



# Transit & Bus Committee Meeting

## October 2017

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### **Committee Members**

F. Ferrer, Committee Chairman

A. Albert

R. Glucksman

D. Jones

S. Metzger

C. Moerder

J. Molloy

S. Rechler

J. Samuelsen

P. Trottenberg

V. Vanterpool

J. Vitiello

P. Ward

C. Weisbrod

# **New York City Transit and Bus Committee Meeting**

**Monday, 10/23/2017**

**10:00 - 11:30 AM ET**

**2 Broadway - 20th Floor Conference Room**

**New York, NY 10004**

## **1. PUBLIC COMMENT PERIOD**

## **2. APPROVAL OF MINUTES – SEPTEMBER 25, 2017**

*September Committee Meeting Minutes - Page 4*

## **3. COMMITTEE WORK PLAN**

*Committee Work Plan - Page 12*

## **4. OPERATIONS PERFORMANCE SUMMARY**

### **a. August Operations Report**

*August Operations Report - Page 20*

## **5. FINANCIAL REPORTS**

### **a. August NYCT Financial & Ridership Report**

*August NYCT Financial and Ridership Report - Page 67*

### **b. August SIR Financial & Ridership Report**

*August SIR Financial and Ridership Report - Page 88*

### **c. August MTA Bus Financial & Ridership Report**

*August MTA Bus Financial and Ridership Report - Page 99*

### **d. Capital Program Status Report**

*Capital Program Status Report - Page 112*

## **6. PROCUREMENTS**

*NYCT October Procurement Staff Summary and Resolution - Page 121*

### **a. Non-Competitive Actions (None)**

### **b. Competitive Actions**

*NYCT Competitive Actions - Page 125*

### **c. Ratifications**

*MTACC Ratifications - Page 139*

## **7. ACTION ITEM For Approval**

### **a. MTACC Second Avenue Subway Funds Transfer**

*MTACC Second Avenue Subway Funds Transfer - Page 141*

## **8. SERVICE CHANGES**

### **a. MTA Bus Q10 Southbound Path Revision at JFK Airport**

*MTA Bus Q10 Southbound Path Revision at JFK Airport - Page 143*

## **9. SPECIAL REPORTS & PRESENTATIONS**

### **a. MetroCard Report**

*MetroCard Report - Page 148*

### **b. MTA Homeless Outreach**

*MTA Homeless Outreach Report - Page 152*

### **c. Traffic Signal Priority Presentation (No Materials Included)**

### **d. Paratransit Milestones (No Materials Included)**

### **e. Recidivism Report Presentation (No Materials Included)**

### **f. 2018 NYCT Preliminary Budget (Materials Previously Distributed)**

### **g. 2018 SIR Preliminary Budget (Materials Previously Distributed)**

### **h. 2018 MTA Bus Preliminary Budget (Materials Previously Distributed)**

## **10. MTACC REPORT**

*MTACC Report - Page 155*

**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**  
**September 25, 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. 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 Members were absent:

Hon. David R. Jones  
Hon. John Samuelson

Also present were:

Ira Greenberg and Carl Wortendyke, Board Members  
Darryl Irick, Acting President, New York City Transit  
Tim Mulligan, Executive Vice President  
Peter Cafiero, Chief, Operations Planning  
Robert Diehl, Acting Vice President, Security  
Joseph Fox, Chief, NYPD Transit Bureau  
Wynton Habersham, Senior Vice President, Subways  
James Henly, Vice President & General Counsel, Law  
Cheryl Kennedy, Vice President, Office of System Safety  
John O'Grady, Senior Vice President, CPM  
Stephen Plochochi, 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

Zak Accuardi, Transit Center, thanked the Committee for implementing the Performance Dashboard, noting the importance of selecting metrics that reflect the NYCT's goals and priorities, and that capture long term performance trends.

Liz Patrick, Gail Benjamin, Mina Greenstein and Chris Prince spoke in opposition to the reduction of bus service on the M72, M66 and M31 routes on the Upper East Side of Manhattan, noting the large number of hospital employees that use these routes, and the impact that cuts will have on local residents, including many senior citizens.

William Henderson suggested that the Performance Dashboard focus on riders' experience, incorporating indicators such as interim on-time performance, excess wait time and excess journey time.

Omar Vera spoke in opposition to the reduction in service on the M72 and M66 buses, suggested that Select Bus Service be implemented on all crosstown routes, that modifications be made to **A** and **C** subway service, and that buses be equipped for WiFi.

Jason Anthony Pineiro noted the presence of graffiti at some subway stations and expressed his concern that the system not revert to the conditions experienced in the 1970s and 1980s. He also thanked Andrew Albert and Veronica Vanterpool for their efforts and their support of riders' interests.

Murray Bodin complimented MTA Bus and NYCT on their forward thinking practices, noting the positive effect of the FASTRACK program and the expansion of the bus and rail car fleets.

## III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the minutes of the July 24, 2017 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company.

There were no changes to the Work Plan.

## IV. Agenda Items

### A. Operations Report

Acting President Irick addressed the Committee on the fatal bus collision that occurred the prior week in Queens, expressing his condolences and wishing those injured a speedy recovery.

SVP Habersham reported to the Committee on the Department of Subways' operating performance, providing Members with an overview of the Subway Action Plan, aimed at stabilizing and improving the subway system, as well as laying the foundation for further modernization.

In response to a question from Member Albert, SVP Habersham advised Members that there is electronic data available on the B division as well, and will look into the reasons for the disparity between the weekend on-time performance on the A and B Divisions.

In response to a question from Member Moerdler, SVP Habersham informed the Committee that measures taken under the Subway Action Plan should improve reliability and decrease the number of incidents that create delay, and that the expanded Customer Service Ambassador program should lead to even better results than the Platform Controller initiative. SVP Habersham also advised that the Platform Door initiative is still under consideration.

In response to an inquiry from Member Rechler, EVP Mulligan noted that 300 individuals have been hired to date to support the Subway Action Plan, with an ultimate goal of hiring a total of 2,700 additional employees in connection with full implementation of the Plan.

EVP Mulligan introduced the Performance Dashboard element of the Subway Action Plan, addressing the goals and guiding principles behind the Plan.

Peter Cafiero and EVP Mulligan made a presentation to the Committee on the new Performance Dashboard, which is aimed at improving transparency, and which will include metrics reflective of the customer experience.

In response to a comment from Member Albert, Mr. Cafiero explained to the Committee how data for the Performance Dashboard is both gathered and projected.

In response to a comment from Member Moerdler, Mr. Cafiero noted that terminal on-time performance will continue to be reported in the legacy measure section of the Performance Dashboard, as well as in the Board reports.

In response to a concern expressed by Member Weisbrod regarding the consistency between what is currently reported and the proposed reporting in the Performance Dashboard, EVP Mulligan and Acting President Irick noted that both long term trends and monthly variations are important considerations, and that the level of consistency should increase over time.

Member Rechler suggested that Performance Dashboard graphics be improved to allow for data to be presented more effectively, and that the Board be provided with an accompanying narrative on what the data means to management.

In response to a question from Member Vitiello, EVP Mulligan explained that the Subway Action Plan would be incorporated into upcoming budget projections.

In response to a question from Member Greenberg, Mr. Cafiero explained that while wait assessment was previously presented as a rolling average, since it was based primarily on surveys, 100% electronic data is now available, making it possible to offer a comparison between month-to-month data and a 12-month rolling average. Member Greenberg also suggested that the term "car equipment" be changed to "subway car equipment" for clarity.

Chair Ferrer congratulated the team on their development of the Performance Dashboard, and commented that the inclusion of data on train travel time is especially helpful to customers.

Acting President Vidal reported to the Committee on bus operating performance for both NYCT and MTA Bus, advising Members that the Department of Buses is working with the National Transportation Safety Board in investigating the September 18<sup>th</sup> bus accident, extending his sympathies to the families of those who lost their lives, offering thoughts and prayers to the injured, and acknowledging bus operator Devon Bryan, who despite his own injuries acted heroically to assist customers. Acting President Vidal also made reference to the Paratransit Bill of Rights, which was drafted in conjunction with the Paratransit Advisory Committee and other key stakeholders, and which sets out commitments made to customers regarding Paratransit service.

In response to a question from Chair Ferrer, Acting President Vidal noted that milestones for the Paratransit service enhancements, and a proposed matrix for measuring Paratransit performance, will be presented at next month's Committee meeting.

In response to a question from Member Moerdler, VP LoPiano informed Members that Paratransit call center agents are both monitored and trained.

VP Kennedy presented the Safety Report.

In response to Member Moerdler's concerns regarding emergency egress at the 168<sup>th</sup> and 181<sup>st</sup> Street stations on the  line, SVP O'Grady agreed to provide the Committee with information on alternate means for evacuating the platforms. Member Moerdler emphasized the critical importance of clearly marked, well lit and functional secondary means of egress, especially since elevator reliability at the 168<sup>th</sup> and 181<sup>st</sup> Street Stations is low, and the possibility of entrapment in the event of a station fire or other critical event high.

Member Moerdler requested that a protocol be developed to ensure that the safety and functionality of egress from every station platform is properly maintained.

SVP Habersham noted that elevator rehabilitation work to improve elevator service at those locations is part of the Capital Program, and that such work will be accelerated under the Subway Action Plan.

In response to a question from Chair Ferrer regarding the implementation of a plan to accelerate elevator work at the 168<sup>th</sup>, 181<sup>st</sup> and 191<sup>st</sup> Street stations, SVP O'Grady advised the Committee that the construction schedule had been compressed, and Acting President Irick added that the Department of Subways has deployed extra resources at those locations to

minimize any downtime associated with outages until such time as the elevators can be replaced.

Acting President Irick advised the Committee that information on available means of egress for the 168<sup>th</sup> and 181<sup>st</sup> Street stations on the  line will be provided to Members in writing.

In response to a question from Member Albert, VP Kennedy noted that the majority of the reported system fires were attributable to debris along the right-of-way, and that the number of such debris fires has decreased.

In response to a question from Member Vanterpool, Acting President Vidal agreed to provide a timetable for proposed measures to improve bus service at the October Committee meeting.

Chief Fox presented the NYPD Transit Bureau statistics.

In response to a question from Member Albert regarding the relatively low fine imposed for entering a restricted area, Chief Fox noted that the robust detection and enforcement measures taken by the Transit Bureau are commensurate with the severity of the infraction.

In response to a question from Member Moerdler, Chief Fox advised Members that all hate crimes are given priority and agreed to provide the Committee with arrest data on such crimes and, as appropriate, information on the perpetrators.

In response to a question from Member Trottenberg, Chief Fox indicated that littering usually carries an administrative and not criminal penalty, and is adjudicated by TAB.

Members Trottenberg and Vanterpool suggested that the list of fined offenses be reviewed and that the nature of the offenses be taken into account in setting the amount of the fines.

In response to a question from Member Weisbrod, VP Henly advised Members that under the TAB statute the maximum fine for a civil penalty is \$100.00. Mr. Henly agreed to provide the Committee with additional information regarding the possibility of legislative reform to increase this maximum.

In response to a request from Chair Ferrer, VP Henly agreed to provide the Committee with a presentation on Transit recidivism at the October meeting.

## **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 the Committee with the Capital Program Status report and SVP Habersham elaborated on the remediation efforts in place to address elevator outages.

MTA CC CDO Lieber discussed the opening of Phase 1 of the Second Avenue Subway, advising the Committee that, notwithstanding the coverage given by the press, a team of fully accredited agency career professionals from different NYCT divisions issued the interim safety certificate necessary for the subway to operate, and that this was done with the active participation of the FTA. Mr. Lieber added that the work items outstanding at the time the Second Avenue Subway opened were minor punchlist items, and that their number was consistent with a project of its size.

In response to an observation by Member Moerdler, CDO Lieber also noted that punchlist items are typically addressed after a temporary certificate of occupancy has been issued.

Member Weisbrod requested a presentation at next month's meeting on the operating implications, if any, associated with the outstanding work items, as well as any potential cost implications.

In response to a question from Member Trottenberg, CDO Lieber advised Members that extra safety personnel are in place in the Second Avenue Subway until the fiber optic connection to the Rail Control Center is finalized and agreed to provide Members with information on the purpose and scope of such safety personnel later in the day.

In response to a question from Chair Ferrer, CDO Lieber expressed his dissatisfaction with the contractor's performance on the Cortlandt Street Station project.

### **C. Procurements**

SVP Plochochi introduced the revised NYCT, MTA CC and MTA Bus Company procurement agendas, which consisted of 6 action items totaling \$111.9 million in expenditures, adding a walk-on item for the Enhanced Station Initiative Program in the amount of \$105.8 million and removing item #2 on page 204, Vicom Computer Services, in the amount of \$61.5 million. SVP Plochochi highlighted a procurement action item ratifying the award of a contract to New York Doctors Urgent Care, in the estimated amount of \$2.4M, to replace the Manhattan-based assessment center providing eligibility assessment services for the Paratransit Access-A-Ride program and the Reduced Fare MetroCard Unit.

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

Upon motion duly made and seconded, the Committee moved to reopen the vote on the walk-in item proposing award of the Enhanced Station Initiative contract to Judlau Contracting Inc.

Chair Ferrer and Members Albert, Moerdler, Metzger, and Ward expressed dissatisfaction with Judlau Contracting Inc.'s performance on the MTA CC Cortlandt Street project.

Upon motion duly made and seconded, the Committee disapproved the award of the Enhanced Station Initiative contract to Judlau Contracting Inc.

NYCT's competitive procurement requiring a two-thirds vote (Schedule B in the Agenda) and that requiring a majority vote (Schedule I in the Agenda) were approved and forwarded to the full Board for consideration.

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

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

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

## **V. Action Item**

VP & General Counsel James Henly presented for the Committee's approval an Action Item authorizing an increase in the TAB fine for littering from \$50 to \$100 as part of the Subway Action Plan's "Keep it Clean" initiative.

Members Moerdler and Weisbrod commented that the Legislature should revisit the amount and structure of TAB fines to increase the maximum amount that can be assessed, and Member Weisbrod requested that additional information on the legislative approach be provided.

In response to a question from Member Vanterpool, VP Henly noted that, by statute, monies collected as a result of TAB fines remain within the enforcement program.

At Member Greenberg's request, VP Henly agreed to provide Members with the legislative history underlying the statutory limits on TAB fines.

Member Rechler asked that penalties other than the imposition of fines be considered.

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

## **VI. Service Changes**

Mark Holmes informed the Committee of the implementation of the Q52 and Q53 Select Bus Service routes on Woodhaven/Cross Bay Boulevards, scheduled for November 12<sup>th</sup>.

Member Vanterpool expressed her appreciation for the implementation of SBS on these routes.

In response to a question from Member Albert, Mr. Holmes advised the Committee that only the Q52 and Q53 buses will stop at Broad Channel.

In response to a request from Chair Ferrer, SVP Plochochi agreed to look into whether the second lowest bidder on the Enhanced Station Initiative procurement could be presented for consideration at the upcoming Board meeting.

## **VII. Special Reports and Presentations**

Acting President Irick presented the MetroCard Report, NYCT, SIR, and MTA Bus Mid-Year Forecast Monthly Allocation Reports and the 2018 NYCT, SIR, and MTA Bus Preliminary Budget Reports (materials previously distributed) for the Committee's information.

## **VIII. Standard Follow-Up Reports**

Acting President Irick presented the Semi-Annual Report on Service Quality Indicators and the EEO and Diversity, Elevator & Escalator and Transit Adjudication Bureau reports for the Committee's information, as well as the quarterly update on recidivist crime in the Transit system.

In response to a question from Member Greenberg, SVP Habersham agreed to look into the cause of the elevator entrapments at the 233<sup>rd</sup> Station on the 2 and 5 subway lines.

In response to a question from Member Vanterpool regarding the elevator at the 190<sup>th</sup> Street A train station, SVP Habersham advised the Committee of plans to replace older elevators and to take remediation measures to maintain their utility until then.

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

Respectfully submitted,



Bettina Quintas  
Assistant Secretary

## 2017 Transit & Bus Committee Work Plan

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### 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

#### 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

#### December 2017

NYCT 2018 Adopted Budget/Financial Plan 2018-2021	Management & Budget
SIR 2018 Adopted Budget/Financial Plan 2018-2021	Management & Budget
MTA Bus 2018 Adopted Budget/Financial Plan 2018-2021	Management & Budget
NYCT & MTA Bus EEO & Diversity Report, 3 <sup>rd</sup> Qtr, 2017	EEO & Human Resources
Transit Recidivism Report	Law

#### January 2018

Approval of 2018 NYC Transit Committee Work Plan	Committee Chair & Members
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## II. SPECIFIC AGENDA ITEMS (con't)

## Responsibility

### February 2018

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

### March 2018

Transit Recidivism Report	Law
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### April 2018

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

### May 2018

Transit Adjudication Bureau Report, 1 <sup>st</sup> Qtr, 2018	Law
Elevator & Escalator Service Report, 1 <sup>st</sup> Qtr, 2018	Subways
NYCT & MTA Bus EEO & Diversity Report, 1 <sup>st</sup> Qtr, 2018	EEO & Human Resources

### June 2018

Transit Recidivism Report	
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### July 2018

No Items

### August 2018

No Meetings Held

### September 2018

Public comment/Committee review of budget	
2018 NYC Transit Mid-Year Forecast Monthly Allocation	Management & Budget
2018 SIR Mid-Year Forecast Monthly Allocation	Management & Budget
2018 MTA Bus Mid-Year Forecast Monthly Allocation	Management & Budget
2019 Preliminary NYC Transit Budget	Management & Budget
2019 Preliminary SIR Budget	Management & Budget
2019 Preliminary MTA Bus Budget	Management & Budget
Service Quality Indicators (including PES & MTA Bus PES)	Operations Planning
Elevator & Escalator Service Report, 2 <sup>nd</sup> Qtr, 2018	Subways
Transit Adjudication Bureau Report, 2 <sup>nd</sup> Qtr, 2018	Law
Transit Recidivism Report	Law
NYCT & MTA Bus EEO & Diversity Report, 2 <sup>nd</sup> Qtr, 2018	EEO & Human Resources



## 2017 Transit & Bus Committee Work Plan

### **Detailed Summary**

#### **I. RECURRING**

##### Approval of Minutes

An official record of proceedings which occurred during the previous month's Committee meeting.

##### NYC Transit Work Plan

A monthly update of any edits and/or changes in the work plan.

##### Operations Performance Summary

Summary presentation on the performance of Subway Service, including a discussion on Safety, Finance and Ridership and Capital Program Plan achievements. Information includes discussion on key indicators such as Subway MDBF, On-Time Performance, Subway accident rates; and Capital Plan awards, design starts and completions.

##### Procurements

List of procurement action items requiring Board approval and items for Committee and Board information. The Non-Competitive items will be first, followed by the Competitive items and then the Ratifications. The list will include items that need a 2/3 vote of the Board for approval.

##### MTACC Projects Report

Monthly Status Report on each construction project and contract managed by MTA Capital Construction.

##### MetroCard Report

Status Report on progress related to the implementation of the MetroCard fare collection system. Report provides information on MetroCard market share, the Reduced Fare Program, MetroCard sales initiatives and the Balance Protection Program.

##### Service Changes

Service proposals presented for Committee information and for Board approval, when required. Proposals outline various subway service initiatives.

##### Tariff Changes

Proposals presented to the Board for approval of changes affecting NYC Transit fare policy structure.

##### Capital Budget Modifications

Proposals presented to the Board for approval of changes to NYC Transit's 5-Year Capital Program.

##### Action Items

Staff summary documents presented to the Board for approval of items affecting business standards and practices.

## II. SPECIFIC AGENDA ITEMS (con't)

### 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, 3<sup>rd</sup> 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, 3<sup>rd</sup> 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, 3<sup>rd</sup> 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, 1<sup>st</sup> 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, 1<sup>st</sup> 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, 1<sup>st</sup> 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

## **SEPTEMBER 2018**

### 2018 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of its 2018 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

## II. SPECIFIC AGENDA ITEMS (con't)

### 2018 SIR Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of SIR's 2018 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

### 2018 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2018 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

### 2019 NYC Transit Preliminary Budget

Public comments will be accepted on the 2019 Preliminary Budget.

### 2019 SIR Preliminary Budget

Public comments will be accepted on the 2019 Preliminary Budget.

### 2019 MTA Bus Preliminary Budget

Public comments will be accepted on the 2019 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, 2<sup>nd</sup> Qtr, 2018

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

### Transit Adjudication Bureau Report, 2<sup>nd</sup> Qtr, 2018

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, 2<sup>nd</sup> 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.

### Transit Recidivism Report

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

# Monthly Operations Report

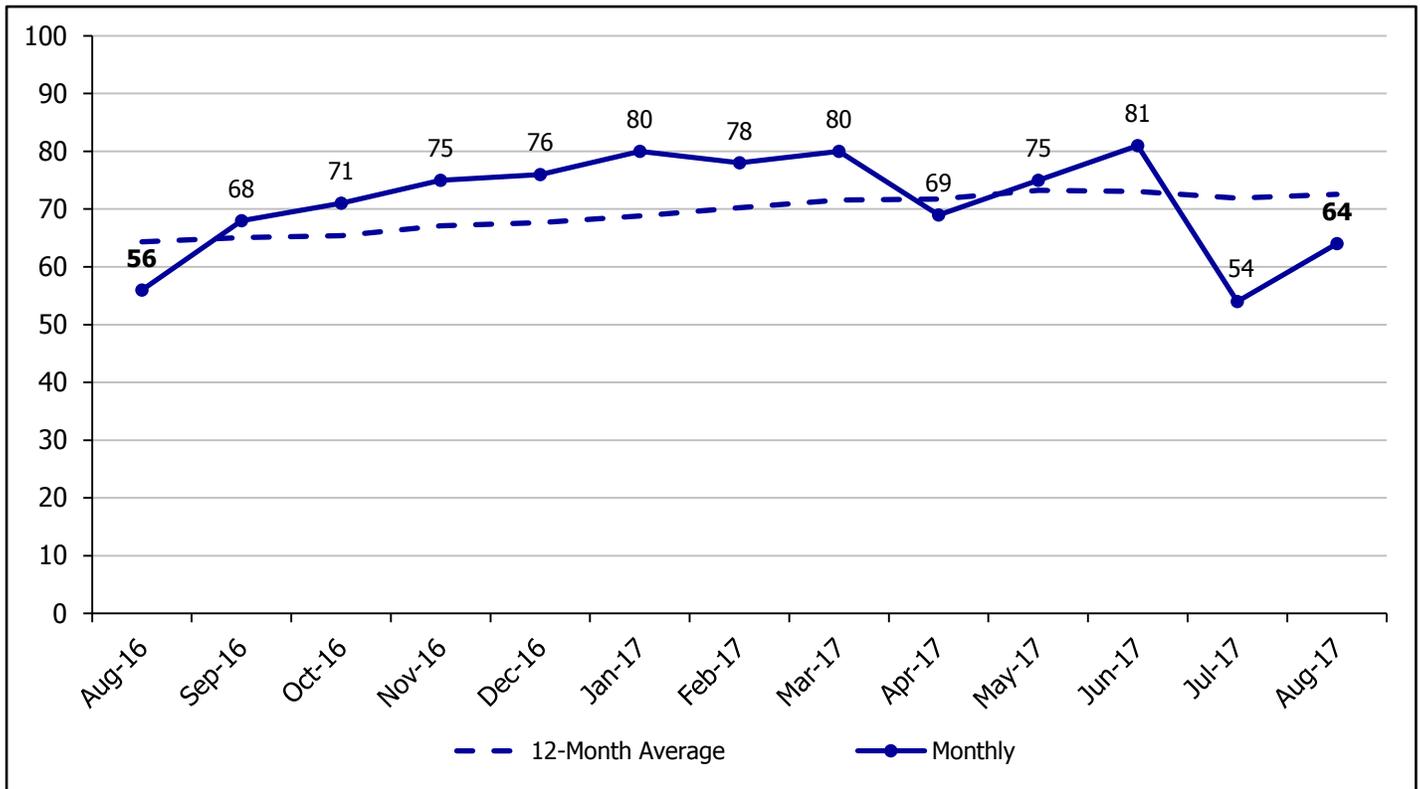
Results for the month of August 2017 are shown below.

Subway Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: August 2017			12-Month Average		
		This Year	Last Year	% Diff	This Year	Last Year	% Diff
Major Incidents	Weekday Major Incidents (Chart 1)	64	56	14.3%	72.6	64.3	+12.8%
	Weekend Major Incidents (Chart 2)	7	4	+75.0%	7.5	8.1	-7.2%
Capacity Provided	Weekday Service Delivered (Chart 3)	94.8%	95.8%	-1.0%	94.7%	96.0%	-1.3%
	Weekend Service Delivered (Chart 5)	97.9%	98.7%	-0.8%	98.1%	98.0%	+0.1%
Customer Wait Time	Additional Platform Time (h:mm:ss) (Chart 7)	0:01:16	N/A*	N/A*	N/A*	N/A*	N/A*
Train Travel Time	Additional Train Time (h:mm:ss) (Chart 9)	0:01:28	N/A*	N/A*	N/A*	N/A*	N/A*
Subway Car	Subway Car PES-KPI (Chart 11)				94.3%	95.8%	-1.5%
	Mean Distance Between Failures (Chart 12)	100,186	88,277	+13.5%	117,414	114,739	+2.3%
Station Environment	Stations PES-KPI (Chart 13)				90.7%	88.2%	+2.5%
	Elevator Availability (Chart 14)	95.9%	96.1%	-0.2%	95.7%	96.1%	-0.4%
	Escalator Availability (Chart 14)	94.1%	93.8%	+0.3%	93.9%	94.2%	-0.3%
Staten Island Railway	24 Hour On-Time Performance	98.1%	97.4%	+0.7%	95.3%	96.0%	-0.7%
	AM Rush On-Time Performance	98.6%	98.9%	-0.3%	97.5%	95.7%	+1.8%
	PM Rush On-Time Performance	98.2%	98.0%	+0.2%	95.2%	98.3%	-3.1%
	Percentage of Completed Trips	99.8%	100.0%	-0.2%	99.7%	99.9%	-0.2%
	Mean Distance Between Failures	114,256	45,660	+150.2%	54,930	75,544	-27.3%
	Staten Island Railway PES-KPI (Chart 15)				88.3%	90.7%	-2.4%
Legacy Indicators	Weekday Wait Assessment (Chart 16)	71.4%	74.0%	-2.6%	72.0%	74.5%	-2.5%
	Weekend Wait Assessment (Chart 17)	79.8%	81.2%	-1.4%	80.1%	81.3%	-1.2%
	Weekday Terminal On-Time Performance (Chart 18)	65.2%	69.0%	-3.8%	63.6%	68.3%	-4.7%
	Weekend Terminal On-Time Performance (Chart 19)	72.2%	73.6%	-1.4%	71.2%	73.5%	-2.3%
	Weekday Trains Delayed (Chart 20)	66,295	55,694	+19.0%	61,413	52,282	+17.5%
	Weekend Trains Delayed (Chart 21)	13,229	16,365	-19.2%	14,864	13,335	+11.5%

\*Systemwide data for the Additional Platform Time and Additional Train Time indicators are available from March 2017. Data for the B Division is not available prior to March 2017.

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

## Subway Weekday Major Incidents (24 hours)



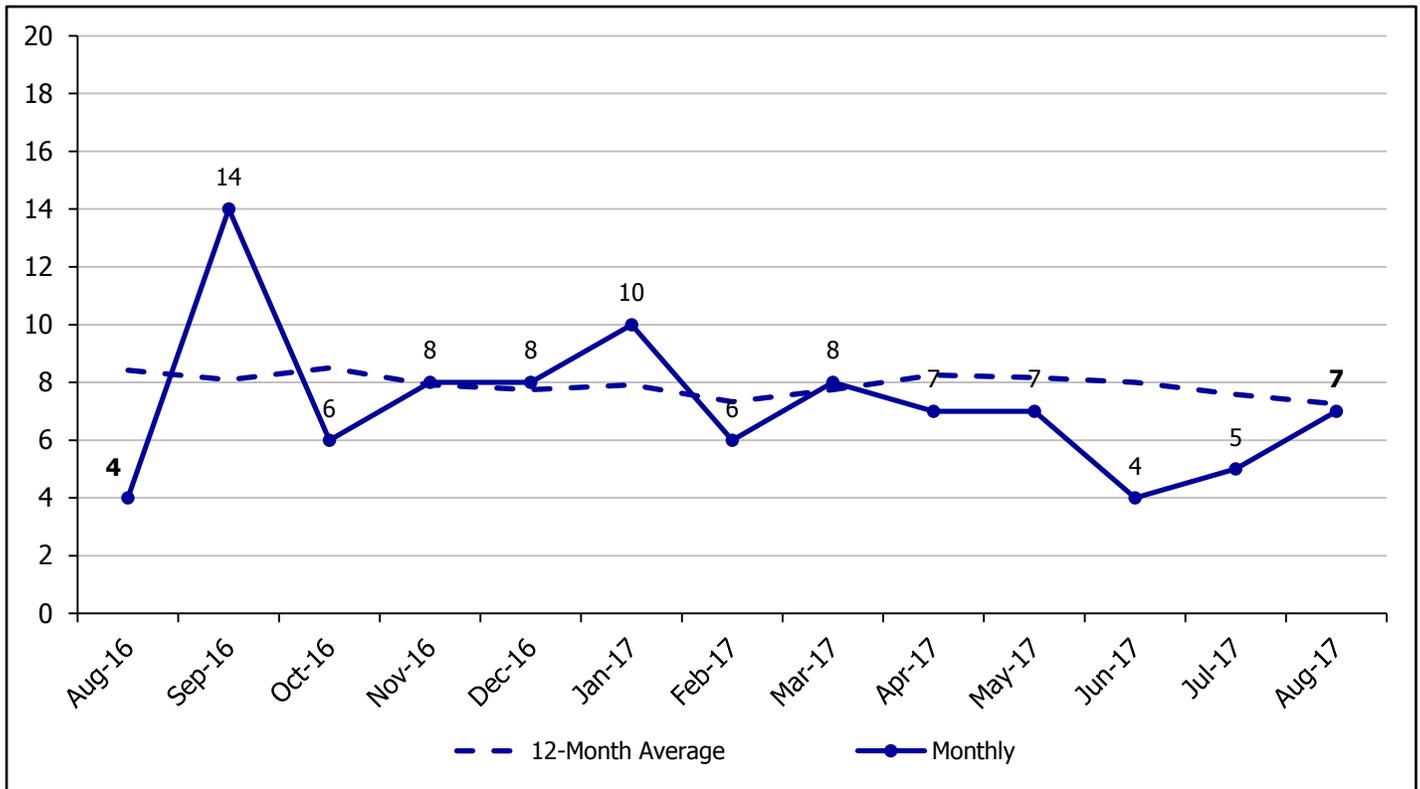
### Major Incidents Definition

An incident that delays 50 or more trains. Major incidents are separated into the six categories below.

Categories	Monthly			12-Month Average		
	Aug '17	Aug '16	Difference	Aug '17	Aug '16	Difference
Track	18	19	-1	15.3	18.8	-3.6
Signals	19	15	+4	24.1	20.3	+3.8
Persons on Trackbed/Police/Medical	15	13	+2	15.7	13.8	+1.9
Stations & Structure	4	1	+3	4.3	2.4	+1.9
Car Equipment	4	5	-1	5.3	4.9	+0.3
Other	4	3	+1	8.0	4.2	+3.8
<b>Subdivision A</b>	<b>28</b>	<b>31</b>	<b>-3</b>	<b>36.8</b>	<b>32.3</b>	<b>+4.4</b>
<b>Subdivision B</b>	<b>36</b>	<b>25</b>	<b>+11</b>	<b>35.8</b>	<b>32.0</b>	<b>+3.8</b>
<b>Systemwide</b>	<b>64</b>	<b>56</b>	<b>+8</b>	<b>72.6</b>	<b>64.3</b>	<b>+8.3</b>
Avg Incident Duration (h:mm:ss)	<b>0:15:51</b>	<b>0:12:14</b>	<b>+0:03:37</b>	<b>0:16:58</b>	<b>0:16:08</b>	<b>+0:00:51</b>
Avg Trains Delayed per Incident	<b>114</b>	<b>105</b>	<b>+9</b>	<b>110</b>	<b>97</b>	<b>+13</b>

**Chart 1**

## Subway Weekend Major Incidents (24 hours)



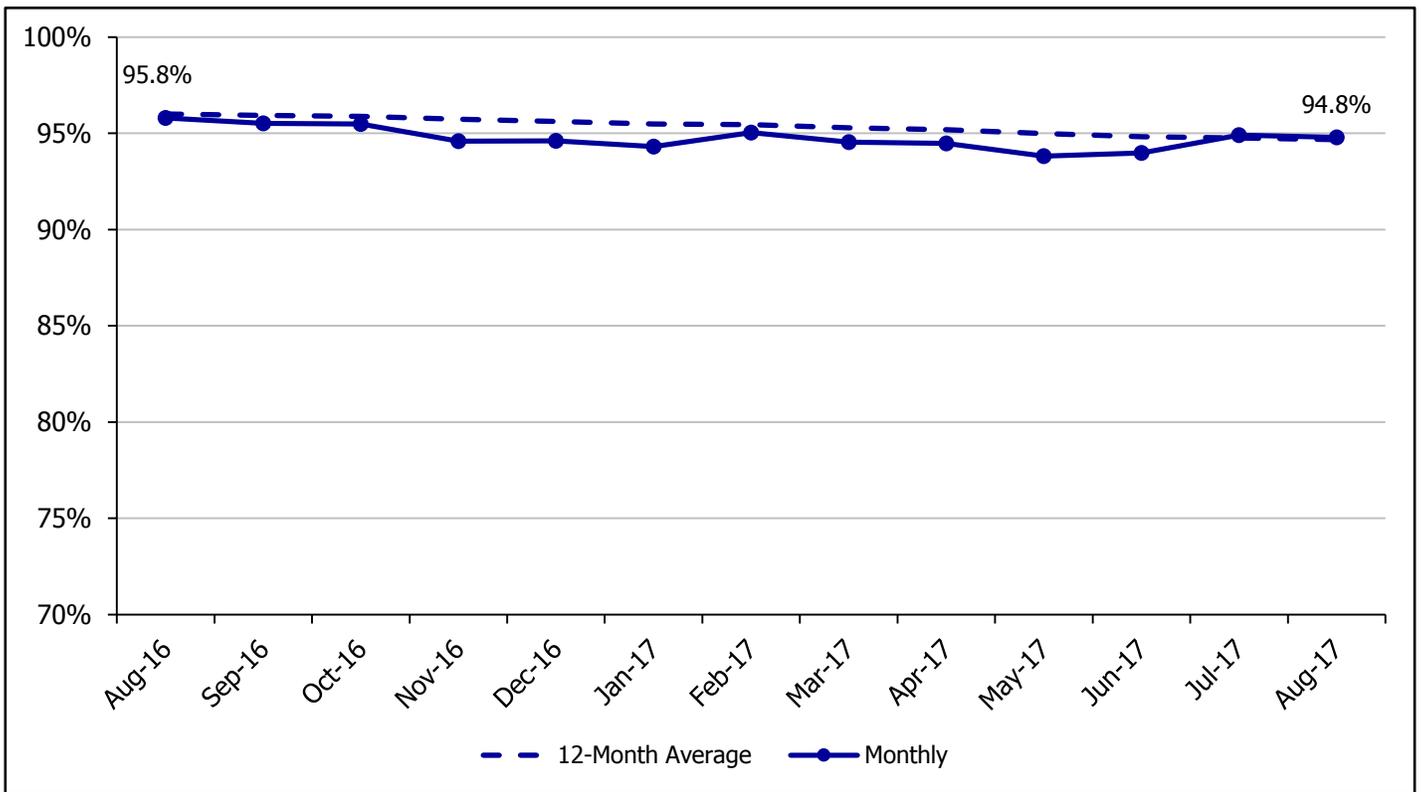
### Major Incidents Definition

An incident that delays 50 or more trains. Major incidents are separated into the six categories below.

Categories	Monthly			12-Month Average		
	Aug '17	Aug '16	Difference	Aug '17	Aug '16	Difference
Track	2	1	+1	1.0	2.3	-1.3
Signals	1	1	0	2.2	1.8	+0.4
Persons on Trackbed/Police/Medical	2	1	+1	1.6	2.3	-0.7
Stations & Structure	0	1	-1	0.3	0.4	-0.2
Car Equipment	0	0	0	0.3	0.5	-0.3
Other	2	0	+2	2.3	0.9	+1.3
<b>Subdivision A</b>	<b>4</b>	<b>3</b>	<b>+1</b>	<b>3.3</b>	<b>4.4</b>	<b>-1.2</b>
<b>Subdivision B</b>	<b>3</b>	<b>1</b>	<b>+2</b>	<b>4.3</b>	<b>3.7</b>	<b>+0.6</b>
<b>Systemwide</b>	<b>7</b>	<b>4</b>	<b>+3</b>	<b>7.5</b>	<b>8.1</b>	<b>-0.6</b>
Avg Incident Duration (h:mm:ss)	<b>0:10:26</b>	<b>0:42:30</b>	<b>-0:32:04</b>	<b>0:20:20</b>	<b>0:22:56</b>	<b>-0:02:36</b>
Avg Trains Delayed per Incident	<b>114</b>	<b>77</b>	<b>+37</b>	<b>97</b>	<b>80</b>	<b>+18</b>

**Chart 2**

## Subway Weekday % Service Delivered (Peak Hours)



### % Service Delivered Definition

Measures NYCT’s ability to deliver the service that’s scheduled. Service Delivered is measured along the busiest part of the line, which reflects service across the entire line, and is reported as the percentage of scheduled trains that are provided during peak hours – 7 to 10 a.m. and 4 to 7 p.m.

	Monthly			12-Month Average		
	Aug '17	Aug '16	Difference	Aug '17	Aug '16	Difference
<b>Subdivision A</b>	92.7%	94.3%	-1.6%	92.5%	94.1%	-1.6%
<b>Subdivision B</b>	96.4%	97.0%	-0.6%	96.3%	97.5%	-1.2%
<b>Systemwide</b>	94.8%	95.8%	-1.0%	94.7%	96.0%	-1.3%

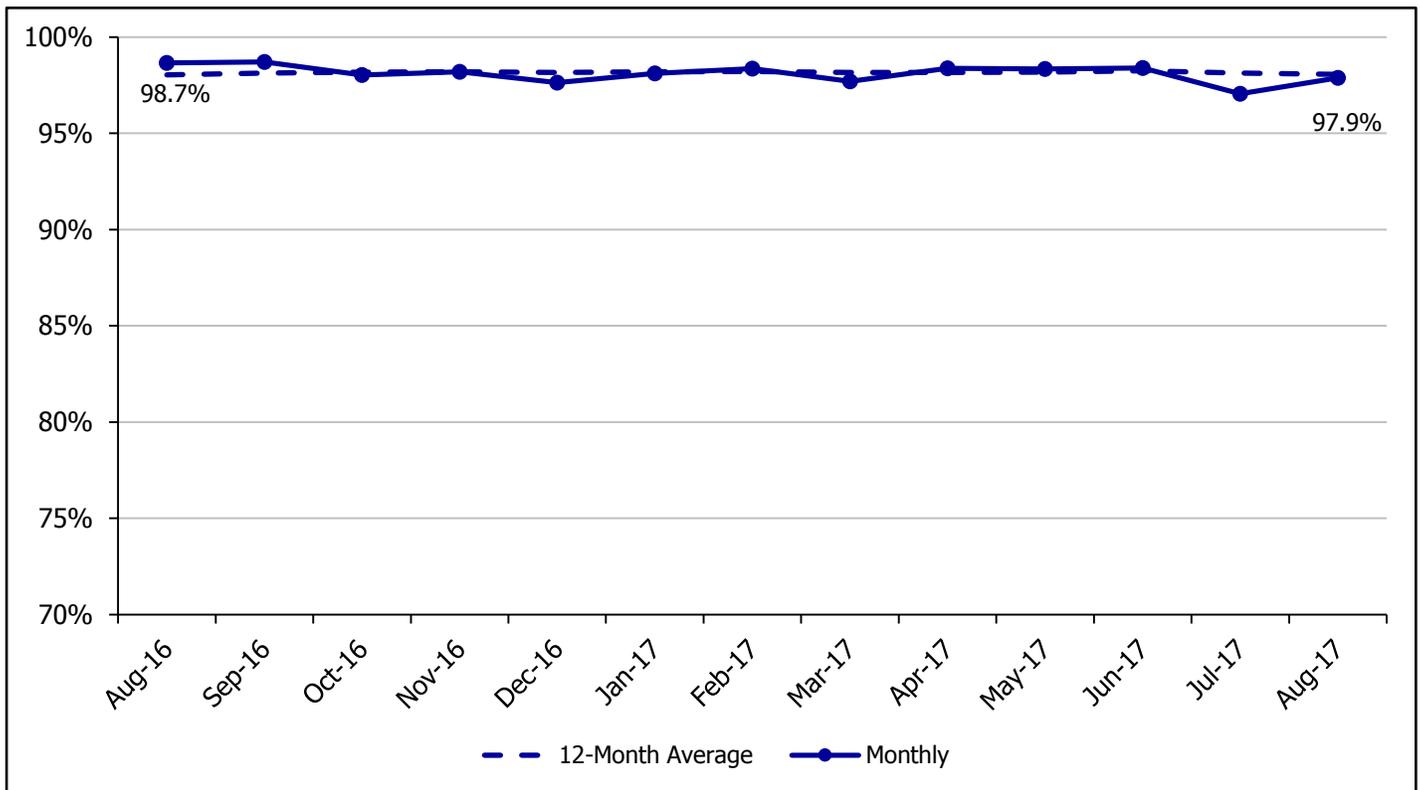
**Chart 3**

**Subway Weekday % Service Delivered**  
**Monthly**  
**(Peak Hours)**

<b><u>Line</u></b>	<b><u>Aug '17</u></b>	<b><u>Aug '16</u></b>	<b><u>Difference</u></b>
1	95.3%	99.2%	<b>-3.9%</b>
2	90.3%	92.0%	<b>-1.7%</b>
3	93.2%	96.6%	<b>-3.4%</b>
4	92.8%	93.7%	<b>-0.9%</b>
5	84.3%	88.5%	<b>-4.2%</b>
6	92.6%	92.1%	<b>+0.5%</b>
7	94.0%	94.6%	<b>-0.6%</b>
S 42nd	98.6%	98.4%	<b>+0.2%</b>
<b>Subdivision A</b>	<b>92.7%</b>	<b>94.3%</b>	<b>-1.6%</b>
A	94.9%	96.1%	<b>-1.2%</b>
B	97.8%	96.6%	<b>+1.2%</b>
C	95.2%	95.9%	<b>-0.7%</b>
D	97.1%	97.7%	<b>-0.6%</b>
E	92.9%	94.7%	<b>-1.8%</b>
F	96.9%	97.3%	<b>-0.4%</b>
S Fkn	99.3%	99.6%	<b>-0.3%</b>
G	102.2%	101.2%	<b>+1.0%</b>
S Rock	100.8%	99.8%	<b>+1.0%</b>
JZ	98.5%	95.4%	<b>+3.1%</b>
L	98.4%	96.8%	<b>+1.6%</b>
M	96.0%	93.3%	<b>+2.7%</b>
N	96.4%	99.0%	<b>-2.6%</b>
Q	95.1%	98.1%	<b>-3.0%</b>
R	96.3%	97.8%	<b>-1.5%</b>
W	90.9%	N/A	<b>N/A</b>
<b>Subdivision B</b>	<b>96.4%</b>	<b>97.0%</b>	<b>-0.6%</b>
<b>Systemwide</b>	<b>94.8%</b>	<b>95.8%</b>	<b>-1.0%</b>

**Chart 4**

## Subway Weekend % Service Delivered (Peak Hours)



### % Service Delivered Definition

Measures NYCT's ability to deliver the service that's scheduled taking into account planned track work. Service Delivered is measured along the busiest part of the line, reflecting service across the entire line, and is reported as the percentage of scheduled trains that are provided. On the weekend, this metric is measured between 10am and 6pm.

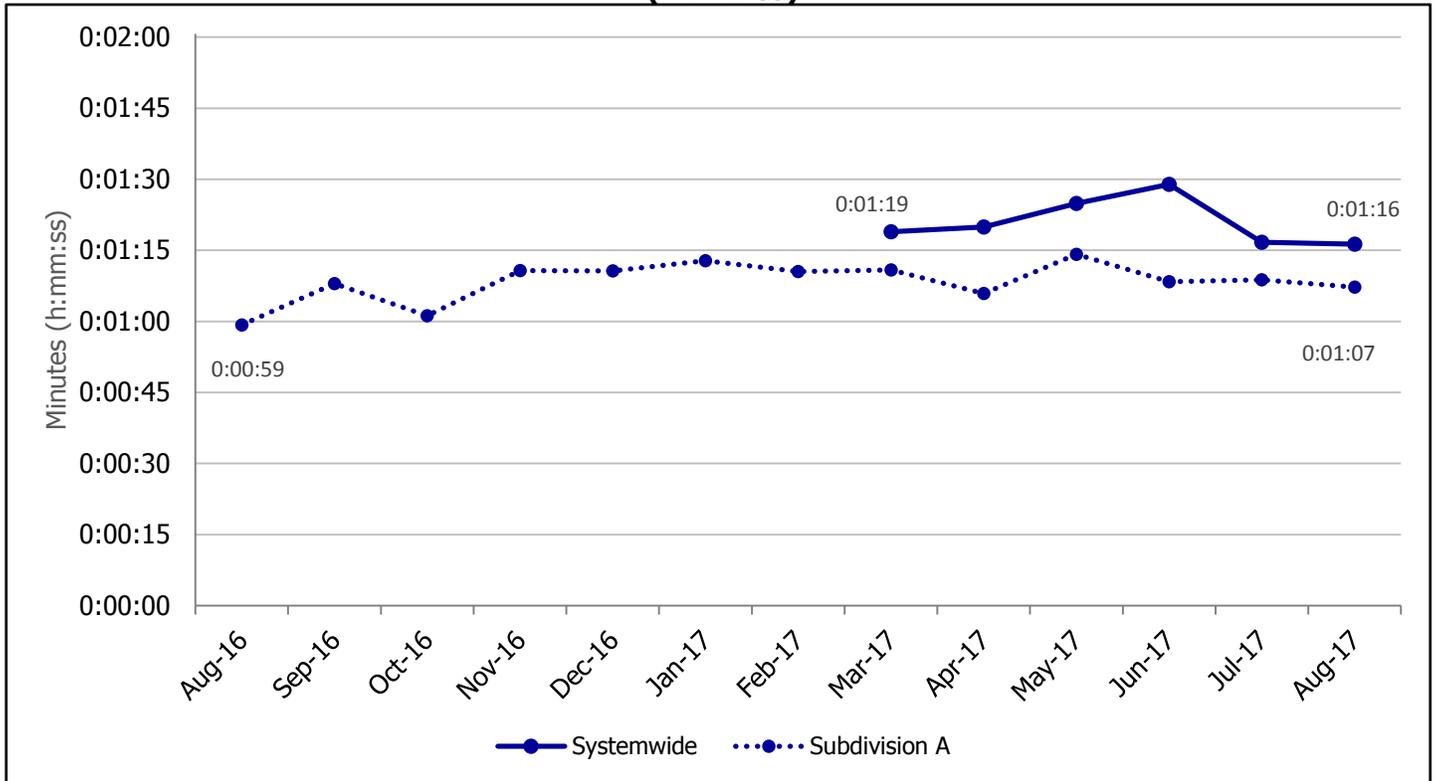
	Monthly			12-Month Average		
	Aug '17	Aug '16	Difference	Aug '17	Aug '16	Difference
<b>Subdivision A</b>	<b>96.7%</b>	<b>98.2%</b>	<b>-1.5%</b>	<b>97.3%</b>	<b>97.9%</b>	<b>-0.6%</b>
<b>Subdivision B</b>	<b>98.6%</b>	<b>98.9%</b>	<b>-0.3%</b>	<b>98.5%</b>	<b>98.2%</b>	<b>0.3%</b>
<b>Systemwide</b>	<b>97.9%</b>	<b>98.7%</b>	<b>-0.8%</b>	<b>98.1%</b>	<b>98.0%</b>	<b>0.1%</b>

**Subway Weekend % Service Delivered**  
**Monthly**  
**(Peak Hours)**

<u>Line</u>	<u>Aug '17</u>	<u>Aug '16</u>	<u>Difference</u>
1	98.3%	97.4%	+0.9%
2	93.3%	98.3%	-5.0%
3	101.3%	99.1%	+2.2%
4	93.7%	97.0%	-3.3%
5	95.4%	98.0%	-2.6%
6	98.0%	96.9%	+1.1%
7	99.6%	99.3%	+0.3%
S 42nd	99.9%	99.8%	+0.1%
<b>Subdivision A</b>	<b>96.7%</b>	<b>98.2%</b>	<b>-1.5%</b>
A	97.0%	99.6%	-2.6%
C	98.2%	96.7%	+1.5%
D	101.2%	98.7%	+2.5%
E	99.8%	98.4%	+1.4%
F	98.4%	99.1%	-0.7%
S Fkln	100.0%	100.0%	+0.0%
G	98.7%	97.7%	+1.0%
S Rock	99.8%	99.3%	+0.5%
JZ	98.3%	97.6%	+0.7%
L	97.5%	98.8%	-1.3%
M	98.0%	99.4%	-1.4%
N	98.0%	100.2%	-2.2%
Q	99.6%	100.1%	-0.5%
R	98.6%	100.1%	-1.5%
<b>Subdivision B</b>	<b>98.6%</b>	<b>98.9%</b>	<b>-0.3%</b>
<b>Systemwide</b>	<b>97.9%</b>	<b>98.7%</b>	<b>-0.8%</b>

**Chart 6**

## Subway Weekday Additional Platform Time Monthly (6 am - midnight) (h:mm:ss)



### Additional Platform Time Definition

The average added time that customers spend waiting on the platform for a train, compared with their scheduled wait time. Additional Platform time is measured using a combination of customers' MetroCard entry data into stations and train departure times from those stations. The measure uses information from the real-time train tracking technologies that provide train arrival information.

### Additional Platform Time Results

	Monthly			12-Month Average
	Aug '17	Aug '16	Difference	Aug '17
<b>Subdivision A</b>	0:01:07	0:00:59	<b>+0:00:08</b>	0:01:09
<b>Subdivision B</b>	0:01:24	N/A	<b>N/A</b>	N/A
<b>Systemwide</b>	0:01:16	N/A	<b>N/A</b>	N/A

This metric uses data made available systemwide by the MTA's investments in new train tracking technology and in more robust methods for determining how customers use the subway. It is likely that this measure will be refined and enhanced as the MTA gains experience using these new technology and methods.

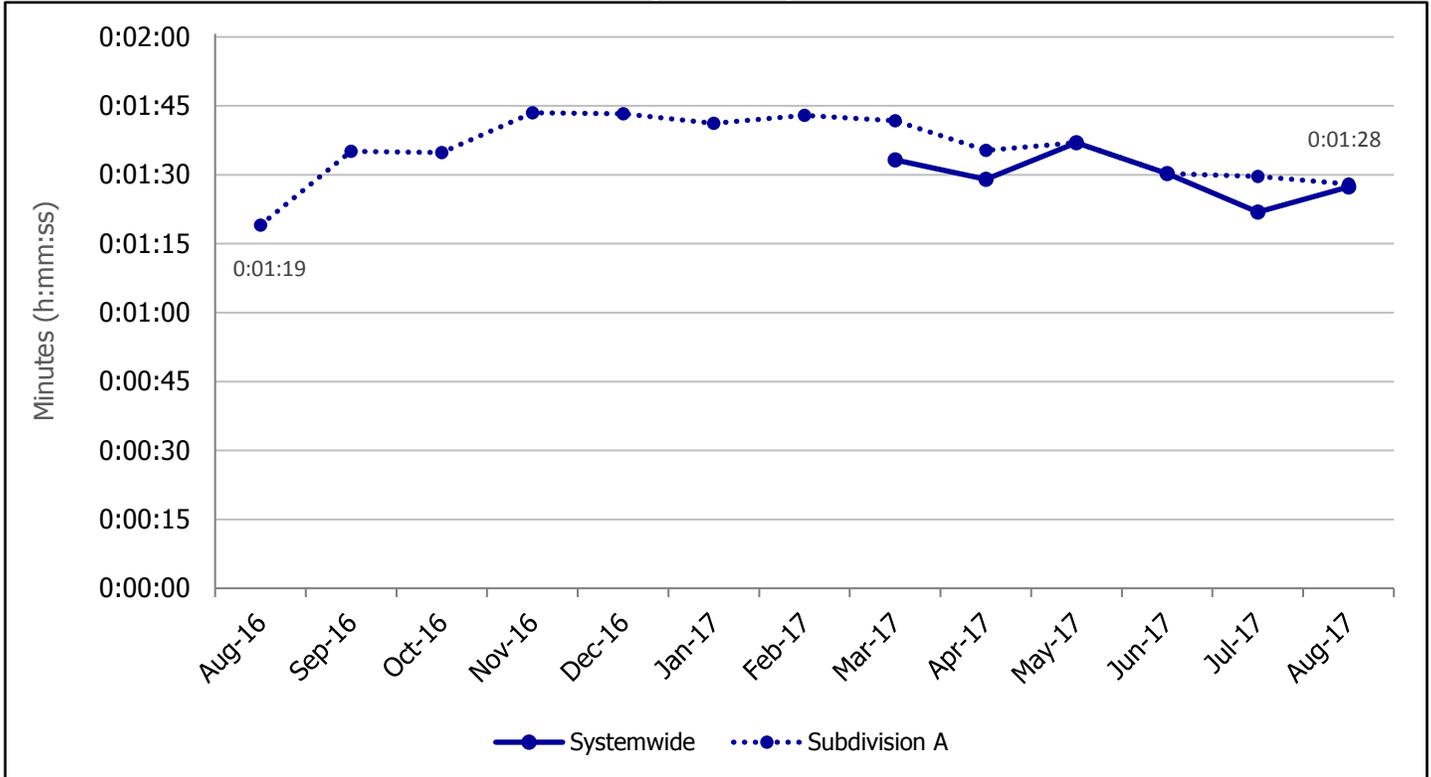
\*Data for the B Division is not available prior to March 2017.

**Subway Weekday Additional Platform Time**  
**Monthly (6 am - midnight)**  
**(h:mm:ss)**

<b><u>Line</u></b>	<b><u>Aug '17</u></b>	<b><u>Aug '16</u></b>	<b><u>Difference</u></b>
1	0:01:01	0:00:52	<b>+0:00:09</b>
2	0:01:23	0:01:13	<b>+0:00:10</b>
3	0:01:05	0:00:52	<b>+0:00:13</b>
4	0:01:10	0:01:02	<b>+0:00:08</b>
5	0:01:17	0:01:11	<b>+0:00:06</b>
6	0:01:08	0:01:04	<b>+0:00:04</b>
7	0:01:00	0:00:52	<b>+0:00:08</b>
S 42nd	0:00:22	0:00:30	<b>-0:00:08</b>
<b>Subdivision A</b>	<b>0:01:07</b>	<b>0:00:59</b>	<b>+0:00:08</b>
A	0:01:21	N/A	N/A
B	0:01:39	N/A	N/A
C	0:01:44	N/A	N/A
D	0:01:34	N/A	N/A
E	0:01:14	N/A	N/A
F	0:01:26	N/A	N/A
S Fkln	0:00:30	N/A	N/A
G	0:01:10	N/A	N/A
S Rock	0:00:36	N/A	N/A
JZ	0:01:21	N/A	N/A
L	0:00:56	N/A	N/A
M	0:01:57	N/A	N/A
N	0:01:24	N/A	N/A
Q	0:01:19	N/A	N/A
R	0:01:26	N/A	N/A
W	0:01:04	N/A	N/A
<b>Subdivision B</b>	<b>0:01:24</b>	<b>N/A</b>	<b>N/A</b>
<b>Systemwide</b>	<b>0:01:16</b>	<b>N/A</b>	<b>N/A</b>

This metric uses ATS-A data (historical data available) for the A Division and beacon data calibrated with other sources for the B Division. Data for the B Division is not available prior to March 2017. This is a beta metric and may change with further development.

## Subway Weekday Additional Train Time Monthly (6 am - midnight) (h:mm:ss)



### Additional Train Time Definition

The average additional unanticipated time customers spend onboard the train due to various service issues. Additional Train time is measured using a combination of customers' MetroCard entry data into their starting stations and customers' arrival times at their destination stations, using information from the real-time train tracking technologies that provide train arrival information.

### Additional Train Time Results

	Monthly			12-Month Average
	Aug '17	Aug '16	Difference	Aug '17
<b>Subdivision A</b>	0:01:28	0:01:19	0:00:09	0:01:37
<b>Subdivision B</b>	0:01:27	N/A	N/A	N/A
<b>Systemwide</b>	0:01:28	N/A	N/A	N/A

This metric uses data made available systemwide by the MTA's investments in new train tracking technology and in more robust methods for determining how customers use the subway. It is likely that this measure will be refined and enhanced as the MTA gains experience using these new technology and methods.

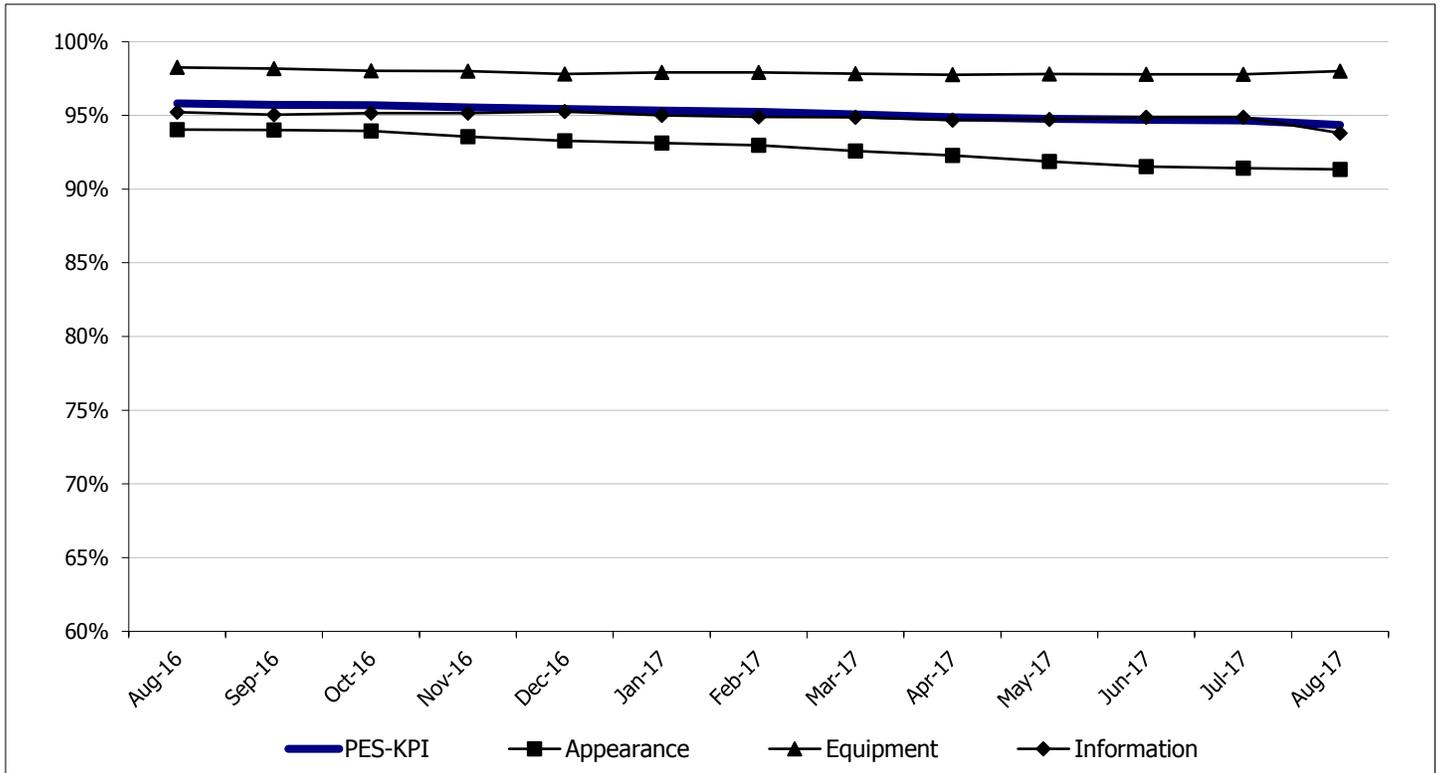
\*Data for the B Division is not available prior to March 2017.

**Subway Weekday Additional Train Time**  
**Monthly (6 am - midnight)**  
**(h:mm:ss)**

<b><u>Line</u></b>	<b><u>Aug '17</u></b>	<b><u>Aug '16</u></b>	<b><u>Difference</u></b>
1	0:01:04	0:00:59	<b>+0:00:05</b>
2	0:01:54	0:01:46	<b>+0:00:08</b>
3	0:01:27	0:01:23	<b>+0:00:04</b>
4	0:01:53	0:01:44	<b>+0:00:09</b>
5	0:02:05	0:01:59	<b>+0:00:06</b>
6	0:01:03	0:01:04	<b>-0:00:01</b>
7	0:01:31	0:00:51	<b>+0:00:40</b>
S 42nd	0:00:27	0:00:26	<b>+0:00:01</b>
<b>Subdivision A</b>	<b>0:01:28</b>	<b>0:01:19</b>	<b>+0:00:09</b>
A	0:01:44	N/A	N/A
B	0:01:52	N/A	N/A
C	0:00:57	N/A	N/A
D	0:01:39	N/A	N/A
E	0:01:52	N/A	N/A
F	0:01:56	N/A	N/A
S Fkln	0:00:47	N/A	N/A
G	0:01:20	N/A	N/A
S Rock	0:00:13	N/A	N/A
JZ	0:01:40	N/A	N/A
L	0:00:03	N/A	N/A
M	0:00:58	N/A	N/A
N	0:01:53	N/A	N/A
Q	0:01:59	N/A	N/A
R	0:00:42	N/A	N/A
W	0:01:20	N/A	N/A
<b>Subdivision B</b>	<b>0:01:27</b>	<b>N/A</b>	<b>N/A</b>
<b>Systemwide</b>	<b>0:01:28</b>	<b>N/A</b>	<b>N/A</b>

This metric uses ATS-A data (historical data available) for the A Division and beacon data calibrated with other sources for the B Division. Data for the B Division is not available prior to March 2017. This is a beta metric and may change with further development.

## Subway Car Passenger Environment Survey (PES-KPI) 12-Month Rolling Average



### Subway Car PES-KPI Definition

Subway Car PES-KPI is a composite indicator for subway car environments, which consists of three categories designed to reflect customer experiences. The Appearance category accounts for 34% of the KPI calculation, and the Equipment and Information categories account for 33% each.

Appearance: Includes cleanliness and graffiti ratings in subway cars.

Equipment: Includes the functionality of door panels, lighting, and climate control.

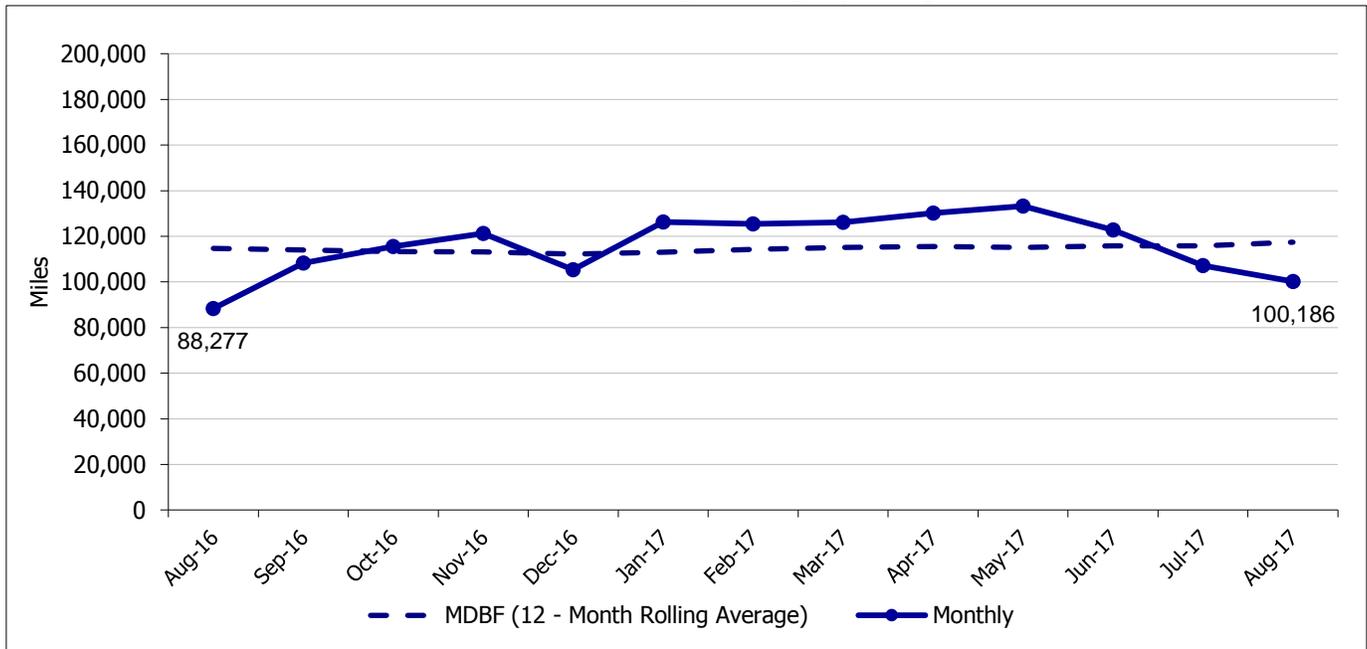
Information: Includes the subway car announcements and signage.

### PES-KPI Results (based on a 12-month rolling sample methodology)

	Sep '16 - Aug '17				Sep '15 - Aug '16				% Difference KPI
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	
<b>Subdivision A</b>	<b>94.3%</b>	92.5%	97.5%	92.8%	<b>95.9%</b>	95.1%	98.0%	94.5%	<b>-1.6%</b>
<b>Subdivision B</b>	<b>94.4%</b>	90.6%	98.3%	94.4%	<b>95.8%</b>	93.4%	98.4%	95.6%	<b>-1.4%</b>
<b>Systemwide</b>	<b>94.3%</b>	91.3%	98.0%	93.8%	<b>95.8%</b>	94.0%	98.2%	95.2%	<b>-1.5%</b>

**Chart 11**

## Subway Mean Distance Between Failure 12-Month Rolling Average (Miles)



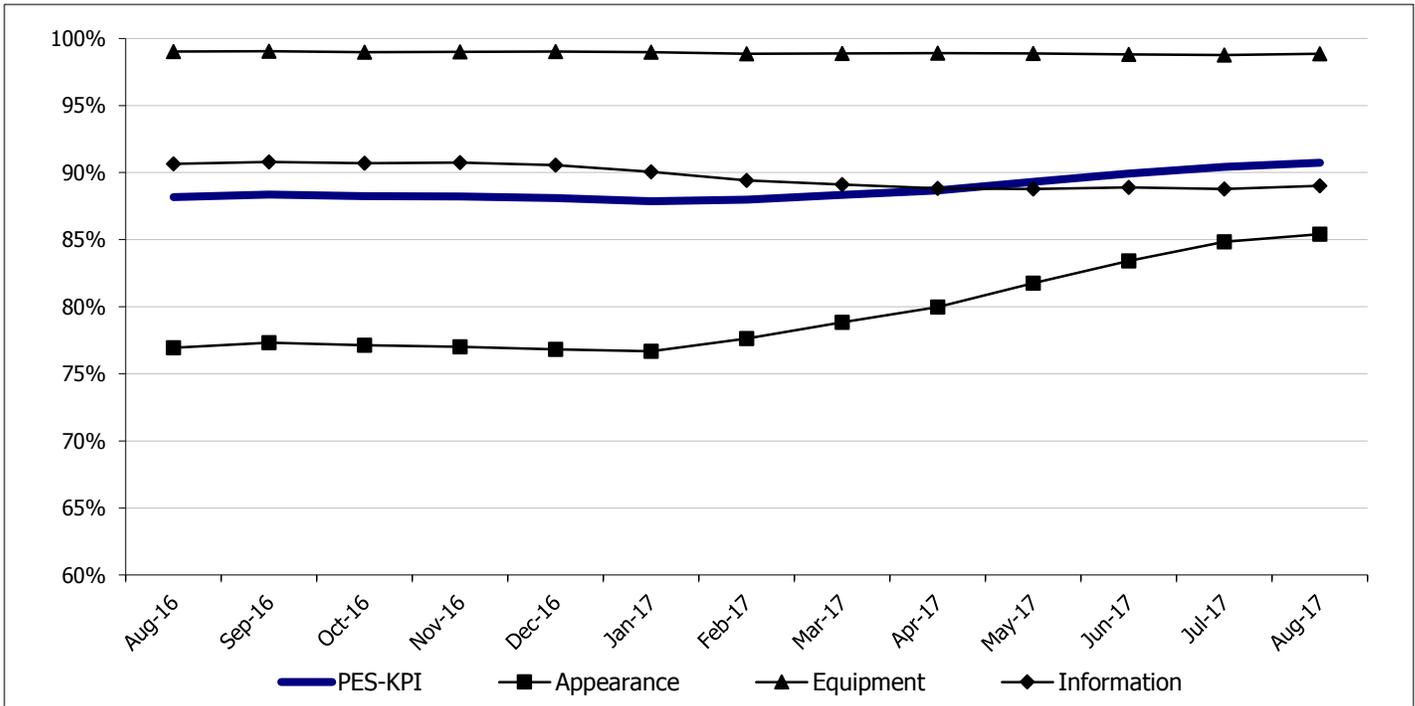
### Definition

Subway Mean Distance Between Failure (MDBF) is a measure of fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car related causes.

	# of Cars	Monthly		% Diff
		Aug '17	Aug '16	
<b>Subdivision A</b>	2,895	94,689	75,644	<b>+25.2%</b>
<b>Subdivision B</b>	3,523	104,552	100,985	<b>+3.5%</b>
<b>Systemwide</b>	6,418	100,186	88,277	<b>+13.5%</b>
12-Month Average				
Car Class	# of Cars	Aug '17	Aug '16	% Diff
R32	222	38,186	31,369	<b>+21.7%</b>
R42	50	42,754	31,792	<b>+34.5%</b>
R46	752	75,616	78,707	<b>-3.9%</b>
R62	315	219,310	174,723	<b>+25.5%</b>
R62A	824	89,598	84,451	<b>+6.1%</b>
R68	425	116,593	116,366	<b>+0.2%</b>
R68A	200	86,767	114,036	<b>-23.9%</b>
R142	1,030	148,092	140,112	<b>+5.7%</b>
R142A	220	50,716	52,689	<b>-3.7%</b>
R143	212	68,193	60,738	<b>+12.3%</b>
R160	1,662	237,579	281,764	<b>-15.7%</b>
R188 - New	126	445,786	577,083	<b>-22.8%</b>
R188 - Conversion	380	184,225	161,483	<b>+14.1%</b>
<b>Subdivision A</b>	2,895	118,814	110,236	<b>+7.8%</b>
<b>Subdivision B</b>	3,523	116,429	118,332	<b>-1.6%</b>
<b>FLEET</b>	<b>6,418</b>	<b>117,414</b>	<b>114,739</b>	<b>+2.3%</b>

**Chart 12**

## Station Passenger Environment Survey (PES-KPI) 12-Month Rolling Average



### Station PES-KPI Definition

Station PES-KPI is a composite indicator for station environments. It consists of three categories designed to reflect customer experiences. The Appearance category accounts for 37% of the KPI calculation, the Equipment category accounts for 31%, and the Information category accounts for 32%.

Appearance: Includes cleanliness and graffiti ratings for station; does not currently include peeling paint or missing tiles for stations.

Equipment: Includes the functionality of turnstiles, booth microphones, and MetroCard vending machines.

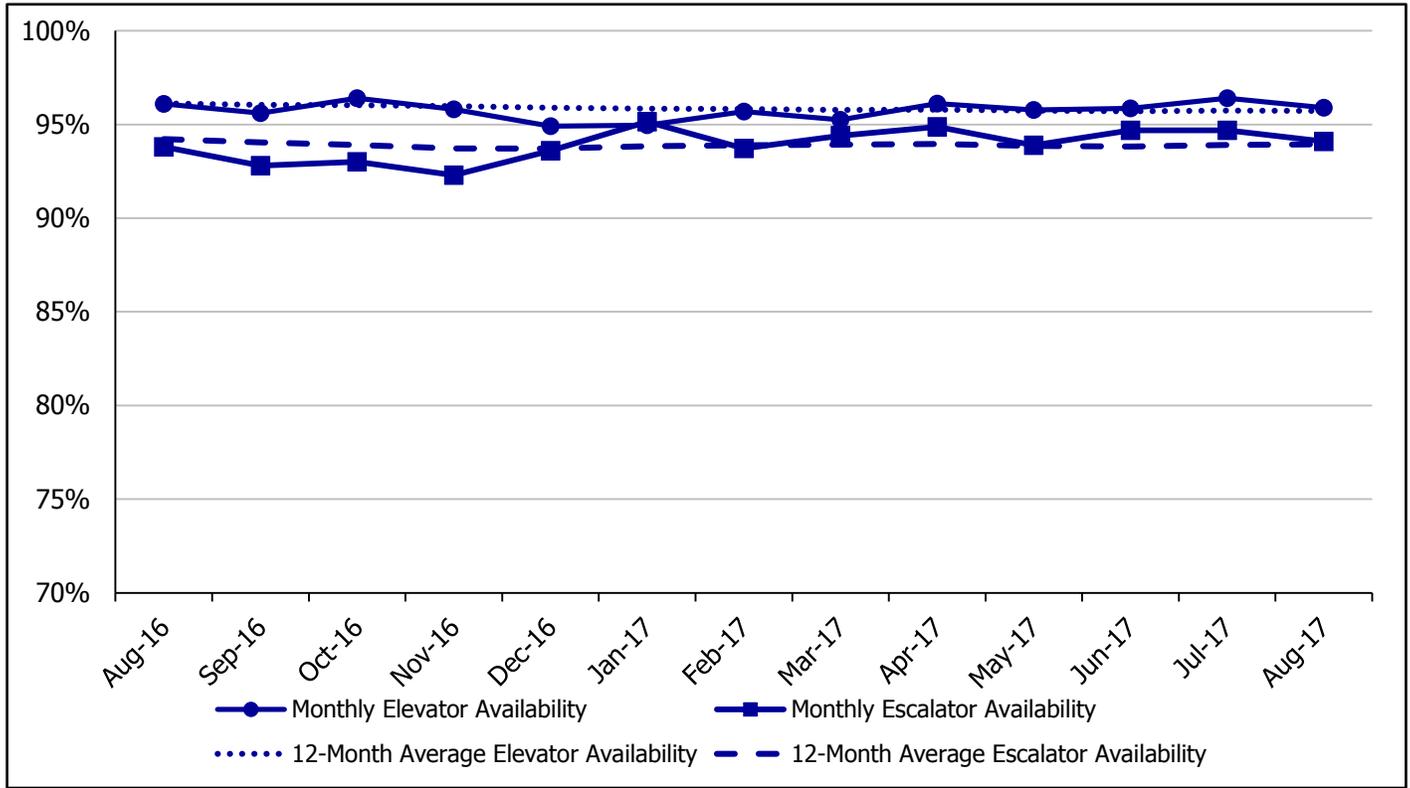
Information: Includes the ratings for maps, employees in proper uniforms.

### PES-KPI Results (based on a 12-month rolling sample methodology)

Borough	Sep '16 - Aug '17				Sep '15 - Aug '16				% Difference KPI
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	
<b>Bronx</b>	<b>88.4%</b>	79.5%	98.5%	88.9%	<b>85.9%</b>	71.0%	99.1%	90.2%	<b>+2.5%</b>
<b>Manhattan</b>	<b>91.3%</b>	86.6%	98.9%	89.4%	<b>87.8%</b>	76.2%	99.0%	90.5%	<b>+3.5%</b>
<b>Brooklyn</b>	<b>91.8%</b>	87.1%	99.0%	90.3%	<b>88.9%</b>	77.9%	99.1%	91.7%	<b>+2.9%</b>
<b>Queens</b>	<b>89.4%</b>	84.9%	98.7%	85.5%	<b>89.2%</b>	81.4%	99.0%	88.9%	<b>+0.2%</b>
<b>Systemwide</b>	<b>90.7%</b>	<b>85.4%</b>	<b>98.8%</b>	<b>89.0%</b>	<b>88.2%</b>	<b>77.0%</b>	<b>99.0%</b>	<b>90.7%</b>	<b>+2.5%</b>

**Chart 13**

## Elevator and Escalator Availability (24 Hours)



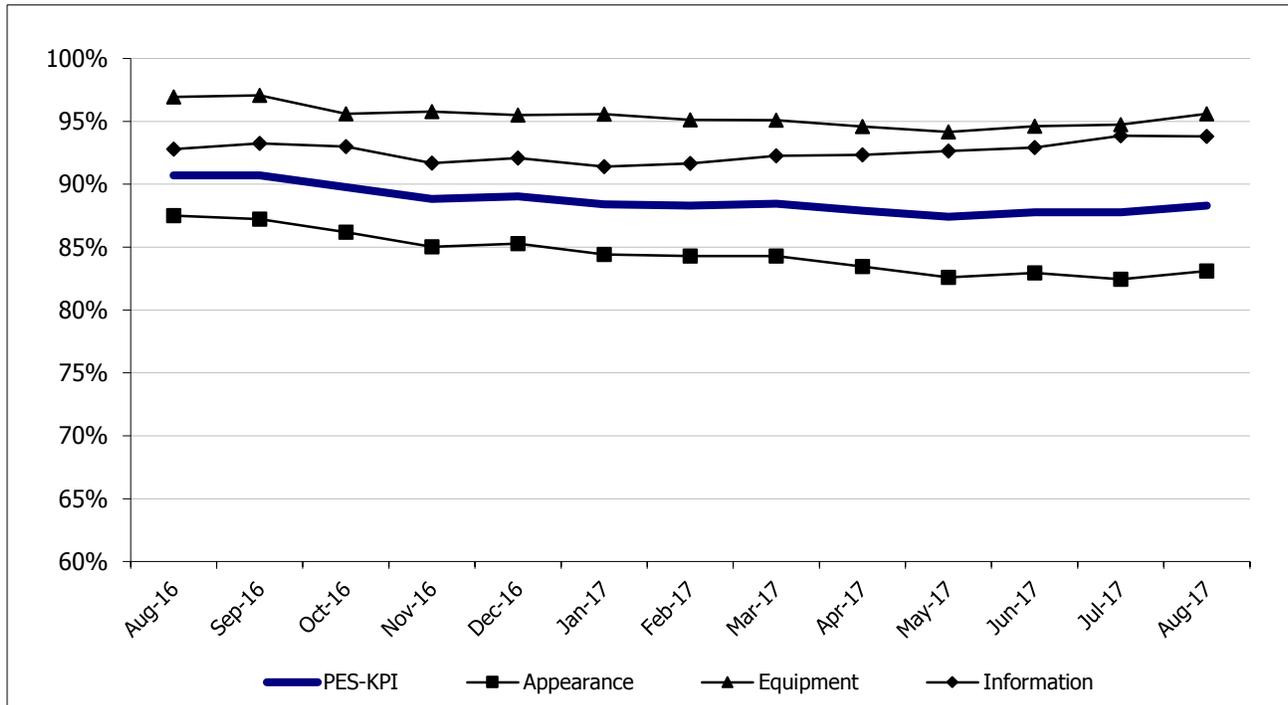
### Elevator and Escalator Availability Definition

The percent of time that elevators or escalators are operational system wide. Most elevators and escalators in the subway are maintained by New York City Transit and are electronically monitored 24-hours a day. Some elevators and escalators in the subway are owned and maintained by outside parties; these are inspected by NYCT personnel every 8 hours.

### Elevator and Escalator Availability Results

	Monthly			12-Month Average		
	Aug '17	Aug '16	Difference	Aug '17	Aug '16	Difference
<b>Elevator Availability</b>	95.9%	96.1%	-0.2%	95.7%	96.1%	-0.4%
<b>Escalator Availability</b>	94.1%	93.8%	0.3%	93.9%	94.2%	-0.3%

## 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 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

	<b>PES-KPI</b>	<b>Appearance</b>	<b>Equipment</b>	<b>Information</b>
<b>Sep '16 - Aug '17:</b>	88.3%	83.1%	95.6%	93.8%
<b>Sep '15 - Aug '16:</b>	90.7%	87.5%	96.9%	92.8%
<b>% Difference:</b>	<b>-2.4%</b>	<b>-4.4%</b>	<b>-1.3%</b>	<b>+1.0%</b>

# **Legacy Indicators**

## Subway Weekday Wait Assessment Monthly (6 am - midnight)

<u>Line</u>	<u>Aug '17</u>				<u>Aug '16</u>				<u>Standard Difference</u>	
	<u>Meets Standard</u>	<u>Headways</u>			<u>Meets Standard</u>	<u>Headways</u>				<u>Standard</u>
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>		<u>Minor</u>	<u>Medium</u>	<u>Major</u>		
1	<b>76.3%</b>	10.0%	7.8%	5.8%	<b>77.8%</b>	9.7%	7.6%	4.9%	<b>-1.5%</b>	
2	<b>65.6%</b>	10.6%	12.1%	11.7%	<b>69.3%</b>	10.3%	10.1%	10.3%	<b>-3.7%</b>	
3	<b>69.5%</b>	11.1%	10.8%	8.7%	<b>72.9%</b>	10.8%	9.0%	7.3%	<b>-3.4%</b>	
4	<b>68.2%</b>	10.2%	10.4%	11.1%	<b>70.6%</b>	10.0%	9.5%	9.9%	<b>-2.4%</b>	
5	<b>61.1%</b>	10.8%	12.5%	15.6%	<b>65.7%</b>	10.3%	11.3%	12.7%	<b>-4.6%</b>	
6	<b>71.0%</b>	9.9%	9.6%	9.6%	<b>66.7%</b>	9.4%	10.7%	13.2%	<b>+4.3%</b>	
7	<b>70.3%</b>	11.4%	10.5%	7.8%	<b>74.3%</b>	11.8%	9.1%	4.9%	<b>-4.0%</b>	
S 42nd	<b>95.3%</b>	2.5%	1.1%	1.1%	<b>91.2%</b>	5.1%	2.0%	1.6%	<b>+4.1%</b>	
<b>Subdivision A</b>	<b>69.8%</b>	10.2%	10.2%	9.8%	<b>71.6%</b>	10.1%	9.3%	9.0%	<b>-1.8%</b>	
A	<b>68.9%</b>	9.2%	10.1%	11.8%	<b>71.2%</b>	10.1%	9.5%	9.2%	<b>-2.3%</b>	
B	<b>74.6%</b>	11.2%	8.3%	5.9%	<b>77.0%</b>	10.8%	7.0%	5.2%	<b>-2.4%</b>	
C	<b>73.0%</b>	12.7%	8.8%	5.6%	<b>73.5%</b>	12.5%	8.9%	5.1%	<b>-0.5%</b>	
D	<b>75.3%</b>	11.5%	8.0%	5.2%	<b>78.7%</b>	10.8%	7.1%	3.4%	<b>-3.4%</b>	
E	<b>66.2%</b>	11.2%	11.4%	11.2%	<b>72.9%</b>	10.9%	9.3%	6.9%	<b>-6.7%</b>	
F	<b>68.9%</b>	9.5%	9.7%	12.0%	<b>73.5%</b>	9.7%	8.7%	8.0%	<b>-4.6%</b>	
S Fkn	<b>98.7%</b>	0.5%	0.1%	0.8%	<b>98.0%</b>	0.2%	0.8%	1.0%	<b>+0.7%</b>	
G	<b>80.5%</b>	11.0%	6.1%	2.4%	<b>84.1%</b>	10.0%	4.5%	1.4%	<b>-3.6%</b>	
S Rock	<b>94.5%</b>	3.1%	1.4%	1.0%	<b>94.2%</b>	3.6%	1.1%	1.2%	<b>+0.3%</b>	
JZ	<b>77.1%</b>	11.0%	7.5%	4.5%	<b>76.6%</b>	10.4%	7.5%	5.5%	<b>+0.5%</b>	
L	<b>77.2%</b>	11.6%	6.9%	4.3%	<b>76.5%</b>	11.9%	7.6%	3.9%	<b>+0.7%</b>	
M	<b>69.6%</b>	10.6%	10.2%	9.6%	<b>75.0%</b>	10.5%	7.9%	6.5%	<b>-5.4%</b>	
N	<b>71.8%</b>	10.9%	8.9%	8.5%	<b>77.9%</b>	11.0%	7.3%	3.8%	<b>-6.1%</b>	
Q	<b>76.3%</b>	10.8%	8.0%	4.9%	<b>79.1%</b>	10.9%	6.2%	3.8%	<b>-2.8%</b>	
R	<b>71.4%</b>	10.8%	9.7%	8.1%	<b>75.4%</b>	10.1%	8.0%	6.5%	<b>-4.0%</b>	
W	<b>73.1%</b>	10.7%	8.0%	8.2%	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	
<b>Subdivision B</b>	<b>72.9%</b>	10.6%	8.7%	7.7%	<b>76.1%</b>	10.6%	7.7%	5.6%	<b>-3.2%</b>	
<b>Systemwide</b>	<b>71.4%</b>	<b>10.4%</b>	<b>9.4%</b>	<b>8.7%</b>	<b>74.0%</b>	<b>10.3%</b>	<b>8.5%</b>	<b>7.2%</b>	<b>-2.6%</b>	

W service began in November 2016.

**Definition:** Wait Assessment (WA), is measured as the percentage of intervals between trains that are no more than the scheduled interval plus 25%. Minor gaps are more than 25% to 50% over the scheduled headway, medium gaps are more than 50% to 100% over the scheduled headway, and major gaps are more than 100% over the scheduled headway, or missed intervals.

**Chart 16**

## Subway Weekend Wait Assessment Monthly (6 am - midnight)

Line	Aug '17 Headways				Aug '16 Headways				Standard Difference
	Meets	GAP			Meets	GAP			
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	
1	87.1%	6.9%	4.0%	1.9%	76.4%	9.0%	7.0%	7.6%	+10.7%
2	71.5%	12.2%	9.7%	6.6%	76.5%	12.4%	7.6%	3.6%	-5.0%
3	95.2%	3.9%	0.7%	0.2%	88.2%	7.7%	3.1%	1.0%	+7.0%
4	70.2%	11.3%	10.4%	8.1%	69.8%	10.6%	10.6%	9.0%	+0.4%
5	75.6%	12.0%	8.3%	4.2%	77.2%	10.4%	7.4%	5.0%	-1.6%
6	83.9%	7.8%	5.1%	3.2%	83.8%	8.5%	4.4%	3.4%	+0.1%
7	82.8%	10.1%	5.1%	2.1%	80.6%	11.7%	5.8%	1.9%	+2.2%
S 42nd	99.5%	0.4%	0.1%	0.0%	98.1%	0.8%	0.4%	0.7%	+1.4%
<b>Subdivision A</b>	<b>79.7%</b>	<b>9.4%</b>	<b>6.7%</b>	<b>4.2%</b>	<b>79.0%</b>	<b>9.7%</b>	<b>6.6%</b>	<b>4.7%</b>	<b>+0.7%</b>
A	72.4%	11.0%	11.2%	5.4%	74.4%	10.6%	9.3%	5.7%	-2.0%
C	78.8%	11.9%	6.5%	2.8%	73.9%	12.5%	10.3%	3.2%	+4.9%
D	79.4%	10.5%	7.3%	2.9%	84.5%	9.5%	4.6%	1.3%	-5.1%
E	82.8%	10.5%	4.7%	2.1%	85.4%	9.1%	4.1%	1.4%	-2.6%
F	77.5%	11.3%	7.5%	3.7%	80.1%	10.6%	6.9%	2.4%	-2.6%
S Fkln	99.9%	0.1%	0.1%	0.0%	99.7%	0.0%	0.1%	0.1%	+0.2%
G	87.3%	8.2%	3.0%	1.5%	86.9%	7.7%	2.9%	2.5%	+0.4%
S Rock	93.7%	4.5%	1.5%	0.3%	91.3%	5.3%	1.8%	1.6%	+2.4%
JZ	82.7%	9.7%	4.6%	2.9%	85.9%	7.2%	4.3%	2.6%	-3.2%
L	79.2%	10.9%	6.1%	3.9%	84.0%	9.3%	4.0%	2.7%	-4.8%
M	88.7%	6.8%	2.1%	2.5%	94.1%	3.6%	1.1%	1.1%	-5.4%
N	78.1%	11.4%	7.6%	3.0%	84.2%	10.2%	4.2%	1.4%	-6.1%
Q	84.2%	9.5%	4.5%	1.8%	89.9%	6.7%	2.4%	1.0%	-5.7%
R	76.2%	10.7%	8.1%	5.0%	82.2%	9.5%	5.8%	2.5%	-6.0%
<b>Subdivision B</b>	<b>79.8%</b>	<b>10.3%</b>	<b>6.5%</b>	<b>3.3%</b>	<b>82.9%</b>	<b>9.2%</b>	<b>5.3%</b>	<b>2.5%</b>	<b>-3.1%</b>
<b>Systemwide</b>	<b>79.8%</b>	<b>9.9%</b>	<b>6.6%</b>	<b>3.7%</b>	<b>81.2%</b>	<b>9.4%</b>	<b>5.9%</b>	<b>3.5%</b>	<b>-1.4%</b>

B and W Lines do not operate on weekends.

**Definition:** Wait Assessment (WA), is measured as the percentage of intervals between trains that are no more than the scheduled interval plus 25%. Minor gaps more than 25% to 50% over the scheduled headway, medium gaps are more than 50% to 100% over the scheduled headway, and Major gaps are more than 100% over the scheduled headway, or missed intervals.

## Subway Weekday Terminal On-Time Performance

### Monthly (24 hours)

<u>Line</u>	<u>Aug '17</u>	<u>Aug '16</u>	<u>Difference</u>
1	73.8%	75.3%	-1.5%
2	27.9%	35.3%	-7.4%
3	50.4%	55.2%	-4.8%
4	37.2%	41.6%	-4.4%
5	34.1%	38.5%	-4.4%
6	62.6%	56.2%	+6.4%
7	69.3%	81.3%	-12.0%
S 42nd	99.1%	98.9%	0.2%
<b>Subdivision A</b>	62.1%	65.4%	-3.3%
A	59.0%	65.8%	-6.8%
B	55.1%	72.1%	-17.0%
C	65.2%	73.1%	-7.9%
D	56.0%	68.5%	-12.5%
E	55.8%	70.1%	-14.3%
F	41.8%	61.6%	-19.8%
S Fkln	99.7%	99.4%	+0.3%
G	77.8%	82.6%	-4.8%
S Rock	94.1%	91.6%	+2.5%
JZ	70.8%	63.1%	+7.7%
L	92.6%	92.0%	+0.6%
M	74.0%	67.5%	+6.5%
N	51.3%	63.8%	-12.5%
Q	66.2%	71.8%	-5.6%
R	71.7%	55.7%	16.0%
W	71.9%	N/A	N/A
<b>Subdivision B</b>	67.5%	72.0%	-4.5%
<b>Systemwide</b>	<b>65.2%</b>	<b>69.0%</b>	<b>-3.8%</b>

**Definition:** Weekday Terminal On-Time Performance (OTP) is calculated as the percentage of scheduled trains 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.

**Chart 18**

**Subway Weekend Terminal OTP**  
**Monthly**  
**(24 hours)**

<u>Line</u>	<u>Aug '17</u>	<u>Aug '16</u>	<u>Difference</u>
1	85.1%	74.9%	<b>+10.2%</b>
2	30.4%	33.0%	<b>-2.6%</b>
3	95.4%	71.2%	<b>+24.2%</b>
4	19.8%	37.6%	<b>-17.8%</b>
5	55.0%	59.4%	<b>-4.4%</b>
6	69.5%	69.7%	<b>-0.2%</b>
7	85.2%	83.6%	<b>+1.6%</b>
S 42nd	100.0%	99.6%	<b>0.4%</b>
<b>Subdivision A</b>	69.9%	68.9%	<b>1.0%</b>
A	70.1%	68.4%	<b>1.7%</b>
C	73.7%	67.8%	<b>+5.9%</b>
D	50.7%	80.9%	<b>-30.2%</b>
E	67.0%	61.0%	<b>+6.0%</b>
F	54.5%	37.5%	<b>+17.0%</b>
S Fkln	100.0%	100.0%	<b>+0.0%</b>
G	83.7%	87.8%	<b>-4.1%</b>
S Rock	93.6%	86.1%	<b>+7.5%</b>
JZ	80.9%	74.5%	<b>+6.4%</b>
L	91.9%	95.2%	<b>-3.3%</b>
M	96.6%	93.4%	<b>+3.2%</b>
N	42.3%	73.4%	<b>-31.1%</b>
Q	69.7%	81.4%	<b>-11.7%</b>
R	51.2%	72.4%	<b>-21.2%</b>
<b>Subdivision B</b>	73.6%	76.8%	<b>-3.2%</b>
<b>Systemwide</b>	<b>72.2%</b>	<b>73.6%</b>	<b>-1.4%</b>

B and W Lines do not operate on weekends.

**Definition:** Weekend Terminal On-Time Performance (OTP) is calculated as the percentage of scheduled trains 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.

## Subway Weekday Trains Delayed Monthly (24 hours)

<u>Categories</u>	<u>August 2017 Trains Delayed</u>
Over Crowding / Insufficient Capacity / Other	26,521
Planned Trackbed Work	11,215
ROW Delays	8,979
Work Equipment/G. O.	4,229
Car Equipment	4,123
Sick Customer	2,868
Operational Diversions	1,846
Employee	1,821
Unruly Customer	1,640
Police	1,357
Fire	764
Inclement Weather	511
External	314
Infrastructure	105
Collision/Derailment	0
<b>Total Trains Delayed *</b>	<b>66,295</b>

\* Due to rounding, the total may not equal the sum of the addends.

## Subway Weekend Trains Delayed Monthly (24 hours)

<u>Categories</u>	<u>August 2017 Trains Delayed</u>
Work Equipment/G. O.	4,410
Over Crowding / Insufficient Capacity / Other	3,264
Planned Trackbed Work	2,340
ROW Delays	784
Car Equipment	461
Sick Customer	388
Unruly Customer	372
Employee	370
Police	327
Operational Diversions	239
Fire	183
External	42
Inclement Weather	25
Infrastructure	24
Collision/Derailment	0
<b>Total Trains Delayed *</b>	<b>13,229</b>

\* Due to rounding, the total may not equal the sum of the addends.

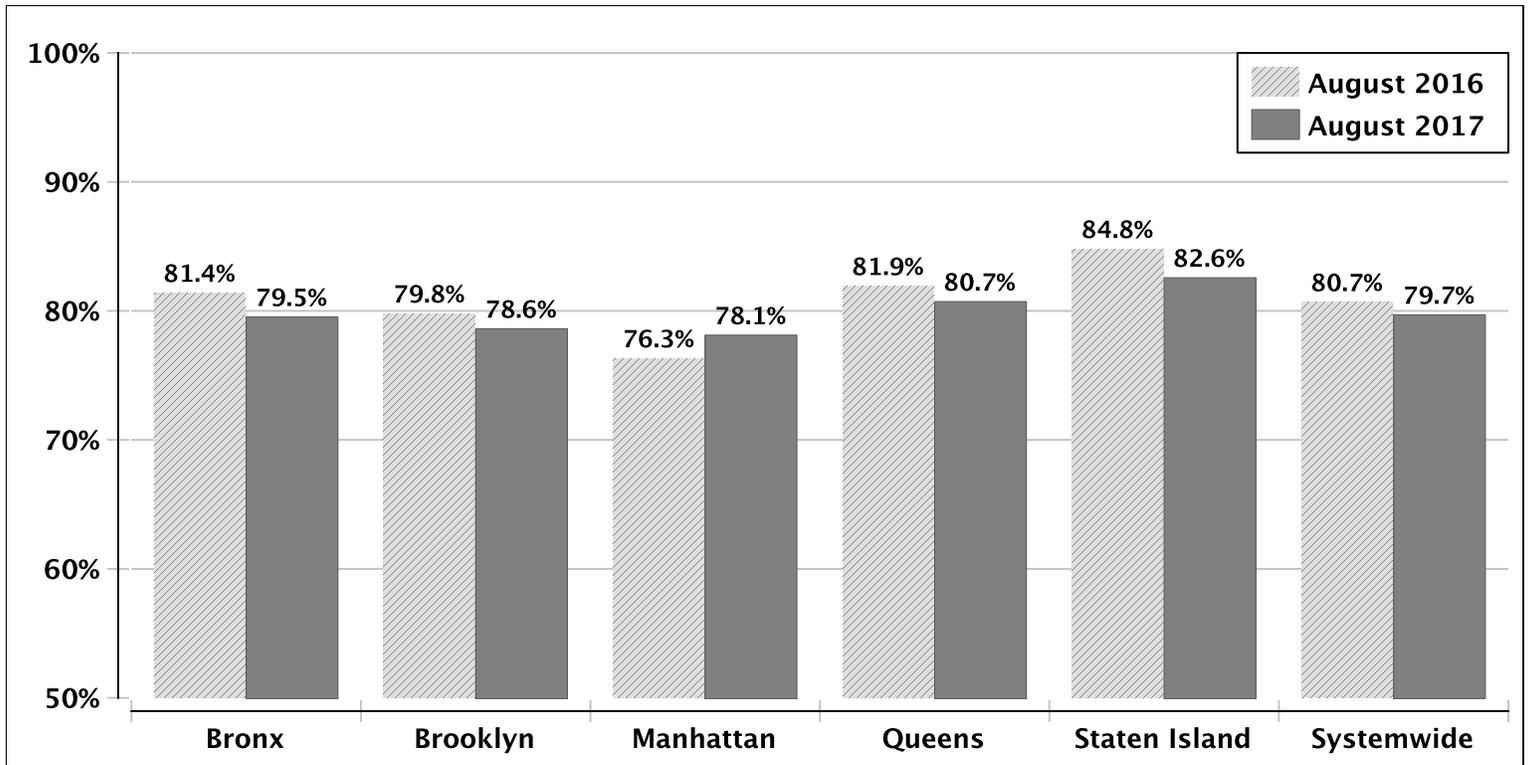
# Monthly Operations Report

Statistical results for the month of Aug-17 are shown below.

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: Aug-17			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
<b>System Wait Assessment (chart 1-7)</b>	79.7%	80.7%	-1.0%			
<b>System MDBF (chart 8)</b>	6,270	5,940	+5.6%	6,367	5,872	+8.4%
NYCT Bus	6,245	5,590	+11.7%	6,120	5,621	+8.9%
MTA Bus	6,348	7,334	-13.4%	7,315	6,841	+6.9%
<b>System MDBSI (chart 9)</b>	2,893	2,777	+4.2%	2,825	2,716	+4.0%
NYCT Bus	2,702	2,612	+3.4%	2,667	2,570	+3.8%
MTA Bus	3,706	3,437	+7.8%	3,489	3,313	+5.3%
<b>System Trips Completed (chart 10)</b>	99.21%	99.39%	-0.2%	99.17%	99.13%	+0.0%
NYCT Bus	99.20%	99.35%	-0.1%	99.17%	99.12%	+0.1%
MTA Bus	99.22%	99.55%	-0.3%	99.14%	99.16%	-0.0%
<b>System AM Pull Out (chart 11)</b>	99.75%	99.91%	-0.2%	99.76%	99.86%	-0.1%
NYCT Bus	99.79%	99.90%	-0.1%	99.81%	99.87%	-0.1%
MTA Bus	99.59%	99.94%	-0.4%	99.58%	99.81%	-0.2%
<b>System PM Pull Out (chart 12)</b>	99.85%	99.96%	-0.1%	99.88%	99.92%	-0.0%
NYCT Bus	99.86%	99.96%	-0.1%	99.91%	99.95%	-0.0%
MTA Bus	99.83%	99.99%	-0.2%	99.80%	99.85%	-0.0%
<b>System Buses &gt;= 12 years</b>	22%	18%				
NYCT Bus	23%	22%				
MTA Bus	17%	6%				
<b>System Fleet Age</b>	7.88	7.39				
NYCT Bus	7.45	7.09				
MTA Bus	9.37	8.46				
<b>Paratransit</b>						
<b>% of Trips Completed</b>	93.28%	90.99%	+2.3%	90.54%	90.62%	-0.1%
Trips Requested	674,547	658,663	+2.4%	650,083	655,153	-0.8%
Trips Scheduled	583,592	570,212	+2.3%	558,350	564,864	-1.2%
Trips Completed*	544,359	518,814	+4.9%	505,556	511,901	-1.2%
Early Cancellations as a Percentage of Trips Requested	12.65%	12.51%	+0.1%	13.29%	12.96%	+0.3%
Late Cancellations as a Percentage of Trips Scheduled	3.06%	2.89%	+0.2%	3.25%	2.93%	+0.3%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.99%	1.41%	+0.6%	1.54%	1.51%	+0.0%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.38%	0.43%	-0.0%	0.57%	0.74%	-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	0.83%	0.92%	-0.1%	0.82%	0.82%	+0.0%
New Applications Received	3,045	3,548	-14.2%	2,746	3,013	-8.9%

\*Aug-17 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

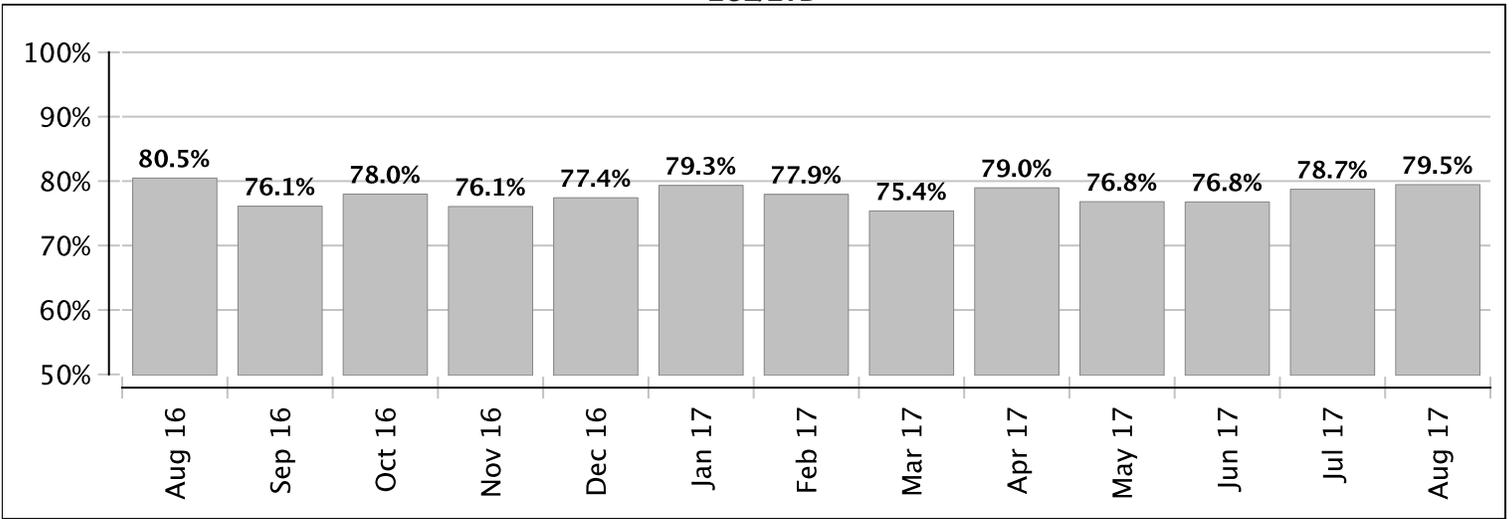
Wait Assessment (WA) on weekdays is defined as the percent of actual intervals between buses that are no more than three minutes over the scheduled interval for the morning (7 a.m.-9 a.m.) and afternoon (4 p.m.-7 p.m.) peak periods and no more than five minutes over the scheduled interval for the mid-day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

## Results

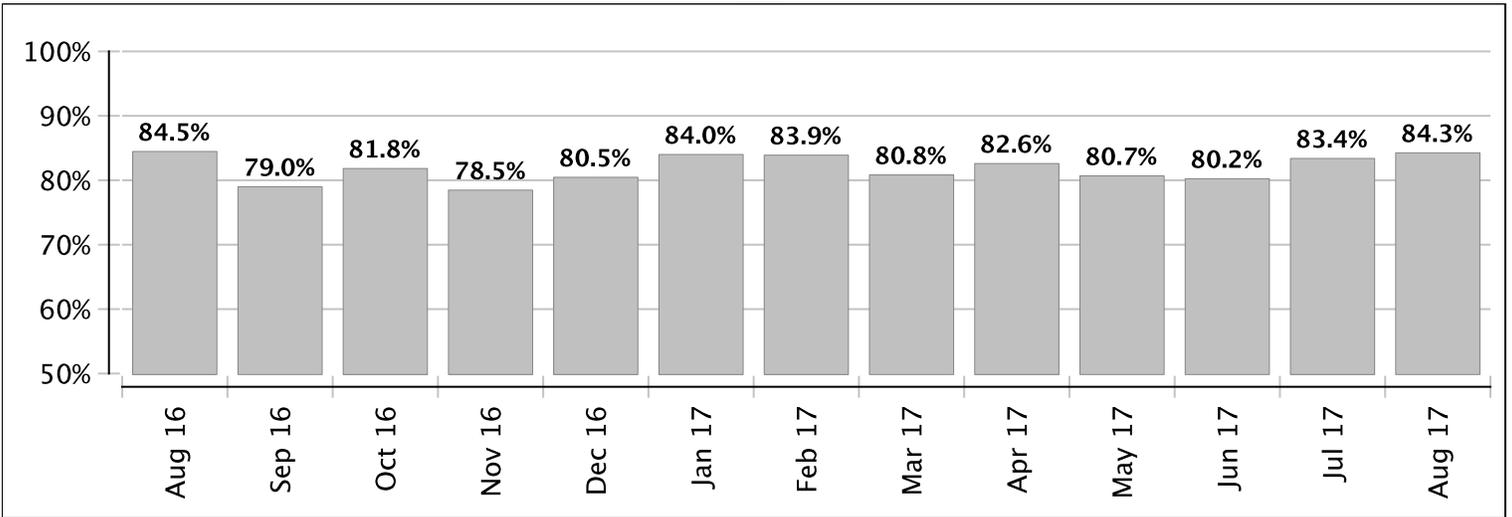
	<u>Aug 2016</u>	<u>Aug 2017</u>	<u>Difference</u>
<b>Systemwide</b>	<b>80.7%</b>	<b>79.7%</b>	<b>-1.0%</b>
Bronx	81.4%	79.5%	-1.9%
Brooklyn	79.8%	78.6%	-1.2%
Manhattan	76.3%	78.1%	+1.8%
Queens	81.9%	80.7%	-1.2%
Staten Island	84.8%	82.6%	-2.2%

# Bus Weekday Wait Assessment

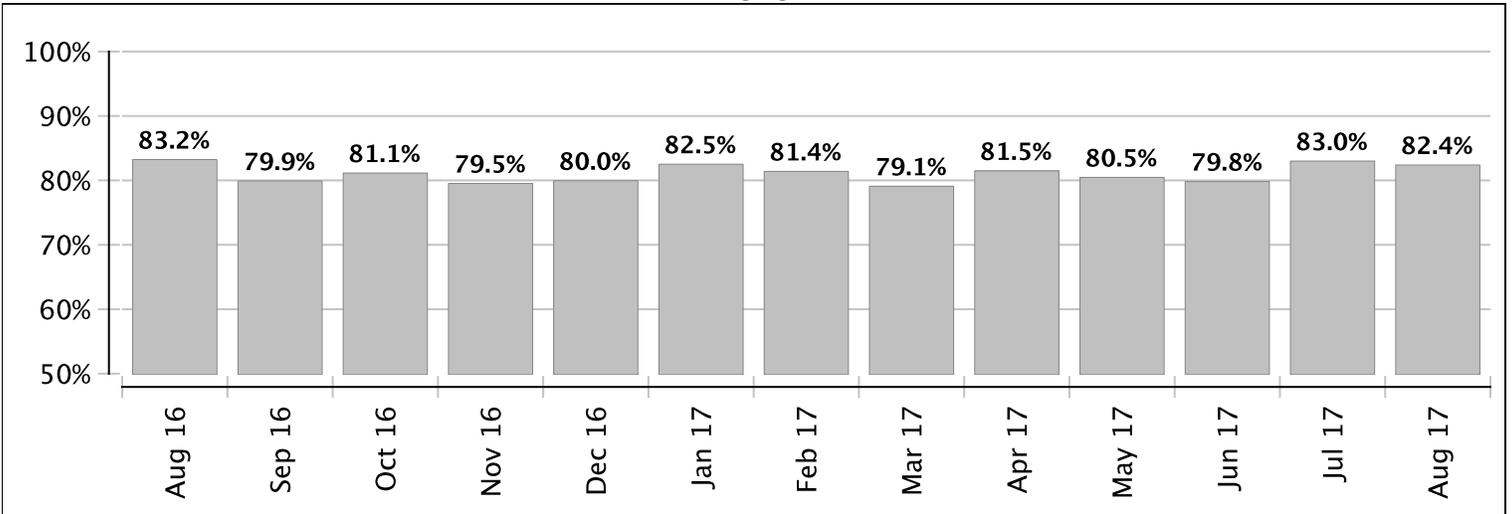
## Systemwide LCL/LTD



## EXP

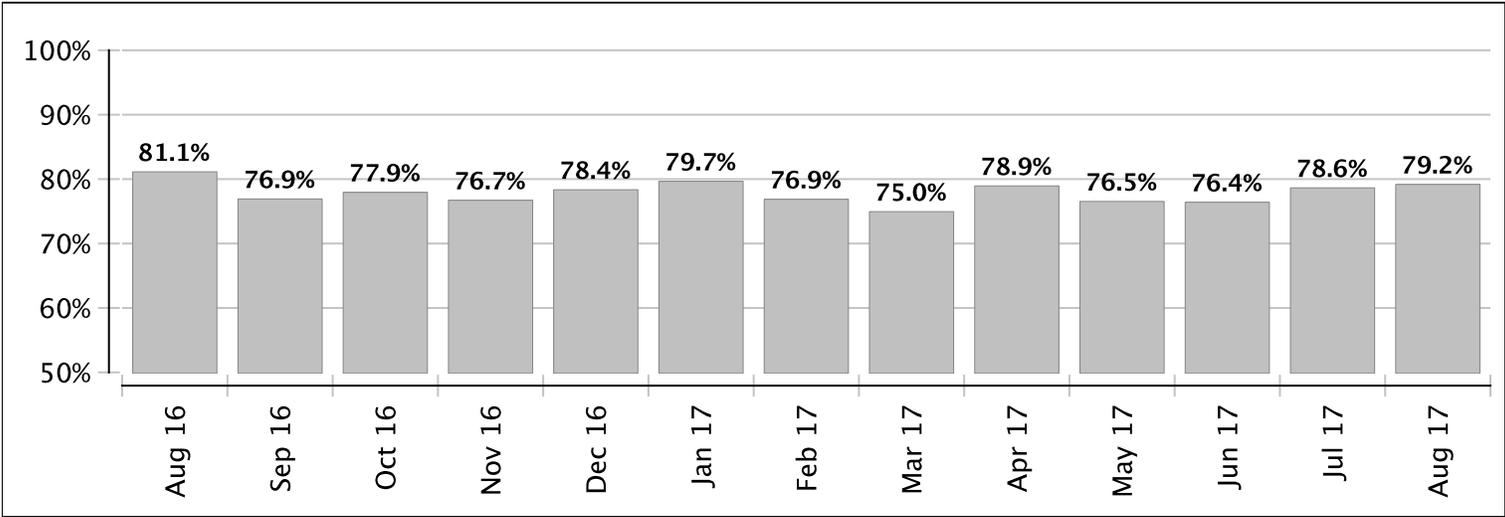


## SBS

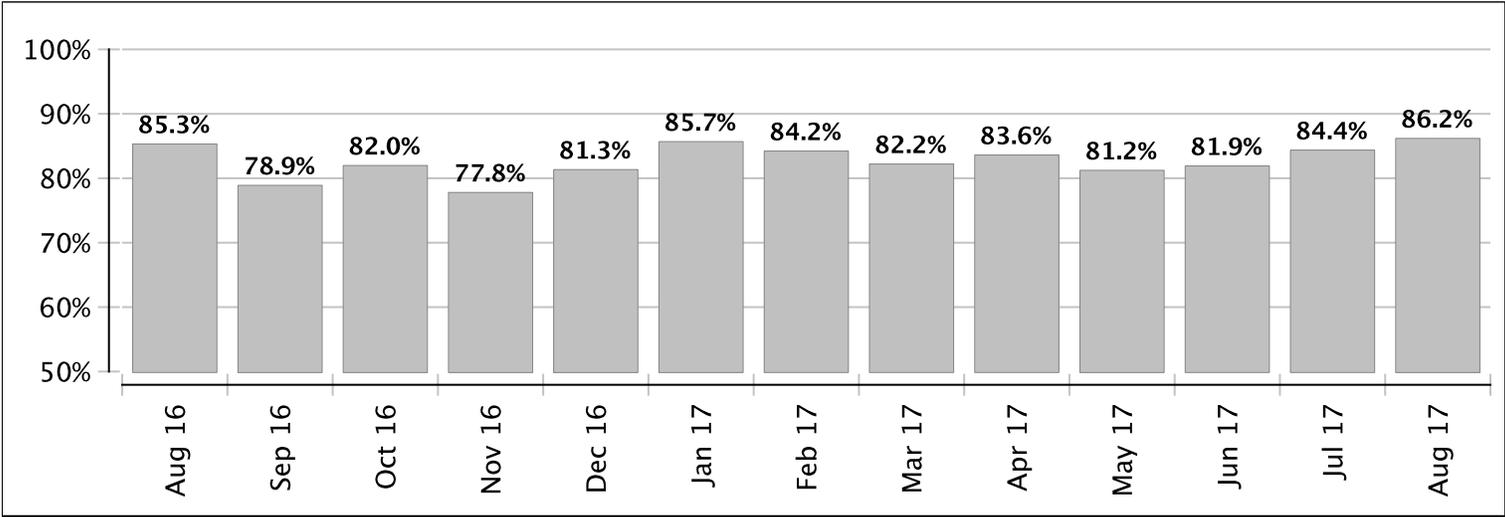


# Bus Weekday Wait Assessment

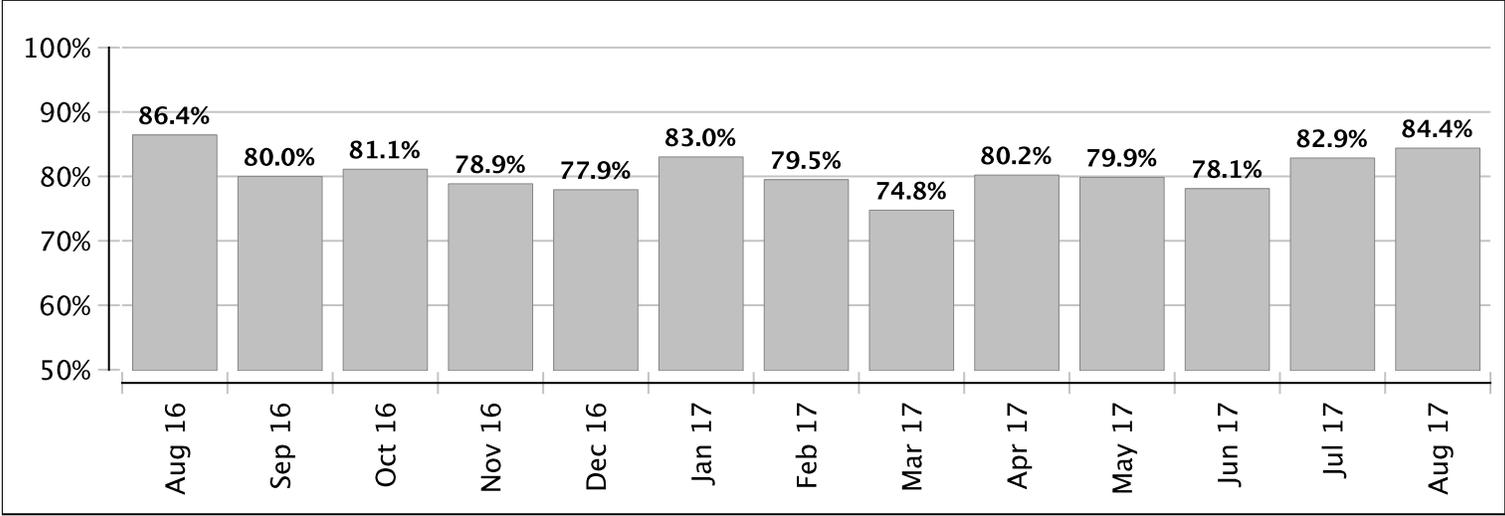
## Bronx LCL/LTD



## EXP

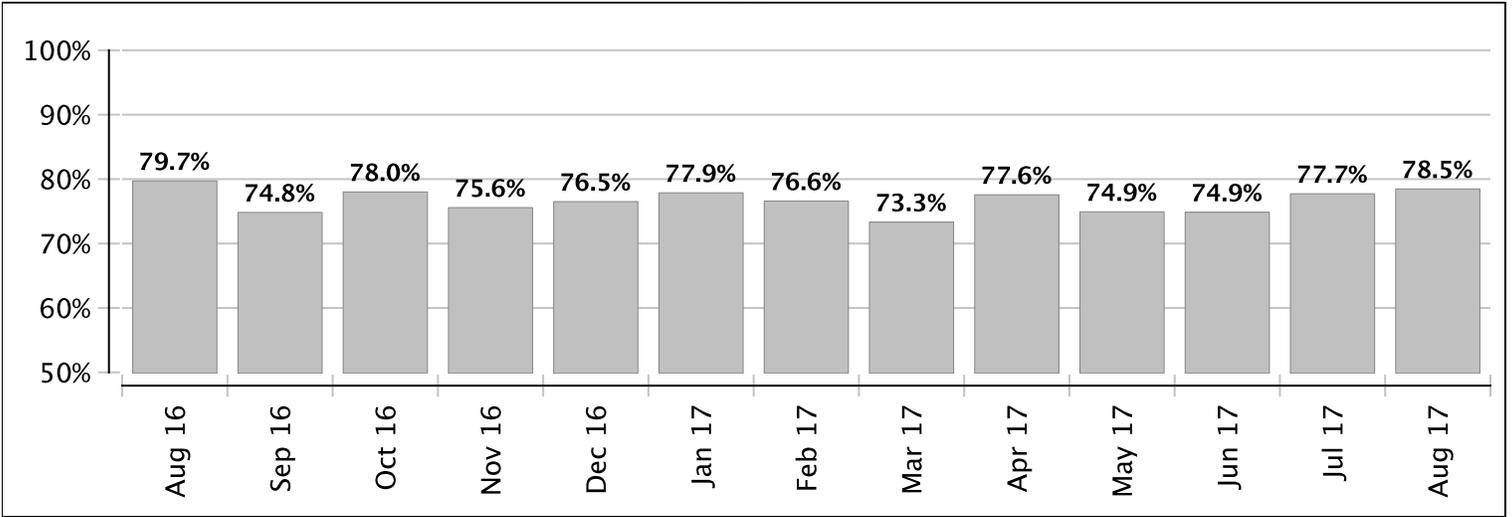


## SBS

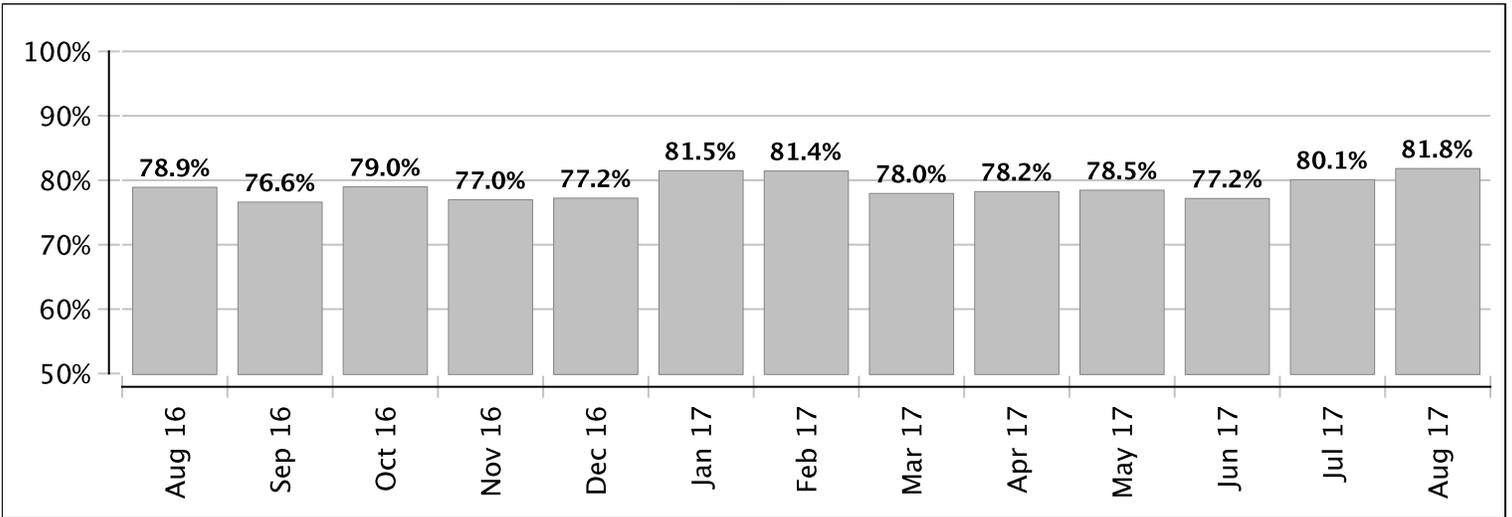


# Bus Weekday Wait Assessment

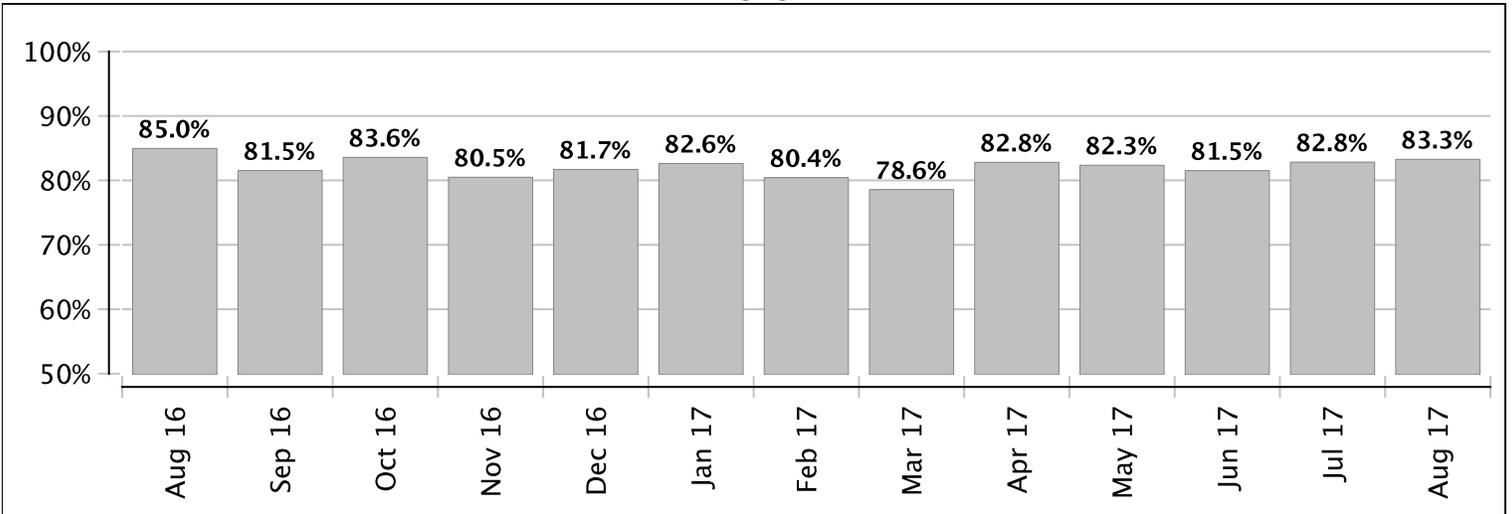
## Brooklyn LCL/LTD



## EXP



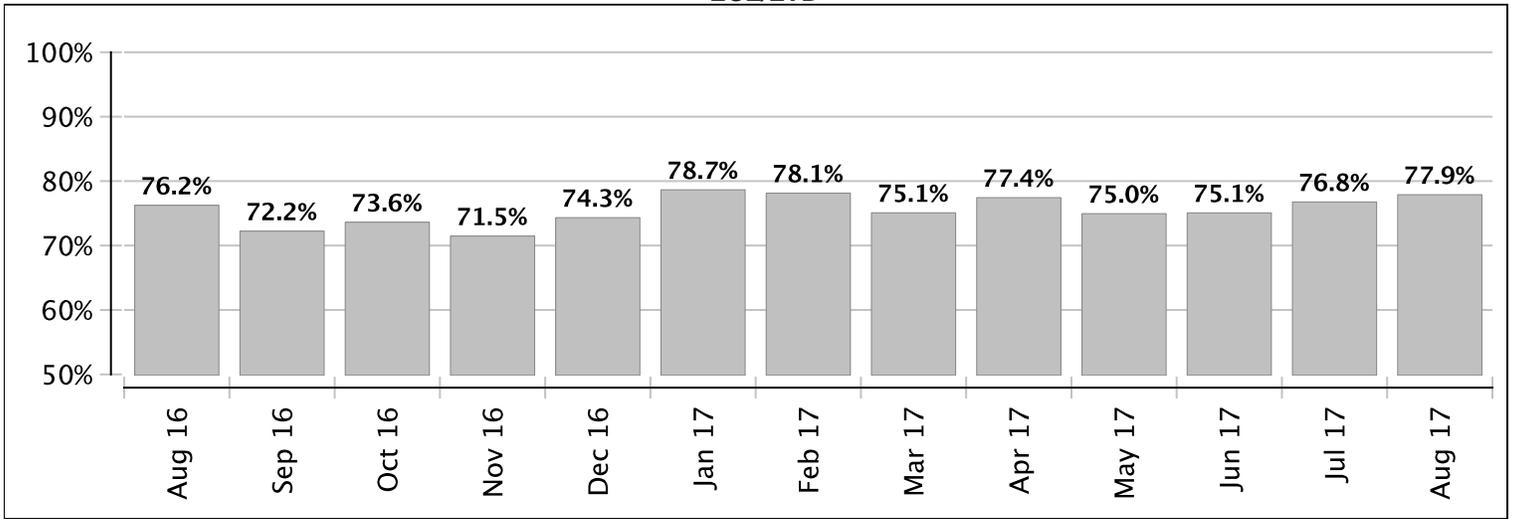
## SBS



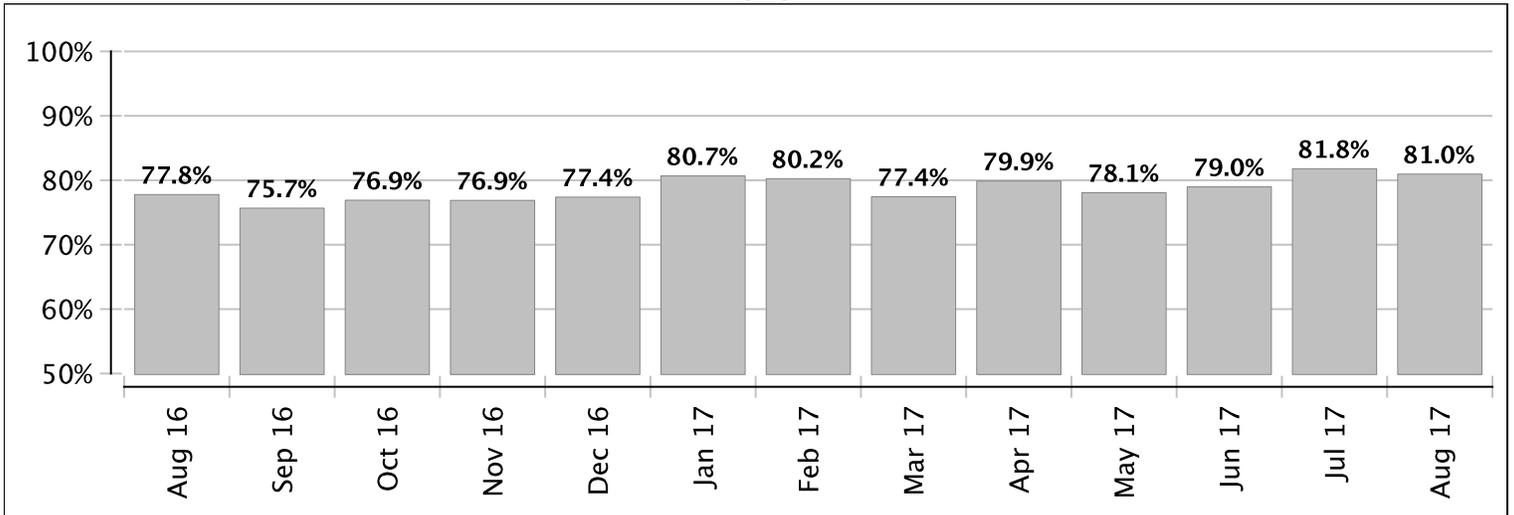
# Bus Weekday Wait Assessment

## Manhattan

LCL/LTD

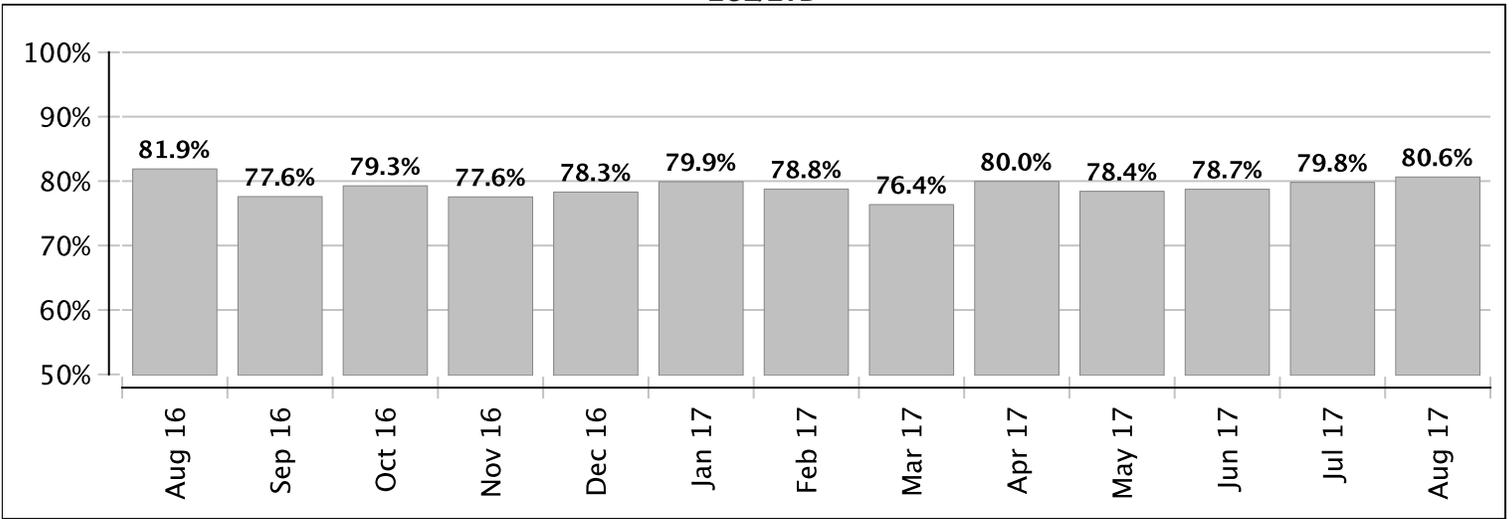


## SBS

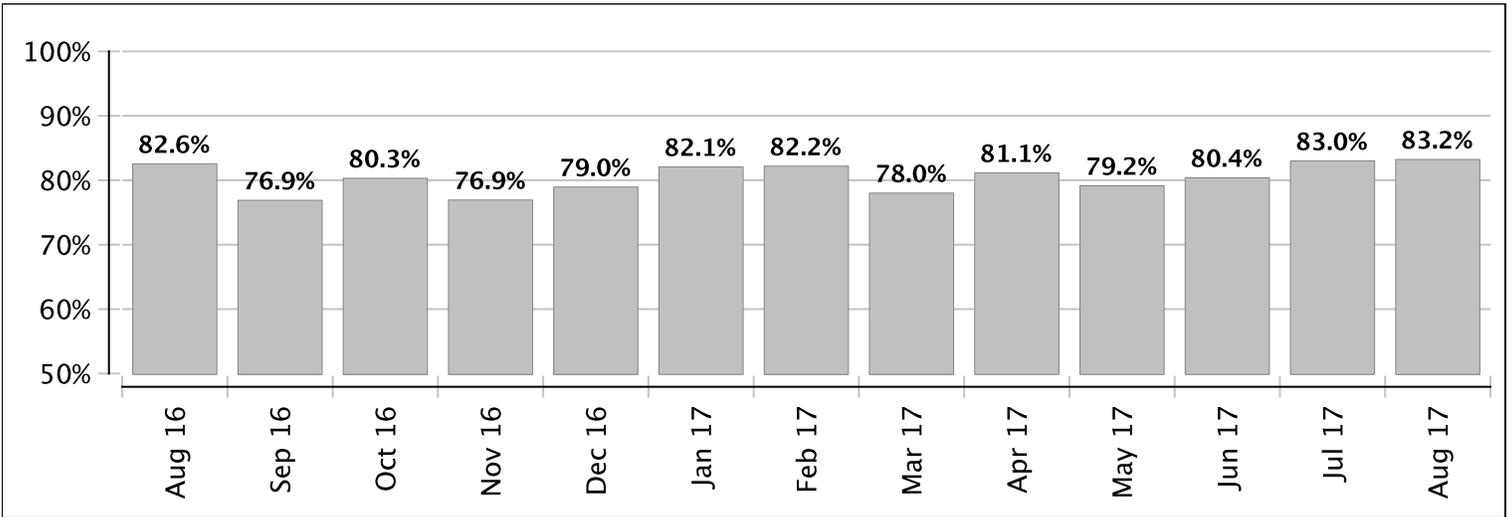


# Bus Weekday Wait Assessment

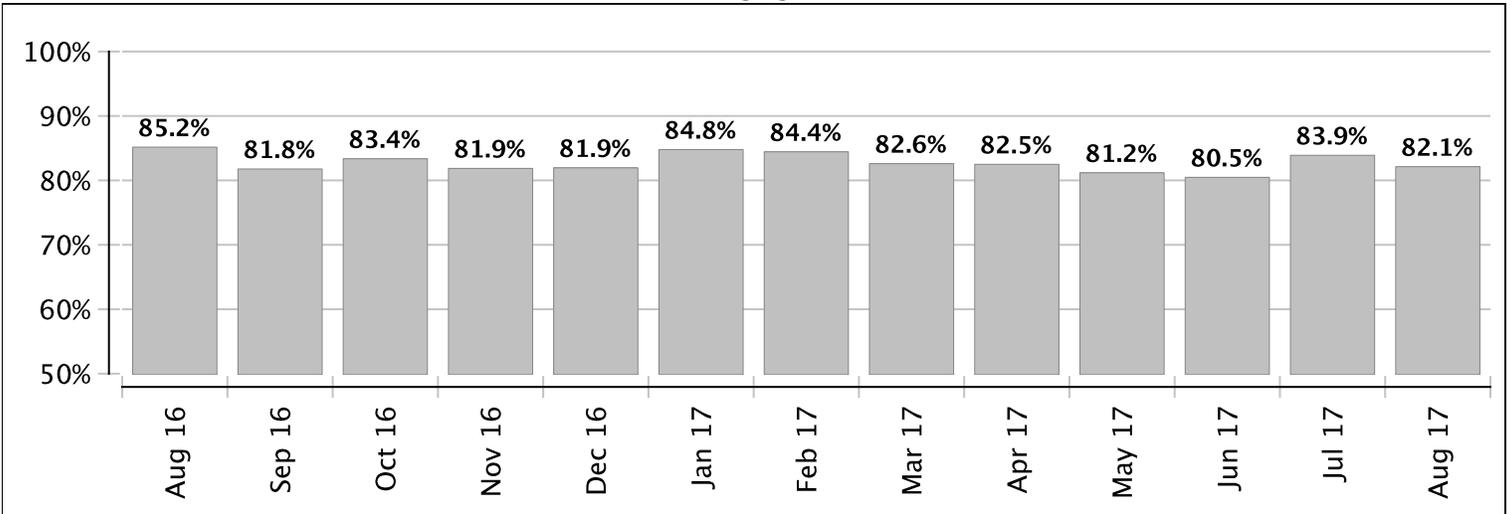
## Queens LCL/LTD



## EXP

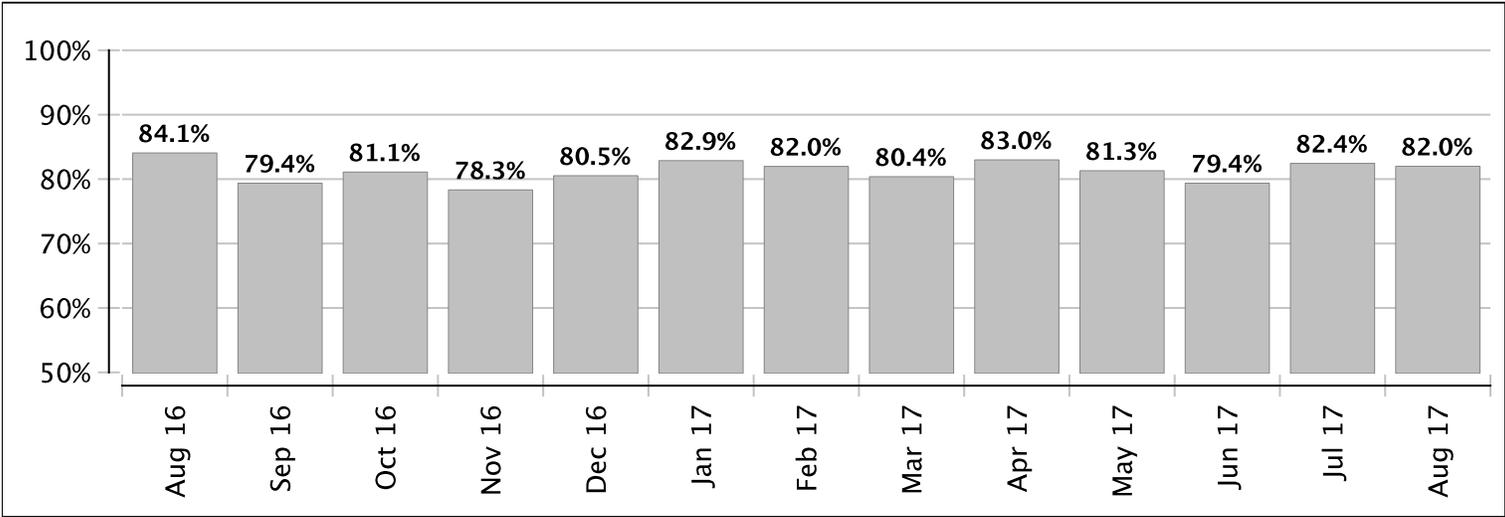


## SBS

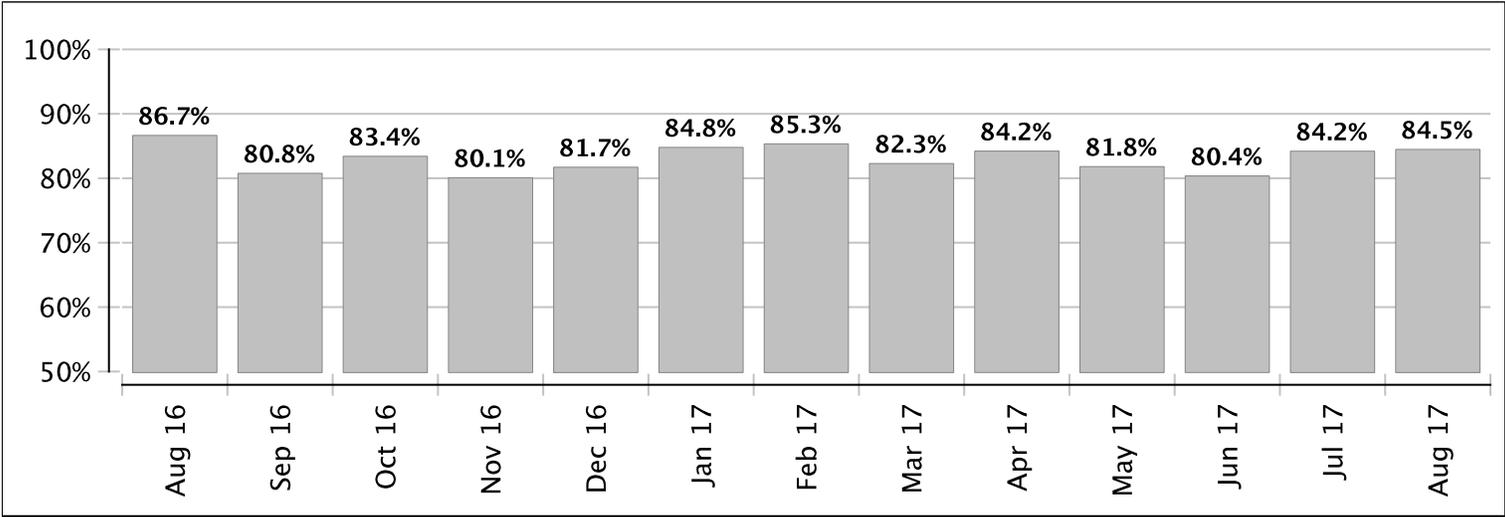


# Bus Weekday Wait Assessment

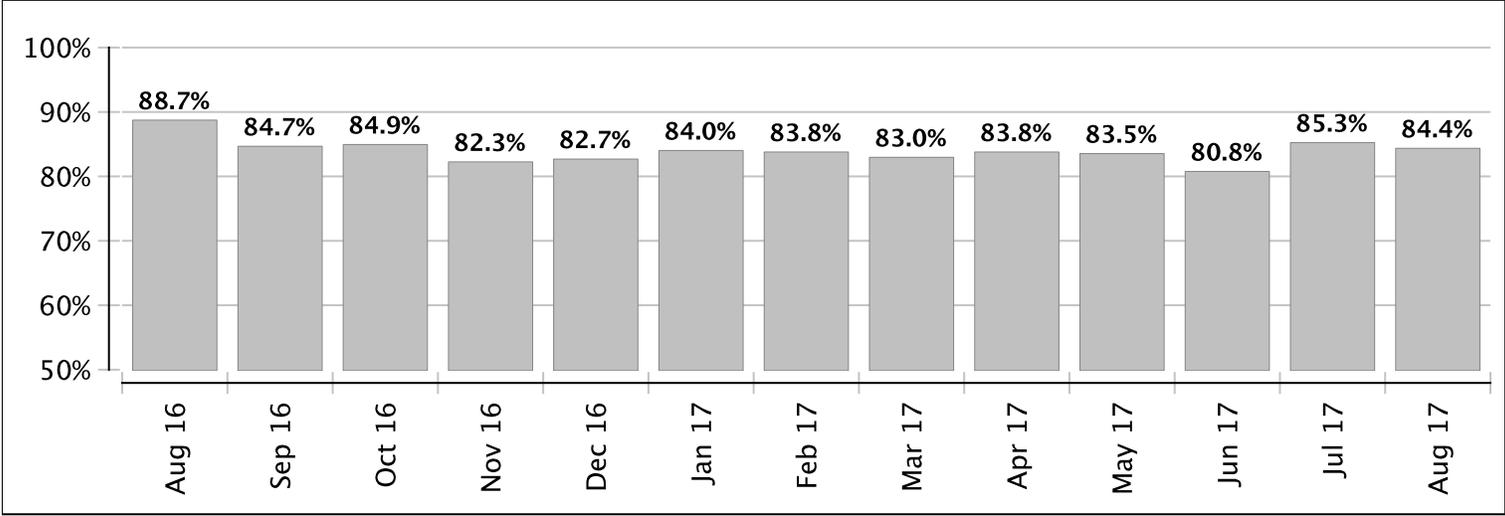
## Staten Island LCL/LTD



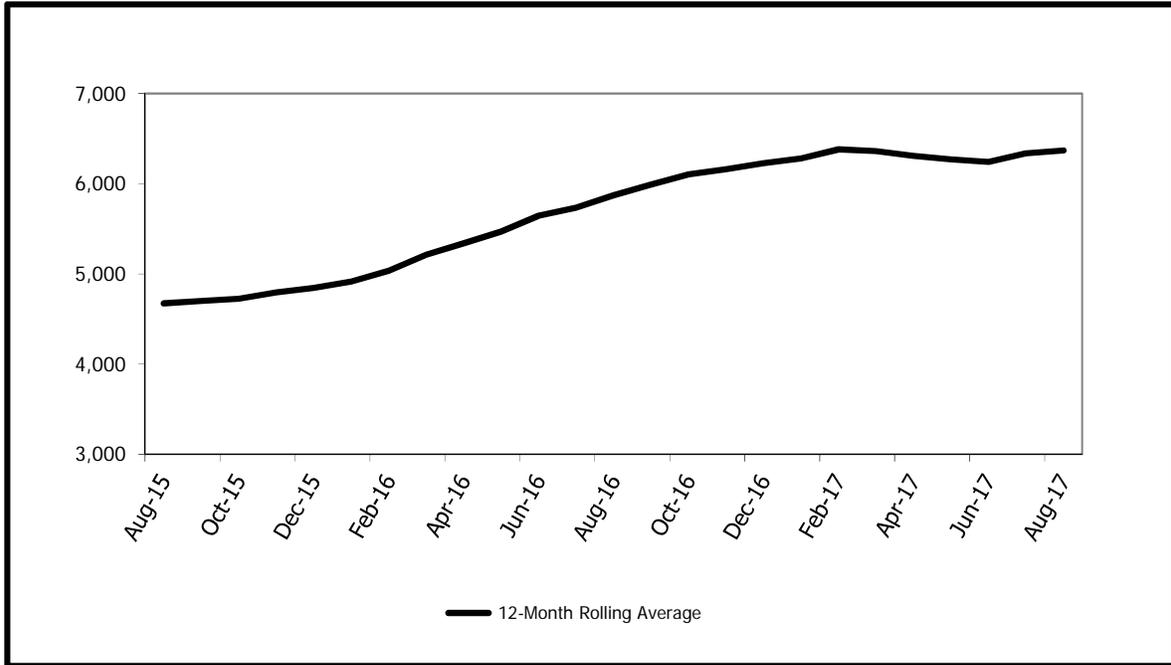
## EXP



## 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**

August 2017: 6,270  
 August 2016: 5,940

**12-Month Average**

September 16 - August 17 6,367  
 September 15 - August 16 5,872

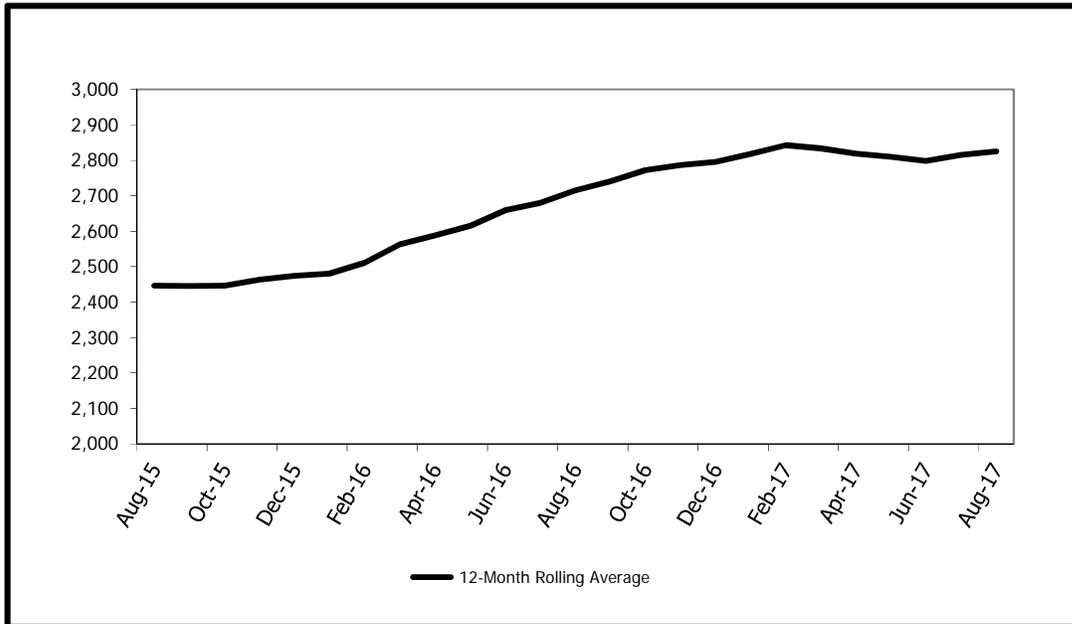
**Annual Results**

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

August 2017: 2,893  
August 2016: 2,777

### 12-Month Average

September 16 - August 17: 2,825  
September 15 - August 16: 2,716

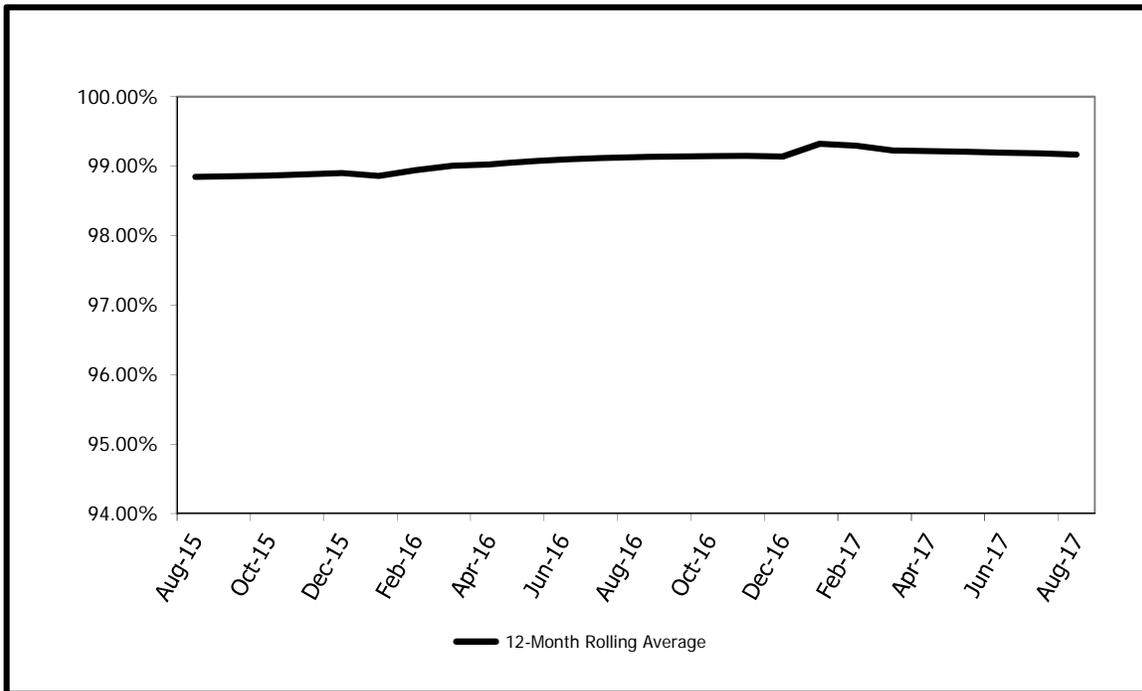
### Annual Results

2017 YTD: 2,630  
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**

August 2017: 99.21%  
 August 2016: 99.39%

**12-Month Average**

September 16 - August 17 99.17%  
 September 15 - August 16 99.13%

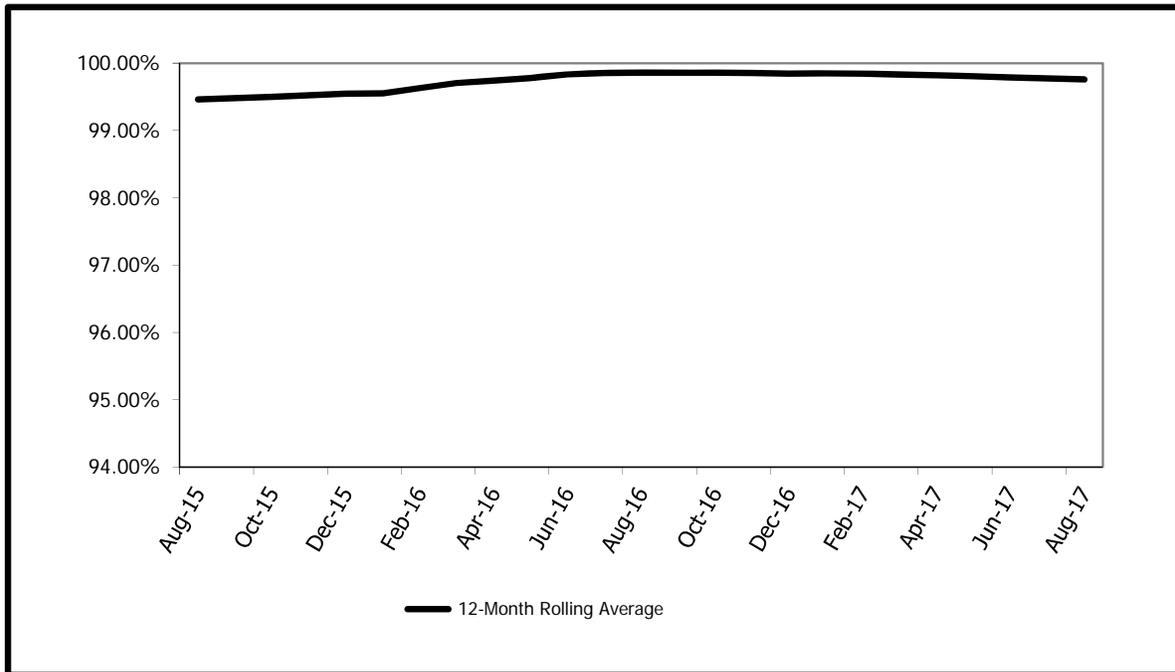
**Annual Results**

2017 YTD: 99.11%  
 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

August 2017: 99.75%  
August 2016: 99.91%

### 12-Month Average

September 16 - August 17 99.76%  
September 15 - August 16 99.86%

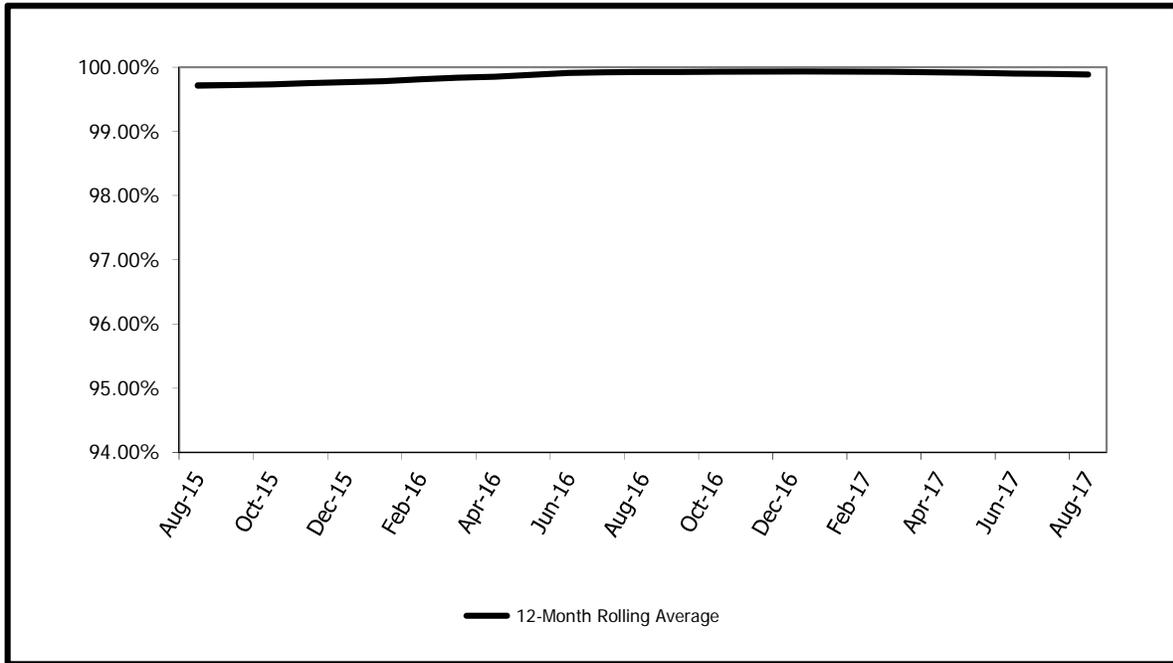
### Annual Results

2017 YTD: 99.73%  
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**

August 2017: 99.85%  
 August 2016: 99.96%

**12-Month Average**

September 16 - August 17 99.88%  
 September 15 - August 16 99.92%

**Annual Results**

2017 YTD: 99.87%  
 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		
		Sep 2014 - Aug 2015	Sep 2015 - Aug 2016	Sep 2016 - Aug 2017
<b>Subways</b>				
Subway Customer Accidents per Million Customers <sup>1</sup>		2.62	2.55	2.73
Subway Collisions <sup>2,3</sup>		0	0	0
Subway Derailments <sup>2,3</sup>		2	1	5
Subway Fires <sup>2</sup>		1,030	936	964
<b>Buses</b>				
Bus Collisions Per Million Miles	Regional	51.34	56.13	54.53
Bus Collision Injuries Per Million Miles	Regional	6.44	6.69	6.38
Bus Customer Accidents Per Million Customers	Regional	1.11	1.20	1.29
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees		3.79	4.24	3.44

<sup>1</sup> 12-Month Average data from August through July.

<sup>2</sup> 12-month figures shown are totals rather than averages.

<sup>3</sup> Data from October through September.

Leading Indicators					
Subways		September	YTD	Goal	YTD as % of Goal
<b>Roadway Worker Protection</b>					
Joint Track Safety Audits -- Actual Count		29	267	340	78.5%
Joint Track Safety Audits -- Compliance Rate		98.4%	98.2%	100.0%	98.2%
<b>Mainline Collision/Derailment Prevention</b>					
Continuous Welded Rail Initiative (# of Track Feet)		8,613	61,336	49,814	123.1%
<b>Station -- Emergency Communication</b>					
Help Point Installations*		7	52	79	65.8%
Buses		September	YTD	Goal	YTD as % of Goal
<b>Collision Prevention</b>					
Audible Pedestrian Warning System Pilot		31	215	225	95.6%
Collision Warning System Pilot		1	113	114	99.1%
Vision Zero Employee Training		502	5,046	5,600	90.1%

\* 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.



**CRIME STATISTICS SEPTEMBER**

	2017	2016	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	3	0	3	***. *%
ROBBERY	35	27	8	29.6%
GL	124	155	-31	-20.0%
FELASSAULT	22	29	-7	-24.1%
BURGLARY	4	0	4	***. *%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>188</u></b>	<b><u>211</u></b>	<b><u>-23</u></b>	<b><u>-10.9%</u></b>

*During September, the daily Robbery average increased from 0.9 to 1.2*

*During September, the daily Major Felony average decreased from 7 to 6.3*

**CRIME STATISTICS JANUARY THRU SEPTEMBER**

	2017	2016	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	6	0	6	***. *%
ROBBERY	332	367	-35	-9.5%
GL	1156	1167	-11	-0.9%
FELASSAULT	237	230	7	3.0%
BURGLARY	23	14	9	64.3%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>1754</u></b>	<b><u>1779</u></b>	<b><u>-25</u></b>	<b><u>-1.4%</u></b>

*Year to date the daily Robbery average decreased from 1.3 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

### SEPTEMBER ACTIVITY

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	2133	2710	-577	-21.3%
TOS Arrests	1428	2066	-638	-30.9%
Total Summons	5998	6912	-914	-13.2%
TOS TABs	4508	5650	-1142	-20.2%

### JANUARY THRU SEPTEMBER ACTIVITY

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	20618	27497	-6879	-25.0%
TOS Arrests	14026	18754	-4728	-25.2%
Total Summons	57022	62597	-5575	-8.9%
TOS TABs	43389	50116	-6727	-13.4%

**FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION**



Police Department  
City of New York

**REPORT**

	JANUARY-SEPTEMBER																	2014	2015	2016	2017
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013				
<i>Murder</i>	1	0	4	1	1	0	1	2	4	2	4	2	1	1	1	0	1	1	1	1	0
<i>Rape</i>	1	8	0	3	1	0	2	1	3	3	1	2	1	0	3	8	5	5	1	0	6
<i>Robbery</i>	1046	961	852	683	641	624	588	532	622	727	582	560	524	526	570	631	465	315	379	367	332
<i>Assault</i>	229	248	211	178	143	145	143	142	129	139	154	131	118	148	149	148	141	154	184	230	237
<i>Burglary</i>	20	10	2	4	16	6	3	5	1	5	2	5	1	2	7	19	29	15	16	14	23
<i>GL</i>	1629	1273	1152	1205	1080	1017	823	882	907	1103	942	976	850	891	1126	1254	1247	1144	1209	1167	1156
<i>TOTAL MAJOR FELONIES</i>	2926	2500	2221	2074	1882	1792	1560	1564	1666	1979	1685	1676	1495	1568	1856	2060	1888	1634	1790	1779	1754
<i>Major Fel Per Day</i>	10.72	9.16	8.14	7.57	6.89	6.56	5.71	5.71	6.10	7.25	6.17	6.12	5.48	5.74	6.80	7.52	6.92	5.99	6.56	6.49	6.42

**Hate Crime Task Force  
Transit Bureau  
HCTF Statistical Data  
(As of 10/8/2017)**

**Motivation:**

Motivation	2017	2016	Diff	% Change
ASIAN	0	1	-1	<b>-100%</b>
BLACK	2	1	1	<b>100%</b>
ETHNIC	1	0	1	<b>100%</b>
GENDER	0	4	-4	<b>-100%</b>
HISPANIC	1	0	1	<b>100%</b>
MUSLIM	3	0	3	<b>300%</b>
OTHER	4	4	0	<b>0%</b>
SEMITIC	25	2	23	<b>1150%</b>
SEXUAL ORIENTATION	8	7	1	<b>14%</b>
WHITE	3	1	2	<b>200%</b>
Grand Total	47	20	27	<b>135%</b>

**Crime Name:**

Crime Name	2017	2016	Diff	% Change
Aggravated Harassment 1	2	1	1	<b>100%</b>
Aggravated Harassment 2	4	2	2	<b>100%</b>
Assault 2	3	3	0	<b>0%</b>
Assault 3	9	7	2	<b>29%</b>
Criminal Mischief 3	1	0	1	<b>100%</b>
Criminal Mischief 4	26	3	23	<b>767%</b>
Grand Larceny 4	0	1	-1	<b>-100%</b>
Menacing 2	1	2	-1	<b>-50%</b>
Robbery 2	1	1	0	<b>0%</b>
Grand Total	47	20	27	<b>135%</b>

**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%
	WHITE	1	0	1	100%
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%
	MUSLIM	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%
	GENDER	0	2	-2	-100%
	MUSLIM	1	0	1	100%
	OTHER	2	0	2	200%
	SEMITIC	1	0	1	100%
	SEXUAL ORIENTATION	0	2	-2	-100%
TD 30	BLACK	1	0	1	100%
	SEMITIC	6	0	6	600%
	SEXUAL ORIENTATION	4	0	4	400%
	WHITE	1	0	1	100%
TD 32	BLACK	1	0	1	100%

	MUSLIM	1	0	1	<b>100%</b>
	OTHER	0	1	-1	<b>-100%</b>
	SEMITIC	3	0	3	<b>30%</b>
	WHITE	0	1	-1	<b>-100%</b>
TD 33	HISPANIC	1	0	1	<b>100%</b>
	SEMITIC	0	1	-1	<b>-100%</b>
TD 34	SEMITIC	2	1	1	<b>100%</b>
TD 4	GENDER	0	2	-2	<b>-100%</b>
	SEMITIC	3	0	3	<b>300%</b>
Grand Total		47	20	27	<b>135%</b>

### Transit District by Crime:

TD	Crime Name	2017	2016	Diff	% Change
TD 1	Aggravated Harassment 2	1	0	1	<b>100%</b>
	Assault 3	0	1	-1	<b>-100%</b>
	Criminal Mischief 4	4	1	3	<b>300%</b>
TD 11	Assault 3	0	2	-2	<b>-100%</b>
	Criminal Mischief 4	1	0	1	<b>100%</b>
	Menacing 2	0	1	-1	<b>-100%</b>
TD 12	Assault 2	1	0	1	<b>100%</b>
	Assault 3	2	0	2	<b>200%</b>
	Criminal Mischief 4	1	0	1	<b>100%</b>
TD 2	Aggravated Harassment 2	1	0	1	<b>100%</b>
	Assault 3	0	1	-1	<b>-100%</b>
	Criminal Mischief 4	5	0	5	<b>500%</b>
	Grand Larceny 4	0	1	-1	<b>-100%</b>
	Menacing 2	0	1	-1	<b>-100%</b>
TD 20	Assault 2	1	0	1	<b>100%</b>
	Assault 3	3	0	3	<b>300%</b>
TD 23	Criminal Mischief 4	0	1	-1	<b>-100%</b>
TD 3	Aggravated Harassment 2	1	0	1	<b>100%</b>
	Assault 2	0	2	-2	<b>-100%</b>
	Assault 3	0	2	-2	<b>-100%</b>
	Criminal Mischief 3	1	0	1	<b>100%</b>
	Criminal Mischief 4	2	0	2	<b>200%</b>
	Robbery 2	0	1	-1	<b>-100%</b>
TD 30	Aggravated Harassment 1	1	0	1	<b>100%</b>

	Aggravated Harassment 2	1	0	1	<b>100%</b>
	Assault 2	1	0	1	<b>100%</b>
	Assault 3	3	0	3	<b>300%</b>
	Criminal Mischief 4	5	0	5	<b>500%</b>
	Menacing 2	1	0	1	<b>100%</b>
TD 32	Aggravated Harassment 1	1	1	0	<b>0%</b>
	Assault 3	0	1	-1	<b>-100%</b>
	Criminal Mischief 4	3	0	3	<b>300%</b>
	Robbery 2	1	0	1	<b>100%</b>
TD 33	Aggravated Harassment 2	0	1	-1	<b>-100%</b>
	Assault 3	1	0	1	<b>100%</b>
TD 34	Criminal Mischief 4	2	1	1	<b>100%</b>
TD 4	Aggravated Harassment 2	0	1	-1	<b>-100%</b>
	Assault 2	0	1	-1	<b>-100%</b>
	Criminal Mischief 4	3	0	3	<b>300%</b>
Grand Total		47	20	27	<b>135%</b>

**Associated Hate Crime Task Force Complaint numbers:**

<b>2017</b>	<b>2016</b>
2017-001-01640	2016-006-00786
2017-001-02106	2016-010-00518
2017-001-04126	2016-013-07392
2017-001-05518	2016-014-01812
2017-006-00528	2016-014-03495
2017-010-00359	2016-014-04848
2017-014-06385	2016-020-01866
2017-017-00488	2016-026-00274
2017-018-05711	2016-026-01965
2017-019-01370	2016-026-02395
2017-019-02686	2016-028-02049
2017-020-00490	2016-028-03717
2017-020-00531	2016-034-04179
2017-020-01761	2016-040-05999
2017-030-00565	2016-044-04296
2017-030-01195	2016-044-04657
2017-033-01441	2016-070-00703

2017-040-07617
2017-040-09260
2017-042-07085
2017-043-07976
2017-045-01210
2017-050-00744
2017-061-01742
2017-061-04896
2017-070-01639
2017-070-01666
2017-070-01938
2017-071-05820
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
2017-112-03203
<b>Grand Total: 47</b>

2016-070-00945
2016-090-02508
2016-100-02409
<b>Grand Total: 20</b>



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**Staten Island Rapid Transit**

**September 2017 vs. 2016**

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

**Year to Date 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0%</b>
<b>Felony Assault</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>300%</b>
<b>Burglary</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>4</b>	<b>7</b>	<b>-3</b>	<b>-43%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0%</b>



## FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	August Results		August Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(6.0)	(1.5)	2,976.7	2,961.3	(15.4)	(0.5)
Nonreimb. Exp. before Dep./OPEB	(22.3)	(3.3)	5,333.0	5,292.0	41.0	0.8
Net Cash Deficit*	(36.6)	(16.7)	(1,882.6)	(1,935.2)	(52.5)	(2.8)

\*Excludes Subsidies and Debt Service

August 2017 **farebox revenue** was \$382.4 million, \$6.0 million (1.5 percent) below forecast. Subway revenue was \$3.5 million (1.2 percent) below forecast, bus revenue was \$2.3 million (2.7 percent) below forecast, and paratransit revenue was \$0.1 million (8.6 percent) below forecast. Accrued fare media liability was equal to forecast. Year-to-date revenue of \$2,961.3 million was \$15.4 million (0.5 percent) below forecast. The August 2017 non-student average fare of \$1.985 increased 9.5¢ from August 2016; the subway fare increased 9.7¢, the local bus fare increased 6.8¢, and the express bus fare increased 24.3¢.

Total **ridership** in August 2017 of 191.3 million was 3.4 million trips (1.7 percent) below forecast. Average weekday ridership in August 2017 was 7.0 million, 2.9 percent below August 2016. Average weekday ridership for the twelve months ending August 2017 was 7.6 million, 2.1 percent lower than the twelve months ending August 2016.

**Nonreimbursable expenses** before depreciation, OPEB and GASB 68 Pension Adjustment in August were above forecast by \$22.3 million (3.3 percent). Labor expenses were in excess of forecast by \$30.8 million (5.8 percent), due largely to additional overtime requirements and the unfavorable timing of health & welfare/OPEB current expenses. Non-labor expenses were under forecast by \$8.5 million (5.5 percent).

Year-to-date, nonreimbursable expenses were lower than forecast by \$41.0 million (0.8 percent). Labor expenses were unfavorable by a net \$0.8 million (0.0 percent), as higher overtime requirements were essentially offset by favorable health & welfare/OPEB current results. Non-labor expenses were below forecast by \$41.8 million (3.4 percent), with favorable results reported in several accounts.

The **net cash deficit** for August year-to-date was \$1,935.2 million, unfavorable to forecast by \$52.5 million (2.8 percent), due largely to higher overtime expenditures and the unfavorable timing of capital reimbursements.

## FINANCIAL RESULTS

### Farebox Revenue

August 2017 Farebox Revenue - (\$ in millions)

	August				August Year-to-Date			
	Forecast	Preliminary	Favorable/(Unfavorable)		Forecast	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	295.8	292.2	(3.5)	(1.2%)	2,278.0	2,267.7	(10.3)	(0.5%)
NYCT Bus	84.8	82.5	(2.3)	(2.7%)	637.7	633.0	(4.7)	(0.7%)
Paratransit	1.6	1.5	(0.1)	(8.6%)	12.0	11.6	(0.4)	(3.6%)
Subtotal	382.2	376.3	(6.0)	(1.6%)	2,927.7	2,912.3	(15.4)	(0.5%)
Fare Media Liability	6.1	6.1	0.0	0.0%	49.0	49.0	0.0	0.0%
<b>Total - NYCT</b>	<b>388.4</b>	<b>382.4</b>	<b>(6.0)</b>	<b>(1.5%)</b>	<b>2,976.7</b>	<b>2,961.3</b>	<b>(15.4)</b>	<b>(0.5%)</b>

Note: Totals may not add due to rounding.

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

### Average Fare

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

	NYC Transit				MTA Bus Company			
	2016	Prelim.	Change		2016	Prelim.	Change	
		2017	Amount	Percent		2017	Amount	Percent
Subway	1.980	2.076	0.097	4.9%	1.608	1.684	0.076	4.7%
Local Bus	1.577	1.645	0.068	4.3%	1.608	1.684	0.076	4.7%
Subway & Local Bus	1.875	1.968	0.094	5.0%	1.608	1.684	0.076	4.7%
Express Bus	5.111	5.354	0.243	4.7%	5.119	5.353	0.234	4.6%
Total	1.890	1.985	0.095	5.0%	1.851	1.939	0.088	4.8%

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

### Other Operating Revenue

In the month of August, other operating revenue underran forecast by \$7.9 million (20.9 percent), due largely to the unfavorable timing of advertising and fare reimbursement revenues. Year-to-date, other operating revenue was lower than forecast by \$10.8 million (3.7 percent), resulting from the unfavorable timing of fare reimbursement and advertising revenues, and lower paratransit Urban Tax revenues, partly offset by higher Transit Adjudication Bureau (TAB) fees.

## Nonreimbursable Expenses

In the month of August, nonreimbursable expenses before depreciation, OPEB and GASB 68 Pension Adjustment, exceeded forecast by \$22.3 million (3.3 percent). Year-to-date, expenses were less than forecast by \$41.0 million (0.8 percent). The major causes of these variances are reviewed below:

*Labor* expenses in the month of August were in excess of forecast by \$30.8 million (5.8 percent). Overtime expenses exceeded forecast by \$16.8 million (43.5 percent), due mainly to track, signals, infrastructure, station maintenance and car equipment requirements, as well as wheel truing for the 7 line cars. Health & welfare/OPEB current expenses overran by \$10.9 million (9.8 percent), due mostly to the unfavorable timing of expenses. Other fringe benefit expenses were higher by \$3.8 million (9.5 percent), largely from the unfavorable timing of expenses and higher FICA costs. Payroll expenses were above forecast by \$4.3 million (1.5 percent), mainly from the unfavorable timing of expenses and reimbursable payroll underruns, partly offset by vacancies. Reimbursable overhead credits were favorable by \$5.0 million (25.0 percent), due to higher reimbursable overtime requirements. Year-to-date, expenses were over forecast by a net \$0.8 million (0.0 percent). Overtime expenses exceeded forecast by \$34.8 million (10.6 percent), due essentially to the same causal factors affecting the month as presented above. Other fringe benefit expenses were above forecast by \$7.3 million (2.1 percent), due primarily to the unfavorable timing of expenses and higher FICA costs. Payroll expenses were higher by \$4.1 million (0.2 percent), mainly from the unfavorable timing of expenses and reimbursable payroll underruns, partly offset by vacancies. Health & welfare/OPEB current expenses underran by \$30.4 million (3.6 percent), mostly from the timing of healthcare provider credits and a favorable rate experience. Reimbursable overhead credits were favorable by \$15.2 million (8.5 percent), due to higher reimbursable overtime requirements.

*Non-labor* expenses were less than forecast in August by \$8.5 million (5.5 percent). Maintenance contract expenses underran forecast by \$4.3 million (18.7 percent), mainly from the favorable timing of revenue vehicle maintenance & repair requirements. Professional service contract expenses were under forecast by \$2.9 million (21.9 percent), due primarily to the favorable timing of various professional service contract expenses and EDP-related requirements. Fuel expenses were less than forecast by \$3.1 million (45.8 percent), due largely to the favorable timing of expenses, partly offset by higher consumption and prices. Other business expenses were under forecast by \$1.7 million (25.8 percent), resulting primarily from the timing of miscellaneous credits. Paratransit expenses were lower by \$0.6 million (1.8 percent), due mainly to lower completed trips. Materials & supplies expenses were above forecast by \$3.6 million (13.4 percent), mostly from the unfavorable timing of maintenance material requirements. Electric power expenses were also over forecast by \$0.4 million (1.8 percent), resulting largely from the unfavorable timing of expenses, partly offset by lower consumption and prices.

Year-to-date, non-labor expenses were favorable by \$41.8 million (3.4 percent), including the following:

- Maintenance contract expenses were below forecast by \$19.8 million (12.3 percent), due largely to the favorable timing of revenue vehicle maintenance & repair requirements.
- Professional service contract expenses underran forecast by \$12.3 million (10.8 percent), due primarily to the favorable timing of various professional service contract expenses, partly offset by the unfavorable timing of data communications expenses.
- Materials and supplies expenses were under forecast by \$8.0 million (3.7 percent), principally resulting from favorable inventory/obsolescence adjustments, partly offset by the unfavorable timing of maintenance material requirements.
- Paratransit service contract expenses were lower than forecast by \$2.6 million (1.0 percent), due principally to lower completed trips.
- Electric power expenses were positive by \$2.3 million (1.2 percent), principally from lower consumption and prices, partly offset by the unfavorable timing of expenses.
- Fuel expenses were favorable by \$0.4 million (0.6 percent), resulting mainly from lower prices and the favorable timing of expenses, partly offset by higher consumption.
- Other business expenses were over by \$3.0 million (5.8 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 \$71.0 million (6.2 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 August year-to-date was \$1,935.2 million, unfavorable to forecast by \$52.5 million (2.8 percent), due largely to higher overtime expenditures and the unfavorable timing of capital reimbursements.

### **Incumbents**

There were 48,727 full-time paid incumbents at the end of August, an increase of 170 from the end of July and an increase of 676 from December 2016 (excluding 304 December temporary paid incumbents).

## RIDERSHIP RESULTS

### August 2017 Ridership vs. Forecast - (millions)

	August				August Year-to-Date			
	Forecast	Preliminary	More/(Less)		Forecast	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	143.8	141.8	(2.0)	(1.4%)	1,154.2	1,147.7	(6.5)	(0.6%)
NYCT Bus	50.1	48.7	(1.4)	(2.8%)	404.9	401.8	(3.1)	(0.8%)
Subtotal	193.9	190.5	(3.4)	(1.7%)	1,559.0	1,549.5	(9.5)	(0.6%)
Paratransit	0.8	0.8	(0.0)	(3.9%)	6.0	5.9	(0.1)	(1.8%)
<b>Total - NYCT</b>	<b>194.7</b>	<b>191.3</b>	<b>(3.4)</b>	<b>(1.7%)</b>	<b>1,565.1</b>	<b>1,555.4</b>	<b>(9.7)</b>	<b>(0.6%)</b>
MTA Bus Company	10.0	10.2	0.2	2.1%	80.5	81.2	0.6	0.8%
<i>Total - Regional Bus</i>	<i>60.1</i>	<i>58.9</i>	<i>(1.2)</i>	<i>(2.0%)</i>	<i>485.4</i>	<i>483.0</i>	<i>(2.5)</i>	<i>(0.5%)</i>

Notes: Totals may not add due to rounding.

### August Average Weekday and Weekend Ridership vs. Prior Year

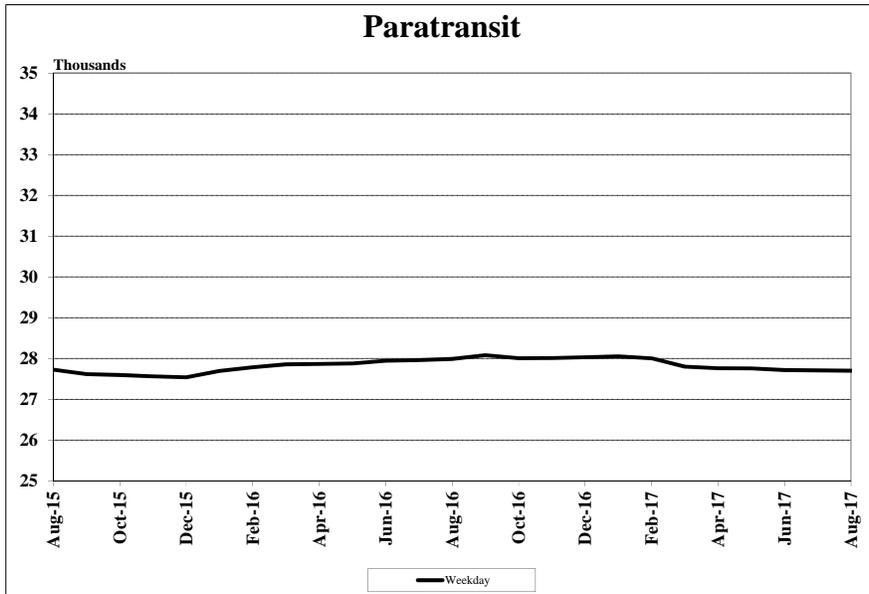
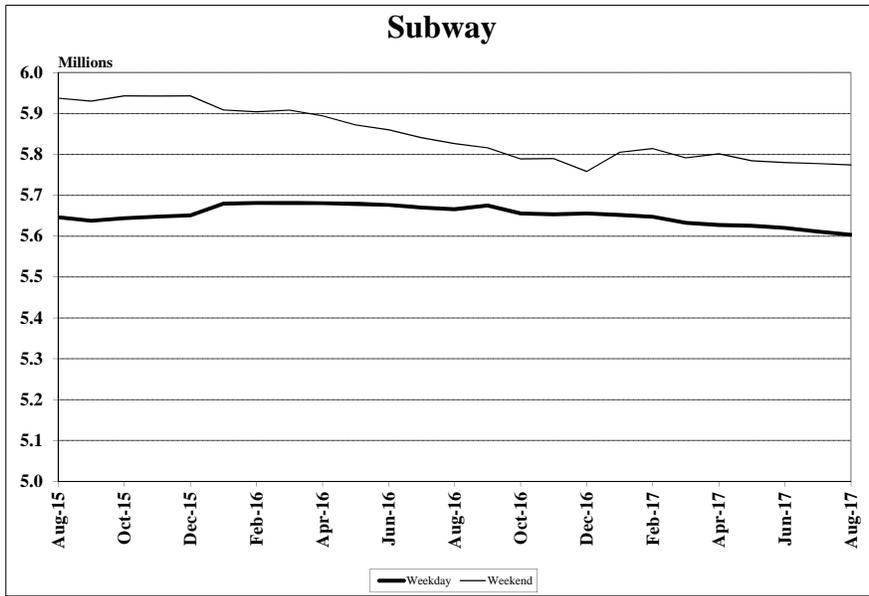
Month	Average Weekday - (thousands)				Average Weekend - (thousands)			
	2016	Preliminary	Change		2016	Preliminary	Change	
		2017	Amount	Percent		2017	Amount	Percent
Subway	5,276	5,196	(80)	-1.5%	5,586	5,545	(41)	-0.7%
NYCT Local Bus	1,830	1,704	(126)	-6.9%	2,251	2,140	(111)	-4.9%
NYCT Express Bus	39	39	(1)	-2.2%	12	13	1	+8.7%
Paratransit	28	28	(0)	-0.3%	33	35	2	+4.9%
<b>TOTAL - NYCT</b>	<b>7,174</b>	<b>6,967</b>	<b>(208)</b>	<b>-2.9%</b>	<b>7,882</b>	<b>7,732</b>	<b>(150)</b>	<b>-1.9%</b>
MTABC Local Bus	353	341	(12)	-3.3%	417	410	(6)	-1.5%
MTABC Express Bus	29	28	(1)	-2.7%	11	12	0	+3.9%
Total - MTA Bus	382	369	(12)	-3.2%	428	422	(6)	-1.4%
<i>Total - Regional Bus</i>	<i>2,252</i>	<i>2,112</i>	<i>(139)</i>	<i>-6.2%</i>	<i>2,690</i>	<i>2,574</i>	<i>(116)</i>	<i>-4.3%</i>
<b>12-Month Rolling Average</b>								
Subway	5,666	5,604	(62)	-1.1%	5,826	5,774	(52)	-0.9%
Local Bus	2,019	1,917	(103)	-5.1%	2,202	2,124	(78)	-3.5%
Express Bus	41	40	(0)	-1.1%	12	13	1	+4.6%
Paratransit	28	28	(0)	-1.0%	33	34	0	+0.6%
<b>TOTAL - NYCT</b>	<b>7,754</b>	<b>7,588</b>	<b>(166)</b>	<b>-2.1%</b>	<b>8,075</b>	<b>7,945</b>	<b>(130)</b>	<b>-1.6%</b>
MTABC Local Bus	379	371	(8)	-2.1%	390	390	(1)	-0.1%
MTABC Express Bus	29	28	(1)	-4.6%	12	11	(1)	-6.2%
Total - MTA Bus	408	399	(9)	-2.2%	402	401	(1)	-0.3%
<i>Total - Regional Bus</i>	<i>2,468</i>	<i>2,356</i>	<i>(112)</i>	<i>-4.5%</i>	<i>2,617</i>	<i>2,538</i>	<i>(79)</i>	<i>-3.0%</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 August 2016, with virtually no impact from weather.
- The August 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 August) in 2017, year-to-date weather adjusted average weekday non-student ridership was 0.3 percent lower on subway and 4.3 percent lower on bus than 2016.

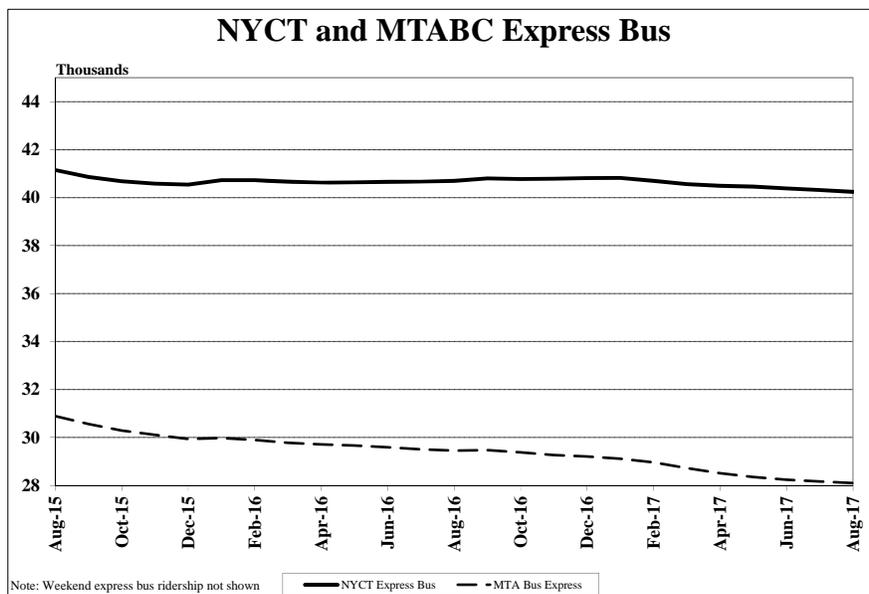
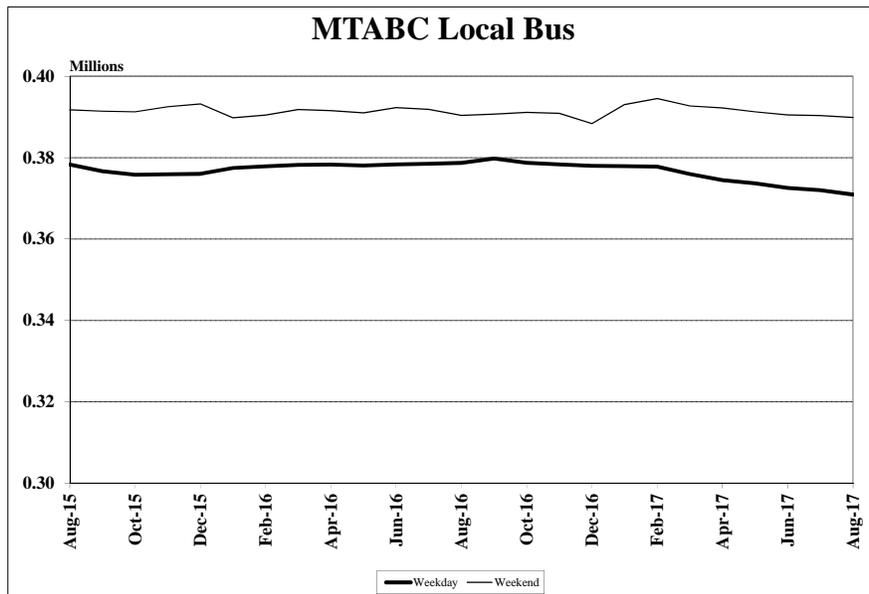
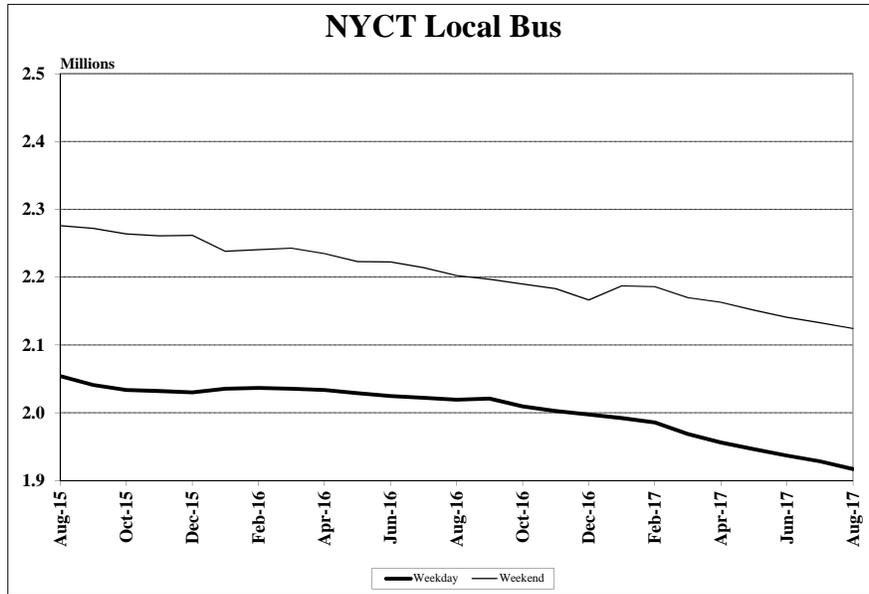
# Average Weekday and Weekend Ridership

## 12-Month Rolling Averages



# Average Weekday and Weekend Ridership

## 12-Month Rolling Averages



## Ridership on New York Area Transit Services

From August 2016 to August 2017, average weekday ridership was down on most area services, with the exception of PATH (up 10.2 percent, the highest average weekday ridership for any August on record), Staten Island Railway (up 0.8 percent) and Metro-North Railroad (up 0.6 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 6.9 percent from August 2016). Weekend ridership was mixed across area services, with PATH up 22.1 percent and NYCT Local Bus down 4.9 percent from August 2016.

Bridges and Tunnels traffic increased on both weekdays and weekends. The 12-month rolling weekday average also increased.

<b>Ridership on Transit Services in the New York Area</b>				
<b>(thousands)</b>				
<b>Transit Service</b>	<b>Aug-16</b>	<b>Preliminary Aug-17</b>	<b>Percent Change</b>	<b>12-Month Rolling Average Percent Change</b>
<u>Average Weekday</u>				
NYCT Subway	5,276	5,196	-1.5%	-1.1%
NYCT Local Bus	1,830	1,704	-6.9%	-5.1%
NYCT Express Bus	39	39	-2.2%	-1.1%
NYCT Paratransit	28	28	-0.3%	-1.0%
Staten Island Railway	14	14	+0.8%	-0.4%
MTA Local Bus	353	341	-3.3%	-2.1%
MTA Express Bus	29	28	-2.7%	-4.6%
Long Island Rail Road	303	299	-1.4%	+0.7%
Metro-North Railroad	277	278	+0.6%	+0.0%
PATH	269	297	+10.2%	+4.9%
<u>Average Weekend</u>				
NYCT Subway	5,586	5,545	-0.7%	-0.9%
NYCT Local Bus	2,251	2,140	-4.9%	-3.5%
NYCT Express Bus	12	13	+8.7%	+4.6%
NYCT Paratransit	33	35	+4.9%	+0.6%
Staten Island Railway	8	9	+8.2%	+3.8%
MTA Local Bus	417	410	-1.5%	-0.1%
MTA Express Bus	11	12	+3.9%	-6.2%
Long Island Rail Road	221	217	-1.6%	+1.7%
Metro-North Railroad	231	240	+4.2%	+1.7%
PATH	176	214	+22.1%	-1.9%

<b>MTA Bridges and Tunnels</b>				
<b>(thousands)</b>				
Average Weekday	901	919	+2.0%	+0.6%
Average Weekend	1,726	1,750	+1.4%	-0.2%

Note: Percentages are based on unrounded data.

## Economy

From August 2016 to August 2017, New York City employment increased 2.1 percent (89,500 jobs). Total private sector employment increased 2.4 percent (89,000 jobs) and government employment increased 0.1 percent (500 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 4.7 percent (42,400 jobs), continuing a long-term trend.

**NYC Employment by Sector - (thousands)**

Employment Sector	Aug-16	Aug-17	Change		
			Amount	%	% YTD
Construction	150.6	155.7	5.1	3.4%	2.8%
Manufacturing	75.9	74.9	-1.0	-1.3%	-3.2%
Trade & Transportation	620.1	615.0	-5.1	-0.8%	-1.0%
Leisure & Hospitality	439.6	457.3	17.7	4.0%	2.5%
Financial Activities	473.5	477.8	4.3	0.9%	0.7%
Information	197.6	192.6	-5.0	-2.5%	0.5%
Professional & Business Services	729.0	756.1	27.1	3.7%	3.2%
Educational & Health Services	898.6	941.0	42.4	4.7%	4.3%
Other Services	187.1	190.6	3.5	1.9%	2.0%
<b>Total Private</b>	<b>3,772.0</b>	<b>3,861.0</b>	<b>89.0</b>	<b>2.4%</b>	<b>2.0%</b>
Government	552.0	552.5	0.5	0.1%	0.3%
<b>Total NYC Employment</b>	<b>4,324.0</b>	<b>4,413.5</b>	<b>89.5</b>	<b>2.1%</b>	<b>1.8%</b>

**MTA NEW YORK CITY TRANSIT**  
**Aug - 2017 Mid\_Year**  
**Accrual Statement of Operations By Category**  
**Month - Aug 2017**  
(\$ in Millions)

9/18/2017 12:17 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
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$295.786	\$292.245	(3,541)	(1.2)	\$0.000	\$0.000	-	-	\$295.786	\$292.245	(3,541)	(1.2)
Bus	\$84.815	\$82.542	(2,273)	(2.7)	\$0.000	\$0.000	-	-	\$84.815	\$82.542	(2,273)	(2.7)
Paratransit	\$1.631	\$1.491	(0.140)	(8.6)	\$0.000	\$0.000	-	-	\$1.631	\$1.491	(0.140)	(8.6)
Fare Liability	\$6.125	\$6.125	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.125	\$6.125	\$0.000	0.0
<b>Farebox Revenue</b>	<b>\$388.357</b>	<b>\$382.404</b>	<b>(5,954)</b>	<b>(1.5)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$388.357</b>	<b>\$382.404</b>	<b>(5,954)</b>	<b>(1.5)</b>
Fare Reimbursement	\$6.195	\$2.176	(4,019)	(64.9)	\$0.000	\$0.000	-	-	\$6.195	\$2.176	(4,019)	(64.9)
Paratransit Reimbursement	\$15.189	\$14.793	(0.396)	(2.6)	\$0.000	\$0.000	-	-	\$15.189	\$14.793	(0.396)	(2.6)
Other Operating Revenue	\$16.327	\$12.846	(3,481)	(21.3)	\$0.000	\$0.000	-	-	\$16.327	\$12.846	(3,481)	(21.3)
<b>Other Revenue</b>	<b>\$37.710</b>	<b>\$29.815</b>	<b>(7,895)</b>	<b>(20.9)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$37.710</b>	<b>\$29.815</b>	<b>(7,895)</b>	<b>(20.9)</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$102.332	\$111.829	\$9.497	9.3	\$102.332	\$111.829	\$9.497	9.3
<b>Total Revenue</b>	<b>\$426.068</b>	<b>\$412.218</b>	<b>(13,849)</b>	<b>(3.3)</b>	<b>\$102.332</b>	<b>\$111.829</b>	<b>\$9.497</b>	<b>9.3</b>	<b>\$528.400</b>	<b>\$524.048</b>	<b>(4,352)</b>	<b>(0.8)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$279.608	\$283.903	(4,295)	(1.5)	\$42.959	\$38.494	\$4.465	10.4	\$322.567	\$322.397	\$0.170	0.1
Overtime	\$38.674	\$55.514	(16,839)	(43.5)	\$7.330	\$15.991	(8,661)	-	\$46.004	\$71.504	(25,500)	(55.4)
<b>Total Salaries &amp; Wages</b>	<b>\$318.283</b>	<b>\$339.417</b>	<b>(21,134)</b>	<b>(6.6)</b>	<b>\$50.289</b>	<b>\$54.485</b>	<b>(4,196)</b>	<b>(8.3)</b>	<b>\$368.571</b>	<b>\$393.901</b>	<b>(25,330)</b>	<b>(6.9)</b>
Health and Welfare	\$74.861	\$78.316	(3,454)	(4.6)	\$1.879	\$2.043	(0.164)	(8.7)	\$76.740	\$80.359	(3,619)	(4.7)
OPEB Current Payment	\$36.955	\$44.448	(7,492)	(20.3)	\$0.771	\$0.820	(0.049)	(6.3)	\$37.726	\$45.267	(7,541)	(20.0)
Pensions	\$77.164	\$77.101	\$0.064	0.1	\$3.005	\$2.979	\$0.026	0.9	\$80.169	\$80.079	\$0.090	0.1
Other Fringe Benefits	\$40.282	\$44.120	(3,838)	(9.5)	\$16.474	\$16.323	\$0.151	0.9	\$56.756	\$60.443	(3,687)	(6.5)
<b>Total Fringe Benefits</b>	<b>\$229.263</b>	<b>\$243.984</b>	<b>(14,721)</b>	<b>(6.4)</b>	<b>\$22.129</b>	<b>\$22.165</b>	<b>(0.036)</b>	<b>(0.2)</b>	<b>\$251.392</b>	<b>\$266.149</b>	<b>(14,757)</b>	<b>(5.9)</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(20.166)	(25.211)	\$5.045	25.0	\$20.166	\$25.211	(5.045)	(25.0)	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$527.379</b>	<b>\$558.189</b>	<b>(30,810)</b>	<b>(5.8)</b>	<b>\$92.584</b>	<b>\$101.861</b>	<b>(9,277)</b>	<b>(10.0)</b>	<b>\$619.963</b>	<b>\$660.050</b>	<b>(40,087)</b>	<b>(6.5)</b>
<b>Non-Labor :</b>												
Electric Power	\$23.215	\$23.634	(0,419)	(1.8)	\$0.021	(0.256)	\$0.277	-	\$23.236	\$23.379	(0,142)	(0.6)
Fuel	\$6.823	\$3.700	\$3,123	45.8	\$0.050	\$0.001	\$0.049	97.7	\$6.873	\$3.701	\$3,172	46.1
Insurance	\$6.223	\$6.339	(0,116)	(1.9)	\$0.000	\$0.000	-	-	\$6.223	\$6.339	(0,116)	(1.9)
Claims	\$14.038	\$14.038	\$0.000	0.0	\$0.000	\$0.000	-	-	\$14.038	\$14.038	\$0.000	0.0
Paratransit Service Contracts	\$35.049	\$34.410	\$0.639	1.8	\$0.000	\$0.001	-	-	\$35.049	\$34.410	\$0.639	1.8
Maintenance and Other Operating Contracts	\$22.866	\$18.592	\$4,274	18.7	\$2.913	\$2.981	(0,068)	(2.3)	\$25.779	\$21.573	\$4,206	16.3
Professional Service Contracts	\$13.326	\$10.409	\$2,917	21.9	\$0.695	\$2.006	(1,310)	-	\$14.021	\$12.415	\$1,607	11.5
Materials & Supplies	\$26.651	\$30.222	(3,571)	(13.4)	\$5.911	\$4.987	\$0.924	15.6	\$32.562	\$35.209	(2,647)	(8.1)
Other Business Expenses	\$6.564	\$4.870	\$1,694	25.8	\$0.159	\$0.250	(0,091)	(57.1)	\$6.723	\$5.120	\$1,604	23.9
<b>Non-Labor</b>	<b>\$154.755</b>	<b>\$146.214</b>	<b>\$8,541</b>	<b>5.5</b>	<b>\$9.748</b>	<b>\$9.968</b>	<b>(0,220)</b>	<b>(2.3)</b>	<b>\$164.504</b>	<b>\$156.182</b>	<b>\$8,321</b>	<b>5.1</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$682.134</b>	<b>\$704.403</b>	<b>(22,269)</b>	<b>(3.3)</b>	<b>\$102.332</b>	<b>\$111.829</b>	<b>(9,497)</b>	<b>(9.3)</b>	<b>\$784.467</b>	<b>\$816.232</b>	<b>(31,766)</b>	<b>(4.0)</b>
Depreciation	\$154.006	\$143.880	\$10.127	6.6	\$0.000	\$0.000	-	-	\$154.006	\$143.880	\$10.127	6.6
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	-	-
<b>Total Expenses</b>	<b>\$836.141</b>	<b>\$848.283</b>	<b>(12,142)</b>	<b>(1.5)</b>	<b>\$102.332</b>	<b>\$111.829</b>	<b>(9,497)</b>	<b>(9.3)</b>	<b>\$938.473</b>	<b>\$960.112</b>	<b>(21,639)</b>	<b>(2.3)</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(410.073)</b>	<b>(436.064)</b>	<b>(25,991)</b>	<b>(6.3)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(410.073)</b>	<b>(436.064)</b>	<b>(25,991)</b>	<b>(6.3)</b>

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**  
 Aug - 2017 Mid\_Year  
 Accrual Statement of Operations By Category  
 Year-To-Date - Aug 2017  
 (\$ in Millions)

9/18/2017 12:17 PM

	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent
			Variance				Variance				Variance	
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$2,277,967	\$2,267,692	(10,275)	(0.5)	\$0,000	\$0,000	-	-	\$2,277,967	\$2,267,692	(10,275)	(0.5)
Bus	\$637,715	\$633,041	(4,673)	(0.7)	\$0,000	\$0,000	-	-	\$637,715	\$633,041	(4,673)	(0.7)
Paratransit	\$12,037	\$11,604	(0,433)	(3.6)	\$0,000	\$0,000	-	-	\$12,037	\$11,604	(0,433)	(3.6)
Fare Liability	\$49,000	\$49,000	\$0,000	0.0	\$0,000	\$0,000	-	-	\$49,000	\$49,000	\$0,000	0.0
<b>Farebox Revenue</b>	<b>\$2,976,718</b>	<b>\$2,961,336</b>	<b>(15,382)</b>	<b>(0.5)</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>	<b>\$2,976,718</b>	<b>\$2,961,336</b>	<b>(15,382)</b>	<b>(0.5)</b>
Fare Reimbursement	\$59,238	\$51,997	(7,241)	(12.2)	\$0,000	\$0,000	-	-	\$59,238	\$51,997	(7,241)	(12.2)
Paratransit Reimbursement	\$119,445	\$118,032	(1,413)	(1.2)	\$0,000	\$0,000	-	-	\$119,445	\$118,032	(1,413)	(1.2)
Other Operating Revenue	\$117,251	\$115,061	(2,190)	(1.9)	\$0,000	\$0,000	-	-	\$117,251	\$115,061	(2,190)	(1.9)
<b>Other Revenue</b>	<b>\$295,934</b>	<b>\$285,090</b>	<b>(10,843)</b>	<b>(3.7)</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>	<b>\$295,934</b>	<b>\$285,090</b>	<b>(10,843)</b>	<b>(3.7)</b>
Capital and Other Reimbursements	\$0,000	\$0,000	-	-	\$854,630	\$886,925	\$32,294	3.8	\$854,630	\$886,925	\$32,294	3.8
<b>Total Revenue</b>	<b>\$3,272,652</b>	<b>\$3,246,427</b>	<b>(26,225)</b>	<b>(0.8)</b>	<b>\$854,630</b>	<b>\$886,925</b>	<b>\$32,294</b>	<b>3.8</b>	<b>\$4,127,282</b>	<b>\$4,133,352</b>	<b>\$6,070</b>	<b>0.1</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$2,175,709	\$2,179,821	(4,112)	(0.2)	\$322,989	\$313,246	\$9,743	3.0	\$2,498,698	\$2,493,067	\$5,631	0.2
Overtime	\$328,027	\$362,867	(34,840)	(10.6)	\$92,846	\$117,180	(24,334)	(26.2)	\$420,872	\$480,047	(59,175)	(14.1)
<b>Total Salaries &amp; Wages</b>	<b>\$2,503,736</b>	<b>\$2,542,688</b>	<b>(38,952)</b>	<b>(1.6)</b>	<b>\$415,835</b>	<b>\$430,426</b>	<b>(14,592)</b>	<b>(3.5)</b>	<b>\$2,919,571</b>	<b>\$2,973,114</b>	<b>(53,544)</b>	<b>(1.8)</b>
Health and Welfare	\$558,965	\$535,748	\$23,218	4.2	\$14,676	\$16,037	(1,362)	(9.3)	\$573,641	\$551,785	\$21,856	3.8
OPEB Current Payment	\$280,985	\$273,810	\$7,176	2.6	\$6,086	\$6,887	(0,800)	(13.2)	\$287,072	\$280,696	\$6,376	2.2
Pensions	\$617,561	\$617,812	(0,251)	0.0	\$24,367	\$23,571	\$0,796	3.3	\$641,928	\$641,382	\$0,545	0.1
Other Fringe Benefits	\$338,787	\$346,049	(7,262)	(2.1)	\$132,099	\$132,467	(0,367)	(0.3)	\$470,886	\$478,515	(7,629)	(1.6)
<b>Total Fringe Benefits</b>	<b>\$1,796,298</b>	<b>\$1,773,417</b>	<b>\$22,881</b>	<b>1.3</b>	<b>\$177,228</b>	<b>\$178,961</b>	<b>(1,733)</b>	<b>(1.0)</b>	<b>\$1,973,526</b>	<b>\$1,952,379</b>	<b>\$21,148</b>	<b>1.1</b>
Contribution to GASB Fund	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Reimbursable Overhead	(179,823)	(195,063)	\$15,240	8.5	\$179,823	\$195,063	(15,240)	(8.5)	\$0,000	\$0,000	\$0,000	-
<b>Labor</b>	<b>\$4,120,211</b>	<b>\$4,121,043</b>	<b>(0,831)</b>	<b>0.0</b>	<b>\$772,886</b>	<b>\$804,451</b>	<b>(31,565)</b>	<b>(4.1)</b>	<b>\$4,893,097</b>	<b>\$4,925,493</b>	<b>(32,396)</b>	<b>(0.7)</b>
<b>Non-Labor :</b>												
Electric Power	\$186,421	\$184,157	\$2,264	1.2	\$0,169	\$0,136	\$0,033	19.4	\$186,590	\$184,293	\$2,297	1.2
Fuel	\$62,569	\$62,188	\$0,381	0.6	\$0,077	\$0,010	\$0,067	86.7	\$62,646	\$62,198	\$0,448	0.7
Insurance	\$47,902	\$48,443	(0,541)	(1.1)	\$0,000	\$0,000	-	-	\$47,902	\$48,443	(0,541)	(1.1)
Claims	\$112,303	\$112,303	\$0,000	0.0	\$0,000	\$0,000	-	-	\$112,303	\$112,303	\$0,000	0.0
Paratransit Service Contracts	\$259,951	\$257,312	\$2,639	1.0	\$0,000	\$0,000	-	-	\$259,951	\$257,312	\$2,639	1.0
Maintenance and Other Operating Contracts	\$161,179	\$141,399	\$19,780	12.3	\$22,686	\$25,455	(2,769)	(12.2)	\$183,865	\$166,854	\$17,011	9.3
Professional Service Contracts	\$113,590	\$101,338	\$12,253	10.8	\$7,314	\$6,871	\$0,443	6.1	\$120,904	\$108,209	\$12,695	10.5
Materials & Supplies	\$217,335	\$209,315	\$8,020	3.7	\$52,203	\$50,111	\$2,092	4.0	\$269,538	\$259,426	\$10,113	3.8
Other Business Expenses	\$51,513	\$54,476	(2,963)	(5.8)	(0,704)	(0,110)	(0,595)	(84.4)	\$50,809	\$54,366	(3,557)	(7.0)
<b>Non-Labor</b>	<b>\$1,212,764</b>	<b>\$1,170,930</b>	<b>\$41,834</b>	<b>3.4</b>	<b>\$81,744</b>	<b>\$82,474</b>	<b>(0,730)</b>	<b>(0.9)</b>	<b>\$1,294,509</b>	<b>\$1,253,404</b>	<b>\$41,104</b>	<b>3.2</b>
<b>Other Expense Adjustments:</b>												
Other	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
<b>Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$5,332,975</b>	<b>\$5,291,973</b>	<b>\$41,003</b>	<b>0.8</b>	<b>\$854,630</b>	<b>\$886,925</b>	<b>(32,294)</b>	<b>(3.8)</b>	<b>\$6,187,606</b>	<b>\$6,178,897</b>	<b>\$8,708</b>	<b>0.1</b>
Depreciation	\$1,149,373	\$1,078,337	\$71,035	6.2	\$0,000	\$0,000	-	-	\$1,149,373	\$1,078,337	\$71,035	6.2
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	-	-
<b>Total Expenses</b>	<b>\$7,103,826</b>	<b>\$6,977,541</b>	<b>\$126,285</b>	<b>1.8</b>	<b>\$854,630</b>	<b>\$886,925</b>	<b>(32,294)</b>	<b>(3.8)</b>	<b>\$7,958,456</b>	<b>\$7,864,465</b>	<b>\$93,990</b>	<b>1.2</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(3,831,174)</b>	<b>(3,731,114)</b>	<b>\$100,060</b>	<b>2.6</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>(3,831,174)</b>	<b>(3,731,114)</b>	<b>\$100,060</b>	<b>2.6</b>

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**  
**August 2017**  
**(\$ in millions)**

<b>Generic Revenue or Expense Category</b>	<b>Nonreimb or Reimb</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
		<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>
		<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>	
Farebox Revenue	NR	(6.0)	(1.5)	Lower subway and bus ridership	(15.4)	(0.5)	Lower subway and bus ridership
Other Operating Revenue	NR	(7.9)	(20.9)	Largely the unfavorable timing of advertising and fare reimbursement revenues	(10.8)	(3.7)	Largely the unfavorable timing of fare reimbursement and advertising revenues, and lower paratransit Urban Tax revenues, partly offset by higher Transit Adjudication Bureau (TAB) fees
Payroll	NR	(4.3)	(1.5)	Mainly the unfavorable timing of expenses and reimbursable payroll underruns, partly offset by vacancies	(4.1)	(0.2)	Mainly the unfavorable timing of expenses and reimbursable payroll underruns, partly offset by vacancies
Overtime	NR	(16.8)	(43.5)	Mostly due to track, signals, infrastructure, station maintenance and car equipment requirements, as well as wheel truing for the 7 line cars	(34.8)	(10.6)	Mostly due to track, signals, infrastructure, station maintenance and car equipment requirements, as well as wheel truing for the 7 line cars
Health & Welfare (including OPEB current payment)	NR	(10.9)	(9.8)	Mostly the unfavorable timing of expenses	30.4	3.6	Mostly the favorable timing of healthcare provider credits and a favorable rate experience
Other Fringe Benefits	NR	(3.8)	(9.5)	Largely the unfavorable timing of expenses and higher FICA costs	(7.3)	(2.1)	Largely the unfavorable timing of expenses and higher FICA costs
Reimbursable Overhead	NR	5.0	25.0	Mostly favorable overhead credits, due to higher reimbursable overtime requirements	15.2	8.5	Mostly favorable overhead credits, due to higher reimbursable overtime requirements
Electric Power	NR	(0.4)	(1.8)	Primarily the unfavorable timing of expenses, partly offset by lower consumption and prices	2.3	1.2	Primarily lower consumption and prices, partly offset by the unfavorable timing of expenses
Fuel	NR	3.1	45.8	Largely the favorable timing of expenses, partly offset by higher consumption and prices	0.4	0.6	Primarily lower prices and the favorable timing of expenses, partly offset by higher consumption
Insurance	NR				(0.5)	(1.1)	The unfavorable timing of interagency MTA billing
Paratransit Service Contracts	NR	0.6	1.8	Due principally to lower completed trips	2.6	1.0	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**  
**August 2017**  
**(\$ in millions)**

<b>Generic Revenue or Expense Category</b>	<b>Nonreimb or Reimb</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
		<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>
		<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>	
Paratransit Service Contracts	NR	0.6	1.8	Due principally to lower completed trips	2.6	1.0	Due principally to lower completed trips
Maintenance and Other Operating Contracts	NR	4.3	18.7	Mainly the favorable timing of revenue vehicle maintenance & repair requirements	19.8	12.3	Mainly the favorable timing of revenue vehicle maintenance & repair requirements
Professional Service Contracts	NR	2.9	21.9	Mainly the favorable timing of various professional service contract expenses and EDP-related requirements	12.3	10.8	Mainly the favorable timing of various professional service contract expenses, partly offset by the unfavorable timing of data communications expenses
Materials & Supplies	NR	(3.6)	(13.4)	Mostly the unfavorable timing of maintenance material requirements	8.0	3.7	Principally favorable inventory/obsolescence adjustments, partly offset by the unfavorable timing of maintenance material requirements
Other Business Expenses	NR	1.7	25.8	Primarily resulting from the timing of miscellaneous credits	(3.0)	(5.8)	Primarily the unfavorable timing of reimbursable job closing adjustments and higher MVM credit card charges
Capital and Other Reimbursements	R	9.5	9.3	Increased reimbursements consistent with an increase in reimbursable expenses	32.3	3.8	Increased reimbursements consistent with an increase in reimbursable expenses
Payroll	R	4.5	10.4	Mainly the favorable timing of non-capital transactions and capital construction requirements	9.7	3.0	Mainly the favorable timing of non-capital transactions
Overtime	R	(8.7)	over (100.0)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability	(24.3)	(26.2)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability
Maintenance Contracts	R				(2.8)	(12.2)	Mostly the unfavorable timing of maintenance services and operating contract expenses
Professional Service Contracts	R	(1.3)	over (100.0)	The unfavorable timing of various professional service contract expenses	0.4	6.1	Primarily the favorable timing of various professional service contract requirements
Materials & Supplies	R	0.9	15.6	Mainly the favorable timing of maintenance material requirements	2.1	4.0	Mainly the favorable timing of maintenance material requirements

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan - 2017 Mid\_Year**  
**Cash Receipts and Expenditures**  
**Aug 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
<b>Receipts</b>								
<b>Farebox Revenue</b>	<b>\$385.185</b>	<b>\$392.429</b>	<b>\$7.244</b>	<b>1.9</b>	<b>\$2,987.664</b>	<b>\$2,976.264</b>	<b>(11.400)</b>	<b>(0.4)</b>
Fare Reimbursement	\$4.020	\$6.313	\$2.293	57.1	\$78.632	\$85.226	\$6.594	8.4
Paratransit Reimbursement	\$3.365	\$2.540	(0.825)	(24.5)	\$124.721	\$123.681	(1.040)	(0.8)
Other Operating Revenue	\$5.530	\$4.159	(1.371)	(24.8)	\$34.311	\$29.748	(4.563)	(13.3)
<b>Other Revenue</b>	<b>\$12.915</b>	<b>\$13.012</b>	<b>\$0.097</b>	<b>0.8</b>	<b>\$237.664</b>	<b>\$238.655</b>	<b>\$0.991</b>	<b>0.4</b>
Capital and Other Reimbursements	\$122.332	\$104.416	(17.916)	(14.6)	\$832.472	\$801.997	(30.475)	(3.7)
<b>Total Revenue</b>	<b>\$520.432</b>	<b>\$509.857</b>	<b>(10.575)</b>	<b>(2.0)</b>	<b>\$4,057.800</b>	<b>\$4,016.916</b>	<b>(40.884)</b>	<b>(1.0)</b>
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$298.604	\$290.398	\$8.206	2.7	\$2,438.463	\$2,425.793	\$12.670	0.5
Overtime	\$46.004	\$71.504	(25.500)	(55.4)	\$420.872	\$480.047	(59.175)	(14.1)
<b>Total Salaries &amp; Wages</b>	<b>\$344.608</b>	<b>\$361.902</b>	<b>(17.294)</b>	<b>(5.0)</b>	<b>\$2,859.335</b>	<b>\$2,905.840</b>	<b>(46.505)</b>	<b>(1.6)</b>
Health and Welfare	\$76.740	\$99.423	(22.683)	(29.6)	\$566.359	\$585.857	(19.498)	(3.4)
OPEB Current Payment	\$37.726	\$22.757	\$14.970	39.7	\$287.072	\$258.185	\$28.886	10.1
Pensions	\$80.169	\$80.073	\$0.096	0.1	\$641.834	\$641.269	\$0.565	0.1
Other Fringe Benefits	\$37.383	\$39.487	(2.104)	(5.6)	\$314.446	\$322.553	(8.107)	(2.6)
<b>Total Fringe Benefits</b>	<b>\$232.019</b>	<b>\$241.740</b>	<b>(9.721)</b>	<b>(4.2)</b>	<b>\$1,809.710</b>	<b>\$1,807.864</b>	<b>\$1.846</b>	<b>0.1</b>
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	-	-
<b>Labor</b>	<b>\$576.627</b>	<b>\$603.642</b>	<b>(27.015)</b>	<b>(4.7)</b>	<b>\$4,669.046</b>	<b>\$4,713.704</b>	<b>(44.658)</b>	<b>(1.0)</b>
<b>Non-Labor :</b>								
Electric Power	\$23.236	\$24.929	(1.693)	(7.3)	\$186.590	\$182.637	\$3.953	2.1
Fuel	\$7.093	\$7.216	(0.123)	(1.7)	\$61.762	\$60.205	\$1.557	2.5
Insurance	\$11.106	\$9.086	\$2.020	18.2	\$62.621	\$56.911	\$5.710	9.1
Claims	\$10.001	\$9.080	\$0.921	9.2	\$79.593	\$70.743	\$8.850	11.1
Paratransit Service Contracts	\$35.049	\$32.773	\$2.276	6.5	\$262.180	\$258.167	\$4.013	1.5
Maintenance and Other Operating Contracts	\$25.779	\$22.175	\$3.604	14.0	\$179.707	\$162.189	\$17.518	9.7
Professional Service Contracts	\$14.021	\$20.207	(6.186)	(44.1)	\$123.173	\$122.635	\$0.538	0.4
Materials & Supplies	\$30.562	\$31.640	(1.078)	(3.5)	\$264.949	\$268.456	(3.507)	(1.3)
Other Business Expenses	\$6.723	\$5.481	\$1.242	18.5	\$50.809	\$56.421	(5.612)	(11.0)
<b>Non-Labor</b>	<b>\$163.570</b>	<b>\$162.587</b>	<b>\$0.983</b>	<b>0.6</b>	<b>\$1,271.385</b>	<b>\$1,238.364</b>	<b>\$33.021</b>	<b>2.6</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$740.198</b>	<b>\$766.229</b>	<b>(26.031)</b>	<b>(3.5)</b>	<b>\$5,940.431</b>	<b>\$5,952.068</b>	<b>(11.637)</b>	<b>(0.2)</b>
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.001	\$0.000	\$0.001	-
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	-
<b>Total Expenditures</b>	<b>\$740.198</b>	<b>\$766.229</b>	<b>(26.031)</b>	<b>(3.5)</b>	<b>\$5,940.432</b>	<b>\$5,952.068</b>	<b>(11.636)</b>	<b>(0.2)</b>
<b>Net Surplus/(Deficit)</b>	<b>(219.766)</b>	<b>(256.372)</b>	<b>(36.606)</b>	<b>(16.7)</b>	<b>(1,882.632)</b>	<b>(1,935.152)</b>	<b>(52.520)</b>	<b>(2.8)</b>

Note: Totals may not add due to rounding

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

<b>Operating Receipts or Disbursements</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	7.2	1.9	Primarily the favorable timing of receipts	(11.4)	(0.4)	Primarily the unfavorable timing of receipts
Capital and Other Reimbursements	(17.9)	(14.6)	Largely the unfavorable timing of reimbursements	(30.5)	(3.7)	Largely the unfavorable timing of reimbursements
Salaries & Wages	(17.3)	(5.0)	Mostly higher overtime requirements	(46.5)	(1.6)	Mostly higher overtime requirements
Health & Welfare (including OPEB current payment)	(7.7)	(6.8)	Principally the unfavorable timing of expenditures	9.4	1.1	Principally higher credits and lower expenses, partly offset by the unfavorable timing of payments
Insurance	2.0	18.2	The favorable timing of interagency payments	5.7	9.1	The favorable timing of interagency payments
Claims				8.9	11.1	Mostly the favorable timing of payments
Paratransit Service Contracts				4.0	1.5	Due principally to lower expenditures
Maintenance Contracts	3.6	14.0	Mostly lower expenditures	17.5	9.7	Largely lower expenditures
Professional Service Contracts	(6.2)	(44.1)	Largely a payment catch-up			
Materials & Supplies				(3.5)	(1.3)	Largely due to a payment catch-up
Other Business Expenditures				(5.6)	(11.0)	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)**  
**Aug 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
<b>Revenue</b>								
Farebox Revenue	(3.172)	\$10.025	\$13.197	-	\$10.946	\$14.928	\$3.982	36.4
Fare Reimbursement	(2.175)	\$4.137	\$6.312	-	\$19.394	\$33.229	\$13.835	71.3
Paratransit Reimbursement	(11.824)	(12.253)	(0.430)	(3.6)	\$5.276	\$5.649	\$0.373	7.1
Other Operating Revenue	(10.797)	(8.687)	\$2.110	19.5	(82.940)	(85.313)	(2.373)	(2.9)
Other Revenue	(24.796)	(16.803)	\$7.993	32.2	(58.270)	(46.435)	\$11.834	20.3
Capital and Other Reimbursements	\$20.000	(7.413)	(27.413)	-	(22.158)	(84.928)	(62.770)	-
<b>Total Revenue</b>	<b>(7.968)</b>	<b>(14.191)</b>	<b>(6.223)</b>	<b>(78.1)</b>	<b>(69.482)</b>	<b>(116.436)</b>	<b>(46.954)</b>	<b>(67.6)</b>
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	\$23.963	\$31.999	\$8.036	33.5	\$60.236	\$67.274	\$7.039	11.7
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Salaries &amp; Wages</b>	<b>\$23.963</b>	<b>\$31.999</b>	<b>\$8.036</b>	<b>33.5</b>	<b>\$60.236</b>	<b>\$67.274</b>	<b>\$7.039</b>	<b>11.7</b>
Health and Welfare	\$0.000	(19.064)	(19.064)	-	\$7.282	(34.072)	(41.354)	-
OPEB Current Payment	\$0.000	\$22.511	\$22.511	-	\$0.000	\$22.511	\$22.511	-
Pensions	\$0.000	\$0.006	\$0.006	-	\$0.094	\$0.113	\$0.019	20.5
Other Fringe Benefits	\$19.373	\$20.956	\$1.583	8.2	\$156.440	\$155.962	(0.477)	(0.3)
<b>Total Fringe Benefits</b>	<b>\$19.373</b>	<b>\$24.409</b>	<b>\$5.036</b>	<b>26.0</b>	<b>\$163.816</b>	<b>\$144.515</b>	<b>(19.301)</b>	<b>(11.8)</b>
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	-
<b>Labor</b>	<b>\$43.336</b>	<b>\$56.408</b>	<b>\$13.072</b>	<b>30.2</b>	<b>\$224.051</b>	<b>\$211.789</b>	<b>(12.262)</b>	<b>(5.5)</b>
<b>Non-Labor :</b>								
Electric Power	\$0.000	(1.550)	(1.550)	-	\$0.000	\$1.656	\$1.656	-
Fuel	(0.221)	(3.515)	(3.294)	-	\$0.883	\$1.993	\$1.109	-
Insurance	(4.883)	(2.747)	\$2.136	43.7	(14.719)	(8.468)	\$6.251	42.5
Claims	\$4.037	\$4.958	\$0.921	22.8	\$32.710	\$41.560	\$8.850	27.1
Paratransit Service Contracts	\$0.000	\$1.637	\$1.637	-	(2.229)	(0.855)	\$1.374	61.6
Maintenance and Other Operating Contracts	\$0.000	(0.602)	(0.602)	-	\$4.158	\$4.665	\$0.507	12.2
Professional Service Contracts	\$0.000	(7.792)	(7.792)	-	(2.269)	(14.426)	(12.157)	-
Materials & Supplies	\$2.000	\$3.569	\$1.569	78.4	\$4.589	(9.030)	(13.619)	-
Other Business Expenses	\$0.000	(0.361)	(0.361)	-	\$0.000	(2.055)	(2.055)	-
<b>Non-Labor</b>	<b>\$0.933</b>	<b>(6.405)</b>	<b>(7.338)</b>	<b>-</b>	<b>\$23.123</b>	<b>\$15.040</b>	<b>(8.083)</b>	<b>(35.0)</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$44.269</b>	<b>\$50.003</b>	<b>\$5.734</b>	<b>13.0</b>	<b>\$247.175</b>	<b>\$226.829</b>	<b>(20.345)</b>	<b>(8.2)</b>
Depreciation	\$154.006	\$143.880	(10.126)	(6.6)	\$1,149.372	\$1,078.337	(71.035)	(6.2)
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	-
<b>Total Expenditures</b>	<b>\$198.275</b>	<b>\$193.883</b>	<b>(4.392)</b>	<b>(2.2)</b>	<b>\$2,018.024</b>	<b>\$1,912.397</b>	<b>(105.626)</b>	<b>(5.2)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$190.307</b>	<b>\$179.692</b>	<b>(10.615)</b>	<b>(5.6)</b>	<b>\$1,948.542</b>	<b>\$1,795.962</b>	<b>(152.580)</b>	<b>(7.8)</b>

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**  
**AUGUST 2017**

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
<b>Administration</b>				
Office of the President	33	34	(1)	
Law	320	293	27	
Office of the EVP	54	44	10	
Human Resources	234	232	2	
Office of Management and Budget	43	39	4	
Capital Planning & Budget	35	31	4	
Corporate Communications	278	260	18	
Non-Departmental	(34)	1	(35)	
Labor Relations	97	91	6	
Materiel	239	265	(26)	
Controller	128	123	5	
<b>Total Administration</b>	<b>1,427</b>	<b>1,413</b>	<b>14</b>	
<b>Operations</b>				
Subways Service Delivery	8,802	8,591	211	Mostly Shortage of Train & Tower Operators
Subways Operations Support/Admin	431	441	(10)	
Subways Stations	2,660	2,529	131	Mainly Shortage of Station Supervisors and Agents
<b>Sub-total Subways</b>	<b>11,893</b>	<b>11,561</b>	<b>332</b>	
Buses	11,183	11,009	174	Mainly shortage of Bus Operators
Paratransit	213	200	13	
Operations Planning	398	384	14	
Revenue Control	573	545	28	
Non-Departmental	0	0	0	
<b>Total Operations</b>	<b>24,260</b>	<b>23,699</b>	<b>561</b>	
<b>Maintenance</b>				
Subways Operations Support/Admin	139	133	6	
Subways Engineering	391	366	25	
Subways Car Equipment	4,587	4,552	35	
Subways Infrastructure	1,694	1,677	17	
Subways Elevators & Escalators	479	403	76	Mostly shortage of EL & ESCAL Maintainers
Subways Stations	3,868	3,858	10	
Subways Track	2,889	2,795	94	Largely shortage of Mtc. Supervisors & Track Wrkrs.
Subways Power	598	612	(14)	
Subways Signals	1,536	1,488	48	
Subways Electronic Maintenance	1,664	1,570	94	Mainly shortage of Maintainers and PTEs
<b>Sub-total Subways</b>	<b>17,845</b>	<b>17,454</b>	<b>391</b>	
Buses	3,672	3,641	31	
Supply Logistics	574	564	10	
System Safety	98	90	8	
Non-Departmental	(111)	2	(113)	
<b>Total Maintenance</b>	<b>22,078</b>	<b>21,751</b>	<b>327</b>	
<b>Engineering/Capital</b>				
Capital Program Management	1,358	1,427	(69)	Excess due mostly to PTEs
<b>Total Engineering/Capital</b>	<b>1,358</b>	<b>1,427</b>	<b>(69)</b>	
<b>Public Safety</b>				
Security	652	656	(4)	
<b>Total Public Safety</b>	<b>652</b>	<b>656</b>	<b>(4)</b>	
<b>Total Positions</b>				
	<b>49,775</b>	<b>48,946</b>	<b>829</b>	
Non-Reimbursable	43,956	43,991	(35)	
Reimbursable	5,819	4,955	864	
Total Full-Time	49,575	48,727	848	
Total Full-Time Equivalents	200	219	(19)	

**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**  
**AUGUST 2017**

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
<b>Administration:</b>				
Managers/Supervisors	508	441	67	
Professional, Technical, Clerical	890	947	(57)	
Operational Hourlies	29	25	4	
<b>Total Administration</b>	<b>1,427</b>	<b>1,413</b>	<b>14</b>	
<b>Operations</b>				
Managers/Supervisors	2,881	2,787	94	
Professional, Technical, Clerical	507	487	20	
Operational Hourlies	20,872	20,425	447	
<b>Total Operations</b>	<b>24,260</b>	<b>23,699</b>	<b>561</b>	
<b>Maintenance</b>				
Managers/Supervisors	3,960	3,865	95	
Professional, Technical, Clerical	1,144	1,053	91	
Operational Hourlies	16,974	16,833	141	
<b>Total Maintenance</b>	<b>22,078</b>	<b>21,751</b>	<b>327</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	339	342	(3)	
Professional, Technical, Clerical	1,017	1,083	(66)	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,358</b>	<b>1,427</b>	<b>(69)</b>	
<b>Public Safety</b>				
Managers/Supervisors	275	270	5	
Professional, Technical, Clerical	41	38	3	
Operational Hourlies	336	348	(12)	
<b>Total Public Safety</b>	<b>652</b>	<b>656</b>	<b>(4)</b>	
<b>Total Positions</b>				
Managers/Supervisors	7,963	7,705	258	
Professional, Technical, Clerical	3,599	3,608	(9)	
Operational Hourlies	38,213	37,633	580	
<b>Total Positions</b>	<b>49,775</b>	<b>48,946</b>	<b>829</b>	

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

	August						August Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	366,521	\$11.863	364,652	\$11.852	1,869	\$0.011 0.1%	2,831,854	\$91.137	2,810,268	\$90.547	21,586	\$0.590 0.6%
<u>Unscheduled Service</u>	311,870	\$10.503	440,863	\$14.623	(128,993)	(\$4.120) (39.2%)	2,428,050	\$80.392	2,752,530	\$90.707	(324,480)	(\$10.314) (12.8%)
<u>Programmatic/Routine Maintenance</u>	332,592	\$10.787	609,200	\$21.830	(276,608)	(\$11.043) *	2,930,293	\$99.714	3,417,695	\$120.090	(487,402)	(\$20.376) (20.4%)
<u>Unscheduled Maintenance</u>	49,784	\$1.696	46,310	\$1.568	3,473	\$0.128 7.5%	96,798	\$3.292	81,561	\$2.755	15,237	\$0.536 16.3%
<u>Vacancy/Absentee Coverage</u>	99,719	\$2.978	141,608	\$4.670	(41,889)	(\$1.692) (56.8%)	917,907	\$29.341	1,044,681	\$34.454	(126,774)	(\$5.113) (17.4%)
<u>Weather Emergencies</u>	2,330	\$0.078	9,871	\$0.357	(7,541)	(\$0.280) *	551,657	\$18.378	565,337	\$18.899	(13,680)	(\$0.521) (2.8%)
<u>Safety/Security/Law Enforcement</u>	12,174	\$0.364	9,088	\$0.248	3,086	\$0.115 31.7%	81,067	\$2.332	74,868	\$2.078	6,200	\$0.254 10.9%
<u>Other</u>	13,824	\$0.405	9,893	\$0.364	3,931	\$0.041 10.1%	106,180	\$3.441	95,551	\$3.338	10,629	\$0.103 3.0%
Subtotal	1,188,815	\$38.674	1,631,485	\$55.514	(442,671)	(\$16.839) (43.5%)	9,943,807	\$328.027	10,842,491	\$362.867	(898,684)	(\$34.840) (10.6%)
<b>REIMBURSABLE OVERTIME</b>	182,130	\$7.330	450,700	\$15.991	(268,570)	(\$8.661) *	2,580,890	\$92.846	3,343,997	\$117.180	(763,107)	(\$24.334) (26.2%)
<b>TOTAL OVERTIME</b>	<b>1,370,945</b>	<b>\$46.004</b>	<b>2,082,186</b>	<b>\$71.504</b>	<b>(711,241)</b>	<b>(\$25.500)</b> (55.4%)	<b>12,524,697</b>	<b>\$420.873</b>	<b>14,186,489</b>	<b>\$480.047</b>	<b>(1,661,791)</b>	<b>(\$59.174)</b> (14.1%)

Totals may not add due to rounding

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

\* Exceeds 100%

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

	August			August Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	1,869	\$0.0		21,586	\$0.6	Favorable results due to vacancy/absentee coverage, included in vacancy/absentee category.
		0.1%			0.6%	
<u>Unscheduled Service</u>	(128,993)	(\$4.1)	Unfavorable variance due to subway service delays and overcrowding.	(324,480)	(\$10.3)	Unfavorable variance due to subway service delays and overcrowding.
		(39.2%)			(12.8%)	
<u>Programmatic/Routine Maintenance</u>	(276,608)	(\$11.0)	Unfavorable variance mainly due to track, signals, infrastructure, station maintenance, and car equipment. In particular, overtime was attributable to wheel truing for the 7 line cars.	(487,402)	(\$20.4)	Unfavorable variance mainly due to track, signals, infrastructure, station maintenance, and car equipment. In particular, overtime was attributable to wheel truing for the 7 line cars.
		*			(20.4%)	
<u>Unscheduled Maintenance</u>	3,473	\$0.1		15,237	\$0.5	Favorable variance mainly due to Amtrak LIRR track work lower than forecasted.
		7.5%			16.3%	
<u>Vacancy/Absentee Coverage</u>	(41,889)	(\$1.7)	Unfavorable variance mainly due to bus operators, bus maintainers, train operators, track workers, E&E maintainers and EMD maintainers.	(126,774)	(\$5.1)	Unfavorable variance mainly due to bus operators, bus maintainers, track workers, station agents, and station maintainers.
		(56.8%)			(17.4%)	
<u>Weather Emergencies</u>	(7,541)	(\$0.3)		(13,680)	(\$0.5)	
		*			(2.8%)	
<u>Safety/Security/Law Enforcement</u>	3,086	\$0.1		6,200	\$0.3	
		31.7%			10.9%	
<u>Other</u>	3,931	\$0.0		10,629	\$0.1	
		10.1%			3.0%	
<b>Subtotal</b>	(442,671)	(\$16.8)		(898,684)	(\$34.8)	
		(43.5%)			(10.6%)	
<b>REIMBURSABLE OVERTIME</b>	(268,570)	(\$8.7)	Unfavorable variance mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability.	(763,107)	(\$24.3)	Unfavorable variance mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability.
		*			(26.2%)	
<b>TOTAL OVERTIME</b>	(711,241)	(\$25.5)		(1,661,791)	(\$59.2)	
		(55.4%)			(14.1%)	

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

**August 2017**

(All data are preliminary and subject to audit)

In the month of August, **operating revenues** were \$0.6 million, \$0.2 million (20.7 percent) below the Mid-Year Forecast (forecast), and, year-to-date, operating revenues of \$6.0 million were below forecast by \$0.2 million (3.1 percent). These underruns were both mainly due to the unfavorable timing of student fare reimbursements.

Total **ridership** in August 2017 was 353,604 riders, 1.4 percent (4,786 riders) above forecast. Year-to-date, ridership was 2,962,739 riders, 0.6 percent (17,451 riders) higher than forecast. August 2017 average weekday ridership was 13,786 riders, 0.8 percent (114 riders) above August 2016. Average weekday ridership for the twelve months ending August 2017 was 16,164 riders, 0.4 percent (68 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 August by \$2.1 million (30.0 percent). Labor expenses underran by \$0.7 million (16.5 percent), including lower health & welfare/OPEB current expenses of \$0.4 million (51.4 percent), due to the favorable timing of expenses and lower rates. Payroll expenses were below forecast by \$0.2 million (9.0 percent), driven by the timing of expenses and vacancies. Non-labor expenses were also under forecast by \$1.4 million (49.8 percent), mostly resulting from lower maintenance contract expenses of \$1.1 million (49.7 percent, relating mostly to the timing of R44 car fleet scheduled maintenance expenses. Year-to-date, expenses were less than forecast by \$4.1 million (8.6 percent), of which labor expenses were favorable by \$1.1 million (3.8 percent), largely represented by lower payroll expenses of \$0.7 million (4.8 percent), again due to the favorable timing of expenses and vacancies. Health & welfare/OPEB current expenses were also below forecast by \$0.5 million (10.6 percent), caused by the favorable timing of expenses, lower rates and vacancies. Non-labor expenses were under forecast by \$3.0 million (16.0 percent), due principally to the timing of R44 car fleet maintenance expenses.

Depreciation expenses were \$6.7 million year-to-date, exceeding forecast by \$1.2 million (20.8 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 \$38.4 million, favorable to forecast by \$4.6 million (10.8 percent), due primarily to the timing of R44 fleet maintenance expenditures.

**MTA STATEN ISLAND RAILWAY**  
 Aug - 2017 Mid\_Year  
 Accrual Statement of Operations By Category  
 Month - Aug 2017  
 (\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.611	\$0.618	\$0.007	1.2	\$0.000	\$0.000	-	-	\$0.611	\$0.618	\$0.007	1.2
Other Revenue	\$0.189	\$0.016	(0.173)	(91.4)	\$0.000	\$0.000	-	-	\$0.189	\$0.016	(0.173)	(91.4)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.256	\$0.189	(0.067)	(26.2)	\$0.256	\$0.189	(0.067)	(26.2)
<b>Total Revenue</b>	<b>\$0.800</b>	<b>\$0.635</b>	<b>(0.166)</b>	<b>(20.7)</b>	<b>\$0.256</b>	<b>\$0.189</b>	<b>(0.067)</b>	<b>(26.2)</b>	<b>\$1.057</b>	<b>\$0.824</b>	<b>(0.233)</b>	<b>(22.1)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$2.046	\$1.862	\$0.184	9.0	\$0.022	\$0.074	(0.051)	-	\$2.068	\$1.936	\$0.132	6.4
Overtime	\$0.276	\$0.365	(0.089)	(32.4)	\$0.164	\$0.030	\$0.134	81.5	\$0.440	\$0.396	\$0.044	10.1
<b>Total Salaries &amp; Wages</b>	<b>\$2.321</b>	<b>\$2.227</b>	<b>\$0.094</b>	<b>4.1</b>	<b>\$0.186</b>	<b>\$0.104</b>	<b>\$0.082</b>	<b>44.2</b>	<b>\$2.508</b>	<b>\$2.331</b>	<b>\$0.176</b>	<b>7.0</b>
Health and Welfare	\$0.534	\$0.253	\$0.281	52.6	\$0.000	\$0.000	\$0.000	-	\$0.534	\$0.253	\$0.281	52.6
OPEB Current Payment	\$0.250	\$0.128	\$0.122	48.8	\$0.000	\$0.000	\$0.000	-	\$0.250	\$0.128	\$0.122	48.7
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	\$0.562	\$0.475	\$0.087	15.5	\$0.000	\$0.000	\$0.000	-	\$0.562	\$0.475	\$0.087	15.5
<b>Total Fringe Benefits</b>	<b>\$1.952</b>	<b>\$1.368</b>	<b>\$0.584</b>	<b>29.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$1.952</b>	<b>\$1.368</b>	<b>\$0.584</b>	<b>29.9</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.070)	(0.084)	\$0.014	20.5	\$0.070	\$0.084	(0.014)	(20.5)	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$4.203</b>	<b>\$3.511</b>	<b>\$0.692</b>	<b>16.5</b>	<b>\$0.256</b>	<b>\$0.189</b>	<b>\$0.068</b>	<b>26.4</b>	<b>\$4.459</b>	<b>\$3.699</b>	<b>\$0.760</b>	<b>17.0</b>
<b>Non-Labor :</b>												
Electric Power	\$0.303	\$0.291	\$0.011	3.8	\$0.000	\$0.000	\$0.000	-	\$0.303	\$0.291	\$0.011	3.8
Fuel	\$0.019	\$0.011	\$0.008	42.8	\$0.000	\$0.000	\$0.000	-	\$0.019	\$0.011	\$0.008	42.8
Insurance	\$0.047	\$0.107	(0.060)	-	\$0.000	\$0.000	\$0.000	-	\$0.047	\$0.107	(0.060)	-
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	\$2.192	\$1.102	\$1.090	49.7	\$0.000	\$0.000	\$0.000	-	\$2.192	\$1.102	\$1.090	49.7
Professional Service Contracts	\$0.133	\$0.018	\$0.115	86.5	\$0.000	\$0.001	(0.001)	-	\$0.133	\$0.018	\$0.114	86.1
Materials & Supplies	\$0.167	\$0.249	(0.081)	(48.6)	\$0.000	\$0.000	\$0.000	-	\$0.167	\$0.249	(0.081)	(48.6)
Other Business Expenses	\$0.003	(0.357)	\$0.360	-	\$0.000	\$0.000	\$0.000	-	\$0.003	(0.357)	\$0.360	-
<b>Non-Labor</b>	<b>\$2.871</b>	<b>\$1.441</b>	<b>\$1.431</b>	<b>49.8</b>	<b>\$0.000</b>	<b>\$0.001</b>	<b>(0.001)</b>	<b>-</b>	<b>\$2.871</b>	<b>\$1.441</b>	<b>\$1.430</b>	<b>49.8</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$7.074</b>	<b>\$4.951</b>	<b>\$2.123</b>	<b>30.0</b>	<b>\$0.256</b>	<b>\$0.189</b>	<b>\$0.067</b>	<b>26.2</b>	<b>\$7.331</b>	<b>\$5.140</b>	<b>\$2.190</b>	<b>29.9</b>
Depreciation	\$0.692	\$0.955	(0.263)	(38.0)	\$0.000	\$0.000	\$0.000	-	\$0.692	\$0.955	(0.263)	(38.0)
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	-
<b>Total Expenses</b>	<b>\$7.766</b>	<b>\$5.906</b>	<b>\$1.860</b>	<b>23.9</b>	<b>\$0.256</b>	<b>\$0.189</b>	<b>\$0.067</b>	<b>26.2</b>	<b>\$8.022</b>	<b>\$6.095</b>	<b>\$1.927</b>	<b>24.0</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(6.965)</b>	<b>(5.272)</b>	<b>\$1.694</b>	<b>24.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(6.965)</b>	<b>(5.272)</b>	<b>\$1.694</b>	<b>24.3</b>

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**  
 Aug - 2017 Mid\_Year  
 Accrual Statement of Operations By Category  
 Year-To-Date - Aug 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
<b>Revenue</b>												
Farebox Revenue	\$4.493	\$4.523	\$0.030	0.7	\$0.000	\$0.000	-	-	\$4.493	\$4.523	\$0.030	0.7
Other Revenue	\$1.649	\$1.431	(0.218)	(13.2)	\$0.000	\$0.000	-	-	\$1.649	\$1.431	(0.218)	(13.2)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$2.193	\$2.096	(0.097)	(4.4)	\$2.193	\$2.096	(0.097)	(4.4)
<b>Total Revenue</b>	<b>\$6.142</b>	<b>\$5.954</b>	<b>(0.188)</b>	<b>(3.1)</b>	<b>\$2.193</b>	<b>\$2.096</b>	<b>(0.097)</b>	<b>(4.4)</b>	<b>\$8.336</b>	<b>\$8.051</b>	<b>(0.285)</b>	<b>(3.4)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$14.990	\$14.272	\$0.718	4.8	\$0.480	\$0.675	(0.195)	(40.7)	\$15.470	\$14.947	\$0.523	3.4
Overtime	\$2.352	\$2.539	(0.187)	(8.0)	\$0.844	\$0.457	\$0.387	45.8	\$3.196	\$2.996	\$0.200	6.2
<b>Total Salaries &amp; Wages</b>	<b>\$17.342</b>	<b>\$16.811</b>	<b>\$0.531</b>	<b>3.1</b>	<b>\$1.324</b>	<b>\$1.133</b>	<b>\$0.192</b>	<b>14.5</b>	<b>\$18.666</b>	<b>\$17.943</b>	<b>\$0.723</b>	<b>3.9</b>
Health and Welfare	\$3.539	\$2.845	\$0.693	19.6	\$0.000	\$0.000	\$0.000	-	\$3.539	\$2.845	\$0.693	19.6
OPEB Current Payment	\$1.374	\$1.548	(0.174)	(12.7)	\$0.002	\$0.004	(0.002)	(71.8)	\$1.377	\$1.553	(0.176)	(12.8)
Pensions	\$4.369	\$4.088	\$0.281	6.4	\$0.000	\$0.000	\$0.000	-	\$4.369	\$4.088	\$0.281	6.4
Other Fringe Benefits	\$3.410	\$3.708	(0.298)	(8.7)	\$0.000	\$0.000	\$0.000	-	\$3.410	\$3.708	(0.298)	(8.7)
<b>Total Fringe Benefits</b>	<b>\$12.691</b>	<b>\$12.189</b>	<b>\$0.502</b>	<b>4.0</b>	<b>\$0.002</b>	<b>\$0.004</b>	<b>(0.002)</b>	<b>(71.8)</b>	<b>\$12.694</b>	<b>\$12.194</b>	<b>\$0.500</b>	<b>3.9</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.866)	(0.943)	\$0.076	8.8	\$0.867	\$0.947	(0.080)	(9.3)	\$0.000	\$0.004	(0.004)	-
<b>Labor</b>	<b>\$29.167</b>	<b>\$28.057</b>	<b>\$1.109</b>	<b>3.8</b>	<b>\$2.193</b>	<b>\$2.084</b>	<b>\$0.109</b>	<b>5.0</b>	<b>\$31.360</b>	<b>\$30.141</b>	<b>\$1.219</b>	<b>3.9</b>
<b>Non-Labor :</b>												
Electric Power	\$2.586	\$2.568	\$0.017	0.7	\$0.000	\$0.004	(0.004)	-	\$2.586	\$2.573	\$0.013	0.5
Fuel	\$0.140	\$0.090	\$0.050	35.6	\$0.000	\$0.000	\$0.000	-	\$0.140	\$0.090	\$0.050	35.6
Insurance	\$0.749	\$0.780	(0.031)	(4.2)	\$0.000	\$0.000	\$0.000	-	\$0.749	\$0.780	(0.031)	(4.2)
Claims	\$0.122	\$0.160	(0.038)	(31.1)	\$0.000	\$0.000	\$0.000	-	\$0.122	\$0.160	(0.038)	(31.1)
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	\$12.968	\$9.695	\$3.274	25.2	\$0.000	\$0.000	\$0.000	-	\$12.968	\$9.695	\$3.274	25.2
Professional Service Contracts	\$0.581	\$0.625	(0.044)	(7.6)	\$0.000	\$0.008	(0.008)	-	\$0.581	\$0.633	(0.052)	(8.9)
Materials & Supplies	\$1.555	\$1.934	(0.379)	(24.4)	\$0.000	\$0.000	\$0.000	-	\$1.555	\$1.934	(0.379)	(24.4)
Other Business Expenses	\$0.240	\$0.065	\$0.175	72.8	\$0.000	\$0.000	\$0.000	-	\$0.240	\$0.065	\$0.175	72.8
<b>Non-Labor</b>	<b>\$18.941</b>	<b>\$15.918</b>	<b>\$3.024</b>	<b>16.0</b>	<b>\$0.000</b>	<b>\$0.012</b>	<b>(0.012)</b>	<b>-</b>	<b>\$18.941</b>	<b>\$15.930</b>	<b>\$3.011</b>	<b>15.9</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$48.108</b>	<b>\$43.975</b>	<b>\$4.133</b>	<b>8.6</b>	<b>\$2.193</b>	<b>\$2.096</b>	<b>\$0.097</b>	<b>4.4</b>	<b>\$50.301</b>	<b>\$46.072</b>	<b>\$4.230</b>	<b>8.4</b>
Depreciation	\$5.533	\$6.685	(1.152)	(20.8)	\$0.000	\$0.000	\$0.000	-	\$5.533	\$6.685	(1.152)	(20.8)
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	-
<b>Total Expenses</b>	<b>\$57.408</b>	<b>\$54.336</b>	<b>\$3.072</b>	<b>5.4</b>	<b>\$2.193</b>	<b>\$2.096</b>	<b>\$0.097</b>	<b>4.4</b>	<b>\$59.601</b>	<b>\$56.432</b>	<b>\$3.169</b>	<b>5.3</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(51.266)</b>	<b>(48.381)</b>	<b>\$2.884</b>	<b>5.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(51.266)</b>	<b>(48.381)</b>	<b>\$2.884</b>	<b>5.6</b>

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**  
**August 2017**  
**(\$ in millions)**

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>MONTH</u>			<u>YEAR-TO-DATE</u>		
		<u>Favorable/</u>		<u>Reason for Variance</u>	<u>Favorable/</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Revenue	Non Reimb.	0.007	1.2	Mostly due to higher ridership	0.030	0.7	Mostly due to higher ridership
Other Operating Revenue	Non Reimb.	(0.173)	(91.4)	The unfavorable timing of student fare reimbursements	(0.218)	(13.2)	The unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	0.184	9.0	Largely the favorable timing of expenses and vacancies	0.718	4.8	Largely the favorable timing of expenses and vacancies
Overtime	Non Reimb.	(0.089)	(32.4)	The unfavorable timing of project requirements	(0.187)	(8.0)	The unfavorable timing of project requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.403	51.4	The favorable timing of expenses and lower rates	0.519	10.6	The favorable timing of expenses and lower rates
Pension	Non Reimb.	0.094	15.6	The favorable timing of expenses	0.281	6.4	The favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.087	15.5	The favorable timing of interagency billing/expenses	(0.298)	(8.7)	Additional Workers' Compensation reserve adjustments not anticipated in the forecast
Fuel	Non Reimb.				0.050	35.6	Largely the timing of expenses
Insurance	Non Reimb.				(0.031)	(4.2)	The unfavorable timing of interagency billing with MTA
Maintenance & Other Operating Contracts	Non Reimb.	1.090	49.7	Largely the favorable timing of R44 fleet maintenance expenses	3.274	25.2	Mainly the favorable timing of R44 fleet maintenance expenses
Professional Service Contracts	Non Reimb.	0.115	86.5	The favorable timing of legal/other expenses			
Materials and Supplies	Non Reimb.				(0.379)	(24.4)	Primarily increased track-related requirements in support of the Spot Tie Replacement Project
Capital and Other Reimbursements	Reimb.	(0.067)	(26.2)	Timing of contractor requirements	(0.097)	(4.4)	Timing of contractor requirements
Payroll	Reimb.	(0.051)	over (100.0)	Timing of contractor requirements	(0.195)	(40.7)	Timing of contractor requirements
Overtime	Reimb.	0.134	81.5	Timing of contractor requirements	0.387	45.8	Timing of contractor requirements

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan - 2017 Mid\_Year**  
**Cash Receipts and Expenditures**  
 Aug 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
<b>Receipts</b>								
Farebox Revenue	\$0.611	\$0.574	(0.037)	(6.1)	\$4.395	\$4.434	\$0.039	0.9
Other Revenue	\$0.189	\$0.764	\$0.575	-	\$1.826	\$2.132	\$0.306	16.8
Capital and Other Reimbursements	\$0.256	\$0.482	\$0.226	88.1	\$2.421	\$2.148	(0.273)	(11.3)
<b>Total Revenue</b>	<b>\$1.057</b>	<b>\$1.820</b>	<b>\$0.763</b>	<b>72.2</b>	<b>\$8.642</b>	<b>\$8.714</b>	<b>\$0.072</b>	<b>0.8</b>
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$2.068	\$1.986	\$0.082	4.0	\$15.742	\$16.766	(1.024)	(6.5)
Overtime	\$0.440	\$0.314	\$0.126	28.6	\$3.135	\$2.754	\$0.381	12.2
<b>Total Salaries &amp; Wages</b>	<b>\$2.508</b>	<b>\$2.300</b>	<b>\$0.208</b>	<b>8.3</b>	<b>\$18.878</b>	<b>\$19.520</b>	<b>(0.642)</b>	<b>(3.4)</b>
Health and Welfare	\$0.534	\$0.800	(0.266)	(49.9)	\$4.486	\$3.739	\$0.747	16.7
OPEB Current Payment	\$0.250	\$0.062	\$0.188	75.2	\$0.973	\$0.876	\$0.097	10.0
Pensions	\$0.605	\$0.511	\$0.094	15.6	\$4.369	\$4.088	\$0.281	6.4
Other Fringe Benefits	\$0.562	\$0.160	\$0.402	71.5	\$2.739	\$3.265	(0.526)	(19.2)
<b>Total Fringe Benefits</b>	<b>\$1.952</b>	<b>\$1.533</b>	<b>\$0.419</b>	<b>21.4</b>	<b>\$12.567</b>	<b>\$11.968</b>	<b>\$0.599</b>	<b>4.8</b>
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	-	-
<b>Labor</b>	<b>\$4.459</b>	<b>\$3.833</b>	<b>\$0.626</b>	<b>14.0</b>	<b>\$31.445</b>	<b>\$31.488</b>	<b>(0.043)</b>	<b>(0.1)</b>
<b>Non-Labor :</b>								
Electric Power	\$0.303	\$0.286	\$0.017	5.6	\$2.604	\$2.612	(0.008)	(0.3)
Fuel	\$0.019	\$0.001	\$0.018	94.8	\$0.125	\$0.057	\$0.068	54.3
Insurance	\$0.047	\$0.000	\$0.047	-	\$0.692	\$0.776	(0.084)	(12.2)
Claims	\$0.007	\$0.000	\$0.007	-	\$0.272	\$0.280	(0.008)	(2.9)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$2.192	\$0.035	\$2.157	98.4	\$13.580	\$8.194	\$5.386	39.7
Professional Service Contracts	\$0.133	\$0.250	(0.117)	(88.4)	\$0.579	\$0.656	(0.077)	(13.3)
Materials & Supplies	\$0.167	\$0.753	(0.586)	-	\$2.348	\$2.997	(0.649)	(27.6)
Other Business Expenses	\$0.003	\$0.010	(0.008)	-	\$0.058	\$0.076	(0.018)	(29.9)
<b>Non-Labor</b>	<b>\$2.871</b>	<b>\$1.335</b>	<b>\$1.536</b>	<b>53.5</b>	<b>\$20.259</b>	<b>\$15.648</b>	<b>\$4.611</b>	<b>22.8</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$7.331</b>	<b>\$5.168</b>	<b>\$2.163</b>	<b>29.5</b>	<b>\$51.704</b>	<b>\$47.136</b>	<b>\$4.568</b>	<b>8.8</b>
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	-
<b>Total Expenditures</b>	<b>\$7.330</b>	<b>\$5.168</b>	<b>\$2.162</b>	<b>29.5</b>	<b>\$51.704</b>	<b>\$47.136</b>	<b>\$4.568</b>	<b>8.8</b>
<b>Net Surplus/(Deficit)</b>	<b>(6.273)</b>	<b>(3.348)</b>	<b>\$2.925</b>	<b>46.6</b>	<b>(43.061)</b>	<b>(38.422)</b>	<b>\$4.639</b>	<b>10.8</b>

Note: Totals may not add due to rounding

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

<b>Operating Receipts or Disbursements</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>
	<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>	
Farebox Receipts	(0.037)	(6.1%)	Primarily the unfavorable timing of cash settlements with NYCT	0.039	0.9%	Primarily the favorable timing of cash settlements with NYCT
Other Operating Revenue	0.575	over 100.0%	Mostly the favorable timing of student fare cash reimbursements	0.306	16.8%	Mostly the favorable timing of student fare cash reimbursements
Capital and Other Reimbursements	0.226	88.1%	The favorable timing of reimbursements	(0.273)	(11.3%)	The unfavorable timing of reimbursements
Salaries & Wages				(0.642)	(3.4%)	Mostly the unfavorable timing of payments
Health and Welfare (including OPEB current payment)				0.844	15.5%	Primarily lower expenses and the favorable timing of payments
Other Fringe Benefits	0.402	71.5%	Largely the favorable timing of payments	(0.526)	(19.2%)	Largely the unfavorable timing of payments
Maintenance Contracts	2.157	98.4%	Principally the favorable timing of R44 Fleet maintenance expenditures/payments	5.386	39.7%	Principally the favorable timing of R44 Fleet maintenance expenditures/payments
Materials & Supplies	(0.586)	Over (100.0%)	Primarily increased track-related requirements in support of the Spot Tie Replacement Project and the unfavorable timing of payments	(0.649)	(27.6%)	Primarily increased track-related requirements in support of the Spot Tie Replacement Project and the unfavorable timing of payments

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan - 2017 Mid\_Year**  
**Cash Conversion (Cash Flow Adjustments)**  
**Aug 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
<b>Revenue</b>								
Farebox Revenue	\$0.000	(0.044)	(0.044)	-	(0.098)	(0.089)	\$0.009	9.1
Other Revenue	\$0.000	\$0.748	\$0.748	-	\$0.177	\$0.701	\$0.524	-
Capital and Other Reimbursements	\$0.000	\$0.293	\$0.293	-	\$0.228	\$0.052	(0.176)	(77.4)
<b>Total Revenue</b>	<b>\$0.000</b>	<b>\$0.996</b>	<b>\$0.996</b>	<b>-</b>	<b>\$0.307</b>	<b>\$0.663</b>	<b>\$0.357</b>	<b>-</b>
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	\$0.000	(0.050)	(0.050)	-	(0.272)	(1.819)	(1.547)	-
Overtime	\$0.000	\$0.082	\$0.082	-	\$0.060	\$0.242	\$0.182	-
<b>Total Salaries &amp; Wages</b>	<b>\$0.000</b>	<b>\$0.031</b>	<b>\$0.031</b>	<b>-</b>	<b>(0.212)</b>	<b>(1.577)</b>	<b>(1.365)</b>	<b>-</b>
Health and Welfare	\$0.000	(0.547)	(0.547)	-	(0.948)	(0.894)	\$0.054	5.7
OPEB Current Payment	\$0.000	\$0.066	\$0.066	-	\$0.404	\$0.677	\$0.273	67.6
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.000	\$0.315	\$0.315	-	\$0.671	\$0.443	(0.228)	(34.0)
<b>Total Fringe Benefits</b>	<b>\$0.000</b>	<b>(0.165)</b>	<b>(0.165)</b>	<b>-</b>	<b>\$0.127</b>	<b>\$0.226</b>	<b>\$0.099</b>	<b>78.3</b>
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	-
<b>Labor</b>	<b>\$0.000</b>	<b>(0.134)</b>	<b>(0.134)</b>	<b>-</b>	<b>(0.086)</b>	<b>(1.347)</b>	<b>(1.261)</b>	<b>-</b>
<b>Non-Labor :</b>								
Electric Power	\$0.000	\$0.005	\$0.005	-	(0.019)	(0.039)	(0.021)	-
Fuel	\$0.000	\$0.010	\$0.010	-	\$0.015	\$0.033	\$0.018	-
Insurance	\$0.000	\$0.107	\$0.107	-	\$0.057	\$0.004	(0.053)	(92.7)
Claims	\$0.000	\$0.020	\$0.020	-	(0.150)	(0.120)	\$0.030	20.0
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	\$1.067	\$1.067	-	(0.612)	\$1.501	\$2.113	-
Professional Service Contracts	\$0.000	(0.232)	(0.232)	-	\$0.002	(0.023)	(0.025)	-
Materials & Supplies	\$0.000	(0.504)	(0.504)	-	(0.793)	(1.063)	(0.269)	(33.9)
Other Business Expenses	\$0.000	(0.367)	(0.367)	-	\$0.182	(0.011)	(0.193)	-
<b>Non-Labor</b>	<b>\$0.000</b>	<b>\$0.106</b>	<b>\$0.106</b>	<b>-</b>	<b>(1.317)</b>	<b>\$0.282</b>	<b>\$1.600</b>	<b>-</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$0.000</b>	<b>(0.028)</b>	<b>(0.028)</b>	<b>-</b>	<b>(1.403)</b>	<b>(1.064)</b>	<b>\$0.338</b>	<b>24.1</b>
Depreciation	\$0.692	\$0.955	\$0.263	38.0	\$5.534	\$6.685	\$1.152	20.8
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	-
<b>Total Expenditures</b>	<b>\$0.692</b>	<b>\$0.927</b>	<b>\$0.235</b>	<b>34.0</b>	<b>\$7.897</b>	<b>\$9.296</b>	<b>\$1.399</b>	<b>17.7</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$0.692</b>	<b>\$1.924</b>	<b>\$1.232</b>	<b>-</b>	<b>\$8.204</b>	<b>\$9.959</b>	<b>\$1.755</b>	<b>21.4</b>

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  
 August 2017**

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
Executive	13	11	2
General Office	10	7	3
Purchasing/Stores	6	5	1
<b>Total Administration</b>	<b>29</b>	<b>23</b>	<b>6</b>
<b>Operations</b>			
Transportation	107	112	(5)
<b>Total Operations</b>	<b>107</b>	<b>112</b>	<b>(5)</b>
<b>Maintenance</b>			
Mechanical	52	50	2
Electronics/Electrical	15	14	1
Power/Signals	27	20	7
Maintenance of Way	60	53	7
Infrastructure	26	32	(6)
<b>Total Maintenance</b>	<b>180</b>	<b>169</b>	<b>11</b>
<b>Engineering/Capital</b>			
Capital Project Support	14	6	8
<b>Total Engineering Capital</b>	<b>14</b>	<b>6</b>	<b>8</b>
<b>Total Positions</b>	<b>330</b>	<b>310</b>	<b>20</b>
Non-Reimbursable	316	304	12
Reimbursable	14	6	8
Total Full-Time	330	310	20
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  
 August 2017

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	17	14	3	
Professional, Technical, Clerical	12	9	3	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>29</b>	<b>23</b>	<b>6</b>	
<b>Operations</b>				
Managers/Supervisors	5	3	2	
Professional, Technical, Clerical	3	3	0	
Operational Hourlies	99	106	(7)	
<b>Total Operations</b>	<b>107</b>	<b>112</b>	<b>(5)</b>	
<b>Maintenance</b>				
Managers/Supervisors	15	13	2	
Professional, Technical, Clerical	6	4	2	
Operational Hourlies	159	152	7	
<b>Total Maintenance</b>	<b>180</b>	<b>169</b>	<b>11</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	3	2	1	
Professional, Technical, Clerical	2	0	2	
Operational Hourlies	9	4	5	
<b>Total Engineering/Capital</b>	<b>14</b>	<b>6</b>	<b>8</b>	
<b>Total Positions</b>				
Managers/Supervisors	40	32	8	
Professional, Technical, Clerical	23	16	7	
Operational Hourlies	267	262	5	
<b>Total Positions</b>	<b>330</b>	<b>310</b>	<b>20</b>	

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

<b>Month of August</b>				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.349	0.354	0.005	1.4%	
<b>Year-to-Date</b>				
2.945	2.963	0.017	0.6%	

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)**

	<b>Month of August</b>				<u>Explanation</u>
	<u>2016</u>	<u>2017</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.014	0.014	0.000	0.8%	
Average Weekend	0.008	0.009	0.001	8.2%	
	<b>12-Month Rolling Average</b>				
Average Weekday	0.016	0.016	(0.000)	(0.4%)	
Average Weekend	0.008	0.008	0.000	3.8%	

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

**FINANCIAL AND RIDERSHIP REPORT****August 2017**

(All data are preliminary and subject to audit)

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

**Operating revenue** was \$20.9 million in August, \$1.2 million (6.0 percent) above forecast, and, year-to-date, operating revenue of \$155.4 million also exceeded forecast by \$1.0 million (0.6 percent). These results were both due to higher ridership.

Total MTA Bus **ridership** in August 2017 was 10.2 million, 2.1 percent (0.2 million riders) above forecast. Year-to-date, ridership was 81.2 million, 0.8 percent (0.6 million riders) above forecast. August 2017 average weekday ridership was 369,341, a decrease of 3.2 percent (12,378 riders) from August 2016. Average weekday ridership for the twelve months ending August 2017 was 399,043, a decrease of 2.2 percent (9,132 riders) from the twelve months ending August 2016.

**Nonreimbursable expenses**, before depreciation and Other Post-Employment Benefits, were \$59.2 million in August, \$5.0 million (7.8 percent) below forecast. Labor expenses were less than forecast by \$3.5 million (7.4 percent), including an underrun in other fringe benefit expenses of \$1.8 million (30.1 percent), due to the favorable timing of Workers' Compensation claims. Health & welfare/OPEB current expenses were below forecast by \$1.4 million (17.2 percent), due to lower claims. Payroll expenses were also less by \$1.0 million (4.4 percent), due to the timing of interagency billing. These favorable results were partly offset by higher overtime expenses of \$1.2 million (24.0 percent), involving additional running time/traffic, the LIRR shuttle and availability. Non-labor expenses were favorable by \$1.5 million (8.7 percent), of which maintenance contract expenses were below forecast by \$1.8 million (42.0 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 \$469.3 million were lower than forecast by \$12.2 million (2.5 percent). Labor expenses were under forecast by \$5.3 million (1.5 percent), including lower health & welfare/OPEB current claims of \$3.3 million (5.6 percent) and an underrun in other fringe benefit expenses of \$3.2 million (7.3 percent), due to the favorable timing of Workers' Compensation claims. These results were partly offset by higher overtime expenses of \$2.3 million (5.5 percent), mostly involving additional running time/traffic, the LIRR shuttle and availability. Non-labor expenses were favorable by \$6.9 million (5.9 percent), including an underrun in maintenance contract expenses of \$6.9 million (31.2 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 \$1.4 million (3.8 percent).

Other Post-Employment Benefit accrued expenses of \$55.3 million year-to-date were \$7.4 million (11.7 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 \$308.8 million year-to-date, \$11.3 million (3.5 percent) favorable to forecast.

**MTA BUS COMPANY**  
**July FINANCIAL PLAN 2017 MID YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**August 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
<b>Revenue</b>												
Farebox Revenue	\$ 19.031	\$ 20.295	\$ 1.264	6.6	\$ -	\$ -	\$ -	-	\$ 19.031	\$ 20.295	\$ 1.264	6.6
Other Operating Income	0.664	0.581	(0.083)	(12.5)	-	-	-	-	0.664	0.581	(0.083)	(12.5)
Capital and Other Reimbursements	-	-	-	-	0.605	0.340	(0.265)	(43.8)	0.605	0.340	(0.265)	(43.8)
<b>Total Revenue</b>	<b>\$ 19.695</b>	<b>\$ 20.876</b>	<b>\$ 1.181</b>	<b>6.0</b>	<b>\$ 0.605</b>	<b>\$ 0.340</b>	<b>\$ (0.265)</b>	<b>(43.8)</b>	<b>\$ 20.300</b>	<b>\$ 21.216</b>	<b>\$ 0.916</b>	<b>4.5</b>
<b>Labor:</b>												
Payroll	\$ 23.870	\$ 22.824	\$ 1.046	4.4	\$ 0.234	\$ 0.208	\$ 0.026	11.1	\$ 24.104	\$ 23.032	\$ 1.072	4.4
Overtime	4.781	5.931	(1.150)	(24.0)	-	-	-	-	4.781	5.931	(1.150)	(24.0)
Health and Welfare	5.343	4.658	0.685	12.8	0.117	0.061	0.056	47.9	5.460	4.719	0.741	13.6
OPEB Current Payment	2.540	1.872	0.668	26.3	-	-	-	-	2.540	1.872	0.668	26.3
Pensions	4.850	4.479	0.371	7.6	0.051	0.030	0.021	41.2	4.901	4.509	0.392	8.0
Other Fringe Benefits	5.921	4.139	1.782	30.1	0.049	0.030	0.019	38.8	5.970	4.169	1.801	30.2
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.115)	0.115	-	-	-	-	-	-	(0.115)	0.115	-
<b>Total Labor Expenses</b>	<b>\$ 47.306</b>	<b>\$ 43.789</b>	<b>\$ 3.517</b>	<b>7.4</b>	<b>\$ 0.451</b>	<b>\$ 0.329</b>	<b>\$ 0.122</b>	<b>27.1</b>	<b>\$ 47.757</b>	<b>\$ 44.118</b>	<b>\$ 3.639</b>	<b>7.6</b>
<b>Non-Labor:</b>												
Electric Power	\$ 0.180	\$ 0.150	\$ 0.030	16.7	\$ -	\$ -	\$ -	-	\$ 0.180	\$ 0.150	\$ 0.030	16.7
Fuel	1.732	1.818	(0.086)	(4.9)	-	-	-	-	1.732	1.818	(0.086)	(4.9)
Insurance	0.487	0.473	0.014	3.0	-	-	-	-	0.487	0.473	0.014	3.0
Claims	1.892	3.600	(1.708)	(90.3)	-	-	-	-	1.892	3.600	(1.708)	(90.3)
Maintenance and Other Operating Contracts	4.354	2.527	1.827	42.0	0.035	-	0.035	100.0	4.389	2.527	1.862	42.4
Professional Service Contracts	2.960	2.012	0.948	32.0	-	-	-	-	2.960	2.012	0.948	32.0
Materials & Supplies	4.785	4.497	0.288	6.0	0.119	0.011	0.108	90.8	4.904	4.508	0.396	8.1
Other Business Expense	0.480	0.321	0.159	33.1	-	-	-	-	0.480	0.321	0.159	33.1
<b>Total Non-Labor Expenses</b>	<b>\$ 16.872</b>	<b>\$ 15.398</b>	<b>\$ 1.474</b>	<b>8.7</b>	<b>\$ 0.154</b>	<b>\$ 0.011</b>	<b>\$ 0.143</b>	<b>92.9</b>	<b>\$ 17.026</b>	<b>\$ 15.409</b>	<b>\$ 1.617</b>	<b>9.5</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 64.177</b>	<b>\$ 59.187</b>	<b>\$ 4.990</b>	<b>7.8</b>	<b>\$ 0.605</b>	<b>\$ 0.340</b>	<b>\$ 0.265</b>	<b>43.8</b>	<b>\$ 64.782</b>	<b>\$ 59.527</b>	<b>\$ 5.255</b>	<b>8.1</b>
Depreciation	4.175	4.601	(0.426)	(10.2)	-	-	-	-	4.175	4.601	(0.426)	(10.2)
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	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 83.462</b>	<b>\$ 70.703</b>	<b>\$ 12.759</b>	<b>15.3</b>	<b>\$ 0.605</b>	<b>\$ 0.340</b>	<b>\$ 0.265</b>	<b>43.8</b>	<b>\$ 84.067</b>	<b>\$ 71.043</b>	<b>\$ 13.024</b>	<b>15.5</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (63.767)</b>	<b>\$ (49.827)</b>	<b>\$ 13.940</b>	<b>21.9</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (63.767)</b>	<b>\$ (49.827)</b>	<b>\$ 13.940</b>	<b>21.9</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**July FINANCIAL PLAN 2017 MID YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**August 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
<b>Revenue</b>												
Farebox Revenue	\$ 142.319	\$ 143.315	\$ 0.996	0.7	\$ -	\$ -	\$ -	-	\$ 142.319	\$ 143.315	\$ 0.996	0.7
Other Operating Income	12.140	12.106	(0.034)	(0.3)	-	-	-	-	12.140	12.106	(0.034)	(0.3)
Capital and Other Reimbursements	-	-	-	-	3.537	2.711	(0.826)	(23.4)	3.537	2.711	(0.826)	(23.4)
<b>Total Revenue</b>	<b>\$ 154.459</b>	<b>\$ 155.421</b>	<b>\$ 0.962</b>	<b>0.6</b>	<b>\$ 3.537</b>	<b>\$ 2.711</b>	<b>\$ (0.826)</b>	<b>(23.4)</b>	<b>\$ 157.996</b>	<b>\$ 158.132</b>	<b>\$ 0.136</b>	<b>0.1</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$ 188.528	\$ 188.418	\$ 0.111	0.1	1.782	1.631	\$ 0.152	8.5	\$ 190.311	\$ 190.048	\$ 0.262	0.1
Overtime	41.320	43.590	(2.271)	(5.5)	-	-	-	-	41.320	43.590	(2.271)	(5.5)
Health and Welfare	42.580	41.914	0.665	1.6	0.653	0.464	0.189	28.9	43.233	42.379	0.855	2.0
OPEB Current Payment	16.147	13.511	2.636	16.3	-	-	-	-	16.147	13.511	2.636	16.3
Pensions	33.331	32.635	0.696	2.1	0.303	0.230	0.073	24.1	33.634	32.865	0.769	2.3
Other Fringe Benefits	44.236	41.021	3.215	7.3	0.296	0.229	0.068	22.9	44.532	41.249	3.283	7.4
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.594)	(0.879)	0.285	48.0	-	0.075	(0.075)	-	(0.594)	(0.805)	0.211	35.4
<b>Total Labor Expenses</b>	<b>\$ 365.548</b>	<b>\$ 360.211</b>	<b>\$ 5.338</b>	<b>1.5</b>	<b>\$ 3.035</b>	<b>\$ 2.628</b>	<b>\$ 0.407</b>	<b>13.4</b>	<b>\$ 368.583</b>	<b>\$ 362.838</b>	<b>\$ 5.745</b>	<b>1.6</b>
<i>Non-Labor:</i>												
Electric Power	\$ 1.280	\$ 1.195	\$ 0.085	6.7	\$ -	\$ -	\$ -	-	\$ 1.280	\$ 1.195	\$ 0.085	6.7
Fuel	13.428	13.598	(0.170)	(1.3)	-	-	-	-	13.428	13.598	(0.170)	(1.3)
Insurance	3.815	3.745	0.070	1.8	-	-	-	-	3.815	3.745	0.070	1.8
Claims	21.877	27.000	(5.124)	(23.4)	-	-	-	-	21.877	27.000	(5.124)	(23.4)
Maintenance and Other Operating Contracts	22.221	15.299	6.922	31.2	0.101	-	0.101	100.0	22.322	15.299	7.024	31.5
Professional Service Contracts	17.892	15.305	2.587	14.5	-	-	-	-	17.892	15.305	2.587	14.5
Materials & Supplies	32.534	30.506	2.028	6.2	0.401	0.083	0.318	79.3	32.934	30.589	2.346	7.1
Other Business Expense	2.957	2.459	0.498	16.8	-	-	-	-	2.957	2.459	0.498	16.8
<b>Total Non-Labor Expenses</b>	<b>\$ 116.005</b>	<b>\$ 109.107</b>	<b>\$ 6.898</b>	<b>5.9</b>	<b>\$ 0.502</b>	<b>\$ 0.083</b>	<b>\$ 0.419</b>	<b>83.5</b>	<b>\$ 116.507</b>	<b>\$ 109.190</b>	<b>\$ 7.317</b>	<b>6.3</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 481.553</b>	<b>\$ 469.318</b>	<b>\$ 12.236</b>	<b>2.5</b>	<b>\$ 3.537</b>	<b>\$ 2.711</b>	<b>\$ 0.826</b>	<b>23.4</b>	<b>\$ 485.090</b>	<b>\$ 472.028</b>	<b>\$ 13.062</b>	<b>2.7</b>
Depreciation	37.203	38.613	(1.410)	(3.8)	-	-	-	-	37.203	38.613	(1.410)	(3.8)
OPEB Obligation	62.680	55.323	7.357	11.7	-	-	-	-	62.680	55.323	7.357	11.7
GASB 68 Pension Adjustment	17.226	-	17.226	100.0	-	-	-	-	17.226	-	17.226	100.0
Environmental Remediation	0.141	0.141	-	0.0	-	-	-	-	0.141	0.141	-	0.0
<b>Total Expenses</b>	<b>\$ 598.804</b>	<b>\$ 563.395</b>	<b>\$ 35.409</b>	<b>5.9</b>	<b>\$ 3.537</b>	<b>\$ 2.711</b>	<b>\$ 0.826</b>	<b>23.4</b>	<b>\$ 602.341</b>	<b>\$ 566.106</b>	<b>\$ 36.235</b>	<b>6.0</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (444.345)</b>	<b>\$ (407.974)</b>	<b>\$ 36.371</b>	<b>8.2</b>	<b>\$ 0.000</b>	<b>\$ 0.000</b>	<b>\$ (0.000)</b>	<b>(72.0)</b>	<b>\$ (444.345)</b>	<b>\$ (407.974)</b>	<b>\$ 36.371</b>	<b>8.2</b>

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	August 2017				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ 1.264	6.6	Higher Ridership	\$ 0.996	0.7	Higher Ridership		
Other Operating Revenue	NR	\$ (0.083)	(12.5)	(a)	\$ (0.034)	(0.3)	(a)		
Capital and Other Reimbursements	R	\$ (0.265)	(43.8)	Timing of reimbursement receipts.	\$ (0.826)	(23.4)	Timing of reimbursement receipts.		
<b>Total Revenue Variance</b>		<b>\$ 0.916</b>	<b>4.5</b>		<b>\$ 0.136</b>	<b>0.1</b>			
Payroll	NR	\$ 1.046	4.4	Mainly due to timing of interagency billings.	\$ 0.111	0.1	(a)		
Overtime	NR	\$ (1.150)	(24.0)	Mainly due to running time/traffic, LIRR Shuttle and availability.	\$ (2.271)	(5.5)	Mainly due to running time/traffic, LIRR Shuttle and availability.		
Health and Welfare (including OPEB)	NR	\$ 1.353	17.2	Lower Health claims submitted	\$ 3.301	5.6	Lower Health claims submitted		
Pension	NR	\$ 0.371	7.6	Timing of expenses	\$ 0.696	2.1	Timing of expenses		
Other Fringe Benefits	NR	\$ 1.782	30.1	Timing of Workers' Compensation.	\$ 3.215	7.3	Timing of Workers' Compensation.		
Reimbursable Overhead	NR	\$ 0.115	-	Not budgeted	\$ 0.285	-	Not budgeted		
Electric Power	NR	\$ 0.030	16.7	(a)	\$ 0.085	16.7	(a)		
Fuel	NR	\$ (0.086)	(4.9)	(a)	\$ (0.170)	(1.3)	(a)		
Insurance	NR	\$ 0.014	3.0	(a)	\$ 0.070	1.8	(a)		
Claims	NR	\$ (1.708)	(90.3)	Higher expenses	\$ (5.124)	(23.4)	Higher expenses		
Maintenance and Other Operating Contracts	NR	\$ 1.827	42.0	Timing of planned work, facility maintenance, and SBS rollout.	\$ 6.922	31.2	Timing of planned work, facility maintenance, and SBS rollout.		
Professional Service Contracts	NR	\$ 0.948	32.0	Mainly due to timing of interagency billings	\$ 2.587	14.5	Mainly due to timing of interagency billings		
Materials & Supplies	NR	\$ 0.288	6.0	Mainly due to lower general maintenance material expenses	\$ 2.028	6.2	Mainly due to lower general maintenance material expenses		
Other Business Expense	NR	\$ 0.159	33.1	Timing of mobility taxes	\$ 0.498	16.8	Lower AFC collection fees and timing of mobility taxes		
Depreciation	NR	\$ (0.426)	(10.2)	Non cash expense	\$ (1.410)	(3.8)	Non cash expense		
Other Post Employment Benefits	NR	\$ 2.453	26.2	Non cash expense	\$ 7.357	11.7	Non cash expense		
GASB 68 Pension Adjustment	NR	\$ 5.742	100.0	Non cash expense	\$ 17.226	100.0	Non cash expense		
Environmental Remediation	NR	\$ -	-		\$ -	-			
Payroll	R	\$ 0.026	11.1	Timing of charges	\$ 0.152	8.5	Timing of charges		
Health and Welfare	R	\$ 0.056	47.9	} Timing of charges	\$ 0.189	28.9	} Timing of charges.		
Pension	R	\$ 0.021	41.2		\$ 0.073	24.1			
Other Fringe Benefits	R	\$ 0.019	38.8		\$ 0.068	22.9			
Maintenance and Other Operating Contracts	R	\$ 0.035	*	Timing of charges	\$ 0.101	*	Timing of charges		
Materials & Supplies	R	\$ 0.108	*	Timing of charges	\$ 0.318	*	Timing of charges		
<b>Total Expense Variance</b>		<b>\$ 13.024</b>	<b>15.5</b>		<b>\$ 36.235</b>	<b>6.0</b>			
<b>Net Variance</b>		<b>\$ 13.940</b>	<b>21.9</b>		<b>\$ 36.371</b>	<b>8.2</b>			

(a) - Variance less than 5%

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

(\$ in millions)

	August 2017				Year-To-Date				
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
<b>Receipts</b>									
Farebox Revenue	\$ 19.031	\$ 21.241	\$ 2.210	11.6	\$ 144.378	\$ 144.291	\$ (0.086)	(0.1)	
Other Operating Revenue	1.164	1.082	(0.082)	(7.0)	12.560	14.597	2.037	16.2	
Capital and Other Reimbursements	0.500	0.231	(0.269)	(53.8)	3.165	2.971	(0.194)	(6.1)	
<b>Total Receipts</b>	<b>\$ 20.695</b>	<b>\$ 22.554</b>	<b>\$ 1.859</b>	<b>9.0</b>	<b>\$ 160.103</b>	<b>\$ 161.860</b>	<b>\$ 1.757</b>	<b>1.1</b>	
<b>Expenditures</b>									
<i>Labor:</i>									
Payroll	\$ 31.292	\$ 32.462	\$ (1.170)	(3.7)	\$ 184.376	\$ 186.668	\$ (2.292)	(1.2)	
Overtime	4.781	5.931	(1.150)	(24.1)	41.318	43.589	(2.270)	(5.5)	
Health and Welfare	4.850	6.716	(1.866)	(38.5)	44.359	43.305	1.054	2.4	
OPEB Current Payment	2.364	1.872	0.492	20.8	16.438	14.767	1.671	10.2	
Pensions	4.467	4.479	(0.012)	(0.3)	32.604	33.114	(0.510)	(1.6)	
Other Fringe Benefits	5.023	5.558	(0.535)	(10.7)	35.450	35.779	(0.329)	(0.9)	
GASB Account	-	-	-	-	-	-	-	-	
Reimbursable Overhead	-	-	-	-	-	-	-	-	
<b>Total Labor Expenditures</b>	<b>\$ 52.777</b>	<b>\$ 57.019</b>	<b>\$ (4.242)</b>	<b>(8.0)</b>	<b>\$ 354.545</b>	<b>\$ 357.222</b>	<b>\$ (2.677)</b>	<b>(0.8)</b>	
<i>Non-Labor:</i>									
Electric Power	\$ 0.180	\$ 0.150	\$ 0.030	16.7	\$ 1.280	\$ 1.194	\$ 0.085	6.7	
Fuel	1.667	1.617	0.050	3.0	13.167	13.452	(0.285)	(2.2)	
Insurance	0.044	-	0.044	100.0	5.596	5.468	0.128	2.3	
Claims	1.670	6.620	(4.950)	*	18.708	28.832	(10.123)	(54.1)	
Maintenance and Other Operating Contracts	4.622	2.119	2.503	54.2	26.930	15.860	11.070	41.1	
Professional Service Contracts	4.333	3.377	0.956	22.1	22.126	15.052	7.073	32.0	
Materials & Supplies	5.199	4.789	0.410	7.9	35.005	31.475	3.530	10.1	
Other Business Expenses	0.523	0.313	0.210	40.1	2.789	2.090	0.698	25.0	
<b>Total Non-Labor Expenditures</b>	<b>\$ 18.238</b>	<b>\$ 18.986</b>	<b>\$ (0.748)</b>	<b>(4.1)</b>	<b>\$ 125.599</b>	<b>\$ 113.424</b>	<b>\$ 12.175</b>	<b>9.7</b>	
<b>Other Expenditure Adjustments:</b>									
Other	-	-	-	-	-	-	-	-	
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	
<b>Total Expenditures</b>	<b>\$ 71.015</b>	<b>\$ 76.004</b>	<b>\$ (4.989)</b>	<b>(7.0)</b>	<b>\$ 480.143</b>	<b>\$ 470.645</b>	<b>\$ 9.498</b>	<b>2.0</b>	
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (50.320)</b>	<b>\$ (53.450)</b>	<b>\$ (3.130)</b>	<b>(6.2)</b>	<b>\$ (320.041)</b>	<b>\$ (308.785)</b>	<b>\$ 11.255</b>	<b>3.5</b>	

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)

	August 2017			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Operating Receipts or Disbursements</b>						
Farebox Revenue	\$ 2.210	11.6	Primarily receipts from prior period and higher ridership	\$ (0.086)	(0.1)	(a)
Other Operating Revenue	(0.082)	(7.0)	(a)	2.037	16.2	Receipt of senior citizens reimbursements from a prior period
Capital and Other Reimbursements	(0.269)	(53.8)	Timing of reimbursement receipts & vacancies.	(0.194)	(6.1)	Timing of reimbursement receipts & vacancies.
<b>Total Receipts</b>	<b>\$ 1.859</b>	<b>9.0</b>		<b>\$ 1.757</b>	<b>1.1</b>	
Payroll	\$ (1.170)	(3.7)	Timing of interagency billings and RWA	\$ (2.292)	(1.2)	Timing of interagency billings and RWA
Overtime	(1.150)	(24.1)	Mainly due to running time/traffic, vacancy, and availability.	(2.270)	(5.5)	Mainly due to running time/traffic, LIRR Shuttle and availability.
Health and Welfare (including OPEB)	(1.374)	(19.0)	Prior Period Payment	2.725	4.5	Timing of Payments
Pension	(0.012)	(0.3)	(a)	(0.510)	(1.6)	Prior Period Payment
Other Fringe Benefits	(0.535)	(10.7)	Prior Period Payment	(0.329)	(0.9)	Prior Period Payment
GASB	-	-		-	-	
Electric Power	0.030	16.7	(a)	0.085	6.7	(a)
Fuel	0.050	3.0	(a)	(0.285)	(2.2)	Payment for prior period expenses.
Insurance	0.044	100.0	(a)	0.128	2.3	(a)
Claims	(4.950)	*	Higher Claim payments	(10.123)	(54.1)	Higher Claim payments
Maintenance and Other Operating Contracts	2.503	54.2	Timing of planned work, facility maintenance, and SBS rollout.	11.070	41.1	Timing of planned work, facility maintenance, and SBS rollout.
Professional Service Contracts	0.956	22.1	Mainly due to timing of interagency billings	7.073	32.0	Mainly due to timing of interagency billings
Materials & Supplies	0.410	7.9	Mainly due to lower general maintenance material expenses	3.530	10.1	Mainly due to lower general maintenance material expenses
Other Business Expenditure	0.210	40.1	Timing of expenses	0.698	25.0	Timing of expenses
<b>Total Expenditures</b>	<b>\$ (4.989)</b>	<b>(7.0)</b>		<b>\$ 9.498</b>	<b>2.0</b>	
<b>Net Cash Variance</b>	<b>\$ (3.130)</b>	<b>(6.2)</b>		<b>\$ 11.255</b>	<b>3.5</b>	

(a) - Variance less than 5%

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

(\$ in millions)

	August 2017					Year-To-Date				
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Percent	Mid Year Forecast	Actual	Favorable (Unfavorable)		Percent
			Variance	Percent				Variance	Percent	
<b>Receipts</b>										
Farebox Revenue	\$ -	\$ 0.946	\$ 0.946	-	-	\$ 2.058	\$ 0.976	\$ (1.082)	(52.6)	
Other Operating Revenue	0.500	0.501	0.001	0.2		0.420	2.491	2.071	*	
Capital and Other Reimbursements	(0.105)	(0.109)	(0.004)	(3.8)		(0.372)	0.261	0.633	*	
<b>Total Receipts</b>	<b>\$ 0.395</b>	<b>\$ 1.338</b>	<b>\$ 0.943</b>	<b>*</b>		<b>\$ 2.106</b>	<b>\$ 3.728</b>	<b>\$ 1.621</b>	<b>77.0</b>	
<b>Expenditures</b>										
<i>Labor:</i>										
Payroll	\$ (7.187)	\$ (9.430)	\$ (2.242)	(31.2)		\$ 5.935	\$ 3.381	\$ (2.554)	(43.0)	
Overtime	0.000	-	(0.000)	(100.0)		0.002	0.002	0.000	15.8	
Health and Welfare	0.610	(1.997)	(2.607)	*		(1.125)	(0.926)	0.199	17.7	
OPEB Current Payment	0.176	(0.000)	(0.176)	*		(0.291)	(1.256)	(0.965)	*	
Pensions	0.434	0.030	(0.404)	(93.1)		1.030	(0.250)	(1.280)	*	
Other Fringe Benefits	0.947	(1.389)	(2.336)	*		9.082	5.470	(3.612)	(39.8)	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	(0.115)	(0.115)	-		(0.594)	(0.805)	(0.211)	(35.4)	
<b>Total Labor Expenditures</b>	<b>\$ (5.021)</b>	<b>\$ (12.901)</b>	<b>\$ (7.880)</b>	<b>*</b>		<b>\$ 14.039</b>	<b>\$ 5.617</b>	<b>\$ (8.422)</b>	<b>(60.0)</b>	
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ -	\$ -	-	-		\$ 0.001	\$ 0.001	(0.000)	(8.6)	
Fuel for Buses and Trains	0.065	0.201	0.136	*		0.262	0.146	(0.116)	(44.2)	
Insurance	0.443	0.473	0.030	6.7		(1.780)	(1.723)	0.057	3.2	
Claims	0.222	(3.020)	(3.242)	*		3.168	(1.832)	(5.000)	*	
Maintenance and Other Operating Contracts	(0.233)	0.408	0.641	*		(4.608)	(0.561)	4.046	87.8	
Professional Service Contracts	(1.373)	(1.365)	0.008	0.6		(4.233)	0.253	4.486	*	
Materials & Supplies	(0.295)	(0.281)	0.013	4.5		(2.070)	(0.887)	1.184	57.2	
Other Business Expenditures	(0.043)	0.008	0.051	*		0.169	0.369	0.200	*	
<b>Total Non-Labor Expenditures</b>	<b>\$ (1.212)</b>	<b>\$ (3.577)</b>	<b>\$ (2.364)</b>	<b>*</b>		<b>\$ (9.092)</b>	<b>\$ (4.234)</b>	<b>\$ 4.858</b>	<b>53.4</b>	
<b>Other Expenditure Adjustments:</b>										
Other	-	-	-	-		-	-	-	-	
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	
<b>Gap Closing Expenditures:</b>										
Additional Actions for Budget Balance: Expenditures	-	-	-	-		-	-	-	-	
<b>Total Gap Closing Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$ (5.838)</b>	<b>\$ (15.139)</b>	<b>\$ (9.301)</b>	<b>*</b>		<b>\$ 7.053</b>	<b>\$ 5.111</b>	<b>\$ (1.942)</b>	<b>(27.5)</b>	
Depreciation Adjustment	4.175	4.601	0.426	10.2		37.203	38.613	1.410	3.8	
Other Post Employment Benefits	9.368	6.915	(2.453)	(26.2)		62.680	55.323	(7.357)	(11.7)	
GASB 68 Pension Adjustment	5.742	-	(5.742)	(100.0)		17.226	-	(17.226)	(100.0)	
Environmental Remediation	-	-	-	-		0.141	0.141	-	-	
<b>Total Cash Conversion Adjustments</b>	<b>\$ 13.447</b>	<b>\$ (3.623)</b>	<b>\$ (17.070)</b>	<b>*</b>		<b>\$ 124.304</b>	<b>\$ 99.189</b>	<b>\$ (25.115)</b>	<b>(20.2)</b>	

NOTE: Totals may not add due to rounding

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

	<u>August 2017</u>			<u>Year-to-date as of August 2017</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 19.031	\$ 20.295	\$ 1.264	\$ 142.319	\$ 143.315	\$ 0.996
<b>Total Farebox Revenue</b>	<b>\$ 19.031</b>	<b>\$ 20.295</b>	<b>\$ 1.264</b>	<b>\$ 142.319</b>	<b>\$ 143.315</b>	<b>\$ 0.996</b>
 <b><u>Ridership</u></b>						
Fixed Route	9.976	10.182	0.206	80.529	81.155	0.626
<b>Total Ridership</b>	<b>9.976</b>	<b>10.182</b>	<b>0.206</b>	<b>80.529</b>	<b>81.155</b>	<b>0.626</b>

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

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Office of the EVP	3	3	-	
Human Resources	18	15	3	
Office of Management and Budget	13	11	2	
Technology & Information Services	-	-	-	
Material	17	17	-	
Controller	17	19	(2)	
Office of the President	7	5	2	
System Safety Administration	5	1	4	
Law	22	20	2	
Corporate Communications	-	-	-	
Labor Relations	4	3	1	
Strategic Office	27	20	7	
Non-Departmental	15	-	15	
<b>Total Administration</b>	<b>148</b>	<b>114</b>	<b>34</b>	Vacancies to be filled
<b>Operations</b>				
Buses	2,289	2,394	(105)	
Office of the Executive VP	4	4	-	
Safety & Training	55	34	21	Students in Training
Road Operations	123	120	3	
Transportation Support	22	25	(3)	
Operations Planning	33	33	-	
Revenue Control	30	28	2	
<b>Total Operations</b>	<b>2,556</b>	<b>2,638</b>	<b>(82)</b>	
<b>Maintenance</b>				
Buses	757	757	-	
Maintenance Support/CMF	246	237	9	
Facilities	74	64	10	
Supply Logistics	99	98	1	
<b>Total Maintenance</b>	<b>1,176</b>	<b>1,156</b>	<b>20</b>	Vacancies to be filled
Capital Program Management	37	23	14	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>23</b>	<b>14</b>	Vacancies to be filled
Security	25	22	3	
<b>Total Public Safety</b>	<b>25</b>	<b>22</b>	<b>3</b>	
<b>Total Positions</b>	<b>3,942</b>	<b>3,953</b>	<b>(11)</b>	
Non-Reimbursable	3,902	3,919	(17)	
Reimbursable	40	34	6	
<b>Total Full-Time</b>	<b>3,927</b>	<b>3,942</b>	<b>(15)</b>	
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**  
**AUGUST 2017**

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	66	50	16	
Professional, Technical, Clerical	71	64	7	
Operational Hourlies	11	-	11	
<b>Total Administration</b>	<b>148</b>	<b>114</b>	<b>34</b>	Vacancies to be filled
<b>Operations</b>				
Managers/Supervisors	308	306	2	
Professional, Technical, Clerical	51	55	(4)	
Operational Hourlies	2,197	2,277	(80)	
<b>Total Operations</b>	<b>2,556</b>	<b>2,638</b>	<b>(82)</b>	Students in Training
<b>Maintenance</b>				
Managers/Supervisors	229	222	7	
Professional, Technical, Clerical	28	30	(2)	
Operational Hourlies	919	904	15	
<b>Total Maintenance</b>	<b>1,176</b>	<b>1,156</b>	<b>20</b>	Vacancies to be filled
<b>Engineering/Capital</b>				
Managers/Supervisors	21	14	7	
Professional, Technical, Clerical	16	9	7	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>23</b>	<b>14</b>	Vacancies to be filled
<b>Public Safety</b>				
Managers/Supervisors	17	18	(1)	
Professional, Technical, Clerical	5	4	1	
Operational Hourlies	3	-	3	
<b>Total Public Safety</b>	<b>25</b>	<b>22</b>	<b>3</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	641	610	31	
Professional, Technical, Clerical	171	162	9	
Operational Hourlies	3,130	3,181	(51)	
<b>Total Baseline Positions</b>	<b>3,942</b>	<b>3,953</b>	<b>(11)</b>	

**MTA Bus Company  
2017 JULY FINANCIAL  
PLAN - MID - YEAR FORECAST  
Non-Reimbursable/Reimbursable Overtime**

	(\$ in millions)											
	August						August Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	60,282	\$2.167	49,955	\$2.445	10,327	(\$0.277)	414,679	\$18.548	381,493	\$19.063	33,187	(\$0.515)
					17.1%	-12.8%					8.0%	-2.8%
<u>Unscheduled Service</u>	21,035	\$0.972	14,080	\$1.131	6,955	(\$0.158)	121,385	\$5.549	97,484	\$5.696	23,901	(\$0.147)
					33.1%	-16.3%					19.7%	-2.6%
<u>Programmatic/Routine Maintenance</u>	20,385	\$0.769	28,658	\$1.356	(8,273)	(\$0.587)	182,769	\$8.234	203,126	\$9.698	(20,357)	(\$1.464)
					-40.6%	-76.3%					-11.1%	-17.8%
<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>	13,972	\$0.817	28,712	\$0.958	(14,740)	(\$0.141)	146,264	\$7.054	185,641	\$7.264	(39,377)	(\$0.210)
					-105.5%	-17.2%					-26.9%	-3.0%
<u>Weather Emergencies</u>	1,665	\$0.019	10	\$0.002	1,656	\$0.017	38,576	\$1.636	33,730	\$1.587	4,845	\$0.049
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	282	\$0.014	267	\$0.011	15	\$0.003	1,531	\$0.072	1,378	\$0.059	153	\$0.013
					5.3%	20.2%					10.0%	18.4%
<u>Other</u>	373	\$0.023	201	\$0.029	172	(\$0.006)	2,334	\$0.227	1,672	\$0.223	662	\$0.003
					*	*					*	*
Subtotal	117,994	\$4.781	121,883	\$5.931	(3,888)	(\$1.150)	907,537	\$41.320	904,523	\$43.590	3,014	(\$2.270)
					-3.3%	-24.1%					0.3%	-5.5%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>TOTAL OVERTIME</b>	<b>117,994</b>	<b>\$4.781</b>	<b>121,883</b>	<b>\$5.931</b>	<b>(3,888)</b>	<b>(\$1.150)</b>	<b>907,537</b>	<b>\$41.320</b>	<b>904,523</b>	<b>\$43.590</b>	<b>3,014</b>	<b>(\$2.270)</b>
					<b>-3.3%</b>	<b>-24.1%</b>					<b>0.3%</b>	<b>-5.5%</b>

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)

	August			August Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	10,327 17.1%	(\$0.277) -12.8%	Running Time	33,187 8.0%	(\$0.515) -2.8%	Running Time
<u>Unscheduled Service</u>	6,955 33.1%	(\$0.158) -16.3%	LIRR Shuttle	23,901 19.7%	(\$0.147) -2.6%	
<u>Programmatic/Routine Maintenance</u>	(8,273) -40.6%	(\$0.587) -76.3%	Programmatic/Routine Maintenance work, Campaigns and Shop Work	(20,357) -11.1%	(\$1.464) -17.8%	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>	(14,740) -105.5%	(\$0.141) -17.2%	Availability	(39,377) -26.9%	(\$0.210) -3.0%	Vacancy/Excess Coverage and Availability
<u>Weather Emergencies</u>	1,656 *	\$0.017 *	Weather	4,845 *	\$0.049 *	Weather
<u>Safety/Security/Law Enforcement</u>	15 5.3%	\$0.003 20.2%		153 10.0%	\$0.013 18.4%	
<u>Other</u>	172 *	(\$0.006) *		662 *	\$0.003 *	
<b>Subtotal</b>	<b>(3,888)</b> -3.3%	<b>(\$1.150)</b> -24.1%		<b>3,014</b> 0.3%	<b>(\$2.270)</b> -5.5%	
<b>REIMBURSABLE OVERTIME</b>	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%	
<b>TOTAL OVERTIME</b>	<b>(3,888)</b>	<b>(\$1.150)</b>		<b>3,014</b>	<b>(\$2.270)</b>	

**MTA Bus Company**  
**2017 July Financial Plan - Mid - Year Forecast**  
**Non-Reimbursable/Reimbursable Overtime**  
**(\$ in millions)**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

<b><u>Type</u></b>	<b><u>Definition</u></b>
<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 work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes Routine Maintenance work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u>, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.</i>
<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 August 31, New York City Transit's performance against its 2017 Capital Project Milestones was:

	(\$ in Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
<b>Design Starts</b>	\$173.1	\$126.2	73
<b>Design Completions</b>	\$194.4	\$77.8	40
<b>Construction Awards</b>	\$5,726.3	\$2,655.0	46
<b>Substantial Completions</b>	\$2,124.1	\$1,095.4	52
<b>Closeouts</b>	\$2,034.9	\$438.0	22

During August, NYCT awarded projects totaling \$191.2 million, including:

- rehabilitation of circuit breaker houses and construction of new substations on the Canarsie Line; and
- construction of new power substations on the Staten Island Railway.

During the same period, NYCT substantially completed projects totaling \$162.9 million, including:

- rehabilitation of the Cranberry Tube following damage caused by flooding from Superstorm Sandy; and
- Help Point kiosk installation at seven stations in the Bronx, Queens and Brooklyn.

Also during August, NYCT started 13 design projects for \$15.4 million, completed seven design projects for \$9.7 million and closed out eight projects for \$87.1 million.

Capital Program Status  
October 2017  
(August 2017)

During August, NYCT awarded \$191.2 million in projects, including \$111.8 for four power projects on the Canarsie Line. Although contracted separately from the Canarsie Tube rehabilitation, these projects can be done more efficiently to coincide with work on other Canarsie Tube related construction. Two new substations will be constructed at Maspeth Avenue-Humboldt Street and Harrison Place and are needed for increased service on the Canarsie Line. Two circuit breaker houses (CBH) will be rehabilitated at Myrtle Avenue (#85) and at Wilson Avenue (#86) in order to bring them into a state of good repair. Both substations and CBHs are important parts of NYCT's power distribution system.

NYCT also awarded \$49.8 million for two projects to construct new substations on Staten Island, in the vicinity of New Dorp and Clifton Stations respectively, that will augment the electrical power requirements in these areas thus improving the reliability of train service along the right-of-way.

During August, NYCT substantially completed projects totaling \$162.9 million, including \$102.9 million for the rehabilitation of the Cranberry Tube. Due to the low elevation of the Cranberry Tube, which extends from Lower Manhattan to Brooklyn, salt water from the storm entered the tube through nearby stairways, elevator shafts, ventilator gratings, manholes, emergency exit hatches, and other street-level openings, causing damage within the tunnel and its associated facilities. This project included the rehabilitation of the tube to restore it to full operation following damage caused by flooding from Superstorm Sandy. The project scope included the repair of a circuit breaker house, pump rooms, fan plants, substation equipment, signal equipment, and power and communication cables.

NYCT also completed the installation of Help Point kiosks at seven stations systemwide for \$5.0 million. Help Point kiosks were installed at 111<sup>th</sup> Street and Rockaway Boulevard on the Liberty Line in Queens; West 8<sup>th</sup> Street in Brooklyn; and Pelham Parkway and East Tremont Avenue on the White Plains Road Line and Woodlawn and 161<sup>st</sup> Street on the Jerome Line in the Bronx. All four contracts were awarded to third-party contractors under the Small Business Mentoring Program. Help Point kiosks in stations provide customers with a reliable, easy to use communications link to NYCT customer service personnel for information or in the event of an emergency.

Also during August, NYCT started 13 design projects for \$15.4 million, completed seven design projects for \$9.7 million and closed out eight projects for \$87.1 million.

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

**Projects Closed During August 2017**  
**(\$ in millions)**

<b>Project</b>	<b>Base Budget</b>	<b>Current Budget</b>	<b>Original Date</b>	<b>Months Delay</b>
Sandy Mitigation: Purchase of Backup Generators	\$2.8	\$2.6	12/2016	8
Street Stairs: Grand St / Canarsie [SBMP Tier 2]	\$3.5	\$3.5	01/2017	7
ADA: 23 Street / Lexington	\$18.5	\$21.7	07/2017	1
Yard Track - 2016	\$3.1	\$4.4	08/2017	0
Help Point: 2 Stations (Added Locations)	\$0.2	\$0.2	08/2017	0
Mainline Track Replacement 2015 / Brighton	\$16.1	\$26.4	10/2017	(2)
Mainline Track Replacement 2016 / Brighton	\$22.4	\$14.7	10/2017	(2)
AC to DC Line Relay Conversions Phase 2 / FUL	\$13.5	\$13.5	11/2017	(3)

The closeout of Sandy Mitigation: Purchase of Backup Generators was delayed by 8 months due to the need to address several warranty items. The closeout of Street Stairs: Grand Street: Canarsie was delayed by seven months due to a delay in the completion of final closeout documentation.

**CAPITAL PROJECT MILESTONE SUMMARY  
2017  
(THROUGH AUGUST 31, 2017)**

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

**August**

Design Starts	\$13.3	8	\$15.4	13	115.3	162.5
Design Completions	11.7	16	9.7	7	82.9	43.8
Construction Awards	589.4	6	191.2	7	32.4	116.7
Substantial Completions	152.8	7	162.9	14	106.6	200.0
Closeouts	232.5	10	87.1	8	37.5	80.0

**2017 Year-To-Date**

Design Starts	\$173.1	121	\$126.2	82	72.9	67.8
Design Completions	194.4	130	77.8	62	40.0	47.7
Construction Awards	5,726.3	174	2,655.0	117	46.4	67.2
Substantial Completions	2,124.1	151	1,095.4	91	51.6	60.3
Closeouts	2,034.9	146	438.0	70	21.5	47.9

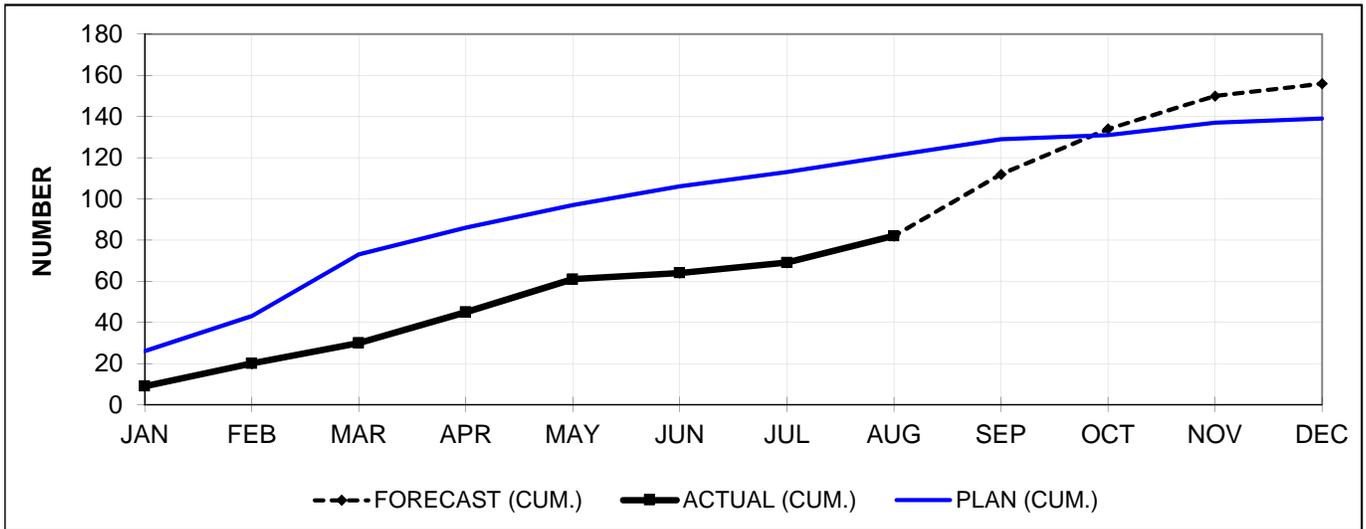
**2017 Projected To-Year-End**

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$194.7	139	\$223.9	156	115.0	112.2
Design Completions	297.3	196	259.2	173	87.2	88.3
Construction Awards	6,623.5	219	6,925.5	213	104.6	97.3
Substantial Completions	3,665.1	208	3,796.9	209	103.6	100.5
Closeouts	4,620.7	249	3,690.5	203	79.9	81.5

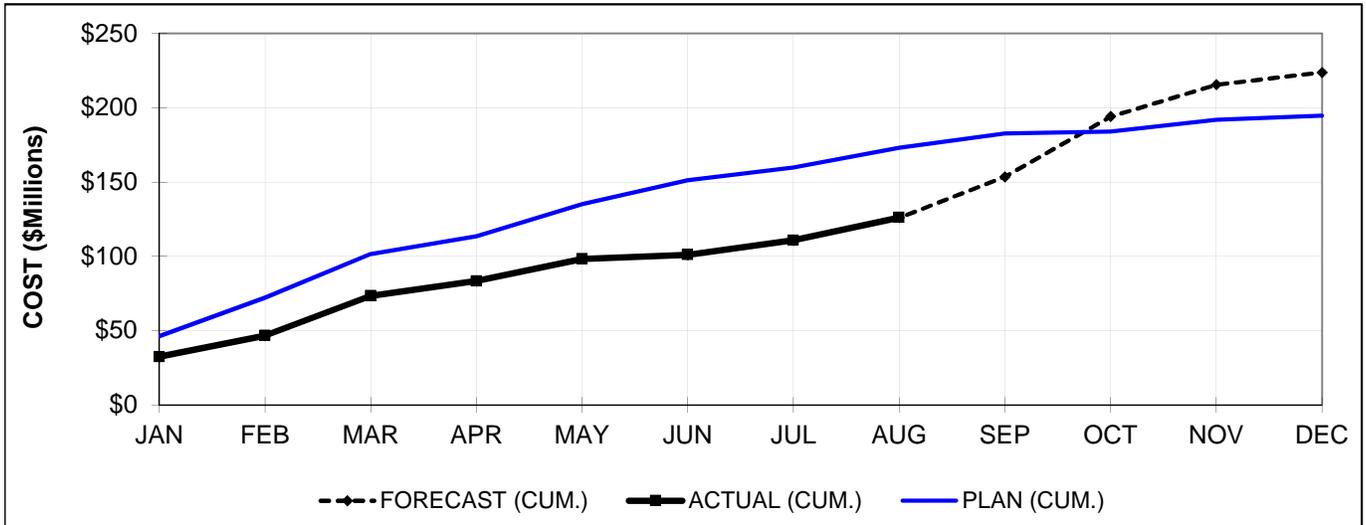
Totals do not include contingency, emergency funds and miscellaneous reserves;  
performance percentages include early accomplishments.

## 2017 Design Starts Charts

As of August 2017



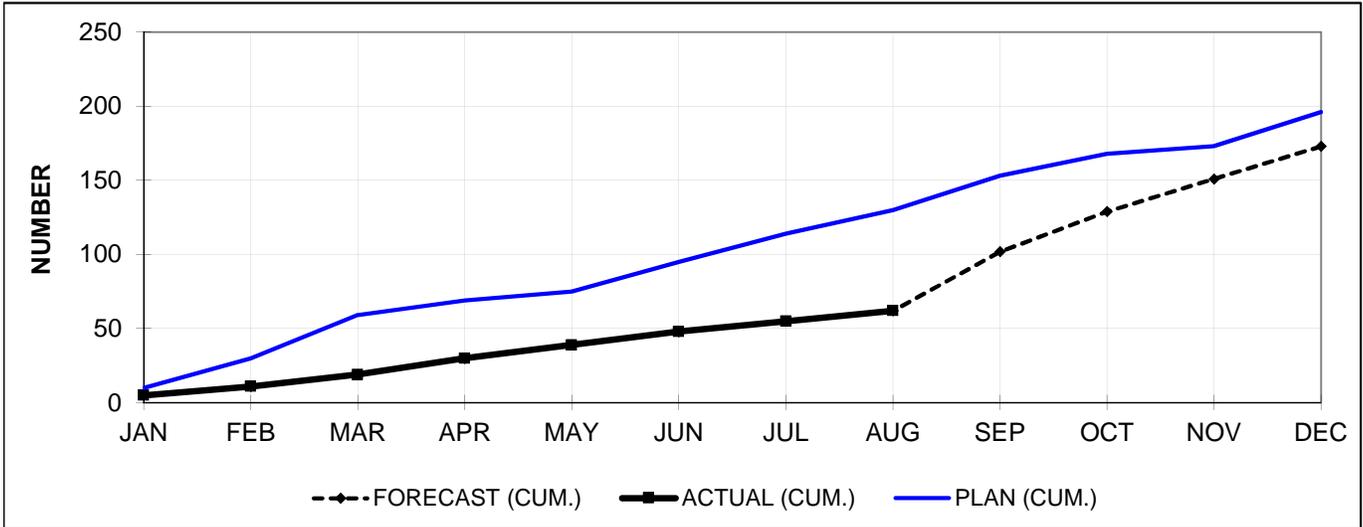
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									30	22	16	6
ACTUAL (NON-CUM.)	9	11	10	15	16	3	5	13				
PLAN (NON-CUM.)	26	17	30	13	11	9	7	8	8	2	6	2
FORECAST (CUM.)									112	134	150	156
ACTUAL (CUM.)	9	20	30	45	61	64	69	82				
PLAN (CUM.)	26	43	73	86	97	106	113	121	129	131	137	139



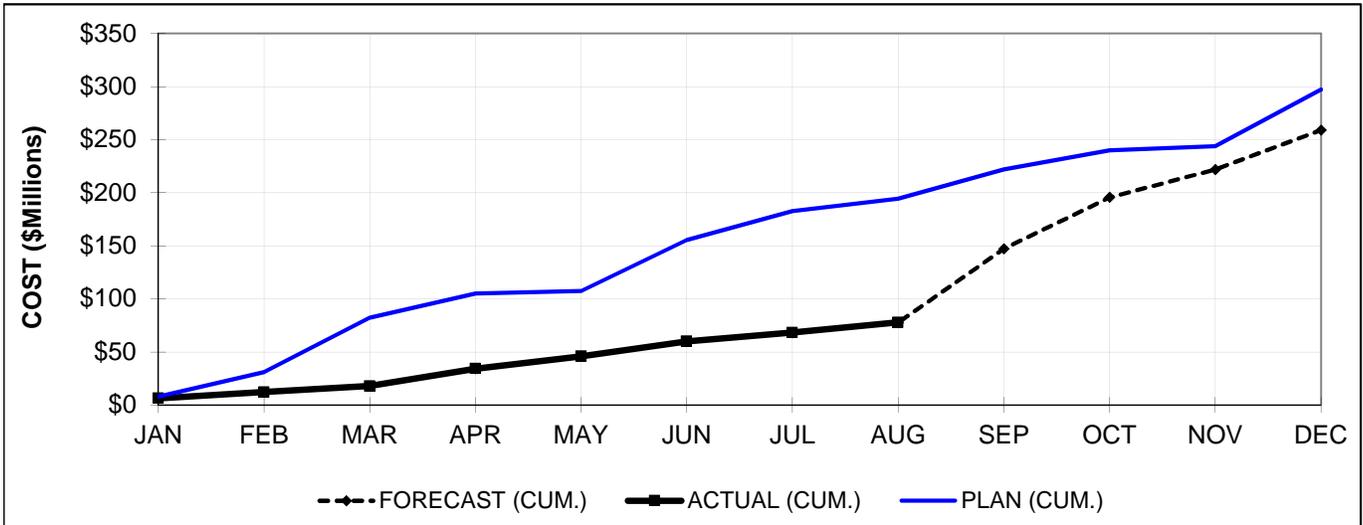
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									27.5	40.5	21.4	8.3
ACTUAL (NON-CUM.)	32.5	14.2	26.8	9.9	14.9	2.7	9.8	15.4				
PLAN (NON-CUM.)	46.3	26.0	29.3	12.0	21.5	16.1	8.6	13.3	9.6	1.3	7.9	2.9
FORECAST (CUM.)									153.7	194.2	215.6	223.9
ACTUAL (CUM.)	32.5	46.7	73.5	83.4	98.3	101.1	110.8	126.2				
PLAN (CUM.)	46.3	72.3	101.6	113.6	135.1	151.2	159.8	173.1	182.7	184.0	191.9	194.8

## 2017 Design Completions Charts

As of August 2017



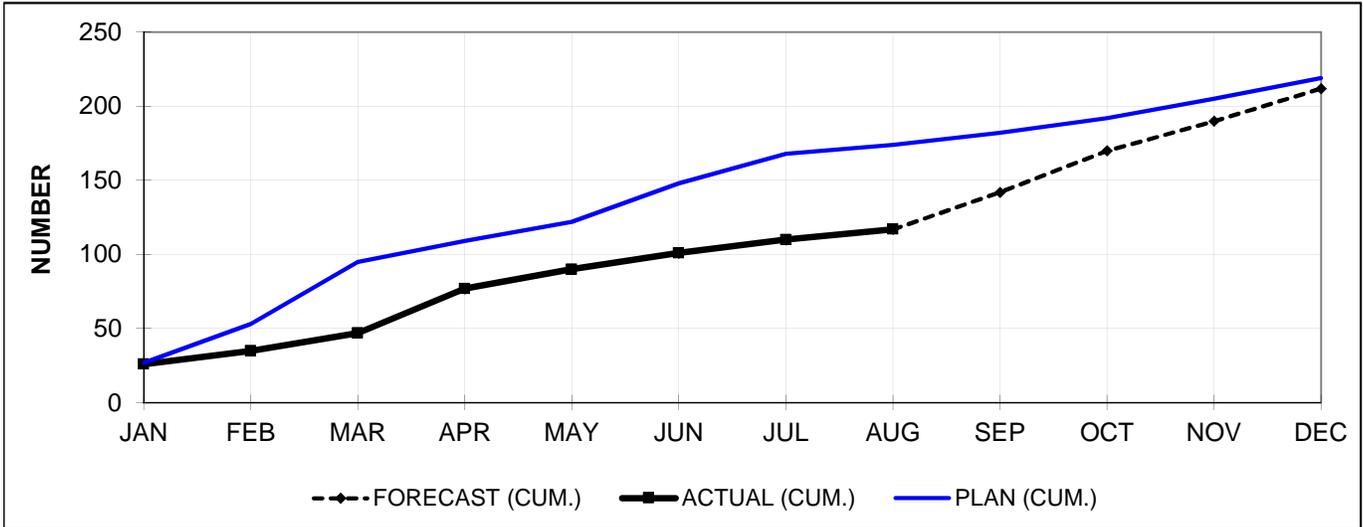
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									40	27	22	22
ACTUAL (NON-CUM.)	5	6	8	11	9	9	7	7				
PLAN (NON-CUM.)	10	20	29	10	6	20	19	16	23	15	5	23
FORECAST (CUM.)									102	129	151	173
ACTUAL (CUM.)	5	11	19	30	39	48	55	62				
PLAN (CUM.)	10	30	59	69	75	95	114	130	153	168	173	196



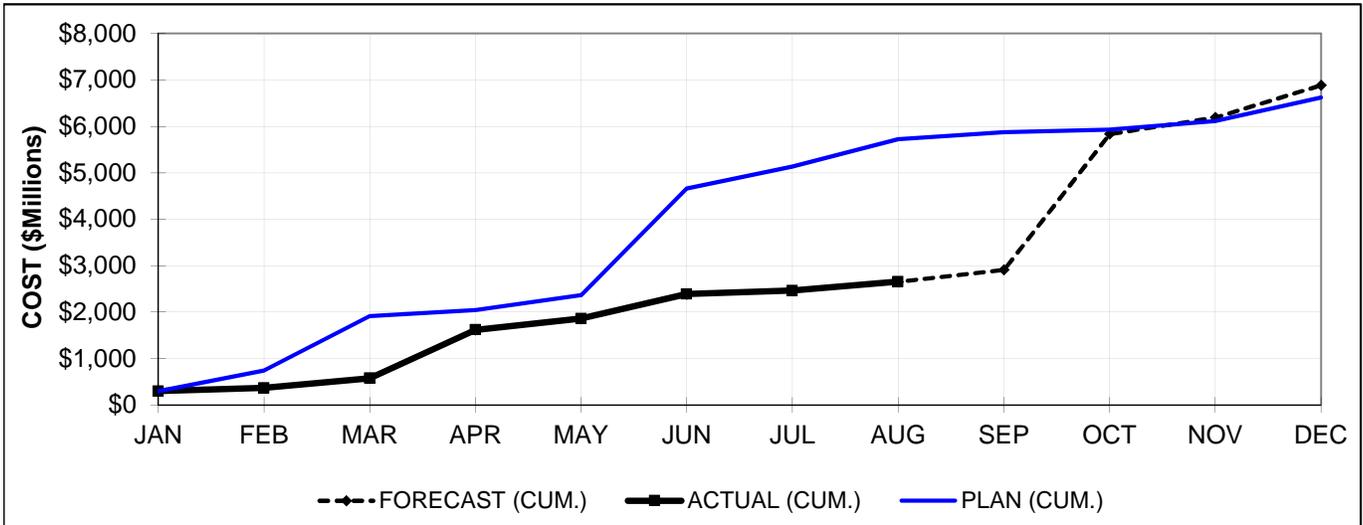
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									69.5	48.4	26.3	37.1
ACTUAL (NON-CUM.)	6.4	5.8	5.6	16.4	11.7	14.0	8.2	9.7				
PLAN (NON-CUM.)	8.0	23.0	51.2	22.7	2.6	48.0	27.3	11.7	27.6	17.9	4.0	53.4
FORECAST (CUM.)									147.3	195.8	222.1	259.2
ACTUAL (CUM.)	6.4	12.2	17.8	34.3	45.9	60.0	68.2	77.8				
PLAN (CUM.)	8.0	31.0	82.2	104.9	107.5	155.5	182.8	194.4	222.1	240.0	243.9	297.3

## 2017 Awards Charts

As of August 2017



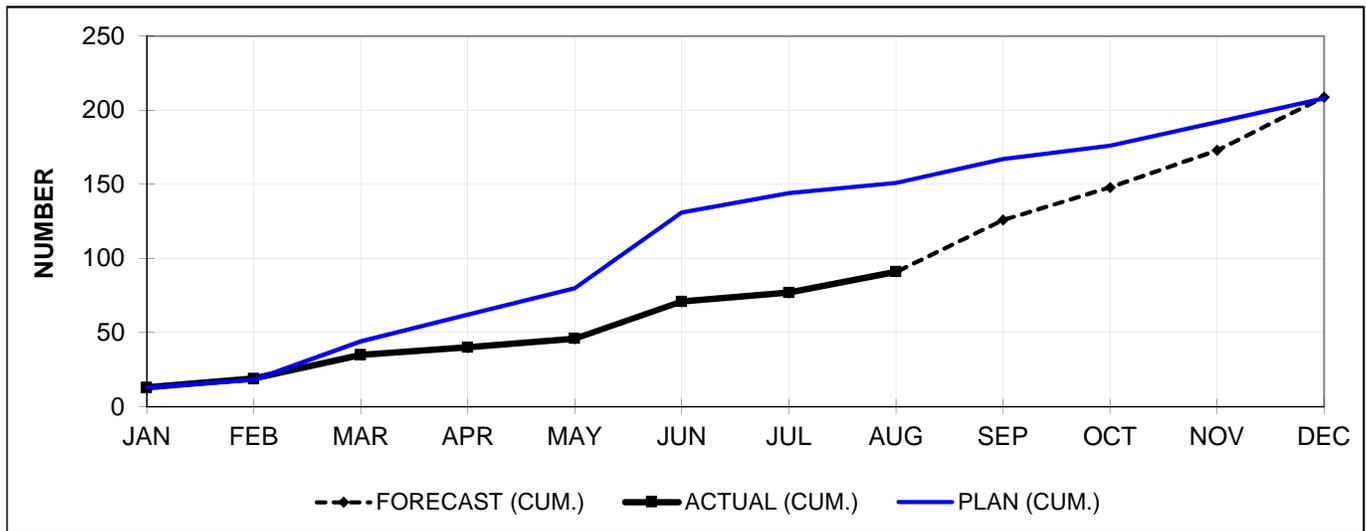
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									25	28	20	22
ACTUAL (NON-CUM.)	26	9	12	30	13	11	9	7	8	10	13	14
PLAN (NON-CUM.)	27	26	42	14	13	26	20	6	8	10	13	14
FORECAST (CUM.)									142	170	190	212
ACTUAL (CUM.)	26	35	47	77	90	101	110	117	182	192	205	219
PLAN (CUM.)	27	53	95	109	122	148	168	174	182	192	205	219



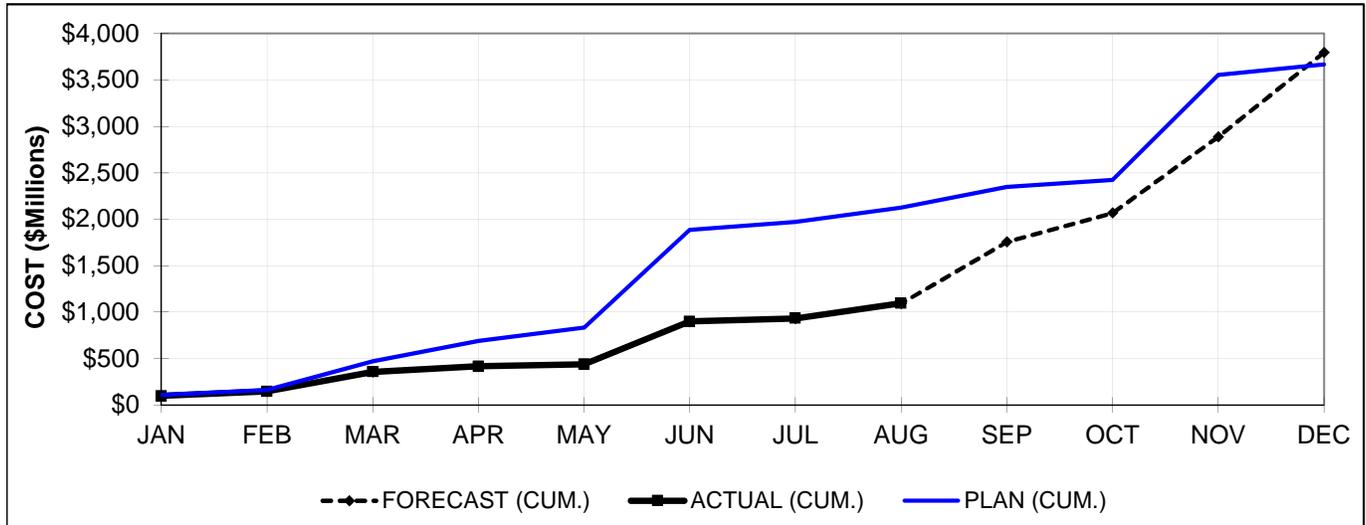
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									257.5	2926.8	354.6	693.2
ACTUAL (NON-CUM.)	300.0	68.2	208.4	1041.4	243.8	525.1	76.8	191.3	145.1	58.2	183.8	510.1
PLAN (NON-CUM.)	298.8	446.8	1171.1	124.5	323.6	2296.1	476.1	589.4	145.1	58.2	183.8	510.1
FORECAST (CUM.)									2,912.6	5,839.4	6,194.0	6,887.2
ACTUAL (CUM.)	300.0	368.2	576.6	1,618.0	1,861.8	2,387.0	2,463.8	2,655.1	2,912.6	5,839.4	6,194.0	6,887.2
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 August 2017



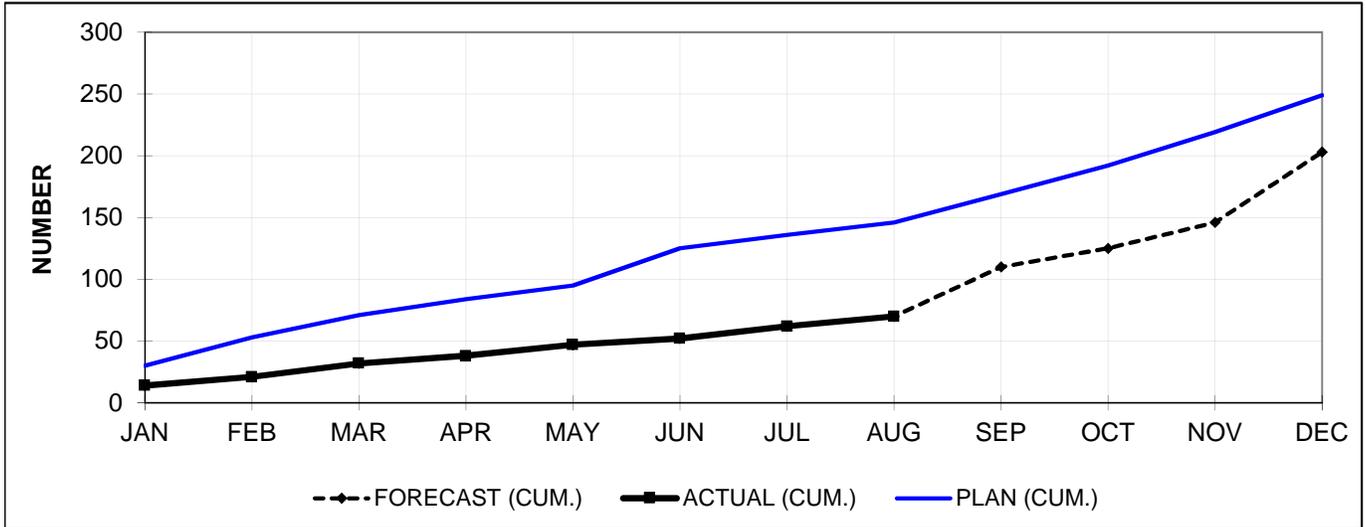
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									35	22	25	36
ACTUAL (NON-CUM.)	13	6	16	5	6	25	6	14	16	9	16	16
PLAN (NON-CUM.)	13	5	26	18	18	51	13	7	16	9	16	16
FORECAST (CUM.)									126	148	173	209
ACTUAL (CUM.)	13	19	35	40	46	71	77	91	167	176	192	208
PLAN (CUM.)	13	18	44	62	80	131	144	151	167	176	192	208



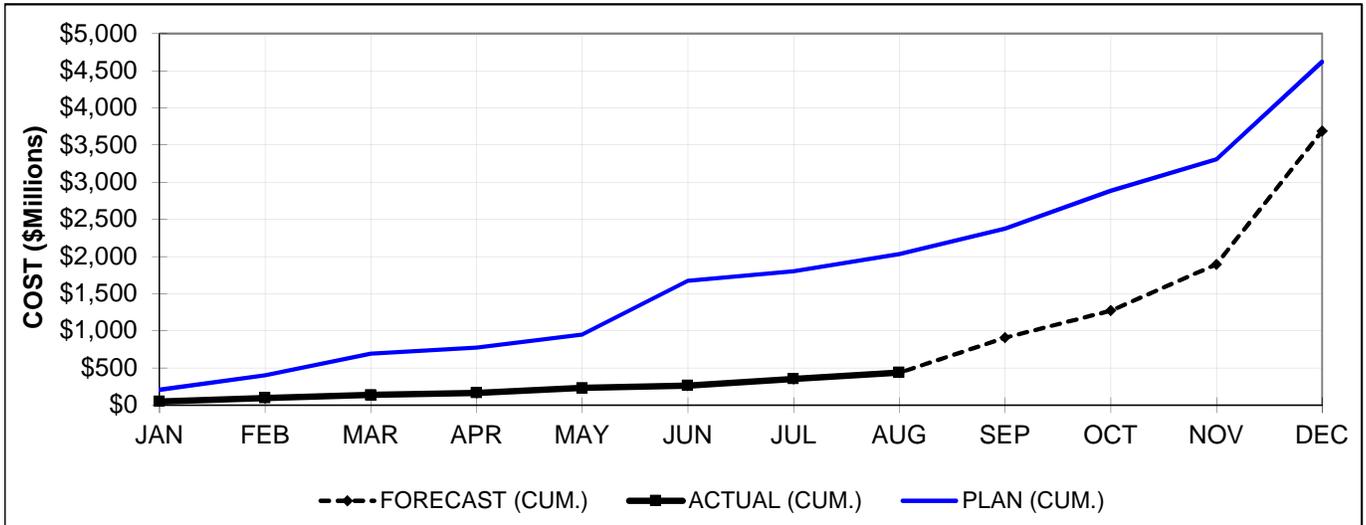
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									661.6	312.4	821.2	906.3
ACTUAL (NON-CUM.)	97.8	48.4	210.4	60.5	22.3	460.6	32.5	162.9	224.8	73.8	1129.4	113.0
PLAN (NON-CUM.)	108.3	52.9	308.4	220.2	143.9	1050.5	87.2	152.8	224.8	73.8	1129.4	113.0
FORECAST (CUM.)									1,757.0	2,069.4	2,890.6	3,796.9
ACTUAL (CUM.)	97.8	146.2	356.5	417.0	439.3	899.9	932.5	1,095.4	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 August 2017



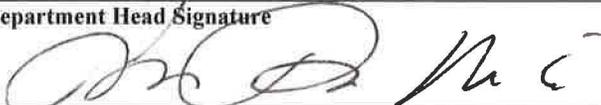
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									40	15	21	57
ACTUAL (NON-CUM.)	14	7	11	6	9	5	10	8				
PLAN (NON-CUM.)	30	23	18	13	11	30	11	10	23	23	27	30
FORECAST (CUM.)									110	125	146	203
ACTUAL (CUM.)	14	21	32	38	47	52	62	70				
PLAN (CUM.)	30	53	71	84	95	125	136	146	169	192	219	249



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									469.5	365.4	621.6	1796.0
ACTUAL (NON-CUM.)	47.5	48.2	40.2	28.1	65.7	31.6	89.6	87.1				
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.)									907.5	1,272.9	1,894.5	3,690.5
ACTUAL (CUM.)	47.5	95.8	136.0	164.1	229.8	261.3	351.0	438.1				
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 9 actions for a proposed expenditure of \$398.4M.

<b>Subject</b>	Request for Authorization to Award Various Procurements				
<b>Department</b>	Materiel – NYCT				
<b>Department Head Name</b>	Stephen M. Plochochi				
<b>Department Head Signature</b>					
<b>Project Manager Name</b>	Rose Davis				
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Committee	10/23/17			
2	Board	10/25/17			

October 17, 2017			
<b>Department</b>			
Law and Procurement – MTACC			
<b>Department Head Name</b>			
Evan Eisland			
<b>Department Head Signature</b>			
			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
	President NYCT		President MTACC 
	Executive VP	SUG DT	President MTA Bus
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

<b>Internal Approvals (cont.)</b>							
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>

**PURPOSE:**

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

**DISCUSSION:**

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

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

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

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

<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	2	\$ 130.7 M
<u>Schedules Requiring Majority Vote:</u>		
Schedule G: Miscellaneous Service Contracts	1	\$ .4 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$ 50.5 M
Schedule I: Modifications to Purchase and Public Works Contracts	4	\$ 212.6 M
SUBTOTAL	8	\$ 394.2 M

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

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

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

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

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

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	1	\$ 4.2 M
SUBTOTAL	1	\$ 4.2 M
TOTAL	9	\$ 398.4 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.

**OCTOBER 2017**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

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

(Staff Summaries required for items requiring Board approval.)

1. **Trillium CNG** **\$19,513,034 (Est.)** Staff Summary Attached  
**Three Proposals – 87-month contract**  
**RFP# 155145**  
Operation and maintenance of compressed natural gas (CNG) fueling facilities for NYC Transit’s Department of Buses and MTA Bus Company.
  
2. **ECCO III Enterprises, Inc.** **\$111,190,000** Staff Summary Attached  
**Four Proposals – 13.5-month contract**  
**Contract# A-36622C**  
Enhanced Station Initiative–Package 3, Improvements at 72nd Street, 86th Street, Cathedral Parkway (110th Street) and 163rd Street – Amsterdam Avenue Stations, 8th Avenue Line.

**Procurements Requiring Majority Vote:**

**G. Miscellaneous Service Contracts**

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

3. **Bureau Veritas North America, Inc.** **\$409,025 (Est.)** Staff Summary Attached  
**72-month contract**  
**SSE# 173147**  
Provide garment and footwear testing, consulting, and social compliance services.

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

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

4. **Global Contact Services** **\$50,524,940 (Est.)** Staff Summary Attached  
**RFQ# 6994.2**  
Modification to the contract for the operation of the Paratransit Call Center; in order to exercise the option to extend the contract term.

**OCTOBER 2017**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote cont.:**

**I. Modifications to Purchase and Public Work Contracts**

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

<p><b>Nova Bus LFS, a Division of Prevost Car (US), Inc. New Flyer of America, Inc.</b></p>	<p><b>\$150,146,444 (Aggregate)</b></p>	<p><b><u>Staff Summary Attached</u></b></p>
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5. **Contract# B-40660-1.2 (Nova Bus)**      **\$60,028,995**

6. **Contract# B-40660-2.2 (New Flyer)**      **\$90,117,449**

Modification to the contracts for the purchase and delivery of 231 low-floor 60-foot articulated diesel buses with an option to purchase up to 300 additional buses; in order to exercise the competitive run-off option for the purchase of 180 low-floor 60-foot articulated diesel buses and related items.

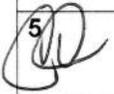
<p><b>7. TC Electric, LLC Contract# P-36445.1</b></p>	<p><b>\$955,000</b></p>	<p><b><u>Staff Summary Attached</u></b></p>
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Modification to the contract for Clark Street Tube; in order to provide for spalled concrete repair on tracks between Hoyt and Nevins Street stations.

<p><b>8. Vicom Computer Services Contract# 9347.9</b></p>	<p><b>\$61,500,000 (Est.)</b></p>	<p><b><u>Staff Summary Attached</u></b></p>
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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.

# Staff Summary

<b>Item Number</b> 1			
<b>Division, Department Head Name:</b> SVP Operations Support, Stephen M. Plochochi			
			
<b>Internal Approvals</b>			
<b>Order</b>	<b>Approval</b>	<b>Date</b>	<b>Approval</b>
1	Materiel	6 	Acting President
2 X	Law		
3 X	Budget		
4 X	Buses/MTABC		
5 	Acting EVP		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> Trillium CNG	<b>Contract No.</b> RFP 155145
<b>Description</b> Operations and Maintenance of CNG Fueling Facilities for NYC Transit DOB and MTABC	
<b>Total Amount</b> \$19,513,034 (Est.)	
<b>Contract Term (including Options, if any)</b> 87 months with a 36-month option	
<b>Option(s) included in Total Amt?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Renewal?</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Procurement Type</b>	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b>	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b>	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**PURPOSE:**

To obtain approval of the Board to award a competitively negotiated contract in the estimated amount of \$19,513,034 to Trillium CNG (“Trillium”) for the operation and maintenance of compressed natural gas fueling facilities for NYC Transit Department of Buses (“DOB”) and MTA Bus Company (“MTABC”) for an 87-month period. This contract includes a 36-month option that, if determined to be in the Authority’s best interest, will be exercised through a future Board action.

**DISCUSSION:**

DOB and MTABC currently operate six compressed natural gas (“CNG”) fueling facilities: four fast-fill facilities exist at depots that operate CNG-fueled buses (Jackie Gleason and West Farms are operated by DOB, College Point and Spring Creek are operated by MTABC); and two slow-fill facilities exist at Zerega Avenue and Grand Avenue maintenance facilities (both operated by DOB) that are used primarily for defueling buses. Combined, these depots service a fleet of approximately 745 CNG-fueled buses daily. Prior to this procurement, each facility was operated and managed under various independent contracts and scopes of work. All of these contracts were held by Trillium Management LLC, now Trillium CNG. This procurement represents the first time all CNG fueling facilities will be managed under a single contract with a comprehensive scope of work.

Under this contract, the contractor is responsible for the entire maintenance and operation of each of the CNG facilities from the point where the natural gas enters the facility, through the compression stages, and up to the point where the compressed gas is dispensed at the fueling stations. DOB and MTABC employees’ role in the operation of the facilities is limited to supervisory oversight and fueling the buses. The supply of natural gas is outside the scope of this contract and is obtained from the utilities. The responsibilities of the Contractor include performing routine inspections and preventive maintenance in order for all equipment to work at peak performance and in compliance with performance specifications. The contractor is also responsible for providing remedial maintenance when any facility components are malfunctioning or inoperable including all electrical, electronic or mechanical adjustments, troubleshooting, alignment, and replacement parts and assemblies.

Due to the unique technical nature of the CNG facilities and the need to correctly manage the inherent high pressure of the fueling system, it was determined that using a competitive Request for Proposal (“RFP”) process would be best in considering factors beyond cost in awarding an appropriate contract. This RFP contained the following evaluation criteria, listed in order of relative importance in evaluating proposals: (1) overall technical qualification of the proposer, (2) quality and thoroughness of proposer’s plan, (3) overall project pricing, and (4) other relevant matters.

For fast-fill facilities, it was requested that price proposals include per-term charges for operation and maintenance services at various volume stratifications to include preventive maintenance and repair work on an as-needed basis, and pricing for both labor and materials for potential task orders to perform major upgrades. For slow-fill facilities, it was requested that price proposals include costs for both labor and materials to perform scheduled inspections and as-needed repairs, and both labor and materials for potential task orders to perform major upgrades. The price proposal portion of the RFP was composed of a uniform price schedule for each fast-fill facility, and a uniform price schedule for each slow-fill facility. Proposers were allowed to submit alternate proposals.

NYC Transit received proposals from Trillium, Clean Energy, and Preferred Services LLC. After an initial review of the proposals by the Selection Committee, Trillium and Clean Energy were invited for oral presentations, and then for negotiations. After reviewing Preferred Services' proposal, it was deemed lacking in technical expertise and experience to adequately meet the evaluation criteria.

Negotiations were held to clarify minor issues of contract interpretation, make minor alterations to the contract specifications, and to seek a reduction in pricing. Following negotiations, Trillium and Clean Energy submitted Best and Final Offers ("BAFO"). Trillium also submitted an alternate BAFO. The BAFO pricing for the 87-month period is as follows\*:

<u>Proposer</u>	<u>Total Price</u>
Trillium (Alternate)	\$19,487,600
Trillium (Compliant)	\$20,178,935
Clean Energy (Compliant)	\$20,413,294

\*The figures presented here are as-proposed and unescalated. In order to determine the award amount, the base proposal was evaluated using estimated escalation on the portion of the contract subject to escalation pricing, compounded over the contract term. The escalation is tied to the Consumer Price Index for All Urban Customers, Selected Areas – New York, Northern New Jersey, and Long Island, as published by the US Bureau of Labor Statistics.

In its deliberations, the Selection Committee initially focused on the technical merits of the two proposers. Each proposer was deemed to be technically qualified to perform the contract, and subsequently the Committee evaluated the two proposers as technically equivalent. As a result, as outlined in the evaluation criteria, price was used as a determining factor to select the winning proposer. Trillium offered the lowest compliant price proposal, but it also offered an alternate price proposal that offered even more advantageous pricing. Trillium's alternate proposal offered a single, all-inclusive monthly price for throughput at all six facilities, and that price would not be subject to escalation over the base contract term. In effect, that means that approximately 90% of the contract value would not be subject to escalation over its term. This offer allows DOB and MTABC to leverage its high volume of CNG throughput across all six facilities, eliminates much of the originally anticipated escalation over the contract term, and substantially simplifies and streamlines contract administration for both the contractor and DOB and MTABC.

A pricing analysis revealed Trillium's offer on this procurement is approximately 19.9% lower than the pricing on the current contract. Trillium's unescalated BAFO of \$19,487,600 is \$2,620,238 or 12.0% below Trillium's initial proposal of \$22,107,838 and is \$925,694 or 4.5% lower than Clean Energy's BAFO of \$20,413,294. The pricing offered by Trillium has been found fair and reasonable.

A background search and review of the documents submitted by Trillium has disclosed no "significant adverse information" within the meaning of the Responsibility Guidelines. A review of Trillium's financial statements has found that there is reasonable assurance that it is financially qualified to perform the work under this contract. Trillium has been found to be responsible.

#### **M/W/DBE INFORMATION:**

Based on the scope of work and lack of subcontracting opportunities, no MBE/WBE goals were established for this contract.

#### **IMPACT ON FUNDING:**

Funds are available in DOB and MTABC's budget under Account No. 71135, Function No. 630.

#### **ALTERNATIVES:**

None. NYC Transit and MTABC do not possess the in-house expertise to operate and maintain their CNG fueling facilities, requiring a technically qualified and experienced contractor to operate the facilities safely and efficiently.

#### **RECOMMENDATION:**

It is recommended that the Board approve the award of this competitively negotiated contract in the estimated amount of \$19,513,034 to Trillium for the operation and maintenance of compressed natural gas fueling facilities for DOB and MTABC for an 87-month period. This contract includes a 36-month option that, if determined to be in the Authority's best interest, will be exercised through a future Board action.

# Staff Summary

<b>Item Number</b> 2			
<b>Division, Department Head Name:</b> SVP Operations Support, Stephen M. Plochochi			
			
<b>Internal Approvals</b>			
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1 <i>WD</i>	Materiel	6 <i>X</i>	Subways
2 <i>X</i>	Law	7 <i>[Signature]</i>	Acting EVP
3 <i>X</i>	Budget	8 <i>[Signature]</i>	Acting President
4 <i>X</i>	DDCR		
5 <i>X</i>	CPM		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> ECCO III Enterprises, Inc.	<b>Contract No.</b> A-36622C
<b>Description</b> Enhanced Station Initiative—Package 3 Improvements at 72nd Street, 86th Street, Cathedral Parkway (110th Street) and 163rd Street – Amsterdam Avenue Stations, 8th Avenue Line Manhattan	
<b>Total Amount</b> \$111,190,000	
<b>Contract Term (including Options, if any)</b> 13.5 months	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**PURPOSE:**

To obtain approval of the Board to award a contract for Package 3 of the Enhanced Station Initiative (“ESI”) for the design and construction of improvements at the 72nd Street, 86th Street, Cathedral Parkway (110th Street), and 163rd Street stations along the 8th Avenue Line in the borough of Manhattan to ECCO III Enterprises, Inc. (“ECCO III”) in the amount of \$111,190,000 and a duration of 13.5 months.

In accordance with MTA policy regarding the use of design-build, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$100,000 to be paid to each unsuccessful proposer whose proposal met a defined standard. Accordingly, permission is also requested to pay a total stipend of \$300,000. This is the third of several construction contracts to be awarded under the ESI Program.

**DISCUSSION:**

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

An Authorizing Resolution requesting the use of a two-step competitive Request for Proposal (“RFP”) procurement process was approved by the Board in April 2016. A request for letters of interest and qualification packages was advertised in May 2016, resulting in the submission of seven responses on June 21, 2016. The Step-1 qualification packages were evaluated against preestablished selection criteria addressing relevant experience, general responsibility, financial resources, and safety record.

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

The Package 3 RFP was issued on May 24, 2017. Proposals were received on August 15, 2017 from CFJV – \$121,601,489; ECCO III – \$105,884,992; Judlau – \$103,970,233; and Picone-Schiavone – \$156,897,000. The internal estimate is \$91,597,634. Skanska chose not to propose on Package 3 as the firm decided to focus its full attention on Package 2 which was awarded to them on April 14, 2017.

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

The SC reviewed the technical proposals and subsequently reviewed the price proposals submitted by each proposer. After review and consideration of all proposals, the SC recommended that ECCO III and Judlau be invited for negotiations. Both were unanimous selections as each submitted strong technical proposals including the most competitive schedule improvements.

ECCO III’s proposal was considered the most complete and comprehensive of all four teams considering a five-month design period before the start of the first station bypass. ECCO III proposed a staggered approach with the first station bypass starting approximately five months after award and each subsequent station closing at one-month intervals. ECCO III proposed a combined reduction of 153 days for the four station bypasses. Their Cost Proposal was within 16% of the internal estimate. The SC determined that none of the alternates proposed by ECCO III merited further consideration.

Judlau submitted a very strong technical proposal which also considered a five-month design period with its first station bypass also starting approximately five months after award. However, Judlau proposed to close the three remaining stations simultaneously, approximately 1½ months after the start of the first station bypass and reopen all four stations on the same day. Judlau proposed a combined reduction of 173 days for the four station bypasses as well as a reduction to the maximum contract duration from 14 months to 12 months. Judlau’s Cost Proposal was within 14% of the internal estimate. Judlau proposed no alternates.

CFJV and Picone-Schiavone were not selected for negotiations. CFJV’s technical proposal was determined to be the least preferred of the four proposals and its Cost Proposal was nearly 33% (or +\$30M) more than the internal estimate. Picone-Schiavone submitted a strong technical proposal but offered the least schedule improvements of the four proposals. Its Cost Proposal was more than 71% (or +\$65M) over the internal estimate.

Prior to negotiations and as a result of a recent field walk through of the Package 3 stations, it was determined that replacement of electrical equipment at the 72nd and 86th Street stations is necessary due to their existing condition. Considering the late addition of this work to the project scope, it was determined that an allowance of \$3 million would be included in the contract. Accordingly, the internal estimate was increased to \$94,597,634.

Negotiations were conducted with both firms and included discussions of schedule and overall cost including pricing assumptions. At the conclusion of negotiations, both teams were requested to submit their Best and Final Offer (“BAFO”). BAFOs were received on August 29, 2017. Judlau’s BAFO was \$105,770,233, which represents a reduction of \$1,200,000 (1.1%) from its initial proposal after adjusting for the new allowance item. Judlau also proposed additional improvements to its schedule, including reducing its combined bypass durations by an additional 17 days to 190 days. ECCO III’s BAFO was \$113,190,000, which represents an increase of \$4,305,008 (4%) from its initial proposal after adjusting for the new allowance item. ECCO III offered no additional improvements to its proposed schedule.

The SC reviewed the BAFOs, discussed the schedule improvements proposed by Judlau as well as the increase to ECCO III’s proposal, and revisited the technical evaluations. The SC unanimously recommended Judlau for award, determining that its proposal offered the best overall value to NYC Transit based on the selection criteria. Judlau’s BAFO of \$105,770,233 was \$11,172,599 (11.8%) greater than the revised estimate and was considered fair and reasonable. This review also considered proposed savings in authority-provided services as well as avoidance of incentive payments associated with the reduced bypass durations proposed by both teams.

On September 25, 2017, the recommendation for award to Judlau was presented to the NYC Transit Committee. The NYC Transit Committee, citing ongoing performance issues on MTACC’s project for the Reconstruction of the Cortlandt St #1 Line Station, rejected the recommendation and the NYC Transit Committee requested that NYC Transit consider an agreement with the next preferred proposer, ECCO III, and determine whether such recommendation could be brought to the September Board.

# Staff Summary

On September 25, 2017, ECCO III was contacted by Senior Procurement staff and requested to revisit its BAFO, and consider whether any additional schedule improvements could be made or price concession offered. On September 26, 2017, ECCO III responded submitting a revised BAFO reflecting a reduction of \$2 million along with schedule improvements including reducing the overall contract duration from 14 months to 13.5 months and further reducing their bypass durations by an additional 28 days. ECCO III's final proposal includes a cost of \$111,190,000, a total duration of 13.5 months, and a combined reduction of 181 days for the four station bypasses. This is comparable to Judlau's proposed total reduction. In fact, with the additional reductions proposed by ECCO III, two of the four stations have shorter durations than what was proposed by Judlau. The Selection Committee reconvened on the afternoon of September 26 and was notified of the NYC Transit Committee's decision as well as the improvements to ECCO III's BAFO. The Selection Committee unanimously recommended ECCO III for award, determining that its proposal offered the best overall value to NYC Transit based on the selection criteria relative to the proposals of CFJV and Picone-Schiavone. ECCO III has a significantly better bypass schedule and its final proposal of \$111,190,000 is \$10,411,489 (9.4%) below the initial proposal submitted by CFJV and \$45,707,000 (41.1%) below the initial proposal submitted by Picone-Schiavone. ECCO III's final proposal is considered fair and reasonable.

On September 27, 2017, this contract was presented for approval at the September Board meeting, at which time members of the Board requested more time to review and consider the recommended award. Procurement sought to obtain additional concessions beyond the prior cost and schedule reductions, but despite further efforts, they were not attainable. Nevertheless, the proposed \$111,190,000 award amount is still approximately \$10,000,000 lower than the next proposal received, and with a significantly better bypass schedule. The difference in pricing between Judlau and ECCO III can be largely attributed to the strength of ECCO III's design and construction approach, and project management plan. These are the elements that resulted in ECCO III being the most technically preferred proposer.

In addition, a question was raised at the September Board meeting as to why the ECCO III proposed award amount was approximately \$5.3 million more than its initial proposal. As indicated above, \$3 million of this increase is attributed to the added allowance for replacement of electrical equipment at the 72nd and 86th Street stations. The balance of the increase by ECCO III resulted from a final insurance premium quotation that was greater than they originally had projected.

ECCO III's prior relevant experience includes several design/build projects for Metro-North Railroad, including the contract for Rehabilitation of 9 Hudson Line Stations & the Yonkers Viaduct (\$62.1M), a contract for the Harmon Shop Replacement, Phase III (\$70.5M); and a contract for the Rehabilitation of 5 Mid-Harlem Stations (\$17M). As a result of the recent notice of ECCO III's selection, insurance approvals are pending. Financial approval of ECCO III has been received, as well as approval of its bonds. Additionally, ECCO III has certified that it is not on the list of firms debarred from obtaining an award under the Iran Energy Sector Divestment Law.

A background check performed by the Division of Materiel pursuant to the All-Agency Responsibility Guidelines, revealed no Significant Adverse Information within the meaning of the All-Agency Responsibility Guidelines related to ECCO III Enterprises, Inc.

## **M/W/DBE INFORMATION:**

The MTA Department of Diversity and Civil Rights ("DDCR") has established goals at 15% MBE and 15% WBE. DDCR is awaiting the submission of ECCO III's M/WBE Utilization Plan. ECCO III indicated in its original proposal that it intended to achieve overall 30% M/WBE participation. A revised plan will be submitted that reflects the final contract amount. An award will not be made until DDCR approval is obtained. ECCO III has achieved the M/W/DBE goals on previous MTA contracts.

## **CAPITAL PROGRAM REPORTING:**

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

## **IMPACT ON FUNDING:**

This project is funded by the MTA and will be managed by NYC Transit under the MTA Capital Program. Funding is available through the 2015–2019 ESI Program.

## **ALTERNATIVES:**

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

## **RECOMMENDATION:**

That the Board approve the award of a contract for Package 3 of the Enhanced Station Initiative for the Design and Construction of Improvements at the 72nd Street, 86th Street, Cathedral Parkway (110th Street), and 163rd Street stations along the 8th Avenue Line in the Borough of Manhattan to ECCO III Enterprises, Inc. in the amount of \$111,190,000 and a duration of 13.5 months.



**Item Number: 4**

<b>Vendor Name (Location)</b> Global Contact Services (Salisbury, North Carolina)	
<b>Description</b> Operation of the Paratransit Call Center	
<b>Contract Term (including Options, if any)</b> January 1, 2013–December 31, 2017	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Department of Buses, Darryl C. Irick	

<b>Contract Number</b> RFQ 6994	<b>AWO/Mod. #</b> 2
<b>Original Amount:</b>	\$ 152,900,016
<b>Prior Modifications:</b>	\$ 0
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 152,900,016
<b>This Request:</b>	\$ 50,524,940 (Est.)
<b>% of This Request to Current Amount:</b>	33%
<b>% of Modifications (including This Request) to Original Amount:</b>	33%

**Discussion:**

This modification will exercise the option to extend the term of Contract RFP6994 for up to two additional years with Global Contact Services (“GCS”) for the continued operation of the Paratransit Call Center which includes processing trip requests for customers of Access-A-Ride (“AAR”) through advance and same day reservations, addressing service delivery issues, and providing customer information on trip status to Paratransit registrants on a 24/7 basis in compliance with the Americans with Disabilities Act (“ADA”).

Following the competitive solicitation of Request for Proposal (“RFP”) 6994 for the operation of the Paratransit Call Center, the Board approved the award of this miscellaneous service, estimated quantity contract in November 2012 with a five-year base term and an option to extend the contract for up to two additional years. This contract was awarded to GCS for an estimated \$153 million, effective January 1, 2013. Pricing for the option period was negotiated at the time of award.

The costs paid under this contract include management salaries, hourly personnel wages, fringe benefits, overhead, and profit. Procurement conducted a market survey to determine if the negotiated rates for the option period were still advantageous to the Authority. The market survey revealed that GCS’s rates continue to be the most competitive. Of the responses received, the next lowest total cost to operate the AAR Call Center was 17.17% higher in year one and 5.61% higher in year two than the amount that is projected to be paid to GCS during the option period. GCS’s rates for the option period are deemed fair and reasonable.

GCS is a leader in call center operations and currently operates on- and off-site call centers for companies such as American Express, Wells Fargo, Lexis Nexis, City Colleges of Chicago, and the Massachusetts Bay Transportation Authority’s (“MBTA”) Paratransit Division to include the scheduling and dispatching of paratransit trips. Throughout the base term of this contract, GCS employed training and cross-training strategies, and developed efficiencies that yielded significant cost savings to the Authority. In exercising GCS’s option, it is anticipated that the Authority will realize an additional \$8.8 million in savings.

The estimated expenditure for exercising this option is \$75.9 million. Due to the efficiencies provided by GCS during the base years, approximately \$25.4 million will remain in the contract at the end of the base term. Therefore only \$50.5 million is required to cover costs for the option period.

Item Number: 5-6

<b>Vendor Name (Location)</b> Nova Bus, a Division on Prevost Car (US) Inc. (Plattsburgh, New York) New Flyer of America, Inc. (St Cloud, Minnesota)
<b>Description</b> Purchase of 231 low-floor 60-foot articulated diesel buses with an option to purchase up to 300 additional buses
<b>Contract Term (including Options, if any)</b> March 24, 2016–March 31, 2023
<b>Option(s) included in Total Amount</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Department of Buses, Darryl C. Irick

<b>Contract Number</b> B-40660-1 (Nova Bus) B-40660-2 (New Flyer)	<b>AWO/Mod. #</b> 2 2
<b>Original Amount:</b> \$74,986,729 (Nova Bus) \$109,937,596 (New Flyer)	\$ 184,924,325 (Est.)
<b>Prior Modifications:</b>	\$
<b>Prior Budgetary Increases:</b>	\$
<b>Current Amount:</b>	\$ 184,924,325
<b>This Request:</b> B-40660-1: \$60,028,995 (Est.) B-40660-2: \$90,117,449 (Est.)	\$ 150,146,444 (Est.)
<b>% of This Request to Current Amount:</b>	81.2%
<b>% of Modifications (including This Request) to Original Amount:</b>	81.2%

**Discussion:**

These modifications are for the purchase of 180 low-floor 60-foot articulated diesel buses and related items such as spare parts, special tools and equipment, diagnostic testing, technical documentation, and training for NYC Transit Department of Buses (“DOB”); 108 buses from New Flyer of America, Inc. (“New Flyer”), in the estimated amount of \$90,117,449; and 72 buses from Nova Bus, a Division on Prevost Car (US) Inc. (“Nova Bus”), in the estimated amount of \$60,028,995, for a combined total estimated award amount of \$150,146,444.

These modifications will utilize the competitive run-off option procedure (through which both New Flyer and Nova Bus competed by submitting proposals for the option buses) as approved by the Board in November 2015. It should be noted that Procurement reached out to the marketplace and confirmed that no other bus manufacturers have an interest in qualifying a low-floor 60-foot articulated diesel bus at this time. Pursuant to the statutory framework, the selection criteria included: Overall Project Cost, New York State Content, Overall Quality of Proposer and Product including delivery, and Other Relevant Matters. Selection Committee members were drawn from NYC Transit - Department of Buses, Procurement, and Operations Planning.

The base contract (B-40660) was a competitively solicited and negotiated Request for Proposal (“RFP”) for the purchase of 231 low-floor 60-foot articulated diesel buses to replace buses that were beyond their 12-year service life. The solicitation included an option to purchase up to 300 additional buses, which could be ordered via a competitive run-off process if the base contract was split between the two competing bus manufacturers. The contractors who won the base award would then compete by submitting proposals for the option buses. The original RFP resulted in a split award approved by the November 2015 Board: (1) Contract B-40660-1 was awarded to Nova Bus for 92 low-floor 60-foot articulated diesel buses in the amount of \$74,986,729, and (2) Contract B-40660-2 was awarded to New Flyer for 139 low-floor 60-foot articulated diesel buses in the amount of \$109,937,596.

Delivery of the 231 buses began in January 2017 and is scheduled to be completed in March 2018.

The competitive run-off process for these 180 buses was initiated in June 2017, and proposals were received in July 2017. While the original option quantity was for 300 buses, the Capital Plan has been amended and the funding for the remaining 120 buses will be utilized for other bus requirements. These buses will be used to replace both 40- and 60-foot buses beyond their 12-year service life. Oral presentations and negotiations were conducted on a series of dates spanning from July 2017 through August 2017. Negotiations centered on (1) the current performance of each bus manufacturer’s low-floor 60-foot articulated diesel bus fleets currently operating in New York City, (2) pricing, delivery, and alternate proposals, and (3) exceptions/deviations/clarifications to the technical specifications, and the terms and conditions.

As part of the negotiation process, Procurement requested that both New Flyer and Nova Bus review their proposed delivery schedules to accommodate NYC Transit's need for delivery of buses to enhance service in connection with the Canarsie Tunnel "L-Train" shutdown. Subsequent to these negotiations, Best and Final Offers ("BAFOs") were requested.

The Selection Committee reviewed the two fully compliant BAFOs in accordance with the evaluation criteria and unanimously recommended a 60/40 split award with 108 buses to be awarded to New Flyer, and 72 buses to be awarded to Nova Bus. New Flyer's BAFO offered the best overall value with its lower price, higher technical evaluation, and significantly better delivery schedule, which outweighed Nova Bus's higher New York State Content.

In addition to its fully compliant BAFO, Nova Bus submitted an alternate BAFO that offered an accelerated delivery schedule (beginning 77 weeks earlier than its fully compliant BAFO; September 2018 instead of March 2020) and significantly lower price (approximately \$30,000 per bus). It should be noted that Nova Bus's alternate BAFO meets the technical specifications of the buses being delivered under the base contract and also includes the new branding as well as all of the safety (driver visibility improvements) and customer-facing technological (digital information screens, pedestrian turn warning, Wi-Fi, USB charging ports, automatic passenger counters, etc.) improvements found in the technical specifications for the fully compliant option buses. However, Nova Bus's alternate BAFO does not include mechanical/industrial improvements, which would have required significant engineering hours resulting in a delayed delivery schedule. After a thorough review of the BAFOs, DOB has decided to take advantage of the alternate BAFO offered by Nova Bus due to the urgent need for buses.

The award to New Flyer will consist of (1) \$88,556,976 (\$819,972 per bus) for the 108 buses, (2) \$505,644 for qualification testing, diagnostic tools, and manuals, (3) \$643,542 for an estimated quantity of training and an engine/transmission mock-up for training, and (4) \$411,287 for capital spares for a total estimated award amount of \$90,117,449, which is \$481,135, or 0.53% below New Flyer's initial proposal for 108 option buses of \$90,598,584.

The award to Nova Bus based on its alternate BAFO will consist of (1) \$58,774,680 (\$816,315 per bus) for the 72 diesel buses, (2) \$270,798 for qualification testing, diagnostic tools, and manuals, (3) \$574,175 for an estimated quantity of training, and (4) \$409,342 for capital spares for a total estimated award amount of \$60,028,995, which is \$3,951,810, or 6.18% below Nova Bus' initial fully compliant proposal for 72 option buses of \$63,980,805.

The combined total estimated award amount of \$150,146,444 results in a total savings of \$4,432,944, or 2.87% below the initial pricing received from both bus manufacturers. The final weighted average unit price per diesel bus of \$818,509 is \$59,589 or 6.79% below DOB's estimate of \$878,098. Procurement, DOB, and the Cost/Price Analysis Unit have determined the final prices to be fair and reasonable.

New Flyer will build four pilot buses in July 2018, to be used for configuration audit and qualification testing to expedite delivery of its production buses; Nova Bus will utilize production buses from the base order that will be delivered in 2018 to satisfy the pre-production requirements therefore no additional testing will be required for these buses. The combined delivery of the production buses is scheduled to begin in September 2018 and be completed in September 2019, for an overall delivery period of approximately 95 weeks from Notice of Award. New Flyer will deliver between December 2018 and September 2019, while Nova Bus will deliver between September 2018 and March 2019. The previously mentioned delivery schedules are based on the assumption that Notice of Award will be issued on or before December 1, 2017.

This split award is anticipated to result in the delivery and acceptance of buses in a more expeditious timeframe, which shortens the delivery schedule by up to 22 weeks versus an award to a single manufacturer. This expedited delivery schedule will enable NYC Transit to enhance the bus service provided in connection with the Canarsie Tunnel "L-Train" shutdown. Additionally, a split award will continue to foster price and technological competition, and allow DOB to mitigate potential performance and supply risks between two manufacturers instead of relying on only one bus manufacturer for an order of this size.

This modification will not be subject to prior approval by the OSC as Executive Order 168 has been invoked to expedite the award of these contracts to ensure that the previously mentioned delivery schedules are achieved.

Both New Flyer and Nova Bus have met the MWBE goals established in their base contracts and will continue to collaboratively work with NYC Transit in order to maximize the goals attained under this procurement and to establish an expanded MWBE supplier base for future procurements.

New Flyer has committed to meeting the New York State Content of 22.64%, and Nova Bus has committed to meeting the New York State Content of 29.76%. The total combined New York State Content for these modifications will be \$38,347,603, which represents 25.49% of the total award.

Item Number: 7

<b>Vendor Name (Location)</b> TC Electric, LLC (College Point, New York)	
<b>Description</b> Clark Street Tube Rehabilitation	
<b>Contract Term (including Options, if any)</b> September 22, 2016–January 22, 2019	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Capital Program Management, John O’Grady	

<b>Contract Number</b> P-36445	<b>AWO/Mod. #</b> 1
<b>Original Amount:</b>	\$ 63,526,000
<b>Prior Modifications:</b>	\$ 0
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 63,526,000
<b>This Request:</b>	\$ 955,000
<b>% of This Request to Current Amount:</b>	1.6%
<b>% of Modifications (including This Request) to Original Amount:</b>	1.6%

**Discussion:**

This modification provides for the repair of spalled ceiling concrete from Hoyt to Nevins Street stations. The substantial completion date of January 22, 2019, remains unchanged.

The original contract, awarded to TC Electric, LLC (“TC”) and funded by a Federal Transit Administration Sandy Recovery grant, covers the replacement of equipment, systems, and structures in-kind. The scope of work in the tube between the Wall Street Station in Manhattan and the Clark Street Station in Brooklyn includes replacement of electrical cables, refurbishment of pump rooms, painting and testing of fire standpipe, coating of exposed cast-iron tube segments and the repair of concrete such as dry cracks, active leaks, delamination, and spalls. The scope of work in the tunnel from the Hoyt Street to Nevins Street stations in Brooklyn is the removal and replacement of vent plant control cable.

This modification provides for the repair of spalled concrete in the ceiling in the tunnel from the Hoyt Street to Nevins Street stations. Constructed approximately the year 1915, the ceiling has since deteriorated. This modification will provide for the replacement of approximately 5,000 square feet of unsound concrete and corroded rebar. The scope of work includes removal of loose, unsound concrete; splicing of new rebar (where existing rebar has lost more than 20% of its original section); coating of existing steel; and application of a bonding agent to existing sound concrete. In some locations the concrete must be placed by hand; in other locations it is placed using a concrete pump. This work was planned for inclusion in a future locally-funded contract for line structure component repairs on the Eastern Parkway Line in Brooklyn, which is in the design phase for award in 2018. However, the component repairs required from Hoyt to Nevins Street stations are limited to the concrete ceiling repair and can be performed during the diversions of service provided for the subject contract. Accordingly, NYC Transit decided to add this concrete repair to the contract with TC, in order to avoid service interruptions and customer inconvenience in 2018. The additional work will be performed by the DBE subcontractor.

TC submitted its proposal in the amount of \$1,344,980. The in-house estimate was \$1,070,000. Negotiations resulted in an agreed-upon lump-sum price of \$955,000. Savings of \$389,980 were achieved. The price has been found fair and reasonable.

In connection with a previous contract awarded to TC Electric, TC Electric 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 Interim Executive Director in consultation with the MTA Acting General Counsel in April 2017. No new SAI has been found relating to TC Electric and TC Electric has been found to be responsible.

Separate local funding will be provided.

Item Number: 8

<b>Vendor Name (Location)</b> Vicom Computer Services (Farmingdale, New York)	
<b>Description</b> Network Infrastructure Upgrade	
<b>Contract Term (including Options, if any)</b> November 3, 2014–November 2, 2025	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
<b>Procurement Type</b>	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b>	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> MTA-BSC, Wael Hibri	

<b>Contract Number</b> 9347	<b>AWO/Mod. #</b> 9
<b>Original Amount:</b>	\$ 30,640,539
<b>Prior Modifications:</b>	\$ 2,984,590
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 33,625,129
<b>This Request:</b>	\$ \$61,500,000 (Est.)
<b>% of This Request to Current Amount:</b>	182.9%
<b>% of Modifications (including This Request) to Original Amount:</b>	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 \$450,000. 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 \$825,000 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.

In connection with a previous contract, Cisco, a significant subcontractor, was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guidelines and such finding was approved by the NYC Transit President in September 2014. No new SAI has been found relating to Cisco and Cisco has been found to be responsible.

OCTOBER 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.)

- |  |                          |                                      |
|--|--------------------------|--------------------------------------|
| <b>1. AECOM*Arup, JV</b><br><b>Contract# CM-1188.122</b>   | <b>\$4,156,506 (NTE)</b> | <b><u>Staff Summary Attached</u></b> |
| Modification to the contract for Preliminary and Final Engineering Services for the Second Avenue Subway Phase I, in order to provide additional consultant support and to extend the contract term. |                          |                                      |

**Schedule K: Ratification of Completed Procurement Actions**



**Item Number: 1**

<b>Vendor Name, Location</b> AECOM*Arup, Joint Venture (New York, New York)
<b>Description</b> Preliminary and Final Engineering Services for the Second Avenue Subway Project, Phase 1
<b>Contract Term (including Options, if any)</b> December 20, 2001–March 31, 2017
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source(s)</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> MTA Capital Construction, John N. Lieber

<b>Contract Number</b> CM-1188	<b>AWO/Mod. #:</b> 122
<b>Original Amount:</b>	\$ 200,478,227
<b>Option Amount:</b>	\$ 137,061,887
<b>Total Amount:</b>	\$ 337,540,114
<b>Prior Modifications:</b>	\$ 111,028,175
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 448,568,289
<b>This Request:</b>	\$ 4,156,506 (NTE)
<b>% of This Request to Current Amount:</b>	0.9%
<b>% of Modifications (including This Request) to Total Amount:</b>	34.1%

**Discussion:**

This retroactive modification is for additional Consultant Support During Construction (“CSDC”) for Phase 1 of the Second Avenue Subway (“SAS”) Project, and to extend the contract duration for an additional nine months (April 1, 2017–December 31, 2017).

In November 2001, the MTA Board approved the competitive award of Contract CM-1188 to AECOM\*Arup, Joint Venture (“AAJV”) to provide Preliminary Engineering for the entire SAS corridor for a duration of 72 months with an option for the completion of Final Design and CSDC on the Phase 1 segment. Modification No. 19 exercised the option and increased the contract term by 72 months. Subsequent modifications added a total of 39 months to the contract term.

CSDC services under the original contract include (1) review of submittals, requests for information, waiver requests, nonconformance reports, (2) information technology services to support the Construction Management System (“CMS”), (3) specialty technical services to support the SAS MTA Capital Construction (“MTACC”) Program Office in managing communication and system integration issues, (4) the preparation and submittal of various reports to federal and state agencies, and (5) closeout services, which include assisting the Consultant Construction Management (“CCM”) team in reviewing as-built systems, commenting on the contractor’s potential claims and disputes, reviewing outstanding revised and resubmitted submittals, and maintaining the Electronic Data Management System and CMS.

Under this modification, AAJV will provide post-revenue CSDC services and subsequent closeout activities through December 31, 2017. Although revenue service commenced on December 31, 2016, numerous design tasks that require AAJV support remain, including (1) design drawings for remaining utility and street restoration work, (2) design drawings necessary for the integration of electrical and mechanical systems in the stations with the fire alarm system as well as remote centers via the Supervisory Control and Data Acquisition system, including follow-on technical support, (3) design drawings necessary to capture punch list items, (4) additional design tasks resulting from various changes requested during construction, (5) technical support for submittal reviews, requests for information from contractors, nonconformance reports from field inspectors, and (6) assistance in the resolution of claims and disputes.

In order to continue services, retroactive approval was received from the MTACC President to continue work pending negotiations and award of this modification. AAJV’s initial proposal was in the amount of \$4,379,335. MTACC’s revised estimate was \$4,200,152. Negotiations with AAJV resulted in a Best and Final Offer (“BAFO”) of \$4,156,506 or 5.1% lower than its initial proposal. The BAFO reflects \$1.6 million for retro work from April through July 2017 and approximately \$2.6 million for the remaining work performed through the end of 2017. AAJV’s BAFO of \$4,156,506 was deemed fair and reasonable, and reflects \$222,829 in negotiated savings.

In connection with a previous contract awarded to AECOM, AECOM 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 Acting NYC Transit President in consultation with the MTA General Counsel in May 2017. No new SAI has been found relating to AECOM and AECOM has been found to be responsible.

# Staff Summary

<b>Subject</b> Budget Transfer from MTACC's Liability Reserve and Miscellaneous/Administration Funds into Phase 1 of the Second Avenue Subway Project
<b>Department</b> MTA Capital Construction
<b>Department Head Name</b> Peter Kohner, SVP & Senior Advisor, MTACC
<b>Department Head Signature</b> 
<b>VP &amp; Deputy Program Exec. Name and Signature</b> Ronald Pezik, P.E., MTACC

<b>Date</b> October 23, 2017
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT & Bus Committee	10/23/2017			
2	Finance Committee	10/23/2017			
3	Board	10/25/2017			

Internal Approvals			
Order	Approval	Order	Approval
1	Executive Vice President & CFO 		
2	President 		

**PURPOSE:**

To seek Board approval to transfer \$150 Million from savings in MTA Capital Construction's (MTACC's) Liability Reserve and Miscellaneous/Administration funds to provide additional contingency for construction Additional Work Orders (AWOs), impact costs, claims and Soft Cost needs on Phase 1 of the Second Avenue Subway (SAS) Project to support the Project's completion.

**DISCUSSION:**

As the Second Avenue Subway Phase 1 Project transitions from Revenue Service to Project Completion, an analysis of the remaining costs to date has identified a potential need of \$150 Million based on current needs and projected schedule. To address this need, MTACC has identified two potential sources of funds under MTACC control: Liability Reserve (Real Estate & Other Needs) and Miscellaneous/Administration. SAS cost needs will be met in two parts. The first part is to transfer to SAS Phase 1 a total of \$121 Million to address current needs, which includes \$52 Million from Administration savings and \$69 Million from Liability Reserve in the 2010-2014 capital plan. The second part is to address future needs as they arise by creating \$29 Million SAS reserve Project in Administration in the 2015-2019 Capital Plan. The 2015-2019 Administrative project will be replenished in the 2020-2024 Capital Program, if needed.

Liability Reserve:

The original approval of the 2010-2014 Capital Plan established a Liability Reserve to address final court awards or settlements for real estate acquisitions associated with all of the mega projects. The current value of the Liability Reserve is \$173 Million. Currently, \$69 Million can be reallocated within the MTACC 2010-2014 Capital Plan to SAS Phase 1 to support the Project's completion, leaving \$59 Million in Liability Reserve. This project will be replenished, if needed.

Miscellaneous/Administration:

Miscellaneous/Administration funds administrative and miscellaneous engineering activities to support the various network expansion projects managed by MTACC. The current budget in the 2010-2014 Capital Plan is \$127 Million. Currently, we have identified additional cost savings of \$52 Million, which will be made available to SAS Phase 1.

To fund future SAS Phase 1 needs, MTACC will set aside \$29 Million in a newly created reserve project under 2015-2019 Administrative funds. This funding will be replenished in the 2020-2024 capital plan, if needed.

## **ALTERNATIVES:**

There are no viable alternatives. This Budget Modification is critical to completing the remaining work on Phase 1 of the Second Avenue Subway Project to support the Project's completion.

## **IMPACT ON FUNDING:**

The work will be funded in MTACC's 2010-2014 and 2015-2019 Capital Plans.

The current budget is \$4.451 Billion. This transfer of savings to the SAS Project represents an increase of 3.37% to the budget.

## **RECOMMENDATION:**

MTACC recommends that the Board authorize MTACC to transfer \$69 Million from Liability Reserve and \$52 Million from Miscellaneous/ Administration, for a total of \$121 Million, to expand the Contingency and Soft Cost Budgets within the SAS Phase 1 Project in the MTACC 2010-2014 Capital Plan. An additional reserve of \$29 Million will be set aside in the 2015-2019 Administrative funding. These funds would be utilized to support the Project's completion.



**SERVICE CHANGES:**                    **NYCT/MTA BUS COMMITTEE  
NOTIFICATION SERVICE REVISION  
Q10 SOUTHBOUND TRAVEL PATH  
REVISION in JOHN F. KENNEDY  
INTERNATIONAL AIRPORT, QUEENS**

**SERVICE ISSUE:**

The Q10 provides local and limited-stop service between Kew Gardens and John F. Kennedy (JFK) International Airport via the intermediate neighborhoods of Richmond Hill, Ozone Park and South Ozone Park, Queens.

In JFK Airport, the Q10 local southbound travels along an indirect path to serve two low-volume bus stops in areas with little activity. This travel path leads to a difficult merge onto the Van Wyck Expressway Service Road, and a traffic conflict point at Federal Circle as the Q10 travels onto Bergen Road. This path requires additional turns, difficult merges, and adversely affects service reliability.

**RECOMMENDED SOLUTION:**

To provide more reliable service on a more direct and safer travel path, avoiding complicated traffic maneuvers, and to align the northbound and southbound travel paths symmetrically; revise the travel path of the southbound Q10 local to use 134<sup>th</sup> Street instead of 150<sup>th</sup> Avenue and Van Wyck Expressway Service Road in JFK Airport. This revision would discontinue two low-volume bus stops and add one new bus stop.

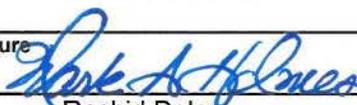
**ESTIMATED IMPACT:**

The net result of the recommended revision would be a small decrease operating cost of less than \$10,000 annually because of the slight reduction in travel distance.

**PLANNED IMPLEMENTATION:**

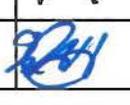
Winter 2018

# Staff Summary

<b>Subject</b>	Q10 Southbound Travel Path Revision in John F. Kennedy International Airport, Queens
<b>Department</b>	Operations Planning
<b>Department Head Name</b>	Mark A. Holmes
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	Rashid Dolor

<b>Date</b>	October 6, 2017
<b>Vendor Name</b>	N/A
<b>Contract Number</b>	N/A
<b>Contract Manager Name</b>	N/A
<b>Table of Contents Ref #</b>	N/A

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

Internal Approvals			
Order	Approval	Signature	Date
4	President		10/10/17
3	Executive Vice President		10/10/17
2	Acting VP, Government and Community		10/9/17
1	Chief Officer, Operations Planning		10/6/17

## PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Committee of, a recommendation to revise the travel path of the Q10 local in JFK Airport, Queens.

## DISCUSSION:

The Q10 provides local and limited-stop service between Kew Gardens and John F. Kennedy (JFK) International Airport via the intermediate neighborhoods of Richmond Hill, Ozone Park and South Ozone Park, a one-way distance of approximately 8 miles. This route currently transports approximately 23,400 passengers on weekdays, approximately 15,100 passengers on Saturdays, and approximately 12,600 passengers on Sundays; the highest ridership route operated by MTA Bus.

In South Ozone Park, the southbound Q10 local diverges from the Q10 Limited onto Rockaway Boulevard and 130<sup>th</sup> Street to service residents east of Lefferts Boulevard before entering JFK Airport. Upon entry onto airport property, the southbound Q10 local diverts to serve two low-volume bus stops in areas with little-to-no activity while having to negotiate complex traffic maneuvers. These bus stops are located on 150<sup>th</sup> Avenue and Van Wyck Expressway Service Road. The first stop on 150<sup>th</sup> Avenue serves a vacant former hotel building closed in 2009, and the second stop on Van Wyck Expressway Service Road serves Airport Building 111 which has its active entrance on the opposite side of the building on 134<sup>th</sup> Street.

The Q10 local travel path often faces difficulty merging onto Van Wyck Expressway Service Road. The right turn onto the service road is difficult for bus operations due to conflicts with high-speed vehicles on the expressway. The lack of physical separation between the expressway lanes and service road forces Q10 buses to merge into an active travel lane. As the Q10 continues on Van Wyck Expressway Service Road,

The legal name of MTA Bus is MTA Bus Company.

# Staff Summary

vehicles exiting Federal Circle towards Bergen Road must weave and cross paths with the Q10. The conditions at both locations causes safety issues as well.

In order to increase reliability and streamline southbound Q10 local using a safer travel path, it is recommended to revise the travel path to continue south on 134<sup>th</sup> Street to Bergen Road instead of using 150<sup>th</sup> Avenue and Van Wyck Expressway Service Road (see attached map). Under this revision, the southbound Q10 local would use a travel path that is more symmetrical with the northbound travel path. The southbound Q10 local would be able to utilize lower-speed streets and avoid difficult merges. The travel path revision would discontinue the turns from 134<sup>th</sup> Street onto 150<sup>th</sup> Avenue and from 150<sup>th</sup> Avenue onto the Van Wyck Expressway Service Road. There would be a small decrease in travel distance of approximately 600 feet. The scheduled travel time would remain unchanged as any small time savings would be used to help improve reliability.

This revision would discontinue two Q10 local bus stops in the southbound direction along 150<sup>th</sup> Avenue and Van Wyck Expressway Service Road used by a total of 45 passengers per weekday (approximately 20-25 passengers each), and a lesser number on weekends. A new bus stop will be added on 134<sup>th</sup> Street at 150<sup>th</sup> Avenue opposite a northbound bus stop to maintain proximate accessibility.

There would be a walk of approximately 615 feet from the bus stop that would be discontinued adjacent to the vacant former hotel building on 150<sup>th</sup> Avenue at the Van Wyck Expressway to the new bus stop on 134<sup>th</sup> Street at 150<sup>th</sup> Avenue; and a walk of approximately 1,435 feet from the discontinued bus stop on the Van Wyck Expressway Service Road at Building 111 to the new bus stop on 134<sup>th</sup> Street at 150<sup>th</sup> Avenue. However, the new bus stop will only be approximately 500 feet from the entrance gate to Building 111 along 134<sup>th</sup> Street.

This revision was reviewed with JFK Airport representatives, who were in agreement with the travel path change, and acknowledged that there are no changes in use currently planned for these buildings.

The travel path and bus stops of the northbound Q10 local would remain unchanged.

## **RECOMMENDATION:**

To provide more reliable service on a more direct and safer travel path, avoiding complicated traffic maneuvers, and to align the northbound and southbound travel paths symmetrically; revise the travel path of the southbound Q10 local to use 134<sup>th</sup> Street instead of 150<sup>th</sup> Avenue and Van Wyck Expressway Service Road in JFK Airport. This revision would discontinue two low-volume bus stops and add one new bus stop.

## **ALTERNATIVES:**

The only alternative would be to leave the current southbound Q10 local travel path in JFK Airport unchanged. This would forgo the opportunity to provide more reliable service on a more direct path.

# Staff Summary

## IMPACT ON FUNDING:

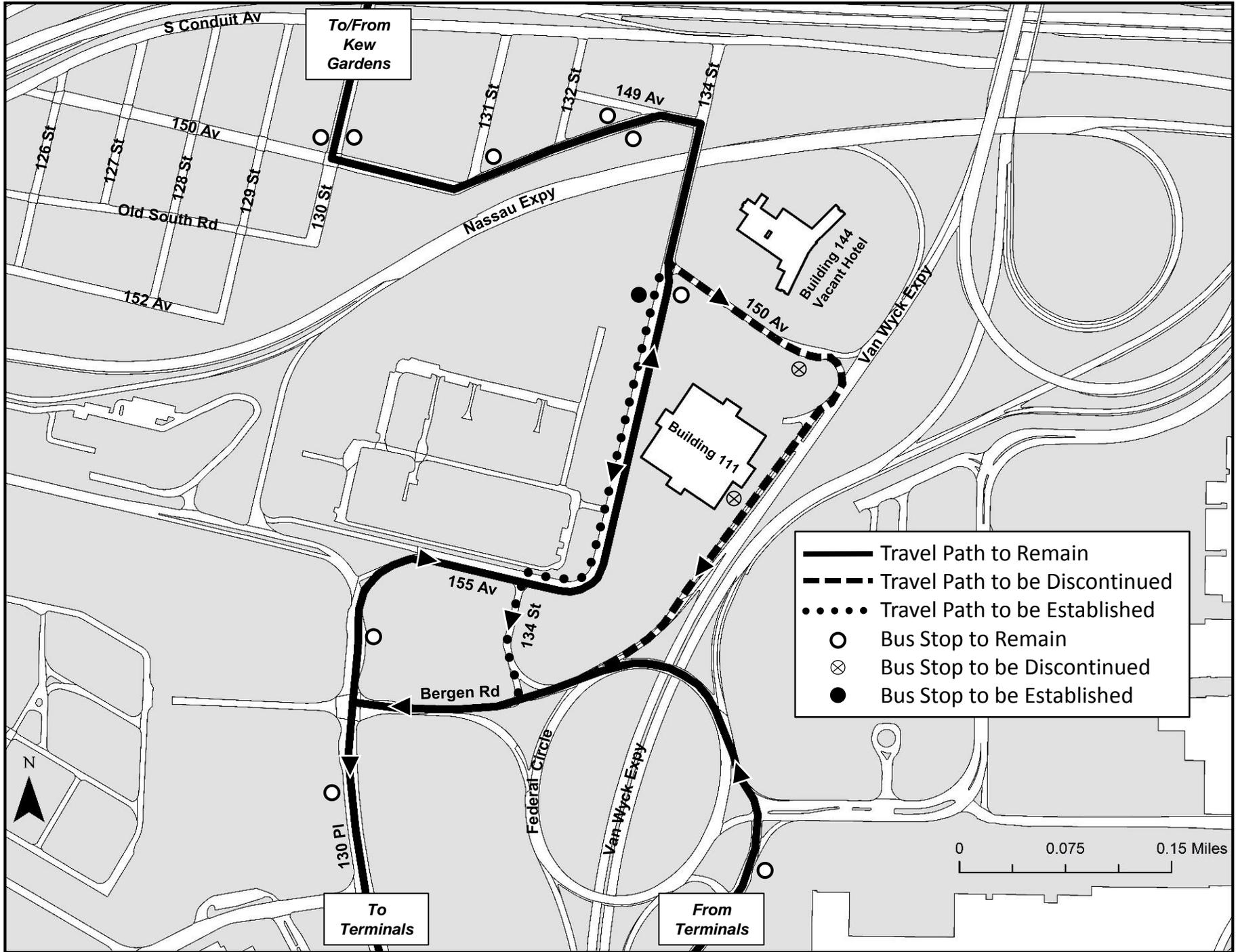
The net result of the recommended revision would be a small decrease operating cost of less than \$10,000 annually because of the slight reduction in travel distance.

## IMPLEMENTATION:

Winter 2018

Approved:  \_\_\_\_\_  
Darryl C. Irick  
President

# Q10 Local Travel Path Revision



To/From  
Kew  
Gardens

To  
Terminals

From  
Terminals

- Travel Path to Remain
- - - Travel Path to be Discontinued
- ..... Travel Path to be Established
- Bus Stop to Remain
- ⊗ Bus Stop to be Discontinued
- Bus Stop to be Established

0 0.075 0.15 Miles





## **SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report**

### **MetroCard Market Share**

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

<u>Fare Media</u>	<u>August 2016</u>	<u>August 2017*</u>	<u>Difference</u>
Cash	2.3%	2.2%	(0.1%)
Single-Ride Ticket	0.8%	0.8%	0.0%
Bonus Pay-Per-Ride	40.3%	41.1%	0.8%
Non-Bonus Pay-Per-Ride	5.3%	4.9%	(0.4%)
7-Day Farecard	23.0%	22.9%	(0.1%)
30-Day Farecard	<u>28.2%</u>	<u>28.0%</u>	(0.2%)
Total	100.0%	100.0%	

\* Preliminary

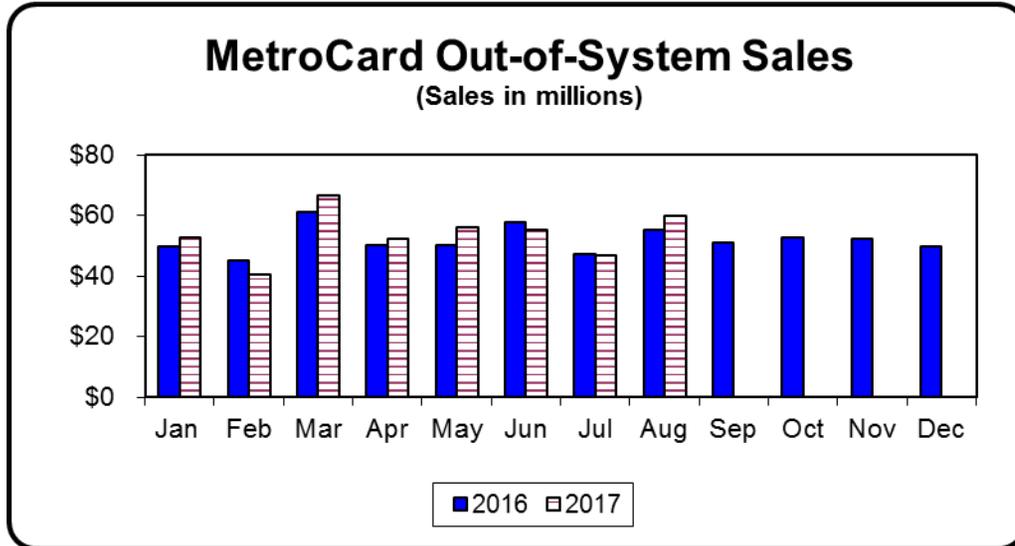
*Note: Percentages may not add due to rounding.*

### **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 August 2017 was 4,012 a 12.36 percent decrease from the same period last year. The average value of a credit issued was \$73.17.

## MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$59.9 million in August 2017, an 8.5 percent increase compared to August of 2016. Year to date sales totaled \$430.1 million, a 12.8 percent increase compared to the same period last year.



### *Retail Sales*

There were 4,291 active out-of-system sales and distribution locations for MetroCards, generating \$27.2 million in sales revenue during August 2017.

### *Employer-based Sales of Pre-tax Transportation Benefits*

Sales of 178,540 MetroCards valued at approximately \$17.6 million were made in August 2017 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$98.34. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 113,576 for August 2017, generating an additional \$13.7 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$226.5 million, an 11 percent increase when compared to last year.

## Mobile Sales Program

In August 2017, the Mobile Sales unit completed 210 site visits, of which 151 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$160,000 in revenue was generated. In August 2017, the Mobile Sales unit assisted and enabled 2,099 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as support for the US Tennis Open (Queens).

### **Reduced-Fare Program**

During August 2017 enrollment in the Reduced-Fare Program increased by 6,372 new customers. The total number of customers in the program is 1,101,256. Seniors account for 912,659 or 83 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 17 percent or 188,597 customers. Of those, a total of 39,738 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 \$8.4 million in value to their farecards during the month.

### **EasyPay Reduced Fare Program**

In August 2017, the EasyPay Reduced Fare program enrollment totaled 169,993 accounts. During the month, active EasyPay customers accounted for approximately 2.2 million subway and bus rides with \$2.2 million charged to their accounts. Each active account averaged 28 trips per month, with an average monthly bill of \$14.

### **EasyPay Xpress Pay-Per-Ride Program**

In August 2017, the EasyPay Xpress PPR program enrollment totaled 107,618 accounts. During this month, active Xpress PPR customers accounted for approximately 1.8 million subway, express bus and local bus rides with \$4.9 million charged to their accounts. Each active account averaged 22 trips per month, with an average monthly bill of \$59.

### **EasyPay Xpress Unlimited Program**

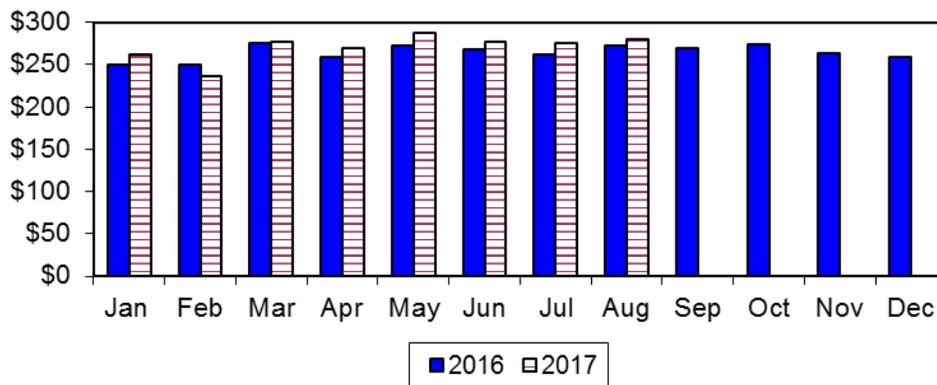
In August 2017, the EasyPay Xpress Unlimited program enrollment totaled 22,593 accounts. During this month, active Xpress Unlimited customers accounted for approximately 1.0 million subway and local bus rides with \$2.2 million charged to their accounts. Each active account averaged 49 trips per month with a fixed monthly bill of \$121.00.

### **In-System Automated Sales**

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during August 2017 totaled \$279.4 million, on a base of 15.8 million customer transactions. This represents 0.2 percent decrease in vending machine transactions compared to the same period last year. During August 2017, MEMs accounted for 2,334,019 transactions resulting in \$59,554,668.38 in sales. Debit/credit card purchases accounted for 79.4 percent of total vending machine revenue, while cash purchases accounted for 20.6 percent. Debit/credit card transactions account for 56.8 percent of total vending machine transactions, while cash transactions account for 43.2 percent. The average credit sale was \$28.22, more than three times the average cash sale of \$8.42. The average debit sale was \$19.68.

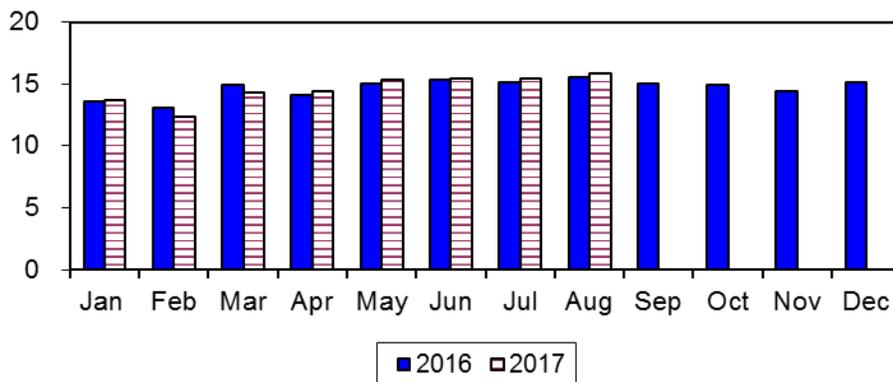
## Vending Machine Sales

(Sales in millions)



## Vending Machine Transactions

(Transactions in millions)



# **MTA HOMELESS OUTREACH**

## **New York City Transit**

October 2017



# MTA HOMELESS OUTREACH

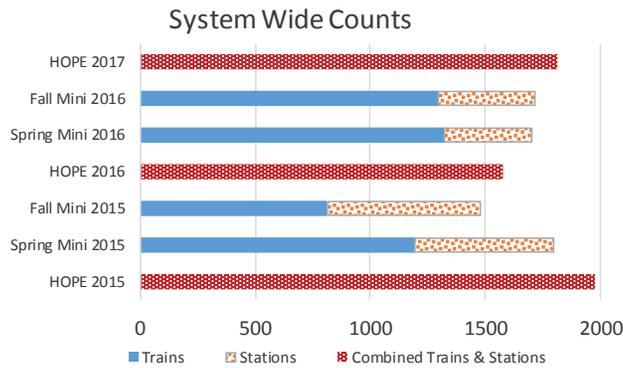
- Bowery Residents' Committee contracted provider
- Joint MTA/City-Funded Program in Subways
- Employee Induction Training Video
- Placements
  - Voluntary
  - Exception for those individuals who pose a danger to themselves or others
  - Partner with NYPD



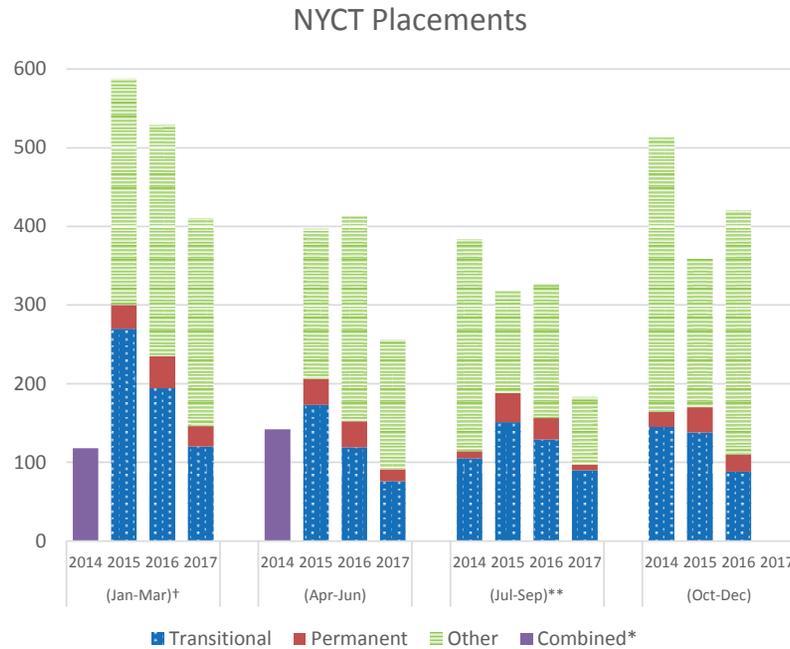
# MTA HOMELESS OUTREACH

## Subway Population Estimate

- City-Wide Hope Count February 2017:
  - 1812 (47% of total count – street plus subway)



## Total Placements



\*Combined placement types prior to DHS NYCT contract  
 † March 2017 data reconciled & updated.  
 \*\* Data updated thru Aug 2017



**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 - October 2017

data thru September 2017; \$s in million

	Budget	Expenditures
Construction	\$ 160.0	\$ 56.2
Design/CPS	5.0	4.6
Construction Management	16.8	5.6
<b>Total</b>	<b>\$ 181.8</b>	<b>\$ 66.5</b>

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

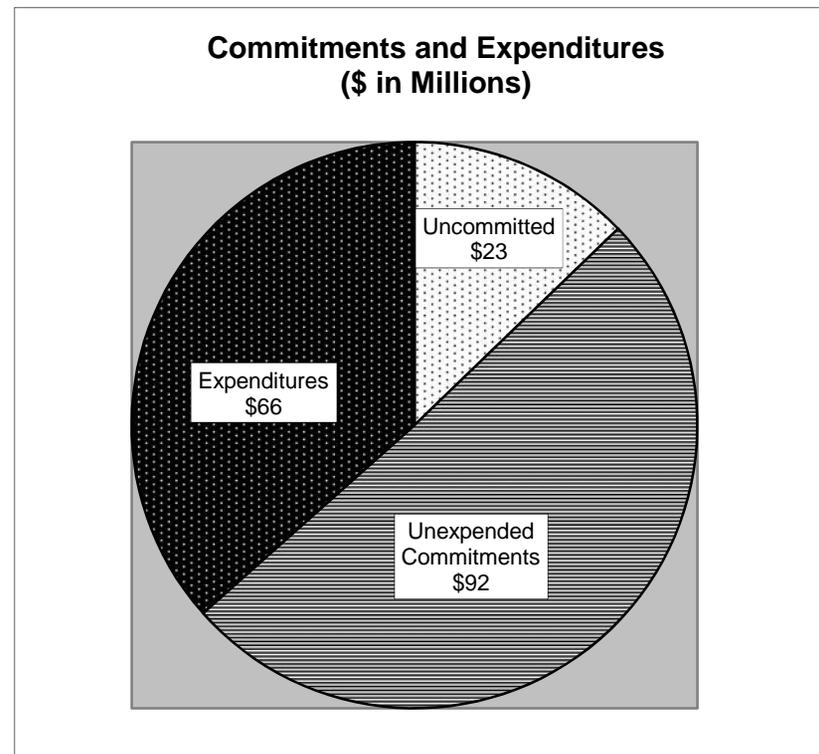
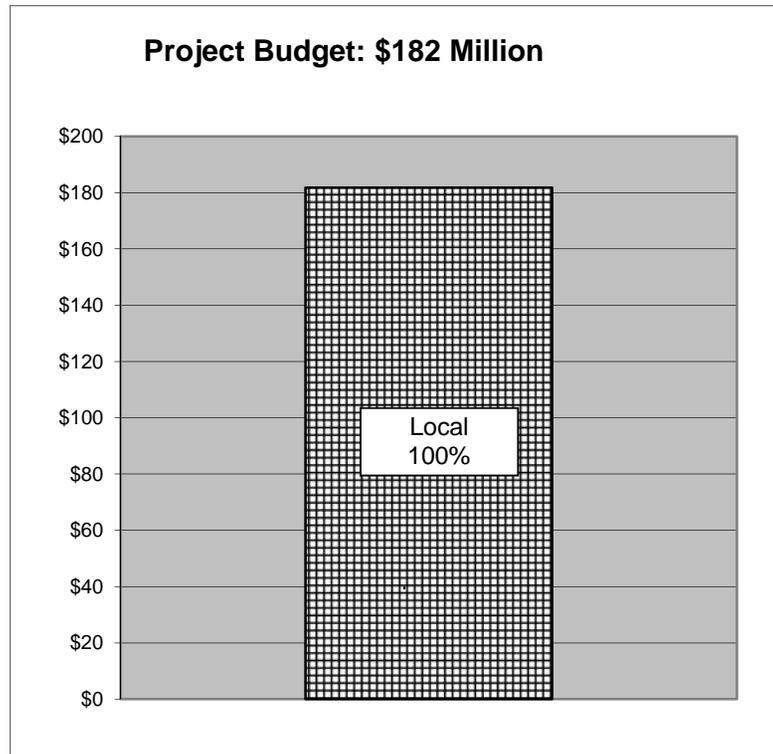
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Actual Award Date	Planned Completion at Award	Forecast Substantial Completion
Reconstruct Cortlandt Street Station Judlau Contracting, Inc.	117.7	109.9	7.8	48.4	Apr-2015	Feb-2018	Dec-2018

# Cortlandt Street No. 1 Line Station Reconstruction Status

Report to the Transit Committee - October 2017

data thru September 2017

MTA Capital Program \$ in Millions	Funding Sources		Status of Commitments		
	Budgeted	Local Funding	Committed	Uncommitted	Expended
Total Authorized	\$ 182	\$ 182	\$ 159	\$ 23	\$ 66



### Cortlandt Street No. 1 Line Station Reconstruction 12 Month Rolling Average Lost Time(LT) Injury Rates

