



Transit & Bus Committee Meeting

September 2017

Committee Members

F. Ferrer, Committee Chairman

A. Albert

R. Glucksman

D. Jones

S. Metzger

C. Moerdler

J. Molloy

S. Rechler

J. Samuelsen

P. Trottenberg

V. Vanterpool

J. Vitiello

P. Ward

C. Weisbrod

New York City Transit and Bus Committee Meeting

2 Broadway - 20th Floor Conference Room

New York, NY 10004

Monday, 9/25/2017

10:30 AM - 12:00 PM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – JULY 24, 2017

July Committee Meeting Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 10

4. OPERATIONS PERFORMANCE SUMMARY

a. July Operations Report

July Operations Report - Page 18

b. June Operations Report

June Operations Report - Page 60

5. FINANCIAL REPORTS

a. July NYCT Financial & Ridership Report

July NYCT Financial and Ridership Report - Page 97

b. July SIR Financial & Ridership Report

July SIR Financial and Ridership Report - Page 118

c. July MTA Bus Financial & Ridership Report

July MTA Bus Financial and Ridership Report - Page 129

d. June NYCT Financial & Ridership Report

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e. June SIR Financial & Ridership Report

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f. June MTA Bus Financial & Ridership Report

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g. Capital Program Status Report

Capital Program Status Report - Page 187

6. PROCUREMENTS

NYCT September Procurement Staff Summary and Resolution - Page 197

a. Non-Competitive Actions (None)

b. Competitive Actions

NYCT Competitive Actions - Page 201

c. Ratifications

NYCT, MTACC Ratifications - Page 206

7. ACTION ITEM For Approval

a. Increase TAB Fine for Littering

Increase TAB Fine for Littering - Page 213

8. SERVICE CHANGE

a. MTA Bus Q52 and Q53 SBS Implementation

MTA Bus Q52 and Q53 SBS Implementation - Page 217

9. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 225

b. 2017 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit Mid-Year Forecast Monthly Allocation - Page 229

c. 2017 SIR Mid-Year Forecast Monthly Allocation

SIR Mid-Year Forecast Monthly Allocation - Page 239

d. 2017 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus Mid-Year Forecast Monthly Allocation - Page 248

e. 2018 NYC Transit Preliminary Budget (Materials Previously Distributed)

f. 2018 SIR Preliminary Budget (Materials Previously Distributed)

g. 2018 MTA Bus Preliminary Budget (Materials Previously Distributed)

10. STANDARD FOLLOW-UP REPORTS

a. Service Quality Indicators (including PES & MTA Bus PES)

Service Quality Indicators (NYCT and MTA Bus) - Page 258

b. Elevator & Escalator Report, 2nd Qtr, 2017

Elevators and Escalators Report, 2nd Qtr, 2017 - Page 288

c. Transit Adjudication Bureau Report, 2nd Qtr, 2017

Transit Adjudication Bureau Report, 2nd Qtr, 2017 - Page 332

d. Transit Recidivism Report

Transit Recidivism Report - Page 334

e. EEO & Diversity Report, 2nd Qtr, 2017 (NYCT and MTA Bus)

EEO and Diversity Report, 2nd Qtr 2017, (NYCT and MTA Bus) - Page 336

11. MTACC REPORT

a. MTACC Report

MTACC Report - Page 362

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
July 24, 2017

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

The following Members were present:

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

The following Member was absent:

Hon. John Samuelson

Also present were:

Ira Greenberg, Board Member
Darryl Irick, Acting President, New York City Transit
Tim Mulligan, Executive Vice President
Peter Cafiero, Chief, Operations Planning
Robert Diehl, Acting Vice President, Security
Vincent Coogan, Assistant Chief, NYPD Transit Bureau
Wynton Habersham, Senior Vice President, Subways
James Henly, Vice President & General Counsel, Law
Carl Hamann, Director, Office of System Safety
John O'Grady, Senior Vice President, CPM
Stephen Plochochi, Senior Vice President Operations Support, 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

Liz Patrick, Vice President of the East 72nd Street Neighborhood Association, spoke in opposition to the proposed cuts in bus service on the M72, M66 and M31 crosstown bus routes on the Upper East Side of Manhattan, disagreeing with the finding that there was insufficient demand to justify maintaining existing service levels and noting that seniors and families with small children will suffer as a result of the proposed cuts.

Mina Greenstein spoke in opposition to the cuts in M72, M66 and M31 bus service, commenting that children are not taken into account in determining ridership levels for purposes of service adjustments.

Jurgen Sacklowski of the East 67th Street Tenants Association spoke in opposition to the proposed reductions in M72, M66 and M31 bus service, noting that since buses are the only means for traveling crosstown above 60th Street, east-west bus service should not be reduced. He also commented that reductions in bus service should not be used as a means to subsidize subway service, and noted that the frequency of the M66 bus at York Avenue and 67th Street should be adjusted to coordinate with the work schedules of the hospitals in the area.

Gail Benjamin spoke in opposition to the reductions in M72, M66 and M31 bus service, noting that the long wait times and crowding on those bus routes seem to belie a finding that ridership had decreased.

Steven Higashide, Transit Center, sang a song on behalf of the Bus Turnaround Coalition in support of Transit Signal Priority on bus routes throughout the City, and noted the need for an ambitious plan and more aggressive schedule for the implementation of that initiative.

Jason Anthony Pineiro noted the overcrowding, delays and track fires on the subway system and recommended that the Track Sweep initiative be expanded to include at-grade stations, especially those on the Brighton and Sea Beach lines. He also suggested that NYCT and LIRR improve their efforts to communicate information to riders regarding NYCT's cross-honoring of LIRR fares between Penn Station and Jamaica, commenting that many commuters are unaware of that option.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the minutes of the June 19, 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

A. Operations Report

Acting President Irick updated the Committee on NYCT's efforts in assisting LIRR to mitigate delays while Amtrak performs repair work at Penn Station, noting that during the first week of the LIRR plan, NYCT cross-honored an average of 18,000 customers during morning peak ridership hours (Monday – Thursday) and that MTA Bus and NYCT's Department of Buses continue to provide service at five park-and-ride stations in Long Island.

SVP Habersham reported to the Committee on the Department of Subways' operating performance, advising Members of the status of the investigation into the July 21st derailment of the ② train south of Sheepshead Bay in Brooklyn, and the July 27th ① train derailment on the 8th Avenue line north of 125th Street in Manhattan.

In response to a question from Member Albert, SVP Habersham advised that an immediate inspection of all trucks and axles on the R160 subway cars had been ordered following the derailment of the ② train, and that the inspections are currently approximately 70% complete.

In response to a question from Member Moerdler, SVP Habersham described the steps being taken to improve subway on-time performance, noting that the focus is on investigating and addressing incidents that cause major delays. Acting President Irick elaborated on the impact that such major incidents have on the riding public, and noted the implementation of a multi-prong approach.

Member Greenberg requested that a report on the efforts being made, and the incremental improvements achieved, be prepared for the Committee's review.

Member Rechler stressed the importance of improving communication regarding subway delays to optimize riders' decision-making abilities. Acting President Irick expressed his agreement. SVP Habersham noted that trains sometimes skip stops to mitigate service delays and improve the regularity of service.

In response to a suggestion from Member Albert, SVP Habersham advised the Committee that the use of interim on-time performance metrics is under consideration.

Acting President Vidal reported to the Committee on bus operating performance for both NYCT and MTA Bus, highlighting a contract modification to update the Transit Signal Priority (or TSP) software to leverage existing on-board technology and pave the way towards expanding the deployment of TSP to additional corridors in 2018 and beyond. He also provided information on current strategies to improve Paratransit service in response to feedback received from riders and advocates and highlighted three procurement action items aimed at supporting these improvements. In addition, Acting President Vidal announced the upcoming

implementation of the 15th Select Bus Service route, and shuttle service to support the Myrtle Viaduct Reconstruction project.

In response to a comment from Member Jones, Acting President Vidal noted that the Paratransit Advisory Board is considering how to make the applicable technology more accessible to older customers who are less comfortable with the use of computers.

Member Moerdler commented on the need to improve the professionalism of those taking calls from Paratransit customers.

Member Trottenberg thanked Acting President Vidal and SVP Plochochi for their efforts in connection with Transit Signal Priority technology, and advised the Committee that NYC is pledging to increase the rate at which NYC DOT will be performing work necessary for the TSP initiative, noting however the need for DOT traffic engineers to evaluate conditions at various intersections as part of the process.

In response to a question from Member Greenberg, Peter Cafiero advised the Committee that service changes on bus routes are based on fare payment and bus location data, calibrated with actual on-board observations.

In response to a question from Member Moerdler, Mr. Cafiero noted that actual ridership will continue to be evaluated as part of the service adjustment process, and Acting President Irick commented that the sufficiency of crosstown transportation options would be considered.

Member Vanterpool commented that for bus service to be optimized, operational efficiencies and physical improvements to the infrastructure must complement the TSP technology.

In response to a question from Member Albert, Member Trottenberg noted that signal priority will necessarily be based on the general dynamics of vehicular and pedestrian traffic at an intersection.

Carl Hamann, Director, System Safety, presented the Safety Report.

In response to a question from Member Moerdler, SVP O'Grady advised the Committee that the possibility of increasing stair capacity at the 168th Street **A** line Station is being further evaluated following a recent fire at that location, and agreed to consider means for making available means of egress more readily identifiable.

Member Albert requested a breakdown on the causes of subway fires, indicating the number caused by electrical problems and by track refuse.

Chief Coogan presented the NYPD Transit Bureau statistics.

In response to a request from Members Moerdler and Glucksman, Chief Coogan agreed to provide the Committee with the names of individuals charged with anti-Semitic hate crimes.

Member Jones requested that similar information be provided in connection with hate crimes against Muslim New Yorkers.

In response to a question from Chair Ferrer, Chief Coogan informed the Committee that 79 TAB summonses have been issued for littering infractions this year, attributing the low number to the fact that littering usually does not occur in the presence of uniformed officers. Chief Coogan agreed, however, to remind officers of the importance of issuing such summonses when littering is observed.

In response to a question from Member Metzger, Chief Coogan explained that the overall decrease in arrests is primarily attributable to a modification in what constitutes an "offense". Member Greenberg noted that there has also been a decrease in TAB summonses issued.

B. Financial Reports

EVP Tim Mulligan 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

SVP Plochochi introduced the NYCT, MTA CC and MTA Bus Company procurement agendas, which consisted of 8 actions totaling \$74.1 million in expenditures, highlighting two procurement action items included in this month's agenda: (1) the award of a one year test and evaluation contract in the estimated amount of \$11.6 million to Verifone Transportation Systems to provide Paratransit service for Access-A-Ride customers through the use of web-based applications, and (2) the award of a modification in the estimated amount of \$10 million to an existing contract with Global Traffic Technologies, to enable NYCT and MTA Bus Company to accelerate the deployment of TSP, while strategically utilizing technology already installed on 60% of the MTA's fleet of buses.

In response to concerns raised by Member Moerdler regarding multiple findings of significant adverse information in connection with the past performance of Moretrench, a subcontractor to L.K. Comstock on the Harrison Place substation procurement, SVP Plochochi advised the Committee that responsibility reviews are held prior to award, that any recidivist tendencies are considered and that measures taken by a company to address problems in their performance are carefully evaluated. SVP Plochochi also noted that the FTA and the MTA Office of the Inspector General are involved in such evaluations, and that under Responsibility Guidelines, subcontractors are dealt with differently than prime contractors when it comes to SAI matters.

In response to a question from Member Metzger, SVP Plochochi informed the Committee that the number of trains that can run per hour increased from 12-15 to 20 after the initial implementation of Communications-Based Train Control, and that the goal is now to move 22 trains per hour as a result, in part, of substation upgrades.

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

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

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

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

V. Action Item

SVP O'Grady presented for the Committee's approval an action item authorizing NYCT to adopt a "Findings Statement" for the construction of an Emergency Ventilation Plant for the Lexington Avenue subway line between the 33rd Street station and the 42nd Street station in Manhattan, noting that the purpose of the proposed action is to build and operate a system to provide emergency mechanical ventilation in the event a fire/smoke condition were to occur in the tunnel.

In response to a question from Member Jones, SVP O'Grady advised the Committee that although the emergency ventilation plant project has yet to be designed, it will call for significant street excavation and will likely require at least four years of work.

Upon motion duly made and seconded, the action item was approved and forwarded to the full Board for consideration.

VI. Special Reports and Presentations

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

VII. MTA CC Project Report

Chief Development Officer Janno Lieber referred the Committee to the MTA CC report included in the Agenda materials.

VIII. 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

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

November 2017

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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

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

July 2018

No Items

August 2018

No Meetings Held



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)

SEPTEMBER 2017

2017 NYC Transit Mid-Year Forecast Monthly Allocation

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

2017 SIR Mid-Year Forecast Monthly Allocation

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

2017 MTA Bus Mid-Year Forecast Monthly Allocation

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

2018 NYC Transit Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

2018 SIR Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

2018 MTA Bus Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

Service Quality Indicators/PES Report

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

Elevator & Escalator Service Report, 2nd Qtr, 2017

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

Transit Adjudication Bureau Report, 2nd Qtr, 2017

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

EEO & Diversity Report, 2nd Qtr, 2017

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

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.

II. SPECIFIC AGENDA ITEMS (con't)

OCTOBER 2017

Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

2018 NYC Transit Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

2018 SIR Preliminary Budget

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

2018 MTA Bus Preliminary Budget

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

NOVEMBER 2017

Charter for Transit Committee

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

Elevator & Escalator Service Report, 3rd Qtr, 2017

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

Transit Adjudication Bureau Report, 3rd Qtr, 2017

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

DECEMBER 2017

NYCT 2018 Adopted Budget/Financial Plan 2018-2021

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

SIR 2018 Adopted Budget/Financial Plan 2018-2021

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

II. SPECIFIC AGENDA ITEMS (con't)

MTA Bus 2018 Adopted Budget/Financial Plan 2018-2021

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

EEO & Diversity Report, 3rd Qtr, 2017

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

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.

Preliminary Review of MTA Bus 2017 Operating Results

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

Adopted Budget/Financial Plan 2018-2021

NYC Transit will present its revised 2018-2021 Financial Plan. This plan will reflect the 2018 Adopted Budget and an updated Financial Plan for 2018-2021 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2018 by category.

SIR Adopted Budget/Financial Plan 2018-2021

NYC Transit will present SIR's revised 2018-2021 Financial Plan. This plan will reflect the 2018 Adopted Budget and an updated Financial Plan for 2018-2021 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2018 by category.

II. SPECIFIC AGENDA ITEMS (con't)

TA 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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

JULY 2018

No Agenda Items

AUGUST 2018

No Meetings Held

Monthly Operations Report

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

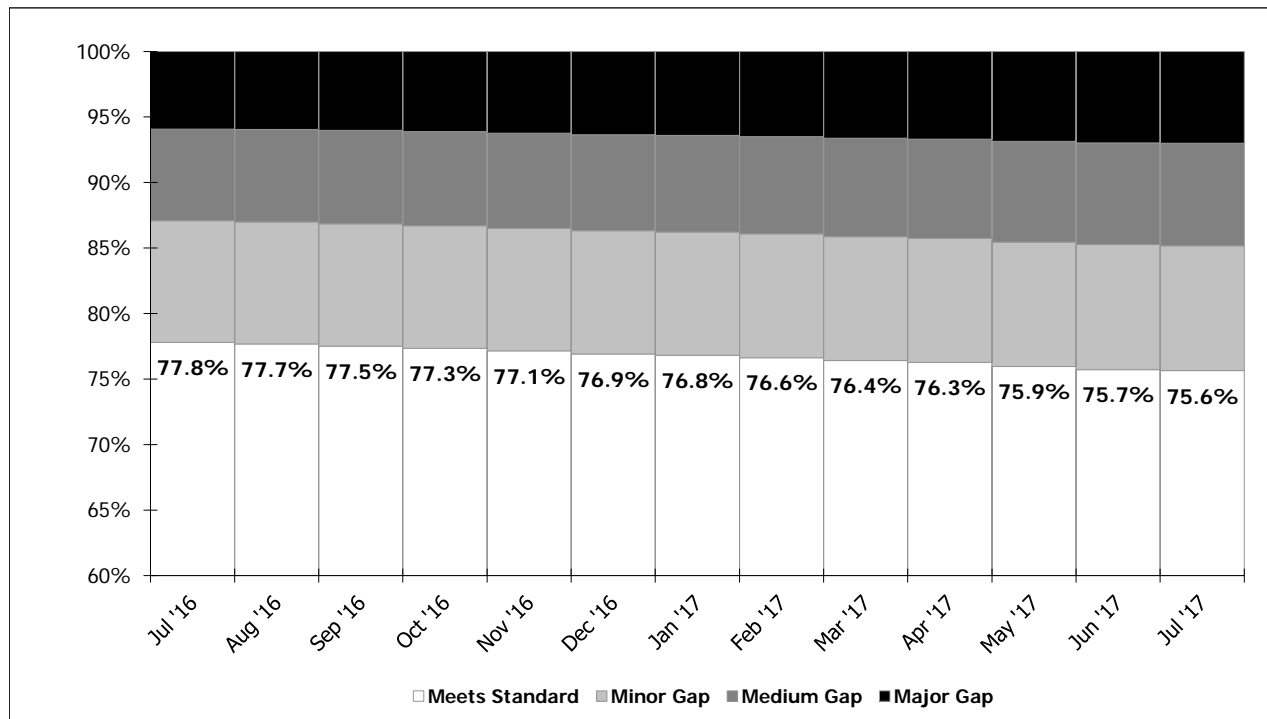
Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: July 2017			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)	75.2%	76.3%	-1.1%	75.6%	77.8%	-2.2%
A Division Weekday Wait Assessment	71.7%	72.9%	-1.2%	72.3%	74.4%	-2.1%
B Division Weekday Wait Assessment	77.0%	78.0%	-1.0%	77.4%	79.6%	-2.2%
System Weekend Wait Assessment (Chart 3)	81.6%	84.1%	-2.5%	83.1%	84.0%	-0.9%
A Division Weekend Wait Assessment	79.1%	81.9%	-2.8%	81.3%	82.8%	-1.5%
B Division Weekend Wait Assessment	83.1%	85.3%	-2.2%	84.2%	84.8%	-0.6%
System Weekday Terminal On-Time Performance (Charts 4-5)	65.6%	66.5%	-0.9%	64.0%	68.5%	-4.5%
A Division Weekday Terminal On-Time Performance	60.8%	62.2%	-1.4%	60.7%	64.2%	-3.5%
B Division Weekday Terminal On-Time Performance	69.4%	70.2%	-0.8%	66.7%	72.1%	-5.4%
System Number of Weekday Trains Delayed (Chart 6)	57,164	51,309	+11.4%	60,529	51,467	+17.6%
System Weekend Terminal On-Time Performance (Charts 7-8)	70.7%	73.9%	-3.2%	71.3%	73.4%	-2.1%
A Division Weekend Terminal On-Time Performance	62.1%	71.1%	-9.0%	67.0%	71.1%	-4.1%
B Division Weekend Terminal On-Time Performance	76.6%	75.9%	+0.7%	74.3%	74.9%	-0.6%
System Number of Weekend Trains Delayed (Chart 9)	19,686	16,365	+20.3%	14,744	13,661	+7.9%
Mean Distance Between Failures (Charts 10-11)	107,209	106,253	+0.9%	115,843	119,505	-3.1%
A Division Mean Distance Between Failures	101,426	112,980	-10.2%	115,524	115,675	-0.1%
B Division Mean Distance Between Failures	111,774	101,795	+9.8%	116,073	122,514	-5.3%
System Weekday Service-KPI (Charts 12-13)	72.6%	73.7%	-1.1%	72.3%	75.2%	-2.9%
A Division Weekday Service-KPI	69.0%	70.1%	-1.1%	69.3%	71.6%	-2.3%
B Division Weekday Service-KPI	74.7%	76.0%	-1.3%	74.2%	77.6%	-3.4%
System Weekday PES-KPI (Charts 14-16)				92.5%	92.1%	+0.4%
Staten Island Railway						
24 Hour On-Time Performance	98.1%	97.3%	+0.8%	95.2%	96.0%	-0.8%
AM Rush On-Time Performance	97.4%	100.0%	-2.6%	97.6%	95.6%	+2.0%
PM Rush On-Time Performance	100.0%	98.1%	+1.9%	95.2%	98.4%	-3.2%
Percentage of Completed Trips	100.0%	100.0%	0.0%	99.8%	99.9%	-0.1%
Mean Distance Between Failures	73,729	111,059	-33.6%	51,695	82,140	-37.1%
Staten Island Railway PES-KPI (Chart 17)				87.8%	91.1%	-3.3%

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>	
Aug '16 - Jul '17	75.6%	9.5%	7.8%	7.0%	2017 TARGET: 80.7%
Aug '15 - Jul '16	77.8%	9.3%	7.0%	5.9%	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)

Aug '16 - Jul '17					Aug '15 - Jul '16				
Line	Headways				Headways				Standard Difference
	Meets Standard	GAP			Meets Standard	GAP			
		Minor	Medium	Major		Minor	Medium	Major	
1	76.2%	9.8%	7.7%	6.4%	78.3%	9.4%	7.0%	5.3%	-2.1%
2	67.6%	10.6%	10.8%	11.0%	71.1%	10.2%	9.8%	8.9%	-3.5%
3	71.8%	10.9%	9.3%	8.0%	76.6%	10.1%	7.5%	5.8%	-4.8%
4	67.5%	10.3%	10.2%	12.0%	70.0%	9.7%	9.0%	11.2%	-2.5%
5	62.9%	10.4%	11.9%	14.8%	65.8%	10.2%	10.8%	13.1%	-2.9%
6	66.9%	9.8%	10.5%	12.8%	67.3%	9.6%	10.5%	12.7%	-0.4%
7	71.8%	11.7%	9.6%	6.9%	74.1%	11.0%	8.8%	6.1%	-2.3%
S 42nd	93.5%	3.3%	1.9%	1.3%	91.8%	4.0%	2.2%	2.0%	+1.7%
Subdivision A	72.3%	9.6%	9.0%	9.1%	74.4%	9.3%	8.2%	8.1%	-2.1%
A	68.8%	9.4%	9.8%	12.0%	72.1%	9.6%	9.1%	9.2%	-3.3%
B	74.6%	10.8%	8.0%	6.6%	78.3%	10.5%	6.6%	4.6%	-3.7%
C	72.8%	12.2%	9.1%	5.9%	76.5%	11.5%	7.7%	4.2%	-3.7%
D	75.7%	11.1%	8.1%	5.0%	80.3%	10.3%	6.3%	3.2%	-4.6%
E	70.4%	10.7%	9.8%	9.0%	73.5%	10.5%	8.6%	7.4%	-3.1%
F	70.8%	9.5%	9.5%	10.3%	73.2%	9.7%	8.6%	8.4%	-2.4%
S Fkln	98.7%	0.3%	0.4%	0.6%	97.3%	0.4%	0.6%	1.8%	+1.4%
G	81.8%	10.6%	5.4%	2.2%	82.3%	10.3%	5.1%	2.3%	-0.5%
S Rock	94.0%	3.5%	1.3%	1.2%	94.2%	3.4%	1.1%	1.3%	-0.2%
JZ	76.9%	10.6%	7.4%	5.1%	78.4%	10.4%	6.7%	4.4%	-1.5%
L	78.0%	11.7%	6.7%	3.7%	77.2%	11.1%	7.0%	4.7%	+0.8%
M	74.3%	10.3%	8.1%	7.3%	77.5%	10.0%	7.1%	5.4%	-3.2%
N	74.4%	11.1%	8.3%	6.3%	78.7%	10.8%	6.9%	3.6%	-4.3%
Q	75.7%	10.7%	7.9%	5.7%	79.1%	10.4%	6.1%	4.3%	-3.4%
R	74.6%	10.2%	8.3%	6.9%	76.1%	10.0%	7.9%	6.0%	-1.5%
Subdivision B	77.4%	9.5%	7.2%	5.8%	79.6%	9.3%	6.4%	4.7%	-2.2%
Systemwide	75.6%	9.5%	7.8%	7.0%	77.8%	9.3%	7.0%	5.9%	-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)

Aug '16 - Jul '17					Aug '15 - Jul '16				
Line	Headways				Headways				Standard Difference
	Meets	GAP			Meets	GAP			
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	
1	77.3%	10.2%	7.3%	5.2%	88.2%	6.6%	3.4%	1.8%	-10.9%
2	73.0%	11.7%	9.7%	5.5%	75.7%	10.9%	8.6%	4.8%	-2.7%
3	85.0%	8.9%	4.2%	1.9%	85.5%	8.3%	4.1%	2.0%	-0.5%
4	73.5%	10.4%	9.2%	6.9%	74.5%	10.1%	8.3%	7.1%	-1.0%
5	80.0%	9.7%	5.9%	4.3%	78.9%	9.0%	6.6%	5.4%	+1.1%
6	82.8%	8.6%	5.4%	3.2%	80.6%	9.1%	6.2%	4.2%	+2.2%
7	80.5%	10.5%	5.9%	3.1%	80.7%	9.9%	5.8%	3.6%	-0.2%
S 42nd	97.8%	0.7%	0.6%	0.8%	98.0%	0.4%	0.3%	1.3%	-0.2%
Subdivision A	81.3%	8.9%	6.0%	3.9%	82.8%	8.0%	5.4%	3.8%	-1.5%
A	75.2%	10.8%	8.6%	5.4%	76.0%	10.5%	8.1%	5.4%	-0.8%
C	79.7%	10.7%	6.6%	3.0%	80.2%	10.5%	6.2%	3.1%	-0.5%
D	80.9%	10.7%	5.9%	2.5%	81.0%	10.8%	5.8%	2.4%	-0.1%
E	82.5%	9.7%	5.2%	2.6%	84.6%	8.7%	4.3%	2.5%	-2.1%
F	79.8%	10.1%	6.9%	3.2%	79.2%	10.2%	7.0%	3.6%	+0.6%
S Fkln	98.8%	0.4%	0.3%	0.6%	96.9%	0.4%	0.7%	2.0%	+1.9%
G	86.5%	8.7%	3.2%	1.6%	88.0%	7.8%	2.6%	1.5%	-1.5%
S Rock	95.2%	3.0%	1.0%	0.9%	94.1%	3.7%	1.0%	1.2%	+1.1%
JZ	85.8%	7.4%	4.1%	2.6%	87.2%	7.1%	3.2%	2.5%	-1.4%
L	80.7%	10.1%	5.2%	3.9%	78.4%	9.6%	6.0%	6.0%	+2.3%
M	92.5%	4.0%	1.7%	1.8%	92.4%	3.8%	1.2%	2.7%	+0.1%
N	80.0%	10.7%	6.3%	3.0%	82.7%	10.0%	5.1%	2.3%	-2.7%
Q	83.7%	8.9%	4.9%	2.5%	86.9%	7.1%	2.8%	3.3%	-3.2%
R	77.1%	10.8%	7.8%	4.4%	79.5%	10.6%	6.7%	3.2%	-2.4%
Subdivision B	84.2%	8.3%	4.8%	2.7%	84.8%	7.9%	4.3%	3.0%	-0.6%
Systemwide	83.1%	8.5%	5.3%	3.1%	84.0%	8.0%	4.7%	3.3%	-0.9%

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

Headway
Definitions

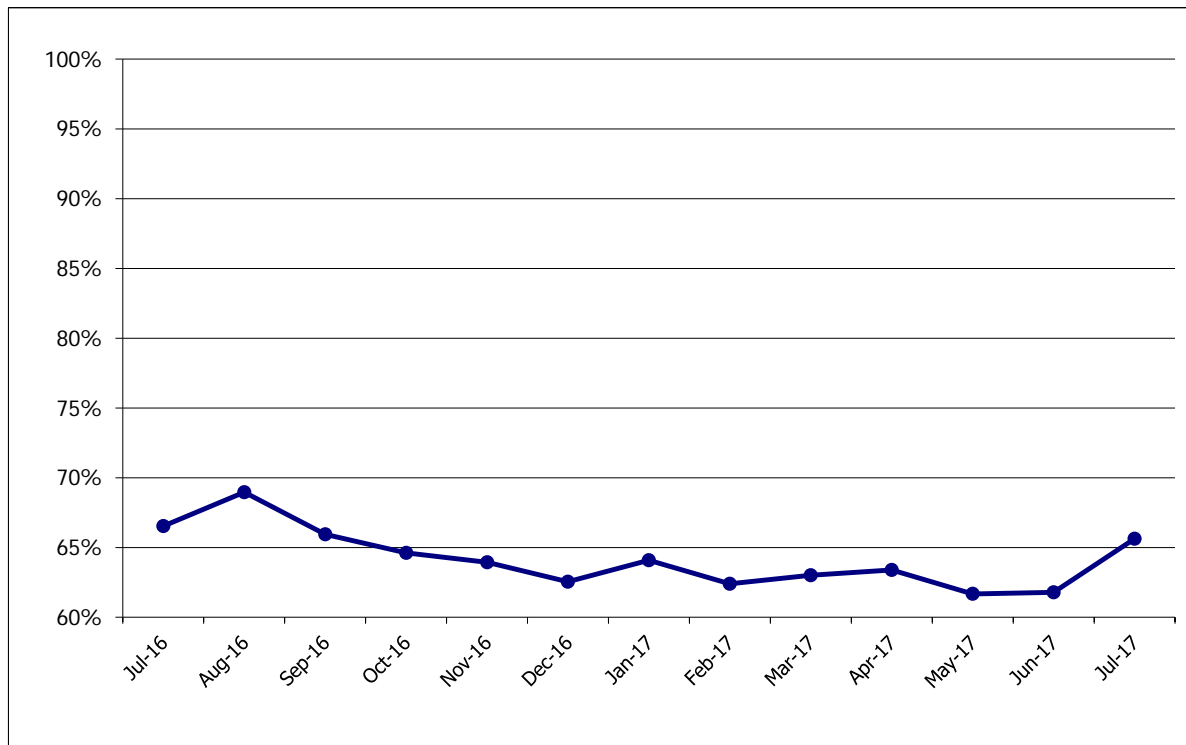
Minor Gap: From 25% to 50% over scheduled headway

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

Jul 2017: 65.6%

Jul 2016: 66.5%

Aug '16 - Jul '17

12-Mon Avg: 64.0%

Subdivision A

Monthly Results

Jul 2017: 60.8%

Jul 2016: 62.2%

Aug '16 - Jul '17

12-Mon Avg: 60.7%

Subdivision B

Monthly Results

Jul 2017: 69.4%

Jul 2016: 70.2%

Aug '16 - Jul '17

12-Mon Avg: 66.7%

Discussion of Results

In July 2017, Over Crowding (24,043 delays), Track Gangs (9,665 delays), and ROW Delays (7,294 delays) were the highest categories of delays, representing 71.7% of the total 57,164 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>Aug '16 - Jul '17</u>	<u>Aug '15 - Jul '16</u>	<u>% Difference</u>
1	68.0%	75.0%	-7.0%
2	32.0%	39.3%	-7.3%
3	51.8%	62.2%	-10.4%
4	33.4%	40.7%	-7.3%
5	33.6%	37.5%	-3.9%
6	49.9%	47.8%	+2.1%
7	75.9%	79.5%	-3.6%
S 42nd	99.0%	99.1%	-0.1%
Subdivision A	60.7%	64.2%	-3.5%
A	57.6%	64.7%	-7.1%
B	57.5%	73.6%	-16.1%
C	61.3%	74.1%	-12.8%
D	59.0%	70.3%	-11.3%
E	62.5%	68.3%	-5.8%
F	50.4%	58.7%	-8.3%
S Fkln	99.6%	99.6%	+0.0%
G	75.7%	76.8%	-1.1%
S Rock	93.8%	95.6%	-1.8%
JZ	63.5%	67.1%	-3.6%
L	92.3%	91.1%	1.2%
M	64.8%	69.7%	-4.9%
N	55.0%	63.8%	-8.8%
Q	66.3%	70.2%	-3.9%
R	64.3%	60.3%	+4.0%
Subdivision B	66.7%	72.1%	-5.4%
Systemwide	64.0%	68.5%	-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.

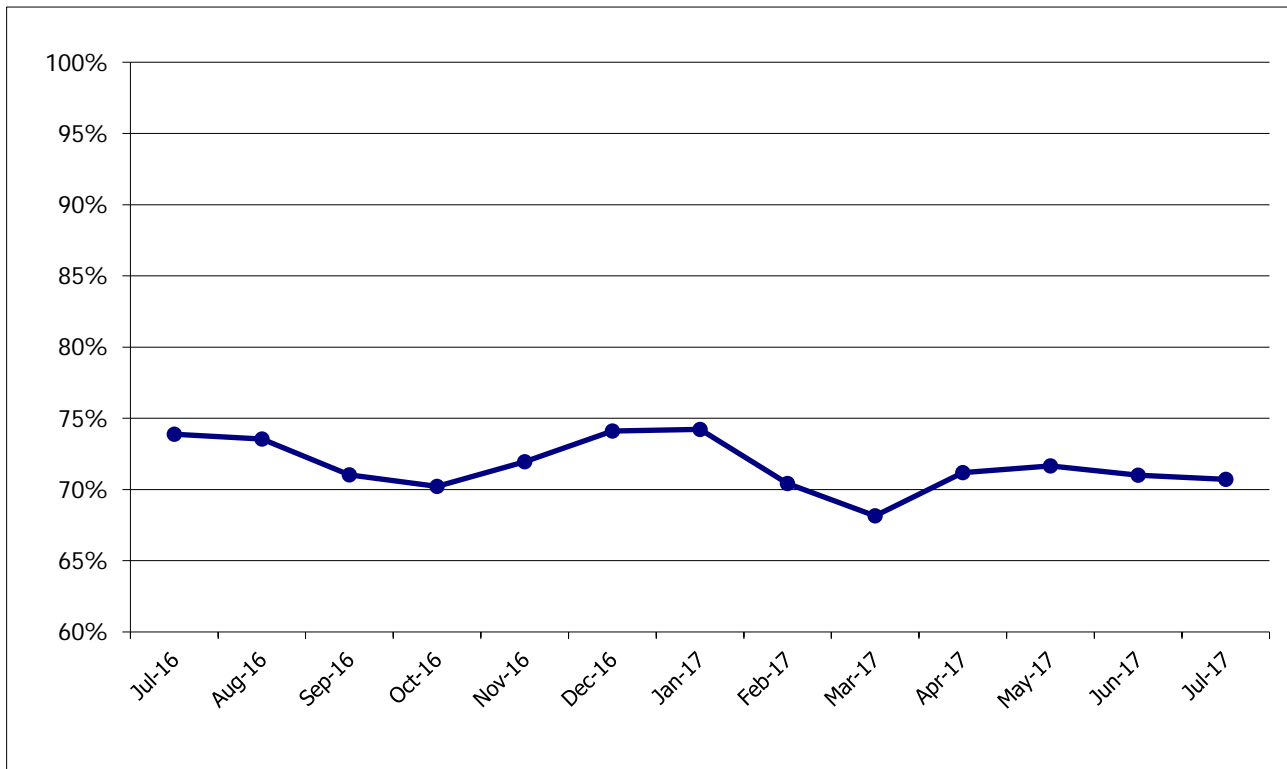
Subway Weekday Trains Delayed
Monthly
(24 hours)

<u>Categories</u>	<u>July 2017 Trains Delayed</u>
Over Crowding	24,043
Track Gangs	9,665
ROW Delays	7,294
Work Equipment/G. O.	4,228
Car Equipment	2,962
Operational Diversions	1,827
Sick Customer	1,578
Police	1,464
Employee	1,183
Unruly Customer	1,046
Fire	927
Inclement Weather	376
Collision/Derailment	275
External	188
Infrastructure	108
Total Trains Delayed *	57,164

* 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

Jul 2017: 70.7%

Jul 2016: 73.9%

Aug '16 - Jul '17

12-Mon Avg: 71.3%

Subdivision A

Monthly Results

Jul 2017: 62.1%

Jul 2016: 71.1%

Aug '16 - Jul '17

12-Mon Avg: 67.0%

Subdivision B

Monthly Results

Jul 2017: 76.6%

Jul 2016: 75.9%

Aug '16 - Jul '17

12-Mon Avg: 74.3%

Discussion of Results

In July 2017, Over Crowding (5,549 delays), Work Equipment/G. O. (5,175 delays), and Track Gangs (3,408 delays) were the highest categories of delays, representing 71.8% of the total 19,686 delays.

Chart 7

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

<u>Line</u>	<u>Aug '16 - Jul '17</u>	<u>Aug '15 - Jul '16</u>	<u>% Difference</u>
1	72.8%	87.7%	-14.9%
2	37.4%	42.8%	-5.4%
3	58.3%	58.2%	+0.1%
4	44.4%	52.1%	-7.7%
5	57.0%	68.5%	-11.5%
6	62.8%	58.9%	+3.9%
7	81.7%	83.8%	-2.1%
S 42nd	99.4%	99.7%	-0.3%
Subdivision A	67.0%	71.1%	-4.1%
A	68.4%	60.8%	+7.6%
C	69.5%	48.5%	+21.0%
D	68.4%	68.0%	+0.4%
E	64.7%	64.3%	+0.4%
F	48.7%	36.8%	+11.9%
S Fkln	99.6%	99.4%	+0.2%
G	81.6%	88.2%	-6.6%
S Rock	92.5%	97.0%	-4.5%
JZ	82.2%	85.6%	-3.4%
L	89.4%	89.0%	+0.4%
M	94.9%	97.2%	-2.3%
N	58.8%	71.0%	-12.2%
Q	77.4%	81.5%	-4.1%
R	57.6%	72.2%	-14.6%
Subdivision B	74.3%	74.9%	-0.6%
Systemwide	71.3%	73.4%	-2.1%

Chart 8

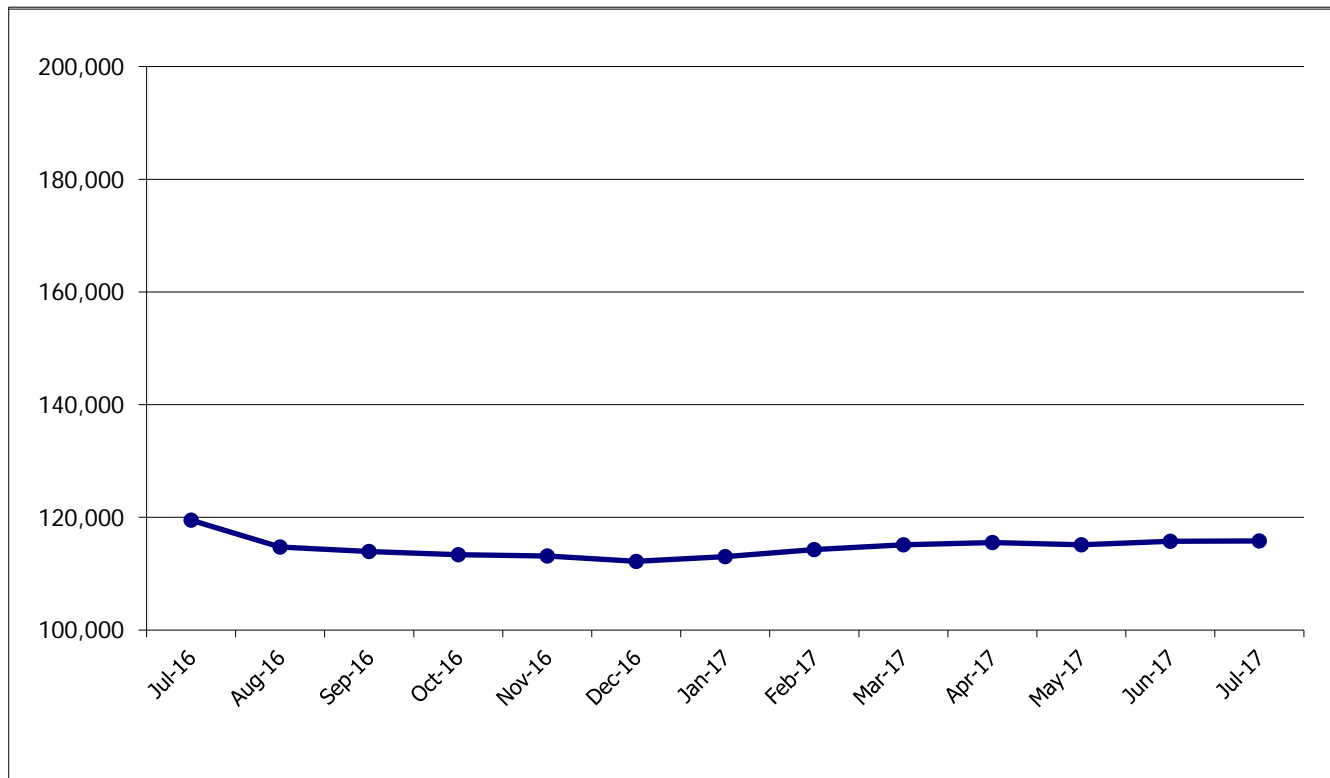
Subway Weekend Trains Delayed Monthly (24 hours)

<u>Categories</u>	<u>July 2017 Trains Delayed</u>
Over Crowding	5,549
Work Equipment/G. O.	5,175
Track Gangs	3,408
ROW Delays	2,167
Unruly Customer	678
Car Equipment	635
Employee	440
Sick Customer	431
Operational Diversions	424
Police	360
External	163
Fire	100
Infrastructure	88
Inclement Weather	71
Collision/Derailment	0
Total Trains Delayed *	19,686

* 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

Jul 2017: 107,209

Jul 2016: 106,253

12-Month Average

Aug '16 - Jul '17: 115,843

Aug '15 - Jul '16: 119,505

Annual Result

2017 TARGET: 150,000

2016 ACTUAL: 112,208

Discussion of Results

MDBF in July 2017 changed .9% from July 2016. Over the past year, the MDBF 12-month average changed -3.06%.

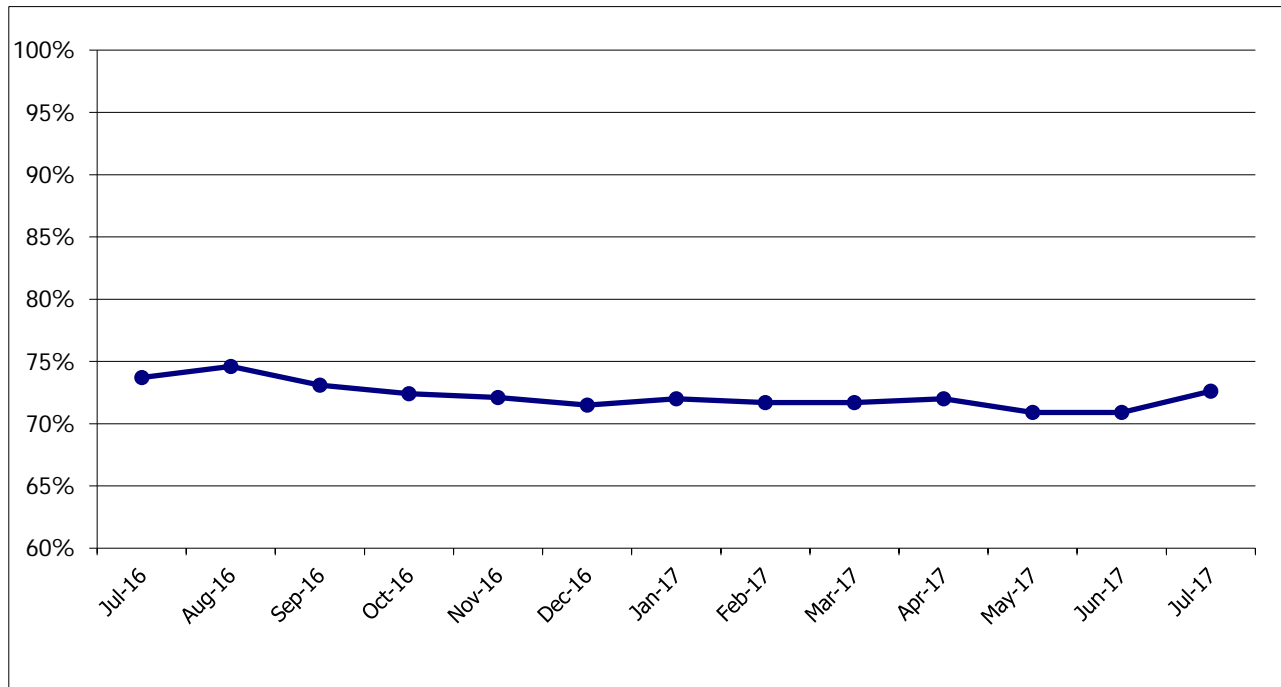
Subway Mean Distance Between Failure

12-Month Rolling Average

<u>Car Class</u>	<u># of Cars</u>	<u>Aug '16 - Jul '17</u>	<u>Aug '15 - Jul '16</u>	<u>% Change</u>
R32	222	37,601	31,889	+17.9%
R42	50	44,306	32,007	+38.4%
R46	752	76,852	80,611	-4.7%
R62	315	211,520	181,356	+16.6%
R62A	824	85,425	89,411	-4.5%
R68	425	121,774	115,424	+5.5%
R68A	200	93,080	121,840	-23.6%
R142	1,030	144,345	149,963	-3.7%
R142A	220	50,766	54,139	-6.2%
R143	212	62,493	64,107	-2.5%
R160	1,662	232,102	306,076	-24.2%
R188 - New	126	597,590	573,821	+4.1%
R188 - Conversion	380	177,913	170,859	+4.1%
FLEET	6,418	115,843	119,505	-3.1%

Chart 11

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



S-KPI Definition

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

60% Wait Assessment (WA) is measured weekdays between 6:00 am and midnight and is defined as the percentage of actual intervals between trains that are no more than the scheduled interval, plus 25%.

30% Terminal On-Time Performance (OTP) is calculated as the percentage of scheduled trains, based on the schedule in effect, either the regular weekday schedule or a supplemental schedule, arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour weekday period. An on-time train is defined as a train arriving at its destination terminal on-time, early, or no more than five minutes late, and that has not skipped any planned station stops.

10% Mean Distance Between Failures (MDBF) measures the average number of miles a subway car travels in service before a mechanical failure and will be reported as a percentage of the systemwide goal, based on a 12-month rolling average.

S-KPI Results

Systemwide

Monthly Results

Jul 2017: 72.6%

Jul 2016: 73.7%

Aug '16 - Jul '17

12 Mon Avg: 72.3%

Subdivision A

Monthly Results

Jul 2017: 69.0%

Jul 2016: 70.1%

Aug '16 - Jul '17

12 Mon Avg: 69.3%

Subdivision B

Monthly Results

Jul 2017: 74.7%

Jul 2016: 76.0%

Aug '16 - Jul '17

12 Mon Avg: 74.2%

Subway Service - Key Performance Indicator (S-KPI)

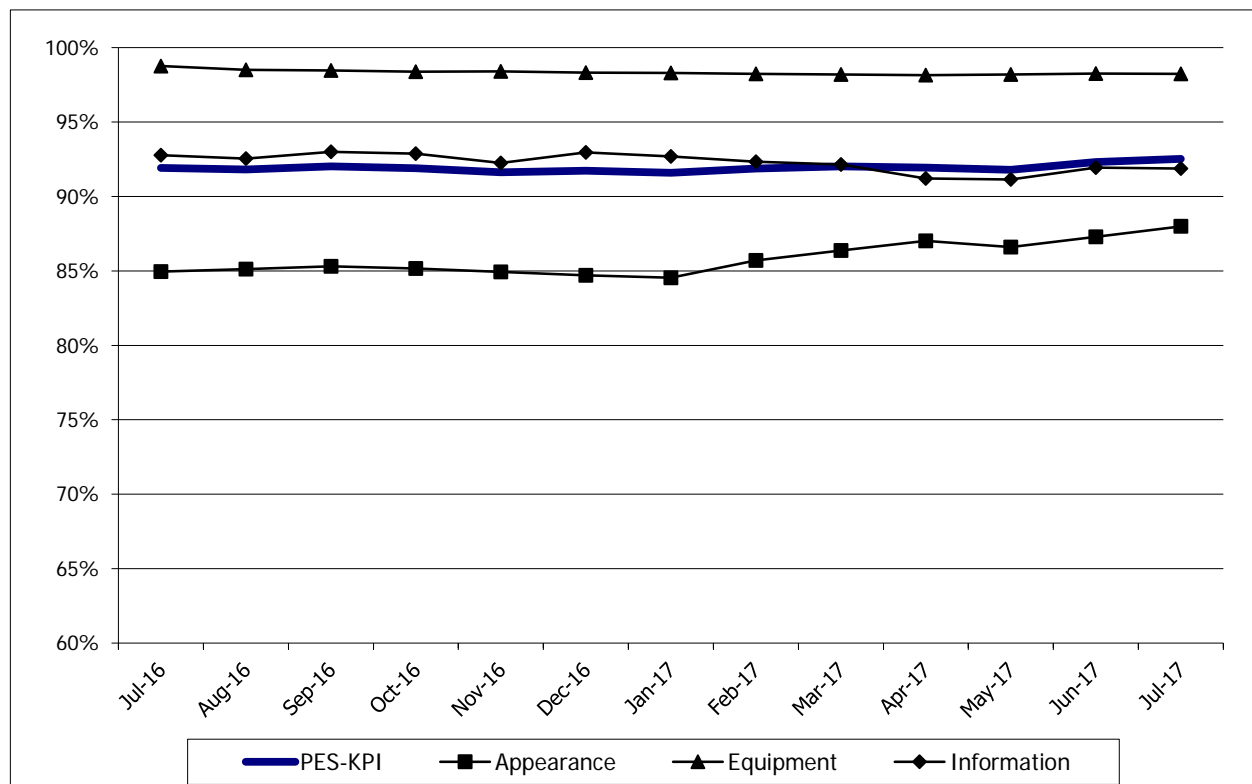
12-Month Rolling Average

<u>Line</u>	<u>Aug '16 - Jul '17</u>	<u>Aug '15 - Jul '16</u>	<u>% Difference</u>
1	72.2%	77.3%	-5.1%
2	60.1%	64.5%	-4.4%
3	68.6%	74.6%	-6.0%
4	56.1%	59.6%	-3.5%
5	57.0%	60.7%	-3.7%
6	59.8%	59.0%	+0.8%
7	75.9%	78.3%	-2.4%
S 42nd	89.0%	86.7%	+2.3%
Subdivision A	69.3%	71.6%	-2.3%
A	64.0%	68.0%	-4.0%
B	69.3%	76.9%	-7.6%
C	65.6%	71.5%	-5.9%
D	73.1%	79.3%	-6.2%
E	71.0%	74.6%	-3.6%
F	67.6%	71.5%	-3.9%
S Fkln	91.3%	90.2%	+1.1%
G	76.2%	76.2%	+0.0%
S Rock	88.3%	89.5%	-1.2%
JZ	68.2%	70.2%	-2.0%
L	79.9%	78.7%	+1.2%
M	74.0%	77.4%	-3.4%
N	71.1%	76.3%	-5.2%
Q	75.3%	78.5%	-3.2%
R	69.1%	69.5%	-0.4%
Subdivision B	74.2%	77.6%	-3.4%
Systemwide	72.3%	75.2%	-2.9%

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

Subway 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>
Aug '16 - Jul '17	92.5%	88.0%	98.2%	91.9%
Aug '15 - Jul '16	92.1%	85.0%	98.7%	93.2%
% Difference:	+0.4%	+3.0%	-0.5%	-1.3%

Chart 14

Subway PES-KPI - Subway Car

12-Month Rolling Average

<u>Line</u>	<u>Aug '16 - Jul '17</u>				<u>Aug '15 - Jul '16</u>				<u>% Difference</u>
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
1	92.5%	94.9%	95.8%	86.6%	94.6%	96.5%	98.6%	88.6%	-2.1%
2	95.6%	89.0%	99.0%	99.1%	96.3%	94.1%	97.2%	97.6%	-0.7%
3	94.5%	95.0%	97.0%	91.5%	94.5%	94.3%	99.7%	89.4%	+0.0%
4	95.6%	92.5%	96.6%	97.8%	96.0%	93.3%	98.7%	96.2%	-0.4%
5	95.2%	89.7%	98.0%	98.1%	96.8%	95.2%	98.5%	96.8%	-1.6%
6	93.2%	92.7%	96.4%	90.5%	95.0%	95.3%	98.0%	91.6%	-1.8%
7	97.2%	95.5%	98.9%	97.2%	97.9%	97.3%	99.7%	96.9%	-0.7%
S 42nd	93.4%	94.1%	96.7%	89.5%	93.2%	96.7%	94.3%	88.5%	+0.2%
Subdivision A	94.7%	92.8%	97.3%	94.2%	95.6%	95.2%	98.4%	93.3%	-0.9%
A	94.5%	91.6%	99.2%	92.8%	95.3%	92.9%	99.6%	93.4%	-0.8%
B	91.7%	88.6%	97.7%	88.9%	92.5%	90.4%	96.5%	90.6%	-0.8%
C	95.9%	92.3%	99.3%	96.2%	96.9%	96.3%	99.4%	95.1%	-1.0%
D	92.0%	89.4%	94.4%	92.4%	93.7%	92.3%	98.6%	90.4%	-1.7%
E	95.9%	89.9%	98.4%	99.5%	96.2%	93.0%	97.3%	98.4%	-0.3%
F	95.1%	89.0%	98.8%	97.8%	96.2%	94.6%	98.0%	96.1%	-1.1%
S Fkn	88.4%	84.8%	97.5%	83.0%	96.0%	93.0%	99.3%	95.7%	-7.6%
G	94.4%	92.0%	99.4%	92.0%	95.5%	96.7%	97.9%	91.8%	-1.1%
J/Z	94.0%	90.7%	97.6%	93.7%	94.2%	91.1%	99.0%	92.4%	-0.2%
L	96.5%	93.3%	96.9%	99.2%	97.0%	94.0%	99.3%	97.8%	-0.5%
M	94.6%	89.7%	96.0%	98.3%	97.0%	92.5%	99.4%	99.4%	-2.4%
N	96.9%	92.4%	98.8%	99.6%	96.8%	93.3%	99.4%	97.9%	+0.1%
Q	96.6%	92.1%	99.6%	98.3%	97.2%	92.8%	99.4%	99.6%	-0.6%
R	92.2%	87.1%	99.3%	90.4%	95.5%	96.4%	98.9%	91.2%	-3.3%
Subdivision B	94.6%	90.6%	98.0%	95.3%	95.8%	93.6%	98.7%	95.2%	-1.2%
Systemwide	94.7%	91.4%	97.8%	94.9%	95.7%	94.2%	98.6%	94.5%	-1.0%

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

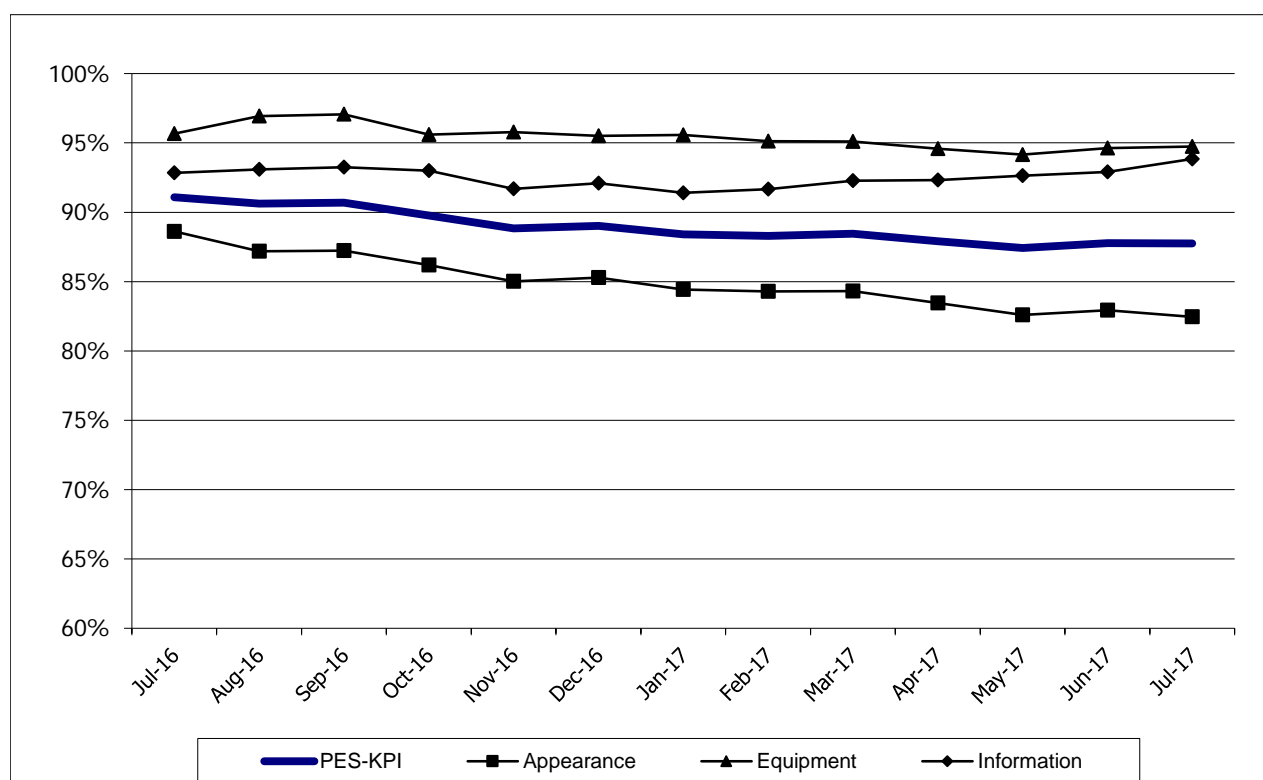
Subway PES-KPI - Stations

12-Month Rolling Average

<u>Borough</u>	<u>Aug '16 - Jul '17</u>				<u>Aug '15 - Jul '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	88.0%	78.2%	98.6%	89.2%	86.0%	71.0%	98.9%	90.8%	+2.0%
Manhattan	90.7%	85.6%	98.4%	89.0%	87.9%	76.6%	98.7%	90.5%	+2.8%
Brooklyn	91.8%	87.1%	99.3%	90.0%	88.6%	76.8%	99.3%	91.9%	+3.2%
Queens	89.3%	84.6%	99.1%	85.1%	89.4%	80.7%	99.3%	90.0%	-0.1%
Systemwide	90.4%	84.8%	98.7%	88.8%	88.1%	76.5%	99.0%	91.0%	+2.3%

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>
Aug '16 - Jul '17	87.8%	82.5%	94.7%	93.8%
Aug '15 - Jul '16	91.1%	88.9%	95.6%	92.6%
% Difference:	-3.3%	-6.4%	-0.9%	+1.2%

Chart 17

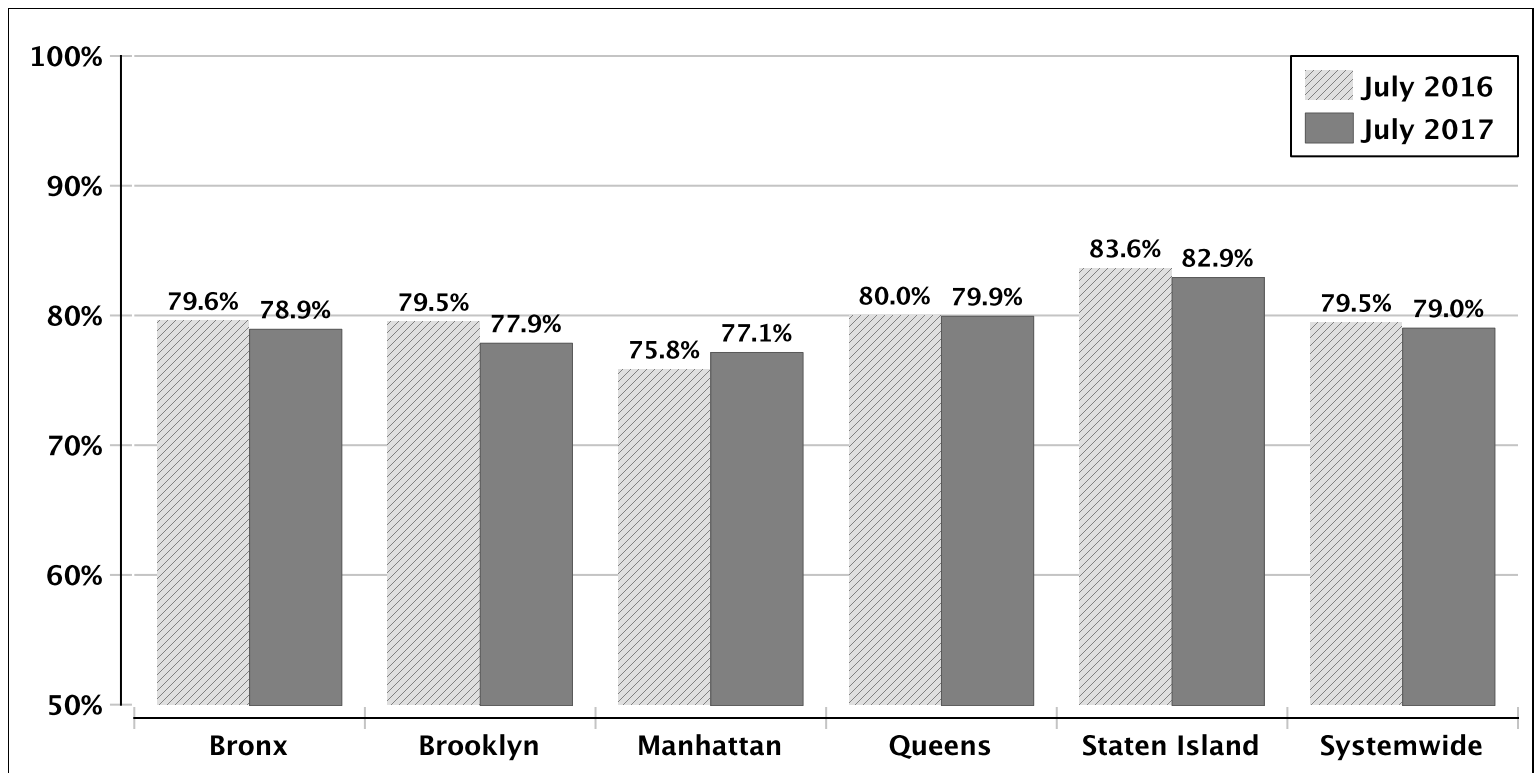
Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: July 2017			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System Wait Assessment (chart 1-7)	79.0%	79.5%	-0.5%			
System MDBF (chart 8)	5,910	5,039	+17.3%	6,336	5,731	+10.6%
NYCT Bus	5,746	4,793	+19.9%	6,061	5,483	+10.5%
MTA Bus	6,500	5,995	+8.4%	7,418	6,696	+10.8%
System MDBSI (chart 9)	2,699	2,511	+7.5%	2,815	2,679	+5.1%
NYCT Bus	2,558	2,350	+8.9%	2,660	2,537	+4.8%
MTA Bus	3,270	3,193	+2.4%	3,466	3,265	+6.2%
System Trips Completed (chart 10)	99.20%	99.35%	-0.1%	99.18%	99.12%	+0.1%
NYCT Bus	99.21%	99.30%	-0.1%	99.19%	99.11%	+0.1%
MTA Bus	99.16%	99.54%	-0.4%	99.17%	99.14%	+0.0%
System AM Pull Out (chart 11)	99.76%	99.97%	-0.2%	99.77%	99.85%	-0.1%
NYCT Bus	99.81%	99.96%	-0.2%	99.82%	99.87%	-0.1%
MTA Bus	99.56%	99.97%	-0.4%	99.61%	99.79%	-0.2%
System PM Pull Out (chart 12)	99.87%	99.97%	-0.1%	99.89%	99.92%	-0.0%
NYCT Bus	99.91%	99.97%	-0.1%	99.92%	99.95%	-0.0%
MTA Bus	99.70%	99.97%	-0.3%	99.82%	99.83%	-0.0%
System Buses >= 12 years	21%	18%				
NYCT Bus	22%	21%				
MTA Bus	16%	6%				
System Fleet Age	7.79	7.31				
NYCT Bus	7.36	7.01				
MTA Bus	9.28	8.38				
Paratransit						
% of Trips Completed	93.71%	88.96%	+4.7%	90.40%	90.66%	-0.3%
Trips Requested	637,822	635,595	+0.4%	648,759	653,480	-0.7%
Trips Scheduled	551,290	545,975	+1.0%	557,235	563,604	-1.1%
Trips Completed*	516,615	485,704	+6.4%	503,718	510,980	-1.4%
Early Cancellations as a Percentage of Trips Requested	12.73%	13.19%	-0.5%	13.28%	12.94%	+0.3%
Late Cancellations as a Percentage of Trips Scheduled	3.33%	3.14%	+0.2%	3.24%	2.92%	+0.3%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.73%	1.41%	+0.3%	1.49%	1.52%	-0.0%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.44%	0.50%	-0.1%	0.58%	0.76%	-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	0.84%	0.91%	-0.1%	0.83%	0.81%	+0.0%
New Applications Received	2,590	3,040	-14.8%	2,788	2,962	-5.9%

*July 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

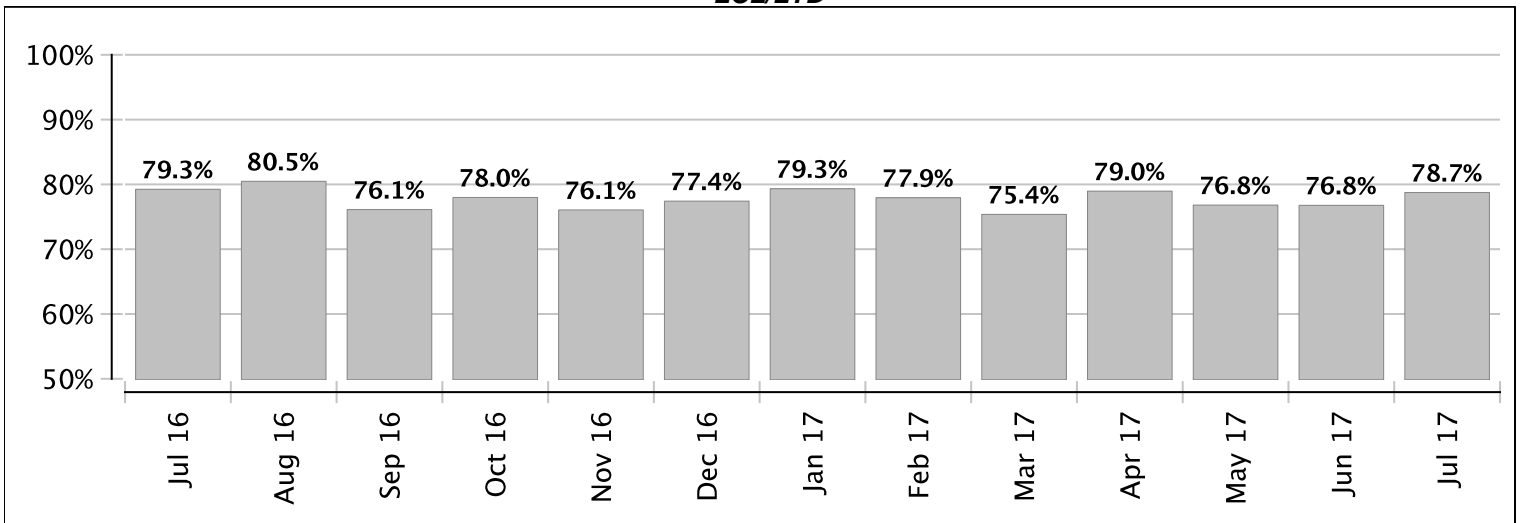
Wait Assessment (WA) on weekdays is defined as the percent of actual intervals between buses that are no more than three minutes over the scheduled interval for the morning (7 a.m.-9 a.m.) and afternoon (4 p.m.-7 p.m.) peak periods and no more than five minutes over the scheduled interval for the mid-day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

Results

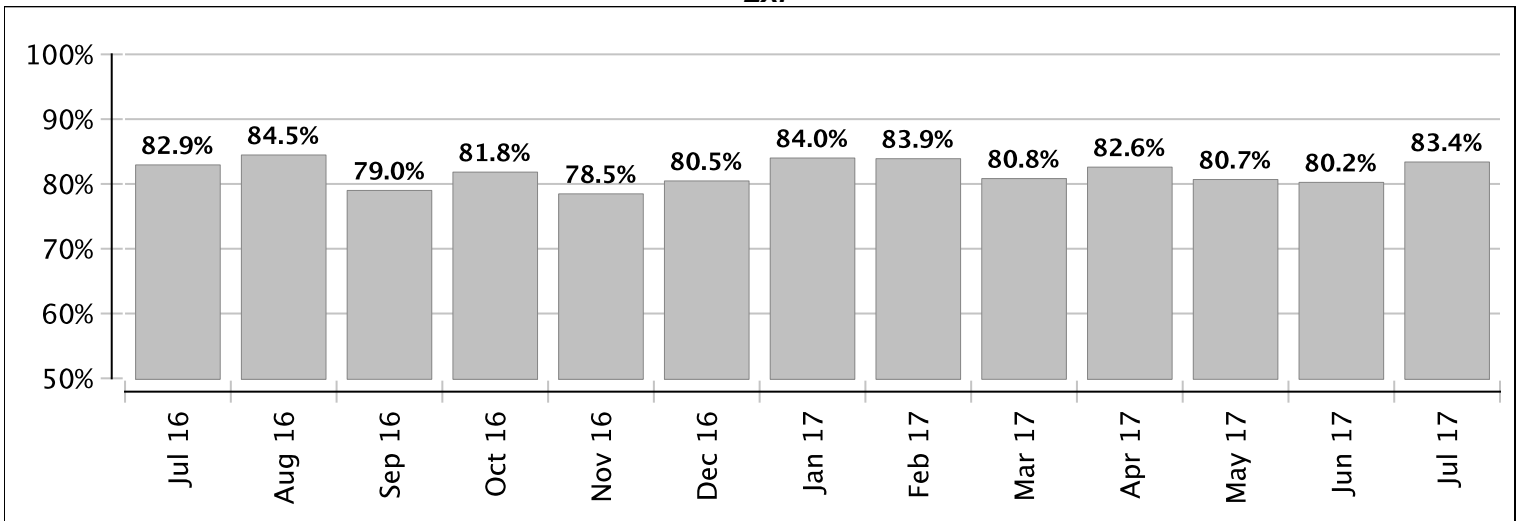
	<u>Jul 2016</u>	<u>Jul 2017</u>	<u>Difference</u>
Systemwide	79.5%	79.0%	-0.5%
Bronx	79.6%	78.9%	-0.7%
Brooklyn	79.5%	77.9%	-1.6%
Manhattan	75.8%	77.1%	+1.3%
Queens	80.0%	79.9%	-0.1%
Staten Island	83.6%	82.9%	-0.7%

Bus Weekday Wait Assessment

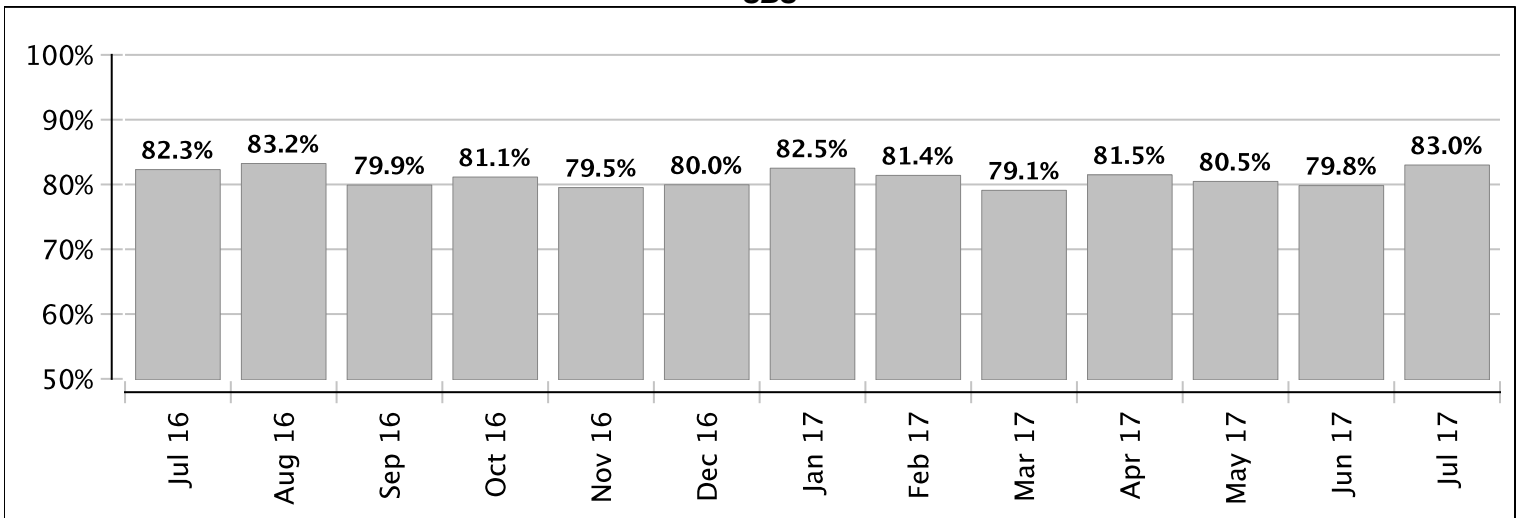
Systemwide LCL/LTD



EXP

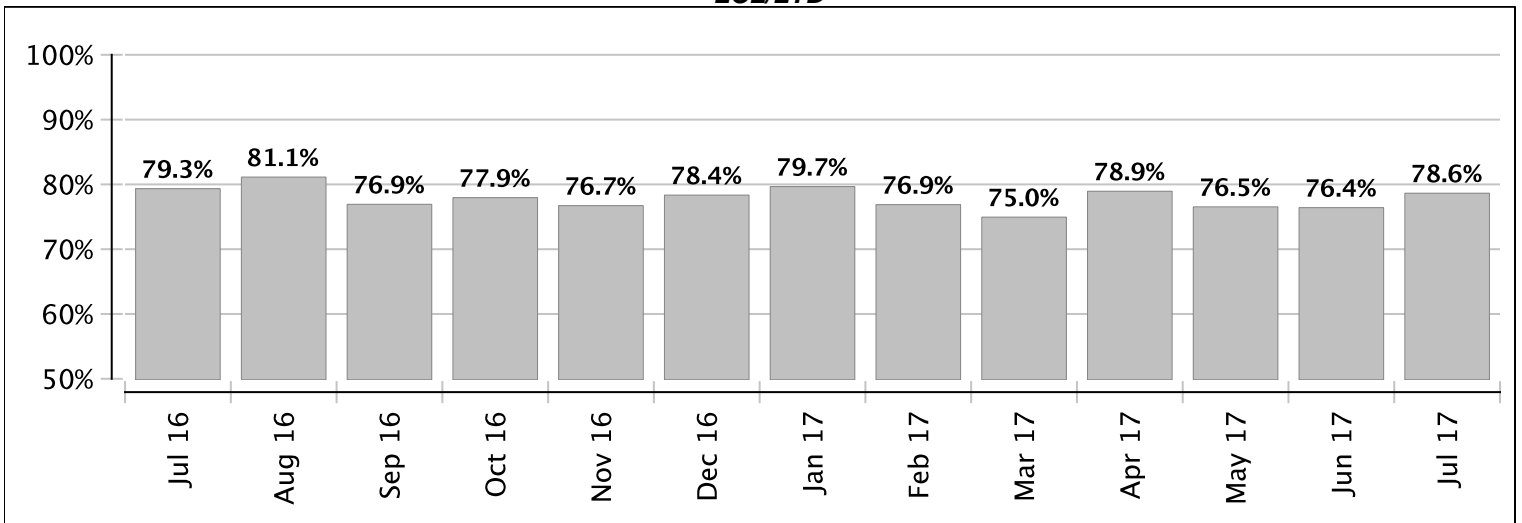


SBS

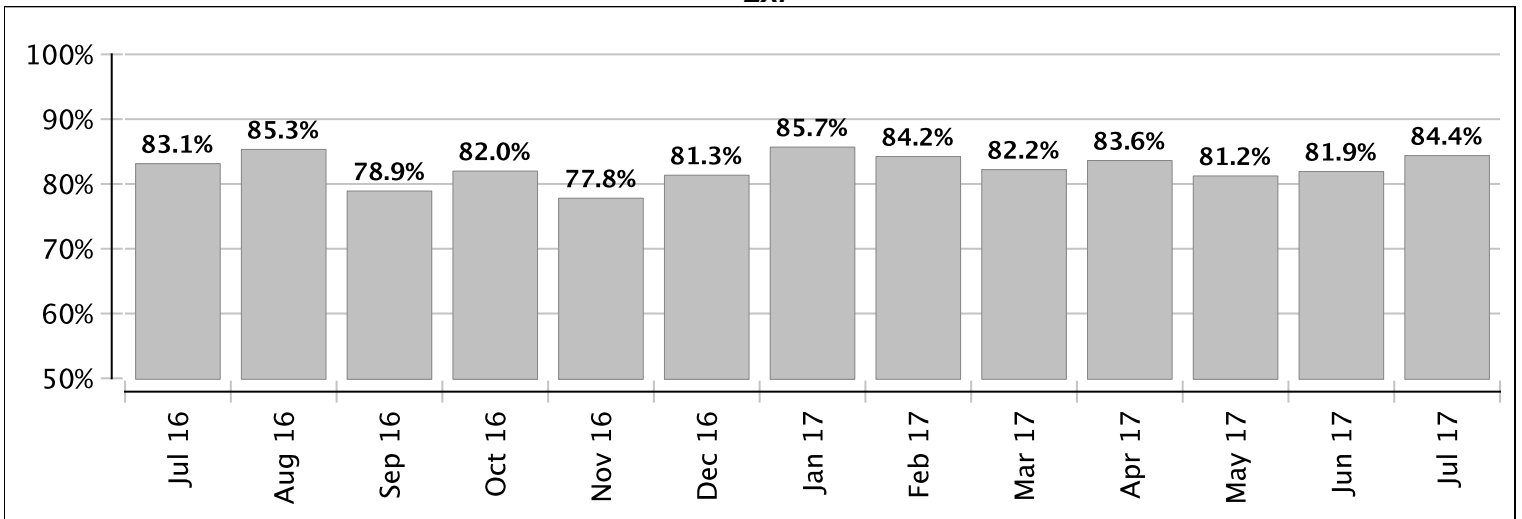


Bus Weekday Wait Assessment

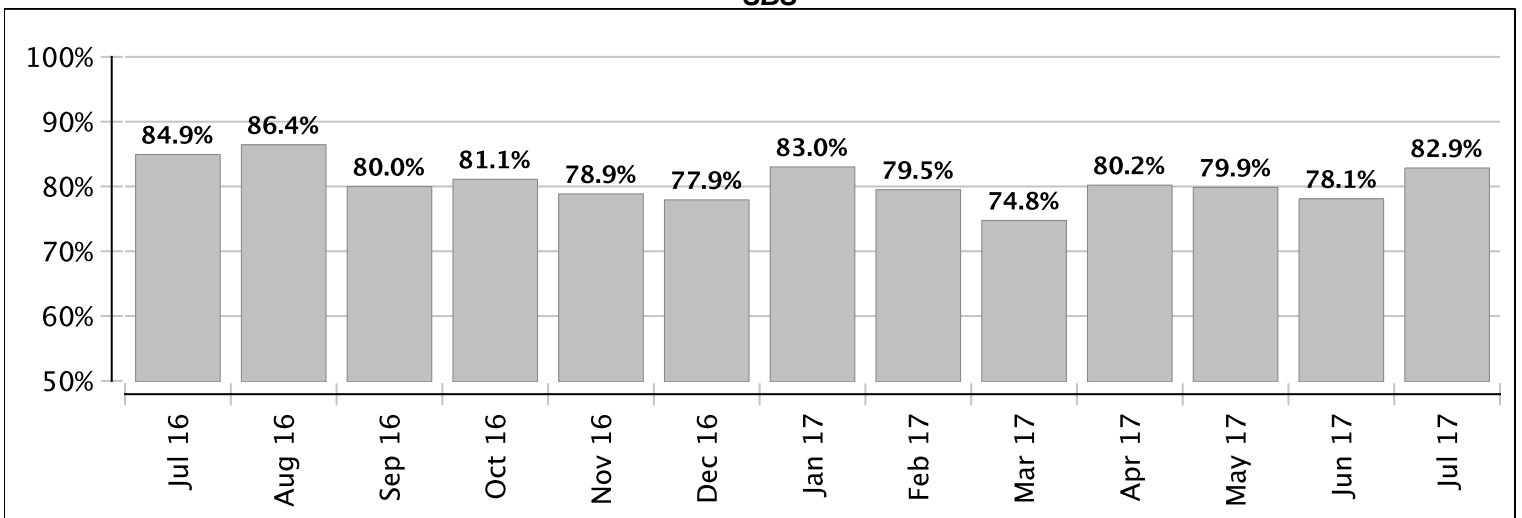
Bronx LCL/LTD



EXP

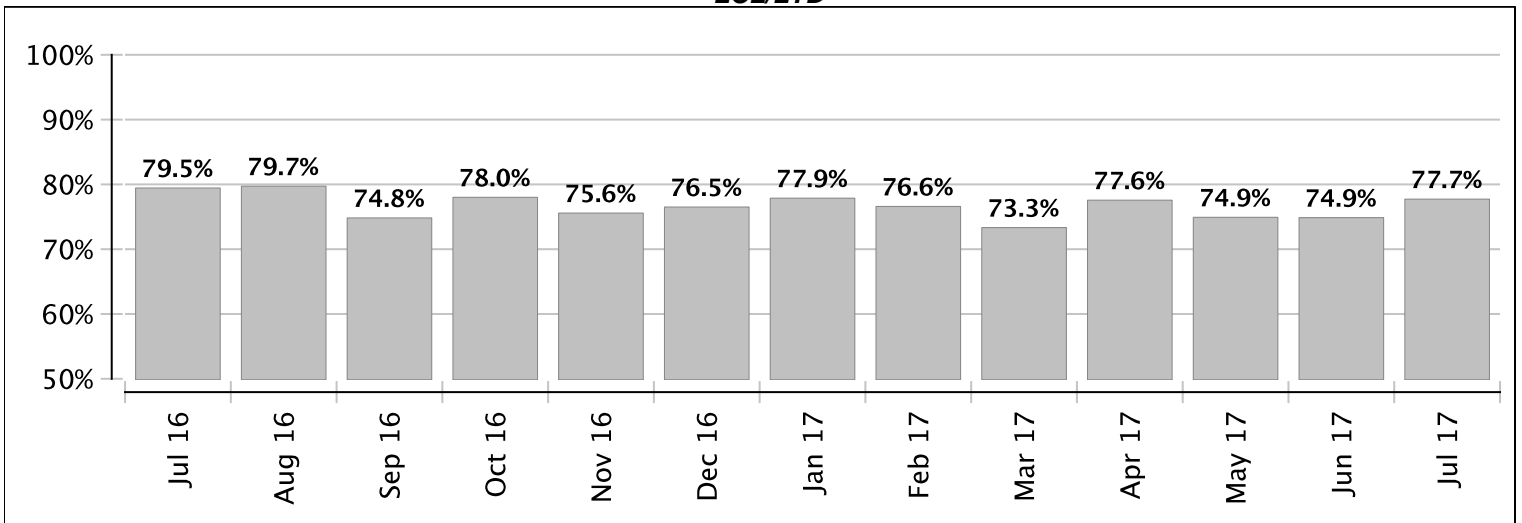


SBS

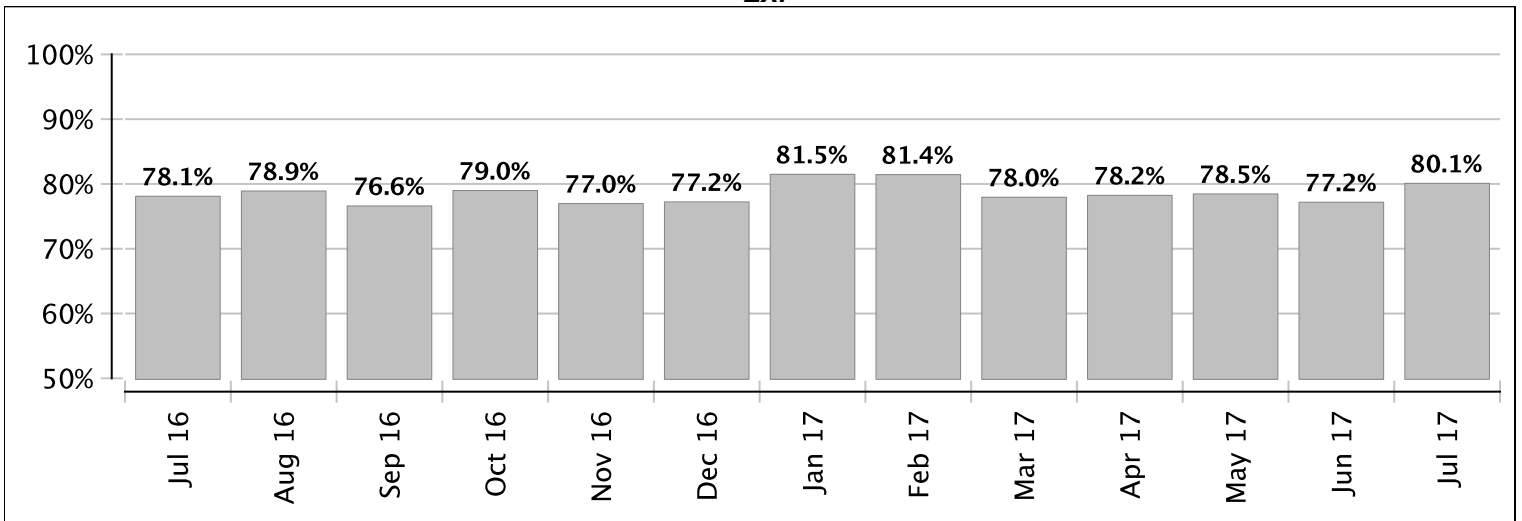


Bus Weekday Wait Assessment

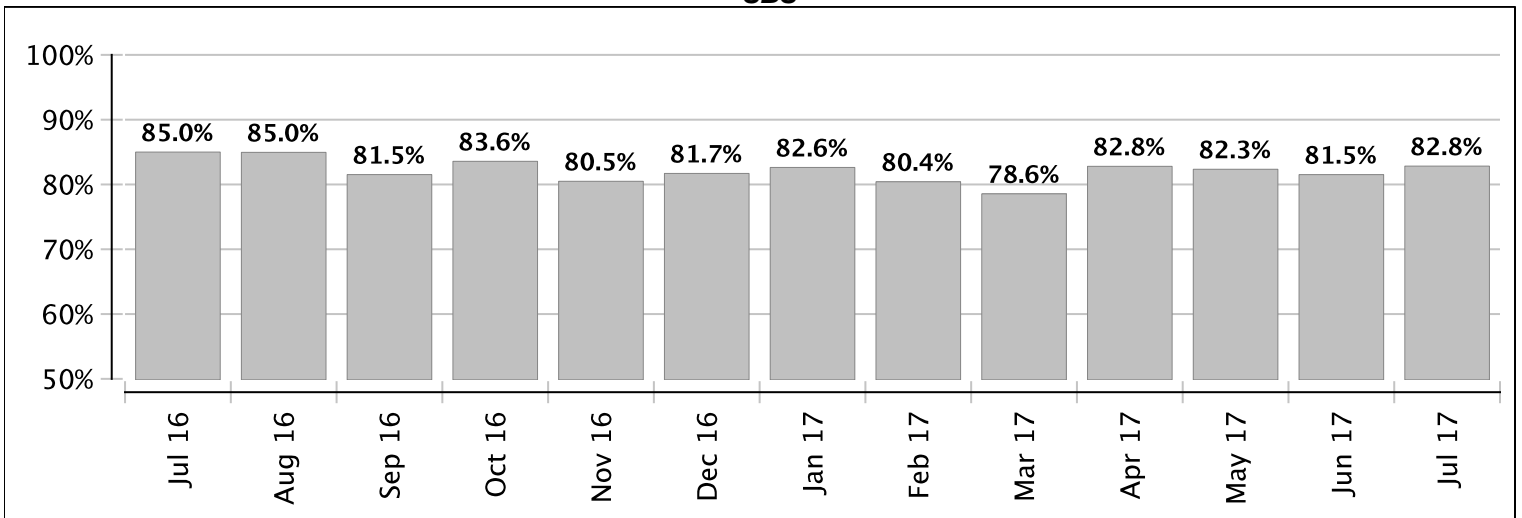
Brooklyn LCL/LTD



EXP



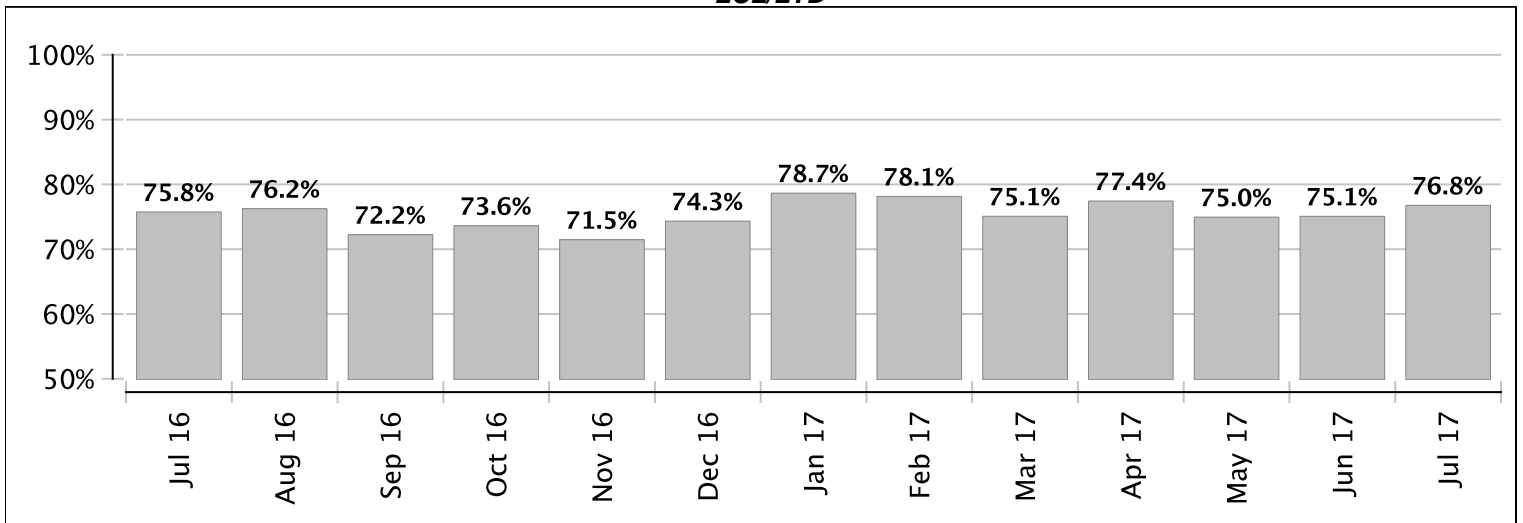
SBS



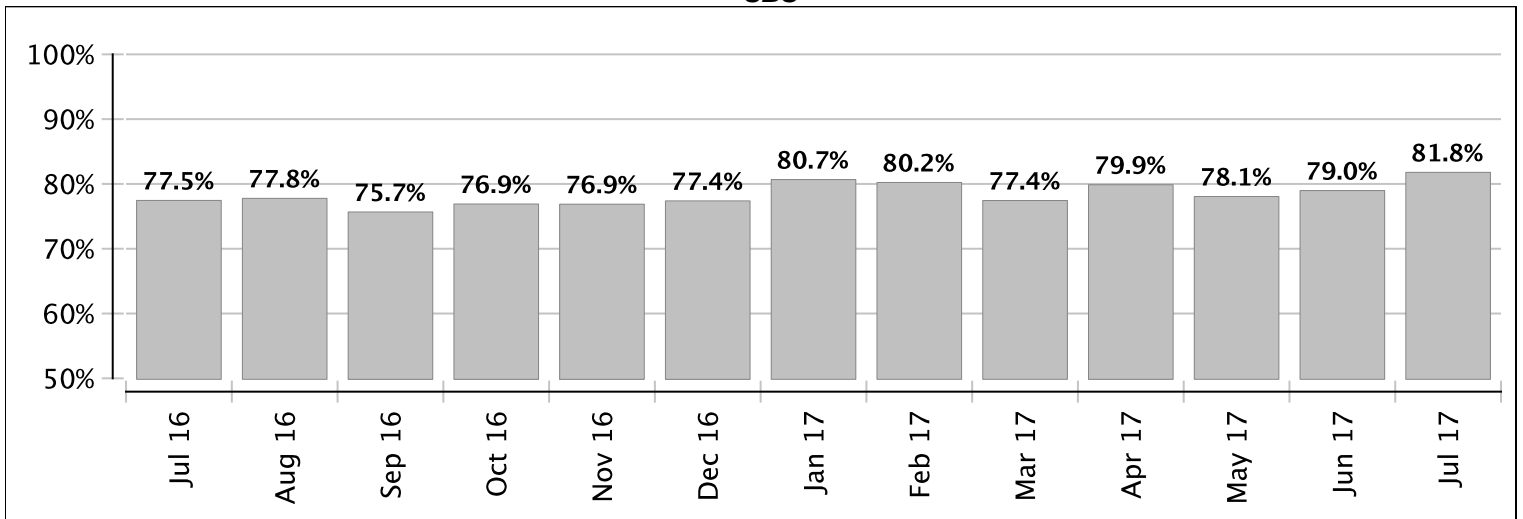
Bus Weekday Wait Assessment

Manhattan

LCL/LTD



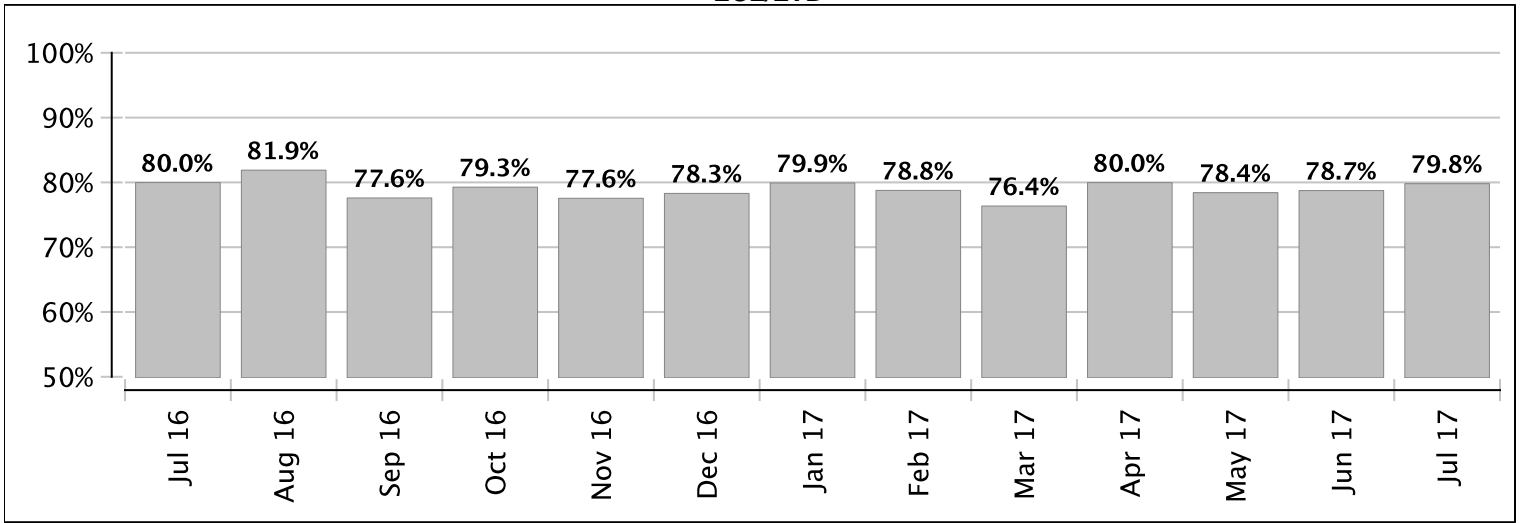
SBS



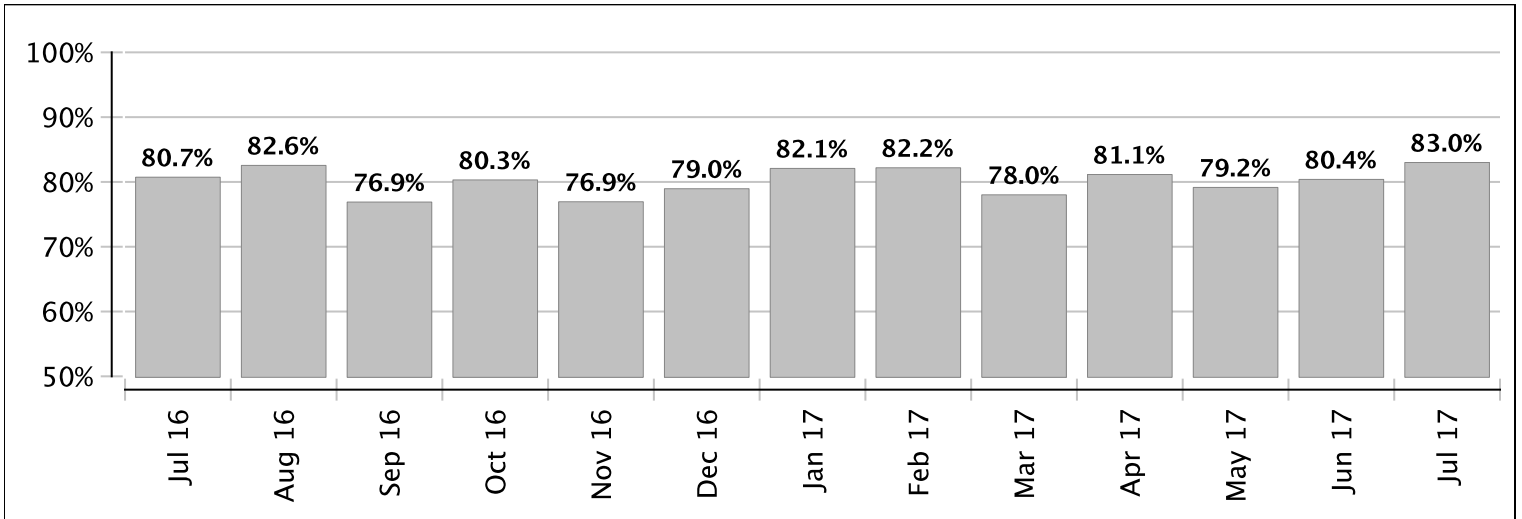
Bus Weekday Wait Assessment

Queens

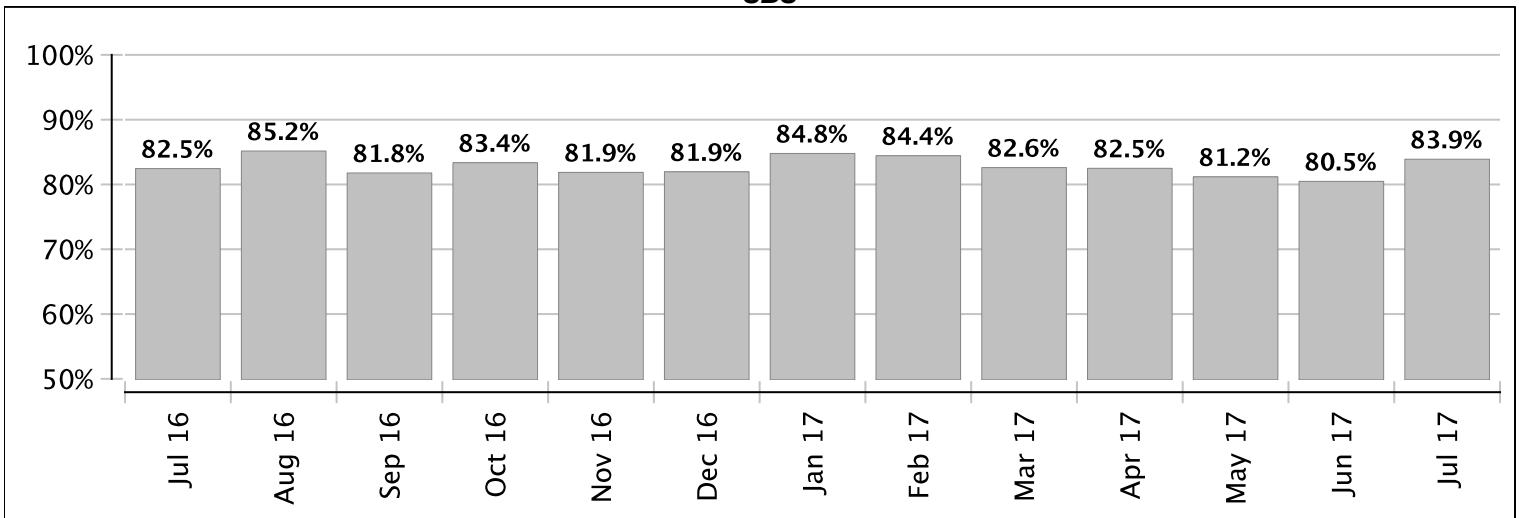
LCL/LTD



EXP



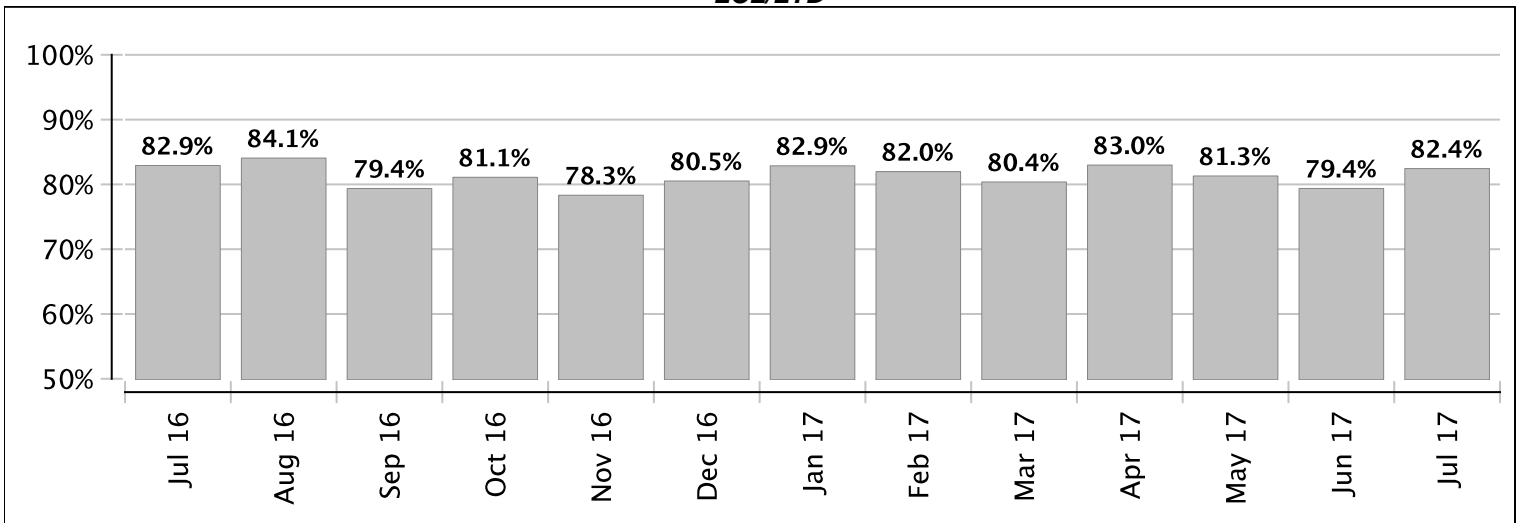
SBS



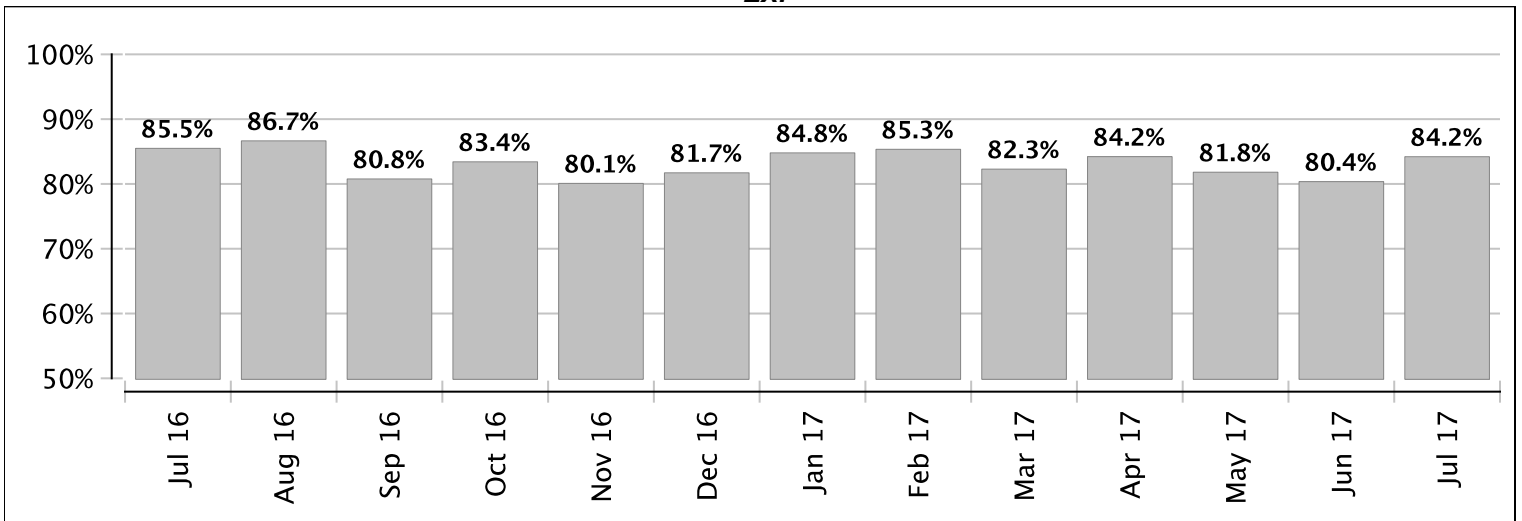
Bus Weekday Wait Assessment

Staten Island

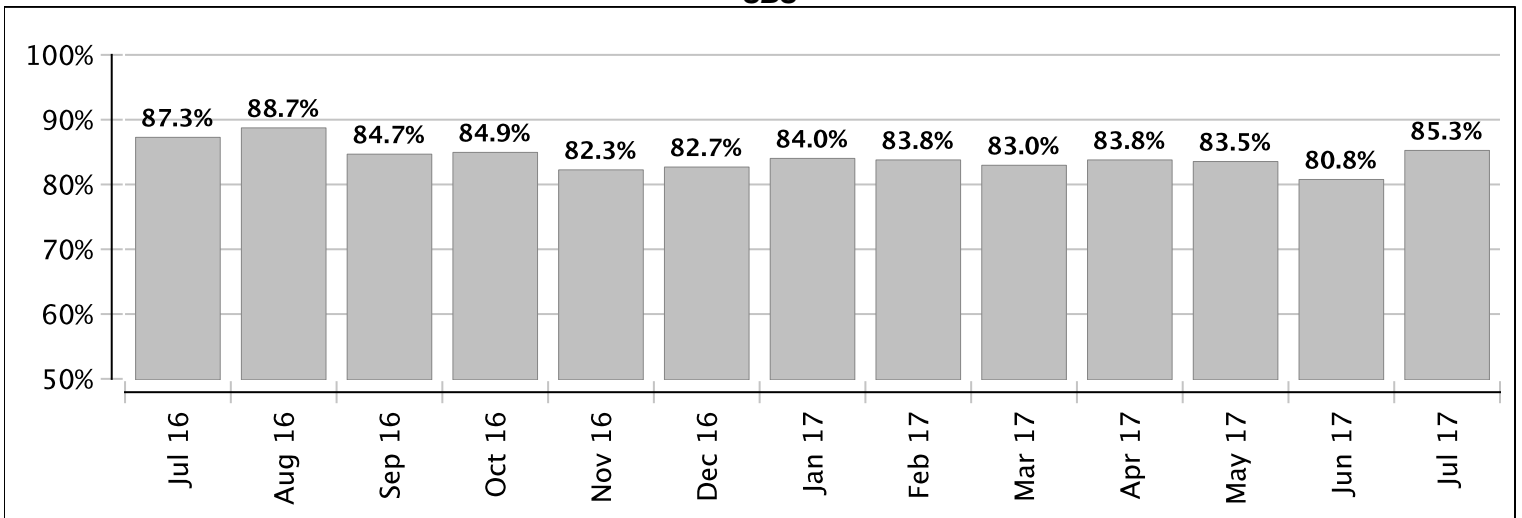
LCL/LTD



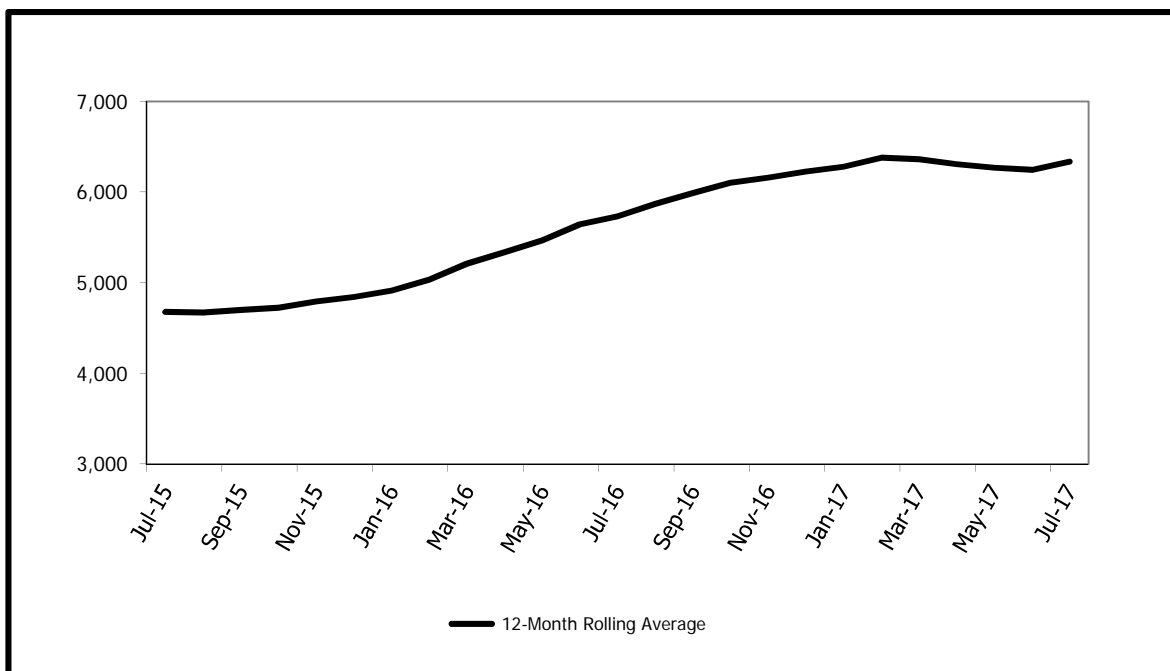
EXP



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

July 2017: 5,910
July 2016: 5,039

12-Month Average

August 16 - July 17: 6,336
August 15 - July 16: 5,731

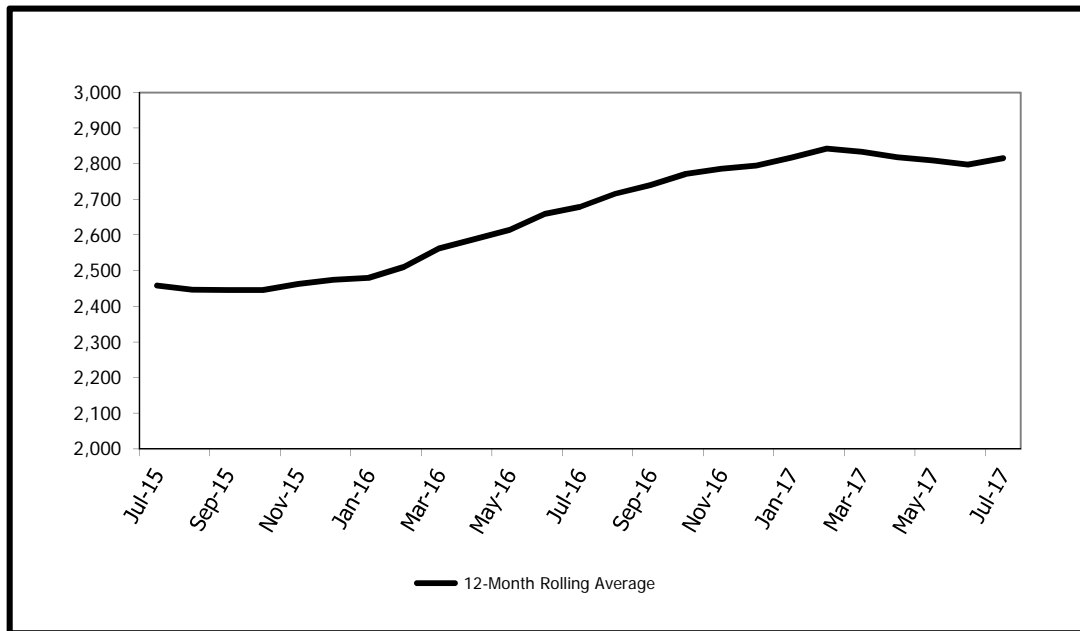
Annual Results

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

July 2017: 2,699
July 2016: 2,511

12-Month Average

August 16 - July 17: 2,815
August 15 - July 16: 2,679

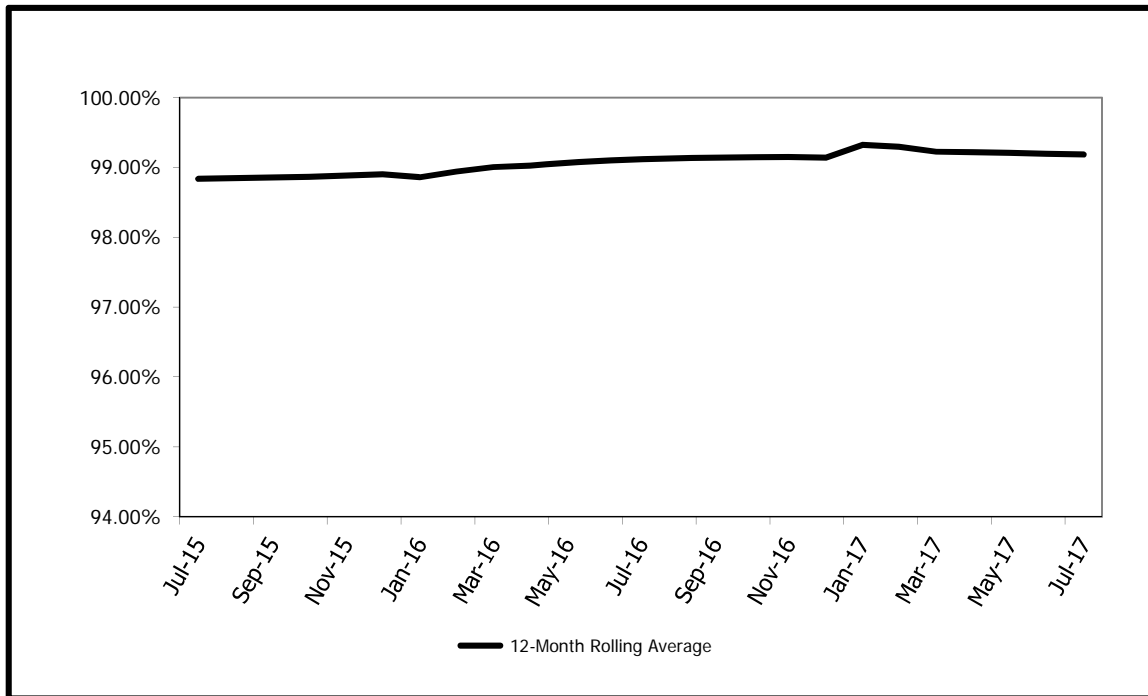
Annual Results

2017 YTD: 2,782
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

July 2017: 99.20%
July 2016: 99.35%

12-Month Average

August 16 - July 17 99.18%
August 15 - July 16 99.12%

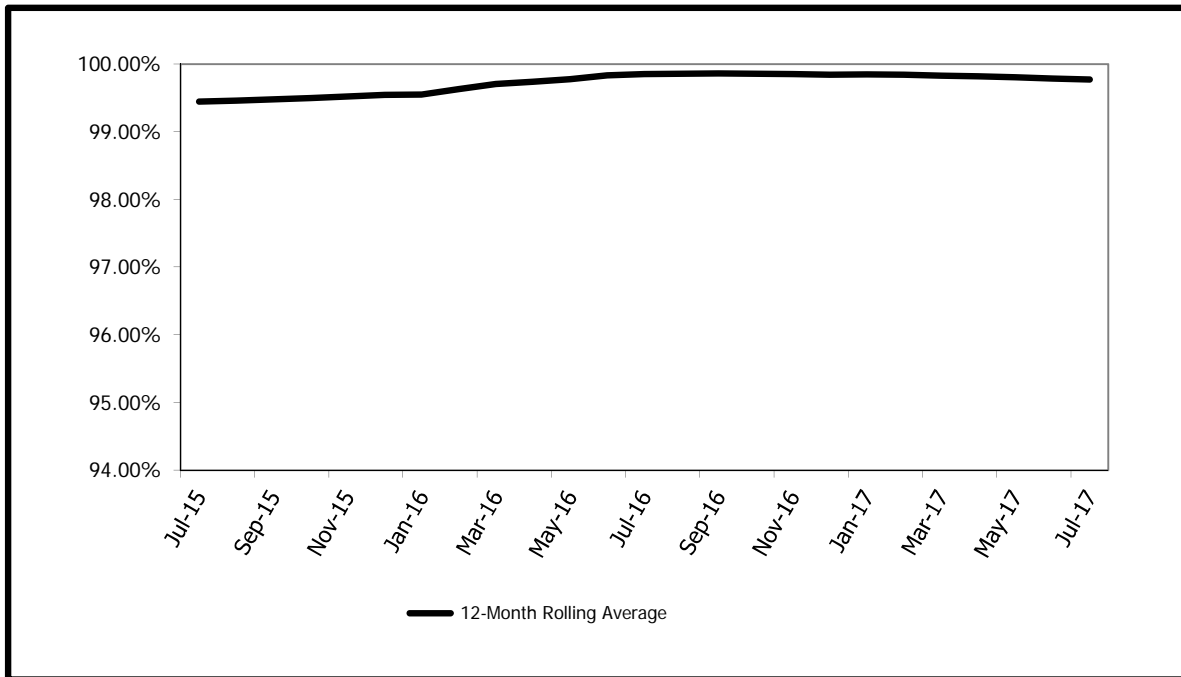
Annual Results

2017 YTD: 99.09%
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

July 2017: 99.76%
July 2016: 99.97%

12-Month Average

August 16 - July 17 99.77%
August 15 - July 16 99.85%

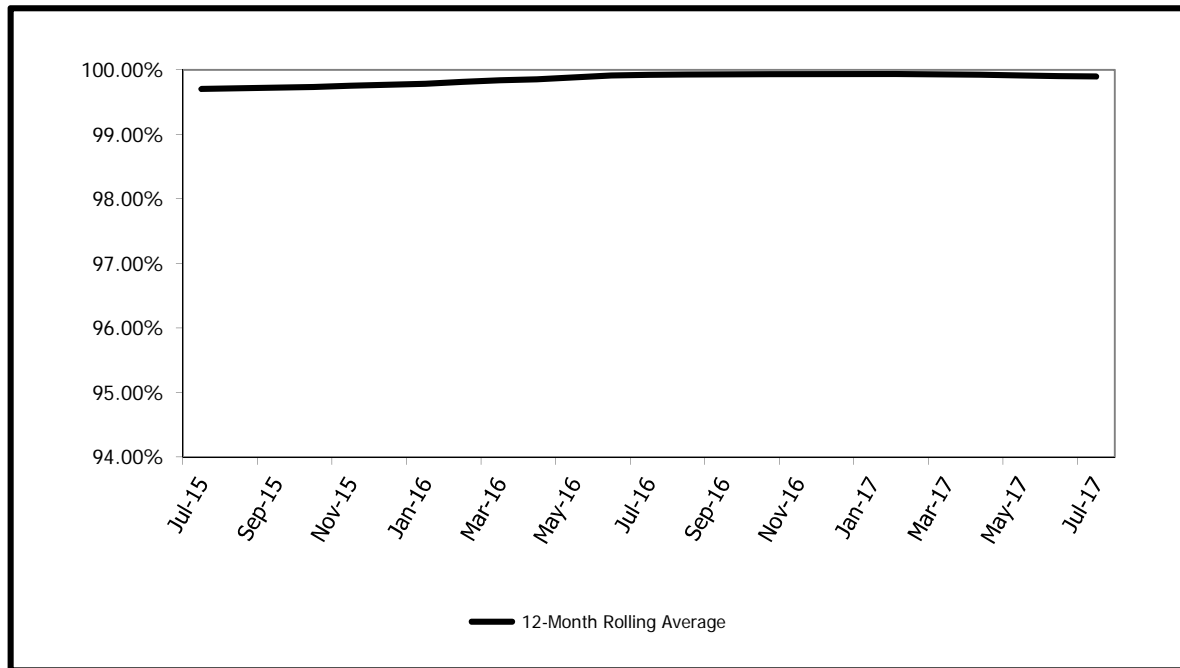
Annual Results

2017 YTD: 99.72%
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

July 2017:	99.87%	August 16 - July 17	99.89%	2017 YTD:	99.87%
July 2016:	99.97%	August 15 - July 16	99.92%	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		
	Aug 2014 - Jul 2015	Aug 2015 - Jul 2016	Aug 2016 - Jul 2017
Subways			
Subway Customer Accidents per Million Customers ¹	2.65	2.51	2.73
Subway Collisions ^{2,3}	0	0	0
Subway Derailments ^{2,3}	1	2	5
Subway Fires ²	1,033	947	960
Buses			
Bus Collisions Per Million Miles Regional	51.33	55.49	55.26
Bus Collision Injuries Per Million Miles Regional	6.42	6.58	6.22
Bus Customer Accidents Per Million Customers Regional	1.10	1.21	1.27
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees	3.77	4.13	3.47

¹ 12-Month Average data from July through June.

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

³ Data from September through August.

Leading Indicators				
Subways	August	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	34	238	340	70.0%
Joint Track Safety Audits -- Compliance Rate	98.3%	98.2%	100.0%	98.2%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	8,609	52,723	49,814	105.8%
Station -- Emergency Communication				
Help Point Installations*	3	45	79	57.0%
Buses	August	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System Pilot	41	184	225	81.8%
Collision Warning System Pilot	0	112	114	98.2%
Vision Zero Employee Training	598	4,543	5,600	81.1%

* 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 AUGUST

	2017	2016	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	1	0	1	***. *%
ROBBERY	42	35	7	20.0%
GL	109	158	-49	-31.0%
FELASSAULT	25	20	5	25.0%
BURGLARY	6	3	3	100.0%
<u>TOTAL MAJOR FELONIES</u>	<u>183</u>	<u>216</u>	<u>-33</u>	<u>-15.3%</u>

During August, the daily Robbery average increased from 1.1 to 1.4

During August, the daily Major Felony average decreased from 7 to 5.9

CRIME STATISTICS JANUARY THRU AUGUST

	2017	2016	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	3	0	3	***. *%
ROBBERY	297	340	-43	-12.6%
GL	1030	1012	18	1.8%
FELASSAULT	214	201	13	6.5%
BURGLARY	19	14	5	35.7%
<u>TOTAL MAJOR FELONIES</u>	<u>1563</u>	<u>1568</u>	<u>-5</u>	<u>-0.3%</u>

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

Year to date the daily Major Felony average decreased from 6.5 to 6.4

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

AUGUST ACTIVITY

	2017	2016	Diff	% Change
Total Arrests	2018	2862	-844	-29.5%
TOS Arrests	1300	2131	-831	-39.0%
Total Summons	5570	7100	-1530	-21.5%
TOS TABs	4219	5811	-1592	-27.4%

JANUARY THRU AUGUST ACTIVITY

	2017	2016	Diff	% Change
Total Arrests	18417	24787	-6370	-25.7%
TOS Arrests	12577	16688	-4111	-24.6%
Total Summons	51024	55685	-4661	-8.4%
TOS TABs	38882	44466	-5584	-12.6%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-AUGUST																				
	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	2	4	2	1	1	0	0	1	1	1	1	0
Rape	1	8	0	3	1	0	2	1	3	3	0	2	1	0	2	8	4	5	1	0	3
Robbery	1046	961	852	683	641	624	588	532	622	651	530	506	473	477	502	579	418	288	332	344	297
Assault	229	248	211	178	143	145	143	142	129	128	138	118	108	134	129	131	132	133	169	204	214
Burglary	20	10	2	4	16	6	3	5	1	5	2	5	1	2	6	18	25	11	12	14	19
GL	1629	1273	1152	1205	1080	1017	823	882	907	983	840	874	767	796	1025	1131	1089	1027	1069	1023	1030
TOTAL MAJOR FELONIES	2926	2500	2221	2074	1882	1792	1560	1564	1666	1772	1514	1507	1351	1410	1664	1867	1669	1465	1584	1586	1563
Major Fel Per Day	16.17	13.81	12.27	11.40	10.40	9.90	8.62	8.59	9.20	7.29	6.23	6.18	5.56	5.80	6.85	7.65	6.87	6.03	6.52	6.50	6.43

**Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 9/3/2017)**

Motivation:

Motivation	2017	2016	Diff	% Change
ASIAN	0	1	-1	-100%
BLACK	2	1	1	100%
ETHNIC	1	0	1	100%
HISPANIC	1	0	1	100%
MUSLIM	1	0	1	100%
OTHER	4	4	0	0%
SEMITIC	25	2	23	1150%
SEXUAL ORIENTATION	8	10	-2	-20%
WHITE	2	1	1	100%
Grand Total	44	19	25	132%

Crime Name:

Crime Name	2017	2016	Diff	% Change
Aggravated Harassment 1	2	1	1	100%
Aggravated Harassment 2	4	2	2	100%
Assault 2	3	2	1	50%
Assault 3	7	7	0	0%
Criminal Mischief 3	1	0	1	100%
Criminal Mischief 4	26	3	23	767%
Grand Larceny 4	0	1	-1	-100%
Menacing 2	1	2	-1	-50%
Robbery 2	0	1	-1	-100%
Grand Total	44	19	25	132%

Transit District by Motivation:

TD	Motivation	2017	2016	Diff	% Change
TD 1	OTHER	1	1	0	0%
	SEMITIC	4	0	4	400%
	SEXUAL ORIENTATION	0	1	-1	-100%
TD 11	OTHER	1	0	1	100%
	SEXUAL ORIENTATION	0	3	-3	-100%
TD 12	SEMITIC	1	0	1	100%
	SEXUAL ORIENTATION	2	0	2	200%
TD 2	BLACK	0	1	-1	-100%
	OTHER	0	1	-1	-100%
	SEMITIC	5	0	5	500%
	SEXUAL ORIENTATION	1	1	0	0%
TD 20	ETHNIC	1	0	1	100%
	SEXUAL ORIENTATION	1	0	1	100%
	WHITE	1	0	1	100%
TD 23	OTHER	0	1	-1	-100%
TD 3	ASIAN	0	1	-1	-100%
	MUSLIM	1	0	1	100%
	OTHER	2	0	2	200%
	SEMITIC	1	0	1	100%
	SEXUAL ORIENTATION	0	4	-4	-100%
TD 30	BLACK	1	0	1	100%
	SEMITIC	6	0	6	600%
	SEXUAL ORIENTATION	4	0	4	400%
	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	2	1	1	100%
TD 4	SEMITIC	3	0	3	300%
	SEXUAL ORIENTATION	0	1	-1	-100%
Grand Total		44	19	25	132%

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	4	1	3	300%
TD 11	Assault 3	0	2	-2	-100%
	Criminal Mischief 4	1	0	1	100%
	Menacing 2	0	1	-1	-100%
TD 12	Assault 2	1	0	1	100%
	Assault 3	1	0	1	100%
	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	5	0	5	500%
	Grand Larceny 4	0	1	-1	-100%
	Menacing 2	0	1	-1	-100%
TD 20	Assault 2	1	0	1	100%
	Assault 3	2	0	2	200%
TD 23	Criminal Mischief 4	0	1	-1	-100%
TD 3	Aggravated Harassment 2	1	0	1	100%
	Assault 2	0	2	-2	-100%
	Assault 3	0	2	-2	-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 2	1	0	1	100%
	Assault 3	3	0	3	300%
	Criminal Mischief 4	5	0	5	500%

	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	2	1	1	100%
TD 4	Aggravated Harassment 2	0	1	-1	-100%
	Criminal Mischief 4	3	0	3	300%
Grand Total		44	19	25	132%

Associated Hate Crime Task Force Complaint numbers:

2017	2016
2017-001-01640	2016-006-00786
2017-001-02106	2016-010-00518
2017-001-04126	2016-014-01812
2017-001-05518	2016-014-03495
2017-006-00528	2016-014-04848
2017-010-00359	2016-020-01866
2017-014-06385	2016-026-00274
2017-017-00488	2016-026-01965
2017-018-05711	2016-026-02395
2017-019-01370	2016-028-02049
2017-019-02686	2016-028-03717
2017-020-00490	2016-034-04179
2017-020-00531	2016-040-05999
2017-020-01761	2016-044-04296
2017-030-00565	2016-044-04657
2017-030-01195	2016-070-00703
2017-033-01441	2016-070-00945
2017-040-07617	2016-090-02508
2017-040-09260	2016-100-02409
2017-043-07976	Grand Total: 19
2017-045-01210	
2017-050-00744	
2017-061-01742	
2017-061-04896	

2017-070-01639
2017-070-01666
2017-070-01938
2017-075-03051
2017-076-01850
2017-078-01080
2017-079-01596
2017-079-05242
2017-084-00310
2017-084-00485
2017-084-00653
2017-084-00676
2017-084-01723
2017-084-02787
2017-084-03404
2017-088-01133
2017-088-01876
2017-102-04879
2017-103-00305
2017-107-00043
Grand Total: 44



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

August 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	2	0	2	100%
Burglary	0	0	0	0%
Grand Larceny	1	0	1	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	3	1	2	200%

Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	4	1	25%
Felony Assault	4	1	3	300%
Burglary	0	0	0	0%
Grand Larceny	4	7	-3	-43%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	13	12	1	8%

Monthly Operations Report

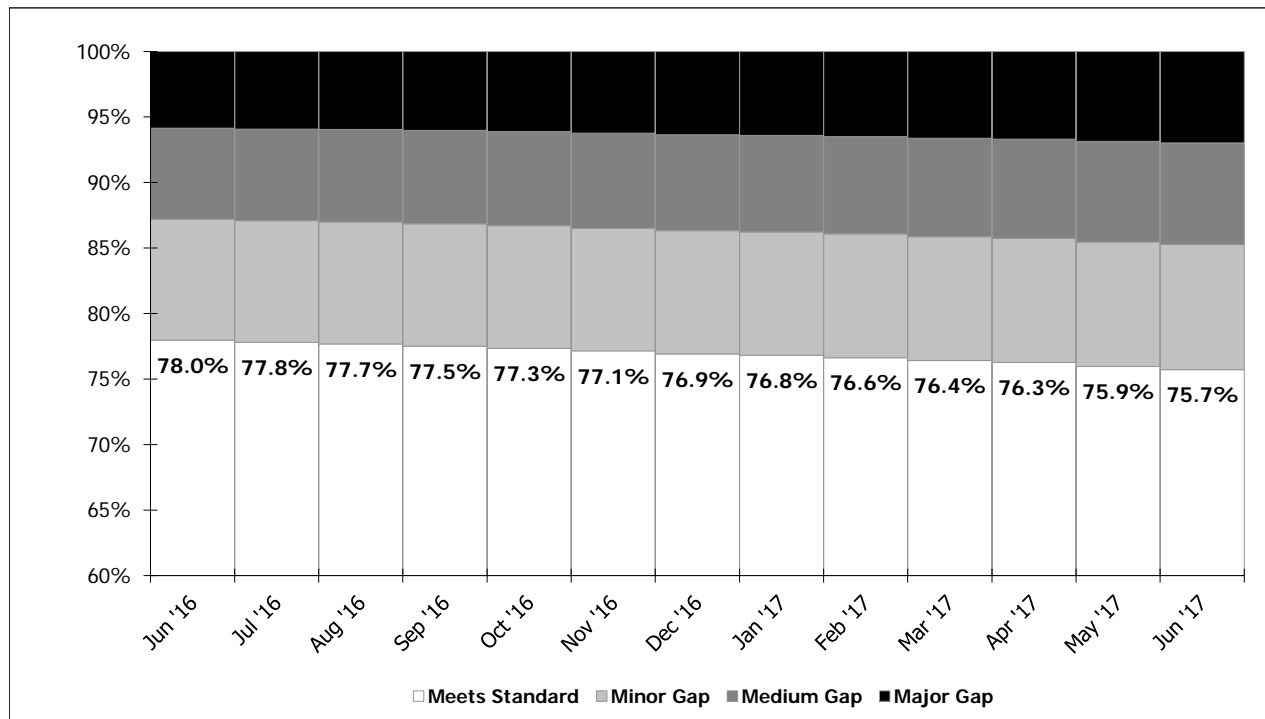
Statistical results for the month of June 2017 are shown below.

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: June 2017			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)	74.4%	77.2%	-2.8%	75.7%	78.0%	-2.3%
A Division Weekday Wait Assessment	71.7%	73.3%	-1.6%	72.4%	74.5%	-2.1%
B Division Weekday Wait Assessment	75.8%	79.3%	-3.5%	77.5%	79.8%	-2.3%
System Weekend Wait Assessment (Chart 3)	81.6%	83.1%	-1.5%	83.3%	84.1%	-0.8%
A Division Weekend Wait Assessment	81.1%	80.8%	+0.3%	81.5%	83.1%	-1.6%
B Division Weekend Wait Assessment	81.9%	84.4%	-2.5%	84.4%	84.8%	-0.4%
System Weekday Terminal On-Time Performance (Charts 4-5)	61.8%	67.5%	-5.7%	64.0%	68.8%	-4.8%
A Division Weekday Terminal On-Time Performance	59.0%	63.5%	-4.5%	60.8%	64.5%	-3.7%
B Division Weekday Terminal On-Time Performance	64.0%	71.0%	-7.0%	66.7%	72.3%	-5.6%
System Number of Weekday Trains Delayed (Chart 6)	67,852	55,391	+22.5%	60,041	51,543	+16.5%
System Weekend Terminal On-Time Performance (Charts 7-8)	67.6%	71.0%	-3.4%	71.6%	73.4%	-1.8%
A Division Weekend Terminal On-Time Performance	64.7%	66.5%	-1.8%	68.0%	71.5%	-3.5%
B Division Weekend Terminal On-Time Performance	69.7%	74.1%	-4.4%	74.2%	74.7%	-0.5%
System Number of Weekend Trains Delayed (Chart 9)	14,317	13,135	+9.0%	14,467	13,368	+8.2%
Mean Distance Between Failures (Charts 10-11)	122,822	114,987	+6.8%	115,760	120,313	-3.8%
A Division Mean Distance Between Failures	124,811	115,944	+7.6%	116,653	114,270	+2.1%
B Division Mean Distance Between Failures	121,434	114,281	+6.3%	115,122	125,224	-8.1%
System Weekday Service-KPI (Charts 12-13)	70.9%	74.6%	-3.7%	72.4%	75.4%	-3.0%
A Division Weekday Service-KPI	68.6%	70.7%	-2.1%	69.4%	71.7%	-2.3%
B Division Weekday Service-KPI	72.3%	77.2%	-4.9%	74.2%	77.9%	-3.7%
System Weekday PES-KPI (Charts 14-16)				92.3%	92.1%	+0.2%
Staten Island Railway						
24 Hour On-Time Performance	98.6%	96.7%	+1.9%	95.1%	96.0%	-0.9%
AM Rush On-Time Performance	100.0%	95.9%	+4.1%	97.8%	95.5%	+2.3%
PM Rush On-Time Performance	99.8%	99.3%	+0.5%	95.1%	98.5%	-3.4%
Percentage of Completed Trips	99.9%	99.7%	+0.2%	99.8%	99.9%	-0.1%
Mean Distance Between Failures	73,448	44,034	+66.8%	52,748	79,681	-33.8%
Staten Island Railway PES-KPI (Chart 17)				87.8%	91.6%	-3.8%

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>	
Jul '16 - Jun '17	75.7%	9.5%	7.8%	7.0%	2017 TARGET: 80.7%
Jul '15 - Jun '16	78.0%	9.2%	7.0%	5.9%	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)

Jul '16 - Jun '17					Jul '15 - Jun '16				
Line	Headways				Headways				Standard Difference
	Meets	GAP			Meets	GAP			
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	
1	76.6%	9.7%	7.5%	6.1%	78.1%	9.4%	7.0%	5.6%	-1.5%
2	67.8%	10.6%	10.7%	10.9%	71.4%	10.2%	9.7%	8.8%	-3.6%
3	72.1%	10.9%	9.2%	7.8%	76.9%	10.0%	7.4%	5.7%	-4.8%
4	67.6%	10.2%	10.1%	12.1%	70.1%	9.7%	9.0%	11.1%	-2.5%
5	63.2%	10.4%	11.8%	14.7%	65.9%	10.2%	10.8%	13.1%	-2.7%
6	66.6%	9.7%	10.6%	13.1%	67.5%	9.6%	10.4%	12.4%	-0.9%
7	72.0%	11.7%	9.5%	6.8%	74.1%	11.0%	8.8%	6.1%	-2.1%
S 42nd	93.0%	3.5%	2.1%	1.5%	92.2%	4.0%	2.0%	1.8%	+0.8%
Subdivision A	72.4%	9.6%	8.9%	9.1%	74.5%	9.3%	8.1%	8.1%	-2.1%
A	69.0%	9.4%	9.8%	11.8%	72.1%	9.6%	9.1%	9.1%	-3.1%
B	74.9%	10.8%	7.9%	6.4%	78.5%	10.5%	6.5%	4.5%	-3.6%
C	72.7%	12.2%	9.1%	6.0%	77.1%	11.3%	7.5%	4.1%	-4.4%
D	76.0%	11.0%	8.0%	5.0%	80.4%	10.2%	6.2%	3.1%	-4.4%
E	70.8%	10.7%	9.7%	8.8%	73.4%	10.5%	8.7%	7.4%	-2.6%
F	70.9%	9.5%	9.4%	10.1%	73.4%	9.7%	8.6%	8.3%	-2.5%
S Fkln	98.3%	0.3%	0.4%	1.0%	97.6%	0.3%	0.6%	1.5%	+0.7%
G	81.9%	10.6%	5.3%	2.2%	82.4%	10.1%	5.1%	2.4%	-0.5%
S Rock	94.1%	3.5%	1.3%	1.1%	94.0%	3.5%	1.1%	1.3%	+0.1%
JZ	76.8%	10.6%	7.4%	5.2%	78.7%	10.3%	6.7%	4.3%	-1.9%
L	77.6%	11.6%	6.8%	3.9%	77.4%	11.1%	6.9%	4.5%	+0.2%
M	74.7%	10.3%	8.0%	7.1%	77.5%	10.0%	7.1%	5.4%	-2.8%
N	74.5%	11.1%	8.3%	6.1%	78.9%	10.8%	6.8%	3.5%	-4.4%
Q	75.8%	10.7%	7.7%	5.7%	79.3%	10.3%	6.1%	4.3%	-3.5%
R	74.8%	10.2%	8.2%	6.8%	76.1%	10.0%	7.9%	6.0%	-1.3%
Subdivision B	77.5%	9.5%	7.2%	5.8%	79.8%	9.2%	6.3%	4.7%	-2.3%
Systemwide	75.7%	9.5%	7.8%	7.0%	78.0%	9.2%	7.0%	5.9%	-2.3%

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)

Jul '16 - Jun '17					Jul '15 - Jun '16				
Line	Headways				Headways				Standard Difference
	Meets	GAP			Meets	GAP			
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	
1	77.9%	10.1%	7.0%	5.0%	88.2%	6.6%	3.4%	1.8%	-10.3%
2	74.1%	11.7%	9.3%	4.9%	76.1%	10.7%	8.5%	4.7%	-2.0%
3	84.4%	9.2%	4.4%	2.0%	85.3%	8.3%	4.3%	2.2%	-0.9%
4	73.8%	10.3%	9.1%	6.8%	74.4%	10.1%	8.3%	7.2%	-0.6%
5	80.4%	9.5%	5.7%	4.3%	80.5%	8.3%	6.2%	5.0%	-0.1%
6	82.7%	8.6%	5.4%	3.3%	80.7%	9.0%	6.2%	4.1%	+2.0%
7	81.2%	10.5%	5.6%	2.8%	80.7%	9.9%	5.9%	3.5%	+0.5%
S 42nd	97.4%	0.8%	0.5%	1.3%	98.5%	0.4%	0.3%	0.8%	-1.1%
Subdivision A	81.5%	8.8%	5.9%	3.8%	83.1%	7.9%	5.4%	3.7%	-1.6%
A	75.2%	10.9%	8.6%	5.3%	76.4%	10.4%	8.0%	5.3%	-1.2%
C	79.6%	10.7%	6.6%	3.1%	80.3%	10.5%	6.1%	3.1%	-0.7%
D	80.9%	10.8%	5.8%	2.5%	81.1%	10.8%	5.7%	2.4%	-0.2%
E	82.8%	9.6%	5.1%	2.5%	84.3%	8.7%	4.5%	2.5%	-1.5%
F	80.0%	10.1%	6.8%	3.1%	79.4%	10.1%	6.9%	3.6%	+0.6%
S Fkln	98.5%	0.4%	0.4%	0.7%	96.7%	0.3%	0.5%	2.4%	+1.8%
G	87.0%	8.5%	3.1%	1.4%	88.0%	7.8%	2.6%	1.6%	-1.0%
S Rock	94.9%	3.1%	1.0%	1.0%	94.4%	3.5%	0.9%	1.1%	+0.5%
JZ	85.9%	7.4%	4.1%	2.6%	87.5%	7.0%	3.1%	2.4%	-1.6%
L	81.3%	10.0%	5.0%	3.7%	78.1%	9.6%	6.1%	6.2%	+3.2%
M	92.9%	3.8%	1.6%	1.8%	92.1%	3.9%	1.2%	2.8%	+0.8%
N	80.3%	10.6%	6.2%	2.9%	82.5%	10.1%	5.2%	2.3%	-2.2%
Q	84.4%	8.7%	4.6%	2.3%	87.0%	7.0%	2.7%	3.2%	-2.6%
R	77.5%	10.6%	7.6%	4.4%	79.1%	10.7%	6.8%	3.4%	-1.6%
Subdivision B	84.4%	8.2%	4.8%	2.7%	84.8%	7.9%	4.3%	3.0%	-0.4%
Systemwide	83.3%	8.4%	5.2%	3.1%	84.1%	7.9%	4.7%	3.3%	-0.8%

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

Headway
Definitions

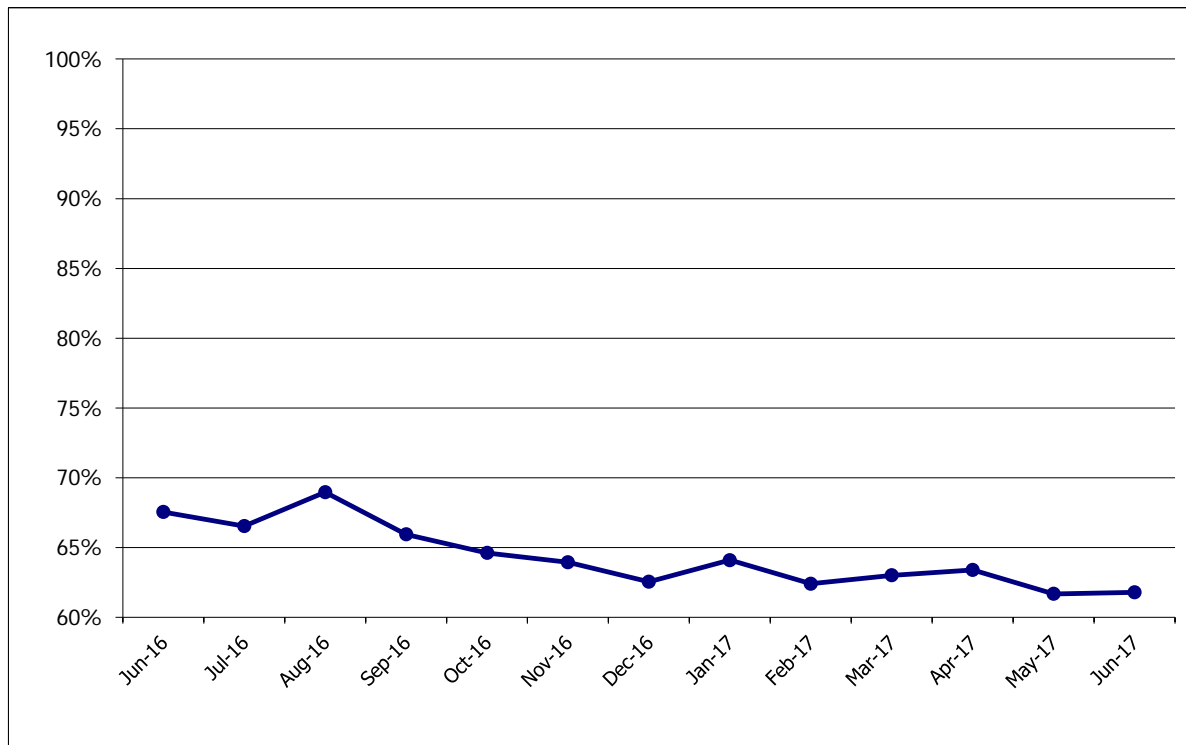
Minor Gap: From 25% to 50% over scheduled headway

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

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

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

Jun 2017: 61.8%

Jun 2016: 67.5%

Jul '16 - Jun '17

12-Mon Avg: 64.0%

Subdivision A

Monthly Results

Jun 2017: 59.0%

Jun 2016: 63.5%

Jul '16 - Jun '17

12-Mon Avg: 60.8%

Subdivision B

Monthly Results

Jun 2017: 64.0%

Jun 2016: 71.0%

Jul '16 - Jun '17

12-Mon Avg: 66.7%

Discussion of Results

In June 2017, Over Crowding (27,097 delays), Track Gangs (10,897 delays), and ROW Delays (10,718 delays) were the highest categories of delays, representing 71.8% of the total 67,852 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>Jul '16 - Jun '17</u>	<u>Jul '15 - Jun '16</u>	<u>% Difference</u>
1	68.8%	74.8%	-6.0%
2	32.1%	40.3%	-8.2%
3	52.2%	63.0%	-10.8%
4	33.5%	41.3%	-7.8%
5	34.0%	37.5%	-3.5%
6	49.1%	48.0%	+1.1%
7	76.5%	79.9%	-3.4%
S 42nd	98.9%	99.2%	-0.3%
Subdivision A	60.8%	64.5%	-3.7%
A	57.9%	64.9%	-7.0%
B	59.0%	74.0%	-15.0%
C	61.8%	74.9%	-13.1%
D	59.5%	70.8%	-11.3%
E	62.7%	68.5%	-5.8%
F	50.7%	58.7%	-8.0%
S Fkln	99.5%	99.6%	-0.1%
G	76.7%	75.1%	+1.6%
S Rock	93.8%	95.6%	-1.8%
JZ	62.8%	67.9%	-5.1%
L	91.6%	91.4%	0.2%
M	63.6%	69.8%	-6.2%
N	55.5%	64.3%	-8.8%
Q	66.9%	70.3%	-3.4%
R	63.3%	60.5%	+2.8%
Subdivision B	66.7%	72.3%	-5.6%
Systemwide	64.0%	68.8%	-4.8%

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

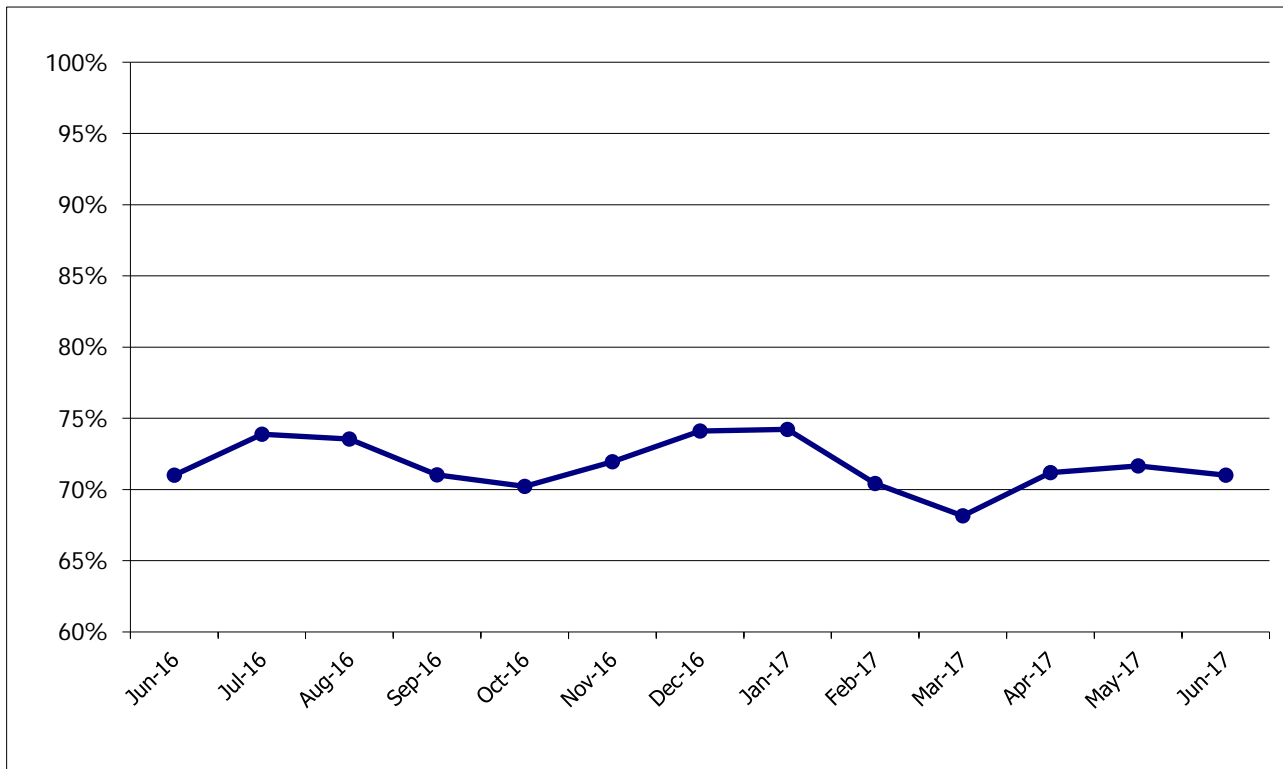
Subway Weekday Trains Delayed **Monthly** **(24 hours)**

<u>Categories</u>	<u>June 2017 Trains Delayed</u>
Over Crowding	27,097
Track Gangs	10,897
ROW Delays	10,718
Work Equipment/G. O.	3,376
Car Equipment	3,012
Sick Customer	2,539
Operational Diversions	2,328
Police	1,979
Unruly Customer	1,595
Employee	1,579
Collision/Derailment	850
Fire	618
Infrastructure	542
Inclement Weather	439
External	282
Total Trains Delayed *	67,852

* 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

Jun 2017: 67.6%

Jun 2016: 71.0%

Jul '16 - Jun '17

12-Mon Avg: 71.6%

Subdivision A

Monthly Results

Jun 2017: 64.7%

Jun 2016: 66.5%

Jul '16 - Jun '17

12-Mon Avg: 68.0%

Subdivision B

Monthly Results

Jun 2017: 69.7%

Jun 2016: 74.1%

Jul '16 - Jun '17

12-Mon Avg: 74.2%

Discussion of Results

In June 2017, Work Equipment/G. O. (4,750 delays), Over Crowding (2,759 delays), and Track Gangs (2,078 delays) were the highest categories of delays, representing 67.% of the total 14,317 delays.

Chart 7

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

<u>Line</u>	<u>Jul '16 - Jun '17</u>	<u>Jul '15 - Jun '16</u>	<u>% Difference</u>
1	74.2%	87.8%	-13.6%
2	40.9%	44.9%	-4.0%
3	54.3%	58.4%	-4.1%
4	47.8%	51.4%	-3.6%
5	58.6%	69.8%	-11.2%
6	61.9%	59.4%	+2.5%
7	83.3%	84.1%	-0.8%
S 42nd	99.5%	99.6%	-0.1%
Subdivision A	68.0%	71.5%	-3.5%
A	67.7%	60.8%	+6.9%
C	67.8%	47.9%	+19.9%
D	67.4%	69.2%	-1.8%
E	64.9%	63.1%	+1.8%
F	46.8%	36.6%	+10.2%
S Fkln	99.6%	99.4%	+0.2%
G	82.7%	87.3%	-4.6%
S Rock	92.2%	97.5%	-5.3%
JZ	82.2%	85.8%	-3.6%
L	90.0%	88.7%	+1.3%
M	94.4%	97.3%	-2.9%
N	59.7%	71.5%	-11.8%
Q	79.0%	81.4%	-2.4%
R	58.6%	70.9%	-12.3%
Subdivision B	74.2%	74.7%	-0.5%
Systemwide	71.6%	73.4%	-1.8%

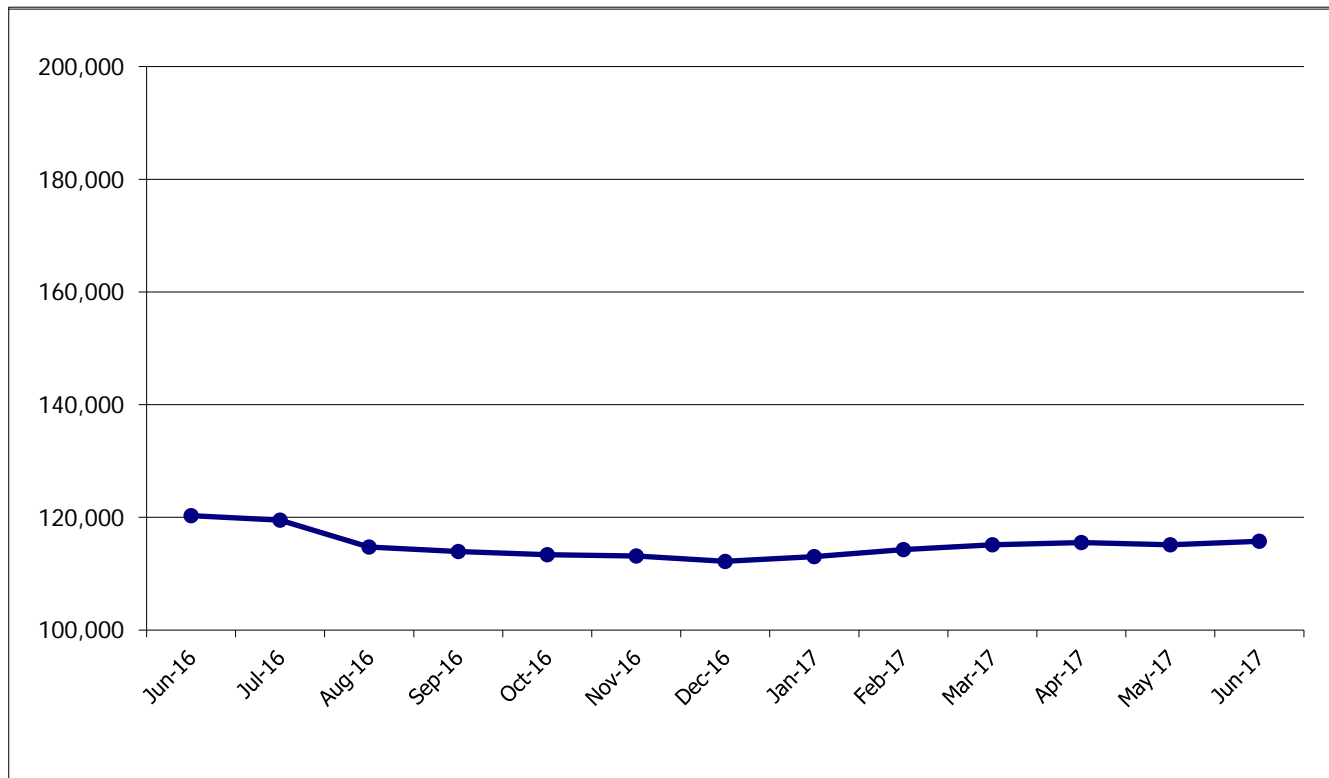
Chart 8

Subway Weekend Trains Delayed Monthly (24 hours)

<u>Categories</u>	<u>June 2017 Trains Delayed</u>
Work Equipment/G. O.	4,750
Over Crowding	2,759
Track Gangs	2,078
ROW Delays	1,748
Car Equipment	561
Sick Customer	480
Employee	474
Unruly Customer	467
Operational Diversions	332
Police	320
Fire	159
External	105
Inclement Weather	73
Infrastructure	11
Collision/Derailment	0
Total Trains Delayed *	14,317

* 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

Jun 2017: 122,822

Jun 2016: 114,987

12-Month Average

Jul '16 - Jun '17: 115,760

Jul '15 - Jun '16: 120,313

Annual Result

2017 TARGET: 150,000

2016 ACTUAL: 112,208

Discussion of Results

MDBF in June 2017 changed 6.81% from June 2016. Over the past year, the MDBF 12-month average changed -3.78%.

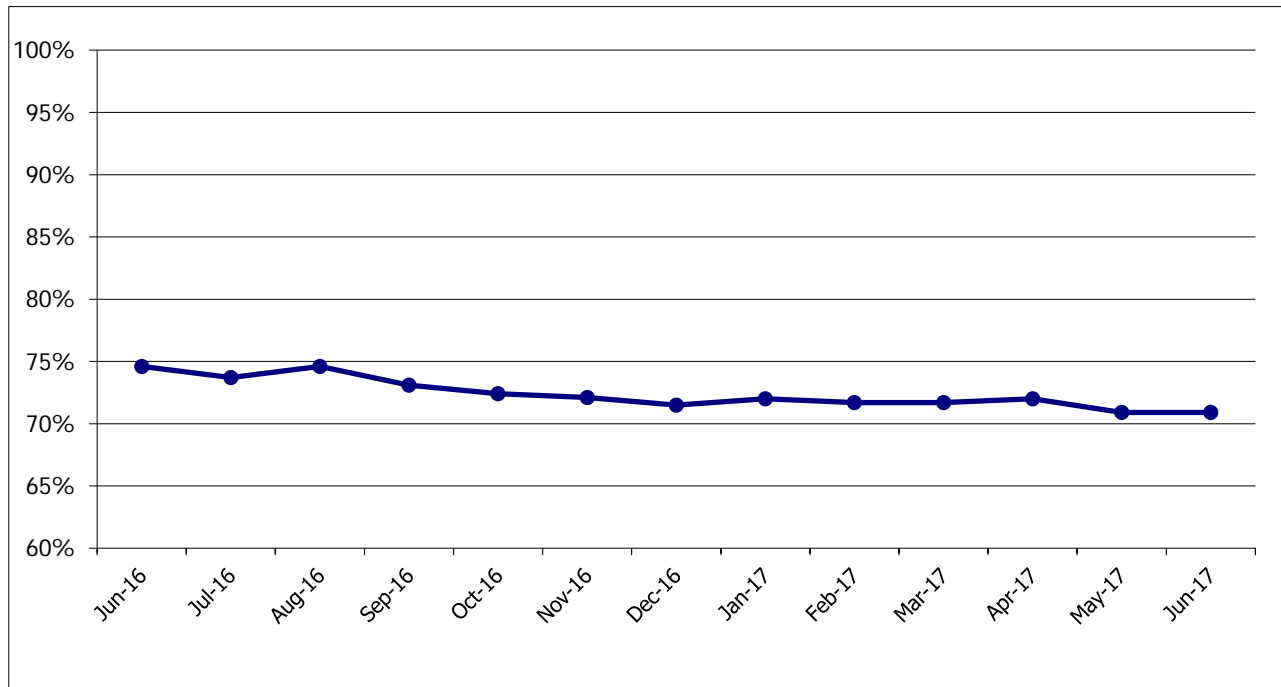
Subway Mean Distance Between Failure

12-Month Rolling Average

<u>Car Class</u>	<u># of Cars</u>	<u>Jul '16 - Jun '17</u>	<u>Jul '15 - Jun '16</u>	<u>% Change</u>
R32	222	35,918	33,028	+8.8%
R42	50	39,473	34,399	+14.8%
R46	752	77,127	82,666	-6.7%
R62	315	235,188	187,661	+25.3%
R62A	824	84,528	88,834	-4.8%
R68	425	120,521	117,467	+2.6%
R68A	200	96,030	119,045	-19.3%
R142	1,030	146,430	154,127	-5.0%
R142A	220	50,566	52,171	-3.1%
R143	212	61,608	61,702	-0.2%
R160	1,662	232,733	317,875	-26.8%
R188 - New	126	771,153	472,024	+63.4%
R188 - Conversion	380	184,085	155,578	+18.3%
FLEET	6,418	115,760	120,313	-3.8%

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
Jun 2017: 70.9%	Jun 2017: 68.6%	Jun 2017: 72.3%
Jun 2016: 74.6%	Jun 2016: 70.7%	Jun 2016: 77.2%
Jul '16 - Jun '17	Jul '16 - Jun '17	Jul '16 - Jun '17
12 Mon Avg: 72.4%	12 Mon Avg: 69.4%	12 Mon Avg: 74.2%

Chart 12

Subway Service - Key Performance Indicator (S-KPI)

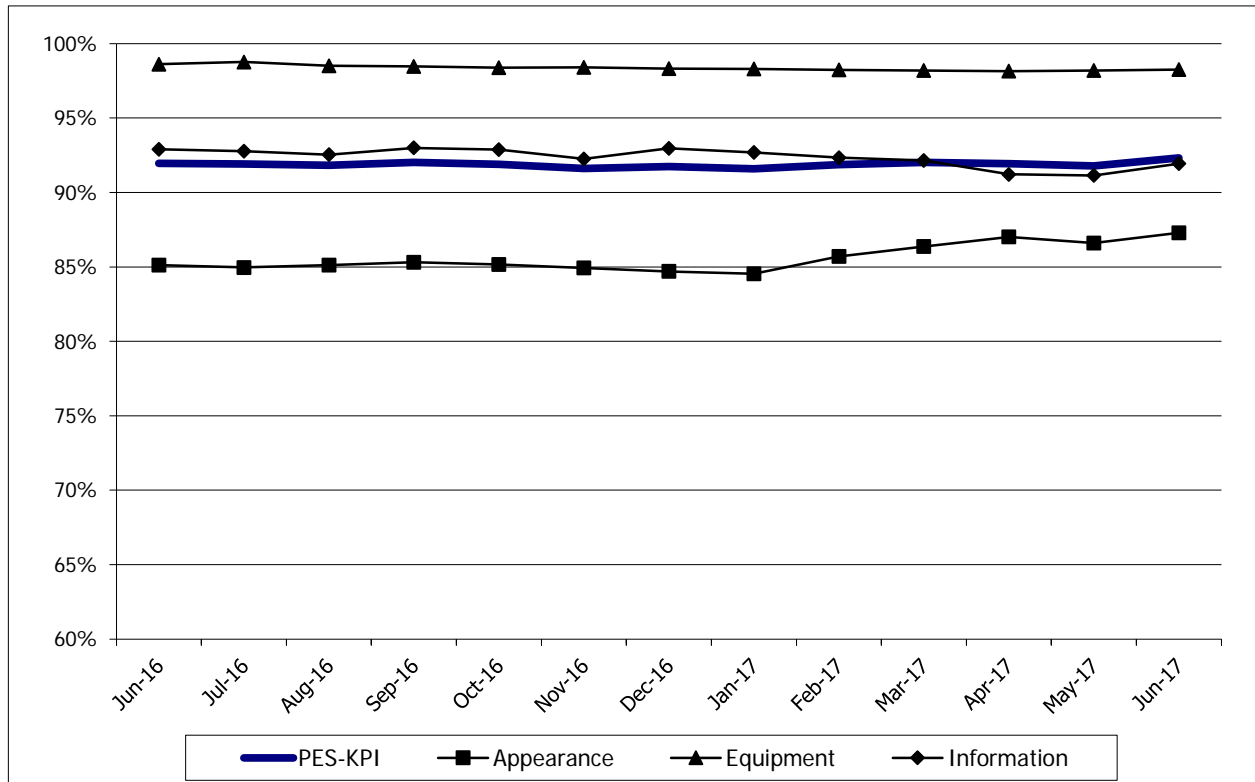
12-Month Rolling Average

<u>Line</u>	<u>Jul '16 - Jun '17</u>	<u>Jul '15 - Jun '16</u>	<u>% Difference</u>
1	72.7%	77.1%	-4.4%
2	60.3%	64.9%	-4.6%
3	68.9%	75.0%	-6.1%
4	56.0%	59.7%	-3.7%
5	57.5%	60.8%	-3.3%
6	59.3%	59.1%	+0.2%
7	76.1%	78.4%	-2.3%
S 42nd	88.7%	86.9%	+1.8%
Subdivision A	69.4%	71.7%	-2.3%
A	64.5%	68.2%	-3.7%
B	70.1%	77.5%	-7.4%
C	65.5%	72.3%	-6.8%
D	73.4%	79.5%	-6.1%
E	71.3%	74.6%	-3.3%
F	67.8%	71.7%	-3.9%
S Fkln	90.5%	91.0%	-0.5%
G	76.4%	75.9%	+0.5%
S Rock	89.7%	88.6%	+1.1%
JZ	67.8%	70.7%	-2.9%
L	79.4%	78.7%	+0.7%
M	73.9%	77.4%	-3.5%
N	71.4%	76.6%	-5.2%
Q	75.6%	78.6%	-3.0%
R	68.4%	69.9%	-1.5%
Subdivision B	74.2%	77.9%	-3.7%
Systemwide	72.4%	75.4%	-3.0%

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>
Jul '16 - Jun '17	92.3%	87.3%	98.3%	91.9%
Jul '15 - Jun '16	92.1%	85.1%	98.6%	93.4%
% Difference:	+0.2%	+2.2%	-0.3%	-1.5%

Chart 14

Subway PES-KPI - Subway Car

12-Month Rolling Average

<u>Line</u>	<u>Jul '16 - Jun '17</u>				<u>Jul '15 - Jun '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	93.1%	94.9%	97.5%	86.9%	94.9%	96.6%	98.6%	89.3%	-1.8%
2	94.8%	88.8%	96.7%	99.0%	97.6%	95.1%	99.0%	99.0%	-2.8%
3	94.9%	95.1%	97.2%	92.2%	95.2%	94.2%	99.6%	91.9%	-0.3%
4	95.5%	92.4%	96.6%	97.7%	96.8%	93.6%	98.2%	98.6%	-1.3%
5	95.6%	90.5%	98.0%	98.3%	96.5%	94.8%	97.4%	97.2%	-0.9%
6	93.3%	93.5%	96.6%	89.9%	95.7%	95.2%	98.0%	93.8%	-2.4%
7	97.0%	94.8%	98.8%	97.5%	98.3%	98.3%	99.9%	96.7%	-1.3%
S 42nd	92.6%	94.6%	95.0%	88.2%	93.8%	96.4%	93.7%	91.2%	-1.2%
Subdivision A	94.7%	92.9%	97.3%	94.1%	96.2%	95.4%	98.4%	94.8%	-1.5%
A	94.8%	92.4%	99.2%	93.0%	95.3%	92.9%	99.7%	93.5%	-0.5%
B	91.6%	88.6%	98.0%	88.4%	92.1%	90.2%	95.4%	90.9%	-0.5%
C	95.8%	92.5%	99.1%	96.1%	96.8%	95.4%	99.1%	96.1%	-1.0%
D	92.3%	89.7%	94.6%	92.7%	93.4%	91.8%	98.2%	90.4%	-1.1%
E	95.2%	88.4%	98.0%	99.5%	97.1%	94.2%	97.8%	99.5%	-1.9%
F	95.0%	89.3%	98.1%	97.8%	97.7%	95.7%	98.7%	98.7%	-2.7%
S Fkn	88.8%	85.1%	97.7%	83.9%	93.5%	86.5%	99.3%	95.0%	-4.7%
G	94.6%	92.6%	99.5%	91.9%	96.0%	96.7%	97.9%	93.4%	-1.4%
J/Z	94.3%	90.7%	98.6%	93.8%	94.7%	92.1%	98.7%	93.5%	-0.4%
L	96.3%	93.1%	96.8%	99.1%	97.4%	94.4%	98.6%	99.3%	-1.1%
M	95.2%	91.1%	96.1%	98.4%	96.6%	92.4%	98.1%	99.3%	-1.4%
N	96.2%	90.4%	98.8%	99.6%	97.2%	94.7%	98.8%	98.3%	-1.0%
Q	96.8%	92.5%	99.6%	98.4%	97.1%	92.2%	99.4%	99.7%	-0.3%
R	92.8%	88.0%	99.2%	91.3%	95.4%	96.2%	98.6%	91.5%	-2.6%
Subdivision B	94.7%	90.7%	98.1%	95.4%	96.0%	93.8%	98.4%	95.9%	-1.3%
Systemwide	94.7%	91.5%	97.8%	94.9%	96.1%	94.4%	98.4%	95.5%	-1.4%

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

Chart 15

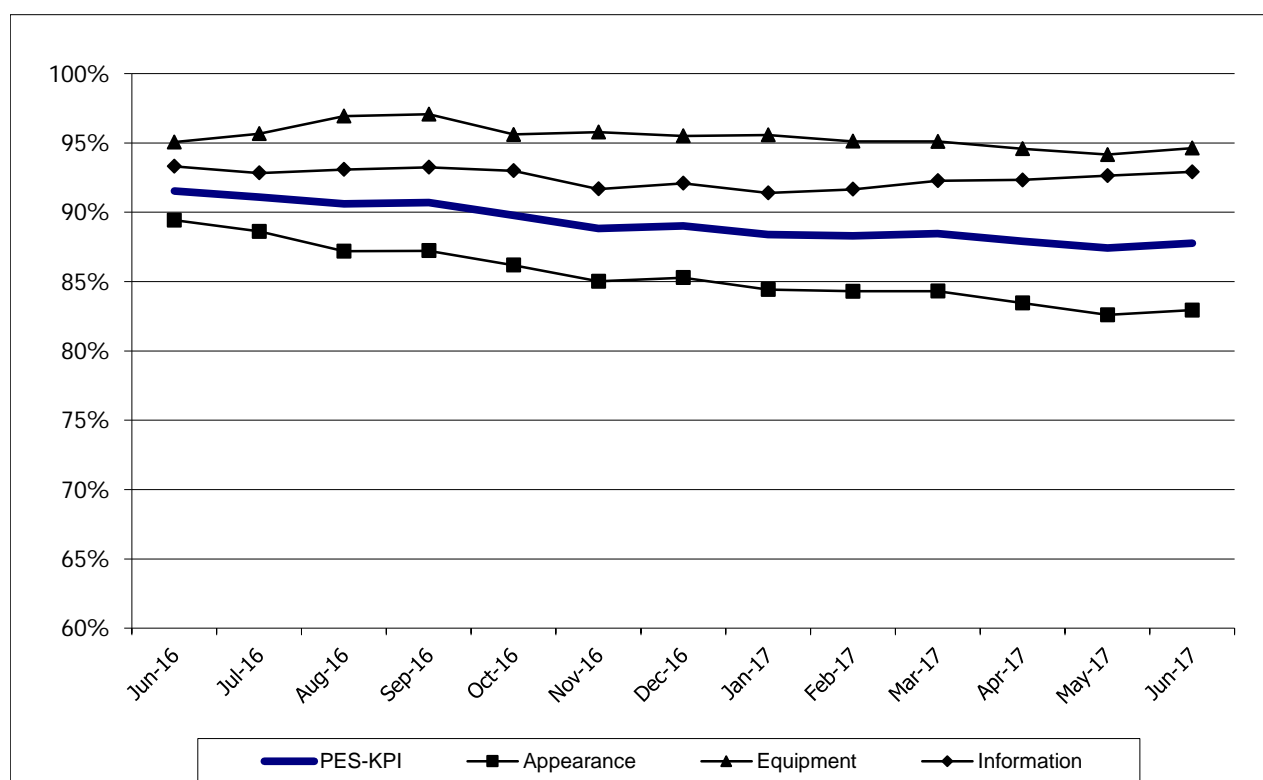
Subway PES-KPI - Stations

12-Month Rolling Average

<u>Borough</u>	<u>Jul '16 - Jun '17</u>				<u>Jul '15 - Jun '16</u>				<u>% Difference</u>
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	87.5%	76.4%	98.6%	89.4%	86.0%	70.9%	99.0%	90.9%	+1.5%
Manhattan	90.2%	83.9%	98.6%	89.3%	88.2%	77.6%	98.5%	90.6%	+2.0%
Brooklyn	91.4%	85.9%	99.1%	90.2%	88.8%	77.1%	99.3%	92.1%	+2.6%
Queens	89.0%	84.1%	99.1%	84.8%	88.8%	78.8%	99.2%	90.3%	+0.2%
Systemwide	89.9%	83.4%	98.8%	88.9%	88.2%	76.6%	98.8%	91.2%	+1.7%

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>
Jul '16 - Jun '17	87.8%	82.9%	94.6%	92.9%
Jul '15 - Jun '16	91.6%	89.7%	95.0%	93.2%
% Difference:	-3.8%	-6.8%	-0.4%	-0.3%

Chart 17

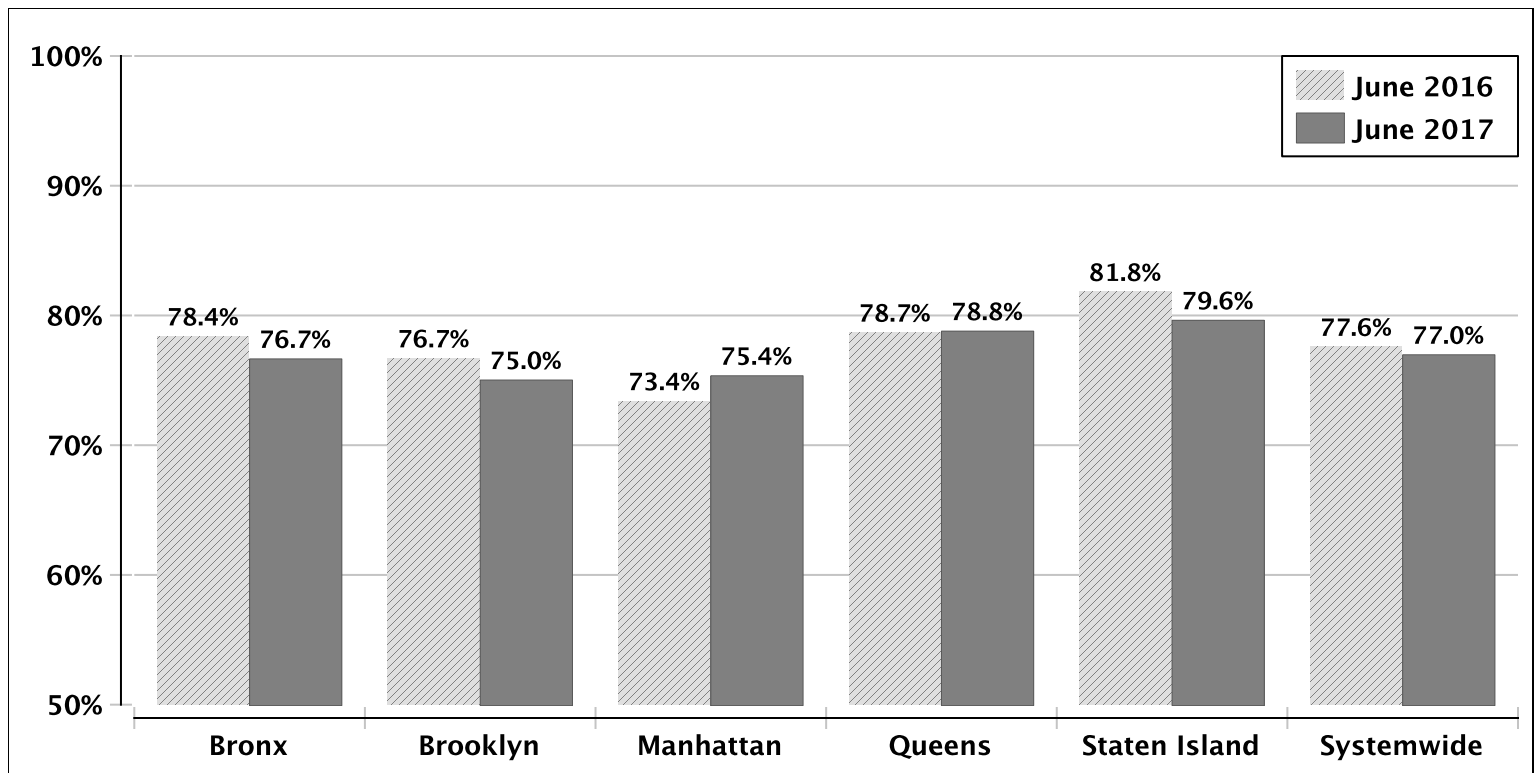
Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: June 2017			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System Wait Assessment (chart 1-7)	77.0%	77.6%	-0.6%			
System MDBF (chart 8)	5,685	5,958	-4.6%	6,242	5,645	+10.6%
NYCT Bus	5,480	5,727	-4.3%	5,960	5,403	+10.3%
MTA Bus	6,458	6,821	-5.3%	7,359	6,583	+11.8%
System MDBSI (chart 9)	2,621	2,753	-4.8%	2,798	2,659	+5.2%
NYCT Bus	2,485	2,573	-3.4%	2,640	2,522	+4.7%
MTA Bus	3,176	3,534	-10.1%	3,459	3,218	+7.5%
System Trips Completed (chart 10)	99.13%	99.25%	-0.1%	99.20%	99.10%	+0.1%
NYCT Bus	99.11%	99.22%	-0.1%	99.19%	99.10%	+0.1%
MTA Bus	99.21%	99.37%	-0.2%	99.20%	99.09%	+0.1%
System AM Pull Out (chart 11)	99.62%	99.82%	-0.2%	99.79%	99.83%	-0.0%
NYCT Bus	99.62%	99.80%	-0.2%	99.83%	99.86%	-0.0%
MTA Bus	99.63%	99.88%	-0.2%	99.64%	99.75%	-0.1%
System PM Pull Out (chart 12)	99.86%	99.95%	-0.1%	99.90%	99.91%	-0.0%
NYCT Bus	99.85%	99.95%	-0.1%	99.92%	99.94%	-0.0%
MTA Bus	99.86%	99.94%	-0.1%	99.84%	99.80%	+0.0%
System Buses >= 12 years	22%	18%				
NYCT Bus	24%	20%				
MTA Bus	15%	9%				
System Fleet Age	7.96	7.44				
NYCT Bus	7.61	7.00				
MTA Bus	9.17	8.99				
Paratransit						
% of Trips Completed	91.12%	90.10%	+1.0%	89.97%	90.85%	-0.9%
Trips Requested	677,901	681,757	-0.6%	648,574	655,213	-1.0%
Trips Scheduled	585,066	590,655	-0.9%	556,792	565,549	-1.5%
Trips Completed*	533,115	532,199	+0.2%	500,956	513,812	-2.5%
Early Cancellations as a Percentage of Trips Requested	12.81%	12.48%	+0.3%	13.32%	12.89%	+0.4%
Late Cancellations as a Percentage of Trips Scheduled	3.42%	3.00%	+0.4%	3.22%	2.88%	+0.3%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.39%	1.44%	-0.0%	1.46%	1.54%	-0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.63%	0.83%	-0.2%	0.58%	0.79%	-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%	0.88%	+0.0%	0.83%	0.80%	+0.0%
New Applications Received	2,901	3,279	-11.5%	2,826	2,974	-5.0%

*June 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

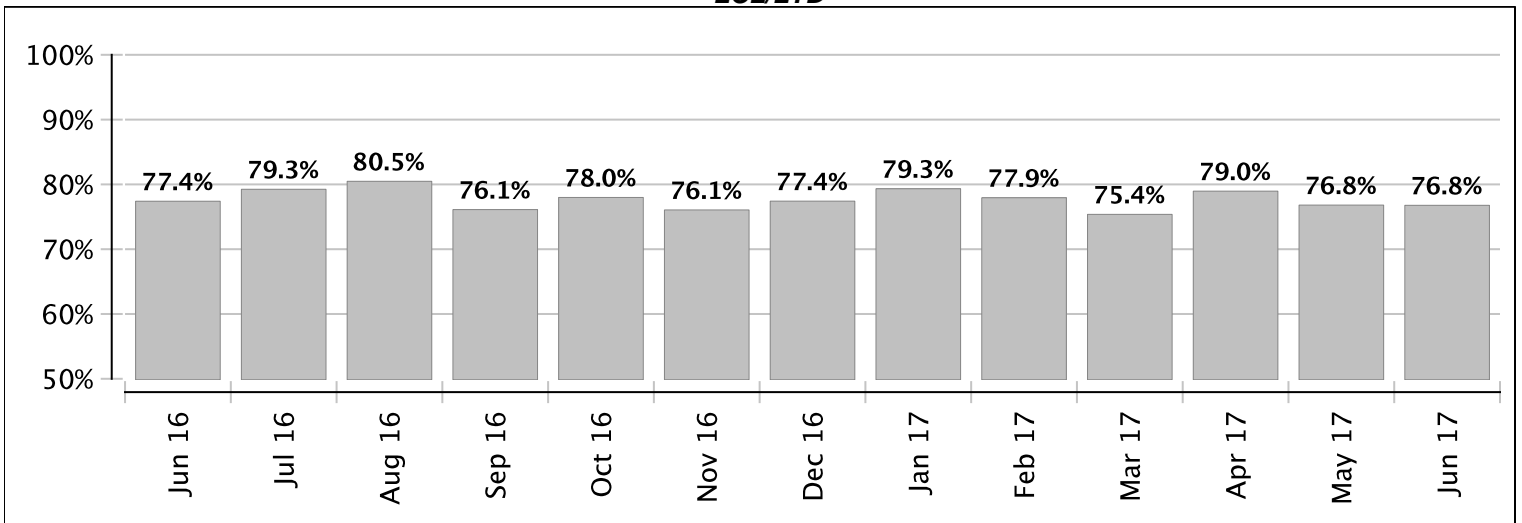
Wait Assessment (WA) on weekdays is defined as the percent of actual intervals between buses that are no more than three minutes over the scheduled interval for the morning (7 a.m.-9 a.m.) and afternoon (4 p.m.-7 p.m.) peak periods and no more than five minutes over the scheduled interval for the mid-day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

Results

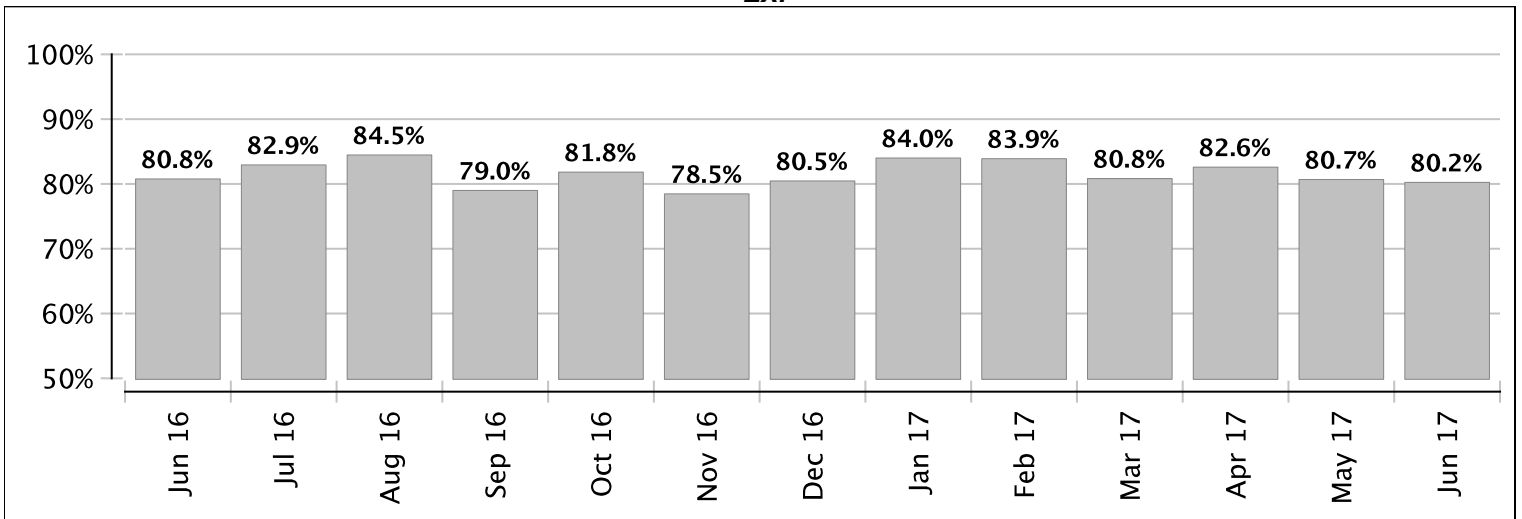
	<u>Jun 2016</u>	<u>Jun 2017</u>	<u>Difference</u>
Systemwide	77.6%	77.0%	-0.6%
Bronx	78.4%	76.7%	-1.7%
Brooklyn	76.7%	75.0%	-1.7%
Manhattan	73.4%	75.4%	+2.0%
Queens	78.7%	78.8%	+0.1%
Staten Island	81.8%	79.6%	-2.2%

Bus Weekday Wait Assessment

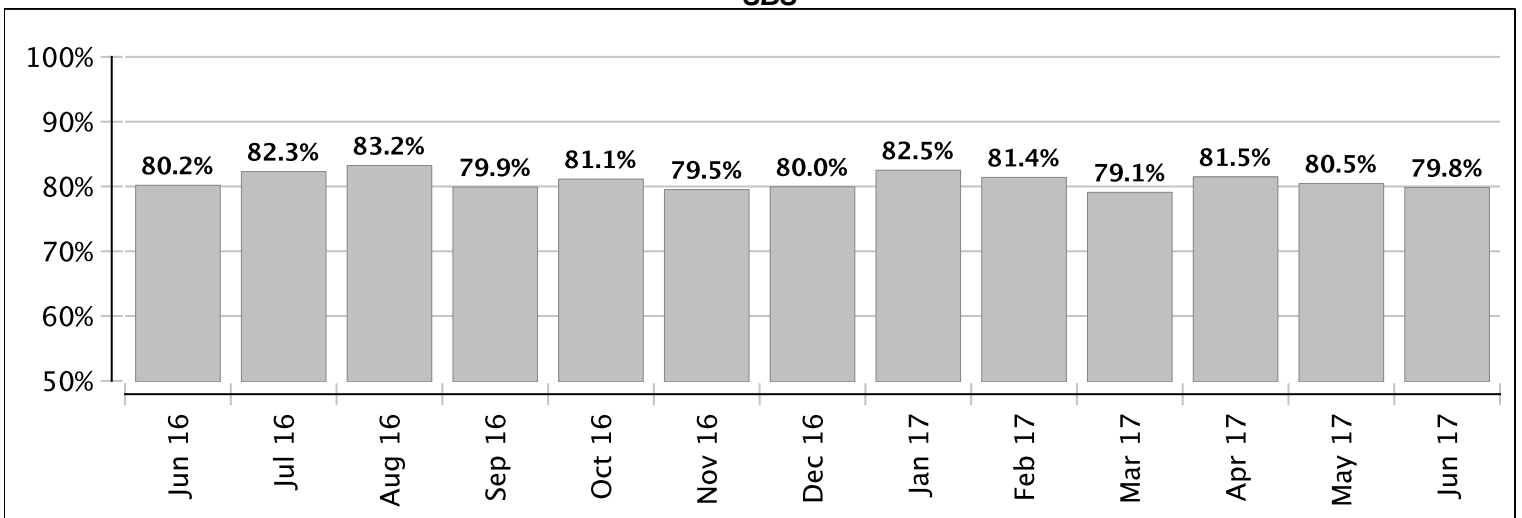
Systemwide LCL/LTD



EXP

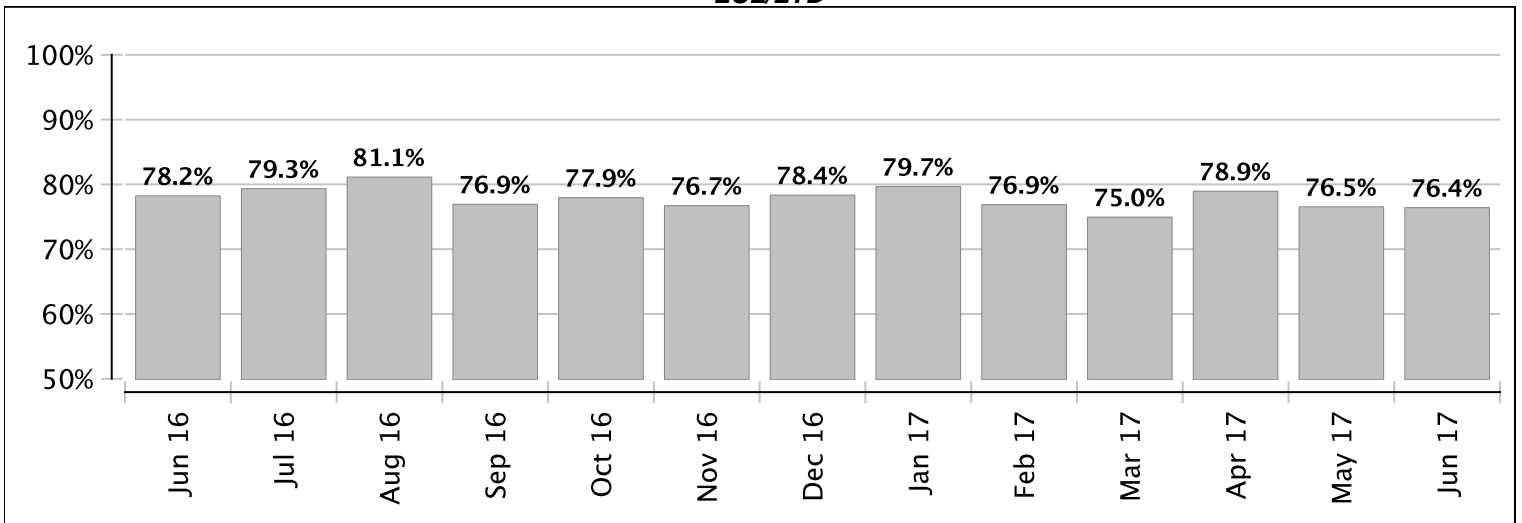


SBS

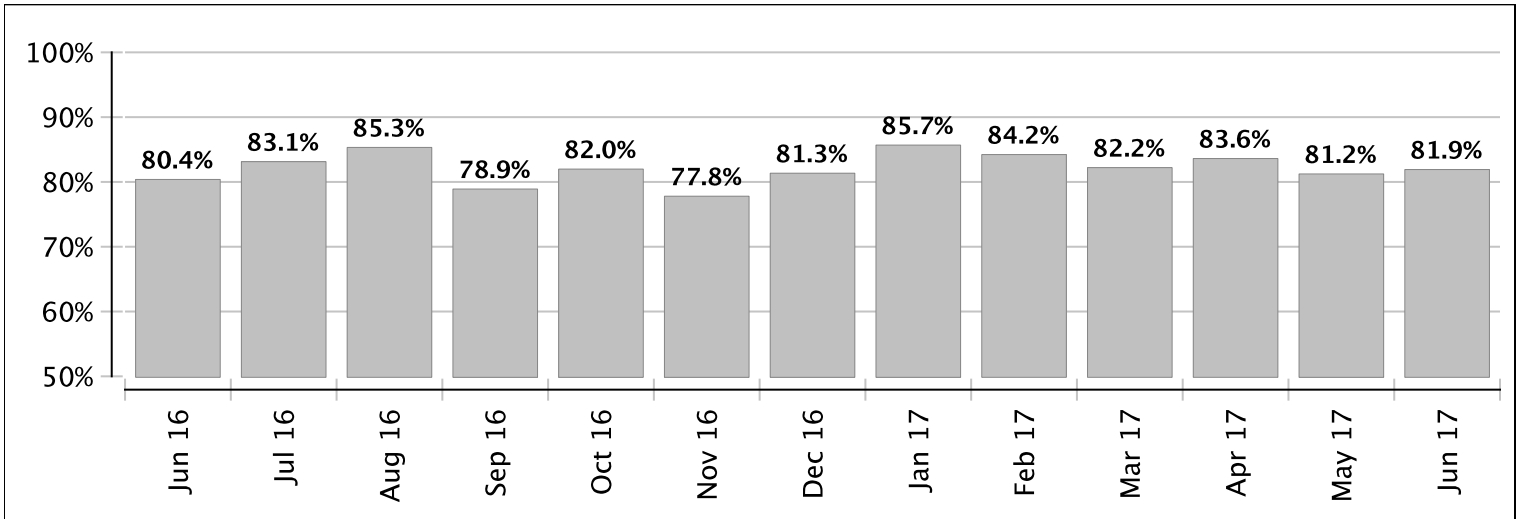


Bus Weekday Wait Assessment

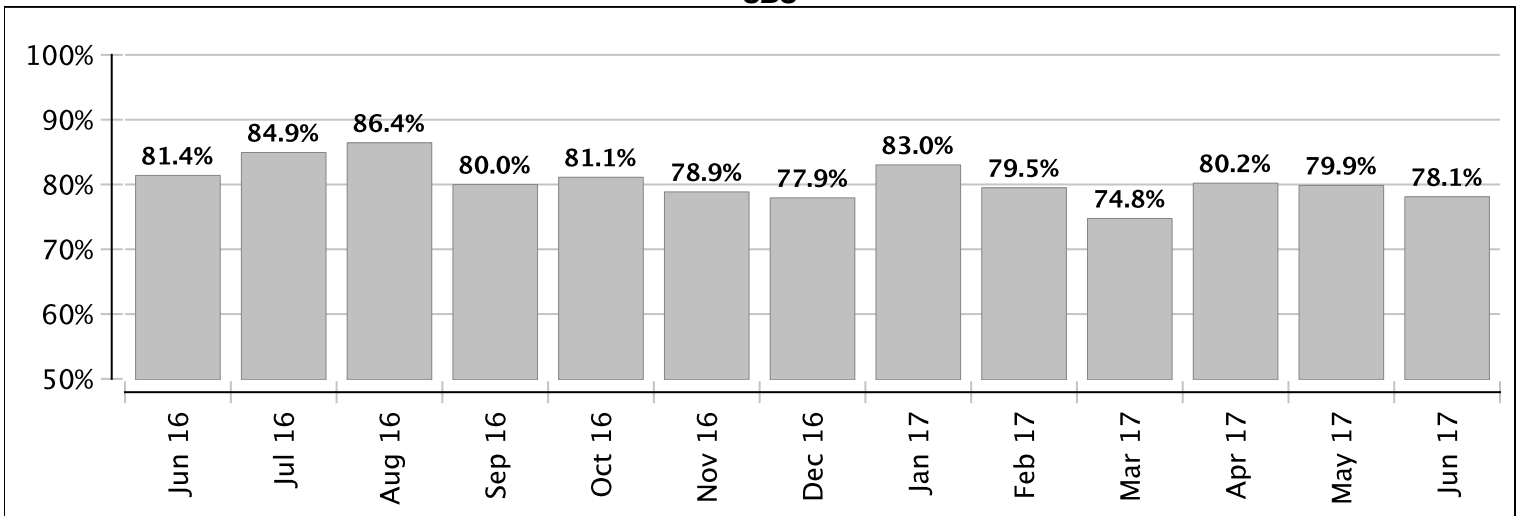
Bronx LCL/LTD



EXP

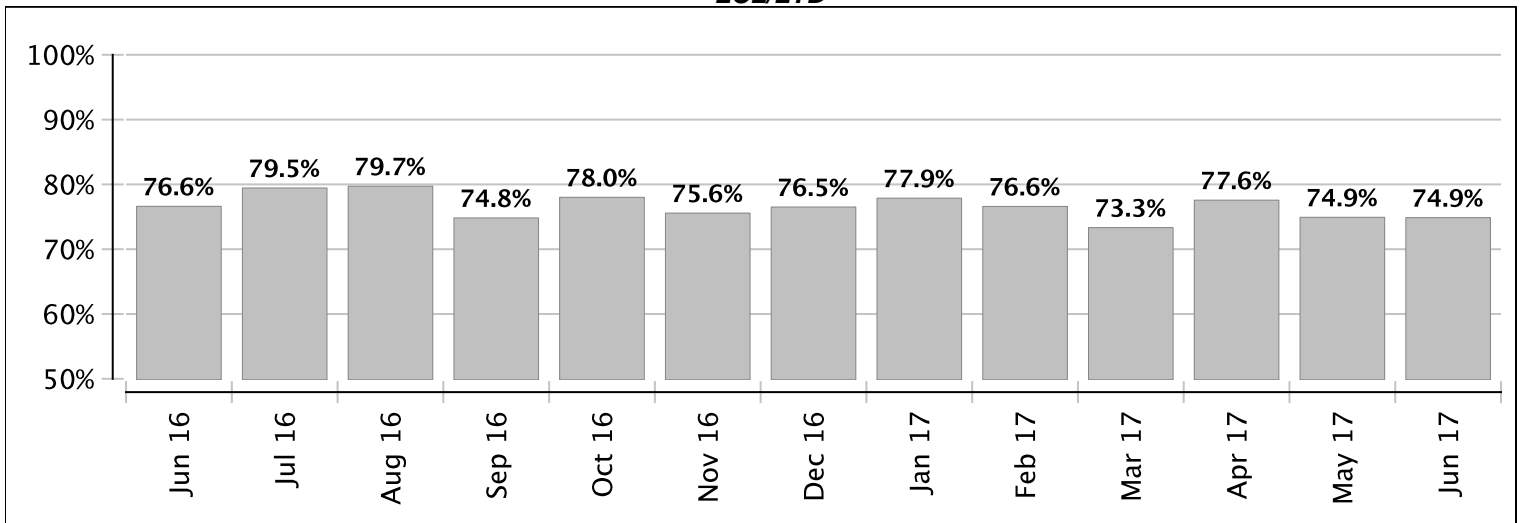


SBS

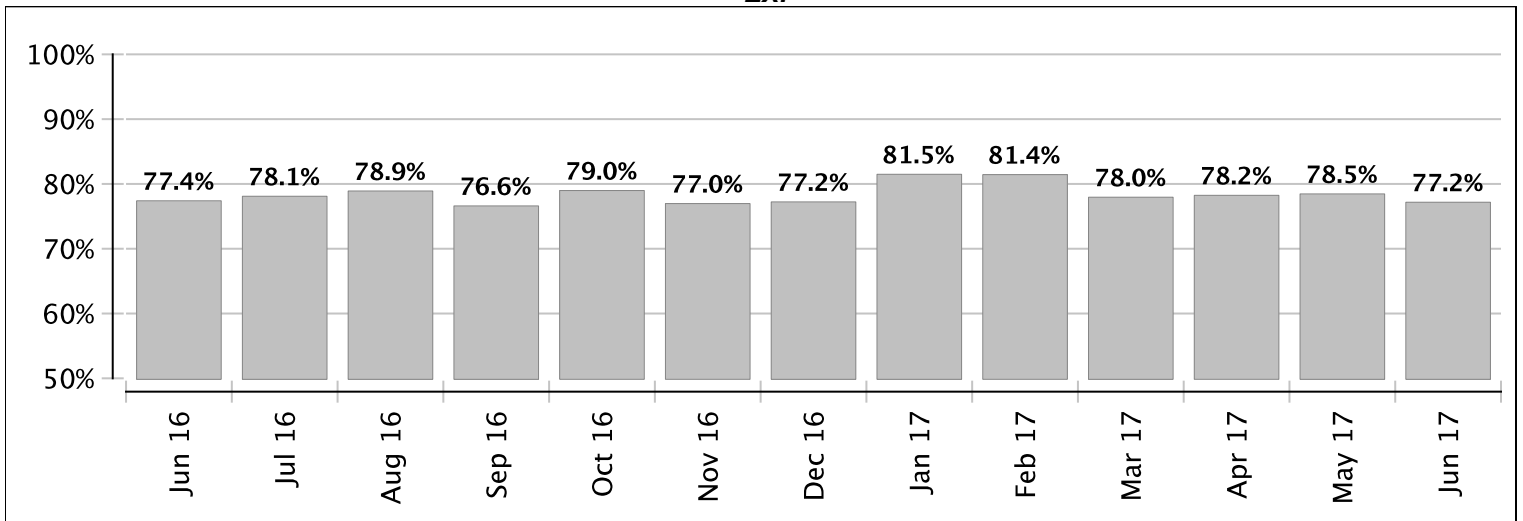


Bus Weekday Wait Assessment

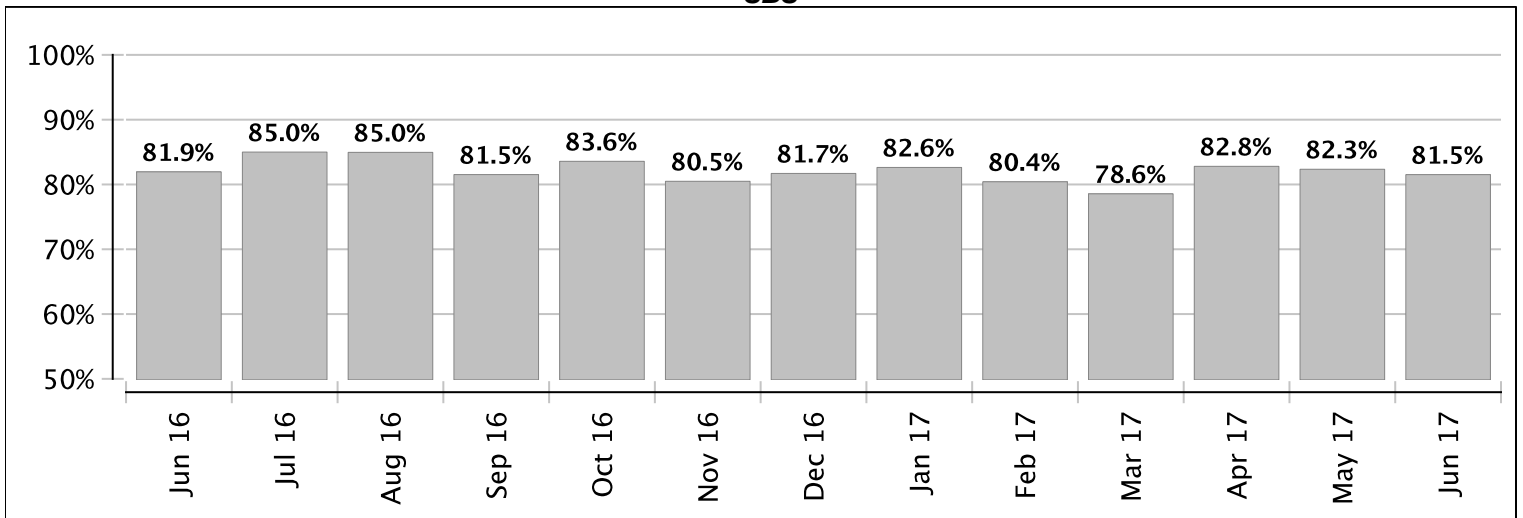
Brooklyn LCL/LTD



EXP



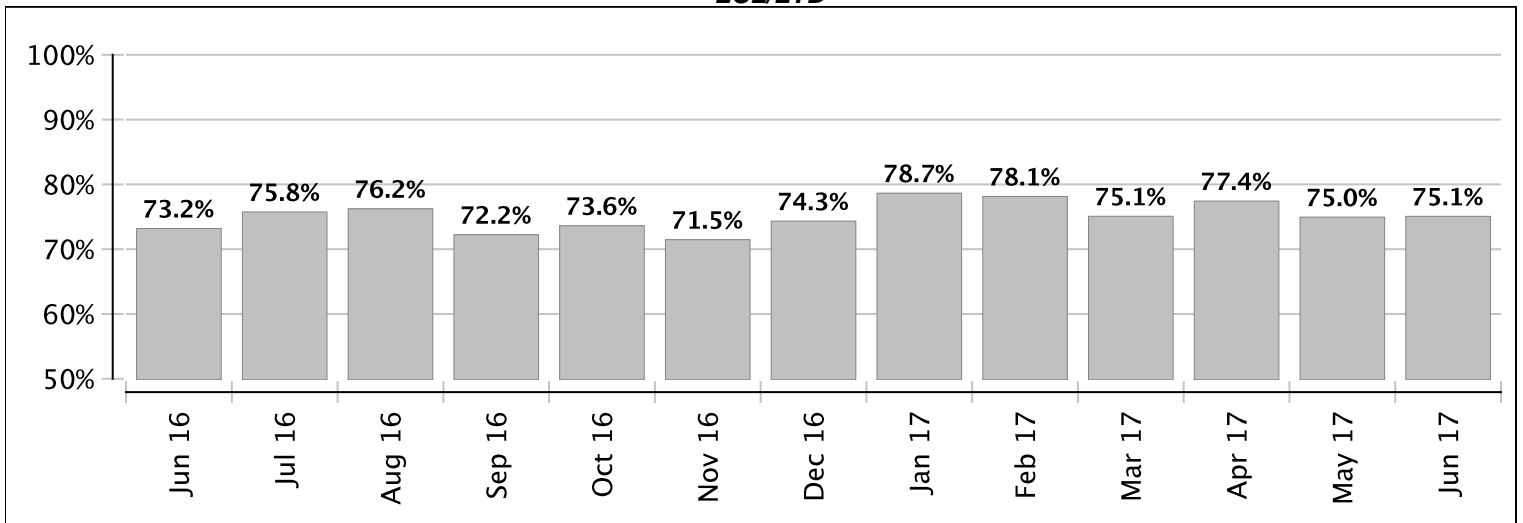
SBS



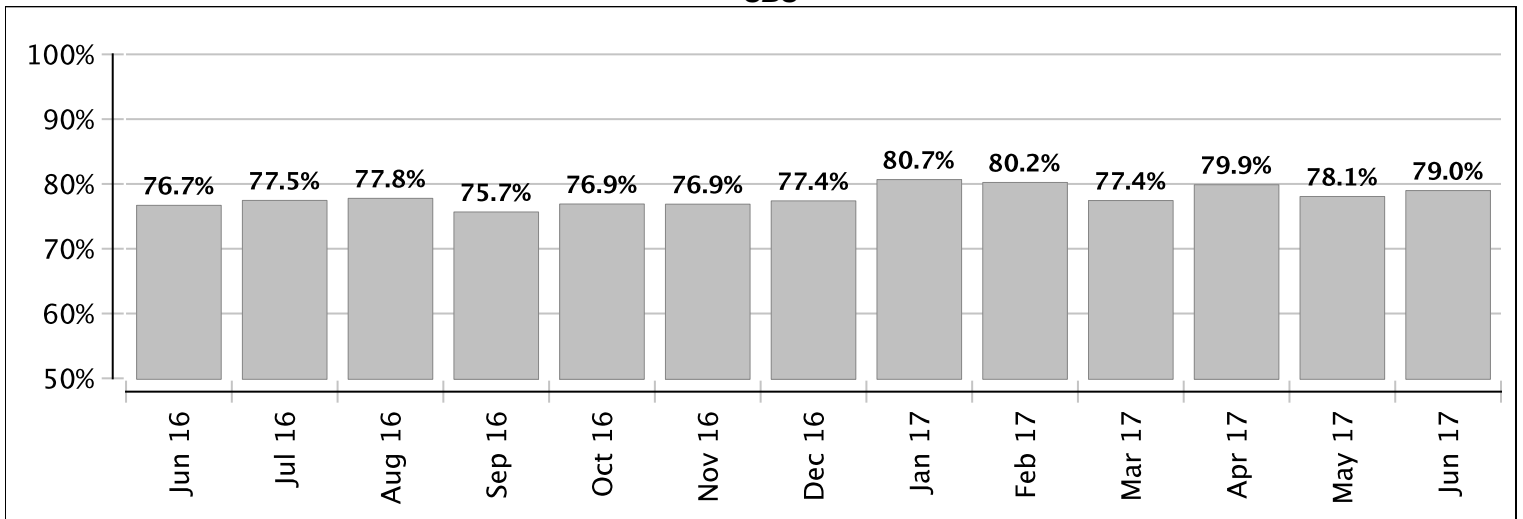
Bus Weekday Wait Assessment

Manhattan

LCL/LTD

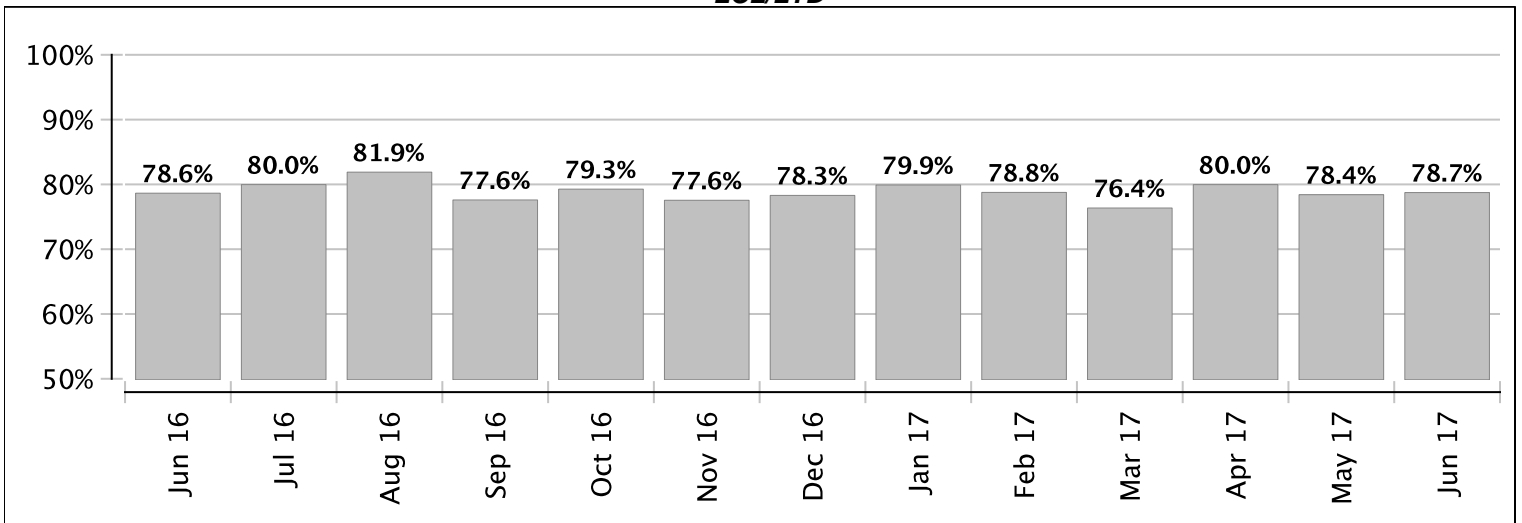


SBS

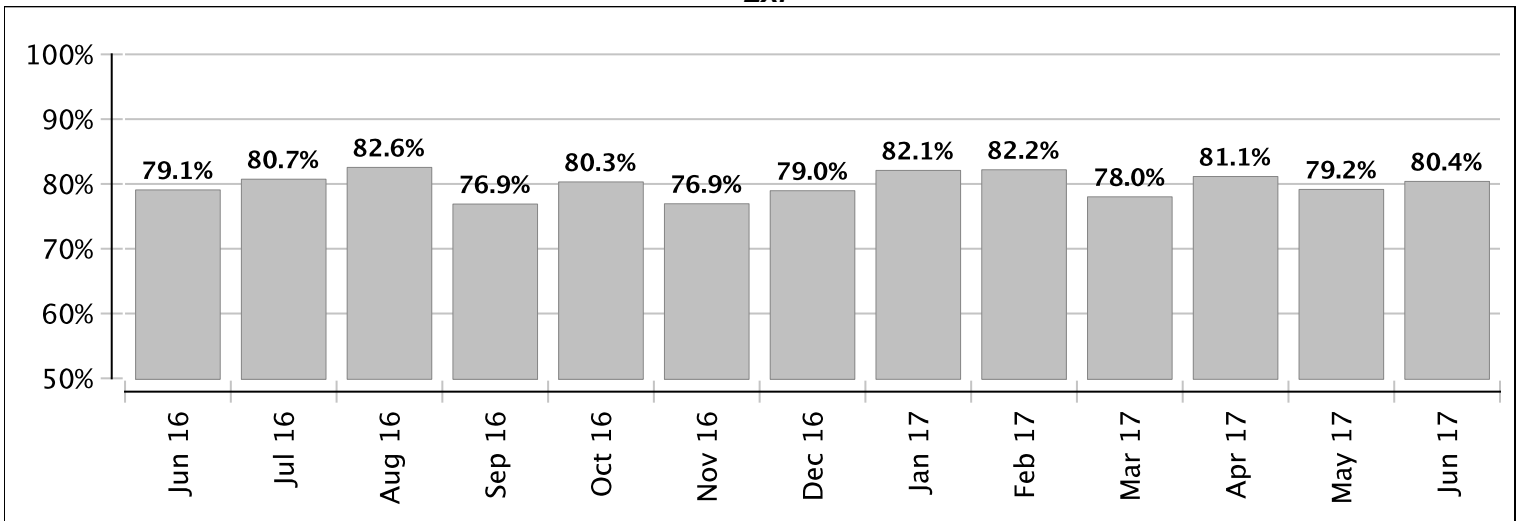


Bus Weekday Wait Assessment

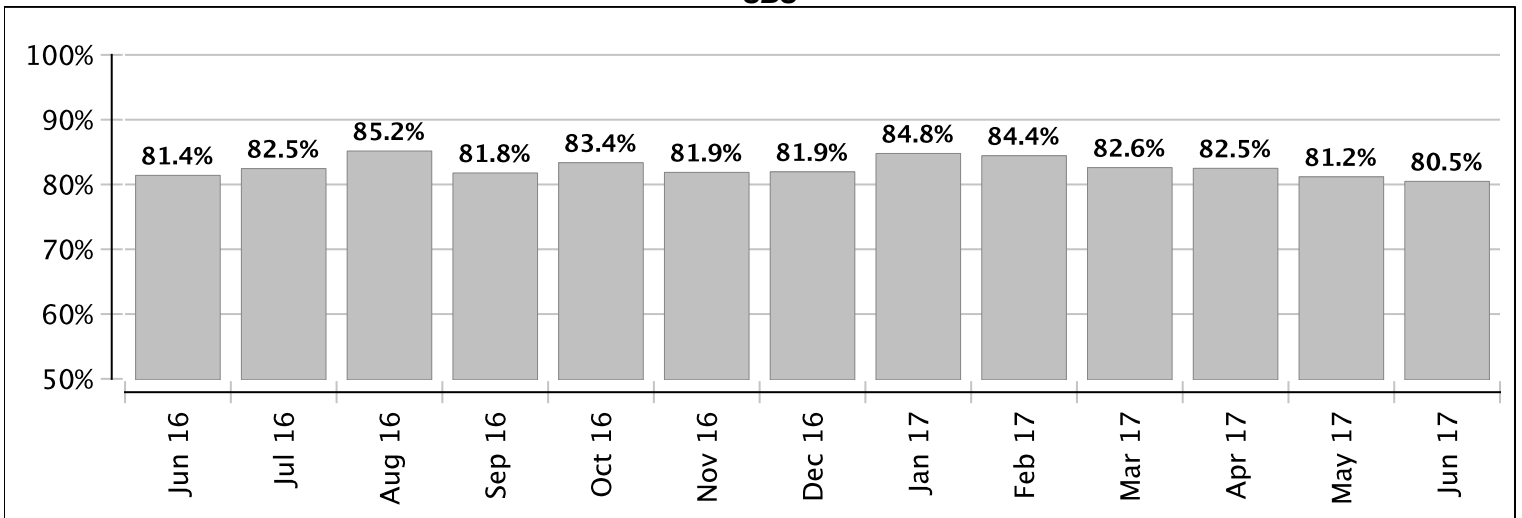
Queens LCL/LTD



EXP



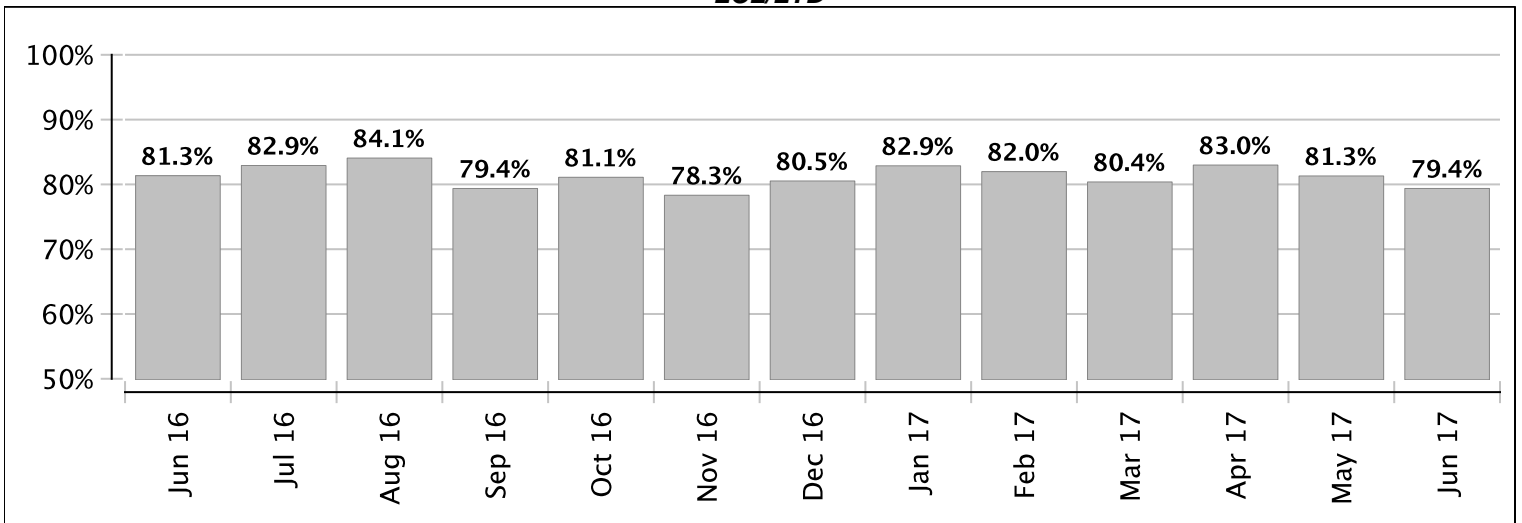
SBS



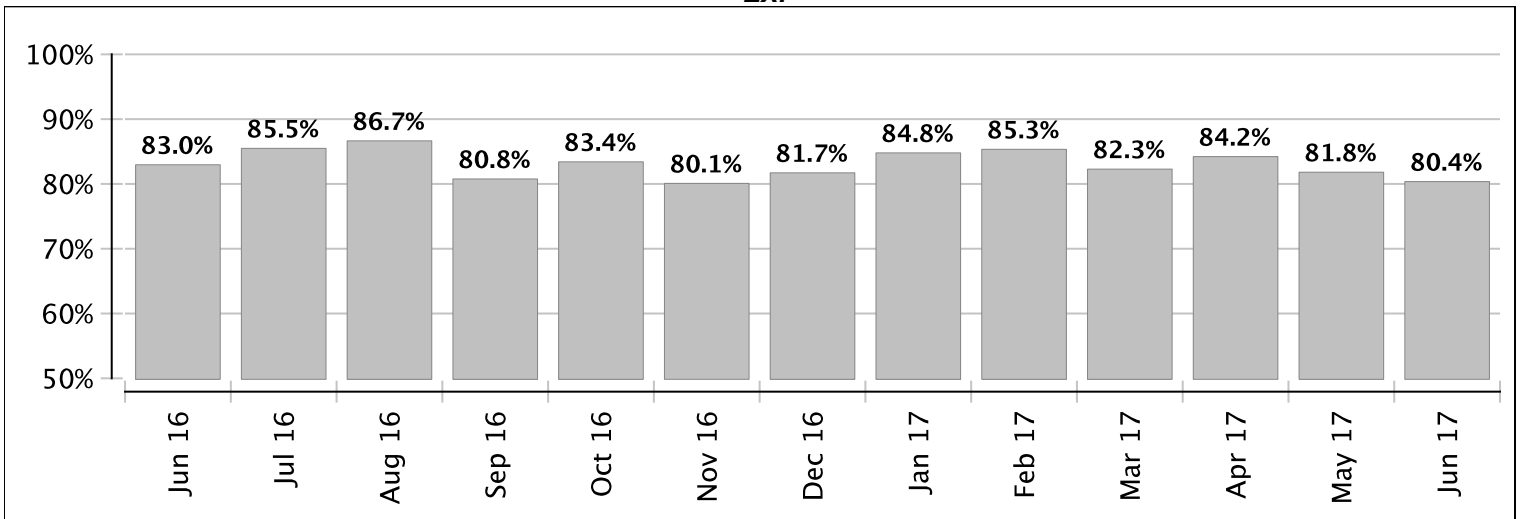
Bus Weekday Wait Assessment

Staten Island

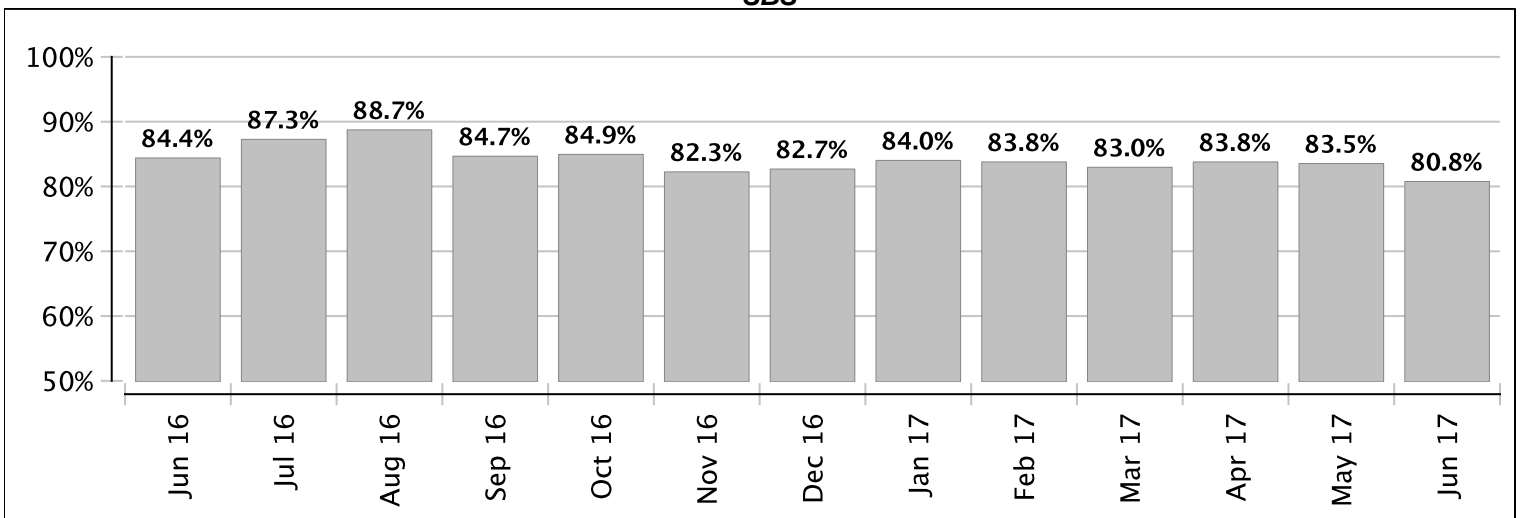
LCL/LTD



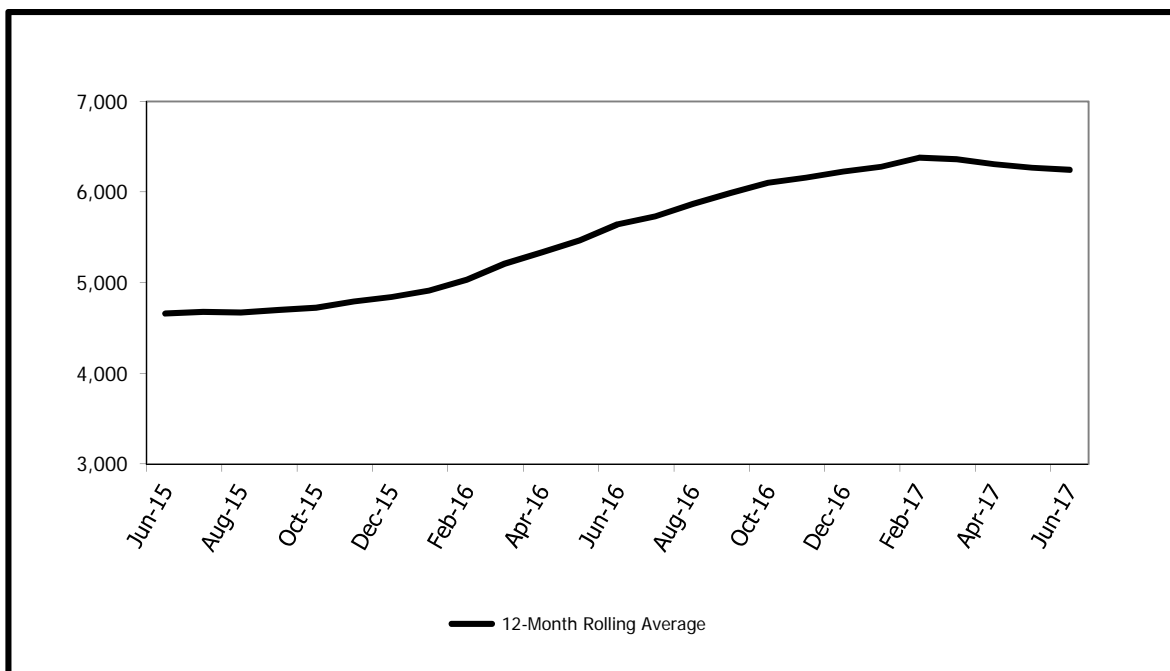
EXP



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

June 2017: 5,685
June 2016: 5,958

12-Month Average

July 16 - June 17: 6,242
July 15 - June 16: 5,645

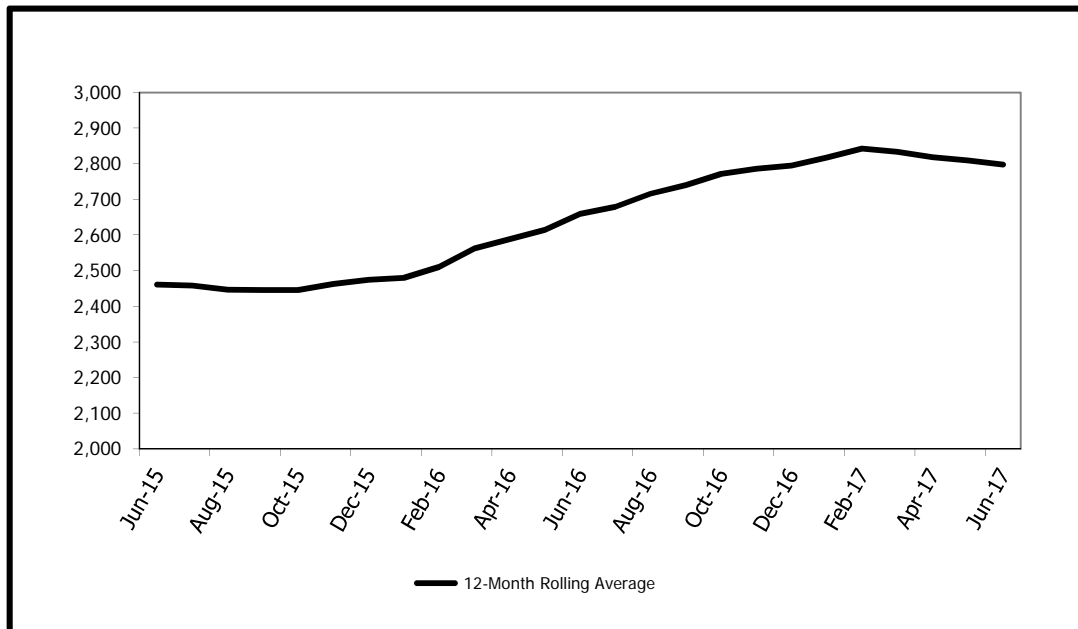
Annual Results

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

June 2017: 2,621
June 2016: 2,753

12-Month Average

July 16 - June 17: 2,798
July 15 - June 16: 2,659

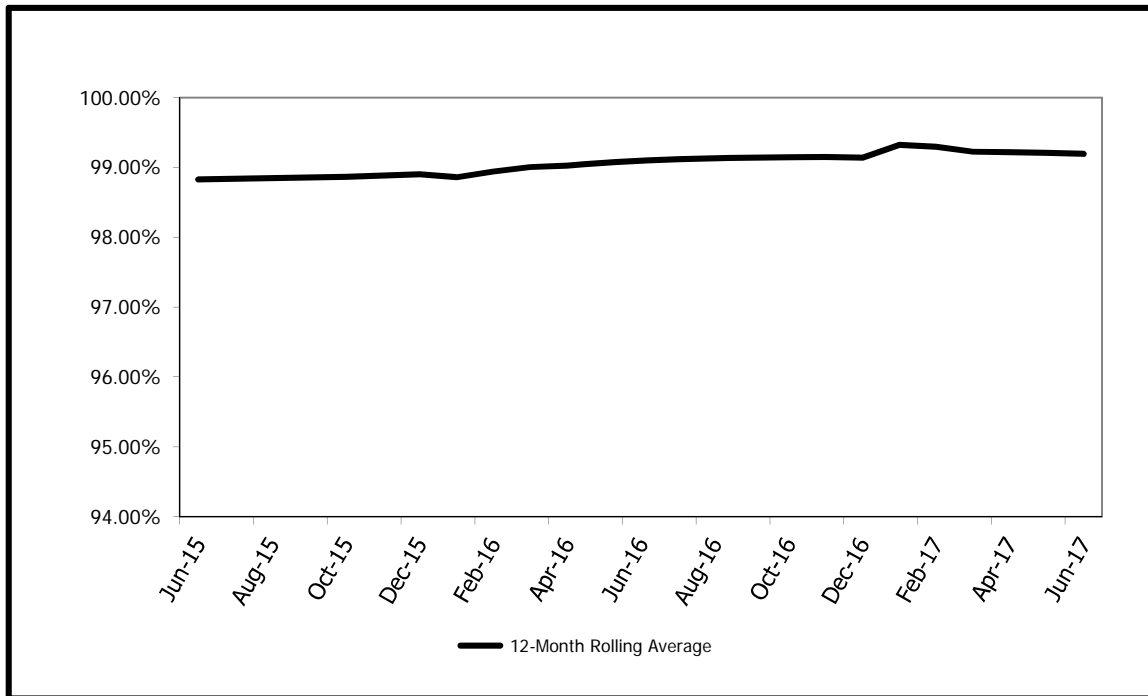
Annual Results

2017 YTD: 2,796
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

June 2017: 99.13%
June 2016: 99.25%

12-Month Average

July 16 - June 17: 99.20%
July 15 - June 16: 99.10%

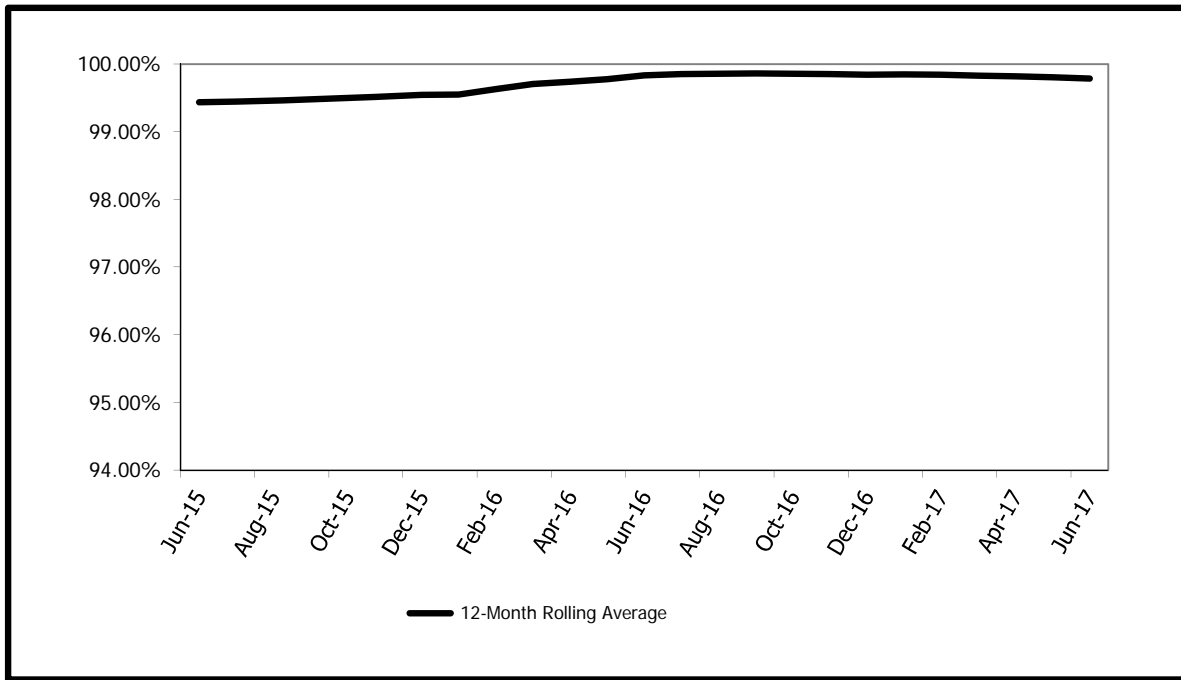
Annual Results

2017 YTD: 99.07%
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

June 2017: 99.62%
June 2016: 99.82%

12-Month Average

July 16 - June 17: 99.79%
July 15 - June 16: 99.83%

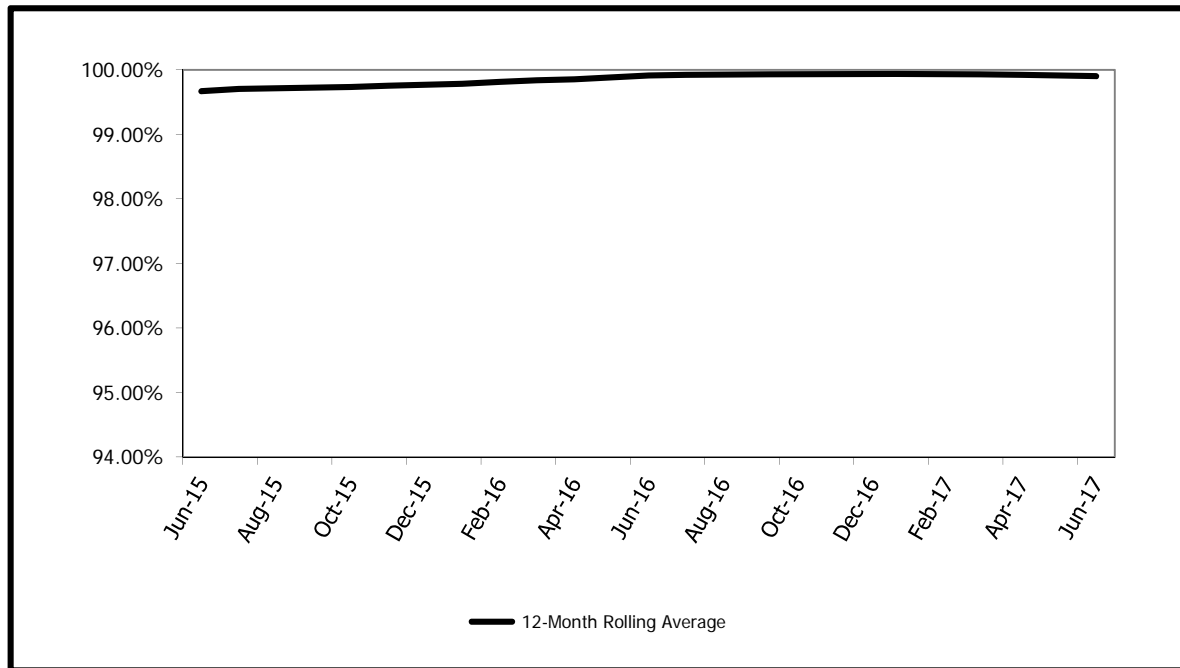
Annual Results

2017 YTD: 99.72%
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

June 2017:	99.86%	July 16 - June 17	99.90%	2017 YTD:	99.87%
June 2016:	99.95%	July 15 - June 16	99.91%	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		
	Jul 2014 - Jun 2015	Jul 2015 - Jun 2016	Jul 2016 - Jun 2017
Subways			
Subway Customer Accidents per Million Customers ¹	2.65	2.52	2.70
Subway Collisions ^{2,3}	0	0	0
Subway Derailments ^{2,3}	2	2	5
Subway Fires ²	1,018	941	960
Buses			
Bus Collisions Per Million Miles Regional	50.74	55.05	55.44
Bus Collision Injuries Per Million Miles Regional	6.47	6.37	6.43
Bus Customer Accidents Per Million Customers Regional	1.07	1.22	1.26
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees	3.73	4.12	3.53

¹ 12-Month Average data from June through May.

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

³ Data from August through July.

Leading Indicators				
Subways	July	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	28	204	340	60.0%
Joint Track Safety Audits -- Compliance Rate	98.7%	98.2%	100.0%	98.2%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	2,535	44,114	49,814	88.6%
Station -- Emergency Communication				
Help Point Installations*	5	42	79	53.2%
Buses	July	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System Pilot	61	143	225	63.6%
Collision Warning System Pilot	0	112	114	98.2%
Vision Zero Employee Training	553	3,945	5,600	70.4%

* 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 JULY

	2017	2016	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	1	0	1	***. *%
ROBBERY	37	49	-12	-24.5%
GL	112	117	-5	-4.3%
FELASSAULT	22	24	-2	-8.3%
BURGLARY	1	1	0	0.0%
<u>TOTAL MAJOR FELONIES</u>	<u>173</u>	<u>191</u>	<u>-18</u>	<u>-9.4%</u>

During July, the daily Robbery average decreased from 1.6 to 1.2

During July, the daily Major Felony average decreased from 6.2 to 5.6

CRIME STATISTICS JANUARY THRU JULY

	2017	2016	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	2	0	2	***. *%
ROBBERY	254	305	-51	-16.7%
GL	923	854	69	8.1%
FELASSAULT	188	181	7	3.9%
BURGLARY	13	11	2	18.2%
<u>TOTAL MAJOR FELONIES</u>	<u>1380</u>	<u>1352</u>	<u>28</u>	<u>2.1%</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 6.5

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

JULY ACTIVITY

	2017	2016	Diff	% Change
Total Arrests	1705	2015	-310	-15.4%
TOS Arrests	1083	1463	-380	-26.0%
Total Summons	4998	4852	146	3.0%
TOS TABs	3827	4051	-224	-5.5%

JANUARY THRU JULY ACTIVITY

	2017	2016	Diff	% Change
Total Arrests	16389	21925	-5536	-25.2%
TOS Arrests	11267	14557	-3290	-22.6%
Total Summons	45458	48585	-3127	-6.4%
TOS TABs	34663	38655	-3992	-10.3%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-JULY																				
	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	2	2	2	1	1	0	0	1	1	0	1	0
Rape	1	8	0	3	1	0	2	1	3	3	0	2	1	0	2	6	3	5	0	0	2
Robbery	1046	961	852	683	641	624	588	532	622	573	476	438	396	416	425	513	360	242	289	305	254
Assault	229	248	211	178	143	145	143	142	129	116	118	1405	94	120	121	118	111	114	140	181	188
Burglary	20	10	2	4	16	6	3	5	1	1	1	5	1	2	3	18	22	9	7	11	13
GL	1629	1273	1152	1205	1080	1017	823	882	907	823	726	759	656	668	852	954	936	893	919	854	923
TOTAL MAJOR FELONIES	2926	2500	2221	2074	1882	1792	1560	1564	1666	1518	1323	2611	1149	1207	1403	1609	1433	1264	1355	1352	1380
Major Fel Per Day	16.17	13.81	12.27	11.40	10.40	9.90	8.62	8.59	9.20	8.39	7.31	14.35	6.35	6.67	7.75	8.84	7.92	6.98	7.49	7.43	7.62



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

July 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	0	2	-2	-100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	1	3	-2	-67%

Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	3	2	67%
Felony Assault	2	1	1	100%
Burglary	0	0	0	0%
Grand Larceny	3	7	-4	-57%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	10	11	-1	-9%



FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for July 2017 are presented in the table below and compared to the Mid-Year Forecast (forecast).

Category (\$ in millions)	July Results		July Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(5.9)	(1.6)	2,588.4	2,578.9	(9.4)	(0.4)
Nonreimb. Exp. before Dep./OPEB	23.7	3.5	4,650.8	4,587.6	63.3	1.4
Net Cash Deficit*	(59.4)	(31.8)	(1,662.9)	(1,678.8)	(15.9)	(1.0)
*Excludes Subsidies and Debt Service						

July 2017 **farebox revenue** was \$370.6 million, \$5.9 million (1.6 percent) below forecast. Subway revenue was \$4.0 million (1.4 percent) below forecast, bus revenue was \$1.8 million (2.2 percent) below forecast, and paratransit revenue was \$0.1 million (8.3 percent) below forecast. Accrued fare media liability was equal to forecast. Year-to-date revenue of \$2,578.9 million was \$9.4 million (0.4 percent) below forecast. The July 2017 non-student average fare of \$1.984 increased 9.1¢ from July 2016; the subway fare increased 9.4¢, the local bus fare increased 6.5¢, and the express bus fare increased 24.7¢.

Total **ridership** in July 2017 of 186.0 million was 3.5 million trips (1.8 percent) below forecast. Average weekday ridership in July 2017 was 7.2 million, 3.1 percent below July 2016. Average weekday ridership for the twelve months ending July 2017 was 7.6 million, 2.0 percent lower than the twelve months ending July 2016.

Nonreimbursable expenses before depreciation, OPEB and GASB 68 Pension Adjustment in July were below forecast by \$23.7 million (3.5 percent). Labor expenses underran forecast by \$17.3 million (3.3 percent), due largely to favorable health & welfare/OPEB current results, partly offset by additional overtime requirements. Non-labor expenses were under forecast by \$6.4 million (4.0 percent), with favorable results reported in several accounts, partly offset by higher energy costs.

Year-to-date, nonreimbursable expenses were lower than forecast by \$63.3 million (1.4 percent). Labor expenses were less than forecast by \$30.0 million (0.8 percent), due again to favorable health & welfare/OPEB current results, partly offset by higher overtime requirements. Non-labor expenses were below forecast by \$33.3 million (3.1 percent), with favorable results reported in several accounts.

The **net cash deficit** for July year-to-date was \$1,678.8 million, unfavorable to forecast by \$15.9 million (1.0 percent).

FINANCIAL RESULTS

Farebox Revenue

July 2017 Farebox Revenue - (\$ in millions)

	July				July Year-to-Date			
	Forecast	Preliminary	Favorable/(Unfavorable)		Forecast	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	286.6	282.6	(4.0)	(1.4%)	1,982.2	1,975.4	(6.7)	(0.3%)
NYCT Bus	82.3	80.4	(1.8)	(2.2%)	552.9	550.5	(2.4)	(0.4%)
Paratransit	1.6	1.4	(0.1)	(8.3%)	10.4	10.1	(0.3)	(2.8%)
Subtotal	370.4	364.5	(5.9)	(1.6%)	2,545.5	2,536.1	(9.4)	(0.4%)
Fare Media Liability	6.1	6.1	0.0	0.0%	42.9	42.9	0.0	0.0%
Total - NYCT	376.5	370.6	(5.9)	(1.6%)	2,588.4	2,578.9	(9.4)	(0.4%)

Note: Totals may not add due to rounding.

- The July 2017 weather impact was minimal, with total precipitation and temperatures for the month running close to normal.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2016	Prelim.	Change		2016	Prelim.	Change	
		2017	Amount	Percent		2017	Amount	Percent
Subway	1.982	2.076	0.094	4.8%	1.614	1.689	0.075	4.6%
Local Bus	1.583	1.648	0.065	4.1%	1.614	1.689	0.075	4.6%
Subway & Local Bus	1.879	1.968	0.090	4.8%	1.614	1.689	0.075	4.6%
Express Bus	5.097	5.344	0.247	4.8%	5.116	5.340	0.224	4.4%
Total	1.893	1.984	0.091	4.8%	1.844	1.927	0.082	4.5%

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

Other Operating Revenue

In the month of July, other operating revenue underran forecast by \$4.6 million (12.1 percent), due largely to the unfavorable timing of fare reimbursement revenue and lower paratransit Urban Tax revenues. Year-to-date, other operating revenue was lower than forecast by \$2.9 million (1.1 percent), resulting from the unfavorable timing of fare reimbursement revenue and lower paratransit Urban Tax revenue, partly offset by higher Transit Adjudication Bureau (TAB) fees.

Nonreimbursable Expenses

In the month of July, nonreimbursable expenses before depreciation, OPEB and GASB 68 Pension Adjustment, were below forecast by \$23.7 million (3.5 percent). Year-to-date, expenses were less than forecast by \$63.3 million (1.4 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of July were under forecast by \$17.3 million (3.3 percent). Health & welfare/OPEB current expenses were favorable by \$30.0 million (27.0 percent), due mostly to the timing of healthcare provider credits and a lower rate experience. Reimbursable overhead credits were favorable by \$3.9 million (20.4 percent), due to higher reimbursable overtime requirements. Overtime expenses exceeded forecast by \$11.4 million (30.3 percent), due mainly to additional track, signals, infrastructure and station maintenance requirements, increased unscheduled service caused by subway service delays and overcrowding, and additional vacancy/absentee coverage requirements. Other fringe benefit expenses were higher by \$3.5 million (8.6 percent), largely from the unfavorable timing of expenses and higher FICA costs. Year-to-date, expenses were below forecast by \$30.0 million (0.8 percent), including lower health & welfare/OPEB current expenses of \$41.3 million (5.8 percent), again mostly from the timing of healthcare provider credits and a positive rate experience. Reimbursable overhead credits were favorable by \$10.2 million (6.4 percent), due to higher reimbursable overtime requirements. Overtime expenses exceeded forecast by \$18.0 million (6.2 percent), again due mainly to additional track, signals, infrastructure and station maintenance requirements, increased unscheduled service caused by subway service delays and overcrowding, and additional vacancy/absentee coverage requirements. Other fringe benefit expenses were above forecast by \$3.4 million (1.1 percent), due primarily to the unfavorable timing of expenses and higher FICA costs.

Non-labor expenses were less than forecast in July by \$6.4 million (4.0 percent). Materials & supplies expenses were below forecast by \$3.4 million (12.4 percent), mostly from favorable inventory/obsolescence adjustments and the favorable timing of maintenance material requirements. Maintenance contract expenses underran forecast by \$3.1 million (13.6 percent), mainly from the favorable timing of subway car-related maintenance costs and revenue vehicle maintenance & repair requirements. Professional service contract expenses were under forecast by \$1.6 million (9.5 percent), due primarily to the favorable timing of expenses regarding bond services, various professional service contracts and EDP-related requirements. Paratransit expenses were lower by \$1.2 million (3.4 percent), due mainly to lower completed trips. Fuel expenses exceeded forecast by \$2.8 million (40.1 percent), due mostly to the unfavorable timing of expenses and higher consumption, partly offset by lower prices. Electric power expenses were also over forecast by \$0.9 million (3.5 percent), resulting largely from the unfavorable timing of expenses and higher prices, partly offset by lower consumption.

Year-to-date, non-labor expenses were favorable by \$33.3 million (3.1 percent), including the following:

- Maintenance contract expenses were below forecast by \$15.5 million (11.2 percent), due largely to the favorable timing of revenue vehicle maintenance & repair requirements and subway car-related maintenance costs.

- Materials and supplies expenses were under forecast by \$11.6 million (6.1 percent), principally resulting from favorable inventory/obsolescence adjustments, partly offset by the unfavorable timing of maintenance material requirements.
- Professional service contract expenses underran forecast by \$9.3 million (9.3 percent), due primarily to the favorable timing of various professional service contract expenses, partly offset by the unfavorable timing of data communications expenses.
- Electric power expenses were positive by \$2.7 million (1.6 percent), principally from lower consumption and prices, partly offset by the unfavorable timing of expenses.
- Paratransit expenses were lower than forecast by \$2.0 million (0.9 percent), due principally to lower completed trips.
- Fuel expenses overran by \$2.7 million (4.9 percent), resulting mainly from the unfavorable timing of expenses and higher consumption, partly offset by lower prices.
- Other business expenses were over by \$4.7 million (10.4 percent), resulting primarily from the unfavorable timing of reimbursable job closing adjustments and higher MVM credit card charges.

Depreciation expenses were below forecast year-to-date by \$60.9 million (6.1 percent), due largely to the favorable timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$597.9 million of accrued expenses year-to-date, \$23.6 million (3.8 percent) lower than forecast, based on current actuarial information.

GASB #68 Pension Adjustment was adopted by the MTA in 2015. Consistent with its requirements, MTA New York City Transit recorded \$9.3 million of accrued expenses year-to-date, \$9.3 million unfavorable to a forecast projected at zero.

Net Cash Deficit

The net cash deficit for July year-to-date was \$1,678.8 million, unfavorable to forecast by \$15.9 million (1.0 percent).

Incumbents

There were 48,557 full-time paid incumbents at the end of July, an increase of 62 from the end of June and an increase of 506 from December 2016 (excluding 304 December temporary paid incumbents).

RIDERSHIP RESULTS

July 2017 Ridership vs. Forecast - (millions)

	July				July Year-to-Date			
	Preliminary		More/(Less)		Preliminary		More/(Less)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	139.7	137.4	(2.3)	(1.7%)	1,010.4	1,005.9	(4.5)	(0.4%)
NYCT Bus	48.9	47.8	(1.1)	(2.2%)	354.8	353.1	(1.7)	(0.5%)
Subtotal	188.6	185.2	(3.4)	(1.8%)	1,365.1	1,359.0	(6.2)	(0.5%)
Paratransit	0.8	0.7	(0.0)	(3.4%)	5.2	5.1	(0.1)	(1.5%)
Total - NYCT	189.4	186.0	(3.5)	(1.8%)	1,370.4	1,364.1	(6.2)	(0.5%)
MTA Bus Company	9.5	9.8	0.3	3.4%	70.6	71.0	0.4	0.6%
<i>Total - Regional Bus</i>	<i>58.4</i>	<i>57.7</i>	<i>(0.8)</i>	<i>(1.3%)</i>	<i>425.3</i>	<i>424.1</i>	<i>(1.3)</i>	<i>(0.3%)</i>

Notes: Totals may not add due to rounding.

July Average Weekday and Weekend Ridership vs. Prior Year

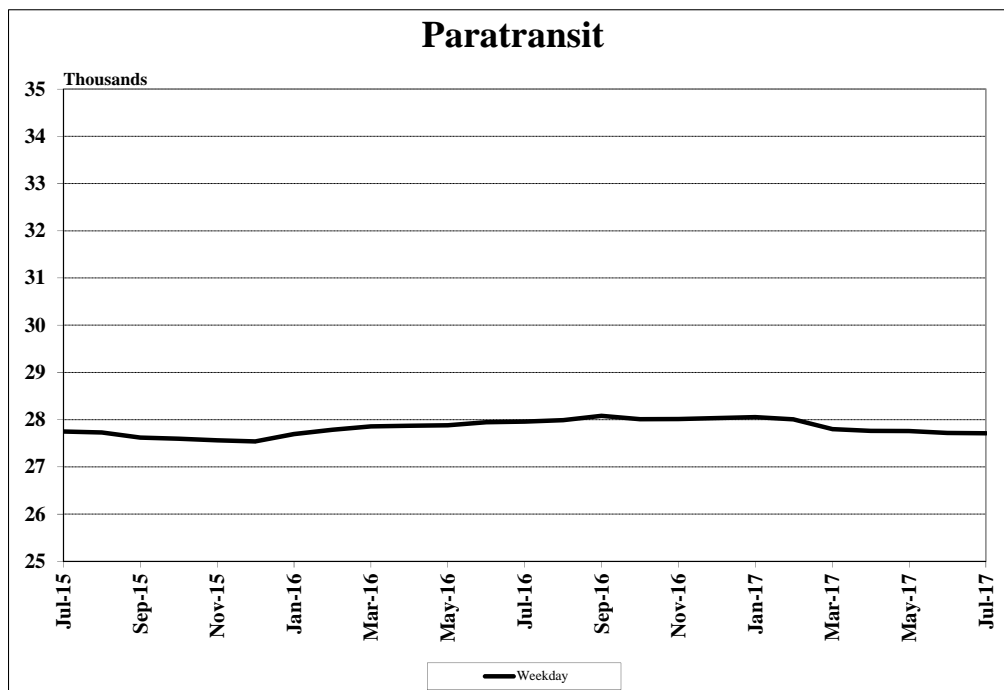
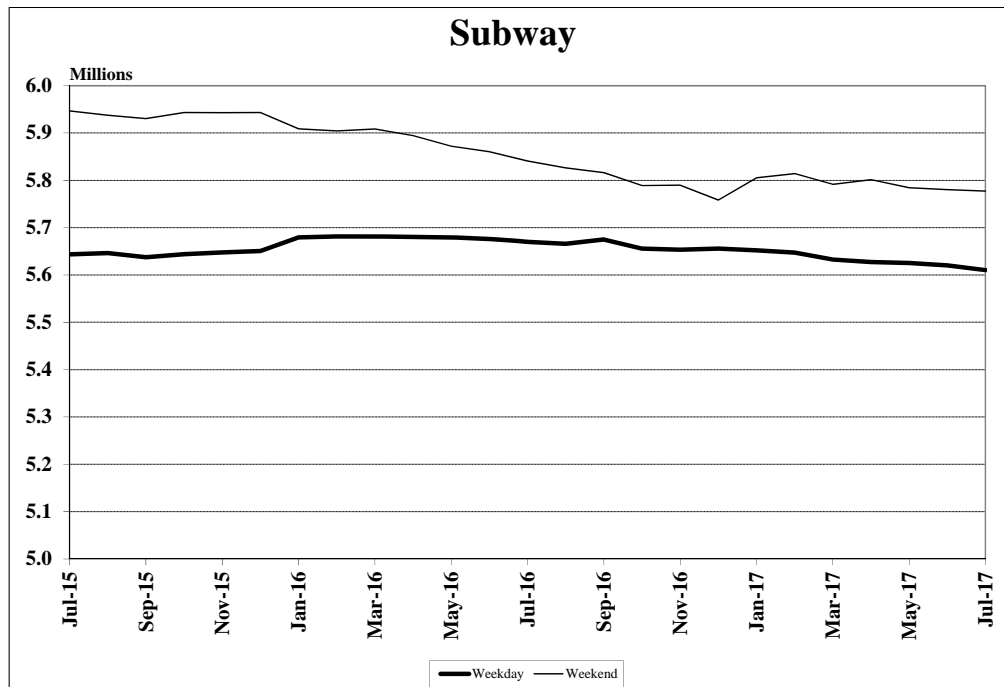
Month	Average Weekday - (thousands)				Average Weekend - (thousands)			
	Preliminary		Change		Preliminary		Change	
	2016	2017	Amount	Percent	2016	2017	Amount	Percent
Subway	5,445	5,325	-120	-2.2%	5,662	5,631	-31	-0.5%
NYCT Local Bus	1,870	1,760	-111	-5.9%	2,239	2,158	-81	-3.6%
NYCT Express Bus	39	38	-1	-2.0%	13	13	+1	+4.0%
Paratransit	28	28	-0	-0.4%	34	35	+1	+2.3%
TOTAL - NYCT	7,383	7,151	-232	-3.1%	7,947	7,836	-111	-1.4%
MTABC Local Bus	357	349	-7	-2.0%	409	407	-2	-0.4%
MTABC Express Bus	29	28	-1	-3.2%	11	12	+0	+3.3%
Total - MTA Bus	386	377	-8	-2.1%	420	419	-1	-0.3%
<i>Total - Regional Bus</i>	<i>2,295</i>	<i>2,175</i>	<i>-120</i>	<i>-5.2%</i>	<i>2,672</i>	<i>2,590</i>	<i>-82</i>	<i>-3.1%</i>
12-Month Rolling Average								
Subway	5,670	5,610	-60	-1.1%	5,841	5,777	-64	-1.1%
Local Bus	2,022	1,928	-94	-4.6%	2,214	2,133	-81	-3.7%
Express Bus	41	40	-0	-0.8%	12	13	+1	+4.1%
Paratransit	28	28	-0	-0.9%	33	33	-0	-0.1%
TOTAL - NYCT	7,761	7,607	-154	-2.0%	8,101	7,957	-144	-1.8%
MTABC Local Bus	378	372	-6	-1.7%	392	390	-2	-0.4%
MTABC Express Bus	30	28	-1	-4.5%	12	11	-1	-7.5%
Total - MTA Bus	408	400	-8	-1.9%	404	402	-2	-0.6%
<i>Total - Regional Bus</i>	<i>2,471</i>	<i>2,369</i>	<i>-102</i>	<i>-4.1%</i>	<i>2,630</i>	<i>2,547</i>	<i>-83</i>	<i>-3.2%</i>

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

- Subway and bus average weekday and weekend ridership both declined from July 2016, with virtually no impact from weather. The calendar impact was negative due to low ridership on Monday July 3, 2017 with no comparable day in July 2016.
- The July year-to-date results reflect an overall negative ridership trend, particularly on bus. Despite continued strong year-over-year employment growth (up 1.8 percent through July) in 2017, year-to-date weather adjusted average weekday non-student ridership was 0.2 percent lower on subway and 4.0 percent lower on bus than 2016.

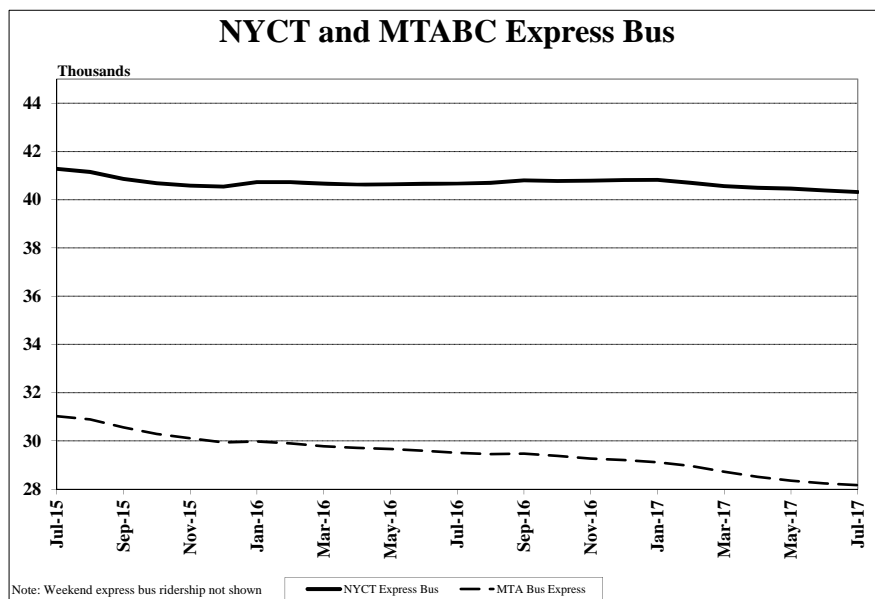
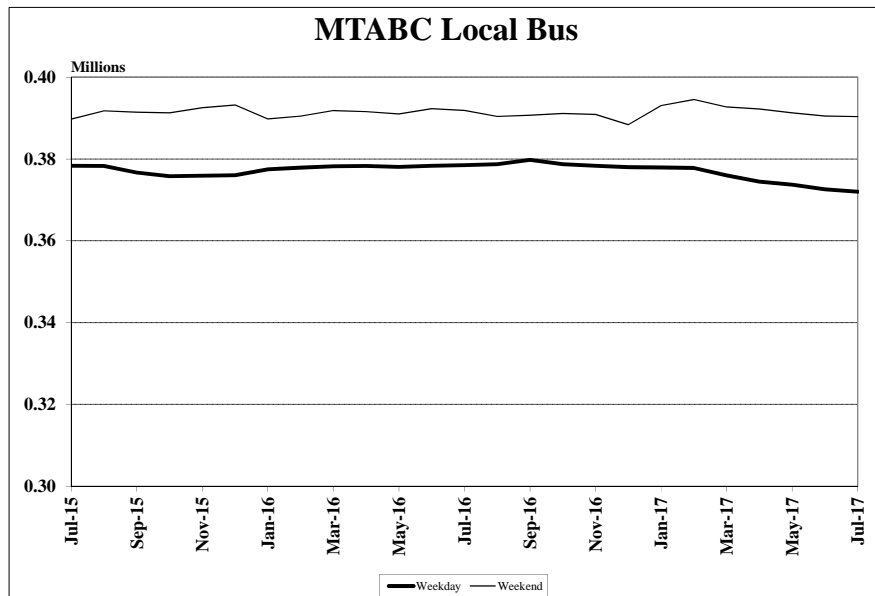
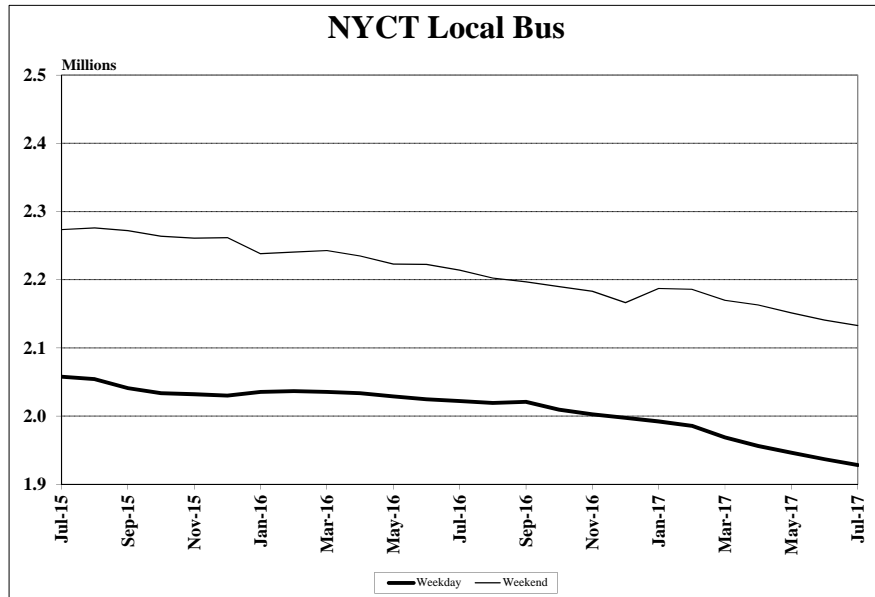
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From July 2016 to July 2017, average weekday ridership was down on most area services, with the exception of PATH (up 9.2 percent, the highest average weekday ridership for any month on record) and Staten Island Railway (up 1.2 percent). The PATH increase was mainly due to cross honoring of NJ Transit commuter rail ticket holders at three stations. NYCT Local Bus posted the largest decrease (down 5.9 percent from July 2016). Weekend ridership was largely positive or flat on most area services, with the exception of NYCT Local bus which decreased 3.6 percent from July 2016.

Bridges and Tunnels traffic increased slightly on weekdays, and more substantially on weekends. The percent change in 12-month rolling weekday average, while still increasing, continued to slow.

Transit Service	Jul-16	Preliminary Jul-17	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,445	5,325	-2.2%	-1.1%
NYCT Local Bus	1,870	1,760	-5.9%	-4.7%
NYCT Express Bus	39	38	-2.0%	-0.8%
NYCT Paratransit	28	28	-0.4%	-0.9%
Staten Island Railway	14	14	+1.2%	-0.6%
MTA Local Bus	357	349	-2.0%	-1.7%
MTA Express Bus	29	28	-3.2%	-4.5%
Long Island Rail Road	326	319	-2.2%	+0.6%
Metro-North Railroad	289	288	-0.5%	-0.1%
PATH	273	298	+9.2%	+4.3%
<u>Average Weekend</u>				
NYCT Subway	5,662	5,631	-0.5%	-1.1%
NYCT Local Bus	2,239	2,158	-3.6%	-3.7%
NYCT Express Bus	13	13	+4.0%	+4.1%
NYCT Paratransit	34	35	+2.3%	-0.1%
Staten Island Railway	9	9	+5.9%	+2.2%
MTA Local Bus	409	407	-0.4%	-0.4%
MTA Express Bus	11	12	+3.3%	-7.5%
Long Island Rail Road	232	231	-0.4%	+0.8%
Metro-North Railroad	241	249	+3.2%	+0.9%
PATH	203	213	+5.0%	-4.9%

MTA Bridges and Tunnels (thousands)				
Average Weekday	908	911	+0.3%	+0.6%
Average Weekend	1,688	1,726	+2.3%	-0.5%

Note: Percentages are based on unrounded data.

Economy

From July 2016 to July 2017, New York City employment increased 2.5 percent (106,800 jobs). Total private sector employment increased 2.8 percent (105,500 jobs) and government employment increased 0.2 percent (1,300 jobs). Most of the private employment sectors increased over the prior year, with the exception of the manufacturing sector, the trade & transportation sector and the information sector. The sector with the largest absolute and percentage increase was educational & health services, up 5.9 percent (53,600 jobs), continuing a long-term trend.

NYC Employment by Sector - (thousands)

Employment Sector	Jul-16	Jul-17	Change		
			Amount	%	% YTD
Construction	149.5	154.9	5.4	3.6%	2.7%
Manufacturing	76.3	74.1	-2.2	-2.9%	-3.4%
Trade & Transportation	622.0	619.6	-2.4	-0.4%	-1.0%
Leisure & Hospitality	443.9	459.3	15.4	3.5%	2.3%
Financial Activities	473.3	481.5	8.2	1.7%	0.7%
Information	197.6	189.5	-8.1	-4.1%	1.0%
Professional & Business Services	728.6	758.7	30.1	4.1%	3.1%
Educational & Health Services	902.0	955.6	53.6	5.9%	4.2%
Other Services	187.6	193.1	5.5	2.9%	2.0%
Total Private	3,780.8	3,886.3	105.5	2.8%	2.0%
Government	563.3	564.6	1.3	0.2%	0.3%
Total NYC Employment	4,344.1	4,450.9	106.8	2.5%	1.8%

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

8/17/2017 04:01 PM

	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$286,585	\$282,603	(3,982)	(1.4)	\$0.000	\$0.000	-	-	\$286,585	\$282,603	(3,982)	(1.4)
Bus	\$82,257	\$80,447	(1,810)	(2.2)	\$0.000	\$0.000	-	-	\$82,257	\$80,447	(1,810)	(2.2)
Paratransit	\$1,554	\$1,426	(0.128)	(8.3)	\$0.000	\$0.000	-	-	\$1,554	\$1,426	(0.128)	(8.3)
Fare Liability	\$6,125	\$6,125	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6,125	\$6,125	\$0.000	0.0
Farebox Revenue	\$376,521	\$370,601	(5,920)	(1.6)	\$0.000	\$0.000	-	-	\$376,521	\$370,601	(5,920)	(1.6)
Fare Reimbursement	\$6,195	\$2,606	(3,589)	(57.9)	\$0.000	\$0.000	-	-	\$6,195	\$2,606	(3,589)	(57.9)
Paratransit Reimbursement	\$15,189	\$14,375	(0.814)	(5.4)	\$0.000	\$0.000	-	-	\$15,189	\$14,375	(0.814)	(5.4)
Other Operating Revenue	\$16,327	\$16,169	(0.158)	(1.0)	\$0.000	\$0.000	-	-	\$16,327	\$16,169	(0.158)	(1.0)
Other Revenue	\$37,710	\$33,150	(4,561)	(12.1)	\$0.000	\$0.000	-	-	\$37,710	\$33,150	(4,561)	(12.1)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$98,034	\$106,231	\$8,197	8.4	\$98,034	\$106,231	\$8,197	8.4
Total Revenue	\$414,231	\$403,751	(10,480)	(2.5)	\$98,034	\$106,231	\$8,197	8.4	\$512,265	\$509,981	(2,284)	(0.4)
Expenses												
Labor :												
Payroll	\$279,176	\$280,983	(1,807)	(0.6)	\$41,002	\$37,996	\$3,007	7.3	\$320,178	\$318,979	\$1,199	0.4
Overtime	\$37,509	\$48,869	(11,360)	(30.3)	\$7,273	\$14,123	(6,850)	(94.2)	\$44,782	\$62,992	(18,210)	(40.7)
Total Salaries & Wages	\$316,685	\$329,852	(13,167)	(4.2)	\$48,275	\$52,119	(3,843)	(8.0)	\$364,960	\$381,971	(17,011)	(4.7)
Health and Welfare	\$74,349	\$59,298	\$15,051	20.2	\$1,879	\$1,650	\$0,229	12.2	\$76,228	\$60,948	\$15,280	20.0
OPEB Current Payment	\$36,955	\$22,032	\$14,923	40.4	\$0,771	\$0,724	\$0,047	6.1	\$37,726	\$22,757	\$14,970	39.7
Pensions	\$77,250	\$77,102	\$0,148	0.2	\$2,933	\$2,979	(0,045)	(1.5)	\$80,183	\$80,080	\$0,103	0.1
Other Fringe Benefits	\$40,940	\$44,460	(3,520)	(8.6)	\$15,684	\$15,929	(0,245)	(1.6)	\$56,623	\$60,389	(3,766)	(6.7)
Total Fringe Benefits	\$229,494	\$202,892	\$26,602	11.6	\$21,268	\$21,282	(0,015)	(0.1)	\$250,761	\$224,174	\$26,587	10.6
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(19,114)	(23,008)	\$3,893	20.4	\$19,114	\$23,018	(3,904)	(20.4)	\$0.000	\$0,010	(0,010)	-
Labor	\$527,064	\$509,736	\$17,328	3.3	\$88,657	\$96,419	(7,762)	(8.8)	\$615,722	\$606,155	\$9,566	1.6
Non-Labor :												
Electric Power	\$24,492	\$25,361	(0,868)	(3.5)	\$0,020	\$0,063	(0,043)	-	\$24,513	\$25,424	(0,911)	(3.7)
Fuel	\$6,876	\$9,635	(2,759)	(40.1)	\$0,027	\$0,001	\$0,026	95.7	\$6,903	\$9,636	(2,733)	(39.6)
Insurance	\$6,223	\$5,489	\$0,734	11.8	\$0,000	\$0,000	-	-	\$6,223	\$5,489	\$0,734	11.8
Claims	\$14,038	\$14,038	\$0,000	0.0	\$0,000	\$0,000	-	-	\$14,038	\$14,038	\$0,000	0.0
Paratransit Service Contracts	\$33,940	\$32,778	\$1,162	3.4	\$0,000	\$0,000	-	-	\$33,940	\$32,778	\$1,162	3.4
Maintenance and Other Operating Contracts	\$22,976	\$19,861	\$3,115	13.6	\$2,781	\$2,692	\$0,089	3.2	\$25,757	\$22,552	\$3,204	12.4
Professional Service Contracts	\$16,750	\$15,156	\$1,594	9.5	\$0,670	\$0,720	(0,050)	(7.4)	\$17,420	\$15,875	\$1,545	8.9
Materials & Supplies	\$26,967	\$23,617	\$3,350	12.4	\$5,719	\$6,015	(0,295)	(5.2)	\$32,686	\$29,632	\$3,054	9.3
Other Business Expenses	\$6,531	\$6,491	\$0,040	0.6	\$0,159	\$0,321	(0,162)	-	\$6,690	\$6,812	(0,122)	(1.8)
Non-Labor	\$158,793	\$152,425	\$6,367	4.0	\$9,377	\$9,812	(0,435)	(4.6)	\$168,169	\$162,237	\$5,933	3.5
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$685,857	\$662,161	\$23,696	3.5	\$98,034	\$106,231	(8,197)	(8.4)	\$783,891	\$768,392	\$15,499	2.0
Depreciation	\$152,855	\$143,349	\$9,506	6.2	\$0.000	\$0.000	-	-	\$152,855	\$143,349	\$9,506	6.2
OPEB Liability	\$0.000	\$0.000	\$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	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$838,712	\$805,511	\$33,201	4.0	\$98,034	\$106,231	(8,197)	(8.4)	\$936,746	\$911,742	\$25,005	2.7
OPERATING SURPLUS/DEFICIT	(424,481)	(401,760)	\$22,721	5.4	\$0.000	\$0.000	\$0.000	-	(424,481)	(401,760)	\$22,721	5.4

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
jul - 2017 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Jul 2017
 (\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$1,982.181	\$1,975.447	(6.734)	(0.3)	\$0.000	\$0.000	-	-	\$1,982.181	\$1,975.447	(6.734)	(0.3)
Bus	\$552.899	\$550.499	(2.400)	(0.4)	\$0.000	\$0.000	-	-	\$552.899	\$550.499	(2.400)	(0.4)
Paratransit	\$10.405	\$10.112	(0.293)	(2.8)	\$0.000	\$0.000	-	-	\$10.405	\$10.112	(0.293)	(2.8)
Fare Liability	\$42.875	\$42.875	\$0.000	0.0	\$0.000	\$0.000	-	-	\$42.875	\$42.875	\$0.000	0.0
Farebox Revenue	\$2,588.361	\$2,578.933	(9.428)	(0.4)	\$0.000	\$0.000	-	-	\$2,588.361	\$2,578.933	(9.428)	(0.4)
Fare Reimbursement	\$53.043	\$49.821	(3.222)	(6.1)	\$0.000	\$0.000	-	-	\$53.043	\$49.821	(3.222)	(6.1)
Paratransit Reimbursement	\$104.256	\$103.239	(1.017)	(1.0)	\$0.000	\$0.000	-	-	\$104.256	\$103.239	(1.017)	(1.0)
Other Operating Revenue	\$100.924	\$102.215	\$1.291	1.3	\$0.000	\$0.000	-	-	\$100.924	\$102.215	\$1.291	1.3
Other Revenue	\$258.224	\$255.276	(2.948)	(1.1)	\$0.000	\$0.000	-	-	\$258.224	\$255.276	(2.948)	(1.1)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$752.298	\$775.096	\$22.798	3.0	\$752.298	\$775.096	\$22.798	3.0
Total Revenue	\$2,846.584	\$2,834.208	(12.376)	(0.4)	\$752.298	\$775.096	\$22.798	3.0	\$3,598.882	\$3,609.304	\$10.422	0.3
Expenses												
Labor :												
Payroll	\$1,896.101	\$1,895.918	\$0.183	0.0	\$280.030	\$274.752	\$5.278	1.9	\$2,176.131	\$2,170.670	\$5.461	0.3
Overtime	\$289.352	\$307.354	(18.001)	(6.2)	\$85.516	\$101.190	(15.674)	(18.3)	\$374.868	\$408.543	(33.675)	(9.0)
Total Salaries & Wages	\$2,185.453	\$2,203.271	(17.818)	(0.8)	\$365.546	\$375.942	(10.396)	(2.8)	\$2,550.999	\$2,579.213	(28.214)	(1.1)
Health and Welfare	\$484.104	\$457.432	\$26.672	5.5	\$12.797	\$13.994	(1.197)	(9.4)	\$496.901	\$471.426	\$25.475	5.1
OPEB Current Payment	\$244.030	\$229.362	\$14.668	6.0	\$5.315	\$6.067	(0.752)	(14.1)	\$249.345	\$235.429	\$13.916	5.6
Pensions	\$540.397	\$540.711	(0.314)	(0.1)	\$21.362	\$20.592	\$0.770	3.6	\$561.758	\$561.303	\$0.455	0.1
Other Fringe Benefits	\$298.505	\$301.929	(3.424)	(1.1)	\$115.625	\$116.144	(0.518)	(0.4)	\$414.130	\$418.073	(3.942)	(1.0)
Total Fringe Benefits	\$1,567.036	\$1,529.434	\$37.602	2.4	\$155.099	\$156.796	(1.698)	(1.1)	\$1,722.135	\$1,686.230	\$35.904	2.1
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(159.657)	(169.852)	\$10.194	6.4	\$159.657	\$169.852	(10.194)	(6.4)	\$0.000	\$0.000	\$0.000	57.0
Labor	\$3,592.832	\$3,562.853	\$29.978	0.8	\$680.302	\$702.590	(22.288)	(3.3)	\$4,273.134	\$4,265.443	\$7.691	0.2
Non-Labor :												
Electric Power	\$163.206	\$160.523	\$2.684	1.6	\$0.147	\$0.392	(0.244)	-	\$163.354	\$160.914	\$2.440	1.5
Fuel	\$55.746	\$58.488	(2.742)	(4.9)	\$0.027	\$0.009	\$0.018	66.5	\$55.773	\$58.497	(2.724)	(4.9)
Insurance	\$41.679	\$42.104	(0.425)	(1.0)	\$0.000	\$0.000	-	-	\$41.679	\$42.104	(0.425)	(1.0)
Claims	\$98.265	\$98.265	\$0.000	0.0	\$0.000	\$0.000	-	-	\$98.265	\$98.265	\$0.000	0.0
Paratransit Service Contracts	\$224.902	\$222.902	\$2.000	0.9	\$0.000	\$0.000	-	-	\$224.902	\$222.902	\$2.000	0.9
Maintenance and Other Operating Contracts	\$138.313	\$122.808	\$15.506	11.2	\$19.773	\$22.474	(2.701)	(13.7)	\$158.087	\$145.282	\$12.805	8.1
Professional Service Contracts	\$100.264	\$90.928	\$9.336	9.3	\$6.619	\$4.866	\$1.753	26.5	\$106.883	\$95.794	\$11.089	10.4
Materials & Supplies	\$190.684	\$179.092	\$11.591	6.1	\$46.293	\$45.125	\$1.168	2.5	\$236.977	\$224.217	\$12.760	5.4
Other Business Expenses	\$44.949	\$49.606	(4.657)	(10.4)	(0.863)	(0.359)	(0.504)	(58.4)	\$44.086	\$49.247	(5.161)	(11.7)
Non-Labor	\$1,058.009	\$1,024.716	\$33.293	3.1	\$71.996	\$72.506	(0.510)	(0.7)	\$1,130.005	\$1,097.222	\$32.783	2.9
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$4,650.841	\$4,587.570	\$63.271	1.4	\$752.298	\$775.096	(22.798)	(3.0)	\$5,403.139	\$5,362.665	\$40.474	0.7
Depreciation	\$995.366	\$934.458	\$60.908	6.1	\$0.000	\$0.000	-	-	\$995.366	\$934.458	\$60.908	6.1
OPEB Liability	\$621.477	\$597.926	\$23.551	3.8	\$0.000	\$0.000	-	-	\$621.477	\$597.926	\$23.551	3.8
GASB 68 Pension Adjustment	\$0.000	\$9.304	(9.304)	-	\$0.000	\$0.000	-	-	\$0.000	\$9.304	(9.304)	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$6,267.685	\$6,129.258	\$138.427	2.2	\$752.298	\$775.096	(22.798)	(3.0)	\$7,019.983	\$6,904.354	\$115.629	1.6
OPERATING SURPLUS/DEFICIT	(3,421.101)	(3,295.050)	\$126.051	3.7	\$0.000	\$0.000	\$0.000	-	(3,421.101)	(3,295.050)	\$126.051	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 months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
July 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	(5.9)	(1.6)	Lower subway and bus ridership	(9.4)	(0.4)	Lower subway and bus ridership
Other Operating Revenue	NR	(4.6)	(12.1)	Largely the unfavorable timing of fare reimbursement revenues and lower paratransit Urban Tax revenues	(2.9)	(1.1)	Largely the unfavorable timing of fare reimbursement revenues and lower paratransit Urban Tax revenues, partly offset by higher Transit Adjudication Bureau (TAB) fees
Payroll	NR	(1.8)	(0.6)	Mainly the unfavorable timing of expenses and reimbursable payroll underruns, partly offset by vacancies			
Overtime	NR	(11.4)	(30.3)	Mostly due to additional track, signals, infrastructure and station maintenance requirements, increased unscheduled service caused by subway service delays and overcrowding, and additional vacancy/absentee coverage requirements	(18.0)	(6.2)	Mostly due to additional track, signals, infrastructure and station maintenance requirements, increased unscheduled service caused by subway service delays and overcrowding, and additional vacancy/absentee coverage requirements
Health & Welfare (including OPEB current payment)	NR	30.0	27.0	Mostly the favorable timing of health care provider credits and a favorable rate experience	41.3	5.8	Mostly the favorable timing of health care provider credits and a favorable rate experience
Other Fringe Benefits	NR	(3.5)	(8.6)	Largely the unfavorable timing of expenses and higher FICA costs	(3.4)	(1.1)	Largely the unfavorable timing of expenses and higher FICA costs
Reimbursable Overhead	NR	3.9	20.4	Mostly favorable overhead credits, due to higher reimbursable overtime requirements	10.2	6.4	Mostly favorable overhead credits, due to higher reimbursable overtime requirements
Electric Power	NR	(0.9)	(3.5)	Primarily the unfavorable timing of expenses and higher prices, partly offset by lower consumption	2.7	1.6	Primarily lower consumption and prices, partly offset by the unfavorable timing of expenses
Fuel	NR	(2.8)	(40.1)	Largely the unfavorable timing of expenses and higher consumption, partly offset by lower prices	(2.7)	(4.9)	Primarily the unfavorable timing of expenses and higher consumption, partly offset by lower prices
Insurance	NR	0.7	11.8	The favorable timing of interagency billing with MTA			
Paratransit Service Contracts	NR	1.2	3.4	Due principally to lower completed trips	2.0	0.9	Due principally to lower completed trips

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
July 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	3.1	13.6	Mainly the favorable timing of subway car- related maintenance costs and revenue vehicle maintenance & repair requirements	15.5	11.2	Mainly the favorable timing of revenue vehicle maintenance & repair requirements and subway car-related maintenance costs
Professional Service Contracts	NR	1.6	9.5	Mainly the favorable timing of expenses regarding bond services, various professional service contracts and EDP-related requirements	9.3	9.3	Mainly the favorable timing of various professional service contract expenses, partly offset by the unfavorable timing of data communications expenses
Materials & Supplies	NR	3.4	12.4	Mostly favorable inventory/obsolescence adjustments and the favorable timing of maintenance material requirements	11.6	6.1	Primincipally favorable inventory/obsolescence adjustments, partly offset by the unfavorable timing of maintenance material requirements
Other Business Expenses	NR				(4.7)	(10.4)	Primarily the unfavorable timing of reimbursable job closing adjustments and higher MVM credit card charges
Capital and Other Reimbursements	R	8.2	8.4	Increased reimbursements consistent with an increase in reimbursable expenses	22.8	3.0	Increased reimbursements consistent with an increase in reimbursable expenses
Payroll	R	3.0	7.3	Mainly the favorable timing of non-capital transactions and capital construction requirements	5.3	1.9	Mainly the favorable timing of non-capital transactions
Overtime	R	(6.9)	(94.2)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability	(15.7)	(18.3)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability
Maintenance Contracts	R				(2.7)	(13.7)	Mostly the unfavorable timing of maintenance services and building-related expenses
Professional Service Contracts	R				1.8	26.5	Primarily the favorable timing of various professional service contract requirements
Materials & Supplies	R	(0.3)	(5.2)	Mainly the unfavorable timing of maintenance material requirements	1.2	2.5	Mainly the favorable timing of maintenance material requirements

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2017 Mid_Year
Cash Receipts and Expenditures
Jul FY17
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid Year	Actual	Favorable (Unfavorable)		Forecast Mid Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$380.703	\$362.322	(18.381)	(4.8)	\$2,802.479	\$2,583.835	(18.644)	(0.7)
Fare Reimbursement	\$9.901	\$0.000	(9.901)	-	\$74.612	\$78.913	\$4.301	5.8
Paratransit Reimbursement	\$3.365	\$3.151	(0.214)	(6.4)	\$121.355	\$121.141	(0.214)	(0.2)
Other Operating Revenue	\$5.530	\$3.547	(1.983)	(35.9)	\$28.781	\$25.589	(3.192)	(11.1)
Other Revenue	\$18.796	\$6.698	(12.098)	(64.4)	\$224.749	\$225.643	\$0.894	0.4
Capital and Other Reimbursements	\$118.034	\$99.274	(18.760)	(15.9)	\$710.140	\$697.581	(12.559)	(1.8)
Total Revenue	\$517.532	\$468.294	(49.238)	(9.5)	\$3,537.368	\$3,507.059	(30.309)	(0.9)
<u>Expenditures</u>								
<u>Labor :</u>								
Payroll	\$283.451	\$282.163	\$1.288	0.5	\$2,139.859	\$2,135.374	\$4.485	0.2
Overtime	\$44.782	\$62.992	(18.210)	(40.7)	\$374.868	\$408.564	(33.696)	(9.0)
Total Salaries & Wages	\$328.233	\$345.155	(16.922)	(5.2)	\$2,514.727	\$2,543.938	(29.211)	(1.2)
Health and Welfare	\$76.228	\$80.851	(4.623)	(6.1)	\$489.619	\$486.433	\$3.185	0.7
OPEB Current Payment	\$37.726	\$22.757	\$14.970	39.7	\$249.345	\$235.429	\$13.917	5.6
Pensions	\$80.183	\$80.073	\$0.110	0.1	\$561.664	\$561.196	\$0.468	0.1
Other Fringe Benefits	\$23.186	\$40.099	(16.913)	(72.9)	\$277.063	\$283.066	(6.003)	(2.2)
Total Fringe Benefits	\$217.324	\$223.780	(6.456)	(3.0)	\$1,577.691	\$1,566.124	\$11.567	0.7
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$545.557	\$568.935	(23.378)	(4.3)	\$4,092.418	\$4,110.062	(17.644)	(0.4)
<u>Non-Labor :</u>								
Electric Power	\$24.513	\$23.571	\$0.942	3.8	\$163.354	\$157.708	\$5.646	3.5
Fuel	\$7.124	\$6.078	\$1.046	14.7	\$54.669	\$52.989	\$1.680	3.1
Insurance	\$3.692	\$0.003	\$3.689	-	\$51.515	\$47.825	\$3.690	7.2
Claims	\$10.001	\$9.818	\$0.183	1.8	\$69.592	\$61.663	\$7.929	11.4
Paratransit Service Contracts	\$33.940	\$33.203	\$0.737	2.2	\$227.131	\$225.394	\$1.737	0.8
Maintenance and Other Operating Contracts	\$25.757	\$19.194	\$6.563	25.5	\$153.929	\$140.014	\$13.915	9.0
Professional Service Contracts	\$14.420	\$12.007	\$2.413	16.7	\$109.152	\$102.428	\$6.724	6.2
Materials & Supplies	\$32.686	\$32.514	\$0.172	0.5	\$234.388	\$236.816	(2.428)	(1.0)
Other Business Expenses	\$6.690	\$9.217	(2.527)	(37.8)	\$44.086	\$50.940	(6.854)	(15.5)
Non-Labor	\$158.822	\$145.605	\$13.217	8.3	\$1,107.815	\$1,075.777	\$32.038	2.9
<u>Other Expense Adjustments:</u>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$704.379	\$714.540	(10.161)	(1.4)	\$5,200.233	\$5,185.839	\$14.394	0.3
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$704.379	\$714.540	(10.161)	(1.4)	\$5,200.234	\$5,185.839	\$14.395	0.3
Net Surplus/(Deficit)	(186.847)	(246.246)	(59.399)	(31.8)	(1,662.866)	(1,678.780)	(15.914)	(1.0)

Note: Totals may not add due to rounding

Table 5

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL CASH BASIS
July 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	(18.4)	(4.8)	Primarily the unfavorable timing of receipts	(18.6)	(0.7)	Primarily the unfavorable timing of receipts
Other Operating Receipts	(12.1)	(64.4)	Due principally to the unfavorable timing of NYC student fare reimbursements			
Capital and Other Reimbursements	(18.8)	(15.9)	Largely the unfavorable timing of reimbursements	(12.6)	(1.8)	Largely the unfavorable timing of reimbursements
Salaries & Wages	(16.9)	(5.2)	Mostly higher overtime requirements	(29.2)	(1.2)	Mostly higher overtime requirements
Health & Welfare (including OPEB current payment)	10.4	9.1	Principally higher credits and lower expenses, partly offset by the unfavorable timing of payments	17.1	2.3	Principally higher credits and lower expenses, partly offset by the unfavorable timing of payments
Other Fringe Benefits	(16.9)	(72.9)	Largely higher payments			
Electric Power				5.6	3.5	Primarily lower expenses and the favorable timing of payments
Fuel				1.7	3.1	Largely the favorable timing of payments
Insurance	3.7	n/a	The favorable timing of interagency payments	3.7	7.2	The favorable timing of interagency payments
Claims				7.9	11.4	Mostly the favorable timing of payments
Paratransit Service Contracts				1.7	0.8	Due principally to lower expenditures
Maintenance Contracts	6.6	25.5	Mostly lower expenditures and the favorable timing of payments	13.9	9.0	Largely lower expenditures and the favorable timing of payments
Professional Service Contracts	2.4	16.7	largely lower expenditures and the favorable timing of payments	6.7	6.2	Mainly lower expenditures and the favorable timing of payments
Materials & Supplies				(2.4)	(1.0)	Largely due to the unfavorable timing of maintenance material requirements
Other Business Expenditures				(6.9)	(15.5)	The unfavorable timing of reimbursable job closing adjustments and higher MVM credit card charges

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2017 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Jul FY17
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$4,182	(8,279)	(12,461)	-	\$14,118	\$4,902	(9,216)	(65.3)
Fare Reimbursement	\$3,706	(2,606)	(6,312)	-	\$21,569	\$29,092	\$7,523	34.9
Paratransit Reimbursement	(11,824)	(11,224)	\$0,600	5.1	\$17,100	\$17,902	\$0,802	4.7
Other Operating Revenue	(10,797)	(12,622)	(1,825)	(16.9)	(72,143)	(76,626)	(4,483)	(6.2)
Other Revenue	(18,915)	(26,452)	(7,537)	(39.8)	(33,474)	(29,633)	\$3,842	11.5
Capital and Other Reimbursements	\$20,000	(6,957)	(26,957)	-	(42,158)	(77,515)	(35,357)	(83.9)
Total Revenue	\$5,267	(41,687)	(46,955)	-	(61,514)	(102,245)	(40,731)	(66.2)
Expenses								
Labor :								
Payroll	\$36,727	\$36,816	\$0,089	0.2	\$36,272	\$35,296	(0,976)	(2.7)
Overtime	\$0,000	\$0,000	\$0,000	-	\$0,000	(0,021)	(0,021)	-
Total Salaries & Wages	\$36,727	\$36,816	\$0,089	0.2	\$36,272	\$35,275	(0,997)	(2.7)
Health and Welfare	\$0,000	(19,903)	(19,903)	-	\$7,282	(15,008)	(22,290)	-
OPEB Current Payment	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Pensions	\$0,000	\$0,007	\$0,007	-	\$0,094	\$0,107	\$0,013	13.8
Other Fringe Benefits	\$33,438	\$20,290	(13,147)	(39.3)	\$137,067	\$135,007	(2,061)	(1.5)
Total Fringe Benefits	\$33,438	\$0,394	(33,044)	(98.8)	\$144,443	\$120,106	(24,337)	(16.8)
Contribution to GASB Fund	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Reimbursable Overhead	\$0,000	\$0,010	\$0,010	-	\$0,000	\$0,000	\$0,000	-
Labor	\$70,165	\$37,220	(32,945)	(47.0)	\$180,716	\$155,381	(25,335)	(14.0)
Non-Labor :								
Electric Power	\$0,000	\$1,853	\$1,853	-	\$0,000	\$3,206	\$3,206	-
Fuel	(0,221)	\$3,558	\$3,779	-	\$1,104	\$5,508	\$4,404	-
Insurance	\$2,531	\$5,486	\$2,955	-	(9,836)	(5,721)	\$4,115	41.8
Claims	\$4,037	\$4,220	\$0,183	4.5	\$28,673	\$36,602	\$7,929	27.7
Paratransit Service Contracts	\$0,000	(0,425)	(0,425)	-	(2,229)	(2,492)	(0,263)	(11.8)
Maintenance and Other Operating Contracts	\$0,000	\$3,358	\$3,358	-	\$4,158	\$5,268	\$1,110	26.7
Professional Service Contracts	\$3,000	\$3,868	\$0,868	28.9	(2,269)	(6,634)	(4,365)	-
Materials & Supplies	\$0,000	(2,882)	(2,882)	-	\$2,589	(12,599)	(15,188)	-
Other Business Expenses	\$0,000	(2,405)	(2,405)	-	\$0,000	(1,693)	(1,693)	-
Non-Labor	\$9,347	\$16,632	\$7,285	77.9	\$22,190	\$21,445	(0,745)	(3.4)
Other Expense Adjustments:								
Other	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Other Expense Adjustments	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Total Expenses before Depreciation and OPEB	\$79,512	\$53,852	(25,660)	(32.3)	\$202,906	\$176,826	(26,080)	(12.9)
Depreciation	\$152,855	\$143,349	(9,506)	(6.2)	\$995,366	\$934,458	(60,908)	(6.1)
OPEB Liability	\$0,000	\$0,000	\$0,000	-	\$621,477	\$597,926	(23,551)	(3.8)
GASB 68 Pension Adjustment	\$0,000	\$0,000	\$0,000	-	\$0,000	\$9,304	\$9,304	-
Environmental Remediation	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenditures	\$232,367	\$197,202	(35,165)	(15.1)	\$1,819,749	\$1,718,515	(101,234)	(5.6)
Total Cash Conversion Adjustments	\$237,634	\$155,514	(82,120)	(34.6)	\$1,758,235	\$1,616,270	(141,965)	(8.1)

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
JULY 2017

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	33	34	(1)	
Law	320	290	30	
Office of the EVP	54	44	10	
Human Resources	234	231	3	
Office of Management and Budget	43	38	5	
Capital Planning & Budget	35	31	4	
Corporate Communications	278	257	21	
Non-Departmental	(33)	2	(35)	
Labor Relations	97	88	9	
Materiel	239	264	(25)	
Controller	128	123	5	
Total Administration	1,428	1,402	26	
Operations				
Subways Service Delivery	8,802	8,616	186	Mostly Shortage of Train & Tower Operators
Subways Operations Support/Admin	431	423	8	
Subways Stations	2,660	2,542	118	Mainly Shortage of Station Supervisors and Agents
Sub-total Subways	11,893	11,581	312	
Buses	11,179	10,949	230	Mainly shortage of Bus Operators
Paratransit	213	198	15	
Operations Planning	398	383	15	
Revenue Control	573	539	34	
Non-Departmental	0	0	0	
Total Operations	24,256	23,650	606	
Maintenance				
Subways Operations Support/Admin	139	132	7	
Subways Engineering	392	364	28	
Subways Car Equipment	4,579	4,507	72	Mostly shortage of Maintenance Supervisors & PTEs
Subways Infrastructure	1,707	1,612	95	Mostly shortage of Maintainers
Subways Elevators & Escalators	479	408	71	Mostly shortage of EL & ESCAL Maintainers
Subways Stations	3,868	3,875	(7)	
Subways Track	2,889	2,811	78	
Subways Power	598	608	(10)	
Subways Signals	1,536	1,480	56	Largely shortage of Signal Maintainers
Subways Electronic Maintenance	1,664	1,574	90	Mainly shortage of Maintainers and PTEs
Sub-total Subways	17,851	17,371	480	
Buses	3,664	3,622	42	
Supply Logistics	574	563	11	
System Safety	98	91	7	
Non-Departmental	(112)	1	(113)	
Total Maintenance	22,075	21,648	427	
Engineering/Capital				
Capital Program Management	1,358	1,414	(56)	Excess due mostly to PTEs
Total Engineering/Capital	1,358	1,414	(56)	
Public Safety				
Security	652	659	(7)	
Total Public Safety	652	659	(7)	
Total Positions	49,769	48,773	996	
Non-Reimbursable	43,957	43,668	289	
Reimbursable	5,812	5,105	707	
Total Full-Time	49,569	48,557	1,012	
Total Full-Time Equivalents	200	216	(16)	

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
JULY 2017

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	508	440	68	
Professional, Technical, Clerical	891	939	(48)	
Operational Hourlies	29	23	6	
Total Administration	1,428	1,402	26	
Operations				
Managers/Supervisors	2,878	2,775	103	
Professional, Technical, Clerical	507	481	26	
Operational Hourlies	20,871	20,394	477	
Total Operations	24,256	23,650	606	
Maintenance				
Managers/Supervisors	3,960	3,883	77	
Professional, Technical, Clerical	1,139	1,057	82	
Operational Hourlies	16,976	16,708	268	
Total Maintenance	22,075	21,648	427	
Engineering/Capital				
Managers/Supervisors	339	340	(1)	
Professional, Technical, Clerical	1,017	1,072	(55)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,358	1,414	(56)	
Public Safety				
Managers/Supervisors	275	272	3	
Professional, Technical, Clerical	41	39	2	
Operational Hourlies	336	348	(12)	
Total Public Safety	652	659	(7)	
Total Positions				
Managers/Supervisors	7,960	7,710	250	
Professional, Technical, Clerical	3,595	3,588	7	
Operational Hourlies	38,214	37,475	739	
Total Positions	49,769	48,773	996	

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

	July						July Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	346,006	\$11.218	344,269	\$11.170	1,737	\$0.048 0.4%	2,465,333	\$79.274	2,445,616	\$78.695	19,717	\$0.579 0.7%
<u>Unscheduled Service</u>	299,775	\$10.125	397,538	\$13.186	(97,763)	(\$3.061) (30.2%)	2,116,180	\$69.889	2,311,667	\$76.083	(195,487)	(\$6.194) (8.9%)
<u>Programmatic/Routine Maintenance</u>	328,772	\$10.688	469,693	\$16.623	(140,921)	(\$5.935) (55.5%)	2,597,701	\$88.927	2,808,510	\$98.260	(210,809)	(\$9.334) (10.5%)
<u>Unscheduled Maintenance</u>	47,015	\$1.596	35,251	\$1.187	11,763	\$0.409 25.6%	47,015	\$1.596	35,251	\$1.187	11,763	\$0.409 25.6%
<u>Vacancy/Absentee Coverage</u>	99,719	\$2.978	174,702	\$5.762	(74,982)	(\$2.784) (93.5%)	818,188	\$26.363	903,072	\$29.784	(84,885)	(\$3.421) (13.0%)
<u>Weather Emergencies</u>	4,323	\$0.145	7,772	\$0.281	(3,449)	(\$0.136) (94.1%)	549,328	\$18.301	555,466	\$18.542	(6,139)	(\$0.241) (1.3%)
<u>Safety/Security/Law Enforcement</u>	12,168	\$0.363	10,322	\$0.289	1,846	\$0.075 20.6%	68,893	\$1.968	65,780	\$1.829	3,113	\$0.139 7.1%
<u>Other</u>	13,621	\$0.396	10,367	\$0.372	3,254	\$0.024 6.0%	92,356	\$3.036	85,658	\$2.973	6,698	\$0.062 2.1%
Subtotal	1,151,400	\$37.509	1,449,914	\$48.869	(298,514)	(\$11.360) (30.3%)	8,754,993	\$289.353	9,211,021	\$307.354	(456,028)	(\$18.001) (6.2%)
REIMBURSABLE OVERTIME	180,614	\$7.273	399,933	\$14.123	(219,319)	(\$6.850) (94.2%)	2,398,760	\$85.516	2,893,300	\$101.190	(494,540)	(\$15.673) (18.3%)
TOTAL OVERTIME	1,332,013	\$44.782	1,849,847	\$62.992	(517,833)	(\$18.211) (40.7%)	11,153,753	\$374.869	12,104,321	\$408.543	(950,568)	(\$33.674) (9.0%)

Totals may not add due to rounding

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

* Exceeds 100%

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

	July			July Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	1,737	\$0.0		19,717	\$0.6	Favorable results due to vacancy/absentee coverage, included in vacancy/absentee category.
		0.4%			0.7%	
<u>Unscheduled Service</u>	(97,763)	(\$3.1)	Unfavorable variance due to subway service delays and overcrowding.	(195,487)	(\$6.2)	Unfavorable variance due to subway service delays and overcrowding.
		(30.2%)			(8.9%)	
<u>Programmatic/Routine Maintenance</u>	(140,921)	(\$5.9)	Unfavorable variance mainly due to track, signals, infrastructure, and station maintenance.	(210,809)	(\$9.3)	Unfavorable variance mainly due to track, signals, infrastructure, and station maintenance.
		(55.5%)			(10.5%)	
<u>Unscheduled Maintenance</u>	11,763	\$0.4		11,763	\$0.4	
		25.6%			25.6%	
<u>Vacancy/Absentee Coverage</u>	(74,982)	(\$2.8)	Unfavorable variance mainly due to bus operators and maintainers, track workers, and station agents and maintainers.	(84,885)	(\$3.4)	Unfavorable variance mainly due to bus operators and maintainers, track workers, and station agents and maintainers.
		(93.5%)			(13.0%)	
<u>Weather Emergencies</u>	(3,449)	(\$0.1)		(6,139)	(\$0.2)	
		(94.1%)			(1.3%)	
<u>Safety/Security/Law Enforcement</u>	1,846	\$0.1		3,113	\$0.1	
		20.6%			7.1%	
<u>Other</u>	3,254	\$0.0		6,698	\$0.1	
		6.0%			2.1%	
Subtotal	(298,514)	(\$11.4)		(456,028)	(\$18.0)	
		(30.3%)			(6.2%)	
REIMBURSABLE OVERTIME	(219,319)	(\$6.9)	Unfavorable variance mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability.	(494,540)	(\$15.7)	Unfavorable variance mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability.
		(94.2%)			(18.3%)	
TOTAL OVERTIME	(517,833)	(\$18.2)		(950,568)	(\$33.7)	
		(40.7%)			(9.0%)	

Totals may not add due to rounding.

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2017 Overtime Reporting
Overtime Legend

Type

Definition

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



FINANCIAL AND RIDERSHIP REPORT

July 2017

(All data are preliminary and subject to audit)

In the month of July, **operating revenues** were \$0.7 million, \$0.1 million (9.1 percent) below the Mid-Year Forecast (forecast), due mainly to the unfavorable timing of student fare reimbursements. Year-to-date, operating revenues of \$5.3 million were below forecast by less than \$0.1 million (0.4 percent).

Total **ridership** in July 2017 was 333,097 riders, 2.5 percent (7,999 riders) above forecast. Year-to-date, ridership was 2,609,135 riders, 0.5 percent (12,665 riders) higher than forecast. July 2017 average weekday ridership was 14,160 riders, 1.2 percent (170 riders) above July 2016. Average weekday ridership for the twelve months ending July 2017 was 16,154 riders, 0.6 percent (97 riders) less than the previous twelve-month period.

Nonreimbursable expenses before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were below forecast in July by \$1.9 million (25.6 percent). Labor expenses underran by \$0.4 million (9.7 percent), including lower payroll expenses of \$0.5 million (26.2 percent), driven by timing and vacancies. Other fringe benefit expenses were also below forecast by \$0.2 million (37.0 percent), due largely to the favorable timing of interagency billing/expenses. Partly offsetting these positive results was the unfavorable timing of health & welfare/OPEB current expenses of \$0.4 million (50.0 percent). Non-labor expenses were also under forecast by \$1.5 million (47.2 percent), mostly resulting from the timing of R44 car fleet maintenance expenses. Year-to-date, expenses were less than forecast by \$2.0 million (4.9 percent), of which labor expenses were favorable by \$0.4 million (1.7 percent), again representing mainly lower payroll expenses caused by timing and vacancies. Non-labor expenses were favorable by \$1.6 million (9.9 percent), due principally to the timing of R44 car fleet maintenance expenses.

Depreciation expenses were \$5.7 million year-to-date, exceeding forecast by \$0.9 million (18.4 percent).

GASB #45 Other Post-Employment Benefits accrued expenses of \$3.7 million were recorded year-to-date, \$0.1 million (2.1 percent) under forecast.

The **net cash deficit** (excluding subsidies) year-to-date was \$35.1 million, favorable to forecast by \$1.7 million (4.7 percent).

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$0.564	\$0.578	\$0.014	2.5	\$0.000	\$0.000	-	-	\$0.564	\$0.578	\$0.014	2.5
Other Revenue	\$0.189	\$0.107	(0.082)	(43.4)	\$0.000	\$0.000	-	-	\$0.189	\$0.107	(0.082)	(43.4)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.248	\$0.180	(0.068)	(27.2)	\$0.248	\$0.180	(0.068)	(27.2)
Total Revenue	\$0.754	\$0.685	(0.068)	(9.1)	\$0.248	\$0.180	(0.068)	(27.2)	\$1.002	\$0.866	(0.136)	(13.6)
Expenses												
Labor :												
Payroll	\$2.076	\$1.532	\$0.544	26.2	\$0.014	\$0.083	(0.068)	-	\$2.090	\$1.614	\$0.476	22.8
Overtime	\$0.263	\$0.310	(0.047)	(17.9)	\$0.164	\$0.024	\$0.140	85.5	\$0.427	\$0.333	\$0.093	21.9
Total Salaries & Wages	\$2.339	\$1.841	\$0.497	21.3	\$0.178	\$0.108	\$0.072	40.3	\$2.517	\$1.948	\$0.569	22.6
Health and Welfare	\$0.534	\$0.806	(0.272)	(51.0)	\$0.000	\$0.000	\$0.000	-	\$0.534	\$0.806	(0.272)	(51.0)
OPEB Current Payment	\$0.250	\$0.370	(0.120)	(48.0)	\$0.000	\$0.001	(0.001)	-	\$0.250	\$0.371	(0.121)	(48.4)
Pensions	\$0.605	\$0.511	\$0.094	15.6	\$0.000	\$0.000	\$0.000	-	\$0.605	\$0.511	\$0.094	15.6
Other Fringe Benefits	\$0.563	\$0.355	\$0.209	37.0	\$0.000	\$0.000	\$0.000	-	\$0.563	\$0.355	\$0.209	37.0
Total Fringe Benefits	\$1.952	\$2.042	(0.090)	(4.6)	\$0.000	\$0.001	(0.001)	-	\$1.952	\$2.043	(0.091)	(4.6)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.070)	(0.073)	\$0.003	4.5	\$0.070	\$0.073	(0.003)	(4.5)	\$0.000	\$0.000	\$0.000	-
Labor	\$4.221	\$3.811	\$0.411	9.7	\$0.248	\$0.180	\$0.068	27.2	\$4.469	\$3.991	\$0.478	10.7
Non-Labor :												
Electric Power	\$0.303	\$0.301	\$0.001	0.5	\$0.000	\$0.000	\$0.000	-	\$0.303	\$0.301	\$0.001	0.5
Fuel	\$0.019	\$0.002	\$0.018	91.8	\$0.000	\$0.000	\$0.000	-	\$0.019	\$0.002	\$0.018	91.8
Insurance	\$0.047	\$0.075	(0.029)	(61.8)	\$0.000	\$0.000	\$0.000	-	\$0.047	\$0.075	(0.029)	(61.8)
Claims	\$0.007	\$0.020	(0.013)	-	\$0.000	\$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	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$2.422	\$0.853	\$1.570	64.8	\$0.000	\$0.000	\$0.000	-	\$2.422	\$0.853	\$1.570	64.8
Professional Service Contracts	\$0.133	\$0.059	\$0.074	55.4	\$0.000	\$0.000	\$0.000	-	\$0.133	\$0.059	\$0.074	55.4
Materials & Supplies	\$0.167	\$0.237	(0.070)	(41.5)	\$0.000	\$0.000	\$0.000	-	\$0.167	\$0.237	(0.070)	(41.5)
Other Business Expenses	\$0.003	\$0.092	(0.089)	-	\$0.000	\$0.000	\$0.000	-	\$0.003	\$0.092	(0.089)	-
Non-Labor	\$3.101	\$1.639	\$1.462	47.2	\$0.000	\$0.000	\$0.000	-	\$3.101	\$1.639	\$1.462	47.2
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$7.322	\$5.450	\$1.873	25.6	\$0.248	\$0.180	\$0.068	27.2	\$7.570	\$5.630	\$1.940	25.6
Depreciation	\$0.692	\$0.950	(0.259)	(37.4)	\$0.000	\$0.000	\$0.000	-	\$0.692	\$0.950	(0.259)	(37.4)
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$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	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$8.014	\$6.400	\$1.614	20.1	\$0.248	\$0.180	\$0.068	27.2	\$8.262	\$6.580	\$1.682	20.4
OPERATING SURPLUS/DEFICIT	(7.260)	(5.714)	\$1.546	21.3	\$0.000	\$0.000	\$0.000	-	(7.260)	(5.714)	\$1.546	21.3

Note: Totals may not add due to rounding

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

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

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	Nonreimbursable		Var Percent		Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$3.882	\$3.905	\$0.023	0.6	\$0.000	\$0.000	-	-	\$3.882	\$3.905	\$0.023	0.6
Other Revenue	\$1.460	\$1.415	(0.045)	(3.1)	\$0.000	\$0.000	-	-	\$1.460	\$1.415	(0.045)	(3.1)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$1.937	\$1.907	(0.030)	(1.5)	\$1.937	\$1.907	(0.030)	(1.5)
Total Revenue	\$5.342	\$5.320	(0.022)	(0.4)	\$1.937	\$1.907	(0.030)	(1.5)	\$7.279	\$7.227	(0.052)	(0.7)
Expenses												
Labor :												
Payroll	\$12.944	\$12.410	\$0.535	4.1	\$0.458	\$0.602	(0.144)	(31.4)	\$13.402	\$13.011	\$0.391	2.9
Overtime	\$2.076	\$2.174	(0.098)	(4.7)	\$0.680	\$0.427	\$0.253	37.2	\$2.756	\$2.601	\$0.155	5.6
Total Salaries & Wages	\$15.020	\$14.583	\$0.437	2.9	\$1.138	\$1.028	\$0.109	9.6	\$16.158	\$15.612	\$0.546	3.4
Health and Welfare	\$3.005	\$2.592	\$0.413	13.7	\$0.000	\$0.000	\$0.000	-	\$3.005	\$2.592	\$0.413	13.7
OPEB Current Payment	\$1.124	\$1.420	(0.296)	(26.4)	\$0.002	\$0.004	(0.001)	(57.7)	\$1.127	\$1.424	(0.298)	(26.4)
Pensions	\$3.764	\$3.577	\$0.187	5.0	\$0.000	\$0.000	\$0.000	-	\$3.764	\$3.577	\$0.187	5.0
Other Fringe Benefits	\$2.847	\$3.232	(0.385)	(13.5)	\$0.000	\$0.000	\$0.000	-	\$2.847	\$3.232	(0.385)	(13.5)
Total Fringe Benefits	\$10.740	\$10.822	(0.082)	(0.8)	\$0.002	\$0.004	(0.001)	(57.7)	\$10.742	\$10.826	(0.084)	(0.8)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.796)	(0.859)	\$0.062	7.8	\$0.797	\$0.863	(0.066)	(8.3)	\$0.000	\$0.004	(0.004)	-
Labor	\$24.964	\$24.547	\$0.417	1.7	\$1.937	\$1.895	\$0.042	2.2	\$26.901	\$26.442	\$0.459	1.7
Non-Labor :												
Electric Power	\$2.283	\$2.277	\$0.006	0.3	\$0.000	\$0.004	(0.004)	-	\$2.283	\$2.281	\$0.002	0.1
Fuel	\$0.120	\$0.079	\$0.042	34.5	\$0.000	\$0.000	\$0.000	-	\$0.120	\$0.079	\$0.042	34.5
Insurance	\$0.702	\$0.673	\$0.029	4.1	\$0.000	\$0.000	\$0.000	-	\$0.702	\$0.673	\$0.029	4.1
Claims	\$0.115	\$0.140	(0.025)	(22.1)	\$0.000	\$0.000	\$0.000	-	\$0.115	\$0.140	(0.025)	(22.1)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$10.776	\$8.593	\$2.183	20.3	\$0.000	\$0.000	\$0.000	-	\$10.776	\$8.593	\$2.183	20.3
Professional Service Contracts	\$0.449	\$0.607	(0.159)	(35.4)	\$0.000	\$0.007	(0.007)	-	\$0.449	\$0.615	(0.166)	(37.0)
Materials & Supplies	\$1.388	\$1.685	(0.297)	(21.4)	\$0.000	\$0.000	\$0.000	-	\$1.388	\$1.685	(0.298)	(21.5)
Other Business Expenses	\$0.238	\$0.423	(0.185)	(77.7)	\$0.000	\$0.000	\$0.000	-	\$0.238	\$0.423	(0.185)	(77.7)
Non-Labor	\$16.070	\$14.477	\$1.593	9.9	\$0.000	\$0.012	(0.012)	-	\$16.070	\$14.489	\$1.581	9.8
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$41.034	\$39.024	\$2.010	4.9	\$1.937	\$1.907	\$0.030	1.5	\$42.971	\$40.931	\$2.040	4.7
Depreciation	\$4.842	\$5.731	(0.889)	(18.4)	\$0.000	\$0.000	\$0.000	-	\$4.842	\$5.731	(0.889)	(18.4)
OPEB Liability	\$3.750	\$3.672	\$0.078	2.1	\$0.000	\$0.000	\$0.000	-	\$3.750	\$3.672	\$0.078	2.1
GASB 68 Pension Adjustment	\$0.017	\$0.003	\$0.013	80.8	\$0.000	\$0.000	\$0.000	-	\$0.017	\$0.003	\$0.013	80.8
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$49.642	\$48.429	\$1.213	2.4	\$1.937	\$1.907	\$0.030	1.5	\$51.579	\$50.337	\$1.242	2.4
OPERATING SURPLUS/DEFICIT	(44.300)	(43.110)	\$1.191	2.7	\$0.000	\$0.000	\$0.000	-	(44.300)	(43.110)	\$1.191	2.7

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 months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

Table 3

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JULY 2017
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/		Reason for Variance	Favorable/		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	0.014	2.5	Mostly due to higher ridership	0.023	0.6	Mostly due to higher ridership
Other Operating Revenue	Non Reimb.	(0.082)	(43.4)	The unfavorable timing of student fare reimbursements	(0.045)	(3.1)	The unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	0.544	26.2	Largely the favorable timing of expenses and vacancies	0.535	4.1	Largely the favorable timing of expenses and vacancies
Overtime	Non Reimb.	(0.047)	(17.9)	The unfavorable timing of project requirements	(0.098)	(4.7)	The unfavorable timing of project requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.392)	(50.0)	The unfavorable timing of expenses	0.117	2.8	The favorable timing of expenses and lower rates
Pension	Non Reimb.	0.094	15.6	The favorable timing of expenses	0.187	5.0	The favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.209	37.0	The favorable timing of interagency billing/expenses	(0.385)	(13.5)	Additional Workers' Compensation reserve adjustments not anticipated in the forecast
Fuel	Non Reimb.	0.018	91.8	Largely the timing of expenses	0.042	34.5	Largely the timing of expenses
Insurance	Non Reimb.	(0.029)	(61.8)	The unfavorable timing of interagency billing with MTA	0.029	4.1	The favorable timing of interagency billing with MTA
Maintenance & Other Operating Contracts	Non Reimb.	1.570	64.8	Largely the favorable timing of R44 fleet maintenance expenses/billing	2.183	20.3	Mainly the favorable timing of R44 fleet maintenance expenses/billing
Professional Service Contracts	Non Reimb.	0.074	55.4	The favorable timing of legal expenses	(0.159)	(35.4)	Largely the unfavorable timing of bridge inspection/engineering expenses
Materials and Supplies	Non Reimb.				(0.297)	(21.4)	Primarily the unfavorable timing of maintenance material requirements
Capital and Other Reimbursements	Reimb.	(0.068)	(27.2)	Timing of contractor requirements	(0.030)	(1.5)	Timing of contractor requirements
Payroll	Reimb.	(0.068)	over (100.0)	Timing of contractor requirements	(0.144)	(31.4)	Timing of contractor requirements
Overtime	Reimb.	0.140	85.5	Timing of contractor requirements	0.253	37.2	Timing of contractor requirements

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2017 Mid_Year
Cash Receipts and Expenditures
Jul FY17
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.564	\$0.620	\$0.056	9.9	\$3.784	\$3.860	\$0.076	2.0
Other Revenue	\$0.189	\$0.060	(0.129)	(68.3)	\$1.636	\$1.368	(0.268)	(16.4)
Capital and Other Reimbursements	\$0.248	\$0.000	(0.248)	-	\$2.165	\$1.666	(0.499)	(23.1)
Total Revenue	\$1.002	\$0.680	(0.322)	(32.1)	\$7.586	\$6.894	(0.692)	(9.1)
Expenditures								
Labor :								
Payroll	\$2.090	\$2.765	(0.675)	(32.3)	\$13.674	\$14.780	(1.106)	(8.1)
Overtime	\$0.427	\$0.305	\$0.122	28.5	\$2.696	\$2.440	\$0.256	9.5
Total Salaries & Wages	\$2.517	\$3.070	(0.553)	(22.0)	\$16.370	\$17.220	(0.850)	(5.2)
Health and Welfare	\$0.534	\$0.200	\$0.334	62.5	\$3.953	\$2.939	\$1.014	25.6
OPEB Current Payment	\$0.250	\$0.291	(0.041)	(16.3)	\$0.723	\$0.814	(0.091)	(12.6)
Pensions	\$0.605	\$0.511	\$0.094	15.6	\$3.764	\$3.577	\$0.187	5.0
Other Fringe Benefits	\$0.563	\$1.245	(0.682)	-	\$2.177	\$3.105	(0.928)	(42.7)
Total Fringe Benefits	\$1.952	\$2.247	(0.295)	(15.1)	\$10.616	\$10.435	\$0.181	1.7
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$4.469	\$5.317	(0.848)	(19.0)	\$26.986	\$27.655	(0.669)	(2.5)
Non-Labor :								
Electric Power	\$0.303	\$0.300	\$0.003	0.9	\$2.301	\$2.326	(0.025)	(1.1)
Fuel	\$0.019	\$0.001	\$0.018	94.8	\$0.105	\$0.056	\$0.049	46.8
Insurance	\$0.047	\$0.270	(0.223)	-	\$0.645	\$0.776	(0.131)	(20.3)
Claims	\$0.007	\$0.000	\$0.007	-	\$0.265	\$0.280	(0.015)	(5.8)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$2.422	\$0.021	\$2.401	-	\$11.388	\$8.159	\$3.229	28.4
Professional Service Contracts	\$0.133	\$0.229	(0.096)	(72.6)	\$0.446	\$0.406	\$0.040	9.0
Materials & Supplies	\$0.167	\$0.311	(0.144)	(85.7)	\$2.181	\$2.244	(0.063)	(2.9)
Other Business Expenses	\$0.003	\$0.007	(0.005)	-	\$0.056	\$0.066	(0.010)	(17.9)
Non-Labor	\$3.101	\$1.139	\$1.962	63.3	\$17.388	\$14.313	\$3.075	17.7
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$7.570	\$6.456	\$1.114	14.7	\$44.373	\$41.968	\$2.405	5.4
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$7.570	\$6.456	\$1.114	14.7	\$44.374	\$41.968	\$2.406	5.4
Net Surplus/(Deficit)	(6.568)	(5.776)	\$0.792	12.1	(36.788)	(35.074)	\$1.714	4.7

Note: Totals may not add due to rounding

Table 5

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
JULY 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	0.056	9.9%	Primarily the favorable timing of cash settlements with NYCT	0.076	2.0%	Primarily the favorable timing of cash settlements with NYCT
Other Operating Revenue	(0.129)	(68.3%)	Mostly the unfavorable timing of student fare reimbursements	(0.268)	(16.4%)	Mostly the unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	(0.248)	(100.0%)	The unfavorable timing of reimbursements	(0.499)	(23.1%)	The unfavorable timing of reimbursements
Salaries & Wages	(0.553)	(22.0%)	Mostly the timing of payments	(0.850)	(5.2%)	Mostly the timing of payments
Health and Welfare (including OPEB current payment)	0.293	37.3%	Primarily the favorable timing of payments	0.923	19.7%	Primarily the favorable timing of payments
Other Fringe Benefits	(0.682)	over (100.0)	Largely the unfavorable timing of payments	(0.928)	(42.7%)	Largely the unfavorable timing of payments
Maintenance Contracts	2.401	99.1%	Principally the favorable timing of R44 Fleet maintenance expenditures	3.229	28.4%	Principally the favorable timing of R44 Fleet maintenance expenditures

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2017 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Jul FY17
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	\$0.042	\$0.042	-	(0.098)	(0.045)	\$0.053	54.4
Other Revenue	\$0.000	(0.047)	(0.047)	-	\$0.177	(0.047)	(0.224)	-
Capital and Other Reimbursements	\$0.000	(0.180)	(0.180)	-	\$0.228	(0.241)	(0.469)	-
Total Revenue	\$0.000	(0.186)	(0.186)	-	\$0.307	(0.333)	(0.640)	-
Expenses								
Labor :								
Payroll	\$0.000	(1.151)	(1.151)	-	(0.272)	(1.769)	(1.496)	-
Overtime	\$0.000	\$0.028	\$0.028	-	\$0.060	\$0.161	\$0.100	-
Total Salaries & Wages	\$0.000	(1.122)	(1.122)	-	(0.212)	(1.608)	(1.396)	-
Health and Welfare	\$0.000	\$0.606	\$0.606	-	(0.948)	(0.347)	\$0.601	63.4
OPEB Current Payment	\$0.000	\$0.080	\$0.080	-	\$0.404	\$0.610	\$0.207	51.2
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.000	(0.890)	(0.890)	-	\$0.671	\$0.127	(0.543)	(81.0)
Total Fringe Benefits	\$0.000	(0.204)	(0.204)	-	\$0.127	\$0.391	\$0.264	-
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	\$0.004	\$0.004	-
Labor	\$0.000	(1.326)	(1.326)	-	(0.086)	(1.213)	(1.128)	-
Non-Labor :								
Electric Power	\$0.000	\$0.001	\$0.001	-	(0.019)	(0.045)	(0.026)	-
Fuel	\$0.000	\$0.001	\$0.001	-	\$0.015	\$0.023	\$0.008	52.3
Insurance	\$0.000	(0.195)	(0.195)	-	\$0.057	(0.103)	(0.160)	-
Claims	\$0.000	\$0.020	\$0.020	-	(0.150)	(0.140)	\$0.010	6.7
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	\$0.832	\$0.832	-	(0.612)	\$0.434	\$1.046	-
Professional Service Contracts	\$0.000	(0.170)	(0.170)	-	\$0.002	\$0.209	\$0.206	-
Materials & Supplies	\$0.000	(0.074)	(0.074)	-	(0.793)	(0.559)	\$0.235	29.6
Other Business Expenses	\$0.000	\$0.085	\$0.085	-	\$0.182	\$0.357	\$0.175	96.1
Non-Labor	\$0.000	\$0.500	\$0.500	-	(1.317)	\$0.176	\$1.494	-
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	\$0.000	(0.826)	(0.826)	-	(1.403)	(1.037)	\$0.366	26.1
Depreciation	\$0.692	\$0.950	\$0.258	37.3	\$4.842	\$5.731	\$0.889	18.4
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$3.750	\$3.672	(0.078)	(2.1)
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.017	\$0.003	(0.014)	(81.2)
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$0.692	\$0.124	(0.568)	(82.0)	\$7.205	\$8.369	\$1.163	16.1
Total Cash Conversion Adjustments	\$0.692	(0.062)	(0.754)	-	\$7.512	\$8.036	\$0.524	7.0

Note: Totals may not add due to rounding

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

**MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
JULY 2017**

<u>Function/Departments</u>	<u>Forecast</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	113	(6)
Total Operations	107	113	(6)
Maintenance			
Mechanical	52	48	4
Electronics/Electrical	15	14	1
Power/Signals	27	20	7
Maintenance of Way	60	52	8
Infrastructure	26	30	(4)
Total Maintenance	180	164	16
Engineering/Capital			
Capital Project Support	14	6	8
Total Engineering Capital	14	6	8
Total Positions	330	306	24
Non-Reimbursable	316	300	16
Reimbursable	14	6	8
Total Full-Time	330	306	24
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
JULY 2017

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	17	14	3	
Professional, Technical, Clerical	12	9	3	
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	108	(9)	
Total Operations	107	113	(6)	
Maintenance				
Managers/Supervisors	15	13	2	
Professional, Technical, Clerical	6	3	3	
Operational Hourlies	159	148	11	
Total Maintenance	180	164	16	
Engineering/Capital				
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	40	32	8	
Professional, Technical, Clerical	23	14	9	
Operational Hourlies	267	260	7	
Total Positions	330	306	24	

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2017 MID-YEAR FORECAST VERSUS 2017 PRELIMINARY ACTUAL
(in millions)**

Month of July				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.325	0.333	0.008	2.5%	
Year-to-Date				
2.596	2.609	0.013	0.5%	

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 July				Explanation
	2016	2017	Variance		
			Amount	Percent	
Average Weekday	0.014	0.014	0.000	1.2%	
Average Weekend	0.009	0.009	0.001	5.9%	
	12-Month Rolling Average				
Average Weekday	0.016	0.016	(0.000)	(0.6%)	
Average Weekend	0.008	0.008	0.000	2.2%	

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

FINANCIAL AND RIDERSHIP REPORT**July 2017**

(All data are preliminary and subject to audit)

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

Operating revenue was \$18.2 million in July, \$0.4 million (2.1 percent) below forecast, due primarily to the unfavorable timing of farebox cash settlements, partly offset by the favorable timing of student fare reimbursements. Year-to-date, operating revenue of \$134.5 million was \$0.2 million (0.2 percent) below forecast.

Total MTA Bus **ridership** in July 2017 was 9.8 million, 3.4 percent (0.3 million riders) above forecast. Year-to-date, ridership was 71.0 million, 0.6 percent (0.4 million riders) above forecast. July 2017 average weekday ridership was 377,376, a decrease of 2.1 percent (8,174 riders) from July 2016. Average weekday ridership for the twelve months ending July 2017 was 400,164, a decrease of 1.9 percent (7,814 riders) from the twelve months ending July 2016.

Nonreimbursable expenses, before depreciation and Other Post-Employment Benefits, were \$58.7 million in July, \$2.7 million (4.4 percent) below forecast. Labor expenses were less than forecast by a net \$0.7 million (1.5 percent), including lower health & welfare/OPEB current claims of \$1.5 million (19.7 percent) and an underrun in other fringe benefit expenses of \$0.8 million (14.3 percent), due to the favorable timing of Workers' Compensation claims. These results were partly offset by an overrun in payroll expenses of \$1.1 million (4.8 percent), due to delays in interagency billing, and higher overtime expenses of \$0.7 million (15.2 percent), involving additional running time/traffic and availability. Non-labor expenses were favorable by \$2.0 million (12.6 percent), of which maintenance contract expenses were below forecast by \$2.1 million (50.1 percent), caused mainly by the timing of planned work, facility maintenance and the rollout of Select Bus Service (SBS) routes. Year-to-date, expenses of \$410.1 million were lower than forecast by \$7.2 million (1.7 percent). Labor expenses were under forecast by \$1.8 million (0.6 percent), including lower health & welfare/OPEB current claims of \$2.0 million (3.8 percent) and an underrun in other fringe benefit expenses of \$1.4 million (3.7 percent), due to the favorable timing of Workers' Compensation claims. These results were partly offset by an overrun in payroll expenses of \$0.9 million (0.6 percent), due to delays in interagency billing, and higher overtime expenses of \$1.1 million (3.1 percent), involving additional running time/traffic and availability. Non-labor expenses were favorable by \$5.4 million (5.5 percent), including an underrun in maintenance contract expenses of \$5.1 million (28.5 percent), caused mainly by the timing of planned work, facility maintenance and the rollout of Select Bus Service (SBS) routes.

Depreciation expenses year-to-date exceeded forecast by \$1.0 million (3.0 percent).

Other Post-Employment Benefit accrued expenses of \$48.4 million year-to-date were \$4.9 million (9.2 percent) below forecast. Regarding GASB #68 Pension Expense Adjustment, there were no accrued expenses or credits recorded year-to-date.

The **operating cash deficit** (excluding subsidies) was \$255.3 million year-to-date, \$14.4 million (5.3 percent) favorable to forecast.

MTA BUS COMPANY
July FINANCIAL PLAN 2017 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2017
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 17.973	\$ 17.188	\$ (0.785)	(4.4)	\$ -	\$ -	\$ -	-	\$ 17.973	\$ 17.188	\$ (0.785)	(4.4)
Other Operating Income	0.664	1.060	0.396	59.6	-	-	-	-	0.664	1.060	0.396	59.6
Capital and Other Reimbursements	-	-	-	-	0.576	0.279	(0.297)	(51.6)	0.576	0.279	(0.297)	(51.6)
Total Revenue	\$ 18.637	\$ 18.248	\$ (0.389)	(2.1)	\$ 0.576	\$ 0.279	\$ (0.297)	(51.6)	\$ 19.213	\$ 18.527	\$ (0.686)	(3.6)
Labor:												
Payroll	\$ 22.723	\$ 23.805	\$ (1.082)	(4.8)	\$ 0.223	\$ 0.126	\$ 0.098	43.7	\$ 22.946	\$ 23.931	\$ (0.984)	(4.3)
Overtime	4.781	5.507	(0.726)	(15.2)	-	-	-	-	4.781	5.507	(0.726)	(15.2)
Health and Welfare	5.087	4.360	0.727	14.3	0.111	0.035	0.076	68.2	5.198	4.395	0.802	15.4
OPEB Current Payment	2.418	1.668	0.750	31.0	-	-	-	-	2.418	1.668	0.750	31.0
Pensions	4.617	4.477	0.140	3.0	0.049	0.018	0.031	63.6	4.665	4.495	0.171	3.7
Other Fringe Benefits	5.636	4.830	0.806	14.3	0.047	0.018	0.029	62.4	5.683	4.848	0.836	14.7
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.065)	0.065	-	-	0.075	(0.075)	-	-	0.009	(0.009)	-
Total Labor Expenses	\$ 45.262	\$ 44.582	\$ 0.680	1.5	\$ 0.430	\$ 0.271	\$ 0.159	37.0	\$ 45.692	\$ 44.853	\$ 0.839	1.8
Non-Labor:												
Electric Power	\$ 0.171	\$ 0.151	\$ 0.020	11.9	\$ -	\$ -	\$ -	-	\$ 0.171	\$ 0.151	\$ 0.020	11.9
Fuel	1.649	1.676	(0.027)	(1.7)	-	-	-	-	1.649	1.676	(0.027)	(1.7)
Insurance	0.487	0.447	0.040	8.2	-	-	-	-	0.487	0.447	0.040	8.2
Claims	1.892	3.600	(1.708)	(90.2)	-	-	-	-	1.892	3.600	(1.708)	(90.2)
Maintenance and Other Operating Contracts	4.145	2.070	2.075	50.1	0.033	-	0.033	100.0	4.178	2.070	2.108	50.5
Professional Service Contracts	2.818	2.083	0.735	26.1	-	-	-	-	2.818	2.083	0.735	26.1
Materials & Supplies	4.555	3.846	0.709	15.6	0.113	0.008	0.105	93.0	4.668	3.854	0.814	17.4
Other Business Expense	0.457	0.270	0.187	40.9	-	-	-	-	0.457	0.270	0.187	40.9
Total Non-Labor Expenses	\$ 16.175	\$ 14.143	\$ 2.032	12.6	\$ 0.146	\$ 0.008	\$ 0.138	94.6	\$ 16.321	\$ 14.151	\$ 2.170	13.3
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 61.437	\$ 58.725	\$ 2.712	4.4	\$ 0.576	\$ 0.279	\$ 0.297	51.6	\$ 62.012	\$ 59.004	\$ 3.009	4.9
Depreciation	4.175	4.663	(0.488)	(11.7)	-	-	-	-	4.175	4.663	(0.488)	(11.7)
OPEB Obligation	9.368	6.915	2.453	26.2	-	-	-	-	9.368	6.915	2.453	26.2
GASB 68 Pension Adjustment	5.742	-	5.742	100.0	-	-	-	-	5.742	-	5.742	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 80.722	\$ 70.303	\$ 10.419	12.9	\$ 0.576	\$ 0.279	\$ 0.297	51.6	\$ 81.297	\$ 70.582	\$ 10.716	13.2
Net Surplus/(Deficit)	\$ (62.085)	\$ (52.055)	\$ 10.030	16.2	\$ -	\$ 0.000	\$ 0.000	-	\$ (62.085)	\$ (52.055)	\$ 10.030	16.2

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
July FINANCIAL PLAN 2017 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2017 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Perc ent
Revenue												
Farebox Revenue	\$ 123.288	\$ 123.019	\$ (0.269)	(0.2)	\$ -	\$ -	\$ -	-	\$ 123.288	\$ 123.019	\$ (0.269)	(0.2)
Other Operating Income	11.476	11.525	0.049	0.4	-	-	-	-	11.476	11.525	0.049	0.4
Capital and Other Reimbursements	-	-	-	-	2.932	2.371	(0.561)	(19.1)	2.932	2.371	(0.561)	(19.1)
Total Revenue	\$ 134.764	\$ 134.544	\$ (0.220)	(0.2)	\$ 2.932	\$ 2.371	\$ (0.561)	(19.1)	\$ 137.696	\$ 136.915	\$ (0.781)	(0.6)
Expenses												
Labor:												
Payroll	\$ 164.658	\$ 165.593	\$ (0.935)	(0.6)	1.548	1.423	\$ 0.126	8.1	\$ 166.207	\$ 167.016	\$ (0.809)	(0.5)
Overtime	36.538	37.659	(1.121)	(3.1)	-	-	-	-	36.538	37.659	(1.121)	(3.1)
Health and Welfare	37.237	37.256	(0.019)	(0.1)	0.536	0.403	0.133	24.8	37.773	37.659	0.114	0.3
OPEB Current Payment	13.607	11.638	1.969	14.5	-	-	-	-	13.607	11.638	1.969	14.5
Pensions	28.481	28.156	0.326	1.1	0.252	0.200	0.052	20.6	28.733	28.355	0.378	1.3
Other Fringe Benefits	38.315	36.882	1.432	3.7	0.247	0.199	0.049	19.7	38.562	37.081	1.481	3.8
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.594)	(0.764)	0.170	28.6	-	0.075	(0.075)	-	(0.594)	(0.690)	0.096	16.1
Total Labor Expenses	\$ 318.243	\$ 316.420	\$ 1.822	0.6	\$ 2.584	\$ 2.299	\$ 0.285	11.0	\$ 320.826	\$ 318.719	\$ 2.107	0.7
Non-Labor:												
Electric Power	\$ 1.100	\$ 1.045	\$ 0.055	5.0	\$ -	\$ -	\$ -	-	\$ 1.100	\$ 1.045	\$ 0.055	5.0
Fuel	11.696	11.780	(0.084)	(0.7)	-	-	-	-	11.696	11.780	(0.084)	(0.7)
Insurance	3.328	3.272	0.056	1.7	-	-	-	-	3.328	3.272	0.056	1.7
Claims	19.985	23.400	(3.416)	(17.1)	-	-	-	-	19.985	23.400	(3.416)	(17.1)
Maintenance and Other Operating Contracts	17.867	12.771	5.096	28.5	0.066	-	0.066	100.0	17.933	12.771	5.162	28.8
Professional Service Contracts	14.932	13.293	1.639	11.0	-	-	-	-	14.932	13.293	1.639	11.0
Materials & Supplies	27.748	26.009	1.739	6.3	0.282	0.072	0.210	74.5	28.030	26.081	1.949	7.0
Other Business Expense	2.477	2.138	0.339	13.7	-	-	-	-	2.477	2.138	0.339	13.7
Total Non-Labor Expenses	\$ 99.133	\$ 93.708	\$ 5.425	5.5	\$ 0.348	\$ 0.072	\$ 0.276	79.3	\$ 99.481	\$ 93.780	\$ 5.701	5.7
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 417.376	\$ 410.129	\$ 7.247	1.7	\$ 2.932	\$ 2.371	\$ 0.561	19.1	\$ 420.308	\$ 412.499	\$ 7.808	1.9
Depreciation	33.028	34.012	(0.984)	(3.0)	-	-	-	-	33.028	34.012	(0.984)	(3.0)
OPEB Obligation	53.312	48.407	4.905	9.2	-	-	-	-	53.312	48.407	4.905	9.2
GASB 68 Pension Adjustment	11.484	-	11.484	100.0	-	-	-	-	11.484	-	11.484	####
Environmental Remediation	0.141	0.141	-	0.0	-	-	-	-	0.141	0.141	-	0.0
Total Expenses	\$ 515.342	\$ 492.689	\$ 22.652	4.4	\$ 2.932	\$ 2.371	\$ 0.561	19.1	\$ 518.273	\$ 495.060	\$ 23.213	4.5
Net Surplus/(Deficit)	\$ (380.578)	\$ (358.145)	\$ 22.433	5.9	\$ 0.000	\$ 0.000	\$ (0.000)	(72.0)	\$ (380.577)	\$ (358.145)	\$ 22.432	5.9

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NOTE: Totals may not add due to rounding

MTA BUS COMPANY
July FINANCIAL PLAN 2017 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	July 2017			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ (0.785)	(4.4)	Unfavorable revenue is due to timing of settlements	\$ (0.269)	(0.2)	Unfavorable revenue is due to timing of settlements
Other Operating Revenue	NR	\$ 0.396	59.6	Prior period students reimbursements	\$ 0.049	0.4	(a)
Capital and Other Reimbursements	R	\$ (0.297)	(51.6)	Timing of reimbursement receipts.	\$ (0.561)	(19.1)	Timing of reimbursement receipts.
Total Revenue Variance		\$ (0.686)	(3.6)		\$ (0.781)	(0.6)	
Payroll	NR	\$ (1.082)	(4.8)	Mainly due to delay in interagency billings.	\$ (0.935)	(0.6)	Mainly due to delay in interagency billings.
Overtime	NR	\$ (0.726)	(15.2)	Mainly due to running time/traffic, and availability.	\$ (1.121)	(3.1)	Mainly due to running time/traffic, and availability.
Health and Welfare (including OPEB)	NR	\$ 1.477	19.7	Lower Health claims submitted	\$ 1.950	3.8	Lower Health claims submitted
Pension	NR	\$ 0.140	3.0	(a)	\$ 0.326	1.1	Timing of expenses
Other Fringe Benefits	NR	\$ 0.806	14.3	Timing of Workers' Compensation.	\$ 1.432	3.7	Timing of Workers' Compensation.
Reimbursable Overhead	NR	\$ 0.065	-	Not budgeted	\$ 0.170	-	Not budgeted
Electric Power	NR	\$ 0.020	11.9	(a)	\$ 0.055	11.9	(a)
Fuel	NR	\$ (0.027)	(1.7)	(a)	\$ (0.084)	(0.7)	(a)
Insurance	NR	\$ 0.040	8.2	(a)	\$ 0.056	1.7	(a)
Claims	NR	\$ (1.708)	(90.2)	Higher expenses	\$ (3.416)	(17.1)	Higher expenses
Maintenance and Other Operating Contracts	NR	\$ 2.075	50.1	Timing of planned work, facility maintenance, and SBS rollout.	\$ 5.096	28.5	Timing of planned work, facility maintenance, and SBS rollout.
Professional Service Contracts	NR	\$ 0.735	26.1	Mainly due to timing of interagency billings	\$ 1.639	11.0	Mainly due to timing of interagency billings
Materials & Supplies	NR	\$ 0.709	15.6	Mainly due to lower general maintenance material expenses	\$ 1.739	6.3	Mainly due to lower general maintenance material expenses
Other Business Expense	NR	\$ 0.187	40.9	Timing of mobility taxes	\$ 0.339	13.7	Lower AFC collection fees and timing of mobility taxes
Depreciation	NR	\$ (0.488)	(11.7)	Non cash expense	\$ (0.984)	(3.0)	Non cash expense
Other Post Employment Benefits	NR	\$ 2.453	26.2	Non cash expense	\$ 4.905	9.2	Non cash expense
GASB 68 Pension Adjustment	NR	\$ 5.742	100.0	Non cash expense	\$ 11.484	100.0	Non cash expense
Environmental Remediation	NR	\$ -	-		\$ -	-	
Payroll	R	\$ 0.098	43.7	Timing of charges	\$ 0.126	8.1	Timing of charges
Health and Welfare	R	\$ 0.076	68.2	Timing of charges	\$ 0.133	24.8	Timing of charges.
Pension	R	\$ 0.031	63.6		\$ 0.052	20.6	
Other Fringe Benefits	R	\$ 0.029	62.4		\$ 0.049	19.7	
Maintenance and Other Operating Contracts	R	\$ 0.033	*	Timing of charges	\$ 0.066	*	Timing of charges
Materials & Supplies	R	\$ 0.105	*	Timing of charges	\$ 0.210	*	Timing of charges
Total Expense Variance		\$ 10.716	13.2		\$ 23.213	4.5	
Net Variance		\$ 10.030	16.2		\$ 22.432	5.9	

(a) - Variance less than 5%

MTA BUS COMPANY
July FINANCIAL PLAN 2017 MID YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

	July 2017				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$ 17.973	\$ 17.338	\$ (0.634)	(3.5)	\$ 125.347	\$ 123.050	\$ (2.296)	(1.8)
Other Operating Revenue	1.164	2.012	0.848	72.9	11.396	13.515	2.119	18.6
Capital and Other Reimbursements	0.500	0.424	(0.076)	(15.1)	2.665	2.740	0.075	2.8
Total Receipts	\$ 19.637	\$ 19.775	\$ 0.138	0.7	\$ 139.408	\$ 139.306	\$ (0.102)	(0.1)
Expenditures								
<i>Labor:</i>								
Payroll	\$ 20.863	\$ 22.671	\$ (1.807)	(8.7)	\$ 153.084	\$ 154.206	\$ (1.122)	(0.7)
Overtime	4.781	5.507	(0.725)	(15.2)	36.537	37.658	(1.120)	(3.1)
Health and Welfare	4.850	7.039	(2.189)	(45.1)	39.509	36.589	2.920	7.4
OPEB Current Payment	2.364	1.668	0.696	29.4	14.074	12.895	1.179	8.4
Pensions	4.467	4.477	(0.010)	(0.2)	28.137	28.635	(0.498)	(1.8)
Other Fringe Benefits	5.023	5.810	(0.787)	(15.7)	30.427	30.221	0.206	0.7
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 42.349	\$ 47.171	\$ (4.822)	(11.4)	\$ 301.768	\$ 300.203	\$ 1.565	0.5
<i>Non-Labor:</i>								
Electric Power	\$ 0.172	\$ 0.151	\$ 0.020	11.9	\$ 1.100	\$ 1.044	\$ 0.055	5.0
Fuel	1.587	1.724	(0.137)	(8.7)	11.500	11.835	(0.335)	(2.9)
Insurance	0.042	-	0.042	100.0	5.552	5.468	0.083	1.5
Claims	1.670	4.629	(2.959)	*	17.038	22.212	(5.173)	(30.4)
Maintenance and Other Operating Contracts	4.400	2.195	2.205	50.1	22.308	13.741	8.567	38.4
Professional Service Contracts	4.125	1.044	3.080	74.7	17.793	11.675	6.117	34.4
Materials & Supplies	4.949	3.185	1.763	35.6	29.806	26.686	3.120	10.5
Other Business Expenses	0.498	0.217	0.281	56.5	2.266	1.777	0.489	21.6
Total Non-Labor Expenditures	\$ 17.440	\$ 13.145	\$ 4.295	24.6	\$ 107.361	\$ 94.438	\$ 12.923	12.0
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 59.789	\$ 60.316	\$ (0.527)	(0.9)	\$ 409.128	\$ 394.641	\$ 14.488	3.5
Operating Cash Surplus/(Deficit)	\$ (40.153)	\$ (40.541)	\$ (0.389)	(1.0)	\$ (269.721)	\$ (255.335)	\$ 14.386	5.3

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
July FINANCIAL PLAN 2017 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

	July 2017			Year-To-Date				
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
Operating Receipts or Disbursements	\$	%		\$	%			
Farebox Revenue	\$	(0.634)	(3.5)	Delay in receipts	\$	(2.296)	(1.8)	Delay in receipts
Other Operating Revenue		0.848	72.9	Receipt of senior citizens reimbursements from a prior period		2.119	18.6	Receipt of senior citizens reimbursements from a prior period
Capital and Other Reimbursements		(0.076)	(15.1)	Timing of reimbursement receipts & vacancies; pending July Plan adjustments.		0.075	2.8	Timing of reimbursement receipts & vacancies; pending July Plan adjustments.
Total Receipts	\$	0.138	0.7		\$	(0.102)	(0.1)	
Payroll	\$	(1.807)	(8.7)	Timing of interagency billings and RWA	\$	(1.122)	(0.7)	Timing of interagency billings and RWA
Overtime		(0.725)	(15.2)	Mainly due to running time/traffic, vacancy, and availability.		(1.120)	(3.1)	Mainly due to running time/traffic, and availability.
Health and Welfare (including OPEB)		(1.492)	(20.7)	Prior Period Payment		4.099	7.6	Timing of Payments
Pension		(0.010)	(0.2)	(a)		(0.498)	(1.8)	Prior Period Payment
Other Fringe Benefits		(0.787)	(15.7)	Prior Period Payment		0.206	0.7	Favorable timing of payments
GASB		-	-			-	-	
Electric Power		0.020	11.9	(a)		0.055	5.0	(a)
Fuel		(0.137)	(8.7)	Prior Period Payment		(0.335)	(2.9)	Payment for prior period expenses.
Insurance		0.042	100.0	(a)		0.083	1.5	(a)
Claims		(2.959)	*	Higher Claim payments		(5.173)	(30.4)	Higher Claim payments
Maintenance and Other Operating Contracts		2.205	50.1	Timing of planned work, facility maintenance, and SBS rollout.		8.567	38.4	Timing of planned work, facility maintenance, and SBS rollout.
Professional Service Contracts		3.080	74.7	Mainly due to timing of interagency billings		6.117	34.4	Mainly due to timing of interagency billings
Materials & Supplies		1.763	35.6	Mainly due to lower general maintenance material expenses		3.120	10.5	Mainly due to lower general maintenance material expenses
Other Business Expenditure		0.281	56.5	Timing of expenses		0.489	21.6	Timing of expenses
Total Expenditures	\$	(0.527)	(0.9)		\$	14.488	3.5	
Net Cash Variance	\$	(0.389)	(1.0)		\$	14.386	5.3	

(a) - Variance less than 5%

MTA BUS COMPANY
July FINANCIAL PLAN 2017 MID YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

(\$ in millions)

	July 2017					Year-To-Date				
			Favorable (Unfavorable)					Favorable (Unfavorable)		
	Mid Year Forecast	Actual	Variance	Percent		Mid Year Forecast	Actual	Variance	Percent	
Receipts										
Farebox Revenue	\$ (0.000)	\$ 0.150	\$ 0.151	*		\$ 2.059	\$ 0.031	\$ (2.027)	(98.5)	
Other Operating Revenue	0.500	0.952	0.452	90.4		(0.080)	1.990	2.070	*	
Capital and Other Reimbursements	(0.076)	0.146	0.221	*		(0.267)	0.370	0.637	*	
Total Receipts	\$ 0.424	\$ 1.248	\$ 0.824	*		\$ 1.711	\$ 2.391	\$ 0.679	39.7	
Expenditures										
<i>Labor:</i>										
Payroll	\$ 2.083	\$ 1.260	\$ (0.823)	(39.5)		\$ 13.123	\$ 12.810	\$ (0.313)	(2.4)	
Overtime	(0.000)	0.000	0.001	*		0.001	0.001	0.000	17.4	
Health and Welfare	0.347	(2.644)	(2.991)	*		(1.736)	1.070	2.806	*	
OPEB Current Payment	0.054	0.000	(0.054)	(99.7)		(0.467)	(1.257)	(0.790)	*	
Pensions	0.198	0.018	(0.180)	(91.1)		0.596	(0.280)	(0.876)	*	
Other Fringe Benefits	0.660	(0.962)	(1.623)	*		8.135	6.860	(1.275)	(15.7)	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	0.009	0.009	-		(0.594)	(0.690)	(0.096)	(16.1)	
Total Labor Expenditures	\$ 3.342	\$ (2.318)	\$ (5.661)	*		\$ 19.059	\$ 18.516	\$ (0.543)	(2.8)	
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ (0.000)	\$ (0.000)	(0.000)	*		\$ 0.001	\$ 0.001	(0.000)	(8.6)	
Fuel for Buses and Trains	0.062	(0.048)	(0.110)	*		0.196	(0.055)	(0.251)	*	
Insurance	0.446	0.447	0.002	0.3		(2.224)	(2.196)	0.027	1.2	
Claims	0.222	(1.029)	(1.252)	*		2.946	1.188	(1.758)	(59.7)	
Maintenance and Other Operating Contracts	(0.222)	(0.125)	0.097	43.8		(4.375)	(0.970)	3.405	77.8	
Professional Service Contracts	(1.306)	1.039	2.345	*		(2.860)	1.618	4.478	*	
Materials & Supplies	(0.280)	0.668	0.949	*		(1.776)	(0.605)	1.171	65.9	
Other Business Expenditures	(0.041)	0.053	0.094	*		0.212	0.361	0.150	70.7	
Total Non-Labor Expenditures	\$ (1.119)	\$ 1.006	\$ 2.125	*		\$ (7.880)	\$ (0.658)	\$ 7.222	91.7	
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.										
	\$ 2.647	\$ (0.064)	\$ (2.711)	*		\$ 12.891	\$ 20.249	\$ 7.359	57.1	
Depreciation Adjustment	4.175	4.663	0.488	11.7		33.028	34.012	0.984	3.0	
Other Post Employment Benefits	9.368	6.915	(2.453)	(26.2)		53.312	48.407	(4.905)	(9.2)	
GASB 68 Pension Adjustment	5.742	-	(5.742)	(100.0)		11.484	-	(11.484)	(100.0)	
Environmental Remediation	-	-	-	-		0.141	0.141	-	-	
Total Cash Conversion Adjustments	\$ 21.932	\$ 11.514	\$ (10.418)	(47.5)		\$ 110.856	\$ 102.810	\$ (8.046)	(7.3)	

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
July FINANCIAL PLAN 2017 MID YEAR FORECAST
Utilization
(In millions)

	<u>July 2017</u>			<u>Year-to-date as of July 2017</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 17.973	\$ 17.188	\$ (0.785)	\$ 123.288	\$ 123.019	\$ (0.269)
Total Farebox Revenue	\$ 17.973	\$ 17.188	\$ (0.785)	\$ 123.288	\$ 123.019	\$ (0.269)
<u>Ridership</u>						
Fixed Route	9.512	9.835	0.323	70.553	70.972	0.419
Total Ridership	9.512	9.835	0.323	70.553	70.972	0.419

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2017 MID - YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME EQUIVALENTS
JULY 2017

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	18	15	3	
Office of Management and Budget	13	11	2	
Technology & Information Services	-	-	-	
Material	17	16	1	
Controller	17	19	(2)	
Office of the President	7	5	2	
System Safety Administration	5	1	4	
Law	22	21	1	
Corporate Communications	-	-	-	
Labor Relations	4	3	1	
Strategic Office	27	19	8	
Non-Departmental	15	-	15	
Total Administration	148	113	35	Vacancies to be filled
Operations				
Buses	2,289	2,329	(40)	
Office of the Executive VP	4	4	-	
Safety & Training	55	112	(57)	Students in Training
Road Operations	123	118	5	
Transportation Support	22	25	(3)	
Operations Planning	33	33	-	
Revenue Control	30	28	2	
Total Operations	2,556	2,649	(93)	
Maintenance				
Buses	757	757	-	
Maintenance Support/CMF	246	245	1	
Facilities	74	64	10	
Supply Logistics	99	99	-	
Total Maintenance	1,176	1,165	11	Vacancies to be filled
Capital Program Management	37	23	14	
Total Engineering/Capital	37	23	14	Vacancies to be filled
Security	25	22	3	
Total Public Safety	25	22	3	
Total Positions	3,942	3,972	(30)	
Non-Reimbursable	3,902	3,938	(36)	
Reimbursable	40	34	6	
Total Full-Time	3,927	3,961	(34)	
Total Full-Time Equivalents	15	11	4	

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2017 MID - YEAR FORECAST
TOTAL FULL-TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
JULY 2017

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	66	50	16	
Professional, Technical, Clerical	71	63	8	
Operational Hourlies	11	-	11	
Total Administration	148	113	35	Vacancies to be filled
Operations				
Managers/Supervisors	308	305	3	
Professional, Technical, Clerical	51	55	(4)	
Operational Hourlies	2,197	2,289	(92)	
Total Operations	2,556	2,649	(93)	Students in Training
Maintenance				
Managers/Supervisors	229	220	9	
Professional, Technical, Clerical	28	30	(2)	
Operational Hourlies	919	915	4	
Total Maintenance	1,176	1,165	11	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	18	(1)	
Professional, Technical, Clerical	5	4	1	
Operational Hourlies	3	-	3	
Total Public Safety	25	22	3	
Total Baseline Positions				
Managers/Supervisors	641	607	34	
Professional, Technical, Clerical	171	161	10	
Operational Hourlies	3,130	3,204	(74)	
Total Baseline Positions	3,942	3,972	(30)	

MTA BUS COMPANY
2017 JULY FINANCIAL PLAN - MID - YEAR FORECAST
NON-REIMBURSABLE/REIMBURSABLE OVERTIME
(\$ in millions)

	July						July Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	60,282	\$2.167	48,173	\$2.262	12,110 20.1%	(\$0.095) -4.4%	354,397	\$16.381	331,538	\$16.618	22,859 6.5%	(\$0.238) -1.5%
<u>Unscheduled Service</u>	21,035	\$0.972	11,101	\$0.910	9,934 47.2%	\$0.063 6.4%	100,350	\$4.577	83,404	\$4.565	16,946 16.9%	\$0.012 0.3%
<u>Programmatic/Routine Maintenance</u>	20,385	\$0.769	27,567	\$1.264	(7,183) -35.2%	(\$0.495) -64.4%	162,384	\$7.465	174,468	\$8.342	(12,084) -7.4%	(\$0.878) -11.8%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0 0.0%	- 0.0%	0	\$0.000	0	\$0.000	0 0.0%	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	13,972	\$0.817	30,042	\$1.027	(16,070) -115.0%	(\$0.210) -25.7%	132,292	\$6.236	156,929	\$6.306	(24,637) -18.6%	(\$0.070) -1.1%
<u>Weather Emergencies</u>	1,665	\$0.019	37	\$0.002	1,628 *	\$0.017 *	36,910	\$1.618	33,721	\$1.585	3,189 *	\$0.032 *
<u>Safety/Security/Law Enforcement</u>	282	\$0.014	223	\$0.009	59 21.0%	\$0.005 33.5%	1,249	\$0.058	1,111	\$0.047	138 11.1%	\$0.010 17.9%
<u>Other</u>	373	\$0.023	224	\$0.032	149 *	(\$0.010) *	1,960	\$0.204	1,470	\$0.195	490 *	\$0.010 *
Subtotal	117,994	\$4.781	117,367	\$5.507	627 0.5%	(\$0.726) -15.2%	789,542	\$36.538	782,640	\$37.659	6,902 0.9%	(\$1.121) -3.1%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
TOTAL OVERTIME	117,994	\$4.781	117,367	\$5.507	627 0.5%	(\$0.726) -15.2%	789,542	\$36.538	782,640	\$37.659	6,902 0.9%	(\$1.121) -3.1%

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
2017 JULY FINANCIAL PLAN - MID - YEAR FORECAST
NON-REIMBURSABLE/REIMBURSABLE OVERTIME
(\$ in millions)

	July			July Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	12,110 20.1%	(\$0.095) -4.4%	Running Time	22,859 6.5%	(\$0.238) -1.5%	Running Time
<u>Unscheduled Service</u>	9,934 47.2%	\$0.063 6.4%		16,946 16.9%	\$0.012 0.3%	
<u>Programmatic/Routine Maintenance</u>	(7,183) -35.2%	(\$0.495) -64.4%	Programmatic/Routine maintenance work , Campaigns and Shop work	(12,084) -7.4%	(\$0.878) -11.8%	Programmatic/Routine maintenance work, Campaigns and Shop work
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.000 0.0%		- 0.0%	\$0.000 0.0%	
<u>Vacancy/Absentee Coverage</u>	(16,070) -115.0%	(\$0.210) -25.7%	Vacancy/Excess Coverage and Availability	(24,637) -18.6%	(\$0.070) -1.1%	Vacancy/Excess Coverage and Availability
<u>Weather Emergencies</u>	1,628 *	\$0.017 *		3,189 *	\$0.032 *	Weather
<u>Safety/Security/Law Enforcement</u>	59 21.0%	\$0.005 33.5%		138 11.1%	\$0.010 17.9%	
<u>Other</u>	149 *	(\$0.010) *		490 *	\$0.010 *	
Subtotal	627 0.5%	(\$0.726) -15.2%		6,902 0.9%	(\$1.121) -3.1%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%	
TOTAL OVERTIME	627	(\$0.726)		6,902	(\$1.121)	

MTA Bus Company
2017 JULY FINANCIAL PLAN MID - YEAR - FORECAST
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.



FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for June 2017 are presented in the table below and compared to the Mid-Year Forecast (forecast).

Category (\$ in millions)	June Results		June Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(3.5)	(0.9)	2,211.8	2,208.3	(3.5)	(0.2)
Nonreimb. Exp. before Dep./OPEB	41.3	6.0	3,965.0	3,923.7	41.3	1.0
Net Cash Deficit*	43.5	15.4	(1,476.0)	(1,432.5)	43.5	2.9
*Excludes Subsidies and Debt Service						

June 2017 **farebox revenue** was \$387.6 million, \$3.5 million (0.9 percent) below forecast. Subway revenue was \$2.8 million (0.9 percent) below forecast, bus revenue was \$0.6 million (0.7 percent) below forecast, and paratransit revenue was \$0.2 million (9.8 percent) below forecast. Accrued fare media liability was equal to forecast. Since the forecast includes actual revenue results through May, year-to-date revenue variances are the same as for the month of June. The June 2017 non-student average fare of \$1.976 increased 9.2¢ from June 2016; the subway fare increased 9.5¢, the local bus fare increased 6.8¢, and the express bus fare increased 22.8¢.

Total **ridership** in June 2017 of 201.3 million was 2.8 million trips (1.4 percent) below forecast. Average weekday ridership in June 2017 was 7.7 million, 2.3 percent below June 2016. Average weekday ridership for the twelve months ending June 2017 was 7.6 million, 1.9 percent lower than the twelve months ending June 2016.

Nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were below forecast in June by \$41.3 million (6.0 percent).

- **Labor expenses** underran forecast by \$12.5 million (2.4 percent), including positive results in health & welfare/OPEB current expenses and favorable reimbursable overhead credits, resulting from higher reimbursable overtime requirements.
- **Non-labor expenses** were less than forecast by \$28.7 million (17.0 percent), with favorable results reported in several accounts.

Since the forecast includes actual expense results through May, year-to-date dollar expense variances were the same as for the month of June.

The **net cash deficit** for June year-to-date was \$1,432.5 million, favorable to forecast by \$43.5 million (2.9 percent).

FINANCIAL RESULTS

Farebox Revenue

June 2017 Farebox Revenue - (\$ in millions)

	June				June Year-to-Date			
	Forecast	Preliminary	Favorable/(Unfavorable)		Forecast	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	301.2	298.4	(2.8)	(0.9%)	1,695.6	1,692.8	(2.8)	(0.2%)
NYCT Bus	82.1	81.5	(0.6)	(0.7%)	470.6	470.1	(0.6)	(0.1%)
Paratransit	1.7	1.5	(0.2)	(9.8%)	8.9	8.7	(0.2)	(1.9%)
Subtotal	384.9	381.4	(3.5)	(0.9%)	2,175.1	2,171.6	(3.5)	(0.2%)
Fare Media Liability	6.1	6.1	0.0	0.0%	36.8	36.8	0.0	0.0%
Total - NYCT	391.1	387.6	(3.5)	(0.9%)	2,211.8	2,208.3	(3.5)	(0.2%)

Note: Totals may not add due to rounding.

- The June 2017 weather impact was negative, mainly due to the two Saturdays with heavy rain, as well as more than an inch of rain on Monday, June 19, 2017.
- Revenue performed better than ridership mainly due to higher-than-forecasted average fares.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2016	Prelim.	Change		2016	Prelim.	Change	
		2017	Amount	Percent		2017	Amount	Percent
Subway	1.969	2.064	0.095	4.8%				
Local Bus	1.566	1.633	0.068	4.3%	1.594	1.670	0.076	4.8%
Subway & Local Bus	1.868	1.959	0.091	4.9%	1.594	1.670	0.076	4.8%
Express Bus	5.094	5.322	0.228	4.5%	5.114	5.323	0.210	4.1%
Total	1.884	1.976	0.092	4.9%	1.848	1.930	0.082	4.4%

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

Other Operating Revenue

In the month of June, other operating revenue was above forecast by \$1.6 million (4.2 percent), largely from higher Transit Adjudication Bureau (TAB) fees and the favorable timing of fare reimbursement revenues.

Nonreimbursable Expenses

In the month of June, nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were below forecast by \$41.3 million (6.0 percent). Since the forecast includes actual results through May, June year-to-date dollar expense variances were the same as the month of June. The major causes of the favorable June variance from forecast are reviewed below:

Labor expenses in the month of June were below forecast by \$12.5 million (2.4 percent), including the following:

- Health & welfare/OPEB current expenses underran by \$11.3 million (9.9 percent), resulting primarily from lower rates and vacancies.
- Reimbursable overhead credits were favorable by \$6.3 million (33.4 percent), due primarily to higher reimbursable overtime requirements.
- Payroll expenses were less than forecast by \$1.9 million (0.7 percent), due mainly to vacancies and the favorable timing of expenses.
- Overtime expenses exceeded forecast by \$6.7 million (18.0 percent), due mostly to additional track, infrastructure and station maintenance requirements, and increased unscheduled service caused by subway service delays and overcrowding.
- Pension expenses were above forecast by \$0.5 million (0.6 percent), due to the unfavorable timing of NYCERS expenses.

Non-labor expenses were less than forecast in the month of June by \$28.7 million (17.0 percent), including the following:

- Maintenance contract expenses underran forecast by \$12.4 million (42.2 percent), mainly from the favorable timing of revenue vehicle maintenance & repair requirements.
- Professional service contract expenses were below forecast by \$8.6 million (51.4 percent), due mainly to the favorable timing of various professional service contract expenses.
- Materials & supplies expenses were under forecast by \$8.2 million (33.9 percent), largely from favorable inventory/obsolescence adjustments, partly offset by the unfavorable timing of maintenance material requirements.
- Electric power expenses were lower than forecast by \$3.6 million (15.2 percent), due primarily to lower prices and consumption, as well as the favorable timing of expenses.

- Paratransit service contract expenses were under forecast by \$0.8 million (2.4 percent), due principally to lower completed trips.
- Insurance expenses were higher by \$1.2 million (24.3 percent), resulting from the unfavorable timing of interagency billing with MTA.
- Other business expenses were in excess of forecast by \$3.8 million (65.5 percent), due primarily to the unfavorable timing of reimbursable job closing adjustments.

Depreciation expenses were lower than forecast year-to-date by \$42.9 million (5.1 percent).

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Accrued expenses of \$596.7 million were recorded through June, resulting in an underrun of \$24.7 million (4.0 percent).

GASB #68 Pension Adjustment was adopted by the MTA in 2015. \$9.3 million of expenses were recorded year-to-date, unfavorable to forecast by \$9.3 million inasmuch as the forecast projection was zero.

Net Cash Deficit

The net cash deficit for June year-to-date was \$1,432.5 million, favorable to forecast by \$43.5 million (2.9 percent).

Incumbents

There were 48,495 full-time paid incumbents at the end of June, an increase of 120 from the 48,375 paid incumbents at the end of May (excluding 196 temporary May paid incumbents), and an increase of 444 from December 2016 (excluding 304 temporary December paid incumbents).

RIDERSHIP RESULTS

June 2017 Ridership vs. Forecast - (millions)

	June				June Year-to-Date			
	Forecast	Preliminary	More/(Less)		Forecast	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	151.5	149.3	(2.1)	(1.4%)	870.6	868.5	(2.1)	(0.2%)
NYCT Bus	51.8	51.2	(0.6)	(1.2%)	305.9	305.3	(0.6)	(0.2%)
Subtotal	203.3	200.6	(2.7)	(1.3%)	1,176.5	1,173.8	(2.7)	(0.2%)
Paratransit	0.8	0.8	(0.1)	(6.3%)	4.5	4.4	(0.1)	(1.2%)
Total - NYCT	204.1	201.3	(2.8)	(1.4%)	1,181.0	1,178.2	(2.8)	(0.2%)
MTA Bus Company	10.3	10.4	0.1	0.9%	61.0	61.1	0.1	0.2%
<i>Total - Regional Bus</i>	<i>62.2</i>	<i>61.7</i>	<i>(0.5)</i>	<i>(0.8%)</i>	<i>366.9</i>	<i>366.4</i>	<i>(0.5)</i>	<i>(0.1%)</i>

Notes: Totals may not add due to rounding.

June Average Weekday and Weekend Ridership vs. Prior Year

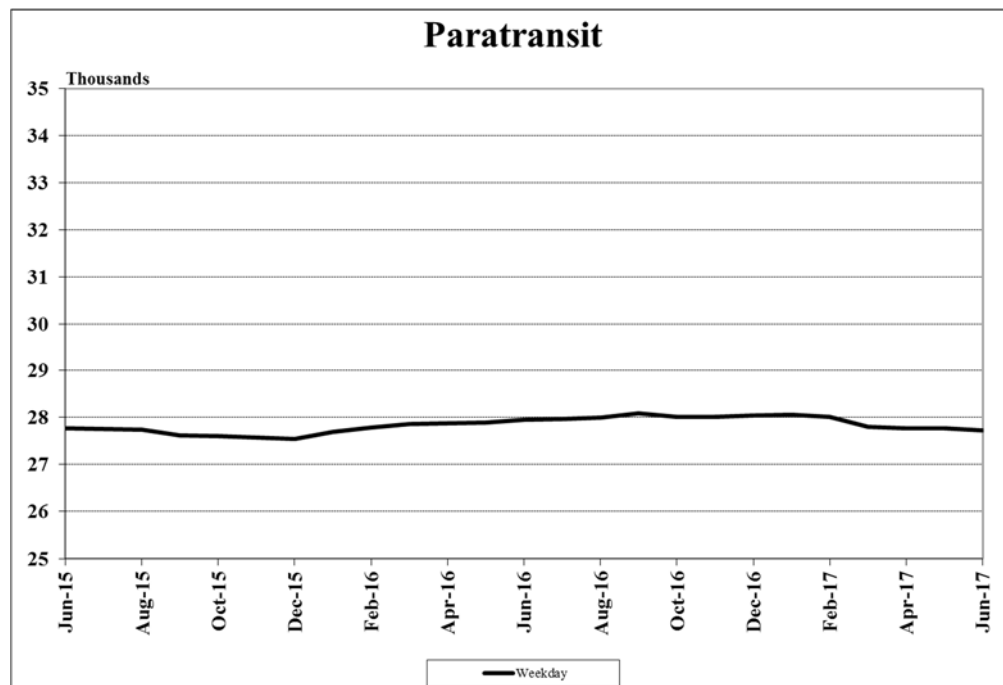
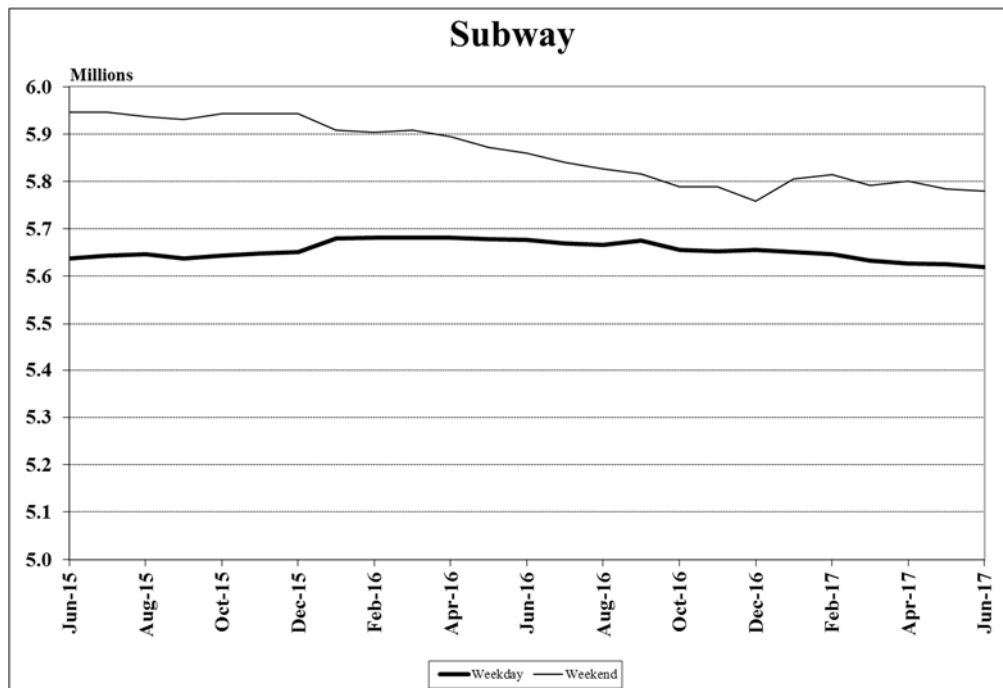
<u>Month</u>	Average Weekday - (thousands)				Average Weekend - (thousands)			
	2016	Preliminary	Change		2016	Preliminary	Change	
		2017	Amount	Percent		2017	Amount	Percent
Subway	5,763	5,696	-67	-1.2%	6,054	5,998	-56	-0.9%
NYCT Local Bus	2,002	1,890	-112	-5.6%	2,301	2,166	-135	-5.9%
NYCT Express Bus	42	41	-1	-2.3%	13	14	+1	+5.6%
Paratransit	29	29	-0	-1.6%	36	36	-0	-0.2%
TOTAL - NYCT	7,836	7,656	-180	-2.3%	8,405	8,215	-190	-2.3%
MTABC Local Bus	381	368	-13	-3.5%	420	410	-10	-2.4%
MTABC Express Bus	30	29	-1	-4.1%	12	11	-1	-10.9%
Total - MTA Bus	411	397	-14	-3.5%	433	422	-11	-2.6%
<i>Total - Regional Bus</i>	<i>2,455</i>	<i>2,328</i>	<i>-127</i>	<i>-5.2%</i>	<i>2,747</i>	<i>2,602</i>	<i>-145</i>	<i>-5.3%</i>
12-Month								
<u>Rolling Average</u>								
Subway	5,676	5,620	-57	-1.0%	5,860	5,780	-80	-1.4%
Local Bus	2,025	1,937	-88	-4.3%	2,222	2,141	-82	-3.7%
Express Bus	41	40	-0	-0.7%	12	13	+1	+4.4%
Paratransit	28	28	-0	-0.8%	33	33	-0	-0.3%
TOTAL - NYCT	7,770	7,625	-145	-1.9%	8,129	7,967	-161	-2.0%
MTABC Local Bus	378	373	-6	-1.5%	392	390	-2	-0.5%
MTABC Express Bus	30	28	-1	-4.6%	12	11	-1	-8.7%
Total - MTA Bus	408	401	-7	-1.7%	404	402	-3	-0.7%
<i>Total - Regional Bus</i>	<i>2,473</i>	<i>2,378</i>	<i>-95</i>	<i>-3.9%</i>	<i>2,639</i>	<i>2,555</i>	<i>-84</i>	<i>-3.2%</i>

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

- Average weekday ridership declined from June 2016, due in part to a decline in student ridership of 9.0 percent (partially driven by a smaller portion of weekdays that were school days in June 2017).
- Average weekend ridership decreases were due in part to 2.8 inches of rain on weekends in June 2017, compared to 1.3 inches on weekends in June 2016.
- Sunday, June 25, the day of the Gay Pride Parade, had 3,010,594 subway riders, the third highest Sunday on record, pushing the June 2017 average Sunday Subway ridership 1.5 percent higher than 2016.

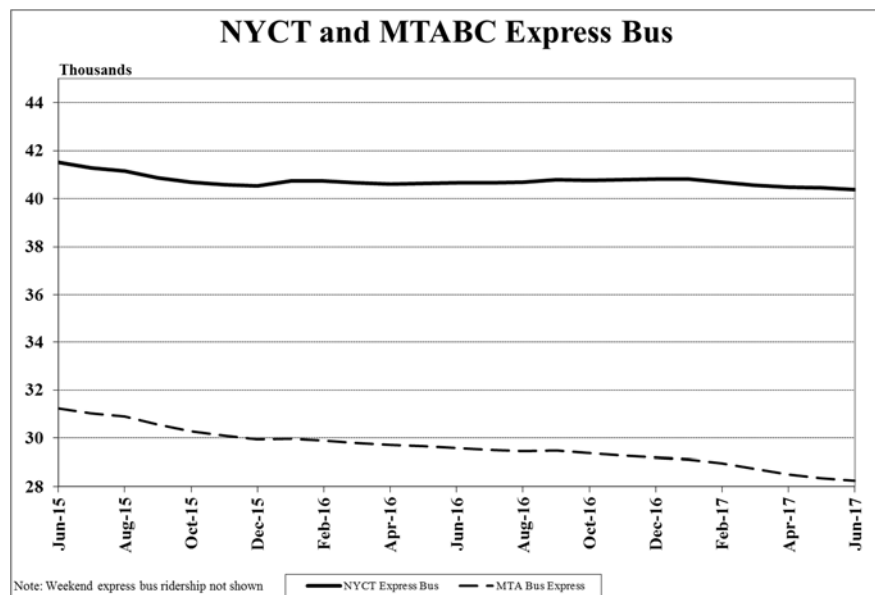
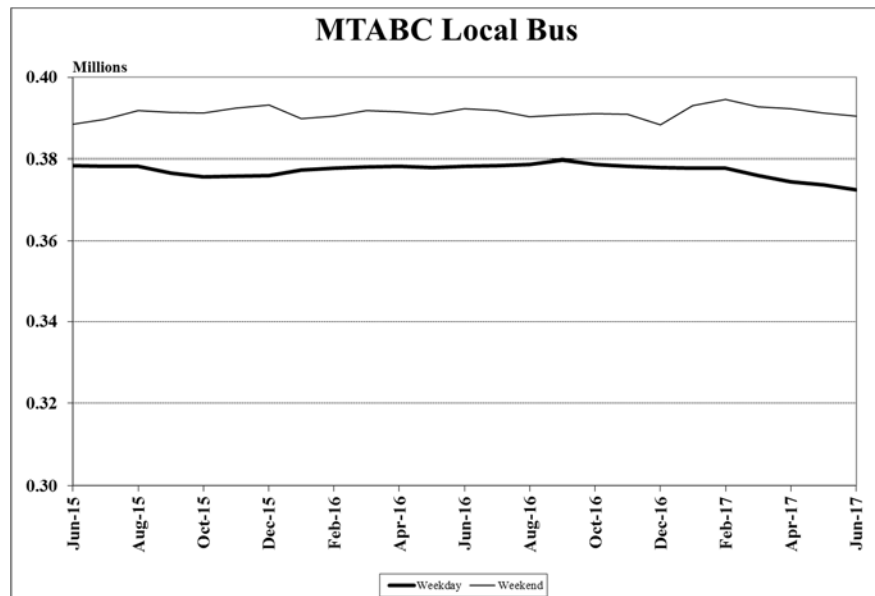
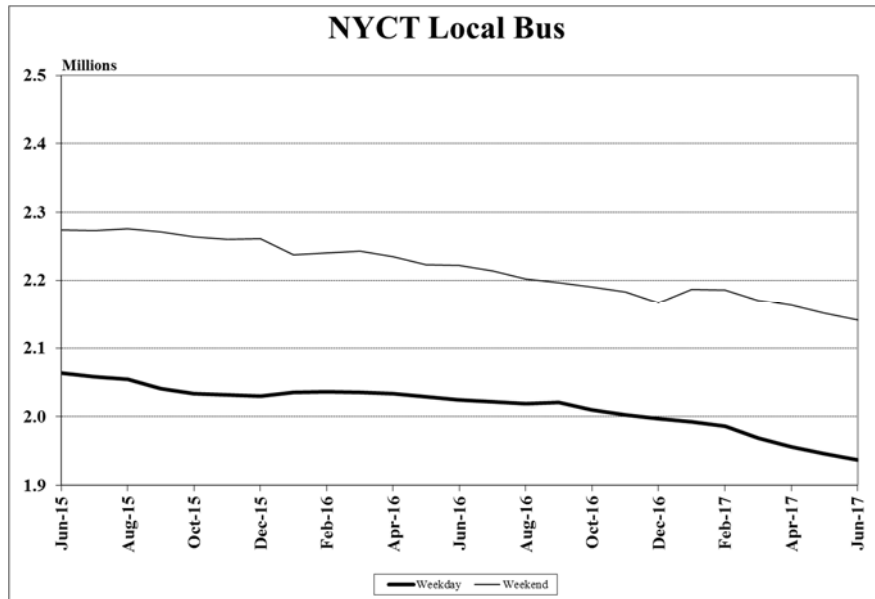
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From June 2016 to June 2017, average weekday ridership was mixed on most area services, with PATH posting the largest increase (up 3.7 percent, and the highest total ridership for any month on record) and NYCT Local Bus posted the largest decrease (down 5.6 percent from June 2016). Weekend ridership was mixed across all area services, with MTA Express Bus down 10.9 percent and NYCT Express Bus up 5.6 percent from June 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.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Jun-16	Preliminary Jun-17	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,763	5,696	-1.2%	-1.0%
NYCT Local Bus	2,002	1,890	-5.6%	-4.3%
NYCT Express Bus	42	41	-2.3%	-0.7%
NYCT Paratransit	29	29	-1.6%	-0.8%
Staten Island Railway	17	17	+0.4%	-0.8%
MTA Local Bus	381	368	-3.5%	-1.5%
MTA Express Bus	30	29	-4.1%	-4.6%
Long Island Rail Road	319	317	-0.7%	+1.2%
Metro-North Railroad	298	298	+0.2%	-0.1%
PATH	278	288	+3.7%	+3.9%
<u>Average Weekend</u>				
NYCT Subway	6,054	5,998	-0.9%	-1.4%
NYCT Local Bus	2,301	2,166	-5.9%	-3.7%
NYCT Express Bus	13	14	+5.6%	+4.4%
NYCT Paratransit	36	36	-0.2%	-0.3%
Staten Island Railway	9	9	-1.3%	+1.7%
MTA Local Bus	420	410	-2.4%	-0.5%
MTA Express Bus	12	11	-10.9%	-8.7%
Long Island Rail Road	211	217	+3.1%	+1.7%
Metro-North Railroad	244	250	+2.8%	+0.6%
PATH	215	223	+3.6%	-5.7%

MTA Bridges and Tunnels (thousands)				
Average Weekday	921	918	-0.3%	+0.7%
Average Weekend	1,752	1,707	-2.6%	-0.6%

Note: Percentages are based on unrounded data.

Economy

From June 2016 to June 2017, New York City employment increased 2.3 percent (101,100 jobs). Total private sector employment increased 2.6 percent (99,800 jobs) and government employment increased 0.2 percent (1,300 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, up 4.8 percent (44,000 jobs), continuing a long-term trend.

NYC Employment by Sector - (thousands)

Employment Sector	Jun-16	Jun-17	Change		
			Amount	%	% YTD
Construction	147.4	153.1	5.7	3.9%	2.5%
Manufacturing	76.8	73.8	-3.0	-3.9%	-3.5%
Trade & Transportation	630.1	620.8	-9.3	-1.5%	-1.1%
Leisure & Hospitality	447.3	467.3	20.0	4.5%	2.1%
Financial Activities	471.0	476.4	5.4	1.1%	0.5%
Information	192.2	192.2	0.0	0.0%	1.9%
Professional & Business Services	724.4	756.1	31.7	4.4%	3.0%
Educational & Health Services	914.1	958.1	44.0	4.8%	4.0%
Other Services	188.3	193.6	5.3	2.8%	1.8%
Total Private	3,791.6	3,891.4	99.8	2.6%	1.9%
Government	547.1	548.4	1.3	0.2%	0.3%
Total NYC Employment	4,338.7	4,439.8	101.1	2.3%	1.7%

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

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	Nonreimbursable				Reimbursable				Total			
			Var Percent				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast Mid_Year	Actual	Variance	Percent	Forecast Mid_Year	Actual	Variance	Percent	Forecast Mid_Year	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$301.195	\$298.443	(2.753)	(0.9)	\$0.000	\$0.000	-	-	\$301.195	\$298.443	(2.753)	(0.9)
Bus	\$82.074	\$81.483	(0.591)	(0.7)	\$0.000	\$0.000	-	-	\$82.074	\$81.483	(0.591)	(0.7)
Paratransit	\$1.678	\$1.514	(0.164)	(9.8)	\$0.000	\$0.000	-	-	\$1.678	\$1.514	(0.164)	(9.8)
Fare Liability	\$6.125	\$6.125	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.125	\$6.125	\$0.000	0.0
Farebox Revenue	\$391.073	\$387.565	(3.508)	(0.9)	\$0.000	\$0.000	-	-	\$391.073	\$387.565	(3.508)	(0.9)
Fare Reimbursement	\$6.195	\$6.561	\$0.367	5.9	\$0.000	\$0.000	-	-	\$6.195	\$6.561	\$0.367	5.9
Paratransit Reimbursement	\$15.189	\$14.986	(0.203)	(1.3)	\$0.000	\$0.000	-	-	\$15.189	\$14.986	(0.203)	(1.3)
Other Operating Revenue	\$16.327	\$17.736	\$1.409	8.6	\$0.000	\$0.000	-	-	\$16.327	\$17.736	\$1.409	8.6
Other Revenue	\$37.710	\$39.283	\$1.573	4.2	\$0.000	\$0.000	-	-	\$37.710	\$39.283	\$1.573	4.2
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$95.974	\$110.573	\$14.599	15.2	\$95.974	\$110.573	\$14.599	15.2
Total Revenue	\$428.783	\$426.848	(1.935)	(0.5)	\$95.974	\$110.573	\$14.599	15.2	\$524.757	\$537.421	\$12.664	2.4
Expenses												
Labor :												
Payroll	\$268.023	\$266.116	\$1.907	0.7	\$41.364	\$39.093	\$2.271	5.5	\$309.387	\$305.210	\$4.178	1.4
Overtime	\$36.957	\$43.619	(6.662)	(18.0)	\$6.715	\$15.538	(8.824)	-	\$43.671	\$59.157	(15.486)	(35.5)
Total Salaries & Wages	\$304.980	\$309.735	(4.755)	(1.6)	\$48.079	\$54.632	(6.553)	(13.6)	\$353.059	\$364.367	(11.308)	(3.2)
Health and Welfare	\$78.040	\$66.419	\$11.620	14.9	\$0.728	\$2.154	(1.426)	-	\$78.768	\$68.574	\$10.194	12.9
OPEB Current Payment	\$35.579	\$35.835	(0.255)	(0.7)	(0.097)	\$0.702	(0.798)	-	\$35.483	\$36.536	(1.054)	(3.0)
Pensions	\$75.381	\$75.843	(0.462)	(0.6)	\$4.863	\$4.048	\$0.815	16.8	\$80.244	\$79.890	\$0.353	0.4
Other Fringe Benefits	\$44.787	\$44.681	\$0.086	0.2	\$16.432	\$16.705	(0.273)	(1.7)	\$61.199	\$61.386	(0.187)	(0.3)
Total Fringe Benefits	\$233.767	\$222.778	\$10.989	4.7	\$21.927	\$23.609	(1.682)	(7.7)	\$255.694	\$246.387	\$9.307	3.6
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(18.818)	(25.110)	\$6.291	33.4	\$18.818	\$25.110	(6.291)	(33.4)	\$0.000	\$0.000	\$0.000	-
Labor	\$519.929	\$507.403	\$12.525	2.4	\$68.824	\$103.350	(14.526)	(16.4)	\$608.753	\$610.753	(2.001)	(0.3)
Non-Labor :												
Electric Power	\$23.319	\$19.767	\$3.552	15.2	(0.149)	\$0.052	(0.201)	-	\$23.171	\$19.819	\$3.352	14.5
Fuel	\$7.364	\$7.347	\$0.017	0.2	(0.007)	\$0.001	(0.008)	-	\$7.357	\$7.348	\$0.009	0.1
Insurance	\$4.764	\$5.923	(1.159)	(24.3)	\$0.000	\$0.000	-	-	\$4.764	\$5.923	(1.159)	(24.3)
Claims	\$23.203	\$23.205	(0.002)	0.0	\$0.000	\$0.000	-	-	\$23.203	\$23.205	(0.002)	0.0
Paratransit Service Contracts	\$34.368	\$33.530	\$0.838	2.4	\$0.000	\$0.000	-	-	\$34.368	\$33.530	\$0.838	2.4
Maintenance and Other Operating Contracts	\$29.477	\$17.047	\$12.430	42.2	\$0.935	\$3.726	(2.790)	-	\$30.412	\$20.773	\$9.640	31.7
Professional Service Contracts	\$16.679	\$8.105	\$8.574	51.4	\$2.330	\$0.528	\$1.802	77.4	\$19.008	\$8.632	\$10.376	54.6
Materials & Supplies	\$24.325	\$16.083	\$8.241	33.9	\$6.663	\$5.197	\$1.465	22.0	\$30.987	\$21.281	\$9.707	31.3
Other Business Expenses	\$5.729	\$9.481	(3.752)	(65.5)	(2.622)	(2.280)	(0.341)	(13.0)	\$3.107	\$7.201	(4.094)	-
Non-Labor	\$169.228	\$140.488	\$28.739	17.0	\$7.150	\$7.223	(0.073)	(1.0)	\$176.378	\$147.711	\$28.667	16.3
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$689.156	\$647.891	\$41.265	6.0	\$95.974	\$110.573	(14.599)	(15.2)	\$785.130	\$758.465	\$26.666	3.4
Depreciation	\$188.534	\$145.618	\$42.916	22.8	\$0.000	\$0.000	-	-	\$188.534	\$145.618	\$42.916	22.8
OPEB Liability	\$332.519	\$307.784	\$24.735	7.4	\$0.000	\$0.000	-	-	\$332.519	\$307.784	\$24.735	7.4
GASB 68 Pension Adjustment	(3.720)	\$5.584	(9.304)	-	\$0.000	\$0.000	-	-	(3.720)	\$5.584	(9.304)	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$1,206.489	\$1,106.877	\$99.612	8.3	\$95.974	\$110.573	(14.599)	(15.2)	\$1,302.463	\$1,217.451	\$85.012	6.5
OPERATING SURPLUS/DEFICIT	(777.706)	(680.030)	\$97.677	12.6	\$0.000	\$0.000	\$0.000	-	(777.706)	(680.030)	\$97.677	12.6

Note: Totals may not add due to rounding

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

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

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	Nonreimbursable				Reimbursable				Total			
			Var Percent				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast Mid_Year	Actual	Variance	Percent	Forecast Mid_Year	Actual	Variance	Percent	Forecast Mid_Year	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$1,695.596	\$1,692.843	(2.753)	(0.2)	\$0.000	\$0.000	-	-	\$1,695.596	\$1,692.843	(2.753)	(0.2)
Bus	\$470.643	\$470.052	(0.591)	(0.1)	\$0.000	\$0.000	-	-	\$470.643	\$470.052	(0.591)	(0.1)
Paratransit	\$8.851	\$8.687	(0.165)	(1.9)	\$0.000	\$0.000	-	-	\$8.851	\$8.687	(0.165)	(1.9)
Fare Liability	\$36.750	\$36.750	\$0.000	0.0	\$0.000	\$0.000	-	-	\$36.750	\$36.750	\$0.000	0.0
Farebox Revenue	\$2,211.840	\$2,208.332	(3.508)	(0.2)	\$0.000	\$0.000	-	-	\$2,211.840	\$2,208.332	(3.508)	(0.2)
Fare Reimbursement	\$46.849	\$47.216	\$0.367	0.8	\$0.000	\$0.000	-	-	\$46.849	\$47.216	\$0.367	0.8
Paratransit Reimbursement	\$89.067	\$88.864	(0.203)	(0.2)	\$0.000	\$0.000	-	-	\$89.067	\$88.864	(0.203)	(0.2)
Other Operating Revenue	\$84.598	\$86.007	\$1.409	1.7	\$0.000	\$0.000	-	-	\$84.598	\$86.007	\$1.409	1.7
Other Revenue	\$220.513	\$222.086	\$1.573	0.7	\$0.000	\$0.000	-	-	\$220.513	\$222.086	\$1.573	0.7
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$654.264	\$668.865	\$14.601	2.2	\$654.264	\$668.865	\$14.601	2.2
Total Revenue	\$2,432.353	\$2,430.418	(1.935)	(0.1)	\$654.264	\$668.865	\$14.601	2.2	\$3,086.617	\$3,099.283	\$12.666	0.4
Expenses												
Labor :												
Payroll	\$1,616.925	\$1,615.017	\$1.907	0.1	\$239.028	\$236.757	\$2.272	1.0	\$1,855.953	\$1,851.774	\$4.179	0.2
Overtime	\$251.844	\$258.506	(6.662)	(2.6)	\$78.243	\$87.066	(8.824)	(11.3)	\$330.086	\$345.572	(15.486)	(4.7)
Total Salaries & Wages	\$1,868.768	\$1,873.523	(4.755)	(0.3)	\$317.271	\$323.823	(6.552)	(2.1)	\$2,186.039	\$2,197.346	(11.307)	(0.5)
Health and Welfare	\$409.755	\$398.134	\$11.621	2.8	\$10.917	\$12.344	(1.427)	(13.1)	\$420.672	\$410.478	\$10.195	2.4
OPEB Current Payment	\$207.075	\$207.330	(0.255)	(0.1)	\$4.544	\$5.342	(0.798)	(17.6)	\$211.619	\$212.672	(1.053)	(0.5)
Pensions	\$463.147	\$463.609	(0.462)	(0.1)	\$18.428	\$17.613	\$0.815	4.4	\$481.575	\$481.223	\$0.352	0.1
Other Fringe Benefits	\$257.565	\$257.480	\$0.086	0.0	\$99.941	\$100.214	(0.273)	(0.3)	\$357.507	\$357.694	(0.187)	(0.1)
Total Fringe Benefits	\$1,337.542	\$1,326.553	\$10.989	0.8	\$133.831	\$135.514	(1.683)	(1.3)	\$1,471.373	\$1,462.067	\$9.306	0.6
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(140.543)	(146.834)	\$6.291	4.5	\$140.543	\$146.834	(6.291)	(4.5)	\$0.000	\$0.000	\$0.000	18.6
Labor	\$3,065.767	\$3,053.242	\$12.525	0.4	\$591.645	\$606.171	(14.526)	(2.5)	\$3,657.412	\$3,659.413	(2.001)	(0.1)
Non-Labor :												
Electric Power	\$138.714	\$135.162	\$3.552	2.6	\$0.127	\$0.328	(0.201)	-	\$138.841	\$135.490	\$3.351	2.4
Fuel	\$48.870	\$48.853	\$0.017	0.0	\$0.000	\$0.008	(0.008)	-	\$48.870	\$48.861	\$0.009	0.0
Insurance	\$35.456	\$36.615	(1.159)	(3.3)	\$0.000	\$0.000	-	-	\$35.456	\$36.615	(1.159)	(3.3)
Claims	\$84.228	\$84.228	\$0.000	0.0	\$0.000	\$0.000	-	-	\$84.228	\$84.228	\$0.000	0.0
Paratransit Service Contracts	\$190.962	\$190.124	\$0.838	0.4	\$0.000	\$0.000	-	-	\$190.962	\$190.124	\$0.838	0.4
Maintenance and Other Operating Contracts	\$115.338	\$102.907	\$12.431	10.8	\$16.992	\$19.783	(2.790)	(16.4)	\$132.330	\$122.690	\$9.640	7.3
Professional Service Contracts	\$83.514	\$74.940	\$8.574	10.3	\$5.949	\$4.146	\$1.803	30.3	\$89.463	\$79.086	\$10.377	11.6
Materials & Supplies	\$163.717	\$155.475	\$8.242	5.0	\$40.574	\$39.110	\$1.464	3.6	\$204.291	\$194.585	\$9.706	4.8
Other Business Expenses	\$38.418	\$42.170	(3.752)	(9.8)	(1.022)	(0.680)	(0.342)	(33.4)	\$37.396	\$41.490	(4.094)	(10.9)
Non-Labor	\$899.216	\$870.473	\$28.743	3.2	\$62.619	\$62.694	(0.075)	(0.1)	\$961.836	\$933.167	\$28.668	3.0
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$3,964.984	\$3,923.716	\$41.268	1.0	\$654.264	\$668.865	(14.601)	(2.2)	\$4,619.248	\$4,592.581	\$26.667	0.6
Depreciation	\$842.511	\$799.595	\$42.916	5.1	\$0.000	\$0.000	-	-	\$842.511	\$799.595	\$42.916	5.1
OPEB Liability	\$621.477	\$596.743	\$24.735	4.0	\$0.000	\$0.000	-	-	\$621.477	\$596.743	\$24.735	4.0
GASB 68 Pension Adjustment	\$0.000	\$9.304	(9.304)	-	\$0.000	\$0.000	-	-	\$0.000	\$9.304	(9.304)	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$5,428.973	\$5,329.358	\$99.615	1.8	\$654.264	\$668.865	(14.601)	(2.2)	\$6,083.237	\$5,998.223	\$85.014	1.4
OPERATING SURPLUS/DEFICIT	(2,996.619)	(2,898.940)	\$97.680	3.3	\$0.000	\$0.000	\$0.000	-	(2,996.619)	(2,898.940)	\$97.680	3.3

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
June 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	(3.5)	(0.9)	Primarily lower subway ridership	SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES		
Other Operating Revenue	NR	1.6	4.2	Largely higher Transit Adjudication Bureau (TAB) fees and the favorable timing of fare reimbursement revenues			
Payroll	NR	1.9	0.7	Mainly vacancies and the favorable timing of expenses			
Overtime	NR	(6.7)	(18.0)	Mostly due to additional track, infrastructure and station maintenance requirements, and increased unscheduled service caused by subway service delays and overcrowding			
Health & Welfare (including OPEB current payment)	NR	11.3	9.9	Mostly lower rates and vacancies			
Reimbursable Overhead	NR	6.3	33.4	Largely favorable overhead credits, due to higher reimbursable overtime requirements			
Electric Power	NR	3.6	15.2	Primarily lower prices and consumption, as well as the favorable timing of expenses			
Insurance	NR	(1.2)	(24.3)	The unfavorable timing of interagency billing with MTA			
Paratransit Service Contracts	NR	0.8	2.4	Due principally to lower completed trips			
Maintenance and Other Operating Contracts	NR	12.4	42.2	Mainly the favorable timing of revenue vehicle maintenance & repair requirements			
Professional Service Contracts	NR	8.6	51.4	Mainly the favorable timing of various professional service contract expenses			

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
June 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
		\$	%		\$	%	
Materials & Supplies	NR	8.2	33.9	Mostly favorable inventory/obsolescence adjustments, partly offset by the unfavorable timing of maintenance material requirements			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Other Business Expenses	NR	(3.8)	(65.5)	Primarily the unfavorable timing of reimbursable job closing adjustments			
Capital and Other Reimbursements	R	14.6	15.2	Increased reimbursements consistent with an increase in reimbursable expenses			
Payroll	R	2.3	5.5	Mainly the favorable timing of non-capital transactions			
Overtime	R	(8.8)	over (100.0)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability			
Maintenance Contracts	R	(2.8)	over (100.0)	Mostly the unfavorable timing of maintenance services expenses			
Professional Service Contracts	R	1.8	77.4	Primarily the favorable timing of various professional service requirements			
Materials & Supplies	R	1.5	22.0	Mainly the favorable timing of maintenance material requirements			

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2017 Mid_Year
Cash Receipts and Expenditures
Jun FY17
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$394.708	\$394.444	(0.264)	(0.1)	\$2,221.776	\$2,221.513	(0.263)	0.0
Fare Reimbursment	\$58.400	\$72.600	\$14.200	24.3	\$64.712	\$78.913	\$14.201	21.9
Paratransit Reimbursment	\$33.949	\$33.949	\$0.000	0.0	\$117.990	\$117.990	\$0.000	0.0
Other Operating Revenue	\$5.530	\$4.321	(1.209)	(21.9)	\$23.252	\$22.042	(1.210)	(5.2)
Other Revenue	\$97.878	\$110.870	\$12.992	13.3	\$205.954	\$218.945	\$12.991	6.3
Capital and Other Reimbursements	\$115.974	\$122.174	\$6.200	5.3	\$592.106	\$598.307	\$6.201	1.0
Total Revenue	\$608.560	\$627.488	\$18.928	3.1	\$3,019.836	\$3,038.765	\$18.929	0.6
Expenditures								
Labor :								
Payroll	\$416.983	\$413.788	\$3.195	0.8	\$1,856.408	\$1,853.211	\$3.197	0.2
Overtime	\$43.671	\$59.157	(15.486)	(35.5)	\$330.086	\$345.572	(15.486)	(4.7)
Total Salaries & Wages	\$460.655	\$472.945	(12.290)	(2.7)	\$2,186.494	\$2,198.783	(12.289)	(0.6)
Health and Welfare	\$78.768	\$70.961	\$7.807	9.9	\$413.390	\$405.582	\$7.808	1.9
OPEB Current Payment	\$35.483	\$36.536	(1.054)	(3.0)	\$211.619	\$212.672	(1.053)	(0.5)
Pensions	\$80.244	\$79.884	\$0.360	0.4	\$481.481	\$481.123	\$0.358	0.1
Other Fringe Benefits	\$64.767	\$53.856	\$10.911	16.8	\$253.877	\$242.967	\$10.910	4.3
Total Fringe Benefits	\$259.261	\$241.237	\$18.024	7.0	\$1,360.368	\$1,342.344	\$18.024	1.3
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$719.916	\$714.182	\$5.734	0.8	\$3,546.861	\$3,541.127	\$5.734	0.2
Non-Labor :								
Electric Power	\$25.725	\$21.020	\$4.705	18.3	\$138.841	\$134.137	\$4.704	3.4
Fuel	\$7.918	\$7.284	\$0.634	8.0	\$47.545	\$46.911	\$0.634	1.3
Insurance	\$0.133	\$0.133	\$0.000	0.2	\$47.823	\$47.822	\$0.001	0.0
Claims	\$19.166	\$11.419	\$7.747	40.4	\$59.591	\$51.845	\$7.746	13.0
Paratransit Service Contracts	\$33.868	\$32.869	\$0.999	2.9	\$193.191	\$192.191	\$1.000	0.5
Maintenance and Other Operating Contracts	\$28.412	\$21.060	\$7.352	25.9	\$128.172	\$120.820	\$7.352	5.7
Professional Service Contracts	\$20.113	\$15.804	\$4.309	21.4	\$94.732	\$90.421	\$4.311	4.6
Materials & Supplies	\$32.820	\$35.420	(2.600)	(7.9)	\$201.702	\$204.302	(2.600)	(1.3)
Other Business Expenses	\$2.301	\$6.628	(4.327)	-	\$37.396	\$41.723	(4.327)	(11.6)
Non-Labor	\$170.457	\$151.637	\$18.820	11.0	\$948.992	\$930.172	\$18.820	2.0
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$890.372	\$865.819	\$24.553	2.8	\$4,495.854	\$4,471.299	\$24.555	0.5
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$890.372	\$865.819	\$24.553	2.8	\$4,495.855	\$4,471.299	\$24.556	0.5
Net Surplus/(Deficit)	(281.812)	(238.331)	\$43.481	15.4	(1,476.019)	(1,432.534)	\$43.485	2.9

Note: Totals may not add due to rounding

Table 5

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL CASH BASIS
June 2017
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Operating Receipts	13.0	13.3	Due principally to the favorable timing of NYC fare reimbursements			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Capital and Other Reimbursements	6.2	5.3	Largely higher reimbursements consistent with increased reimbursable expenses			
Salaries & Wages	(12.3)	(2.7)	Mostly higher overtime requirements			
Health & Welfare (including OPEB current payment)	6.7	5.9	Principally lower expenditures, due to lower rates and vacancies, partly offset by the unfavorable timing of payments			
Other Fringe Benefits	10.9	16.8	Largely the favorable timing of payments and Workers' Compensation forecasted reserve adjustments			
Electric Power	4.7	18.3	Primarily lower expenses and the favorable timing of payments			
Claims	7.7	40.4	Mostly the favorable timing of payments			
Maintenance Contracts	7.4	25.9	Mainly the favorable timing of payments			
Professional Service Contracts	4.3	21.4	Primarily lower expenses, partly offset by the unfavorable timing of payments			
Materials & Supplies	(2.6)	(7.9)	Mostly the unfavorable timing of payments			

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2017 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Jun FY17
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue								
Farebox Revenue	\$3.635	\$6.879	\$3.244	89.3	\$9.936	\$13.181	\$3.245	32.7
Fare Reimbursement	\$52.205	\$66.039	\$13.834	26.5	\$17.863	\$31.697	\$13.834	77.4
Paratransit Reimbursement	\$18.760	\$18.963	\$0.203	1.1	\$28.923	\$29.126	\$0.203	0.7
Other Operating Revenue	(10.797)	(13.415)	(2.618)	(24.2)	(61.346)	(63.965)	(2.619)	(4.3)
Other Revenue	\$60.168	\$71.587	\$11.419	19.0	(14.560)	(3.141)	\$11.419	78.4
Capital and Other Reimbursements	\$20.000	\$11.801	(8.399)	(42.0)	(62.158)	(70.558)	(8.400)	(13.5)
Total Revenue	\$83.803	\$90.067	\$6.264	7.5	(66.782)	(60.518)	\$6.264	9.4
Expenses								
Labor :								
Payroll	(107.596)	(108.578)	(0.983)	(0.9)	(0.455)	(1.437)	(0.982)	-
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	(107.596)	(108.578)	(0.983)	(0.9)	(0.455)	(1.437)	(0.982)	-
Health and Welfare	\$0.000	(2.387)	(2.387)	-	\$7.282	\$4.896	(2.386)	(32.8)
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	\$0.000	\$0.006	\$0.006	-	\$0.094	\$0.100	\$0.006	6.1
Other Fringe Benefits	(3.567)	\$7.530	\$11.097	-	\$103.630	\$114.727	\$11.097	10.7
Total Fringe Benefits	(3.567)	\$5.150	\$8.717	-	\$111.006	\$119.723	\$8.717	7.9
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Labor	(111.163)	(103.429)	\$7.735	7.0	\$110.551	\$118.286	\$7.735	7.0
Non-Labor :								
Electric Power	(2.554)	(1.201)	\$1.353	53.0	\$0.000	\$1.353	\$1.353	-
Fuel	(0.561)	\$0.064	\$0.625	-	\$1.325	\$1.950	\$0.625	47.2
Insurance	\$4.631	\$5.790	\$1.159	25.0	(12.367)	(11.207)	\$1.160	9.4
Claims	\$4.037	\$11.786	\$7.749	-	\$24.636	\$32.383	\$7.747	31.4
Paratransit Service Contracts	\$0.500	\$0.861	\$0.161	32.2	(2.229)	(2.067)	\$0.162	7.3
Maintenance and Other Operating Contracts	\$2.000	(0.287)	(2.287)	-	\$4.158	\$1.870	(2.288)	(55.0)
Professional Service Contracts	(1.105)	(7.172)	(6.067)	-	(5.269)	(11.335)	(6.066)	-
Materials & Supplies	(1.833)	(14.139)	(12.306)	-	\$2.589	(9.717)	(12.306)	-
Other Business Expenses	\$0.806	\$0.573	(0.233)	(28.9)	\$0.000	(0.233)	(0.233)	-
Non-Labor	\$5.921	(3.926)	(9.847)	-	\$12.843	\$2.995	(9.848)	(76.7)
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	(105.242)	(107.354)	(2.112)	(2.0)	\$123.394	\$121.282	(2.112)	(1.7)
Depreciation	\$188.534	\$145.618	(42.916)	(22.8)	\$842.511	\$799.595	(42.916)	(5.1)
OPEB Liability	\$332.519	\$307.784	(24.735)	(7.4)	\$621.477	\$596.743	(24.734)	(4.0)
GASB 68 Pension Adjustment	(3.720)	\$5.584	\$9.304	-	\$0.000	\$9.304	\$9.304	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$412.091	\$351.632	(60.459)	(14.7)	\$1,587.382	\$1,526.924	(60.458)	(3.8)
Total Cash Conversion Adjustments	\$495.894	\$441.699	(54.195)	(10.9)	\$1,520.600	\$1,466.406	(54.195)	(3.6)

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
JUNE 2017

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	36	35	1	
Law	320	297	23	
Office of the EVP	54	45	9	
Human Resources	238	235	3	
Office of Management and Budget	44	39	5	
Capital Planning & Budget	35	31	4	
Corporate Communications	279	255	24	
Non-Departmental	(34)	-	(34)	
Labor Relations	97	90	7	
Materiel	239	269	(30)	
Controller	127	124	3	
Total Administration	1,435	1,420	15	
Operations				
Subways Service Delivery	8,673	8,579	94	Mostly Shortage of Supervisors and Train Operators
Subways Operations Support/Admin	432	436	(4)	
Subways Stations	2,672	2,539	133	Mainly Shortage of Station Supervisors and Agents
Sub-total Subways	11,777	11,554	223	
Buses	11,100	10,965	135	Mainly shortage of Bus Operators
Paratransit	213	197	16	
Operations Planning	406	366	40	
Revenue Control	573	545	28	
Non-Departmental	0	0	0	
Total Operations	24,069	23,627	442	
Maintenance				
Subways Operations Support/Admin	136	138	(2)	
Subways Engineering	393	368	25	
Subways Car Equipment	4,552	4,532	20	
Subways Infrastructure	1,705	1,609	96	Mostly shortage of Maintainers
Subways Elevators & Escalators	478	413	65	Mostly shortage of EL & ESCAL Maintainers
Subways Stations	3,866	3,839	27	
Subways Track	2,849	2,811	38	
Subways Power	598	592	6	
Subways Signals	1,526	1,460	66	Largely shortage of Signal Maintainers
Subways Electronic Maintenance	1,680	1,549	131	Mainly shortage of Maintainers and PTEs
Sub-total Subways	17,783	17,311	472	
Buses	3,649	3,630	19	
Supply Logistics	570	568	2	
System Safety	99	90	9	
Non-Departmental	(111)	(1)	(110)	
Total Maintenance	21,990	21,598	392	
Engineering/Capital				
Capital Program Management	1,358	1,423	(65)	Excess due mostly to PTEs
Total Engineering/Capital	1,358	1,423	(65)	
Public Safety				
Security	652	666	(14)	
Total Public Safety	652	666	(14)	
Total Positions	49,504	48,734	770	
Non-Reimbursable	43,835	43,737	98	
Reimbursable	5,669	4,997	672	
Total Full-Time	49,295	48,495	800	
Total Full-Time Equivalents	209	239	(30)	

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
JUNE 2017

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	511	442	69	
Professional, Technical, Clerical	895	954	(59)	
Operational Hourlies	29	24	5	
Total Administration	1,435	1,420	15	
Operations				
Managers/Supervisors	2,863	2,760	103	
Professional, Technical, Clerical	507	484	23	
Operational Hourlies	20,699	20,383	316	
Total Operations	24,069	23,627	442	
Maintenance				
Managers/Supervisors	3,939	3,875	64	
Professional, Technical, Clerical	1,142	1,084	58	
Operational Hourlies	16,909	16,639	270	
Total Maintenance	21,990	21,598	392	
Engineering/Capital				
Managers/Supervisors	339	343	(4)	
Professional, Technical, Clerical	1,017	1,078	(61)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,358	1,423	(65)	
Public Safety				
Managers/Supervisors	275	276	(1)	
Professional, Technical, Clerical	41	37	4	
Operational Hourlies	336	353	(17)	
Total Public Safety	652	666	(14)	
Total Positions				
Managers/Supervisors	7,927	7,696	231	
Professional, Technical, Clerical	3,602	3,637	(35)	
Operational Hourlies	37,975	37,401	574	
Total Positions	49,504	48,734	770	

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

	June						June Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	374,192	\$12.107	356,213	\$11.576	17,979	\$0.531 4.4%	2,119,327	\$68.056	2,101,347	\$67.525	17,979	\$0.531 0.8%
<u>Unscheduled Service</u>	313,562	\$10.526	411,286	\$13.659	(97,724)	(\$3.133) (29.8%)	1,816,405	\$59.764	1,914,129	\$62.898	(97,724)	(\$3.133) (5.2%)
<u>Programmatic/Routine Maintenance</u>	321,977	\$10.473	392,517	\$13.894	(70,540)	(\$3.421) (32.7%)	2,268,928	\$78.238	2,339,440	\$81.658	(70,512)	(\$3.420) (4.4%)
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000 0.0%	0	\$0.000	0	\$0.000	0	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	99,719	\$2.978	109,621	\$3.615	(9,902)	(\$0.637) (21.4%)	718,468	\$23.385	728,371	\$24.022	(9,902)	(\$0.637) (2.7%)
<u>Weather Emergencies</u>	3,437	\$0.115	6,126	\$0.220	(2,689)	(\$0.105) (91.3%)	545,005	\$18.156	547,694	\$18.261	(2,689)	(\$0.105) (0.6%)
<u>Safety/Security/Law Enforcement</u>	11,569	\$0.346	10,302	\$0.282	1,267	\$0.064 18.6%	56,724	\$1.605	55,458	\$1.541	1,267	\$0.064 4.0%
<u>Other</u>	14,126	\$0.411	10,682	\$0.373	3,444	\$0.039 9.4%	78,735	\$2.640	75,291	\$2.601	3,444	\$0.039 1.5%
Subtotal	1,138,582	\$36.957	1,296,747	\$43.619	(158,165)	(\$6.662) (18.0%)	7,603,593	\$251.844	7,761,730	\$258.506	(158,137)	(\$6.662) (2.6%)
REIMBURSABLE OVERTIME	163,816	\$6.715	439,048	\$15.538	(275,233)	(\$8.823) (131.4%)	2,218,146	\$78.243	2,493,366	\$87.066	(275,220)	(\$8.823) (11.3%)
TOTAL OVERTIME	1,302,397	\$43.671	1,735,795	\$59.157	(433,398)	(\$15.486) (35.5%)	9,821,739	\$330.087	10,255,096	\$345.572	(433,357)	(\$15.485) (4.7%)

Totals may not add due to rounding

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

* Exceeds 100%

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

	June			June Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	17,979	\$0.5 4.4%	Favorable results due to vacancy/absentee coverage, included in vacancy/absentee category.	17,979	\$0.5 .8%	Favorable results due to vacancy/absentee coverage, included in vacancy/absentee category.
<u>Unscheduled Service</u>	(97,724)	(\$3.1) (29.8%)	Unfavorable variance due to subway service delays and overcrowding.	(97,724)	(\$3.1) (5.2%)	Unfavorable variance due to subway service delays and overcrowding.
<u>Programmatic/Routine Maintenance</u>	(70,540)	(\$3.4) (32.7%)	Unfavorable variance mainly due to track, infrastructure, and station maintenance.	(70,512)	(\$3.4) (4.4%)	Unfavorable variance mainly due to track, infrastructure, station, and signal maintenance.
<u>Unscheduled Maintenance</u>	0	\$0.0 0.0%		0	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(9,902)	(\$0.6) (21.4%)	Unfavorable variance mainly due to bus operator, bus maintainer and station agents and maintainers.	(9,902)	(\$0.6) (2.7%)	Unfavorable variance mainly due to bus operator, bus maintainer and station agents and maintainers.
<u>Weather Emergencies</u>	(2,689)	(\$0.1) (91.3%)		(2,689)	(\$0.1) (0.6%)	
<u>Safety/Security/Law Enforcement</u>	1,267	\$0.1 18.6%		1,267	\$0.1 4.0%	
<u>Other</u>	3,444	\$0.0 9.4%		3,444	\$0.0 1.5%	
Subtotal	(158,165)	(\$6.7) (18.0%)		(158,137)	(\$6.7) (2.6%)	
REIMBURSABLE OVERTIME	(275,233)	(\$8.8) (131.4%)	Unfavorable variance mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability.	(275,220)	(\$8.8) (11.3%)	Unfavorable variance mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability.
TOTAL OVERTIME	(433,398)	(\$15.5) (35.5%)		(433,357)	(\$15.5) (4.7%)	

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

June 2017

(All data are preliminary and subject to audit)

In the month of June, **operating revenues** were \$0.8 million, less than \$0.1 million (5.8 percent) above the Mid-Year Forecast (forecast). Inasmuch as the forecast includes actual results through May, the June year-to-date results represent the same dollar variances from forecast as the month.

Total **ridership** in June 2017 was 403,031 riders, 1.2 percent (4,666 riders) above forecast. June 2017 average weekday ridership was 16,673 riders, 0.4 percent (60 riders) higher than in June 2016. Average weekday ridership for the twelve months ending June 2017 was 16,140 riders, (0.8) percent (133 riders) less than the previous twelve-month period.

Nonreimbursable expenses before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were lower than forecast in June by \$1.0 million (14.2 percent):

- Labor expenses were under forecast by \$0.6 million (14.6 percent), mainly from the favorable timing of health & welfare/OPEB current expenses of \$0.5 million (43.4 percent), as well as the favorable timing of payroll expenses and vacancies of \$0.3 million (15.9 percent). These positive results were partly offset by higher other fringe benefit expenses of \$0.3 million (over 100.0 percent), due to additional Workers' Compensation reserve adjustments not anticipated in the forecast.
- Non-labor expenses underran forecast by \$0.4 million (13.8 percent), due largely to the favorable timing of \$0.6 million (28.0 percent) of R44 fleet maintenance inter-agency contract expenses.

Depreciation expenses were \$4.8 million year-to-date, \$0.7 million (16.8 percent) above forecast.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Staten Island Railway recorded \$3.7 million of accrued expenses year-to-date, \$0.1 million (2.1 percent) below forecast.

The **net cash deficit** (excluding subsidies) year-to-date was \$29.3 million, \$0.9 million (3.0 percent) favorable to forecast.

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$0.613	\$0.621	\$0.009	1.4	\$0.000	\$0.000	-	-	\$0.613	\$0.621	\$0.009	1.4
Other Revenue	\$0.185	\$0.222	\$0.037	20.2	\$0.000	\$0.000	-	-	\$0.185	\$0.222	\$0.037	20.2
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.251	\$0.289	\$0.038	15.1	\$0.251	\$0.289	\$0.038	15.1
Total Revenue	\$0.798	\$0.844	\$0.046	5.8	\$0.251	\$0.289	\$0.038	15.1	\$1.049	\$1.133	\$0.084	8.0
Expenses												
Labor :												
Payroll	\$2.029	\$1.707	\$0.322	15.9	\$0.019	\$0.095	(0.075)	-	\$2.048	\$1.801	\$0.247	12.1
Overtime	\$0.249	\$0.300	(0.051)	(20.4)	\$0.173	\$0.061	\$0.113	65.1	\$0.423	\$0.361	\$0.062	14.7
Total Salaries & Wages	\$2.279	\$2.007	\$0.271	11.9	\$0.193	\$0.155	\$0.037	19.5	\$2.471	\$2.162	\$0.309	12.5
Health and Welfare	\$1.163	\$0.478	\$0.685	58.9	\$0.000	\$0.000	\$0.000	-	\$1.163	\$0.478	\$0.685	58.9
OPEB Current Payment	\$0.011	\$0.187	(0.176)	-	\$0.000	\$0.000	\$0.000	-	\$0.011	\$0.187	(0.177)	-
Pensions	\$0.603	\$0.511	\$0.092	15.3	\$0.000	\$0.000	\$0.000	-	\$0.603	\$0.511	\$0.092	15.3
Other Fringe Benefits	\$0.053	\$0.396	(0.343)	-	\$0.000	\$0.000	\$0.000	-	\$0.053	\$0.396	(0.343)	-
Total Fringe Benefits	\$1.830	\$1.571	\$0.259	14.1	\$0.000	\$0.000	\$0.000	-	\$1.830	\$1.572	\$0.258	14.1
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.070)	(0.129)	\$0.059	84.5	\$0.070	\$0.133	(0.063)	(90.2)	\$0.000	\$0.004	(0.004)	-
Labor	\$4.039	\$3.450	\$0.589	14.6	\$0.262	\$0.288	(0.026)	(9.8)	\$4.301	\$3.738	\$0.563	13.1
Non-Labor :												
Electric Power	\$0.232	\$0.227	\$0.005	2.0	(0.004)	\$0.000	(0.004)	-	\$0.227	\$0.227	\$0.000	0.1
Fuel	\$0.033	\$0.009	\$0.024	72.0	\$0.000	\$0.000	\$0.000	-	\$0.033	\$0.009	\$0.024	72.0
Insurance	\$0.093	\$0.035	\$0.058	62.1	\$0.000	\$0.000	\$0.000	-	\$0.093	\$0.035	\$0.058	62.1
Claims	\$0.007	\$0.020	(0.013)	-	\$0.000	\$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	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$2.157	\$1.553	\$0.604	28.0	\$0.000	\$0.000	\$0.000	-	\$2.157	\$1.553	\$0.604	28.0
Professional Service Contracts	\$0.208	\$0.166	\$0.042	20.1	(0.007)	\$0.001	(0.007)	-	\$0.202	\$0.167	\$0.035	17.1
Materials & Supplies	\$0.151	\$0.377	(0.226)	-	\$0.000	\$0.000	\$0.000	-	\$0.150	\$0.377	(0.226)	-
Other Business Expenses	\$0.003	\$0.098	(0.096)	-	\$0.000	\$0.000	\$0.000	-	\$0.003	\$0.098	(0.096)	-
Non-Labor	\$2.883	\$2.486	\$0.397	13.8	(0.011)	\$0.001	(0.012)	-	\$2.872	\$2.487	\$0.385	13.4
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$6.922	\$5.936	\$0.986	14.2	\$0.251	\$0.289	(0.038)	(15.1)	\$7.173	\$6.225	\$0.949	13.2
Depreciation	\$0.250	\$0.947	(0.697)	-	\$0.000	\$0.000	\$0.000	-	\$0.250	\$0.947	(0.697)	-
OPEB Liability	\$1.923	\$1.845	\$0.078	4.1	\$0.000	\$0.000	\$0.000	-	\$1.923	\$1.845	\$0.078	4.1
GASB 68 Pension Adjustment	\$1.550	\$1.536	\$0.013	0.9	\$0.000	\$0.000	\$0.000	-	\$1.550	\$1.536	\$0.013	0.9
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$10.645	\$10.264	\$0.382	3.6	\$0.251	\$0.289	(0.038)	(15.1)	\$10.896	\$10.553	\$0.344	3.2
OPERATING SURPLUS/DEFICIT	(9.848)	(9.420)	\$0.428	4.3	\$0.000	\$0.000	\$0.000	-	(9.848)	(9.420)	\$0.428	4.3

Note: Totals may not add due to rounding

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

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$3.318	\$3.326	\$0.009	0.3	\$0.000	\$0.000	-	-	\$3.318	\$3.326	\$0.009	0.3
Other Revenue	\$1.270	\$1.308	\$0.037	2.9	\$0.000	\$0.000	-	-	\$1.270	\$1.308	\$0.037	2.9
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$1.689	\$1.727	\$0.038	2.2	\$1.689	\$1.727	\$0.038	2.2
Total Revenue	\$4.588	\$4.634	\$0.046	1.0	\$1.689	\$1.727	\$0.038	2.2	\$6.277	\$6.361	\$0.084	1.3
Expenses												
Labor :												
Payroll	\$10.869	\$10.546	\$0.322	3.0	\$0.443	\$0.519	(0.075)	(17.0)	\$11.312	\$11.065	\$0.247	2.2
Overtime	\$1.813	\$1.864	(0.051)	(2.8)	\$0.516	\$0.403	\$0.113	21.9	\$2.329	\$2.267	\$0.062	2.7
Total Salaries & Wages	\$12.682	\$12.410	\$0.271	2.1	\$0.960	\$0.922	\$0.037	3.9	\$13.641	\$13.332	\$0.309	2.3
Health and Welfare	\$2.471	\$1.786	\$0.685	27.7	\$0.000	\$0.000	\$0.000	-	\$2.471	\$1.786	\$0.685	27.7
OPEB Current Payment	\$0.874	\$1.050	(0.176)	(20.2)	\$0.002	\$0.003	\$0.000	(14.2)	\$0.876	\$1.053	(0.177)	(20.1)
Pensions	\$3.158	\$3.066	\$0.092	2.9	\$0.000	\$0.000	\$0.000	-	\$3.158	\$3.066	\$0.092	2.9
Other Fringe Benefits	\$2.284	\$2.627	(0.343)	(15.0)	\$0.000	\$0.000	\$0.000	-	\$2.284	\$2.627	(0.343)	(15.0)
Total Fringe Benefits	\$8.787	\$8.529	\$0.258	2.9	\$0.002	\$0.003	\$0.000	(14.2)	\$8.790	\$8.532	\$0.258	2.9
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.727)	(0.786)	\$0.059	8.1	\$0.727	\$0.790	(0.063)	(8.7)	\$0.000	\$0.004	(0.004)	-
Labor	\$20.742	\$20.153	\$0.589	2.8	\$1.689	\$1.715	(0.026)	(1.5)	\$22.431	\$21.868	\$0.563	2.5
Non-Labor :												
Electric Power	\$1.980	\$1.975	\$0.005	0.2	\$0.000	\$0.004	(0.004)	-	\$1.980	\$1.980	\$0.000	0.0
Fuel	\$0.101	\$0.077	\$0.024	23.5	\$0.000	\$0.000	\$0.000	-	\$0.101	\$0.077	\$0.024	23.5
Insurance	\$0.656	\$0.598	\$0.058	8.8	\$0.000	\$0.000	\$0.000	-	\$0.656	\$0.598	\$0.058	8.8
Claims	\$0.107	\$0.120	(0.013)	(11.8)	\$0.000	\$0.000	\$0.000	-	\$0.107	\$0.120	(0.013)	(11.8)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$8.354	\$7.750	\$0.604	7.2	\$0.000	\$0.000	\$0.000	-	\$8.354	\$7.750	\$0.604	7.2
Professional Service Contracts	\$0.316	\$0.274	\$0.042	13.2	\$0.000	\$0.007	(0.007)	-	\$0.316	\$0.281	\$0.035	10.9
Materials & Supplies	\$1.220	\$1.446	(0.226)	(18.5)	\$0.000	\$0.000	\$0.000	-	\$1.220	\$1.446	(0.226)	(18.5)
Other Business Expenses	\$0.235	\$0.331	(0.096)	(40.6)	\$0.000	\$0.000	\$0.000	-	\$0.235	\$0.331	(0.096)	(40.6)
Non-Labor	\$12.969	\$12.572	\$0.397	3.1	\$0.000	\$0.012	(0.012)	-	\$12.969	\$12.584	\$0.385	3.0
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$33.711	\$32.725	\$0.986	2.9	\$1.689	\$1.727	(0.038)	(2.2)	\$35.400	\$34.452	\$0.948	2.7
Depreciation	\$4.150	\$4.847	(0.697)	(16.8)	\$0.000	\$0.000	\$0.000	-	\$4.150	\$4.847	(0.697)	(16.8)
OPEB Liability	\$3.750	\$3.672	\$0.078	2.1	\$0.000	\$0.000	\$0.000	-	\$3.750	\$3.672	\$0.078	2.1
GASB 68 Pension Adjustment	\$0.017	\$0.003	\$0.013	80.8	\$0.000	\$0.000	\$0.000	-	\$0.017	\$0.003	\$0.013	80.8
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$41.628	\$41.247	\$0.381	0.9	\$1.689	\$1.727	(0.038)	(2.2)	\$43.317	\$42.974	\$0.344	0.8
OPERATING SURPLUS/DEFICIT	(37.040)	(36.613)	\$0.427	1.2	\$0.000	\$0.000	\$0.000	(50.0)	(37.040)	(36.613)	\$0.427	1.2

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
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JUNE 2017
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/		Reason for Variance	Favorable/		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	0.009	1.4	Mostly due to higher ridership	SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES		
Other Operating Revenue	Non Reimb.	0.037	20.2	The favorable timing of student fare reimbursements			
Payroll	Non Reimb.	0.322	15.9	Largely the favorable timing of expenses and vacancies			
Overtime	Non Reimb.	(0.051)	(20.4)	The unfavorable timing of project requirements			
Health and Welfare (including OPEB current payment)	Non Reimb.	0.509	43.4	The favorable timing of expenses			
Pension	Non Reimb.	0.092	15.3	The favorable timing of expenses			
Other Fringe Benefits	Non Reimb.	(0.343)	over (100.0)	Additional Workers' Compensation reserve adjustments not anticipated in the forecast			
Fuel	Non Reimb.	0.024	72.0	Largely the timing of expenses			
Insurance	Non Reimb.	0.058	62.1	The favorable timing of interagency billing with MTA			
Maintenance & Other Operating Contracts	Non Reimb.	0.604	28.0	The favorable timing of R44 fleet maintenance expenses/billing			
Professional Service Contracts	Non Reimb.	0.042	20.1	The favorable timing of legal expenses			
Other Business Expenses	Non Reimb.	(0.096)	over (100.0)	Mainly interagency charges not foreseen in the forecast			
Capital and Other Reimbursements	Reimb.	0.038	15.1	Timing of contractor requirements			
Payroll	Reimb.	(0.075)	over (100.0)	Timing of contractor requirements			
Overtime	Reimb.	0.113	65.1	Timing of contractor requirements			

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2017 Mid_Year
Cash Receipts and Expenditures
 Jun FY17
 (\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.613	\$0.633	\$0.020	3.3	\$3.220	\$3.240	\$0.020	0.6
Other Revenue	\$0.185	\$0.046	(0.139)	(75.1)	\$1.447	\$1.308	(0.139)	(9.6)
Capital and Other Reimbursements	\$0.251	\$0.000	(0.251)	-	\$1.917	\$1.666	(0.251)	(13.1)
Total Revenue	\$1.049	\$0.679	(0.370)	(35.3)	\$6.584	\$6.214	(0.370)	(5.6)
Expenditures								
Labor :								
Payroll	\$2.048	\$2.479	(0.431)	(21.0)	\$11.584	\$12.015	(0.431)	(3.7)
Overtime	\$0.423	\$0.289	\$0.134	31.7	\$2.269	\$2.135	\$0.134	5.9
Total Salaries & Wages	\$2.471	\$2.768	(0.297)	(12.0)	\$13.853	\$14.150	(0.297)	(2.1)
Health and Welfare	\$1.163	\$0.483	\$0.680	58.5	\$3.419	\$2.739	\$0.680	19.9
OPEB Current Payment	\$0.011	\$0.061	(0.050)	-	\$0.473	\$0.523	(0.050)	(10.6)
Pensions	\$0.603	\$0.511	\$0.092	15.3	\$3.158	\$3.066	\$0.092	2.9
Other Fringe Benefits	\$0.053	\$0.300	(0.247)	-	\$1.613	\$1.860	(0.247)	(15.3)
Total Fringe Benefits	\$1.830	\$1.355	\$0.475	26.0	\$8.663	\$8.188	\$0.475	5.5
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$4.301	\$4.123	\$0.178	4.1	\$22.516	\$22.338	\$0.178	0.8
Non-Labor :								
Electric Power	\$0.227	\$0.255	(0.028)	(12.1)	\$1.998	\$2.026	(0.028)	(1.4)
Fuel	\$0.033	\$0.002	\$0.031	93.9	\$0.086	\$0.055	\$0.031	36.1
Insurance	\$0.093	\$0.000	\$0.093	-	\$0.599	\$0.506	\$0.093	15.5
Claims	\$0.007	\$0.030	(0.023)	-	\$0.257	\$0.280	(0.023)	(8.8)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$2.157	\$1.329	\$0.828	38.4	\$8.966	\$8.138	\$0.828	9.2
Professional Service Contracts	\$0.202	\$0.065	\$0.137	67.8	\$0.314	\$0.177	\$0.137	43.6
Materials & Supplies	\$0.150	\$0.070	\$0.080	53.5	\$2.013	\$1.933	\$0.080	4.0
Other Business Expenses	\$0.003	\$0.008	(0.006)	-	\$0.053	\$0.059	(0.006)	(10.3)
Non-Labor	\$2.872	\$1.759	\$1.113	38.7	\$14.287	\$13.174	\$1.113	7.8
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$7.173	\$5.882	\$1.291	18.0	\$36.803	\$35.512	\$1.291	3.5
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$7.173	\$5.882	\$1.291	18.0	\$36.803	\$35.512	\$1.291	3.5
Net Surplus/(Deficit)	(6.125)	(5.203)	\$0.922	15.0	(30.220)	(29.298)	\$0.922	3.0

Note: Totals may not add due to rounding

Table 5

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
JUNE 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	0.020	3.3%	Primarily the favorable timing of cash settlements with NYCT	SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES		
Other Operating Revenue	(0.139)	(75.1%)	Mostly the unfavorable timing of student fare reimbursements			
Capital and Other Reimbursements	(0.251)	over (100.0)	The unfavorable timing of reimbursements			
Salaries & Wages	(0.297)	(12.0%)	Mostly the unfavorable timing of payments			
Health and Welfare (including OPEB current payment)	0.630	53.7%	Primarily the favorable timing of expenses			
Other Fringe Benefits	(0.247)	over (100.0)	Largely the unfavorable timing of payments			
Maintenance Contracts	0.828	38.4%	Principally the favorable timing of R44 Fleet maintenance expenditures			
Professional Service Contracts	0.137	67.8%	Largely the favorable timing of payments			

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2017 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Jun FY17
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	\$0.012	\$0.012	-	(0.098)	(0.086)	\$0.012	11.9
Other Revenue	\$0.000	(0.176)	(0.176)	-	\$0.177	\$0.000	(0.176)	-
Capital and Other Reimbursements	\$0.000	(0.289)	(0.289)	-	\$0.228	(0.061)	(0.289)	-
Total Revenue	\$0.000	(0.454)	(0.454)	-	\$0.307	(0.147)	(0.454)	-
Expenses								
Labor :								
Payroll	\$0.000	(0.678)	(0.678)	-	(0.272)	(0.950)	(0.678)	-
Overtime	\$0.000	\$0.072	\$0.072	-	\$0.060	\$0.132	\$0.072	-
Total Salaries & Wages	\$0.000	(0.606)	(0.606)	-	(0.212)	(0.818)	(0.606)	-
Health and Welfare	\$0.000	(0.005)	(0.005)	-	(0.948)	(0.953)	(0.005)	(0.5)
OPEB Current Payment	\$0.000	\$0.126	\$0.126	-	\$0.404	\$0.530	\$0.126	31.3
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.000	\$0.096	\$0.096	-	\$0.671	\$0.767	\$0.096	14.3
Total Fringe Benefits	\$0.000	\$0.217	\$0.217	-	\$0.127	\$0.344	\$0.217	-
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.004	\$0.004	-	\$0.000	\$0.004	\$0.004	-
Labor	\$0.000	(0.385)	(0.385)	-	(0.086)	(0.470)	(0.384)	-
Non-Labor :								
Electric Power	\$0.000	(0.028)	(0.028)	-	(0.019)	(0.046)	(0.028)	-
Fuel	\$0.000	\$0.007	\$0.007	-	\$0.015	\$0.022	\$0.007	48.4
Insurance	\$0.000	\$0.035	\$0.035	-	\$0.057	\$0.092	\$0.035	61.5
Claims	\$0.000	(0.010)	(0.010)	-	(0.150)	(0.160)	(0.010)	(6.7)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	\$0.224	\$0.224	-	(0.612)	(0.388)	\$0.224	36.6
Professional Service Contracts	\$0.000	\$0.102	\$0.102	-	\$0.002	\$0.104	\$0.102	-
Materials & Supplies	\$0.000	\$0.307	\$0.307	-	(0.793)	(0.487)	\$0.307	38.7
Other Business Expenses	\$0.000	\$0.090	\$0.090	-	\$0.182	\$0.272	\$0.090	49.5
Non-Labor	\$0.000	\$0.728	\$0.728	-	(1.317)	(0.590)	\$0.728	55.2
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$0.000	\$0.343	\$0.343	-	(1.403)	(1.060)	\$0.343	24.5
Depreciation	\$0.250	\$0.947	\$0.697	-	\$4.150	\$4.847	\$0.697	16.8
OPEB Liability	\$1.923	\$1.845	(0.078)	(4.1)	\$3.750	\$3.672	(0.078)	(2.1)
GASB 68 Pension Adjustment	\$1.550	\$1.536	(0.014)	(0.9)	\$0.017	\$0.003	(0.014)	(81.2)
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$3.723	\$4.671	\$0.948	25.6	\$6.513	\$7.462	\$0.948	14.6
Total Cash Conversion Adjustments	\$3.723	\$4.217	\$0.494	13.3	\$6.820	\$7.315	\$0.495	7.3

Note: Totals may not add due to rounding

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

**MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
JUNE 2017**

<u>Function/Departments</u>	<u>Forecast</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
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
JUNE 2017

	<u>Forecast</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				
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 MID-YEAR FORECAST VERSUS 2017 PRELIMINARY ACTUAL
(in millions)**

Month of June				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.398	0.403	0.005	1.2%	
Year-to-Date				
2.271	2.276	0.005	0.2%	

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 June				Explanation
	2016	2017	Variance		
			Amount	Percent	
Average Weekday	0.017	0.017	0.000	0.4%	
Average Weekend	0.009	0.009	(0.000)	(1.3%)	
	12-Month Rolling Average				
Average Weekday	0.016	0.016	(0.000)	(0.8%)	
Average Weekend	0.008	0.008	0.000	1.7%	

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

FINANCIAL AND RIDERSHIP REPORT**June 2017**

(All data are preliminary and subject to audit)

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

Operating revenue was \$20.6 million in June, \$0.2 million (0.8 percent) above forecast, due primarily to higher farebox revenue, caused by increased ridership, partly offset by the unfavorable timing of student fare reimbursements. Since the forecast includes the first five months of actual results, year-to-date June dollar variances are therefore the same as the June month dollar variances.

Total MTA Bus **ridership** in June 2017 was 10.4 million, 0.9 percent (0.1 million riders) above forecast. Year-to-date, ridership was 61.1 million, 0.2 percent (0.1 million riders) above forecast. June 2017 average weekday ridership was 396,805, a decrease of 3.5 percent (14,415 riders) from June 2016. Average weekday ridership for the twelve months ending June 2017 was 400,808, a decrease of 1.7 percent (7,123 riders) from the twelve months ending June 2016.

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$57.3 million in June, \$4.5 million (7.3 percent) below forecast.

- Labor expenses underran forecast by \$1.1 million (2.5 percent), including lower other fringe benefit expenses of \$0.6 million (11.0 percent), driven by the favorable timing of Workers' Compensation expenses. Health & welfare/OPEB current expenses were also below forecast by \$0.5 million (6.2 percent), resulting from lower health claims submitted.
- Non-labor expenses were below forecast by \$3.4 million (20.8 percent), due primarily to an underrun in maintenance contract expenses of \$3.0 million (72.2 percent), caused mostly by the timing of planned work, facility maintenance, and rollouts of Select Bus Service (SBS). Materials & supplies expenses were less than forecast by \$1.0 million (22.4 percent), due mainly to lower general maintenance material expenses. Claims expenses overran forecast by \$1.7 million (90.3 percent), caused by higher expenses than anticipated in the forecast.
- Regarding year-to-date results, since the forecast includes the first five months of actual results, the year-to-date June dollar variances are therefore the same as the June month dollar variances.

Depreciation expenses year-to-date of \$29.3 million exceeded forecast by \$0.5 million (1.7 percent). Other Post-Employment Benefit accrued expenses of \$41.5 million year-to-date were under forecast by \$2.5 million (5.6 percent). Regarding GASB #68 Pension Expense Adjustment, there were no accrued expenses or credits recorded year-to-date.

The **operating cash deficit** (excluding subsidies) was \$214.8 million year-to-date, \$14.8 million (6.4 percent) favorable to forecast.

MTA BUS COMPANY
JULY FINANCIAL PLAN 2017 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June 2017
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 18.385	\$ 18.901	\$ 0.516	2.8	\$ -	\$ -	\$ -	-	\$ 18.385	\$ 18.901	\$ 0.516	2.8
Other Operating Income	2.018	1.671	(0.347)	(17.2)	-	-	-	-	2.018	1.671	(0.347)	(17.2)
Capital and Other Reimbursements	-	-	-	-	0.581	0.317	(0.264)	(45.4)	0.581	0.317	(0.264)	(45.4)
Total Revenue	\$ 20.403	\$ 20.572	\$ 0.169	0.8	\$ 0.581	\$ 0.317	\$ (0.264)	(45.4)	\$ 20.984	\$ 20.889	\$ (0.095)	(0.5)
Labor:												
Payroll	\$ 22.952	\$ 22.805	\$ 0.147	0.6	\$ 0.225	\$ 0.197	\$ 0.028	12.4	\$ 23.177	\$ 23.002	\$ 0.175	0.8
Overtime	4.627	5.022	(0.395)	(8.5)	-	-	-	-	4.627	5.022	(0.395)	(8.5)
Health and Welfare	5.138	5.884	(0.746)	(14.5)	0.113	0.055	0.058	51.3	5.251	5.939	(0.688)	(13.1)
OPEB Current Payment	2.443	1.224	1.219	49.9	-	-	-	-	2.443	1.224	1.219	49.9
Pensions	4.663	4.477	0.186	4.0	0.049	0.028	0.021	42.9	4.712	4.505	0.207	4.4
Other Fringe Benefits	5.693	5.067	0.626	11.0	0.047	0.028	0.019	40.4	5.740	5.095	0.645	11.2
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.105)	0.105	-	-	-	-	-	-	(0.105)	0.105	-
Total Labor Expenses	\$ 45.516	\$ 44.374	\$ 1.142	2.5	\$ 0.434	\$ 0.308	\$ 0.126	29.0	\$ 45.950	\$ 44.682	\$ 1.268	2.8
Non-Labor:												
Electric Power	\$ 0.173	\$ 0.138	\$ 0.035	20.2	\$ -	\$ -	\$ -	-	\$ 0.173	\$ 0.138	\$ 0.035	20.2
Fuel	1.665	1.722	(0.057)	(3.4)	-	-	-	-	1.665	1.722	(0.057)	(3.4)
Insurance	0.487	0.471	0.016	3.3	-	-	-	-	0.487	0.471	0.016	3.3
Claims	1.892	3.600	(1.708)	(90.3)	-	-	-	-	1.892	3.600	(1.708)	(90.3)
Maintenance and Other Operating Contracts	4.187	1.166	3.021	72.2	0.033	-	0.033	100.0	4.220	1.166	3.054	72.4
Professional Service Contracts	2.847	1.943	0.904	31.8	-	-	-	-	2.847	1.943	0.904	31.8
Materials & Supplies	4.601	3.571	1.030	22.4	0.114	0.009	0.105	92.1	4.715	3.580	1.135	24.1
Other Business Expense	0.462	0.310	0.152	32.9	-	-	-	-	0.462	0.310	0.152	32.9
Total Non-Labor Expenses	\$ 16.314	\$ 12.921	\$ 3.393	20.8	\$ 0.147	\$ 0.009	\$ 0.138	93.9	\$ 16.461	\$ 12.930	\$ 3.531	21.5
Total Expenses before Non-Cash Liability Adjs.	\$ 61.830	\$ 57.295	\$ 4.535	7.3	\$ 0.581	\$ 0.317	\$ 0.264	45.4	\$ 62.411	\$ 57.612	\$ 4.799	7.7
Depreciation	4.175	4.671	(0.496)	(11.9)	-	-	-	-	4.175	4.671	(0.496)	(11.9)
OPEB Obligation	9.368	6.916	2.452	26.2	-	-	-	-	9.368	6.916	2.452	26.2
GASB 68 Pension Adjustment	5.742	-	5.742	100.0	-	-	-	-	5.742	-	5.742	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 81.115	\$ 68.882	\$ 12.233	15.1	\$ 0.581	\$ 0.317	\$ 0.264	45.4	\$ 81.696	\$ 69.199	\$ 12.497	15.3
Net Surplus/(Deficit)	\$ (60.712)	\$ (48.310)	\$ 12.402	20.4	\$ -	\$ -	\$ -	-	\$ (60.712)	\$ (48.310)	\$ 12.402	20.4

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2017 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June 2017 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 105.315	\$ 105.831	\$ 0.516	0.5	\$ -	\$ -	\$ -	-	\$ 105.315	\$ 105.831	\$ 0.516	0.5
Other Operating Income	10.812	10.465	(0.347)	(3.2)	-	-	-	-	10.812	10.465	(0.347)	(3.2)
Capital and Other Reimbursements	-	-	-	-	2.356	2.092	(0.264)	(11.2)	2.356	2.092	(0.264)	(11.2)
Total Revenue	\$ 116.127	\$ 116.296	\$ 0.169	0.1	\$ 2.356	\$ 2.092	\$ (0.264)	(11.2)	\$ 118.483	\$ 118.388	\$ (0.095)	(0.1)
Expenses												
<i>Labor:</i>												
Payroll	141.935	\$ 141.788	\$ 0.147	0.1	1.325	1.297	\$ 0.028	2.1	\$ 143.260	\$ 143.085	\$ 0.175	0.1
Overtime	31.757	32.152	(0.395)	(1.2)	-	-	-	-	31.757	32.152	(0.395)	(1.2)
Health and Welfare	32.150	32.896	(0.746)	(2.3)	0.426	0.368	0.058	13.6	32.576	33.264	(0.688)	(2.1)
OPEB Current Payment	11.189	9.970	1.219	10.9	-	-	-	-	11.189	9.970	1.219	10.9
Pensions	23.865	23.679	0.186	0.8	0.203	0.182	0.021	10.3	24.068	23.861	0.207	0.9
Other Fringe Benefits	32.678	32.052	0.626	1.9	0.200	0.181	0.019	9.5	32.878	32.233	0.645	2.0
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.594)	(0.699)	0.105	17.7	-	-	-	-	(0.594)	(0.699)	0.105	17.7
Total Labor Expenses	\$ 272.981	\$ 271.838	\$ 1.142	0.4	\$ 2.154	\$ 2.028	\$ 0.126	5.8	\$ 275.135	\$ 273.866	\$ 1.268	0.5
<i>Non-Labor:</i>												
Electric Power	\$ 0.929	\$ 0.894	\$ 0.035	3.8	\$ -	\$ -	\$ -	-	\$ 0.929	\$ 0.894	\$ 0.035	3.8
Fuel	10.047	10.104	(0.057)	(0.6)	-	-	-	-	10.047	10.104	(0.057)	(0.6)
Insurance	2.841	2.825	0.016	0.6	-	-	-	-	2.841	2.825	0.016	0.6
Claims	18.092	19.800	(1.708)	(9.4)	-	-	-	-	18.092	19.800	(1.708)	(9.4)
Maintenance and Other Operating Contracts	13.722	10.701	3.021	22.0	0.033	-	0.033	100.0	13.755	10.701	3.054	22.2
Professional Service Contracts	12.114	11.210	0.904	7.5	-	-	-	-	12.114	11.210	0.904	7.5
Materials & Supplies	23.193	22.163	1.030	4.4	0.169	0.064	0.105	62.1	23.362	22.227	1.135	4.9
Other Business Expense	2.020	1.868	0.152	7.5	-	-	-	-	2.020	1.868	0.152	7.5
Total Non-Labor Expenses	\$ 82.958	\$ 79.565	\$ 3.393	4.1	\$ 0.202	\$ 0.064	\$ 0.138	68.3	\$ 83.160	\$ 79.629	\$ 3.531	4.2
Total Expenses before Non-Cash Liability Adjs.	\$ 355.939	\$ 351.404	\$ 4.535	1.3	\$ 2.356	\$ 2.092	\$ 0.264	11.2	\$ 358.295	\$ 353.496	\$ 4.799	1.3
Depreciation	28.853	29.349	(0.496)	(1.7)	-	-	-	-	28.853	29.349	(0.496)	(1.7)
OPEB Obligation	43.944	41.492	2.452	5.6	-	-	-	-	43.944	41.492	2.452	5.6
GASB 68 Pension Adjustment	5.742	-	5.742	100.0	-	-	-	-	5.742	-	5.742	100.0
Environmental Remediation	0.141	0.141	(0.000)	(0.3)	-	-	-	-	0.141	0.141	(0.000)	(0.3)
Total Expenses	\$ 434.619	\$ 422.387	\$ 12.233	2.8	\$ 2.356	\$ 2.092	\$ 0.264	11.2	\$ 436.975	\$ 424.479	\$ 12.497	2.9
Net Surplus/(Deficit)	\$ (318.492)	\$ (306.090)	\$ 12.402	3.9	\$ -	\$ -	\$ -	-	\$ (318.492)	\$ (306.090)	\$ 12.402	3.9

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2017 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	June 2017			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ 0.516	2.8	Higher ridership	\$ 0.516	0.5	Higher ridership
Other Operating Revenue	NR	\$ (0.347)	(17.2)	Timing of students reimbursements	\$ (0.347)	(3.2)	Timing of students reimbursements
Capital and Other Reimbursements	R	\$ (0.264)	(45.4)	Timing of reimbursement receipts.	\$ (0.264)	(11.2)	Timing of reimbursement receipts.
Total Revenue Variance		\$ (0.095)	(0.5)		\$ (0.095)	(0.1)	
Payroll	NR	\$ 0.147	0.6	(a)	\$ 0.147	0.1	(a)
Overtime	NR	\$ (0.395)	(8.5)	Mainly due to running time/traffic, vacancy and availability.	\$ (0.395)	(1.2)	Mainly due to running time/traffic, vacancy and availability.
Health and Welfare (including OPEB)	NR	\$ 0.473	6.2	Lower Health claims submitted	\$ 0.473	1.1	Lower Health claims submitted
Pension	NR	\$ 0.186	4.0	(a)	\$ 0.186	0.8	(a)
Other Fringe Benefits	NR	\$ 0.626	11.0	Timing of Workers' Compensation.	\$ 0.626	1.9	Timing of Workers' Compensation.
Reimbursable Overhead	NR	\$ 0.105	-	Not budgeted	\$ 0.105	-	Not budgeted
Electric Power	NR	\$ 0.035	20.2	(a)	\$ 0.035	20.2	(a)
Fuel	NR	\$ (0.057)	(3.4)	(a)	\$ (0.057)	(0.6)	(a)
Insurance	NR	\$ 0.016	3.3	(a)	\$ 0.016	0.6	Timing of expenses
Claims	NR	\$ (1.708)	(90.3)	Higher expenses	\$ (1.708)	(9.4)	Higher expenses
Maintenance and Other Operating Contracts	NR	\$ 3.021	72.2	Timing of planned work, facility maintenance, and SBS rollout.	\$ 3.021	22.0	Timing of planned work, facility maintenance, and SBS rollout.
Professional Service Contracts	NR	\$ 0.904	31.8	Mainly due to timing of interagency billings	\$ 0.904	7.5	Mainly due to timing of interagency billings
Materials & Supplies	NR	\$ 1.030	22.4	Mainly due to lower general maintenance material expenses	\$ 1.030	4.4	Mainly due to lower general maintenance material expenses
Other Business Expense	NR	\$ 0.152	32.9	Lower AFC collection fees and timing of mobility taxes	\$ 0.152	7.5	Lower AFC collection fees and timing of mobility taxes
Depreciation	NR	\$ (0.496)	(11.9)	Non cash expense	\$ (0.496)	(1.7)	Non cash expense
Other Post Employment Benefits	NR	\$ 2.452	26.2	Non cash expense	\$ 2.452	5.6	Non cash expense
GASB 68 Pension Adjustment	NR	\$ 5.742	100.0	Non cash expense	\$ 5.742	100.0	Non cash expense
Environmental Remediation	NR	\$ -	-		\$ (0.000)	(0.3)	
Payroll	R	\$ 0.028	12.4	Timing of charges	\$ 0.028	2.1	Timing of charges
Health and Welfare	R	\$ 0.058	51.3	Timing of charges	\$ 0.058	13.6	Timing of charges.
Pension	R	\$ 0.021	42.9		\$ 0.021	10.3	
Other Fringe Benefits	R	\$ 0.019	40.4		\$ 0.019	9.5	
Maintenance and Other Operating Contracts	R	\$ 0.033	*	Timing of charges	\$ 0.033	*	Timing of charges
Materials & Supplies	R	\$ 0.105	*	Timing of charges	\$ 0.105	*	Timing of charges
Total Expense Variance		\$ 12.497	15.3		\$ 12.497	2.9	
Net Variance		\$ 12.402	20.4		\$ 12.402	3.9	

(a) - Variance less than 5%

MTA BUS COMPANY
JULY FINANCIAL PLAN 2017 MID YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES

(\$ in millions)

	June 2017				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$ 18.385	\$ 16.723	\$ (1.662)	(9.0)	\$ 107.374	\$ 105.712	\$ (1.662)	(1.5)
Other Operating Revenue	2.018	3.289	1.271	63.0	10.232	11.503	1.271	12.4
Capital and Other Reimbursements	0.500	0.651	0.151	30.2	2.165	2.316	0.151	7.0
Total Receipts	\$ 20.903	\$ 20.663	\$ (0.240)	(1.1)	\$ 119.771	\$ 119.531	\$ (0.240)	(0.2)
Expenditures								
<i>Labor:</i>								
Payroll	\$ 20.863	\$ 20.177	\$ 0.686	3.3	\$ 132.221	\$ 131.535	\$ 0.686	0.5
Overtime	4.627	5.022	(0.395)	(8.5)	31.756	32.151	(0.395)	(1.2)
Health and Welfare	4.850	(0.258)	5.108	*	34.658	29.550	5.108	14.7
OPEB Current Payment	2.364	1.881	0.483	20.4	11.710	11.227	0.483	4.1
Pensions	4.467	4.955	(0.488)	(10.9)	23.670	24.158	(0.488)	(2.1)
Other Fringe Benefits	5.023	4.030	0.993	19.8	25.404	24.411	0.993	3.9
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 42.195	\$ 35.807	\$ 6.388	15.1	\$ 259.420	\$ 253.032	\$ 6.388	2.5
<i>Non-Labor:</i>								
Electric Power	\$ 0.173	\$ 0.138	\$ 0.035	20.2	\$ 0.928	\$ 0.893	\$ 0.035	3.8
Fuel	1.603	1.801	(0.198)	(12.4)	9.913	10.111	(0.198)	(2.0)
Insurance	0.042	-	0.042	100.0	5.510	5.468	0.042	0.8
Claims	1.670	3.884	(2.214)	*	15.368	17.582	(2.214)	(14.4)
Maintenance and Other Operating Contracts	4.444	(1.917)	6.361	*	17.908	11.546	6.361	35.5
Professional Service Contracts	4.166	1.129	3.037	72.9	13.668	10.631	3.037	22.2
Materials & Supplies	4.999	3.642	1.357	27.1	24.857	23.500	1.357	5.5
Other Business Expenses	0.503	0.295	0.208	41.3	1.768	1.560	0.208	11.7
Total Non-Labor Expenditures	\$ 17.601	\$ 8.973	\$ 8.628	49.0	\$ 89.921	\$ 81.293	\$ 8.628	9.6
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 59.795	\$ 44.780	\$ 15.016	25.1	\$ 349.340	\$ 334.325	\$ 15.016	4.3
Operating Cash Surplus/(Deficit)	\$ (38.892)	\$ (24.117)	\$ 14.776	38.0	\$ (229.569)	\$ (214.794)	\$ 14.776	6.4

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2017 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

Operating Receipts or Disbursements	June 2017			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ (1.662)	(9.0)	Timing of receipts	\$ (1.662)	(1.5)	Timing of receipts
Other Operating Revenue	1.271	63.0	Receipt of senior citizens reimbursements from a prior period	1.271	12.4	Receipt of senior citizens reimbursements from a prior period
Capital and Other Reimbursements	0.151	30.2	Timing of reimbursement receipts.	0.151	7.0	Timing of reimbursement receipts.
Total Receipts	\$ (0.240)	(1.1)		\$ (0.240)	(0.2)	
Payroll	\$ 0.686	3.3	Timing of interagency billings and RWA	\$ 0.686	0.5	Timing of interagency billings and RWA
Overtime	(0.395)	(8.5)	Mainly due to running time/traffic, vacancy, and availability.	(0.395)	(1.2)	Mainly due to running time/traffic, vacancy and availability.
Health and Welfare (including OPEB)	5.591	77.5	Timing of Payments	5.591	12.1	Timing of Payments
Pension	(0.488)	(10.9)	Timing of Payments	(0.488)	(2.1)	Timing of Payments
Other Fringe Benefits	0.993	19.8	Favorable timing of payments	0.993	3.9	Favorable timing of payments
GASB	-	-		-	-	
Electric Power	0.035	20.2 (a)		0.035	3.8 (a)	
Fuel	(0.198)	(12.4)	Payment for prior period expenses.	(0.198)	(2.0)	Payment for prior period expenses.
Insurance	0.042	100.0 (a)		0.042	0.8 (a)	
Claims	(2.214)	*	Higher Claim payments	(2.214)	(14.4)	Higher Claim payments
Maintenance and Other Operating Contracts	6.361	*	Timing of planned work, facility maintenance, and SBS rollout.	6.361	35.5	Timing of planned work, facility maintenance, and SBS rollout.
Professional Service Contracts	3.037	72.9	Mainly due to timing of interagency billings	3.037	22.2	Mainly due to timing of interagency billings
Materials & Supplies	1.357	27.1	Mainly due to lower general maintenance material expenses	1.357	5.5	Mainly due to lower general maintenance material expenses
Other Business Expenditure	0.208	41.3	Timing of expenses	0.208	11.7	Timing of expenses
Total Expenditures	\$ 15.016	25.1		\$ 15.016	4.3	
Net Cash Variance	\$ 14.776	38.0		\$ 14.776	6.4	

(a) - Variance less than 5%

MTA BUS COMPANY
JULY FINANCIAL PLAN 2017 MID YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

(\$ in millions)

	June 2017				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$ -	\$ (2.178)	\$ (2.178)	-	\$ 2.059	\$ (0.119)	\$ (2.178)	*
Other Operating Revenue	-	1.618	1.618	-	(0.580)	1.038	1.618	*
Capital and Other Reimbursements	(0.081)	0.334	0.415	*	(0.191)	0.224	0.415	*
Total Receipts	\$ (0.081)	\$ (0.226)	\$ (0.145)	*	\$ 1.288	\$ 1.143	\$ (0.145)	(11.3)
Expenditures								
<i>Labor:</i>								
Payroll	\$ 2.314	\$ 2.825	\$ 0.511	22.1	\$ 11.039	\$ 11.550	\$ 0.511	4.6
Overtime	-	(0.000)	(0.000)	-	0.001	0.001	(0.000)	(28.6)
Health and Welfare	0.400	6.197	5.797	*	(2.082)	3.714	5.796	*
OPEB Current Payment	0.079	(0.657)	(0.736)	*	(0.521)	(1.257)	(0.736)	*
Pensions	0.245	(0.450)	(0.695)	*	0.398	(0.297)	(0.695)	*
Other Fringe Benefits	0.717	1.065	0.348	48.6	7.474	7.822	0.348	4.7
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.105)	(0.105)	-	(0.594)	(0.699)	(0.105)	(17.7)
Total Labor Expenditures	\$ 3.755	\$ 8.875	\$ 5.119	*	\$ 15.715	\$ 20.834	\$ 5.119	32.6
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ -	\$ -	-	-	\$ 0.001	\$ 0.001	-	0.0
Fuel for Buses and Trains	0.062	(0.079)	(0.141)	*	0.134	(0.007)	(0.141)	*
Insurance	0.445	0.471	0.026	5.8	(2.669)	(2.643)	0.026	1.0
Claims	0.222	(0.284)	(0.506)	*	2.724	2.218	(0.506)	(18.6)
Maintenance and Other Operating Contracts	(0.224)	3.083	3.307	*	(4.153)	(0.846)	3.307	79.6
Professional Service Contracts	(1.319)	0.814	2.133	*	(1.554)	0.579	2.133	*
Materials & Supplies	(0.284)	(0.062)	0.222	78.1	(1.495)	(1.273)	0.222	14.8
Other Business Expenditures	(0.041)	0.015	0.056	*	0.252	0.308	0.056	22.0
Total Non-Labor Expenditures	\$ (1.140)	\$ 3.957	\$ 5.097	*	\$ (6.760)	\$ (1.663)	\$ 5.097	75.4
Total Cash Conversion Adjustments before Non-Cash Liability Adjts.	\$ 2.534	\$ 12.606	\$ 10.072	*	\$ 10.243	\$ 20.314	\$ 10.071	98.3
Depreciation Adjustment	4.175	4.671	0.496	11.9	28.853	29.349	0.496	1.7
Other Post Employment Benefits	9.368	6.916	(2.452)	(26.2)	43.944	41.492	(2.452)	(5.6)
GASB 68 Pension Adjustment	5.742	-	(5.742)	(100.0)	5.742	-	(5.742)	(100.0)
Environmental Remediation	-	-	-	-	0.141	0.141	0.000	-
Total Cash Conversion Adjustments	\$ 21.819	\$ 24.193	\$ 2.373	10.9	\$ 88.923	\$ 91.296	\$ 2.374	2.7

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2017 MID YEAR FORECAST
Utilization
(In millions)

	<u>June 2017</u>			<u>Year-to-date as of June 2017</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 18.385	\$ 18.901	\$ 0.516	\$ 105.315	\$ 105.831	\$ 0.516
Total Farebox Revenue	\$ 18.385	\$ 18.901	\$ 0.516	\$ 105.315	\$ 105.831	\$ 0.516
<u>Ridership</u>						
Fixed Route	10.320	10.416	0.096	61.041	61.137	0.096
Total Ridership	10.320	10.416	0.096	61.041	61.137	0.096

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2017 MID - YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME EQUIVALENTS
JUNE 2017

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	18	15	3	
Office of Management and Budget	13	11	2	
Technology & Information Services	-	-	-	
Material	17	16	1	
Controller	17	19	(2)	
Office of the President	7	5	2	
System Safety Administration	5	1	4	
Law	22	21	1	
Corporate Communications	-	-	-	
Labor Relations	4	4	-	
Strategic Office	27	18	9	
Non-Departmental	15	-	15	
Total Administration	148	113	35	Vacancies to be filled
Operations				
Buses	2,289	2,326	(37)	
Office of the Executive VP	4	4	-	
Safety & Training	55	124	(69)	Students in Training
Road Operations	123	118	5	
Transportation Support	22	25	(3)	
Operations Planning	33	32	1	
Revenue Control	30	28	2	
Total Operations	2,556	2,657	(101)	
Maintenance				
Buses	757	758	(1)	
Maintenance Support/CMF	246	243	3	
Facilities	74	64	10	
Supply Logistics	99	97	2	
Total Maintenance	1,176	1,162	14	Vacancies to be filled
Capital Program Management	37	23	14	
Total Engineering/Capital	37	23	14	Vacancies to be filled
Security	25	23	2	
Total Public Safety	25	23	2	
Total Positions	3,942	3,978	(36)	
Non-Reimbursable	3,902	3,944	(42)	
Reimbursable	40	34	6	
Total Full-Time	3,927	3,967	(40)	
Total Full-Time Equivalents	15	11	4	

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2017 MID - YEAR FORECAST
TOTAL FULL-TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
JUNE 2017

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	66	50	16	
Professional, Technical, Clerical	71	63	8	
Operational Hourlies	11	-	11	
Total Administration	148	113	35	Vacancies to be filled
Operations				
Managers/Supervisors	308	305	3	
Professional, Technical, Clerical	51	54	(3)	
Operational Hourlies	2,197	2,298	(101)	
Total Operations	2,556	2,657	(101)	Students in Training
Maintenance				
Managers/Supervisors	229	221	8	
Professional, Technical, Clerical	28	30	(2)	
Operational Hourlies	919	911	8	
Total Maintenance	1,176	1,162	14	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	3	-	3	
Total Public Safety	25	23	2	
Total Baseline Positions				
Managers/Supervisors	641	609	32	
Professional, Technical, Clerical	171	160	11	
Operational Hourlies	3,130	3,209	(79)	
Total Baseline Positions	3,942	3,978	(36)	

MTA Bus Company
2017 JULY FINANCIAL PLAN - MID - YEAR FORECAST
NON-REIMBURSABLE/REIMBURSABLE OVERTIME
(\$ in millions)

	June						June Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	58,338	\$2.097	47,588	\$2.213	10,749	(\$0.116)	294,114	\$14.214	283,365	\$14.356	10,749	(\$0.143)
					18.4%	-5.5%					3.7%	-1.0%
<u>Unscheduled Service</u>	20,356	\$0.941	13,345	\$0.992	7,012	(\$0.051)	79,315	\$3.605	72,303	\$3.655	7,012	(\$0.051)
					34.4%	-5.4%					8.8%	-1.4%
<u>Programmatic/Routine Maintenance</u>	19,727	\$0.744	24,628	\$1.126	(4,901)	(\$0.382)	141,999	\$6.696	146,901	\$7.078	(4,901)	(\$0.382)
					-24.8%	-51.4%					-3.5%	-5.7%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	-	0	\$0.000	0	\$0.000	0	\$0.000
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	13,521	\$0.791	22,088	\$0.650	(8,567)	\$0.141	118,320	\$5.419	126,887	\$5.279	(8,567)	\$0.141
					-63.4%	17.8%					-7.2%	2.6%
<u>Weather Emergencies</u>	1,612	\$0.018	50	\$0.003	1,561	\$0.015	35,245	\$1.599	33,683	\$1.584	1,561	\$0.015
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	273	\$0.014	194	\$0.008	79	\$0.006	967	\$0.043	888	\$0.038	79	\$0.006
					29.0%	40.2%					8.2%	12.8%
<u>Other</u>	361	\$0.022	207	\$0.030	154	(\$0.008)	1,587	\$0.181	1,246	\$0.162	342	\$0.019
					*	*					*	*
Subtotal	114,188	\$4.627	108,100	\$5.022	6,088	(\$0.395)	671,548	\$31.757	665,273	\$32.152	6,275	(\$0.395)
					5.3%	-8.5%					0.9%	-1.2%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
TOTAL OVERTIME	114,188	\$4.627	108,100	\$5.022	6,088	(\$0.395)	671,548	\$31.757	665,273	\$32.152	6,275	(\$0.395)
					5.3%	-8.5%					0.9%	-1.2%

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
2017 JULY FINANCIAL PLAN - MID - YEAR FORECAST
NON-REIMBURSABLE/REIMBURSABLE OVERTIME
(\$ in millions)

	June			June Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	10,749 18.4%	(\$0.116) -5.5%	Running Time	10,749 3.7%	(\$0.143) -1.0%	Running Time
<u>Unscheduled Service</u>	7,012 34.4%	(\$0.051) -5.4%	Traffic/Ramp	7,012 8.8%	(\$0.051) -1.4%	Traffic/Ramp
<u>Programmatic/Routine Maintenance</u>	(4,901) -24.8%	(\$0.382) -51.4%	Programmatic/Routine maintenance work and Shop work.	(4,901) -3.5%	(\$0.382) -5.7%	Programmatic/Routine maintenance work and Shop work.
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.000 0.0%		- 0.0%	\$0.000 0.0%	
<u>Vacancy/Absentee Coverage</u>	(8,567) -63.4%	\$0.141 17.8%	Vacancy/Absentee Coverage and Availability.	(8,567) -7.2%	\$0.141 2.6%	Vacancy/Absentee Coverage and Availability.
<u>Weather Emergencies</u>	1,561 *	\$0.015 *		1,561 *	\$0.015 *	
<u>Safety/Security/Law Enforcement</u>	79 29.0%	\$0.006 40.2%		79 8.2%	\$0.006 12.8%	
<u>Other</u>	154 *	(\$0.008) *		342 *	\$0.019 *	
Subtotal	6,088 5.3%	(\$0.395) -8.5%		6,275 0.9%	(\$0.395) -1.2%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%	
TOTAL OVERTIME	6,088	(\$0.395)		6,275	(\$0.395)	

MTA Bus Company
2017 JULY FINANCIAL PLAN - MID - YEAR FORECAST
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 July 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	\$159.8	\$97.1	61
Design Completions	\$182.8	\$68.2	37
Construction Awards	\$5,136.9	\$2,378.7	46
Substantial Completions	\$1,971.3	\$932.9	47
Closeouts	\$1,802.4	\$324.2	18

During June and July, NYCT awarded projects totaling \$586.5 million, including:

- purchase of 618 standard diesel buses and 10 hybrid-electric buses;
- roof replacement at two depots including East New York Depot in Brooklyn and Kingsbridge Depot in Manhattan; and
- repair/replacement of stairs at two stations, including 34th Street-Herald Square in Manhattan and 238th Street on the Broadway Line in the Bronx.

During the same period, NYCT substantially completed projects totaling \$495.0 million, including:

- rehabilitation of the South Ferry Terminal Complex in Manhattan to restore the station to full operation following damage caused by flooding from Superstorm Sandy including measures to prevent inflow of flood waters from future storms.
- construction of a new station at Arthur Kill on the Staten Island Railway; and
- access improvements at Grand Central Station in Manhattan.

Also during June and July, NYCT started five design projects for \$6.3 million, completed 11 design projects for \$16.8 million and closed out 12 projects for \$95.1 million.

Capital Program Status
September 2017
(July 2017)

During June and July, NYCT awarded \$586.5 million in projects, including \$396.8 million to two contractors for the purchase of 618 standard diesel buses and 10 hybrid-electric buses. These buses will replace buses that have reached end of their useful lives and will come equipped with new technology features including USB chargers, Wi-Fi and digital information screens.

NYCT also awarded \$10.9 million for improvements at two bus depots, East New York Depot in Brooklyn and Kingsbridge Depot in Manhattan. The East New York Depot project will remove and replace the existing roofing, insulation, flashing, scupper, pitch pockets, curbs, drains, ladders, coping and railing. Also included are masonry, metal decking, carpentry, drainage, lead abatement and painting. At Kingsbridge Depot, the roof will be replaced at the Annex building and the depot penthouse.

In addition, NYCT awarded two Small Business Mentoring Projects (SBMP) totaling \$3.6 million for stair repair/replacement at two stations including 34th Street-Herald Square in Manhattan and 238th Street on the Broadway Line in the Bronx. At 34th Street, subway stair work includes the repair or replacement of treads and risers, drains, landings, ceiling, handrails and wall tile. At the elevated station at 238th Street, the work includes the repair or replacement of stringers, support columns, treads and risers, guard rails, canopies and lighting.

During June and July, NYCT substantially completed projects totaling \$495.0 million, including \$317.6 million for the rehabilitation of the South Ferry Station. This project included the rehabilitation of the Terminal to restore the station to full operation following damage caused by flooding from Superstorm Sandy. The project scope included, electrical/electronics, architectural, civil/structural, mechanical, vertical transportation (elevators, escalators), HVAC, plumbing, fire protection and suppression, communications, instrumentation and controls, circuit breaker houses, signals, tracks, tunnel lighting and traction power. The work also included providing flood mitigation elements to prevent inflow of flood waters from future storms including watertight doors, deployable barriers and an extensive leak mitigation (injection grouting) program. The station was reopened to the public on June 27, 2017.

NYCT also completed a project for the construction of a new Station at Arthur Kill on the Staten Island Railway for \$24.0 million. The project scope included the construction of platforms, station entrance stairs, ADA ramps and overpass, communications, lighting systems and a new parking facility and the demolition of the adjacent Atlantic and Nassau stations.

Also during this period, NYCT completed station access improvements for \$22.5 million at Grand Central-42nd Street Station located in the borough of Manhattan. Work included the installation of a new stair from the Grand Central Terminal passageway to the NYCT mezzanine, and improvements to the R-238 fare control area.

Also during June and July, NYCT started five design projects for \$6.3 million, completed 11 design projects for \$16.8 million and closed out 12 projects for \$95.1 million.

The following table presents the base and final budget, closeout target date, and schedule variance for the 12 projects that NYCT closed out in June and July.

Projects Closed During June and July 2017
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
<u>June</u>				
Mainline Track Switches 2015 / Queens Blvd	\$6.4	\$5.4	09/2016	9
Mainline Track - 2015 DES/EFA	\$6.2	\$4.9	06/2017	0
Mainline Switches - 2015 DES/EFA	\$6.3	\$5.5	06/2017	0
Mainline Track Switches 2015 / Broadway-7th Ave	\$9.4	\$10.6	06/2017	0
<u>July</u>				
Rehabilitation of Emergency Exits - 3 Locations	\$1.9	\$1.8	12/2016	7
Security: Perimeter Hardening: RCC [SBFP]	\$4.3	\$4.6	02/2017	5
Sandy Repairs: South Ferry Station Rooms II [SBFP]	\$3.2	\$3.2	05/2017	2
Mainline Track Switches - 2016 / Pelham	\$3.4	\$4.5	05/2017	2
Mainline Track Switches - 2016 / 6th Ave	\$10.1	\$14.7	07/2017	0
Mainline Track Switches 2015 / 6th Avenue	\$8.9	\$7.0	07/2017	0
Sandy Repairs: 2 Pump Rooms (Southern Manhattan)	\$7.1	\$7.2	07/2017	0
Sandy Repairs: 3 Fan Plants (Southern Manhattan)	\$25.5	\$25.7	07/2017	0

The closeout of 2015 Mainline Switch Replacement on the Queens Boulevard Line was delayed by nine months due to a delay in the completion of final inspections. The closeout for Rehabilitation of Emergency Exits – 3 Locations was delayed by seven months due to a delay in the completion of final closeout documentation. The closeout of Security: Perimeter Hardening: RCC was delayed by five months due to a delay in the completion of punchlist items.

Status of Fan Plants and Fans
(as of June 30, 2017)

<u>Fan Plants</u>	<u>June '16</u>	<u>June '17</u>	<u>More/(Less)</u>
All	193	201	8
Operable	180	191	11
Inoperable	13	10	(3)
Reduced Capacity	0	0	-

<u>Fan Units</u>	<u>June '16</u>	<u>June '17</u>	<u>More/(Less)</u>
All	414	441	26
Operable	388	424	36
Inoperable	26	11	(15)
Reduced Capacity	0	0	-

Inoperable Fan Plants and Fans
(as of June 30, 2017)

<u>Jurisdiction</u>	<u>Fan Plants</u>	<u>Fan Units</u>
Capital Program Management	7	11
MOW / Hydraulics	3	6
Warranty Work, Test Section Repair, MTA-CC or Cable Sct.	0	0
Total	10	17

CAPITAL PROJECT MILESTONE SUMMARY 2017

(THROUGH JULY 31, 2017)

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

July

Design Starts	\$8.6	7	\$9.8	5	113.2	71.4
Design Completions	27.3	19	8.2	7	30.1	36.8
Construction Awards	476.1	20	61.8	8	13.0	40.0
Substantial Completions	87.2	13	32.5	6	37.3	46.2
Closeouts	128.5	11	68.7	8	53.4	72.7

2017 Year-To-Date

Design Starts	\$159.8	113	\$97.1	67	60.8	59.3
Design Completions	182.8	114	68.2	55	37.3	48.2
Construction Awards	5,136.9	168	2,378.7	107	46.3	63.7
Substantial Completions	1,971.3	144	932.9	76	47.3	52.8
Closeouts	1,802.4	136	324.2	59	18.0	43.4

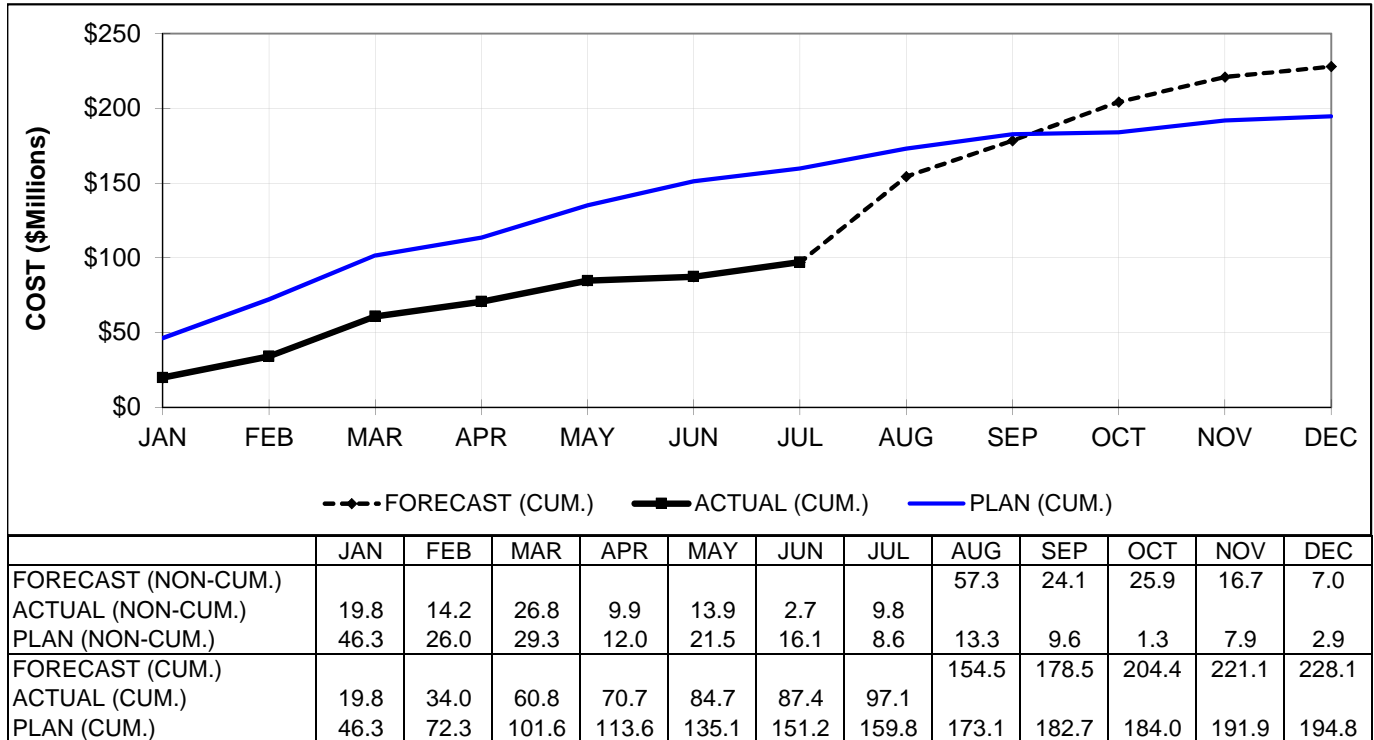
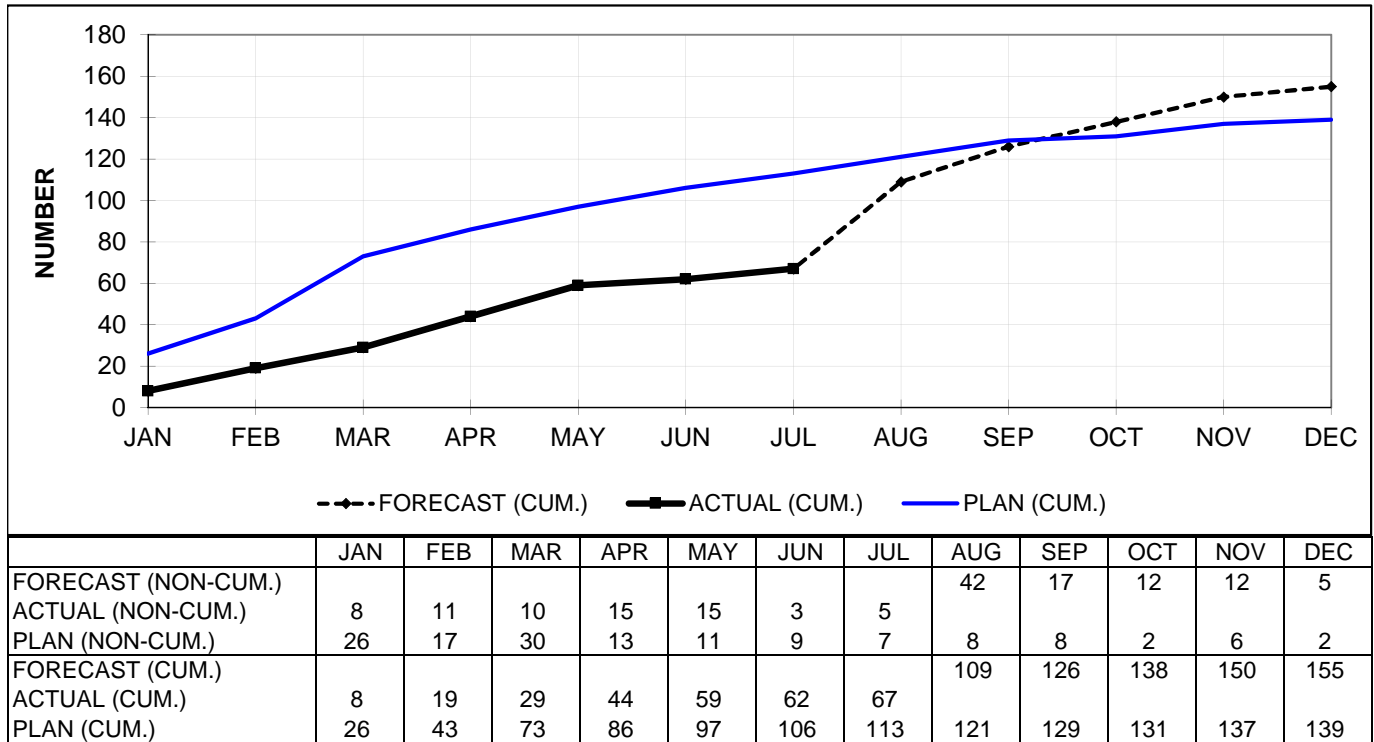
2017 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$194.7	139	\$228.1	155	117.1	111.5
Design Completions	297.3	196	279.2	180	93.9	91.8
Construction Awards	6,623.5	219	6,160.2	200	93.0	91.3
Substantial Completions	3,665.1	208	3,840.6	212	104.8	101.9
Closeouts	4,620.7	249	3,874.9	214	83.9	85.9

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

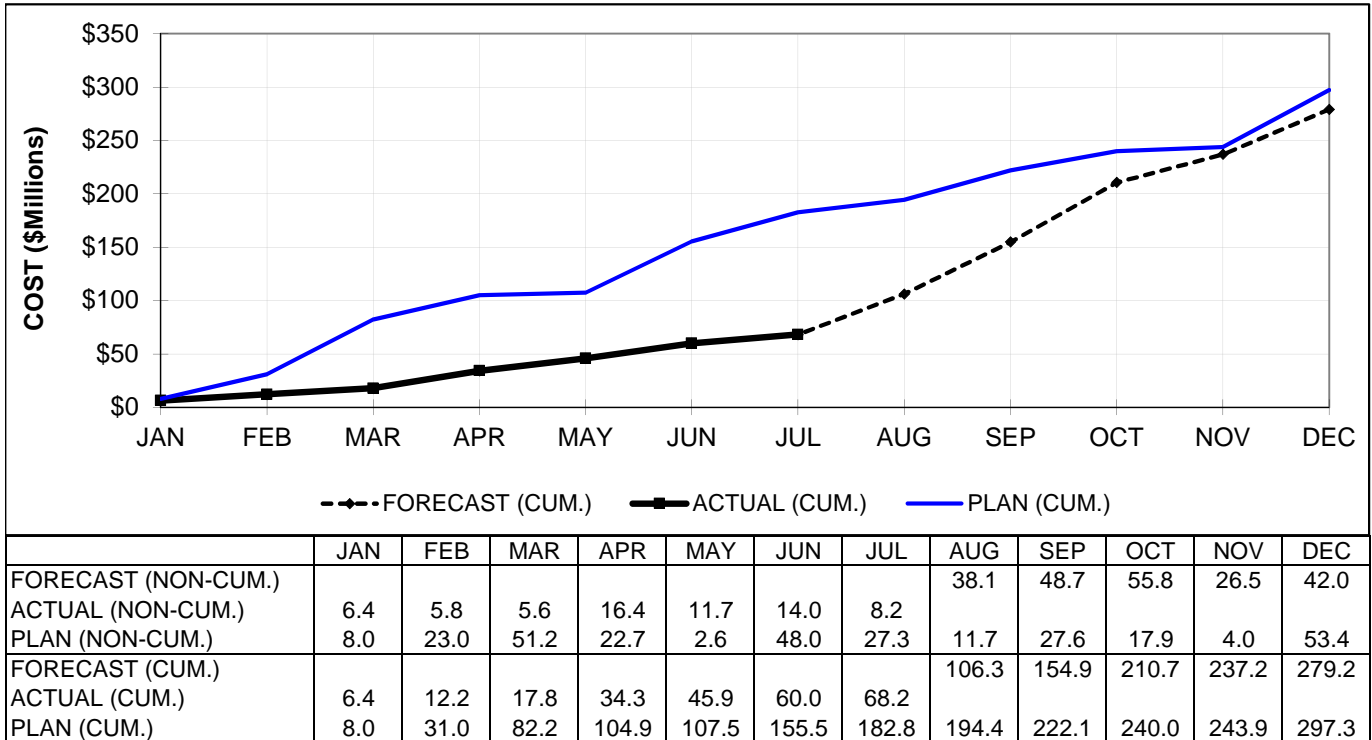
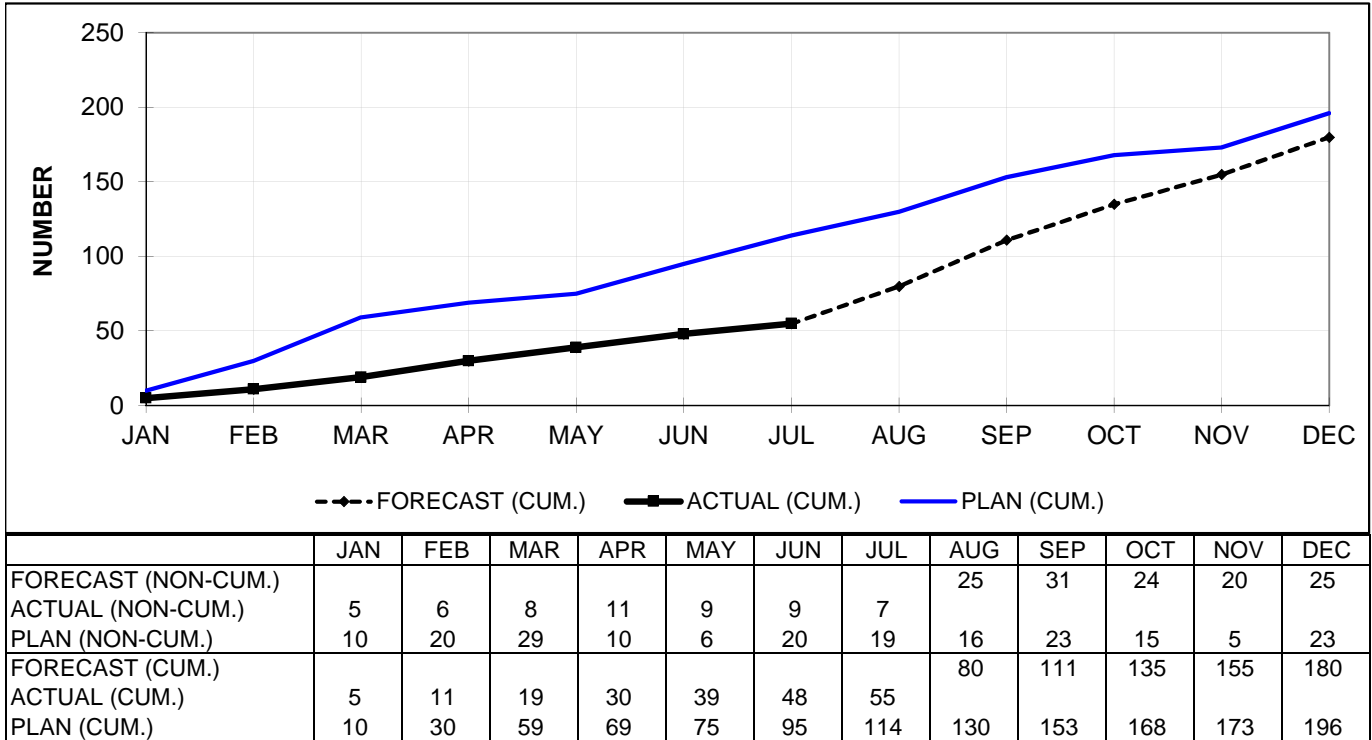
2017 Design Starts Charts

As of July 2017



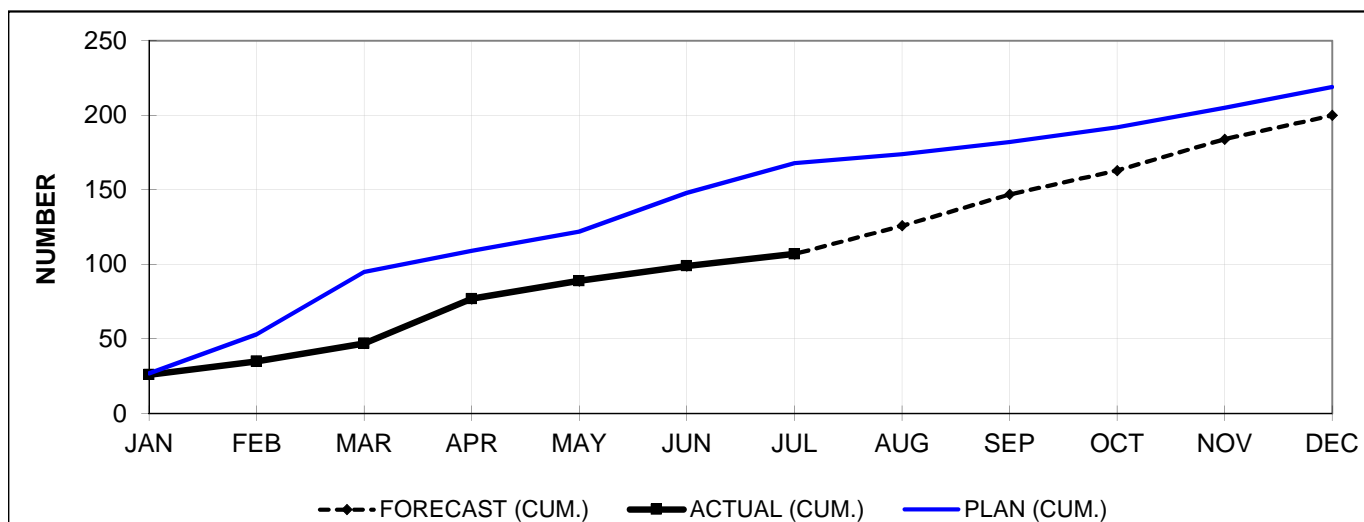
2017 Design Completions Charts

As of July 2017

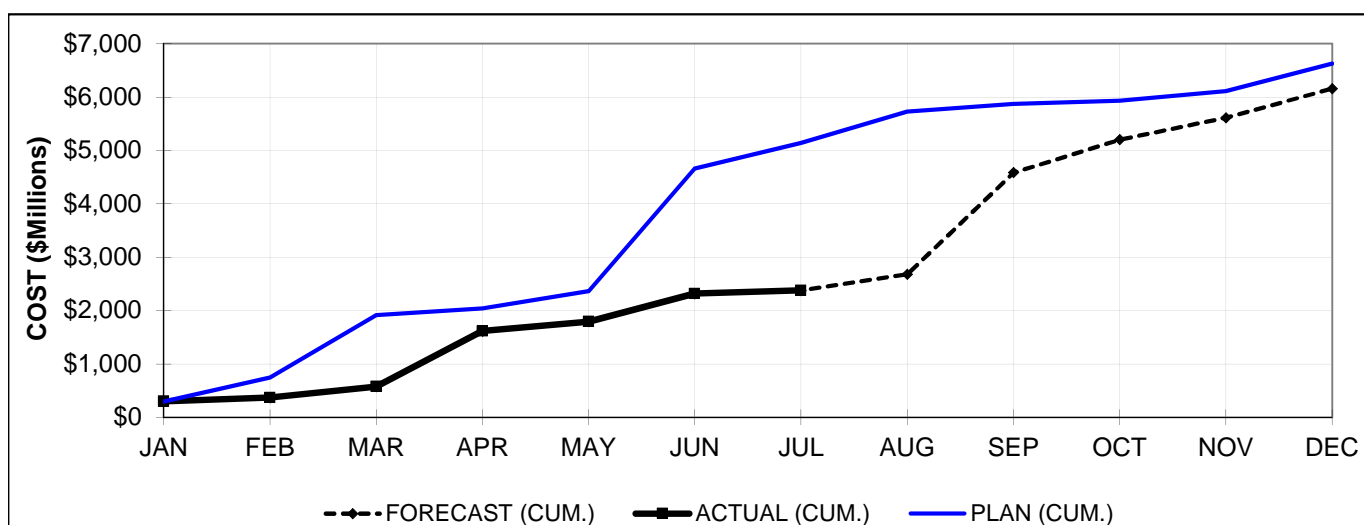


2017 Awards Charts

As of July 2017



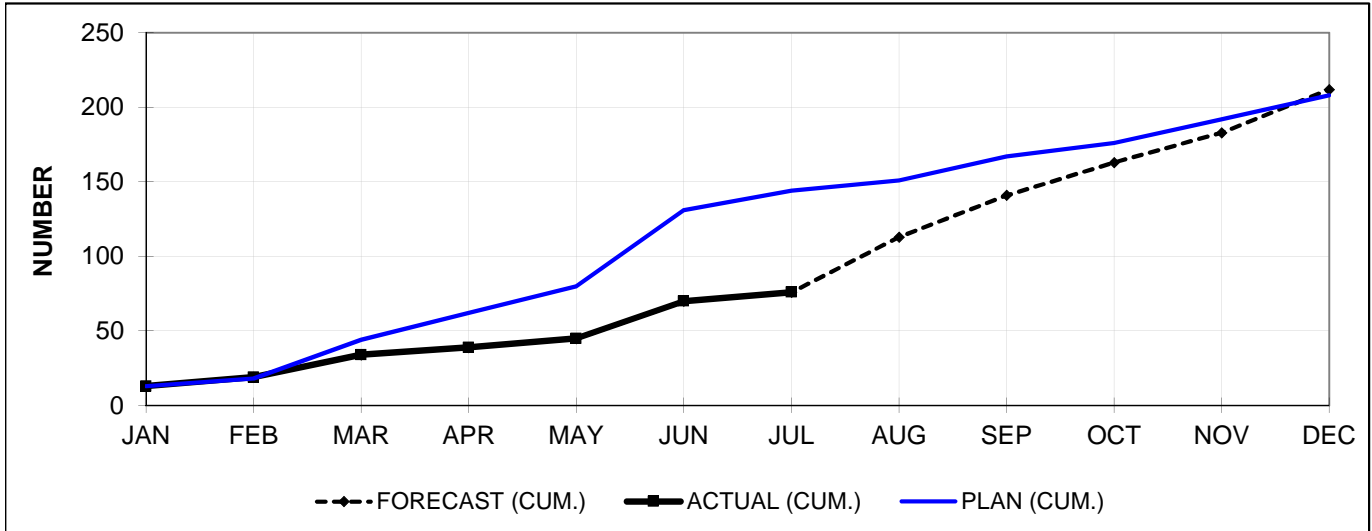
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								19	21	16	21	16
ACTUAL (NON-CUM.)	26	9	12	30	12	10	8	6	8	10	13	14
PLAN (NON-CUM.)	27	26	42	14	13	26	20	6	8	10	13	14
FORECAST (CUM.)								126	147	163	184	200
ACTUAL (CUM.)	26	35	47	77	89	99	107	174	182	192	205	219
PLAN (CUM.)	27	53	95	109	122	148	168	174	182	192	205	219



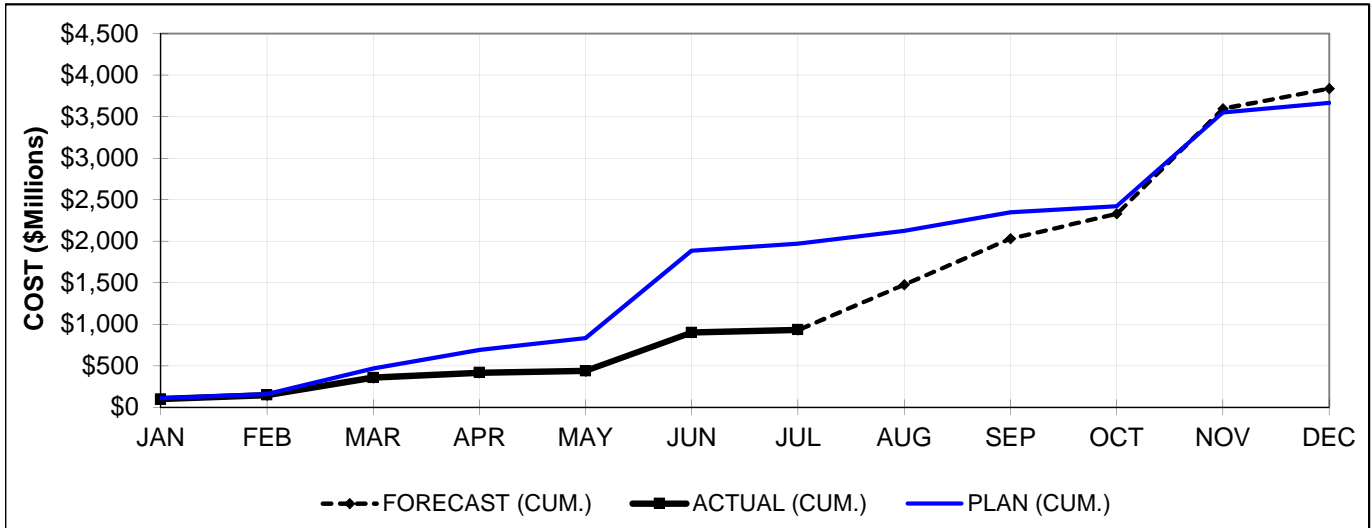
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								304.8	1901.9	617.5	412.4	544.9
ACTUAL (NON-CUM.)	299.9	68.2	208.4	1040.4	175.3	524.7	61.8	589.4	145.1	58.2	183.8	510.1
PLAN (NON-CUM.)	298.8	446.8	1171.1	124.5	323.6	2296.1	476.1	589.4	145.1	58.2	183.8	510.1
FORECAST (CUM.)								2,683.5	4,585.3	5,202.8	5,615.3	6,160.2
ACTUAL (CUM.)	299.9	368.2	576.5	1,616.9	1,792.2	2,316.9	2,378.7	5,726.3	5,871.5	5,929.6	6,113.5	6,623.5
PLAN (CUM.)	298.8	745.5	1,916.6	2,041.1	2,364.7	4,660.8	5,136.9	5,726.3	5,871.5	5,929.6	6,113.5	6,623.5

2017 Substantial Completions Charts

As of July 2017



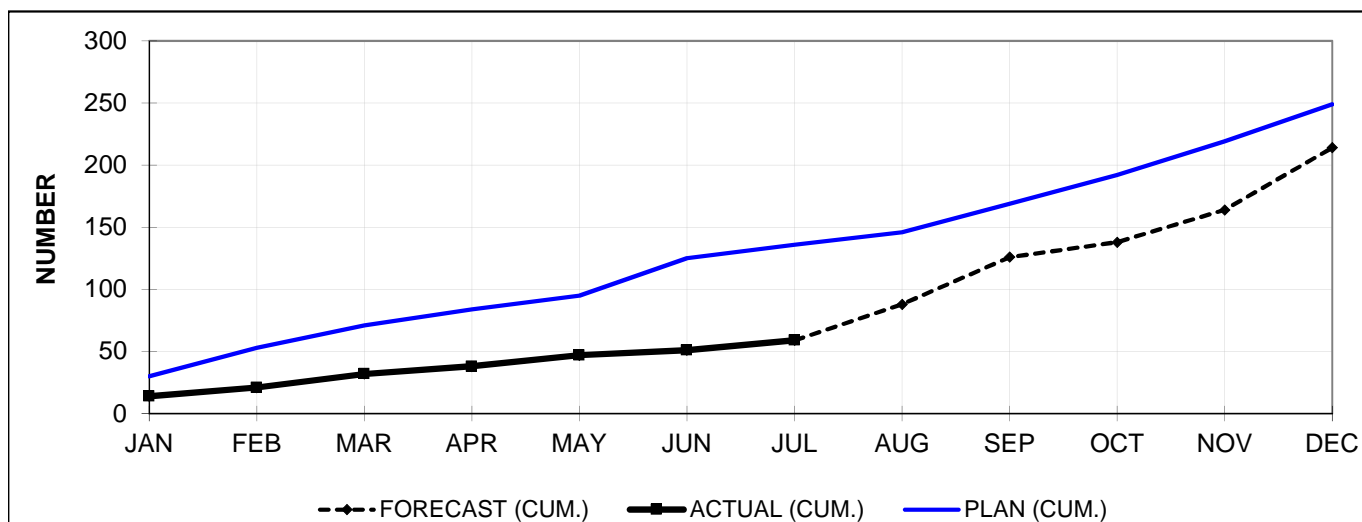
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								37	28	22	20	29
ACTUAL (NON-CUM.)	13	6	15	5	6	25	6	7	16	9	16	16
PLAN (NON-CUM.)	13	5	26	18	18	51	13	7	16	9	16	16
FORECAST (CUM.)								113	141	163	183	212
ACTUAL (CUM.)	13	19	34	39	45	70	76	151	167	176	192	208
PLAN (CUM.)	13	18	44	62	80	131	144	151	167	176	192	208



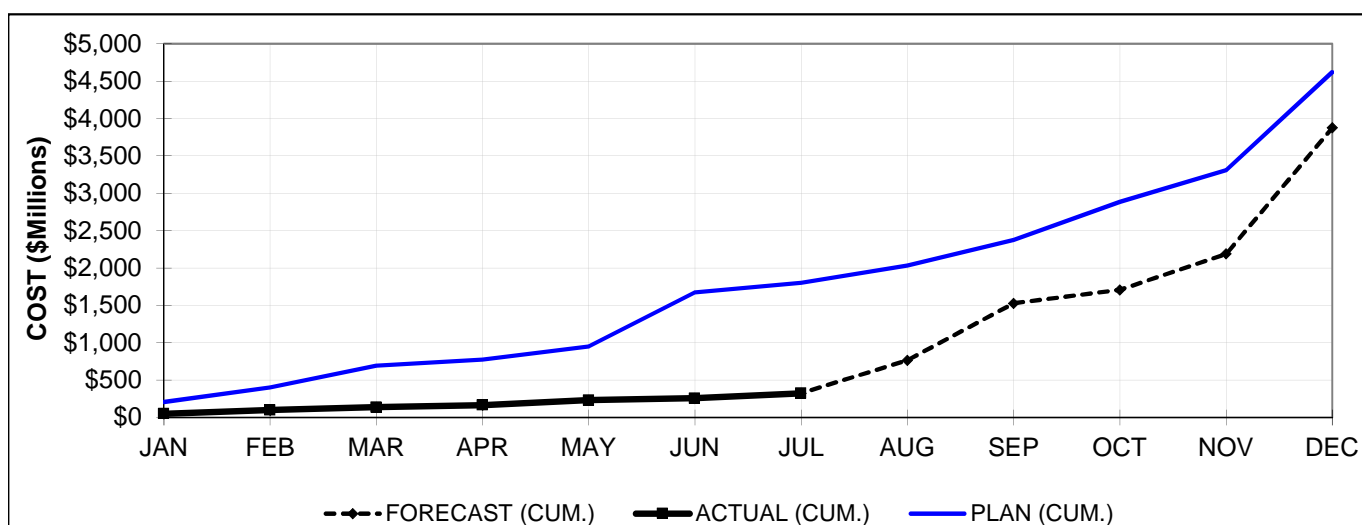
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								546.5	554.9	297.9	1266.0	242.5
ACTUAL (NON-CUM.)	99.4	48.4	209.1	60.5	20.6	462.4	32.5	152.8	224.8	73.8	1129.4	113.0
PLAN (NON-CUM.)	108.3	52.9	308.4	220.2	143.9	1050.5	87.2	152.8	224.8	73.8	1129.4	113.0
FORECAST (CUM.)								1,479.4	2,034.2	2,332.1	3,598.2	3,840.7
ACTUAL (CUM.)	99.4	147.7	356.8	417.3	438.0	900.4	932.9	2,124.1	2,349.0	2,422.8	3,552.1	3,665.2
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 July 2017











	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								29	38	12	26	50
ACTUAL (NON-CUM.)	14	7	11	6	9	4	8					
PLAN (NON-CUM.)	30	23	18	13	11	30	11	10	23	23	27	30
FORECAST (CUM.)								88	126	138	164	214
ACTUAL (CUM.)	14	21	32	38	47	51	59					
PLAN (CUM.)	30	53	71	84	95	125	136	146	169	192	219	249



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								439.8	762.9	180.4	480.4	1687.3
ACTUAL (NON-CUM.)	47.5	48.4	40.2	28.1	65.0	26.4	68.7					
PLAN (NON-CUM.)	207.0	193.2	294.4	78.6	176.6	724.2	128.5	232.5	341.5	510.3	421.4	1312.6
FORECAST (CUM.)								764.0	1,526.9	1,707.2	2,187.7	3,875.0
ACTUAL (CUM.)	47.5	95.9	136.2	164.2	229.2	255.6	324.2					
PLAN (CUM.)	207.0	400.1	694.5	773.1	949.7	1,673.9	1,802.4	2,034.9	2,376.5	2,886.7	3,308.1	4,620.7

PROCUREMENTS

The Procurement Agenda this month includes 6 actions for a proposed expenditure of \$67.6M.

Subject Request for Authorization to Award Various Procurements Department Materiel – NYCT Department Head Name Stephen M. Plochochi Department Head Signature  Project Manager Name Rose Davis <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <th colspan="6">Board Action</th> </tr> <tr> <th>Order</th> <th>To</th> <th>Date</th> <th>Approval</th> <th>Info</th> <th>Other</th> </tr> <tr> <td>1</td> <td>Committee</td> <td>9/25/17</td> <td></td> <td></td> <td></td> </tr> <tr> <td>2</td> <td>Board</td> <td>9/27/17</td> <td></td> <td></td> <td></td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>		Board Action						Order	To	Date	Approval	Info	Other	1	Committee	9/25/17				2	Board	9/27/17																September 19, 2017 Department Law and Procurement – MTACC Department Head Name Evan Eisland Department Head Signature  <div style="text-align: center; margin-top: 10px;">Internal Approvals</div> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <th colspan="2">Approval</th> <th colspan="2">Approval</th> </tr> <tr> <td></td> <td>President NYCT</td> <td></td> <td>President MTACC</td> </tr> <tr> <td></td> <td>Executive VP</td> <td></td> <td>President MTA Bus</td> </tr> <tr> <td>X</td> <td>Capital Prog. Management</td> <td>X</td> <td>Subways</td> </tr> <tr> <td></td> <td>Law</td> <td>X</td> <td>Diversity/Civil Rights</td> </tr> </table> <div style="text-align: center; margin-top: 5px;">Internal Approvals (cont.)</div> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <th>Order</th> <th>Approval</th> <th>Order</th> <th>Approval</th> <th>Order</th> <th>Approval</th> <th>Order</th> <th>Approval</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	Approval		Approval			President NYCT		President MTACC		Executive VP		President MTA Bus	X	Capital Prog. Management	X	Subways		Law	X	Diversity/Civil Rights	Order	Approval	Order	Approval	Order	Approval	Order	Approval								
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Order	Approval	Order	Approval	Order	Approval	Order	Approval																																																																			

PURPOSE:

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

DISCUSSION:

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

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

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

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

<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	\$ TBD M
<u>Schedules Requiring Majority Vote:</u>		
Schedule I: Modifications to Purchase and Public Work Contracts	1	\$ 61.5 M
SUBTOTAL	2	\$ 61.5 M

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

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

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

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

<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	3	\$ 4.3 M
SUBTOTAL	3	\$ 4.3 M

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

<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	1	\$ 1.8 M
SUBTOTAL	1	\$ 1.8 M
TOTAL	6	\$ 67.6 M

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

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

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

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: (i) the miscellaneous procurement contracts set forth in Schedule E; (ii) the personal service contracts set forth in Schedule F; (iii) the miscellaneous service contracts set forth in Schedule G; (iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; (v) the contract modifications to purchase and public work contracts set forth in Schedule I; and (vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.

SEPTEMBER 2017

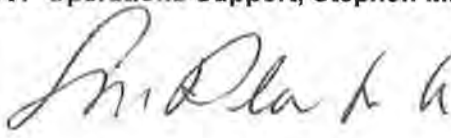
LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

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# C-34862 | Cost To Be Determined | <u>Staff Summary Attached</u> |
| <p>RFP Authorizing Resolution for contractor services for groundwater and soil remediation systems at various NYC Transit and MTA Bus Company locations.</p> | | |
|
I. <u>Modifications to Purchase and Public Work Contracts</u>
(Staff Summaries required for individual change orders greater than \$250K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$50K.) | | |
| 2. Vicom Computer Services
Contract# 9347.9 | \$61,500,000 (Est.) | <u>Staff Summary Attached</u> |
| <p>Modification to the All-Agency contract to design, furnish, and install data communications hardware, software and a comprehensive enterprise management system for NYC Transit Network Infrastructure Upgrade; in order to add funding for additional purchases of core network hardware with maintenance services and extend the period during which MTA purchases core network hardware by two years and the period during which maintenance services for purchased equipment are provided by two years.</p> | | |

Staff Summary

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

SUMMARY INFORMATION	
Vendor Name	Contract No.
RFP Authorizing Resolution	C-34862
Description Contractor Services for Groundwater and Soil Remediation Systems at Various Locations throughout New York City Transit System	
Total Amount TBD	
Contract Term (including Options, if any) 5 years	
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 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 and that pursuant to Public Authorities Law, Section 1209, Subdivision 9(f) it is in the public interest to issue to multiple firms a Call Agreement type contract for Contractor Services for Groundwater and Soil Remediation Systems at Various Locations on MTA NYC Transit and MTA Bus Company ("MTABC") properties for a period of five years.

DISCUSSION:

NYC Transit entered into a Consent Decree with the New York State Department of Environmental Conservation ("DEC"), first executed in 1992 and revised in 2001, which requires NYC Transit to replace underground petroleum storage tanks, and to remediate groundwater and soil contaminated by leaks from tanks or any other source. By 1999, the underground storage tanks had been replaced. Groundwater and soil remediation has been ongoing under the Consent Decree since its inception and will continue to be a necessary requirement. The protracted nature of the remediation effort is due in part to the complexity of the remediation task at existing sites and in part to the discovery of contamination at new sites.

NYC Transit must notify the DEC of any spill, leak, or discovery of contamination within two hours. The Consent Decree requires several prompt steps to be taken, including (1) investigation of the source and extent of contamination, (2) submittal of conceptual design of remediation, (3) comment and approval by DEC, (4) submittal of detailed design, (5) approval by DEC of the detailed design and schedule, and (6) implementation of the approved remediation method.

The Consent Decree calls for steep fines for remediation delays. Accordingly, from the inception of the Consent Decree, NYC Transit has used a series of Call Agreements to solicit and award remediation work orders on an expedited basis. A Call Agreement is an agreement under which work orders are solicited from pre-qualified firms. Firms are selected under a Request for Proposals ("RFP"), which evaluates their technical capability, experience, and integrity. Firms selected under the RFP will be submitted to the Board and, upon Board approval, will be signatories to the Call Agreement. The selected firms then bid for each work order; the lowest bidder receives the award. Competitive bidding without the initial RFP process is not appropriate to select firms to receive work orders because work orders must be awarded on an expedited basis. The RFP process allows NYC Transit the ability to qualify contractors in advance of the need to award a work order and otherwise expedites the process to award work orders.

Staff Summary

Page 2 of 2

A site will sometimes require years of remediation, typically by pumping contaminated underground water to the surface, where it passes through an oil/water separator. In such cases, a work order will be competed for the furnishing and installation of pumps, separators, and associated piping, while subsequent work orders will be competed for the ongoing operation and maintenance of the remediation system. The operation and maintenance work orders typically are competed for two years at a time.

It is essential that well-qualified and experienced firms be selected. The selection criteria consists of (1) the contractor's relevant technical experience performing groundwater remediation work with its own forces, (2) record of integrity and business ethics, (3) overall safety record, and (4) general responsibility including a commitment to comply with the required MBE/WBE goals; and financial, insurance, and bonding requirements. It is anticipated that as many as six companies will enter into a new Call Agreement with NYC Transit.

MTABC has a separate stipulation with DEC. NYC Transit solicits and awards work orders for MTABC sites, with funding provided by MTABC.

IMPACT ON FUNDING:

Funding will be established for each individual work order prior to its issuance. The Call Agreements will be 100% MTA funded. A WAR certificate will be obtained prior to the issuance of each individual work order.

ALTERNATIVES:

None.

RECOMMENDATION:

It is recommended that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate, and that it is in the public interest to enter into Call Agreements with selected qualified firms for Contractor Services for Groundwater and Soil Remediation Systems on MTA NYC Transit and MTABC properties.

Item Number: 2

Vendor Name (Location) Vicom Computer Services (Farmingdale, New York)	
Description Network Infrastructure Upgrade	
Contract Term (including Options, if any) November 3, 2014–November 2, 2025	
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 checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: MTA-BSC, Wael Hibri	

Contract Number	AWO/Mod. #
9347	9
Original Amount:	\$ 30,640,539
Prior Modifications:	\$ 2,984,590
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 33,625,129
This Request:	\$ \$61,500,000 (est.)
% of This Request to Current Amount:	182.9%
% of Modifications (including This Request) to Original Amount:	210.5%

Discussion:

This modification will add funding for additional purchases of core network hardware with maintenance services to the Network Infrastructure Upgrade contract with Vicom Computer Services, Inc. (“Vicom”), and extend the period during which MTA purchases core network hardware by two years (November 3, 2017–November 2, 2019), and the period during which maintenance services for purchased equipment are provided by two years (November 3, 2025–November 2, 2027).

This competitively negotiated contract was approved by the Board in October 2014. The contract work is to design, furnish, install and maintain core network hardware (including routers, switches, and wireless LANs), software, and a comprehensive enterprise management system for a network infrastructure upgrade at three NYC Transit core data center locations, six concentrator locations, 58 major facilities, and approximately 250 smaller remote network locations throughout NYC Transit. The base contract also includes estimated purchases of core network hardware, maintenance, and professional services for all MTA Agencies. The contract provides one year of enhanced warranty and a seven-year maintenance agreement for hardware and software support for each piece of hardware purchased. By combining the maintenance with the initial purchase decision, NYC Transit sought to leverage its purchasing power and avoid future noncompetitive maintenance contracts by employing life cycle costing analysis with the initial acquisition.

While the original Request for Proposal (“RFP”) was in progress, the process of consolidating the IT departments of the various MTA agencies into MTA-IT had begun. During the consolidation, Procurement proposed a strategy whereby all MTA agencies would utilize this contract to satisfy upcoming demands for core network devices. Therefore, the contract was structured to include an estimated quantity portion to reflect the requirements for all MTA agencies over a three-year period to provide MTA with future access to very competitive volume discount pricing based on the future needs of all MTA agencies.

Since an MTA-wide IT data communication strategy that fully described the direction for the data networks had not been completed, and additional time would be required to assess the condition of the networks across all MTA agencies and the need for upgrades to those networks, the estimated quantity portion of the contract was provisionally budgeted at a conservative \$10.5 million. The successful proposer, Vicom, offered core network hardware manufactured by Cisco Systems, Inc. (“Cisco”), which was competitively selected for the NYC Transit network infrastructure upgrade and for the MTA-wide estimated quantity portion.

Continued

It is now estimated that an additional \$61.5 million of core network equipment and maintenance on that equipment is needed, due in part to the need to replace the core network environments for Bridges & Tunnels (“B&T”), Long Island Rail Road (“LIRR”), and Metro-North Railroad (“MNR”), and to support new mission critical initiatives such as: Open Road Tolling; the Beacon and iTrac projects, which will provide real-time train arrival information for NYC Transit’s B-division lines; the New Fare Payment System; On-Board Security Video for certain LIRR and MNR railcars; the B&T Security Camera project; the Bus Camera Security System project; and the extension of MTA-IT’s data network to hundreds of new locations to support Enterprise Asset Management. MTA is now part of the digital world which has increased its reliance on data communications and dramatically expanded its network bandwidth needs. A high quality, flexible and technically advanced network must be put in place now to allow MTA to roll out future mission critical projects of the sort cited above under extremely tight time frames in order to address the needs of our customers.

MTA-IT has determined that in order to modernize its network to support the mission critical initiatives listed above, it is optimal to standardize the core network hardware using one manufacturer’s equipment. This standardization eliminates interoperability issues between equipment from different manufacturers, decreases the amount of troubleshooting required to resolve issues, and reduces the mean time to repair problems. Standardizing the core network components increases network security, simplifies network management, and reduces network support costs by an amount estimated to exceed \$4 million per year. In addition to the new initiatives listed above, the MTA-IT network supports existing mission critical applications, which include the MetroCard system, HASTUS software (used for planning bus and subway schedules), RSMIS (subway maintenance management system), SPEAR (bus maintenance management system), Maximo (asset management for LIRR), payroll and timekeeping systems, and enterprise e-mail.

Approximately \$35.5 million (58%) of the \$61.5 million price for this modification is for core network hardware with maintenance to complete the upgrade and standardization of the MTA-IT network that was begun under the base contract. Approximately \$26 million (42%) is for the same type of hardware with maintenance for separate, operational networks at NYC Transit and Metro-North Railroad (“MNR”). NYC Transit’s operational network supports such mission critical applications as Automated Train Supervision, Communications-Based Train Control, the Police Radio system, and the Emergency Booth Communication system. MNR’s operational network supports mission critical applications including the signal system, the Supervisory Control and Data Acquisition system that controls the traction power system, radios used by train personnel and roadway workers, the Police Radio system, security cameras, the ticket vending machines, and the future Positive Train Control system.

Cisco is the only leading manufacturer of core network hardware that markets the full range of core network hardware, i.e., both data center networking hardware and wired and wireless LAN access hardware. Cisco has by far the highest market share for core network hardware with revenue more than five times that of its nearest competitor and is the market leader for core network hardware. The other manufacturers whose core network hardware was considered in the original RFP have entered bankruptcy or are selling off large portions of their core network hardware business.

Under this modification, MTA will continue to receive the same extremely favorable discounts on purchases of Cisco core network hardware and maintenance for the purchased hardware that were established competitively in the original RFP. Gartner Inc., a leading information technology consultant, has advised NYC Transit that these discounts remain extremely competitive in today’s market. Further, Cisco has provided a written statement that no other US customer receives higher discounts on equipment purchases and maintenance. Nevertheless, NYC Transit negotiated an additional 15% discount for the professional services to be provided under this contract, which represents a savings of approximately \$450K. Based on the forgoing, the price has been found to be fair and reasonable. This modification will add \$61,500,000 in funding to this contract in order to continue to leverage the very attractive competitive pricing established under this contract for an additional two years through November 30, 2019. This includes approximately \$31 million in purchases of core network hardware, approximately \$28 million in maintenance services, and approximately \$2.5 million in professional services.

A purchase of data communication hardware in the amount of \$825K for Wi-Fi equipment to avoid delays to MNR’s Harmon Shop Rehabilitation project was made prior to approval of this modification. It is requested that the Board ratify this purchase.

SEPTEMBER 2017

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

1. **CRC Associates, Inc.** **\$1,070,000** **Staff Summary Attached**
Contract# C-34829.1
Modification to the contract for RTO facilities hardening in various locations, in order to add RTO facility hardening at two additional locations, 240th Street Tower and 59th Street/Columbus Circle Tower.
2. **Kiska Construction, Inc.** **\$826,000** **Staff Summary Attached**
Contract# A-46010/11/12/13/14/15/16.41
Modification to the contract for the renewal of seven stations and component repair of the Kings Highway and Avenue N Stations on the Culver Line, in order to repair the southbound platform canopy columns.
3. **New York Doctors Urgent Care, PLLC** **\$2,403,600 (Est.)** **Staff Summary Attached**
Contract# 6%18386
Declaration of an Immediate Operating Need for eligibility assessment services for Paratransit and Reduced-Fare MetroCard applicants.

Schedule K: Ratification of Completed Procurement Actions

Item Number: 1

Vendor Name (Location) CRC Associates, Inc. (South Plainfield, New Jersey)	
Description RTO Facilities Hardening – Phase 2 in Various Locations	
Contract Term (including Options, if any) December 12, 2015–September 7, 2017	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Capital Program Management, John O’Grady	

Contract Number	AWO/Mod. #
C-34829	1
Original Amount:	\$ 6,767,000
Prior Modifications:	\$ 177,690
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 6,785,060
This Request:	\$ 1,070,000
% of This Request to Current Amount:	15.4%
% of Modifications (including This Request) to Original Amount:	18.4%

Discussion:

This retroactive modification added security hardening of Rapid Transit Operations (“RTO”) facilities at two locations: 59th Street/Columbus Circle Station and 240th Street Yard.

The original contract provides for security hardening of RTO facilities at five station locations: 168th Street, 125th Street, Stillwell Avenue, Euclid Avenue, and Astoria-Ditmars Boulevard. The security hardening work includes the furnishing and installation of door intrusion hardware, card access entry and CCTV surveillance systems and integration with the NYC Transit communications network.

The two locations (59th Street/Columbus Circle Station and 240th Street Yard) added by this modification were part of an in-house project for security hardening of RTO facilities. The electrical and communications cabling and conduit work was completed by in-house Department of Subways (“Subways”) personnel in 2013. However, due to the demands for communications work after Superstorm Sandy, in-house forces were redirected to other critical projects and were unable to perform the balance of the work (furnishing and installation of door intrusion hardware, card access entry and CCTV surveillance systems and integration with the NYC Transit communications network). Subways requested that the balance of work at these two locations be performed by a contractor. In order to accomplish this work in the most efficient manner, a change order to an existing contract for security hardening was selected. This contract with CRC Associates (“CRC”), a certified D/MBE, was selected because the contract has the same work scope.

This retroactive modification included furnishing and installation of door intrusion hardware, card access entry and CCTV surveillance systems, and integration with the NYC Transit communications network. This modification also will extend the contract from September 8, 2017 to May 1, 2018 with no impact costs.

CRC Associates, Inc.’s proposal was \$1,344,985. NYC Transit’s revised estimate was \$1,142,000. Negotiations resulted in an agreed-upon lump-sum price of \$1,070,000. Savings of \$274,985 were achieved. The negotiated price was found to be fair and reasonable.

The SVP, Capital Program Management approved a retroactive waiver and CRC Associates was directed to proceed.

Schedule K: Ratification of Completed Procurement Actions

Item Number: 2

Vendor Name (Location) Kiska Construction, Inc. (Long Island City, New York)	
Description Renewal of Seven Stations and Component Repair – Kings Highway and Avenue N Stations on the Culver Line	
Contract Term (including Options, if any) September 30, 2014–January 30, 2018	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Capital Program Management, John O’Grady	

Contract Number	AWO/Mod. #
A-46010/11/12/13/14/15/16	41
Original Amount:	\$ 80,771,000
Prior Modifications:	\$ 6,138,056
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 86,909,056
This Request:	\$ 826,000
% of This Request to Current Amount:	1.0%
% of Modifications (including This Request) to Original Amount:	8.6%

Discussion:

This retroactive modification is to repair the southbound platform canopy columns with bolted plates in lieu of welded plates at the 18th Avenue and Kings Highway stations on the Culver Line.

The original contract provides for the renewal of seven stations (Avenue X, Avenue U, Avenue P, Bay Parkway, Avenue I, 18th Avenue, and Ditmas Avenue) and the component repair of two stations, Kings Highway and Avenue N, on the Culver Line in Brooklyn. Renewal work includes (1) replacement of staircases, control area walls and floors, (2) replacement of precast slab panels, (3) installation of windscreens and art work, and (4) structural steel work, and enhancement of lighting and power. Component work includes (a) structural steel work and (b) enhancement of lighting and power. Finally, the contract calls for painting and lead abatement work at all stations.

The contract calls for the repair of 20 canopy columns, at 18th Avenue and Kings Highway stations combined, using a specified “welded plate” repair method. After the demolition of existing cast-in-place concrete, the canopy column steel was fully exposed and it was discovered that (a) the canopy column steel was more severely corroded than expected and (b) an additional 26 canopy columns needed repair. Corrosion was found in a location on the canopy column structure that is not accessible for welded repairs, so NYC Transit designed a “bolted plate” repair method for the repair of all 46 canopy columns.

Kiska Construction, Inc.’s (“Kiska”) proposal was \$927,365. NYC Transit’s revised estimate was \$837,702. Negotiations resulted in an agreed-upon lump-sum price of \$826,000. Savings of \$89,663 were achieved.

The SVP, Capital Program Management approved a retroactive waiver, and Kiska was directed to proceed. Kiska completed all the work required by the modification. The SVP, Operations Support authorized payment for this modification.

Schedule K: Ratification of Completed Procurement Actions

Item Number: 3

Vendor Name, Location New York Doctors Urgent Care, PLLC (New York, New York)	Contract Number 6%18386	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Description Eligibility Assessment Services for Paratransit and Reduced-Fare MetroCard Applicants	Total Amount: \$2,403,600 (Est.)	
Contract Term (including Options, if any) June 30, 2017–January 6, 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 checked="" type="checkbox"/> No <input type="checkbox"/> n/a	Requesting Dept./Div., Dept./Div. Head Name: Department of Buses, Stephen A. Vidal	
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: Immediate Operating Need		

Discussion:

It is requested that the Board ratify the declaration of an Immediate Operating Need (“ION”), approved by the Senior Vice President, Operations Support, waiving formal competitive bidding pursuant to Public Authorities Law Section 1209, Subdivision 9(a) and approve the award of a contract in the estimated amount of \$2,403,600 to provide eligibility assessment services for the Paratransit Eligibility Determination Unit (“Paratransit”) which evaluates individuals applying for Access-A-Ride (“AAR”) paratransit transportation service, and for the Reduced-Fare MetroCard Unit (“Reduced-Fare”) for individuals appealing the denial of Reduced-Fare MetroCard privileges offered to applicants who may have a qualifying disability. This award replaces a previous contract for the remaining contract term through January 6, 2020. The contract also includes an option for up to two years through January 6, 2022, for which subsequent Board approval will be sought.

This contract was awarded to New York Doctors Urgent Care, PLLC (“NY Doctors”) on June 30, 2017 under the ION to perform eligibility assessments in the borough of Manhattan, to replace the previous Contractor, AHRC Health Care, Inc., d/b/a Access Community Health Center (“Access”), due to Access’ poor performance.

Medical professionals based in assessment centers evaluate how an applicant’s disability may or may not prevent him/her from using fixed-route bus and subway transportation, and provide their recommendations for eligibility to Paratransit and Reduced-Fare. Presently, each New York City borough hosts an assessment center with the exception of Brooklyn, which hosts two locations, as it receives the highest number of applicants.

In December 2014, following a competitive request for proposal, awards were made to a series of companies to provide assessment services in each of the boroughs. The award for Manhattan was made to Access with a start date of January 7, 2015 for a five-year period, expiring January 6, 2020 with an option to extend for up to two years (through January 6, 2022). Subsequent to this award, Access became increasingly deficient in its work performance. Staffing requirements were not being met, and applicant assessment reports were not being submitted within the contractually established timeframe, thereby impeding NYC Transit’s ability to administer the Paratransit eligibility process.

Historically, establishing assessment centers throughout the five boroughs of New York City has been a time-intensive effort, however it has been a unique challenge for Manhattan, since available real estate, that is easily accessible by fixed-route transportation and compliant with the Americans with Disabilities Act (“ADA”) in its external and internal design, is more difficult to secure in the most densely populated borough. The facility’s drop-off/pick-up location must accommodate the applicants’ safe arrival and departure to and from the facility. Further, the internal layout of the facility must be spacious enough to accommodate applicant volume, and the installation and use of assessment equipment. An added challenge has been the full time staffing of medical professionals, such as psychologists, psychiatrists and RNs, required to perform the assessments since salaries are especially competitive in Manhattan. As such, award of this replacement contract was made for the remaining contract term in lieu of seeking a temporary replacement contract.

Continued:

While Procurement was seeking a replacement contractor, new applicants residing in Manhattan were transported to Brooklyn and Bronx assessment centers. Procurement solicited 40 potential contractors, including walk-in healthcare clinics, hospitals, community health centers and existing assessment service providers, to initiate interest in acquiring the new contract. Of the 40 solicited, six companies expressed a genuine interest; three were able to secure a suitable facility for the service, and subsequently two companies submitted price proposals. Each of the two companies that submitted price proposals proved to be technically qualified, was willing to offer a multidisciplinary medical team and an easily accessible ADA-compliant space, to accommodate applicants and assessment equipment. However, NY Doctors was considered to be technically superior overall and is financially qualified to perform the work.

Although NY Doctors' pricing was higher than that of Access, it was significantly lower than the next lowest proposer's pricing. Pricing for the base and option were deemed fair and reasonable. Pricing for the option will be re-evaluated against the current market value, should the option be exercised.

SEPTEMBER 2017

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

- | | | |
|--|--------------------|--------------------------------------|
| 1. John P. Picone, Inc. | \$1,800,000 | <u>Staff Summary Attached</u> |
| Contract# C-26512.31 | | |
| Modification to the contract for the construction of a Station Entrance at Site P, No. 7
(Flushing) Subway Line Extension Project, in order to resolve a claim. | | |

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (Location) John P. Picone, Inc. (Lawrence, New York)		Contract Number C-26512	AWO/Mod. # 31
Description Construction of a Station Entrance at Site P – No.7 Line Extension		Original Amount:	\$ 83,886,000
Contract Term (including Options, if any) September 14, 2012 – April 13, 2016		Prior Modifications:	\$ 7,592,223
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		Prior Budgetary Increases:	\$ 6,076,600
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive		Current Amount:	\$ 97,554,823
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		This Request:	\$ 1,800,000
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: HYDC		% of This Request to Current Amount:	2.0%
Requesting Dept./Div., Dept./Div. Head Name: MTA Capital Construction, John N. Lieber		% of Modifications (including This Request) to Original Amount:	18.4%

Discussion

This modification will: (1) compensate the contractor, John P. Picone, Inc. (“Picone”), for extra work associated with changes to the overbuild foundation shear wall at the Station Entrance at Site P; (2) extend the Substantial Completion Date of the contract from April 14, 2016 to June 15, 2017, (3) extend Milestone #3 (completion of the western portion of the structure) from February 13, 2015 to August 28, 2016, and (4) resolve the claim asserted by Picone for impact costs associated with extra work.

Work under this contract consists of construction of the core and shell for a station entrance structure at Site P, and furnishing and installing all of the finishes and systems for the station entrance. In addition, the contract includes the construction of foundation elements, including a shear wall, footings, tie-downs, and caissons for the overbuild structure, which will be constructed by the Site P developer, The Moinian Group (“Moinian”).

Moinian requested changes to the foundation shear wall being constructed in order to better accommodate its overbuild structure, and Hudson Yards Development Corp. (“HYDC”) directed that the work be performed by Picone. Moinian negotiated the cost of the changed work with Picone for the agreed-upon net lump-sum price of \$750,000. HYDC determined that the price is fair and reasonable and will pay for the cost of the work.

Picone submitted an extension of time request and impact cost claim associated with the changed work totaling \$1,499,173. HYDC analyzed Picone’s claim together with MTA Capital Construction (“MTACC”) estimators, schedulers, and consultants. Based on that analysis, MTACC prepared an independent time impact analysis, which established a new Substantial Completion Date of June 15, 2017, an extension of Milestone #3, from February 13, 2015 to August 28, 2016 and an estimate of associated impact costs of \$988,197.

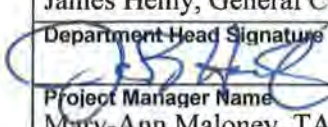
Following discussions with Picone it was agreed, subject to Board approval, to resolve these claims with a revised Substantial Completion Date of June 15, 2017, and Impact Costs of \$1,050,000. HYDC will pay all Impact Costs in addition to all MTA support costs associated with the time extension. HYDC and MTACC determined this price to be fair and reasonable.

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

Staff Summary




Page 1 of 2

Subject Increase TAB Fine For Littering
Department Law Department
Department Head Name James Henly, General Counsel
Department Head Signature 
Project Manager Name Mary-Ann Maloney, TAB Executive Director

Date September 13, 2017
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

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

Internal Approvals			
Order	Approval	Order	Approval
5	President 	4	Chief of Staff 
3	Executive VP 	2	Subways 
	Capital Prog. Management		Buses
	Operations Support		Customer Service

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Law 		Human Resources		Labor Relations		Material

PURPOSE:

To obtain Board approval of the annexed proposed revised Schedule of Fines for violations of the Transit Rules of Conduct (set forth as Appendix A to this Staff Summary), which would raise the Transit Adjudication Board (TAB) fine for littering to \$100. Transit Rule of Conduct Section 1050.7(a) prohibits littering in transit facilities (as well as other conduct, such as urinating and spitting in such facilities). The revised Schedule of Fines would increase the fine for violation of this Rule to \$100, from the existing fine amount of \$50.

DISCUSSION:

Littering within the subway system continues not only to detract from customers' experience of NYCT's passenger stations, but also impacts the quality of subway service that NYCT delivers. Trash is brought into the transit system, and littered in stations. Particularly on the platform level, trash can cause serious problems. When trash is littered onto the track bed, it contributes to clogged track drains, resulting in water pooling on the track bed. Water pooling can accelerate breakdowns of the track plates and railroad ties as well as interfere with subway signal equipment. Litter also contributes to track fires. By contributing to track fires, as well as to breakdowns to track plates, ties and subway signal equipment, littering results in service interruptions.

As part of the Subway Action Plan, NYCT is implementing a Water Management & Debris Removal Initiative, which involves performing preventative water and trash removal. Under the Initiative over 20 crews are being deployed to address conditions, additional staff is being hired, and additional clean-up equipment is being purchased.

In coordination with the Waste Management & Debris Removal Initiative, NYCT needs the help of our ridership, to "Keep it Clean." Littering on the tracks is illegal. NYCT is acting to boost public awareness of the damage that subway littering causes, and to boost anti-littering enforcement. The Keep it Clean Initiative aims to do both. Over the past several years, track fires have increased in number, while citations for littering in the subways have declined. Those trends need to be reversed.

The legal name of MTA New York City Transit is New York City Transit Authority.

Staff Summary

On September 6, 2017, the Governor announced efforts to boost littering enforcement at targeted locations, including through the use of NYS Department of Environmental Conservation (DEC) enforcement agents and other law enforcement officers, assigned to issue littering fines of \$100, using existing state law provisions. This is twice the littering fine available at present under the Transit Rules of Conduct, which has remained at \$50 for many years.


In addition, MTA has commenced a public awareness campaign, using both signage and public service announcements, to inform riders of the impact of creating litter, emphasizing to riders that littering is not just a nuisance – it's illegal and it disrupts service.

It is timely, and important as an element in the Transit "Keep it Clean" Initiative, that the NYCT Board authorize raising the existing \$50 fine for littering under the Transit Rules of Conduct to \$100. An increased Transit Rules of Conduct fine will further anti-littering enforcement efforts, by enabling enforcement of the higher \$100 fine level through the issuance of a Transit Adjudication Bureau (TAB) summons. Raising the fine will simultaneously support communication of the message that littering is harmful to service and warrants the serious attention of our customers.

RECOMMENDATION:

It is recommended that the Board approve the revised Schedule of Fines for Violations of the Transit Rules of Conduct as set forth at Appendix A to this Staff Summary.

Approved For Submission to the Board:



Darryl C. Frick, Acting President

Dated:

9/19/2017

APPENDIX A

SCHEDULE OF FINES TRANSIT RULES OF CONDUCT

NYCTA RULE	OFFENSE	FINE
1050.4(a)	Non-payment of fare	\$100
1050.4(c)	Unauthorized sale of fare media	\$60
1050.4(d)	Use of unauthorized fare media	\$75
1050.5(a)	Graffiti or other defacement	\$75
1050.5(b)	Posting notices or signs	\$25
1050.5(c)	Non-transit use	\$50
1050.6(a)	Vandalism or obstruction of traffic	\$100
1050.6(b)	Unauthorized commercial activity/solicitation	\$50
1050.6(c)	Unauthorized non-transit use	\$25
1050.6(c)(1)	Activity in a prohibited area	\$25
1050.6(c)(2)	Interfering with passenger movement	\$25
1050.6(c)(3)	Activity near construction	\$25
1050.6(c)(4)	Excessive noise	\$25
1050.6(c)(5)	Media device	\$25
1050.6(c)(6)	Sound production device	\$25
1050.6(c)(7)	Misrepresent affiliation	\$25
1050.6(d)(1)	Violating TA orders	\$50
1050.6(d)(2)	Violation TA sign/notice	\$50
1050.6(d)(3)	Failing to provide requested information	\$50
1050.6(e)	Interference with wheelchair facilities/conveyances	\$50
1050.6(f)	Carrying liquid in open container	\$25
1050.6(g)	Misrepresentation as TA agent	\$50
<u>1050.7(a)</u>	<u>Littering, urinating defecating, spitting, trash removal</u>	<u>\$100</u>
1050.7(b)	Smoking	\$50
1050.7(c)	Sleeping where hazardous	\$50
1050.7(d)	Gambling	\$50
1050.7(e)	Unnecessary noise	\$50
1050.7(f)	Throwing objects	\$75
1050.7(g)	Drinking Alcohol	\$50
1050.7(h)	Impairment by alcohol or drugs	\$50
1050.7(i)	Breach of Peace	\$50
1050.7j	Obstruction of seating or other facilities	\$50
1050.7(k)	Commission of harmful acts	\$100
1050.8(a)	Carrying weapons	\$100
1050.8(b)	Carrying explosives	\$100

<u>NYCT RULE</u>	<u>OFFENSE</u>	<u>FINE</u>
1050.9(a)	Entering restricted area	\$50
1050.9(b)	Unauthorized parking	\$50
1050.9(c)	Unauthorized photography/filming	\$25
1050.9(d)	Riding outside vehicle	\$75
1050.9(e)	Extending body/item outside vehicle	\$75
1050.9(f)	Unauthorized entrance or exit	\$50
1050.9(g)(1)	Carrying long object	\$75
1050.9(g)(2)	Carrying obstructive objects	\$75
1050.9(g)(3)	Carrying hazardous objects	\$75
1050.9(h)	Unauthorized animals	\$25

Report



SERVICE CHANGES: NYCT & BUS COMMITTEE NOTIFICATION SERVICE REVISION IMPLEMENT Q52 & Q53 SELECT BUS SERVICE

SERVICE ISSUE:

The Q52 and Q53 bus routes serve approximately 20,000 daily riders. The current Q52 and Q53 provide north-south limited-stop service along the Woodhaven and Cross Bay Boulevards corridors connecting the neighborhoods of Woodside, Jackson Heights, Elmhurst, Rego Park, Middle Village, Forest Hills, Glendale, Woodhaven, Richmond Hill, Ozone Park and Howard Beach, Broad Channel, Rockaway Beach, Arverne and Rockaway Park in Queens. The Q52 and Q53 also serve as an important subway feeder to the **7A E F M R J Z S** (Rockaway Park Shuttle) trains and the Long Island Rail Road in addition to serving Queens Center Mall, Elmhurst Hospital Center, Rego Park Center, Forest Park and the Jamaica Bay Wildlife Refuge.

RECOMMENDED SOLUTION:

Implement Q52 and Q53 Select Bus Service (SBS) on Woodhaven and Cross Bay Boulevards, replacing Q52 and Q53 Limited.

ESTIMATED IMPACT:

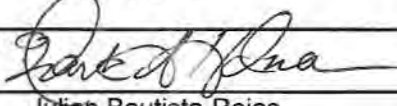
Implementation of the Q52 and Q53 SBS would increase annual operating costs by approximately \$4.8 million. They include approximately \$2.35 million for maintenance of the fare machines; \$62,400 for revenue collection; \$2.06 million for on-bus fare payment enforcement; \$336,000 for the Transit Adjudication Bureau services. Start-up costs would be approximately \$7.03 million in 2017 including the purchase and installation of the fare machines and costs associated with fare payment enforcement. These costs are incorporated into the operating budget.

PLANNED IMPLEMENTATION:

Fall 2017

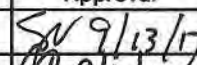
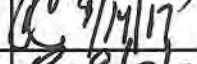
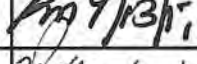
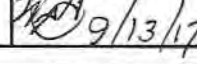
Staff Summary

Page 1 of 6

Subject	Implement Q52 & Q53 Select Bus Service in Queens
Department	Operations Planning
Department Head Name	Mark A. Holmes
Department Head Signature	
Project Manager Name	Julian Bautista-Rojas

Date	September 12, 2017
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
4	Acting President		 9/13/17
3	Executive Vice President		 9/14/17
2	Acting VP, Govt. and Community Relations		 9/13/17
1	Chief Officer, Operations Planning		 9/13/17

PURPOSE:

The purpose of this staff summary is to obtain Presidential approval for, and to inform the NYC Transit and Bus Committee of, a recommendation to implement Q52 and Q53 Select Bus Service on Woodhaven and Cross Bay Boulevards in Queens. This staff summary also addresses the required schedule and fare collection changes.

DISCUSSION:

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

The Corridor:

Woodhaven and Cross Bay Boulevards constitute a major north-south corridor in Queens. Currently, the corridor is served by the Q52 and Q53 limited-stop; Q11 and Q21 local; and BM5, QM15, QM16 and QM17 express bus routes carrying over 31,000 people per day. However, the bus service on this corridor is not as effective as it could be: buses are often caught in congestion and the layout of the street makes bus stops difficult to reach for neighborhood residents.

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

There is a high presence of residential land uses along the entire corridor. This corridor also includes a number of key activity centers that generate substantial trip activity. The northern end of the corridor is anchored by the Queens Center Mall, the Elmhurst Hospital Center, and the Rego Park Center, a major shopping destination. The heavy retail presence is an attractor to both customers and employees of those stores. The middle of the corridor is dominated by small to medium-scale retail, as well as Forest Park, a regional recreation destination with over 500 acres of parkland. The southern end of the corridor contains recreational destinations including the Jamaica Bay Wildlife Refuge and the Rockaway Peninsula, whose beaches are a major seasonal attraction.

Bus service on the corridor provides a critical connection to other regional transit modes including nine subway lines (**7****A****E****F****M****R****J****Z****S**-Rockaway Park) and the Long Island Railroad (LIRR). The subways and LIRR connect to major employment and retail centers including Midtown Manhattan, Downtown Manhattan, Long Island City, and Jamaica, Queens; as well as Nassau and Suffolk counties on Long Island. While the rail connections in Queens run predominantly east-west, Woodhaven Boulevard provides the only substantial north-south transit connection through this part of Queens. As a result, the study corridor is a critical transit link in the overall transportation system.

The neighborhoods along the corridor are transit-dependent and local residents lack strong north-south transit options. Of the approximately 400,000 people living within a half-mile of the project corridor, 40 percent of households do not have access to a vehicle and 60 percent of workers commute to work via public transit. As a result, this corridor provides one of the primary means of transportation for a very large portion of New Yorkers.

Cross Bay Boulevard is one of only a few connections between the Rockaway Peninsula and the rest of New York City making the corridor a critical connector. The bus routes provided a major link for the Rockaways when the **A** subway link was out of service following superstorm Sandy.

Woodhaven Boulevard is wide street with curb-to-curb widths that are typically 120-140 feet. There are generally 4 travel lanes (one lane is reserved for a peak period bus lane between Eliot Avenue and Metropolitan Avenue), turning lanes, and curbside parking in each direction. The road narrows to 3 travel lanes in each direction at two key locations (1) crossing under the main LIRR tracks in Rego Park, and (2) crossing over the LIRR tracks in Forest Hills between Metropolitan Avenue and Union Turnpike, which create major congestion. Cross Bay Boulevard between Ozone Park and Howard Beach isn't as wide, but it is still relatively wide measuring approximately 110 feet curb-to-curb with 3 travel lanes in each direction, turning lanes and curbside parking.

Select Bus Service:

Making buses travel faster and more reliably is a goal for NYCT, MTABC and NYCDOT. One way to do this is with SBS. The Q52 and Q53 alone serve approximately 20,000 customers on an average weekday.

The Q53 provides full-time limited-stop service on weekdays, Saturdays, and Sundays between Woodside and Rockaway Park, Queens via the intermediate neighborhoods of Jackson Heights, Elmhurst, Rego Park, Woodhaven, Ozone Park, Howard Beach and Broad Channel. The Q53 travels a one-way distance of approximately 14.5 miles, transporting approximately 14,700 passengers per weekday, and 12,570 passengers per Saturday, and 11,320 passengers per Sunday.

Staff Summary

The Q52 provides limited-stop bus service on weekdays, Saturdays, and Sundays at all times except late nights between Elmhurst and Arverne, Queens via the intermediate neighborhoods of Rego Park, Woodhaven, Ozone Park, Howard Beach, Broad Channel and Rockaway Beach. The Q52 travels a one-way distance of approximately 12.5 miles, transporting approximately 5,550 passengers per weekday, 3,920 passengers per Saturday, and 3,100 passengers per Sunday.

The Q52 and Q53 only provide limited-stop service, local stops are served by the Q11, Q21 and Q22. The Q11 and Q21 provide local service along the Woodhaven Boulevard and Cross Bay Boulevard between Elmhurst and Howard Beach, while the Q22 provides local service in the Rockaways.

The Q52 and Q53 SBS would maintain the current routing of the current Q52 and Q53 limited-stop bus routes. All Q52 and Q53 service would become SBS. As part of the implementation of the Q52 and Q53 SBS, NYCDOT is installing bus lanes on Woodhaven Boulevard south of Metropolitan Avenue to speed the Q52 and Q53 buses through traffic congestion. Approximately 2.6 miles of bus lanes would be added to the nearly 1.5 miles of off-set bus lanes installed in 2015 in the northern portion of the corridor north of Metropolitan Avenue. All buses on the corridor (including local and express buses) would be able to utilize and benefit from the bus lanes.

Of the approximately 2.6 miles of new bus lanes, approximately 1.3 miles would showcase new high quality exclusive bus lanes along the existing main roads of Woodhaven Boulevard between Park Lane South and Rockaway Boulevard. These bus lanes would feature minimal interference by general traffic. In this area, the buses would stop at newly constructed boarding islands along the existing medians separating the main and service roads of Woodhaven Boulevard while maintaining a consistent total of 3 lanes of traffic in each direction. NYCDOT is constructing a total of eight bus boarding islands for SBS stations and several others for local and express bus service stops. These SBS stations would include amenities such as shelters, improved waiting area, and public art, amongst others. NYCDOT would also install bus priority queue jumps at select locations in areas where there are no bus lanes planned.

The Q52 and Q53 SBS would also include several other features found on other SBS routes including off-board fare collection, specially branded three door articulated buses, and transit signal priority. NYCDOT would install wayfinding signs with real-time bus arrival information at the majority of SBS stations.

After implementation, as part of a subsequent capital project, NYCDOT is proposing to extend the high quality main road bus lanes north to Elmhurst by constructing new medians to continue the main road/service road roadway layout. NYCDOT would also build bus bulbs and other roadway and pedestrian safety improvements to extend the existing sidewalk into the parking lane to meet offset bus lanes.

There would be several bus stop revisions made along the routes; however stops would remain consistent with SBS stop spacing. These revisions included adding, discontinuing and consolidating stops on Woodhaven and Cross Bay Boulevards as well as in the Rockaway Peninsula. All subway and LIRR connections, as well as other high-ridership bus stops and important destinations would continue to be served.

There would be two Q52/Q53 SBS stations added in each direction: (1) a station would be added in each direction along Woodhaven Boulevard at 101st Avenue to better match SBS station spacing and provide a transfer to the Q8; (2) a station would be added on Cross Bay Boulevard at Pitkin Avenue in response to

Staff Summary

community requests during public workshops and it is a transfer point to the Q11 before it turns east to Old Howard Beach and Hamilton Beach.

The Woodhaven Boulevard at Atlantic Avenue Q52/Q53 stops would be relocated approximately 600 feet north to 91st Avenue. This change would speed up and improve Q52 and Q53 service by allowing buses to continue their path on the overpass over Atlantic Avenue using the bus lane, instead of diverting to the slower and congested service road. The Q11 and Q21 local bus routes would continue to stop at the Atlantic Avenue intersection.

At the southern end of the route in the Rockaway peninsula and Broad Channel, land uses are less dense, existing Q52 and Q53 bus stops are more closely spaced, and bus stops have lower utilization. In the Rockaway peninsula, several current Q52 and Q53 bus stops would be consolidated or discontinued; however, the closest Q52 or Q53 stations within be approximately 365 to 750 feet from these bus stops. These bus stops would also continue to be served by the Q22 local service with transfers available between Q22, and Q52 and Q53 SBS. In Broad Channel, the very low volume bus stops on Cross Bay Boulevard at 5th Road would be discontinued in both directions. These changes to the bus stops in the Rockaway peninsula and Broad Channel are summarized in the table below.

Bus Stops in Broad Channel and the Rockaways to be Discontinued with Average Weekday Ridership & Walking Distance to Nearest SBS Station					
Dir.	Route	Bus Stops to be Discontinued	Average Weekday Ridership (passengers)	New Nearest SBS Station	Walking Distance from Discontinued Bus Stop to Nearest SBS Station (feet)
North bound	<u>Broad Channel</u>				
	Q52+Q53	Cross Bay Blvd/E 5 Rd	29	Cross Bay Blvd/Noel Rd	1,350
	<u>Rockaway Peninsula</u>				
	Q52	Rockaway Beach Blvd/Beach 81 St	212	New Station at Rockaway Beach Blvd/B 84 St	400
	Q52	Rockaway Beach Blvd/Beach 86 St	172	New Station at Rockaway Beach Blvd/B 84 St	365
	Q53	Rockaway Beach Blvd/Beach 98 St	321	Rockaway Beach Blvd/Beach 96 St	500
	Q53	Rockaway Beach Blvd/Beach 101 St	103	Rockaway Beach Blvd/Beach 102 St	600
	Q53	Rockaway Beach Blvd/Beach 105 St	147	Rockaway Beach Blvd/Beach 102 St	750
Total Northbound			984		
South bound	<u>Broad Channel</u>				
	Q52+Q53	Cross Bay Blvd/W 5 Rd	47	Cross Bay Blvd/Noel Rd	1,350
	<u>Rockaway Peninsula</u>				
	Q52	Rockaway Beach Blvd/Beach 81 St	165	New Station at Rockaway Beach Blvd/B 84 St	400
	Q52	Rockaway Beach Blvd/Beach 86 St	198	New Station at Rockaway Beach Blvd/B 84 St	365
	Q53	Rockaway Beach Blvd/Beach 98 St	246	Rockaway Beach Blvd/Beach 96 St	600
	Q53	Rockaway Beach Blvd/Beach 105 St	169	Rockaway Beach Blvd/Beach 102 St	750
Total Southbound			825		
Total			1,809		

Additionally, the northbound Q52/Q53 stop in Broad Channel on Cross Bay Boulevard at East 9th Road would be relocated approximately 500 feet north to Noel Road to be symmetrical with the southbound stop. Also, the southbound Q52/Q53 stop at W 15th Road would be relocated 450 feet south to W 17th Road where there is a crosswalk and to be symmetrical with the northbound stop.

Staff Summary

The Q52 and Q53 SBS would serve the following stations as shown in Map 1:

<u>Northbound</u>		<u>Southbound</u>	
Q53	Beach 116 St/Rockaway Beach Blvd	Q53	Roosevelt Av/61 St
Q53	Rockaway Beach Blvd/Beach 108 St	Q53	Broadway/75 St
Q53	Rockaway Beach Blvd/Beach 102 St	Q53	Broadway/78 St
Q53	Rockaway Beach Blvd/Beach 96 St	Q53	Broadway/Whitney Av
Q52	Beach Channel Dr/Beach 54 St	Q53	Broadway/Justice Av
Q52	Beach 59 St/Rockaway Beach Blvd	Q52+Q53	Hoffman Dr/Woodhaven Blvd
Q52	Rockaway Beach Blvd/Beach 67 St	Q52+Q53	Woodhaven Blvd/Penelope Av
Q52	Rockaway Beach Blvd/Beach 73 St	Q52+Q53	Woodhaven Blvd/Metropolitan Av
Q52	Rockaway Beach Blvd/Beach 84 St	Q52+Q53	Woodhaven Blvd/Myrtle Av
Q52	Rockaway Beach Blvd/Beach 91 St	Q52+Q53	Woodhaven Blvd/Jamaica Av*
Q52+Q53	Cross Bay Blvd/E 16 Rd	Q52+Q53	Woodhaven Blvd/91 Av* (new)
Q52+Q53	Cross Bay Blvd/Noel Rd	Q52+Q53	Woodhaven Blvd/101 Av* (new)
Q52+Q53	Cross Bay Blvd/Jamaica Bay Wildlife Refuge	Q52+Q53	Cross Bay Blvd/Rockaway Blvd Av*
Q52+Q53	Cross Bay Blvd/163 Av	Q52+Q53	Cross Bay Blvd/Pitkin Av (new)
Q52+Q53	Cross Bay Blvd/157 Av	Q52+Q53	Cross Bay Blvd/157 Av
Q52+Q53	Cross Bay Blvd/Pitkin Av (new)	Q52+Q53	Cross Bay Blvd/163 Av
Q52+Q53	Cross Bay Blvd/Liberty Av*	Q52+Q53	Cross Bay Blvd/Jamaica Bay Wildlife Refuge
Q52+Q53	Woodhaven Blvd/101 Av* (new)	Q52+Q53	Cross Bay Blvd/Noel Road
Q52+Q53	Woodhaven Blvd/91 Av* (new)	Q52+Q53	Cross Bay Blvd/W 17 Road
Q52+Q53	Woodhaven Blvd/Jamaica Av*	Q52	Rockaway Beach Blvd/Beach 92 St
Q52+Q53	Woodhaven Blvd/Myrtle Av	Q52	Rockaway Beach Blvd/Beach 84 St
Q52+Q53	Woodhaven Blvd/Metropolitan Av	Q52	Rockaway Beach Blvd/Beach 74 St
Q52+Q53	Woodhaven Blvd/Penelope Av	Q52	Rockaway Beach Blvd/Beach 67 St (drop off only)
Q52+Q53	Queens Blvd/Woodhaven Blvd	Q52	Arverne Blvd/Beach 59 St (drop off only)
Q53	Broadway/Justice Av	Q52	Beach 54 St St/Beach Channel Dr (drop off only)
Q53	Broadway/Whitney Av	Q53	Rockaway Beach Blvd/Beach 96 St
Q53	Broadway/78 St	Q53	Rockaway Beach Blvd/Beach 102 St
Q53	Broadway/75 St	Q53	Rockaway Beach Blvd/Beach 108 St (drop off only)
Q53	Roosevelt Av/61 St (drop off only)	Q53	Beach 116 St/Rockaway Beach Blvd (drop off only)

* Median SBS stations in the main road that would be newly constructed by NYCDOT

In addition to changes to the Q52 and Q53 stops, as part of a comprehensive corridor review, there would be some changes to closely spaced local bus stops Q11 and Q21 along Woodhaven Boulevard. (1) The bus stops at 63rd Avenue in both directions would be discontinued to better match local bus stop spacing guidelines; (2) the bus stops at 64th Road in both directions would be discontinued to better match local bus stop spacing guidelines; (3) the northbound stop at 67th Drive would be discontinued; (4) the southbound at 68th Avenue would be relocated to Yellowstone Boulevard where there is a crosswalk; (5) the Park Lane South stop pair would be relocated to 85th Road to accommodate construction of a new bus boarding island. On Cross Bay Boulevard, the southbound Doxey Place stop would be relocated to Gold

Staff Summary

Road near Linden Boulevard to better match northbound service. In all cases, alternative local bus stops or SBS stations would be available between 400 and 700 feet away.

MTABC and NYCDOT staff have attended or hosted over 20 community meetings and public workshops on the Q52 and Q53 SBS project. The affected Community Board have had at least one presentation, and elected officials and other stakeholders have been briefed. Additionally, a Community Advisory Committee (CAC) was convened to provide guidance in the design and implementation of SBS in this corridor. The CAC is comprised of a broad range of stakeholders, from elected officials to Community Boards to major area institutions. There has been thorough discussion of all the issues, and many points of concern have been addressed through changes to the project.

RECOMMENDATION:

Implement Select Bus Service (SBS) on the Q52 and Q53, replacing the Q52 and Q53 Limited with the Q52 and Q53 SBS.

ALTERNATIVES

Do nothing. If no action is taken, Q52 and Q53 bus service would continue to be slow and inefficient, discouraging ridership growth.

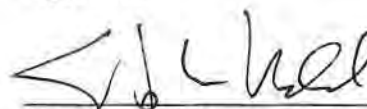
IMPACT ON FUNDING:

Implementation of the Q52 and Q53 SBS would increase annual operating costs by approximately \$4.8 million. These costs include approximately \$2.35 million for maintenance of the fare machines; \$62,400 for revenue collection; \$2.06 million for on-bus fare payment enforcement; \$336,000 for the Transit Adjudication Bureau services. Start-up costs would be approximately \$7.03 million in 2017 including the purchase and installation of the fare machines and costs associated with fare payment enforcement. These costs are incorporated into the operating budget.

IMPLEMENTATION:

Fall 2017

Approved:



Stephen Vidal
Acting President

Map 1. Q521H Q53 Select Bus Service Routes Map



Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>July 2016</u>	<u>July 2017*</u>	<u>Difference</u>
Cash	2.3%	2.3%	(0.1%)
Single-Ride Ticket	0.8%	0.9%	0.0%
Bonus Pay-Per-Ride	40.1%	40.8%	0.7%
Non-Bonus Pay-Per-Ride	5.3%	4.8%	(0.5%)
7-Day Farecard	22.6%	22.7%	0.1%
30-Day Farecard	<u>28.8%</u>	<u>28.5%</u>	(0.2%)
Total	100.0%	100.0%	

* Preliminary

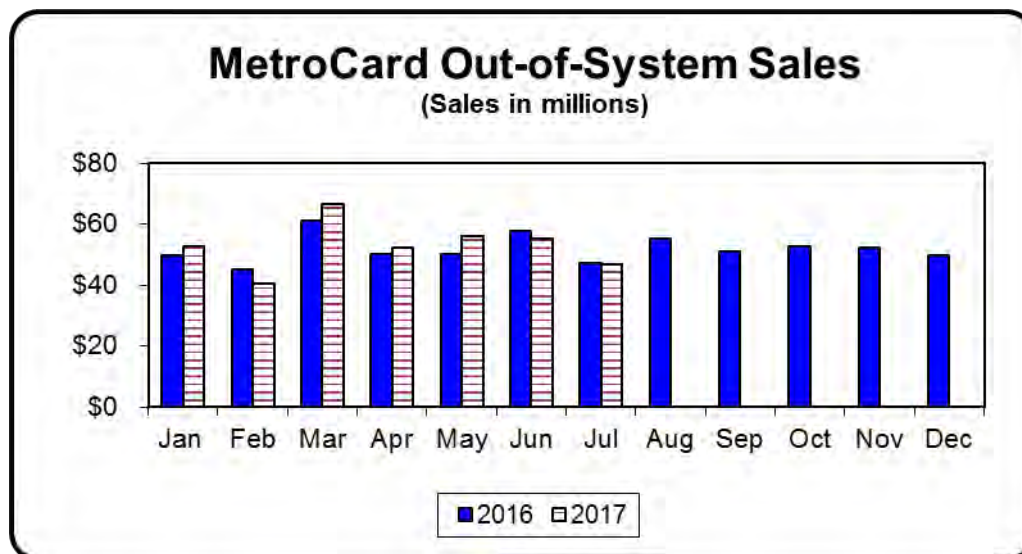
Note: Percentages may not add due to rounding.

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 July 2017 was 3,839 an 8.20 percent decrease from the same period last year. The average value of a credit issued was \$74.21.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$46.7 million in July 2017, a 1.1 percent decrease compared to July of 2016. Year to date sales totaled \$370.2 million, a 2.2 percent increase compared to the same period last year.



Retail Sales

There were 4,298 active out-of-system sales and distribution locations for MetroCards, generating \$22.4 million in sales revenue during July 2017.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 99,380 MetroCards valued at approximately \$9.2 million were made in July 2017 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$92.37. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 114,359 for July 2017, generating an additional \$13.8 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$195.2 million, an 10 percent increase when compared to last year.

Mobile Sales Program

In July 2017, the Mobile Sales unit completed 185 site visits, of which 126 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$104,000 in revenue was generated. In July 2017, the Mobile Sales unit assisted and enabled 1,651 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as support for the Coney Island 4th of July Event (Brooklyn).

Reduced-Fare Program

During July 2017 enrollment in the Reduced-Fare Program increased by 5,909 new customers. The total number of customers in the program is 1,095,248. Seniors account for 907,419 or 83 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 17 percent or 187,829 customers. Of those, a total of 39,613 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 \$8.1 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In July 2017, the EasyPay Reduced Fare program enrollment totaled 168,962 accounts. During the month, active EasyPay customers accounted for approximately 2.1 million subway and bus rides with \$2.2 million charged to their accounts. Each active account averaged 27 trips per month, with an average monthly bill of \$14.

EasyPay Xpress Pay-Per-Ride Program

In July 2017, the EasyPay Xpress PPR program enrollment totaled 106,389 accounts. During this month, active Xpress PPR customers accounted for approximately 1.6 million subway, express bus and local bus rides with \$4.4 million charged to their accounts. Each active account averaged 20 trips per month, with an average monthly bill of \$55.

EasyPay Xpress Unlimited Program

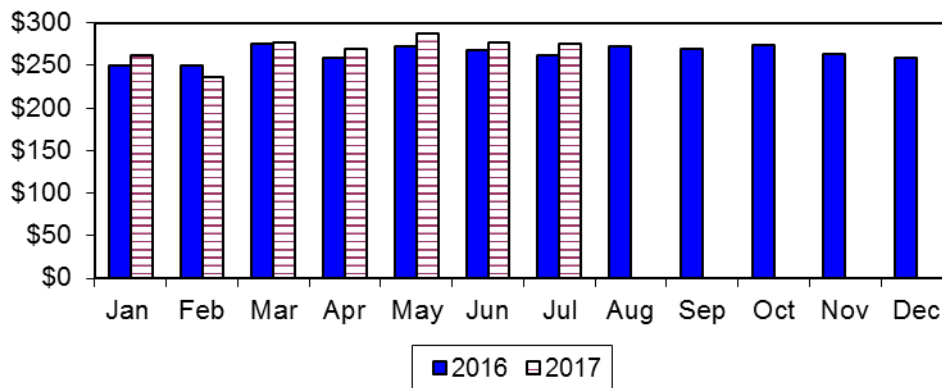
In July 2017, the EasyPay Xpress Unlimited program enrollment totaled 23,314 accounts. During this month, active Xpress Unlimited customers accounted for approximately 956,000 subway and local bus rides with \$2.3 million charged to their accounts. Each active account averaged 47 trips per month with a fixed monthly bill of \$121.00.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during July 2017 totaled \$275.6 million, on a base of 15.4 million customer transactions. This represents 0.2 percent decrease in vending machine transactions compared to the same period last year. During July 2017, MEMs accounted for 2,286,682 transactions resulting in \$58,790,809.35 in sales. Debit/credit card purchases accounted for 79.7 percent of total vending machine revenue, while cash purchases accounted for 20.3 percent. Debit/credit card transactions account for 57.2 percent of total vending machine transactions, while cash transactions account for 42.8 percent. The average credit sale was \$28.31, more than three times the average cash sale of \$8.47. The average debit sale was \$19.82.

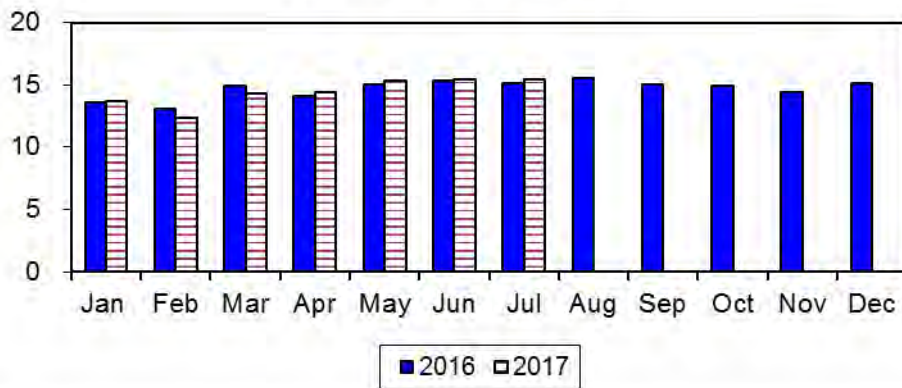
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)





SPECIAL REPORTS AND PRESENTATIONS: NYC TRANSIT 2017 MID-YEAR FORECAST MONTHLY ALLOCATION

Monthly allocation of MTA New York City Transit's 2017 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2017 Mid-Year Forecast
Accrual Statement of Operations By Category
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue													
<u>Farebox Revenue</u>													
Subway	\$265.834	\$247.119	\$299.079	\$282.980	\$299.388	\$301.195	\$286.585	\$295.786	\$292.079	\$310.026	\$292.133	\$299.630	\$3,471.836
Bus	74.312	70.380	83.141	77.708	83.028	82.074	82.257	84.815	81.194	84.049	78.587	77.244	958.788
Paratransit	1.399	1.299	1.466	1.480	1.529	1.678	1.554	1.631	1.557	1.639	1.585	1.539	18.357
Fare Media Liability	6.125	6.125	6.125	6.125	6.125	6.125	6.125	6.125	6.125	6.125	6.125	6.125	73.500
Farebox Revenue	\$347.670	\$324.923	\$389.811	\$368.293	\$390.071	\$391.073	\$376.521	\$388.357	\$380.956	\$401.839	\$378.430	\$384.538	\$4,522.480
<u>Other Operating Revenue</u>													
Fare Reimbursement	7.685	7.152	9.665	6.792	9.361	6.195	6.195	6.195	6.195	6.195	6.195	6.194	84.016
Paratransit Reimbursement	14.991	13.904	13.860	14.950	16.173	15.189	15.189	15.189	15.189	15.189	15.189	15.189	180.200
Other	17.071	19.187	1.251	14.892	15.869	16.327	16.327	16.327	16.327	16.327	16.327	16.387	182.618
Other Operating Revenue	\$39.747	\$40.243	\$24.777	\$36.634	\$41.403	\$37.710	\$37.710	\$37.710	\$37.710	\$37.710	\$37.710	\$37.770	\$446.834
Total Revenues	\$387.417	\$365.166	\$414.587	\$404.927	\$431.474	\$428.783	\$414.231	\$426.068	\$418.666	\$439.549	\$416.140	\$422.307	\$4,969.314
Operating Expenses													
<u>Labor:</u>													
Payroll	\$283.047	\$253.866	\$276.288	\$251.018	\$284.682	\$268.023	\$279.176	\$279.608	\$261.980	\$269.254	\$291.355	\$288.002	\$3,286.301
Overtime	45.113	40.767	47.716	34.840	46.451	36.957	37.509	38.674	32.360	40.395	39.751	45.100	485.632
Total Salaries & Wages	\$328.160	\$294.633	\$324.004	\$285.858	\$331.133	\$304.980	\$316.685	\$318.283	\$294.339	\$309.649	\$331.107	\$333.102	\$3,771.933
Health and Welfare	66.364	77.697	50.578	65.137	71.938	78.040	74.349	74.861	74.369	74.267	74.118	82.790	864.510
OPEB Current Payments	35.062	35.664	42.714	17.037	41.016	35.579	36.955	36.955	36.955	36.955	36.955	26.471	418.323
Pension	79.041	77.232	77.243	77.230	77.021	75.381	77.250	77.164	77.307	77.221	78.286	77.196	927.571
Other Fringe Benefits	46.669	42.286	43.156	37.279	43.408	44.767	40.940	40.282	38.766	40.662	43.748	46.733	508.696
Total Fringe Benefits	\$227.137	\$232.879	\$213.692	\$196.683	\$233.384	\$233.767	\$229.494	\$229.263	\$227.398	\$229.106	\$233.106	\$233.191	\$2,719.099
Reimbursable Overhead	(15.967)	(18.382)	(28.087)	(33.814)	(25.475)	(18.818)	(19.114)	(20.166)	(37.272)	(20.297)	(12.154)	(11.290)	(260.837)
Total Labor Expenses	\$539.330	\$509.130	\$509.609	\$448.727	\$539.042	\$519.929	\$527.064	\$527.379	\$484.465	\$518.458	\$552.059	\$555.002	\$6,230.196
<u>Non-Labor:</u>													
Electric Power	\$27.629	\$23.998	\$22.242	\$20.809	\$20.718	\$23.319	\$24.492	\$23.215	\$23.996	\$22.748	\$22.432	\$24.849	\$280.446
Fuel	8.444	7.862	7.732	9.451	8.018	7.364	6.876	6.823	3.138	6.830	7.580	7.391	87.508
Insurance	6.053	6.053	6.195	6.195	6.195	4.764	6.223	6.223	6.223	6.224	6.369	6.368	73.087
Claims	12.205	12.205	12.205	12.205	12.205	23.203	14.038	14.038	14.038	14.038	14.038	14.038	168.455
Paratransit Service Contracts	31.075	29.446	32.123	30.949	33.001	34.368	33.940	35.049	34.404	35.313	34.396	35.396	399.459
Maintenance and Other Operating Contracts	14.043	17.670	20.160	17.762	16.226	29.477	22.976	22.866	19.074	17.545	26.659	29.286	253.743
Professional Services Contracts	14.799	8.872	15.193	13.585	14.386	16.679	16.750	13.326	13.586	16.774	13.673	16.804	174.428
Materials and Supplies	28.163	29.336	28.838	22.120	30.935	24.325	26.967	26.651	26.366	26.875	23.960	19.084	313.621
Other Business Expenses	5.876	5.514	7.831	7.530	5.939	5.729	6.531	6.564	6.841	6.420	6.461	6.612	77.848
Total Non-Labor Expenses	\$148.287	\$140.957	\$152.518	\$140.606	\$147.622	\$169.228	\$158.793	\$154.755	\$147.667	\$152.767	\$155.568	\$159.828	\$1,828.594
<u>Other Expense Adjustments:</u>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$687.617	\$650.087	\$662.127	\$589.333	\$686.663	\$689.156	\$685.857	\$682.134	\$632.132	\$671.225	\$707.626	\$714.831	\$8,058.789
Depreciation	\$145.618	\$145.618	\$71.506	\$145.618	\$145.618	\$188.534	\$152.855	\$154.006	\$155.158	\$156.309	\$157.460	\$159.762	\$1,778.062
OPEB Liability Adjustment	0.000	0.000	288.958	0.000	0.000	332.519	0.000	0.000	323.722	0.000	0.000	323.722	1,268.921
GASB 68 Pension Expense Adjustment	0.000	0.000	3.720	0.000	0.000	(3.720)	0.000	0.000	0.000	0.000	0.000	(296.004)	(296.003)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$833.235	\$795.705	\$1,026.311	\$734.951	\$832.282	\$1,206.489	\$838.712	\$836.141	\$1,111.012	\$827.534	\$865.087	\$902.311	\$10,809.769
Net Surplus/(Deficit)	(\$445.818)	(\$430.540)	(\$611.724)	(\$330.024)	(\$400.808)	(\$777.706)	(\$424.481)	(\$410.073)	(\$692.346)	(\$387.985)	(\$448.946)	(\$480.004)	(\$5,840.455)

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2017 Mid-Year Forecast
Accrual Statement of Operations By Category
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	85.069	93.930	130.204	136.041	113.046	95.974	98.034	102.332	148.461	104.153	85.152	84.064	1,276.460
Total Revenues	\$85.069	\$93.930	\$130.204	\$136.041	\$113.046	\$95.974	\$98.034	\$102.332	\$148.461	\$104.153	\$85.152	\$84.064	\$1,276.460
Operating Expenses													
Labor:													
Payroll	\$32.809	\$34.307	\$45.065	\$46.002	\$39.481	\$41.364	\$41.002	\$42.959	\$51.825	\$44.510	\$46.360	\$47.882	\$513.566
Overtime	8.328	10.440	16.734	20.437	15.591	6.715	7.273	7.330	21.322	6.929	(3.125)	(5.986)	111.986
Total Salaries & Wages	\$41.136	\$44.746	\$61.799	\$66.439	\$55.071	\$48.079	\$48.276	\$50.289	\$73.147	\$51.439	\$43.234	\$41.896	\$625.551
Health and Welfare	2.026	1.893	1.838	1.917	2.516	0.728	1.879	1.879	1.879	1.879	1.879	2.096	22.409
OPEB Current Payments	0.672	0.693	1.534	0.947	0.793	(0.097)	0.771	0.771	0.771	0.771	0.771	0.771	9.171
Pension	2.715	2.660	2.660	2.660	2.870	4.863	2.933	3.005	3.005	3.005	3.005	3.005	36.386
Other Fringe Benefits	12.548	14.068	19.844	20.439	16.610	16.432	15.684	16.474	22.527	17.083	15.032	15.191	201.932
Total Fringe Benefits	\$17.961	\$19.314	\$25.876	\$25.963	\$22.789	\$21.927	\$21.268	\$22.129	\$28.182	\$22.738	\$20.687	\$21.063	\$269.897
Reimbursable Overhead	15.967	18.382	28.087	33.814	25.475	18.818	19.114	20.166	37.272	20.297	12.154	11.290	260.837
Total Labor Expenses	\$75.064	\$82.442	\$115.762	\$126.217	\$103.336	\$88.824	\$88.657	\$92.584	\$138.601	\$94.474	\$76.075	\$74.249	\$1,156.286
Non-Labor:													
Electric Power	\$0.053	\$0.057	\$0.060	\$0.050	\$0.054	(\$0.149)	\$0.020	\$0.021	\$0.020	\$0.021	\$0.020	\$0.021	\$0.252
Fuel	0.002	0.002	0.001	0.001	0.001	(0.007)	0.027	0.050	0.010	0.010	0.010	0.012	0.119
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.499	2.881	2.983	2.560	3.134	0.935	2.781	2.913	3.183	2.773	2.921	2.814	34.377
Professional Services Contracts	0.352	0.323	1.236	1.197	0.511	2.330	0.670	0.695	0.902	0.905	0.670	1.398	11.189
Materials and Supplies	4.898	7.753	9.807	5.772	5.682	6.663	5.719	5.911	5.573	5.810	5.296	5.396	74.278
Other Business Expenses	0.201	0.472	0.355	0.244	0.328	(2.622)	0.159	0.159	0.171	0.159	0.159	0.173	(0.042)
Total Non-Labor Expenses	\$10.005	\$11.488	\$14.442	\$9.824	\$9.711	\$7.150	\$9.377	\$9.748	\$9.859	\$9.679	\$9.077	\$9.814	\$120.174
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$85.069	\$93.930	\$130.204	\$136.041	\$113.046	\$95.974	\$98.034	\$102.332	\$148.461	\$104.153	\$85.152	\$84.064	\$1,276.460
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2017 Mid-Year Forecast
Accrual Statement of Operations By Category
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable / Reimbursable													
Operating Revenue													
<u>Farebox Revenue</u>													
Subway	\$265.834	\$247.119	\$299.079	\$282.980	\$299.388	\$301.195	\$286.585	\$295.786	\$292.079	\$310.026	\$292.133	\$299.630	\$3,471.836
Bus	74.312	70.380	83.141	77.708	83.028	82.074	82.257	84.815	81.194	84.049	78.587	77.244	958.788
Paratransit	1.399	1.299	1.466	1.480	1.529	1.678	1.554	1.631	1.557	1.639	1.585	1.539	18.357
Fare Media Liability	6.125	6.125	6.125	6.125	6.125	6.125	6.125	6.125	6.125	6.125	6.125	6.125	73.500
Farebox Revenue	\$347.670	\$324.923	\$389.811	\$368.293	\$390.071	\$391.073	\$376.521	\$388.357	\$380.956	\$401.839	\$378.430	\$384.538	\$4,522.480
<u>Other Operating Revenue</u>													
Fare Reimbursement	7.685	7.152	9.665	6.792	9.361	6.195	6.195	6.195	6.195	6.195	6.195	6.194	84.016
Paratransit Reimbursement	14.991	13.904	13.860	14.950	16.173	15.189	15.189	15.189	15.189	15.189	15.189	15.189	180.200
Other	17.071	19.187	1.251	14.892	15.869	16.327	16.327	16.327	16.327	16.327	16.327	16.387	182.618
Other Operating Revenue	\$39.747	\$40.243	\$24.777	\$36.634	\$41.403	\$37.710	\$37.710	\$37.710	\$37.710	\$37.710	\$37.710	\$37.770	\$446.834
Capital and Other Reimbursements	85.069	93.930	130.204	136.041	113.046	95.974	98.034	102.332	148.461	104.153	85.152	84.064	1,276.460
Total Revenues	\$472.486	\$459.095	\$544.791	\$540.968	\$544.520	\$524.757	\$512.265	\$528.400	\$567.126	\$543.702	\$501.293	\$506.371	\$6,245.774
Operating Expenses													
<u>Labor:</u>													
Payroll	\$315.856	\$288.173	\$321.354	\$297.021	\$324.163	\$309.387	\$320.178	\$322.567	\$313.805	\$313.764	\$337.715	\$335.884	\$3,799.867
Overtime	53.440	51.207	64.449	55.276	62.041	43.671	44.782	46.004	53.682	47.324	36.626	39.114	597.618
Total Salaries & Wages	\$369.296	\$339.380	\$385.803	\$352.297	\$386.204	\$353.059	\$364.960	\$368.571	\$367.487	\$361.088	\$374.341	\$374.998	\$4,397.485
Health and Welfare	68.390	79.590	52.416	67.054	74.455	78.768	76.228	76.740	76.248	76.146	75.997	84.886	886.918
OPEB Current Payments	35.735	36.358	44.249	17.985	41.810	35.483	37.726	37.726	37.726	37.726	37.726	27.243	427.493
Pension	81.756	79.892	79.903	79.890	79.891	80.244	80.183	80.169	80.312	80.226	81.290	80.201	963.958
Other Fringe Benefits	59.218	56.354	63.000	57.718	60.018	61.199	56.623	56.756	61.293	57.745	58.780	61.924	710.628
Total Fringe Benefits	\$245.099	\$252.193	\$239.568	\$222.647	\$256.173	\$255.694	\$250.761	\$251.392	\$255.580	\$251.844	\$253.793	\$254.254	\$2,988.997
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$614.395	\$591.572	\$625.371	\$574.944	\$642.377	\$608.753	\$615.722	\$619.963	\$623.067	\$612.932	\$628.134	\$629.252	\$7,386.482
<u>Non-Labor:</u>													
Electric Power	\$27.682	\$24.055	\$22.302	\$20.859	\$20.772	\$23.171	\$24.513	\$23.236	\$24.016	\$22.769	\$22.453	\$24.870	\$280.698
Fuel	8.446	7.864	7.733	9.452	8.019	7.357	6.903	6.873	3.148	6.840	7.590	7.403	87.627
Insurance	6.053	6.053	6.195	6.195	6.195	4.764	6.223	6.223	6.223	6.224	6.369	6.368	73.087
Claims	12.205	12.205	12.205	12.205	12.205	23.203	14.038	14.038	14.038	14.038	14.038	14.038	168.455
Paratransit Service Contracts	31.075	29.446	32.123	30.949	33.001	34.368	33.940	35.049	34.404	35.313	34.396	35.396	399.459
Maintenance and Other Operating Contracts	18.543	20.551	23.143	20.322	19.359	30.412	25.757	25.779	22.258	20.318	29.579	32.100	288.120
Professional Services Contracts	15.151	9.195	16.429	14.782	14.897	19.008	17.420	14.021	14.488	17.679	14.344	18.202	185.617
Materials and Supplies	33.061	37.089	38.644	27.892	36.618	30.987	32.686	32.562	31.939	32.685	29.257	24.480	387.899
Other Business Expenses	6.076	5.986	8.186	7.774	6.267	3.107	6.690	6.723	7.013	6.579	6.620	6.785	77.806
Total Non-Labor Expenses	\$158.292	\$152.444	\$166.959	\$150.430	\$157.332	\$176.378	\$168.169	\$164.504	\$157.526	\$162.446	\$164.644	\$169.643	\$1,948.768
<u>Other Expense Adjustments:</u>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$772.686	\$744.017	\$792.330	\$725.374	\$799.710	\$785.130	\$783.891	\$784.467	\$780.593	\$775.378	\$792.779	\$798.895	\$9,335.249
Depreciation	\$145.618	\$145.618	\$71.506	\$145.618	\$145.618	\$188.534	\$152.855	\$154.006	\$155.158	\$156.309	\$157.460	\$159.762	\$1,778.062
OPEB Liability Adjustment	0.000	0.000	288.958	0.000	0.000	332.519	0.000	0.000	323.722	0.000	0.000	323.722	1,268.921
GASB 68 Pension Expense Adjustment	0.000	0.000	3.720	0.000	0.000	(3.720)	0.000	0.000	0.000	0.000	0.000	(296.004)	(296.003)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$918.304	\$889.635	\$1,156.514	\$870.992	\$945.328	\$1,302.463	\$936.746	\$938.473	\$1,259.473	\$931.687	\$950.239	\$986.375	\$12,086.229
Net Surplus/(Deficit)	(\$445.818)	(\$430.540)	(\$611.724)	(\$330.024)	(\$400.808)	(\$777.706)	(\$424.481)	(\$410.073)	(\$692.346)	(\$387.985)	(\$448.946)	(\$480.004)	(\$5,840.455)

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2017 Mid-Year Forecast
Cash Receipts and Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Receipts and Expenditures													
Receipts													
Farebox Revenue	\$360.169	\$332.455	\$394.543	\$362.256	\$377.646	\$394.708	\$380.703	\$385.185	\$382.533	\$395.656	\$384.845	\$381.983	\$4,532.680
<u>Other Operating Revenue:</u>													
Fare Reimbursement	0.000	0.000	0.000	0.000	6.313	58.400	9.901	4.020	(0.522)	3.191	(2.209)	4.925	84.016
Paratransit Reimbursement	39.475	3.156	36.270	2.025	3.115	33.949	3.365	3.365	3.365	3.365	41.977	3.492	176.920
Other	3.383	3.009	3.830	3.331	4.168	5.530	5.530	5.530	5.530	5.530	5.530	9.643	60.543
Other Operating Revenue	\$42.858	\$6.165	\$40.101	\$5.356	\$13.596	\$97.878	\$18.796	\$12.915	\$8.373	\$12.086	\$45.297	\$18.060	\$321.479
Capital and Other Reimbursements	59.439	81.358	88.046	114.116	133.173	115.974	118.034	122.332	168.461	124.153	79.106	205.427	1,409.620
Total Receipts	\$462.466	\$419.977	\$522.689	\$481.728	\$524.415	\$608.560	\$517.532	\$520.432	\$559.366	\$531.894	\$509.249	\$605.470	\$6,263.779
Expenditures													
<u>Labor:</u>													
Payroll	\$281.188	\$286.128	\$284.517	\$276.798	\$310.795	\$416.983	\$283.451	\$298.604	\$288.679	\$277.057	\$467.980	\$300.843	\$3,773.022
Overtime	53.440	51.207	64.449	55.276	62.041	43.671	44.782	46.004	53.682	47.324	36.626	39.114	597.618
Total Salaries and Wages	\$334.628	\$337.335	\$348.966	\$332.074	\$372.836	\$460.655	\$328.233	\$344.608	\$342.360	\$324.381	\$504.606	\$339.957	\$4,370.640
Health and Welfare	61.517	48.657	96.738	62.992	64.719	78.768	76.228	76.740	76.248	76.146	75.997	90.631	885.381
OPEB Current Payments	35.735	36.358	44.249	17.985	41.810	35.483	37.726	37.726	37.726	37.726	37.726	27.243	427.493
Pension	81.695	79.888	79.885	79.886	79.884	80.244	80.183	80.169	80.312	80.226	81.290	80.295	963.958
Other Fringe Benefits	36.734	37.507	37.628	37.407	39.835	64.767	23.186	37.383	39.537	34.756	61.918	27.387	478.044
Total Fringe Benefits	\$215.681	\$202.409	\$258.500	\$198.270	\$226.247	\$259.261	\$217.324	\$232.019	\$233.823	\$228.855	\$256.931	\$225.555	\$2,754.875
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$550.309	\$539.743	\$607.466	\$530.344	\$599.083	\$719.916	\$545.557	\$576.627	\$576.184	\$553.236	\$761.538	\$565.513	\$7,125.516
<u>Non-Labor:</u>													
Electric Power	\$21.825	\$22.961	\$24.914	\$22.558	\$20.858	\$25.725	\$24.513	\$23.236	\$24.016	\$22.769	\$22.453	\$24.870	\$280.698
Fuel	7.634	7.620	8.970	7.884	7.520	7.918	7.124	7.093	3.369	7.061	7.810	7.624	87.627
Insurance	28.327	0.192	5.176	0.000	13.994	0.133	3.692	11.106	0.000	3.394	8.906	(0.003)	74.919
Claims	10.610	9.911	8.134	6.907	4.864	19.166	10.001	10.001	10.001	10.000	10.000	10.000	119.594
Paratransit Service Contracts	35.011	28.579	34.918	29.074	31.741	33.868	33.940	35.049	33.904	35.313	34.396	33.990	399.782
Maintenance and Other Operating Contracts	16.282	20.254	24.512	27.071	11.641	28.412	25.757	25.779	22.258	20.318	29.579	55.358	307.220
Professional Services Contracts	11.485	16.629	23.214	(0.036)	23.326	20.113	14.420	14.021	14.488	14.679	14.344	12.187	178.871
Materials and Supplies	24.515	37.314	34.017	39.034	34.002	32.820	32.686	30.562	29.939	30.685	27.257	19.491	372.321
Other Business Expenses	6.776	6.207	7.628	6.913	7.571	2.301	6.690	6.723	7.013	6.579	6.620	6.785	77.806
Total Non-Labor Expenditures	\$162.465	\$149.667	\$171.482	\$139.405	\$155.516	\$170.457	\$158.822	\$163.570	\$144.987	\$150.798	\$161.364	\$170.303	\$1,898.838
<u>Other Expenditure Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$712.773	\$689.411	\$778.948	\$669.749	\$754.600	\$890.372	\$704.379	\$740.198	\$721.171	\$704.035	\$922.902	\$735.815	\$9,024.353
Net Cash Balance	(\$250.307)	(\$269.434)	(\$256.261)	(\$188.021)	(\$230.185)	(\$281.812)	(\$186.847)	(\$219.766)	(\$161.805)	(\$172.140)	(\$413.653)	(\$130.344)	(\$2,760.575)

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2017 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Flow Adjustments													
Receipts													
Farebox Revenue	\$12.499	\$7.532	\$4.732	(\$6.037)	(\$12.425)	\$3.635	\$4.182	(\$3.172)	\$1.577	(\$6.183)	\$6.415	(\$2.555)	\$10.200
<u>Other Operating Revenue:</u>													
Fare Reimbursement	(7.685)	(7.152)	(9.665)	(6.792)	(3.048)	52.205	3.706	(2.175)	(6.717)	(3.004)	(8.404)	(1.269)	0.000
Paratransit Reimbursement	24.484	(10.748)	22.410	(12.925)	(13.058)	18.760	(11.824)	(11.824)	(11.824)	(11.824)	26.788	(11.697)	(3.280)
Other	(13.688)	(16.178)	2.579	(11.561)	(11.701)	(10.797)	(10.797)	(10.797)	(10.797)	(10.797)	(10.797)	(6.744)	(122.075)
Other Operating Revenue	\$3.111	(\$34.078)	\$15.324	(\$31.278)	(\$27.807)	\$60.168	(\$18.915)	(\$24.796)	(\$29.338)	(\$25.625)	\$7.587	(\$19.710)	(\$125.355)
Capital and Other Reimbursements	(25.630)	(12.572)	(42.158)	(21.925)	20.127	20.000	20.000	20.000	20.000	20.000	(6.046)	121.364	133.160
Total Receipts	(\$10.020)	(\$39.118)	(\$22.102)	(\$59.240)	(\$20.105)	\$83.803	\$5.267	(\$7.968)	(\$7.761)	(\$11.808)	\$7.956	\$99.098	\$18.005
Expenditures													
<u>Labor:</u>													
Payroll	\$34.668	\$2.045	\$36.837	\$20.223	\$13.368	(\$107.596)	\$36.727	\$23.963	\$25.126	\$36.707	(\$130.265)	\$35.041	\$26.844
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Salaries and Wages	\$34.668	\$2.045	\$36.837	\$20.223	\$13.368	(\$107.596)	\$36.727	\$23.963	\$25.126	\$36.707	(\$130.265)	\$35.041	\$26.844
Health and Welfare	6.873	30.933	(44.322)	4.062	9.736	0.000	0.000	0.000	0.000	0.000	0.000	(5.744)	1.538
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.061	0.004	0.018	0.004	0.007	0.000	0.000	0.000	0.000	0.000	0.000	(0.094)	0.000
Other Fringe Benefits	22.484	18.847	25.372	20.311	20.183	(3.567)	33.438	19.373	21.757	22.989	(3.138)	34.537	232.584
Total Fringe Benefits	\$29.418	\$49.784	(\$18.932)	\$24.377	\$29.926	(\$3.567)	\$33.438	\$19.373	\$21.757	\$22.989	(\$3.138)	\$28.699	\$234.122
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$64.086	\$51.829	\$17.905	\$44.600	\$43.294	(\$111.163)	\$70.165	\$43.336	\$46.883	\$59.696	(\$133.403)	\$63.739	\$260.966
<u>Non-Labor:</u>													
Electric Power	\$5.857	\$1.094	(\$2.612)	(\$1.699)	(\$0.086)	(\$2.554)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.812	0.244	(1.237)	1.568	0.499	(0.561)	(0.221)	(0.221)	(0.221)	(0.221)	(0.221)	(0.221)	0.000
Insurance	(22.274)	5.861	1.019	6.195	(7.799)	4.631	2.531	(4.883)	6.223	2.830	(2.537)	6.371	(1.832)
Claims	1.595	2.294	4.071	5.298	7.341	4.037	4.037	4.037	4.037	4.038	4.038	4.038	48.861
Paratransit Service Contracts	(3.936)	0.867	(2.795)	1.875	1.260	0.500	0.000	0.000	0.500	0.000	0.000	1.406	(0.323)
Maintenance and Other Operating Contracts	2.261	0.297	(1.369)	(6.749)	7.718	2.000	0.000	0.000	0.000	0.000	0.000	(23.258)	(19.100)
Professional Services Contracts	3.666	(7.434)	(6.785)	14.818	(8.429)	(1.105)	3.000	0.000	0.000	3.000	0.000	6.015	6.746
Materials and Supplies	8.546	(0.225)	4.627	(11.142)	2.616	(1.833)	0.000	2.000	2.000	2.000	2.000	4.989	15.578
Other Business Expenses	(0.700)	(0.221)	0.558	0.861	(1.304)	0.806	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	(\$4.173)	\$2.777	(\$4.523)	\$11.025	\$1.816	\$5.921	\$9.347	\$0.933	\$12.539	\$11.647	\$3.280	(\$0.660)	\$49.930
<u>Other Expenditure Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$59.913	\$54.606	\$13.382	\$55.625	\$45.110	(\$105.242)	\$79.512	\$44.269	\$59.422	\$71.343	(\$130.123)	\$63.079	\$310.896
Total Cash Conversion before Non-Cash Liability Adjs.	\$49.893	\$15.488	(\$8.720)	(\$3.615)	\$25.005	(\$21.439)	\$84.779	\$36.301	\$51.662	\$59.535	(\$122.167)	\$162.178	\$328.901
Depreciation	\$145.618	\$145.618	\$71.505	\$145.618	\$145.618	\$188.534	\$152.855	\$154.006	\$155.158	\$156.309	\$157.460	\$159.763	\$1,778.062
OPEB Liability Adjustment	0.000	0.000	288.958	0.000	0.000	332.519	0.000	0.000	323.722	0.000	0.000	323.722	1,268.921
GASB 68 Pension Expense Adjustment	0.000	0.000	3.720	0.000	0.000	(3.720)	0.000	0.000	0.000	0.000	0.000	(296.003)	(296.003)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$195.511	\$161.106	\$355.463	\$142.003	\$170.623	\$495.894	\$237.634	\$190.307	\$530.542	\$215.844	\$35.293	\$349.659	\$3,079.880

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2017 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime Expenses
(\$ in millions)

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
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NON-REIMBURSABLE OVERTIME

Scheduled Service	\$11.265	\$10.239	\$11.770	\$10.932	\$11.744	\$12.107	\$11.218	\$11.863	\$11.620	\$12.367	\$11.953	\$11.768	\$138.844
Unscheduled Service	9.887	9.302	9.221	10.424	10.404	10.526	10.125	10.503	10.080	10.294	9.912	13.360	124.038
Programmatic/Routine Maintenance	18.525	12.095	5.981	11.803	19.360	10.473	10.688	10.787	6.827	13.916	13.946	14.839	149.242
Unscheduled Maintenance	0.000	0.000	0.000	0.000	0.000	0.000	1.596	1.696	0.032	0.000	0.000	0.000	3.323
Vacancy/Absentee Coverage	2.170	3.822	10.427	0.200	3.787	2.978	2.978	2.978	2.978	2.978	2.978	2.978	41.252
Weather Emergencies	2.633	4.702	9.736	0.521	0.449	0.115	0.145	0.078	0.063	0.078	0.189	1.374	20.082
Safety/Security/Law Enforcement	0.314	0.231	0.211	0.215	0.289	0.346	0.363	0.364	0.364	0.364	0.364	0.364	3.787
Other	0.319	0.376	0.371	0.746	0.417	0.411	0.396	0.405	0.396	0.400	0.409	0.417	5.063
Subtotal	\$45.113	\$40.767	\$47.716	\$34.840	\$46.451	\$36.957	\$37.509	\$38.674	\$32.359	\$40.395	\$39.751	\$45.100	\$485.632
REIMBURSABLE OVERTIME	\$8.328	\$10.440	\$16.734	\$20.437	\$15.591	\$6.715	\$7.273	\$7.330	\$21.322	\$6.929	(\$3.125)	(\$5.986)	\$111.986
TOTAL OVERTIME	\$53.441	\$51.207	\$64.450	\$55.277	\$62.042	\$43.671	\$44.782	\$46.004	\$53.681	\$47.324	\$36.626	\$39.114	\$597.618

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2017 Mid-Year Forecast
Ridership and Traffic Volume (Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Subway	140.333	130.539	151.445	143.367	153.491	151.458	139.734	143.788	146.476	157.200	147.802	150.049	1,755.681
Bus	49.629	46.732	53.492	49.647	54.521	51.841	48.908	50.121	51.798	54.854	50.953	49.473	611.969
Paratransit	0.692	0.657	0.743	0.746	0.789	0.831	0.769	0.807	0.771	0.811	0.785	0.762	9.163
Total Ridership	190.654	177.928	205.680	193.761	208.801	204.129	189.411	194.717	199.045	212.865	199.539	200.284	2,376.813
<u>FAREBOX REVENUE</u> <u>(Excluding fare media liability)</u>													
Subway	\$265.834	\$247.119	\$299.079	\$282.980	\$299.388	\$301.195	\$286.585	\$295.786	\$292.079	\$310.026	\$292.133	\$299.630	\$3,471.836
Bus	74.312	70.380	83.141	77.708	83.028	82.074	82.257	84.815	81.194	84.049	78.587	77.244	958.788
Paratransit	1.399	1.299	1.466	1.480	1.529	1.678	1.554	1.631	1.557	1.639	1.585	1.539	18.357
Total Farebox Revenue	\$341.545	\$318.798	\$383.686	\$362.168	\$383.946	\$384.948	\$370.396	\$382.232	\$374.831	\$395.714	\$372.305	\$378.413	\$4,448.980

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2017 Mid-Year Forecast
Non-Reimbursable - Reimbursable Positions By Function and Department
Full-Time Positions and Full-Time Equivalents

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	Act					Mid Year						
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	EOY
Administration:												
Office of the President	45	45	38	37	36	36	33	33	33	33	33	33
Law	292	294	297	292	290	320	320	320	320	320	320	320
Office of the EVP	43	44	44	46	44	54	54	54	54	54	54	54
Human Resources	236	237	236	238	236	238	234	234	234	238	238	238
Office of Management and Budget	43	42	39	39	39	44	43	43	43	43	43	43
Capital Planning and Budget	31	31	32	31	31	35	35	35	35	35	35	35
Corporate Communications	246	250	250	251	249	279	278	278	278	278	278	278
Non-Departmental	1	1	1	1	1	(33)	(33)	(33)	(33)	(33)	(33)	(32)
Labor Relations	92	92	93	89	92	97	97	97	97	97	97	97
Material	272	272	271	270	268	239	239	239	239	239	239	239
Controller	126	126	122	122	124	127	128	128	128	128	128	128
Total Administration	1,427	1,433	1,422	1,414	1,408	1,435	1,427	1,427	1,427	1,431	1,431	1,433
Operations:												
Subways Service Delivery	8,275	8,272	8,535	8,617	8,596	8,673	8,802	8,802	8,823	8,836	8,834	8,773
Subways Operations Support/Admin	407	411	412	414	419	432	431	431	431	431	431	403
Subways Stations	2,609	2,604	2,560	2,534	2,550	2,672	2,660	2,660	2,660	2,642	2,642	2,638
SubTotal Subways	11,291	11,286	11,507	11,565	11,565	11,777	11,893	11,893	11,914	11,909	11,907	11,814
Buses	10,880	10,870	10,829	10,890	11,001	11,100	11,179	11,183	11,161	11,113	11,113	11,113
Paratransit	198	198	196	195	197	213	213	213	213	213	213	213
Operations Planning	379	379	373	376	371	406	398	398	398	398	398	399
Revenue Control	562	554	553	551	547	573	573	573	573	573	573	573
Non-Departmental	0	0	0	0	0	0	0	0	0	0	0	0
Total Operations	23,310	23,287	23,458	23,577	23,681	24,069	24,256	24,260	24,259	24,206	24,204	24,112
Maintenance:												
Subways Operations Support/Admin	135	134	137	134	146	136	139	139	147	147	147	146
Subways Engineering	352	358	365	363	367	393	392	391	391	391	391	391
Subways Car Equipment	4,484	4,510	4,536	4,549	4,555	4,552	4,579	4,587	4,587	4,569	4,476	4,473
Subways Infrastructure	1,577	1,567	1,577	1,598	1,596	1,705	1,707	1,694	1,702	1,702	1,702	1,702
Subways Elevators & Escalators	426	422	415	416	418	478	479	479	479	479	479	479
Subways Stations	3,763	3,784	3,717	3,666	3,803	3,866	3,868	3,868	3,869	3,857	3,857	3,857
Subways Track	2,828	2,834	2,815	2,805	2,835	2,849	2,889	2,889	2,889	2,889	2,889	2,889
Subways Power	602	600	599	598	599	598	598	598	598	598	598	598
Subways Signals	1,471	1,463	1,466	1,461	1,469	1,526	1,536	1,536	1,536	1,536	1,536	1,536
Subways Electronic Maintenance	1,558	1,552	1,546	1,557	1,588	1,680	1,664	1,664	1,664	1,664	1,664	1,664
Subtotal Subways	17,195	17,223	17,172	17,146	17,355	17,783	17,851	17,845	17,862	17,832	17,739	17,735
Buses	3,615	3,612	3,633	3,630	3,648	3,649	3,664	3,672	3,658	3,672	3,672	3,680
Supply Logistics	566	560	560	559	568	570	574	574	574	574	574	574
System Safety	82	83	88	87	89	99	98	98	98	98	98	98
Non-Departmental	17	17	17	17	17	(111)	(111)	(111)	(111)	(111)	(111)	(111)
Total Maintenance	21,476	21,495	21,470	21,439	21,677	21,990	22,075	22,078	22,081	22,065	21,972	21,976
Engineering:												
Capital Program Management	1,392	1,399	1,397	1,413	1,421	1,358	1,358	1,358	1,358	1,358	1,358	1,358
Total Engineering/Capital	1,392	1,399	1,397	1,413	1,421	1,358	1,358	1,358	1,358	1,358	1,358	1,358
Public Safety:												
Security	664	652	648	647	645	652	652	652	652	654	654	654
Total Public Safety	664	652	648	647	645	652	652	652	652	654	654	654
Total Positions	48,270	48,267	48,395	48,490	48,832	49,504	49,769	49,775	49,777	49,714	49,619	49,533
NON_REIMB	43,823	44,103	42,730	43,063	43,512	43,835	43,957	43,956	44,120	44,061	44,102	43,997
REIMBURSABLE	4,447	4,164	5,665	5,427	5,321	5,669	5,812	5,819	5,657	5,653	5,517	5,536
Total Full-Time	48,020	48,009	48,129	48,232	48,571	49,295	49,569	49,575	49,577	49,514	49,419	49,331
Total Full-Time Equivalents	250	258	266	258	261	209	200	200	200	200	200	202

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MTA NEW YORK CITY TRANSIT
July Financial Plan - 2017 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	449	447	444	446	440	511	508	508	508	509	509	509
Professional/Technical/Clerical	956	963	955	945	944	895	890	890	890	893	893	895
Operational Hourlies	22	23	23	23	24	29	29	29	29	29	29	29
Total Administration Headcount	1,427	1,433	1,422	1,414	1,408	1,435	1,427	1,427	1,427	1,431	1,431	1,433
Operations												
Managers/Supervisors	2,700	2,681	2,716	2,725	2,764	2,863	2,878	2,881	2,869	2,883	2,881	2,843
Professional/Technical/Clerical	489	490	488	491	490	507	507	507	507	507	507	508
Operational Hourlies	20,122	20,116	20,255	20,361	20,427	20,699	20,871	20,872	20,882	20,816	20,816	20,761
Total Operations Headcount	23,311	23,287	23,459	23,577	23,681	24,069	24,256	24,260	24,259	24,206	24,204	24,112
Maintenance												
Managers/Supervisors	3,907	3,893	3,867	3,870	3,878	3,939	3,960	3,960	3,965	3,970	3,959	3,963
Professional/Technical/Clerical	1,033	1,036	1,064	1,062	1,089	1,142	1,139	1,144	1,141	1,146	1,146	1,149
Operational Hourlies	16,535	16,566	16,539	16,507	16,710	16,909	16,976	16,974	16,975	16,949	16,867	16,864
Total Maintenance Headcount	21,475	21,495	21,470	21,439	21,677	21,990	22,075	22,078	22,081	22,065	21,972	21,976
Engineering / Capital												
Managers/Supervisors	338	343	344	345	344	339	339	339	339	339	339	339
Professional/Technical/Clerical	1,052	1,054	1,051	1,066	1,075	1,017	1,017	1,017	1,017	1,017	1,017	1,017
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
Total Engineering Headcount	1,392	1,399	1,397	1,413	1,421	1,358	1,358	1,358	1,358	1,358	1,358	1,358
Public Safety												
Managers/Supervisors	274	273	274	276	275	275	275	275	275	276	276	276
Professional, Technical, Clerical	38	35	34	36	36	41	41	41	41	42	42	42
Operational Hourlies	352	344	340	335	334	336	336	336	336	336	336	336
Total Public Safety Headcount	664	652	648	647	645	652	652	652	652	654	654	654
Total Positions												
Managers/Supervisors	7,668	7,637	7,645	7,662	7,701	7,927	7,960	7,963	7,956	7,977	7,964	7,930
Professional, Technical, Clerical	3,568	3,578	3,592	3,600	3,634	3,602	3,594	3,599	3,596	3,605	3,605	3,611
Operational Hourlies	37,033	37,051	37,159	37,228	37,497	37,975	38,215	38,213	38,224	38,132	38,050	37,992
Total Positions	48,269	48,266	48,396	48,490	48,832	49,504	49,769	49,775	49,777	49,714	49,619	49,533



SPECIAL REPORTS AND PRESENTATIONS: SIR 2017 MID-YEAR FORECAST MONTHLY ALLOCATION

Monthly allocation of MTA Staten Island Railway's 2017 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2017 Mid-Year Forecast
Accrual Statement of Operations By Category
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.511	\$0.475	\$0.568	\$0.544	\$0.607	\$0.613	\$0.564	\$0.611	\$0.582	\$0.615	\$0.570	\$0.532	\$6.793
Other Operating Revenue	0.314	0.221	0.113	(0.009)	0.446	0.185	0.189	0.189	0.189	0.189	0.189	0.189	2.407
Total Revenues	\$0.824	\$0.696	\$0.682	\$0.535	\$1.053	\$0.798	\$0.754	\$0.800	\$0.772	\$0.805	\$0.759	\$0.722	\$9.200
Operating Expenses													
Labor:													
Payroll	\$1.679	\$1.358	\$2.167	\$1.592	\$2.043	\$2.029	\$2.076	\$2.046	\$1.976	\$2.017	\$2.149	\$2.017	\$23.148
Overtime	0.228	0.408	0.687	(0.010)	0.250	0.249	0.263	0.276	0.284	0.284	0.232	0.232	3.384
Health and Welfare	0.165	0.341	0.271	0.417	0.114	1.163	0.534	0.534	0.534	0.534	0.534	0.534	5.674
OPEB Current Payments	0.133	0.124	0.278	0.126	0.202	0.011	0.250	0.250	0.250	0.250	0.250	0.250	2.375
Pension	0.000	0.000	1.533	0.511	0.511	0.603	0.605	0.605	0.605	0.605	0.605	0.605	6.789
Other Fringe Benefits	0.242	0.514	0.744	0.417	0.314	0.053	0.563	0.562	0.558	0.561	0.564	0.557	5.649
Reimbursable Overhead	(0.198)	(0.102)	(0.117)	(0.131)	(0.109)	(0.070)	(0.070)	(0.070)	(0.070)	(0.070)	(0.070)	0.587	(0.489)
Total Labor Expenses	\$2.250	\$2.643	\$5.563	\$2.922	\$3.325	\$4.039	\$4.221	\$4.203	\$4.137	\$4.181	\$4.264	\$4.782	\$46.530
Non-Labor:													
Electric Power	(\$0.002)	\$0.782	\$0.396	\$0.305	\$0.267	\$0.232	\$0.303	\$0.303	\$0.303	\$0.303	\$0.303	\$0.303	\$3.797
Fuel	0.028	(0.005)	0.013	0.020	0.012	0.033	0.019	0.019	0.019	0.019	0.019	0.019	0.217
Insurance	0.087	0.260	0.095	0.095	0.026	0.093	0.047	0.047	0.047	0.047	0.047	0.047	0.935
Claims	0.008	0.032	0.020	0.020	0.020	0.007	0.007	0.007	0.007	0.007	0.007	(0.056)	0.088
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.026	1.046	0.986	1.843	1.297	2.157	2.422	2.192	2.192	2.192	2.192	2.192	21.738
Professional Services Contracts	0.013	(0.014)	0.050	0.017	0.042	0.208	0.133	0.133	0.133	0.133	0.133	0.133	1.112
Materials and Supplies	0.000	0.098	0.255	0.122	0.595	0.151	0.167	0.167	0.167	0.167	0.167	(0.146)	1.912
Other Business Expenses	0.018	(0.002)	0.105	0.012	0.099	0.003	0.003	0.003	0.003	0.003	0.003	(0.218)	0.030
Total Non-Labor Expenses	\$1.177	\$2.197	\$1.920	\$2.434	\$2.359	\$2.883	\$3.101	\$2.871	\$2.871	\$2.871	\$2.871	\$2.274	\$29.829
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$3.427	\$4.840	\$7.482	\$5.356	\$5.684	\$6.922	\$7.322	\$7.074	\$7.008	\$7.052	\$7.135	\$7.056	\$76.359
Depreciation	\$0.734	\$0.734	\$0.639	\$0.734	\$1.059	\$0.250	\$0.692	\$0.692	\$0.692	\$0.692	\$0.692	\$0.692	\$8.300
OPEB Liability Adjustment	0.000	0.000	1.827	0.000	0.000	1.923	0.000	0.000	1.875	0.000	0.000	1.875	7.500
GASB 68 Pension Expense Adjustment	0.000	0.000	(1.533)	0.000	0.000	1.550	0.000	0.000	0.142	0.000	0.000	0.142	0.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$4.161	\$5.574	\$8.415	\$6.090	\$6.743	\$10.645	\$8.014	\$7.766	\$9.716	\$7.744	\$7.827	\$9.764	\$92.459
Net Surplus/(Deficit)	(\$3.337)	(\$4.878)	(\$7.733)	(\$5.555)	(\$5.690)	(\$9.848)	(\$7.260)	(\$6.965)	(\$8.945)	(\$6.939)	(\$7.068)	(\$9.043)	(\$83.260)

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2017 Mid-Year Forecast
Accrual Statement of Operations By Category
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.423	0.231	0.258	0.288	0.238	0.251	0.248	0.256	0.253	0.254	0.251	(0.441)	2.510
Total Revenues	\$0.423	\$0.231	\$0.258	\$0.288	\$0.238	\$0.251	\$0.248	\$0.256	\$0.253	\$0.254	\$0.251	(\$0.441)	\$2.510
Operating Expenses													
Labor:													
Payroll	\$0.105	\$0.073	\$0.073	\$0.085	\$0.089	\$0.019	\$0.014	\$0.022	\$0.020	\$0.020	\$0.017	(\$0.016)	\$0.521
Overtime	0.116	0.053	0.065	0.069	0.040	0.173	0.164	0.164	0.164	0.164	0.164	0.164	1.500
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.002)	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.198	0.102	0.117	0.132	0.109	0.070	0.070	0.070	0.070	0.070	0.070	(0.587)	0.489
Total Labor Expenses	\$0.420	\$0.228	\$0.255	\$0.286	\$0.238	\$0.262	\$0.248	\$0.256	\$0.253	\$0.254	\$0.251	(\$0.441)	\$2.510
Non-Labor:													
Electric Power	\$0.002	\$0.000	\$0.000	\$0.002	\$0.000	(\$0.004)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.004	0.002	0.001	0.000	(0.007)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.001	(0.001)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.003	\$0.003	\$0.003	\$0.003	\$0.000	(\$0.011)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$0.423	\$0.231	\$0.258	\$0.288	\$0.238	\$0.251	\$0.248	\$0.256	\$0.253	\$0.254	\$0.251	(\$0.441)	\$2.510
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2017 Mid-Year Forecast
Accrual Statement of Operations By Category
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Non-Reimbursable / Reimbursable</u>													
Operating Revenue													
Farebox Revenue	\$0.511	\$0.475	\$0.568	\$0.544	\$0.607	\$0.613	\$0.564	\$0.611	\$0.582	\$0.615	\$0.570	\$0.532	\$6.793
Other Operating Revenue	0.314	0.221	0.113	(0.009)	0.446	0.185	0.189	0.189	0.189	0.189	0.189	0.189	2.407
Capital and Other Reimbursements	0.423	0.231	0.258	0.288	0.238	0.251	0.248	0.256	0.253	0.254	0.251	(0.441)	2.510
Total Revenues	\$1.247	\$0.927	\$0.939	\$0.824	\$1.291	\$1.049	\$1.002	\$1.057	\$1.025	\$1.059	\$1.010	\$0.280	\$11.710
Operating Expenses													
<u>Labor:</u>													
Payroll	\$1.784	\$1.431	\$2.240	\$1.677	\$2.131	\$2.048	\$2.090	\$2.068	\$1.995	\$2.037	\$2.166	\$2.001	\$23.670
Overtime	0.344	0.461	0.752	0.059	0.290	0.423	0.427	0.440	0.448	0.448	0.396	0.396	4.884
Health and Welfare	0.165	0.341	0.271	0.417	0.114	1.163	0.534	0.534	0.534	0.534	0.534	0.534	5.674
OPEB Current Payments	0.134	0.124	0.278	0.127	0.203	0.011	0.250	0.250	0.250	0.250	0.250	0.248	2.375
Pension	0.000	0.000	1.533	0.511	0.511	0.603	0.605	0.605	0.605	0.605	0.605	0.605	6.789
Other Fringe Benefits	0.242	0.514	0.744	0.417	0.314	0.053	0.563	0.562	0.558	0.561	0.564	0.557	5.649
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$2.670	\$2.871	\$5.818	\$3.208	\$3.564	\$4.301	\$4.469	\$4.459	\$4.390	\$4.435	\$4.515	\$4.340	\$49.040
<u>Non-Labor:</u>													
Electric Power	\$0.000	\$0.782	\$0.397	\$0.307	\$0.267	\$0.227	\$0.303	\$0.303	\$0.303	\$0.303	\$0.303	\$0.303	\$3.797
Fuel	0.028	(0.005)	0.013	0.020	0.012	0.033	0.019	0.019	0.019	0.019	0.019	0.019	0.217
Insurance	0.087	0.260	0.095	0.095	0.026	0.093	0.047	0.047	0.047	0.047	0.047	0.047	0.935
Claims	0.008	0.032	0.020	0.020	0.020	0.007	0.007	0.007	0.007	0.007	0.007	(0.056)	0.088
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.026	1.046	0.986	1.843	1.297	2.157	2.422	2.192	2.192	2.192	2.192	2.192	21.738
Professional Services Contracts	0.013	(0.011)	0.053	0.018	0.042	0.202	0.133	0.133	0.133	0.133	0.133	0.133	1.112
Materials and Supplies	0.001	0.097	0.255	0.122	0.595	0.150	0.167	0.167	0.167	0.167	0.167	(0.146)	1.912
Other Business Expenses	0.018	(0.002)	0.105	0.012	0.099	0.003	0.003	0.003	0.003	0.003	0.003	(0.218)	0.030
Total Non-Labor Expenses	\$1.180	\$2.200	\$1.922	\$2.437	\$2.359	\$2.872	\$3.101	\$2.871	\$2.871	\$2.871	\$2.871	\$2.274	\$29.829
<u>Other Expense Adjustments:</u>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$3.850	\$5.071	\$7.740	\$5.644	\$5.922	\$7.173	\$7.570	\$7.331	\$7.262	\$7.306	\$7.386	\$6.615	\$78.869
Depreciation	\$0.734	\$0.734	\$0.639	\$0.734	\$1.059	\$0.250	\$0.692	\$0.692	\$0.692	\$0.692	\$0.692	\$0.692	\$8.300
OPEB Liability Adjustment	0.000	0.000	1.827	0.000	0.000	1.923	0.000	0.000	1.875	0.000	0.000	1.875	7.500
GASB 68 Pension Expense Adjustment	0.000	0.000	(1.533)	0.000	0.000	1.550	0.000	0.000	0.142	0.000	0.000	0.142	0.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjts.	\$4.584	\$5.805	\$8.673	\$6.378	\$6.981	\$10.896	\$8.262	\$8.022	\$9.970	\$7.998	\$8.077	\$9.323	\$94.969
Net Surplus/(Deficit)	(\$3.337)	(\$4.878)	(\$7.733)	(\$5.555)	(\$5.690)	(\$9.848)	(\$7.260)	(\$6.965)	(\$8.945)	(\$6.939)	(\$7.068)	(\$9.043)	(\$83.260)

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2017 Mid-Year Forecast
Cash Receipts and Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Receipts and Expenditures													
Receipts													
Farebox Revenue	\$0.535	\$0.506	\$0.470	\$0.551	\$0.545	\$0.613	\$0.564	\$0.611	\$0.582	\$0.615	\$0.570	\$0.224	\$6.387
Other Operating Revenue	0.064	0.036	0.057	0.073	1.032	0.185	0.189	0.189	0.189	0.189	0.189	1.282	3.676
Capital and Other Reimbursements	0.284	0.364	0.560	0.002	0.456	0.251	0.248	0.256	0.253	0.254	0.251	1.128	4.307
Total Receipts	\$0.883	\$0.906	\$1.087	\$0.626	\$2.033	\$1.049	\$1.002	\$1.057	\$1.025	\$1.059	\$1.010	\$2.633	\$14.370
Expenditures													
Labor:													
Payroll	\$1.926	\$1.649	\$1.775	\$1.658	\$2.528	\$2.048	\$2.090	\$2.068	\$1.995	\$2.037	\$2.166	\$1.729	\$23.670
Overtime	0.295	0.427	0.508	0.375	0.241	0.423	0.427	0.440	0.448	0.448	0.396	0.456	4.884
Health and Welfare	0.010	0.010	1.581	0.021	0.634	1.163	0.534	0.534	0.534	0.534	0.534	(0.414)	5.674
OPEB Current Payments	0.011	0.093	0.253	0.008	0.097	0.011	0.250	0.250	0.250	0.250	0.250	0.651	2.375
Pension	0.000	0.000	1.533	0.511	0.511	0.603	0.605	0.605	0.605	0.605	0.605	0.605	6.789
Other Fringe Benefits	0.225	0.321	0.282	0.287	0.445	0.053	0.563	0.562	0.558	0.561	0.564	(0.272)	4.149
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$2.467	\$2.500	\$5.932	\$2.860	\$4.456	\$4.301	\$4.469	\$4.459	\$4.390	\$4.435	\$4.515	\$2.755	\$47.540
Non-Labor:													
Electric Power	\$0.337	\$0.389	\$0.392	\$0.346	\$0.307	\$0.227	\$0.303	\$0.303	\$0.303	\$0.303	\$0.303	\$0.284	\$3.797
Fuel	0.015	0.011	0.009	0.010	0.008	0.033	0.019	0.019	0.019	0.019	0.019	0.034	0.217
Insurance	0.496	0.010	0.000	0.000	0.000	0.093	0.047	0.047	0.047	0.047	0.047	0.104	0.935
Claims	0.000	0.250	0.000	0.000	0.000	0.007	0.007	0.007	0.007	0.007	0.007	(0.206)	0.088
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.853	1.296	1.494	1.028	1.138	2.157	2.422	2.192	2.192	2.192	2.192	8.080	28.238
Professional Services Contracts	0.002	0.043	0.023	0.015	0.029	0.202	0.133	0.133	0.133	0.133	0.133	0.135	1.112
Materials and Supplies	0.059	0.128	0.846	0.056	0.774	0.150	0.167	0.167	0.167	0.167	0.167	(0.469)	2.382
Other Business Expenses	0.015	0.008	0.010	0.006	0.012	0.003	0.003	0.003	0.003	0.003	0.003	(0.036)	0.030
Total Non-Labor Expenditures	\$2.777	\$2.135	\$2.774	\$1.461	\$2.268	\$2.872	\$3.101	\$2.871	\$2.871	\$2.871	\$2.871	\$7.927	\$36.799
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$5.244	\$4.635	\$8.706	\$4.321	\$6.724	\$7.173	\$7.570	\$7.331	\$7.262	\$7.306	\$7.386	\$10.682	\$84.339
Net Cash Balance	(\$4.361)	(\$3.729)	(\$7.619)	(\$3.695)	(\$4.691)	(\$6.125)	(\$6.568)	(\$6.273)	(\$6.236)	(\$6.247)	(\$6.376)	(\$8.050)	(\$69.970)

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2017 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Flow Adjustments													
Receipts													
Farebox Revenue	\$0.024	\$0.031	(\$0.098)	\$0.007	(\$0.062)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.308)	(\$0.406)
Other Operating Revenue	(0.250)	(0.185)	(0.056)	0.082	0.586	0.000	0.000	0.000	0.000	0.000	0.000	1.092	1.269
Capital and Other Reimbursements	(0.139)	0.133	0.302	(0.286)	0.218	0.000	0.000	0.000	0.000	0.000	0.000	1.569	1.797
Total Receipts	(\$0.364)	(\$0.021)	\$0.148	(\$0.198)	\$0.742	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.353	\$2.660
Expenditures													
Labor:													
Payroll	(\$0.142)	(\$0.218)	\$0.465	\$0.019	(\$0.397)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.272	\$0.000
Overtime	0.049	0.034	0.244	(0.316)	0.049	0.000	0.000	0.000	0.000	0.000	0.000	(0.060)	0.000
Health and Welfare	0.155	0.331	(1.310)	0.396	(0.520)	0.000	0.000	0.000	0.000	0.000	0.000	0.948	0.000
OPEB Current Payments	0.123	0.031	0.025	0.119	0.106	0.000	0.000	0.000	0.000	0.000	0.000	(0.404)	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.017	0.193	0.462	0.130	(0.131)	0.000	0.000	0.000	0.000	0.000	0.000	0.829	1.500
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.203	\$0.371	(\$0.114)	\$0.348	(\$0.892)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.585	\$1.500
Non-Labor:													
Electric Power	(\$0.337)	\$0.393	\$0.005	(\$0.039)	(\$0.040)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.019	\$0.000
Fuel	0.013	(0.016)	0.004	0.010	0.004	0.000	0.000	0.000	0.000	0.000	0.000	(0.015)	0.000
Insurance	(0.409)	0.250	0.095	0.095	0.026	0.000	0.000	0.000	0.000	0.000	0.000	(0.057)	0.000
Claims	0.008	(0.218)	0.020	0.020	0.020	0.000	0.000	0.000	0.000	0.000	0.000	0.150	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.827)	(0.250)	(0.508)	0.815	0.159	0.000	0.000	0.000	0.000	0.000	0.000	(5.888)	(6.500)
Professional Services Contracts	0.011	(0.054)	0.030	0.003	0.013	0.000	0.000	0.000	0.000	0.000	0.000	(0.002)	0.000
Materials and Supplies	(0.058)	(0.031)	(0.591)	0.066	(0.179)	0.000	0.000	0.000	0.000	0.000	0.000	0.323	(0.470)
Other Business Expenses	0.003	(0.010)	0.095	0.006	0.087	0.000	0.000	0.000	0.000	0.000	0.000	(0.182)	0.000
Total Non-Labor Expenditures	(\$1.597)	\$0.065	(\$0.852)	\$0.976	\$0.091	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$5.653)	(\$6.970)
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	(\$1.394)	\$0.436	(\$0.966)	\$1.323	(\$0.802)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$4.067)	(\$5.470)
Total Cash Conversion before Non-Cash Liability Adjs.	(\$1.758)	\$0.415	(\$0.818)	\$1.126	(\$0.060)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$1.714)	(\$2.810)
Depreciation	\$0.734	\$0.734	\$0.639	\$0.734	\$1.059	\$0.250	\$0.692	\$0.692	\$0.692	\$0.692	\$0.692	\$0.690	\$8.300
OPEB Liability Adjustment	0.000	0.000	1.827	0.000	0.000	1.923	0.000	0.000	1.875	0.000	0.000	1.875	7.500
GASB 68 Pension Expense Adjustment	0.000	0.000	(1.533)	0.000	0.000	1.550	0.000	0.000	0.142	0.000	0.000	0.141	0.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	(\$1.024)	\$1.149	\$0.114	\$1.860	\$0.999	\$3.723	\$0.692	\$0.692	\$2.709	\$0.692	\$0.692	\$0.993	\$13.290

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2017 Mid-Year Forecast
Ridership and Traffic Volume (Utilization)
(in millions)

RIDERSHIP

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Fixed Route	0.381	0.330	0.398	0.350	0.414	0.398	0.325	0.349	0.389	0.428	0.392	0.364	4.519
Total Ridership	0.381	0.330	0.398	0.350	0.414	0.398	0.325	0.349	0.389	0.428	0.392	0.364	4.519

FAREBOX REVENUE

Fixed Route Farebox Revenue	\$0.511	\$0.475	\$0.568	\$0.544	\$0.607	\$0.613	\$0.564	\$0.611	\$0.582	\$0.615	\$0.570	\$0.532	\$6.793
Total Farebox Revenue	\$0.511	\$0.475	\$0.568	\$0.544	\$0.607	\$0.613	\$0.564	\$0.611	\$0.582	\$0.615	\$0.570	\$0.532	\$6.793

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2017 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	13	13	13	14	15	17	17	17	17	17	17	17
Professional/Technical/Clerical	8	8	8	8	8	12	12	12	12	12	12	12
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration Headcount	21	21	21	22	23	29	29	29	29	29	29	29
Operations												
Managers/Supervisors	3	3	3	3	3	5	5	5	5	5	5	5
Professional/Technical/Clerical	2	2	2	2	2	3	3	3	3	3	3	3
Operational Hourlies	105	105	108	110	109	99	99	99	99	99	99	99
Total Operations Headcount	110	110	113	115	114	107	107	107	107	107	107	107
Maintenance												
Managers/Supervisors	13	13	14	14	14	13	15	15	15	15	15	15
Professional/Technical/Clerical	4	3	3	3	3	6	6	6	6	6	6	6
Operational Hourlies	145	145	145	146	146	149	159	159	159	159	159	159
Total Maintenance Headcount	162	161	162	163	163	168	180	180	180	180	180	180
Engineering / Capital												
Managers/Supervisors	2	2	2	2	2	3	3	3	3	3	3	3
Professional/Technical/Clerical	0	0	0	0	0	2	2	2	2	2	2	2
Operational Hourlies	4	4	4	4	4	9	9	9	9	9	9	9
Total Engineering Headcount	6	6	6	6	6	14	14	14	14	14	14	14
Public Safety												
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0	0	0	0	0	0	0
Total Positions												
Managers/Supervisors	31	31	32	33	34	38	40	40	40	40	40	40
Professional, Technical, Clerical	14	13	13	13	13	23	23	23	23	23	23	23
Operational Hourlies	254	254	257	260	259	257	267	267	267	267	267	267
Total Positions	299	298	302	306	306	318	330	330	330	330	330	330



SPECIAL REPORTS AND PRESENTATIONS: MTA BUS COMPANY 2017 MID-YEAR FORECAST MONTHLY ALLOCATION

Monthly allocation of MTA Bus Company's 2017 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

MTA BUS COMPANY
July Financial Plan - 2017 Mid-Year Forecast
Accrual Statement of Operations By Category
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue													
Farebox Revenue	\$15.991	\$15.213	\$20.112	\$16.560	\$19.054	\$18.385	\$17.973	\$19.031	\$17.686	\$18.692	\$17.581	\$17.044	\$213.322
Other Operating Revenue	1.596	1.236	2.234	1.814	1.914	2.018	0.664	0.664	2.018	2.415	2.518	1.998	21.089
Total Revenues	\$17.587	\$16.449	\$22.346	\$18.374	\$20.968	\$20.403	\$18.637	\$19.695	\$19.704	\$21.107	\$20.099	\$19.042	\$234.411
Operating Expenses													
Labor:													
Payroll	\$24.539	\$22.161	\$24.550	\$22.835	\$24.898	\$22.952	\$22.723	\$23.870	\$22.494	\$23.412	\$22.952	\$22.723	\$280.109
Overtime	5.410	4.976	6.427	4.732	5.585	4.627	4.781	4.781	4.627	4.781	4.627	4.821	60.176
Health and Welfare	5.353	5.304	5.325	5.163	5.867	5.138	5.086	5.343	5.035	5.241	5.138	5.086	63.079
OPEB Current Payments	1.878	1.864	1.868	1.700	1.436	2.443	2.418	2.540	2.394	2.491	2.443	2.418	25.893
Pension	3.697	3.661	3.663	3.705	4.476	4.663	4.617	4.850	4.570	4.757	4.663	4.617	51.940
Other Fringe Benefits	5.173	5.221	5.952	5.229	5.410	5.693	5.636	5.921	5.580	5.807	5.693	5.636	66.953
Reimbursable Overhead	(0.123)	(0.058)	(0.165)	(0.031)	(0.217)	0.000	0.000	0.000	0.000	0.000	0.000	0.594	0.000
Total Labor Expenses	\$45.926	\$43.129	\$47.620	\$43.333	\$47.456	\$45.516	\$45.262	\$47.306	\$44.699	\$46.489	\$45.517	\$45.896	\$548.150
Non-Labor:													
Electric Power	\$0.138	\$0.149	\$0.166	\$0.153	\$0.150	\$0.173	\$0.171	\$0.180	\$0.170	\$0.177	\$0.173	\$0.171	\$1.972
Fuel	1.533	1.590	1.906	1.581	1.773	1.665	1.649	1.732	1.732	1.899	1.865	1.854	20.779
Insurance	0.471	0.471	0.471	0.471	0.470	0.487	0.487	0.487	0.487	0.487	0.487	0.487	5.763
Claims	3.000	3.000	3.000	3.600	3.600	1.892	1.892	1.892	1.892	1.892	1.892	1.892	29.447
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.040	1.501	1.775	1.699	3.520	4.187	4.145	4.354	4.103	4.271	4.187	4.145	38.927
Professional Services Contracts	1.735	1.848	2.137	1.716	1.831	2.847	2.818	2.960	2.790	2.904	2.847	2.818	29.250
Materials and Supplies	3.564	3.512	4.247	3.106	4.163	4.601	4.555	4.785	4.509	4.693	4.601	4.555	50.893
Other Business Expenses	0.227	0.277	0.453	0.316	0.285	0.462	0.457	0.480	0.452	0.471	0.462	0.457	4.798
Total Non-Labor Expenses	\$11.708	\$12.348	\$14.155	\$12.642	\$15.793	\$16.314	\$16.175	\$16.872	\$16.135	\$16.793	\$16.514	\$16.380	\$181.828
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$57.634	\$55.477	\$61.775	\$55.975	\$63.249	\$61.830	\$61.437	\$64.178	\$60.835	\$63.282	\$62.031	\$62.276	\$729.978
Depreciation	\$5.890	\$5.890	\$3.136	\$5.080	\$4.682	\$4.175	\$4.175	\$4.175	\$4.175	\$4.175	\$4.175	\$4.175	\$53.901
OPEB Liability Adjustment	6.915	6.915	6.916	6.915	6.915	9.368	9.368	9.368	9.368	9.368	9.368	9.368	100.150
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	5.742	5.742	5.742	5.742	5.742	5.742	80.148	114.600
Environmental Remediation	0.000	0.000	0.141	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.141)	0.000
Total Expenses After Non-Cash Liability Adjs.	\$70.439	\$68.281	\$71.968	\$67.970	\$74.847	\$81.115	\$80.721	\$83.462	\$80.119	\$82.566	\$81.315	\$155.825	\$998.629
Net Surplus/(Deficit)	(\$52.852)	(\$51.833)	(\$49.622)	(\$49.595)	(\$53.879)	(\$60.712)	(\$62.084)	(\$63.767)	(\$60.416)	(\$61.460)	(\$61.216)	(\$136.783)	(\$764.218)

MTA BUS COMPANY
July Financial Plan - 2017 Mid-Year Forecast
Accrual Statement of Operations By Category
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.358	0.187	0.486	0.115	0.629	0.581	0.576	0.605	0.570	0.593	0.581	0.576	5.857
Total Revenues	\$0.358	\$0.187	\$0.486	\$0.115	\$0.629	\$0.581	\$0.576	\$0.605	\$0.570	\$0.593	\$0.581	\$0.576	\$5.857
Operating Expenses													
<u>Labor:</u>													
Payroll	\$0.223	\$0.113	\$0.303	\$0.066	\$0.395	\$0.225	\$0.223	\$0.234	\$0.221	\$0.230	\$0.225	\$0.223	\$2.682
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.064	0.033	0.086	0.018	0.112	0.112	0.111	0.117	0.110	0.114	0.112	0.111	1.101
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.032	0.015	0.043	0.009	0.055	0.049	0.049	0.051	0.048	0.050	0.049	0.049	0.498
Other Fringe Benefits	0.032	0.015	0.042	0.009	0.055	0.047	0.047	0.049	0.046	0.048	0.047	0.047	0.486
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$0.351	\$0.176	\$0.474	\$0.102	\$0.617	\$0.434	\$0.430	\$0.451	\$0.426	\$0.442	\$0.434	\$0.430	\$4.767
<u>Non-Labor:</u>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.033	0.033	0.035	0.033	0.034	0.033	0.033	0.235
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.007	0.011	0.012	0.013	0.012	0.114	0.113	0.119	0.112	0.116	0.114	0.113	0.855
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.007	\$0.011	\$0.012	\$0.013	\$0.012	\$0.147	\$0.146	\$0.153	\$0.144	\$0.150	\$0.147	\$0.146	\$1.090
<u>Other Expense Adjustments:</u>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$0.358	\$0.187	\$0.486	\$0.115	\$0.629	\$0.581	\$0.576	\$0.605	\$0.570	\$0.593	\$0.581	\$0.576	\$5.857
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
July Financial Plan - 2017 Mid-Year Forecast
Accrual Statement of Operations By Category
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable / Reimbursable													
Operating Revenue													
Farebox Revenue	\$15.991	\$15.213	\$20.112	\$16.560	\$19.054	\$18.385	\$17.973	\$19.031	\$17.686	\$18.692	\$17.581	\$17.044	\$213.322
Other Operating Revenue	1.596	1.236	2.234	1.814	1.914	2.018	0.664	0.664	2.018	2.415	2.518	1.998	21.089
Capital and Other Reimbursements	0.358	0.187	0.486	0.115	0.629	0.581	0.576	0.605	0.570	0.593	0.581	0.576	5.857
Total Revenues	\$17.945	\$16.636	\$22.832	\$18.490	\$21.597	\$20.985	\$19.213	\$20.300	\$20.274	\$21.700	\$20.681	\$19.618	\$240.268
Operating Expenses													
Labor:													
Payroll	\$24.761	\$22.274	\$24.853	\$22.901	\$25.293	\$23.177	\$22.946	\$24.105	\$22.715	\$23.641	\$23.177	\$22.946	\$282.791
Overtime	5.410	4.976	6.427	4.732	5.585	4.627	4.781	4.781	4.627	4.781	4.627	4.821	60.176
Health and Welfare	5.417	5.337	5.411	5.181	5.979	5.250	5.198	5.460	5.145	5.355	5.250	5.198	64.180
OPEB Current Payments	1.878	1.864	1.868	1.700	1.436	2.443	2.418	2.540	2.394	2.491	2.443	2.418	25.893
Pension	3.729	3.676	3.706	3.714	4.531	4.712	4.665	4.901	4.618	4.807	4.712	4.665	52.438
Other Fringe Benefits	5.205	5.236	5.994	5.238	5.465	5.741	5.683	5.970	5.626	5.856	5.741	5.683	67.439
Reimbursable Overhead	(0.123)	(0.058)	(0.165)	(0.031)	(0.217)	0.000	0.000	0.000	0.000	0.000	0.000	0.594	0.000
Total Labor Expenses	\$46.277	\$43.305	\$48.094	\$43.435	\$48.073	\$45.950	\$45.692	\$47.757	\$45.125	\$46.931	\$45.951	\$46.326	\$552.917
Non-Labor:													
Electric Power	\$0.138	\$0.149	\$0.166	\$0.153	\$0.150	\$0.173	\$0.171	\$0.180	\$0.170	\$0.177	\$0.173	\$0.171	\$1.972
Fuel	1.533	1.590	1.906	1.581	1.773	1.665	1.649	1.732	1.732	1.899	1.865	1.854	20.779
Insurance	0.471	0.471	0.471	0.471	0.470	0.487	0.487	0.487	0.487	0.487	0.487	0.487	5.763
Claims	3.000	3.000	3.000	3.600	3.600	1.892	1.892	1.892	1.892	1.892	1.892	1.892	29.447
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.040	1.501	1.775	1.699	3.520	4.220	4.178	4.389	4.136	4.305	4.220	4.178	39.162
Professional Services Contracts	1.735	1.848	2.137	1.716	1.831	2.847	2.818	2.960	2.790	2.904	2.847	2.818	29.250
Materials and Supplies	3.571	3.523	4.259	3.119	4.175	4.715	4.668	4.904	4.621	4.809	4.715	4.668	51.748
Other Business Expenses	0.227	0.277	0.453	0.316	0.285	0.462	0.457	0.480	0.452	0.471	0.462	0.457	4.798
Total Non-Labor Expenses	\$11.715	\$12.359	\$14.167	\$12.655	\$15.805	\$16.462	\$16.321	\$17.025	\$16.280	\$16.943	\$16.662	\$16.526	\$182.918
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$57.992	\$55.664	\$62.261	\$56.090	\$63.878	\$62.412	\$62.013	\$64.782	\$61.405	\$63.875	\$62.612	\$62.852	\$735.835
Depreciation	\$5.890	\$5.890	\$3.136	\$5.080	\$4.682	\$4.175	\$4.175	\$4.175	\$4.175	\$4.175	\$4.175	\$4.175	\$53.901
OPEB Liability Adjustment	6.915	6.915	6.916	6.915	6.915	9.368	9.368	9.368	9.368	9.368	9.368	9.368	100.150
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	5.742	5.742	5.742	5.742	5.742	5.742	80.148	114.600
Environmental Remediation	0.000	0.000	0.141	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.141)	0.000
Total Expenses After Non-Cash Liability Adjs.	\$70.797	\$68.468	\$72.454	\$68.085	\$75.476	\$81.696	\$81.297	\$84.067	\$80.690	\$83.159	\$81.897	\$156.401	\$1,004.486
Net Surplus/(Deficit)	(\$52.852)	(\$51.833)	(\$49.622)	(\$49.595)	(\$53.879)	(\$60.712)	(\$62.084)	(\$63.767)	(\$60.416)	(\$61.460)	(\$61.216)	(\$136.783)	(\$764.218)

MTA BUS COMPANY
July Financial Plan - 2017 Mid-Year Forecast
Cash Receipts and Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Cash Receipts and Expenditures</u>													
Receipts													
Farebox Revenue	\$18.444	\$15.164	\$15.544	\$16.446	\$23.391	\$18.385	\$17.973	\$19.031	\$17.686	\$18.692	\$17.581	\$16.231	\$214.568
Other Operating Revenue	2.828	1.199	1.771	0.736	1.680	2.018	1.164	1.164	2.018	2.018	2.018	2.475	21.089
Capital and Other Reimbursements	0.568	0.336	0.161	0.485	0.115	0.500	0.500	0.500	0.500	0.500	0.500	3.243	7.908
Total Receipts	\$21.840	\$16.699	\$17.476	\$17.668	\$25.186	\$20.903	\$19.637	\$20.695	\$20.204	\$21.209	\$20.099	\$21.948	\$243.564
Expenditures													
<u>Labor:</u>													
Payroll	\$23.200	\$18.517	\$23.599	\$23.862	\$22.180	\$20.862	\$20.863	\$31.292	\$20.864	\$20.863	\$20.862	\$30.000	\$276.964
Overtime	5.390	4.976	6.426	4.732	5.605	4.627	4.781	4.781	4.627	4.781	4.627	4.821	60.175
Health and Welfare	9.948	4.840	4.603	5.322	5.095	4.850	4.850	4.850	4.850	4.850	4.850	4.850	63.760
OPEB Current Payments	1.878	1.864	1.870	1.700	2.034	2.364	2.364	2.364	2.364	2.364	2.364	2.364	25.894
Pension	3.697	3.661	3.663	3.705	4.477	4.467	4.467	4.467	4.467	4.467	4.467	4.467	50.473
Other Fringe Benefits	2.750	2.456	3.960	6.565	4.650	5.023	5.023	5.023	5.023	5.023	5.023	5.023	55.544
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$46.863	\$36.314	\$44.121	\$45.886	\$44.041	\$42.194	\$42.349	\$52.777	\$42.196	\$42.349	\$42.194	\$51.527	\$532.810
<u>Non-Labor:</u>													
Electric Power	\$0.138	\$0.149	\$0.166	\$0.153	\$0.149	\$0.173	\$0.172	\$0.180	\$0.170	\$0.177	\$0.173	\$0.172	\$1.972
Fuel	1.619	1.521	1.721	1.662	1.787	1.603	1.587	1.667	1.721	1.935	1.903	2.053	20.779
Insurance	5.162	0.306	0.000	0.000	0.000	0.042	0.042	0.044	0.041	0.043	0.042	0.042	5.763
Claims	1.231	3.916	5.140	2.474	0.937	1.670	1.670	1.670	1.670	1.670	1.670	1.670	25.385
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.790	2.000	1.374	3.694	4.605	4.444	4.400	4.622	4.356	4.533	4.444	4.400	44.663
Professional Services Contracts	0.957	5.103	1.211	0.750	1.481	4.166	4.125	4.333	4.083	4.250	4.166	4.125	38.750
Materials and Supplies	2.215	5.419	4.668	3.523	4.033	4.999	4.949	5.199	4.899	5.099	4.999	4.949	54.948
Other Business Expenses	0.282	0.341	0.000	0.268	0.374	0.503	0.498	0.523	0.493	0.513	0.503	0.498	4.798
Total Non-Labor Expenditures	\$13.394	\$18.755	\$14.280	\$12.525	\$13.366	\$17.601	\$17.441	\$18.238	\$17.432	\$18.219	\$17.901	\$17.907	\$197.058
<u>Other Expenditure Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$60.257	\$55.069	\$58.401	\$58.411	\$57.407	\$59.795	\$59.790	\$71.015	\$59.627	\$60.568	\$60.095	\$69.434	\$729.868
Net Cash Balance	(\$38.417)	(\$38.371)	(\$40.925)	(\$40.743)	(\$32.220)	(\$38.891)	(\$40.153)	(\$50.320)	(\$39.423)	(\$39.359)	(\$39.996)	(\$47.485)	(\$486.303)

MTA BUS COMPANY
July Financial Plan - 2017 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Flow Adjustments													
Receipts													
Farebox Revenue	\$2.453	(\$0.049)	(\$4.568)	(\$0.114)	\$4.337	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.813)	\$1.246
Other Operating Revenue	1.232	(0.037)	(0.463)	(1.078)	(0.234)	0.000	0.500	0.500	0.000	(0.397)	(0.500)	0.477	0.000
Capital and Other Reimbursements	0.210	0.149	(0.325)	0.370	(0.514)	(0.081)	(0.076)	(0.105)	(0.070)	(0.093)	(0.081)	2.667	2.051
Total Receipts	\$3.895	\$0.063	(\$5.356)	(\$0.822)	\$3.589	(\$0.081)	\$0.424	\$0.395	(\$0.070)	(\$0.490)	(\$0.581)	\$2.331	\$3.297
Expenditures													
Labor:													
Payroll	\$1.562	\$3.757	\$1.254	(\$0.961)	\$3.113	\$2.315	\$2.083	(\$7.187)	\$1.851	\$2.778	\$2.315	(\$7.054)	\$5.827
Overtime	0.020	0.000	0.001	0.000	(0.020)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001
Health and Welfare	(4.531)	0.497	0.808	(0.141)	0.884	0.400	0.347	0.610	0.295	0.505	0.400	0.347	0.420
OPEB Current Payments	0.000	0.000	(0.002)	0.000	(0.598)	0.079	0.054	0.176	0.030	0.128	0.079	0.054	(0.001)
Pension	0.032	0.015	0.043	0.009	0.054	0.245	0.198	0.434	0.151	0.340	0.245	0.198	1.965
Other Fringe Benefits	2.455	2.780	2.034	(1.327)	0.815	0.718	0.660	0.947	0.603	0.832	0.718	0.660	11.895
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(0.123)	(0.058)	(0.165)	(0.031)	(0.217)	0.000	0.000	0.000	0.000	0.000	0.000	0.594	0.000
Total Labor Expenditures	(\$0.586)	\$6.991	\$3.973	(\$2.451)	\$4.033	\$3.756	\$3.343	(\$5.020)	\$2.930	\$4.583	\$3.756	(\$5.201)	\$20.107
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.001	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.086)	0.069	0.185	(0.081)	(0.014)	0.062	0.062	0.065	0.011	(0.036)	(0.038)	(0.199)	0.000
Insurance	(4.691)	0.165	0.471	0.471	0.470	0.445	0.445	0.443	0.446	0.444	0.445	0.445	0.000
Claims	1.769	(0.916)	(2.140)	1.126	2.663	0.223	0.223	0.223	0.223	0.223	0.223	0.223	4.062
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.750)	(0.499)	0.401	(1.995)	(1.085)	(0.224)	(0.222)	(0.233)	(0.220)	(0.229)	(0.224)	(0.222)	(5.501)
Professional Services Contracts	0.778	(3.255)	0.926	0.966	0.350	(1.320)	(1.307)	(1.373)	(1.293)	(1.346)	(1.320)	(1.307)	(9.500)
Materials and Supplies	1.356	(1.896)	(0.409)	(0.404)	0.142	(0.283)	(0.281)	(0.295)	(0.278)	(0.289)	(0.283)	(0.281)	(3.200)
Other Business Expenses	(0.055)	(0.064)	0.453	0.048	(0.089)	(0.042)	(0.041)	(0.043)	(0.041)	(0.043)	(0.042)	(0.041)	0.000
Total Non-Labor Expenditures	(\$1.679)	(\$6.396)	(\$0.113)	\$0.130	\$2.439	(\$1.139)	(\$1.120)	(\$1.213)	(\$1.152)	(\$1.276)	(\$1.239)	(\$1.381)	(\$14.140)
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	(\$2.265)	\$0.595	\$3.860	(\$2.321)	\$6.471	\$2.617	\$2.222	(\$6.233)	\$1.778	\$3.307	\$2.517	(\$6.582)	\$5.967
Total Cash Conversion before Non-Cash Liability Adjs.	\$1.630	\$0.658	(\$1.496)	(\$3.143)	\$10.060	\$2.536	\$2.647	(\$5.838)	\$1.708	\$2.817	\$1.936	(\$4.251)	\$9.264
Depreciation	\$5.890	\$5.890	\$3.136	\$5.080	\$4.682	\$4.175	\$4.175	\$4.175	\$4.175	\$4.175	\$4.175	\$4.175	\$53.901
OPEB Liability Adjustment	6.915	6.915	6.916	6.915	6.915	9.368	9.368	9.368	9.368	9.368	9.368	9.368	100.150
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	5.742	5.742	5.742	5.742	5.742	5.742	80.148	114.600
Environmental Remediation	0.000	0.000	0.141	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.141)	0.000
Total Cash Conversion Adjustments	\$14.435	\$13.462	\$8.697	\$8.852	\$21.658	\$21.820	\$21.931	\$13.447	\$20.992	\$22.101	\$21.220	\$89.298	\$277.915

MTA BUS COMPANY
July Financial Plan - 2017 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime Expenses
(\$ in millions)

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
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NON-REIMBURSABLE OVERTIME

Scheduled Service	\$2.497	\$2.222	\$2.766	\$2.009	\$2.661	\$2.097	\$2.167	\$2.167	\$2.097	\$2.167	\$2.097	\$2.167	\$27.117
Unscheduled Service	0.454	0.410	0.670	0.496	0.634	0.941	0.972	0.972	0.941	0.972	0.941	0.972	9.375
Programmatic/Routine Maintenance	1.234	1.000	1.369	1.154	1.194	0.744	0.769	0.769	0.744	0.769	0.744	0.769	11.259
Unscheduled Maintenance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Vacancy/Absentee Coverage	1.054	0.778	0.685	1.032	1.080	0.791	0.817	0.817	0.791	0.817	0.791	0.817	10.269
Weather Emergencies	0.121	0.541	0.905	0.008	0.006	0.018	0.019	0.019	0.018	0.019	0.018	0.019	1.709
Safety/Security/Law Enforcement	0.006	0.006	0.004	0.006	0.008	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.128
Other	0.043	0.039	0.028	0.027	0.022	0.022	0.023	0.023	0.022	0.023	0.022	0.023	0.316
Subtotal	\$5.410	\$4.996	\$6.427	\$4.732	\$5.605	\$4.627	\$4.781	\$4.781	\$4.627	\$4.781	\$4.627	\$4.781	\$60.174
REIMBURSABLE OVERTIME	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
TOTAL OVERTIME	\$5.410	\$4.996	\$6.427	\$4.732	\$5.605	\$4.627	\$4.781	\$4.781	\$4.627	\$4.781	\$4.627	\$4.781	\$60.174

MTA BUS COMPANY
July Financial Plan - 2017 Mid-Year Forecast
Ridership and Traffic Volume (Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Fixed Route	9.840	9.289	10.774	9.869	10.949	10.320	9.512	9.976	10.001	10.882	10.161	9.992	121.565
Total Ridership	9.840	9.289	10.774	9.869	10.949	10.320	9.512	9.976	10.001	10.882	10.161	9.992	121.565
<u>FAREBOX REVENUE</u>													
Fixed Route Farebox Revenue	\$15.991	\$15.213	\$20.112	\$16.560	\$19.054	\$18.385	\$17.973	\$19.031	\$17.686	\$18.692	\$17.581	\$17.044	\$213.322
Total Farebox Revenue	\$15.991	\$15.213	\$20.112	\$16.560	\$19.054	\$18.385	\$17.973	\$19.031	\$17.686	\$18.692	\$17.581	\$17.044	\$213.322

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MTA BUS COMPANY
July Financial Plan - 2017 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	66	66	66	66	66	66	66	66	67	67	67	67
Professional/Technical/Clerical	71	71	71	71	71	71	71	71	73	73	73	73
Operational Hourlies	11	11	11	11	11	11	11	11	11	11	11	11
Total Administration Headcount	148	148	148	148	148	148	148	148	151	151	151	151
Operations												
Managers/Supervisors	308	308	308	308	308	308	308	308	308	308	308	308
Professional/Technical/Clerical	51	51	51	51	51	51	51	51	51	51	51	51
Operational Hourlies	2,197	2,197	2,197	2,197	2,197	2,197	2,197	2,197	2,203	2,203	2,203	2,203
Total Operations Headcount	2,556	2,556	2,556	2,556	2,556	2,556	2,556	2,556	2,562	2,562	2,562	2,562
Maintenance												
Managers/Supervisors	229	229	229	229	229	229	229	229	229	229	229	229
Professional/Technical/Clerical	28	28	28	28	28	28	28	28	29	29	29	29
Operational Hourlies	919	919	919	919	919	919	919	919	919	919	919	919
Total Maintenance Headcount	1,176	1,176	1,176	1,176	1,176	1,176	1,176	1,176	1,177	1,177	1,177	1,177
Engineering / Capital												
Managers/Supervisors	21	21	21	21	21	21	21	21	21	21	21	21
Professional/Technical/Clerical	16	16	16	16	16	16	16	16	16	16	16	16
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Engineering Headcount	37	37	37	37	37	37	37	37	37	37	37	37
Public Safety												
Managers/Supervisors	17	17	17	17	17	17	17	17	17	17	17	17
Professional, Technical, Clerical	5	5	5	5	5	5	5	5	5	5	5	5
Operational Hourlies	3	3	3	3	3	3	3	3	3	3	3	3
Total Public Safety Headcount	25	25	25	25	25	25	25	25	25	25	25	25
Total Positions												
Managers/Supervisors	641	641	641	641	641	641	641	641	642	642	642	642
Professional, Technical, Clerical	171	171	171	171	171	171	171	171	174	174	174	174
Operational Hourlies	3,130	3,130	3,130	3,130	3,130	3,130	3,130	3,130	3,136	3,136	3,136	3,136
Total Positions	3,942	3,942	3,942	3,942	3,942	3,942	3,942	3,942	3,952	3,952	3,952	3,952

Report



STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

NYC Transit's weekday service quality indicators, the Subway Passenger Environment Survey (PES), is reported on a semi-annual basis. It includes a summary of all indicators (subway car, station, Staten Island Railway (SIR) cars and SIR stations). The results for all PES indicators for First Half 2017 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Passenger Environment Survey

The Subway PES measures the environment of subway cars and stations from a customer-oriented perspective. It includes 54 indicators: 17 for subway cars, 16 for stations, 16 for SIR cars and five (5) for SIR stations.

Of the 54 indicators, 43 indicators remained unchanged, two (2) indicators showed an improvement while seven (7) declined when comparing First Half 2017 and First Half 2016. For PES indicators that rate Subway Car or Station environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

Significant Indicator Improvements/Declines

Of the 54 PES indicators, 43 indicators remained unchanged, 2 indicators showed an improvement while 7 declined when comparing First Half 2017 and First Half 2016

IMPROVEMENTS

	2017 1st Half	2016 1st Half	Net Change
Stations			
Litter Conditions in Stations (% none and light) included Trackbed	81%	64%	17%
Floor and Seat Cleanliness Conditions in Stations (% none and light)	92%	81%	11%
Litter Conditions in Stations (% none and light) without Trackbed	90%	78%	12%

DECLINES

	2017 1st Half	2016 1st Half	Net Change
Subway Cars			
Litter Conditions in Subway Cars At Terminal (% none and light)	94%	98%	-4%
Floor and Seat Cleanliness Conditions in Subway Cars At Terminal (% none and light)	94%	97%	-3%
Litter Conditions in Subway Cars In Service (% none and light)	90%	94%	-4%
Floor and Seat Cleanliness Conditions in Subway Cars In Service (% none and light)	90%	93%	-3%
Subway Cars with No Scratchitied Windows	82%	90%	-8%

Stations

Station Control Areas with a Correct Subway Map Available	84%	96%	-12%
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SIR Stations

Litter Conditions in SIR Stations (% none and light) includes Trackbed	59%	77%	-18%
Litter Conditions in SIR Stations (% none and light) without Trackbed	73%	85%	-12%

Passenger Environment Survey

Subway Car Results

The Subway Car PES consists of 17 indicators. Of the 17 indicators, 12 remained statistically unchanged while 0 showed an increase and 5 declined when comparing the First Half 2017 to the First Half 2016. The table below depicts the results for the First Half 2017 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods. Also included are two tables showing the subway car "Litter" and "Cleanliness" results by line.

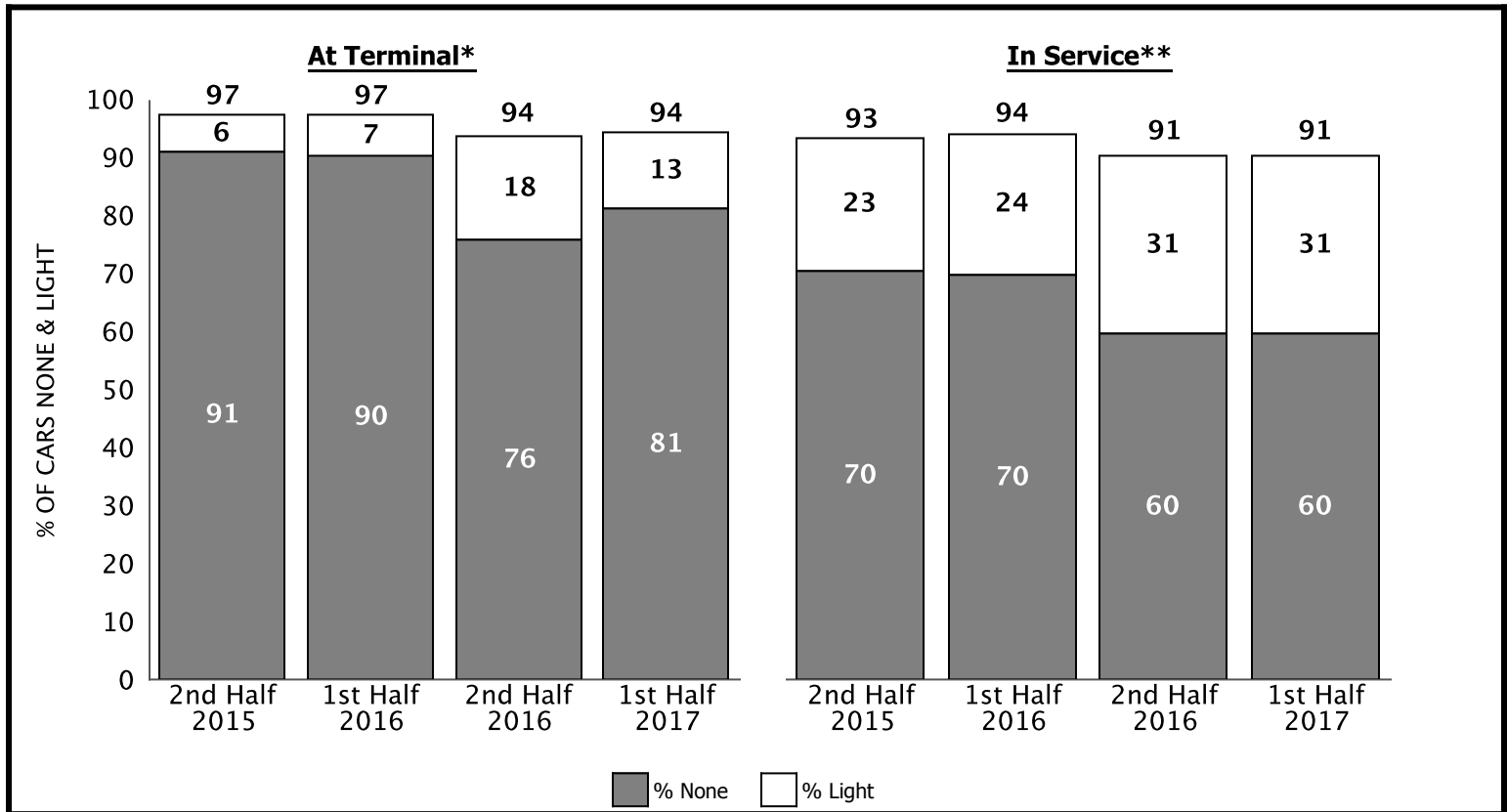
Cleanliness and Appearance		2015		2016		2016		2017	
		2nd Half		1st Half		2nd Half		1st Half	
		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
Litter Conditions in Cars <i>Presence of Litter</i> <i>See Chart 1</i>	% None	91	70	90	70	76	60	81	60
	% Light	6	23	7	24	18	31	13	31
	% Moderate	0	0	0	0	0	1	0	0
	% Heavy	3	6	2	6	6	9	5	9
Cleanliness of Car Floors and Seats <i>Degree of Dirtiness</i> <i>See Chart 2</i>	% None	96	87	95	86	86	79	90	79
	% Light	1	6	2	8	8	12	4	11
	% Moderate	0	1	1	1	0	1	0	0
	% Heavy	3	7	2	6	6	9	6	10
% Cars with No Interior Graffiti		97		98		94		96	
% Cars with No Exterior Graffiti		99		99		98		98	
% Cars with No Graffiti Windows		99		99		99		99	
% Cars with No Scratchited Windows		90		90		89		82	
% Cars with No Clouded Windows		98		97		98		99	
% Cars with No Broken or Cracked Windows		100		100		99		100	
Customer Information									
% Cars with All System Maps Correct/Legible		97		97		98		97	
% Cars with All Signage Correct		99		97		98		97	
% Cars with Public Address Announcements		91		91		89		89	
<i>Automated Announcements</i>		99		99		99		98	
<i>Conductor Announcements</i>		81		81		77		78	
Functioning Equipment									
% Cars with No Broken Door Panels		100		100		99		99	
% Lighting Conditions in Cars ¹		100		99		99		99	
% Climate Control Conditions in Cars ²		97		98		95		98	
Operation									
% Conductors in Proper Uniform		100		100		100		100	

¹ % of cars with at least 90% of lights on.

² % of cars with average interior temperature between 58F and 78F.

Passenger Environment Survey

Litter Conditions in Subway Cars



* Measured throughout the day at only those terminals that have cleaners.

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

None - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2017 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

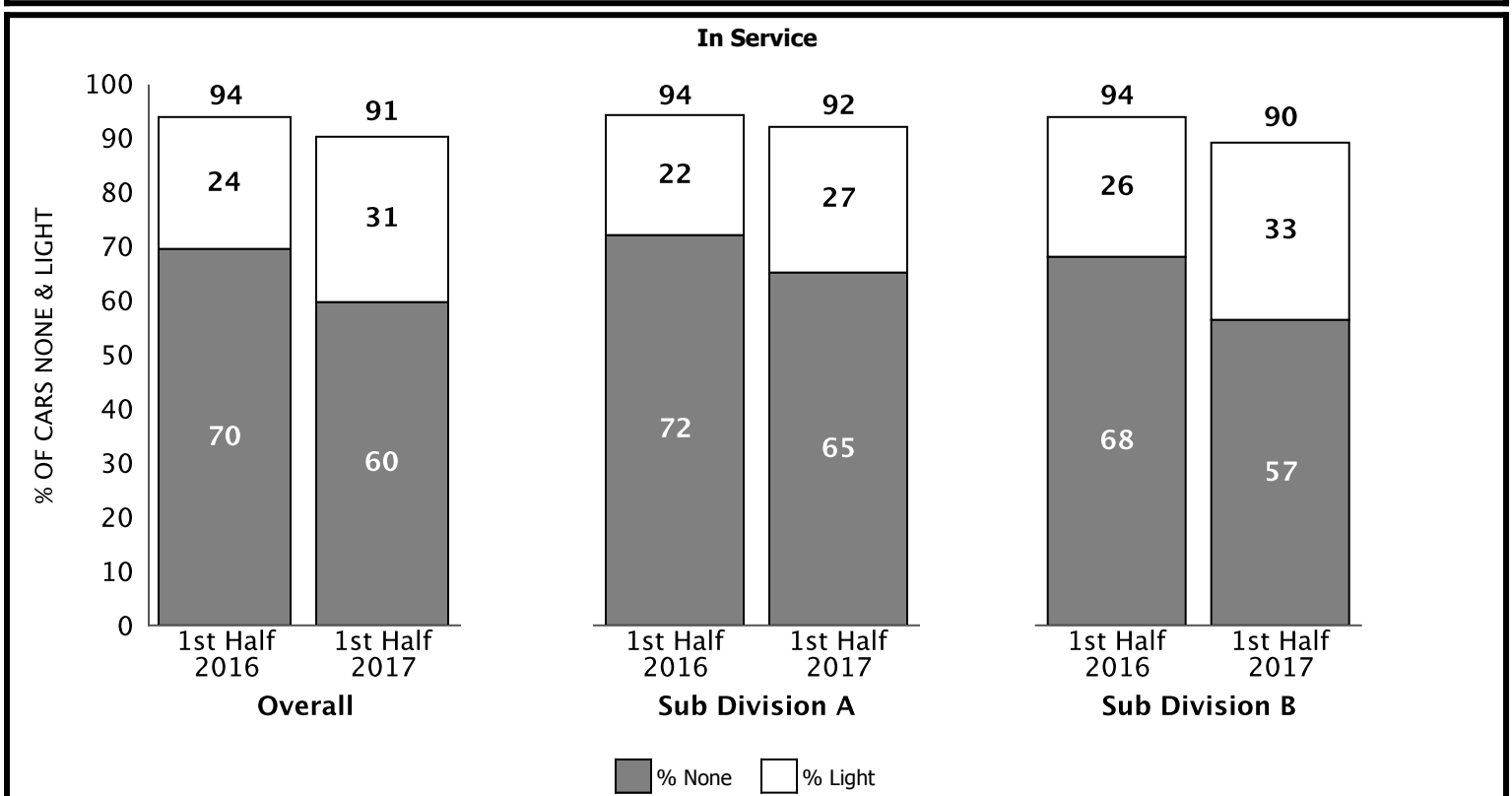
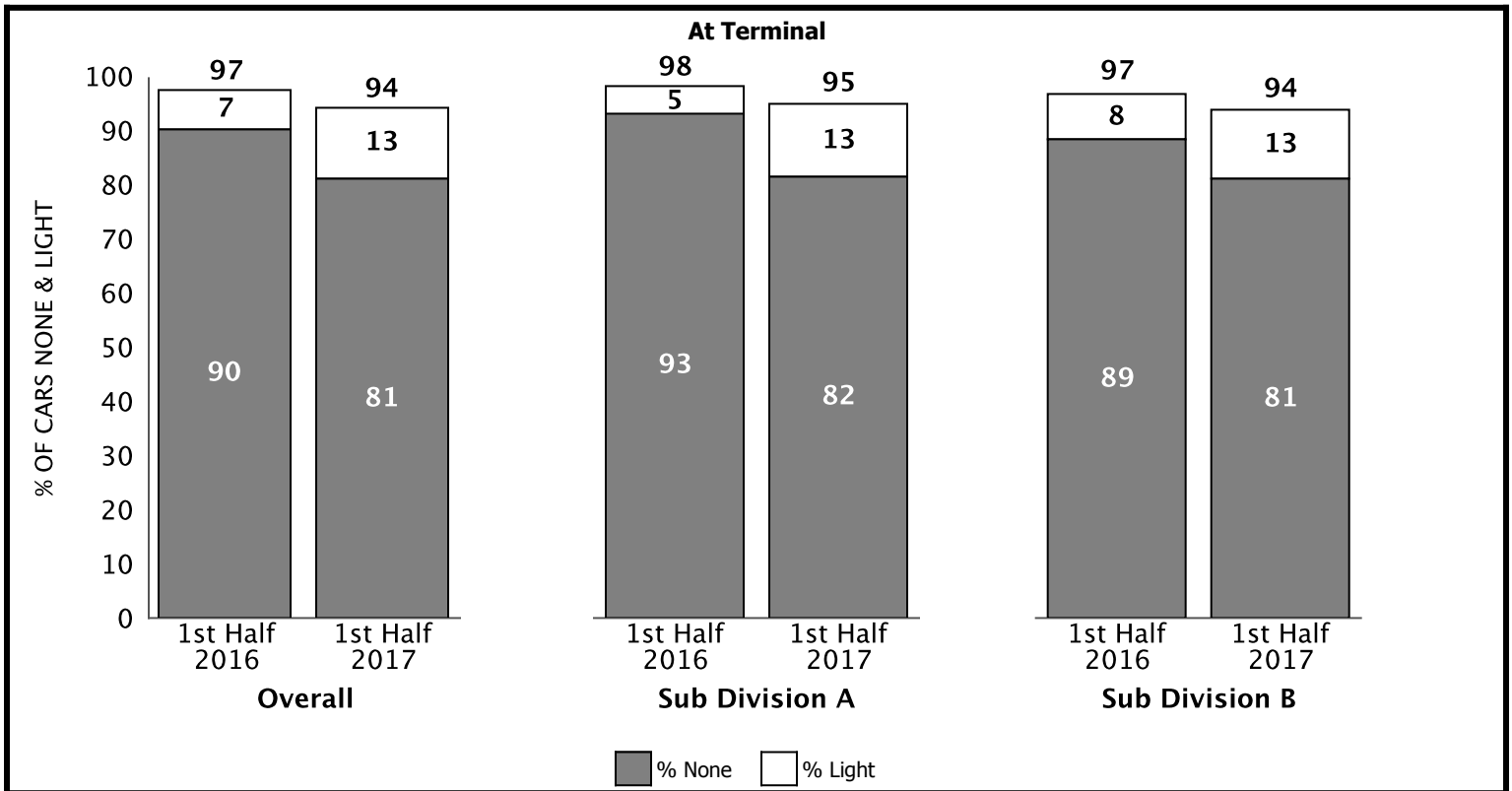
Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2017	81%	13%	0%	5%	60%	31%	0%	9%
2nd Half 2016	76%	18%	0%	6%	60%	31%	1%	9%
1st Half 2016	90%	7%	0%	2%	70%	24%	0%	6%
2nd Half 2015	91%	6%	0%	3%	70%	23%	0%	6%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2017 vs. 1st Half 2016: Both the "At Terminal" results (-4%) and the "In Service" results (-4%) showed a statistically significant decrease.

**Passenger Environment Survey
Subway Car Litter Conditions by Group**



Groups: 1 2 3 4 5 6 7 S -42nd Street
A B C D E F G J Z L M N O R W S -Franklin

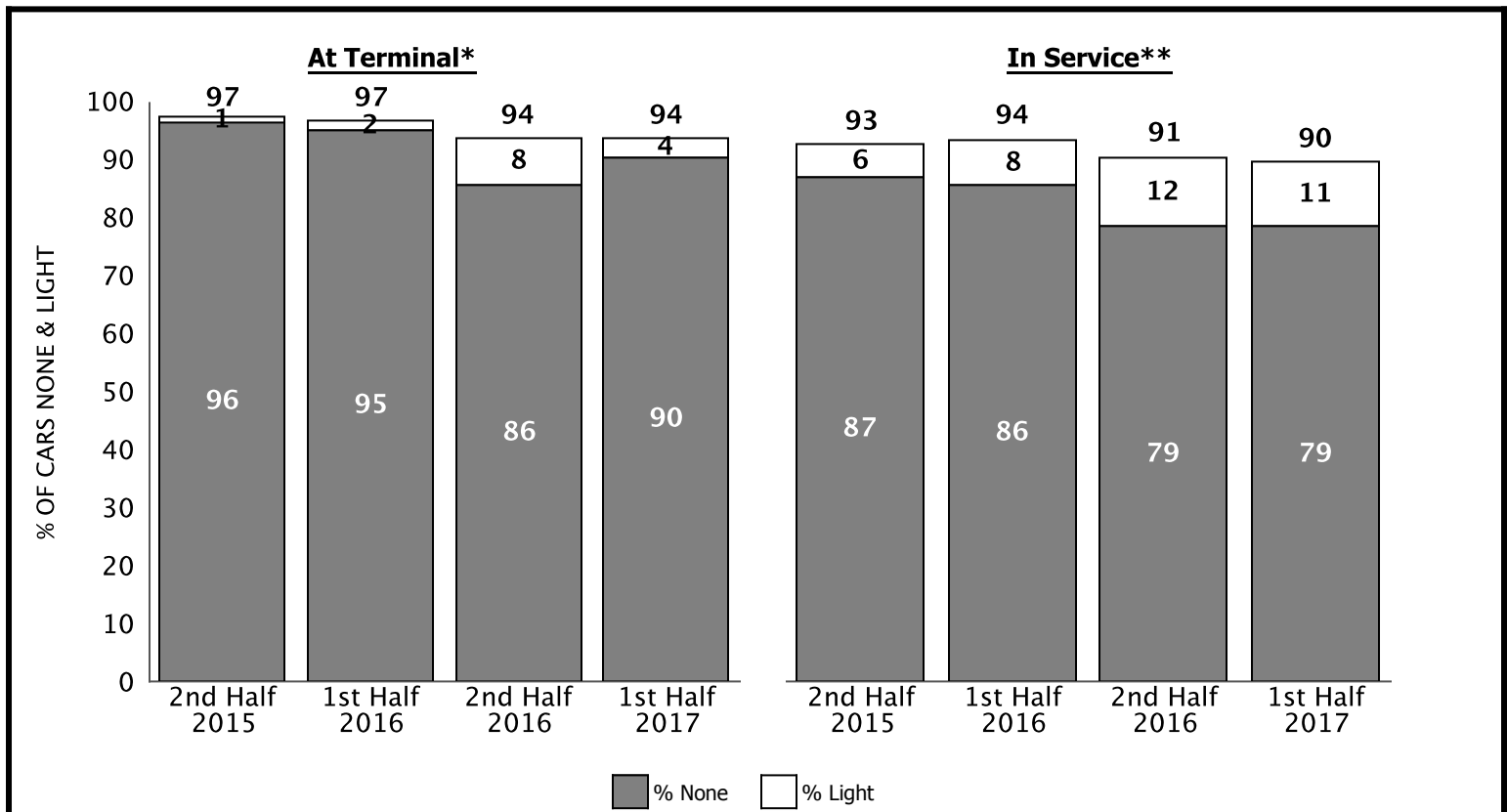
**Passenger Environment Survey
Subway Car Litter Conditions by Line
% None and Light**

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>1st Half 2016</u>	<u>1st Half 2017</u>	<u>1st Half 2016</u>	<u>1st Half 2017</u>
①	99%	99%	95%	94%
②	99%	86%	93%	88%
③	98%	96%	89%	96%
④	97%	95%	96%	91%
⑤	99%	95%	94%	90%
⑥	99%	97%	94%	91%
⑦	98%	98%	98%	97%
⑤ 42nd St.	-	-	95%	90%
Sub Division A	98%	95%	94%	92%
①	97%	89%	91%	88%
②	94%	87%	86%	88%
③	97%	97%	96%	93%
④	97%	92%	92%	91%
⑤	97%	96%	93%	80%
⑥	96%	96%	96%	88%
⑤ Fkln	-	-	95%	90%
⑥	97%	94%	97%	89%
① ②	98%	94%	95%	94%
③	99%	93%	95%	93%
④	98%	94%	95%	91%
⑤	95%	97%	94%	90%
⑥	98%	99%	95%	92%
⑦	97%	90%	96%	82%
⑧	N/A	94%	N/A	92%
Sub Division B	97%	94%	94%	89%

Note: Changes of 6.0% or more by line are considered statistically significant.

* at terminal - with cleaners present

Passenger Environment Survey
Cleanliness Conditions in Subway Cars



* Measured throughout the day at only those terminals that have cleaners.

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in" spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

None - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2017 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

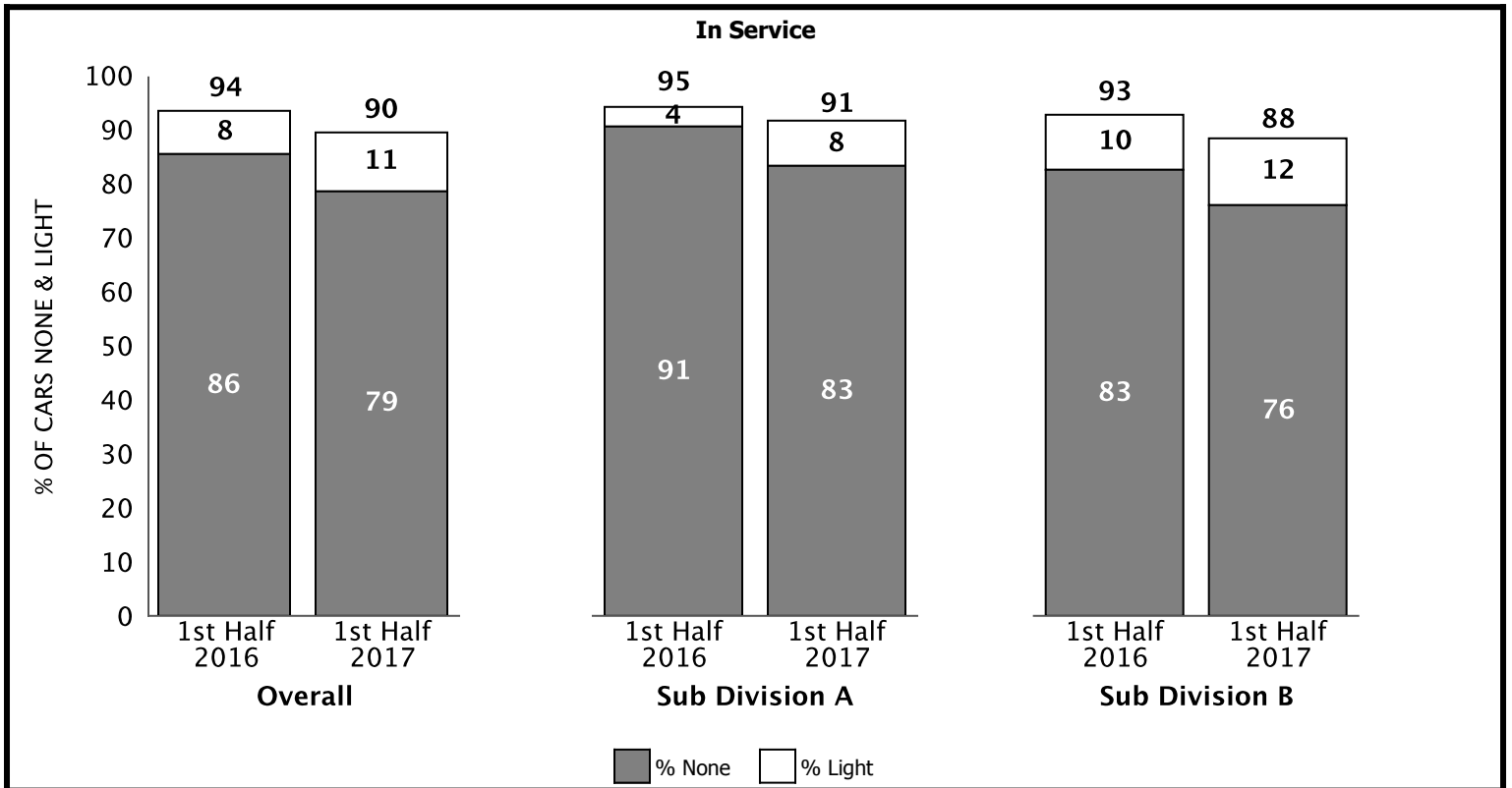
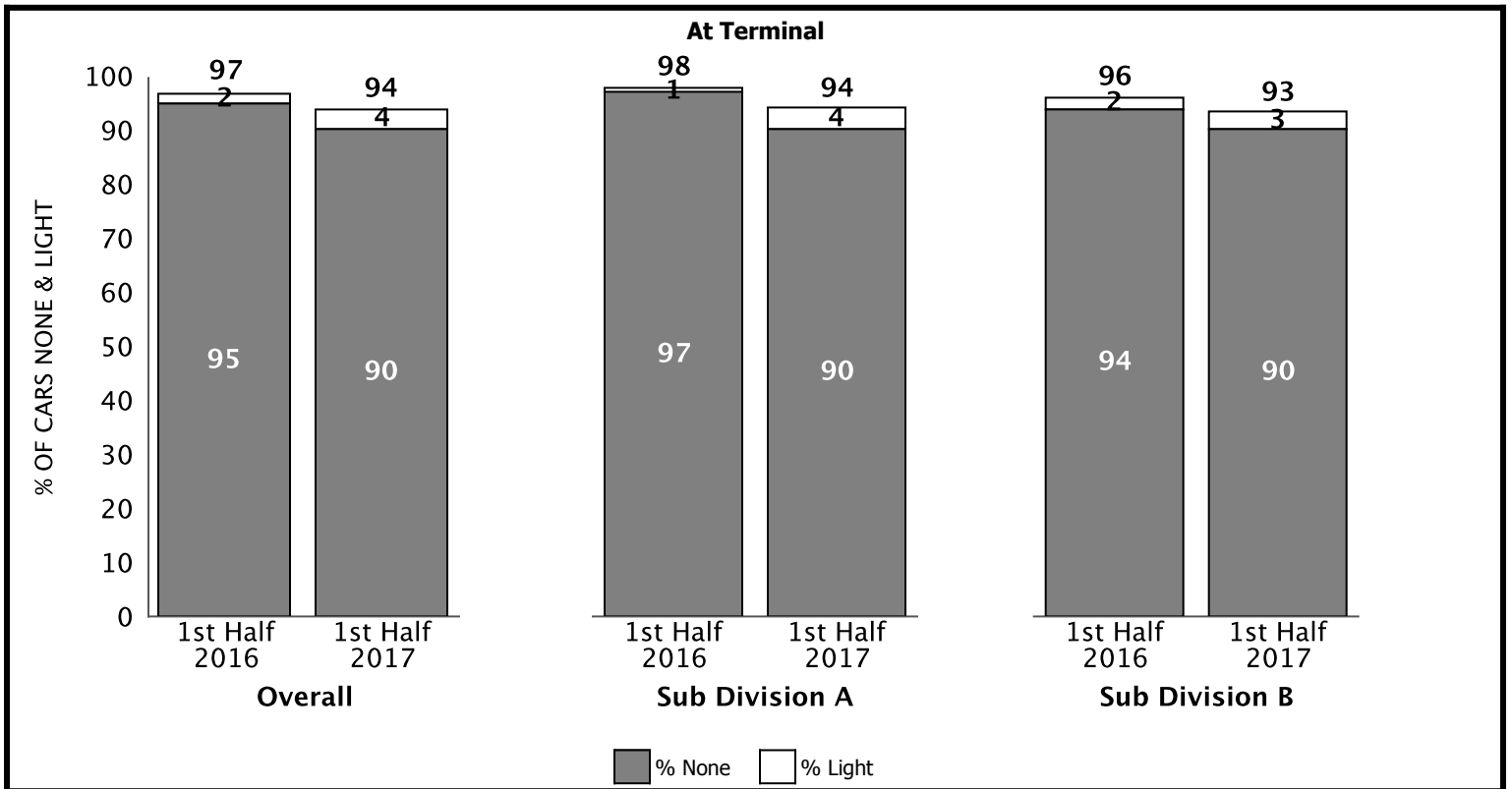
Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2017	90%	4%	0%	6%	79%	11%	0%	10%
2nd Half 2016	86%	8%	0%	6%	79%	12%	1%	9%
1st Half 2016	95%	2%	1%	2%	86%	8%	1%	6%
2nd Half 2015	96%	1%	0%	3%	87%	6%	1%	7%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2017 vs. 1st Half 2016: Both the "At Terminal" results (-3%) and the "In Service" results (-3%) showed a statistically significant decrease.

**Passenger Environment Survey
Subway Car Cleanliness Conditions by Group**



Groups: ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ -42nd Street
 Ⓐ Ⓑ Ⓒ Ⓓ Ⓔ Ⓕ Ⓖ Ⓗ Ⓘ Ⓜ Ⓝ Ⓟ Ⓡ Ⓢ -Franklin

Passenger Environment Survey
Subway Car Cleanliness Conditions by Line
% None and Light

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>1st Half 2016</u>	<u>1st Half 2017</u>	<u>1st Half 2016</u>	<u>1st Half 2017</u>
①	99%	99%	95%	94%
②	98%	88%	93%	88%
③	98%	96%	89%	96%
④	95%	95%	97%	89%
⑤	99%	89%	95%	89%
⑥	99%	97%	93%	91%
⑦	97%	96%	98%	96%
⑤ 42nd St.	-	-	95%	90%
Sub Division A	98%	94%	94%	92%
A	98%	90%	91%	87%
B	94%	87%	86%	88%
C	95%	97%	97%	92%
D	97%	93%	92%	91%
E	97%	96%	93%	80%
F	97%	96%	96%	86%
⑤ Fkln	-	-	95%	85%
G	97%	95%	96%	88%
J Z	94%	95%	91%	94%
L	93%	92%	89%	91%
M	98%	91%	95%	89%
N	95%	95%	93%	90%
Q	98%	99%	95%	91%
R	97%	87%	95%	82%
W	N/A	96%	N/A	92%
Sub Division B	96%	94%	93%	89%

Note: Changes of 6.0% or more by line are considered statistically significant.

* at terminal - with cleaners present

Passenger Environment Survey

Stations Results

The Stations PES consists of 14 indicators. Of the 14 indicators, 11 remained statistically unchanged while 2 showed an increase and 1 declined when comparing the First Half 2017 to the First Half 2016. The table below depicts the results for the First Half 2017 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

Cleanliness and Appearance			2015	2016	2016	2017
			2nd Half	1st Half	2nd Half	1st Half
			Daytime	Daytime	Daytime	Daytime
Litter Conditions in Stations <i>Presence of Litter</i> <i>See Chart 3</i>	Include Trackbed Component	% None	2	3	3	6
		% Light	61	61	60	75
		% Moderate	34	33	32	19
		% Heavy	3	4	4	1
 <i>See Chart 4</i>	Measured without Trackbed component	% None	28	29	30	25
		% Light	51	49	46	65
		% Moderate	19	19	20	9
		% Heavy	2	3	4	1
Floor and Seat Cleanliness Conditions in Stations <i>Degree of Dirtiness</i> <i>See Chart 5</i>		% None	41	45	45	51
		% Light	38	36	34	41
		% Moderate	19	17	18	8
		% Heavy	2	2	3	1
Graffiti Conditions in Stations <i>Presence of Graffiti</i>		% None	80	77	88	99
		% Light	17	20	12	1
		% Moderate	2	2	0	1
		% Heavy	0	0	0	0

Customer Information

% Stations with Legible/Correct System Maps	78	73	72	73
% Stations with Correct Passenger Information Center (PIC)	98	98	98	99
% Station Control Areas with Correct Subway Map Available	94	96	95	84

Functioning Equipment

% Stations with Functional Annunciator (where applicable)	98	97	98	96
% Escalators/Elevators in Operation	98	98	99	99
% Station Control Areas with Working Booth Microphone	100	100	99	98
% Trash Receptacles Usable in Stations	100	100	100	100
% Workign Turnstiles in Stations	99	99	99	99
% Working MetroCard Vending Machines	99	99	99	99

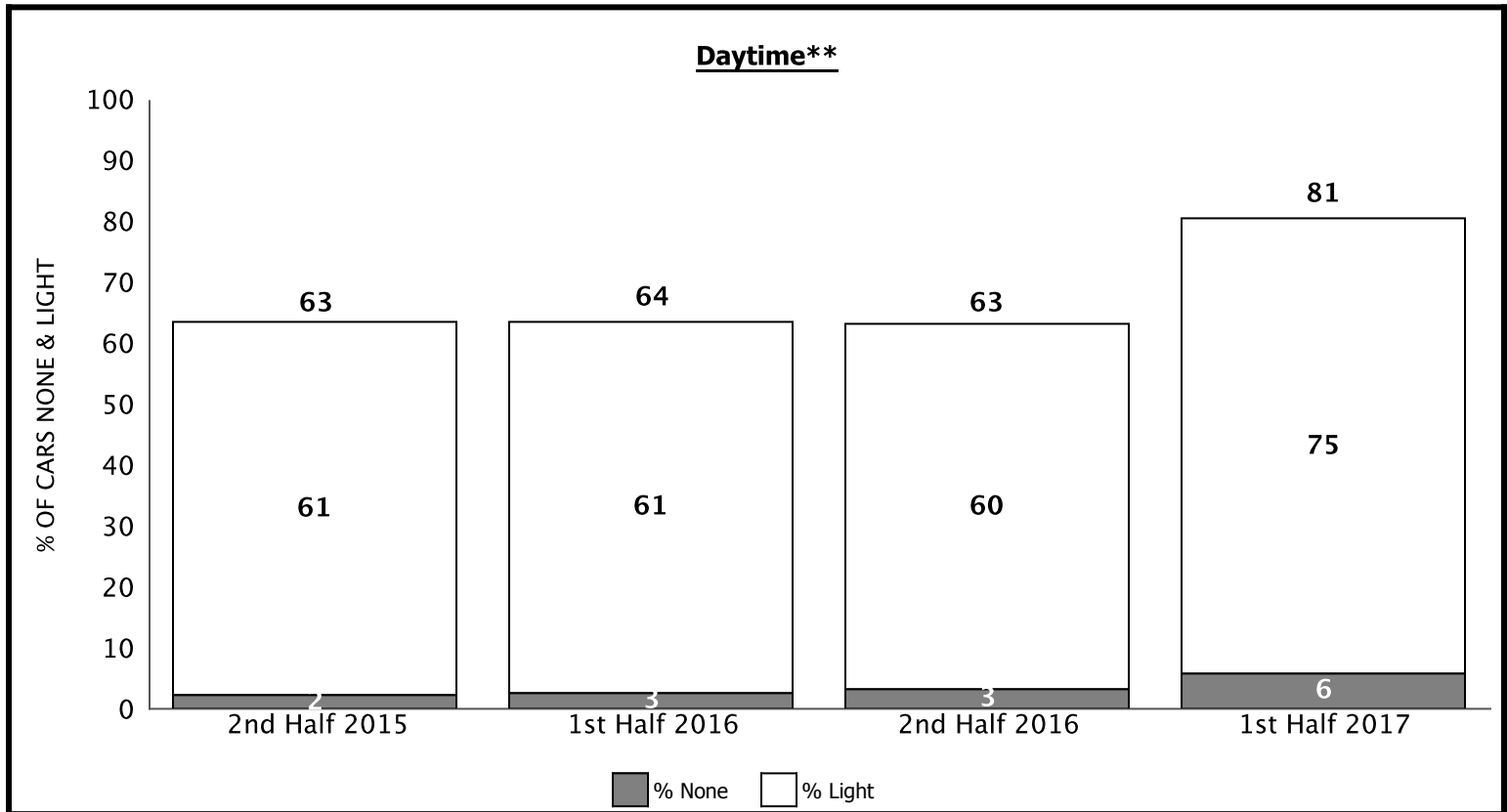
Operation

% Station Agents in Proper Uniform	100	100	100	100
% Station Agents Properly Displaying Badges	97	98	96	97

Daytime - Surveyed after heavy passenger utilization (post-AM Peak).

Passenger Environment Survey

Litter Conditions in Stations* (includes Trackbed)



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

** Measured after heavy passenger utilization (post AM Peak).

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

None - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2017 Annual Goals: (% none & light) At Terminal: N/A In Service: N/A

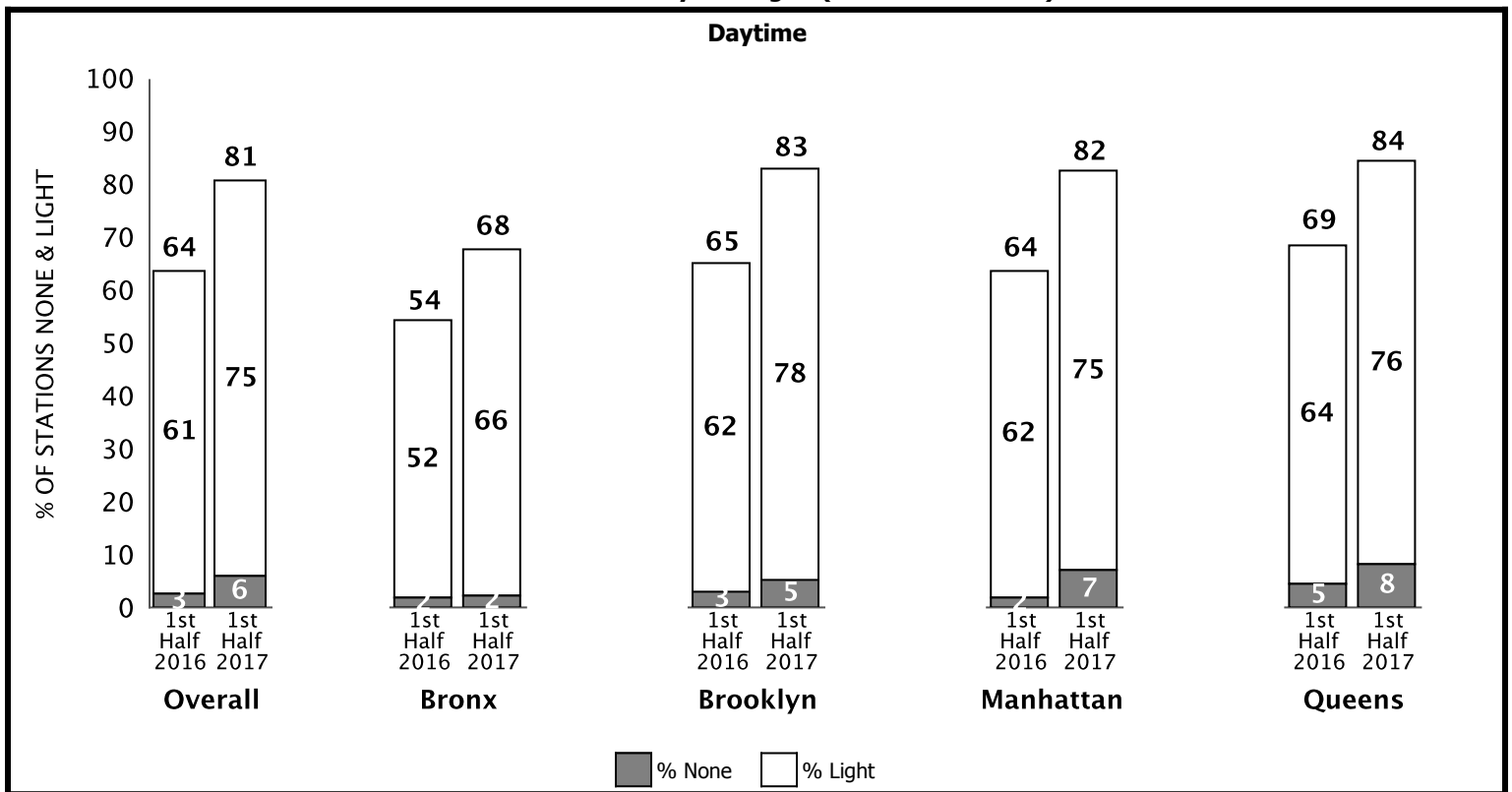
Semi-Annual Results

	Daytime			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2017	6%	75%	19%	1%
2nd Half 2016	3%	60%	32%	4%
1st Half 2016	3%	61%	33%	4%
2nd Half 2015	2%	61%	34%	3%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

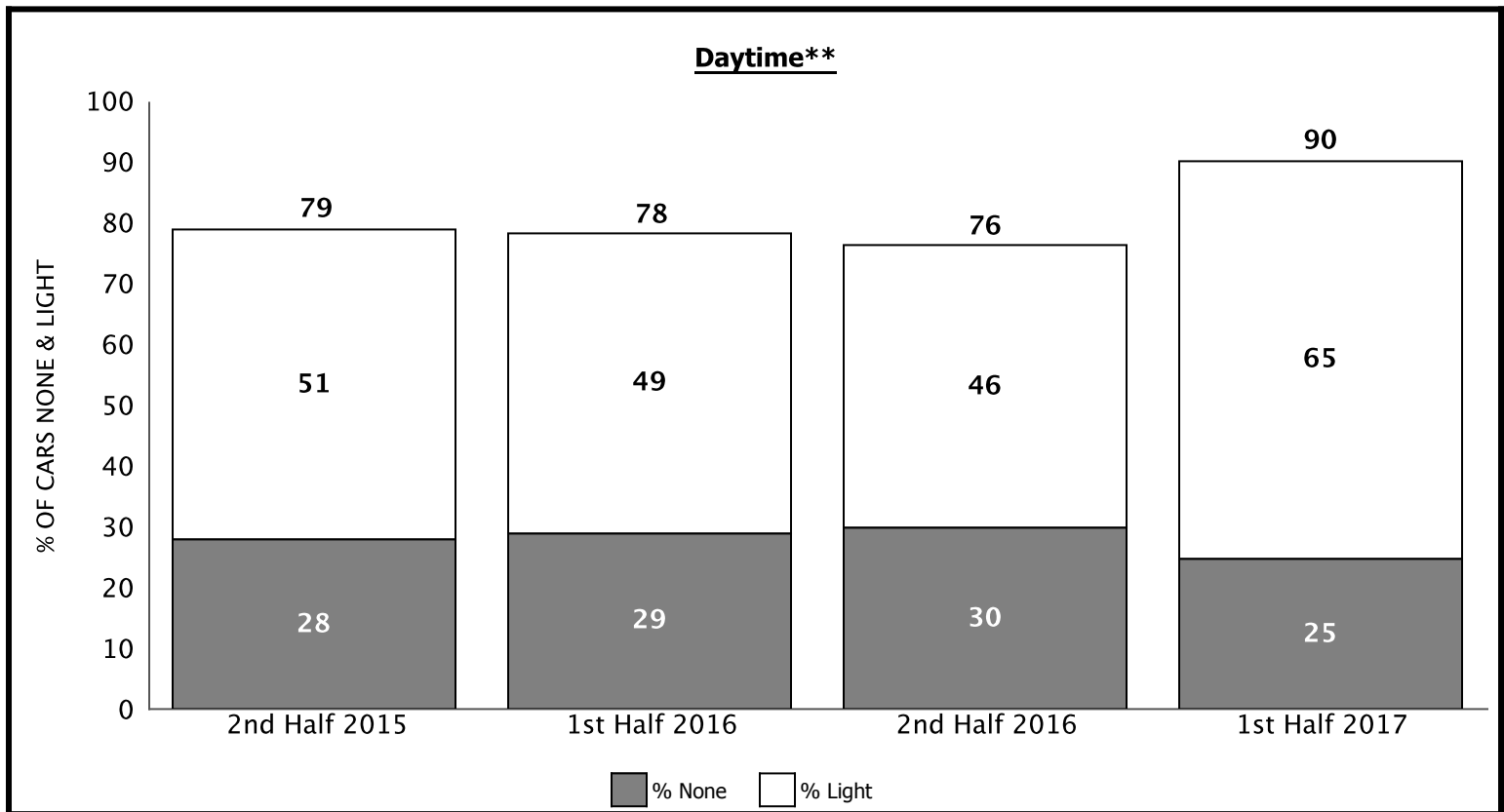
1st Half 2017 vs. 1st Half 2016: The "Daytime" results (17%) showed a statistically significant increase.

**Passenger Environment Survey
Litter Conditions by Borough* (includes Trackbed)**



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

Passenger Environment Survey
Litter Conditions in Stations* (without Trackbed)



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

** Measured after heavy passenger utilization (post AM Peak).

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

None - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2017 Annual Goals: (% none & light) At Terminal: 87.0% In Service: 81.0%

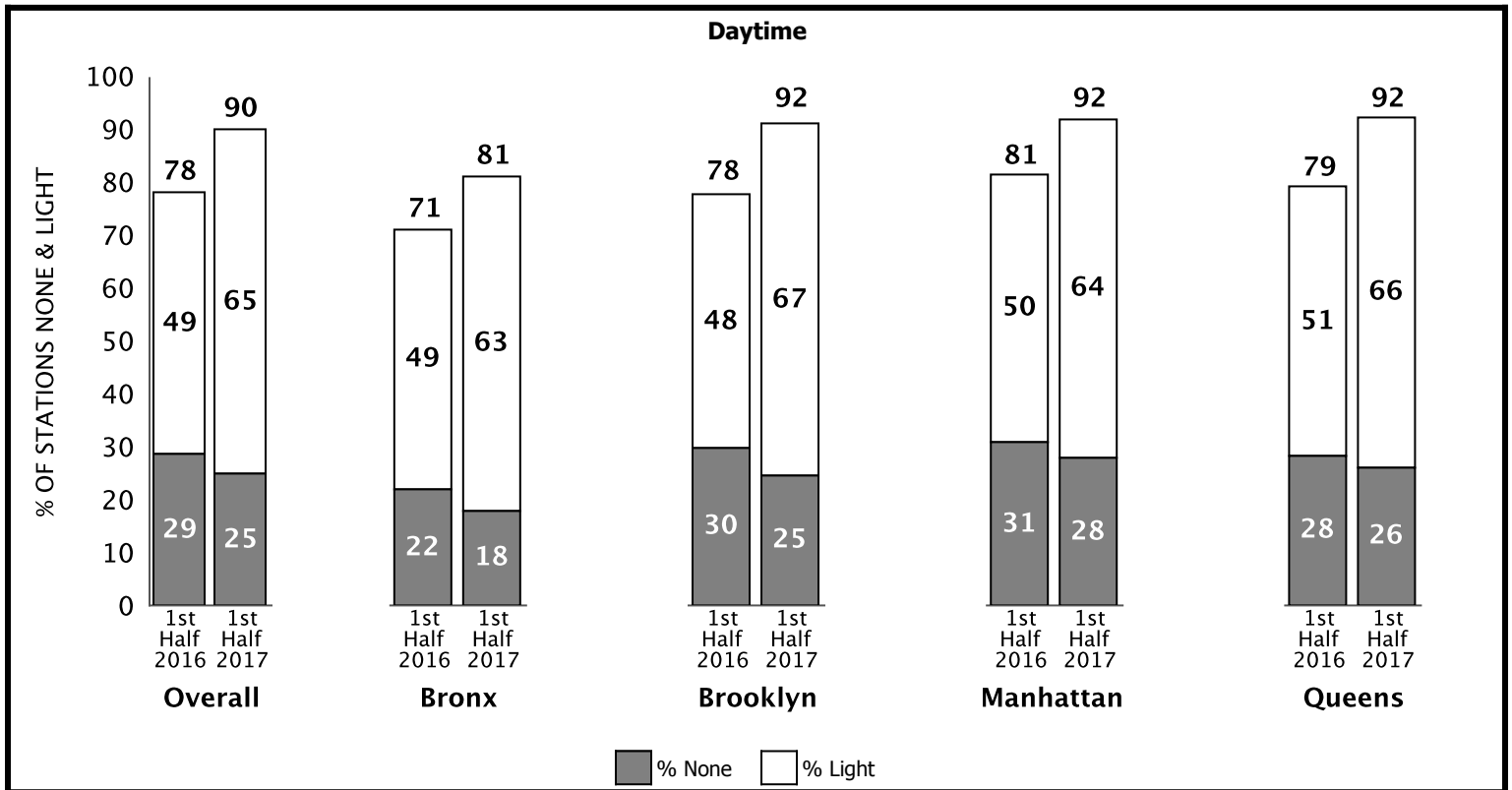
Semi-Annual Results

	Daytime			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2017	25%	65%	9%	1%
2nd Half 2016	30%	46%	20%	4%
1st Half 2016	29%	49%	19%	3%
2nd Half 2015	28%	51%	19%	2%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

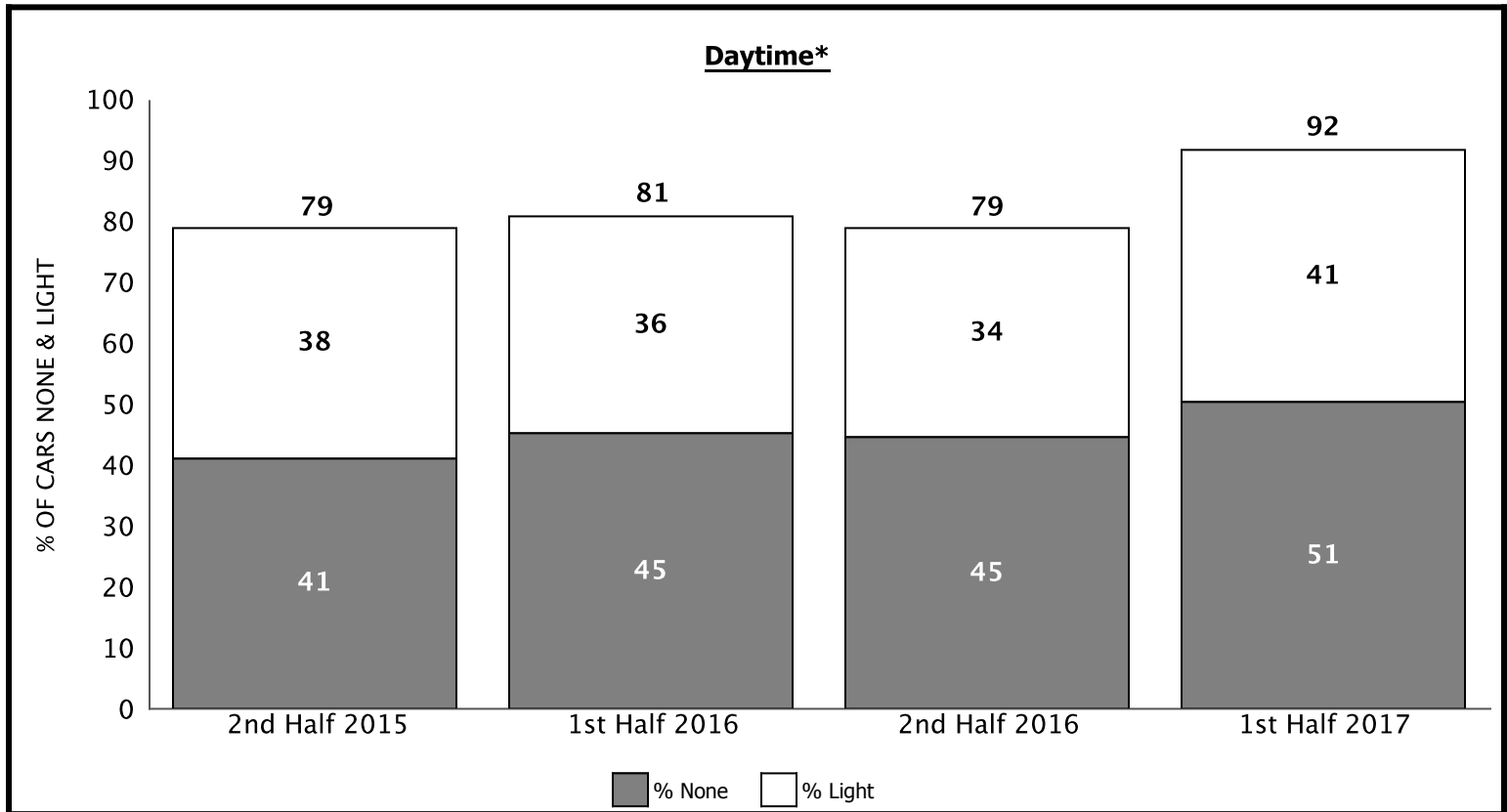
1st Half 2017 vs. 1st Half 2016: The "Daytime" results (12%) showed a statistically significant increase.

**Passenger Environment Survey
Litter Conditions by Borough* (without Trackbed)**



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

Passenger Environment Survey
Cleanliness Conditions in Stations



* Measured after heavy passenger utilization (post AM Peak).

Definition

Cleanliness of Station Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in" spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

None - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2017 Annual Goals: (% none & light) At Terminal: 87.0% In Service: 81.0%

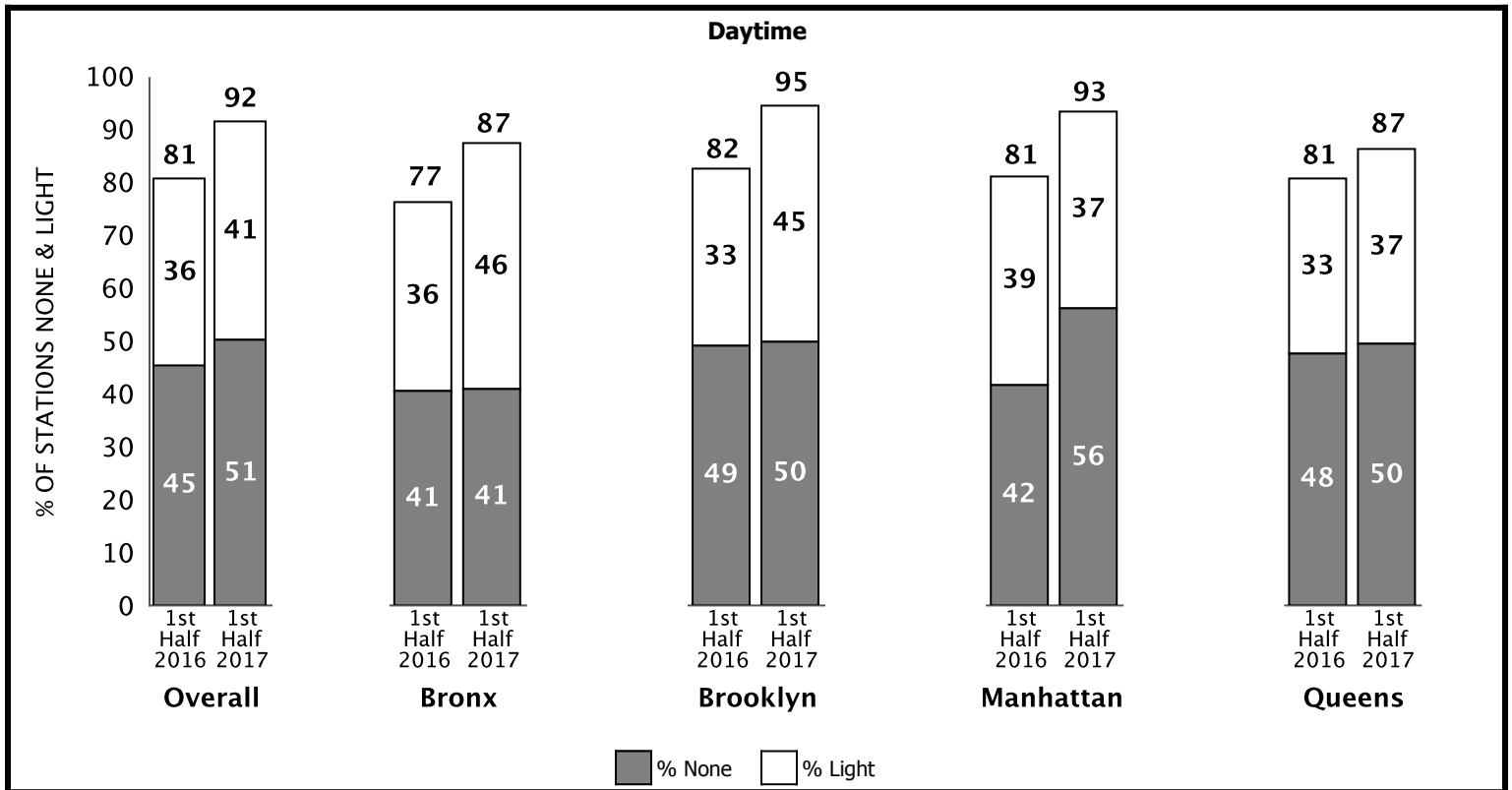
Semi-Annual Results

	At Terminal			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2017	51%	41%	8%	1%
2nd Half 2016	45%	34%	18%	3%
1st Half 2016	45%	36%	17%	2%
2nd Half 2015	41%	38%	19%	2%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2017 vs. 1st Half 2016: The "Daytime" results (11%) showed a statistically significant increase.

**Passenger Environment Survey
Cleanliness Conditions by Borough**



Passenger Environment Survey

Staten Island Railway (SIR) Car Results

The Staten Island Railway Car PES consists of 16 indicators. Of the 16 indicators, 16 remained statistically unchanged while 0 showed an increase and 0 declined when comparing the First Half 2017 to the First Half 2016. The table below depicts the results for the First Half 2017 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

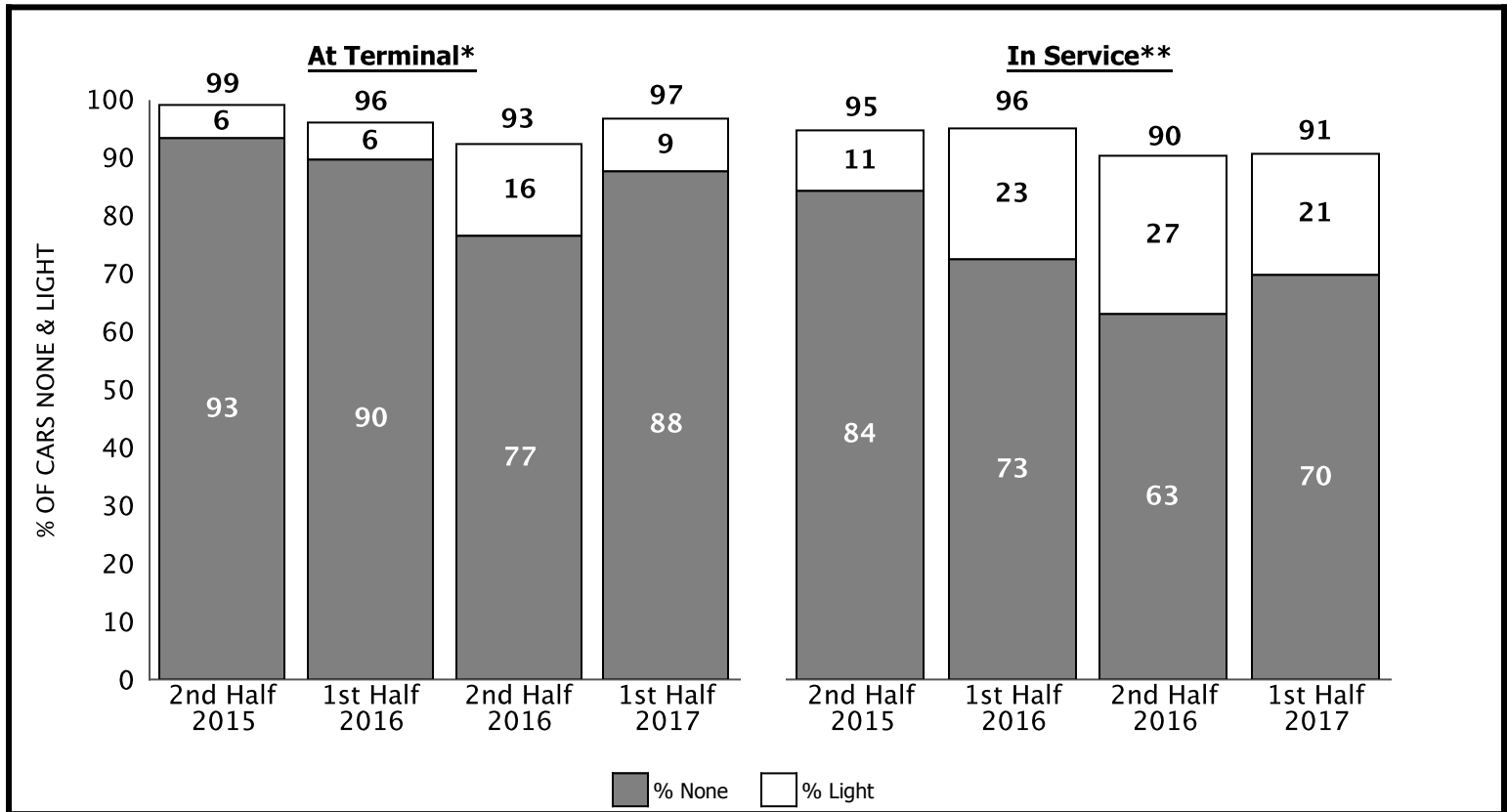
Cleanliness and Appearance		2015		2016		2016		2017	
		2nd Half		1st Half		2nd Half		1st Half	
		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
Litter Conditions in Cars <i>Presence of Litter</i> <i>See Chart 6</i>	% None	93	84	90	73	77	63	88	70
	% Light	6	11	6	23	16	27	9	21
	% Moderate	0	1	1	1	1	1	0	0
	% Heavy	1	5	3	4	7	9	3	9
Cleanliness of Car Floors and Seats <i>Degree of Dirtiness</i> <i>See Chart 7</i>	% None	99	94	92	87	84	79	96	88
	% Light	0	1	4	9	9	12	1	4
	% Moderate	0	0	1	0	0	1	0	0
	% Heavy	1	5	3	4	7	9	3	9
% Cars with No Interior Graffiti		100		98		95		97	
% Cars with No Exterior Graffiti		100		100		99		100	
% Cars with No Graffiti'd Windows		99		99		99		99	
% Cars with No Scratchitied Windows		86		88		93		88	
% Cars with No Clouded Windows		97		97		98		100	
% Cars with No Broken or Cracked Windows		99		100		100		100	
Customer Information									
% Cars with All System Maps Correct/Legible		99		99		99		98	
% Cars with Public Address Announcements		92		77		80		82	
Functioning Equipment									
% Cars with No Broken Door Panels		100		100		100		99	
% Lighting Conditions in Cars ¹		100		100		100		100	
% Climate Control Conditions in Cars ²		86		95		88		91	
Operation									
% Conductors in Proper Uniform		100		100		100		100	

¹ % of cars with at least 90% of lights on.

² % of cars with average interior temperature between 58F and 78F.

Passenger Environment Survey

Litter Conditions in Staten Island Railway (SIR) Cars



* Measured throughout the day at St. George Ferry Terminal.

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

None - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

Semi-Annual Results

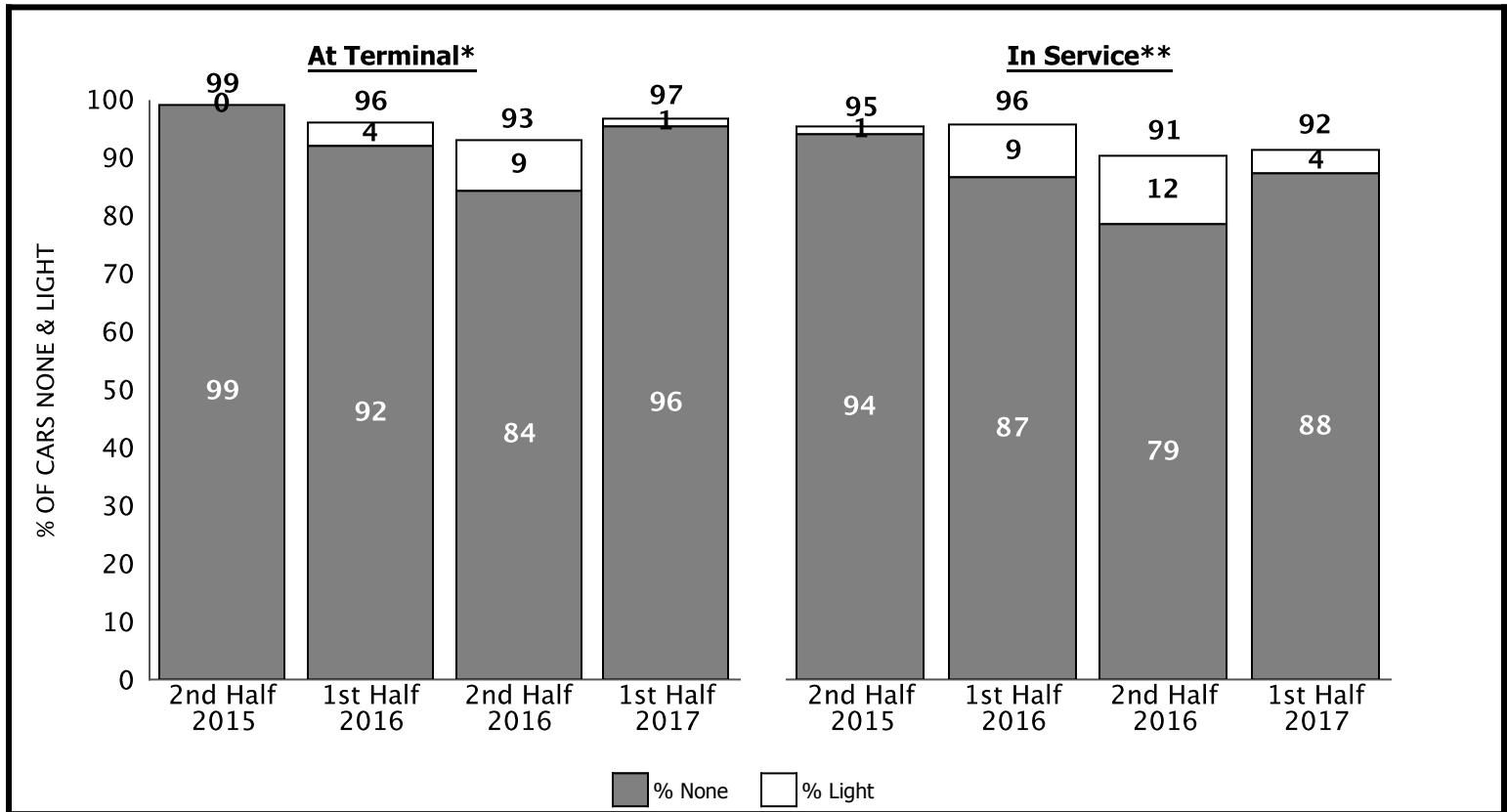
	At Terminal				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2017	88%	9%	0%	3%	70%	21%	0%	9%
2nd Half 2016	77%	16%	1%	7%	63%	27%	1%	9%
1st Half 2016	90%	6%	1%	3%	73%	23%	1%	4%
2nd Half 2015	93%	6%	0%	1%	84%	11%	1%	5%

Discussion of Results: an increase/decrease of less than 6% is statistically unchanged.

1st Half 2017 vs. 1st Half 2016: Both the "At Terminal" results (1%) and the "In Service" results (-4%) were statistically unchanged.

Passenger Environment Survey

Cleanliness Conditions on Staten Island Railway (SIR) Cars



* Measured throughout the day at only those terminals that have cleaners.

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in" spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

None - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	At Terminal				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2017	96%	1%	0%	3%	88%	4%	0%	9%
2nd Half 2016	84%	9%	0%	7%	79%	12%	1%	9%
1st Half 2016	92%	4%	1%	3%	87%	9%	0%	4%
2nd Half 2015	99%	0%	0%	1%	94%	1%	0%	5%

Discussion of Results: an increase/decrease of less than 6% is statistically unchanged.

1st Half 2017 vs. 1st Half 2016: Both the "At Terminal" results (1%) and the "In Service" results (-5%) were statistically unchanged.

Passenger Environment Survey

Staten Island Railway (SIR) Stations Results

The Stations PES consists of 5 indicators. Of the 5 indicators, 4 remained statistically unchanged while 0 showed an increase and 1 declined when comparing the First Half 2017 to the First Half 2016. The table below depicts the results for the First Half 2017 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

Cleanliness and Appearance			2015	2016	2016	2017
			2nd Half	1st Half	2nd Half	1st Half
Litter Conditions in Stations <i>Presence of Litter</i> <i>See Chart 8</i>	Include Trackbed Component	% None	7	15	14	9
		% Light	60	63	38	49
		% Moderate	30	18	30	34
		% Heavy	3	5	19	7
	Measured without Trackbed component	% None	34	59	31	31
		% Light	47	26	35	42
		% Moderate	18	11	18	22
		% Heavy	1	3	16	5
Floor and Seat Cleanliness Conditions in Stations <i>Degree of Dirtiness</i> <i>See Chart 9</i>			% None	44	59	44
			% Light	37	27	23
			% Moderate	18	9	16
			% Heavy	1	5	17
Graffiti Conditions in Stations <i>Presence of Graffiti</i>			% None	72	74	68
			% Light	26	20	20
			% Moderate	2	5	11
			% Heavy	0	1	0

Customer Information

% Stations with Correct Customer Information Center (CIC)	93	97	95	99
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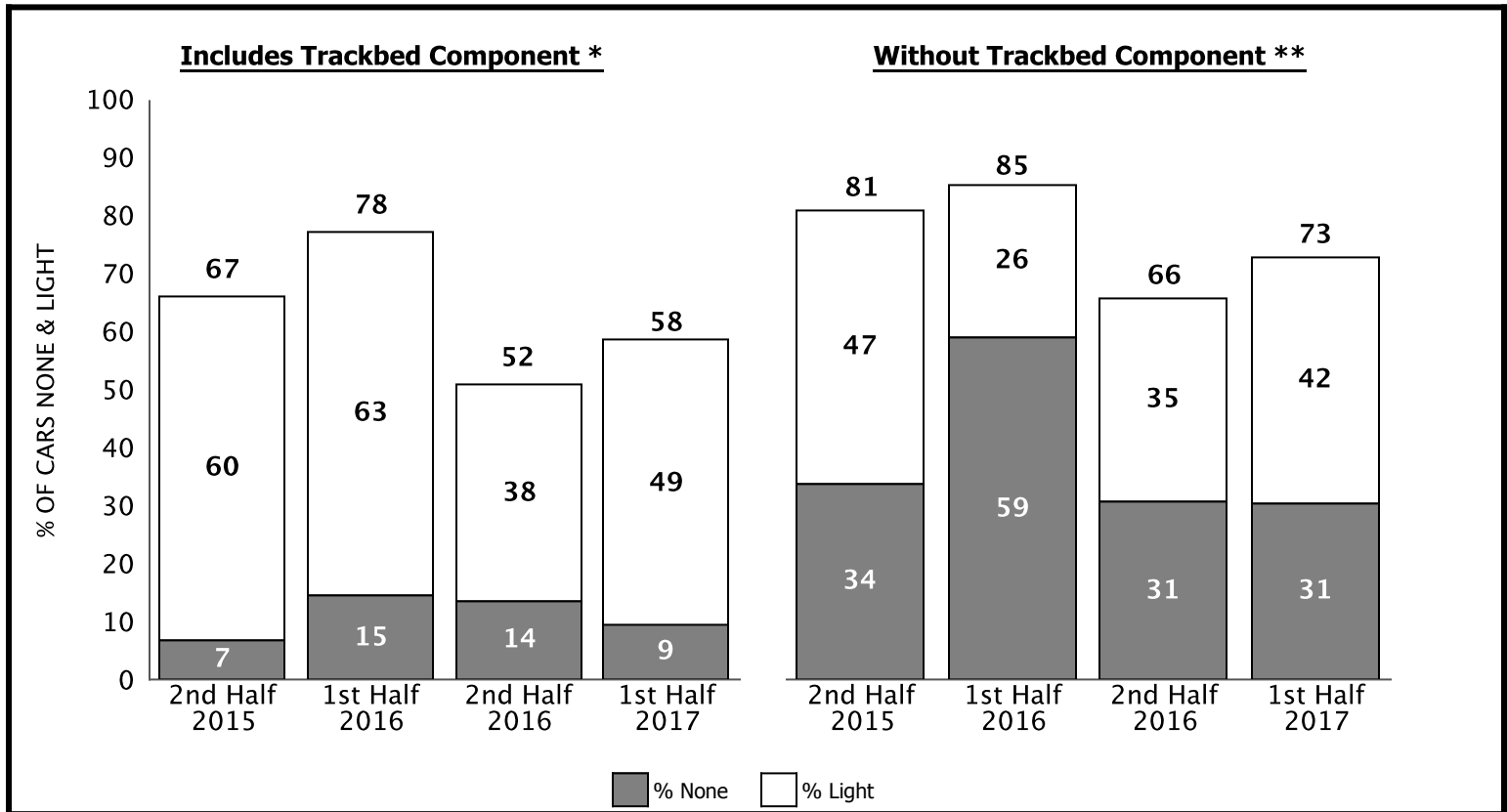
Functioning Equipment

% Trash Receptacles Usable in Stations	100	100	99	100
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All surveys done after heavy passenger utilization (post AM Peak)

Passenger Environment Survey

Litter Conditions in Staten Island Railway (SIR) Stations



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

** Includes mezzanine, passageway, stairway and platform components only, not trackbed.

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

None - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

Semi-Annual Results

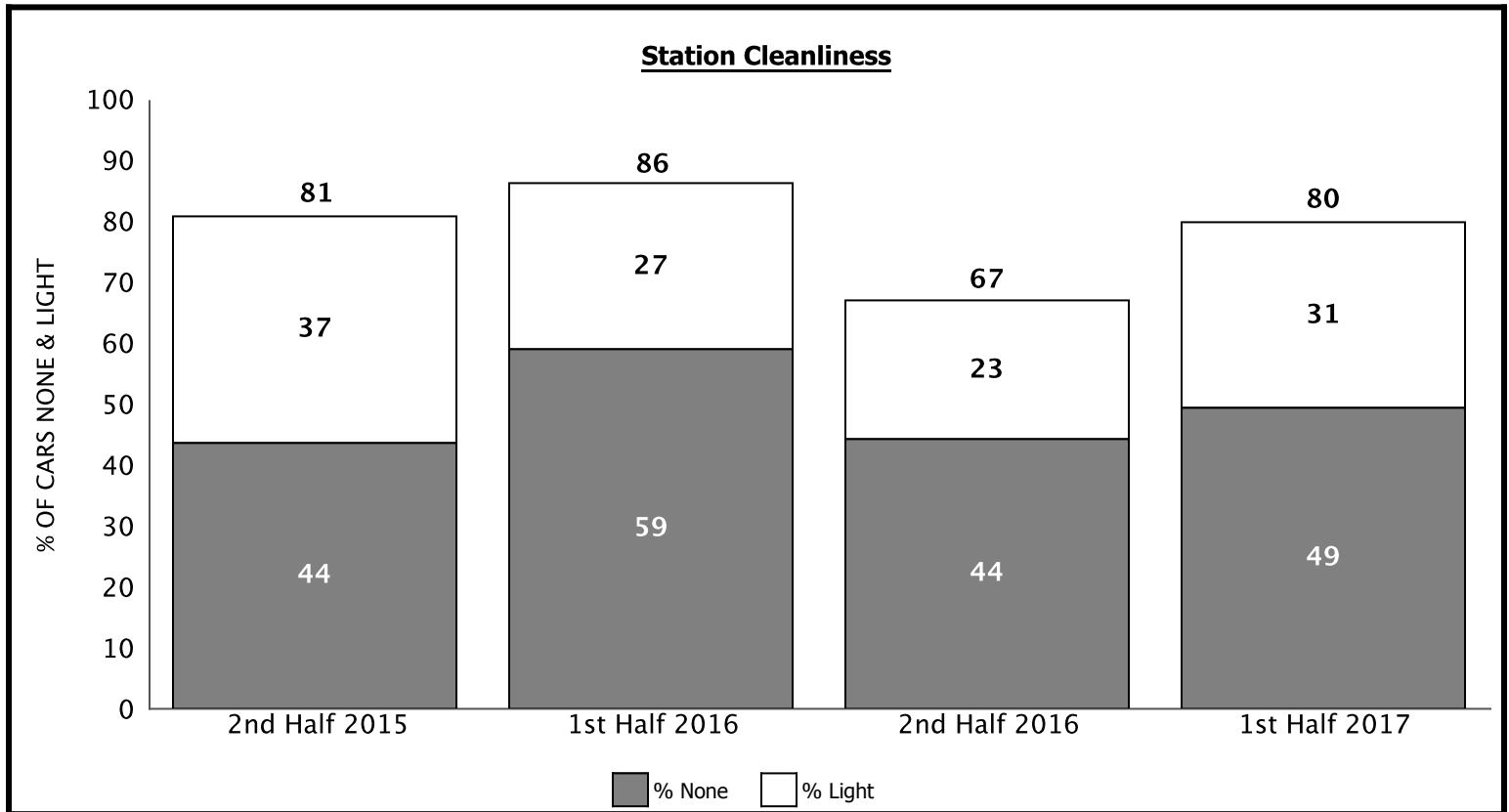
	Includes Trackbed Component				Without Trackbed Component			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2017	9%	49%	34%	7%	31%	42%	22%	5%
2nd Half 2016	14%	38%	30%	19%	31%	35%	18%	16%
1st Half 2016	15%	63%	18%	5%	59%	26%	11%	3%
2nd Half 2015	7%	60%	30%	3%	34%	47%	18%	1%

Discussion of Results: an increase/decrease of less than 10% is statistically unchanged.

1st Half 2017 vs. 1st Half 2016: Both the Litter with trackbed results (-18%) and the Litter without trackbed results (-12%) showed a statistically significant decrease. Please note, the litter without tracked component is not an official indicator and is provided for information only.

Passenger Environment Survey

Cleanliness Conditions in Staten Island Railway (SIR) Stations



Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in" spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

None - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	Cleanliness			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2017	49%	31%	15%	5%
2nd Half 2016	44%	23%	16%	17%
1st Half 2016	59%	27%	9%	5%
2nd Half 2015	44%	37%	18%	1%

Discussion of Results: an increase/decrease of less than 10% is statistically unchanged.

1st Half 2017 vs. 1st Half 2016: The Cleanliness results (-6%) was statistically unchanged.



STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

NYC Transit's weekday service quality indicators, which include the Passenger Environment Survey (PES), are reported on a semi-annual basis.

The PES section includes a summary of all indicators (Local bus and Express bus) that also compares the most recent half-year to the prior three periods.

Passenger Environment Survey

The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for local buses and 12 for Express Buses.

Of the 38 indicators, 33 indicators remained statistically unchanged while two (2) increased and three (3) declined when comparing First Half 2017 and First Half 2016. For PES indicators that rate Bus environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

The results for all PES indicators for First Half 2017 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Significant Indicator Improvements/Declines

Of the 38 Local and Express Bus passenger environment indicators, 33 indicators remained unchanged, 2 indicators showed an improvement while 3 declined when comparing First Half 2017 and First Half 2016

IMPROVEMENTS

	2017 1st Half	2016 1st Half	Net Change
Local Buses			
Local Buses Displaying a Correct/Legible Bus Map	91%	98%	7%
Local Buses with No Scratchtied Windows	92%	96%	4%

DECLINES

	2017 1st Half	2016 1st Half	Net Change
Local Buses			
Local Bus Announcements that are Understandable/Correct	59%	55%	-4%
Bus Stops where Local Buses Board/Discharge Passengers Appropriately	98%	95%	-3%

Express Buses

Cleanliness Conditions on Express Buses (Before Entering Service)	99%	96%	-3%
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Passenger Environment Survey

Local Bus Results

The Local Bus PES consists of 26 indicators. Of the 26 indicators, 22 remained statistically unchanged while 2 showed an increase and 2 declined when comparing the First Half 2017 to the First Half 2016. The table below depicts the results for the First Half 2017 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

Cleanliness and Appearance			2015		2016		2016		2017	
			2nd Half		1st Half		2nd Half		1st Half	
			Before Service	In service	Before Service	In Service	Before Service	In Service	Before Service	In Service
Litter Conditions in Buses <i>Presence of Litter</i> <i>See Chart 1</i>	% None		86	42	87	41	92	38	86	38
	% Light		12	43	11	44	6	44	12	44
	% Moderate		0	2	0	2	0	2	0	2
	% Heavy		2	14	1	13	1	16	2	15
Exterior Dirt Condition of Buses <i>Degree of Dirtiness</i>	% None		98	93	98	92	100	92	99	92
	% Light		2	7	2	7	0	7	0	6
	% Moderate		0	0	0	1	0	0	0	2
	% Heavy		0	0	0	0	0	0	0	0
Cleanliness of Bus Interior <i>Degree of Dirtiness</i> <i>See Chart 2</i>	% None		82	71	87	72	92	69	88	72
	% Light		15	12	10	10	6	14	10	12
	% Moderate		1	3	2	4	1	1	1	0
	% Heavy		2	14	1	14	1	16	2	16
% Buses with No Damaged Panels			97		98		98		98	
% Buses with No Cracked Windows			100		100		100		100	
% Buses with No Scratchtied Windows			94		92		92		96	
% Buses with No Clouded Windows			99		100		99		99	
% Buses with No Interior Graffiti			94		93		95		94	
% Buses with No Exterior Graffiti			100		100		100		100	

Customer Information

% Buses with Readable/Correct Front Sign	100	100	100	100
% Buses with Correct Electronic Side Sign	100	100	100	100
% Buses with Correct Rear Sign	99	100	99	99
% Bus Announcements that are Understandable/Correct	54	59	56	55
% Buses with Priority Seating Stickers	99	99	100	100
% Buses Displaying a Correct/Legible Bus Map ¹	82	91	96	98

Functioning Equipment

Climate Control Conditions in Buses ¹	91	97	91	97
% Buses with Operative Kneeling Feature	100	100	100	100
% Buses with Operative Wheelchair Lift	98	98	98	99
% Buses with Operating Windows	99	100	99	99
% Buses with Operative Rear Door	98	99	98	98

Operations

% Bus Stops where Buses Board/Discharge Passengers Appropriately	98	98	96	95
% Bus Operators in Proper Uniform	100	100	99	99
% Bus Operators Properly Displaying Badges	97	97	96	96

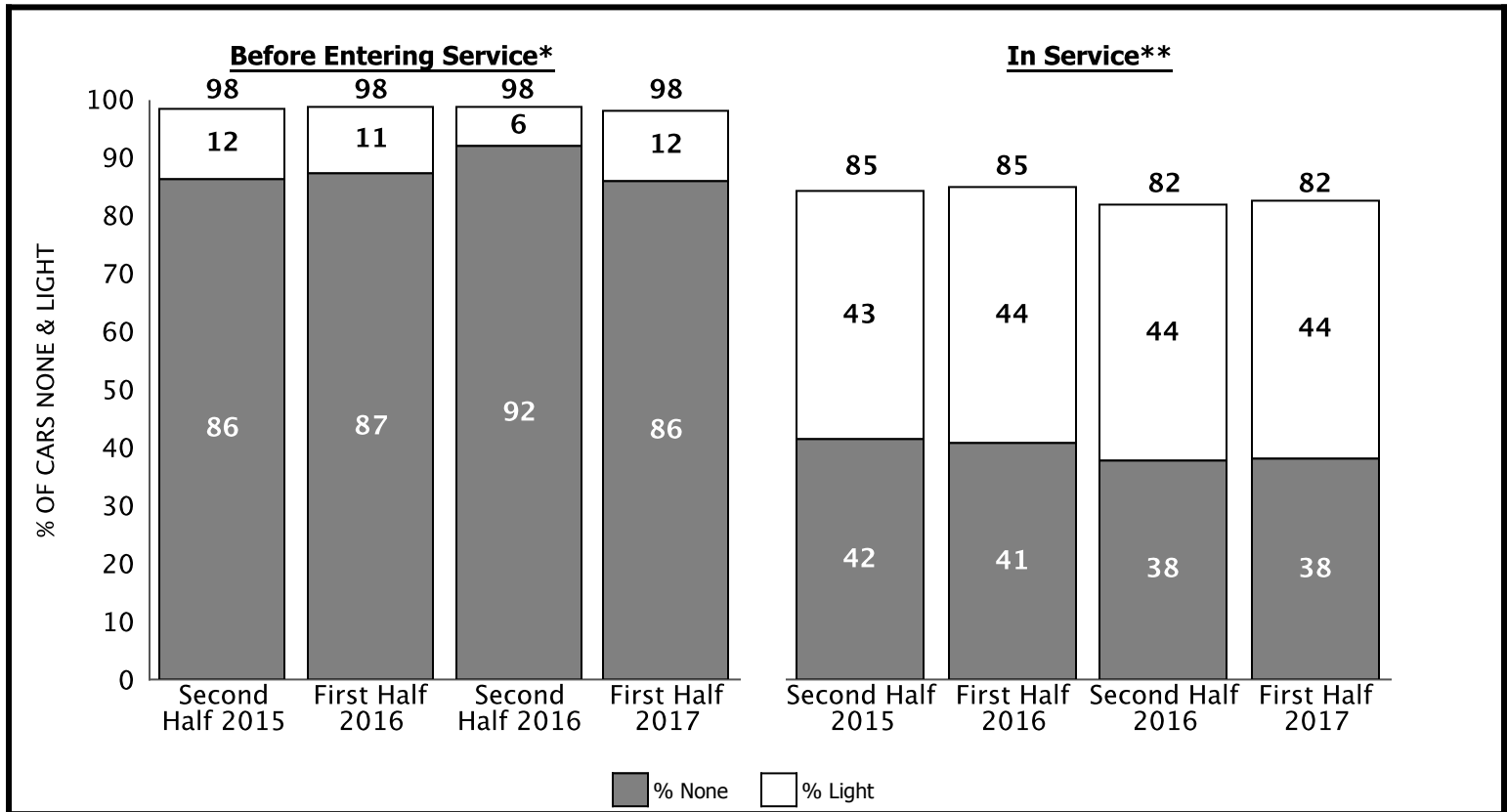
¹ % of buses with average interior temperature between 50F and 78F, except if ambient temperature is above 98F, then the climate control must maintain a 20F gradient.

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

None - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2017 Annual Goals: (% none & light) At Terminal: 99.9% In Service: N/A

Semi-Annual Results

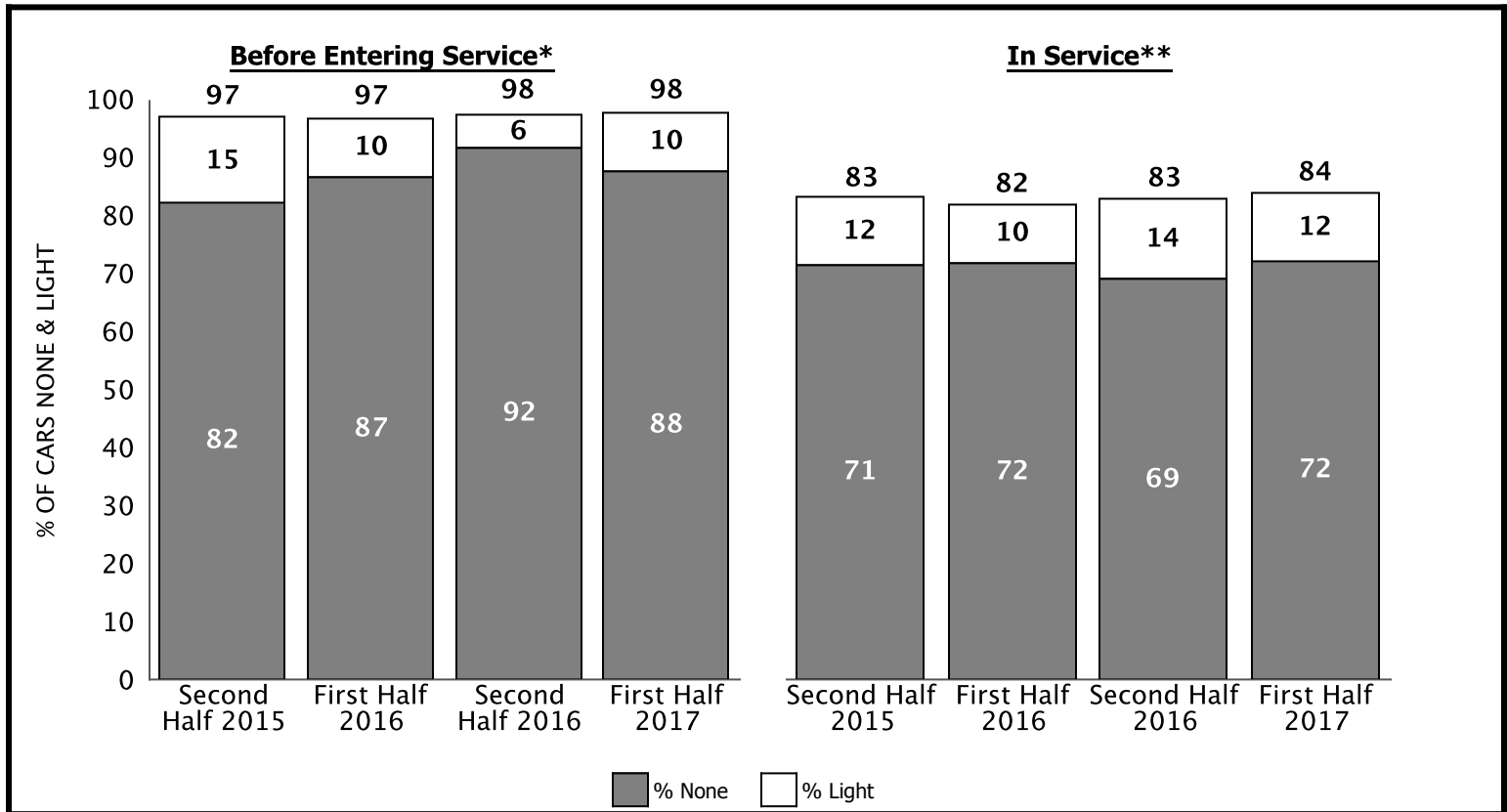
	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
First Half 2017	86%	12%	0%	2%	38%	44%	2%	15%
Second Half 2016	92%	6%	0%	1%	38%	44%	2%	16%
First Half 2016	87%	11%	0%	1%	41%	44%	2%	13%
Second Half 2015	86%	12%	0%	2%	42%	43%	2%	14%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2017 vs. 1st Half 2016: Both the "Before Entering Service" results (-1%) and the "In Service" results (-2%) were statistically unchanged.

Passenger Environment Survey

Cleanliness Conditions on Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in" spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

None - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2017 Annual Goals: (% none & light) At Terminal: 99.9% In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
First Half 2017	88%	10%	1%	2%	72%	12%	0%	16%
Second Half 2016	92%	6%	1%	1%	69%	14%	1%	16%
First Half 2016	87%	10%	2%	1%	72%	10%	4%	14%
Second Half 2015	82%	15%	1%	2%	71%	12%	3%	14%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2017 vs. 1st Half 2016: Both the "Before Entering Service" results (1%) and the "In Service" results (2%) were statistically unchanged.

Passenger Environment Survey

Express Bus Results

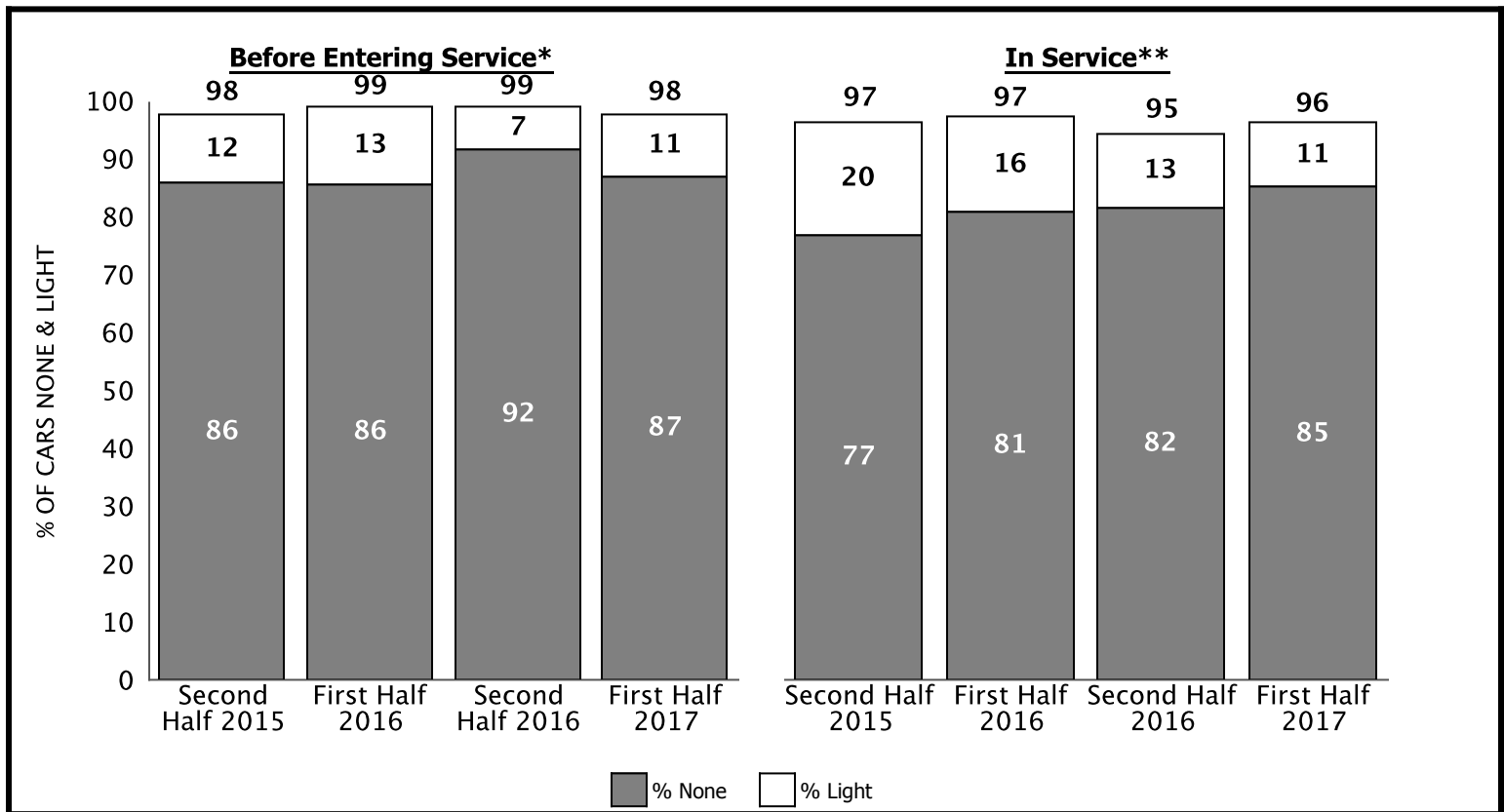
The Express Bus PES consists of 12 indicators. Of the 12 indicators, 11 remained statistically unchanged while 0 showed an increase and 1 declined when comparing the First Half 2017 to the First Half 2016. The table below depicts the results for the First Half 2017 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

Cleanliness and Appearance		2015		2016		2016		2017	
		2nd Half		1st Half		2nd Half		1st Half	
		Before Service	In service	Before Service	In Service	Before Service	In Service	Before Service	In Service
Litter Conditions in Buses <i>Presence of Litter</i> <i>See Chart 3</i>	% None	86	77	86	81	92	82	87	85
	% Light	12	20	13	16	7	13	11	11
	% Moderate	0	0	0	0	0	1	0	0
	% Heavy	2	3	1	2	1	5	2	3
Exterior Dirt Condition of Buses <i>Degree of Dirtiness</i>	% None	94	94	96	99	100	99	99	97
	% Light	4	6	4	1	0	1	0	2
	% Moderate	2	0	0	0	0	0	0	1
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior <i>Degree of Dirtiness</i> <i>See Chart 4</i>	% None	88	93	92	96	92	88	90	94
	% Light	9	4	6	2	5	5	7	2
	% Moderate	1	0	0	0	1	1	1	0
	% Heavy	2	3	1	2	1	5	2	3
% Buses with No Damaged Panels		97		98		99		98	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Interior Graffiti		98		98		99		99	
% Buses with No Exterior Graffiti		100		100		100		100	
Functioning Equipment									
% of Operative Reading Lights on Buses		97		98		97		99	
% of Operative Reclining Seats on Buses		95		96		98		96	

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey
Litter Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

None - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2017 Annual Goals: (% none & light) At Terminal: 99.9% In Service: N/A

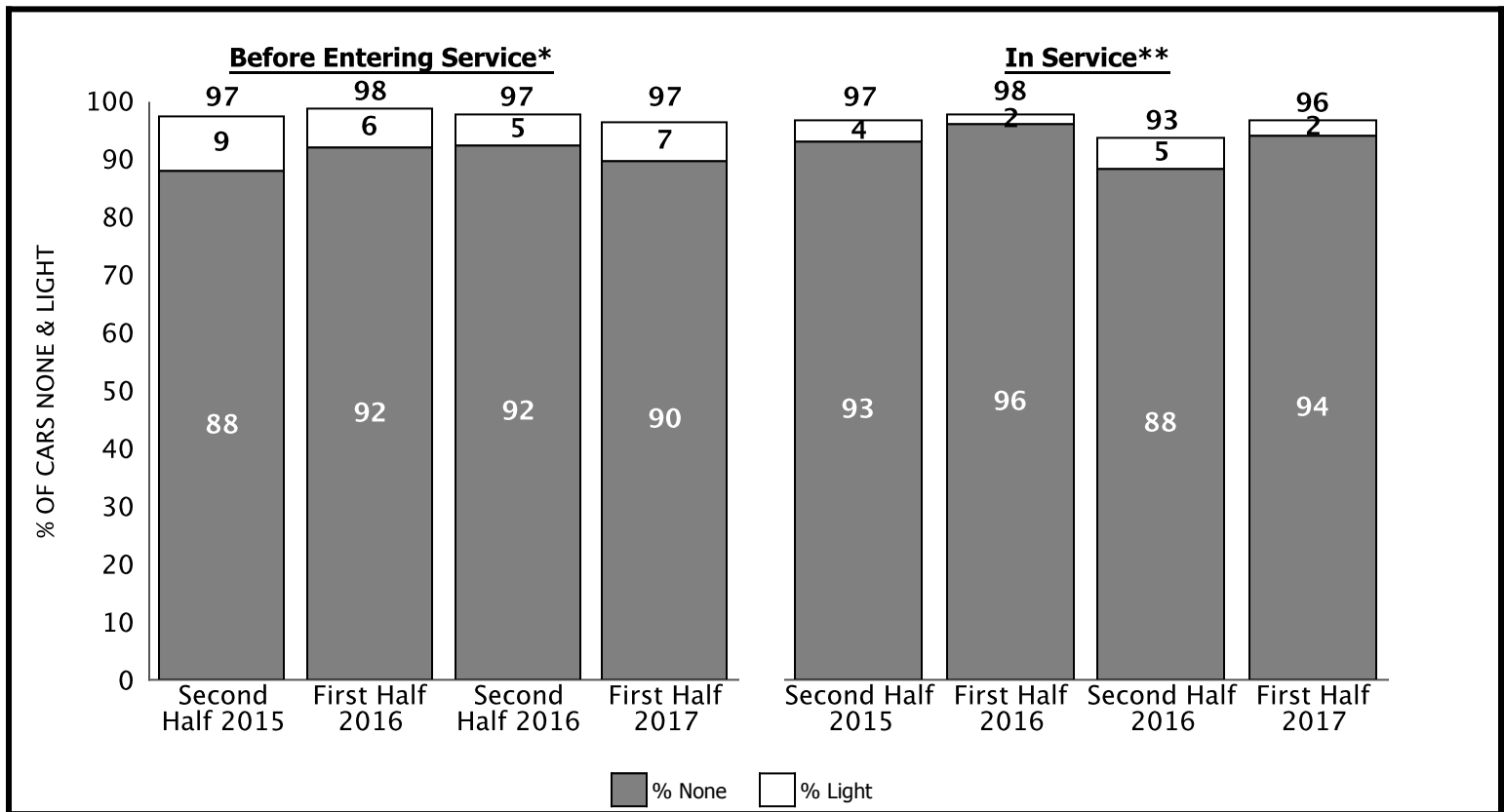
Semi-Annual Results

	Before Entering Service				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
First Half 2017	87%	11%	0%	2%	85%	11%	0%	3%
Second Half 2016	92%	7%	0%	1%	82%	13%	1%	5%
First Half 2016	86%	13%	0%	1%	81%	16%	0%	2%
Second Half 2015	86%	12%	0%	2%	77%	20%	0%	3%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2017 vs. 1st Half 2016: Both the "Before Entering Service" results (-1%) and the "In Service" results (-2%) were statistically unchanged.

Passenger Environment Survey
Cleanliness Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in" spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

None - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2017 Annual Goals: (% none & light) At Terminal: 99.9% In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
First Half 2017	90%	7%	1%	2%	94%	2%	0%	3%
Second Half 2016	92%	5%	1%	1%	88%	5%	1%	5%
First Half 2016	92%	6%	0%	1%	96%	2%	0%	2%
Second Half 2015	88%	9%	1%	2%	93%	4%	0%	3%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

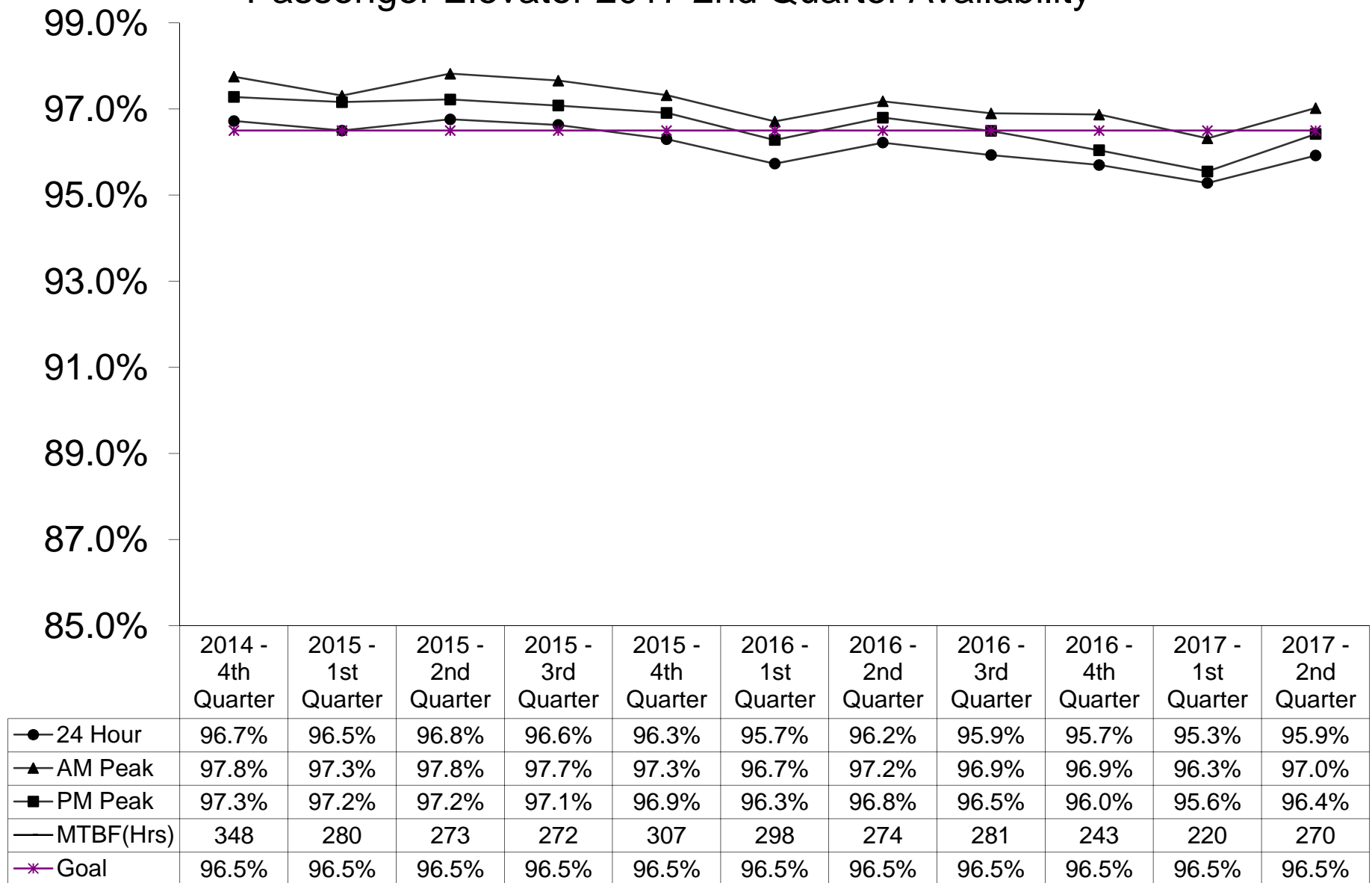
1st Half 2017 vs. 1st Half 2016: The "Before Entering Service" results (-3%) showed a statistically significant decrease while the "In Service" results (-1%) was statistically unchanged.

ELEVATOR AND ESCALATOR QUARTERLY REPORT

MTA / New York City Transit

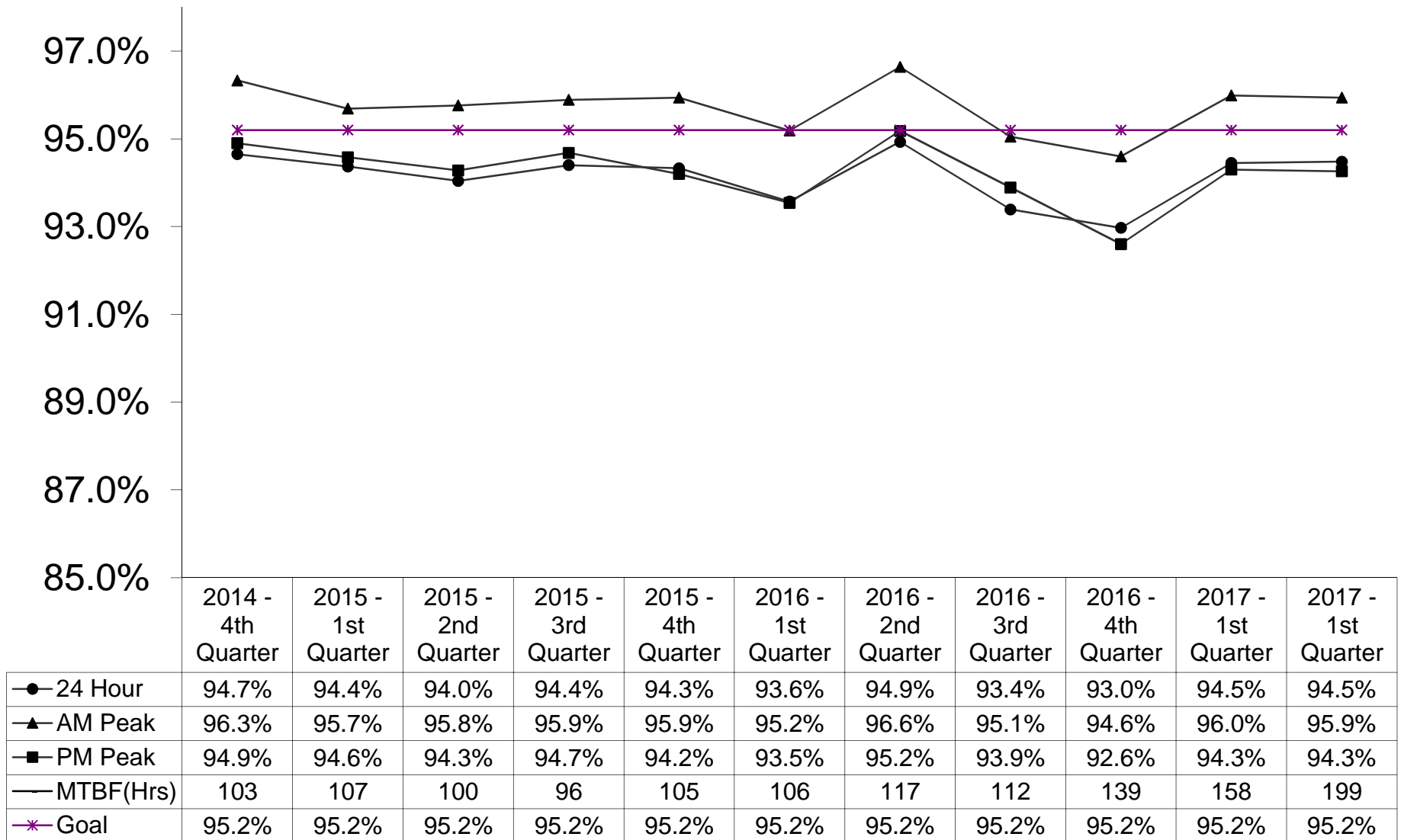
Second Quarter - 2017

Passenger Elevator 2017 2nd Quarter Availability



Definitions : Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

Escalator 2017 2nd Quarter Availability



Definitions: Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

Elevator and Escalator Quarterly Performance Summary Second Quarter - 2017

Elevator Performance

Borough	No. Units	Avg Age	2017 2nd Quarter Availability			Outages			Entrap ments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	32	8.5	96.1%	97.1%	96.6%	340	223	117	24
Brooklyn	54	11.6	96.7%	97.8%	97.0%	661	410	251	50
Manhattan	125	10.8	95.0%	96.2%	95.6%	2009	1371	644	124
Queens	33	9.0	97.9%	98.7%	98.4%	455	302	153	19
System	244	10.0	95.9%	97.0%	96.4%	3465	2306	1165	217

Escalator Performance

Borough	No. Units	Avg Age	2017 2nd Quarter Availability			Outages			Entrap ments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	12	18.1	90.9%	94.2%	86.9%	438	379	59	0
Brooklyn	32	16.2	90.5%	92.0%	89.4%	1136	871	282	0
Manhattan	146	10.4	95.1%	96.5%	95.4%	4927	2618	2309	0
Queens	34	15.5	96.8%	97.9%	96.6%	833	616	217	0
System	224	15.0	94.5%	95.9%	94.3%	7334	4484	2867	0

Definitions : Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

AM Peak: 6 AM - 10 AM

PM Peak: 3 PM - 7 PM

Elevator and Escalator											
Quarterly Performance By Borough											
Second Quarter - 2017											
	Borough:		Bronx	2017 2nd Quarter Availability			2016 2nd Qtr. Availability	Outages			Entrap ments
	Unit ID	Age	Station	24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
		(Yrs)			Peak	Peak					
1	EL129	20	3 Av-149 St 2 5	85.01%	85.87%	84.84%	95.84%	7	5	2	1
2	EL182	10	Gun Hill Rd 2 5	88.40%	90.11%	89.01%	93.22%	7	2	5	1
3	EL131	15	161 St-Yankee Stadium 4 B D	88.68%	90.65%	90.76%	93.87%	26	25	1	1
4	EL192	10	233 St 2 5	89.80%	90.20%	90.41%	98.00%	21	16	5	5
5	EL136	9	Pelham Pkwy 2 5	92.82%	93.19%	90.66%	97.39%	10	8	2	1
6	EL188	11	Fordham Rd 4	94.77%	93.48%	95.80%	99.14%	15	11	4	0
7	EL194	10	233 St 2 5	95.51%	96.70%	95.61%	97.07%	12	8	4	0
8	EL122	1	Pelham Bay Park 6	95.63%	97.12%	94.54%	99.59%	19	13	6	1
9	EL135	15	161 St-Yankee Stadium B D	95.81%	96.60%	96.98%	91.90%	11	7	4	1
10	EL184	10	231 St 1	95.95%	96.70%	97.09%	76.18%	11	9	2	1
11	EL127	1	Simpson St 2 5	96.35%	98.08%	98.32%	N/A	17	12	5	3
12	EL128	1	Simpson St 2 5	96.46%	99.73%	95.86%	N/A	20	14	6	3
13	EL130	20	3 Av-149 St 2 5	96.61%	96.70%	97.40%	99.09%	5	3	2	0
14	EL133	15	161 St-Yankee Stadium 4	96.68%	97.50%	97.06%	98.11%	9	5	4	0
15	EL193	10	233 St 2 5	96.80%	96.91%	97.94%	98.82%	14	11	3	3
16	EL195	2	Hunts Point Av 6	96.84%	98.82%	95.77%	98.19%	15	12	3	0
17	EL183	10	Gun Hill Rd 2 5	96.98%	98.90%	96.09%	95.51%	12	7	5	1
18	EL187	11	Fordham Rd 4	97.16%	98.05%	97.72%	96.95%	9	4	5	0
19	EL132	15	161 St-Yankee Stadium 4	97.32%	98.95%	98.41%	98.01%	9	8	1	1
20	EL189	2	Kingsbridge Rd B D	97.40%	100.00%	96.12%	98.00%	13	8	5	1
21	EL121	1	Pelham Bay Park 6	98.13%	99.96%	99.74%	98.26%	12	4	8	0
22	EL185	10	231 St 1	98.17%	98.90%	98.90%	95.71%	6	4	2	0
23	EL138	9	Pelham Pkwy 2 5	98.22%	98.51%	98.61%	97.11%	9	5	4	0
24	EL190	2	Kingsbridge Rd B D	98.27%	100.00%	99.29%	98.74%	8	2	6	0
25	EL159	5	180 St 2 5	98.55%	100.00%	98.24%	97.75%	6	3	3	0
26	EL134	15	161 St-Yankee Stadium B D	98.57%	98.90%	100.00%	98.84%	6	2	4	0
27	EL197	2	Hunts Point Av 6	98.61%	98.08%	99.52%	98.96%	8	5	3	0
28	EL191	2	Kingsbridge Rd B D	99.12%	98.90%	100.00%	98.67%	7	4	3	0
29	EL186	11	Fordham Rd 4	99.17%	100.00%	99.69%	98.57%	5	2	3	0
30	EL196	2	Hunts Point Av 6	99.30%	100.00%	100.00%	97.02%	5	2	3	0
31	EL160	5	180 St 2 5	99.34%	100.00%	100.00%	96.32%	3		3	0
32	EL137	9	Pelham Pkwy 2 5	99.58%	99.35%	100.00%	99.70%	3	2	1	0
	32	8.5	Elevator Subtotal:	96.1%	97.1%	96.6%	96.7%	340	223	117	24
1	ES120	27	Pelham Bay Park 6	75.86%	79.17%	73.83%	90.15%	40	33	7	0
2	ES106	12	West Farms Sq-E Tremont Av 2 5	80.99%	91.98%	65.42%	91.64%	88	82	6	0
3	ES108	24	Intervale Av 2 5	87.08%	91.34%	83.47%	61.72%	32	29	3	0
4	ES111	16	Parkchester 6	90.22%	91.21%	86.56%	94.98%	40	36	4	0
5	ES104	11	Gun Hill Rd 2 5	91.80%	95.29%	81.03%	86.30%	57	54	3	0
6	ES114	18	161 St-Yankee Stadium 4	92.78%	93.58%	94.04%	98.08%	30	25	5	0
7	ES105	11	Gun Hill Rd 2 5	93.13%	99.31%	79.12%	94.16%	51	48	3	0
8	ES122	21	Pelham Pkwy 2 5	93.34%	94.34%	95.06%	97.50%	16	13	3	0
9	ES113	15	161 St-Yankee Stadium 4	94.38%	98.00%	94.96%	95.88%	36	28	8	0
10	ES123	20	Pelham Pkwy 2 5	95.86%	95.60%	94.91%	94.65%	10	7	3	0
11	ES121	27	Pelham Bay Park 6	96.32%	100.00%	94.46%	97.03%	27	19	8	0
12	ES112	15	Norwood-205 St D	98.44%	99.91%	99.64%	97.08%	11	5	6	0
	12	18.1	Escalator Subtotal:	90.9%	94.2%	86.9%	91.6%	438	379	59	0
*Note the number of entrapments are included in the non scheduled outages count.											

Elevator and Escalator
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Borough: Manhattan											
	Unit ID	Age	Station	2017 2nd Quarter Availability			2016 2nd Qtr. Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
1	EL107	17	181 St 1	41.95%	44.62%	44.18%	95.56%	23	20	3	5
2	EL104	13	191 St 1	63.03%	65.98%	61.21%	74.14%	28	24	4	2
3	EL120	31	190 St A	72.86%	74.23%	72.34%	96.95%	35	33	2	9
4	EL244	15	Grand Central-42 St 7	75.71%	79.11%	76.51%	97.68%	54	13	41	1
5	EL117	14	181 St A	78.12%	80.37%	76.12%	90.13%	64	58	6	1
6	EL118	12	181 St A	78.54%	77.53%	78.82%	98.53%	33	28	5	1
7	EL279	7	59 St-Columbus Circle A B C D 1	84.30%	85.11%	85.34%	97.36%	22	16	6	5
8	EL225	15	34 St-Penn Station C E	85.66%	89.12%	86.35%	98.96%	38	29	9	6
9	EL114	19	168 St 1	86.04%	87.51%	88.52%	95.38%	47	37	10	3
10	EL113	19	168 St 1	86.86%	88.87%	89.12%	95.17%	40	34	6	2
11	EL328	4	Bleecker St D F B M 6	87.11%	89.46%	86.44%	97.14%	25	17	8	0
12	EL233	10	Times Sq-42 St 1 2 3	88.14%	90.52%	87.80%	98.12%	14	11	3	2
13	EL330	4	Bleecker St D F B M 6	88.64%	88.51%	89.57%	98.73%	24	17	7	2
14	EL145	6	96 St 2 3 1	88.87%	89.21%	89.68%	97.90%	13	10	3	0
15	EL111	19	168 St 1	89.15%	92.96%	91.35%	92.65%	44	39	5	0
16	EL716	2	Fulton St A C J Z 2 3 4 5	90.83%	93.23%	91.23%	75.10%	30	23	7	0
17	EL218	17	14 St-Union Sq L	91.16%	93.02%	91.26%	97.87%	7	5	2	0
18	EL324	16	Canal St 6	91.72%	92.31%	92.11%	96.49%	9	4	5	1
19	EL281	8	57 St-7 Av N Q R W	91.91%	94.13%	89.94%	95.87%	28	27	1	0
20	EL119	31	181 St A	92.11%	94.16%	92.65%	85.38%	23	19	4	3
21	EL237	17	66 St-Lincoln Center 1	92.15%	94.65%	91.04%	98.62%	14	11	3	0
22	EL334	12	West 4 St A B C D E F M	92.50%	93.04%	94.42%	98.59%	15	8	7	0
23	EL443	0	Lexington Av-63 St F Q	93.26%	93.81%	97.78%	N/A	44	33	11	7
24	EL106	14	191 St 1	93.31%	94.70%	92.55%	98.50%	23	21	2	4
25	EL226	15	34 St-Penn Station C E	93.57%	95.33%	93.01%	96.65%	12	7	5	0
26	EL105	14	191 St 1	93.65%	95.98%	92.18%	60.78%	29	22	7	3
27	EL217	17	14 St-Union Sq L N Q R W	94.01%	97.07%	94.58%	95.45%	12	10	2	1
28	EL601	1	34 St-Hudson Yards 7	94.35%	97.93%	91.53%	88.78%	25	21	4	2
29	EL404	27	Roosevelt Island F	94.46%	93.83%	96.70%	98.64%	17	11	6	0
30	EL232	10	Times Sq-42 St 1 2 3 7	94.58%	96.67%	93.07%	96.77%	13	9	4	0
31	EL440	0	Lexington Av-63 St F Q	94.58%	97.26%	93.62%	N/A	28	17	11	4
32	EL110	17	181 St 1	94.81%	98.79%	94.79%	98.15%	19	17	2	1
33	EL333	12	West 4 St A B C D E F M	94.95%	100.00%	93.79%	95.79%	31	22	9	4
34	EL205	26	Grand Central-42 St 4 5 6	95.18%	95.76%	96.26%	98.92%	25	20	5	1
35	EL722	3	Fulton St J Z	95.30%	96.66%	95.54%	97.76%	16	9	7	0
36	EL710	9	Bowling Green 4 5	95.67%	97.77%	97.03%	96.28%	32	24	8	3
37	EL143	11	125 St A B C D	95.72%	94.71%	95.98%	98.62%	12	9	3	0
38	EL123	27	175 St A	95.79%	97.32%	97.37%	98.60%	18	14	4	0
39	EL112	19	168 St 1	95.85%	98.87%	98.01%	45.43%	33	29	4	2
40	EL235	8	47-50 Sts-Rockefeller Center B D F M	95.90%	96.84%	96.48%	98.06%	12	7	5	2
41	EL204	26	Grand Central-42 St 4 5 6 7 S	96.05%	96.87%	97.99%	94.45%	23	8	15	0
42	EL146	6	96 St 2 3 1	96.16%	98.54%	97.52%	97.45%	14	11	3	1
43	EL229	14	Times Sq-42 St N Q R W	96.21%	96.94%	96.46%	97.15%	13	10	3	1
44	EL115	16	190 St A	96.33%	97.18%	97.41%	95.84%	14	10	4	2
45	EL125	0	125 St 4 5 6	96.36%	96.89%	96.82%	N/A	27	22	5	4
46	EL181	9	135 St 2 3	96.38%	97.01%	97.42%	98.81%	11	9	2	2
47	EL222	14	14 St A C E	96.39%	96.66%	96.98%	98.52%	14	11	3	1
48	EL103	13	191 St 1	96.40%	98.54%	95.78%	95.93%	25	20	5	1
49	EL278	7	59 St-Columbus Circle A B C D 1	96.59%	98.49%	96.80%	97.65%	17	12	5	2
50	EL234	8	47-50 Sts-Rockefeller Center B D F M	96.60%	97.59%	97.63%	97.60%	16	12	4	2
51	EL442	0	Lexington Av-63 St F Q	96.65%	98.70%	97.06%	N/A	21	12	9	2

Elevator and Escalator
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Borough: Manhattan											
	Unit ID	Age	Station	2017 2nd Quarter Availability			2016 2nd Qtr. Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
52	EL116	12	190 St A	96.76%	97.34%	97.21%	96.58%	18	12	6	2
53	EL277	7	59 St-Columbus Circle A B C D 1	96.77%	98.33%	97.13%	97.08%	15	11	4	2
54	EL441	0	Lexington Av-63 St F Q	96.88%	97.54%	99.15%	N/A	25	17	8	0
55	EL220	17	14 St-Union Sq N Q R W	96.99%	98.85%	96.82%	98.11%	11	6	5	0
56	EL212	23	34 St-Herald Sq N Q R W	97.00%	98.16%	96.70%	96.52%	4	3	1	0
57	EL139	10	168 St 1 A C	97.02%	97.76%	97.40%	98.68%	12	7	5	2
58	EL403	27	Roosevelt Island F	97.23%	96.93%	97.80%	97.15%	13	6	7	1
59	EL180	9	135 St 2 3	97.23%	98.90%	98.33%	97.20%	9	6	3	0
60	EL723	3	Fulton St 2 3	97.25%	98.90%	97.62%	99.25%	16	12	4	1
61	EL329	4	Bleecker St D F B M 6	97.35%	98.90%	99.23%	95.56%	18	10	8	0
62	EL206	26	Grand Central-42 St 4 5 6	97.36%	97.80%	99.71%	80.18%	12	7	5	0
63	EL240	13	72 St 1 2 3	97.46%	98.30%	97.80%	97.04%	7	4	3	0
64	EL402	27	Lexington Av-63 St F Q	97.47%	99.27%	97.23%	95.63%	16	11	5	0
65	EL108	17	181 St 1	97.50%	99.30%	99.00%	87.29%	20	10	10	2
66	EL140	10	168 St A C	97.59%	98.90%	98.25%	97.99%	11	7	4	1
67	EL444	0	Lexington Av-63 St F Q	97.64%	97.95%	98.90%	N/A	11	6	5	0
68	EL178	3	Dyckman St 1	97.64%	99.16%	98.59%	98.23%	15	10	5	0
69	EL126	0	125 St 4 5 6	97.66%	99.05%	97.70%	N/A	18	13	5	4
70	EL332	4	Bleecker St D F B M 6	97.67%	98.90%	99.63%	94.10%	12	6	6	0
71	EL711	9	Bowling Green 4 5	97.69%	100.00%	99.73%	98.22%	13	4	9	0
72	EL719	3	Fulton St A C J Z 2 3 4 5	97.80%	99.59%	98.88%	96.76%	18	12	6	0
73	EL109	17	181 St 1	97.88%	98.90%	99.46%	97.16%	14	12	2	2
74	EL219	17	14 St-Union Sq N Q R W	97.91%	98.26%	99.78%	98.74%	7	4	3	2
75	EL732	9	Fulton St 2 3	97.91%	100.00%	99.34%	95.88%	12	5	7	1
76	EL720	2	Fulton St A C J Z 2 3 4 5	97.96%	98.35%	100.00%	98.71%	12	6	6	0
77	EL245	12	Lexington Av-53 St E M	98.04%	98.20%	97.27%	95.86%	11	10	1	0
78	EL401	1	Lexington Av-63 St F Q	98.06%	99.66%	98.28%	99.18%	12	7	5	2
79	EL142	11	125 St A B C D	98.08%	98.67%	97.93%	91.64%	7	4	3	0
80	EL603	1	34 St-Hudson Yards 7	98.13%	99.90%	98.69%	91.37%	12	4	8	0
81	EL280	7	59 St-Columbus Circle A B C D 1	98.18%	99.28%	99.87%	98.31%	14	10	4	0
82	EL298	0	23 St 6	98.25%	99.86%	97.95%	N/A	11	4	7	1
83	EL213	1	34 St-Herald Sq B D F M N Q R W	98.27%	99.66%	99.75%	92.54%	12	7	5	0
84	EL224	14	8 Av L	98.29%	99.09%	99.25%	97.39%	10	6	4	2
85	EL214	13	34 St-Penn Station 1	98.30%	99.82%	98.28%	96.32%		5	1	0
86	EL141	10	168 St A C	98.31%	99.19%	98.73%	97.73%	10	5	5	0
87	EL228	15	34 St-Penn Station C E	98.49%	99.38%	100.00%	98.69%	8	3	5	0
88	EL336	8	Chambers St 1 2 3	98.49%	99.81%	99.35%	98.12%	15	10	5	0
89	EL337	8	Chambers St 1 2 3	98.50%	98.21%	100.00%	99.57%	8	3	5	0
90	EL299	0	23 St 6	98.51%	98.73%	99.29%	N/A	10	3	7	1
91	EL262	0	72 St Q	98.54%	99.88%	99.47%	N/A	22	11	11	1
92	EL331	4	Bleecker St D F B M 6	98.65%	100.00%	99.17%	96.97%	13	6	7	0
93	EL248	0	96 St Q	98.69%	99.85%	99.39%	N/A	28	16	12	0
94	EL211	23	34 St-Herald Sq N Q R W	98.75%	98.85%	99.49%	97.61%	7	5	2	0
95	EL124	27	175 St A	98.81%	98.90%	99.78%	96.97%	4	1	3	0
96	EL223	14	14 St A C E	98.85%	98.49%	100.00%	98.64%	11	7	4	1
97	EL236	8	47-50 Sts-Rockefeller Center B D F M	98.85%	99.93%	99.61%	99.02%	9	6	3	0
98	EL227	15	34 St-Penn Station A	98.85%	100.00%	99.87%	98.90%	7	3	4	0
99	EL144	11	125 St A B C D	98.89%	98.57%	100.00%	97.41%	8	5	3	0
100	EL148	17	Inwood-207 St A	98.89%	100.00%	99.54%	97.53%	9	2	7	1
101	EL602	1	34 St-Hudson Yards 7	98.90%	100.00%	99.59%	91.77%	9	3	6	0
102	EL247	0	96 St Q	98.92%	98.86%	98.34%	N/A	20	17	3	0
103	EL264	0	72 St Q	98.99%	100.00%	99.76%	N/A	19	9	10	0

Elevator and Escalator										
Quarterly Performance By Borough										
Second Quarter - 2017										
	Borough:		Manhattan							
	Unit ID	Age	Station	2017 2nd Quarter Availability			2016 2nd Qtr. Availability	Outages		
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled
104	EL230	14	Times Sq-42 St N Q R W	99.03%	99.84%	99.98%	96.74%	4	3	1
105	EL249	0	86 St Q	99.04%	99.54%	100.00%	N/A	14	8	6
106	EL325	16	Canal St 6	99.06%	99.31%	100.00%	98.22%	7	2	5
107	EL209	23	34 St-Herald Sq B D F M	99.08%	99.27%	100.00%	98.65%	5	3	2
108	EL335	12	West 4 St A B C D E F M	99.10%	99.54%	99.30%	97.68%	5	4	1
109	EL221	14	14 St/8 Av A C E L	99.13%	100.00%	99.85%	98.67%	8	5	3
110	EL215	17	34 St-Penn Station 2 3	99.18%	99.68%	100.00%	97.41%	4	1	3
111	EL250	0	86 St Q	99.19%	99.91%	99.33%	N/A	13	7	6
112	EL238	17	66 St-Lincoln Center 1	99.23%	100.00%	99.66%	98.57%	6	2	4
113	EL267	0	72 St Q	99.32%	99.66%	99.53%	N/A	14	7	7
114	EL149	17	Inwood-207 St A	99.34%	100.00%	99.62%	96.88%	4	1	3
115	EL239	13	72 St 1 2 3	99.35%	99.67%	100.00%	98.79%	3		3
116	EL721	3	Fulton St A C J Z 2 3 4 5	99.40%	99.50%	100.00%	98.51%	4	2	2
117	EL216	13	34 St-Penn Station 1	99.40%	99.70%	99.90%	98.97%	5	4	1
118	EL210	23	34 St-Herald Sq B D F M	99.40%	99.73%	99.06%	99.06%	4	3	1
119	EL600	1	34 St-Hudson Yards 7	99.40%	100.00%	100.00%	98.98%	5	2	3
120	EL266	0	72 St Q	99.49%	100.00%	100.00%	N/A	13	5	8
121	EL265	0	72 St Q	99.62%	99.97%	100.00%	N/A	9	4	5
122	EL338	8	Chambers St 1 2 3	99.72%	100.00%	99.33%	99.58%	5	3	2
123	EL259	0	72 St Q	99.82%	99.73%	100.00%	N/A	6	4	2
124	EL731	8	South Ferry 1	100.00%	100.00%	100.00%	N/A			
125	EL730	8	South Ferry 1	100.00%	100.00%	100.00%	N/A			
	125	10.8	Elevator Subtotal:	95.0%	96.2%	95.6%	95.5%	2009	1371	644

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Elevator and Escalator											
Quarterly Performance By Borough											
Second Quarter - 2017											
	Borough:		Manhattan								
	Unit ID	Age	Station	2017 2nd Quarter Availability			2016 2nd Qtr. Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
1	ES204	17	Grand Central-42 St 7	71.47%	71.74%	70.75%	98.18%	94	16	78	0
2	ES285	0	72 St Q	72.02%	72.37%	73.57%	N/A	15	11	4	0
3	ES101	15	125 St 1	73.83%	78.98%	67.23%	90.24%	57	52	5	0
4	ES325	18	West 4 St A B C D E F M	74.49%	75.28%	76.12%	94.25%	39	35	4	0
5	ES326	18	West 4 St A B C D E F M	81.96%	83.01%	82.20%	96.23%	21	17	4	0
6	ES629	1	34 St-Hudson Yards 7	83.73%	84.62%	85.71%	97.48%	13	6	7	0
7	ES627	1	34 St-Hudson Yards 7	84.55%	86.55%	85.77%	91.83%	33	15	18	0
8	ES336	14	Bowling Green 4 5	85.41%	89.75%	83.92%	93.74%	34	27	7	0
9	ES334	3	Bowery J Z	87.23%	89.22%	86.26%	82.20%	23	14	9	0
10	ES277	0	86 St Q	88.85%	90.32%	89.92%	N/A	89	19	70	0
11	ES278	0	86 St Q	89.05%	91.12%	90.30%	N/A	27	17	10	0
12	ES243	20	Lexington Av-53 St E M	89.57%	92.08%	90.39%	93.17%	18	13	5	0
13	ES276	0	86 St Q	89.90%	91.12%	89.82%	N/A	21	13	8	0
14	ES459	0	Lexington Av-63 St F Q	90.05%	89.53%	91.97%	N/A	13	7	6	0
15	ES118	20	181 St A	90.38%	88.18%	90.60%	88.90%	25	16	9	0
16	ES269	13	Lexington Av-53 St E M	90.75%	93.34%	89.52%	96.22%	69	57	12	0
17	ES215	20	Lexington Av-59 St N Q R W	91.57%	90.88%	94.63%	93.97%	64	59	5	0
18	ES300	4	Bleecker St D F B M 6	91.80%	95.98%	87.50%	93.33%	42	37	5	0
19	ES252	28	51 St 6	91.87%	94.92%	94.15%	96.56%	19	9	10	0
20	ES116	15	145 St B D	92.45%	91.41%	93.41%	97.67%	24	21	3	0
21	ES249	14	Lexington Av-59 St N R W	92.51%	95.77%	88.90%	97.38%	58	56	2	0
22	ES351	17	Whitehall St R W	92.52%	94.36%	91.85%	95.60%	25	15	10	0
23	ES272	0	96 St Q	92.67%	92.94%	92.20%	N/A	18	10	8	0
24	ES211	19	59 St 4 5 6	93.10%	93.98%	90.65%	96.90%	83	72	11	0
25	ES255	28	Grand Central-42 St 4 5 6 7 S	93.23%	96.12%	91.15%	96.53%	148	40	108	0
26	ES343	14	Bowling Green 4 5	93.41%	95.25%	93.59%	93.11%	25	15	10	0
27	ES238	18	7 Av B D E	93.48%	97.11%	87.05%	93.21%	86	78	8	0
28	ES203	17	Grand Central-42 St 7	93.63%	88.31%	98.08%	98.89%	52	42	10	0
29	ES328	18	Delancey St F	93.72%	99.22%	93.07%	95.47%	44	35	9	0
30	ES222	10	34 St-Herald Sq B D F M N Q R W	93.79%	95.80%	96.15%	96.74%	40	35	5	0
31	ES221	10	34 St-Herald Sq B D F M N Q R W	93.90%	97.06%	93.27%	91.14%	52	49	3	0
32	ES412	8	Roosevelt Island F	93.99%	96.19%	96.19%	95.90%	38	12	26	0
33	ES337	14	Bowling Green 4 5	94.10%	95.48%	94.81%	97.83%	27	21	6	0
34	ES370	8	South Ferry 1	94.24%	100.00%	81.69%	N/A	2	1	1	0
35	ES256	28	Grand Central-42 St 4 5 6 7 S	94.26%	91.69%	95.28%	97.55%	30	20	10	0
36	ES218	11	Times Sq-42 St 7	94.36%	97.85%	97.11%	93.50%	42	34	8	0
37	ES236	9	34 St-Herald Sq B D F M	94.38%	95.57%	94.61%	97.88%	21	16	5	0
38	ES237	18	7 Av B D E	94.39%	93.01%	98.18%	96.91%	47	25	22	0
39	ES312	3	Whitehall St R W	94.49%	97.59%	93.88%	96.71%	40	26	14	0
40	ES311	15	Whitehall St R W	94.51%	97.70%	91.75%	89.11%	57	48	9	0
41	ES117	20	181 St A	94.65%	94.22%	92.02%	81.09%	35	31	4	0
42	ES342	12	Bowling Green 4 5	94.65%	99.51%	92.76%	96.73%	41	36	5	0
43	ES416	20	Roosevelt Island F	94.66%	93.91%	95.57%	97.97%	21	13	8	0
44	ES369	8	South Ferry 1	94.66%	99.69%	100.00%	N/A	2	1	1	0
45	ES102	15	125 St 1	94.74%	98.32%	94.77%	92.16%	33	32	1	0
46	ES418	9	Roosevelt Island F	94.83%	94.57%	95.16%	98.00%	21	14	7	0
47	ES301	17	Park Pl 2 3	94.89%	92.63%	96.83%	97.67%	26	19	7	0
48	ES327	18	Delancey St F	94.93%	98.52%	95.00%	98.39%	51	42	9	0
49	ES241	19	5 Av-53 St E M	95.03%	93.73%	90.93%	97.32%	54	50	4	0

Elevator and Escalator
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Borough: Manhattan										
	Unit ID	Age	Station	2017 2nd Quarter Availability			2016 2nd Qtr. Availability	Outages		
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled
50	ES240	18	5 Av-53 St E M	95.19%	99.80%	93.45%	97.20%	128	20	108
51	ES230	10	34 St-Herald Sq B D F M	95.20%	97.21%	95.67%	96.09%	28	24	4
52	ES410	27	Lexington Av-63 St F Q	95.38%	95.38%	96.10%	97.34%	49	31	18
53	ES216	10	Times Sq-42 St 7	95.47%	97.14%	96.42%	94.04%	40	35	5
54	ES414	9	Roosevelt Island F	95.57%	96.40%	97.70%	96.63%	27	20	7
55	ES411	9	Roosevelt Island F	95.64%	96.83%	97.97%	95.61%	19	9	10
56	ES246	20	Lexington Av-53 St E M	95.64%	98.12%	93.93%	96.08%	152	37	115
57	ES415	8	Roosevelt Island F	95.66%	95.94%	97.58%	98.33%	34	15	19
58	ES103	21	125 St 1	95.66%	97.37%	96.73%	93.95%	17	12	5
59	ES621	1	34 St-Hudson Yards 7	95.84%	98.60%	96.61%	96.05%	28	15	13
60	ES232	10	34 St-Herald Sq B D F M	95.86%	99.30%	94.50%	95.41%	39	36	3
61	ES208	16	Grand Central-42 St 7	95.90%	99.66%	96.92%	97.55%	142	23	119
62	ES213	18	59 St 4 5 6	96.02%	96.86%	94.74%	78.15%	33	31	2
63	ES235	9	34 St-Herald Sq B D F M	96.07%	97.79%	97.56%	93.57%	24	16	8
64	ES231	10	34 St-Herald Sq B D F M	96.14%	99.74%	95.74%	96.52%	31	26	5
65	ES624	1	34 St-Hudson Yards 7	96.22%	96.63%	97.42%	85.26%	20	14	6
66	ES419	9	Roosevelt Island F	96.29%	96.68%	97.09%	98.68%	19	13	6
67	ES209	15	Grand Central-42 St 7	96.35%	97.52%	98.89%	96.64%	32	25	7
68	ES119	20	181 St A	96.46%	98.90%	98.09%	91.58%	19	11	8
69	ES413	20	Roosevelt Island F	96.49%	96.70%	98.28%	96.83%	14	9	5
70	ES244	20	Lexington Av-53 St E M	96.52%	99.43%	95.32%	93.71%	139	28	111
71	ES248	14	Lexington Av-59 St N R W	96.58%	97.45%	96.01%	98.97%	34	30	4
72	ES210	15	Grand Central-42 St 7	96.59%	97.69%	98.89%	98.06%	30	22	8
73	ES364	2	Fulton St 4 5	96.67%	99.72%	90.40%	96.58%	30	25	5
74	ES115	16	145 St B D	96.75%	97.64%	94.71%	94.67%	21	18	3
75	ES403	27	Lexington Av-63 St F Q	96.83%	97.77%	97.95%	81.53%	25	12	13
76	ES288	0	72 St Q	96.92%	99.79%	99.70%	N/A	24	13	11
77	ES229	10	34 St-Herald Sq B D F M	96.93%	99.95%	98.89%	87.61%	22	17	5
78	ES233	9	34 St-Herald Sq B D F M	96.97%	99.58%	96.53%	90.49%	24	18	6
79	ES345	21	Bowling Green 4 5	97.05%	99.80%	98.02%	88.32%	21	15	6
80	ES407	27	Lexington Av-63 St F Q	97.06%	98.58%	97.53%	96.38%	30	10	20
81	ES367	3	Fulton St A C J Z 2 3 4 5	97.10%	97.91%	98.44%	96.94%	22	12	10
82	ES245	20	Lexington Av-53 St E M	97.13%	98.90%	97.56%	98.62%	17	10	7
83	ES295	0	72 St Q	97.16%	99.83%	99.80%	N/A	36	14	22
84	ES622	1	34 St-Hudson Yards 7	97.18%	98.90%	97.86%	93.16%	28	12	16
85	ES223	10	34 St-Herald Sq B D F M N Q R W	97.34%	96.09%	96.86%	97.99%	33	32	1
86	ES290	0	72 St Q	97.35%	99.31%	97.41%	N/A	39	32	7
87	ES338	13	Bowling Green 4 5	97.35%	99.36%	97.33%	98.04%	21	15	6
88	ES404	27	Lexington Av-63 St F Q	97.39%	98.15%	98.03%	95.92%	32	14	18
89	ES417	8	Roosevelt Island F	97.43%	97.80%	98.14%	98.75%	16	9	7
90	ES408	27	Lexington Av-63 St F Q	97.44%	96.79%	98.36%	96.16%	33	18	15
91	ES270	0	96 St Q	97.48%	98.44%	97.13%	N/A	25	19	6
92	ES406	27	Lexington Av-63 St F Q	97.51%	98.82%	99.50%	83.57%	24	5	19
93	ES405	27	Lexington Av-63 St F Q	97.66%	99.96%	96.59%	97.24%	32	19	13
94	ES458	0	Lexington Av-63 St F Q	97.67%	99.39%	98.20%	N/A	27	14	13
95	ES296	0	72 St Q	97.71%	99.81%	98.36%	N/A	41	33	8
96	ES339	13	Bowling Green 4 5	97.73%	97.95%	98.65%	98.12%	15	10	5
97	ES207	16	Grand Central-42 St 7	97.73%	98.37%	100.00%	98.66%	128	6	122
98	ES234	9	34 St-Herald Sq B D F M	97.81%	99.34%	98.74%	98.81%	16	13	3

Elevator and Escalator
Quarterly Performance By Borough
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Elevator and Escalator										
Quarterly Performance By Borough										
Second Quarter - 2017										
	Borough:		Manhattan							
	Unit ID	Age	Station	2017 2nd Quarter Availability			2016 2nd Qtr. Availability	Outages		
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled
99	ES212	18	59 St 4 5 6	97.81%	99.91%	98.41%	98.66%	20	12	8
100	ES420	8	Roosevelt Island F	97.86%	97.80%	98.64%	98.96%	12	8	4
101	ES626	1	34 St-Hudson Yards 7	97.88%	99.93%	97.19%	89.76%	26	17	9
102	ES329	3	East Broadway F	97.89%	98.51%	100.00%	97.53%	12	2	10
103	ES224	10	34 St-Herald Sq B D F M N Q R W	97.93%	99.38%	99.09%	97.83%	19	15	4
104	ES282	0	86 St Q	97.95%	100.00%	97.40%	N/A	27	12	15
105	ES205	16	Grand Central-42 St 7	98.00%	100.00%	99.19%	97.67%	21	10	11
106	ES291	0	72 St Q	98.03%	99.79%	99.52%	N/A	17	9	8
107	ES297	0	86 St Q	98.04%	98.50%	97.93%	N/A	21	10	11
108	ES289	0	72 St Q	98.08%	99.88%	99.71%	N/A	13	1	12
109	ES294	0	72 St Q	98.10%	99.85%	99.73%	N/A	15	6	9
110	ES206	16	Grand Central-42 St 7	98.11%	99.59%	98.40%	98.88%	125	8	117
111	ES368	3	Fulton St A C J Z 2 3 4 5	98.12%	99.48%	99.49%	95.28%	16	4	12
112	ES623	1	34 St-Hudson Yards 7	98.13%	98.27%	100.00%	80.80%	16	7	9
113	ES409	27	Lexington Av-63 St F Q	98.19%	99.79%	99.14%	97.73%	25	8	17
114	ES340	12	Bowling Green 4 5	98.21%	100.00%	97.22%	96.73%	9	4	5
115	ES287	0	72 St Q	98.26%	99.38%	99.98%	N/A	44	9	35
116	ES628	1	34 St-Hudson Yards 7	98.27%	100.00%	100.00%	98.29%	16	8	8
117	ES271	0	96 St Q	98.31%	98.90%	98.50%	N/A	24	12	12
118	ES341	13	Bowling Green 4 5	98.32%	100.00%	98.45%	97.40%	15	8	7
119	ES217	10	Times Sq-42 St 7	98.36%	99.70%	99.08%	96.64%	16	13	3
120	ES302	17	Park Pl 2 3	98.39%	100.00%	98.71%	95.63%	10	5	5
121	ES214	19	59 St 4 5 6	98.47%	99.40%	99.08%	77.66%	17	7	10
122	ES283	0	86 St Q	98.50%	99.49%	98.70%	N/A	17	9	8
123	ES372	0	South Ferry 1	98.52%	100.00%	100.00%	N/A	1	1	0
124	ES625	1	34 St-Hudson Yards 7	98.65%	99.66%	99.58%	93.80%	14	4	10
125	ES247	0	96 St Q	98.71%	99.29%	98.37%	N/A	24	8	16
126	ES286	0	72 St Q	98.81%	99.93%	100.00%	N/A	11	6	5
127	ES401	27	Lexington Av-63 St F Q	98.96%	99.98%	99.10%	91.81%	18	6	12
128	ES281	0	86 St Q	98.97%	99.84%	98.60%	N/A	25	17	8
129	ES260	0	96 St Q	98.98%	99.27%	98.51%	N/A	21	13	8
130	ES242	19	5 Av-53 St E M	99.00%	99.35%	99.36%	97.84%	107	5	102
131	ES280	0	86 St Q	99.01%	99.83%	99.01%	N/A	79	11	68
132	ES402	27	Lexington Av-63 St F Q	99.07%	99.98%	98.82%	97.16%	18	4	14
133	ES239	18	5 Av-53 St E M	99.11%	99.77%	99.04%	91.72%	8	6	2
134	ES259	0	96 St Q	99.14%	100.00%	98.88%	N/A	20	10	10
135	ES200	0	96 St Q	99.16%	100.00%	99.24%	N/A	26	13	13
136	ES279	0	86 St Q	99.17%	99.85%	99.33%	N/A	11	4	7
137	ES284	0	86 St Q	99.19%	100.00%	99.40%	N/A	11	3	8
138	ES202	0	96 St Q	99.20%	99.65%	99.21%	N/A	20	7	13
139	ES274	0	86 St Q	99.26%	99.41%	99.19%	N/A	76	10	66
140	ES273	0	86 St Q	99.28%	99.88%	99.17%	N/A	16	9	7
141	ES220	0	96 St Q	99.35%	100.00%	99.12%	N/A	19	7	12
142	ES275	0	86 St Q	99.39%	100.00%	99.37%	N/A	10	4	6
143	ES373	0	South Ferry 1	100.00%	100.00%	100.00%	N/A			
144	ES371	0	South Ferry 1	100.00%	100.00%	100.00%	N/A			
145	ES374	0	South Ferry 1	100.00%	100.00%	100.00%	N/A			
146	ES375	0	South Ferry 1	100.00%	100.00%	100.00%	N/A			
	146	10.4	Escalator Subtotal:	95.1%	96.5%	95.4%	94.6%	4927	2618	2309

Elevator and Escalator											
Quarterly Performance By Borough											
Second Quarter - 2017											
	Borough:		Manhattan								
	Unit ID	Age	Station	2017 2nd Quarter Availability			2016 2nd Qtr. Availability	Outages			Entrap ments
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
*Note the number of entrapments are included in the non scheduled outage count.											

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2017

Borough: Brooklyn											
	Unit ID	Age	Station	2017 2nd Quarter Availability			2016 2nd Qtr. Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak		24 Hr	Total	Non Scheduled	
		(Yrs)									
1	EL320	18	Church Av 2 5	85.64%	87.79%	85.32%	86.57%	31	28	3	1
2	EL393	14	Flushing Av J M	90.84%	93.77%	90.89%	84.80%	24	17	7	5
3	EL382	14	Prospect Park B Q S	91.56%	93.66%	90.39%	99.01%	21	16	5	1
4	EL344	3	Utica Av A C	92.26%	91.21%	94.00%	98.79%	17	14	3	0
5	EL397	9	Myrtle-Wyckoff Avs L	92.59%	93.67%	89.01%	95.79%	28	23	5	3
6	EL317	22	Borough Hall 2 3 4 5	92.98%	92.91%	93.52%	98.72%	20	13	7	2
7	EL318	22	Borough Hall 2 3 4 5	94.08%	96.27%	93.37%	91.64%	21	13	8	1
8	EL319	19	Brooklyn College-Flatbush Av 2 5	94.86%	96.70%	94.90%	85.39%	14	10	4	0
9	EL311	16	Clark St 2 3	94.97%	95.12%	97.18%	96.88%	14	12	2	0
10	EL312	16	Clark St 2 3	95.23%	96.70%	96.18%	97.40%	12	7	5	1
11	EL307	13	Atlantic Av B Q	95.49%	98.56%	94.05%	98.34%	16	12	4	4
12	EL374	9	Church Av F G	95.59%	95.60%	96.70%	99.36%	8	2	6	0
13	EL323	12	Crown Hts-Utica Av 3 4	95.66%	97.26%	94.31%	95.79%	20	15	5	3
14	EL310	16	Clark St 2 3	95.83%	97.69%	95.29%	99.00%	9	5	4	1
15	EL398	9	Myrtle-Wyckoff Avs M	96.31%	97.64%	97.80%	98.77%	9	3	6	0
16	EL339	17	Franklin Av C S	96.33%	97.15%	97.87%	98.17%	18	8	10	2
17	EL342	11	Euclid Av A C	96.66%	98.87%	95.79%	97.29%	8	4	4	1
18	EL343	11	Euclid Av A C	96.72%	97.80%	96.70%	98.25%	4	1	3	0
19	EL706	7	Jay St A C F R	96.82%	98.90%	98.90%	96.83%	14	5	9	1
20	EL373	9	Church Av F G	96.83%	97.95%	96.62%	99.11%	12	6	6	0
21	EL308	16	Court St R	96.87%	97.78%	97.12%	90.66%	11	7	4	0
22	EL322	12	Crown Hts-Utica Av 3 4	97.05%	96.72%	98.59%	98.96%	18	12	6	1
23	EL376	4	Bay Parkway D	97.10%	98.48%	95.85%	93.47%	18	13	5	1
24	EL302	13	Pacific St-Atlantic Av D N R	97.12%	99.56%	96.00%	96.40%	13	10	3	2
25	EL391	12	Marcy Av J M Z	97.12%	99.64%	98.92%	97.49%	18	10	8	2
26	EL383	14	Prospect Park B Q S	97.18%	100.00%	98.14%	99.18%	17	12	5	1
27	EL303	13	Pacific St-Atlantic Av D N R	97.28%	98.26%	98.80%	97.67%	10	4	6	0
28	EL301	13	Pacific St-Atlantic Av D N R	97.29%	97.34%	98.85%	95.30%	9	6	3	1
29	EL395	14	Flushing Av J M	97.29%	97.80%	98.95%	95.39%	10	6	4	1
30	EL371	12	DeKalb Av B Q R	97.33%	97.12%	97.70%	99.14%	15	10	5	2
31	EL340	17	Franklin Av C S	97.34%	97.52%	97.94%	97.84%	10	5	5	1
32	EL708	7	Jay St A C F R	97.72%	98.59%	97.35%	92.54%	15	12	3	4
33	EL341	11	Euclid Av A C	97.85%	98.90%	99.18%	98.07%	8	1	7	0
34	EL370	12	DeKalb Av B Q R	97.91%	99.43%	97.80%	98.42%	10	5	5	0
35	EL346	3	Utica Av A C	98.06%	99.15%	98.16%	97.98%	13	8	5	0
36	EL392	12	Marcy Av J M Z	98.08%	100.00%	98.09%	99.41%	10	3	7	0
37	EL707	7	Jay St A C F R	98.09%	98.90%	97.72%	99.11%	12	10	2	1
38	EL321	18	Church Av 2 5	98.09%	99.81%	98.50%	97.48%	10	7	3	2
39	EL304	13	Atlantic Av 2 3	98.10%	98.31%	98.90%	98.53%	9	6	3	1
40	EL701	11	Coney Island-Stillwell Av D F N Q	98.14%	99.27%	96.34%	97.34%	10	6	4	1
41	EL375	9	Church Av F G	98.20%	98.90%	98.90%	98.42%	11	5	6	0
42	EL372	12	DeKalb Av B Q R	98.21%	98.88%	98.21%	99.21%	7	3	4	0
43	EL760	5	Kings Highway B Q	98.41%	98.83%	98.17%	97.00%	10	6	4	0
44	EL394	14	Flushing Av J M	98.64%	100.00%	100.00%	97.57%	8	2	6	0
45	EL761	5	Kings Highway B Q	98.73%	99.07%	99.29%	98.86%	7	4	3	0
46	EL709	6	Jay St A C F R	98.73%	100.00%	97.83%	98.63%	6	4	2	0

Elevator and Escalator
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Borough: Brooklyn											
	Unit ID	Age	Station	2017 2nd Quarter Availability			2016 2nd Qtr. Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
47	EL396	9	Myrtle-Wyckoff Avs L M	98.73%	100.00%	98.04%	94.04%	7	5	2	2
48	EL305	13	Atlantic Av 4 5	98.83%	99.68%	100.00%	98.35%	6	2	4	0
49	EL702	11	Coney Island-Stillwell Av D F N Q	98.87%	100.00%	100.00%	98.03%	7	2	5	0
50	EL306	13	Atlantic Av 2 3	98.97%	98.97%	100.00%	96.44%	7	3	4	0
51	EL378	4	Bay Parkway D	99.09%	98.97%	100.00%	98.57%	5	2	3	0
52	EL345	3	Utica Av A C	99.14%	100.00%	99.40%	98.72%	4	1	3	1
53	EL309	16	Court St R	99.33%	100.00%	100.00%	97.38%	6	3	3	0
54	EL377	4	Bay Parkway D	99.46%	100.00%	99.73%	97.09%	4	1	3	0
	54	11.6	Elevator Subtotal:	96.7%	97.8%	97.0%	96.7%	661	410	251	50

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2017

Borough: Brooklyn											
	Unit ID	Age	Station	2017 2nd Quarter Availability			2016 2nd Qtr. Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
					Peak	Peak					
1	ES315	17	Smith 9 St F G	32.59%	32.60%	31.64%	98.54%	9	7	2	0
2	ES333	14	Myrtle-Wyckoff Aves L M	74.33%	76.05%	75.95%	92.63%	45	35	10	0
3	ES346	14	Brighton Beach B Q	79.62%	87.76%	66.97%	91.13%	89	81	8	0
4	ES347	20	Broadway Junction A C J L Z	80.51%	82.46%	77.51%	97.05%	43	37	6	0
5	ES322	19	High St A C	82.15%	83.33%	82.91%	96.58%	17	5	12	0
6	ES335	13	West 8 St-NY Aquarium F Q	84.78%	86.88%	79.75%	86.85%	63	56	7	0
7	ES306	13	Court St R	86.69%	88.05%	84.56%	93.78%	33	28	5	0
8	ES331	21	Broadway Junction A C J L Z	87.11%	89.00%	84.63%	96.24%	44	36	8	0
9	ES356	6	Jay St A C F R	88.87%	87.79%	89.45%	95.51%	117	64	53	0
10	ES310	15	Atlantic Av B Q	91.94%	94.40%	91.59%	96.43%	35	22	13	0
11	ES305	13	Court St R	92.49%	94.92%	89.18%	95.01%	42	36	6	0
12	ES324	17	High St A C	92.89%	95.84%	88.36%	95.11%	48	41	7	0
13	ES313	17	Smith 9 St F G	93.05%	93.95%	93.39%	99.14%	15	9	6	0
14	ES323	18	High St A C	93.93%	95.54%	93.92%	96.53%	41	37	4	0
15	ES321	19	High St A C	94.72%	98.73%	89.41%	93.07%	53	49	4	0
16	ES303	13	Borough Hall 2 3 4 5	94.74%	97.24%	96.71%	96.92%	47	41	6	0
17	ES304	15	President St 2 5	94.94%	98.13%	93.67%	94.50%	34	22	12	0
18	ES320	19	Jay St A C F	95.25%	87.23%	95.10%	91.48%	44	38	6	0
19	ES332	14	Myrtle-Wyckoff Aves L M	95.53%	99.36%	96.61%	91.00%	39	27	12	0
20	ES348	18	Smith 9 St F G	95.54%	96.01%	95.07%	89.50%	27	21	6	0
21	ES309	17	DeKalb Av B Q R	95.68%	97.12%	95.23%	97.47%	35	25	10	0
22	ES357	6	Jay St A C F R	96.06%	97.70%	92.83%	95.05%	34	26	8	0
23	ES352	17	Franklin Av S	96.25%	99.68%	95.22%	95.22%	27	16	11	0
24	ES308	17	DeKalb Av B Q R	96.41%	96.34%	98.23%	97.21%	28	19	9	0
25	ES317	17	Jay St A C F	96.90%	97.34%	98.03%	98.65%	22	12	10	0
26	ES349	18	Smith 9 St F G	96.96%	98.90%	97.50%	97.22%	18	12	6	0
27	ES316	17	Smith 9 St F G	96.98%	97.69%	97.94%	96.28%	22	15	7	0
28	ES330	20	Broadway Junction A C J L Z	97.02%	98.95%	97.49%	84.00%	20	13	7	0
29	ES318	17	Jay St A C F	97.60%	98.13%	97.17%	95.29%	24	20	4	0
30	ES350	20	High St A C	97.66%	99.96%	97.10%	98.45%		10	7	0
31	ES319	19	Jay St A C F	98.24%	98.90%	99.03%	99.16%	8	3	5	0
32	ES314	17	Smith 9 St F G	98.41%	98.88%	99.06%	98.43%	13	8	5	0
	32	16.2	Escalator Subtotal:	90.5%	92.0%	89.4%	94.8%	1136	871	282	0
*Note the number of entrapments are included in the non scheduled outage count.											

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2017

Borough: Queens											
	Unit ID	Age	Station	2017 2nd Quarter Availability			2016 2nd Qtr. Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
1	EL413	28	Jamaica Center E J Z	94.23%	94.77%	93.17%	97.13%	45	41	4	2
2	EL421	11	Jackson Hts-Roosevelt Av E F M R	95.73%	97.93%	96.74%	95.01%	25	20	5	0
3	EL412	28	Jamaica Center E J Z	95.79%	97.51%	95.40%	97.87%	38	35	3	0
4	EL420	11	74 St-Broadway 7	96.14%	99.52%	96.39%	97.60%	20	16	4	2
5	EL425	10	Junction Blvd 7	96.27%	98.61%	95.79%	97.84%	23	17	6	5
6	EL428	11	Queens Plaza E M R	96.63%	96.02%	96.27%	94.38%	17	14	3	2
7	EL405	0	21 St-Queensbridge F	96.65%	97.65%	96.67%	N/A	25	21	4	2
8	EL426	10	Junction Blvd 7	96.98%	98.60%	96.18%	97.81%	16	10	6	3
9	EL431	11	Jamaica-179 St F	97.13%	96.35%	98.99%	98.37%	15	9	6	0
10	EL424	0	Briarwood E F	97.19%	95.54%	98.39%	N/A	9	4	5	0
11	EL433	12	Jamaica-179 St F	97.59%	98.98%	98.59%	98.02%	14	9	5	0
12	EL436	8	Kew Gardens-Union Tpke E F	97.63%	98.19%	100.00%	98.45%	15	8	7	0
13	EL446	6	CitiCorp/Court Square 7 E G	97.88%	97.04%	97.79%	95.94%	9	5	4	1
14	EL437	3	Forest Hills E F M R	97.89%	99.95%	98.27%	97.40%	13	9	4	0
15	EL408	0	Jamaica-Van Wyck E	97.91%	99.36%	97.95%	N/A	10	6	4	0
16	EL432	11	Jamaica-179 St F	98.07%	99.22%	99.14%	98.19%	12	4	8	0
17	EL435	8	Kew Gardens-Union Tpke E F	98.17%	99.74%	99.15%	98.75%	11	4	7	0
18	EL447	6	CitiCorp/Court Square 7 E G	98.21%	98.35%	98.56%	98.98%	14	9	5	0
19	EL414	17	Flushing-Main St 7	98.31%	99.69%	98.83%	97.40%	15	11	4	2
20	EL434	8	Kew Gardens-Union Tpke E F	98.38%	99.07%	100.00%	96.88%	10	5	5	0
21	EL438	3	Forest Hills E F M R	98.51%	100.00%	99.11%	98.36%	10	4	6	0
22	EL422	11	Jackson Hts-Roosevelt Av E F M R	98.57%	99.65%	100.00%	98.18%	11	5	6	0
23	EL498	5	Mott Av A	98.69%	98.74%	98.70%	98.21%	11	9	2	0
24	EL423	11	74 St-Broadway 7	98.69%	99.70%	100.00%	97.92%	7		7	0
25	EL439	3	Forest Hills E F M R	98.74%	99.91%	100.00%	98.54%	6	1	5	0
26	EL411	28	Sutphin Blvd-Archer Av-JFK E J Z	98.84%	100.00%	98.15%	98.33%	7	3	4	0
27	EL427	10	Junction Blvd 7	98.85%	99.11%	98.90%	96.75%	11	9	2	0
28	EL430	11	Queens Plaza E M R	99.19%	100.00%	100.00%	99.09%	6	1	5	0
29	EL409	0	Jamaica-Van Wyck E	99.26%	98.95%	100.00%	N/A	9	5	4	0
30	EL406	0	21 St-Queensbridge F	99.26%	99.95%	99.33%	N/A	5	1	4	0
31	EL407	0	21 St-Queensbridge F	99.27%	100.00%	100.00%	N/A	6	2	4	0
32	EL497	5	Mott Av A	99.46%	99.02%	99.27%	98.82%	7	5	2	0
33	EL429	11	Queens Plaza E M R	99.49%	99.98%	100.00%	98.68%	3		3	0
	33	9.0	Elevator Subtotal:	97.9%	98.7%	98.4%	97.7%	455	302	153	19

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2017

Borough: Queens											
	Unit ID	Age	Station	2017 2nd Quarter Availability			2016 2nd Qtr. Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
1	ES448	17	Woodside-61 St 7	93.13%	96.68%	93.70%	93.45%	42	31	11	0
2	ES441	9	Jamaica Center E J Z	93.96%	92.84%	95.49%	97.81%	24	20	4	0
3	ES455	18	Flushing-Main St 7	94.04%	96.28%	92.91%	92.20%	62	28	34	0
4	ES450	17	74 St-Broadway 7	94.37%	98.04%	92.12%	95.06%	53	48	5	0
5	ES456	18	Flushing-Main St 7	94.66%	96.57%	86.65%	91.70%	59	46	13	0
6	ES457	18	Flushing-Main St 7	95.39%	97.34%	95.78%	96.40%	16	10	6	0
7	ES449	17	74 St-Broadway 7	95.41%	98.23%	94.22%	96.70%	31	24	7	0
8	ES446	8	Jamaica Center E J Z	95.51%	97.03%	97.00%	98.15%	36	27	9	0
9	ES452	2	74 St-Broadway 7	96.12%	98.09%	96.63%	97.83%	23	16	7	0
10	ES422	27	21 St-Queensbridge F	96.14%	95.54%	96.90%	97.90%	34	30	4	0
11	ES438	8	Jamaica Center E J Z	96.41%	97.60%	97.93%	96.93%	25	17	8	0
12	ES442	9	Jamaica Center E J Z	96.60%	97.13%	96.79%	97.87%	34	31	3	0
13	ES421	27	21 St-Queensbridge F	96.74%	96.71%	95.88%	97.89%	17	12	5	0
14	ES427	8	Jamaica-Van Wyck E	96.74%	98.42%	97.55%	98.09%	19	11	8	0
15	ES451	19	74 St-Broadway 7	96.74%	98.81%	95.96%	98.70%	24	15	9	0
16	ES453	2	74 St-Broadway 7	97.09%	98.75%	96.80%	97.56%	31	22	9	0
17	ES424	27	21 St-Queensbridge F	97.20%	95.90%	97.22%	99.02%	19	18	1	0
18	ES436	28	Sutphin Blvd-Archer Av-JFK E J Z	97.20%	98.44%	97.58%	97.81%	32	30	2	0
19	ES439	9	Jamaica Center E J Z	97.21%	97.86%	96.20%	97.04%	27	22	5	0
20	ES444	8	Jamaica Center E J Z	97.21%	99.33%	98.62%	98.41%	21	16	5	0
21	ES447	9	Jamaica Center E J Z	97.28%	97.08%	98.85%	98.04%	24	17	7	0
22	ES425	27	21 St-Queensbridge F	97.39%	99.41%	93.36%	98.81%	19	14	5	0
23	ES435	28	Sutphin Blvd-Archer Av-JFK E J Z	97.41%	96.96%	98.71%	97.71%	18	10	8	0
24	ES431	9	Jamaica-Van Wyck E	97.54%	98.03%	99.22%	97.94%	12	8	4	0
25	ES426	27	21 St-Queensbridge F	97.59%	98.14%	96.65%	98.73%	13	8	5	0
26	ES437	28	Sutphin Blvd-Archer Av-JFK E J Z	97.75%	98.90%	97.45%	96.71%	19	16	3	0
27	ES440	8	Jamaica Center E J Z	98.05%	98.16%	98.78%	95.32%	16	10	6	0
28	ES443	8	Jamaica Center E J Z	98.08%	99.17%	98.55%	99.23%	21	16	5	0
29	ES434	28	Sutphin Blvd-Archer Av-JFK E J Z	98.42%	99.51%	99.57%	98.51%	14	9	5	0
30	ES428	8	Jamaica-Van Wyck E	98.43%	99.91%	97.35%	96.47%	13	10	3	0
31	ES445	8	Jamaica Center E J Z	98.44%	99.29%	98.75%	97.54%	11	7	4	0
32	ES430	9	Jamaica-Van Wyck E	98.81%	100.00%	97.95%	97.86%	10	7	3	0
33	ES429	8	Jamaica-Van Wyck E	99.01%	99.31%	99.20%	98.60%	8	5	3	0
34	ES423	27	21 St-Queensbridge F	99.24%	99.44%	99.43%	94.52%	6	5	1	0
	34	15.5	Escalator Subtotal:	96.8%	97.9%	96.6%	97.1%	833	616	217	0
*Note the number of entrapments are included in the non scheduled outage count.											

2017 2ND QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
MANHATTAN			
EL107	181 St ①	41.95%	This elevator was out of service from 4/28/17 to 5/12/17 as a result of a defective hoist motor and hoist motor drive system. The hoist motor and drive system were repaired onsite by a vendor. The elevator was tested and returned to service. This elevator is in the 2015-2019 Capital Replacement Program.
EL104	191 St ①	63.03%	This elevator was out of service from 4/28/17 to 6/14/17 as a result of a defective hoist motor armature and brake coil. The brake coil was sent to a vendor for repair and the armature was repaired onsite by a vendor. The elevator was tested and returned to service. This elevator is in the 2015-2019 Capital Replacement Program.
EL120	190 St ①	72.86%	This elevator had several outages due to the elevator selector and speed control unit identified as "MRS-11" not working correctly. The elevator was out of service on multiple occasions (4/7/17 to 4/10/17, 4/11/17 to 4/12/17, and 4/17/17 to 4/20/17). Various relay contacts were replaced. This elevator is in the 2015-2019 Capital Replacement Program. In the interim, E&E has scheduled replacement of the elevator controller.
EL244	Grand Central-42 St ⑦	75.71%	This elevator was out of service from 5/27/17 to 5/30/17 as a result of water damage in the elevator shaft way. The water leak in the elevator shaft way was repaired and water was removed from the pit. The door operator fuse was replaced and the car door restrictor was adjusted. The elevator was also out of service from 6/11/17 to 6/22/17 due to a defective elevator selector leveling unit, damaged by the water leak. The elevator selector unit and selector tape was replaced. The elevator was tested and returned to service.
EL117	181 St ①	78.12%	This elevator was out of service on multiple occasions due to the brakes not working correctly. In addition, the elevator was out from 5/23/17 to 5/31/17 as a result of the brake coil and sleeve being replaced. This elevator is in the 2015-2019 Capital Replacement Program.
EL118	181 St ①	78.54%	This elevator was out of service from 5/4/17 to 5/17/17 as a result of defective controller microprocessor boards and elevator selector unit. The controller manufacturer was contacted and they recommended that the microprocessor board for elevator calls identified as "HC-CI/O" be replaced in addition to the selector unit for leveling and speed control. Both items were replaced. The elevator was tested and returned to service. This elevator is in the 2015-2019 Capital Replacement Program

2017 2ND QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
EL279	59 St-Columbus Circle A B C D 1	84.30%	This elevator was out of service from 6/16/17 to 6/21/17 as a result of the car pawl safety device not working correctly and the governor rope needing replacement. The car pawl safety device was adjusted and the governor rope was replaced. The limit switches in the shaft way were also adjusted. The elevator was tested and returned to service. The elevator was out of service from 6/22/17 to 6/27/17 as a result of defective rail guide rollers. The rail guide rollers were replaced. The elevator was tested and returned to service.

2017 2ND QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
ES106	West Farms Sq-E Tremont Av 2 5	80.99%	This escalator is frequent target of vandals; they are activating the emergency stop buttons on a daily basis. This caused the escalator to lose over 11% of its availability. Video cameras with recording equipment will be installed in an effort to document this activity and provide supporting evidence to NYPD.
ES120	Pelham Bay Park 6	75.86%	This escalator was out of service from 5/ 5/17 to 5/17/17 as a result of a defective handrail drive transmission and axle assembly. Both items were sent to a vendor for repairs. The handrail transmission and axle assembly were repaired and installed. The escalator was tested and returned to service. This escalator is in the 2015-2019 Capital Replacement Program.
BROOKLYN			
ES315	Smith 9 St F G	32.59%	This escalator was out of service from 4/29/17 to 5/13/17 for head-shaft repair. The head-shaft was sent to a vendor for repair. The escalator was tested and returned to service. The escalator was out of service again from 6/18/17 to 6/30/17 for defective drive motors. The drive motors were sent to a vendor for repair. The escalator was tested and returned to service.
ES322	High St A C	82.15%	This escalator was out of service from 5/9/17 to 5/23/17 for damaged left side handrail drive rollers. All rollers and the handrail had to be replaced. The escalator was tested and returned to service. This escalator is in the 2015-2019 Capital Replacement Program.
ES333	Myrtle-Wyckoff Avs L M	74.33%	This escalator was out of service from 4/27/17 to 5/14/17 for planned replacement of the steps and the step chain. The escalator was tested and returned to service
ES335	West 8 St-NY Aquarium F Q	84.78%	This escalator was out of service from 5/20/2017 to 5/23/2017 due to kinked step chain links and inspection motor issues. In addition, this escalator is frequent target of the vandals; they are activating the emergency stop buttons on a frequent basis.
ES346	Brighton Beach B Q	79.62%	This escalator is frequent target of vandals; they are activating the emergency stop buttons on a daily basis. In addition, there were several outages for skirt switch and comb impact activation due to kinked step chain link.; the step chain is now being oiled more frequently due to the proximity of this machine to the beach.
ES347	Broadway Junction A C J L Z	80.51%	This escalator was out of service from 4/3/17 to 4/13/17 due to a step-wreck. All damaged steps and related part were replaced. The escalator was tested and returned to service. This escalator is in the 2015-2019 Capital Replacement Program.

2017 2ND QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
MANHATTAN			
ES101	125 St ①	73.83%	This escalator was out of service multiple times due to component failures. The escalator was out of service from 5/15/17 to 5/18/17 as a result of a defective main drive chain and idler sprocket assembly. The main drive chain and idler sprocket assembly were replaced and adjusted. The escalator was tested and returned to service. The escalator was out of service from 6/5/17 to 6/11/17 as a result of a defective handrail speed sensors as well as premature failure of the main drive idler sprocket assembly. The handrail speed sensors were replaced and adjusted; the main drive idler sprocket was replaced and adjusted. The escalator was tested and returned to service. The escalator was out form 6/26/17 to 6/29/17 as a result of defective missing step sensors and wiring in the escalator truss. The missing step sensors have been replaced and the escalator truss wring has been repaired. The escalator was tested and returned to service.
ES204	Grand Central-42 St ⑦	71.47%	This escalator was out of service from 6/6/17 to 7/11/17 as a result of a defective lower landing step chain tension assembly. The step chain tension assembly was repaired by a vendor. The escalator was tested and returned to service.
ES285	72 St ②	72.02%	This escalator was out of service from 4/15/17 to 4/24/17 due to the damage caused by accidental activation of the water mist fire prevention system. Schindler personnel, the contractor hired to maintain the escalators at this station, repaired the damage. The escalator was tested and returned to service. This escalator was out of service again from 4/25/17 to 5/10/17 due to step wreck. Schindler personnel repaired the damage and replaced a number of the steps. The escalator was tested and returned to service.
ES325	West 4 St A B C D E F M	74.49%	This escalator was out of service from 4/29/17 to 5/13/17 for planned step chain replacement. The steps and step chain were replaced; the escalator was tested and returned to service
ES326	West 4 St A B C D E F M	81.96%	This escalator was out of service from 4/8/17 to 4/22/17 for planned step chain replacement. The steps and step chain were replaced; the escalator was tested and returned to service
ES627	34 St-Hudson Yards ⑦	84.55%	This escalator was out of service from 4/13/17 to 4/23/17 for warranty repair of the right handrail. The right handrail was repaired by the contractor. The escalator was tested and returned to service.
ES629	34 St-Hudson Yards ⑦	83.73%	The escalator was out of service from 6/2/17 to 6/15/17 as a result of a warranty repair of the brake # 3. The brake #3 was replaced by the contractor. The escalator was tested and returned to service.

2017 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
BRONX			
EL122	Pelham Bay Park ⑥	1	The entrapment that occurred on 5/2/17 was the result of the fireman service phase 1 being activated. The fault was cleared; the elevator was tested and returned to service.
EL127	Simpson St ② ⑤	3	The entrapment that occurred on 4/6/17 was the result of the interlocks not working correctly. The top landing hoist way door interlocks top and bottom landing were cleaned, the door operator cams were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 6/10/17 was the result of the door operator cam registering a fault due to debris in the door track. The debris was removed and the fault was cleared; the elevator was tested and returned to service. The entrapment that occurred on 6/15/17 was the result of a defective bottom landing car door restrictor. The bottom landing car door restrictor was replaced and adjusted; the elevator was tested and returned to service.
EL128	Simpson St ② ⑤	3	The entrapment that occurred on 4/5/17 was the result of plastic debris stuck in the door sill. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 4/9/17 was the result of debris in the sill and the door restrictor needing adjustment. The debris was removed and the car door restrictor was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 5/3/17 was the result of the oil getting too hot. The oil cooler was turned on, the oil cooled off; the elevator was tested and returned to service.
EL129	3 Av-149 St ② ⑤	1	The entrapment that occurred on 5/26/17 was the result of debris in the door sill. Excessive amount of paper was removed from the sill; the elevator was tested and returned to service.
EL131	161 St-Yankee Stadium ④ ⑧ ⑨	1	The entrapment that occurred on 4/30/17 was the result of the car gate switches not working correctly. The car gate switch contacts were cleaned at both the upper and lower landings; the elevator was tested and returned to service.
EL132	161 St-Yankee Stadium ④	1	The cause of the entrapment that occurred on 5/19/17 could not be determined. The elevator was tested and returned to service.
EL135	161 St-Yankee Stadium ⑧ ⑨	1	The cause of the entrapment that occurred on 6/24/17 could not be determined. The elevator was tested and returned to service.
EL136	Pelham Pkwy ② ⑤	1	The entrapment that occurred on 6/30/17 was the result of a blown fuse on the controller transformer. The blown fuse was replaced; the elevator was tested and returned to service.

2017 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL182	Gun Hill Rd 2 5	1	The cause of the entrapment that occurred on 4/6/17 was the result of a defective valve body. The valve body, pump unit and belt were replaced and adjusted. The hydraulic oil was also replaced; the elevator was tested and returned to service.
EL183	Gun Hill Rd 2 5	1	The entrapment that occurred on 4/27/17 was the result of the lower landing hoist way door interlock not working correctly. The hoist way door interlock was adjusted; the elevator was tested and returned to service.
EL184	231 St 1	1	The entrapment that occurred on 4/28/17 was the result of debris stuck in the hoist way doors at the lower landing. Hardened soil was removed from the hoist way door sill at the lower landing; the elevator was tested and returned to service.
EL189	Kingsbridge Rd B D	1	The cause of the entrapment that occurred on 5/17/17 could not be determined. The elevator was tested and returned to service.
EL192	233 St 2 5	5	The entrapment that occurred on 4/17/17 was the result of a broken hoist way door gib shoe at the lower landing. The lower landing hoist way gib was replaced; the elevator was tested and returned to service. The entrapment that occurred on 4/25/17 was the result of an open wire in the traveler cable for the car gate switch. The open wire was replaced with a spare wire in the traveler cable; the elevator was tested and returned to service. The cause of the entrapment that occurred on 5/6/17 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 6/2/17 was the result of the lower landing hoist way door not operating correctly. The lower landing hoist way doors were adjusted and the door sills were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 6/22/17 was the result of the lower landing release rollers requiring adjustment. The lower landing release rollers were adjusted; the elevator was tested and returned to service.
EL193	233 St 2 5	3	The entrapment that occurred on 4/16/17 was the result of the doors not fully closing at the upper landing. The debris was removed from the door sill and the car door zone restrictor was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 4/24/17 was the result of a blown fuse on the door operator. The fuse was replaced and the doors were inspected; the elevator was tested and returned to service. The entrapment that occurred on 6/16/17 was the result of blown door operator fuse. The door operator fuse was replaced; the elevator was tested and returned to service.

2017 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
BROOKLYN			
EL301	Pacific St-Atlantic Av D N R	1	The entrapment that occurred on 5/12/2017 was the result of misaligned top and bottom door interlocks. The interlocks were adjusted; the elevator was tested and returned to service
EL302	Pacific St-Atlantic Av D N R	2	The entrapment that occurred on 4/26/2017 was the result of defective UPS battery. The battery was replaced; the elevator was tested and returned to service. The entrapment that occurred on 6/26/2016 was the result of over-heated motor room and hydraulic oil. The oil was allowed to cool down motor room ventilation vents were cleaned; the elevator was tested and returned to service.
EL304	Atlantic Av 2 3	1	The entrapment that occurred on 4/7/2017 was the result of door problems. The lower landing release rollers, lower landing hoist way door hanger rollers, and car door hanger rollers were all replaced; the elevator was tested and returned to service,
EL307	Atlantic Av B Q	4	The entrapment that occurred on 4/10/2017 was the result of misaligned door clutch and door restrictor. Both were readjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 5/19/2017 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 5/28/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 6/11/2017 was the result of worn car guide shoes which were replaced. In addition the valve-body was adjusted, door closing limits were adjusted, door strike post bumpers were replaced; the elevator was tested and returned to service.
EL310	Clark St 2 3	1	The entrapment that occurred on 4/7/2017 was the result of defective clutch retraction cam roller and a mis-aligned door connection rod assembly. The cam roller was replaced and the clutch was adjusted. The connection rod assembly was re-aligned; the elevator was tested and returned to service. This elevator is in the 2015-2019 Capital Replacement Program.
EL312	Clark St 2 3	1	The entrapment that occurred on 6/15/2017 was the result of broken door clutch at the lower landing. The clutch was replaced and all related items properly adjusted; the elevator was tested and returned to service. This elevator is in the 2015-2019 Capital Replacement Program.

2017 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL317	Borough Hall ②③④⑤	2	The entrapment that occurred on 5/4/2017 was the result of misaligned door clutch closing vane. The vane was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 5/24/2017 was the result of defective door restrictor. The door restrictor was replaced; the elevator was tested and returned to service. This elevator is in the 2015-2019 Capital Replacement Program.
EL318	Borough Hall ②③④⑤	1	The entrapment that occurred on 4/24/2017 was the result of broken release roller and defective interlock shorting block. The release roller and shorting block were replaced; the elevator was tested and returned to service. This elevator is in the 2015-2019 Capital Replacement Program.
EL320	Church Av ②⑤	1	The entrapment that occurred on 5/13/2017 was the result of a plastic bottle cap wedged in lower landing door sill. The cap was removed; the elevator was tested and returned to service. This elevator is in the 2015-2019 Capital Replacement Program.
EL321	Church Av ②⑤	2	The entrapment that occurred on 5/16/2017 was the result of damaged release roller at the upper landing. The release roller was replaced; the elevator was tested and returned to service. The entrapment that occurred on 6/21/2017 was the result of worn upper and lower door hanger rollers and mis-aligned door restrictor at the lower landing. The rollers were replaced and the restrictor was adjusted; the elevator was tested and returned to service.
EL322	Crown Hts-Utica Av ③④	1	The cause on the entrapment that occurred on 5/16/17 could not be determined. The elevator was tested and returned to service.
EL323	Crown Hts-Utica Av ③④	3	The entrapment that occurred on 5/11/2017 was the result of a mis-aligned release roller assembly. The assembly was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 5/17/2017 was the result of a bottle cap wedged under the upper landing door. The bottle cap was removed; the elevator was tested and returned to service. The entrapment that occurred on 6/29/2017 was the result of a mis-aligned door interlock box. The interlock box was adjusted; the elevator was adjusted and returned to service.

2017 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL339	Franklin Av C S	2	The entrapment that occurred on 4/3/2017 was the result of dirty valve body screens. The screens were cleaned and up leveling was adjusted. In addition, the door operator belt and drive chain were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 4/15/2017 was the result of debris in door saddles and a mis-aligned release roller assembly. The debris was removed and the release roller assembly was adjusted; the elevator was tested and returned to service. This elevator is in the 2015-2019 Capital Replacement Program.
EL340	Franklin Av C S	1	The entrapment that occurred on 5/08/17 was the result of the elevator toe guard being bent and hitting release roller assembly and breaking off. The toe guard and release roller assemble were repaired; the elevator was tested and returned to service.
EL342	Euclid Av A C	1	The entrapment that occurred on 4/7/2017 was the result of a broken clutch and crank arm assembly. Both parts were replaced; the elevator was tested and returned to service.
EL345	Utica Av A C	1	The cause of the entrapment that occurred on 6/11/2017 could not be determined. The elevator was tested and returned to service.
EL371	DeKalb Av B Q R	2	The entrapment that occurred on 5/3/2017 was the result of lower landing door problems. The door operator board was cleaned, the cam (DPMC) was adjusted and F8 fuse was replaced; the elevator was tested and returned to service The entrapment that occurred on 6/3/2017 was the result of a mis-aligned door restrictor. The restrictor was adjusted; the elevator tested and returned to service.
EL376	Bay Parkway D	1	The cause of the entrapment that occurred on 6/15/2017 could not be determined. The elevator was tested and returned to service.
EL382	Prospect Park B Q S	1	The entrapment that occurred on 4/3/2017 was the result of upper landing door problems. The upper landing interlock contacts, release roller assembly and spirator were all replaced, and the door restrictor and upper finals limit switch were adjusted; the elevator was tested and returned to service.
EL383	Prospect Park B Q S	1	The cause of the entrapment that occurred on 6/8/2017 could not be determined. The elevator was tested and returned to service.

2017 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL391	Marcy Av J M Z	2	The entrapment that occurred on 6/23/2017 was the result of mis-aligned lower landing hatch door interlock. The interlock was adjusted, and the safety edge and the saddle were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 6/27/2017 was the result of a power loss to the door operator. The power supply was reset; the elevator was tested and returned to service.
EL393	Flushing Av J M	5	The entrapment that occurred on 5/19/2017 was the result of the hydraulic oil overheating. The oil was allowed to cool down and the door operator relays were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 6/1/2017 was the result of worn car guide shoes. The shoes were replaced and the elevator was aligned in shaft; the elevator was tested and returned to service. The entrapment that occurred on 6/14/17 was the result of open glass panel switch circuit. The circuit was repaired, the inspection switch was also replaced and the lower landing restrictor was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 6-19-2017 was the result of loose lower landing door interlock. The interlock was tightened; the elevator tested and returned to service. The entrapment that occurred on 6/29/2017 was the result of worn lower landing hanger rollers and worn interlock contacts. The worn parts were replaced; the elevator was tested and returned to service.
EL395	Flushing Av J M	1	The entrapment that occurred on 4/15/2017 was the result of a burnt wire on the resistor on the door operator board. The wire was replaced; the elevator was tested and returned to service.
EL396	Myrtle-Wyckoff Avs L M	2	The entrapment that occurred on 4/28/2017 was the result of damaged street level hoistway door keeper. The keeper was replaced; the elevator was tested and returned to service. The entrapment that occurred on 5/17/2017 was the result of a broken door operator belt. The belt was replaced; the elevator was tested and returned to service.

2017 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL397	Myrtle-Wyckoff Avs L	3	The entrapment that occurred on 4/13/2017 was the result of a blown door operator fuse. The fuse was replaced, the door saddles, and the safety edge were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 5/23/2017 was the result of a stuck top normal limit switch. The switch was freed up; the elevator was inspected and returned to service. The entrapment that occurred on 6/3/2017 was the result of dirty and loose upper landing door interlock contacts. The contacts were cleaned and the wires were tightened; the elevator was tested and returned to service.
EL701	Coney Island-Stillwell Av D F N Q	1	The entrapment that occurred on 5/29/2017 was the result of debris in lower landing door saddles. The debris was cleaned; the elevator was tested and returned to service.
EL706	Jay St A C F R	1	The entrapment that occurred on 6/14/2017 was the result of a burnt pump motor belt. The belt was replaced. In addition, the upper landing hatch door hanger rollers were replaced due to showing signs of wearing out; the elevator was inspected and returned to service.
EL707	Jay St A C F R	1	The entrapment that occurred on 4/22/2017 was the result of blown door operator fuse. The fuse was replaced; the elevator was tested and returned to service.
EL708	Jay St A C F R	4	The entrapment that occurred on 4/5/2017 was the result of damaged lower landing interlock and mis-aligned release lower assembly. The interlock was replaced and release rollers properly aligned; the elevator was tested and returned to service. The entrapment that occurred on 4/16/2017 was the result of a mis-aligned clutch retraction cam. The cam was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 5/9/2017 was the result of a defective bottom release roller assembly. The release roller assembly was replaced; the elevator was tested and returned to service. The cause of the entrapment that occurred on 6/27/2017 could not be determined. The elevator was tested and returned to service.

2017 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
MANHATTAN			
EL103	191 St ①	1	The entrapment that occurred on 6/17/17 was the result of the hoist motor drive not operating correctly. The hoist motor drive relay contacts identified as "M" and "R" were cleaned; the elevator was tested and returned to service. This elevator is in the 2015-2019 Capital Replacement Program.
EL104	191 St ①	2	The entrapment that occurred on 4/29/17 was the result of the motor limit timer activating due to the elevator not reaching its destination at the predetermined set time. The fault was reset and the motor relay contactors identified as "M" were cleaned. The overload was inspected also; the elevator was tested and returned to service. The entrapment that occurred on 6/30/17 was the result of defective relays in the hoist motor drive board. The relays identified as "R", "RUN and "SAFB" were replaced, the interlocks at the lower landing were also adjusted; the elevator was tested and returned to service. This elevator is in the 2015-2019 Capital Replacement Program.
EL105	191 St ①	3	The entrapment that occurred on 4/27/17 was the result of a defective hoist way release roller assembly at the lower landing. The hoist way release roller assembly was replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 5/17/17 was the result of a worn rail guide roller. The rail guide roller was replaced, the top landing release roller assembly and door restrictor was also adjusted; the elevator was tested and returned to service. The entrapment that occurred on 6/13/17 was the result of a broken wire on terminal #18 of the controller. The broken wire was repaired; the elevator was tested and returned to service. This elevator is in the 2015-2019 Capital Replacement Program.
EL106	191 St ①	4	The entrapment that occurred on 4/11/17 was the result of worn guide shoes on the elevator selector unit. The selector guide shoes were replaced; the elevator was tested and returned to service. The entrapment that occurred on 5/7/17 was the result of a defective door operator drive linkage assembly. The linkage assembly was replaced; the elevator was tested and returned to service. The entrapment that occurred on 5/18/17 was the result of an open escape hatch door on level 4. The escape hatch door was secured; the elevator was tested and returned to service. The entrapment that occurred on 5/21/17 was the result of a car door clutch needing adjusting. The car door clutch and release roller at the lower landing were adjusted; the elevator was tested and returned to service. This elevator is in the 2015-2019 Capital Replacement Program.

2017 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL107	181 St ①	5	<p>The entrapment that occurred on 4/10/17 was the result of worn hanger rollers. The hanger roller was replaced at the top and bottom landing hoist way doors. The door restrictor device, interlock and release roller assembly were also adjusted; the elevator was tested and returned to service. The entrapment that occurred on 4/13/17 was the result of defective relay contacts for the hoist motor drive circuit. The relays identified as "R", "RUN" and "SAF2" were replaced; the elevator was tested and returned to service. The entrapment that occurred on 4/24/17 was the result of a loose connection on the door operator. The connection was tightened; the elevator was tested and returned to service. The entrapment that occurred on 6/16/17 was the result of the car door gate switch and top landing interlocks not working correctly. The car gate switch and top landing interlocks were replaced; the elevator was tested and returned to service. The entrapment that occurred on 6/19/17 was the result of the motor limit timer fault activating due to the elevator not reaching its destination in a predetermined time. The fault was reset and could not be duplicated; the elevator was tested and returned to service.</p> <p>This elevator is in the 2015-2019 Capital Replacement Program.</p>
EL108	181 St ①	2	<p>The entrapment that occurred on 5/17/17 was the result of a defective top of car escape hatch door. The top of car escape hatch door was repaired and secured; the elevator was tested and returned to service. The entrapment that occurred on 6/5/17 was the result of the overload tripping. The overload was reset and inspected; the elevator was tested and returned to service.</p> <p>This elevator is in the 2015-2019 Capital Replacement Program.</p>
EL109	181 St ①	2	<p>The entrapment that occurred on 6/21/17 was the result of the main line being shut off by mistake by personnel. The main line was restored; the elevator was tested and returned to service. The entrapment that occurred on 6/26/17 was the result of a defective rail guide roller. The rail guide roller was replaced and adjusted; the elevator was tested and returned to service.</p> <p>This elevator is in the 2015-2019 Capital Replacement Program.</p>
EL110	181 St ①	1	<p>The entrapment that occurred on 6/4/17 was the result of the hoist way door interlocks not working correctly. The top and bottom interlocks were adjusted; the elevator was tested and returned to service.</p> <p>This elevator is in the 2015-2019 Capital Replacement Program.</p>

2017 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL112	168 St ①	2	<p>The entrapment that occurred on 5/20/17 was the result of a defective door closing tension assembly. The door closing tension assembly was replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 6/13/17 was the result of the lower landing hoist way release rollers not working correctly. The hoist way release rollers were replaced and adjusted; the elevator was tested and returned to service.</p> <p>This elevator is in the 2015-2019 Capital Replacement Program.</p>
EL113	168 St ①	2	<p>The entrapment that occurred on 4/22/17 was the result of the left side brake assembly needing adjusting. The left side brake was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 4/29/17 was the result of the leveling unit not working correctly. The selector sensors and selector tape magnets were cleaned; the elevator was tested and returned to service.</p> <p>This elevator is in the 2015-2019 Capital Replacement Program.</p>
EL114	168 St ①	3	<p>The entrapment that occurred on 4/28/17 was the result of the elevator brakes requiring adjusting. The elevator brakes were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 4/29/17 was the result of defective relays in the brake circuit. Brake relays identified as "BTX", "BT", "BW" and "TB2" were replaced; the elevator was tested and returned to service. The entrapment that occurred on 5/1/17 was the result of a defective lower landing limit switch. The lower landing limit switch was replaced, the upper landing left side hoist way linkage assembly was also adjusted; the elevator was tested and returned to service.</p> <p>This elevator is in the 2015-2019 Capital Replacement Program.</p>
EL115	190 St ①A	2	<p>The entrapment that occurred on 4/19/17 was the result of a defective door operator drive pulley linkage assembly. The linkage assembly was replaced and various relays to the hoist motor drive circuit were also replaced; the elevator was tested and returned to service. The entrapment that occurred on 6/13/17 was the result of worn door operator linkage and a broken interlock keeper. The interlock keeper was replaced and adjusted, the door linkage was replaced and adjusted; the elevator was tested and returned to service.</p> <p>This elevator is in the 2015-2019 Capital Replacement Program.</p>

2017 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL116	190 St A	2	<p>The entrapment that occurred on 4/16/17 was the result of a defective tachometer wheel. The tachometer wheel was replaced and the upper landing door restrictor was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 4/27/17 was the result of a brake pivot pin that was too tight. The brake pivot pin was lubricated and adjusted; the elevator was tested and returned to service.</p> <p>This elevator is in the 2015-2019 Capital Replacement Program.</p>
EL117	181 St A	1	<p>The entrapment that occurred on 5/18/17 was the result of the door operator cam needing adjusting for high speed opening. The door operator cam for high speed opening was adjusted; the elevator was tested and returned to service.</p> <p>This elevator is in the 2015-2019 Capital Replacement Program.</p>
EL118	181 St A	1	<p>The entrapment that occurred on 4/13/17 was the result of a defective brake switch. The brake switch was repaired, the hoist way release roller assembly at the top landing was adjusted; the elevator was tested and returned to service.</p> <p>This elevator is in the 2015-2019 Capital Replacement Program.</p>
EL119	181 St A	3	<p>The entrapment that occurred on 4/15/17 was the result of a defective selector tape sheave. The selector tape sheave was adjusted, various relays for speed were also cleaned; the elevator was returned to service. The entrapment that occurred on 4/28/17 was the result of defective brake relay contacts. The brake relay contacts were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 5/7/17 was the result of a defective fuse. A ten amp fuse was replaced and various contacts for the speed relays were cleaned; the elevator was tested and returned to service.</p> <p>This elevator is in the 2015-2019 Capital Replacement Program.</p>

2017 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL120	190 St A	9	<p>The entrapment that occurred on 4/7/17 was the result of the door not opening at the top landing. The door open zone relay was replaced. Various relay contacts to the selector control unit were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 4/12/17 was the result of the top rear emergency gate switch being activated. The top rear gate switch was secured; the elevator was tested and returned to service. The entrapment occurred on 4/17/17 was the result of the speed and leveling selector unit not operating correctly. The selector was out of sequence. The relay identified as "PM2" was replaced, contacts to relay "PMY" were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 4/21/17 was the result of the car door actuating cam for door opening needing repair. The actuating cam was repaired and the eccentric rollers for the doors were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 4/27/17 was the result of car door contacts not working correctly. The car and hoist way door contacts were cleaned; the elevator was tested and returned to service. The entrapments that occurred on 5/16/17 and 5/25/17 were the result of the overload tripping due to defective hoist motor brake coils. The brake coils were replaced and the overload was reset; the elevator was tested and returned to service. The entrapment that occurred on 5/27/17 was the result of the selector unit faulting. The selector unit was reset and various relay contacts associated with the selector were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 5/29/17 was the result of the selector not operating correctly. Various contacts for the selector speed control were cleaned; the elevator was tested and returned to service.</p> <p>This elevator is in the 2015-2019 Capital Replacement Program.</p>
EL125	125 St 4 5 6	4	<p>The entrapments that occurred on 4/1/17 and 4/28/17 were the result of debris stuck in the door sill. Debris such a plastic fork and paper were removed from the door sill; the elevator was tested and returned to service. The entrapment that occurred on 5/2/17 was the result of a defective hoist way door closing tensioning device. The tensioning device was replaced; the elevator was tested and returned to service. The entrapment that occurred on 5/12/17 was the result of a loose door lock wire. The wire was secured; the elevator was tested and returned to service.</p>

2017 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL126	125 St 4 5 6	4	The entrapments that occurred on 4/3/17, 4/7/17, 5/23/17 and 5/29/17 were the result of door related problems at the lower landing. The lower landing release rollers were adjusted, the door restrictor plate was damaged and replaced, the door restrictor was adjusted and the car gate switch contacts were cleaned; the elevator was tested and returned to service.
EL139	168 St 1 A C	2	The entrapment that occurred on 4/6/17 was the result of top landing hoist way door binding. The top landing hoist way door was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 4/30/17 was the result of low oil in the tank. Hydraulic oil was added; the elevator was tested and returned to service.
EL140	168 St A C	1	The cause of the entrapment that occurred on 6/3/17 could not be determined. The elevator was tested and returned to service.
EL146	96 St 2 3 1	1	The entrapment that occurred on 4/9/17 was the result of debris in the door sill. The debris was removed; the elevator was tested and returned to service.
EL148	Inwood-207 St A	1	The cause of the entrapment that occurred on 6/24/17 could not be determined. The elevator was tested and returned to service.
EL181	135 St 2 3	2	The entrapment that occurred on 4/3/17 was the result of debris in the hoist way door sills that did not allow the interlocks to close properly. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 5/2/17 was the result of a defective hoist way release roller assembly and blown fuse. The release roller assembly was repaired and the fuse replaced; the elevator was tested and returned to service.
EL205	Grand Central-42 St 4 5 6	1	The entrapment that occurred on 5/25/17 was the result of the hall door and car door zone restrictor needing adjustment. The car door zone restrictor was adjusted and the hall door was adjusted; the elevator was tested and returned to service.
EL217	14 St-Union Sq L N Q R W	1	The entrapment that occurred on 5/19/17 was the result of a loose and worn car door clutch. The car door clutch and door zone restrictor was replaced and adjusted; the elevator was tested and returned to service.

2017 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL219	14 St-Union Sq NORW	2	The entrapment that occurred on 6/19/17 was the result of the lower landing door not working correctly. The lower landing door restrictor was adjusted, the lower landing door track was adjusted and the lower landing hoist way interlock was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 6/22/17 was the result of the door operator pulley bolts breaking. The door operator pulley bolt was replaced and the door linkage was adjusted; the elevator was tested and returned to service.
EL222	14 St ACE	1	The entrapment that occurred on 6/29/17 was the result of defective interlocks at the lower landing. The defective interlocks were replaced and adjusted; the elevator was tested and returned to service.
EL223	14 St ACE	1	The entrapment that occurred on 4/5/17 was the result of the elevator not leveling correctly. The valve body was adjusted and the car gate switch actuator was also adjusted; the elevator was tested and returned to service.
EL224	8 Av L	2	The entrapment that occurred on 4/4/17 was the result of the door operator needing adjusting. The door operator chain and belt were adjusted and the car door zone restrictor was also adjusted; the elevator was tested and returned to service. The entrapment that occurred on 4/28/17 was the result of debris in the door sill. The debris was removed; the elevator was tested and returned to service.
EL225	34 St-Penn Station CE	6	The cause of the entrapment that occurred on 5/29/17 could not be determined. The elevator was tested and returned to service. The entrapments that occurred on 6/12/17, 6/14/17, 6/17/17 and 6/18/17 were the result of the valve body not working correctly. The valve body was replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 6/29/17 was the result of a defective door operator that did not allow the doors to operate correctly. The door operator was replaced and adjusted; the elevator was tested and returned to service.
EL229	Times Sq-42 St NORW	1	The entrapment that occurred on 5/11/17 was the result of low oil in the tank. Oil was added to the tank and a loose connection was secured on the car door reopening device; the elevator was tested and returned to service.
EL233	Times Sq-42 St 123	2	The entrapment that occurred on 5/15/17 was the result of a defective pump motor belt. The pump motor belt was replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 5/28/17 was the result of debris in the door sill. The debris was removed; the elevator was tested and returned to service.

2017 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL234	47-50 Sts-Rockefeller Center B D F M	2	The entrapment that occurred on 6/6/17 was the result of the rupture valve not working correctly. The rupture valve was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 5/16/17 was the result of the pressure safety switch getting activated. The pressure switch was reset; the elevator was tested and returned to service.
EL235	47-50 Sts-Rockefeller Center B D F M	2	The entrapment that occurred on 4/21/17 was the result of the car door zone restrictor device not working correctly. The car door zone restrictor device was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 4/21/17 was the result of the car door hanger roller being worn. The car door hanger roller was replaced; the elevator was tested and returned to service.
EL244	Grand Central-42 St 7	1	The entrapment that occurred on 6/25/17 was the result of the upper landing hoist way doors not working correctly. The upper landing hoist way high speed hanger assembly was replaced and adjusted; the elevator was tested and returned to service. This elevator is in the 2015-2019 Capital Replacement Program.
EL262	72 St Q	1	The entrapment that occurred on 4/1/17 was the result of out of adjustment door lock. The door lock was adjusted; the elevator was tested and returned to service.
EL277	59 St-Columbus Circle A B C D 1	2	The entrapment that occurred on 5/19/17 was the result of the middle level car door zone restrictor device not working correctly. The car door zone restrictor device was adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 5/25/17 could not be determined. The elevator was tested and returned to service.
EL278	59 St-Columbus Circle A B C D 1	2	The entrapment that occurred on 5/3/17 was the result of the door operator clutch linkage aluminum arm getting detached. The arm was reattached to the clutch and was adjusted, and door reopening device wiring was also repaired; the elevator was tested and returned to service. The entrapment that occurred on 5/22/17 was the result of the door operator not operating correctly. The door operator fault was reset; the elevator was tested and returned to service.

2017 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL279	59 St-Columbus Circle A B C D 1	5	The entrapment that occurred on 5/9/17 was the result of the door interlock hardware not securing the interlock box and loose limit switches. The hardware was replaced and the interlock box was secured, the lower landing limit switches were secured and adjusted; the elevator was tested and returned to service. The entrapments that occurred on 6/3/17 and 6/16/17 were the result of the car safety being activated. The car safety was reset. The governor rope was replaced. The rail guide rollers were replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 6/14/17 was the result of the door closing tensioning device not operating correctly. The door close tensioning device was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 6/29/17 was the result of the governor rope needing adjustment. The governor rope was adjusted; the elevator was tested and returned to service
EL298	23 St 6	1	The entrapment that occurred on 6/8/17 was the result of debris in the door tracks. The debris was removed; the elevator was tested and returned to service.
EL299	23 St 6	1	The entrapment was the result of the upper level car door restrictor not working correctly. The upper landing car door restrictor was adjusted; the elevator was tested and returned to service.
EL324	Canal St 6	1	The entrapment that occurred on 4/12/2017 was the result of defective valve body. The valve body was replaced; the elevator was tested and returned to service.
EL330	Bleecker St D F B M 6	2	The entrapment that occurred on 4/4/2017 was the result of chicken bones wedged in the upper landing door track. The chicken bones were removed; the elevator was tested and returned to service. The entrapment that occurred on 5/17/2017 was a result of dirty hydraulic oil filters. The filters were replaced and the valve body was adjusted; the elevator was tested and returned to service.
EL333	West 4 St A B C D E F M	4	The entrapment that occurred on 6/4/2017 was the result of debris stuck in door saddles. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 6/5/2017 was the result of worn lower landing interlock contacts. The contacts were replaced; the elevator was tested and returned to service. The entrapment that occurred on 6/13/2017 was the result of debris in lower landing door saddles. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 6/24/2017 was the result of a broken interlock keeper and door alignment issues. The broken keeper was replaced, door track tightened, and doors were realigned; the elevator was tested and returned to service.

2017 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL401	Lexington Av-63 St F Q	2	The entrapment that occurred on 4/13/2017 was the result of a broken spirator. The spirator was replaced; the elevator was tested and returned to service. The entrapment that occurred on 4/20/2017 was the result of defective controller inspection board. The board was replaced; the elevator was tested and returned to service.
EL403	Roosevelt Island F	1	The entrapment that occurred on 6/14/2017 was the result of a broken selector tape. The tape was replaced; the elevator was tested and returned to service.
EL440	Lexington Av-63 St F Q	4	The cause of the entrapment that occurred on 4/9/2017 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 4/10/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 4/12/2017 was the result of a worn car guide roller. The roller was replaced; the elevator was tested and returned to service. The entrapment that occurred on 4/15/2017 was the result of dirty IP8300 selector tape contacts. The contacts were cleaned; the elevator was tested and returned to service.
EL442	Lexington Av-63 St F Q	2	The entrapment that occurred on 4/1/2017 was the result of worn IP8300 shoes. The shoes were replaced. The inspection also noted that two counter weight shoes, door operator chain, door operator belt and DPM cam needed adjustment. All items were adjusted. In addition, lower landing release rollers, gate switch roller and keepers were replaced; the elevator was tested and returned to service. The cause of the entrapment that occurred on 5/21/2017 could not be determined. The elevator was tested and returned to service.

2017 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL443	Lexington Av-63 St F Q	7	The cause of the entrapment that occurred on 4/3/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 4/7/2017 was a result of a mis-aligned glass panel switch. The switch was realigned; the elevator was tested and returned to service. The cause of the entrapment that occurred on 4/06/2017 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 5/18/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 5/30/2017 was the result of a safety edge fault. The fault was reset; the elevator was tested and returned to service. The entrapment that occurred on 6/15/2017 was the result of the door motor timing out. The fault was reset; the elevator was tested and returned to service. The entrapment that occurred on 6/22/2017 was the result of broken actuator bolt on the brake wear switch. The bolt was replaced; the elevator was tested and returned to service.
EL601	34 St-Hudson Yards 7	2	The entrapment that occurred on 4/22/17 was the result of the lower landing gate switch not working correctly. The lower landing gate switch was secured and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 5/26/17 was the result of the normal limit switch not operating correctly. The normal limit switch actuator was adjusted and secured; the elevator was tested and returned to service.
EL710	Bowling Green 4 5	3	The entrapment that occurred on 4/9/2017 was the result of dirty contacts on the lower landing door locks. The contacts were cleaned; the elevator was tested and returned to service. The cause of the entrapment that occurred on 5/4/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 5/9/2017 was the result of debris in the lower landing door saddles. The debris was removed; the elevator was tested and returned to service.
EL723	Fulton St 2 3	1	The entrapment that occurred on 6/16/2017 was the result of mis-aligned door restrictor. The restrictor was adjusted; the elevator was tested and returned to service.
EL732	Fulton St 2 3	1	The entrapment that occurred on 4/21/2017 was the result of mis-aligned door release roller. The roller was adjusted; the elevator was tested and returned to service.

2017 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
QUEENS			
EL405	21 St-Queensbridge ❸	2	The cause of the entrapment that occurred on 5/14/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 6/6/2017 was the result of broken glass in door saddle. The broken glass was removed; the elevator was tested and returned to service.
EL413	Jamaica Center ❸❹❺	2	The entrapment that occurred on 5/25/2017 was the result of the smoke heads being tripped. EMD reset fire panel; the elevator was tested and returned to service. The cause of the entrapment that occurred on 5/30/2017 could not be determined. The elevator was tested and returned to service. This elevator is in the 2015-2019 Capital Replacement Program.
EL414	Flushing-Main St ❹	2	The cause of the entrapment that occurred on 5/18/2017 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 6/11/2017 could not be determined. The elevator was tested and returned to service.
EL420	74 St-Broadway ❹	2	The entrapment that occurred on 4/16/2017 was the result of jammed door restrictor. The restrictor was freed up and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 4/17/2017 was the result of defective car door hanger rollers. The rollers were replaced; the elevator was tested and returned to service.
EL425	Junction Blvd ❹	5	The cause of the entrapment that occurred on 4/15/2017 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 6/1/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 6/28/2017 was due to worn IP8300 leveling shoe. The shoe was replaced; the elevator was tested and returned to service. The cause of the entrapment that occurred on 6/30/2017 could not be determined. The elevator was tested and returned to service. The second entrapment that occurred on 6/30/17 was the result of dirty IP8300 leveling tape. The tape was cleaned; the elevator was tested and returned to customer service

2017 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL426	Junction Blvd 7	3	The entrapment that occurred on 4/12/17 was the result of paper being jammed under upper landing hatch door. The paper was removed; the elevator was tested and returned to service. The entrapment that occurred on 4/17/2017 was the result of blown F9R fuse and HDR redundancy fault. The fuse was replaced and the fault was reset; the elevator was tested and returned to service. The cause of the entrapment that occurred on 6/22/2017 could not be determined. The elevator was tested and returned to service.
EL428	Queens Plaza E M R	2	The cause of the entrapment that occurred on 4/2/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 4/26/2017 was the result of a blown main line fuse due to water in lower call box. The water was removed and the fuse was replaced; the elevator was tested and returned to service.
EL446	CitiCorp/Court Square 7 E G	1	The cause of the entrapment that occurred on 5/21/2017 could not be determined. The elevator was tested and returned to service.

2017 2ND QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
New Equip #	Old Equip #	Station Name:	Station / Line	# of Inspections (04/01/17 to 06/30/17)	# of Tours OOO
EL200X	EL200X	34 St - Herald Square	6th Avenue	273	1
EL203X	EL203X	Lexington Av - 53 St	Queens Blvd	273	34
EL207X	EL207X	50 Street	8th Avenue	273	1
EL208X	EL208X	50 Street	8th Avenue	273	55
EL231X	EL231X	Times Square - 42 St	Broadway/7th Ave	273	1
EL268X	EL268X	49th Street (Uptown)	Broadway	273	0
EL276X	EL276X	59 St - Columbus Circle	8th Avenue	273	0
EL279X	NEW	28th Street Park Avenue	Lexington Avenue	273	155
EL287X	Elev # TE46	42nd St - Bryant Park	6th Avenue	273	61
EL288X	Elev # ELP6	42nd St - Port Authority Bus Terminal	8th Avenue	273	1
EL289X	Elev # ELP7	42nd St - Port Authority Bus Terminal	8th Avenue	273	0
EL290X	Lift	42nd St - Port Authority Bus Terminal	8th Avenue	273	105
EL291X	Elevator (No Number listed)	42nd St - Port Authority Bus Terminal	8th Avenue	273	24
EL294X	NEW	42nd Street - Bryant Park	6th Avenue	273	9
EL295X	NEW	42nd Street - Bryant Park	6th Avenue	273	6
EL300X	EL300X	Atlantic Avenue	LIRR	273	2
EL327X	NEW	Jay Street Metrotech	4th Avenue	273	0
EL415X	EL415X	61 St - Woodside	Flushing	273	0
EL416X	EL416X	61 St - Woodside	Flushing	273	0
EL417X	EL417X	61 St - Woodside	Flushing	273	0
EL418X	EL418X	61 St - Woodside	Flushing	273	0
EL419X	EL419X	61 St - Woodside	Flushing	273	1
EL445X	EL445X	Court Square	Flushing	273	5
EL448X	PE11	Sutphin Blvd - Archer Av JFK	ARC	273	2
EL449X	EL449X	Sutphin Blvd - Archer Av JFK	ARC	273	2
EL450X	EL450X	Sutphin Blvd - Archer Av JFK	ARC	273	8
EL490X	Elec # EL1	Howard Beach - JFK Airport	Rockaway	273	14
EL491X	EL2	Howard Beach - JFK Airport	Rockaway	273	21
EL492X	EL300X	Howard Beach - JFK Airport	Rockaway	273	14
EL493X	EL4	Howard Beach - JFK Airport	Rockaway	273	4
EL494X	EL5	Howard Beach - JFK Airport	Rockaway	273	26
EL495X	EL6	Howard Beach - JFK Airport	Rockaway	273	0
EL700X	NEW	ATLANTIC AVE/BARCLAY CTR	FLATBUSH	273	90
EL717X		FULTON ST		273	0
EL718X		FULTON ST		273	0
EL726X		FULTON ST		273	3
EL727X		FULTON ST		273	3
EL728X	NEW	FULTON ST	Nassau Loop BMT	273	0
EL729X		FULTON ST		273	1

2017 2ND QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
New Equip #	Old Equip #	Station Name:	Station / Line	# of Inspections (04/01/17 to 06/30/17)	# of Tours 000
EL733X	NEW	FULTON STREET	LEX AVENUE	273	3
EL737X		ATLANTIC AVE/BARCLAY CTR	FLATBUSH	273	1
ES250X	ES250X	59 St - Columbus Circle	8th Avenue	273	1
ES251X	ES251X	59 St - Columbus Circle	8th Avenue	273	3
ES253X	ES253X	Lexington Av - 53 St	Queens Blvd	273	26
ES254X	ES254X	Lexington Av - 53 St	Queens Blvd	273	198
ES257X	ES257X	14 St - Union Square	Lexington Avenue	273	180
ES258X	ES258X	14 St - Union Square	Lexington Avenue	273	170
ES261X	ES261X	Times Square - 42 St	Broadway / 7th Avenue	273	28
ES262X	ES262X	Times Square - 42 St	Broadway / 7th Avenue	273	13
ES263X	ES263X	50 Street	8th Avenue	273	0
ES264X	ES264X	50 Street	8th Avenue	273	2
ES265X	ES002X	Court Square	Crosstown	273	15
ES266X	ES001X	Court Square	Crosstown	273	14
ES267X	ES267X	Times Square - 42 St	Broadway / 7th Avenue	273	3
ES268X	ES268X	Times Square - 42 St	Broadway / 7th Avenue	273	4
ES358X	NEW	ATLANTIC AVE/BARCLAY CTR		273	112
ES359X	NEW	ATLANTIC AVE/BARCLAY CTR		273	17
ES360X		Fulton Street		273	12
ES361X		Fulton Street		273	5
ES362X		Fulton Street		273	4
ES363X		Fulton Street		273	7
ES365X		Fulton Street		273	19
ES366X		Fulton Street		273	6
ES376X	ES376X	Fulton St	Nassau Loop BMT	273	274
ES377X	ES377X	Fulton St	Nassau Loop BMT	273	274
ES378X	ES378X	Wall St	Clark Street	273	10
ES379X	ES379X	Wall St	Clark Street	273	1
ES380X	Escalator (No Number listed)	Cortlandt St	Broadway	273	0
ES383X		FULTON ST		273	25
ES432X	ES008X	Sutphin Blvd - Archer Av JFK	ARC	273	0
ES433X	ES009X	Sutphin Blvd - Archer Av JFK	ARC	273	2
ES461X	ES461X	Court Square	Flushing	273	76
ES462X	ES462X	Court Square	Flushing	273	75
ES496X	ES1	Howard Beach - JFK Airport	Rockaway	273	0
ES497X	ES2	Howard Beach - JFK Airport	Rockaway	273	5
ES498X	ES3	Howard Beach - JFK Airport	Rockaway	273	9
ES499X	ES4	Howard Beach - JFK Airport	Rockaway	273	1
ES600X	ES1708X	Lexington Av - 53 St	Queens Blvd	273	19

2017 2ND QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
New Equip #	Old Equip #	Station Name:	Station / Line	# of Inspections (04/01/17 to 06/30/17)	# of Tours 000
ES606X	Escalator (No Number listed)	42nd St - Port Authority Bus Terminal	8th Avenue	273	16
ES607X	Escalator (No Number listed)	42nd St - Port Authority Bus Terminal	8th Avenue	273	51
ES608X	Escalator (No Number listed)	Grand Central - 42nd St	Lexington	273	0
ES609X	Escalator (No Number listed)	Grand Central - 42nd St	Lexington	273	0
ES610X	Escalator (No Number listed)	Grand Central - 42nd St	Lexington	273	4
83		GRAND TOTALS		22,659	2,334



Department of Law – Transit Adjudication Bureau
177 Livingston Street – 4th Floor
Brooklyn, NY 11201

STANDARD FOLLOW-UP REPORTS: TRANSIT ADJUDICATION BUREAU SECOND QUARTER 2017

The following is a comparison of the key indicators for the second quarter of 2017 as compared to the same period in 2016:

- Summonses issued in the second quarter decreased by 8.50% (from 39,395 in 2016 to 36,045 in 2017).
- TAB received 35,472 payments in 2017, a 36.61% increase from the 25,966 received in 2016. Direct payments decreased by 8.09% (23,901 to 21,967) from the second quarter of 2016; payments received from state tax refunds increased from 2,065 to 13,505.
- Overall total revenue for the quarter totaled \$5,590,835, a 123.73% increase from the 2016 second quarter revenue of \$2,498,965. Receipts from direct payments decreased by 10.09% to \$2,072,015 in 2017 as compared to \$2,304,567 in the second quarter of 2016. The \$2,250,812 in second quarter receipts from state tax refunds relating to outstanding judgments from prior years, represented a 782.02% increase from second quarter state tax refunds of \$255,189 in 2016. The increase in payments from the Statewide Offset Program (SWOP) is due to a special project initiated in Fall of 2016 to recoup unpaid summonses.
- Expenses decreased by 34.78% (\$1,832,677 compared to \$1,195,219) from the second quarter of 2016.
- TAB revenue exceeded expenses by \$4,395,616 compared to \$666,288 for the second quarter of 2016.

For further information, see the Key Indicators Chart on the following page.

MTA NEW YORK CITY TRANSIT
TRANSIT ADJUDICATION BUREAU
KEY INDICATORS
SECOND QUARTER 2017

INDICATOR	2nd QTR 2017	2nd QTR 2016	ANNUAL TOTALS	
			Y-T-D 2017	Y-T-D 2016
ISSUANCE DATA				
Violations Issued	36,045	39,395	72,714	77,590
PAYMENT DATA				
Number of Payments	35,472	25,966	77,642	50,762
Regular	21,967	23,901	45,767	45,238
State Tax Refund	13,505	2,065	31,875	5,524
Amount Paid	\$4,322,828	\$2,559,756	\$10,043,299	\$5,034,290
Regular	\$2,072,015	\$2,304,567	\$4,389,829	\$4,310,143
State Tax Refund	\$2,250,812	\$255,189	\$5,653,470	\$724,147
Average Payment	\$121.87	\$98.58	\$129	\$99.17
Yield per NOV	\$119.93	\$64.98	\$138	\$64.88
REVENUE/EXPENSE DATA				
Revenue	\$5,590,835	\$2,498,965	\$9,696,738	\$5,022,964
Expenses	\$1,195,219	\$1,832,677	\$2,450,138	\$3,474,050
ADJUDICATIONS				
Total Cases Adjudicated	7,205	6,257	13,219	12,381
Admin Dismissals	662	558	1,494	1,091
Hearings	6,543	5,699	11,725	11,290

N.B.: On April 30, 2016, the Transit Adjudication Bureau (TAB) transitioned to a new database system, TABIS, which replaced the prior vendor-supplied system. In connection with the transition, certain adjustments to data have been made to ensure comparability of data between pre- and post-transition periods. Specifically, the Violations Issued reported in the 2016 Quarterly Report is based on the TAB summons intake date. However, the Violations Issued reported in the 2017 Quarterly Report is based on the date of offense listed on the summons. Violation issuance data is subject to change based on report run date. The increase in in payment from the Statewide Offset Program (SWOP) is due to a special project initiated in Fall of 2016 to recoup unpaid summonses.



Department of Law

130 Livingston Street – 12th Floor
Brooklyn, NY 11201

**STANDARD FOLLOW-UP REPORTS: TRANSIT RECIDIVISM REPORT
FOR JUNE– AUGUST 2017**

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

- Transit recidivist arrests for the most recent three month period totaled 50, a slight decrease over the prior three month period (in which there were 54).
- The decrease reflected a decline in sex offense recidivist arrests, which totaled 22 for the most recent three month period, compared to 27 such arrests for the prior period.
- Index felony recidivist arrests for the recent three month period were similar in number to the prior three month period (28 versus 27 in the prior period). While grand larceny arrests in the more recent period declined (12 arrests versus 16 in the prior three month period), robbery offenses increased from six in the prior three month period to an uncharacteristic total of 14 in the most recent period. Combined, grand larceny and robbery continued to account for the vast majority (26 out of 28) of index felony crime recidivist arrests.
- The Transit Recidivist Initiative continued during the period to work cooperatively with the NYPD Transit Bureau and the various DA's Offices, and their identified Transit Liaisons, in an effort to ensure appropriate attention is paid to identified transit recidivist cases.
- The Initiative continues its efforts to compile sentencing data for the transit recidivist cases identified since the Initiative's commencement, for the purpose of reviewing with administrative judges of the criminal courts the persistence of recidivist subway crime and the need for effective criminal sanctioning of such recidivists upon conviction.

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

MTA NEW YORK CITY TRANSIT

TRANSIT RECIDIVISM REPORT

STATISTICAL SUMMARY : JUNE - AUGUST, 2017 UPDATE

	LAST 3 MONTHS (6/17-8/17)	PRIOR 3 MONTHS (3/17 - 5/17)	ANNUAL DATA (8/16- 7/17)	MONTHLY AVERAGE (12 months) (8/1-7/17)
RECIDIVIST ARRESTS				
Index Felony Recidivist Arrests	28	27	99	8.3
Sex Offense Recidivist Arrests	<u>22</u>	<u>27</u>	<u>91</u>	<u>7.6</u>
Total Recidivist Arrests	50	54	190	15.8
DISTRIBUTION BY OFFENSE				
<u>Index Felonies</u>				
Grand Larceny	12	16	62	5.2
Robbery	14	6	28	2.3
Assault	1	4	6	0.5
Other	1	1	3	0.3
<u>Sex Offenses</u>				
Forcible Touch	7	14	40	3.3
Public Lewdness	8	10	27	2.3
Persistent Sex Abuse	5	3	20	1.7
Other	2		4	0.3
DISTRIBUTION BY COUNTY				
New York	29	37	121	10.1
Kings	12	12	40	3.3
Bronx	7	4	20	1.7
Queens	2	1	9	0.8

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

Executive Summary

NYCT

September 25, 2017



EEO 2nd Quarter Executive Summary

- ❑ NYCT overall workforce is currently comprised of 50,830 employees; of which 9,339 (18%) are Females,* 39,118 (77%) are Minorities and 559 (1%) are Veterans.*
- ❑ The percentage of Females in the workforce remained constant compared to the representation of Females in 2nd quarter 2016.
- ❑ The overall composition of NYCT workforce changed by 1% as it relates to Race and Ethnicity as compared to 2nd quarter 2016.
- ❑ The percentage of Veterans employed has remained constant compared to 2nd quarter 2016.
- ❑ NYCT hired 2,432 employees, of which 661 (27%) were Females*, 2,065 (85%) were Minorities; and 50 (2%) were Veterans.
- ❑ NYCT handled a total of 318 EEO complaints; of which 178 were internal and 140 were external.
- ❑ NYCT handled a total of 202 Title VI complaints.

*Includes minorities, non-Minorities, and Veterans

The chart on the next page is a snapshot of the workforce by EEO categories.



EEO 2nd Quarter 2017 Executive Summary

The table below is a snapshot as of June 30, 2017 of NYCT numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL ¹	FEMALES ²		Non-Minorities		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOP		2+ Races		VETERANS	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	2506	583	23%	1066	43%	1440	57%	741	30%	271	11%	330	13%	8	0%	1	0%	89	4%	35	1%
Professionals	2909	1065	37%	841	29%	2068	71%	912	31%	282	10%	763	26%	4	0%	0	0%	107	4%	23	1%
Technicians	270	114	42%	64	24%	206	76%	130	48%	28	10%	41	15%	1	0%	0	0%	6	2%	3	1%
Protective Services	620	128	21%	141	23%	479	77%	302	49%	122	20%	42	7%	0	0%	1	0%	12	2%	42	7%
Paraprofessionals	55	31	56%	7	13%	48	87%	27	49%	13	24%	6	11%	0	0%	0	0%	2	4%	0	0%
Administrative Support	4886	2117	43%	536	11%	4350	89%	2637	54%	687	14%	908	19%	15	0%	4	0%	99	2%	31	1%
Skilled Craft	17413	916	5%	5777	33%	11636	67%	6405	37%	2112	12%	2655	15%	45	0%	7	0%	412	2%	206	1%
Service Maintenance	22171	4385	20%	3280	15%	18891	85%	12579	57%	4758	21%	1150	5%	26	0%	8	0%	370	2%	219	1%
Total	50,830	9,339	18%	11,712	23%	39,118	77%	23,733	47%	8,273	16%	5,895	12%	99	0%	21	0%	1,097	2%	559	1%

¹ Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

² Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.



Note: All percentages have been rounded up to the nearest whole number.

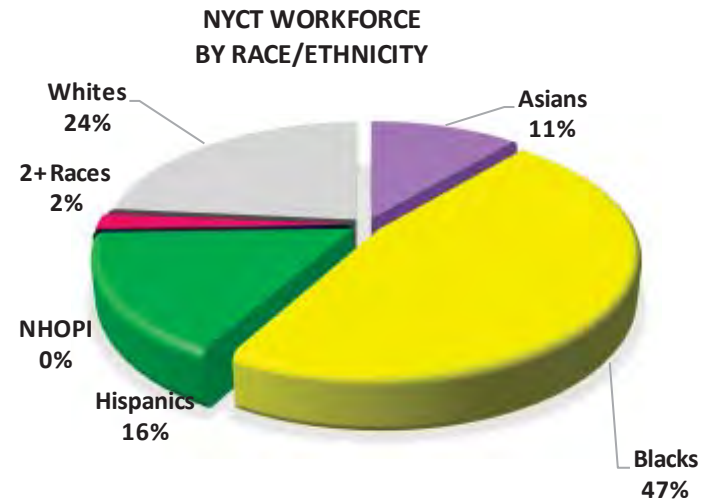
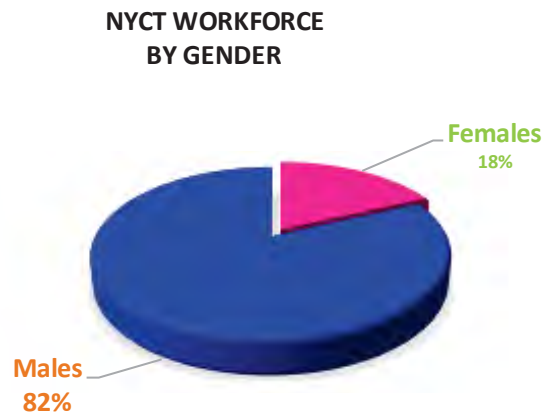
NYCT

Workforce

As of June 30, 2017



NYCT Workforce as of June 30, 2017



NYCT workforce consist of 50,830 employees.

- ❑ 18% Females, 77% Minorities, and 1% Veterans.
- ❑ The percentage of Females employed has remained constant since the prior quarter.
- ❑ The percentage of Minorities did not change as it relates to Race and Ethnicity since the prior quarter.



Definitions of EEO Job Categories

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



NYCT Underutilization Analysis

NYCT has conducted a utilization analysis of its workforce. The utilization analysis compares NYCT June 30, 2017 workforce percentages for females and minorities to 80% of the estimated availability of females and minorities within the relevant labor market based on the U.S. Census.

JOB CATEGORY	FEMALES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ Races	
	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Officials & Administrators	14%	23%	32%	30%	12%	11%	9%	13%	0%	0%	0%	0%	4%	4%
Professionals	27%	37%	19%	31%	9%	10%	12%	26%	0%	0%	0%	0%	1%	4%
Technicians	18%	42%	16%	48%	9%	10%	16%	15%	0%	0%	0%	0%	1%	2%
Protective Services	16%	21%	22%	49%	12%	20%	2%	7%	0%	0%	0%	0%	0%	2%
Paraprofessionals	50%	56%	23%	49%	9%	24%	9%	11%	0%	0%	0%	0%	15%	4%
Administrative Support	34%	43%	34%	54%	20%	14%	7%	19%	0%	0%	0%	0%	1%	2%
Skilled Craft	14%	5%	34%	37%	16%	12%	8%	15%	0%	0%	0%	0%	1%	2%
Service Maintenance	16%	20%	40%	57%	22%	21%	4%	5%	0%	0%	0%	0%	1%	2%

*Females are also included in the percentages totals for each of the minority groups.

** American Indian/Alaskan Native

*** Native Hawaiian Other Pacific Islander



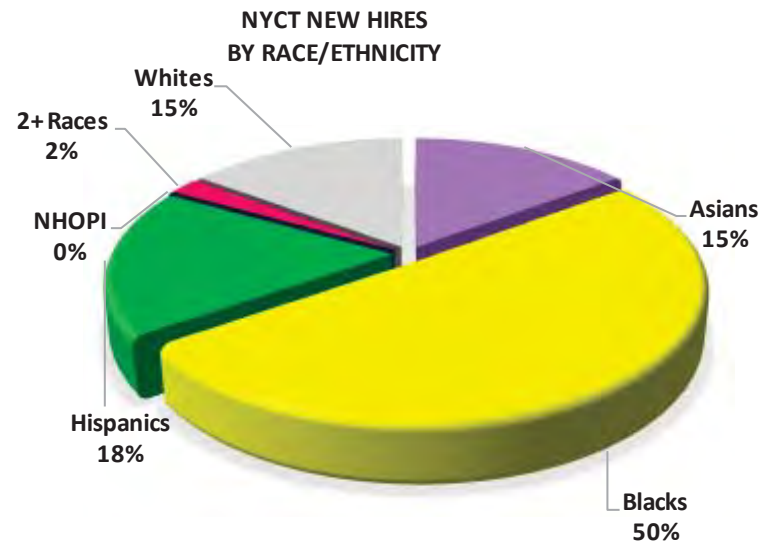
NYCT

New Hires and Veterans

September 25, 2017



NYCT New Hires and Veterans by Gender and Race/Ethnicity January 1, 2017 to June 30, 2017



NYCT hired 2,432 Employees including 50 Veterans

- ❑ 27% Females in which 1% were Female Veterans.
- ❑ 85% Minorities in which 2% were Minority Veterans.
- ❑ Approximately 2% Veterans overall were hired.



NYCT

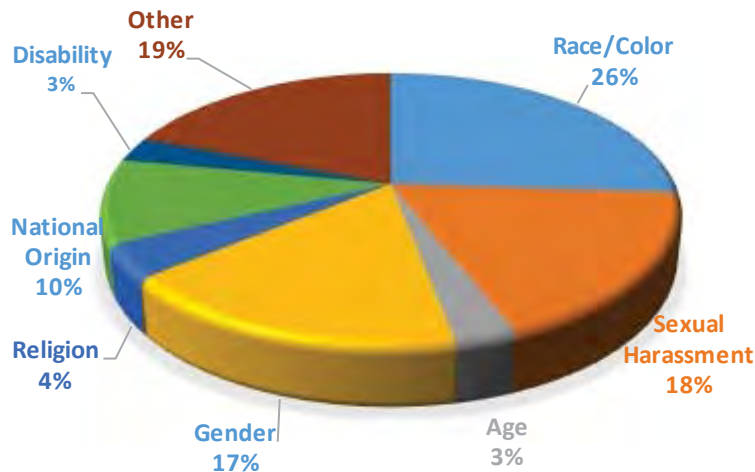
Complaints and Lawsuits

September 25, 2017

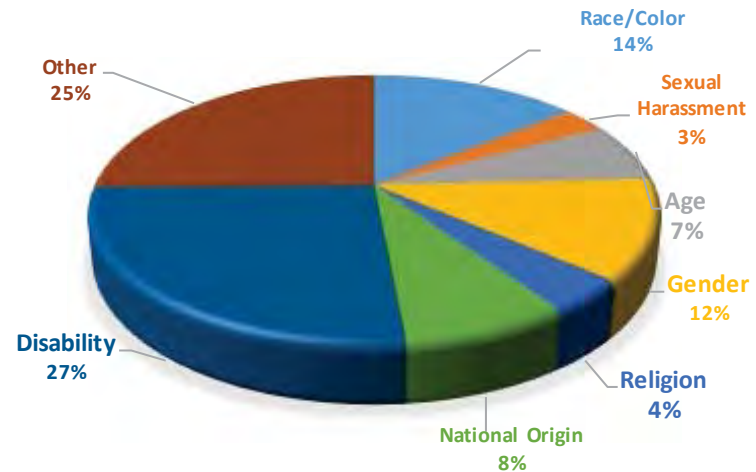


NYCT Internal/External EEO Complaints and Lawsuits January 1, 2017 to June 2017

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



NYCT handled 318 EEO complaints, citing 508 separate allegations and 46 EEO Lawsuits.

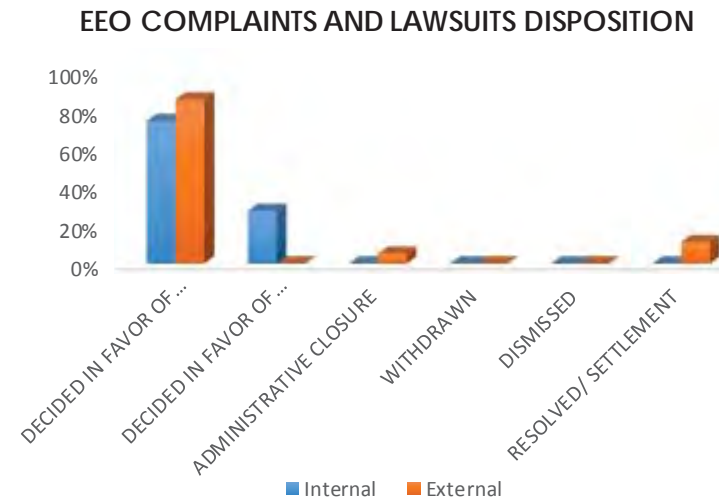
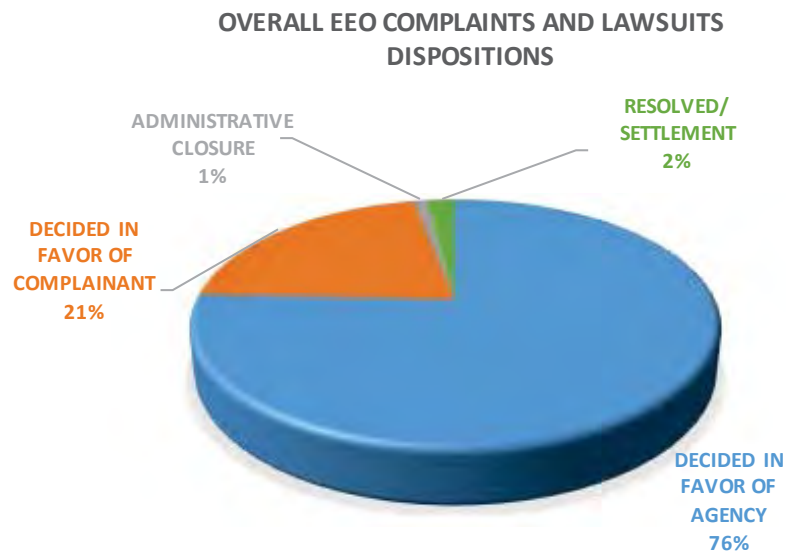
- ❑ 178 filed Internal complaints.
- ❑ 140 filed External complaints.
- ❑ The most frequently cited bases Internally was Race/Color and Externally was Disability.



These charts includes all pending matters as of the date of the report; including matters filed prior to the reporting period.

"Other" contains all EEO categories not otherwise specially mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.)

NYCT EEO Complaints and Lawsuits Dispositions January 1, 2017 to June 30, 2017

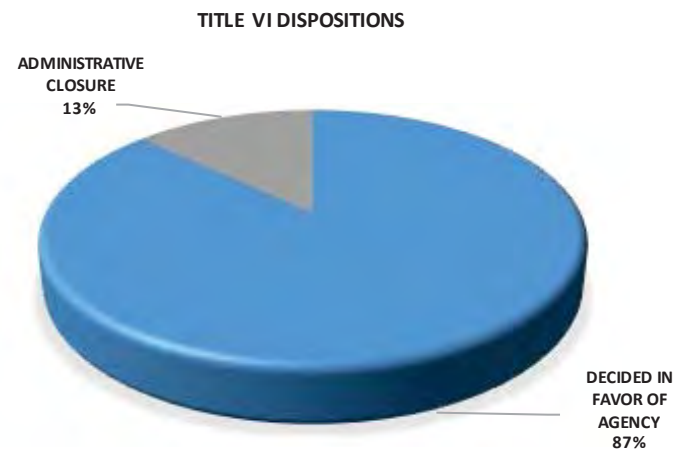
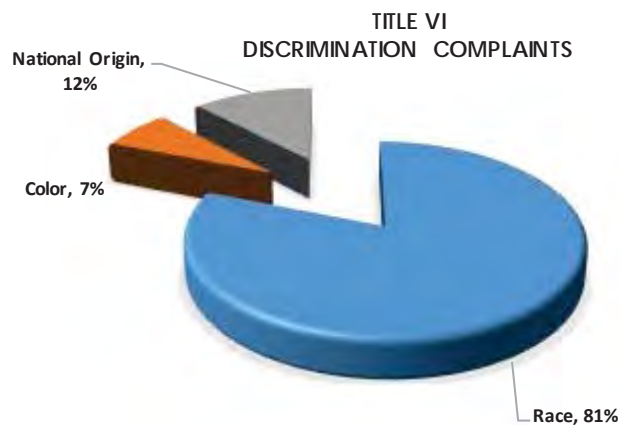


NYCT disposed 81 EEO complaints and 0 EEO Lawsuits.

- 76% complaints/lawsuits decided in Favor of the Agency.
- 21% complaints/lawsuits decided in Favor of the Complainant.
- 1% complaints/lawsuits were Administrative Closures.
- 2% of complaints/lawsuits were Resolved/Settlement.



NYCT Title VI Discrimination Complaints, Lawsuits and Dispositions January 1, 2017 to June 30, 2017



NYCT handled 202 Title VI Complaints, citing 206 separate allegations and 0 Title VI lawsuits. Agency disposed 30 complaints and 0 lawsuits.

- ❑ 87% complaints/lawsuits decided in Favor of the Agency.
- ❑ 13% complaints/lawsuits decided in Favor of the Complainant.
- ❑ 0% complaints/lawsuits were Administrative Closures.
- ❑ 0% complaints/lawsuits were Resolved/Settlement.



Executive Summary

MTA Bus Company
September 25, 2017



EEO 2nd Quarter 2017 Executive Summary

- ❑ MTA Bus Company overall workforce is currently comprised of 4,232 employees; of which 541 (13%) are Females,* 3,254 (77%) are Minorities and 41(1%) are Veterans.*
- ❑ The percentage of Females in the workforce has remained constant compared to the representation of Females in 2nd quarter 2016.
- ❑ The overall composition of MTA Bus Company's workforce changed by 2% as it relates to Race and Ethnicity as compared to 2nd quarter 2016.
- ❑ The percentage of Veterans employed has remained constant compared to 2nd quarter 2016.
- ❑ MTA Bus Company hired 511 employees, of which 95 (19%) were Females*, 457 (89%) were Minorities; and 9 (2%) were Veterans.
- ❑ MTA Bus Company handled a total of 20 EEO complaints; of which 15 were internal and 5 were external.
- ❑ MTA Bus Company handled a total of 29 Title VI complaints.

*Includes minorities, non-Minorities, and Veterans

The chart on the next page is a snapshot of the workforce by EEO categories.



EEO 2nd Quarter 2017 Executive Summary

The table below is a snapshot as of June 30, 2017 of MTA Bus Company numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL ¹	FEMALES ²		Non-Minorities		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ Races		VETERANS	
		#	%	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	510	72	14%	206	40%	304	60%	169	33%	75	15%	43	8%	1	0%	0	0%	16	3%	10	2%
Professionals	109	50	46%	32	29%	77	71%	29	27%	19	17%	22	20%	0	0%	0	0%	7	6%	2	2%
Technicians	17	11	65%	11	65%	6	35%	2	12%	2	12%	1	6%	0	0%	0	0%	1	6%	0	0%
Protective Services	6	2	33%	1	17%	5	83%	3	50%	1	17%	0	0%	0	0%	0	0%	1	17%	0	0%
Paraprofessionals	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	109	43	39%	37	34%	72	66%	37	34%	15	14%	9	8%	0	0%	0	0%	11	10%	0	0%
Skilled Craft	613	2	0%	199	32%	414	68%	199	32%	90	15%	77	13%	1	0%	9	1%	38	6%	6	1%
Service Maintenance	2,868	361	13%	492	17%	2376	83%	1,474	51%	626	22%	189	7%	7	0%	5	0%	75	3%	23	1%
Total	4,232	541	13%	978	23%	3,254	77%	1,913	45%	828	20%	341	8%	9	0%	14	0%	149	4%	41	1%

¹ Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

² Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.



Note: All percentages have been rounded up to the nearest whole number.

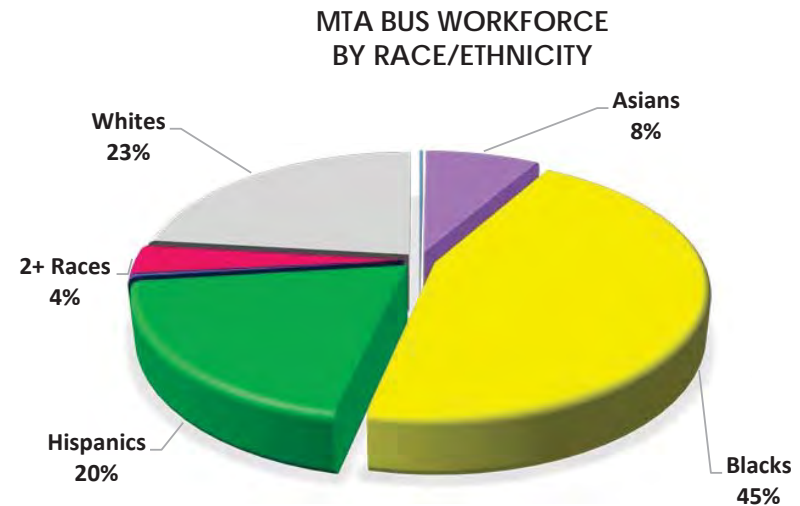
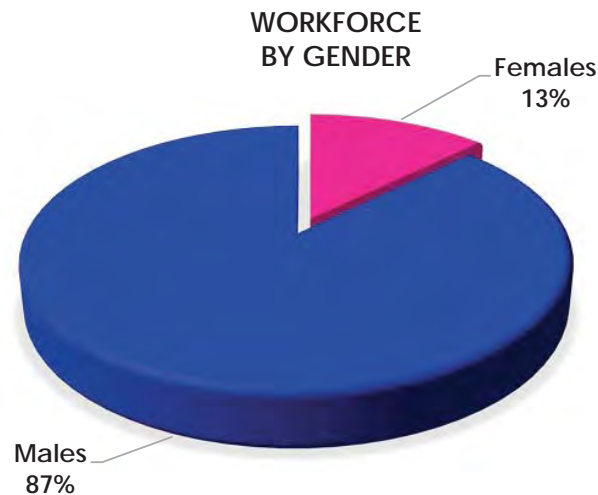
MTA Bus Company

Workforce

As of June 30, 2017



MTA Bus Company Workforce as of June 30, 2017



MTA Bus Company workforce consist of 4,232 employees.

- ❑ 13% Females, 77% Minorities, and 1% Veterans.
- ❑ The percentage of Females employed has remained constant since the prior quarter.
- ❑ The percentage of Minorities has increased by 1% as it relates to Race and Ethnicity since the prior quarter.



Definitions of EEO Job Categories

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

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Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



MTA Bus Company Underutilization Analysis

MTA Bus Company has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTA Bus Company June 30, 2017 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

JOB CATEGORY	FEMALES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ Races	
	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Officials & Administrators	16%	14%	29%	33%	13%	15%	5%	8%	0%	0%	0%	0%	2%	3%
Professionals	27%	46%	14%	27%	9%	17%	11%	20%	0%	0%	0%	0%	3%	6%
Technicians	37%	65%	10%	12%	12%	12%	9%	6%	0%	0%	0%	0%	3%	6%
Protective Services	47%	33%	18%	50%	29%	17%	2%	0%	0%	0%	2%	0%	2%	17%
Paraprofessionals	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Administrative Support	31%	39%	22%	34%	12%	14%	7%	8%	0%	0%	0%	0%	6%	10%
Skilled Craft	2%	0%	24%	33%	20%	15%	7%	13%	0%	0%	1%	2%	2%	6%
Service Maintenance	15%	13%	40%	51%	21%	22%	4%	7%	0%	0%	0%	0%	1%	3%

*Females are also included in the percentages totals for each of the minority groups.

**American Indian/Alaskan Native

***Native Hawaiian Other Pacific Islander



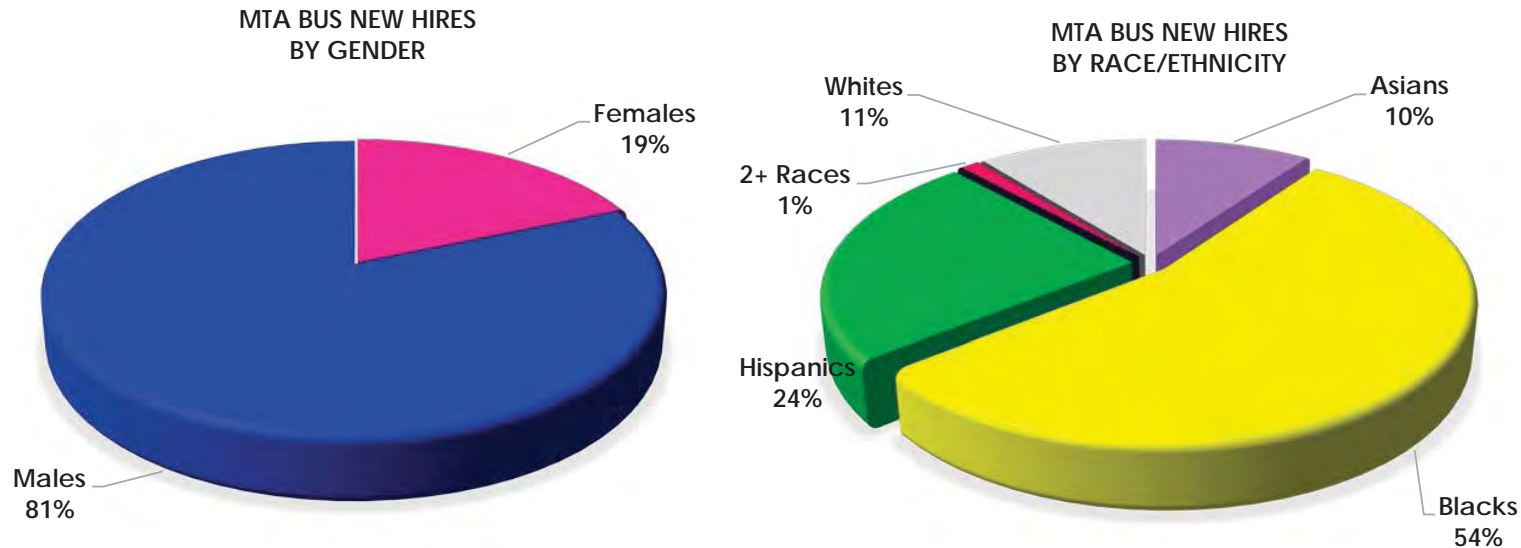
MTA Bus Company

New Hires and Veterans

September 25, 2017



MTA Bus Company New Hires and Veterans By Gender and Race/Ethnicity January 1, 2017 to June 30, 2017



MTA Bus Company hired 511 Employees including 9 Veterans

- 19% Females in which 1% were Female Veterans.
- 89% Minorities in which 2% were Minority Veterans.
- Approximately 2% Veterans overall were hired.



MTA Bus Company

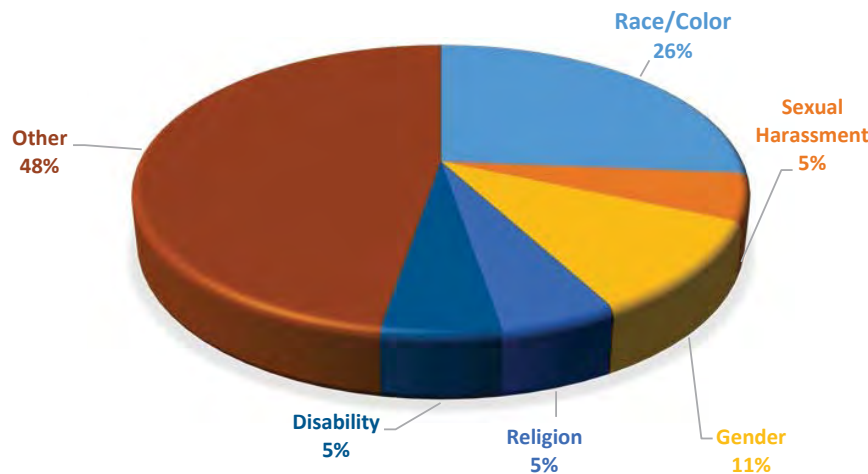
Complaints and Lawsuits

September 25, 2017

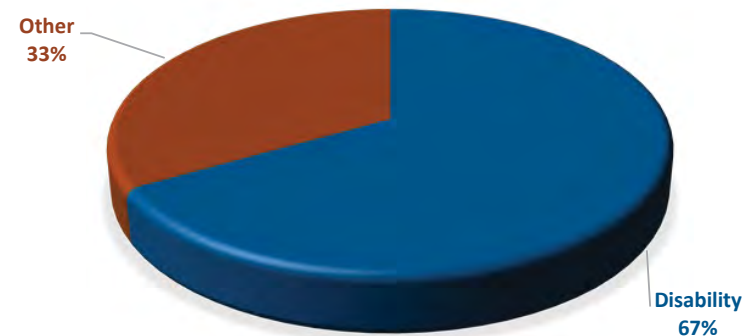


MTA Bus Company Internal/External EEO Complaints and Lawsuits January 1, 2017 to June 30, 2017

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



MTA Bus Company handled 20 EEO complaints, citing 25 separate allegations, and 4 EEO Lawsuits.

- ❑ 15 filed Internal complaints.
- ❑ 5 filed External complaints.
- ❑ The most frequently cited bases Internally was Other and Externally was Disability.

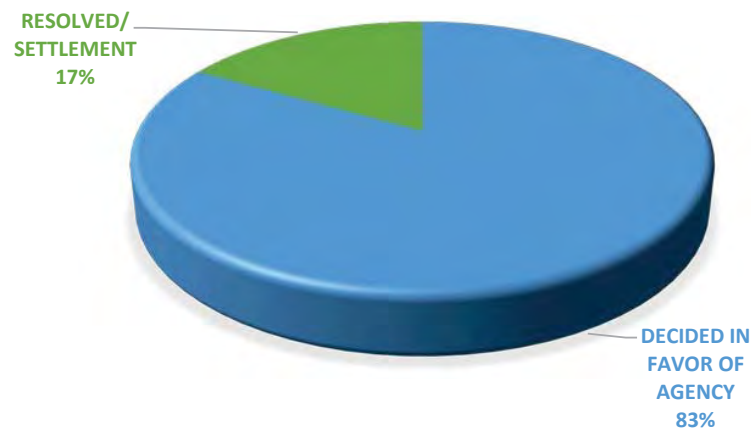


These charts includes all pending matters as of the date of the report; including matters filed prior to the reporting period.

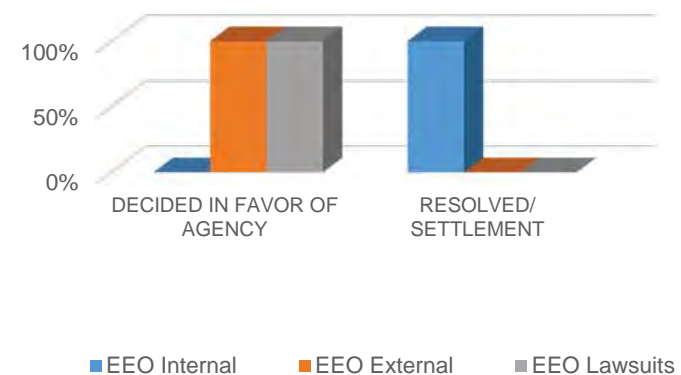
"Other" contains all EEO categories not otherwise specially mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.)

MTA Bus Company EEO Complaint and Lawsuits Dispositions January 1, 2017 to June 30, 2017

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



MTA Bus Company disposed 5 EEO complaints and 1 EEO Lawsuits.

- 83% complaints/lawsuits decided in Favor of the Agency.
- 00% complaints /lawsuits decided in Favor of the Complainant.
- 00% complaints/lawsuits were Administrative Closures.
- 17% complaints/lawsuits were Resolved/Settlement.

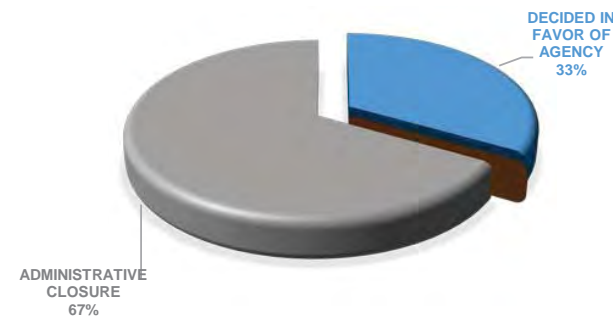


MTA Bus Company Title VI Discrimination Complaints, Lawsuits and Dispositions January 1, 2017 to June 30, 2017

**TITLE VI
DISCRIMINATION COMPLAINTS**



TITLE VI DISPOSITIONS



MTA Bus Company handled 29 Title VI Complaints, citing 29 separate allegations and 0 Title VI lawsuits. Agency disposed 6 complaints and 0 lawsuits.

- ❑ 33% complaints/lawsuits decided in Favor of the Agency.
- ❑ 00% complaints/lawsuits decided in Favor of the Complainant.
- ❑ 67% complaints/lawsuits were Administrative Closures.
- ❑ 00% complaints/lawsuits were Resolved/Settlement.



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 - September 2017

data thru August 2017; \$s in million

	Budget	Expenditures
Construction	\$ 160.0	\$ 55.1
Design/CPS	5.0	4.3
Construction Management	16.8	5.3
Total	\$ 181.8	\$ 64.7

	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	108.4	9.3	47.3	Apr-2015	Feb-2018	Dec-2018

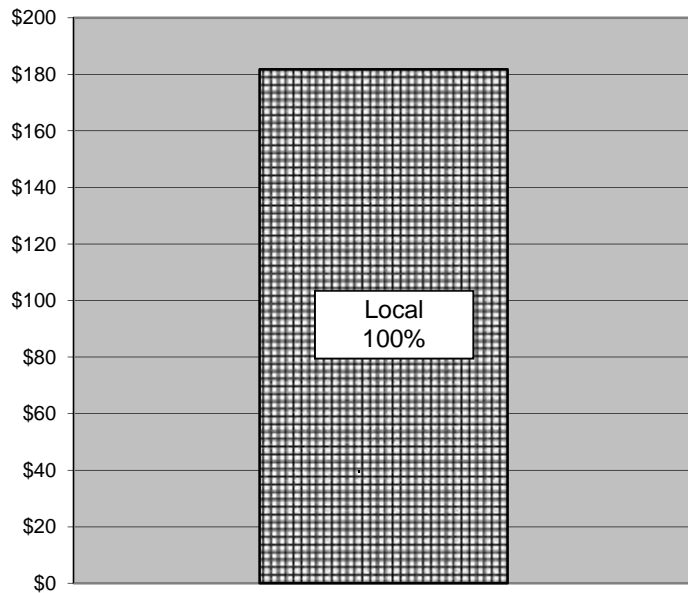
Cortlandt Street No. 1 Line Station Reconstruction Status

Report to the Transit Committee - September 2017

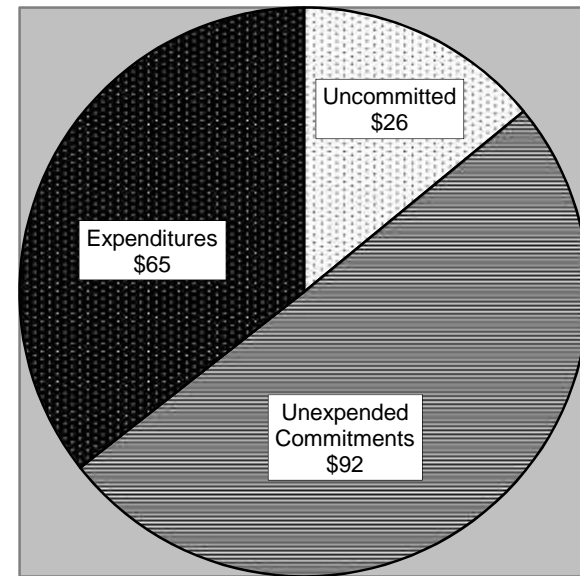
data thru August 2017

MTA Capital Program \$ in Millions	Funding Sources		Status of Commitments		
	Budgeted	Local Funding	Committed	Uncommitted	Expended
Total Authorized	\$ 182	\$ 182	\$ 156	\$ 26	\$ 65

Project Budget: \$182 Million



Commitments and Expenditures (\$ in Millions)



Cortlandt Street No. 1 Line Station Reconstruction 12 Month Rolling Average Lost Time(LT) Injury Rates

