



# Transit & Bus Committee Meeting

## December 2017

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### Committee Members

F. Ferrer, Committee Chairman

A. Albert

R. Glucksman

D. Jones

S. Metzger

C. Moerdler

J. Molloy

S. Rechler

J. Samuelsen

P. Trottenberg

V. Vanterpool

J. Vitiello

P. Ward

C. Weisbrod

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

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

**New York, NY 10004**

**Monday, 12/11/2017**

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

## **1. PUBLIC COMMENT PERIOD**

## **2. APPROVAL OF MINUTES – NOVEMBER 13, 2017**

*November Committee Meeting Minutes - Page 4*

## **3. COMMITTEE WORK PLAN**

### **a. Committee Work Plan**

*Committee Work Plan - Page 12*

### **b. Proposed 2018 Transit & Bus Committee Work Plan**

*Proposed 2018 Transit and Bus Committee Work Plan - Page 20*

## **4. OPERATIONS PERFORMANCE SUMMARY**

### **a. October Operations Report**

*October Operations Report - Page 28*

## **5. FINANCIAL REPORTS**

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

*October NYCT Financial and Ridership Report - Page 76*

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

*October SIR Financial and Ridership Report - Page 99*

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

*October MTA Bus Financial and Ridership Report - Page 112*

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

*Capital Program Status Report - Page 126*

## **6. PROCUREMENTS**

*NYCT December Procurement Staff Summary and Resolution - Page 135*

### **a. Non-Competitive**

*NYCT Non-Competitive Actions - Page 139*

### **b. Competitive**

*NYCT Competitive Actions - Page 143*

### **c. Ratifications**

*NYCT, MTACC Ratifications - Page 149*

## **7. ACTION ITEMS**

### **a. NYCT 2018 Final Proposed Budget**

*NYCT 2018 Final Proposed Budget - Page 154*

### **b. SIR 2018 Final Proposed Budget**

*SIR 2018 Final Proposed Budget - Page 165*

### **c. MTA Bus 2018 Final Proposed Budget**

*MTA Bus 2018 Final Proposed Budget - Page 176*

## **8. SERVICE CHANGES**

### **a. M60 SBS Restoration to LGA Terminal A**

*M60 SBS restoration to LGA Terminal A - Page 188*

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

### **a. MetroCard Report**

*MetroCard Report - Page 192*

### **b. Paratransit Dashboard Implementation**

*Paratransit Dashboard Implementation - Page 196*

## **10. STANDARD FOLLOW-UP REPORT**

### **a. NYCT and MTA Bus EEO & Diversity Report, 3rd Quarter, 2017**

*NYTC and MTA Bus EEO & Diversity Report, 3rd Quarter 2017 - Page 202*

### **b. Transit Recidivism Report**

*Transit Recidivism Report - Page 228*

## **11. MTACC REPORT**

*MTACC Report - Page 230*

**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**  
**November 13, 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. David R. Jones  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. Scott Rechler  
Hon. Veronica Vanterpool  
Hon. James E. Vitiello  
Hon. Carl Weisbrod

The following Members were absent:

Hon. Randolph Glucksman  
Hon. John Samuelson  
Hon. Polly Trottenberg  
Hon. Peter Ward

Also present were:

Ira Greenberg and Carl Wortendyke, Board Members  
Phil Eng, Acting President, New York City Transit  
Tim Mulligan, Executive Vice President  
Peter Cafiero, Chief, Operations Planning  
Christopher Higgins, Chief, Security  
Joseph Fox, Chief, NYPD Transit Bureau  
Frank Jezycki, Acting 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  
Anthony D'Amico, VP and Chief Financial Officer, MTA Capital Construction  
Daniel Creighton, VP and Project Executive




Darryl Irick, President, MTA Bus Company

I. Member Metzger opened the meeting.

## II. Public Speakers

City Council Member Brad Lander and Assembly Member Jo Anne Simon requested that the B71 bus route be restored and expanded, presenting the Committee with a petition in support of this request.

Kathy Price, Stephanie Wilkenfort, Karen Blonel and Kevin Zhang also spoke in support of the restoration of the B71 bus route, citing its critical importance to the community.

Omar Vera spoke in support of the restoration of the B71 bus, requested that the Q10 be converted into an SBS bus route with WiFi access, and expressed his views that the  train should run express between 34<sup>th</sup> and Canal streets in Manhattan when the  train is running, and that weekend  service should only be suspended up to Times Square.

Liz Patrick of the *East 72<sup>nd</sup> Street Neighborhood Association* noted that the opening of a Memorial Sloan Kettering outpatient facility at 61<sup>st</sup> Street and York Avenue will increase both bus ridership and car traffic in the area, and asked that the MTA and NYC DOT collaborate on means to mitigate the problem of congestion, and that 72<sup>nd</sup> street stops be added to the M15 SBS bus route in an effort to improve bus service in anticipation of the facility's completion.

Murray Bodin asked SVP Irick for the opportunity to review and evaluate the design of the MTA's newest buses.

H. P. Schroer, a WWII veteran, requested that the Committee offer veterans discounted MetroCard fares, especially considering that 10,000 veterans will be using the system to travel to universities within New York City.

## III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the minutes of the October 23, 2017 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company.

There were no changes to the Work Plan.

Chair Ferrer advised the Committee that Phillip Eng, Chief Operating Officer of the MTA, would be serving as Acting President of NYCT pending the final selection of a new agency President.

## IV. Agenda Items

Acting President Eng thanked Wynton Habersham for his many valuable contributions to the agency as SVP of Subways, and wished him well in his future endeavors.

Regarding the Subway Action Plan, Acting President Eng noted the efforts underway to review existing procedures and streamline processes with the aim of expediting necessary system work, and the steps being taken to increase productivity and improve efficiency by remaining open to novel approaches and innovative methods.

In response to a question from Member Albert, Acting President Eng noted that improvements in how customers are given notice of service disruptions, and information regarding the nature of system work necessitating track closures, is planned for implementation.

Member Vanterpool noted that the Committee Charter calls for a Vice-Chair to be appointed by the Mayor, reminding Members that this will be the subject of further discussion in December.

Member Weisbrod suggested that consideration also be given to revising the Charter to provide for the Chair of the Committee to be a Mayoral appointee.

Member Moerdler expressed his opinion that such a change to the Charter should be contingent upon the Mayor taking greater responsibility for the subway system. In response, Member Weisbrod stated that New York City and its residents contribute the preponderance of funds for the operation of the subway and bus systems.

In response to a question from Member Jones regarding the status of a platform door pilot, Acting President Eng said this is under consideration and is being studied, agreeing to report to the Committee on the matter at a future date.

### **A. Operations Report**

Acting SVP of Subways, Frank Jezycki, updated the Committee on the Subway Action Plan and subway performance.

In response to a question from Member Albert, Acting SVP Jezycki clarified that the 10:00 pm start time for weeknight work on the subway system refers to the time when work will commence at the site, clarifying that as a result, service disruptions could occur earlier than 10:00 pm.

In response to a question from Member Albert, Peter Cafiero, Chief, Operations Planning, noted that the new metrics on additional platform and train time are averages for every individual trip in the system.

In response to a question from Member Vanterpool, Acting SVP Jezycki agreed to provide the Committee with information regarding measures being taken to improve the performance of those subway car classes with the highest failure rates.

In response to questions from Member Greenberg, Mr. Cafiero indicated that delays due to “signal failures” are included in the metrics on “right of way” delays, and Acting SVP Jezycki noted that the lower MDBF on R188 subway cars is likely due to brake controller reliability issues that are being addressed with the car manufacturer.

In response to a suggestion by Member Weisbrod, Acting SVP Jezycki agreed to consider expanding the definition of “major incidents” in the subway performance metrics to include station evacuations and other highly disruptive events.

In response to a question from Member Weisbrod, Acting SVP Jezycki remarked that while it is still too early to determine which elements of the Subway Action Plan will prove the most successful, analysis can focus on those areas where significant progress is currently being made.

In response to questions from Member Moerdler regarding the new subway performance metrics, Acting SVP Jezycki agreed to look into adding data on how long customers actually have to wait between trains.

In response to a request from Member Jones, SVP Irick noted that regular written reporting on Access-A-Ride performance would be provided in coming months.

President Irick reported to the Committee on bus operating performance for both NYCT and MTA Bus, noting that Bus Operator Anthony Griffith from Grand Avenue Depot won first place in the New York State Bus Rodeo, with second and third place victories awarded, respectively, to bus operators Michael Barone from Casey Stengel Depot, and Ernest Triplin from the Far Rockaway Depot.

Member Jones reiterated his position that it is necessary to take into account the fact that many Paratransit users are not computer literate, and thus will be unable to benefit from some of the new technologies aimed at improving the customer experience.

Member Vanterpool thanked MTA and NYC DOT staff, as well as advocacy groups, for collaborating to launch the Woodhaven SBS bus route.

VP Kennedy presented the Safety Report.

Chief Fox presented the NYPD Transit Bureau statistics.

Following a comment by Member Moerdler regarding the importance of remaining vigilant against hate crimes, Chief Fox assured the Committee that such crimes are given high priority.

In response to a question from Chair Ferrer, Chief Fox noted that there will be an increase in NYPD Transit Bureau patrols, with approximately one-third of such an increase being allocated to subway trains, one-third to subway platforms and stations, and the balance to fixed post and car patrol support personnel.

With regard to one-person patrols, Chief Fox noted that Commanding Officers have been given the discretion to determine whether a one-person patrol is adequate, or whether two officers need to be assigned based on conditions.

## **B. Financial Reports**

EVP Mulligan reported to the Committee on NYCT's finances.

In response to a question from Member Albert, EVP Mulligan advised the Committee that ridership trends on buses and subways is analyzed on a regular basis, adding that the decrease in student ridership, especially on buses, is leading the ridership decline.

In response to a question from Member Weisbrod, EVP Mulligan commented that ridership during rush hours has remained relatively constant, with most of the decline occurring during evening hours when there is greater competition from other transportation options, and that ridership forecasts are being revised accordingly. EVP Mulligan also noted that the correlation between employment and ridership has broken down over the past several years, and that further analysis is necessary to determine the reason.

In response to questions from Members Moerdler and Greenberg, EVP Mulligan agreed to provide additional information on the impact of fare evasion on buses and subways, noting that there has not been a dramatic change in fare evasion numbers over the last couple of years and that it has not been a significant factor in ridership trends. EVP Mulligan also advised that traffic congestion and its associated delays are considered in evaluating bus ridership statistics.

In response to a question from Member Jones, VP and General Counsel Henly advised that the current Quarterly Report on Transit Adjudication Bureau operations reflects year to date revenues of approximately \$11.9 million against expenses of \$3.775 million, noting that these figures are somewhat atypical since they include substantial collections on summonses from earlier periods as part of the state tax offset process, and that in 2016, \$7.01 million in revenues and \$5 million in expenses were reported. VP Henly also clarified that the NYPD is not involved in collecting unpaid summonses, and that the total head count for internal Transit Adjudication Bureau staff is about 6-7 employees, supplemented by outside contractors which supply administrative support, and consultants serving as per diem hearing officers. VP Henly offered to provide Member Jones with additional detail at a future date.

In response to a question from Member Jones, VP Henly explained that when summonses are ignored, a default and collection process begins, which can involve referrals to sheriffs and marshals, and, in some cases, the tax offset process administered by the State Department of Taxation and Finance.

In response to a question from Member Moerdler, VP Henly added that thousands of judgments are entered in connection with the collection effort.

In response to a question from Member Vitiello, VP Henly agreed to look into the Board's level of authority in setting policy on the collection of TAB fines.

Member Jones suggested that the demographics and geographical locations of those receiving TAB summonses be recorded, noting that in his opinion fare evasion is a result of poverty.



Member Moerdler noted that collecting such data may be important to ensure that enforcement is even-handed and based on the merits, but that a more appropriate approach to dealing with poverty based fare evasion is for New York City to offer transportation to the poor free of charge.

Chair Ferrer stated that Chief Fox would report to the Committee on the possibility of providing information on the demographics behind fare evasion infractions.

Member Jones suggested that signage be posted warning the public of the serious consequences of fare evasion.

President Irick reported to the Committee on MTA Bus' finances.

SVP O'Grady presented the Committee with the Capital Program Status report.

In response to a question from Member Weisbrod, SVP O'Grady advised the Committee that goals are set at the beginning of the year, and that many of the planned start dates for the design of capital projects were impacted by delay in the approval of the Capital Program. SVP O'Grady agreed to report further on the specifics regarding delays to forecasted dates.

### **C. Procurements**

SVP Plochochi introduced the revised NYCT, MTA CC and MTA Bus Company procurement agendas, which consisted of 11 action items totaling \$105 million in expenditures, highlighting two procurement action items included in this month's agenda: (1) the award of a competitively solicited and negotiated consultant contract to WSP USA, Incorporated to provide Indefinite Quantity Functional Planning and Conceptual Engineering Services for Miscellaneous Capital Projects over a 60-month period, for a total estimated amount of \$5 million, and (2) the award of eight competitively solicited and negotiated consultant contracts for Indefinite Quantity Architectural/Engineering Design Services for Miscellaneous Federally Funded Construction and Security Projects within a total estimated aggregate budget of \$100 million over a five year contract term.

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

In response to a request from Member Moerdler, SVP Plochochi agreed to consider the use of monitors to ensure that contractors against which findings of "Significant Adverse Information" (SAI) had recently been made remain in compliance with applicable laws.

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

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

## **V. Service Changes**

Peter Cafiero informed the Committee of changes to the spring subway schedule adjustment to better match ridership demand.

In response to questions from Member Albert, Mr. Cafiero advised that the **N** trains on the 4<sup>th</sup> Avenue line would be making local stops, and Acting President Eng assured members that work on the subway system is planned and coordinated so as to minimize inconvenience and that this practice will continue going forward.

In response to a question from Member Vanterpool, Mr. Cafiero agreed to provide more specific information regarding the ridership changes that resulted in increases in subway service.

## **VI. Special Reports and Presentations**

Acting President Eng presented the Committee with the regular status report on the MetroCard program.

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

Acting President Eng presented the Committee with the Elevator & Escalator and Transit Adjudication Bureau reports for the 3<sup>rd</sup> quarter of 2017.

In response to a question from Member Vanterpool regarding the sub-optimal efficiency of relatively new elevators in the system, Acting SVP Jezycki explained that although there is a comprehensive commissioning process in place, issues can arise during the “breaking in” period for new equipment and that warranties are regularly enforced to address these problems. Acting President Eng also noted that the increased use of “best value” procurement methods will allow for past performance to be given greater consideration in the selection process.

In response to a question from Member Vanterpool, Acting SVP Jezycki agreed to provide specific information regarding the required vendor response times for elevator failures.

In response to a question from Member Moerdler, Acting SVP Jezycki acknowledged that elevator performance issues persist at certain locations, and noted that in-house efforts to address this problem are being supplemented with outside maintenance contracts, and that critical equipment spares will be kept readily available. Acting President Eng added that this issue will be addressed aggressively.

## **VIII. MTA CC Project Report**

Daniel Creighton, VP and Project Executive for MTA CC’s lower Manhattan projects, reported on the status of work at the Cortlandt Street **1** station noting that significant progress has been made by the Contractor.

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

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Bettina Quintas', with a stylized flourish at the end.

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

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

## Responsibility

### April 2018

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

MTA  
Management & Budget  
Management & Budget  
Management & Budget

### May 2018

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

Law  
Subways  
EEO & Human Resources

### June 2018

Transit Recidivism Report

### 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  
2018 SIR Mid-Year Forecast Monthly Allocation  
2018 MTA Bus Mid-Year Forecast Monthly Allocation  
2019 Preliminary NYC Transit Budget  
2019 Preliminary SIR Budget  
2019 Preliminary MTA Bus Budget  
Service Quality Indicators (including PES & MTA Bus PES)  
Elevator & Escalator Service Report, 2<sup>nd</sup> Qtr, 2018  
Transit Adjudication Bureau Report, 2<sup>nd</sup> Qtr, 2018  
Transit Recidivism Report  
NYCT & MTA Bus EEO & Diversity Report, 2<sup>nd</sup> Qtr, 2018

Management & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
Operations Planning  
Subways  
Law  
Law  
EEO & Human Resources

### October 2018

Public Comment/Committee review of budget  
Homeless Outreach Report  
2019 Preliminary NYC Transit Budget  
2019 Preliminary SIR Budget  
2019 Preliminary MTA Bus Budget

MTA  
Management & Budget  
Management & Budget  
Management & Budget

### November 2018

Charter for Transit Committee  
Elevator & Escalator Service Report, 3rd, Qtr, 2018  
Transit Adjudication Bureau Report, 3rd Qtr, 2018

Law  
Subways  
Law



## 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)**

### **DECEMBER 2017**

#### NYCT 2018 Adopted Budget/Financial Plan 2018-2021

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

#### SIR 2018 Adopted Budget/Financial Plan 2018-2021

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

#### MTA Bus 2018 Adopted Budget/Financial Plan 2018-2021

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

#### EEO & Diversity Report, 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.

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

### 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.

### 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.



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

### **APRIL 2018**

#### Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

#### Final Review of NYC Transit 2017 Operating Results

NYC Transit will review the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

#### Final Review of SIR 2017 Operating Results

NYC Transit will review SIR's prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

#### Final Review of MTA Bus 2017 Operating Results

MTA Bus will review its prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

### **MAY 2018**

#### Transit Adjudication Bureau Report, 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

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

### **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.

#### 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.

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

### **OCTOBER 2018**

#### Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

#### 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 SIR 2019 Preliminary Budget.

#### 2019 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2019 Preliminary Budget.

### **NOVEMBER 2018**

#### 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, 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, 3<sup>rd</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.



## Proposed 2018 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

#### January 2018

Approval of 2018 NYC Transit  
Committee Work Plan

Committee Chair & Members

#### February 2018

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

Management & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
Operations Planning  
Capital Program Management  
Subways  
Law  
EEO & Human Resources

#### March 2018

Transit Recidivism Report

Law

#### April 2018

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

MTA  
Management & Budget  
Management & Budget  
Management & Budget

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

## Responsibility

### May 2018

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

Law  
Subways  
EEO & Human Resources

### June 2018

Transit Recidivism Report

### 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  
2018 SIR Mid-Year Forecast Monthly Allocation  
2018 MTA Bus Mid-Year Forecast Monthly Allocation  
2019 Preliminary NYC Transit Budget  
2019 Preliminary SIR Budget  
2019 Preliminary MTA Bus Budget  
Service Quality Indicators (including PES & MTA Bus PES)  
Elevator & Escalator Service Report, 2<sup>nd</sup> Qtr, 2018  
Transit Adjudication Bureau Report, 2<sup>nd</sup> Qtr, 2018  
Transit Recidivism Report  
NYCT & MTA Bus EEO & Diversity Report, 2<sup>nd</sup> Qtr, 2018

Management & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
Operations Planning  
Subways  
Law  
Law  
EEO & Human Resources

### October 2018

Public Comment/Committee review of budget  
Homeless Outreach Report  
2019 Preliminary NYC Transit Budget  
2019 Preliminary SIR Budget  
2019 Preliminary MTA Bus Budget

MTA  
Management & Budget  
Management & Budget  
Management & Budget

### November 2018

Charter for Transit Committee  
Elevator & Escalator Service Report, 3<sup>rd</sup> Qtr, 2018  
Transit Adjudication Bureau Report, 3<sup>rd</sup> Qtr, 2018

Law  
Subways  
Law

### December 2018

NYCT 2019 Adopted Budget/Financial Plan 2019-2022  
SIR 2019 Adopted Budget/Financial Plan 2019-2022  
MTA Bus 2019 Adopted Budget/Financial Plan 2019-2022  
NYCT & MTA Bus EEO & Diversity Report, 3<sup>rd</sup> Qtr, 2018  
Transit Recidivism Report

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



## Proposed 2018 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)**

### **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.

#### 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.

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

### 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.

### 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.



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

### 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.

### 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.

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

### 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.

## **OCTOBER 2018**

### Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

### 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 SIR 2019 Preliminary Budget.

### 2019 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2019 Preliminary Budget.

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

### **NOVEMBER 2018**

#### 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, 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, 3<sup>rd</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.

### **DECEMBER 2018**

#### NYCT 2019 Adopted Budget/Financial Plan 2019-2022

NYC Transit will present its revised 2019-2022 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2019-2022 reflecting the out-year impact of any changes incorporated into the 2019 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2019 by category.

#### SIR 2019 Adopted Budget/Financial Plan 2019-2022

NYC Transit will present SIR's revised 2019-2022 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2019-2022 reflecting the out-year impact of any changes incorporated into the 2019 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2019 by category.

#### MTA Bus 2019 Adopted Budget/Financial Plan 2019-2022

MTA Bus will present its revised 2019-2022 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2019-2022 reflecting the out-year impact of any changes incorporated into the 2019 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2019 by category.

#### EEO & Diversity Report, 3<sup>rd</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

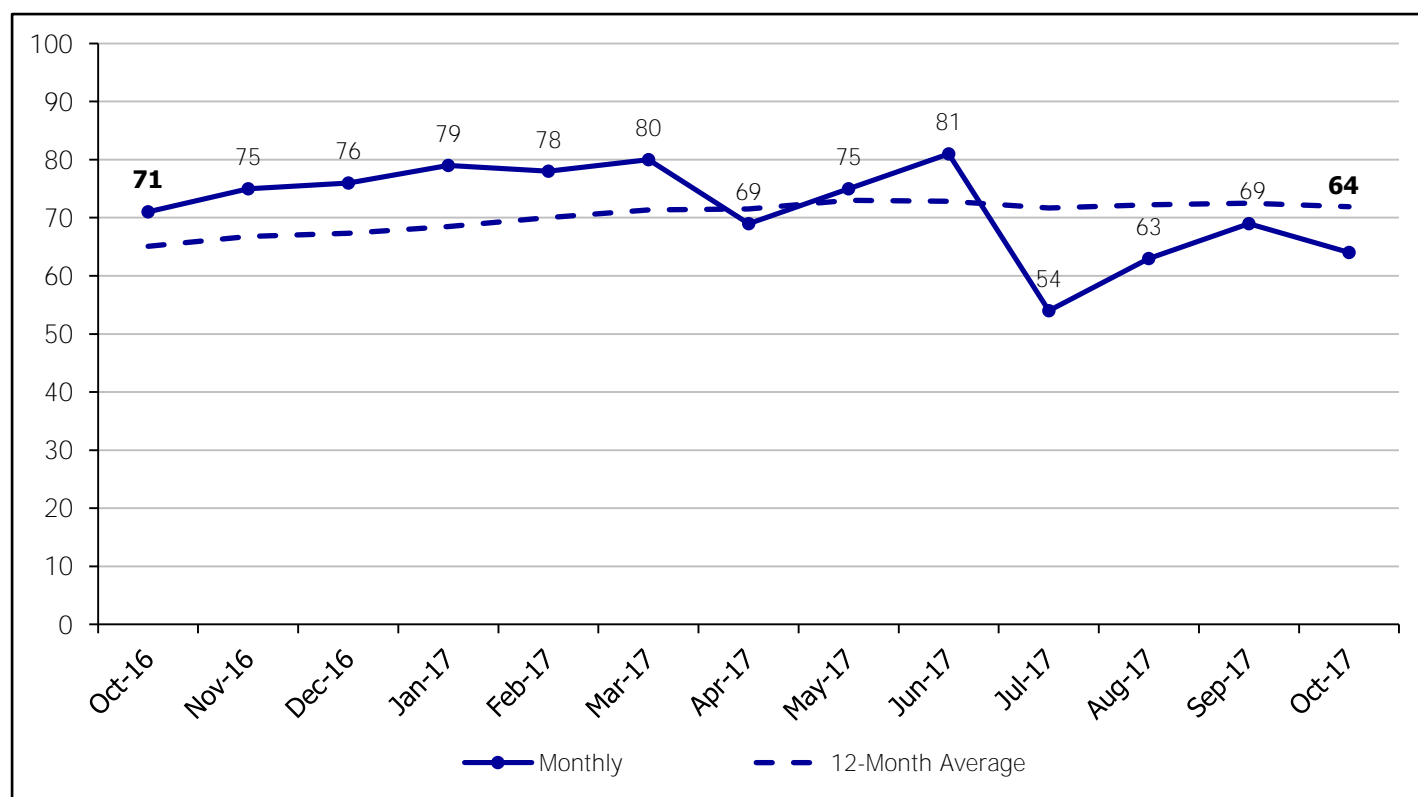
Results for the month of October 2017 are shown below.

Subway Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: October 2017			12-Month Average		
		This Year	Last Year	% Diff	This Year	Last Year	% Diff
Major Incidents	Weekday Major Incidents (Chart 1)	64	71	-9.9%	71.9	65.1	+10.5%
	Weekend Major Incidents (Chart 2)	7	6	+16.7%	6.9	8.3	-16.2%
Capacity Provided	Weekday Service Delivered (Chart 3)	94.3%	95.5%	-1.2%	94.5%	95.9%	-1.4%
	Weekend Service Delivered (Chart 5)	96.0%	98.0%	-2.0%	97.7%	98.2%	-0.5%
Customer Wait Time	Additional Platform Time (h:mm:ss) (Chart 7)	0:01:21	N/A*	N/A*	N/A*	N/A*	N/A*
Train Travel Time	Additional Train Time (h:mm:ss) (Chart 9)	0:01:31	N/A*	N/A*	N/A*	N/A*	N/A*
Subway Car	Subway Car PES-KPI (Chart 11)				94.7%	95.7%	-1.0%
	Mean Distance Between Failures (Chart 12)	123,168	115,587	+6.6%	119,332	113,363	+5.3%
Station Environment	Stations PES-KPI (Chart 13)				91.2%	88.2%	+3.0%
	Elevator Availability (Chart 14)	95.9%	96.4%	-0.5%	95.7%	96.0%	-0.3%
	Escalator Availability (Chart 14)	94.6%	93.0%	+1.6%	94.2%	93.9%	+0.3%
Staten Island Railway	24 Hour On-Time Performance	96.7%	91.3%	+5.4%	96.0%	95.5%	+0.5%
	AM Rush On-Time Performance	95.5%	96.7%	-1.2%	97.4%	96.0%	+1.4%
	PM Rush On-Time Performance	96.5%	96.2%	+0.3%	95.3%	97.9%	-2.6%
	Percentage of Completed Trips	99.9%	100.0%	-0.1%	99.7%	99.9%	-0.2%
	Mean Distance Between Failures	75,339	44,212	+70.4%	54,971	71,463	-23.1%
	Staten Island Railway PES-KPI (Chart 15)				89.0%	90.0%	-1.0%
Legacy Indicators	Weekday Wait Assessment (Chart 16)	70.8%	72.4%	-1.6%	71.7%	74.1%	-2.4%
	Weekend Wait Assessment (Chart 17)	76.0%	80.0%	-4.0%	79.4%	81.3%	-1.9%
	Weekday Terminal On-Time Performance (Chart 18)	64.4%	64.6%	-0.2%	63.5%	67.7%	-4.2%
	Weekend Terminal On-Time Performance (Chart 19)	67.3%	70.2%	-2.9%	70.8%	73.0%	-2.2%
	Weekday Trains Delayed (Chart 20)	64,840	58,139	+11.5%	62,179	53,062	+17.2%
	Weekend Trains Delayed (Chart 21)	16,767	15,967	+5.0%	15,262	13,660	+11.7%

\*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)



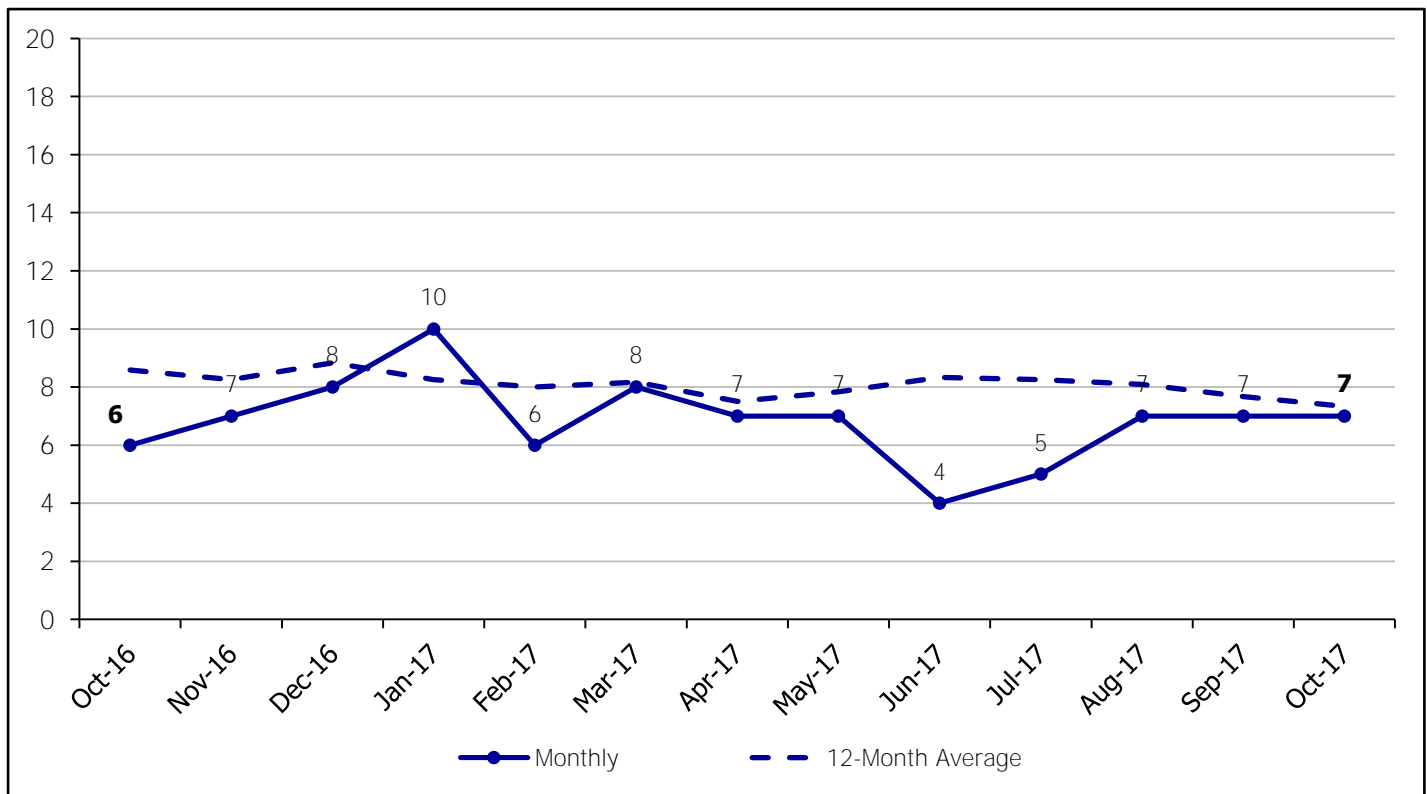
### Major Incidents Definition

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

Categories	Monthly			12-Month Average		
	Oct '17	Oct '16	Difference	Oct '17	Oct '16	Difference
Track	18	13	+5	16.3	18.0	-1.7
Signals	16	29	-13	22.2	21.1	+1.1
Persons on Trackbed/Police/Medical	19	18	+1	15.9	14.3	+1.7
Stations & Structure	3	4	-1	4.6	2.6	+2.0
Subway Car	6	4	+2	5.4	5.1	+0.3
Other	2	3	-1	7.5	4.1	+3.4
<b>Subdivision A</b>	<b>28</b>	<b>39</b>	<b>-11</b>	<b>35.9</b>	<b>33.8</b>	<b>+2.2</b>
<b>Subdivision B</b>	<b>36</b>	<b>31</b>	<b>+5</b>	<b>36.0</b>	<b>31.2</b>	<b>+4.8</b>
<b>Systemwide</b>	<b>64</b>	<b>71</b>	<b>-7</b>	<b>71.9</b>	<b>65.1</b>	<b>+6.8</b>
Avg Incident Duration (h:mm:ss)	<b>0:17:22</b>	<b>0:16:00</b>	<b>+0:01:22</b>	<b>0:17:12</b>	<b>0:16:22</b>	<b>+0:00:50</b>
Avg Trains Delayed per Incident	<b>116</b>	<b>99</b>	<b>+17</b>	<b>112</b>	<b>97</b>	<b>+15</b>

**Chart 1**

## Subway Weekend Major Incidents (24 hours)



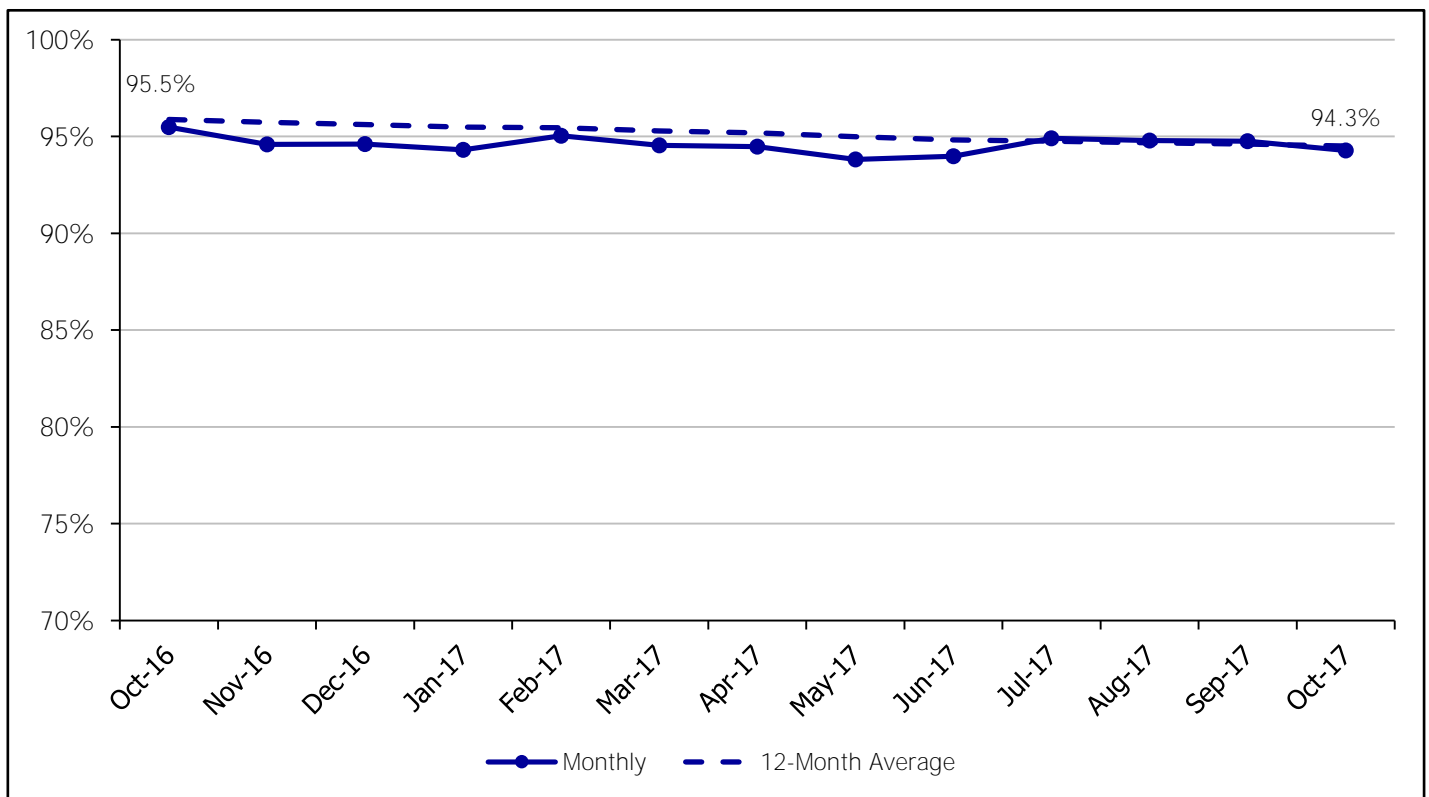
### Major Incidents Definition

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

Categories	Monthly			12-Month Average		
	Oct '17	Oct '16	Difference	Oct '17	Oct '16	Difference
Track	3	1	+2	1.1	1.7	-0.6
Signals	2	1	+1	2.3	1.8	+0.5
Persons on Trackbed/Police/Medical	0	3	-3	1.1	2.5	-1.4
Stations & Structure	1	0	+1	0.3	0.4	-0.2
Car Equipment	0	0	0	0.2	0.5	-0.3
Other	1	1	0	2.1	1.4	+0.7
<b>Subdivision A</b>	<b>3</b>	<b>2</b>	<b>+1</b>	<b>3.3</b>	<b>4.2</b>	<b>-0.8</b>
<b>Subdivision B</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>3.6</b>	<b>4.1</b>	<b>-0.5</b>
<b>Systemwide</b>	<b>7.0</b>	<b>6</b>	<b>+1</b>	<b>6.9</b>	<b>8.3</b>	<b>-1.3</b>
Avg Incident Duration (h:mm:ss)	<b>0:31:26</b>	<b>0:13:20</b>	<b>+0:18:06</b>	<b>0:22:35</b>	<b>0:21:05</b>	<b>+0:01:29</b>
Avg Trains Delayed per Incident	<b>84</b>	<b>76</b>	<b>+7</b>	<b>100</b>	<b>80</b>	<b>+20</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		
	Oct '17	Oct '16	Difference	Oct '17	Oct '16	Difference
<b>Subdivision A</b>	92.5%	93.6%	-1.1%	92.3%	93.9%	-1.6%
<b>Subdivision B</b>	95.6%	97.0%	-1.4%	96.2%	97.4%	-1.2%
<b>Systemwide</b>	94.3%	95.5%	-1.2%	94.5%	95.9%	-1.4%

**Chart 3**

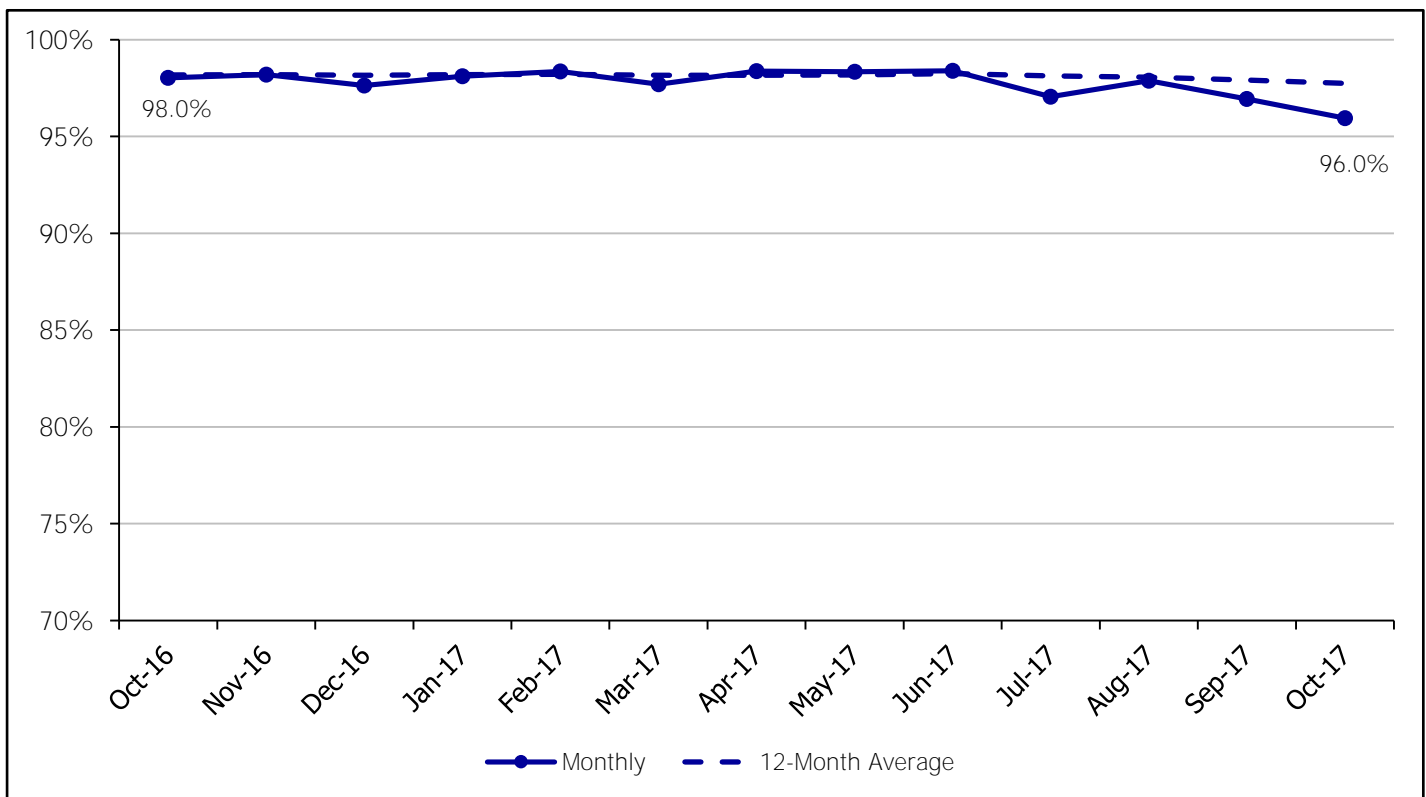
**Subway Weekday % Service Delivered**  
**Monthly**  
**(Peak Hours)**

<b><u>Line</u></b>	<b><u>Oct '17</u></b>	<b><u>Oct '16</u></b>	<b><u>Difference</u></b>
1	98.9%	97.6%	<b>+1.3%</b>
2	91.3%	91.6%	<b>-0.3%</b>
3	93.4%	94.9%	<b>-1.5%</b>
4	91.3%	91.7%	<b>-0.4%</b>
5	84.0%	88.7%	<b>-4.7%</b>
6	91.0%	91.7%	<b>-0.7%</b>
7	91.3%	93.6%	<b>-2.3%</b>
S 42nd	99.7%	99.4%	<b>+0.3%</b>
<b>Subdivision A</b>	<b>92.5%</b>	<b>93.6%</b>	<b>-1.1%</b>
A	95.0%	93.7%	<b>+1.3%</b>
B	95.1%	98.6%	<b>-3.5%</b>
C	91.3%	94.2%	<b>-2.9%</b>
D	97.3%	98.3%	<b>-1.0%</b>
E	93.4%	93.0%	<b>+0.4%</b>
F	96.8%	97.9%	<b>-1.1%</b>
S Fkln	98.8%	99.7%	<b>-0.9%</b>
G	101.7%	102.1%	<b>-0.4%</b>
S Rock	100.4%	98.3%	<b>+2.1%</b>
JZ	96.7%	96.9%	<b>-0.2%</b>
L	97.7%	94.9%	<b>+2.8%</b>
M	93.8%	95.7%	<b>-1.9%</b>
N	96.8%	98.3%	<b>-1.5%</b>
Q	93.7%	98.1%	<b>-4.4%</b>
R	95.9%	99.9%	<b>-4.0%</b>
W	90.6%	N/A	<b>N/A</b>
<b>Subdivision B</b>	<b>95.6%</b>	<b>97.0%</b>	<b>-1.4%</b>
<b>Systemwide</b>	<b>94.3%</b>	<b>95.5%</b>	<b>-1.2%</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		
	Oct '17	Oct '16	Difference	Oct '17	Oct '16	Difference
<b>Subdivision A</b>	93.9%	96.9%	-3.0%	96.9%	97.8%	-0.9%
<b>Subdivision B</b>	97.3%	98.6%	-1.3%	98.3%	98.4%	-0.1%
<b>Systemwide</b>	96.0%	98.0%	-2.0%	97.7%	98.2%	-0.5%

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

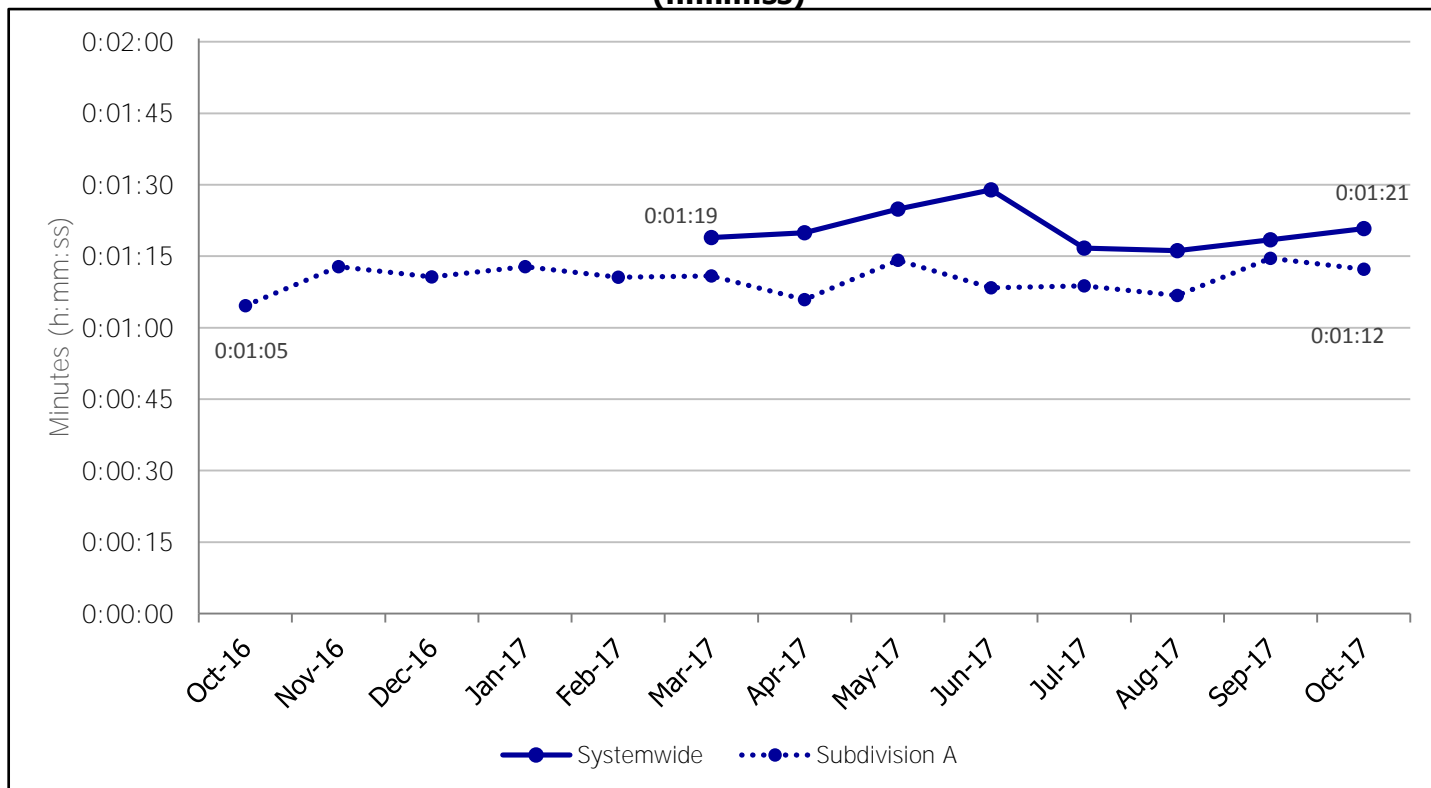
<b><u>Line</u></b>	<b><u>Oct '17</u></b>	<b><u>Oct '16</u></b>	<b><u>Difference</u></b>
1	98.7%	89.6%	<b>+9.1%</b>
2	88.8%	96.5%	<b>-7.7%</b>
3	98.1%	98.8%	<b>-0.7%</b>
4	87.7%	97.7%	<b>-10.0%</b>
5	91.0%	99.9%	<b>-8.9%</b>
6	94.9%	98.3%	<b>-3.4%</b>
7	99.8%	94.3%	<b>+5.5%</b>
S 42nd	100.0%	99.9%	<b>+0.1%</b>
<b>Subdivision A</b>	<b>93.9%</b>	<b>96.9%</b>	<b>-3.0%</b>
A	95.8%	99.4%	<b>-3.6%</b>
C	97.2%	98.7%	<b>-1.5%</b>
D	98.1%	98.3%	<b>-0.2%</b>
E	97.2%	97.2%	<b>+0.0%</b>
F	98.9%	99.8%	<b>-0.9%</b>
S Fkln	97.6%	99.1%	<b>-1.5%</b>
G	99.4%	99.6%	<b>-0.2%</b>
S Rock	99.2%	100.0%	<b>-0.8%</b>
JZ	99.1%	97.6%	<b>+1.5%</b>
L	94.5%	97.5%	<b>-3.0%</b>
M	98.6%	98.9%	<b>-0.3%</b>
N	96.2%	96.6%	<b>-0.4%</b>
Q	99.4%	99.2%	<b>+0.2%</b>
R	94.6%	99.2%	<b>-4.6%</b>
<b>Subdivision B</b>	<b>97.3%</b>	<b>98.6%</b>	<b>-1.3%</b>
<b>Systemwide</b>	<b>96.0%</b>	<b>98.0%</b>	<b>-2.0%</b>

**Chart 6**

## Subway Weekday Average 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
	Oct '17	Oct '16	Difference	Oct '17
<b>Subdivision A</b>	0:01:12	0:01:05	<b>+0:00:07</b>	0:01:11
<b>Subdivision B</b>	0:01:28	N/A	<b>N/A</b>	N/A
<b>Systemwide</b>	0:01:21	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 Average Additional Platform Time** **Monthly (6 am - midnight)** **(h:mm:ss)**

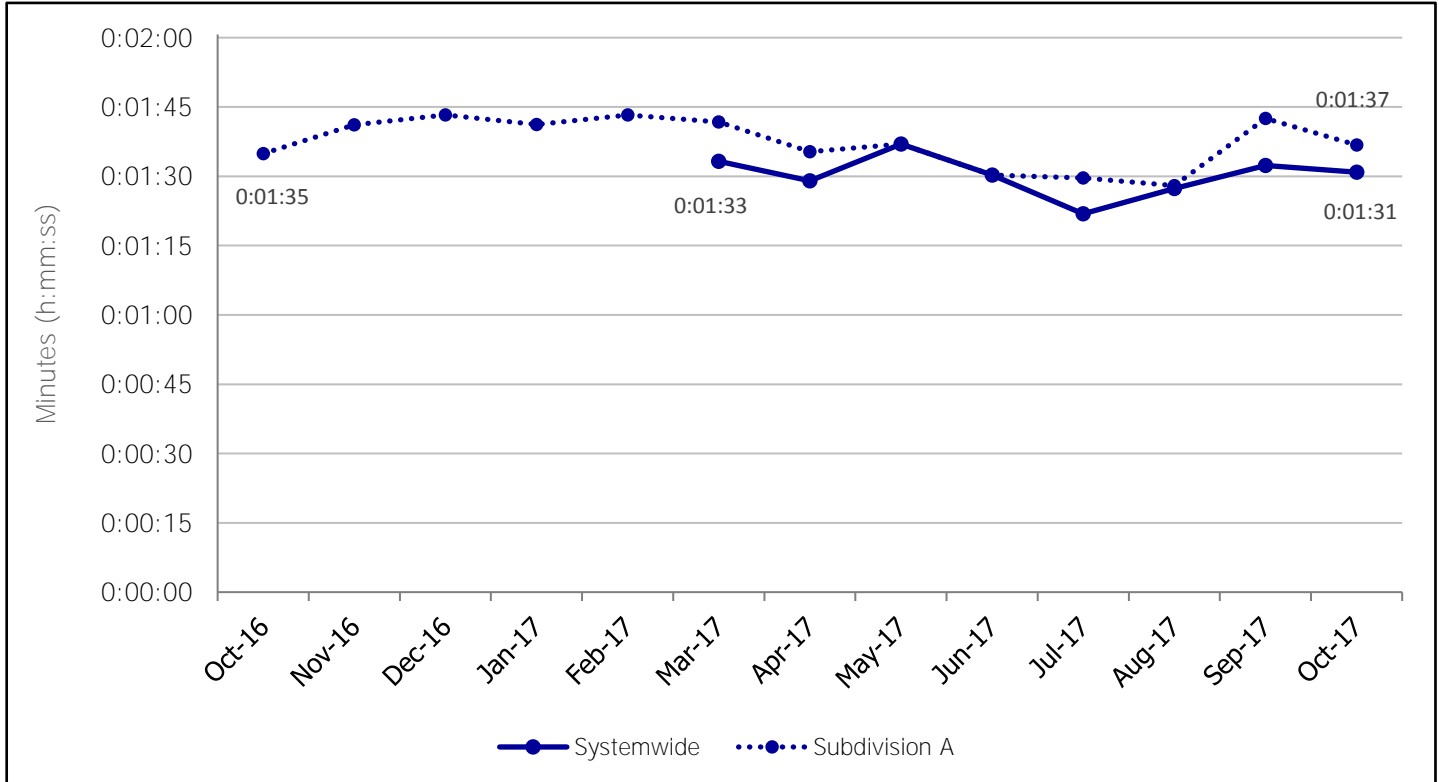
<b><u>Line</u></b>	<b><u>Oct '17</u></b>	<b><u>Oct '16</u></b>	<b><u>Difference</u></b>
1	0:00:53	0:01:00	<b>-0:00:07</b>
2	0:01:23	0:01:05	<b>+0:00:18</b>
3	0:01:07	0:00:47	<b>+0:00:20</b>
4	0:01:20	0:01:19	<b>+0:00:01</b>
5	0:01:16	0:01:13	<b>+0:00:03</b>
6	0:01:26	0:01:13	<b>+0:00:13</b>
7	0:01:13	0:00:59	<b>+0:00:14</b>
S 42nd	0:00:21	0:00:23	<b>-0:00:02</b>
<b>Subdivision A</b>	0:01:12	0:01:05	<b>+0:00:07</b>
A	0:01:26	N/A	N/A
B	0:01:56	N/A	N/A
C	0:01:55	N/A	N/A
D	0:01:40	N/A	N/A
E	0:01:12	N/A	N/A
F	0:01:30	N/A	N/A
S Fkln	0:00:09	N/A	N/A
G	0:01:11	N/A	N/A
S Rock	0:00:26	N/A	N/A
JZ	0:01:30	N/A	N/A
L	0:00:50	N/A	N/A
M	0:02:16	N/A	N/A
N	0:01:19	N/A	N/A
Q	0:01:25	N/A	N/A
R	0:01:25	N/A	N/A
W	0:01:20	N/A	N/A
<b>Subdivision B</b>	0:01:28	N/A	N/A
<b>Systemwide</b>	<b>0:01:21</b>	N/A	N/A

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 Average 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
	Oct '17	Oct '16	Difference	Oct '17
<b>Subdivision A</b>	0:01:37	0:01:35	0:00:02	0:01:38
<b>Subdivision B</b>	0:01:26	N/A	N/A	N/A
<b>Systemwide</b>	0:01:31	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.

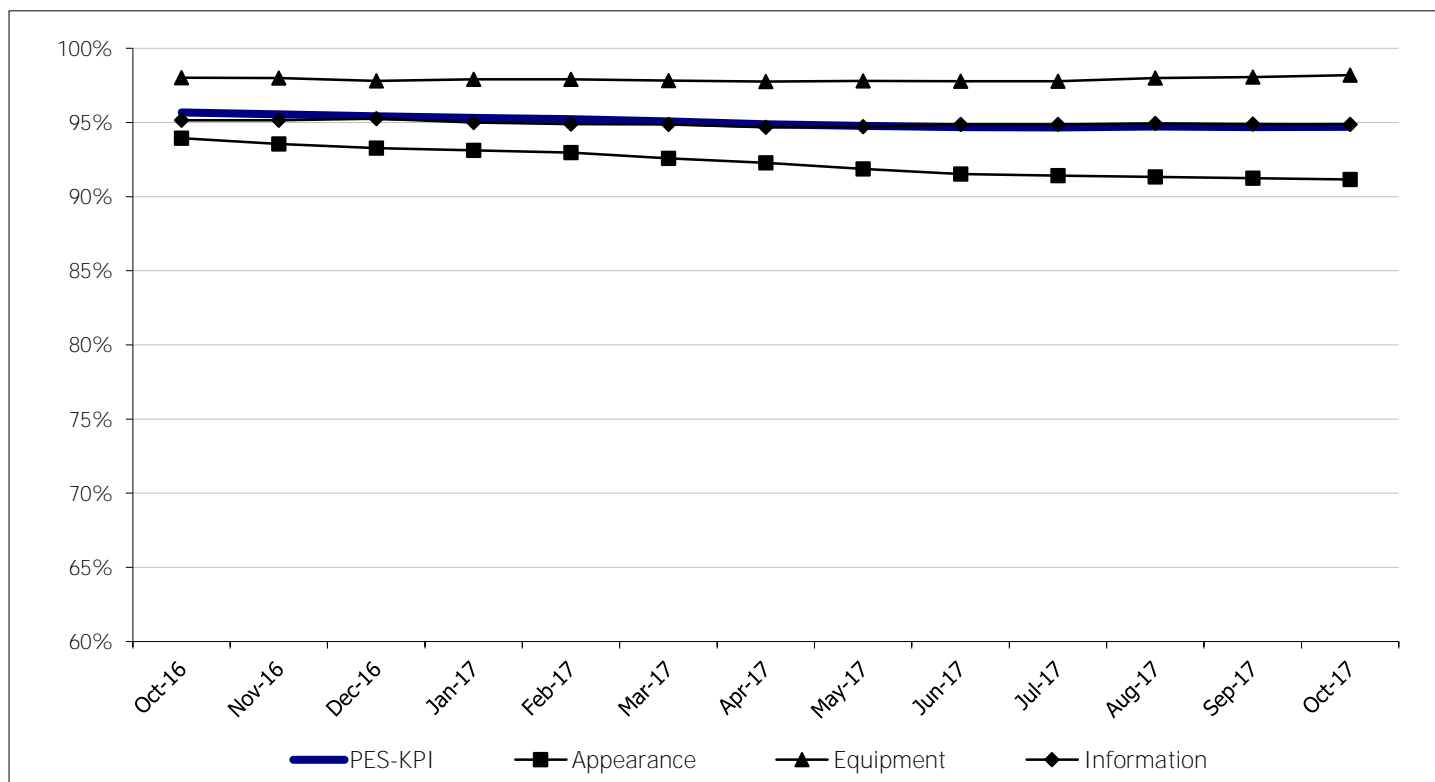
\*Data for the B Division is not available prior to March 2017.

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

<b><u>Line</u></b>	<b><u>Oct '17</u></b>	<b><u>Oct '16</u></b>	<b><u>Difference</u></b>
1	0:01:05	0:01:15	<b>-0:00:10</b>
2	0:02:00	0:01:56	<b>+0:00:04</b>
3	0:01:35	0:01:22	<b>+0:00:13</b>
4	0:02:09	0:02:10	<b>-0:00:01</b>
5	0:02:14	0:02:22	<b>-0:00:08</b>
6	0:01:24	0:01:24	<b>+0:00:00</b>
7	0:01:31	0:01:07	<b>+0:00:24</b>
S 42nd	0:00:27	0:00:25	<b>+0:00:02</b>
<b>Subdivision A</b>	0:01:37	0:01:35	<b>+0:00:02</b>
A	0:02:03	N/A	N/A
B	0:01:59	N/A	N/A
C	0:01:13	N/A	N/A
D	0:01:48	N/A	N/A
E	0:01:41	N/A	N/A
F	0:01:49	N/A	N/A
S Fkln	0:01:05	N/A	N/A
G	0:01:27	N/A	N/A
S Rock	0:00:21	N/A	N/A
JZ	0:01:45	N/A	N/A
L	0:00:04	N/A	N/A
M	0:00:57	N/A	N/A
N	0:01:26	N/A	N/A
Q	0:01:51	N/A	N/A
R	0:00:45	N/A	N/A
W	0:01:07	N/A	N/A
<b>Subdivision B</b>	0:01:26	N/A	N/A
<b>Systemwide</b>	<b>0:01:31</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.

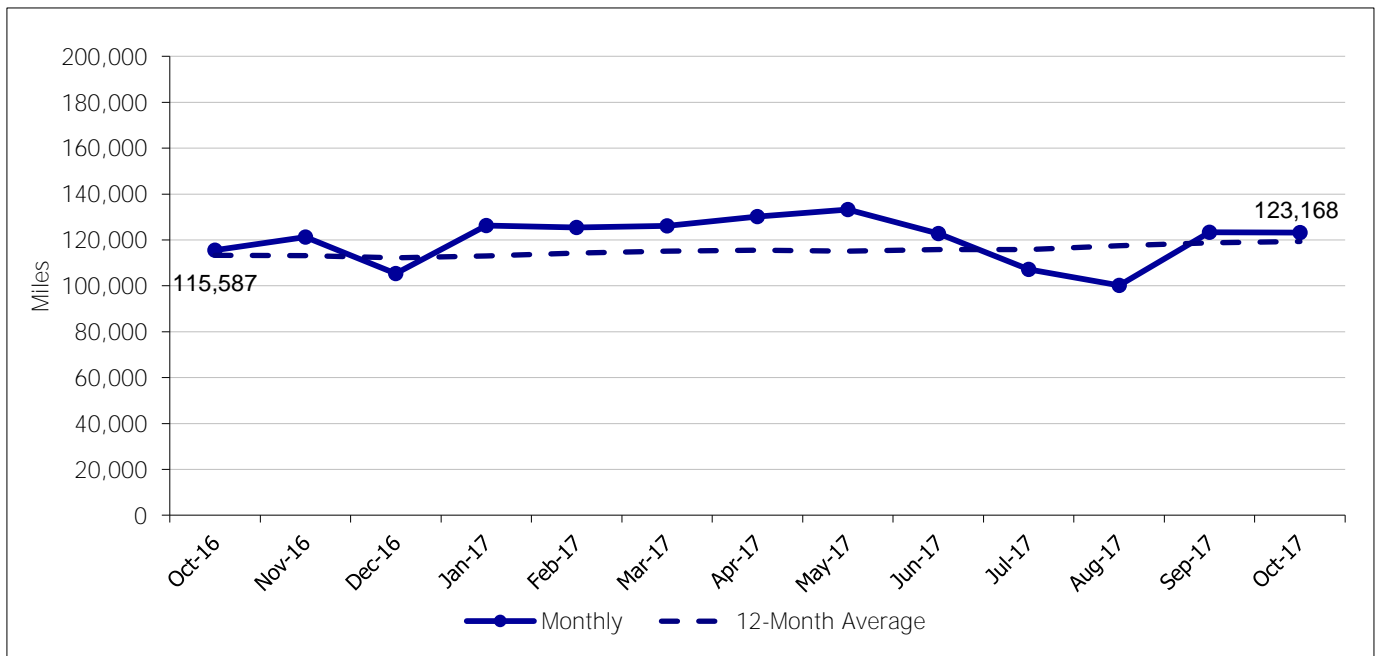
Information: Includes the subway car announcements and signage.

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

	Nov '16 - Oct '17				Nov '15 - Oct '16				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
<b>Subdivision A</b>	<b>94.7%</b>	92.4%	97.7%	93.9%	<b>95.7%</b>	94.9%	97.6%	94.5%	<b>-1.0%</b>
<b>Subdivision B</b>	<b>94.7%</b>	90.4%	98.5%	95.4%	<b>95.7%</b>	93.4%	98.3%	95.6%	<b>-1.0%</b>
<b>Systemwide</b>	<b>94.7%</b>	91.1%	98.2%	94.9%	<b>95.7%</b>	<b>93.9%</b>	<b>98.0%</b>	<b>95.2%</b>	<b>-1.0%</b>

**Chart 11**

## Subway Mean Distance Between Failure



### Definition

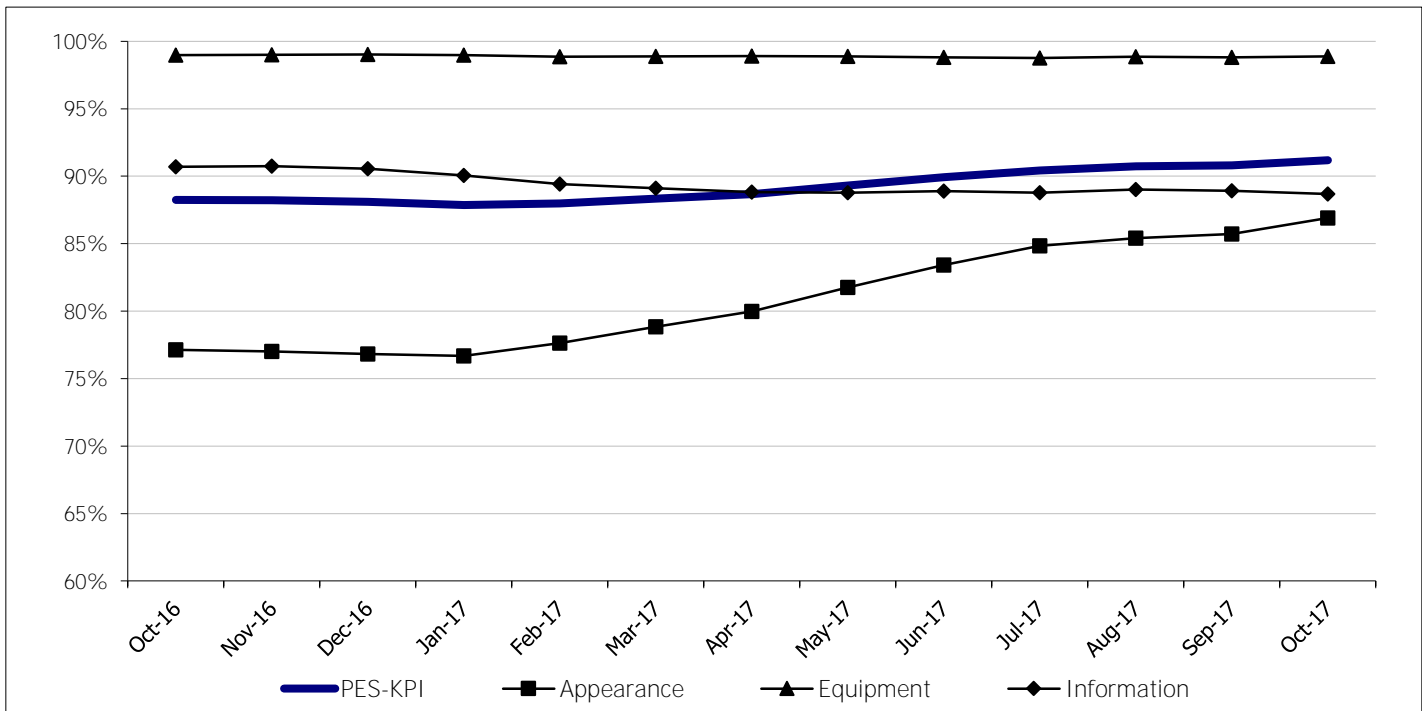
Subway Mean Distance Between Failure (MDBF) is a measure of fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car related causes.

Monthly				
	# of Cars	Oct '17	Oct '16	% Diff
<b>Subdivision A</b>	2,895	156,261	110,553	<b>+41.3%</b>
<b>Subdivision B</b>	3,523	107,130	119,542	<b>-10.4%</b>
<b>Systemwide</b>	6,418	123,168	115,587	<b>+6.6%</b>
12-Month Average				
Car Class	# of Cars	Oct '17	Oct '16	% Diff
R32	222	36,013	31,843	<b>+13.1%</b>
R42	50	39,101	33,562	<b>+16.5%</b>
R46	752	73,553	76,836	<b>-4.3%</b>
R62	315	203,473	181,061	<b>+12.4%</b>
R62A	824	97,382	82,900	<b>+17.5%</b>
R68	425	114,513	116,334	<b>-1.6%</b>
R68A	200	97,128	95,093	<b>+2.1%</b>
R142	1,030	154,801	141,529	<b>+9.4%</b>
R142A	220	53,863	49,762	<b>+8.2%</b>
R143	212	80,016	57,902	<b>+38.2%</b>
R160	1,662	232,513	277,667	<b>-16.3%</b>
R188 - New	126	443,593	520,801	<b>-14.8%</b>
R188 - Conversion	380	182,531	170,908	<b>+6.8%</b>
<b>Subdivision A</b>	2,895	124,832	110,126	<b>+13.4%</b>
<b>Subdivision B</b>	3,523	115,687	115,889	<b>-0.2%</b>
<b>FLEET</b>	<b>6,418</b>	<b>119,332</b>	<b>113,363</b>	<b>+5.3%</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.

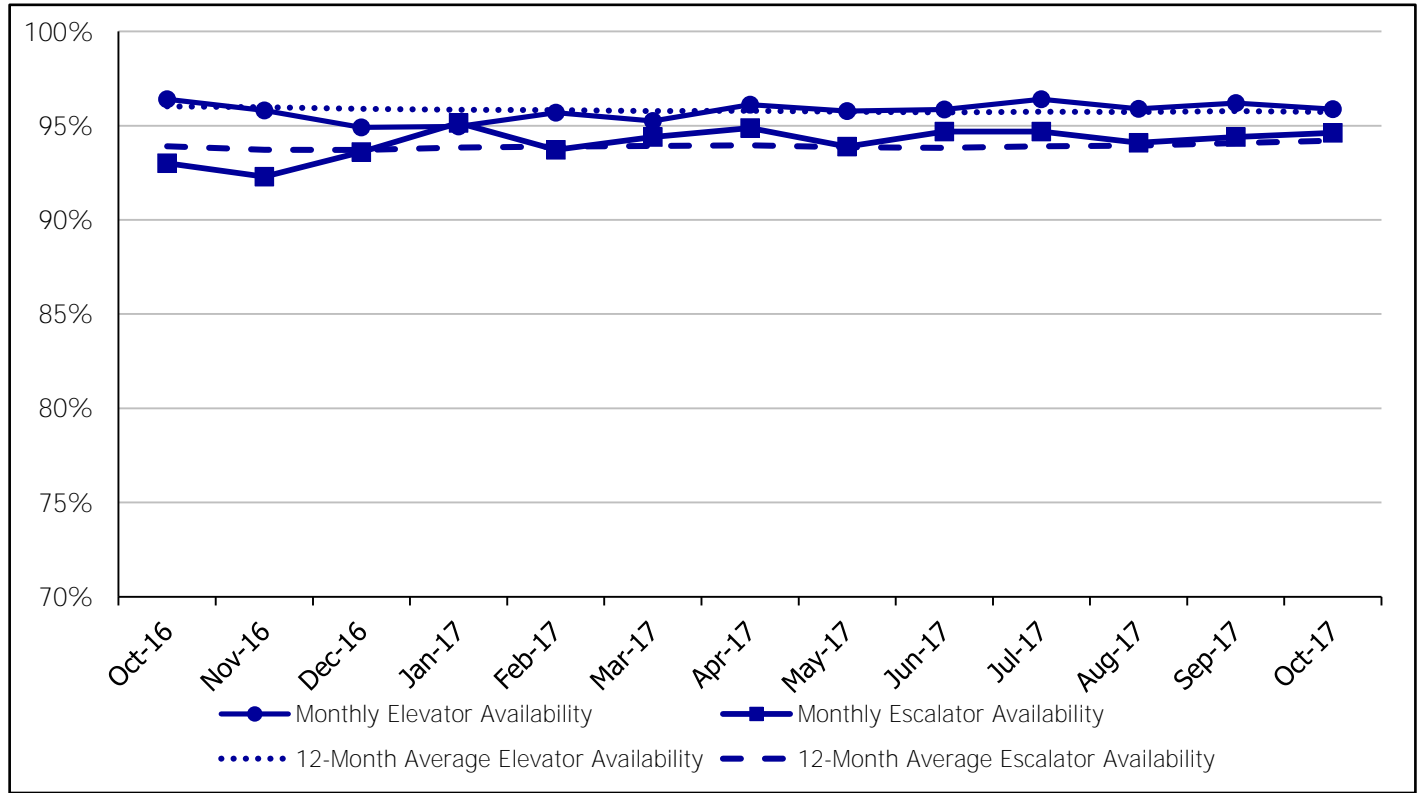
Information: Includes the ratings for maps, employees in proper uniforms.

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

Borough	Nov '16 - Oct '17				Nov '15 - Oct '16				% Difference KPI
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	
<b>Bronx</b>	<b>89.3%</b>	81.6%	98.8%	89.0%	<b>85.7%</b>	70.5%	98.9%	90.5%	<b>+3.6%</b>
<b>Manhattan</b>	<b>92.1%</b>	88.7%	98.9%	89.4%	<b>88.0%</b>	76.7%	99.1%	90.2%	<b>+4.1%</b>
<b>Brooklyn</b>	<b>91.6%</b>	87.1%	98.9%	89.8%	<b>89.3%</b>	79.0%	99.0%	91.9%	<b>+2.3%</b>
<b>Queens</b>	<b>90.2%</b>	88.0%	99.0%	84.1%	<b>88.5%</b>	79.7%	98.8%	88.7%	<b>+1.7%</b>
<b>Systemwide</b>	<b>91.2%</b>	<b>86.9%</b>	<b>98.9%</b>	<b>88.7%</b>	<b>88.2%</b>	<b>77.1%</b>	<b>99.0%</b>	<b>90.7%</b>	<b>+3.0%</b>

**Chart 13**

## Elevator and Escalator Availability (24 Hours)



### Elevator and Escalator Availability Definition

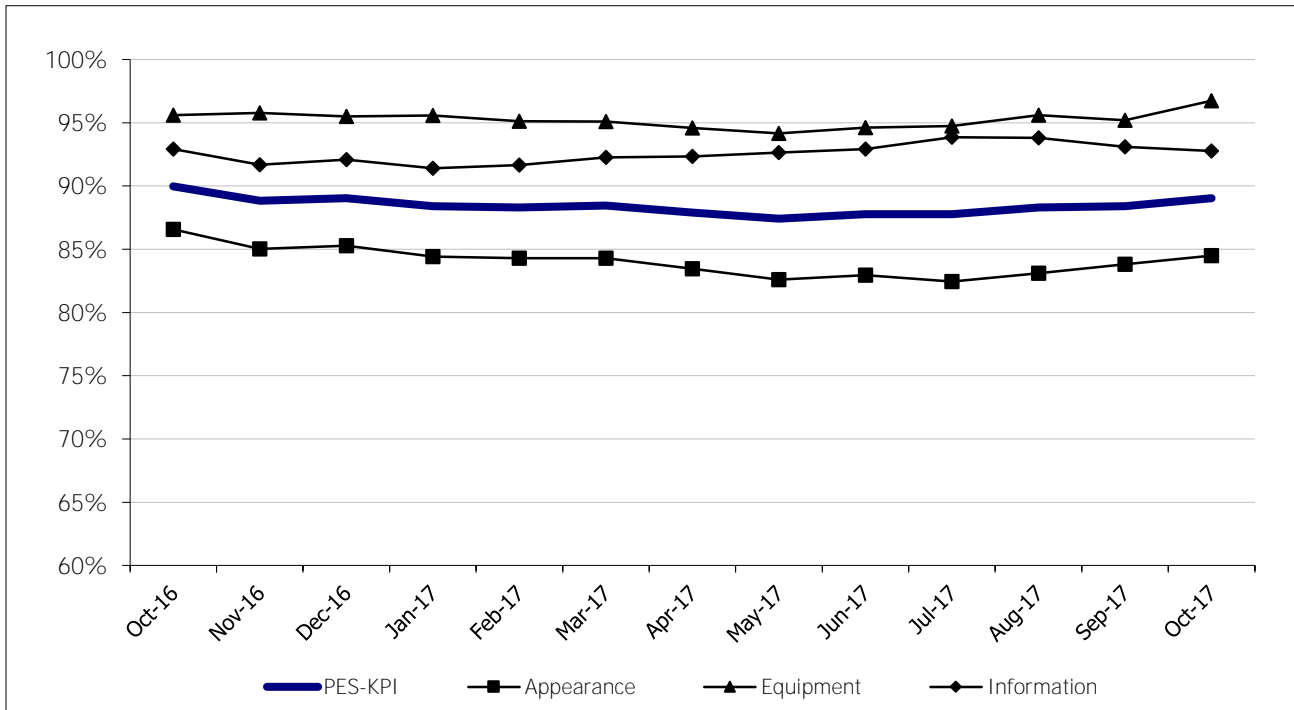
The percent of time that elevators or escalators are operational system wide. Most elevators and escalators in the subway are maintained by New York City Transit and are electronically monitored 24-hours a day. Some elevators and escalators in the subway are owned and maintained by outside parties; these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

### Elevator and Escalator Availability Results

	Monthly			12-Month Average		
	Oct '17	Oct '16	Difference	Oct '17	Oct '16	Difference
<b>Elevator Availability</b>	95.9%	96.4%	-0.5%	95.7%	96.0%	-0.3%
<b>Escalator Availability</b>	94.6%	93.0%	1.6%	94.2%	93.9%	0.3%

**Chart 14**

## 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

	PES-KPI	Appearance	Equipment	Information
<b>Nov '16 - Oct '17:</b>	89.0%	84.5%	96.7%	92.8%
<b>Nov '15 - Oct '16:</b>	90.0%	86.6%	95.6%	92.9%
<b>% Difference:</b>	<b>-1.0%</b>	<b>-2.1%</b>	<b>+1.1%</b>	<b>-0.1%</b>

# **Legacy Indicators**

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

**Oct '17**

**Oct '16**

<b><u>Line</u></b>	<b><u>Oct '17</u></b>					<b><u>Oct '16</u></b>					<b><u>Monthly Standard Difference</u></b>
	<b><u>Monthly Meets</u></b>	<b><u>Monthly GAP</u></b>			<b><u>12 month Meets</u></b>	<b><u>Monthly Meets</u></b>	<b><u>Monthly GAP</u></b>			<b><u>12 month Meets</u></b>	
	<b><u>Standard</u></b>	<b><u>Minor</u></b>	<b><u>Medium</u></b>	<b><u>Major</u></b>	<b><u>Standard</u></b>	<b><u>Standard</u></b>	<b><u>Minor</u></b>	<b><u>Medium</u></b>	<b><u>Major</u></b>	<b><u>Standard</u></b>	
1	<b>77.5%</b>	9.9%	7.1%	5.5%	76.3%	<b>75.8%</b>	9.9%	7.8%	6.4%	77.8%	<b>+1.7%</b>
2	<b>65.0%</b>	10.9%	11.7%	12.4%	66.9%	<b>67.9%</b>	10.6%	10.8%	10.7%	70.0%	<b>-2.9%</b>
3	<b>69.6%</b>	11.8%	10.2%	8.4%	71.2%	<b>72.0%</b>	10.7%	9.2%	8.0%	75.1%	<b>-2.4%</b>
4	<b>66.3%</b>	10.9%	10.5%	12.3%	67.0%	<b>67.7%</b>	10.2%	10.4%	11.7%	69.5%	<b>-1.4%</b>
5	<b>59.6%</b>	10.9%	12.7%	16.8%	61.7%	<b>64.8%</b>	10.1%	11.3%	13.8%	65.5%	<b>-5.2%</b>
6	<b>66.9%</b>	10.4%	10.9%	11.9%	67.7%	<b>63.7%</b>	9.5%	11.6%	15.3%	66.9%	<b>+3.2%</b>
7	<b>71.6%</b>	10.7%	9.5%	8.2%	71.1%	<b>73.3%</b>	11.9%	9.4%	5.4%	74.0%	<b>-1.7%</b>
S 42nd	<b>95.2%</b>	2.9%	1.0%	0.9%	94.3%	<b>92.3%</b>	4.6%	2.2%	0.9%	92.2%	<b>+2.9%</b>
<b>Subdivision A</b>	<b>68.9%</b>	10.5%	10.1%	10.6%	69.5%	<b>69.8%</b>	10.1%	9.9%	10.2%	71.7%	<b>-0.9%</b>
A	<b>67.5%</b>	9.5%	10.1%	12.8%	68.4%	<b>68.7%</b>	9.0%	9.6%	12.7%	71.7%	<b>-1.2%</b>
B	<b>71.8%</b>	12.2%	8.6%	7.4%	74.3%	<b>73.5%</b>	10.8%	9.1%	6.5%	77.3%	<b>-1.7%</b>
C	<b>66.3%</b>	14.5%	11.5%	7.6%	72.2%	<b>73.4%</b>	12.4%	8.5%	5.6%	75.5%	<b>-7.1%</b>
D	<b>73.9%</b>	11.3%	9.2%	5.6%	74.8%	<b>77.7%</b>	10.8%	7.1%	4.5%	79.6%	<b>-3.8%</b>
E	<b>68.6%</b>	11.4%	10.8%	9.2%	69.2%	<b>71.3%</b>	10.4%	9.3%	9.0%	73.4%	<b>-2.7%</b>
F	<b>69.4%</b>	10.1%	9.9%	10.6%	69.9%	<b>72.6%</b>	9.7%	9.1%	8.5%	73.1%	<b>-3.2%</b>
S Fkln	<b>97.7%</b>	0.7%	0.6%	0.9%	98.8%	<b>98.2%</b>	0.3%	0.4%	0.7%	97.4%	<b>-0.5%</b>
G	<b>81.7%</b>	10.5%	5.5%	2.2%	81.4%	<b>82.4%</b>	10.6%	5.4%	1.6%	82.5%	<b>-0.7%</b>
S Rock	<b>94.5%</b>	2.7%	1.5%	1.3%	94.3%	<b>92.7%</b>	4.7%	1.6%	1.0%	93.9%	<b>+1.8%</b>
JZ	<b>75.4%</b>	10.8%	8.5%	5.2%	76.6%	<b>78.9%</b>	10.7%	6.7%	3.7%	77.9%	<b>-3.5%</b>
L	<b>77.1%</b>	11.7%	7.2%	4.0%	78.1%	<b>75.0%</b>	11.4%	7.5%	6.1%	76.8%	<b>+2.1%</b>
M	<b>71.3%</b>	9.9%	9.2%	9.6%	73.2%	<b>75.4%</b>	10.5%	7.7%	6.4%	76.8%	<b>-4.1%</b>
N	<b>72.9%</b>	11.3%	8.9%	6.9%	73.2%	<b>75.8%</b>	11.1%	8.3%	4.8%	77.9%	<b>-2.9%</b>
Q	<b>76.5%</b>	10.5%	8.0%	5.0%	75.6%	<b>74.4%</b>	10.6%	6.8%	8.2%	78.2%	<b>+2.1%</b>
R	<b>71.9%</b>	11.2%	9.2%	7.7%	73.9%	<b>74.0%</b>	9.8%	9.0%	7.2%	75.7%	<b>-2.1%</b>
W	<b>70.2%</b>	11.5%	8.7%	9.6%	71.3%						
<b>Subdivision B</b>	<b>72.5%</b>	10.9%	8.9%	7.7%	73.7%	<b>74.8%</b>	10.4%	8.0%	6.8%	76.4%	<b>-2.3%</b>
<b>Systemwide</b>	<b>70.8%</b>	<b>10.7%</b>	<b>9.5%</b>	<b>9.0%</b>	<b>71.7%</b>	<b>72.4%</b>	<b>10.2%</b>	<b>8.9%</b>	<b>8.5%</b>	<b>74.1%</b>	<b>-1.6%</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.

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

**Oct '17**

**Oct '16**

<b><u>Line</u></b>	<b><u>Monthly</u></b>					<b><u>12 month</u></b>					<b><u>Monthly</u></b>					<b><u>12 month</u></b>					<b><u>Monthly</u></b>
	<b><u>Meets</u></b>				<b><u>Standard</u></b>	<b><u>Monthly GAP</u></b>				<b><u>Meets</u></b>	<b><u>Monthly GAP</u></b>				<b><u>Standard</u></b>	<b><u>Monthly</u></b>				<b><u>Standard</u></b>	<b><u>Difference</u></b>
	<b><u>Standard</u></b>	<b><u>Minor</u></b>	<b><u>Medium</u></b>	<b><u>Major</u></b>		<b><u>Minor</u></b>	<b><u>Medium</u></b>	<b><u>Major</u></b>	<b><u>Standard</u></b>		<b><u>Minor</u></b>	<b><u>Medium</u></b>	<b><u>Major</u></b>	<b><u>Standard</u></b>		<b><u>Standard</u></b>	<b><u>Minor</u></b>	<b><u>Medium</u></b>	<b><u>Major</u></b>	<b><u>Standard</u></b>	
1	<b>81.5%</b>	10.2%	5.8%	2.4%	80.3%				80.3%	<b>65.4%</b>	14.1%	11.4%	9.0%	83.3%	<b>+16.1%</b>						
2	<b>63.6%</b>	12.2%	13.3%	10.9%	70.6%				70.6%	<b>74.3%</b>	11.0%	10.0%	4.7%	75.2%	<b>-10.7%</b>						
3	<b>88.9%</b>	6.9%	2.3%	1.9%	86.3%				86.3%	<b>80.3%</b>	9.8%	6.7%	3.2%	85.8%	<b>+8.6%</b>						
4	<b>63.6%</b>	11.5%	13.2%	11.7%	72.4%				72.4%	<b>76.4%</b>	10.3%	8.3%	5.1%	74.6%	<b>-12.8%</b>						
5	<b>67.1%</b>	13.7%	11.6%	7.6%	78.1%				78.1%	<b>81.9%</b>	9.8%	5.3%	2.9%	77.9%	<b>-14.8%</b>						
6	<b>76.6%</b>	9.5%	7.3%	6.6%	82.5%				82.5%	<b>81.3%</b>	8.6%	6.5%	3.6%	82.4%	<b>-4.7%</b>						
7	<b>83.6%</b>	10.2%	4.8%	1.4%	80.7%				80.7%	<b>79.5%</b>	10.1%	6.6%	3.8%	80.7%	<b>+4.1%</b>						
S 42nd	<b>99.3%</b>	0.2%	0.2%	0.2%	98.1%				98.1%	<b>98.1%</b>	0.7%	0.2%	1.0%	97.9%	<b>+1.2%</b>						
<b>Subdivision A</b>	<b>73.9%</b>	10.6%	8.9%	6.6%	78.4%				78.4%	<b>77.5%</b>	10.1%	7.7%	4.7%	80.2%	<b>-3.6%</b>						
A	<b>70.8%</b>	11.9%	10.0%	7.3%	74.2%				74.2%	<b>76.6%</b>	10.7%	7.6%	5.0%	75.8%	<b>-5.8%</b>						
C	<b>75.9%</b>	12.1%	7.9%	4.1%	79.7%				79.7%	<b>78.1%</b>	10.4%	7.1%	4.3%	79.1%	<b>-2.2%</b>						
D	<b>78.1%</b>	10.7%	7.7%	3.6%	80.0%				80.0%	<b>81.4%</b>	11.2%	5.0%	2.4%	80.9%	<b>-3.3%</b>						
E	<b>80.6%</b>	10.0%	5.8%	3.6%	82.0%				82.0%	<b>80.4%</b>	9.6%	4.8%	5.2%	84.3%	<b>+0.2%</b>						
F	<b>78.8%</b>	10.9%	7.0%	3.2%	79.4%				79.4%	<b>80.6%</b>	9.4%	6.4%	3.6%	79.0%	<b>-1.8%</b>						
S Fkln	<b>98.6%</b>	0.5%	0.1%	0.9%	98.8%				98.8%	<b>97.9%</b>	0.1%	0.3%	1.8%	97.2%	<b>+0.7%</b>						
G	<b>86.4%</b>	9.0%	3.6%	1.0%	85.8%				85.8%	<b>90.2%</b>	7.7%	1.9%	0.2%	88.5%	<b>-3.8%</b>						
S Rock	<b>97.0%</b>	1.9%	0.7%	0.4%	95.5%				95.5%	<b>97.4%</b>	2.1%	0.4%	0.1%	95.2%	<b>-0.4%</b>						
JZ	<b>85.5%</b>	8.3%	4.9%	1.3%	86.1%				86.1%	<b>81.9%</b>	8.1%	5.2%	4.8%	86.3%	<b>+3.6%</b>						
L	<b>76.2%</b>	11.0%	7.4%	5.4%	79.5%				79.5%	<b>80.4%</b>	11.1%	5.4%	3.1%	80.4%	<b>-4.2%</b>						
M	<b>90.4%</b>	4.3%	3.1%	2.2%	90.8%				90.8%	<b>94.2%</b>	2.9%	1.3%	1.5%	93.2%	<b>-3.8%</b>						
N	<b>74.5%</b>	12.3%	8.7%	4.5%	78.5%				78.5%	<b>78.8%</b>	11.3%	6.5%	3.4%	82.5%	<b>-4.3%</b>						
Q	<b>82.5%</b>	10.1%	5.4%	2.0%	82.3%				82.3%	<b>86.0%</b>	7.6%	3.7%	2.8%	86.5%	<b>-3.5%</b>						
R	<b>66.7%</b>	14.1%	11.9%	7.3%	74.8%				74.8%	<b>79.5%</b>	10.1%	6.5%	3.9%	79.8%	<b>-12.8%</b>						
<b>Subdivision B</b>	<b>77.7%</b>	10.7%	7.4%	4.2%	80.2%				80.2%	<b>81.8%</b>	9.5%	5.4%	3.3%	82.1%	<b>-4.1%</b>						
<b>Systemwide</b>	<b>76.0%</b>	<b>10.7%</b>	<b>8.0%</b>	<b>5.3%</b>	<b>79.4%</b>				<b>79.4%</b>	<b>80.0%</b>	<b>9.8%</b>	<b>6.3%</b>	<b>3.9%</b>	<b>81.3%</b>	<b>-4.0%</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.

## Subway Weekday Terminal On-Time Performance

### Monthly (24 hours)

<u>Line</u>	<u>Oct '17</u>	<u>Oct '16</u>	<u>Difference</u>
1	71.9%	64.8%	<b>+7.1%</b>
2	30.8%	36.2%	<b>-5.4%</b>
3	47.5%	53.8%	<b>-6.3%</b>
4	32.9%	36.5%	<b>-3.6%</b>
5	24.5%	37.1%	<b>-12.6%</b>
6	53.7%	49.3%	<b>+4.4%</b>
7	72.8%	78.9%	<b>-6.1%</b>
S 42nd	99.4%	99.3%	<b>0.1%</b>
<b>Subdivision A</b>	60.3%	61.9%	<b>-1.6%</b>
A	54.2%	59.3%	<b>-5.1%</b>
B	56.4%	57.5%	<b>-1.1%</b>
C	58.2%	62.9%	<b>-4.7%</b>
D	56.3%	62.8%	<b>-6.5%</b>
E	60.4%	63.2%	<b>-2.8%</b>
F	44.5%	55.2%	<b>-10.7%</b>
S Fkln	99.7%	99.6%	<b>+0.1%</b>
G	73.9%	75.9%	<b>-2.0%</b>
S Rock	94.6%	92.4%	<b>+2.2%</b>
JZ	67.4%	66.3%	<b>+1.1%</b>
L	92.8%	89.5%	<b>+3.3%</b>
M	73.1%	63.9%	<b>+9.2%</b>
N	62.7%	59.9%	<b>+2.8%</b>
Q	70.9%	66.2%	<b>+4.7%</b>
R	64.8%	51.9%	<b>12.9%</b>
W	69.9%	N/A	<b>N/A</b>
<b>Subdivision B</b>	67.5%	66.9%	<b>0.6%</b>
<b>Systemwide</b>	<b>64.4%</b>	<b>64.6%</b>	<b>-0.2%</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)

<b><u>Line</u></b>	<b><u>Oct '17</u></b>	<b><u>Oct '16</u></b>	<b><u>Difference</u></b>
1	71.5%	61.5%	<b>+10.0%</b>
2	9.6%	35.2%	<b>-25.6%</b>
3	77.0%	36.0%	<b>+41.0%</b>
4	24.4%	49.4%	<b>-25.0%</b>
5	42.5%	53.1%	<b>-10.6%</b>
6	44.6%	60.4%	<b>-15.8%</b>
7	87.3%	81.0%	<b>+6.3%</b>
S 42nd	99.8%	99.5%	<b>0.3%</b>
<b>Subdivision A</b>	61.4%	66.0%	<b>-4.6%</b>
A	54.7%	66.0%	<b>-11.3%</b>
C	58.5%	63.2%	<b>-4.7%</b>
D	56.4%	63.1%	<b>-6.7%</b>
E	60.6%	60.3%	<b>+0.3%</b>
F	40.3%	32.9%	<b>+7.4%</b>
S Fkln	100.0%	98.9%	<b>+1.1%</b>
G	81.5%	86.3%	<b>-4.8%</b>
S Rock	97.0%	97.3%	<b>-0.3%</b>
JZ	89.2%	75.8%	<b>+13.4%</b>
L	<b>87.4%</b>	89.9%	<b>-2.5%</b>
M	<b>96.0%</b>	94.5%	<b>+1.5%</b>
N	<b>44.6%</b>	60.6%	<b>-16.0%</b>
Q	<b>78.7%</b>	85.3%	<b>-6.6%</b>
R	<b>47.4%</b>	65.5%	<b>-18.1%</b>
<b>Subdivision B</b>	71.0%	73.0%	<b>-2.0%</b>
<b>Systemwide</b>	<b>67.3%</b>	<b>70.2%</b>	<b>-2.9%</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)**

<b><u>Categories</u></b>	<b><u>October 2017 Trains Delayed</u></b>
Over Crowding / Insufficient Capacity / Other	28,759
Planned Trackbed Work	8,797
ROW Delays	8,003
Work Equipment/G. O.	4,334
Car Equipment	3,076
Sick Customer	2,747
Police	2,307
Operational Diversions	2,136
Employee	1,518
Unruly Customer	1,471
Fire	691
Inclement Weather	407
Infrastructure	310
External	284
Collision/Derailment	0
<b>Total Trains Delayed *</b>	<b>64,840</b>

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

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

<b><u>Categories</u></b>	<b><u>October 2017 Trains Delayed</u></b>
Work Equipment/G. O.	5,970
Over Crowding / Insufficient Capacity / Other	3,305
Planned Trackbed Work	3,115
ROW Delays	1,491
Unruly Customer	482
Employee	476
Sick Customer	443
Operational Diversions	434
Car Equipment	424
Police	244
Fire	158
Inclement Weather	139
External	60
Infrastructure	27
Collision/Derailment	0
<b>Total Trains Delayed *</b>	<b>16,767</b>

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

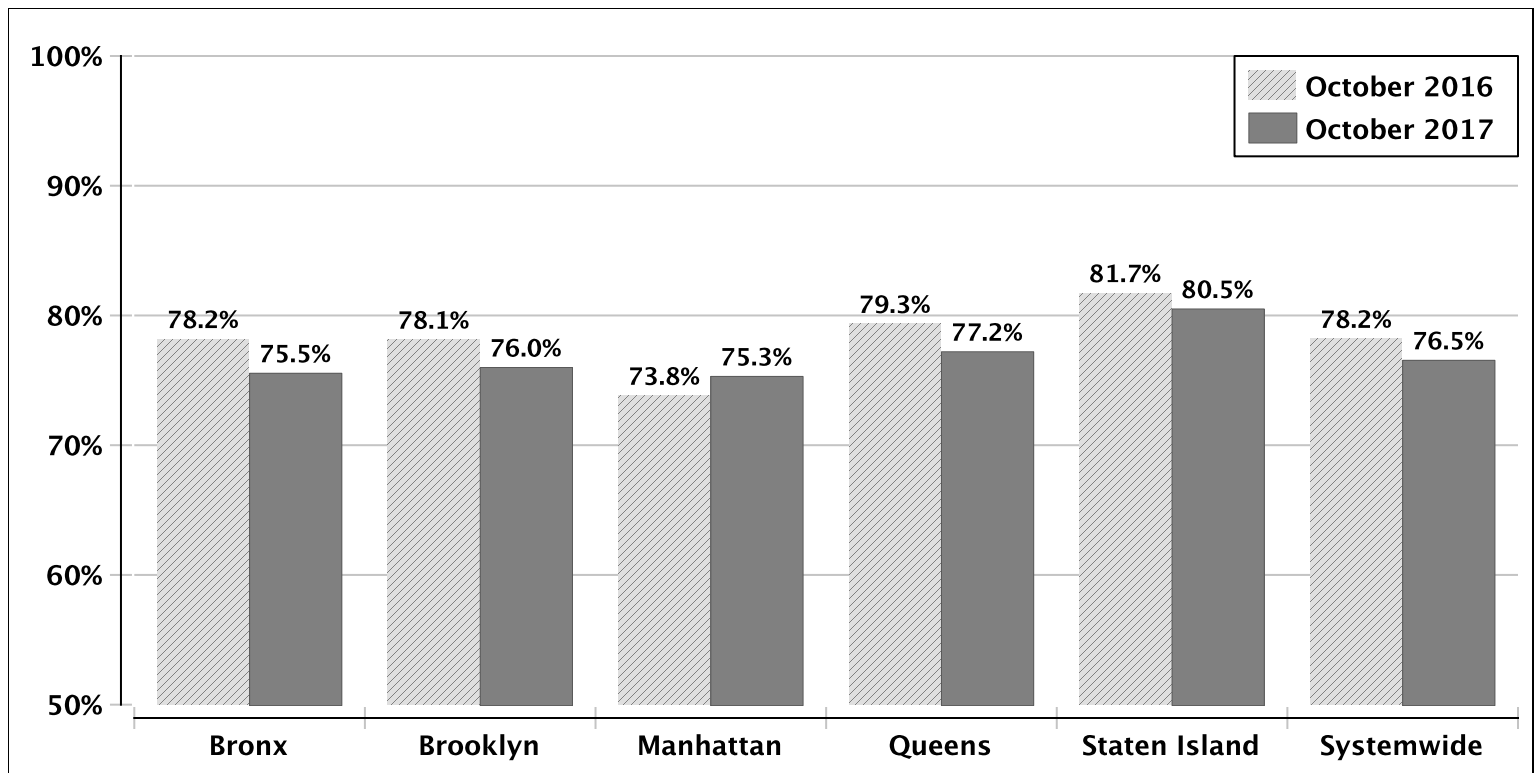
# Monthly Operations Report

Statistidal results for the month of Oct-17 are shown below.

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indidators						
Performance Indidator	Current Month:		Oct-17	12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
<b>System Wait Assessment (chart 1-7)</b>	76.5%	78.2%	-1.7%			
<b>System MDBF (chart 8)</b>	6,991	6,518	+7.3%	6,437	6,104	+5.5%
NYCT Bus	6,795	6,268	+8.4%	6,192	5,836	+6.1%
MTA Bus	7,684	7,474	+2.8%	7,366	7,147	+3.1%
<b>System MDBSI (chart 9)</b>	2,869	2,923	-1.8%	2,831	2,772	+2.1%
NYCT Bus	2,747	2,769	-0.8%	2,675	2,620	+2.1%
MTA Bus	3,334	3,563	-6.4%	3,483	3,400	+2.4%
<b>System Trips Completed (chart 10)</b>	99.33%	99.34%	-0.0%	99.16%	99.14%	+0.0%
NYCT Bus	99.32%	99.31%	+0.0%	99.17%	99.13%	+0.0%
MTA Bus	99.36%	99.44%	-0.1%	99.12%	99.20%	-0.1%
<b>System AM Pull Out (chart 11)</b>	99.88%	99.85%	+0.0%	99.76%	99.86%	-0.1%
NYCT Bus	99.90%	99.84%	+0.1%	99.81%	99.87%	-0.1%
MTA Bus	99.82%	99.89%	-0.1%	99.56%	99.82%	-0.3%
<b>System PM Pull Out (chart 12)</b>	99.94%	99.93%	+0.0%	99.88%	99.93%	-0.0%
NYCT Bus	99.94%	99.93%	+0.0%	99.90%	99.95%	-0.0%
MTA Bus	99.92%	99.92%	+0.0%	99.80%	99.88%	-0.1%
<b>System Buses &gt;= 12 years</b>	22%	18%				
NYCT Bus	23%	22%				
MTA Bus	21%	4%				
<b>System Fleet Age</b>	7.90	7.34				
NYCT Bus	7.43	7.04				
MTA Bus	9.51	8.43				
<b>Paratransit</b>						
<b>% of Trips Completed</b>	92.56%	89.21%	+3.3%	91.39%	90.37%	+1.0%
Trips Requested	692,753	649,766	+6.6%	653,525	653,328	+0.0%
Trips Scheduled	603,199	559,504	+7.8%	561,859	563,094	-0.2%
Trips Completed*	558,339	499,160	+11.9%	513,474	508,849	+0.9%
Early Cancellations as a Percentage of Trips Requested	12.21%	12.97%	-0.8%	13.23%	12.98%	+0.3%
Late Cancellations as a Percentage of Trips Scheduled	2.99%	3.09%	-0.1%	3.24%	2.98%	+0.3%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.76%	1.47%	+0.3%	1.60%	1.50%	+0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.47%	0.53%	-0.1%	0.55%	0.68%	-0.1%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%
Customer Refusals as a Percentage of Trips Requested	0.72%	0.92%	-0.2%	0.79%	0.84%	-0.0%
New Applidations Received	2,935	2,722	+7.8%	2,747	2,962	-7.3%

\*Oct-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

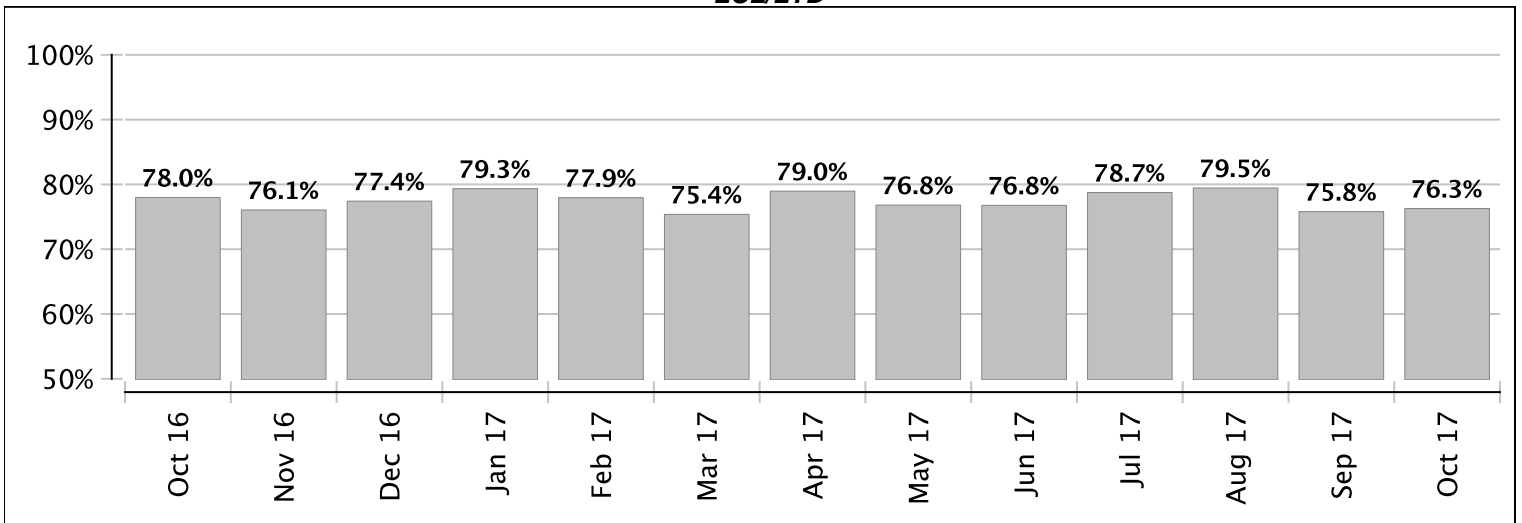
Wait Assessment (WA) on weekdays is defined as the percent of actual intervals between buses that are no more than three minutes over the scheduled interval for the morning (7 a.m.-9 a.m.) and afternoon (4 p.m.-7 p.m.) peak periods and no more than five minutes over the scheduled interval for the mid-day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

### Results

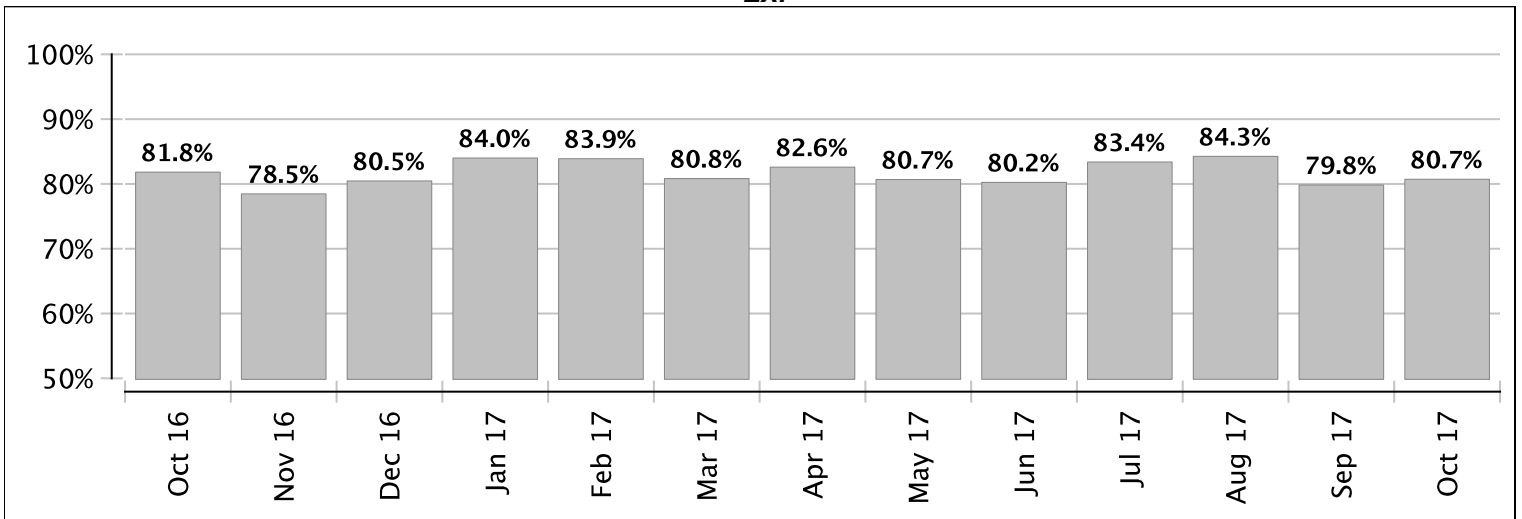
	<u>Oct 2016</u>	<u>Oct 2017</u>	<u>Difference</u>
<b>Systemwide</b>	<b>78.2%</b>	<b>76.5%</b>	<b>-1.7%</b>
Bronx	78.2%	75.5%	-2.7%
Brooklyn	78.1%	76.0%	-2.1%
Manhattan	73.8%	75.3%	+1.5%
Queens	79.3%	77.2%	-2.1%
Staten Island	81.7%	80.5%	-1.2%

# Bus Weekday Wait Assessment

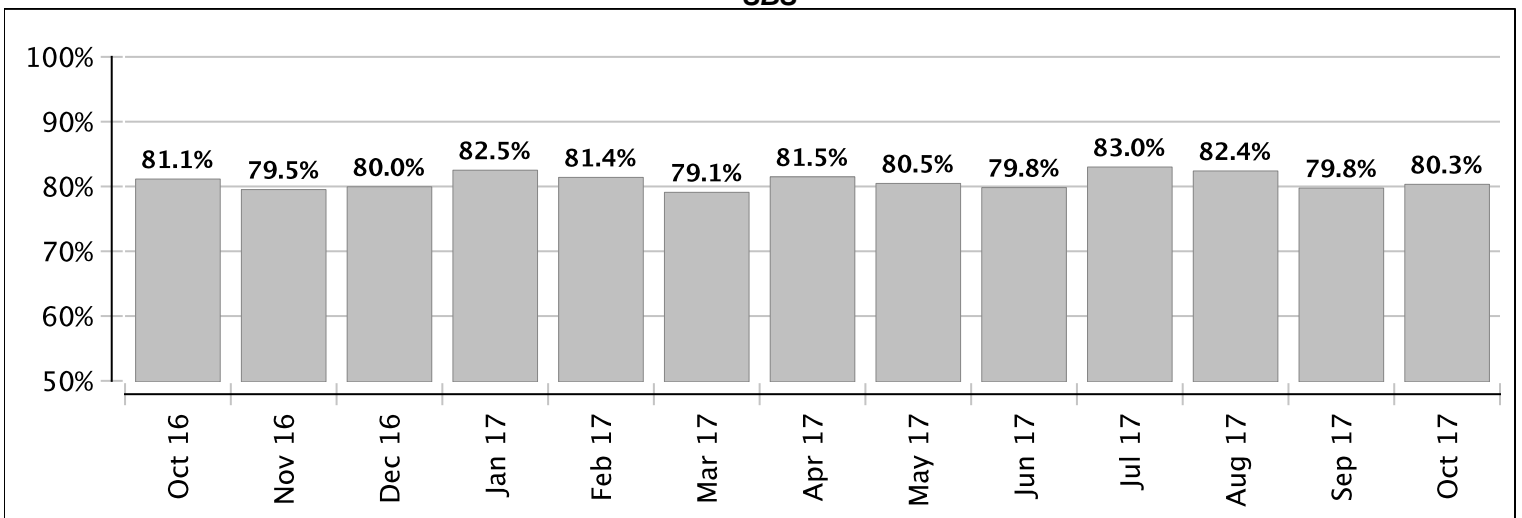
## Systemwide LCL/LTD



## EXP

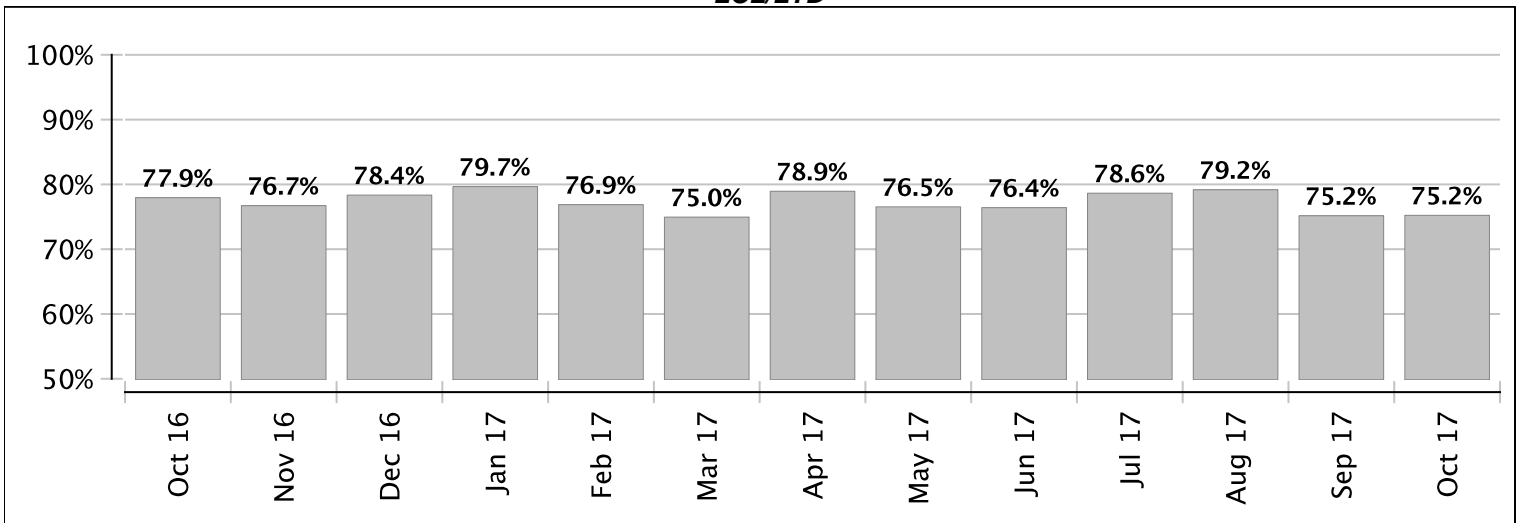


## SBS

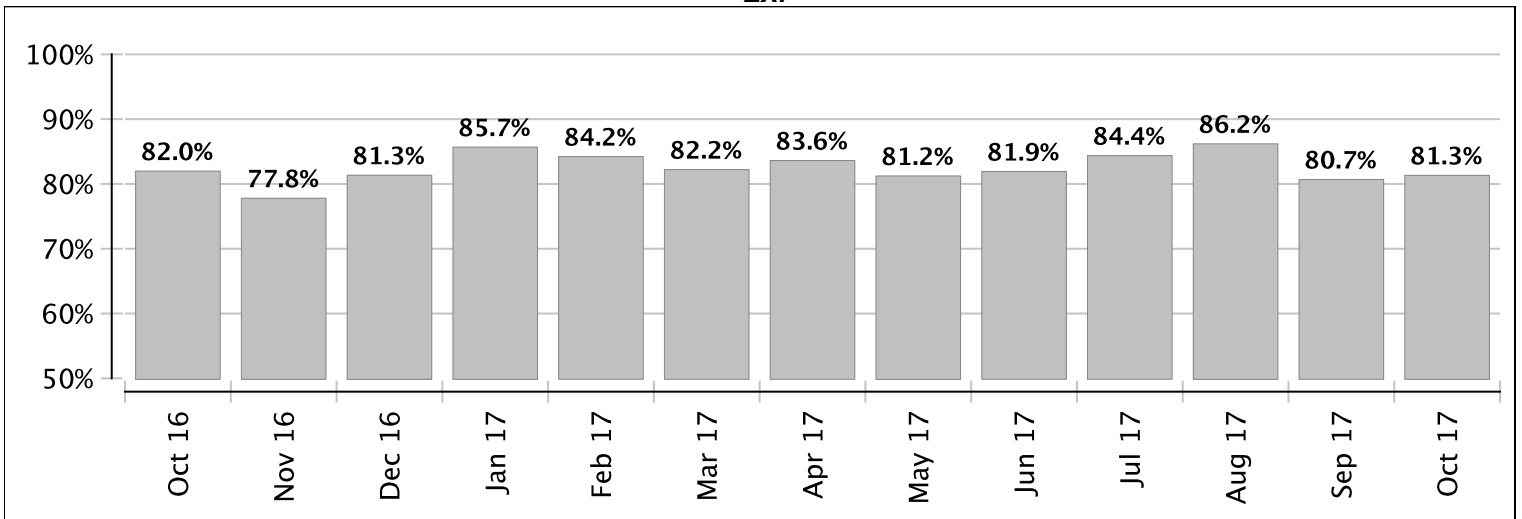


# Bus Weekday Wait Assessment

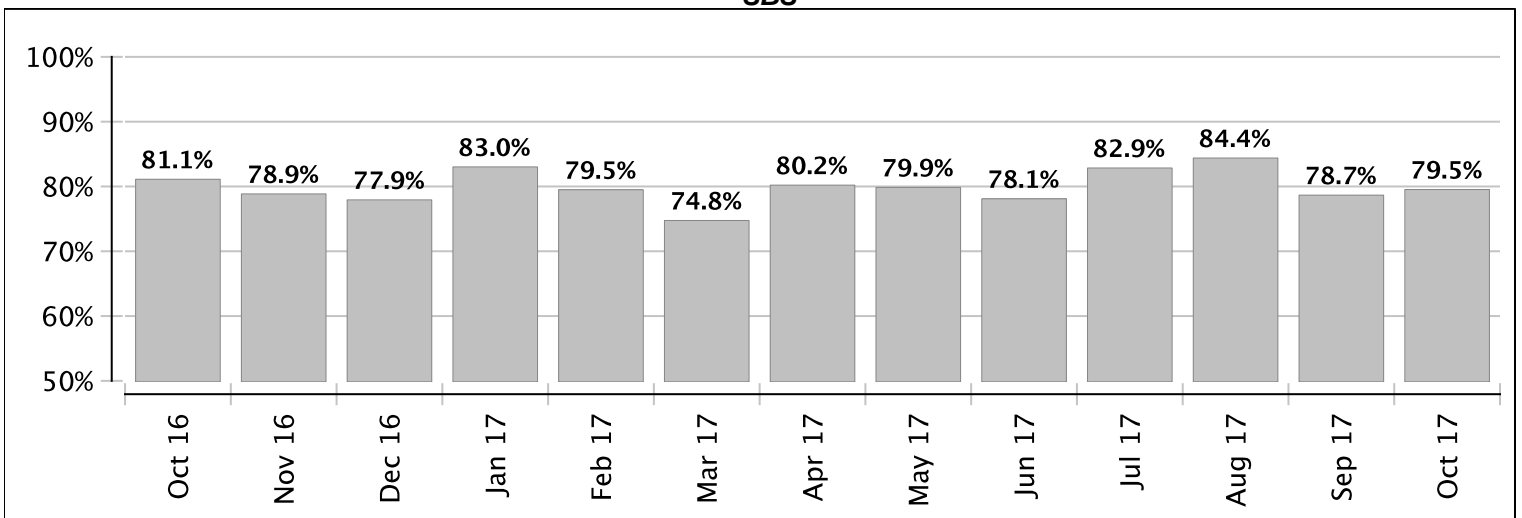
## Bronx LCL/LTD



## EXP

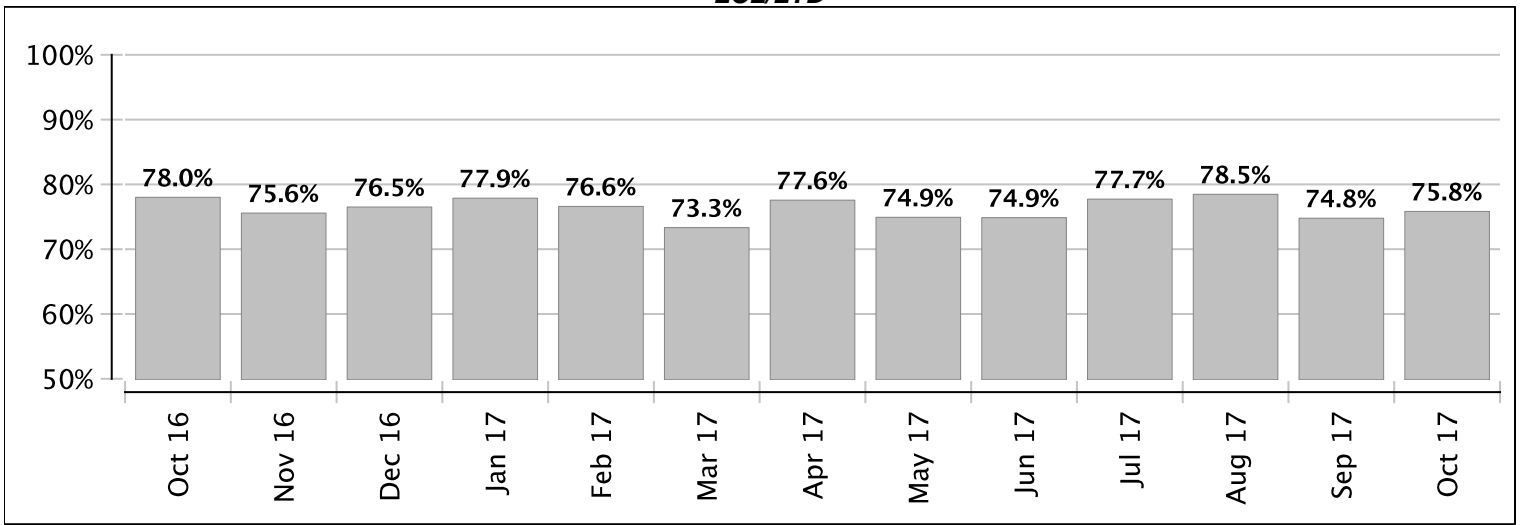


## SBS

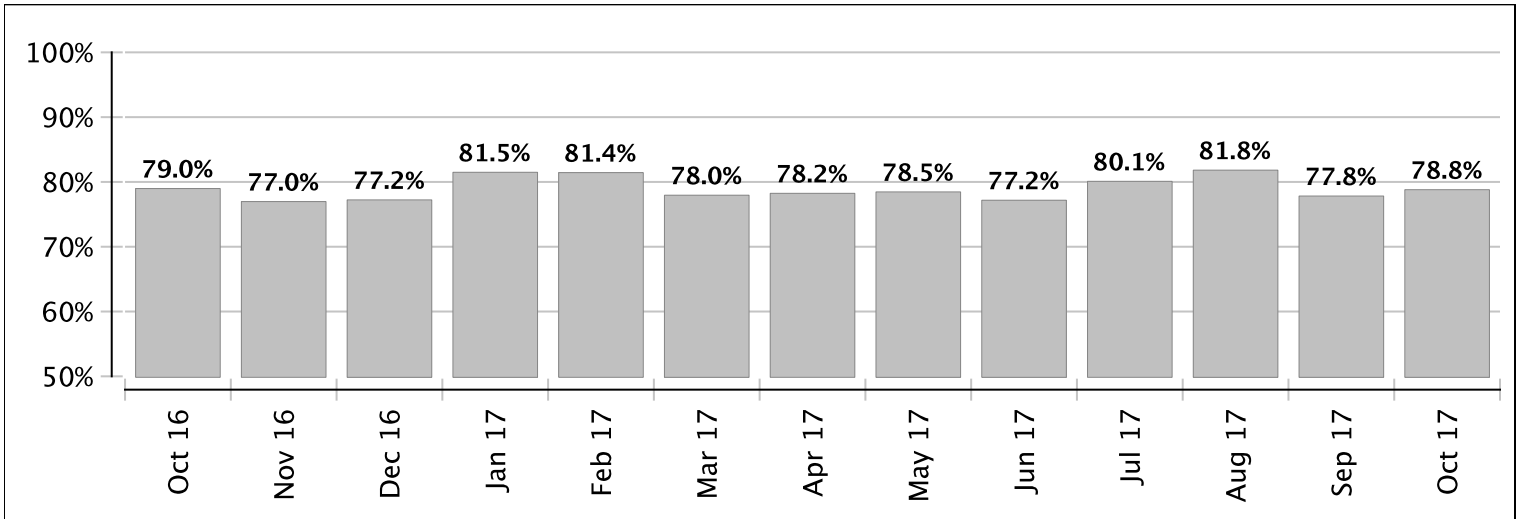


# Bus Weekday Wait Assessment

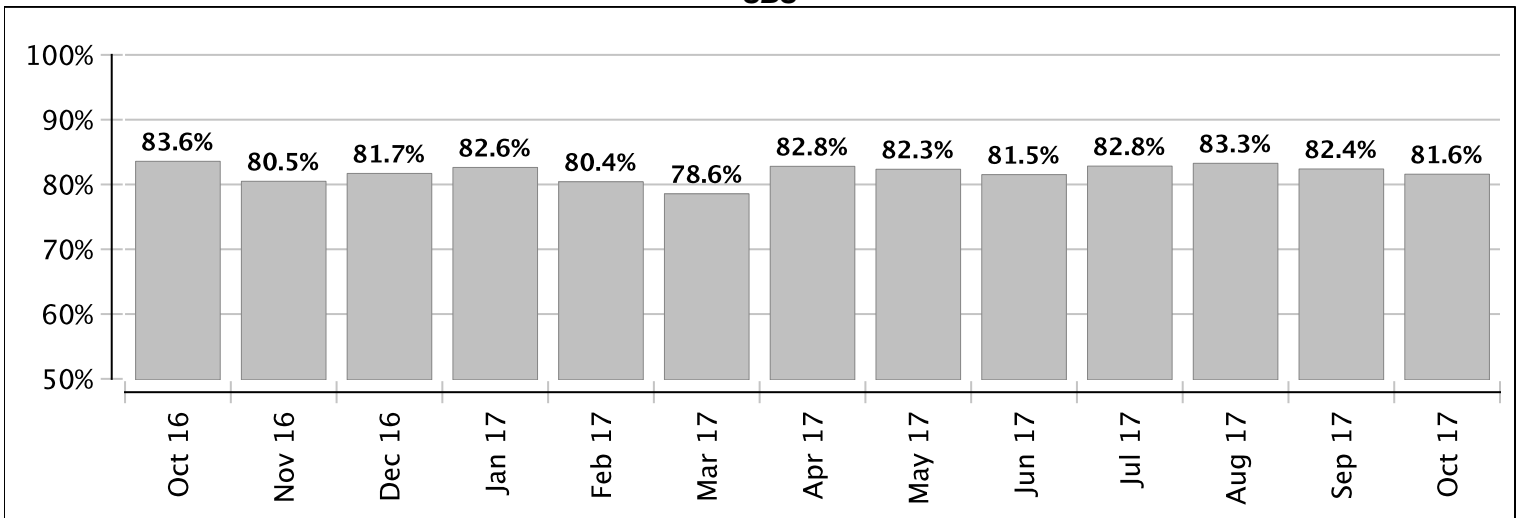
## Brooklyn LCL/LTD



## EXP



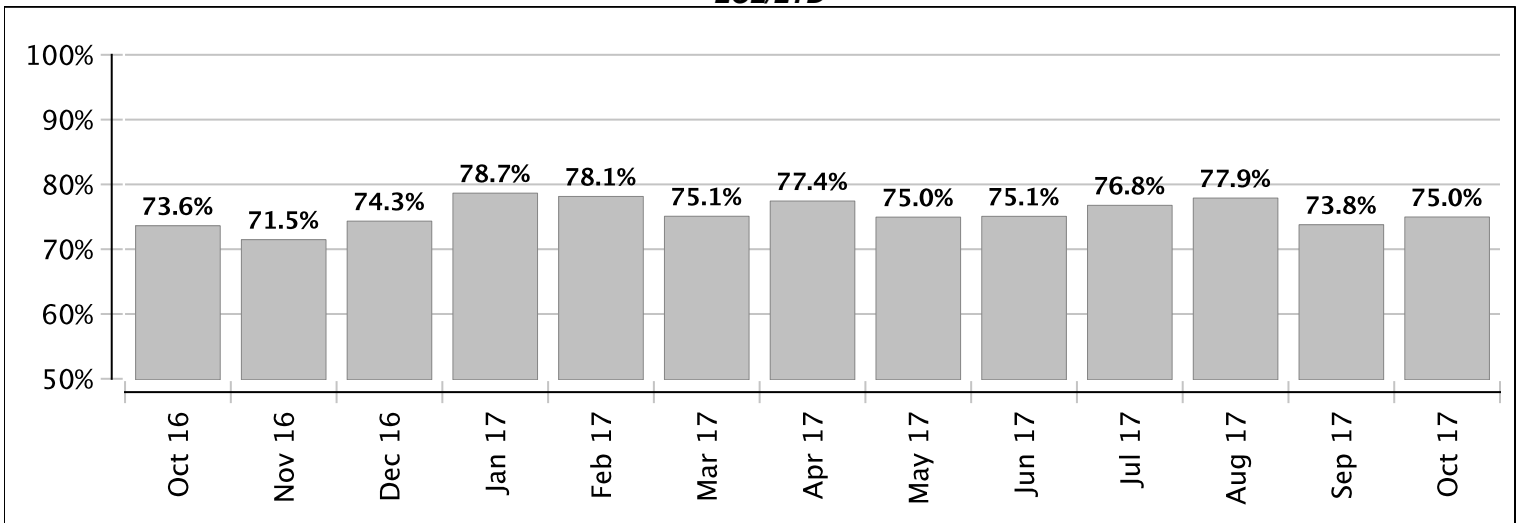
## SBS



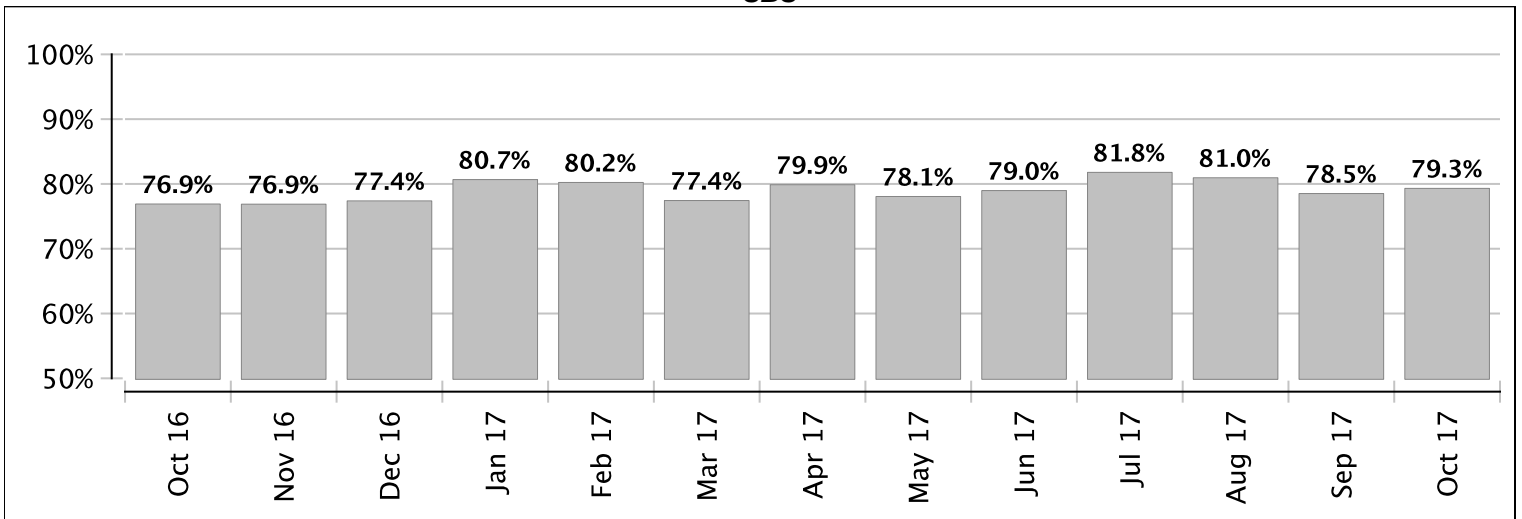
# Bus Weekday Wait Assessment

## Manhattan

*LCL/LTD*



## SBS

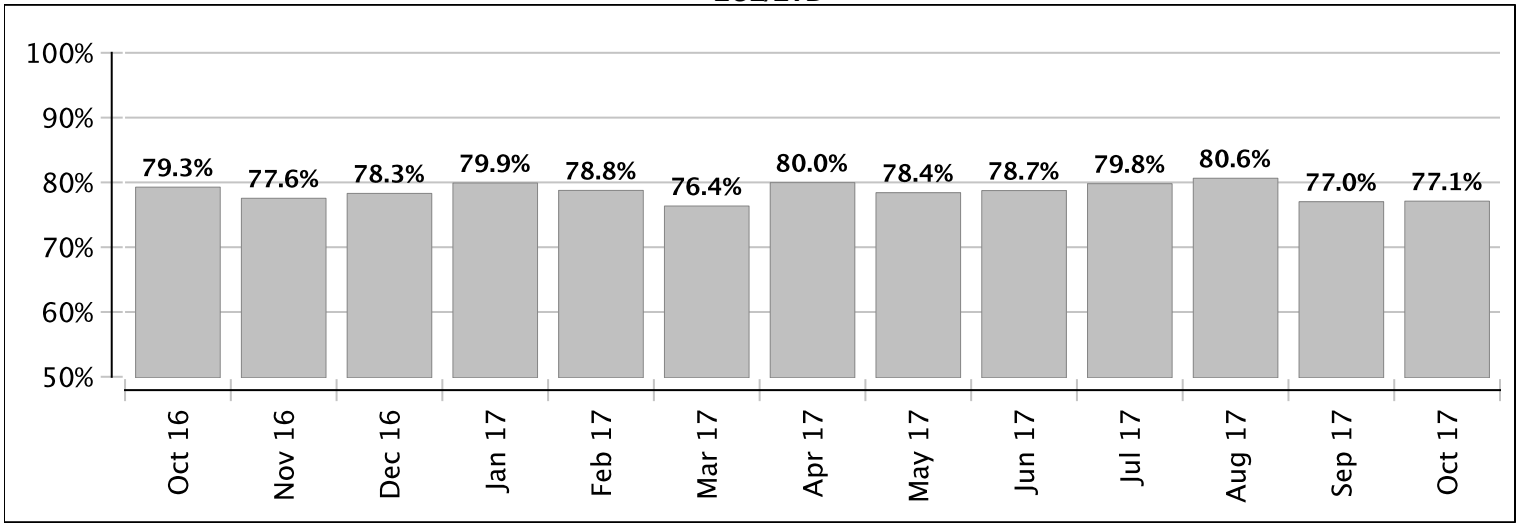




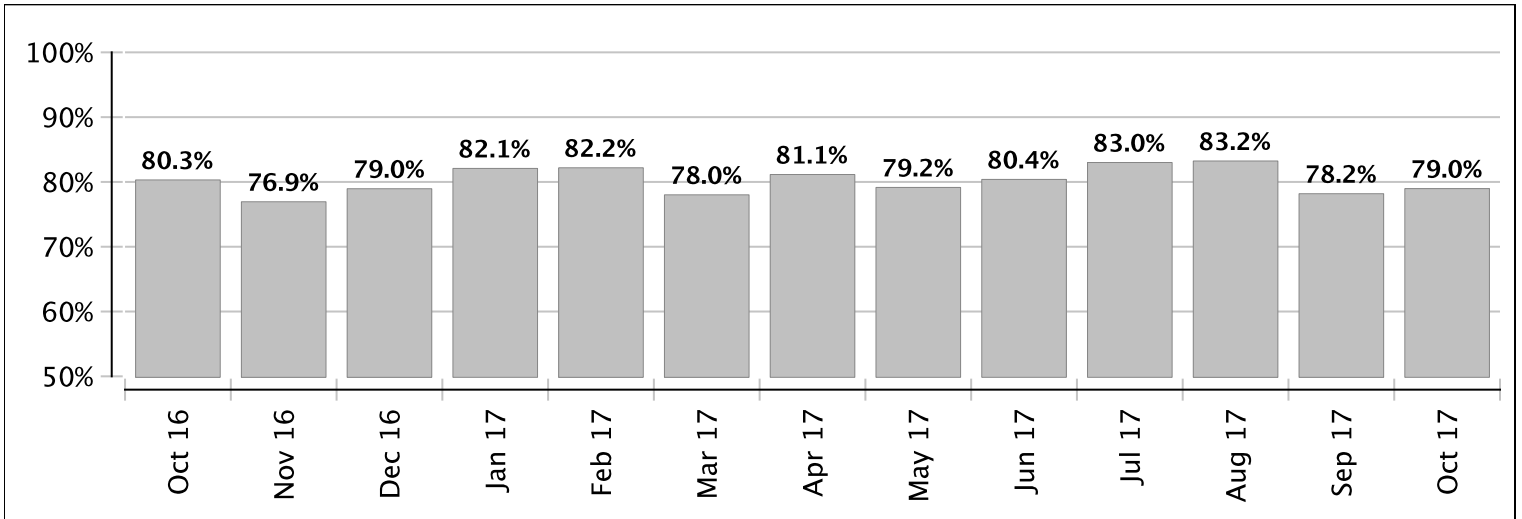
# Bus Weekday Wait Assessment

## Queens

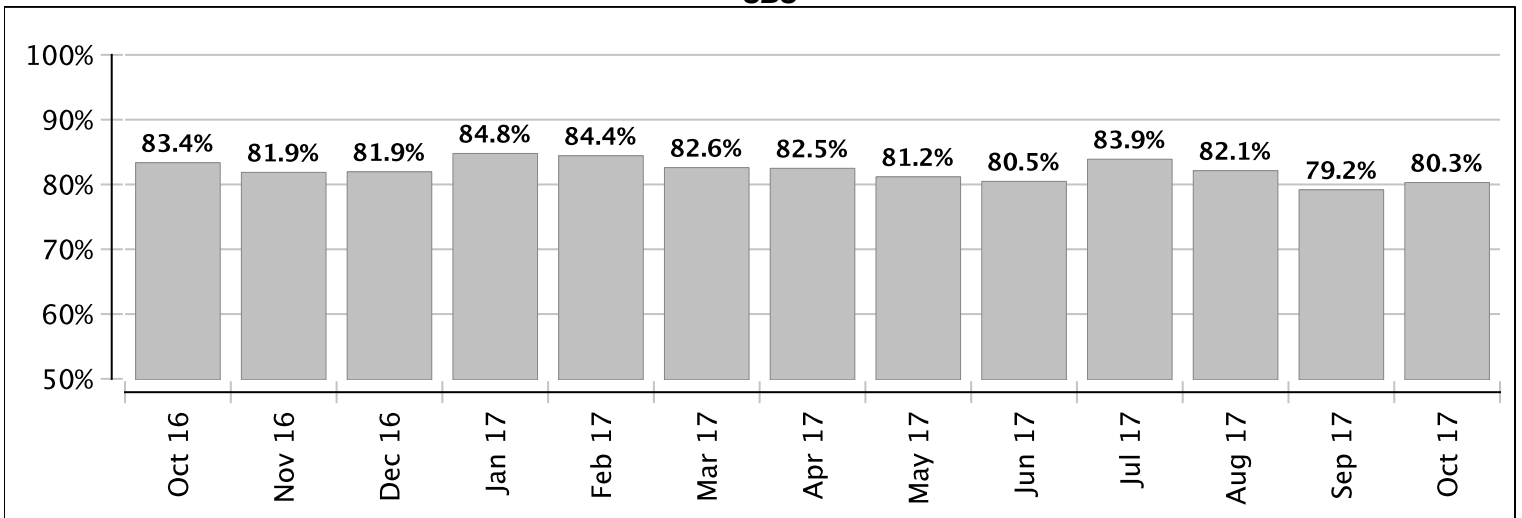
*LCL/LTD*



## EXP



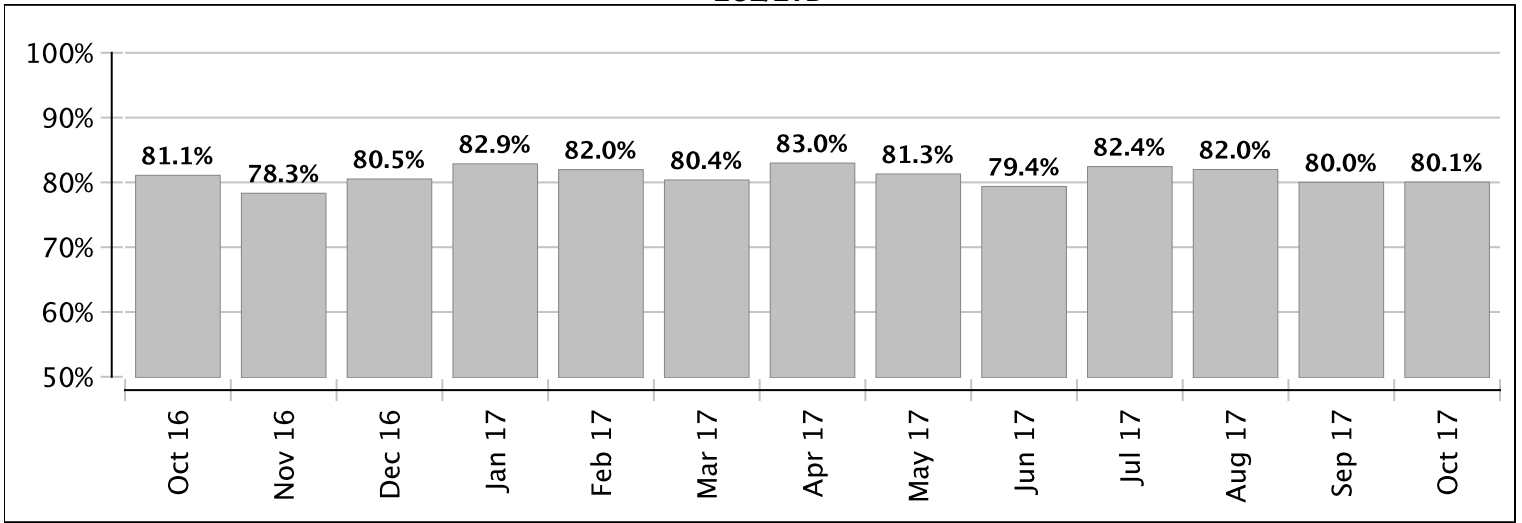
## SBS



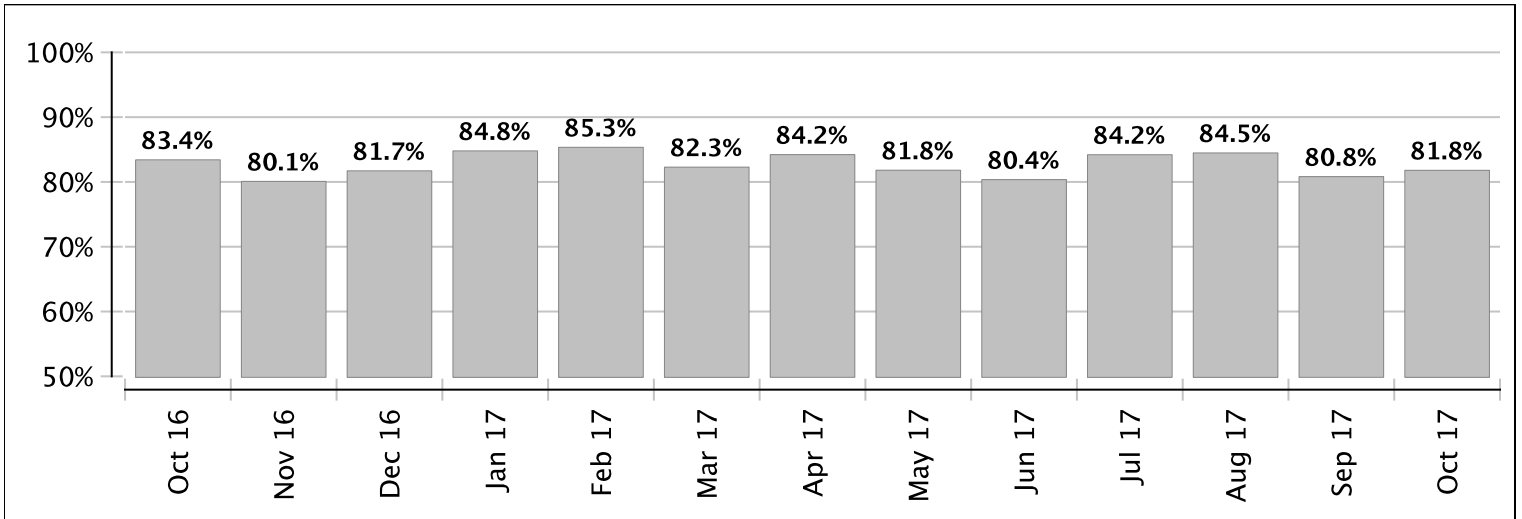
# Bus Weekday Wait Assessment

## Staten Island

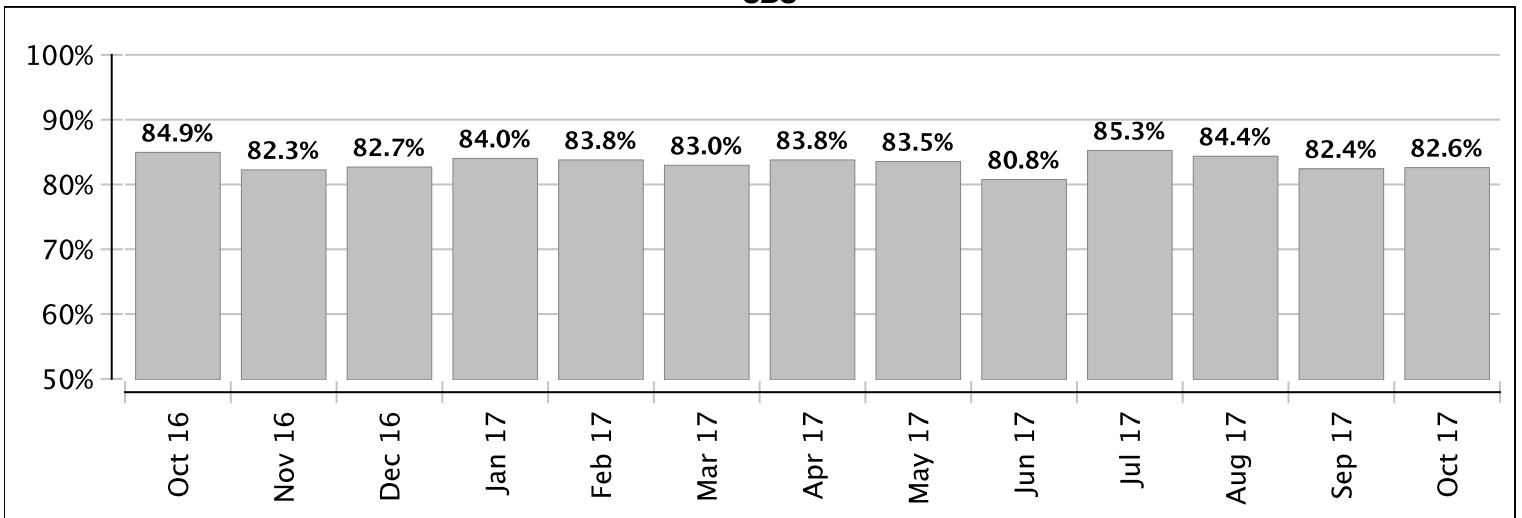
### LCL/LTD



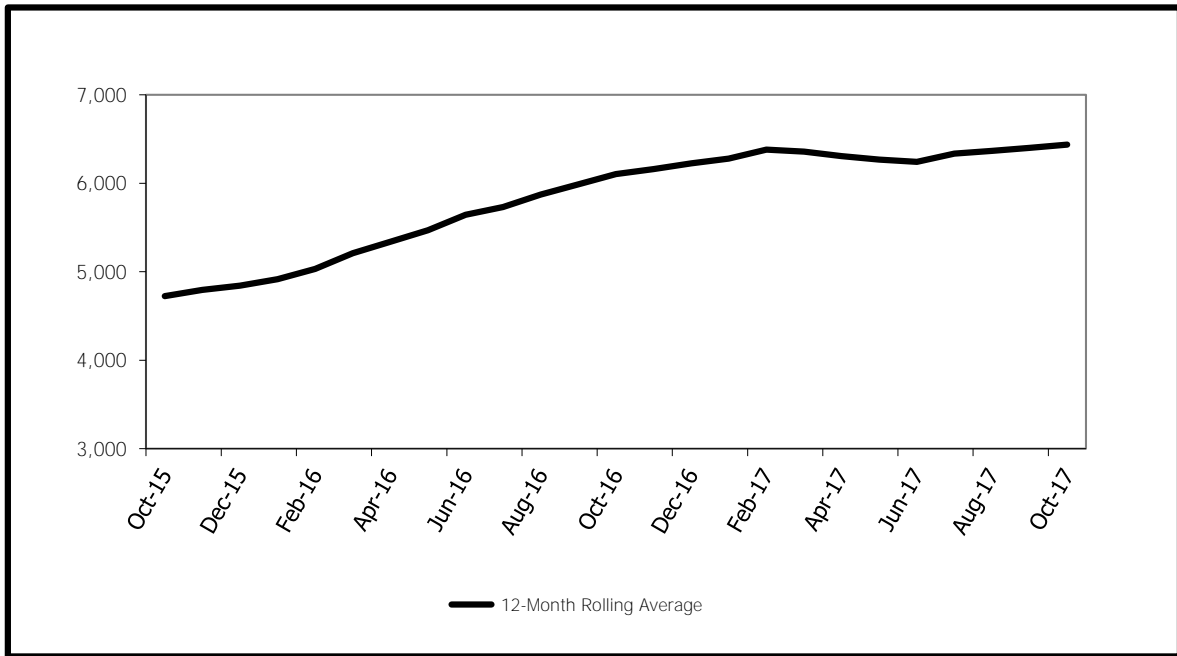
### EXP



### 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

October 2017: 6,991  
October 2016: 6,518

### 12-Month Average

November 16 - October 17: 6,437  
November 15 - October 16: 6,104

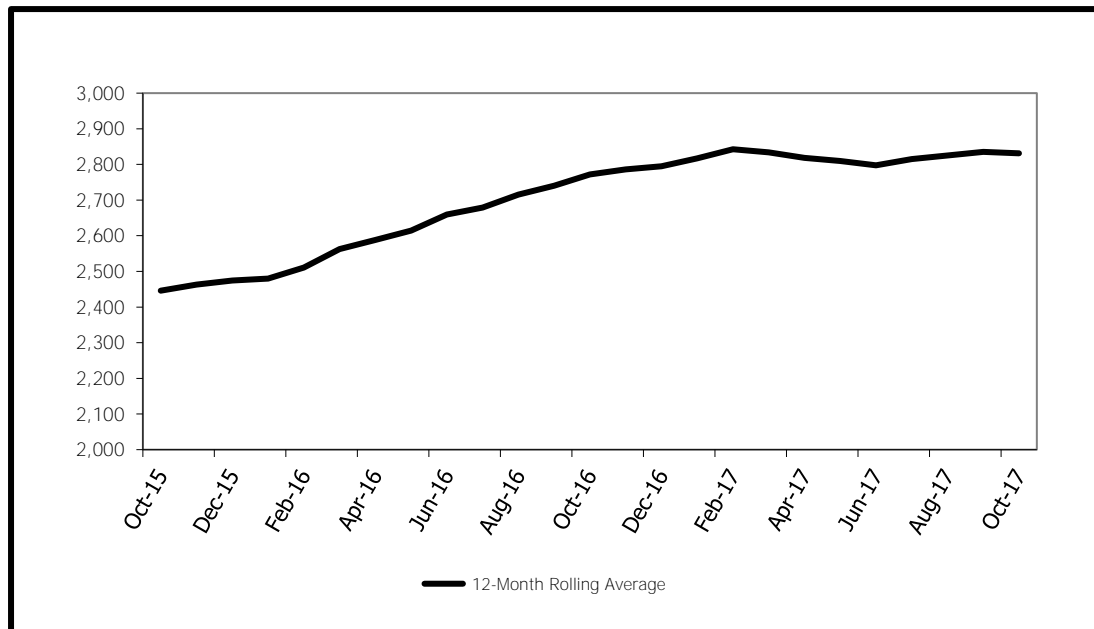
### Annual Results

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

October 2017: 2,869  
October 2016: 2,923

### 12-Month Average

November 16 - October 17: 2,831  
November 15 - October 16: 2,772

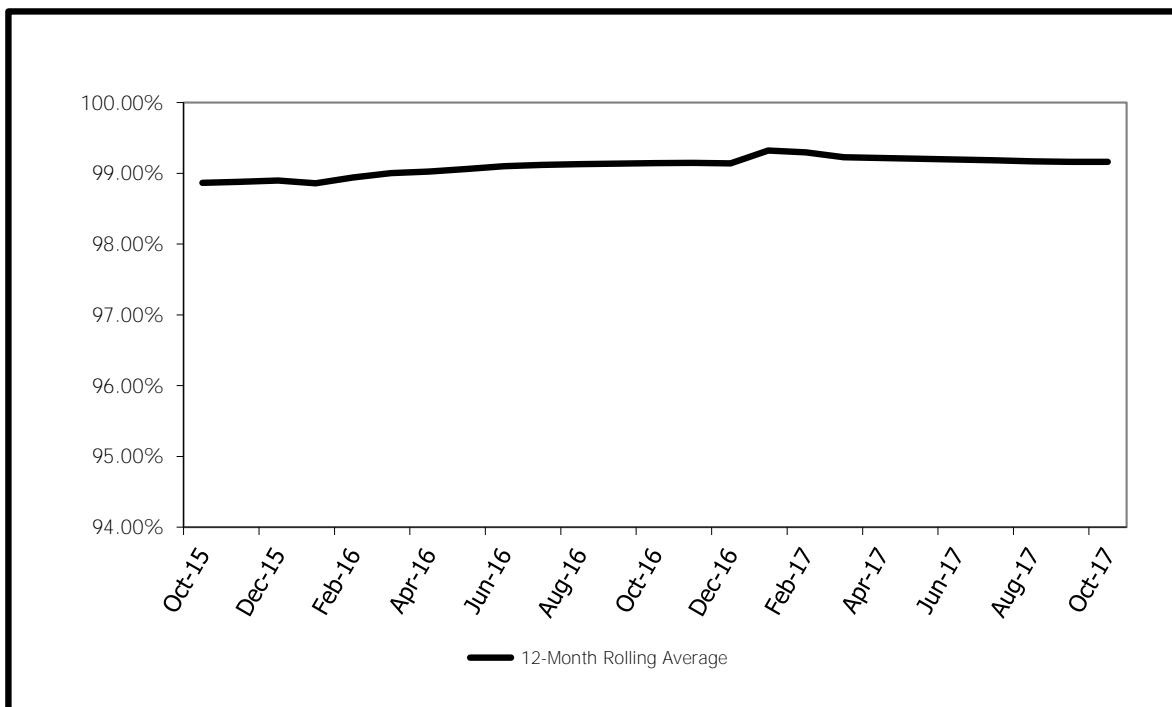
### Annual Results

2017 YTD: 2,682  
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

October 2017: 99.33%  
October 2016: 99.34%

### 12-Month Average

November 16 - October 17: 99.16%  
November 15 - October 16: 99.14%

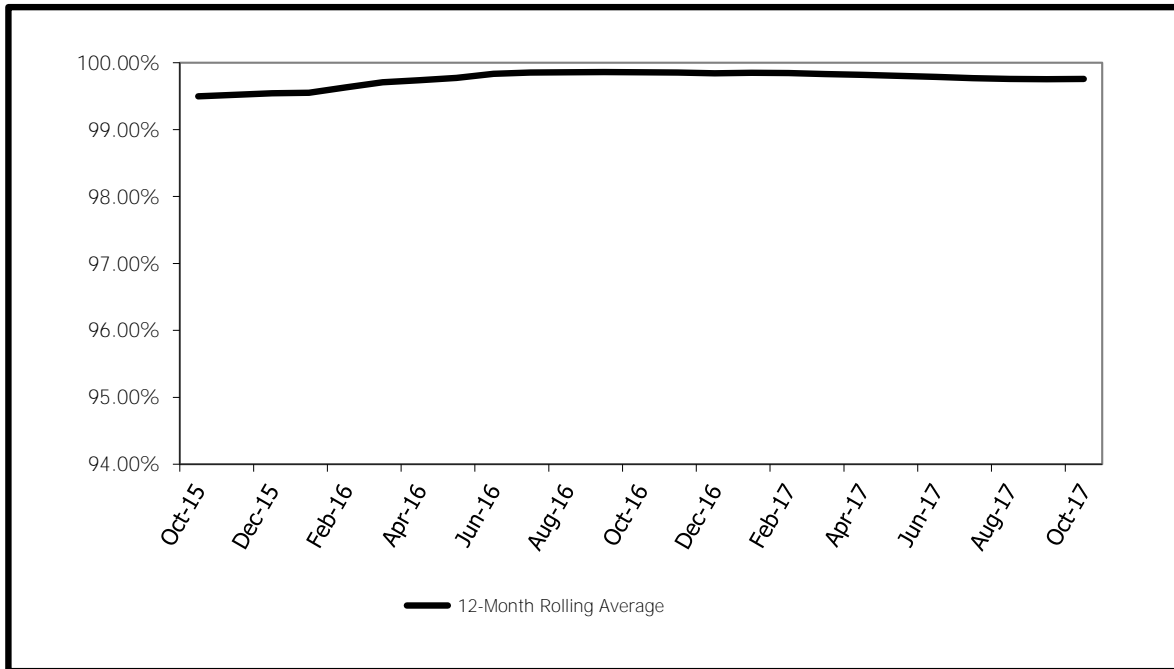
### Annual Results

2017 YTD: 99.15%  
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

October 2017: 99.88%  
October 2016 99.85%

### 12-Month Average

November 16 - October 17 99.76%  
November 15 - October 16 99.86%

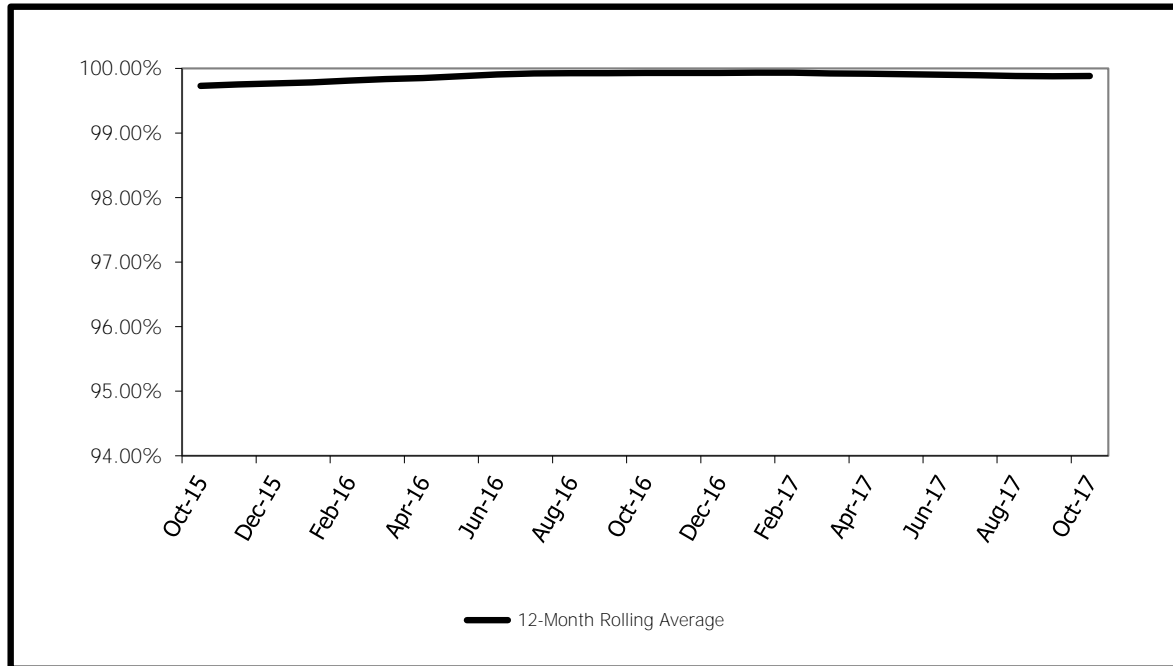
### Annual Results

2017 YTD: 99.76%  
2016 Actual: 99.84%

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

Chart 11

## Bus PM Weekday Pull Out Performance - System\*



### Definition

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

### Monthly Results

October 2017: 99.94%  
October 2016 99.93%

### 12-Month Average

November 16 - October 17 99.88%  
November 15 - October 16 99.93%

### Annual Results

2017 YTD: 99.88%  
2016 Actual: 99.93%

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

Chart 12

# Monthly Operations Report

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

Safety Report			
Performance Indicators	12-Month Average		
	Nov 2014 - Oct 2015	Nov 2015 - Oct 2016	Nov 2016 - Oct 2017
<b>Subways</b>			
Subway Customer Accidents per Million Customers <sup>1</sup>	2.63	2.53	2.79
Subway Collisions <sup>2,3</sup>	0	0	0
Subway Derailments <sup>2,3</sup>	2	1	6
Subway Fires <sup>2</sup>	1,048	925	936
<b>Buses</b>			
Bus Collisions Per Million Miles Regional	52.13	56.15	55.25
Bus Collision Injuries Per Million Miles Regional	6.54	6.40	6.45
Bus Customer Accidents Per Million Customers Regional	1.13	1.22	1.26
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees	3.90	4.16	3.37

<sup>1</sup> 12-Month Average data from October through September.

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

<sup>3</sup> Data from December through November.

Leading Indicators				
Subways	November	YTD	Goal	YTD as % of Goal
<b>Roadway Worker Protection</b>				
Joint Track Safety Audits -- Actual Count	26	327	340	96.2%
Joint Track Safety Audits -- Compliance Rate	99.1%	98.2%	100.0%	98.2%
<b>Mainline Collision/Derailment Prevention</b>				
Continuous Welded Rail Initiative (# of Track Feet)	9,945	79,477	49,814	159.5%
<b>Station -- Emergency Communication</b>				
Help Point Installations*	7	64	79	81.0%
Buses	November	YTD	Goal	YTD as % of Goal
<b>Collision Prevention</b>				
Audible Pedestrian Warning System Pilot	0	225	225	100.0%
Collision Warning System Pilot	0	114	114	100.0%
Vision Zero Employee Training	540	6,088	5,600	108.7%

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



# Monthly Operations Report

## **Safety Report Definitions:**

**Joint Track Safety Audits** are conducted by a joint team of personnel from the Office of System Safety and the Transport Workers Union. The teams look at critical items for on-track safety such as flagging, third rail safety and lighting. These reviews are conducted at various Department of Subways, Capital Program Management and MTA Capital Construction work sites along the right of way to assess compliance with the rules and procedures, identify deficiencies in training and equipment, and improve on-track safety.

**Continuous Welded Rail** (CWR) significantly reduces the number of rail joints, which lessens the occurrence of broken rails while also providing a smoother ride. Track Engineering analyzed system-wide broken rail data and set forth a CWR installation plan to help reduce broken rails and improve track conditions.

**Help Point Installations** are designed to provide a visible communication device in passenger stations to enable customers to communicate with an NYCT employee. Help Points will be installed on subway platforms as well as in passenger station fare control areas. Customers can request information or report an emergency to trained NYCT personnel who will respond appropriately.

**Audible Pedestrian Warning System Pilot** technology produces an audible voice alert to pedestrians when a bus is making a left- or a right-hand turn. The system turns on automatically without a bus operator's intervention and alerts pedestrians with a street- and curb-side speaker. Volume automatically adjusts based on outside ambient noise.

**Collision Warning System Pilot** provides proactive operator warnings to prevent potential forward collisions as well as potential collisions on both sides of the bus. A 'Vehicle Detection Algorithm' recognizes motorized vehicles such as cars, motorcycles and trucks in day- and night-time conditions. Visual and audible alerts to bus operators are activated under the following customizable triggers: unintentional lane departure warning, pedestrian and cyclist collision warning, forward collision warning.

**Vision Zero Training** provides focused Safety Awareness Training to all Bus Operators which engages them on all aspects of Pedestrian Safety issues; emphasizing the current challenges of managing their Buses in an environment with distracted Pedestrians, Motorists and Cyclists. The program incorporates Testimonial videos from "Families for Safer Streets" along with a series of videos of serious Bus and Pedestrian accidents secured from on-board bus cameras as well as external traffic and security cameras. The Training which will be delivered over two years was implemented in April 2015 and will be completed by the end of March 2017. A new cycle will begin in April 2017 and also run for two years until March 2019.



Police Department  
City of New York

MTA Report

**CRIME STATISTICS NOVEMBER**

	2017	2016	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	1	0	1	***. *%
ROBBERY	33	34	-1	-2.9%
GL	166	142	24	16.9%
FELASSAULT	31	34	-3	-8.8%
BURGLARY	1	1	0	0.0%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>232</u></b>	<b><u>212</u></b>	<b><u>20</u></b>	<b><u>9.4%</u></b>

*During November, the daily Robbery average decreased from 1.1 to 1.1*

*During November, the daily Major Felony average increased from 7.1 to 7.7*

**CRIME STATISTICS JANUARY THRU NOVEMBER**

	2017	2016	Diff	% Change
MURDER	0	2	-2	-100.0%
RAPE	7	0	7	***. *%
ROBBERY	408	433	-25	-5.8%
GL	1489	1477	12	0.8%
FELASSAULT	300	287	13	4.5%
BURGLARY	25	16	9	56.3%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>2229</u></b>	<b><u>2215</u></b>	<b><u>14</u></b>	<b><u>0.6%</u></b>

*Year to date the daily Robbery average decreased from 1.3 to 1.2*

*Year to date the daily Major Felony average increased from 6.6 to 6.7*

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



**Police Department  
City of New York**

**MTA Report**

**NOVEMBER ACTIVITY**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	2024	2549	-525	-20.6%
TOS Arrests	1265	1841	-576	-31.3%
Total Summons	5341	6620	-1279	-19.3%
TOS TABs	3705	5674	-1969	-34.7%

**JANUARY THRU NOVEMBER ACTIVITY**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	25102	33114	-8012	-24.2%
TOS Arrests	16865	22761	-5896	-25.9%
Total Summons	68803	77003	-8200	-10.6%
TOS TABs	51664	62309	-10645	-17.1%

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



Police Department

City of New York

**REPORT**

	JANUARY-NOVEMBER																				
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
<i>Murder</i>	4	1	5	2	2	2	4	3	5	2	4	2	2	1	1	0	1	2	2	2	0
<i>Rape</i>	2	14	1	5	2	0	3	3	3	3	1	2	2	1	3	9	5	5	1	0	7
<i>Robbery</i>	2066	1720	1530	1260	1107	1137	1041	993	1026	899	724	718	643	644	709	731	559	397	476	433	408
<i>Assault</i>	455	394	386	327	250	266	237	254	202	176	188	165	143	178	184	187	180	201	240	287	300
<i>Burglary</i>	29	15	10	12	41	15	7	6	1	5	2	5	1	3	8	26	32	18	19	16	25
<i>GL</i>	3242	2297	2185	2315	2075	1953	1634	1705	1627	1382	1186	1194	1051	1125	1407	1539	1564	1430	1529	1477	1489
<i>TOTAL MAJOR FELONIES</i>	5798	4441	4117	3921	3477	3373	2926	2964	2864	2467	2105	2086	1842	1952	2312	2492	2341	2053	2267	2215	2229
<i>Major Fel Per Day</i>	17.36	13.30	12.33	11.74	10.41	10.10	8.76	8.87	8.57	7.39	6.30	6.25	5.51	5.84	6.92	7.46	7.01	6.15	6.79	6.63	6.67

**Hate Crime Task Force  
Transit Bureau  
HCTF Statistical Data  
(As of 12/3/2017)**

**Motivation:**

Motivation	2017	2016	Diff	% Change
ASIAN	0	3	-3	-100%
BLACK	4	1	3	300%
DISABILITY	0	0	0	0%
ETHNIC	1	0	1	100%
GENDER	0	4	-4	-100%
HISPANIC	1	0	1	100%
MUSLIM	2	0	2	200%
OTHER	5	4	1	25%
RELIGION	0	1	-1	-100%
SEMITIC	29	8	21	263%
SEXUAL ORIENTATION	10	9	1	11%
WHITE	3	4	-1	-25%
Grand Total	55	34	21	62%

**Crime Name:**

Crime Name	2017	2016	Diff	% Change
Aggravated Harassment 1	2	2	0	0%
Aggravated Harassment 2	4	2	2	100%
Assault 2	3	4	-1	-25%
Assault 3	11	11	0	0%
Criminal Mischief 3	1	0	1	100%
Criminal Mischief 4	33	10	23	230%
Grand Larceny 4	0	1	-1	-100%
Menacing 2	1	2	-1	-50%
Murder 2	0	1	-1	-100%
Robbery 2	0	1	-1	-100%
Grand Total	55	34	21	62%

**Transit District by Motivation:**

Command	Motivation	2017	2016	Diff	% Change
TD 1	ASIAN	0	1	-1	-100%
	BLACK	1	0	1	100%
	OTHER	2	1	1	100%
	SEMITIC	4	1	3	300%
	SEXUAL ORIENTATION	0	1	-1	-100%
TD 1 Total		7	4	3	75%
TD 11	OTHER	1	0	1	100%
	SEXUAL ORIENTATION	0	3	-3	-100%
	WHITE	0	1	-1	-100%
TD 11 Total		1	4	-3	-75%
TD 12	SEMITIC	1	0	1	100%
	SEXUAL ORIENTATION	3	1	2	200%
	WHITE	1	0	1	100%
TD 12 Total		5	1	4	400%
TD 2	ASIAN	0	1	-1	-100%
	BLACK	1	1	0	0%
	OTHER	0	1	-1	-100%
	SEMITIC	6	3	3	100%
	SEXUAL ORIENTATION	1	1	0	0%
TD 2 Total		8	7	1	14%
TD 20	ETHNIC	1	0	1	100%
	MUSLIM	1	0	1	100%
	SEMITIC	2	1	1	100%
	SEXUAL ORIENTATION	1	0	1	100%
	WHITE	1	0	1	100%
TD 20 Total		6	1	5	500%
TD 23	OTHER	0	1	-1	-100%
TD 23 Total		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	1	0	0%
	SEXUAL ORIENTATION	0	3	-3	-100%
TD 3 Total		4	7	-3	-43%
TD 30	BLACK	1	0	1	100%
	SEMITIC	6	0	6	600%

	SEXUAL ORIENTATION	4	0	4	<b>400%</b>
	WHITE	1	1	0	<b>0%</b>
TD 30 Total		12	1	11	<b>1100%</b>
TD 32	BLACK	1	0	1	<b>100%</b>
	OTHER	0	1	-1	<b>-100%</b>
	SEMITIC	3	0	3	<b>300%</b>
	WHITE	0	1	-1	<b>-100%</b>
TD 32 Total		4	2	2	<b>100%</b>
TD 33	HISPANIC	1	0	1	<b>100%</b>
	SEMITIC	1	1	0	<b>0%</b>
TD 33 Total		2	1	1	<b>100%</b>
TD 34	SEMITIC	2	1	1	<b>100%</b>
TD 34 Total		2	1	1	<b>100%</b>
TD 4	GENDER	0	2	-2	<b>-100%</b>
	RELIGION	0	1	-1	<b>-100%</b>
	SEMITIC	3	0	3	<b>300%</b>
	SEXUAL ORIENTATION	1	0	1	<b>100%</b>
	WHITE	0	1	-1	<b>-100%</b>
TD 4 Total		4	4	0	<b>0%</b>
Grand Total		55	34	21	<b>62%</b>

#### Transit District by Crime:

Command TD/PSA	Crime Name	2017	2016	Diff	% Change
TD 1	Aggravated Harassment 2	1	0	1	<b>100%</b>
	Assault 3	0	2	-2	<b>-100%</b>
	Criminal Mischief 4	6	2	4	<b>200%</b>
TD 1 Total		7	4	3	<b>75%</b>
TD 11	Assault 3	0	3	-3	<b>-100%</b>
	Criminal Mischief 4	1	0	1	<b>100%</b>
	Menacing 2	0	1	-1	<b>-100%</b>
TD 11 Total		1	4	-3	<b>-75%</b>
TD 12	Assault 2	1	0	1	<b>100%</b>
	Assault 3	3	1	2	<b>200%</b>
	Criminal Mischief 4	1	0	1	<b>100%</b>
TD 12 Total		5	1	4	<b>400%</b>
TD 2	Aggravated Harassment 2	1	0	1	<b>100%</b>

	Assault 3	0	1	-1	<b>-100%</b>
	Criminal Mischief 4	7	4	3	<b>75%</b>
	Grand Larceny 4	0	1	-1	<b>-100%</b>
	Menacing 2	0	1	-1	<b>-100%</b>
TD 2 Total		8	7	1	<b>14%</b>
TD 20	Aggravated Harassment 1	0	1	-1	<b>-100%</b>
	Assault 2	1	0	1	<b>100%</b>
	Assault 3	3	0	3	<b>300%</b>
	Criminal Mischief 4	2	0	2	<b>200%</b>
TD 20 Total		6	1	5	<b>500%</b>
TD 23	Criminal Mischief 4	0	1	-1	<b>-100%</b>
TD 23 Total		0	1	-1	<b>-100%</b>
TD 3	Aggravated Harassment 2	1	0	1	<b>100%</b>
	Assault 2	0	3	-3	<b>-100%</b>
	Assault 3	0	2	-2	<b>-100%</b>
	Criminal Mischief 3	1	0	1	<b>100%</b>
	Criminal Mischief 4	2	1	1	<b>100%</b>
	Robbery 2	0	1	-1	<b>-100%</b>
TD 3 Total		4	7	-3	<b>-43%</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	1	4	<b>400%</b>
	Menacing 2	1	0	1	<b>100%</b>
TD 30 Total		12	1	11	<b>1100%</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>
TD 32 Total		4	2	2	<b>100%</b>
TD 33	Aggravated Harassment 2	0	1	-1	<b>-100%</b>
	Assault 3	1	0	1	<b>100%</b>
	Criminal Mischief 4	1	0	1	<b>100%</b>
TD 33 Total		2	1	1	<b>100%</b>
TD 34	Criminal Mischief 4	2	1	1	<b>100%</b>
TD 34 Total		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>
	Assault 3	1	1	0	<b>0%</b>



	Criminal Mischief 4	3	0	3	<b>300%</b>
	Murder 2	0	1	-1	<b>-100%</b>
TD 4 Total		4	4	0	<b>0%</b>
Grand Total		55	34	21	<b>62%</b>

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

<b>2017</b>	<b>2016</b>
2017-001-01640	2016-001-07298
2017-001-02106	2016-006-00786
2017-001-04126	2016-006-05309
2017-001-05518	2016-010-00518
2017-006-00528	2016-013-07392
2017-010-00359	2016-013-08644
2017-013-07992	2016-014-01812
2017-013-08370	2016-014-03495
2017-014-06385	2016-014-04848
2017-014-11254	2016-014-12292
2017-017-00488	2016-014-12300
2017-018-05711	2016-014-12756
2017-019-01370	2016-018-10386
2017-019-02686	2016-020-01866
2017-020-00490	2016-025-07602
2017-020-00531	2016-026-00274
2017-020-01761	2016-026-01965
2017-020-04340	2016-026-02395
2017-020-04350	2016-026-03474
2017-030-00565	2016-028-02049
2017-030-01195	2016-028-03717
2017-033-01441	2016-034-04179
2017-040-07617	2016-040-05999
2017-040-09260	2016-040-13302
2017-042-07085	2016-044-04296
2017-043-07976	2016-044-04657
2017-045-01210	2016-048-08330
2017-048-05054	2016-070-00703
2017-050-00744	2016-070-00945

2017-061-01742
2017-061-04896
2017-070-01639
2017-070-01666
2017-070-01938
2017-075-03051
2017-076-01850
2017-078-01080
2017-079-01596
2017-079-05242
2017-084-00310
2017-084-00485
2017-084-00653
2017-084-00676
2017-084-01723
2017-084-02787
2017-084-03404
2017-088-01133
2017-088-01876
2017-102-04879
2017-103-00305
2017-104-06934
2017-107-00043
2017-108-06141
2017-112-03203
2017-112-04080
<b>Grand Total: 55</b>

2016-072-06006
2016-079-06864
2016-090-02508
2016-100-02409
2016-114-10633
<b>Grand Total: 34</b>



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

**November 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>0</b>	<b>1</b>	<b>100%</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>3</b>	<b>0</b>	<b>3</b>	<b>100%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>100%</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>8</b>	<b>6</b>	<b>2</b>	<b>33%</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>8</b>	<b>8</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>20</b>	<b>15</b>	<b>5</b>	<b>33%</b>



## FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	<u>October Results</u>		<u>October Year-to-Date Results</u>			
	<u>Variance Fav/(Unfav)</u>		<u>Forecast</u>	<u>Prel Actual</u>	<u>Variance Fav/(Unfav)</u>	
	\$	%	\$	\$	\$	%
<b>Total Farebox Revenue</b>	(6.5)	(1.6)	3,759.5	3,734.2	(25.3)	(0.7)
<b>Nonreimb. Exp. before Dep./OPEB</b>	(25.4)	(3.8)	6,636.3	6,631.8	4.5	0.1
<b>Net Cash Deficit*</b>	(1.4)	(0.8)	(2,216.6)	(2,313.7)	(97.2)	(4.4)
*Excludes Subsidies and Debt Service						

October 2017 **farebox revenue** was \$395.4 million, \$6.5 million (1.6 percent) below forecast. Subway revenue was \$6.5 million (2.1 percent) below forecast, bus revenue was \$0.2 million (0.2 percent) above forecast, and paratransit revenue was \$0.2 million (10.3 percent) below forecast. Accrued fare media liability was equal to forecast. Year-to-date revenue of \$3,734.2 million was \$25.3 million (0.7 percent) below forecast. The October 2017 non-student average fare of \$1.991 increased 7.9¢ from October 2016; the subway fare increased 8.2¢, the local bus fare increased 5.6¢, and the express bus fare increased 23.4¢.

Total **ridership** in October 2017 of 208.0 million was 4.8 million trips (2.3 percent) below forecast. Average weekday ridership in October 2017 was 7.9 million, flat from October 2016. Average weekday ridership for the twelve months ending October 2017 was 7.6 million, 2.1 percent lower than the twelve months ending October 2016.

**Nonreimbursable expenses** before depreciation, OPEB and GASB 68 Pension Adjustment in October were above the Mid-Year forecast by \$25.4 million (3.8 percent). Labor expenses were in excess of forecast by \$18.6 million (3.6 percent), due largely to additional overtime requirements, including Subways Action Plan (SAP) requirements. Non-labor expenses also overran forecast by \$6.9 million (4.5 percent).

Year-to-date, nonreimbursable expenses were lower than forecast by a net \$4.5 million (0.1 percent). Labor expenses were unfavorable by a net \$36.4 million (0.7 percent), as higher overtime requirements were partly offset by favorable health & welfare/OPEB current results and reimbursable overhead credits. Non-labor expenses were below forecast by \$40.9 million (2.7 percent), with favorable results reported in several accounts.

The **net cash deficit** for October year-to-date was \$2,313.7 million, unfavorable to forecast by \$97.2 million (4.4 percent), due largely to higher overtime expenditures.

## FINANCIAL RESULTS

### Farebox Revenue

October 2017 Farebox Revenue - (\$ in millions)

	October				October Year-to-Date			
	Forecast	Preliminary	Favorable/(Unfavorable)		Forecast	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	310.0	303.6	(6.5)	(2.1%)	2,880.1	2,860.7	(19.4)	(0.7%)
NYCT Bus	84.0	84.2	0.2	0.2%	803.0	797.8	(5.2)	(0.6%)
Paratransit	1.6	1.5	(0.2)	(10.3%)	15.2	14.4	(0.8)	(5.1%)
Subtotal	395.7	389.3	(6.5)	(1.6%)	3,698.3	3,673.0	(25.3)	(0.7%)
Fare Media Liability	6.1	6.1	0.0	0.0%	61.3	61.3	0.0	0.0%
<b>Total - NYCT</b>	<b>401.8</b>	<b>395.4</b>	<b>(6.5)</b>	<b>(1.6%)</b>	<b>3,759.5</b>	<b>3,734.2</b>	<b>(25.3)</b>	<b>(0.7%)</b>

Note: Totals may not add due to rounding.

- October 2017 subway revenue was below forecast, while bus revenue was slightly above forecast. The October 2017 overall weather impact was positive with warmer than normal temperatures throughout most of the month.

### Average Fare

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

	NYC Transit				MTA Bus Company			
	2016	Prelim.	Change		2016	Prelim.	Change	
		2017	Amount	Percent		2017	Amount	Percent
Subway	1.995	2.077	0.082	4.1%				
Local Bus	1.602	1.657	0.056	3.5%	1.630	1.695	0.066	4.0%
Subway & Local Bus	1.896	1.974	0.078	4.1%	1.630	1.695	0.066	4.0%
Express Bus	5.094	5.329	0.234	4.6%	5.085	5.288	0.203	4.0%
Total	1.912	1.991	0.079	4.1%	1.864	1.943	0.078	4.2%

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

### Other Operating Revenue

Year-to-date, other operating revenue was lower than forecast by \$10.5 million (2.8 percent), resulting from the unfavorable timing of advertising and paratransit/fare reimbursement revenues, and lower paratransit Urban Tax revenue, partly offset by higher Transit Adjudication Bureau (TAB) fees.

## Nonreimbursable Expenses

In the month of October, nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, exceeded forecast by \$25.4 million (3.8 percent). Year-to-date, expenses were less than forecast by a net \$4.5 million (0.1 percent). The major causes of these variances are reviewed below:

*Labor* expenses in the month of October were in excess of forecast by \$18.6 million (3.6 percent). Overtime expenses were above forecast by \$20.4 million (50.5 percent), due mainly to track, signals, infrastructure, station maintenance and car equipment requirements, including Subway Action Plan (SAP) initiatives, as well as subway service delays and overcrowding. Payroll expenses were over forecast by \$4.0 million (1.5 percent), due mainly to the timing of reimbursable work requirements covered by reimbursable overtime and higher Workers' Compensation differential costs. Other fringe benefits costs were above forecast by \$1.8 million (4.4 percent), mainly from higher FICA costs than anticipated due to SAP requirements. Health & welfare/OPEB current expenses were less than forecast by \$2.9 million (2.6 percent), due mostly to a favorable rate experience. Reimbursable overhead credits were favorable by \$4.7 million (22.9 percent), due to higher reimbursable labor requirements. Year-to-date, expenses were over forecast by a net \$36.4 million (0.7 percent). Overtime expenses exceeded forecast by \$69.4 million (17.3 percent), due mainly to track, signals, infrastructure, station maintenance and car equipment requirements, including Subway Action Plan (SAP) initiatives, as well as vacancy/absentee coverage requirements and subway service delays and overcrowding. Other fringe benefit expenses were above forecast by \$7.5 million (1.8 percent), due primarily to higher FICA costs and the unfavorable timing of expenses, partly offset by favorable fringe benefit overhead credits. Health & welfare/OPEB current expenses underran by \$21.8 million (1.9 percent), mostly due to a favorable rate experience and healthcare provider credits. Reimbursable overhead credits were favorable by \$20.9 million (8.8 percent), due to higher reimbursable labor requirements.

*Non-labor* expenses surpassed forecast in October by a net \$6.9 million (4.5 percent). Maintenance contract expenses were in excess of forecast by \$5.4 million (30.6 percent), due primarily to additional requirements for safety equipment, subway car-related purchases, building-related expenses and non-vehicle maintenance & repair expenses. Materials & supplies expenses were higher by \$4.6 million (17.3 percent), due largely from higher maintenance material requirements, partly offset by favorable inventory/obsolescence adjustments. Fuel expenses were above forecast by \$1.5 million (21.3 percent), due largely to higher prices and consumption, and the unfavorable timing of expenses. Professional service contract expenses were under forecast by \$3.6 million (21.5 percent), due primarily to the favorable timing of various professional service contract expenses and bond services expenses, partly offset by the unfavorable timing of data communications expenses. Paratransit service contract expenses underran by \$0.7 million (2.0 percent), due principally to lower completed trips.

Year-to-date, non-labor expenses were favorable by \$40.9 million (2.7 percent), including the following:

- Professional service contract expenses underran forecast by \$16.6 million (11.5 percent), due primarily to the favorable timing of various professional service contract expenses and bond service expenses, partly offset by the unfavorable timing of data communications expenses.
- Maintenance contract expenses were below forecast by \$14.2 million (7.2 percent), due largely to the favorable timing of revenue vehicle maintenance & repair requirements.
- Electric power expenses were positive by \$7.4 million (3.2 percent), principally from lower consumption and prices, partly offset by the unfavorable timing of expenses.
- Materials and supplies expenses were under forecast by \$3.1 million (1.1 percent), principally resulting from favorable inventory/obsolescence adjustments, and higher scrap/surplus sales, partly offset by higher maintenance material requirements.
- Paratransit service contract expenses were lower than forecast by \$2.7 million (0.8 percent), due principally to lower completed trips.
- Other business expenses were favorable by \$1.9 million (3.0 percent), resulting primarily from favorable miscellaneous credits and office supply expenses, partly offset by higher MVM credit card charges.
- Fuel expenses were unfavorable by \$5.3 million (7.4 percent), resulting mainly from the unfavorable timing of expenses, higher consumption and higher prices.

Depreciation expenses were below forecast year-to-date by \$91.0 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 \$894.0 million of accrued expenses year-to-date, \$51.2 million (5.4 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 \$14.3 million of accrued expenses year-to-date, \$14.3 million unfavorable to a forecast projected at zero.

### **Net Cash Deficit**

The net cash deficit for October year-to-date was \$2,313.7 million, unfavorable to forecast by \$97.2 million (4.4 percent), due largely to higher overtime expenditures.

### **Incumbents**

There were 48,997 full-time paid incumbents at the end of October, an increase of 212 from the end of September and an increase of 946 from December 2016 (excluding 304 December temporary paid incumbents).

## RIDERSHIP RESULTS

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

	October				October Year-to-Date			
	Forecast	Preliminary Actual	More/(Less)		Forecast	Preliminary Actual	More/(Less)	
			Amount	Percent			Amount	Percent
Subway	157.2	153.1	(4.1)	(2.6%)	1,457.8	1,443.8	(14.0)	(1.0%)
NYCT Bus	54.9	54.2	(0.7)	(1.3%)	511.5	506.4	(5.2)	(1.0%)
Subtotal	212.1	207.2	(4.8)	(2.3%)	1,969.4	1,950.1	(19.2)	(1.0%)
Paratransit	0.8	0.8	(0.0)	(3.9%)	7.6	7.4	(0.2)	(2.5%)
<b>Total - NYCT</b>	<b>212.9</b>	<b>208.0</b>	<b>(4.8)</b>	<b>(2.3%)</b>	<b>1,977.0</b>	<b>1,957.6</b>	<b>(19.4)</b>	<b>(1.0%)</b>
MTA Bus Company	10.9	10.9	(0.0)	(0.0%)	101.4	102.3	0.9	0.9%
<i>Total - Regional Bus</i>	<i>65.7</i>	<i>65.0</i>	<i>(0.7)</i>	<i>(1.0%)</i>	<i>613.0</i>	<i>608.7</i>	<i>(4.3)</i>	<i>(0.7%)</i>

Notes: Totals may not add due to rounding.

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

<u>Month</u>	Average Weekday - (thousands)				Average Weekend - (thousands)			
	2016	Preliminary 2017	Change		2016	Preliminary 2017	Change	
			Amount	Percent			Amount	Percent
Subway	5,760	5,807	48	+0.8%	5,937	5,776	(161)	-2.7%
NYCT Local Bus	2,032	1,987	(45)	-2.2%	2,189	2,135	(54)	-2.5%
NYCT Express Bus	42	42	0	+0.2%	13	14	1	+4.5%
Paratransit	27	28	1	+3.5%	33	35	2	+4.8%
<b>TOTAL - NYCT</b>	<b>7,861</b>	<b>7,864</b>	<b>4</b>	<b>+0.0%</b>	<b>8,173</b>	<b>7,960</b>	<b>(213)</b>	<b>-2.6%</b>
MTABC Local Bus	390	386	(4)	-1.0%	398	391	(8)	-2.0%
MTABC Express Bus	29	28	(1)	-1.8%	12	11	(1)	-7.2%
Total - MTA Bus	418	414	(4)	-1.0%	410	402	(9)	-2.1%
<i>Total - Regional Bus</i>	<i>2,492</i>	<i>2,443</i>	<i>(49)</i>	<i>-2.0%</i>	<i>2,612</i>	<i>2,551</i>	<i>(62)</i>	<i>-2.4%</i>
<b>12-Month</b>								
<b><u>Rolling Average</u></b>								
Subway	5,656	5,599	(57)	-1.0%	5,789	5,739	(50)	-0.9%
Local Bus	2,009	1,902	(108)	-5.4%	2,190	2,103	(86)	-3.9%
Express Bus	41	40	(1)	-1.4%	12	13	1	+4.2%
Paratransit	28	28	(0)	-0.9%	33	34	1	+1.5%
<b>TOTAL - NYCT</b>	<b>7,734</b>	<b>7,568</b>	<b>(166)</b>	<b>-2.1%</b>	<b>8,024</b>	<b>7,889</b>	<b>(135)</b>	<b>-1.7%</b>
MTABC Local Bus	379	369	(9)	-2.5%	391	387	(4)	-1.0%
MTABC Express Bus	29	28	(1)	-4.7%	12	11	(1)	-6.6%
Total - MTA Bus	408	397	(11)	-2.6%	403	398	(5)	-1.1%
<i>Total - Regional Bus</i>	<i>2,458</i>	<i>2,339</i>	<i>(119)</i>	<i>-4.8%</i>	<i>2,605</i>	<i>2,515</i>	<i>(90)</i>	<i>-3.5%</i>

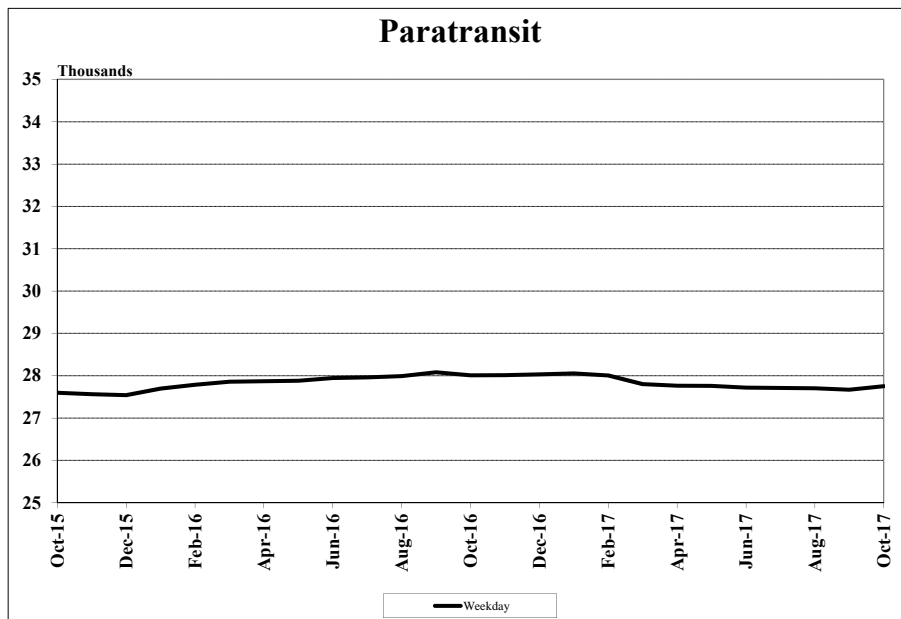
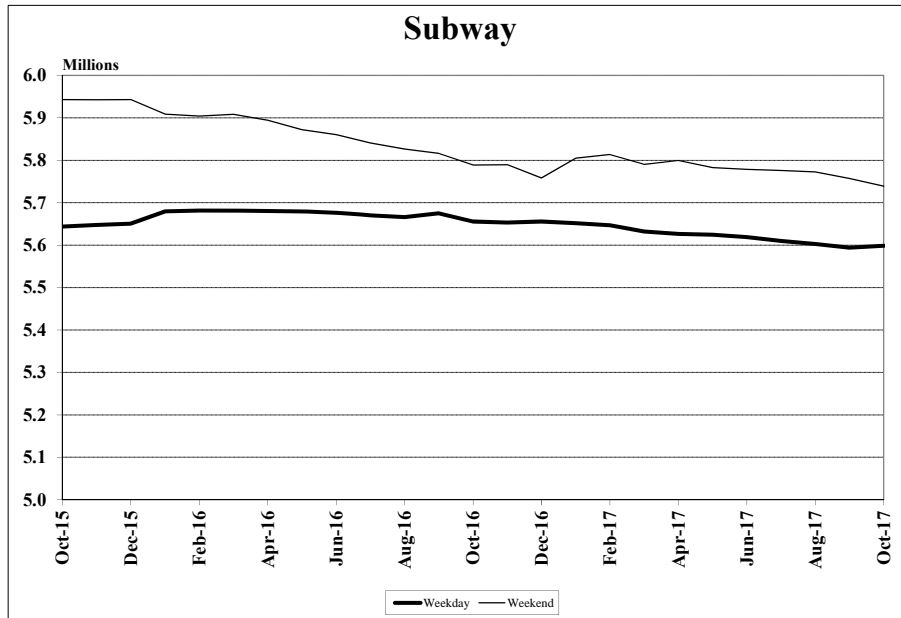
Notes: Totals may not add due to rounding. Percentages are based on unrounded figures.

- In October 2017 average weekday subway and bus ridership compared to prior year had a more favorable trend than in recent months, mainly due to better weather and a more favorable calendar in October 2017 than in October 2016. Rosh Hashanah and Yom Kippur, both school closed days, fell in September 2017 while they fell in October of 2016, resulting in more school days in October 2017.
- Average weekend ridership declined from October 2016 on subway and local bus services, but did see a positive effect from weather. The positive effect would have been larger, but was mostly offset by 3.0 inches of rain on Sunday, October 29, 2017.



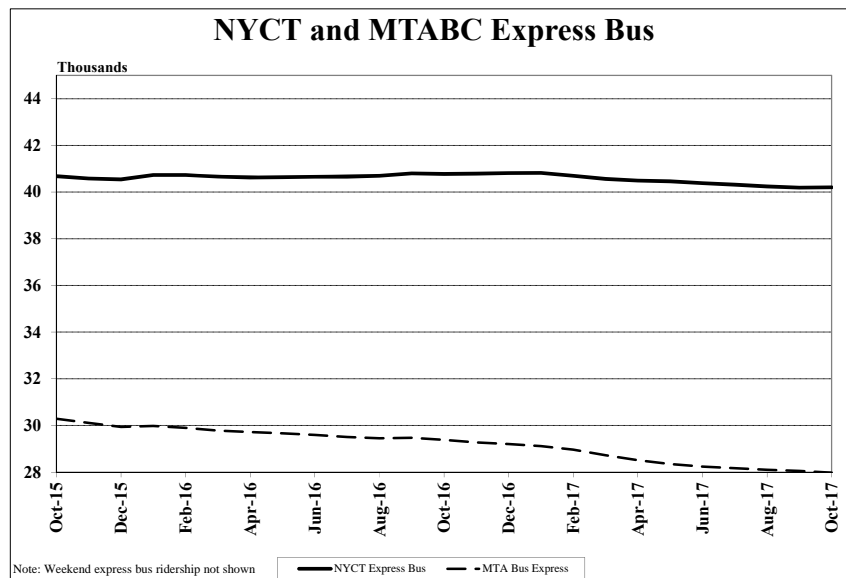
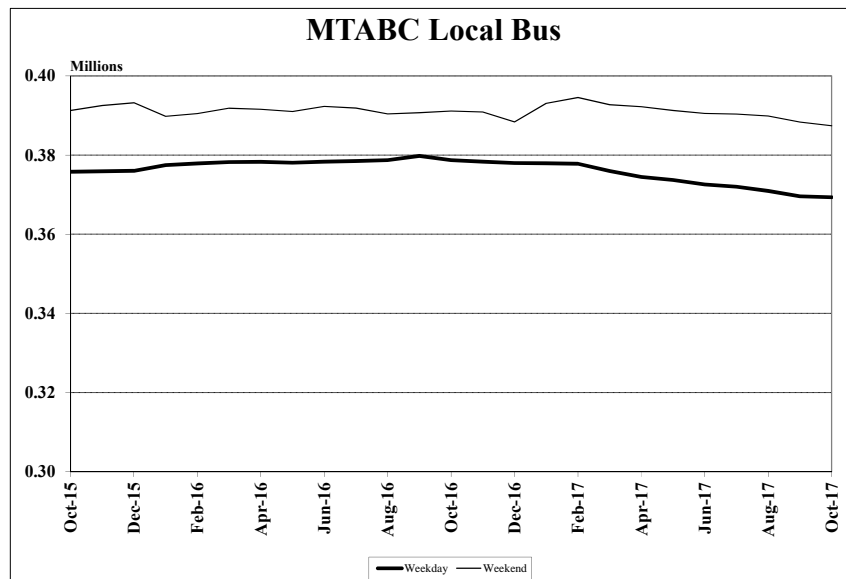
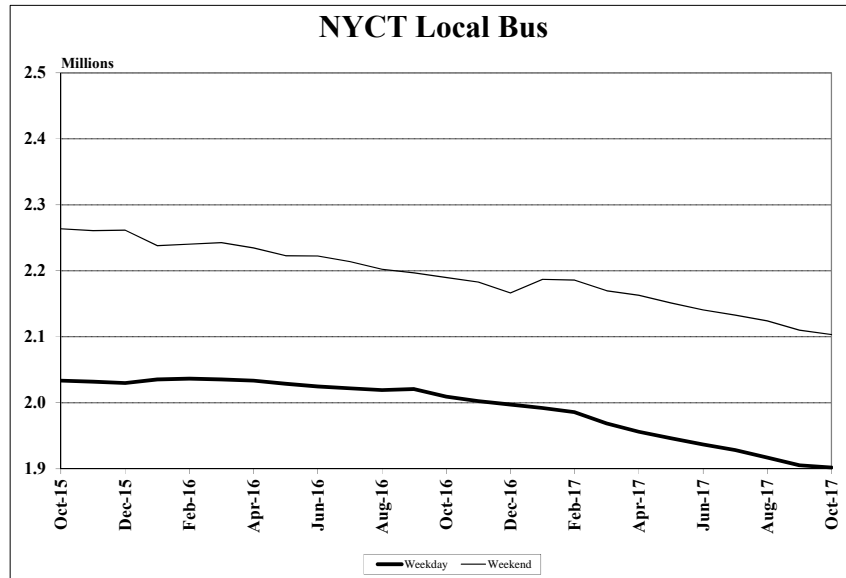
# Average Weekday and Weekend Ridership

## 12-Month Rolling Averages



# Average Weekday and Weekend Ridership

## 12-Month Rolling Averages



## Ridership on New York Area Transit Services

From October 2016 to October 2017, average weekday ridership was up on most area services, with PATH (up 7.5 percent, the highest average weekday ridership for any October month on record), Staten Island Railway (up 4.5 percent) and Paratransit (up 3.5 percent) posting the largest gains. NYCT Local Bus posted the largest decrease (down 2.2 percent from October 2016). Weekend ridership was largely positive across area services, with PATH up 24.5 percent (due to Midtown station closures in 2016) and Staten Island Railway up 24.6 percent from October 2016 (due to weekend service disruptions in 2016).

Bridges and Tunnels crossings 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> (thousands)				
<b>Transit Service</b>	<b>Oct-16</b>	<b>Preliminary Oct-17</b>	<b>Percent Change</b>	<b>12-Month Rolling Average Percent Change</b>
<u>Average Weekday</u>				
NYCT Subway	5,760	5,807	+0.8%	-1.0%
NYCT Local Bus	2,032	1,987	-2.2%	-5.4%
NYCT Express Bus	42	42	+0.2%	-1.4%
NYCT Paratransit	27	28	+3.5%	-0.9%
Staten Island Railway	17	18	+4.5%	+0.2%
MTA Local Bus	390	386	-1.0%	-2.5%
MTA Express Bus	29	28	-1.8%	-4.7%
Long Island Rail Road	315	313	-0.6%	+0.4%
Metro-North Railroad	293	296	+1.1%	+0.1%
PATH	276	297	+7.5%	+5.5%
<u>Average Weekend</u>				
NYCT Subway	5,937	5,776	-2.7%	-0.9%
NYCT Local Bus	2,189	2,135	-2.5%	-3.9%
NYCT Express Bus	13	14	+4.5%	+4.2%
NYCT Paratransit	33	35	+4.8%	+1.5%
Staten Island Railway	7	9	+24.6%	+5.7%
MTA Local Bus	398	391	-2.0%	-1.0%
MTA Express Bus	12	11	-7.2%	-6.6%
Long Island Rail Road	202	207	+2.6%	+2.2%
Metro-North Railroad	233	245	+5.2%	+2.8%
PATH	176	219	+24.5%	+4.2%

<b>MTA Bridges and Tunnels</b> (thousands)				
Average Weekday	857	893	+4.2%	+0.8%
Average Weekend	1,604	1,667	+3.9%	+0.1%

Note: Percentages are based on unrounded data.

## Economy

From October 2016 to October 2017, New York City employment increased 1.5 percent (67,500 jobs). Total private sector employment increased 1.7 percent (66,300 jobs) and government employment increased 0.2 percent (1,200 jobs). Most of the private employment sectors increased over the prior year, with the exception of the manufacturing, trade & transportation and the information sectors. The sector with the largest absolute increase was educational and health services, up 25,600 jobs (2.7 percent). The sector with the largest percentage increase was construction, up 6.8 percent (10,100 jobs).

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

Employment Sector	Oct-16	Oct-17	Change		
			Amount	%	% YTD
Construction	148.8	158.9	10.1	6.8%	3.4%
Manufacturing	76.3	74.4	-1.9	-2.5%	-2.9%
Trade & Transportation	631.6	626.0	-5.6	-0.9%	-1.0%
Leisure & Hospitality	441.6	451.3	9.7	2.2%	2.4%
Financial Activities	462.7	477.1	14.4	3.1%	1.0%
Information	197.0	192.0	-5.0	-2.5%	-0.2%
Professional & Business Services	737.3	751.8	14.5	2.0%	3.0%
Educational & Health Services	948.9	974.5	25.6	2.7%	3.9%
Other Services	187.9	192.4	4.5	2.4%	2.0%
<b>Total Private</b>	<b>3,832.1</b>	<b>3,898.4</b>	<b>66.3</b>	<b>1.7%</b>	<b>1.9%</b>
Government	555.2	556.4	1.2	0.2%	0.2%
<b>Total NYC Employment</b>	<b>4,387.3</b>	<b>4,454.8</b>	<b>67.5</b>	<b>1.5%</b>	<b>1.7%</b>

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

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	Nonreimbursable		Var Percent		Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$310.026	\$303.560	(6.466)	(2.1)	\$0.000	\$0.000	-	-	\$310.026	\$303.560	(6.466)	(2.1)
Bus	\$84.049	\$84.223	\$0.174	0.2	\$0.000	\$0.000	-	-	\$84.049	\$84.223	\$0.174	0.2
Paratransit	\$1.639	\$1.471	(0.168)	(10.3)	\$0.000	\$0.000	-	-	\$1.639	\$1.471	(0.168)	(10.3)
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>\$401.839</b>	<b>\$395.379</b>	<b>(6.460)</b>	<b>(1.6)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$401.839</b>	<b>\$395.379</b>	<b>(6.460)</b>	<b>(1.6)</b>
Fare Reimbursement	\$6.195	\$9.316	\$3.121	50.4	\$0.000	\$0.000	-	-	\$6.195	\$9.316	\$3.121	50.4
Paratransit Reimbursement	\$15.189	\$13.282	(1.907)	(12.6)	\$0.000	\$0.000	-	-	\$15.189	\$13.282	(1.907)	(12.6)
Other Operating Revenue	\$16.327	\$15.858	(0.469)	(2.9)	\$0.000	\$0.000	-	-	\$16.327	\$15.858	(0.469)	(2.9)
<b>Other Revenue</b>	<b>\$37.710</b>	<b>\$38.456</b>	<b>\$0.745</b>	<b>2.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$37.710</b>	<b>\$38.456</b>	<b>\$0.745</b>	<b>2.0</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$104.153	\$115.415	\$11.262	10.8	\$104.153	\$115.415	\$11.262	10.8
<b>Total Revenue</b>	<b>\$439.549</b>	<b>\$433.834</b>	<b>(5.715)</b>	<b>(1.3)</b>	<b>\$104.153</b>	<b>\$115.415</b>	<b>\$11.262</b>	<b>10.8</b>	<b>\$543.702</b>	<b>\$549.250</b>	<b>\$5.548</b>	<b>1.0</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$269.254	\$273.289	(4.034)	(1.5)	\$44.510	\$39.595	\$4.915	11.0	\$313.764	\$312.883	\$0.881	0.3
Overtime	\$40.395	\$60.811	(20.415)	(50.5)	\$6.929	\$15.217	(8.288)	-	\$47.324	\$76.028	(28.704)	(60.7)
<b>Total Salaries &amp; Wages</b>	<b>\$309.649</b>	<b>\$334.099</b>	<b>(24.450)</b>	<b>(7.9)</b>	<b>\$51.439</b>	<b>\$54.812</b>	<b>(3.373)</b>	<b>(6.6)</b>	<b>\$361.088</b>	<b>\$388.911</b>	<b>(27.823)</b>	<b>(7.7)</b>
Health and Welfare	\$74.267	\$79.561	(5.294)	(7.1)	\$1.879	\$2.051	(0.172)	(9.1)	\$76.146	\$81.612	(5.466)	(7.2)
OPEB Current Payment	\$36.955	\$28.752	\$8.203	22.2	\$0.771	\$0.710	\$0.062	8.0	\$37.726	\$29.462	\$8.265	21.9
Pensions	\$77.221	\$77.101	\$0.120	0.2	\$3.005	\$2.979	\$0.026	0.9	\$80.226	\$80.080	\$0.147	0.2
Other Fringe Benefits	\$40.662	\$42.454	(1.791)	(4.4)	\$17.083	\$16.806	\$0.276	1.6	\$57.745	\$59.260	(1.515)	(2.6)
<b>Total Fringe Benefits</b>	<b>\$229.106</b>	<b>\$227.868</b>	<b>\$1.238</b>	<b>0.5</b>	<b>\$22.738</b>	<b>\$22.545</b>	<b>\$0.192</b>	<b>0.8</b>	<b>\$251.844</b>	<b>\$250.413</b>	<b>\$1.430</b>	<b>0.6</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(20.297)	(24.947)	\$4.650	22.9	\$20.297	\$24.947	(4.650)	(22.9)	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$518.458</b>	<b>\$537.020</b>	<b>(18.562)</b>	<b>(3.6)</b>	<b>\$94.474</b>	<b>\$102.305</b>	<b>(7.831)</b>	<b>(8.3)</b>	<b>\$612.932</b>	<b>\$639.324</b>	<b>(26.392)</b>	<b>(4.3)</b>
<b>Non-Labor :</b>												
Electric Power	\$22.748	\$22.991	(0.243)	(1.1)	\$0.021	\$0.033	(0.012)	(54.5)	\$22.769	\$23.024	(0.255)	(1.1)
Fuel	\$6.830	\$8.282	(1.452)	(21.3)	\$0.010	\$0.001	\$0.009	88.3	\$6.840	\$8.283	(1.443)	(21.1)
Insurance	\$6.224	\$5.962	\$0.262	4.2	\$0.000	\$0.000	-	-	\$6.224	\$5.962	\$0.262	4.2
Claims	\$14.038	\$14.038	\$0.000	0.0	\$0.000	\$0.000	-	-	\$14.038	\$14.038	\$0.000	0.0
Paratransit Service Contracts	\$35.313	\$34.594	\$0.720	2.0	\$0.000	\$0.000	-	-	\$35.313	\$34.594	\$0.720	2.0
Maintenance and Other Operating Contracts	\$17.545	\$22.913	(5.368)	(30.6)	\$2.773	\$3.606	(0.833)	(30.0)	\$20.318	\$26.519	(6.201)	(30.5)
Professional Service Contracts	\$16.774	\$13.168	\$3.606	21.5	\$0.905	\$1.828	(0.923)	-	\$17.679	\$14.996	\$2.683	15.2
Materials & Supplies	\$26.875	\$31.514	(4.639)	(17.3)	\$5.810	\$6.948	(1.138)	(19.6)	\$32.685	\$38.462	(5.777)	(17.7)
Other Business Expenses	\$6.420	\$6.181	\$0.238	3.7	\$0.159	\$0.695	(0.536)	-	\$6.579	\$6.876	(0.297)	(4.5)
<b>Non-Labor</b>	<b>\$152.767</b>	<b>\$159.642</b>	<b>(6.875)</b>	<b>(4.5)</b>	<b>\$9.679</b>	<b>\$13.110</b>	<b>(3.432)</b>	<b>(35.5)</b>	<b>\$162.446</b>	<b>\$172.753</b>	<b>(10.307)</b>	<b>(6.3)</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>\$671.225</b>	<b>\$696.662</b>	<b>(25.437)</b>	<b>(3.8)</b>	<b>\$104.153</b>	<b>\$115.415</b>	<b>(11.262)</b>	<b>(10.8)</b>	<b>\$775.378</b>	<b>\$812.077</b>	<b>(36.699)</b>	<b>(4.7)</b>
Depreciation	\$156.309	\$145.002	\$11.307	7.2	\$0.000	\$0.000	-	-	\$156.309	\$145.002	\$11.307	7.2
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$827.534</b>	<b>\$841.664</b>	<b>(14.130)</b>	<b>(1.7)</b>	<b>\$104.153</b>	<b>\$115.415</b>	<b>(11.262)</b>	<b>(10.8)</b>	<b>\$931.687</b>	<b>\$957.079</b>	<b>(25.393)</b>	<b>(2.7)</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(387.985)</b>	<b>(407.830)</b>	<b>(19.845)</b>	<b>(5.1)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(387.985)</b>	<b>(407.830)</b>	<b>(19.845)</b>	<b>(5.1)</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**  
**Oct - 2017 Mid\_Year**  
**Accrual Statement of Operations By Category**  
**Year-To-Date - Oct 2017**  
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
			Var Percent				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast Mid_Year	Actual	Variance	Percent	Forecast Mid_Year	Actual	Variance	Percent	Forecast Mid_Year	Actual	Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$2,880.072	\$2,860.722	(19.350)	(0.7)	\$0.000	\$0.000	-	-	\$2,880.072	\$2,860.722	(19.350)	(0.7)
Bus	\$802.958	\$797.800	(5.158)	(0.6)	\$0.000	\$0.000	-	-	\$802.958	\$797.800	(5.158)	(0.6)
Paratransit	\$15.232	\$14.449	(0.783)	(5.1)	\$0.000	\$0.000	-	-	\$15.232	\$14.449	(0.783)	(5.1)
Fare Liability	\$61.250	\$61.250	\$0.000	0.0	\$0.000	\$0.000	-	-	\$61.250	\$61.250	\$0.000	0.0
<b>Farebox Revenue</b>	<b>\$3,759.512</b>	<b>\$3,734.221</b>	<b>(25.292)</b>	<b>(0.7)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$3,759.512</b>	<b>\$3,734.221</b>	<b>(25.292)</b>	<b>(0.7)</b>
Fare Reimbursement	\$71.627	\$68.030	(3.597)	(5.0)	\$0.000	\$0.000	-	-	\$71.627	\$68.030	(3.597)	(5.0)
Paratransit Reimbursement	\$149.822	\$145.961	(3.861)	(2.6)	\$0.000	\$0.000	-	-	\$149.822	\$145.961	(3.861)	(2.6)
Other Operating Revenue	\$149.905	\$146.887	(3.017)	(2.0)	\$0.000	\$0.000	-	-	\$149.905	\$146.887	(3.017)	(2.0)
<b>Other Revenue</b>	<b>\$371.354</b>	<b>\$360.878</b>	<b>(10.476)</b>	<b>(2.8)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$371.354</b>	<b>\$360.878</b>	<b>(10.476)</b>	<b>(2.8)</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$1,107.244	\$1,159.670	\$52.426	4.7	\$1,107.244	\$1,159.670	\$52.426	4.7
<b>Total Revenue</b>	<b>\$4,130.866</b>	<b>\$4,095.099</b>	<b>(35.767)</b>	<b>(0.9)</b>	<b>\$1,107.244</b>	<b>\$1,159.670</b>	<b>\$52.426</b>	<b>4.7</b>	<b>\$5,238.110</b>	<b>\$5,254.769</b>	<b>\$16.659</b>	<b>0.3</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$2,706.943	\$2,709.172	(2.229)	(0.1)	\$419.325	\$405.591	\$13.733	3.3	\$3,126.268	\$3,114.763	\$11.505	0.4
Overtime	\$400.781	\$470.195	(69.414)	(17.3)	\$121.097	\$155.279	(34.183)	(28.2)	\$521.878	\$625.474	(103.596)	(19.9)
<b>Total Salaries &amp; Wages</b>	<b>\$3,107.725</b>	<b>\$3,179.367</b>	<b>(71.642)</b>	<b>(2.3)</b>	<b>\$540.421</b>	<b>\$560.870</b>	<b>(20.449)</b>	<b>(3.8)</b>	<b>\$3,648.146</b>	<b>\$3,740.237</b>	<b>(92.091)</b>	<b>(2.5)</b>
Health and Welfare	\$707.602	\$697.560	\$10.041	1.4	\$18.434	\$20.049	(1.616)	(8.8)	\$726.035	\$717.610	\$8.426	1.2
OPEB Current Payment	\$354.896	\$343.092	\$11.804	3.3	\$7.628	\$8.309	(0.681)	(8.9)	\$362.524	\$351.401	\$11.123	3.1
Pensions	\$772.089	\$772.018	\$0.071	0.0	\$30.376	\$29.528	\$0.848	2.8	\$802.466	\$801.546	\$0.920	0.1
Other Fringe Benefits	\$418.215	\$425.762	(7.546)	(1.8)	\$171.709	\$174.030	(2.321)	(1.4)	\$589.924	\$599.792	(9.868)	(1.7)
<b>Total Fringe Benefits</b>	<b>\$2,252.802</b>	<b>\$2,238.432</b>	<b>\$14.370</b>	<b>0.6</b>	<b>\$228.148</b>	<b>\$231.917</b>	<b>(3.770)</b>	<b>(1.7)</b>	<b>\$2,480.950</b>	<b>\$2,470.349</b>	<b>\$10.601</b>	<b>0.4</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(237.393)	(258.277)	\$20.884	8.8	\$237.393	\$258.277	(20.884)	(8.8)	\$0.000	\$0.000	\$0.000	64.4
<b>Labor</b>	<b>\$5,123.134</b>	<b>\$5,159.522</b>	<b>(36.388)</b>	<b>(0.7)</b>	<b>\$1,005.961</b>	<b>\$1,051.064</b>	<b>(45.103)</b>	<b>(4.5)</b>	<b>\$6,129.096</b>	<b>\$6,210.586</b>	<b>(81.491)</b>	<b>(1.3)</b>
<b>Non-Labor:</b>												
Electric Power	\$233.165	\$225.785	\$7.380	3.2	\$0.210	(0.170)	\$0.380	-	\$233.376	\$225.616	\$7.760	3.3
Fuel	\$72.537	\$77.873	(5.336)	(7.4)	\$0.097	\$0.013	\$0.084	87.1	\$72.634	\$77.886	(5.252)	(7.2)
Insurance	\$60.350	\$60.111	\$0.238	0.4	\$0.000	\$0.000	-	-	\$60.350	\$60.111	\$0.238	0.4
Claims	\$140.379	\$140.379	\$0.000	0.0	\$0.000	\$0.000	-	-	\$140.379	\$140.379	\$0.000	0.0
Paratransit Service Contracts	\$329.668	\$326.924	\$2.744	0.8	\$0.000	\$0.000	-	-	\$329.668	\$326.924	\$2.744	0.8
Maintenance and Other Operating Contracts	\$197.798	\$183.561	\$14.237	7.2	\$28.642	\$32.560	(3.918)	(13.7)	\$226.441	\$216.121	\$10.319	4.6
Professional Service Contracts	\$143.950	\$127.336	\$16.614	11.5	\$9.121	\$10.170	(1.049)	(11.5)	\$153.071	\$137.506	\$15.565	10.2
Materials & Supplies	\$270.576	\$267.474	\$3.102	1.1	\$63.586	\$65.169	(1.583)	(2.5)	\$334.162	\$332.642	\$1.520	0.5
Other Business Expenses	\$64.774	\$62.841	\$1.933	3.0	(0.374)	\$0.864	(1.238)	-	\$64.400	\$63.705	\$0.695	1.1
<b>Non-Labor</b>	<b>\$1,513.198</b>	<b>\$1,472.284</b>	<b>\$40.914</b>	<b>2.7</b>	<b>\$101.283</b>	<b>\$108.606</b>	<b>(7.324)</b>	<b>(7.2)</b>	<b>\$1,614.480</b>	<b>\$1,580.890</b>	<b>\$33.590</b>	<b>2.1</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>\$6,636.332</b>	<b>\$6,631.806</b>	<b>\$4.526</b>	<b>0.1</b>	<b>\$1,107.244</b>	<b>\$1,159.670</b>	<b>(52.426)</b>	<b>(4.7)</b>	<b>\$7,743.576</b>	<b>\$7,791.476</b>	<b>(47.901)</b>	<b>(0.6)</b>
Depreciation	\$1,460.840	\$1,369.807	\$91.032	6.2	\$0.000	\$0.000	-	-	\$1,460.840	\$1,369.807	\$91.032	6.2
OPEB Liability	\$945.199	\$893.957	\$51.242	5.4	\$0.000	\$0.000	-	-	\$945.199	\$893.957	\$51.242	5.4
GASB 68 Pension Adjustment	\$0.001	\$14.315	(14.314)	-	\$0.000	\$0.000	-	-	\$0.001	\$14.315	(14.314)	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$9,042.371</b>	<b>\$8,909.886</b>	<b>\$132.485</b>	<b>1.5</b>	<b>\$1,107.244</b>	<b>\$1,159.670</b>	<b>(52.426)</b>	<b>(4.7)</b>	<b>\$10,149.615</b>	<b>\$10,069.556</b>	<b>\$80.059</b>	<b>0.8</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(4,911.505)</b>	<b>(4,814.787)</b>	<b>\$96.718</b>	<b>2.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(4,911.505)</b>	<b>(4,814.787)</b>	<b>\$96.718</b>	<b>2.0</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  
October 2017  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	(6.5)	(1.6)	Lower subway and bus ridership	(25.3)	(0.7)	Lower subway and bus ridership
Other Operating Revenue	NR				(10.5)	(2.8)	Largely the unfavorable timing of advertising and paratransit/fare reimbursement revenues, and lower paratransit Urban Tax revenue, partly offset by higher Transit Adjudication Bureau (TAB) fees
Payroll	NR	(4.0)	(1.5)	Mainly the unfavorable timing of reimbursable work requirements covered by reimbursable overtime and higher Workers' Compensation differential costs			
Overtime	NR	(20.4)	(50.5)	Mostly due to track, signals, infrastructure, station maintenance and car equipment requirements, including Subway Action Plan (SAP) initiatives, as well as subway service delays and overcrowding	(69.4)	(17.3)	Mostly due to track, signals, infrastructure, station maintenance and car equipment requirements, including Subway Action Plan (SAP) initiatives, as well as vacancy/absentee coverage requirements and subway service delays and overcrowding
Health & Welfare (including OPEB current payment)	NR	2.9	2.6	Mostly due to a favorable rate experience	21.8	1.9	Mostly due to a favorable rate experience and healthcare provider credits
Other Fringe Benefits	NR	(1.8)	(4.4)	Mostly higher FICA costs, due in part to SAP requirements	(7.5)	(1.8)	Largely higher FICA costs, due in part to SAP requirements, and the unfavorable timing of expenses, partly offset by favorable overhead credits
Reimbursable Overhead	NR	4.7	22.9	Mostly favorable overhead credits, due to higher reimbursable labor requirements	20.9	8.8	Mostly favorable overhead credits, due to higher reimbursable labor requirements
Electric Power	NR				7.4	3.2	Primarily lower consumption and prices, largely offset by the unfavorable timing of expenses
Fuel	NR	(1.5)	(21.3)	Primarily higher prices and consumption, and the unfavorable timing of expenses	(5.3)	(7.4)	Primarily the unfavorable timing of expenses, higher consumption and higher prices.
Paratransit Service Contracts	NR	0.7	2.0	Due principally to lower completed trips	2.7	0.8	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**  
**October 2017**  
**(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance and Other Operating Contracts	NR	(5.4)	(30.6)	Primarily additional requirements for safety equipment, subway car-related purchases, building-related expenses and non-vehicle maintenance & repair expenses	14.2	7.2	Mainly the favorable timing of revenue vehicle maintenance & repair requirements
Professional Service Contracts	NR	3.6	21.5	Mainly the favorable timing of various professional service contract expenses and bond services expenses, partly offset by the unfavorable timing of data communications expenses	16.6	11.5	Mainly the favorable timing of various professional service contract expenses and bond services expenses, partly offset by the unfavorable timing of data communications expenses
Materials & Supplies	NR	(4.6)	(17.3)	Largely higher maintenance material requirements, partly offset by favorable inventory/obsolescence adjustments	3.1	1.1	Principally favorable inventory/obsolescence adjustments, and higher scrap/surplus sales, partly offset by higher maintenance material requirements
Other Business Expenses	NR				1.9	3.0	Primarily favorable miscellaneous credits and office supply expenses, partly offset by higher MVM credit card charges
Capital and Other Reimbursements	R	11.3	10.8	Increased reimbursements consistent with an increase in reimbursable expenses	52.4	4.7	Increased reimbursements consistent with an increase in reimbursable expenses
Payroll	R	4.9	11.0	Mainly the favorable timing of non-capital transactions and capital construction requirements	13.7	3.3	Mainly the favorable timing of non-capital transactions
Overtime	R	(8.3)	over (100.0)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability	(34.2)	(28.2)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability
Maintenance Contracts	R				(3.9)	(13.7)	Mostly the unfavorable timing of building- related, maintenance services and operating contract expenses
Materials & Supplies	R	(1.1)	(19.6)	Mainly the unfavorable timing of maintenance material requirements	(1.6)	(2.5)	Mainly the unfavorable timing of maintenance material requirements



**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan - 2017 Mid\_Year**  
**Cash Receipts and Expenditures**  
 Oct 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	\$395.656	\$391.873	(3.783)	(1.0)	\$3,765.852	\$3,742.336	(23.516)	(0.6)
Fare Reimbursement	\$3.191	\$0.000	(3.191)	-	\$81.300	\$85.226	\$3.926	4.8
Paratransit Reimbursement	\$3.365	\$2.813	(0.552)	(16.4)	\$131.451	\$129.452	(1.999)	(1.5)
Other Operating Revenue	\$5.530	\$4.008	(1.522)	(27.5)	\$45.371	\$37.748	(7.623)	(16.8)
Other Revenue	\$12.086	\$6.821	(5.265)	(43.6)	\$258.122	\$252.426	(5.696)	(2.2)
Capital and Other Reimbursements	\$124.153	\$147.940	\$23.787	19.2	\$1,125.086	\$1,123.681	(1.405)	(0.1)
Total Revenue	\$531.894	\$546.634	\$14.740	2.8	\$5,149.060	\$5,118.443	(30.617)	(0.6)
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$277.057	\$275.018	\$2.039	0.7	\$3,004.199	\$2,980.578	\$23.621	0.8
Overtime	\$47.324	\$76.028	(28.704)	(60.7)	\$521.878	\$625.474	(103.596)	(19.9)
Total Salaries & Wages	\$324.381	\$351.046	(26.665)	(8.2)	\$3,526.077	\$3,606.052	(79.975)	(2.3)
Health and Welfare	\$76.146	\$70.014	\$6.132	8.1	\$718.753	\$727.969	(9.215)	(1.3)
OPEB Current Payment	\$37.726	\$29.462	\$8.265	21.9	\$362.524	\$351.401	\$11.123	3.1
Pensions	\$80.226	\$80.072	\$0.154	0.2	\$802.372	\$801.413	\$0.959	0.1
Other Fringe Benefits	\$34.756	\$39.378	(4.622)	(13.3)	\$388.739	\$400.411	(11.672)	(3.0)
Total Fringe Benefits	\$228.855	\$218.926	\$9.929	4.3	\$2,272.389	\$2,281.194	(8.805)	(0.4)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$553.236	\$569.972	(16.736)	(3.0)	\$5,798.465	\$5,887.246	(88.781)	(1.5)
<b>Non-Labor :</b>								
Electric Power	\$22.769	\$24.251	(1.482)	(6.5)	\$233.376	\$230.407	\$2.969	1.3
Fuel	\$7.061	\$7.668	(0.607)	(8.6)	\$72.193	\$74.365	(2.172)	(3.0)
Insurance	\$3.394	\$0.000	\$3.394	-	\$66.016	\$65.454	\$0.562	0.9
Claims	\$10.000	\$9.791	\$0.209	2.1	\$99.594	\$88.609	\$10.985	11.0
Paratransit Service Contracts	\$35.313	\$34.170	\$1.143	3.2	\$331.397	\$322.962	\$8.435	2.5
Maintenance and Other Operating Contracts	\$20.318	\$22.341	(2.023)	(10.0)	\$222.283	\$208.460	\$13.823	6.2
Professional Service Contracts	\$14.679	\$17.705	(3.026)	(20.6)	\$152.340	\$157.372	(5.032)	(3.3)
Materials & Supplies	\$30.685	\$27.689	\$2.996	9.8	\$325.573	\$327.013	(1.440)	(0.4)
Other Business Expenses	\$6.579	\$6.588	(0.009)	(0.1)	\$64.400	\$70.288	(5.888)	(9.1)
Non-Labor	\$150.798	\$150.203	\$0.595	0.4	\$1,567.171	\$1,544.930	\$22.241	1.4
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$704.035	\$720.175	(16.140)	(2.3)	\$7,365.636	\$7,432.176	(66.540)	(0.9)
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	-	\$0.001	\$0.000	\$0.001	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$704.035	\$720.175	(16.140)	(2.3)	\$7,365.637	\$7,432.176	(66.539)	(0.9)
Net Surplus/(Deficit)	(172.140)	(173.541)	(1.401)	(0.8)	(2,216.577)	(2,313.733)	(97.156)	(4.4)

Note: Totals may not add due to rounding

Table 5

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

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	(3.8)	(1.0)	Primarily the unfavorable timing of receipts	(23.5)	(0.6)	Primarily the unfavorable timing of receipts
Other Operating Receipts	(5.3)	(43.6)	Mostly the unfavorable timing of student fare reimbursements	(5.7)	(2.2)	Mostly the unfavorable timing of reimbursements and lower Urban Tax receipts
Capital and Other Reimbursements	23.8	19.2	Largely the favorable timing of reimbursements			
Salaries & Wages	(26.7)	(8.2)	Mostly higher overtime requirements	(80.0)	(2.3)	Mostly higher overtime requirements
Health & Welfare (including OPEB current payment)	14.4	12.6	Principally the favorable timing of payments			
Claims				11.0	11.0	Mostly the favorable timing of payments
Paratransit Service Contracts	1.1	3.2	Lower trips and the favorable timing of payments	8.4	2.5	Lower trips and the favorable timing of payments
Maintenance Contracts	(2.0)	(10.0)	Primarily the timing of payments	13.8	6.2	Largely lower expenditures
Professional Service Contracts	(3.0)	(20.6)	The unfavorable timing of payments	(5.0)	(3.3)	The unfavorable timing of payments
Materials & Supplies	3.0	9.8	The favorable timing of payments			
Other Business Expenditures				(5.9)	(9.1)	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)**  
**Oct 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	(6.183)	(3.506)	\$2.677	43.3	\$6.340	\$8.115	\$1.775	28.0
Fare Reimbursement	(3.004)	(9.316)	(6.312)	-	\$9.673	\$17.196	\$7.523	77.8
Paratransit Reimbursement	(11.824)	(10.469)	\$1.355	11.5	(18.371)	(16.509)	\$1.862	10.1
Other Operating Revenue	(10.797)	(11.850)	(1.053)	(9.8)	(104.534)	(109.139)	(4.605)	(4.4)
Other Revenue	(25.625)	(31.635)	(6.010)	(23.5)	(113.232)	(108.452)	\$4.780	4.2
Capital and Other Reimbursements	\$20.000	\$32.525	\$12.525	62.6	\$17.842	(35.989)	(53.831)	-
Total Revenue	(11.808)	(2.616)	\$9.192	77.8	(89.050)	(136.326)	(47.276)	(53.1)
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	\$36.707	\$37.865	\$1.158	3.2	\$122.069	\$134.185	\$12.116	9.9
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	\$36.707	\$37.865	\$1.158	3.2	\$122.069	\$134.185	\$12.116	9.9
Health and Welfare	\$0.000	\$11.598	\$11.598	-	\$7.282	(10.359)	(17.641)	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	\$0.000	\$0.008	\$0.008	-	\$0.094	\$0.133	\$0.039	41.6
Other Fringe Benefits	\$22.989	\$19.882	(3.107)	(13.5)	\$201.185	\$199.381	(1.804)	(0.9)
Total Fringe Benefits	\$22.989	\$31.487	\$8.499	37.0	\$208.561	\$189.155	(19.406)	(9.3)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Labor	\$59.696	\$69.352	\$9.656	16.2	\$330.630	\$323.340	(7.290)	(2.2)
<b>Non-Labor :</b>								
Electric Power	\$0.000	(1.227)	(1.227)	-	\$0.000	(4.791)	(4.791)	-
Fuel	(0.221)	\$0.615	\$0.836	-	\$0.442	\$3.521	\$3.079	-
Insurance	\$2.830	\$5.962	\$3.132	-	(5.666)	(5.343)	\$0.323	5.7
Claims	\$4.038	\$4.247	\$0.209	5.2	\$40.785	\$51.770	\$10.985	26.9
Paratransit Service Contracts	\$0.000	\$0.424	\$0.424	-	(1.729)	\$3.962	\$5.691	-
Maintenance and Other Operating Contracts	\$0.000	\$4.178	\$4.178	-	\$4.158	\$7.661	\$3.503	84.3
Professional Service Contracts	\$3.000	(2.709)	(5.709)	-	\$0.731	(19.866)	(20.597)	-
Materials & Supplies	\$2.000	\$10.773	\$8.773	-	\$8.589	\$5.629	(2.960)	(34.5)
Other Business Expenses	\$0.000	\$0.288	\$0.288	-	\$0.000	(6.583)	(6.583)	-
Non-Labor	\$11.647	\$22.550	\$10.903	93.6	\$47.310	\$35.960	(11.350)	(24.0)
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$71.343	\$91.902	\$20.559	28.8	\$377.940	\$359.300	(18.639)	(4.9)
Depreciation	\$156.309	\$145.002	(11.307)	(7.2)	\$1,460.839	\$1,369.807	(91.032)	(6.2)
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$945.199	\$893.957	(51.242)	(5.4)
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$14.315	\$14.315	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$227.652	\$236.904	\$9.252	4.1	\$2,783.978	\$2,637.380	(146.598)	(5.3)
Total Cash Conversion Adjustments	\$215.844	\$234.289	\$18.444	8.5	\$2,694.928	\$2,501.054	(193.874)	(7.2)

Note: Totals may not add due to rounding

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

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**TOTAL POSITIONS by FUNCTION and DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**OCTOBER 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	33	0	
Law	320	290	30	
Office of the EVP	54	42	12	
Human Resources	238	241	(3)	
Office of Management and Budget	43	38	5	
Capital Planning & Budget	35	31	4	
Corporate Communications	278	261	17	
Non-Departmental	(34)	(1)	(33)	
Labor Relations	97	88	9	
Materiel	239	256	(17)	
Controller	128	121	7	
<b>Total Administration</b>	<b>1,431</b>	<b>1,400</b>	<b>31</b>	
<b>Operations</b>				
Subways Service Delivery	8,836	8,629	207	Mostly Shortage of Train Operators & Conductors
Subways Operations Support/Admin	431	461	(30)	
Subways Stations	2,642	2,538	104	Mainly Shortage of Station Supervisors and Agents
<b>Sub-total Subways</b>	<b>11,909</b>	<b>11,628</b>	<b>281</b>	
Buses	11,113	10,940	173	Mainly shortage of Bus Operators
Paratransit	213	204	9	
Operations Planning	398	381	17	
Revenue Control	573	543	30	
Non-Departmental	0	1	(1)	
<b>Total Operations</b>	<b>24,206</b>	<b>23,697</b>	<b>509</b>	
<b>Maintenance</b>				
Subways Operations Support/Admin	147	143	4	
Subways Engineering	391	364	27	
Subways Car Equipment	4,569	4,587	(18)	
Subways Infrastructure	1,702	1,698	4	
Subways Elevators & Escalators	479	397	82	Mostly shortage of E&E Maintainers
Subways Stations	3,857	4,012	(155)	Excess mainly Maint. Supervisors and Maintainers
Subways Track	2,889	2,868	21	
Subways Power	598	602	(4)	
Subways Signals	1,536	1,519	17	
Subways Electronic Maintenance	1,664	1,574	90	Mainly shortage of Maintainers and PTEs
<b>Sub-total Subways</b>	<b>17,832</b>	<b>17,764</b>	<b>68</b>	
Buses	3,672	3,625	47	
Supply Logistics	574	563	11	
System Safety	98	93	5	
Non-Departmental	(111)	1	(112)	
<b>Total Maintenance</b>	<b>22,065</b>	<b>22,046</b>	<b>19</b>	
<b>Engineering/Capital</b>				
Capital Program Management	1,358	1,425	(67)	Excess due mostly to PTEs
<b>Total Engineering/Capital</b>	<b>1,358</b>	<b>1,425</b>	<b>(67)</b>	
<b>Public Safety</b>				
Security	654	651	3	
<b>Total Public Safety</b>	<b>654</b>	<b>651</b>	<b>3</b>	
<b>Total Positions</b>	<b>49,714</b>	<b>49,219</b>	<b>495</b>	
Non-Reimbursable	44,061	44,157	(96)	
Reimbursable	5,653	5,062	591	
Total Full-Time	49,514	48,997	517	
Total Full-Time Equivalents	200	222	(22)	

**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**  
**OCTOBER 2017**

<b>FUNCTION/OCCUPATION</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance Fav./(Unfav)</b>	<b>Explanation</b>
<b>Administration:</b>				
Managers/Supervisors	509	437	72	
Professional, Technical, Clerical	893	939	(46)	
Operational Hourlies	29	24	5	
<b>Total Administration</b>	<b>1,431</b>	<b>1,400</b>	<b>31</b>	
<b>Operations</b>				
Managers/Supervisors	2,883	2,803	80	
Professional, Technical, Clerical	507	494	13	
Operational Hourlies	20,816	20,400	416	
<b>Total Operations</b>	<b>24,206</b>	<b>23,697</b>	<b>509</b>	
<b>Maintenance</b>				
Managers/Supervisors	3,970	3,943	27	
Professional, Technical, Clerical	1,146	1,064	82	
Operational Hourlies	16,949	17,039	(90)	
<b>Total Maintenance</b>	<b>22,065</b>	<b>22,046</b>	<b>19</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	339	341	(2)	
Professional, Technical, Clerical	1,017	1,082	(65)	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,358</b>	<b>1,425</b>	<b>(67)</b>	
<b>Public Safety</b>				
Managers/Supervisors	276	271	5	
Professional, Technical, Clerical	42	39	3	
Operational Hourlies	336	341	(5)	
<b>Total Public Safety</b>	<b>654</b>	<b>651</b>	<b>3</b>	
<b>Total Positions</b>				
Managers/Supervisors	7,977	7,795	182	
Professional, Technical, Clerical	3,605	3,618	(13)	
Operational Hourlies	38,132	37,806	326	
<b>Total Positions</b>	<b>49,714</b>	<b>49,219</b>	<b>495</b>	

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

	October						October 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>	382,398	\$12.367	368,356	\$11.868	14,042	\$0.498 4.0%	3,572,959	\$115.124	3,522,720	\$113.406	50,238	\$1.718 1.5%
<u>Unscheduled Service</u>	304,756	\$10.294	485,418	\$15.996	(180,662)	(\$5.703) (55.4%)	3,031,436	\$100.766	3,553,068	\$117.054	(521,632)	(\$16.288) (16.2%)
<u>Programmatic/Routine Maintenance</u>	335,965	\$13.916	795,885	\$27.965	(459,919)	(\$14.050) *	3,605,793	\$120.457	4,677,631	\$164.606	(1,071,838)	(\$44.149) (36.7%)
<u>Unscheduled Maintenance</u>	0	\$0.000	4,564	\$0.160	(4,564)	(\$0.160) *	97,697	\$3.323	113,756	\$3.856	(16,059)	(\$0.533) (16.0%)
<u>Vacancy/Absentee Coverage</u>	99,719	\$2.978	124,253	\$4.098	(24,534)	(\$1.120) (37.6%)	1,117,345	\$35.297	1,354,682	\$44.688	(237,336)	(\$9.391) (26.6%)
<u>Weather Emergencies</u>	2,330	\$0.078	1,373	\$0.046	957	\$0.032 40.9%	555,874	\$18.519	574,798	\$19.214	(18,923)	(\$0.695) (3.8%)
<u>Safety/Security/Law Enforcement</u>	12,172	\$0.364	7,498	\$0.208	4,675	\$0.156 42.8%	105,414	\$3.059	92,046	\$2.555	13,369	\$0.505 16.5%
<u>Other</u>	13,648	\$0.400	13,411	\$0.468	236	(\$0.069) (17.2%)	133,426	\$4.237	139,530	\$4.817	(6,104)	(\$0.580) (13.7%)
Subtotal	1,150,988	\$40.395	1,800,757	\$60.811	(649,769)	(\$20.416) (50.5%)	12,219,944	\$400.782	14,028,229	\$470.195	(1,808,286)	(\$69.414) (17.3%)
<b>REIMBURSABLE OVERTIME</b>	169,912	\$6.929	454,685	\$15.217	(284,773)	(\$8.288) *	2,920,502	\$121.097	4,465,312	\$155.279	(1,544,810)	(\$34.182) (28.2%)
<b>TOTAL OVERTIME</b>	<b>1,320,900</b>	<b>\$47.324</b>	<b>2,255,442</b>	<b>\$76.028</b>	<b>(934,542)</b>	<b>(\$28.704)</b> <b>(60.7%)</b>	<b>15,140,446</b>	<b>\$521.878</b>	<b>18,493,541</b>	<b>\$625.474</b>	<b>(3,353,096)</b>	<b>(\$103.596)</b> <b>(19.9%)</b>

Totals may not add due to rounding

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

\* Exceeds 100%

October Actuals by category are estimated.

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

	October			October Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	14,042	\$0.5	Favorable results due to vacancy/absentee coverage, included in vacancy/absentee category.	50,238	\$1.7	Favorable results due to vacancy/absentee coverage, included in vacancy/absentee category.
		4.0%			1.5%	
<u>Unscheduled Service</u>	(180,662)	(\$5.7)	Unfavorable variance due to subway service delays and overcrowding.	(521,632)	(\$16.3)	Unfavorable variance due to subway service delays and overcrowding.
		(55.4%)			(16.2%)	
<u>Programmatic/Routine Maintenance</u>	(459,919)	(\$14.0)	Unfavorable variance mainly due to track, signals, infrastructure, station maintenance, and car equipment, including Subway Action Plan (SAP) related requirements.	(1,071,838)	(\$44.1)	Unfavorable variance mainly due to track, signals, infrastructure, station maintenance, and car equipment, including Subway Action Plan (SAP) related requirements.
		*			(36.7%)	
<u>Unscheduled Maintenance</u>	(4,564)	(\$0.2)	Unfavorable variance mainly due to timing of expenses for Amtrak/LIRR track support work higher than forecasted.	(16,059)	(\$0.5)	Unfavorable variance mainly due to expenses for Amtrak/LIRR track support work higher than forecasted.
		*			(16.0%)	
<u>Vacancy/Absentee Coverage</u>	(24,534)	(\$1.1)	Unfavorable variance mainly due to bus operators, bus maintainers, E&E maintainers and EMD maintainers.	(237,336)	(\$9.4)	Unfavorable variance mainly due to bus operators, bus maintainers, track workers, station agents, and station maintainers.
		(37.6%)			(26.6%)	
<u>Weather Emergencies</u>	957	\$0.0		(18,923)	(\$0.7)	Unfavorable weather in summer months due to heat related issues and water conditions.
		40.9%			(3.8%)	
<u>Safety/Security/Law Enforcement</u>	4,675	\$0.2		13,369	\$0.5	
		42.8%			16.5%	
<u>Other</u>	236	(\$0.1)		(6,104)	(\$0.6)	Unfavorable variance mainly due to timing of expenses.
		(17.2%)			(13.7%)	
<b>Subtotal</b>	(649,769)	(\$20.4)		(1,808,285)	(\$69.4)	
		(50.5%)			(17.3%)	
<b>REIMBURSABLE OVERTIME</b>	(284,773)	(\$8.3)	Unfavorable variance mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability.	(1,544,810)	(\$34.2)	Unfavorable variance mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability.
		*			(28.2%)	
<b>TOTAL OVERTIME</b>	<b>(934,542)</b>	<b>(\$28.7)</b>		<b>(3,353,095)</b>	<b>(\$103.6)</b>	
		(60.7%)			(19.9%)	

Totals may not add due to rounding.

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

\* Exceeds 100%

September Actuals by category are estimated.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2017 Overtime Reporting**  
**Overtime Legend**

<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</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.



**MTA NEW YORK CITY TRANSIT**  
**MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)**  
**OCTOBER 2017 YEAR-TO-DATE**  
**(\$ in millions)**

	<b>October 2017 Year-to-Date</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual Results</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Total Revenue	4,130.9	4,096.3	4,095.1	(35.8)	(0.9)	(1.2)	(0.0)
Total Expenses before Depreciation, OPEB and Environmental Remediation	6,636.3	6,621.7	6,631.8	4.5	0.1	(10.1)	(0.2)
Depreciation	1,460.9	1,381.1	1,369.8	91.1	6.2	11.3	0.8
OPEB Account	945.2	894.0	894.0	51.2	5.4	(0.0)	(0.0)
GASB 68 Pension Adjustment	0.0	14.3	14.3	(14.3)	n/a	0.0	0.0
Total Expenses	9,042.4	8,911.1	8,909.9	132.5	1.5	1.2	0.0
Net Surplus/(Deficit)	(4,911.5)	(4,814.8)	(4,814.8)	96.7	2.0	(0.0)	(0.0)

Note: Totals may not add due to rounding

**MTA NEW YORK CITY TRANSIT**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS**  
**OCTOBER 2017 YEAR-TO-DATE**  
(\$ in millions)

	October 2017 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	(1.2)	0.0	
Total Expenses (Nonreimbursable)	1.2	0.0	Depreciation expenses were lower by \$11.3M.  Operating expenses were higher by \$10.2M, due primarily to higher overtime expenses, resulting mostly from Subway Car Equipment requirements

NOTE: Regarding Mid-Year Forecast vs. Actual Results, variance explanations are provided in the monthly report to the Finance Committee.



### FINANCIAL AND RIDERSHIP REPORT

**October 2017**

(All data are preliminary and subject to audit)

In the month of October, **operating revenues** were \$0.9 million, \$0.1 million (14.9 percent) above the Mid-Year Forecast, due to the favorable timing of student fare reimbursements. Year-to-date, operating revenues of \$7.8 million surpassed the forecast by less than \$0.1 million (0.6 percent).

Total **ridership** in October 2017 was 438,431 riders, 2.4 percent (10,283 riders) above forecast. Year-to-date, ridership was 3,795,039 riders, 0.9 percent (32,746 riders) higher than forecast. October 2017 average weekday ridership was 18,107 riders, 4.5 percent (777 riders) higher than October 2016, due in part to Rosh Hashanah & Yom Kippur falling in October 2016 and in September 2017. Average weekday ridership for the twelve months ending October 2017 was 16,230 riders, 0.2 percent (25 riders) more than the previous twelve-month period.

**Nonreimbursable expenses**, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were below forecast in October by \$2.0 million (28.1 percent). Labor expenses underran by \$0.8 million (18.8 percent), including lower payroll expenses of \$0.3 million (14.7 percent), driven by the timing of expenses and vacancies. Other fringe benefit expenses were less than forecast by \$0.2 million (33.6 percent), due largely to the favorable timing of interagency billing and expenses. Non-labor expenses were also under forecast by \$1.2 million (41.6 percent), mostly resulting from lower maintenance contract expenses of \$1.5 million (66.9 percent), relating mostly to the timing of R44 car fleet scheduled maintenance expenses, partly offset by higher materials & supplies expenses of \$0.3 million (over 100.0 percent), due to increased track-related requirements in support of the Track Tie Replacement Project. Year-to-date, expenses were less than forecast by \$6.3 million (10.1 percent), of which labor expenses were favorable by \$1.9 million (5.1 percent), largely represented by lower payroll expenses of \$1.0 million (5.5 percent), again due to the favorable timing of expenses and vacancies. Health & welfare/OPEB current expenses were also below forecast by \$0.7 million (11.4 percent), caused by the favorable timing of expenses, lower rates and vacancies. Non-labor expenses were under forecast by \$4.4 million (17.7 percent), due principally to the timing of R44 car fleet maintenance expenses.

Depreciation expenses were \$8.6 million year-to-date, exceeding forecast by \$1.6 million (23.8 percent). GASB #45 Other Post-Employment Benefits accrued expenses of \$5.3 million were recorded year-to-date, \$0.3 million (6.0 percent) under forecast.

The **net cash deficit** (excluding subsidies) year-to-date was \$52.5 million, favorable to forecast by \$3.1 million (5.5 percent), due primarily to the timing of R44 fleet maintenance expenditures.

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

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	Nonreimbursable		Var Percent		Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.615	\$0.633	\$0.017	2.8	\$0.000	\$0.000	-	-	\$0.615	\$0.633	\$0.017	2.8
Other Revenue	\$0.189	\$0.292	\$0.103	54.3	\$0.000	\$0.000	-	-	\$0.189	\$0.292	\$0.103	54.3
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.254	\$0.356	\$0.102	40.3	\$0.254	\$0.356	\$0.102	40.3
<b>Total Revenue</b>	<b>\$0.805</b>	<b>\$0.925</b>	<b>\$0.120</b>	<b>14.9</b>	<b>\$0.254</b>	<b>\$0.356</b>	<b>\$0.102</b>	<b>40.3</b>	<b>\$1.059</b>	<b>\$1.281</b>	<b>\$0.223</b>	<b>21.0</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$2.017	\$1.720	\$0.296	14.7	\$0.020	\$0.103	(0.083)	-	\$2.037	\$1.824	\$0.213	10.5
Overtime	\$0.284	\$0.338	(0.054)	(19.0)	\$0.164	\$0.078	\$0.086	52.6	\$0.448	\$0.416	\$0.032	7.2
<b>Total Salaries &amp; Wages</b>	<b>\$2.301</b>	<b>\$2.059</b>	<b>\$0.242</b>	<b>10.5</b>	<b>\$0.184</b>	<b>\$0.181</b>	<b>\$0.003</b>	<b>1.8</b>	<b>\$2.485</b>	<b>\$2.239</b>	<b>\$0.246</b>	<b>9.9</b>
Health and Welfare	\$0.534	\$0.404	\$0.130	24.3	\$0.000	\$0.000	\$0.000	-	\$0.534	\$0.404	\$0.130	24.3
OPEB Current Payment	\$0.250	\$0.207	\$0.043	17.2	\$0.000	\$0.000	\$0.000	-	\$0.250	\$0.208	\$0.043	17.0
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	\$0.561	\$0.372	\$0.188	33.6	\$0.000	\$0.000	\$0.000	-	\$0.561	\$0.372	\$0.188	33.6
<b>Total Fringe Benefits</b>	<b>\$1.950</b>	<b>\$1.494</b>	<b>\$0.455</b>	<b>23.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$1.950</b>	<b>\$1.495</b>	<b>\$0.455</b>	<b>23.3</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.070)	(0.157)	\$0.087	-	\$0.070	\$0.157	(0.088)	-	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$4.181</b>	<b>\$3.396</b>	<b>\$0.785</b>	<b>18.8</b>	<b>\$0.254</b>	<b>\$0.339</b>	<b>(0.085)</b>	<b>(33.3)</b>	<b>\$4.435</b>	<b>\$3.734</b>	<b>\$0.701</b>	<b>15.8</b>
<b>Non-Labor :</b>												
Electric Power	\$0.303	\$0.283	\$0.020	6.6	\$0.000	\$0.000	\$0.000	-	\$0.303	\$0.283	\$0.020	6.6
Fuel	\$0.019	(0.001)	\$0.021	-	\$0.000	\$0.000	\$0.000	-	\$0.019	(0.001)	\$0.021	-
Insurance	\$0.047	\$0.145	(0.099)	-	\$0.000	\$0.000	\$0.000	-	\$0.047	\$0.145	(0.099)	-
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	\$0.726	\$1.467	66.9	\$0.000	\$0.000	\$0.000	-	\$2.192	\$0.726	\$1.467	66.9
Professional Service Contracts	\$0.133	\$0.072	\$0.061	45.8	\$0.000	\$0.000	\$0.000	-	\$0.133	\$0.072	\$0.061	45.7
Materials & Supplies	\$0.167	\$0.422	(0.254)	-	\$0.000	\$0.018	(0.018)	-	\$0.167	\$0.439	(0.272)	-
Other Business Expenses	\$0.003	\$0.011	(0.009)	-	\$0.000	\$0.000	\$0.000	-	\$0.003	\$0.011	(0.009)	-
<b>Non-Labor</b>	<b>\$2.871</b>	<b>\$1.677</b>	<b>\$1.194</b>	<b>41.6</b>	<b>\$0.000</b>	<b>\$0.018</b>	<b>(0.018)</b>	<b>-</b>	<b>\$2.871</b>	<b>\$1.695</b>	<b>\$1.176</b>	<b>41.0</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>\$7.052</b>	<b>\$5.073</b>	<b>\$1.979</b>	<b>28.1</b>	<b>\$0.254</b>	<b>\$0.356</b>	<b>(0.102)</b>	<b>(40.3)</b>	<b>\$7.306</b>	<b>\$5.429</b>	<b>\$1.877</b>	<b>25.7</b>
Depreciation	\$0.692	\$0.923	(0.231)	(33.4)	\$0.000	\$0.000	\$0.000	-	\$0.692	\$0.923	(0.231)	(33.4)
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Expenses</b>	<b>\$7.744</b>	<b>\$5.996</b>	<b>\$1.748</b>	<b>22.6</b>	<b>\$0.254</b>	<b>\$0.356</b>	<b>(0.102)</b>	<b>(40.3)</b>	<b>\$7.998</b>	<b>\$6.352</b>	<b>\$1.646</b>	<b>20.6</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(6.939)</b>	<b>(5.071)</b>	<b>\$1.868</b>	<b>26.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(6.939)</b>	<b>(5.071)</b>	<b>\$1.868</b>	<b>26.9</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**  
**Oct - 2017 Mid\_Year**  
**Accrual Statement of Operations By Category**  
**Year-To-Date - Oct 2017**  
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$5.691	\$5.754	\$0.063	1.1	\$0.000	\$0.000	-	-	\$5.691	\$5.754	\$0.063	1.1
Other Revenue	\$2.028	\$2.008	(0.020)	(1.0)	\$0.000	\$0.000	-	-	\$2.028	\$2.008	(0.020)	(1.0)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$2.701	\$2.629	(0.072)	(2.7)	\$2.701	\$2.629	(0.072)	(2.7)
<b>Total Revenue</b>	<b>\$7.719</b>	<b>\$7.762</b>	<b>\$0.043</b>	<b>0.6</b>	<b>\$2.701</b>	<b>\$2.629</b>	<b>(0.072)</b>	<b>(2.7)</b>	<b>\$10.420</b>	<b>\$10.391</b>	<b>(0.029)</b>	<b>(0.3)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$18.983	\$17.944	\$1.039	5.5	\$0.520	\$0.851	(0.331)	(63.7)	\$19.502	\$18.795	\$0.707	3.6
Overtime	\$2.920	\$3.184	(0.263)	(9.0)	\$1.172	\$0.561	\$0.610	52.1	\$4.092	\$3.745	\$0.347	8.5
<b>Total Salaries &amp; Wages</b>	<b>\$21.903</b>	<b>\$21.127</b>	<b>\$0.776</b>	<b>3.5</b>	<b>\$1.692</b>	<b>\$1.413</b>	<b>\$0.279</b>	<b>16.5</b>	<b>\$23.595</b>	<b>\$22.540</b>	<b>\$1.055</b>	<b>4.5</b>
Health and Welfare	\$4.606	\$3.740	\$0.866	18.8	\$0.000	\$0.000	\$0.000	-	\$4.606	\$3.740	\$0.866	18.8
OPEB Current Payment	\$1.875	\$2.001	(0.126)	(6.7)	\$0.002	\$0.005	(0.002)	-	\$1.877	\$2.006	(0.129)	(6.9)
Pensions	\$5.579	\$5.110	\$0.469	8.4	\$0.000	\$0.000	\$0.000	-	\$5.579	\$5.110	\$0.469	8.4
Other Fringe Benefits	\$4.528	\$4.766	(0.238)	(5.3)	\$0.000	\$0.000	\$0.000	-	\$4.528	\$4.766	(0.238)	(5.3)
<b>Total Fringe Benefits</b>	<b>\$16.588</b>	<b>\$15.617</b>	<b>\$0.971</b>	<b>5.9</b>	<b>\$0.002</b>	<b>\$0.005</b>	<b>(0.002)</b>	<b>-</b>	<b>\$16.590</b>	<b>\$15.622</b>	<b>\$0.968</b>	<b>5.8</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(1.006)	(1.174)	\$0.168	16.7	\$1.006	\$1.179	(0.172)	(17.1)	\$0.000	\$0.005	(0.004)	-
<b>Labor</b>	<b>\$37.485</b>	<b>\$35.570</b>	<b>\$1.915</b>	<b>5.1</b>	<b>\$2.701</b>	<b>\$2.597</b>	<b>\$0.104</b>	<b>3.9</b>	<b>\$40.185</b>	<b>\$38.167</b>	<b>\$2.019</b>	<b>5.0</b>
<b>Non-Labor :</b>												
Electric Power	\$3.191	\$3.126	\$0.066	2.1	\$0.000	\$0.004	(0.004)	-	\$3.191	\$3.130	\$0.061	1.9
Fuel	\$0.178	\$0.092	\$0.086	48.3	\$0.000	\$0.000	\$0.000	-	\$0.178	\$0.092	\$0.086	48.3
Insurance	\$0.842	\$0.994	(0.152)	(18.1)	\$0.000	\$0.000	\$0.000	-	\$0.842	\$0.994	(0.152)	(18.1)
Claims	\$0.137	\$0.200	(0.063)	(46.3)	\$0.000	\$0.000	\$0.000	-	\$0.137	\$0.200	(0.063)	(46.3)
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	\$17.353	\$12.016	\$5.338	30.8	\$0.000	\$0.000	\$0.000	-	\$17.353	\$12.016	\$5.338	30.8
Professional Service Contracts	\$0.847	\$0.795	\$0.052	6.1	\$0.000	\$0.010	(0.010)	-	\$0.847	\$0.805	\$0.041	4.9
Materials & Supplies	\$1.890	\$2.999	(1.109)	(58.6)	\$0.000	\$0.018	(0.018)	-	\$1.890	\$3.017	(1.127)	(59.6)
Other Business Expenses	\$0.245	\$0.089	\$0.156	63.7	\$0.000	\$0.000	\$0.000	-	\$0.245	\$0.089	\$0.156	63.7
<b>Non-Labor</b>	<b>\$24.684</b>	<b>\$20.310</b>	<b>\$4.373</b>	<b>17.7</b>	<b>\$0.000</b>	<b>\$0.033</b>	<b>(0.033)</b>	<b>-</b>	<b>\$24.684</b>	<b>\$20.343</b>	<b>\$4.341</b>	<b>17.6</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>\$62.168</b>	<b>\$55.880</b>	<b>\$6.288</b>	<b>10.1</b>	<b>\$2.701</b>	<b>\$2.629</b>	<b>\$0.072</b>	<b>2.7</b>	<b>\$64.869</b>	<b>\$58.509</b>	<b>\$6.360</b>	<b>9.8</b>
Depreciation	\$6.917	\$8.563	(1.647)	(23.8)	\$0.000	\$0.000	\$0.000	-	\$6.917	\$8.563	(1.647)	(23.8)
OPEB Liability	\$5.625	\$5.289	\$0.336	6.0	\$0.000	\$0.000	\$0.000	-	\$5.625	\$5.289	\$0.336	6.0
GASB 68 Pension Adjustment	\$0.158	(0.120)	\$0.278	-	\$0.000	\$0.000	\$0.000	-	\$0.158	(0.120)	\$0.278	-
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>\$74.868</b>	<b>\$69.613</b>	<b>\$5.255</b>	<b>7.0</b>	<b>\$2.701</b>	<b>\$2.629</b>	<b>\$0.072</b>	<b>2.7</b>	<b>\$77.569</b>	<b>\$72.242</b>	<b>\$5.327</b>	<b>6.9</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(67.149)</b>	<b>(61.851)</b>	<b>\$5.298</b>	<b>7.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(67.149)</b>	<b>(61.851)</b>	<b>\$5.298</b>	<b>7.9</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**  
**October 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.	0.017	2.8	Mostly due to higher ridership	0.063	1.1	Mostly due to higher ridership
Other Operating Revenue	Non Reimb.	0.103	54.3	The favorable timing of student fare reimbursements	(0.020)	(1.0)	The unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	0.296	14.7	Largely the favorable timing of expenses and vacancies	1.039	5.5	Largely the favorable timing of expenses and vacancies
Overtime	Non Reimb.	(0.054)	(19.0)	The unfavorable timing of project requirements	(0.263)	(9.0)	The unfavorable timing of project requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.173	22.1	The favorable timing of expenses and lower rates	0.740	11.4	The favorable timing of expenses and lower rates
Pension	Non Reimb.	0.094	15.6	The favorable timing of expenses	0.469	8.4	The favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.188	33.6	The favorable timing of interagency billing/expenses	(0.238)	(5.3)	Additional Workers' Compensation reserve adjustments not anticipated in the forecast
Electric Power	Non Reimb.				0.066	2.1	Largely the timing of expenses
Fuel	Non Reimb.				0.086	48.3	Largely the timing of expenses
Insurance	Non Reimb.	(0.099)	(n/a)	The unfavorable timing of interagency billing with MTA	(0.152)	(18.1)	The unfavorable timing of interagency billing with MTA
Maintenance & Other Operating Contracts	Non Reimb.	1.467	66.9	Largely the favorable timing of R44 fleet maintenance expenses	5.338	30.8	Mainly the favorable timing of R44 fleet maintenance expenses
Professional Service Contracts	Non Reimb.	0.061	45.8	The favorable timing of legal/other expenses	0.052	6.1	The favorable timing of legal/other expenses
Materials and Supplies	Non Reimb.	(0.254)	over (100.0)	Primarily increased track-related requirements in support of the Track Tie Replacement Project	(1.109)	(58.6)	Primarily increased track-related requirements in support of the Track Tie Replacement Project
Capital and Other Reimbursements	Reimb.	0.102	40.3	Timing of contractor requirements	(0.072)	(2.7)	Timing of contractor requirements
Payroll	Reimb.	(0.083)	over (100.0)	Timing of contractor requirements	(0.331)	(63.7)	Timing of contractor requirements
Overtime	Reimb.	0.086	52.6	Timing of contractor requirements	0.610	52.1	Timing of contractor requirements

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan - 2017 Mid\_Year**  
**Cash Receipts and Expenditures**  
**Oct FY17**  
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast		Favorable (Unfavorable)		Forecast		Favorable (Unfavorable)	
	Mid_Year	Actual	Variance	Percent	Mid_Year	Actual	Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	\$0.615	\$0.600	(0.015)	(2.5)	\$5.593	\$5.649	\$0.056	1.0
Other Revenue	\$0.189	\$0.002	(0.187)	(98.9)	\$2.205	\$2.226	\$0.021	1.0
Capital and Other Reimbursements	\$0.254	\$0.000	(0.254)	-	\$2.929	\$2.148	(0.781)	(26.7)
<b>Total Revenue</b>	<b>\$1.059</b>	<b>\$0.602</b>	<b>(0.457)</b>	<b>(43.1)</b>	<b>\$10.726</b>	<b>\$10.023</b>	<b>(0.703)</b>	<b>(6.6)</b>
<b><u>Expenditures</u></b>								
<b><u>Labor :</u></b>								
Payroll	\$2.037	\$1.729	\$0.308	15.1	\$19.775	\$20.677	(0.902)	(4.6)
Overtime	\$0.448	\$0.364	\$0.084	18.8	\$4.032	\$3.416	\$0.616	15.3
<b>Total Salaries &amp; Wages</b>	<b>\$2.485</b>	<b>\$2.093</b>	<b>\$0.392</b>	<b>15.8</b>	<b>\$23.807</b>	<b>\$24.093</b>	<b>(0.286)</b>	<b>(1.2)</b>
Health and Welfare	\$0.534	\$0.922	(0.388)	(72.7)	\$5.554	\$5.847	(0.293)	(5.3)
OPEB Current Payment	\$0.250	\$0.044	\$0.206	82.4	\$1.473	\$0.999	\$0.474	32.2
Pensions	\$0.605	\$1.533	(0.928)	-	\$5.579	\$6.132	(0.553)	(9.9)
Other Fringe Benefits	\$0.561	\$0.186	\$0.375	66.8	\$3.858	\$3.929	(0.071)	(1.9)
<b>Total Fringe Benefits</b>	<b>\$1.950</b>	<b>\$2.685</b>	<b>(0.735)</b>	<b>(37.7)</b>	<b>\$16.464</b>	<b>\$16.907</b>	<b>(0.443)</b>	<b>(2.7)</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>\$4.435</b>	<b>\$4.778</b>	<b>(0.343)</b>	<b>(7.7)</b>	<b>\$40.270</b>	<b>\$41.000</b>	<b>(0.730)</b>	<b>(1.8)</b>
<b><u>Non-Labor :</u></b>								
Electric Power	\$0.303	\$0.281	\$0.022	7.2	\$3.210	\$3.177	\$0.033	1.0
Fuel	\$0.019	\$0.001	\$0.018	94.8	\$0.163	\$0.061	\$0.102	62.7
Insurance	\$0.047	\$0.000	\$0.047	-	\$0.785	\$1.231	(0.446)	(56.8)
Claims	\$0.007	\$0.000	\$0.007	-	\$0.287	\$0.280	\$0.007	2.3
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$2.192	\$0.895	\$1.297	59.2	\$17.965	\$11.642	\$6.323	35.2
Professional Service Contracts	\$0.133	\$0.070	\$0.063	47.2	\$0.844	\$0.923	(0.079)	(9.3)
Materials & Supplies	\$0.167	\$1.016	(0.849)	-	\$2.683	\$4.092	(1.409)	(52.5)
Other Business Expenses	\$0.003	\$0.007	(0.005)	-	\$0.063	\$0.089	(0.026)	(40.2)
<b>Non-Labor</b>	<b>\$2.871</b>	<b>\$2.270</b>	<b>\$0.601</b>	<b>20.9</b>	<b>\$26.001</b>	<b>\$21.495</b>	<b>\$4.506</b>	<b>17.3</b>
<b><u>Other Expense Adjustments:</u></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>\$7.306</b>	<b>\$7.048</b>	<b>\$0.258</b>	<b>3.5</b>	<b>\$66.272</b>	<b>\$62.495</b>	<b>\$3.777</b>	<b>5.7</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	-	(0.001)	\$0.000	(0.001)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Expenditures</b>	<b>\$7.306</b>	<b>\$7.048</b>	<b>\$0.258</b>	<b>3.5</b>	<b>\$66.270</b>	<b>\$62.495</b>	<b>\$3.775</b>	<b>5.7</b>
<b>Net Surplus/(Deficit)</b>	<b>(6.247)</b>	<b>(6.446)</b>	<b>(0.199)</b>	<b>(3.2)</b>	<b>(55.544)</b>	<b>(52.472)</b>	<b>\$3.072</b>	<b>5.5</b>

Note: Totals may not add due to rounding

Table 5

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

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	(0.015)	(2.5%)	Primarily the unfavorable timing of cash settlements with NYCT	0.056	1.0%	Primarily the favorable timing of cash settlements with NYCT
Other Operating Revenue	(0.187)	(98.9%)	Mostly the unfavorable timing of student fare cash reimbursements			
Capital and Other Reimbursements	(0.254)	(100.0%)	The unfavorable timing of reimbursements	(0.781)	(26.7%)	The unfavorable timing of reimbursements
Salaries & Wages	0.392	15.8%	Mostly the favorable timing of payments	(0.286)	(1.2%)	Mostly the unfavorable timing of payments
Health and Welfare (including OPEB current payment)	(0.182)	(23.2%)	Largely the unfavorable timing of payments	0.181	2.6%	Primarily lower expenses and the favorable timing of payments
Other Fringe Benefits	0.375	66.8%	The favorable timing of payments			
Maintenance Contracts	1.297	59.2%	Primarily the favorable timing of R44 Fleet maintenance expenditures/payments	6.323	35.2%	Primarily the favorable timing of R44 Fleet maintenance expenditures/payments
Materials & Supplies	(0.849)	over (100.0)	Primarily increased track-related requirements in support of the Track Tie Replacement Project	(1.409)	(52.5%)	Primarily increased track-related requirements in support of the Track Tie Replacement Project



**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan - 2017 Mid\_Year**  
**Cash Conversion (Cash Flow Adjustments)**  
 Oct 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	(0.033)	(0.033)	-	(0.098)	(0.105)	(0.007)	(6.8)
Other Revenue	\$0.000	(0.290)	(0.290)	-	\$0.177	\$0.218	\$0.041	23.2
Capital and Other Reimbursements	\$0.000	(0.356)	(0.356)	-	\$0.228	(0.481)	(0.709)	-
Total Revenue	\$0.000	(0.679)	(0.679)	-	\$0.307	(0.368)	(0.675)	-
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	\$0.000	\$0.095	\$0.095	-	(0.272)	(1.882)	(1.610)	-
Overtime	\$0.000	\$0.052	\$0.052	-	\$0.060	\$0.329	\$0.269	-
Total Salaries & Wages	\$0.000	\$0.146	\$0.146	-	(0.212)	(1.553)	(1.341)	-
Health and Welfare	\$0.000	(0.518)	(0.518)	-	(0.948)	(2.107)	(1.159)	-
OPEB Current Payment	\$0.000	\$0.164	\$0.164	-	\$0.404	\$1.007	\$0.603	-
Pensions	\$0.000	(1.022)	(1.022)	-	\$0.000	(1.022)	(1.022)	-
Other Fringe Benefits	\$0.000	\$0.186	\$0.186	-	\$0.671	\$0.837	\$0.167	24.8
Total Fringe Benefits	\$0.000	(1.190)	(1.190)	-	\$0.127	(1.285)	(1.411)	-
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	\$0.005	\$0.005	-
Labor	\$0.000	(1.044)	(1.044)	-	(0.086)	(2.833)	(2.748)	-
<b>Non-Labor :</b>								
Electric Power	\$0.000	\$0.002	\$0.002	-	(0.019)	(0.047)	(0.029)	-
Fuel	\$0.000	(0.002)	(0.002)	-	\$0.015	\$0.031	\$0.016	-
Insurance	\$0.000	\$0.145	\$0.145	-	\$0.057	(0.237)	(0.294)	-
Claims	\$0.000	\$0.020	\$0.020	-	(0.150)	(0.080)	\$0.070	46.7
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	(0.169)	(0.169)	-	(0.612)	\$0.374	\$0.986	-
Professional Service Contracts	\$0.000	\$0.002	\$0.002	-	\$0.002	(0.118)	(0.120)	-
Materials & Supplies	\$0.000	(0.577)	(0.577)	-	(0.793)	(1.075)	(0.282)	(35.6)
Other Business Expenses	\$0.000	\$0.004	\$0.004	-	\$0.182	\$0.000	(0.182)	-
Non-Labor	\$0.000	(0.575)	(0.575)	-	(1.317)	(1.152)	\$0.165	12.5
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$0.000</b>	<b>(1.619)</b>	<b>(1.619)</b>	<b>-</b>	<b>(1.403)</b>	<b>(3.986)</b>	<b>(2.583)</b>	<b>-</b>
Depreciation	\$0.692	\$0.923	\$0.231	33.3	\$6.918	\$8.563	\$1.646	23.8
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$5.625	\$5.289	(0.335)	(6.0)
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.159	(0.120)	(0.279)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Expenditures</b>	<b>\$0.692</b>	<b>(0.696)</b>	<b>(1.388)</b>	<b>-</b>	<b>\$11.298</b>	<b>\$9.747</b>	<b>(1.551)</b>	<b>(13.7)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$0.692</b>	<b>(1.375)</b>	<b>(2.067)</b>	<b>-</b>	<b>\$11.605</b>	<b>\$9.379</b>	<b>(2.226)</b>	<b>(19.2)</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  
October 2017**

<b><u>Function/Departments</u></b>	<b><u>Forecast</u></b>	<b><u>Actual</u></b>	<b><u>Favorable (Unfavorable) Variance</u></b>
<b>Administration</b>			
Executive	13	10	3
General Office	10	14	(4)
Purchasing/Stores	6	4	2
<b>Total Administration</b>	<b>29</b>	<b>28</b>	<b>1</b>
<b>Operations</b>			
Transportation	107	109	(2)
<b>Total Operations</b>	<b>107</b>	<b>109</b>	<b>(2)</b>
<b>Maintenance</b>			
Mechanical	52	54	(2)
Electronics/Electrical	15	14	1
Power/Signals	27	26	1
Maintenance of Way	60	62	(2)
Infrastructure	26	28	(2)
<b>Total Maintenance</b>	<b>180</b>	<b>184</b>	<b>(4)</b>
<b>Engineering/Capital</b>			
Capital Project Support	14	9	5
<b>Total Engineering Capital</b>	<b>14</b>	<b>9</b>	<b>5</b>
<b>Total Positions</b>	<b>330</b>	<b>330</b>	<b>0</b>
Non-Reimbursable	316	321	(5)
Reimbursable	14	9	5
Total Full-Time	330	330	0
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  
October 2017

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	17	15	2	
Professional, Technical, Clerical	12	13	(1)	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>29</b>	<b>28</b>	<b>1</b>	
<b>Operations</b>				
Managers/Supervisors	5	4	1	
Professional, Technical, Clerical	3	5	(2)	
Operational Hourlies	99	100	(1)	
<b>Total Operations</b>	<b>107</b>	<b>109</b>	<b>(2)</b>	
<b>Maintenance</b>				
Managers/Supervisors	15	17	(2)	
Professional, Technical, Clerical	6	4	2	
Operational Hourlies	159	163	(4)	
<b>Total Maintenance</b>	<b>180</b>	<b>184</b>	<b>(4)</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	3	3	0	
Professional, Technical, Clerical	2	0	2	
Operational Hourlies	9	6	3	
<b>Total Engineering/Capital</b>	<b>14</b>	<b>9</b>	<b>5</b>	
<b>Total Positions</b>				
Managers/Supervisors	40	39	1	
Professional, Technical, Clerical	23	22	1	
Operational Hourlies	267	269	(2)	
<b>Total Positions</b>	<b>330</b>	<b>330</b>	<b>0</b>	

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

<b>Month of October</b>				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.428	0.438	0.010	2.4%	
<b>Year-to-Date</b>				
3.762	3.795	0.033	0.9%	

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

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

	Month of October				Explanation
	2016	2017	Variance		
			Amount	Percent	
Average Weekday	0.017	0.018	0.001	4.5%	Due in part to Rosh Hashanah & Yom Kippur falling in October 2016 & in September 2017
Average Weekend	0.007	0.009	0.002	24.6%	Due to shuttle buses replacing trains between St. George and Tompkinsville on two weekends and one Saturday where the turnstiles were not working in 2016
12-Month Rolling Average					
Average Weekday	0.016	0.016	0.000	0.2%	
Average Weekend	0.008	0.008	0.000	5.7%	More weekends with service changes in the prior 12-month period than in the current 12-month period

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

**MTA STATEN ISLAND RAILWAY**  
**MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)**  
**OCTOBER 2017 YEAR-TO-DATE**  
**(\$ in millions)**

	<b>October 2017 Year-to-Date</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<u>Mid-Year</u>	<u>November</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	<u>Forecast</u>	<u>Forecast</u>	<u>Results</u>				
	\$	\$	\$	\$	%	\$	%
Total Revenue	7.7	7.6	7.8	0.1	1.3	0.2	2.1
Total Expenses before Depreciation, OPEB and Environmental Remediation	62.2	56.8	55.9	6.3	10.1	0.9	1.6
Depreciation	6.9	8.3	8.6	(1.7)	(24.6)	(0.3)	(3.6)
OPEB Account	5.6	5.3	5.3	0.3	5.4	0.0	0.0
GASB 68 Pension Adjustment	0.2	(0.1)	(0.1)	0.3	150.0	0.0	0.0
Total Expenses	74.9	70.3	69.7	5.2	6.9	0.6	0.9
Net Surplus/(Deficit)	(67.2)	(62.7)	(61.9)	5.3	7.9	0.8	1.2

Note: Totals may not add due to rounding

**MTA STATEN ISLAND RAILWAY**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS**  
**OCTOBER 2017 YEAR-TO-DATE**  
(\$ in millions)

	October 2017 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	0.2	2.1	
Total Expenses (Nonreimbursable)	0.6	0.9	Operating expenses were favorable by \$0.8M, mostly from the favorable timing of maintenance contract expenses of \$1.1M.  Depreciation expenses were higher than forecast by \$0.2M.

NOTE: Regarding Mid-Year Forecast vs. Actual Results, variance explanations are provided in the monthly report to the Finance Committee.

**FINANCIAL AND RIDERSHIP REPORT****October 2017**

(All data are preliminary and subject to audit)

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

**Operating revenue** was \$21.3 million in October, \$0.2 million (0.7 percent) higher than forecast. Year-to-date, operating revenue of \$197.9 million exceeded forecast by \$2.6 million (1.3 percent), due mostly to higher ridership.

Total MTA Bus **ridership** in October 2017 was 10.9 million, virtually the same as forecast. Year-to-date, ridership was 102.3 million, 0.9 percent (0.9 million riders) above forecast. October 2017 average weekday ridership was 413,855, a decrease of 1.0 percent (4,243 riders) from October 2016. Average weekday ridership for the twelve months ending October 2017 was 397,320, a decrease of 2.6 percent (10,780 riders) from the twelve months ending October 2016.

**Nonreimbursable expenses**, before depreciation and Other Post-Employment Benefits, were \$60.5 million in October, \$2.7 million (4.3 percent) below forecast. Labor expenses underran forecast by a net \$0.4 million (0.9 percent). Other fringe benefit expenses were favorable by \$0.6 million (10.7 percent), due to the timing of Workers' Compensation expenses. Pension expenses were less than forecast by \$0.3 million (5.9 percent), due to the timing of expenses. Other reported favorable results were in health & welfare/OPEB current expenses of \$0.2 million (2.5 percent) and payroll of \$0.2 million (0.7 percent). Mostly offsetting these results was an overrun in overtime expenses of \$1.0 million (21.1 percent), mostly involving additional running time/traffic, shuttles and availability. Non-labor expenses were favorable by \$2.3 million (13.8 percent), due mostly to lower maintenance contract expenses of \$3.1 million (73.5 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 \$596.0 million were lower than forecast by \$9.6 million (1.6 percent). Labor expenses exceeded forecast by a net \$0.9 million (0.2 percent), of which overtime expenses were higher by \$4.6 million (9.1 percent), mostly involving additional running time/traffic, shuttles and availability. This overrun was mostly offset by lower other fringe benefit expenses of \$3.8 million (6.8 percent), due to the favorable timing of Workers' Compensation expenses. Non-labor expenses were less by \$10.6 million (7.1 percent), due primarily to an underrun in maintenance contract expenses of \$12.4 million (40.5 percent), caused mainly by the timing of planned work, facility maintenance and the rollout of Select Bus Service (SBS) routes.

Depreciation expenses year-to-date exceeded forecast by \$3.1 million (6.7 percent).

Other Post-Employment Benefit accrued expenses of \$69.2 million year-to-date were \$12.3 million (15.1 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 \$379.2 million year-to-date, \$19.6 million (4.9 percent) favorable to forecast.



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

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 18.692	\$ 18.779	\$ 0.087	0.5	\$ -	\$ -	\$ -	-	\$ 18.692	\$ 18.779	\$ 0.087	0.5
Other Operating Income	2.415	2.480	0.065	2.7	-	-	-	-	2.415	2.480	0.065	2.7
Capital and Other Reimbursements	-	-	-	-	0.593	0.456	(0.137)	(23.1)	0.593	0.456	(0.137)	(23.1)
<b>Total Revenue</b>	<b>\$ 21.107</b>	<b>\$ 21.259</b>	<b>\$ 0.152</b>	<b>0.7</b>	<b>\$ 0.593</b>	<b>\$ 0.456</b>	<b>\$ (0.137)</b>	<b>(23.1)</b>	<b>\$ 21.700</b>	<b>\$ 21.715</b>	<b>\$ 0.015</b>	<b>0.1</b>
<b>Labor:</b>												
Payroll	\$ 23.412	\$ 23.249	\$ 0.163	0.7	\$ 0.230	\$ 0.278	\$ (0.048)	(20.9)	\$ 23.642	\$ 23.527	\$ 0.115	0.5
Overtime	4.781	5.789	(1.008)	(21.1)	-	-	-	-	4.781	5.789	(1.008)	(21.1)
Health and Welfare	5.241	5.666	(0.425)	(8.1)	0.115	0.084	0.031	27.0	5.356	5.750	(0.394)	(7.4)
OPEB Current Payment	2.491	1.871	0.620	24.9	-	-	-	-	2.491	1.871	0.620	24.9
Pensions	4.757	4.477	0.280	5.9	0.050	0.042	0.008	16.0	4.807	4.519	0.288	6.0
Other Fringe Benefits	5.807	5.185	0.622	10.7	0.048	0.042	0.006	13.2	5.855	5.227	0.628	10.7
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.161)	0.161	-	-	-	-	-	-	(0.161)	0.161	-
<b>Total Labor Expenses</b>	<b>\$ 46.489</b>	<b>\$ 46.075</b>	<b>\$ 0.414</b>	<b>0.9</b>	<b>\$ 0.443</b>	<b>\$ 0.446</b>	<b>\$ (0.003)</b>	<b>(0.6)</b>	<b>\$ 46.932</b>	<b>\$ 46.521</b>	<b>\$ 0.411</b>	<b>0.9</b>
<b>Non-Labor:</b>												
Electric Power	\$ 0.177	\$ 0.158	\$ 0.019	11.0	\$ -	\$ -	\$ -	-	\$ 0.177	\$ 0.158	\$ 0.019	11.0
Fuel	1.899	1.917	(0.018)	(0.9)	-	-	-	-	1.899	1.917	(0.018)	(0.9)
Insurance	0.487	0.466	0.021	4.4	-	-	-	-	0.487	0.466	0.021	4.4
Claims	1.892	3.600	(1.708)	(90.3)	-	-	-	-	1.892	3.600	(1.708)	(90.3)
Maintenance and Other Operating Contracts	4.271	1.130	3.141	73.5	0.033	-	0.033	100.0	4.304	1.130	3.174	73.7
Professional Service Contracts	2.904	1.941	0.963	33.2	-	-	-	-	2.904	1.941	0.963	33.2
Materials & Supplies	4.693	4.930	(0.237)	(5.1)	0.117	0.010	0.107	91.5	4.810	4.940	(0.130)	(2.7)
Other Business Expense	0.471	0.328	0.143	30.4	-	-	-	-	0.471	0.328	0.143	30.4
<b>Total Non-Labor Expenses</b>	<b>\$ 16.793</b>	<b>\$ 14.468</b>	<b>\$ 2.325</b>	<b>13.8</b>	<b>\$ 0.150</b>	<b>\$ 0.010</b>	<b>\$ 0.140</b>	<b>93.3</b>	<b>\$ 16.943</b>	<b>\$ 14.478</b>	<b>\$ 2.465</b>	<b>14.5</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>\$ 63.282</b>	<b>\$ 60.544</b>	<b>\$ 2.739</b>	<b>4.3</b>	<b>\$ 0.593</b>	<b>\$ 0.456</b>	<b>\$ 0.137</b>	<b>23.2</b>	<b>\$ 63.876</b>	<b>\$ 61.000</b>	<b>\$ 2.876</b>	<b>4.5</b>
Depreciation	4.175	4.559	(0.384)	(9.2)	-	-	-	-	4.175	4.559	(0.384)	(9.2)
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>\$ 82.566</b>	<b>\$ 72.017</b>	<b>\$ 10.549</b>	<b>12.8</b>	<b>\$ 0.593</b>	<b>\$ 0.456</b>	<b>\$ 0.137</b>	<b>23.2</b>	<b>\$ 83.160</b>	<b>\$ 72.473</b>	<b>\$ 10.687</b>	<b>12.9</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (61.459)</b>	<b>\$ (50.758)</b>	<b>\$ 10.701</b>	<b>17.4</b>	<b>\$ (0.000)</b>	<b>\$ -</b>	<b>\$ 0.000</b>	<b>100.0</b>	<b>\$ (61.460)</b>	<b>\$ (50.758)</b>	<b>\$ 10.702</b>	<b>17.4</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**  
**October 2017 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 178.697	\$ 181.061	\$ 2.364	1.3	\$ -	\$ -	\$ -	-	\$ 178.697	\$ 181.061	\$ 2.364	1.3
Other Operating Income	16.573	16.795	0.222	1.3	-	-	-	-	16.573	16.795	0.222	1.3
Capital and Other Reimbursements	-	-	-	-	4.700	3.646	(1.054)	(22.4)	4.700	3.646	(1.054)	(22.4)
<b>Total Revenue</b>	<b>\$ 195.270</b>	<b>\$ 197.856</b>	<b>\$ 2.586</b>	<b>1.3</b>	<b>\$ 4.700</b>	<b>\$ 3.646</b>	<b>\$ (1.054)</b>	<b>(22.4)</b>	<b>\$ 199.970</b>	<b>\$ 201.502</b>	<b>\$ 1.532</b>	<b>0.8</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$ 234.434	\$ 234.741	\$ (0.307)	(0.1)	2.233	2.201	\$ 0.033	1.5	\$ 236.668	\$ 236.942	\$ (0.274)	(0.1)
Overtime	50.728	55.349	(4.621)	(9.1)	-	-	-	-	50.728	55.349	(4.621)	(9.1)
Health and Welfare	52.856	57.195	(4.340)	(8.2)	0.878	0.637	0.241	27.4	53.734	57.833	(4.098)	(7.6)
OPeB Current Payment	21.032	18.155	2.877	13.7	-	-	-	-	21.032	18.155	2.877	13.7
Pensions	42.658	41.589	1.069	2.5	0.401	0.316	0.085	21.2	43.059	41.905	1.154	2.7
Other Fringe Benefits	55.623	51.860	3.763	6.8	0.391	0.315	0.076	19.5	56.014	52.174	3.839	6.9
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.594)	(1.210)	0.616	-	-	0.075	(0.075)	-	(0.594)	(1.136)	0.542	91.2
<b>Total Labor Expenses</b>	<b>\$ 456.737</b>	<b>\$ 457.680</b>	<b>\$ (0.942)</b>	<b>(0.2)</b>	<b>\$ 3.903</b>	<b>\$ 3.543</b>	<b>\$ 0.360</b>	<b>9.2</b>	<b>\$ 460.641</b>	<b>\$ 461.223</b>	<b>\$ (0.582)</b>	<b>(0.1)</b>
<i>Non-Labor:</i>												
Electric Power	\$ 1.627	\$ 1.506	\$ 0.122	7.5	\$ -	\$ -	\$ -	-	\$ 1.627	\$ 1.506	\$ 0.122	7.5
Fuel	17.059	15.825	1.234	7.2	-	-	-	-	17.059	15.825	1.234	7.2
Insurance	4.789	4.677	0.113	2.4	-	-	-	-	4.789	4.677	0.113	2.4
Claims	25.661	34.200	(8.540)	(33.3)	-	-	-	-	25.661	34.200	(8.540)	(33.3)
Maintenance and Other Operating Contracts	30.595	18.199	12.396	40.5	0.167	-	0.167	100.0	30.762	18.199	12.563	40.8
Professional Service Contracts	23.586	20.815	2.772	11.8	-	-	-	-	23.586	20.815	2.772	11.8
Materials & Supplies	41.735	40.058	1.677	4.0	0.630	0.103	0.527	83.7	42.365	40.161	2.204	5.2
Other Business Expense	3.880	3.075	0.805	20.7	-	-	-	-	3.880	3.075	0.805	20.7
<b>Total Non-Labor Expenses</b>	<b>\$ 148.933</b>	<b>\$ 138.354</b>	<b>\$ 10.579</b>	<b>7.1</b>	<b>\$ 0.797</b>	<b>\$ 0.103</b>	<b>\$ 0.694</b>	<b>87.1</b>	<b>\$ 149.730</b>	<b>\$ 138.457</b>	<b>\$ 11.273</b>	<b>7.5</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>\$ 605.671</b>	<b>\$ 596.034</b>	<b>\$ 9.636</b>	<b>1.6</b>	<b>\$ 4.700</b>	<b>\$ 3.646</b>	<b>\$ 1.055</b>	<b>22.4</b>	<b>\$ 610.371</b>	<b>\$ 599.680</b>	<b>\$ 10.691</b>	<b>1.8</b>
Depreciation	45.552	48.612	(3.060)	(6.7)	-	-	-	-	45.552	48.612	(3.060)	(6.7)
OPeB Obligation	81.416	69.153	12.263	15.1	-	-	-	-	81.416	69.153	12.263	15.1
GASB 68 Pension Adjustment	28.710	-	28.710	100.0	-	-	-	-	28.710	-	28.710	100.0
Environmental Remediation	0.141	0.153	(0.012)	(8.5)	-	-	-	-	0.141	0.153	(0.012)	(8.5)
<b>Total Expenses</b>	<b>\$ 761.489</b>	<b>\$ 713.953</b>	<b>\$ 47.537</b>	<b>6.2</b>	<b>\$ 4.700</b>	<b>\$ 3.646</b>	<b>\$ 1.055</b>	<b>22.4</b>	<b>\$ 766.190</b>	<b>\$ 717.598</b>	<b>\$ 48.591</b>	<b>6.3</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (566.219)</b>	<b>\$ (516.096)</b>	<b>\$ 50.123</b>	<b>8.9</b>	<b>\$ 0.000</b>	<b>\$ 0.000</b>	<b>\$ 0.000</b>	<b>(1.0)</b>	<b>\$ (566.219)</b>	<b>\$ (516.096)</b>	<b>\$ 50.123</b>	<b>8.9</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	October 2017				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$ 0.087	0.5	(a)		\$ 2.364	1.3	(a)	
Other Operating Revenue	NR	0.065	2.7	(a)		0.222	1.3	(a)	
Capital and Other Reimbursements	R	(0.137)	(23.1)	Timing of reimbursement receipts.		(1.054)	(22.4)	Timing of reimbursement receipts.	
<b>Total Revenue Variance</b>		<b>\$ 0.015</b>	<b>0.1</b>			<b>\$ 1.532</b>	<b>0.8</b>		
Payroll	NR	0.163	0.7	(a)		(0.307)	(0.1)	(a)	
Overtime	NR	(1.008)	(21.1)	Mainly due to running time/traffic, shuttles and availability.		(4.621)	(9.1)	Mainly due to running time/traffic, shuttles and availability.	
Health and Welfare (including OPEB)	NR	0.195	2.5	(a)		(1.463)	(2.0)	(a)	
Pension	NR	0.280	5.9	Lower expenses		1.069	2.5	(a)	
Other Fringe Benefits	NR	0.622	10.7	Timing of Workers' Compensation.		3.763	6.8	Timing of Workers' Compensation.	
Reimbursable Overhead	NR	0.161	-	Not budgeted		0.616	-	Not budgeted	
Electric Power	NR	0.019	11.0	(a)		0.122	7.5	Lower expenses	
Fuel	NR	(0.018)	(0.9)	(a)		1.234	7.2	CNG tax credit	
Insurance	NR	0.021	4.4	(a)		0.113	2.4	(a)	
Claims	NR	(1.708)	(90.3)	Higher expenses		(8.540)	(33.3)	Higher expenses	
Maintenance and Other Operating Contracts	NR	3.141	73.5	Timing of planned work, facility maintenance, and SBS rollout.		12.396	40.5	Timing of planned work, facility maintenance, and SBS rollout.	
Professional Service Contracts	NR	0.963	33.2	Mainly due to timing of interagency billings		2.772	11.8	Mainly due to timing of interagency billings	
Materials & Supplies	NR	(0.237)	(5.1)	Prior period charges		1.677	4.0	(a)	
Other Business Expense	NR	0.143	30.4	Timing of mobility taxes		0.805	20.7	Lower AFC collection fees and timing of mobility taxes	
Depreciation	NR	(0.384)	(9.2)	Non cash expense		(3.060)	(6.7)	Non cash expense	
Other Post Employment Benefits	NR	2.453	26.2	Non cash expense		12.263	15.1	Non cash expense	
GASB 68 Pension Adjustment	NR	5.742	100.0	Non cash expense		28.710	100.0	Non cash expense	
Environmental Remediation	NR	-	-	(a)		(0.012)	(8.5)	(a)	
Payroll	R	(0.048)	(20.9)	Timing of charges		0.033	1.5	Timing of charges	
Health and Welfare	R	0.031	27.0	Timing of charges		0.241	27.4	Timing of charges.	
Pension	R	0.008	16.0			0.085	21.2		
Other Fringe Benefits	R	0.006	13.2			0.076	19.5		
Reimbursable Overhead	R	-	*			(0.075)	*		
Maintenance and Other Operating Contracts	R	0.033	*	Timing of charges		0.167	*	Timing of charges	
Materials & Supplies	R	0.107	*	Timing of charges		0.527	*	Timing of charges	
<b>Total Expense Variance</b>		<b>\$ 10.687</b>	<b>12.9</b>			<b>\$ 48.591</b>	<b>6.3</b>		
<b>Net Variance</b>		<b>\$ 10.702</b>	<b>17.4</b>			<b>\$ 50.123</b>	<b>8.9</b>		

(a) - Variance less than 5% or \$100K

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

(\$ in millions)

	October 2017					Year-To-Date				
			Favorable (Unfavorable)					Favorable (Unfavorable)		
	Mid Year Forecast	Actual	Variance	Percent		Mid Year Forecast	Actual	Variance	Percent	
<b>Receipts</b>										
Farebox Revenue	\$ 18.692	\$ 22.213	\$ 3.521	18.8		\$ 180.756	\$ 183.324	\$ 2.569	1.4	
Other Operating Revenue	2.018	0.754	(1.264)	(62.6)		16.596	16.385	(0.211)	(1.3)	
Capital and Other Reimbursements	0.500	0.511	0.011	2.2		4.165	3.800	(0.365)	(8.8)	
<b>Total Receipts</b>	<b>\$ 21.210</b>	<b>\$ 23.478</b>	<b>\$ 2.268</b>	<b>10.7</b>		<b>\$ 201.517</b>	<b>\$ 203.510</b>	<b>\$ 1.993</b>	<b>1.0</b>	
<b>Expenditures</b>										
<i>Labor:</i>										
Payroll	\$ 20.863	\$ 19.059	\$ 1.804	8.6		\$ 226.102	\$ 227.334	\$ (1.232)	(0.5)	
Overtime	4.781	5.789	(1.008)	(21.1)		50.726	55.348	(4.621)	(9.1)	
Health and Welfare	4.850	9.171	(4.321)	(89.1)		54.059	60.252	(6.193)	(11.5)	
OPEB Current Payment	2.364	1.871	0.493	20.9		21.166	18.514	2.652	12.5	
Pensions	4.467	4.477	(0.010)	(0.2)		41.538	42.068	(0.530)	(1.3)	
Other Fringe Benefits	5.023	2.760	2.263	45.1		45.496	43.300	2.196	4.8	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	-	-	-		-	-	-	-	
<b>Total Labor Expenditures</b>	<b>\$ 42.348</b>	<b>\$ 43.127</b>	<b>\$ (0.779)</b>	<b>(1.8)</b>		<b>\$ 439.087</b>	<b>\$ 446.816</b>	<b>\$ (7.729)</b>	<b>(1.8)</b>	
<i>Non-Labor:</i>										
Electric Power	\$ 0.177	\$ 0.158	\$ 0.019	10.7		\$ 1.627	\$ 1.505	\$ 0.121	7.5	
Fuel	1.935	1.837	0.098	5.1		16.823	15.590	1.232	7.3	
Insurance	0.043	-	0.043	100.0		5.680	5.468	0.212	3.7	
Claims	1.670	3.293	(1.623)	(97.2)		22.048	33.680	(11.631)	(52.8)	
Maintenance and Other Operating Contracts	4.533	1.722	2.811	62.0		35.819	20.473	15.346	42.8	
Professional Service Contracts	4.250	0.301	3.949	92.9		30.459	17.014	13.444	44.1	
Materials & Supplies	5.099	3.313	1.786	35.0		45.003	39.466	5.537	12.3	
Other Business Expenses	0.513	0.358	0.155	30.2		3.795	2.723	1.071	28.2	
<b>Total Non-Labor Expenditures</b>	<b>\$ 18.220</b>	<b>\$ 10.982</b>	<b>\$ 7.238</b>	<b>39.7</b>		<b>\$ 161.252</b>	<b>\$ 135.920</b>	<b>\$ 25.332</b>	<b>15.7</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>\$ 60.568</b>	<b>\$ 54.109</b>	<b>\$ 6.459</b>	<b>10.7</b>		<b>\$ 600.338</b>	<b>\$ 582.735</b>	<b>\$ 17.603</b>	<b>2.9</b>	
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (39.358)</b>	<b>\$ (30.631)</b>	<b>\$ 8.727</b>	<b>22.2</b>		<b>\$ (398.822)</b>	<b>\$ (379.225)</b>	<b>\$ 19.596</b>	<b>4.9</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)

Operating Receipts or Disbursements	October 2017				Year-To-Date			
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
	\$	%		\$	%			
Farebox Revenue	\$	3.521	18.8	Receipts from a prior period	\$	2.569	1.4	Higher ridership
Other Operating Revenue		(1.264)	(62.6)	Timing of the receipt of Student Reimbursements		(0.211)	(1.3)	(a)
Capital and Other Reimbursements		0.011	2.2	(a)		(0.365)	(8.8)	Timing of reimbursement receipts & vacancies.
Total Receipts	\$	2.268	10.7		\$	1.993	1.0	
Payroll	\$	1.804	8.6	Receipt of interagency reimbursement from a prior period	\$	(1.232)	(0.5)	(a)
Overtime		(1.008)	(21.1)	Mainly due to running time/traffic, shuttles and availability.		(4.621)	(9.1)	Mainly due to running time/traffic, shuttles and availability.
Health and Welfare (including OPEB)		(3.828)	(53.1)	Prior Period Payment		(3.541)	(4.7)	Higher expenses
Pension		(0.010)	(0.2)	(a)		(0.530)	(1.3)	(a)
Other Fringe Benefits		2.263	45.1	Lower Workers Compensation costs		2.196	4.8	Lower Workers Compensation costs
GASB		-	-			-	-	
Electric Power		0.019	10.7	(a)		0.121	7.5	(a)
Fuel		0.098	5.1	(a)		1.232	7.3	CNG tax credit
Insurance		0.043	100.0	(a)		0.212	3.7	(a)
Claims		(1.623)	(97.2)	Higher Claim payments		(11.631)	(52.8)	Higher Claim payments
Maintenance and Other Operating Contracts		2.811	62.0	Timing of planned work, facility maintenance, and SBS rollout.		15.346	42.8	Timing of planned work, facility maintenance, and SBS rollout.
Professional Service Contracts		3.949	92.9	Mainly due to timing of interagency billings		13.444	44.1	Mainly due to timing of interagency billings
Materials & Supplies		1.786	35.0	Mainly due to lower general maintenance material expenses		5.537	12.3	Mainly due to lower general maintenance material expenses
Other Business Expenditure		0.155	30.2	Timing of expenses		1.071	28.2	Timing of expenses
Total Expenditures	\$	6.459	10.7		\$	17.603	2.9	
Net Cash Variance	\$	8.727	22.2		\$	19.596	4.9	

(a) - Variance less than 5% or \$100K

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

(\$ in millions)

	October 2017					Year-To-Date				
			Favorable (Unfavorable)					Favorable (Unfavorable)		
	Mid Year Forecast	Actual	Variance	Percent		Mid Year Forecast	Actual	Variance	Percent	
<b>Receipts</b>										
Farebox Revenue	\$ -	\$ 3.434	\$ 3.434	-		\$ 2.059	\$ 2.263	\$ 0.205	9.9	
Other Operating Revenue	(0.397)	(1.726)	(1.329)	*		0.023	(0.410)	(0.433)	*	
Capital and Other Reimbursements	(0.093)	0.055	0.148	*		(0.535)	0.155	0.690	*	
<b>Total Receipts</b>	<b>\$ (0.490)</b>	<b>\$ 1.763</b>	<b>\$ 2.253</b>	<b>*</b>		<b>\$ 1.546</b>	<b>\$ 2.008</b>	<b>\$ 0.461</b>	<b>29.8</b>	
<b>Expenditures</b>										
<i>Labor:</i>										
Payroll	\$ 2.780	\$ 4.468	\$ 1.688	60.7		\$ 10.566	\$ 9.608	\$ (0.958)	(9.1)	
Overtime	-	(0.000)	(0.000)	-		0.002	0.001	(0.000)	(9.2)	
Health and Welfare	0.506	(3.421)	(3.927)	*		(0.324)	(2.419)	(2.095)	*	
OPEB Current Payment	0.127	-	(0.127)	(100.0)		(0.134)	(0.359)	(0.225)	*	
Pensions	0.340	0.042	(0.298)	(87.6)		1.521	(0.164)	(1.685)	*	
Other Fringe Benefits	0.832	2.467	1.635	*		10.518	8.874	(1.643)	(15.6)	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	(0.161)	(0.161)	-		(0.594)	(1.136)	(0.542)	(91.2)	
<b>Total Labor Expenditures</b>	<b>\$ 4.584</b>	<b>\$ 3.394</b>	<b>\$ (1.190)</b>	<b>(26.0)</b>		<b>\$ 21.554</b>	<b>\$ 14.407</b>	<b>\$ (7.147)</b>	<b>(33.2)</b>	
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ -	\$ (0.000)	(0.000)	-		\$ 0.001	\$ 0.001	(0.000)	(49.2)	
Fuel for Buses and Trains	(0.036)	0.080	0.116	*		0.237	0.235	(0.002)	(0.7)	
Insurance	0.444	0.466	0.022	4.9		(0.890)	(0.791)	0.099	11.1	
Claims	0.222	0.307	0.085	38.3		3.612	0.520	(3.092)	(85.6)	
Maintenance and Other Operating Contracts	(0.229)	(0.592)	(0.363)	*		(5.057)	(2.274)	2.783	55.0	
Professional Service Contracts	(1.346)	1.640	2.986	*		(6.872)	3.800	10.673	*	
Materials & Supplies	(0.289)	1.627	1.916	*		(2.638)	0.695	3.333	*	
Other Business Expenditures	(0.042)	(0.030)	0.012	28.6		0.086	0.352	0.266	*	
<b>Total Non-Labor Expenditures</b>	<b>\$ (1.277)</b>	<b>\$ 3.496</b>	<b>\$ 4.773</b>	<b>*</b>		<b>\$ (11.522)</b>	<b>\$ 2.538</b>	<b>\$ 14.059</b>	<b>*</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>\$ 2.817</b>	<b>\$ 8.654</b>	<b>\$ 5.836</b>	<b>*</b>		<b>\$ 11.579</b>	<b>\$ 18.952</b>	<b>\$ 7.374</b>	<b>63.7</b>	
Depreciation Adjustment	4.175	4.559	0.384	9.2		45.552	48.612	3.060	6.7	
Other Post Employment Benefits	9.368	6.915	(2.453)	(26.2)		81.416	69.153	(12.263)	(15.1)	
GASB 68 Pension Adjustment	5.742	-	(5.742)	(100.0)		28.710	-	(28.710)	(100.0)	
Environmental Remediation	-	-	-	-		0.141	0.153	0.012	8.5	
<b>Total Cash Conversion Adjustments</b>	<b>\$ 22.102</b>	<b>\$ 20.127</b>	<b>\$ (1.974)</b>	<b>(8.9)</b>		<b>\$ 167.398</b>	<b>\$ 136.871</b>	<b>\$ (30.527)</b>	<b>(18.2)</b>	

NOTE: Totals may not add due to rounding

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

	<u>October 2017</u>			<u>Year-to-date as of October 2017</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 18.692	\$ 18.779	\$ 0.087	\$ 178.697	\$ 181.061	\$ 2.364
<b>Total Farebox Revenue</b>	<b>\$ 18.692</b>	<b>\$ 18.779</b>	<b>\$ 0.087</b>	<b>\$ 178.697</b>	<b>\$ 181.061</b>	<b>\$ 2.364</b>
<b><u>Ridership</u></b>						
Fixed Route	10.882	10.880	(0.002)	101.412	102.328	0.916
<b>Total Ridership</b>	<b>10.882</b>	<b>10.880</b>	<b>(0.002)</b>	<b>101.412</b>	<b>102.328</b>	<b>0.916</b>

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

<b>FUNCTION/DEPARTMENT</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>	<b>Explanation of Variances</b>
<b>Administration</b>				
Office of the EVP	3	3	-	
Human Resources	18	15	3	
Office of Management and Budget	13	9	4	
Technology & Information Services	-	-	-	
Material	17	16	1	
Controller	17	20	(3)	
Office of the President	7	4	3	
System Safety Administration	5	1	4	
Law	25	20	5	
Corporate Communications	-	-	-	
Labor Relations	4	3	1	
Strategic Office	27	17	10	
Non-Departmental	15	-	15	
<b>Total Administration</b>	<b>151</b>	<b>108</b>	<b>43</b>	Vacancies to be filled
<b>Operations</b>				
Buses	2,295	2,370	(75)	
Office of the Executive VP	4	4	-	
Safety & Training	55	38	17	Students in Training
Road Operations	123	122	1	
Transportation Support	22	26	(4)	
Operations Planning	33	33	-	
Revenue Control	30	31	(1)	
<b>Total Operations</b>	<b>2,562</b>	<b>2,624</b>	<b>(62)</b>	
<b>Maintenance</b>				
Buses	757	753	4	
Maintenance Support/CMF	246	236	10	
Facilities	75	71	4	
Supply Logistics	99	97	2	
<b>Total Maintenance</b>	<b>1,177</b>	<b>1,157</b>	<b>20</b>	Vacancies to be filled
Capital Program Management	37	24	13	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>24</b>	<b>13</b>	Vacancies to be filled
Security	25	23	2	
<b>Total Public Safety</b>	<b>25</b>	<b>23</b>	<b>2</b>	
<b>Total Positions</b>	<b>3,952</b>	<b>3,936</b>	<b>16</b>	
Non-Reimbursable	3,912	3,902	10	
Reimbursable	40	34	6	
<b>Total Full-Time</b>	<b>3,937</b>	<b>3,925</b>	<b>12</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**  
**OCTOBER 2017**

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	67	45	22	
Professional, Technical, Clerical	73	63	10	
Operational Hourlies	11	-	11	
<b>Total Administration</b>	<b>151</b>	<b>108</b>	<b>43</b>	Vacancies to be filled
<b>Operations</b>				
Managers/Supervisors	308	305	3	
Professional, Technical, Clerical	51	53	(2)	
Operational Hourlies	2,203	2,266	(63)	
<b>Total Operations</b>	<b>2,562</b>	<b>2,624</b>	<b>(62)</b>	Students in Training
<b>Maintenance</b>				
Managers/Supervisors	229	227	2	
Professional, Technical, Clerical	29	32	(3)	
Operational Hourlies	919	898	21	
<b>Total Maintenance</b>	<b>1,177</b>	<b>1,157</b>	<b>20</b>	Vacancies to be filled
<b>Engineering/Capital</b>				
Managers/Supervisors	21	14	7	
Professional, Technical, Clerical	16	10	6	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>24</b>	<b>13</b>	Vacancies to be filled
<b>Public Safety</b>				
Managers/Supervisors	17	19	(2)	
Professional, Technical, Clerical	5	4	1	
Operational Hourlies	3	-	3	
<b>Total Public Safety</b>	<b>25</b>	<b>23</b>	<b>2</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	642	610	32	
Professional, Technical, Clerical	174	162	12	
Operational Hourlies	3,136	3,164	(28)	
<b>Total Baseline Positions</b>	<b>3,952</b>	<b>3,936</b>	<b>16</b>	

MTA Bus Company  
2017 JULY FINANCIAL  
PLAN - MID - YEAR FORECAST  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	October						October 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	51,174	\$2.418	9,108	(\$0.251)	533,299	\$22.813	480,285	\$23.993	53,014	(\$1.180)
					15.1%	-11.6%					9.9%	-5.2%
<u>Unscheduled Service</u>	21,035	\$0.972	14,068	\$1.120	6,967	(\$0.147)	162,776	\$7.462	127,578	\$8.052	35,198	(\$0.590)
					33.1%	-15.2%					21.6%	-7.9%
<u>Programmatic/Routine Maintenance</u>	20,385	\$0.769	29,891	\$1.400	(9,507)	(\$0.631)	222,881	\$9.747	261,878	\$12.491	(38,997)	(\$2.744)
					-46.6%	-82.1%					-17.5%	-28.1%
<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	25,214	\$0.796	(11,242)	\$0.021	173,757	\$8.662	235,498	\$8.845	(61,741)	(\$0.183)
					-80.5%	2.5%					-35.5%	-2.1%
<u>Weather Emergencies</u>	1,665	\$0.019	341	\$0.016	1,325	\$0.002	41,853	\$1.673	34,071	\$1.603	7,782	\$0.070
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	282	\$0.014	220	\$0.009	62	\$0.005	2,086	\$0.100	1,857	\$0.079	229	\$0.021
					22.0%	34.3%					11.0%	20.9%
<u>Other</u>	373	\$0.023	203	\$0.029	170	(\$0.006)	3,068	\$0.272	2,113	\$0.287	955	(\$0.015)
					*	*					*	*
Subtotal	117,994	\$4.781	121,111	\$5.789	(3,116)	(\$1.008)	1,139,719	\$50.728	1,143,279	\$55.349	(3,560)	(\$4.621)
					-2.6%	-21.1%					-0.3%	-9.1%
<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>121,111</b>	<b>\$5.789</b>	<b>(3,116)</b>	<b>(\$1.008)</b>	<b>1,139,719</b>	<b>\$50.728</b>	<b>1,143,279</b>	<b>\$55.349</b>	<b>(3,560)</b>	<b>(\$4.621)</b>
					-2.6%	-21.1%					-0.3%	-9.1%

Totals may not add due to rounding.

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

\* Exceeds 100%

MTA Bus Company  
2017 JULY FINANCIAL  
PLAN - MID - YEAR FORECAST  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	October			October Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	9,108 15.1%	(\$0.251) -11.6%	Running Time	53,014 9.9%	(\$1.180) -5.2%	Running Time
<u>Unscheduled Service</u>	6,967 33.1%	(\$0.147) -15.2%	Traffic, Shuttles	35,198 21.6%	(\$0.590) -7.9%	Traffic, Shuttles
<u>Programmatic/Routine Maintenance</u>	(9,507) -46.6%	(\$0.631) -82.1%	Programmatic/Routine Maintenance work, Campaigns and Shop Work	(38,997) -17.5%	(\$2.744) -28.1%	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>	(11,242) -80.5%	\$0.021 2.5%		(61,741) -35.5%	(\$0.183) -2.1%	Vacancy/Excess Coverage and Availability
<u>Weather Emergencies</u>	1,325 *	\$0.002 *		7,782 *	\$0.070 *	Weather
<u>Safety/Security/Law Enforcement</u>	62 22.0%	\$0.005 34.3%		229 11.0%	\$0.021 20.9%	
<u>Other</u>	170 *	(\$0.006) *		955 *	(\$0.015) *	
<b>Subtotal</b>	<b>(3,116) -2.6%</b>	<b>(\$1.008) -21.1%</b>		<b>(3,560) -0.3%</b>	<b>(\$4.621) -9.1%</b>	
<b>REIMBURSABLE OVERTIME</b>	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%	
<b>TOTAL OVERTIME</b>	<b>(3,116)</b>	<b>(\$1.008)</b>		<b>(3,560)</b>	<b>(\$4.621)</b>	

**MTA BUS COMPANY**  
**MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)**  
**OCTOBER 2017 YEAR-TO-DATE**  
**(\$ in millions)**

	<b>October Year-to-Date</b>			<b>Favorable(Unfavorable) Variance</b>			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	\$	\$	\$	\$	%	\$	%
Total Revenue	195.3	197.3	197.9	2.6	1.3	0.6	0.3
Total Expenses before Non-Cash Liability Adjs	605.7	605.9	596.0	9.7	1.6	9.9	1.6
Depreciation	45.6	44.9	48.6	(3.0)	(6.6)	(3.7)	(8.2)
OPEB Obligation	81.4	83.5	69.2	12.2	15.0	14.3	17.1
GASB 68 Pension Expense Adjustment	28.7	95.5	-	28.7	100.0	95.5	100.0
Environmental Remediation	0.1		0.2	(0.1)	0.0	(0.2)	0.0
Total Expenses	761.5	829.8	714.0	47.5	6.2	115.8	14.0
<b>Net Surplus/(Deficit)</b>	<b>(566.2)</b>	<b>(632.6)</b>	<b>(516.1)</b>	<b>50.1</b>	<b>8.8</b>	<b>116.5</b>	<b>18.4</b>

Note: Totals may not add due to rounding

**MTA BUS COMPANY**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS**  
**NON-REIMBURSABLE**  
**OCTOBER 2017 YEAR-TO-DATE**  
**(\$ in millions)**

	<b>Favorable/(Unfavorable)</b>		<b>Variance Explanation</b>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$0.6	0.3	(a)
Total Expenses	\$115.8	14.0	Favorable timing of planned work, facility maintenance, SBS rollout, interagency billings and GASB 68 Pension Expense Adjustment. This is partially offset by higher overtime expenses due to running time/traffic, shuttles and availability and Claimd expense.

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

(a) - Variance less than 5%

# Report



## FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through October 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>	\$183.9	\$154.8	84
<b>Design Completions</b>	\$240.0	\$94.5	39
<b>Construction Awards</b>	\$5,929.6	\$2,996.6	51
<b>Substantial Completions</b>	\$2,422.8	\$1,467.9	61
<b>Closeouts</b>	\$2,886.7	\$496.3	17

During October, NYCT awarded projects totaling \$209.3 million, including:

- Package #3 of the Enhanced Station Initiative (ESI) at four stations in Manhattan, at 72<sup>nd</sup> Street, 86<sup>th</sup> Street, Cathedral Pkwy (110th Street) and 163<sup>rd</sup> Street-Amsterdam Avenue on the 8th Avenue Line. This is the third ESI package to be awarded bringing the total number of ESI stations awarded to 11. ESI focuses on improving the passenger experience, providing a State of Good Repair in stations, and the development of underlying aesthetics through design innovation.

During the same period, NYCT substantially completed projects totaling \$61.4 million, including:

- Pump rehabilitation and equipment replacement at two locations in Manhattan at 6th Avenue/13th Street and at Lexington Avenue/108th Street.
- Mainline track and switch replacement at various locations system wide including the Pelham Line in the Bronx, the Queens Boulevard Line in Queens and the Broadway-7th Avenue Line in Manhattan.

Also during October, NYCT started 13 design projects for \$13.9 million, completed 10 design projects for \$13.1 million and closed out one project for \$3.0 million.

## Capital Program Status

December 2017  
(October 2017)

During October, NYCT awarded \$209.3 million in projects including Enhanced Station Initiative (ESI) Package #3 for \$157.2 million at four stations in Manhattan: 72<sup>nd</sup> Street, 86<sup>th</sup> Street, Cathedral Parkway (110<sup>th</sup> Street), and 163<sup>rd</sup> Street-Amsterdam Avenue on the 8<sup>th</sup> Avenue Line. This is the third ESI package to be awarded bringing the total number of ESI stations awarded to 11. Package #1 included 3 stations on the 4<sup>th</sup> Avenue Line in Brooklyn which reopened in September/October. Package #2 is underway at 4 stations on the Astoria Line in Queens. Contract proposals for two additional packages, #4 and #8 are planned to be opened later this month and forecast for award in January. Package #4 consists of five stations in Manhattan, including Penn Station, and Package #8 which consists of three stations, including two in the Bronx and one in Manhattan.

The purpose of ESI is to demonstrate new ways of investing in stations. Innovations include: digital totems and countdown clocks at street level, rebuilt stairs, where appropriate, control areas with consolidated digital information, improved finishes including use of glass, improved wayfinding with clear sight lines, decluttering of the station environment, and technology improvements, including charging stations.

During October, NYCT substantially completed projects totaling \$61.4 million, including mainline track and switch work at various locations system wide for \$31.5 million. The work will replace track on the Pelham Line in the Bronx and on the Broadway-7th Avenue Line in Manhattan and replace switches on the Queens Boulevard Line in Queens. The Mainline Track and Switch Program replaces deficient track and switch components along the revenue service right-of-way. Locations addressed are determined by asset condition rating. The scope of work for track replacement typically includes the replacement of track components and associated equipment/materials, such as signals, contact rails, running rails, and ballast. The scope of work for switch replacement typically includes replacement of existing turnouts, track switches, switch valves, connecting rails, contact rails, ties, ballast, signal cable, including positive and negative connections, and any associated signal and equipment work. Overall, NYCT's track and switch replacement program serves to improve customer safety and service reliability.

Also during October, NYCT completed the rehabilitation of two pump rooms (PR) in Manhattan for \$12.3 million. The scope included the complete rehabilitation of PR #2109 (13<sup>th</sup> St/6th Avenue) and power feeder replacement at PR #3208 (108<sup>th</sup> St/Lexington Avenue). Pumps are constructed at low points in the subway system to remove water flowing into the structure under normal and emergency conditions.

Also during October, NYCT started 13 design projects for \$13.9 million, completed 10 design projects for \$13.1 million and closed out one project for \$3.0 million.

The following table presents the base and final budget, closeout target date, and schedule variance for the one project that NYCT closed out in October.

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

<b>Project</b>	<b>Base Budget</b>	<b>Current Budget</b>	<b>Original Date</b>	<b>Months Delay</b>
Mainline Track Replacement 2015 / 8 <sup>th</sup> Avenue	\$2.9	\$3.0	10/2017	0

There were no project closeout delays for October.



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

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

**October**

Design Starts	\$1.3	2	\$13.9	13	1,115.8	650.0
Design Completions	17.9	15	13.1	10	73.2	66.7
Construction Awards	58.2	10	209.3	13	359.9	130.0
Substantial Completions	73.8	9	61.4	7	83.3	77.8
Closeouts	510.3	23	3.0	1	0.6	4.3

**2017 Year-To-Date**

Design Starts	\$183.9	131	\$154.8	112	84.1	85.5
Design Completions	240.0	168	94.5	78	39.4	46.4
Construction Awards	5,929.6	192	2,996.6	135	50.5	70.3
Substantial Completions	2,422.8	176	1,467.9	115	60.6	65.3
Closeouts	2,886.7	192	496.3	79	17.2	41.1

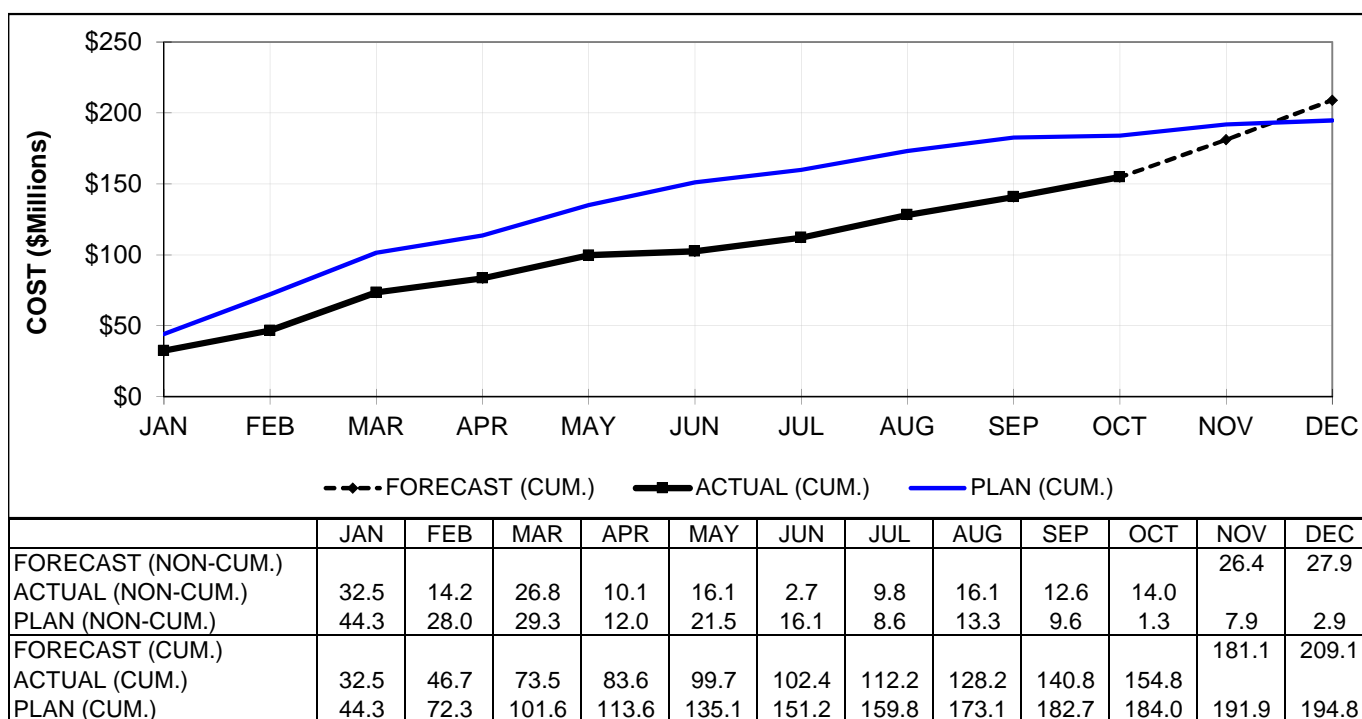
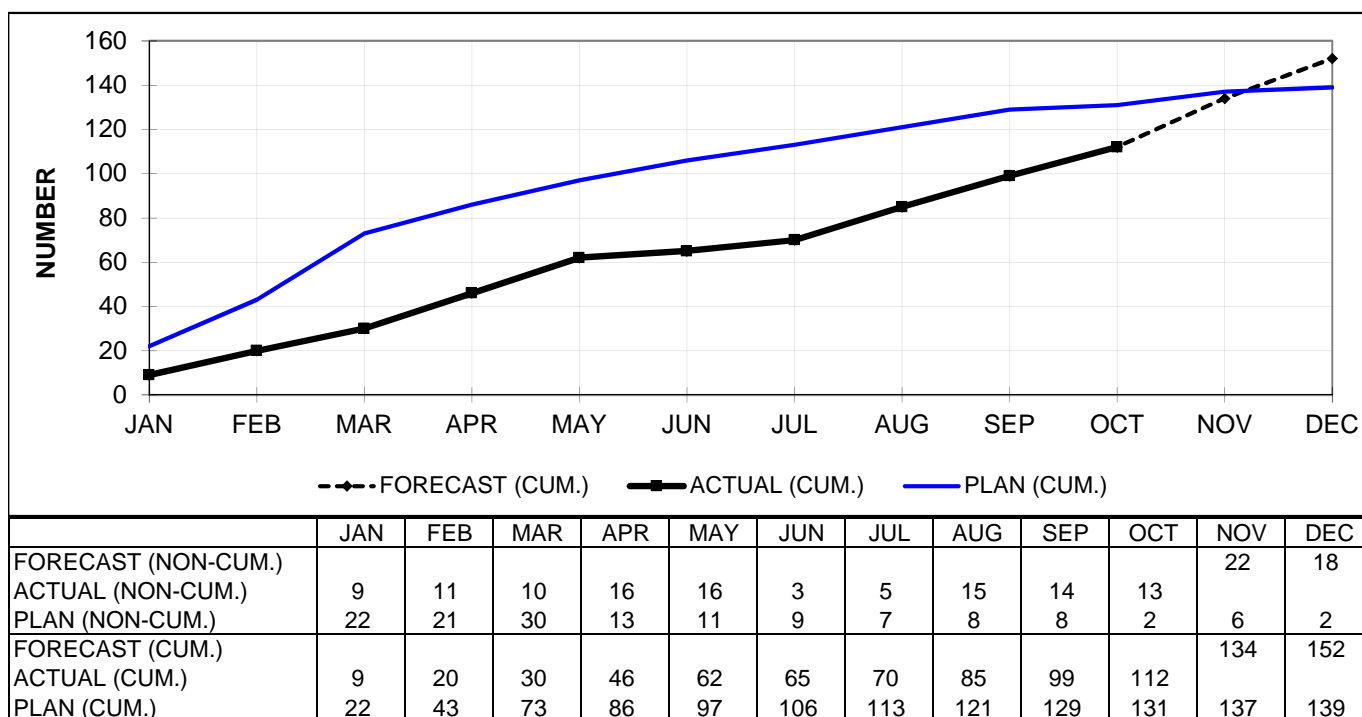
**2017 Projected To-Year-End**

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$194.7	139	\$209.1	152	107.3	109.4
Design Completions	297.3	196	243.1	165	81.8	84.2
Construction Awards	6,623.5	219	6,823.7	204	103.0	93.2
Substantial Completions	3,665.1	208	3,127.5	198	85.3	95.2
Closeouts	4,620.7	249	3,518.7	190	76.2	76.3

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

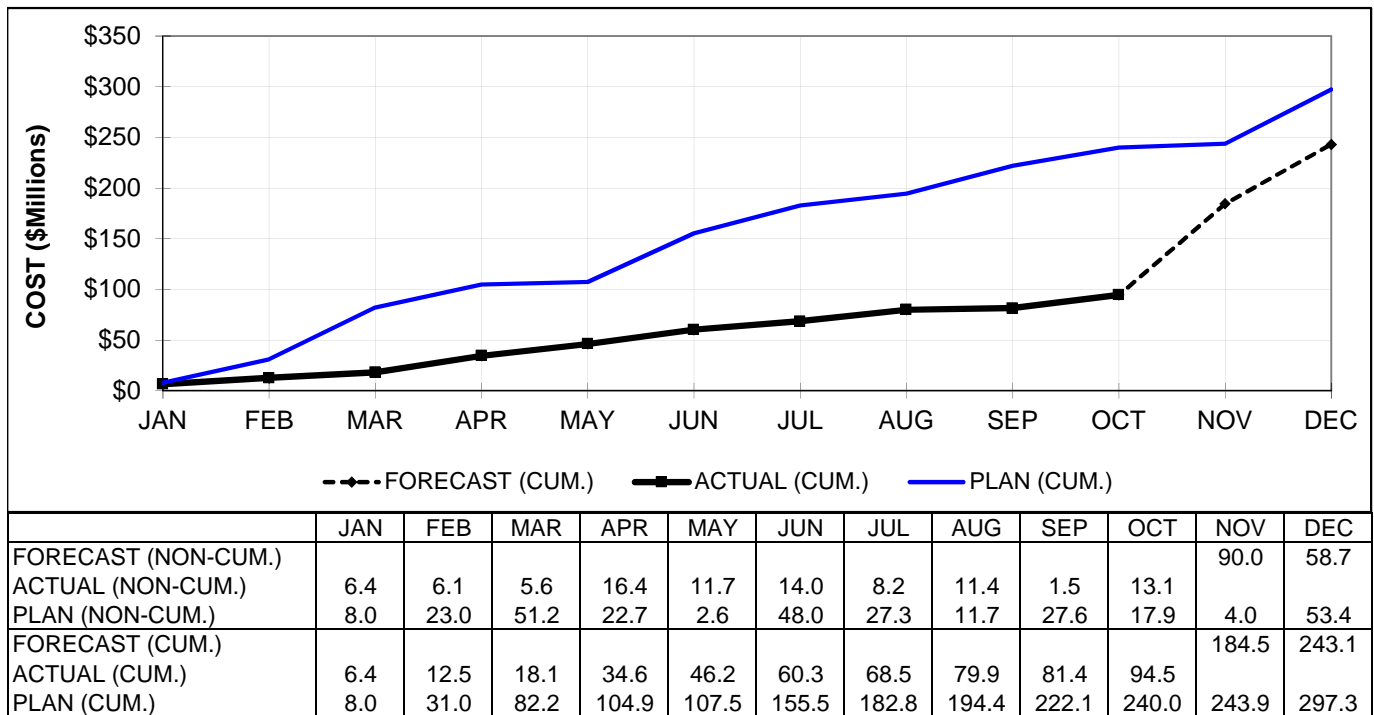
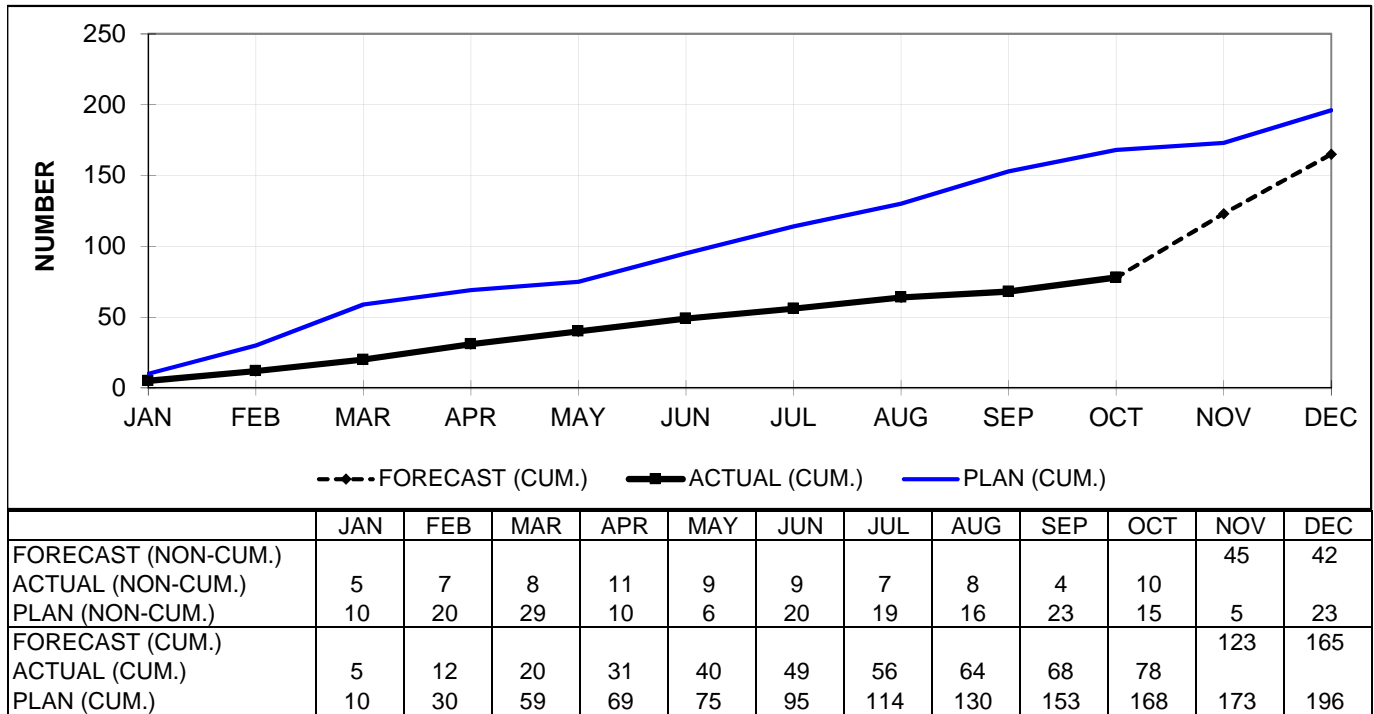
## 2017 Design Starts Charts

As of October 2017



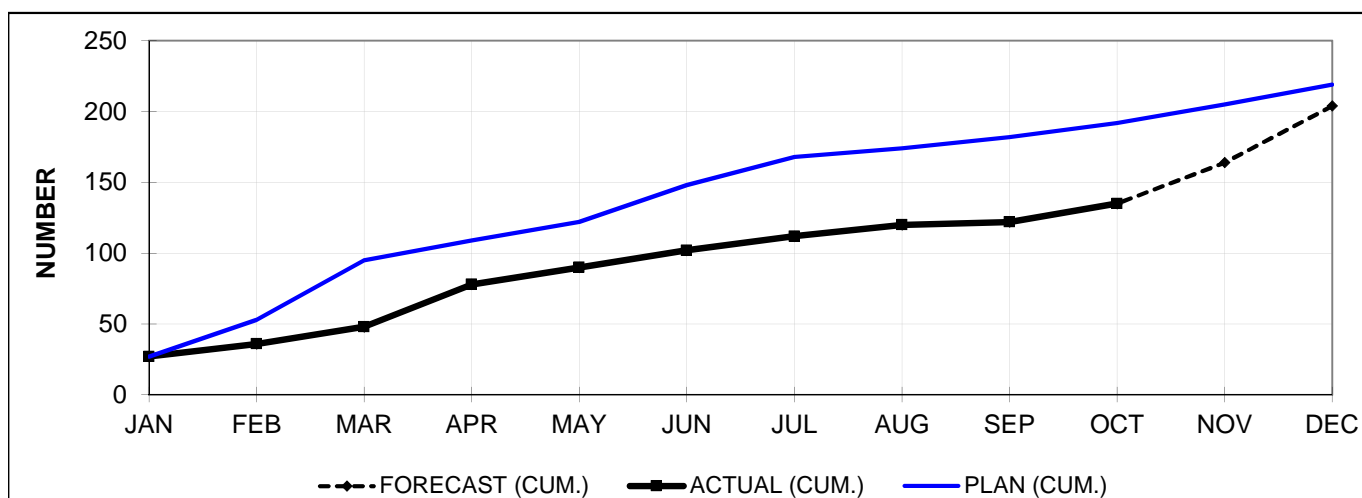
## 2017 Design Completions Charts

As of October 2017

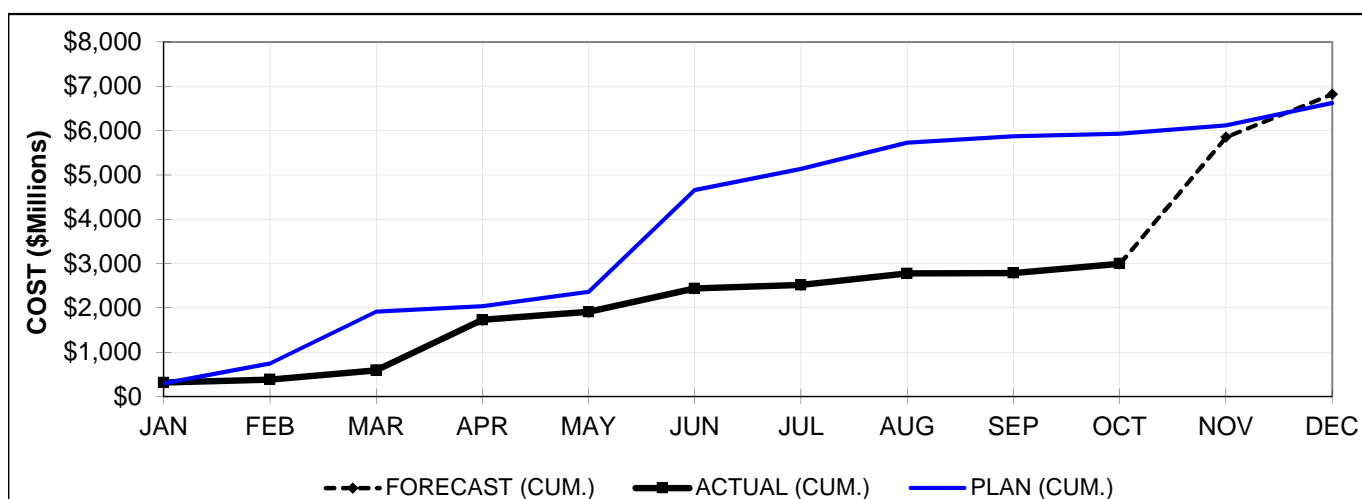


## 2017 Awards Charts

As of October 2017



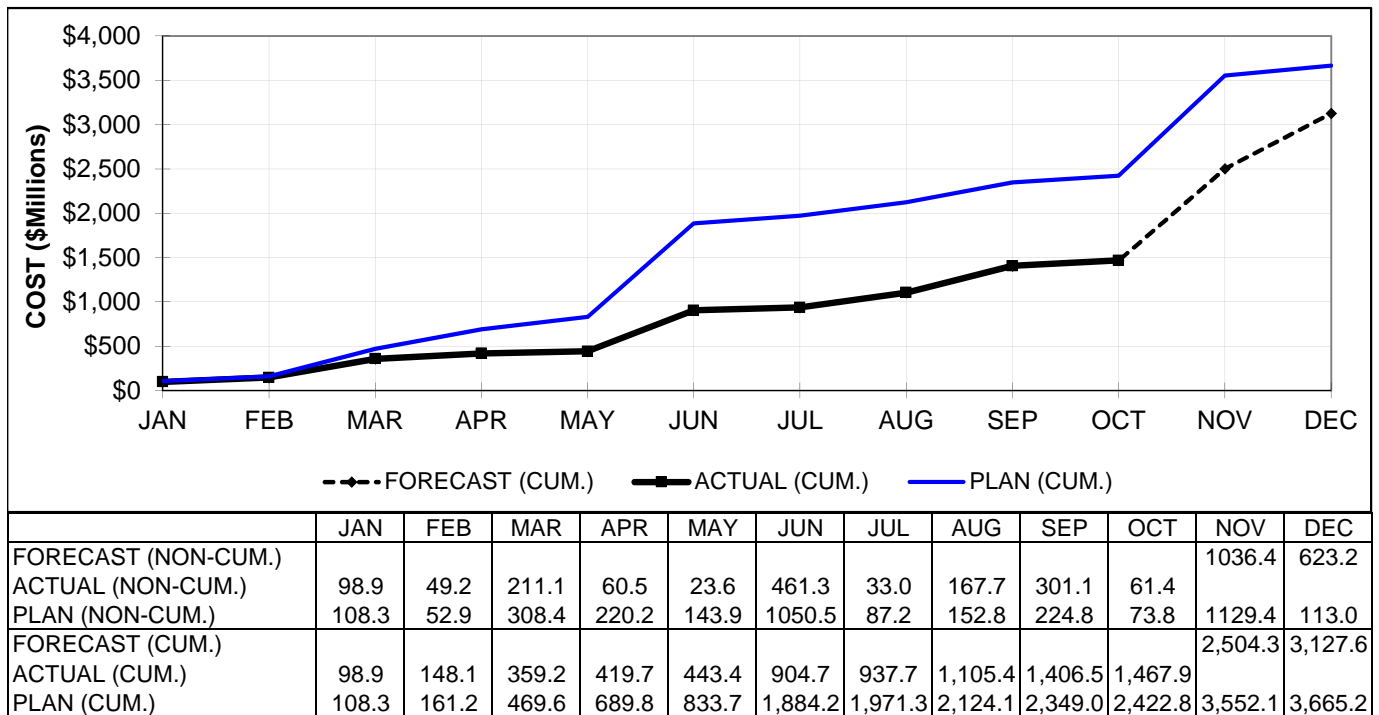
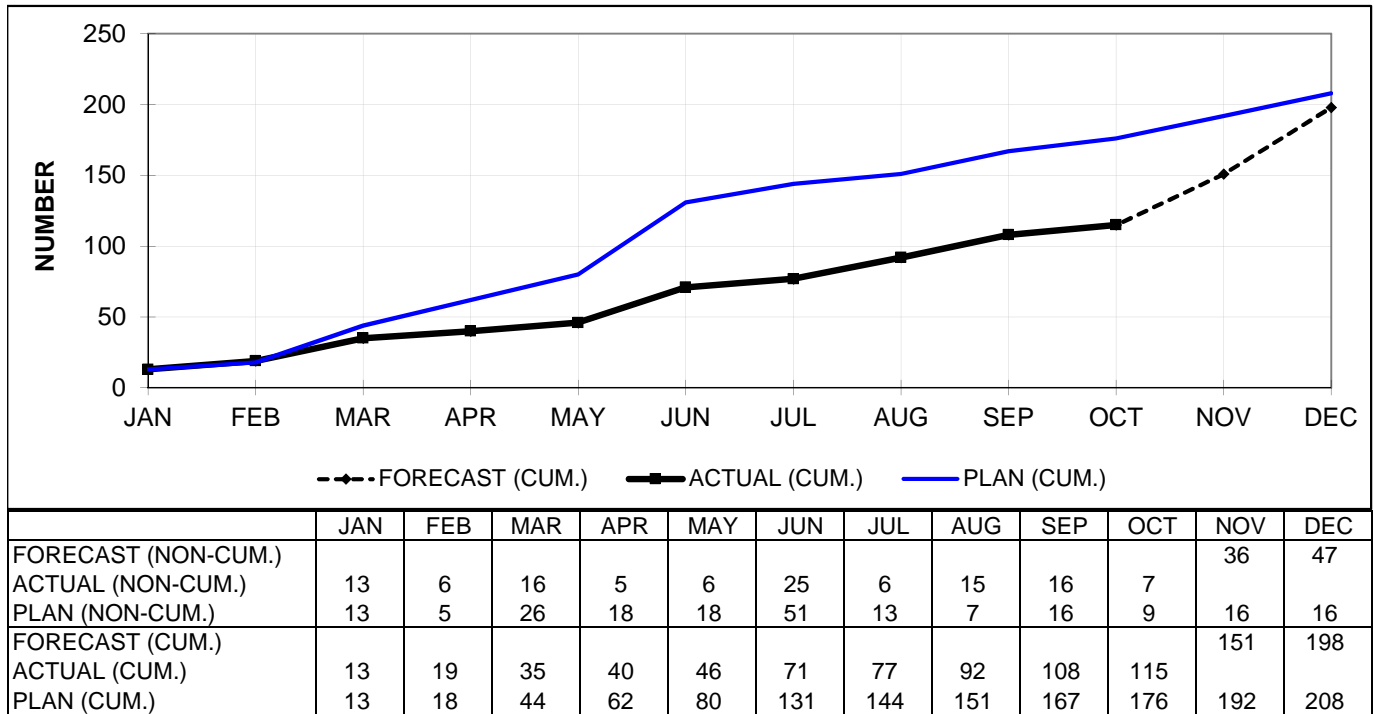
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											29	40
ACTUAL (NON-CUM.)	27	9	12	30	12	12	10	8	2	13	13	14
PLAN (NON-CUM.)	27	26	42	14	13	26	20	6	8	10	13	14
FORECAST (CUM.)											164	204
ACTUAL (CUM.)	27	36	48	78	90	102	112	120	122	135	205	219
PLAN (CUM.)	27	53	95	109	122	148	168	174	182	192	205	219



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											2858.0	969.2
ACTUAL (NON-CUM.)	317.7	68.2	208.4	1136.1	180.6	526.9	78.9	260.4	10.1	209.4	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.)											5,854.5	6,823.7
ACTUAL (CUM.)	317.7	385.9	594.2	1,730.3	1,910.9	2,437.8	2,516.7	2,777.1	2,787.2	2,996.6	6,113.5	6,623.5
PLAN (CUM.)	298.8	745.5	1,916.6	2,041.1	2,364.7	4,660.8	5,136.9	5,726.3	5,871.5	5,929.6	6,113.5	6,623.5

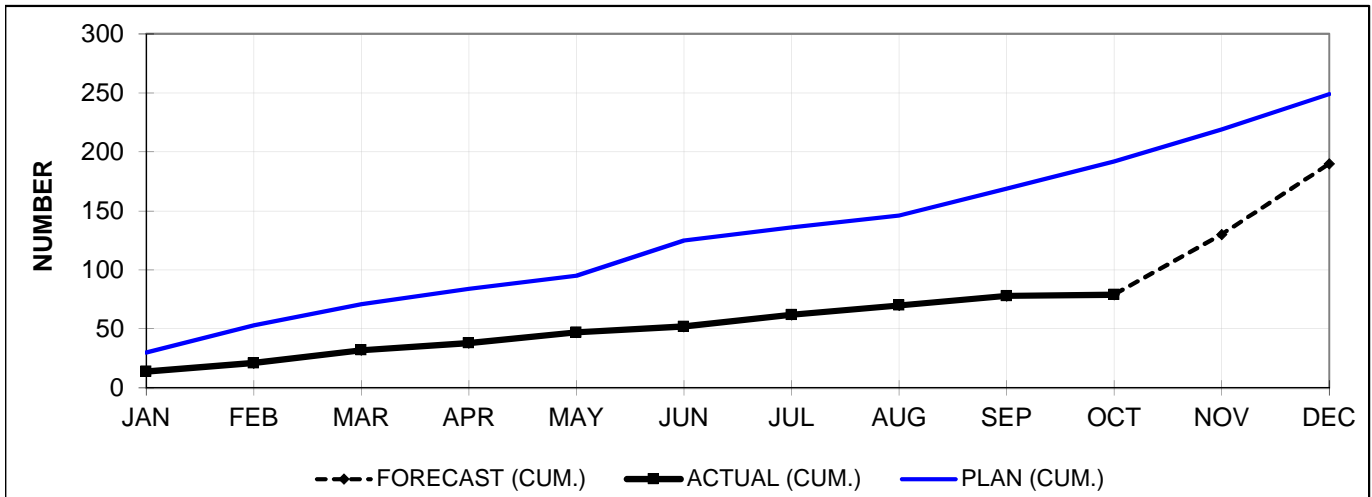
## 2017 Substantial Completions Charts

As of October 2017

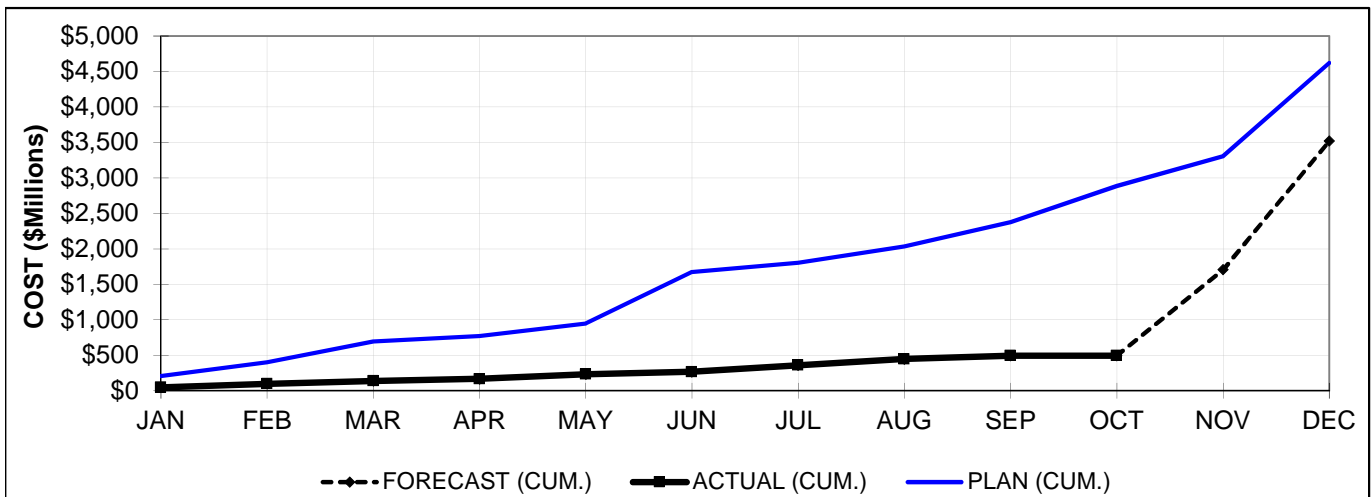


## 2017 Closeouts Charts

As of October 2017



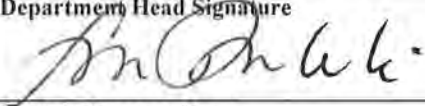







	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											51	60
ACTUAL (NON-CUM.)	14	7	11	6	9	5	10	8	8	1	27	30
PLAN (NON-CUM.)	30	23	18	13	11	30	11	10	23	23	27	30
FORECAST (CUM.)											130	190
ACTUAL (CUM.)	14	21	32	38	47	52	62	70	78	79	219	249
PLAN (CUM.)	30	53	71	84	95	125	136	146	169	192	219	249



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											1209.2	1813.3
ACTUAL (NON-CUM.)	47.4	48.2	41.1	29.9	65.7	32.3	93.6	87.1	47.8	3.0	421.4	1312.6
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.)											1,705.5	3,518.8
ACTUAL (CUM.)	47.4	95.7	136.8	166.7	232.4	264.7	358.4	445.5	493.3	496.3	3,308.1	4,620.7
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 8 actions for a proposed expenditure of \$57.8M.

<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 <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="6">Board Action</th> </tr> <tr> <th>Order</th> <th>To</th> <th>Date</th> <th>Approval</th> <th>Info</th> <th>Other</th> </tr> <tr> <td>1</td> <td>Committee</td> <td>12/11/17</td> <td></td> <td></td> <td></td> </tr> <tr> <td>2</td> <td>Board</td> <td>12/13/17</td> <td></td> <td></td> <td></td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>						Board Action						Order	To	Date	Approval	Info	Other	1	Committee	12/11/17				2	Board	12/13/17																December 5, 2017 <b>Department</b> Law and Procurement – MTACC <b>Department Head Name</b> Evan Eisland <b>Department Head Signature</b>  <b>Internal Approvals</b> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2">Approval</th> <th colspan="2">Approval</th> </tr> <tr> <td> President NYCT</td> <td> President MTACC</td> <td></td> <td></td> </tr> <tr> <td>Executive VP</td> <td></td> <td></td> <td>President MTA Bus</td> </tr> <tr> <td><input checked="" type="checkbox"/> Capital Prog. Management</td> <td><input checked="" type="checkbox"/> Subways</td> <td></td> <td></td> </tr> <tr> <td>Law</td> <td><input checked="" type="checkbox"/> Diversity/Civil Rights</td> <td></td> <td></td> </tr> </table>				Approval		Approval		 President NYCT	 President MTACC			Executive VP			President MTA Bus	<input checked="" type="checkbox"/> Capital Prog. Management	<input checked="" type="checkbox"/> Subways			Law	<input checked="" type="checkbox"/> Diversity/Civil Rights		
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**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:

Procurements Requiring Two Thirds Vote:	# of Actions	\$ Amount
Schedule A: Non-Competitive Purchases and Public Work Contracts	2	\$ 43.2 M
• Plasser American Corp.      \$ 15.2 M		
• Vapor Stone Rail Systems,      \$ 28.0 M		
A Division of Wabtec Corp.		
SUBTOTAL	2	\$ 43.2 M

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

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



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

<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	\$ TBD M
<u>Schedules Requiring Majority Vote:</u>		
Schedule F: Personal Service Contracts	2	\$ 11.1 M
SUBTOTAL	3	\$ 11.1 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:**

<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	2	\$ 2.7 M
SUBTOTAL	2	\$ 2.7 M

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

<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	1	\$ 0.8 M
SUBTOTAL	1	\$ 0.8 M
TOTAL	9	\$ 57.8 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 General Contract Procurement Guidelines, the Board authorizes the award of certain noncompetitive purchase and public work contracts, and the solicitation and award of requests for proposals in regard to purchase and public work contracts; and

**WHEREAS**, in accordance with the All-Agency Service Contract Procurement Guidelines and General Contract 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 Service Contract Procurement Guidelines, 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.

**DECEMBER 2017**

**LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**A. Noncompetitive Purchases and Public Work Contracts**

(Staff Summaries required for all items greater than: \$100K Sole Source; \$750K Other Noncompetitive.) Note – in the following solicitations, NYC Transit attempted to secure a price reduction. No other substantive negotiations were held except as indicated for individual solicitations.)

- |   |                            |                                      |
|---|----------------------------|--------------------------------------|
| <b>1. Plasser American Corp.</b>  | <b>\$15,182,152 (Est.)</b> | <b><u>Staff Summary Attached</u></b> |
| <b>Noncompetitive – Five-year contract</b>  |                            |                                      |
| <b>RFQ# 21162</b>   |                            |                                      |
| Multi-agency contract for the purchase of replacement parts, equipment upgrades, troubleshooting, repair services and training. |                            |                                      |
|   |                            |                                      |
| <b>2. Vapor Stone Rail Systems</b>  | <b>\$28,000,000 (Est.)</b> | <b><u>Staff Summary Attached</u></b> |
| <b>A Division of Wabtec Corp.</b>   |                            |                                      |
| <b>Sole Source - Three-year omnibus</b>   |                            |                                      |
| Purchase of non-inventory and inventory replacement door operator parts and other sole-source parts for subway cars.            |                            |                                      |

# Schedule A: Noncompetitive Purchases and Public Work Contracts



Item Number: 1

<b>Vendor Name (Location)</b> Plasser American Corp. (Chesapeake, Virginia)
<b>Description</b> Purchase of replacement parts, equipment upgrades, troubleshooting, repair services and training
<b>Contract Term (including Options, if any)</b> Five years
<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 type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole-Source

<b>Contract Number</b> RFQ 139819	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b> \$8,497,172 NYCT \$5,028,488 LIRR \$1,656,492 MNR	
<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 Subways, Frank Jezycki	

## Discussion:

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to Public Authorities Law Section 1209, Subsection 9(b) due to the existence of a single responsible source, and approve the award of a multi-agency estimated quantity contract to Plasser American Corporation ("Plasser") for replacement parts, equipment upgrades, troubleshooting, repair services, and training for various track-work equipment ("equipment") for NYC Transit, Metro-North Railroad ("MNR"), and Long Island Rail Road ("LIRR") with NYC Transit as the lead agency.

All equipment and related sub-systems were manufactured by Plasser or other sub-system suppliers and integrated by Plasser. The equipment is comprised of sophisticated electronic and mechanical devices, tailor-made to perform various functions required for installing, testing, and maintaining each agency's rail system. Plasser is a worldwide leader in the transit and rail industries. Only Plasser has the factory-trained personnel capable of properly troubleshooting the equipment, recommending and/or performing repair work, and training in-house forces in the appropriate repair procedures. Replacement parts will be installed either by Plasser or by trained MTA agency personnel tasked with the responsibility of day-to-day maintenance. Equipment that is unable to be repaired by MTA agency personnel will be repaired by Plasser.

NYC Transit's equipment includes four track geometry cars ("TGC"), two flash butt rail welding units, eight switch and production tampers, and two ballast distributors/regulators. Included in this contract are upgrades to NYC Transit's TGC3/TGC4 cars. These upgrades will include (1) a new video camera system on the TGC3 and new video cameras on the TGC4 that will allow NYC Transit to regularly conduct detailed video inspections of the mainline tracks, and (2) a new platform position measuring system on the TGC3, using lasers to accurately measure the height and gauge of the platform edge to ensure proper clearance for trains in stations. LIRR's equipment includes one track geometry car, three ballast regulators, and four switch/panel tilt transport cars. MNR's equipment includes one ballast regulator, two tampers, and one track stabilizer. All Plasser equipment used by the agencies during the term of this agreement will be covered by this contract.

This contract includes pricing for all three agencies as follows: Plasser parts (\$8.4M) and labor (\$2.4M), upgrades for TGC3/TGC4 (\$4.3M) as described above, and non-Plasser parts (\$92K). Pricing for parts and labor is based on the *Plasser Parts and Service Price List*, published to the industry for which a discount is applied. The MTA agencies receive a greater discount on Plasser parts than any other transit agency in North America. Plasser's initial proposal of \$15,382,318 was reduced to \$15,182,153 through negotiations conducted using input from MTA Audit. Plasser has stated that the MTA agencies are receiving its most favored customer pricing for both parts and service. Prices have been deemed to be fair and reasonable.

This award will not be subject to prior approval by the OSC, as Executive Order 168 has been invoked to expedite the award of the upgrades to TGC3 and TGC4 to ensure that the track geometry cars are equipped with the latest technology to more efficiently support a safe and reliable system.

**Schedule A: Noncompetitive Purchases and Public Work Contracts**

Item Number: 2

<b>Vendor Name (Location)</b> Vapor Stone Rail Systems, a Division of Wabtec Corp. (Plattsburgh, New York)	
<b>Description</b> Purchase of non-inventory and inventory replacement door operator parts and other sole-source parts for subway cars	
<b>Contract Term (including Options, if any)</b> December 14, 2017–December 13, 2020	
<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 type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole-Source Approval	

<b>Contract Number</b> NONE	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b> \$28,000,000 (Est.)	
<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> Division of Materiel, Stephen M. Plochochi	

**Discussion:**

This is an omnibus approval request for items identified as obtainable only from Vapor Stone Rail (“Vapor”), and will eliminate the need to advertise and prepare individual procurement staff summaries for Board approval for each procurement over the small purchase threshold. NYC Transit is not obligated to generate any purchase orders pursuant to an omnibus approval. Any purchases made under this approval will be made pursuant to paragraph 9(b) of Public Authorities Law 1209, which allows for purchases of items that are available from only a single responsible source to be conducted without competitive bidding.

There are approximately 5,823 items covered by this approval for the purchase of replacement door operator parts, monitoring and diagnostic parts, and other sole-source items such as heating, ventilation, and air conditioning (“HVAC”) parts supplied by Vapor. These items are identified as obtainable only from Vapor for the following reasons: sole pre-qualified item on the Qualified Products List and not available from any distributors or other sources; publicly advertised within a 12-month period without an acceptable alternate supplier, or proprietary to Vapor. These items are advertised a minimum of once every 12 months to seek competition. A list of Vapor’s sole-source items, as well as NYC Transit’s intention to buy items on the list without competitive bidding, is available for download from the NYC Transit website at any time by any prospective vendor. These sole-source replacement parts will be used by the Division of Car Equipment (“DCE”) for Scheduled Maintenance System (“SMS”) and normal maintenance for door operator parts for 5,006 subway cars in NYC Transit’s fleet (all subway cars with the exception of the 660 Kawasaki-built R160 and 752 R46 cars). Vapor will also be supplying HVAC parts for approximately 2,788 cars (all pre-R142/A cars), as well as monitoring and diagnostic parts for 1,030 R142 subway cars.

In December 2014 the Board approved the existing Vapor omnibus approval. The existing approval, in the amount of \$25,800,000, expires on December 30, 2017, and has a remaining balance of \$70,578 in unexpended funds that will be used for additional purchases until this new Vapor omnibus approval is in place.

Procurement performed an analysis on 113 contracts issued during the term of the existing omnibus approval that exceeded the small purchase threshold, which represents a total contract value of \$24,449,028. Of the 113 contracts, 25 items have comparative price history. A comparative price analysis of the 25 items revealed an annual weighted average price increase of 1.33%. The Producer Price Index, over the same time period, shows an annual average price increase of 1.02%.

Based on the current forecasts as well as projections for 2018 through 2020, it is anticipated that DCE will require approximately \$28,000,000 for the purchase from Vapor of sole-source items exceeding the small purchase threshold. During this omnibus approval, the HVAC system is overhauled every seven and 14 years and the door operating system is overhauled every 14 years. During the term of the new omnibus approval, the R62A, R68, and R68A subway cars will undergo a seven-year overhaul and R32, R46, R62, R142, R142A, and R160 subways cars will undergo a 14-year overhaul.

Procurement believes that the amount requested will be sufficient to procure all sole-source materials that exceed the small purchase threshold from Vapor for the next three-year period. Procurement and DCE will continue to research alternate sources of supply wherever possible. Under this new omnibus approval, pricing for any procurement is established by requesting a quote for each item from Vapor on an as-required basis. Each item to be purchased under the new omnibus approval will be subject to a cost and/or price analysis, and determination that the price is found to be fair and reasonable.

In connection with a previous contract awarded to Vapor, Wabtec Corp. (the parent company of Vapor) and its subsidiaries and affiliates were found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Executive Director and Chief Executive Officer in consultation with the MTA General Counsel in July 2008. No new SAI has been found relating to Wabtec, and Vapor has been found to be responsible.

**DECEMBER 2017**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

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


- |    |   |                              |                                      |
|----|---|------------------------------|--------------------------------------|
| 1. | <b>Contractor To Be Determined</b><br><b>Contract Term To Be Determined</b><br><b>Contract# C-32518</b>   | <b>Cost To Be Determined</b> | <b><u>Staff Summary Attached</u></b> |
|    | RFP Authorizing Resolution for a pilot project to Design-Build, Furnish, Install, and Maintain a Platform Barrier Door System at the 3rd Avenue Station, Canarsie Line in the borough of Manhattan. |                              |                                      |

**Procurements Requiring Majority Vote:**

**F. Personal Service Contracts**  
(Staff Summaries required for all items greater than: \$100K Sole Source; \$750K Other Noncompetitive; \$1M Competitive.)

- |    |  |  |                                      |
|----|--|--|--------------------------------------|
| 2. | <b>Parsons Transportations Group</b><br><b>of New York, Inc.</b><br><b>SYSTRA Engineering, Inc.</b><br><b>Two Proposals – 75-month and</b><br><b>84-month contracts</b>  | <b>\$11,090,258</b>                      | <b><u>Staff Summary Attached</u></b> |
| 3. | <b>Contract# CM-1236</b><br><b>Contract# CM-1567</b>   | <b>\$4,948,157</b><br><b>\$6,142,101</b> | ↓<br>↓                               |
|    | Consulting services contracts for the design, procurement, and construction support for Communications-Based Train Control and Auxiliary Wayside Signal Systems for the Culver Line (CM-1236) and the 8th Avenue Line (CM-1567). |  |                                      |

# Staff Summary

<b>Item Number 1</b>			
<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 WP	Materiel	6 X	CFO
2 X	Law	7 ②	EVP
3 X	Budget	8 OE	Acting President
4 X	CPM	9	
5 X	Subways	10	

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> RFP Authorizing Resolution	<b>Contract No.</b> C-32518
<b>Description</b> Design-Build, Furnish, Install, and Maintain a Platform Barrier Door System at the 3rd Avenue Station on the Canarsie Line, Borough of Manhattan	
<b>Total Amount</b> TBD	
<b>Contract Term</b> 20 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 request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate for a pilot project to Design-Build, Furnish, Install, and Maintain a Platform Barrier Door System at the 3rd Avenue Station on the Canarsie Line, Borough of Manhattan, and that it is in the public interest to issue a competitive Request for Proposal ("RFP") pursuant to Public Authorities Law, Section 1209, Subdivision 9(f). This project will be managed by NYC Transit Capital Program Management.

## DISCUSSION:

NYC Transit is pursuing a more streamlined design and construction strategy for certain types of capital projects as well as alternate project delivery and procurement methods to achieve overall best value and approach for NYC Transit and the public. As a result, this project is part of a Design-Build program within the 2015–2019 timeframe, which promises efficient and faster delivery of projects while achieving best value benefits.

In an effort to improve customer safety, convenience, security, and overall station appearance, NYC Transit has embarked on an initiative to research, study, and pilot a platform barrier door system ("PBDS") in its subway infrastructure. The goal is to improve customer safety by (1) deterring both the occurrence of customers jumping or falling onto the tracks, and unauthorized individuals from gaining track access, and (2) reducing the accumulation of debris on the track. Legacy transit systems, such as those in London and Paris, have retrofitted platforms with barrier systems to create a safer and more comfortable station environment for passengers.

In 2016, NYC Transit commissioned an international study on the state of the PBDS industry. The effort provided NYC Transit with critical information and a greater understanding of the requirements for installing, operating, and maintaining various types of PBDSs. The various types of PBDSs identified in use by various transit agencies are:

1. Platform Screen Doors ("PSD"): full height
2. Automatic Platform Gates ("APG"): half height
3. Rope Platform Screen Doors ("RPSD"): vertically opening gate system



There are a number of challenges involved in installing any of these systems, including their impact on compliance with the Americans with Disabilities Act and New York State Building Codes, where platforms are narrow and are constrained by column and staircase locations. Consequently, in March 2017, a comprehensive study of all 472 stations was started to determine where it would be feasible to install PSDs, APGs, or RPSDs. The pilot will be designed and implemented to assemble data to evaluate and take into account the operational and safety issues for both our employees and our customers.

A study of potential locations was performed, and resulted in the recommendation of the 3rd Avenue Station along the Canarsie Line (Manhattan) to pilot an APG system to be installed during the Canarsie Tube shutdown scheduled to start in 2019. The contract delivery method for this first platform door installation will be via a design-build, furnish, install and maintain contract. The 3rd Avenue Station was selected because the platforms were free of obstructions and will not be in service and therefore, would not disrupt passengers during the Canarsie tube shutdown.

The pilot consists of the installation of APGs measuring approximately 54 inches in height on both platforms at the 3rd Avenue "L" Line (Canarsie) Station. These APGs are built at the platform edge in a continuous line with bi-parting doors coordinated with the location of the train car doors when a train is in the station. Related work includes structural modifications, new construction, architectural, electrical, communications, and APG-related berthing, gap detection, closed-circuit television, and door control systems. The APG system will require the addition of a control room and a spare parts storage room on each platform. The pilot will also include operations training of NYC Transit employees, and options for maintenance and maintenance training.

Selection will be accomplished by using a competitive RFP process. As part of the process, prospective Design-Build teams will propose their design and construction approach, and will be encouraged to provide alternate proposals to NYC Transit requirements in addition to proposed costs. In accordance with MTA policy regarding the use of the Design-Build contracting strategy, a stipend will be paid to Design-Build teams that were not selected, yet provided detailed proposals. This will be done in order to enhance competition and defray proposal costs.

Utilizing the RFP process will allow NYC Transit to evaluate alternatives as well as take into account proposals that can possibly shorten the project duration, and introduce innovations. Compliance with the APG system specifications as well as project schedule will be important requirements. Proposers will also be required to provide prices for an optional maintenance agreement (including hardware and software) to cover the useful life of the system.

Given the complex nature of this pilot project, it is in the best interest of NYC Transit to be able to consider factors such as technical expertise and alternative approaches to the work as well as past performance and experience on similar projects in addition to cost in order to determine which proposal offers the best overall value. Unlike a bid, the RFP process will also allow NYC Transit flexibility to negotiate alternative contract terms and conditions that could potentially result in a lower overall cost for the project while continuing to achieve NYC Transit's requirements.

## **ALTERNATIVES:**

The use of a sealed bid process in which factors other than cost cannot be comparatively considered is not recommended as it does not provide the best flexibility in assessing the alternative means toward accomplishing this complex project. An RFP is a better means to evaluate different technical approaches and to enable the best consideration of alternative proposals.


## **IMPACT ON FUNDING:**

This project is funded by MTA and will be managed by NYC Transit under the MTA Capital Program. Maintenance of the APG system will be funded from the operating budget.

## **RECOMMENDATION:**

That the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate for a pilot project to Design-Build, Furnish, Install, and Maintain a Platform Barrier Door System at the 3rd Avenue Station on the Canarsie Line, Borough of Manhattan, and that it is in the public interest to issue a competitive RFP pursuant to Public Authorities Law, Section 1209, Subdivision 9(f).

# Staff Summary

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

<b>SUMMARY INFORMATION</b>	
<b>Vendor Names</b>	<b>Contract No.</b>
Parsons Transportation Group	CM-1236
SYSTRA Engineering	CM-1567
<b>Description</b>	
Consulting Services – Design, Procurement, and Construction Support for Communications-Based Train Control and Auxiliary Wayside Signal Systems for the Culver Line (CM-1236) and the 8th Avenue Line (CM-1567).	
<b>Total Amount</b>	\$11,090,258
Culver Line to PTG	\$4,948,157
8th Ave. Line to SYSTRA	\$6,142,101
<b>Contract Term (including Options, if any)</b>	
75 months - Culver Line	
84 months - 8th Avenue Line	
<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:	

To obtain Board approval to award two competitively negotiated contracts for Consulting Services – Design, Procurement, and Construction Support for Communications-Based Train Control and Auxiliary Wayside Signal (“CBTC/AWS”) systems for the Culver Line (CM-1236) to Parsons Transportation Group of New York, Inc. in the estimated amount of \$4,948,157 with a term of 75 months, and for the 8th Avenue Line (CM-1567) to SYSTRA Engineering, Inc. in the estimated amount of \$6,142,101 with a term of 84 months. Each contract allows NYC Transit the option to have both consultants propose on additional signals and systems work at established rates. Award of the option(s) for additional signals and systems work will be subject to Board approval.

## DISCUSSION:

NYC Transit is seeking to procure professional services from experienced consultants to (1) engage in the identification of operational needs, (2) assist in both the development of performance and design specifications, and the selection of qualified contractors/suppliers, (3) provide construction management support, and (4) provide technical support during the design, procurement, and construction phases for the CBTC/AWS systems on the Culver Line that runs from West 8th Street to Church Avenue in Brooklyn, and will include wayside CBTC/AWS equipment only as the cars are already equipped with CBTC. The 8th Avenue Line runs from Fulton Street to 59th Street in Manhattan and will include the installation of CBTC carborne equipment on R211 cars and wayside CBTC/AWS equipment. In order to provide the maximum flexibility, Procurement structured the Request for Proposal (“RFP”) so it could result in one award for both projects, or could be split with a selection of different consultants for each line based on their capacity and expertise to perform the work.

A one-step RFP was advertised, which resulted in submittals from three firms: Gannett Fleming Engineers and Architects, PC (“Gannett”); Parsons Transportation Group of New York, Inc. (“PTG”); and SYSTRA Engineering, Inc. (“SYSTRA”).

# Staff Summary

The Selection Committee ("SC") reviewed and evaluated each written technical proposal in accordance with the established evaluation criteria, which included: experience in relevant areas, plan of approach, experience of project team, experience of prime and subconsultant key personnel, current workload of prime and subconsultants, management approach, quality assurance plan, and diversity practices. The SC also participated in oral presentations with all three firms. After oral presentations, the SC recommended two firms for negotiations: PTG and SYSTRA.

Both firms were considered the most qualified teams to perform the work based on their current and past experience in project management and consultant oversight of signal/CBTC and communications projects. The SC concluded that both proposers were essentially of equal technical ability as they both have extensive experience with NYC Transit's CBTC projects. Gannett was not recommended because its technical approach was not as strong as that of the other two firms, specifically with respect to past and current experience with CBTC projects.

After being selected for negotiations, PTG and SYSTRA's cost proposals were opened and evaluated. Negotiations were conducted and focused on hours, hourly rates and overhead rates for prime and subconsultants, and an option for additional signals and systems work was introduced. At the conclusion of negotiations, a request for a Best and Final Offer ("BAFO") was made to both consultants, which included revised price schedules for both Culver and 8th Avenue to reflect fixed labor hours and fixed out-of-pocket expenses to facilitate an equal price comparison and evaluation. Confirmation of rates for option work was also obtained.

BAFOs were received and the table below shows a comparison of the two firms' initial cost proposals and their BAFOs:

	<b>8th Avenue</b>	<b>Culver</b>	<b>Total</b>
<b>Estimate</b>	\$8,934,261	\$6,564,128	\$15,498,389
<b>SYSTRA Initial Proposal</b>	\$13,909,622	\$9,980,756	\$23,890,378
<b>SYSTRA BAFO</b>	\$6,142,101	\$4,496,819	\$10,638,920
<b>PTG Initial Proposal</b>	\$10,305,073	\$6,550,636	\$16,855,709
<b>PTG BAFO</b>	\$6,601,387	\$4,948,157	\$11,127,227

Prior to voting, the SC determined that the resource requirements for both the Culver and 8th Avenue lines were too great for one firm and voted unanimously to award two separate contracts. This also affords NYC Transit the ability to employ the expertise of both consultants in areas of high technical complexity. Both firms were deemed to have strong teams and expertise to perform the work, thus offering the best overall value to NYC Transit. The 8th Avenue Line was the first line to be voted on for selection; SYSTRA received the majority of votes and was recommended by the SC for award based on their involvement in developing the specifications for CBTC carborne equipment on new car fleets. Consequently, PTG was recommended for award of the Culver Line. Procurement finds, and Capital Program Management concurs, that both BAFOs are fair and reasonable based on the competitive nature of the RFP and comparison to the in-house estimate of \$6,564,128 for Culver and \$8,934,261 for 8th Avenue. The cost reductions were achieved by obtaining lower rates from the consultants without any decrease in estimated hours of effort.

SYSTRA's relevant project experience of similar complexity with MTA includes the CBTC Queens Boulevard Line ("QBL") (NYC Transit), Positive Train Control Systems (LIRR/MNR), and St. George Interlocking Modernization (NYC Transit/SIR). PTG is providing construction management services for CBTC signal modernization on the QBL West Phase and the Flushing Line. PTG has also performed similar work related to signals and train control systems that includes such projects as the Second Avenue Subway, Canarsie Line CBTC, Culver Line – CBTC Interoperability Project and Positive Train Control Systems (LIRR/MNR).

One of PTG's significant subconsultants is CH2M Hill New York, Inc. ("CH2M Hill"). In connection with a previous contract, CH2M Hill, was found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines, and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in December 2013. No new SAI has been found relating to CH2M Hill and CH2M Hill has been found to be responsible.

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

Based on the specialized nature of the work and lack of available firms, the MBE/WBE goals were established by DDCR as 0% MBE and 0% WBE. PTG and SYSTRA have achieved their previous M/W/DBE goals on previous MTA contracts.

## **IMPACT ON FUNDING:**

The contract is 100% MTA funded. Contracts will not be awarded until WAR Certificates are received.

**ALTERNATIVES:**

None. Currently, NYC Transit lacks available in-house personnel to perform the specific tasks required under the scope of work for these contracts.

**CAPITAL PROGRAM REPORTING:**

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

**RECOMMENDATION:**

It is recommended that the Board approve the awards of Contracts CM-1236 to PTG for the Culver Line in the estimated amount of \$4,948,157 for a term of 75 months and CM-1567 to SYSTRA for the 8th Avenue line in the estimated amount of \$6,142,101 for a term of 84 months.

**DECEMBER 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>Henningson, Durham &amp; Richardson</b>		<b>\$2,669,337</b>	<b><u>Staff Summary Attached</u></b>
<b>Architecture and Engineering, P.C.</b>			
<b>1. Contract# CM-1333.19</b>	<b>\$1,392,822</b>		↓
<b>2. Contract# CM-1333.20</b>	<b>\$1,276,515</b>		↓
Modification to the contracts for design and construction support services for the rehabilitation of nine stations and line structure on the Sea Beach Line, in order to provide additional design and construction support services.			



## Schedule K: Ratification of Completed Procurement Actions

**Item Number:** 1–2

<b>Vendor Name (Location)</b> Henningson, Durham & Richardson Architecture and Engineering, P.C. (New York, New York)	
<b>Description:</b> Design and Construction Phase Support for Rehabilitation of Nine Stations on the Sea Beach Line	
<b>Contract Term (including Options, if any)</b> June 20, 2007–July 13, 2019	
<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 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	

Contract Number	AWO/Mod. #:
CM-1333	19 and 20
<b>Original Amount:</b>	\$ 9,754,283
<b>Option Amount:</b>	\$ 3,144,833
<b>Total Amount:</b>	\$ 12,899,116
<b>Prior Modifications:</b>	\$ 11,973,488
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 24,872,604
<b>This Request:</b>	
Mod 19: \$1,392,822	\$ 2,669,337
Mod 20: \$1,276,515	
<b>% of This Request to Current Amount:</b>	10.7%
<b>% of Modifications (including This Request) to Total Amount:</b>	113.5%

### Discussion:

These retroactive modifications are for additional design and additional construction support services (“CSS”) performed by Henningson, Durham & Richardson Architecture and Engineering, P.C. (“HDR”) for the rehabilitation of nine stations and line structure on the Sea Beach Line in the borough of Brooklyn.

The base contract covers design services and optional CSS for the rehabilitation of nine stations on the Sea Beach Line (8th Avenue, Fort Hamilton Parkway, New Utrecht Avenue, 18th Avenue, 20th Avenue, Bay Parkway, Kings Highway, Avenue U, and 86th Street), and the structural repair of the retaining walls and associated infrastructure from north of the 8th Avenue Station to south of the 86th Street Station. The CSS option was exercised in March 2015, and will continue through July 2019.

HDR began design work in 2007 that was suspended in 2009 due to lack of funding in the MTA Capital Plan for construction. At that time, approximately 90 percent of the work was completed. Funds were secured in 2012, and the work was restarted with a projected construction award in December 2014. Subsequent to restart of the design, and in an effort to reduce construction costs, the project was split into two construction contracts comprised of six and three stations, and changed from a full station rehabilitation approach to a component renewal approach that included the addition of Americans with Disabilities Act (“ADA”) upgrades at two stations. The two construction contracts were awarded to John P. Picone, Inc. (six stations) and Skanska USA Civil Northeast, Inc. (three stations), as projected.

### Modification 19

After award of the base contract, Capital Program Management (“CPM”) requested several additional design tasks at the 8th Avenue Station, including the design of: (1) two ADA elevators on the northbound and southbound platform locations, (2) two new and one modified stair, (3) an addition of a drainage system, and (4) a new fire alarm system at the 8th Avenue Control House. The two new stairs and one modified stair redesign was a result of the addition of ADA elevators and provided for more efficient passenger flow on the platform and through passageways. The drainage system is required to prevent pooling of water under the ballast at 8th Avenue. Work under this modification involves the completion of the design work on the ADA elevators, full design for the three stairs, conceptual design of the drainage system, and the complete design of the new fire alarm system for code compliance.

In order to continue design services, retroactive approval was received from the Senior Vice President, CPM to continue work pending negotiations and award of this modification. HDR’s proposal for the additional design services was in the amount of \$1,472,868. The revised in-house estimate was \$1,452,853. After detailed analyses of various HDR proposal submissions, scope clarification meeting negotiations resulted in the agreed-upon amount of \$1,392,822. This reflects \$334,000 for retro work from June 2017 through early September 2017 and approximately \$1.05 million for the remaining work to be performed and was deemed to be fair and reasonable.

**Modification 20**

As a result of the additional design services at the 8th Avenue Station (as described in Modification 19 above), increased CSS is required. This modification covers the increased CSS and includes: (1) work related to more unforeseen site conditions uncovered during demolition and construction of the newly added items as well as design revisions/changes, (2) additional site visits, meetings, and conference calls, (3) the review of approximately 340 additional submittals, and (4) increased project management.

Due to the critical phasing of the work and the need for continued CSS during construction, retroactive approval was received from the Senior Vice President, CPM to continue the work pending negotiations and award of this modification. The revised in-house estimate was \$1,280,584. After detailed analyses of various HDR proposal submissions, scope clarification meetings, negotiations resulted in the agreed-upon amount of \$1,276,515. This reflects \$350,000 for retro work from May 2017 through mid-September 2017 and approximately \$926,000 for the remaining work to be performed through July 2019 and was deemed to be fair and reasonable.

**DECEMBER 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. E.E. Cruz/Tully Construction<br/>Company, JV<br/>Contract# C-26010.249</b> | <b>\$815,000</b> | <b><u>Staff Summary Attached</u></b> |
|--|------------------|--------------------------------------|

Modifications to the contract for the Second Avenue Subway Route 132A – 96th Street Station  
Finishes, in order to furnish and install stainless steel wire mesh around the elevator at Entrance 3.



## Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

<b>Vendor Name (Location)</b> E.E. Cruz/Tully Construction Company, Joint Venture LLC (New York, New York)
<b>Description</b> Second Avenue Subway Route 132A – 96th Street Station Finishes
<b>Contract Term (including Options, if any)</b> June 22, 2012–August 7, 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</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

Contract Number	AWO/Mod. #
C-26010	249
<b>Original Amount:</b>	\$ 324,600,000
<b>Prior Modifications:</b>	\$ 69,919,979
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 387,421,755
<b>This Request:</b>	\$ 815,000
<b>% of This Request to Current Amount:</b>	0.25%
<b>% of Modifications (including This Request) to Original Amount:</b>	21.79%

### Discussion:

This retroactive modification provides for the furnishing and installation of stainless steel wire mesh around the elevator at Entrance 3 of the 96th Street station along the Second Avenue line.

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

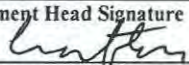
The work under this modification was necessitated by the determination by the NYC Transit Code Compliance group (“Code Compliance”) that the hoistway (elevator shaft) of the mezzanine elevator, as designed and constructed, did not comply with the New York State Building Code (“the code”). Specifically, it was determined that the gap between the east and west walls of the hoistway and the elevator car exceeded the gap allowed by the code, presenting the danger of someone entering the hoistway and being injured by a moving elevator car. The north and south walls were found to be in compliance with the code. To address the code issue, the Designer of Record provided for steel wire mesh to enclose the east and west sides of the hoistway, preventing entry into the hoistway. The north side of the hoistway had already been enclosed by mesh, but only for the purpose of preventing debris from entering the hoistway. Therefore, in addition to the installation of mesh on the east and west sides, the mesh on the north side required reinforcement to meet the deflection/rigidity criteria necessary to prevent entry by a person into the hoistway. The south hoistway wall is steel reinforced concrete covered with art tile, and presented no code compliance issues relevant to this modification.

Work under this modification includes (1) removal, modification and re-installation of existing stainless steel wire mesh and supports forming the north wall of the hoistway, and (2) installation of new stainless steel wire mesh and supports to form the east and west sides of the elevator hoistway walls. In order not to delay revenue service, retroactive approval was obtained from the MTA Capital Construction (“MTACC”) Program Executive and E.E. Cruz/Tully Construction Company, Joint Venture, LLC (“CTJV”) was directed to proceed with the work on July 27, 2016.

CTJV submitted its proposal in the amount of \$880,967. MTACC’s revised estimate was \$802,304. Negotiations resulted in the agreed-upon lump-sum price of \$815,000. Savings of \$65,967 were achieved. The negotiated price was found to be fair and reasonable. MTACC is currently reviewing this issue to determine whether an errors and omission claim against the designer is warranted.





On November 9, 2017, the Sr. Vice President, Operations Support, authorized payment to CTJV, prior to approval of this modification.

# Staff Summary

<b>Subject</b> NYCT 2018 Budget and 2018-2021 Financial Plan Adoption
<b>Department</b> Office of Management & Budget
<b>Department Head Name</b> Aaron Stern
<b>Department Head Signature</b> 
<b>Project Manager Name</b>

<b>Date</b> November 30, 2017
<b>Vendor Name</b> NA
<b>Contract Number</b> NA
<b>Contract Manager Name</b> NA
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	TA Committee	12/11/17	X		
2	Finance Committee	12/11/17	X		
3	MTA Board	12/13/17	X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB – Director 		
2	CFO 		
3	EVP 		
4	President		 12/1/17

## Purpose

To secure MTA Board adoption of MTA New York City Transit's 2017 November Forecast, 2018 Final Proposed Budget, and the Four-Year Financial Plan for 2018-2021.

## Discussion

MTA New York City Transit's subway system runs 24/7 and serves nearly 6 million customers daily. The system operates across 24 lines, 665 miles of track, and 472 stations. The system is 113 years old and a substantial portion of the basic infrastructure has never been reconstructed; notably, a large proportion of signal equipment was installed more than 50 years ago and has not, to date, been replaced. Ridership has increased dramatically over the years—250 million more riders annually, an increase of 15% -- in the past 10 years alone, and most subway lines are operating at peak capacity during rush hour periods.

While capital reconstruction has brought significant segments of the system to a state of good repair, the legacy of inadequate capital funding over time is that many parts of the system in operation today are not in a state of good repair. The combined impact of the systems' aging infrastructure, record volume of customers and inadequate funding has resulted in a significant increase in train delays and corresponding deterioration in subway service performance. In response to these urgent problems, Governor Cuomo declared the subways in a state of emergency and in July, 2017, MTA Chairman Lhota publicly presented a comprehensive plan for subway system recovery and improvement, the Subway Action Plan (SAP). The 2018 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA New York City Transit's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service to the metropolitan New York region. Regarding SAP funding, the Governor has committed to funding one-half of the costs of this program. If new funding commitment for the remaining cost of the program is not forthcoming, the SAP will be scaled back to a sustainable level and the February Plan will be adjusted.

The baseline projections that follow for MTA New York City Transit include new programmatic initiatives and support for current projects. NYCT projections do not include the estimated impacts from projected fare increases, unidentified MTA efficiencies, and MTA policy actions. These impacts will be presented as part of MTA consolidated materials.



## Primary Programmatic Initiative-Subway Action Plan (SAP)

Page 2 of 2

Approximately 2,300 positions are being added to implement the SAP, with annual plan spending projected as follows: \$100 million in 2017, \$408 million in 2018, \$342 million in 2019, and \$301 million in 2020 and \$301 million in 2021. Major areas of focus are as follows:

- **Track/Infrastructure:** Launch an emergency water management initiative; clean track between underground stations; eliminate backlog of track defects, accelerate repairs and install seamless track; increase production capacity and installation of welded rail; improve incident response; augment the number of Combined Action Teams; and increase work train availability.
- **Signals:** Expedite the modernization of 1,300 signals considered to be most problematic.
- **Power:** Support the Power Improvement Plan led by the NYS Public Service Commission, which will ensure reliability and provide a consistent supply of power.
- **Car Equipment:** Expand overhaul capacity; sustain 24/7 repair and maintenance shifts; elevate protocol on subway door inspections and repairs; increase number of Emergency Subway Car Response Teams; upgrade subway car interiors; add subway cars and increase ridership capacity.
- **Stations:** Repaint, repair tile, service elevators and escalators, and conduct deep cleaning.
- **Safety/Communications/Other:** Reduce illegal activity in stations; launch public awareness campaign; enhance the Homeless Outreach Program; increase number of dedicated Emergency Medical Technician teams (pilot program); overhaul communication systems and launch a new integrated MTA app.

**Budget Reduction Program-**Projects savings of \$56.7 million in 2017, \$35.6 million in 2018, \$34.3 million in 2019, \$43.0 million in 2020, and \$44.4 million in 2021, represented by several savings actions.

### **2017 November Forecast-Baseline**

Total operating revenues are projected at \$4.919 billion, including \$4.483 billion of farebox revenues. Total operating expenses are projected to be \$8.108 billion, consisting of labor costs of \$6.265 billion and non-labor expenses of \$1.843 billion. Non-cash depreciation expense is projected at \$1.778 billion, other post-employment benefit expenses are projected at \$1.269 billion, and GASB 68 pension expenses are projected as a credit of \$0.296 billion. After including favorable cash adjustments of \$3.006 billion, the projected net cash deficit is \$2.934 billion. Projected reimbursable expenses of \$1.358 billion are fully offset by capital reimbursements. Total end-of-year positions are projected at 50,354, including 44,752 non-reimbursable positions and 5,602 reimbursable positions.

### **2018 Final Proposed Budget-Baseline**

Total operating revenues are projected at \$4.995 billion, including farebox revenues of \$4.550 billion. Total operating expenses are projected to be \$8.659 billion, consisting of labor costs of \$6.671 billion and non-labor expenses of \$1.989 billion. Non-cash depreciation expense is projected at \$1.828 billion, other post-employment benefit expenses are projected at \$1.350 billion, and GASB 68 pension expenses are projected as a credit \$0.306 billion. After including favorable cash adjustments of \$3.157 billion, the projected net cash deficit is \$3.379 billion. Projected reimbursable expenses of \$1.301 billion are fully offset by capital reimbursements. Total end-of-year positions are projected at 51,607, including 46,316 non-reimbursable positions and 5,291 reimbursable positions.

### **Impact on Funding**

The 2017 November Forecast, the 2018 Final Proposed Budget and the Four-Year Financial Plan for 2018-2021, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

### **Recommendation**

It is recommended that the MTA Board adopt the 2017 November Forecast, the 2018 Final Proposed Budget and the Four-Year Financial Plan for 2018-2021 for MTA New York City Transit and the related authorization to draw down Transit Adjudication Bureau (TAB) receipts and interest consistent with this Final Proposed Budget.

**MTA NEW YORK CITY TRANSIT**  
**November Financial Plan 2018 - 2021**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
<b>Non-Reimbursable</b>						
<b>Operating Revenue</b>						
<u>Farebox Revenue:</u>						
Subway	\$3,351.083	\$3,444.242	\$3,494.944	\$3,513.406	\$3,538.363	\$3,537.338
Bus	966.344	947.841	957.641	959.325	963.066	960.574
Paratransit	17.620	17.244	19.276	20.144	21.050	21.998
Fare Media Liability	79.993	73.500	78.500	78.500	78.500	78.500
Farebox Revenue	\$4,415.041	\$4,482.827	\$4,550.361	\$4,571.375	\$4,600.979	\$4,598.410
<u>Other Operating Revenue:</u>						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	178.877	168.784	188.649	195.269	207.511	221.442
Other	181.014	183.564	172.427	181.112	186.498	191.699
Other Operating Revenue	\$443.907	\$436.364	\$445.092	\$460.397	\$478.025	\$497.157
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$4,858.948</b>	<b>\$4,919.191</b>	<b>\$4,995.453</b>	<b>\$5,031.772</b>	<b>\$5,079.004</b>	<b>\$5,095.567</b>
<b>Operating Expense</b>						
<u>Labor:</u>						
Payroll	\$3,168.098	\$3,308.348	\$3,530.727	\$3,644.254	\$3,718.458	\$3,770.242
Overtime	464.337	544.260	500.597	474.573	481.022	489.706
Total Salaries and Wages	\$3,632.435	\$3,852.608	\$4,031.324	\$4,118.827	\$4,199.480	\$4,259.949
Health and Welfare	829.974	847.265	955.328	1,035.798	1,103.210	1,173.308
OPEB Current Payments	420.715	414.363	462.463	509.905	560.860	616.486
Pension	984.192	926.942	966.054	968.101	962.088	975.681
Other Fringe Benefits	591.545	518.915	525.262	541.797	566.096	578.702
Total Fringe Benefits	\$2,826.425	\$2,707.486	\$2,909.108	\$3,055.602	\$3,192.254	\$3,344.177
Reimbursable Overhead	(262.840)	(294.915)	(269.818)	(262.599)	(246.120)	(244.245)
<b>Total Labor Expenses</b>	<b>\$6,196.020</b>	<b>\$6,265.179</b>	<b>\$6,670.614</b>	<b>\$6,911.829</b>	<b>\$7,145.614</b>	<b>\$7,359.880</b>
<u>Non-Labor:</u>						
Electric Power	\$250.256	\$271.744	\$309.042	\$316.173	\$335.400	\$353.571
Fuel	78.076	90.361	91.353	90.528	107.509	114.325
Insurance	73.427	72.153	75.712	84.543	95.176	107.181
Claims	251.372	168.455	171.333	172.909	174.484	174.484
Paratransit Service Contracts	383.704	390.819	416.481	439.534	467.469	492.100
Maintenance and Other Operating Contracts	222.509	232.196	304.201	235.515	227.286	217.254
Professional Services Contracts	134.344	203.709	169.293	162.551	166.759	166.767
Materials and Supplies	311.860	334.322	367.938	381.689	365.624	356.799
Other Business Expenses	79.921	79.145	83.169	84.711	86.410	87.019
<b>Total Non-Labor Expenses</b>	<b>\$1,785.469</b>	<b>\$1,842.903</b>	<b>\$1,988.521</b>	<b>\$1,968.152</b>	<b>\$2,026.116</b>	<b>\$2,069.500</b>
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$7,981.489</b>	<b>\$8,108.082</b>	<b>\$8,659.135</b>	<b>\$8,879.981</b>	<b>\$9,171.730</b>	<b>\$9,429.381</b>
Depreciation	\$1,650.337	\$1,778.062	\$1,828.062	\$1,878.062	\$1,928.062	\$1,978.062
OPEB Liability Adjustment	1,192.543	1,268.921	1,350.191	1,436.666	1,528.680	1,626.587
GASB 68 Pension Expense Adjustment	(183.805)	(296.003)	(305.534)	(296.398)	(303.171)	(308.944)
Environmental Remediation	9.662	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$10,650.227</b>	<b>\$10,859.062</b>	<b>\$11,531.854</b>	<b>\$11,898.311</b>	<b>\$12,325.301</b>	<b>\$12,725.086</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$5,791.279)</b>	<b>(\$5,939.871)</b>	<b>(\$6,536.401)</b>	<b>(\$6,866.539)</b>	<b>(\$7,246.297)</b>	<b>(\$7,629.519)</b>

**MTA NEW YORK CITY TRANSIT**  
**November Financial Plan 2018 - 2021**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
<b>Reimbursable</b>						
<b>Operating Revenue</b>						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1,215.852	1,357.755	1,301.314	1,261.663	1,180.475	1,181.423
<b>Total Revenues</b>	<b>\$1,215.852</b>	<b>\$1,357.755</b>	<b>\$1,301.314</b>	<b>\$1,261.663</b>	<b>\$1,180.475</b>	<b>\$1,181.423</b>
<b>Operating Expense</b>						
<b>Labor:</b>						
Payroll	\$447.543	\$484.734	\$510.670	\$502.074	\$467.460	\$468.691
Overtime	153.059	176.311	115.272	115.920	113.149	113.072
Total Salaries and Wages	\$600.602	\$661.044	\$625.942	\$617.994	\$580.608	\$581.764
Health and Welfare	22.445	24.240	24.250	25.529	25.152	26.355
OPEB Current Payments	7.939	10.115	10.140	10.722	11.307	11.924
Pension	24.329	36.354	37.436	37.979	36.720	37.179
Other Fringe Benefits	181.914	201.574	204.862	201.825	188.391	188.184
Total Fringe Benefits	\$236.627	\$272.283	\$276.688	\$276.055	\$261.571	\$263.642
Reimbursable Overhead	262.840	294.915	269.818	262.599	246.120	244.245
<b>Total Labor Expenses</b>	<b>\$1,100.070</b>	<b>\$1,228.242</b>	<b>\$1,172.448</b>	<b>\$1,156.648</b>	<b>\$1,088.299</b>	<b>\$1,089.651</b>
<b>Non-Labor:</b>						
Electric Power	\$0.549	\$0.252	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	0.020	0.119	0.027	(0.023)	(0.023)	(0.023)
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	35.883	39.218	44.487	32.075	32.103	32.103
Professional Services Contracts	14.192	9.381	8.664	9.014	9.014	9.014
Materials and Supplies	62.503	80.135	75.878	64.139	51.272	50.868
Other Business Expenses	2.635	0.408	(0.442)	(0.442)	(0.442)	(0.442)
<b>Total Non-Labor Expenses</b>	<b>\$115.782</b>	<b>\$129.513</b>	<b>\$128.866</b>	<b>\$105.015</b>	<b>\$92.176</b>	<b>\$91.772</b>
<b>Other Expense Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Deprecation</b>	<b>\$1,215.852</b>	<b>\$1,357.755</b>	<b>\$1,301.314</b>	<b>\$1,261.663</b>	<b>\$1,180.475</b>	<b>\$1,181.423</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA NEW YORK CITY TRANSIT**  
**November Financial Plan 2018 - 2021**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
<b>Non-Reimbursable / Reimbursable</b>						
<b>Operating Revenue</b>						
<u>Farebox Revenue:</u>						
Subway	\$3,351.083	\$3,444.242	\$3,494.944	\$3,513.406	\$3,538.363	\$3,537.338
Bus	966.344	947.841	957.641	959.325	963.066	960.574
Paratransit	17.620	17.244	19.276	20.144	21.050	21.998
Fare Media Liability	79.993	73.500	78.500	78.500	78.500	78.500
Farebox Revenue	\$4,415.041	\$4,482.827	\$4,550.361	\$4,571.375	\$4,600.979	\$4,598.410
<u>Other Operating Revenue:</u>						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	178.877	168.784	188.649	195.269	207.511	221.442
Other	181.014	183.564	172.427	181.112	186.498	191.699
Other Operating Revenue	\$443.907	\$436.364	\$445.092	\$460.397	\$478.025	\$497.157
Capital and Other Reimbursements	1,215.852	1,357.755	1,301.314	1,261.663	1,180.475	1,181.423
<b>Total Revenues</b>	<b>\$6,074.799</b>	<b>\$6,276.946</b>	<b>\$6,296.767</b>	<b>\$6,293.435</b>	<b>\$6,259.479</b>	<b>\$6,276.990</b>
<b>Operating Expense</b>						
<u>Labor:</u>						
Payroll	\$3,615.641	\$3,793.082	\$4,041.397	\$4,146.328	\$4,185.918	\$4,238.933
Overtime	617.396	720.571	615.869	590.493	594.171	602.779
Total Salaries and Wages	\$4,233.037	\$4,513.653	\$4,657.266	\$4,736.821	\$4,780.088	\$4,841.712
Health and Welfare	852.419	871.505	979.578	1,061.327	1,128.362	1,199.663
OPEB Current Payments	428.654	424.478	472.603	520.627	572.167	628.410
Pension	1,008.521	963.296	1,003.490	1,006.081	998.808	1,012.859
Other Fringe Benefits	773.459	720.489	730.124	743.622	754.488	766.886
Total Fringe Benefits	\$3,063.053	\$2,979.769	\$3,185.796	\$3,331.657	\$3,453.825	\$3,607.819
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$7,296.090</b>	<b>\$7,493.421</b>	<b>\$7,843.062</b>	<b>\$8,068.477</b>	<b>\$8,233.913</b>	<b>\$8,449.531</b>
<u>Non-Labor:</u>						
Electric Power	\$250.805	\$271.996	\$309.294	\$316.425	\$335.652	\$353.823
Fuel	78.096	90.480	91.380	90.505	107.486	114.302
Insurance	73.427	72.153	75.712	84.543	95.176	107.181
Claims	251.372	168.455	171.333	172.909	174.484	174.484
Paratransit Service Contracts	383.704	390.819	416.481	439.534	467.469	492.100
Maintenance and Other Operating Contracts	258.392	271.414	348.688	267.590	259.389	249.357
Professional Services Contracts	148.536	213.090	177.957	171.565	175.773	175.781
Materials and Supplies	374.364	414.457	443.816	445.827	416.896	407.667
Other Business Expenses	82.556	79.552	82.727	84.270	85.968	86.578
<b>Total Non-Labor Expenses</b>	<b>\$1,901.251</b>	<b>\$1,972.416</b>	<b>\$2,117.387</b>	<b>\$2,073.167</b>	<b>\$2,118.292</b>	<b>\$2,161.272</b>
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$9,197.341</b>	<b>\$9,465.837</b>	<b>\$9,960.449</b>	<b>\$10,141.645</b>	<b>\$10,352.205</b>	<b>\$10,610.803</b>
Depreciation	\$1,650.337	\$1,778.062	\$1,828.062	\$1,878.062	\$1,928.062	\$1,978.062
OPEB Liability Adjustment	1,192.543	1,268.921	1,350.191	1,436.666	1,528.680	1,626.587
GASB 68 Pension Expense Adjustment	(183.805)	(296.003)	(305.534)	(296.398)	(303.171)	(308.944)
Environmental Remediation	9.662	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$11,866.079</b>	<b>\$12,216.817</b>	<b>\$12,833.168</b>	<b>\$13,159.975</b>	<b>\$13,505.776</b>	<b>\$13,906.508</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$5,791.280)</b>	<b>(\$5,939.871)</b>	<b>(\$6,536.401)</b>	<b>(\$6,866.539)</b>	<b>(\$7,246.297)</b>	<b>(\$7,629.519)</b>

**MTA NEW YORK CITY TRANSIT**  
**November Financial Plan 2018 - 2021**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
<b>Cash Receipts and Expenditures</b>						
<b>Receipts</b>						
Farebox Revenue	\$4,426.346	\$4,493.027	\$4,550.561	\$4,571.575	\$4,601.179	\$4,598.610
Other Operating Revenue:						
Fare Reimbursement	84.052	97.782	40.250	84.016	84.016	84.016
Paratransit Reimbursement	182.410	165.504	188.530	195.175	207.429	221.325
Other Revenue	57.047	61.489	69.687	75.514	78.049	80.390
Other Operating Revenue	323.509	324.775	298.467	354.705	369.494	385.731
Capital and Other Reimbursements	1,067.981	1,402.148	1,413.016	1,299.394	1,196.441	1,180.716
<b>Total Receipts</b>	<b>\$5,817.836</b>	<b>\$6,219.950</b>	<b>\$6,262.044</b>	<b>\$6,225.674</b>	<b>\$6,167.114</b>	<b>\$6,165.057</b>
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	\$3,585.777	\$3,762.810	\$4,009.384	\$4,113.757	\$4,153.442	\$4,203.925
Overtime	617.396	720.571	615.869	590.493	594.171	602.779
Total Salaries & Wages	\$4,203.173	\$4,483.381	\$4,625.254	\$4,704.250	\$4,747.613	\$4,806.704
Health and Welfare	828.875	869.967	971.774	1,052.938	1,119.343	1,189.968
OPEB Current Payments	428.654	424.478	472.603	520.627	572.167	628.410
Pension	1,008.683	963.296	1,003.490	1,006.081	998.808	1,012.859
Other Fringe Benefits	466.168	494.985	502.732	509.688	515.931	523.416
Total Fringe Benefits	\$2,732.380	\$2,752.726	\$2,950.599	\$3,089.333	\$3,206.249	\$3,354.653
Contribution to GASB Fund	0.000	0.000	6.296	15.785	25.976	37.101
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$6,935.553</b>	<b>\$7,236.107</b>	<b>\$7,582.149</b>	<b>\$7,809.367</b>	<b>\$7,979.838</b>	<b>\$8,198.458</b>
<b>Non-Labor:</b>						
Electric Power	\$250.143	\$271.996	\$309.294	\$316.425	\$335.652	\$353.823
Fuel	76.870	87.733	91.380	90.505	107.486	114.302
Insurance	71.364	74.176	74.730	82.751	95.636	104.983
Claims	119.113	117.635	120.367	122.806	125.295	127.834
Paratransit Service Contracts	378.960	391.142	414.481	437.534	465.469	490.100
Maintenance and Other Operating Contracts	259.401	290.514	357.618	276.520	268.319	258.287
Professional Services Contracts	149.039	206.343	165.957	159.565	163.773	163.781
Materials and Supplies	356.538	398.861	442.316	444.327	415.396	406.167
Other Business Expenses	80.995	79.552	82.727	84.270	85.968	86.578
<b>Total Non-Labor Expenditures</b>	<b>\$1,742.423</b>	<b>\$1,917.952</b>	<b>\$2,058.869</b>	<b>\$2,014.702</b>	<b>\$2,062.993</b>	<b>\$2,105.854</b>
<b>Other Expenditure Adjustments:</b>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$8,677.976</b>	<b>\$9,154.059</b>	<b>\$9,641.018</b>	<b>\$9,824.070</b>	<b>\$10,042.831</b>	<b>\$10,304.312</b>
<b>Net Cash Balance</b>	<b>(\$2,860.140)</b>	<b>(\$2,934.109)</b>	<b>(\$3,378.974)</b>	<b>(\$3,598.395)</b>	<b>(\$3,875.717)</b>	<b>(\$4,139.255)</b>

**MTA NEW YORK CITY TRANSIT**  
**November Financial Plan 2018 - 2021**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
<b>Cash Flow Adjustments</b>						
<b>Receipts</b>						
Farebox Revenue	\$11.305	\$10.200	\$0.200	\$0.200	\$0.200	\$0.200
<u>Other Operating Revenue:</u>						
Fare Reimbursement	0.036	13.766	(43.766)	0.000	0.000	0.000
Paratransit Reimbursement	3.533	(3.280)	(0.119)	(0.094)	(0.082)	(0.117)
Other Revenue	(123.967)	(122.075)	(102.740)	(105.598)	(108.449)	(111.309)
Other Operating Revenue	(\$120.398)	(\$111.589)	(\$146.625)	(\$105.692)	(\$108.531)	(\$111.426)
Capital and Other Reimbursements	(147.871)	44.393	111.702	37.731	15.966	(0.707)
<b>Total Receipts</b>	<b>(\$256.963)</b>	<b>(\$56.996)</b>	<b>(\$34.723)</b>	<b>(\$67.761)</b>	<b>(\$92.365)</b>	<b>(\$111.933)</b>
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	\$29.864	\$30.272	\$32.012	\$32.571	\$32.475	\$35.009
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Total Salaries and Wages	\$29.864	\$30.272	\$32.012	\$32.571	\$32.475	\$35.009
Health and Welfare	23.544	1.538	7.804	8.389	9.019	9.695
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	(0.162)	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	307.291	225.505	227.392	233.935	238.557	243.470
Total Fringe Benefits	\$330.673	\$227.043	\$235.197	\$242.324	\$247.576	\$253.165
Contribution to GASB Fund	0.000	0.000	(6.296)	(15.785)	(25.976)	(37.101)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$360.537</b>	<b>\$257.315</b>	<b>\$260.913</b>	<b>\$259.110</b>	<b>\$254.075</b>	<b>\$251.073</b>
<b>Non-Labor:</b>						
Electric Power	\$0.662	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	1.226	2.747	0.000	0.000	0.000	0.000
Insurance	2.063	(2.023)	0.982	1.792	(0.460)	2.198
Claims	132.259	50.820	50.966	50.103	49.189	46.650
Paratransit Service Contracts	4.744	(0.323)	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	(1.009)	(19.100)	(8.930)	(8.930)	(8.930)	(8.930)
Professional Services Contracts	(0.503)	6.747	12.000	12.000	12.000	12.000
Materials and Supplies	17.826	15.596	1.500	1.500	1.500	1.500
Other Business Expenses	1.561	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>\$158.828</b>	<b>\$54.464</b>	<b>\$58.518</b>	<b>\$58.465</b>	<b>\$55.299</b>	<b>\$55.418</b>
<b>Other Expenditure Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$519.365</b>	<b>\$311.779</b>	<b>\$319.431</b>	<b>\$317.575</b>	<b>\$309.374</b>	<b>\$306.491</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$262.402</b>	<b>\$254.783</b>	<b>\$284.708</b>	<b>\$249.814</b>	<b>\$217.009</b>	<b>\$194.558</b>
Depreciation	\$1,650.337	\$1,778.062	\$1,828.062	\$1,878.062	\$1,928.062	\$1,978.062
OPEB Liability Adjustment	1,192.543	1,268.921	1,350.191	1,436.666	1,528.680	1,626.587
GASB 68 Pension Expense Adjustment	(183.805)	(296.003)	(305.534)	(296.398)	(303.171)	(308.944)
Environmental Remediation	9.662	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$2,931.140</b>	<b>\$3,005.762</b>	<b>\$3,157.427</b>	<b>\$3,268.144</b>	<b>\$3,370.580</b>	<b>\$3,490.263</b>



**MTA NEW YORK CITY TRANSIT**  
**November Financial Plan 2018 - 2021**  
**Ridership (Utilization)**  
(in millions)

	Actual	November	Final			
	2016	Forecast	Proposed	2019	2020	2021
		2017	Budget			
			2018			

**RIDERSHIP**

Subway	1,756.815	1,740.491	1,756.538	1,765.477	1,777.561	1,777.065
Bus	638.413	605.880	610.191	611.174	613.359	611.904
Paratransit	8.938	8.843	9.576	10.007	10.457	10.927
<b>Total Ridership</b>	<b>2,404.166</b>	<b>2,355.215</b>	<b>2,376.304</b>	<b>2,386.658</b>	<b>2,401.377</b>	<b>2,399.896</b>

**FAREBOX REVENUE (Excluding fare media liability)**

Subway	\$3,351.083	\$3,444.242	\$3,494.944	\$3,513.406	\$3,538.363	\$3,537.338
Bus	966.344	947.841	957.641	959.325	963.066	960.574
Paratransit	17.620	17.244	19.276	20.144	21.050	21.998
<b>Total Revenue</b>	<b>\$4,335.047</b>	<b>\$4,409.327</b>	<b>\$4,471.861</b>	<b>\$4,492.875</b>	<b>\$4,522.479</b>	<b>\$4,519.910</b>

**NEW YORK CITY TRANSIT**  
**November Financial Plan 2018-2021**  
**2017 Budget Reduction Plan Summary**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	Pos.	2017	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021
<b>Administration</b>										
Additional Transit Adjudication Bureau Revenue (July Plan)		4.077								
Administrative & OTPS Savings (July Plan)	2	1.758	2	2.275	2	2.275	2	2.275	2	2.275
Cancel BRP -Paratransit Zero Fare Revenue (July Plan)		(2.100)		(3.600)		(3.600)		(3.600)		(3.600)
EAM Adjustments (July Plan)	17	5.102	18	2.839	12	1.629	12	1.958	12	1.958
Health & Welfare-Medical Rebid (July Plan)		17.397		5.981		6.362		6.768		7.202
Health & Welfare-NYSHIP DEVA (July Plan)		2.463		2.614		2.779		2.949		3.130
Mandated Training (July Plan)		2.635		2.982		2.982		2.982		2.982
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<b>Subtotal Administration</b>	<b>19</b>	<b>31.332</b>	<b>20</b>	<b>13.091</b>	<b>14</b>	<b>12.427</b>	<b>14</b>	<b>13.332</b>	<b>14</b>	<b>13.947</b>
<b>% of Total Proposed</b>		<b>55.2%</b>		<b>36.7%</b>		<b>36.2%</b>		<b>31.0%</b>		<b>31.4%</b>
<b>Customer Convenience/Amenities</b>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<b>Subtotal Customer Convenience/Amenities</b>	<b>-</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>
<b>% of Total Proposed</b>		<b>0.0%</b>		<b>0.0%</b>		<b>0.0%</b>		<b>0.0%</b>		<b>0.0%</b>
<b>Maintenance</b>										
Power Maintainer Vacancies (July Plan)	31	2.057		2.037						
Maintenance Material and Contract Savings (July Plan)	-	1.620	-	2.847	-	4.347	-	4.347	-	4.347
<b>Subtotal Maintenance</b>	<b>31</b>	<b>3.677</b>	<b>-</b>	<b>4.884</b>	<b>-</b>	<b>4.347</b>	<b>-</b>	<b>4.347</b>	<b>-</b>	<b>4.347</b>
<b>% of Total Proposed</b>		<b>6.5%</b>		<b>13.7%</b>		<b>12.7%</b>		<b>10.1%</b>		<b>9.8%</b>
<b>Revenue Enhancement</b>										
Revenue Control Efficiencies (July Plan)	10	0.858	10	0.954	10	0.954	10	0.954	10	0.954
<b>Subtotal Revenue Enhancement</b>	<b>10</b>	<b>0.858</b>	<b>10</b>	<b>0.954</b>	<b>10</b>	<b>0.954</b>	<b>10</b>	<b>0.954</b>	<b>10</b>	<b>0.954</b>
<b>% of Total Proposed</b>		<b>1.5%</b>		<b>2.7%</b>		<b>2.8%</b>		<b>2.2%</b>		<b>2.1%</b>
<b>Safety</b>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<b>Subtotal Safety</b>	<b>-</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>
<b>% of Total Proposed</b>		<b>0.0%</b>		<b>0.0%</b>		<b>0.0%</b>		<b>0.0%</b>		<b>0.0%</b>
<b>Security</b>										
EAGLE TEAM Deployment (July Plan)	64	3.718	64	6.723	64	6.723	64	6.723	64	6.723
<b>Subtotal Security</b>	<b>64</b>	<b>3.718</b>	<b>64</b>	<b>6.723</b>	<b>64</b>	<b>6.723</b>	<b>64</b>	<b>6.723</b>	<b>64</b>	<b>6.723</b>
<b>% of Total Proposed</b>		<b>6.6%</b>		<b>18.9%</b>		<b>19.6%</b>		<b>15.6%</b>		<b>15.1%</b>
<b>Service</b>										
Bus Operator Hours of Service/OT Adjustments (July Plan)	50	2.354	50	2.608	50	2.608	50	2.608	50	2.608
Cancel BRP - Destaff Auxiliary Full-time Booth (July Plan)	(42)	(2.329)	(42)	(3.879)	(42)	(3.879)	(42)	(3.879)	(42)	(3.879)
Paratransit Shift Trips to Voucher/Taxi/E-Hail Prov. (July Plan)		2.392		5.742		4.857		12.332		12.868
Tower Operator Economy (July Plan)	19	1.652	19	2.025	24	2.557	24	2.557	24	2.557
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<b>Subtotal Service</b>	<b>27</b>	<b>4.069</b>	<b>27</b>	<b>6.496</b>	<b>32</b>	<b>6.143</b>	<b>32</b>	<b>13.618</b>	<b>32</b>	<b>14.154</b>
<b>% of Total Proposed</b>		<b>7.2%</b>		<b>18.2%</b>		<b>17.9%</b>		<b>31.7%</b>		<b>31.9%</b>
<b>Service Support</b>										
None	-	(0.001)	-	0.000	-	0.000	-	0.000	-	0.000
<b>Subtotal Service Support</b>	<b>-</b>	<b>(0.001)</b>	<b>-</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>
<b>% of Total Proposed</b>		<b>0.0%</b>		<b>0.0%</b>		<b>0.0%</b>		<b>0.0%</b>		<b>0.0%</b>
<b>Other</b>										
Prescription Benefit Management - Additional Savings (Nov. Plan)	-	13.076	-	3.499	-	3.744	-	4.007	-	4.288
<b>Subtotal All Other</b>	<b>-</b>	<b>13.076</b>	<b>0</b>	<b>3.499</b>	<b>0</b>	<b>3.744</b>	<b>0</b>	<b>4.007</b>	<b>0</b>	<b>4.288</b>
<b>% of Total Proposed</b>		<b>23.0%</b>		<b>9.8%</b>		<b>10.9%</b>		<b>9.3%</b>		<b>9.7%</b>
<b>Agency Submission</b>	<b>151</b>	<b>\$56.729</b>	<b>121</b>	<b>\$35.647</b>	<b>120</b>	<b>\$34.338</b>	<b>120</b>	<b>\$42.981</b>	<b>120</b>	<b>\$44.413</b>


**MTA New York City Transit**  
**November Financial Plan 2018 -2021**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

	2016 Actual	2017 November Forecast	2018 Final Proposed Budget	2019	2020	2021
<b>Administration</b>						
Office of the President	46	33	33	33	33	33
Law	294	320	320	320	320	320
Office of the EVP	43	53	53	53	51	51
Human Resources	236	240	265	254	254	254
Office of Management and Budget	43	43	43	43	42	42
Capital Planning & Budget	31	35	35	35	35	35
Corporate Communications	245	278	279	279	277	277
Non-Departmental	1	(32)	(24)	(24)	(24)	(24)
Labor Relations	92	97	103	103	103	103
Materiel	272	239	240	238	209	209
Controller	128	128	128	128	125	125
<b>Total Administration</b>	<b>1,431</b>	<b>1,434</b>	<b>1,475</b>	<b>1,462</b>	<b>1,425</b>	<b>1,425</b>
<b>Operations</b>						
Subways Service Delivery	8,540	8,856	8,944	8,795	8,671	8,603
Subways Operation Support /Admin	404	403	403	403	403	403
Subways Stations	2,617	2,638	2,871	2,871	2,871	2,871
<b>Subtotal - Subways</b>	<b>11,561</b>	<b>11,897</b>	<b>12,218</b>	<b>12,069</b>	<b>11,945</b>	<b>11,877</b>
Buses	10,982	11,142	10,991	10,991	10,991	10,991
Paratransit	197	213	213	213	213	213
Operations Planning	377	406	407	403	396	396
Revenue Control	555	573	575	575	575	575
Non-Departmental	-	-	-	-	-	-
<b>Total Operations</b>	<b>23,672</b>	<b>24,231</b>	<b>24,404</b>	<b>24,251</b>	<b>24,120</b>	<b>24,052</b>
<b>Maintenance</b>						
Subways Operation Support /Admin	148	146	178	161	154	153
Subways Engineering	352	392	398	364	315	312
Subways Car Equipment	4,436	4,655	4,946	4,903	4,985	4,863
Subways Infrastructure	1,542	1,749	1,680	1,671	1,654	1,654
Subways Elevator & Escalators	424	485	487	474	493	541
Subways Stations	3,723	3,985	4,372	4,364	4,286	4,291
Subways Track	2,836	3,079	3,365	3,414	3,275	3,257
Subways Power	602	613	657	645	625	625
Subways Signals	1,482	1,648	1,701	1,677	1,629	1,629
Subways Electronics Maintenance	1,562	1,681	1,642	1,604	1,585	1,585
<b>Subtotal - Subways</b>	<b>17,107</b>	<b>18,433</b>	<b>19,426</b>	<b>19,277</b>	<b>19,001</b>	<b>18,910</b>
Buses	3,671	3,680	3,679	3,804	3,818	3,730
Supply Logistics	569	574	571	571	571	571
System Safety	83	98	98	98	95	95
Non-Departmental	17	(108)	(64)	(42)	(42)	(42)
<b>Total Maintenance</b>	<b>21,447</b>	<b>22,677</b>	<b>23,710</b>	<b>23,708</b>	<b>23,443</b>	<b>23,264</b>
<b>Engineering/Capital</b>						
Capital Program Management	1,398	1,358	1,358	1,358	1,283	1,283
<b>Total Engineering/Capital</b>	<b>1,398</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,283</b>	<b>1,283</b>
<b>Public Safety</b>						
Security	663	654	660	660	660	660
<b>Total Public Safety</b>	<b>663</b>	<b>654</b>	<b>660</b>	<b>660</b>	<b>660</b>	<b>660</b>
<b>Total Baseline Positions</b>	<b>48,611</b>	<b>50,354</b>	<b>51,607</b>	<b>51,439</b>	<b>50,931</b>	<b>50,684</b>
Non-Reimbursable	44,256	44,752	46,316	46,442	46,392	46,232
Reimbursable	4,355	5,602	5,291	4,997	4,539	4,452
<b>Total Full-Time</b>	<b>48,355</b>	<b>50,152</b>	<b>51,405</b>	<b>51,237</b>	<b>50,729</b>	<b>50,482</b>
<b>Total Full-Time Equivalents</b>	<b>256</b>	<b>202</b>	<b>202</b>	<b>202</b>	<b>202</b>	<b>202</b>

**MTA NEW YORK CITY TRANSIT**  
**November Financial Plan 2018 - 2021**  
**Total Positions by Function and Occupational Group**  
**Non-Reimbursable and Reimbursable**




	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
<b>FUNCTION / OCCUPATIONAL GROUP</b>						
<b>Administration</b>						
Managers/Supervisors	452	508	517	514	495	495
Professional/Technical/Clerical	958	897	929	919	901	901
Operational Hourlies	23	29	29	29	29	29
<b>Total Administration Headcount</b>	<b>1,433</b>	<b>1,434</b>	<b>1,475</b>	<b>1,462</b>	<b>1,425</b>	<b>1,425</b>
<b>Operations</b>						
Managers/Supervisors	2,725	2,866	2,851	2,829	2,809	2,806
Professional/Technical/Clerical	486	508	506	506	503	503
Operational Hourlies	20,461	20,857	21,047	20,916	20,808	20,743
<b>Total Operations Headcount</b>	<b>23,672</b>	<b>24,231</b>	<b>24,404</b>	<b>24,251</b>	<b>24,120</b>	<b>24,052</b>
<b>Maintenance</b>						
Managers/Supervisors	3,914	4,073	4,289	4,238	4,188	4,171
Professional/Technical/Clerical	1,034	1,153	1,205	1,181	1,120	1,107
Operational Hourlies	16,498	17,451	18,216	18,289	18,135	17,986
<b>Total Maintenance Headcount</b>	<b>21,446</b>	<b>22,677</b>	<b>23,710</b>	<b>23,708</b>	<b>23,443</b>	<b>23,264</b>
<b>Engineering / Capital</b>						
Managers/Supervisors	339	339	339	339	283	283
Professional/Technical/Clerical	1,057	1,017	1,017	1,017	998	998
Operational Hourlies	2	2	2	2	2	2
<b>Total Engineering Headcount</b>	<b>1,398</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,283</b>	<b>1,283</b>
<b>Public Safety</b>						
Managers/Supervisors	277	276	281	281	281	281
Professional, Technical, Clerical	39	42	42	42	42	42
Operational Hourlies	347	336	337	337	337	337
<b>Total Public Safety Headcount</b>	<b>663</b>	<b>654</b>	<b>660</b>	<b>660</b>	<b>660</b>	<b>660</b>
<b>Total Positions</b>						
Managers/Supervisors	7,707	8,062	8,277	8,201	8,056	8,036
Professional, Technical, Clerical	3,573	3,617	3,699	3,665	3,564	3,551
Operational Hourlies	37,331	38,675	39,631	39,573	39,311	39,097
<b>Total Positions</b>	<b>48,611</b>	<b>50,354</b>	<b>51,607</b>	<b>51,439</b>	<b>50,931</b>	<b>50,684</b>

# Staff Summary

<b>Subject</b> SIR 2018 Budget and 2018 – 2021 Financial Plan Adoption
<b>Department</b> Office of Management & Budget
<b>Department Head Name</b> Aaron Stern
<b>Department Head Signature</b> 
<b>Project Manager Name</b>

<b>Date</b> November 30, 2017
<b>Vendor Name</b> NA
<b>Contract Number</b> NA
<b>Contract Manager Name</b> NA
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	TA Committee	12/11/17	X		
2	Finance Committee	12/11/17	X		
3	MTA Board	12/13/17	X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB – Director 		
2	CFO 		
3	EVP 		
4	President		BE 12/4/17

## Purpose

To secure MTA Board adoption of MTA Staten Island Railway's 2017 November Forecast, 2018 Final Proposed Budget, and the Four-Year Financial Plan for 2018-2021.

## Discussion

The 2018 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA Staten Island Railway's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service. The baseline projections that follow for MTA Staten Island Railway include several new programmatic initiatives and support for current projects. SIR projections do not include the estimated impacts from projected fare increases, unidentified MTA efficiencies, and MTA policy actions. These impacts will be presented as part of MTA consolidated materials.

## Major Programmatic Initiative:

- **SIR Mainline Track Component Tie Replacement Program.** Based on a SIR-wide assessment of the current condition of track component ties that serve to maintain the stability of track, it has been determined that most of the existing ties need to be replaced, starting with those that are in the most worn condition. To support this important program, 20 maintenance positions are being added from 2017 through the end of 2019. In 2019, a further assessment of the status of this program will be undertaken to determine what additional resources/support will be required for subsequent plan years.

**Other Important Programmatic Initiatives:**

- Four Dispatcher positions are necessary to staff a new **Enhanced Employee Protection System (EEPS)** desk at the SIR Rail Control Center to ensure roadway worker protection. This requirement meets an NTSB safety recommendation and will be similar to the system now in place at Metro North Railroad.
- **Third Rail Upgrade Replacement Plan** will modernize third rail in designated locations along the right-of-way to ensure the successful performance of the new R211 car fleet, which is scheduled to replace the current nearly 45 year old R44 car fleet in 2022.

**A Budget Reduction Initiative** included in this financial plan represents additional estimated vacancy savings in each plan year of \$0.100 million.

**2017 November Forecast-Baseline**

Total operating revenues are projected at \$9.2 million, including farebox revenues of \$6.8 million. Total operating expenses are projected to be \$75.6 million, consisting of labor costs of \$46.8 million and non-labor expenses of \$28.8 million. Non-cash depreciation expense is projected at \$8.3 million, other post-employment benefit expenses are projected at \$7.5 million and GASB 68 pension expenses are projected at \$0.3 million. After including favorable cash adjustments of \$13.3 million, the projected net cash deficit is \$69.2 million. Projected reimbursable expenses of \$2.5 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 338, including 324 non-reimbursable positions and 14 reimbursable positions.

**2018 Final Proposed Budget-Baseline**

Total operating revenues are projected at \$9.3 million, including farebox revenues of \$6.9 million. Total operating expenses are projected to be \$60.2 million, consisting of labor costs of \$48.1 million and non-labor expenses of \$12.1 million. Non-cash depreciation expense is projected at \$8.3 million, other post-employment benefit expenses are projected at \$7.5 million, and GASB 68 pension expenses are projected at \$0.6 million. After including favorable cash adjustments of \$17.9 million, the projected net cash deficit is \$49.4 million. Projected reimbursable expenses of \$2.0 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 343, including 329 non-reimbursable positions and 14 reimbursable positions.

**Impact on Funding**

The 2017 November Forecast, the 2018 Final Proposed Budget and the Four-Year Financial Plan for 2018-2021, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

**Recommendation**

It is recommended that the MTA Board adopt the 2017 November Forecast, the 2018 Final Proposed Budget and the Four-Year Financial Plan for 2018-2021 for MTA Staten Island Railway.

**MTA STATEN ISLAND RAILWAY**  
**November Financial Plan 2018 - 2021**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
<b>Non-Reimbursable</b>						
<b>Operating Revenue</b>						
Farebox Revenue	\$6.522	\$6.841	\$6.933	\$6.970	\$7.022	\$7.022
Other Operating Revenue	2.798	2.367	2.384	2.385	2.385	2.386
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$9.319</b>	<b>\$9.208</b>	<b>\$9.317</b>	<b>\$9.355</b>	<b>\$9.407</b>	<b>\$9.408</b>
<b>Operating Expense</b>						
<b>Labor:</b>						
Payroll	\$21.409	\$23.312	\$24.962	\$25.336	\$24.200	\$24.672
Overtime	2.686	3.409	1.863	1.877	1.669	1.588
Health and Welfare	5.291	5.713	6.525	6.744	6.647	6.936
OPEB Current Payments	2.215	2.375	2.585	2.631	2.747	2.867
Pension	5.885	6.811	6.979	7.080	6.772	6.571
Other Fringe Benefits	5.848	5.649	5.701	5.774	5.737	5.832
Reimbursable Overhead	(2.119)	(0.489)	(0.489)	(0.489)	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$41.215</b>	<b>\$46.780</b>	<b>\$48.126</b>	<b>\$48.953</b>	<b>\$47.772</b>	<b>\$48.466</b>
<b>Non-Labor:</b>						
Electric Power	\$3.381	\$3.716	\$4.282	\$4.350	\$4.607	\$4.854
Fuel	0.179	0.215	0.218	0.210	0.256	0.285
Insurance	1.307	0.918	1.185	1.371	1.364	1.461
Claims	0.475	0.087	0.087	0.089	0.091	0.094
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	14.044	20.849	3.368	2.046	1.920	1.992
Professional Services Contracts	0.762	1.109	1.037	1.053	1.074	1.097
Materials and Supplies	2.433	1.921	1.845	2.132	1.893	1.704
Other Business Expenses	0.149	0.030	0.030	0.030	0.030	0.029
<b>Total Non-Labor Expenses</b>	<b>\$22.730</b>	<b>\$28.845</b>	<b>\$12.052</b>	<b>\$11.281</b>	<b>\$11.235</b>	<b>\$11.516</b>
<b>Other Expense Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$63.945</b>	<b>\$75.625</b>	<b>\$60.178</b>	<b>\$60.234</b>	<b>\$59.007</b>	<b>\$59.982</b>
Depreciation	\$7.803	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Liability Adjustment	7.229	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	(0.293)	0.300	0.600	0.500	(0.100)	(1.100)
Environmental Remediation	0.050	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$78.733</b>	<b>\$91.725</b>	<b>\$76.578</b>	<b>\$76.534</b>	<b>\$74.707</b>	<b>\$74.682</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$69.414)</b>	<b>(\$82.517)</b>	<b>(\$67.261)</b>	<b>(\$67.179)</b>	<b>(\$65.300)</b>	<b>(\$65.274)</b>

**MTA STATEN ISLAND RAILWAY**  
**November Financial Plan 2018 - 2021**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
<b>Reimbursable</b>						
<b>Operating Revenue</b>						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	4.534	2.510	2.010	2.010	0.900	0.900
<b>Total Revenues</b>	<b>\$4.534</b>	<b>\$2.510</b>	<b>\$2.010</b>	<b>\$2.010</b>	<b>\$0.900</b>	<b>\$0.900</b>
<b>Operating Expense</b>						
<b>Labor:</b>						
Payroll	\$1.432	\$0.521	\$0.521	\$0.521	\$0.000	\$0.000
Overtime	0.831	1.500	1.000	1.000	0.900	0.900
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.013	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	2.120	0.489	0.489	0.489	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$4.396</b>	<b>\$2.510</b>	<b>\$2.010</b>	<b>\$2.010</b>	<b>\$0.900</b>	<b>\$0.900</b>
<b>Non-Labor:</b>						
Electric Power	\$0.009	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.018	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.111	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.138</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Other Expense Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$4.534</b>	<b>\$2.510</b>	<b>\$2.010</b>	<b>\$2.010</b>	<b>\$0.900</b>	<b>\$0.900</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>



**MTA STATEN ISLAND RAILWAY**  
**November Financial Plan 2018 - 2021**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
<b><u>Non-Reimbursable / Reimbursable</u></b>						
<b>Operating Revenue</b>						
Farebox Revenue	\$6.522	\$6.841	\$6.933	\$6.970	\$7.022	\$7.022
Other Operating Revenue	2.798	2.367	2.384	2.385	2.385	2.386
Capital and Other Reimbursements	4.534	2.510	2.010	2.010	0.900	0.900
<b>Total Revenues</b>	<b>\$13.853</b>	<b>\$11.718</b>	<b>\$11.327</b>	<b>\$11.365</b>	<b>\$10.307</b>	<b>\$10.308</b>
<b>Operating Expense</b>						
<b><u>Labor:</u></b>						
Payroll	\$22.841	\$23.833	\$25.483	\$25.857	\$24.200	\$24.672
Overtime	3.517	4.909	2.863	2.877	2.569	2.488
Health and Welfare	5.291	5.713	6.525	6.744	6.647	6.936
OPEB Current Payments	2.228	2.375	2.585	2.631	2.747	2.867
Pension	5.885	6.811	6.979	7.080	6.772	6.571
Other Fringe Benefits	5.848	5.649	5.701	5.774	5.737	5.832
Reimbursable Overhead	0.001	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$45.611</b>	<b>\$49.290</b>	<b>\$50.136</b>	<b>\$50.963</b>	<b>\$48.672</b>	<b>\$49.366</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$3.390	\$3.716	\$4.282	\$4.350	\$4.607	\$4.854
Fuel	0.179	0.215	0.218	0.210	0.256	0.285
Insurance	1.307	0.918	1.185	1.371	1.364	1.461
Claims	0.475	0.087	0.087	0.089	0.091	0.094
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	14.044	20.849	3.368	2.046	1.920	1.992
Professional Services Contracts	0.780	1.109	1.037	1.053	1.074	1.097
Materials and Supplies	2.544	1.921	1.845	2.132	1.893	1.704
Other Business Expenses	0.149	0.030	0.030	0.030	0.030	0.029
<b>Total Non-Labor Expenses</b>	<b>\$22.868</b>	<b>\$28.845</b>	<b>\$12.052</b>	<b>\$11.281</b>	<b>\$11.235</b>	<b>\$11.516</b>
<b><u>Other Expense Adjustments:</u></b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$68.479</b>	<b>\$78.135</b>	<b>\$62.188</b>	<b>\$62.244</b>	<b>\$59.907</b>	<b>\$60.882</b>
Depreciation	\$7.803	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Liability Adjustment	7.229	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	(0.293)	0.300	0.600	0.500	(0.100)	(1.100)
Environmental Remediation	0.050	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$83.267</b>	<b>\$94.235</b>	<b>\$78.588</b>	<b>\$78.544</b>	<b>\$75.607</b>	<b>\$75.582</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$69.414)</b>	<b>(\$82.517)</b>	<b>(\$67.261)</b>	<b>(\$67.179)</b>	<b>(\$65.300)</b>	<b>(\$65.274)</b>

**MTA STATEN ISLAND RAILWAY**  
**November Financial Plan 2018 - 2021**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
<b><u>Cash Receipts and Expenditures</u></b>						
<b>Receipts</b>						
Farebox Revenue	\$6.551	\$6.435	\$6.933	\$6.971	\$7.022	\$7.022
Other Operating Revenue	2.890	3.636	2.384	2.385	2.384	2.386
Capital and Other Reimbursements	3.520	4.307	2.010	2.010	0.900	0.900
<b>Total Receipts</b>	<b>\$12.961</b>	<b>\$14.378</b>	<b>\$11.327</b>	<b>\$11.366</b>	<b>\$10.306</b>	<b>\$10.308</b>
<b>Expenditures</b>						
<b><u>Labor:</u></b>						
Payroll	\$30.936	\$23.833	\$25.483	\$25.857	\$24.198	\$24.672
Overtime	3.359	4.909	2.863	2.877	2.569	2.488
Health and Welfare	5.750	5.713	6.525	6.744	6.645	6.936
OPEB Current Payments	1.853	2.375	2.585	2.631	2.747	2.867
Pension	5.885	6.811	6.979	7.080	6.773	6.571
Other Fringe Benefits	4.877	4.149	4.201	4.276	4.241	4.332
Contribution to GASB Fund	0.000	0.000	0.042	0.051	0.074	0.098
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$52.660</b>	<b>\$47.790</b>	<b>\$48.678</b>	<b>\$49.516</b>	<b>\$47.247</b>	<b>\$47.964</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$3.641	\$3.716	\$4.282	\$4.350	\$4.607	\$4.855
Fuel	0.118	0.215	0.218	0.210	0.256	0.285
Insurance	0.990	0.918	1.185	1.371	1.364	1.461
Claims	0.154	0.087	0.087	0.089	0.091	0.094
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	9.524	27.349	3.368	2.046	1.920	1.992
Professional Services Contracts	1.041	1.109	1.037	1.053	1.074	1.097
Materials and Supplies	1.990	2.391	1.845	2.132	1.893	1.704
Other Business Expenses	0.123	0.030	0.030	0.030	0.030	0.030
<b>Total Non-Labor Expenditures</b>	<b>\$17.581</b>	<b>\$35.815</b>	<b>\$12.052</b>	<b>\$11.281</b>	<b>\$11.235</b>	<b>\$11.518</b>
<b><u>Other Expenditure Adjustments:</u></b>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$70.241</b>	<b>\$83.605</b>	<b>\$60.730</b>	<b>\$60.797</b>	<b>\$58.482</b>	<b>\$59.482</b>
<b>Net Cash Balance</b>	<b>(\$57.280)</b>	<b>(\$69.227)</b>	<b>(\$49.403)</b>	<b>(\$49.431)</b>	<b>(\$48.176)</b>	<b>(\$49.174)</b>

**MTA STATEN ISLAND RAILWAY**  
**November Financial Plan 2018 - 2021**  
**Cash Conversion (Cash Flow Adjustments)**  
Favorable/(Unfavorable)  
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
<b>Cash Flow Adjustments</b>						
<b>Receipts</b>						
Farebox Revenue	\$0.029	(\$0.406)	\$0.000	\$0.001	\$0.000	\$0.000
Other Operating Revenue	0.092	1.269	0.000	0.000	(0.001)	0.000
Capital and Other Reimbursements	(1.014)	1.797	0.000	0.000	0.000	0.000
<b>Total Receipts</b>	<b>(\$0.892)</b>	<b>\$2.660</b>	<b>\$0.000</b>	<b>\$0.001</b>	<b>(\$0.001)</b>	<b>\$0.000</b>
<b>Expenditures</b>						
<b><u>Labor:</u></b>						
Payroll	(\$8.095)	\$0.000	\$0.000	\$0.000	\$0.002	\$0.000
Overtime	0.158	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(0.459)	0.000	0.000	0.000	0.002	0.000
OPEB Current Payments	0.375	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	(0.001)	0.000
Other Fringe Benefits	0.971	1.500	1.500	1.498	1.496	1.500
Contribution to GASB Fund	0.000	0.000	(0.042)	(0.051)	(0.074)	(0.098)
Reimbursable Overhead	0.001	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>(\$7.049)</b>	<b>\$1.500</b>	<b>\$1.458</b>	<b>\$1.447</b>	<b>\$1.425</b>	<b>\$1.402</b>
<b><u>Non-Labor:</u></b>						
Electric Power	(\$0.251)	\$0.000	0.000	\$0.000	\$0.000	(\$0.001)
Fuel	0.061	0.000	0.000	0.000	0.000	0.000
Insurance	0.317	0.000	0.000	0.000	0.000	0.000
Claims	0.321	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.520	(6.500)	0.000	0.000	0.000	0.000
Professional Services Contracts	(0.261)	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.554	(0.470)	0.000	0.000	0.000	0.000
Other Business Expenses	0.026	0.000	0.000	0.000	0.000	(0.001)
<b>Total Non-Labor Expenditures</b>	<b>\$5.287</b>	<b>(\$6.970)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.002)</b>
<b><u>Other Expenditure Adjustments:</u></b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>(\$1.762)</b>	<b>(\$5.470)</b>	<b>\$1.458</b>	<b>\$1.447</b>	<b>\$1.425</b>	<b>\$1.400</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$2.654)</b>	<b>(\$2.810)</b>	<b>\$1.458</b>	<b>\$1.448</b>	<b>\$1.424</b>	<b>\$1.400</b>
Depreciation	\$7.803	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Liability Adjustment	7.229	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	(0.293)	0.300	0.600	0.500	(0.100)	(1.100)
Environmental Remediation	0.050	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$12.134</b>	<b>\$13.290</b>	<b>\$17.858</b>	<b>\$17.748</b>	<b>\$17.124</b>	<b>\$16.100</b>

**MTA STATEN ISLAND RAILWAY**  
**November Financial Plan 2018 - 2021**  
**Ridership (Utilization)**  
(in millions)

<b>Actual</b>	<b>November</b>	<b>Final</b>			
<b>2016</b>	<b>Forecast</b>	<b>Proposed</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
	<b>2017</b>	<b>Budget</b>			
		<b>2018</b>			

**RIDERSHIP**

Fixed Route	4.532	4.555	4.585	4.606	4.636	4.636
<b>Total Ridership</b>	<b>4.532</b>	<b>4.555</b>	<b>4.585</b>	<b>4.606</b>	<b>4.636</b>	<b>4.636</b>

**FAREBOX REVENUE**

Fixed Route Farebox Revenue	\$6.522	\$6.841	\$6.933	\$6.970	\$7.022	\$7.022
<b>Farebox Revenue</b>	<b>\$6.522</b>	<b>\$6.841</b>	<b>\$6.933</b>	<b>\$6.970</b>	<b>\$7.022</b>	<b>\$7.022</b>

**MTA Staten Island Railway**  
**November Financial Plan 2018-2021**  
**2017 Budget Reduction Proposals - Accrual Basis**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	Pos.	2017	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021
<u>Administration</u>										
Vacancy Savings	-	0.100	-	0.100	-	0.100	-	0.100	-	0.100
Subtotal Administration	-	0.100	-	0.100	-	\$0.100	-	\$0.100	-	\$0.100
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
Subtotal Maintenance	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Revenue Enhancement	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Security	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Other	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<b>Agency Submission</b>	-	<b>\$0.100</b>	-	<b>\$0.100</b>	-	<b>\$0.100</b>	-	<b>\$0.100</b>	-	<b>\$0.100</b>

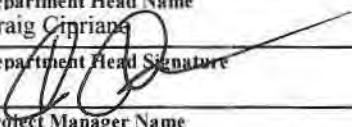
**MTA STATEN ISLAND RAILWAY**  
**November Financial Plan 2018-2021**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>2016 Actual</b>	<b>2017 November Forecast</b>	<b>2018 Final Proposed Budget</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>Administration</b>						
Executive	9	13	13	13	13	13
General Office	7	10	10	10	10	10
Purchasing/Stores	4	6	6	6	6	6
<b>Total Administration</b>	<b>20</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>
<b>Operations</b>						
Transportation	111	107	111	111	111	111
<b>Maintenance</b>						
Mechanical	50	52	52	52	52	52
Electronic/Electrical	13	15	15	15	15	15
Power/Signals	20	27	27	27	27	27
Maintenance of Way	51	68	69	49	49	49
Infrastructure	27	26	26	26	26	26
<b>Total Maintenance</b>	<b>161</b>	<b>188</b>	<b>189</b>	<b>169</b>	<b>169</b>	<b>169</b>
<b>Engineering/Capital</b>						
Capital Project Support	5	14	14	-	-	-
<b>Public Safety</b>						
Total Public Safety	-	-	-	-	-	-
<b>Baseline Total Positions</b>	<b>297</b>	<b>338</b>	<b>343</b>	<b>309</b>	<b>309</b>	<b>309</b>
Non-Reimbursable	292	324	329	309	309	309
Reimbursable	5	14	14	-	-	-
Total Full-Time	297	338	343	309	309	309
Total Full-Time Equivalents	-	-	-	-	-	-

**MTA STATEN ISLAND RAILWAY**  
**November Financial Plan 2018 - 2021**  
**Total Positions by Function and Occupational Group**  
**Non-Reimbursable and Reimbursable**


	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
<b>FUNCTION / OCCUPATIONAL GROUP</b>						
<b>Administration</b>						
Managers/Supervisors	13	17	17	17	17	17
Professional/Technical/Clerical	7	12	12	12	12	12
Operational Hourlies	0	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>20</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>
<b>Operations</b>						
Managers/Supervisors	3	5	9	9	9	9
Professional/Technical/Clerical	2	3	3	3	3	3
Operational Hourlies	106	99	99	99	99	99
<b>Total Operations Headcount</b>	<b>111</b>	<b>107</b>	<b>111</b>	<b>111</b>	<b>111</b>	<b>111</b>
<b>Maintenance</b>						
Managers/Supervisors	13	16	16	13	13	13
Professional/Technical/Clerical	4	6	6	6	6	6
Operational Hourlies	144	166	167	150	150	150
<b>Total Maintenance Headcount</b>	<b>161</b>	<b>188</b>	<b>189</b>	<b>169</b>	<b>169</b>	<b>169</b>
<b>Engineering / Capital</b>						
Managers/Supervisors	2	3	3	0	0	0
Professional/Technical/Clerical	0	2	2	0	0	0
Operational Hourlies	3	9	9	0	0	0
<b>Total Engineering Headcount</b>	<b>5</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Public Safety</b>						
Managers/Supervisors	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>						
Managers/Supervisors	31	41	45	39	39	39
Professional, Technical, Clerical	13	23	23	21	21	21
Operational Hourlies	253	274	275	249	249	249
<b>Total Positions</b>	<b>297</b>	<b>338</b>	<b>343</b>	<b>309</b>	<b>309</b>	<b>309</b>

# Staff Summary

<b>Subject</b> MTA Bus 2018 Budget and 2018-2021 Financial Plan Adoption
<b>Department</b> Finance
<b>Department Head Name</b> Craig Cipriano
<b>Department Head Signature</b> 
<b>Project Manager Name</b> Jacqueline Bruce

<b>Date</b> December 1, 2017
<b>Vendor Name</b> NA
<b>Contract Number</b> NA
<b>Contract Manager Name</b> NA
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT/MTA Bus	12/11/17			
2	Finance Committee	12/11/17	X		
3	MTA Board	12/13/17	X		

Internal Approvals			
Order	Approval	Order	Approval
1	EVP, Business Strategies & Operations Support		 12/1/17
2	President		 12/1/17

## Purpose

To secure MTA Board adoption of MTA Bus Company's 2017 November Forecast, 2018 Final Proposed Budget, and the Four-Year Financial Plan for 2018-2021.

## Discussion

The 2018 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA Bus Company's planned service levels, as well as MTA's commitment to provide safe, secure, reliable, and cost efficient transportation service to the metropolitan New York region. The baseline projections that follow for MTA Bus Company include the impact of budget reduction initiatives and exclude certain items that are captured "below-the-line" in the MTA Consolidated Financial Plan: Fare/Toll increases, unidentified MTA Efficiencies, and other MTA policy actions. The MTA is reimbursed from the City of New York for the operating deficits of MTA Bus Company (MTABC).

The 2018 Final Proposed Budget includes funding for new and enhanced investments and initiatives in support of our core transit goals as follows:

## Key Programmatic Initiatives

- Articulated Buses on Loan from NYCT: Forty articulated buses are being loaned for 18 to 24 months by NYCT to MTABC to operate the Q52/53 SBS service. As a result, NYCT will be retaining older articulated buses (2003) to replace the buses being loaned. The incremental costs associated with the older articulated fleet will be charged to MTABC along with a monthly lease fee.
- Traffic Signal Priority (TSP): This project will encompass all activities required to test, and rollout the TSP. TSP improves bus service by facilitating the movement of buses through traffic signal controlled intersections. The TSP system generates messages from the bus requesting signal priority that are sent to the NYC-DOT Traffic Management Center.



- Platform Budget – TWU Contract Agreement: Additional cost associated with the 2017 TWU Contract agreement to have a unified collective bargaining agreement utilizing College Point depot's work rules as a guideline.
- Platform Budget - Normal Service: The MTABC Bus operator platform budget addresses the following platform budget adjustments: Outdated running times, efforts to improve wait assessment, frequency improvements, Q103 Route Extension, and savings to be realized once Far Rockaway depot is assigned articulated buses.
- NYC-DOT Contract: A MOU with NYC-DOT was signed and renewed late in 2016 for the maintenance of bus stops, bus stop markers, and the movement of bus stops. NYCT and MTABC share the cost of the contract proportionately; the MOU covers a retroactive payment going back to 2011 and extends the agreement through 2019.
- Overage Fleet: There are no new bus deliveries scheduled for MTABC until the 4th Quarter of 2019. This will result in a large part of the fleet being overage, a situation that is not expected to improve until the end of 2020. At the end of 2017, approximately 258 buses (25% of the fleet), will be over 12 years of age. By the end of 2018 this number will increase to approximately 600 buses or 50% of the fleet. This request covers the additional maintenance hours required to keep overage buses in service.

## **Budget Reduction Initiatives**

The Plan provides overall savings of \$21.0 million through 2021, comprised of annual savings of \$6.6 million (2017), \$4.5 million (2018), \$3.5 million (2019), \$3.2 million (2020), and \$3.2 million (2021).

These savings are driven mainly by four budget reduction initiatives discussed below.

- OTPS BRP: OTPS savings are based on a continued top down review of controllable non-labor categories, specifically Material and Supplies, Professional Service Contract, and Other Business Expenses that results in recurring savings.
- Facility Maintainers: Facilities will not be able to fill maintenance positions until 2019, resulting in savings.
- Bus Operator Relief: Savings from Bus Operator relief reduction.
- Shop Scopes Reliability Maintenance: Labor and material savings due to scope reductions for transformer, wiper motor/starter, and starting batteries replacement.

## **2017 November Forecast – Baseline**

Total operating revenues are projected at \$236.7 million, including \$215.6 million of farebox revenues. Total non-reimbursable expenses before depreciation and GASB adjustments are projected to be \$727.1 million in 2017, consisting of labor costs of \$551.8 million and non-labor expenses of \$175.3 million. Non-cash depreciation expense is projected at \$53.9 million, other post-employment benefit expenses are projected at \$100.2 million, and GASB 68 Pension Expense Adjustment is projected at \$114.6 million. Projected reimbursable expenses of \$5.9 million are fully offset by capital reimbursements. After Cash Flow Adjustments, the projected net cash deficit is \$481.1 million.

Total end-of-year positions are projected at 3,952, consisting of 3,912 non-reimbursable positions and 40 reimbursable positions.

## **2018 Final Proposed Budget - Baseline**

Total operating revenues are budgeted at \$239.6 million, including farebox revenues of \$219.0 million. Total non-reimbursable expenses before depreciation and GASB adjustments are budgeted to be \$773.0 million in 2018, consisting of labor costs of \$571.3 million and non-labor expenses of \$201.7 million. Non-cash depreciation expense is projected at \$54.3 million, other post-employment benefit expenses are projected at \$100.2 million, and GASB 68 Pension Expense Adjustment is projected at \$45.6 million. Projected reimbursable expenses of \$6.0 million are fully offset by capital reimbursements. After Cash Flow Adjustments, the projected net cash deficit is \$509.4 million.

Total 2018 end-of-year positions are projected at 3,984 consisting of 3,944 non-reimbursable positions and 40 reimbursable positions.

## **Impact on Funding**

The 2017 November Forecast, the 2018 Final Proposed Budget, and the Four-Year Financial Plan for 2018-2021, which are presented in the attached tables, are consistent with the proposed MTA financial plan.

## **Recommendation**

It is recommended that the MTA Board adopt the 2017 November Forecast, the 2018 Final Proposed Budget, and the Four-Year Financial Plan for 2018-2021 for MTA Bus Company.

**MTA BUS COMPANY**  
**November Financial Plan 2018 - 2021**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
<b>Non-Reimbursable</b>						
<b>Operating Revenue</b>						
Farebox Revenue	\$212.483	\$215.630	\$219.031	\$220.098	\$221.195	\$220.704
Other Operating Revenue	21.991	21.089	20.536	20.657	20.797	21.511
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$234.474</b>	<b>\$236.719</b>	<b>\$239.567</b>	<b>\$240.755</b>	<b>\$241.992</b>	<b>\$242.215</b>
<b>Operating Expense</b>						
<b>Labor:</b>						
Payroll	\$275.379	\$280.147	\$286.731	\$291.799	\$293.033	\$296.130
Overtime	58.556	63.093	64.551	64.824	64.226	65.011
Health and Welfare	66.151	63.090	68.738	75.093	76.828	80.713
OPEB Current Payments	20.945	25.892	27.825	30.387	31.197	32.783
Pension	44.365	52.336	53.282	54.226	53.381	51.809
Other Fringe Benefits	61.609	67.238	70.159	72.096	71.573	72.192
Reimbursable Overhead	(1.450)	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$525.556</b>	<b>\$551.797</b>	<b>\$571.285</b>	<b>\$588.425</b>	<b>\$590.238</b>	<b>\$598.638</b>
<b>Non-Labor:</b>						
Electric Power	\$1.542	\$1.916	\$2.162	\$2.203	\$2.338	\$2.469
Fuel	15.565	19.704	21.933	21.826	25.780	27.177
Insurance	7.714	5.755	6.578	7.709	8.364	9.457
Claims	63.400	29.447	29.977	30.490	30.502	30.807
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	28.125	33.878	41.869	39.882	31.232	35.284
Professional Services Contracts	27.748	29.693	35.469	37.845	33.634	33.876
Materials and Supplies	43.812	50.347	58.604	51.437	48.318	48.389
Other Business Expenses	3.907	4.591	5.120	5.334	5.351	5.440
<b>Total Non-Labor Expenses</b>	<b>\$191.812</b>	<b>\$175.331</b>	<b>\$201.711</b>	<b>\$196.727</b>	<b>\$185.519</b>	<b>\$192.899</b>
<b>Other Expense Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$717.368</b>	<b>\$727.129</b>	<b>\$772.996</b>	<b>\$785.152</b>	<b>\$775.757</b>	<b>\$791.537</b>
Depreciation	\$57.158	\$53.901	\$54.341	\$54.341	\$54.341	\$54.778
OPEB Liability Adjustment	63.516	100.150	100.150	100.150	100.150	100.150
GASB 68 Pension Expense Adjustment	(5.686)	114.600	45.600	44.600	40.400	30.700
Environmental Remediation	0.041	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$832.398</b>	<b>\$995.780</b>	<b>\$973.087</b>	<b>\$984.243</b>	<b>\$970.648</b>	<b>\$977.165</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$597.924)</b>	<b>(\$759.061)</b>	<b>(\$733.520)</b>	<b>(\$743.488)</b>	<b>(\$728.656)</b>	<b>(\$734.950)</b>

**MTA BUS COMPANY**  
**November Financial Plan 2018 - 2021**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
<b>Reimbursable</b>						
<b>Operating Revenue</b>						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	4.258	5.857	5.960	5.925	5.871	5.966
<b>Total Revenues</b>	<b>\$4.258</b>	<b>\$5.857</b>	<b>\$5.960</b>	<b>\$5.925</b>	<b>\$5.871</b>	<b>\$5.966</b>
<b>Operating Expense</b>						
<b><u>Labor:</u></b>						
Payroll	\$2.612	\$2.682	\$2.731	\$2.586	\$2.430	\$2.395
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.780	1.101	1.121	1.214	1.314	1.422
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.378	0.498	0.508	0.508	0.509	0.514
Other Fringe Benefits	0.374	0.486	0.495	0.495	0.495	0.501
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$4.144</b>	<b>\$4.767</b>	<b>\$4.855</b>	<b>\$4.803</b>	<b>\$4.748</b>	<b>\$4.832</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.235	0.238	0.242	0.242	0.244
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.114	0.855	0.867	0.881	0.881	0.890
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.114</b>	<b>\$1.090</b>	<b>\$1.105</b>	<b>\$1.122</b>	<b>\$1.123</b>	<b>\$1.134</b>
<b><u>Other Expense Adjustments:</u></b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$4.258</b>	<b>\$5.857</b>	<b>\$5.960</b>	<b>\$5.925</b>	<b>\$5.871</b>	<b>\$5.966</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA BUS COMPANY**  
**November Financial Plan 2018 - 2021**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
<b><u>Non-Reimbursable / Reimbursable</u></b>						
<b>Operating Revenue</b>						
Farebox Revenue	\$212.483	\$215.630	\$219.031	\$220.098	\$221.195	\$220.704
Other Operating Revenue	21.991	21.089	20.536	20.657	20.797	21.511
Capital and Other Reimbursements	4.258	5.857	5.960	5.925	5.871	5.966
<b>Total Revenues</b>	<b>\$238.732</b>	<b>\$242.576</b>	<b>\$245.527</b>	<b>\$246.680</b>	<b>\$247.863</b>	<b>\$248.181</b>
<b>Operating Expense</b>						
<b><u>Labor:</u></b>						
Payroll	\$277.991	\$282.829	\$289.462	\$294.385	\$295.463	\$298.525
Overtime	58.556	63.093	64.551	64.824	64.226	65.011
Health and Welfare	66.931	64.191	69.859	76.307	78.141	82.135
OPEB Current Payments	20.945	25.892	27.825	30.387	31.197	32.783
Pension	44.743	52.835	53.790	54.734	53.890	52.324
Other Fringe Benefits	61.983	67.724	70.654	72.591	72.068	72.693
Reimbursable Overhead	(1.450)	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$529.700</b>	<b>\$556.564</b>	<b>\$576.140</b>	<b>\$593.228</b>	<b>\$594.985</b>	<b>\$603.471</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$1.542	\$1.916	\$2.162	\$2.203	\$2.338	\$2.469
Fuel	15.565	19.704	21.933	21.826	25.780	27.177
Insurance	7.714	5.755	6.578	7.709	8.364	9.457
Claims	63.400	29.447	29.977	30.490	30.502	30.807
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	28.125	34.113	42.107	40.124	31.474	35.528
Professional Services Contracts	27.748	29.693	35.469	37.845	33.634	33.876
Materials and Supplies	43.926	51.202	59.471	52.317	49.199	49.279
Other Business Expenses	3.907	4.591	5.120	5.334	5.351	5.440
<b>Total Non-Labor Expenses</b>	<b>\$191.926</b>	<b>\$176.421</b>	<b>\$202.816</b>	<b>\$197.849</b>	<b>\$186.642</b>	<b>\$194.033</b>
<b><u>Other Expense Adjustments:</u></b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$721.626</b>	<b>\$732.986</b>	<b>\$778.955</b>	<b>\$791.077</b>	<b>\$781.628</b>	<b>\$797.503</b>
Depreciation	\$57.158	\$53.901	\$54.341	\$54.341	\$54.341	\$54.778
OPEB Liability Adjustment	63.516	100.150	100.150	100.150	100.150	100.150
GASB 68 Pension Expense Adjustment	(5.686)	114.600	45.600	44.600	40.400	30.700
Environmental Remediation	0.041	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$836.656</b>	<b>\$1,001.637</b>	<b>\$979.046</b>	<b>\$990.168</b>	<b>\$976.519</b>	<b>\$983.131</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$597.924)</b>	<b>(\$759.061)</b>	<b>(\$733.520)</b>	<b>(\$743.488)</b>	<b>(\$728.656)</b>	<b>(\$734.950)</b>

**MTA BUS COMPANY**  
**November Financial Plan 2018 - 2021**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
<b><u>Cash Receipts and Expenditures</u></b>						
<b>Receipts</b>						
Farebox Revenue	\$211.450	\$216.876	\$219.031	\$220.098	\$221.195	\$220.704
Other Operating Revenue	21.703	21.089	20.536	20.657	20.797	21.511
Capital and Other Reimbursements	4.905	7.908	8.042	11.308	11.247	11.328
<b>Total Receipts</b>	<b>\$238.058</b>	<b>\$245.873</b>	<b>\$247.609</b>	<b>\$252.063</b>	<b>\$253.239</b>	<b>\$253.543</b>
<b>Expenditures</b>						
<b><u>Labor:</u></b>						
Payroll	\$284.836	\$277.002	\$287.383	\$295.764	\$297.001	\$298.119
Overtime	58.595	63.093	64.551	64.824	64.226	65.011
Health and Welfare	61.580	63.771	69.431	76.307	78.142	82.135
OPEB Current Payments	22.355	25.892	27.825	30.387	31.197	32.783
Pension	44.365	50.870	53.616	54.560	53.716	52.148
Other Fringe Benefits	47.719	55.830	55.477	57.414	56.891	57.514
Contribution to GASB Fund	0.000	0.000	0.000	0.094	0.205	0.318
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$519.450</b>	<b>\$536.459</b>	<b>\$558.282</b>	<b>\$579.350</b>	<b>\$581.378</b>	<b>\$588.028</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$1.542	\$1.916	\$2.162	\$2.203	\$2.338	\$2.469
Fuel	15.480	19.704	21.933	20.403	24.357	27.178
Insurance	9.071	5.755	6.578	7.709	8.364	9.457
Claims	27.967	25.385	25.842	26.355	26.367	26.631
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	27.156	39.614	42.107	38.635	29.985	35.528
Professional Services Contracts	22.820	39.193	35.469	37.845	33.634	33.876
Materials and Supplies	41.887	54.402	59.471	52.318	49.199	49.279
Other Business Expenses	3.776	4.591	5.119	5.334	5.351	5.440
<b>Total Non-Labor Expenditures</b>	<b>\$149.699</b>	<b>\$190.561</b>	<b>\$198.679</b>	<b>\$190.803</b>	<b>\$179.595</b>	<b>\$189.858</b>
<b><u>Other Expenditure Adjustments:</u></b>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$669.149</b>	<b>\$727.019</b>	<b>\$756.961</b>	<b>\$770.153</b>	<b>\$760.974</b>	<b>\$777.885</b>
<b>Net Cash Balance</b>	<b>(\$431.091)</b>	<b>(\$481.146)</b>	<b>(\$509.352)</b>	<b>(\$518.090)</b>	<b>(\$507.735)</b>	<b>(\$524.342)</b>

**MTA BUS COMPANY**  
**November Financial Plan 2018 - 2021**  
**Cash Conversion (Cash Flow Adjustments)**  
Favorable/(Unfavorable)  
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
<b>Cash Flow Adjustments</b>						
<b>Receipts</b>						
Farebox Revenue	(\$1.033)	\$1.246	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	(0.288)	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.647	2.051	2.082	5.383	5.376	5.362
<b>Total Receipts</b>	<b>(\$0.674)</b>	<b>\$3.297</b>	<b>\$2.082</b>	<b>\$5.383</b>	<b>\$5.376</b>	<b>\$5.362</b>
<b>Expenditures</b>						
<b><u>Labor:</u></b>						
Payroll	(\$6.845)	\$5.827	\$2.079	(\$1.379)	(\$1.538)	\$0.406
Overtime	(0.039)	0.000	0.000	0.000	0.000	0.000
Health and Welfare	5.351	0.420	0.428	0.000	(0.001)	0.000
OPEB Current Payments	(1.410)	0.000	0.000	0.000	0.000	0.000
Pension	0.378	1.965	0.174	0.174	0.174	0.176
Other Fringe Benefits	14.264	11.894	15.177	15.177	15.177	15.179
Contribution to GASB Fund	0.000	0.000	0.000	(0.094)	(0.205)	(0.318)
Reimbursable Overhead	(1.450)	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$10.250</b>	<b>\$20.106</b>	<b>\$17.858</b>	<b>\$13.878</b>	<b>\$13.607</b>	<b>\$15.443</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$0.000	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.085	0.000	0.000	1.423	1.423	(0.001)
Insurance	(1.357)	0.000	0.000	0.000	0.000	0.000
Claims	35.433	4.062	4.135	4.135	4.135	4.176
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.969	(5.501)	0.000	1.489	1.489	0.000
Professional Services Contracts	4.928	(9.500)	0.000	0.000	0.000	0.000
Materials and Supplies	2.039	(3.200)	0.000	(0.001)	0.000	0.000
Other Business Expenses	0.131	0.000	0.001	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>\$42.227</b>	<b>(\$14.139)</b>	<b>\$4.136</b>	<b>\$7.046</b>	<b>\$7.047</b>	<b>\$4.175</b>
<b><u>Other Expenditure Adjustments:</u></b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$52.477</b>	<b>\$5.967</b>	<b>\$21.994</b>	<b>\$20.924</b>	<b>\$20.654</b>	<b>\$19.618</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$51.803</b>	<b>\$9.264</b>	<b>\$24.076</b>	<b>\$26.307</b>	<b>\$26.030</b>	<b>\$24.980</b>
Depreciation	\$57.158	\$53.901	\$54.341	\$54.341	\$54.341	\$54.778
OPEB Liability Adjustment	63.516	100.150	100.150	100.150	100.150	100.150
GASB 68 Pension Expense Adjustment	(5.686)	114.600	45.600	44.600	40.400	30.700
Environmental Remediation	0.041	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$166.833</b>	<b>\$277.915</b>	<b>\$224.167</b>	<b>\$225.398</b>	<b>\$220.921</b>	<b>\$210.608</b>

**MTA BUS COMPANY**  
**November Financial Plan 2018 - 2021**  
**Ridership (Utilization)**  
(in millions)

	Actual	November	Final			
	2016	Forecast	Proposed	2019	2020	2021
		2017	Budget			
			2018			

**RIDERSHIP**

Fixed Route	125.617	122.969	124.393	124.896	125.462	125.211
<b>Total Ridership</b>	<b>125.617</b>	<b>122.969</b>	<b>124.393</b>	<b>124.896</b>	<b>125.462</b>	<b>125.211</b>

**FAREBOX REVENUE**

Fixed Route Farebox Revenue	\$212.483	\$215.630	\$219.031	\$220.098	\$221.195	\$220.704
<b>Farebox Revenue</b>	<b>\$212.483</b>	<b>\$215.630</b>	<b>\$219.031</b>	<b>\$220.098</b>	<b>\$221.195</b>	<b>\$220.704</b>



**MTA BUS COMPANY**  
**November Financial Plan 2018 - 2021**  
**2017 Budget Reduction Plan Summary**  
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2017	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021
<u>Administration</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Administration	-	0.000	-	0.000	-	\$0.000	-	\$0.000	-	\$0.000
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
BRP - Shop Scope Reliability Maintenance Savings	-	0.485	2	0.735	-	0.000	-	0.000	-	0.000
Veeder Root Contract	-	0.010	-	0.046	-	0.046	-	0.046	-	0.046
BRP - Facilities Maintainers	9	0.899	6	0.612	3	0.311	-	0.000	-	0.000
Subtotal Maintenance	9	1.394	8	1.393	3	0.357	-	0.046	-	0.046
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Revenue Enhancement	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Security	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
Bus Operator Relief	14	0.707	14	1.448	14	1.469	14	1.499	14	1.529
Subtotal Service	14	0.707	14	1.448	14	1.469	14	1.499	14	1.529
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
OTPS	-	3.500	-	1.000	-	1.000	-	1.000	-	1.000
Professional Service Contract	-	0.300	-	0.300	-	0.300	-	0.300	-	0.300
Material & Supplies	-	0.500	-	0.200	-	0.200	-	0.200	-	0.200
Other Business Expense	-	0.200	-	0.150	-	0.150	-	0.150	-	0.150
Subtotal Other	-	4.500	-	1.650	-	1.650	-	1.650	-	1.650
<b>Agency Submission</b>	<b>23</b>	<b>\$6.601</b>	<b>22</b>	<b>\$4.491</b>	<b>17</b>	<b>\$3.476</b>	<b>14</b>	<b>\$3.195</b>	<b>14</b>	<b>\$3.225</b>

**MTA BUS COMPANY**  
**November Financial Plan 2018 - 2021**  
**Total Positions by Function & Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

FUNCTION/DEPARTMENT	2016 Actual	2017 November Forecast	2018 Final Proposed Budget	2019	2020	2021
<b>Administration</b>						
Office of the EVP	3	3	3	3	3	3
Human Resources	15	18	18	18	18	18
Office of Management and Budget	12	13	13	13	13	13
Technology & Information Services	-	-	-	-	-	-
Materiel	15	17	17	17	17	17
Controller	19	17	17	17	17	17
Office of the President	3	7	7	7	7	7
System Safety Administration	1	5	5	5	5	5
Law	23	25	25	25	25	25
Corporate Communications	-	-	-	-	-	-
Strategic Office	17	27	30	31	31	31
Labor Relations	4	4	4	4	4	4
Non Departmental	-	15	7	34	39	7
<b>Total Administration</b>	<b>112</b>	<b>151</b>	<b>146</b>	<b>174</b>	<b>179</b>	<b>147</b>
<b>Operations</b>						
Buses	2,237	2,295	2,328	2,328	2,328	2,328
Office of the Executive Vice President, Regional	5	4	4	4	4	4
Safety & Training	67	55	56	56	56	56
Road Operations	124	123	123	123	123	123
Transportation Support	25	22	22	22	22	22
Operations Planning	30	33	33	33	33	33
Revenue Control	28	30	30	30	30	30
<b>Total Operations</b>	<b>2,516</b>	<b>2,562</b>	<b>2,596</b>	<b>2,596</b>	<b>2,596</b>	<b>2,596</b>
<b>Maintenance</b>						
Buses	749	757	765	765	765	765
Maintenance Support/CMF	207	246	233	230	215	253
Facilities	66	75	78	81	84	82
Supply Logistics	89	99	99	99	99	99
<b>Total Maintenance</b>	<b>1,111</b>	<b>1,177</b>	<b>1,175</b>	<b>1,175</b>	<b>1,163</b>	<b>1,199</b>
<b>Engineering/Capital</b>						
Capital Program Management	26	37	37	37	37	37
<b>Public Safety</b>						
Office of the Senior Vice President	19	25	30	30	30	30
<b>Total Positions</b>	<b>3,784</b>	<b>3,952</b>	<b>3,984</b>	<b>4,012</b>	<b>4,005</b>	<b>4,009</b>
Non-Reimbursable	3,748	3,912	3,944	3,972	3,965	3,969
Reimbursable	36	40	40	40	40	40
Total Full-Time	3,770	3,937	3,969	3,997	3,990	3,994
Total Full-Time Equivalents	14	15	15	15	15	15

**MTA BUS COMPANY**  
**November Financial Plan 2018 - 2021**  
**Total Positions by Function and Occupational Group**  
**Non-Reimbursable and Reimbursable**

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
<b>FUNCTION / OCCUPATIONAL GROUP</b>						
<b>Administration</b>						
Managers/Supervisors	46	67	67	67	67	67
Professional/Technical/Clerical	66	73	75	76	76	76
Operational Hourlies	0	11	4	31	36	4
<b>Total Administration Headcount</b>	<b>112</b>	<b>151</b>	<b>146</b>	<b>174</b>	<b>179</b>	<b>147</b>
<b>Operations</b>						
Managers/Supervisors	307	308	310	310	310	310
Professional/Technical/Clerical	50	51	51	51	51	51
Operational Hourlies	2,159	2,203	2,235	2,235	2,235	2,235
<b>Total Operations Headcount</b>	<b>2,516</b>	<b>2,562</b>	<b>2,596</b>	<b>2,596</b>	<b>2,596</b>	<b>2,596</b>
<b>Maintenance</b>						
Managers/Supervisors	222	229	230	230	230	230
Professional/Technical/Clerical	22	29	29	29	29	27
Operational Hourlies	867	919	916	916	904	942
<b>Total Maintenance Headcount</b>	<b>1,111</b>	<b>1,177</b>	<b>1,175</b>	<b>1,175</b>	<b>1,163</b>	<b>1,199</b>
<b>Engineering / Capital</b>						
Managers/Supervisors	14	21	21	21	21	21
Professional/Technical/Clerical	12	16	16	16	16	16
Operational Hourlies	0	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>26</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>
<b>Public Safety</b>						
Managers/Supervisors	15	17	19	19	19	19
Professional, Technical, Clerical	4	5	8	8	8	8
Operational Hourlies	0	3	3	3	3	3
<b>Total Public Safety Headcount</b>	<b>19</b>	<b>25</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>
<b>Total Positions</b>						
Managers/Supervisors	<b>604</b>	<b>642</b>	<b>647</b>	<b>647</b>	<b>647</b>	<b>647</b>
Professional, Technical, Clerical	<b>154</b>	<b>174</b>	<b>179</b>	<b>180</b>	<b>180</b>	<b>178</b>
Operational Hourlies	<b>3,026</b>	<b>3,136</b>	<b>3,158</b>	<b>3,185</b>	<b>3,178</b>	<b>3,184</b>
<b>Total Positions</b>	<b>3,784</b>	<b>3,952</b>	<b>3,984</b>	<b>4,012</b>	<b>4,005</b>	<b>4,009</b>

**SERVICE CHANGES:      RESTORE M60 SBS SERVICE TO TERMINAL A  
(MARINE AIR TERMINAL) AT  
LAGUARDIA AIRPORT**

### **Service Issue**

On December 9, 2017, various airline terminal relocations occurred at LaGuardia Airport. M60 SBS service was restored to Terminal A (Marine Air Terminal) due to an expected increase in airline passengers at that terminal.

In addition, the Port Authority of New York and New Jersey has permitted MTA buses to use the airport's 82<sup>nd</sup> St exit between midnight and 6am, which was previously banned. This allows NYCT to serve Terminal A 24 hours a day, and it will allow the westbound M60 SBS to serve the Ditmars Boulevard/Grand Central Parkway stop 24 hours a day as well.

This is another step in what is likely a series of changes to the roadway network and bus stops at LaGuardia Airport during construction associated with the LaGuardia Airport Redevelopment Program. NYCT expects further minor changes to airport bus routes over the next few years.

### **Recommendation**

Restore the M60 SBS stop to Terminal A. Eliminate the M60 SBS's different westbound route path between midnight and 6am and instead maintain the same route path 24 hours a day.

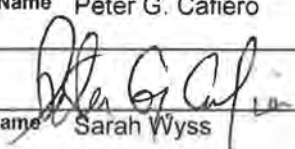
### **Budget Impact**

This service change is estimated to cost NYCT \$201,000 annually.

### **Proposed Implementation Date**

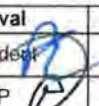
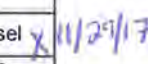





December 2017

# Staff Summary

Subject	Restore M60 SBS Service to Terminal A (Marine Air Terminal) at LaGuardia Airport
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	December 4, 2017
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

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

## Purpose

To obtain presidential approval and inform the board of a recommendation to restore M60 SBS bus service to Terminal A (Marine Air Terminal) at LaGuardia Airport.

## Discussion

The M60 SBS provides Select Bus Service between the Upper West Side of Manhattan and LaGuardia Airport in Queens at all times. At the airport, M60 SBS was removed from Terminal A (also known as the Marine Air Terminal) in June 2016 to offset running time increases at the airport due to roadway network changes related to the LaGuardia Airport Redevelopment Program.

On December 9, 2017, the Port Authority of New York and New Jersey relocated various airlines to different terminals at the airport. This included a move of JetBlue and Alaska Airlines from Terminal B to Terminal A. Prior to that date, the only flights at Terminal A were operated by Delta Shuttle. This change is expected to more than double total air travelers using Terminal A. In addition, customers using JetBlue and Alaska Airlines are more likely to use public transportation than the predominantly business travelers who fly Delta Shuttle. After notification of these changes by the Port Authority, on December 9, 2017 NYCT restored M60 SBS service to Terminal A.

Historically, the Port Authority had banned MTA buses from using the airport's 82<sup>nd</sup> St exit between midnight and 6am. With this requested service change, the Port Authority has now allowed the use of this exit overnight. This allows NYCT to operate the M60 SBS via the same route path 24 hours a day, 7 days a week. Terminal A will be served 24 hours a day, as will the westbound stop at Ditmars Boulevard/Grand Central Parkway, which had only previously had M60 SBS service between 6am and midnight.

# Staff Summary



This service change would increase route mileage by approximately 0.9 miles and travel time by an estimated 3 minutes per trip.

This is another step in what is likely a series of changes to the roadway network and bus stops at LaGuardia Airport during construction associated with the LaGuardia Airport Redevelopment Program. NYCT expects further minor changes to airport bus routes over the next few years.

## **Recommendation**

Restore M60 SBS service to Terminal A. Eliminate the M60 SBS's different westbound route path between midnight and 6am and maintain the same route path 24 hours a day.

## **Alternatives**

1. *Do not restore M60 SBS service to Terminal A.* Public transportation-inclined air travelers would have fewer bus options and would be more likely to drive or take taxis.

## **Budget Impact**

This service change is estimated to cost NYCT \$201,000 annually.

## **Implementation Date**

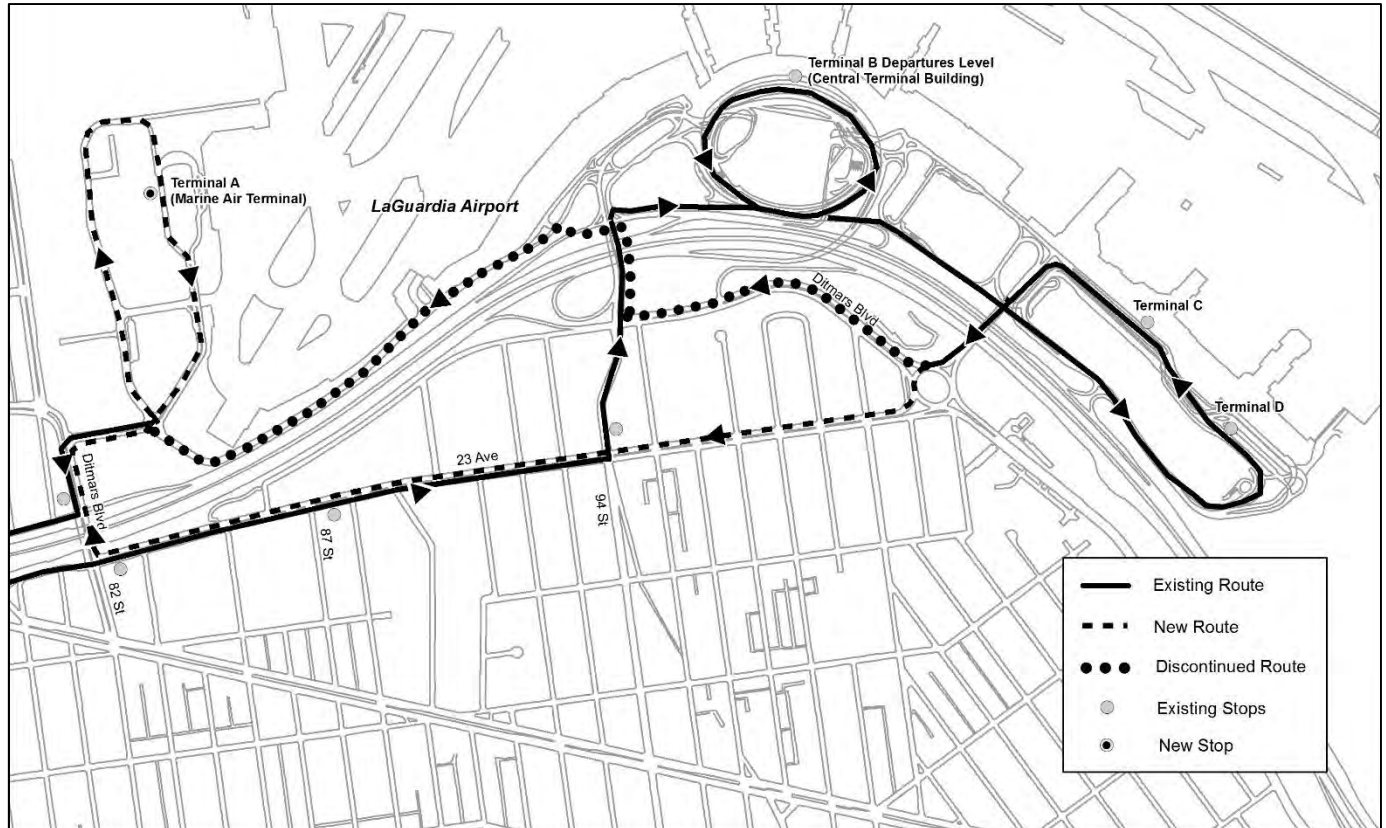
December 2017

Approved:

Phillip Eng  
Acting President

A blue ink signature of Phillip Eng, written over a horizontal line.

## Attachment 1: M60 SBS New Route Path at LaGuardia Airport





# Report



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

### **MetroCard Market Share**

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

<u>Fare Media</u>	<u>October 2016</u>	<u>October 2017*</u>	<u>Difference</u>
Cash	2.1%	2.0%	(0.1%)
Single-Ride Ticket	0.8%	0.8%	0.0%
Bonus Pay-Per-Ride	39.1%	39.8%	0.7%
Non-Bonus Pay-Per-Ride	4.9%	4.5%	(0.4%)
7-Day Farecard	22.6%	22.5%	(0.1%)
30-Day Farecard	<u>30.4%</u>	<u>30.4%</u>	(0.0%)
Total	100.0%	100.0%	

\* Preliminary

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

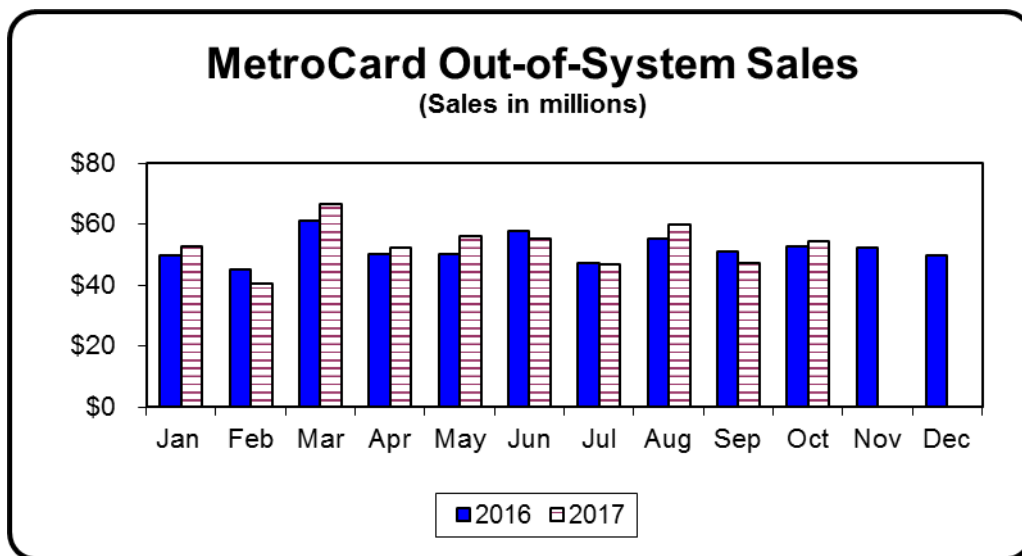
### **Balance-Protection Program**

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 October 2017 was 4,287 a 5.90 percent decrease from the same period last year. The average value of a credit issued was \$74.05.



## **MetroCard Extended Sales**

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$54.6 million in October 2017, a 3.8 percent increase compared to October of 2016. Year to date sales totaled \$532.1 million, a 2.1 percent increase compared to the same period last year.



### *Retail Sales*

There were 4,298 active out-of-system sales and distribution locations for MetroCards, generating \$23.4 million in sales revenue during October 2017.

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

Sales of 152,670 MetroCards valued at approximately \$14.6 million were made in October 2017 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$95.59. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 116,297 for October 2017, generating an additional \$14.1 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$279.1 million, a 10 percent increase when compared to last year.

## **Mobile Sales Program**

In October 2017, the Mobile Sales unit completed 204 site visits, of which 146 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$119,000 in revenue was generated. In October 2017, the Mobile Sales unit assisted and enabled 2,134 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as support for Citiview Connections Club House (Queens).

### **Reduced-Fare Program**

During October 2017 enrollment in the Reduced-Fare Program increased by 7,830 new customers. The total number of customers in the program is 1,113,932. Seniors account for 924,260 or 83 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 17 percent or 189,672 customers. Of those, a total of 39,907 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 \$8.9 million in value to their farecards during the month.

### **EasyPay Reduced Fare Program**

In October 2017, the EasyPay Reduced Fare program enrollment totaled 172,566 accounts. During the month, active EasyPay customers accounted for approximately 2.5 million subway and bus rides with \$2.6 million charged to their accounts. Each active account averaged 30 trips per month, with an average monthly bill of \$15.

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

In October 2017, the EasyPay Xpress PPR program enrollment totaled 110,531 accounts. During this month, active Xpress PPR customers accounted for approximately 2.0 million subway, express bus and local bus rides with \$5.4 million charged to their accounts. Each active account averaged 22 trips per month, with an average monthly bill of \$61.

### **EasyPay Xpress Unlimited Program**

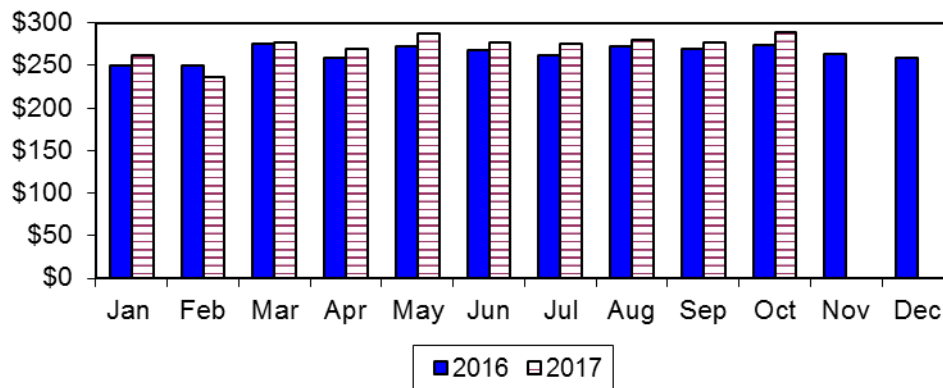
In October 2017, the EasyPay Xpress Unlimited program enrollment totaled 23,107 accounts. During this month, active Xpress Unlimited customers accounted for approximately 1.1 million subway and local bus rides with \$2.5 million charged to their accounts. Each active account averaged 50 trips per month with a fixed monthly bill of \$121.00.

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

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during October 2017 totaled \$289.2 million, on a base of 15.3 million customer transactions. This represents 0.4 percent increase in vending machine transactions compared to the same period last year. During October 2017, MEMs accounted for 2,286,486 transactions resulting in \$61,982,501.33 in sales. Debit/credit card purchases accounted for 79.8 percent of total vending machine revenue, while cash purchases accounted for 20.2 percent. Debit/credit card transactions account for 56.8 percent of total vending machine transactions, while cash transactions account for 43.2 percent. The average credit sale was \$30.13, more than three times the average cash sale of \$8.79. The average debit sale was \$21.17.

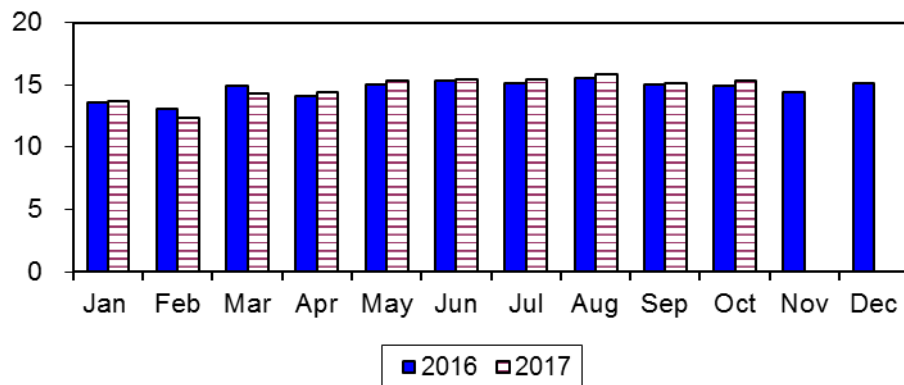
## Vending Machine Sales

(Sales in millions)



## Vending Machine Transactions

(Transactions in millions)



# Paratransit Dashboard Implementation

December 11, 2017

NYCT STRATEGIC INITIATIVES GROUP



# Ridership



## Ridership by Provider Type

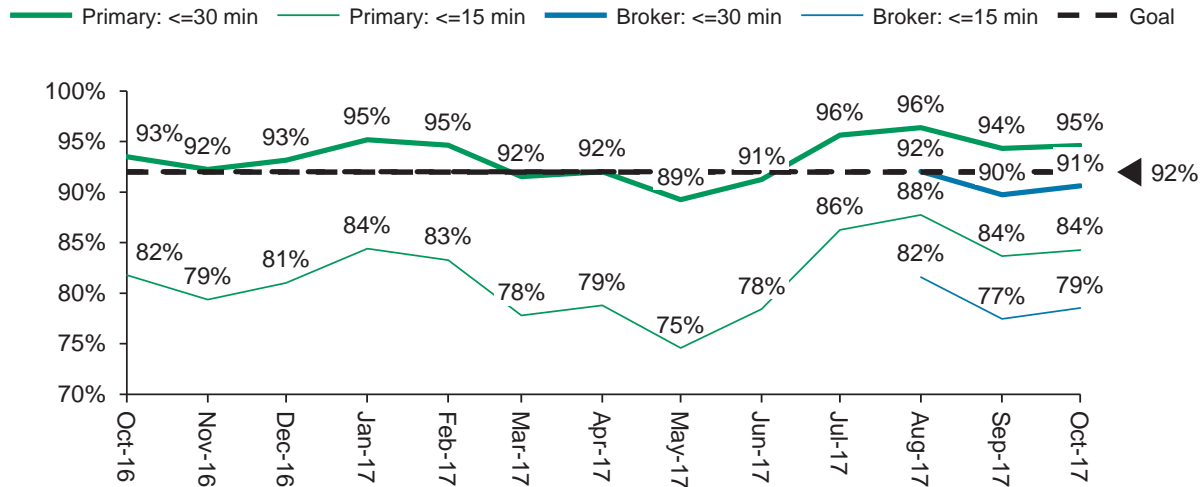
Total trips is the count of trips provided to registered Paratransit clients in a given month. Total ridership includes the count of personal care attendants (PCAs) and guests who join clients on the trips. Ridership is presented by the type of provider:

- 1) **Primary** providers are the blue and white Access-A-Ride-branded vehicles, operated by contractors. They provide service in vehicles ranging from lift- and ramp-equipped vans to sedans.
- 2) **Brokers** provide for-hire vehicles and some accessible taxis.
- 3) **E-Hails** provide web- or app-based trip booking and furnish for-hire vehicles and metered taxis, including wheelchair accessible vehicles (WAVs).
- 4) **Street Hails** are services provided by the traditional yellow or green taxi vehicles, ordered by on-street flagging by customers who have been authorized for reimbursement.
- 5) **All others** are mostly service providers used by voucher customers.

# On-Time Performance

Date range filter	<input type="checkbox"/> Peak (7am-10am & 4pm-7pm) <input type="checkbox"/> Off-peak	<input type="checkbox"/> Weekdays <input type="checkbox"/> Weekends	Originating borough <input type="checkbox"/> Bronx <input type="checkbox"/> ...	Provider type <input type="checkbox"/> Primary <input type="checkbox"/> Broker
<input type="checkbox"/> Oct-2016 <input type="checkbox"/> ...				

Pickup On-Time Performance



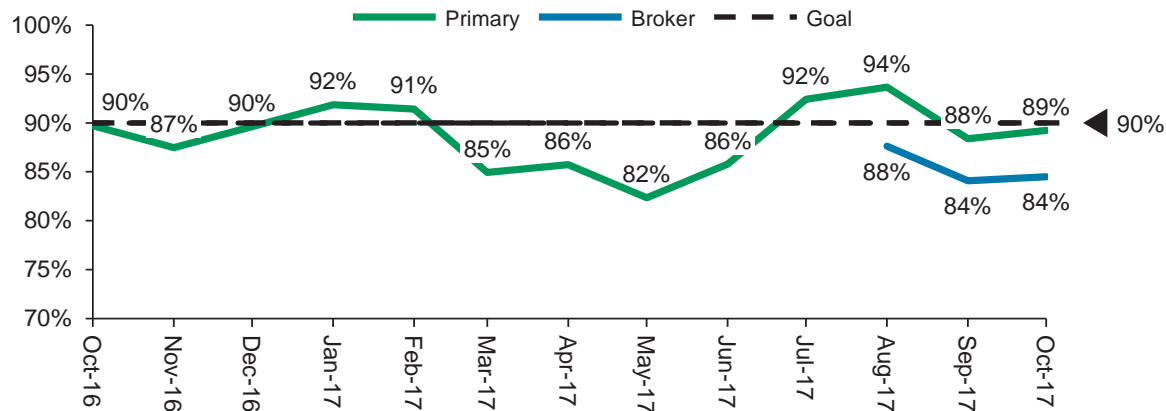
## On-Time Performance for Primary and Broker Providers

**Pickup OTP** compares promised to actual pickup time. It is measured on both 15-minute and 30-minute windows. Paratransit's goal is for 92% of all trips to arrive at the pickup location no more than 30 minutes after the promised time.

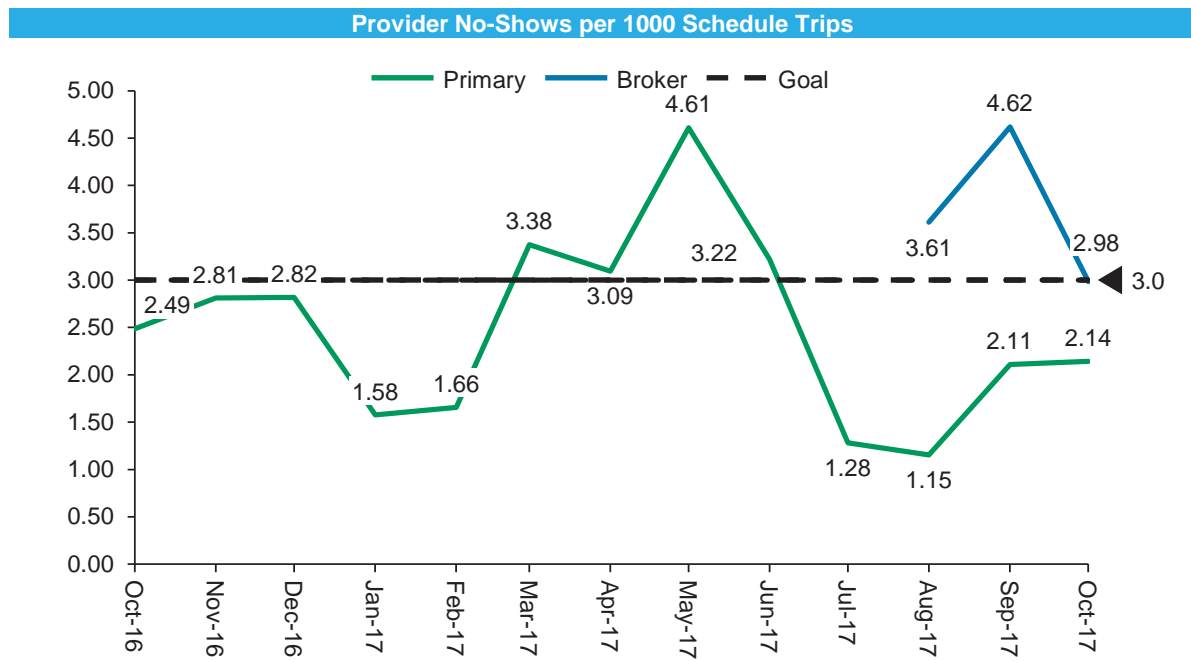
**Drop-Off OTP** compares requested drop-off time to actual drop-off time for trips scheduled with a specific appointment time, such as a doctor visit. It is measured on a 5-minute window. Paratransit's goal is for 90% of appointment trips to arrive at the destination no more than 5 minutes after the requested time.

GPS tracking of broker trips began in August 2017.

Drop-Off On-Time Performance on Appointment Trips



## No-Shows

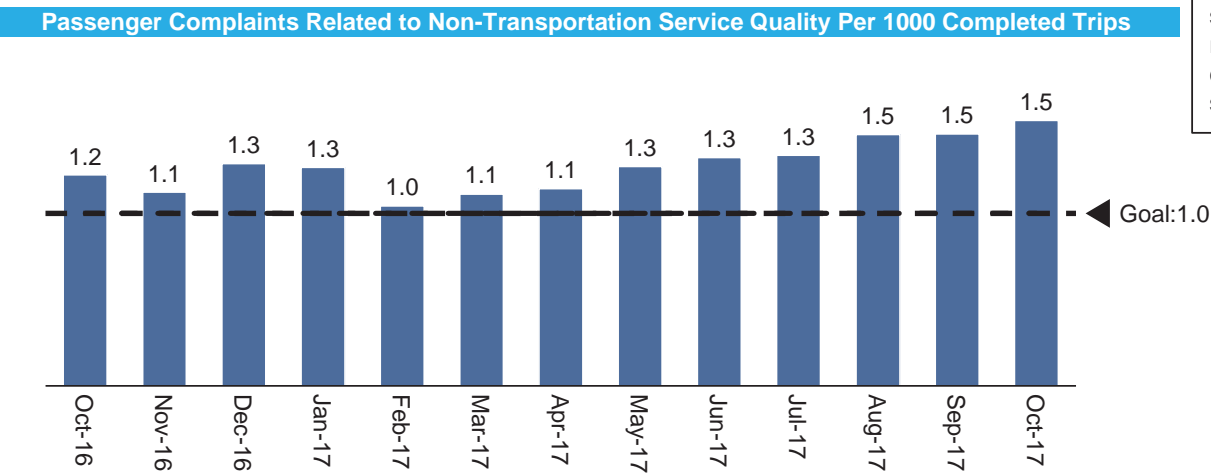
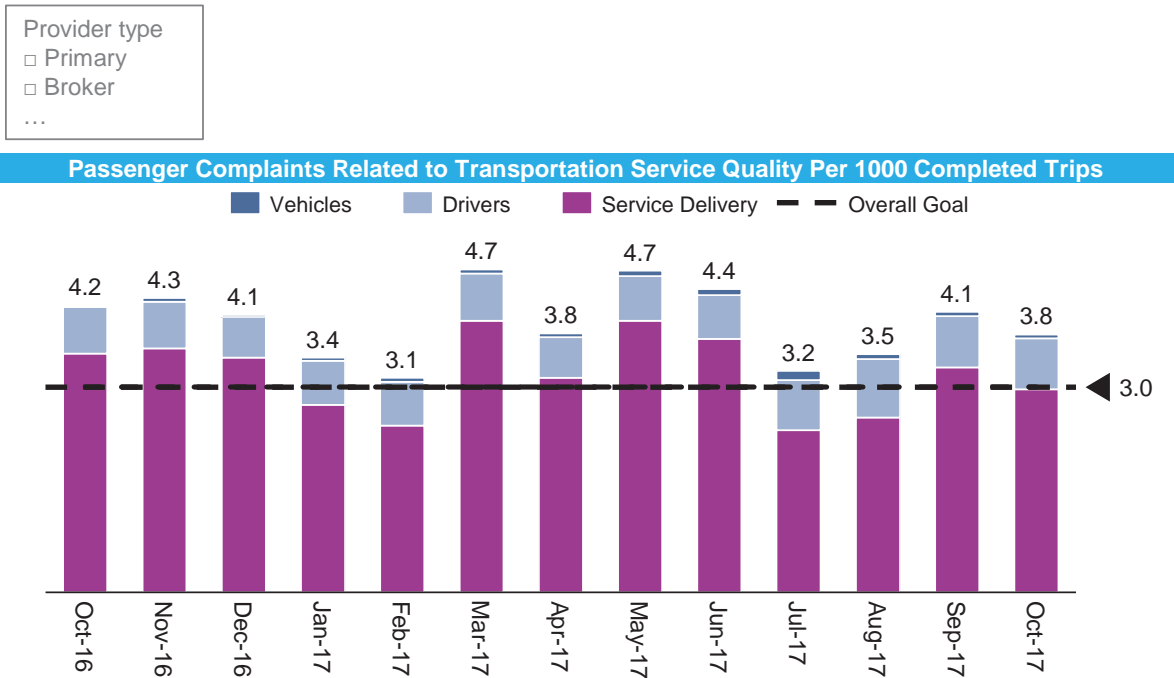


### No-Shows per 1000 Scheduled Trips for Primary and Broker Providers

The no-show rate measures the frequency with which primary providers do not arrive at the pickup location within 30 minutes of the promised time and the customer calls for replacement service. For broker providers, customers can call for replacement service after 15 minutes. Customer no-shows and no-fault no-shows are not included in this measure. No-fault no-shows are cases for which Paratransit can not determine responsibility. Paratransit's goal is 3.0 or fewer no-shows per 1000 scheduled trips (0.3%).

GPS tracking of broker trips began in August 2017.

# Customer Complaints



## Customer complaints per 1000 Completed Trips

Customers can comment on Paratransit service quality by phone, writing or Internet. The number of complaints is measured as a rate per 1000 completed trips.

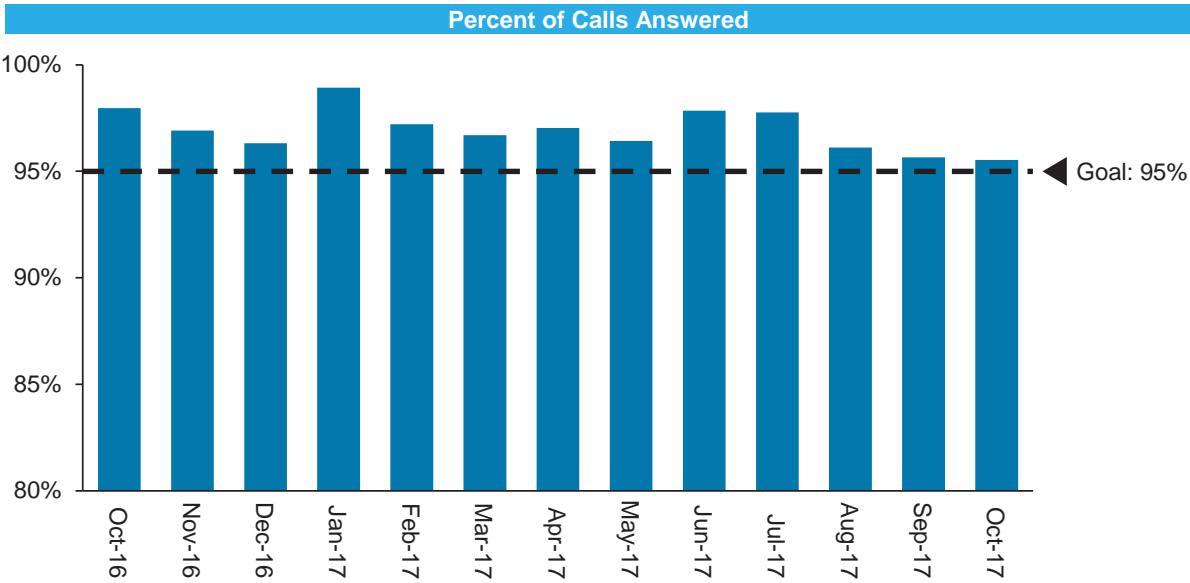
Service Delivery, Driver and Vehicle complaints make up the Transportation Service Quality measure, for which Paratransit's goal is 3.0 or fewer per 1000 trips. Complaints about no-shows, lateness and long rides are combined in the Service Delivery category.

Non-Transportation Service Quality complaints regard the reservation process, the eligibility certification experience, customer service agent helpfulness and politeness, and all other complaints.

The phone number customers call to make complaints and other comments is the same, familiar number they use for reservations. Paratransit reviews all complaints received and tries to resolve all specific customer concerns.



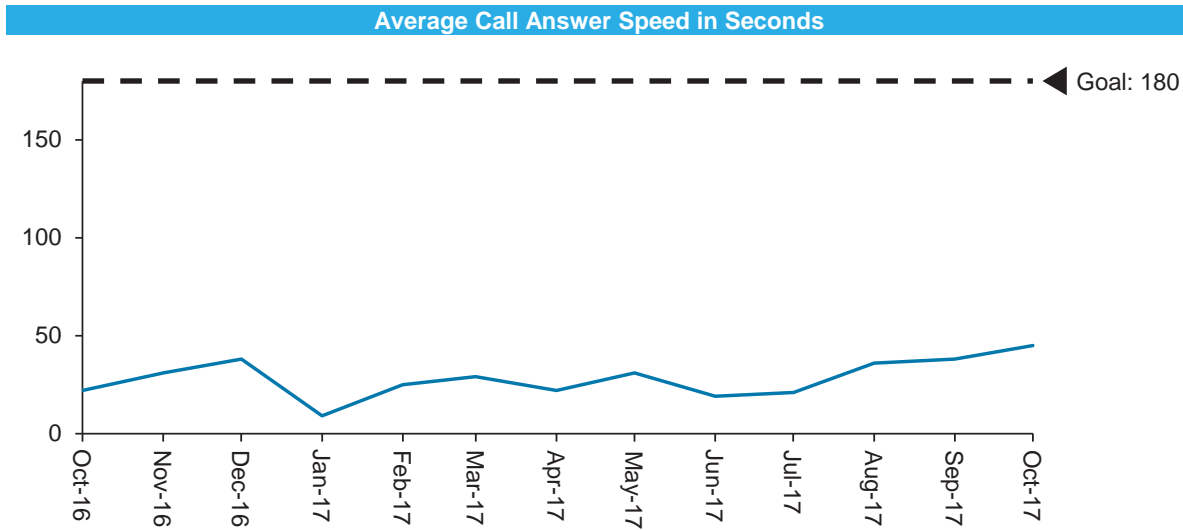
# Call Center



## Call Center Performance

The Paratransit Call Center performance is measured on the percent of calls that are answered and the average speed with which those calls are answered. The call center handles reservation and day-of service status calls from customers.

The goal for percent of calls answered is 95% and the goal for average answer speed is 180 seconds.



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# Executive Summary

**NYCT**

December 13, 2017



# EEO 3rd Quarter Executive Summary

- ❑ NYCT overall workforce is currently comprised of 51,116 employees; of which 9,445 (18%) are Females,\* 39,497 (77%) are Minorities and 589 (1%) are Veterans.\*
- ❑ The percentage of Females in the workforce remained constant compared to the representation of Females in 3rd quarter 2016.
- ❑ The overall composition of NYCT workforce changed by 1% as it relates to Race and Ethnicity as compared to 3<sup>rd</sup> quarter 2016.
- ❑ The percentage of Veterans employed has remained constant compared to 3rd quarter 2016.
- ❑ NYCT hired 3,776 employees, of which 993 (26%) were Females\*, 3,206 (85%) were Minorities; and 86 (2%) were Veterans.
- ❑ NYCT handled a total of 366 EEO complaints; of which 204 were internal and 162 were external.
- ❑ NYCT handled a total of 226 Title VI complaints.

\*Includes minorities, non-Minorities, and Veterans

The chart on the next page is a snapshot of the workforce by EEO categories.



# EEO 3rd Quarter 2017 Executive Summary

The table below is a snapshot as of September 30, 2017 of NYCT numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		Non-Minorities		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ Races		VETERANS	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	2516	582	23%	1047	42%	1,469	58%	750	30%	278	11%	342	14%	8	0%	1	0%	90	4%	37	1%
Professionals	3014	1,132	38%	850	28%	2,164	72%	954	32%	310	10%	777	26%	5	0%	0	0%	118	4%	25	1%
Technicians	211	70	33%	54	26%	157	74%	93	44%	23	11%	35	17%	1	0%	0	0%	5	2%	4	2%
Protective Services	609	127	21%	139	23%	470	77%	295	48%	120	20%	39	6%	0	0%	1	0%	15	2%	43	7%
Paraprofessionals	53	30	57%	7	13%	46	87%	26	49%	13	25%	5	9%	0	0%	0	0%	2	4%	0	0%
Administrative Support	4893	2,121	43%	530	11%	4,363	89%	2632	54%	685	14%	924	19%	14	0%	4	0%	104	2%	34	1%
Skilled Craft	17408	931	5%	5738	33%	11,670	67%	6420	37%	2125	12%	2646	15%	40	0%	7	0%	432	2%	210	1%
Service Maintenance	22411	4,452	20%	3253	15%	19,158	85%	12710	57%	4817	21%	1187	5%	28	0%	8	0%	408	2%	236	1%
<b>Total</b>	<b>51,116</b>	<b>9,445</b>	<b>18%</b>	<b>11,619</b>	<b>23%</b>	<b>39,497</b>	<b>77%</b>	<b>23,880</b>	<b>47%</b>	<b>8,371</b>	<b>16%</b>	<b>5,955</b>	<b>12%</b>	<b>96</b>	<b>0%</b>	<b>21</b>	<b>0%</b>	<b>1,174</b>	<b>2%</b>	<b>589</b>	<b>1%</b>

<sup>1</sup> Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

<sup>2</sup> Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.



Note: All percentages have been rounded up to the nearest whole number.

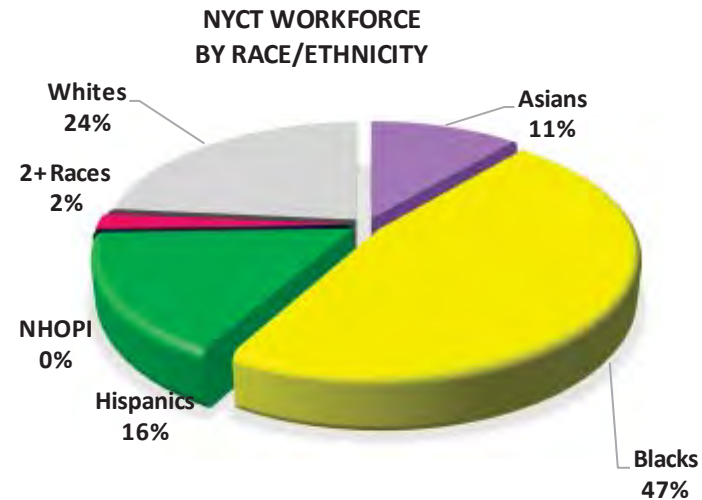
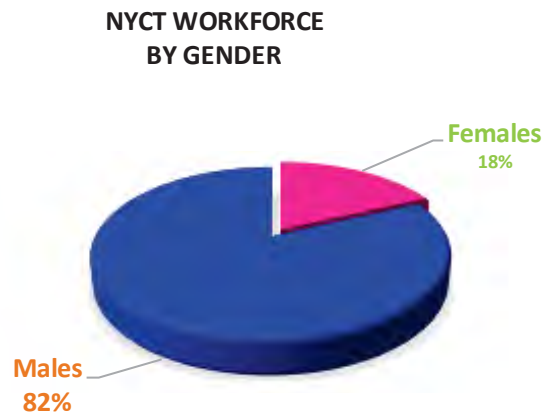
NYCT

# Workforce

As of September 30, 2017



# NYCT Workforce as of September 30, 2017



NYCT workforce consist of 51,116 employees.

- ❑ 18% Females, 77% Minorities, and 1% Veterans.
- ❑ The percentage of Females employed has remained constant since the prior quarter.
- ❑ The percentage of Minorities did not change as it relates to Race and Ethnicity since the prior quarter.



# Definitions of EEO Job Categories

## **Officials & Administrators**

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

## **Professionals**

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

## **Technicians**

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

## **Protective Services**

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

## **Paraprofessionals**

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

## **Administrative Support**

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

## **Skilled Craft**

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

## **Service Maintenance**

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



# NYCT Underutilization Analysis

NYCT has conducted a utilization analysis of its workforce. The utilization analysis compares NYCT September 30, 2017 workforce percentages for females and minorities to 80% of the estimated availability of females and minorities within the relevant labor market based on the U.S. Census.

JOB CATEGORY	FEMALES*		BLACKS		HISPANICS		ASIANS		AI/AN**		NHOPJ***		2+ Races	
	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Officials & Administrators	14%	23%	32%	30%	12%	11%	9%	14%	0%	0%	0%	0%	4%	4%
Professionals	27%	38%	19%	32%	9%	10%	12%	26%	0%	0%	0%	0%	1%	4%
Technicians	18%	33%	16%	44%	9%	11%	16%	17%	0%	0%	0%	0%	1%	2%
Protective Services	16%	21%	22%	48%	12%	20%	2%	6%	0%	0%	0%	0%	0%	2%
Paraprofessionals	50%	57%	23%	49%	9%	25%	9%	9%	0%	0%	0%	0%	15%	4%
Administrative Support	34%	43%	34%	54%	20%	14%	7%	19%	0%	0%	0%	0%	1%	2%
Skilled Craft	14%	5%	34%	37%	16%	12%	8%	15%	0%	0%	0%	0%	1%	2%
Service Maintenance	16%	20%	40%	57%	22%	21%	4%	5%	0%	0%	0%	0%	1%	2%

\*Females are also included in the percentages totals for each of the minority groups.

\*\* American Indian/Alaskan Native

\*\*\* Native Hawaiian Other Pacific Islander





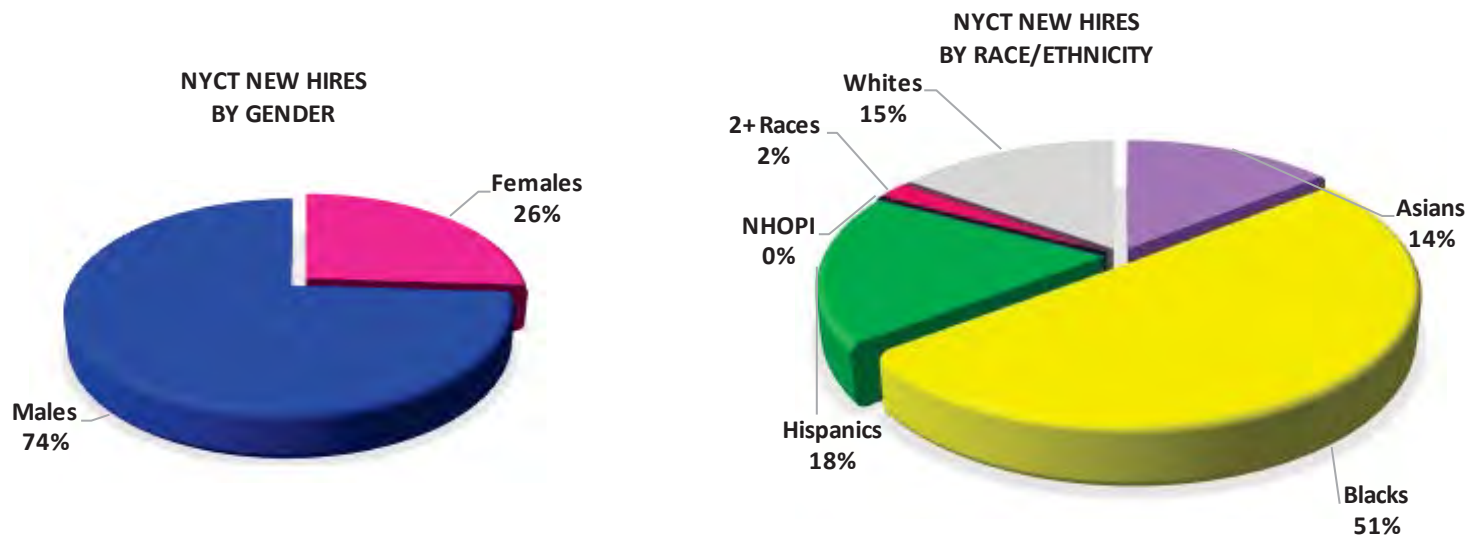
NYCT

# **New Hires and Veterans**

December 13, 2017



## NYCT New Hires and Veterans by Gender and Race/Ethnicity January 1, 2017 to September 30, 2017



NYCT hired 3,776 Employees including 86 Veterans

- ❑ 26% Females in which 13% were Female Veterans.
- ❑ 85% Minorities in which 87% were Minority Veterans.
- ❑ Approximately 2% Veterans overall were hired.



NYCT

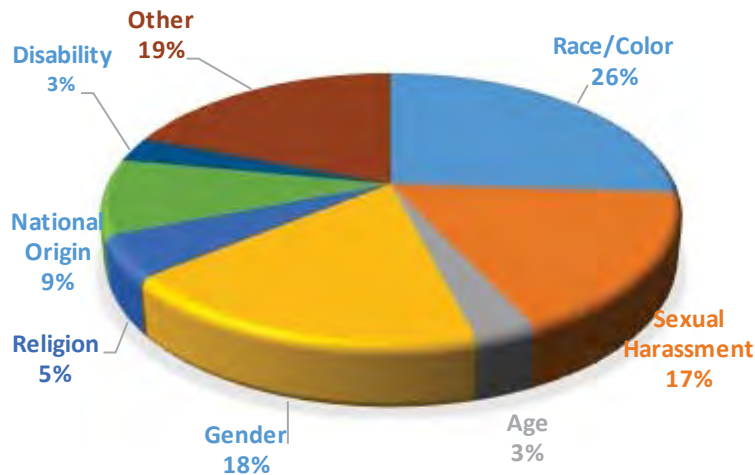
# **Complaints and Lawsuits**

December 13, 2017

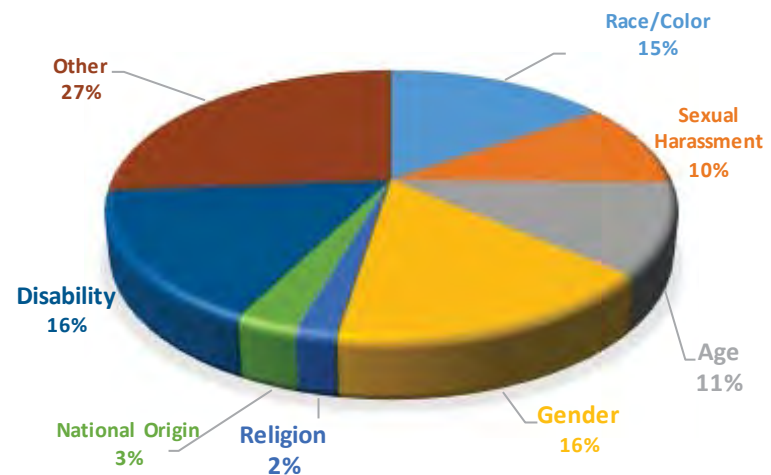


## NYCT Internal/External EEO Complaints and Lawsuits January 1, 2017 to September 2017

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



NYCT handled 366 EEO complaints, citing 612 separate allegations and 50 EEO Lawsuits.

- ❑ 204 filed Internal complaints.
- ❑ 162 filed External complaints.
- ❑ The most frequently cited bases Internally was Race/Color and Externally was Disability.

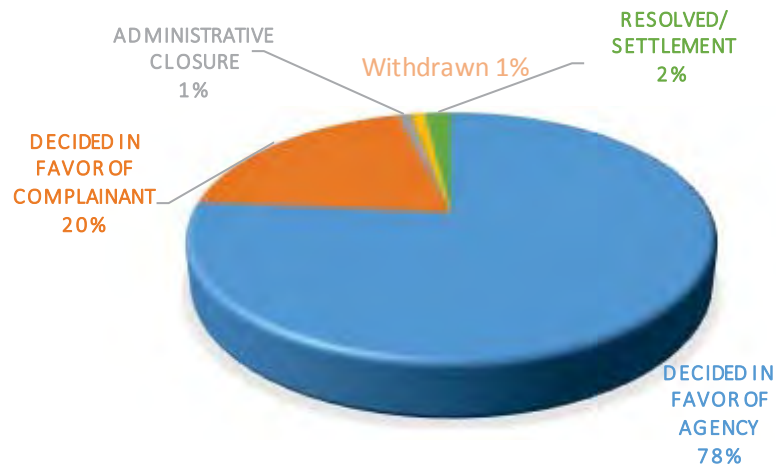


These charts includes all pending matters as of the date of the report; including matters filed prior to the reporting period.

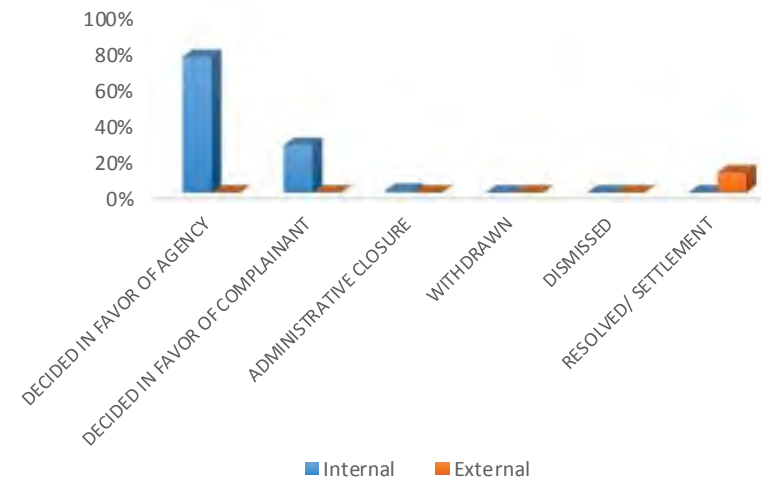
"Other" contains all EEO categories not otherwise specially mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.)

## NYCT EEO Complaints and Lawsuits Dispositions January 1, 2017 to September 30, 2017

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITION\*



EEO COMPLAINTS AND LAWSUITS DISPOSITION\*



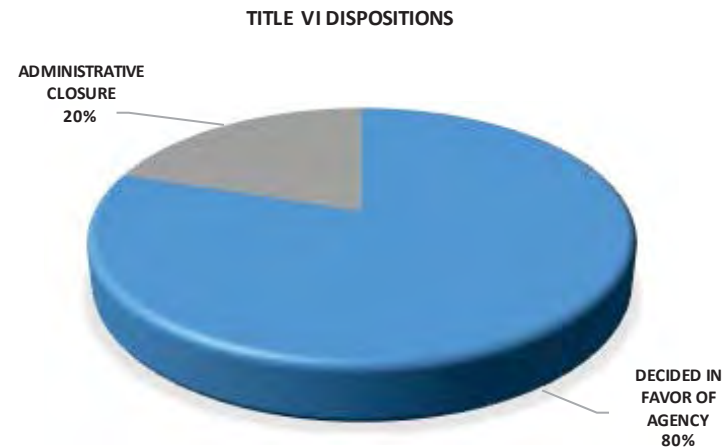
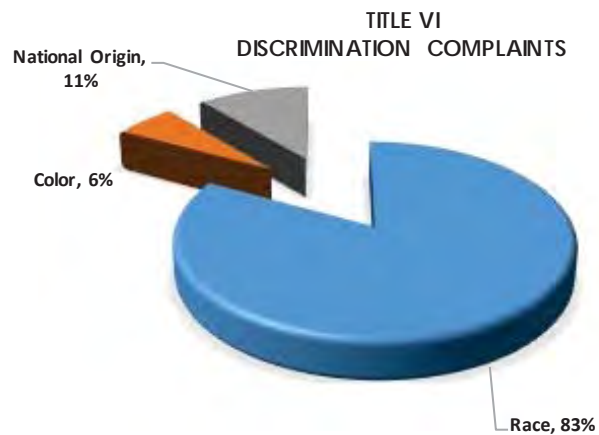
NYCT disposed 112 EEO complaints and 5 EEO Lawsuits.

- 78% complaints/lawsuits decided in Favor of the Agency.
- 20% complaints/lawsuits decided in Favor of the Complainant.
- 1% complaints/lawsuits were Administrative Closures.
- 2% of complaints/lawsuits were Resolved/Settlement.
- 1% of complaints/lawsuits were Withdrawn



\*In some instances, a single complaint may result two or more resolution types.

## NYCT Title VI Discrimination Complaints, Lawsuits and Dispositions January 1, 2017 to September 30, 2017



NYCT handled 226 Title VI Complaints, citing 230 separate allegations and 0 Title VI lawsuits. Agency disposed 64 complaints and 0 lawsuits.

- ❑ 80% complaints/lawsuits decided in Favor of the Agency.
- ❑ 0% complaints/lawsuits decided in Favor of the Complainant.
- ❑ 20% complaints/lawsuits were Administrative Closures.
- ❑ 0% complaints/lawsuits were Resolved/Settlement.



# Executive Summary

MTA Bus Company

December 11, 2017



# EEO 3rd Quarter 2017 Executive Summary

- ❑ MTA Bus Company overall workforce is currently comprised of 4,136 employees; of which 531 (13%) are Females,\* 3,174 (77%) are Minorities and 39(1%) are Veterans.\*
- ❑ The percentage of Females in the workforce has increased by 1% compared to the representation of Females in 3<sup>rd</sup> quarter 2016.
- ❑ The overall composition of MTA Bus Company's workforce changed by 2% as it relates to Race and Ethnicity as compared to 3<sup>rd</sup> quarter 2016.
- ❑ The percentage of Veterans employed has remained constant compared to 3<sup>rd</sup> quarter 2016.
- ❑ MTA Bus Company hired 550 employees, of which 107 (19%) were Females\*, 486 (88%) were Minorities; and 12 (2%) were Veterans.
- ❑ MTA Bus Company handled a total of 28 EEO complaints; of which 23 were internal and 5 were external.
- ❑ MTA Bus Company handled a total of 72 Title VI complaints.

\*Includes minorities, non-Minorities, and Veterans

The chart on the next page is a snapshot of the workforce by EEO categories.





# EEO 3<sup>rd</sup> Quarter 2017 Executive Summary

The table below is a snapshot as of September 30, 2017 of MTA Bus Company numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL 1	FEMALES <sup>2</sup>		Non-Minorities		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ RACES		VETERANS	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	500	73	15%	204	41%	296	59%	159	32%	72	14%	45	9%	0	0%	0	0%	20	4%	8	2%
Professionals	109	53	49%	30	28%	79	72%	27	25%	17	16%	27	25%	0	0%	0	0%	8	7%	2	2%
Technicians	16	10	63%	11	69%	5	31%	1	6%	2	13%	1	6%	0	0%	0	0%	1	6%	0	0%
Protective Services	7	2	29%	1	14%	6	86%	3	43%	2	29%	0	0%	0	0%	0	0%	1	14%	0	0%
Paraprofessionals	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	108	43	40%	35	32%	73	68%	37	34%	15	14%	10	9%	0	0%	0	0%	11	10%	0	0%
Skilled Craft	601	2	0%	195	32%	406	68%	197	33%	87	14%	76	13%	1	0%	8	1%	37	6%	6	1%
Service Maintenance	2,795	348	12%	486	17%	2309	83%	1,426	51%	611	22%	177	6%	7	0%	6	0%	82	3%	23	1%
<b>Total</b>	<b>4,136</b>	<b>531</b>	<b>13%</b>	<b>962</b>	<b>23%</b>	<b>3,174</b>	<b>77%</b>	<b>1,850</b>	<b>45%</b>	<b>806</b>	<b>19%</b>	<b>336</b>	<b>8%</b>	<b>8</b>	<b>0%</b>	<b>14</b>	<b>0%</b>	<b>160</b>	<b>4%</b>	<b>39</b>	<b>1%</b>

<sup>1</sup> Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

<sup>2</sup> Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.



Note: All percentages have been rounded up to the nearest whole number.

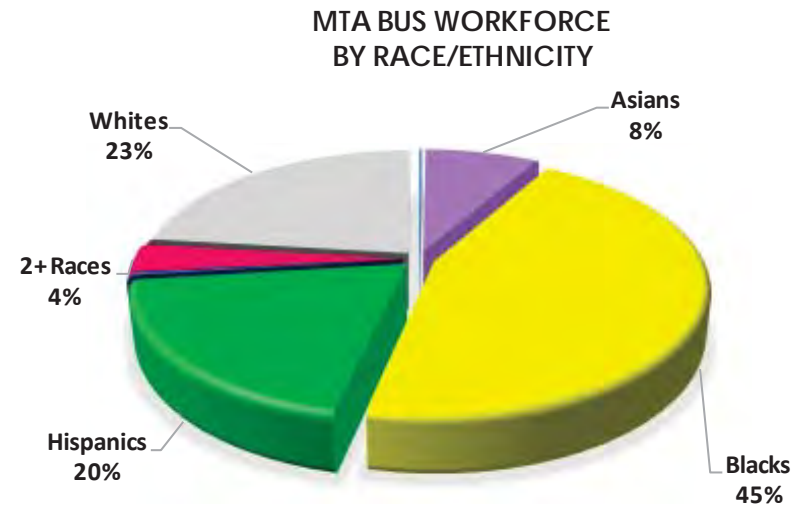
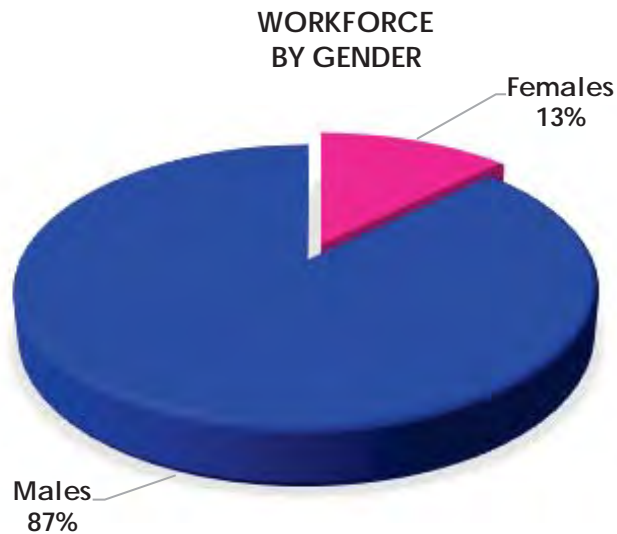
# MTA Bus Company

## **Workforce**

As of September 30, 2017



## MTA Bus Company Workforce as of September 30, 2017



MTA Bus Company workforce consist of 4,136 employees.

- ❑ 13% Females, 77% Minorities, and 1% Veterans.
- ❑ The percentage of Females employed has remained constant since the prior quarter.
- ❑ The percentage of Minorities did not change as it relates to Race and Ethnicity since the prior quarter.



# Definitions of EEO Job Categories

## **Officials & Administrators**

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

## **Professionals**

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

## **Technicians**

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

## **Protective Services**

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

## **Paraprofessionals**

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

## **Administrative Support**

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

## **Skilled Craft**

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

## **Service Maintenance**

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



# MTA Bus Company Underutilization Analysis

MTA Bus Company has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTA Bus Company September 30, 2017 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

JOB CATEGORY	FEMALES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ Races	
	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Officials & Administrators	16%	15%	29%	32%	13%	14%	5%	9%	0%	0%	0%	0%	2%	4%
Professionals	27%	49%	14%	25%	9%	16%	11%	25%	0%	0%	0%	0%	3%	7%
Technicians	37%	63%	10%	6%	12%	12%	9%	6%	0%	0%	0%	0%	3%	6%
Protective Services	47%	29%	18%	43%	29%	29%	0%	0%	0%	0%	0%	0%	2%	14%
Paraprofessionals	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Administrative Support	31%	40%	22%	34%	12%	14%	7%	9%	0%	0%	0%	0%	6%	10%
Skilled Craft	2%	0%	24%	33%	20%	15%	7%	13%	0%	0%	1%	1%	2%	6%
Service Maintenance	15%	13%	40%	51%	21%	22%	4%	6%	0%	0%	0%	0%	1%	3%

\*Females are also included in the percentages totals for each of the minority groups.

\*\* American Indian/Alaskan Native

\*\*\* Native Hawaiian Other Pacific Islander



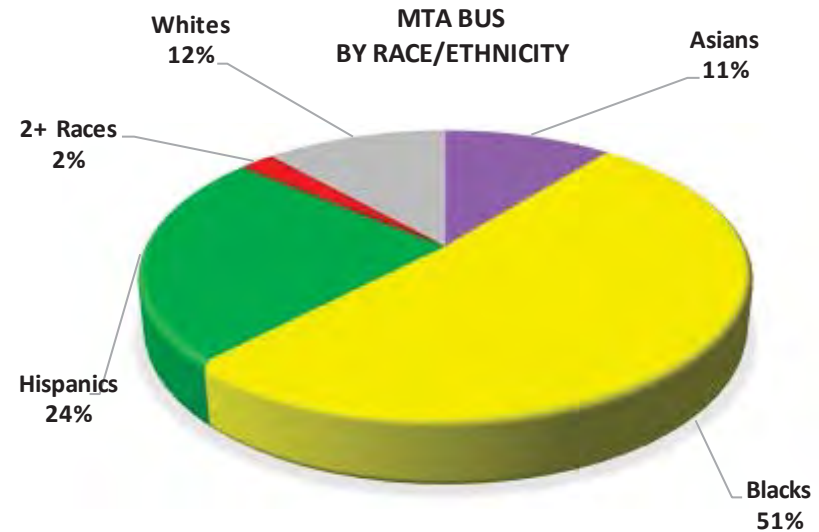
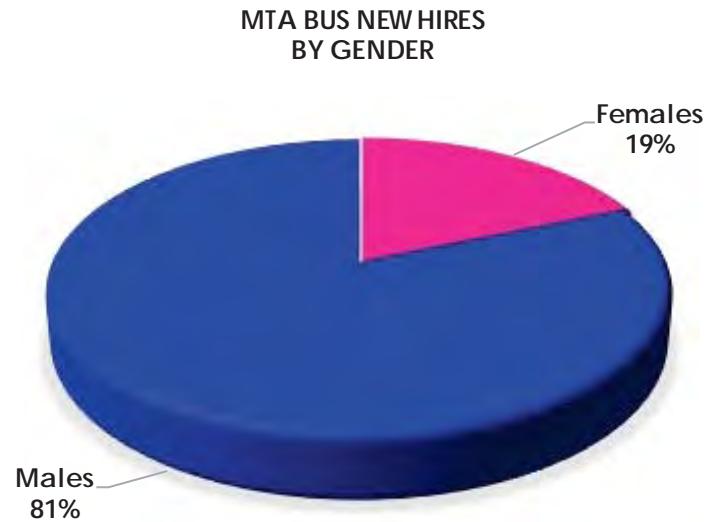
# MTA Bus Company

## **New Hires and Veterans**

As of September 30, 2017



## MTA Bus Company New Hires and Veterans By Gender and Race/Ethnicity January 1, 2017 to September 30, 2017



MTA Bus Company hired 550 Employees including 12 Veterans

- 19% Females in which 8% were Female Veterans.
- 88% Minorities in which 92% were Minority Veterans.
- Approximately 2% Veterans overall were hired.



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# MTA Bus Company

## **Complaints and Lawsuits**

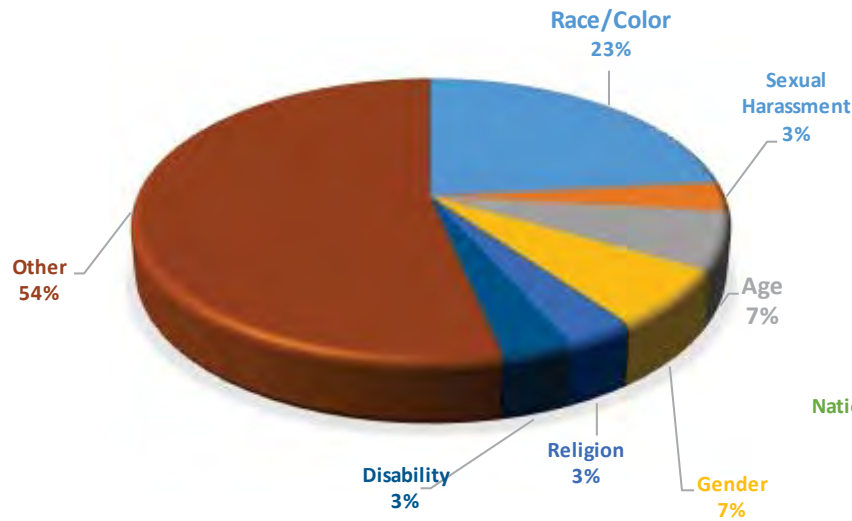
As of September 30, 2017



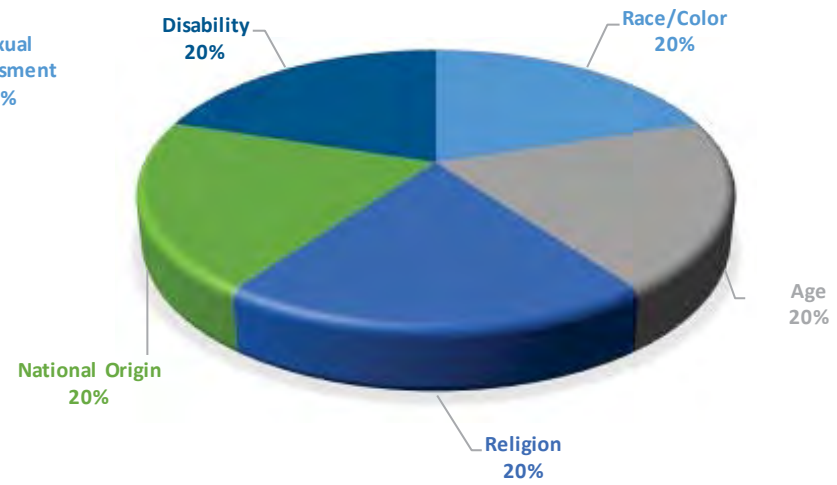


# MTA Bus Company Internal/External EEO Complaints and Lawsuits January 1, 2017 to September 30, 2017

**INTERNAL EEO COMPLAINTS**



**EXTERNAL EEO COMPLAINTS**



MTA Bus Company handled 28 EEO complaints, citing 35 separate allegations, and 3 EEO Lawsuits.

- ❑ 23 filed Internal complaints.
- ❑ 5 filed External complaints.
- ❑ The most frequently cited bases Internally was Other and Externally was Race/Color, Age, Religion, National Origin, and Disability with one complaint each.

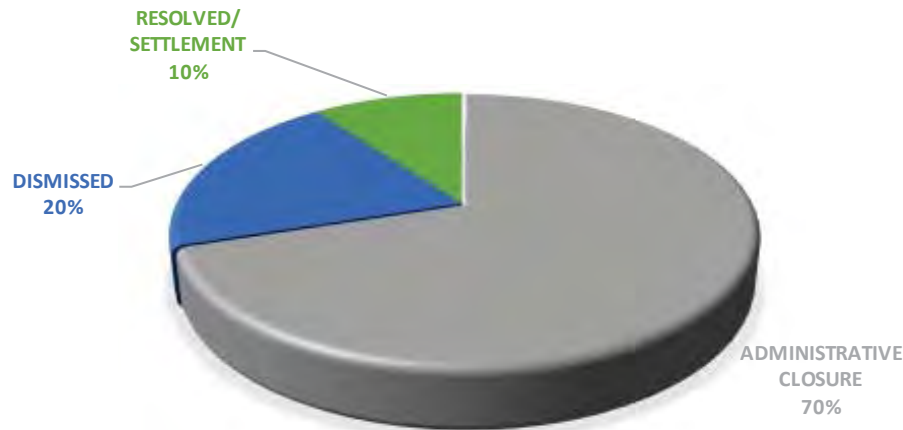


These charts includes all pending matters as of the date of the report; including matters filed prior to the reporting period.

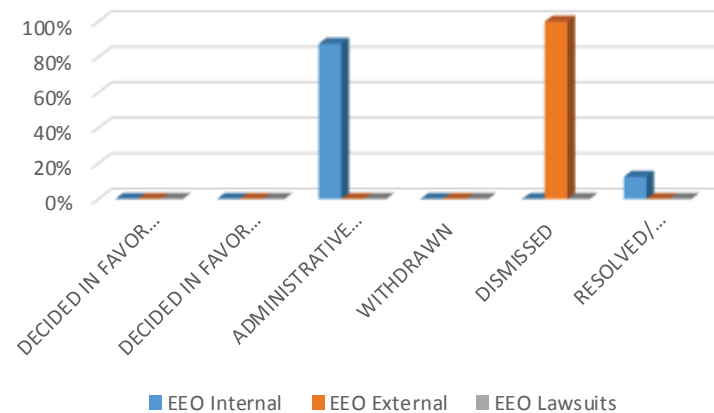
"Other" contains all EEO categories not otherwise specially mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.)

## MTA Bus Company EEO Complaint and Lawsuits Dispositions January 1, 2017 to September 30, 2017

**OVERALL EEO COMPLAINTS AND LAWSUITS  
DISPOSITIONS**



**EEO Complaints and Lawsuits  
Dispositions**

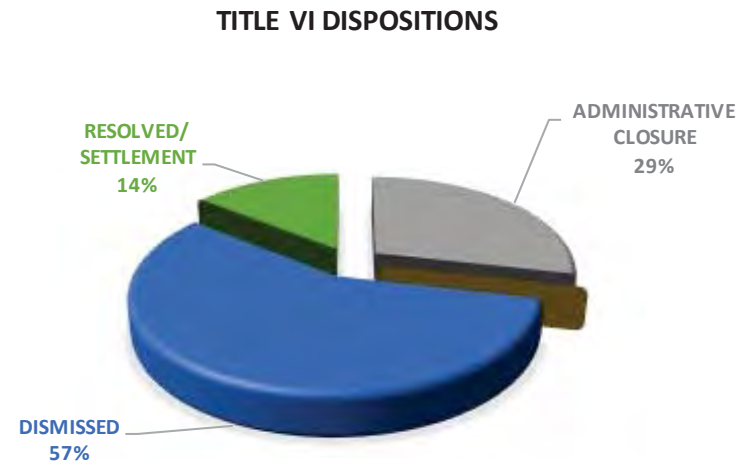


MTA Bus Company disposed 10 EEO complaints and 0 EEO Lawsuits.

- 00% complaints/lawsuits decided in Favor of the Agency.
- 00% complaints /lawsuits decided in Favor of the Complainant.
- 70% complaints/lawsuits were Administrative Closures.
- 10% complaints/lawsuits were Resolved/Settlement.
- 20% complaints/lawsuits were Dismissed



## MTA Bus Company Title VI Discrimination Complaints, Lawsuits and Dispositions January 1, 2017 to September 30, 2017



MTA Bus Company handled 72 Title VI Complaints, citing 72 separate allegations and 0 Title VI lawsuits. Agency disposed 21 complaints and 0 lawsuits.

- ☐ 00% complaints/lawsuits decided in Favor of the Agency.
- ☐ 00% complaints/lawsuits decided in Favor of the Complainant.
- ☐ 29% complaints/lawsuits were Administrative Closures.
- ☐ 14% complaints/lawsuits were Resolved/Settlement.
- ☐ 57% complaints/lawsuits were Dismissed





**Department of Law**

130 Livingston Street – 12th Floor  
Brooklyn, NY 11201

**STANDARD FOLLOW-UP REPORTS: TRANSIT RECIDIVISM REPORT  
FOR SEPTEMBER – NOVEMBER 2017**

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

- Total transit recidivist arrests for the September – November period totaled 52, two more than the number of such arrests in the prior June through August period (in which there were 50).
- Sex offense recidivist arrests totaled 23 arrests for the most recent three month period, compared to 22 such arrests for the prior period, and in each case well below the 27 such arrests occurring in the March to May 2017 period. Public lewdness recidivist arrests declined during the period (there were two such arrests, compared to eight in the prior period), while arrests of recidivists for persistent sex abuse increased (from five in the prior period to 13 in the current period).
- Index felony recidivist arrests for the recent three month period were similar in number to the prior three month period (29 in the current period versus 28 in the prior period). Robbery recidivist arrests declined (from 14 in the prior period to 10 in the current period) while grand larceny recidivist arrests in the more recent period increased (17 arrests in the current period versus 12 in the prior three month period). Combined, the offenses of grand larceny and robbery continued to account for the vast majority (27 out of 29) of index felony crime recidivist arrests during the period.
- As presented at the October Committee meeting, the Transit Recidivism Initiative continues its efforts to compile sentencing/outcome data for the transit recidivist cases identified during the first six months of the Initiative. A presentation to the Committee including sentencing outcome data for these cases is planned for the January 2018 Committee meeting.

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

# MTA NEW YORK CITY TRANSIT

## TRANSIT RECIDIVISM REPORT

### STATISTICAL SUMMARY : SEPT - NOV. 2017 UPDATE

	Last 3 Months (9/17-11/17)	June- Aug Period (6/17 -8/17)	March - May Period (3/17 - 5/17)	3 Month Average (over 16 months) (8/1/16-11/17)
<b>RECIDIVIST ARRESTS</b>				
Index Felony Recidivist Arrests	29	28	27	26.4
Sex Offense Recidivist Arrests	<u>23</u>	<u>22</u>	<u>27</u>	<u>22.3</u>
Total Recidivist Arrests	52	50	54	48.8
<b>DISTRIBUTION BY OFFENSE</b>				
<u><b>Index Felonies</b></u>				
Grand Larceny	17	12	16	16.3
Robbery	10	14	6	8.1
Assault	1	1	4	1.3
Other	1	1	1	0.8
<u><b>Sex Offenses</b></u>				
Forcible Touch	8	7	14	9.2
Public Lewdness	2	8	10	5.8
Persistent Sex Abuse	13	5	3	6.4
Other	0	2	0	0.9
<b>DISTRIBUTION BY COUNTY</b>				
New York	32	29	37	30.8
Kings	7	12	12	9.4
Bronx	7	7	4	5.4
Queens	6	2	1	3

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

## **MTACC MONTHLY PROJECT STATUS REPORTS:**

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

## Cortlandt Street No. 1 Line Station Reconstruction Active Construction Contracts

### Report to the Transit Committee - December 2017

data thru November 2017; \$s in million

	Budget	Expenditures
Construction	\$ 157.7	\$ 61.3
Design/CPS	6.8	5.0
Construction Management	17.3	6.4
<b>Total</b>	<b>\$ 181.8</b>	<b>\$ 72.6</b>

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

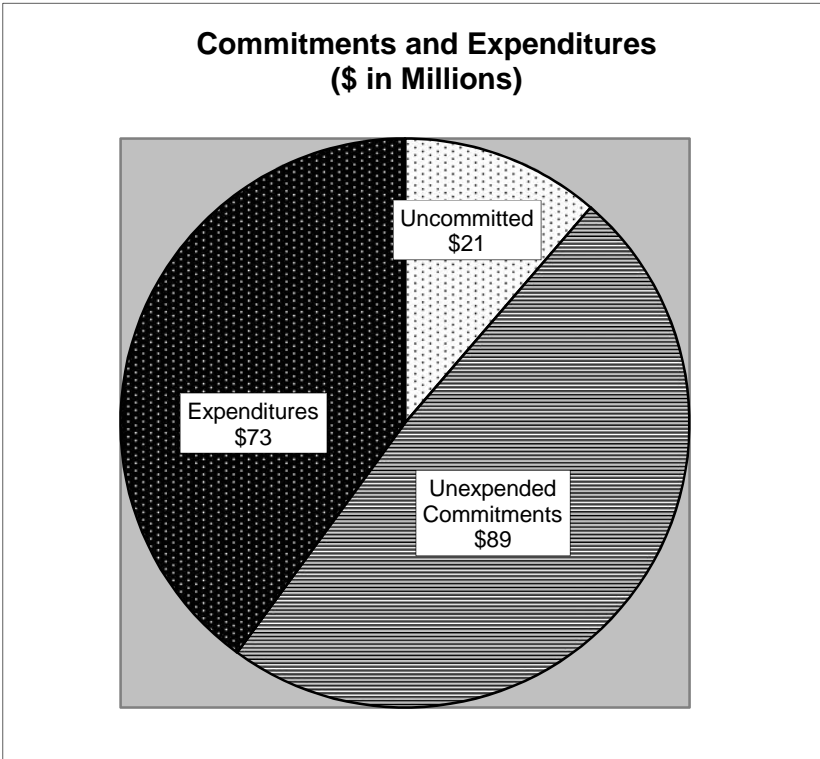
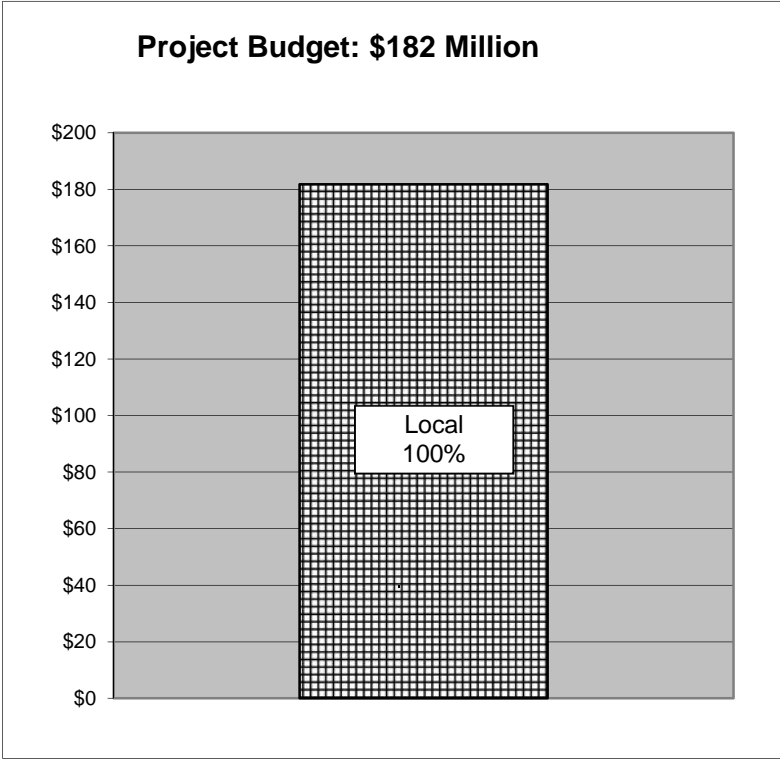
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Actual Award Date	Planned Completion at Award	Forecast Substantial Completion
Reconstruct Cortlandt Street Station Judlau Contracting, Inc.	117.7	110.1	7.6	53.4	Apr-2015	Feb-2018	Dec-2018

# Cortlandt Street No. 1 Line Station Reconstruction Status

Report to the Transit Committee - December 2017

data thru November 2017

MTA Capital Program \$ in Millions	Funding Sources		Status of Commitments		
	Budgeted	Local Funding	Committed	Uncommitted	Expended
Total Authorized	\$ 182	\$ 182	\$ 161	\$ 21	\$ 73





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

