



Transit & Bus Committee Meeting

July 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, 7/24/2017

10:30 AM - 12:00 PM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – JUNE 19, 2017

Approval of Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 11

4. OPERATIONS PERFORMANCE SUMMARY

a. May Operations Report

May Operations Report - Page 19

5. FINANCIAL REPORTS

a. May NYCT Financial & Ridership Report

May NYCT Financial & Ridership Report - Page 59

b. May SIR Financial & Ridership Report

May SIR Financial & Ridership Report - Page 80

c. May MTA Bus Financial & Ridership Report

May MTA Bus Financial & Ridership Report - Page 91

d. Capital Program Status Report

Capital Program Status Report - Page 104

6. PROCUREMENTS

NYCT July Procurement Staff Summary and Resolution - Page 113

a. Non-Competitive

NYCT Non-Competitive Actions - Page 117

b. Competitive

NYCT Competitive Actions - Page 121

c. Ratifications

MTACC Ratifications - Page 131

7. ACTION ITEM For Approval

a. Lexington Avenue Subway Line Emergency Ventilation Plant

Lexington Avenue Subway Line Emergency Ventilation Plant - Page 134

8. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 148

9. MTACC Report

a. MTACC Report

MTACC Report - Page 152

**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
June 19, 2017**

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

The following Members were present:

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

The following Member was absent:

Hon. John Samuelson

Also present were:

James E. Vitiello, Board Member
Darryl Irick, Acting President, New York City Transit
Craig Cipriano, Acting Executive Vice President
Peter Cafiero, Chief, Operations Planning
Robert Diehl, Acting Vice President, Security
Joseph Fox, 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

Janno Lieber, Chief Development Officer, MTA Capital Construction

I. Chair Ferrer opened the meeting.

II. Public Speakers

Jason Anthony Pineiro spoke in support of the proposal to extend the M1 bus route, adding that he believed the M101 and M102 routes should be extended as well. Mr. Pineiro also commented on the need to address problems in the transit system overall and expressed his hope that improvements in the Access-A-Ride program would be forthcoming.

Howard Birnbaum recommended that the Q23, QM12 and QM42 bus stops at 71st Avenue and Metropolitan Avenue be relocated to address safety concerns.

Liz Patrick, Vice President of the East 72nd Street Neighborhood Association, requested that real time bus information be made available in the M15 bus shelters, noting that the irregular headways on that route present challenges for riders. Ms. Patrick also thanked Stephanie Bogerd, General Manager of Road Operations, for her assistance in connection with temporary signage issues on that route.

David Gerber suggested that a dedicated bus lane be provided at 161st street in the Bronx to improve traffic conditions, noting that this would be especially useful on days when games are being played at Yankee Stadium. Mr. Gerber also expressed his concern regarding the inappropriate use of NYCT vests and placards to circumvent parking regulations, recommending that a task force comprised of NYC DOT, NYCTA and NYPD Transit Bureau representatives be formed to address this problem.

Murray Bodin reiterated his position that the 7 subway line should be extended to Secaucus and spoke in favor of the MTA using low floor commuter buses.

Eric Mayo, Director of Operations for State Senator Daniel Squadron, thanked the Committee for extending the southern end of the M1 bus route, noting that the extension will improve travel options for residents of the south Village and SoHo.

Jake Kinzelberg suggested that the Committee consider "in-memory computing" to integrate signal systems and subway cars and increase connectivity in subway tunnels. Mr. Kinzelberg advised Members that placing sensors on subway tracks to record and load data into an internal in-memory data grid would allow for predictive analysis, saving money and improving service in the process. He presented a handout for distribution.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the minutes of the May 22, 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 implementation of a comprehensive transportation plan to allow Amtrak to perform emergency repair and construction on its tracks at Penn Station, as well as the upcoming ten-month construction project to replace the 104-year old Myrtle Viaduct in anticipation of the Canarsie tube work. Acting President Irick also informed Members that the South Ferry Station on the **F** line is scheduled to re-open by the end of the month

In response to a question from Member Albert, Peter Cafiero advised the Committee that NYCT will cross-honor LIRR monthly and weekly tickets only at the Hunterspoint, Atlantic Terminal and Jamaica subway stations, and Acting President Irick noted that an extra train would be added at the Hunterspoint station.

In response to a question from Member Moerdler, Acting President Irick advised the Committee that it would not be prudent to defer the Myrtle Viaduct construction work, which affects the **M** train, since it is a precursor to the work that needs to be performed on the Canarsie Line. Member Trottenberg further noted that planned work by NYC DOT on the upper deck of the Queensboro Bridge is also tied to the Canarsie Line project, further complicating any possible adjustment of the construction schedules.

SVP Habersham reported to the Committee on the Department of Subways' operating performance, and advised Members that the cause of the converter failure, which resulted in the **F** train losing power near the Broadway-Lafayette station on June 5th, is being evaluated and that corrective action will be implemented. SVP Habersham also updated the Committee on the progress of the Six-Point Plan for subway performance improvements on the 8th Avenue corridor.

Member Vanterpool expressed her concern regarding the potential impact of Capital Plan investment in signals and communications work at a level below what was recommended in the Twenty-Year Capital Needs Assessment, and inquired as to staffing needs and the potential expansion of the Fast Track program to mitigate system delays and increase track access. In response, SVP Habersham noted that while most of the large signal modernization projects are performed by outside contractors, in-house resources can supplement this work on some signal projects and opportunities for increasing the number of trained in-house maintainers are being evaluated.

In response to a question from Member Jones, SVP O'Grady noted that a system-wide study is currently underway to evaluate the use of platform doors, and that stations will be prioritized based on ridership conditions as part of that effort.

In response to a concern raised by Member Jones, SVP O'Grady agreed to look into allegations that Siemens was engaged in underwriting a study which led to them being awarded a signals contract.

In response to a question from Member Albert, Acting President Irick and SVP Habersham noted that although the concept of operations for the deployment of emergency medical personnel is still being developed, it is anticipated that such staff will be able to respond to calls at more than one location. Member Moerdler suggested that the use of volunteer medical corps also be considered.

In response to questions from Member Moerdler, SVP Habersham noted that aging cables contribute to problems with the signal system and referenced measures being taken to address the issue.

Acting President Vidal reported to the Committee on bus operating performance for both NYCT and MTA Bus, providing information on the Bus Plan to support Long Island Rail Road customers during Amtrak's summer service cuts at Penn Station, also noting that Steve LoPiano, VP of Paratransit, would be presenting the Board with planned strategies to provide a more customer-centric, transparent system with improved on-time performance, reduced ride times, and flexible trip booking and management.

In response to questions from Members Jones and Vanterpool, Acting President Vidal advised the Committee that a presentation on Access-A-Ride will be made to the Board which will address issues such as the role of public participation in improving AAR service.

Chair Ferrer thanked Member Vanterpool for acknowledging the behind the scenes efforts made in developing a comprehensive response to concerns regarding the AAR program, noting the importance of providing AAR customers with the opportunity to review the presentation on the MTA website or at the upcoming Board meeting.

VP Kennedy presented the Safety Report.

Chief Fox presented the NYPD Transit Bureau statistics.

In response to Member Moerdler's concern regarding the number of fare evaders that default on Transit Adjudication Bureau (TAB) summonses, VP and General Counsel Henly described available collection measures that are being pursued by TAB.

In response to a question from Member Moerdler, Chief Fox noted that the greatest number of hate crimes occur in Central Brooklyn, and take the form of anti-Semitic graffiti. In response to Member Moerdler's suggestion, Chief Fox agreed to consider the possibility of offering of a reward for the capture of those responsible.

In response to a question from Member Jones, Chief Fox noted that the fine for fare evasion is usually \$100 and that the majority of fare evaders are given a TAB summons and not arrested, with arrests typically occurring only where there is evidence of prior infractions.

In response to a question from Member Vitiello, Chief Fox noted that while the NYPD typically does not give written warnings before issuing a TAB summons, the possibility of implementing such a policy could be raised internally, further noting that police officers have a measure of discretion in deciding how to handle individual cases.

Member Albert noted that fare evaders often have criminal records, and that allowing fare evasion to proceed without consequence could have financial implications, possibly resulting in the need for fare increases.

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 \$78.5 million in expenditures, highlighting two procurement action items included in this month's agenda: (1) a five-year competitively solicited and negotiated contract to WSP USA Inc., formerly Parsons Brinckerhoff Incorporated, to provide worldwide technical inspection services in the estimated amount of \$40.1 million and (2) the award of a 24-month test and evaluation contract to Michelin North America Inc. for the leasing and service of tires on revenue vehicles in the estimated amount of \$2.5 million.

In response to a concern raised by Member Moerdler regarding the role of Significant Adverse Information ("SAI") findings in the procurement process, VP Plochochi noted that the MTA as a whole generally considers itself a rehabilitative organization, calling in contractors cited for certain offenses for a responsibility hearing, requiring that they present a corrective action plan and often imposing a "monitor" requirement to ensure that any wrongdoing raised is properly managed and reported upon. VP Plochochi also commented on the existence of a robust and comprehensive MTA database on vendor performance available for reference prior to award.

Member Jones commented on the need for Board Members to be made aware when a particular vendor has engaged in a pattern of bribery and urged that the decision to rehabilitate under these circumstances be shared with the Board. VP Plochochi pointed out that such background information is made available to Members through the "Director's Desk", and that companies have, in fact, been debarred and/or found non-responsible by the agency on past occasions.

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

NYCT's non-competitive procurement requiring a majority vote (Schedule E in the Agenda), its competitive procurements requiring a two-thirds vote (Schedule B in the Agenda) and those requiring a majority vote (Schedules F and G in the Agenda), as well as its proposed ratification requiring a majority vote (Schedule K in the Agenda), were approved and forwarded to the full Board for consideration.

MTA Bus Company's competitive procurement requiring a majority vote (Schedule I in the Agenda), was approved and forwarded to the full Board for consideration.

MTACC's proposed ratification requiring a majority vote (Schedule K in the Agenda) was 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

Peter Cafiero presented the Committee with three staff summaries for its information: (1) a 1.5 mile extension to the southern end of the M1 bus route; (2) 42 bus schedule changes (on 37 routes) and (3) the launching of Select Bus Service on the Bx6 bus route in the fall of 2017.

Mark Holmes presented the Committee with a travel path revision at the Forest Hills terminus of the Q23, QM12 and QM42 bus routes, revising the one-way loop made at the end of these routes.

In response to a question from Member Albert, Peter Cafiero pointed out that the adjustment to the M79 SBS schedule was meant to refer to the Staten Island route.

Member Vanterpool noted her view that bus schedule adjustments should be deferred until proposed bus service improvements, including those relating to traffic congestion, have been implemented. Mr. Cafiero noted that the service adjustments are included in the Agenda for the Committee's information only, and that the reductions in service make it possible to increase service on other routes. Acting President Irick added that the issue of traffic congestion is only one factor in the decrease in bus ridership, and that with over 300 bus routes, all factors must be taken into consideration to properly manage the system.

Member Vanterpool requested an update on the status of the new fare payment system.

Member Albert noted his continuing interest in seeing a demonstration of the effect of improving service on a route which has experienced a decline in ridership.

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 quarterly update on recidivism crime in the system.

VIII. MTA CC Project Report

Chief Development Officer Janno Lieber reported on the status of the Cortlandt Street  station, as well as Phase 2 of the Second Avenue Subway project.

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

Respectfully submitted,



Bettina Quintas
Assistant Secretary



2017 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

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

October 2017

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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

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

June 2018

Transit Recidivism Report

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)

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

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

SIR 2018 Adopted Budget/Financial Plan 2018-2021

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

MTA Bus 2018 Adopted Budget/Financial Plan 2018-2021

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

EEO & Diversity Report, 3rd Qtr, 2017

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

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

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

Preliminary Review of SIR 2017 Operating Results

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

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.

JUNE 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.

Monthly Operations Report

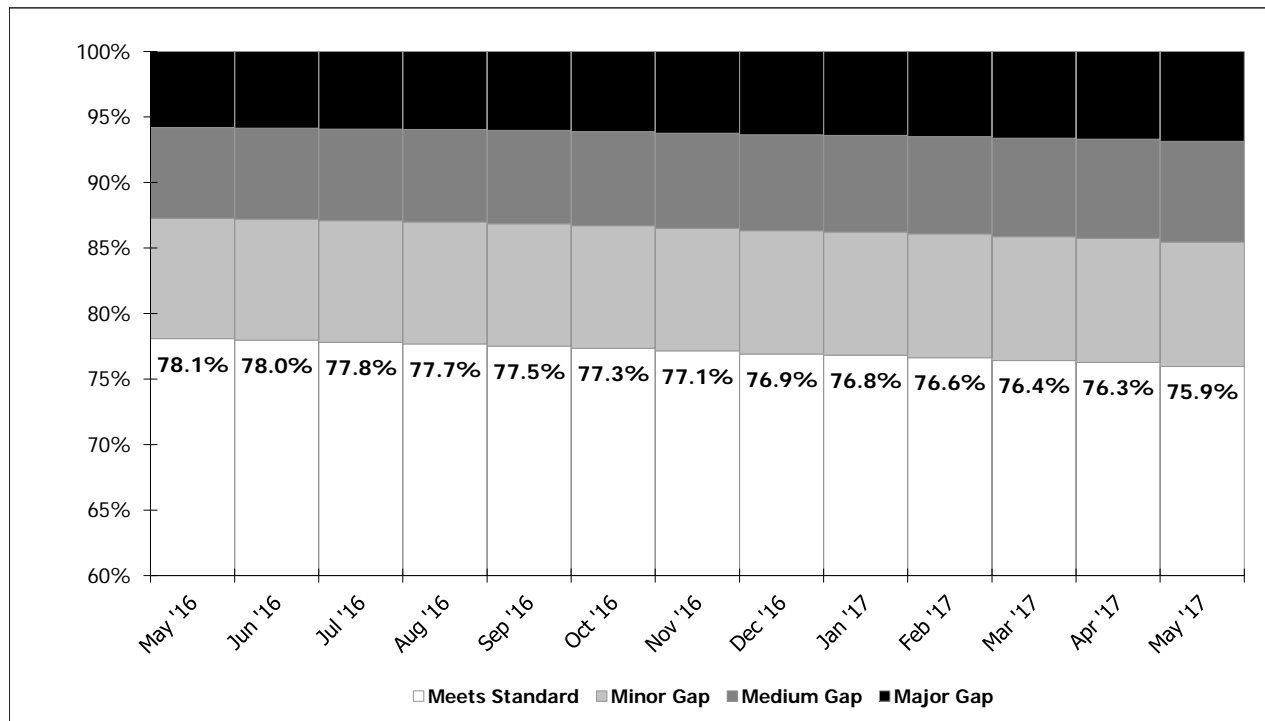
Statistical results for the month of May 2017 are shown below.

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: May 2017			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)	74.5%	78.4%	-3.9%	75.9%	78.1%	-2.2%
A Division Weekday Wait Assessment	71.6%	74.7%	-3.1%	72.5%	74.7%	-2.2%
B Division Weekday Wait Assessment	75.9%	80.3%	-4.4%	77.8%	79.9%	-2.1%
System Weekend Wait Assessment (Chart 3)	82.8%	84.3%	-1.5%	83.4%	84.3%	-0.9%
A Division Weekend Wait Assessment	82.9%	83.7%	-0.8%	81.5%	83.2%	-1.7%
B Division Weekend Wait Assessment	82.8%	84.7%	-1.9%	84.6%	84.9%	-0.3%
System Weekday Terminal On-Time Performance (Charts 4-5)	61.7%	68.8%	-7.1%	64.5%	69.0%	-4.5%
A Division Weekday Terminal On-Time Performance	59.7%	63.3%	-3.6%	61.2%	64.8%	-3.6%
B Division Weekday Terminal On-Time Performance	63.3%	73.4%	-10.1%	67.3%	72.4%	-5.1%
System Number of Weekday Trains Delayed (Chart 6)	67,452	50,436	+33.7%	59,003	51,212	+15.2%
System Weekend Terminal On-Time Performance (Charts 7-8)	71.7%	71.3%	+0.4%	71.9%	73.6%	-1.7%
A Division Weekend Terminal On-Time Performance	66.3%	70.6%	-4.3%	68.1%	72.0%	-3.9%
B Division Weekend Terminal On-Time Performance	75.4%	71.8%	+3.6%	74.5%	74.7%	-0.2%
System Number of Weekend Trains Delayed (Chart 9)	14,002	14,931	-6.2%	14,369	13,267	+8.3%
Mean Distance Between Failures (Charts 10-11)	133,209	140,193	-5.0%	115,145	122,280	-5.8%
A Division Mean Distance Between Failures	151,544	166,432	-8.9%	115,968	115,734	+0.2%
B Division Mean Distance Between Failures	122,676	125,483	-2.2%	114,556	127,627	-10.2%
System Weekday Service-KPI (Charts 12-13)	70.9%	75.8%	-4.9%	72.6%	75.7%	-3.1%
A Division Weekday Service-KPI	68.6%	71.5%	-2.9%	69.6%	72.0%	-2.4%
B Division Weekday Service-KPI	72.1%	78.7%	-6.6%	74.5%	78.2%	-3.7%
System Weekday PES-KPI (Charts 14-16)				91.8%	92.2%	-0.4%
Staten Island Railway						
24 Hour On-Time Performance	97.8%	98.2%	-0.4%	95.0%	96.0%	-1.0%
AM Rush On-Time Performance	100.0%	99.7%	+0.3%	97.4%	95.5%	+1.9%
PM Rush On-Time Performance	95.5%	99.3%	-3.8%	95.0%	98.5%	-3.5%
Percentage of Completed Trips	99.5%	99.9%	-0.4%	99.7%	99.9%	-0.2%
Mean Distance Between Failures	75,247	31,939	+135.6%	50,716	87,578	-42.1%
Staten Island Railway PES-KPI (Chart 17)				87.4%	92.2%	-4.8%

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>	
Jun '16 - May '17	75.9%	9.5%	7.7%	6.8%	2017 TARGET: 80.7%
Jun '15 - May '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.

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

Jun '16 - May '17					Jun '15 - May '16				
Line	Headways				Headways				Standard Difference
	Meets	GAP			Meets	GAP			
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	
1	76.9%	9.7%	7.4%	6.0%	78.4%	9.4%	6.9%	5.4%	-1.5%
2	68.0%	10.5%	10.6%	10.9%	71.7%	10.1%	9.6%	8.5%	-3.7%
3	72.6%	10.8%	9.0%	7.6%	77.2%	9.9%	7.3%	5.6%	-4.6%
4	67.8%	10.1%	10.0%	12.1%	70.4%	9.8%	8.9%	10.9%	-2.6%
5	63.4%	10.3%	11.6%	14.6%	66.1%	10.2%	10.8%	12.9%	-2.7%
6	66.3%	9.7%	10.7%	13.4%	67.6%	9.7%	10.4%	12.3%	-1.3%
7	72.3%	11.7%	9.4%	6.6%	74.0%	11.1%	8.8%	6.1%	-1.7%
S 42nd	92.7%	3.6%	2.1%	1.6%	91.9%	4.0%	2.1%	2.0%	+0.8%
Subdivision A	72.5%	9.6%	8.9%	9.1%	74.7%	9.3%	8.1%	8.0%	-2.2%
A	69.5%	9.4%	9.7%	11.4%	72.2%	9.7%	9.1%	9.0%	-2.7%
B	75.2%	10.8%	7.8%	6.1%	78.7%	10.4%	6.4%	4.4%	-3.5%
C	73.1%	12.2%	9.0%	5.7%	77.3%	11.3%	7.4%	4.1%	-4.2%
D	76.6%	11.0%	7.8%	4.7%	80.5%	10.2%	6.1%	3.1%	-3.9%
E	71.2%	10.6%	9.5%	8.7%	73.6%	10.5%	8.6%	7.3%	-2.4%
F	71.3%	9.5%	9.3%	9.9%	73.6%	9.7%	8.5%	8.2%	-2.3%
S Fkln	98.1%	0.3%	0.4%	1.1%	97.6%	0.4%	0.6%	1.5%	+0.5%
G	82.0%	10.6%	5.3%	2.1%	82.9%	9.8%	4.9%	2.4%	-0.9%
S Rock	93.9%	3.6%	1.3%	1.2%	94.1%	3.4%	1.1%	1.3%	-0.2%
JZ	77.1%	10.5%	7.3%	5.1%	78.7%	10.3%	6.7%	4.3%	-1.6%
L	77.4%	11.6%	6.9%	4.1%	77.5%	11.1%	6.9%	4.5%	-0.1%
M	75.2%	10.3%	7.8%	6.7%	77.5%	9.9%	7.1%	5.5%	-2.3%
N	75.1%	11.1%	8.1%	5.7%	78.9%	10.8%	6.8%	3.5%	-3.8%
Q	76.2%	10.7%	7.5%	5.6%	79.3%	10.3%	6.1%	4.4%	-3.1%
R	75.2%	10.1%	8.1%	6.5%	75.9%	10.0%	7.9%	6.2%	-0.7%
Subdivision B	77.8%	9.5%	7.1%	5.7%	79.9%	9.2%	6.3%	4.6%	-2.1%
Systemwide	75.9%	9.5%	7.7%	6.8%	78.1%	9.2%	6.9%	5.8%	-2.2%

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

Headway
Definitions

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

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

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

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)

Jun '16 - May '17					Jun '15 - May '16				
Line	Headways				Headways				Standard Difference
	Meets	GAP			Meets	GAP			
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	
1	78.5%	9.8%	6.8%	4.9%	88.4%	6.6%	3.3%	1.7%	-9.9%
2	73.7%	11.7%	9.5%	5.1%	76.7%	10.6%	8.3%	4.4%	-3.0%
3	84.2%	9.3%	4.5%	2.1%	85.5%	8.3%	4.2%	2.0%	-1.3%
4	73.8%	10.4%	9.0%	6.9%	74.6%	10.1%	8.3%	7.0%	-0.8%
5	79.6%	9.7%	6.0%	4.7%	81.4%	8.1%	6.1%	4.4%	-1.8%
6	82.4%	8.6%	5.5%	3.5%	80.3%	9.1%	6.4%	4.2%	+2.1%
7	81.7%	10.3%	5.4%	2.6%	80.3%	10.1%	6.0%	3.6%	+1.4%
S 42nd	97.7%	0.8%	0.3%	1.1%	98.6%	0.4%	0.3%	0.7%	-0.9%
Subdivision A	81.5%	8.8%	5.9%	3.9%	83.2%	7.9%	5.4%	3.5%	-1.7%
A	75.4%	10.9%	8.5%	5.2%	76.6%	10.4%	7.9%	5.1%	-1.2%
C	79.6%	10.7%	6.6%	3.1%	80.7%	10.4%	5.9%	3.0%	-1.1%
D	80.7%	11.0%	5.9%	2.4%	81.6%	10.5%	5.4%	2.5%	-0.9%
E	83.5%	9.3%	4.7%	2.5%	84.5%	8.8%	4.4%	2.3%	-1.0%
F	80.1%	10.1%	6.8%	3.0%	79.8%	10.0%	6.8%	3.5%	+0.3%
S Fkln	98.2%	0.4%	0.4%	0.9%	96.9%	0.4%	0.6%	2.2%	+1.3%
G	87.5%	8.3%	2.9%	1.3%	88.4%	7.6%	2.6%	1.4%	-0.9%
S Rock	95.2%	2.9%	0.9%	0.9%	94.3%	3.6%	1.0%	1.2%	+0.9%
JZ	85.9%	7.4%	4.1%	2.6%	87.7%	6.9%	2.9%	2.6%	-1.8%
L	81.1%	10.0%	5.1%	3.9%	78.0%	9.6%	6.1%	6.3%	+3.1%
M	92.5%	3.7%	1.6%	2.1%	92.3%	3.8%	1.3%	2.6%	+0.2%
N	80.9%	10.6%	5.8%	2.6%	82.4%	10.1%	5.3%	2.3%	-1.5%
Q	84.7%	8.5%	4.5%	2.3%	87.4%	6.9%	2.6%	3.0%	-2.7%
R	78.8%	10.3%	7.1%	3.9%	78.7%	10.8%	6.9%	3.6%	+0.1%
Subdivision B	84.6%	8.1%	4.6%	2.6%	84.9%	7.8%	4.3%	3.0%	-0.3%
Systemwide	83.4%	8.4%	5.1%	3.1%	84.3%	7.9%	4.7%	3.2%	-0.9%

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

Headway
Definitions

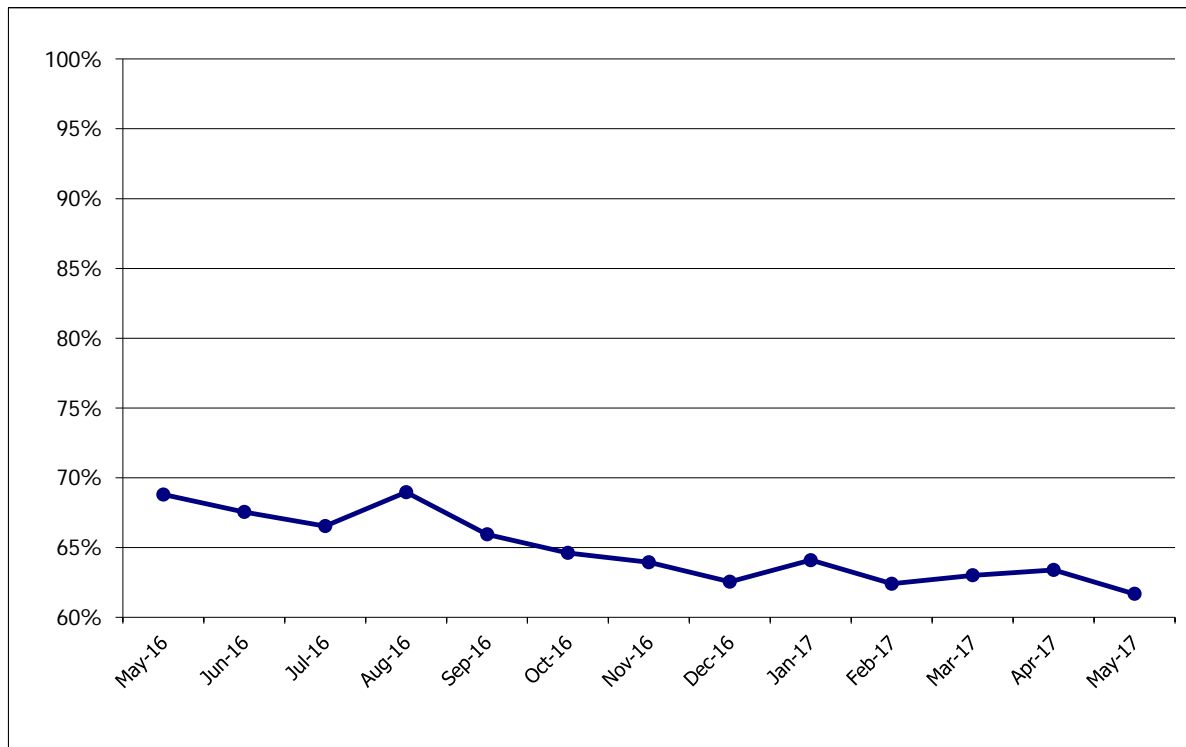
Minor Gap: From 25% to 50% over scheduled headway

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

May 2017: 61.7%

May 2016: 68.8%

Jun '16 - May '17

12-Mon Avg: 64.5%

Subdivision A

Monthly Results

May 2017: 59.7%

May 2016: 63.3%

Jun '16 - May '17

12-Mon Avg: 61.2%

Subdivision B

Monthly Results

May 2017: 63.3%

May 2016: 73.4%

Jun '16 - May '17

12-Mon Avg: 67.3%

Discussion of Results

In May 2017, Over Crowding (26,990 delays), ROW Delays (10,772 delays), and Track Gangs (9,528 delays) were the highest categories of delays, representing 70.1% of the total 67,452 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>Jun '16 - May '17</u>	<u>Jun '15 - May '16</u>	<u>% Difference</u>
1	69.5%	75.5%	-6.0%
2	32.9%	40.8%	-7.9%
3	53.5%	63.8%	-10.3%
4	34.3%	41.6%	-7.3%
5	34.6%	37.6%	-3.0%
6	48.6%	47.9%	+0.7%
7	76.9%	80.5%	-3.6%
S 42nd	98.9%	99.1%	-0.2%
Subdivision A	61.2%	64.8%	-3.6%
A	58.7%	65.5%	-6.8%
B	60.8%	74.7%	-13.9%
C	63.3%	75.7%	-12.4%
D	60.8%	71.5%	-10.7%
E	63.3%	69.0%	-5.7%
F	51.6%	58.8%	-7.2%
S Fkln	99.6%	99.6%	+0.0%
G	77.6%	73.5%	+4.1%
S Rock	93.5%	95.8%	-2.3%
JZ	63.4%	67.7%	-4.3%
L	91.2%	91.3%	-0.1%
M	64.0%	69.8%	-5.8%
N	56.9%	64.4%	-7.5%
Q	67.7%	70.3%	-2.6%
R	62.6%	60.1%	+2.5%
Subdivision B	67.3%	72.4%	-5.1%
Systemwide	64.5%	69.0%	-4.5%

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

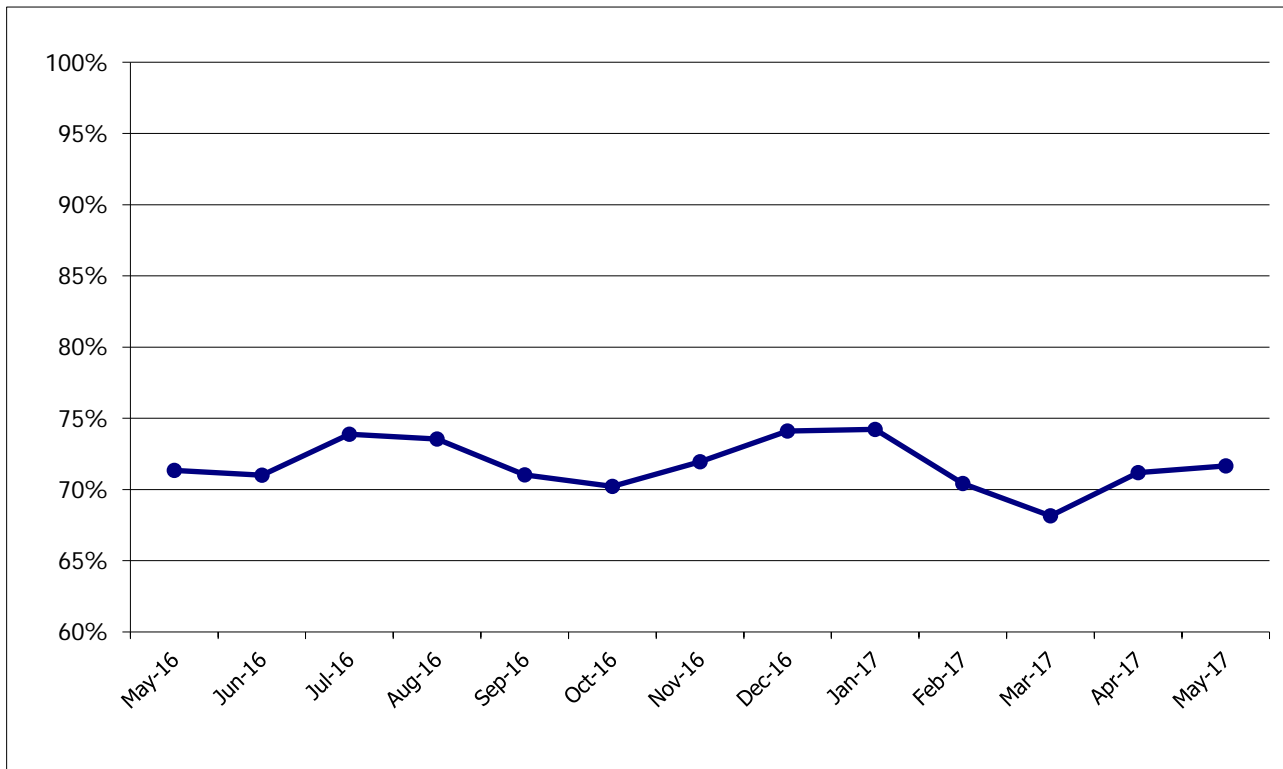
Subway Weekday Trains Delayed **Monthly** **(24 hours)**

<u>Categories</u>	<u>May 2017 Trains Delayed</u>
Over Crowding	26,990
ROW Delays	10,772
Track Gangs	9,528
Work Equipment/G. O.	4,409
Car Equipment	3,042
Sick Customer	2,913
Operational Diversions	2,709
Police	2,117
Unruly Customer	1,450
Employee	1,027
Fire	988
Inclement Weather	896
Infrastructure	420
External	192
Collision/Derailment	0
Total Trains Delayed *	67,452

* 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

May 2017: 71.7%

May 2016: 71.3%

Jun '16 - May '17

12-Mon Avg: 71.9%

Subdivision A

Monthly Results

May 2017: 66.3%

May 2016: 70.6%

Jun '16 - May '17

12-Mon Avg: 68.1%

Subdivision B

Monthly Results

May 2017: 75.4%

May 2016: 71.8%

Jun '16 - May '17

12-Mon Avg: 74.5%

Discussion of Results

In May 2017, Work Equipment/G. O. (3,657 delays), Over Crowding (3,491 delays), and Track Gangs (2,424 delays) were the highest categories of delays, representing 68.4% of the total 14,002 delays.

Chart 7

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

<u>Line</u>	<u>Jun '16 - May '17</u>	<u>Jun '15 - May '16</u>	<u>% Difference</u>
1	74.9%	88.2%	-13.3%
2	40.4%	45.4%	-5.0%
3	52.7%	59.8%	-7.1%
4	49.0%	51.7%	-2.7%
5	59.9%	72.0%	-12.1%
6	61.5%	59.0%	+2.5%
7	83.6%	84.1%	-0.5%
S 42nd	99.6%	99.6%	+0.0%
Subdivision A	68.1%	72.0%	-3.9%
A	66.6%	61.1%	+5.5%
C	66.6%	49.1%	+17.5%
D	67.9%	69.0%	-1.1%
E	65.2%	63.1%	+2.1%
F	46.8%	35.8%	+11.0%
S Fkln	99.6%	99.5%	+0.1%
G	83.9%	86.2%	-2.3%
S Rock	93.4%	97.6%	-4.2%
JZ	81.9%	86.4%	-4.5%
L	89.7%	88.4%	+1.3%
M	94.5%	97.3%	-2.8%
N	62.2%	70.5%	-8.3%
Q	79.3%	82.6%	-3.3%
R	60.7%	70.3%	-9.6%
Subdivision B	74.5%	74.7%	-0.2%
Systemwide	71.9%	73.6%	-1.7%

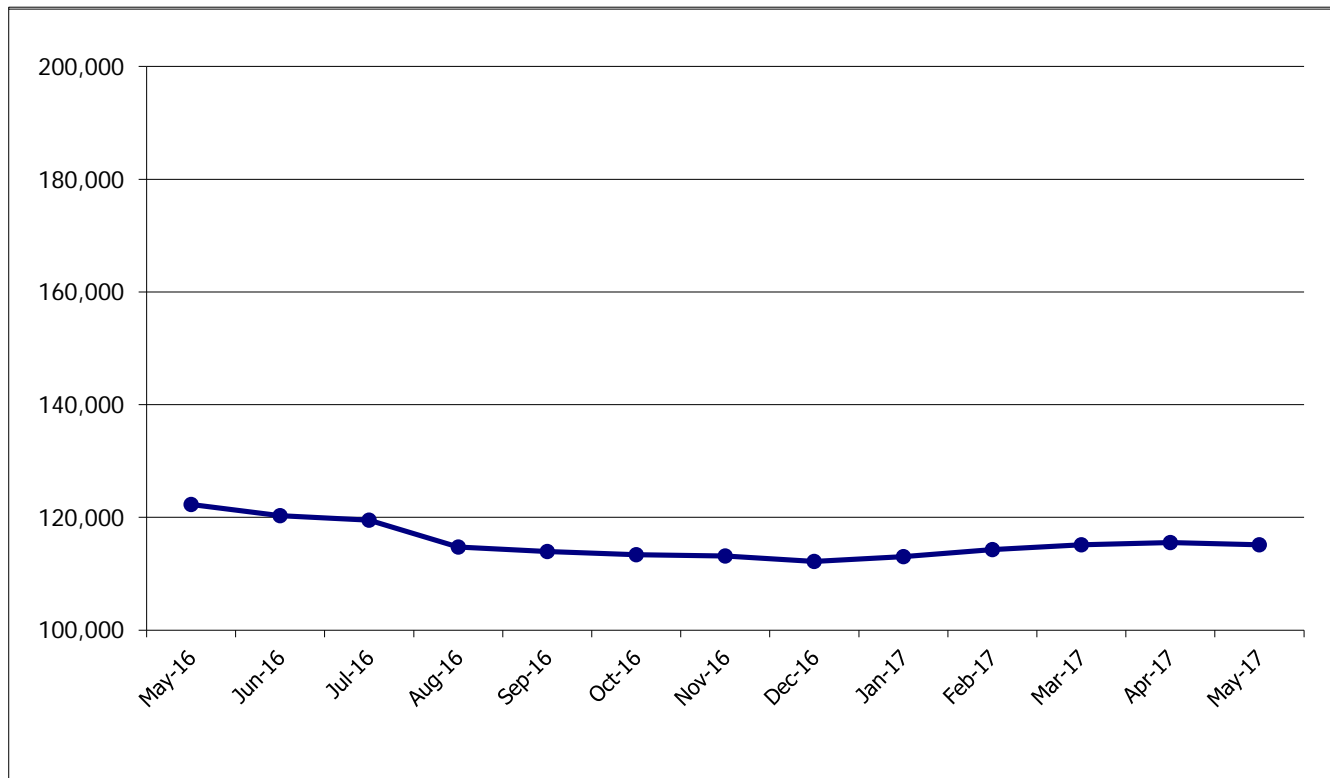
Chart 8

Subway Weekend Trains Delayed Monthly (24 hours)

<u>Categories</u>	<u>May 2017 Trains Delayed</u>
Work Equipment/G. O.	3,657
Over Crowding	3,491
Track Gangs	2,424
ROW Delays	1,442
Unruly Customer	599
Car Equipment	528
Operational Diversions	436
Police	402
Sick Customer	377
Employee	304
Inclement Weather	256
Infrastructure	42
External	38
Fire	6
Collision/Derailment	0
Total Trains Delayed *	14,002

* 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

May 2017: 133,209

May 2016: 140,193

12-Month Average

Jun '16 - May '17: 115,145

Jun '15 - May '16: 122,280

Annual Result

2017 TARGET: 150,000

2016 ACTUAL: 112,208

Discussion of Results

MDBF in May 2017 changed -4.98% from May 2016. Over the past year, the MDBF 12-month average changed -5.83%.

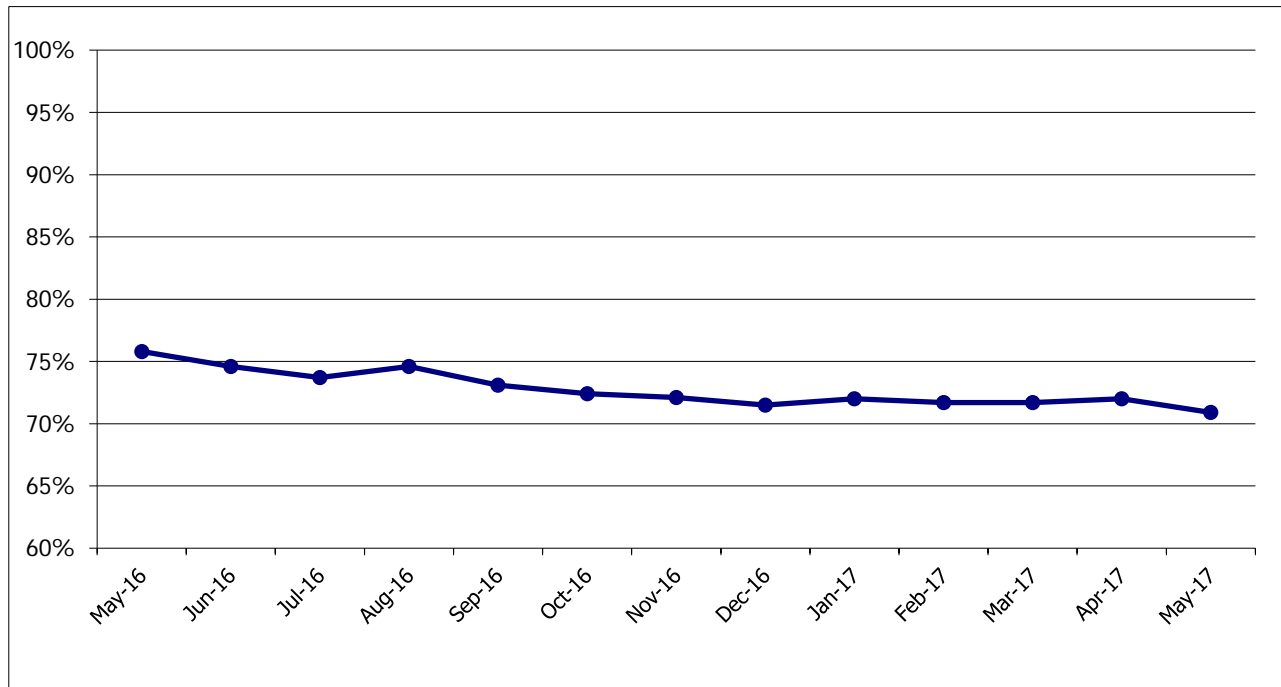
Subway Mean Distance Between Failure

12-Month Rolling Average

<u>Car Class</u>	<u># of Cars</u>	<u>Jun '16 - May '17</u>	<u>Jun '15 - May '16</u>	<u>% Change</u>
R32	222	34,371	33,996	+1.1%
R42	50	40,698	37,603	+8.2%
R46	752	76,281	86,062	-11.4%
R62	315	250,631	195,744	+28.0%
R62A	824	84,207	92,333	-8.8%
R68	425	121,448	118,007	+2.9%
R68A	200	97,086	123,228	-21.2%
R142	1,030	146,333	154,637	-5.4%
R142A	220	49,669	54,081	-8.2%
R143	212	60,234	61,346	-1.8%
R160	1,662	237,584	315,794	-24.8%
R188 - New	126	770,462	436,023	+76.7%
R188 - Conversion	380	171,771	142,293	+20.7%
FLEET	6,418	115,145	122,280	-5.8%

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

<u>Systemwide</u>	<u>Subdivision A</u>	<u>Subdivision B</u>
Monthly Results	Monthly Results	Monthly Results
May 2017: 70.9%	May 2017: 68.6%	May 2017: 72.1%
May 2016: 75.8%	May 2016: 71.5%	May 2016: 78.7%
Jun '16 - May '17	Jun '16 - May '17	Jun '16 - May '17
12 Mon Avg: 72.6%	12 Mon Avg: 69.6%	12 Mon Avg: 74.5%

Chart 12

Subway Service - Key Performance Indicator (S-KPI)

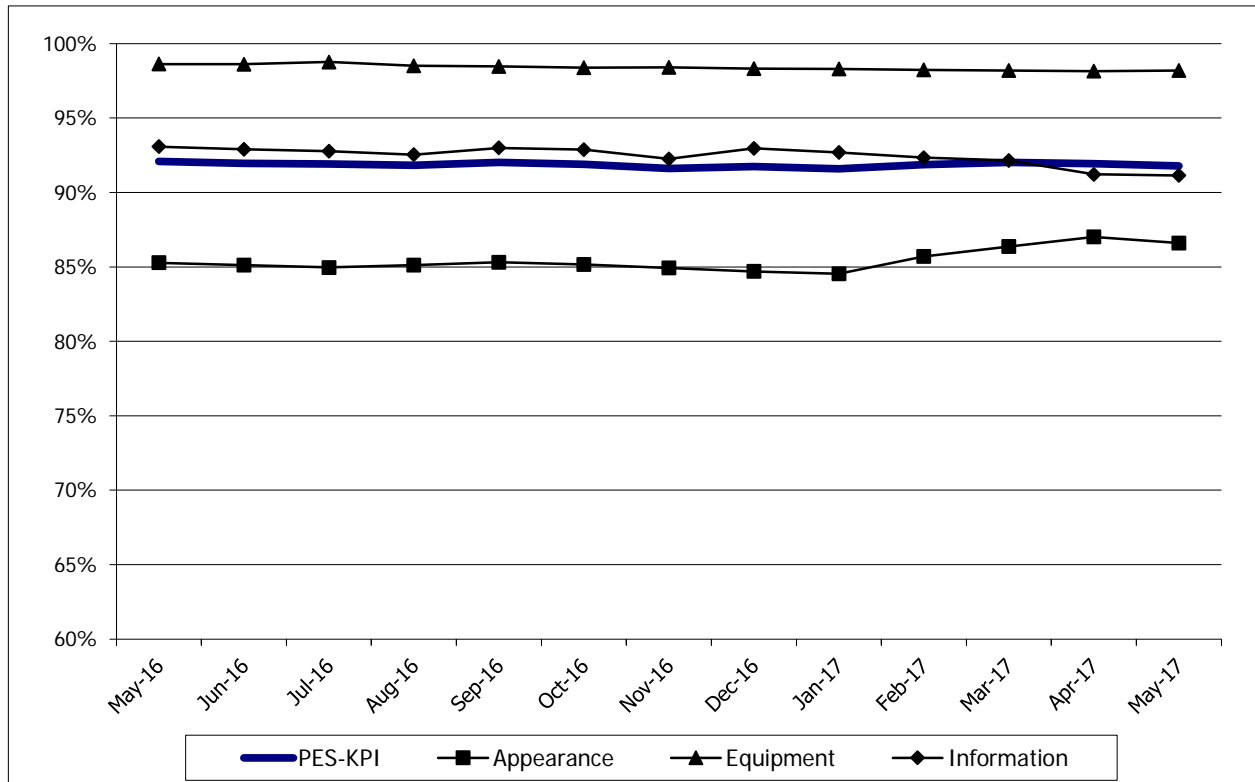
12-Month Rolling Average

<u>Line</u>	<u>Jun '16 - May '17</u>	<u>Jun '15 - May '16</u>	<u>% Difference</u>
1	73.1%	78.0%	-4.9%
2	60.6%	65.3%	-4.7%
3	69.6%	75.5%	-5.9%
4	56.4%	60.0%	-3.6%
5	57.7%	61.0%	-3.3%
6	59.0%	59.1%	-0.1%
7	76.5%	78.5%	-2.0%
S 42nd	87.4%	87.5%	-0.1%
Subdivision A	69.6%	72.0%	-2.4%
A	64.9%	68.7%	-3.8%
B	70.7%	78.2%	-7.5%
C	66.1%	72.8%	-6.7%
D	74.2%	79.7%	-5.5%
E	71.7%	74.8%	-3.1%
F	68.2%	71.8%	-3.6%
S Fkln	90.6%	91.5%	-0.9%
G	76.7%	75.6%	+1.1%
S Rock	89.0%	88.8%	+0.2%
JZ	68.2%	70.8%	-2.6%
L	78.9%	78.6%	+0.3%
M	74.3%	77.4%	-3.1%
N	72.1%	76.7%	-4.6%
Q	76.0%	78.7%	-2.7%
R	68.6%	69.7%	-1.1%
Subdivision B	74.5%	78.2%	-3.7%
Systemwide	72.6%	75.7%	-3.1%

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>
Jun '16 - May '17	91.8%	86.6%	98.2%	91.1%
Jun '15 - May '16	92.2%	85.3%	98.6%	93.6%
% Difference:	-0.4%	+1.3%	-0.4%	-2.5%

Chart 14

Subway PES-KPI - Subway Car

12-Month Rolling Average

<u>Line</u>	<u>Jun '16 - May '17</u>				<u>Jun '15 - May '16</u>				<u>% Difference</u>
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
1	93.2%	96.0%	96.9%	86.6%	95.1%	96.4%	98.2%	90.7%	-1.9%
2	94.1%	88.6%	96.2%	97.8%	97.6%	95.3%	99.0%	98.6%	-3.5%
3	92.9%	94.0%	97.3%	87.5%	96.0%	95.2%	99.6%	93.3%	-3.1%
4	96.1%	92.9%	97.0%	98.4%	96.7%	93.4%	98.0%	98.9%	-0.6%
5	95.7%	91.5%	98.0%	97.7%	96.4%	95.0%	97.2%	97.0%	-0.7%
6	93.1%	93.8%	96.3%	89.3%	95.6%	94.8%	98.1%	93.9%	-2.5%
7	96.8%	95.4%	98.7%	96.3%	98.2%	98.2%	99.9%	96.5%	-1.4%
S 42nd	91.3%	95.2%	92.3%	86.3%	94.7%	96.5%	95.2%	92.4%	-3.4%
Subdivision A	94.4%	93.2%	97.1%	92.8%	96.4%	95.5%	98.4%	95.2%	-2.0%
A	94.1%	91.8%	99.6%	91.2%	95.2%	93.2%	99.3%	93.0%	-1.1%
B	90.2%	87.8%	97.3%	85.6%	92.9%	91.0%	95.9%	91.9%	-2.7%
C	96.1%	92.9%	99.3%	96.1%	96.7%	95.3%	98.7%	96.2%	-0.6%
D	91.5%	90.3%	94.3%	89.9%	93.2%	91.4%	98.4%	89.7%	-1.7%
E	95.0%	88.9%	98.7%	97.7%	97.0%	93.9%	98.0%	99.2%	-2.0%
F	95.3%	91.0%	98.1%	97.0%	97.4%	95.1%	98.7%	98.4%	-2.1%
S Fkn	89.4%	85.9%	100.0%	82.5%	93.7%	86.6%	99.3%	95.3%	-4.3%
G	94.3%	93.4%	99.2%	90.5%	95.8%	96.0%	98.1%	93.3%	-1.5%
J/Z	93.5%	91.4%	99.1%	90.1%	94.8%	91.5%	98.8%	94.2%	-1.3%
L	95.6%	93.7%	96.7%	96.4%	97.1%	93.8%	98.4%	99.1%	-1.5%
M	95.1%	91.5%	96.0%	97.8%	96.6%	92.5%	98.1%	99.3%	-1.5%
N	95.9%	90.2%	98.5%	99.0%	96.9%	93.5%	99.0%	98.3%	-1.0%
Q	96.9%	93.1%	99.6%	98.1%	96.7%	91.1%	99.6%	99.7%	+0.2%
R	91.6%	88.2%	99.2%	87.4%	95.9%	96.3%	98.6%	92.7%	-4.3%
Subdivision B	94.2%	91.1%	98.1%	93.6%	95.9%	93.5%	98.4%	95.9%	-1.7%
Systemwide	94.3%	91.9%	97.7%	93.3%	96.1%	94.2%	98.4%	95.6%	-1.8%

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.

Chart 15

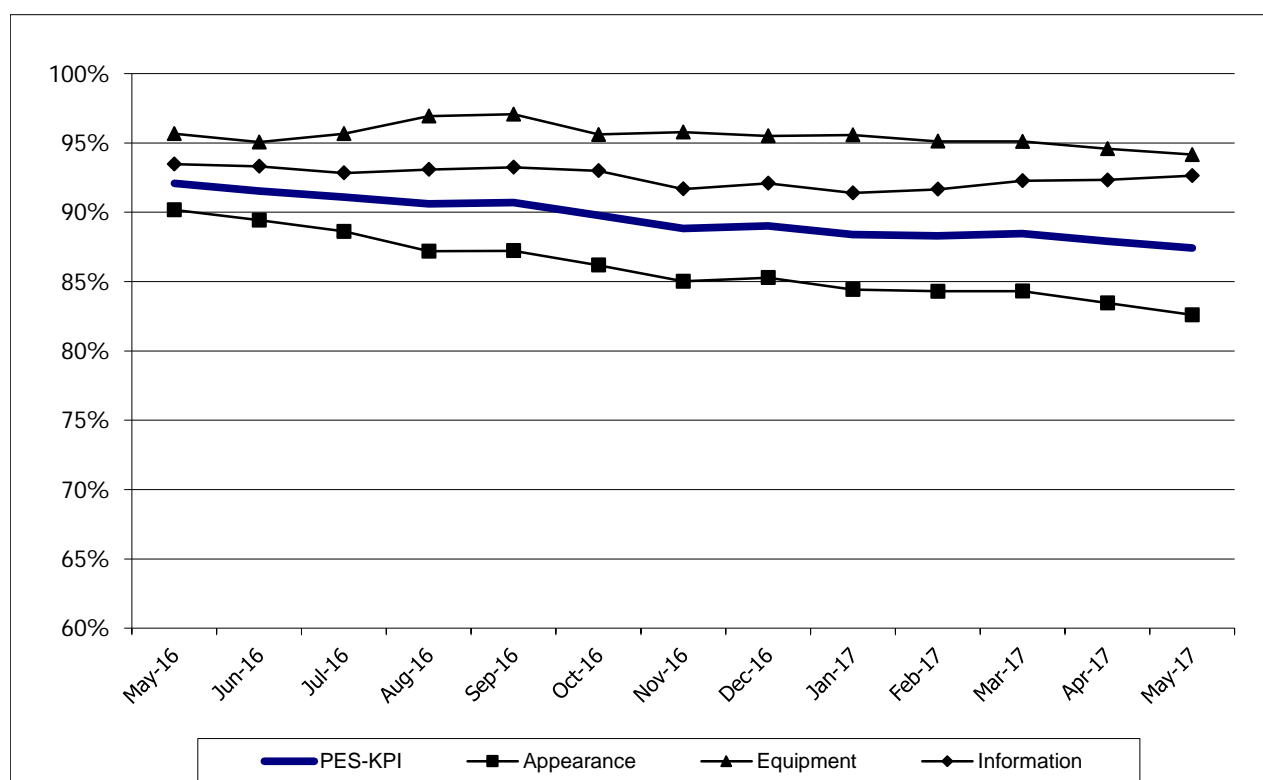
Subway PES-KPI - Stations

12-Month Rolling Average

<u>Borough</u>	<u>Jun '16 - May '17</u>				<u>Jun '15 - May '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	86.8%	74.6%	98.8%	89.3%	86.0%	71.0%	98.6%	91.0%	+0.8%
Manhattan	89.4%	82.4%	98.4%	88.8%	88.4%	77.7%	98.6%	90.8%	+1.0%
Brooklyn	90.9%	84.3%	99.4%	90.5%	89.0%	77.4%	99.2%	92.6%	+1.9%
Queens	88.3%	82.0%	98.9%	85.3%	89.2%	80.1%	99.3%	89.9%	-0.9%
Systemwide	89.3%	81.8%	98.7%	88.9%	88.4%	77.0%	98.8%	91.4%	+0.9%

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>
Jun '16 - May '17	87.4%	82.6%	94.2%	92.6%
Jun '15 - May '16	92.2%	90.4%	95.7%	93.2%
% Difference:	-4.8%	-7.8%	-1.5%	-0.6%

Chart 17

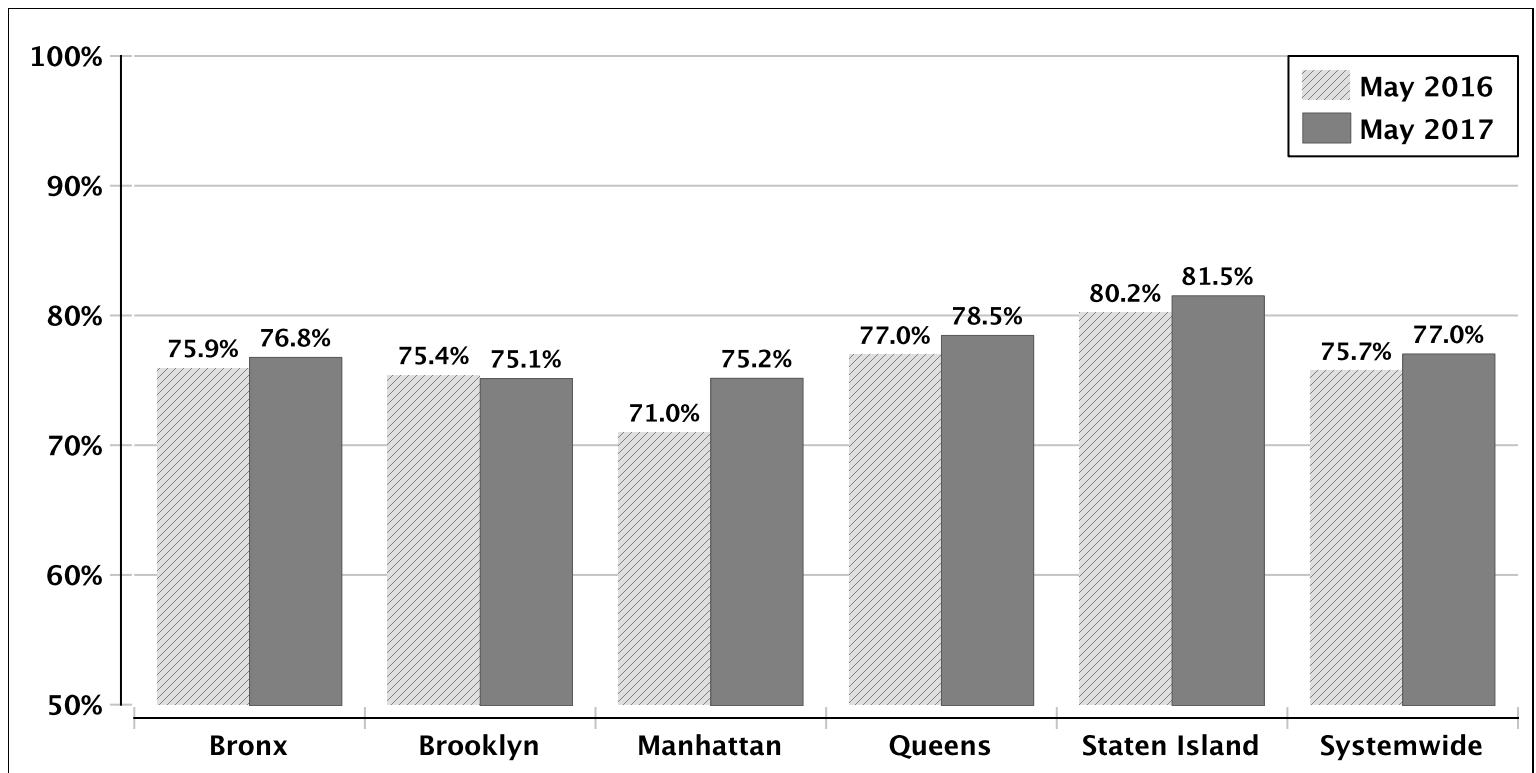
Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: May 2017			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System Wait Assessment (chart 1-7)	77.0%	75.7%	+1.3%			
System MDBF (chart 8)	5,860	6,283	-6.7%	6,269	5,468	+14.6%
NYCT Bus	5,638	6,026	-6.4%	5,983	5,231	+14.4%
MTA Bus	6,721	7,279	-7.7%	7,396	6,392	+15.7%
System MDBSI (chart 9)	2,698	2,790	-3.3%	2,810	2,614	+7.5%
NYCT Bus	2,558	2,609	-2.0%	2,648	2,485	+6.6%
MTA Bus	3,280	3,589	-8.6%	3,491	3,135	+11.4%
System Trips Completed (chart 10)	99.19%	99.30%	-0.1%	99.21%	99.06%	+0.1%
NYCT Bus	99.19%	99.27%	-0.1%	99.20%	99.07%	+0.1%
MTA Bus	99.17%	99.41%	-0.2%	99.21%	99.00%	+0.2%
System AM Pull Out (chart 11)	99.66%	99.85%	-0.2%	99.80%	99.77%	+0.0%
NYCT Bus	99.71%	99.84%	-0.1%	99.84%	99.81%	+0.0%
MTA Bus	99.50%	99.87%	-0.4%	99.66%	99.66%	+0.0%
System PM Pull Out (chart 12)	99.84%	99.95%	-0.1%	99.91%	99.88%	+0.0%
NYCT Bus	99.84%	99.95%	-0.1%	99.93%	99.93%	+0.0%
MTA Bus	99.86%	99.93%	-0.1%	99.84%	99.71%	+0.1%
System Buses >= 12 years	22%	17%				
NYCT Bus	24%	19%				
MTA Bus	15%	9%				
System Fleet Age	7.88	7.36				
NYCT Bus	7.53	6.92				
MTA Bus	9.09	8.91				
Paratransit						
% of Trips Completed	87.42%	91.61%	-4.2%	89.62%	90.89%	-1.3%
Trips Requested	691,946	681,317	+1.6%	648,895	654,386	-0.8%
Trips Scheduled	598,981	589,664	+1.6%	557,258	564,857	-1.3%
Trips Completed*	523,632	540,218	-3.1%	499,402	513,416	-2.7%
Early Cancellations as a Percentage of Trips Requested	12.55%	12.64%	-0.1%	13.29%	12.89%	+0.4%
Late Cancellations as a Percentage of Trips Scheduled	3.27%	3.01%	+0.3%	3.19%	2.86%	+0.3%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.32%	1.42%	-0.1%	1.46%	1.54%	-0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.77%	0.87%	-0.1%	0.60%	0.80%	-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	0.89%	0.81%	+0.1%	0.83%	0.79%	+0.0%
New Applications Received	2,987	3,180	-6.1%	2,857	2,989	-4.4%

*May 2017 completed trips are estimated. Also, the 12 month average number of trips completed has been revised to exclude authorized unpaid trips.

Bus Weekday Wait Assessment



Wait Assessment definition

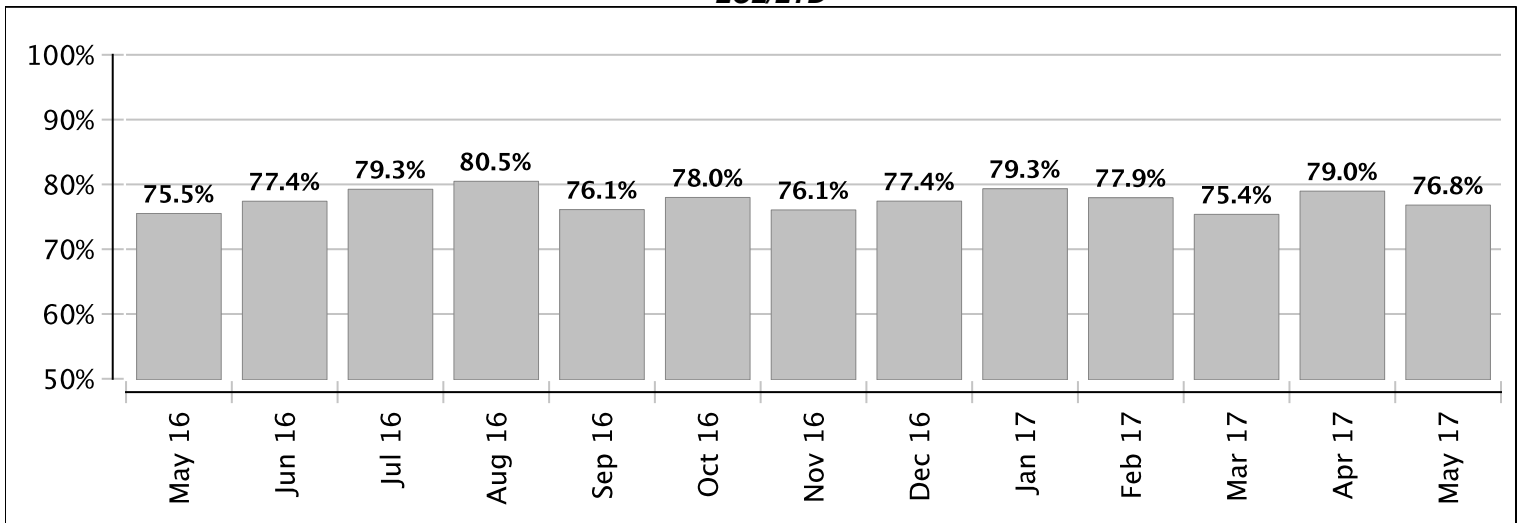
Wait Assessment (WA) on weekdays is defined as the percent of actual intervals between buses that are no more than three minutes over the scheduled interval for the morning (7 a.m.-9 a.m.) and afternoon (4 p.m.-7 p.m.) peak periods and no more than five minutes over the scheduled interval for the mid-day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

Results

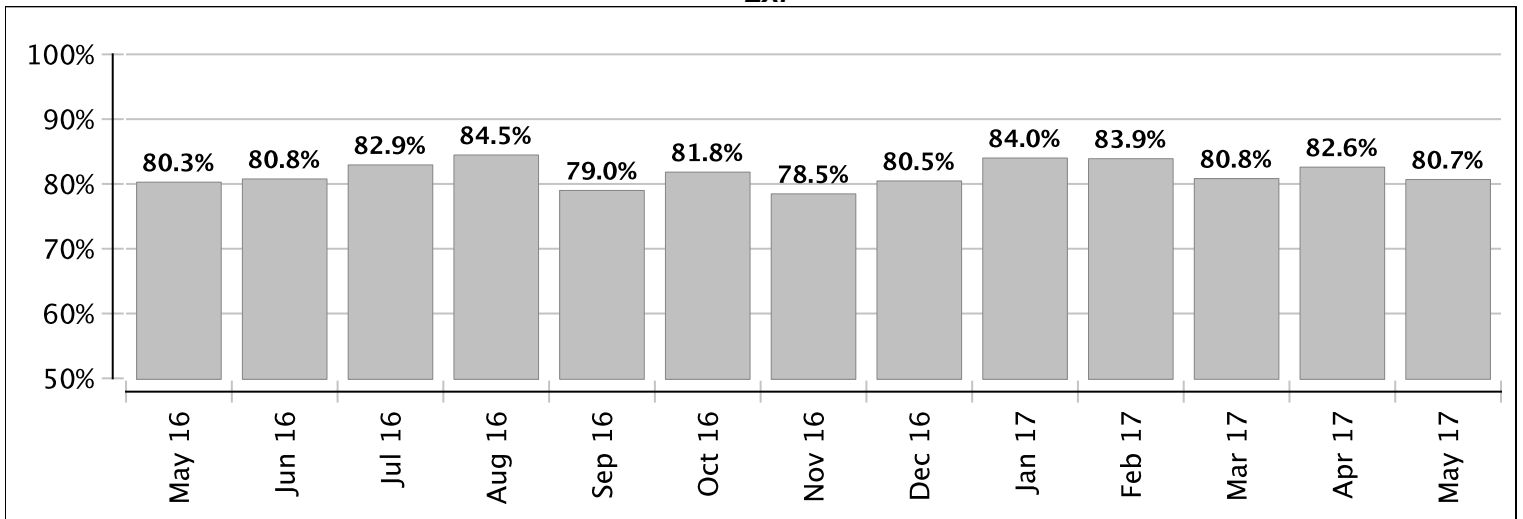
	May 2016	May 2017	Difference
Systemwide	75.7%	77.0%	+1.3%
Bronx	75.9%	76.8%	+0.9%
Brooklyn	75.4%	75.1%	-0.3%
Manhattan	71.0%	75.2%	+4.2%
Queens	77.0%	78.5%	+1.5%
Staten Island	80.2%	81.5%	+1.3%

Bus Weekday Wait Assessment

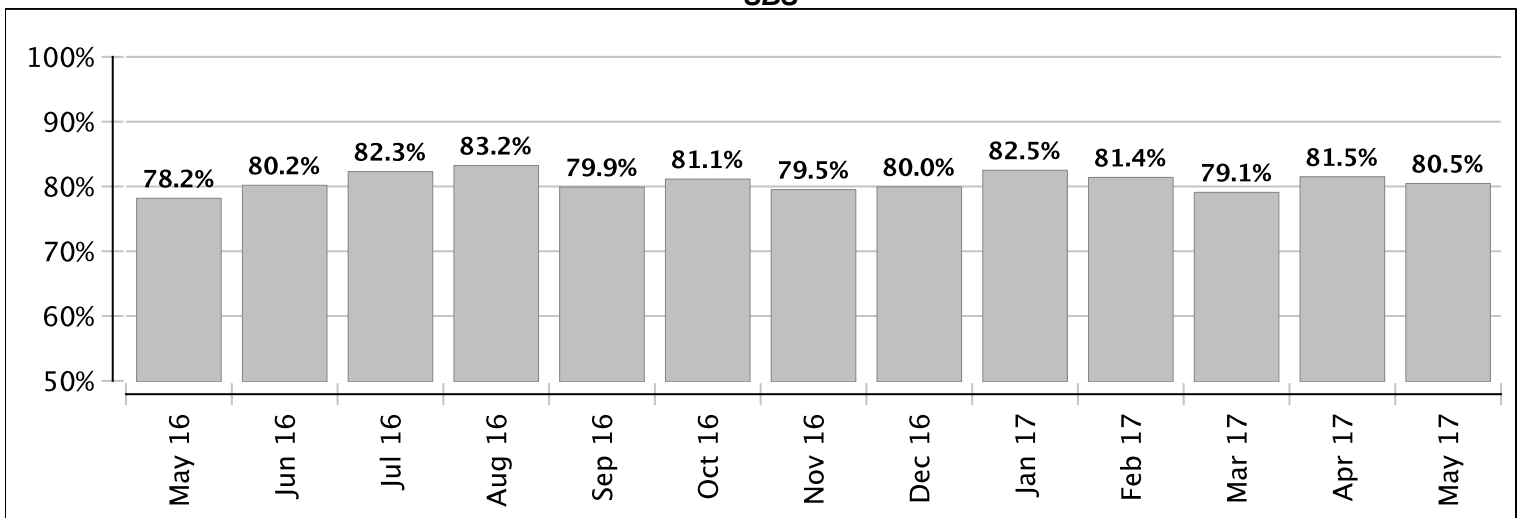
Systemwide LCL/LTD



EXP

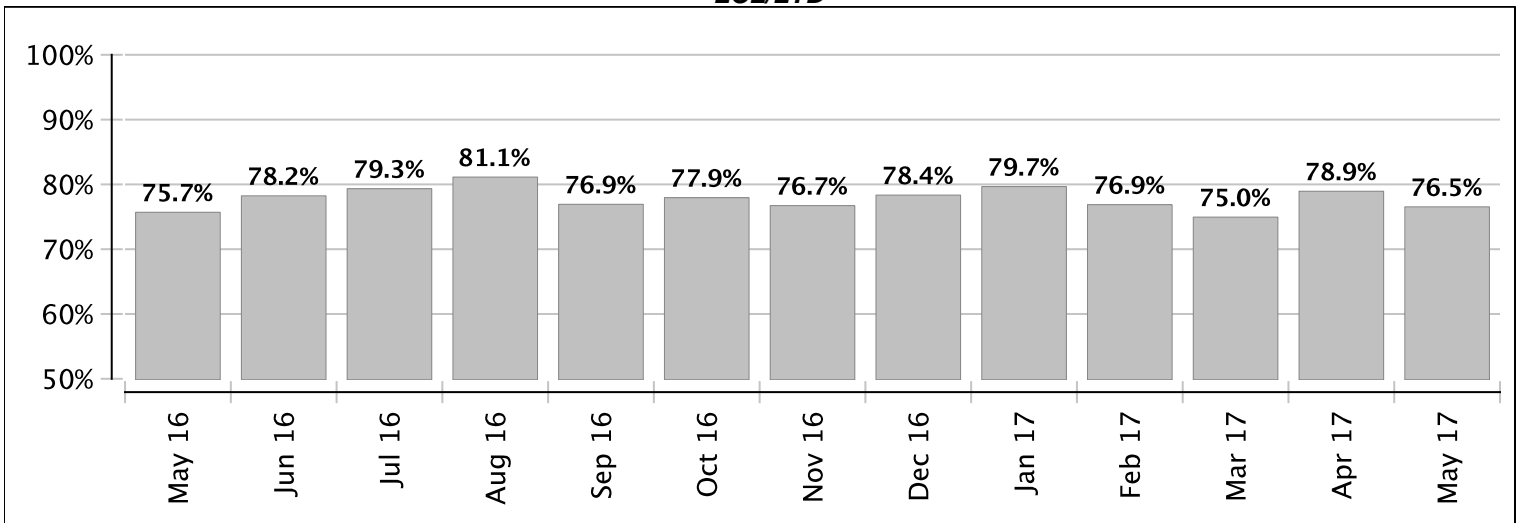


SBS

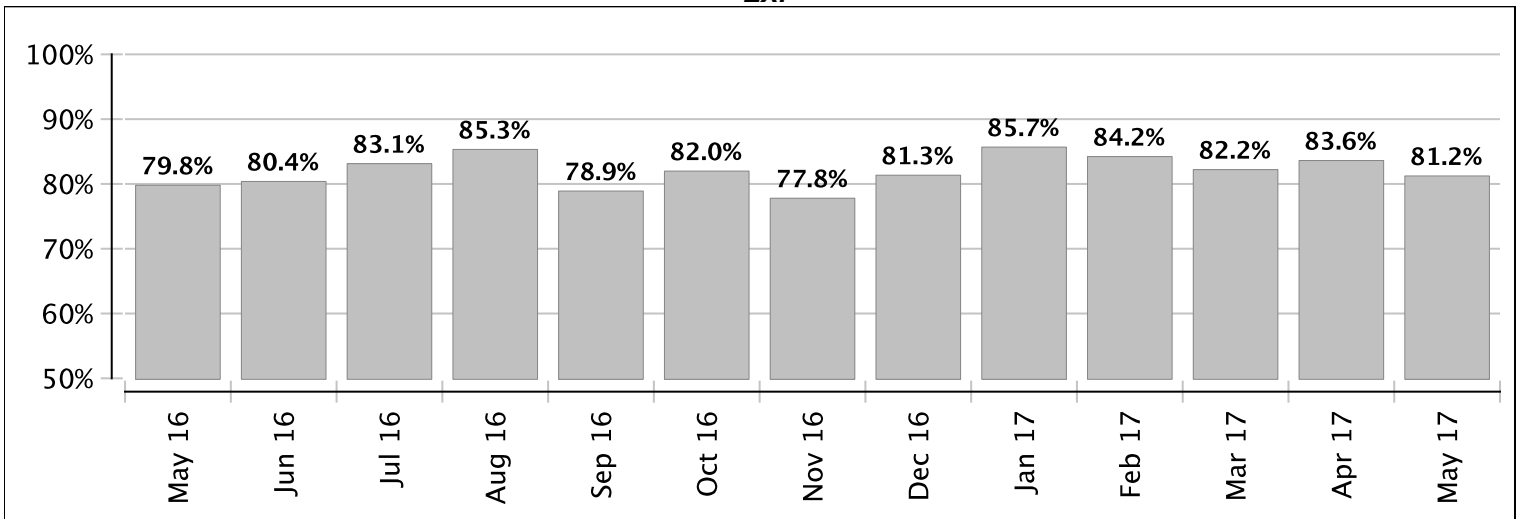


Bus Weekday Wait Assessment

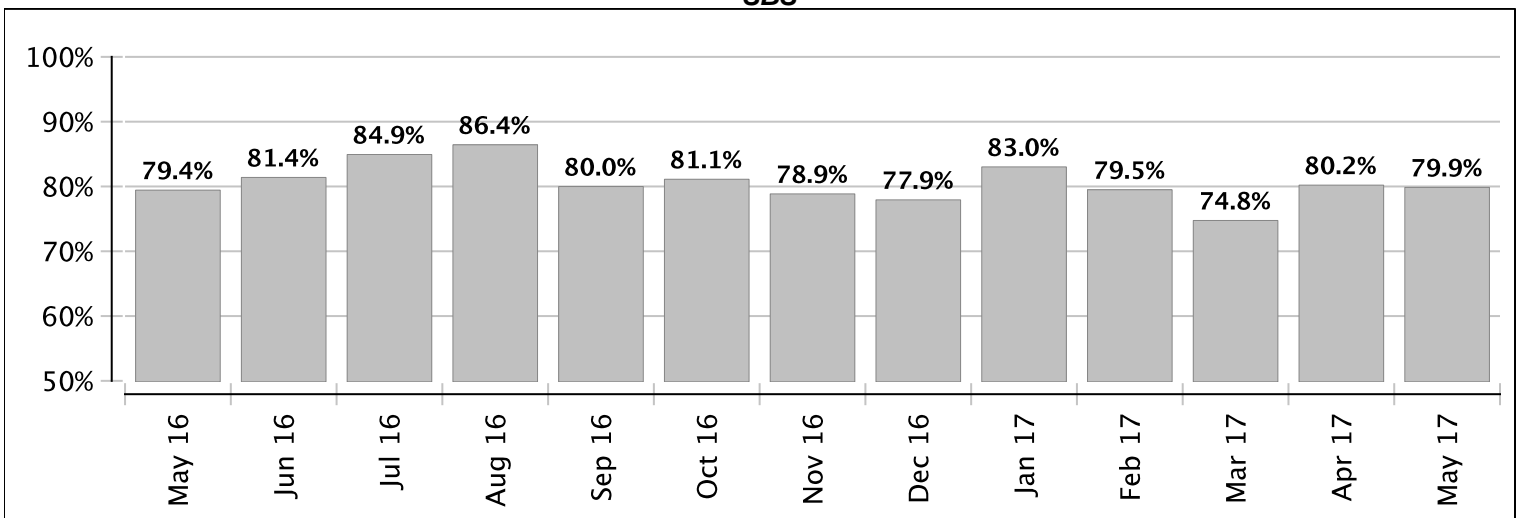
Bronx LCL/LTD



EXP

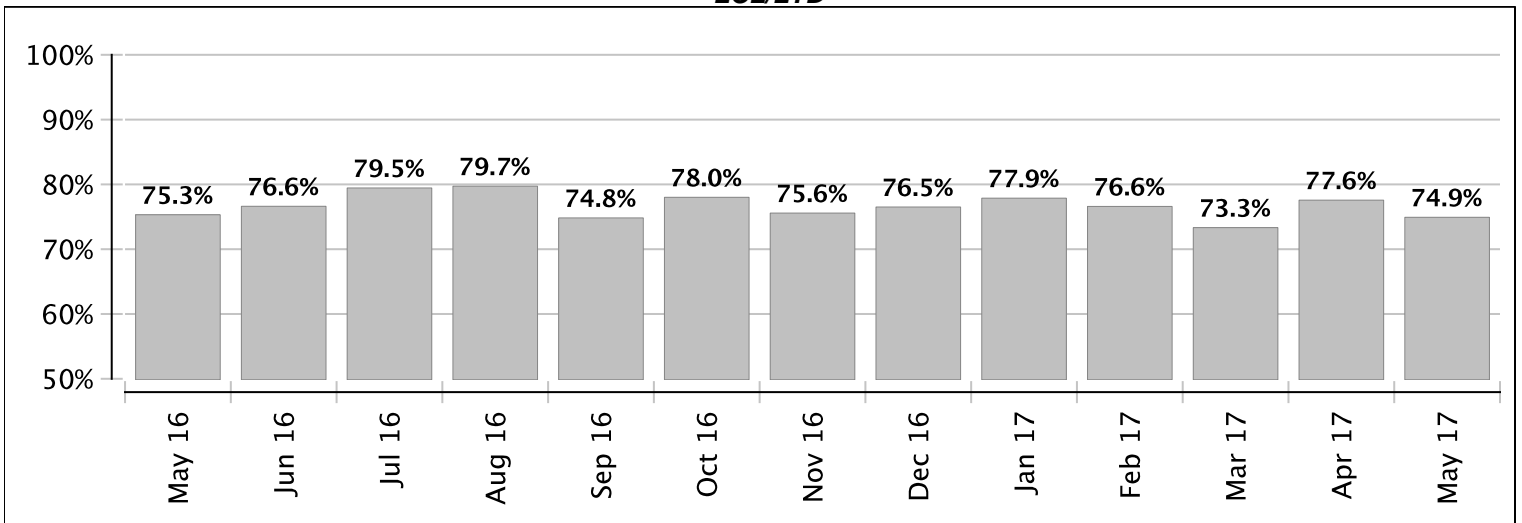


SBS

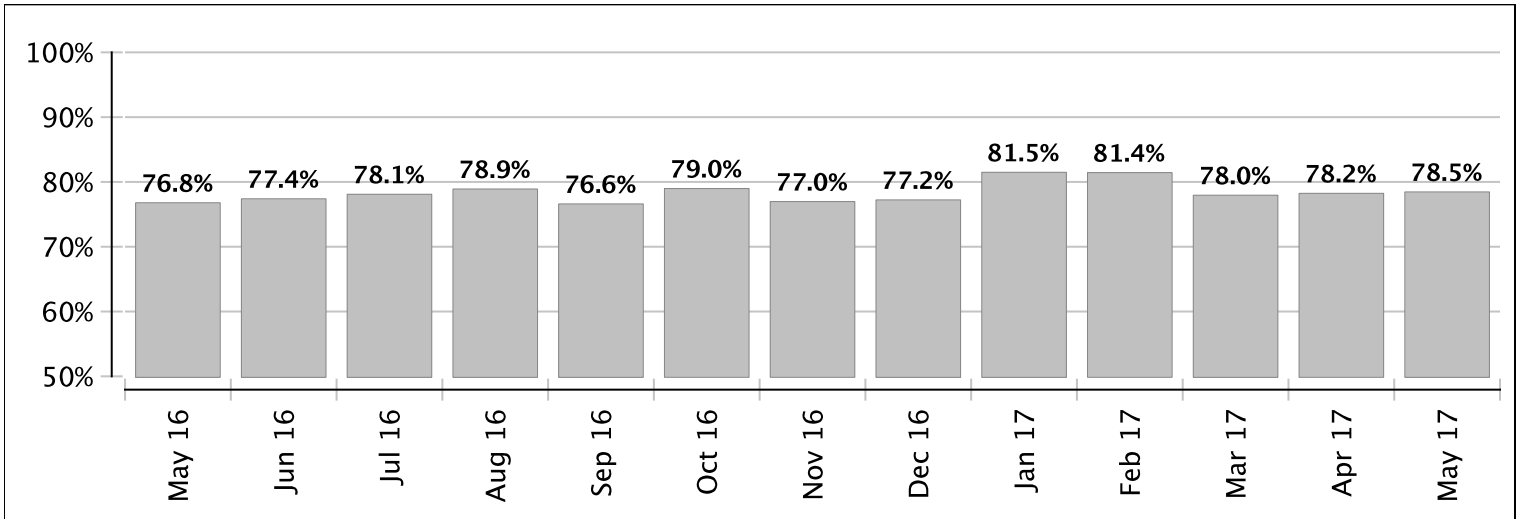


Bus Weekday Wait Assessment

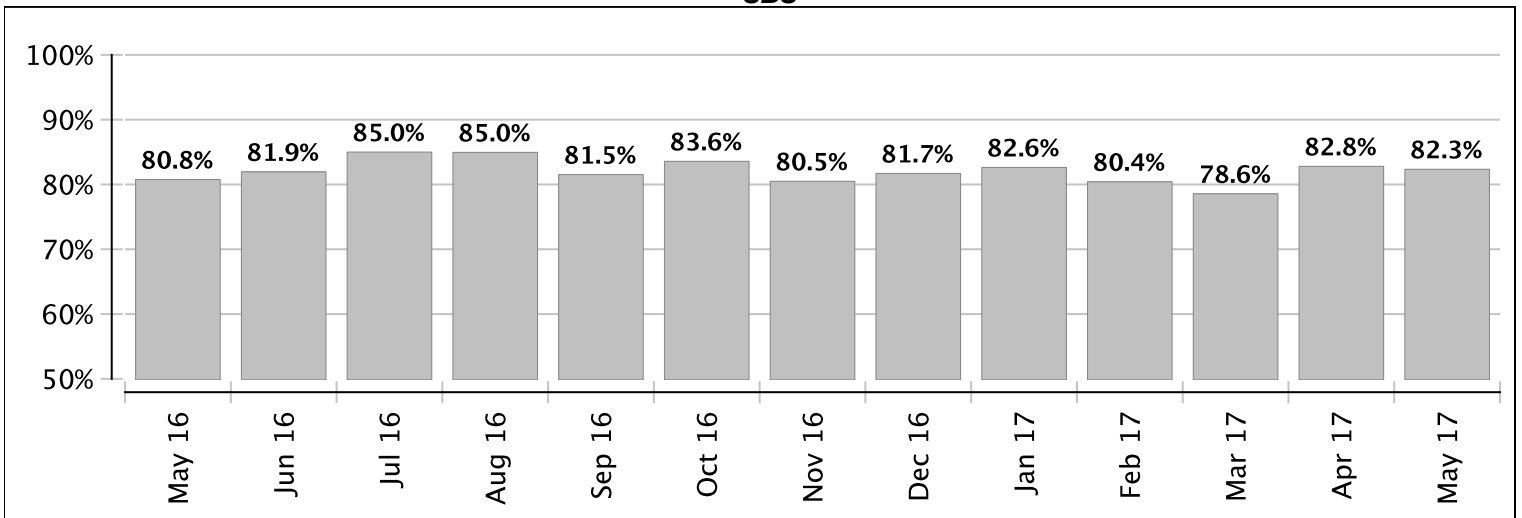
Brooklyn LCL/LTD



EXP



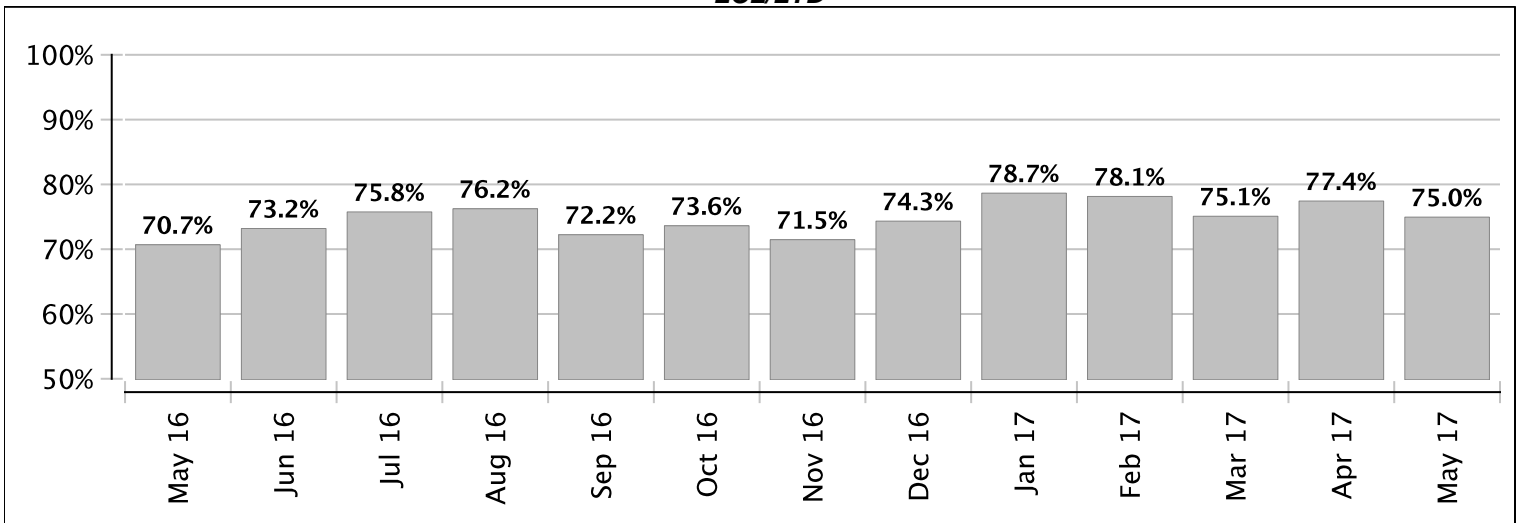
SBS



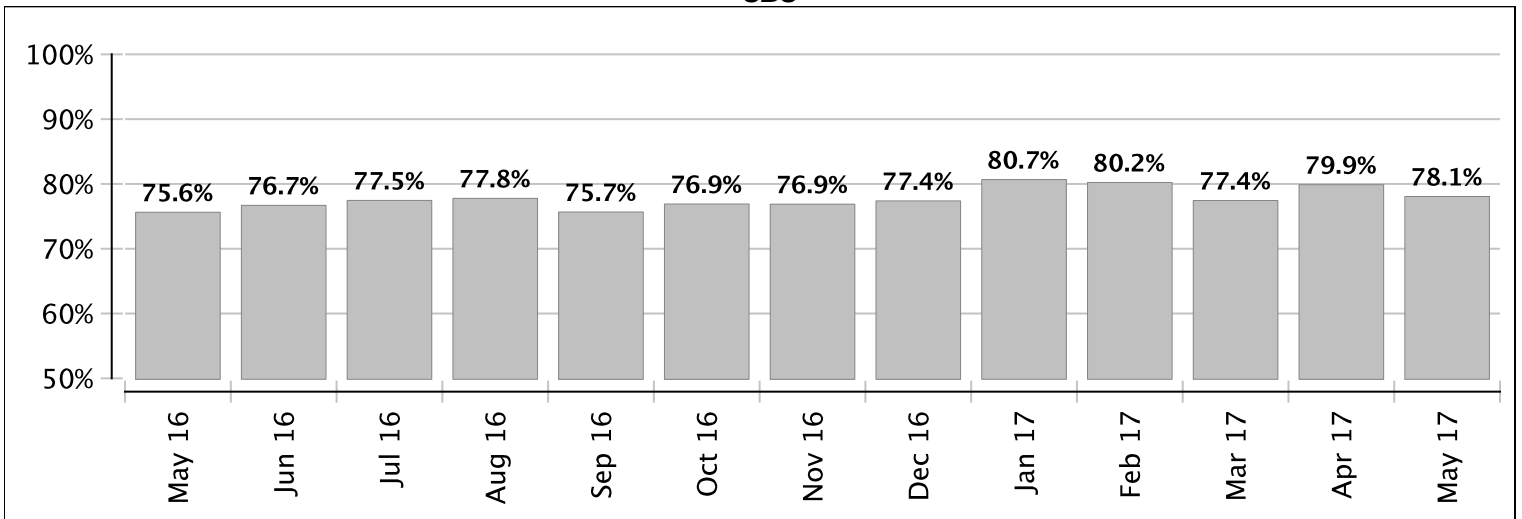
Bus Weekday Wait Assessment

Manhattan

LCL/LTD



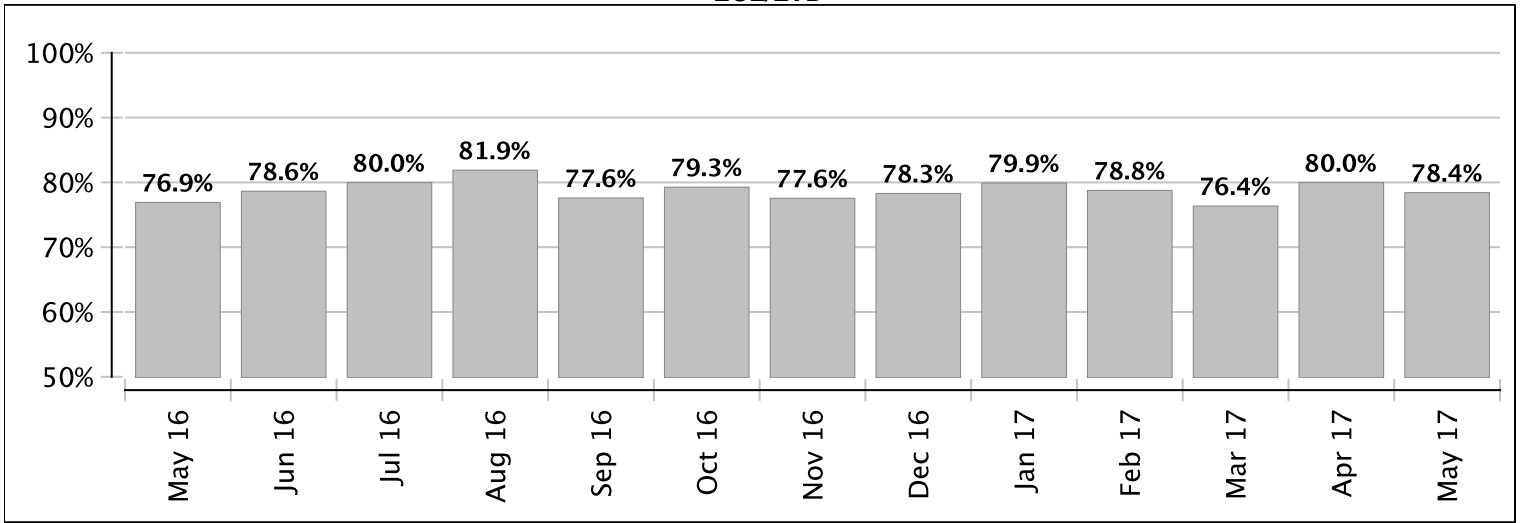
SBS



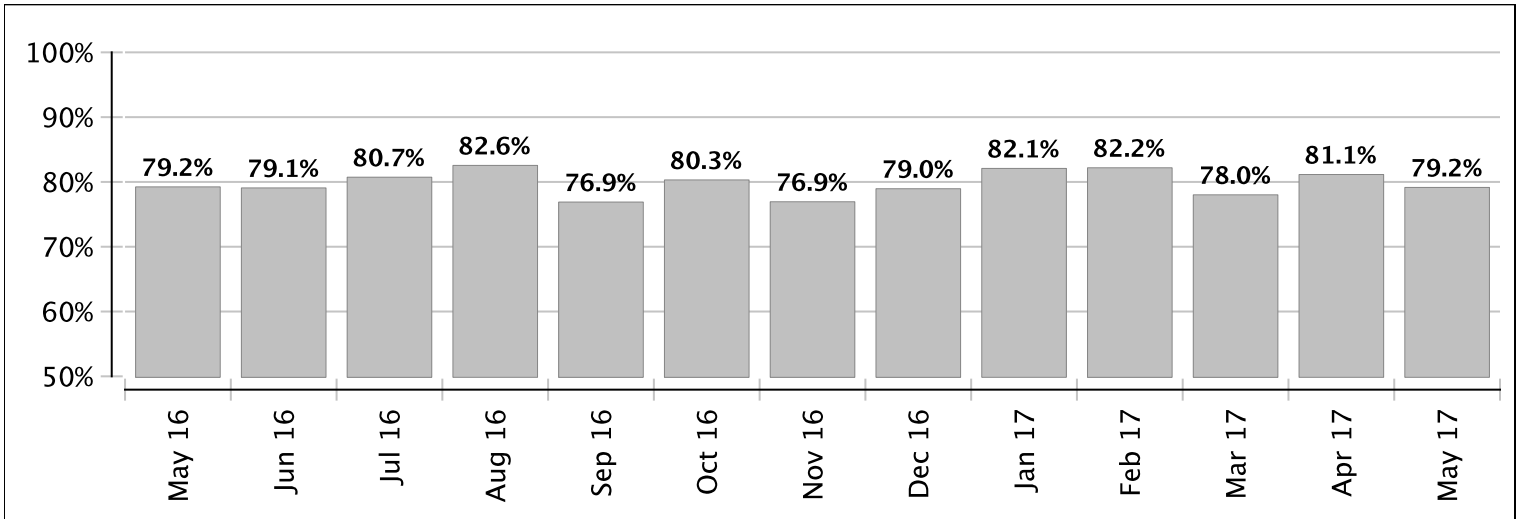
Bus Weekday Wait Assessment

Queens

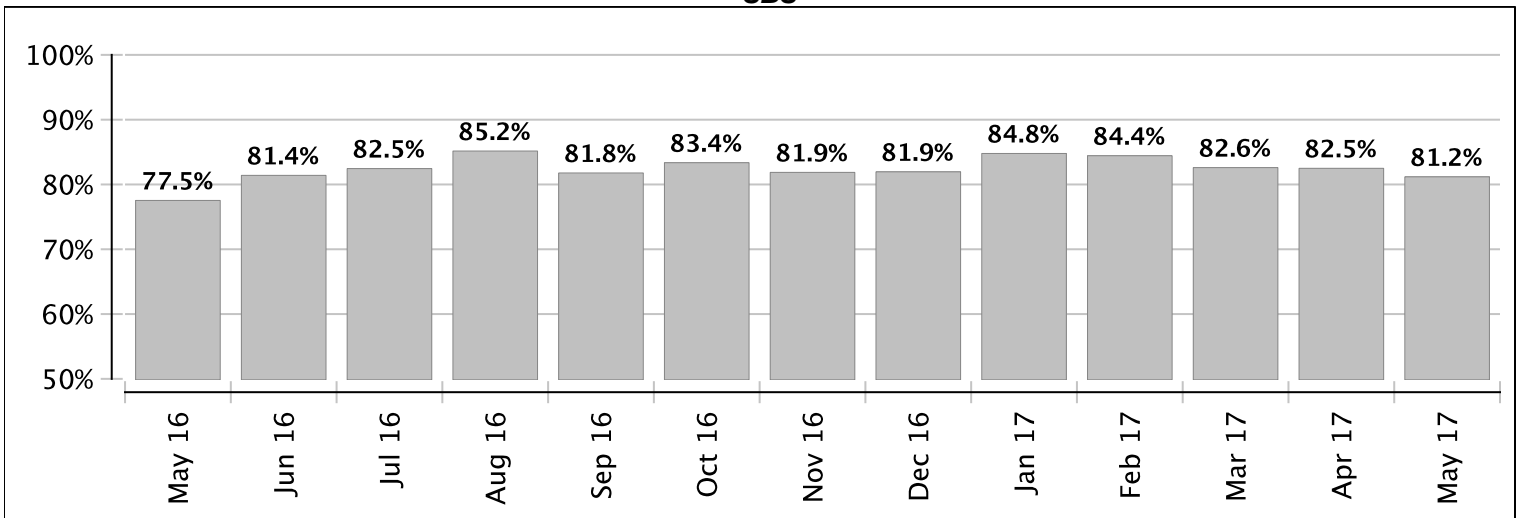
LCL/LTD



EXP



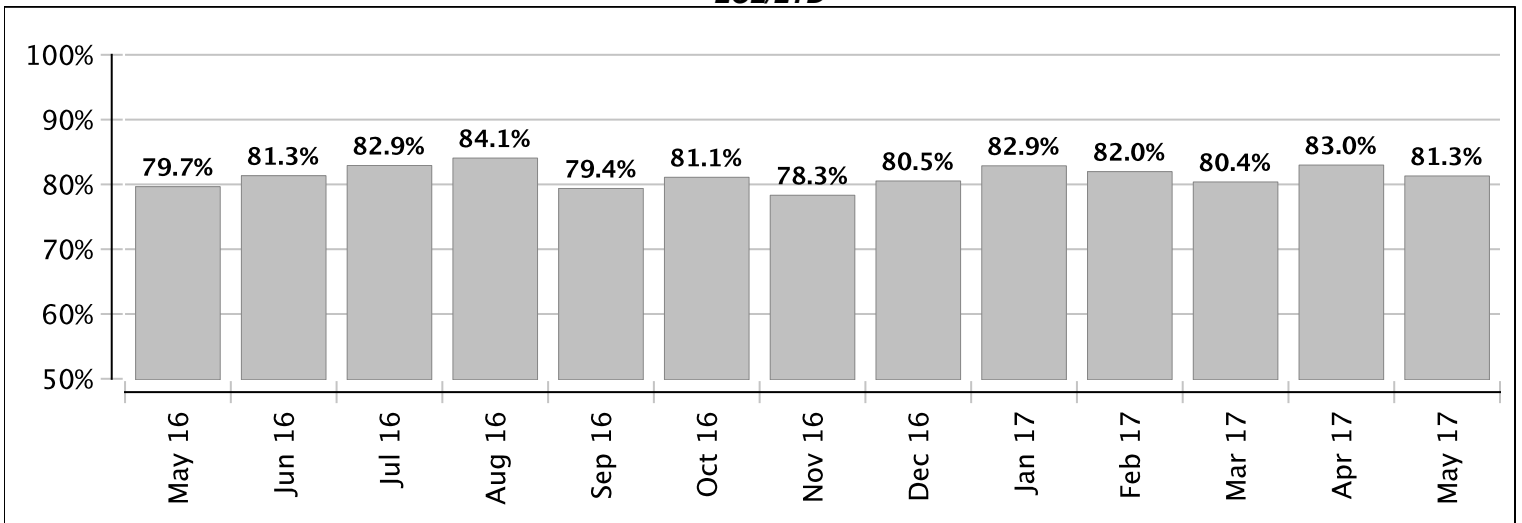
SBS



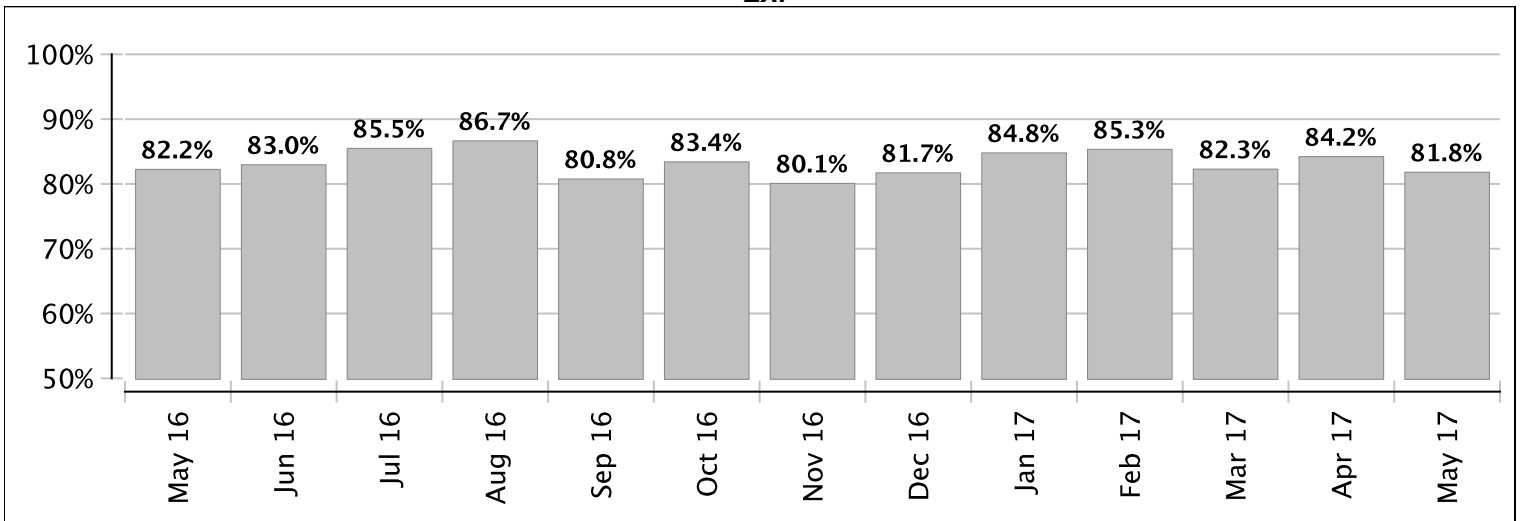
Bus Weekday Wait Assessment

Staten Island

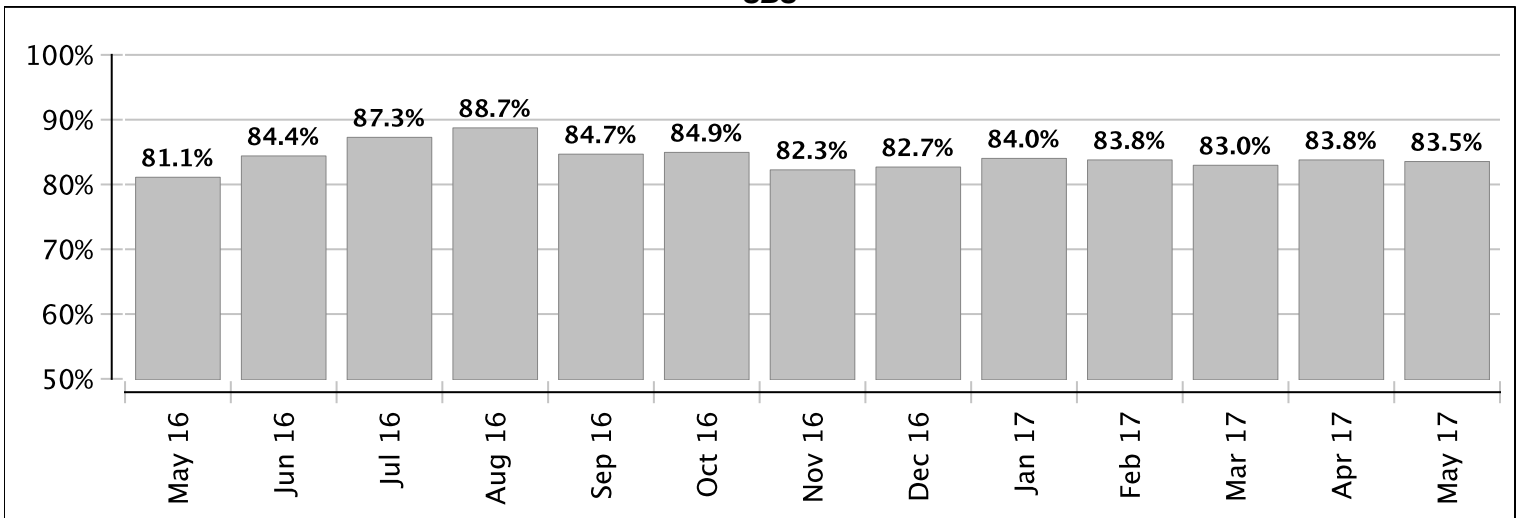
LCL/LTD



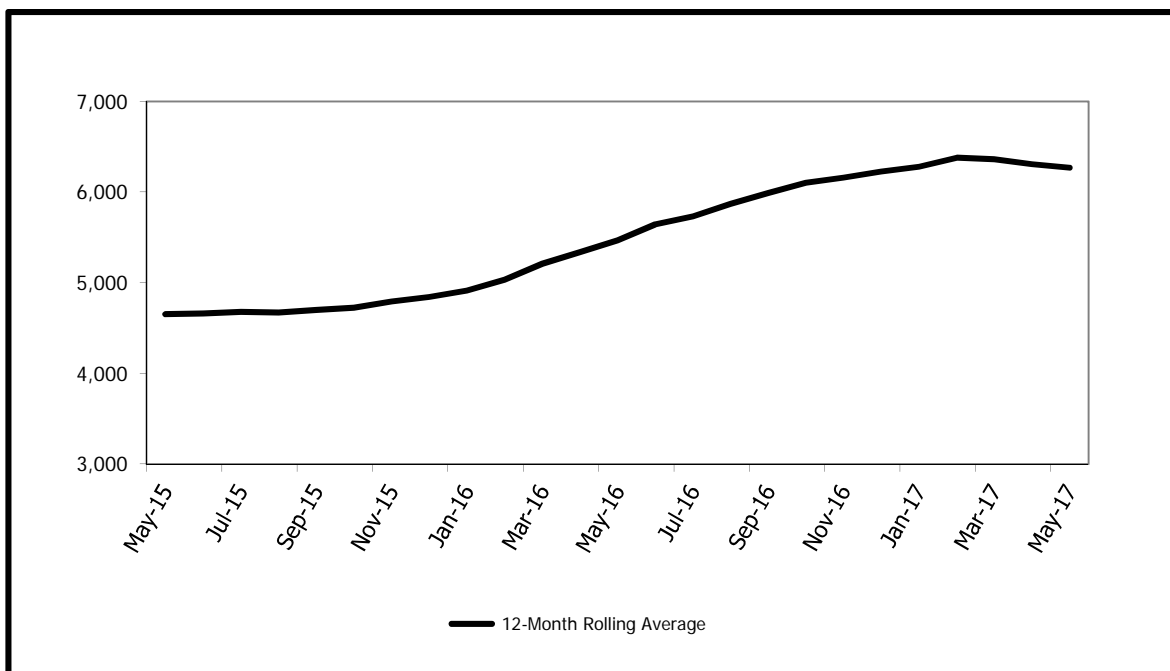
EXP



SBS



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

May 2017: 5,860
May 2016: 6,283

12-Month Average

June 16 - May 17: 6,269
June 15 - May 16: 5,468

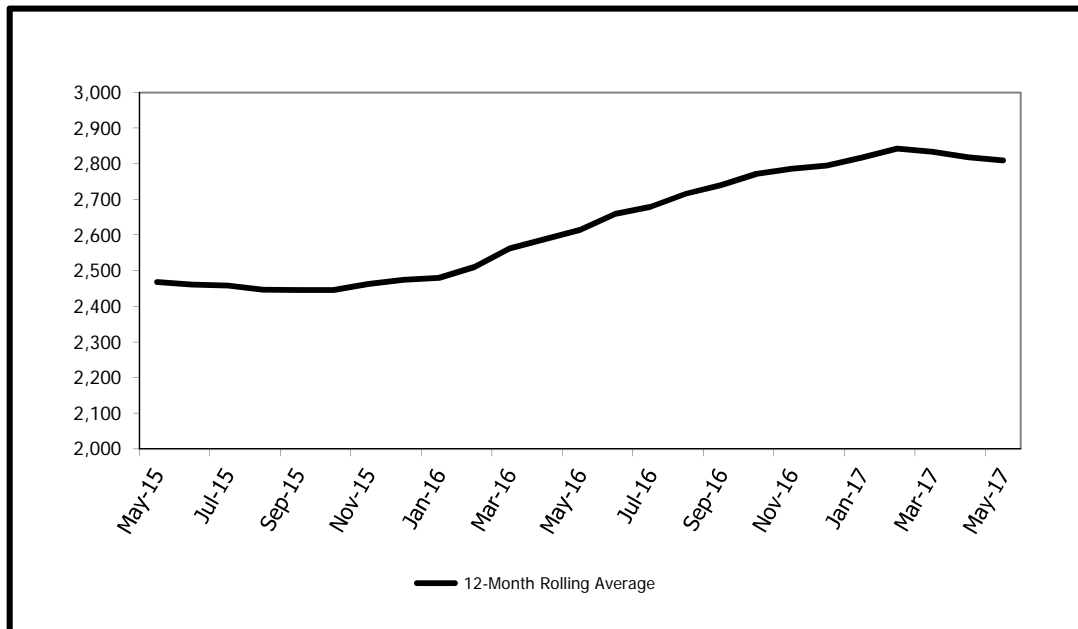
Annual Results

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

May 2017: 2,698
May 2016: 2,790

12-Month Average

June 16 - May 17: 2,810
June 15 - May 16: 2,614

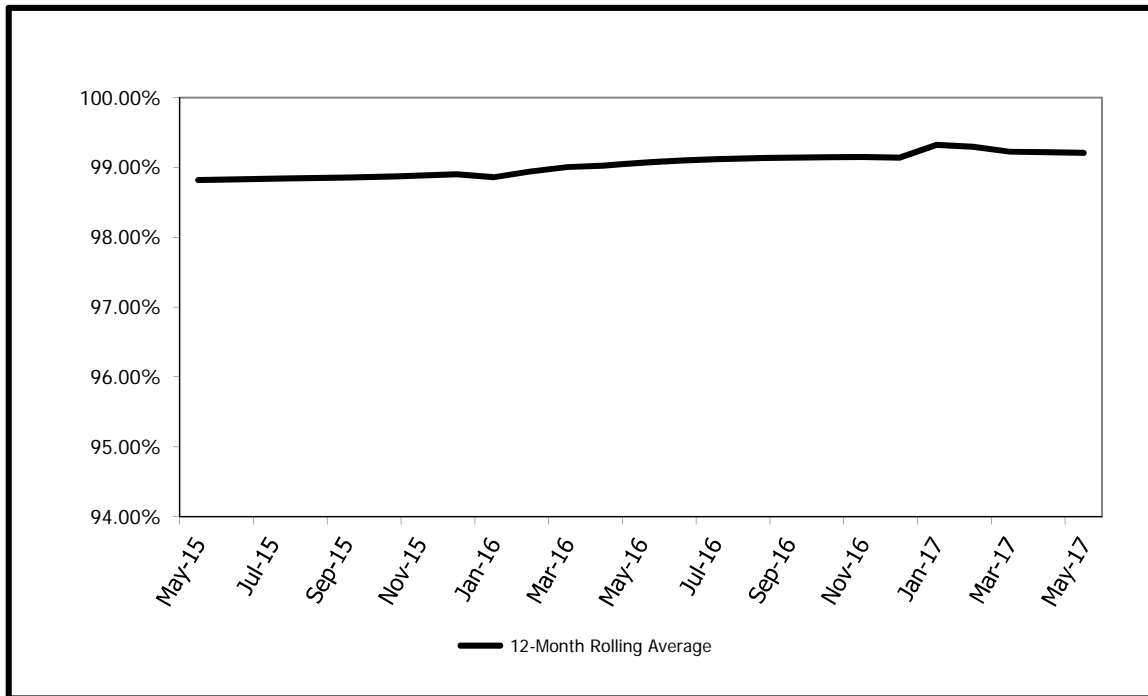
Annual Results

2017 YTD: 2,835
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

May 2017: 99.19%
May 2016: 99.30%

12-Month Average

June 16 - May 17: 99.21%
June 15 - May 16: 99.06%

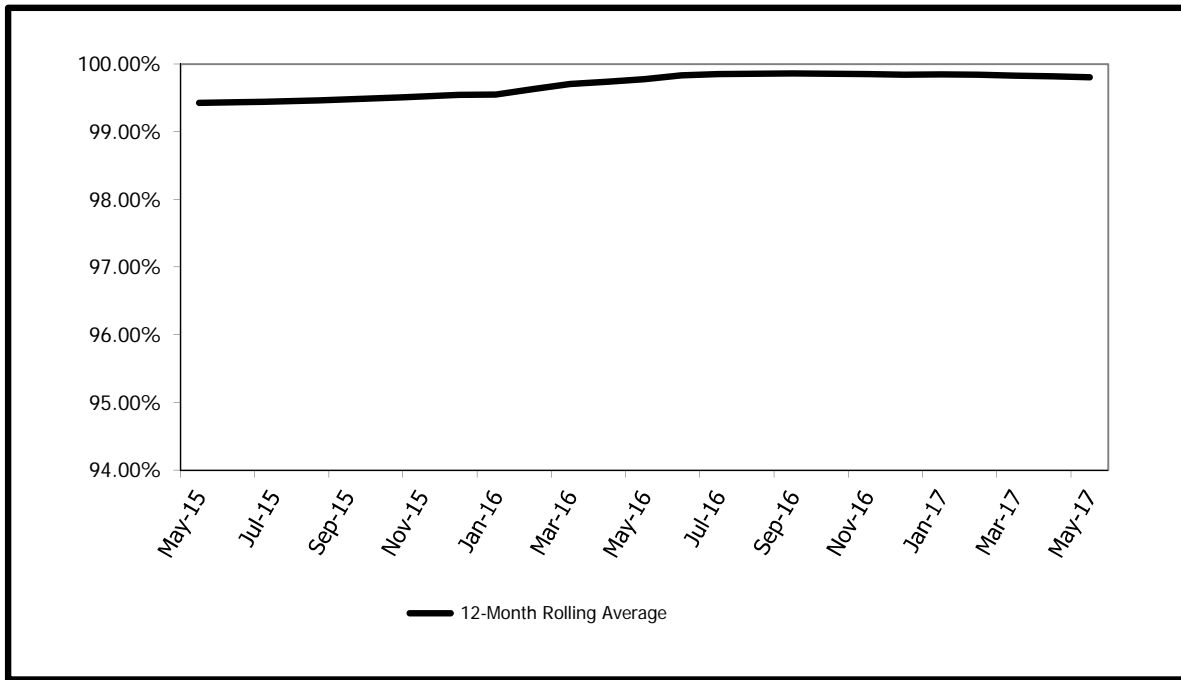
Annual Results

2017 YTD: 99.06%
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

May 2017: 99.66%
May 2016: 99.85%

12-Month Average

June 16 - May 17: 99.80%
June 15 - May 16: 99.77%

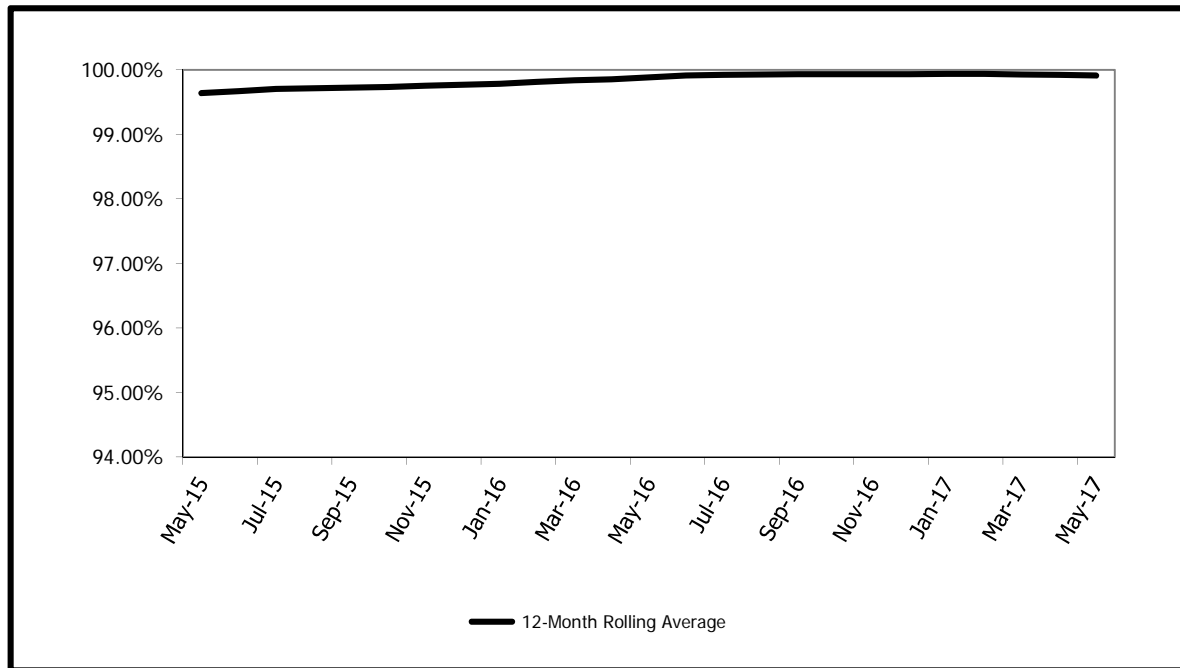
Annual Results

2017 YTD: 99.74%
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

May 2017:	99.84%	June 16 - May 17	99.91%	2017 YTD:	99.88%
May 2016:	99.95%	June 15 - May 16	99.88%	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		
	Jun 2014 - May 2015	Jun 2015 - May 2016	Jun 2016 - May 2017
Subways			
Subway Customer Accidents per Million Customers ¹	2.68	2.49	2.68
Subway Collisions ^{2,3}	0	0	0
Subway Derailments ^{2,3}	2	2	4
Subway Fires ²	1,033	918	974
Buses			
Bus Collisions Per Million Miles Regional	50.16	54.99	55.52
Bus Collision Injuries Per Million Miles Regional	6.33	6.36	6.21
Bus Customer Accidents Per Million Customers Regional	1.07	1.20	1.28
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees	3.69	4.04	3.61

¹ 12-Month Average data from May through April.

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

³ Data from July through June.

Leading Indicators				
Subways	June	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	33	176	340	51.8%
Joint Track Safety Audits -- Compliance Rate	98.4%	98.1%	100.0%	98.1%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	3,315	41,579	49,814	83.5%
Station -- Emergency Communication				
Help Point Installations*	6	35	79	44.3%
Buses	June	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System Pilot	42	82	225	36.4%
Collision Warning System Pilot	0	112	114	98.2%
Vision Zero Employee Training	608	3,392	5,600	60.6%

* The goal has been revised from 92 to 79 stations due to construction work at 13 Stations (9 on the Sea Beach line, 3 Enhanced Station Initiative locations, and Cortlandt Street) that will not be ready to accept HP installations in 2017.

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 JUNE

	2017	2016	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	48	54	-6	-11.1%
GL	126	110	16	14.5%
FELASSAULT	23	27	-4	-14.8%
BURGLARY	2	0	2	***. *%
<u>TOTAL MAJOR FELONIES</u>	<u>199</u>	<u>191</u>	<u>8</u>	<u>4.2%</u>

During June, the daily Robbery average decreased from 1.8 to 1.6

During June, the daily Major Felony average increased from 6.4 to 6.6

CRIME STATISTICS JANUARY THRU JUNE

	2017	2016	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	1	0	1	***. *%
ROBBERY	217	256	-39	-15.2%
GL	810	737	73	9.9%
FELASSAULT	166	157	9	5.7%
BURGLARY	12	10	2	20.0%
<u>TOTAL MAJOR FELONIES</u>	<u>1206</u>	<u>1161</u>	<u>45</u>	<u>3.9%</u>

Year to date the daily Robbery average decreased from 1.4 to 1.2

Year to date the daily Major Felony average increased from 6.4 to 6.7

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

JUNE ACTIVITY

	2017	2016	Diff	% Change
Total Arrests	2041	2771	-730	-26.3%
TOS Arrests	1343	2089	-746	-35.7%
Total Summons	6331	7256	-925	-12.7%
TOS TABs	4741	5970	-1229	-20.6%

JANUARY THRU JUNE ACTIVITY

	2017	2016	Diff	% Change
Total Arrests	14674	19910	-5236	-26.3%
TOS Arrests	10175	13094	-2919	-22.3%
Total Summons	40458	43733	-3275	-7.5%
TOS TABs	30836	34604	-3768	-10.9%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-JUNE																				
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Murder	1	0	4	1	1	0	1	2	4	1	2	2	1	0	0	0	1	1	0	1	0
Rape	1	8	0	3	1	0	2	1	3	3	0	2	0	0	2	6	3	5	0	0	1
Robbery	1046	961	852	683	641	624	588	532	622	490	421	384	346	361	354	444	309	212	244	256	217
Assault	229	248	211	178	143	145	143	142	129	97	100	87	91	105	106	98	94	99	130	157	166
Burglary	20	10	2	4	16	6	3	5	1	1	0	4	0	2	0	18	15	7	7	10	12
GL	1629	1273	1152	1205	1080	1017	823	882	907	679	609	640	563	561	707	816	777	760	755	737	810
TOTAL MAJOR FELONIES	2926	2500	2221	2074	1882	1792	1560	1564	1666	1271	1132	1119	1001	1029	1169	1382	1199	1084	1136	1161	1206
Major Fel Per Day	16.17	13.81	12.27	11.40	10.40	9.90	8.62	8.59	9.20	7.02	6.25	6.15	5.53	5.69	6.46	7.59	6.62	5.99	6.28	6.38	6.66

**Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 6/25/2017)**

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	5	8	-3	-38%
WHITE	1	1	0	0%
Grand Total	33	14	19	136%

Crime Name:

Crime Name	2017	2016	Diff	% Change
Aggravated Harassment 1	2	1	1	100%
Aggravated Harassment 2	4	2	2	100%
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	33	14	19	136%

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	3	0	3	300%
	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		33	14	19	136%

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%
	Aggravated Harassment 2	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		33	14	19	136%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit

June 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	0	4	100%
Felony Assault	1	0	1	100%
Burglary	0	0	0	0%
Grand Larceny	2	0	2	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	7	0	7	100%

Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	2	2	100%
Felony Assault	2	1	1	100%
Burglary	0	0	0	0%
Grand Larceny	3	5	-2	-40%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	9	8	1	13%



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	May Results		May Year-to-Date Results			
	Variance Fav/(Unfav)		Budget	Prel Actual	Variance Fav/(Unfav)	
	\$	%			\$	%
Total Farebox Revenue	(8.6)	(2.2)	1,852.7	1,820.8	(31.9)	(1.7)
Nonreimb. Exp. before Dep./OPEB	7.0	1.0	3,345.5	3,274.4	71.1	2.1
Net Cash Deficit*	21.3	8.5	(1,216.5)	(1,194.2)	22.2	1.8
*Excludes Subsidies and Debt Service						

May 2017 **farebox revenue** was \$390.1 million, \$8.6 million (2.2 percent) below budget. Subway revenue was \$4.7 million (1.5 percent) below budget, bus revenue was \$3.7 million (4.2 percent) below budget, and paratransit revenue was \$0.2 million (11.5 percent) below budget. Accrued fare media liability was equal to budget. Year-to-date revenue of \$1,820.8 million was \$31.9 million (1.7 percent) below budget. The May 2017 non-student average fare of \$1.961 increased 8.3¢ from May 2016; the subway fare increased 8.6¢, the local bus fare increased 5.7¢, and the express bus fare increased 23.4¢.

Total **ridership** in May 2017 of 208.8 million was 5.9 million trips (2.7 percent) below budget. Average weekday ridership in May 2017 was 7.9 million, 1.9 percent below May 2016. Average weekday ridership for the twelve months ending May 2017 was 7.6 million, 1.8 percent lower than the twelve months ending May 2016.

Nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were below budget in May by \$7.0 million (1.0 percent). Labor expenses exceeded budget by a net \$0.9 million (0.2 percent), as additional costs for overtime maintenance and vacancy/absentee coverage requirements were essentially offset by favorable reimbursable overhead credits, resulting from higher reimbursable overtime requirements. Non-labor expenses were under budget by \$7.9 million (5.1 percent), including favorable results reported in most accounts.

Year-to-date, nonreimbursable expenses were less than budget by \$71.1 million (2.1 percent), including lower net labor costs of \$38.2 million (1.5 percent) and non-labor net underruns of \$32.8 million (4.3 percent), with again most accounts reporting favorable results.

The **net cash deficit** for May year-to-date was \$1,194.2 million, favorable to budget by \$22.2 million (1.8 percent).

FINANCIAL RESULTS

Farebox Revenue

May 2017 Farebox Revenue - (\$ in millions)

	May				May Year-to-Date			
	Budget	Preliminary	Favorable/(Unfavorable)		Budget	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	304.1	299.4	(4.7)	(1.5%)	1,409.6	1,394.4	(15.2)	(1.1%)
NYCT Bus	86.7	83.0	(3.7)	(4.2%)	404.3	388.6	(15.7)	(3.9%)
Paratransit	1.7	1.5	(0.2)	(11.5%)	8.2	7.2	(1.0)	(12.3%)
Subtotal	392.5	383.9	(8.6)	(2.2%)	1,822.1	1,790.1	(31.9)	(1.8%)
Fare Media Liability	6.1	6.1	0.0	0.0%	30.6	30.6	0.0	0.0%
Total - NYCT	398.7	390.1	(8.6)	(2.2%)	1,852.7	1,820.8	(31.9)	(1.7%)

Note: Totals may not add due to rounding.

- Nearly half of the revenue variance occurred during the period beginning on the Friday before the Memorial Day weekend (May 26) and ending the Tuesday after the holiday weekend (May 30), reflecting a relatively cool holiday weekend, and possibly indicating that more customers left town for the holidays than in recent years.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2016	Prelim.	Change		2016	Prelim.	Change	
		2017	Amount	Percent		2017	Amount	Percent
Subway	1.962	2.048	0.086	4.4%				
Local Bus	1.571	1.628	0.057	3.6%	1.596	1.659	0.063	3.9%
Subway & Local Bus	1.862	1.945	0.082	4.4%	1.596	1.659	0.063	3.9%
Express Bus	5.091	5.325	0.234	4.6%	5.100	5.316	0.216	4.2%
Total	1.878	1.961	0.083	4.4%	1.848	1.914	0.066	3.6%

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

Other Operating Revenue

In the month of May, other operating revenue was above budget by \$1.1 million (2.7 percent), due mostly to higher Transit Adjudication Bureau (TAB) fees. Year-to-date, other operating revenue underran budget by \$12.5 million (6.4 percent), caused mostly by lower advertising and paratransit Urban Tax revenues, partly offset by higher Transit Adjudication Bureau (TAB) fees and real estate revenue.

Nonreimbursable Expenses

In the month of May, nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were below budget by \$7.0 million (1.0 percent). Year-to-date, expenses were under budget by \$71.1 million (2.1 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of May were more than budget by a net \$0.9 million (0.2 percent). Overtime expenses exceeded budget by \$8.9 million (23.6 percent), due primarily to additional track, infrastructure and station maintenance requirements and vacancy/absentee coverage requirements. Other fringe benefit expenses were higher by \$0.6 million (1.3 percent), largely from higher FICA costs. Reimbursable overhead credits were favorable by \$7.1 million (38.9 percent), resulting from higher reimbursable overtime requirements. Health & welfare/OPEB current expenses were below budget by a net \$0.8 million (0.7 percent), due largely to lower rates and vacancies. Payroll expenses were also under budget by \$0.5 million (0.2 percent), due primarily to vacancies, partly offset by the unfavorable timing of expenses. Year-to-date, labor expenses were below budget by a net \$38.2 million (1.5 percent). Health & welfare/OPEB current expenses were less than budget by \$53.2 million (9.6 percent), due largely to lower rates and vacancies. Reimbursable overhead credits were favorable by \$12.9 million (11.8 percent), resulting from higher reimbursable overtime requirements. Payroll expenses were under budget by \$5.4 million (0.4 percent), due mainly to vacancies, partly offset by the unfavorable timing of expenses. Overtime expenses were in excess of budget by \$25.8 million (13.7 percent), due primarily to vacancy/absentee coverage, adverse weather, and additional track, infrastructure, station and signal maintenance requirements. Other fringe benefits exceeded budget by \$5.4 million (2.6 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 \$2.0 million (0.5 percent), mainly due to the unfavorable timing of MaBSTOA expenses.

Non-labor expenses were below budget in May by \$7.9 million (5.1 percent). Maintenance contract expenses underran budget by \$3.6 million (18.1 percent), largely from the favorable timing of subway car-related purchases and real estate rent. Electric power expenses were under by \$3.1 million (13.0 percent), largely from lower prices. Paratransit service contract expenses were favorable by \$2.5 million (7.0 percent), due primarily to lower completed trips. Fuel expenses were less than budget by \$1.2 million (13.5 percent), resulting mainly from lower prices. Professional service contracts were below budget by \$1.1 million (7.0 percent), principally from the favorable timing of training and various professional service-related expenses, partly offset by the unfavorable timing of legal and data communications expenses. Insurance expenses were lower by \$0.7 million (10.7 percent), caused by the favorable timing of intra-agency billing. Materials & supplies expenses were in excess of budget by \$4.8 million (18.4 percent), mostly from the unfavorable timing of maintenance material requirements, and unfavorable inventory/obsolescence adjustments, partly offset by increased scrap sales. Year-to-date, non-labor expenses were under budget by \$32.8 million (4.3 percent), including the following:

- Electric power expenses were under budget by \$14.9 million (11.4 percent), due mainly to lower prices, partly offset by higher consumption.
- Paratransit service contract expenses were below budget by \$14.5 million (8.5 percent), due principally to lower completed trips.
- Maintenance contract expenses were below budget by \$6.3 million (6.8 percent), primarily from the favorable timing of subway car-related purchases, auto purchases, uniforms, tires & tubes, and refuse & recycling expenses.
- Fuel expenses were lower than budget by \$3.8 million (8.5 percent), mainly from lower prices, partially offset by higher consumption.
- Professional service contract expenses were under budget by \$3.4 million (4.9 percent), principally from the favorable timing of training and various professional and MTA service-related expenses, partly offset by unfavorable timing of legal and data communications expenses.
- Insurance expenses underran by \$1.5 million (4.5 percent), due to the favorable timing of interagency billing.
- Materials and supplies expenses exceeded budget by \$10.6 million (8.2 percent), due mostly to unfavorable inventory/obsolescence adjustments and the unfavorable timing of maintenance material requirements, partly offset by increased scrap sales.

Depreciation expenses were higher than budget year-to-date by \$119.1 million (17.2 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 \$289.0 million were recorded through May, resulting in an underrun of \$86.3 million (23.0 percent).

GASB #68 Pension Adjustment was adopted by the MTA in 2015. \$3.7 million of expenses were recorded year-to-date, favorable to budget by \$77.7 million inasmuch as the budget projected a credit balance of \$74.0 million.

Net Cash Deficit

The net cash deficit for May year-to-date was \$1,194.2 million, favorable to budget by \$22.2 million (1.8 percent).

Incumbents

There were 48,375 full-time paid incumbents at the end of May (excluding 196 temporary May paid incumbents), an increase of 143 from April and an increase of 324 from December 2016 (excluding 304 temporary December paid incumbents).

RIDERSHIP RESULTS

May 2017 Ridership vs. Budget - (millions)

	May				May Year-to-Date			
	Budget	Preliminary	More/(Less)		Budget	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	156.5	153.5	(3.0)	(1.9%)	733.5	719.2	(14.3)	(2.0%)
NYCT Bus	57.4	54.5	(2.9)	(5.0%)	267.8	254.0	(13.8)	(5.2%)
Subtotal	213.9	208.0	(5.8)	(2.7%)	1,001.3	973.2	(28.1)	(2.8%)
Paratransit	0.9	0.8	(0.1)	(7.3%)	4.0	3.6	(0.4)	(9.9%)
Total - NYCT	214.7	208.8	(5.9)	(2.7%)	1,005.4	976.8	(28.5)	(2.8%)
MTA Bus Company	11.2	10.9	(0.2)	(1.9%)	53.0	50.7	(2.3)	(4.3%)
Total - Regional Bus	68.5	65.5	(3.1)	(4.5%)	320.8	304.7	(16.1)	(5.0%)

Notes: Totals may not add due to rounding.

- The May 2017 weather impact was negative, mainly due to cooler than normal temperatures and higher than normal rainfall. The year-to-date variances include the impact from snowstorms on January 7, February 9, and March 14, 2017.
- In addition to the weather effects mentioned above, the May year-to-date results reflect an overall negative ridership trend, particularly on buses.

May Average Weekday and Weekend Ridership vs. Prior Year

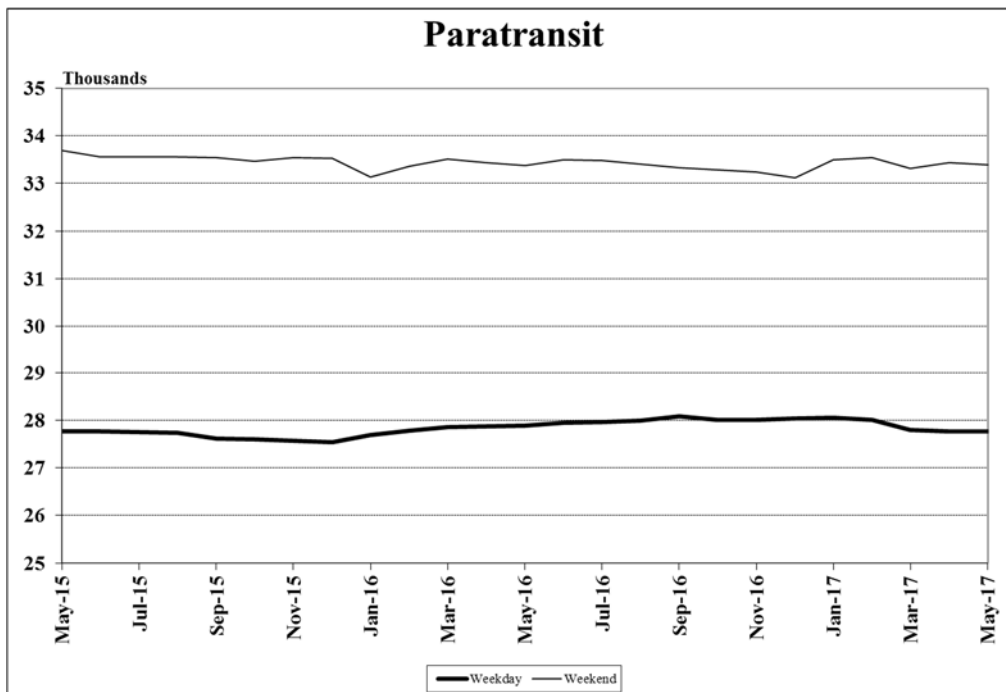
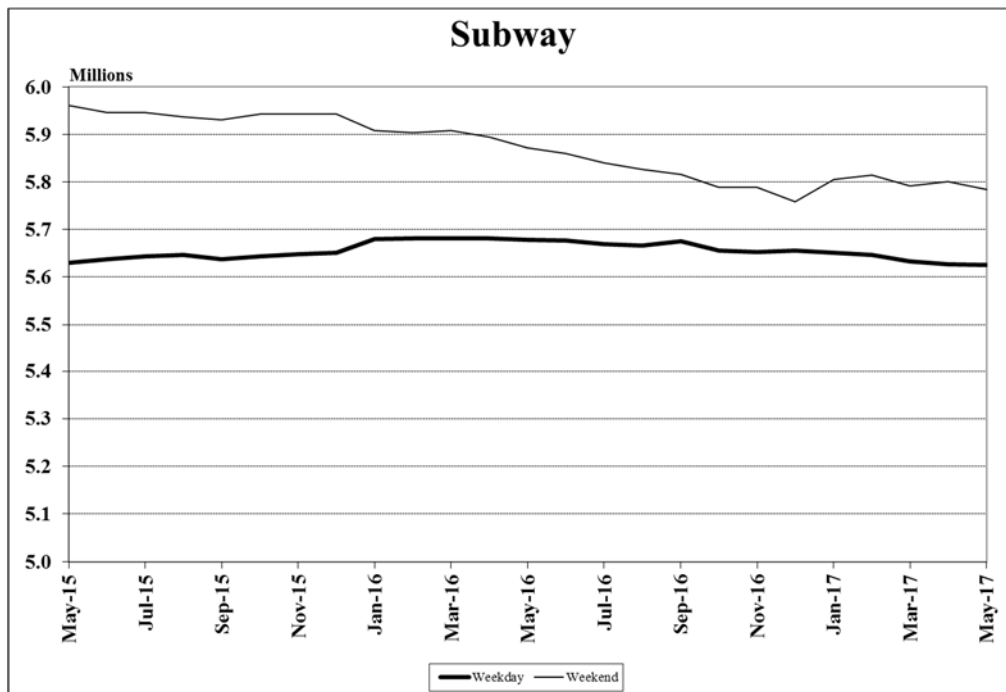
Month	Average Weekday - (thousands)				Average Weekend - (thousands)			
	2016	Preliminary	Change		2016	Preliminary	Change	
		2017	Amount	Percent		2017	Amount	Percent
Subway	5,869	5,836	-33	-0.6%	5,902	5,687	-215	-3.6%
NYCT Local Bus	2,125	2,005	-120	-5.6%	2,269	2,124	-145	-6.4%
NYCT Express Bus	42	42	-0	-1.0%	12	13	+0	+3.0%
Paratransit	29	29	-0	-0.3%	35	35	-0	-0.4%
TOTAL - NYCT	8,065	7,911	-154	-1.9%	8,218	7,859	-359	-4.4%
MTABC Local Bus	398	388	-10	-2.5%	402	389	-13	-3.3%
MTABC Express Bus	31	29	-2	-6.5%	13	11	-2	-15.5%
Total - MTA Bus	429	417	-12	-2.8%	415	399	-15	-3.7%
Total - Regional Bus	2,596	2,464	-132	-5.1%	2,696	2,536	-160	-5.9%
12-Month Rolling Average								
Subway	5,679	5,625	-53	-0.9%	5,872	5,784	-88	-1.5%
Local Bus	2,029	1,946	-83	-4.1%	2,223	2,151	-72	-3.2%
Express Bus	41	40	-0	-0.4%	12	13	+0	+3.5%
Paratransit	28	28	-0	-0.4%	33	33	+0	+0.1%
TOTAL - NYCT	7,776	7,640	-136	-1.8%	8,141	7,982	-159	-1.9%
MTABC Local Bus	378	374	-4	-1.2%	391	391	+0	+0.1%
MTABC Express Bus	30	28	-1	-4.4%	12	11	-1	-7.5%
Total - MTA Bus	408	402	-6	-1.4%	403	402	-1	-0.2%
Total - Regional Bus	2,477	2,389	-88	-3.6%	2,638	2,567	-72	-2.7%

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

- There was 3.8 inches of rain on weekdays in May 2017, including 2.4 inches on Friday, May 5, compared to 1.4 inches on weekdays in May 2016.
- May 2017 average weekday student ridership was 4.2 percent lower than May 2016 on subways and 9.7 percent lower on buses.

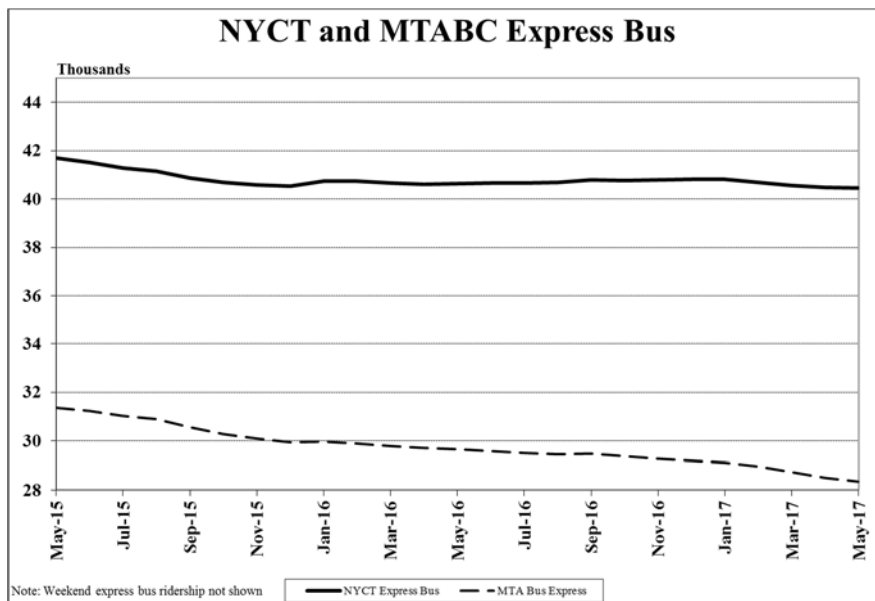
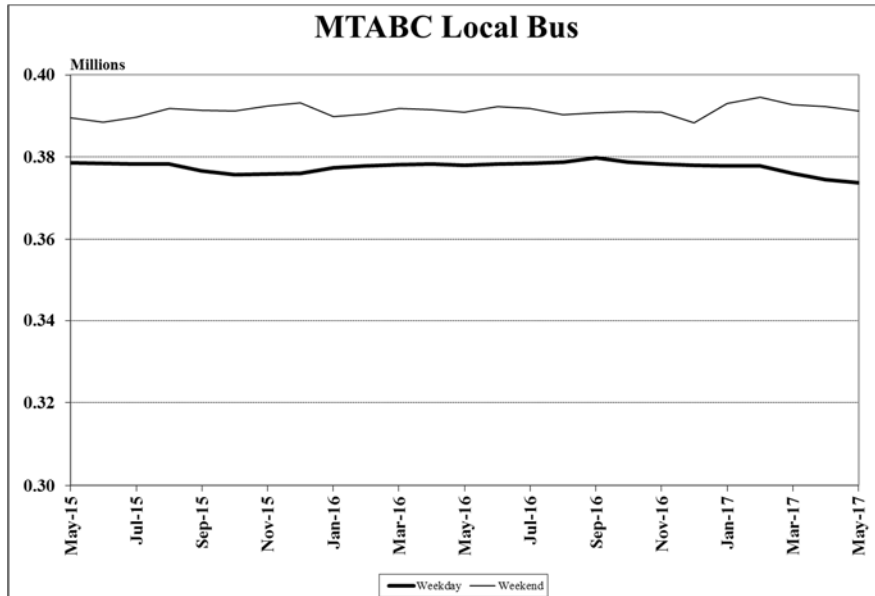
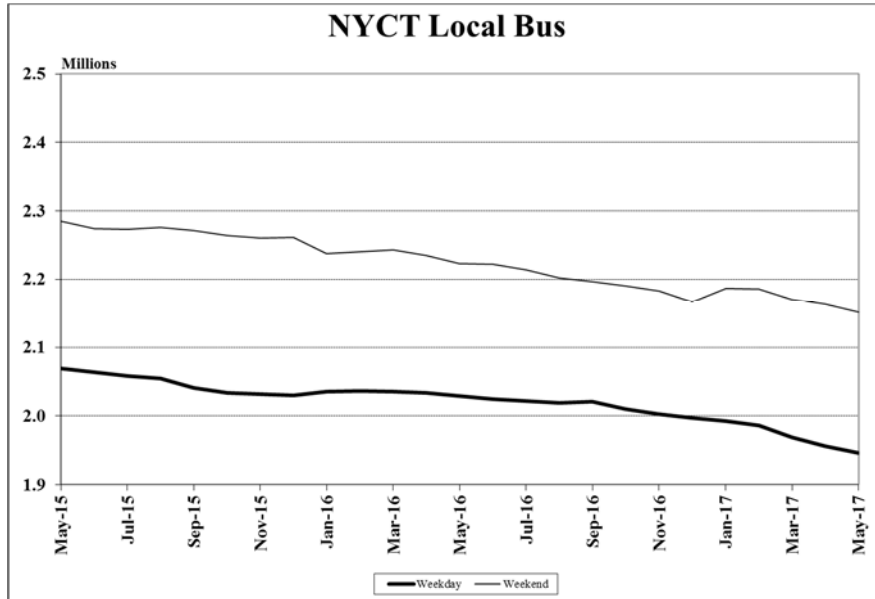
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From May 2016 to May 2017, average weekday ridership was mixed on most area services, with PATH posting the largest increase (up 4.5 percent, and the highest May on record) and MTA Express Bus posted the largest decrease (down 6.5 percent from May 2016). Weekend ridership was mixed across all area services, with MTA Express Bus down 15.5 percent (mostly due to more than 1.5 inches of rain on Saturday, May, 13th, which, combined with the fact that these routes have fairly low ridership, results in a large percent change) and Metro-North Railroad up 4.2 percent from May 2016.

Bridges and Tunnels traffic decreased mildly on weekdays, and more substantially on weekends. The percent change in 12-month rolling weekday average, while still increasing, continued to slow. The 12-month rolling weekend average is essentially flat from the 12 months ending in May 2016.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	May-16	Preliminary May-17	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,869	5,836	-0.6%	-0.9%
NYCT Local Bus	2,125	2,005	-5.6%	-4.1%
NYCT Express Bus	42	42	-1.0%	-0.4%
NYCT Paratransit	29	29	-0.3%	-0.4%
Staten Island Railway	17	17	+1.4%	-1.0%
MTA Local Bus	398	388	-2.5%	-1.2%
MTA Express Bus	31	29	-6.5%	-4.4%
Long Island Rail Road	311	307	-1.4%	+1.5%
Metro-North Railroad	284	286	+0.6%	+0.0%
PATH	272	284	+4.5%	+3.9%
<u>Average Weekend</u>				
NYCT Subway	5,902	5,687	-3.6%	-1.5%
NYCT Local Bus	2,269	2,124	-6.4%	-3.2%
NYCT Express Bus	12	13	+3.0%	+3.5%
NYCT Paratransit	35	35	-0.4%	+0.1%
Staten Island Railway	8	8	+0.9%	+2.1%
MTA Local Bus	402	389	-3.3%	+0.1%
MTA Express Bus	13	11	-15.5%	-7.5%
Long Island Rail Road	206	199	-3.4%	+1.5%
Metro-North Railroad	223	233	+4.2%	+0.4%
PATH	207	204	-1.4%	-6.0%

MTA Bridges and Tunnels (thousands)				
Average Weekday	898	892	-0.6%	+1.2%
Average Weekend	1,668	1,597	-4.2%	+0.0%

Note: Percentages are based on unrounded data.

Economy

From May 2016 to May 2017, New York City employment increased 2.0 percent (85,000 jobs). Total private sector employment increased 2.2 percent (83,300 jobs) and government employment increased 0.3 percent (1,700 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	May-16	May-17	Change		
			Amount	%	% YTD
Construction	146.3	149.9	3.6	2.5%	2.2%
Manufacturing	76.7	74.2	-2.5	-3.3%	-3.5%
Trade & Transportation	625.8	622.7	-3.1	-0.5%	-1.0%
Leisure & Hospitality	442.3	456.6	14.3	3.2%	1.6%
Financial Activities	464.4	468.2	3.8	0.8%	0.4%
Information	184.6	190.6	6.0	3.3%	2.3%
Professional & Business Services	716.1	739.7	23.6	3.3%	2.7%
Educational & Health Services	935.9	967.6	31.7	3.4%	3.8%
Other Services	188.0	193.9	5.9	3.1%	1.6%
Total Private	3,780.1	3,863.4	83.3	2.2%	1.7%
Government	553.7	555.4	1.7	0.3%	0.3%
Total NYC Employment	4,333.8	4,418.8	85.0	2.0%	1.5%

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

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	Nonreimbursable				Reimbursable				Total			
			Var Percent				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$304.089	\$299.388	(4.701)	(1.5)	\$0.000	\$0.000	-	-	\$304.089	\$299.388	(4.701)	(1.5)
Bus	\$86.713	\$83.028	(3.685)	(4.2)	\$0.000	\$0.000	-	-	\$86.713	\$83.028	(3.685)	(4.2)
Paratransit	\$1.727	\$1.529	(0.198)	(11.5)	\$0.000	\$0.000	-	-	\$1.727	\$1.529	(0.198)	(11.5)
Fare Liability	\$6.125	\$6.125	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.125	\$6.125	\$0.000	0.0
Farebox Revenue	\$398.655	\$390.071	(8.584)	(2.2)	\$0.000	\$0.000	-	-	\$398.655	\$390.071	(8.584)	(2.2)
Fare Reimbursement	\$9.361	\$9.361	\$0.000	0.0	\$0.000	\$0.000	-	-	\$9.361	\$9.361	\$0.000	0.0
Paratransit Reimbursement	\$16.198	\$16.173	(0.025)	(0.2)	\$0.000	\$0.000	-	-	\$16.198	\$16.173	(0.025)	(0.2)
Other Operating Revenue	\$14.739	\$15.869	\$1.130	7.7	\$0.000	\$0.000	-	-	\$14.739	\$15.869	\$1.130	7.7
Other Revenue	\$40.298	\$41.403	\$1.105	2.7	\$0.000	\$0.000	-	-	\$40.298	\$41.403	\$1.105	2.7
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$96.289	\$113.047	\$16.758	17.4	\$96.289	\$113.047	\$16.758	17.4
Total Revenue	\$438.953	\$431.474	(7.479)	(1.7)	\$96.289	\$113.047	\$16.758	17.4	\$535.241	\$544.521	\$9.280	1.7
Expenses												
Labor :												
Payroll	\$285.170	\$284.682	\$0.488	0.2	\$41.113	\$39.481	\$1.632	4.0	\$326.283	\$324.163	\$2.120	0.6
Overtime	\$37.592	\$46.451	(8.859)	(23.6)	\$6.518	\$15.591	(9.072)	-	\$44.110	\$62.041	(17.932)	(40.7)
Total Salaries & Wages	\$322.762	\$331.133	(8.371)	(2.6)	\$47.631	\$55.072	(7.440)	(15.6)	\$370.393	\$386.204	(15.811)	(4.3)
Health and Welfare	\$77.113	\$71.938	\$5.175	6.7	\$1.829	\$2.517	(0.688)	(37.6)	\$78.943	\$74.455	\$4.488	5.7
OPEB Current Payment	\$36.634	\$41.016	(4.382)	(12.0)	\$0.689	\$0.793	(0.105)	(15.2)	\$37.323	\$41.810	(4.487)	(12.0)
Pensions	\$77.151	\$77.021	\$0.130	0.2	\$2.657	\$2.870	(0.213)	(8.0)	\$79.808	\$79.891	(0.083)	(0.1)
Other Fringe Benefits	\$42.832	\$43.408	(0.576)	(1.3)	\$15.622	\$16.609	(0.987)	(6.3)	\$58.454	\$60.018	(1.564)	(2.7)
Total Fringe Benefits	\$233.730	\$233.384	\$0.347	0.1	\$20.797	\$22.789	(1.992)	(9.6)	\$254.527	\$256.173	(1.646)	(0.6)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(18.346)	(25.475)	\$7.129	38.9	\$18.346	\$25.475	(7.129)	(38.9)	\$0.000	\$0.000	\$0.000	-
Labor	\$538.146	\$539.042	(0.896)	(0.2)	\$86.774	\$103.336	(16.561)	(19.1)	\$624.920	\$642.377	(17.457)	(2.8)
Non-Labor :												
Electric Power	\$23.818	\$20.718	\$3.100	13.0	\$0.020	\$0.054	(0.034)	-	\$23.838	\$20.772	\$3.066	12.9
Fuel	\$8.876	\$7.678	\$1.198	13.5	\$0.000	\$0.001	(0.001)	-	\$8.876	\$7.679	\$1.197	13.5
Insurance	\$6.937	\$6.195	\$0.742	10.7	\$0.000	\$0.000	-	-	\$6.937	\$6.195	\$0.742	10.7
Claims	\$12.205	\$12.205	\$0.000	0.0	\$0.000	\$0.000	-	-	\$12.205	\$12.205	\$0.000	0.0
Paratransit Service Contracts	\$35.476	\$33.001	\$2.476	7.0	\$0.000	\$0.000	-	-	\$35.476	\$33.001	\$2.476	7.0
Maintenance and Other Operating Contracts	\$19.823	\$16.225	\$3.597	18.1	\$2.903	\$3.134	(0.231)	(8.0)	\$22.725	\$19.359	\$3.366	14.8
Professional Service Contracts	\$15.469	\$14.386	\$1.083	7.0	\$0.670	\$0.511	\$0.159	23.7	\$16.139	\$14.897	\$1.241	7.7
Materials & Supplies	\$26.119	\$30.935	(4.816)	(18.4)	\$5.763	\$5.682	\$0.080	1.4	\$31.882	\$36.618	(4.736)	(14.9)
Other Business Expenses	\$6.457	\$5.957	\$0.500	7.7	\$0.159	\$0.329	(0.169)	-	\$6.616	\$6.285	\$0.331	5.0
Non-Labor	\$155.179	\$147.299	\$7.880	5.1	\$9.515	\$9.712	(0.197)	(2.1)	\$164.694	\$157.011	\$7.683	4.7
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	\$693.325	\$686.341	\$6.984	1.0	\$96.289	\$113.047	(16.758)	(17.4)	\$789.614	\$799.388	(9.774)	(1.2)
Depreciation	\$140.464	\$145.618	(5.154)	(3.7)	\$0.000	\$0.000	-	-	\$140.464	\$145.618	(5.154)	(3.7)
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$833.789	\$831.958	\$1.831	0.2	\$96.289	\$113.047	(16.758)	(17.4)	\$930.078	\$945.006	(14.928)	(1.6)
OPERATING SURPLUS/DEFICIT	(394.836)	(400.485)	(5.648)	(1.4)	\$0.000	\$0.000	\$0.000	-	(394.836)	(400.485)	(5.648)	(1.4)

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
May - 2017 Adopted
Accrual Statement of Operations By Category
Year-To-Date - May 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	\$1,409,571	\$1,394,401	(15,170)	(1.1)	\$0.000	\$0.000	-	-	\$1,409,571	\$1,394,401	(15,170)	(1.1)
Bus	\$404,317	\$388,569	(15,748)	(3.9)	\$0.000	\$0.000	-	-	\$404,317	\$388,569	(15,748)	(3.9)
Paratransit	\$8,177	\$7,173	(1,004)	(12.3)	\$0.000	\$0.000	-	-	\$8,177	\$7,173	(1,004)	(12.3)
Fare Liability	\$30,625	\$30,625	\$0.000	0.0	\$0.000	\$0.000	-	-	\$30,625	\$30,625	\$0.000	0.0
Farebox Revenue	\$1,852,689	\$1,820,767	(31,922)	(1.7)	\$0.000	\$0.000	-	-	\$1,852,689	\$1,820,767	(31,922)	(1.7)
Fare Reimbursement	\$40,655	\$40,654	(0,001)	0.0	\$0.000	\$0.000	-	-	\$40,655	\$40,654	(0,001)	0.0
Paratransit Reimbursement	\$80,990	\$73,878	(7,112)	(8.8)	\$0.000	\$0.000	-	-	\$80,990	\$73,878	(7,112)	(8.8)
Other Operating Revenue	\$73,695	\$68,271	(5,424)	(7.4)	\$0.000	\$0.000	-	-	\$73,695	\$68,271	(5,424)	(7.4)
Other Revenue	\$195,340	\$182,803	(12,537)	(6.4)	\$0.000	\$0.000	-	-	\$195,340	\$182,803	(12,537)	(6.4)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$524,118	\$558,292	\$34,173	6.5	\$524,118	\$558,292	\$34,173	6.5
Total Revenue	\$2,048,029	\$2,003,570	(44,459)	(2.2)	\$524,118	\$558,292	\$34,173	6.5	\$2,572,147	\$2,561,862	(10,285)	(0.4)
Expenses												
Labor :												
Payroll	\$1,354,345	\$1,348,901	\$5,444	0.4	\$213,668	\$197,663	\$16,004	7.5	\$1,568,013	\$1,546,564	\$21,449	1.4
Overtime	\$189,073	\$214,887	(25,814)	(13.7)	\$46,991	\$71,528	(24,537)	(52.2)	\$236,063	\$286,415	(50,352)	(21.3)
Total Salaries & Wages	\$1,543,418	\$1,563,788	(20,370)	(1.3)	\$260,658	\$269,191	(8,533)	(3.3)	\$1,804,076	\$1,832,980	(28,903)	(1.6)
Health and Welfare	\$373,180	\$331,714	\$41,466	11.1	\$9,027	\$10,190	(1,162)	(12.9)	\$382,208	\$341,904	\$40,304	10.5
OPEB Current Payment	\$183,172	\$171,495	\$11,677	6.4	\$3,443	\$4,641	(1,197)	(34.8)	\$186,615	\$176,136	\$10,479	5.6
Pensions	\$385,720	\$387,767	(2,047)	(0.5)	\$13,285	\$13,566	(281)	(2.1)	\$399,005	\$401,332	(2,328)	(0.6)
Other Fringe Benefits	\$207,427	\$212,799	(5,372)	(2.6)	\$84,294	\$83,509	\$785	0.9	\$291,721	\$296,308	(4,587)	(1.6)
Total Fringe Benefits	\$1,149,499	\$1,103,754	\$45,724	4.0	\$110,049	\$111,905	(1,856)	(1.7)	\$1,259,548	\$1,215,680	\$43,868	3.5
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(108,837)	(121,724)	\$12,887	11.8	\$108,837	\$121,724	(12,887)	(11.8)	\$0.000	\$0.000	\$0.000	-
Labor	\$2,584,080	\$2,545,839	\$38,241	1.5	\$479,545	\$502,821	(23,276)	(4.9)	\$3,063,624	\$3,048,660	\$14,965	0.5
Non-Labor :												
Electric Power	\$130,254	\$115,395	\$14,859	11.4	\$0.106	\$0.276	(0.171)	-	\$130,360	\$115,671	\$14,689	11.3
Fuel	\$44,999	\$41,166	\$3,833	8.5	\$0.000	\$0.007	(0.007)	-	\$44,999	\$41,173	\$3,826	8.5
Insurance	\$32,146	\$30,692	\$1,454	4.5	\$0.000	\$0.000	-	-	\$32,146	\$30,692	\$1,454	4.5
Claims	\$61,023	\$61,023	\$0.000	0.0	\$0.000	\$0.000	-	-	\$61,023	\$61,023	\$0.000	0.0
Paratransit Service Contracts	\$171,115	\$156,594	\$14,521	8.5	\$0.000	\$0.000	-	-	\$171,115	\$156,594	\$14,521	8.5
Maintenance and Other Operating Contracts	\$92,166	\$85,860	\$6,306	6.8	\$14,134	\$16,057	(1,923)	(13.6)	\$106,300	\$101,917	\$4,383	4.1
Professional Service Contracts	\$69,089	\$65,731	\$3,358	4.9	\$3,163	\$3,618	(455)	(14.4)	\$72,252	\$69,349	\$2,903	4.0
Materials & Supplies	\$128,832	\$139,392	(10,560)	(8.2)	\$28,366	\$33,913	(5,546)	(19.6)	\$157,198	\$173,304	(16,106)	(10.2)
Other Business Expenses	\$31,780	\$32,706	(927)	(2.9)	\$1,196	\$1,600	(404)	(33.8)	\$30,584	\$34,306	(3,722)	(12.2)
Non-Labor	\$761,404	\$728,559	\$32,846	4.3	\$44,573	\$55,471	(10,897)	(24.4)	\$805,977	\$784,029	\$21,948	2.7
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	\$3,345,484	\$3,274,398	\$71,086	2.1	\$524,118	\$558,292	(34,173)	(6.5)	\$3,869,602	\$3,832,689	\$36,913	1.0
Depreciation	\$690,808	\$809,864	(119,057)	(17.2)	\$0.000	\$0.000	-	-	\$690,808	\$809,864	(119,057)	(17.2)
OPEB Liability	\$375,274	\$288,958	\$86,316	23.0	\$0.000	\$0.000	-	-	\$375,274	\$288,958	\$86,316	23.0
GASB 68 Pension Adjustment	(74,001)	\$3,720	(77,721)	-	\$0.000	\$0.000	-	-	(74,001)	\$3,720	(77,721)	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$4,337,564	\$4,376,940	(39,376)	(0.9)	\$524,118	\$558,292	(34,173)	(6.5)	\$4,861,683	\$4,935,232	(73,549)	(1.5)
OPERATING SURPLUS/DEFICIT	(2,289,535)	(2,373,370)	(83,835)	(3.7)	\$0.000	\$0.000	\$0.000	-	(2,289,535)	(2,373,370)	(83,835)	(3.7)

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
May 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	(8.6)	(2.2)	Due primarily to lower subway and bus ridership trends	(31.9)	(1.7)	Due primarily to lower ridership, caused in part by adverse weather
Other Operating Revenue	NR	1.1	2.7	Caused mostly by higher Transit Adjudication Bureau (TAB) revenue	(12.5)	(6.4)	Caused mostly by lower advertising & paratransit Urban Tax revenues, partly offset by higher Transit Adjudication Bureau (TAB) fees and real estate revenue
Payroll	NR	0.5	0.2	Vacancies, partly offset by the unfavorable timing of expenses	5.4	0.4	Vacancies, partly offset by the unfavorable timing of expenses
Overtime	NR	(8.9)	(23.6)	Mainly due to additional track, infrastructure and station maintenance requirements and vacancy/absentee coverage requirements	(25.8)	(13.7)	Mainly due to vacancy/absentee coverage, adverse weather, and additional track, infrastructure, station and signal maintenance requirements
Health & Welfare (including OPEB current payment)	NR	0.8	0.7	Due largely to lower rates and vacancies	53.2	9.6	Due largely to lower rates and vacancies
Pension	NR				(2.0)	(0.5)	Largely the unfavorable timing of MaBSTOA expenses
Other Fringe Benefits	NR	(0.6)	(1.3)	Largely due to higher FICA costs	(5.4)	(2.6)	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	7.1	38.9	Favorable reimbursable overhead credits, resulting from higher reimbursable overtime requirements	12.9	11.8	Favorable reimbursable overhead credits, resulting from higher reimbursable overtime requirements
Electric Power	NR	3.1	13.0	Largely lower prices	14.9	11.4	Lower prices and consumption, partly offset by the unfavorable timing of expenses
Fuel	NR	1.2	13.5	Mainly lower prices	3.8	8.5	Mainly lower prices, partially offset by higher consumption
Paratransit Service Contracts	NR	2.5	7.0	Due principally to lower completed trips	14.5	8.5	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
May 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	3.6	18.1	Primarily the favorable timing of subway car-related purchases and real estate rent	6.3	6.8	Primarily the favorable timing of subway car-related purchases, auto purchases, uniforms, tires & tubes and refuse & recycling expenses
Professional Service Contracts	NR	1.1	7.0	Primarily the favorable timing of training and various professional service-related expenses, partly offset by the unfavorable timing of legal and data communications expenses	3.4	4.9	Primarily the favorable timing of training and various professional and MTA service-related expenses, partly offset by the unfavorable timing of legal and data communications expenses
Materials and Supplies	NR	(4.8)	(18.4)	Mostly the unfavorable timing of maintenance material requirements, and unfavorable inventory/obsolescence adjustments, partly offset by increased scrap sales	(10.6)	(8.2)	Mostly unfavorable inventory/ obsolescence adjustments and the unfavorable timing of maintenance material requirements, partly offset by increased scrap sales
Other Business Expenses	NR	0.5	7.7	The favorable timing of miscellaneous credits, partly offset by higher MVM credit card fees	(0.9)	(2.9)	Higher MVM credit card fees and sales commissions, and the unfavorable timing of office supplies, partly offset by the favorable timing of miscellaneous credits
Capital and Other Reimbursements	R	16.8	17.4	Increased reimbursements, consistent with an increase in reimbursable expenses	34.2	6.5	Increased reimbursements, consistent with an increase in reimbursable expenses
Payroll	R	1.6	4.0	Largely the favorable timing of non-capital transactions	16.0	7.5	Mainly the favorable timing of non-capital transactions
Overtime	R	(9.1)	n/a	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability	(24.5)	(52.2)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability
Other Fringe Benefits	R	(1.0)	(6.3)	Largely due to higher fringe benefit overhead expenses	0.8	0.9	Largely due to lower fringe benefit overhead expenses, resulting from a decrease in reimbursable payroll expenses
Maintenance and Other Operating Contracts	R				(1.9)	(13.6)	Mainly the unfavorable timing of revenue vehicle maintenance & repair expenses
Materials & Supplies	R				(5.5)	(19.6)	Primarily the unfavorable timing of maintenance material requirements, specifically communications equipment
Other Business Expenses	R				(2.8)	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
May FY17
(\$ in Millions)

6/22/2017 01:23 PM

	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$385,101	\$377,646	(7,455)	(1.9)	\$1,839,954	\$1,827,069	(12,885)	(0.7)
Fare Reimbursement	\$0,000	\$6,313	\$6,313	-	\$6,312	\$6,313	\$0,001	0.0
Paratransit Reimbursement	\$4,366	\$3,115	(1,251)	(28.7)	\$56,830	\$84,041	\$27,211	47.9
Other Operating Revenue	\$3,942	\$4,168	\$0,226	5.7	\$19,710	\$17,721	(1,989)	(10.1)
Other Revenue	\$8,308	\$13,596	\$5,288	63.6	\$82,852	\$108,075	\$25,223	30.4
Capital and Other Reimbursements	\$96,289	\$133,174	\$36,885	38.3	\$524,118	\$476,133	(47,985)	(9.2)
Total Revenue	\$489,697	\$524,416	\$34,719	7.1	\$2,446,924	\$2,411,277	(35,647)	(1.5)
Expenditures								
Labor :								
Payroll	\$307,484	\$310,795	(3,311)	(1.1)	\$1,464,329	\$1,439,423	\$24,906	1.7
Overtime	\$44,110	\$62,041	(17,931)	(40.7)	\$236,063	\$286,415	(50,352)	(21.3)
Total Salaries & Wages	\$351,594	\$372,836	(21,242)	(6.0)	\$1,700,392	\$1,725,838	(25,446)	(1.5)
Health and Welfare	\$78,943	\$64,719	\$14,224	18.0	\$384,790	\$334,621	\$50,169	13.0
OPEB Current Payment	\$37,323	\$41,810	(4,487)	(12.0)	\$186,615	\$176,136	\$10,479	5.6
Pensions	\$79,808	\$79,884	(0,076)	(0.1)	\$399,005	\$401,239	(2,234)	(0.6)
Other Fringe Benefits	\$37,821	\$39,835	(2,014)	(5.3)	\$187,825	\$189,111	(1,286)	(0.7)
Total Fringe Benefits	\$233,894	\$226,248	\$7,646	3.3	\$1,158,235	\$1,101,107	\$57,128	4.9
Contribution to GASB Fund	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Reimbursable Overhead	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Labor	\$585,489	\$599,084	(13,595)	(2.3)	\$2,858,627	\$2,826,945	\$31,682	1.1
Non-Labor :								
Electric Power	\$23,838	\$20,858	\$2,980	12.5	\$130,360	\$113,117	\$17,243	13.2
Fuel	\$8,876	\$7,520	\$1,356	15.3	\$44,999	\$39,627	\$5,372	11.9
Insurance	\$0,064	\$13,994	(13,930)	-	\$46,863	\$47,689	(0,826)	(1.8)
Claims	\$9,641	\$4,864	\$4,777	49.5	\$48,203	\$40,426	\$7,777	16.1
Paratransit Service Contracts	\$35,476	\$31,741	\$3,735	10.5	\$170,615	\$159,322	\$11,293	6.6
Maintenance and Other Operating Contracts	\$22,725	\$11,641	\$11,084	48.8	\$106,300	\$99,760	\$6,540	6.2
Professional Service Contracts	\$16,139	\$23,326	(7,187)	(44.5)	\$66,252	\$74,617	(8,365)	(12.6)
Materials & Supplies	\$32,340	\$34,002	(1,662)	(5.1)	\$160,572	\$168,882	(8,310)	(5.2)
Other Business Expenses	\$6,616	\$7,572	(0,956)	(14.4)	\$30,584	\$35,095	(4,511)	(14.7)
Non-Labor	\$155,715	\$155,518	\$0,197	0.1	\$804,748	\$778,535	\$26,213	3.3
Other Expense Adjustments:								
Other	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Other Expense Adjustments	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Total Expenditures before Depreciation and OPEB	\$741,203	\$754,602	(13,399)	(1.8)	\$3,663,376	\$3,605,480	\$57,896	1.6
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	\$741,203	\$754,602	(13,399)	(1.8)	\$3,663,376	\$3,605,480	\$57,896	1.6
Net Surplus/(Deficit)	(251,506)	(230,186)	\$21,320	8.5	(1,216,451)	(1,194,203)	\$22,248	1.8

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
May 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	(7.5)	(1.9)	Mainly the unfavorable timing of receipts	(12.9)	(0.7)	Due primarily to lower ridership trends and adverse weather, partly offset by the favorable timing of receipts
Other Operating Receipts	5.3	63.6	Due primarily to the favorable timing of student fare reimbursements, partly offset by unfavorable paratransit Urban Tax receipts	25.2	30.4	Due mostly to the favorable timing of receipt of NYC partial reimbursement of paratransit expenses
Capital and Other Reimbursements	36.9	38.3	Due largely to the favorable timing of reimbursements	(48.0)	(9.2)	Due largely to the unfavorable timing of reimbursements
Salaries & Wages	(21.2)	(6.0)	Mostly higher overtime expenses and the unfavorable timing of payments	(25.4)	(1.5)	Mostly higher overtime expenses, partly offset by the favorable timing of payments
Health & Welfare (including OPEB current payment)	9.7	8.3	Due largely to the favorable timing of payments	60.7	10.6	Due largely to lower rates and vacancies and the favorable timing of payments
Electric Power	3.0	12.5	Due to lower expenses	17.2	13.2	Due to lower expenses and the favorable timing of payments
Fuel				5.4	11.9	Lower expenses and the favorable timing of payments
Insurance	(13.9)	over (100.0)	Predominantly the unfavorable timing of interagency payments			
Claims	4.8	49.5	The favorable timing of payments	7.8	16.1	The favorable timing of payments
Paratransit Service Contracts	3.7	10.5	Favorable expense results and the favorable timing of payments	11.3	6.6	Favorable expense results, partly offset by the unfavorable timing of payments
Maintenance Contracts	11.1	48.8	Largely the favorable timing of payments and favorable expense results	6.5	6.2	Largely the favorable timing of payments and favorable expense results
Professional Service Contracts	(7.2)	(44.5)	Principally the unfavorable timing of payments	(8.4)	(12.6)	Principally the unfavorable timing of payments
Materials & Supplies	(1.7)	(5.1)	Mainly the unfavorable timing of maintenance material requirements, partly offset by the favorable timing of payments	(8.3)	(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)
May 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	(13.554)	(12.425)	\$1.129	8.3	(12.735)	\$6.302	\$19.037	-
Fare Reimbursement	(9.361)	(3.048)	\$6.313	67.4	(34.343)	(34.341)	\$0.002	0.0
Paratransit Reimbursement	(11.832)	(13.058)	(1.226)	(10.4)	(24.160)	\$10.163	\$34.323	-
Other Operating Revenue	(10.797)	(11.701)	(0.904)	(8.4)	(53.985)	(50.550)	\$3.435	6.4
Other Revenue	(31.990)	(27.807)	\$4.183	13.1	(112.488)	(74.728)	\$37.760	33.6
Capital and Other Reimbursements	\$0.000	\$20.127	\$20.127	-	\$0.000	(82.159)	(82.159)	-
Total Revenue	(45.544)	(20.105)	\$25.439	55.9	(125.223)	(150.585)	(25.362)	(20.3)
Expenses								
Labor :								
Payroll	\$18.799	\$13.368	(5.431)	(28.9)	\$103.684	\$107.141	\$3.457	3.3
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	\$18.799	\$13.368	(5.431)	(28.9)	\$103.684	\$107.142	\$3.457	3.3
Health and Welfare	\$0.000	\$9.736	\$9.736	-	(2.582)	\$7.283	\$9.865	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	\$0.000	\$0.007	\$0.007	-	\$0.000	\$0.093	\$0.093	-
Other Fringe Benefits	\$20.633	\$20.183	(0.450)	(2.2)	\$103.895	\$107.197	\$3.302	3.2
Total Fringe Benefits	\$20.633	\$29.925	\$9.292	45.0	\$101.313	\$114.573	\$13.260	13.1
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Labor	\$39.432	\$43.293	\$3.862	9.8	\$204.997	\$221.715	\$16.717	8.2
Non-Labor :								
Electric Power	\$0.000	(0.086)	(0.086)	-	\$0.000	\$2.554	\$2.554	-
Fuel	\$0.000	\$0.159	\$0.159	-	\$0.000	\$1.546	\$1.546	-
Insurance	\$6.873	(7.799)	(14.672)	-	(14.717)	(16.997)	(2.280)	(15.5)
Claims	\$2.564	\$7.341	\$4.777	-	\$12.820	\$20.597	\$7.777	60.7
Paratransit Service Contracts	\$0.000	\$1.260	\$1.260	-	\$0.500	(2.728)	(3.228)	-
Maintenance and Other Operating Contracts	\$0.000	\$7.718	\$7.718	-	\$0.000	\$2.157	\$2.157	-
Professional Service Contracts	\$0.000	(8.429)	(8.429)	-	\$6.000	(5.268)	(11.268)	-
Materials & Supplies	(0.458)	\$2.616	\$3.074	-	(3.374)	\$4.422	\$7.796	-
Other Business Expenses	\$0.000	(1.287)	(1.287)	-	\$0.000	(0.789)	(0.789)	-
Non-Labor	\$8.979	\$1.493	(7.486)	(83.4)	\$1.229	\$5.494	\$4.265	-
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	\$48.411	\$44.786	(3.625)	(7.5)	\$206.226	\$227.209	\$20.983	10.2
Depreciation	\$140.464	\$145.618	\$5.154	3.7	\$690.808	\$809.864	\$119.057	17.2
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$375.274	\$288.958	(86.316)	(23.0)
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	(74.001)	\$3.720	\$77.721	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$188.875	\$190.404	\$1.529	0.8	\$1,198.307	\$1,329.752	\$131.445	11.0
Total Cash Conversion Adjustments	\$143.331	\$170.299	\$26.968	18.8	\$1,073.084	\$1,179.167	\$106.083	9.9

Note: Totals may not add due to rounding

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

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

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	55	36	19	
Law	320	290	30	
Office of the EVP	54	44	10	
Human Resources	237	236	1	
Office of Management and Budget	44	39	5	
Capital Planning & Budget	35	31	4	
Corporate Communications	279	249	30	
Non-Departmental	(32)	(1)	(31)	
Labor Relations	97	92	5	
Materiel	238	268	(30)	
Controller	127	124	3	
Total Administration	1,454	1,408	46	
Operations				
Subways Service Delivery	8,443	8,596	(153)	Mostly Train Conductor and Operator excess
Subways Operations Support/Admin	412	419	(7)	
Subways Stations	2,630	2,550	80	Mainly Shortage of Stations Agents
Sub-total Subways	11,485	11,565	(80)	
Buses	11,144	11,001	143	Mainly shortage of Bus Operators
Paratransit	213	197	16	
Operations Planning	406	371	35	
Revenue Control	583	547	36	
Non-Departmental	36	0	36	
Total Operations	23,867	23,681	186	
Maintenance				
Subways Operations Support/Admin	139	146	(7)	
Subways Engineering	390	367	23	
Subways Car Equipment	4,504	4,555	(51)	Mostly excess of Car Inspectors & Cleaners
Subways Infrastructure	1,683	1,596	87	Mostly shortage of Maintainers
Subways Elevators & Escalators	505	418	87	Mostly shortage of EL & ESCAL Maintainers
Subways Stations	3,868	3,803	65	Mainly shortage of Station Maintainers & Cleaners
Subways Track	2,850	2,835	15	
Subways Power	629	599	30	
Subways Signals	1,526	1,469	57	Largely shortage of Signal Maintainers
Subways Electronic Maintenance	1,665	1,568	97	Mainly shortage of Maintainers and PTEs
Sub-total Subways	17,759	17,356	403	
Buses	3,654	3,648	6	
Supply Logistics	567	568	(1)	
System Safety	99	89	10	
Non-Departmental	(100)	16	(116)	
Total Maintenance	21,979	21,677	302	
Engineering/Capital				
Capital Program Management	1,358	1,421	(63)	Excess due mostly to PTEs
Total Engineering/Capital	1,358	1,421	(63)	
Public Safety				
Security	673	645	28	
Total Public Safety	673	645	28	
Total Positions	49,331	48,832	499	
Non-Reimbursable	43,914	43,511	403	
Reimbursable	5,417	5,321	96	
Total Full-Time	49,119	48,571	548	
Total Full-Time Equivalents	212	261	(49)	

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	516	440	76	
Professional, Technical, Clerical	909	944	(35)	
Operational Hourlies	29	24	5	
Total Administration	1,454	1,408	46	
Operations				
Managers/Supervisors	2,819	2,764	55	
Professional, Technical, Clerical	516	490	26	
Operational Hourlies	20,532	20,427	105	
Total Operations	23,867	23,681	186	
Maintenance				
Managers/Supervisors	3,928	3,878	50	
Professional, Technical, Clerical	1,150	1,089	61	
Operational Hourlies	16,901	16,710	191	
Total Maintenance	21,979	21,677	302	
Engineering/Capital				
Managers/Supervisors	339	344	(5)	
Professional, Technical, Clerical	1,017	1,075	(58)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,358	1,421	(63)	
Public Safety				
Managers/Supervisors	295	275	20	
Professional, Technical, Clerical	42	36	6	
Operational Hourlies	336	334	2	
Total Public Safety	673	645	28	
Total Positions				
Managers/Supervisors	7,897	7,701	196	
Professional, Technical, Clerical	3,634	3,634	0	
Operational Hourlies	37,800	37,497	303	
Total Positions	49,331	48,832	499	

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

	May						May 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>	371,064	\$11.967	361,126	\$11.744	9,938	\$0.224 1.9%	1,789,217	\$57.620	1,745,134	\$55.949	44,083	\$1.671 2.9%
<u>Unscheduled Service</u>	312,147	\$10.400	312,736	\$10.404	(589)	(\$0.004) (0.0%)	1,476,046	\$49.199	1,502,844	\$49.238	(26,798)	(\$0.039) (0.1%)
<u>Programmatic/Routine Maintenance</u>	341,706	\$13.064	557,758	\$19.360	(216,052)	(\$6.296) (48.2%)	1,730,249	\$58.436	1,946,923	\$67.764	(216,674)	(\$9.328) (16.0%)
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000 0.0%	0	\$0.000	0	\$0.000	0	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	41,410	\$1.320	114,842	\$3.787	(73,432)	(\$2.467) *	207,052	\$6.587	618,749	\$20.407	(411,697)	(\$13.820) *
<u>Weather Emergencies</u>	2,759	\$0.093	12,533	\$0.449	(9,774)	(\$0.357) *	415,983	\$13.503	541,568	\$18.041	(125,585)	(\$4.538) (33.6%)
<u>Safety/Security/Law Enforcement</u>	10,793	\$0.315	10,218	\$0.289	575	\$0.026 8.4%	53,975	\$1.572	45,156	\$1.259	8,819	\$0.313 19.9%
<u>Other</u>	13,801	\$0.432	11,947	\$0.417	1,854	\$0.015 3.4%	69,220	\$2.155	64,609	\$2.229	4,611	(\$0.074) (3.4%)
Subtotal	1,093,680	\$37.592	1,381,160	\$46.451	(287,480)	(\$8.859) (23.6%)	5,741,742	\$189.073	6,464,983	\$214.887	(723,243)	(\$25.814) (13.7%)
REIMBURSABLE OVERTIME	259,334	\$6.518	442,036	\$15.591	(182,702)	(\$9.073) *	1,298,256	\$46.991	2,054,317	\$71.528	(756,061)	(\$24.537) (52.2%)
TOTAL OVERTIME	1,353,014	\$44.110	1,823,196	\$62.042	(470,182)	(\$17.932) (40.7%)	7,039,999	\$236.063	8,519,301	\$286.415	(1,479,304)	(\$50.352) (21.3%)

Totals may not add due to rounding

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

* Exceeds 100%

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

	May			May Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	9,938	\$0.2		44,083	\$1.7	Favorable results due to vacancy/absentee coverage, included in vacancy/absentee category.
		1.9%			2.9%	
<u>Unscheduled Service</u>	(589)	(\$0.0)		(26,798)	(\$0.0)	
		(0.0%)			(0.1%)	
<u>Programmatic/Routine Maintenance</u>	(216,052)	(\$6.3)	Unfavorable variance mainly due to track, infrastructure, and station maintenance.	(216,674)	(\$9.3)	Unfavorable variance mainly due to track, infrastructure, station, and signal maintenance.
		(48.2%)			(16.0%)	
<u>Unscheduled Maintenance</u>	0	\$0.0		0	\$0.0	
		0.0%			0.0%	
<u>Vacancy/Absentee Coverage</u>	(73,432)	(\$2.5)	Unfavorable variance mainly due to bus operator and signal maintainers.	(411,697)	(\$13.8)	Unfavorable variance mainly due to vacancy/absentee coverage for operating supervisors, train and bus operators and maintainers.
		*			*	
<u>Weather Emergencies</u>	(9,774)	(\$0.4)		(125,585)	(\$4.5)	Unfavorable variance mainly due to Winter Storm Stella in March 2017.
		*			(33.6%)	
<u>Safety/Security/Law Enforcement</u>	575	\$0.0		8,819	\$0.3	
		8.4%			19.9%	
<u>Other</u>	1,854	\$0.0		4,611	(\$0.1)	
		3.4%			(3.4%)	
Subtotal	(287,480)	(\$8.9)		(723,241)	(\$25.8)	
		(23.6%)			(13.7%)	
REIMBURSABLE OVERTIME	(182,702)	(\$9.1)	Unfavorable variance mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability.	(756,061)	(\$24.5)	Unfavorable variance mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability.
		*			(52.2%)	
TOTAL OVERTIME	(470,182)	(\$17.9)		(1,479,302)	(\$50.4)	
		(40.7%)			(21.3%)	

Totals may not add due to rounding.

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2017 Overtime Reporting
Overtime Legend

<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

May 2017

(All data are preliminary and subject to audit)

Operating revenue, which was \$1.1 million in May, was \$0.2 million (24.6 percent) above the Adopted Budget (budget), due primarily to the favorable timing of student fare reimbursements. Year-to-date, operating revenue was \$3.8 million, \$0.1 million (1.4 percent) below budget.

Total **ridership** in May 2017 was 414,219 riders, 0.8 percent (3,308 riders) higher than budget. Year-to-date, ridership was 1,873,007 riders, 1.4 percent (27,084 riders) below budget, due mostly to multiple snowstorms. May 2017 average weekday ridership was 17,184 riders, 1.4 percent (235 riders) higher than May 2016. Average weekday ridership for the twelve months ending May 2017 was 16,135 riders, 1.0 percent (161 riders) below the previous twelve-month period.

Nonreimbursable expenses, before depreciation and Other Post-Employment Benefits, were below budget in May by \$0.3 million (5.4 percent). Labor expenses underran budget by \$0.2 million (4.5 percent), due primarily to lower health & welfare/OPEB current expenses of \$0.2 million (38.1 percent), caused by lower rates and the favorable timing of expenses. Non-labor expenses were below budget by a net \$0.2 million (6.6 percent), including an underrun of \$0.5 million (27.6 percent) in maintenance contracts involving the favorable timing of R44 car fleet interagency maintenance expenses. Mostly offsetting this favorable result was an overrun of \$0.4 million (over 100.0 percent) in materials & supplies, due to additional contact rail and hardware requirements. Year-to-date, expenses were below budget by \$3.2 million (10.6 percent). Labor costs were less than budget by \$0.6 million (3.6 percent), due largely to lower payroll expenses of \$0.5 million (5.3 percent), resulting from the timing of expenses including interagency charges. Health & welfare/OPEB current expenses were also favorable by \$0.4 million (15.2 percent), due to lower rates and the favorable timing of expenses. Other fringe benefits reported an expense increase of \$0.5 million (30.8 percent), due largely to higher accrued Workers' Compensation expenses in lieu of an upcoming actuarial update. Overtime expenses overran by \$0.2 million (13.6 percent), mainly from the timing of project requirements and adverse weather. Non-labor expenses were under by \$2.5 million (20.2 percent), due essentially to lower maintenance contract expenses of \$2.8 million (30.8 percent), resulting from the timing of R44 fleet maintenance interagency expenses.

Depreciation expenses were above budget by \$0.4 million (12.8 percent). Other Post-Employment Benefit expenses were less than \$0.1 million (2.6 percent) below budget.

The **operating cash deficit** (excluding subsidies) was \$24.1 million year-to-date, \$2.0 million (7.7 percent) favorable to budget.

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

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	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.596	\$0.607	\$0.011	1.9	\$0.000	\$0.000	-	-	\$0.596	\$0.607	\$0.011	1.9
Other Revenue	\$0.249	\$0.446	\$0.197	79.1	\$0.000	\$0.000	-	-	\$0.249	\$0.446	\$0.197	79.1
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.208	\$0.238	\$0.030	14.3	\$0.208	\$0.238	\$0.030	14.3
Total Revenue	\$0.845	\$1.053	\$0.208	24.6	\$0.208	\$0.238	\$0.030	14.3	\$1.053	\$1.291	\$0.238	22.6
Expenses												
Labor :												
Payroll	\$1.942	\$2.043	(0.101)	(5.2)	\$0.044	\$0.088	(0.044)	-	\$1.986	\$2.131	(0.145)	(7.3)
Overtime	\$0.218	\$0.250	(0.031)	(14.3)	\$0.124	\$0.041	\$0.083	66.9	\$0.342	\$0.291	\$0.052	15.1
Total Salaries & Wages	\$2.161	\$2.292	(0.132)	(6.1)	\$0.167	\$0.129	\$0.038	22.9	\$2.328	\$2.421	(0.093)	(4.0)
Health and Welfare	\$0.387	\$0.114	\$0.273	70.5	\$0.000	\$0.000	-	-	\$0.387	\$0.114	\$0.273	70.5
OPEB Current Payment	\$0.125	\$0.202	(0.078)	(62.2)	\$0.000	\$0.000	-	-	\$0.125	\$0.202	(0.078)	(62.2)
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	\$0.314	\$0.027	7.9	\$0.000	\$0.000	-	-	\$0.341	\$0.314	\$0.027	7.9
Total Fringe Benefits	\$1.364	\$1.142	\$0.222	16.3	-	-	-	-	\$1.364	\$1.142	\$0.222	16.3
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.041)	(0.109)	\$0.068	-	\$0.041	\$0.109	(0.068)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$3.484	\$3.325	\$0.158	4.5	\$0.208	\$0.238	(0.030)	(14.3)	\$3.692	\$3.563	\$0.128	3.5
Non-Labor :												
Electric Power	\$0.335	\$0.267	\$0.068	20.3	\$0.000	\$0.000	-	-	\$0.335	\$0.267	\$0.068	20.3
Fuel	\$0.023	\$0.012	\$0.011	48.0	\$0.000	\$0.000	-	-	\$0.023	\$0.012	\$0.011	48.0
Insurance	\$0.122	\$0.026	\$0.096	79.0	\$0.000	\$0.000	-	-	\$0.122	\$0.026	\$0.096	79.0
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	\$1.297	\$0.495	27.6	\$0.000	\$0.000	-	-	\$1.792	\$1.297	\$0.495	27.6
Professional Service Contracts	\$0.093	\$0.042	\$0.050	54.2	\$0.000	\$0.000	-	-	\$0.093	\$0.042	\$0.050	54.2
Materials & Supplies	\$0.151	\$0.595	(0.444)	-	\$0.000	\$0.000	-	-	\$0.151	\$0.595	(0.444)	-
Other Business Expenses	\$0.003	\$0.099	(0.097)	-	\$0.000	\$0.000	-	-	\$0.003	\$0.099	(0.097)	-
Non-Labor	\$2.527	\$2.359	\$0.168	6.6	\$0.000	\$0.000	-	-	\$2.527	\$2.359	\$0.168	6.6
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$6.010	\$5.684	\$0.326	5.4	\$0.208	\$0.238	(0.030)	(14.3)	\$6.218	\$5.922	\$0.296	4.8
Depreciation	\$0.692	\$1.059	(0.367)	(53.1)	\$0.000	\$0.000	-	-	\$0.692	\$1.059	(0.367)	(53.1)
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	\$6.702	\$6.743	(0.041)	(0.6)	\$0.208	\$0.238	(0.030)	(14.3)	\$6.910	\$6.981	(0.071)	(1.0)
OPERATING SURPLUS/DEFICIT	(5.857)	(5.690)	\$0.167	2.9	\$0.000	\$0.000	\$0.000	-	(5.857)	(5.690)	\$0.167	2.9

Note: Totals may not add due to rounding

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

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

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	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Var Percent		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$2.720	\$2.705	(0.015)	(0.5)	\$0.000	\$0.000	-	-	\$2.720	\$2.705	(0.015)	(0.5)
Other Revenue	\$1.125	\$1.085	(0.040)	(3.5)	\$0.000	\$0.000	-	-	\$1.125	\$1.085	(0.040)	(3.5)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$1.036	\$1.438	\$0.402	38.8	\$1.036	\$1.438	\$0.402	38.8
Total Revenue	\$3.844	\$3.790	(0.054)	(1.4)	\$1.036	\$1.438	\$0.402	38.8	\$4.880	\$5.228	\$0.348	7.1
Expenses												
Labor :												
Payroll	\$9.337	\$8.839	\$0.497	5.3	\$0.213	\$0.424	(0.211)	(99.0)	\$9.550	\$9.263	\$0.287	3.0
Overtime	\$1.377	\$1.564	(0.187)	(13.6)	\$0.619	\$0.343	\$0.276	44.6	\$1.995	\$1.907	\$0.089	4.5
Total Salaries & Wages	\$10.713	\$10.403	\$0.311	2.9	\$0.832	\$0.767	\$0.065	7.8	\$11.545	\$11.170	\$0.375	3.3
Health and Welfare	\$1.937	\$1.308	\$0.629	32.5	\$0.000	\$0.000	\$0.000	-	\$1.937	\$1.308	\$0.629	32.5
OPEB Current Payment	\$0.624	\$0.863	(0.239)	(38.4)	\$0.000	\$0.002	(0.002)	-	\$0.624	\$0.865	(0.241)	(38.7)
Pensions	\$2.553	\$2.555	(0.002)	(0.1)	\$0.000	\$0.000	-	-	\$2.553	\$2.555	(0.002)	(0.1)
Other Fringe Benefits	\$1.705	\$2.231	(0.525)	(30.8)	\$0.000	\$0.000	-	-	\$1.705	\$2.231	(0.525)	(30.8)
Total Fringe Benefits	\$6.820	\$6.957	(0.138)	(2.0)	-	\$0.002	(0.002)	-	\$6.820	\$6.959	(0.140)	(2.0)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.204)	(0.657)	\$0.453	-	\$0.204	\$0.657	(0.453)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$17.329	\$16.703	\$0.626	3.6	\$1.036	\$1.426	(0.390)	(37.7)	\$18.365	\$18.129	\$0.236	1.3
Non-Labor :												
Electric Power	\$1.677	\$1.748	(0.071)	(4.2)	\$0.000	\$0.003	(0.003)	-	\$1.677	\$1.751	(0.074)	(4.4)
Fuel	\$0.117	\$0.068	\$0.049	41.7	\$0.000	\$0.000	-	-	\$0.117	\$0.068	\$0.049	41.7
Insurance	\$0.609	\$0.563	\$0.046	7.6	\$0.000	\$0.000	-	-	\$0.609	\$0.563	\$0.046	7.6
Claims	\$0.037	\$0.100	(0.063)	-	\$0.000	\$0.000	-	-	\$0.037	\$0.100	(0.063)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$8.961	\$6.197	\$2.764	30.8	\$0.000	\$0.000	-	-	\$8.961	\$6.197	\$2.764	30.8
Professional Service Contracts	\$0.463	\$0.108	\$0.356	76.7	\$0.000	\$0.008	(0.008)	-	\$0.463	\$0.116	\$0.348	75.0
Materials & Supplies	\$0.756	\$1.069	(0.313)	(41.4)	\$0.000	\$0.001	(0.001)	-	\$0.756	\$1.070	(0.314)	(41.5)
Other Business Expenses	\$0.013	\$0.233	(0.220)	-	\$0.000	\$0.000	-	-	\$0.013	\$0.233	(0.220)	-
Non-Labor	\$12.633	\$10.086	\$2.547	20.2	\$0.000	\$0.012	(0.012)	-	\$12.633	\$10.098	\$2.535	20.1
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$29.962	\$26.789	\$3.173	10.6	\$1.036	\$1.438	(0.402)	(38.8)	\$30.998	\$28.227	\$2.770	8.9
Depreciation	\$3.458	\$3.900	(0.441)	(12.8)	\$0.000	\$0.000	-	-	\$3.458	\$3.900	(0.441)	(12.8)
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)	(1.533)	\$1.408	-	\$0.000	\$0.000	-	-	(0.125)	(1.533)	\$1.408	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$35.170	\$30.983	\$4.188	11.9	\$1.036	\$1.438	(0.402)	(38.8)	\$36.206	\$32.421	\$3.785	10.5
OPERATING SURPLUS/DEFICIT	(31.326)	(27.192)	\$4.134	13.2	\$0.000	\$0.000	\$0.000	-	(31.326)	(27.192)	\$4.134	13.2

Note: Totals may not add due to rounding

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

Table 3

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
MAY 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.	0.011	1.9	Mainly due to higher ridership	(0.015)	(0.5)	Mostly lower ridership due to several winter storms
Other Operating Revenue	Non Reimb.	0.197	79.1	The favorable timing of student fare reimbursements	(0.040)	(3.5)	Unfavorable timing of student fare reimbursement
Payroll	Non Reimb.	(0.101)	(5.2)	Primarily the timing of expenses including interagency charges	0.497	5.3	Primarily the timing of expenses including interagency charges
Overtime	Non Reimb.	(0.031)	(14.3)	Mainly the timing of project requirements	(0.187)	(13.6)	Mainly the timing of project requirements and adverse weather
Health and Welfare (including OPEB current payment)	Non Reimb.	0.195	38.1	Lower rates and the favorable timing of expenses	0.390	15.2	Lower rates and the favorable timing of expenses
Other Fringe Benefits	Non Reimb.				(0.525)	(30.8)	Accrued increases in Workers' Compensation expenses in lieu of an upcoming actuarial update
Electric Power	Non Reimb.	0.068	20.3	Mostly the timing of expenses	(0.071)	(4.2)	Mostly the timing of expenses
Insurance	Non Reimb.	0.096	79.0	The favorable timing of interagency billing	0.046	7.6	The favorable timing of interagency billing
Maintenance & Other Operating Contracts	Non Reimb.	0.495	27.6	Mainly the favorable timing of R44 car fleet maintenance expenses	2.764	30.8	Mainly the favorable timing of R44 car fleet maintenance expenses
Professional Service Contracts	Non Reimb.	0.050	54.2	The favorable timing of expenses	0.356	76.7	The favorable timing of expenses
Materials and Supplies	Non Reimb.	(0.444)	over (100.0)	Additional contact rail and hardware requirements	(0.313)	(41.4)	Additional contact rail and hardware requirements
Capital and Other Reimbursements	Reimb.	0.030	14.3	Timing of contractor requirements	0.402	38.8	Timing of contractor requirements
Payroll	Reimb.	(0.044)	over (100.0)	Timing of contractor requirements	(0.211)	(99.0)	Timing of contractor requirements
Overtime	Reimb.	0.083	66.9	Timing of contractor requirements	0.276	44.6	Timing of contractor requirements

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

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.596	\$0.545	(0.051)	(8.6)	\$2.720	\$2.607	(0.113)	(4.1)
Other Revenue	\$0.249	\$1.032	\$0.783	-	\$1.125	\$1.262	\$0.137	12.2
Capital and Other Reimbursements	\$0.208	\$0.456	\$0.248	-	\$1.036	\$1.666	\$0.630	60.9
Total Revenue	\$1.053	\$2.033	\$0.980	93.1	\$4.880	\$5.535	\$0.655	13.4
Expenditures								
Labor :								
Payroll	\$1.986	\$2.528	(0.542)	(27.3)	\$9.550	\$9.536	\$0.014	0.1
Overtime	\$0.342	\$0.241	\$0.101	29.6	\$1.995	\$1.846	\$0.149	7.5
Total Salaries & Wages	\$2.328	\$2.769	(0.441)	(18.9)	\$11.545	\$11.382	\$0.163	1.4
Health and Welfare	\$0.387	\$0.634	(0.247)	(63.6)	\$1.937	\$2.256	(0.319)	(16.5)
OPEB Current Payment	\$0.125	\$0.097	\$0.028	22.2	\$0.624	\$0.462	\$0.162	25.9
Pensions	\$0.511	\$0.511	\$0.000	(0.1)	\$2.553	\$2.555	(0.002)	(0.1)
Other Fringe Benefits	\$0.341	\$0.445	(0.104)	(30.5)	\$1.705	\$1.560	\$0.145	8.5
Total Fringe Benefits	\$1.364	\$1.687	(0.323)	(23.7)	\$6.820	\$6.833	(0.013)	(0.2)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$3.692	\$4.456	(0.764)	(20.7)	\$18.365	\$18.215	\$0.150	0.8
Non-Labor :								
Electric Power	\$0.335	\$0.307	\$0.028	8.5	\$1.677	\$1.771	(0.094)	(5.6)
Fuel	\$0.023	\$0.008	\$0.015	65.7	\$0.117	\$0.053	\$0.064	54.6
Insurance	\$0.122	\$0.000	\$0.122	-	\$0.609	\$0.506	\$0.103	16.9
Claims	\$0.007	\$0.000	\$0.007	-	\$0.037	\$0.250	(0.213)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$1.792	\$1.138	\$0.654	36.5	\$8.961	\$6.809	\$2.152	24.0
Professional Service Contracts	\$0.093	\$0.029	\$0.064	68.7	\$0.463	\$0.112	\$0.351	75.8
Materials & Supplies	\$0.151	\$0.774	(0.623)	-	\$0.756	\$1.863	(1.107)	-
Other Business Expenses	\$0.003	\$0.012	(0.010)	-	\$0.013	\$0.051	(0.039)	-
Non-Labor	\$2.527	\$2.268	\$0.259	10.2	\$12.633	\$11.415	\$1.218	9.6
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$6.218	\$6.724	(0.506)	(8.1)	\$30.998	\$29.630	\$1.368	4.4
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	\$6.218	\$6.724	(0.506)	(8.1)	\$30.998	\$29.630	\$1.368	4.4
Net Surplus/(Deficit)	(5.165)	(4.691)	\$0.474	9.2	(26.118)	(24.095)	\$2.023	7.7

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
MAY 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	(0.051)	(8.6)	Primarily the unfavorable timing of cash settlements with NYCT	(0.113)	(4.1)	Primarily the unfavorable timing of cash settlements with NYCT
Other Operating Revenue	0.783	over 100.0	Mostly the favorable timing of student fare reimbursements	0.137	12.2	Mostly the favorable timing of student fare reimbursements
Capital and Other Reimbursements	0.248	over 100.0	The favorable timing of reimbursements	0.630	60.9	The favorable timing of reimbursements
Salaries & Wages	(0.441)	(18.9)	The unfavorable timing of payments and expenses	0.163	1.4	The favorable timing of expenses, partly offset by the unfavorable timing of payments
Health and Welfare (including OPEB current payment)	(0.219)	(42.8)	Mostly the unfavorable timing of payments	(0.157)	(6.1)	Mostly the unfavorable timing of payments
Other Fringe Benefits	(0.104)	(30.5)	The unfavorable timing of payments	0.145	8.5	The favorable timing of payments
Maintenance Contracts	0.654	36.5%	The favorable timing of expenses	2.152	24.0%	Mostly lower expenses, partly offset by the unfavorable timing of payments
Materials and Supplies	(0.623)	over (100.0)	Additional contact rail and hardware requirements	(1.107)	over (100.0)	Primarily the unfavorable timing of payments and additional contact rail and hardware requirements

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

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	(0.062)	(0.062)	-	\$0.000	(0.098)	(0.098)	-
Other Revenue	\$0.000	\$0.586	\$0.586	-	\$0.000	\$0.177	\$0.177	-
Capital and Other Reimbursements	\$0.000	\$0.218	\$0.218	-	\$0.000	\$0.228	\$0.228	-
Total Revenue	\$0.000	\$0.742	\$0.742	-	\$0.000	\$0.307	\$0.307	-
Expenses								
Labor :								
Payroll	\$0.000	(0.397)	(0.397)	-	\$0.000	(0.272)	(0.272)	-
Overtime	\$0.000	\$0.049	\$0.049	-	\$0.000	\$0.060	\$0.060	-
Total Salaries & Wages	-	(0.348)	(0.348)	-	-	(0.212)	(0.212)	-
Health and Welfare	\$0.000	(0.520)	(0.520)	-	\$0.000	(0.948)	(0.948)	-
OPEB Current Payment	\$0.000	\$0.106	\$0.106	-	\$0.000	\$0.404	\$0.404	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.000	(0.131)	(0.131)	-	\$0.000	\$0.671	\$0.671	-
Total Fringe Benefits	-	(0.545)	(0.545)	-	-	\$0.127	\$0.127	-
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	(0.892)	(0.892)	-	\$0.000	(0.085)	(0.085)	-
Non-Labor :								
Electric Power	\$0.000	(0.040)	(0.040)	-	\$0.000	(0.019)	(0.019)	-
Fuel	\$0.000	\$0.004	\$0.004	-	\$0.000	\$0.015	\$0.015	-
Insurance	\$0.000	\$0.026	\$0.026	-	\$0.000	\$0.057	\$0.057	-
Claims	\$0.000	\$0.020	\$0.020	-	\$0.000	(0.150)	(0.150)	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	\$0.159	\$0.159	-	\$0.000	(0.612)	(0.612)	-
Professional Service Contracts	\$0.000	\$0.013	\$0.013	-	\$0.000	\$0.002	\$0.002	-
Materials & Supplies	\$0.000	(0.179)	(0.179)	-	\$0.000	(0.793)	(0.793)	-
Other Business Expenses	\$0.000	\$0.087	\$0.087	-	\$0.000	\$0.182	\$0.182	-
Non-Labor	\$0.000	\$0.091	\$0.091	-	\$0.000	(1.317)	(1.317)	-
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	-	(0.802)	(0.802)	-	-	(1.403)	(1.403)	-
Depreciation	\$0.692	\$1.059	\$0.367	53.1	\$3.458	\$3.900	\$0.441	12.8
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$1.875	\$1.827	(0.048)	(2.6)
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	(0.125)	(1.533)	(1.408)	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$0.692	\$0.257	(0.434)	(62.8)	\$5.208	\$2.791	(2.418)	(46.4)
Total Cash Conversion Adjustments	\$0.692	\$0.999	\$0.307	44.4	\$5.208	\$3.097	(2.111)	(40.5)

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

<u>Function/Departments</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	11	2
General Office	10	7	3
Purchasing/Stores	6	5	1
Total Administration	29	23	6
Operations			
Transportation	107	114	(7)
Total Operations	107	114	(7)
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
MAY 2017

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	17	15	2	
Professional, Technical, Clerical	12	8	4	
Operational Hourlies	0	0	0	
Total Administration	29	23	6	
Operations				
Managers/Supervisors	5	3	2	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	99	109	(10)	
Total Operations	107	114	(7)	
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	34	4	
Professional, Technical, Clerical	23	13	10	
Operational Hourlies	257	259	(2)	
Total Positions	318	306	12	

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

Month of May				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.411	0.414	0.003	0.8%	
Year-to-Date				
1.900	1.873	(0.027)	(1.4%)	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 May				Explanation
	2016	2017	Variance		
			Amount	Percent	
Average Weekday	0.017	0.017	0.000	1.4%	
Average Weekend	0.008	0.008	0.000	0.9%	
12-Month Rolling Average					
Average Weekday	0.016	0.016	(0.000)	(1.0%)	
Average Weekend	0.008	0.008	0.000	2.1%	

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



FINANCIAL AND RIDERSHIP REPORT

May 2017

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenue was \$20.9 million in May, \$0.1 million (0.4 percent) below budget. Year-to-date, operating revenue was \$95.7 million, lower than budget by \$3.0 million (3.0 percent), due primarily to a farebox revenue underrun caused by lower ridership, including the impact of adverse weather.

Total MTA Bus **ridership** in May 2017 was 10.9 million, 1.9 percent (0.2 million riders) below budget. Year-to-date, ridership was 50.7 million, 4.3 percent (2.3 million riders) below budget. May 2017 average weekday ridership was 417,065, a decrease of 2.8 percent (11,882 riders) from May 2016. Average weekday ridership for the twelve months ending May 2017 was 402,056, a decrease of 1.4 percent (5,680 riders) from the twelve months ending May 2016.

Nonreimbursable expenses, before depreciation and Other Post-Employment Benefits, were \$61.3 million in May, \$1.8 million (2.9 percent) below budget. Labor expenses were over budget by a net \$0.9 million (1.9 percent), including higher overtime expenses of \$0.8 million (16.8 percent), due mainly to higher running time/traffic, vacancies and availability. Payroll expenses overran by \$0.7 million (2.9 percent), due mainly to interagency billings, progression rate variances and the timing of reimbursable projects. Pension expenses were more than budget by \$0.6 million (15.2 percent), due to the timing of expenses. Health & welfare/OPEB current expenses underran budget by \$0.7 million (8.2 percent), due to lower health claims submitted. Other fringe benefit expenses were favorable by \$0.4 million (6.2 percent), caused by the timing of Workers' Compensation expenses. Non-labor expenses underran budget by \$2.7 million (16.3 percent), including favorable results in maintenance contracts of \$2.1 million (57.4 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 \$0.6 million (12.2 percent), caused by underruns in general maintenance material expenses. Year-to-date, expenses were below budget by \$7.7 million (2.6 percent). Labor expenses exceeded budget by \$4.6 million (2.0 percent), including an overrun in payroll expenses of \$3.7 million (3.2 percent), caused by interagency billings, an unfavorable progression rate variance, new hire training and the timing of reimbursable projects. Overtime expenses were also higher than budget by \$3.5 million (14.8 percent), due mainly to higher running time/traffic, vacancies, availability and adverse weather. Health & welfare/OPEB current expenses underran budget by \$2.2 million (5.7 percent), due to lower health claims submitted. Non-labor expenses were under budget by \$12.3 million (15.5 percent), of which maintenance contract expenses were favorable by \$8.0 million (45.7 percent), again due mostly to the timing of planned work, facility maintenance, farebox expenses and an SBS rollout. Materials & supplies were under budget by \$4.0 million (17.7 percent), due mainly to lower general maintenance material expenses.

Depreciation expenses year-to-date were \$2.3 million (10.5 percent) above budget. OPEB expenses year-to-date of \$34.6 million were \$6.9 million (16.7 percent) below budget.

The **operating cash deficit** (excluding subsidies) year-to-date was \$190.7 million, \$4.7 million (2.4 percent) favorable to budget.

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2017 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
May 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	\$ 19.171	\$ 19.054	\$ (0.117)	(0.6)	-	-	\$ -	-	\$ 19.171	\$ 19.054	\$ (0.117)	(0.6)
Other Operating Income	1.832	1.860	0.028	1.5	-	-	-	-	1.832	1.860	0.028	1.5
Capital and Other Reimbursements	-	-	-	-	0.509	0.629	0.120	23.6	0.509	0.629	0.120	23.6
Total Revenue	\$ 21.003	\$ 20.914	\$ (0.089)	(0.4)	\$ 0.509	\$ 0.629	\$ 0.120	23.6	\$ 21.512	\$ 21.543	\$ 0.031	0.1
Labor:												
Payroll	\$ 24.177	\$ 24.878	\$ (0.701)	(2.9)	\$ 0.233	\$ 0.395	\$ (0.162)	(69.5)	\$ 24.410	\$ 25.273	\$ (0.863)	(3.5)
Overtime	4.799	5.605	(0.806)	(16.8)	-	-	-	-	4.799	5.605	(0.806)	(16.8)
Health and Welfare	5.702	5.269	0.433	7.6	0.096	0.112	(0.016)	(16.7)	5.798	5.381	0.417	7.2
OPEB Current Payment	2.253	2.034	0.219	9.7	-	-	-	-	2.253	2.034	0.219	9.7
Pensions	3.887	4.477	(0.590)	(15.2)	0.043	0.055	(0.012)	(27.9)	3.930	4.532	(0.602)	(15.3)
Other Fringe Benefits	5.765	5.409	0.356	6.2	0.042	0.055	(0.013)	(31.0)	5.807	5.464	0.343	5.9
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.216)	0.216	-	-	-	-	-	-	(0.216)	0.216	-
Total Labor Expenses	\$ 46.583	\$ 47.456	\$ (0.873)	(1.9)	\$ 0.414	\$ 0.617	\$ (0.203)	(49.0)	\$ 46.997	\$ 48.073	\$ (1.076)	(2.3)
Non-Labor:												
Electric Power	\$ 0.168	\$ 0.149	\$ 0.019	11.3	\$ -	\$ -	\$ -	-	\$ 0.168	\$ 0.149	\$ 0.019	11.3
Fuel	2.047	1.773	0.274	13.4	-	-	-	-	2.047	1.773	0.274	13.4
Insurance	0.530	0.471	0.059	11.1	-	-	-	-	0.530	0.471	0.059	11.1
Claims	2.559	3.600	(1.041)	(40.7)	-	-	-	-	2.559	3.600	(1.041)	(40.7)
Maintenance and Other Operating Contracts	3.682	1.567	2.115	57.4	0.020	-	0.020	100.0	3.702	1.567	2.135	57.7
Professional Service Contracts	2.370	1.831	0.539	22.7	-	-	-	-	2.370	1.831	0.539	22.7
Materials & Supplies	4.739	4.163	0.576	12.2	0.074	0.012	0.062	83.9	4.813	4.175	0.639	13.3
Other Business Expense	0.449	0.286	0.163	36.3	-	-	-	-	0.449	0.286	0.163	36.3
Total Non-Labor Expenses	\$ 16.543	\$ 13.839	\$ 2.704	16.3	\$ 0.095	\$ 0.012	\$ 0.083	87.3	\$ 16.638	\$ 13.851	\$ 2.787	16.7
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 63.126	\$ 61.295	\$ 1.831	2.9	\$ 0.509	\$ 0.629	\$ (0.120)	(23.6)	\$ 63.635	\$ 61.924	\$ 1.711	2.7
Depreciation	4.683	4.683	0.000	0.0	-	-	-	-	4.683	4.683	0.000	0.0
OPEB Obligation	8.701	6.915	1.786	20.5	-	-	-	-	8.701	6.915	1.786	20.5
GASB 68 Pension Adjustment	3.762	-	3.762	100.0	-	-	-	-	3.762	-	3.762	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 80.273	\$ 72.893	\$ 7.379	9.2	\$ 0.509	\$ 0.629	\$ (0.120)	(23.6)	\$ 80.781	\$ 73.522	\$ 7.259	9.0
Net Surplus/(Deficit)	\$ (59.270)	\$ (51.979)	\$ 7.290	12.3	\$ 0.000	\$ -	\$ (0.000)	*	\$ (59.269)	\$ (51.979)	\$ 7.290	12.3

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2017 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
May 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	\$ 89.996	\$ 86.930	\$ (3.066)	(3.4)	\$ -	\$ -	\$ -	-	\$ 89.996	\$ 86.930	\$ (3.066)	(3.4)
Other Operating Income	8.738	8.794	0.056	0.6	-	-	-	-	8.738	8.794	0.056	0.6
Capital and Other Reimbursements	-	-	-	-	2.427	1.775	(0.652)	(26.9)	2.427	1.775	(0.652)	(26.9)
Total Revenue	\$ 98.734	\$ 95.724	\$ (3.010)	(3.0)	\$ 2.427	\$ 1.775	\$ (0.652)	(26.9)	\$ 101.161	\$ 97.499	\$ (3.662)	(3.6)
Expenses												
Labor:												
Payroll	\$ 115.307	\$ 118.983	\$ (3.676)	(3.2)	1.111	1.100	\$ 0.011	1.0	\$ 116.418	\$ 120.083	\$ (3.665)	(3.1)
Overtime	23.630	27.130	(3.500)	(14.8)	-	-	-	-	23.630	27.130	(3.500)	(14.8)
Health and Welfare	27.193	27.012	0.181	0.7	0.456	0.313	0.143	31.4	27.649	27.325	0.324	1.2
OPEB Current Payment	10.745	8.746	1.999	18.6	-	-	-	-	10.745	8.746	1.999	18.6
Pensions	18.539	19.202	(0.663)	(3.6)	0.206	0.154	0.052	25.3	18.745	19.356	(0.610)	(3.3)
Other Fringe Benefits	27.494	26.985	0.508	1.8	0.201	0.153	0.048	23.9	27.694	27.138	0.556	2.0
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.594)	0.594	-	-	-	-	-	-	(0.594)	0.594	-
Total Labor Expenses	\$ 222.907	\$ 227.465	\$ (4.557)	(2.0)	\$ 1.975	\$ 1.720	\$ 0.255	12.9	\$ 224.882	\$ 229.185	\$ (4.303)	(1.9)
Non-Labor:												
Electric Power	\$ 0.802	\$ 0.756	\$ 0.046	5.7	\$ -	\$ -	\$ -	-	\$ 0.802	\$ 0.756	\$ 0.046	5.7
Fuel	9.761	8.383	1.379	14.1	-	-	-	-	9.761	8.383	1.379	14.1
Insurance	2.528	2.354	0.174	6.9	-	-	-	-	2.528	2.354	0.174	6.9
Claims	12.203	16.200	(3.998)	(32.8)	-	-	-	-	12.203	16.200	(3.998)	(32.8)
Maintenance and Other Operating Contracts	17.560	9.535	8.025	45.7	0.098	-	0.098	100.0	17.658	9.535	8.123	46.0
Professional Service Contracts	11.302	9.267	2.035	18.0	-	-	-	-	11.302	9.267	2.035	18.0
Materials & Supplies	22.601	18.592	4.009	17.7	0.355	0.055	0.300	84.5	22.956	18.647	4.309	18.8
Other Business Expense	2.142	1.558	0.583	27.2	-	-	-	-	2.142	1.558	0.583	27.2
Total Non-Labor Expenses	\$ 78.899	\$ 66.645	\$ 12.254	15.5	\$ 0.452	\$ 0.055	\$ 0.397	87.8	\$ 79.351	\$ 66.700	\$ 12.651	15.9
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adj.	\$ 301.806	\$ 294.110	\$ 7.696	2.6	\$ 2.427	\$ 1.775	\$ 0.652	26.9	\$ 304.233	\$ 295.885	\$ 8.348	2.7
Depreciation	22.335	24.678	(2.343)	(10.5)	-	-	-	-	22.335	24.678	(2.343)	(10.5)
OPEB Obligation	41.499	34.576	6.923	16.7	-	-	-	-	41.499	34.576	6.923	16.7
GASB 68 Pension Adjustment	17.942	-	17.942	100.0	-	-	-	-	17.942	-	17.942	100.0
Environmental Remediation	-	0.141	(0.141)	-	-	-	-	-	-	0.141	(0.141)	-
Total Expenses	\$ 383.582	\$ 353.506	\$ 30.077	7.8	\$ 2.427	\$ 1.775	\$ 0.652	26.9	\$ 386.009	\$ 355.281	\$ 30.729	8.0
Net Surplus/(Deficit)	\$ (284.848)	\$ (257.782)	\$ 27.066	9.5	\$ 0.000	\$ -	\$ (0.000)	(100.0)	\$ (284.848)	\$ (257.782)	\$ 27.066	9.5

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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	May 2017			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ (0.117)	(0.6)	Lower ridership	\$ (3.066)	(3.4)	Lower ridership and adverse Winter Weather
Other Operating Revenue	NR	\$ 0.028	1.5	(a)	\$ 0.056	0.6	(a)
Capital and Other Reimbursements	R	\$ 0.120	23.6	Timing of reimbursement receipts.	\$ (0.652)	(26.9)	Timing of reimbursement receipts & vacancies; pending July Plan adjustments.
Total Revenue Variance		\$ 0.031	0.1		\$ (3.662)	(3.6)	
Payroll	NR	\$ (0.701)	(2.9)	Mainly due to interagency billings, progression rate variance, New hire training, and timing of reimbursable projects	\$ (3.676)	(3.2)	Mainly due to interagency billings, progression rate variance, New hire training, and timing of reimbursable projects
Overtime	NR	\$ (0.806)	(16.8)	Mainly due to running time/traffic, vacancy and availability.	\$ (3.500)	(14.8)	Mainly due to running time/traffic, vacancy, availability, and winter weather
Health and Welfare (including OPEB)	NR	\$ 0.652	8.2	Lower Health claims submitted	\$ 2.180	5.7	Lower Health claims submitted
Pension	NR	\$ (0.590)	(15.2)	Timing of expenses	\$ (0.663)	(3.6)	Timing of expenses
Other Fringe Benefits	NR	\$ 0.356	6.2	Timing of Workers' Compensation.	\$ 0.508	1.8	Timing of Workers' Compensation.
Reimbursable Overhead	NR	\$ 0.216	-	Not budgeted	\$ 0.594	-	Not budgeted
Electric Power	NR	\$ 0.019	11.3	(a)	\$ 0.046	11.3	(a)
Fuel	NR	\$ 0.274	13.4	Lower rates.	\$ 1.379	14.1	Lower usage due to reduced service resulting from adverse winter weather and lower rates.
Insurance	NR	\$ 0.059	11.1	(a)	\$ 0.174	6.9	Timing of expenses
Claims	NR	\$ (1.041)	(40.7)	Higher expenses	\$ (3.998)	(32.8)	Higher expenses
Maintenance and Other Operating Contracts	NR	\$ 2.115	57.4	Timing of planned work, facility maintenance, and SBS rollout.	\$ 8.025	45.7	Timing of planned work, facility maintenance, farebox expenses and SBS rollout.
Professional Service Contracts	NR	\$ 0.539	22.7	Mainly due to timing of interagency billings	\$ 2.035	18.0	Mainly due to timing of interagency billings
Materials & Supplies	NR	\$ 0.576	12.2	Mainly due to lower general maintenance material expenses	\$ 4.009	17.7	Mainly due to lower general maintenance material expenses
Other Business Expense	NR	\$ 0.163	36.3	Lower AFC collection fees and timing of mobility taxes	\$ 0.583	27.2	Lower AFC collection fees and timing of mobility taxes
Depreciation	NR	\$ 0.000	0.0	(a)	\$ (2.343)	(10.5)	Will be adjusted in the July plan
Other Post Employment Benefits	NR	\$ 1.786	20.5	Non cash expense	\$ 6.923	16.7	Non cash expense
GASB 68 Pension Adjustment	NR	\$ 3.762	100.0	Non cash expense	\$ 17.942	100.0	Non cash expense
Environmental Remediation	NR	\$ -	-		\$ (0.141)	-	
Payroll	R	\$ (0.162)	(69.5)	Timing of charges	\$ 0.011	1.0	Timing of charges
Health and Welfare	R	\$ (0.016)	(16.7)	Timing of charges	\$ 0.143	31.4	Timing of charges.
Pension	R	\$ (0.012)	(27.9)		\$ 0.052	25.3	
Other Fringe Benefits	R	\$ (0.013)	(31.0)		\$ 0.048	23.9	
Maintenance and Other Operating Contracts	R	\$ 0.020	*	Timing of charges	\$ 0.098	*	Timing of charges
Materials & Supplies	R	\$ 0.062	*	Timing of charges	\$ 0.300	*	Timing of charges
Total Expense Variance		\$ 7.259	9.0		\$ 30.729	8.0	
Net Variance		\$ 7.290	12.3		\$ 27.066	9.5	

(a) - Variance less than 5%

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

	May 2017				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$ 19.171	\$ 23.391	\$ 4.220	22.0	\$ 89.996	\$ 88.989	\$ (1.007)	(1.1)
Other Operating Revenue	1.757	1.680	(0.077)	(4.4)	8.785	8.214	(0.571)	(6.5)
Capital and Other Reimbursements	0.921	0.115	(0.806)	(87.5)	4.605	1.665	(2.940)	(63.8)
Total Receipts	\$ 21.849	\$ 25.186	\$ 3.337	15.3	\$ 103.386	\$ 98.868	\$ (4.518)	(4.4)
Expenditures								
<i>Labor:</i>								
Payroll	\$ 21.455	\$ 22.180	\$ (0.725)	(3.4)	\$ 118.002	\$ 111.358	\$ 6.644	5.6
Overtime	4.799	5.605	(0.806)	(16.8)	23.630	27.129	(3.499)	(14.8)
Health and Welfare	5.525	5.095	0.430	7.8	27.625	29.808	(2.183)	(7.9)
OPEB Current Payment	2.161	2.034	0.127	5.9	10.805	9.346	1.459	13.5
Pensions	3.756	4.477	(0.721)	(19.2)	18.780	19.203	(0.423)	(2.3)
Other Fringe Benefits	3.974	4.650	(0.676)	(17.0)	21.857	20.381	1.476	6.8
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 41.670	\$ 44.041	\$ (2.371)	(5.7)	\$ 220.699	\$ 217.225	\$ 3.474	1.6
<i>Non-Labor:</i>								
Electric Power	\$ 0.161	\$ 0.149	\$ 0.012	7.5	\$ 0.805	\$ 0.755	\$ 0.050	6.2
Fuel	1.963	1.787	0.176	9.0	9.817	8.310	1.507	15.4
Insurance	0.508	-	0.508	100.0	2.540	5.468	(2.928)	*
Claims	2.115	0.937	1.178	55.7	10.576	13.698	(3.122)	(29.5)
Maintenance and Other Operating Contracts	3.551	4.605	(1.054)	(29.7)	17.757	13.463	4.293	24.2
Professional Service Contracts	2.273	1.481	0.792	34.9	11.366	9.502	1.864	16.4
Materials & Supplies	4.616	4.033	0.583	12.6	23.082	19.858	3.224	14.0
Other Business Expenses	0.431	0.374	0.057	13.2	2.155	1.265	0.890	41.3
Total Non-Labor Expenditures	\$ 15.620	\$ 13.366	\$ 2.254	14.4	\$ 78.098	\$ 72.320	\$ 5.779	7.4
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 57.290	\$ 57.407	\$ (0.117)	(0.2)	\$ 298.797	\$ 289.545	\$ 9.253	3.1
Operating Cash Surplus/(Deficit)	\$ (35.441)	\$ (32.221)	\$ 3.220	9.1	\$ (195.411)	\$ (190.677)	\$ 4.734	2.4

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)

	May 2017				Year-To-Date			
	Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
Operating Receipts or Disbursements	\$	%			\$	%		
Farebox Revenue	\$	4.220	22.0	Receipt of prior period revenue	\$	(1.007)	(1.1)	Lower ridership partially due to and adverse winter weather
Other Operating Revenue		(0.077)	(4.4)	(a)		(0.571)	(6.5)	Timing of senior citizens reimbursements
Capital and Other Reimbursements		(0.806)	(87.5)	Timing of reimbursement receipts & vacancies; pending July Plan adjustments.		(2.940)	(63.8)	Timing of reimbursement receipts & vacancies; pending July Plan adjustments.
Total Receipts	\$	3.337	15.3		\$	(4.518)	(4.4)	
Payroll	\$	(0.725)	(3.4)	Payment of payroll related expenses from prior period	\$	6.644	5.6	Timing of interagency billings and RWA
Overtime		(0.806)	(16.8)	Mainly due to running time/traffic, vacancy, and availability.		(3.499)	(14.8)	Mainly due to running time/traffic, vacancy, availability, and winter weather
Health and Welfare (including OPEB)		0.557	7.2	Timing of Payments		(0.724)	(1.9)	Payment for prior period year expenses.
Pension		(0.721)	(19.2)	Timing of Payments and pending July plan adjustments.		(0.423)	(2.3)	Timing of Payments and pending July plan adjustments.
Other Fringe Benefits		(0.676)	(17.0)	Payment of payroll related expenses from prior period		1.476	6.8	Favorable timing of payments
GASB		-	-			-	-	
Electric Power		0.012	7.5	(a)		0.050	6.2	(a)
Fuel		0.176	9.0	Lower rates.		1.507	15.4	Lower usage due to reduced service resulting from adverse winter weather and lower rates.
Insurance		0.508	100.0	Timing of Payments		(2.928)	*	Payment for prior period expense
Claims		1.178	55.7	Higher Claim payments		(3.122)	(29.5)	Higher Claim payments
Maintenance and Other Operating Contracts		(1.054)	(29.7)	Payment of prior period expenses		4.293	24.2	Timing of planned work, facility maintenance, farebox expenses and SBS rollout.
Professional Service Contracts		0.792	34.9	Mainly due to timing of interagency billings		1.864	16.4	Mainly due to timing of interagency billings
Materials & Supplies		0.583	12.6	Mainly due to lower general maintenance material expenses		3.224	14.0	Mainly due to lower general maintenance material expenses
Other Business Expenditure		0.057	13.2	Timing of expenses		0.890	41.3	Timing of expenses
Total Expenditures	\$	(0.117)	(0.2)		\$	9.253	3.1	
Net Cash Variance	\$	3.220	9.1		\$	4.734	2.4	

(a) - Variance less than 5%

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

(\$ in millions)

	May 2017					Year-To-Date				
	Favorable (Unfavorable)					Favorable (Unfavorable)				
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent		
Receipts										
Farebox Revenue	\$ -	\$ 4.337	\$ 4.337	-	\$ -	\$ 2.059	\$ 2.059	-		
Other Operating Revenue	(0.075)	(0.180)	(0.105)	*	0.048	(0.580)	(0.628)	*		
Capital and Other Reimbursements	0.412	(0.514)	(0.926)	*	2.178	(0.110)	(2.288)	*		
Total Receipts	\$ 0.337	\$ 3.643	\$ 3.306	*	\$ 2.225	\$ 1.369	\$ (0.856)	(38.5)		
Expenditures										
<i>Labor:</i>										
Payroll	\$ 2.956	\$ 3.093	\$ 0.137	4.6	\$ (1.584)	\$ 8.725	\$ 10.309	*		
Overtime	-	-	-	-	-	0.001	0.001	-		
Health and Welfare	0.273	0.286	0.013	4.9	0.024	(2.483)	(2.507)	*		
OPEB Current Payment	0.092	-	(0.092)	(100.0)	(0.060)	(0.600)	(0.540)	*		
Pensions	0.174	0.055	(0.119)	(68.3)	(0.035)	0.153	0.187	*		
Other Fringe Benefits	1.833	0.814	(1.019)	(55.6)	5.837	6.757	0.920	15.8		
GASB Account	-	-	-	-	-	-	-	-		
Reimbursable Overhead	-	(0.216)	(0.216)	-	-	(0.594)	(0.594)	-		
Total Labor Expenditures	\$ 5.327	\$ 4.032	\$ (1.295)	(24.3)	\$ 4.183	\$ 11.960	\$ 7.777	*		
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ 0.007	\$ -	(0.007)	(100.0)	\$ (0.003)	\$ 0.001	0.004	*		
Fuel for Buses and Trains	0.084	(0.014)	(0.098)	*	(0.056)	0.073	0.128	*		
Insurance	0.022	0.471	0.449	*	(0.012)	(3.114)	(3.102)	*		
Claims	0.444	2.663	2.219	*	1.627	2.502	0.875	53.8		
Maintenance and Other Operating Contracts	0.151	(3.038)	(3.189)	*	(0.099)	(3.929)	(3.830)	*		
Professional Service Contracts	0.097	0.350	0.253	*	(0.064)	(0.235)	(0.171)	*		
Materials & Supplies	0.197	0.142	(0.055)	(28.1)	(0.126)	(1.211)	(1.085)	*		
Other Business Expenditures	0.018	(0.088)	(0.106)	*	(0.013)	0.293	0.307	*		
Total Non-Labor Expenditures	\$ 1.018	\$ 0.485	\$ (0.533)	(52.4)	\$ 1.253	\$ (5.620)	\$ (6.873)	*		
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.										
	\$ 6.682	\$ 8.160	\$ 1.478	22.1	\$ 7.661	\$ 7.709	\$ 0.048	0.6		
Depreciation Adjustment	4.683	4.683	(0.000)	(0.0)	22.335	24.678	2.343	10.5		
Other Post Employment Benefits	8.701	6.915	(1.786)	(20.5)	41.499	34.576	(6.923)	(16.7)		
GASB 68 Pension Adjustment	3.762	-	(3.762)	(100.0)	17.942	-	(17.942)	(100.0)		
Environmental Remediation	-	-	-	-	-	0.141	0.141	-		
Total Cash Conversion Adjustments	\$ 23.829	\$ 19.758	\$ (4.070)	(17.1)	\$ 89.437	\$ 67.105	\$ (22.332)	(25.0)		

NOTE: Totals may not add due to rounding

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

	<u>May 2017</u>			<u>Year-to-date as of May 2017</u>		
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 19.171	\$ 19.054	\$ (0.117)	\$ 89.996	\$ 86.930	\$ (3.066)
Total Farebox Revenue	\$ 19.171	\$ 19.054	\$ (0.117)	\$ 89.996	\$ 86.930	\$ (3.066)
<u>Ridership</u>						
Fixed Route	11.162	10.949	(0.213)	52.980	50.721	(2.259)
Total Ridership	11.162	10.949	(0.213)	52.980	50.721	(2.259)

MTA BUS COMPANY
2017 Adopted Budget vs Actual
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME EQUIVALENTS
MAY 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	17	-	
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	114	49	Vacancies to be filled
Operations				
Buses	2,304	2,319	(15)	Vacancies to be filled
Office of the Executive VP	4	5	(1)	
Safety & Training	29	73	(44)	Students in Training
Road Operations	121	121	-	
Transportation Support	22	24	(2)	
Operations Planning	33	31	2	
Revenue Control	30	25	5	
Total Operations	2,543	2,598	(55)	
Maintenance				
Buses	742	765	(23)	Vacancies to be filled
Maintenance Support/CMF	255	246	9	
Facilities	81	65	16	
Supply Logistics	96	96	-	
Total Maintenance	1,174	1,172	2	Vacancies to be filled
Capital Program Management	37	23	14	
Total Engineering/Capital	37	23	14	Vacancies to be filled
Security	22	23	(1)	
Total Public Safety	22	23	(1)	
Total Positions	3,939	3,930	9	
Non-Reimbursable	3,899	3,896	3	
Reimbursable	40	34	6	
Total Full-Time	3,924	3,919	5	
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
MAY 2017

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	67	50	17	
Professional, Technical, Clerical	72	64	8	
Operational Hourlies	24	-	24	
Total Administration	163	114	49	Vacancies to be filled
Operations				
Managers/Supervisors	307	305	2	
Professional, Technical, Clerical	51	55	(4)	
Operational Hourlies	2,185	2,238	(53)	
Total Operations	2,543	2,598	(55)	Students in Training
Maintenance				
Managers/Supervisors	228	224	4	
Professional, Technical, Clerical	28	31	(3)	
Operational Hourlies	918	917	1	
Total Maintenance	1,174	1,172	2	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	14	7	
Professional, Technical, Clerical	16	9	7	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	23	14	Vacancies to be filled
Public Safety				
Managers/Supervisors	17	19	(2)	
Professional, Technical, Clerical	5	4	1	
Operational Hourlies	-	-	-	
Total Public Safety	22	23	(1)	
Total Baseline Positions				
Managers/Supervisors	640	612	28	
Professional, Technical, Clerical	172	163	9	
Operational Hourlies	3,127	3,155	(28)	
Total Baseline Positions	3,939	3,930	9	

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

	May						May 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>	53,922	\$2.236	48,334	\$2.661	5,589 10.4%	(\$0.426) -19.0%	262,776	\$10.891	235,777	\$12.143	27,000 10.3%	(\$1.252) -11.5%
<u>Unscheduled Service</u>	11,802	\$0.522	13,650	\$0.634	(1,848) -15.7%	(\$0.112) -21.5%	57,589	\$2.593	58,959	\$2.664	(1,370) -2.4%	(\$0.070) -2.7%
<u>Programmatic/Routine Maintenance</u>	24,510	\$1.067	23,465	\$1.194	1,045 4.3%	(\$0.127) -11.9%	122,054	\$5.146	122,272	\$5.952	(218) -0.2%	(\$0.805) -15.6%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0 0.0%	- 0.0%	0	\$0.000	0	\$0.000	0 0.0%	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	16,562	\$0.829	22,781	\$1.080	(6,219) -37.5%	(\$0.251) -30.3%	77,810	\$3.963	104,799	\$4.628	(26,988) -34.7%	(\$0.665) -16.8%
<u>Weather Emergencies</u>	3,060	\$0.107	123	\$0.006	2,937 *	\$0.101 *	21,712	\$0.855	33,633	\$1.581	(11,921) *	(\$0.726) *
<u>Safety/Security/Law Enforcement</u>	232	\$0.011	181	\$0.008	50 21.8%	\$0.004 31.4%	1,041	\$0.050	694	\$0.030	347 33.3%	\$0.020 40.8%
<u>Other</u>	323	\$0.027	153	\$0.022	170 *	\$0.005 *	1,573	\$0.131	1,039	\$0.132	534 *	(\$0.002) *
Subtotal	110,412	\$4.799	108,687	\$5.605	1,725 1.6%	(\$0.806) -16.8%	544,556	\$23.630	557,172	\$27.130	(12,617) -2.3%	(\$3.500) -14.8%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
TOTAL OVERTIME	110,412	\$4.799	108,687	\$5.605	1,725 1.6%	(\$0.806) -16.8%	544,556	\$23.630	557,172	\$27.130	(12,617) -2.3%	(\$3.500) -14.8%

Totals may not add due to rounding.

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

* Exceeds 100%

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

	May			May Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	5,589 10.4%	(\$0.426) -19.0%	Increased Running Time	27,000 10.3%	(\$1.252) -11.5%	Increased Running Time
<u>Unscheduled Service</u>	(1,848) -15.7%	(\$0.112) -21.5%		(1,370) -2.4%	(\$0.070) -2.7%	
<u>Programmatic/Routine Maintenance</u>	1,045 4.3%	(\$0.127) -11.9%	Programatic/Routine maintenance work and Shop work	(218) -0.2%	(\$0.805) -15.6%	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>	(6,219) -37.5%	(\$0.251) -30.3%	Vacancy and absence coverage	(26,988) -34.7%	(\$0.665) -16.8%	Vacancy and absence coverage
<u>Weather Emergencies</u>	2,937 *	\$0.101 *		(11,921) *	(\$0.726) *	Winter Storms mainly due to Stella in March and Niko in February and storm coverage requirements
<u>Safety/Security/Law Enforcement</u>	50 21.8%	\$0.004 31.4%		347 33.3%	\$0.020 40.8%	
<u>Other</u>	170 *	\$0.005 *		534 *	(\$0.002) *	
Subtotal	1,725 1.6%	(\$0.8) -16.8%		(12,617) -2.3%	(\$3.500) -14.8%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%	
TOTAL OVERTIME	1,725	(\$0.806)		(12,617)	(\$3.500)	

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

	(\$ in Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$135.1	\$83.5	62
Design Completions	\$107.5	\$45.9	43
Construction Awards	\$2,364.7	\$1,783.1	75
Substantial Completions	\$833.7	\$432.8	52
Closeouts	\$949.7	\$211.7	22

During May, NYCT awarded projects totaling \$175.3 million, including:

- priority structural component repairs on the 4th Avenue Line in Brooklyn;
- purchase of 202 non-revenue vehicles; and
- multiple projects for the replacement of track and switch components both on the mainline and in rail yards.

During the same period, NYCT substantially completed projects totaling \$19.1 million, including:

- multiple projects for replacement of mainline and yard track, as part of the Track and Switch Program; and
- multiple projects for the replacement of mainline and yard switches, as part of the Track and Switch Program.

Also during May, NYCT started 14 design projects for \$13.8 million, completed nine design projects for \$11.7 million and closed out nine projects for \$65.3 million.

Capital Program Status
July 2017
(May 2017)

During May, NYCT awarded \$175.3 million in projects, including \$87.2 million for priority subway tunnel repairs along the 4th Avenue Line in Brooklyn. This project will rehabilitate a 1.1 mile segment of subway tunnel between 36th Street and 59th Street on the 4th Avenue Line, including replacement of columns, concrete center wall, ventilator gratings, repair of other steel and concrete defects, and related tunnel lighting and cable work.

NYCT also awarded \$34.3 million for the procurement of 202 non-revenue rubber tire support vehicles to maintain a state of good repair. These service vehicles are used for essential services, such as emergency response, material transportation, track repair and elevated structure repair.

In addition, NYCT awarded \$29.9 million for multiple projects to address track and switch replacement, including mainline track replacement on the Pelham Line in the Bronx, mainline track replacement on the Broadway Line in Manhattan, mainline switch replacement on the Broadway-7th Avenue Lines in Manhattan, yard track replacement and yard switch replacement. The track program replaces deficient track components along the revenue service right-of-way and in storage yards system wide. The scope for track replacement typically includes the replacement of track components and associated equipment/materials, such as signals, contact rails, running rails, and ballast. The scope for the switch program includes replacement of existing turnouts, track switches, switch valves, connecting rails, contact rails, ties, ballast, signal cable, including positive and negative connections, and any associated signal and equipment work.

During May, NYCT substantially completed projects totaling \$19.1 million, including \$11.3 million for multiple projects to address mainline and yard track replacement, including mainline track replacement on the Lexington Line at Bowling Green, design and engineering force account for mainline track replacement, and yard track replacement. Locations addressed were determined by asset condition rating.

NYCT also completed multiple projects totaling \$7.8 million to address mainline and yard switch replacement, including yard switch replacement, and design and engineering force account for mainline switch replacement.

Also during May, NYCT started 14 design projects for \$13.8 million, completed nine design projects for \$11.7 million and closed out nine projects for \$65.3 million.

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

Projects Closed During May 2017
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Mainline Track Replacement 2015 / Canarsie	\$15.81	\$15.42	6/2016	11
Security: PSIM Resiliency Blade Server	\$2.90	\$2.90	9/2016	8
Depot Equipment 2009	\$9.94	\$2.65	12/2016	5
Rehabilitation of Emergency Exits - 4 Locations	\$3.00	\$2.77	12/2016	5
4 Street Stairs: Avenue N / Culver [SBMP Tier2]	\$2.75	\$2.80	4/2017	1
Mainline Switches - 2016 DES/EFA	\$9.46	\$9.46	5/2017	0
Mainline Track - 2016 DES/EFA	\$5.34	\$4.23	5/2017	0
Hard Rail Track Panel at 9 Stations/Sea Beach	\$8.06	\$8.06	5/2017	0
Yard Fencing: 2 Locations	\$16.10	\$16.97	9/2017	(4)

The closeout for 2015 Mainline Track Replacement on the Canarsie Line was delayed by 11 months due to reallocation of resources to address high priority projects. The closeout for Security PSIM Resiliency Blade Server was delayed by 8 months due to the completion of various punchlist items. The closeout of Depot Equipment 2009 was delayed by 5 months due to a delay in the reconciliation of final project charges. The closeout of Rehabilitation of Emergency Exits at 4 Locations was delayed by 5 months due to a delay in processing of final charges.

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

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

May

Design Starts	\$21.5	11	\$13.8	14	64.2	127.3
Design Completions	2.6	6	11.7	9	443.8	150.0
Construction Awards	323.5	13	175.3	12	54.2	92.3
Substantial Completions	143.9	18	19.1	5	13.3	27.8
Closeouts	176.6	11	65.3	9	37.0	81.8

2017 Year-To-Date

Design Starts	\$135.1	97	\$83.5	57	61.8	58.8
Design Completions	107.5	75	45.9	39	42.7	52.0
Construction Awards	2,364.7	122	1,783.1	88	75.4	72.1
Substantial Completions	833.7	80	432.8	43	51.9	53.8
Closeouts	949.7	95	211.7	46	22.3	48.4

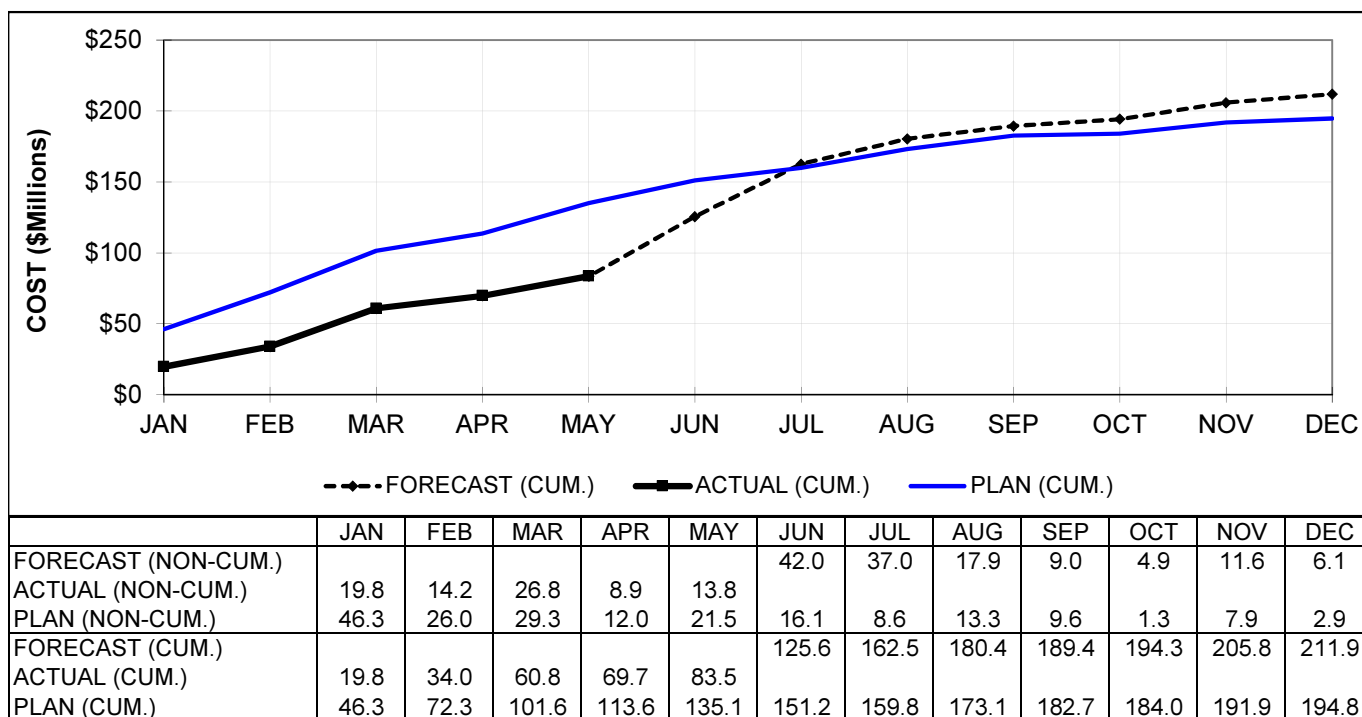
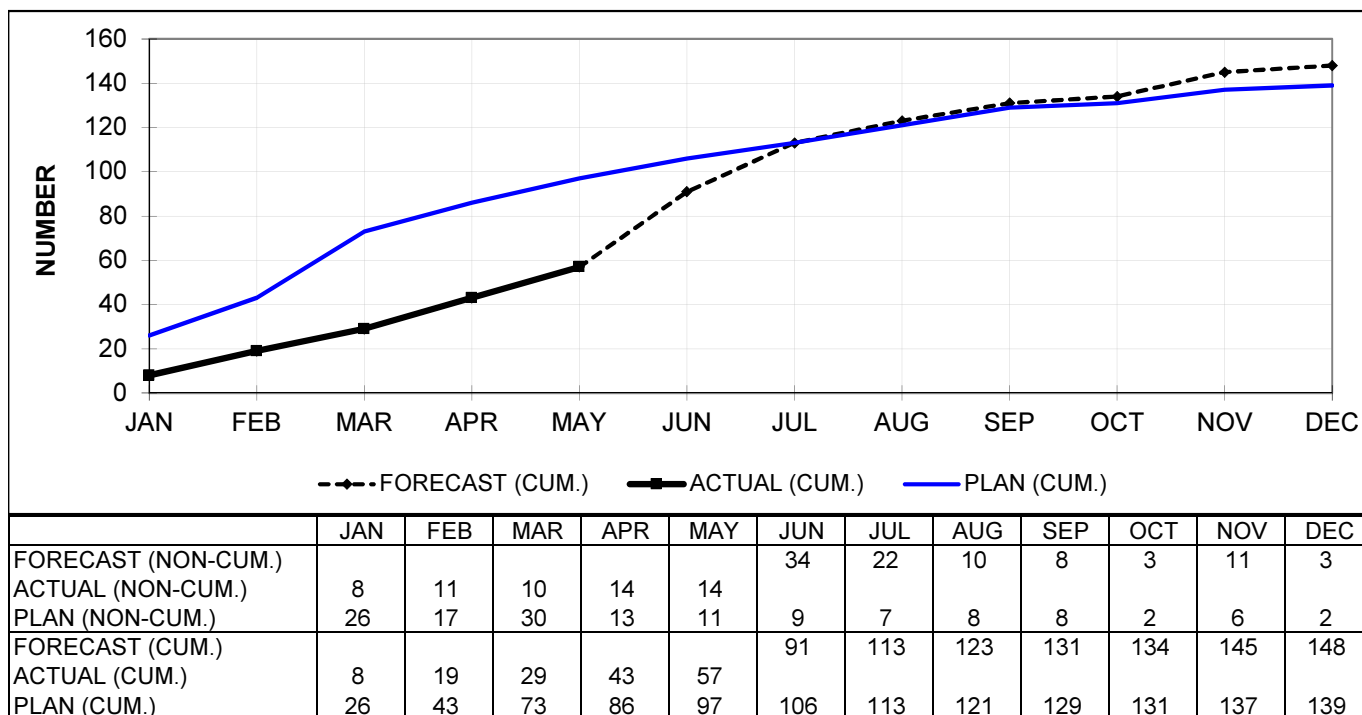
2017 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$194.7	139	\$211.9	148	108.8	106.5
Design Completions	297.3	196	295.2	188	99.3	95.9
Construction Awards	6,623.5	219	6,295.9	211	95.1	96.3
Substantial Completions	3,665.1	208	3,801.5	213	103.7	102.4
Closeouts	4,620.7	249	4,242.7	238	91.8	95.6

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

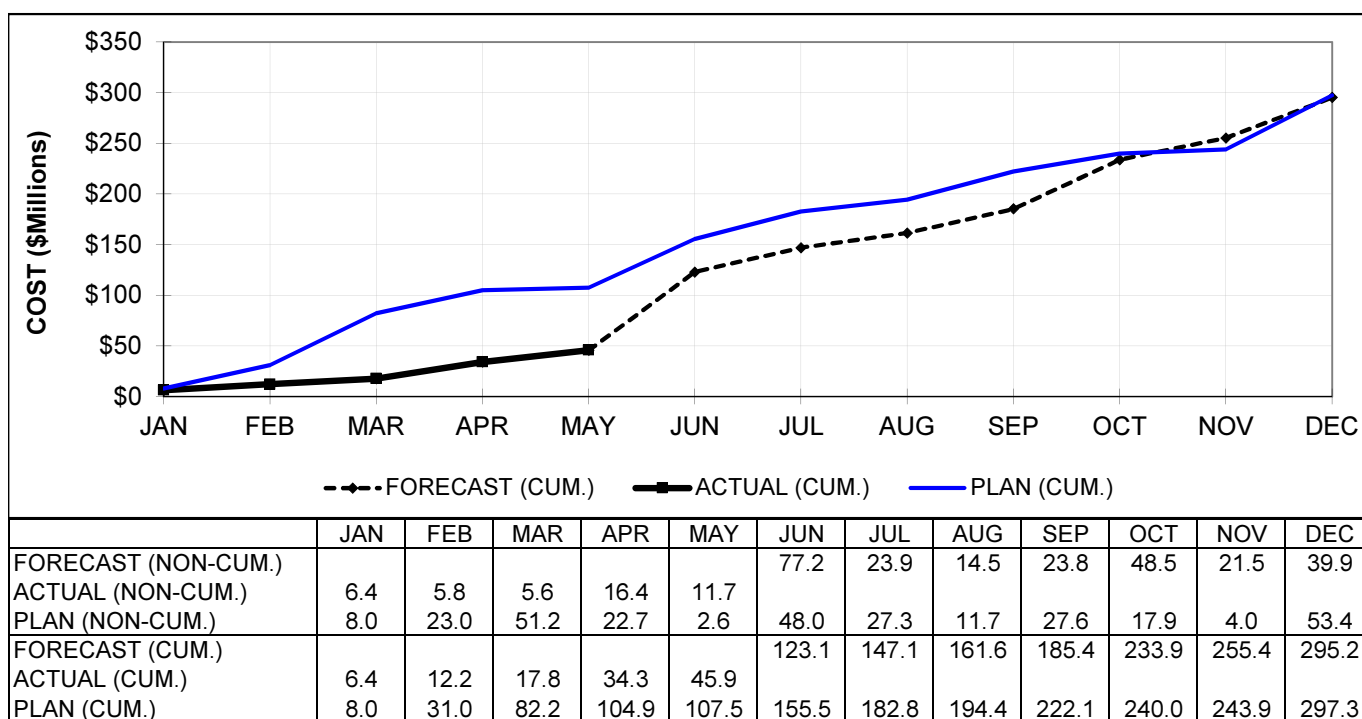
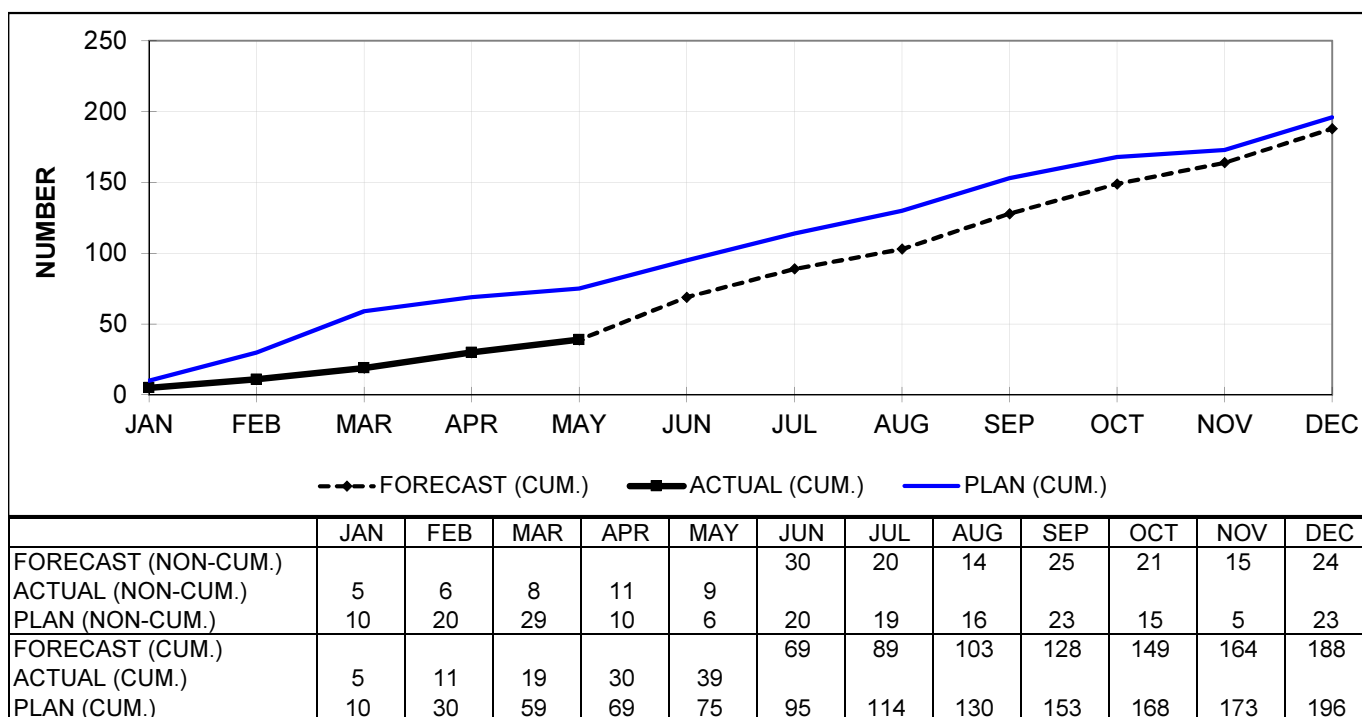
2017 Design Starts Charts

As of May 2017



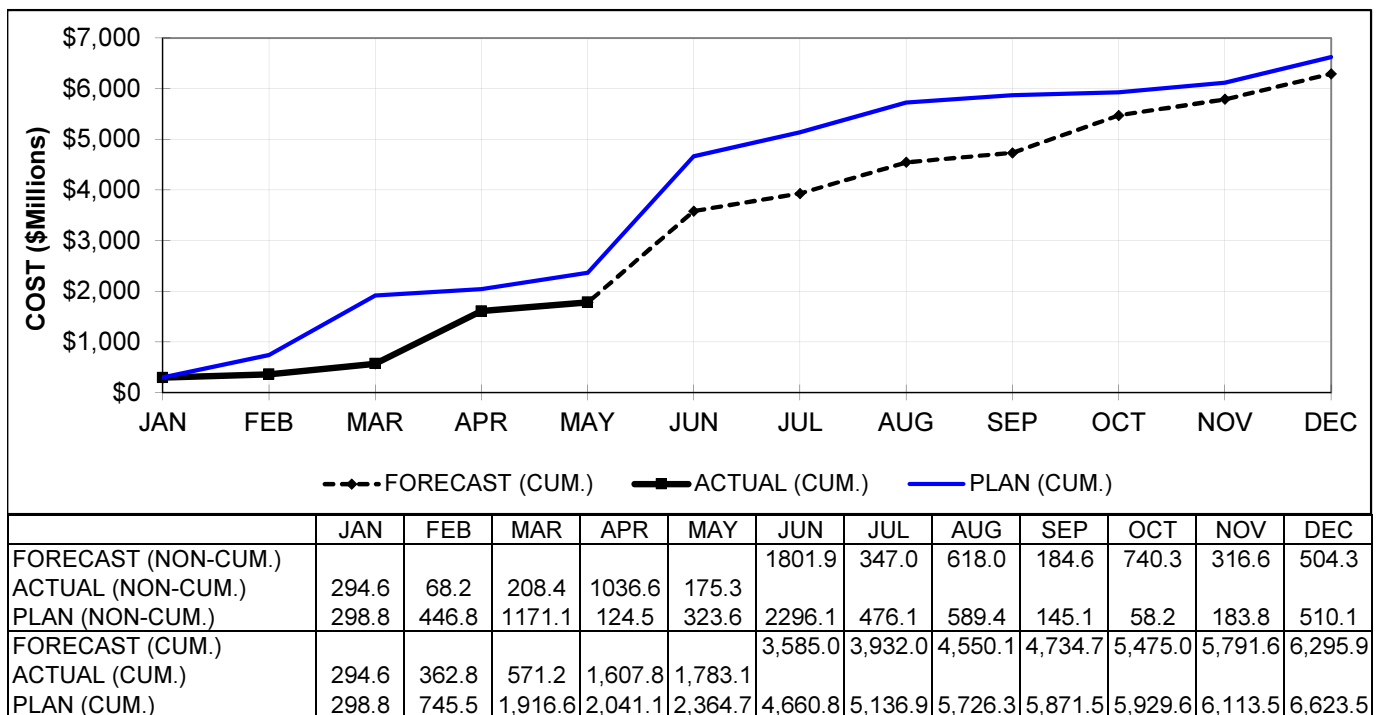
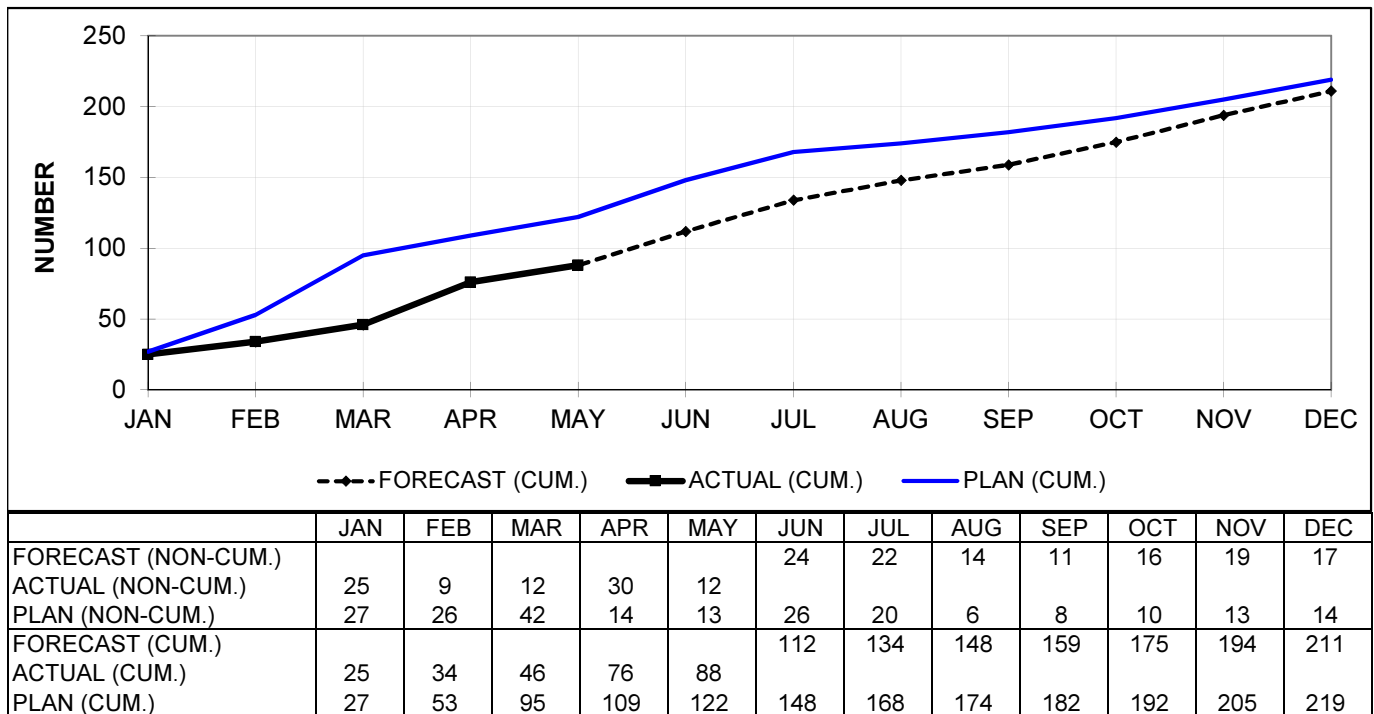
2017 Design Completions Charts

As of May 2017



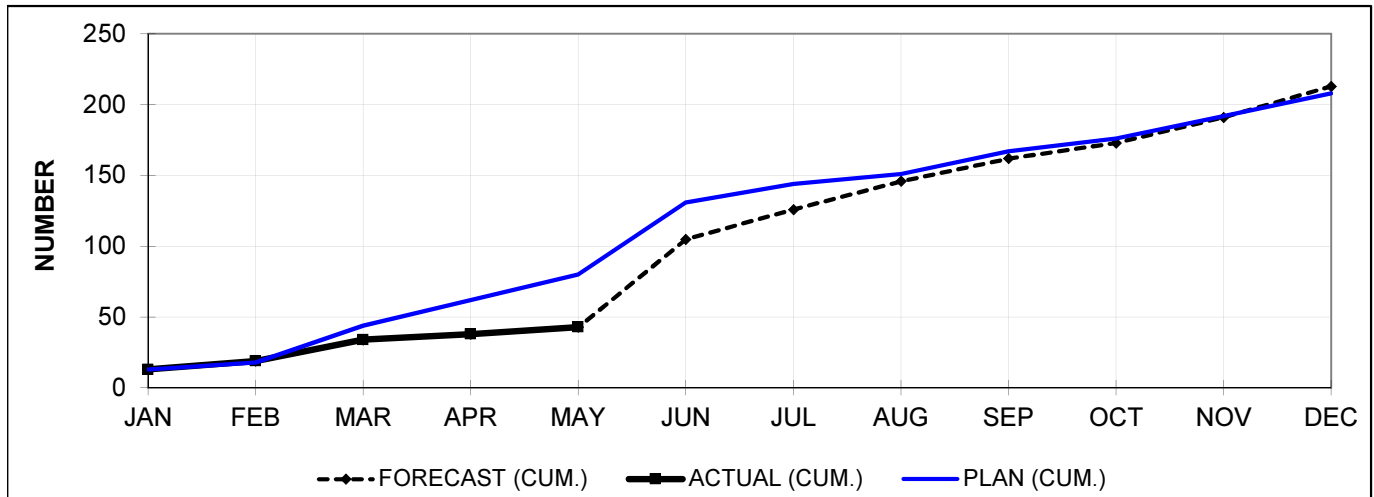
2017 Awards Charts

As of May 2017

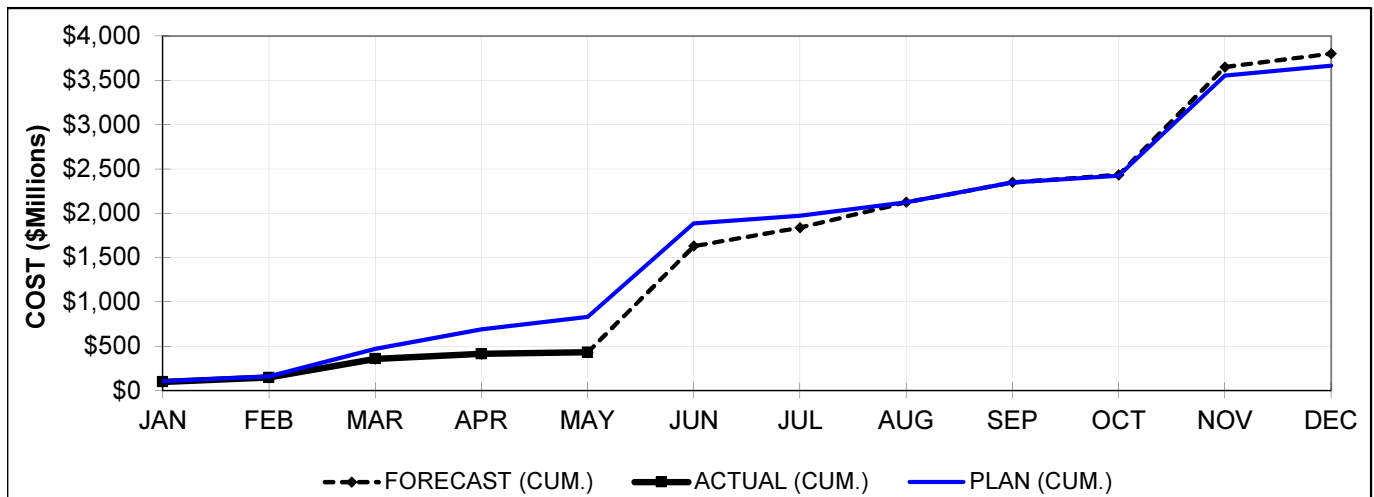


2017 Substantial Completions Charts

As of May 2017



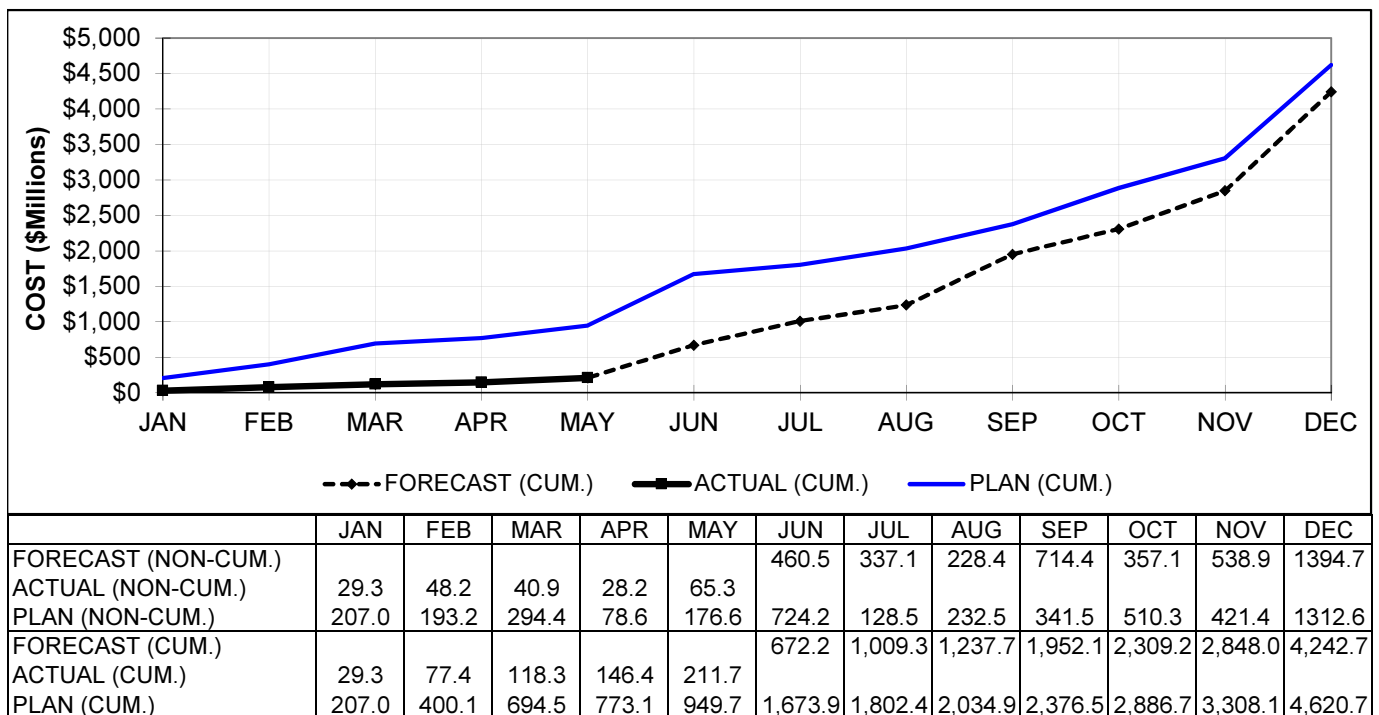
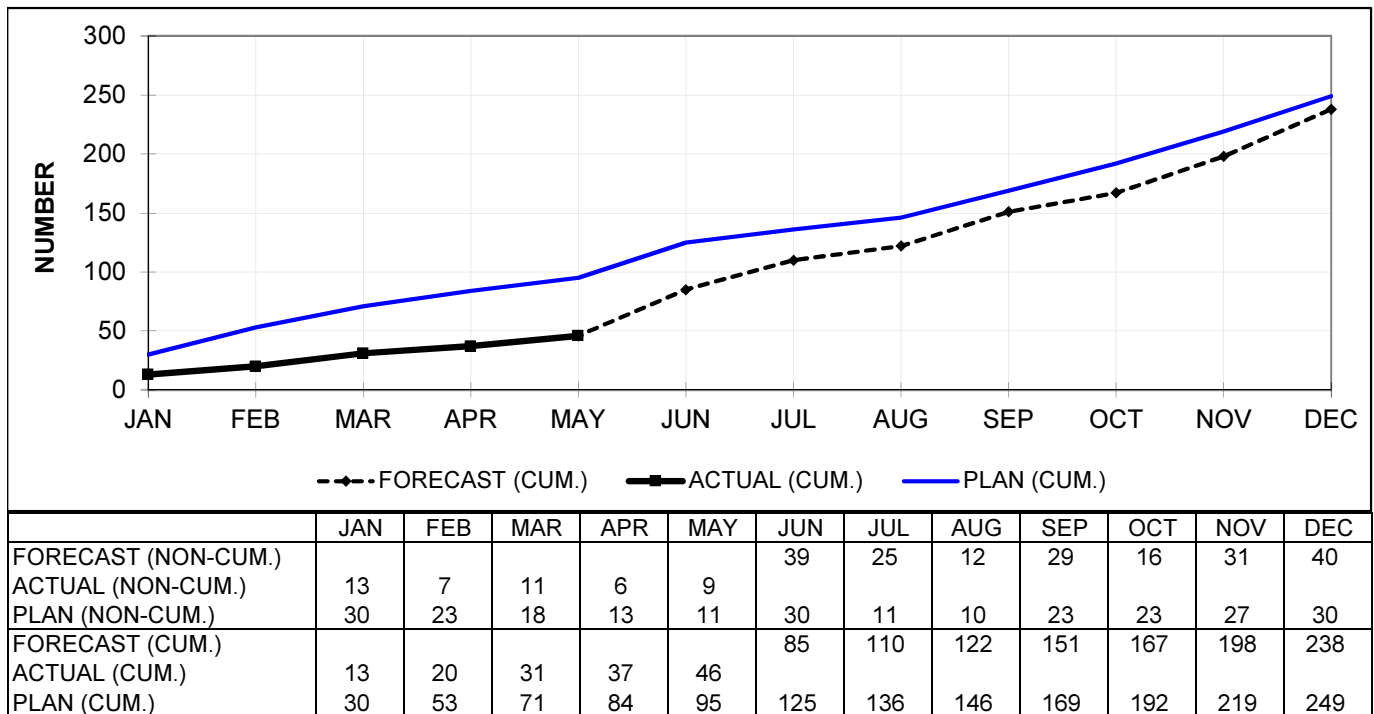
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	13	6	15	4	5	62	21	20	16	11	18	22
ACTUAL (NON-CUM.)	13	6	15	4	5							
PLAN (NON-CUM.)	13	5	26	18	18	51	13	7	16	9	16	16
FORECAST (CUM.)	13	19	34	38	43	105	126	146	162	173	191	213
ACTUAL (CUM.)	13	19	34	38	43							
PLAN (CUM.)	13	18	44	62	80	131	144	151	167	176	192	208



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	99.2	48.4	211.0	55.1	19.1	1199.6	207.2	287.8	223.0	84.2	1216.6	150.5
ACTUAL (NON-CUM.)	99.2	48.4	211.0	55.1	19.1							
PLAN (NON-CUM.)	108.3	52.9	308.4	220.2	143.9	1050.5	87.2	152.8	224.8	73.8	1129.4	113.0
FORECAST (CUM.)	99.2	147.6	358.6	413.6	432.8	1,632.3	1,839.5	2,127.3	2,350.2	2,434.4	3,651.0	3,801.5
ACTUAL (CUM.)	99.2	147.6	358.6	413.6	432.8							
PLAN (CUM.)	108.3	161.2	469.6	689.8	833.7	1,884.2	1,971.3	2,124.1	2,349.0	2,422.8	3,552.1	3,665.2



2017 Closeouts Charts

As of May 2017



PROCUREMENTS

The Procurement Agenda this month includes 8 actions for a proposed expenditure of \$74.1M.

Subject Request for Authorization to Award Various Procurements						July 17, 2017					
Department Materiel – NYCT						Department Law and Procurement – MTACC					
Department Head Name Stephen M. Plochochi						Department Head Name Evan Eisland					
Department Head Signature 						Department Head Signature 					
Project Manager Name Rose Davis						Internal Approvals					
Board Action											
Order	To	Date	Approval	Info	Other						
1	Committee	7/24/17									
2	Board	7/26/17									
Internal Approvals (cont.)											
Order	Approval	Order	Approval	Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE:

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

DISCUSSION:

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

<u>Schedules Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule E: Miscellaneous Procurement Contracts • New Flyer of America, Inc. \$ 4.9M	1	\$ 4.9 M
Schedule G: Miscellaneous Service Contracts • Verifone Transportation Systems \$ 11.6M	1	11.6 M
SUBTOTAL	2	\$ 16.5 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)	1	\$ TBD M
Schedule C:	Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$ 39.6 M
<u>Schedules Requiring Majority Vote:</u>			
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	2	\$ 15.8 M
SUBTOTAL		4	\$ 55.4 M

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

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

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

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

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

Schedules Requiring Majority Vote:

Schedule K:	Ratification of Completed Procurement Actions	2	\$ 2.2 M
SUBTOTAL		2	\$ 2.2 M
TOTAL		8	\$ 74.1 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.

JULY 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. **New Flyer of America, Inc.** **\$4,917,496 (Est.)** **Staff Summary Attached**
36-month contract
RFQ# 137174

Test and evaluation agreement for the leasing of five low-floor 40-foot all-electric buses, two en route charging stations, and one depot charging unit.

G. Miscellaneous Service Contracts

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

2. **Verifone Transportation Systems** **\$11,627,562 (Est.)** **Staff Summary Attached**
12-month contract
Contract# SSE 36327

Pilot contract for E-Hail services.

Item Number: 1

Vendor Name (Location) New Flyer of America, Inc. (St. Cloud, Minnesota)	Contract Number RFQ 137174	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Lease of five low-floor 40-foot all-electric buses	Total Amount: \$4,917,496 (Est.)	
Contract Term (including Options, if any) November 1, 2017–December 31, 2020	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 three-year lease of five low-floor 40-foot all-electric buses (“AEB”), two en route charging stations, and one depot charging unit from New Flyer of America, Inc. (“New Flyer”) in the estimated amount of \$4,917,496. This procurement will allow the introduction of all-electric propulsion buses through an in-service test/demonstration.

AEBs offer zero tail-pipe emissions and reductions in noise typically emitted from buses. AEB technology also has the potential to lower lifecycle costs compared to fossil-fueled buses. Significant improvements in AEB technology in the last 10 years have led to additional suppliers offering AEB capabilities and supporting charging infrastructure.

The NYC Transit bus duty cycle is the optimal environment for maximizing the benefits available from an all-electric propulsion system. AEBs utilize an electric motor to power the drivetrain; electricity is supplied to the motor from a battery pack that must be charged via an external charging source either in the depot or en route. This propulsion system achieves reductions in total energy usage by reusing energy that is normally wasted in braking (regenerative braking).

NYC Transit’s current bus fleet meets the existing state and federal emissions requirements, however, this test and evaluation program offers NYC Transit the opportunity to achieve additional reductions in greenhouse gas emissions.

A Request for Information for new buses utilizing various propulsion systems was advertised on the MTA website as well as the New York State Contract Reporter and the following trade publications: *Passenger Transport*, *Metro Magazine*, *Mass Transit*, *National Bus Trader*, and *Bus Ride*. After an extensive outreach, including contacting companies identified by the Department of Buses (“DOB”), Procurement received responses from 13 companies, four of which (BYD Motors, Inc.; New Flyer; Nova Bus, a division of Prevost Car (US), Inc.; and Proterra, Inc.) have capabilities of building AEBs. All four companies were invited to give oral presentations. Each was given the opportunity to provide an overview of its AEB and charging systems, and answer questions from a panel of MTA personnel that included representatives from DOB and Procurement.

After the final review of the presentations from the four bus manufacturers, NYC Transit determined that New Flyer and Proterra were technically superior, and chose to move forward with a test and evaluation contract in the form of a three-year lease of five low-floor 40-foot AEBs from New Flyer. A test and evaluation contract in the form of a three-year lease of five low-floor 40-foot AEBs from Proterra was approved by the April 2017 Board.

The five New Flyer buses will operate on the M42 bus route out of the Michael J Quill bus depot in Manhattan. They will primarily utilize two en route charging stations; one will be located on East 41st Street between the FDR Drive and 1st Avenue and the other will be located west of 12th Avenue between 42nd and 43rd streets (next to Pier 83). Additionally, one depot charging unit will be installed in the depot for maintenance charging.

Delivery of all five buses, and installation of two en route charging stations and one depot charging unit are scheduled for completion in December 2017. This contract is subject to review and approval of the Office of the New York State Comptroller, and award will not be made prior to this approval. This delivery schedule is based on the assumption that Notice of Award will be issued on or before November 1, 2017.

New Flyer submitted its initial proposal for a total amount of \$6,641,016. Through negotiation, the price was reduced to \$4,917,496, representing a total savings of \$1,723,519, or 25.95%. The total contract award of \$4,917,496 will consist of \$2,254,169 for the five buses (\$450,834 bus); \$2,349,979 to furnish and install the two en route charging stations; \$140,368 to furnish and install one depot charging unit; \$36,917 for manuals and diagnostic tools; and \$136,063 for an estimated quantity of training. The pricing for the charging stations and depot charging unit includes an option to remove the equipment at the end of the lease. The final price has been deemed fair and reasonable by the Cost Price Analysis Unit based on the results of a cost audit conducted by MTA Audit Services.

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

Item Number: 2

Vendor Name (Location) Verifone Transportation Systems, Inc. (Long Island City, New York)
Description Pilot contract for E-Hail services for Paratransit
Contract Term (including Options, if any) November 1, 2017–October 31, 2018
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Test and Evaluation

Contract Number SSE 36327	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$11,627,562 (Est.)	
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:

NYC Transit is interested in learning whether Transportation Network Connectivity (“TNC”) and E-Hail technology companies can be utilized to electronically disseminate paratransit trips to NYC Taxi and Limousine Commission (“TLC”) licensed drivers through the use of web-based applications. NYC Transit is requesting approval to award a pilot contract to Verifone Transportation Systems (“Verifone”), a California-based E-Hail provider (with an office in Queens, New York), to conduct a one-year Test and Evaluation program.

Access-A-Ride (“AAR”) service is provided through dedicated and non-dedicated service providers (i.e., Primary Carriers and Broker Car Service, Voucher Car Service or Taxicab companies, respectively) for the provision of ambulatory and nonambulatory trips. It is anticipated that the test and evaluation program will (1) deliver improved customer service to AAR customers, (2) provide additional transportation capacity and more diverse travel options, and (3) reduce out-of-pocket expenses for customers utilizing taxicab services.

TNC and E-Hail providers are technology companies, working with the for-hire vehicle (“FHV”) industry, that have developed web-based applications that are intended to match individuals who are in need of transportation with licensed drivers located within the individual’s immediate geographical area (typically no more than fifteen minutes away). TNC companies dispatch trips to drivers who are using personal vehicles to perform the trip, while E-Hail companies dispatch trips to yellow and green medallion taxicabs in New York City. Neither TNC nor E-Hail companies directly employ drivers.

Under this pilot program, Paratransit will book trips through Verifone, utilizing Verifone’s web-based application to electronically disseminate AAR trips to approximately 13,500 New York City TLC licensed yellow and green taxicabs that currently have Verifone’s mobile data terminals installed. This would allow for the broadening of Paratransit’s multimodal transportation model. It is also anticipated that through this pilot, AAR customers will ultimately experience increased flexibility in booking and managing their trips through the direct use of the web-based application.

This pilot contract, to be awarded to Verifone, is for an estimated \$11,627,562. Additional TNC and/or E-Hail companies are expected to participate in the program, at which time separate Board approval will be sought for each. Pricing is based on a fixed price per trip based on distance. The estimated average price per trip is \$35.91, which is a savings of approximately \$32.80 (or 47.7%) when compared to the average cost of \$68.71 for a Primary Carrier trip. This totals approximately \$9,911,176 in savings over the 12-month pilot period with Verifone.

This pilot contract is subject to review and approval of the Office of the New York State Comptroller and award will not be made prior to this approval. Commencement of revenue service is based on the assumption that Notice of Award will be issued on or before November 1, 2017.

JULY 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.)

- | | | | |
|----|---|--------------------------------------|-------------------------------|
| 1. | Contractor To Be Determined
Contract Term To Be Determined
Contract# TBD | Cost To Be Determined

 | <u>Staff Summary Attached</u> |
|----|---|--------------------------------------|-------------------------------|
- RFP Authorizing Resolution for the purchase of a Real-Time Scheduling and Dispatch System and an Automatic Vehicle Location Monitoring System.

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

- | | | | |
|----|--|-----------------------------|-------------------------------|
| 2. | L. K. Comstock & Company, Inc.
Nine Proposals–39-month contract
Contract# P-36699 | \$39,600,000

 | <u>Staff Summary Attached</u> |
|----|--|-----------------------------|-------------------------------|
- Design and construction of a new substation at Harrison Place – Canarsie Line in the borough of Brooklyn.

Procurements Requiring Majority Vote:



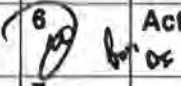
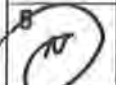
H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services
(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval.)

- | | | | |
|----|--|----------------------------|-------------------------------|
| 3. | Global Traffic Technologies, LLC
Contract# B-62010A.3 | \$9,994,351

 | <u>Staff Summary Attached</u> |
|----|--|----------------------------|-------------------------------|
- Modification to the contract for the installation of Transit Signal Priority systems, in order develop and install Transit Signal Priority software for the remaining fleet.
-
- | | | | |
|----|--|----------------------------|-------------------------------|
| 4. | International Business Machines Corp. (IBM)
Contract# 03A8602-1.122 | \$5,854,252

 | <u>Staff Summary Attached</u> |
|----|--|----------------------------|-------------------------------|
- Modification to the contract to provide Data Center IT Support Services, in order to set up, configure, and install (1) primary PeopleSoft servers and related equipment, (2) disaster recovery equipment, and (3) a new tapeless backup system, as well as the migration of the disaster recovery site to a New York State data center in Albany.

Staff Summary

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

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	Contract No. TBD
Description RFP Authorizing Resolution for the purchase of a real-time scheduling and dispatch system and an automatic vehicle location monitoring system for Paratransit	
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 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 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, maintenance, and support of a real-time scheduling and dispatch system; and an automatic vehicle location monitoring ("AVLM") system for Paratransit, and that it is in the public interest to issue a competitive request for proposals ("RFP") pursuant to Public Authorities Law, Section 1209, Subdivision 9(f).

DISCUSSION:

NYC Transit is desirous of utilizing the RFP process to solicit proposals and award a contract(s) that will either enhance and/or replace Paratransit's existing scheduling software engine for Paratransit trips called Adaptive Decision Engine for Passenger Transportation ("ADEPT"), a product of StrataGen Systems, Inc., and the AVLM system, a product of Init Innovations in Transportation. Public Authorities Law, Section 1209, Subdivision 9(f) 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 and will allow for the submission of proposals for the real-time scheduling and dispatch system, the AVLM system, or both the real-time scheduling and dispatch system as well as the AVLM system. As such, award may result in separate contracts to two different vendors, one providing for the real-time scheduling and dispatch system and the other for the AVLM system, or one contract award to a single vendor providing both systems. Proposals will be evaluated to determine the advantages of having a single contract award versus having separate contract awards. Further, 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(s), (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. A number of companies provide both systems while others provide them separately. Upon completion of the RFP process, NYC Transit intends to obtain Board approval for the actual contract(s) award.

Staff Summary

The ADEPT software engine provides Paratransit with a scheduling system that is flexible and enables the booking of paratransit trips for eligible customers in advance of a trip request or for same-day requests. ADEPT uses proprietary algorithms to batch trips together, optimize routes and produce daily manifests, for scheduling and dispatching trips. ADEPT interfaces with other systems such as AVLMS to form a fully integrated suite of technology systems. Paratransit has utilized ADEPT since 2001 as the scheduling software program for paratransit trip-scheduling challenges. ADEPT scheduling software has been adapted over the years to accommodate the current scheduling requirement of NYC Transit's 25,000 trips per day or greater (up to 50,000 trips per day).

AVLMS utilizes several technologies including Global Positioning System (GPS) and Mobile Data Terminals (MDTs), to remotely monitor vehicle location and feed this information to ADEPT in order to provide computer-aided dispatching information for Paratransit's Command Center personnel. The ADEPT and AVLMS systems have been adapted to communicate and share information, facilitate trip scheduling, and provide vehicle location information to maximize productivity in order to support the largest Paratransit operation in the nation.

IMPACT ON FUNDING:

Both capital and operating funds will be utilized for these projects. Funding is available under Project Planning No. SF03-2470/MTA Project No. T70302015 as part of the approved 2015–2019 Capital Program. Funding for system maintenance is available in the Division of Paratransit's Operating Budget under RC No. 3042, Function No. 120, with Account No. 709102.



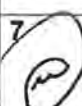

ALTERNATIVE:

Issue a competitive Invitation for Bid. 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 a procurement that will provide for the purchase, maintenance, and support of a real-time scheduling and dispatch system, and the automatic vehicle location monitoring system for Paratransit, and that it is in the public interest to issue a competitive request for proposals pursuant to Public Authorities Law, Section 1209, Subdivision 9(f).

Staff Summary

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

SUMMARY INFORMATION	
Vendor Name L.K. Comstock & Company, Inc.	Contract No. P-36699
Description Design and Construction of a New Substation at Harrison Place Canarsie Line (BMT) in the Borough of Brooklyn	
Total Amount \$39,600,000	
Contract Term (including Options, if any) 39 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain Board approval to award a contract for the Design and Construction of a New Substation at Harrison Place, Canarsie Line (BMT) in the Borough of Brooklyn to L.K. Comstock & Company, Inc. ("L.K. Comstock") in the amount of \$39,600,000 with a term of 39 months.

In accordance with MTA policy regarding the use of design-build, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$70,000 to be paid to each unsuccessful proposer whose proposal met a defined standard. Accordingly, permission is also requested to pay a total stipend of \$210,000.

DISCUSSION:

NYC Transit is pursuing a more streamlined design and construction strategy for certain types of capital projects, as well as alternate project delivery and procurement methods to achieve overall best value and approach for NYC Transit and the public. As a result, this project is part of a design-build program within the 2015–2019 timeframe that promises efficient and faster delivery of projects while achieving best value benefits. The purpose of this project is to design and construct a new belowground substation on the Canarsie Line at Harrison Place.

Since 2006, when Communication-Based Train Control ("CBTC") became fully operational along the full length of the Canarsie Line, the number of trains per hour ("TPH") has increased. However, as part of NYC Transit's efforts to improve service through CBTC to address the increased ridership, three additional power substations are required in order to increase the number of TPH. This substation represents one of the three additional substations required for the Canarsie Line and will be constructed in parallel with the overall closure for the Sandy Project, allowing service to be restored and improved after the Canarsie Tunnel reopens. The remaining two substations, one in Brooklyn and the other in Manhattan, were procured under separate procurements. To coincide with the construction of these two substations, the duration of this project was shortened by three months during the solicitation process. All three substations are part of the Core Capacity Improvement Projects, which will increase throughput capacity along the Canarsie Line. Additionally, this contract contains provisions for incentives for project acceleration to be negotiated in the future.

This underground substation will measure approximately 3,800 square feet with an excavation depth of 30 feet, and be accessible by street-level hatches and a door at the level of the adjacent tunnel and tracks. The work under this contract includes support of excavation, de-watering, and steel framing to secure a watertight underground structure that will be outfitted with various electrical, mechanical, and communication equipment that are part of the electrical and distribution system for the third rail, which provides traction power to the trains.

Staff Summary

An Authorizing Resolution requesting the use of a two-step competitive Request for Proposals (“RFP”) procurement process was approved by the Board. Selection was accomplished by use of a two-step RFP process in which the most qualified firms were selected to submit technical and cost proposals in Step 2.

For Step 1, NYC Transit’s selection was based on preestablished selection criteria, addressing relevant experience, general responsibility, financial resources, and safety record. In response to NYC Transit’s advertisement, Qualification Packages were received from nine firms and their design team consultant. The Selection Committee (“SC”) reviewed the submissions and recommended the following four firms to be shortlisted to receive an RFP in Step 2: (1) Halmar International (“Halmar”), (2) L.K. Comstock, (3) Mass. Electric Construction Company (“Mass. Electric”), and (4) John P. Picone, Inc. (“Picone”). These proposers, including design team consultants, had the most relevant experience and key personnel to best perform this project. The remaining five firms, (1) EIC Associates, Inc., (2) Judlau/TC Electric, Joint Venture, (3) Skanska USA Civil Northeast, Inc., (4) Tully Construction Co. Inc., and (5) Tutor Perini Corporation were not selected, as their experience and/or proposed approach were deemed not in the competitive range of the four selected firms.

For Step 2, proposers and their design team consultants were evaluated based on preestablished selection criteria addressing the proposer’s (1) detailed design and construction approach, (2) overall project schedule, (3) team experience, project management, (4) safety, quality, and DBE plans, (5) qualifications and coordination of subcontractors, and (6) other relevant matters. Technical proposals were received in response to Step 2 RFP documents from the short-listed firms. Supporting the SC evaluation was a Technical Advisory Committee (“TAC”) comprised of members from various NYC Transit divisions. Members of the TAC reviewed technical components that fell within their specific area of expertise, including any alternate/value engineering proposals. Following the TAC and the SC’s review of technical proposals and observation of oral presentations, in accordance with the evaluation criteria, the firms were ranked technically.

L.K. Comstock was technically ranked the highest, having submitted the most complete and comprehensive proposal of all four firms. They assembled a strong design and construction team with extensive experience in DC traction power, and design experience involving underground structures and support of excavation.

Mass. Electric was technically ranked second, as its technical approach demonstrated a strong understanding of the project requirements and relevant experience in key areas. Picone was ranked third, as it possessed relevant substation construction experience as well as experience in all types of excavation, support, and waterproofing systems. Halmar was ranked fourth, meeting the minimum requirements of the RFP.

Subsequent to the technical review, the SC reviewed pricing. The firms and their base proposal amounts were as follows (in alphabetical order): Halmar (\$47,850,000), L.K. Comstock (\$39,900,000), Mass. Electric (\$69,500,000), and Picone (\$45,464,089). L.K. Comstock submitted four alternate designs, which were considered not feasible by the TAC. Two firms, L.K. Comstock and Picone, were chosen for negotiations based on their detailed technical approach, prior experience performing similar work, and pricing. The firms not selected for negotiations, Halmar and Mass. Electric, respectively, did not present as strong of a technical approach as the other firms selected or were out of the competitive range with respect to pricing.

Negotiations were conducted with the two firms and included discussion on technical assumptions, terms and conditions, and overall cost. After negotiations, Best and Final Offers (“BAFO”) were received from the two firms: L.K. Comstock (\$39,600,000) and Picone (\$43,549,000). Upon review of each firm’s technical rating and its BAFO, the SC unanimously selected L.K. Comstock for award as its proposal was ranked the highest technically and was also the lowest in cost. L.K. Comstock’s pricing represented a \$300,000 or 1% reduction from its initial proposal and was lower than the in-house estimate. L.K. Comstock’s BAFO was also 9% lower than its competitor and is considered to be fair and reasonable by Procurement based on the competitive nature of the RFP and comparison to the in-house estimate. Based on the foregoing, the SC determined that L.K. Comstock provided the best value to NYC Transit.

L.K. Comstock’s past experience includes performing similar work for NYC Transit under the Second Avenue Subway and the No. 7 Subway Line Extension, both of which included several substations and supervisory control and data acquisition (SCADA) related work. L.K. Comstock has also performed similar work under the East 180th Street Yard project, which involved the distribution of traction power and working within an active transit environment.

In connection with a previous contract awarded to L.K. Comstock, L.K. Comstock was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in February 2016. No new SAI has been found relating to L.K. Comstock, and L.K. Comstock has been found to be responsible.

Staff Summary

In connection with a previous contract, Moretrench, a significant subcontractor, was found to be responsible notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in February 2014. In addition, as a result of the review of Moretrench's responsibility since the prior contract award, new SAI was identified and Moretrench, a significant subcontractor to L.K. Comstock, was found to be responsible notwithstanding such new SAI and such responsibility finding was subsequently approved by the Acting President of NYC Transit in July 2017.

M/W/DBE INFORMATION:

The MTA Department of Diversity and Civil Rights has established goals at 17% DBE. L.K. Comstock has submitted its DBE Utilization plan meeting the established DBE goals. Award will not be made until the Department of Diversity and Civil Rights' approval is obtained. L.K. Comstock has achieved its previous M/W/DBE goals on previous MTA contracts.

CAPITAL PROGRAM REPORTING:

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

IMPACT ON FUNDING:

This project will be funded by the Federal Transit Administration and the MTA, and managed by NYC Transit under the MTA Capital Program. The contract will not be awarded until a WAR Certificate is received. The stipends will be funded by the MTA.

ALTERNATIVES:

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

RECOMMENDATION:

That the Board approve the award of a contract for the Design and Construction of a New Substation at Harrison Place, Canarsie Line (BMT), in the Borough of Brooklyn to L.K. Comstock in the amount of \$39,600,000 and a duration of 39 months, and the stipend total of \$210,000 to the unsuccessful Step-2 proposers.



Item Number: 3

Vendor Name (Location) Global Traffic Technologies, LLC (St. Paul, Minnesota)	
Description Transit Signal Priority Pilot Program	
Contract Term (including Options, if any) October 8, 2012–March 19, 2020	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Department of Buses, Stephan A. Vidal	

Contract Number	AWO/Mod. #
B-62010A	3
Original Amount:	\$ 481,980
Option Amount:	\$ 923,800
Total Amount:	\$ 1,405,780
Prior Modifications:	\$ 87,865
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 1,493,645
This Request:	\$ 9,994,351
% of This Request to Current Amount:	669.1%
% of Modifications (including This Request) to Total Amount:	717.2%

Discussion:

This modification will allow Global Traffic Technologies (“GTT”) to modify its Transit Signal Priority (“TSP”) software application for installation on NYC Transit and MTA Bus Company buses equipped with on-board computers.

The base contract, approved by the Board in September 2012, was the result of a competitive Request for Proposal (“RFP”) procurement in which the Selection Committee voted unanimously to recommend the award of this contract to GTT based on its superior technical ranking and offering the best overall value to NYC Transit. The contract was structured to initiate a two-phase TSP project, with Phase 1 equipping 48 articulated buses operating on the M15 Select Bus Service (“SBS”) corridor. Phase 2 of the project consisted of an option to expand the pilot program to equip up to an additional 200 buses. To date, 178 of these Phase 2 TSP systems have been installed on SBS buses operating on the Bx41, B46, B44, S79, M60, and Q44 routes. Installations on the remaining 22 buses are scheduled to be completed in September 2017.

This contract is also part of a project through which NYC Department of Transportation (“DOT”) is deploying a centralized TSP system in New York City, the aim of which is to improve both bus service reliability and on-time performance through the prioritization of green traffic signals for buses. There are two types of TSP system architecture: (1) centralized, where all priority requests are sent to a centralized system where decisions are made for TSP-enabled intersections throughout the system, and (2) distributed, where all priority decisions are made by computers located at each TSP-enabled intersection. The benefits of a centralized TSP system include lower infrastructure costs, and the ability to employ and modify various traffic strategies for prioritizing requests across the system.

As part of this centralized TSP project, DOT has equipped all traffic signals citywide (approximately 12,000) with specialized traffic signal controllers and created a Traffic Management Center to facilitate the management of traffic signals via messages submitted by TSP-equipped vehicles. NYC Transit has equipped buses with TSP computers and installed a centralized TSP server to manage the flow of information between the MTA and DOT.

After substantial deployment of Phase 2, studies were conducted by DOT and NYC Transit. The overall conclusion of the studies was that TSP reduced the amount of time buses were stopped at red lights and reduced route durations across all routes and time periods. The successes of the studies indicate that TSP is a viable long-term solution to improve bus service.



This modification will implement Phase 3 of the project. The original strategy for Phase 3 was to conduct an RFP to equip an additional 1,100 buses with TSP using a hardware and software approach similar to the one utilized under Phases 1 and 2. The revised Phase 3 strategy calls for deploying TSP to the remaining fleet by installing a TSP application onto computers which are already installed on 60% of the MTA's bus fleet and are now included on all new bus deliveries. The approach will allow the MTA to accelerate the deployment of TSP while strategically utilizing existing on-board technology which is already installed on its buses.

The Department of Buses ("DOB") and Procurement conducted market research which indicated that GTT is the preeminent provider of centralized TSP in North America. By modifying this contract, the MTA will be able to deploy GTT's centralized TSP software application on an expedited basis equating to at least one year earlier than would have been possible if a solicitation for a third-party software application were conducted and another vendor was chosen. This savings is due to the fact that the GTT TSP application is already proven to work in New York City and is certified by DOT to meet its operating requirements, which include stringent timing protocols. As a result, NYC Transit will be able to begin deploying the GTT TSP application onto buses as early as first quarter 2018. In contrast, conducting a solicitation for a third-party TSP application would have resulted in the deployment of the new TSP application being delayed at least one year until first quarter 2019.

Negotiations were conducted with GTT that centered on the scope of work, software maintenance, warranty, and terms and conditions. Procurement was able to successfully negotiate a final price of \$9,994,351 which includes \$6,031,586 for the purchase and installation of the software application on up to 6,000 buses and \$3,962,765 for software maintenance and support through 2024. This final price is \$3,064,149 (23.5%) below DOB's estimate of \$13,058,500 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.

**Item Number: 4**

Vendor Name (Location) International Business Machines Corp. (Albany, New York)	
Description Data Center IT Support Services	
Contract Term (including Options, if any) February 1, 2005–May 31, 2018	
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-IT, Sidney Gellineau	

Contract Number	ASWO/Mod. #:
03A8602-1	122
Original Amount:	\$ 65,228,757
Option Amount:	\$ 35,711,692
Total Amount:	\$ 100,940,449
Prior Modifications:	\$ 85,674,405
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 186,614,854
This request:	\$ 5,854,252
% of This Request to Current Amount:	3.1%
% of Modifications (including This Request) to Total Amount:	90.7%

Discussion:

This modification is for International Business Machines Corporation's ("IBM") support for three interrelated projects involving MTA's PeopleSoft systems, including the migration of the disaster recovery site to a New York State data center in Albany. Under this modification, IBM will set up, configure, install and test (1) primary PeopleSoft servers and related equipment, (2) disaster recovery equipment, and (3) a new tapeless backup system. In addition, IBM will migrate the existing PeopleSoft application program code to the new equipment. IBM is responsible for overall project management, integration of all new systems with existing systems, proper implementation of security firewalls, and for testing of the integration and firewalls. In addition to these tasks, IBM will provide support personnel for this effort consisting of three database administrators, two PeopleSoft system administrators, and one PeopleSoft portal administrator. This modification requires IBM to complete its work and have the new PeopleSoft system ready to go live within six months from notice to proceed.

The BSC PeopleSoft environment runs payroll, human resources, procurement, and all financial functions (including general ledger functions, other accounting functions and banking transactions) for all MTA agencies. The current primary PeopleSoft servers and other hardware, which are located in MTA's main data center, have reached the end of their useful lives and are in need of replacement. The PeopleSoft disaster recovery servers and related hardware have also reached the end of their useful lives and are also in need of replacement. Both the primary and disaster recovery equipment will be replaced with new equipment that has been engineered to run the PeopleSoft applications and Oracle database more efficiently. The new equipment is being procured separately and competitively by MTA, who will own the equipment. The current tape-based backup system will be replaced with a more modern tapeless backup system that will store the backed-up data in multiple locations. This will reduce the time required to recover in the event of a disaster, and will increase redundancy and resiliency. The disaster recovery facility is currently located at an MTA data center in Brooklyn. The disaster recovery facility will be migrated to the aforementioned Albany data center, which will provide additional geographic separation of the primary and disaster recovery facilities and thus improve overall resiliency of the PeopleSoft environment.

The base contract provided Data Center IT services for centralized MTA-wide mainframe and midrange server processing for all MTA agencies including the Business Service Center ("BSC"), and included a two-year option. The Board approved the exercise of the option in modified form, including a one-year contract extension in the amount of \$35,711,692. Subsequently, the Board approved a five-year extension to this contract (June 1, 2013–May 31, 2018). The scope of work for that extension, which is still in effect, includes (1) the migration of mainframe and midrange processing from IBM's data center to MTA's data centers, (2) replacement of the mainframe, (3) a new automated tape library, and (4) a new virtual tape server.



The five-year extension was necessary because the data center scope was in flux, which would have adversely affected a competitive Request for Proposal.

IBM submitted an adjusted proposal in the amount of \$6,074,353. Through negotiations, savings of \$220,101 were obtained. The final price of \$5,854,252 has been found to be fair and reasonable.

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

JULY 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.)

E.E. Cruz/Tully Construction Company, JV		\$2,151,000 (Aggregate)	<u>Staff Summary Attached</u>
1. Contract# C-26010.226	\$852,000		↓
2. Contract# C-26010.240	\$1,299,000		↓
Modifications to the contract for the Second Avenue Subway Route 132A – 96th Street Station Finishes, in order to remove and replace sidewalks with tinted cement and relocate sidewalk shed at 96th Street and Second Avenue; finishes, in order to resolve a claim.			

Schedule K: Ratification of Completed Procurement Actions

Item Number: 1-2

Vendor Name (Location) E.E. Cruz/Tully Construction Company, Joint Venture LLC (New York, New York)	
Description Second Avenue Subway Route 132A – 96th Street Station Finishes	
Contract Term (including Options, if any) June 22, 2012–December 31, 2016	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: MTA Capital Construction, John N. Lieber	

Contract Number	AWO/Mod. #
C-26010	226 and 240
Original Amount:	\$ 324,600,000
Prior Modifications:	\$ 62,821,755
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 387,421,755
This Request: Mod 226: \$852,000 Mod 240: \$1,299,000	\$ 2,151,000
% of This Request to Current Amount:	0.6%
% of Modifications (including This Request) to Original Amount:	20.0%

Discussion:

These retroactive modifications are for E.E. Cruz/Tully Construction Company, Joint Venture, LLC (“CTJV”), and will provide for (1) the removal and replacement of sidewalks with tinted concrete, and alteration and reinstallation of the two sidewalk sheds, and (2) the re-phasing of the east side utility work required to complete the work at the 96th Street station along the Second Avenue Subway line.

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

Modification 226

This retroactive modification provides for (1) the removal of sidewalks at three block-long locations, and replacing them with tinted concrete, and (2) alteration/removal and reinstallation of sidewalk sheds at two locations on Second Avenue.

The contractor, CTJV, is required to restore all sidewalks impacted by construction in the vicinity of the 96th Street subway station in accordance with New York City Department of Transportation (“DOT”) standards, which require the use of non-tinted concrete in front of residential buildings. After the contractor had begun sidewalk restoration using non-tinted concrete, three building owners objected on the basis that their sidewalks, pre-construction, had been tinted. Following discussions between the MTA and DOT, a consensus was reached to restore the sidewalks with tinted concrete. Accordingly, this modification provides for the removal of the partially restored non-tinted concrete sidewalks in the vicinity of these buildings and the restoration of the sidewalks with tinted concrete.

Regarding the alteration and re-installation of the sidewalk shed at 96th Street and 2nd Avenue, New York City Department of Buildings Local Law 11 requires building owners to install sidewalk sheds while performing work on the building’s exterior façade and/or parapet work in an effort to protect pedestrians from falling debris. The sheds at two locations on Second Avenue were installed after the contract was awarded, and were interfering with the sidewalk restoration work required by the contract. As a result, CTJV had to alter/remove these sheds during the sidewalk restoration work and fully restore the sheds after the work was completed.

Work under this modification includes (1) removal and replacement of approximately 8,500 square feet of sidewalk, (2) tinting of approximately 23,600 square feet of concrete, (3) alteration/removal and re-installation of two sidewalk sheds, and (4) Maintenance and Protection of Traffic for access to the properties affected by removal and replacement of concrete sidewalks and alteration/removal and reinstallation of sidewalk sheds.

CTJV submitted its proposal in the amount of \$1,371,039. MTACC's revised estimate was \$781,131. Negotiations resulted in the agreed-upon lump-sum price of \$825,000. Savings of \$546,039 were achieved. The negotiated price was found to be fair and reasonable.

Retroactive authorization to proceed with this work was obtained from the MTACC Program Executive (SAS) on October 3, 2016.

Modification 240

This retroactive modification is for the re-phasing of the east side utility work required to complete the work at the 96th Street station along the Second Avenue Subway line.

In order to maintain traffic on Second Avenue during construction, the utility work between 91st and 99th streets was scheduled to be performed in two stages. The utility work to be performed along the east side of Second Avenue was to be performed first with the vehicular traffic running along the west side. On completion of the utility work on the east side, CTJV was to backfill and pave the road and then switch the utility work to the west side of Second Avenue.

At the same time that the utility work was proceeding along the east side of Second Avenue, the 96th Street Station was being prepared for the switchover from temporary to permanent electrical power. One of the last steps in converting power from temporary to permanent involved construction of two electrical manholes on the west side of Second Avenue between 91st and 99th streets and performance of work within the manholes.

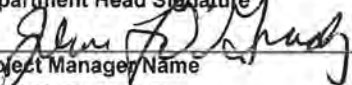
Because the switchover from temporary to permanent electrical power was on the critical path for revenue service by the end of 2016, and because the first stage of the utility work (i.e. the work on the east side) was not yet complete, MTA Capital Construction directed CTJV to temporarily restore traffic on the east side of the roadway in order to construct the two electrical manholes and make the connections within the manholes. After all of the utility work was completed on the west side of Second Avenue, CTJV restored the west side and redirected traffic away from the east side so that the utility work on the east side could be completed.

This modification compensates CTJV for restoring the east side of Second Avenue to its condition prior to the move to the west side of the street. The work includes (1) backfilling, installation of temporary roadwork, (2) removal and disposal of temporary roadwork, (3) excavation and removal of backfill materials, and (4) all Maintenance and Protection of Traffic work associated with the additional work.

CTJV submitted its proposal in the amount of \$1,566,647. MTACC's estimate was \$1,306,724. Negotiations resulted in the agreed-upon lump-sum price of \$1,299,000. Savings of \$267,647 were achieved. The negotiated price was found to be fair and reasonable.






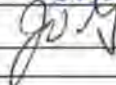
Staff Summary

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Subject Lexington Avenue Subway Line Emergency Ventilation Plant
Department MTA NYCT
Department Head Name John O'Grady
Department Head Signature 
Project Manager Name Emil F. Dul, P.E.

Date July 10, 2017
Vendor Name
Contract Number D60579
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT Committee				
2	MTA Board				

Internal Approvals			
Order	Approval	Order	Approval
5	Acting MTA General Counsel	6	NYCT EVP 
2	Capital Planning & Budget 	7	Acting NYCT President 
1	Project Manager/CPM 	4	SVP, Subways 
3	SVP CPM 		

Narrative	
AGENCY:	METROPOLITAN TRANSPORTATION AUTHORITY NEW YORK CITY TRANSIT ("MTA NYCT"), as Lead Agency
ACTION REQUESTED:	<ul style="list-style-type: none"> Adopt the Findings Statement for the MTA NYCT Lexington Avenue Subway Line Emergency Ventilation Plant Between 33rd Street/Park Avenue Station & Grand Central Terminal/42nd Street Station, thus concluding the SEQRA environmental review.
FOUNDATIONAL INFORMATION:	
<p>Pursuant to the State Environmental Quality Review Act ("SEQRA"), MTA NYCT as Lead Agency has completed a Final Environmental Impact Statement ("FEIS") for the Lexington Avenue Subway Line Emergency Ventilation Plant (EVP). The Preferred Alternative for the "Proposed Action" is an EVP located in the streetbed of northbound Park Avenue between East 36th and East 38th Streets in Murray Hill, Manhattan, New York. The area is a Federal, State and New York City -designated historic district with historic, landmarked buildings. The FEIS identifies and evaluates environmental impacts associated with the "Proposed Action."</p> <p>Most MTA NYCT emergency ventilation plant projects are not the subject of an EIS pursuant to SEQRA; and, in fact, this project would have been eligible for NYCT's exemption under the Public Authorities Law. However, in recognition of the fact that the community may have viewed the placement of an emergency ventilation plant in their neighborhood as a potential "impairment of neighborhood character" (6 NYCRR Part 617.7), the preparation of an EIS was determined by NYCT to be preferable.</p> <p>The SEQRA EIS process is one in which an agency takes a hard look at a proposed action by identifying and reviewing a reasonable array of alternatives, including the No Action alternative. The EIS process also assures that there is public involvement and interaction and solicitation of public comments. In order to assure that there would be input from</p>	

Subject: Lexington Avenue Subway Line Emergency Ventilation Plant (Cont'd)

the public at the earliest stages of review, NYCT also decided to engage in an optional scoping process which involved public meetings and the solicitation of public comments at the earliest stage of the project.

After the scoping process culminated in a Final Scoping Document, the Draft Environmental Impact Statement (DEIS) was prepared by MTA NYCT, a Public Hearing was held, additional public comments were received, reviewed and responded to by MTA NYCT, and an FEIS was prepared and issued to the public on July 5, 2017. The Notice of Completion and Notice of Availability of the FEIS was published in the NYSDEC Environmental Notice Bulletin on July 5, 2017, pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law. The FEIS and related SEQRA documentation (i.e. Final Scoping Document, Draft Environmental Impact Statement) are available on the MTA website at:

<http://web.mta.info/mta/planning/>. This Staff Summary presents key information regarding this process and its outcome and identifies NYCT's Preferred Alternative, for which it seeks Board approval.

The need for this project resulted from the 1994 MTA NYCT comprehensive ventilation study that evaluated every NYCT subway tunnel section to determine the magnitude of requirements to comply with NFPA-130 for emergency ventilation. A hazard assessment was conducted to prioritize the locations that should be addressed considering engineering, construction, and economic factors. This priority index ranked MTA NYCT subway tunnel sections in order of priority from 1—as most critical for Fire-Life Safety through 252—as least critical. The Lexington Avenue Subway tunnel section being addressed herein, which is located between the 33rd Street/Park Avenue South Station and the Grand Central Terminal/42nd Street Station in Manhattan, has a priority index of 5.

It should be recognized that the 2015-2019 Capital Program established the “platform” for this EVP project. That program included this statement concerning necessary investments to be made:

“...line equipment investments including...two fan plants on the Lexington and 6th Avenue lines, one new to protect an area that currently has no plants and one to replace an existing undersized unit.”

The referenced “...area that currently has no plants...” is the Lexington Avenue Line tunnel segment under Park Avenue between the 33rd Street and 42nd Street Stations that is identified in the 1994 MTA NYCT comprehensive ventilation study and which is addressed in the FEIS.

In order to comply with SEQRA, MTA must adopt a Findings Statement for the environmental review process. The Findings Statement, which is annexed, considers the relevant environmental impacts and mitigation presented in the FEIS, weighs and balances them with social, economic and other considerations, and certifies that SEQRA requirements have been met.

BACKGROUND:

The environmental review for the Proposed Action began on May 18, 2016, when MTA NYCT established itself as the Lead Agency for SEQRA purposes. MTA NYCT issued a Positive Declaration pursuant to SEQRA for the Proposed Action, thereby requiring an Environmental Impact Statement under SEQRA. Optional Public Scoping was performed and included a Scoping Meeting on June 16, 2016. A Draft EIS was prepared and issued to the public on March 15, 2017. A public hearing on the Draft EIS was held on April 5, 2017. The public comment period on the Draft EIS closed on April 28, 2017. Over 100 commenters, including elected officials, neighborhood organizations, CB6 and individual residents of the community provided input.

The Draft EIS addressed engineering, economic, and environmental matters, and sought to identify that alternative that meets the project's purpose, need, goals and objectives, while minimizing, in aggregate, its significant adverse impacts. Included in the Draft EIS were the following environmental impact areas as related to both construction and operation

Subject: Lexington Avenue Subway Line Emergency Ventilation Plant (Cont'd)

of the EVP: transportation (traffic, parking, pedestrians, transit); air quality; noise and vibration; historic and cultural resources; social and economic conditions; natural resources; contaminated and hazardous materials; infrastructure, energy and solid waste; safety and security; cumulative effects; irretrievable and irreversible commitment of resources; unavoidable adverse impacts; growth inducing aspects of the proposed project; and coordination and outreach.

In addition to the matters noted above, the FEIS provided responses to the public's comments on the Draft EIS and assessed public concerns regarding several issues, including, but not limited to: potential impacts to the historic district and buildings; potential impacts on transportation (traffic, parking, pedestrians and transit); the desire to protect neighborhood character; tree removal; vibration; air quality; etc. Among the over 100 commenters were NYS Senator T. Avella, NYS Assemblyman R. Gottfried, NYS Assemblyman D. Quart, Legal Counsel for the Archdiocese of NY, Murray Hill Neighborhood Association and Manhattan Community Board 6.

Beyond the public's comments regarding the various environmental impact categories mandated by SEQRA for review of a particular project, the public was seemingly unified in their comments in also challenging the basic premise that there is any legitimate need for an EVP. This public misconception included one or more of the following beliefs articulated by the public: that because there hadn't been a record of a fire occurring in this particular location, there would not be a need for any EVP at this location; that the MTA NYCT 1994 ventilation study was obsolete, despite the fact that the study was based on the immutable characteristics of the subway's physical structure which has not changed since its construction over 100 years ago; that because the construction of the ESA project at the corner of 37th Street and Park Avenue South posed a number of problems for the neighborhood, any additional MTA projects (such as the EVP) could engender similar negative results; and, finally, that the recent "slide" of funding for this project from the 2015-2019 Capital Program to the beginning of the next capital program meant that both the need for the project and all of the analytical work done on the project was somehow diminished in its significance, or at least was in question, due to this minor delay. MTA NYCT took great pains to diligently and substantively address each and every comment made regarding all areas of concern, including those that challenged the need for this EVP.

Notwithstanding the foregoing identified commenter concerns, Manhattan CB 6 ultimately passed a resolution that provided, in pertinent part, that *"CB6 accepts the need to reduce potential dangers to NYCT subway riders by enabling ventilation between East 42nd Street and East 34th Street..."*; and requesting that *"MTA in conjunction with NYCT, NYC Department of Transportation (DOT), and other relevant city and state agencies, organize a 'command center' to oversee, coordinate, and disseminate information about this proposed project, ESA, QMT rehabilitation, and any other major projects affecting this area"*.

The FEIS was made available to the Executive Director and Board Members in advance of the Committee meeting.

RECOMMENDATION:

That the MTA Board take the following action:

- Adopt the Findings Statement for the MTA NYCT Lexington Avenue Subway Line Emergency Ventilation Plant Between 33rd Street/Park Avenue Station & Grand Central Terminal/42nd Street Station, thus concluding the SEQRA environmental review.

FINDINGS STATEMENT

State Environmental Quality Review Act (SEQRA)

This Findings Statement has been prepared in accordance with Article 8 of the Environmental Conservation Law, the State Environmental Quality Review Act (SEQRA), and its implementing regulations promulgated at 6 NYCRR Part 617.

Lead Agency: Metropolitan Transportation Authority New York City Transit (“MTA NYCT”)

Name of Proposed Action: Proposed Emergency Ventilation Plant for the Lexington Avenue Subway Line between 33rd Street/Park Avenue Station and the Grand Central Terminal/42nd Street Station [EVP]

SEQRA Classification: Type 1 Action

Description and Location of Proposed Action:

The purpose of the Proposed Action is to build and operate a system to provide emergency mechanical ventilation to the Lexington Avenue Subway Line tunnels between the 33rd Street/Park Avenue Station and Grand Central /42nd Street Station. The Proposed Action is necessary in order to provide a tenable environment along the egress route for the emergency evacuation of subway passengers, emergency responders, and MTA employees during a fire/smoke condition in the tunnel. The Proposed Action also provides an opportunity to bring the tunnel segment into substantial compliance with NFPA standards.

It should be noted that the Proposed EVP is part of an ongoing program. In 1994, MTA NYCT initiated its subway ventilation improvement program after it completed a comprehensive ventilation study that evaluated every subway tunnel section in NYC to determine the magnitude of requirements to comply with NFPA-130 for emergency ventilation¹. A hazard assessment was also conducted to prioritize the locations that should be addressed first considering engineering, construction, and economic factors. This priority index ranked each MTA NYCT subway tunnel section in order of priority from 1—as most critical for Fire-Life Safety—to 252—least critical, and, since then, there has been an ongoing program of rehabilitating, expanding, and constructing new fan (or ventilation) plants throughout the system. The Lexington Avenue Subway tunnel section being addressed herein, which is located under Park Avenue between the East 33rd Street/Park Avenue and Grand Central/42nd Street Stations, has a priority index of 5.

I. INTRODUCTION

This Findings Statement for the Lexington Avenue Subway Line Emergency Ventilation Plant (the “Proposed Action”) sets forth the MTA’s findings with respect to the environmental impacts of the Proposed Action, based on the Final Environmental Impact Statement (FEIS) prepared and accepted by MTA NYCT as Lead Agency, as well as the related documents and public comments received

¹ NFPA 130 “*Fixed Guideway Transit and Passenger Rail Systems*” guidelines were developed in the mid-1980s for use as a basis for designing subway systems worldwide: NFPA 130 does not mandate that existing systems comply with these ventilation requirements. However, even though not required to comply with NFPA 130 *per se*, MTA NYCT has applied the standard to its system where possible.

during the environmental review process. This Findings Statement also certifies that the Lead Agency has met the applicable requirements of 6 NYCRR Part 617 in reviewing the Proposed Action, including, but not limited to:

- Establishing the MTA NYCT as Lead Agency;
- Issuing a Positive Declaration on **May 18, 2016**;
- Issuing a Draft Scoping Document on **May 18, 2016**;
- Holding a Public Meeting on the Draft Scoping Document on **June 16, 2016**;
- Issuing a Final Scoping Document on **February 18, 2017**;
- Causing the preparation of the Draft Environmental Impact Statement (DEIS);
- Accepting the DEIS for public review and comment on **March 15, 2017**;
- Holding a Public Hearing on the DEIS on **April 5, 2017**;
- Receiving public comments on the DEIS within the prescribed period after the close of the Public Hearing;
- Causing the preparation of the Final Environmental Impact Statement (FEIS); and
- Accepting the FEIS and filing a Notice of Completion and a Notice of Availability with NYSDEC and issued to the public on July 5, 2017.

II. NATURE AND EXTENT OF POTENTIAL IMPACTS OF THE PROPOSED EVP

A. Potential Permanent Impacts of the EVP:

EVP projects do not usually have significant adverse environmental impacts after they are completed, and are in operation. In fact, operation level EVP activities are limited to:

- the response to fire/smoke emergencies; and,
- the routine monthly inspection and testing of the equipment

The one impact which will extend beyond the construction period of the EVP is the loss of some mature street trees along Park Avenue. This is an unavoidable impact of the EVP project.

However, where it is feasible to do so, some of these trees will be replaced under a formula set forth by the NYCDPR.

B. Potential Construction Impacts of the EVP:

The construction of an EVP as discussed herein is performed in four (4) basic stages:

- Stage 1 – mobilization and site preparation (to be completed within 12 or 18 months after start of construction)
- Stage 2 – excavation (to be completed approximately 18 to 24 months after start of construction)
- Stage 3 – concrete pours of chambers and plenum (to be completed approximately 30 to 36 months after start of construction)
- Stage 4 – installation of fans (to be completed approximately 48 to 54 months after start of construction)

The different stages of construction would have different impacts, and not all impacts are expected to last for the entire stage, nor be continuous when they occur.

It can be expected that the first stage, “Stage 1”, would involve mobilization and site preparation (including erection of staging fencing), removal of the streetbed, supporting or relocating utilities,

installation of Support-of-Excavation (SOE), and decking the street and would be accomplished in approximately 12 to 18 months. However, some utility reconstruction may occur up to about 24 months after construction begins. During Stage 1, pedestrians could expect noise from jackhammers, concrete saws, loaders and backhoes, trucks, generators, and welders, among other equipment. At some point during this period, residents and visitors to buildings on the east side of Park Avenue would likely experience periods of inconvenience reaching buildings. However, these impacts would not be experienced at any one point along the construction zone over the entire period. Depending on what NYCDOT permits, traffic and parking would be restricted at times. However, at least one travel lane on cross-town streets (East 37th Street would be open for traffic) and at least 5 feet of sidewalk would remain unobstructed. Two travel lanes of northbound Park Avenue would remain open. Travel lanes on southbound Park Avenue would be minimally affected by construction.

During Stage 2, construction noise levels would decrease considerably, construction equipment would be largely under the decking, and the neighborhood would more resemble the pre-construction conditions.

At Stage 3 of construction, installation of sidewalk vents would likely occur and pedestrians may expect periods of inconvenience reaching their destinations.

During Stage 4, the fans would be installed, and the ventilation plant would be “fitted out”. At this time, construction would again move back to the surface. Equipment required for these tasks include backhoes, front-end loaders, concrete trucks and dump trucks, pavers, generators, and compactors which could produce noise equivalent to that in Stage 1 of construction.

Concerning construction related traffic impacts: During peak travel periods, a minimum of two travel lanes on NB Park Avenue would be provided. However, the traffic analysis for the Preferred Alternative (12) indicates that a significant traffic impact would occur during construction working hours at the eastbound East 38th Street approach to Lexington Avenue because of the increase in truck trips. However, this impact, with consultation with NYCDOT, could be mitigated by a minor shift in traffic signal timing.

Concerning construction related pedestrian impacts: Management and Protection of Traffic (MPT) plans developed for the Preferred Alternative (12) would include provision for the maintenance of pedestrian and vehicular traffic, as related to sidewalks and crosswalks, pedestrian control, and transit service. The east sidewalk on Park Avenue’s may be narrowed to a minimum width of 5 feet during construction. Also, during the construction stages with peak trucking activity, the east crosswalk of Park Avenue and East 38th Street would experience up to four additional truck turns through the crosswalks during the peak hours.

There would be no significant impacts on the Park Avenue sidewalks, corners, and crosswalks during the construction phase because none of the elements would deteriorate below mid-Level of Service D conditions.

Concerning construction related air quality impacts: Increases in both mobile and stationary source emissions of carbon monoxide (CO), nitrogen dioxide (NO₂), particulate matter less than 2.5 microns in diameter (PM_{2.5}), and particulate matter less than 10 microns in diameter (PM₁₀) would not result in any exceedances of the National Ambient Air Quality Standards (NAAQS) or the NYSDEC *de minimis* impact criteria at any of the studied sensitive receptors. In order to predict worst case future conditions, potential impacts related to the EVP were analyzed for the peak period of

construction emissions (2020) for on-site stationary sources. Compliance assurance can be implemented by MTA NYC Transit through the Construction Environmental Protection Plan (CEPP).

Concerning construction related noise impacts: Contractors are required to comply with the NYCDEP 2007 Noise Code Construction Noise Regulation requirements including the requirement to develop a noise mitigation plan to reduce construction generated noise to the extent practicable.

Concerning construction related vibration impacts: Contractors are required to meet the NYCT Contract 2F—Maintenance, Support and Restoration of Buildings and 2FF Vibration monitoring specifications. Moreover, concerning historic resources, the contractor must comply with the requirements of the New York City Department of Buildings (NYCDOB) construction guidance for historical structures, “Technical Policy and Procedure Notice #10/88”, pursuant to the strict language in the construction contract.

Concerning construction related impacts to archeological resources: The Proposed Action could potentially have an impact on archaeological resources related to the seventeenth- through nineteenth-century Murray Hill farm and the potential to encounter undocumented mid-nineteenth- to twentieth-century building vaults beneath the sidewalks on Park Avenue. These potential impacts would be addressed through a formal consultation process and, if indicated, the development of a cultural resources management plan that could include archaeological field investigations and/or monitoring.

Concerning construction related impacts to historical resources: The Preferred Alternative (12) is located in the Murray Hill Historic District (Expansion), recognized at the state and federal levels (S/NR), and also located, in part, in the City (NYCLPC) designated Murray Hill Historic District. The Preferred Alternative does not contain any contributing structures to these historic districts within its footprint, but is within 90 feet of contributing structures. One is an individually listed NYCL and S/NR structure which is immediately adjacent to the Preferred Alternative, the Adelaide L.T. Douglas House at 57 Park Avenue; and, the other is an individually listed NYCL and S/NR-eligible structure within 90 feet of the Preferred Alternative, the Union League Club at 48 Park Avenue.

The potential effects of construction activities to the NYCL and/or S/NR Murray Hill Historic Districts are related to construction vibrations that could potentially damage buildings. MTA NYCT would use vibration control measures to minimize, to the extent feasible, the vibration levels in all neighborhoods near the construction site. Measures may include developing and implementing a vibration-monitoring program during highly disruptive construction activities, such as drilling, to ensure that historic structures would not be damaged. Furthermore, the Proposed Action would comply with applicable NYCLPC and NYCDOB guidelines, and would include the development of a CEPP prior to construction activities. This would be submitted to NYCLPC and NYSHPO for review and approval.

Concerning construction related impacts to community character and cultural resources: The Murray Hill study area is a stable, built-out, residential community with limited opportunities for further large-scale residential development and associated changes to population. Overall, conditions in the area provide for a neighborhood steadied by a well-established residential character and enlivened by small-scale restaurants and retail establishments serving local residents as well as tourists, workers, and visitors from other parts of the City. Community facilities such as schools, day care centers, libraries, cultural institutions, consulates, and houses of worship are located within the area as well as some public open space. Because the EVP would be located under the streetbed and the only visible components would be sidewalk grates and an access hatch, no significant operational effects on community character are expected. Trees that would require

removal would be replaced as per the requirements of NYCDPR. Project-related construction activities, however, may affect local business activity, aesthetic conditions, and traffic and pedestrian circulation patterns, in addition to the habits and quality of life enjoyed by local residents. Therefore, special emphasis has been given in the FEIS to potential effects on community character during construction of the facility.

EVP construction activities would not cause lasting changes to land use, and are not subject to zoning or similar development policies, although implementation of the proposed project would be consistent with local public policy in OneNYC. Adverse, short-term construction effects would be likely in the form of temporary disruption to local businesses, institutions and residential buildings; however, traffic and pedestrian access would be maintained, and potential air quality, noise, and vibration impacts would be mitigated (principally through the requirements that would be imposed by MTA NYCT on their construction contractors through the project construction specification and a project-specific CEPP. Construction effects to local businesses, institutions and residences may result from the combination of dust, noise, vibration, and visual impacts, potentially making shopping, dining, or walking in the immediate area uncomfortable. Notwithstanding these temporary effects, no permanent displacement of businesses, institutions or residents is expected to result from construction.

Approximately 40 construction-related jobs and additional secondary jobs would be created throughout the estimated 4.5 year construction period. Retail businesses in the area of construction would likely be disrupted as related to temporary pedestrian and loading access. "Pass-by attractor" retail establishments would experience the greatest impact on patronage. Landlords or building management on the east side of Park Avenue may find it difficult to lease or sell vacant space to new tenants because of the reduced visual character and reduced areas for vehicular and pedestrian travel adjacent to the buildings. In addition to these socioeconomic impacts, community facilities located along the construction area would also be affected by reduced access and potential noise, vibration, and air quality impacts. Site-specific maintenance and protection of traffic measures would be implemented during construction to mitigate these impacts.

Because there is potential for significant, adverse noise impacts during construction, mitigation measures would be incorporated into the CEPP to minimize these adverse impacts. Potential vibration during construction would be mitigated to levels below those capable of causing damage. Potential air quality impacts would also be fully mitigated. The traffic analyses for the Preferred Alternative (12) indicates that a significant traffic impact would occur during construction working hours at the eastbound East 38th Street approach to Lexington Avenue because of the increase in truck trips. These impacts could, however, be mitigated by a minor shift in traffic signal timing at East 38th Street. MTA NYCT will work with NYCDOT, which has been informed of this project, to develop a MPT plan that would monitor and minimize these impacts. Visual resources and urban design, or the general aesthetic quality within the immediate construction area, would also be adversely impacted by the introduction of construction equipment and physical barriers around the construction area. Removal of mature street trees from Park would further alter the visual character of the east side of the avenue in the study area.

Concerning construction related tree removal impacts: The impact of removing 10 trees during construction would be mitigated by replacing as many of these trees as possible according to the requirements of NYCDPR. The NYC Tree Valuation protocol used by NYCDPR to mitigate loss of street trees determines the number of trees necessary to replace the tree removed based on its size (as measured by the basal area, a cross sectional area of the trunk) and then adjusted for its condition, species, and location. The removal of trees in the Murray Hill neighborhood will impact

the vista views looking along Park Avenue from near the site of the proposed EVP and these impacts would be mitigated to the extent practicable as described above.

Concerning construction related social and economic impacts: The social and economic impact analysis of the EVP takes into account mitigation measures that would be part of the project's CEPP, and would be implemented as part of the EVP's construction activity to avoid or minimize adverse effects on social and economic conditions. They include the following:

- Coordination with Manhattan Community Boards 5 and 6 and other entities to minimize residential and retail impacts during construction of the EVP. Such coordination is a requirement of MTA NYCT's usual community outreach programs through its Government/Community Relations Department.
- Adherence to the mitigation measures committed to in the FEIS to minimize and/or avoid the potential significant, adverse impacts of the proposed project, which are described in detail in the relevant FEIS chapters.
- Provision of appropriate signage for affected businesses and amenities to maintain their visibility when obscured as a result of construction activities associated with the EVP. In addition to these mitigation measures, which are specifically tailored to business and economic interests, potential effects would also be proactively addressed through mitigation measures that are intended to avoid or minimize effects on pedestrian and vehicular access and circulation, noise and vibration, air quality, and historic and cultural resources; all of which may indirectly affect economic and business interests. Discussions of the relevant mitigation measures are presented in the technical chapters of the FEIS addressing the related resources.
- MTA NYCT would maintain diligent open communications with local businesses and work with them to develop mitigation strategies as necessary. Provided that business owners are fully informed of the project schedule and the scope of activities that will occur at all phases of the schedule, they may be able to prepare their business strategies accordingly (e.g., notify medical patients of sidewalk conditions). Similarly, MTA NYCT may be better able to manage nuances of the construction schedule as construction progresses in order to preclude or reduce impacts. For example, the construction activities creating effects that would be most disruptive to the services and events at the Church of Our Saviour may be scheduled for periods when such services or events are either less likely, or, when they are not scheduled to occur.
- MTA NYCT would also initiate communication with local business owners to learn of any specific impacts that business owners experience, so that MTA NYCT may be able to make specific changes to prevent or reduce such impacts as construction is underway. While communication may not prevent impacts, its goal would be to lessen such impacts wherever possible.
- Measures to mitigate the potential significant traffic impact on Park Avenue and/or the side streets during evenings and weekends, if it occurs, could include: use of variable message signs to advise motorists of the construction activity in the area and encourage the use of alternate routes, the use of other public information methods, and potential changes in the means and methods used in construction. These mitigation measures would be further developed during MPT planning with NYCDOT during planning, design, and construction of the proposed project.

III. FINDINGS

The relevant environmental impacts, facts, and conclusions disclosed in the FEIS and its related documents, and the rationale for these findings and subsequent agency decisions, are set forth in the FEIS. These include MTA NYCT's (Lead Agency) review of the Proposed Action's environmental impacts, the ability of the Proposed Action to satisfy the project purpose and need, the environmental impacts of the alternatives to the Proposed Action, the ability or inability of alternatives to meet the project purpose and need, including the No Action Alternative, the public comments received on the Draft Scoping document and the DEIS, and the Lead Agency's response to the public comments.

The process initiated with the identification of 13 alternative sites (located in the streetbed) which were identified in the Draft Scoping Document.

Based on the reasons and conclusions set forth in the FEIS and its related documents, MTA NYCT has concluded that Candidate Alternative 12 is the Preferred Alternative which, in aggregate, based on engineering, economic and environmental factors, provides the greatest potential to minimize significant adverse effects/impacts during construction and operation of the Proposed Action. Preferred Alternative 12 is located in the streetbed of the northbound lanes of Park Avenue between East 36th Street and East 38th Street. This Preferred Alternative meets the purpose and need of the Proposed Project, and satisfies its goals and objectives. The Preferred Alternative would have a beneficial effect in that it would increase Fire-Life Safety in the NYC Subway System, and would comply with NFPA 130, the industry standard.

MTA NYCT also finds that this Proposed EVP complies with the NYS Smart Growth Infrastructure Policy Act of 2010.

IV. EIS METHODOLOGY

MTA has adopted EIS methodologies for analysis of the various impact categories that are referenced herein and throughout the FEIS, which are generally considered to be the most appropriate technical analysis methods and guidelines for environmental impact assessment of projects to be built in New York City that are subject to SEQRA.

Analysis Years

In the DEIS and FEIS, MTA NYCT chose to analyze the various **alternatives and their impact categories both during 2019, a construction year analysis, as well as for 2024**, which is the year that the plant should be in operation. As mentioned above, there would be few, if any, environmental impacts from the operation of an emergency ventilation plant because, by its very nature, it only operates during an emergency fire/smoke condition, and during routine monthly maintenance of the fans. The construction of such plants, however, can produce adverse impacts, albeit temporary.

Comparative Evaluation of Alternatives and Summary

Thirteen (13) Alternatives, two (2) option alternatives (a reconfiguration of two alternatives) and the No Action Alternative were examined in the Environmental Impact Statement (EIS) analysis. [Note: a preliminary analysis in the form of an Alternative Analysis/Feasibility Evaluation was performed during the Scoping for the EIS process]. The alternatives were evaluated for engineering feasibility (constructability) and economic viability, in addition to environmental impacts.

The 13 alternatives were located in the streetbed: between East 36th to East 39th Streets on the side streets east and west of Park Avenue; and, on northbound (NB) Park Avenue. This area

generally presents the ideal locations for locating an EVP. The fluid dynamics of air movement and mechanical ventilation indicate that, in a uniform tunnel segment, the ideal emergency ventilation location from a mechanical ventilation perspective is, nominally, the midpoint of the tunnel segment between stations. The siting of the Alternatives as explained in the FEIS, would be in the vicinity of the geographical midpoint between the two stations, to be as effective as possible. However, the subway tunnel segment in this section is not uniform; it splits into several branches (including one to the northwest serving the Shuttle) as it approaches Grand Central. This results in shifting the ventilation “centroid” farther north from the geographical midpoint to a position nominally at East 38th Street. The EVP could be located away from that “ideal,” but the fan capacity, size of the structure, and project cost would increase as the plant is moved away from the “ideal,” towards either station.

During the Scoping and DEIS process, in addition to assessing at the 13 Alternatives identified, evaluations of alternatives located south of East 36th Street or north of East 40th Street, in the NYCDOT Park Avenue Taxi Tunnel, at the site of the ESA facility, and potential above ground locations were also evaluated, and found not to be feasible.

Alternatives located south of East 36th Street or north of East 40th Street would need a fan capacity substantially greater than 500,000 cubic feet per minute. To achieve greater capacity, the EVP would require additional fans, a larger “footprint” (to house the fans), increased cost and produce greater construction impacts. These alternatives were less effective in terms of engineering, economic and environmental considerations, or a combination of these factors.

Concerning the potential use of the NYCDOT Taxi Tunnel on Park Avenue, MTA NYCT initially recognized that the tunnel could potentially provide an opportunity. However, MTA NYCT’s approach to site selection analysis is such that the ultimate objective is to minimize the potential for adverse effect/impact of its projects. As such, MTA NYCT recognized: the valuable transportation resource that the tunnel provides; the fact that there is a 3-year rehabilitation project underway to improve structural, electrical, mechanical, and fire protection elements of the tunnel; and that other opportunities exist in the street bed to locate an EVP. Thus, MTA NYCT avoided considering the tunnel.

Regarding the use of the East Side Access (ESA) facility for subway tunnel ventilation, the design basis, construction, operation, and control features of the ESA and those of the EVP proposed for the Lexington Avenue Subway line are different. A ventilation system designed for use in the ESA tunnel cannot be used for the Lexington Avenue subway tunnel. There is no connection in design, construction and/or operation and maintenance between the proposed Lexington Avenue EVP project and the ESA project, or to any other system. MTA NYCT requires full control of any system it designs, constructs and/or operates to assure the availability, security and functionality of the system at all times. Thus, MTA NYCT avoided considering ESA.

Regarding constructing an **above-grade EVP** adjacent to Park Avenue between East 33rd and East 42nd Streets, there are no suitable vacant properties in the vicinity of the subject Lexington Avenue Subway Line tunnels to support an above-grade EVP. An above-grade EVP in the area would involve substantial acquisition of existing commercial or residential property for MTA NYCT use. Therefore, MTA NYCT would only consider an above-grade option if all below-grade options were not feasible.

From among the 13 alternatives identified in the Scoping process, two Candidate Alternatives, 11 and 12, were identified for further evaluation. After the Final Scoping Document and Alternatives Analysis/Feasibility Evaluation were issued, MTA NYCT identified two options related to Alternatives 11 and 12 that it judged offered the potential to further reduce EVP facility presence on Park

Avenue by placing elements of the EVP on side streets during the DEIS; these options are referred to as Alternatives 11A and 12A.

The EIS evaluated the Proposed Action for potential environmental impact categories (generally related to construction impacts); transportation (traffic, parking, pedestrian and transit); air quality; noise and vibration; historical and cultural resources; social and economic conditions (community facilities and services, open space/parkland and recreational facilities, community character, urban design, visual resources, environmental justice and public health); natural resources; contaminated and hazardous materials; infrastructure, energy and solid waste; safety and security; cumulative effects; irretrievable and irreversible commitments of resources; unavoidable adverse impacts; and growth inducing aspects of the proposed action. The No Action Alternative was included for consideration pursuant to 6NYCRR Part 617.9(b)(5)(v), but it did not meet the Project's purpose and need or goals and objectives.

Alternatives 11, 11A, 12 and 12A were all feasible, within appropriate economic constraints, and also presented the greatest opportunity to minimize environmental impacts. However, differences among the four in terms of environmental effects/impacts were judged by MTA NYCT to exist, principally as related to construction effects/impacts, and required further evaluation in order to determine the Preferred Alternative. Thus, MTA NYCT performed additional analysis to further distinguish among the four.

Upon receipt of public comments on the DEIS, those were analyzed and responded to in the FEIS. Also, the DEIS material was updated to reflect, as appropriate, the public comments and MTA NYCT responses, and this was also presented in the FEIS.

As mentioned above, the No Action Alternative was determined to not fulfill the purpose and need, nor the goals and objectives, and was, therefore, not included in the comparative analysis. The results of the comparative analysis was that Alternative 12 was identified as the Preferred Alternative because it fulfills the purpose, need, goals and objectives, and will best be able to minimize significant adverse environmental impacts.

V. PUBLIC COMMENTS

Following the publication of the DEIS, the public review process generated comments relevant to the selection of an alternative. Analysis of the public comments on the DEIS, indicates that 107 individuals remarked on the DEIS, including: three (3) elected officials or their representative; three (3) organizational representatives; one (1) Community Board and one hundred (100) individuals/residents. MTA NYCT responded to all of the comments in the FEIS.

Among other matters, the FEIS provides responses to the public's comments on the DEIS and assesses public concerns regarding several issues, including, but not limited to: potential impacts to the historic district and buildings; potential impacts on traffic and transportation; the desire to protect neighborhood character; tree removal; vibration; air quality; etc. Additionally, extensive and consistent comments were received and responded to by MTA NYCT concerning: *the fundamental need* for any EVP; the *current applicability* of the 1994 MTA NYCT study as a foundation for the need

for the Proposed Project (over 20 years² later); MTA NYCT's *ability to manage* the EVP construction that would minimize environmental impacts (e.g. traffic, noise, air quality, vibration tree removal, etc.); and, the concern that the EVP, *when considered along with the continuing East Side Access construction*, would significantly and adversely affect the environs of the community.

Among the over 100 commenters were:

- NYS Senator T. Avella
- NYS Assemblyman R. Gottfried
- NYS Assemblyman D. Quart
- Legal Counsel for the Archdiocese of NY
- Murray Hill Neighborhood Association
- Manhattan Community Board 6

Notwithstanding the foregoing identified commenter concerns, MTA NYCT believes that it is particularly important that it be recognized that Manhattan CB 6 has, nevertheless, expressed confidence in MTA NYCT by stating the following:

"Resolved, that CB6 accepts the need to reduce potential dangers to NYCT subway riders by enabling ventilation between East 42nd Street and East 34th Street..."; and,

"Resolved, that MTA in conjunction with NYCT, NYC Department of Transportation (DOT), and other relevant city and state agencies, organize a "command center" to oversee, coordinate, and disseminate information about this proposed project, ESA, QMT rehabilitation, and any other major projects affecting this area".

Lastly, it should be recognized that the 2015-2019 Capital Program established the "platform" for this EVP project when MTA proposed its MTA Capital Program 2015-2019 to the MTA Board. That proposed program included this statement:

"...line equipment investments including...two fan plants on the Lexington and 6th Avenue lines, one new to protect an area that currently has no plants and one to replace an existing undersized unit."

The referenced Lexington Avenue Line area "that currently has no plants" is the tunnel segment under Park Avenue between 33rd Street and 42nd Street that is identified in the 1994 MTA NYCT comprehensive ventilation study and which is addressed in the FEIS.

VI. IDENTIFICATION OF THE PREFERRED ALTERNATIVE

As mentioned above, and based upon MTA NYCT's analyses in the DEIS, the public comments that MTA NYCT received and analyzed, input from public agencies, and information given in the Responses to Comments and throughout this FEIS, MTA NYCT believes that *Alternative 12* is preferred from among the array of alternatives evaluated to meet the stated purpose, need, goals

² In brief, the 1994 Ventilation Study Report is not used for design or analysis of any particular EVP; it is used as a guide within MTA NYCT to continue to improve Fire-Life Safety conditions in the subway tunnels. Hence, the 1994 report cannot be considered obsolete, because it is not used as the basis of the design of any individual project, but instead relates to the immutable characteristics of MTA NYCT's legacy infrastructure, and the relative need to address Fire-Life Safety issues therein. For the review of this project an EIS was performed to assess environmental impacts of the various project alternatives and MTA NYCT's decision was based on information from both the 1994 study and the current field conditions and environmental impact categories, using engineering concepts that are constructible, and taking into account a budget that is feasible.

and objectives for this project. MTA NYCT believes that to be the case because *Alternative 12, the Preferred Alternative*, located in the streetbed of the northbound lanes of Park Avenue between East 36th Street and East 38th Street, is feasible, economical and *provides the best opportunity from among all alternatives considered, to minimize potential adverse environmental impacts due to construction and operation.*

VII. SUMMARY

Fundamentally, and in summary, no significant adverse environmental effects are expected from the operation of any of the four alternatives evaluated in the FEIS. However, in terms of temporary construction impacts, *the potential to minimize adverse environmental effects/impacts* is greatest with Alternative 12 from among all of the alternatives considered, and it was therefore chosen as the Preferred Alternative.

The above Findings Statement was approved and adopted by the Board of Directors of MTA NYCT on July 26, 2017.

By: _____

CORPORATE SECRETARY

Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>May 2016</u>	<u>May 2017*</u>	<u>Difference</u>
Cash	2.2%	2.0%	(0.2%)
Single-Ride Ticket	0.8%	0.8%	0.0%
Bonus Pay-Per-Ride	39.4%	39.9%	0.6%
Non-Bonus Pay-Per-Ride	5.0%	4.6%	(0.4%)
7-Day Farecard	22.7%	22.6%	(0.2%)
30-Day Farecard	<u>29.9%</u>	<u>30.0%</u>	0.1%
Total	100.0%	100.0%	

* Preliminary

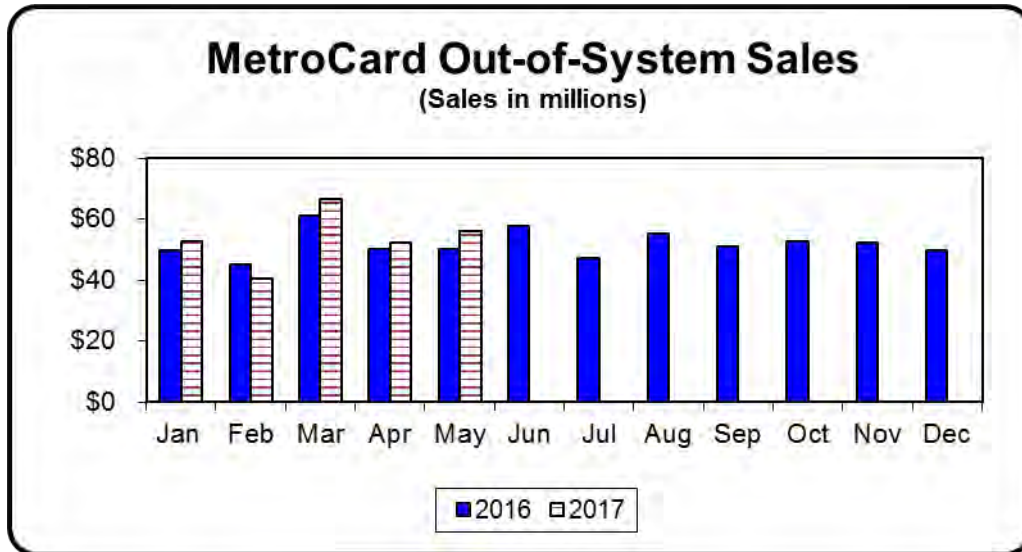
Note: Percentages may not add due to rounding.

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 May 2017 was 4,583, a 16.67 percent decrease from the same period last year. The average value of a credit issued was \$73.47.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$56.2 million in May 2017, a 11.5 percent increase compared to May of 2016. Year to date sales totaled \$268.3 million, a 4.4 percent increase compared to the same period last year.



Retail Sales

There were 4,323 active out-of-system sales and distribution locations for MetroCards, generating \$26.0 million in sales revenue during May 2017.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 161,430 MetroCards valued at approximately \$15.3 million were made in May 2017 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$94.63. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 114,529 for May 2017, generating an additional \$13.9 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$143.3 million, a 13 percent increase when compared to last year.

Mobile Sales Program

In May 2017, the Mobile Sales unit completed 211 site visits, of which 155 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$114,000 in revenue was generated. In May 2017, the Mobile Sales unit assisted and enabled 1,936 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as support for the Enhanced Station Initiative Program.

Reduced-Fare Program

During May 2017 enrollment in the Reduced-Fare Program increased by 6,883 new customers. The total number of customers in the program is 1,084,467. Seniors account for 897,764 or 83 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 17 percent or 186,703 customers. Of those, a total of 39,427 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 \$8.8 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In May 2017, the EasyPay Reduced Fare program enrollment totaled 168,178 accounts. During the month, active EasyPay customers accounted for approximately 2.5 million subway and bus rides with \$2.5 million charged to their accounts. Each active account averaged 30 trips per month, with an average monthly bill of \$15.

EasyPay Xpress Pay-Per-Ride Program

In May 2017, the EasyPay Xpress PPR program enrollment totaled 104,882 accounts. During this month, active Xpress PPR customers accounted for approximately 1.9 million subway, express bus and local bus rides with \$5.0 million charged to their accounts. Each active account averaged 23 trips per month, with an average monthly bill of \$61.

EasyPay Xpress Unlimited Program

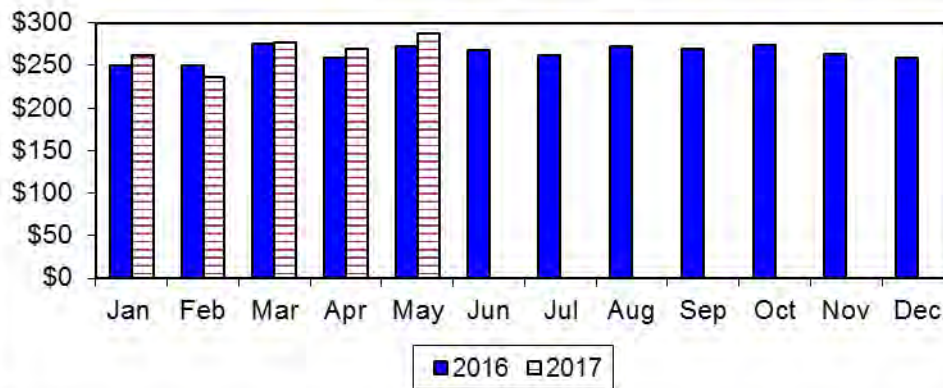
In May 2017, the EasyPay Xpress Unlimited program enrollment totaled 22,155 accounts. During this month, active Xpress Unlimited customers accounted for approximately 1.1 million subway and local bus rides with \$2.3 million charged to their accounts. Each active account averaged 52 trips per month with a fixed monthly bill of \$121.00.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during May 2017 totaled \$287.2 million, on a base of 15.3 million customer transactions. This represents 0.8 percent decrease in vending machine transactions compared to the same period last year. During May 2017, MEMs accounted for 2,239,711 transactions resulting in \$60,281,082.90 in sales. Debit/credit card purchases accounted for 80.3 percent of total vending machine revenue, while cash purchases accounted for 19.7 percent. Debit/credit card transactions account for 57.9 percent of total vending machine transactions, while cash transactions account for 42.1 percent. The average credit sale was \$29.51, more than three times the average cash sale of \$8.76. The average debit sale was \$20.84.

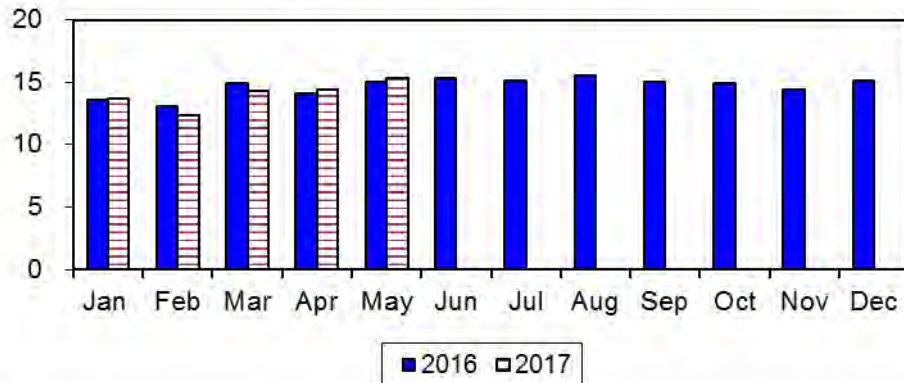
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



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 - July 2017

data thru June 2017; \$s in million

	Budget	Expenditures
Construction	\$ 136.6	\$ 53.0
Design/CPS	5.0	4.3
Construction Management	16.8	4.8
Total	\$ 158.4	\$ 62.1

	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	45.2	Apr-2015	Feb-2018	Dec-2018

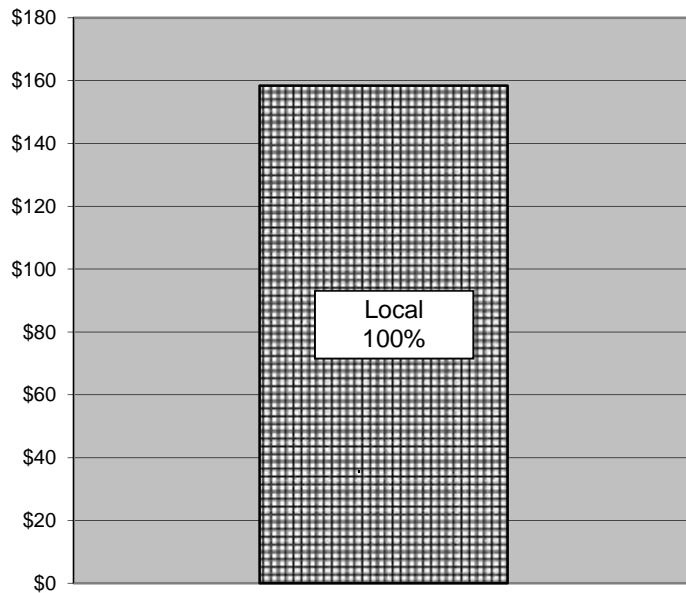
Cortlandt Street No. 1 Line Station Reconstruction Status

Report to the Transit Committee - July 2017

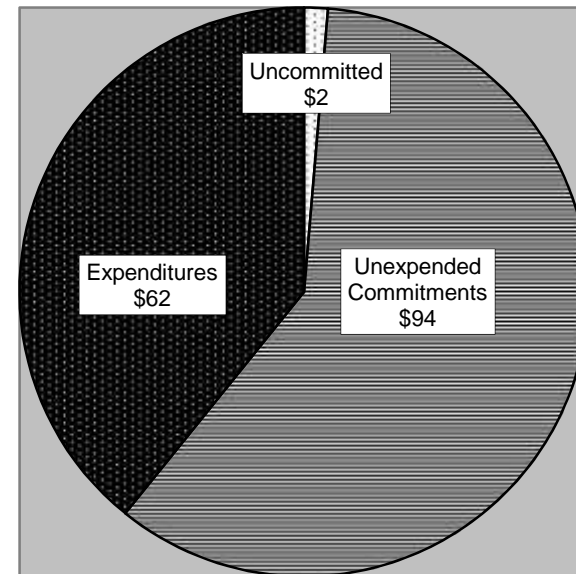
data thru June 2017

MTA Capital Program \$ in Millions	Funding Sources		Status of Commitments		
	Budgeted	Local Funding	Committed	Uncommitted	Expended
Total Authorized	\$ 158	\$ 158	\$ 156	\$ 2	\$ 62

Project Budget: \$158 Million



Commitments and Expenditures (\$ in Millions)



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

