



Transit & Bus Committee Meeting

January 2018

Committee Members

F. Ferrer, Committee Chairman

A. Albert

R. Glucksman

D. Jones

S. Metzger

C. Moerder

J. Molloy

S. Rechler

J. Samuelsen

P. Trottenberg

V. Vanterpool

J. Vitiello

P. Ward

C. Weisbrod

New York City Transit and Bus Committee Meeting

2 Broadway - 20th Floor Conference Room

New York, NY 10004

Monday, 1/22/2018

10:30 AM - 12:00 PM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – DECEMBER 11, 2017

December Committee Meeting Minutes - Page 4

3. APPROVAL OF COMMITTEE WORK PLAN

2018 Committee Work Plan - Page 11

4. OPERATIONS PERFORMANCE SUMMARY

a. November Operations Report

November Operations Report - Page 19

5. FINANCIAL REPORTS

a. November NYCT Financial & Ridership Report

November NYCT Financial & Ridership Report - Page 68

b. November SIR Financial & Ridership Report

November SIR Financial & Ridership Report - Page 91

c. November MTA Bus Financial & Ridership Report

November MTA Bus Financial & Ridership Report - Page 104

d. Capital Program Status Report

Capital Program Status Report - Page 119

6. PROCUREMENTS

NYCT January Procurement Staff Summary and Resolution - Page 128

a. Non-Competitive (None)

b. Competitive

NYCT Competitive Actions - Page 132

c. Ratifications (None)

7. ACTION ITEMS (For Approval)

a. Tarrif Change: Transfers Due to Service Disruptions

Tariff Change: Transfers Due to Service Disruptions - Page 149

8. SERVICE CHANGES

a. NYCT Bus Schedule Changes - Effective April 2018

Bus Schedules Changes - Effective April 2018 - Page 154

9. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

Metrocard Report - Page 159

b. Transit Recidivism Initiative: Convictions and Sentence Outcomes (No Materials)

10. MTACC REPORT

MTACC Report - Page 163

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
December 11, 2017

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

The following Members were present:

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

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
James Henly, Vice President and General Counsel, Law
Cheryl Kennedy, Vice President, Office of System Safety
Jacqueline Kuhls, Acting Vice President, Operations Support
Jaibala Patel, Chief, Office of Management and Budget
Christine Bastedenbeck, Deputy Inspector, NYPD Transit Bureau
Mark Bienstock, Program Executive, Systems and Security, CPM
Stephen Plochochi, Senior Vice President, Operations Support, Materiel
Anthony D'Amico, Vice President and Chief Financial Officer, MTA Capital Construction
Daniel Creighton, Vice President and Project Executive, MTA Capital Construction
Darryl Irick, President MTA Bus Company, Regional Bus Company & Senior Vice President
NYCT Buses

I. Chairman Ferrer opened the meeting.

II. Public Speakers

Cassandra Rafucci, a resident of Gravesend, Brooklyn, expressed her concern about the unreliability of B1 bus service in her neighborhood, urging that service be expanded during the summer.

Liz Patrick of the *East 72nd Street Neighborhood Association* noted that she had met with senior management in NYCT's Department of Buses to discuss traffic impediments, "bus bunching" and overcrowding affecting rush hour service on the M72, M66 and M31 bus routes, and participated in a tour of the York Avenue Hospital Corridor with representatives from both the Department of Buses and the New York City Department of Transportation.

David Paul Gerber spoke about the MTA Subway Action Plan, complaining of construction related delays along the **E**, **F** and **R** lines. Mr. Gerber recommended "short turning" the **R** train at Queens Plaza from Manhattan and eliminating the **3** and **C** lines. Finally, he expressed hope that the NYPD will continue to fight placard abuse.

Murray Bodin complimented New York City Transit on the prototype open rail car currently on display.

Omar Vera noted the large number of subway delays in 2017, commended the addition of the new Second Avenue Subway, expressed satisfaction that Transit is turning things around, and stated that he looks forward to continued improvements when Andy Byford arrives in January.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the minutes of the November 13, 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.

The November minutes are hereby corrected to reflect the proper spelling of Kevin Zeng's name. Mr. Zeng was a public speaker at last month's meeting.

There were no changes to the Work Plan.

IV. Agenda Items

Acting President Eng addressed the events of the morning's terrorist incident and noted it was a stark reminder of everyone's obligation to remain vigilant. He thanked all of the First Responders and all of the staff at New York City Transit for their prompt actions.

Acting President Eng reported that NYCT continues to make progress towards improving service and providing a reliable commute, noting that ongoing track, signal, power, car equipment and infrastructure work is yielding positive results.

Mr. Eng announced that Andy Byford, an internationally renowned transit professional most recently known for the resurgence of Toronto's Public Transit system, would be taking over as President of New York City Transit in January, and noted that working with NYCT staff during his short time as Acting President had been a privilege.

A. Operations Report

Acting VP Kuhls reported on Subways' operations.

Member Weisbrod commended the Department of Subways for thinking about the major incidents metric more expansively and sought confirmation that appropriate comparisons would be made going forward. Ms. Kuhls confirmed that additional categories will be reported in February.

Member Moerdler commented that elevators continue to be a problem. He stated that the use of proprietary computer chips restricts the bidding pool and suggested that more generic products be procured. Ms. Kuhls stated she would look into that issue.

Chairman Ferrer stated that he appreciated the review of signal, track and fleet incidents and how the numbers are moving in the right direction. He inquired whether power incidents are reviewed. Ms. Kuhls stated that she would look into that issue.

Acting President Eng stated that we are moving forward aggressively with respect to power issues, noting that an early warning system has been installed to respond proactively to potential problems, and that work is ongoing to address power fluctuation issues.

Chairman Ferrer requested that those metrics be included in the report going forward.

Member Albert inquired whether the improved statistics were clearly due to the Subway Action Plan. Ms. Kuhls responded in the affirmative. Member Albert then asked whether there has been an improvement in the movement of trains and customer inconvenience due to sick customers following the addition of more emergency medical personnel along the 8th Avenue Line. Acting President Eng responded in the affirmative and stated that the presence of EMTs provides for more timely responses.

Member Weisbrod noted that the performance metrics are improving while the metrics for customer satisfaction have remained unchanged. He inquired when we can expect to see an improvement in the customer satisfaction metrics. Acting President Eng stated that we are only about a third of the way through the Subway Action Plan, which commenced in July of 2017 and which is anticipated to finish in 2018, noting that there is significant work left to do, and that as the plan moves forward, customer satisfaction numbers are expected to increase significantly.

Member Moerdler stated that people living in boroughs other than Manhattan must be afforded equal priority. Mr. Eng agreed and stated that work is ongoing throughout the entire system.

President Irick reported to the Committee on bus operating performance. Noting the first snowstorm of the season, Mr. Irick commended the team at Buses, and all the bus operators, for their excellent work.

President Irick introduced VP LoPiano, to provide a preview of the Paratransit dashboard, which is scheduled for launch on the MTA website in January. Mr. Irick noted the dashboard would evolve further over time, and invited feedback to better refine the metrics and make them as useful as possible to customers and to the Committee.

VP LoPiano reported that Paratransit had begun accepting same-day reservations under its e-hail pilot at the end of November, and had launched a web-based app to provide greater flexibility in booking AAR trips with immediate confirmation. VP LoPiano also noted that Paratransit was actively working with the community, advocates, and various organizations to help educate Paratransit customers who need instruction on the use of these new technologies while at the same time exploring means to accommodate the needs of customers who currently do not avail themselves of these options.

Member Jones asked whether Paratransit could look into the possibility of providing simple smart phones, at cost, to seniors who use Paratransit and who don't already have one. Mr. Irick stated that can be investigated.

Member Moerdler asked whether there is a training program for Paratransit vendors that addresses issues such as driver courtesy. VP LoPiano and President Irick advised the Committee that there is ongoing training of those operators. Mr. Irick noted that while the number of customer complaints is relatively small, Paratransit takes them very seriously.

Member Moerdler asked whether there is updated data concerning fare evasion. Mr. Irick stated that he would will report back on that.

Member Ward asked whether cameras should be placed in Paratransit vehicles, recording both the driver's activity and the customer's activity, as it might be an inexpensive way to deal with complaints. VP LoPiano noted that Paratransit was in the process of installing cameras.

VP LoPiano noted current efforts to work with the TLC to roll out a training course for taxi drivers and black car drivers to educate them on how to provide appropriate service to Paratransit customers.

VP LoPiano also addressed Paratransit ridership, on-time performance and carrier no-show statistics. In response to a comment from Member Jones, VP LoPiano and President Irick agreed to look into which Paratransit brokers have the greatest number of performance issues.

Member Greenberg noted that travel time is a source of many complaints and deserves its own metric.

Member Moerdler asked whether VP LoPiano has been meeting with the advocacy groups about these issues since the report he is hearing today differs from what he has heard from the advocacy groups in the past, stressing the need to include the advocacy groups from the start and give them input into the entire process. President Irick stated that the point is well taken and that they have had meetings with Commissioner Vanterpool about this issue. VP LoPiano indicated that Paratransit meets with the advocacy groups on a regular basis.

VP Kennedy presented the Safety Report.

Inspector Bastedenbeck presented the NYPD Transit Bureau statistics.

Member Moerdler requested that further investigation be done regarding the rise in the number of incidents of rape.

Member Moerdler stated that District 30 in Downtown Brooklyn consistently has the highest number of anti-Semitic hate crimes, noting the importance of giving such crimes the weight they deserve.

B. Financial Reports

Chief Patel reported to the Committee on NYCT's finances.

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

Mark Bienstock, Program Executive, presented the Committee with the Capital Program Status report. Mr. Bienstock mentioned that an initiative to increase work hours on the right of way has begun, with weeknight "General Orders" now starting two hours earlier where service allows, noting that this change is expected to improve productivity and to result in the more efficient use of NYCT resources.

C. Procurements

SVP Plochochi introduced the NYCT, MTA CC and MTA Bus Company procurement agendas, which consisted of 8 actions totaling \$57.8 million in expenditures, highlighting two procurement action items included in this month's agenda: (1) the award of a 5-year, sole-source, multi-agency estimated quantity contract to Plasser American Corporation for replacement parts, equipment upgrades, troubleshooting, repair services, and training for various track-work equipment for NYC Transit, Metro North Railroad and Long Island Rail Road in the total estimated award amount of \$15.2 Million, and (2) a request to approve the use of the Request for Proposal procurement process to design, build, furnish, install, and maintain a platform barrier door system at the 3rd Avenue Station on the Canarsie Line in Manhattan.

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

Member Moerdler stated that he and Commissioner Jones have been calling for platform doors for many years and requested that NYCT work with TWU Local 100 to ensure that whatever risk may be posed to track workers by the implementation of the doors will be minimized. Mr. Plochochi stated that the pilot will take into account worker safety. Acting President Eng added that System Safety will be involved in this project as well.

Member Samuelson expressed his concern over the Plasser contract's option for a five-year maintenance agreement. He noted potential collective bargaining problems with the unions if the maintenance agreement includes anything beyond a basic warranty. He was informed those issues will be discussed.

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

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

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

V. Action Items

Upon motion duly made and seconded, the Committee approved the 2018 Final Proposed Budget and the Four-Year Financial Plan for 2018-2021

Member Weisbrod sought clarification that the budget being voted on today does not include the budget for the Subway Action Plan. EVP Mulligan confirmed that the Subway Action Plan is not included in this vote.

Member Weisbrod then asked EVP Mulligan to discuss the new initiatives in this budget that are separate from the Subway Action Plan. Mr. Mulligan stated there are service changes to the platform budget, other typical year-to-year changes, and some items that had been brought to this Committee and before the Board earlier.

Member Albert asked for a summary of new areas of cost saving. EVP Mulligan stated that there is a budget reduction program with savings of \$56.7 Million in 2017 and \$35.6 Million in 2018. He stated he would get back to the Committee regarding the specific areas where savings have been generated.

Member Vanterpool asked why an increase in revenue is anticipated when we are seeing a 2% decrease in bus ridership every year. Chief Patel stated that fewer storms are anticipated

in the upcoming year, which would lead to a revenue increase. She stated she would research further specifics. Member Vanterpool stated she would appreciate more information, as she does not believe fewer storms would account for much savings in light of the decreasing ridership problem.

Member Vanterpool inquired why Paratransit service contracts were budgeted as increasing significantly in upcoming years. VP LoPiano stated that contracts will be renegotiated soon, and that the budgeted amounts reflect cost of living increases.

In response to a question from Member Vitiello, EVP Mulligan stated that the 2,300 positions outlined in the 2018 final budget are new positions, and that the funding for those positions is carried in the consolidated MTA budget and not in the budget before the Committee today.

In response to an inquiry from Member Moerdler, EVP Mulligan agreed to look into the number of employees laid off between 2008 and 2010. Member Moerdler stated that since some positions that had been previously vacated are now being refilled, we cannot count them all as new positions.

In response to questions from Member Rechler, EVP Mulligan stated that the Subway Action Plan is funded through the consolidated budget of the MTA and will be subject to the Board vote later this week, and that the funding for the 2,300 positions comes from the central consolidated budget although for operational purposes, those expenditures will be in the Transit budget. Mr. Vitiello asked whether some portion of the 2,300 positions have already been filled, and the answer was in the affirmative.

VI. Service Changes

Peter Cafiero informed the Committee of the restoration of M60 SBS service to La Guardia Airport Terminal A.

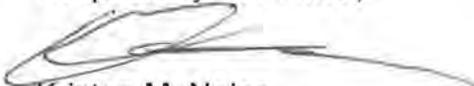
VII. Special Reports and Presentations

Acting President Eng noted that the Agenda includes the MetroCard Report, the Paratransit Dashboard presentation, the quarterly NYC Transit and MTA Bus Company EEO & Diversity Reports, and the Transit Recidivism Report.

Acting President Eng noted that a presentation addressing sentencing outcome data is planned for the January 2018 Committee meeting.

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

Respectfully submitted,



Kristen M. Nolan



2018 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chair & Members
NYC Transit Committee Work Plan	Committee Chair & Members
Operations Performance Summary Presentation (including Financial/Ridership, Capital Program Status, Crime & Safety)	NYC Transit President & MTA Bus Co. 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
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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, 4 th Qtr, 2017	Capital Program Management
Elevator & Escalator Service Report, 4 th Qtr, 2017	Subways
Transit Adjudication Bureau Report, 4 th Qtr, 2017	Law
NYCT & MTA Bus EEO & Diversity Report, 2017 Yr End Rpt	EEO & Human Resources

March 2018

Transit Recidivism Report, 4 th Qtr, 2017	Law
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April 2018

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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

May 2018

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

Law
Subways
EEO & Human Resources

June 2018

Transit Recidivism Report, 1st Qtr, 2018

Law

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, 2nd Qtr, 2018
Transit Adjudication Bureau Report, 2nd Qtr, 2018
Transit Recidivism Report, 2nd Qtr, 2018
NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2018

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

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, 3rd Qtr, 2018
Transit Recidivism Report, 3rd Qtr, 2018

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



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, 4th Qtr, 2017

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, 4th Qtr, 2017

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

Transit Adjudication Bureau Report, 4th Qtr, 2017

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

EEO & Diversity Report- 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, 4th Qtr, 2017

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

APRIL 2018

Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

Final Review of NYC Transit 2017 Operating Results

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

Final Review of SIR 2017 Operating Results

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

Final Review of MTA Bus 2017 Operating Results

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

MAY 2018

Transit Adjudication Bureau Report, 1st Qtr, 2018

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

II. SPECIFIC AGENDA ITEMS (con't)

Elevator & Escalator Service Report, 1st Qtr, 2018

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

EEO & Diversity Report, 1st Qtr, 2018

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

JUNE 2018

Transit Recidivism Report, 1st Qtr, 2018

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, 2nd 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, 2nd 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, 2nd 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, 2nd Qtr, 2018

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, 3rd 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, 3rd 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, 3rd 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, 3rd Qtr, 2018

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

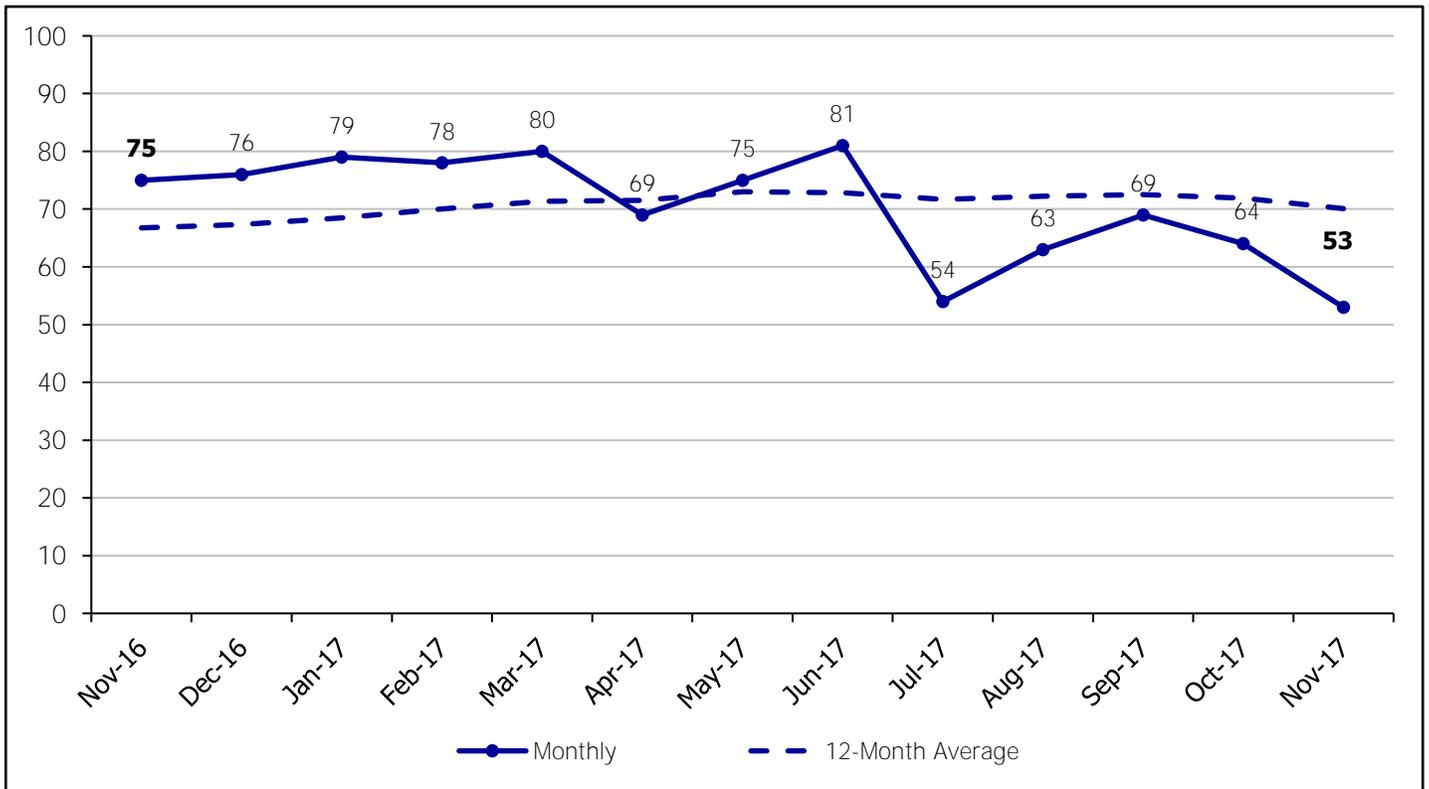
Results for the month of November 2017 are shown below.

Subway Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: November 2017			12-Month Average		
		This Year	Last Year	% Diff	This Year	Last Year	% Diff
Major Incidents	Weekday Major Incidents (Chart 1)	53	75	-29.3%	70.1	66.8	+5.0%
	Weekend Major Incidents (Chart 2)	8	7	+14.3%	7.0	8.0	-12.5%
Capacity Provided	Weekday Service Delivered (Chart 3)	94.8%	94.6%	+0.2%	94.5%	95.7%	-1.2%
	Weekend Service Delivered (Chart 5)	95.9%	98.2%	-2.3%	97.6%	98.2%	-0.6%
Customer Wait Time	Additional Platform Time (h:mm:ss) (Chart 7)	0:01:18	N/A*	N/A*	N/A*	N/A*	N/A*
Train Travel Time	Additional Train Time (h:mm:ss) (Chart 9)	0:01:30	N/A*	N/A*	N/A*	N/A*	N/A*
Subway Car	Subway Car PES-KPI (Chart 11)				94.8%	95.5%	-0.7%
	Mean Distance Between Failures (Chart 12)	126,578	121,185	+4.5%	119,741	113,179	+5.8%
Station Environment	Stations PES-KPI (Chart 13)				91.4%	88.2%	+3.2%
	Elevator Availability (Chart 14)	96.0%	95.8%	+0.2%	95.7%	96.0%	-0.3%
	Escalator Availability (Chart 14)	94.2%	92.3%	+1.9%	94.4%	93.7%	+0.7%
Staten Island Railway	24 Hour On-Time Performance	88.7%	82.3%	+6.4%	96.5%	95.2%	+1.3%
	AM Rush On-Time Performance	86.0%	88.7%	-2.7%	97.2%	96.8%	+0.4%
	PM Rush On-Time Performance	89.9%	82.1%	+7.8%	95.9%	97.0%	-1.1%
	Percentage of Completed Trips	99.9%	98.5%	+1.4%	99.8%	99.8%	0.0%
	Mean Distance Between Failures	27,255	43,243	-37.0%	51,774	67,831	-23.7%
	Staten Island Railway PES-KPI (Chart 15)				90.3%	89.0%	+1.3%
Legacy Indicators	Weekday Wait Assessment (Chart 16)	70.2%	72.4%	-2.2%	71.5%	73.9%	-2.4%
	Weekend Wait Assessment (Chart 17)	74.4%	80.7%	-6.3%	78.9%	81.2%	-2.3%
	Weekday Terminal On-Time Performance (Chart 18)	62.3%	63.9%	-1.6%	63.4%	67.4%	-4.0%
	Weekend Terminal On-Time Performance (Chart 19)	67.3%	71.9%	-4.6%	70.4%	72.8%	-2.4%
	Weekday Trains Delayed (Chart 20)	65,429	60,274	+8.6%	62,608	53,882	+16.2%
	Weekend Trains Delayed (Chart 21)	16,905	14,057	+20.3%	15,499	13,613	+13.9%

*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)



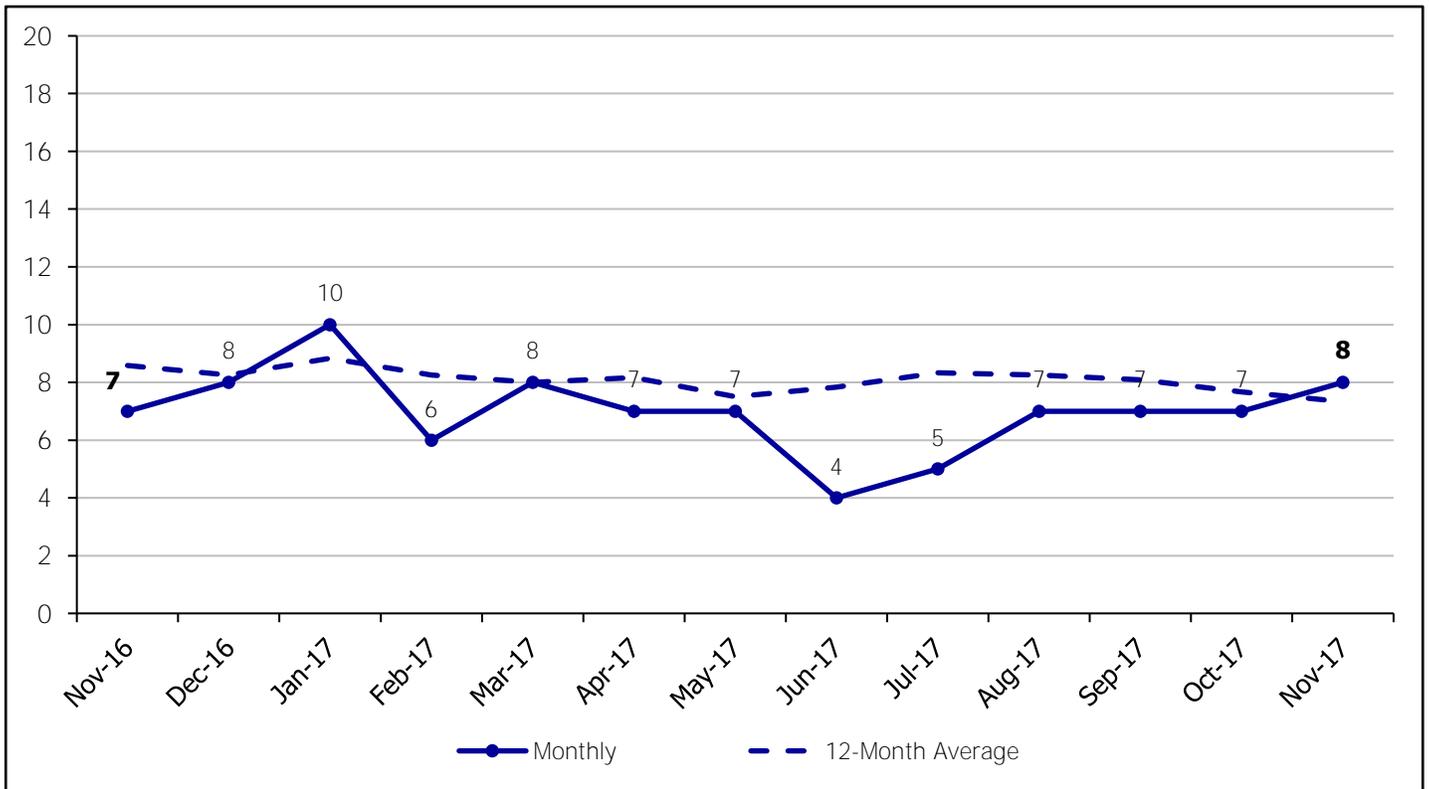
Major Incidents Definition

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

Categories	Monthly			12-Month Average		
	Nov '17	Nov '16	Difference	Nov '17	Nov '16	Difference
Track	17	15	+2	16.5	18.0	-1.5
Signals	17	29	-12	21.2	21.9	-0.8
Persons on Trackbed/Police/Medical	10	14	-4	15.6	14.5	+1.1
Stations & Structure	4	2	+2	4.8	2.3	+2.5
Subway Car	1	9	-8	4.8	5.7	-0.9
Other	4	6	-2	7.3	4.4	+2.9
Subdivision A	31	30	+1	36.0	34.3	+1.7
Subdivision B	22	45	-23	34.1	32.3	+1.8
Systemwide	53	75	-22	70.1	66.8	+3.3
Avg Incident Duration (h:mm:ss)	0:15:42	0:19:26	-0:03:44	0:16:55	0:16:49	+0:00:05
Avg Trains Delayed per Incident	86	112	-26	110	99	+11

Chart 1

Subway Weekend Major Incidents (24 hours)



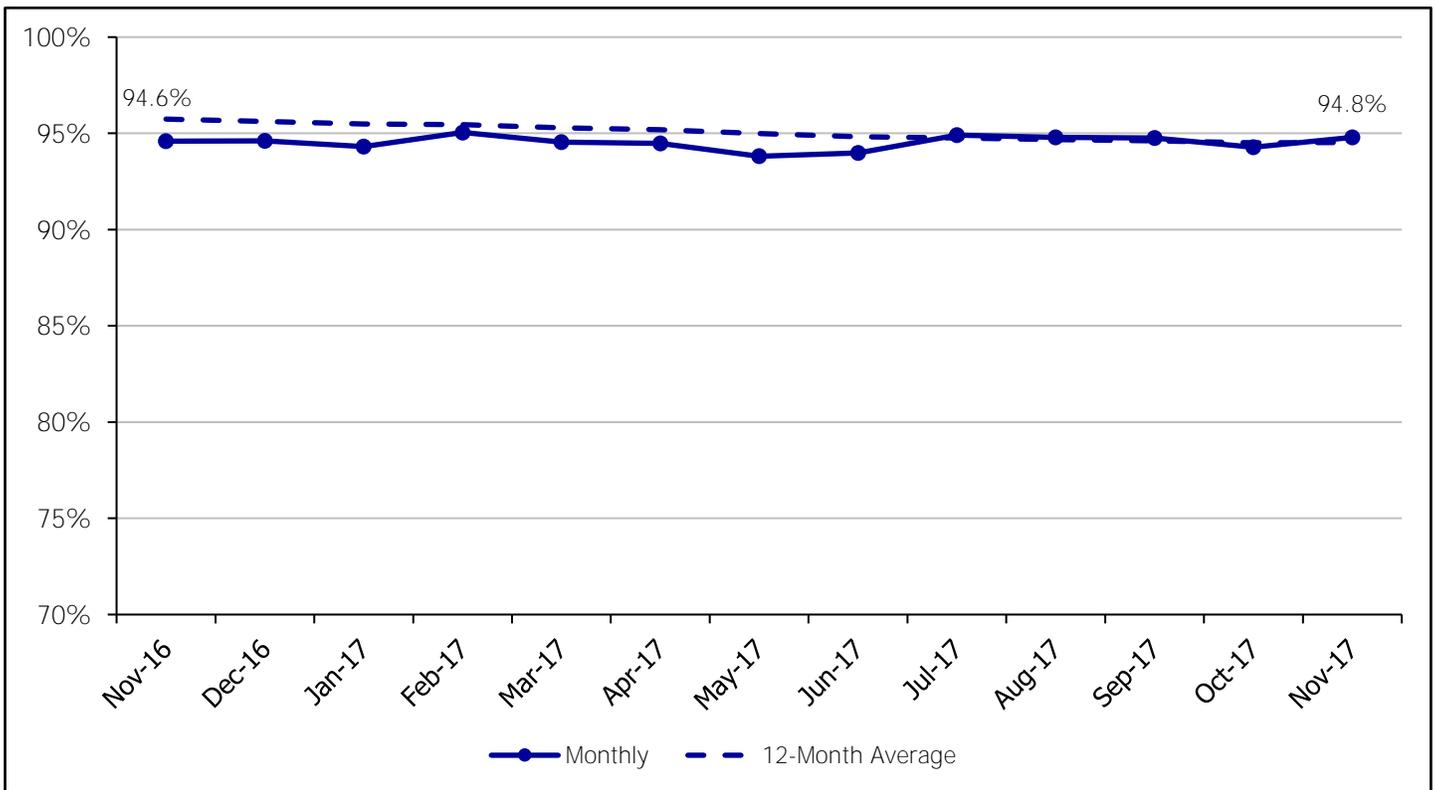
Major Incidents Definition

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

Categories	Monthly			12-Month Average		
	Nov '17	Nov '16	Difference	Nov '17	Nov '16	Difference
Track	1	1	0	1.1	1.7	-0.6
Signals	4	2	+2	2.4	1.6	+0.8
Persons on Trackbed/Police/Medical	2	3	-1	1.0	2.5	-1.5
Stations & Structure	0	0	0	0.3	0.3	-0.1
Car Equipment	0	0	0	0.2	0.4	-0.3
Other	1	1	0	2.1	1.5	+0.6
Subdivision A	4	3	+1	3.4	3.8	-0.4
Subdivision B	4	4	0	3.6	4.2	-0.6
Systemwide	8	7	+1	7.0	8.0	-1.0
Avg Incident Duration (h:mm:ss)	0:10:30	0:40:17	-0:29:47	0:19:57	0:23:46	-0:03:49
Avg Trains Delayed per Incident	103	64	+38	104	80	+24

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		
	Nov '17	Nov '16	Difference	Nov '17	Nov '16	Difference
Subdivision A	92.7%	92.5%	0.2%	92.3%	93.8%	-1.5%
Subdivision B	96.4%	96.2%	0.2%	96.2%	97.3%	-1.1%
Systemwide	94.8%	94.6%	0.2%	94.5%	95.7%	-1.2%

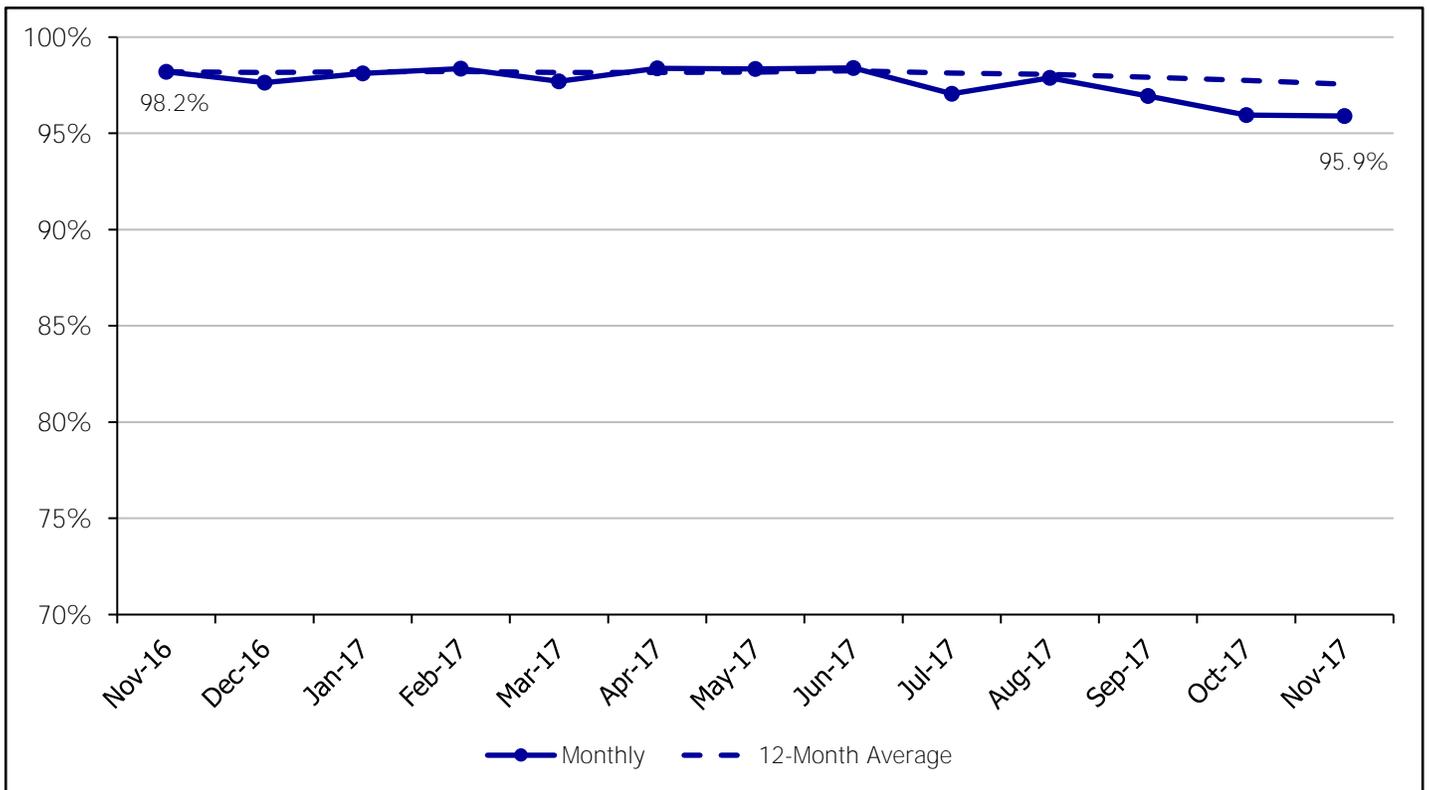
Chart 3

Subway Weekday % Service Delivered
Monthly
(Peak Hours)

<u>Line</u>	<u>Nov '17</u>	<u>Nov '16</u>	<u>Difference</u>
1	98.9%	96.6%	+2.3%
2	90.9%	90.8%	+0.1%
3	92.9%	94.8%	-1.9%
4	91.3%	90.3%	+1.0%
5	85.5%	86.5%	-1.0%
6	91.5%	89.2%	+2.3%
7	91.8%	94.6%	-2.8%
S 42nd	99.8%	97.9%	+1.9%
Subdivision A	92.7%	92.5%	+0.2%
A	94.9%	94.1%	+0.8%
B	97.7%	96.6%	+1.1%
C	92.6%	95.9%	-3.3%
D	97.4%	97.8%	-0.4%
E	94.4%	93.3%	+1.1%
F	97.6%	97.3%	+0.3%
S Fkln	99.9%	99.6%	+0.3%
G	101.8%	101.4%	+0.4%
S Rock	99.1%	96.5%	+2.6%
JZ	96.6%	96.6%	+0.0%
L	98.2%	97.4%	+0.8%
M	94.9%	94.3%	+0.6%
N	96.4%	97.1%	-0.7%
Q	95.0%	93.5%	+1.5%
R	96.8%	97.9%	-1.1%
W	93.7%	N/A	N/A
Subdivision B	96.4%	96.2%	+0.2%
Systemwide	94.8%	94.6%	+0.2%

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		
	Nov '17	Nov '16	Difference	Nov '17	Nov '16	Difference
Subdivision A	93.8%	97.8%	-4.0%	96.6%	97.8%	-1.2%
Subdivision B	97.1%	98.4%	-1.3%	98.1%	98.4%	-0.3%
Systemwide	95.9%	98.2%	-2.3%	97.6%	98.2%	-0.6%

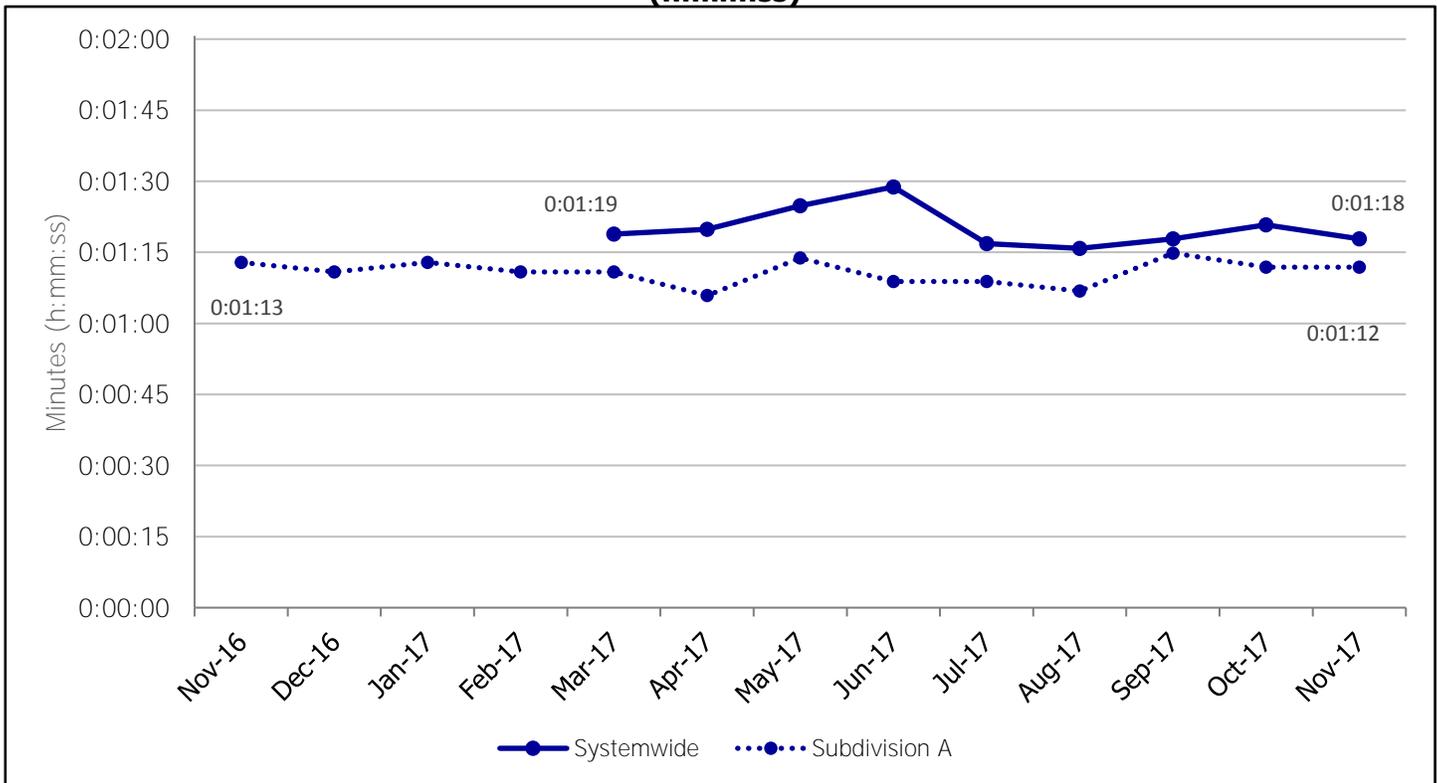
Chart 5

Subway Weekend % Service Delivered
Monthly
(Peak Hours)

<u>Line</u>	<u>Nov '17</u>	<u>Nov '16</u>	<u>Difference</u>
1	92.1%	98.9%	-6.8%
2	87.4%	95.6%	-8.2%
3	98.4%	100.7%	-2.3%
4	90.6%	96.3%	-5.7%
5	93.1%	95.1%	-2.0%
6	96.2%	97.9%	-1.7%
7	98.8%	99.1%	-0.3%
S 42nd	100.0%	99.5%	+0.5%
Subdivision A	93.8%	97.8%	-4.0%
A	93.6%	98.7%	-5.1%
C	92.4%	98.9%	-6.5%
D	96.5%	99.5%	-3.0%
E	96.2%	98.6%	-2.4%
F	99.3%	99.7%	-0.4%
S Fkln	100.0%	100.0%	+0.0%
G	98.8%	98.6%	+0.2%
S Rock	100.5%	100.5%	+0.0%
JZ	99.8%	99.4%	+0.4%
L	99.0%	95.1%	+3.9%
M	98.4%	99.4%	-1.0%
N	97.9%	99.5%	-1.6%
Q	99.6%	96.2%	+3.4%
R	93.5%	98.5%	-5.0%
Subdivision B	97.1%	98.4%	-1.3%
Systemwide	95.9%	98.2%	-2.3%

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
	Nov '17	Nov '16	Difference	Nov '17
Subdivision A	0:01:12	0:01:13	-0:00:01	0:01:11
Subdivision B	0:01:24	N/A	N/A	N/A
Systemwide	0:01:18	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.

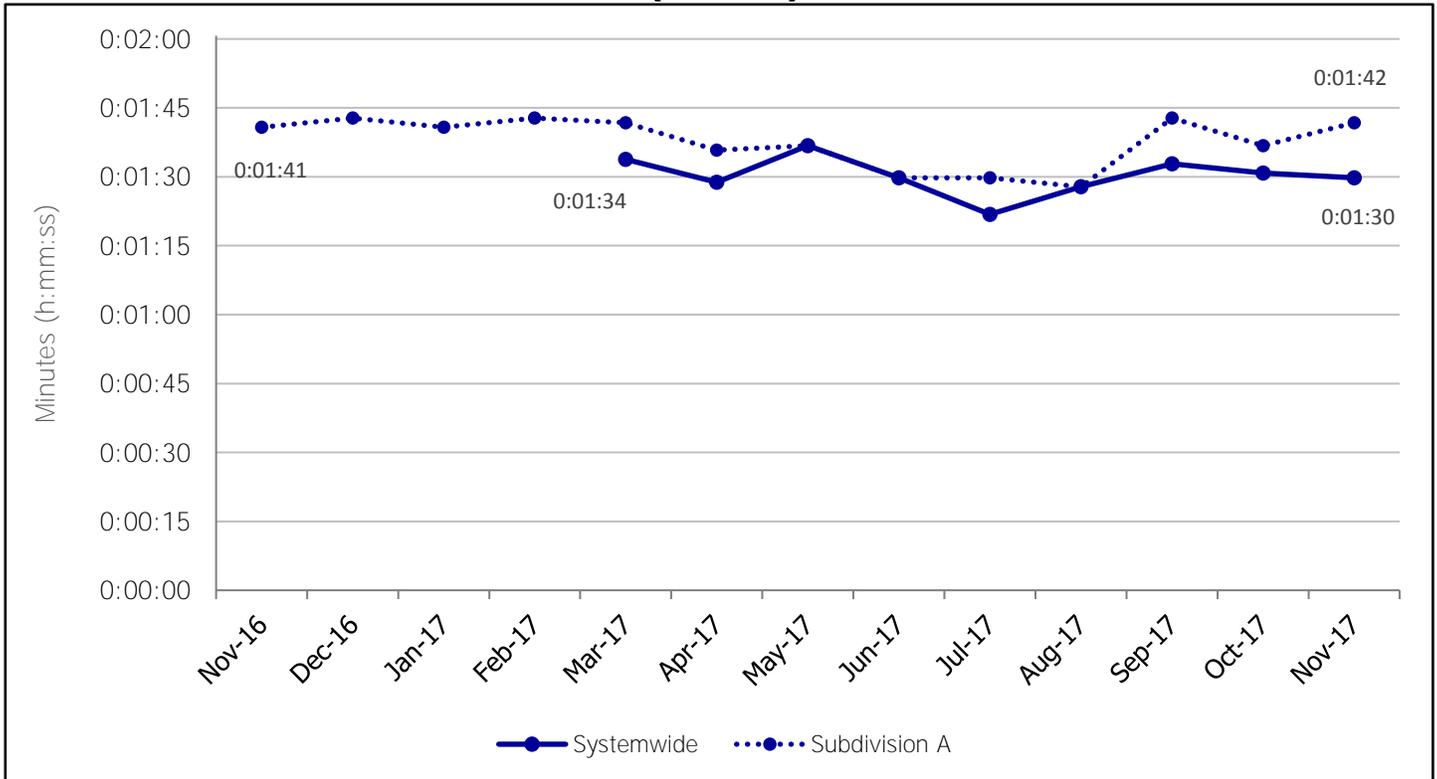
*Data for the B Division is not available prior to March 2017.

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

<u>Line</u>	<u>Nov '17</u>	<u>Nov '16</u>	<u>Difference</u>
1	0:00:54	0:01:20	-0:00:26
2	0:01:22	0:01:17	+0:00:05
3	0:01:04	0:00:56	+0:00:08
4	0:01:46	0:01:19	+0:00:27
5	0:01:20	0:01:23	-0:00:03
6	0:01:12	0:01:25	-0:00:13
7	0:00:58	0:00:49	+0:00:09
S 42nd	0:00:21	0:00:32	-0:00:11
Subdivision A	0:01:12	0:01:13	-0:00:01
A	0:01:23	N/A	N/A
B	0:01:43	N/A	N/A
C	0:01:52	N/A	N/A
D	0:01:45	N/A	N/A
E	0:01:07	N/A	N/A
F	0:01:23	N/A	N/A
S Fkln	0:00:31	N/A	N/A
G	0:01:17	N/A	N/A
S Rock	0:00:28	N/A	N/A
JZ	0:01:39	N/A	N/A
L	0:00:49	N/A	N/A
M	0:01:51	N/A	N/A
N	0:01:15	N/A	N/A
Q	0:01:19	N/A	N/A
R	0:01:26	N/A	N/A
W	0:01:02	N/A	N/A
Subdivision B	0:01:24	N/A	N/A
Systemwide	0:01:18	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
	Nov '17	Nov '16	Difference	Nov '17
Subdivision A	0:01:42	0:01:41	0:00:01	0:01:38
Subdivision B	0:01:21	N/A	N/A	N/A
Systemwide	0:01:30	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.

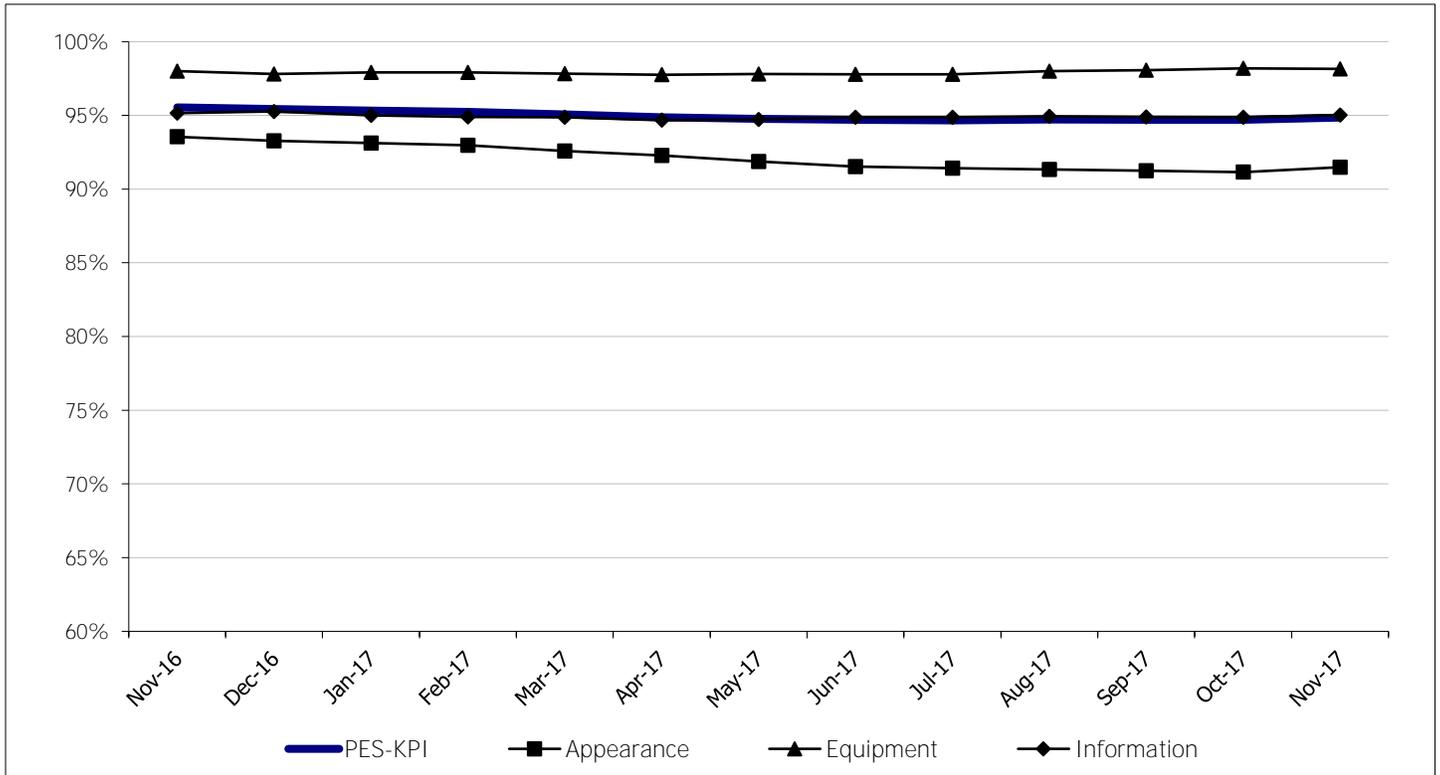
*Data for the B Division is not available prior to March 2017.

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

<u>Line</u>	<u>Nov '17</u>	<u>Nov '16</u>	<u>Difference</u>
1	0:01:05	0:01:18	-0:00:13
2	0:02:07	0:02:01	+0:00:06
3	0:01:38	0:01:29	+0:00:09
4	0:02:23	0:02:24	-0:00:01
5	0:02:36	0:02:40	-0:00:04
6	0:01:23	0:01:34	-0:00:11
7	0:01:27	0:00:57	+0:00:30
S 42nd	0:00:28	0:00:26	+0:00:02
Subdivision A	0:01:42	0:01:41	+0:00:01
A	0:02:14	N/A	N/A
B	0:01:55	N/A	N/A
C	0:01:12	N/A	N/A
D	0:01:56	N/A	N/A
E	0:01:17	N/A	N/A
F	0:01:31	N/A	N/A
S Fkln	0:00:43	N/A	N/A
G	0:01:33	N/A	N/A
S Rock	0:00:18	N/A	N/A
JZ	0:01:42	N/A	N/A
L	0:00:02	N/A	N/A
M	0:00:46	N/A	N/A
N	0:01:25	N/A	N/A
Q	0:01:37	N/A	N/A
R	0:00:46	N/A	N/A
W	0:00:59	N/A	N/A
Subdivision B	0:01:21	N/A	N/A
Systemwide	0:01:30	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 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.

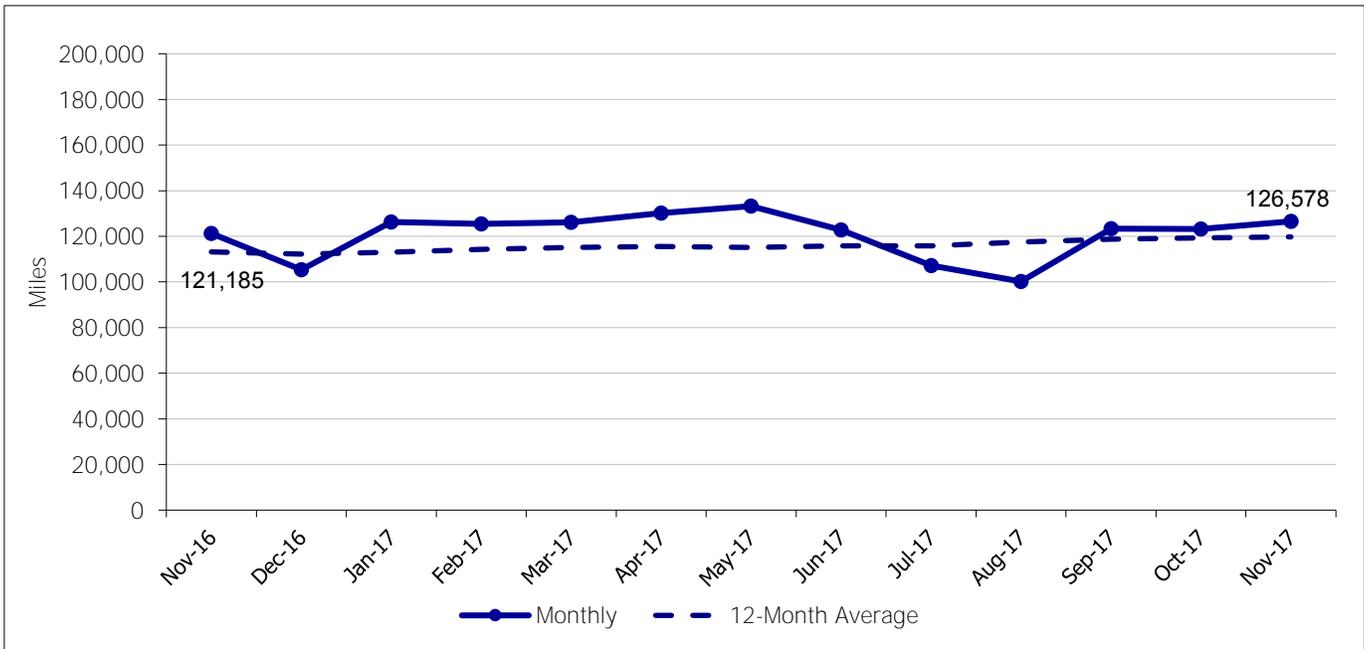
Information: Includes the subway car announcements and signage.

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

	Dec '16 - Nov '17				Dec '15 - Nov '16				% Difference KPI
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	
Subdivision A	94.9%	93.0%	97.7%	94.1%	95.4%	94.4%	97.6%	94.3%	-0.5%
Subdivision B	94.8%	90.6%	98.4%	95.5%	95.6%	93.0%	98.2%	95.6%	-0.8%
Systemwide	94.8%	91.5%	98.2%	95.0%	95.5%	93.5%	98.0%	95.1%	-0.7%

Chart 11

Subway Mean Distance Between Failure



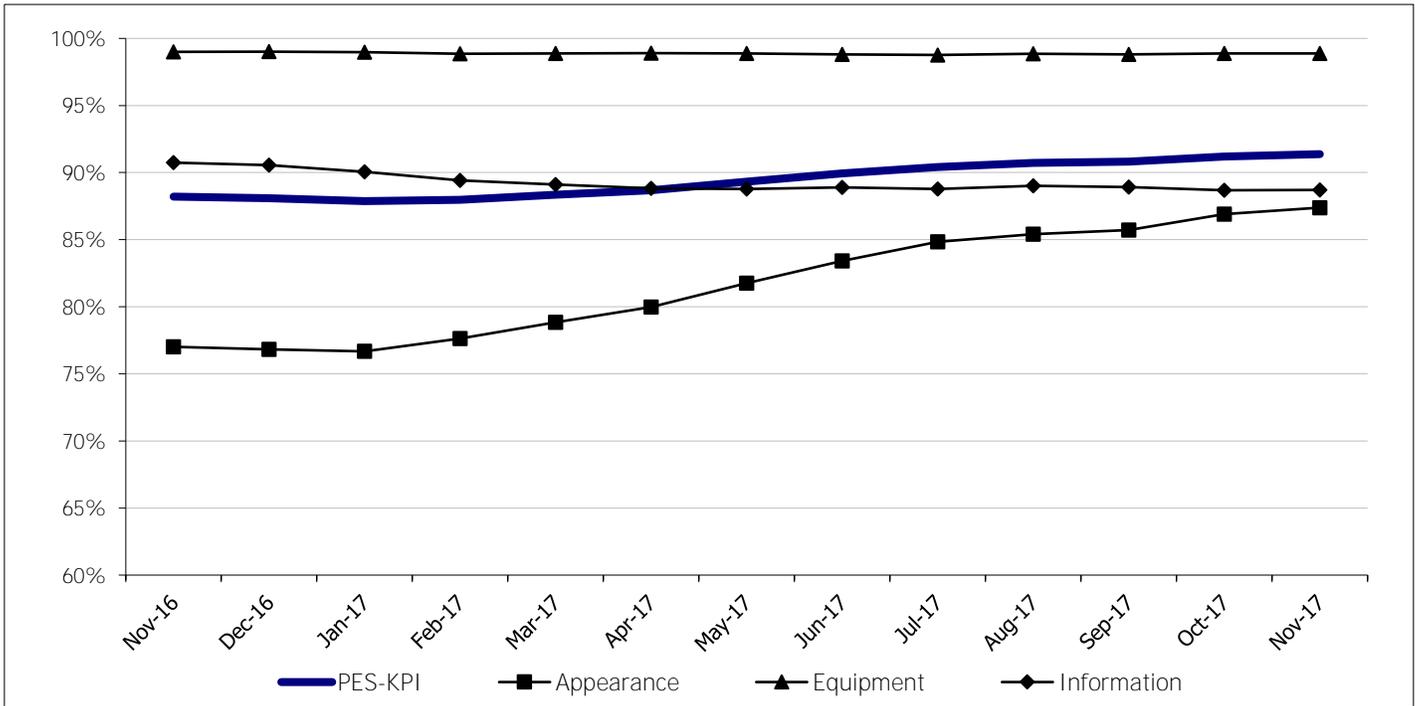
Definition

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.

	# of Cars	Monthly		% Diff
		Nov '17	Nov '16	
Subdivision A	2,895	135,718	113,390	+19.7%
Subdivision B	3,523	120,857	127,553	-5.2%
Systemwide	6,418	126,578	121,185	+4.5%
		12-Month Average		
Car Class	# of Cars	Nov '17	Nov '16	% Diff
R32	222	32,724	32,327	+1.2%
R42	50	40,466	36,294	+11.5%
R46	752	74,145	75,503	-1.8%
R62	315	201,495	189,436	+6.4%
R62A	824	98,769	82,530	+19.7%
R68	425	111,082	117,673	-5.6%
R68A	200	91,229	101,337	-10.0%
R142	1,030	161,938	142,536	+13.6%
R142A	220	53,606	50,704	+5.7%
R143	212	89,418	53,651	+66.7%
R160	1,662	234,090	268,080	-12.7%
R188 - New	126	445,561	521,186	-14.5%
R188 - Conversion	380	175,306	184,098	-4.8%
Subdivision A	2,895	126,719	111,779	+13.4%
Subdivision B	3,523	115,216	114,238	+0.9%
Fleet	6,418	119,741	113,179	+5.8%

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.

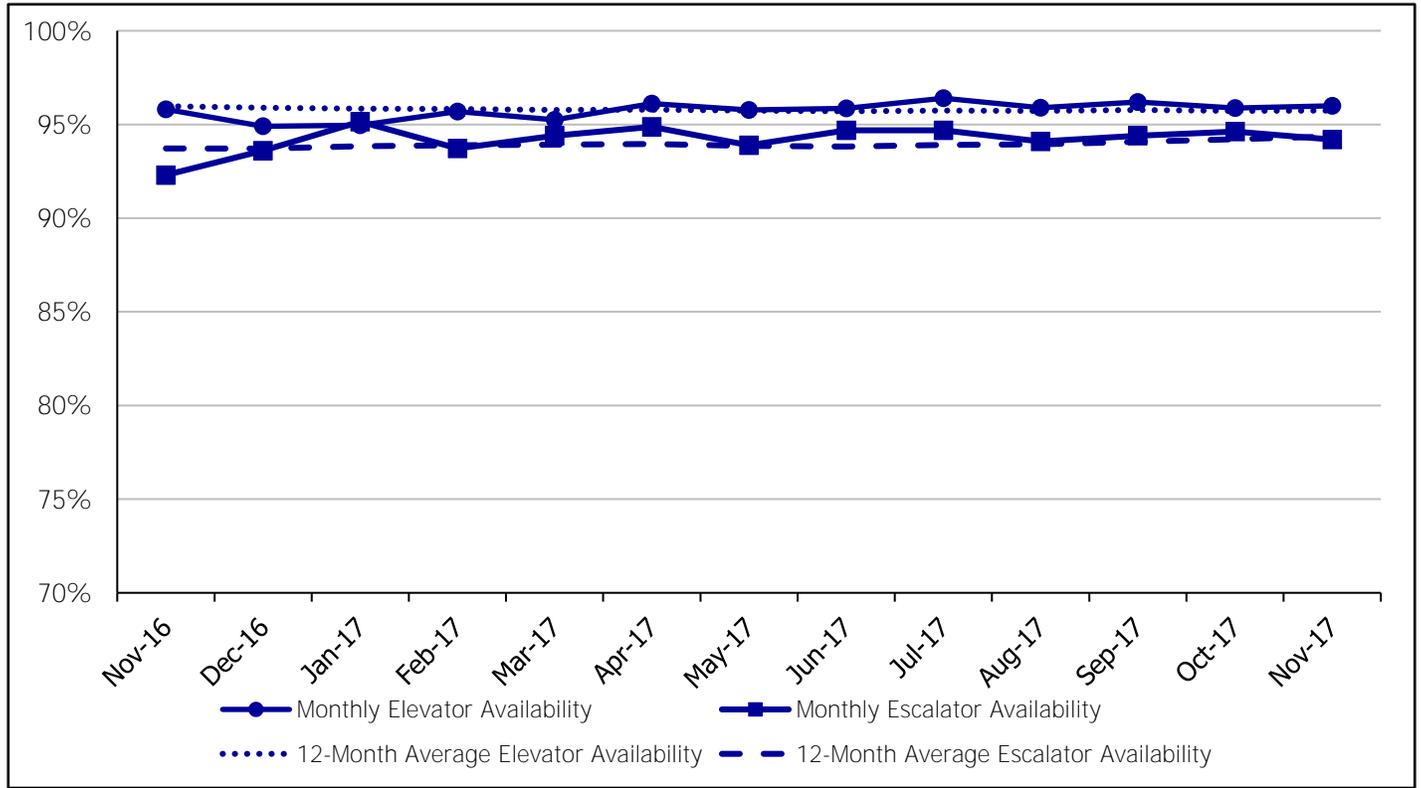
Information: Includes the ratings for maps, employees in proper uniforms.

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

Borough	Dec '16 - Nov '17				Dec '15 - Nov '16				% Difference KPI
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	
Bronx	89.9%	83.2%	98.9%	89.0%	85.6%	70.0%	98.9%	90.7%	+4.3%
Manhattan	92.1%	89.0%	98.8%	89.2%	88.1%	76.8%	99.1%	90.5%	+4.0%
Brooklyn	91.7%	87.3%	99.0%	89.9%	89.3%	79.1%	99.1%	91.8%	+2.4%
Queens	90.6%	88.3%	99.0%	85.0%	88.3%	79.2%	98.7%	88.7%	+2.3%
Systemwide	91.4%	87.4%	98.9%	88.7%	88.2%	77.0%	99.0%	90.7%	+3.2%

Chart 13

Elevator and Escalator Availability (24 Hours)



Elevator and Escalator Availability Definition

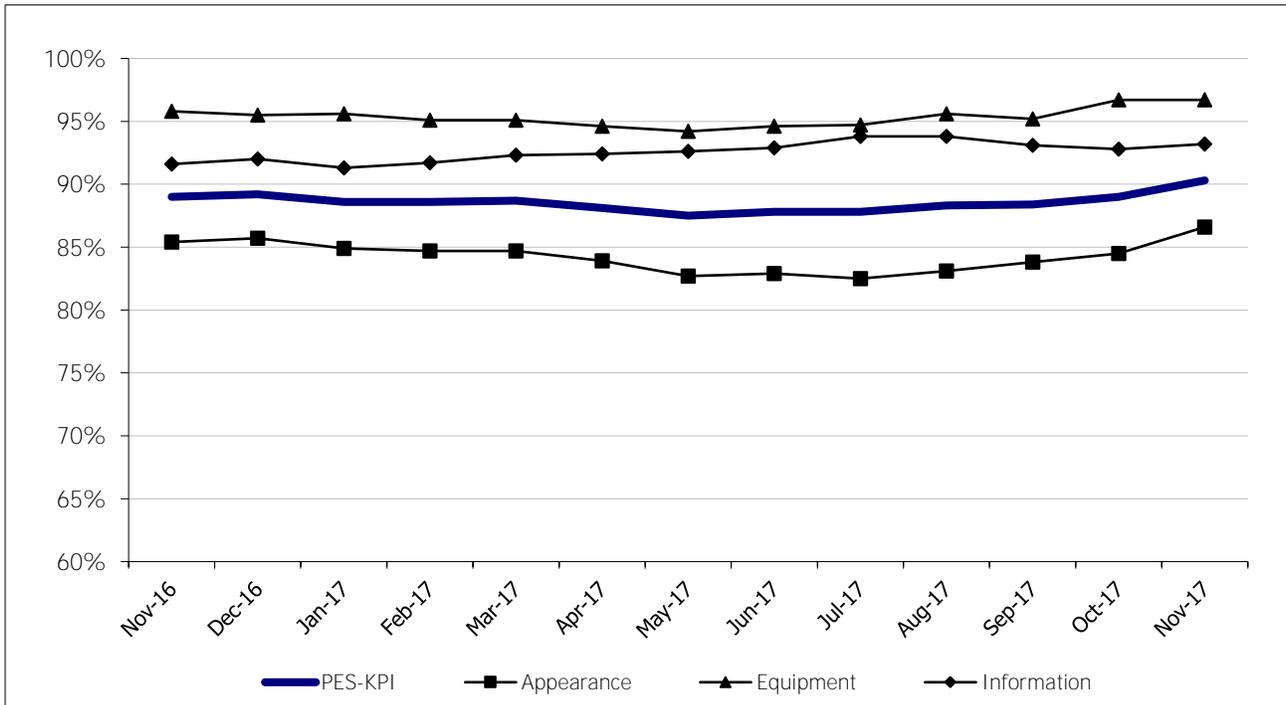
The percent of time that elevators or escalators are operational system wide. Most elevators and escalators in the subway are maintained by New York City Transit and are electronically monitored 24-hours a day. Some elevators and escalators in the subway are owned and maintained by outside parties; these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

Elevator and Escalator Availability Results

	Monthly			12-Month Average		
	Nov '17	Nov '16	Difference	Nov '17	Nov '16	Difference
Elevator Availability	96.0%	95.8%	0.2%	95.7%	96.0%	-0.3%
Escalator Availability	94.2%	92.3%	1.9%	94.4%	93.7%	0.7%

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
Dec '16 - Nov '17:	90.3%	86.6%	96.7%	93.2%
Dec '15 - Nov '16:	89.0%	85.4%	95.8%	91.6%
% Difference:	+1.3%	+1.2%	+0.9%	+1.6%

Legacy Indicators

Subway Weekday Wait Assessment (6 am - midnight)

Line	Nov '17					Nov '16					Monthly Standard Difference
	Monthly Meets		Monthly GAP			12 month Meets		12 month Meets			
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	
1	77.0%	9.6%	7.8%	5.6%	76.4%	75.5%	9.1%	7.6%	7.9%	77.6%	+1.5%
2	64.9%	10.9%	11.8%	12.4%	66.5%	69.4%	9.9%	9.8%	10.9%	69.7%	-4.5%
3	68.6%	12.2%	11.1%	8.0%	70.8%	72.6%	10.2%	8.7%	8.5%	74.5%	-4.0%
4	64.8%	10.3%	11.1%	13.8%	66.8%	67.1%	9.7%	10.0%	13.2%	69.3%	-2.3%
5	59.2%	10.7%	12.9%	17.2%	61.3%	63.6%	10.4%	11.5%	14.5%	65.2%	-4.4%
6	66.0%	10.3%	11.1%	12.6%	67.9%	64.3%	9.3%	10.9%	15.5%	66.6%	+1.7%
7	70.4%	11.7%	10.0%	7.9%	70.9%	73.6%	11.8%	9.0%	5.6%	73.9%	-3.2%
S 42nd	94.7%	2.8%	1.6%	0.9%	94.5%	92.7%	3.6%	2.0%	1.8%	92.2%	+2.0%
Subdivision A	68.1%	10.4%	10.5%	11.0%	69.4%	70.0%	9.7%	9.4%	10.9%	71.5%	-1.9%
A	66.8%	9.2%	10.4%	13.6%	68.4%	67.3%	9.1%	10.2%	13.3%	71.2%	-0.5%
B	69.5%	11.6%	10.7%	8.2%	74.0%	72.6%	10.6%	9.4%	7.4%	76.9%	-3.1%
C	68.2%	13.8%	10.8%	7.2%	71.7%	74.4%	11.3%	8.9%	5.4%	75.2%	-6.2%
D	70.1%	11.8%	11.0%	7.1%	74.2%	77.6%	10.9%	7.4%	4.1%	79.4%	-7.5%
E	68.3%	11.8%	10.6%	9.3%	68.9%	71.7%	10.9%	9.2%	8.2%	73.2%	-3.4%
F	69.7%	10.1%	9.9%	10.3%	69.9%	69.6%	9.4%	10.0%	10.9%	72.8%	+0.1%
S Fkln	97.5%	0.8%	1.0%	0.7%	98.7%	98.4%	0.5%	0.7%	0.3%	97.6%	-0.9%
G	80.1%	11.4%	6.0%	2.6%	81.2%	81.8%	11.1%	5.3%	1.8%	82.4%	-1.7%
S Rock	93.2%	3.5%	1.8%	1.5%	94.4%	92.5%	4.2%	1.7%	1.5%	93.8%	+0.7%
JZ	76.6%	10.6%	7.8%	5.0%	76.6%	77.2%	10.5%	7.7%	4.6%	77.8%	-0.6%
L	78.1%	11.4%	7.2%	3.3%	78.1%	77.9%	11.2%	6.9%	4.1%	76.7%	+0.2%
M	73.1%	10.4%	9.0%	7.5%	72.9%	76.3%	9.8%	7.6%	6.3%	76.6%	-3.2%
N	70.8%	11.5%	9.4%	8.3%	72.8%	75.2%	11.1%	7.8%	5.9%	77.8%	-4.4%
Q	74.5%	10.8%	8.9%	5.8%	75.6%	74.5%	10.4%	7.7%	7.4%	78.2%	0.0%
R	71.0%	11.0%	9.4%	8.7%	73.2%	77.4%	9.8%	7.6%	5.3%	75.9%	-6.4%
W	69.5%	11.0%	9.8%	9.7%	71.0%	72.0%	10.0%	8.5%	9.5%	N/A	-2.5%
Subdivision B	72.0%	10.9%	9.3%	7.8%	73.4%	74.6%	10.2%	8.2%	7.0%	76.3%	-2.6%
Systemwide	70.2%	10.7%	9.8%	9.3%	71.5%	72.4%	10.0%	8.8%	8.9%	73.9%	-2.2%

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)

Nov '17

Nov '16

Line	Nov '17					Nov '16					Monthly Standard Difference
	Monthly Meets	Monthly GAP			12 month Meets	Monthly Meets	Monthly GAP			12 month Meets	
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	
1	66.5%	14.3%	11.9%	7.2%	79.4%	84.0%	7.7%	5.5%	2.8%	82.9%	-17.5%
2	59.3%	14.3%	14.5%	12.0%	70.2%	70.8%	11.5%	10.4%	7.3%	74.4%	-11.5%
3	83.7%	8.8%	4.7%	2.8%	85.4%	84.4%	9.3%	4.4%	2.0%	85.9%	-0.7%
4	64.3%	11.3%	12.3%	12.1%	71.2%	76.2%	10.1%	7.6%	6.2%	74.9%	-11.9%
5	68.0%	14.4%	11.7%	5.8%	74.6%	76.8%	10.2%	6.4%	6.5%	77.3%	-8.8%
6	77.1%	9.5%	7.8%	5.6%	82.3%	81.1%	8.8%	5.7%	4.4%	82.6%	-4.0%
7	88.1%	8.2%	2.9%	0.7%	80.0%	85.3%	9.2%	4.3%	1.3%	80.5%	+2.8%
S 42nd	98.6%	0.8%	0.4%	0.2%	98.1%	98.9%	0.5%	0.4%	0.3%	97.6%	-0.3%
Subdivision A	71.2%	11.6%	10.0%	7.2%	77.7%	79.7%	9.4%	6.5%	4.5%	80.2%	-8.5%
A	64.4%	12.9%	11.7%	11.0%	73.3%	75.3%	11.9%	8.4%	4.5%	75.2%	-10.9%
C	69.5%	13.3%	11.1%	6.1%	78.6%	79.9%	10.9%	6.3%	3.0%	78.8%	-10.4%
D	74.5%	11.2%	8.4%	6.0%	79.4%	82.8%	9.9%	5.7%	1.6%	81.0%	-8.3%
E	79.2%	11.2%	6.7%	2.9%	81.6%	82.4%	10.1%	5.2%	2.3%	83.7%	-3.2%
F	78.9%	9.9%	7.3%	3.9%	79.1%	80.8%	10.7%	6.2%	2.3%	79.1%	-1.9%
S Fkln	97.8%	0.9%	0.6%	0.6%	98.7%	99.6%	0.1%	0.0%	0.3%	97.5%	-1.8%
G	84.5%	9.1%	4.9%	1.5%	85.7%	85.7%	8.6%	3.8%	2.0%	88.0%	-1.2%
S Rock	96.2%	2.6%	1.0%	0.1%	95.3%	97.2%	1.9%	0.8%	0.1%	95.3%	-1.0%
JZ	81.0%	7.9%	5.3%	5.8%	85.7%	86.9%	7.3%	3.9%	2.0%	86.1%	-5.9%
L	81.4%	10.3%	5.3%	3.0%	79.0%	79.1%	10.9%	6.1%	3.9%	79.6%	+2.3%
M	93.2%	4.5%	1.5%	0.8%	90.0%	96.1%	2.8%	0.7%	0.4%	93.2%	-2.9%
N	74.5%	10.6%	7.9%	7.0%	77.9%	80.4%	10.1%	6.5%	2.9%	82.3%	-5.9%
Q	81.6%	9.6%	6.4%	2.4%	82.4%	80.3%	9.7%	5.9%	4.1%	86.4%	+1.3%
R	68.3%	13.2%	10.5%	8.0%	73.9%	77.4%	10.8%	8.1%	3.7%	79.6%	-9.1%
Subdivision B	76.6%	10.6%	7.6%	5.2%	79.8%	81.5%	9.8%	5.9%	2.9%	81.9%	-4.9%
Systemwide	74.4%	11.0%	8.6%	6.1%	78.9%	80.7%	9.6%	6.1%	3.6%	81.2%	-6.3%

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>Nov '17</u>	<u>Nov '16</u>	<u>Difference</u>
1	69.6%	68.0%	+1.6%
2	24.9%	35.3%	-10.4%
3	41.3%	54.4%	-13.1%
4	27.0%	33.0%	-6.0%
5	25.2%	35.4%	-10.2%
6	47.6%	43.8%	+3.8%
7	69.2%	78.2%	-9.0%
S 42nd	98.7%	98.7%	0.0%
Subdivision A	56.7%	60.5%	-3.8%
A	49.7%	54.2%	-4.5%
B	46.5%	52.1%	-5.6%
C	56.3%	60.6%	-4.3%
D	45.4%	63.8%	-18.4%
E	61.5%	65.3%	-3.8%
F	46.4%	46.3%	+0.1%
S Fkln	99.6%	99.3%	+0.3%
G	70.3%	75.4%	-5.1%
S Rock	93.7%	91.8%	+1.9%
JZ	70.9%	62.9%	+8.0%
L	96.6%	91.3%	+5.3%
M	76.0%	62.9%	+13.1%
N	65.1%	56.5%	+8.6%
Q	64.6%	66.3%	-1.7%
R	63.9%	69.6%	-5.7%
W	70.8%	76.5%	-5.7%
Subdivision B	66.6%	66.8%	-0.2%
Systemwide	62.3%	63.9%	-1.6%

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

Chart 18

Subway Weekend Terminal OTP Monthly (24 hours)

<u>Line</u>	<u>Nov '17</u>	<u>Nov '16</u>	<u>Difference</u>
1	59.5%	77.0%	-17.5%
2	12.5%	40.7%	-28.2%
3	54.5%	54.1%	+0.4%
4	23.5%	52.0%	-28.5%
5	37.2%	57.7%	-20.5%
6	50.7%	57.2%	-6.5%
7	92.4%	88.6%	+3.8%
S 42nd	99.6%	99.7%	-0.1%
Subdivision A	59.4%	68.4%	-9.0%
A	58.2%	68.2%	-10.0%
C	51.5%	66.7%	-15.2%
D	46.0%	75.5%	-29.5%
E	52.9%	71.6%	-18.7%
F	51.0%	52.5%	-1.5%
S Fkln	99.9%	99.9%	+0.0%
G	76.9%	77.3%	-0.4%
S Rock	95.2%	95.6%	-0.4%
JZ	89.2%	78.0%	+11.2%
L	95.3%	84.4%	+10.9%
M	99.0%	95.5%	+3.5%
N	58.1%	61.7%	-3.6%
Q	81.7%	82.2%	-0.5%
R	49.2%	53.7%	-4.5%
Subdivision B	72.3%	74.5%	-2.2%
Systemwide	67.3%	71.9%	-4.6%

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 weekend period. An on-time train is defined as a train arriving at its destination terminal on-time, early, or no more than five minutes late, and that has not skipped any planned station stops.

Subway Weekday Trains Delayed Monthly (24 hours)

<u>Categories</u>	<u>November 2017 Trains Delayed</u>
Over Crowding / Insufficient Capacity / Other	28,761
ROW Delays	8,298
Planned Trackbed Work	8,237
Work Equipment/G. O.	7,055
Car Equipment	2,722
Sick Customer	2,507
Operational Diversions	2,069
Police	1,690
Unruly Customer	1,439
Employee	1,361
Fire	575
External	311
Inclement Weather	289
Infrastructure	116
Collision/Derailment	0
Total Trains Delayed *	65,429

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

Subway Weekend Trains Delayed Monthly (24 hours)

<u>Categories</u>	<u>November 2017 Trains Delayed</u>
Work Equipment/G. O.	6,637
Over Crowding / Insufficient Capacity / Other	2,950
Planned Trackbed Work	2,876
ROW Delays	1,402
Employee	684
Unruly Customers	560
Sick Customer	450
Operational Diversions	404
Car Equipment	403
Police	361
External	53
Collision/Derailment	51
Fire	48
Inclement Weather	22
Infrastructure	4
Total Trains Delayed *	16,905

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

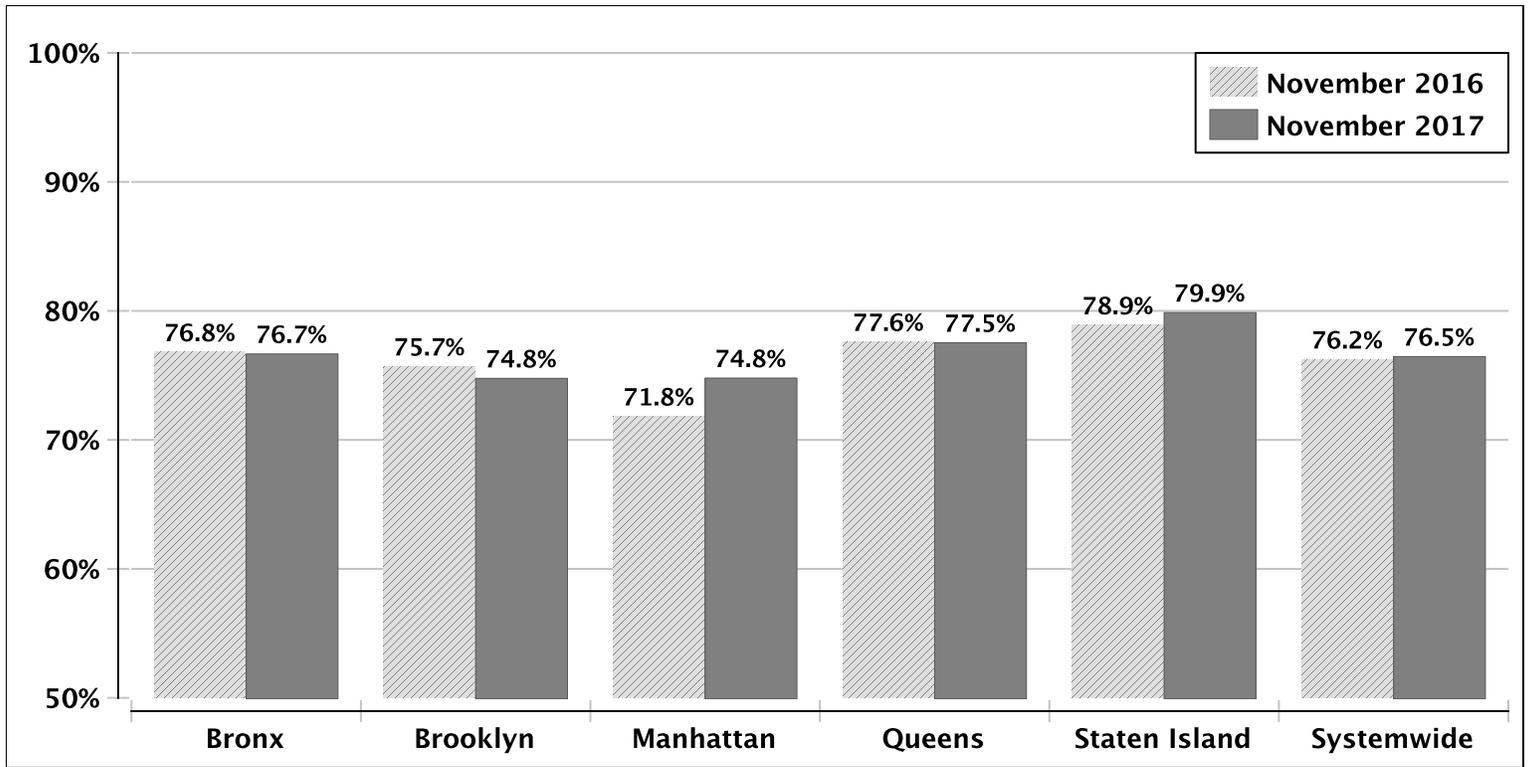
Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month:		Nov-17	12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System Wait Assessment (chart 1-7)	76.5%	76.2%	+0.3%			
System MDBF (chart 8)	7,164	6,680	+7.2%	6,471	6,159	+5.1%
NYCT Bus	6,763	6,453	+4.8%	6,215	5,893	+5.5%
MTA Bus	8,858	7,541	+17.5%	7,454	7,190	+3.7%
System MDBSI (chart 9)	2,895	2,899	-0.1%	2,838	2,786	+1.9%
NYCT Bus	2,686	2,738	-1.9%	2,676	2,632	+1.7%
MTA Bus	3,868	3,580	+8.1%	3,520	3,426	+2.7%
System Trips Completed (chart 10)	99.37%	99.32%	+0.1%	99.17%	99.15%	+0.0%
NYCT Bus	99.34%	99.31%	+0.0%	99.17%	99.14%	+0.0%
MTA Bus	99.51%	99.34%	+0.2%	99.14%	99.19%	-0.1%
System AM Pull Out (chart 11)	99.92%	99.80%	+0.1%	99.77%	99.85%	-0.1%
NYCT Bus	99.93%	99.81%	+0.1%	99.82%	99.87%	-0.0%
MTA Bus	99.87%	99.78%	+0.1%	99.57%	99.81%	-0.2%
System PM Pull Out (chart 12)	99.94%	99.92%	+0.0%	99.88%	99.93%	-0.0%
NYCT Bus	99.93%	99.94%	-0.0%	99.90%	99.94%	-0.0%
MTA Bus	99.96%	99.87%	+0.1%	99.81%	99.88%	-0.1%
System Buses >= 12 years	23%	18%				
NYCT Bus	23%	22%				
MTA Bus	22%	4%				
System Fleet Age	7.98	7.43				
NYCT Bus	7.51	7.12				
MTA Bus	9.59	8.51				
Paratransit						
% of Trips Completed	88.58%	90.23%	-1.7%	90.42%	89.29%	+1.1%
Trips Requested	665,967	642,201	+3.7%	669,603	654,093	+2.4%
Trips Scheduled	577,267	550,557	+4.9%	562,016	563,491	-0.3%
Trips Completed*	511,315	496,768	+2.9%	508,162	503,162	+1.0%
Early Cancellations as a Percentage of Trips Requested	12.35%	13.04%	-0.7%	12.90%	13.01%	-0.1%
Late Cancellations as a Percentage of Trips Scheduled	3.09%	3.17%	-0.1%	3.25%	3.01%	+0.2%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.79%	1.49%	+0.3%	1.63%	1.49%	+0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.49%	0.61%	-0.1%	0.54%	0.65%	-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	0.64%	0.86%	-0.2%	0.76%	0.84%	-0.1%
New Applications Received	2,859	2,531	+13.0%	2,774	2,964	-6.4%

*Nov-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.

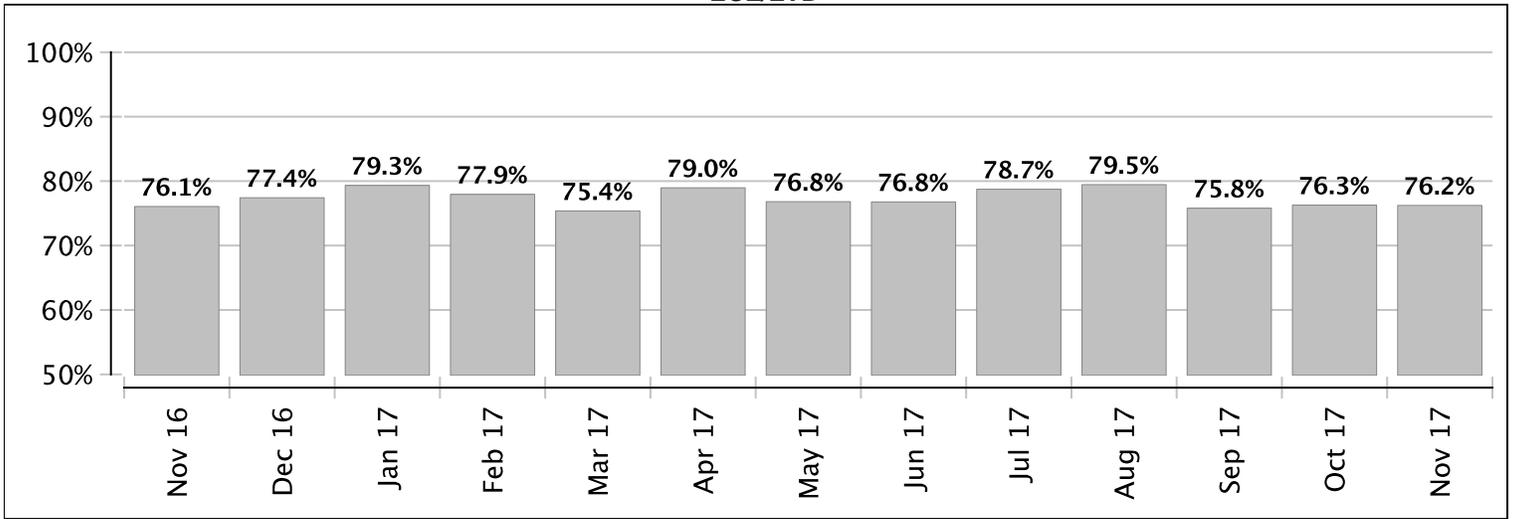
Results

	<u>Nov 2016</u>	<u>Nov 2017</u>	<u>Difference</u>
Systemwide	76.2%	76.5%	+0.3%
Bronx	76.8%	76.7%	-0.1%
Brooklyn	75.7%	74.8%	-0.9%
Manhattan	71.8%	74.8%	+3.0%
Queens	77.6%	77.5%	-0.1%
Staten Island	78.9%	79.9%	+1.0%

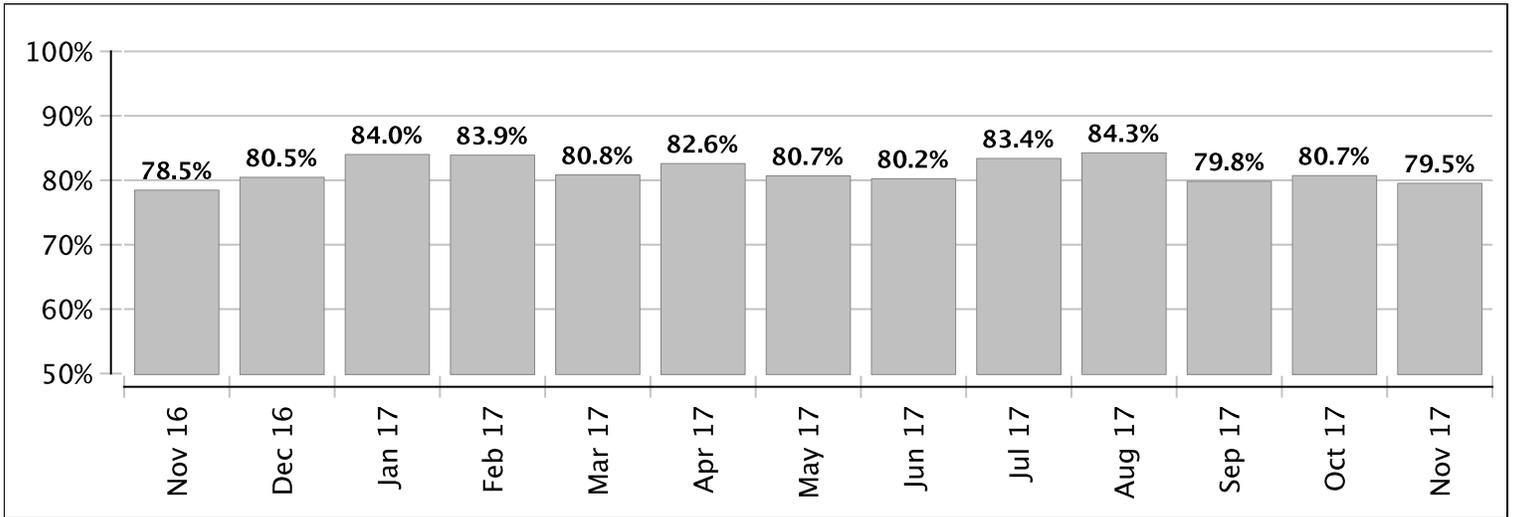
Bus Weekday Wait Assessment

Systemwide

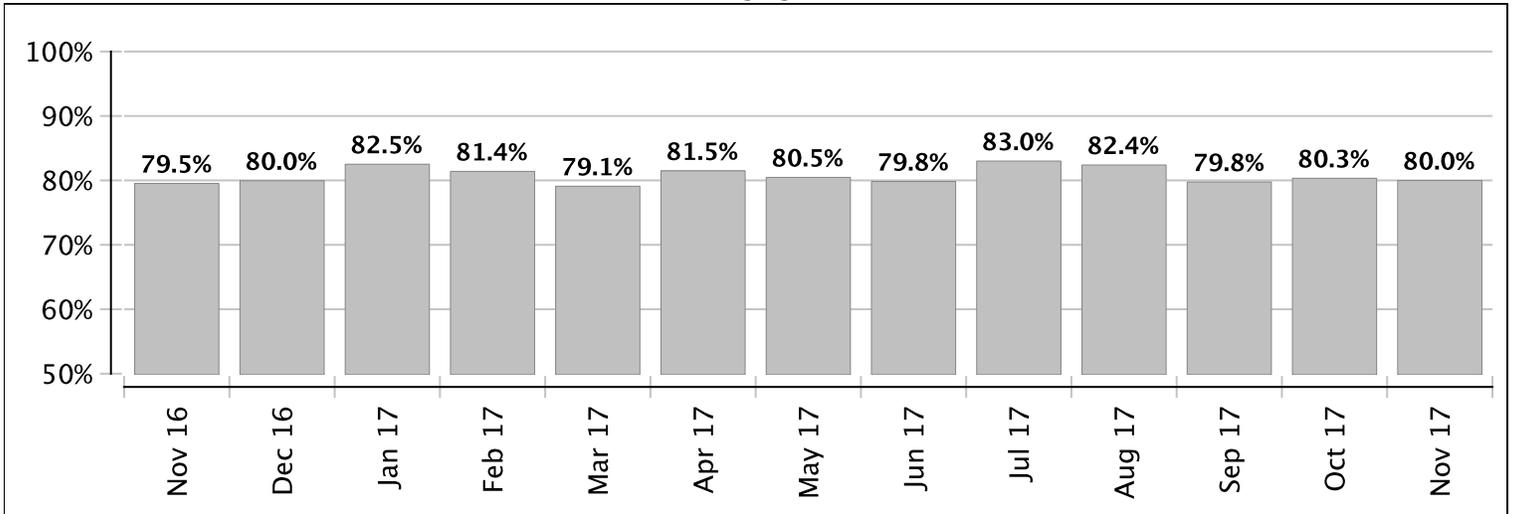
LCL/LTD



EXP

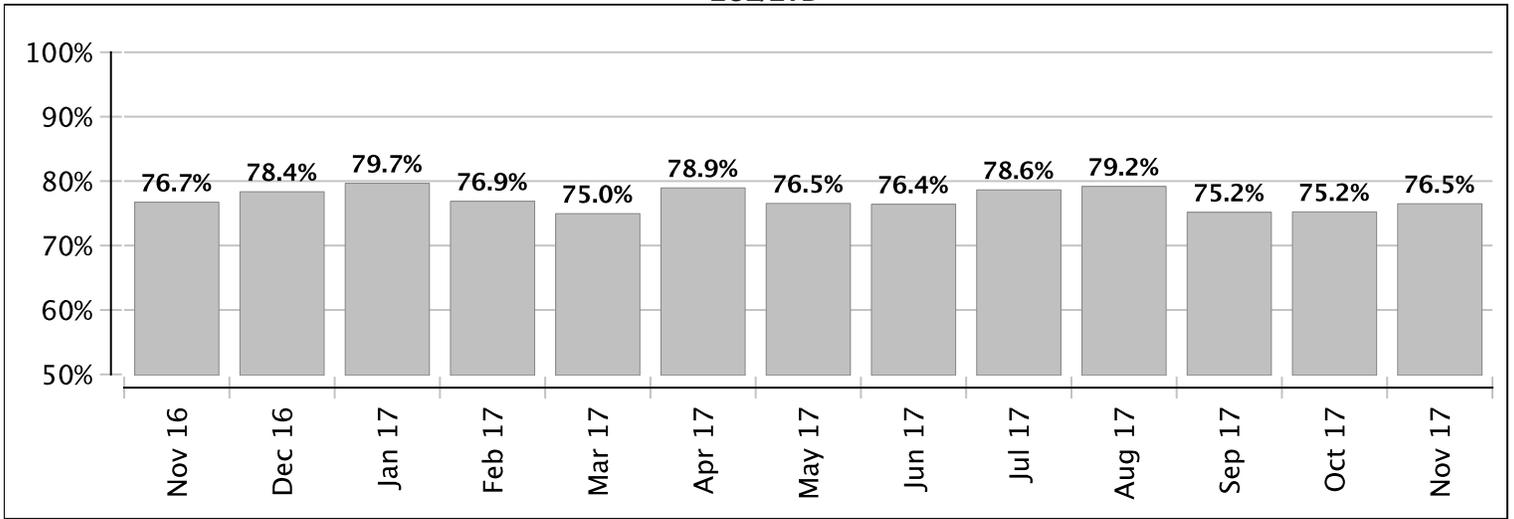


SBS

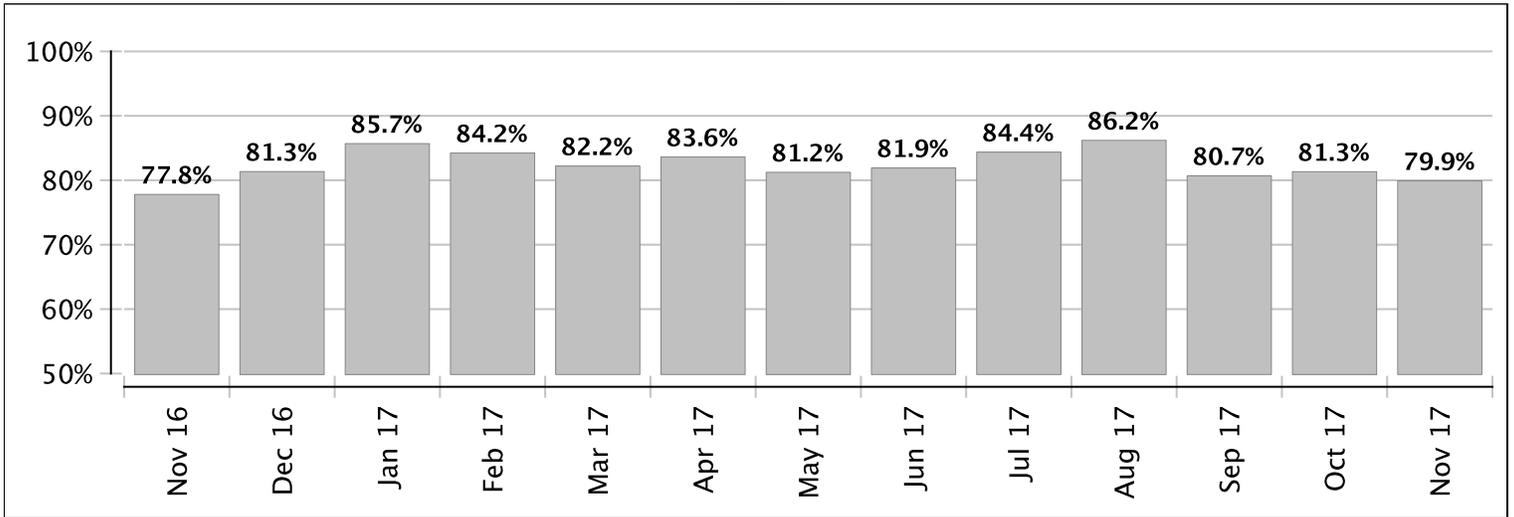


Bus Weekday Wait Assessment

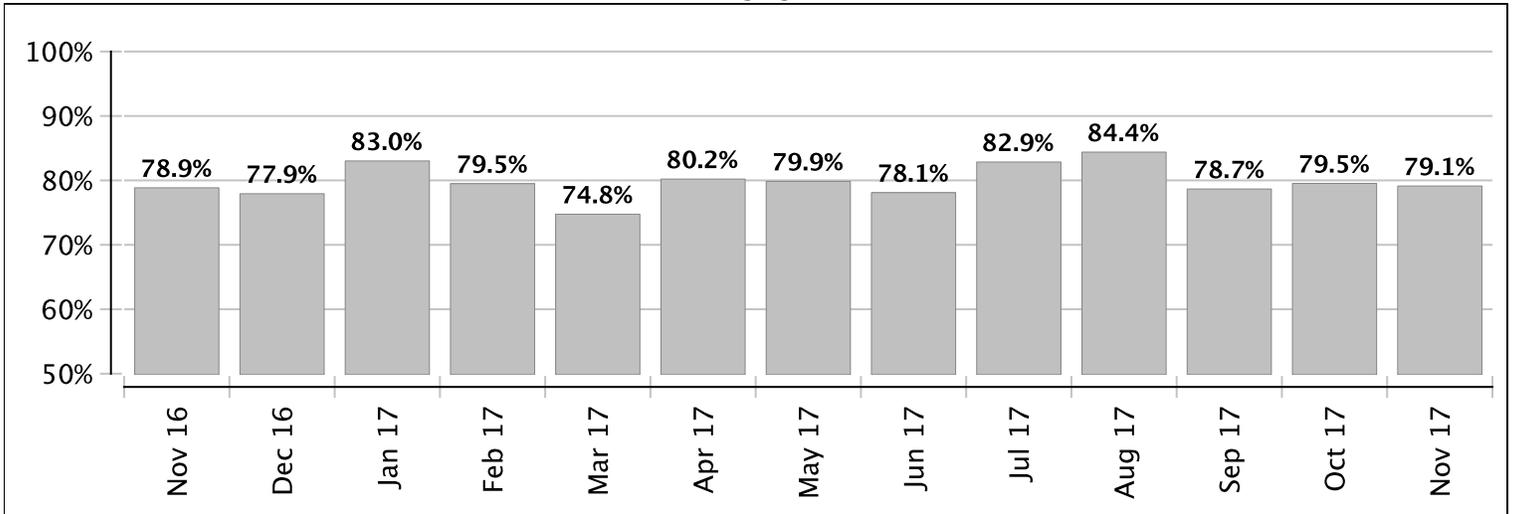
Bronx LCL/LTD



EXP

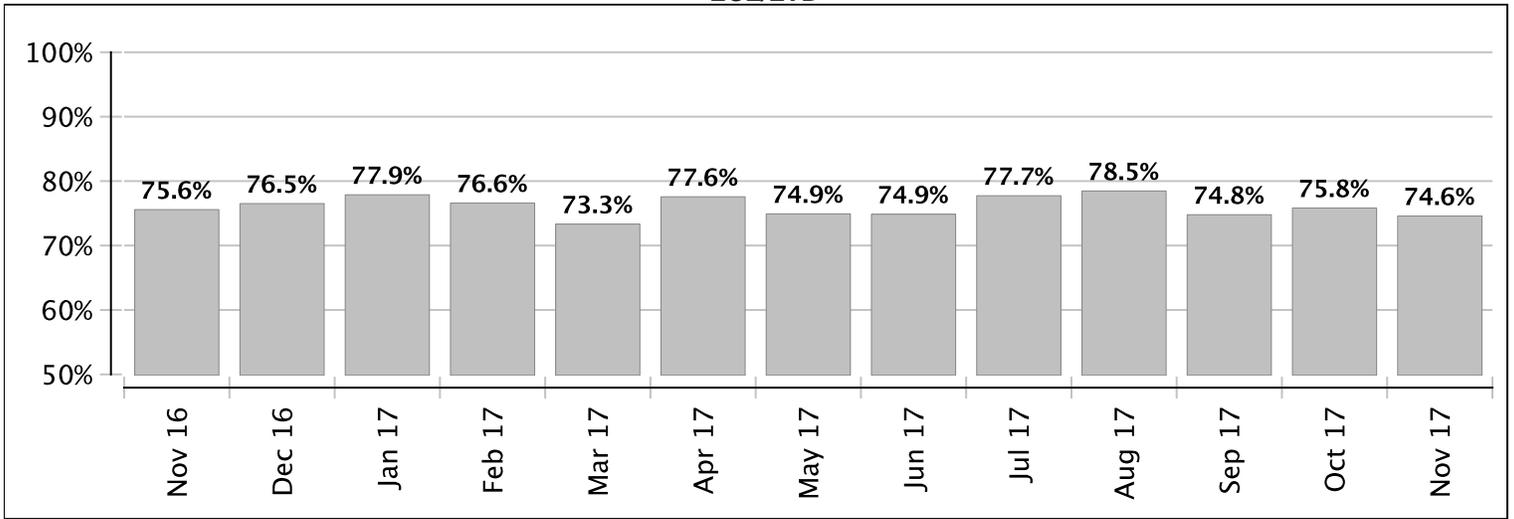


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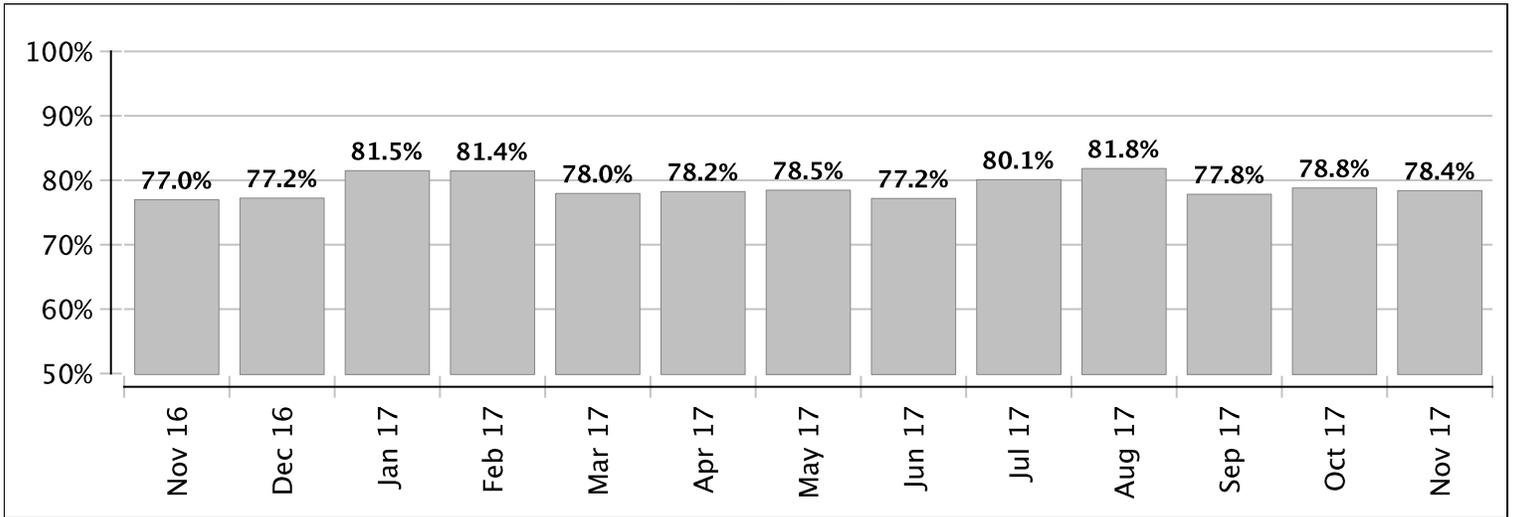


Bus Weekday Wait Assessment

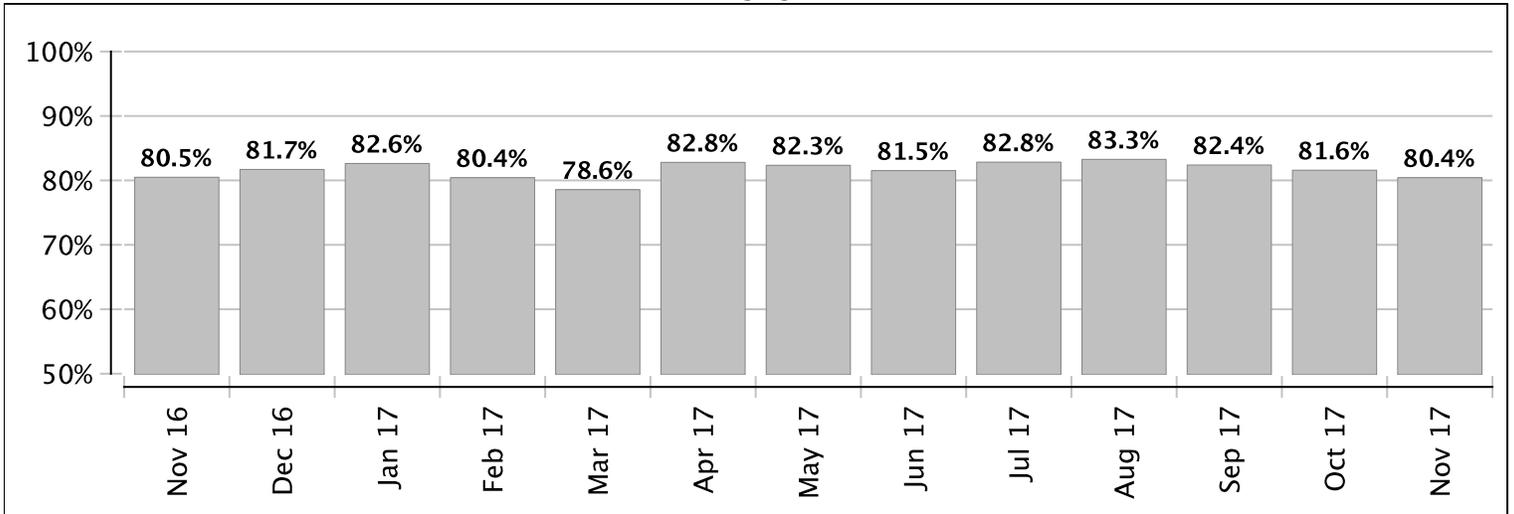
Brooklyn LCL/LTD



EXP

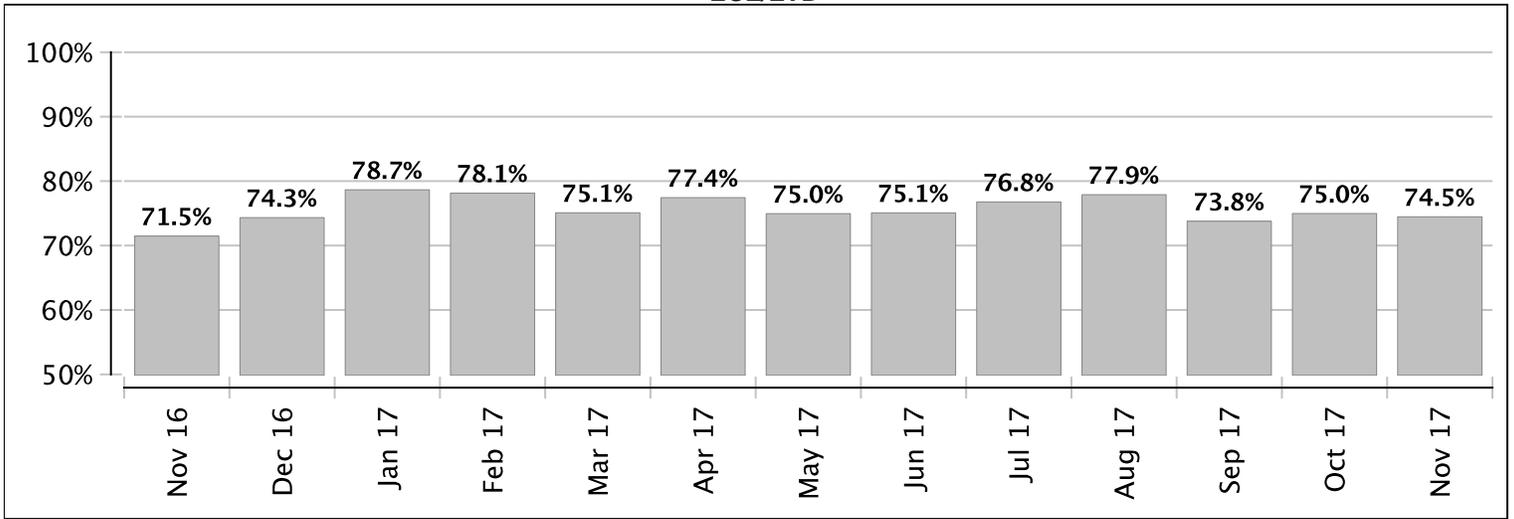


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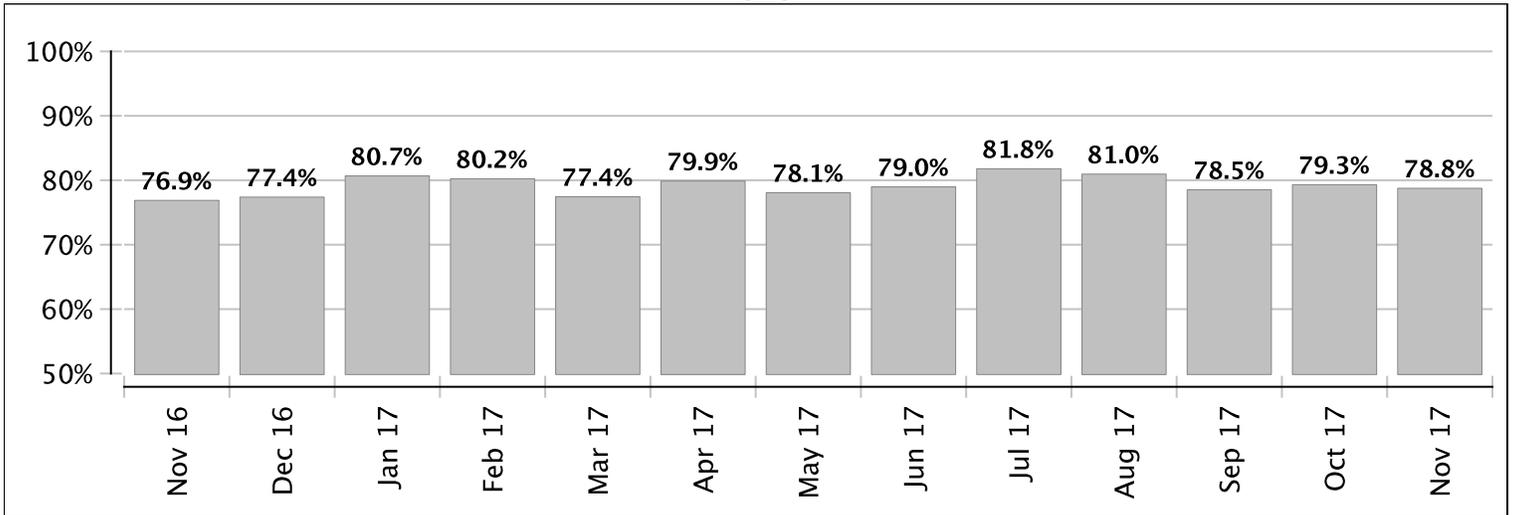


Bus Weekday Wait Assessment

Manhattan LCL/LTD

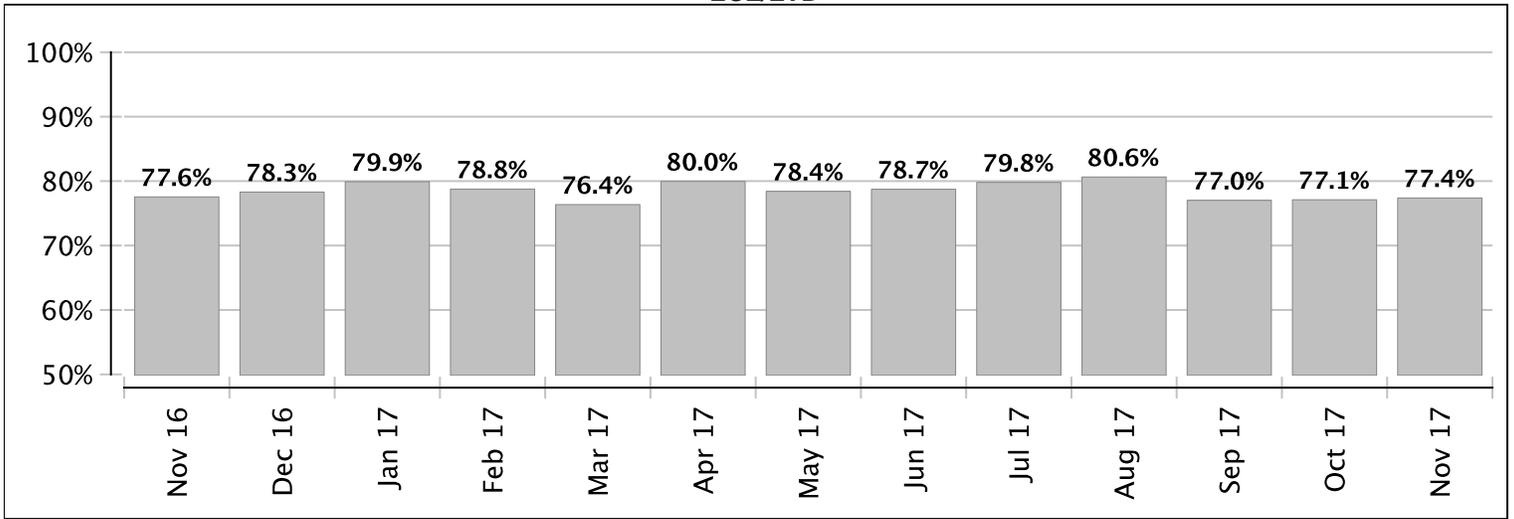


SBS

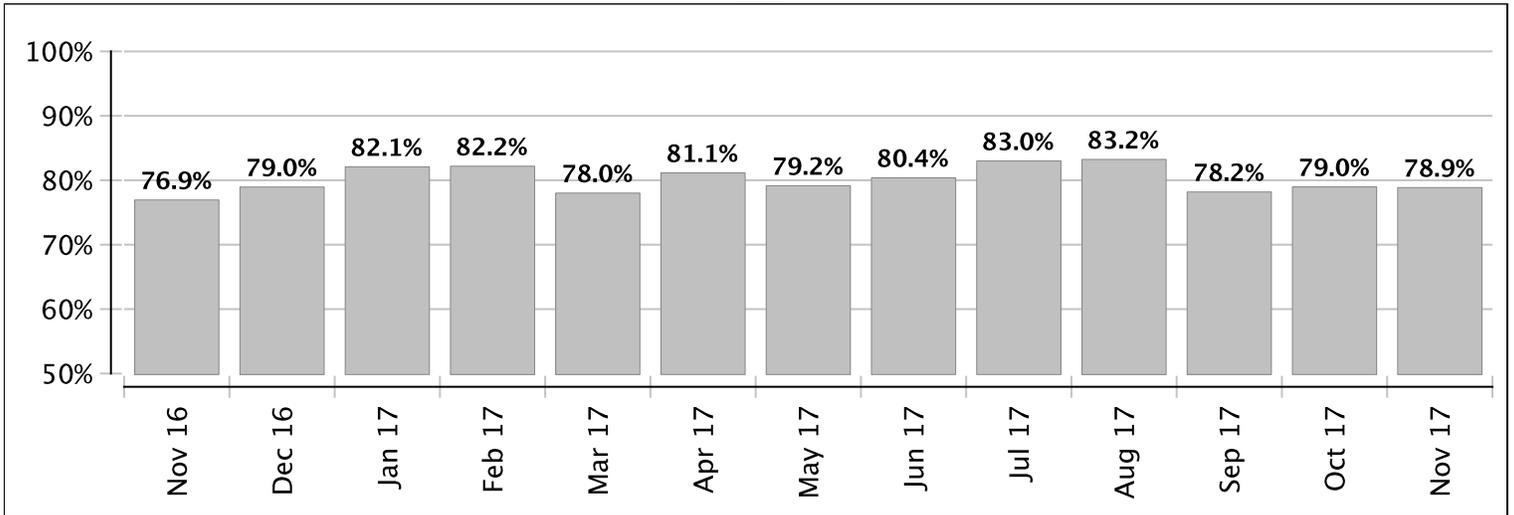


Bus Weekday Wait Assessment

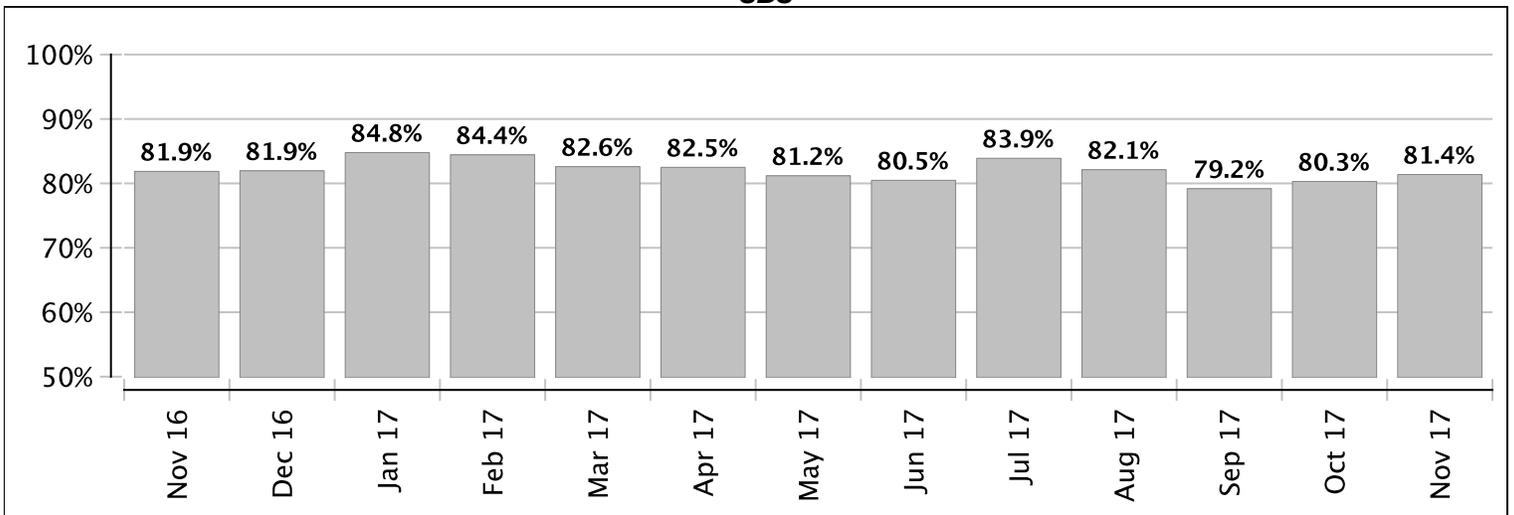
Queens LCL/LTD



EXP



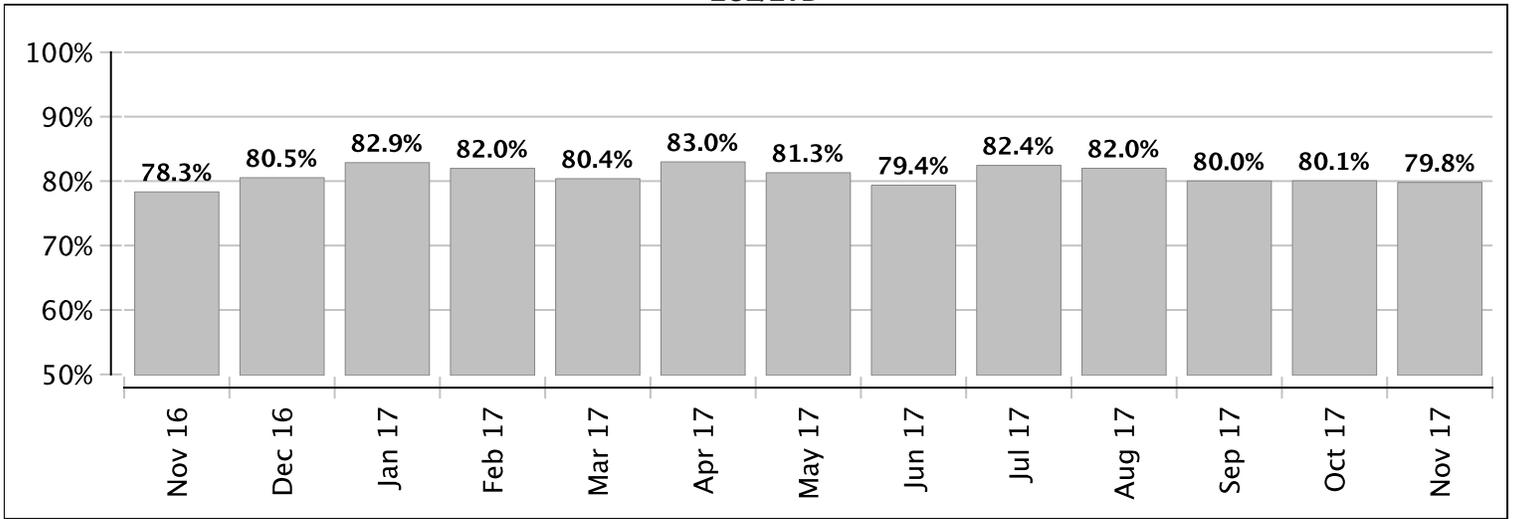
SBS



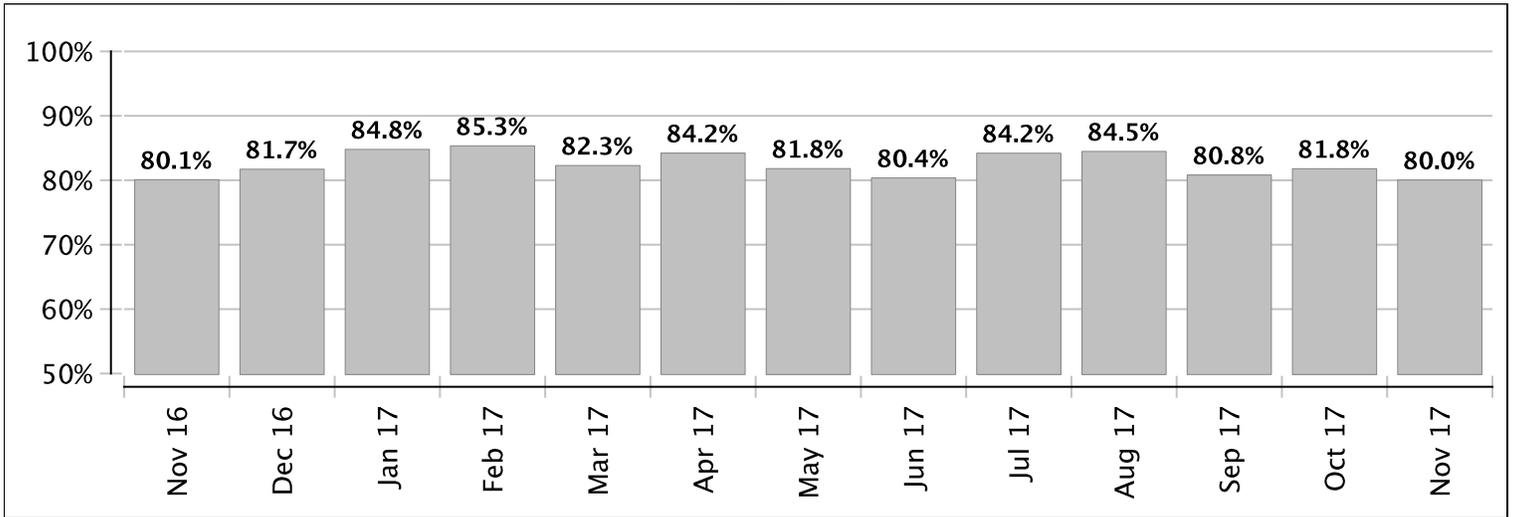
Bus Weekday Wait Assessment

Staten Island

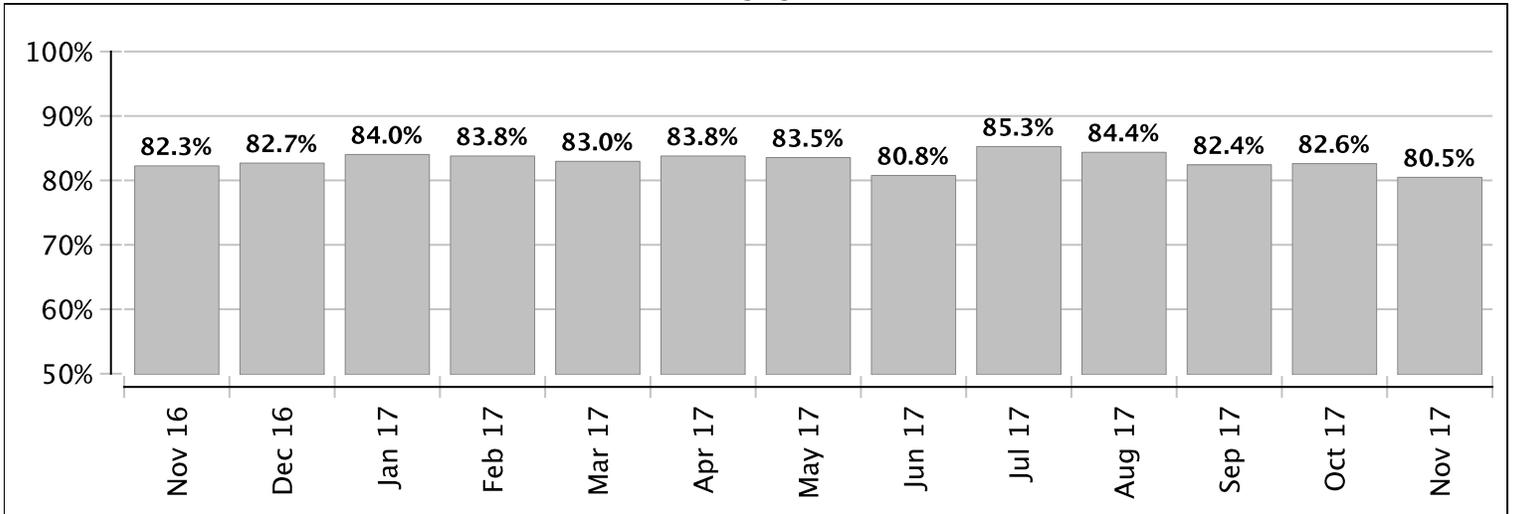
LCL/LTD



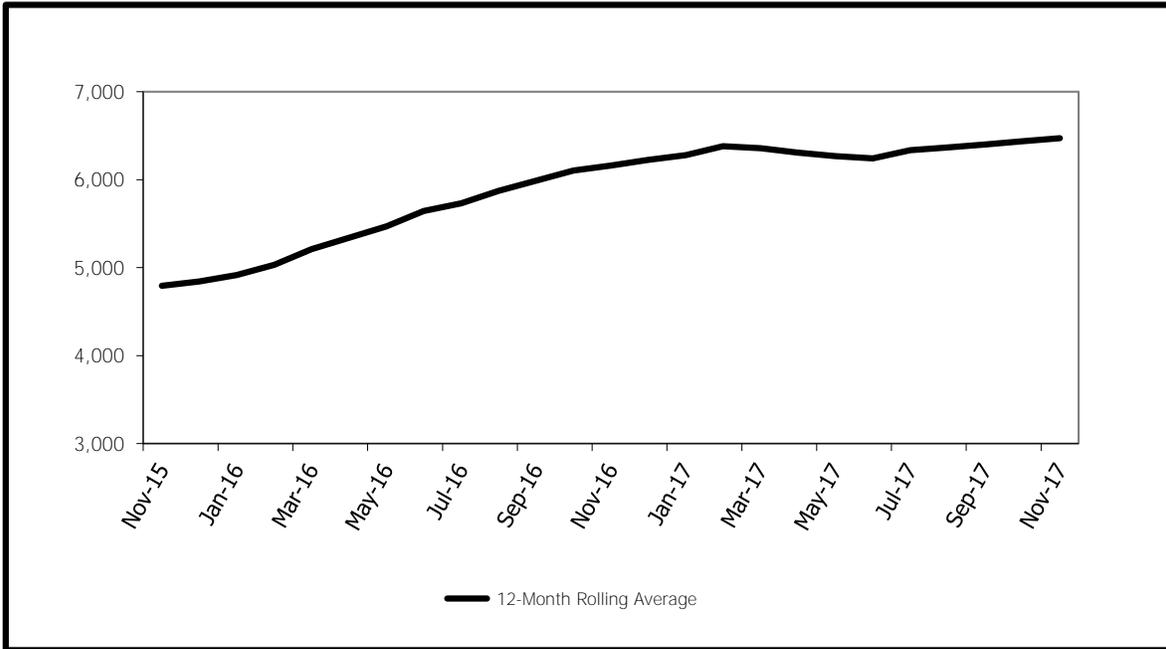
EXP



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

November 2017: 7,164
 November 2016: 6,680

12-Month Average

December 16 - November 17: 6,471
 December 15 - November 16: 6,159

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

November 2017: 2,895
November 2016: 2,899

12-Month Average

December 16 - November 17: 2,838
December 15 - November 16: 2,786

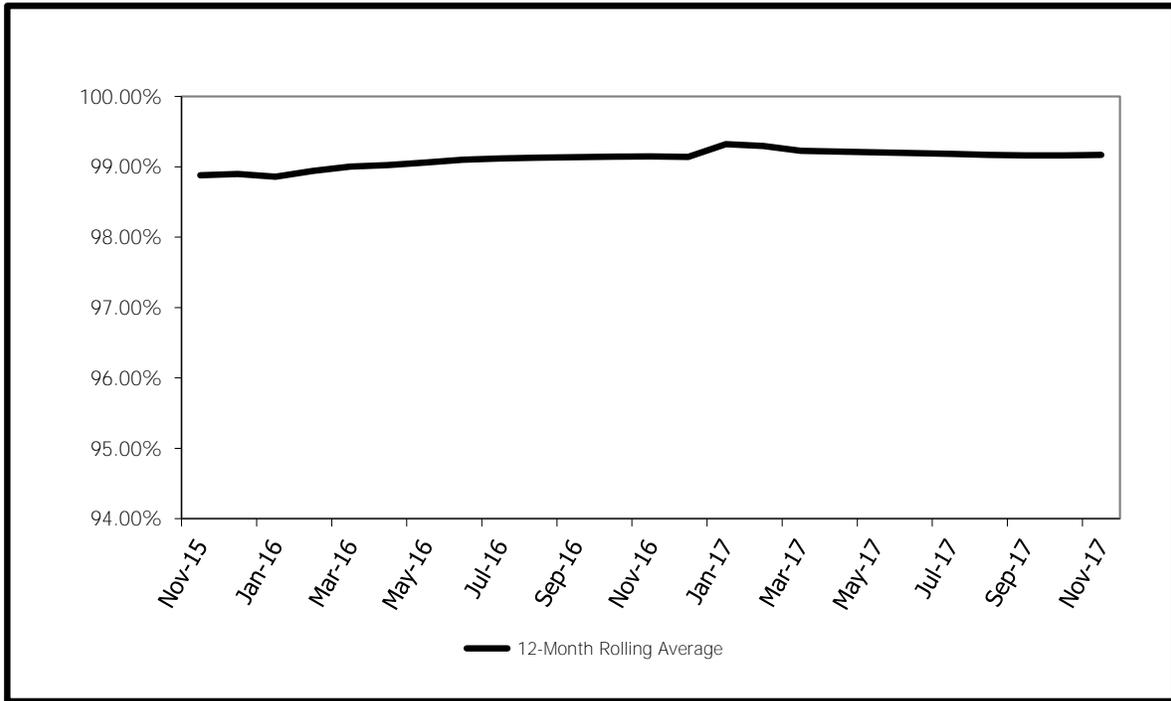
Annual Results

2017 YTD: 2,708
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

November 2017: 99.37%
 November 2016 99.32%

12-Month Average

December 16 - November 17 99.17%
 December 15 - November 16 99.15%

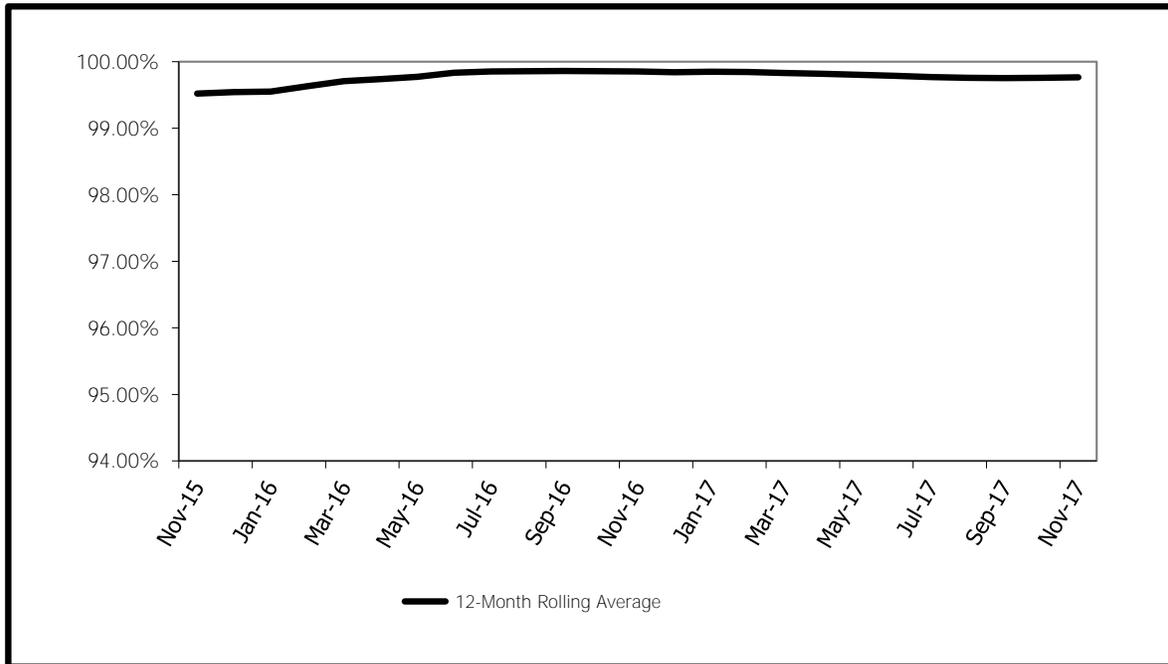
Annual Results

2017 YTD: 99.17%
 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

November 2017: 99.92%
 November 2016: 99.80%

12-Month Average

December 16 - November 17: 99.77%
 December 15 - November 16: 99.85%

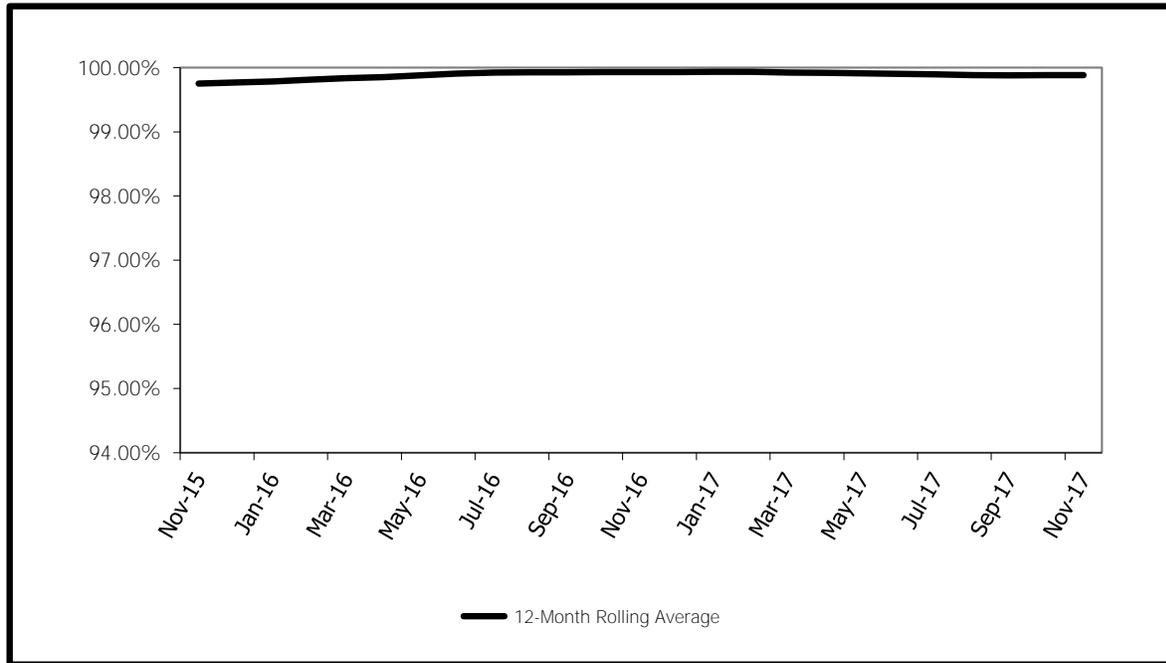
Annual Results

2017 YTD: 99.77%
 2016 Actual: 99.84%

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

Chart 11

Bus PM Weekday Pull Out Performance - System*



Definition

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

Monthly Results

12-Month Average

Annual Results

November 2017: 99.94%	December 16 - November 17	99.88%	2017 YTD:	99.88%
November 2016 99.92%	December 15 - November 16	99.93%	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		
	Dec 2014 - Nov 2015	Dec 2015 - Nov 2016	Dec 2016 - Nov 2017
Subways			
Subway Customer Accidents per Million Customers ¹	2.64	2.53	2.81
Subway Collisions ^{2,3}	0	0	0
Subway Derailments ^{2,3}	2	1	7
Subway Fires ²	1,033	943	928
Buses			
Bus Collisions Per Million Miles Regional	52.79	56.38	55.23
Bus Collision Injuries Per Million Miles Regional	6.50	6.68	6.17
Bus Customer Accidents Per Million Customers Regional	1.15	1.23	1.25
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees	3.97	4.08	3.42

¹ 12-Month Average data from November through October.

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

³ Data from December through December.

Leading Indicators				
Subways	December	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	29	356	340	104.7%
Joint Track Safety Audits -- Compliance Rate	98.6%	98.2%	100.0%	98.2%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	21,022	100,499	49,814	201.7%
Station -- Emergency Communication				
Help Point Installations*	13	77	79	97.5%
Buses	December	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System Pilot	0	225	225	100.0%
Collision Warning System Pilot	0	114	114	100.0%
Vision Zero Employee Training	540	6,628	5,600	118.4%

* The goal has been revised from 92 to 79 stations due to construction work at 13 Stations (9 on the Sea Beach line, 3 Enhanced Station Initiative locations, and Cortlandt Street) that will not be ready to accept HP installations in 2017. Atlantic Avenue was delayed and moved into 2018 due to an issue with the contractor.

Monthly Operations Report

Safety Report Definitions:

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

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

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

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

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

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



CRIME STATISTICS DECEMBER

	2017	2016	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	38	31	7	22.6%
GL	143	154	-11	-7.1%
FELASSAULT	31	26	5	19.2%
BURGLARY	0	3	-3	-100.0%
<u>TOTAL MAJOR FELONIES</u>	<u>212</u>	<u>214</u>	<u>-2</u>	<u>-0.9%</u>

During December, the daily Robbery average increased from 1 to 1.2

During December, the daily Major Felony average decreased from 6.9 to 6.8

CRIME STATISTICS JANUARY THRU DECEMBER

	2017	2016	Diff	% Change
MURDER	0	2	-2	-100.0%
RAPE	7	0	7	***. *%
ROBBERY	447	464	-17	-3.7%
GL	1632	1631	1	0.1%
FELASSAULT	332	313	19	6.1%
BURGLARY	25	19	6	31.6%
<u>TOTAL MAJOR FELONIES</u>	<u>2443</u>	<u>2429</u>	<u>14</u>	<u>0.6%</u>

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

Year to date the daily Major Felony average decreased from 6.7 to 6.7

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

MTA Report

DECEMBER ACTIVITY

	2017	2016	Diff	% Change
Total Arrests	1610	2496	-886	-35.5%
TOS Arrests	976	1832	-856	-46.7%
Total Summons	4387	6182	-1795	-29.0%
TOS TABs	3185	5143	-1958	-38.1%

JANUARY THRU DECEMBER ACTIVITY

	2017	2016	Diff	% Change
Total Arrests	26711	35610	-8899	-25.0%
TOS Arrests	17840	24593	-6753	-27.5%
Total Summons	73197	83185	-9988	-12.0%
TOS TABs	54846	67452	-12606	-18.7%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-DECEMBER																					
	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	2	1	2	1	2	2	2	0	
<i>Rape</i>	3	14	1	6	2	0	3	3	3	4	1	3	2	1	3	10	5	5	1	0	7	
<i>Robbery</i>	2216	1860	1708	1363	1200	1249	1126	1083	1097	975	794	831	710	714	787	785	612	439	527	464	447	
<i>Assault</i>	501	418	411	357	268	303	257	281	229	192	209	183	155	192	203	205	198	228	260	313	332	
<i>Burglary</i>	31	16	12	12	41	18	7	6	1	5	3	5	2	3	10	27	32	19	24	19	25	
<i>GL</i>	3463	2483	2382	2522	2243	2133	1821	1910	1765	1525	1344	1304	1178	1281	1552	1705	1771	1562	1693	1631	1632	
<i>TOTAL MAJOR FELONIES</i>	6218	4792	4519	4262	3756	3705	3218	3286	3100	2703	2355	2328	2049	2193	2556	2734	2619	2255	2507	2429	2443	
<i>Major Fel Per Day</i>	17.04	13.13	12.38	11.68	10.29	10.15	8.82	9.00	8.49	7.41	6.45	6.38	5.61	6.01	7.00	7.49	7.18	6.18	6.87	6.65	6.69	

**Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 12/31/2017)**

Motivation:

Motivation	2017	2016	Diff	% Change
ASIAN	0	3	-3	-100%
BLACK	4	3	1	33%
ETHNIC	1	1	0	0%
GENDER	0	4	-4	-100%
HISPANIC	1	1	0	0%
MUSLIM	1	1	0	0%
OTHER	5	4	1	25%
RELIGION	0	1	-1	-100%
SEMITIC	30	9	21	233%
SEXUAL ORIENTATION	10	9	1	11%
WHITE	2	4	-2	-50%
Grand Total	54	40	14	35%

Crime Name:

Crime Name	2017	2016	Diff	% Change
Aggravated Harassment 1	2	2	0	0%
Aggravated Harassment 2	4	2	2	100%
Assault 2	2	5	-3	-60%
Assault 3	10	13	-3	-23%
Criminal Mischief 3	1	0	1	*** *
Criminal Mischief 4	34	13	21	162%
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	54	40	14	35%

Transit District by Motivation:

Command	Motivation	2017	2016	Diff	% Change
TD 1	ASIAN	0	1	-1	-100%
	BLACK	1	0	1	***.*
	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	***.*
	SEXUAL ORIENTATION	0	3	-3	-100%
	WHITE	0	1	-1	-100%
TD 11 Total		1	4	-3	-75%
TD 12	SEMITIC	1	0	1	***.*
	SEXUAL ORIENTATION	3	1	2	200%
	WHITE	1	0	1	***.*
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	***.*
	SEMITIC	2	1	1	100%
	SEXUAL ORIENTATION	1	0	1	***.*
TD 20 Total		4	1	3	300%
TD 23	ETHNIC	0	1	-1	-100%
	OTHER	0	1	-1	-100%
TD 23 Total		0	2	-2	-100%

TD 3	ASIAN	0	1	-1	-100%
	BLACK	0	1	-1	-100%
	GENDER	0	2	-2	-100%
	MUSLIM	1	0	1	***.*
	OTHER	2	0	2	***.*
	SEMITIC	1	1	0	0%
	SEXUAL ORIENTATION	0	3	-3	-100%
TD 3 Total		4	8	-4	-50%
TD 30	BLACK	1	0	1	***.*
	MUSLIM	0	1	-1	-100%
	SEMITIC	6	0	6	***.*
	SEXUAL ORIENTATION	4	0	4	***.*
	WHITE	1	1	0	0%
TD 30 Total		12	2	10	500%
TD 32	BLACK	1	0	1	***.*
	OTHER	0	1	-1	-100%
	SEMITIC	3	0	3	***.*
	WHITE	0	1	-1	-100%
TD 32 Total		4	2	2	100%
TD 33	HISPANIC	1	0	1	***.*
	SEMITIC	1	1	0	0%
TD 33 Total		2	1	1	100%
TD 34	SEMITIC	2	1	1	100%
TD 34 Total		2	1	1	100%
TD 4	BLACK	0	1	-1	-100%
	GENDER	0	2	-2	-100%
	HISPANIC	0	1	-1	-100%
	RELIGION	0	1	-1	-100%
	SEMITIC	3	1	2	200%
	SEXUAL ORIENTATION	1	0	1	***.*
	WHITE	0	1	-1	-100%
TD 4 Total		4	7	-3	-43%
(blank)	SEMITIC	1	0	1	***.*
(blank) Total		1	0	1	***.*
Grand Total		54	40	14	35%

Transit District by Crime:

Command	Crime Name	2017	2016	Diff	% Change
TD 1	Aggravated Harassment 2	1	0	1	***.*
	Assault 3	0	2	-2	-100%
	Criminal Mischief 4	6	2	4	200%
TD 1 Total		7	4	3	75%
TD 11	Assault 3	0	3	-3	-100%
	Criminal Mischief 4	1	0	1	***.*
	Menacing 2	0	1	-1	-100%
TD 11 Total		1	4	-3	-75%
TD 12	Assault 2	1	0	1	***.*
	Assault 3	3	1	2	200%
	Criminal Mischief 4	1	0	1	***.*
TD 12 Total		5	1	4	400%
TD 2	Aggravated Harassment 2	1	0	1	***.*
	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	7	4	3	75%
	Grand Larceny 4	0	1	-1	-100%
	Menacing 2	0	1	-1	-100%
TD 2 Total		8	7	1	14%
TD 20	Aggravated Harassment 1	0	1	-1	-100%
	Assault 3	2	0	2	***.*
	Criminal Mischief 4	2	0	2	***.*
TD 20 Total		4	1	3	300%
TD 23	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	0	1	-1	-100%
TD 23 Total		0	2	-2	-100%
TD 3	Aggravated Harassment 2	1	0	1	***.*
	Assault 2	0	3	-3	-100%
	Assault 3	0	2	-2	-100%
	Criminal Mischief 3	1	0	1	***.*
	Criminal Mischief 4	2	2	0	0%
	Robbery 2	0	1	-1	-100%
TD 3 Total		4	8	-4	-50%

TD 30	Aggravated Harassment 1	1	0	1	***.*
	Aggravated Harassment 2	1	0	1	***.*
	Assault 2	1	0	1	***.*
	Assault 3	3	0	3	***.*
	Criminal Mischief 4	5	2	3	150%
	Menacing 2	1	0	1	***.*
TD 30 Total		12	2	10	500%
TD 32	Aggravated Harassment 1	1	1	0	0%
	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	3	0	3	***.*
TD 32 Total		4	2	2	100%
TD 33	Aggravated Harassment 2	0	1	-1	-100%
	Assault 3	1	0	1	***.*
	Criminal Mischief 4	1	0	1	***.*
TD 33 Total		2	1	1	100%
TD 34	Criminal Mischief 4	2	1	1	100%
TD 34 Total		2	1	1	100%
TD 4	Aggravated Harassment 2	0	1	-1	-100%
	Assault 2	0	2	-2	-100%
	Assault 3	1	2	-1	-50%
	Criminal Mischief 4	3	1	2	200%
	Murder 2	0	1	-1	-100%
TD 4 Total		4	7	-3	-43%
(blank)	Criminal Mischief 4	1	0	1	***.*
(blank) Total		1	0	1	***.*
Grand Total		54	40	14	35%

Associated Hate Crime Task Force Complaint numbers:

2017	2016
2017-001-01640	2016-001-07298
2017-001-02106	2016-005-05802
2017-001-04126	2016-006-00786
2017-001-05518	2016-006-05309
2017-001-08332	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	2016-019-08316
2017-020-00490	2016-020-01866
2017-020-00531	2016-025-07602
2017-020-01761	2016-025-08268
2017-020-04340	2016-026-00274
2017-020-04350	2016-026-01965
2017-030-00565	2016-026-02395
2017-030-01195	2016-026-03474
2017-033-01441	2016-028-02049
2017-040-07617	2016-028-03717
2017-040-09260	2016-032-08365
2017-042-07085	2016-034-04179
2017-043-07976	2016-040-05999
2017-045-01210	2016-040-13302
2017-048-05054	2016-044-04296
2017-050-00744	2016-044-04657
2017-061-01742	2016-048-08330
2017-061-04896	2016-070-00703
2017-070-01639	2016-070-00945
2017-070-01666	2016-072-06006

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
2017-103-00305
2017-104-06934
2017-107-00043
2017-108-06141
2017-112-04080
Grand Total: 54

2016-072-06723
2016-079-06864
2016-090-02508
2016-100-02409
2016-106-07595
2016-114-10633
Grand Total: 40



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

December 2017 vs. 2016

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

Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	8	6	2	33%
Felony Assault	4	1	3	300%
Burglary	0	0	0	0%
Grand Larceny	9	8	1	13%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	21	15	6	40%



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	November Results		November Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(5.9)	(1.6)	4,137.9	4,106.7	(31.2)	(0.8)
Nonreimb. Exp. before Dep./OPEB	(11.5)	(1.6)	7,344.0	7,350.9	(6.9)	(0.1)
Net Cash Deficit*	(11.3)	(2.7)	(2,630.2)	(2,738.7)	(108.5)	(4.1)

*Excludes Subsidies and Debt Service

November 2017 **farebox revenue** was \$372.5 million, \$5.9 million (1.6 percent) below forecast. Subway revenue was \$4.8 million (1.6 percent) below forecast, bus revenue was \$0.9 million (1.2 percent) below forecast, and paratransit revenue was \$0.2 million (13.8 percent) below forecast. Accrued fare media liability was equal to forecast. Year-to-date revenue of \$4,106.7 million was \$31.2 million (0.8 percent) below forecast. The November 2017 non-student average fare of \$1.996 increased 8.0¢ from November 2016; the subway fare increased 8.4¢, the local bus fare increased 5.6¢, and the express bus fare increased 22.2¢.

Total **ridership** in November 2017 of 194.9 million was 4.6 million trips (2.3 percent) below forecast. Average weekday ridership in November 2017 was 7.7 million, 1.9 percent below November 2016. Average weekday ridership for the twelve months ending November 2017 was 7.6 million, 2.2 percent lower than the twelve months ending November 2016.

Nonreimbursable expenses before depreciation, OPEB and GASB 68 Pension Adjustment in November were above the Mid-Year forecast by \$11.5 million (1.6 percent). Labor expenses were in excess of forecast by \$9.1 million (1.7 percent), due largely to additional overtime requirements, including Subways Action Plan (SAP) requirements, partly offset by favorable reimbursable overhead credits driven by additional reimbursable labor requirements. Non-labor expenses also overran forecast by \$2.3 million (1.5 percent).

Year-to-date, nonreimbursable expenses exceeded forecast by a net \$6.9 million (0.1 percent). Labor expenses were unfavorable by a net \$45.5 million (0.8 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 \$38.6 million (2.3 percent), with favorable results reported in several accounts.

The **net cash deficit** for November year-to-date was \$2,738.7 million, unfavorable to forecast by \$108.5 million (4.1 percent), due largely to higher overtime expenditures.

FINANCIAL RESULTS

Farebox Revenue

November 2017 Farebox Revenue - (\$ in millions)

	November				November Year-to-Date			
	Forecast	Preliminary	Favorable/(Unfavorable)		Forecast	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	292.1	287.3	(4.8)	(1.6%)	3,172.2	3,148.1	(24.1)	(0.8%)
NYCT Bus	78.6	77.7	(0.9)	(1.2%)	881.5	875.5	(6.1)	(0.7%)
Paratransit	1.6	1.4	(0.2)	(13.8%)	16.8	15.8	(1.0)	(6.0%)
Subtotal	372.3	366.4	(5.9)	(1.6%)	4,070.6	4,039.4	(31.2)	(0.8%)
Fare Media Liability	6.1	6.1	0.0	0.0%	67.4	67.4	0.0	0.0%
Total - NYCT	378.4	372.5	(5.9)	(1.6%)	4,137.9	4,106.7	(31.2)	(0.8%)

Note: Totals may not add due to rounding.

- November 2017 subway and bus revenue were below forecast. There was no weather impact in November 2017, with mostly average temperatures and rainfall.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2016	Prelim.	Change		2016	Prelim.	Change	
		2017	Amount	Percent		2017	Amount	Percent
Subway	1.999	2.082	0.084	4.2%	1.627	1.663	0.036	2.2%
Local Bus	1.601	1.657	0.056	3.5%	1.627	1.663	0.036	2.2%
Subway & Local Bus	1.900	1.980	0.079	4.2%	1.627	1.663	0.036	2.2%
Express Bus	5.114	5.336	0.222	4.3%	5.113	5.410	0.297	5.8%
Total	1.916	1.996	0.080	4.2%	1.860	1.932	0.071	3.8%

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

Other Operating Revenue

In November, other operating revenue was below forecast by \$2.6 million (6.8 percent), due largely to lower advertising and paratransit Urban Tax revenues. Year-to-date, other operating revenue was below forecast by \$13.0 million (3.2 percent), resulting from lower advertising revenue and the unfavorable timing of paratransit/fare reimbursement revenues, and lower paratransit Urban Tax revenue.

Nonreimbursable Expenses

In the month of November, nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, exceeded forecast by \$11.5 million (1.6 percent). Year-to-date, expenses were above forecast by a net \$6.9 million (0.1 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of November were in excess of forecast by \$9.1 million (1.7 percent). Overtime expenses were above forecast by \$17.4 million (43.8 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 \$4.5 million (1.5 percent), due mainly to the timing of reimbursable work requirements covered by reimbursable overtime. Reimbursable overhead credits were favorable by \$10.7 million (88.0 percent), due to higher reimbursable labor requirements. Year-to-date, expenses were over forecast by a net \$45.5 million (0.8 percent). Overtime expenses exceeded forecast by \$86.8 million (19.7 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 (1.6 percent), due primarily to higher FICA costs, due in part to SAP requirements, and the unfavorable timing of expenses, partly offset by favorable overhead credits. Payroll expenses were unfavorable by \$6.7 million (0.2 percent), mainly from the unfavorable timing of reimbursable work requirements covered by reimbursable overtime. Health & welfare/OPEB current expenses underran by \$22.7 million (1.9 percent), mostly due to a favorable rate experience and healthcare provider credits. Reimbursable overhead credits were favorable by \$31.6 million (12.7 percent), due to higher reimbursable labor requirements.

Non-labor expenses surpassed forecast in November by a net \$2.3 million (1.5 percent). Maintenance contract expenses were in excess of forecast by \$4.2 million (15.6 percent), due primarily to additional requirements for maintenance & repair expenses, subway car-related expenses and building-related expenses, partly offset by lower auto purchases. Materials & supplies expenses were higher by \$3.5 million (14.8 percent), due largely to higher maintenance material requirements, partly offset by favorable inventory/obsolescence adjustments. Professional service contract expenses were under forecast by \$2.7 million (19.8 percent), due primarily to the favorable timing of various professional service contract expenses, partly offset by the unfavorable timing of data communications expenses. Fuel expenses were under forecast by \$1.0 million (13.7 percent), due mainly to lower consumption and the favorable timing of expenses, partly offset by higher prices. Electric power expenses were below forecast by \$0.9 million (4.2 percent), due largely to lower consumption and prices, partly offset by the unfavorable timing of expenses. Paratransit service contract expenses underran by \$0.8 million (2.4 percent), due principally to lower completed trips.

Year-to-date, non-labor expenses were favorable by \$38.6 million (2.3 percent), including the following:

- Professional service contract expenses underran forecast by \$19.3 million (12.3 percent), due primarily to the favorable timing of various professional service contract expenses, partly offset by the unfavorable timing of data communications expenses.
- Maintenance contract expenses were below forecast by \$10.1 million (4.5 percent), due largely to the favorable timing of revenue vehicle maintenance & repair requirements.
- Electric power expenses were positive by \$8.3 million (3.3 percent), principally from lower consumption and prices, partly offset by the unfavorable timing of expenses.
- Paratransit service contract expenses were lower than forecast by \$3.6 million (1.0 percent), due principally to lower completed trips.
- Other business expenses were favorable by \$1.4 million (2.0 percent), resulting primarily from favorable miscellaneous credits and office supply expenses, partly offset by higher MVM credit card charges.
- Fuel expenses were unfavorable by \$4.3 million (5.4 percent), resulting mainly from higher prices and consumption.

Depreciation expenses were below forecast year-to-date by \$94.6 million (5.8 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 November year-to-date was \$2,738.7 million, unfavorable to forecast by \$108.5 million (4.1 percent), due largely to higher overtime expenditures.

Incumbents

There were 49,251 full-time paid incumbents at the end of November, an increase of 254 from the end of October and an increase of 1,200 from December 2016 (excluding 304 December temporary paid incumbents).

RIDERSHIP RESULTS

November 2017 Ridership vs. Forecast - (millions)

	November				November Year-to-Date			
	Forecast	Preliminary	More/(Less)		Forecast	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	147.8	144.4	(3.4)	(2.3%)	1,605.6	1,588.2	(17.5)	(1.1%)
NYCT Bus	51.0	49.8	(1.2)	(2.3%)	562.5	556.2	(6.3)	(1.1%)
Subtotal	198.8	194.2	(4.6)	(2.3%)	2,168.1	2,144.3	(23.8)	(1.1%)
Paratransit	0.8	0.8	(0.0)	(2.5%)	8.4	8.2	(0.2)	(2.5%)
Total - NYCT	199.5	194.9	(4.6)	(2.3%)	2,176.5	2,152.5	(24.0)	(1.1%)
MTA Bus Company	10.2	10.2	0.1	0.7%	111.6	112.6	1.0	0.9%
<i>Total - Regional Bus</i>	<i>61.1</i>	<i>60.0</i>	<i>(1.1)</i>	<i>(1.8%)</i>	<i>674.1</i>	<i>668.7</i>	<i>(5.4)</i>	<i>(0.8%)</i>

Notes: Totals may not add due to rounding.

November Average Weekday and Weekend Ridership vs. Prior Year

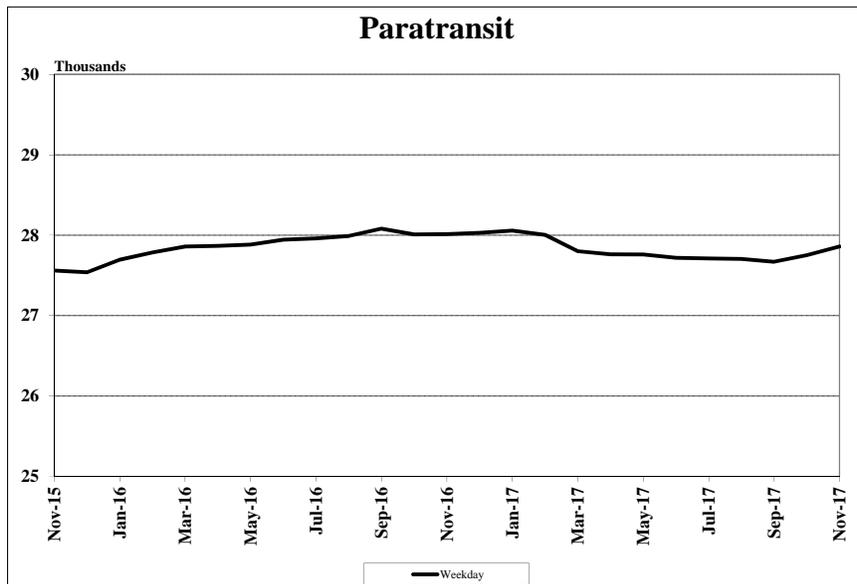
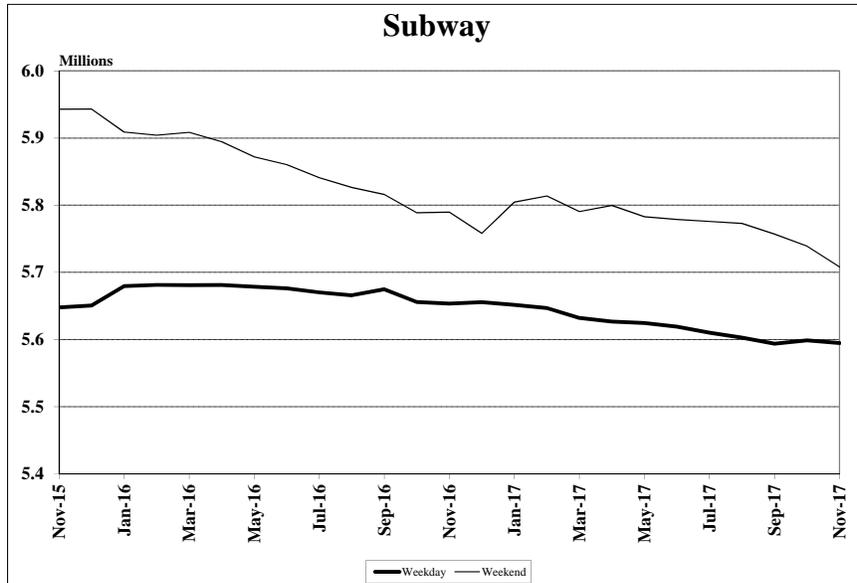
Month	Average Weekday - (thousands)				Average Weekend - (thousands)			
	2016	Preliminary	Change		2016	Preliminary	Change	
		2017	Amount	Percent		2017	Amount	Percent
Subway	5,747	5,696	(51)	-0.9%	6,039	5,644	(395)	-6.5%
NYCT Local Bus	2,006	1,908	(98)	-4.9%	2,145	2,018	(128)	-6.0%
NYCT Express Bus	40	40	(1)	-1.3%	12	12	(0)	-1.9%
Paratransit	28	29	1	+4.8%	33	34	1	+4.5%
TOTAL - NYCT	7,821	7,673	(148)	-1.9%	8,229	7,708	(521)	-6.3%
MTABC Local Bus	385	377	(8)	-2.0%	392	380	(13)	-3.2%
MTABC Express Bus	27	29	1	+5.4%	11	11	0	+3.7%
Total - MTA Bus	412	406	(6)	-1.5%	403	391	(12)	-3.0%
<i>Total - Regional Bus</i>	<i>2,459</i>	<i>2,354</i>	<i>(105)</i>	<i>-4.3%</i>	<i>2,561</i>	<i>2,421</i>	<i>(140)</i>	<i>-5.5%</i>
12-Month Rolling Average								
Subway	5,653	5,595	(59)	-1.0%	5,790	5,708	(81)	-1.4%
Local Bus	2,003	1,894	(109)	-5.4%	2,183	2,094	(89)	-4.1%
Express Bus	41	40	(1)	-1.6%	13	13	0	+3.8%
Paratransit	28	28	(0)	-0.5%	33	34	1	+2.0%
TOTAL - NYCT	7,725	7,556	(169)	-2.2%	8,018	7,849	(170)	-2.1%
MTABC Local Bus	378	369	(10)	-2.6%	391	386	(4)	-1.1%
MTABC Express Bus	29	28	(1)	-3.9%	12	11	(1)	-5.6%
Total - MTA Bus	408	397	(11)	-2.7%	403	397	(5)	-1.3%
<i>Total - Regional Bus</i>	<i>2,451</i>	<i>2,331</i>	<i>(120)</i>	<i>-4.9%</i>	<i>2,598</i>	<i>2,504</i>	<i>(94)</i>	<i>-3.6%</i>

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

- The change in average weekday ridership from November 2016 to November 2017 was positively impacted by worse than normal weather in November 2016, lower ridership on election day in 2016, lower ridership on Veteran's day in 2016 (a school holiday) compared to Veteran's day observed in 2017 (school was open) and a smaller portion of weekdays that were school days in 2016 compared to 2017. Controlling for all of the factors listed above, average weekday subway ridership decreased 1.6 percent from 2016 while average weekday bus ridership decreased 5.9 percent from 2016.

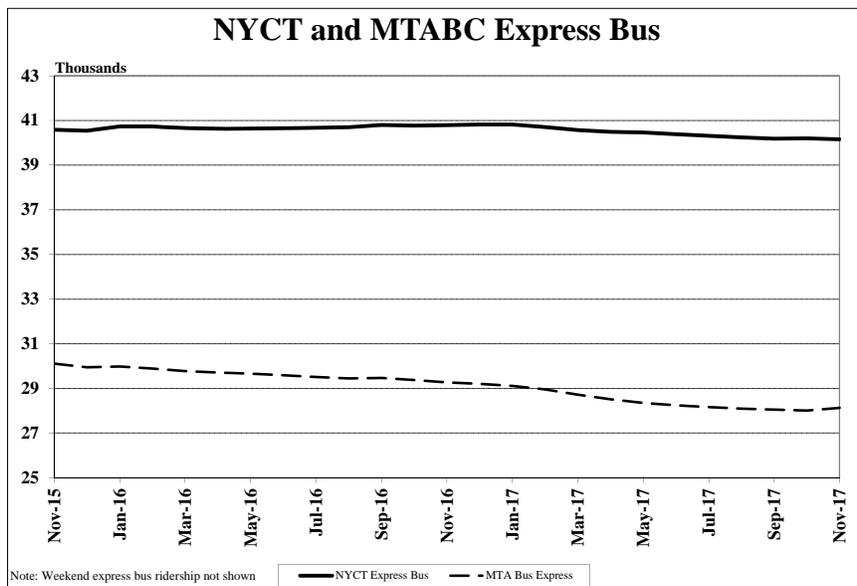
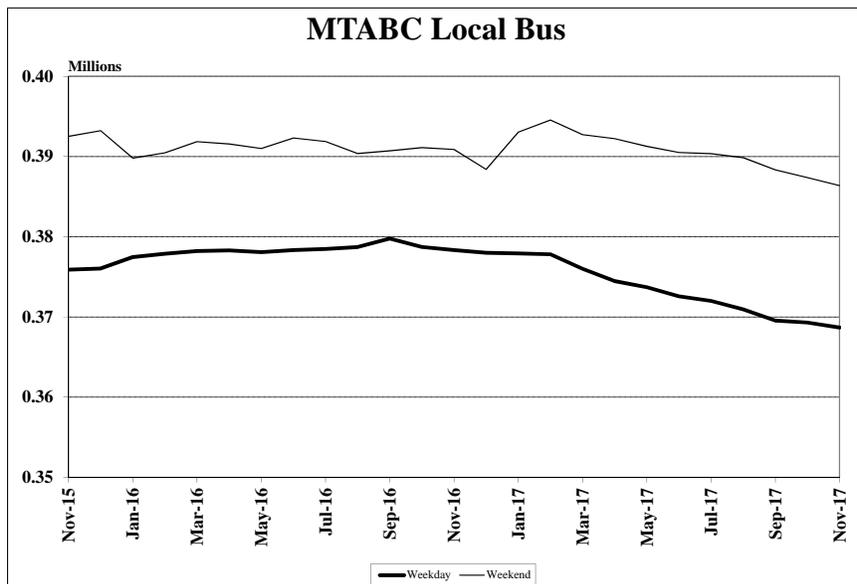
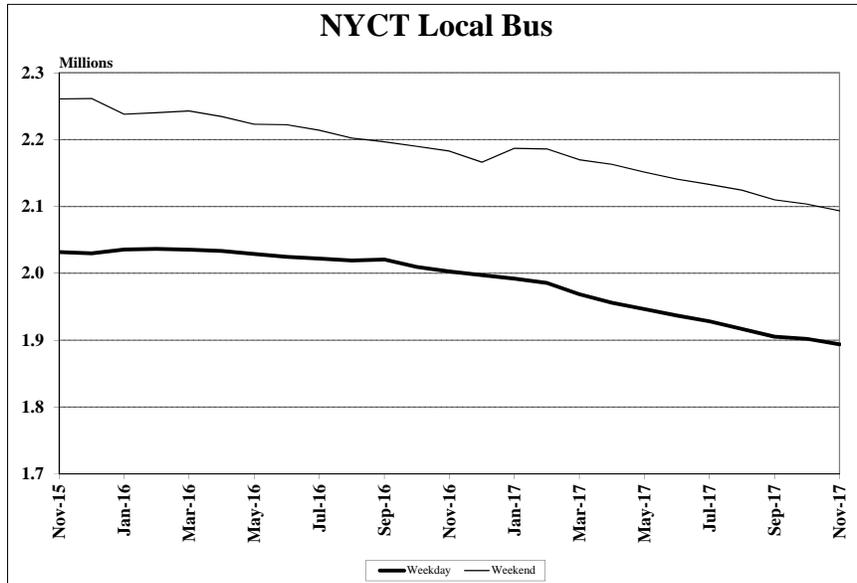
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From November 2016 to November 2017, average weekday ridership changes were mixed across most area services, with Staten Island Railway (up 6.1 percent), MTA Express Bus (up 5.4 percent), PATH (up 5.1 percent, the highest average weekday ridership for any November month on record), and Paratransit (up 4.8 percent) posting gains. NYCT Local Bus posted the largest decrease (down 4.9 percent from November 2016). Weekend ridership was largely positive across area services, with PATH up 10.3 percent (due to Midtown station closures in 2016) and Staten Island Railway up 7.1 percent from November 2016 (due in part to increased residential development along the North Shore).

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

Ridership on Transit Services in the New York Area				
(thousands)				
Transit Service	Nov-16	Preliminary Nov-17	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,747	5,696	-0.9%	-1.0%
NYCT Local Bus	2,006	1,908	-4.9%	-5.4%
NYCT Express Bus	40	40	-1.3%	-1.6%
NYCT Paratransit	28	29	+4.8%	-0.5%
Staten Island Railway	17	18	+6.1%	+1.2%
MTA Local Bus	385	377	-2.0%	-2.6%
MTA Express Bus	27	29	+5.4%	-3.9%
Long Island Rail Road	323	322	-0.3%	+0.3%
Metro-North Railroad	296	296	-0.1%	+0.0%
PATH	277	292	+5.1%	+5.7%
<u>Average Weekend</u>				
NYCT Subway	6,039	5,644	-6.5%	-1.4%
NYCT Local Bus	2,145	2,018	-6.0%	-4.1%
NYCT Express Bus	12	12	-1.9%	+3.8%
NYCT Paratransit	33	34	+4.5%	+2.0%
Staten Island Railway	8	9	+7.1%	+3.5%
MTA Local Bus	392	380	-3.2%	-1.1%
MTA Express Bus	11	11	+3.7%	-5.6%
Long Island Rail Road	199	203	+1.8%	+2.4%
Metro-North Railroad	242	248	+2.8%	+3.1%
PATH	184	203	+10.3%	+6.0%

MTA Bridges and Tunnels				
(thousands)				
Average Weekday	861	894	+3.9%	+1.0%
Average Weekend	1,558	1,580	+1.4%	+0.2%

Note: Percentages are based on unrounded data.

Economy

From November 2016 to November 2017, New York City employment increased 1.6 percent (69,000 jobs). Total private sector employment increased 1.8 percent (68,100 jobs) and government employment increased 0.2 percent (900 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 24,400 jobs (2.5 percent). The sector with the largest percentage increase was construction, up 7.3 percent (10,900 jobs).

NYC Employment by Sector - (thousands)

Employment Sector	Nov-16	Nov-17	Change		
			Amount	%	% YTD
Construction	148.8	159.7	10.9	7.3%	3.7%
Manufacturing	75.5	75.3	-0.2	-0.3%	-2.6%
Trade & Transportation	644.6	638.7	-5.9	-0.9%	-1.0%
Leisure & Hospitality	440.7	453.0	12.3	2.8%	2.4%
Financial Activities	462.8	474.7	11.9	2.6%	1.2%
Information	196.5	190.6	-5.9	-3.0%	-0.4%
Professional & Business Services	738.4	753.4	15.0	2.0%	2.9%
Educational & Health Services	962.5	986.9	24.4	2.5%	3.8%
Other Services	188.6	194.2	5.6	3.0%	2.1%
Total Private	3,858.4	3,926.5	68.1	1.8%	1.9%
Government	558.7	559.6	0.9	0.2%	0.2%
Total NYC Employment	4,417.1	4,486.1	69.0	1.6%	1.7%

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent
			Variance				Variance				Variance	
Revenue												
Farebox Revenue:												
Subway	\$292.133	\$287.345	(4.788)	(1.6)	\$0.000	\$0.000	-	-	\$292.133	\$287.345	(4.788)	(1.6)
Bus	\$78.587	\$77.683	(0.904)	(1.2)	\$0.000	\$0.000	-	-	\$78.587	\$77.683	(0.904)	(1.2)
Paratransit	\$1.585	\$1.366	(0.219)	(13.8)	\$0.000	\$0.000	-	-	\$1.585	\$1.366	(0.219)	(13.8)
Fare Liability	\$6.125	\$6.125	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.125	\$6.125	\$0.000	0.0
Farebox Revenue	\$378.430	\$372.519	(5.911)	(1.6)	\$0.000	\$0.000	-	-	\$378.430	\$372.519	(5.911)	(1.6)
Fare Reimbursement	\$6.195	\$8.405	\$2.211	35.7	\$0.000	\$0.000	-	-	\$6.195	\$8.405	\$2.211	35.7
Paratransit Reimbursement	\$15.189	\$12.029	(3.160)	(20.8)	\$0.000	\$0.000	-	-	\$15.189	\$12.029	(3.160)	(20.8)
Other Operating Revenue	\$16.327	\$14.718	(1.608)	(9.9)	\$0.000	\$0.000	-	-	\$16.327	\$14.718	(1.608)	(9.9)
Other Revenue	\$37.710	\$35.153	(2.557)	(6.8)	\$0.000	\$0.000	-	-	\$37.710	\$35.153	(2.557)	(6.8)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$85.152	\$105.825	\$20.673	24.3	\$85.152	\$105.825	\$20.673	24.3
Total Revenue	\$416.140	\$407.672	(8.469)	(2.0)	\$85.152	\$105.825	\$20.673	24.3	\$501.293	\$513.497	\$12.205	2.4
Expenses												
Labor :												
Payroll	\$291.355	\$295.806	(4.451)	(1.5)	\$46.360	\$37.055	\$9.305	20.1	\$337.715	\$332.862	\$4.853	1.4
Overtime	\$39.751	\$57.167	(17.416)	(43.8)	(3.125)	\$14.624	(17.750)	-	\$36.626	\$71.791	(35.165)	(96.0)
Total Salaries & Wages	\$331.107	\$352.973	(21.867)	(6.6)	\$43.234	\$51.680	(8.445)	(19.5)	\$374.341	\$404.653	(30.312)	(8.1)
Health and Welfare	\$74.118	\$66.737	\$7.380	10.0	\$1.879	\$2.038	(0.159)	(8.4)	\$75.997	\$68.775	\$7.222	9.5
OPEB Current Payment	\$36.955	\$43.545	(6.590)	(17.8)	\$0.771	\$0.735	\$0.036	4.7	\$37.726	\$44.280	(6.553)	(17.4)
Pensions	\$78.286	\$77.099	\$1.186	1.5	\$3.005	\$2.979	\$0.026	0.9	\$81.290	\$80.078	\$1.212	1.5
Other Fringe Benefits	\$43.748	\$43.680	\$0.068	0.2	\$15.032	\$15.840	(0.808)	(5.4)	\$58.780	\$59.520	(0.741)	(1.3)
Total Fringe Benefits	\$233.106	\$231.062	\$2.045	0.9	\$20.687	\$21.591	(0.904)	(4.4)	\$253.793	\$252.653	\$1.140	0.4
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(12.154)	(22.847)	\$10.692	88.0	\$12.154	\$22.847	(10.692)	(88.0)	\$0.000	\$0.000	\$0.000	-
Labor	\$552.059	\$561.188	(9.130)	(1.7)	\$76.075	\$96.118	(20.042)	(26.3)	\$628.134	\$657.306	(29.172)	(4.6)
Non-Labor :												
Electric Power	\$22.432	\$21.487	\$0.945	4.2	\$0.020	\$0.030	(0.010)	(49.3)	\$22.453	\$21.518	\$0.935	4.2
Fuel	\$7.580	\$6.541	\$1.039	13.7	\$0.010	\$0.001	\$0.009	88.3	\$7.590	\$6.542	\$1.047	13.8
Insurance	\$6.369	\$5.996	\$0.373	5.9	\$0.000	\$0.000	-	-	\$6.369	\$5.996	\$0.373	5.9
Claims	\$14.038	\$14.038	\$0.000	0.0	\$0.000	\$0.000	-	-	\$14.038	\$14.038	\$0.000	0.0
Paratransit Service Contracts	\$34.396	\$33.563	\$0.832	2.4	\$0.000	\$0.000	-	-	\$34.396	\$33.563	\$0.832	2.4
Maintenance and Other Operating Contracts	\$26.659	\$30.826	(4.168)	(15.6)	\$2.921	\$2.682	\$0.239	8.2	\$29.579	\$33.508	(3.929)	(13.3)
Professional Service Contracts	\$13.673	\$10.965	\$2.709	19.8	\$0.670	\$2.463	(1.793)	-	\$14.344	\$13.427	\$0.916	6.4
Materials & Supplies	\$23.960	\$27.498	(3.538)	(14.8)	\$5.296	\$4.059	\$1.237	23.4	\$29.257	\$31.557	(2.301)	(7.9)
Other Business Expenses	\$6.461	\$6.986	(0.525)	(8.1)	\$0.159	\$0.473	(0.313)	-	\$6.620	\$7.458	(0.838)	(12.7)
Non-Labor	\$155.568	\$157.901	(2.333)	(1.5)	\$9.077	\$9.708	(0.631)	(7.0)	\$164.644	\$167.608	(2.964)	(1.8)
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$707.626	\$719.089	(11.462)	(1.6)	\$85.152	\$105.825	(20.673)	(24.3)	\$792.779	\$824.914	(32.136)	(4.1)
Depreciation	\$157.460	\$153.854	\$3.607	2.3	\$0.000	\$0.000	-	-	\$157.460	\$153.854	\$3.607	2.3
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$865.087	\$872.943	(7.856)	(0.9)	\$85.152	\$105.825	(20.673)	(24.3)	\$950.239	\$978.768	(28.529)	(3.0)
OPERATING SURPLUS/DEFICIT	(448.946)	(465.271)	(16.324)	(3.6)	\$0.000	\$0.000	\$0.000	-	(448.946)	(465.271)	(16.324)	(3.6)

Note: Totals may not add due to rounding

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

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast		Favorable (Unfavorable)		Forecast		Favorable (Unfavorable)		Forecast		Favorable (Unfavorable)	
	Mid_Year	Actual	Variance	Percent	Mid_Year	Actual	Variance	Percent	Mid_Year	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$3,172.206	\$3,148.067	(24.139)	(0.8)	\$0.000	\$0.000	-	-	\$3,172.206	\$3,148.067	(24.139)	(0.8)
Bus	\$881.544	\$875.482	(6.062)	(0.7)	\$0.000	\$0.000	-	-	\$881.544	\$875.482	(6.062)	(0.7)
Paratransit	\$16.818	\$15.815	(1.002)	(6.0)	\$0.000	\$0.000	-	-	\$16.818	\$15.815	(1.002)	(6.0)
Fare Liability	\$67.375	\$67.375	\$0.000	0.0	\$0.000	\$0.000	-	-	\$67.375	\$67.375	\$0.000	0.0
Farebox Revenue	\$4,137.943	\$4,106.740	(31.203)	(0.8)	\$0.000	\$0.000	-	-	\$4,137.943	\$4,106.740	(31.203)	(0.8)
Fare Reimbursement	\$77.822	\$76.435	(1.387)	(1.8)	\$0.000	\$0.000	-	-	\$77.822	\$76.435	(1.387)	(1.8)
Paratransit Reimbursement	\$165.011	\$157.991	(7.021)	(4.3)	\$0.000	\$0.000	-	-	\$165.011	\$157.991	(7.021)	(4.3)
Other Operating Revenue	\$166.231	\$161.606	(4.626)	(2.8)	\$0.000	\$0.000	-	-	\$166.231	\$161.606	(4.626)	(2.8)
Other Revenue	\$409.064	\$396.031	(13.033)	(3.2)	\$0.000	\$0.000	-	-	\$409.064	\$396.031	(13.033)	(3.2)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$1,192.396	\$1,265.496	\$73.100	6.1	\$1,192.396	\$1,265.496	\$73.100	6.1
Total Revenue	\$4,547.007	\$4,502.771	(44.236)	(1.0)	\$1,192.396	\$1,265.496	\$73.100	6.1	\$5,739.403	\$5,768.267	\$28.864	0.5
Expenses												
Labor :												
Payroll	\$2,998.299	\$3,004.978	(6.680)	(0.2)	\$465.684	\$442.646	\$23.038	4.9	\$3,463.983	\$3,447.624	\$16.358	0.5
Overtime	\$440.533	\$527.362	(86.829)	(19.7)	\$117.971	\$169.903	(51.932)	(44.0)	\$558.504	\$697.266	(138.762)	(24.8)
Total Salaries & Wages	\$3,438.831	\$3,532.340	(93.509)	(2.7)	\$583.655	\$612.550	(28.894)	(5.0)	\$4,022.487	\$4,144.890	(122.403)	(3.0)
Health and Welfare	\$781.719	\$764.298	\$17.422	2.2	\$20.313	\$22.087	(1.774)	(8.7)	\$802.032	\$786.385	\$15.647	2.0
OPEB Current Payment	\$391.851	\$386.637	\$5.214	1.3	\$8.400	\$9.044	(0.645)	(7.7)	\$400.251	\$395.681	\$4.570	1.1
Pensions	\$850.375	\$849.118	\$1.257	0.1	\$33.381	\$32.507	\$0.875	2.6	\$883.756	\$881.624	\$2.132	0.2
Other Fringe Benefits	\$461.963	\$469.442	(7.478)	(1.6)	\$186.740	\$189.870	(3.130)	(1.7)	\$648.704	\$659.312	(10.608)	(1.6)
Total Fringe Benefits	\$2,485.909	\$2,469.494	\$16.415	0.7	\$248.834	\$253.508	(4.674)	(1.9)	\$2,734.743	\$2,723.002	\$11.741	0.4
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(249.547)	(281.123)	\$31.576	12.7	\$249.547	\$281.123	(31.576)	(12.7)	\$0.000	\$0.000	\$0.000	31.2
Labor	\$5,675.193	\$5,720.711	(45.518)	(0.8)	\$1,082.037	\$1,147.182	(65.145)	(6.0)	\$6,757.230	\$6,867.892	(110.662)	(1.6)
Non-Labor :												
Electric Power	\$255.598	\$247.273	\$8.325	3.3	\$0.231	(0.139)	\$0.370	-	\$255.828	\$247.133	\$8.695	3.4
Fuel	\$80.117	\$84.414	(4.298)	(5.4)	\$0.107	\$0.014	\$0.093	87.2	\$80.224	\$84.428	(4.204)	(5.2)
Insurance	\$66.719	\$66.107	\$0.612	0.9	\$0.000	\$0.000	-	-	\$66.719	\$66.107	\$0.612	0.9
Claims	\$154.417	\$154.417	\$0.000	0.0	\$0.000	\$0.000	-	-	\$154.417	\$154.417	\$0.000	0.0
Paratransit Service Contracts	\$364.063	\$360.487	\$3.576	1.0	\$0.000	\$0.000	-	-	\$364.063	\$360.487	\$3.576	1.0
Maintenance and Other Operating Contracts	\$224.457	\$214.387	\$10.070	4.5	\$31.563	\$35.242	(3.679)	(11.7)	\$256.020	\$249.629	\$6.391	2.5
Professional Service Contracts	\$157.623	\$138.300	\$19.323	12.3	\$9.791	\$12.633	(2.842)	(29.0)	\$167.414	\$150.933	\$16.481	9.8
Materials & Supplies	\$294.536	\$294.972	(0.436)	(0.1)	\$68.882	\$69.228	(0.345)	(0.5)	\$363.419	\$364.200	(0.781)	(0.2)
Other Business Expenses	\$71.235	\$69.826	\$1.409	2.0	(0.215)	\$1.337	(1.552)	-	\$71.021	\$71.163	(0.142)	(0.2)
Non-Labor	\$1,668.766	\$1,630.184	\$38.581	2.3	\$110.359	\$118.314	(7.955)	(7.2)	\$1,779.125	\$1,748.498	\$30.627	1.7
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$7,343.959	\$7,350.895	(6.936)	(0.1)	\$1,192.396	\$1,265.496	(73.100)	(6.1)	\$8,536.355	\$8,616.390	(80.036)	(0.9)
Depreciation	\$1,618.300	\$1,523.661	\$94.639	5.8	\$0.000	\$0.000	-	-	\$1,618.300	\$1,523.661	\$94.639	5.8
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	-	-
Total Expenses	\$9,907.458	\$9,782.828	\$124.630	1.3	\$1,192.396	\$1,265.496	(73.100)	(6.1)	\$11,099.854	\$11,048.324	\$51.531	0.5
OPERATING SURPLUS/DEFICIT	(5,360.451)	(5,280.057)	\$80.394	1.5	\$0.000	\$0.000	\$0.000	-	(5,360.451)	(5,280.057)	\$80.394	1.5

Note: Totals may not add due to rounding

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

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	(5.9)	(1.6)	Lower subway and bus ridership	(31.2)	(0.8)	Lower subway and bus ridership
Other Operating Revenue	NR	(2.6)	(6.8)	Mainly lower advertising and paratransit Urban Tax revenues	(13.0)	(3.2)	Mainly lower advertising and the timing of paratransit/fare reimbursement revenues, and lower paratransit Urban Tax revenue
Payroll	NR	(4.5)	(1.5)	Mainly the unfavorable timing of reimbursable work requirements covered by reimbursable overtime	(6.7)	(0.2)	Mainly the unfavorable timing of reimbursable work requirements covered by reimbursable overtime
Overtime	NR	(17.4)	(43.8)	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	(86.8)	(19.7)	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				22.7	1.9	Mostly due to a favorable rate experience and healthcare provider credits
Other Fringe Benefits	NR				(7.5)	(1.6)	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	10.7	88.0	Mostly favorable overhead credits, due to higher reimbursable labor requirements	31.6	12.7	Mostly favorable overhead credits, due to higher reimbursable labor requirements
Electric Power	NR	0.9	4.2	Primarily lower consumption and prices, largely offset by the unfavorable timing of expenses	8.3	3.3	Primarily lower consumption and prices, largely offset by the unfavorable timing of expenses
Fuel	NR	1.0	13.7	Primarily lower consumption and the favorable timing of expenses, partly offset by higher prices	(4.3)	(5.4)	Primarily higher prices and consumption
Paratransit Service Contracts	NR				3.6	1.0	Due principally to lower completed trips

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
November 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	(4.2)	(15.6)	Primarily additional requirements for maintenance & repair expenses, subway car-related expenses and building-related expenses, partly offset by lower auto purchases	10.1	4.5	Mainly the favorable timing of revenue vehicle maintenance & repair requirements
Professional Service Contracts	NR	2.7	19.8	Mainly the favorable timing of various professional service contract expenses, partly offset by the unfavorable timing of data communications expenses	19.3	12.3	Mainly the favorable timing of various professional service contract expenses, partly offset by the unfavorable timing of data communications expenses
Materials & Supplies	NR	(3.5)	(14.8)	Largely higher maintenance material requirements, partly offset by favorable inventory/obsolescence adjustments			
Other Business Expenses	NR				1.4	2.0	Primarily favorable miscellaneous credits and office supply expenses, partly offset by higher MVM credit card charges
Capital and Other Reimbursements	R	20.7	24.3	Increased reimbursements consistent with an increase in reimbursable expenses	73.1	6.1	Increased reimbursements consistent with an increase in reimbursable expenses
Payroll	R	9.3	20.1	Mainly the favorable timing of capital construction requirements and non-capital transactions	23.0	4.9	Mainly the favorable timing of non-capital transactions
Overtime	R	(17.8)	over (100.0)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability	(51.9)	(44.0)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability
Maintenance and Other Operating Contracts	R				(3.7)	(11.7)	Largely higher requirements for building-related, operating contracts and maintenance services expenses
Professional Service Contracts	R	(1.8)	over (100.0)	Mostly additional requirements for various professional service contract expenses	(2.8)	(29.0)	Mostly additional requirements for various professional service contract expenses
Other Business Expenses	R				(1.6)	over (100.0)	Mainly the unfavorable timing of various miscellaneous expenses

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

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$384.845	\$370.004	(14.841)	(3.9)	\$4,150.698	\$4,112.340	(38.358)	(0.9)
Fare Reimbursement	(2.209)	\$6.313	\$8.522	-	\$79.091	\$91.539	\$12.448	15.7
Paratransit Reimbursement	\$41.977	\$4.081	(37.896)	(90.3)	\$173.428	\$133.533	(39.895)	(23.0)
Other Operating Revenue	\$5.530	\$3.991	(1.539)	(27.8)	\$50.900	\$41.739	(9.161)	(18.0)
Other Revenue	\$45.297	\$14.385	(30.912)	(68.2)	\$303.419	\$266.811	(36.608)	(12.1)
Capital and Other Reimbursements	\$79.106	\$135.945	\$56.839	71.9	\$1,204.192	\$1,259.626	\$55.434	4.6
Total Revenue	\$509.249	\$520.334	\$11.085	2.2	\$5,658.309	\$5,638.777	(19.532)	(0.3)
Expenditures								
Labor :								
Payroll	\$467.980	\$465.186	\$2.794	0.6	\$3,472.179	\$3,445.764	\$26.415	0.8
Overtime	\$36.626	\$71.791	(35.165)	(96.0)	\$558.504	\$697.265	(138.761)	(24.8)
Total Salaries & Wages	\$504.606	\$536.977	(32.371)	(6.4)	\$4,030.683	\$4,143.029	(112.346)	(2.8)
Health and Welfare	\$75.997	\$74.710	\$1.286	1.7	\$794.750	\$802.679	(7.929)	(1.0)
OPEB Current Payment	\$37.726	\$44.280	(6.553)	(17.4)	\$400.251	\$395.681	\$4.570	1.1
Pensions	\$81.290	\$80.070	\$1.220	1.5	\$883.662	\$881.483	\$2.179	0.2
Other Fringe Benefits	\$61.918	\$39.431	\$22.487	36.3	\$450.657	\$439.842	\$10.815	2.4
Total Fringe Benefits	\$256.931	\$238.491	\$18.440	7.2	\$2,529.320	\$2,519.685	\$9.635	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	\$761.538	\$775.468	(13.930)	(1.8)	\$6,560.003	\$6,662.714	(102.711)	(1.6)
Non-Labor :								
Electric Power	\$22.453	\$21.817	\$0.636	2.8	\$255.828	\$252.224	\$3.604	1.4
Fuel	\$7.810	\$7.288	\$0.522	6.7	\$80.003	\$81.653	(1.650)	(2.1)
Insurance	\$8.906	\$9.086	(0.180)	(2.0)	\$74.922	\$74.540	\$0.382	0.5
Claims	\$10.000	\$9.187	\$0.813	8.1	\$109.594	\$97.796	\$11.798	10.8
Paratransit Service Contracts	\$34.396	\$33.061	\$1.335	3.9	\$365.792	\$356.023	\$9.769	2.7
Maintenance and Other Operating Contracts	\$29.579	\$33.928	(4.349)	(14.7)	\$251.862	\$242.388	\$9.474	3.8
Professional Service Contracts	\$14.344	\$16.920	(2.576)	(18.0)	\$166.683	\$174.292	(7.609)	(4.6)
Materials & Supplies	\$27.257	\$30.301	(3.044)	(11.2)	\$352.830	\$357.314	(4.484)	(1.3)
Other Business Expenses	\$6.620	\$8.265	(1.645)	(24.8)	\$71.021	\$78.553	(7.532)	(10.6)
Non-Labor	\$161.364	\$169.853	(8.489)	(5.3)	\$1,728.535	\$1,714.783	\$13.752	0.8
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$922.902	\$945.321	(22.419)	(2.4)	\$8,288.538	\$8,377.497	(88.959)	(1.1)
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	\$922.902	\$945.321	(22.419)	(2.4)	\$8,288.540	\$8,377.497	(88.957)	(1.1)
Net Surplus/(Deficit)	(413.653)	(424.987)	(11.334)	(2.7)	(2,630.230)	(2,738.720)	(108.490)	(4.1)

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL CASH BASIS
November 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	(14.8)	(3.9)	Lower ridership and the unfavorable timing of receipts	(38.4)	(0.9)	Lower ridership and the unfavorable timing of receipts
Other Operating Receipts	(30.9)	(68.2)	Mostly the unfavorable timing of paratransit reimbursements	(36.6)	(12.1)	Mostly the unfavorable timing of paratransit reimbursements
Capital and Other Reimbursements	56.8	71.9	Largely increased reimbursable work requirements	55.4	4.6	Largely increased reimbursable work requirements
Salaries & Wages	(32.4)	(6.4)	Mostly higher overtime requirements	(112.3)	(2.8)	Mostly higher overtime requirements
Health & Welfare (including OPEB current payment)	(5.3)	(4.7)	Principally the unfavorable timing of payments			
Other Fringe Benefits	22.5	36.3	Mostly Workers' Compensation reserve adjustment cash offset	10.8	2.4	Mostly Workers' Compensation reserve adjustment cash offset
Claims				11.8	10.8	Mostly the favorable timing of payments
Paratransit Service Contracts				9.8	2.7	Lower trips and the favorable timing of payments
Maintenance Contracts	(4.3)	(14.7)	Primarily additional maintenance requirements	9.5	3.8	Largely the favorable timing of expenses/expenditures
Professional Service Contracts	(2.6)	(18.0)	The unfavorable timing of payments	(7.6)	(4.6)	The unfavorable timing of payments
Materials & Supplies	(3.0)	(11.2)	The unfavorable timing of payments	(4.5)	(1.3)	The unfavorable timing of payments
Other Business Expenditures				(7.5)	(10.6)	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)
 Nov FY17
 (\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue								
Farebox Revenue	\$6.415	(2.515)	(8.930)	-	\$12.755	\$5.600	(7.155)	(56.1)
Fare Reimbursement	(8.404)	(2.092)	\$6.312	75.1	\$1.269	\$15.104	\$13.835	-
Paratransit Reimbursement	\$26.788	(7.948)	(34.737)	-	\$8.417	(24.458)	(32.875)	-
Other Operating Revenue	(10.797)	(10.727)	\$0.070	0.6	(115.331)	(119.867)	(4.536)	(3.9)
Other Revenue	\$7.587	(20.768)	(28.355)	-	(105.645)	(129.220)	(23.576)	(22.3)
Capital and Other Reimbursements	(6.046)	\$30.120	\$36.165	-	\$11.796	(5.870)	(17.686)	-
Total Revenue	\$7.956	\$6.837	(1.120)	(14.1)	(81.094)	(129.490)	(48.396)	(59.7)
Expenses								
Labor :								
Payroll	(130.265)	(132.324)	(2.059)	(1.6)	(8.196)	\$1.860	\$10.057	-
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.001	\$0.001	-
Total Salaries & Wages	(130.265)	(132.324)	(2.059)	(1.6)	(8.196)	\$1.861	\$10.057	-
Health and Welfare	\$0.000	(5.935)	(5.935)	-	\$7.282	(16.294)	(23.576)	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	\$0.000	\$0.008	\$0.008	-	\$0.094	\$0.141	\$0.047	50.3
Other Fringe Benefits	(3.138)	\$20.089	\$23.227	-	\$198.047	\$219.470	\$21.423	10.8
Total Fringe Benefits	(3.138)	\$14.162	\$17.300	-	\$205.423	\$203.317	(2.106)	(1.0)
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	(133.403)	(118.162)	\$15.241	11.4	\$197.227	\$205.178	\$7.952	4.0
Non-Labor :								
Electric Power	\$0.000	(0.299)	(0.299)	-	\$0.000	(5.091)	(5.091)	-
Fuel	(0.221)	(0.746)	(0.525)	-	\$0.221	\$2.775	\$2.554	-
Insurance	(2.537)	(3.090)	(0.553)	(21.8)	(8.203)	(8.433)	(0.230)	(2.8)
Claims	\$4.038	\$4.851	\$0.813	20.1	\$44.823	\$56.621	\$11.798	26.3
Paratransit Service Contracts	\$0.000	\$0.502	\$0.502	-	(1.729)	\$4.464	\$6.193	-
Maintenance and Other Operating Contracts	\$0.000	(0.420)	(0.420)	-	\$4.158	\$7.241	\$3.083	74.2
Professional Service Contracts	\$0.000	(3.493)	(3.493)	-	\$0.731	(23.359)	(24.090)	-
Materials & Supplies	\$2.000	\$1.256	(0.744)	(37.2)	\$10.589	\$6.886	(3.703)	(35.0)
Other Business Expenses	\$0.000	(0.807)	(0.807)	-	\$0.000	(7.390)	(7.390)	-
Non-Labor	\$3.280	(2.245)	(5.525)	-	\$50.590	\$33.715	(16.875)	(33.4)
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	(130.123)	(120.407)	\$9.717	7.5	\$247.817	\$238.893	(8.923)	(3.6)
Depreciation	\$157.460	\$153.854	(3.606)	(2.3)	\$1,618.299	\$1,523.661	(94.638)	(5.8)
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	\$27.337	\$33.447	\$6.110	22.4	\$2,811.315	\$2,670.827	(140.488)	(5.0)
Total Cash Conversion Adjustments	\$35.293	\$40.284	\$4.991	14.1	\$2,730.221	\$2,541.337	(188.884)	(6.9)

Note: Totals may not add due to rounding

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

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

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	33	32	1	
Law	320	290	30	
Office of the EVP	54	45	9	
Human Resources	238	245	(7)	
Office of Management and Budget	43	38	5	
Capital Planning & Budget	35	31	4	
Corporate Communications	278	265	13	
Non-Departmental	(34)	-	(34)	
Labor Relations	97	87	10	
Materiel	239	257	(18)	
Controller	128	120	8	
Total Administration	1,431	1,410	21	
Operations				
Subways Service Delivery	8,834	8,894	(60)	Mostly Train Operators & Conductors
Subways Operations Support/Admin	431	470	(39)	
Subways Stations	2,642	2,537	105	Mainly Shortage of Station Supervisors and Agents
Sub-total Subways	11,907	11,901	6	
Buses	11,113	10,937	176	Mainly shortage of Bus Operators
Paratransit	213	204	9	
Operations Planning	398	376	22	
Revenue Control	573	543	30	
Non-Departmental	0	0	0	
Total Operations	24,204	23,961	243	
Maintenance				
Subways Operations Support/Admin	147	144	3	
Subways Engineering	391	364	27	
Subways Car Equipment	4,476	4,647	(171)	Excess mainly Car Inspectors
Subways Infrastructure	1,702	1,708	(6)	
Subways Elevators & Escalators	479	401	78	Mostly shortage of E&E Maintainers
Subways Stations	3,857	4,025	(168)	Mainly Cleaners, Maint. Supervisors and Maintainers
Subways Track	2,889	2,902	(13)	
Subways Power	598	618	(20)	
Subways Signals	1,536	1,546	(10)	
Subways Electronic Maintenance	1,664	1,583	81	Mainly shortage of Maintainers and PTEs
Sub-total Subways	17,739	17,938	(199)	
Buses	3,672	3,631	41	
Supply Logistics	574	571	3	
System Safety	98	95	3	
Non-Departmental	(111)	0	(111)	
Total Maintenance	21,972	22,235	(263)	
Engineering/Capital				
Capital Program Management	1,358	1,424	(66)	Excess due mostly to PTEs
Total Engineering/Capital	1,358	1,424	(66)	
Public Safety				
Security	654	650	4	
Total Public Safety	654	650	4	
Total Positions				
	49,619	49,680	(61)	
Non-Reimbursable	44,102	44,620	(518)	
Reimbursable	5,517	5,060	457	
Total Full-Time	49,419	49,457	(38)	
Total Full-Time Equivalents	200	223	(23)	

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
NOVEMBER 2017

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	509	437	72	
Professional, Technical, Clerical	893	949	(56)	
Operational Hourlies	29	24	5	
Total Administration	1,431	1,410	21	
Operations				
Managers/Supervisors	2,881	2,831	50	
Professional, Technical, Clerical	507	499	8	
Operational Hourlies	20,816	20,631	185	
Total Operations	24,204	23,961	243	
Maintenance				
Managers/Supervisors	3,959	3,989	(30)	
Professional, Technical, Clerical	1,146	1,067	79	
Operational Hourlies	16,867	17,179	(312)	
Total Maintenance	21,972	22,235	(263)	
Engineering/Capital				
Managers/Supervisors	339	342	(3)	
Professional, Technical, Clerical	1,017	1,080	(63)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,358	1,424	(66)	
Public Safety				
Managers/Supervisors	276	269	7	
Professional, Technical, Clerical	42	39	3	
Operational Hourlies	336	342	(6)	
Total Public Safety	654	650	4	
Total Positions				
Managers/Supervisors	7,964	7,868	96	
Professional, Technical, Clerical	3,605	3,634	(29)	
Operational Hourlies	38,050	38,178	(128)	
Total Positions	49,619	49,680	(61)	

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

	November						November Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	369,245	\$11.953	352,411	\$11.414	16,834	\$0.539 4.5%	3,942,203	\$127.077	3,875,131	\$124.819	67,072	\$2.258 1.8%
<u>Unscheduled Service</u>	293,629	\$9.912	486,032	\$16.201	(192,403)	(\$6.288) (63.4%)	3,325,065	\$110.678	4,039,100	\$133.255	(714,035)	(\$22.577) (20.4%)
<u>Programmatic/Routine Maintenance</u>	337,385	\$13.946	800,218	\$28.363	(462,833)	(\$14.416) *	3,943,177	\$134.403	5,477,854	\$192.969	(1,534,677)	(\$58.566) (43.6%)
<u>Unscheduled Maintenance</u>	0	\$0.000	2,841	\$0.097	(2,841)	(\$0.097) 0.0%	97,697	\$3.323	116,597	\$3.953	(18,900)	(\$0.630) (18.9%)
<u>Vacancy/Absentee Coverage</u>	99,719	\$2.978	1,642	\$0.054	98,077	\$2.924 98.2%	1,217,065	\$38.274	1,356,324	\$44.742	(139,259)	(\$6.468) (16.9%)
<u>Weather Emergencies</u>	5,651	\$0.189	7,027	\$0.264	(1,376)	(\$0.074) (39.2%)	561,525	\$18.708	581,825	\$19.477	(20,300)	(\$0.769) (4.1%)
<u>Safety/Security/Law Enforcement</u>	12,173	\$0.364	9,393	\$0.264	2,780	\$0.100 27.4%	117,588	\$3.423	101,439	\$2.819	16,149	\$0.604 17.6%
<u>Other</u>	13,950	\$0.409	13,075	\$0.512	875	(\$0.102) (25.0%)	147,376	\$4.646	152,605	\$5.328	(5,229)	(\$0.682) (14.7%)
Subtotal	1,131,752	\$39.751	1,672,639	\$57.167	(540,887)	(\$17.416) (43.8%)	13,351,696	\$440.533	15,700,874	\$527.362	(2,349,179)	(\$86.829) (19.7%)
REIMBURSABLE OVERTIME	168,254	(\$3.125)	411,530	\$14.624	(243,276)	(\$17.749) *	3,088,756	\$117.971	4,876,849	\$169.903	(1,788,094)	(\$51.932) (44.0%)
TOTAL OVERTIME	1,300,006	\$36.626	2,084,169	\$71.791	(784,164)	(\$35.165) (96.0%)	16,440,451	\$558.504	20,577,723	\$697.266	(4,137,273)	(\$138.761) (24.8%)

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)

	November		Explanations	November Year-to-Date		Explanations
	Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	16,834	\$0.5	Favorable results due to vacancy/absentee coverage, included in vacancy/absentee category.	67,072	\$2.3	Favorable results due to vacancy/absentee coverage, included in vacancy/absentee category.
		4.5%			1.8%	
<u>Unscheduled Service</u>	(192,403)	(\$6.3)	Unfavorable variance due to subway service delays and overcrowding.	(714,035)	(\$22.6)	Unfavorable variance due to subway service delays and overcrowding.
		(63.4%)			(20.4%)	
<u>Programmatic/Routine Maintenance</u>	(462,833)	(\$14.4)	Unfavorable variance mainly due to track, signals, infrastructure, station maintenance, and car equipment, including Subway Action Plan (SAP) related requirements.	(1,534,677)	(\$58.6)	Unfavorable variance mainly due to track, signals, infrastructure, station maintenance, and car equipment, including Subway Action Plan (SAP) related requirements.
		*			(43.6%)	
<u>Unscheduled Maintenance</u>	(2,841)	(\$0.1)		(18,900)	(\$0.6)	Unfavorable variance mainly due to expenses for Amtrak/LIRR track support work higher than forecasted.
		0.0%			(18.9%)	
<u>Vacancy/Absentee Coverage</u>	98,077	\$2.9	Favorable results mainly due to prior month adjustments.	(139,259)	(\$6.5)	Unfavorable variance mainly due to bus operators, bus maintainers, track workers, station agents, and station maintainers.
		98.2%			(16.9%)	
<u>Weather Emergencies</u>	(1,376)	(\$0.1)		(20,300)	(\$0.8)	Unfavorable weather in summer months due to heat related issues and water conditions.
		(39.2%)			(4.1%)	
<u>Safety/Security/Law Enforcement</u>	2,780	\$0.1		16,149	\$0.6	Favorable results mainly due to excess positions in Property Protection Agents
		27.4%			17.6%	
<u>Other</u>	875	(\$0.1)		(5,229)	(\$0.7)	Unfavorable variance mainly due to timing of expenses.
		(25.0%)			(14.7%)	
Subtotal	(540,887)	(\$17.4)		(2,349,178)	(\$86.8)	
		(43.8%)			(19.7%)	
REIMBURSABLE OVERTIME	(243,276)	(\$17.7)	Unfavorable variance mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability.	(1,788,094)	(\$51.9)	Unfavorable variance mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability.
		*			(44.0%)	
TOTAL OVERTIME	(784,164)	(\$35.2)		(4,137,272)	(\$138.8)	
		(96.0%)			(24.8%)	

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

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

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

	November 2017 Year-to-Date			Favorable/(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual Results	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	4,547.0	4,508.1	4,502.8	(44.2)	(1.0)	(5.4)	(0.1)
Total Expenses before Depreciation, OPEB and Environmental Remediation	7,344.0	7,364.1	7,350.9	(6.9)	(0.1)	13.2	0.2
Depreciation	1,618.3	1,618.3	1,523.7	94.6	5.8	94.6	5.8
OPEB Account	945.2	945.2	894.0	51.2	5.4	51.2	5.4
GASB 68 Pension Adjustment	0.0	(222.0)	14.3	(14.3)	n/a	(236.3)	0.0
Total Expenses	9,907.5	9,705.6	9,782.8	124.6	1.3	(77.2)	(0.8)
Net Surplus/(Deficit)	(5,360.5)	(5,197.5)	(5,280.1)	80.4	1.5	(82.5)	(1.6)

Note: Totals may not add due to rounding

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

	November 2017 Year-to-Date		Reason for Variance
	Favorable (Unfavorable) Variance		
	\$	%	
Total Revenue (Nonreimbursable)	(5.4)	(0.1)	Farebox Revenue-- \$(1.7M)-Mostly lower subway ridership Other Oper. Revenue-- \$(3.6M)-mostly unfav. timing of advertising revenue
Total Expenses (Nonreimbursable)	(77.2)	(0.1)	Operating expenses were lower by a net \$13.2M, including: -Unfavorable net labor expenses of \$(28.8M)-Mostly overtime requirements -Favorable non-labor expenses of \$42.1M-Mainly due to timing GASB Accounts of Depreciation, OPEB Liability and #68 Pension Adjustment- total net variance \$(90.5M)

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



FINANCIAL AND RIDERSHIP REPORT

November 2017

(All data are preliminary and subject to audit)

In the month of November, **operating revenues** were \$0.9 million, \$0.1 million (14.6 percent) above the Mid-Year Forecast, due mostly to the favorable timing of student fare reimbursements. Year-to-date, operating revenues of \$8.6 million surpassed the forecast by \$0.2 million (1.8 percent).

Total **ridership** in November 2017 was 437,217 riders, 11.4 percent (44,758 riders) above forecast, due mostly to higher student ridership than expected in the fall semester. Year-to-date, ridership was 4,232,256 riders, 1.9 percent (77,505 riders) higher than forecast. November 2017 average weekday ridership was 18,095 riders, 6.1 percent (1,036 riders) higher than November 2016, due mostly to higher student ridership and the timing of Veterans Day. Average weekday ridership for the twelve months ending November 2017 was 16,387 riders, 1.2 percent (202 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 November by \$3.2 million (44.9 percent). Labor expenses underran by \$0.5 million (12.0 percent), including lower payroll expenses of \$0.4 million (17.6 percent), driven by vacancies and the favorable timing of expenses. Other fringe benefit expenses were less than forecast by \$0.2 million (34.7 percent), due largely to the favorable timing of interagency billing and expenses. Non-labor expenses were also under forecast by \$2.7 million (93.7 percent), mostly resulting from lower maintenance contract expenses of \$2.0 million (92.2 percent), relating mostly to underruns in R44 car fleet maintenance project expenses, which are now under review. This major project is now close to completion. Year-to-date, expenses were less than forecast by \$9.5 million (13.7 percent), of which labor expenses were favorable by \$2.4 million (5.8 percent), largely represented by lower payroll expenses of \$1.4 million (6.7 percent), again due to vacancies and the favorable timing of expenses. Health & welfare/OPEB current expenses were also below forecast by \$0.6 million (8.1 percent), caused largely by vacancies, lower rates and the favorable timing of expenses. Non-labor expenses were under forecast by \$7.1 million (25.6 percent), again due principally to underruns in R44 car fleet maintenance project expenses, which are now under review.

Depreciation expenses were \$9.5 million year-to-date, exceeding forecast by \$1.9 million (24.7 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 \$56.0 million, favorable to forecast by \$5.9 million (9.6 percent), due primarily to R44 car fleet maintenance project underruns.

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent
			Variance				Variance					
Revenue												
Farebox Revenue	\$0.570	\$0.593	\$0.023	4.1	\$0.000	\$0.000	-	-	\$0.570	\$0.593	\$0.023	4.1
Other Revenue	\$0.189	\$0.277	\$0.088	46.3	\$0.000	\$0.000	-	-	\$0.189	\$0.277	\$0.088	46.3
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.251	\$0.244	(0.006)	(2.5)	\$0.251	\$0.244	(0.006)	(2.5)
Total Revenue	\$0.759	\$0.870	\$0.111	14.6	\$0.251	\$0.244	(0.006)	(2.5)	\$1.010	\$1.114	\$0.105	10.4
Expenses												
Labor :												
Payroll	\$2.149	\$1.772	\$0.377	17.6	\$0.017	\$0.101	(0.084)	-	\$2.166	\$1.873	\$0.293	13.5
Overtime	\$0.232	\$0.279	(0.047)	(20.4)	\$0.164	\$0.031	\$0.133	81.4	\$0.396	\$0.310	\$0.086	21.7
Total Salaries & Wages	\$2.381	\$2.051	\$0.330	13.9	\$0.181	\$0.132	\$0.049	27.2	\$2.562	\$2.183	\$0.379	14.8
Health and Welfare	\$0.534	\$0.615	(0.081)	(15.2)	\$0.000	\$0.000	\$0.000	-	\$0.534	\$0.615	(0.081)	(15.2)
OPEB Current Payment	\$0.250	\$0.317	(0.067)	(26.6)	\$0.000	\$0.002	(0.002)	-	\$0.250	\$0.319	(0.068)	(27.4)
Pensions	\$0.605	\$0.511	\$0.094	15.6	\$0.000	\$0.000	\$0.000	-	\$0.605	\$0.511	\$0.094	15.6
Other Fringe Benefits	\$0.564	\$0.368	\$0.196	34.7	\$0.000	\$0.000	\$0.000	-	\$0.564	\$0.368	\$0.196	34.7
Total Fringe Benefits	\$1.953	\$1.811	\$0.142	7.3	\$0.000	\$0.002	(0.002)	-	\$1.953	\$1.813	\$0.140	7.2
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.070)	(0.111)	\$0.041	58.4	\$0.070	\$0.111	(0.041)	(58.8)	\$0.000	\$0.000	\$0.000	-
Labor	\$4.264	\$3.751	\$0.513	12.0	\$0.251	\$0.244	\$0.006	2.5	\$4.515	\$3.995	\$0.519	11.5
Non-Labor :												
Electric Power	\$0.303	\$0.266	\$0.037	12.1	\$0.000	\$0.000	\$0.000	-	\$0.303	\$0.266	\$0.037	12.1
Fuel	\$0.019	\$0.005	\$0.015	76.5	\$0.000	\$0.000	\$0.000	-	\$0.019	\$0.005	\$0.015	76.5
Insurance	\$0.047	\$0.088	(0.042)	(89.8)	\$0.000	\$0.000	\$0.000	-	\$0.047	\$0.088	(0.042)	(89.8)
Claims	\$0.007	\$0.020	(0.013)	-	\$0.000	\$0.000	\$0.000	-	\$0.007	\$0.020	(0.013)	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$2.192	\$0.170	\$2.022	92.2	\$0.000	\$0.000	\$0.000	-	\$2.192	\$0.170	\$2.022	92.2
Professional Service Contracts	\$0.133	\$0.063	\$0.070	52.6	\$0.000	\$0.000	\$0.000	-	\$0.133	\$0.063	\$0.070	52.6
Materials & Supplies	\$0.167	(0.441)	\$0.609	-	\$0.000	\$0.000	\$0.000	-	\$0.167	(0.441)	\$0.609	-
Other Business Expenses	\$0.003	\$0.010	(0.007)	-	\$0.000	\$0.000	\$0.000	-	\$0.003	\$0.010	(0.007)	-
Non-Labor	\$2.871	\$0.181	\$2.691	93.7	\$0.000	\$0.000	\$0.000	-	\$2.871	\$0.181	\$2.691	93.7
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$7.135	\$3.932	\$3.203	44.9	\$0.251	\$0.244	\$0.006	2.5	\$7.386	\$4.176	\$3.210	43.5
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	-
Total Expenses	\$7.827	\$4.855	\$2.972	38.0	\$0.251	\$0.244	\$0.006	2.5	\$8.077	\$5.099	\$2.978	36.9
OPERATING SURPLUS/DEFICIT	(7.068)	(3.985)	\$3.083	43.6	\$0.000	\$0.000	\$0.000	-	(7.068)	(3.985)	\$3.083	43.6

Note: Totals may not add due to rounding

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

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent
			Variance				Variance				Variance	
Revenue												
Farebox Revenue	\$6.260	\$6.346	\$0.086	1.4	\$0.000	\$0.000	-	-	\$6.260	\$6.346	\$0.086	1.4
Other Revenue	\$2.218	\$2.285	\$0.068	3.1	\$0.000	\$0.000	-	-	\$2.218	\$2.285	\$0.068	3.1
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$2.951	\$2.873	(0.078)	(2.6)	\$2.951	\$2.873	(0.078)	(2.6)
Total Revenue	\$8.478	\$8.632	\$0.154	1.8	\$2.951	\$2.873	(0.078)	(2.6)	\$11.429	\$11.505	\$0.076	0.7
Expenses												
Labor :												
Payroll	\$21.131	\$19.715	\$1.416	6.7	\$0.537	\$0.953	(0.416)	(77.4)	\$21.668	\$20.668	\$1.001	4.6
Overtime	\$3.152	\$3.463	(0.311)	(9.9)	\$1.336	\$0.592	\$0.744	55.7	\$4.488	\$4.055	\$0.433	9.6
Total Salaries & Wages	\$24.283	\$23.178	\$1.105	4.6	\$1.873	\$1.544	\$0.328	17.5	\$26.156	\$24.723	\$1.434	5.5
Health and Welfare	\$5.140	\$4.355	\$0.785	15.3	\$0.000	\$0.000	\$0.000	-	\$5.140	\$4.355	\$0.785	15.3
OPEB Current Payment	\$2.125	\$2.318	(0.193)	(9.1)	\$0.002	\$0.007	(0.004)	-	\$2.127	\$2.325	(0.197)	(9.3)
Pensions	\$6.184	\$5.621	\$0.563	9.1	\$0.000	\$0.000	\$0.000	-	\$6.184	\$5.621	\$0.563	9.1
Other Fringe Benefits	\$5.092	\$5.134	(0.042)	(0.8)	\$0.000	\$0.000	\$0.000	-	\$5.092	\$5.134	(0.042)	(0.8)
Total Fringe Benefits	\$18.541	\$17.428	\$1.113	6.0	\$0.002	\$0.007	(0.004)	-	\$18.543	\$17.435	\$1.109	6.0
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(1.076)	(1.285)	\$0.209	19.4	\$1.076	\$1.290	(0.213)	(19.8)	\$0.000	\$0.005	(0.004)	-
Labor	\$41.748	\$39.321	\$2.427	5.8	\$2.951	\$2.841	\$0.111	3.7	\$44.700	\$42.162	\$2.538	5.7
Non-Labor :												
Electric Power	\$3.494	\$3.392	\$0.102	2.9	\$0.000	\$0.004	(0.004)	-	\$3.494	\$3.396	\$0.098	2.8
Fuel	\$0.198	\$0.097	\$0.101	51.1	\$0.000	\$0.000	\$0.000	-	\$0.198	\$0.097	\$0.101	51.1
Insurance	\$0.888	\$1.083	(0.194)	(21.9)	\$0.000	\$0.000	\$0.000	-	\$0.888	\$1.083	(0.194)	(21.9)
Claims	\$0.144	\$0.220	(0.076)	(52.8)	\$0.000	\$0.000	\$0.000	-	\$0.144	\$0.220	(0.076)	(52.8)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$19.546	\$12.186	\$7.360	37.7	\$0.000	\$0.000	\$0.000	-	\$19.546	\$12.186	\$7.360	37.7
Professional Service Contracts	\$0.979	\$0.858	\$0.121	12.4	\$0.000	\$0.010	(0.010)	-	\$0.979	\$0.868	\$0.111	11.4
Materials & Supplies	\$2.058	\$2.557	(0.500)	(24.3)	\$0.000	\$0.018	(0.018)	-	\$2.058	\$2.575	(0.518)	(25.2)
Other Business Expenses	\$0.248	\$0.099	\$0.149	60.2	\$0.000	\$0.000	\$0.000	-	\$0.248	\$0.099	\$0.149	60.2
Non-Labor	\$27.555	\$20.491	\$7.064	25.6	\$0.000	\$0.033	(0.033)	-	\$27.555	\$20.523	\$7.031	25.5
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$69.303	\$59.812	\$9.491	13.7	\$2.951	\$2.873	\$0.078	2.6	\$72.255	\$62.685	\$9.569	13.2
Depreciation	\$7.608	\$9.486	(1.878)	(24.7)	\$0.000	\$0.000	\$0.000	-	\$7.608	\$9.486	(1.878)	(24.7)
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	-
Total Expenses	\$82.695	\$74.468	\$8.227	9.9	\$2.951	\$2.873	\$0.078	2.6	\$85.646	\$77.341	\$8.305	9.7
OPERATING SURPLUS/DEFICIT	(74.217)	(65.836)	\$8.381	11.3	\$0.000	\$0.000	\$0.000	-	(74.217)	(65.836)	\$8.381	11.3

Note: Totals may not add due to rounding

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

Table 3

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
November 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>%</u>	<u>Reason for Variance</u>	<u>Favorable/ \$</u>	<u>%</u>	<u>Reason for Variance</u>
Farebox Revenue	Non Reimb.	0.023	4.1	Mostly due to higher ridership	0.086	1.4	Mostly due to higher ridership
Other Operating Revenue	Non Reimb.	0.088	46.3	Primarily the favorable timing of student fare reimbursements	0.068	3.1	Primarily the favorable timing of student fare reimbursements
Payroll	Non Reimb.	0.377	17.6	Largely vacancies and the favorable timing of expenses	1.416	6.7	Largely vacancies and the favorable timing of expenses
Overtime	Non Reimb.	(0.047)	(20.4)	Mostly vacancy coverage requirements	(0.311)	(9.9)	Mostly vacancy coverage requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.148)	(18.9)	The unfavorable timing of expenses, partly offset by vacancies	0.592	8.1	Vacancies, lower rates and the favorable timing of expenses
Pension	Non Reimb.	0.094	15.6	The favorable timing of accrued expenses	0.563	9.1	The favorable timing of accrued expenses
Other Fringe Benefits	Non Reimb.	0.196	34.7	The favorable timing of interagency billing/expenses			
Electric Power	Non Reimb.				0.102	2.9	Largely the timing of expenses
Fuel	Non Reimb.				0.101	51.1	Largely the timing of expenses
Insurance	Non Reimb.	(0.042)	(89.8)	The unfavorable timing of interagency billing with MTA	(0.194)	(21.9)	The unfavorable timing of interagency billing with MTA
Maintenance & Other Operating Contracts	Non Reimb.	2.022	92.2	Largely favorable R44 multi-year car fleet maintenance project expenses now under review-project close to completion	7.360	37.7	Largely favorable R44 multi-year car fleet maintenance project expenses now under review-project close to completion
Professional Service Contracts	Non Reimb.				0.121	12.4	The favorable timing of expenses
Materials and Supplies	Non Reimb.	0.609	over 100.0	Primarily due to accrual adjustments recorded in the month	(0.500)	(24.3)	Primarily increased track-related requirements in support of the Track Tie Replacement Project
Capital and Other Reimbursements	Reimb.				(0.078)	(2.6)	Timing of contractor requirements
Payroll	Reimb.	(0.084)	over (100.0)	Timing of contractor requirements	(0.416)	(77.4)	Timing of contractor requirements
Overtime	Reimb.	0.133	81.4	Timing of contractor requirements	0.744	55.7	Timing of contractor requirements

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

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.570	\$0.626	\$0.056	9.9	\$6.162	\$6.275	\$0.113	1.8
Other Revenue	\$0.189	\$0.744	\$0.555	-	\$2.394	\$2.970	\$0.576	24.0
Capital and Other Reimbursements	\$0.251	\$0.000	(0.251)	-	\$3.180	\$2.148	(1.032)	(32.4)
Total Revenue	\$1.010	\$1.370	\$0.360	35.7	\$11.736	\$11.393	(0.343)	(2.9)
Expenditures								
Labor :								
Payroll	\$2.166	\$2.898	(0.732)	(33.8)	\$21.941	\$23.575	(1.634)	(7.4)
Overtime	\$0.396	\$0.293	\$0.103	26.0	\$4.428	\$3.709	\$0.719	16.2
Total Salaries & Wages	\$2.562	\$3.191	(0.629)	(24.6)	\$26.368	\$27.284	(0.916)	(3.5)
Health and Welfare	\$0.534	\$0.471	\$0.063	11.8	\$8.088	\$6.318	(0.230)	(3.8)
OPEB Current Payment	\$0.250	\$0.108	\$0.142	56.8	\$1.724	\$1.107	\$0.617	35.8
Pensions	\$0.605	\$0.000	\$0.605	-	\$6.184	\$6.132	\$0.052	0.8
Other Fringe Benefits	\$0.564	\$0.212	\$0.352	62.4	\$4.421	\$4.141	\$0.280	6.3
Total Fringe Benefits	\$1.953	\$0.791	\$1.162	59.5	\$18.417	\$17.698	\$0.719	3.9
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$4.515	\$3.982	\$0.533	11.8	\$44.785	\$44.982	(0.197)	(0.4)
Non-Labor :								
Electric Power	\$0.303	\$0.276	\$0.027	8.9	\$3.513	\$3.453	\$0.060	1.7
Fuel	\$0.019	\$0.002	\$0.017	89.7	\$0.183	\$0.063	\$0.120	65.5
Insurance	\$0.047	\$0.182	(0.135)	-	\$0.831	\$1.413	(0.582)	(70.0)
Claims	\$0.007	\$0.000	\$0.007	-	\$0.294	\$0.280	\$0.014	4.8
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$2.192	\$0.256	\$1.936	88.3	\$20.158	\$11.898	\$8.260	41.0
Professional Service Contracts	\$0.133	\$0.050	\$0.083	62.3	\$0.977	\$0.973	\$0.004	0.4
Materials & Supplies	\$0.167	\$0.148	\$0.019	11.6	\$2.851	\$4.240	(1.389)	(48.7)
Other Business Expenses	\$0.003	\$0.008	(0.006)	-	\$0.066	\$0.097	(0.031)	(47.0)
Non-Labor	\$2.871	\$0.922	\$1.949	67.9	\$28.872	\$22.417	\$6.455	22.4
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$7.386	\$4.904	\$2.482	33.6	\$73.657	\$67.399	\$6.258	8.5
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	\$7.385	\$4.904	\$2.481	33.6	\$73.656	\$67.399	\$6.257	8.5
Net Surplus/(Deficit)	(6.376)	(3.534)	\$2.842	44.6	(61.920)	(56.006)	\$5.914	9.6

Note: Totals may not add due to rounding

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

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	0.056	9.9%	Primarily increased ridership and the favorable timing of cash settlements with NYCT	0.113	1.8%	Primarily increased ridership and the favorable timing of cash settlements with NYCT
Other Operating Revenue	0.555	over 100.0	Mostly the favorable timing of student fare reimbursements	0.576	24.0%	Mostly the favorable timing of student fare reimbursements
Capital and Other Reimbursements	(0.251)	(100.0%)	The unfavorable timing of reimbursements	(1.032)	(32.4%)	The unfavorable timing of reimbursements
Salaries & Wages	(0.629)	(24.6%)	Mostly the unfavorable timing of payments	(0.916)	(3.5%)	Mostly the unfavorable timing of payments
Health and Welfare (including OPEB current payment)	0.205	26.1%	Largely the favorable timing of payments	0.387	5.0%	Largely the favorable timing of payments
Pension	0.605	100.0%	The favorable timing of payments			
Other Fringe Benefits	0.352	62.4%	The favorable timing of interagency billing/expenses and payments	0.280	6.3%	Largely the favorable timing of payments
Maintenance Contracts	1.936	88.3%	Largely favorable R44 multi-year car fleet maintenance project expenses now under review-project close to completion	8.260	41.0%	Largely favorable R44 multi-year car fleet maintenance project expenses now under review-project close to completion
Materials & Supplies				(1.389)	(48.7%)	Primarily increased track-related requirements in support of the Track Tie Replacement Project and the unfavorable timing of payments

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

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	\$0.033	\$0.033	-	(0.098)	(0.071)	\$0.027	27.1
Other Revenue	\$0.000	\$0.467	\$0.467	-	\$0.177	\$0.685	\$0.508	-
Capital and Other Reimbursements	\$0.000	(0.244)	(0.244)	-	\$0.228	(0.725)	(0.954)	-
Total Revenue	\$0.000	\$0.256	\$0.256	-	\$0.307	(0.112)	(0.419)	-
Expenses								
Labor :								
Payroll	\$0.000	(1.025)	(1.025)	-	(0.272)	(2.907)	(2.635)	-
Overtime	\$0.000	\$0.017	\$0.017	-	\$0.060	\$0.346	\$0.286	-
Total Salaries & Wages	\$0.000	(1.008)	(1.008)	-	(0.212)	(2.561)	(2.349)	-
Health and Welfare	\$0.000	\$0.144	\$0.144	-	(0.948)	(1.963)	(1.015)	-
OPEB Current Payment	\$0.000	\$0.211	\$0.211	-	\$0.404	\$1.218	\$0.814	-
Pensions	\$0.000	\$0.511	\$0.511	-	\$0.000	(0.511)	(0.511)	-
Other Fringe Benefits	\$0.000	\$0.156	\$0.156	-	\$0.671	\$0.993	\$0.323	48.1
Total Fringe Benefits	\$0.000	\$1.022	\$1.022	-	\$0.127	(0.263)	(0.390)	-
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	\$0.013	\$0.013	-	(0.086)	(2.820)	(2.734)	-
Non-Labor :								
Electric Power	\$0.000	(0.010)	(0.010)	-	(0.019)	(0.057)	(0.038)	-
Fuel	\$0.000	\$0.003	\$0.003	-	\$0.015	\$0.034	\$0.019	-
Insurance	\$0.000	(0.094)	(0.094)	-	\$0.057	(0.330)	(0.387)	-
Claims	\$0.000	\$0.020	\$0.020	-	(0.150)	(0.060)	\$0.090	60.0
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	(0.086)	(0.086)	-	(0.612)	\$0.288	\$0.900	-
Professional Service Contracts	\$0.000	\$0.013	\$0.013	-	\$0.002	(0.105)	(0.107)	-
Materials & Supplies	\$0.000	(0.589)	(0.589)	-	(0.793)	(1.665)	(0.871)	-
Other Business Expenses	\$0.000	\$0.002	\$0.002	-	\$0.182	\$0.002	(0.180)	-
Non-Labor	\$0.000	(0.741)	(0.741)	-	(1.317)	(1.894)	(0.576)	(43.7)
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$0.000	(0.728)	(0.728)	-	(1.403)	(4.714)	(3.311)	-
Depreciation	\$0.692	\$0.923	\$0.231	33.4	\$7.610	\$9.486	\$1.877	24.7
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	-
Total Expenditures	\$0.692	\$0.195	(0.497)	(71.8)	\$11.990	\$9.942	(2.048)	(17.1)
Total Cash Conversion Adjustments	\$0.692	\$0.451	(0.241)	(34.9)	\$12.297	\$9.830	(2.467)	(20.1)

Note: Totals may not add due to rounding

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

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

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	10	3
General Office	10	15	(5)
Purchasing/Stores	6	4	2
Total Administration	29	29	0
Operations			
Transportation	107	110	(3)
Total Operations	107	110	(3)
Maintenance			
Mechanical	52	53	(1)
Electronics/Electrical	15	14	1
Power/Signals	27	26	1
Maintenance of Way	60	60	0
Infrastructure	26	30	(4)
Total Maintenance	180	183	(3)
Engineering/Capital			
Capital Project Support	14	9	5
Total Engineering Capital	14	9	5
Total Positions	330	331	(1)
Non-Reimbursable	316	322	(6)
Reimbursable	14	9	5
Total Full-Time	330	331	(1)
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
November 2017

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	17	16	1	
Professional, Technical, Clerical	12	13	(1)	
Operational Hourlies	0	0	0	
Total Administration	29	29	0	
Operations				
Managers/Supervisors	5	4	1	
Professional, Technical, Clerical	3	5	(2)	
Operational Hourlies	99	101	(2)	
Total Operations	107	110	(3)	
Maintenance				
Managers/Supervisors	15	17	(2)	
Professional, Technical, Clerical	6	4	2	
Operational Hourlies	159	162	(3)	
Total Maintenance	180	183	(3)	
Engineering/Capital				
Managers/Supervisors	3	3	0	
Professional, Technical, Clerical	2	0	2	
Operational Hourlies	9	6	3	
Total Engineering/Capital	14	9	5	
Total Positions				
Managers/Supervisors	40	40	0	
Professional, Technical, Clerical	23	22	1	
Operational Hourlies	267	269	(2)	
Total Positions	330	331	(1)	

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

Month of November				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.392	0.437	0.045	11.4%	Mostly due to much higher student ridership than expected in the Fall semester
Year-to-Date				
4.155	4.232	0.078	1.9%	

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 November				<u>Explanation</u>
	<u>2016</u>	<u>2017</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.017	0.018	0.001	6.1%	Mostly due to higher student ridership and the timing of Veteran's Day
Average Weekend	0.008	0.009	0.001	7.1%	Increased residential development in the North Shore
	12-Month Rolling Average				
Average Weekday	0.016	0.016	0.000	1.2%	
Average Weekend	0.008	0.008	0.000	3.5%	Increased residential development in the North Shore

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

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

	November 2017 Year-to-Date			Favorable/(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual Results	Mid-Year Forecast		November Forecast	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Total Revenue	8.5	8.5	8.6	0.2	1.8	0.1	1.4
Total Expenses before Depreciation, OPEB and Environmental Remediation	69.3	68.6	59.8	9.5	13.7	8.7	12.8
Depreciation	7.6	7.6	9.5	(1.9)	(24.7)	(1.9)	(24.7)
OPEB Account	5.6	5.6	5.3	0.3	6.0	0.3	6.0
GASB 68 Pension Adjustment	0.2	0.2	(0.1)	0.3	175.9	0.3	175.9
Total Expenses	82.7	82.0	74.5	8.2	9.9	7.5	9.1
Net Surplus/(Deficit)	(74.2)	(73.4)	(65.8)	8.4	11.3	7.6	10.4

Note: Totals may not add due to rounding

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

	November 2017 Year-to-Date		Reason for Variance
	Favorable (Unfavorable) Variance		
	\$	%	
Total Revenue (Nonreimbursable)	0.1	1.4	
Total Expenses (Nonreimbursable)	7.5	9.1	<p>Operating expenses were favorable by \$8.7M, mostly from underruns in maintenance contract expenses of \$6.5M, related largely to the car fleet maintenance project. These preliminary results are now under review. Payroll expenses were also below forecast by \$1.6 million, due mostly to vacancy savings.</p> <p>Depreciation expenses were higher than forecast by \$1.9M.</p>

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

FINANCIAL AND RIDERSHIP REPORT**November 2017**

(All data are preliminary and subject to audit)

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

Operating revenue was \$18.8 million in November, \$1.3 million (6.6 percent) lower than forecast, due mostly to the timing of advertising and contract service revenue. Year-to-date, operating revenue of \$216.6 million exceeded forecast by \$1.3 million (0.6 percent), due mostly to higher ridership.

Total MTA Bus **ridership** in November 2017 was 10.2 million, 0.7 percent (0.1 million riders) above forecast. Year-to-date, ridership was 112.6 million, 0.9 percent (1.0 million riders) above forecast. November 2017 average weekday ridership was 405,862, a decrease of 1.5 percent (6,240 riders) from November 2016. Average weekday ridership for the twelve months ending November 2017 was 396,992, a decrease of 2.7 percent (10,628 riders) from the twelve months ending November 2016.

Nonreimbursable expenses, before depreciation and Other Post-Employment Benefits, were \$61.5 million in November, \$0.5 million (0.9 percent) below forecast. Labor expenses exceeded forecast by a net \$1.4 million (3.0 percent), including higher overtime expenses of \$1.4 million (29.7 percent), mostly involving additional running time/traffic, shuttles and availability. Other fringe benefit expenses were favorable by \$0.3 million (5.8 percent), due to the timing of Workers' Compensation expenses. Non-labor expenses were below forecast by \$1.9 million (11.6 percent), due mostly to lower maintenance contract expenses of \$1.8 million (43.8 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 \$657.5 million were lower than forecast by \$10.2 million (1.5 percent). Labor expenses were above forecast by \$2.3 million (0.5 percent), of which overtime expenses were higher by \$6.0 million (10.8 percent), mostly involving additional running time/traffic, shuttles and availability. This overrun was mostly offset by lower other fringe benefit expenses of \$4.1 million (6.7 percent), due to the favorable timing of Workers' Compensation expenses. Non-labor expenses were under by \$12.5 million (7.6 percent), due primarily to an underrun in maintenance contract expenses of \$14.2 million (40.9 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 \$3.4 million (6.9 percent).

Other Post-Employment Benefit accrued expenses of \$76.1 million year-to-date were \$14.7 million (16.2 percent) below forecast. Regarding GASB #68 Pension Expense Adjustment, there were no accrued expenses or credits recorded year-to-date while the forecasted projection was \$34.5 million of expenses.

The **operating cash deficit** (excluding subsidies) was \$412.7 million year-to-date, \$26.1 million (5.9 percent) favorable to forecast.

MTA BUS COMPANY
JULY FINANCIAL PLAN 2017 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November 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
Revenue												
Farebox Revenue	\$ 17,581	\$ 17,423	\$ (0.158)	(0.9)	\$ -	\$ -	\$ -	-	\$ 17,581	\$ 17,423	\$ (0.158)	(0.9)
Other Operating Income	2,518	1,349	(1,169)	(46.4)	-	-	-	-	2,518	1,349	(1,169)	(46.4)
Capital and Other Reimbursements	-	-	-	-	0.581	0.375	(0.206)	(35.5)	0.581	0.375	(0.206)	(35.5)
Total Revenue	\$ 20.099	\$ 18.772	\$ (1.327)	(6.6)	\$ 0.581	\$ 0.375	\$ (0.206)	(35.5)	\$ 20.680	\$ 19.147	\$ (1.533)	(7.4)
Labor:												
Payroll	\$ 22,953	\$ 23,658	\$ (0.705)	(3.1)	\$ 0.226	\$ 0.229	\$ (0.003)	(1.3)	\$ 23,179	\$ 23,887	\$ (0.708)	(3.1)
Overtime	4,627	5,999	(1,372)	(29.7)	-	-	-	-	4,627	5,999	(1,372)	(29.7)
Health and Welfare	5,138	5,647	(0.509)	(9.9)	0.112	0.067	0.045	40.2	5,250	5,714	(0.464)	(8.8)
OPEB Current Payment	2,442	1,871	0.571	23.4	-	-	-	-	2,442	1,871	0.571	23.4
Pensions	4,663	4,477	0.186	4.0	0.049	0.034	0.015	30.6	4,712	4,511	0.201	4.3
Other Fringe Benefits	5,693	5,366	0.327	5.8	0.047	0.033	0.014	29.8	5,740	5,399	0.341	5.9
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.127)	0.127	-	-	-	-	-	-	(0.127)	0.127	-
Total Labor Expenses	\$ 45.517	\$ 46.891	\$ (1.375)	(3.0)	\$ 0.434	\$ 0.363	\$ 0.071	16.4	\$ 45.951	\$ 47.254	\$ (1.304)	(2.8)
Non-Labor:												
Electric Power	\$ 0.173	\$ 0.132	\$ 0.041	23.7	\$ -	\$ -	\$ -	-	\$ 0.173	\$ 0.132	\$ 0.041	23.7
Fuel	1,865	1,782	0.083	4.5	-	-	-	-	1,865	1,782	0.083	4.5
Insurance	0.487	0.478	0.009	1.8	-	-	-	-	0.487	0.478	0.009	1.8
Claims	1,892	3,600	(1,708)	(90.3)	-	-	-	-	1,892	3,600	(1,708)	(90.3)
Maintenance and Other Operating Contracts	4,187	2,354	1,833	43.8	0.033	-	0.033	100.0	4,220	2,354	1,866	44.2
Professional Service Contracts	2,847	1,866	0.981	34.5	-	-	-	-	2,847	1,866	0.981	34.5
Materials & Supplies	4,601	4,055	0.546	11.9	0.114	0.012	0.102	89.5	4,715	4,067	0.648	13.7
Other Business Expense	0.462	0.332	0.130	28.1	-	-	-	-	0.462	0.332	0.130	28.1
Total Non-Labor Expenses	\$ 16.514	\$ 14.600	\$ 1.914	11.6	\$ 0.147	\$ 0.012	\$ 0.135	91.8	\$ 16.661	\$ 14.612	\$ 2.049	12.3
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 62.031	\$ 61.492	\$ 0.539	0.9	\$ 0.581	\$ 0.375	\$ 0.206	35.5	\$ 62.612	\$ 61.867	\$ 0.745	1.2
Depreciation	4.175	4.534	(0.360)	(8.6)	-	-	-	-	4.175	4.534	(0.360)	(8.6)
OPEB Obligation	9,368	6,915	2,453	26.2	-	-	-	-	9,368	6,915	2,453	26.2
GASB 68 Pension Adjustment	5,742	-	5,742	100.0	-	-	-	-	5,742	-	5,742	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 81.315	\$ 72.941	\$ 8.374	10.3	\$ 0.581	\$ 0.375	\$ 0.206	35.5	\$ 81.896	\$ 73.316	\$ 8.580	10.5
Net Surplus/(Deficit)	\$ (61.216)	\$ (54.169)	\$ 7.047	11.5	\$ -	\$ -	\$ -	-	\$ (61.216)	\$ (54.169)	\$ 7.047	11.5

NOTE: Totals may not add due to rounding

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

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable		Mid Year Forecast	Actual	Favorable		Mid Year Forecast	Actual	Favorable	
			(Unfavorable)				(Unfavorable)				(Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 196.278	\$ 198.484	\$ 2.206	1.1	\$ -	\$ -	\$ -	-	\$ 196.278	\$ 198.484	\$ 2.206	1.1
Other Operating Income	19.091	18.144	(0.947)	(5.0)	-	-	-	-	19.091	18.144	(0.947)	(5.0)
Capital and Other Reimbursements	-	-	-	-	5.281	4.021	(1.260)	(23.9)	5.281	4.021	(1.260)	(23.9)
Total Revenue	\$ 215.369	\$ 216.628	\$ 1.259	0.6	\$ 5.281	\$ 4.021	\$ (1.260)	(23.9)	\$ 220.650	\$ 220.649	\$ (0.001)	(0.0)
Expenses												
<i>Labor:</i>												
Payroll	\$ 257.388	\$ 258.399	\$ (1.012)	(0.4)	2.459	2.430	\$ 0.030	1.2	\$ 259.847	\$ 260.829	\$ (0.982)	(0.4)
Overtime	55.355	61.348	(5.993)	(10.8)	-	-	-	-	55.355	61.348	(5.993)	(10.8)
Health and Welfare	57.994	62.842	(4.849)	(8.4)	0.990	0.704	0.286	28.9	58.984	63.547	(4.562)	(7.7)
OPEB Current Payment	23.474	20.026	3.448	14.7	-	-	-	-	23.474	20.026	3.448	14.7
Pensions	47.321	46.066	1.255	2.7	0.450	0.350	0.100	22.2	47.771	46.416	1.355	2.8
Other Fringe Benefits	61.316	57.226	4.091	6.7	0.438	0.348	0.090	20.6	61.754	57.573	4.181	6.8
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.594)	(1.337)	0.743	-	-	0.075	(0.075)	-	(0.594)	(1.262)	0.668	-
Total Labor Expenses	\$ 502.254	\$ 504.571	\$ (2.317)	(0.5)	\$ 4.337	\$ 3.906	\$ 0.431	9.9	\$ 506.591	\$ 508.477	\$ (1.886)	(0.4)
<i>Non-Labor:</i>												
Electric Power	\$ 1.800	\$ 1.638	\$ 0.163	9.0	\$ -	\$ -	\$ -	-	\$ 1.800	\$ 1.638	\$ 0.163	9.0
Fuel	18.924	17.607	1.317	7.0	-	-	-	-	18.924	17.607	1.317	7.0
Insurance	5.276	5.155	0.121	2.3	-	-	-	-	5.276	5.155	0.121	2.3
Claims	27.553	37.800	(10.248)	(37.2)	-	-	-	-	27.553	37.800	(10.248)	(37.2)
Maintenance and Other Operating Contracts	34.782	20.557	14.225	40.9	0.200	-	0.200	100.0	34.982	20.557	14.425	41.2
Professional Service Contracts	26.433	22.684	3.750	14.2	-	-	-	-	26.433	22.684	3.750	14.2
Materials & Supplies	46.336	44.114	2.223	4.8	0.744	0.115	0.629	84.6	47.080	44.229	2.851	6.1
Other Business Expense	4.342	3.400	0.942	21.7	-	-	-	-	4.342	3.400	0.942	21.7
Total Non-Labor Expenses	\$ 165.447	\$ 152.955	\$ 12.492	7.6	\$ 0.944	\$ 0.115	\$ 0.829	87.8	\$ 166.391	\$ 153.070	\$ 13.321	8.0
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 667.701	\$ 657.526	\$ 10.175	1.5	\$ 5.281	\$ 4.021	\$ 1.261	23.9	\$ 672.982	\$ 661.547	\$ 11.436	1.7
Depreciation	49.727	53.147	(3.420)	(6.9)	-	-	-	-	49.727	53.147	(3.420)	(6.9)
OPEB Obligation	90.783	76.068	14.715	16.2	-	-	-	-	90.783	76.068	14.715	16.2
GASB 68 Pension Adjustment	34.452	-	34.452	100.0	-	-	-	-	34.452	-	34.452	100.0
Environmental Remediation	0.141	0.153	(0.012)	(8.5)	-	-	-	-	0.141	0.153	(0.012)	(8.5)
Total Expenses	\$ 842.804	\$ 786.894	\$ 55.910	6.6	\$ 5.281	\$ 4.021	\$ 1.261	23.9	\$ 848.086	\$ 790.915	\$ 57.171	6.7
Net Surplus/(Deficit)	\$ (627.435)	\$ (570.266)	\$ 57.170	9.1	\$ 0.000	\$ 0.000	\$ 0.000	(1.0)	\$ (627.435)	\$ (570.266)	\$ 57.170	9.1

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	November 2017				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ (0.158)	(0.9)	(a)	\$ 2.206	1.1	(a)		
Other Operating Revenue	NR	(1.169)	(46.4)	Timing of advertising and contract services	(0.947)	(5.0)	(a)		
Capital and Other Reimbursements	R	(0.206)	(35.5)	Timing of reimbursement receipts and vacancies	(1.260)	(23.9)	Timing of reimbursement receipts and vacancies		
Total Revenue Variance		\$ (1.533)	(7.4)		\$ (0.001)	(0.0)			
Payroll	NR	(0.705)	(3.1)	(a)	(1.012)	(0.4)	(a)		
Overtime	NR	(1.372)	(29.7)	Mainly due to running time/traffic, shuttles and availability.	(5.993)	(10.8)	Mainly due to running time/traffic, shuttles and availability.		
Health and Welfare (including OPEB)	NR	0.062	0.8	(a)	(1.401)	(1.7)	(a)		
Pension	NR	0.186	4.0	(a)	1.255	2.7	(a)		
Other Fringe Benefits	NR	0.327	5.8	Timing of Workers' Compensation.	4.091	6.7	Timing of Workers' Compensation.		
Reimbursable Overhead	NR	0.127	-	Not budgeted	0.743	-	Not budgeted		
Electric Power	NR	0.041	23.7	(a)	0.163	9.0	(a)		
Fuel	NR	0.083	4.5	(a)	1.317	7.0	CNG tax credit		
Insurance	NR	0.009	1.8	(a)	0.121	2.3	(a)		
Claims	NR	(1.708)	(90.3)	Higher expenses	(10.248)	(37.2)	Higher expenses		
Maintenance and Other Operating Contracts	NR	1.833	43.8	Timing of planned work, facility maintenance, and SBS rollout.	14.225	40.9	Timing of planned work, facility maintenance, and SBS rollout.		
Professional Service Contracts	NR	0.981	34.5	Mainly due to timing of interagency billings	3.750	14.2	Mainly due to timing of interagency billings		
Materials & Supplies	NR	0.546	11.9	Primarily due to lower general maintenance material expenses	2.223	4.8	(a)		
Other Business Expense	NR	0.130	28.1	Timing of mobility taxes	0.942	21.7	Lower AFC collection fees and timing of mobility taxes		
Depreciation	NR	(0.360)	(8.6)	Non cash expense	(3.420)	(6.9)	Non cash expense		
Other Post Employment Benefits	NR	2.453	26.2	Non cash expense	14.715	16.2	Non cash expense		
GASB 68 Pension Adjustment	NR	5.742	100.0	Non cash expense	34.452	100.0	Non cash expense		
Environmental Remediation	NR	-	-	(a)	(0.012)	(8.5)	(a)		
Payroll	R	(0.003)	(1.3)	Timing of charges	0.030	1.2	Timing of charges		
Health and Welfare	R	0.045	40.2	Timing of charges	0.286	28.9	Timing of charges.		
Pension	R	0.015	30.6		0.100	22.2			
Other Fringe Benefits	R	0.014	29.8		0.090	20.6			
Reimbursable Overhead	R	-	*	Timing of charges	(0.075)	*	Timing of charges		
Maintenance and Other Operating Contracts	R	0.033	*	Timing of charges	0.200	*	Timing of charges		
Materials & Supplies	R	0.102	*	Timing of charges	0.629	*	Timing of charges		
Total Expense Variance		\$ 8.580	10.5		\$ 57.171	6.7			
Net Variance		\$ 7.047	11.5		\$ 57.170	9.1			

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

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

(\$ in millions)

	November 2017				Year-To-Date				
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
Receipts									
Farebox Revenue	\$ 17.581	\$ 16.051	\$ (1.530)	(8.7)	\$ 198.337	\$ 199.375	\$ 1.039	0.5	
Other Operating Revenue	2.018	1.090	(0.928)	(46.0)	18.614	17.475	(1.139)	(6.1)	
Capital and Other Reimbursements	0.500	0.426	(0.074)	(14.8)	4.665	4.226	(0.439)	(9.4)	
Total Receipts	\$ 20.099	\$ 17.567	\$ (2.532)	(12.6)	\$ 221.616	\$ 221.077	\$ (0.539)	(0.2)	
Expenditures									
<i>Labor:</i>									
Payroll	\$ 20.863	\$ 18.211	\$ 2.652	12.7	\$ 246.965	\$ 245.545	\$ 1.420	0.6	
Overtime	4.627	5.999	(1.372)	(29.7)	55.353	61.347	(5.993)	(10.8)	
Health and Welfare	4.850	6.948	(2.098)	(43.3)	58.909	67.200	(8.291)	(14.1)	
OPEB Current Payment	2.364	1.871	0.493	20.9	23.530	20.385	3.145	13.4	
Pensions	4.467	4.477	(0.010)	(0.2)	46.005	46.546	(0.541)	(1.2)	
Other Fringe Benefits	5.023	1.725	3.298	65.7	50.521	45.025	5.496	10.9	
GASB Account	-	-	-	-	-	-	-	-	
Reimbursable Overhead	-	-	-	-	-	-	-	-	
Total Labor Expenditures	\$ 42.195	\$ 39.232	\$ 2.963	7.0	\$ 481.283	\$ 486.047	\$ (4.764)	(1.0)	
<i>Non-Labor:</i>									
Electric Power	\$ 0.173	\$ 0.132	\$ 0.041	23.7	\$ 1.800	\$ 1.637	\$ 0.162	9.0	
Fuel	1.903	1.729	0.174	9.1	18.726	17.319	1.406	7.5	
Insurance	0.042	-	0.042	100.0	5.721	5.468	0.253	4.4	
Claims	1.670	0.794	0.876	52.5	23.717	34.473	(10.755)	(45.3)	
Maintenance and Other Operating Contracts	4.444	2.257	2.187	49.2	40.263	22.730	17.533	43.5	
Professional Service Contracts	4.166	1.080	3.086	74.1	34.625	18.094	16.530	47.7	
Materials & Supplies	4.999	5.495	(0.496)	(9.9)	50.000	44.960	5.040	10.1	
Other Business Expenses	0.503	0.339	0.164	32.6	4.300	3.062	1.237	28.8	
Total Non-Labor Expenditures	\$ 17.901	\$ 11.826	\$ 6.075	33.9	\$ 179.151	\$ 147.744	\$ 31.407	17.5	
Other Expenditure Adjustments:									
Other	-	-	-	-	-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	
Total Expenditures	\$ 60.095	\$ 51.058	\$ 9.037	15.0	\$ 660.434	\$ 633.791	\$ 26.643	4.0	
Operating Cash Surplus/(Deficit)	\$ (39.996)	\$ (33.491)	\$ 6.505	16.3	\$ (438.819)	\$ (412.714)	\$ 26.104	5.9	

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)

	November 2017			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Operating Receipts or Disbursements						
Farebox Revenue	\$ (1.530)	(8.7)	Timing of receipts.	\$ 1.039	0.5	Higher ridership
Other Operating Revenue	(0.928)	(46.0)	Timing of the receipt of Student Reimbursements	(1.139)	(6.1)	Timing of the receipt of Student Reimbursements
Capital and Other Reimbursements	(0.074)	(14.8)	(a)	(0.439)	(9.4)	Timing of reimbursement receipts & vacancies.
Total Receipts	\$ (2.532)	(12.6)		\$ (0.539)	(0.2)	
Payroll	\$ 2.652	12.7	Receipt of interagency reimbursement from a prior period	\$ 1.420	0.6	(a)
Overtime	(1.372)	(29.7)	Mainly due to running time/traffic, shuttles and availability.	(5.993)	(10.8)	Mainly due to running time/traffic, shuttles and availability.
Health and Welfare (including OPEB)	(1.605)	(22.2)	Prior Period Payment	(5.146)	(6.2)	Higher expenses
Pension	(0.010)	(0.2)	(a)	(0.541)	(1.2)	(a)
Other Fringe Benefits	3.298	65.7	Timing of Workers Compensation costs	5.496	10.9	Lower Workers Compensation costs
GASB	-	-		-	-	
Electric Power	0.041	23.7	(a)	0.162	9.0	Lower rates
Fuel	0.174	9.1	Timing of payments	1.406	7.5	CNG tax credit
Insurance	0.042	100.0	(a)	0.253	4.4	(a)
Claims	0.876	52.5	Timing of Claim payments	(10.755)	(45.3)	Higher Claim payments
Maintenance and Other Operating Contracts	2.187	49.2	Timing of planned work, facility maintenance, and SBS rollout.	17.533	43.5	Timing of planned work, facility maintenance, and SBS rollout.
Professional Service Contracts	3.086	74.1	Mainly due to timing of interagency billings	16.530	47.7	Mainly due to timing of interagency billings
Materials & Supplies	(0.496)	(9.9)	Mainly due to lower general maintenance material expenses	5.040	10.1	Mainly due to lower general maintenance material expenses
Other Business Expenditure	0.164	32.6	Timing of expenses	1.237	28.8	Timing of expenses
Total Expenditures	\$ 9.037	15.0		\$ 26.643	4.0	
Net Cash Variance	\$ 6.505	16.3		\$ 26.104	5.9	

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

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

(\$ in millions)

	November 2017					Year-To-Date				
	Mid Year Forecast	Actual	Favorable (Unfavorable)			Mid Year Forecast	Actual	Favorable (Unfavorable)		
			Variance	Percent				Variance	Percent	
Receipts										
Farebox Revenue	\$ -	\$ (1.372)	\$ (1.372)	-		\$ 2.059	\$ 0.891	\$ (1.167)	(56.7)	
Other Operating Revenue	(0.500)	(0.259)	0.241	48.2		(0.477)	(0.669)	(0.192)	(40.2)	
Capital and Other Reimbursements	(0.081)	0.051	0.132	*		(0.616)	0.206	0.822	*	
Total Receipts	\$ (0.581)	\$ (1.580)	\$ (0.999)	*		\$ 0.965	\$ 0.428	\$ (0.538)	(55.7)	
Expenditures										
<i>Labor:</i>										
Payroll	\$ 2.317	\$ 5.676	\$ 3.359	*		\$ 12.882	\$ 15.284	\$ 2.402	18.6	
Overtime	-	-	-	-		0.002	0.001	(0.000)	(9.2)	
Health and Welfare	0.400	(1.234)	(1.634)	*		0.076	(3.653)	(3.729)	*	
OPEB Current Payment	0.078	-	(0.078)	(100.0)		(0.056)	(0.359)	(0.303)	*	
Pensions	0.245	0.034	(0.211)	(86.3)		1.766	(0.130)	(1.896)	*	
Other Fringe Benefits	0.717	3.674	2.957	*		11.233	12.548	1.316	11.7	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	(0.127)	(0.127)	-		(0.594)	(1.262)	(0.668)	*	
Total Labor Expenditures	\$ 3.756	\$ 8.023	\$ 4.267	*		\$ 25.308	\$ 22.430	\$ (2.878)	(11.4)	
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ -	\$ -	-	-		\$ 0.001	\$ 0.001	(0.000)	(49.2)	
Fuel for Buses and Trains	(0.038)	0.053	0.091	*		0.199	0.288	0.089	45.0	
Insurance	0.445	0.478	0.033	7.5		(0.445)	(0.313)	0.132	29.6	
Claims	0.222	2.806	2.584	*		3.835	3.327	(0.508)	(13.2)	
Maintenance and Other Operating Contracts	(0.224)	0.097	0.322	*		(5.281)	(2.173)	3.108	58.9	
Professional Service Contracts	(1.319)	0.786	2.105	*		(8.191)	4.589	12.781	*	
Materials & Supplies	(0.284)	(1.428)	(1.144)	*		(2.920)	(0.732)	2.188	74.9	
Other Business Expenditures	(0.041)	(0.007)	0.034	82.9		0.043	0.338	0.295	*	
Total Non-Labor Expenditures	\$ (1.240)	\$ 2.786	\$ 4.026	*		\$ (12.760)	\$ 5.326	\$ 18.085	*	
Other Expenditure Adjustments:										
Other	-	-	-	-		-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-		\$ -	\$ -	\$ -	-	
Gap Closing Expenditures:										
'Additional Actions for Budget Balance: Expenditures	-	-	-	-		-	-	-	-	
Total Gap Closing Expenditures	-	-	-	-		-	-	-	-	
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$ 1.935	\$ 9.229	\$ 7.294	*		\$ 13.514	\$ 28.183	\$ 14.669	*	
Depreciation Adjustment	4.175	4.534	0.360	8.6		49.727	53.147	3.420	6.9	
Other Post Employment Benefits	9.368	6.915	(2.453)	(26.2)		90.783	76.068	(14.715)	(16.2)	
GASB 68 Pension Adjustment	5.742	-	(5.742)	(100.0)		34.452	-	(34.452)	(100.0)	
Environmental Remediation	-	-	-	-		0.141	0.153	0.012	8.5	
Total Cash Conversion Adjustments	\$ 21.219	\$ 20.678	\$ (0.542)	(2.6)		\$ 188.617	\$ 157.552	\$ (31.065)	(16.5)	

NOTE: Totals may not add due to rounding

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

	<u>November 2017</u>			<u>Year-to-date as of November 2017</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 17.581	\$ 17.423	\$ (0.158)	\$ 196.278	\$ 198.484	\$ 2.206
Total Farebox Revenue	\$ 17.581	\$ 17.423	\$ (0.158)	\$ 196.278	\$ 198.484	\$ 2.206
<u>Ridership</u>						
Fixed Route	10.161	10.231	0.070	111.573	112.559	0.986
Total Ridership	10.161	10.231	0.070	111.573	112.559	0.986

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

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	18	15	3	
Office of Management and Budget	13	9	4	
Technology & Information Services	-	-	-	
Material	17	15	2	
Controller	17	20	(3)	
Office of the President	7	4	3	
System Safety Administration	5	1	4	
Law	25	21	4	
Corporate Communications	-	-	-	
Labor Relations	4	3	1	
Strategic Office	27	17	10	
Non-Departmental	15	-	15	
Total Administration	151	108	43	Vacancies to be filled
Operations				
Buses	2,295	2,369	(74)	
Office of the Executive VP	4	4	-	
Safety & Training	55	40	15	Students in Training
Road Operations	123	122	1	
Transportation Support	22	25	(3)	
Operations Planning	33	33	-	
Revenue Control	30	30	-	
Total Operations	2,562	2,623	(61)	
Maintenance				
Buses	757	755	2	
Maintenance Support/CMF	246	243	3	
Facilities	75	73	2	
Supply Logistics	99	99	-	
Total Maintenance	1,177	1,170	7	Vacancies to be filled
Capital Program Management	37	27	10	
Total Engineering/Capital	37	27	10	Vacancies to be filled
Security	25	19	6	
Total Public Safety	25	19	6	
Total Positions	3,952	3,947	5	
Non-Reimbursable	3,912	3,912	-	
Reimbursable	40	35	5	
Total Full-Time	3,937	3,936	1	
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
NOVEMBER 2017**

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	67	45	22	
Professional, Technical, Clerical	73	63	10	
Operational Hourlies	11	-	11	
Total Administration	151	108	43	Vacancies to be filled
Operations				
Managers/Supervisors	308	302	6	
Professional, Technical, Clerical	51	54	(3)	
Operational Hourlies	2,203	2,267	(64)	
Total Operations	2,562	2,623	(61)	Students in Training
Maintenance				
Managers/Supervisors	229	229	-	
Professional, Technical, Clerical	29	36	(7)	
Operational Hourlies	919	905	14	
Total Maintenance	1,177	1,170	7	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	14	7	
Professional, Technical, Clerical	16	13	3	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	27	10	Vacancies to be filled
Public Safety				
Managers/Supervisors	17	16	1	
Professional, Technical, Clerical	5	3	2	
Operational Hourlies	3	-	3	
Total Public Safety	25	19	6	
Total Baseline Positions				
Managers/Supervisors	642	606	36	
Professional, Technical, Clerical	174	169	5	
Operational Hourlies	3,136	3,172	(36)	
Total Baseline Positions	3,952	3,947	5	

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

	November						November Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	58,338	\$2.097	48,283	\$2.820	10,055	(\$0.722)	591,637	\$24.910	528,568	\$26.813	63,069	(\$1.903)
					17.2%	-34.4%					10.7%	-7.6%
<u>Unscheduled Service</u>	20,356	\$0.941	12,506	\$1.079	7,850	(\$0.139)	183,132	\$8.403	140,084	\$9.131	43,048	(\$0.728)
					38.6%	-14.7%					23.5%	-8.7%
<u>Programmatic/Routine Maintenance</u>	19,727	\$0.744	26,407	\$1.341	(6,680)	(\$0.597)	242,608	\$10.492	288,285	\$13.831	(45,677)	(\$3.340)
					-33.9%	-80.2%					-18.8%	-31.8%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	-	0	\$0.000	0	\$0.000	0	\$0.000
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	13,521	\$0.791	22,441	\$0.692	(8,920)	\$0.098	187,278	\$9.453	257,939	\$9.537	(70,661)	(\$0.084)
					-66.0%	12.5%					-37.7%	-0.9%
<u>Weather Emergencies</u>	1,612	\$0.018	315	\$0.016	1,297	\$0.002	43,464	\$1.691	34,386	\$1.619	9,079	\$0.072
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	273	\$0.014	220	\$0.009	53	\$0.004	2,359	\$0.114	2,077	\$0.088	281	\$0.025
					19.4%	32.1%					11.9%	22.2%
<u>Other</u>	361	\$0.022	290	\$0.042	71	(\$0.020)	3,429	\$0.294	2,403	\$0.329	1,026	(\$0.035)
					*	*					*	*
Subtotal	114,188	\$4.627	110,463	\$5.999	3,725	(\$1.372)	1,253,907	\$55.355	1,253,742	\$61.348	165	(\$5.993)
					3.3%	-29.7%					0.0%	-10.8%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
TOTAL OVERTIME	114,188	\$4.627	110,463	\$5.999	3,725	(\$1.372)	1,253,907	\$55.355	1,253,742	\$61.348	165	(\$5.993)
					3.3%	-29.7%					0.0%	-10.8%

Totals may not add due to rounding.

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

* Exceeds 100%

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

	November			November Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	10,055 17.2%	(\$0.722) -34.4%	Running Time	63,069 10.7%	(\$1.903) -7.6%	Running Time
<u>Unscheduled Service</u>	7,850 38.6%	(\$0.139) -14.7%	Traffic, Shuttles	43,048 23.5%	(\$0.728) -8.7%	Traffic, Shuttles
<u>Programmatic/Routine Maintenance</u>	(6,680) -33.9%	(\$0.597) -80.2%	Programmatic/Routine Maintenance work, Campaigns and Shop Work due to Overage Buses and Shuttles	(45,677) -18.8%	(\$3.340) -31.8%	Programmatic/Routine Maintenance work, Campaigns and Shop Work due to Overage Buses and Shuttles
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.000 0.0%		- 0.0%	\$0.000 0.0%	
<u>Vacancy/Absentee Coverage</u>	(8,920) -66.0%	\$0.098 12.5%		(70,661) -37.7%	(\$0.084) -0.9%	Vacancy/Excess Coverage and Availability
<u>Weather Emergencies</u>	1,297 *	\$0.002 *		9,079 *	\$0.072 *	Weather
<u>Safety/Security/Law Enforcement</u>	53 19.4%	\$0.004 32.1%		281 11.9%	\$0.025 22.2%	
<u>Other</u>	71 *	(\$0.020) *		1,026 *	(\$0.035) *	
Subtotal	3,725 3.3%	(\$1.372) -29.7%		165 0.0%	(\$5.993) -10.8%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%	
TOTAL OVERTIME	3,725	(\$1.372)		165	(\$5.993)	

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)
REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

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

	November Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	215.4	217.0	216.6	1.2	0.6	(0.4)	(0.2)
Total Expenses before Non-Cash Liability Adjs	667.7	666.5	657.5	10.2	1.5	9.0	1.4
Depreciation	49.7	49.4	53.1	(3.4)	(6.8)	(3.7)	(7.5)
OPEB Obligation	90.8	91.8	76.1	14.7	16.2	15.7	17.1
GASB 68 Pension Expense Adjustment	34.5	105.1	-	34.5	100.0	105.1	100.0
Environmental Remediation	0.1		0.2	(0.1)	0.0	(0.2)	0.0
Total Expenses	842.8	912.8	786.9	55.9	6.6	125.9	13.8
Net Surplus/(Deficit)	(627.4)	(695.8)	(570.3)	57.1	9.1	125.5	18.0

Note: Totals may not add due to rounding

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

	Favorable/(Unfavorable)			Variance Explanation
	<u>Variance</u>	<u>Percent</u>		
Total Revenue	(\$0.4)	(0.2)	(a)	
Total Expenses	\$125.9	13.8		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 November 30, New York City Transit's performance against its 2017 Capital Project Milestones was:

(\$ in Millions)

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$191.9	\$176.8	92
Design Completions	\$243.9	\$115.4	47
Construction Awards	\$6,113.4	\$3,589.2	59
Substantial Completions	\$3,552.1	\$2,039.1	57
Closeouts	\$3,308.1	\$545.9	17

During November, NYCT awarded projects totaling \$592.8 million, including:

- A New Fare Payments System Initiative which will implement a new fare payment and collection system at NYCT, modernizing the fare payment process so customers can board buses and pass through turnstiles more quickly, as well as manage the value in their accounts online instead of on physical cards that can be lost or damaged. The New Fare Payment System (NFPS) will replace the legacy MetroCard fare payment system and establish the foundation for interoperability of fare payment systems among NYCT and other MTA agencies.

During the same period, NYCT substantially completed projects totaling \$528.7 million, including:

- The restoration of the 53rd Street Tube between Queens and Manhattan, which repaired or replaced assets that were damaged due to flooding from Superstorm Sandy, including track, signals, a substation, circuit breaker houses and cables. Mitigation measures were also applied, where applicable, to minimize future damage.
- Package #1 of the Enhanced Stations Initiative (ESI) at three stations in Brooklyn, at 53rd Street, Bay Ridge Avenue and Prospect Avenue on the 4th Avenue Line. This is the first ESI package to be completed. ESI focuses on improving the passenger experience, providing a State of Good Repair in stations, and the development of underlying aesthetics through design innovation.

Also during November, NYCT started six design projects for \$4.7 million, completed 10 design projects for \$17.8 million and closed out four projects for \$30.1 million.

Capital Program Status

January 2018
(November 2017)

During November, NYCT awarded \$592.8 million in projects including a New Fare Payments System Initiative for \$581.0 million which will implement a new fare payment and collection system at NYCT, modernizing the fare payment process so customers can board buses and pass through turnstiles faster, as well as manage the value in their accounts online instead of on physical cards that can be lost or damaged. The New Fare Payment System (NFPS) will replace the legacy MetroCard fare payment system and establish the foundation for interoperability of fare payment systems among NYCT and other MTA agencies. The NFPS will be an account based system that subscribes to contactless open payment standards, allowing riders to pay their fares by waving a cellphone, a bank card or another payment device over contactless readers. The new system will provide a broad range of convenient and diverse payment and service options and will employ mobile payment applications and digital wallets.

During November, NYCT substantially completed projects totaling \$528.7 million, including the restoration of the 53rd Street Tube between Queens and Manhattan for \$88.8 million. The work repaired or replaced assets that were damaged due to flooding from Superstorm Sandy. Running rails, third rail protection boards and communication, control, battery, negative, antenna and fiber optic cable were replaced on each track of the tube. Circuit breaker house repair included the replacement of lighting, cables, conduits, wires and junction boxes. Signal stops, heads, relays, transformers and junction boxes were replaced with all associated cables and wires. Components of the Roosevelt Island Substation were also replaced as a part of the tube restoration, including a new high tension switchgear and transformer, direct current switch gear and all associated appurtenances.

Also during November, NYCT completed Package #1 of the Enhanced Stations Initiative (ESI) at three stations in Brooklyn, at 53rd Street, Bay Ridge Avenue and Prospect Avenue on the 4th Avenue Line for \$120.1 million. This is the first ESI package to be completed, and all three stations reopened by November 2017. Package #2 is underway at four stations on the Astoria Line in Queens, and Package #3 is underway at four stations on the 8th Avenue Line in Manhattan. In total, 11 stations have been awarded ESI enhancements. Contract proposals for two additional packages, #4 and #8 are forecast for award in January 2018. Package #4 consists of five stations in Manhattan, including two at Penn Station, and Package #8 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.

Also during November, NYCT started six design projects for \$4.7 million, completed 10 design projects for \$17.8 million and closed out four projects for \$30.1 million.

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

Projects Closed During November 2017
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
2 Street Stairs: 23 Street / 8th Avenue (S5/S6) [SBMP]	\$1.3	\$1.2	1/2017	10
Mainline Track Replacement 2016 / Bowling Gr - Lex	\$4.4	\$4.4	6/2017	5
Pumps: 4 Locations / Pelham - Jerome - Lenox	\$18.7	\$19.0	10/2017	1
Mainline Track Switches - 2016 / Jamaica	\$5.3	\$5.4	11/2017	0

The closeout of 2 Street Stairs: 23 Street / 8th Avenue (S5/S6) [SBMP] was delayed by 10 months due to delays in the delivery of materials needed to complete the project. The closeout of Mainline Track Replacement 2016 / Bowling Green – Lex was delayed by five months due to difficulties in obtaining track access to complete the work.

**CAPITAL PROJECT MILESTONE SUMMARY
2017
(THROUGH NOVEMBER 30, 2017)**

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

November

Design Starts	\$7.9	6	\$4.7	6	59.6	100.0
Design Completions	4.0	5	17.8	10	450.5	200.0
Construction Awards	183.8	13	592.8	6	322.4	46.2
Substantial Completions	1,129.4	16	528.7	22	46.8	137.5
Closeouts	421.4	27	30.1	4	7.1	14.8

2017 Year-To-Date

Design Starts	\$191.9	137	\$176.8	122	92.2	89.1
Design Completions	243.9	173	115.4	90	47.3	52.0
Construction Awards	6,113.4	205	3,589.2	141	58.7	68.8
Substantial Completions	3,552.1	192	2,039.1	141	57.4	73.4
Closeouts	3,308.1	219	545.9	84	16.5	38.4

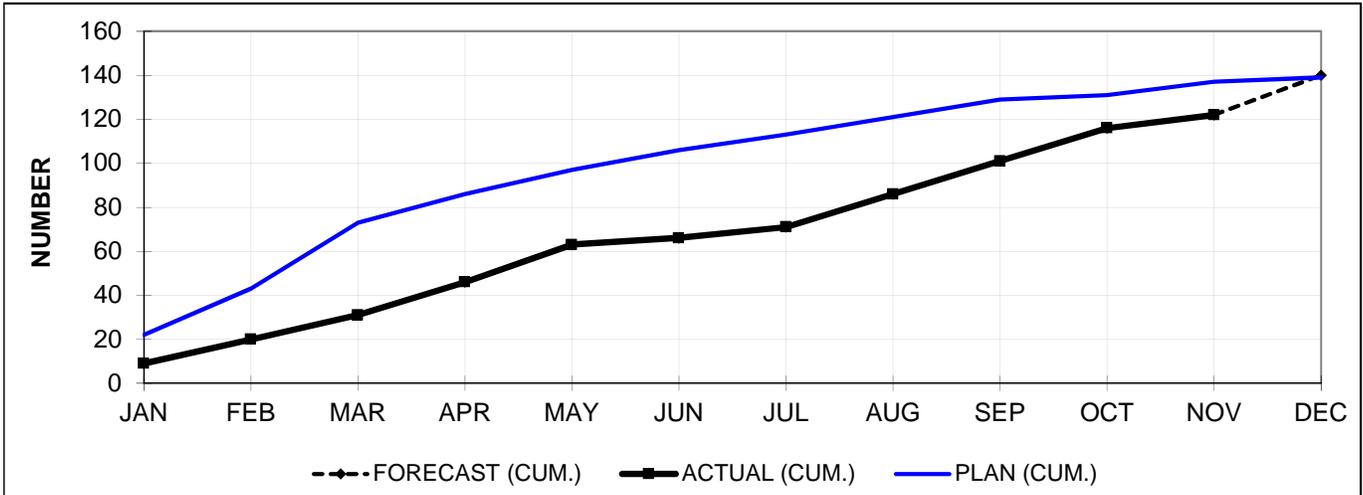
2017 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$194.7	139	\$195.2	140	100.2	100.7
Design Completions	297.3	196	172.3	119	58.0	60.7
Construction Awards	6,623.5	219	6,168.0	170	93.1	77.6
Substantial Completions	3,665.1	208	2,817.0	182	76.9	87.5
Closeouts	4,620.7	249	1,930.3	145	41.8	58.2

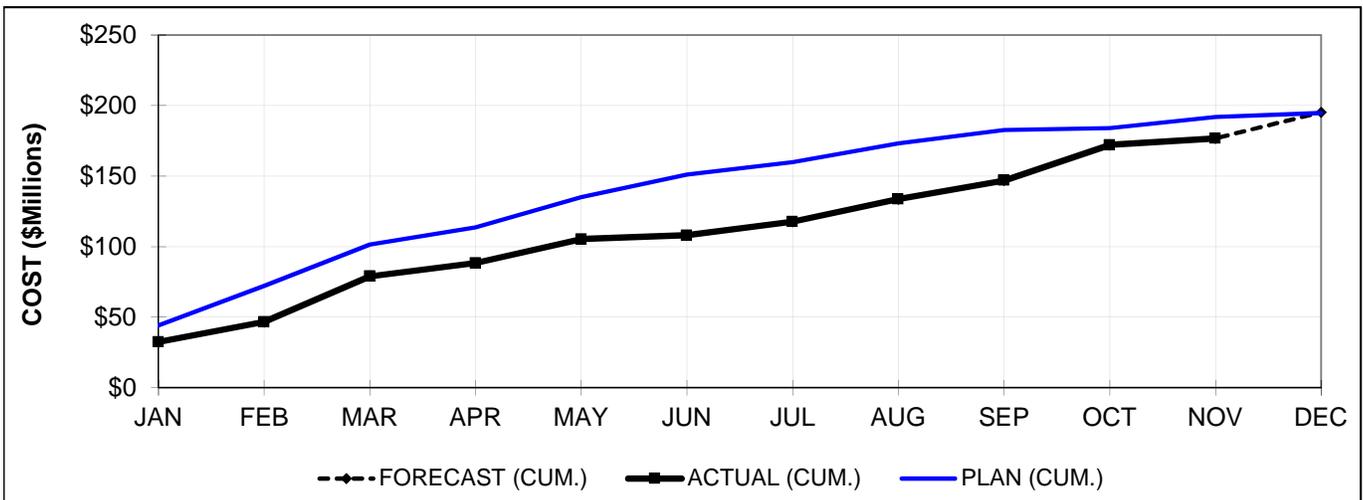
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

2017 Design Starts Charts

As of November 2017



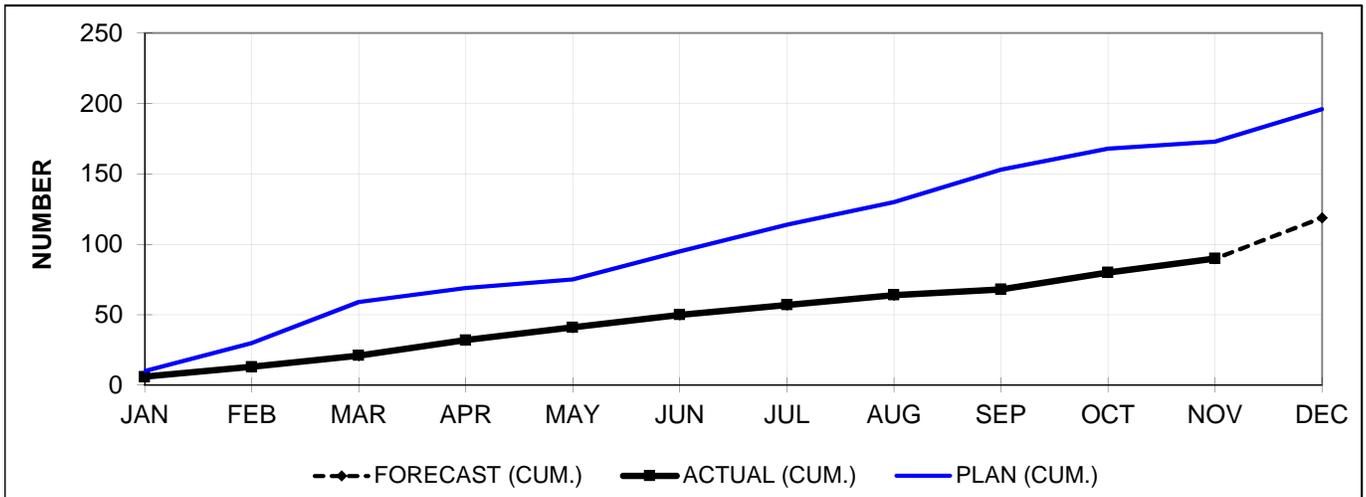
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												18
ACTUAL (NON-CUM.)	9	11	11	15	17	3	5	15	15	15	6	
PLAN (NON-CUM.)	22	21	30	13	11	9	7	8	8	2	6	2
FORECAST (CUM.)												140
ACTUAL (CUM.)	9	20	31	46	63	66	71	86	101	116	122	
PLAN (CUM.)	22	43	73	86	97	106	113	121	129	131	137	139



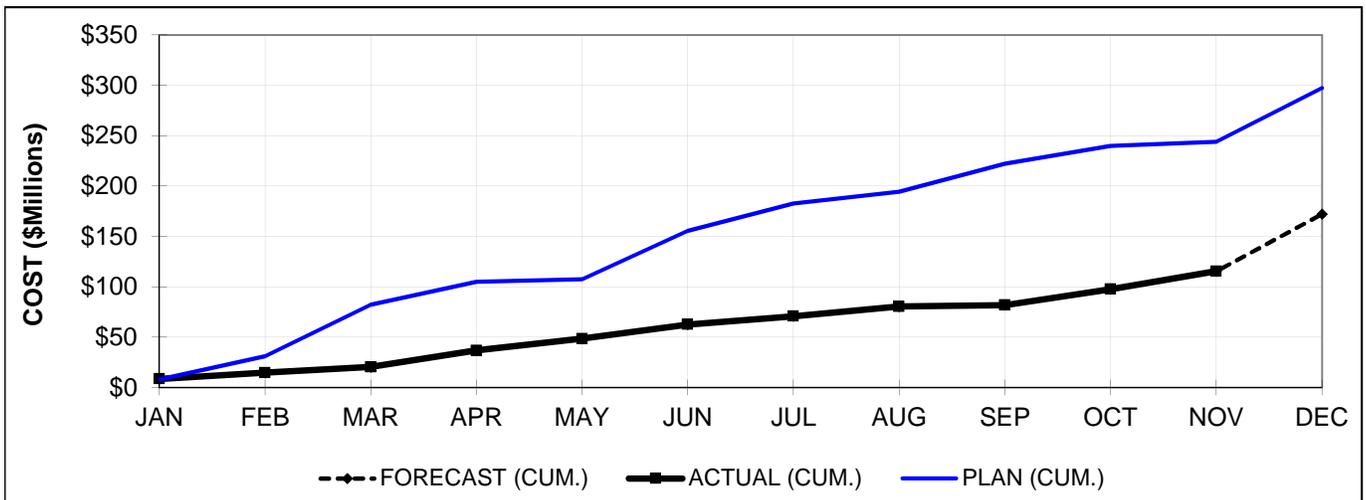
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												18.4
ACTUAL (NON-CUM.)	32.5	14.2	32.3	9.4	16.8	2.7	9.8	16.1	13.1	25.2	4.7	
PLAN (NON-CUM.)	44.3	28.0	29.3	12.0	21.5	16.1	8.6	13.3	9.6	1.3	7.9	2.9
FORECAST (CUM.)												195.2
ACTUAL (CUM.)	32.5	46.7	79.0	88.4	105.2	108.0	117.7	133.8	146.9	172.1	176.8	
PLAN (CUM.)	44.3	72.3	101.6	113.6	135.1	151.2	159.8	173.1	182.7	184.0	191.9	194.8

2017 Design Completions Charts

As of November 2017



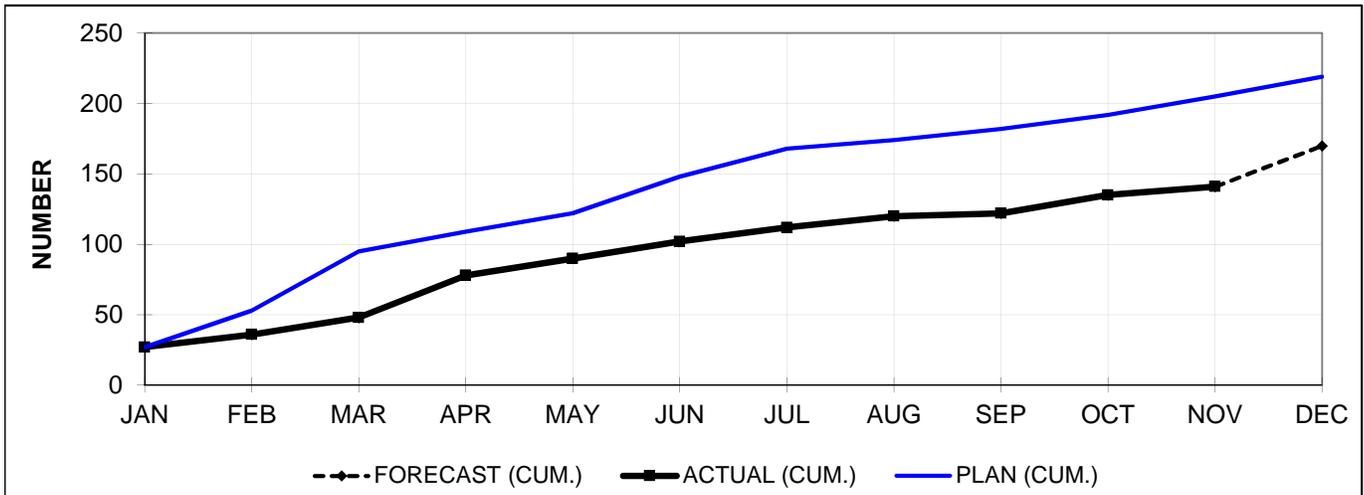
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												29
ACTUAL (NON-CUM.)	6	7	8	11	9	9	7	7	4	12	10	23
PLAN (NON-CUM.)	10	20	29	39	49	60	72	85	99	114	130	196
FORECAST (CUM.)												119
ACTUAL (CUM.)	6	13	21	32	41	50	57	64	68	80	90	119
PLAN (CUM.)	10	30	59	69	75	95	114	130	153	168	173	196



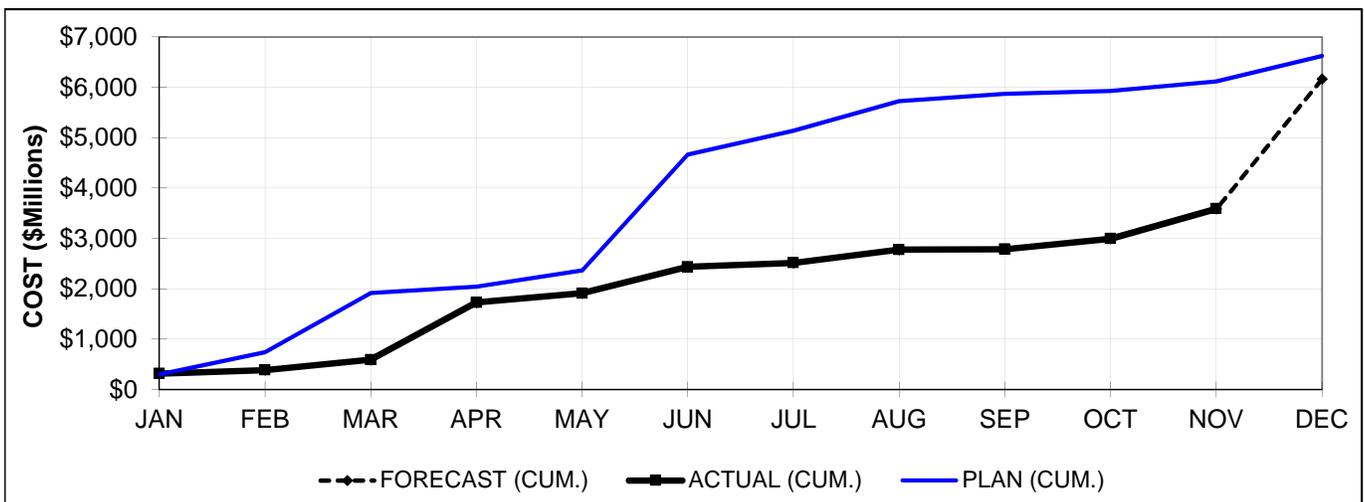
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												56.9
ACTUAL (NON-CUM.)	8.7	6.1	5.6	16.4	11.7	14.0	8.2	9.7	1.5	15.7	17.8	53.4
PLAN (NON-CUM.)	8.0	23.0	51.2	22.7	2.6	48.0	27.3	11.7	27.6	17.9	4.0	53.4
FORECAST (CUM.)												172.3
ACTUAL (CUM.)	8.7	14.8	20.4	36.9	48.5	62.6	70.8	80.4	81.9	97.6	115.4	172.3
PLAN (CUM.)	8.0	31.0	82.2	104.9	107.5	155.5	182.8	194.4	222.1	240.0	243.9	297.3

2017 Awards Charts

As of November 2017



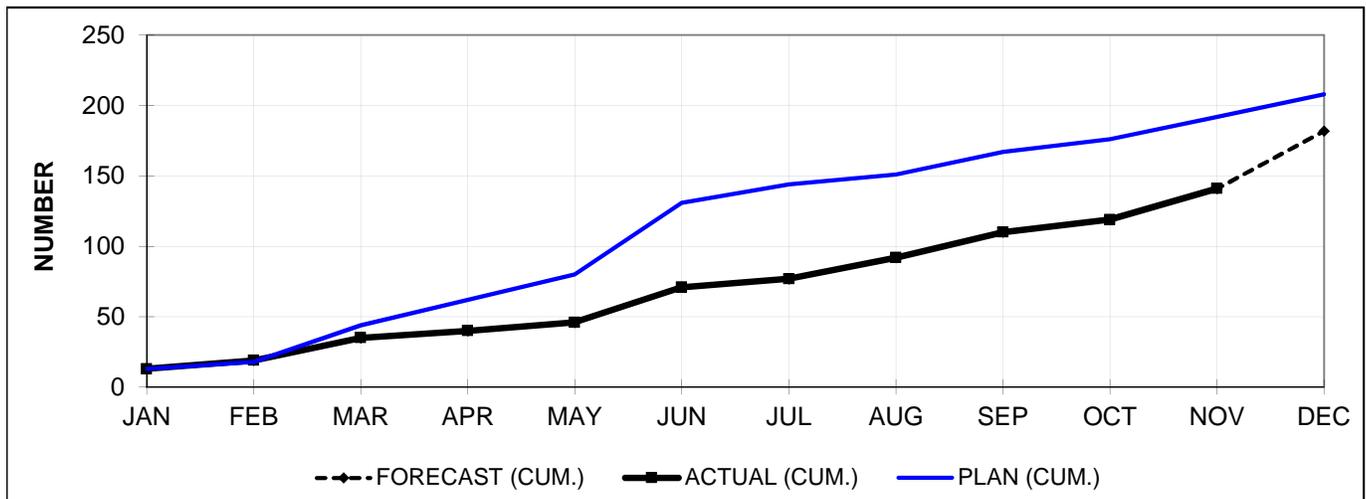
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												29
ACTUAL (NON-CUM.)	27	9	12	30	12	12	10	8	2	13	6	14
PLAN (NON-CUM.)	27	26	42	14	13	26	20	6	8	10	13	14
FORECAST (CUM.)												170
ACTUAL (CUM.)	27	36	48	78	90	102	112	120	122	135	141	170
PLAN (CUM.)	27	53	95	109	122	148	168	174	182	192	205	219



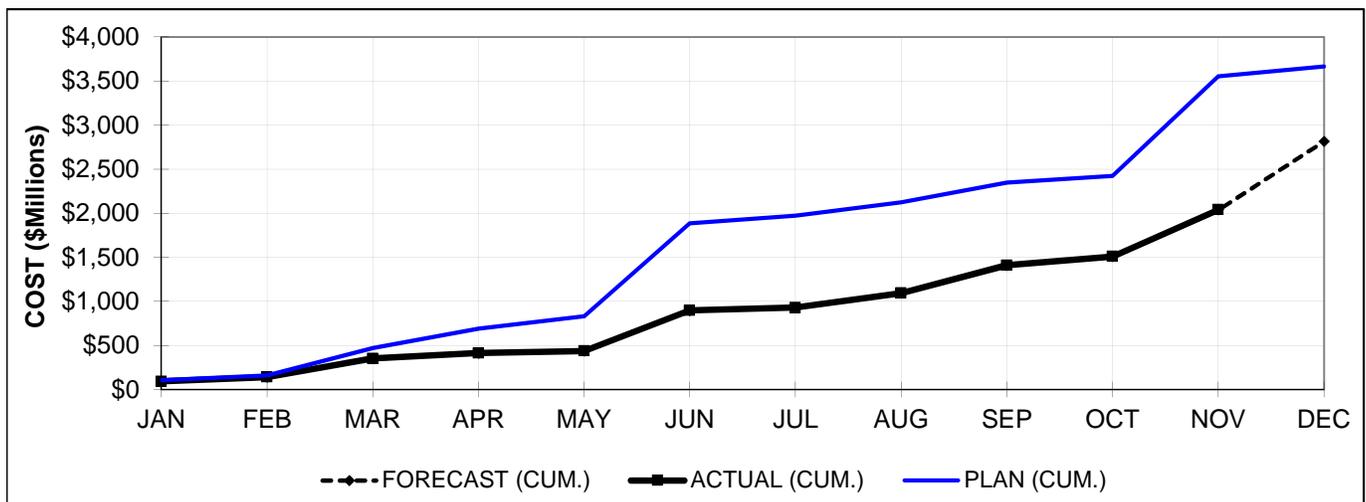
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												2578.8
ACTUAL (NON-CUM.)	317.7	68.2	208.4	1136.1	180.6	526.9	78.9	260.4	10.1	209.3	592.8	510.1
PLAN (NON-CUM.)	298.8	446.8	1171.1	124.5	323.6	2296.1	476.1	589.4	145.1	58.2	183.8	510.1
FORECAST (CUM.)												6,168.0
ACTUAL (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	2,996.4	3,589.2	6,168.0
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 November 2017



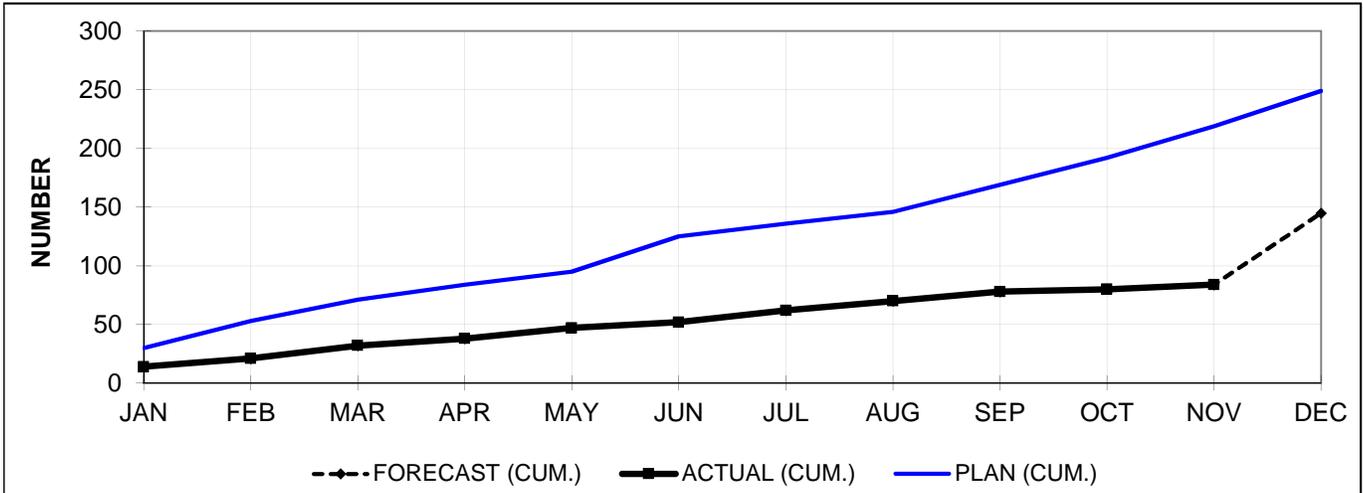
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												41
ACTUAL (NON-CUM.)	13	6	16	5	6	25	6	15	18	9	22	16
PLAN (NON-CUM.)	13	5	26	18	18	51	13	7	16	9	16	16
FORECAST (CUM.)												182
ACTUAL (CUM.)	13	19	35	40	46	71	77	92	110	119	141	182
PLAN (CUM.)	13	18	44	62	80	131	144	151	167	176	192	208



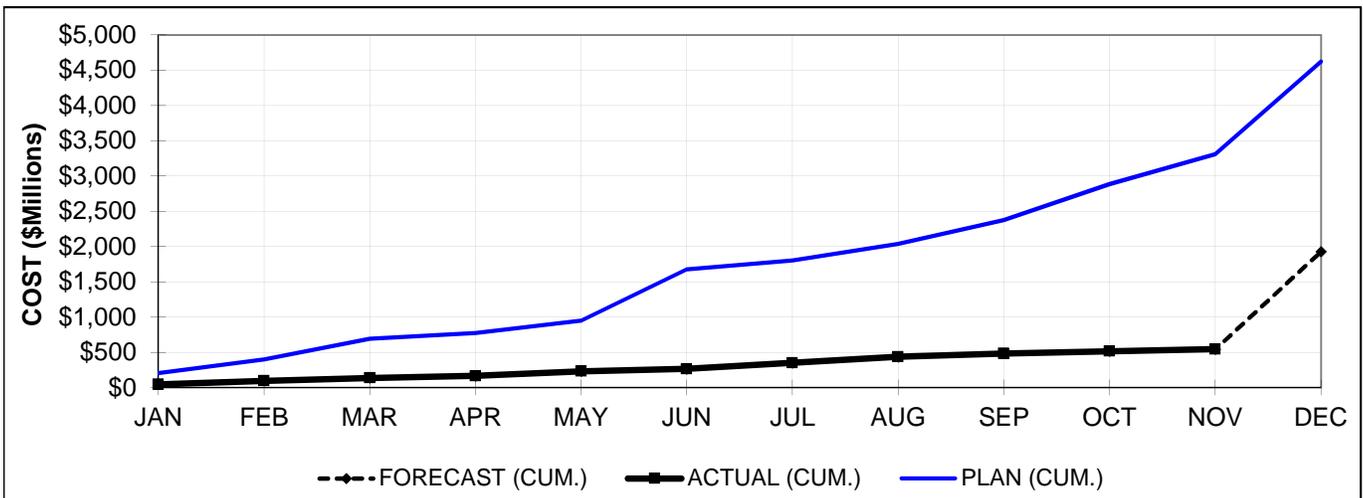
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												778.0
ACTUAL (NON-CUM.)	93.6	49.2	211.1	60.5	23.6	459.4	33.0	164.1	314.7	101.0	528.7	113.0
PLAN (NON-CUM.)	108.3	52.9	308.4	220.2	143.9	1050.5	87.2	152.8	224.8	73.8	1129.4	113.0
FORECAST (CUM.)												2,817.0
ACTUAL (CUM.)	93.6	142.8	354.0	414.5	438.1	897.5	930.6	1,094.7	1,409.4	1,510.4	2,039.1	2,817.0
PLAN (CUM.)	108.3	161.2	469.6	689.8	833.7	1,884.2	1,971.3	2,124.1	2,349.0	2,422.8	3,552.1	3,665.2

2017 Closeouts Charts

As of November 2017



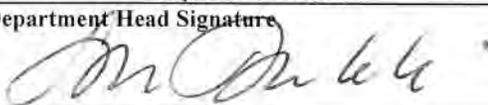
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												61
ACTUAL (NON-CUM.)	14	7	11	6	9	5	10	8	8	2	4	
PLAN (NON-CUM.)	30	23	18	13	11	30	11	10	23	23	27	30
FORECAST (CUM.)												145
ACTUAL (CUM.)	14	21	32	38	47	52	62	70	78	80	84	
PLAN (CUM.)	30	53	71	84	95	125	136	146	169	192	219	249



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												1384.3
ACTUAL (NON-CUM.)	47.4	48.2	41.1	29.9	65.7	32.3	86.2	86.8	46.7	31.5	30.1	
PLAN (NON-CUM.)	207.0	193.2	294.4	78.6	176.6	724.2	128.5	232.5	341.5	510.3	421.4	1312.6
FORECAST (CUM.)												1,930.3
ACTUAL (CUM.)	47.4	95.6	136.7	166.6	232.3	264.7	350.9	437.7	484.4	515.9	545.9	
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 16 actions for a proposed expenditure of \$1,701.5M.

Subject	Request for Authorization to Award Various Procurements				
Department	Materiel – NYCT				
Department Head Name	Stephen M. Plochochi				
Department Head Signature					
Project Manager Name	Rose Davis				
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	1/22/18			
2	Board	1/24/18			

January 18, 2018			
Department Law and Procurement – MTACC			
Department Head Name Evan Eisland			
Department Head Signature			
Internal Approvals			
	Approval		Approval
	President NYCT		President MTACC
	Executive VP		President MTA Bus
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE:

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

DISCUSSION:

- NYC Transit proposes to award Noncompetitive procurements in the following categories: NONE
- MTA Capital Construction proposes to award Noncompetitive procurements in the following categories: NONE
- MTA Bus Company proposes to award Noncompetitive procurements in the following categories: NONE

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

<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	3	\$ 1,658.0 M
<u>Schedules Requiring Majority Vote:</u>		
Schedule F: Personal Service Contracts	1	\$ 1.6 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	12	\$ 41.9 M
	SUBTOTAL	\$ 1,701.5 M
	TOTAL	\$ 1,701.5 M

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

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

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

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

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

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.

JANUARY 2018**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL****Procurements Requiring Two-Thirds Vote:****C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)**
(Staff Summaries required for items requiring Board approval.)

1. **Kawasaki Rail Car, Inc.** **\$1,444,997,948** **Staff Summary Attached**
Two Proposals – 10-year contract
Contract# R34211
Purchase of 440 new closed-end subway cars and 20 Open Gangway subway cars for the “B” Division, 75 cars for Staten Island Railway

2. **Judlau Contracting, Inc.** **\$124,949,000** **Staff Summary Attached**
Three Proposals – 11-month contract
Contract# A-36622D
Package 4 of the Enhanced Station Initiative for the design and construction of improvements at 23rd and 57th streets (6th Avenue IND), 28th Street (Lexington Avenue IRT), 34th Street – Penn Station (7th Avenue IRT), and 34th Street – Penn Station (8th Avenue IND) in the borough of Manhattan.

3. **Citnalta-Forte, JV** **\$87,987,000** **Staff Summary Attached**
Four Proposals – 11-month contract
Contract# A-36622E
Package 8 of the Enhanced Station Initiative for the design and construction of improvements at 174–175th Street (Concourse IND) and 167th Street (Concourse IND) stations in the borough of the Bronx, and 145th Street Station (Lenox Avenue IRT) 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.)

4. **Sam Schwartz Engineering** **\$1,641,842** **Staff Summary Attached**
Two Proposals – 60-month contract
RFP# 155263
Technical consulting services pertaining to expert traffic engineering services for NYC Transit Department of Buses and MTA Bus Company.

JANUARY 2018

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote cont.:

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

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

- | | | |
|---|----------------------------|---|
| <p>5. HNTB New York Engineering and Architecture, P.C.
 Contract# CM-1059.2</p> | <p>\$12,389,621</p> | <p><u>Staff Summary Attached</u></p> |
|---|----------------------------|---|

Modification to the contract for Consultant Construction Management Services for the Enhanced Station Initiative (Design and Renovation of Multiple Stations in the boroughs of Brooklyn, Queens, Manhattan, the Bronx, and Staten Island); in order to exercise options for Package 8 (Design and construction of improvements at the 174–175th Street (Concourse IND) and 167th Street (Concourse IND) stations in the Bronx and the 145th Street Station (Lenox Avenue IRT) in Manhattan) and Package 9 (Richmond Valley Station on the Staten Island Railway).

- | | | |
|---|---------------------------|---|
| <p>6. CH2M HILL New York, Inc.
 Contract# A-86071.5</p> | <p>\$9,528,245</p> | <p><u>Staff Summary Attached</u></p> |
|---|---------------------------|---|

Modification to the contract for consulting services to support the MTA New Fare Payment System; in order to add funding and extend the contract to provide continued consultant support during design reviews and the phased implementation of the New Fare Payment System.

- | | | |
|---|--|---|
| <p>HEPCO, Inc.
 PEAK Technical Staffing USA
 Rotator Staffing Services, Inc.
 Metro Tech Consultant Services, Inc.
 L.J. Gonzer Associates</p> | <p>\$20,000,000 (Aggregate)</p> | <p><u>Staff Summary Attached</u>
 ↓
 ↓
 ↓
 ↓</p> |
|---|--|---|
- 7–16. Contracts CM-1413/14/15/16/17.3 (Federally Funded)**
Contracts CM-1418/19/20/21/22.3 (State Funded)

Modification to the contracts for Professional and Technical Staffing Consultant services for Capital Projects; in order to adding funding and extend the contract term to provide for continued professional and technical staffing.

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

SUMMARY INFORMATION	
Vendor Name Kawasaki Rail Car, Inc.	Contract No. R34211
Description: 440 new closed end subway cars and 20 Open Gangway subway cars for the "B" Division, 75 cars for Staten Island.	
Total Amount \$1,444,997,948	
Contract Term (including Options, if any) January 2018 to November 2027	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE: To obtain Board approval for NYC Transit to award contract R34211 to Kawasaki Rail Car, Inc. (Kawasaki) to design, furnish and deliver 535 subway cars, comprised of 440 new closed end cars and 20 Open Gangway (OG) cars for the "B" Division, 75 cars for Staten Island and related non-car items such as spare parts, special tools, diagnostic test equipment, technical documentation and training. The contract will include two options, one for 640 cars and a second for 333 or 437 cars to be exercised at a later date for which subsequent Board approval will be sought.

DISCUSSION: The MTA 2015 – 2019 Capital Program includes funding for the purchase of 535 subway cars comprising a base award of 460 cars for the "B" Division, and 75 cars for the Staten Island Railway (SIR). Based on the technical qualifications and favorable technical proposal and pricing, NYC Transit recommends award of a contract to Kawasaki for the 535 subway cars in the amount of \$1,444,997,948.

The March 2016 Board authorized the use of a competitive Request for Proposal (RFP) for the procurement of subway cars for NYC Transit and SIR. In July 2016, NYC Transit issued an RFP which invited carbuilders to submit proposals for an award of 285 cars (10 OG test cars, 75 SIR and 200 new closed end cars) with two contractual options, one for 740 cars and a second for a range of 280 to 520 cars. NYC Transit requested that the proposers provide the most aggressive yet achievable delivery schedule to ensure an accelerated delivery. In compliance with Public Authorities Law § 1209, the RFP was advertised in the New York State Contract Reporter and the New York Post, and was also placed on the MTA website as well as in industry trade magazines. NYC Transit conducted an extensive, world-wide industry outreach to all major car builders and sub system suppliers to ensure maximum participation and competition.

On December 15, 2016 initial price and technical proposals were received from Kawasaki and the R211 Partners, a contractual joint venture between Bombardier Transit Corporation and CRRC MA. The RFP required option pricing for both OG and new closed end cars. The technical proposals were evaluated by the Selection Committee (SC) in accordance with the advertised evaluation criteria. These included technical features of the proposal; proposer/supplier/subcontract experience (including past delivery performance); demonstrated capability (including proposed delivery schedule), facilities and personnel; evaluation of major subsystems; system integration experience; management approach; system support; quality assurance and the U.S. Employment Plan (USEP).

Both proposers were invited for oral presentations, which were conducted in February 2017. Upon completion of the Oral Presentations, the SC evaluated the two proposers, based upon the oral presentations, the written proposals and exceptions to the contract terms and conditions. Each of the proposers' price proposals were then shared with the SC. Both initial price proposals were lower than the independent cost estimate formulated by NYC Transit's engineering consultant. After a thorough and detailed evaluation the SC unanimously determined that Kawasaki was the technically superior proposer and that Kawasaki was the most technically qualified to perform the work because its proposal met, and in some areas, exceeded NYC Transit's requirements.

In contrast, the SC unanimously determined that the R211 Partners' proposal did not meet the minimum requirements of, or lacked essential information relating to, key technical evaluation criteria. Among other concerns regarding the R211 Partners' proposal was Bombardier's greatly delayed delivery performance on NYC Transit's existing R179 contract, for which Bombardier was over 2 years late in meeting the contracted-for delivery schedule.

Based upon the technical evaluations, the SC unanimously recommended that the R211 Partners be eliminated from further consideration for the R211 procurement and that NYC Transit proceed with negotiations with only Kawasaki. Kawasaki's proposal demonstrated a thorough understanding of NYC Transit's operating environment and its needs. Kawasaki is a qualified car builder that has performed successfully on prior subway car contracts with NYC Transit. Its delivery performance on its subway car contracts was very good. In addition, the R160 and R188 car classes are two of the most reliable car classes in the NYC Transit fleet and the high Mean Distance Between Failure on those cars is a demonstration of strong engineering capability and quality assurance. The Executive Committee unanimously concurred with this recommendation.

The car quantities to be supplied have been revised from the quantities originally solicited. The number of new closed end cars was increased in the base due to urgent needs of NYC Transit to obtain additional cars as soon as possible to address ridership demands. The final quantity of 535 subway cars in the base is comprised of 440 new closed end cars, 20 OG test cars and 75 cars for Staten Island. The two contractual Options consist of 640 cars for Option 1 and 333 or 437 cars for Option 2 for an overall total of 1,612 cars. The increase in the number of OG test cars in the base will enable multiple tests to be conducted in a parallel timeline thereby expediting the testing of the OG cars. In anticipation of successful OG testing, the entire 640 car option could be delivered in an OG configuration, thus maximizing the total number of OG cars. Both Options 1 and 2 are set up to facilitate the provision of either OG or new closed end cars.

Negotiations were held with Kawasaki during the period September 2017 through December 2017. NYC Transit's negotiation team worked with Kawasaki from a technical and pricing perspective in an effort to obtain from Kawasaki the most competitive, technically acceptable proposal. Extensive negotiation sessions centered on all of the pricing elements and commercial alternatives with specific emphasis on shortening the delivery schedule to the greatest extent possible and leveraging the offerings of major subsystem suppliers to ensure not only lowest pricing but to obtain the highest reliability commitments and extended warranty periods. Technical negotiations centered on Communication Based Train Control installation, open gangway characteristics, the incorporation of innovative flexible advertising displays and crash energy management. Details of the costs of major subsystems were provided and analyzed for use in negotiations. All aspects of the proposed pricing were thoroughly examined and discussed including car prices and prices for non-car items.

The final negotiated price is \$1,444,997,948 for the base contract (535 cars), \$1,327,199,506 for Option 1 (640 OG cars) and \$913,565,161 for Option 2 (437 OG cars). The total price of \$3,685,762,615 for the base and both options is \$796 million (18%) less than the engineer's estimate of \$4,481,359,982. Negotiations produced a combined savings for the base and both options of \$228.5 million when compared to the interim proposal reflecting the revised car quantities. Based on the foregoing, the base price and option pricing have been found to be fair and reasonable. Option pricing is subject to escalation based on formulas and price indexes set forth in the contract.

The SC convened again in December 2017 at which time the SC reviewed the results of negotiations concerning technical issues, terms and conditions as well as pricing. The SC evaluated the Kawasaki proposal in accordance with the evaluation criteria and unanimously recommended Kawasaki for award. The Executive Committee met and unanimously concurred with the SC's recommendation.

A review of Kawasaki's financials by NYC Transit's Controller's Office found that there is reasonable assurance that Kawasaki is financially qualified to perform this contract.

The contract provides for the new closed end prototype cars (10 cars) to be delivered 30 months after Notice of Award (NOA), the most aggressive delivery of prototype cars of any NYC Transit subway car contract. Delivery of new closed end production cars is to commence 44 months after NOA, and be completed 67 months after NOA. The OG test cars (20 cars) will be delivered 40 months after NOA, and the SIR prototype cars (5 cars) will be delivered 47 months after NOA. Delivery of SIR production cars will commence 56 months after NOA and complete 65 months after NOA.

The R34211 RFP was the first NYC Transit contract to stipulate that proposers must submit detailed plans for the creation and retention of U.S. jobs under this contract through the inclusion of a USEP. Proposers were required to submit information on career pathways, training for new hires and outreach as well as submitting worksheets detailing the number and dollar value of U.S. jobs. Kawasaki, along with its subcontractors, has committed to provide approximately 470 U.S. jobs for the base award, with a total estimated value of \$125M. If both options are exercised, the total potential value of U.S. jobs is estimated to be \$270M.

Kawasaki will comply with the newly revised FTA Buy America requirement of 70%.

For doors, braking and HVAC sub-systems, areas that have been the target of fleet reliability improvements, Kawasaki will provide a doubling of the warranty as well as a doubling of the reliability metrics at no additional cost to NYC Transit.

All of the cars will come equipped with many new features including closed circuit TV, new crash energy management, flexible digital information and advertising displays, wider doors and niche areas and new interior and exterior color schemes. The “B” Division cars will be equipped with Communications Based Train Control and the SIR cars will be equipped with Cab Signaling.

Kawasaki has committed to make parts available for 20 years after the warranty of the last car delivered has expired. Kawasaki has further committed that 40% of the materials incorporated in these cars will be Commercial off the Shelf (COTS). For the procurement of sole source parts in the after-market, Kawasaki will also provide cost disclosure as well as a cap on profit. This provision for cost disclosure and the cap on profit will also flow down to its subcontractors.

No Significant Adverse Information (SAI) was discovered for Kawasaki. Of the many subcontractors reviewed for this contract, five potential subcontractors have previous SAI, but no new SAI has been found. In connection with previous contracts awarded to these potential subcontractors, these firms were found to be responsible, notwithstanding SAI pursuant to the MTA All-Agency Responsibility Guidelines. Such responsibility findings were approved by the Chief Executive Officer in consultation with the General Counsel in July 2008 and May 2015. These potential subcontractors have been found to be responsible.

M/W/DBE INFORMATION:

Because this Contract is FTA funded, the FTA Transit Vehicle Manufacturer (TVM) program applies. Kawasaki complies with this FTA program.

CAPITAL PROGRAM REPORTING:

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

IMPACT ON FUNDING:

This contract is expected to be funded with FTA funds. This project is funded in the approved 2015-2019 Capital Program. The options, if exercised will be funded in a future Capital Program(s).

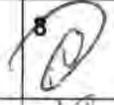
ALTERNATIVES:

None recommended. A new solicitation is unlikely to result in better pricing and will prolong NYC Transit’s ability to replace cars in the existing fleet which have exceeded their useful life.

RECOMMENDATION:

It is recommended that the Board approve the award of contract R34211 to Kawasaki in the amount of \$1,444,997,948 for 535 subway cars, comprised of 440 new closed end cars and 20 OG cars for the “B” Division, 75 cars for Staten Island and related non-car items such as spare parts, special tools, diagnostic test equipment, technical documentation and training.

Staff Summary

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

SUMMARY INFORMATION	
Vendor Name Judlau Contracting, Inc.	Contract No. A-36622D
Description Enhanced Station Initiative—Package 4 for Improvements at 23rd St. & 57th St. (6th Av. IND), 28th St. (Lex Av. IRT), 34th St. – Penn (7th Av. IRT) and 34th St. – Penn Station (8th Av. IND), in Manhattan	
Total Amount \$124,949,000	
Contract Term (including Options, if any) 11 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain approval of the Board to award a contract for Package 4 of the Enhanced Station Initiative (“ESI”) for the design and construction of improvements at 23rd and 57th streets (6th Avenue IND), 28th Street (Lexington Avenue IRT), 34th Street – Penn Station (7th Avenue IRT), and 34th Street – Penn Station (8th Avenue IND) in the borough of Manhattan to Judlau Contracting, Inc. (“Judlau”) in the amount of \$124,949,000 and a duration of 11 months.

In accordance with MTA policy regarding the use of design-build, and to enhance competition and defray proposal costs, this solicitation included a stipend of \$100,000 to be paid to each unsuccessful proposer whose proposal is responsive to the RFP requirements. Accordingly, permission is also requested to pay a total stipend of \$200,000. This is the fourth of several construction contracts to be awarded under the ESI Program.

DISCUSSION:

The ESI Program’s focus is on improving the customer experience, the continued responsibility of providing a state of good repair in stations, and the development of underlying station aesthetics through design innovation. These enhancements will result in stations that are cleaner and brighter, and through the use of more intuitive wayfinding and the inclusion of twenty-first century amenities such as Wi-Fi and cellular connectivity, will be easier to navigate. This program includes 31 preselected stations throughout all five boroughs plus two additional locations in the 34th Street–7th Avenue and 34th Street–8th Avenue stations at Penn Station. The work in Package 4 includes (1) design, (2) demolition/removals, (3) State-of-Good-Repair work including concrete and steel repairs, new platform edges and waterproofing, (4) upgraded electrical and communication systems including new closed-circuit TV cameras in control areas, (5) glass barriers in the fare control areas, (6) new signage and navigation systems providing information at street level, fare control areas and platforms (dashboards and totems), (7) enhanced street entrances, (8) new LED lighting and illuminated handrails, (9) charging stations, benches and leaning bars, and (10) contemporary art. Additionally, to emphasize the schedule as a critical component of the ESI Program, Package 4 includes early completion incentives for reductions to station closure (bypasses) durations as well as liquidated damages for extended durations resulting from contractor delays.

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

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

The Package 4 RFP was issued on November 1, 2017. Proposals were received on December 13, 2017 from CFPS, JV (a joint venture between Citnalta-Forte and Picone-Schiavone) – \$157,783,000; Judlau – \$124,949,000; and Skanska – \$124,700,000. The internal estimate is \$149,607,037. ECCO III chose not to propose on Package 4 as the firm decided to focus its full attention on Package 3, which was awarded to them on October 25, 2017.

All Proposals were evaluated by a Selection Committee (“SC”) utilizing preestablished selection criteria addressing the proposer’s overall project schedule; design and construction approach; team experience; project management and M/WBE plans; qualifications and coordination of subcontractors; diversity practices; and other relevant matters. After technical factors, the overall project cost was considered. Supporting the SC evaluation were members from the Program Facilitator/Best Practices Consultant and the Consultant Construction Manager. In consideration of the repetitive nature of the ESI Program, the contractors’ increased understanding of the Program requirements after having gone through the procurement process for Packages 1 - 3 and in order to streamline the procurement process, proposers were informed that no oral presentations of their proposals would be required. In addition, proposers were informed that they should include their best schedule and price in their proposals as it was not NYCT’s intention to conduct negotiations.

The SC reviewed the technical proposals and subsequently reviewed the price proposals submitted by each proposer. After review and consideration of all proposals based on the selection criteria, the SC unanimously recommended Judlau for award. Judlau submitted a strong proposal that was determined to offer the best overall value to NYC Transit. Judlau proposed a strong design and construction team with several key members coming from the recently completed and successful South Ferry project. Judlau was the only proposer to offer a reduction to the overall project duration from 12 to 11 months and proposed the earliest delivery of all but one of the five stations in this package. Judlau also proposed to exceed the MWBE goals providing the greatest MWBE participation of all proposers. Additionally, members of the SC met with Judlau executive management and their key design and construction personnel proposed for Package 4 whereby Judlau amplified their design schedule and approach. In recognition of issues raised by MTA regarding Judlau’s past performance on the Cortlandt Street Station project as well as concurrent commitments on the Canarsie Tunnel Rehabilitation project, Judlau senior project management from both the Cortlandt and Canarsie projects were also in attendance. Judlau offered their strategy of using a different electrical subcontractor on each of the three projects as evidence of their approach to addressing potential capacity issues and expressed their commitment to the successful completion of each project. To further demonstrate its commitment to the ESI Program and the project schedule, Judlau offered and committed to doubling the contract’s liquidated damages. Judlau’s price of \$124,949,000 is \$24,658,037 (or 16.5%) below the internal estimate of \$149,607,037 and \$249,000 more than the lowest cost proposal submitted by Skanska. Judlau’s price is considered fair and reasonable.

CFPS, JV and Skanska were not selected for award. Although CFPS, JV also submitted a strong technical proposal with a good schedule, it could not compensate for their high cost proposal, which was \$8,175,963 (or 5.5%) above the internal estimate of \$149,607,037 and \$32,834,000 (or 26.3%) above the selected proposal from Judlau. Although Skanska proposed a slightly lower price than Judlau, their technical proposal was determined to be the least preferred of the three submitted. Their proposal included the longest bypass durations and the latest delivery for each station.

While there have been issues with Judlau’s performance on a current MTA Capital Construction (“MTACC”) project, Judlau has shown noticeable improvement in the last three months as reported by MTACC. Additionally, Judlau’s performance was satisfactory on the successful South Ferry project, which was recently completed on time and within its original completion date. Bonds have been approved while financial, and insurance approvals are pending. No award will be made until all such approvals are received. Additionally, Judlau has certified that it is not on the list of firms debarred from obtaining an award under the Iran Energy Sector Divestment Law.

In connection with a previous contract awarded to Judlau, Judlau was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Interim Executive Director in consultation with the MTA General Counsel in March 2017. No new SAI has been found relating to Judlau and Judlau has been found to be responsible.

In connection with a previous contract awarded to E-J Electric Installation Co. (“E-J Electric”), E-J Electric, a significant subcontractor, was found to be responsible notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the NYC Transit Acting President in March 2017. No new SAI has been found relating to E-J Electric, and E-J Electric has been found to be responsible.

M/W/DBE INFORMATION:

The MTA Department of Diversity and Civil Rights has established goals at 15% MBE and 15% WBE. Judlau indicated in its proposal that it intends to exceed an overall 30% M/WBE participation. Award will not be made until the Department of Diversity and Civil Rights' approval is obtained. Judlau has achieved the M/W/DBE goals on previous MTA contracts.

CAPITAL PROGRAM REPORTING:

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

IMPACT ON FUNDING:

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

ALTERNATIVES:

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

RECOMMENDATION:

That the Board approve the award of a contract for Package 4 of the Enhanced Station Initiative for the Design and Construction of Improvements at 23rd and 57th Street (6th Avenue IND), 28th Street (Lexington Avenue IRT), 34th Street – Penn Station (7th Avenue IRT), and 34th Street – Penn Station (8th Avenue IND) in the borough of Manhattan to Judlau in the amount of \$124,949,000 and a duration of 11 months.

Staff Summary

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

SUMMARY INFORMATION	
Vendor Name Citnalta-Forte, JV	Contract No. A-36622E
Description Enhanced Station Initiative—Package 8 for Improvements at 174–175th St. and 167th St. (Concourse IND) in the Bronx and 145th St. (Lenox Av. IRT) in Manhattan	
Total Amount \$87,987,000	
Contract Term (including Options, if any) 11 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain approval of the Board to award a contract for Package 8 of the Enhanced Station Initiative (“ESI”) for the design and construction of improvements at 174–175th Street (Concourse IND) and 167th Street (Concourse IND) in the borough of the Bronx, and 145th Street (Lenox Avenue IRT) in the borough of Manhattan to Citnalta-Forte, Joint Venture (“CFJV”) in the amount of \$87,987,000 and a duration of 11 months.

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

DISCUSSION:

The ESI Program’s focus is on improving the customer experience, the continued responsibility of providing a state of good repair in stations, and the development of underlying station aesthetics through design innovation. These enhancements will result in stations that are cleaner and brighter, and through the use of more intuitive wayfinding and the inclusion of twenty-first century amenities such as Wi-Fi and cellular connectivity, will be easier to navigate. This program includes 31 preselected stations throughout all five boroughs plus two additional locations in the 34th Street–7th Avenue and 34th Street–8th Avenue stations at Penn Station. The work in Package 8 includes (1) design, (2) demolition/removals, (3) State-of-Good-Repair work including concrete and steel repairs, new platform edges and waterproofing, (4) upgraded electrical and communication systems including new closed-circuit TV cameras in control areas, (5) glass barriers in the fare control areas, (6) new signage and navigation systems providing information at street level, fare control areas and platforms (dashboards and totems), (7) enhanced street entrances, (8) new LED lighting and illuminated handrails, (9) charging stations, benches and leaning bars, and (10) contemporary art. Additionally, in order to emphasize the schedule as a critical component of the ESI Program, Package 8 includes early completion incentives for reductions to station closure (bypasses) durations as well as liquidated damages for extended durations resulting from contractor delays.

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

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

The Package 8 RFP was issued on November 8, 2017. Proposals were received on January 3, 2018 from CFJV – \$87,987,000; Judlau – \$98,986,000; PSJV – \$97,388,000; and Skanska – \$91,800,000. The internal estimate is \$99,023,845. ECCO III chose not to propose on Package 8 as the firm decided to focus its full attention on Package 3, which was awarded to them on October 25, 2017.

All Proposals were evaluated by a Selection Committee (“SC”) utilizing preestablished selection criteria addressing the proposer’s overall project schedule, design and construction approach, team experience, project management and M/WBE plans, qualifications and coordination of subcontractors, diversity practices, and other relevant matters. After technical factors, the overall project cost was considered. Supporting the SC evaluation was the Program Facilitator/Best Practices Consultant. In consideration of the repetitive nature of the ESI Program, the contractors’ increased understanding of the Program requirements after having gone through the procurement process for Packages 1–4, and in order to streamline the procurement process, proposers were informed that no oral presentations of their proposals would be required. In addition, proposers were informed that they should include their best schedule and price in their proposals as it was not NYC Transit’s intention to conduct negotiations.

The SC reviewed the technical proposals, and subsequently the price proposals, submitted by each proposer. After review and consideration of all proposals based on the selection criteria, the SC unanimously recommended CFJV for award. CFJV submitted a very good proposal that was determined to offer the best overall value to NYC Transit, including the greatest total reductions to the bypass durations for all three stations at the lowest price. CFJV has assembled a strong design and construction team, many of whom worked on the successful ESI Package 1 with each of its three stations reopening on schedule in the fall of 2017. CFJV’s price of \$87,987,000 is \$11,036,845 (or 12.5%) below the internal estimate of \$99,023,845 and \$9,401,000 (or 10.7%) below the only other technically equivalent proposal submitted by PSJV. CFJV’s price is considered fair and reasonable.

Judlau, PSJV, and Skanska were not selected for award. Judlau’s proposal offered significantly fewer bypass duration reductions at the highest proposed price. Although PSJV submitted a very good technical proposal with a strong schedule, it could not compensate for the firm’s high cost proposal, which was \$9,401,000 (or 10.7%) above the selected proposal from CFJV. Although Skanska proposed the second-lowest price proposal, its proposed schedule was not as competitive as the schedule proposed by CFJV.

CFJV’s most recent station experience includes the successful completion of ESI Package 1 (Contract A-36622A) for the Design and Construction of Improvements at the Prospect Avenue, 53rd Street, and Bay Ridge Avenue stations along the 4th Avenue Line (BMT) in Brooklyn (\$72.1M). Bonds, financial, and insurance approvals are pending. No award will be made until all such approvals are received. Additionally, CFJV has certified that it is not on the list of firms debarred from obtaining an award under the Iran Energy Sector Divestment Law.

In connection with a previous contract awarded to HAKS Engineers, Architects and Land Surveyors, PC (“HAKS”), currently a subcontractor, HAKS 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 and Chief Executive Officer in consultation with the MTA General Counsel in December 2016. No new SAI has been found relating to HAKS, and HAKS has been found to be responsible.

M/W/DBE INFORMATION:

The MTA Department of Diversity and Civil Rights has established goals at 15% MBE and 15% WBE. CFJV indicated in its proposal that it intends to exceed an overall 30% M/WBE participation. Award will not be made until the Department of Diversity and Civil Rights’ approval is obtained. CFJV has achieved the M/W/DBE goals on previous MTA contracts.

CAPITAL PROGRAM REPORTING:

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

IMPACT ON FUNDING:

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

ALTERNATIVES:

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

RECOMMENDATION:

That the Board approve the award of a contract for Package 8 of the Enhanced Station Initiative for the Design and Construction of Improvements at the 174–175th Street (Concourse IND) and 167th Street (Concourse IND) in the borough of the Bronx, and 145th Street (Lenox Av. IRT) in the borough of Manhattan to Citnalta-Forte, Joint Venture in the amount of \$87,987,000 and a duration of 11 months.

Staff Summary

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

SUMMARY INFORMATION	
Vendor Name	Contract No.
Sam Schwartz Engineering	RFP 155263
Description Expert Traffic Engineering Services for NYC Transit DOB and MTABC	
Total Amount \$1,641,842	
Contract Term (including Options, if any) 60 months	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive	<input type="checkbox"/> Noncompetitive
Solicitation Type	
<input checked="" type="checkbox"/> RFP	<input type="checkbox"/> Bid <input type="checkbox"/> Other:
Funding Source	
<input checked="" type="checkbox"/> Operating	<input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:

PURPOSE:

To obtain Board approval to award a competitively negotiated personal service contract in the estimated amount of \$1,641,842 to Sam Schwartz Engineering ("Sam Schwartz") for technical consulting services pertaining to expert traffic engineering services, on a task order basis, for NYC Transit Department of Buses ("DOB") and MTA Bus Company ("MTABC") for a 60-month period.

DISCUSSION:

The scope of work for this contract includes (1) preparing traffic engineering analyses, (2) generating conceptual plans, reports and/or contract drawings, (3) developing specifications for a wide variety of new interagency traffic engineering projects and improvements to operations, (4) traffic sign and sign systems design, roadway systems conceptual design, (5) accident analysis and countermeasures, traffic operation analysis, and (6) interagency coordination to implement suggested improvements.

Based on work performed under past contracts, DOB and MTABC require an experienced, technically qualified contractor to handle the various task orders that will be associated with this contract. Due to the unique technical nature of the contract, it was determined to use a competitive Request for Proposal ("RFP") process in order to consider factors beyond cost in awarding an appropriate contract. This RFP contained the following evaluation criteria (listed in order of relative importance) in evaluating proposals: (1) overall technical qualification including relevant experience of the proposer's staff, its technical abilities to collect and analyze data from field observations and measurements, its experience or capability in the preparation of conceptual or preliminary designs, its ability to provide accurate implementation estimates, its demonstrated ability to coordinate with other agencies to implement improvements, its ability to make presentations, and its diversity practices (2) overall project pricing, and (3) other relevant matters.

In preparation for solicitation of this RFP, Procurement contacted Sam Schwartz and Urbitrans, the proposers that submitted Best and Final Offers ("BAFOs") on the previous solicitation. It was discovered that Urbitrans was acquired by AECOM, Inc., and AECOM, Inc. stated that it was not interested in proposing on this solicitation. Procurement then specifically contacted seven other companies that had either proposed in the past on similar work, had expressed interest in proposing on this contract, or were found based on an Internet search/market survey. All seven companies purchased the bid package. In addition to advertising the solicitation, an invitation letter was sent to all bidders on the traffic engineering bidders list. NYC Transit received proposals from the incumbent, Sam Schwartz Engineering ("Sam Schwartz"), and STV Incorporated ("STV"). After the Selection Committee ("SC") reviewed the initial proposals, both Sam Schwartz and STV were invited for oral presentations, and then for negotiations.

Negotiations were held and centered on discussions regarding contract terms and conditions, technical specifications and a price reduction. Interim proposals were obtained to make sure negotiations were yielding price reductions. After receiving the interim pricing, another round of negotiations was held with Sam Schwartz and STV. The second round of negotiations continued to center on price reductions.

After negotiations were concluded, Sam Schwartz and STV each submitted a BAFO on November 13, 2017. BAFO pricing for the 60-month period is as follows:

Proposer	Initial Proposal	BAFO
STV	\$1,550,336.55	\$1,411,734.90
Sam Schwartz	\$1,776,864.80	\$1,641,842.00

Sam Schwartz's BAFO of \$1,641,842 is \$135,023 or 8.22% below its initial proposal of \$1,776,865. Sam Schwartz's BAFO is \$230,107 or 16.3% higher than STV's BAFO of \$1,411,735.

The SC reviewed the two BAFOs in accordance with the evaluation criteria and unanimously found Sam Schwartz to have demonstrated superior technical expertise in performing traffic engineering services. The SC unanimously selected Sam Schwartz because it demonstrated technical superiority, experience, and ability to bring complex studies from recommendation to fruition. Furthermore, in making its final determination, the SC unanimously found that Sam Schwartz provides the best value, and thus outweighs the approximately \$40,000 difference in annual cost between the two proposals.

A background search and review of the documents submitted by Sam Schwartz has disclosed no "significant adverse information" within the meaning of the All-Agency Responsibility Guidelines.

A review of Sam Schwartz's financial statements has found that there is reasonable assurance that it is financially qualified to perform this contract.

Based on competition, an analysis of labor rates with other engineering firms as well as overhead rates the Cost Price Unit and Procurement find the pricing offered by Sam Schwartz to be fair and reasonable.

M/W/DBE INFORMATION:

The MTA Department of Diversity and Civil Rights ("DDCR") has established goals of 15% Minority-Owned Business Enterprise ("MBE") and 15% Women-Owned Business Enterprise ("WBE") participation for this contract. DDCR has approved the 15% MBE and 15% WBE utilization plan submitted by Sam Schwartz.

IMPACT ON FUNDING:

Funds are available in DOB and MTABC's budget under Account No. 712151, Function No. 630.

ALTERNATIVES:

To re-solicit this requirement; not recommended. There is no reason to believe that re-soliciting this requirement would yield a better value.

RECOMMENDATION:

It is recommended the Board approve the award of this competitively negotiated personal services contract in the estimated amount of \$1,641,842 to Sam Schwartz for technical consulting services pertaining to expert traffic engineering services, on a task order basis, for DOB and MTABC, for a 60-month period.

Item Number: 5

Vendor Name (Location) HNTB New York Engineering and Architecture, P.C. (New York, New York)
Description Consultant Construction Management Services for the Enhanced Station Initiative – Design and Renovation of Multiple Stations in the Boroughs of Manhattan, the Bronx and Staten Island
Contract Term (including Options, if any) March 31, 2017 – June 30, 2019
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: Capital Program Management, John O’Grady

Contract Number	AWO/Mod. #
CM-1059	2
Original Amount:	\$ 33,387,959
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 33,387,959
This Request:	\$ 12,389,621 (Est.)
% of This Request to Current Amount:	37.1%
% of Modifications (including This Request) to Original Amount:	37.1%

Discussion:

This modification is to obtain approval of the Board to exercise an option for Consultant Construction Management (“CCM”) Services for Package 8 of the Enhanced Station Initiative (“ESI”) for the design and construction of improvements at the 174–175th Street (Concourse IND) and 167th Street (Concourse IND) stations in the borough of the Bronx and the 145th Street Station (Lenox Avenue IRT) in the borough of Manhattan, and Package 9, Small Business Mentoring Program contract for the Richmond Valley Station on the Staten Island Railway to HNTB New York Engineering and Architecture, P.C. (“HNTB”) in the estimated amount of \$12,389,621 and a duration of 11 months for construction plus 6 months for closeout.

In March 2017, the Board approved two competitively negotiated contracts (CM-1059 and CM-1060) each with a term of 27 months, for CCM services for the ESI Program. CM-1059 was awarded to HNTB New York Engineering and Architecture, P.C. (“HNTB”) for CCM services in support of ESI Packages 1 and 2 (for three and four stations, respectively) in the combined estimated amount of \$33,287,959. CM-1060 was awarded to Jacobs Civil Consultants, Inc. (“Jacobs”) for CCM services in support of ESI Packages 3 and 4 (for four and five stations, respectively) in the combined estimated amount of \$27,274,513. Each contract allowed NYC Transit to compete options between both consultants for award of the remaining packages.

NYC Transit is competing and exercising the option for CCM services for the Enhanced Station Initiative for Packages 8 and 9 combined. The work in Packages 8 and 9 includes repairing or replacing typical station elements, including stairs, mezzanine/platform stairs, platform edges, ADA boarding areas, windscreens, canopies, platform topping, mezzanine topping, platform walls, ceilings, and column bases. The CCM will provide a range of construction inspection and closeout services. Construction-related management activities include ensuring that the project is on schedule and within budget, obtaining submittals, reviewing and processing change orders, performing inspections for quality and safety requirements, and providing construction oversight and inspections.

To compete the option, NYC Transit provided both firms with titles, hours, and fixed out-of-pocket expenses to facilitate an equal price comparison and evaluation. The maximum proposed rates could not exceed the rates proposed by each consultant in Package 4 of the base contract and subsequent new titles and rates added in Modification No. 1. However, to be competitive, both consultants were encouraged to reevaluate their overhead and fixed fee rates for Packages 8 and 9.

Proposals and alternates were received and evaluated by a Selection Committee (“SC”) utilizing the evaluation criteria in the original Request for Proposal (“RFP”). After review of the proposals, the SC recommended that negotiations be conducted with both firms.

Continued

Negotiations were conducted and focused on reducing overhead rates and fixed fee. At the conclusion of negotiations, both firms were requested to submit their Best and Final Offer (“BAFOs”). In response, HNTB submitted a BAFO in the combined amount of \$15,716,262 and an alternate of \$12,389,621 that was based on fewer labor hours. Jacobs submitted a BAFO in the combined amount of \$13,843,050 and an alternate of \$10,924,504 that was based on fewer labor hours. The SC, after reviewing the BAFOs, including alternates with reduced hours, unanimously agreed that the alternates were more advantageous to NYC Transit.

HNTB was the highest-rated proposer by the SC and was deemed the best prepared to quickly mobilize and provide services in support of Packages 8 and 9 based on its familiarity and experience on ESI Packages 1 and 2. In terms of both technical assessment and cost differential, these results are consistent with the initial award evaluation. HNTB’s alternate was considered the most achievable by the SC based on HNTB’s management experience on Packages 1 and 2 construction phase. Even though HNTB was 13% higher in price than Jacobs, their current workload and lessons learned from Package 1 allow them to transition their resources and apply them to Packages 8 and 9. HNTB completed Package 1 and is currently working as the CCM on Package 2 (four stations with two in construction at any time) while Jacobs is currently the CCM on Packages 3 and 4 for nine stations that have yet to start construction. The SC deemed HNTB’s proposed project team the strongest and the best team for Packages 8 and 9. With the selection of the same contractor team that successfully completed Package 1, using HNTB as the CCM presents the best opportunity for success.

Procurement and CPM concur that both BAFOs are fair and reasonable based on the competitive process used to evaluate the option and the previously audited and approved rates.

Item Number: 6

Vendor Name (Location) CH2M Hill New York, Inc. (New York, New York)
Description Consulting Services for the MTA New Fare Payment System
Contract Term (including Options, if any) December 31, 2013–June 30, 2018
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: MTA Fare Payment Programs, Alan Putre

Contract Number A-86071	AWO/Mod. # 5
Original Amount:	\$ 4,498,136
Prior Modifications:	\$ 1,320,000
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 5,818,136
This Request:	\$ 9,528,245
% of This Request to Current Amount:	164.0%
% of Modifications (including This Request) to Original Amount:	241.2%

Discussion:

This modification adds funding for additional consulting services to support the MTA New Fare Payment System (“NFPS”) and extends this contract to provide continued consultant support during design reviews and the phased implementation of the NFPS.

The base contract provides consulting support for the NFPS program consisting of: (1) pre-award support services for the NFPS Request for Proposal (“RFP”) including assistance in developing the NFPS technical specifications and RFP solicitation package, evaluation of proposals, negotiations, and selection of a Systems Integrator to design and implement the NFPS, and (2) post-award support services including assistance in NFPS design reviews and oversight of the installation and implementation activities to allow the MTA to effectively monitor and manage the NFPS program. The NFPS contract itself was approved by the October 2017 Board and awarded to Cubic Transportation Systems, Inc. on November 1, 2017.

During the development of the NFPS technical specifications and during the NFPS RFP process, it became necessary for CH2M Hill New York Inc. (“CH2M”) to perform additional consulting tasks. These tasks included expansion of the NFPS specifications to include Long Island Rail Road and Metro-North Railroad (“Railroads”)¹, incorporation of requirements for a Fare Control Area Local Area Network (“FCA-LAN”) into the NFPS specifications, review of alternative operational methods for Select Bus Service, and review of Paratransit’s operations and how its requirements could be integrated into the NFPS. These additional efforts and the additional time needed to award the NFPS contract depleted the funding allocated to this consulting contract.

This modification includes additional post-award consulting services that will be required to support the NFPS program, including: (i) oversight of the implementation of the Railroad and FCA-LAN installations, which was not part of the original CH2M scope, (ii) review of NYC Transit and Railroads’ fare payment rules to ensure that such rules are incorporated into the design of the NFPS, and (iii) additional oversight of the NFPS contractor during the phased implementation approach (discussed further below).

The pre-award support period was prolonged due to the additional CH2M tasks during the RFP process discussed above, most notably the inclusion of the Railroads, and a delay in securing funding due to the late approval of the 2015–2019 Capital Program. This modification extends the contract by 52 months to cover CH2M’s post-award activities to support the phased approach for implementation of the NFPS which will occur in the following phases: Phase 1 – Initial launch of contactless open payments using customer-furnished media on some buses and subway stations (18 months after award), Phase 2 – Completion of the rollout of contactless acceptance to all buses and subway stations (35 months after award), Phase 3 – Creation of a robust retail sales network

¹ During the NFPS negotiations, the MTA concluded that it would be advantageous to expand the Railroads’ requirements included in the initial NFPS RFP, which would better allow the MTA to obtain competitive pricing and avoid the need for a subsequent change order to address the scope of the Railroads’ needs. To this end, CH2M was tasked with revising the NFPS technical specifications and other RFP documents so that Railroad-specific system design was included as part of the base award.

for MTA-issued contactless transit cards and introduction of the new All-Agency mobile payment and ticketing app (39 months after award), Phase 4 – Implementation of new vending machines for NYC Transit and the Railroads (52 months after award), and Phase 5 – Revenue Acceptance Testing of the entire NFPS (56 months after award).

Several previous modifications were processed in connection with CH2M’s work on the Railroad specification and to add funds to ensure continued consultant support services.

Through negotiations, CH2M agreed to reduce its overhead for this modification by 9%. The final price of \$9,528,245 for this modification reflects an average annual escalation of 1.2% which compares favorably with the 2.2% annual escalation indicated by the PPI for architectural, engineering and related services. The price was found to be fair and reasonable.

In connection with the award of this contract to CH2M, CH2M 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 and CEO in consultation with the MTA General Counsel in December 2013. No new SAI has been found relating to CH2M and CH2M has been found to be responsible.

In connection with a previous contract awarded to Jacobs Engineering Group, Inc. (“Jacobs”)², Jacobs was found to be responsible notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Interim Executive Director in consultation with the MTA General Counsel in April 2013. No new SAI has been found relating to Jacobs and Jacobs has been found to be responsible.

² CH2M was acquired by Jacobs on December 15, 2017.

Item Number: 7-16

Vendor Name (Location) HEPCO, Inc. (Saddle Brook, New Jersey) - SDVOB PEAK Technical Staffing USA (Pittsburgh, Pennsylvania) Rotator Staffing Services, Inc. (East Brunswick, New Jersey) Metro Tech Consulting Services, Inc. (New York, New York)-MWBE L.J. Gonzer Associates (Cranford, New Jersey)	
Description Professional and Technical Staffing for Capital Projects	
Contract Term (including Options, if any) 60 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Capital Program Management, John O’Grady	

Contract Number Federal: CM-1413; CM-1414; CM-1415; CM-1416; CM-1417 State: CM-1418; CM-1419; CM-1420; CM-1421; CM-1422	AWO/Mod. # 3
Original Amount:	\$ 63,000,000
Prior Modifications:	\$ 20,000,000
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 83,000,000
This Request:	\$ 20,000,000 (Est.)
% of This Request to Current Amount:	24.1%
% of Modifications (Including This Request) to Original Amount:	63.5%

Discussion:

This modification will extend five federal- and five state-funded professional and technical staffing contracts by an additional six months. The aggregate funding across all 10 contracts will increase by \$20,000,000 (from \$83,000,000 to \$103,000,000). This increase in funding is required to meet NYC Transit/MTA Capital Construction (“MTACC”) and MTA Bus Company’s (“MTABC”) staffing needs. No additional funding is required for Metro-North Railroad (“MNR”).

In September 2011, the Board approved the award of 10 competitively solicited contracts to five staffing firms to provide professional and technical staffing to support NYC Transit/MTACC/MTABC, and MNR’s federal- and state-funded capital projects on an as-needed basis for a period of 60 months for a not-to-exceed aggregate pool of \$63,000,000. The current NYC Transit/MTACC/MTABC aggregate amount across all federal and state contracts is \$75,000,000. MNR’s portion is \$8,000,000, which is not changed by this modification. The five awardees were: HEPCO, Inc. (CM-1413/1418); PEAK Technical Staffing USA (CM-1414/1419); Rotator Staffing Services, Inc. (CM-1415/1420); Metro Tech Consulting Services, Inc. (CM-1416/1421); and L.J. Gonzer Associates (CM-1417/1422).

Under these contracts, the staffing firms compete with one another to provide the required professional and technical staffing needs for the respective MTA agencies. The types of staffing provided include engineering and construction-related positions such as (1) architects, (2) safety, electrical, and mechanical engineers, (3) graphic designers, and (4) project managers.

Modification No. 1 extended the term of all 10 contracts by 12 months and increased the aggregate funding by \$20,000,000 for NYC Transit/MTACC/MTABC. No additional funding was required to support MNR’s staffing needs.

Currently, a solicitation is in process for staffing services and will be awarded in 2nd Quarter 2018. This modification will allow sufficient time to complete the procurement process and award the replacement contracts.

Additional funding is needed for NYC Transit/MTACC and MTABC projects as, based on the current rate of expenditure, the current funding will be essentially depleted by the existing expiration dates in January 2018. Due to the increased volume of work associated with the approvals of the 2015–2019 Capital Plan, Subway Action Plan, Executive Order 168, other initiatives (such as the Sandy program, and support across all program areas), more staffing has been required than originally estimated. The additional \$20,000,000 across both federal and state contracts will be added to the NYC Transit/MTACC and MTABC estimated aggregate total. This will provide the funding capacity necessary to support the required additional staff, as well as maintain the existing staffing until the new contracts are in place in 2018.

Subject Tariff Revision: Transfers Due to Service Disruptions
Department Office of Management & Budget
Department Head Name Aaron Stern
Department Head Signature
Project Manager Name Robert Hickey

Date January 8, 2018
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

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

Internal Approvals			
Order	Approval	Order	Approval
9	President	4	VP General Counsel
8	Executive V.P.	3	VP GCR
7	CFO	2	Chief OP
		1	Director OMB
6	SVP Subways		
5	SVP Buses		

Purpose

To obtain Board approval of the annexed resolution authorizing tariff changes to allow: (1) bus operators to issue up to two paper transfers in response to planned or unplanned service diversions; and (2) allow subway station staff to issue up to two General Order Transfers during planned General Order service disruptions.

Discussion

In December 2017, the MTA Chairman announced that the MTA would take immediate steps to expand the free transfer policy to ensure that subway and bus customers who have paid for a trip with a MetroCard can complete their trip for a single fare during major disruptions in service, whether those changes are planned or unplanned.

Current NYCT practice to address service disruptions reflect existing Tariff provisions:

- Subway staff are authorized to issue up to two Block Tickets to customers who experience an unplanned subway service disruption. Block tickets are valid for transfer to any subway line or bus route and are valid for 48 hours after issuance.
- One General Order Transfer per customer can be issued to customers who experience a planned service disruption and are valid for transfer to authorized subway lines or bus routes during the General Order service disruption.
- Bus Operators are authorized to issue one paper transfer for customers to transfer to the next available bus operating in the same service path and direction due to a breakdown or unscheduled short-turn.

While not listed in the Tariff, temporary subway-to-subway walking transfers are programmed into the MetroCard transfer tables where applicable when certain long-term construction projects are undertaken.

While existing policy covers most customers affected by service disruptions, the policy does not address instances where bus customers cannot continue in the same direction on the same service path during planned or unplanned service disruptions, and must use more than one alternative bus route to reach their intended

destination. Similarly, there may be instances when subway passengers must use more than one alternate subway line or bus route during planned General Order disruptions. Therefore it is proposed that the tariff be revised to allow bus operators to issue up to two paper transfers during service disruptions that prevent customers from continuing on the same service path, and allow subway staff to issue up to two (instead of the current one) General Order transfers during planned service disruptions. Copies of the proposed revised tariff pages are annexed to this staff summary.

Recommendation

It is recommended that the MTA Board adopt the annexed resolution approving the proposed tariff change effective February 1, 2018.

Alternatives

Continue existing transfer policy. The current policy would not ensure that all subway and bus customers who have paid for a trip with a MetroCard but then experience a service disruption can be provided sufficient transfers or tickets to complete their trip without paying an additional fare.

Impact on Funding

No significant revenue change is expected.

Approved:



Andy Byford
President

RESOLUTION

WHEREAS, the Chairman has recommended that the MTA Board approve a Tariff change to allow bus operators to issue up to two paper transfers during service disruptions that prevent customers from continuing on the same service path, and to allow subway staff to issue up to two General Order transfers during planned service disruptions;

WHEREAS, the annexed Staff Summary contains modified Tariff pages prepared by the Office of Management and Budget to effect the recommended changes to the Authority's Tariff to expand the transfer policy for service disruptions;

WHEREAS, the Authority has determined it is in the public interest to make this change;

NOW, THEREFORE, BE IT RESOLVED, that modifications to the Tariff in accordance with said Staff Summary and its attachments are hereby approved.

II. REGULAR FARE SERVICES
(continued)

D. Transfers (continued)

(1) Regular and reduced fare passengers paying the Westchester Bus local bus fare with coin (cash fare plus appropriate transfer fare), or with a valid Single Ride Ticket, or with a combination of value-based MetroCard then coin, are entitled to a free transfer to any NYCTA/MaBSTOA/MTABC local bus route with an electronic paper transfer, if the transfer is requested at the time the fare is paid and is dipped to enter the NYCTA/MaBSTOA/MTABC bus within two hours of the time of issue. A transfer may only be used by the passenger to whom it was issued.

b. Westchester Bus/NYCTA Subway or SIRTOA Transfers.

Regular and reduced fare passengers using value-based MetroCards are entitled to transfer free from any Westchester Bus route to any NYCTA subway line or SIRTOA train, provided the transfer is taken within two hours of the initial fare deduction.

10. Local Bus Transfer-on-Transfer Privileges. Passengers dipping proper transfers from designated bus routes at designated locations are entitled to receive second transfers (see Appendix II).
12. Transfers Due to Subway Service Disruptions. Regular and reduced fare passengers are entitled to transfer to another subway line or local bus route due to a service disruption with proper Block Ticket or General Order Transfer, as follows:
- a. At the discretion of Station management/supervision, up to two Block Tickets per passenger are issued during unplanned subway service disruptions and are valid for transfer to any subway line or local bus route. Block Tickets are valid up to 48 hours after issuance. No additional transfers are issued to passengers presenting block tickets when boarding buses.
- b. Up to two General Order Transfers per passenger are issued during planned General Order service disruptions and are only valid for transfer to authorized subway and/or bus route(s) during the General Order service disruption. General Order Transfers are valid until the time indicated, on the date of issue.
13. Transfers Due to Bus Breakdowns or Unscheduled Short-turns. Regular and reduced fare bus passengers are entitled to transfer to the next available bus operating in the same service path and direction as the original vehicle due to a breakdown or unscheduled short-turn with an electronic Continuation Ticket issued by the bus operator of the original vehicle at the point where the scheduled trip is interrupted. A continuation ticket is valid for 30 minutes from the time issued.

14 Transfers Due to Planned or Unplanned Bus Service Disruptions. Regular and reduced fare bus passengers are entitled to up to two electronic paper transfers valid on any other NYCT/MaBSTOA/MTABC local bus route when customers cannot complete their trip on the same service path and direction due to planned or unplanned service disruptions. Both electronic paper transfers are issued by the operator of the original vehicle after it is determined that customers cannot complete their trip. Electronic paper transfers are valid for two hours from the time the transfer is issued and are not valid for a transfer to the route initially boarded.



SERVICE CHANGES: BUS SCHEDULE CHANGES EFFECTIVE APRIL 2018

Service Issue

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

Under the NYCT bus schedule review program all NYCT bus routes are evaluated each year. Bus routes which have shown a change in ridership or running time are selected for review. Where feasible, these routes are modified to reflect changes in operating conditions and ridership demand in compliance with MTA Board-adopted loading guidelines. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

Recommendation

Fifty-two bus schedule changes (on forty-four routes) are proposed for implementation in April 2018.

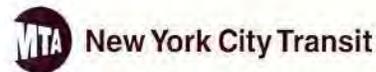
Budget Impact

A net savings of \$529 thousand is expected with the implementation of the April 2018 schedule changes. While a total of \$2.2 million is expected to be saved with the frequency changes, running time increases are estimated to cost \$1.7 million. The \$529 thousand in savings will be incorporated into the 2018 Operating Budget and will be reinvested in the conversion of B82 limited stop service to Select Bus Service.

Proposed Implementation Date

April 2018.

Staff Summary



Subject	Bus Schedule Changes Effective April 2018
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Francisca Gomez

Date	December 27, 2017
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
8	Acting President	4	VP General Counsel x 1/5/18
7	Executive VP	3	Director OMB
6	SVP Buses	2	Acting VP GCR 1/5/18
5	VP Corp. Comm.	1	Chief OP 1/5/18

Purpose

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

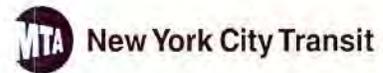
Discussion

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

Under the NYCT bus schedule review program all NYCT bus routes are evaluated each year. Bus routes which have shown a change in ridership or running time are selected for review. Where feasible, these routes are modified to reflect changes in operating conditions and ridership demand in compliance with MTA Board-adopted loading guidelines. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

Fifty-two bus schedule changes (on forty-four routes) have been identified for proposed changes in service levels and/or running times in April 2018 (see Attachment 1).

Staff Summary



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

There are, as is typical with these regular service reviews, increases as well as decreases. Six schedules were revised to increase running time while maintaining frequency, aligning the schedule with observed travel times on these routes. All of these routes travel in commercial neighborhoods and have seen increases in congestion and decreases in traffic speeds. These changes are necessary to maintain reliability without reducing frequency (which would lead to overcrowding). In addition, 17 routes require additional peak hour service to remain within MTA Board-adopted bus loading guidelines. Buses and resources from routes where ridership has declined will be reallocated to provide additional service on these routes.

Recommendation

Implement the proposed changes on the fifty-two bus schedules (on forty-four routes).

Alternatives to Proposed Service Changes

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

Budget Impact

A net savings of \$529 thousand is expected with the implementation of the April 2018 schedule changes. While a total of \$2.2 million is expected to be saved with the frequency changes, running time increases are estimated to cost \$1.7 million. The \$529 thousand in savings will be incorporated into the 2018 Operating Budget and will be reinvested in the conversion of B82 limited stop service to Select Bus Service.

Proposed Implementation Date

April 2018.

Approved:


Phillip Eng
Acting President

**Attachment 1
April 2018 - Page 1 of 2**

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

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
Route	Current	Proposed	Current	Proposed	Change												
B13	10	10	103%	103%	20	20	68%	68%	12	10	102%	78%	20	20	74%	74%	+2.8%
B15	4.5	4.5	83%	83%	7	8	81%	98%	8	8	88%	88%	9	8	104%	91%	-1.2%
B4	12	10	128%	98%	30	30	88%	88%	15	15	85%	85%	30	30	71%	71%	+3.5%
B41 Loc	9	9	91%	91%	9	9	66%	66%	8	8	90%	90%	9	9	85%	85%	-1.6%
B41 Ltd	4	4	89%	89%	9	9	80%	80%	7	8	76%	85%	7	8	58%	70%	-4.9%
B46	2.5	3	72%	88%	9	9	98%	98%	4.5	5.5	65%	77%	9	9	94%	94%	-4.9%
B64	10	10	103%	103%	20	20	64%	64%	15	15	80%	80%	15	15	54%	54%	+0.8%
Bx5	5	4	96%	82%	10	10	85%	85%	8	6	112%	88%	9	9	90%	90%	+5.8%
Bx12	7	8	54%	62%	10	12	63%	75%	8	9	66%	77%	15	15	81%	81%	-2.6%
Bx16**	6	5.5	104%	94%	15	15	91%	91%	10	10	94%	94%	20	20	99%	99%	0.0%
Bx19	5.5	6	70%	78%	8	9	62%	71%	6	6	79%	79%	9	10	70%	82%	-5.8%
Bx1	8	8	86%	86%	12	12	99%	99%	7	8	69%	80%	15	15	60%	60%	-2.6%
Bx2	8	8	85%	85%	9	9	88%	88%	8	8	82%	82%	9	10	80%	94%	-2.6%
Bx20	15	15	82%	82%	-	-	-	-	30	15	158%	63%	30	30	60%	60%	+15.4%
Bx33	20	15	104%	62%	20	20	43%	43%	15	15	74%	74%	20	30	41%	61%	-4.9%
Bx34	10	10	84%	84%	15	20	54%	72%	15	15	87%	87%	20	20	54%	54%	-7.4%
Bx40/Bx42	7	5.5	107%	88%	9	9	91%	91%	8	8	84%	84%	12	12	73%	73%	+1.8%
Bx4/Bx4A	6	7	72%	80%	12	12	70%	70%	9	10	63%	78%	10	10	65%	65%	-3.5%
M50	20	15	106%	64%	20	20	35%	35%	12	15	45%	60%	30	30	26%	26%	-6.2%
M101	4.5	4.5	66%	66%	9	9	78%	78%	8	8	89%	89%	9	9	59%	59%	+0.6%
M102	10	10	58%	58%	10	10	49%	49%	9	9	75%	75%	12	12	58%	58%	+0.9%
M103	10	10	47%	47%	15	12	101%	52%	10	10	79%	79%	12	12	47%	47%	+2.9%
M104	10	12	45%	59%	10	12	64%	77%	10	10	76%	76%	12	15	57%	72%	-8.1%
M11	12	10	102%	78%	12	12	66%	66%	10	10	80%	80%	15	15	69%	69%	-1.1%
Q03	7	6	104%	94%	15	15	79%	79%	10	10	84%	84%	12	15	65%	81%	-4.9%
Q12	4.5	4	104%	96%	10	10	84%	84%	4.5	5.5	62%	73%	5.5	6	65%	77%	-5.2%
Q13**	8	7	115%	102%	12	12	82%	82%	12	10	106%	85%	9	10	54%	65%	0.0%
Q24	9	7	118%	92%	15	15	76%	76%	10	12	73%	94%	15	20	68%	90%	-3.2%
Q30	3	3	96%	96%	7	7	74%	74%	6	8	78%	98%	8	9	57%	67%	-4.1%
Q54	4.5	5.5	69%	81%	15	20	67%	89%	10	10	96%	96%	15	15	68%	68%	-6.4%
Q56	12	10	122%	94%	12	12	76%	76%	12	12	72%	72%	20	20	56%	56%	+3.5%
Q77	6	7	87%	97%	20	20	69%	69%	10	10	77%	77%	15	15	79%	79%	+1.8%
S53	6	6	89%	89%	12	10	104%	87%	7	8	79%	89%	8	9	71%	83%	-2.0%
S66	20	15	124%	83%	30	30	28%	28%	15	15	71%	71%	30	30	44%	44%	+3.4%
S74/S84	8	8	78%	78%	20	20	83%	83%	20	15	139%	83%	20	20	86%	86%	+1.3%
S76**/S86	8	8	88%	88%	12	15	71%	94%	12	12	76%	76%	20	20	98%	98%	0.0%
S78	8	9	78%	89%	15	15	63%	63%	10	12	56%	73%	30	30	106%	106%	-4.3%
S93	8	8	65%	65%	30	20	132%	88%	10	9	94%	78%	20	15	133%	99%	+6.1%

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

Routes with running time changes only - SBS60

(**) Trip adjustment

**Attachment 1
April 2018 - Page 2 of 2**

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

Saturday	Morning				Midday				Afternoon				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed													
Route	Current	Proposed	Current	Proposed	Change												
BX17	15	15	95%	95%	15	15	93%	93%	10	12	69%	82%	15	15	65%	65%	-1.2%
Bx19	12	10	96%	80%	7	8	71%	80%	6	7	69%	77%	8	9	62%	71%	-4.0%
Bx22	10	10	54%	54%	12	12	78%	78%	10	12	60%	72%	12	12	49%	49%	-7.7%
M22	20	30	36%	54%	20	20	36%	36%	20	20	33%	33%	20	30	15%	22%	-7.0%
M35	15	15	51%	51%	20	20	79%	79%	15	12	106%	55%	15	12	101%	52%	+7.6%
M42	15	15	61%	61%	10	12	54%	65%	8	9	63%	74%	15	15	54%	54%	-6.7%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.
Routes with running time changes only - M09, SBS60, Q77

Sunday	Morning				Midday				Afternoon				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed													
Route	Current	Proposed	Current	Proposed	Change												
M22	20	30	24%	36%	20	20	37%	37%	20	20	24%	24%	20	30	10%	15%	-7.0%
M35**	15	15	60%	60%	15	15	82%	82%	15	12	120%	62%	15	20	63%	83%	0.0%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.
Routes with running time changes only - SBS60, Q77
(**) Trip adjustment



**SPECIAL REPORTS AND PRESENTATIONS:
MetroCard Report**

MetroCard Market Share

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

<u>Fare Media</u>	<u>November 2016</u>	<u>November 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	39.8%	40.6%	0.7%
Non-Bonus Pay-Per-Ride	4.9%	4.6%	(0.4%)
7-Day Farecard	22.0%	22.1%	0.0%
30-Day Farecard	<u>30.4%</u>	<u>30.1%</u>	(0.3%)
Total	100.0%	100.0%	

* Preliminary

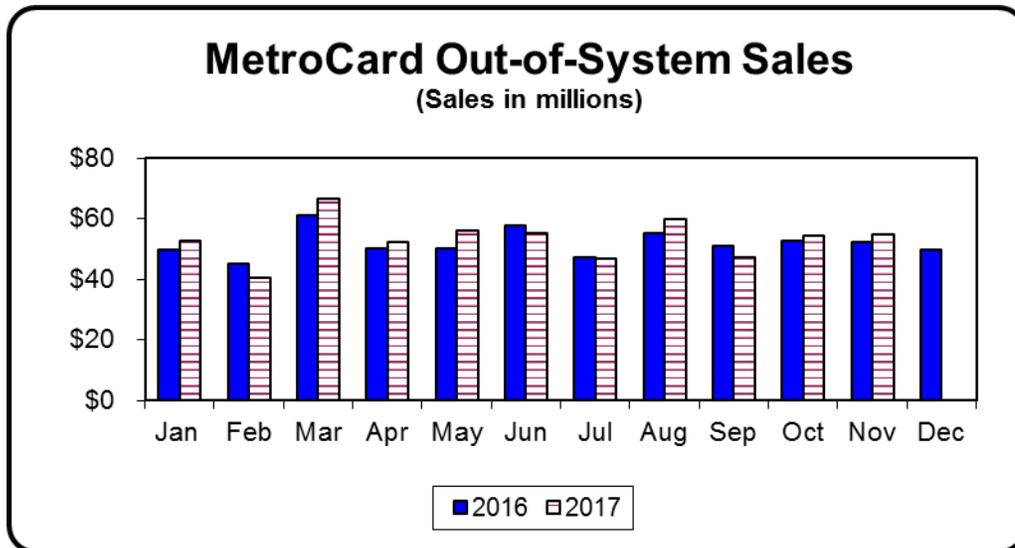
Note: Percentages may not add due to rounding.

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 November 2017 was 4,283 a 4.97 percent decrease from the same period last year. The average value of a credit issued was \$73.54.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$54.7 million in November 2017, a 4.4 percent increase compared to November of 2016. Year to date sales totaled \$586.8 million, a 2.3 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 \$23.5 million in sales revenue during November 2017.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 158,760 MetroCards valued at approximately \$14.4 million were made in November 2017 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$90.76. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 117,593 for November 2017, generating an additional \$14.2 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$307.8 million, a 9 percent increase when compared to last year.

Mobile Sales Program

In November 2017, the Mobile Sales unit completed 188 site visits, of which 129 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$105,000 in revenue was generated. In November 2017, the Mobile Sales unit assisted and enabled 1,525 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as support under a GO at the Howard Beach (A Train) station due to train closures (Queens).

Reduced-Fare Program

During November 2017 enrollment in the Reduced-Fare Program increased by 5,821 new customers. The total number of customers in the program is 1,172,722. Seniors account for 982,480 or 84 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 16 percent or 190,242 customers. Of those, a total of 39,979 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$8.4 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In November 2017, the EasyPay Reduced Fare program enrollment totaled 173,160 accounts. During the month, active EasyPay customers accounted for approximately 2.4 million subway and bus rides with \$2.5 million charged to their accounts. Each active account averaged 29 trips per month, with an average monthly bill of \$15.

EasyPay Xpress Pay-Per-Ride Program

In November 2017, the EasyPay Xpress PPR program enrollment totaled 111,430 accounts. During this month, active Xpress PPR customers accounted for approximately 1.9 million subway, express bus and local bus rides with \$5.2 million charged to their accounts. Each active account averaged 22 trips per month, with an average monthly bill of \$60.

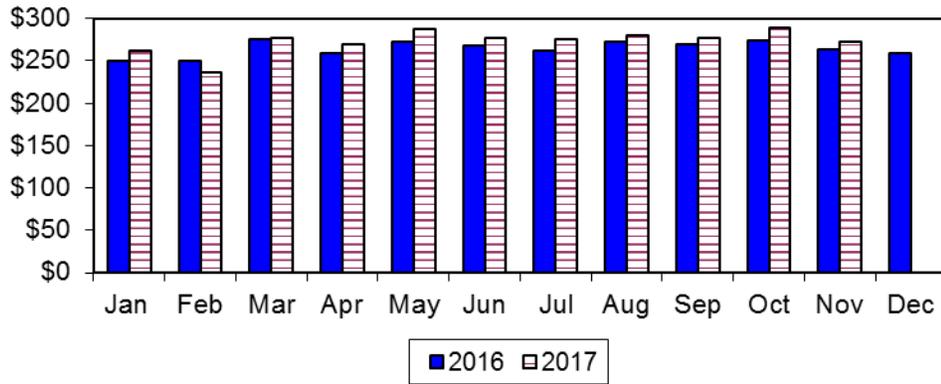
EasyPay Xpress Unlimited Program

In November 2017, the EasyPay Xpress Unlimited program enrollment totaled 23,243 accounts. During this month, active Xpress Unlimited customers accounted for approximately 1.0 million subway and local bus rides with \$2.3 million charged to their accounts. Each active account averaged 48 trips per month with a fixed monthly bill of \$121.00.

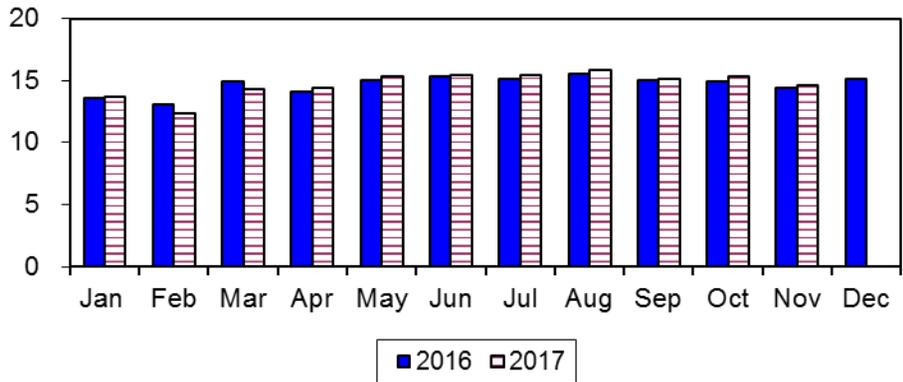
In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during November 2017 totaled \$272.7 million, on a base of 14.6 million customer transactions. This represents 0.5 percent increase in vending machine transactions compared to the same period last year. During November 2017, MEMs accounted for 2,203,042 transactions resulting in \$58,347,313.65 in sales. Debit/credit card purchases accounted for 80.8 percent of total vending machine revenue, while cash purchases accounted for 19.2 percent. Debit/credit card transactions account for 58.7 percent of total vending machine transactions, while cash transactions account for 41.3 percent. The average credit sale was \$29.35, more than three times the average cash sale of \$8.64. The average debit sale was \$20.45.

Vending Machine Sales (Sales in millions)



Vending Machine Transactions (Transactions in millions)



MTACC MONTHLY PROJECT STATUS REPORTS:

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

Cortlandt Street No. 1 Line Station Reconstruction Active Construction Contracts Report to the Transit Committee - January 2018

data thru December 2017; \$s in million

	Budget	Expenditures
Construction	\$ 157.7	\$ 69.2
Design/CPS	6.8	5.5
Construction Management	17.3	6.7
Total	\$ 181.8	\$ 81.4

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

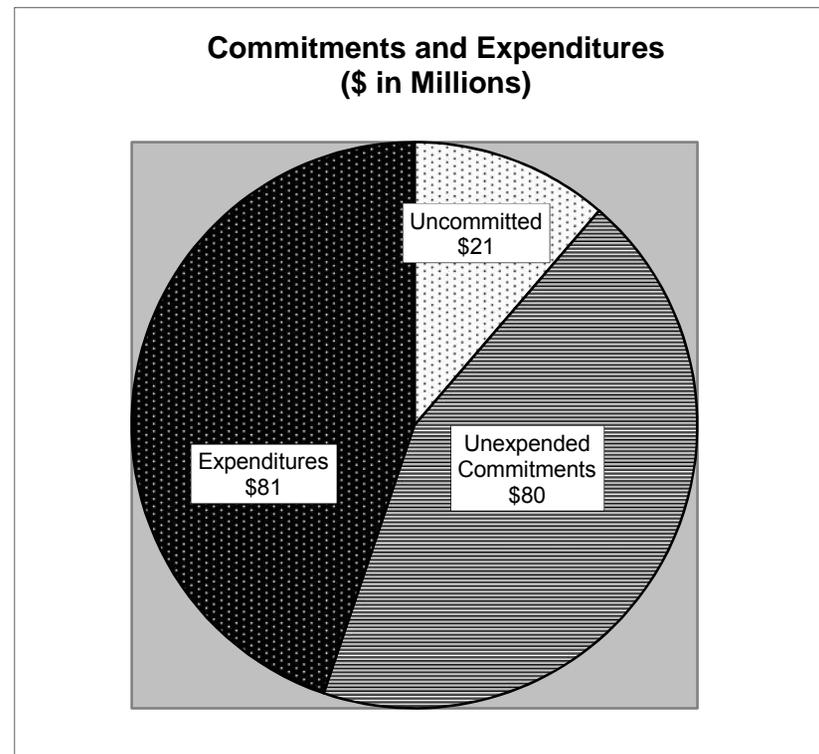
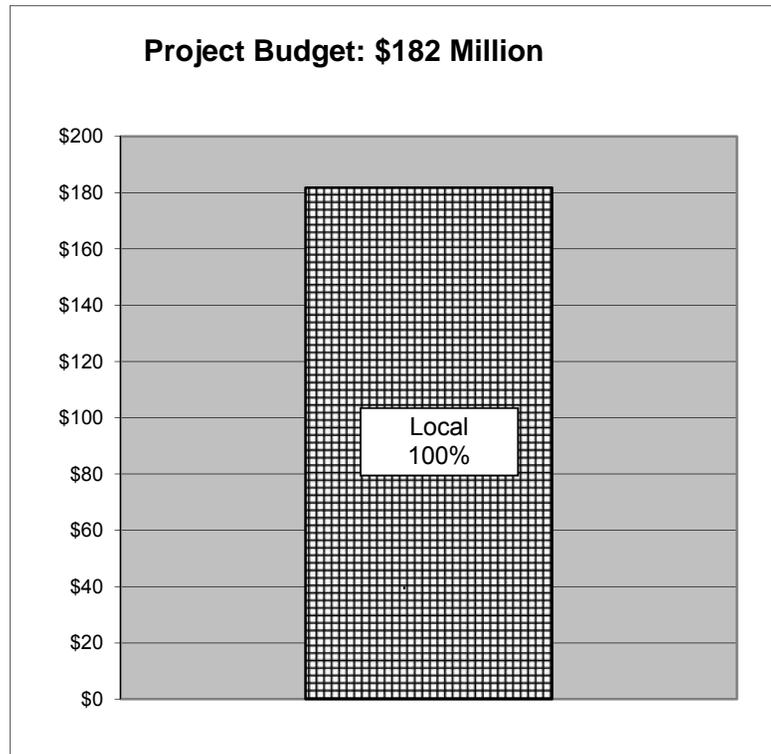
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Actual Award Date	Planned Completion at Award	Forecast Substantial Completion
Reconstruct Cortlandt Street Station Judlau Contracting, Inc.	117.1	110.4	6.7	61.2	Apr-2015	Feb-2018	Dec-2018

Cortlandt Street No. 1 Line Station Reconstruction Status

Report to the Transit Committee - January 2018

data thru December 2017

MTA Capital Program \$ in Millions	Funding Sources		Status of Commitments		
	Budgeted	Local Funding	Committed	Uncommitted	Expended
Total Authorized	\$ 182	\$ 182	\$ 161	\$ 21	\$ 81



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

