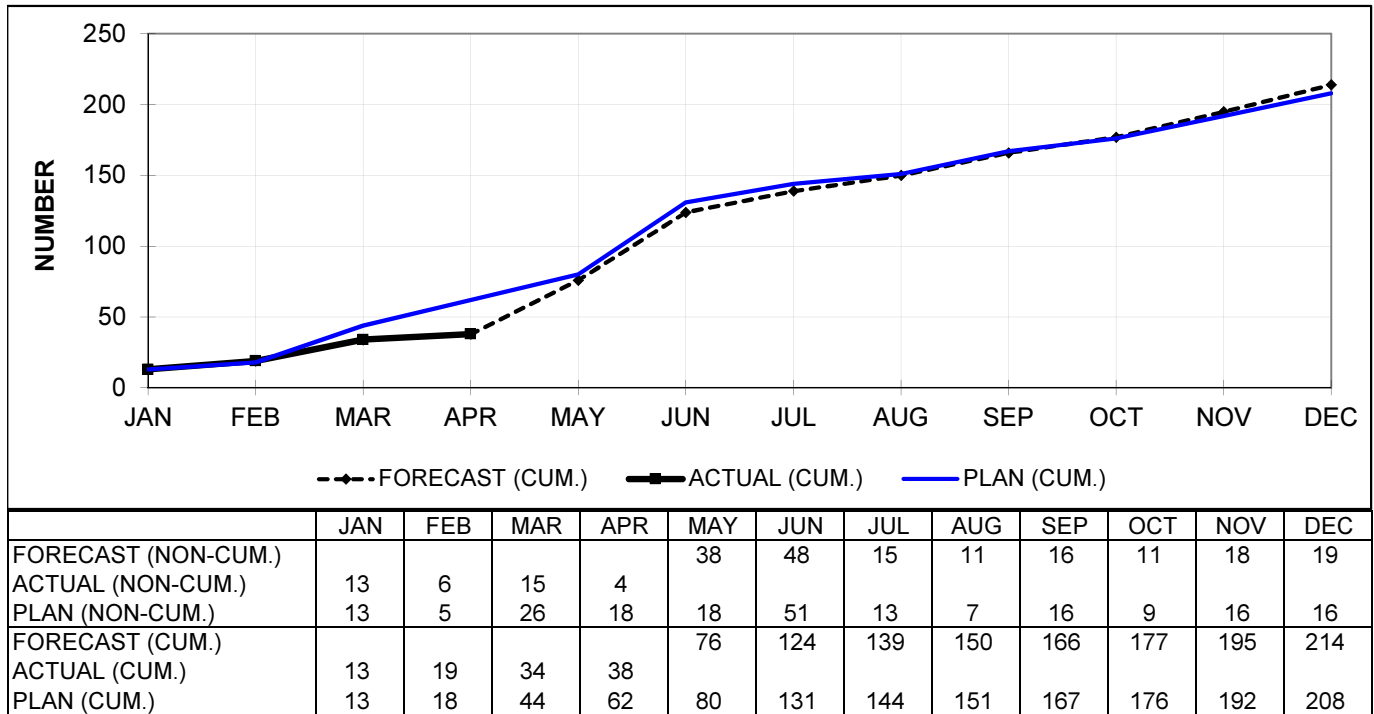
2017 Awards Charts

As of April 2017



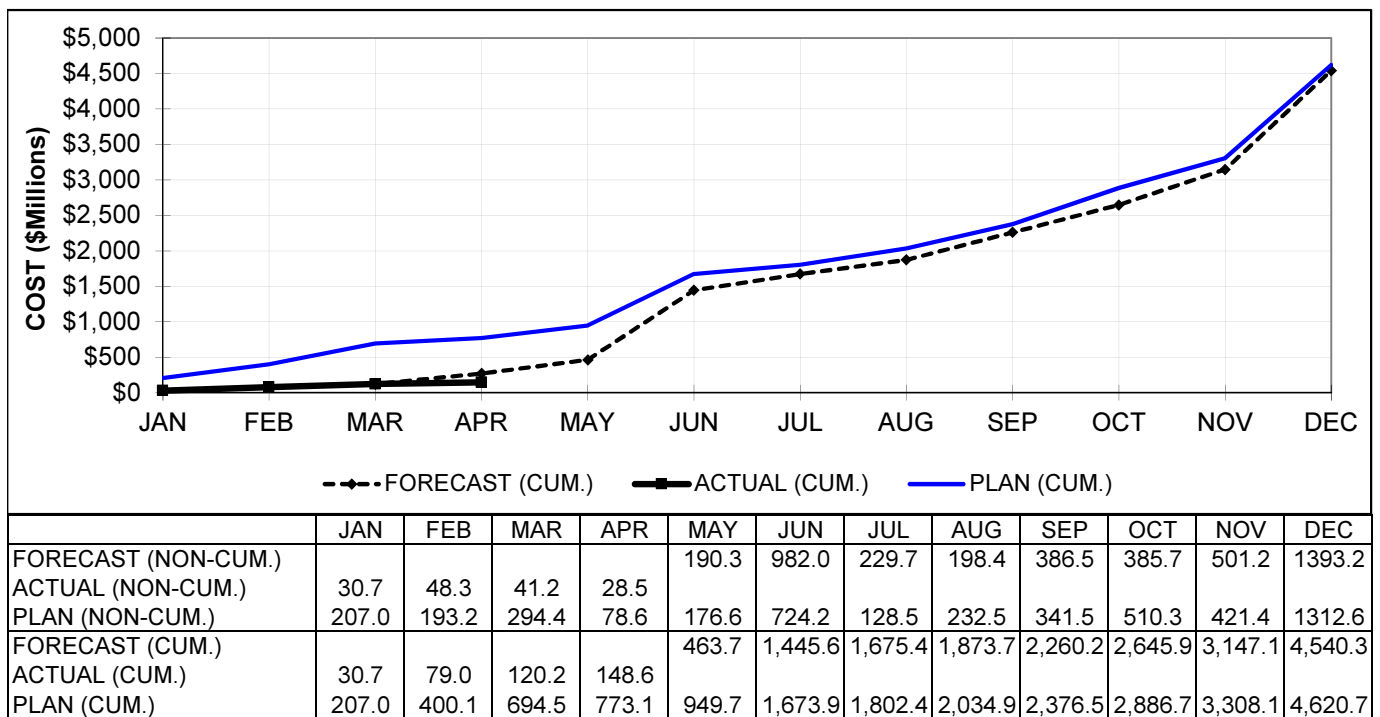
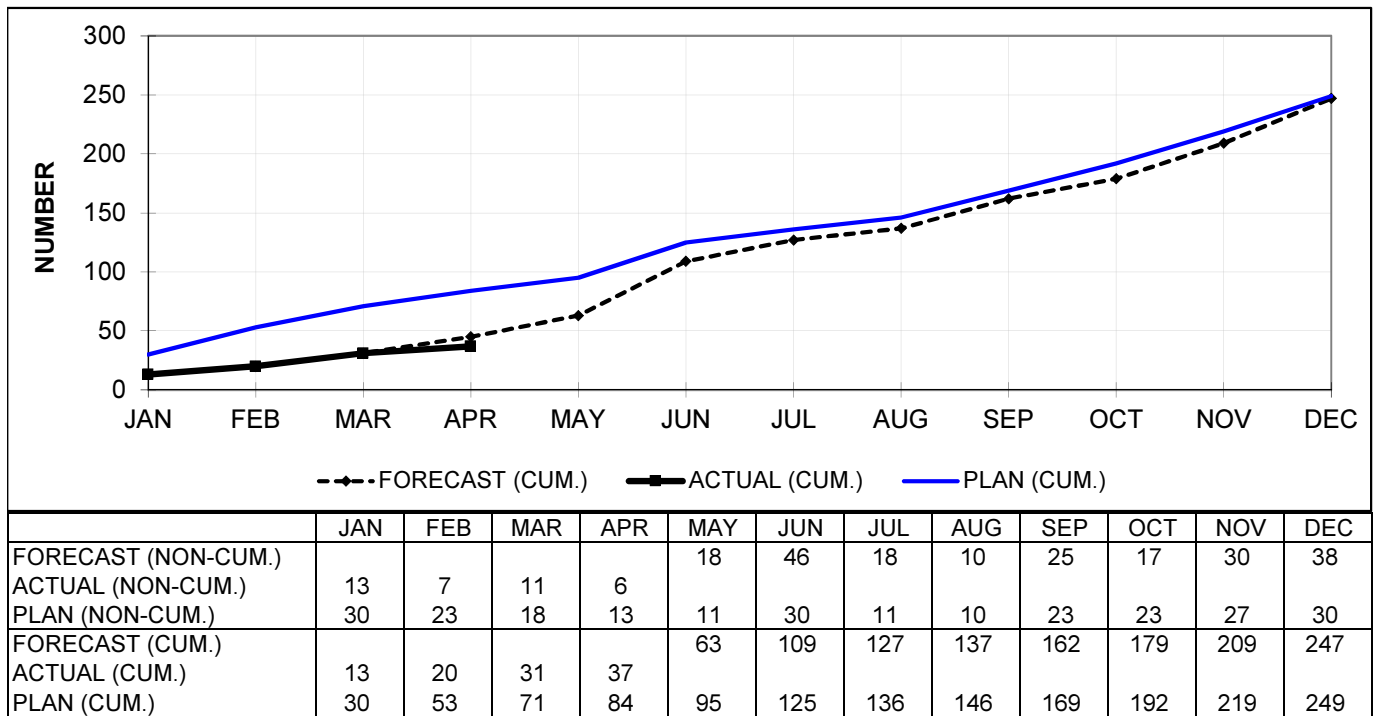
2017 Substantial Completions Charts

As of April 2017



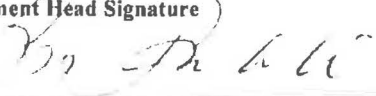
2017 Closeouts Charts

As of April 2017



PROCUREMENTS

The Procurement Agenda this month includes 8 actions for a proposed expenditure of \$78.5M.

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	6/19/17			
2	Board	6/21/17			

June 9, 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:

Schedules Requiring Majority Vote:

Schedule E: Miscellaneous Procurement Contracts	1	\$	2.5 M
• Michelin North America, Inc.	\$	2.5 M	
SUBTOTAL		1	\$ 2.5 M

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

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

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

<u>Procurements Requiring Two-Thirds Vote:</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)		2	\$ TBD M
<u>Schedules Requiring Majority Vote:</u>			
Schedule F: Personal Service Contracts		1	\$ 40.1 M
Schedule G: Miscellaneous Service Contracts		1	\$ 0.9 M
SUBTOTAL		4	\$ 41.0 M

MTA Bus Company proposes to award Competitive procurements in the following categories:

<u>Schedules Requiring Majority Vote:</u>			
Schedule I: Modifications to Purchase and Public Works Contracts		1	\$ 3.1 M
SUBTOTAL		1	\$ 3.1 M

MTA Capital Construction proposes to award Competitive procurements in the following categories: None**MTA Bus Company proposes to award Ratifications in the following categories: None****NYC Transit proposes to award Ratifications in the following categories:**

<u>Schedules Requiring Majority Vote:</u>			
Schedule K: Ratification of Completed Procurement Actions		1	\$ 1.2 M
SUBTOTAL		1	\$ 1.2 M

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

<u>Schedules Requiring Majority Vote:</u>			
Schedule K: Ratification of Completed Procurement Actions		1	\$ 30.7 M
SUBTOTAL		1	\$ 30.7 M
TOTAL		8	\$ 78.5 M

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

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

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

BOARD RESOLUTION

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

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

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: (i) the miscellaneous procurement contracts set forth in Schedule E; (ii) the personal service contracts set forth in Schedule F; (iii) the miscellaneous service contracts set forth in Schedule G; (iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; (v) the contract modifications to purchase and public work contracts set forth in Schedule I; and (vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.
7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.

JUNE 2017

LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

E. Miscellaneous Procurement Contracts

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

- | | | |
|--|---------------------------|--------------------------------------|
| 1. Michelin North America, Inc.
24-month contract
RFQ# 129206 | \$2,482,200 (Est.) | <u>Staff Summary Attached</u> |
|--|---------------------------|--------------------------------------|
- Test and evaluation agreement for the leasing of tires for revenue vehicles.

Schedule E: Miscellaneous Procurement Contracts



Item Number: 1

Vendor Name (Location) Michelin North America, Inc. (Greenville, South Carolina)		Contract Number RFQ 129206	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Leasing of Revenue Vehicle Tires		Total Amount: \$2,482,200 (Est.)	
Contract Term (including Options, if any) 24 months		Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		Requesting Dept./Div., Dept./Div. Head Name: Department of Buses, Stephen A. Vidal	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive			
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Test and Evaluate			

Discussion:

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to Public Authorities Law, Section 1209, Subdivision 9(d) to test and evaluate a new product and technology, evaluate the service and reliability of said product, and approve the award of a test and evaluate miscellaneous procurement to expire September 30, 2019, to Michelin North America, Inc. ("Michelin") for the leasing of revenue vehicle tires in the estimated amount of \$2,482,200. Michelin will be required to furnish tires on a lease basis, provide depot-based labor and material to service these tires, and to paint wheels through the term of the contract.

New York City Transit's Department of Buses ("DOB") and MTA Bus Company ("MTABC") currently lease tires for their revenue vehicles from The Goodyear Tire & Rubber Company ("Goodyear") under Contract 07E9693. This contract will expire September 30, 2019. A Request for Proposal ("RFP") will be solicited for a renewal contract in late 2018. In order to enhance competition as much as possible for this RFP, Procurement and DOB engaged in an extensive industry outreach to identify parties interested in proposing on the upcoming RFP including companies within the tire industry. The outreach also included municipalities and operating authorities that purchase or lease tires for their buses.

In addition to the incumbent Goodyear, two companies presently expressed interest in participating in the competitive RFP. Both companies, in order to conduct due diligence to be able to participate in a competitive solicitation, indicated the need to test their tires in the NYC Transit duty cycle. This strategy offers advantages to NYC Transit and the potential proposer. First, it allows DOB to evaluate alternate products available from the industry on a trial basis to test performance characteristics, while at the same time enhancing NYC Transit's opportunity to promote competition. Second, it gives a potential proposer actual operational experience resulting in the ability to offer a better-informed proposal on the upcoming RFP. Pursuant to that outreach, DOB is requesting that a Test and Evaluation Agreement be entered into with Michelin. The other potential proposer took material exceptions to several of the terms and conditions of this agreement, including responsible disposal of scrap tires. Additionally, the potential proposer required the ability to terminate the agreement unilaterally at any time. Its intransigence precluded it from participating in a test and evaluation at this time.

Under this agreement, Michelin will replace Goodyear for leasing and operating tires at two depots: Castleton in Staten Island and Mother Clare Hale in Manhattan. These locations were selected because in combination they operate a wide cross section of the bus fleet, including low-floor 40-foot buses, articulated buses, and high-floor over-the-road buses. This allows for the testing of a breadth of products, including standard and traction tires. Traction tires are composed of a softer rubber compound than a standard transit tire and are produced with a tread pattern designed to have a larger contact patch with the road in snow conditions, thus providing more traction than a standard transit tire in such conditions. Upon contract award, scheduled for September 2017, Michelin will replace the tire-servicing equipment as well as the tire inventory at each of the testing locations. Michelin plans to complete this conversion process within the first week of operations, at which time the evaluation period will commence. Goodyear will relocate its tire inventory to other locations within the system to be mounted on other buses.

Michelin will provide two full-time, fully trained service personnel (one for each depot), and wheel rim painting services utilizing the same specifications included in the current contract with Goodyear. The overall terms and conditions of this agreement are similar to the current contract with Goodyear.

The pricing for the agreement is comprised of three components: tire leasing, tire servicing, and wheel rim painting. Tire leasing is comprised of a rate per mile per tire; the tire servicing is a monthly labor rate per person; and wheel rim painting is a fixed price per rim. An analysis of the pricing offered by Michelin shows that it is 20.5% lower than the current pricing on the Goodyear contract, and 14.7% below DOB's in-house estimate. Procurement finds this price to be fair and reasonable.

Michelin is located in South Carolina, a Discriminatory Jurisdiction as identified within the New York State Omnibus Procurement Act of 1992 ("OPA"). A Discriminatory Jurisdiction is a jurisdiction that utilizes a preference mechanism to the detriment of business concerns outside of the Discriminatory Jurisdiction competing against business concerns located within that jurisdiction. OPA has a provision permitting award of contracts to businesses located in Discriminatory Jurisdictions when it is deemed to be in New York State's best interest to do so, provided that a waiver is granted. Pursuant to that provision, based upon the limited competition that exists within the marketplace the MTA Interim Executive Director has granted a waiver.

Having evaluated all the available facts, Procurement finds the proposal to be responsive, and the proposer responsible. DOB concurs with this determination and recommends award.

This contract is subject to review and approval of the Office of the New York State Comptroller, and award will not be made prior to its approval.

JUNE 2017

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.)

- | | | |
|---|-------------------------------------|---|
| <p>1. Contractor To Be Determined
 Contract Term To Be Determined
 Contract# R-32443</p> | <p>Cost To Be Determined</p> | <p><u>Staff Summary Attached</u></p> |
| <p>RFP Authorizing Resolution for the conversion of four R110A passenger cars into two pump cars and two generator cars.</p> | | |
| <p>2. Contractor To Be Determined
 Contract Term To Be Determined
 Contract# R-34255</p> | <p>Cost To Be Determined</p> | <p><u>Staff Summary Attached</u></p> |
| <p>RFP Authorizing Resolution for the purchase of 35 diesel locomotives with an option to purchase up to an additional 35 Diesel Locomotives.</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.)

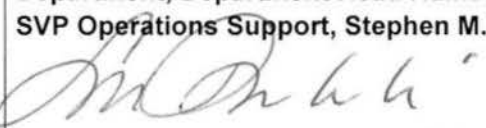
- | | | |
|---|-----------------------------------|---|
| <p>3. WSP USA, Inc.
 Four Proposals–60-month contract
 RFP# 112438</p> | <p>\$40,145,843 (Est.)</p> | <p><u>Staff Summary Attached</u></p> |
| <p>Worldwide Technical Inspection Services.</p> | | |

G. Miscellaneous Service Contracts

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

- | | | |
|--|-------------------------|---|
| <p>4. Geneva World Wide, Inc.
 11-month contract
 Contract# 18205</p> | <p>\$850,984</p> | <p><u>Staff Summary Attached</u></p> |
| <p>Written language translation services.</p> | | |

Staff Summary

Item Number 1			
Department, Department Head Name: SVP Operations Support, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Order	Approval
1	Materiel	6	President
2 X	Law	7	
3 X	Budget	8	
4 X	Subways	9	
5	EVP	10	

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	Contract No. R-32443
Description Conversion of Four R110A Passenger Cars into Two Pump Cars and Two Generator Cars	
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 type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate for a procurement that will provide for the conversion of four retired R110A passenger cars into two pump cars and two generator cars, and that it is in the public interest to issue a competitive request for proposals ("RFP") pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law.

DISCUSSION:

NYC Transit is desirous of utilizing the RFP process to solicit proposals and award a contract for the conversion of four R110A cars into two pump cars and two generator cars. The Contractor will also recondition eight NYC Transit trucks to be used with these pump and generator cars. Subdivision 9(f) of Section 1209 of the Public Authorities Law permits the Board to adopt a resolution declaring that competitive bidding is impractical or inappropriate because it is in the public interest to award a contract pursuant to an RFP. The purchase of the ten R110A cars was authorized by the Board in November 1989, and the ten cars entered service in mid-1993 as prototypes to test new technology (such as new propulsion and communications systems). They were never intended for long-term passenger service and were removed from service in the late 1990s.

The RFP process will allow NYC Transit to arrive at the best overall proposal through negotiations and evaluation based on criteria that reflect the critical needs of the agency. By utilizing the RFP process, NYC Transit will be able to (1) weigh factors such as overall quality of the proposer's technical qualifications and proposal, (2) negotiate specific contract terms, such as warranty and payment terms, delivery schedule, and overall project cost and value to NYC Transit, (3) negotiate technical matters as deemed appropriate, and (4) include any other factors that NYC Transit deems relevant to its operation.

In preparation for this RFP, NYC Transit conducted an outreach effort by advertising a request for expressions of interest. As a result, several interested companies have been identified and are expected to participate in this RFP. Upon completion of the RFP process, NYC Transit intends to obtain Board approval for the actual contract award.

NYC Transit's subway system includes 14 under-river tunnels (also referred to as tubes due to their cylindrical construction) that enable interborough travel, and also house critical equipment required for the system to function properly. During Superstorm Sandy, under-river tubes in the NYC Transit system were flooded, causing extensive damage to the tunnel and right-of-way equipment such as signal communications equipment, tunnel lighting, track, switches, and ties. At that time, NYC Transit had three pump trains that were utilized

Staff Summary

as part of the recovery efforts. These trains are each made up of one pump car, and three hose and reach cars. Because these pump trains are not self-propelled, a NYC Transit diesel locomotive is used to move them into flooded areas. Although flood resiliency measures have been undertaken by NYC Transit since Superstorm Sandy, there remains a need for pump trains.

As part of NYC Transit's future storm preparedness efforts and to increase its pumping capacity, after Superstorm Sandy, NYC Transit designed and built two pump trains (designated R32442) using in-house forces by converting NYC Transit R110A cars and existing flatcars to create these trains. Each R32442 pump train is configured in a four-car consist as follows: three hose and reach cars (converted R110A cars) and one pump car (a converted flatcar) that contains two diesel-driven pumps. One of the hose and reach cars in each consist contains a generator to power the ancillary equipment on the cars. Because the R32442 pump trains also are not self-propelled, a NYC Transit diesel locomotive is used to move them into flooded areas.

Under this current R32443 project, the pump and generator cars shall be configured from four R110A cars and eight NYC Transit trucks. These pump cars will contain pumps to remove water at a higher rate and volume than the R32442 pump trains. Each generator car will contain a diesel generator powerful enough to power all of the equipment in the entire R32443 consist (pump car, three hose and reach cars and generator car). The three hose and reach cars that will be part of each R32443 consist will be taken from each R32442 consist. The pump cars from the R32442 consist will be kept in reserve to backup and supplement, if necessary, the R32443 pump trains. As is the case with the other pump trains, a NYC Transit diesel locomotive will be used to move the R32443 pump trains into flooded areas.

NYC Transit's intention is to provide a pump train fleet that will be fitted with greater capacity pumping equipment. These two R32443 pump cars and generator cars will be added to NYC Transit's existing pump train fleet, thereby ensuring the availability of pump trains that can be used in emergency conditions impacting subway service, such as flooding due to water main breaks, to mitigate the effects of flooding on the system's infrastructure.

IMPACT ON FUNDING:

Funding for the conversion of four R110A passenger cars into two pump cars and two generator cars is available under Planning No. MW10-0930, Project PSE No. R32443, Primary MTA Project No. ET0603-17.

ALTERNATIVES:

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

RECOMMENDATION:

It is recommended that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate for the conversion of four R110A passenger cars into two pump cars and two generator cars, and that it is in the public interest to issue a competitive request for proposals pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law.

Staff Summary

Item Number 2			
Department, Department Head Name: SVP Operations Support, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Order	Approval
1	Materiel	6	President
2 X	Law		
3 X	Budget		
4 X	Subways		
5	EVP		

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	Contract No. R-34255
Description RFP Authorizing Resolution for the purchase of 35 diesel locomotives with an option to purchase up to an additional 35 Diesel Locomotives.	
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 type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate for a procurement that will provide for the purchase of 35 diesel locomotives with an option to purchase up to an additional 35 diesel locomotives, and that it is in the public interest to issue a competitive request for proposals ("RFP") pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law.

DISCUSSION:

NYC Transit is desirous of utilizing the RFP process to solicit proposals and award a contract for the purchase of 35 diesel locomotives with an option to purchase up to an additional 35 diesel locomotives. Subdivision 9(f) of Section 1209 of the Public Authorities Law permits the Board to adopt a resolution declaring that competitive bidding is impractical or inappropriate because it is in the public interest to award a contract pursuant to an RFP.

The RFP process will allow NYC Transit to arrive at the best overall proposal through negotiations and evaluation based on criteria that reflect the critical needs of the agency. By utilizing the RFP process, NYC Transit will be able to (1) weigh factors such as the overall quality of the proposer's technical qualifications and proposal, (2) negotiate specific contract terms, such as warranty and payment terms, delivery schedule, and overall project cost and value to NYC Transit, (3) negotiate technical matters as deemed appropriate, and (4) include any other factors that NYC Transit deems relevant to its operation.

In preparation for this RFP, NYC Transit conducted an outreach effort by advertising a request for expressions of interest. Several companies have been identified and are expected to participate in this RFP. Upon completion of the RFP process, NYC Transit intends to obtain Board approval for the actual contract award.

This procurement is for the replacement of 65 R37, R41, R43, R47, R52, R77, and R77E locomotives in the NYC Transit fleet, as well as the purchase of five additional locomotives for fleet growth. The 65 locomotives to be replaced have either exceeded or will soon reach the end of their useful life of 35 years. Locomotives are required to enable NYC Transit to support its own work requirements, such as supporting the in-house track construction and maintenance programs by transporting flatcars bearing materials to, and debris from, the work sites, and to provide support for work performed within the transit system by outside contractors.

Staff Summary

Page 2 of 2

In addition to flatcars, locomotives transport various other work cars throughout the transit system. For example, locomotives are used to move pump trains into flooded areas and snow throwers to areas that require snow removal.

IMPACT ON FUNDING:

Funding for the purchase of 35 diesel locomotives is available under Planning No. MW10-1516, Project PSE No. R34255, Primary MTA Project No. T71302-11. Funding for up to 35 additional diesel locomotives will be made available in the next Capital Plan.

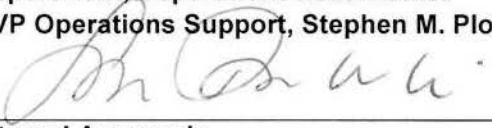
ALTERNATIVES:

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

RECOMMENDATION:

It is recommended that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate for the purchase of 35 diesel locomotives with an option to purchase up to an additional 35 diesel locomotives, and that it is in the public interest to issue a competitive request for proposals pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law.

Staff Summary

Item Number 3			
Department, Department Head Name: SVP Operations Support, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Order	Approval
1	Materiel	6	President
2 X	Law		
3 X	Budget		
4 X	DDCR		
5	EVP		

SUMMARY INFORMATION	
Vendor Name WSP USA Inc.	Contract No. RFP 112438
Description Consultant for Worldwide Technical Inspection Services	
Total Amount \$40,145,843	
Contract Term (including Options, if any) 60 Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input 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 checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain approval from the Board to award a five-year competitively negotiated contract to WSP USA Inc. ("WSP")¹ to provide worldwide technical inspection services in the estimated amount of \$40,145,843.

DISCUSSION:

NYC Transit requires a consultant to perform in-plant inspections of materials throughout the world before those materials are shipped, and to supply inspectors with multidisciplinary expertise that is not available in-house and who are required to travel throughout the United States and abroad. The inspections are required to ensure that materials and supplies purchased by NYC Transit, as well as those provided by contractors for capital projects, adhere to NYC Transit's specifications. In addition to in-plant inspections, WSP will develop inspection protocols (detailed scripts for determining whether materials comply with the specification requirements), perform quality audits of production processes, and prepare reports documenting and detailing compliance or noncompliance with material specifications. The types of material inspected under this contract include safety-sensitive materials and equipment such as (1) specially fabricated track work materials, (2) rails, railroad ties, and related products, (3) structural steel and other fabricated steel pieces, (4) electrical products, (5) signal and communications equipment, (6) paints and chemicals, and (7) other miscellaneous materials.

Prior to advertising the RFP, the Procurement team engaged in an extensive outreach effort to engineering firms, inspection firms, and nationally recognized testing laboratories. A Request for Proposal ("RFP") was advertised in August 2016 with selection criteria that included the relevant experience of the proposer's assigned personnel in providing material inspections and quality/technical audit services, relevant experience of the proposer with contracts of similar size and scope, proposer's transition plan, proposer's applicable resources and staff of qualified, available inspectors for the project, proposer's demonstrated understanding of the Scope of Work, the proposer's project management team, and overall project cost. Fourteen firms obtained the solicitation and 12 firms attended the pre-proposal conference. On October 13, 2016, four proposals were received from: HAKS Engineers, Architects and Land Surveyors, P.C. ("HAKS"); Intertek Technical Services, Inc. ("Intertek"); WorleyParsons of New York (doing business as "Advisian"), and WSP.

The Selection Committee ("SC") reviewed the proposals and recommended that all four proposers be invited for oral presentations.

¹ The proposed awardee initially proposed under the name Parsons Brinckerhoff, Inc. ("PB"). After receipt of proposals, PB changed its name to WSP USA Inc.

Staff Summary

Following oral presentations, in accordance with the evaluation criteria in the RFP, the SC recommended that Advisian and WSP be invited to negotiations. HAKS was not invited to negotiations primarily because it was unable to demonstrate sufficient experience of assigned personnel, including inspectors and the project management team. Intertek was not invited to negotiations because it was not able to provide inspectors with sufficient experience in adequate numbers and it did not demonstrate a thorough understanding of the scope of work.

Advisian was invited to negotiations due to the strength of its transition plan, its understanding of the scope of work, and its project management team. WSP was invited to negotiations because of its experience, the experience of its assigned personnel, and its understanding of the scope of work.

Negotiations with Advisian and WSP focused on pricing and contractual terms and conditions.

Following negotiations, Best and Final Offers (“BAFOs”) were requested, which were received on May 8, 2017. The results are summarized below:

Proposer	Initial Proposal	BAFO
WSP	\$42,373,833	\$40,145,843
Advisian	\$41,889,343	\$41,335,704

After reviewing the BAFOs, in accordance with the evaluation criteria in the RFP, the SC unanimously recommended WSP for award. WSP was unanimously determined to be the highest technically ranked proposer because it excelled with regard to the relevant experience of its assigned personnel in providing material inspections and quality/technical audit services and its experience performing inspections under the current Worldwide Technical Inspection Services contract, depth of resources to perform inspections, project management team, mastery of the scope of work and lower overall cost. WSP holds the current Worldwide Technical Inspection Services contract and has performed well. WSP has performed inspection services for various public agencies. References were provided and reference checks were performed for WSP and all were positive.

WSP’s BAFO was \$1.2 million less than Advisian’s BAFO. Through negotiations, savings of \$2.2 million (5%) were achieved vis-à-vis WSP’s initial proposal. The rates for this contract have increased on average 1.8% per year from the rates in the current contract. This compares favorably with the 3.5% current annual rate of increase in the Producer Price Index for engineering services. The final price has been found to be fair and reasonable based on the competitive nature of the RFP.

In connection with a previous contract awarded to PB², PB 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 Executive Director and Chief Executive Officer in consultation with the MTA General Counsel in March 2008. No new SAI has been found relating to PB or WSP and PB and WSP have been found to be responsible.

D/M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights (“DDCR”) has established goals of 15% MBE and 15% WBE for this contract. DDCR has approved the M/WBE utilization plan for WSP. WSP has achieved its M/W/DBE goals on previous MTA contracts.

IMPACT ON FUNDING:

Funding (non-reimbursable and reimbursable) is available in Materiel’s operating budget under RC 7820, General Ledger number 712542 and Function 880.

ALTERNATIVE:

None recommended. NYC Transit lacks staff with the necessary qualifications to perform these services.

² WSP acquired PB in October 2014. The SAI discussed in this paragraph pertained to PB and occurred prior to its acquisition by WSP.

Schedule G: Miscellaneous Service Contracts

Item Number: 4

Vendor Name (Location) Geneva World Wide, Inc. (New York, New York)
Description Written Translation Services for Paratransit
Contract Term (including Options, if any) July 1, 2017–June 2, 2018
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: Piggyback NYS DCAS contract

Contract Number 18205	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount (including options): \$850,984	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name Department of Buses, Stephen A. Vidal	

Discussion:

Approval of the Board is requested to piggyback the New York City Department of Citywide Administrative Services (“DCAS”) contract to award an estimated quantity contract for written language translation services for Paratransit for the period of July 1, 2017 to June 2, 2018, to Geneva World Wide, Inc. (“Geneva”).

The contract will be awarded pursuant to the All-Agency Service Contract Procurement Guidelines, Article XII - Miscellaneous, Paragraph H, which states that an Authority may contract for a service available through an existing contract between a contractor and the State of New York or the City of New York or another Authority. The best course of action and the most favorable pricing would be found by piggybacking an existing city or state contract, as pricing was based on far greater quantities of work than that of NYC Transit alone. Upon review of the DCAS and NYS Office of General Services contracts for written language translation services, Procurement determined that the DCAS contract had more favorable pricing. The contract will utilize existing DCAS Contract MMA1 857-20136200826, which was competitively solicited and whose pricing and other commercial terms specified in the contract have been deemed satisfactory.

Pursuant to Title VI of the Civil Rights Act and the Federal Transit Administration’s Title VI guidance, Paratransit provides to Limited English Proficient (“LEP”) individuals translations of certain written documents pertaining to the Paratransit services. Paratransit requested that this contract be put in place to provide written translations of information, communications, and documents distributed to LEP applicants and customers in their preferred language, including those documents which contain information on how to obtain or use Access-A-Ride services. These documents will be translated in a template format allowing them to be utilized again. This contract will also be utilized to translate documents related to Paratransit eligibility, services, and appeals submitted by LEP applicants and customers into English and, as required, to translate Paratransit’s replies into the source language. The DCAS contract provides written translation in 173 languages, which are separated into three tiers, and pricing is based on the number of words translated and by tier. Tier 1 is comprised of the six most frequently used languages in New York City including Chinese (Cantonese/Mandarin), French/Haitian Creole, Italian, Korean, Russian, and Spanish. Tier 2 is comprised of the 72 next frequently used languages, and Tier 3 is comprised of 95 rarely used languages, called “esoteric.”

Following the rules of the DCAS procurement, NYC Transit conducted a competitive mini-bid between the two awardees of the DCAS contract: Geneva; and Language Line Services, Inc. (“Language Line”). Geneva submitted the lowest pricing, resulting in a total bid amount of \$850,984 versus Language Line’s bid of \$932,157. Geneva’s pricing was found to be fair and reasonable.

The DCAS contract has a contract option not to exceed three years, which would extend the contract from June 2018 through June 2021. Should DCAS opt to exercise its option, Paratransit and Procurement will reevaluate the requirements for written translation services and perform a market survey to determine whether it is beneficial to continue piggybacking the DCAS contract. If it is deemed beneficial, Board approval to extend the term and fund the extension period for this contract will be sought at that time.

JUNE 2017

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Work Contracts

(Staff Summaries required for individual change orders greater than \$250K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$50K.)

- | | | |
|--|-------------|-------------------------------|
| 1. New Flyer of America, Inc.
Contract# B-40647.3 | \$3,147,699 | <u>Staff Summary Attached</u> |
|--|-------------|-------------------------------|

Modification to the contract to furnish and deliver 74 low-floor 40-foot buses with an option to purchase up to 30 additional buses; in order to incorporate three new technologies on 89 low-floor 40-foot CNG buses.

Schedule I: Modifications to Purchase and Public Work Contracts

Item Number: 1

Vendor Name (Location) New Flyer America, Inc. (St. Cloud, Minnesota)
Description Furnish and deliver 74 low-floor 40-foot CNG buses with an option to purchase up to 30 additional buses
Contract Term (including Options, if any) December 30, 2011–December 31, 2024
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 type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: MTA Bus Company, Stephen A. Vidal

Contract Number B-40647A	AWO/Mod. # 3
Original Amount:	\$ 31,588,939
Prior Modifications:	\$ 6,130,795
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 37,719,734
This Request:	\$ 3,147,699
% of This Request to Current Amount:	8.4%
% of Modifications (including This Request) to Original Amount:	29.4%

Discussion:

It is requested that the Board approve the award of this modification to incorporate three new technologies on 89 low-floor 40-foot CNG buses previously purchased from New Flyer America, Inc. (“New Flyer”) for MTA Bus Company. The total estimated amount of this modification is \$3,147,699.

The original contract, approved by the December 2011 Board, was awarded by NYC Transit on behalf of MTA Bus Company (“MTABC”) on December 30, 2011, to Daimler Buses North America, Inc. (“DBNA”) as a result of a federally funded, competitively solicited RFP for the purchase of 74 low-floor 40-foot CNG buses with an option to purchase up to 30 additional buses. The contract contained an option clause, whereby option buses could be ordered for up to five years post award.

On April 25, 2012, DBNA announced that it planned to stop production of transit buses and exit the transit bus manufacturing industry in North America. Subsequent to discussions between DBNA, NYC Transit, and MTABC, it was determined that it was in the best interest of all parties to assign the contract to New Flyer, the second-lowest proposer from the original solicitation. Modification No. 1 was awarded on July 12, 2012, in order to incorporate changes to the contract language, reflecting a credit of \$229,400, which was acceptable to all parties and helped facilitate the assignment of Contract B40647 from DBNA to New Flyer (B40647A) on July 25, 2012. Delivery of the 74 buses was completed in December 2012.

Modification No. 2, approved by the November 2012 Board, was awarded December 18, 2012, to exercise the contract’s option and purchase an additional 15 low-floor 40-foot CNG buses for MTABC for a total amount of \$6,360,195. Delivery of the 15 buses was completed in March 2013.

Under this modification, New Flyer will furnish and install three new technologies on the 89 CNG buses purchased under this contract: (1) Digital Information Screens (“DIS”) designed to provide audio/visual route and next stop information, planned and unplanned service advisories, as well as geographic specific advertising on screens throughout the bus, (2) Customer-Facing Wi-Fi (“Wi-Fi”), and (3) Automated Passenger Counters (“APC”) to accurately track boarding/alighting of passengers.

New Flyer submitted a proposal in December 2016. Negotiations were then conducted, the Statement of Work was updated to include one wide-screen monitor per bus to provide more space for customer-facing information, and the terms and conditions were finalized. Subsequent to these negotiations, New Flyer submitted its final price of \$3,147,699 on May 17, 2017. This final price is \$33,354 (1.0%) less than DOB’s estimate of \$3,181,053 and has been deemed fair and reasonable by the Cost/Price Analysis Unit, based on the results of a cost audit performed by MTA Audit Services.

The installation of DIS, Wi-Fi and APC will begin in September 2017 and is expected to be completed in February 2018.

JUNE 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.)

- | | | |
|-----------------------------|--------------------|--------------------------------------|
| 1. J-Track LLC | \$1,200,000 | <u>Staff Summary Attached</u> |
| Contract# A-37615.10 | | |

Modification to the contract to furnish and install stairwell flood protection devices; in order to furnish and install a Stairwell Flex-Gate flood mitigation device.

Item Number: 1

Vendor Name (Location) J-Track LLC (College Point, New York)
Description Furnish and install stairwell flood protection devices
Contract Term (including Options, if any) March 11, 2015–September 11, 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-37615	10
Original Amount:	\$ 11,322,920
Prior Modifications:	\$ 1,671,623
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 12,994,543
This Request:	\$ 1,200,000
% of This Request to Current Amount:	9.2%
% of Modifications (including This Request) to Original Amount:	25.4%

Discussion:

This retroactive modification is for furnishing and installing a Stairwell Flex-Gate ("Flex-Gate") flood mitigation device at the Bowling Green Station head house in Manhattan.

The original contract provides for furnishing and installing Flex-Gate flood mitigation devices at 23 stairwell entrances to six stations in Manhattan: Canal Street along the 7th Avenue, 8th Avenue, Lexington Avenue, and Broadway lines; Franklin Street along the 7th Avenue Line; and 145th Street along the Lenox Line. The Flex-Gate, manufactured by ILC Dover, allows the deployment of a tension fabric cover over the stairwell entrance in the event of a potential flooding situation.

This modification provides for the installation of a Flex-Gate at the stairwell entrance in the historic head house of the Bowling Green Station in Manhattan. Various types of flood mitigation devices were considered for this structure but were rejected because its installation would require unacceptable alteration to both the structure and surrounding sidewalks. The Flex-Gate design was eventually selected as the most acceptable stair flood mitigation device, however the selection and subsequent custom design for this historic location was not completed until after the contract was awarded.

The additional work includes: site preparation; custom design and fabrication; construction barricades; signage relocation; and installation. The work at the Bowling Green Station head house is more difficult and costly than the work at the other stations because the stairwell at the Bowling Green head house is twice as wide as the stairwells at the other stations, and therefore must be designed and constructed to hold twice the water weight. The Flex-Gate must then be installed indoors within the head house, with more difficult access and constricted working conditions. Installation is performed outdoors at the other locations.

J-Track's proposal was \$1,404,171. NYC Transit's revised estimate was \$1,155,974. Negotiations resulted in agreement on a lump-sum price of \$1,200,000. Savings of \$204,171 were achieved. The negotiated price was found to be fair and reasonable.

On November 30, 2016, the SVP, Capital Program Management approved a retroactive waiver and J-Track was directed to proceed.

In connection with a previous contract awarded to J-Track, J-Track 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 & Chief Executive Officer in consultation with the MTA General Counsel in July 2012. No new SAI has been found relating to J-Track, and J-Track has been found to be responsible.

JUNE 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.)

- | | | |
|--|---------------------|--------------------------------------|
| 1. WSP USA Inc. | \$30,701,298 | <u>Staff Summary Attached</u> |
| Contract# CM-1338.29 | | |
| Modification to the contract for Consultant Construction Management services on the Second Avenue Subway Project, Phase 1, in order to provide additional Consultant Construction Management services. | | |

Schedule K: Ratification of Completed Procurement Actions

Item Number: 1

Vendor Name (Location) WSP USA Inc. (New York, New York)
Description Consultant Construction Management Services for the Second Avenue Subway Project, Phase1
Contract Term (including Options, if any) May 31, 2007–December 31, 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 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:
Requesting Dept./Div., Dept./Div. Head Name: MTA Capital Construction, John N. Lieber

Contract Number CM-1338	AWO/Mod. # 29
Original Amount:	\$ 80,940,647
Prior Modifications:	\$ 89,545,278
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 170,485,925
This Request:	\$ 30,701,298
% of This Request to Current Amount:	18%
% of Modifications (including This Request) to Original Amount:	148.6%

Discussion:

This retroactive modification is for additional Consultant Construction Management (“CCM”) services for Phase 1 of the Second Avenue Subway (“SAS”) Project.

The CCM contract was awarded to Parsons Brinckerhoff (“PB”), now known as WSP USA Inc., (“WSP”) in May 2007. Initially, six construction contracts were planned for Phase I of the SAS project. It was subsequently decided by MTA Capital Construction (“MTACC”) to increase the number of contracts from six to ten in order to provide for smaller construction packages, which would in turn enhance competition and receive more favorable pricing. CCM services under this contract include the monitoring/managing of all construction activities such as (1) coordination with contractors and other agencies, (2) full-time on-site inspections and reporting non-conformances, (3) ensuring adherence to environmental specifications, (4) reviewing contractor submittals, and (5) performing administrative, payment, and scheduling services. Additional CCM services necessitated by the increased number of construction contracts and additional staffing support in newly identified areas were previously approved by the Board under Modifications 15 and 21. The Board also approved an extension of the contract term by an additional 36 months from December 28, 2014, to December 31, 2017.

During the second quarter of 2016, the SAS contractors began construction acceleration to achieve revenue service. In order to support this effort, CCM services were increased. In order to meet the deadline, contractors worked around the clock at the stations, at street level and in the tunnel. Accordingly, WSP performed CCM services by providing inspection staff to monitor all activities and assure that contract specifications were followed.

Under this modification, WSP will also provide CCM services to support post-revenue service construction work in the nonpublic areas, inspect completion of punch-list items, and perform closeout services. The projected staffing support under this modification ranges from approximately 130 FTEs per month in January 2017, gradually decreasing to 31 FTEs by December 31, 2017.

The contract budget was exhausted by early October 2016 due to the accelerated construction work. Retroactive memos, effective October 2016, were approved by the MTACC President to continue work pending negotiations and award of this modification. WSP’s initial proposal was in the amount of \$35,117,566. MTACC’s revised estimate was \$30,728,297. Negotiations with WSP resulted in a Best and Final Offer (“BAFO”) of \$30,701,298 or 12.6% lower than its initial proposal. WSP’s BAFO of \$30,701,298 was deemed fair and reasonable, and reflects \$4,416,268 in negotiated savings. WSP’s performance under this contract is being evaluated and to the extent that it is determined that credits are due back to the MTA they will be offset against future payments.

In connection with a previous contract awarded to PB¹, PB 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 Executive Director and Chief Executive Officer in consultation with the MTA General Counsel in March 2008. No new SAI has been found relating to PB or WSP and PB and WSP have been found to be responsible.

¹ WSP acquired PB in October 2014. The SAI discussed in this paragraph pertained to PB and occurred prior to its acquisition by WSP.

SERVICE CHANGES: M1 SERVICE REVISION

Service Issue

Lower Manhattan has limited bus options for north-south travel. Currently, customers travelling northbound in the Greenwich Village, Soho, Little Italy, Chinatown, and Civic Center neighborhoods only have bus options on 6th Avenue or Bowery/3rd Avenue, which are approximately one-half mile apart.

Extending the M1 route one and a half miles to Worth Street will address this gap. The M1 would be extended via Broadway southbound, eastbound on Worth Street, and northbound on Centre Street and Lafayette Street. Every other M1 trip would be extended on weekdays (from 6:00 a.m. to 8:00 p.m.) and every M1 trip would be extended on weekends. This extension would also respond to community requests for more north-south travel options below 8th Street.

A reconstruction project on Worth Street to replace utilities is in progress with an anticipated completion date of late-2018. As an interim measure, it is proposed to extend the route to Grand Street.

Recommendation

Extend every other weekday M1 trip (from 6:00 a.m. to 8:00 p.m.) and every weekend M1 trip from Astor Place to Grand Street until completion of the Worth Street Reconstruction Project. At the completion of the reconstruction project, the M1 would be extended to Worth Street.

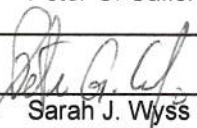
Budget Impact

The cost is estimated to be \$740,000 and is incorporated in the 2017 Operating Budget.

Proposed Implementation Date

September 2017.

Staff Summary

Subject	M1 Extension to Worth Street
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah J. Wyss

Date	June 1, 2017
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
8	Acting President 	4	Director OMB 
7	Acting Executive VP 	3	VP General Counsel 
6	Acting SVP Buses 	2	Acting VP GCR 
5	VP Corp. Comm 	1	Chief OP 

Purpose

To obtain presidential approval for, and to inform the New York City Transit and MTA Bus Committee of, a proposal to extend the M1 route from Astor Place to Worth Street via Broadway and Centre/Lafayette Streets.

Discussion

The M1 is a 7.7 mile (in one direction) north-south route that provides local and limited-stop bus service in Manhattan between West 147th Street and Astor Place via Lenox Avenue, West 139th Street, 5th Avenue, East 8th Street, 4th Avenue, Park Avenue South, and Madison Avenue. The M1 operates daily from 5:00 a.m. to 1:30 a.m. Limited-stop service is provided during weekday peak hours southbound from 7:00 a.m. to 8:30 a.m. and northbound from 4:30 p.m. to 6:30 p.m. The M1 serves approximately 11,000 daily riders.

Customers travelling northbound in the Greenwich Village, Soho, Little Italy, Chinatown, and Civic Center neighborhoods must walk to 6th Avenue or the Bowery/3rd Avenue for bus service, where the distance is approximately one-half mile. This gap was identified during outreach on the previous proposal to split the M5 into two routes (implemented in January 2017). While there is underlying subway service, Centre Street/Lafayette Street is a corridor with significant civic institutions and commercial uses but no bus service.

To address this gap in the bus network, it is proposed that the M1 be extended 1.5 (one and a half) miles to Worth Street. Southbound, the route would travel on Broadway, east on Worth Street, and north on Centre Street to terminate. Northbound, the route would continue on Centre Street and Lafayette Street to Astor Place. Every other M1 trip would be extended on weekdays (from 6:00 a.m. to 8:00 p.m.) and every M1 trip would be extended on weekends.

Staff Summary

This extension would provide connections to destinations in midtown and cultural institutions on the Upper East Side along Central Park. It would also respond directly to on-going community requests for a northbound bus travel option in the middle of Manhattan south of 8th Street.

A long-term reconstruction project on Worth Street to replace underground utilities will not make it possible to extend the M1 to Worth Street at this time. As an interim measure, it is proposed to extend the M1 to Grand Street. It is anticipated that the reconstruction project will be completed in late-2018 at which time the M1 can be fully extended to Worth Street.

Recommendation

Extend every other weekday M1 trip (from 6:00 a.m. to 8:00 p.m.) and every weekend M1 trip from Astor Place to Grand Street until completion of the Worth Street Reconstruction Project. At the completion of the reconstruction project, the M1 would be extended to Worth Street.

Alternatives to the Extension Proposal

1. *Do Nothing* – New York City Transit would lose the opportunity to address the need for increased north-south travel options in Lower Manhattan.
2. *Extend another route from Astor Place to Worth Street* – Other potential north-south routes include the M2, M3, or M101 but these routes are considerably longer than the M1 and extending them any further would lead to reliability issues on these routes.

Budget Impact

The cost is estimated to be \$740,000 and will be incorporated into the 2017 Operating Budget.

Proposed Implementation Date

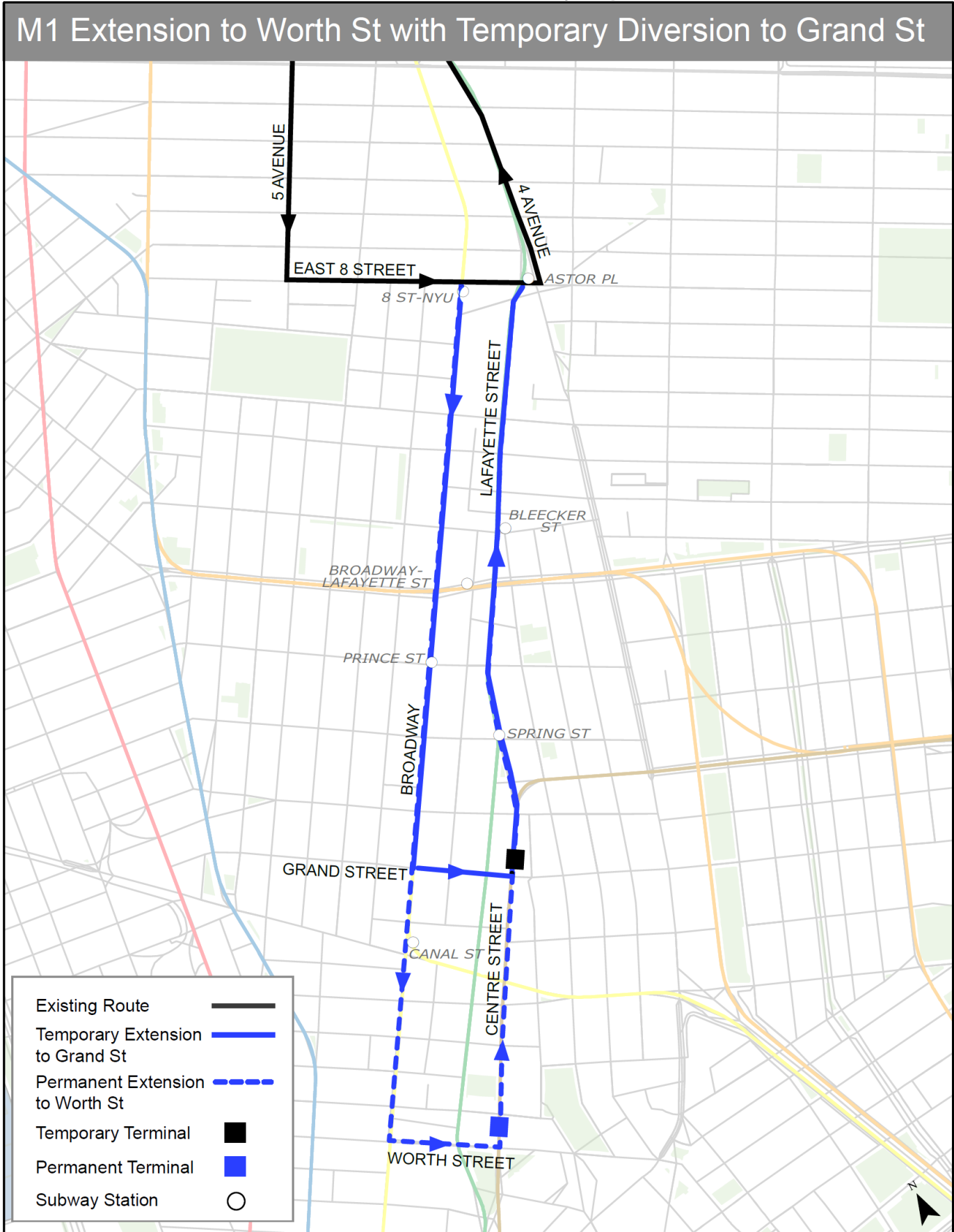
September 2017

Approved:



Darryl Irick
Acting President

Attachment 1 – M1 Extension to Worth Street via Broadway map



SERVICE CHANGES: BUS SCHEDULE CHANGES EFFECTIVE SEPTEMBER 2017

Service Issue

To ensure that bus schedules accurately match current rider demand and operating conditions as well as to ensure the NYCT has resources available where needed, schedules are regularly reviewed, evaluated and revised in order to provide passengers with the most efficient and effective service possible. NYCT routinely changes service to reflect changes in demand in compliance with MTA Board-adopted bus loading guidelines. These changes also address the need for running time adjustments to more accurately reflect observed traffic conditions. Traffic speeds, including bus speeds, have slowed in recent years and scheduled bus service must reflect the changing conditions.

Under the NYCT bus schedule review program all of the weekday NYCT express bus route schedules, approximately 50% of the weekday NYCT local bus route schedules and approximately 25% of the weekend NYCT local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the previous review. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

Recommendation

Forty-two bus schedule changes (on thirty-seven routes) are proposed for implementation in September 2017.

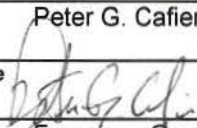
Budget Impact

A net savings of \$1.6 million is expected with the implementation of the September 2017 schedule changes. While a total of \$2.3 million is expected to be saved with the frequency changes, running time increases are estimated to cost \$700 thousand.

Proposed Implementation Date

September 2017.

Staff Summary

Subject	Bus Schedule Changes Effective September 2017
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Francisca Gomez

Date	June 1, 2017
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
8	Acting President 	4	VP General Counsel X 6/6/17
7	Acting Executive VP 		Director OMB 
6	Acting SVP Buses 		Acting VP GCRO 
5	VP Corp. Comm 	1	Chief OP 

Purpose

To obtain presidential approval for, and to inform the New York City Transit and MTA Bus Committee of bus schedule changes in response to changes in ridership and bus travel times which necessitate adjustments in scheduled levels of service and running times that more closely match operating conditions, and to balance resources throughout New York City.

Discussion

To ensure that bus schedules accurately match current rider demand and operating conditions as well as to ensure that MTA New York City Transit (NYCT) has resources available where they are most needed, schedules are regularly reviewed, evaluated and revised to provide passengers with the most efficient and effective service possible. NYCT routinely adjusts service to reflect changes in demand in compliance with MTA Board-adopted bus loading guidelines. These changes also address the need for running time adjustments to more accurately reflect observed traffic conditions. Traffic speeds, including bus speeds, have generally slowed in recent years and bus schedules must reflect these changing conditions.

Under the NYCT bus schedule review program all of the weekday NYCT express bus route schedules, approximately 50% of the weekday NYCT local bus route schedules and approximately 25% of the weekend NYCT local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the previous review. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

Forty-two bus schedule changes (on thirty-seven routes) have been identified for proposed changes in service levels and/or running times in September 2017 (see Attachment 1).

Staff Summary

1. Sixteen of the forty-two bus schedule changes contain increases in service frequency to meet MTA loading guidelines for bus operation.
2. Twenty-one bus schedule changes contain reductions in service frequencies to more closely align service with customer demand and to meet established bus loading guidelines.
3. Five bus schedule changes contain modifications in running times to improve reliability utilizing information on the latest available traffic conditions. Most of these changes reflect slower traffic speeds.

There are, as is typical with these regular service reviews, increases as well as decreases. Five schedules were revised to increase running time while maintaining frequency, aligning the schedule with observed travel times on these routes. All of these routes travel in commercial neighborhoods and have seen increases in congestion and decreases in traffic speeds. These changes are necessary to maintain reliability without reducing frequency (which would lead to overcrowding). In addition a number of routes require additional peak hour service to remain within MTA Board adopted bus loading guidelines. Buses and resources from routes where ridership has declined will be reallocated to provide additional service on these routes.

Recommendation

Implement the proposed changes on the forty-two bus schedules (on thirty-seven routes).

Alternative to the Proposed Service Change

Do nothing. NYCT would not make service level adjustments to better meet customer demand, make running time changes to more closely reflect existing conditions and support investments in other services.

Budget Impact

A net savings of \$1.6 million is expected with the implementation of the September 2017 schedule changes. While a total of \$2.3 million is expected to be saved with the frequency changes, running time increases are estimated to cost \$700 thousand.

Proposed Implementation Date

September 2017

Approved:



Darryl Irick
Acting President

**Attachment 1
September 2017 - Page 1**

The table below shows the headways and percent of guideline capacity at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B07**	12	10	109%	84%	20	20	58%	58%	15	15	78%	78%	20	15	114%	86%	0.0%
B09**	8	6	121%	97%	12	12	91%	91%	10	10	97%	97%	15	15	69%	69%	0.0%
B25	9	10	68%	83%	9	10	81%	94%	8	8	99%	99%	12	12	86%	86%	-3.6%
B36	4	4.5	86%	93%	10	9	107%	92%	7	7	78%	78%	9	9	75%	75%	-1.4%
B52	4	5	77%	89%	9	9	76%	76%	7	8	78%	88%	7	7	78%	78%	-3.6%
B61	8	9	70%	80%	12	12	72%	72%	9	10	72%	88%	12	15	55%	69%	-7.5%
B63	9	8	103%	90%	12	12	87%	87%	12	10	105%	81%	20	20	92%	92%	0.0%
B70	10	10	89%	89%	30	30	79%	79%	12	12	55%	55%	20	30	44%	67%	-1.6%
B83**	6	5.5	109%	99%	12	12	79%	79%	8	8	69%	69%	10	10	76%	76%	0.0%
M10	10	10	88%	88%	12	15	61%	76%	10	10	90%	90%	15	15	82%	82%	-7.3%
M22	8	9	65%	74%	20	20	40%	26%	12	15	43%	58%	20	30	56%	83%	-9.8%
M31	6	6	85%	85%	12	12	87%	87%	8	9	69%	79%	12	12	63%	63%	-6.2%
M42	3	3.5	69%	74%	9	9	89%	89%	5.5	7	68%	84%	15	15	75%	75%	-6.7%
M57	10	12	69%	90%	15	15	58%	58%	8	8	56%	78%	12	15	53%	67%	-13.8%
M66	4	4.5	75%	81%	10	10	82%	82%	3.5	4	76%	81%	10	10	90%	90%	-6.3%
M72	9	10	74%	89%	12	12	74%	74%	8	9	65%	75%	15	20	66%	88%	-5.7%
M98	10	12	63%	82%	-	-	-	-	12	15	69%	92%	12	15	56%	70%	-15.1%
M100	7	7	98%	98%	8	8	91%	91%	8	9	83%	95%	10	12	69%	83%	-3.4%
Q4 Local	9	9	83%	83%	12	12	85%	85%	10	10	73%	73%	9	10	70%	83%	-1.3%
Q4 Ltd	7	6	103%	93%	-	-	-	-	6	7	68%	75%	-	-	-	-	0.0%
Q31	8	8	97%	97%	20	20	64%	64%	9	9	69%	69%	20	20	64%	64%	+1.4%
Q43	3	2.5	119%	93%	9	9	91%	91%	3.5	4	73%	83%	6	6	81%	81%	-1.5%
Q84	6	5	117%	98%	15	15	78%	78%	10	10	69%	69%	10	12	57%	51%	-0.9%
Q85	8	8	87%	87%	9	9	90%	90%	9	9	77%	77%	10	10	92%	92%	+0.5%
Q85 Ltd	4	4.5	93%	100%	-	-	-	-	5.5	5.5	74%	74%	12	10	108%	58%	0.0%
S4090	10	10	89%	89%	15	15	92%	92%	15	12	111%	80%	20	15	133%	99%	+1.3%
S4696	12	10	111%	89%	15	12	114%	86%	12	10	79%	64%	12	10	105%	79%	+6.3%
S6191	30	20	161%	92%	15	15	68%	68%	30	30	136%	68%	30	15	165%	83%	+3.6%
SBS79	5.5	4.5	118%	100%	12	12	95%	95%	6	6	86%	86%	9	10	68%	81%	+1.6%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.

Routes with running time changes only - B65, Q5, S55

(**) Trip adjustment

Saturday	Morning				Midday				Afternoon				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route																	Change
Bx3**	12	9	136%	97%	7	7	73%	73%	7	7	74%	74%	7	8	64%	77%	0.0%
Bx12	12	12	43%	43%	12	12	54%	54%	12	12	53%	53%	10	12	34%	41%	-4.7%
Bx40/42**	12	12	69%	69%	12	12	68%	68%	10	12	59%	71%	12	12	54%	54%	0.0%
Q54	20	20	83%	83%	15	20	73%	97%	12	15	74%	93%	20	20	67%	67%	-7.4%
SBS79**	12	10	124%	93%	10	10	74%	74%	10	10	95%	95%	10	12	63%	84%	0.0%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.

Routes with running time changes only - B46

(**) Trip adjustment

Sunday	Morning				Midday				Afternoon				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B12	12	15	78%	97%	10	12	66%	79%	9	10	68%	80%	10	12	58%	69%	-15.9%
S48	30	30	83%	83%	30	20	115%	101%	15	15	77%	77%	30	30	97%	97%	0.0%
SBS79	12	15	75%	99%	12	12	69%	69%	9	10	49%	61%	15	15	93%	93%	-3.3%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.

Routes with running time changes only - B46

(**) Trip adjustment



SERVICE CHANGES: IMPLEMENT Bx6 SELECT BUS SERVICE

Service Issue

The Bx6 serves 24,000 daily riders and is a critical east-west connection across the South Bronx and Upper Manhattan. The Bx6 connects the dense neighborhoods of Hunts Point, Melrose, and Washington Heights. It serves as an important subway feeder to the **1 2 4 5 6 B C D** trains in addition to serving Yankee Stadium, the Bronx courthouses, and the Hunts Point food markets. In recent years, it has experienced significant delays and a lack of reliability.

Recommendation

Implement Bx6 Select Bus Service (SBS), which will stop only at high ridership stops and major transfer points, on 161st Street and 163rd Street in the Bronx and 155th Street in Manhattan. The remaining stops will continue to be served by the Bx6 local service, which will remain.

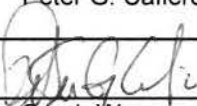
Budget Impact

Approximately \$4.12 million. This amount includes costs for fare machine maintenance, security, revenue collection, and bus service. This is included in the approved operating budget.

Proposed Implementation Date

Fall 2017

Staff Summary

Subject	Implement Bx6 Select Bus Service in the Bronx and Manhattan
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	June 1, 2017
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
8	Acting President 	4	Director OMB 
7	Acting Executive VP 	3	VP General Counsel 
6	Acting SVP Buses 	2	Acting VP 
5	VP Corp. Comm 	1	Chief OP 

Purpose

To obtain Presidential approval for and to inform the New York City Transit and MTA Bus Committee of a plan to implement Bx6 Select Bus Service in the Bronx and Manhattan. This staff summary also addresses the required schedule and fare collection changes.

Discussion

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

Making buses travel faster and more reliably is a goal for NYCT and NYC DOT. One way to do this is with SBS. There have been numerous public participation workshops regarding the development of the next series of SBS routes. The Bx6 serves 24,000 daily riders and is a critical east-west connection across the South Bronx and Upper Manhattan. It connects to the **1 2 4 5 6 B C D** trains, Metro-North, and twenty other bus routes, in addition to serving Yankee Stadium, the Bronx courthouses, and the Hunts Point food markets.

The Bx6 is a 6.3-mile route that provides local service in the Bronx and Manhattan. It travels between Washington Heights and Hunts Point via 155th Street, the Macombs Dam Bridge, 161st Street, 163rd Street, and Hunts Point Avenue. There is currently no limited-stop service on the Bx6, despite numerous bus stops with a high number of daily boardings.

The Bx6 SBS will introduce SBS stop spacing to bus stops on the route, supplementing existing Bx6 local service. The route has the characteristics of frequent service and heavy ridership needed to operate SBS service successfully. Market research has shown that customers view bus service with SBS stop spacing favorably, often perceiving a savings of approximately double the actual time saved. The Bx6 SBS will stop at all subway and Metro-North connections, as well as other high-ridership bus stops and important destinations. 72% of current Bx6 riders use future SBS stops, and they will benefit from faster trips due to greater stop spacing and off-board fare collection. Both SBS and local service will benefit from bus lanes and other traffic improvements that NYC DOT will install along the route.

Overall Bx6 frequencies (Bx6 SBS and Bx6 local combined) will be increased at times of day where fleet resources allow. In particular, trips will be added during weekday early mornings and evenings, and during weekends.

The eastbound Bx6 SBS will eliminate a circuitous route path between the Macombs Dam Bridge and Yankee Stadium. The Bx6 SBS will turn directly from the Macombs Dam Bridge onto 161st Street, matching the westbound route. This will provide Bx6 SBS riders with a faster trip between Manhattan and the Bronx. The eastbound Bx6 local will continue to serve Jerome Avenue.

The Bx6 SBS will serve the following stop locations as shown in Attachment 1:

Eastbound

157-10 Riverside Dr W
Edward M Morgan Pl/W 157 St
W 155 St/Amsterdam Ave
E 161 St/River Ave
E 161 St/Sherman Ave
E 161 St/Melrose Ave
E 161 St/3 Ave
E 163 St/Prospect Ave
E 163 St/Intervale Ave
E 163 St/Bruckner Blvd
Hunts Point Ave/Seneca Ave
Hunts Point Ave/Coster St
Halleck St/Spofford Ave (*drop off only*)
Halleck St/Food Center Dr (*drop off only*)
Halleck St/Viele Ave
Food Center Dr/Ryawa Ave
Food Center Dr/Farragut St
Food Center Dr/Hunts Point Market

Westbound

Food Center Dr Terminal
Halleck St/Food Center Dr
Halleck St/Spofford Ave
Hunts Point Ave/Spofford Ave
Hunts Point Ave/Seneca Ave
E 163 St/Southern Blvd
E 163 St/Intervale Ave
E 163 St/Prospect Ave
E 161 St/3 Ave
E 161 St/Melrose Ave
E 161 St/Sherman Ave
E 161 St/River Ave
W 155 St/Amsterdam Ave
W 157 St/Edward M Morgan Pl

Bx6 local bus stops will remain essentially unchanged.

As part of the 2017 implementation of Bx6 SBS, NYC DOT will install bus lanes on 161st Street and 163rd Street in the Bronx so that the Bx6 can avoid traffic congestion. NYC DOT will also build bus boarding islands on 161st Street at Sherman Avenue to improve ADA accessibility at these Bx6 bus stops. NYC DOT and the New York City Department of Design and Construction will build bus bulbs along the route in a later capital project, which will extend the existing sidewalk into the parking lane to meet offset bus lanes.

The Bx6 SBS will also include other features found on other SBS routes including off-board fare collection and specially branded buses. NYC DOT will install wayfinding signs with real-time bus arrival information at the majority of SBS stations.

NYCT and NYC DOT staff have attended approximately 20 community meetings on the Bx6 SBS project. Every affected Community Board has had at least one presentation, and elected officials and other stakeholders have been briefed. There has been thorough discussion of all the issues, and many points of concern have been addressed through changes to the project.

A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that the Bx6 Select Bus Conversion would not result in a disproportionate impact on either minority or below-poverty populations. The President has considered the analysis of this service change prepared in accordance with Title VI requirements, and has considered the impacts of this proposed change upon riders of mass transportation services, including minority and low-income users of such services.

Recommendation

In order to provide the fastest, most reliable bus service, implement SBS service on the Bx6, supplementing Bx6 local service.

Alternatives

1. *Do nothing.* If no action is taken, Bx6 bus service will continue to be slow and inefficient, discouraging ridership.
2. *Operate all Bx6 trips as SBS service.* While all Bx6 buses would continue to stop at all bus stops, there would not be the speed gains that SBS stop spacing would provide. In addition, the budgetary requirements for installing fare machines at all stops would be prohibitive.

Budget Impact

Implementation of Bx6 SBS will annually cost \$622,000 for maintenance of the fare machines, revenue collection will cost \$103,000, fare payment enforcement will cost \$1,500,000 (plus a one-time \$50,000 startup cost) and bus service cost will be \$1,890,000.

The increase in bus service cost is due to an increase of total Bx6 weekday trips from 443 to 496, of Saturday trips from 286 to 372, and of Sunday trips from 210 to 350.

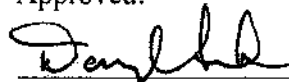
Staff Summary

These costs are included in the approved operating budget.

Implementation Date

Fall 2017

Approved:



Darryl Irick
Acting President





SERVICE CHANGES: **NYCT & BUS COMMITTEE NOTIFICATION**
SERVICE REVISION
Q23, QM12 & QM42 TRAVEL PATH LOOP
DIRECTION REVISION
in FOREST HILLS, QUEENS

SERVICE ISSUE:

The Q23 provides local bus service on weekdays, Saturdays and Sundays between Forest Hills and East Elmhurst in Queens, via the intermediate neighborhoods of Rego Park and Corona.

The QM12 and QM42 provide express bus service between Forest Hills, Queens, and Midtown, Manhattan. The QM12 and QM42 serve 6th Avenue and 3rd Avenue branches in Manhattan, respectively. Both routes operate weekdays, peak periods in the peak direction only.

The Q23, QM12 and QM42 currently travel south on Woodhaven Boulevard between Metropolitan Avenue and Union Turnpike as part of the one-way loop that constitutes the southern terminus of all three routes.

As part of the Woodhaven/Cross Bay Boulevard Select Bus Service project, the New York City Department of Transportation plans to ban the left turn from southbound Woodhaven Boulevard to eastbound Union Turnpike. This ban conflicts with the current Q23, QM12 and QM42 travel paths. A new travel path is required to serve the terminus at the Crescent Apartments building.

RECOMMENDED SOLUTION:

To continue to serve and provide transit connectivity for the Forest Hills - Crescent Apartments community, revise the travel path direction in Forest Hills by reversing the Metropolitan Avenue-Woodhaven Boulevard-Union Turnpike-71 Avenue-Metropolitan Avenue travel path one-way loop from the current counter-clockwise direction to a clockwise direction. Reversing the travel path loop would allow the Q23, QM12 and QM42 to continue to provide uninterrupted service to the same communities.

ESTIMATED IMPACT:


This revision would be cost neutral. The net result of this revision would be no change in operating cost, as the resulting travel loop would be the same length as the current.

PLANNED IMPLEMENTATION:

Fall 2017





Staff Summary

Page 1 of 3

Subject	Q23, QM12 & QM42 Travel Path Loop Direction Revision in Forest Hills, Queens
Department	Operations Planning
Department Head Name	Mark A. Holmes
Department Head Signature	
Project Manager Name	Julian Bautista-Rojas

Date	June 7, 2017
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
4	Acting President		6/8/17
3	Acting Executive Vice President		6/8/17
2	Acting VP, Govt. and Community Relations		6/7/17
1	Chief Officer, Operations Planning		6/7/17

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Committee of a recommendation to revise the current travel path direction of the Q23, QM12 and QM42 in Forest Hills, Queens by reversing the Metropolitan Avenue-Woodhaven Boulevard-Union Turnpike travel path loop from the current counter-clockwise direction to a clockwise direction.

DISCUSSION:

The Q23 provides local bus service on weekdays, Saturdays and Sundays at all times except late nights between Forest Hills and East Elmhurst in Queens, via the intermediate neighborhoods of Rego Park and Corona. The Q23 travels a one-way distance of approximately 6.75 miles, transporting approximately 16,750 passengers per weekday, 9,300 passengers per Saturday and 6,900 passengers per Sunday.

The QM12 and QM42 provide express, peak-direction bus service between Forest Hills, Queens, and Midtown, Manhattan. The QM12 and QM42 serve 6th Avenue and 3rd Avenue branches in Manhattan, respectively. The QM12 and QM42 operate on weekdays, from approximately 6:30 AM to 10:00 AM in the Manhattan-bound (westbound) direction and approximately 4:30 PM to 7:00 PM in the Queens-bound (eastbound) direction, and transports an average of 386 and 150 passengers per weekday, respectively.

Currently all trips of the Q23, QM12 and QM42 in Forest Hills travel between Metropolitan Avenue and Crescent Apartments travel via a Metropolitan Avenue-Woodhaven Boulevard-Union Turnpike-71 Avenue-Metropolitan Avenue one-way loop in a counter-clockwise direction. The current southern terminus of the Q23, QM12 and QM12 on Union Turnpike is adjacent to the Crescent Apartments building.

Staff Summary

Over the past few years, MTA Bus and the New York City Department of Transportation (NYCDOT) have been working to implement Select Bus Service (SBS) along the Woodhaven Boulevard and Cross Bay Boulevard corridor. As part of safety improvements and to provide a more consistent travel flow on Woodhaven Boulevard, NYCDOT will ban the left turn from southbound Woodhaven Boulevard to eastbound Union Turnpike. The Q23, QM12 and QM42 currently make this left turn, and therefore, their travel paths will consequently need to be revised.

To mitigate such impact, and to continue to serve and provide transit connectivity for the Forest Hills - Crescent Apartments community, it is recommended to revise the current Q23, QM12 and QM42 travel paths to reverse the Metropolitan Avenue-Woodhaven Boulevard-Union Turnpike-71 Avenue-Metropolitan Avenue one-way loop from the current counter-clockwise direction to a clockwise direction. See Maps 1 and 2. This travel path would allow the Q23, QM12 and QM42 to provide uninterrupted service to the same communities.

Under this revision, bus stops on Metropolitan Avenue would be relocated to the opposite sides of the street but would remain generally at the same intersections where they are currently located, thus minimizing the impact to customers. Additionally, for customers traveling on the Q23, loop privileges would be maintained, allowing customers to ride through the southern terminus to reach their destination on Metropolitan Avenue.

Currently NYCDOT is working closely with MTA Bus to design and construct a safe new terminus and layover location on the north side of Union Turnpike by the Crescent Apartments building. This new location would serve as the new Q23, QM12 and QM42 terminus and layover and is expected to be available in time for this revision in fall 2017.

RECOMMENDATION:

To continue to serve and provide transit connectivity for the Forest Hills - Crescent Apartments community, revise the travel path direction in Forest Hills by reversing the Metropolitan Avenue-Woodhaven Boulevard-Union Turnpike-71 Avenue-Metropolitan Avenue travel path one-way loop from the current counter-clockwise direction to a clockwise direction. Reversing the travel path loop would allow the Q23, QM12 and QM42 to continue to provide uninterrupted service to the same communities.

ALTERNATIVES:

Leaving the current Q23, QM12 and QM42 travel path in Forest Hills unchanged is not an alternative, as NYCDOT is banning the left turn from southbound Woodhaven Boulevard to eastbound Union Turnpike, currently used by the buses.

One alternative would be to find a new terminus in the vicinity of Metropolitan Avenue and to stop serving the Crescent Apartments building. This would forgo the opportunity to continue to serve and provide transit connectivity for the Forest Hills - Crescent Apartments community. Additionally, this is undesirable as bus operations at a new terminus in the Metropolitan Avenue area would be inconvenient for traffic in an already congested road.

Staff Summary

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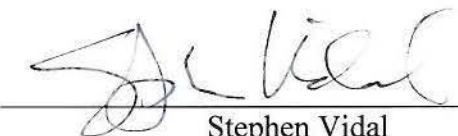
IMPACT ON FUNDING:

This revision would be cost neutral. The net result of this revision would be no change in operating cost, as the resulting travel loop would be the same length as the current.




IMPLEMENTATION:




Fall 2017

Approved:









Stephen Vidal
Acting President

 Current Q23 Bus Stop to Remain
  New Q23 Bus Stop to be Established
  Current Q23 Bus Stop to be Discontinued

 Current Q23 Travel Path to Remain
  Proposed Q23 Travel Path Direction
  Current Q23 Travel Path Direction to be Revised



 Current QM12/QM42 Bus Stop to Remain
  New QM12/QM42 Bus Stop to be Established
  Current QM12/QM42 Bus Stop to be Discontinued
  Current QM12/QM42 Travel Path to Remain
  Proposed QM12/QM42 Travel Path Direction
  Current QM12/QM42 Travel Path Direction to be Revised



Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>April 2016</u>	<u>April 2017*</u>	<u>Difference</u>
Cash	2.1%	2.0%	(0.1%)
Single-Ride Ticket	0.7%	0.8%	0.1%
Bonus Pay-Per-Ride	39.1%	39.8%	0.7%
Non-Bonus Pay-Per-Ride	5.0%	4.6%	(0.3%)
7-Day Farecard	22.4%	22.5%	0.0%
30-Day Farecard	<u>30.7%</u>	<u>30.3%</u>	(0.4%)
Total	100.0%	100.0%	

* Preliminary

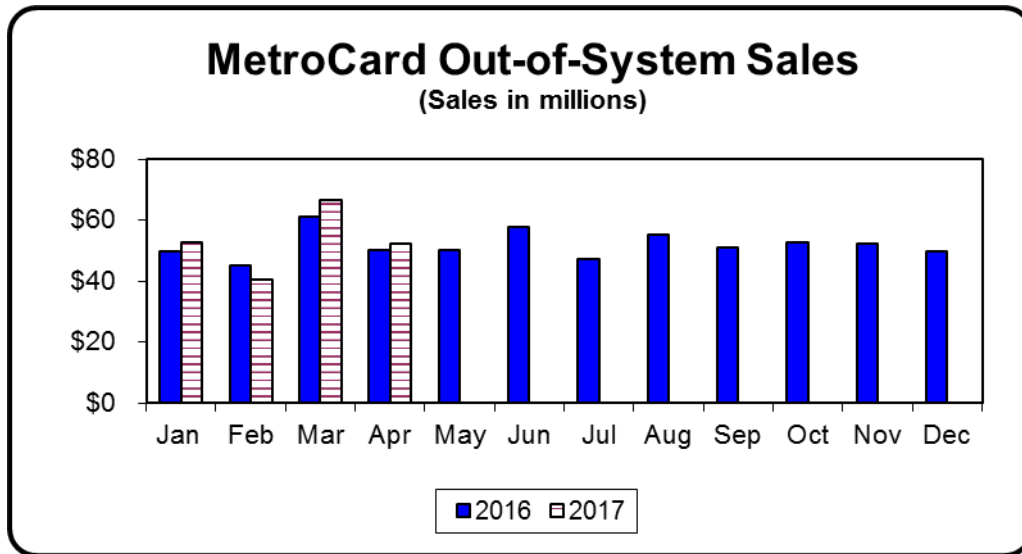
Note: Percentages may not add due to rounding.

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 April 2017 was 4,217, a 24.52 percent decrease from the same period last year. The average value of a credit issued was \$74.20.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$52.4 million in April 2017, a 4.1 percent increase compared to April of 2016. Year to date sales totaled \$212.1 million, a 2.6 percent increase compared to the same period last year.



Retail Sales

There were 4,328 active out-of-system sales and distribution locations for MetroCards, generating \$22.8 million in sales revenue during April 2017.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 148,770 MetroCards valued at approximately \$14.8 million were made in April 2017 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$99.23. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 114,027 for April 2017, generating an additional \$13.8 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$114.2 million, an 11 percent increase when compared to last year.

Mobile Sales Program

In April 2017, the Mobile Sales unit completed 185 site visits, of which 128 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$104,000 in revenue was generated. In April 2017, the Mobile Sales unit assisted and enabled 1,697 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as support at Howard Beach for “A” train closures (Queens).

Reduced-Fare Program

During April 2017 enrollment in the Reduced-Fare Program increased by 5,882 new customers. The total number of customers in the program is 1,077,822. Seniors account for 891,866 or 83 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 17 percent or 185,956 customers. Of those, a total of 39,319 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$8.3 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In April 2017, the EasyPay Reduced Fare program enrollment totaled 167,140 accounts. During the month, active EasyPay customers accounted for approximately 2.3 million subway and bus rides with \$2.4 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 April 2017, the EasyPay Xpress PPR program enrollment totaled 104,230 accounts. During this month, active Xpress PPR customers accounted for approximately 1.7 million subway, express bus and local bus rides with \$4.8 million charged to their accounts. Each active account averaged 22 trips per month, with an average monthly bill of \$60.

EasyPay Xpress Unlimited Program

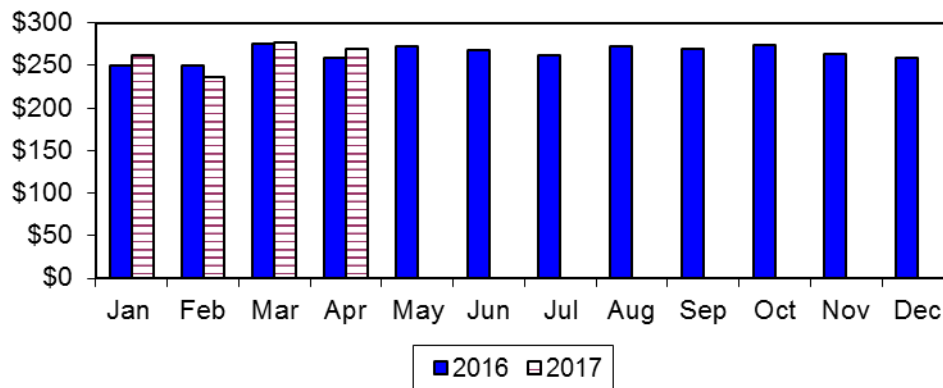
In April 2017, the EasyPay Xpress Unlimited program enrollment totaled 22,049 accounts. During this month, active Xpress Unlimited customers accounted for approximately 997,000 subway and local bus rides with \$2.4 million charged to their accounts. Each active account averaged 49 trips per month with a fixed monthly bill of \$121.00.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during April 2017 totaled \$268.7 million, on a base of 14.4 million customer transactions. This represents 1.6 percent decrease in vending machine transactions compared to the same period last year. During April 2017, MEMs accounted for 2,053,631 transactions resulting in \$55,441,396.00 in sales. Debit/credit card purchases accounted for 79.8 percent of total vending machine revenue, while cash purchases accounted for 20.2 percent. Debit/credit card transactions account for 56.9 percent of total vending machine transactions, while cash transactions account for 43.1 percent. The average credit sale was \$29.74, more than three times the average cash sale of \$8.72. The average debit sale was \$21.07.

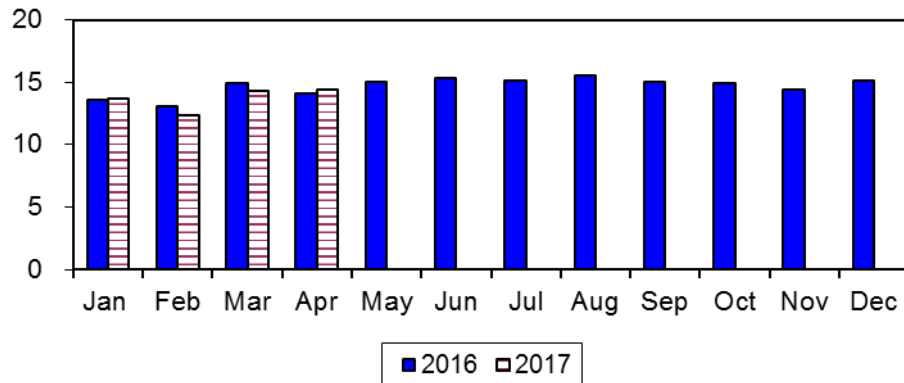
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)





Department of Law

130 Livingston Street – 12th Floor
Brooklyn, NY 11201

**STANDARD FOLLOW-UP REPORTS: TRANSIT RECIDIVISM REPORT
FOR MARCH – MAY 2017**

For the most recent three month period - March through May, 2017 - the following is a comparison of statistical transit recidivist arrest data relative to the prior three month period over which such data has been reported to New York City Transit by the NYPD Transit Bureau:

- Transit recidivist arrests for the most recent three month period totaled 55, which was an increase of 15 arrests over the prior three month period (in which there were 40).
- The bulk of the increase was accounted for by sex offense recidivist arrests, which totaled 27 for the three month period, compared to 15 such arrests for the prior period. There was an uncommon number of such arrests in March, 2017, which month alone accounted for 15 sex offense recidivist arrests.
- Index felony recidivist arrests for the recent three month period were similar in number to the prior three month period (27 versus 25 in the prior period), and grand larceny (16 arrests) and robbery (6 arrests) offenses continued to account for the vast majority (just over 80% in the most recent three month period) of index felony crime recidivist arrests.
- The Transit Law Department met with representatives of the Office of the Bronx District Attorney during the period to discuss the Transit Recidivism Initiative, and to review particular recidivist arrest cases being prosecuted in the Bronx that NYCT Law has requested receive particular focus and attention, based upon arrest history information pertaining to specific arrestees.
- The Initiative continued during the period to work cooperatively with the Manhattan, Kings and Queens DA's Offices, and their identified Transit Liaisons, in an effort to ensure appropriate prosecutorial attention is paid to identified transit recidivist cases.
- The Initiative is in the process of compiling sentencing data for all transit recidivist cases identified since the Initiative's commencement, for the purpose of opening up a discussion with administrative judges of the criminal courts concerning the persistence of recidivist subway crime and the need for effective criminal sanctioning of such recidivists upon conviction.

For further statistical information, see the Chart on the following page.

MTA NEW YORK CITY TRANSIT

TRANSIT RECIDIVISM REPORT

STATISTICAL SUMMARY : MARCH - MAY, 2017 UPDATE

	LAST 3 MONTHS (3/17-5/17)	PRIOR 3 MONTHS (12/16 - 2/17)	MONTHS TO DATE (8/16 - 5/17)	MONTHLY AVERAGE (10 months)
RECIDIVIST ARRESTS				
Index Felony Recidivist Arrests	27	25	84	8.4
Sex Offense Recidivist Arrests	<u>27</u>	<u>15</u>	<u>74</u>	<u>7.4</u>
Total Recidivist Arrests	54	40	158	15.8
DISTRIBUTION BY OFFENSE				
<u>Index Felonies</u>				
Grand Larceny	16	15	58	5.8
Robbery	6	9	19	1.9
Assault	4	1	5	0.5
Other	1		2	0.2
<u>Sex Offenses</u>				
Forcible Touch	14	5	34	3.4
Public Lewdness	10	5	21	2.1
Persistent Sex Abuse	3	5	16	1.6
Other			3	0.3
DISTRIBUTION BY COUNTY				
New York	37	24	104	10.4
Kings	12	8	31	3.1
Bronx	4	4	15	1.5
Queens	1	4	8	0.8

Source: NYPD Transit Bureau data reporting individuals arrested in Transit system for index felony crimes or sex offense crimes, where arrestee had a prior record of arrest in the Transit system for two or more index felony crimes or one or more sex offense crimes. Data reports are tracked monthly by NYCT, commencing August, 2016.

MTACC MONTHLY PROJECT STATUS REPORTS:

- **CORTLANDT STREET NO. 1 LINE STATION
RECONSTRUCTION**

Cortlandt Street No. 1 Line Station Reconstruction Active Construction Contracts

Report to the Transit Committee - June 2017

data thru May 2017; \$s in million

	Budget	Expenditures
Construction	\$ 136.6	\$ 49.8
Design/CPS	5.0	4.0
Construction Management	16.8	3.7
Total	\$ 158.4	\$ 57.4

	Schedule
Project Design Start	April-2015
Project Design Completion	July-2016
Project Construction Start	April-2015
Cortlandt Station Opening	December-2018

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Actual Award Date	Planned Completion at Award	Forecast Substantial Completion
Reconstruct Cortlandt Street Station Judlau Contracting, Inc.	117.7	104.1	13.6	42.1	Apr-2015	Feb-2018	Dec-2018

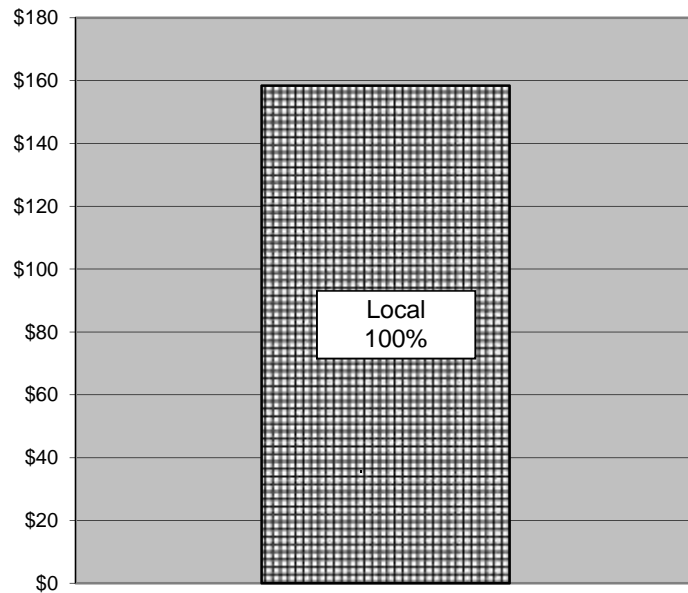
Cortlandt Street No. 1 Line Station Reconstruction Status

Report to the Transit Committee - June 2017

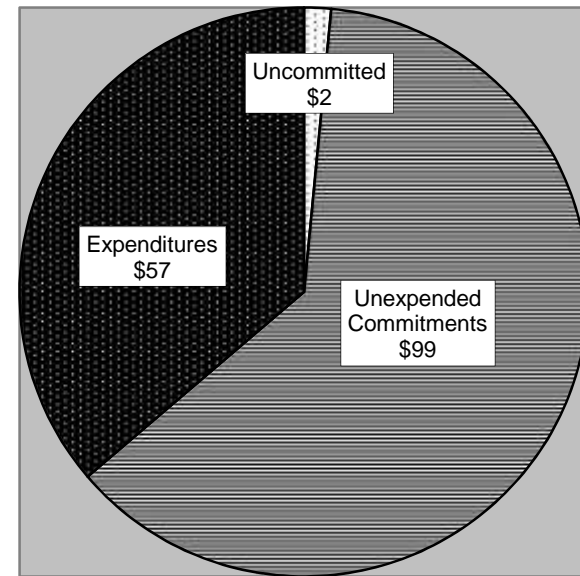
data thru May 2017

MTA Capital Program \$ in Millions	Funding Sources		Status of Commitments		
	Budgeted	Local Funding	Committed	Uncommitted	Expended
Total Authorized	\$ 158	\$ 158	\$ 156	\$ 2	\$ 57

Project Budget: \$158 Million



Commitments and Expenditures (\$ in Millions)



Cortlandt St. No. 1 Station Reconstruction Annual Cumulative Profile of Lost Time Injury Rates

