



Transit & Bus Committee Meeting

April 2017

Committee Members

F. Ferrer, Committee Chairman

A. Albert

D. Jones

S. Metzger

C. Moerder

J. Molloy

J. Samuelsen

P. Trottenberg

V. Vanterpool

P. Ward

New York City Transit and Bus Committee Meeting

2 Broadway - 20th Floor Conference Room

New York, NY 10004

Monday, 4/24/2017

10:00 - 11:30 AM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – MARCH 20, 2017

March Committee Meeting Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 9

4. OPERATIONS PERFORMANCE SUMMARY

a. February Operations Report

February Operations Report - Page 17

5. FINANCIAL REPORTS

a. February NYCT Financial & Ridership Report

February NYCT Financial and Ridership Report - Page 58

b. February SIR Financial & Ridership Report

February SIR Financial and Ridership Report - Page 79

c. February MTA Bus Financial & Ridership Report

February MTA Bus Financial and Ridership Report - Page 90

d. Capital Program Status Report

Capital Program Status Report - Page 103

6. PROCUREMENTS

NYCT April Procurement Staff Summary and Resolution - Page 112

a. Non-Competitive

NYCT Non-Competitive Actions - Page 116

b. Competitive

NYCT, MTACC Competitive Actions - Page 122

c. Ratifications

MTACC Ratifications - Page 129

7. SERVICE CHANGES

a. NYCT Bus Schedule Changes, Effective July 2017

NYCT Bus Schedules Changes, Effective July 2017 - Page 132

b. MTA Bus Q114 Travel Path Revision, Inwood (Nassau County)

MTA Bus Q114 Travel Path Revision - Page 136

8. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 141

b. MTA Homeless Outreach Report

MTA Homeless Outreach Report - Page 145

c. Final Review of NYCT 2016 Operating Results

Final Review of NYCT 2016 Operating Results - Page 148

d. Final Review of SIR 2016 Operating Results

Final Review of SIR 2016 Operating Results - Page 171

e. Final Review of MTA Bus 2016 Operating Results

Final Review of MTA Bus 2016 Operating Results - Page 185

9. MTACC Report

MTACC Report - Page 210

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
March 20, 2017

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

The following Members were present:

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

The following Members were absent:

Hon. David R. Jones
Hon. Susan G. Metzger
Hon. John Samuelson

Also present were:

Ira Greenberg, Board Member
Darryl Irick, Acting President, New York City Transit
Peter Cafiero, Chief, Operations Planning
Michael Chubak, Chief Financial Officer
Anthony D'Amico, Executive Vice President, MTA Capital Construction
Robert Diehl, Acting Vice President, Security
Joseph Fox, Chief, NYPD Transit Bureau
Wynton Habersham, Senior Vice President, Subways
James Henly, Vice President & General Counsel, Law
Cheryl Kennedy, Vice President, Office of System Safety
Tim Mulligan, Executive Vice President
John O'Grady, Senior Vice President, CPM
Stephen Plochochi, Vice President, Materiel
Stephen Vidal, Acting President, MTA Bus Company

I. Chair Ferrer opened the meeting.

II. Public Speakers

Jason Anthony Pineiro recommended to the Committee that the Customer Service Survey include Access-A-Ride performance due to the financial impact of the program on transit operations.

Pedro Valdez Rivera, Jr. thanked the Committee for the preparatory work being performed in connection with the shutdown of the **L**, also noting the criticality of improving ADA accessibility along the line.

Murray Bodin asked the Committee to recognize the necessity of embracing change and re-examining existing practices with the aim of promoting overall efficiency.

David Paul Gerber addressed the Customer Service Survey, noting the need for better train announcements as referenced in his blog "Gerber's World!"

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the minutes of the February 21, 2017 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company. There were no changes to the Work Plan.

Acting President Darryl Irick announced Chief Financial Officer Michael Chubak's retirement after 34 years of service, acknowledging his integrity, professionalism and leadership abilities and thanking him for his dedication and commitment to public service.

IV. Agenda Items

SVP Habersham reported to the Committee on the Department of Subways' operating performance.

In response to suggestions made by Member Moerdler, SVP Habersham agreed to consider the use of platform doors as a means of improving on-time performance, and to provide train conductors with timely information to improve the accuracy of subway announcements.

In response to a question from Member Albert, SVP Habersham noted that dispatchers have the authority to "short turn" trains at their discretion.

In response to a question from Member Greenberg, Acting President Irick noted that data collection measures are advancing, which should improve decision-making on wait assessment issues. President Irick also agreed to provide additional information on **F** line weekend performance.

Acting President Vidal reported to the Committee on bus operating performance for both NYCT and MTA Bus.

Acting President Vidal thanked the Bus and Paratransit teams, as well as NYCT's labor partners, for their dedication and hard work during last week's storm.

VP Kennedy presented the Safety Report, noting that the Capital Program Management department has begun a comprehensive study to explore both the feasibility and cost of different platform door treatments in NYCT's unique subway environment, which will inform funding decisions in future capital programs.

In response to a question from Member Moerdler, SVP O'Grady advised the Committee that system wide evaluations of the feasibility of a platform door program are currently underway. Member Moerdler commented that the Canarsie Line shut down would offer a good opportunity for such an evaluation.

Chief Fox presented the NYPD Transit Bureau statistics.

In response to a question from Chair Ferrer, Chief Fox indicated that hate crime statistics will be incorporated into the Board materials, noting in the meantime that of the 22 hate crimes this year, 11 occurred in Manhattan, one in the Bronx, two in Queens and eight in Brooklyn.

In response to a question from Member Moerdler, VP & General Counsel James Henly agreed to provide data on the percentage of Transit Adjudication Bureau summonses responded to by the specified return date.

B. Financial Reports

CFO Chubak reported to the Committee on NYCT's finances.

In response to a question from Member Albert, CFO Chubak confirmed that the 7.4 million figure for weekday ridership in January included both bus and subway usage, and that the number of subway service outages associated with work on the system, which can have an effect weekend ridership figures, are tracked in the monthly ridership reports.

In response to a suggestion by Member Moerdler, President Irick agreed to consider the possible effect on ridership of off peak reduced fares for local buses.

Acting President Vidal reported to the Committee on MTA Bus' finances.

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

C. Procurements

VP Plochochi introduced the NYCT, MTA CC and MTA Bus Company procurement agendas, which consisted of 12 actions totaling \$714.7 million in expenditures, highlighting two procurement action items included in this month's agenda: (1) the award of a competitively solicited and negotiated contract for the Canarsie Tunnel Rehabilitation and Core Capacity Improvement in the Boroughs of Manhattan and Brooklyn to Judlau/TC Electric JV in the amount of \$477 million, with a duration of 43 months, and (2) the award of a competitively solicited and negotiated design/build contract for Package 2 of the Enhanced Station Initiative

Program, for the Design and Construction of Improvements at the 30th Avenue, Broadway, 36th Avenue, and 39th Avenue stations along the Astoria Line in the borough of Queens to Skanska USA Civil Northeast Inc. in the amount of \$149.68 million, with a duration of 21 months.

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

In response to concerns raised by Member Moerdler, VP Plochochi explained that a contractor's past performance is taken into consideration by NYCT's selection committee during the proposal evaluation process, and that the All-Agency Contractor Evaluation (ACE) Program not only tracks contractor performance but also makes it available to all of the MTA agencies. With regard to the Canarsie Tunnel Rehabilitation project, VP Plochochi noted that an executive oversight panel will review all change orders and oversee the progress of the work.

Member Moerdler reiterated his position that more oversight is necessary, and suggested that the MTA consider participating in New York City's Vendex program to more effectively track contractor performance. Member Moerdler also expressed his interest in a general "re-examination" of NYCT's procurement process and practices.

In response to a question from Member Albert, VP Plochochi informed the Committee the contractor will be assessed \$410,000 for every day of delay to the completion of the Canarsie Tunnel Rehabilitation project.

NYCT's competitive procurement requiring a two-thirds vote (Schedule C in the Agenda) and those requiring a majority vote (Schedules F and H in the Agenda) as well as its proposed ratifications requiring a majority vote (Schedule K in the Agenda) were approved and forwarded to the full Board for consideration.

MTA Bus' competitive procurement requiring a two-thirds vote (Schedule B in the Agenda) was approved and forwarded to the full Board for consideration.

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

Member Vanterpool abstained from the vote on the Canarsie Tunnel Rehabilitation and Core Capacity Improvement procurement action item.

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

V. Special Reports and Presentations

Acting President Irick presented the MetroCard Report to the Committee for its information, as well as the results of the Annual Citywide Customer Satisfaction Survey covering subway service, subway stations and local bus.

Peter Cafiero, Chief of Operations Planning, made a presentation to the Committee on Bus Ridership.

Member Albert noted that instead of cutting service when ridership decreases, a pilot to improve service on particular routes should be considered to determine whether it has the effect of increasing ridership.

In response to a question from Member Vanterpool regarding the timeline for a citywide rollout of the Traffic Signal Priority ("TSP") initiative, Mr. Cafiero noted that TSP is an evolving technology and that routes have to be evaluated to determine appropriate priorities, adding that he expected the program to gain momentum. VP Plochochi noted that there is currently a plan to bring a procurement action relating to the TSP initiative to the Board in July with the expectation of implementation in the beginning of 2018. At Member Vanterpool's request, President Irick agreed to provide a timeline and work plan for implementation of TSP "next steps" at a future date.

Member Moerdler suggested that more aggressive enforcement measures be taken in connection with parking infractions that block the flow of traffic, and that the use of smaller buses that can maneuver traffic more effectively be considered on certain routes.

VP & General Counsel James Henly presented a report on New York City Transit's Recidivism Initiative.

In response to a question from Member Moerdler, Mr. Henly expressed his intention to meet with the administrative judges of the criminal courts after collecting sentencing data on recidivist cases and meeting with District Attorney representatives.

In response to a request from Chair Ferrer, Mr. Henly agreed to provide a quarterly report on recidivist crime going forward.

VI. MTA CC Project Report

EVP D'Amico congratulated CFO Chubak on his retirement and reported on the status of the Cortlandt Street 1 station and the 2 line projects, as well as Phase 2 of the Second Avenue Subway project.

In response to a question from Member Albert, Mr. Cafiero noted that although the completion date of the new South Ferry station is currently on schedule, the Old South Ferry station can accommodate the needs of the Clark Street diversion if necessary.

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

Respectfully submitted,



Bettina Quintas
Assistant Secretary

2017 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

April 2017

Homeless Outreach Report	MTA
Final Review of NYC Transit 2016 Operating Results	Management & Budget
Final Review of SIR 2016 Operating Results	Management & Budget
Final Review of MTA Bus 2016 Operating Results	Management & Budget

May 2017

Transit Adjudication Bureau Report, 1 st Qtr, 2017	Law
Elevator & Escalator Service Report, 1 st Qtr, 2017	Subways
NYCT & MTA Bus EEO & Diversity Report, 1 st Qtr, 2017	EEO & Human Resources

June 2017

No Items

July 2017

No Items

August 2017

No Meetings Held

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

September 2017

Public comment/Committee review of budget	
2017 NYC Transit Mid-Year Forecast Monthly Allocation	Management & Budget
2017 SIR Mid-Year Forecast Monthly Allocation	Management & Budget
2017 MTA Bus Mid-Year Forecast Monthly Allocation	Management & Budget
2018 Preliminary NYC Transit Budget	Management & Budget
2018 Preliminary SIR Budget	Management & Budget
2018 Preliminary MTA Bus Budget	Management & Budget
Service Quality Indicators (including PES & MTA Bus PES)	Operations Planning
Elevator & Escalator Service Report, 2 nd Qtr, 2017	Subways
Transit Adjudication Bureau Report, 2 nd Qtr, 2017	Law
NYCT & MTA Bus EEO & Diversity Report, 2 nd Qtr, 2017	EEO & Human Resources

October 2017

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

November 2017

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

December 2017

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

January 2018

Approval of 2018 NYC Transit Committee Work Plan	Committee Chair & Members
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February 2018

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

March 2017

No Items



2017 Transit & Bus Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

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

NYC Transit Work Plan

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

Operations Performance Summary

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

Procurements

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

MTACC Projects Report

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

MetroCard Report

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

Service Changes

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

Tariff Changes

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

Capital Budget Modifications

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

Action Items

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

II. SPECIFIC AGENDA ITEMS (con't)

APRIL 2017

Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

Final Review of NYC Transit 2016 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 2016 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 2016 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 2017

Transit Adjudication Bureau Report, 1st Qtr, 2017

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

Elevator & Escalator Service Report, 1st Qtr, 2017

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, 2017

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

JUNE 2017

No Agenda Items

JULY 2017

No Agenda Items

AUGUST 2017

No Meetings Held

II. SPECIFIC AGENDA ITEMS (con't)

SEPTEMBER 2017

2017 NYC Transit Mid-Year Forecast Monthly Allocation

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

2017 SIR Mid-Year Forecast Monthly Allocation

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

2017 MTA Bus Mid-Year Forecast Monthly Allocation

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

2018 NYC Transit Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

2018 SIR Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

2018 MTA Bus Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

Service Quality Indicators/PES Report

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

Elevator & Escalator Service Report, 2nd Qtr, 2017

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

Transit Adjudication Bureau Report, 2nd Qtr, 2017

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

EEO & Diversity Report, 2nd Qtr, 2017

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

II. SPECIFIC AGENDA ITEMS (con't)

OCTOBER 2017

Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

2018 NYC Transit Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

2018 SIR Preliminary Budget

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

2018 MTA Bus Preliminary Budget

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

NOVEMBER 2017

Charter for Transit Committee

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

Elevator & Escalator Service Report, 3rd Qtr, 2017

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

Transit Adjudication Bureau Report, 3rd Qtr, 2017

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

DECEMBER 2017

NYCT 2018 Adopted Budget/Financial Plan 2018-2021

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

SIR 2018 Adopted Budget/Financial Plan 2018-2021

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

II. SPECIFIC AGENDA ITEMS (con't)

MTA Bus 2018 Adopted Budget/Financial Plan 2018-2021

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

EEO & Diversity Report, 3rd Qtr, 2017

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

JANUARY 2018

Approval of Committee Work Plan

The Committee will be provided with the work plan for 2018 and will be asked to approve its use for the year.

FEBRUARY 2018

Preliminary Review of NYC Transit's 2017 Operating Results

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

Preliminary Review of SIR 2017 Operating Results

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

Preliminary Review of MTA Bus 2017 Operating Results

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

Adopted Budget/Financial Plan 2018-2021

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

SIR Adopted Budget/Financial Plan 2018-2021

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

II. SPECIFIC AGENDA ITEMS (con't)

MTA Bus Adopted Budget/Financial Plan 2018-2021

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

Service Quality Indicators / PES Report

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

ADA Compliance Report

The annual update to the NYC Transit Committee on the status of compliance with the Americans with Disabilities Act (ADA) at New York City Transit. The report summarizes activities for compliance including, rehabilitation of key stations and ADA requirements in bus and subway transportation.

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

EEO & Diversity Report- 2017 Year-End Report

A detailed year-end 2017 report to the committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

MARCH 2018

No Agenda Items

Monthly Operations Report

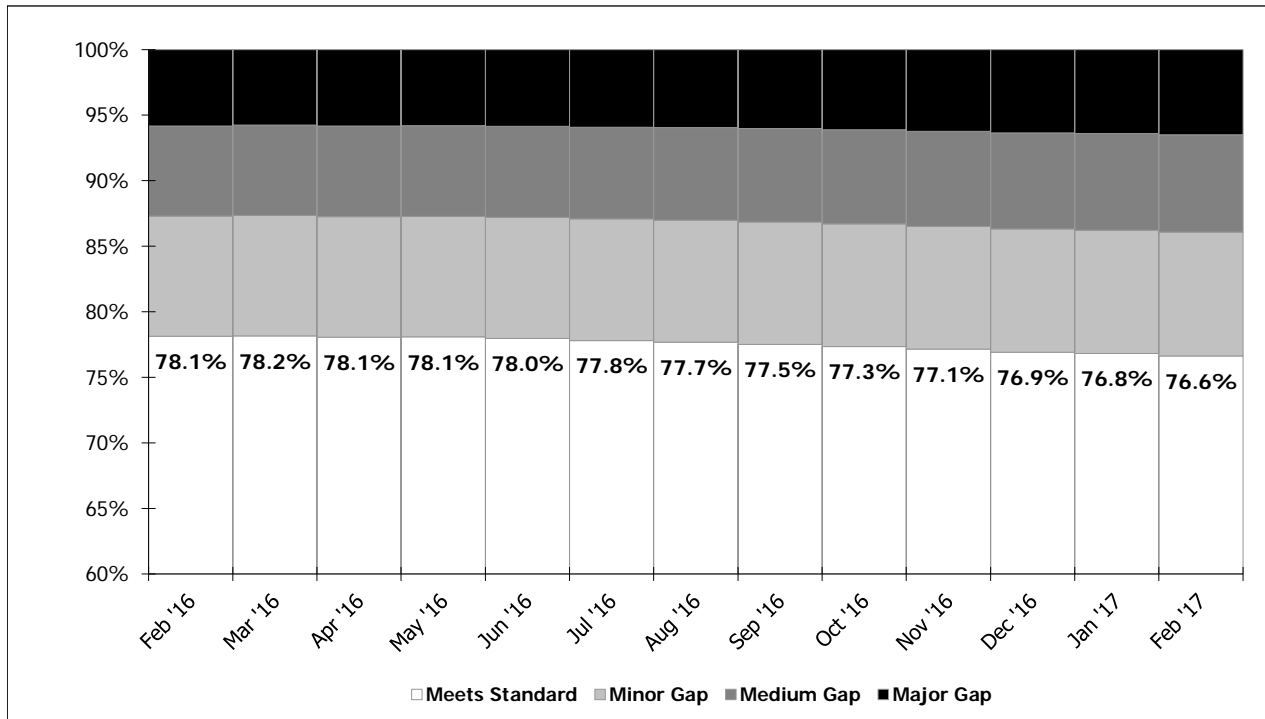
Statistical results for the month of February 2017 are shown below.

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: February 2017			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)	75.6%	77.8%	-2.2%	76.6%	78.1%	-1.5%
A Division Weekday Wait Assessment	71.7%	74.0%	-2.3%	73.1%	74.6%	-1.5%
B Division Weekday Wait Assessment	77.5%	79.8%	-2.3%	78.5%	80.0%	-1.5%
System Weekend Wait Assessment (Chart 3)	84.1%	84.1%	0.0%	83.8%	84.4%	-0.6%
A Division Weekend Wait Assessment	81.8%	81.8%	0.0%	81.8%	83.3%	-1.5%
B Division Weekend Wait Assessment	85.4%	85.4%	0.0%	84.9%	85.1%	-0.2%
System Weekday Terminal On-Time Performance (Charts 4-5)	62.4%	67.8%	-5.4%	66.1%	69.4%	-3.3%
A Division Weekday Terminal On-Time Performance	57.4%	62.3%	-4.9%	62.0%	65.3%	-3.3%
B Division Weekday Terminal On-Time Performance	66.5%	72.4%	-5.9%	69.5%	72.8%	-3.3%
System Number of Weekday Trains Delayed (Chart 6)	57,204	50,277	+13.8%	56,229	50,437	+11.5%
System Weekend Terminal On-Time Performance (Charts 7-8)	70.4%	73.6%	-3.2%	72.2%	74.1%	-1.9%
A Division Weekend Terminal On-Time Performance	68.3%	70.6%	-2.3%	69.4%	71.8%	-2.4%
B Division Weekend Terminal On-Time Performance	71.9%	75.6%	-3.7%	74.1%	75.6%	-1.5%
System Number of Weekend Trains Delayed (Chart 9)	14,600	13,403	+8.9%	14,119	13,188	+7.1%
Mean Distance Between Failures (Charts 10-11)	125,470	108,560	+15.6%	114,261	128,007	-10.7%
A Division Mean Distance Between Failures	122,509	109,629	+11.7%	115,923	113,217	+2.4%
B Division Mean Distance Between Failures	127,637	107,771	+18.4%	113,075	141,763	-20.2%
System Weekday Service-KPI (Charts 12-13)	71.7%	75.6%	-3.9%	73.4%	76.2%	-2.8%
A Division Weekday Service-KPI	68.0%	70.6%	-2.6%	70.2%	71.9%	-1.7%
B Division Weekday Service-KPI	74.0%	79.1%	-5.1%	75.5%	79.3%	-3.8%
System Weekday PES-KPI (Charts 14-16)				91.9%	91.9%	0.0%
Staten Island Railway						
24 Hour On-Time Performance	94.6%	96.6%	-2.0%	94.9%	95.5%	-0.6%
AM Rush On-Time Performance	97.2%	96.1%	+1.1%	97.2%	95.6%	+1.6%
PM Rush On-Time Performance	88.9%	96.7%	-7.8%	95.4%	97.7%	-2.3%
Percentage of Completed Trips	99.8%	99.9%	-0.1%	99.8%	99.9%	-0.1%
Mean Distance Between Failures	25,220	206,320	-87.8%	48,918	72,062	-32.1%
Staten Island Railway PES-KPI (Chart 17)				88.3%	90.4%	-2.1%

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

Currently reported prior period Wait Assessment and Service KPI figures that were derived from sample data have been restated with fully electronic data, for comparability with the current period figures.

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



Wait Assessment Definition

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

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

Minor Gap: More than 25% to 50% over scheduled headway

Medium Gap: More than 50% to 100% over scheduled headway

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

Wait Assessment Results

	Systemwide 12-Month Average				Annual Results (Meets Standard)
	<u>Meets Standard</u>	<u>GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Mar '16 - Feb '17	76.6%	9.4%	7.4%	6.5%	2017 TARGET: 80.7%
Mar '15 - Feb '16	78.1%	9.2%	6.9%	5.8%	2016 ACTUAL: 76.9%

Chart 1

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

<u>Line</u>	<u>Mar '16 - Feb '17</u>				<u>Mar '15 - Feb '16</u>				<u>Standard Difference</u>
	<u>Meets Standard</u>	<u>Headways GAP</u>			<u>Meets Standard</u>	<u>Headways GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
1	76.8%	9.5%	7.4%	6.2%	78.8%	9.3%	6.7%	5.2%	-2.0%
2	68.9%	10.4%	10.3%	10.4%	72.0%	10.1%	9.4%	8.4%	-3.1%
3	73.5%	10.5%	8.6%	7.4%	77.7%	9.8%	7.1%	5.4%	-4.2%
4	68.7%	9.9%	9.6%	11.7%	70.6%	9.7%	8.8%	10.9%	-1.9%
5	64.5%	10.3%	11.2%	14.0%	66.3%	10.1%	10.8%	12.8%	-1.8%
6	66.5%	9.5%	10.6%	13.4%	66.9%	9.8%	10.6%	12.7%	-0.4%
7	73.3%	11.5%	9.2%	6.0%	73.6%	11.3%	9.0%	6.1%	-0.3%
S 42nd	92.5%	3.9%	2.0%	1.7%	91.1%	4.2%	2.4%	2.3%	+1.4%
Subdivision A	73.1%	9.4%	8.6%	8.8%	74.6%	9.3%	8.1%	8.0%	-1.5%
A	70.6%	9.5%	9.4%	10.5%	71.8%	9.7%	9.2%	9.2%	-1.2%
B	76.1%	10.7%	7.5%	5.7%	79.0%	10.4%	6.4%	4.2%	-2.9%
C	73.8%	12.1%	8.8%	5.3%	78.0%	11.0%	7.1%	3.9%	-4.2%
D	78.2%	10.7%	7.1%	4.0%	80.6%	10.3%	6.1%	3.1%	-2.4%
E	72.4%	10.5%	9.1%	8.0%	73.4%	10.6%	8.6%	7.4%	-1.0%
F	72.2%	9.7%	9.1%	9.0%	74.0%	9.6%	8.4%	8.1%	-1.8%
S Fkln	97.7%	0.4%	0.5%	1.4%	97.5%	0.3%	0.5%	1.7%	+0.2%
G	82.3%	10.5%	5.2%	2.0%	84.0%	9.2%	4.6%	2.3%	-1.7%
S Rock	93.9%	3.8%	1.2%	1.1%	93.8%	3.6%	1.3%	1.4%	+0.1%
JZ	77.6%	10.4%	7.1%	4.9%	79.5%	10.0%	6.4%	4.2%	-1.9%
L	77.2%	11.5%	7.0%	4.3%	77.7%	11.0%	6.8%	4.5%	-0.5%
M	76.2%	10.2%	7.6%	6.1%	77.3%	9.9%	7.2%	5.6%	-1.1%
N	76.5%	11.1%	7.6%	4.8%	78.9%	10.8%	6.7%	3.5%	-2.4%
Q	77.4%	10.6%	6.9%	5.2%	79.1%	10.2%	6.0%	4.7%	-1.7%
R	75.8%	10.0%	8.0%	6.2%	75.6%	10.0%	8.1%	6.4%	+0.2%
Subdivision B	78.5%	9.4%	6.8%	5.2%	80.0%	9.1%	6.2%	4.7%	-1.5%
Systemwide	76.6%	9.4%	7.4%	6.5%	78.1%	9.2%	6.9%	5.8%	-1.5%

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

Headway Definitions

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

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

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

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

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

<u>Line</u>	<u>Mar '16 - Feb '17</u>				<u>Mar '15 - Feb '16</u>				<u>Standard Difference</u>
	<u>Meets Standard</u>	<u>Headways GAP</u>			<u>Meets Standard</u>	<u>Headways GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
1	81.8%	8.2%	5.7%	4.3%	88.4%	6.7%	3.3%	1.6%	-6.6%
2	73.5%	11.7%	9.5%	5.4%	77.7%	10.4%	7.7%	4.2%	-4.2%
3	85.0%	8.7%	4.3%	2.0%	85.4%	8.3%	4.2%	2.2%	-0.4%
4	74.0%	10.2%	8.9%	6.9%	74.6%	10.2%	8.4%	6.8%	-0.6%
5	78.4%	9.7%	6.5%	5.5%	83.6%	8.0%	5.2%	3.2%	-5.2%
6	82.6%	8.7%	5.4%	3.3%	78.4%	9.4%	7.1%	5.1%	+4.2%
7	81.7%	10.2%	5.3%	2.7%	79.8%	10.5%	6.1%	3.7%	+1.9%
S 42nd	97.7%	0.7%	0.4%	1.3%	98.7%	0.5%	0.3%	0.5%	-1.0%
Subdivision A	81.8%	8.5%	5.7%	3.9%	83.3%	8.0%	5.3%	3.4%	-1.5%
A	75.1%	10.7%	8.7%	5.4%	77.1%	10.6%	7.6%	4.7%	-2.0%
C	78.7%	10.9%	7.0%	3.4%	82.7%	9.7%	5.0%	2.5%	-4.0%
D	81.5%	10.7%	5.6%	2.2%	81.4%	10.6%	5.6%	2.4%	+0.1%
E	84.2%	8.9%	4.4%	2.6%	84.7%	8.8%	4.4%	2.1%	-0.5%
F	79.8%	10.3%	6.7%	3.2%	80.1%	9.8%	6.7%	3.4%	-0.3%
S Fkln	97.9%	0.3%	0.5%	1.3%	96.6%	0.4%	0.5%	2.5%	+1.3%
G	88.2%	7.9%	2.6%	1.3%	88.5%	7.0%	2.5%	2.0%	-0.3%
S Rock	95.1%	3.0%	0.9%	1.0%	93.9%	3.7%	1.0%	1.4%	+1.2%
JZ	86.6%	7.3%	3.9%	2.3%	88.3%	6.4%	2.6%	2.7%	-1.7%
L	81.3%	9.7%	5.0%	4.0%	77.6%	9.7%	6.1%	6.6%	+3.7%
M	93.7%	3.3%	1.1%	1.9%	91.0%	4.3%	1.5%	3.3%	+2.7%
N	81.9%	10.2%	5.3%	2.5%	82.0%	10.3%	5.5%	2.2%	-0.1%
Q	85.1%	8.2%	4.2%	2.5%	88.2%	6.7%	2.3%	2.8%	-3.1%
R	79.3%	10.2%	6.9%	3.5%	79.1%	10.8%	6.7%	3.5%	+0.2%
Subdivision B	84.9%	8.0%	4.5%	2.6%	85.1%	7.8%	4.1%	3.0%	-0.2%
Systemwide	83.8%	8.2%	4.9%	3.1%	84.4%	7.9%	4.6%	3.1%	-0.6%

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

Headway Definitions

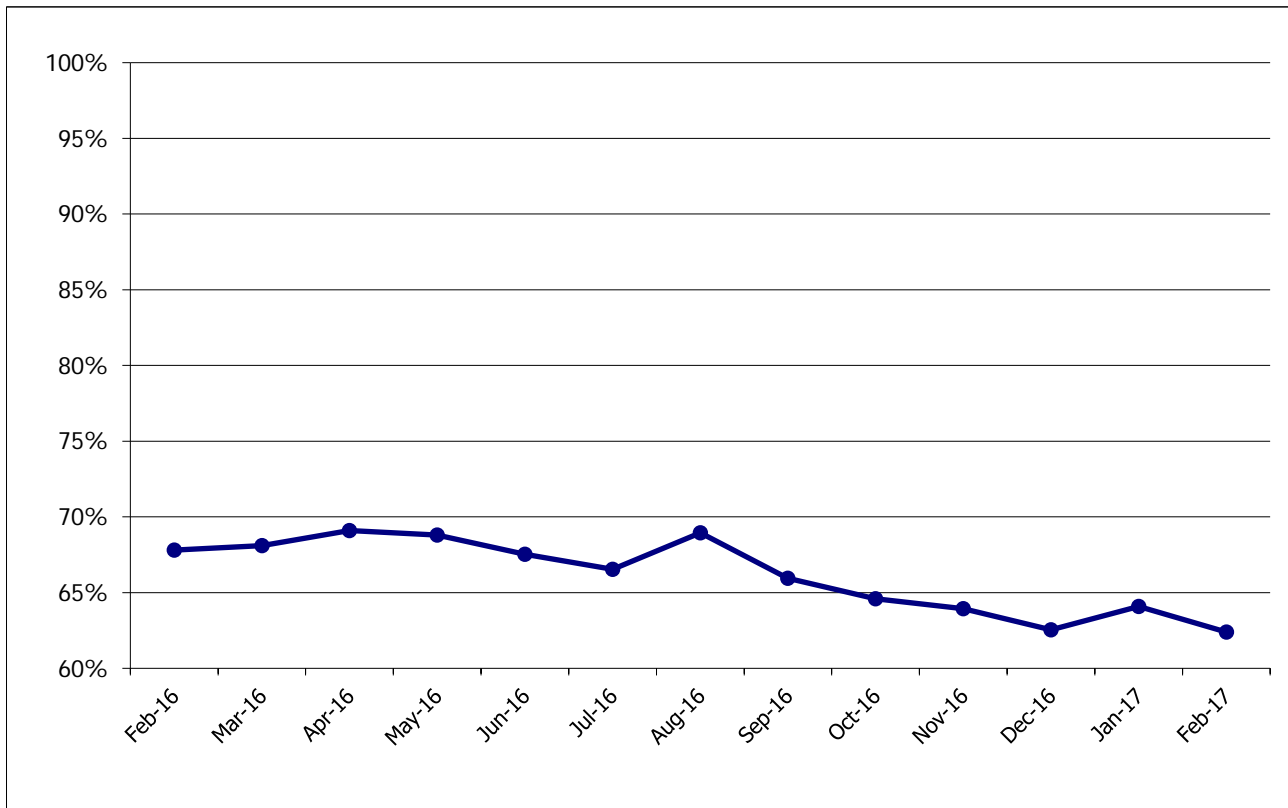
Minor Gap: From 25% to 50% over scheduled headway

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

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

Subway Weekday Terminal On-Time Performance

Monthly
(24 hours)



Weekday Terminal On-Time Performance Definition

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

Weekday Terminal On-Time Performance Results

Systemwide

Monthly Results

Feb 2017: 62.4%

Feb 2016: 67.8%

Mar '16 - Feb '17

12-Mon Avg: 66.1%

Subdivision A

Monthly Results

Feb 2017: 57.4%

Feb 2016: 62.3%

Mar '16 - Feb '17

12-Mon Avg: 62.0%

Subdivision B

Monthly Results

Feb 2017: 66.5%

Feb 2016: 72.4%

Mar '16 - Feb '17

12-Mon Avg: 69.5%

Discussion of Results

In February 2017, Over Crowding (23,619 delays), ROW Delays (8,409 delays), and Track Gangs (7,168 delays) were the highest categories of delays, representing 68.5% of the total 57,204 delays.

Chart 4

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

<u>Line</u>	<u>Mar '16 - Feb '17</u>	<u>Mar '15 - Feb '16</u>	<u>% Difference</u>
1	69.9%	76.7%	-6.8%
2	34.6%	42.6%	-8.0%
3	56.0%	65.1%	-9.1%
4	36.7%	42.1%	-5.4%
5	36.5%	38.7%	-2.2%
6	48.9%	45.7%	+3.2%
7	77.1%	82.0%	-4.9%
S 42nd	99.0%	98.9%	+0.1%
Subdivision A	62.0%	65.3%	-3.3%
A	61.4%	66.4%	-5.0%
B	65.3%	76.0%	-10.7%
C	66.4%	78.3%	-11.9%
D	65.0%	73.2%	-8.2%
E	66.5%	69.0%	-2.5%
F	56.8%	57.7%	-0.9%
S Fkln	99.6%	99.6%	+0.0%
G	79.7%	69.2%	+10.5%
S Rock	93.0%	96.0%	-3.0%
JZ	64.5%	71.0%	-6.5%
L	90.8%	91.7%	-0.9%
M	65.9%	69.3%	-3.4%
N	60.4%	65.6%	-5.2%
Q	69.4%	70.6%	-1.2%
R	60.3%	59.2%	+1.1%
Subdivision B	69.5%	72.8%	-3.3%
Systemwide	66.1%	69.4%	-3.3%

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

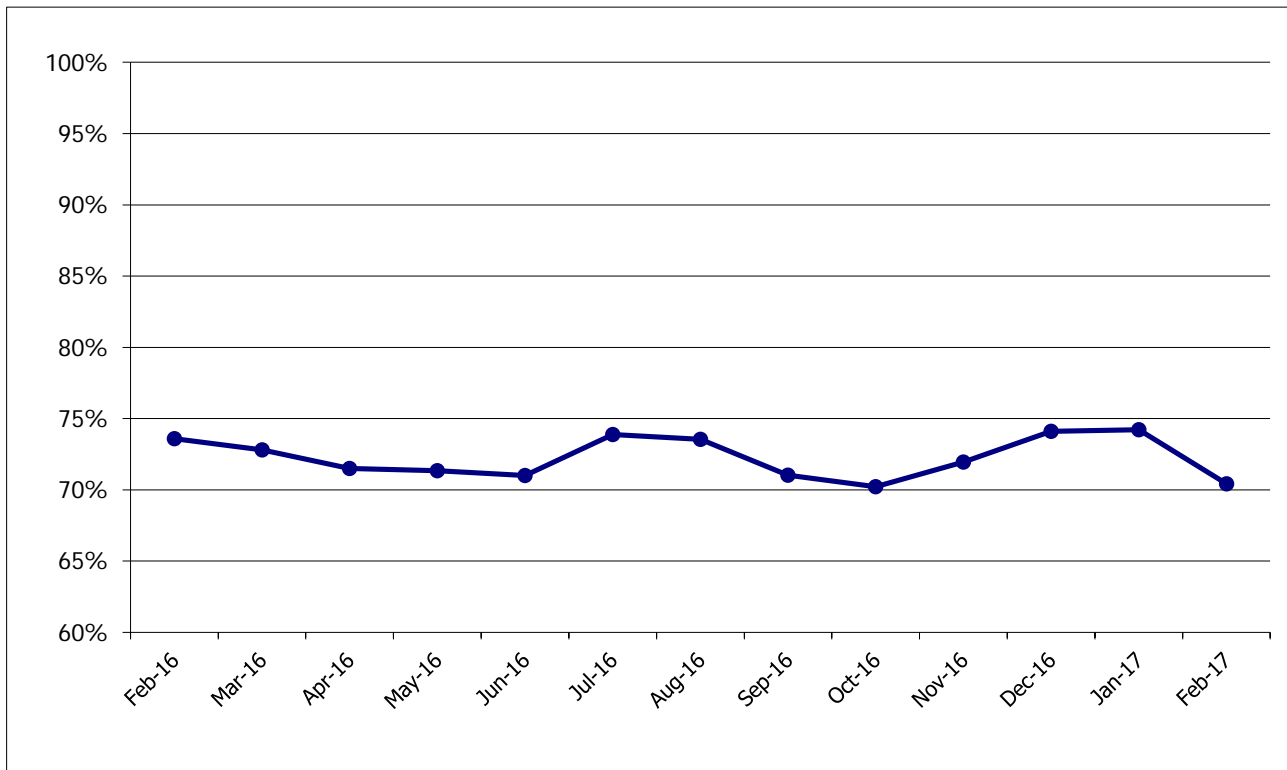
Subway Weekday Trains Delayed
 Monthly
 (24 hours)

<u>Categories</u>	<u>February 2017 Trains Delayed</u>
Over Crowding	23,619
ROW Delays	8,409
Track Gangs	7,168
Inclement Weather	2,890
Work Equipment/G. O.	2,881
Car Equipment	2,475
Sick Customer	2,369
Operational Diversions	1,896
Unruly Customer	1,580
Police	1,565
Fire	1,047
Employee	740
Infrastructure	371
External	194
Collision/Derailment	0
Total Trains Delayed *	57,204

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

Subway Weekend Terminal On-Time Performance

Monthly
(24 hours)



Weekend Terminal On-Time Performance Definition

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

Weekend Terminal On-Time Performance Results

Systemwide

Monthly Results

Feb 2017: 70.4%

Feb 2016: 73.6%

Mar '16 - Feb '17

12-Mon Avg: 72.2%

Subdivision A

Monthly Results

Feb 2017: 68.3%

Feb 2016: 70.6%

Mar '16 - Feb '17

12-Mon Avg: 69.4%

Subdivision B

Monthly Results

Feb 2017: 71.9%

Feb 2016: 75.6%

Mar '16 - Feb '17

12-Mon Avg: 74.1%

Discussion of Results

In February 2017, Over Crowding (3,783 delays), Work Equipment/G. O. (3,735 delays), and Track Gangs (2,672 delays) were the highest categories of delays, representing 69.8% of the total 14,600 delays.

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

<u>Line</u>	<u>Mar '16 - Feb '17</u>	<u>Mar '15 - Feb '16</u>	<u>% Difference</u>
1	78.7%	88.1%	-9.4%
2	39.6%	43.5%	-3.9%
3	55.4%	60.8%	-5.4%
4	51.9%	49.6%	+2.3%
5	60.7%	74.5%	-13.8%
6	62.3%	56.9%	+5.4%
7	84.3%	85.1%	-0.8%
S 42nd	99.6%	99.6%	+0.0%
Subdivision A	69.4%	71.8%	-2.4%
A	62.9%	63.9%	-1.0%
C	60.2%	57.0%	+3.2%
D	67.6%	69.9%	-2.3%
E	64.9%	61.3%	+3.6%
F	43.3%	37.3%	+6.0%
S Fkln	99.5%	99.6%	-0.1%
G	84.8%	84.7%	+0.1%
S Rock	93.1%	97.9%	-4.8%
JZ	81.8%	88.6%	-6.8%
L	90.0%	88.5%	+1.5%
M	96.0%	96.5%	-0.5%
N	65.7%	70.2%	-4.5%
Q	78.4%	83.1%	-4.7%
R	63.1%	71.2%	-8.1%
Subdivision B	74.1%	75.6%	-1.5%
Systemwide	72.2%	74.1%	-1.9%

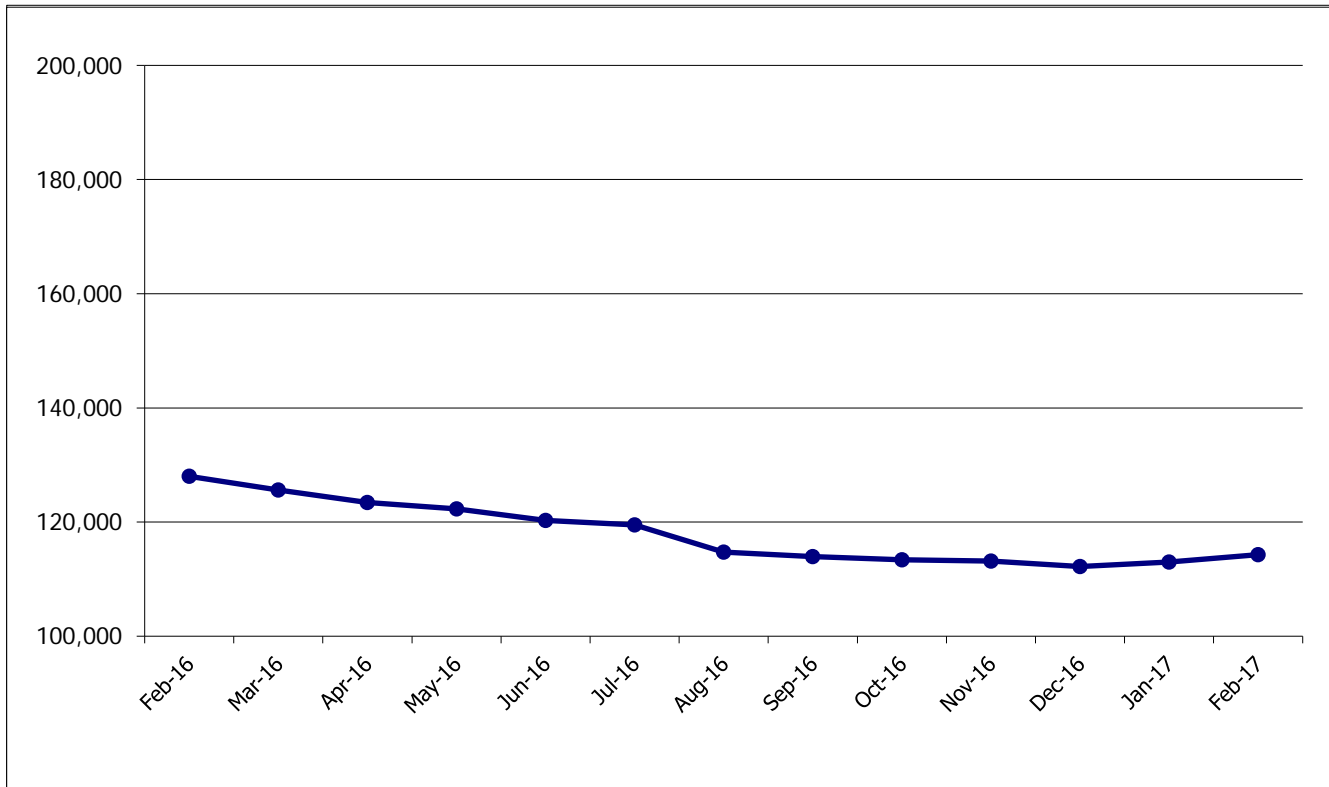
Chart 8

Subway Weekend Trains Delayed
Monthly
(24 hours)

<u>Categories</u>	<u>February 2017 Trains Delayed</u>
Over Crowding	3,783
Work Equipment/G. O.	3,735
Track Gangs	2,672
ROW Delays	1,065
Sick Customer	551
Police	536
Unruly Customer	493
Car Equipment	468
Operational Diversions	378
Employee	349
Fire	335
Inclement Weather	172
External	52
Infrastructure	9
Collision/Derailment	0
Total Trains Delayed *	14,600

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

Subway Mean Distance Between Failure 12-Month Rolling Average



Definition

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

Monthly Results

Feb 2017: 125,470
Feb 2016: 108,560

12-Month Average

Mar '16 - Feb '17: 114,261
Mar '15 - Feb '16: 128,007

Annual Result

2017 TARGET: 150,000
2016 ACTUAL: 112,208

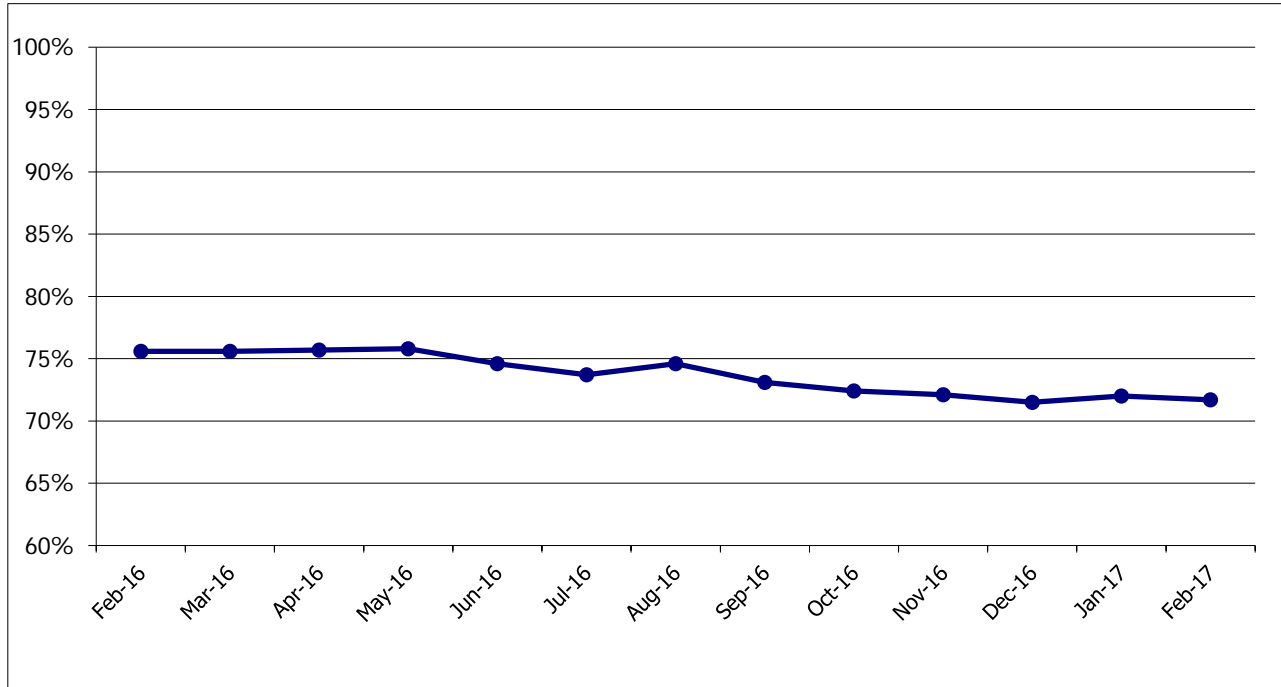
Discussion of Results

MDBF in February 2017 changed 15.58% from February 2016. Over the past year, the MDBF 12-month average changed -10.74%.

Subway Mean Distance Between Failure
12-Month Rolling Average

<u>Car Class</u>	<u># of Cars</u>	<u>Mar '16 - Feb '17</u>	<u>Mar '15 - Feb '16</u>	<u>% Change</u>
R32	222	33,217	38,362	-13.4%
R42	50	42,094	41,027	+2.6%
R46	752	73,917	101,630	-27.3%
R62	315	216,306	190,050	+13.8%
R62A	824	84,988	94,755	-10.3%
R68	425	120,838	122,788	-1.6%
R68A	200	99,385	123,449	-19.5%
R142	1,030	148,382	148,354	+0.0%
R142A	220	47,997	59,156	-18.9%
R143	212	56,254	65,164	-13.7%
R160	1,662	245,721	345,586	-28.9%
R188 - New	126	591,207	335,141	+76.4%
R188 - Conversion	380	201,532	110,524	+82.3%
FLEET	6,418	114,261	128,007	-10.7%

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



S-KPI Definition

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

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

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

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

S-KPI Results

Systemwide

Monthly Results

Feb 2017: 71.7%
Feb 2016: 75.6%

Mar '16 - Feb '17

12 Mon Avg: 73.4%

Subdivision A

Monthly Results

Feb 2017: 68.0%
Feb 2016: 70.6%

Mar '16 - Feb '17

12 Mon Avg: 70.2%

Subdivision B

Monthly Results

Feb 2017: 74.0%
Feb 2016: 79.1%

Mar '16 - Feb '17

12 Mon Avg: 75.5%

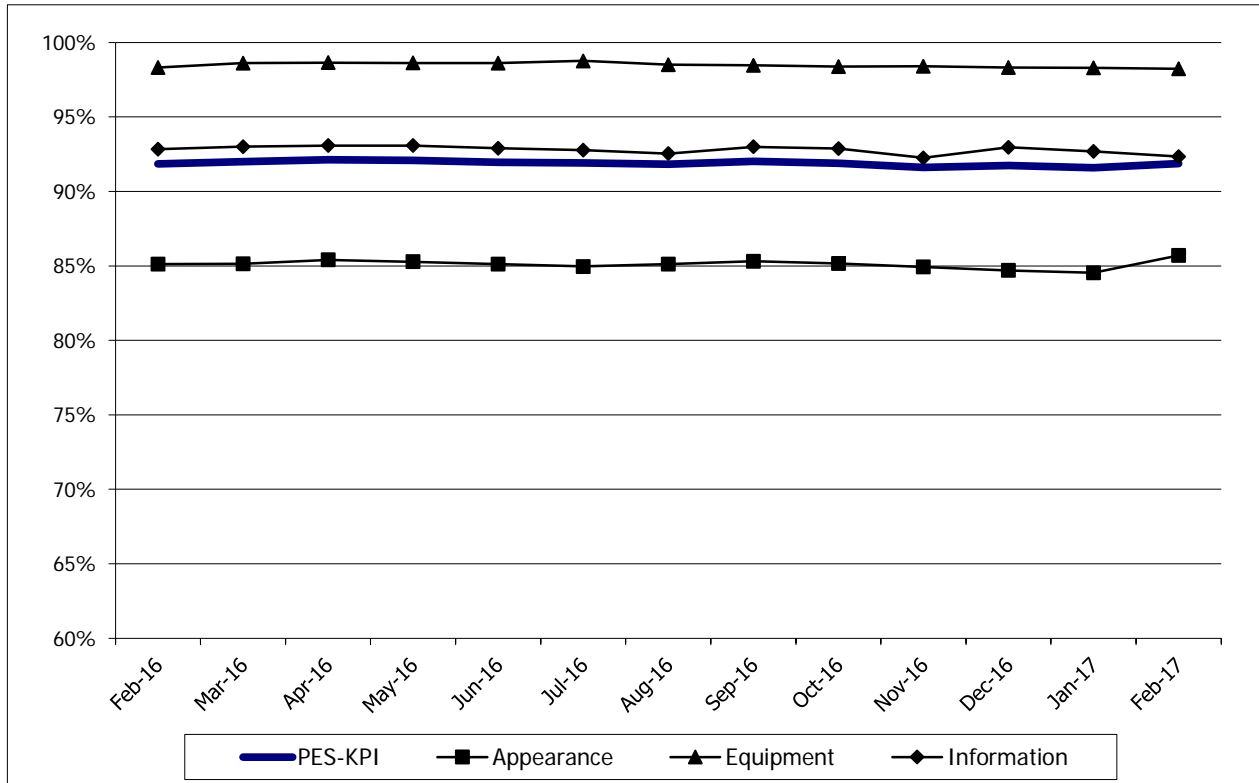
Chart 12

Subway Service - Key Performance Indicator (S-KPI)
12-Month Rolling Average

<u>Line</u>	<u>Mar '16 - Feb '17</u>	<u>Mar '15 - Feb '16</u>	<u>% Difference</u>
1	73.4%	78.1%	-4.7%
2	61.7%	66.0%	-4.3%
3	70.9%	76.2%	-5.3%
4	57.6%	60.4%	-2.8%
5	59.6%	61.4%	-1.8%
6	59.0%	58.2%	+0.8%
7	77.1%	78.8%	-1.7%
S 42nd	87.3%	86.6%	+0.7%
Subdivision A	70.2%	71.9%	-1.7%
A	66.1%	70.1%	-4.0%
B	72.1%	78.5%	-6.4%
C	67.2%	74.4%	-7.2%
D	76.4%	80.3%	-3.9%
E	73.4%	74.7%	-1.3%
F	70.4%	71.7%	-1.3%
S Fkln	90.6%	91.4%	-0.8%
G	77.3%	75.2%	+2.1%
S Rock	89.8%	88.6%	+1.2%
JZ	68.9%	72.9%	-4.0%
L	78.5%	78.9%	-0.4%
M	75.5%	77.2%	-1.7%
N	74.0%	77.0%	-3.0%
Q	77.2%	78.6%	-1.4%
R	68.3%	69.9%	-1.6%
Subdivision B	75.5%	79.3%	-3.8%
Systemwide	73.4%	76.2%	-2.8%

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

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



PES-KPI Definition

PES-KPI is a composite indicator for the subway car and station environments, which consists of three categories designed to reflect customer experiences.

Appearance: Includes litter, cleanliness and graffiti ratings in both subway cars and stations; does not currently include peeling paint or missing tiles for stations.

Equipment: Includes in stations, the functionality of elevators, escalators, turnstiles, booth microphones, and MetroCard vending machines; and in subway cars, the functionality of the door panels, lighting, and climate control.

Information: Includes the ratings for maps, employees in proper uniforms, and subway car announcements and signage.

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

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
Mar '16 - Feb '17	91.9%	85.7%	98.2%	92.3%
Mar '15 - Feb '16	91.9%	85.1%	98.3%	92.8%
% Difference:	+0.0%	+0.6%	-0.1%	-0.5%

Subway PES-KPI - Subway Car
12-Month Rolling Average

<u>Line</u>	<u>Mar '16 - Feb '17</u>				<u>Mar '15 - Feb '16</u>				<u>% Difference</u>
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
1	93.0%	95.8%	97.5%	85.7%	94.9%	96.9%	96.7%	91.0%	-1.9%
2	95.7%	91.3%	96.7%	99.2%	96.5%	94.7%	99.0%	96.0%	-0.8%
3	93.8%	93.0%	97.4%	91.0%	95.0%	96.4%	97.9%	90.6%	-1.2%
4	96.5%	94.4%	96.8%	98.3%	95.6%	93.0%	98.2%	95.7%	+0.9%
5	96.5%	92.5%	97.7%	99.5%	95.7%	93.5%	97.9%	95.7%	+0.8%
6	94.1%	94.7%	96.9%	90.8%	94.8%	94.0%	97.8%	92.6%	-0.7%
7	97.6%	95.5%	98.7%	98.6%	97.8%	98.2%	99.6%	95.5%	-0.2%
S 42nd	92.0%	95.6%	92.9%	87.2%	94.4%	97.1%	94.0%	92.0%	-2.4%
Subdivision A	95.1%	93.9%	97.2%	94.3%	95.5%	95.2%	97.9%	93.5%	-0.4%
A	95.8%	93.2%	99.6%	94.8%	95.0%	93.5%	98.0%	93.6%	+0.8%
B	91.7%	88.7%	96.2%	90.2%	92.8%	91.4%	95.7%	91.3%	-1.1%
C	96.2%	93.3%	99.3%	95.9%	96.1%	95.2%	98.7%	94.4%	+0.1%
D	92.8%	90.1%	95.4%	92.8%	92.5%	90.2%	96.9%	90.5%	+0.3%
E	96.6%	91.7%	98.7%	99.5%	96.4%	93.4%	97.4%	98.3%	+0.2%
F	96.1%	91.9%	98.3%	98.3%	96.3%	94.0%	98.7%	96.1%	-0.2%
S Fkn	93.6%	92.4%	100.0%	88.5%	94.6%	92.3%	97.2%	94.5%	-1.0%
G	95.7%	94.7%	99.4%	93.1%	94.7%	95.7%	96.9%	91.6%	+1.0%
J/Z	94.5%	92.5%	99.3%	91.7%	94.9%	91.5%	98.7%	94.7%	-0.4%
L	96.6%	94.4%	96.5%	98.9%	95.6%	92.1%	96.5%	98.3%	+1.0%
M	95.3%	92.0%	95.3%	98.9%	96.3%	91.7%	98.1%	99.1%	-1.0%
N	96.4%	91.3%	98.6%	99.5%	96.4%	93.3%	97.9%	98.1%	+0.0%
Q	97.8%	94.3%	99.6%	99.5%	95.8%	88.5%	99.6%	99.5%	+2.0%
R	93.7%	92.4%	99.1%	89.5%	95.9%	95.8%	98.3%	93.5%	-2.2%
Subdivision B	95.4%	92.3%	98.1%	95.7%	95.3%	92.8%	97.8%	95.5%	+0.1%
Systemwide	95.3%	93.0%	97.8%	95.2%	95.4%	93.7%	97.8%	94.7%	-0.1%

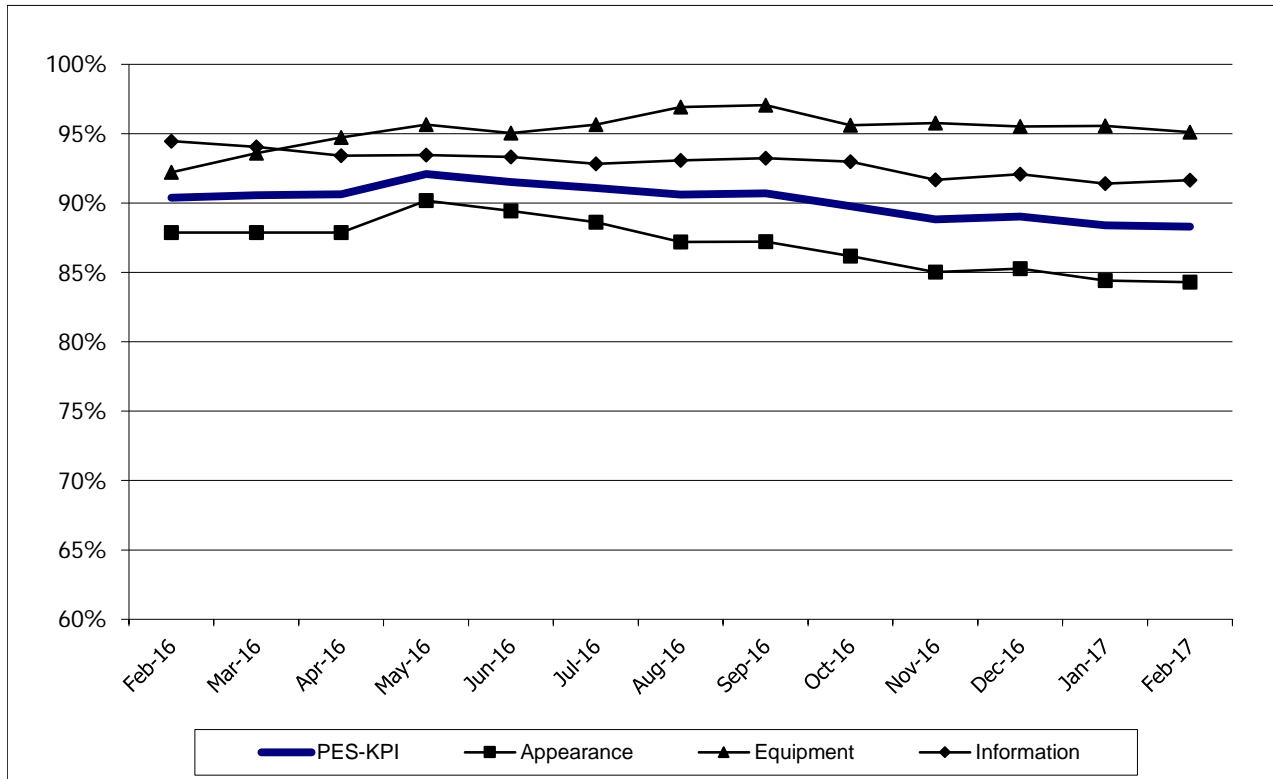
W line service began in November 2016, and data is being collected, but it will not be reported separately until 12 months of data are available.

Subway PES-KPI - Stations
12-Month Rolling Average

Borough	Mar '16 - Feb '17				Mar '15 - Feb '16				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
Bronx	85.9%	72.0%	98.9%	89.4%	85.8%	71.5%	98.4%	90.2%	+0.1%
Manhattan	88.4%	79.0%	98.3%	89.5%	87.7%	76.7%	98.6%	89.8%	+0.7%
Brooklyn	89.9%	81.3%	99.4%	90.7%	89.3%	78.6%	99.0%	92.3%	+0.6%
Queens	88.2%	80.6%	98.9%	86.5%	89.3%	80.1%	99.5%	90.3%	-1.1%
Systemwide	88.5%	79.0%	98.7%	89.4%	88.3%	77.2%	98.8%	90.9%	+0.2%

Chart 16

Staten Island Railway Passenger Environment Survey (SIR PES-KPI) 12-Month Rolling Average



PES-KPI Definition

PES-KPI is a composite indicator for the Staten Island Railway car and station environments, which consists of three indicators designed to reflect customer experiences.

Appearance: Includes litter, cleanliness, and graffiti ratings in cars and stations.

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

Information: Includes the ratings for maps, employees in proper uniforms, and subway car announcements and signage.

Weighting factors are based on customer concerns and management priorities. The results are based on a 12-month rolling sample methodology.

SIR PES-KPI Results

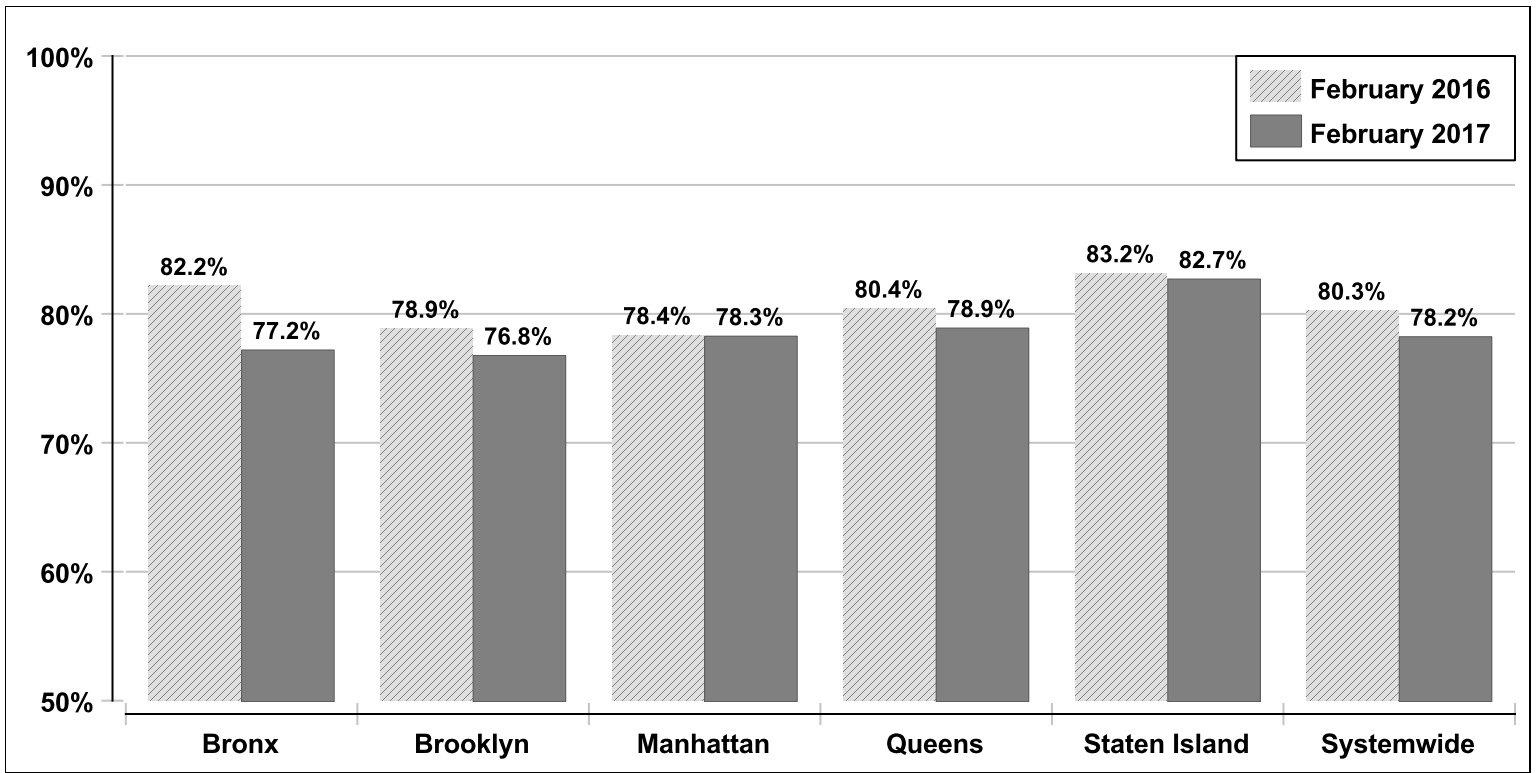
	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
Mar '16 - Feb '17	88.3%	84.3%	95.1%	91.7%
Mar '15 - Feb '16	90.4%	87.9%	92.2%	94.5%
% Difference:	-2.1%	-3.6%	+2.9%	-2.8%

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: February 2017			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System Wait Assessment (chart 1-7)	78.2%	80.3%	-2.1%			
System MDBF (chart 8)	6,947	5,684	+22.2%	6,380	5,033	+26.8%
NYCT Bus	6,592	5,372	+22.7%	6,107	4,797	+27.3%
MTA Bus	8,431	6,998	+20.5%	7,434	5,968	+24.6%
System MDBSI (chart 9)	2,967	2,652	+11.9%	2,843	2,511	+13.2%
NYCT Bus	2,800	2,508	+11.6%	2,680	2,399	+11.7%
MTA Bus	3,686	3,252	+13.3%	3,524	2,949	+19.5%
System Trips Completed (chart 10)	98.95%	99.31%	-0.4%	99.29%	98.94%	+0.4%
NYCT Bus	98.91%	99.33%	-0.4%	99.29%	98.99%	+0.3%
MTA Bus	99.11%	99.24%	-0.1%	99.33%	98.76%	+0.6%
System AM Pull Out (chart 11)	99.73%	99.79%	-0.1%	99.84%	99.63%	+0.2%
NYCT Bus	99.82%	99.84%	-0.0%	99.87%	99.67%	+0.2%
MTA Bus	99.41%	99.63%	-0.2%	99.76%	99.49%	+0.3%
System PM Pull Out (chart 12)	99.89%	99.92%	-0.0%	99.93%	99.81%	+0.1%
NYCT Bus	99.91%	99.95%	-0.0%	99.95%	99.90%	+0.0%
MTA Bus	99.82%	99.80%	+0.0%	99.88%	99.49%	+0.4%
System Buses >= 12 years	18%	20%				
NYCT Bus	22%	23%				
MTA Bus	6%	10%				
System Fleet Age	7.65	7.81				
NYCT Bus	7.30	7.54				
MTA Bus	8.84	8.76				
Paratransit						
% of Trips Completed	94.59%	94.83%	-0.2%	94.81%	94.70%	+0.1%
Trips Requested	589,853	624,356	-5.5%	652,170	653,326	-0.2%
Trips Scheduled	500,484	531,985	-5.9%	561,205	564,098	-0.5%
Trips Completed	473,395	504,463	-6.2%	532,066	534,184	-0.4%
Early Cancellations as a Percentage of Trips Requested	14.43%	14.04%	+0.4%	13.09%	12.87%	+0.2%
Late Cancellations as a Percentage of Trips Scheduled	3.34%	3.04%	+0.3%	3.10%	2.86%	+0.2%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.55%	1.53%	+0.0%	1.48%	1.55%	-0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.53%	0.60%	-0.1%	0.61%	0.89%	-0.3%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%
Customer Refusals as a Percentage of Trips Requested	0.72%	0.76%	-0.0%	0.85%	0.78%	+0.1%
New Applications Received	2,473	2,668	-7.3%	2,968	3,025	-1.9%

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 (6 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.-6 a.m.) periods.

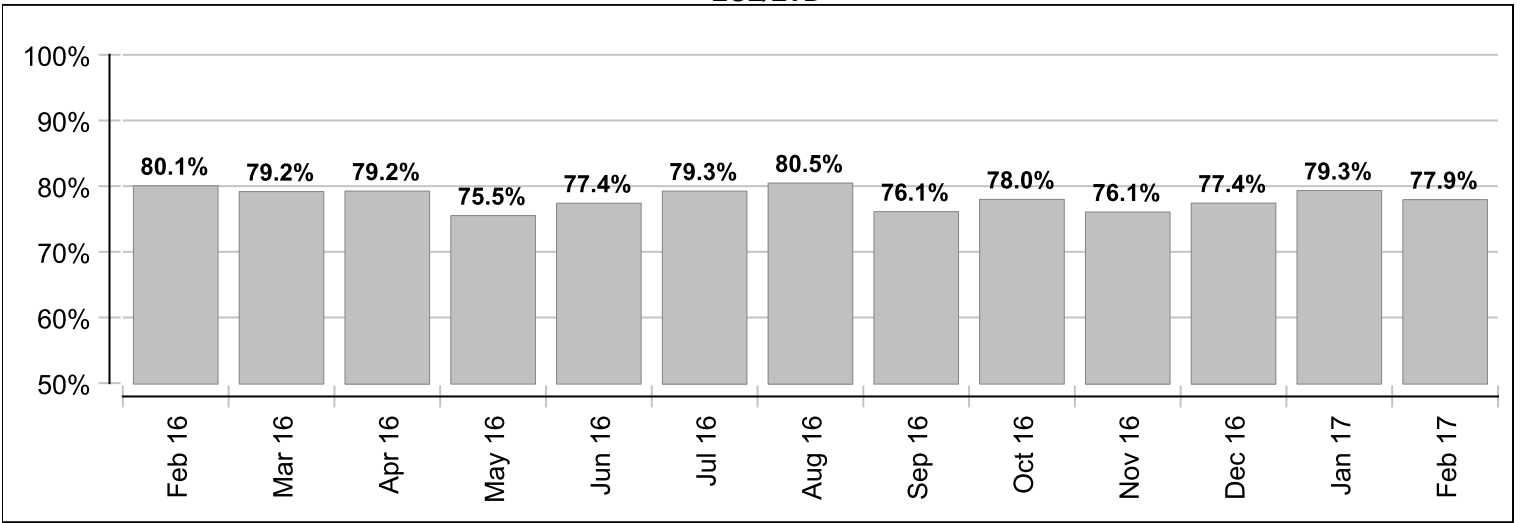
Results

	<u>Feb 2016</u>	<u>Feb 2017</u>	<u>Difference</u>
Systemwide	80.3%	78.2%	-2.1%
Bronx	82.2%	77.2%	-5.0%
Brooklyn	78.9%	76.8%	-2.1%
Manhattan	78.4%	78.3%	-0.1%
Queens	80.4%	78.9%	-1.5%
Staten Island	83.2%	82.7%	-0.5%

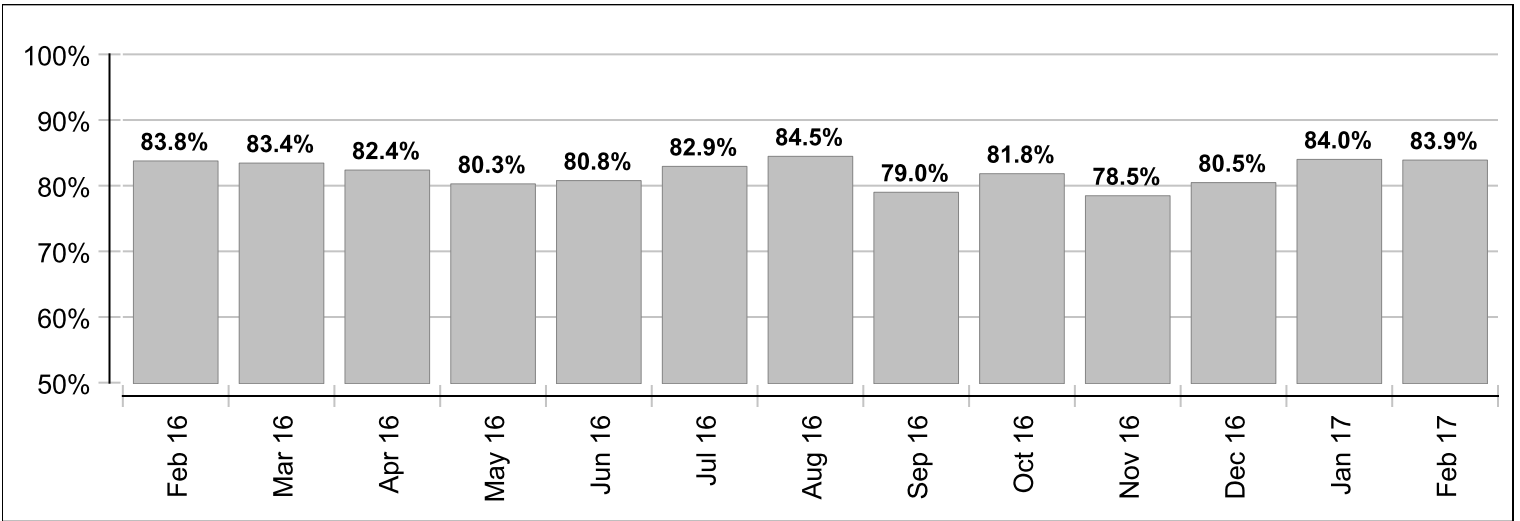
Chart 1

Bus Weekday Wait Assessment

Systemwide LCL/LTD



EXP



SBS

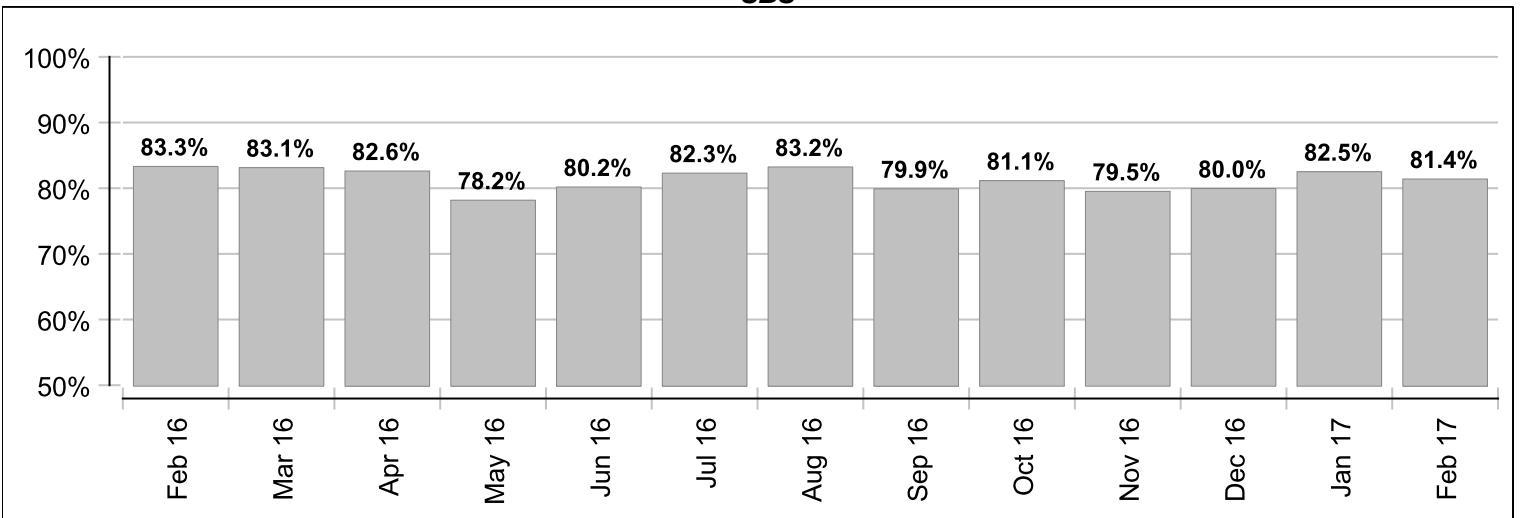
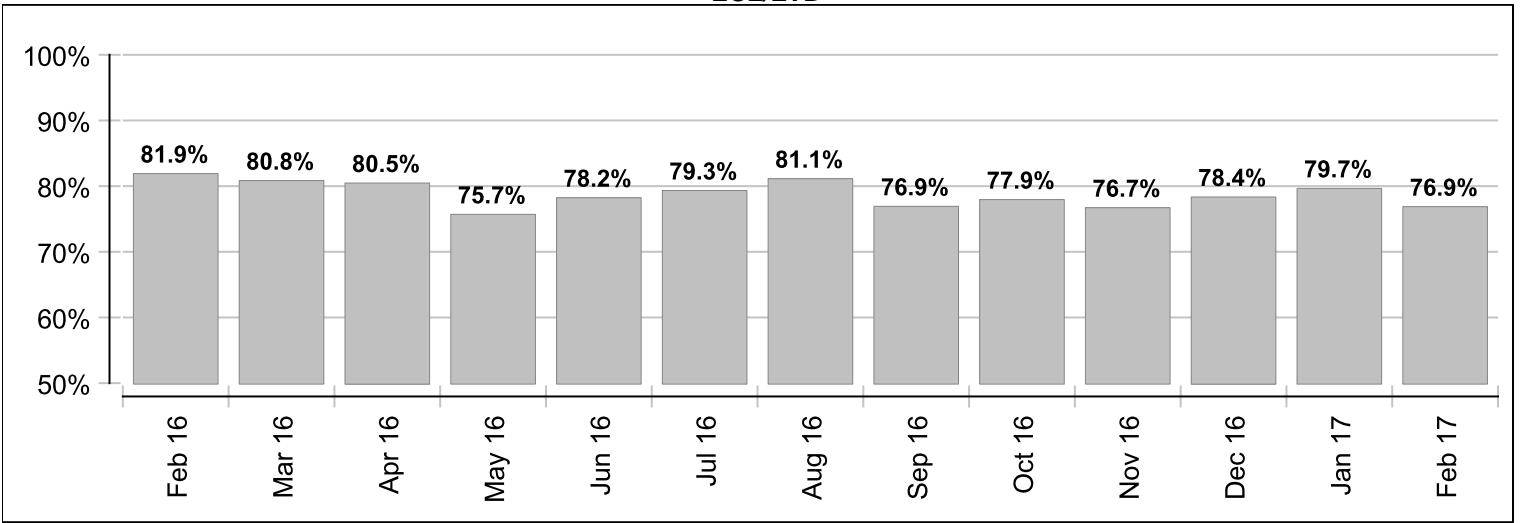


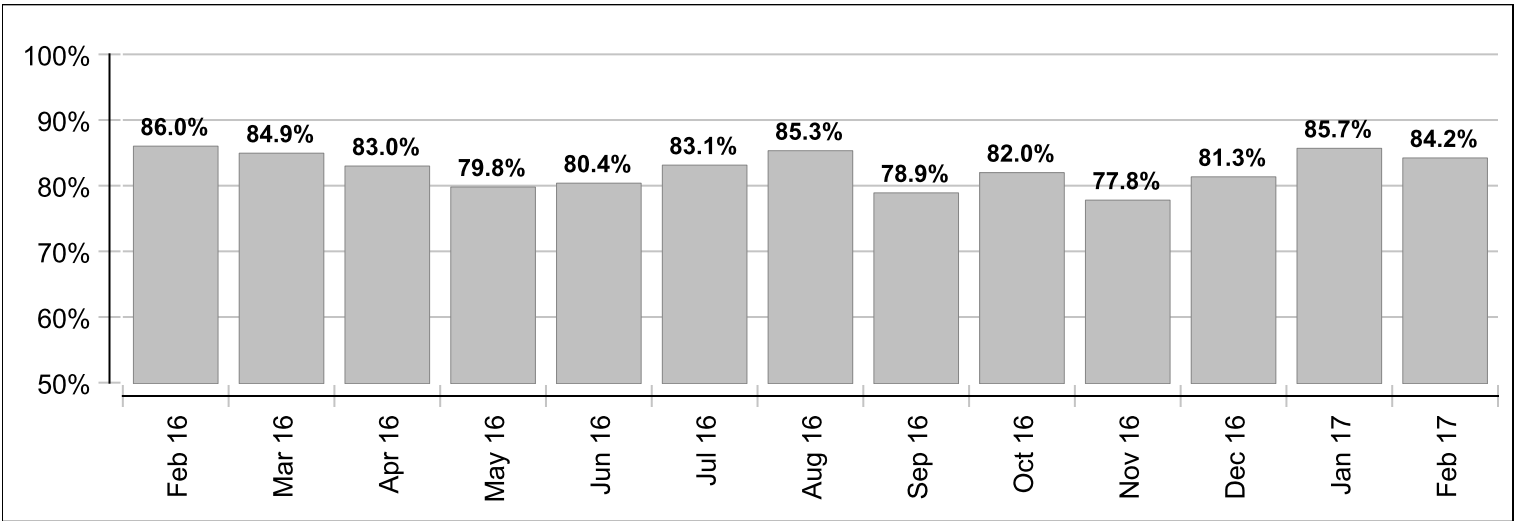
Chart 2

Bus Weekday Wait Assessment

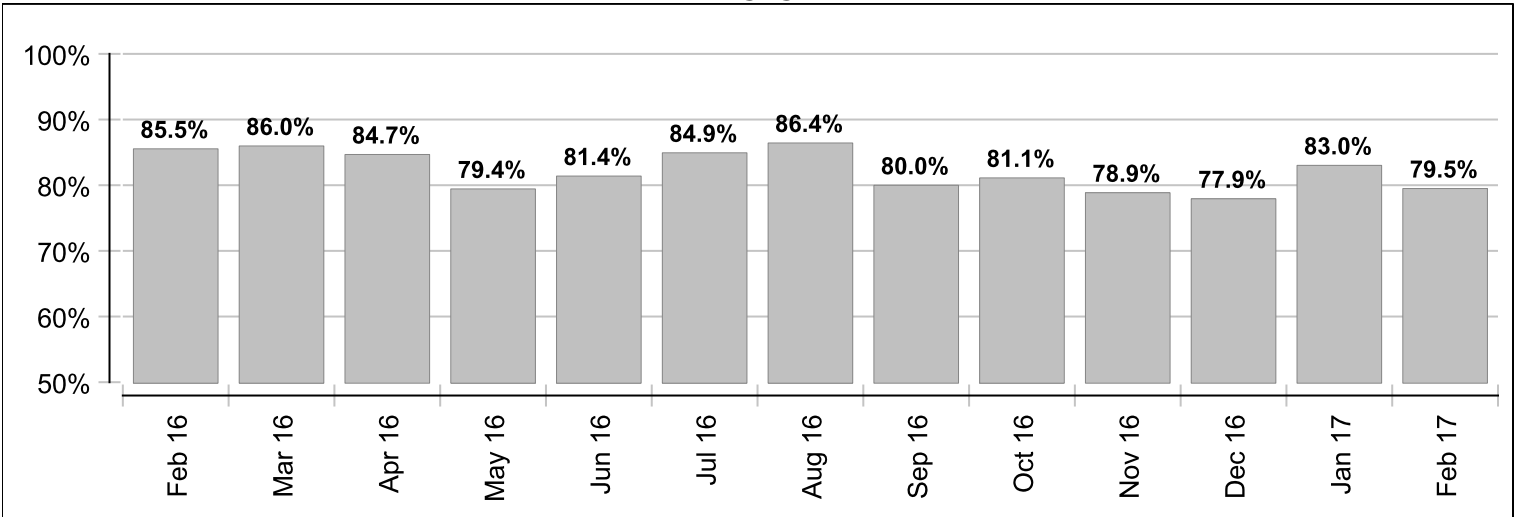
Bronx LCL/LTD



EXP

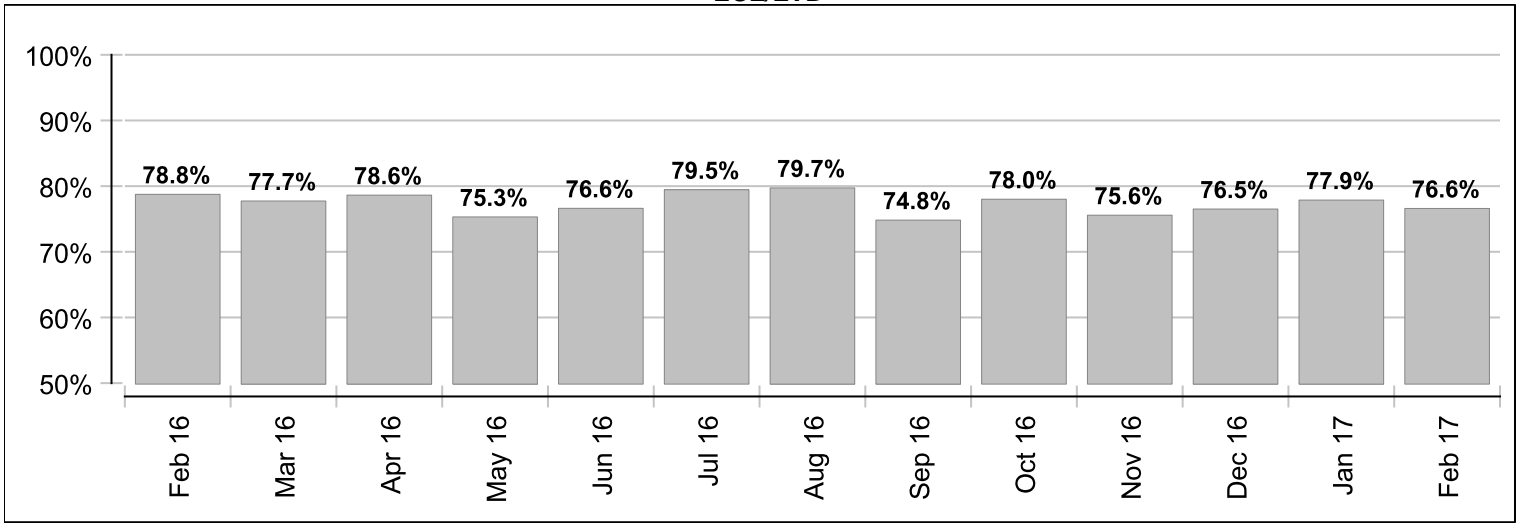


SBS

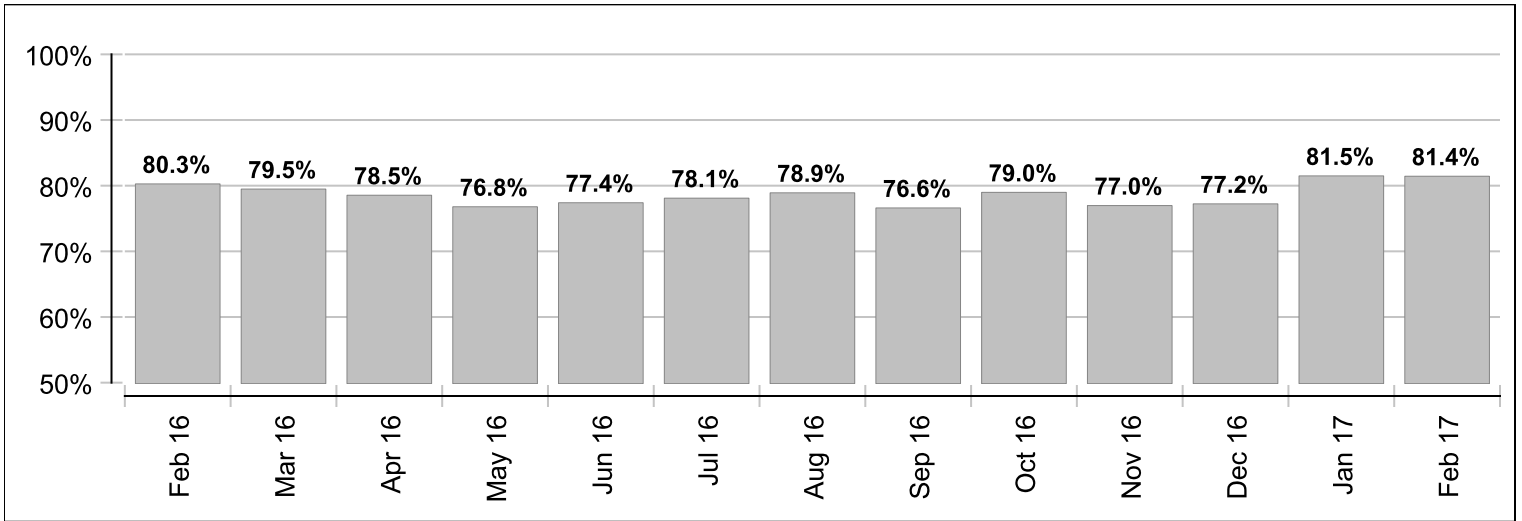


Bus Weekday Wait Assessment

Brooklyn LCL/LTD



EXP



SBS

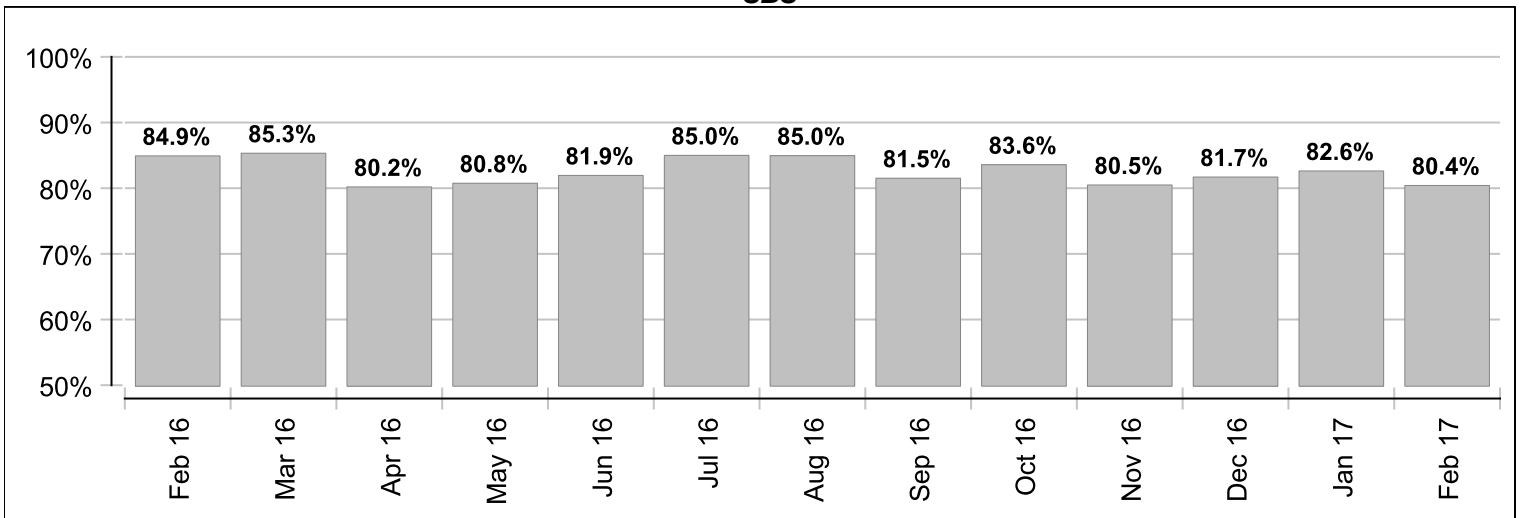
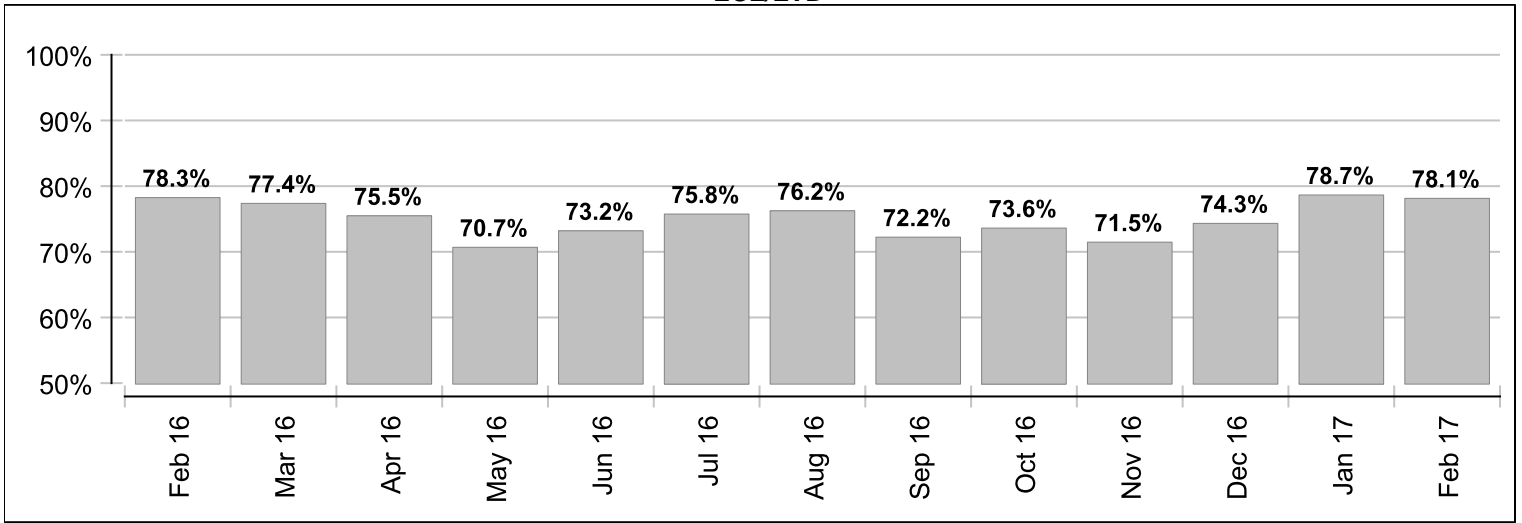


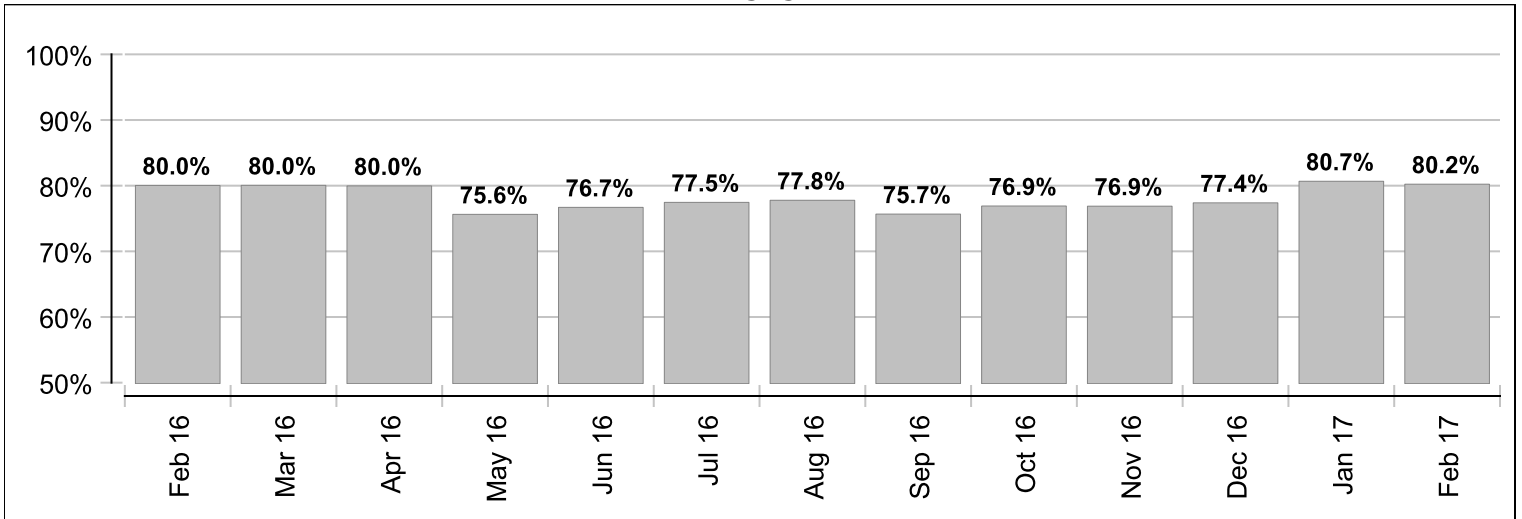
Chart 4

Bus Weekday Wait Assessment

Manhattan LCL/LTD

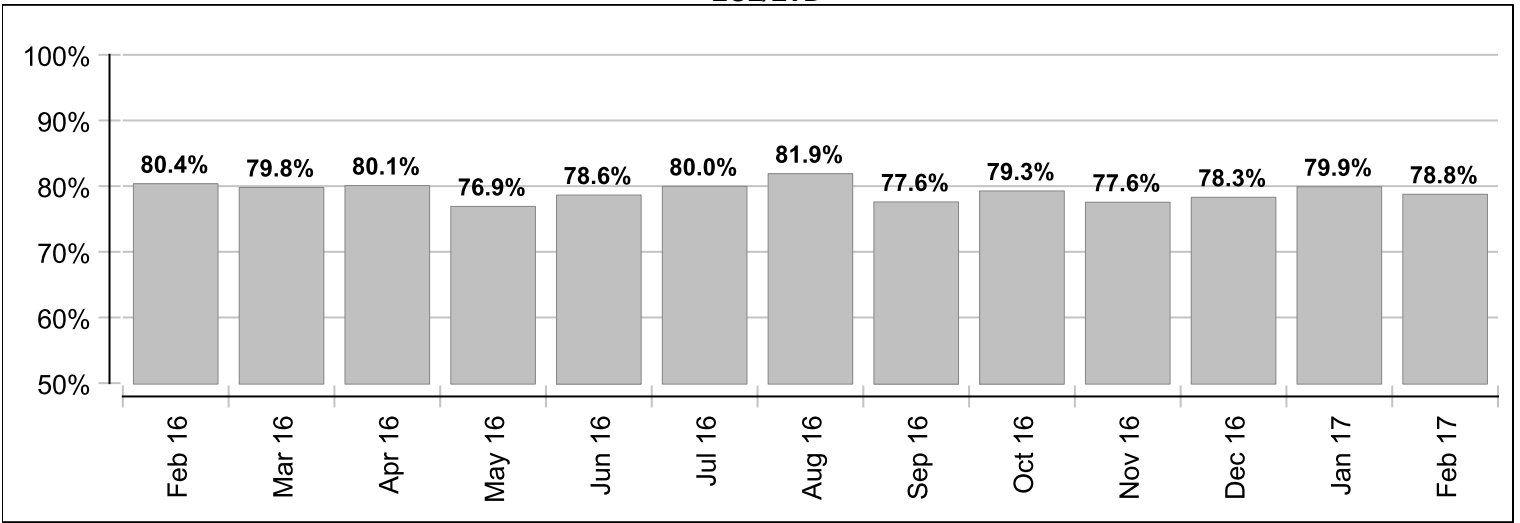


SBS

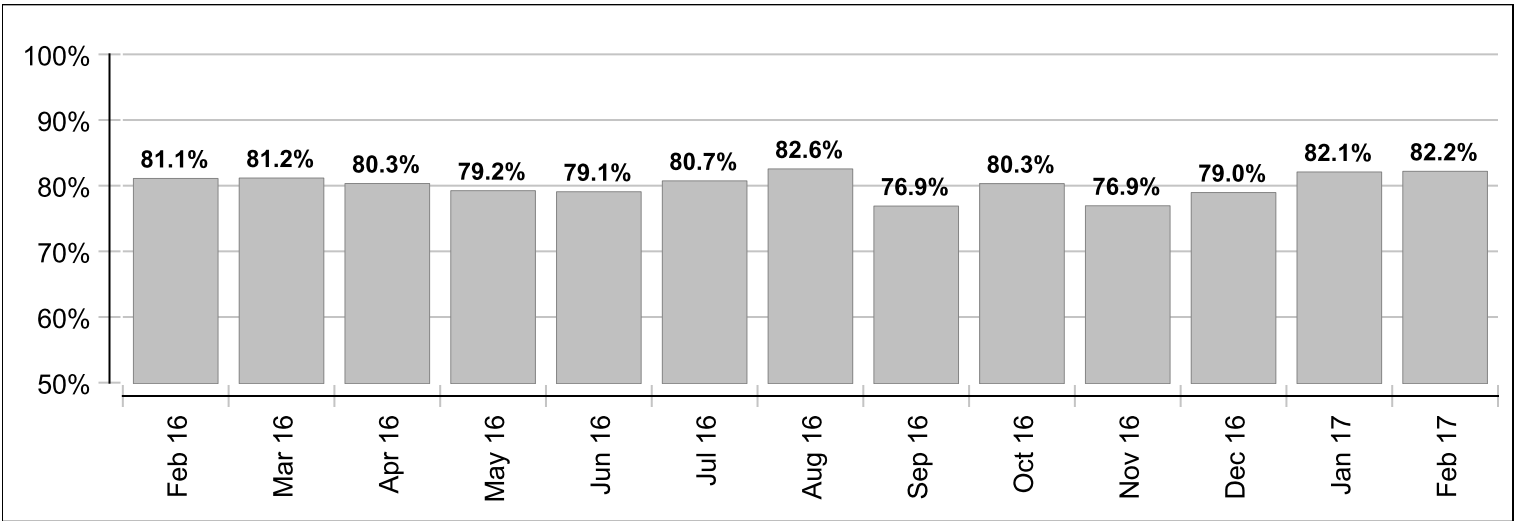


Bus Weekday Wait Assessment

Queens LCL/LTD



EXP



SBS

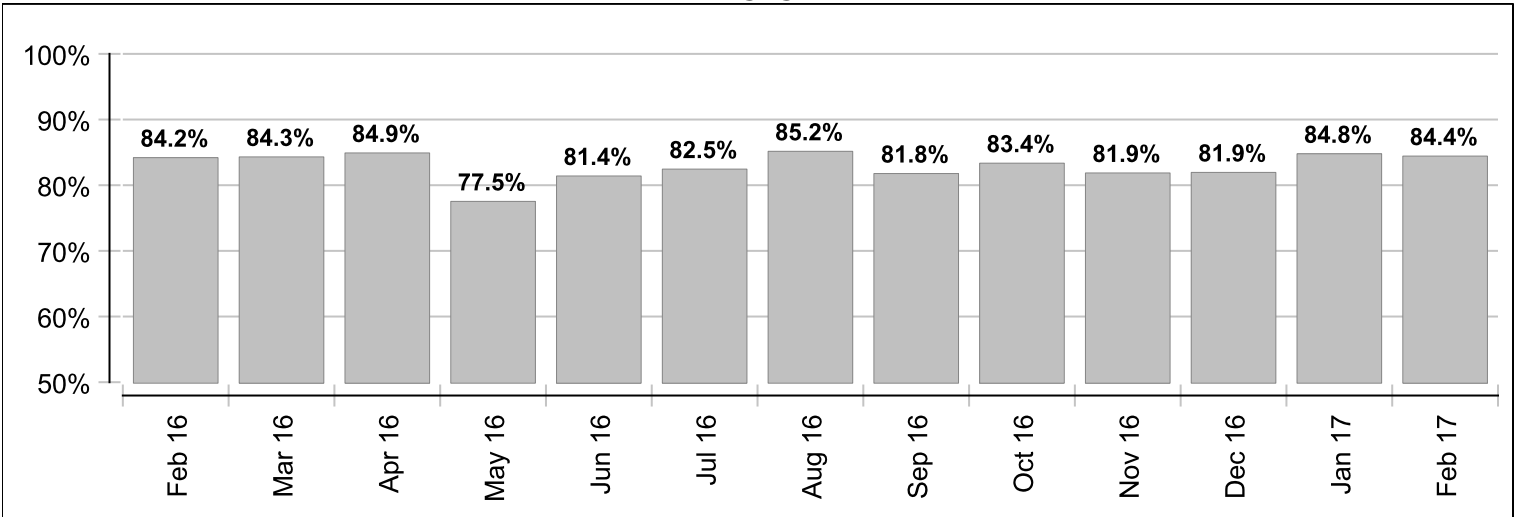
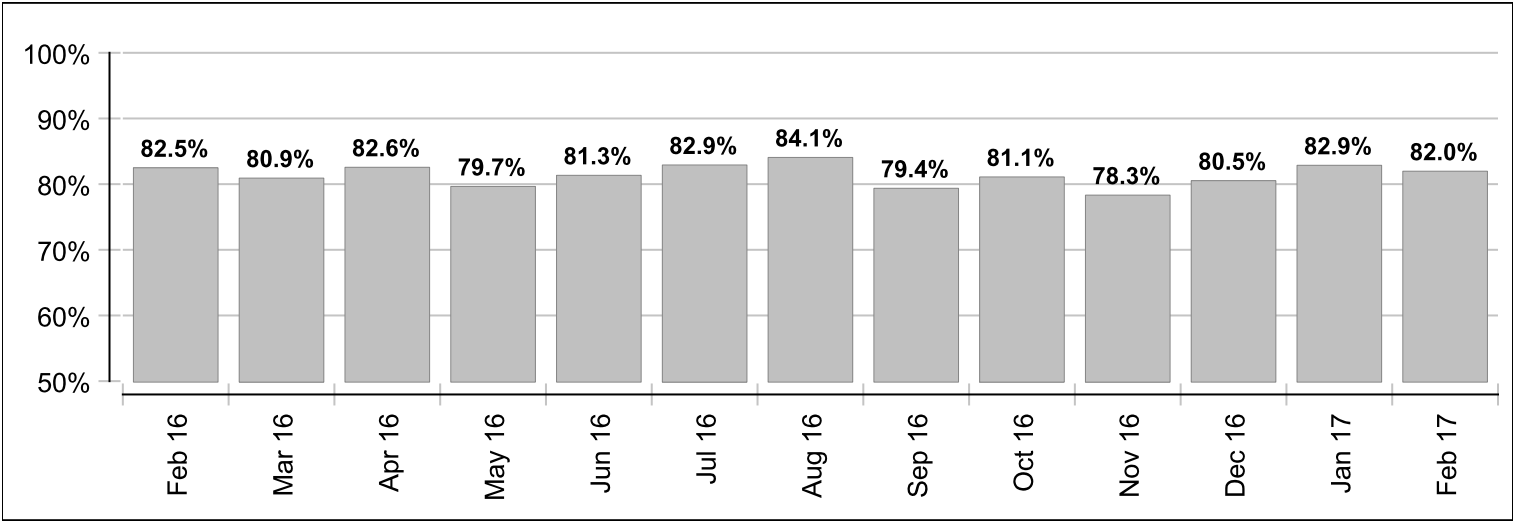


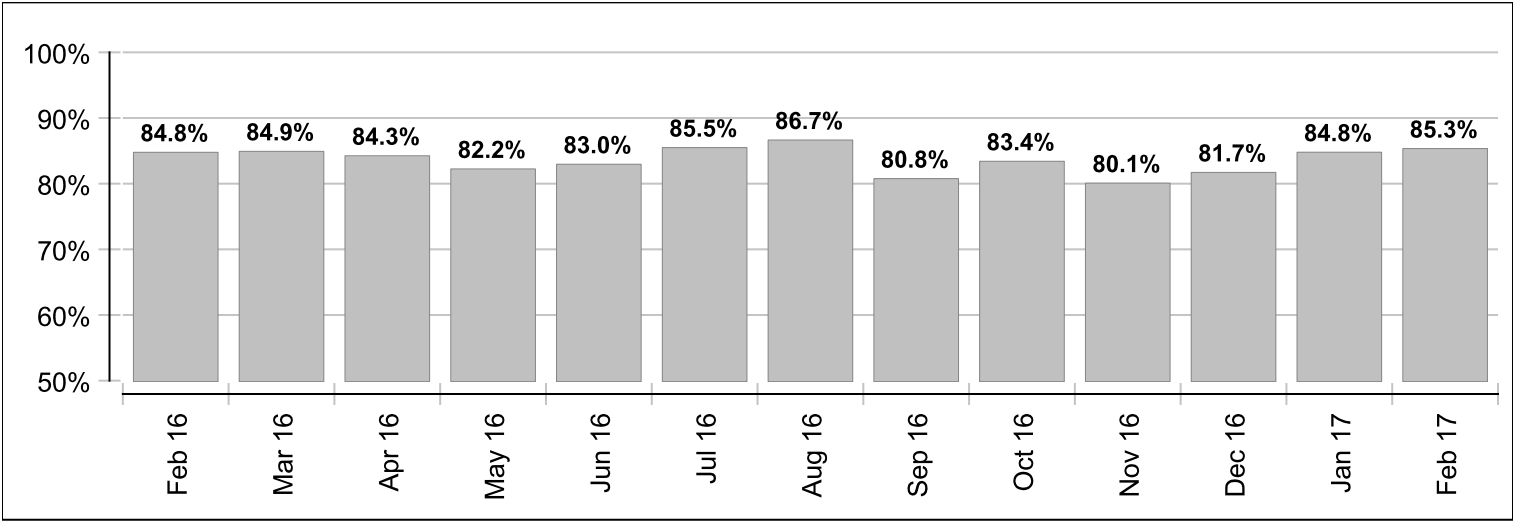
Chart 6

Bus Weekday Wait Assessment

Staten Island *LCL/LTD*



EXP



SBS

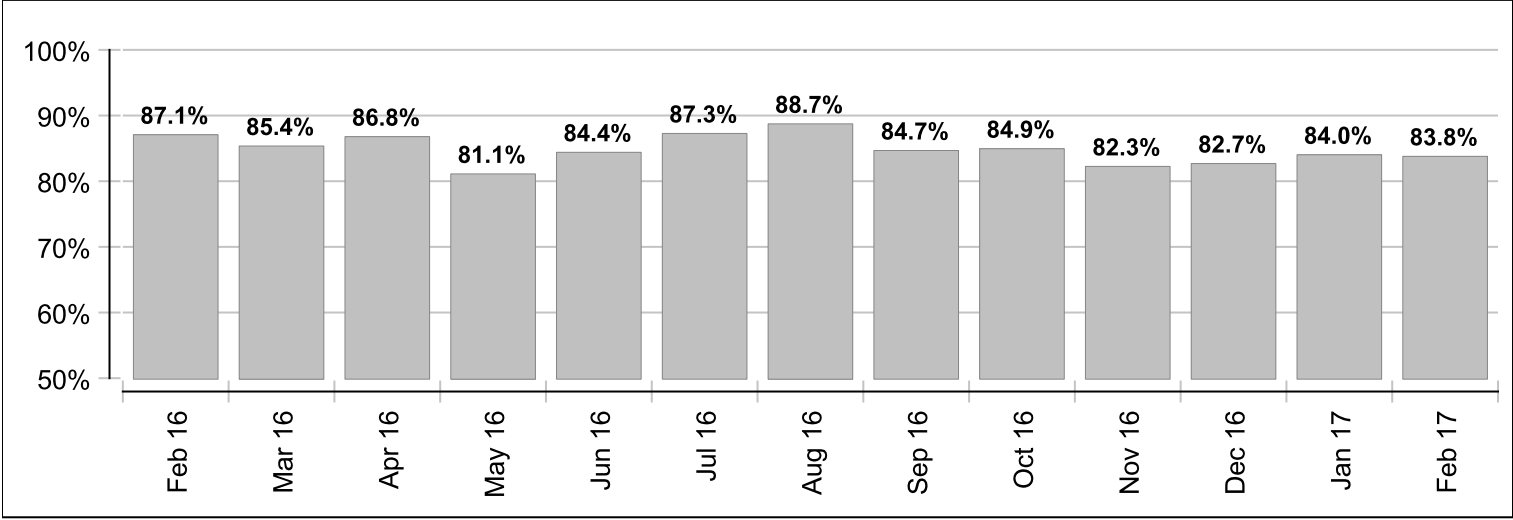
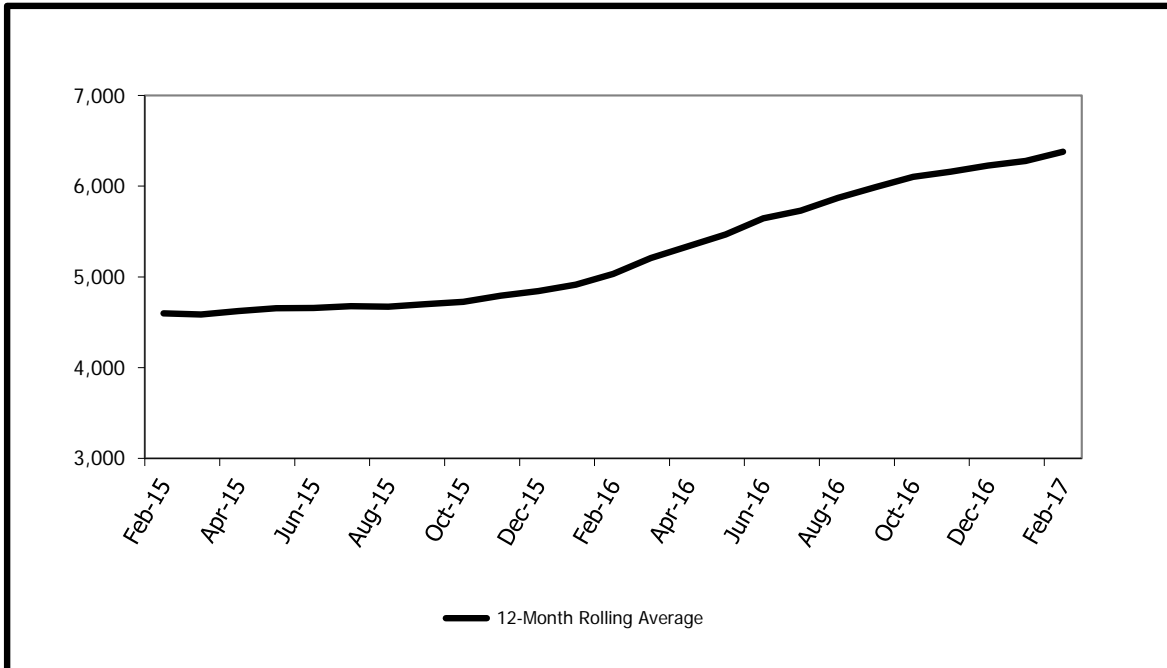


Chart 7

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

February 2017: 6,947
February 2016: 5,684

12-Month Average

March 16 - February 17: 6,380
March 15 - February 16: 5,033

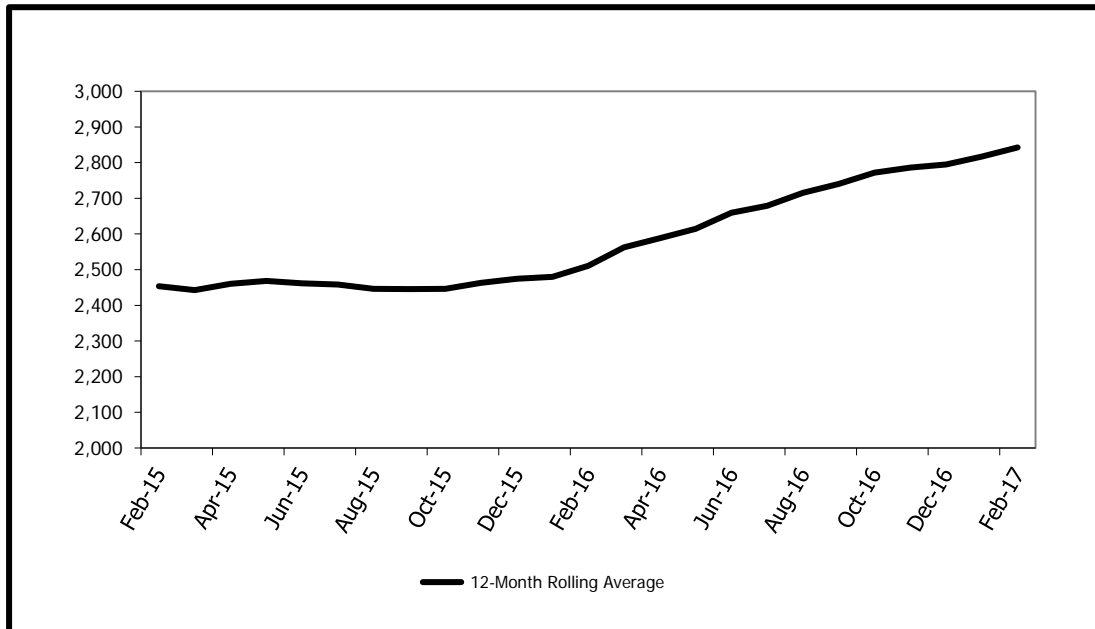
Annual Results

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

February 2017: 2,967
February 2016: 2,652

12-Month Average

March 16 - February 17: 2,843
March 15 - February 16: 2,511

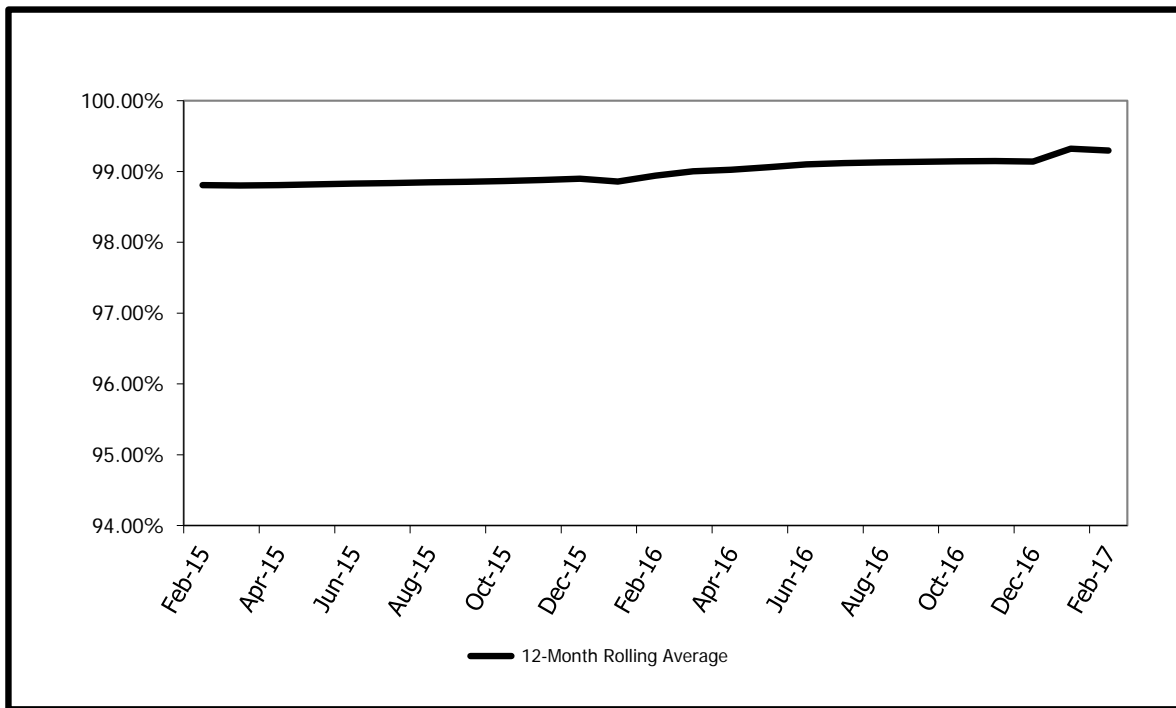
Annual Results

2017 YTD: 2,947
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

February 2017: 98.95%
 February 2016: 99.31%

12-Month Average

March 16 - February 17: 99.29%
 March 15 - February 16: 98.94%

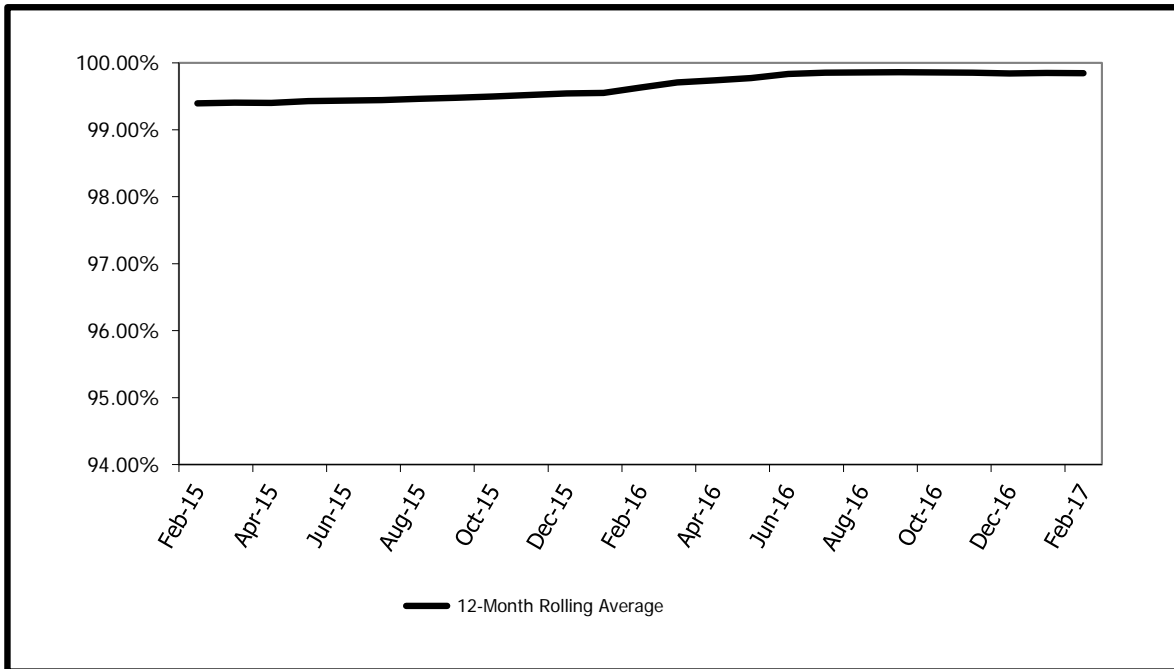
Annual Results

2017 YTD: 99.13%
 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

February 2017: 99.73%
 February 2016: 99.79%

12-Month Average

March 16 - February 17: 99.84%
 March 15 - February 16: 99.63%

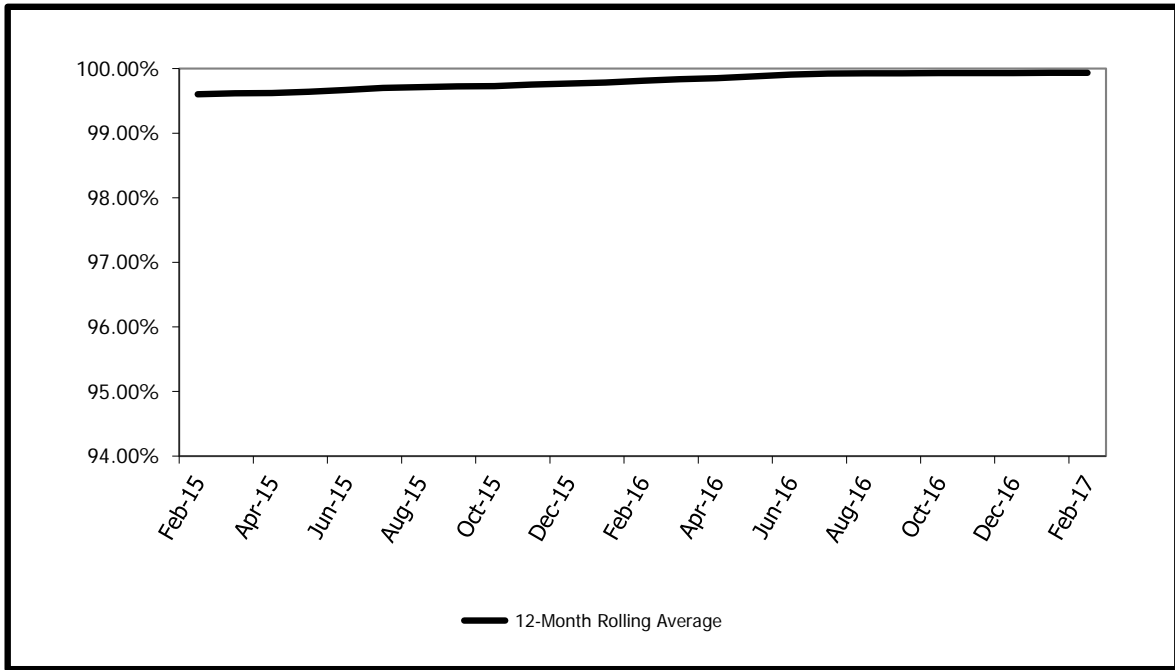
Annual Results

2017 YTD: 99.76%
 2016 Actual: 99.84%

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

Chart 11

Bus PM Weekday Pull Out Performance - System*



Definition

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

Monthly Results

12-Month Average

Annual Results

February 2017:	99.89%	March 16 - February 17	99.93%	2017 YTD:	99.90%
February 2016:	99.92%	March 15 - February 16	99.81%	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		
	Mar 2014 - Feb 2015	Mar 2015 - Feb 2016	Mar 2016 - Feb 2017
Subways			
Subway Customer Accidents per Million Customers ¹	2.60	2.60	2.57
Subway Collisions ^{2,3}	1	0	0
Subway Derailments ^{2,3}	3	2	3
Subway Fires ²	963	1,022	952
Buses			
Bus Collisions Per Million Miles Regional	48.63	53.79	55.93
Bus Collision Injuries Per Million Miles Regional	6.43	6.28	6.50
Bus Customer Accidents Per Million Customers Regional	1.09	1.15	1.28
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees	3.65	3.92	3.79

¹ 12-Month Average data from February through January.

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

³ Data from April through March.

Leading Indicators				
Subways	March	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	26	85	340	25.0%
Joint Track Safety Audits -- Compliance Rate	97.9%	98.1%	100.0%	98.1%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	6,550	25,019	49,814	50.2%
Station -- Emergency Communication				
Help Point Installations	4	19	92	20.7%
Buses	March	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System Pilot	34	40	225	17.8%
Collision Warning System Pilot	40	112	114	98.2%
Vision Zero Employee Training	607	1,689	5,600	30.2%

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 MARCH

	2017	2016	Diff	% Change
MURDER	0	1	-1	-100.0%
ROBBERY	37	43	-6	-14.0%
GL	152	114	38	33.3%
FELASSAULT	32	19	13	68.4%
BURGLARY	5	1	4	400.0%
<u>TOTAL MAJOR FELONIES</u>	<u>226</u>	<u>178</u>	<u>48</u>	<u>27.0%</u>

During March, the daily Robbery average decreased from 1.4 to 1.2

During March, the daily Major Felony average increased from 5.7 to 7.3

CRIME STATISTICS JANUARY THRU MARCH

	2017	2016	Diff	% Change
MURDER	0	1	-1	-100.0%
ROBBERY	97	123	-26	-21.1%
GL	417	369	48	13.0%
FELASSAULT	91	75	16	21.3%
BURGLARY	8	7	1	14.3%
<u>TOTAL MAJOR FELONIES</u>	<u>613</u>	<u>575</u>	<u>38</u>	<u>6.6%</u>

Year to date the daily Robbery average decreased from 1.4 to 1.1

Year to date the daily Major Felony average increased from 6.4 to 6.8

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

MTA Report

MARCH ACTIVITY

	2017	2016	Diff	% Change
Total Arrests	2691	3021	-330	-10.9%
TOS Arrests	1893	2151	-258	-12.0%
Total Summons	6981	7210	-229	-3.2%
TOS TABs	5317	5631	-314	-5.6%

JANUARY THRU MARCH ACTIVITY

	2017	2016	Diff	% Change
Total Arrests	7939	11487	-3548	-30.9%
TOS Arrests	5636	6870	-1234	-18.0%
Total Summons	20055	20987	-932	-4.4%
TOS TABs	15679	16398	-719	-4.4%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-MARCH																				
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
<i>Murder</i>	1	0	3	1	0	0	0	1	2	1	1	0	1	0	0	0	0	0	0	1	0
<i>Rape</i>	1	4	0	1	1	0	2	0	2	2	0	2	0	0	0	3	2	3	0	0	0
<i>Robbery</i>	553	503	412	336	321	308	289	258	327	233	188	189	188	184	176	236	155	119	98	123	97
<i>Assault</i>	120	130	105	99	71	71	60	63	79	45	48	52	46	51	56	38	46	48	52	75	91
<i>Burglary</i>	12	5	1	2	3	1	3	0	0	1	0	2	0	2	0	3	5	6	5	7	8
<i>GL</i>	762	637	533	548	519	500	393	430	485	282	292	312	295	264	318	403	384	393	344	369	417
<i>TOTAL MAJOR FELONIES</i>	1449	1279	1054	987	915	880	747	752	895	564	529	557	530	501	550	683	592	569	499	575	613
<i>Major Fel Per Day</i>	16.10	14.21	11.71	10.97	10.17	9.78	8.30	8.36	9.94	9.56	8.97	9.44	8.98	8.49	9.32	11.58	10.03	9.64	8.46	9.58	10.39

**Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 4/2/2017)**

Motivation:

Motivation	2017	2016	Diff	% Change
ASIAN	0	0	0	0%
BLACK	1	1	0	0%
DISABILITY	0	0	0	0%
ETHNIC	1	0	1	100%
GENDER	0	0	0	0%
HISPANIC	1	0	1	100%
MUSLIM	1	0	1	100%
OTHER	2	2	0	0%
RELIGION	0	0	0	0%
SEMITIC	21	0	21	2100%
SEXUAL ORIENTATION	2	2	0	0%
WHITE	0	1	-1	-100%
Grand Total	29	6	23	383%

Crime Name:

Crime Name	2017	2016	Diff	% Change
Aggravated Harassment 1	0	1	-1	-100%
Aggravated Harassment 2	3	0	3	300%
Assault 3	4	3	1	33%
Criminal Mischief 3	1	0	1	100%
Criminal Mischief 4	20	0	20	2000%
Grand Larceny 4	0	1	-1	-100%
Menacing 2	1	1	0	0%
Grand Total	29	6	23	383%

Transit District by Motivation:

TD	Motivation	2017	2016	Diff	% Change
TD 1	OTHER	1	0	1	100%
	SEMITIC	1	0	1	100%
TD 12	SEMITIC	1	0	1	100%
TD 2	BLACK	0	1	-1	-100%
	OTHER	0	1	-1	-100%
	SEMITIC	3	0	3	300%
	SEXUAL ORIENTATION	0	1	-1	-100%
TD 20	ETHNIC	1	0	1	100%
	SEXUAL ORIENTATION	1	0	1	100%
TD 3	MUSLIM	1	0	1	100%
	SEMITIC	3	0	3	300%
	SEXUAL ORIENTATION	0	1	-1	-100%
TD 30	BLACK	1	0	1	100%
	OTHER	1	0	1	100%
	SEMITIC	5	0	5	500%
	SEXUAL ORIENTATION	1	0	1	100%
TD 32	OTHER	0	1	-1	-100%
	SEMITIC	4	0	4	400%
	WHITE	0	1	-1	-100%
TD 33	HISPANIC	1	0	1	100%
TD 34	SEMITIC	2	0	2	200%
TD 4	SEMITIC	2	0	2	200%
Grand Total		29	6	23	383%

Transit District by Crime:

TD	Crime Name	2017	2016	Diff	% Change
TD 1	Aggravated Harassment 2	1	0	1	100%
	Criminal Mischief 4	1	0	1	100%
TD 12	Criminal Mischief 4	1	0	1	100%
TD 2	Aggravated Harassment 2	1	0	1	100%
	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	2	0	2	200%
	Grand Larceny 4	0	1	-1	-100%
	Menacing 2	0	1	-1	-100%
TD 20	Assault 3	2	0	2	200%
TD 3	Aggravated Harassment 2	1	0	1	100%
	Assault 3	0	1	-1	-100%
	Criminal Mischief 3	1	0	1	100%
	Criminal Mischief 4	2	0	2	200%
TD 30	Assault 3	1	0	1	100%
	Criminal Mischief 4	6	0	6	600%
	Menacing 2	1	0	1	100%
TD 32	Aggravated Harassment 1	0	1	-1	-100%
	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	4	0	4	400%
TD 33	Assault 3	1	0	1	100%
TD 34	Criminal Mischief 4	2	0	2	200%
TD 4	Criminal Mischief 4	2	0	2	200%
Grand Total		29	6	23	383%

Associated Hate Crime Task Force Complaint numbers:

2017
2017-001-01640
2017-006-00528
2017-010-00359
2017-017-00488
2017-019-01370
2017-020-00490
2017-020-00531
2017-024-00054
2017-030-00565
2017-045-01210
2017-050-00744
2017-061-01742
2017-066-00785
2017-070-01519
2017-070-01639
2017-070-01666
2017-070-01938
2017-075-03051
2017-078-01080
2017-079-01596
2017-084-00310
2017-084-00485
2017-084-00653
2017-084-00676
2017-084-01723
2017-088-01133
2017-103-00305
2017-107-00043
(blank): 1
Grand Total: 29

2016
2016-006-00786
2016-010-00518
2016-014-01812
2016-026-00274
2016-070-00703
2016-070-00945
Grand Total: 6



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit

March 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	0	0	0	0%
Felony Assault	1	0	1	100%
Burglary	0	0	0	0%
Grand Larceny	1	4	-3	-75%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	2	4	-2	-50%



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	February Results		February Year-to-Date Results			
	Variance Fav/(Unfav)		Budget	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(7.5)	(2.2)	687.5	672.6	(14.9)	(2.2)
Nonreimb. Exp. before Dep./OPEB	12.2	1.8	1,348.2	1,337.7	10.5	0.8
Net Cash Deficit*	35.6	11.7	(589.8)	(519.7)	70.1	11.9

*Excludes Subsidies and Debt Service

February 2017 **farebox revenue** was \$324.9 million, \$7.5 million (2.2 percent) below budget. Subway revenue was \$4.3 million (1.7 percent) below budget, bus revenue was \$3.0 million (4.1 percent) below budget, and paratransit revenue was \$0.2 million (11.6 percent) below budget. Accrued fare media liability was equal to budget. Year-to-date revenue of \$672.6 million was \$14.9 million (2.2 percent) below budget. The February 2016 non-student average fare of \$1.893 decreased 0.1¢ from February 2016; the subway fare decreased 0.2¢, the local bus fare decreased 0.3¢, and the express bus fare decreased 5.1¢.

Total **ridership** in February 2017 of 177.9 million was 4.7 million trips (2.6 percent) below budget. Average weekday ridership in February 2017 was 7.5 million, 2.0 percent below February 2016. Average weekday ridership for the twelve months ending February 2017 was 7.7 million, 1.1 percent lower than the twelve months ending February 2016.

Nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were below budget in February by \$12.2 million (1.8 percent). Labor expenses were less than budget by a net \$4.2 million (0.8 percent), as an underrun in payroll and favorable reimbursable overhead credits were partly offset by the unfavorable timing of health & welfare/OPEB current expenses and higher overtime expenses. Non-labor expenses were also under budget by \$8.0 million (5.4 percent), including favorable results in energy costs, paratransit service contract expenses, and the favorable timing of expenses benefitting most other accounts.

Year-to-date, nonreimbursable expenses were less than budget by \$10.5 million (0.8 percent), including lower net labor costs of a \$2.0 million (0.2 percent) and non-labor net underruns of \$8.4 million (2.8 percent), with most accounts reporting favorable results.

The **net cash deficit** for February year-to-date was \$519.7 million, favorable to budget by \$70.1 million (11.9 percent), due largely to the favorable timing of payments.

FINANCIAL RESULTS

Farebox Revenue

February 2017 Farebox Revenue - (\$ in millions)

	February				February Year-to-Date			
	Budget	Preliminary	Favorable/(Unfavorable)		Budget	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	251.4	247.1	(4.3)	(1.7%)	522.3	513.0	(9.3)	(1.8%)
NYCT Bus	73.4	70.4	(3.0)	(4.1%)	149.9	144.7	(5.2)	(3.5%)
Paratransit	1.5	1.3	(0.2)	(11.6%)	3.1	2.7	(0.4)	(11.6%)
Subtotal	326.3	318.8	(7.5)	(2.3%)	675.2	660.3	(14.9)	(2.2%)
Fare Media Liability	6.1	6.1	0.0	0.0%	12.3	12.3	0.0	0.0%
Total - NYCT	332.4	324.9	(7.5)	(2.2%)	687.5	672.6	(14.9)	(2.2%)
MTA Bus Company	16.4	15.6	(0.8)	(4.9%)	33.9	32.0	(1.9)	(5.6%)
<i>Total - Regional Bus</i>	<i>89.7</i>	<i>85.9</i>	<i>(3.8)</i>	<i>(4.2%)</i>	<i>183.8</i>	<i>176.7</i>	<i>(7.1)</i>	<i>(3.9%)</i>

Note: Totals may not add due to rounding.

- The negative revenue variance in February was mostly due to the snowstorm on Thursday, February 9th that deposited more than nine inches of snow which resulted in an estimated \$6.6 million revenue loss. The revenue loss will likely be smaller when preliminary pass average fares are replaced with actual average fares at the end of the quarter.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2016	Prelim.	Change		2016	Prelim.	Change	
		2017	Amount	Percent		2017	Amount	Percent
Subway	1.974	1.972	(0.002)	(0.1%)	1.613	1.614	0.001	0.0%
Local Bus	1.593	1.590	(0.003)	(0.2%)	1.613	1.614	0.001	0.0%
Subway & Local Bus	1.877	1.877	(0.000)	(0.0%)	1.613	1.614	0.001	0.0%
Express Bus	5.121	5.070	(0.051)	(1.0%)	5.138	5.104	(0.034)	(0.7%)
Total	1.894	1.893	(0.001)	(0.0%)	1.878	1.859	(0.019)	(1.0%)

- February 2017 average fares are based in part on preliminary 1st quarter unlimited ride pass average fares, which do not reflect reductions in trips per pass (leading to higher average fares) that may have resulted from the February 9th snowstorm and a weekend snowstorm in January.

Other Operating Revenue

In the month of February, other operating revenue was over budget by \$2.2 million (5.7 percent) and, year-to-date, also surpassed budget by \$3.3 million (4.3 percent). These favorable results were both due to higher advertising revenue, partly offset by lower paratransit Urban Tax revenue and MetroCard surcharge fees.

Nonreimbursable Expenses

In the month of February, nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were below budget by \$12.2 million (1.8 percent). Year-to-date, expenses were under budget by \$10.5 million (0.8 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of February were less than budget by \$4.2 million (0.8 percent). Payroll expenses underran budget by \$7.2 million (2.8 percent), due primarily to vacancy savings, partly offset by the unfavorable timing of expenses. Reimbursable overhead credits were favorable by \$1.9 million (11.4 percent), caused by higher reimbursable overtime requirements. Health & welfare/OPEB current expenses were unfavorable by a net \$2.8 million (2.5 percent), due largely to the unfavorable timing of expenses, partly offset by the favorable impact of vacancies. Overtime expenses were above budget by \$1.8 million (4.6 percent), mainly due to vacancy/absentee coverage for operations supervisors, train & bus operators and maintenance maintainers. Year-to-date, labor expenses were below budget by a net \$2.0 million (0.2 percent). Health & welfare/OPEB current expenses were less than budget by \$6.4 million (2.9 percent), due to vacancies and the favorable timing of expenses. Payroll expenses were below budget by \$5.3 million (1.0 percent), again due largely to vacancy savings, partly offset by the unfavorable timing of expenses. Overtime expenses were in excess of budget by \$4.4 million (5.3 percent), due primarily to vacancy/absentee coverage for operations supervisors, train & bus operators and maintenance maintainers, as well as additional requirements for track, infrastructure and station maintenance. Other fringe benefits exceeded budget by \$3.5 million (4.1 percent), caused mainly by unfavorable fringe benefit overhead credits, due to reimbursable payroll underruns, and higher FICA expenses. Pension expenses were also unfavorable to budget by \$2.0 million (1.3 percent), mainly due to the unfavorable timing of MaBSTOA expenses.

Non-labor expenses were below budget in February by \$8.0 million (5.4 percent). Electric power expenses were under by \$4.5 million (15.9 percent), largely from lower prices and consumption. Professional service contract expenses underran by \$3.2 million (26.6 percent), due principally to the favorable timing of data communication expenses. Paratransit service contract expenses were favorable by \$2.2 million (7.1 percent), due primarily to lower completed trips. Fuel expenses were under budget by \$1.1 million (11.9 percent), resulting from lower prices, partially offset by higher consumption. Maintenance contract expenses were favorable by a net \$0.4 million (2.1 percent), due primarily to the favorable timing of equipment rentals, tire & tube and auto purchases, mostly offset by the unfavorable timing of maintenance & repair expenses. Partly offsetting these positive results were higher materials & supplies expenses of \$4.2 million (16.6 percent), caused by unfavorable inventory/obsolescence adjustments, offset in part by the favorable timing of maintenance material requirements. Year-to-date, non-labor expenses were under budget by \$8.4 million (2.8 percent), including the following:

- Paratransit service contract expenses were below budget by \$4.8 million (7.4 percent), due principally to lower completed trips.

- Electric power expenses were under budget by \$4.5 million (8.1 percent), due mainly to lower prices and consumption, partly offset by the unfavorable timing of expenses.
- Maintenance contract expenses were below budget by \$2.4 million (7.0 percent), primarily from the favorable timing of expenses for janitorial, refuse & recycling, tire & tube, and subway car-related expenses, and auto purchases, mostly offset by the unfavorable timing of maintenance & repair expenses.
- Professional service contract expenses were favorable by \$2.1 million (8.2 percent), due primarily to the favorable timing of Information Technology-related expenses and various professional service contract expenses, partly offset by the unfavorable timing of office-related expenses.
- Fuel expenses were lower than budget by \$0.5 million (2.9 percent), mainly from lower prices, partially offset by higher consumption.
- Materials and supplies expenses exceeded budget by \$6.7 million (13.2 percent), due mostly to unfavorable inventory/obsolescence adjustments, partly offset by the favorable timing of maintenance material requirements.

Depreciation expenses were higher than budget year-to-date by \$18.4 million (6.7 percent), due mainly to a year-end update of system capital assets reaching beneficial use not anticipated in the budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. No accrued expenses were recorded through February, as expenses are now recorded on a quarterly basis.

GASB #68 Pension Adjustment was adopted by the MTA in 2015. No accrued expenses were recorded through February, inasmuch as these expenses will also be recorded on a quarterly basis.

Net Cash Deficit

The net cash deficit for February year-to-date was \$519.7 million, favorable to budget by \$70.1 million (11.9 percent), due largely to the favorable timing of payments.

Incumbents

There were 48,009 full-time paid incumbents at the end of February, a decrease of 11 from January and a decrease of 42 from December 2016 (excluding 304 December temporary December paid incumbents).

RIDERSHIP RESULTS

February 2017 Ridership vs. Budget - (millions)

	February				February Year-to-Date			
	Budget	Preliminary	More/(Less)		Budget	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	133.0	130.5	(2.4)	(1.8%)	275.6	270.9	(4.7)	(1.7%)
NYCT Bus	49.0	46.7	(2.2)	(4.6%)	100.1	96.4	(3.8)	(3.8%)
Subtotal	181.9	177.3	(4.7)	(2.6%)	375.7	367.2	(8.5)	(2.3%)
Paratransit	0.7	0.7	(0.1)	(9.1%)	1.5	1.3	(0.2)	(10.3%)
Total - NYCT	182.7	177.9	(4.7)	(2.6%)	377.2	368.6	(8.6)	(2.3%)
MTA Bus Company	9.8	9.3	(0.5)	(5.0%)	20.3	19.1	(1.2)	(5.9%)
<i>Total - Regional Bus</i>	<i>58.7</i>	<i>56.0</i>	<i>(2.7)</i>	<i>(4.6%)</i>	<i>120.5</i>	<i>115.5</i>	<i>(5.0)</i>	<i>(4.1%)</i>

Notes: Totals may not add due to rounding.

February Average Weekday and Weekend Ridership vs. Prior Year

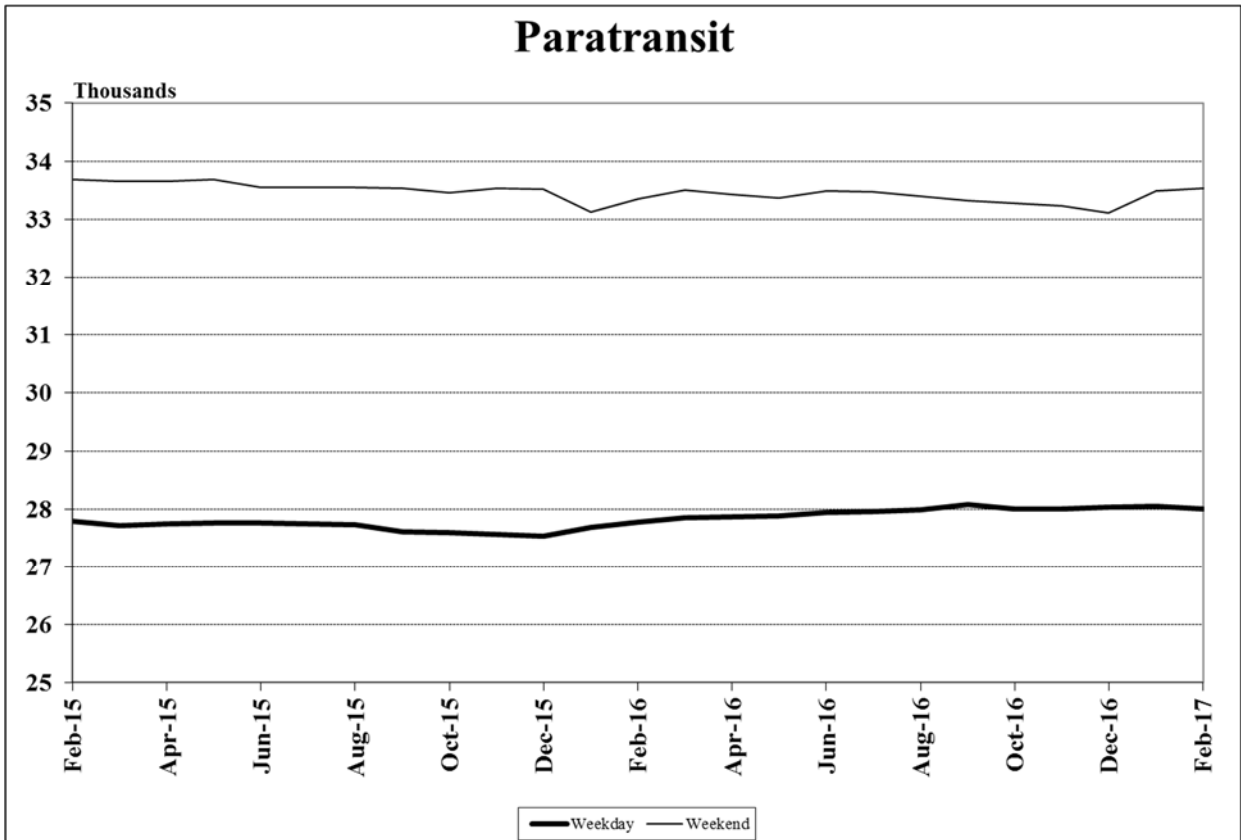
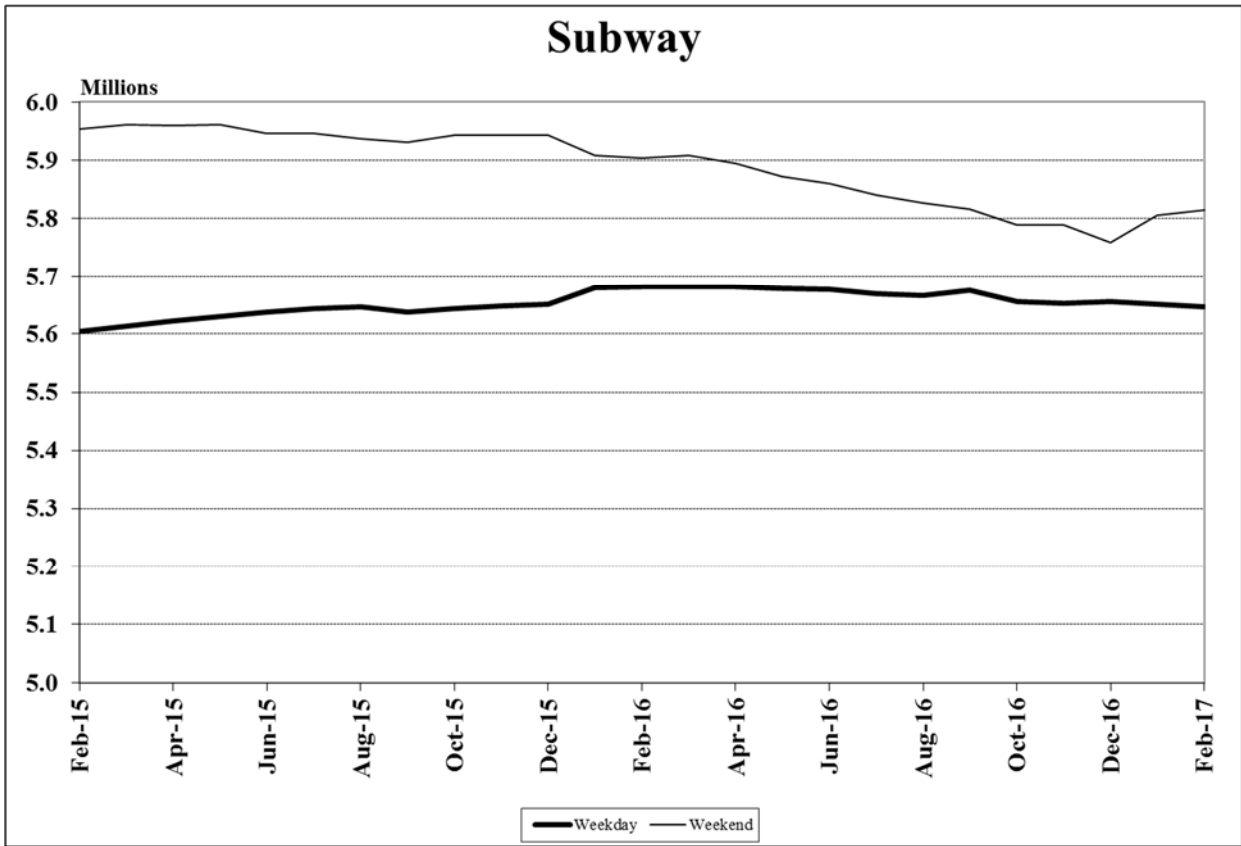
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2016	Preliminary	Change		2016	Preliminary	Change	
		2017	Amount	Percent		2017	Amount	Percent
Subway	5,597	5,530	-67	-1.2%	5,412	5,528	+117	+2.2%
NYCT Local Bus	1,999	1,912	-87	-4.3%	2,090	2,077	-13	-0.6%
NYCT Express Bus	42	40	-2	-4.3%	12	14	+2	+16.8%
Paratransit	28	27	-1	-2.5%	32	33	+1	+2.1%
TOTAL - NYCT	7,665	7,509	-156	-2.0%	7,546	7,652	+106	+1.4%
MTABC Local Bus	368	366	-2	-0.6%	360	379	+19	+5.3%
MTABC Express Bus	30	28	-2	-6.8%	11	11	+0	+0.0%
Total - MTA Bus	398	394	-4	-1.0%	371	390	+19	+5.1%
<i>Total - Regional Bus</i>	<i>2,439</i>	<i>2,346</i>	<i>-93</i>	<i>-3.8%</i>	<i>2,473</i>	<i>2,481</i>	<i>8</i>	<i>+0.3%</i>
12-Month Rolling Average								
Subway	5,681	5,647	-34	-0.6%	5,904	5,814	-90	-1.5%
Local Bus	2,036	1,986	-51	-2.5%	2,240	2,186	-54	-2.4%
Express Bus	41	41	-0	-0.1%	12	13	+1	+4.7%
Paratransit	28	28	+0	+0.8%	33	34	+0	+0.6%
TOTAL - NYCT	7,786	7,701	-85	-1.1%	8,190	8,047	-143	-1.8%
MTABC Local Bus	378	378	-0	-0.0%	390	395	+4	+1.0%
MTABC Express Bus	30	29	-1	-3.1%	12	12	-1	-4.7%
Total - MTA Bus	408	407	-1	-0.2%	403	406	+4	+0.9%
<i>Total - Regional Bus</i>	<i>2,485</i>	<i>2,433</i>	<i>-52</i>	<i>-2.1%</i>	<i>2,655</i>	<i>2,605</i>	<i>-50</i>	<i>-1.9%</i>

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

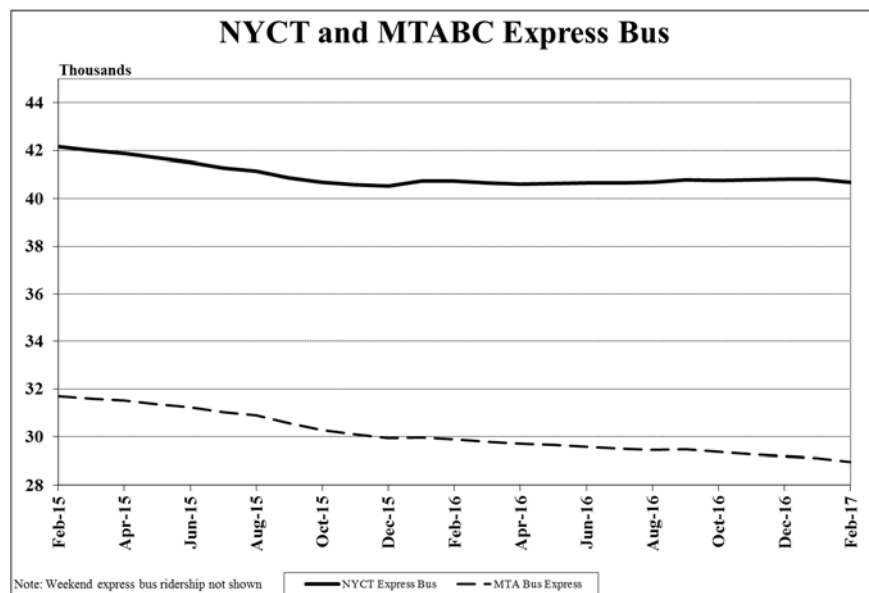
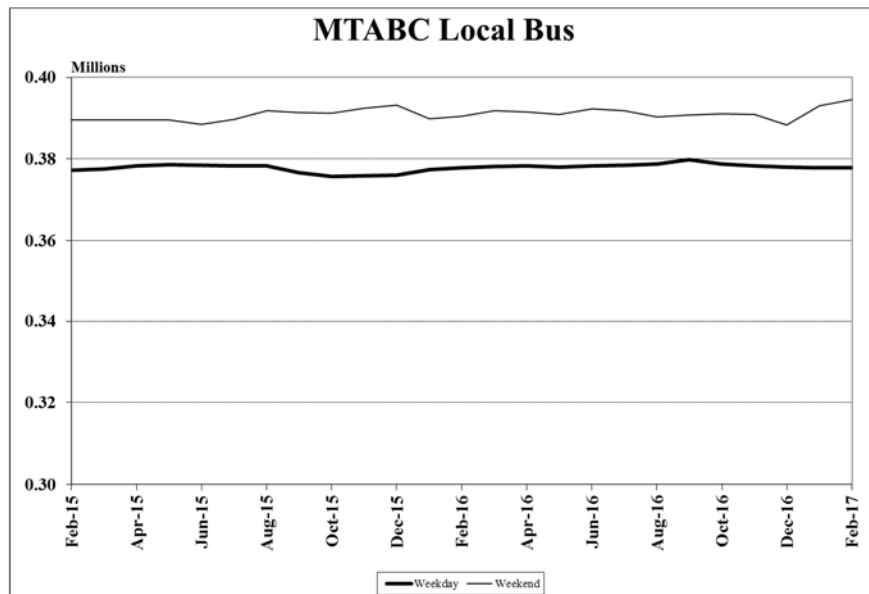
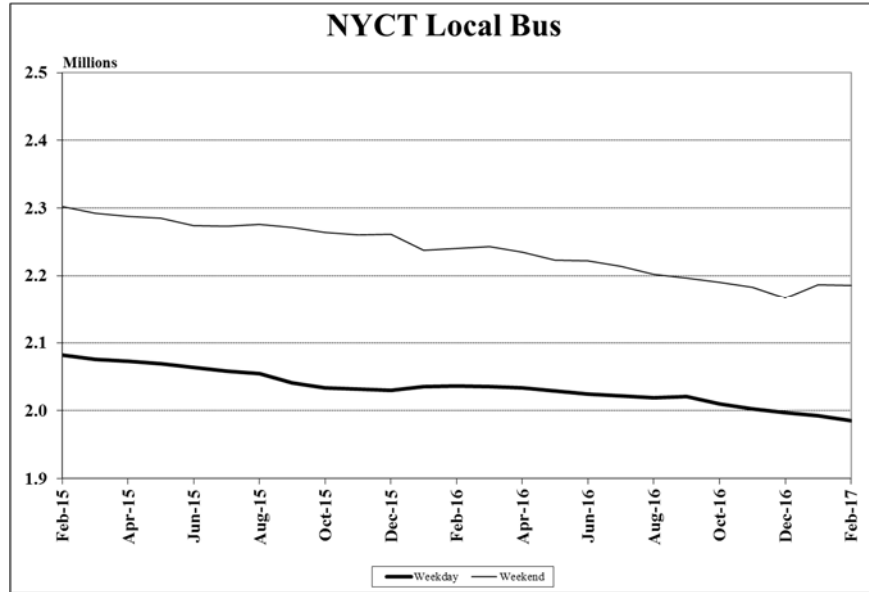
- Weekday ridership decreases were mostly due the February 9, 2017 snowstorm.
- The average weekend subway ridership increase was partly due to the spring-like weekend weather in late February, including 24 degrees above normal on Sunday, February 19 and 17 degrees above normal on Saturday, February 25.

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 February 2016 to February 2017, average weekday ridership had mixed results on area services, including MTA Express Bus posting a decline of 6.8 percent and Long Island Rail Road reporting a 3.1 percent increase. Weekend ridership was up across nearly all area services (likely due to unseasonably warm temperatures in late February), with only NYCT Local Bus posting a decrease of 0.6 percent over February 2016.

Bridges and Tunnels traffic decreased modestly on both weekdays and weekends.

Ridership on Transit Services in the New York Area				
(thousands)				
Transit Service	Feb-16	Preliminary Feb-17	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,597	5,530	-1.2%	-0.6%
NYCT Local Bus	1,999	1,912	-4.3%	-2.5%
NYCT Express Bus	42	40	-4.3%	-0.1%
NYCT Paratransit	28	27	-2.5%	+0.8%
Staten Island Railway	16	16	+0.1%	-0.3%
MTA Local Bus	368	366	-0.6%	-0.0%
MTA Express Bus	30	28	-6.8%	-3.1%
Long Island Rail Road	293	302	+3.1%	+1.8%
Metro-North Railroad	271	274	+0.9%	+0.4%
PATH	259	266	+2.7%	+4.0%
<u>Average Weekend</u>				
NYCT Subway	5,412	5,528	+2.2%	-1.5%
NYCT Local Bus	2,090	2,077	-0.6%	-2.4%
NYCT Express Bus	12	14	+16.8%	+4.7%
NYCT Paratransit	32	33	+2.1%	+0.6%
Staten Island Railway	5	6	+19.6%	+0.7%
MTA Local Bus	360	379	+5.3%	+1.0%
MTA Express Bus	11	11	+0.0%	-4.7%
Long Island Rail Road	166	171	+3.1%	+0.9%
Metro-North Railroad	201	211	+4.8%	-1.0%
PATH	180	191	+6.1%	-5.7%

MTA Bridges and Tunnels				
(thousands)				
Average Weekday	803	802	-0.2%	+2.5%
Average Weekend	1,419	1,406	-0.9%	+1.8%

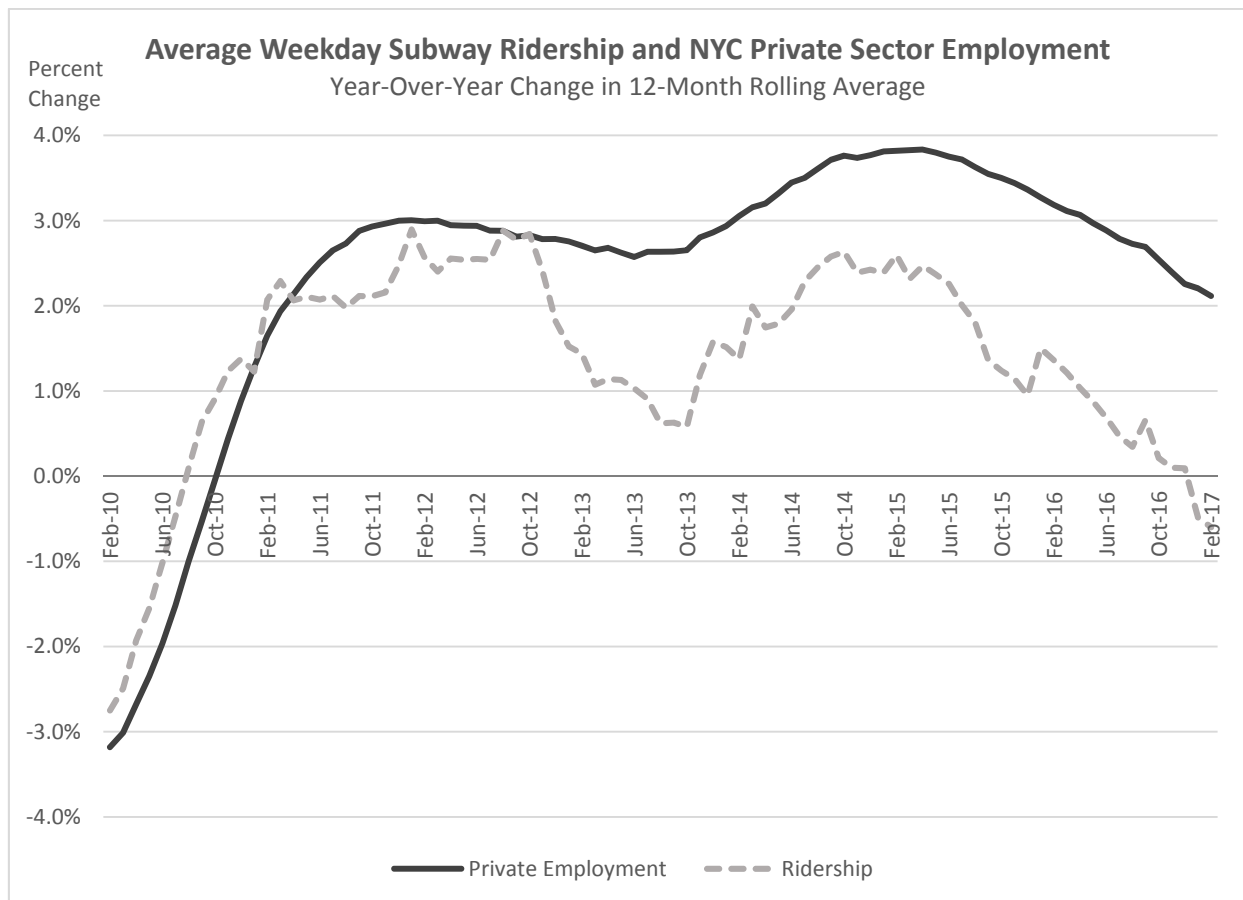
Note: Percentages are based on unrounded data.

Economy

From February 2016 to February 2017, New York City employment increased 1.5 percent (63,600 jobs). Private sector employment increased 1.7 percent (62,000 jobs) and government employment increased 0.3 percent (1,600 jobs). Most of the private employment subsectors increased over the prior year, with the exception of the manufacturing subsector (down 2.3 percent or 1,800 jobs) and the trade & transportation subsector (down 1.3 percent or 7,800 jobs). The subsector with the largest absolute and percentage increase was educational & health services (up 37,400 jobs or 4.0 percent).

Employment data for 2016 was recently re-benchmarked by the New York State Department of Labor, resulting in the average total New York City employment 2.0 percent (or 86,100 jobs) higher than 2015. Average private sector employment was up 2.3 percent (or 83,600 jobs) above 2015; and, average government employment was up 0.5 percent (or 2,500 jobs) over 2015 levels.

As shown in the graph below, the year-over-year change in the rolling 12-month average of weekday subway ridership and New York City private sector employment, while historically demonstrating a fairly close relationship, has continued to diverge from one another. The initial divergence, beginning in October 2012 and continuing through the September 2013 rolling average, reflects, at least in part, the effects of Superstorm Sandy. However, after Sandy, the employment-ridership relationship did not return to its historical trend. The difference in the change of the rolling averages appears to have increased, with employment continuing to grow (albeit at a slower pace) and ridership actually decreasing in January and February 2017.



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

3/17/2017 01:36 PM

	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$251.445	\$247.119	(4.326)	(1.7)	\$0.000	\$0.000	-	-	\$251.445	\$247.119	(4.326)	(1.7)
Bus	\$73.358	\$70.380	(2.978)	(4.1)	\$0.000	\$0.000	-	-	\$73.358	\$70.380	(2.978)	(4.1)
Paratransit	\$1.469	\$1.299	(0.171)	(11.6)	\$0.000	\$0.000	-	-	\$1.469	\$1.299	(0.171)	(11.6)
Fare Liability	\$6.125	\$6.125	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.125	\$6.125	\$0.000	0.0
Farebox Revenue	\$332.397	\$324.923	(7.474)	(2.2)	\$0.000	\$0.000	-	-	\$332.397	\$324.923	(7.474)	(2.2)
Fare Reimbursement	\$7.151	\$7.152	\$0.001	0.0	\$0.000	\$0.000	-	-	\$7.151	\$7.152	\$0.001	0.0
Paratransit Reimbursement	\$16.198	\$13.904	(2.294)	(14.2)	\$0.000	\$0.000	-	-	\$16.198	\$13.904	(2.294)	(14.2)
Other Operating Revenue	\$14.739	\$19.187	\$4.448	30.2	\$0.000	\$0.000	-	-	\$14.739	\$19.187	\$4.448	30.2
Other Revenue	\$38.088	\$40.243	\$2.155	5.7	\$0.000	\$0.000	-	-	\$38.088	\$40.243	\$2.155	5.7
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$88.872	\$93.929	\$5.058	5.7	\$88.872	\$93.929	\$5.058	5.7
Total Revenue	\$370.485	\$365.166	(5.320)	(1.4)	\$88.872	\$93.929	\$5.058	5.7	\$459.357	\$459.095	(0.262)	(0.1)
Expenses												
Labor :												
Payroll	\$261.057	\$253.866	\$7.191	2.8	\$37.188	\$34.306	\$2.881	7.7	\$298.245	\$288.172	\$10.073	3.4
Overtime	\$38.960	\$40.767	(1.808)	(4.6)	\$6.452	\$10.439	(3.988)	(61.8)	\$45.412	\$51.207	(5.795)	(12.8)
Total Salaries & Wages	\$300.017	\$294.634	\$5.383	1.8	\$43.639	\$44.746	(1.106)	(2.5)	\$343.657	\$339.379	\$4.277	1.2
Health and Welfare	\$73.956	\$77.697	(3.741)	(5.1)	\$1.800	\$1.893	(0.093)	(5.2)	\$75.756	\$79.590	(3.834)	(5.1)
OPEB Current Payment	\$36.634	\$35.664	\$0.970	2.6	\$0.689	\$0.693	(0.005)	(0.7)	\$37.323	\$36.357	\$0.966	2.6
Pensions	\$77.119	\$77.231	(0.112)	(0.1)	\$2.657	\$2.660	(0.003)	(0.1)	\$79.776	\$79.892	(0.115)	(0.1)
Other Fringe Benefits	\$42.105	\$42.286	(0.181)	(0.4)	\$14.336	\$14.068	\$0.269	1.9	\$56.441	\$56.354	\$0.087	0.2
Total Fringe Benefits	\$229.815	\$232.879	(3.064)	(1.3)	\$19.482	\$19.314	\$0.167	0.9	\$249.297	\$252.193	(2.897)	(1.2)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(16.508)	(18.382)	\$1.874	11.4	\$16.508	\$18.382	(1.874)	(11.4)	\$0.000	\$0.000	\$0.000	(46.6)
Labor	\$513.324	\$509.130	\$4.194	0.8	\$79.629	\$82.442	(2.813)	(3.5)	\$592.953	\$591.573	\$1.380	0.2
Non-Labor :												
Electric Power	\$28.545	\$23.998	\$4.547	15.9	\$0.021	\$0.057	(0.036)	-	\$28.566	\$24.056	\$4.511	15.8
Fuel	\$8.919	\$7.862	\$1.057	11.9	\$0.000	\$0.002	(0.002)	-	\$8.919	\$7.864	\$1.056	11.8
Insurance	\$6.068	\$6.053	\$0.015	0.2	\$0.000	\$0.000	-	-	\$6.068	\$6.053	\$0.015	0.2
Claims	\$12.205	\$12.205	\$0.000	0.0	\$0.000	\$0.000	-	-	\$12.205	\$12.205	\$0.000	0.0
Paratransit Service Contracts	\$31.694	\$29.446	\$2.248	7.1	\$0.000	\$0.000	-	-	\$31.694	\$29.446	\$2.248	7.1
Maintenance and Other Operating Contracts	\$18.058	\$17.670	\$0.388	2.1	\$2.903	\$2.880	\$0.022	0.8	\$20.960	\$20.550	\$0.411	2.0
Professional Service Contracts	\$12.082	\$8.872	\$3.210	26.6	\$0.539	\$0.323	\$0.216	40.1	\$12.621	\$9.195	\$3.427	27.1
Materials & Supplies	\$25.161	\$29.336	(4.175)	(16.6)	\$5.621	\$7.753	(2.132)	(37.9)	\$30.782	\$37.089	(6.307)	(20.5)
Other Business Expenses	\$6.269	\$5.513	\$0.755	12.1	\$0.159	\$0.472	(0.313)	-1	\$6.428	\$5.985	\$0.443	6.9
Non-Labor	\$149.002	\$140.955	\$8.046	5.4	\$9.243	\$11.487	(2.244)	(24.3)	\$158.244	\$152.442	\$5.802	3.7
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	\$662.326	\$650.086	\$12.240	1.8	\$88.872	\$93.929	(5.058)	(5.7)	\$751.197	\$744.015	\$7.183	1.0
Depreciation	\$137.010	\$145.618	(8.608)	(6.3)	\$0.000	\$0.000	-	-	\$137.010	\$145.618	(8.608)	(6.3)
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 88 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$799.336	\$795.704	\$3.632	0.5	\$88.872	\$93.929	(5.058)	(5.7)	\$888.208	\$889.633	(1.425)	(0.2)
OPERATING SURPLUS/DEFICIT	(428.851)	(430.538)	(1.688)	(0.4)	\$0.000	\$0.000	\$0.000	-	(428.851)	(430.538)	(1.688)	(0.4)

Note: Totals may not add due to rounding

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

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

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	Nonreimbursable		Var Percent		Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$522.273	\$512.953	(9.320)	(1.8)	\$0.000	\$0.000	-	-	\$522.273	\$512.953	(9.320)	(1.8)
Bus	\$149.891	\$144.692	(5.198)	(3.5)	\$0.000	\$0.000	-	-	\$149.891	\$144.692	(5.198)	(3.5)
Paratransit	\$3.053	\$2.698	(0.356)	(11.6)	\$0.000	\$0.000	-	-	\$3.053	\$2.698	(0.356)	(11.6)
Fare Liability	\$12.250	\$12.250	\$0.000	0.0	\$0.000	\$0.000	-	-	\$12.250	\$12.250	\$0.000	0.0
Farebox Revenue	\$687.467	\$672.593	(14.874)	(2.2)	\$0.000	\$0.000	-	-	\$687.467	\$672.593	(14.874)	(2.2)
Fare Reimbursement	\$14.836	\$14.837	\$0.001	0.0	\$0.000	\$0.000	-	-	\$14.836	\$14.837	\$0.001	0.0
Paratransit Reimbursement	\$32.396	\$28.895	(3.501)	(10.8)	\$0.000	\$0.000	-	-	\$32.396	\$28.895	(3.501)	(10.8)
Other Operating Revenue	\$29.478	\$36.258	\$6.780	23.0	\$0.000	\$0.000	-	-	\$29.478	\$36.258	\$6.780	23.0
Other Revenue	\$76.710	\$79.989	\$3.279	4.3	\$0.000	\$0.000	-	-	\$76.710	\$79.989	\$3.279	4.3
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$182.008	\$178.998	(3.010)	(1.7)	\$182.008	\$178.998	(3.010)	(1.7)
Total Revenue	\$764.177	\$752.582	(11.595)	(1.5)	\$182.008	\$178.998	(3.010)	(1.7)	\$946.185	\$931.580	(14.605)	(1.5)
Expenses												
Labor :												
Payroll	\$542.233	\$536.913	\$5.320	1.0	\$77.013	\$67.115	\$9.898	12.9	\$619.246	\$604.028	\$15.218	2.5
Overtime	\$81.520	\$85.880	(4.361)	(5.3)	\$13.041	\$18.767	(5.726)	(43.9)	\$94.561	\$104.648	(10.087)	(10.7)
Total Salaries & Wages	\$623.753	\$622.793	\$0.960	0.2	\$90.054	\$85.882	\$4.172	4.6	\$713.807	\$708.676	\$5.131	0.7
Health and Welfare	\$147.898	\$144.061	\$3.837	2.6	\$3.599	\$3.918	(0.319)	(8.9)	\$151.497	\$147.979	\$3.518	2.3
OPEB Current Payment	\$73.269	\$70.727	\$2.542	3.5	\$1.377	\$1.365	\$0.012	0.9	\$74.646	\$72.092	\$2.554	3.4
Pensions	\$154.268	\$156.272	(2.004)	(1.3)	\$5.314	\$5.375	(0.061)	(1.1)	\$159.582	\$161.648	(2.066)	(1.3)
Other Fringe Benefits	\$85.437	\$88.956	(3.519)	(4.1)	\$29.441	\$26.616	\$2.825	9.6	\$114.879	\$115.572	(0.693)	(0.6)
Total Fringe Benefits	\$460.873	\$460.017	\$0.856	0.2	\$39.732	\$37.275	\$2.457	6.2	\$500.605	\$497.291	\$3.313	0.7
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(34.119)	(34.349)	\$0.230	0.7	\$34.119	\$34.349	(0.230)	(0.7)	\$0.000	\$0.000	\$0.000	(95.4)
Labor	\$1,050.507	\$1,048.461	\$2.046	0.2	\$163.905	\$157.506	\$6.398	3.9	\$1,214.412	\$1,205.967	\$8.444	0.7
Non-Labor :												
Electric Power	\$56.171	\$51.627	\$4.545	8.1	\$0.043	\$0.111	(0.068)	-	\$56.214	\$51.737	\$4.477	8.0
Fuel	\$16.788	\$16.306	\$0.482	2.9	\$0.000	\$0.003	(0.003)	-	\$16.788	\$16.309	\$0.479	2.9
Insurance	\$12.136	\$12.107	\$0.029	0.2	\$0.000	\$0.000	-	-	\$12.136	\$12.107	\$0.029	0.2
Claims	\$24.409	\$24.409	\$0.000	0.0	\$0.000	\$0.000	-	-	\$24.409	\$24.409	\$0.000	0.0
Paratransit Service Contracts	\$65.333	\$60.521	\$4.812	7.4	\$0.000	\$0.000	-	-	\$65.333	\$60.521	\$4.812	7.4
Maintenance and Other Operating Contracts	\$34.103	\$31.713	\$2.390	7.0	\$5.668	\$7.380	(1.712)	(30.2)	\$39.771	\$39.093	\$0.678	1.7
Professional Service Contracts	\$25.786	\$23.671	\$2.115	8.2	\$1.052	\$0.675	\$0.378	35.9	\$26.838	\$24.345	\$2.492	9.3
Materials & Supplies	\$50.781	\$57.499	(6.718)	(13.2)	\$11.026	\$12.651	(1.625)	(14.7)	\$61.807	\$70.150	(8.343)	(13.5)
Other Business Expenses	\$12.162	\$11.389	\$0.774	6.4	\$0.315	\$0.673	(0.358)	-	\$12.477	\$12.061	\$0.416	3.3
Non-Labor	\$297.669	\$289.241	\$8.428	2.8	\$18.103	\$21.492	(3.388)	(18.7)	\$315.773	\$310.733	\$5.040	1.6
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$1,348.176	\$1,337.702	\$10.474	0.8	\$182.008	\$178.998	\$3.010	1.7	\$1,530.184	\$1,516.700	\$13.485	0.9
Depreciation	\$272.869	\$291.236	(18.367)	(6.7)	\$0.000	\$0.000	-	-	\$272.869	\$291.236	(18.367)	(6.7)
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 88 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$1,621.045	\$1,628.938	(7.893)	(0.5)	\$182.008	\$178.998	\$3.010	1.7	\$1,803.053	\$1,807.936	(4.882)	(0.3)
OPERATING SURPLUS/DEFICIT	(856.868)	(876.356)	(19.487)	(2.3)	\$0.000	\$0.000	\$0.000	-	(856.868)	(876.356)	(19.487)	(2.3)

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
February 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	(7.5)	(2.2)	Due primarily to lower ridership, caused in part by adverse weather	(14.9)	(2.2)	Due primarily to lower ridership, caused in part by adverse weather
Other Operating Revenue	NR	2.2	5.7	Caused mostly by higher advertising revenue, partly offset by lower paratransit Urban Tax revenue and MetroCard surcharge fees	3.3	4.3	Caused mostly by higher advertising revenue, partly offset by lower paratransit Urban Tax revenue and MetroCard surcharge fees
Payroll	NR	7.2	2.8	Primarily vacancy savings, partly offset by the unfavorable timing of expenses	5.3	1.0	Primarily vacancy savings, partly offset by unfavorable timing of expenses
Overtime	NR	(1.8)	(4.6)	Mainly due to vacancy/absentee coverage for operations supervisors, train & bus operators and maintenance maintainers	(4.4)	(5.3)	Mainly due to vacancy/absentee coverage for operations supervisors, train & bus operators and maintenance maintainers, as well as additional requirements for track, infrastructure and station maintenance
Health & Welfare (including OPEB current payment)	NR	(2.8)	(2.5)	Due largely to the unfavorable timing of expenses, partly offset by the favorable impact of vacancies	6.4	2.9	Due largely to vacancies and the favorable timing of expenses
Pension	NR				(2.0)	(1.3)	Largely the unfavorable timing of MaBSTOA expenses
Other Fringe Benefits	NR				(3.5)	(4.1)	Caused mainly by unfavorable fringe benefit overhead credits, due to reimbursable payroll underruns, and higher FICA expenses
Reimbursable Overhead	NR	1.9	11.4	Favorable reimbursable overhead credits, resulting from higher reimbursable overtime requirements			
Electric Power	NR	4.5	15.9	Largely lower prices and consumption	4.5	8.1	Lower prices and consumption, partly offset by the unfavorable timing of expenses
Fuel	NR	1.1	11.9	Mainly lower prices, partially offset by higher consumption	0.5	2.9	Mainly lower prices, partially offset by higher consumption

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
February 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
		\$	%		\$	%	
Paratransit Service Contracts	NR	2.2	7.1	Due principally to lower completed trips	4.8	7.4	Due principally to lower completed trips
Maintenance and Other Operating Contracts	NR	0.4	2.1	Primarily the favorable timing of equipment rentals, tire & tube and auto purchases, mostly offset by the unfavorable timing of maintenance & repair expenses	2.4	7.0	Primarily the favorable timing of expenses for janitorial, refuse & recycling, tire & tube and subway car-related expenses, and auto purchases, mostly offset by the unfavorable timing of maintenance & repair expenses
Professional Service Contracts	NR	3.2	26.6	Primarily the favorable timing of data communications expenses	2.1	8.2	Primarily the favorable timing of Information Technology-related expenses and various professional service contract expenses, partly offset by the unfavorable timing of office-related expenses
Materials and Supplies	NR	(4.2)	(16.6)	Mostly unfavorable inventory & obsolescence adjustments, partly offset by the favorable timing of maintenance material requirements	(6.7)	(13.2)	Mostly unfavorable inventory & obsolescence adjustments, partly offset by the favorable timing of maintenance material requirements
Capital and Other Reimbursements	R	5.1	5.7	Increased reimbursements consistent with a increase in reimbursable expenses	(3.0)	(1.7)	Reduced reimbursements consistent with a decrease in reimbursable expenses
Payroll	R	2.9	7.7	Mainly the favorable timing of capital construction work and non-capital transactions	9.9	12.9	Mainly the favorable timing of capital construction work and non-capital transactions
Overtime	R	(4.0)	(61.8)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability, and other capital program support	(5.7)	(43.9)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability, and other capital program support
Other Fringe Benefits	R				2.8	9.6	Mostly from favorable direct overhead expenses, due to reimbursable payroll underruns
Maintenance and Other Operating Contracts	R				(1.7)	(30.2)	Mainly the unfavorable timing of revenue vehicle maintenance & repair expenses
Materials & Supplies	R	(2.1)	(37.9)	Primarily the unfavorable timing of maintenance material requirements	(1.6)	(14.7)	Primarily the unfavorable timing of maintenance material requirements

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2017 Adopted
Cash Receipts and Expenditures
Feb FY17
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$332.600	\$332.455	(0.145)	0.0	\$679.017	\$692.624	\$13.607	2.0
Fare Reimbursement	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Paratransit Reimbursement	\$4.366	\$3.156	(1.210)	(27.7)	\$8.732	\$42.631	\$33.899	-
Other Operating Revenue	\$3.942	\$3.009	(0.933)	(23.7)	\$7.884	\$6.392	(1.492)	(18.9)
Other Revenue	\$8.308	\$6.165	(2.143)	(25.8)	\$16.616	\$49.023	\$32.407	-
Capital and Other Reimbursements	\$88.872	\$81.357	(7.515)	(8.5)	\$182.008	\$140.796	(41.212)	(22.6)
Total Revenue	\$429.780	\$419.977	(9.803)	(2.3)	\$877.641	\$882.443	\$4.802	0.5
Expenditures								
Labor :								
Payroll	\$296.841	\$286.127	\$10.714	3.6	\$582.258	\$567.315	\$14.943	2.6
Overtime	\$45.412	\$51.207	(5.795)	(12.8)	\$94.561	\$104.648	(10.087)	(10.7)
Total Salaries & Wages	\$342.253	\$337.334	\$4.919	1.4	\$676.819	\$671.963	\$4.856	0.7
Health and Welfare	\$75.756	\$48.657	\$27.099	35.8	\$154.079	\$110.173	\$43.906	28.5
OPEB Current Payment	\$37.323	\$36.357	\$0.966	2.6	\$74.646	\$72.092	\$2.554	3.4
Pensions	\$79.776	\$79.888	(0.112)	(0.1)	\$159.582	\$161.583	(2.001)	(1.3)
Other Fringe Benefits	\$37.122	\$37.507	(0.385)	(1.0)	\$73.660	\$74.241	(0.581)	(0.8)
Total Fringe Benefits	\$229.977	\$202.409	\$27.568	12.0	\$461.967	\$418.089	\$43.878	9.5
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$572.230	\$539.743	\$32.487	5.7	\$1,138.786	\$1,090.052	\$48.734	4.3
Non-Labor :								
Electric Power	\$28.566	\$22.962	\$5.604	19.6	\$56.214	\$44.787	\$11.427	20.3
Fuel	\$8.919	\$7.620	\$1.299	14.6	\$16.788	\$15.253	\$1.535	9.1
Insurance	\$11.936	\$0.192	\$11.744	98.4	\$31.155	\$28.519	\$2.636	8.5
Claims	\$9.641	\$9.911	(0.270)	(2.8)	\$19.281	\$20.521	(1.240)	(6.4)
Paratransit Service Contracts	\$31.694	\$28.579	\$3.115	9.8	\$65.333	\$63.590	\$1.743	2.7
Maintenance and Other Operating Contracts	\$20.960	\$20.253	\$0.707	3.4	\$39.771	\$36.535	\$3.236	8.1
Professional Service Contracts	\$12.621	\$16.629	(4.008)	(31.8)	\$23.838	\$28.114	(4.276)	(17.9)
Materials & Supplies	\$31.782	\$37.314	(5.532)	(17.4)	\$63.807	\$61.829	\$1.978	3.1
Other Business Expenses	\$6.428	\$6.206	\$0.222	3.5	\$12.477	\$12.982	(0.505)	(4.0)
Non-Labor	\$162.548	\$149.666	\$12.882	7.9	\$328.664	\$312.130	\$16.534	5.0
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$734.779	\$689.409	\$45.370	6.2	\$1,467.450	\$1,402.182	\$65.268	4.4
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$734.779	\$689.409	\$45.370	6.2	\$1,467.450	\$1,402.182	\$65.268	4.4
Net Surplus/(Deficit)	(304.999)	(269.432)	\$35.567	11.7	(589.809)	(519.739)	\$70.070	11.9

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
February 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				13.6	2.0	Mostly the favorable timing of receipts
Other Operating Receipts	(2.1)	(25.8)	Due primarily to unfavorable paratransit Urban Tax receipts	32.4	over 100.0	Due primarily to the favorable timing of receipt of NYC partial reimbursement of paratransit expenses
Capital and Other Reimbursements	(7.5)	(8.5)	Due largely to the unfavorable timing of reimbursements	(41.2)	(22.6)	Due largely to the unfavorable timing of reimbursements
Health & Welfare (including OPEB current payment)	28.0	24.8	Due mostly to vacancies and the favorable timing of payments	46.5	20.3	Due mostly to vacancies and the favorable timing of payments
Electric Power	5.6	19.6	Due to the favorable timing of payments	11.4	20.3	Due to the favorable timing of payments
Insurance	11.7	98.4	Predominantly the favorable timing of interagency payments	2.6	8.5	Predominantly the favorable timing of interagency payments
Paratransit Service Contracts	3.1	9.8	Favorable expense results and the favorable timing of payments			
Maintenance Contracts				3.2	8.1	Primarily the favorable timing of payments
Professional Service Contracts	(4.0)	(31.8)	The unfavorable timing of payments	(4.3)	(17.9)	The unfavorable timing of payments

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2017 Adopted
Cash Conversion (Cash Flow Adjustments)
Feb FY17
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.203	\$7.532	\$7.329	-	(8.450)	\$20.031	\$28.481	-
Fare Reimbursement	(7.151)	(7.152)	(0.001)	0.0	(14.836)	(14.837)	(0.001)	0.0
Paratransit Reimbursement	(11.832)	(10.748)	\$1.084	9.2	(23.664)	\$13.736	\$37.400	-
Other Operating Revenue	(10.797)	(16.178)	(5.381)	(49.8)	(21.594)	(29.866)	(8.272)	(38.3)
Other Revenue	(29.780)	(34.078)	(4.298)	(14.4)	(60.094)	(30.966)	\$29.128	48.5
Capital and Other Reimbursements	\$0.000	(12.572)	(12.572)	-	\$0.000	(38.202)	(38.202)	-
Total Revenue	(29.577)	(39.118)	(9.541)	(32.3)	(68.544)	(49.137)	\$19.407	28.3
Expenses								
Labor :								
Payroll	\$1.404	\$2.045	\$0.642	45.7	\$36.988	\$36.713	(0.275)	(0.7)
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	\$1.404	\$2.045	\$0.642	45.7	\$36.988	\$36.713	(0.275)	(0.7)
Health and Welfare	\$0.000	\$30.933	\$30.933	-	(2.582)	\$37.806	\$40.388	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	\$0.000	\$0.004	\$0.004	-	\$0.000	\$0.065	\$0.065	-
Other Fringe Benefits	\$19.319	\$18.847	(0.472)	(2.4)	\$41.219	\$41.331	\$0.112	0.3
Total Fringe Benefits	\$19.319	\$49.784	\$30.465	-	\$38.637	\$79.202	\$40.565	-
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	\$20.723	\$51.830	\$31.107	-	\$75.625	\$115.915	\$40.290	53.3
Non-Labor :								
Electric Power	\$0.000	\$1.094	\$1.094	-	\$0.000	\$6.950	\$6.950	-
Fuel	\$0.000	\$0.244	\$0.244	-	\$0.000	\$1.056	\$1.056	-
Insurance	(5.868)	\$5.861	\$11.729	-	(19.019)	(16.412)	\$2.607	13.7
Claims	\$2.564	\$2.294	(0.270)	(10.5)	\$5.128	\$3.888	(1.240)	(24.2)
Paratransit Service Contracts	\$0.000	\$0.867	\$0.867	-	\$0.000	(3.069)	(3.069)	-
Maintenance and Other Operating Contracts	\$0.000	\$0.297	\$0.297	-	\$0.000	\$2.558	\$2.558	-
Professional Service Contracts	\$0.000	(7.434)	(7.434)	-	\$3.000	(3.769)	(6.769)	-
Materials & Supplies	(1.000)	(0.225)	\$0.775	77.5	(2.000)	\$8.321	\$10.321	-
Other Business Expenses	\$0.000	(0.221)	(0.221)	-	\$0.000	(0.921)	(0.921)	-
Non-Labor	(4.304)	\$2.776	\$7.080	-	(12.891)	(1.397)	\$11.494	89.2
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$16.419	\$54.606	\$38.187	-	\$62.734	\$114.518	\$51.783	82.5
Depreciation	\$137.010	\$145.618	\$8.608	6.3	\$272.869	\$291.236	\$18.367	6.7
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$153.429	\$200.224	\$46.795	30.5	\$335.603	\$405.754	\$70.150	20.9
Total Cash Conversion Adjustments	\$123.852	\$161.106	\$37.254	30.1	\$267.059	\$356.617	\$89.557	33.5

Note: Totals may not add due to rounding

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

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

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	55	45	10	
Law	320	294	26	
Office of the EVP	54	44	10	
Human Resources	237	237	0	
Office of Management and Budget	44	42	2	
Capital Planning & Budget	35	31	4	
Corporate Communications	279	250	29	
Non-Departmental	(32)	-	(32)	
Labor Relations	97	92	5	
Materiel	259	272	(13)	
Controller	127	126	1	
Total Administration	1,475	1,433	42	
Operations				
Subways Service Delivery	8,434	8,272	162	Shortage of Train Operatrs., Conductors & Supervisors.
Subways Operations Support/Admin	412	411	1	
Subways Stations	2,654	2,604	50	Shortage of Stations Agents and Supervisors
Sub-total Subways	11,500	11,287	213	
Buses	11,091	10,870	221	Mainly shortage of Bus Operators and Maintainers
Paratransit	213	198	15	
Operations Planning	406	379	27	
Revenue Control	583	554	29	
Non-Departmental	36	(1)	37	
Total Operations	23,829	23,287	542	
Maintenance				
Subways Operations Support/Admin	137	134	3	
Subways Engineering	390	358	32	
Subways Car Equipment	4,378	4,510	(132)	Excess mainly Car Inspectors and Cleaners
Subways Infrastructure	1,667	1,567	100	Mostly shortage of Maintainers
Subways Elevators & Escalators	504	422	82	Mostly shortage of EL & ESCAL Maintainers
Subways Stations	3,857	3,784	73	Mainly shortage of Station Maintainers & Cleaners
Subways Track	2,848	2,834	14	
Subways Power	629	600	29	
Subways Signals	1,526	1,463	63	Largely shortage of Signal Maintainers
Subways Electronic Maintenance	1,664	1,552	112	Mainly shortage of Maintainers and PTEs
Sub-total Subways	17,600	17,224	376	
Buses	3,653	3,612	41	
Supply Logistics	567	560	7	
System Safety	99	83	16	
Non-Departmental	(100)	16	(116)	
Total Maintenance	21,819	21,495	324	
Engineering/Capital				
Capital Program Management	1,358	1,399	(41)	
Total Engineering/Capital	1,358	1,399	(41)	
Public Safety				
Security	673	652	21	
Total Public Safety	673	652	21	
Total Positions	49,154	48,266	888	
Non-Reimbursable	43,764	44,102	(338)	
Reimbursable	5,390	4,164	1,226	
Total Full-Time	48,942	48,009	933	
Total Full-Time Equivalents	212	257	(45)	

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	525	447	78	
Professional, Technical, Clerical	921	963	(42)	
Operational Hourlies	29	23	6	
Total Administration	1,475	1,433	42	
Operations				
Managers/Supervisors	2,827	2,681	146	
Professional, Technical, Clerical	516	490	26	
Operational Hourlies	20,486	20,116	370	
Total Operations	23,829	23,287	542	
Maintenance				
Managers/Supervisors	3,909	3,893	16	
Professional, Technical, Clerical	1,148	1,036	112	
Operational Hourlies	16,762	16,566	196	
Total Maintenance	21,819	21,495	324	
Engineering/Capital				
Managers/Supervisors	339	343	(4)	
Professional, Technical, Clerical	1,017	1,054	(37)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,358	1,399	(41)	
Public Safety				
Managers/Supervisors	295	273	22	
Professional, Technical, Clerical	42	35	7	
Operational Hourlies	336	344	(8)	
Total Public Safety	673	652	21	
Total Positions				
Managers/Supervisors	7,895	7,637	258	
Professional, Technical, Clerical	3,644	3,578	66	
Operational Hourlies	37,615	37,051	564	
Total Positions	49,154	48,266	888	

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

	February						February Year-to-Date					
	Adopted		Actuals		Var. - Fav./(Unfav)		Adopted		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	332,179	\$10.743	320,775	\$10.239	11,404	\$0.504 4.7%	693,692	\$22.277	673,833	\$21.503	19,859	\$0.774 3.5%
<u>Unscheduled Service</u>	276,160	\$9.280	285,888	\$9.302	(9,728)	(\$0.022) (0.2%)	562,605	\$18.728	588,766	\$19.189	(26,161)	(\$0.462) (2.5%)
<u>Programmatic/Routine Maintenance</u>	310,541	\$11.893	348,023	\$12.095	(37,482)	(\$0.203) (1.7%)	701,252	\$26.362	885,792	\$30.621	(184,541)	(\$4.259) (16.2%)
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000 0.0%	0	\$0.000	0	\$0.000	0	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	41,411	\$1.320	115,904	\$3.822	(74,493)	(\$2.502) *	82,821	\$2.625	181,713	\$5.993	(98,891)	(\$3.368) *
<u>Weather Emergencies</u>	153,196	\$5.000	140,719	\$4.702	12,477	\$0.299 6.0%	308,376	\$10.046	219,898	\$7.335	88,478	\$2.711 27.0%
<u>Safety/Security/Law Enforcement</u>	10,798	\$0.315	8,398	\$0.231	2,400	\$0.084 26.6%	21,586	\$0.627	19,471	\$0.545	2,115	\$0.082 13.1%
<u>Other</u>	13,340	\$0.408	10,582	\$0.376	2,758	\$0.032 7.9%	27,661	\$0.855	19,658	\$0.695	8,003	\$0.161 18.8%
Subtotal	1,137,625	\$38.960	1,230,289	\$40.767	(92,664)	(\$1.808) (4.6%)	2,397,992	\$81.520	2,589,131	\$85.880	(191,139)	(\$4.361) (5.3%)
REIMBURSABLE OVERTIME	257,293	\$6.452	299,804	\$10.439	(42,512)	(\$3.988) (61.8%)	520,547	\$13.041	536,758	\$18.767	(16,211)	(\$5.726) (43.9%)
TOTAL OVERTIME	1,394,918	\$45.412	1,530,093	\$51.207	(135,175)	(\$5.795) (12.8%)	2,918,539	\$94.561	3,125,889	\$104.648	(207,351)	(\$10.087) (10.7%)

Totals may not add due to rounding

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

* Exceeds 100%

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

	February			February Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	11,404	\$0.5 4.7%		19,859	\$0.8 3.5%	
<u>Unscheduled Service</u>	(9,728)	(\$0.0) (0.2%)		(26,161)	(\$0.5) (2.5%)	
<u>Programmatic/Routine Maintenance</u>	(37,482)	(\$0.2) (1.7%)		(184,541)	(\$4.3) (16.2%)	Unfavorable variance mainly due to track, infrastructure, and station maintenance
<u>Unscheduled Maintenance</u>	0	\$0.0 0.0%		0	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(74,493)	(\$2.5) *	Unfavorable variance mainly due to vacancy/absentee coverage for operation supervisors, train and bus operators, and maintenance maintainers.	(98,891)	(\$3.4) *	Unfavorable variance mainly due to vacancy/absentee coverage for operation supervisors, train and bus operators, and maintenance maintainers.
<u>Weather Emergencies</u>	12,477	\$0.3 6.0%		88,478	\$2.7 27.0%	Favorable variance mainly due to mild January weather.
<u>Safety/Security/Law Enforcement</u>	2,400	\$0.1 26.6%		2,115	\$0.1 13.1%	
<u>Other</u>	2,758	\$0.0 7.9%		8,003	\$0.2 18.8%	
Subtotal	(92,664)	(\$1.8) (4.6%)		(191,139)	(\$4.4) (5.3%)	
REIMBURSABLE OVERTIME	(42,512)	(\$4.0) (61.8%)	Unfavorable variance mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability, & other capital program support.	(16,211)	(\$5.7) (43.9%)	Unfavorable variance mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability, & other capital program support.
TOTAL OVERTIME	(135,175)	(\$5.8) (12.8%)		(207,350)	(\$10.1) (10.7%)	

Totals may not add due to rounding.

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2017 Overtime Reporting
Overtime Legend

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



FINANCIAL AND RIDERSHIP REPORT

February 2017

(All data are preliminary and subject to audit)

Operating revenue, which was \$0.7 million in February, was less than \$0.1 million (5.2 percent) above the Adopted Budget (budget). Year-to-date, operating revenue was \$1.5 million, \$0.1 million (5.5 percent) above budget.

Total **ridership** in February 2017 was 329,596 riders, 0.9 percent (2,972 riders) below budget. Year-to-date, ridership was 710,383 riders, 1.1 percent (7,993 riders) below budget. February 2017 average weekday ridership was 15,749 riders, 0.1 percent (11 riders) higher than February 2016. Average weekday ridership for the twelve months ending February 2017 was 16,195 riders, 0.3 percent (48 riders) below the previous twelve-month period.

Nonreimbursable expenses, before depreciation and Other Post-Employment Benefits, were lower than budget in February by \$1.1 million (18.0 percent). Labor expenses underran budget by \$0.7 million (21.7 percent), including favorable results in payroll expenses of \$0.4 million (24.3 percent) and pension expenses of \$0.5 million (100.0 percent), both due to the favorable timing of expenses. Non-labor expenses were also below budget by \$0.3 million (13.0 percent), due essentially to lower maintenance contract expenses of \$0.7 million (41.6 percent), resulting from the favorable timing of R44 fleet maintenance interagency contract expenses. Partly offsetting this underrun were higher electric power expenses of \$0.4 million (over 100.0 percent), mainly resulting from the unfavorable timing of expenses. Year-to-date, expenses were below budget by \$3.9 million (31.8 percent). Labor costs were less than budget by \$2.2 million (30.8 percent), due largely to the favorable timing of pension expenses of \$1.0 million (100.0 percent), payroll expenses of \$0.7 million (18.7 percent), and health & welfare/OPEB current expenses of \$0.3 million (25.6 percent). Non-labor expenses were under by \$1.7 million (33.2 percent), due essentially to lower maintenance contract expenses of \$1.5 million (42.2 percent), again due to the timing of R44 fleet maintenance interagency contract expenses.

Depreciation expenses of \$1.5 million year-to-date were above budget by \$0.1 million (6.1 percent).

The **operating cash deficit** (excluding subsidies) was \$8.1 million year-to-date, \$2.6 million (24.3 percent) favorable to budget, due primarily to the favorable timing of fringe benefit payments.

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

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	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.474	\$0.475	\$0.001	0.2	\$0.000	\$0.000	-	-	\$0.474	\$0.475	\$0.001	0.2
Other Revenue	\$0.187	\$0.221	\$0.034	18.1	\$0.000	\$0.000	-	-	\$0.187	\$0.221	\$0.034	18.1
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.201	\$0.231	\$0.030	14.9	\$0.201	\$0.231	\$0.030	14.9
Total Revenue	\$0.662	\$0.696	\$0.035	5.2	\$0.201	\$0.231	\$0.030	14.9	\$0.863	\$0.927	\$0.065	7.5
Expenses												
Labor :												
Payroll	\$1.793	\$1.358	\$0.435	24.3	\$0.036	\$0.072	(0.036)	(97.3)	\$1.829	\$1.430	\$0.399	21.8
Overtime	\$0.260	\$0.408	(0.148)	(56.7)	\$0.124	\$0.051	\$0.073	58.8	\$0.384	\$0.459	(0.075)	(19.5)
Total Salaries & Wages	\$2.053	\$1.766	\$0.287	14.0	\$0.160	\$0.123	\$0.037	23.3	\$2.214	\$1.889	\$0.325	14.7
Health and Welfare	\$0.387	\$0.341	\$0.046	11.9	\$0.000	\$0.000	-	-	\$0.387	\$0.341	\$0.046	11.9
OPEB Current Payment	\$0.125	\$0.124	\$0.001	0.9	\$0.000	\$0.000	-	-	\$0.125	\$0.124	\$0.001	0.9
Pensions	\$0.511	\$0.000	\$0.511	-	\$0.000	\$0.000	-	-	\$0.511	\$0.000	\$0.511	-
Other Fringe Benefits	\$0.341	\$0.514	(0.173)	(50.7)	\$0.000	\$0.000	-	-	\$0.341	\$0.514	(0.173)	(50.7)
Total Fringe Benefits	\$1.364	\$0.979	\$0.385	28.2	-	-	-	-	\$1.364	\$0.979	\$0.385	28.2
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.041)	(0.102)	\$0.061	-	\$0.041	\$0.102	(0.061)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$3.376	\$2.643	\$0.733	21.7	\$0.201	\$0.225	(0.024)	(11.9)	\$3.578	\$2.868	\$0.709	19.8
Non-Labor :												
Electric Power	\$0.335	\$0.782	(0.446)	-	\$0.000	\$0.000	-	-	\$0.335	\$0.782	(0.446)	-
Fuel	\$0.023	(0.005)	\$0.028	-	\$0.000	\$0.000	-	-	\$0.023	(0.005)	\$0.028	-
Insurance	\$0.122	\$0.260	(0.139)	-	\$0.000	\$0.000	-	-	\$0.122	\$0.260	(0.139)	-
Claims	\$0.007	\$0.032	(0.025)	-	\$0.000	\$0.000	-	-	\$0.007	\$0.032	(0.025)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$1.792	\$1.046	\$0.746	41.6	\$0.000	\$0.000	-	-	\$1.792	\$1.046	\$0.746	41.6
Professional Service Contracts	\$0.093	(0.014)	\$0.107	-	\$0.000	\$0.007	(0.007)	-	\$0.093	(0.007)	\$0.100	-
Materials & Supplies	\$0.151	\$0.098	\$0.053	35.2	\$0.000	(0.001)	\$0.001	-	\$0.151	\$0.097	\$0.054	35.9
Other Business Expenses	\$0.003	(0.002)	\$0.004	-	\$0.000	\$0.000	-	-	\$0.003	(0.002)	\$0.004	-
Non-Labor	\$2.527	\$2.197	\$0.330	13.0	\$0.000	\$0.006	(0.006)	-	\$2.527	\$2.203	\$0.324	12.8
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	\$5.903	\$4.840	\$1.063	18.0	\$0.201	\$0.231	(0.030)	(14.9)	\$6.104	\$5.071	\$1.033	16.9
Depreciation	\$0.692	\$0.734	(0.042)	(6.1)	\$0.000	\$0.000	-	-	\$0.692	\$0.734	(0.042)	(6.1)
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$6.595	\$5.574	\$1.021	15.5	\$0.201	\$0.231	(0.030)	(14.9)	\$6.796	\$5.805	\$0.991	14.6
OPERATING SURPLUS/DEFICIT	(5.933)	(4.878)	\$1.055	17.8	\$0.000	\$0.000	\$0.000	-	(5.933)	(4.878)	\$1.055	17.8

Note: Totals may not add due to rounding

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

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

3/20/2017 10:49 AM

	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.996	\$0.986	(0.010)	(1.0)	\$0.000	\$0.000	-	-	\$0.996	\$0.986	(0.010)	(1.0)
Other Revenue	\$0.445	\$0.535	\$0.090	20.1	\$0.000	\$0.000	-	-	\$0.445	\$0.535	\$0.090	20.1
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.408	\$0.654	\$0.246	60.4	\$0.408	\$0.654	\$0.246	60.4
Total Revenue	\$1.441	\$1.520	\$0.080	5.5	\$0.408	\$0.654	\$0.246	60.4	\$1.849	\$2.174	\$0.326	17.6
Expenses												
Labor :												
Payroll	\$3.735	\$3.037	\$0.698	18.7	\$0.079	\$0.177	(0.098)	-	\$3.814	\$3.214	\$0.600	15.7
Overtime	\$0.693	\$0.636	\$0.057	8.2	\$0.248	\$0.167	\$0.081	32.5	\$0.941	\$0.803	\$0.137	14.6
Total Salaries & Wages	\$4.429	\$3.674	\$0.755	17.0	\$0.326	\$0.344	(0.018)	(5.4)	\$4.755	\$4.018	\$0.737	15.5
Health and Welfare	\$0.775	\$0.506	\$0.269	34.7	\$0.000	\$0.000	-	-	\$0.775	\$0.506	\$0.269	34.7
OPEB Current Payment	\$0.250	\$0.256	(0.007)	(2.8)	\$0.000	\$0.001	(0.001)	-	\$0.250	\$0.257	(0.008)	(3.2)
Pensions	\$1.021	\$0.000	\$1.021	-	\$0.000	\$0.000	-	-	\$1.021	\$0.000	\$1.021	-
Other Fringe Benefits	\$0.682	\$0.756	(0.074)	(10.9)	\$0.000	\$0.000	-	-	\$0.682	\$0.756	(0.074)	(10.9)
Total Fringe Benefits	\$2.728	\$1.519	\$1.209	44.3	-	\$0.001	(0.001)	-	\$2.728	\$1.520	\$1.208	44.3
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.082)	(0.300)	\$0.218	-	\$0.082	\$0.300	(0.219)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$7.075	\$4.893	\$2.182	30.8	\$0.408	\$0.645	(0.237)	(58.2)	\$7.483	\$5.538	\$1.945	26.0
Non-Labor :												
Electric Power	\$0.671	\$0.780	(0.109)	(16.2)	\$0.000	\$0.002	(0.002)	-	\$0.671	\$0.782	(0.111)	(16.5)
Fuel	\$0.047	\$0.022	\$0.024	51.9	\$0.000	\$0.000	-	-	\$0.047	\$0.022	\$0.024	51.9
Insurance	\$0.244	\$0.348	(0.104)	(42.6)	\$0.000	\$0.000	-	-	\$0.244	\$0.348	(0.104)	(42.6)
Claims	\$0.015	\$0.040	(0.025)	-	\$0.000	\$0.000	-	-	\$0.015	\$0.040	(0.025)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$3.584	\$2.072	\$1.513	42.2	\$0.000	\$0.000	-	-	\$3.584	\$2.072	\$1.513	42.2
Professional Service Contracts	\$0.185	(0.002)	\$0.187	-	\$0.000	\$0.007	(0.007)	-	\$0.185	\$0.005	\$0.180	97.3
Materials & Supplies	\$0.303	\$0.098	\$0.205	67.7	\$0.000	\$0.000	\$0.000	-	\$0.303	\$0.098	\$0.205	67.7
Other Business Expenses	\$0.005	\$0.017	(0.012)	-	\$0.000	\$0.000	-	-	\$0.005	\$0.017	(0.012)	-
Non-Labor	\$5.053	\$3.374	\$1.679	33.2	\$0.000	\$0.009	(0.009)	-	\$5.053	\$3.383	\$1.670	33.1
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$12.128	\$8.267	\$3.861	31.8	\$0.408	\$0.654	(0.246)	(60.4)	\$12.536	\$8.921	\$3.615	28.8
Depreciation	\$1.383	\$1.468	(0.085)	(6.1)	\$0.000	\$0.000	-	-	\$1.383	\$1.468	(0.085)	(6.1)
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$13.511	\$9.735	\$3.777	28.0	\$0.408	\$0.654	(0.246)	(60.4)	\$13.919	\$10.389	\$3.530	25.4
OPERATING SURPLUS/DEFICIT	(12.071)	(8.214)	\$3.856	31.9	\$0.000	\$0.000	\$0.000	-	(12.071)	(8.214)	\$3.856	31.9

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.

Table 3

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
FEBRUARY 2017
(\$ in millions)

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>MONTH</u>			<u>YEAR-TO-DATE</u>		
		<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Revenue	Non Reimb.				(0.010)	(1.0)	Mostly lower ridership due to two winter storms
Other Operating Revenue	Non Reimb.	0.034	18.1	Mainly higher advertising revenue	0.090	20.1	Mainly higher advertising revenue
Payroll	Non Reimb.	0.435	24.3	Primarily the timing of expenses including interagency charges	0.698	18.7	Primarily the timing of expenses including interagency charges
Overtime	Non Reimb.	(0.148)	(56.7)	Mainly the timing of project requirements	0.057	8.2	Mainly the timing of project requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.047	9.2	The favorable timing of expenses	0.262	25.6	The favorable timing of expenses
Pension	Non Reimb.	0.511	100.0	The favorable timing of expenses/payments	1.021	100.0	The favorable timing of expenses/payments
Other Fringe Benefits	Non Reimb.	(0.173)	(50.7)	Timing of interagency fringe benefit billing	(0.074)	(10.9)	Timing of interagency fringe benefit billing
Electric Power	Non Reimb.	(0.446)	over (100.0)	Mostly the timing of expenses and payments	(0.109)	(16.2)	Mostly the timing of expenses and payments
Insurance	Non Reimb.	(0.139)	over (100.0)	The unfavorable timing of interagency billing	(0.104)	(42.6)	The unfavorable timing of interagency billing
Maintenance & Other Operating Contracts	Non Reimb.	0.746	41.6	Mainly the favorable timing of R44 car fleet maintenance expenses	1.513	42.2	Mainly the favorable timing of R44 car fleet maintenance expenses
Professional Service Contracts	Non Reimb.	0.107	over 100.0	The favorable timing of expenses	0.187	n/a	The favorable timing of expenses
Materials and Supplies	Non Reimb.	0.053	35.2	Primarily the favorable timing of maintenance material requirements	0.205	67.7	Primarily the favorable timing of maintenance material requirements
Capital and Other Reimbursements	Reimb.	0.030	14.9	Timing of contractor requirements	0.246	60.4	Timing of contractor requirements
Payroll	Reimb.	(0.036)	(97.3)	Timing of contractor requirements	(0.098)	n/a	Timing of contractor requirements
Overtime	Reimb.	0.073	58.8	Timing of contractor requirements	0.081	32.5	Timing of contractor requirements

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

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.474	\$0.506	\$0.032	6.7	\$0.996	\$1.041	\$0.045	4.5
Other Revenue	\$0.187	\$0.036	(0.151)	(80.8)	\$0.445	\$0.100	(0.345)	(77.5)
Capital and Other Reimbursements	\$0.201	\$0.364	\$0.163	81.1	\$0.408	\$0.648	\$0.240	58.9
Total Revenue	\$0.863	\$0.906	\$0.043	5.0	\$1.849	\$1.789	(0.060)	(3.2)
Expenditures								
Labor :								
Payroll	\$1.829	\$1.649	\$0.180	9.9	\$3.814	\$3.575	\$0.239	6.3
Overtime	\$0.384	\$0.427	(0.043)	(11.2)	\$0.941	\$0.722	\$0.219	23.2
Total Salaries & Wages	\$2.214	\$2.076	\$0.138	6.2	\$4.755	\$4.297	\$0.458	9.6
Health and Welfare	\$0.387	\$0.010	\$0.377	97.4	\$0.775	\$0.020	\$0.755	97.4
OPEB Current Payment	\$0.125	\$0.093	\$0.032	25.5	\$0.250	\$0.104	\$0.146	58.3
Pensions	\$0.511	\$0.000	\$0.511	-	\$1.021	\$0.000	\$1.021	-
Other Fringe Benefits	\$0.341	\$0.321	\$0.020	5.9	\$0.682	\$0.546	\$0.136	20.0
Total Fringe Benefits	\$1.364	\$0.424	\$0.940	68.9	\$2.728	\$0.670	\$2.058	75.4
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$3.578	\$2.500	\$1.078	30.1	\$7.483	\$4.967	\$2.516	33.6
Non-Labor :								
Electric Power	\$0.335	\$0.389	(0.054)	(16.0)	\$0.671	\$0.726	(0.055)	(8.2)
Fuel	\$0.023	\$0.011	\$0.012	52.9	\$0.047	\$0.026	\$0.021	44.3
Insurance	\$0.122	\$0.010	\$0.112	91.8	\$0.244	\$0.506	(0.262)	-
Claims	\$0.007	\$0.250	(0.243)	-	\$0.015	\$0.250	(0.235)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$1.792	\$1.296	\$0.496	27.7	\$3.584	\$3.149	\$0.435	12.1
Professional Service Contracts	\$0.093	\$0.043	\$0.050	53.6	\$0.185	\$0.045	\$0.140	75.7
Materials & Supplies	\$0.151	\$0.128	\$0.023	15.4	\$0.303	\$0.187	\$0.116	38.2
Other Business Expenses	\$0.003	\$0.008	(0.006)	-	\$0.005	\$0.023	(0.018)	-
Non-Labor	\$2.527	\$2.135	\$0.392	15.5	\$5.053	\$4.912	\$0.141	2.8
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	\$6.104	\$4.635	\$1.469	24.1	\$12.536	\$9.879	\$2.657	21.2
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$6.104	\$4.635	\$1.469	24.1	\$12.536	\$9.879	\$2.657	21.2
Net Surplus/(Deficit)	(5.241)	(3.729)	\$1.512	28.9	(10.687)	(8.090)	\$2.597	24.3

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
FEBRUARY 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	0.032	6.7	Primarily the favorable timing of cash settlements with NYCT	0.045	4.5	Primarily the favorable timing of cash settlements with NYCT
Other Operating Revenue	(0.151)	(80.8)	Mostly the unfavorable timing of student fare reimbursements	(0.345)	(77.5)	Mostly the unfavorable timing of student fare reimbursements
Salaries & Wages	0.138	6.2	The favorable timing of expenses/payments	0.458	9.6	The favorable timing of expenses/payments
Health and Welfare (including OPEB current payment)	0.409	79.9	Mostly the favorable timing of expenses/payments	0.901	87.9	Mostly the favorable timing of expenses/payments
Pensions	0.511	100.0	The favorable timing of expenses/payments	1.021	100.0	The favorable timing of expenses/payments
Other Fringe Benefits				0.136	20.0	Timing of interagency fringe benefit billing

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

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	\$0.031	\$0.031	-	\$0.000	\$0.055	\$0.055	-
Other Revenue	\$0.000	(0.185)	(0.185)	-	\$0.000	(0.435)	(0.435)	-
Capital and Other Reimbursements	\$0.000	\$0.133	\$0.133	-	\$0.000	(0.006)	(0.006)	-
Total Revenue	\$0.000	(0.021)	(0.021)	-	\$0.000	(0.385)	(0.385)	-
Expenses								
Labor :								
Payroll	\$0.000	(0.219)	(0.219)	-	\$0.000	(0.361)	(0.361)	-
Overtime	\$0.000	\$0.032	\$0.032	-	\$0.000	\$0.081	\$0.081	-
Total Salaries & Wages	-	(0.187)	(0.187)	-	-	(0.279)	(0.279)	-
Health and Welfare	\$0.000	\$0.331	\$0.331	-	\$0.000	\$0.486	\$0.486	-
OPEB Current Payment	\$0.000	\$0.031	\$0.031	-	\$0.000	\$0.153	\$0.153	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.000	\$0.193	\$0.193	-	\$0.000	\$0.210	\$0.210	-
Total Fringe Benefits	-	\$0.555	\$0.555	-	-	\$0.850	\$0.850	-
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Labor	\$0.000	\$0.368	\$0.368	-	\$0.000	\$0.571	\$0.571	-
Non-Labor :								
Electric Power	\$0.000	\$0.393	\$0.393	-	\$0.000	\$0.056	\$0.056	-
Fuel	\$0.000	(0.016)	(0.016)	-	\$0.000	(0.004)	(0.004)	-
Insurance	\$0.000	\$0.250	\$0.250	-	\$0.000	(0.158)	(0.158)	-
Claims	\$0.000	(0.218)	(0.218)	-	\$0.000	(0.210)	(0.210)	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	(0.250)	(0.250)	-	\$0.000	(1.077)	(1.077)	-
Professional Service Contracts	\$0.000	(0.050)	(0.050)	-	\$0.000	(0.040)	(0.040)	-
Materials & Supplies	\$0.000	(0.031)	(0.031)	-	\$0.000	(0.089)	(0.089)	-
Other Business Expenses	\$0.000	(0.010)	(0.010)	-	\$0.000	(0.006)	(0.006)	-
Non-Labor	\$0.000	\$0.068	\$0.068	-	\$0.000	(1.529)	(1.529)	-
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	-	\$0.436	\$0.436	-	-	(0.958)	(0.958)	-
Depreciation	\$0.692	\$0.734	\$0.042	6.1	\$1.383	\$1.468	\$0.085	6.1
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$0.692	\$1.170	\$0.478	69.2	\$1.383	\$0.510	(0.874)	(63.1)
Total Cash Conversion Adjustments	\$0.692	\$1.149	\$0.457	66.1	\$1.383	\$0.124	(1.259)	(91.0)

Note: Totals may not add due to rounding

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

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

<u>Function/Departments</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	9	4
General Office	10	8	2
Purchasing/Stores	6	4	2
Total Administration	29	21	8
Operations			
Transportation	107	110	(3)
Total Operations	107	110	(3)
Maintenance			
Mechanical	52	50	2
Electronics/Electrical	15	13	2
Power/Signals	27	20	7
Maintenance of Way	48	52	(4)
Infrastructure	26	26	0
Total Maintenance	168	161	7
Engineering/Capital			
Capital Project Support	14	6	8
Total Engineering Capital	14	6	8
Total Positions	318	298	20
Non-Reimbursable	304	292	12
Reimbursable	14	6	8
Total Full-Time	318	298	20
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY
 FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 FEBRUARY 2017

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	17	13	4	
Professional, Technical, Clerical	12	8	4	
Operational Hourlies	0	0	0	
Total Administration	29	21	8	
Operations				
Managers/Supervisors	5	3	2	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	99	105	(6)	
Total Operations	107	110	(3)	
Maintenance				
Managers/Supervisors	13	13	0	
Professional, Technical, Clerical	6	3	3	
Operational Hourlies	149	145	4	
Total Maintenance	168	161	7	
Engineering/Capital (Sandy Recovery)				
Managers/Supervisors	3	2	1	
Professional, Technical, Clerical	2	0	2	
Operational Hourlies	9	4	5	
Total Engineering/Capital	14	6	8	
Total Positions				
Managers/Supervisors	38	31	7	
Professional, Technical, Clerical	23	13	10	
Operational Hourlies	257	254	3	
Total Positions	318	298	20	

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

Month of February				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.333	0.330	(0.003)	(0.9%)	
Year-to-Date				
0.718	0.710	(0.008)	(1.1%)	

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 February				<u>Explanation</u>
	<u>2016</u>	<u>2017</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.016	0.016	0.000	0.1%	
Average Weekend	0.005	0.006	0.001	19.6%	Shuttle buses replaced trains between St. George and Clifton on one weekend including Presidents' Day in 2016
	12-Month Rolling Average				
Average Weekday	0.016	0.016	(0.000)	(0.3%)	
Average Weekend	0.008	0.008	0.000	0.7%	

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

FINANCIAL AND RIDERSHIP REPORT

February 2017

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenue was \$16.8 million in February, \$1.2 million (6.6 percent) below budget, and, year-to-date, operating revenue was \$34.8 million, also below budget by \$2.5 million (6.6 percent). These underruns were due primarily to lower ridership resulting mostly from adverse weather.

Total MTA Bus **ridership** in February 2017 was 9.3 million, 5.0 percent (0.5 million riders) below budget. Year-to-date, ridership was 19.1 million, 5.9 percent (1.2 million riders) below budget. February 2017 average weekday ridership was 394,036, a decrease of 1.0 percent (4,093 riders) from February 2016. Average weekday ridership for the twelve months ending February 2017 was 406,762, a decrease of 0.2 percent (1,009 riders) from the twelve months ending February 2016.

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$55.5 million in February, \$0.7 million (1.2 percent) below budget. Labor expenses were over budget by \$1.6 million (3.9 percent), including an overrun in payroll of \$0.8 million (3.6 percent), due mainly to interagency billings, an unfavorable rate variance and the timing of reimbursable projects. Overtime expenses exceeded budget by \$0.4 million (9.5 percent), due mainly to higher running time/traffic, vacancies, availability and adverse weather. Non-labor expenses were below budget by \$2.3 million (15.6 percent). This underrun included lower maintenance contract expenses of \$1.8 million (53.9 percent), caused by the timing of Shop Program work as well as underruns in facility maintenance and security costs. Materials and supplies expenses were also favorable by \$0.7 million (16.2 percent), due mostly to lower general maintenance material expenses. Year-to-date, expenses were below budget by \$4.5 million (3.8 percent). Labor expenses exceeded budget by \$2.1 million (2.4 percent), due primarily to an overrun in payroll expenses of \$1.8 million (4.1 percent), again caused by interagency billings, an unfavorable rate variance, and the unfavorable timing of reimbursable projects. Non-labor expenses were under budget by \$6.6 million (21.6 percent). Maintenance contract expenses were favorable by \$4.3 million (62.8 percent), again due to the timing of Shop Program work, along with favorable results in facility maintenance and security expenses. Materials & supplies were under budget by \$1.7 million (19.5 percent), due mainly to lower general maintenance material expenses. Claims expenses were above budget by \$1.3 million (26.4 percent) due to timing.

Depreciation expenses year-to-date were \$3.1 million (35.5 percent) above budget. GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Bus Company recorded \$13.8 million of accrued expenses year-to-date, \$2.3 million (14.4 percent) below budget.

The **operating cash deficit** (excluding subsidies) year-to-date was \$76.8 million, \$1.7 million (2.2 percent) above budget, due to the unfavorable timing of insurance payments.

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2017 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February 2017

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 16.361	\$ 15.566	\$ (0.795)	(4.9)	\$ -	\$ -	\$ -	-	\$ 16.361	\$ 15.566	\$ (0.795)	(4.9)
Other Operating Income	1.621	1.236	(0.385)	(23.7)	-	-	-	-	1.621	1.236	(0.385)	(23.7)
Capital and Other Reimbursements	-	-	-	-	0.450	0.187	(0.263)	(58.4)	0.450	0.187	(0.263)	(58.4)
Total Revenue	\$ 17.982	\$ 16.802	\$ (1.180)	(6.6)	\$ 0.450	\$ 0.187	\$ (0.263)	(58.4)	\$ 18.432	\$ 16.989	\$ (1.443)	(7.8)
- Labor:												
Payroll	\$ 21.388	\$ 22.161	\$ (0.773)	(3.6)	\$ 0.206	\$ 0.113	\$ 0.093	45.2	\$ 21.594	\$ 22.274	\$ (0.680)	(3.1)
Overtime	4.543	4.976	(0.433)	(9.5)	-	-	-	-	4.543	4.976	(0.433)	(9.5)
Health and Welfare	5.044	5.304	(0.260)	(5.2)	0.085	0.033	0.052	61.0	5.128	5.337	(0.209)	(4.1)
OPEB Current Payment	1.993	1.864	0.129	6.5	-	-	-	-	1.993	1.864	0.129	6.5
Pensions	3.439	3.661	(0.222)	(6.5)	0.038	0.015	0.023	60.8	3.477	3.676	(0.199)	(5.7)
Other Fringe Benefits	5.100	5.221	(0.121)	(2.4)	0.037	0.015	0.022	59.8	5.137	5.236	(0.099)	(1.9)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.058)	0.058	-	-	-	-	-	-	(0.058)	0.058	-
Total Labor Expenses	\$ 41.506	\$ 43.129	\$ (1.623)	(3.9)	\$ 0.366	\$ 0.176	\$ 0.190	52.0	\$ 41.872	\$ 43.305	\$ (1.433)	(3.4)
Non-Labor:												
Electric Power	\$ 0.149	\$ 0.149	\$ (0.000)	(0.1)	\$ -	\$ -	\$ -	-	\$ 0.149	\$ 0.149	\$ (0.000)	(0.1)
Fuel	1.810	1.590	0.220	12.2	-	-	-	-	1.810	1.590	0.220	12.2
Insurance	0.469	0.471	(0.002)	(0.5)	-	-	-	-	0.469	0.471	(0.002)	(0.5)
Claims	2.263	3.000	(0.737)	(32.6)	-	-	-	-	2.263	3.000	(0.737)	(32.6)
Maintenance and Other Operating Contracts	3.257	1.501	1.756	53.9	0.018	-	0.018	100.0	3.275	1.501	1.774	54.2
Professional Service Contracts	2.096	1.848	0.248	11.8	-	-	-	-	2.096	1.848	0.248	11.8
Materials & Supplies	4.192	3.512	0.680	16.2	0.066	0.011	0.055	83.3	4.258	3.523	0.735	17.3
Other Business Expense	0.398	0.277	0.121	30.3	-	-	-	-	0.398	0.277	0.121	30.3
Total Non-Labor Expenses	\$ 14.635	\$ 12.348	\$ 2.287	15.6	\$ 0.084	\$ 0.011	\$ 0.073	86.9	\$ 14.718	\$ 12.359	\$ 2.359	16.0
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 56.140	\$ 55.477	\$ 0.663	1.2	\$ 0.450	\$ 0.187	\$ 0.263	58.5	\$ 56.590	\$ 55.664	\$ 0.926	1.6
Depreciation	4.143	5.890	(1.747)	(42.2)	-	-	-	-	4.143	5.890	(1.747)	(42.2)
OPEB Obligation	7.697	6.915	0.783	10.2	-	-	-	-	7.697	6.915	0.783	10.2
GASB 68 Pension Adjustment	3.328	-	3.328	100.0	-	-	-	-	3.328	-	3.328	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 71.308	\$ 68.281	\$ 3.027	4.2	\$ 0.450	\$ 0.187	\$ 0.263	58.5	\$ 71.759	\$ 68.468	\$ 3.290	4.6
Net Surplus/(Deficit)	\$ (53.327)	\$ (51.479)	\$ 1.847	3.5	\$ (0.000)	\$ -	\$ 0.000	100.0	\$ (53.327)	\$ (51.479)	\$ 1.848	3.5

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2017 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February 2017 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable		Adopted Budget	Actual	Favorable		Adopted Budget	Actual	Favorable	
			(Unfavorable)	Percent			(Unfavorable)	Percent			(Unfavorable)	Percent
Revenue												
Farebox Revenue	\$ 33.915	\$ 32.010	\$ (1.905)	(5.6)	\$ -	\$ -	\$ -	-	\$ 33.915	\$ 32.010	\$ (1.905)	(5.6)
Other Operating Income	3.400	2.832	(0.568)	(16.7)	-	-	-	-	3.400	2.832	(0.568)	(16.7)
Capital and Other Reimbursements	-	-	-	-	0.944	0.545	(0.399)	(42.3)	0.944	0.545	(0.399)	(42.3)
Total Revenue	\$ 37.315	\$ 34.842	\$ (2.473)	(6.6)	\$ 0.944	\$ 0.545	\$ (0.399)	(42.3)	\$ 38.259	\$ 35.387	\$ (2.872)	(7.5)
Expenses												
<i>Labor:</i>												
Payroll	\$ 44.868	\$ 46.700	\$ (1.832)	(4.1)	0.432	0.336	\$ 0.096	22.2	\$ 45.300	\$ 47.036	\$ (1.736)	(3.8)
Overtime	9.392	10.386	(0.994)	(10.6)	-	-	-	-	9.392	10.386	(0.994)	(10.6)
Health and Welfare	10.581	10.657	(0.075)	(0.7)	0.178	0.097	0.081	45.4	10.759	10.754	0.005	0.0
OPEB Current Payment	4.181	3.742	0.439	10.5	-	-	-	-	4.181	3.742	0.439	10.5
Pensions	7.214	7.358	(0.144)	(2.0)	0.080	0.047	0.033	41.5	7.294	7.405	(0.110)	(1.5)
Other Fringe Benefits	10.698	10.394	0.304	2.8	0.078	0.047	0.031	40.0	10.776	10.441	0.335	3.1
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.181)	0.181	-	-	-	-	-	-	(0.181)	0.181	-
Total Labor Expenses	\$ 86.933	\$ 89.055	\$ (2.122)	(2.4)	\$ 0.768	\$ 0.527	\$ 0.241	31.4	\$ 87.702	\$ 89.582	\$ (1.880)	(2.1)
<i>Non-Labor:</i>												
Electric Power	\$ 0.312	\$ 0.287	\$ 0.025	8.0	\$ -	\$ -	\$ -	-	\$ 0.312	\$ 0.287	\$ 0.025	8.0
Fuel	3.798	3.123	0.675	17.8	-	-	-	-	3.798	3.123	0.675	17.8
Insurance	0.984	0.942	0.042	4.3	-	-	-	-	0.984	0.942	0.042	4.3
Claims	4.748	6.000	(1.252)	(26.4)	-	-	-	-	4.748	6.000	(1.252)	(26.4)
Maintenance and Other Operating Contracts	6.833	2.541	4.292	62.8	0.038	-	0.038	100.0	6.871	2.541	4.330	63.0
Professional Service Contracts	4.397	3.583	0.814	18.5	-	-	-	-	4.397	3.583	0.814	18.5
Materials & Supplies	8.794	7.076	1.718	19.5	0.138	0.018	0.120	86.9	8.932	7.094	1.838	20.6
Other Business Expense	0.834	0.504	0.330	39.5	-	-	-	-	0.834	0.504	0.330	39.5
Total Non-Labor Expenses	\$ 30.701	\$ 24.056	\$ 6.645	21.6	\$ 0.176	\$ 0.018	\$ 0.158	89.8	\$ 30.876	\$ 24.074	\$ 6.802	22.0
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 117.634	\$ 113.111	\$ 4.523	3.8	\$ 0.944	\$ 0.545	\$ 0.399	42.3	\$ 118.578	\$ 113.656	\$ 4.922	4.2
Depreciation	8.691	11.780	(3.089)	(35.5)	-	-	-	-	8.691	11.780	(3.089)	(35.5)
OPEB Obligation	16.147	13.830	2.318	14.4	-	-	-	-	16.147	13.830	2.318	14.4
GASB 68 Pension Adjustment	6.982	-	6.982	100.0	-	-	-	-	6.982	-	6.982	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 149.454	\$ 138.720	\$ 10.734	7.2	\$ 0.944	\$ 0.545	\$ (0.399)	(42.3)	\$ 150.398	\$ 139.265	\$ 11.133	7.4
Net Surplus/(Deficit)	\$ (112.139)	\$ (103.878)	\$ 8.261	7.4	\$ (0.000)	\$ -	\$ -	0.0	\$ (112.140)	\$ (103.878)	\$ 8.261	7.4

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	February 2017				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ (0.795)	(4.9)	Lower ridership due to adverse Winter Weather	\$ (1.905)	(5.6)	Lower ridership due to adverse Winter Weather		
Other Operating Revenue	NR	\$ (0.385)	(23.7)	Timing of advertising revenue	\$ (0.568)	(16.7)	Timing of advertising revenue		
Capital and Other Reimbursements	R	\$ (0.263)	(58.4)	Timing of reimbursement receipts and vacancies	\$ (0.399)	(42.3)	Timing of reimbursement receipts and vacancies		
Total Revenue Variance		\$ (1.443)	(7.8)		\$ (2.872)	(7.5)			
Payroll	NR	\$ (0.773)	(3.6)	Mainly due to interagency billings, rate variance and timing in reimbursable projects	\$ (1.832)	(4.1)	Mainly due to interagency billings, rate variance and timing in reimbursable projects		
Overtime	NR	\$ (0.433)	(9.5)	Mainly due to running time/traffic, vacancy, availability, and winter weather	\$ (0.994)	(10.6)	Mainly due to running time/traffic, vacancy, availability, and winter weather		
Health and Welfare (including OPEB)	NR	\$ (0.131)	(1.9)	Higher expenses	\$ 0.363	2.5	Higher expenses		
Pension	NR	\$ (0.222)	(6.5)	Higher expenses	\$ (0.144)	(2.0)	Higher expenses		
Other Fringe Benefits	NR	\$ (0.121)	(2.4)	Prior period Workers' Comp expenses	\$ 0.304	2.8	Timing of interagency billings		
Reimbursable Overhead	NR	\$ 0.058	-	Not budgeted	\$ 0.181	-	Not budgeted		
Electric Power	NR	\$ (0.000)	(0.1)	(a)	\$ 0.025	(0.1)	(a)		
Fuel	NR	\$ 0.220	12.2	Lower usage due to reduced service resulting from adverse winter weather partially offset by rates	\$ 0.675	17.8	Lower usage due to reduced service resulting from adverse winter weather partially offset by rates		
Insurance	NR	\$ (0.002)	(0.5)	(a)	\$ 0.042	4.3	(a)		
Claims	NR	\$ (0.737)	(32.6)	Timing of claims	\$ (1.252)	(26.4)	Timing of claims		
Maintenance and Other Operating Contracts	NR	\$ 1.756	53.9	Timing of the shop program, facility maintenance, security expenses and timing of SBS rollout.	\$ 4.292	62.8	Timing of the shop program, facility maintenance, security expenses and timing of SBS rollout.		
Professional Service Contracts	NR	\$ 0.248	11.8	Mainly due to timing of interagency billing	\$ 0.814	18.5	Mainly due to timing of interagency billing		
Materials & Supplies	NR	\$ 0.680	16.2	Mainly due to lower general maintenance material expenses	\$ 1.718	19.5	Mainly due to lower general maintenance material expenses		
Other Business Expense	NR	\$ 0.121	30.3	Lower expenses	\$ 0.330	39.5	Lower expenses		
Depreciation	NR	\$ (1.747)	(42.2)	Preliminary estimate pending final audit	\$ (3.089)	(35.5)	Preliminary estimate pending final audit		
Other Post Employment Benefits	NR	\$ 0.783	10.2	Non cash expense	\$ 2.318	14.4	Non cash expense		
GASB 68 Pension Adjustment		\$ 3.328	100.0		\$ 6.982	100.0			
Environmental Remediation		\$ -	-			-			
Payroll	R	\$ 0.093	45.2	Timing of charges	\$ 0.096	22.2	Timing of charges		
Health and Welfare	R	\$ 0.052	61.0	} Timing of charges	\$ 0.081	45.4	} Timing of charges.		
Pension	R	\$ 0.023	60.8		\$ 0.033	41.5			
Other Fringe Benefits	R	\$ 0.022	59.8		\$ 0.031	40.0			
Maintenance and Other Operating Contracts	R	\$ 0.018	*	Timing of charges	\$ 0.038	*	Timing of charges		
Materials & Supplies	R	\$ 0.055	*	Timing of charges	\$ 0.120	*	Timing of charges		
Total Expense Variance		\$ 3.290	4.6		\$ 11.133	7.4			
Net Variance		\$ 1.848	3.5		\$ 8.261	7.4			

(a) - Variance less than 5%

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2017 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES

(\$ in millions)

	February 2017				Year-To-Date				
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
Receipts									
Farebox Revenue	\$ 16.361	\$ 15.164	\$ (1.197)	(7.3)	\$ 33.915	\$ 33.608	\$ (0.307)	(0.9)	
Other Operating Revenue	1.757	1.199	(0.558)	(31.8)	3.514	4.027	0.513	14.6	
Capital and Other Reimbursements	0.921	0.336	(0.585)	(63.5)	1.842	0.904	(0.938)	(50.9)	
Total Receipts	\$ 19.039	\$ 16.699	\$ (2.340)	(12.3)	\$ 39.271	\$ 38.539	\$ (0.732)	(1.9)	
Expenditures									
<i>Labor:</i>									
Payroll	\$ 21.455	\$ 18.517	\$ 2.938	13.7	\$ 42.910	\$ 41.717	\$ 1.193	2.8	
Overtime	4.543	4.976	(0.433)	(9.5)	9.392	10.366	(0.974)	(10.4)	
Health and Welfare	5.525	4.840	0.685	12.4	11.050	14.788	(3.738)	(33.8)	
OPEB Current Payment	2.161	1.864	0.297	13.7	4.322	3.742	0.580	13.4	
Pensions	3.756	3.661	0.095	2.5	7.512	7.358	0.154	2.0	
Other Fringe Benefits	3.974	2.456	1.518	38.2	7.948	5.206	2.742	34.5	
GASB Account	-	-	-	-	-	-	-	-	
Reimbursable Overhead	-	-	-	-	-	-	-	-	
Total Labor Expenditures	\$ 41.414	\$ 36.314	\$ 5.100	12.3	\$ 83.134	\$ 83.177	\$ (0.043)	(0.1)	
<i>Non-Labor:</i>									
Electric Power	\$ 0.161	\$ 0.149	\$ 0.012	7.5	\$ 0.322	\$ 0.287	\$ 0.035	10.9	
Fuel	1.963	1.521	0.442	22.5	3.927	3.140	0.787	20.0	
Insurance	0.508	0.306	0.202	39.8	1.016	5.468	(4.452)	*	
Claims	2.115	3.916	(1.801)	(85.1)	4.231	5.147	(0.916)	(21.7)	
Maintenance and Other Operating Contracts	3.551	2.000	1.551	43.7	7.103	3.790	3.313	46.6	
Professional Service Contracts	2.273	5.103	(2.830)	*	4.546	6.060	(1.514)	(33.3)	
Materials & Supplies	4.616	5.419	(0.803)	(17.4)	9.233	7.634	1.599	17.3	
Other Business Expenses	0.431	0.341	0.090	20.9	0.862	0.623	0.239	27.7	
Total Non-Labor Expenditures	\$ 15.620	\$ 18.755	\$ (3.135)	(20.1)	\$ 31.240	\$ 32.149	\$ (0.909)	(2.9)	
Other Expenditure Adjustments:									
Other	-	-	-	-	-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	
Total Expenditures	\$ 57.034	\$ 55.069	\$ 1.965	3.4	\$ 114.374	\$ 115.326	\$ (0.952)	(0.8)	
Operating Cash Surplus/(Deficit)	\$ (37.995)	\$ (38.370)	\$ (0.375)	(1.0)	\$ (75.102)	\$ (76.787)	\$ (1.685)	(2.2)	

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

	February 2017			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Operating Receipts or Disbursements						
Farebox Revenue	\$ (1.197)	(7.3)	Lower ridership due to adverse winter weather	\$ (0.307)	(0.9)	Lower ridership due to adverse winter weather
Other Operating Revenue	(0.558)	(31.8)	Timing of students reimbursements	0.513	14.6	Timing of students reimbursements
Capital and Other Reimbursements	(0.585)	(63.5)	Timing of reimbursement receipts	(0.938)	(50.9)	Timing of reimbursement receipts
Total Receipts	\$ (2.340)	(12.3)		\$ (0.732)	(1.9)	
Payroll	\$ 2.938	13.7	Reimbursement of interagency receipts from prior periods	\$ 1.193	2.8	Reimbursement of interagency receipts from prior periods
Overtime	(0.433)	(9.5)	Mainly due to running time/traffic, vacancy, availability, and winter weather	(0.974)	(10.4)	Mainly due to running time/traffic, vacancy, availability, and winter weather
Health and Welfare (including OPEB)	0.982	12.8	Timing of Payments	(3.158)	(20.5)	Timing of Payments
Pension	0.095	2.5	(a)	0.154	2.0	(a)
Other Fringe Benefits	1.518	38.2	Favorable timing of payments	2.742	34.5	Favorable timing of payments
GASB	-	-		-	-	
Electric Power	0.012	7.5	(a)	0.035	10.9	(a)
Fuel	0.442	22.5	Lower usage due to reduced service resulting from adverse winter weather partially offset by rates	0.787	20.0	Lower usage due to reduced service resulting from adverse winter weather partially offset by rates
Insurance	0.202	39.8	Timing of Payments	(4.452)	*	Timing of Payments
Claims	(1.801)	(85.1)	Higher Claim payments	(0.916)	(21.7)	Higher Claim payments
Maintenance and Other Operating Contracts	1.551	43.7	Timing of the shop program, facility maintenance, security expenses and timing of SBS rollout.	3.313	46.6	Timing of the shop program, facility maintenance, security expenses and timing of SBS rollout.
Professional Service Contracts	(2.830)	*	Payment for prior period IT expenses, partially offset by timing of inter-agency billing	(1.514)	(33.3)	Payment for prior period IT expenses, partially offset by timing of inter-agency billing
Materials & Supplies	(0.803)	(17.4)	Payment for prior periods	1.599	17.3	Mainly due to lower general maintenance material expenses
Other Business Expenditure	0.090	20.9	(a)	0.239	27.7	Timing of expenses
Total Expenditures	\$ 1.965	3.4		\$ (0.952)	(0.8)	
Net Cash Variance	\$ (0.375)	(1.0)		\$ (1.685)	(2.2)	

(a) - Variance less than 5%

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

(\$ in millions)

	February 2017				Year-To-Date				
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
Receipts									
Farebox Revenue	\$ -	\$ (0.402)	\$ (0.402)	-	\$ -	\$ 1.598	\$ 1.598	-	
Other Operating Revenue	0.137	(0.037)	(0.174)	*	0.115	1.195	1.080	*	
Capital and Other Reimbursements	0.471	0.149	(0.322)	(68.3)	0.898	0.359	(0.539)	(60.0)	
Total Receipts	\$ 0.607	\$ (0.290)	\$ (0.897)	*	\$ 1.012	\$ 3.152	\$ 2.140	*	
Expenditures									
<i>Labor:</i>									
Payroll	\$ 0.139	\$ 3.757	\$ 3.618	*	\$ 2.390	\$ 5.319	\$ 2.929	*	
Overtime	-	-	-	-	-	0.020	0.020	-	
Health and Welfare	(0.397)	0.497	0.894	*	(0.292)	(4.034)	(3.743)	*	
OPEB Current Payment	(0.168)	-	0.168	100.0	(0.141)	-	0.141	100.0	
Pensions	(0.279)	0.015	0.294	*	(0.218)	0.047	0.264	*	
Other Fringe Benefits	1.163	2.780	1.617	*	2.828	5.235	2.407	85.1	
GASB Account	-	-	-	-	-	-	-	-	
Reimbursable Overhead	-	(0.058)	(0.058)	-	-	(0.181)	(0.181)	-	
Total Labor Expenditures	\$ 0.458	\$ 6.991	\$ 6.533	*	\$ 4.568	\$ 6.405	\$ 1.837	40.2	
<i>Non-Labor:</i>									
Traction and Propulsion Power	\$ (0.012)	\$ -	0.012	100.0	\$ (0.010)	\$ -	0.010	100.0	
Fuel for Buses and Trains	(0.153)	0.069	0.222	*	(0.128)	(0.017)	0.111	86.8	
Insurance	(0.039)	0.165	0.204	*	(0.032)	(4.526)	(4.494)	*	
Claims	0.148	(0.916)	(1.064)	*	0.517	0.853	0.336	64.8	
Maintenance and Other Operating Contracts	(0.276)	(0.499)	(0.223)	(80.7)	(0.232)	(1.249)	(1.017)	*	
Professional Service Contracts	(0.177)	(3.255)	(3.078)	*	(0.149)	(2.477)	(2.328)	*	
Materials & Supplies	(0.359)	(1.896)	(1.537)	*	(0.301)	(0.540)	(0.239)	(79.4)	
Other Business Expenditures	(0.033)	(0.064)	(0.031)	(91.1)	(0.028)	(0.119)	(0.091)	*	
Total Non-Labor Expenditures	\$ (0.902)	\$ (6.396)	\$ (5.494)	*	\$ (0.363)	\$ (8.075)	\$ (7.712)	*	
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.	\$ 0.163	\$ 0.305	\$ 0.142	86.6	\$ 5.217	\$ 1.482	\$ (3.735)	(71.6)	
Depreciation Adjustment	4.143	5.890	1.747	42.2	8.691	11.780	3.089	35.5	
Other Post Employment Benefits	7.697	6.915	(0.783)	(10.2)	16.147	13.830	(2.318)	(14.4)	
GASB 68 Pension Adjustment	3.328	-	(3.328)	(100.0)	6.982	-	(6.982)	(100.0)	
Environmental Remediation	-	-	-	-	-	-	-	-	
Total Cash Conversion Adjustments	\$ 15.332	\$ 13.109	\$ (2.222)	(14.5)	\$ 37.037	\$ 27.091	\$ (9.946)	(26.9)	

NOTE: Totals may not add due to rounding

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

	<u>February 2017</u>			<u>Year-to-date as of February 2017</u>		
	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<u>Farebox Revenue</u>						
Fixed Route	\$ 16.361	\$ 15.566	\$ (0.795)	\$ 33.915	\$ 32.010	\$ (1.905)
Total Farebox Revenue	\$ 16.361	\$ 15.566	\$ (0.795)	\$ 33.915	\$ 32.010	\$ (1.905)
<u>Ridership</u>						
Fixed Route	9.781	9.289	(0.492)	20.333	19.129	(1.204)
Total Ridership	9.781	9.289	(0.492)	20.333	19.129	(1.204)

MTA BUS COMPANY
2017 Adopted Budget vs Actual
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME EQUIVALENTS
FEBRUARY 2017

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	19	15	4	
Office of Management and Budget	14	12	2	
Technology & Information Services	-	-	-	
Material	17	15	2	
Controller	17	19	(2)	
Office of the President	6	3	3	
System Safety Administration	5	1	4	
Law	21	21	-	
Corporate Communications	-	-	-	
Labor Relations	4	4	-	
Strategic Office	26	15	11	
Non-Departmental	31	-	31	
Total Administration	163	108	55	Vacancies to be filled
Operations				
Buses	2,304	2,259	45	Vacancies to be filled
Office of the Executive VP	4	5	(1)	
Safety & Training	29	105	(76)	Students in Training
Road Operations	121	122	(1)	
Transportation Support	22	24	(2)	
Operations Planning	33	30	3	
Revenue Control	30	28	2	
Total Operations	2,543	2,573	(30)	
Maintenance				
Buses	742	754	(12)	
Maintenance Support/CMF	255	217	38	Vacancies to be filled
Facilities	81	64	17	Vacancies to be filled
Supply Logistics	96	94	2	Vacancies to be filled
Total Maintenance	1,174	1,129	45	
Capital Program Management	37	25	12	Vacancies to be filled
Total Engineering/Capital	37	25	12	
Security	22	19	3	
Total Public Safety	22	19	3	
Total Positions	3,939	3,854	85	
Non-Reimbursable	3,899	3,819	80	
Reimbursable	40	35	5	
Total Full-Time	3,924	3,843	81	
Total Full-Time Equivalents	15	11	4	

MTA BUS COMPANY
2017 Adopted Budget vs Actual
TOTAL FULL-TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
FEBRUARY 2017

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	67	46	21	
Professional, Technical, Clerical	72	62	10	
Operational Hourlies	24	-	24	
Total Administration	163	108	55	Vacancies to be filled
Operations				
Managers/Supervisors	307	307	-	
Professional, Technical, Clerical	51	52	(1)	
Operational Hourlies	2,185	2,214	(29)	
Total Operations	2,543	2,573	(30)	Students in Training
Maintenance				
Managers/Supervisors	228	227	1	
Professional, Technical, Clerical	28	24	4	
Operational Hourlies	918	878	40	
Total Maintenance	1,174	1,129	45	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	14	7	
Professional, Technical, Clerical	16	11	5	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	25	12	Vacancies to be filled
Public Safety				
Managers/Supervisors	17	15	2	
Professional, Technical, Clerical	5	4	1	
Operational Hourlies	-	-	-	
Total Public Safety	22	19	3	
Total Baseline Positions				
Managers/Supervisors	640	609	31	
Professional, Technical, Clerical	172	153	19	
Operational Hourlies	3,127	3,092	35	
Total Baseline Positions	3,939	3,854	85	

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

	February						February Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	48,304	\$2.006	43,427	\$2.202	4,877	(\$0.196)	101,910	\$4.233	91,197	\$4.719	10,712	(\$0.486)
					10.1%	-9.8%					10.5%	-11.5%
<u>Unscheduled Service</u>	10,810	\$0.478	9,327	\$0.410	1,483	\$0.068	22,516	\$1.042	19,596	\$0.864	2,920	\$0.179
					13.7%	14.2%					13.0%	17.1%
<u>Programmatic/Routine Maintenance</u>	24,688	\$1.043	20,967	\$1.000	3,721	\$0.043	51,574	\$2.123	46,627	\$2.235	4,947	(\$0.112)
					15.1%	4.1%					9.6%	-5.3%
<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>	15,455	\$0.774	18,963	\$0.778	(3,508)	(\$0.004)	28,715	\$1.500	42,406	\$1.832	(13,691)	(\$0.331)
					-22.7%	-0.5%					-47.7%	-22.1%
<u>Weather Emergencies</u>	5,017	\$0.207	11,670	\$0.541	(6,652)	(\$0.334)	10,331	\$0.425	14,439	\$0.662	(4,109)	(\$0.237)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	217	\$0.011	144	\$0.006	72	\$0.005	353	\$0.016	284	\$0.012	69	\$0.004
					33.4%	43.1%					19.5%	26.2%
<u>Other</u>	292	\$0.024	316	\$0.039	(24)	(\$0.015)	615	\$0.051	668	\$0.082	(54)	(\$0.032)
					*	*					*	*
Subtotal	104,783	\$4.543	104,815	\$4.976	(32)	(\$0.434)	216,013	\$9.391	215,218	\$10.406	795	(\$1.015)
					0.0%	-9.5%					0.4%	-10.8%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
TOTAL OVERTIME	104,783	\$4.543	104,815	\$4.976	(32)	(\$0.434)	216,013	\$9.391	215,218	\$10.406	795	(\$1.015)
					0.0%	-9.5%					0.4%	-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
February Financial Plan -2017 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	February			February Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
Scheduled Service	4,877 10.1%	(\$0.2) -9.8%		10,712 10.5%	(\$0.5) -11.5%	
Unscheduled Service	1,483 13.7%	\$0.1 14.2%		2,920 13.0%	\$0.2 17.1%	
Programmatic/Routine Maintenance	3,721 15.1%	\$0.0 4.1%		4,947 9.6%	(\$0.1) -5.3%	
Unscheduled Maintenance	- 0.0%	\$0.0 0.0%		- 0.0%	\$0.0 0.0%	
Vacancy/Absentee Coverage	(3,508) -22.7%	(\$0.0) -0.5%		(13,691) -47.7%	(\$0.3) -22.1%	
Weather Emergencies	(6,652) *	(\$0.3) *		(4,109) *	(\$0.2) *	Winter Storm
Safety/Security/Law Enforcement	72 33.4%	\$0.0 43.1%		69 19.5%	\$0.0 26.2%	
Other	(24) *	(\$0.0) *		(54) *	(\$0.0) *	
Subtotal	(32) 0.0%	(\$0.4) -9.5%		795 0.4%	(\$1.0) -10.8%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
TOTAL OVERTIME	(32)	(\$0.4)		795	(\$1.0)	

METROPOLITAN TRANSPORTATION AUTHORITY
2017 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

Report



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through February 28, 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	\$72.3	\$34.0	47
Design Completions	\$31.0	\$12.2	39
Construction Awards	\$745.5	\$357.7	48
Substantial Completions	\$161.2	\$134.0	83
Closeouts	\$400.1	\$62.5	16

During February, NYCT awarded projects totaling \$68.2 million, including:

- Multiple projects for 2017 mainline track and switch replacement; and
- Platform component replacement at two stations on the 4th Avenue Line in Brooklyn.

During the same period, NYCT substantially completed projects totaling \$45.7 million, including:

- Replacement of 11 hydraulic elevators in Queens, Manhattan and the Bronx; and
- Component repair of car washers at 239th Street, Concourse and Westchester Yards in the Bronx.

Also during February, NYCT started 11 design projects for \$14.2 million, completed six design projects for \$5.8 million and closed out five projects for \$35.8 million.

Capital Program Status
April 2017
(February 2017)

During February, NYCT awarded \$68.2 million in projects, including \$52.7 million for multiple projects for 2017 Mainline Track and Switch Replacement. Construction began for the replacement of mainline track components on four subway lines across the system, including the Broadway-7th Avenue Line in Manhattan and the Sea Beach, Crosstown and Myrtle Avenue Lines in Brooklyn. Construction also began for mainline switch replacement on the Broadway-7th Avenue Line in Manhattan. The Mainline Track Program replaces deficient track components along the revenue service right-of-way. Locations addressed are determined by asset condition rating. The scope for the mainline track replacement typically includes the replacement of track components and associated equipment/materials, such as signals, contact rails, running rails, and ballast. The scope for the mainline switch program includes replacement of existing turnouts, track switches, switch valves, connecting rails, contact rails, ties, ballast, signal cable, including positive and negative connections, and any associated signal and equipment work.

NYCT also awarded \$9.7 million for platform component replacement at two stations on the 4th Avenue Line in Brooklyn. This project will replace deficient platform components at the 25th Street and 45th Street Stations on the 4th Avenue Line in Brooklyn. Scope may include repair of street stairs and platform columns, replacement of platform edges, wall/ceiling repair, and mezzanine beam repair.

During February, NYCT substantially completed projects totaling \$45.7 million, including \$24.2 million for replacement of 11 hydraulic elevators. This project replaced deficient hydraulic elevators and all support equipment at stations in Manhattan, Queens and the Bronx, including elevator cabs, shaftways, pits and machinery rooms. All elevators will be in compliance with ADA Accessibility Guidelines.

NYCT also completed \$15.2 million for repairs to car washers at three yards in the Bronx. This contract involved component repairs of three car washers and ancillary work at 239th Street Yard on the White Plains Road Line, Concourse Yard on the Concourse Line, and Westchester Yard on the Pelham Line. Car washers help to prolong the life of railcars, contributing to efficiency of operations and service reliability.

Also during February, NYCT started 11 design projects for \$14.2 million, completed six design projects for \$5.8 million and closed out five projects for \$35.8 million.

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

Projects Closed During February 2017				
(\$ in millions)				
Project	Base Budget	Current Budget	Original Date	Months Delay
Sandy Repairs: Security Equipment - 5 Locations	\$7.32	\$4.12	5/2015	21
Electronic Security: '09 TSG Under River Tunnel Phase 1	\$21.49	\$28.48	6/2015	20
2 Street Stairs: 23 Street / 8th Avenue (S7-S8) [SBMP]	\$1.07	\$1.15	12/2016	2
2 Street Stairs: 23 Street / 8th Avenue (S3/S4) [SBMP]	\$1.22	\$1.32	12/2016	2
Replace 1 Platform Lift – East New York [SBMP]	\$0.78	\$0.78	2/2017	0

The closeout of Sandy Security Equipment Repairs at 5 Locations was delayed by 21 months and the closeout of Phase 1 of Electronic Security Replacement in the Under River Tunnel was delayed by 20 months due to a delay in the submittal and acceptance of closeout deliverables.

**CAPITAL PROJECT MILESTONE SUMMARY
2017
(THROUGH FEBRUARY 28, 2017)**

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

February

Design Starts	\$26.0	17	\$14.2	11	54.7	64.7
Design Completions	23.0	20	5.8	6	25.1	30.0
Construction Awards	446.7	26	68.2	9	15.3	34.6
Substantial Completions	52.9	5	45.7	4	86.4	80.0
Closeouts	193.2	23	35.8	5	18.6	21.7

2017 Year-To-Date

Design Starts	\$72.3	43	\$34.0	19	47.1	44.2
Design Completions	31.0	30	12.2	11	39.3	36.7
Construction Awards	745.5	53	357.7	33	48.0	62.3
Substantial Completions	161.2	18	134.0	16	83.1	88.9
Closeouts	400.1	53	62.5	15	15.6	28.3

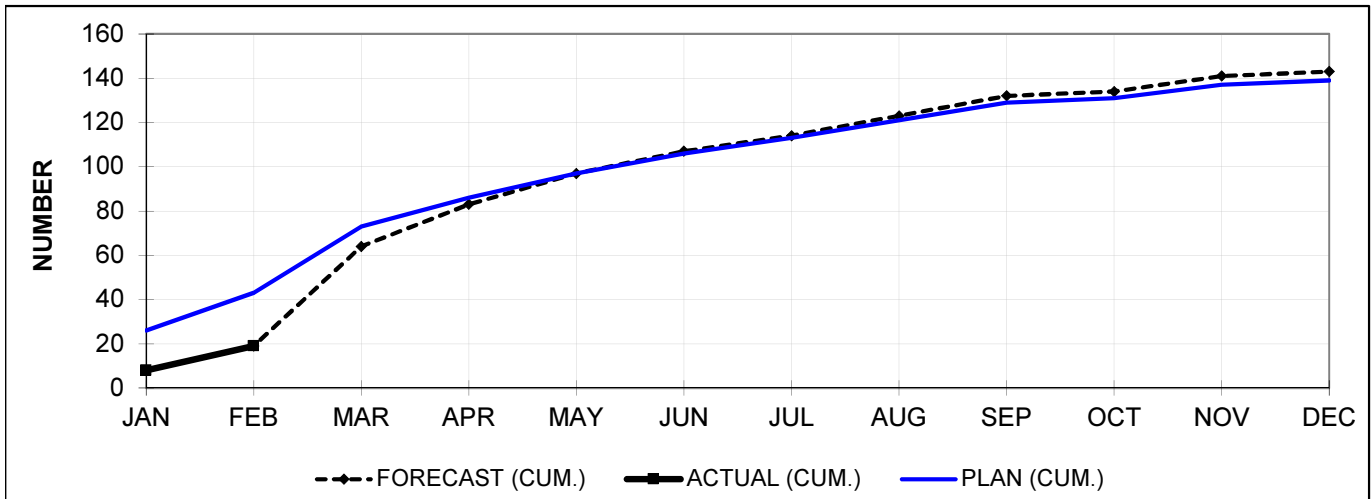
2017 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$194.7	139	\$200.0	143	102.7	102.9
Design Completions	297.3	196	283.6	195	95.4	99.5
Construction Awards	6,623.5	219	6,606.7	212	99.7	96.8
Substantial Completions	3,665.1	208	3,794.1	215	103.5	103.4
Closeouts	4,620.7	249	4,640.5	250	100.4	100.4

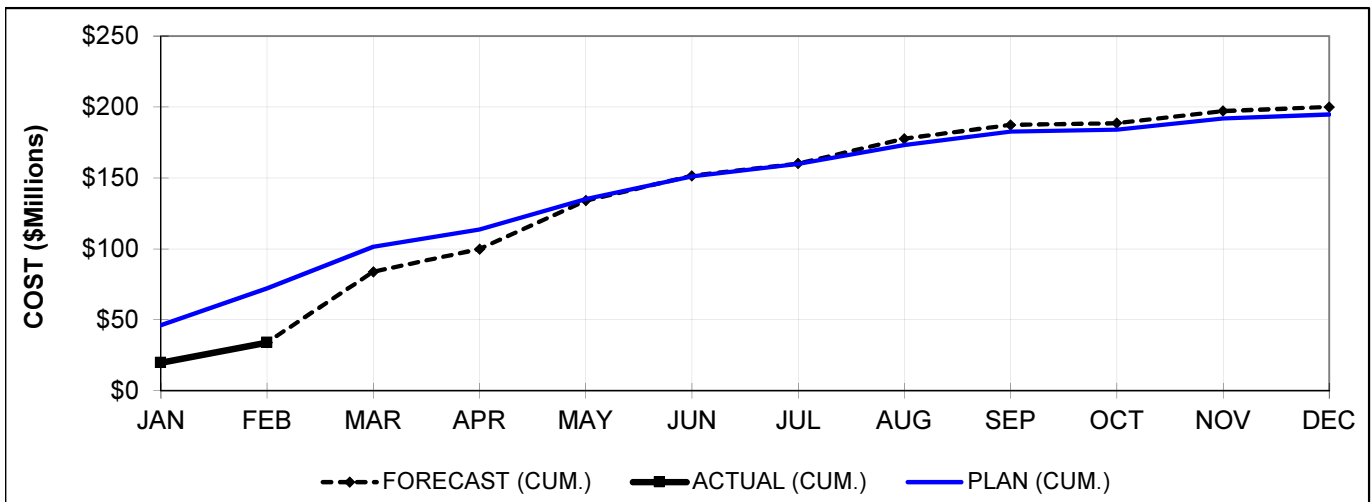
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

2017 Design Starts Charts

As of February 2017



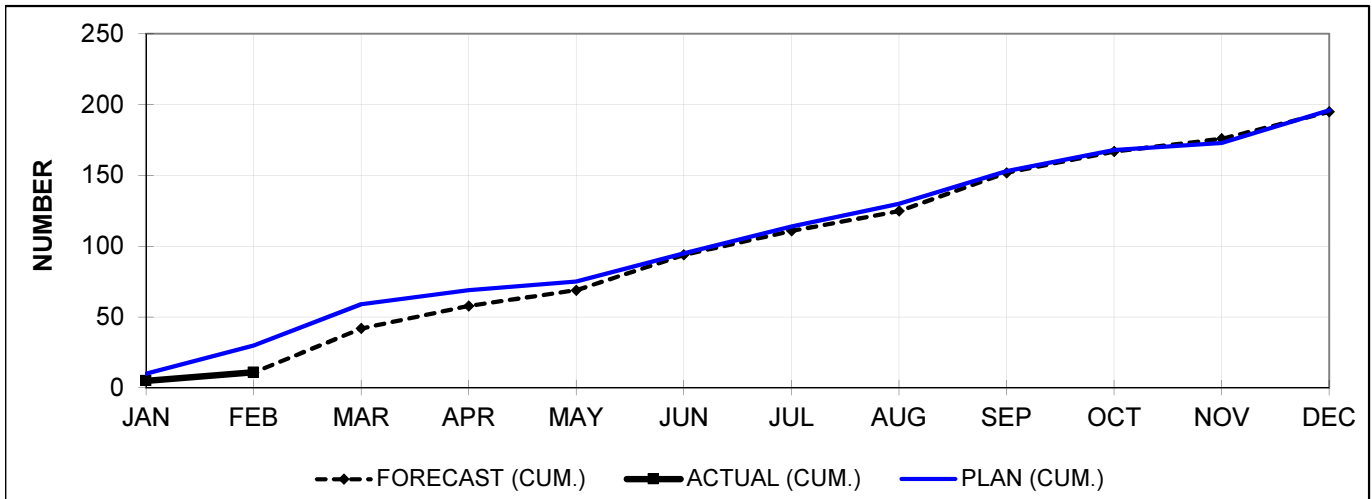
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			45	19	14	10	7	9	9	2	7	2
ACTUAL (NON-CUM.)	8	11										
PLAN (NON-CUM.)	26	17	30	13	11	9	7	8	8	2	6	2
FORECAST (CUM.)			64	83	97	107	114	123	132	134	141	143
ACTUAL (CUM.)	8	19										
PLAN (CUM.)	26	43	73	86	97	106	113	121	129	131	137	139



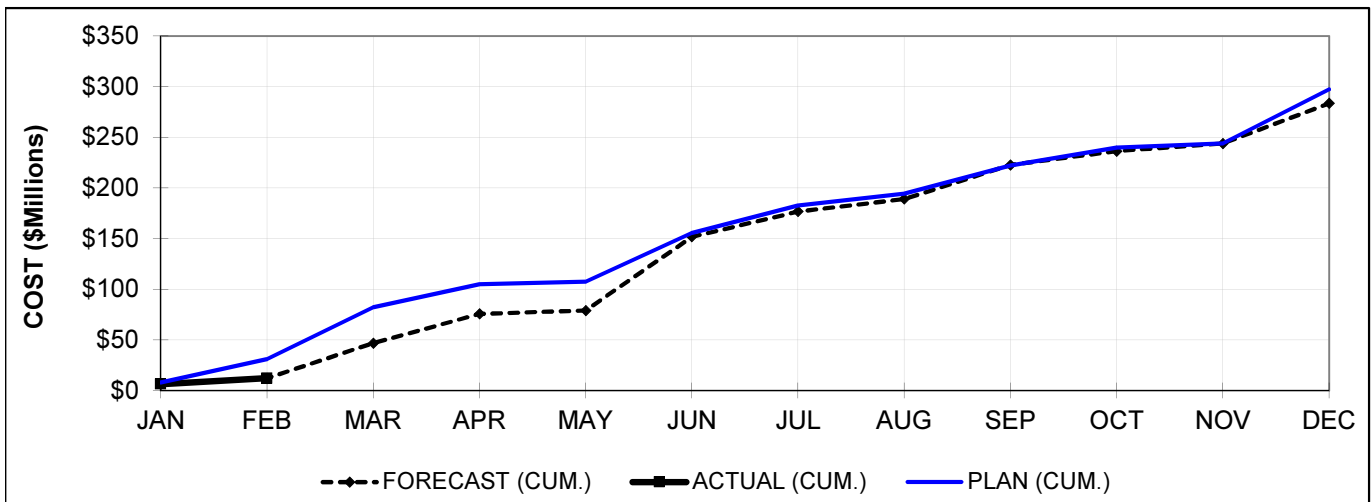
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			49.8	16.1	34.1	17.5	8.6	17.5	9.7	1.3	8.5	2.9
ACTUAL (NON-CUM.)	19.8	14.2										
PLAN (NON-CUM.)	46.3	26.0	29.3	12.0	21.5	16.1	8.6	13.3	9.6	1.3	7.9	2.9
FORECAST (CUM.)			83.9	99.9	134.1	151.6	160.2	177.7	187.4	188.7	197.2	200.0
ACTUAL (CUM.)	19.8	34.0										
PLAN (CUM.)	46.3	72.3	101.6	113.6	135.1	151.2	159.8	173.1	182.7	184.0	191.9	194.8

2017 Design Completions Charts

As of February 2017



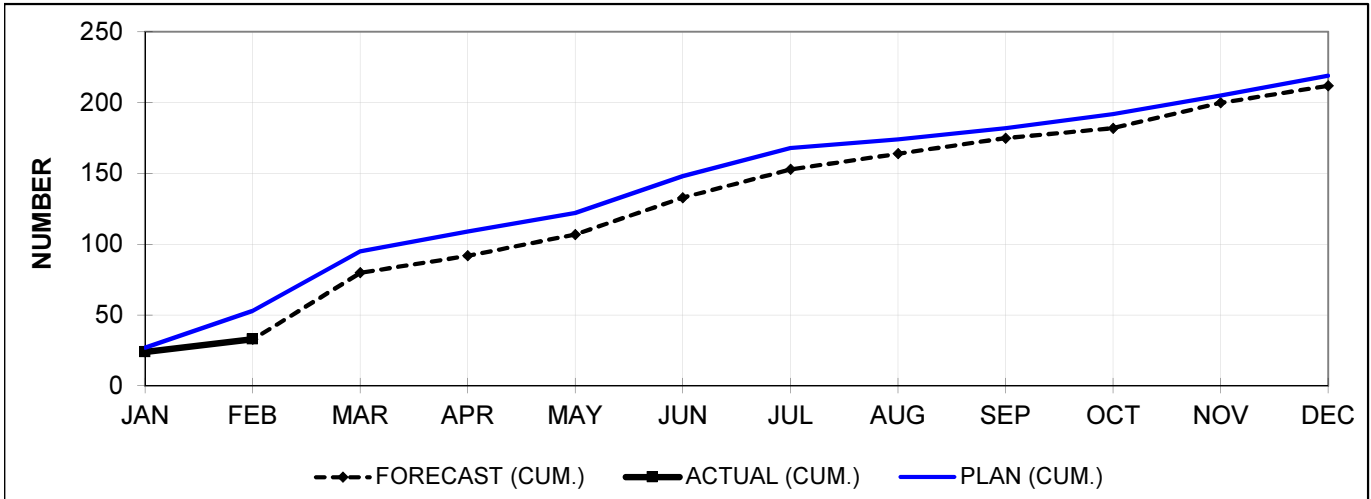
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			31	16	11	25	17	14	27	15	9	19
ACTUAL (NON-CUM.)	5	6										
PLAN (NON-CUM.)	10	20	29	10	6	20	19	16	23	15	5	23
FORECAST (CUM.)			42	58	69	94	111	125	152	167	176	195
ACTUAL (CUM.)	5	11										
PLAN (CUM.)	10	30	59	69	75	95	114	130	153	168	173	196



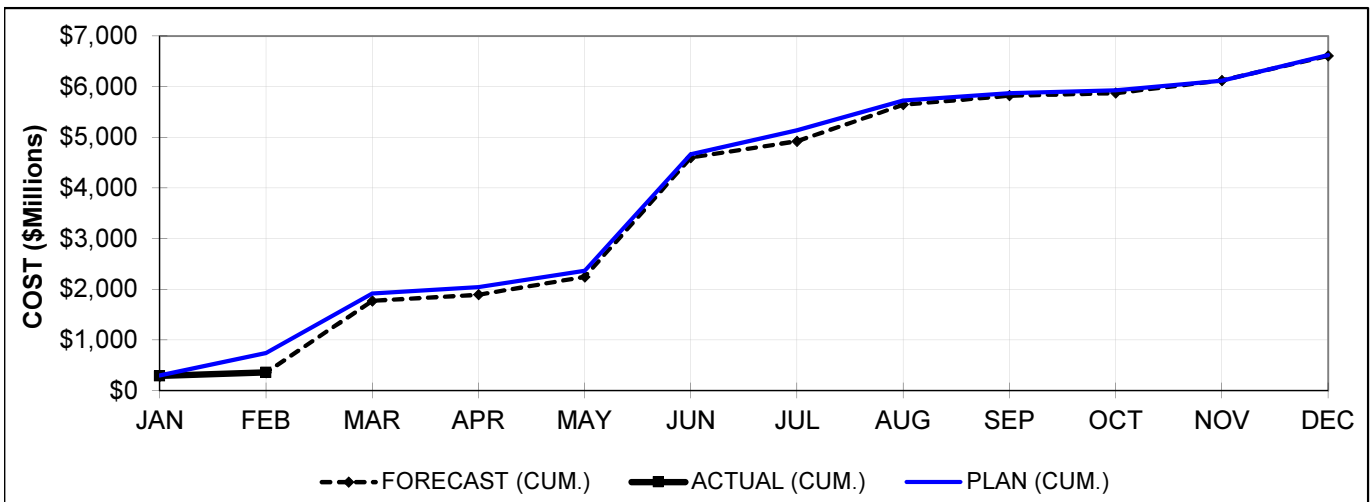
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			34.7	29.0	3.3	72.8	24.9	12.4	33.7	13.5	7.5	39.7
ACTUAL (NON-CUM.)	6.4	5.8										
PLAN (NON-CUM.)	8.0	23.0	51.2	22.7	2.6	48.0	27.3	11.7	27.6	17.9	4.0	53.4
FORECAST (CUM.)			46.9	75.9	79.2	152.0	176.9	189.2	222.9	236.4	243.9	283.6
ACTUAL (CUM.)	6.4	12.2										
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 February 2017



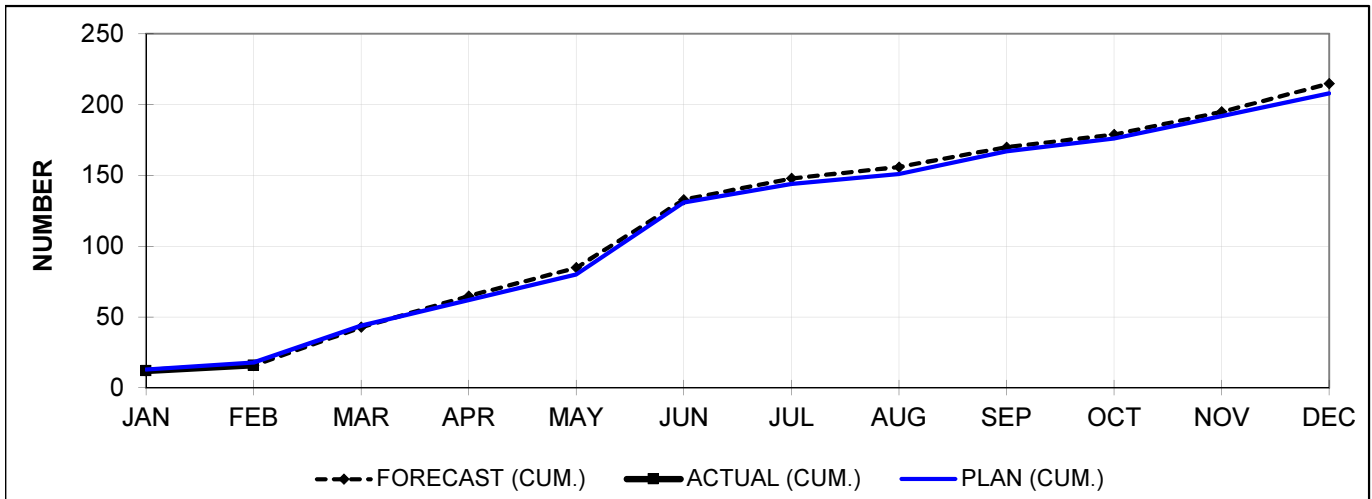
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			47	12	15	26	20	11	11	7	18	12
ACTUAL (NON-CUM.)	24	9										
PLAN (NON-CUM.)	27	26	42	14	13	26	20	6	8	10	13	14
FORECAST (CUM.)			80	92	107	133	153	164	175	182	200	212
ACTUAL (CUM.)	24	33										
PLAN (CUM.)	27	53	95	109	122	148	168	174	182	192	205	219



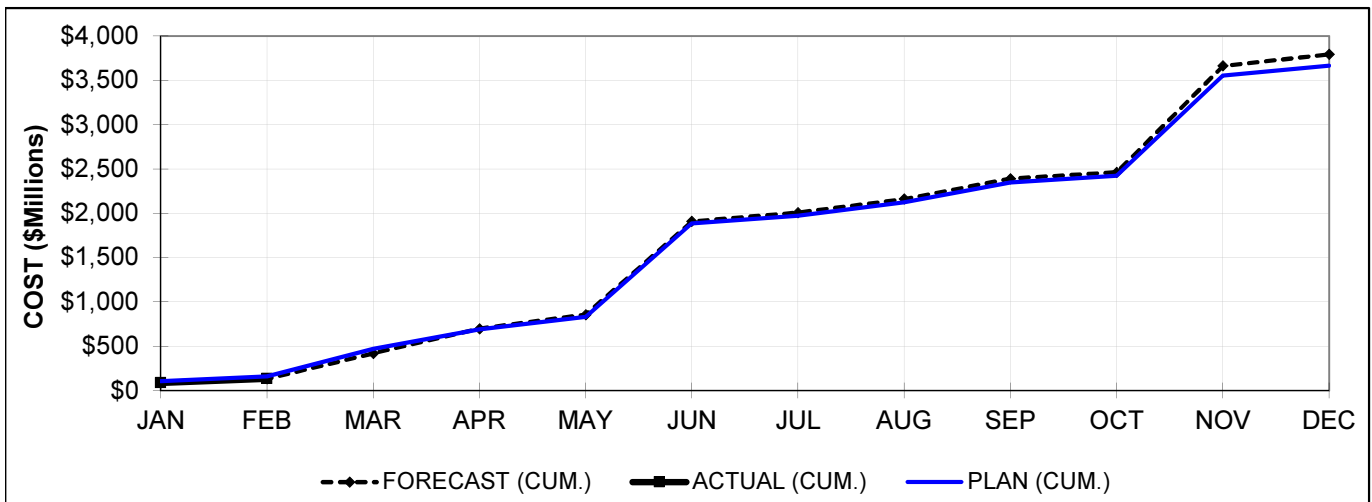
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			1417.4	120.9	349.8	2358.0	319.3	723.6	179.1	48.0	250.4	482.6
ACTUAL (NON-CUM.)	289.4	68.2										
PLAN (NON-CUM.)	298.8	446.8	1171.1	124.5	323.6	2296.1	476.1	589.4	145.1	58.2	183.8	510.1
FORECAST (CUM.)			1,775.0	1,895.9	2,245.7	4,603.7	4,922.9	5,646.5	5,825.6	5,873.7	6,124.1	6,606.7
ACTUAL (CUM.)	289.4	357.7										
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 February 2017



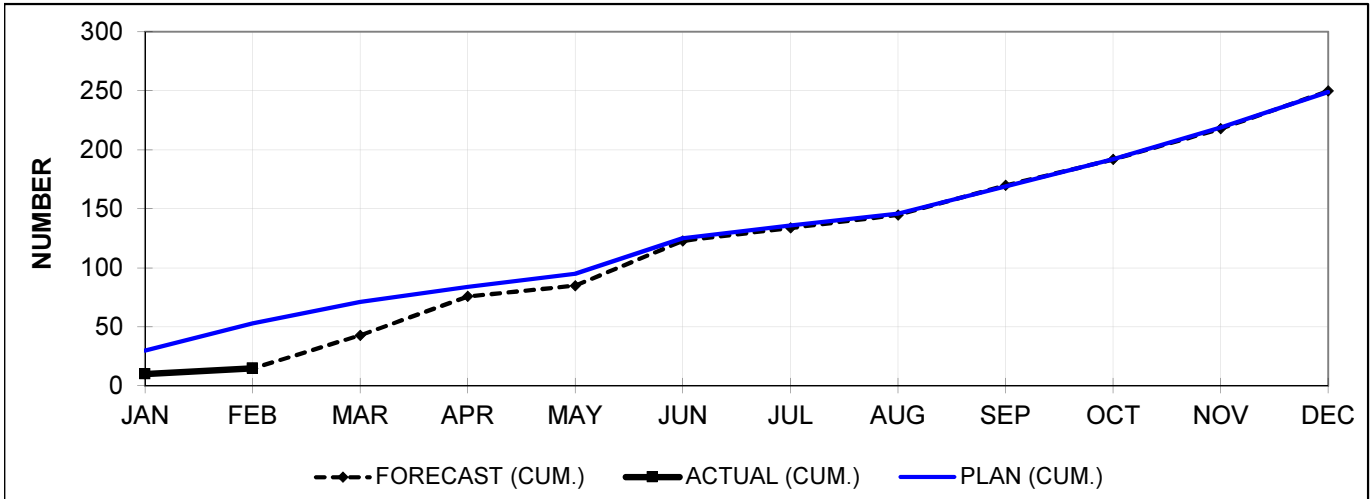
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			27	22	20	48	15	8	14	9	16	20
ACTUAL (NON-CUM.)	12	4										
PLAN (NON-CUM.)	13	5	26	18	18	51	13	7	16	9	16	16
FORECAST (CUM.)			43	65	85	133	148	156	170	179	195	215
ACTUAL (CUM.)	12	16										
PLAN (CUM.)	13	18	44	62	80	131	144	151	167	176	192	208



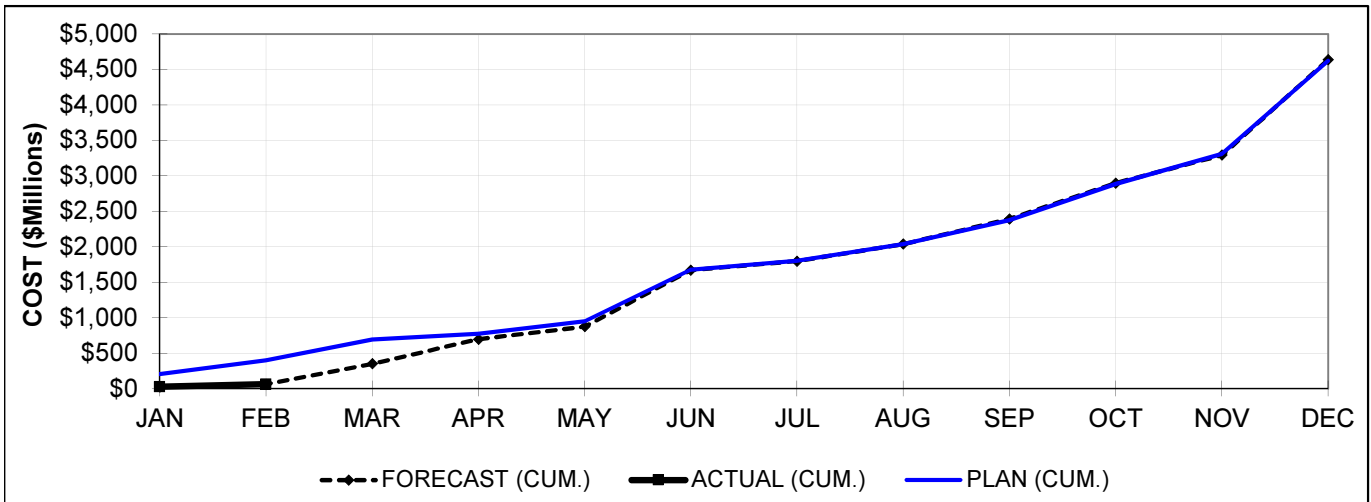
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			287.9	277.9	158.1	1052.5	98.7	152.9	229.4	72.7	1199.2	130.9
ACTUAL (NON-CUM.)	88.3	45.7										
PLAN (NON-CUM.)	108.3	52.9	308.4	220.2	143.9	1050.5	87.2	152.8	224.8	73.8	1129.4	113.0
FORECAST (CUM.)			421.9	699.8	857.9	1,910.4	2,009.1	2,162.0	2,391.4	2,464.0	3,663.3	3,794.1
ACTUAL (CUM.)	88.3	134.0										
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 February 2017



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			28	33	9	38	11	11	25	22	26	32
ACTUAL (NON-CUM.)	10	5		13	11	30	10	10	23	23	27	30
PLAN (NON-CUM.)	30	23	18	13	11	30	11	10	23	23	27	30
FORECAST (CUM.)			43	76	85	123	134	145	170	192	218	250
ACTUAL (CUM.)	10	15		76	85	123	134	145	170	192	218	249
PLAN (CUM.)	30	53	71	84	95	125	136	146	169	192	219	249



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			290.9	346.0	177.1	795.4	128.2	241.2	352.8	504.5	395.1	1346.9
ACTUAL (NON-CUM.)	26.6	35.8		78.6	176.6	724.2	128.5	232.5	341.5	510.3	421.4	1312.6
PLAN (NON-CUM.)	207.0	193.2	294.4	78.6	176.6	724.2	128.5	232.5	341.5	510.3	421.4	1312.6
FORECAST (CUM.)			353.4	699.4	876.5	1,671.8	1,800.0	2,041.2	2,394.0	2,898.6	3,293.6	4,640.5
ACTUAL (CUM.)	26.6	62.5		699.4	876.5	1,671.8	1,800.0	2,041.2	2,394.0	2,898.6	3,293.6	4,620.7
PLAN (CUM.)	207.0	400.1	694.5	773.1	949.7	1,673.9	1,802.4	2,034.9	2,376.5	2,886.7	3,308.1	4,620.7

PROCUREMENTS

The Procurement Agenda this month includes 8 actions for a proposed expenditure of \$401.4M.

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

<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	\$ TBD M
<u>Schedules Requiring Majority Vote:</u>		
Schedule I: Modifications to Purchase and Public Works Contracts	2	\$ 366.5 M
SUBTOTAL	3	\$ 366.5 M

MTA Capital Construction proposes to award Competitive procurements in the following categories:

Schedule I: Modifications to Purchase and Public Works Contracts	1	\$ 3.4 M
SUBTOTAL	1	\$ 3.4 M

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

NYC Transit proposes to award Ratifications 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:

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	1	\$ 1.2 M
SUBTOTAL	1	\$ 1.2 M
TOTAL	8	\$ 401.4 M

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

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

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

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

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

APRIL 2017

LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Noncompetitive Purchases and Public Work Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Noncompetitive.) Note – in the following solicitations, NYC Transit attempted to secure a price reduction. No other substantive negotiations were held except as indicated for individual solicitations.

- | | | |
|----------------------------------------------------------------------------------------------------------------------------|---------------------|-------------------------------|
| 1. Proterra, Inc.
RFQ# 137175 | \$4,021,684 (Est.) | <u>Staff Summary Attached</u> |
| Test and evaluate a prototype for the lease of five low-floor all-electric buses. | | |
| 2. Wabtec Passenger Transit
Sole Source - Three-year omnibus | \$25,000,000 (Est.) | <u>Staff Summary Attached</u> |
| Purchase of inventory and non-inventory replacement air brake and truck components and other sole source subway car parts. | | |

Procurements Requiring Majority Vote:

J. Modification to Miscellaneous Procurement Contracts

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

- | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------------|
| 3. McCulloch Rail
RFQ# 114028.1 | \$1,349,950 | <u>Staff Summary Attached</u> |
| Modification to the contract for the lease of three Trac Rail Transposers, in order to exercise the buyout option and purchase a total of seven Trac Rail Transposers. | | |

Item Number: 1

Vendor Name (Location) Proterra, Inc. (Burlingame, California)	Contract Number RFQ 137175	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Lease of five low-floor 40-foot all-electric buses	Total Amount: \$4,021,684 (Est.)	
Contract Term (including Options, if any) August 31, 2017–December 31, 2020	Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	Requesting Dept./Div., Dept./Div. Head Name: Department of Buses, Stephen A. Vidal	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive		
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Test and Evaluate		

Discussion:

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to Public Authorities Law, Section 1209, subdivision 9(d) to test and evaluate a new product and technology, evaluate the service and reliability of said product, and approve the three-year lease of five low-floor 40-foot all-electric buses (“AEB”), one en-route charging station, and six depot charging units from Proterra Inc. (“Proterra”). This procurement will allow the introduction of all-electric propulsion buses through an in-service test/demonstration.

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

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

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

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

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

The five Proterra buses will operate out of the Grand Avenue bus depot in Queens, and will utilize depot chargers and an en-route charging station at Williamsburg Bridge Plaza in Brooklyn.

NYC Transit continues to carry out aggressive efforts to attract additional bus manufacturers willing to structurally qualify their buses under NYC Transit's New Bus Qualification Program. Currently, Proterra's bus is not structurally qualified under the program. However, Proterra has committed to getting a 40-foot low floor all-electric bus model qualified during this Test and Evaluation program.

Delivery of all five buses and installation of the six depot chargers and the en-route charger are scheduled for completion in December 2017. This contract is subject to review and approval of the Office of the New York State Comptroller, and award will not be made prior to this approval. This delivery schedule is based on the assumption that Notice of Award will be issued on or before August 31, 2017.

Proterra submitted its initial proposal for a total amount of \$4,876,836. Through negotiation, the price was reduced to \$4,021,684, representing a total savings of \$855,152 or 17.5%. The total contract award of \$4,021,684 will consist of \$2,410,035 for the five buses (\$482,007/bus); \$1,186,329 to furnish and install the en-route charging station; \$291,442 to furnish and install the six depot charging units; \$85,250 for manuals and diagnostic tools; and \$48,627 for an estimated quantity of training. The pricing for the charging station and depot charging units includes an option to remove the equipment at the end of the lease. The final price has been deemed fair and reasonable by the Cost Price Analysis Unit based on the results of a cost audit conducted by MTA Audit Services.

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

Schedule A: Noncompetitive Purchases and Public Work Contracts



Item Number: 2

Vendor Name (Location) Wabtec Passenger Transit (Duncan, South Carolina)
Description Purchase of inventory and non-inventory replacement air brake parts, truck components, and other sole-source parts for subway cars
Contract Term (including Options, if any) May 30, 2017–May 29, 2020
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole-Source Approval

Contract Number NONE	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$25,000,000 (Est.)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Department of Materiel, Stephen M. Plochochi	

Discussion:

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

There are approximately 6,871 items covered by this approval for the purchase of replacement air brake parts, truck components, and other sole-source parts, such as couplers, supplied by Wabtec. These items are identified as obtainable only from Wabtec for the following reasons: sole pre-qualified item on the Qualified Products List and not available from any distributors or other sources; publicly advertised within a 12-month period without an acceptable alternate supplier; or proprietary to Wabtec. These items are advertised a minimum of once every 12 months to seek competition. A list of Wabtec’s sole-source items, as well as NYC Transit’s intention to buy items on the list without competitive bidding, is available for download from the NYC Transit website at any time by any prospective vendor. These sole source replacement parts will be used by the Division of Car Equipment (“DCE”) for Scheduled Maintenance System (“SMS”) and normal maintenance for all 6,418 subway cars (222 R32, 50 R42, 752 R46, 315 R62, 824 R62A, 425 R68, 200 R68A, 1,030 R142, 220 R142A, 212 R143, 1,662 R160, and 506 R188) in the NYC Transit fleet.

The existing Wabtec omnibus approval for \$35,000,000 was approved by the Board in May 2014 and will expire on May 29, 2017. There is a remaining balance of \$10,835,248 of unexpended funds on the existing omnibus approval.

Procurement performed an analysis on the 252 contracts issued during the term of the existing omnibus approval that exceeded the small purchase threshold, which represents a total contract value of \$20,447,596. Of the 252 contracts, 131 items have comparative price history and represent 68.43%, or \$13,992,306, of the total dollar value of the contracts. A comparative price analysis of 131 items revealed an annual weighted average price increase of 1.00%. The Producer Price Index over the same time period, shows an annual average price increase of 0.97%.

Based on the current forecasts as well as projections for 2017 through 2020, it is anticipated that DCE will require approximately \$25,000,000 for the purchase from Wabtec of sole-source items exceeding the small purchase threshold. During the term of this new omnibus approval, the overhaul (7-year SMS) on 724 R62A, 425 R68, 200 R68A, 170 R142, 711 R160, and 121 R188 subway cars; and the overhaul (14-year SMS) on 222 R32, 194 R46, 170 R62, 465 R142, 200 R142A, and 253 R160 subway cars will be performed. Procurement believes that the amount requested will be sufficient to procure all sole-source materials that exceed the small purchase threshold from Wabtec for the next three-year period. Procurement and DCE will continue to research alternate sources of supply wherever possible. Under this new omnibus approval, pricing for any procurement is established by requesting a quote for each item from Wabtec on an as-required basis. Each item to be purchased under this new omnibus approval will be subject to a cost and/or price analysis and determination that the price is found to be fair and reasonable.

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

Schedule J: Modifications to Miscellaneous Procurement Contracts



Item Number: 3

Vendor Name (Location) McCulloch Rail (Ballantrae, South Ayrshire, Scotland)
Description Purchase of seven Trac Rail Transposers
Contract Term (including Options, if any) One Year
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: Department of Subways, Wynton Habersham

Contract Number 114028	AWO/Mod.#: 1
Original Amount:	\$ 548,173
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 548,173
This request:	\$ 1,349,950
% of This Request to Current Amount:	246.3%
% of Modifications (including This Request) to Original Amount:	246.3%

Discussion:

This modification is to obtain Board approval to (1) exercise the Buyout Option and purchase the three Trac Rail Transposers (“TRTs”) currently under lease by NYC Transit, (2) purchase four additional TRTs at the same discounted rate, and (3) extend the parts and service/engineering support portion of the contract for three additional years. Competitive bidding for this procurement is impractical or inappropriate because the TRT is designed, manufactured, and solely distributed by McCulloch Rail (“McCulloch”), a rail handling and rail logistics business based in Scotland.

Through guidance provided by NYC Transit’s Executive Leadership team, the Safety Technology Task Force initiated this procurement. This task force explores innovative ways to improve both worker safety and system efficiency. The TRT proved to be the most promising new technology. The Department of Subways/Track (“Track”) has been evaluating the performance of the three TRTs since May 2016, when this test and evaluation contract was awarded. The TRT is specifically designed to move rail and rail components. It measures approximately 7.5 feet long, 6 feet wide, 5.5 feet high, and weighs 3,086 pounds. The TRT has proven to be small enough to work in the NYC Transit tunnel environment and durable enough to withstand its rigors. The TRTs have successfully demonstrated their ability to both mechanize continuous welded rail (“CWR”) installation, and move and install switches, stick rail (39- and 78-foot lengths), and various other track-related materials. CWR consists of 390-foot lengths of rail that are traditionally handled and set in place manually by 25 track workers. The benefits of CWR include the elimination of joints, thereby reducing track defects, and improving comfort for the subway ridership. The TRTs will be maintained by in-house forces who have been trained by McCulloch.

Performance was measured, in part, by whether the TRTs promoted a safer work environment by mechanizing tasks previously performed manually, and further, whether the equipment reduced track maintenance and construction costs by promoting greater productivity and efficiencies during each General Order (“GO”). During the past year, the TRTs have proven to have a beneficial impact on worker safety. Additionally, productivity gains have resulted in greater efficiencies with respect to workforce deployment. When the TRTs are not available, Track deploys 25 track workers per shift to lay a total of 10–12 CWR strings during a 53-hour weekend GO. When the TRTs are available, Track is able to lay the same number of strings with a significantly smaller crew. A reduction in the number of track workers per shift, from 25 to 15, has resulted in a savings of approximately \$2.6M in labor costs over the course of one year for work performed under GOs.

In addition to cost savings, the reduction in personnel necessary to install CWR has resulted in improved productivity across the Division of Track, since track workers can now be deployed to perform other track-related tasks including repair projects. The use of the TRT now allows CWR to be installed not only for construction projects, but also for maintenance and repair projects, thereby increasing the overall number of CWR track feet installed.

As a result of this successful evaluation, NYC Transit intends to exercise the Buyout Option and purchase the three leased TRTs. In order to further improve efficiencies, NYC Transit also intends to purchase four additional TRTs, allowing the use of TRTs at three different jobsites simultaneously (the TRTs work in tandem). During the 2015–2019 Capital Program, Track anticipates replacing approximately 29 miles of bolted track with CWR. Having seven TRTs in total will assist in achieving this goal, as well as assist with ongoing Fast Track and maintenance work.

The base purchase price of each TRT is \$225,000. The buyout purchase price is \$186,000. Pursuant to the contract terms, the buyout price is calculated by deducting 30% of the weekly lease rate of \$2,500 from the base purchase price. Since the TRTs were leased for a full year, the base price was discounted by \$39,000, resulting in a buyout price of \$186,000. Through negotiations, Procurement was able to obtain the same discounted price of \$186,000 each for the purchase of four additional TRTs, resulting in a total savings of \$156,000 on the purchase of the four new machines.

The modification price of \$1,349,950 includes the purchase of the seven units at \$1,302,000 (\$186K/TRT) and \$47,950 for parts, scheduled services, and ongoing engineering support.

APRIL 2017

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

- | | | |
|-------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------------------|
| <p>1. Contractor To Be Determined
 Contract Term To Be Determined
 Contract# TBD</p> | <p>Cost To Be Determined</p> | <p><u>Staff Summary Attached</u></p> |
| <p>RFP Authorizing Resolution for a safety shoe and work shoe program.</p> | | |

Procurements Requiring Majority Vote:

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

- | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|--------------------------------------|
| <p>Nova Bus, a Division of Prevost
 Car (US), Inc.</p> | | |
| <p>2. Contract# B-40656-1.3</p> | <p>\$366,495,966 (Aggregate)</p> | <p><u>Staff Summary Attached</u></p> |
| <p>3. Contract# B-40656-2.3</p> | <p>\$148,482,470</p> | <p>↓</p> |
| <p>\$218,013,496</p> | | |
| <p>Modification to the contract for the purchase and delivery of 690 low-floor 40-foot standard diesel buses, in order to exercise an option to purchase 628 additional buses.</p> | | |

Staff Summary

Item Number 1			
Department, Department Head Name VP Materiel, Stephen M. Plochochi 			
Internal Approvals			
Order	Approval	Date	Approval
1 SOS	Materiel	6 X	Buses/MTABC
2 X	Law	7 	EVP
3 X	Budget	8 	Acting President, NYCT
4 X	Labor Relations		
5 X	Subways		

SUMMARY INFORMATION	
Vendor Name TBD	Contract No. TBD
Description RFP Authorizing Resolution for a Safety & Work Shoe Program	
Total Amount TBD	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To request that the Board determine that competitive bidding is impractical or inappropriate and that it is in the public interest to issue a competitive Request for Proposals ("RFP"), pursuant to subdivision 9(f) of Section 1209 and subdivision 4(f) of Section 1265-a of the Public Authorities Law for a contractor to provide safety shoes and work shoes by mail order to employees of NYC Transit and MTA Bus Company ("MTA Bus").

DISCUSSION:

Subdivision 9(f) of Section 1209 of the Public Authorities Law permits NYC Transit, when it is in the public interest, to use a competitive RFP in lieu of competitive bidding in order to evaluate qualitative factors in addition to cost in making an award. Similarly, subdivision 4(f) of Section 1265-a of the Public Authorities Law provides similar authority to MTA Bus. Approval is requested to use such an approach to solicit a contract for safety shoes and work shoes.

NYC Transit and MTA Bus provide safety shoes to approximately 35,000 employees and work shoes to approximately 11,000 employees. Certain employees are required to wear safety shoes while working in construction, rail, warehouse, and bus and subway maintenance facilities, as well as other safety-sensitive work environments. Bus operators are required to wear work shoes. Safety shoes are required to meet specified American Society for Testing and Materials ("ASTM") standards for resistance against toe compression, toe impact, slip resistance, and electrical shock hazard. Metatarsal (a group of bones in the foot) protection is also required for certain types of safety shoes. Work shoes must meet a specified ASTM standard for slip resistance.

Previous contracts for safety and work shoes have required the contractor to distribute shoes to employees at NYC Transit work locations and also from a storefront. For the upcoming contract, the contractor will be required to provide a website from which employees can select and order shoes for delivery. Under previous contracts, safety shoes have been manufactured to meet NYC Transit's specifications. For the upcoming contract, proposers will be encouraged to offer off-the-shelf brands that meet the aforementioned requirements with a selection of brands for each category of safety and work shoes in order to provide a greater measure of employee comfort.

Staff Summary

By using the RFP process, NYC Transit will be able to (1) evaluate factors such as the proposers' experience and demonstrated ability to provide safety shoes and work shoes in the volumes required in addition to price; (2) negotiate contract terms; and (3) negotiate technical matters as appropriate. The RFP process will allow for selection of the proposal that offers the best overall value.

ALTERNATIVES:

Issue an Invitation to Bid. Not recommended, given the factors cited above and the negotiating flexibility an RFP affords.

IMPACT ON FUNDING:

Funds are available in the operating budget of various responsibility centers within the Department of Materiel, the Department of Subways, the Department of Buses and MTA Bus, account number 714405, function code 880.

RECOMMENDATION:

It is recommended that the Board determine that competitive bidding is impractical or inappropriate and that it is in the public interest to use the competitive RFP process, pursuant to subdivision 9(f) of Section 1209 and subdivision 4(f) of Section 1265-a of the Public Authorities Law, to award the contract.

Schedule I: Modification of Purchase and Public Work Contracts



Item Number: 2-3

Vendor Name (Location) Nova Bus, a Division of Prevost Car (US), Inc. (Plattsburgh, New York) New Flyer of America, Inc. (St. Cloud, Minnesota)
Description Purchase of 690 low-floor 40-foot diesel buses with an option to purchase up to 700 additional buses
Contract Term (including Options, if any) January 14, 2014–August 31, 2024
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: Department of Buses, Stephen A. Vidal

Contract Number B-40656-1 B-40656-2	AWO/Mod. # 3
Original Amount:	\$ 332,582,617 (Est.)
Prior Modifications: B-40656-2:	\$ 35,538,336 (Est.)
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 368,120,953 (Est.)
This Request: B-40656-1: \$148,482,470 (Est.) B-40656-2: \$218,013,496 (Est.)	\$ 366,495,966 (Est.)
% of This Request to Current Amt.:	99.6%
% of Modifications (including This Request) to Original Amount:	120.9%

Discussion:

It is requested that the Board approve the award of these modifications for the purchase of 628 low-floor 40-foot buses (618 diesel powered and 10 hybrid-electric powered) and related items such as spare parts, special tools and equipment, diagnostic testing, technical documentation, and training for NYC Transit Department of Buses (“DOB”); 377 buses (367 diesel and 10 hybrid-electric) from New Flyer of America, Inc. (“New Flyer”), in the estimated amount of \$218,013,496; and 251 diesel buses from Nova Bus, Inc. (“Nova Bus”), a Division of Prevost Car (US), Inc., in the estimated amount of \$148,482,470; for a combined total estimated award amount of \$366,495,966.

These modifications will utilize the competitive run-off option procedure (through which both New Flyer and Nova Bus competed by submitting proposals for the option buses) as approved by the Board in December 2013. It should be noted that Procurement reached out to the marketplace and confirmed that no other bus manufacturers have an interest in qualifying a low-floor 40-foot diesel bus at this time. As part of the competitive run-off, DOB has included five hybrid-electric buses outfitted with propulsion systems manufactured by Allison Transmission Inc. and five hybrid-electric buses outfitted with propulsion systems manufactured by BAE Systems Controls, Inc. (“BAE”) to gather data in anticipation of an upcoming larger procurement for hybrid-electric buses. Pursuant to the statutory framework, the selection criteria included: Overall Project Cost, New York State Content, Overall Quality of Proposer and Product including delivery, and Other Relevant Matters. Selection Committee members were drawn from DOB, Procurement, Office of Management & Budget, and Operations Planning.

The base contract (B-40656) was a competitively solicited and negotiated Request for Proposal (“RFP”) for the purchase of 690 low-floor 40-foot diesel buses to replace buses that were beyond their 12-year service life. The solicitation included an option to purchase up to 700 additional buses which could be ordered via a competitive run-off process if the base contract award was split, wherein the base award contractors would compete by submitting proposals for the option buses. The original RFP resulted in a split award: Contract B-40656-1 was awarded to Nova Bus for 414 buses and Contract B-40656-2 was awarded to New Flyer for 276 buses. An additional 72 buses were subsequently purchased from New Flyer via a contract modification in response to the declaration of an Immediate Operating Need ratified by the Board in March 2015 to replace 72 Orion V buses from 1999 that had severe and problematic structural issues. Delivery of all 762 (690+72) buses was completed in April 2016.

The competitive run-off process was initiated in late October 2016 and proposals were received in December 2016. After the Selection Committee reviewed the initial proposals, both New Flyer and Nova Bus were invited for oral presentations. Oral presentations and negotiations were conducted on a series of dates spanning from December 2016 through March 2017. Negotiations centered on (1) the current performance of each bus manufacturer’s low-floor 40-foot diesel bus fleets that were delivered under the base contract, (2) pricing, delivery, and alternate proposals, and (3) exceptions/deviations/clarifications to the technical specifications and the terms and conditions.

Schedule I: Modification of Purchase and Public Work Contracts

As part of the negotiation process, Procurement requested that both Nova Bus and New Flyer review their proposed delivery schedules to accommodate NYC Transit's urgent need for delivery of 200 buses by April 1, 2019, in connection with the L-Train Canarsie Tunnel shutdown. Subsequent to these negotiations, Best and Final Offers ("BAFOs") were requested and received in March 2017.

The Selection Committee reviewed the two BAFOs in accordance with the evaluation criteria and unanimously recommended a 60/40 split award with 377 buses to be awarded to New Flyer (367 diesel and 10 hybrid-electric) and 251 diesel buses to be awarded to Nova Bus. New Flyer's BAFO offered the best overall value with its lower price, higher technical evaluation, and significantly better delivery schedule, which outweighed Nova Bus' greater New York State Content.

The award to New Flyer for diesel buses will consist of \$207,360,109 (\$565,014 per bus) for the 367 diesel buses; \$422,155 for qualification testing, diagnostic tools, and manuals; \$553,588 for an estimated quantity of training and an engine/transmission mock-up for training; and \$1,051,837 for capital spares for a total estimated award amount of \$209,387,689, which is \$11,862,705, or 5.36% below New Flyer's initial proposal of \$221,250,394. New Flyer's unit price per diesel bus was approximately \$19,500 per bus less than the unit price per bus offered by Nova Bus.

The award to New Flyer for the hybrid-electric buses will consist of \$4,002,721 (\$800,544 per bus) for the five hybrid-electric buses with Allison propulsion systems; \$3,876,000 (\$775,200 per bus) for the five hybrid-electric buses with BAE's propulsion systems; \$614,111 for qualification testing, diagnostic tools, and manuals; and \$132,975 for an estimated quantity of training for a total estimated award amount of \$8,625,807, which is \$320,139, or 3.58% below New Flyer's initial proposal of \$8,945,946. On average, New Flyer's unit price per hybrid-electric bus was approximately \$135,500 per bus less than the unit price per bus offered by Nova Bus.

The award to Nova Bus for diesel buses will consist of \$146,732,090 (\$584,590 per bus) for the 251 diesel buses; \$366,482 for qualification testing, diagnostic tools, and manuals; \$321,034 for an estimated quantity of training; and \$1,062,864 for capital spares for a total estimated award amount of \$148,482,470, which is \$384,354, or 0.26% below Nova Bus' initial proposal of \$148,866,824.

The combined total estimated award amount of \$366,495,966 results in a total savings of \$12,567,199, or 3.32% below the initial pricing received from both bus manufacturers. The final weighted average unit price per diesel bus of \$572,965 is \$36,442 or 5.98% below DOB's estimate of \$609,407. The final average unit price per hybrid-electric bus of \$787,872 is \$73,888 or 8.57% below DOB's estimate of \$861,760. Procurement, DOB, and the Cost/Price Analysis Unit have determined the final prices to be fair and reasonable.

New Flyer and Nova Bus will each build four diesel pilot buses in order to expedite delivery of the diesel production buses. Pilot buses are scheduled to be completed by New Flyer in January 2018 and Nova Bus in March 2018. These buses will be used for configuration audit and qualification testing. The combined delivery of the diesel production buses manufactured is scheduled to begin in April 2018 and be completed in August 2019, for an overall delivery period of 103 weeks from Notice of Award. New Flyer will deliver between April 2018 and June 2019, while Nova Bus will deliver between February 2019 and August 2019. The hybrid-electric buses will be delivered between February 2018 and June 2018. These delivery schedules are based on the assumption that Notice of Award will be issued on or before August 31, 2017. These contract modifications are subject to review and approval by the Office of the New York State Comptroller, and award will not be made prior to this approval.

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

These buses will be outfitted with new features including improved driver visibility, pedestrian turn warning, Wi-Fi, USB charging ports, digital information screens, automatic passenger counters, and new branding.

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

New Flyer has committed to meeting the New York State Content of 22.84%, and Nova Bus has committed to meeting the New York State Content of 33.18%. The total combined New York State Content for these modifications will be \$99,065,615, which represents 27.03% of the total award.

APRIL 2017

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Work Contracts

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

**1. Plaza Schiavone, JV
Contract# A-36125.542**

\$3,400,000

Staff Summary Attached

Modification to the contract for the construction of the Fulton Street Transit Center Enclosure, in order to resolve claims.

Schedule I: Modification of Purchase and Public Work Contracts
Item Number: 1

Vendor Name (Location) Plaza Schiavone, JV (New York, New York) Fulton Street Transit Center Enclosure
Contract Term (including Options, if any) August 5, 2010–August 24, 2015
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: MTA Capital Construction, Dr. Michael Horodniceanu

Contract Number A-36125	AWO/Mod. # 542
Original Amount:	\$ 175,988,000
Prior Modifications:	\$ 46,341,186
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 222,329,186
This Request:	\$ 3,400,000
% of This Request to Current Amount:	1.5%
% of Modifications (including This Request) to Original Amount:	28.3%

Discussion:

This modification will resolve claims asserted by Plaza Schiavone, JV (“PSJV”) arising out of alleged schedule impacts, extra work, extra management and acceleration in connection with PSJV’s work on the Fulton Center. Funding for this modification will be from the contract contingency.

The base contract provides for the enclosure for the Fulton Center and includes (1) construction of the superstructure; (2) mechanical, electrical and plumbing fit-out; installation of elevators and escalators; (3) installation and commissioning of system-wide communication systems; and (4) installation of architectural finishes. The contract was awarded on August 5, 2010 with a 42-month duration and a Substantial Completion date of February 11, 2014. A revised Substantial Completion date of August 24, 2015 was established by Mod. 288, and Directives 503 and 529. Substantial Completion was declared on August 24, 2015.

PSJV has asserted that many unforeseen and unexpected circumstances beyond its control resulted in schedule impacts, extra work, extra management and acceleration for which it is entitled to compensation. PSJV submitted a claim for all of these issues totaling \$25,706,009. MTA Capital Construction (“MTACC”) disputed much of PSJV’s claim, and also asserted entitlement to certain credits against contract funds for items of work not performed and other issues, such as digital advertising screens, which have not performed adequately in the A/C mezzanine.

MTACC’s legal department, together with MTACC’s estimators, schedulers, and consultants, reviewed and analyzed PSJV’s claim and MTACC’s claimed credits. Based on that analysis, MTACC prepared an estimate in the total amount of \$4.573 million, representing the compensable costs associated with the claims and credits with a reasonable likelihood of success. MTACC met with PSJV to negotiate a resolution and the parties agreed, subject to Board approval, to settle these claims and credits at a total cost of \$3.4 million. MTACC believes this result to be fair and reasonable.

This is MTACC’s most advantageous alternative as it provides a favorable result and will facilitate close-out of the contract. The alternative would be to allow PSJV to proceed with its claims under the contract’s dispute resolution process, which would not only be costly and time consuming, but could result in a less favorable result.

In connection with the review of Plaza’s responsibility pursuant to the All-Agency Responsibility Guidelines, Plaza was found to be responsible notwithstanding significant adverse information and such responsibility finding was approved by the MTACC Agency President in April 2017.

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

APRIL 2017

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

1. Judlau Contracting, Inc.

Contract# C-26011.182

\$1,170,000

Staff Summary Attached

Modification to the contract for the construction of the Second Avenue Subway – 72nd Street Station Finishes, in order to provide permanent backup cooling for radio and communication rooms.

Item Number: 1

Vendor Name (Location) Judlau Contracting, Inc. (College Point, New York)
Description Second Avenue Subway – 72nd Street Station finishes; mechanical, electrical and plumbing systems, ancillary buildings and entrances
Contract Term (including Options, if any) February 14, 2013–November 13, 2015
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: MTA Capital Construction, Dr. Michael Horodniceanu

Contract Number	AWO/Mod. #
C-26011	182
Original Amount:	\$ 258,353,000
Option 1:	\$ 3,934,595
Option 2:	\$ 1,270,000
Option 3:	\$ 6,100,000
Total Amount:	\$ 269,657,595
Prior Modifications:	\$ 64,031,538
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 333,689,133
This Request:	\$ 1,170,000
% of This Request to Current Amount:	0.4%
% of Modifications (including This Request) to Total Amount:	24.2%

Discussion:

This retroactive modification will provide permanent and backup cooling for the Second Avenue Subway’s 72nd Street Station radio and communication rooms/closets.

This contract for the Second Avenue Subway – Route 132A – 72nd Street Station Finishes; Mechanical, Electrical and Plumbing, Ancillary Buildings and Entrances, and provides for the installation of mechanical systems, including (1) heating, ventilation, and air-conditioning work in the station and ancillaries, and tunnel ventilation systems in the adjacent tunnels, (2) supply and installation of electrical medium voltage and 120-volt systems including electrical distribution in the station and adjacent tunnels, (3) supply and installation of elevators and escalators in the station and entrances, (4) wall treatments, signage, stairs, handrails, guardrails, and (5) restoration of the surface of Second Avenue and adjacent streets impacted by construction.

The contract provided for the use of fan coil units (“FCUs”) to cool radio room 3022, communication room 3018, and communication closets 3126, 3152, 5012, and 7024. The FCUs are located in neighboring rooms, and ductwork is used to deliver cool air to the specific areas where critical equipment is housed and operational. In the event that the temperatures in these rooms/closets rise, the equipment could shut down or fail. During a walk-through survey of the 72nd Street Station, the MTA Capital Construction (“MTACC”) Design Engineer discovered that (1) more heat was generated by the equipment within the rooms than earlier anticipated, and (2) the cooling system in these rooms was inadequate. As a result, the designer of record reviewed the cooling of these rooms and determined that additional cooling units were necessary. This is a potential error and omission.

Due to the unanticipated level of cooling loads, the primary system is insufficient. In order to increase the primary system’s capacity, installation of an additional system is necessary.

This modification covers (1) the addition of two FCUs, one in the radio room and one in the communication room, (2) the addition of two outside exhaust fans, one in each radio room and the communication room, (3) the addition of an outside air supply fan in each of the communication closets, (4) associated access openings in concrete walls, sheet metal ducts, motorized dampers, chilled water piping, and electrical connections, (5) modification to the building management system, and (6) testing of pump pressure and the new cooling equipment.

In order to not impact the project schedule, retroactive approval was obtained from the MTACC President on August 16, 2016.

On December 12, 2016 the Vice President, Materiel authorized partial payments to the contractor, Judlau Contracting, Inc. ("Judlau) prior to approval of the modification.

Judlau submitted its revised proposal in the amount of \$1,381,505. MTACC's in-house estimate was \$1,174,274. After negotiation, an agreement was reached for the lump-sum price of \$1,170,000, which was found to be fair and reasonable. Savings of \$211,505 were achieved.

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 Acting General Counsel in March 2017. No new SAI has been found relating to Judlau, and Judlau has been found to be responsible.

SERVICE CHANGES: BUS SCHEDULE CHANGES EFFECTIVE JULY 2017

Service Issue

To ensure that bus schedules accurately match current rider demand and operating conditions as well as to ensure the 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 of the weekday NYCT express bus route schedules, approximately 50% of the weekday NYCT local bus route schedules and approximately 25% of the weekend NYCT local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the previous review. 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

Twenty-nine bus schedule changes (on twenty-nine routes) are proposed for implementation in July 2017.

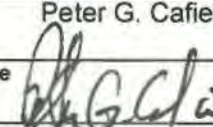
Budget Impact

A net cost of \$410 thousand is expected with the implementation of the July 2017 schedule changes. While a total of \$803 thousand is expected to be saved with the frequency changes, running time increases are estimated to cost \$1.2 million.

Proposed Implementation Date






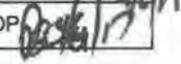
July 2017.

Staff Summary

Subject	Bus Schedule Changes Effective July 2017
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Francisca Gomez

Date	April 5, 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 4-7-17
7	Acting Executive VP 	3	Director OMB 
6	Acting SVP Buses 	2	Acting VP GCR 
5	VP Corp. Comm. x 4-10-17	1	Chief OP 

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 of the weekday NYCT express bus route schedules, approximately 50% of the weekday NYCT local bus route schedules and approximately 25% of the weekend NYCT local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the previous review. 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.

Twenty-nine bus schedule changes (on twenty-nine routes) have been identified for proposed changes in service levels and/or running times in July 2017 (see Attachment 1).

1. Twelve of the twenty-nine bus schedule changes contain increases in service frequency to meet MTA loading guidelines for bus operation.
2. Ten bus schedule changes contain reductions in service frequencies to more closely align service with customer demand and to meet established bus loading guidelines.
3. Seven 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.
4. One bus schedule change contains a modification in the span. The Bx29 will operate one hour later.

Overall this proposal increases costs by a net \$410 thousand. There are, as is typical with these regular service reviews, increases as well as decreases. Seven 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 a number of 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 twenty-nine bus schedules (on twenty-nine routes).

Alternative to the Proposed Service Change

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.

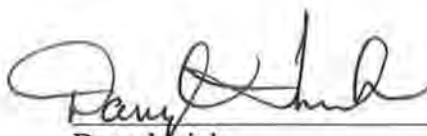
Budget Impact

A net cost of \$410 thousand is expected with the implementation of the July 2017 schedule changes. While a total of \$803 thousand is expected to be saved with the frequency changes, running time increases are estimated to cost \$1.2 million.

Proposed Implementation Date

July 2017

Approved:



Darryl Irick
Acting President

**Attachment 1
July 2017 - Page 1**

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 (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B02	10	10	97%	97%	20	30	35%	53%	12	12	76%	76%	15	15	49%	49%	-7.3%
B11	6	5.5	108%	98%	10	10	76%	76%	10	10	99%	99%	15	15	76%	76%	+1.9%
B26	6	6	82%	82%	12	12	73%	73%	9	9	80%	80%	10	10	87%	87%	-4.3%
B31	9	9	92%	92%	20	30	31%	47%	10	12	69%	86%	15	20	51%	69%	-9.0%
B32	30	20	136%	91%	30	30	8%	8%	30	30	47%	47%	30	30	19%	19%	+1.9%
B47	9	8	104%	91%	15	15	88%	88%	10	12	72%	93%	15	12	104%	83%	+1.0%
B68	8	8	89%	89%	9	9	76%	76%	8	8	77%	77%	9	9	70%	70%	-1.7%
Bx10	10	8	125%	91%	10	10	83%	83%	8	8	80%	80%	10	10	79%	79%	+0.8%
Bx20	15	15	82%	82%	-	-	-	-	20	15	106%	63%	30	30	60%	60%	0.0%
M07	8	9	52%	59%	12	12	79%	79%	8	9	71%	81%	12	12	87%	87%	-3.6%
M08	10	10	78%	78%	20	30	43%	64%	15	15	50%	50%	20	30	29%	43%	-13.5%
M09	8	8	76%	76%	15	15	81%	81%	10	10	68%	68%	20	30	54%	81%	+1.4%
X27	5	5	93%	86%	-	-	-	-	-	-	-	-	-	-	-	-	-

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 - B15, X28, X37, X38, M20

(**) Trip adjustment

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	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B20	20	20	81%	81%	15	15	76%	76%	15	20	72%	96%	15	20	49%	65%	-10.6%
B60	20	20	80%	80%	10	15	52%	79%	15	15	86%	86%	15	20	58%	78%	-12.5%
B83**	12	15	73%	96%	12	12	99%	99%	10	10	79%	79%	15	15	99%	99%	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 - Bx08, Bx32

(**) Trip adjustment

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	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B03	15	12	108%	87%	9	9	73%	73%	9	8	117%	99%	10	12	63%	76%	-0.9%
B14	20	30	50%	75%	15	20	66%	88%	20	20	75%	75%	20	30	43%	64%	-9.6%
B17	20	20	83%	83%	12	15	64%	81%	10	12	58%	70%	12	15	56%	70%	-14.0%
B45	20	30	42%	63%	15	20	56%	74%	15	20	60%	80%	20	20	69%	69%	-13.8%
S4090**	30	30	79%	79%	15	12	118%	89%	15	12	131%	99%	30	30	86%	86%	0.0%
S4696**	30	20	117%	78%	15	15	72%	72%	15	15	80%	80%	20	20	76%	76%	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 -

(**) Trip adjustment



SERVICE CHANGES: **NYCT/MTA BUS COMMITTEE
NOTIFICATION SERVICE REVISION
Q114 TRAVEL PATH REVISION in
INWOOD, NASSAU COUNTY**

SERVICE ISSUE:

The Q114 provides limited-stop service between Jamaica and Far Rockaway via the intermediate neighborhoods of Springfield Gardens, Brookville, Rosedale, and villages in the Town of Hempstead.

Through Inwood in Nassau County, the Q114 travels along narrow streets with many curb cuts, causing delays. In addition, traffic congestion caused by an at-grade railroad crossing further decreases reliability for the long route. The existing travel path in this area requires many turns, has closely spaced bus stops, and adversely affects service reliability.

RECOMMENDED SOLUTION:

To provide more reliable service by using streets not subject to intermittent traffic congestion caused by the railroad crossing, to discontinue several turning maneuvers, and to utilize wider streets that are more conducive to bus operations, revise the travel path of the Q114 to use Nassau Expressway between Mott Avenue and Bayview Avenue instead of Lawrence Avenue, Wanser Avenue, and Doughty Boulevard. This revision would discontinue five bus stops in each direction, and customers would be required to walk approximately 700-1,700 feet.

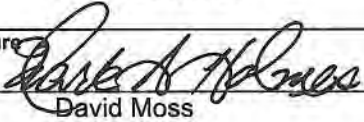
ESTIMATED IMPACT:

The net result of the recommended revision would be no change in annual operating cost, as there would be a minimal decrease in travel distance.

PLANNED IMPLEMENTATION:

Summer 2017

Staff Summary

Subject	Q114 Travel Path Revision in Inwood, Nassau County
Department	Operations Planning
Department Head Name	Mark A. Holmes
Department Head Signature	
Project Manager Name	David Moss

Date	April 13, 2017
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Signature	Date
4	Acting President		4/13/17
3	Executive Vice President		4/13/17
2	VP, Government and Community Relations		4/13/17
1	Chief, Operations Planning		4/13/17

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Committee of, a recommendation to revise the travel path of the Q114 in Inwood, Town of Hempstead, Nassau County.

DISCUSSION:

The Q114 provides service between Jamaica and Far Rockaway via the intermediate neighborhoods of Springfield Gardens, Brookville, and villages in the Town of Hempstead, a one-way distance of approximately 12 miles. The Q114 is labeled as a limited-stop route. It makes limited stops along the busy Guy R. Brewer Boulevard corridor, which it shares with the Q111 local (Jamaica, Springfield Gardens and Rosedale) and Q113 Limited (Jamaica, Springfield Gardens, Far Rockaway); however, in Rosedale, the Q114 serves bus stops at spacing consistent with local service. This route currently transports approximately 6,400 passengers on weekdays, approximately 4,550 passengers on Saturdays, and approximately 4,500 passengers on Sundays.

In the hamlet of Inwood in Hempstead, Nassau County, the Q114 is frequently delayed and the reliability of the entire route is affected. Many of the delays affect southbound buses due to a railroad crossing at the Lawrence train station. Additionally, delays for both northbound and southbound buses occur in the area due to several tight turns and narrow streets.

The Q114 Limited is a re-labeled variation of the Q113 local that was restructured in 2014 to provide enhanced limited service to residents farther away from Jamaica by streamlining service along Guy R. Brewer Boulevard. The local travel path and bus stops of the Q113/Q114 have remained unchanged in Inwood since the MTA Bus Company the route was merged into MTA Bus in 2006.

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

The southbound Q114 currently travels in Inwood west along Mott Avenue, turns left onto Lawrence Avenue, right onto Wanser Avenue, left onto Doughty Boulevard, and right onto Bayview Avenue. The northbound path mirrors the travel path southbound. Lawrence Avenue, Bayview Avenue, and Doughty Avenue all have portions that are both narrow and contain many curb cuts with traffic pulling into and out of the adjacent properties frequently, causing traffic to stop as cars enter and exit the roadway. In particular, a school bus depot on Lawrence Avenue between Bayview Avenue and Wanser Avenue generates congestion in the mornings and afternoons as the buses are dispatched for their daily trips.

The frequent turning maneuvers made by the Q114 impacts reliability by slowing down the buses, and bus stops are located quite close together. As an example, the distance between the northbound stop at Wanser Avenue & Doughty Boulevard is only approximately 330 feet from the stop at Doughty Avenue & Elizabeth Street. These frequent turns, frequent stops, and narrow streets all cause operational issues, and affect the reliability of the route.

Southbound delays near the Lawrence train station can be especially impactful on the route. Lawrence has an at-grade railroad crossing traversed by the Long Island Rail Road, and railroad crossing gates are lowered when a train is in the vicinity. The railroad crossing gates may be lowered for more than two minutes, but the actual delays to vehicles can be greater as drivers now frustrated by the delays maneuver between each other to fill in the road space, causing congestion and taking some time for traffic to flow smoothly again.

In order to increase reliability and streamline the travel path of the Q114, it is recommended to revise the travel path to utilize Nassau Expressway (an arterial road) from Mott Avenue to Bayview Avenue instead of Lawrence Avenue, Wanser Avenue, and Doughty Boulevard. Under this revision, the Q114 would be able to utilize a wider and less-congested arterial street, and there would be more space for turns. The travel path revision would also discontinue the turns from Lawrence Avenue onto Wanser Avenue and from Wanser Avenue onto Doughty Boulevard further streamlining the route's travel path, and reducing the number of total number of turning movements by two in each direction. The travel distance would decrease minimally. See the attached map.

This revision would discontinue five Q114 bus stops in each direction along Wanser Avenue and Doughty Boulevard. These bus stops are used by a total of 317 passengers per weekday, and a lesser number on weekends. Customers would be required to walk an additional distance to the existing bus stops at Mott Av & Lawrence Av or Bayview Av & Doughty Av. However, the more heavily used bus stops are more proximate to a remaining bus stop than the bus stops with lighter use. The higher-ridership stops would have a walk of approximately 700-1,000 feet to the remaining bus stops, and the lower-ridership stops would have a walk of up to approximately 1,700 feet to the remaining bus stops. The following table summarizes the current bus stops to be discontinued and the approximate distance to the alternative bus stops, as well as the number of affected passengers.

Staff Summary

Average Weekday Ridership and Alternate Bus Stops

Bus Stops to be Discontinued		Alternative Stop Location	Distance to Alternative Stop	Average Weekday Ridership
1. Wanser Av & Clinton St	SB	Mott Av & Lawrence Av	1,030 ft	50
2. Wanser Av & Lawrence Av	NB			51
3. Wanser Av & Henry St	SB		1,670 ft	23
4. Wanser Av & Henry St	NB			26
5. Wanser Av & Madison Av	SB	Bayview Av & Doughty Blvd	1,730 ft	18
6. Wanser Av & Madison Av	NB			22
7. Wanser Av & Doughty Blvd	SB		1,080 ft	7
8. Wanser Av & Doughty Blvd	NB			10
9. Doughty Blvd & Morris Av	SB		700 ft	56
10. Doughty Blvd & Elizabeth St	NB			54
			Total	317

RECOMMENDATION:

To provide more reliable service by using streets not subject to intermittent traffic congestion caused by the railroad crossing, to discontinue several turning maneuvers, and to utilize wider streets that are more conducive to bus operations, revise the travel path of the Q114 to use Nassau Expressway between Mott Avenue and Bayview Avenue instead of Lawrence Avenue, Wanser Avenue, and Doughty Boulevard. This revision would discontinue five bus stops in each direction, and customers would be required to walk approximately 700-1,700 feet.

ALTERNATIVES:


The only alternative would be to leave the current Q114 travel path in Inwood unchanged. This would forgo the opportunity to provide more reliable service on wider streets.

IMPACT ON FUNDING:

The net result of the recommended revision would be no change in annual operating cost, as there would be a minimal decrease in travel distance.

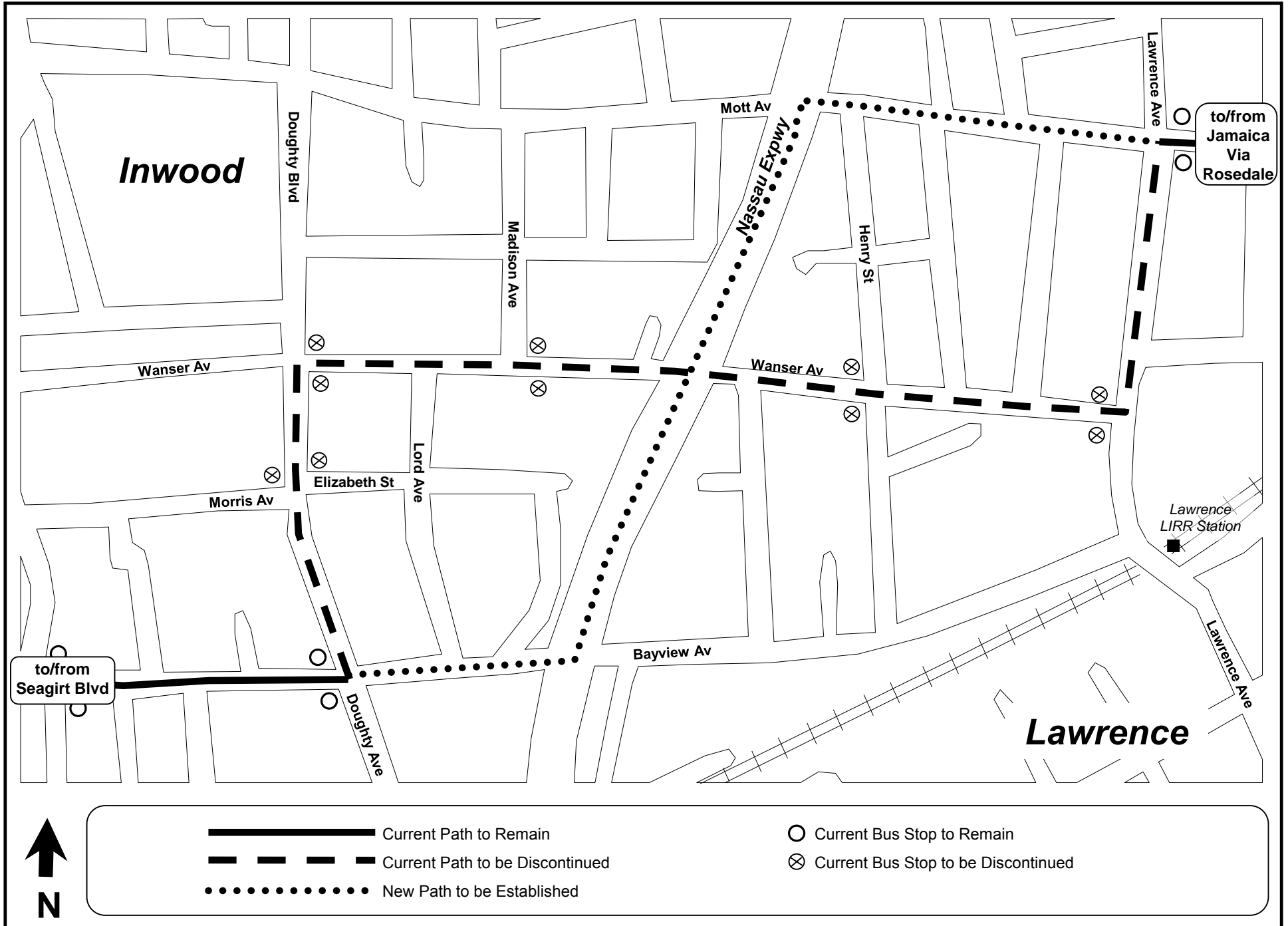
IMPLEMENTATION:

Summer 2017

Approved: 
 Stephen A. Vidal
 Acting President

The legal name of MTA Bus is MTA Bus Company.

Q114 Path Revision in Inwood





SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>February 2016</u>	<u>February 2017*</u>	<u>Difference</u>
Cash	2.1%	2.0%	(0.1%)
Single-Ride Ticket	0.7%	0.7%	0.0%
Bonus Pay-Per-Ride	39.5%	39.7%	0.2%
Non-Bonus Pay-Per-Ride	5.0%	4.6%	(0.4%)
7-Day Farecard	21.7%	21.7%	(0.0%)
30-Day Farecard	<u>31.1%</u>	<u>31.4%</u>	0.3%
Total	100.0%	100.0%	

* Preliminary

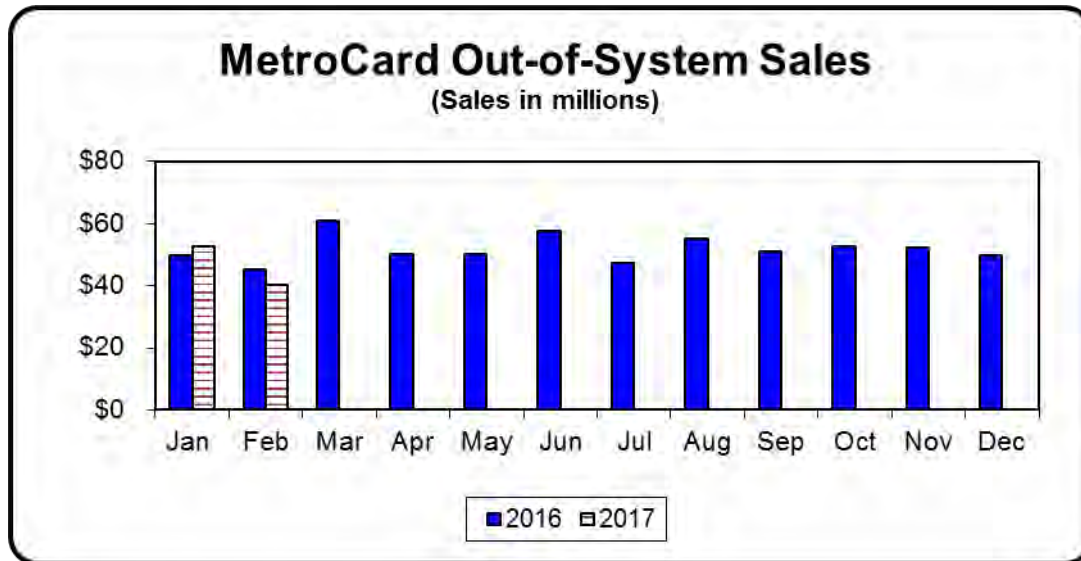
Note: Percentages may not add due to rounding.

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 February 2017 was 4,767, a 5.32 percent decrease from the same period last year. The average value of a credit issued was \$71.37.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$40.4 million in February 2017, a 10.8 percent decrease compared to February of 2016. Year to date sales totaled \$93.2 million, a 2.1 percent decrease compared to the same period last year.



Retail Sales

There were 4,273 active out-of-system sales and distribution locations for MetroCards, generating \$19.1 million in sales revenue during February 2017.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 83,360 MetroCards valued at approximately \$6.7 million were made in February 2017 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$80.50. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 111,816 for February 2017, generating an additional \$13.0 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$49.6 million, a 9.0 percent increase when compared to last year.

Mobile Sales Program

In February 2017, the Mobile Sales unit completed 168 site visits, of which 111 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$96,000 in revenue was generated. In February 2017, the Mobile Sales unit assisted and enabled 1,184 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and at the Dyer Avenue Station (Bronx).

Reduced-Fare Program

During February 2017 enrollment in the Reduced-Fare Program increased by 5,192 new customers. The total number of customers in the program is 1,068,178. Seniors account for 883,056 or 83 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 17 percent or 185,122 customers. Of those, a total of 39,201 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 \$7.1 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In February 2017, the EasyPay Reduced Fare program enrollment totaled 165,199 accounts. During the month, active EasyPay customers accounted for approximately 2.0 million subway and bus rides with \$2.0 million charged to their accounts. Each active account averaged 28 trips per month, with an average monthly bill of \$14.

EasyPay Xpress Pay-Per-Ride Program

In February 2017, the EasyPay Xpress PPR program enrollment totaled 101,620 accounts. During this month, active Xpress PPR customers accounted for approximately 1.6 million subway, express bus and local bus rides with \$4.1 million charged to their accounts. Each active account averaged 21 trips per month, with an average monthly bill of \$54.

EasyPay Xpress Unlimited Program

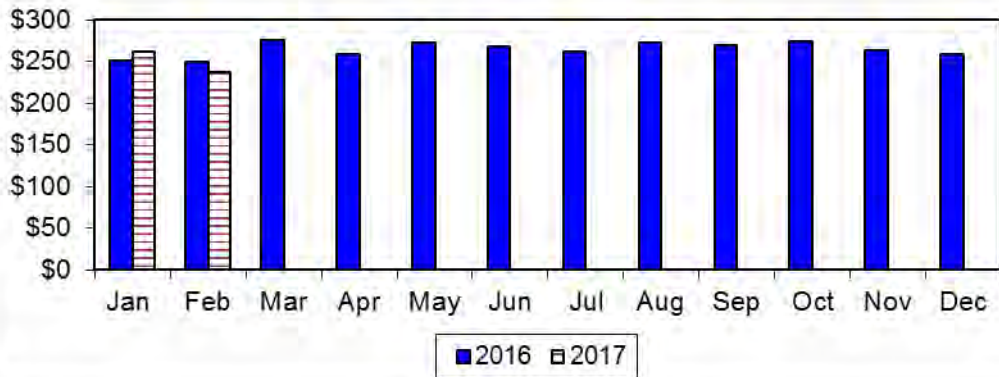
In February 2017, the EasyPay Xpress Unlimited program enrollment totaled 21,644 accounts. During this month, active Xpress Unlimited customers accounted for approximately 890,000 subway and local bus rides with \$1.9 million charged to their accounts. Each active account averaged 46 trips per month with a fixed monthly bill of \$116.50.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during February 2017 totaled \$237.0 million, on a base of 12.4 million customer transactions. This represents 2.2 percent decrease in vending machine transactions compared to the same period last year. During February 2017, MEMs accounted for 1,714,585 transactions resulting in \$47,221,185 in sales. Debit/credit card purchases accounted for 80.1 percent of total vending machine revenue, while cash purchases accounted for 19.9 percent. Debit/credit card transactions account for 56.9 percent of total vending machine transactions, while cash transactions account for 43.1 percent. The average credit sale was \$30.94, more than three times the average cash sale of \$8.79. The average debit sale was \$21.20.

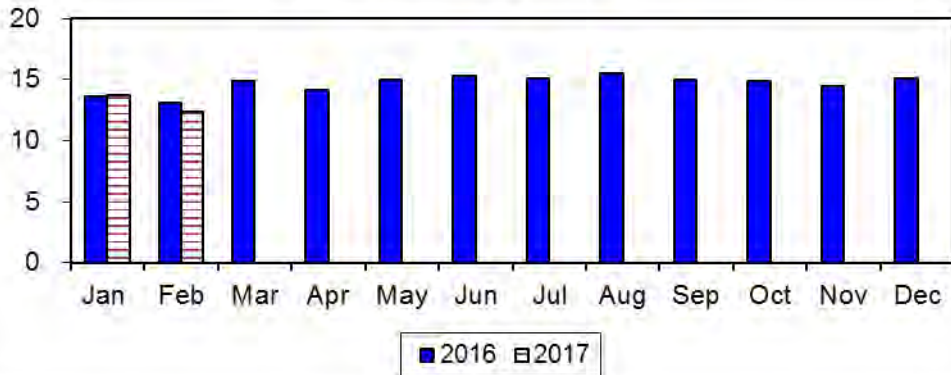
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



MTA HOMELESS OUTREACH

New York City Transit

April 2017



MTA HOMELESS OUTREACH

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

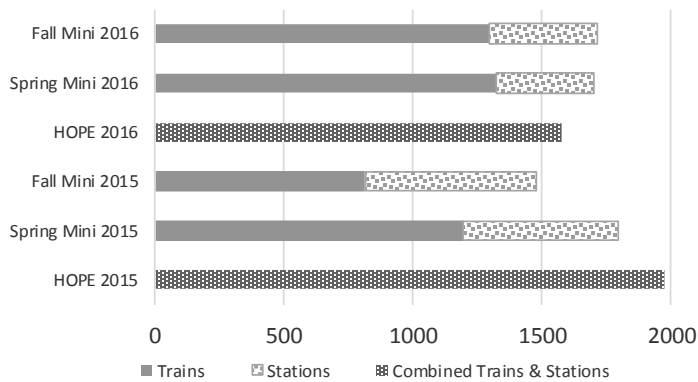


MTA HOMELESS OUTREACH

Subway Population Estimate

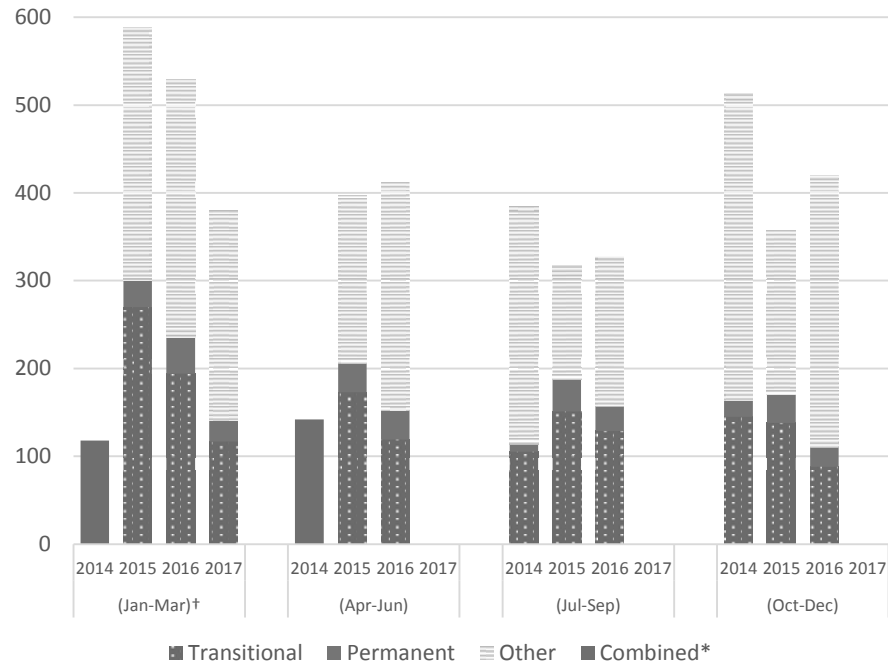
- City-Wide Hope Count February 2016:
 - 1573 (56% of total count – street plus subway)

System Wide Counts



Total Placements

NYCT Placements



*Combined placement types prior to DHS NYCT contract

† March 2017 preliminary data





MTA NEW YORK CITY TRANSIT 2016 YEAR-END REPORT SUMMARY

2016 ACCRUAL RESULTS-ACTUAL VERSUS FINAL ESTIMATE

Operating revenues exceeded the Estimate by \$9.7 million (0.2 percent). Farebox revenue was higher than the Estimate by \$2.8 million (0.1 percent), due mostly to increased expired MetroCard residual values. Other operating revenue was higher than the Estimate by \$6.9 million (1.6 percent), due primarily to increased advertising revenues.

Operating expenses, before depreciation, Other Post-Employment Benefits, GASB #68 Pension Adjustment, and Environmental Remediation), were higher than the Estimate by \$189.7 million (2.4 percent). Labor expenses were unfavorable by \$88.9 million (1.5 percent), including a significant increase in other fringe benefit expenses of \$78.7 million (15.3 percent), caused primarily by an increase in Workers' Compensation reserve requirements based on a current actuarial update. Other major account overruns included health & welfare/OPEB current expenses of \$12.7 million (1.0 percent), overtime of \$7.2 million (1.6 percent) and pension expenses of \$3.1 million (0.3 percent). Partly offsetting these overruns were favorable results in payroll expenses of \$5.4 million (0.2 percent) and reimbursable overhead credits of \$7.3 million (2.9 percent). Non-labor expenses exceeded the Estimate by \$100.8 million (6.0 percent), principally due to higher Public liability claims expenses of \$106.2 million (73.2 percent), resulting from additional reserve requirements, based on a current actuarial update. Other account overruns included other business expenses of \$4.2 million (5.5 percent), materials & supplies of \$1.6 million (0.5 percent), and fuel expenses of \$1.0 million (1.3 percent). Partly offsetting these overruns were mostly favorable results in paratransit service contract expenses of \$7.2 million (1.8 percent), and electric power expenses of \$3.7 million (1.4 percent).

Depreciation expenses were less than the Estimate by \$23.5 million (1.4 percent), due to the timing of assets reaching beneficial use. Other Post-Employment Benefit expenses were lower by \$250.8 million (17.4 percent), also based on a current actuarial update. GASB #68 Pension Expense Adjustment resulted in a credit of \$183.8 million, unfavorable to the Estimate by \$171.0 million (48.2 percent). Environmental Remediation expenses were \$9.7 million.

2016 CASH RESULTS- ACTUAL VERSUS FINAL ESTIMATE

MTA New York City Transit's net operating cash deficit (excluding subsidies and debt service) at the end of 2016 was \$2,860.1 million, \$72.0 million (2.6 percent) unfavorable to the Estimate. This net unfavorable variance consisted of \$24.6 million of favorable real variances and \$96.6 million of unfavorable timing variances, which will be offset in the 2017/2018 period. These variances are detailed in subsequent sections of this report.

**MTA NEW YORK CITY TRANSIT
2016 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2016 ACTUALS VS. FINAL ESTIMATE

Non-Reimbursable

Operating Revenues

- **Farebox Revenue.** Farebox revenue of \$4,415.0 million was \$2.8 million (0.1 percent) above the Estimate. Subway revenue was lower by \$1.6 million (less than 0.1 percent) and Bus revenue was lower by \$1.4 million (0.1 percent) due to lower than expected ridership. Fare media liability revenue, reflecting the residual values of expired MetroCards, exceeded Estimate by \$6.5 million (8.8 percent). Total 2016 ridership was 2,404.2 million, 9.4 million (0.4 percent) below the Estimate. The 2016 average non-student subway and bus fare was \$1.90, 2.9¢ (1.6 percent) higher than in 2015 due mainly to the annualization of the March 2015 fare increase.
- **Other Operating Revenue.** Other operating revenue of \$443.9 million exceeded the Estimate by \$6.9 million (1.6 percent), due mostly to higher advertising revenues, partly offset by lower paratransit Urban Tax revenues.

Operating Expenses

- **Payroll.** Payroll expenses of \$3,168.1 million were below the Estimate by \$5.4 million (0.2 percent), mainly due to vacancies, partly offset by additional sick & vacation reserve requirements.
- **Overtime.** Overtime expenses of \$464.3 million exceeded the Estimate by \$7.2 million (1.6 percent), due largely to additional bus and subway signal maintenance requirements, partly offset by the effect of more favorable December weather than anticipated in the Estimate.
- **Health & Welfare (including OPEB Current expenses).** Health & Welfare/OPEB Current expenses of \$1,250.7 million were above the Estimate by a net \$12.7 million (1.4 percent), due to additional benefit requirements.
- **Pension.** Pension expenses of \$984.2 million were higher than the Estimate by 3.1 million (0.3 percent), due primarily to higher MaBSTOA expenses.
- **Other Fringe Benefits.** Other fringe benefit costs of \$591.5 million overran the Estimate by \$78.7 million (15.3 percent), based primarily on a Workers' Compensation claims actuarial update that reflects, among other things,

higher statutory weekly payments, higher medical costs and an increase in the volume of claims.

- **Electric Power.** Power expenses of \$250.3 million underran the Estimate by \$3.7 million (1.4 percent), due mainly to lower consumption/prices.
- **Fuel.** Fuel expenses of \$78.1 million were slightly above the Estimate by \$1.0 million (1.3 percent).
- **Claims.** Public liability claims expenses of \$251.4 million exceeded the Estimate by \$106.2 million (73.2 percent), resulting primarily from additional reserve requirements, based on a current actuarial valuation. The actuarial reserve adjustment reflects, among other things, increases in the number of major cases and higher average major case disposition values.
- **Paratransit Service Contracts.** Paratransit service contract expenses of \$383.7 million were lower than the Estimate by \$7.2 million (1.8 percent), due mainly to lower completed trips and a more favorable mix of trips.
- **Maintenance Contracts.** Maintenance contract expenses of \$222.5 million were slightly below the Estimate by \$0.7 million (0.3 percent).
- **Professional Service Contracts.** Professional service contract expenses of \$134.3 million were also slightly below the Estimate by \$0.7 million (0.5 percent).
- **Materials and Supplies.** Materials and supplies expenses of \$311.9 million were above the Estimate by \$1.6 million (0.5 percent), due mostly to year-end post-closing adjustments.
- **Other Business Expenses.** Other business expenses were higher than the Estimate by \$4.2 million (5.5 percent), due largely to year-end accounting adjustments and higher MetroCard Vending Machine (MVM) credit card charges.

Reimbursable Results

Total reimbursable revenue and expense results were both \$1,215.9 million. In both cases, these results were \$13.8 million (1.1 percent) higher than the Estimate. Labor costs increased by \$25.1 million, due primarily to higher overtime work requirements and fringe costs, along with a related overhead expense increase. The non-labor expense decrease of \$11.3 million (8.9 percent) represented mostly lower maintenance material requirements than anticipated in the Estimate. Part of the overtime requirements was due to coverage for a high level of payroll vacancies.

**MTA NEW YORK CITY TRANSIT
2016 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2016 ACTUALS VS. ADOPTED BUDGET

Non-Reimbursable

Operating revenues were lower than Budget by \$32.0 million (0.7 percent).

- Farebox revenue underran Budget by \$40.2 million (0.9 percent), mainly due to lower than expected ridership, partially offset by higher than budgeted average fares and fare media liability. Subway revenue decreased by \$46.9 million (1.4 percent), bus revenue decreased by \$10.8 million (1.1 percent), and paratransit revenue was lower by \$2.1 million (10.8 percent). Fare media liability expired revenue increased by \$19.6 million (32.4 percent).
- Other operating revenue was above Budget by a net \$8.2 million (1.9 percent), including higher advertising revenue, partly offset by the unfavorable timing of student fare reimbursements.

Operating expenses were in excess of Budget by \$401.0 million (5.3 percent)

- Labor expenses were higher by \$363.6 million (6.2 percent), including a significant increase in other fringe benefit expenses of \$280.5 million (90.2 percent), caused primarily by an increase in Workers' Compensation reserve requirements, based on a current actuarial update, that reflects, among other things, higher statutory weekly payments, higher medical costs and an increase in the volume of claims. Pension expenses increased above Budget by \$100.4 million (11.4 percent), primarily reflecting NYCERS pension results, based on current actuarial information.
- Non-labor expenses surpassed Budget by a net \$37.4 million (2.1 percent). Public liability claims expenses increased by \$126.2 million (100.9 percent), due to a current actuarial update resulting in increased reserve requirements, and professional services exceeded the Budget by \$26.6 million. These increases were partly offset by underruns in electric power expenses of \$59.1 million (19.1 percent) and fuel expenses of \$33.5 million (30.0 percent), due largely to lower prices.

Reimbursable Results

Total reimbursable revenue and expense results were both \$1,215.9 million. The expense increase of \$54.8 million (4.7 percent) was due principally to higher labor costs of \$40.7 million (3.8 percent), driven mostly by increased overtime work requirements and related overhead expenses. Part of the overtime requirements was due to coverage for a high level of payroll vacancies.

MTA NEW YORK CITY TRANSIT
2016 Year-End Report
Accrual Statement of Operations by Category
2016 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

NON-REIMBURSABLE

	December 2016 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue:							
Subway	3,397.986	3,352.702	3,351.083	(46.903)	(1.4)	(1.619)	(0.0)
Bus	977.116	967.735	966.344	(10.772)	(1.1)	(1.391)	(0.1)
Paratransit	19.751	18.347	17.620	(2.131)	(10.8)	(0.727)	(4.0)
Fare Media Liability	60.400	73.500	79.993	19.593	32.4	6.493	8.8
Total Farebox Revenue	4,455.253	4,412.284	4,415.040	(40.213)	(0.9)	2.756	0.1
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	84.016	0.000	-	0.000	-
Paratransit Reimbursement	191.981	182.910	178.877	(13.104)	(6.8)	(4.033)	(2.2)
Other	159.704	170.060	181.014	21.310	13.3	10.954	6.4
Total Other Operating Revenue	435.701	436.986	443.907	8.206	1.9	6.921	1.6
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	4,890.954	4,849.270	4,858.947	(32.007)	(0.7)	9.677	0.2
Expenses							
Labor:							
Payroll	3,190.494	3,173.448	3,168.098	22.396	0.7	5.350	0.2
Overtime	431.696	457.128	464.337	(32.641)	(7.6)	(7.209)	(1.6)
Total Salaries & Wages	3,622.190	3,630.576	3,632.435	(10.245)	(0.3)	(1.859)	(0.1)
Health and Welfare	824.377	840.170	829.974	(5.597)	(0.7)	10.196	1.2
OPEB Current Payment	429.574	397.823	420.715	8.859	2.1	(22.892)	(5.8)
Pensions	883.756	981.142	984.192	(100.436)	(11.4)	(3.050)	(0.3)
Other Fringe Benefits	311.071	512.895	591.545	(280.474)	(90.2)	(78.650)	(15.3)
Total Fringe Benefits	2,448.778	2,732.030	2,826.426	(377.648)	(15.4)	(94.396)	(3.5)
Reimbursable Overhead	(238.534)	(255.506)	(262.840)	24.306	10.2	7.334	2.9
Total Labor Expenses	5,832.434	6,107.100	6,196.021	(363.587)	(6.2)	(88.921)	(1.5)
Non-Labor:							
Electric Power	309.334	253.919	250.256	59.078	19.1	3.663	1.4
Fuel	111.557	77.111	78.076	33.481	30.0	(0.965)	(1.3)
Insurance	77.779	73.381	73.427	4.352	5.6	(0.046)	(0.1)
Claims	125.145	145.145	251.372	(126.227)	(100.9)	(106.227)	(73.2)
Paratransit Service Contracts	406.636	390.884	383.704	22.932	5.6	7.180	1.8
Maintenance and Other Operating Contracts	218.500	223.240	222.509	(4.009)	(1.8)	0.731	0.3
Professional Service Contracts	107.755	135.010	134.344	(26.589)	(24.7)	0.666	0.5
Materials & Supplies	312.226	310.263	311.856	0.370	0.1	(1.593)	(0.5)
Other Business Expenses	79.150	75.734	79.921	(0.771)	(1.0)	(4.187)	(5.5)
Total Non-Labor Expenses	1,748.082	1,684.687	1,785.465	(37.383)	(2.1)	(100.778)	(6.0)
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses Before GASB Adjs.	7,580.516	7,791.787	7,981.486	(400.970)	(5.3)	(189.699)	(2.4)
Depreciation	1,688.144	1,728.062	1,704.550	(16.406)	(1.0)	23.512	1.4
Other Post Employment Benefits	1,680.911	1,443.361	1,192.543	488.368	29.1	250.818	17.4
GASB 68 Pension Adjustment	0.000	(354.784)	(183.805)	183.805	-	(170.979)	48.2
Environmental Remediation	0.000	0.000	9.662	(9.662)	-	(9.662)	-
Total Expenses	10,949.571	10,608.426	10,704.436	245.135	2.2	(96.010)	(0.9)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(6,058.617)	(5,759.156)	(5,845.489)	213.128	3.5	(86.333)	(1.5)

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
2016 Year-End Report
Accrual Statement of Operations by Category
2016 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

REIMBURSABLE

	December 2016 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	1,161.078	1,202.050	1,215.852	54.774	4.7	13.802	1.1
Total Revenue	1,161.078	1,202.050	1,215.852	54.774	4.7	13.802	1.1
Expenses							
Labor:							
Payroll	481.726	451.288	447.544	34.182	7.1	3.744	0.8
Overtime	98.346	138.746	153.059	(54.713)	(55.6)	(14.313)	(10.3)
Total Salaries & Wages	580.072	590.034	600.603	(20.531)	(3.5)	(10.569)	(1.8)
Health and Welfare	21.903	21.507	22.444	(0.541)	(2.5)	(0.937)	(4.4)
OPEB Current Payment	9.131	7.766	7.940	1.191	-	(0.174)	-
Pensions	28.947	23.074	24.329	4.618	16.0	(1.255)	(5.4)
Other Fringe Benefits	180.741	177.039	181.914	(1.173)	(0.6)	(4.875)	(2.8)
Total Fringe Benefits	240.722	229.386	236.627	4.095	1.7	(7.241)	(3.2)
Reimbursable Overhead	238.534	255.506	262.840	(24.306)	(10.2)	(7.334)	(2.9)
Total Labor Expenses	1,059.328	1,074.926	1,100.070	(40.742)	(3.8)	(25.144)	(2.3)
Non-Labor:							
Electric Power	0.252	0.252	0.549	(0.297)	(117.9)	(0.297)	(117.9)
Fuel	0.000	0.000	0.020	(0.020)	-	(0.020)	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	29.513	33.208	35.883	(6.370)	(21.6)	(2.675)	(8.1)
Professional Service Contracts	7.603	12.092	14.192	(6.589)	(86.7)	(2.100)	(17.4)
Materials & Supplies	64.424	79.665	62.503	1.921	3.0	17.162	21.5
Other Business Expenses	(0.042)	1.907	2.635	(2.677)	6,373.8	(0.728)	(38.2)
Total Non-Labor Expenses	101.750	127.124	115.782	(14.032)	(13.8)	11.342	8.9
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	1,161.078	1,202.050	1,215.852	(54.774)	(4.7)	(13.802)	(1.1)
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	0.000	0.000	0.000	0.000	-	0.000	-

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
2016 Year-End Report
Accrual Statement of Operations by Category
2016 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

NON-REIMBURSABLE & REIMBURSABLE	December 2016 Year-to-Date			Favorable/(Unfavorable) Variance			
	<u>Adopted</u>	<u>Final</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>Budget</u>	<u>Estimate</u>		<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Revenue							
Farebox Revenue:							
Subway	3,397.986	3,352.702	3,351.083	(46.903)	(1.4)	(1.619)	(0.0)
Bus	977.116	967.735	966.344	(10.772)	(1.1)	(1.391)	(0.1)
Paratransit	19.751	18.347	17.620	(2.131)	(10.8)	(0.727)	(4.0)
Fare Media Liability	60.400	73.500	79.993	19.593	32.4	6.493	8.8
Total Farebox Revenue	4,455.253	4,412.284	4,415.040	(40.213)	(0.9)	2.756	0.1
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	84.016	0.000	-	0.000	-
Paratransit Reimbursement	191.981	182.910	178.877	(13.104)	(6.8)	(4.033)	(2.2)
Other	159.704	170.060	181.014	21.310	13.3	10.954	6.4
Total Other Operating Revenue	435.701	436.986	443.907	8.206	1.9	6.921	1.6
Capital and Other Reimbursements	1,161.078	1,202.050	1,215.852	54.774	4.7	13.802	1.1
Total Revenue	6,052.032	6,051.320	6,074.799	22.767	0.4	23.479	0.4
Expenses							
Labor:							
Payroll	3,672.220	3,624.736	3,615.642	56.578	1.5	9.094	0.3
Overtime	530.042	595.874	617.396	(87.354)	(16.5)	(21.522)	(3.6)
Total Salaries & Wages	4,202.262	4,220.610	4,233.038	(30.776)	(0.7)	(12.428)	(0.3)
Health and Welfare	846.280	861.677	852.418	(6.138)	(0.7)	9.259	1.1
OPEB Current Payment	438.705	405.589	428.655	10.050	2.3	(23.066)	(5.7)
Pensions	912.703	1,004.216	1,008.521	(95.818)	(10.5)	(4.305)	(0.4)
Other Fringe Benefits	491.812	689.934	773.459	(281.647)	(57.3)	(83.525)	(12.1)
Total Fringe Benefits	2,689.500	2,961.416	3,063.053	(373.553)	(13.9)	(101.637)	(3.4)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	6,891.762	7,182.026	7,296.091	(404.329)	(5.9)	(114.065)	(1.6)
Non-Labor:							
Electric Power	309.586	254.171	250.805	58.781	19.0	3.366	1.3
Fuel	111.557	77.111	78.096	33.461	30.0	(0.985)	(1.3)
Insurance	77.779	73.381	73.427	4.352	5.6	(0.046)	(0.1)
Claims	125.145	145.145	251.372	(126.227)	(100.9)	(106.227)	(73.2)
Paratransit Service Contracts	406.636	390.884	383.704	22.932	5.6	7.180	1.8
Maintenance and Other Operating Contracts	248.013	256.448	258.392	(10.379)	(4.2)	(1.944)	(0.8)
Professional Service Contracts	115.358	147.102	148.536	(33.178)	(28.8)	(1.434)	(1.0)
Materials & Supplies	376.650	389.928	374.359	2.291	0.6	15.569	4.0
Other Business Expenses	79.108	77.641	82.556	(3.448)	(4.4)	(4.915)	(6.3)
Total Non-Labor Expenses	1,849.832	1,811.811	1,901.247	(51.415)	(2.8)	(89.436)	(4.9)
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses Before GASB Adjs.	8,741.594	8,993.837	9,197.338	(455.744)	(5.2)	(203.501)	(2.3)
Depreciation	1,688.144	1,728.062	1,704.550	(16.406)	(1.0)	23.512	1.4
Other Post Employment Benefits	1,680.911	1,443.361	1,192.543	488.368	29.1	250.818	17.4
GASB 68 Pension Adjustment	0.000	(354.784)	(183.805)	183.805	-	(170.979)	48.2
Environmental Remediation	0.000	0.000	9.662	(9.662)	-	(9.662)	-
Total Expenses	12,110.649	11,810.476	11,920.288	190.361	1.6	(109.812)	(0.9)
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(6,058.617)	(5,759.156)	(5,845.489)	213.128	3.5	(86.333)	(1.5)

MTA
New York City Transit
2016 Year-End
2016 Adopted Budget and Final Estimate vs. Actual
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2016 Adopted Budget		2016 Final Estimate		Actuals		2016 Adopted vs. Actuals		2016 Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
							Var. - Fav./(Unfav)		Var. - Fav./(Unfav)	
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u>	4,053,893	\$128.211	4,151,183	\$131.529	4,080,774	\$129.850	(26,881)	(\$1.639) (1.3%)	70,408	\$1.679 1.3%
<u>Unscheduled Service</u>	3,738,569	\$121.596	4,176,513	\$133.899	4,019,809	\$130.068	(281,241)	(\$8.472) (7.0%)	156,704	\$3.830 2.9%
<u>Programmatic/Routine Maintenance</u>	4,055,220	\$140.374	3,802,803	\$134.636	4,375,682	\$149.477	(320,462)	(\$9.103) (6.5%)	(572,878)	(\$14.841) (11.0%)
<u>Unscheduled Maintenance</u>	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000 0.0%	-	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	496,920	\$15.466	724,289	\$23.712	772,442	\$25.466	(275,522)	(\$10.000) (64.7%)	(48,154)	(\$1.754) (7.4%)
<u>Weather Emergencies</u>	523,133	\$17.349	739,771	\$24.933	624,799	\$21.268	(101,666)	(\$3.919) (22.6%)	114,972	\$3.665 14.7%
<u>Safety/Security/Law Enforcement</u>	134,875	\$3.901	128,419	\$3.708	129,200	\$3.575	5,675	\$0.327 8.4%	(780)	\$0.133 3.6%
<u>Other</u>	159,576	\$4.799	156,706	\$4.711	132,815	\$4.632	26,761	\$0.167 3.5%	23,890	\$0.079 1.7%
Sub-Total	13,162,186	\$431.696	13,879,683	\$457.128	14,135,521	\$464.337	(973,335)	(\$32.641) (7.6%)	(255,838)	(\$7.209) (1.6%)
REIMBURSABLE OVERTIME	2,909,194	\$98.347	4,050,175	\$138.746	4,385,998	\$153.059	(1,476,804)	(\$54.712) (55.6%)	(335,823)	(\$14.313) (10.3%)
TOTAL NR & R OVERTIME	16,071,380	\$530.043	17,929,859	\$595.874	18,521,520	\$617.396	(2,450,140)	(\$87.353) (16.5%)	(591,661)	(\$21.522) (3.6%)

* Above 100%

**MTA NEW YORK CITY TRANSIT
2016 YEAR-END REPORT
EXPLANATIONS OF OPERATING CASH RECEIPTS AND EXPENDITURE
VARIANCES**

2016 ACTUALS VS. FINAL ESTIMATE

Operating Receipts

- **Farebox Receipts.** Farebox revenue receipts of \$4,426.4 million were higher than the Estimate by a favorable real variance of \$13.9 million (0.3 percent), due mostly to an increase in the total value of fares paid but not used.
- **Other Operating Receipts.** Receipts of \$323.5 million were lower than the Estimate by \$11.7 million (3.5 percent), due mostly to the unfavorable timing of student fare reimbursements to be received in 2017.

Operating Expenditures

- **Total Salaries & Wages.** Salary & wage expenditures of \$3,602.6 million exceeded the Estimate by \$7.1 million (0.2 percent), including an \$8.3 million real overrun, due mainly to higher overtime requirements, and a favorable timing variance of \$1.2 million.
- **Health and Welfare.** Health and welfare expenditures (including OPEB current payments) of \$1,227.1 million were below the Estimate by \$4.0 million (0.3 percent), including a \$1.7 million real underrun, partly offset by the favorable timing of \$2.3 million representing a health benefit carrier payment lag.
- **Pension.** Pension expenditures of \$984.4 million were in excess of the Estimate by a real \$3.2 million, due largely to higher MaBSTOA pension requirements.
- **Other Fringe Benefits.** Other fringe benefit expenditures of \$284.3 million underran the Estimate by \$8.4 million (2.9 percent). This variance was comprised of a real favorable variance of \$9.0 million, due mostly to favorable fringe benefit overhead credits, resulting from higher reimbursable labor requirements, and an unfavorable timing variance of \$0.7 million.
- **Reimbursable Overhead Credits.** Reimbursable overhead credits of \$262.8 million exceeded the Estimate by \$7.3 million (2.9 percent), due mainly to higher reimbursable labor requirements.
- **Electric Power.** Power operating expenditures of \$249.6 million underran the Estimate by a favorable real variance of \$4.3 million (1.7 percent).

- **Fuel.** Fuel operating expenditures of \$76.9 million underran the Estimate by a favorable real variance of \$0.3 million (0.4 percent).
- **Insurance.** Insurance expenditures of \$71.4 million were below the Estimate by a favorable real \$1.1 million (1.5 percent).
- **Claims.** Claims expenditures of \$119.1 million exceeded the Estimate by a real \$7.6 million (6.8 percent), due to a higher level of case payouts than anticipated in the Estimate.
- **Paratransit Service Contracts.** Paratransit service contract expenditures of \$379.0 million were \$9.9 million (2.5 percent) below the Estimate, including \$7.6 million of real savings resulting from lower completed trips and a favorable timing variance of \$2.3 million, due to a payment lag.
- **Maintenance and Other Operating Contracts.** Maintenance contract expenditures of \$223.5 million were \$13.7 million (5.8 percent) below the Estimate, including a favorable real variance of \$9.6 million representing mainly maintenance & repair expenditure underruns, and a favorable timing variance of \$4.2 million, mostly attributable to a payment lag and the timing of vehicle purchases.
- **Professional Service Contracts.** Professional service contract expenditures of \$134.8 million surpassed the Estimate by \$3.8 million (2.9 percent), including an unfavorable real variance of \$10.8 million involving additional Information-Technology payment requirements, and a favorable timing variance of \$7.0 million, due primarily to an interagency payment lag with MTA and the timing of various project work.
- **Materials & Supplies.** Materials & supplies expenditures of \$294.0 million overran the Estimate by a net \$2.7 million (0.9 percent). This variance included a favorable real variance of \$3.8 million representing increased scrap and surplus sales and an unfavorable timing variance of \$6.5 million, due to operating funding of reimbursable project work awaiting capital reimbursement and reclassification to reimbursable expenses.
- **Other Business Expenditures.** Other business expenditures of \$78.4 million were \$2.6 million (3.5 percent) above the Estimate on a real spending basis.

Reimbursable Cash Results-Reimbursements Net of Expenditures

Actual capital reimbursements net of expenditures were unfavorable by \$96.2 million versus the Estimate, including an unfavorable real variance of \$0.7 million and an unfavorable timing variance of \$95.5 million now projected to be reimbursed in 2017 and 2018.

MTA NEW YORK CITY TRANSIT
2016 YEAR-END REPORT
2016 OPERATING CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	Final	Actual	Favorable/(Unfavorable) Variance		
	Estimate		Total	Real	Timing
	\$	\$	\$	\$	\$
Operating Receipts					
Farebox Revenue	4,412.5	4,426.4	13.9	13.9	0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:					
Fare Reimbursement	99.0	84.1	(15.0)	0.0	(15.0)
Paratransit Reimbursement	183.2	182.4	(0.8)	(6.8)	6.0
Other	53.0	57.0	4.0	4.0	0.0
Total Other Operating Revenue	335.2	323.5	(11.7)	(2.7)	(9.0)
Total Operating Receipts	4,747.7	4,749.9	2.2	11.1	(9.0)
Operating Expenditures					
Labor:					
Total Salaries & Wages	3,595.5	3,602.6	(7.1)	(8.3)	1.2
Health and Welfare (including OPEB)	1,231.1	1,232.3	(1.1)	(3.5)	2.3
Pensions	981.1	984.1	(3.0)	(3.0)	0.0
Other Fringe Benefits	292.6	279.3	13.3	14.0	(0.7)
Total Fringe Benefits	2,504.9	2,495.7	9.2	7.5	1.7
GASB Account	0.0	0.0	0.0	0.0	0.0
Reimbursable Overhead	(255.5)	(262.8)	7.3	9.3	(2.0)
Total Labor Expenditures	5,844.8	5,835.4	9.4	8.5	0.9
Non-Labor:					
Electric Power	253.9	249.6	4.3	4.3	0.0
Fuel	77.1	76.9	0.3	0.3	0.0
Insurance	72.5	71.4	1.1	1.1	0.0
Claims	111.5	119.1	(7.6)	(7.6)	0.0
Paratransit Service Contracts	388.9	379.0	9.9	7.6	2.3
Maintenance and Other Operating Contracts	237.2	223.5	13.7	9.6	4.2
Professional Service Contracts	131.0	134.8	(3.8)	(10.8)	7.0
Materials & Supplies	291.3	294.0	(2.7)	3.8	(6.5)
Other Business Expenses	75.7	78.4	(2.6)	(2.6)	0.0
Total Non-Labor Expenditures	1,639.2	1,626.7	12.6	5.6	7.0
Other Expenditure Adjustments:					
Other	0.0	0.0	0.0	0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0	0.0	0.0
Total Operating Expenditures	7,484.1	7,462.1	22.0	14.1	7.8
Capital and Other Reimbursements	1,150.3	1,068.0	(82.4)	27.6	(110.0)
Capital and Other Reimbursable Expenditures	1,202.1	1,215.9	(13.8)	(28.3)	14.5
Net Capital and Other Reimbursements	(51.7)	(147.9)	(96.2)	(0.7)	(95.5)
Net Cash Deficit	(2,788.1)	(2,860.1)	(72.0)	24.6	(96.6)

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
2016 Year-End Report
Cash Receipts and Expenditures
2016 Adopted Budget and Final Estimate vs Actual
(\$ in millions)

	December 2016 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Receipts							
Farebox Revenue	4,455.453	4,412.484	4,426.346	(29.107)	(0.7)	13.862	0.3
Other Operating Revenue:							
Fare Reimbursement	54.016	99.016	84.052	30.036	55.6	(14.964)	(15.1)
Paratransit Reimbursement	192.252	183.189	182.410	(9.842)	(5.1)	(0.779)	(0.4)
Other	48.173	53.004	57.047	8.874	18.4	4.043	7.6
Total Other Operating Revenue	294.441	335.209	323.509	29.068	9.9	(11.700)	(3.5)
Capital and Other Reimbursements	1,191.664	1,150.346	1,067.981	(123.683)	(10.4)	(82.365)	(7.2)
Total Receipts	5,941.558	5,898.039	5,817.836	(123.722)	(2.1)	(80.203)	(1.4)
Expenditures							
Labor:							
Payroll	3,631.820	3,589.612	3,585.777	46.043	1.3	3.835	0.1
Overtime	530.042	595.874	617.396	(87.354)	(16.5)	(21.522)	(3.6)
Total Salaries & Wages	4,161.862	4,185.486	4,203.173	(41.311)	(1.0)	(17.687)	(0.4)
Health and Welfare	839.394	854.792	835.906	3.488	0.4	18.886	2.2
OPEB Current Payment	438.706	405.590	428.655	10.051	2.3	(23.065)	(5.7)
Pensions	919.772	1,004.215	1,008.599	(88.827)	(9.7)	(4.384)	(0.4)
Other Fringe Benefits	457.775	469.686	459.220	(1.445)	(0.3)	10.466	2.2
Total Fringe Benefits	2,655.647	2,734.283	2,732.380	(76.733)	(2.9)	1.903	0.1
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	6,817.509	6,919.769	6,935.553	(118.044)	(1.7)	(15.784)	(0.2)
Non-Labor:							
Electric Power	309.586	254.171	250.143	59.443	19.2	4.028	1.6
Fuel	111.557	77.111	76.870	34.687	31.1	0.241	0.3
Insurance	77.321	72.456	71.364	5.957	7.7	1.092	1.5
Claims	112.360	111.544	119.113	(6.753)	(6.0)	(7.569)	(6.8)
Paratransit Service Contracts	404.636	388.884	378.960	25.676	6.3	9.924	2.6
Maintenance and Other Operating Contracts	258.713	270.449	259.401	(0.688)	(0.3)	11.048	4.1
Professional Service Contracts	103.358	143.128	149.039	(45.681)	(44.2)	(5.911)	(4.1)
Materials & Supplies	360.163	370.981	356.538	3.625	1.0	14.443	3.9
Other Business Expenses	79.108	77.640	80.995	(1.887)	(2.4)	(3.355)	(4.3)
Total Non-Labor Expenditures	1,816.802	1,766.364	1,742.423	74.379	4.1	23.941	1.4
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	8,634.311	8,686.133	8,677.976	(43.665)	(0.5)	8.157	0.1
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(2,692.753)	(2,788.094)	(2,860.140)	(167.387)	(6.2)	(72.046)	(2.6)

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
2016 Year-End Report
Cash Conversion (Cash Flow Adjustments)
2016 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	December 2016 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Receipts							
Farebox Revenue	0.200	0.200	11.306	11.106	5,553.0	11.106	5,553.0
Other Operating Revenue:							
Fare Reimbursement	(30.000)	15.000	0.036	30.036	-	(14.964)	-
Paratransit Reimbursement	0.271	0.279	3.533	3.262	1,203.7	3.254	1,166.3
Other	(111.531)	(117.056)	(123.967)	(12.436)	11.2	(6.911)	5.9
Total Other Operating Revenue	(141.260)	(101.777)	(120.398)	20.862	(14.8)	(18.621)	18.3
Capital and Other Reimbursements	30.586	(51.704)	(147.871)	(178.457)	(583.5)	(96.167)	(186.0)
Total Receipts	(110.474)	(153.281)	(256.963)	(146.489)	132.6	(103.682)	(67.6)
Expenditures							
Labor:							
Payroll	40.400	35.124	29.865	(10.535)	(26.1)	(5.259)	(15.0)
Overtime	0.000	0.000	0.000	0.000	-	0.000	-
Total Salaries & Wages	40.400	35.124	29.865	(10.535)	(26.1)	(5.259)	(15.0)
Health and Welfare	6.886	6.885	16.512	9.626	139.8	9.627	(139.8)
OPEB Current Payment	(0.001)	(0.001)	0.000	0.001	-	0.001	-
Pensions	(7.069)	0.001	(0.078)	6.991	(98.9)	(0.079)	(7,900.0)
Other Fringe Benefits	34.037	220.248	314.239	280.202	823.2	93.991	42.7
Total Fringe Benefits	33.853	227.133	330.673	296.820	876.8	103.540	45.6
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	74.253	262.257	360.538	286.285	385.6	98.281	37.5
Non-Labor:							
Electric Power	0.000	0.000	0.662	0.662	-	0.662	-
Fuel	0.000	0.000	1.226	1.226	-	1.226	-
Insurance	0.458	0.925	2.063	1.605	(350.4)	1.138	123.0
Claims	12.785	33.601	132.259	119.474	934.5	98.658	293.6
Paratransit Service Contracts	2.000	2.000	4.744	2.744	(137.2)	2.744	137.2
Maintenance and Other Operating Contracts	(10.700)	(14.001)	(1.009)	9.691	90.6	12.992	92.8
Professional Service Contracts	12.000	3.974	(0.503)	(12.503)	(104.2)	(4.477)	(112.7)
Materials & Supplies	16.487	18.947	17.821	1.334	8.1	(1.126)	5.9
Other Business Expenses	0.000	0.001	1.561	1.561	-	1.560	-
Total Non-Labor Expenditures	33.030	45.447	158.824	125.794	380.8	113.377	249.5
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures Before GASB Adjs.	107.283	307.704	519.362	412.079	384.1	211.658	68.8
Depreciation	1,688.144	1,728.062	1,704.550	16.406	1.0	(23.512)	(1.4)
Other Post Employment Benefits	1,680.911	1,443.361	1,192.543	(488.368)	(29.1)	(250.818)	(17.4)
GASB 68 Pension Adjustment	0.000	(354.784)	(183.805)	(183.805)	-	170.979	(48.2)
Environmental Remediation	0.000	0.000	9.662	9.662	-	9.662	-
Total Expenditures	3,476.338	3,124.343	3,242.312	(234.026)	(6.7)	117.969	3.8
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	3,365.864	2,971.062	2,985.349	(380.515)	(11.3)	14.287	0.5

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
2016 YEAR-END REPORT
2016 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
<u>Receipts</u>					
Farebox Revenue	\$4,412.5	\$4,426.3	\$13.9	\$13.9	\$0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	335.2	323.5	(11.7)	(2.7)	(9.0)
Capital and Other Reimbursements	1,150.3	1,068.0	(82.4)	27.6	(110.0)
Total Receipts	5,898.0	5,817.8	(80.2)	38.7	(118.9)
<u>Expenditures</u>					
Labor:					
Payroll	3,589.6	3,585.8	3.8	0.0	3.8
Overtime	595.9	617.4	(21.5)	(21.5)	0.0
Health and Welfare	854.8	834.0	20.8	18.5	2.3
OPEB Current Payment	405.6	428.7	(23.1)	(23.1)	0.0
Pensions	1,004.2	1,008.5	(4.3)	(4.3)	0.0
Other Fringe Benefits	469.7	461.2	8.5	8.2	0.3
GASB Account	0.0	0.0	0.0	0.0	0.0
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	6,919.8	6,935.6	(15.8)	(22.2)	6.4
Non-Labor:					
Electric Power	254.2	250.1	4.0	4.0	0.0
Fuel	77.1	76.9	0.2	0.2	0.0
Insurance	72.5	71.4	1.1	1.1	0.0
Claims	111.5	119.1	(7.6)	(7.6)	0.0
Paratransit Service Contracts	388.9	379.0	9.9	7.6	2.3
Maintenance and Other Operating Contracts	270.4	259.4	11.0	6.9	4.2
Professional Service Contracts	143.1	149.0	(5.9)	(14.8)	8.9
Materials & Supplies	371.0	356.5	14.4	13.8	0.6
Other Business Expenses	77.6	81.0	(3.4)	(3.4)	0.0
Total Non-Labor Expenditures	1,766.4	1,742.4	23.9	8.0	15.9
Other Expenditure Adjustments:					
Other	0.0	0.0	0.0	0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0	0.0	0.0
Total Expenditures	8,686.1	8,678.0	8.2	(14.2)	22.3
Baseline Net Cash Deficit	(\$2,788.1)	(\$2,860.1)	(\$72.0)	\$24.5	(\$96.6)

Totals may not agree due to rounding.
Results are subject to audit

**MTA NEW YORK CITY TRANSIT
2016 YEAR-END REPORT
EXPLANATION OF VARIANCES IN RIDERSHIP (UTILIZATION)**

Ridership

2016 total ridership (subway, bus, and paratransit combined) of 2.40 billion was 0.4 percent lower (9.4 million trips) than the Final Estimate. Subway ridership was 0.3 percent (5.3 million trips) below the Estimate, bus ridership was 0.6 percent (4.1 million trips) below the Estimate, and paratransit ridership was 0.5 percent (less than 0.1 million trips) below the Estimate.

2016 total ridership was 2.8 percent (68.3 million trips) below the 2016 Adopted Budget. Subway ridership was 2.5 percent (44.8 million trips) below Budget, bus ridership was 3.4 percent (22.8 million trips) below Budget, and paratransit ridership was 6.6 percent (0.6 million trips) below Budget.

2016 total ridership was 0.7 percent (17.9 million trips) below 2015 ridership.

Annual Ridership by Mode

2016 subway ridership was 1.757 billion. Subway ridership decreased 0.3 percent (5.8 million trips) from 2015 to 2016. Since 1996, annual subway ridership has increased 58.3%.

2016 bus ridership was 638.4 million, a decrease of 1.9 percent (12.3 million trips) from 2015. From 1996 to 2016, annual bus ridership increased 33.0 percent, with a 57.2 percent increase between 1997 and 2002 as a result of MetroCard fare incentives, including elimination of 2-fare zones which had a larger percentage impact on buses than subway. Since 2002, bus ridership has declined 15.4 percent.

2016 paratransit ridership was 8.9 million, an increase of 1.2 percent (0.1 million trips) from 2015. Paratransit ridership increased steeply until tightened management controls were instituted in 2010, and has remained approximately level since then.

Weekday and Weekend Ridership

Average weekday total ridership (subway, bus, and paratransit combined) decreased by 0.3 percent from 2015 to 2016. Average weekday subway ridership increased 0.1 percent, average weekday bus ridership decreased 1.6 percent, and average weekday paratransit ridership increased 1.8 percent.

Average weekend total ridership (Saturday and Sunday combined) decreased 3.4 percent. Average weekend subway ridership decreased 3.1 percent, average weekend bus ridership decreased 4.2 percent, and average weekend paratransit ridership decreased 1.2 percent.

NYC Transit Average Weekday and Weekend Ridership (Thousands)

	Weekday			Weekend (Saturday + Sunday)		
	2015	2016	Change	2015	2016	Change
Subway	5,651	5,656	+0.1%	5,943	5,758	-3.1%
Bus	2,070	2,038	-1.6%	2,274	2,179	-4.2%
Paratransit	28	28	+1.8%	34	33	-1.2%
Total	7,749	7,722	-0.3%	8,250	7,970	-3.4%

Note: Totals may not add due to rounding

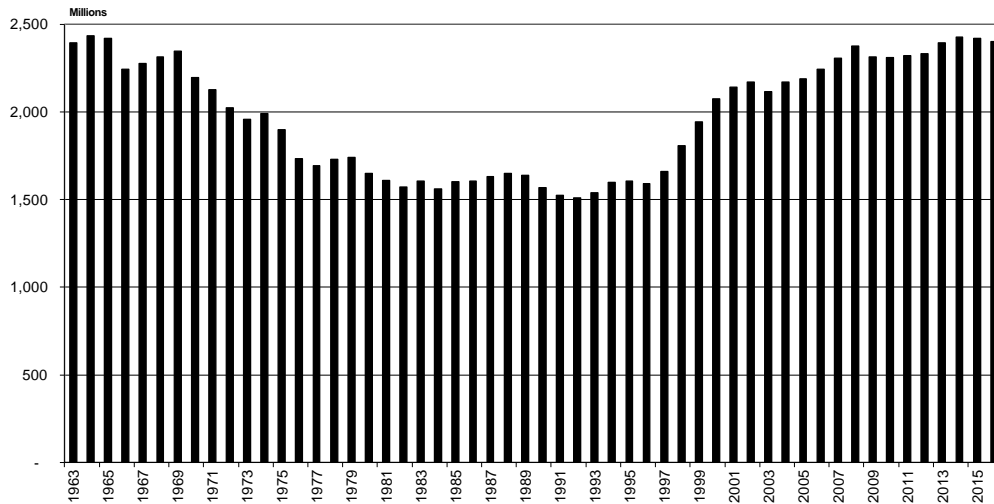
MTA NEW YORK CITY TRANSIT
2016 Year-End Report
Ridership (Utilization)
 (ridership in millions)

	<u>December 2016 Year-to-Date</u>			<u>Favorable/(Unfavorable)</u>			
	<u>Adopted</u>	<u>Final</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>Budget</u>	<u>Estimate</u>		<u>Variance</u>	<u>Percent</u>	<u>Variance</u>	<u>Percent</u>
Subway	1,801.642	1,762.082	1,756.815	(44.827)	(2.5%)	(5.267)	(0.3%)
Bus	661.215	642.499	638.413	(22.802)	(3.4%)	(4.086)	(0.6%)
Paratransit	9.573	8.983	8.938	(0.635)	(6.6%)	(0.045)	(0.5%)
Total Utilization	2,472.430	2,413.564	2,404.166	(68.264)	(2.8%)	(9.398)	(0.4%)

Notes: Paratransit ridership includes guests and personal care attendants.

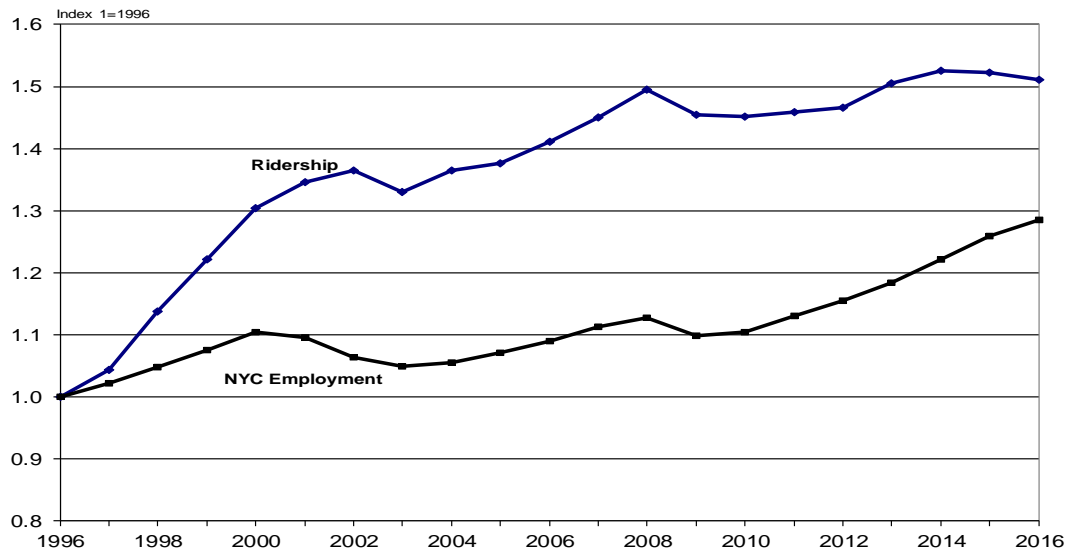
Totals may not add due to rounding.

Chart 1: Annual NYC Transit Ridership



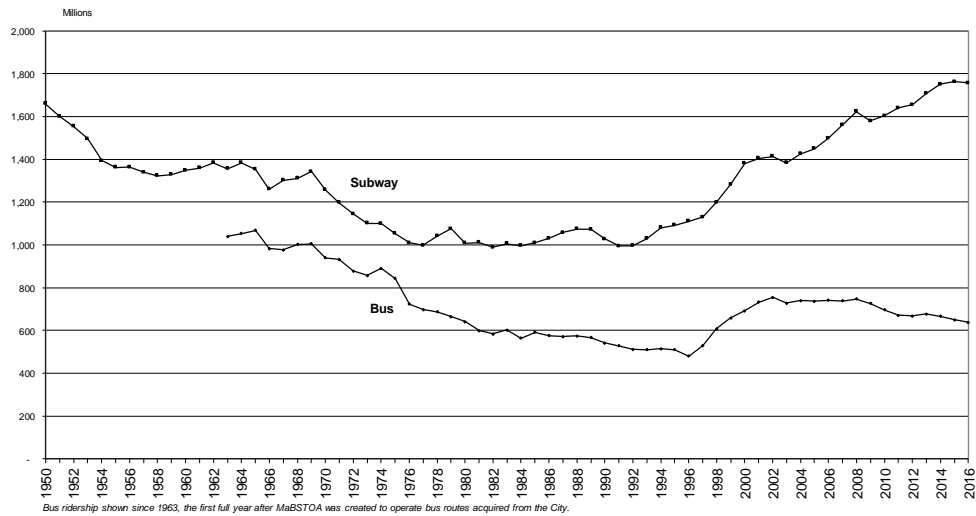
2016 ridership remains near levels not seen since 1965. Compared to its low point in 1992, ridership increased 59.4 percent, including a period of rapid growth following the introduction of fare incentives and free bus to subway transfers in 1997 and 1998.

Chart 2: NYC Employment and Total Ridership Index



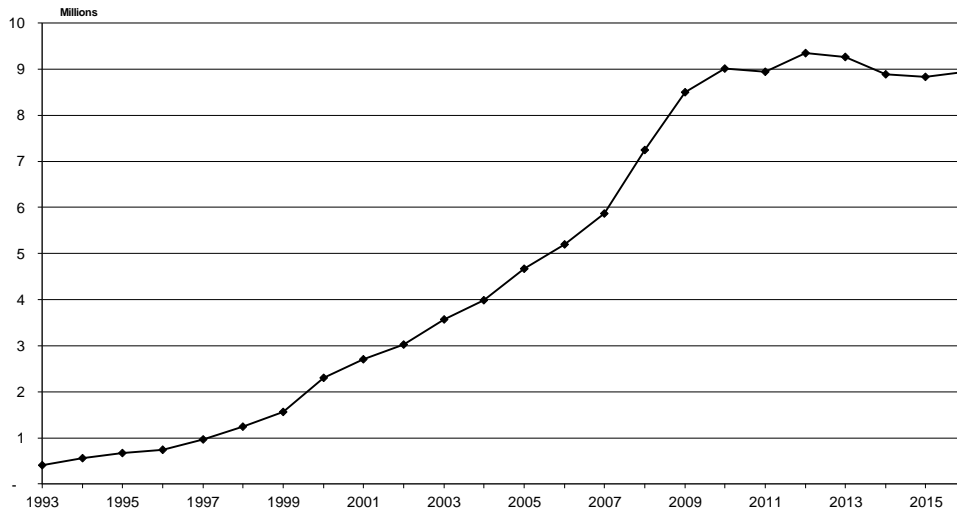
New York City employment has historically been an important factor in ridership changes. Ridership decreased in 2003 and 2009 due at least in part to declining employment. However, ridership growth outpaced employment growth by a wide margin between 1996 and 2002, and to a lesser extent between 2003 and 2008. Employment has increased 17.0 percent since the 2009 recession, compared to an 11.2 percent increase in subway ridership.

Chart 3: Annual Subway and Bus Ridership



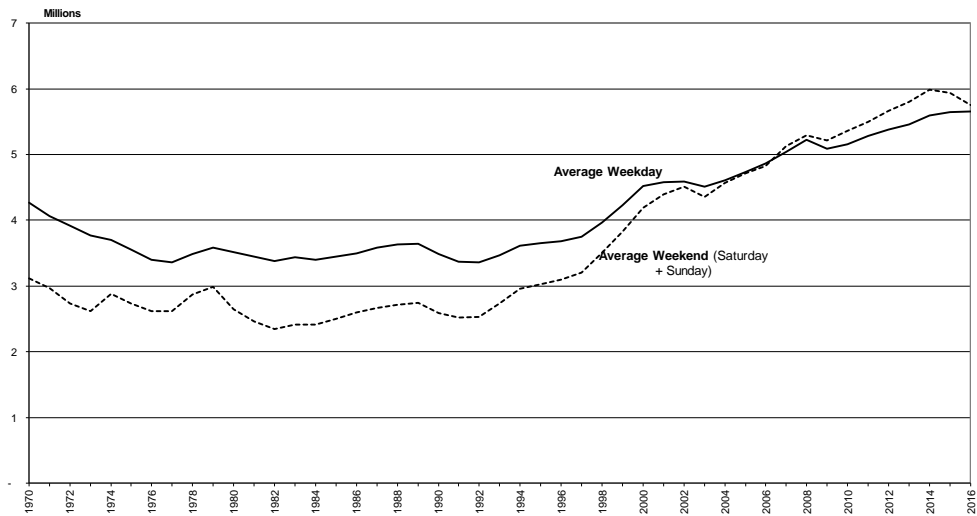
From 2015 to 2016, subway ridership decreased 0.3 percent, while bus ridership decreased 1.9 percent. Both subway and bus ridership had a period of rapid growth following the introduction of fare incentives and free bus to subway transfers in 1997 and 1998. Subway ridership also grew rapidly from 2003 to 2008, while bus ridership was stable during that period. Since 1992, subway ridership increased 76.3 percent and bus ridership grew 24.7 percent.

Chart 4: Annual Paratransit Ridership



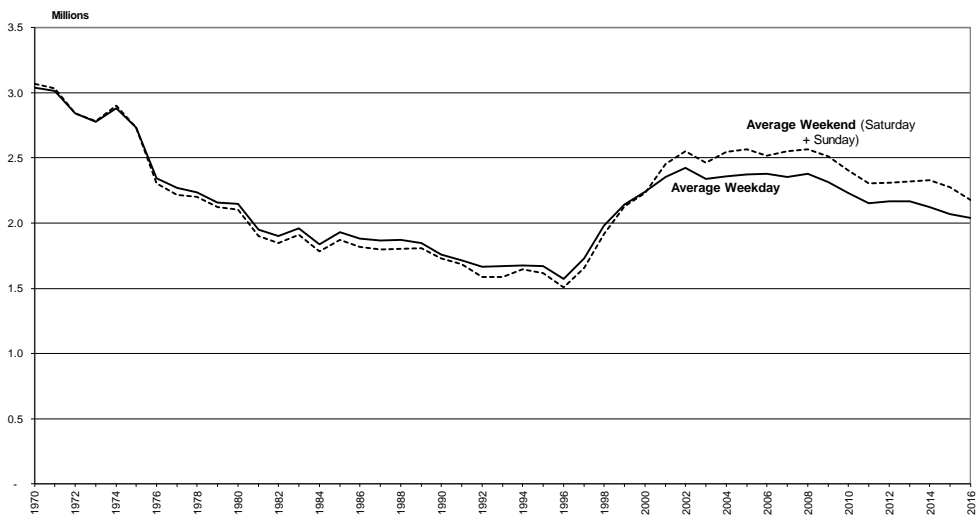
Paratransit ridership has grown rapidly since NYC Transit became responsible for the service in 1993, but growth has slowed since 2010.

Chart 5: Weekday and Weekend Subway Ridership



Historically, subway ridership was much higher on weekdays than weekends (Saturday plus Sunday combined). However, weekend ridership grew rapidly between 2007 and 2014; during that time weekend ridership growth had averaged higher than weekdays. Since 2014, ridership has declined on weekends which may be related to increasing system repair and maintenance. Compared to 1992, weekday ridership grew by 68.3 percent, while weekend ridership more than doubled (up 127.5 percent).

Chart 6: Weekday and Weekend Bus Ridership



Weekday and weekend bus ridership were historically similar, but weekends had faster growth following the 1997-1998 fare incentives and the introduction of free transfers, and ridership has been higher than on weekdays since 2001. Both weekday and weekend ridership were stable from 2003 to 2008. Even with decreases since 2008, weekday ridership grew 29.5 percent and weekend ridership grew 44.4 percent compared to their low points in 1996.

**MTA NEW YORK CITY TRANSIT
2016 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON POSITIONS
BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE-REIMBURSABLE and FULL-TIME/FULL-TIME
EQUIVALENTS**

2016 Actuals vs. Final Estimate

2016 year-end total full-time equivalents was 48,611, 297 positions (0.6 percent) below the Estimate, mainly due to vacancies in subway maintenance positions.

2016 Actuals vs. Adopted Budget

2016 year-end total full-time equivalents of 48,611 slightly exceeded Budget by a net 10 positions.

MTA New York City Transit
2016 Year-End Report
Non-Reimbursable and Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents

	December 31, 2016			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		Variance	Percent	Variance	Percent
Administration							
Office of the President	66	50	46	20	30.3%	4	8.0%
Law	312	320	294	18	5.8%	26	8.1%
Office of the EVP	46	55	43	3	6.5%	12	21.8%
Human Resources	227	232	236	(9)	-4.0%	(4)	-1.7%
Office of Management and Budget	42	42	43	(1)	-2.4%	(1)	-2.4%
Capital Planning & Budget	35	35	31	4	11.4%	4	11.4%
Corporate Communications	260	265	245	15	5.8%	20	7.5%
Non-Departmental	(36)	(34)	3	(39)	108.3%	(37)	108.8%
Labor Relations	98	98	92	6	6.1%	6	6.1%
Material	289	290	272	17	5.9%	18	6.2%
Controller	128	128	128	-	0.0%	-	0.0%
Total Administration	1,467	1,481	1,433	34	2.3%	48	3.2%
Operations							
Subways Service Delivery	8,030	8,315	8,540	(510)	-6.4%	(225)	-2.7%
Subways Operations Support	391	392	404	(13)	-3.3%	(12)	-3.1%
Subways Stations	2,632	2,669	2,617	15	0.0%	52	1.9%
Subtotal- Subways	11,053	11,376	11,561	(508)	-4.6%	(185)	-1.6%
Buses	11,028	11,042	10,982	46	0.4%	60	0.5%
Paratransit	213	213	197	16	7.5%	16	7.5%
Operations Planning	401	400	377	24	6.0%	23	5.8%
Revenue Control	579	583	555	24	4.1%	28	4.8%
Non-Departmental	102	-	-	102	100.0%	-	-
Total Operations	23,376	23,614	23,672	(296)	-1.3%	(58)	-0.2%
Maintenance							
Subways Operations Support	175	175	148	27	15.4%	27	15.4%
Subways Engineering	378	379	352	26	6.9%	27	7.1%
Subways Car Equipment	4,390	4,429	4,436	(46)	-1.0%	(7)	-0.2%
Subways Infrastructure	1,585	1,642	1,542	43	2.7%	100	6.1%
Subways Elevator & Escalators	453	488	424	29	6.4%	64	13.1%
Subways Stations	3,716	3,808	3,723	(7)	-0.2%	85	2.2%
Subways Track	2,804	2,841	2,836	(32)	-1.1%	5	0.2%
Subways Power	605	625	602	3	0.5%	23	3.7%
Subways Signals	1,503	1,517	1,482	21	1.4%	35	2.3%
Subways Electronics Maintenance	1,592	1,630	1,562	30	1.9%	68	4.2%
Subtotal- Subways	17,201	17,534	17,107	94	0.5%	427	2.4%
Buses	3,692	3,683	3,671	21	0.6%	12	0.3%
Supply Logistics	559	559	569	(10)	-1.8%	(10)	-1.8%
System Safety	99	99	83	16	16.2%	16	16.2%
Non-Departmental	198	(82)	15	183	0.0%	(97)	118.3%
Total Maintenance	21,749	21,793	21,445	304	1.4%	348	1.6%
Engineering/Capital							
Capital Program Management	1,358	1,358	1,398	(40)	-2.9%	(40)	-2.9%
Total Engineering/Capital	1,358	1,358	1,398	(40)	-2.9%	(40)	-2.9%
Public Safety							
Security	651	662	663	(12)	-1.8%	(1)	-0.2%
Total Public Safety	651	662	663	(12)	-1.8%	(1)	-0.2%
Baseline Total Positions							
	48,601	48,908	48,611	(10)	0.0%	297	0.6%
Non-Reimbursable	43,533	43,673	44,256	(723)	-1.7%	(583)	-1.3%
Reimbursable	5,068	5,235	4,355	713	14.1%	880	16.8%
Total Full-Time	48,397	48,695	48,355	42	0.1%	340	0.7%
Total Full-Time Equivalents	204	213	256	(52)	-25.5%	(43)	-20.2%

**MTA New York City Transit
2016 Year-End Report
Full-Time Positions and Full-Time Equivalents
by Function and Occupation Group**

	December 31, 2016			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		Variance	Percent	Variance	Percent
Administration:							
Managers/Supervisors	537	536	452	85	15.8%	84	15.7%
Professional, Technical, Clerical	901	916	958	(57)	-6.3%	(42)	-4.5%
Operational Hourlies	29	29	23	6	20.7%	6	20.7%
Total Administration	1,467	1,481	1,433	34	2.4%	48	3.3%
Operations							
Managers/Supervisors	2,736	2,786	2,725	11	0.4%	61	2.2%
Professional, Technical, Clerical	504	507	486	18	3.5%	21	4.1%
Operational Hourlies	20,136	20,321	20,461	(325)	-1.6%	(140)	-0.7%
Total Operations	23,376	23,614	23,672	(296)	-1.3%	(58)	-0.2%
Maintenance							
Managers/Supervisors	3,913	3,925	3,914	(1)	0.0%	11	0.3%
Professional, Technical, Clerical	1,116	1,124	1,034	82	7.4%	90	8.0%
Operational Hourlies	16,720	16,744	16,498	222	1.3%	246	1.5%
Total Maintenance	21,749	21,793	21,446	303	1.4%	347	1.6%
Engineering/Capital							
Managers/Supervisors	339	339	339	-	0.0%	-	0.0%
Professional, Technical, Clerical	1,017	1,017	1,057	(40)	-3.9%	(40)	-3.9%
Operational Hourlies	2	2	2	-	0.0%	-	0.0%
Total Engineering/Capital	1,358	1,358	1,398	(40)	-2.9%	(40)	-2.9%
Public Safety							
Managers/Supervisors	275	288	277	(2)	-0.7%	11	3.8%
Professional, Technical, Clerical	39	38	39	(0)	-0.3%	(1)	-2.9%
Operational Hourlies	337	336	347	(10)	-3.0%	(11)	-3.3%
Total Public Safety	651	662	663	(12)	-1.9%	(1)	-0.2%
Total Positions							
Managers/Supervisors	7,800	7,874	7,707	93	1.2%	167	2.1%
Professional, Technical, Clerical	3,577	3,602	3,573	4	0.1%	29	0.8%
Operational Hourlies	37,224	37,432	37,331	(107)	-0.3%	101	0.3%
Total Positions	48,601	48,908	48,611	(10)	0.0%	297	0.6%



MTA STATEN ISLAND RAILWAY 2016 YEAR-END REPORT SUMMARY

ACCRUAL RESULTS - FINAL ESTIMATE (Estimate) VERSUS ACTUAL RESULTS

Non-Reimbursable

Operating revenues in 2016 of \$9.314 million were favorable to the Estimate by \$0.312 million (3.5 percent), due mostly to additional advertising revenue.

Operating expenses of \$63.945 million, before depreciation, Other Post-Employment Benefits, GASB #68 Pension Expense Adjustment and environmental remediation, were slightly below the Estimate by a net \$0.071 million (0.1 percent).

- Labor expenses were higher by \$0.314 million (0.8 percent), including higher health & welfare/OPEB current expenses of \$1.809 million (31.8 percent), due to unanticipated expense overruns related to rate inflation and an upgrade to NYCT-level benefits. Other fringe benefits exceeded the Estimate by \$1.812 million (44.9 percent), due primarily to additional Workers' Compensation reserve requirements, based on a current actuarial update. Partly offsetting these overruns were favorable payroll results of \$1.997 million (8.5 percent), due largely to vacancies.
- Non-labor expenses were below the Estimate by a net \$0.385 million (1.7 percent). Maintenance contract expenses underran by \$0.888 million (5.9 percent), resulting primarily from the favorable timing of R44 car fleet maintenance charges. Partly offsetting this underrun is a net increase in Public Liability claims additional reserve requirements of \$0.391 million, based on a current actuarial update.

Depreciation expenses of \$8.239 million were \$0.061 million (0.7 percent) below the Estimate. Other Post-Employment Benefit expenses of \$7.229 million were \$0.271 million (3.6 percent) below the Estimate, based on current actuarial information. GASB 68 Pension Expense Adjustment credits of \$0.293 million were \$0.207 million (41.4 percent) unfavorable to the Estimate. Environmental remediation expenses of \$0.050 million were reported.

CASH RESULTS - FINAL ESTIMATE (Estimate) VERSUS ACTUAL RESULTS

The MTA Staten Island Railway's net cash deficit (excluding subsidies and loans) at the end of 2016 was \$57.280 million, \$3.658 million (6.0 percent) favorable to the Estimate. This variance consisted of an unfavorable real variance of \$0.652 million and a favorable timing variance of \$4.310 million.

- The unfavorable real variance of \$0.652 million included an unfavorable labor variance of \$1.348 million, due primarily to higher health & welfare/OPEB current expenditures of \$1.906 million, resulting from unanticipated expenditure overruns related to rate inflation and an upgrade to NYCT-level benefits. Non-labor expenditures reported a favorable real variance of \$1.133 million, mainly involving lower inventory material requirements than anticipated in the Estimate.
- The favorable timing variance of \$4.310 million included \$6.500 million of mostly R44 fleet maintenance inter-agency contract expenses now assumed to be paid in 2017 and \$0.470 million of material requirements now also assumed to be paid in 2017. Partly offsetting these favorable timing adjustments are the unfavorable timing of both \$1.797 million of capital reimbursements and \$1.269 million of student fare reimbursements, now both assumed to be received in 2017.

ACCRUAL RESULTS – ADOPTED BUDGET (budget) VERSUS ACTUAL RESULTS

Non-Reimbursable

Operating revenues in 2016 of \$9.314 million were below budget by \$0.011 million (0.1 percent).

Operating expenses of \$63.945 million were below budget by \$4.283 million (6.3 percent).

- Labor expenses exceeded budget by \$1.890 million (4.8 percent), due mainly to higher other fringe benefit expenses of \$2.092 million (55.7 percent), resulting primarily from higher Workers' Compensation reserve requirements, based on a current actuarial update. Health & welfare/OPEB current expenses were also over by \$1.776 million (31.0 percent), due again to unanticipated expense overruns related to rate inflation and an upgrade to NYCT-level benefits. Partly offsetting the above overruns were lower salaries & wages of \$1.364 million (5.4 percent), due largely to vacancies and the timing of project requirements.
- Non-labor expenses were below budget by \$6.173 million (21.4 percent), due principally to the favorable timing of R44 car fleet maintenance inter-agency contract expenses.

MTA STATEN ISLAND RAILWAY
2016 Year-End Report
Accrual Statement of Operations by Category
2016 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

NON-REIMBURSABLE	December 2016 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$6.735	\$6.574	\$6.522	(\$0.213)	(3.2)	(\$0.052)	(0.8)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.568	2.428	2.792	0.224	8.7	0.364	15.0
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$9.303	\$9.002	\$9.314	\$0.011	0.1	\$0.312	3.5
Expenses							
Labor:							
Payroll	\$22.117	\$23.406	\$21.409	\$0.708	3.2	\$1.997	8.5
Overtime	3.342	2.895	2.686	0.656	19.6	0.209	7.2
Health and Welfare	4.310	4.293	5.291	(0.981)	(22.8)	(0.998)	(23.2)
OPEB Current Payment	1.420	1.404	2.215	(0.795)	(56.0)	(0.811)	(57.8)
Pensions	6.133	6.074	5.885	0.248	4.0	0.189	3.1
Other Fringe Benefits	3.756	4.036	5.848	(2.092)	(55.7)	(1.812)	(44.9)
Reimbursable Overhead	(1.754)	(1.208)	(2.120)	0.366	20.9	0.912	75.5
Total Labor Expenses	\$39.324	\$40.900	\$41.214	(\$1.890)	(4.8)	(\$0.314)	(0.8)
Non-Labor:							
Electric Power	\$3.945	\$3.324	\$3.381	\$0.564	14.3	(\$0.057)	(1.7)
Fuel	0.217	0.235	0.179	0.038	17.5	0.056	23.8
Insurance	1.590	1.117	1.307	0.283	17.8	(0.190)	(17.0)
Claims	0.085	0.084	0.475	(0.390)	*	(0.391)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	20.049	14.933	14.045	6.004	29.9	0.888	5.9
Professional Service Contracts	0.766	0.762	0.762	0.004	0.5	0.000	0.0
Materials & Supplies	2.222	2.631	2.433	(0.211)	(9.5)	0.198	7.5
Other Business Expenses	0.030	0.030	0.149	(0.119)	*	(0.119)	*
Total Non-Labor Expenses	\$28.904	\$23.116	\$22.731	\$6.173	21.4	\$0.385	1.7
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$68.228	\$64.016	\$63.945	\$4.283	6.3	\$0.071	0.1
Depreciation	8.300	8.300	8.239	0.061	0.7	0.061	0.7
Other Post Employment Benefits	2.300	7.500	7.229	(4.929)	*	0.271	3.6
GASB 68 Pension Adjustment	0.000	(0.500)	(0.293)	0.293	-	(0.207)	(41.4)
Environmental Remediation	0.000	0.000	0.050	(0.050)	-	(0.050)	-
Total Expenses	\$78.828	\$79.316	\$79.170	(\$0.342)	(0.4)	\$0.146	0.2
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$69.525)	(\$70.314)	(\$69.856)	(\$0.331)	(0.5)	\$0.458	0.7

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
2016 Year-End Report
Accrual Statement of Operations by Category
2016 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

REIMBURSABLE	December 2016 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	6.871	4.996	4.534	(2.337)	(34.0)	(0.462)	(9.2)
Total Revenue	\$6.871	\$4.996	\$4.534	(\$2.337)	(34.0)	(\$0.462)	(9.2)
Expenses							
Labor:							
Payroll	\$1.717	\$1.288	\$1.432	\$0.285	16.6	(\$0.144)	(11.2)
Overtime	1.794	1.500	0.831	0.963	53.7	0.669	44.6
Health and Welfare	0.000	0.000	0.000	0.000	-	0.000	-
OPEB Current Payment	0.000	0.000	0.013	(0.013)	-	(0.013)	-
Pensions	0.000	0.000	0.000	0.000	-	0.000	-
Other Fringe Benefits	0.106	0.000	0.000	0.106	100.0	0.000	-
Reimbursable Overhead	1.754	1.208	2.120	(0.366)	(20.9)	(0.912)	(75.5)
Total Labor Expenses	\$5.371	\$3.996	\$4.396	\$0.975	18.2	(\$0.400)	(10.0)
Non-Labor:							
Electric Power	\$0.000	\$0.000	\$0.009	(\$0.009)	-	(\$0.009)	-
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Professional Service Contracts	0.000	0.000	0.018	(0.018)	-	(0.018)	-
Materials & Supplies	1.500	1.000	0.111	1.389	92.6	0.889	88.9
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
Total Non-Labor Expenses	\$1.500	\$1.000	\$0.138	\$1.362	90.8	\$0.862	86.2
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$6.871	\$4.996	\$4.534	\$2.337	34.0	\$0.462	9.2
Depreciation	0.000	0.000	0.000	0.000	-	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	0.000	-	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$6.871	\$4.996	\$4.534	\$2.337	34.0	\$0.462	9.2
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
2016 Year-End Report
Accrual Statement of Operations by Category
2016 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE	December 2016 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$6.735	\$6.574	\$6.522	(\$0.213)	(3.2)	(\$0.052)	(0.8)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.568	2.428	2.792	0.224	8.7	0.364	15.0
Capital and Other Reimbursements	6.871	4.996	4.534	(2.337)	(34.0)	(0.462)	(9.2)
Total Revenue	\$16.174	\$13.998	\$13.848	(\$2.326)	(14.4)	(\$0.150)	(1.1)
Expenses							
Labor:							
Payroll	\$23.834	\$24.694	\$22.841	\$0.993	4.2	\$1.853	7.5
Overtime	5.136	4.395	3.517	1.619	31.5	0.878	20.0
Health and Welfare	4.310	4.293	5.291	(0.981)	(22.8)	(0.998)	(23.2)
OPEB Current Payment	1.420	1.404	2.228	(0.808)	(56.9)	(0.824)	(58.7)
Pensions	6.133	6.074	5.885	0.248	4.0	0.189	3.1
Other Fringe Benefits	3.862	4.036	5.848	(1.986)	(51.4)	(1.812)	(44.9)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$44.695	\$44.896	\$45.610	(\$0.915)	(2.0)	(\$0.714)	(1.6)
Non-Labor:							
Electric Power	\$3.945	\$3.324	\$3.390	\$0.555	14.1	(\$0.066)	(2.0)
Fuel	0.217	0.235	0.179	0.038	17.5	0.056	23.8
Insurance	1.590	1.117	1.307	0.283	17.8	(0.190)	(17.0)
Claims	0.085	0.084	0.475	(0.390)	*	(0.391)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	20.049	14.933	14.045	6.004	29.9	0.888	5.9
Professional Service Contracts	0.766	0.762	0.780	(0.014)	(1.8)	(0.018)	(2.4)
Materials & Supplies	3.722	3.631	2.544	1.178	31.6	1.087	29.9
Other Business Expenses	0.030	0.030	0.149	(0.119)	*	(0.119)	*
Total Non-Labor Expenses	\$30.404	\$24.116	\$22.869	\$7.535	24.8	\$1.247	5.2
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$75.099	\$69.012	\$68.479	\$6.620	8.8	\$0.533	0.8
Depreciation	8.300	8.300	8.239	0.061	0.7	0.061	0.7
Other Post Employment Benefits	2.300	7.500	7.229	(4.929)	*	0.271	3.6
GASB 68 Pension Adjustment	0.000	(0.500)	(0.293)	0.293	-	(0.207)	(41.4)
Environmental Remediation	0.000	0.000	0.050	(0.050)	-	(0.050)	-
Total Expenses	\$85.699	\$84.312	\$83.704	\$1.995	2.3	\$0.608	0.7
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$69.525)	(\$70.314)	(\$69.856)	(\$0.331)	(0.5)	\$0.458	0.7

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
2016 Year-End Report
Cash Receipts and Expenditures
2016 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	December 2016 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$6.735	\$6.198	\$6.551	(\$0.184)	(2.7)	\$0.353	5.7
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.568	4.081	2.890	0.322	12.5	(1.191)	(29.2)
Capital and Other Reimbursements	6.871	5.779	3.520	(3.351)	(48.8)	(2.259)	(39.1)
Total Receipts	\$16.174	\$16.058	\$12.961	(\$3.213)	(19.9)	(\$3.097)	(19.3)
Expenditures							
Labor:							
Payroll	\$23.834	\$30.196	\$30.936	(\$7.102)	(29.8)	(\$0.740)	(2.5)
Overtime	5.136	4.896	3.359	1.777	34.6	1.537	31.4
Health and Welfare	4.310	4.293	5.750	(1.440)	(33.4)	(1.457)	(33.9)
OPEB Current Payment	1.420	1.404	1.853	(0.433)	(30.5)	(0.449)	(32.0)
Pensions	6.133	6.074	5.885	0.248	4.0	0.189	3.1
Other Fringe Benefits	3.862	4.449	4.877	(1.015)	(26.3)	(0.428)	(9.6)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$44.695	\$51.312	\$52.660	(\$7.965)	(17.8)	(\$1.348)	(2.6)
Non-Labor:							
Electric Power	\$3.945	\$3.324	\$3.641	\$0.304	7.7	(\$0.317)	(9.5)
Fuel	0.217	0.320	0.118	0.099	45.6	0.202	63.1
Insurance	1.590	1.117	0.990	0.600	37.7	0.127	11.4
Claims	0.085	0.084	0.154	(0.069)	(81.2)	(0.070)	(83.3)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	20.049	16.416	9.524	10.525	52.5	6.892	42.0
Professional Service Contracts	0.766	0.762	1.041	(0.275)	(35.9)	(0.279)	(36.6)
Materials & Supplies	3.722	3.631	1.990	1.732	46.5	1.641	45.2
Other Business Expenses	0.030	0.030	0.123	(0.093)	*	(0.093)	*
Total Non-Labor Expenditures	\$30.404	\$25.684	\$17.581	\$12.823	42.2	\$8.103	31.5
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures	\$75.099	\$76.996	\$70.241	\$4.858	6.5	\$6.755	8.8
Operating Cash Deficit	(\$58.925)	(\$60.938)	(\$57.280)	\$1.645	2.8	\$3.658	6.0

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
2016 Year-End Report
Cash Conversion (Cash Flow Adjustments)
2016 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	December 2016 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$0.000	(\$0.376)	\$0.029	\$0.029	-	0.405	*
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	1.653	0.098	0.098	-	(1.555)	(94.1)
Capital and Other Reimbursements	0.000	0.783	(1.014)	(1.014)	-	(1.797)	*
Total Receipts	\$0.000	\$2.060	(\$0.887)	(\$0.887)	-	(\$2.947)	*
Expenditures							
Labor:							
Payroll	\$0.000	(\$5.502)	(\$8.095)	(8.095)	-	(2.593)	(47.1)
Overtime	0.000	(0.501)	0.158	0.158	-	0.659	*
Health and Welfare	0.000	0.000	(0.459)	(0.459)	-	(0.459)	-
OPEB Current Payment	0.000	0.000	0.375	0.375	-	0.375	-
Pensions	0.000	0.000	0.000	0.000	-	0.000	-
Other Fringe Benefits	0.000	(0.413)	0.971	0.971	-	1.384	*
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$0.000	(\$6.416)	(\$7.050)	(\$7.050)	-	(\$0.634)	(9.9)
Non-Labor:							
Electric Power	\$0.000	\$0.000	(\$0.251)	(0.251)	-	(0.251)	-
Fuel	0.000	(0.085)	0.061	0.061	-	0.146	*
Insurance	0.000	0.000	0.317	0.317	-	0.317	-
Claims	0.000	0.000	0.321	0.321	-	0.321	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	(1.483)	4.521	4.521	-	6.004	*
Professional Service Contracts	0.000	0.000	(0.261)	(0.261)	-	(0.261)	-
Materials & Supplies	0.000	0.000	0.554	0.554	-	0.554	-
Other Business Expenses	0.000	0.000	0.026	0.026	-	0.026	-
Total Non-Labor Expenditures	\$0.000	(\$1.568)	\$5.288	\$5.288	-	\$6.856	*
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures Before Depreciation	\$0.000	(\$7.984)	(\$1.762)	(\$1.762)	-	\$6.222	77.9
Depreciation	8.300	8.300	8.239	(0.061)	(0.7)	(0.061)	(0.7)
Other Post Employment Benefits	2.300	7.500	7.229	4.929	*	(0.271)	(3.6)
GASB 68 Pension Adjustment	0.000	(0.500)	(0.293)	(0.293)	-	0.207	41.4
Environmental Remediation	0.000	0.000	0.050	0.050	-	0.050	-
Total Expenditures	\$10.600	\$7.316	\$13.463	\$2.863	27.0	\$6.147	84.0
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$10.600	\$9.376	\$12.576	\$1.976	18.6	\$3.200	34.1

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
2016 YEAR-END RESULTS
CASH RESULTS - ACTUAL UPDATE vs. FINAL ESTIMATE
(\$ in millions)

	2016		Favorable/(Unfavorable) Variance		
	Final Estimate	Preliminary Actual	Total	Real	Timing
Receipts					
Farebox Revenue	\$6.198	\$6.551	\$0.353	(\$0.053)	\$0.406
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	4.081	2.890	(1.191)	0.078	(1.269)
Capital and Other Reimbursements	5.779	3.520	(2.259)	(0.462)	(1.797)
Total Receipts	\$16.058	\$12.961	(\$3.097)	(\$0.437)	(\$2.660)
Expenditures					
Labor:					
Payroll	30.196	30.936	(0.740)	(0.740)	0.000
Overtime	4.896	3.359	1.537	1.537	0.000
Health and Welfare	4.293	5.750	(1.457)	(1.457)	0.000
OPEB Current Payment	1.404	1.853	(0.449)	(0.449)	0.000
Pensions	6.074	5.885	0.189	0.189	0.000
Other Fringe Benefits	4.449	4.877	(0.428)	(0.428)	0.000
GASB Account	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$51.312	\$52.660	(\$1.348)	(\$1.348)	\$0.000
Non-Labor:					
Traction and Propulsion Power	\$3.324	\$3.641	(0.317)	(0.317)	\$0.000
Fuel for Buses and Trains	0.320	0.118	0.202	0.202	0.000
Insurance	1.117	0.990	0.127	0.127	0.000
Claims	0.084	0.154	(0.070)	(0.070)	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	16.416	9.524	6.892	0.392	6.500
Professional Service Contracts	0.762	1.041	(0.279)	(0.279)	0.000
Materials & Supplies	3.631	1.990	1.641	1.171	0.470
Other Business Expenses	0.030	0.123	(0.093)	(0.093)	0.000
Total Non-Labor Expenditures	\$25.684	\$17.581	\$8.103	\$1.133	\$6.970
Other Expenditure Adjustments:					
Other	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$76.996	\$70.241	\$6.755	(\$0.215)	\$6.970
Baseline Cash Deficit	(\$60.938)	(\$57.280)	\$3.658	(\$0.652)	\$4.310

**MTA STATEN ISLAND RAILWAY
2016 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON RIDERSHIP/TRAFFIC VOLUME
(UTILIZATION)**

Annual Ridership

2016 total ridership of 4.532 million was 0.8 percent (38,000 trips) below the 2016 Estimate and 2.7 percent (128,000 trips) below the 2016 Adopted Budget.

2016 total ridership was 0.7 percent (30,000 trips) above 2015.

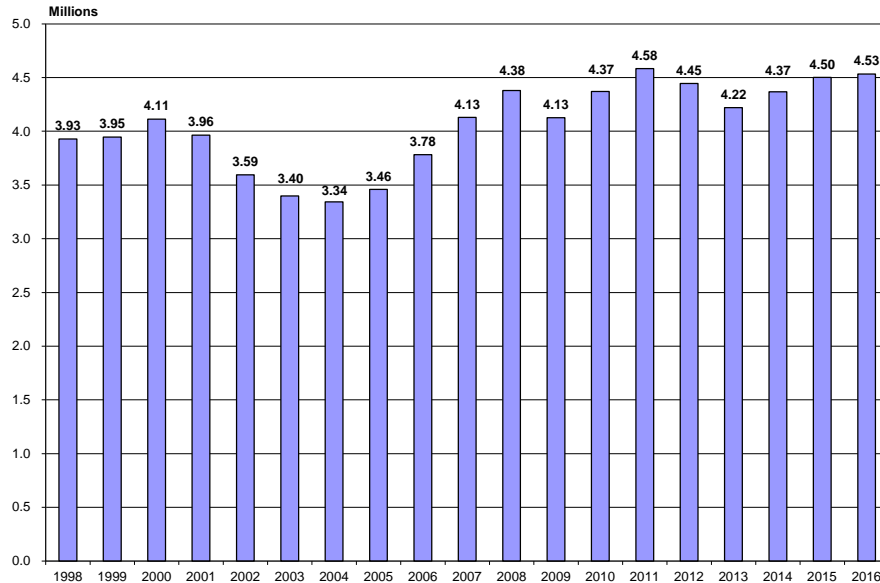
Weekday and Weekend ridership

2016 average weekday ridership increased 0.9 percent from 2015 and average weekend ridership (Saturday and Sunday combined) decreased 1.6 percent. Average weekday ridership increased 33.5 percent from 2004 to 2016 and average weekend ridership was up 63.3 percent over the same period.

**MTA STATEN ISLAND RAILWAY
2016 ADOPTED BUDGET and FINAL ESTIMATE vs. ACTUAL
Ridership (Utilization)**

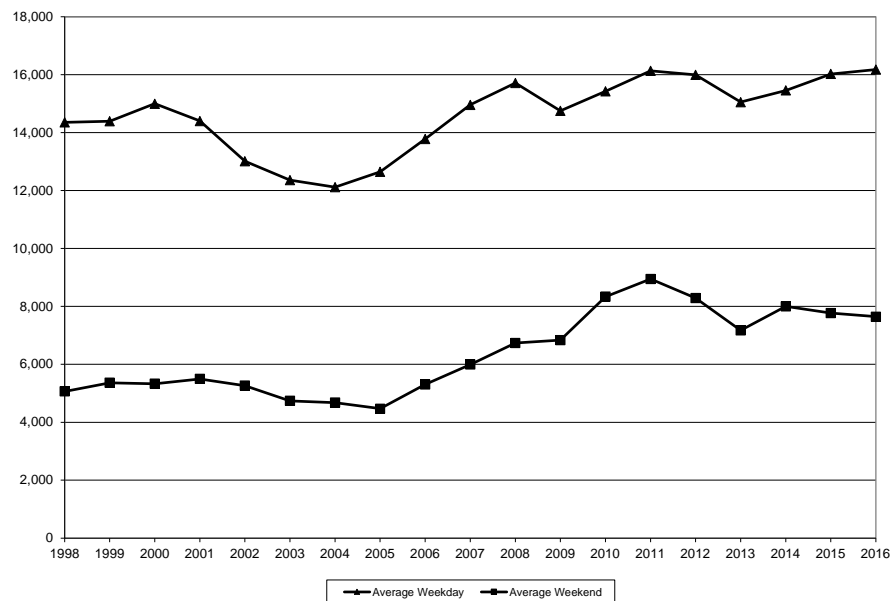
<u>RIDERSHIP</u>	<u>December 2016 Year-to-Date</u>			<u>Favorable/(Unfavorable)</u>			
	<u>Adopted</u>	<u>Final</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>Budget</u>	<u>Estimate</u>		<u>Variance</u>	<u>Percent</u>	<u>Variance</u>	<u>Percent</u>
Ridership	4.660	4.570	4.532	(0.128)	(2.7%)	(0.038)	(0.8%)
Total Utilization	4.660	4.570	4.532	(0.128)	(2.7%)	(0.038)	(0.8%)
<u>FAREBOX REVENUE</u>							
Total Farebox Revenue	6.735	6.574	6.522	(0.213)	(3.2%)	(0.052)	(0.8%)
Total Revenue	\$6.735	\$6.574	\$6.522	(\$0.213)	(\$0.032)	(\$0.052)	(\$0.008)

Chart 1: SIR Annual Ridership



2016 SIR ridership increased 0.7 percent from 2015. SIR ridership has increased 15.4 percent since 1998 and 35.6 percent since 2004.

Chart 2: SIR Average Weekday and Weekend Ridership



From 2015 to 2016, SIR ridership increased 0.9 percent on weekdays and decreased 1.6 percent on weekends. Since 1998, SIR ridership increased 12.7 percent on weekdays and 50.9 percent on weekends.

**MTA STATEN ISLAND RAILWAY
2016 YEAR-END REPORT
Explanation of Variances on Positions
by Function and Department
Non-Reimbursable-Reimbursable and Full-Time/Full-Time Equivalents**

2016 FINAL ESTIMATE (Estimate) vs. ACTUAL

At the end of 2016, there were 297 actual incumbents, 21 less than the Estimate.

2016 ADOPTED BUDGET (budget) vs. ACTUAL

At the end of 2016, there were 297 actual incumbents, 31 less than budget.

**MTA Staten Island Railway
2016 Year-End Report
Non-Reimbursable-Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents**

	<u>December 31, 2016</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget Variance</u>	<u>Percent</u>	<u>Final Estimate Variance</u>	<u>Percent</u>
Administration							
Executive	13	13	9	4	30.8	4	30.8
General Office	10	10	7	3	30.0	3	30.0
Purchasing/Stores	6	6	4	2	33.3	2	33.3
Total Administration	29	29	20	9	31.0	9	31.0
Operations							
Transportation	107	107	111	(4)	(3.7)	(4)	(3.7)
Total Operations	107	107	111	(4)	(3.7)	(4)	(3.7)
Maintenance							
Mechanical	52	52	50	2	3.8	2	3.8
Electronics/Electrical	15	15	13	2	13.3	2	13.3
Power/Signals	26	27	20	6	23.1	7	25.9
Maintenance of Way	48	48	51	(3)	(6.3)	(3)	(6.3)
Infrastructure	25	26	27	(2)	(8.0)	(1)	(3.8)
Total Maintenance	166	168	161	5	3.0	7	4.2
Engineering/Capital							
Capital Project Support	26	14	5	21	0.0	9	0.0
Public Safety							
Total Public Safety	0	0	0	0	0.0	0	0.0
Grand Total	328	318	297	31	9.5	21	6.6
Non-Reimbursable	302	304	292	10	3.3	12	3.9
Reimbursable	26	14	5	21	80.8	9	64.3
Total Full-Time	328	318	297	31	9.5	21	6.6
Total Full-Time Equivalents	0	0	0	0	0.0	0	0.0

**MTA Staten Island Railway
2016 Year-End Report
Full-Time Positions and Full-Time Equivalents by Function and Occupational Group**

	December 31, 2016			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		Variance	Percent	Variance	Percent
Administration							
Managers/Supervisors	17	17	13	4	23.5	4	23.5
Professional, Technical, Clerical	12	12	7	5	41.7	5	41.7
Operational Hourlies	-	-	-	0	0.0	0	0.0
Total Administration	29	29	20	9	31.0	9	31.0
Operations							
Managers/Supervisors	5	5	3	2	40.0	2	40.0
Professional, Technical, Clerical	3	3	2	1	33.3	1	33.3
Operational Hourlies	99	99	106	(7)	(7.1)	(7)	(7.1)
Total Operations	107	107	111	(4)	(3.7)	(4)	(3.7)
Maintenance							
Managers/Supervisors	12	13	13	(1)	(8.3)	0	0.0
Professional, Technical, Clerical	6	6	4	2	33.3	2	33.3
Operational Hourlies	148	149	144	4	2.7	5	3.4
Total Maintenance	166	168	161	5	3.0	7	4.2
Engineering/Capital Projects							
Managers/Supervisors	4	3	2	2	0.0	1	0.0
Professional, Technical, Clerical	2	2	-	2	0.0	2	0.0
Operational Hourlies	20	9	3	17	0.0	6	0.0
Total Engineering/Capital	26	14	5	21	0.0	9	0.0
Public Safety							
Managers/Supervisors	-	-	-	0	0.0	0	0.0
Professional, Technical, Clerical	-	-	-	0	0.0	0	0.0
Operational Hourlies (other than un	-	-	-	0	0.0	0	0.0
Total Public Safety	0	0	0	0	0.0	0	0.0
Total Positions							
Managers/Supervisors	38	38	31	7	18.4	7	18.4
Professional, Technical, Clerical	23	23	13	10	43.5	10	43.5
Operational Hourlies	267	257	253	14	5.2	4	1.6
Total Positions	328	318	297	31	9.5	21	6.6

**MTA BUS COMPANY
2016 YEAR-END REPORT
SUMMARY**

2016 Final Estimate vs. Actual

Accrual / Non Reimbursable and Reimbursable

MTA Bus Company ended its 2016 Fiscal Year with a favorable variance of \$32.0 million when compared to the Final Estimate.

Total revenues had an unfavorable variance of \$1.4 million. This was due to lower Farebox Revenue, and lower Capital and Other Reimbursement revenues, partially offset by higher Other Operating Revenue.

Total expenses before Depreciation and GASB adjustments were higher than the Final Estimate by \$3.2 million.

Total Labor Expenses were unfavorable by \$11.8 million. This was largely due to higher payroll and overtime expenses. These unfavorable variances were partially offset by lower Health and Welfare/OPEB expenses and higher Reimbursable Overhead.

Total non-labor expenses were favorable by \$8.6 million. This was mainly due to lower Material and Supplies usage, lower Maintenance and Operating expenses, lower Fuel rates and lower Professional Services. These results were partially offset by higher Claim costs, and higher Insurance expenses.

The GASB 68 Pension Expense adjustment was favorable by \$40.2 million pending an actuarial evaluation. Other Post Employment Benefit Obligation expenses were \$11.4 million lower than the Final Estimate and Depreciation was higher than the Final Estimate by \$14.9 million.

**MTA BUS COMPANY
2016 YEAR-END REPORT
SUMMARY**

2016 Final Estimate vs. Actual

Cash

The baseline cash deficit was \$24.1 million favorable to the Final Estimate, of which \$32.1 million was due to lower Non-Labor costs, partially offset by \$7.0 million in lower receipts.

Cash receipts of \$238.1 million were \$7.0 million lower than the 2016 Final Estimate. The unfavorable variance was mainly due to lower Farebox Revenue and lower Capital and Other reimbursements.

Total expenditures of \$669.1 million were \$31.1 million lower than the 2016 Final Estimate.

Total labor was \$1.0 million unfavorable, reflecting higher Payroll expenses. This was partly offset by lower Other Fringe Benefits and lower Health and Welfare/OPEB expenses.

Total Non-Labor was \$32.1 million favorable due to lower Professional Service Contracts, Material & Supplies, Maintenance and Other Operating expenses and Fuel. This was partially offset higher Claim expenses.

Ridership

Overall, 2016 ridership of 125.6 million was lower than the Final Estimate by 0.5 million or 0.4%.

Positions

As of December 31, 2016, total actual headcount was 3,732, reflecting 113 fewer employees than the Final Estimate.

**MTA BUS COMPANY
2016 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2016 Final Estimate vs. Actual

- **Non-Reimbursable:**
 - **Operating Revenue** was \$0.4 million favorable primarily due to higher reimbursements for shuttle services, partially offset by the impact of lower ridership.
 - **Labor Costs** were \$12.6 million unfavorable due to higher Payroll and Overtime costs. Payroll expenses exceeded the Final Estimate by \$10.6 million mainly due to rate variances, interagency billings and the timing of reimbursable projects. Overtime expenses exceeded the Final Estimate by \$4.1 million, mainly due to running time/traffic, vacancy and availability coverage requirements, shuttle services and rate variances. These results were partially offset by lower Reimbursable Overhead of \$1.4 million and lower Health & Welfare/OPEB Current Payment expenses of \$1.3 million.
 - **Non-Labor Costs** were \$7.6 million favorable to the Final Estimate. This was primarily due to lower Materials & Supplies of \$7.5 million, reflecting reduced material usage as a result of new bus warranties, improved maintenance practices, and the use of recycled/reconditioned material; lower Maintenance & Other Operating Contracts of \$5.8 million due to the timing of inter-agency bus parts and depot services; and lower fuel expenses of \$3.5 million, mostly attributable to lower rates and Compressed Natural Gas (CNG) rebates. Also contributing to this favorable variance were lower Professional Services of \$1.0 million due to the timing of interagency billings. These favorable variances were partially offset by \$8.4 million in higher Claims expense and Insurance expense of \$2.2 million due to prior period liability payments.
 - **Ridership** of 125.6 million was lower than the Final Estimate by 0.5 million, or 0.4% primarily due to lower student ridership.

**MTA BUS COMPANY
2016 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

Reimbursable:

Capital and Other Reimbursements were \$1.8 million unfavorable, reflecting primarily the impact of revised timing assumptions for scheduled capital project activity. Accordingly, reimbursable expenses were lower by the same amount; non-labor expenses were \$1.0 million favorable while labor expenses were \$0.8 million favorable.

**MTA BUS COMPANY
2016 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2016 Adopted Budget vs. Actual

- **Non-Reimbursable:**

- **Operating Revenue** of \$235.2 was in line with the adopted budget. Farebox Revenue was unfavorable by \$1.2 million due to lower ridership which was largely offset by higher shuttle reimbursements of \$1.2 million.
- **Labor Costs** were \$27.7 million unfavorable primarily due to higher Payroll, Overtime and Other Fringe Benefits expenses. Other Fringe Benefits expenses were \$15.6 million unfavorable due to increased Workers' Compensation liability based on actuarial re-estimates and expenses (FICA) related to payroll and overtime overruns. Payroll expenses exceeded the Adopted Budget by \$12.3 million mainly due to rate variances, interagency billings and the timing of reimbursable projects. Overtime expenses exceeded the Adopted Budget by \$5.8 million, mainly due to running time/traffic, vacancy and availability coverage requirements, shuttle services and rate variances. These overruns were partially offset by lower pension expenses of \$4.1 million.
- **Non-Labor Costs** were \$12.3 million favorable to the Adopted Budget. Maintenance and Other Operating Contracts were favorable by \$10.9 million mainly due to timing of inter-agency billings for bus parts and depot services. Fuel expenses were below the Adopted Budget by \$8.7 million primarily due to lower rates and CNG rebates. Materials & Supplies were lower by \$3.2 million as a result of lower material usage resulting from new bus warranties, improved maintenance practices and use of recycled/reconditioned material. Partially offsetting these results were higher Claims expense of \$8.4 million due to several large claims settlements and \$1.5 million of higher than anticipated prior period liability Insurance expenses. Other Business Expenses were over the Adopted Budget by \$1.2 million due to higher Automatic Fare Collection (AFC) fees.
- **Ridership** was unfavorable to the Adopted Budget by 1.8 million or 1.4%, mainly due to cold weather and the impact of winter storm Jonas in the first quarter and lower express bus ridership.

**MTA BUS COMPANY
2016 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2016 Adopted Budget vs. Actual

- **Reimbursable:**
 - **Capital and Other Reimbursements** were \$1.8 million unfavorable, reflecting primarily the impact of revised timing assumptions for scheduled capital project activity. Accordingly, reimbursable expenses were lower by the same amount; non-labor expenses were \$1.0 million favorable while labor expenses were \$0.8 million favorable.

MTA BUS COMPANY
2016 Year-End Report
Accrual Statement of Operations by Category
2016 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE

	2016			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Operating Revenue							
Farebox Revenue	\$ 214.471	\$ 214.145	\$ 213.304	\$ (1.167)	(0.5)	\$ (0.841)	(0.4)
Other Operating Revenue	20.724	20.724	21.919	1.195	5.8	1.195	5.8
Capital and Other Reimbursements	-	-	-	-	-	-	-
Total Revenue	\$ 235.195	\$ 234.869	\$ 235.223	\$ 0.028	0.0	\$ 0.354	0.2
Operating Expenses							
<u>Labor:</u>							
Payroll	\$ 261.515	\$ 263.186	\$ 273.814	\$ (12.299)	(4.7)	\$ (10.628)	(4.0)
Overtime	53.039	54.783	58.839	(5.800)	(10.9)	(4.056)	(7.4)
Health and Welfare	60.016	60.890	60.647	(0.631)	(1.1)	0.243	0.4
OPEB Current Payment	23.955	23.911	22.865	1.090	4.6	1.046	4.4
Pensions	48.450	43.887	44.365	4.085	8.4	(0.478)	(1.1)
Other Fringe Benefits	50.341	65.689	65.914	(15.573)	(30.9)	(0.225)	(0.3)
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	(1.450)	1.450	-	1.450	-
Total Labor Expenses	\$ 497.317	\$ 512.347	\$ 524.994	\$ (27.677)	(5.6)	\$ (12.647)	(2.5)
<u>Non-Labor:</u>							
Electric Power	\$ 1.838	\$ 1.651	\$ 1.541	\$ 0.297	16.1	\$ 0.110	6.7
Fuel	24.131	18.974	15.458	8.673	35.9	3.516	18.5
Insurance	6.166	5.501	7.681	(1.515)	(24.6)	(2.180)	(39.6)
Claims	29.000	29.000	37.445	(8.445)	(29.1)	(8.445)	(29.1)
Maintenance and Other Operating Contracts	38.348	33.280	27.448	10.900	28.4	5.832	17.5
Professional Service Contracts	26.209	26.824	25.814	0.395	1.5	1.010	3.8
Materials & Supplies	46.831	51.148	43.602	3.229	6.9	7.546	14.8
Other Business Expenses	2.557	3.987	3.756	(1.199)	(46.9)	0.231	5.8
Total Non-Labor Expenses	\$ 175.079	\$ 170.366	\$ 162.745	\$ 12.334	7.0	\$ 7.620	4.5
<u>Other Expense Adjustments:</u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	-	-	-	-	-	-	-
Total Expenses before Non-Cash Liability Adjs.	\$ 672.396	\$ 682.712	\$ 687.739	\$ (15.343)	(2.3)	\$ (5.027)	(0.7)
Depreciation	\$ 42.236	\$ 42.236	\$ 57.158	\$ (14.922)	(35.3)	\$ (14.922)	(35.3)
OPEB Obligation	100.150	100.150	88.720	11.430	11.4	11.430	11.4
GASB 68 Pension Adjustment	-	40.200	-	-	-	40.200	100.0
Environmental Remediation	-	-	-	-	-	-	-
Total Expenses	\$ 814.782	\$ 865.298	\$ 833.617	\$ (18.835)	(2.3)	\$ 31.681	3.7
Baseline Surplus/(Deficit)	\$ (579.587)	\$ (630.429)	\$ (598.394)	\$ (18.807)	(3.2)	\$ 32.035	5.1

*Totals may not add due to rounding

MTA BUS COMPANY
2016 Year-End Report
Accrual Statement of Operations by Category
2016 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

REIMBURSABLE

	2016			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	%	\$	\$	%	\$	%
Revenue							
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Other Operating Revenue							
Capital and Other Reimbursements	6.039	6.039	4.258	(1.781)	(29.5)	(1.781)	(29.5)
Total Revenue	\$ 6.039	\$ 6.039	\$ 4.258	\$ (1.781)	(29.5)	\$ (1.781)	(29.5)
Expenses							
<u>Labor:</u>							
Payroll	\$ 2.892	\$ 2.892	\$ 2.612	\$ 0.280	9.7	\$ 0.280	9.7
Overtime	-	-	-	-	-	-	-
Health and Welfare	1.093	1.093	0.780	0.313	28.6	0.313	28.6
OPEB Current Payment	-	-	-	-	-	-	-
Pensions	0.498	0.498	0.378	0.120	24.1	0.120	24.1
Other Fringe Benefits	0.482	0.482	0.374	0.108	22.4	0.108	22.4
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-
Total Labor Expenses	\$ 4.965	\$ 4.965	\$ 4.144	\$ 0.821	16.5	\$ 0.821	16.5
<u>Non-Labor:</u>							
Electric Power	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Fuel	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.231	0.231	-	0.231	100.0	0.231	100.0
Professional Service Contracts	-	-	-	-	-	-	-
Materials & Supplies	0.843	0.843	0.114	0.729	86.5	0.729	86.5
Other Business Expenses	\$ -	\$ -	\$ -	-	-	-	-
Total Non-Labor Expenses	\$ 1.074	\$ 1.074	\$ 0.114	\$ 0.960	89.4	\$ 0.960	89.4
<u>Other Expense Adjustments:</u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	-	-	-	-	-	-	-
Total Expenses Before Depreciation	\$ 6.039	\$ 6.039	\$ 4.258	\$ 1.781	29.5	\$ 1.781	29.5
Total Expenses	\$ 6.039	\$ 6.039	\$ 4.258	\$ 1.781	29.5	\$ 1.781	29.5
Net Surplus/(Deficit)	\$ -	\$ -	\$ -	\$ -	-	\$ -	-

*Totals may not add due to rounding

MTA BUS COMPANY
2016 Year-End Report
Accrual Statement of Operations by Category
2016 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE	2016			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$ 214.471	\$ 214.145	\$ 213.304	\$ (1.167)	(0.5)	\$ (0.841)	(0.4)
Other Operating Revenue	20.724	20.724	21.919	1.195	5.8	1.195	5.8
Capital and Other Reimbursements	6.039	6.039	4.258	(1.781)	(29.5)	(1.781)	(29.5)
Total Revenue	\$ 241.234	\$ 240.908	\$ 239.481	\$ (1.753)	(0.7)	\$ (1.427)	(0.6)
Expenses							
<u>Labor:</u>							
Payroll	\$ 264.407	\$ 266.078	\$ 276.426	\$ (12.019)	(4.5)	\$ (10.348)	(3.9)
Overtime	53.039	54.783	58.839	(5.800)	(10.9)	(4.056)	(7.4)
Health and Welfare	61.109	61.983	61.427	(0.318)	(0.5)	0.556	0.9
OPEB Current Payment	23.955	23.911	22.865	1.090	4.6	1.046	4.4
Pensions	48.948	44.385	44.743	4.205	8.6	(0.358)	(0.8)
Other Fringe Benefits	50.823	66.171	66.288	(15.465)	(30.4)	(0.117)	(0.2)
Reimbursable Overhead	-	-	(1.450)	1.450	-	1.450	-
Total Labor Expenses	502.282	517.312	529.138	(26.856)	(5.3)	(11.826)	(2.3)
<u>Non-Labor:</u>							
Electric Power	\$ 1.838	\$ 1.651	\$ 1.541	\$ 0.297	16.1	\$ 0.110	6.7
Fuel	24.131	18.974	15.458	8.673	35.9	3.516	18.5
Insurance	6.166	5.501	7.681	(1.515)	(24.6)	(2.180)	(39.6)
Claims	29.000	29.000	37.445	(8.445)	(29.1)	(8.445)	(29.1)
Maintenance and Other Operating Contracts	38.579	33.511	27.448	11.131	28.9	6.063	18.1
Professional Service Contracts	26.209	26.824	25.814	0.395	1.5	1.010	3.8
Materials & Supplies	47.674	51.991	43.716	3.958	8.3	8.275	15.9
Other Business Expenses	2.557	3.987	3.756	(1.199)	(46.9)	0.231	5.8
Total Non-Labor Expenses	176.153	171.440	162.859	13.294	7.5	8.581	5.0
<u>Other Expense Adjustments:</u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	-	-	-	-	-	-	-
Total Expenses Before Depreciation and GASB Adjs.	\$ 678.435	\$ 688.751	\$ 691.997	\$ (13.562)	(2.0)	\$ (3.246)	(0.5)
Depreciation	\$ 42.236	\$ 42.236	\$ 57.158	\$ (14.922)	(35.3)	\$ (14.922)	(35.3)
OPEB Obligation	100.150	100.150	88.720	11.430	11.4	11.430	11.4
GASB 68 Pension Adjustment	-	40.200	-	-	0.0	40.200	100.0
Environmental Remediation	-	-	-	-	-	-	-
Total Expenses	\$ 820.821	\$ 871.337	\$ 837.875	\$ (17.054)	(2.1)	\$ 33.462	3.8
Baseline Surplus/(Deficit)	\$ (579.587)	\$ (630.429)	\$ (598.394)	\$ (18.807)	(3.2)	\$ 32.035	5.1

*Totals may not add due to rounding

**MTA Bus Company
Preliminary 2016 Overtime Results
Non-Reimbursable/Reimbursable Overtime**
(\$ in millions)

	2016 Adoptd Budget		2016 Final Estimate		Actuals		2016 Adopted vs. Actuals		2016 Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Var. - Fav/(Unfav)		Var. - Fav/(Unfav)	
							Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u>	634,597	\$26.301	634,597	\$26.301	583,804	\$27.901	50,793 8.0%	(\$1.601) -6.1%	50,793 8.0%	(\$1.601) -6.1%
<u>Unscheduled Service</u>	128,426	\$5.620	144,435	\$6.517	133,786	\$5.794	(5,361) -4.2%	(\$0.174) -3.1%	10,649 7.4%	\$0.723 11.1%
<u>Programmatic/Routine Maintenance</u>	208,369	\$9.215	233,054	\$9.909	257,414	\$12.283	(49,045) -23.5%	(\$3.068) -33.3%	(24,360) -10.5%	(\$2.374) -24.0%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000	- 0.0%	\$0.000 0.0%	- 0.0%	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	190,474	\$9.757	190,474	\$9.757	248,264	\$11.439	(57,790) -30.3%	(\$1.682) -17.2%	(57,790) 0.0%	(\$1.682) 0.0%
<u>Weather Emergencies</u>	45,565	\$1.701	48,458	\$1.854	19,604	\$0.897	25,960 50.6%	\$0.804 46.9%	28,854 50.6%	\$0.957 46.9%
<u>Safety/Security/Law Enforcement</u>	2,641	\$0.128	2,641	\$0.128	1,306	\$0.068	1,335 19.2%	\$0.060 -44.4%	1,335 19.2%	\$0.060 -44.4%
<u>Other</u>	3,802	\$0.316	3,802	\$0.316	3,070	\$0.456	732 19.2%	(\$0.140) -44.4%	732 19.2%	(\$0.140) -44.4%
Total Unscheduled	1,213,873	\$53.039	1,257,461	\$54.783	1,247,249	\$58.839	(33,376) -2.7%	(\$5.801) -10.9%	10,212 0.8%	(\$4.057) -7.4%
TOTAL NON-REIMBURSABLE OVERTIME:	1,213,873	\$53.039	1,257,461	\$54.783	1,247,249	\$58.839	(33,376) -2.7%	(\$5.801) -10.9%	10,212 0.8%	(\$4.057) -7.4%
REIMBURSABLE OVERTIME ¹	0	\$0.000	0	\$0.000	0	\$0.000	-	\$0.000	-	\$0.000
TOTAL OVERTIME	1,213,873	\$53.039	1,257,461	\$54.783	1,247,249	\$58.839	(33,376)	(\$5.801)	10,212	(\$4.057)

¹ All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%

**MTA BUS COMPANY
2016 YEAR-END REPORT
EXPLANATIONS OF CASH RECEIPT AND EXPENDITURE VARIANCES**

2016 Final Estimate vs. Actual

Receipts: Total Receipts were unfavorable by \$7.0 million.

- **Farebox Receipts:** Unfavorable variance of \$2.7 million, due to the timing of Metro Card settlements and lower ridership.
- **Other Operating Receipts:** Actuals were in line with the final estimate.
- **Capital and Other Reimbursements:** Unfavorable variance of \$4.3 million was mainly due to schedule changes to capital projects.

Expenditures/Labor: Total Labor Expenditures were unfavorable by \$1.0 million. Major contributors were:

- **Payroll:** Unfavorable variance of \$6.0 million mainly due to rate variances, interagency billings and the timing of reimbursable projects.
- **Health & Welfare/OPEB:** Favorable variance of \$1.5 million due to lower expenses.
- **Other Fringe Benefits:** Favorable variance of \$3.3 million due to the timing of workers' compensation payments.

Expenditures/Non Labor: Total Non-Labor Expenditures were \$32.1 million favorable. Major contributors were:

- **Fuel:** Favorable variance of \$3.5 million primarily due to lower rates and the receipt of CNG rebates.
- **Claims:** Unfavorable variance of \$3.0 million due to the payment of several large claim settlements.
- **Maintenance and Other Operating Contracts:** Favorable variance of \$6.4 million was primarily due to the timing of inter-agency billings for bus parts and depot services.
- **Professional Service Contracts:** Favorable variance of \$15.1 million was primarily due to the timing of inter-agency billings and lower MOU expenses.

- **Materials and Supplies:** Favorable variance of \$10.1 million was mainly due to lower material usage resulting from new bus warranties, improved maintenance practices and the use of recycled/reconditioned material.

**MTA BUS COMPANY
2016 YEAR-END REPORT
EXPLANATIONS OF CASH RECEIPT AND EXPENDITURE VARIANCES**

2016 Adopted Budget vs. Actual

Receipts: Total Receipts were \$6.4 million unfavorable.

- **Farebox Receipts:** Unfavorable variance of \$3.0 million due to the timing of Metro Card settlements and lower ridership.
- **Other Operating Receipts:** Favorable by \$1.0 million primarily due to shuttle service reimbursements.
- **Capital and Other Reimbursements:** Unfavorable variance of \$4.3 million mainly due to schedule changes to capital projects.

Expenditures/Labor: Total Labor Expenditures were unfavorable by \$20.0 million. Major contributors were:

- **Payroll:** Unfavorable variance of \$22.4 million mainly due to rate variances, interagency billings and the timing of reimbursable projects.
- **Overtime:** Unfavorable variance of \$5.6 million primarily due to running time/traffic, vacancy and availability coverage requirements, shuttle services and rate variances.
- **Health & Welfare/OPEB:** Favorable variance of \$0.7 million due to the timing of payments.
- **Pensions:** Favorable variance of \$4.4 million due to timing.
- **Other Fringe Benefits:** Favorable variance of \$2.9 million primarily due to the timing of workers' compensation payments.

2016 Adopted Budget vs. Actual

Expenditures/Non-Labor: Total Non–Labor Expenditures were \$22.4 million favorable. Major contributors were:

- **Fuel:** Favorable variance of \$8.7 million due to lower rates and the receipt of CNG rebates.
- **Insurance:** Unfavorable variance of \$2.9 million is mostly due to the payment of prior period premiums.
- **Claims:** Unfavorable variance of \$3.0 million due to the payment of several large claim settlements.
- **Maintenance and Other Operating Contracts:** Favorable variance of \$11.4 million was primarily due to the timing of inter-agency billings for bus parts and depot services.
- **Professional Service Contracts:** Favorable variance of \$3.4 million was primarily due to the timing of inter-agency billings and lower than budgeted MOU expenses.
- **Materials and Supplies:** Favorable variance of \$5.8 million mainly due to lower material usage resulting from new bus warranties, improved maintenance practices, and the use of recycled/reconditioned material.
- **Other Business Expenses:** Unfavorable variance of \$1.2 million was primarily due to higher Automated Fare Collection (AFC) expenses.

MTA BUS COMPANY
2016 Year-End Report
Cash Receipts and Expenditures
2016 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	2016			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Receipts							
Farebox Revenue	\$ 214.471	\$ 214.145	\$ 211.450	\$ (3.021)	(1.4)	\$ (2.695)	(1.3)
Other Operating Revenue	20.724	21.724	21.703	0.979	4.7	(0.021)	0.0
Capital and Other Reimbursements	9.227	9.227	4.905	(4.322)	(46.8)	(4.322)	(46.8)
Total Receipts	\$ 244.422	\$ 245.096	\$ 238.058	\$ (6.364)	(2.6)	\$ (7.038)	(2.9)
Expenditures							
<u>Labor:</u>							
Payroll	\$ 262.378	\$ 278.849	\$ 284.836	\$ (22.458)	(8.6)	\$ (5.987)	(2.1)
Overtime	53.039	58.883	58.595	(5.556)	(10.5)	0.288	0.5
Health and Welfare	60.693	61.567	61.580	(0.887)	(1.5)	(0.013)	0.0
OPEB Current Payment	23.955	23.911	22.355	1.600	6.7	1.556	6.5
Pensions	48.776	44.213	44.365	4.411	9.0	(0.152)	(0.3)
Other Fringe Benefits	50.651	50.998	47.719	2.932	5.8	3.279	6.4
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 499.492	\$ 518.421	\$ 519.450	\$ (19.958)	(4.0)	\$ (1.029)	(0.2)
<u>Non-Labor:</u>							
Electric Power	\$ 1.837	\$ 1.651	\$ 1.542	\$ 0.295	16.1	\$ 0.109	6.6
Fuel	24.131	18.974	15.480	8.651	35.9	3.494	18.4
Insurance	6.166	8.801	9.071	(2.905)	(47.1)	(0.270)	(3.1)
Claims	25.000	25.000	27.967	(2.967)	(11.9)	(2.967)	(11.9)
Maintenance and Other Operating Contracts	38.579	33.511	27.156	11.423	29.6	6.355	19.0
Professional Service Contracts	26.209	37.924	22.820	3.389	12.9	15.104	39.8
Materials & Supplies	47.674	51.991	41.887	5.787	12.1	10.104	19.4
Other Business Expenses	2.558	3.988	3.776	(1.218)	(47.6)	0.212	5.3
Total Non-Labor Expenditures	\$ 172.154	\$ 181.841	\$ 149.699	\$ 22.455	13.0	\$ 32.142	17.7
<u>Other Expenditure Adjustments:</u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expenditure Adjustments	-	-	-	-	-	-	-
Total Expenditures Before Depreciation	\$ 671.645	\$ 700.262	\$ 669.149	\$ 2.496	0.4	\$ 31.113	4.4
Depreciation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
OPEB Obligation	-	-	-	-	-	-	-
GASB 68 Pension Adjustment	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-
Total Expenditures	\$ 671.645	\$ 700.262	\$ 669.149	\$ 2.496	0.4	\$ 31.113	4.4
Baseline Cash Deficit	\$ (427.223)	\$ (455.166)	\$ (431.091)	\$ (3.868)	(0.9)	\$ 24.075	5.3

*Totals may not add due to rounding

MTA BUS COMPANY
2016 Year-End Report
2016 Adopted Budget and Final Estimate vs. Preliminary Actual
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	2016			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Receipts							
Farebox Revenue	\$ -	\$ -	\$ (1.854)	\$ (1.854)	-	\$ (1.854)	-
Other Operating Revenue	-	1.000	(0.216)	(0.216)	-	(1.216)	*
Capital and Other Reimbursements	3.188	3.188	0.647	(2.541)	(79.7)	(2.541)	(79.7)
Total Receipts	\$ 3.188	\$ 4.188	\$ (1.423)	\$ (4.611)	*	\$ (5.611)	*
Expenditures							
<u>Labor:</u>							
Payroll	\$ 2.030	\$ (12.771)	\$ (8.410)	\$ (10.440)	*	\$ 4.361	34.1
Overtime	-	(4.100)	0.244	0.244	-	4.344	*
Health and Welfare	0.416	0.416	(0.153)	(0.569)	*	(0.569)	*
OPEB Current Payment	-	-	0.510	0.510	-	0.510	-
Pensions	0.172	0.172	0.378	0.206	*	0.206	*
Other Fringe Benefits	0.172	15.173	18.569	18.397	*	3.396	22.4
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	(1.450)	(1.450)	-	(1.450)	-
Total Labor Expenditures	\$ 2.790	\$ (1.109)	\$ 9.688	\$ 6.898	*	\$ 10.797	*
<u>Non-Labor:</u>							
Electric Power	\$ 0.001	\$ -	\$ (0.001)	\$ 0.002	*	\$ 0.001	-
Fuel	-	0.000	(0.022)	(0.022)	-	(0.022)	*
Insurance	-	(3.300)	(1.390)	(1.390)	-	1.910	57.9
Claims	4.000	4.000	9.478	5.478	*	5.478	*
Maintenance and Other Operating Contracts	-	-	0.292	0.292	-	0.292	-
Professional Service Contracts	-	(11.100)	2.994	2.994	-	14.094	*
Materials & Supplies	-	(0.000)	1.829	1.829	-	1.829	*
Other Business Expenses	(0.001)	(0.001)	(0.020)	(0.019)	*	(0.019)	*
Total Non-Labor Expenditures	\$ 4.000	\$ (10.401)	\$ 13.160	\$ 9.160	*	\$ 23.561	*
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.							
	\$ 9.978	\$ (7.322)	\$ 21.425	\$ 11.447	*	\$ 28.747	*
Depreciation	\$ 42.236	\$ 42.236	\$ 57.158	\$ 14.922	35.3	\$ 14.922	35.3
OPEB Obligation	100.150	100.150	88.720	(11.430)	(11.4)	(11.430)	(11.4)
GASB 68 Pension Adjustment	-	40.200	-	-	-	(40.200)	(100.0)
Environmental Remediation	-	-	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$ 152.364	\$ 175.264	\$ 167.303	\$ 14.939	9.8	\$ (7.961)	(4.5)

*Totals may not add due to rounding

MTA BUS COMPANY
2016 YEAR-END REPORT
2016 CASH RESULTS - PRELIMINARY ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	Final Estimate	Actual	Favorable/(Unfavorable Variance)		
			Total	Real	Timing
Receipts					
Farebox Revenue	\$214.145	\$211.450	(\$2.695)	(\$1.449)	(\$1.246)
Other Operating Revenue	\$21.724	\$21.703	(\$0.021)	(\$0.021)	\$0.000
Capital and Other Reimbursements	\$9.227	\$4.905	(\$4.322)	(\$4.322)	\$0.000
Total Receipts	\$245.096	\$238.058	(\$7.038)	(\$5.792)	(\$1.246)
Expenditures					
Labor:					
Payroll	\$278.849	\$284.836	(\$5.987)	(\$2.200)	(\$3.787)
Overtime	\$58.883	\$58.595	\$0.288	\$0.288	\$0.000
Health and Welfare	\$61.567	\$61.580	(\$0.013)	(\$0.013)	\$0.000
OPEB Current Payment	\$23.911	\$22.355	\$1.556	\$1.556	\$0.000
Pensions	\$44.213	\$44.365	(\$0.152)	(\$0.152)	\$0.000
Other Fringe Benefits	\$50.998	\$47.719	\$3.279	(\$0.000)	\$3.279
GASB Account	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Labor Expenditures	\$518.421	\$519.450	(\$1.029)	(\$0.521)	(\$0.508)
Non-Labor:					
Electric Power	\$1.651	\$1.542	\$0.109	\$0.109	\$0.000
Fuel	\$18.974	\$15.480	\$3.494	\$3.494	\$0.000
Insurance	\$8.801	\$9.071	(\$0.270)	(\$0.270)	\$0.000
Claims	\$25.000	\$27.967	(\$2.967)	(\$2.967)	\$0.000
Maintenance and Other Operating Contracts	\$33.511	\$27.156	\$6.355	\$0.855	\$5.500
Professional Service Contracts	\$37.924	\$22.820	\$15.104	\$2.104	\$13.000
Materials & Supplies	\$51.991	\$41.887	\$10.104	\$6.904	\$3.200
Other Business Expenses	\$3.988	\$3.776	\$0.212	\$0.212	\$0.000
Total Non-Labor Expenditures	\$181.841	\$149.699	\$32.142	\$10.442	\$21.700
Other Expenditure Adjustments:					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$700.262	\$669.149	\$31.113	\$9.921	\$21.192
Net Cash Surplus/(Deficit)	(\$455.166)	(\$431.091)	\$24.075	\$4.129	\$19.946

Totals may not agree due to rounding.
Results are subject to audit

**MTA BUS COMPANY
2016 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON RIDERSHIP/TRAFFIC VOLUME
(UTILIZATION)**

Revenue was lower than the Final Estimate by 0.4% and 1.4% higher than 2015 Actuals.

Financial Summary

Passenger Revenue	2016 Actuals	2015 Actuals	Percent Change + More / - Less Than	
			2015 Actual	2016 Final Estimate
Fixed Route Revenue	\$213,304,948	\$210,333,373	1.4%	-0.4%

2016 Final Estimate vs. Actual

MTA Bus Company Ridership was 0.5 million, or 0.4% lower than the Final Estimate and favorable by 0.2 million, or 0.2 % compared to 2015.

Ridership Data - As of December 31, 2016

	2016 Actuals	2015 Actuals	Percent Change + More / - Less Than	
			2015 Actuals	2016 Final Estimate
Total Riders	125,617,157	125,399,522	0.2%	-0.4%
Avg. Weekday	407,201	405,978	0.3%	n/a
Avg. Weekend	399,855	405,478	-1.4%	n/a
Avg. Weekday Local	374,066	371,221	0.8%	n/a
Avg. Weekday Express	29,205	29,943	-2.5%	n/a

**MTA BUS COMPANY
2016 YEAR-END REPORT
UTILIZATION
(in millions)**

	December Year-to-Date			Favorable/(Unfavorable) Variance			
	2016 Adopted Budget	2016 Final Estimate	Actual	2016 Adopted Budget		2016 Final Estimate	
				\$	%	\$	%
<u>Farebox Revenue</u>							
<u>Ridership</u>							
Fixed Route	127.401	126.111	125.617	(1.784)	(1.4)	(0.494)	(0.4)
Total Ridership	127.401	126.111	125.617	(1.784)	(1.4)	(0.494)	(0.4)
Fixed Route	\$ 214.471	\$ 214.145	\$ 213.304	\$ (1.167)	(0.5)	\$ (0.841)	(0.4)
Total Farebox Revenue	214.471	214.145	213.304	(1.167)	(0.5)	(0.841)	(0.4)
Total Revenue	\$ 241.234	\$ 240.908	\$ 239.481	\$ (1.753)	(0.7)	\$ (1.427)	(0.6)

MTA BUS COMPANY
2016 YEAR-END REPORT
Explanation of Variances on Positions
By Function and Department
Non-Reimbursable-Reimbursable and Full-Time/Full-Time Equivalents

2016 Final Estimate vs. Actual

There was a total of 3,732 employees, 113 fewer than the Final Estimate. By department, the vacancies were in the following areas:

- 51 Administration
- 63 Maintenance
- 8 Engineering/Capital
- 6 Public Safety
- -15 Operations

**MTA BUS COMPANY
2016 YEAR-END REPORT
Explanation of Variances on Positions
By Function and Occupation Group
Non-Reimbursable-Reimbursable and Full-Time/Full-Time Equivalents**

2016 Final Estimate vs. Actual

By year-end, there were a total of 3,732 employees, 113 fewer than the Final Estimate. By occupation, the vacancies were in the following positions:

- 29 Managers/Supervisors
- 25 Professional /Technical/Clerical
- 59 Operation Hourlies

MTA BUS COMPANY
2016 Year-End Report
Non-Reimbursable and Reimbursable by Fuction and Department
Full - Time Positions and Full - Time Equivalents

FUNCTION/DEPARTMENT	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	19	10	9	
Office of Management and Budget	14	13	1	
Technology & Information Services	-	-	-	
Material	18	15	3	
Controller	17	19	(2)	
Office of the President	6	5	1	
System Safety Administration	5	1	4	
Law	21	23	(2)	
Corporate Communications	-	-	-	
Labor Relations	4	3	1	
Strategic Office	24	11	13	
Non-Departmental	23	-	23	
Total Administration	154	103	51	Vacancies to be filled
Operations				
Buses	2,249	2,229	20	
Office of the Executive VP	4	4	-	
Safety & Training	29	66	(37)	Students in Training
Road Operations	120	120	-	
Transportation Support	22	25	(3)	
Operations Planning	33	29	4	
Revenue Control	27	26	1	
Total Operations	2,484	2,499	(15)	
Maintenance				
Buses	757	752	5	
Maintenance Support/CMF	219	181	38	
Facilities	77	60	17	
Supply Logistics	95	92	3	
Total Maintenance	1,148	1,085	63	Vacancies to be filled
Capital Program Management	37	29	8	
Total Engineering/Capital	37	29	8	Vacancies to be filled
Security	22	16	6	
Total Public Safety	22	16	6	
Total Positions	3,845	3,732	113	
Non-Reimbursable	3,805	3,696	109	
Reimbursable	40	36	4	
Total Full-Time	3,830	3,718	112	
Total Full-Time Equivalents	15	14	1	

MTA BUS COMPANY
2016 Year-End Report
Non-Reimbursable and Reimbursable by Function and Department
Full - Time Positions and Full - Time Equivalents

FUNCTION/OCCUPATIONAL GROUP	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	63	43	20	
Professional, Technical, Clerical	73	60	13	
Operational Hourlies	18	-	18	
Total Administration	154	103	51	Vacancies to be filled
Operations				
Managers/Supervisors	303	309	(6)	
Professional, Technical, Clerical	51	52	(1)	
Operational Hourlies	2,130	2,138	(8)	
Total Operations	2,484	2,499	(15)	Students in Training
Maintenance				
Managers/Supervisors	225	218	7	
Professional, Technical, Clerical	26	19	7	
Operational Hourlies	897	848	49	
Total Maintenance	1,148	1,085	63	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	18	3	
Professional, Technical, Clerical	16	11	5	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	29	8	Vacancies to be filled
Public Safety				
Managers/Supervisors	17	12	5	
Professional, Technical, Clerical	5	4	1	
Operational Hourlies	-	-	-	
Total Public Safety	22	16	6	
Total Baseline Positions				
Managers/Supervisors	629	600	29	
Professional, Technical, Clerical	171	146	25	
Operational Hourlies	3,045	2,986	59	
Total Baseline Positions	3,845	3,732	113	

**MTA BUS COMPANY
2016 YEAR-END REPORT
RESULTS OF OPERATIONS**

Weekday AM pullouts were 0.4% higher than 2015 Actuals and 0.4% higher than 2016 Final Estimate.

Weekday PM Pullouts were 0.5% higher than 2015 Actuals and 0.5% higher than 2016 Final Estimate.

Completed Trips were 0.5% higher than 2015 Actuals and 0.2% lower than 2016 Final Estimate.

The 2016 MDBF of 7,247 was 26.4% higher than the 2015 Actuals and 29.8% Higher than the Final Estimate.

**MTA BUS COMPANY
2016 YEAR-END REPORT
RESULTS OF OPERATIONS**

Performance	Final Estimate	2016 Actuals	2015 Actuals	2016 vs 2015 Variance	2016 Final Estimate Variance
Bus					
AM Weekday Pullout Performance	99.36%	99.79%	99.34%	0.45%	0.43%
PM Weekday Pullout Performance	99.36%	99.87%	99.35%	0.52%	0.51%
Percentage of Completed Trips	99.36%	99.17%	98.66%	0.52%	-0.19%
Mean Distance Between Failures	5,583	7,247	5,735	26.36%	29.80%
Mean Distance Between Service Interruptions	2,778	3,443	2,857	20.51%	23.94%
Safety					
Customer Accidents/Million Customers	1.01	1.25	1.05	-19.05%	-23.76%
Customer Accidents Injuries/Million Customers	1.06	1.32	1.10	-20.00%	-24.53%
Collision/Million Miles	47.42	50.40	48.74	-3.41%	-6.28%
Collision Injuries/Million Miles	5.51	6.04	5.86	-3.07%	-9.62%
Employee On-Duty Lost-Time Accidents per 100 Employees	6.80	7.32	7.29	0.41%	-7.65%

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 - April 2017

data thru March 2017; \$s in million

	Budget	Expenditures
Construction	\$ 136.6	\$ 42.8
Design/CPS	5.0	3.7
Construction Management	16.8	3.3
Total	\$ 158.4	\$ 49.8

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

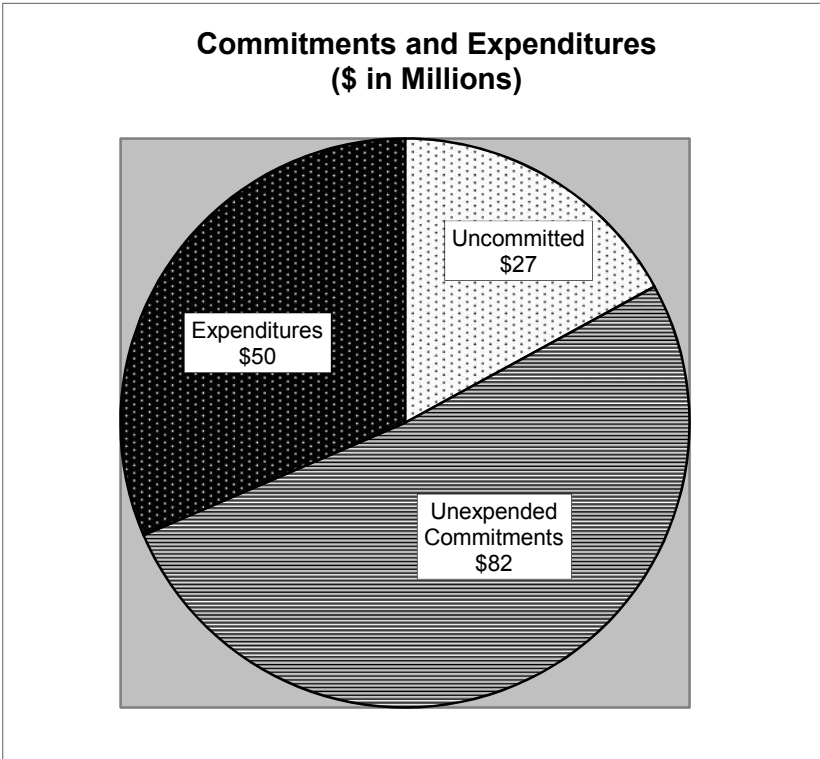
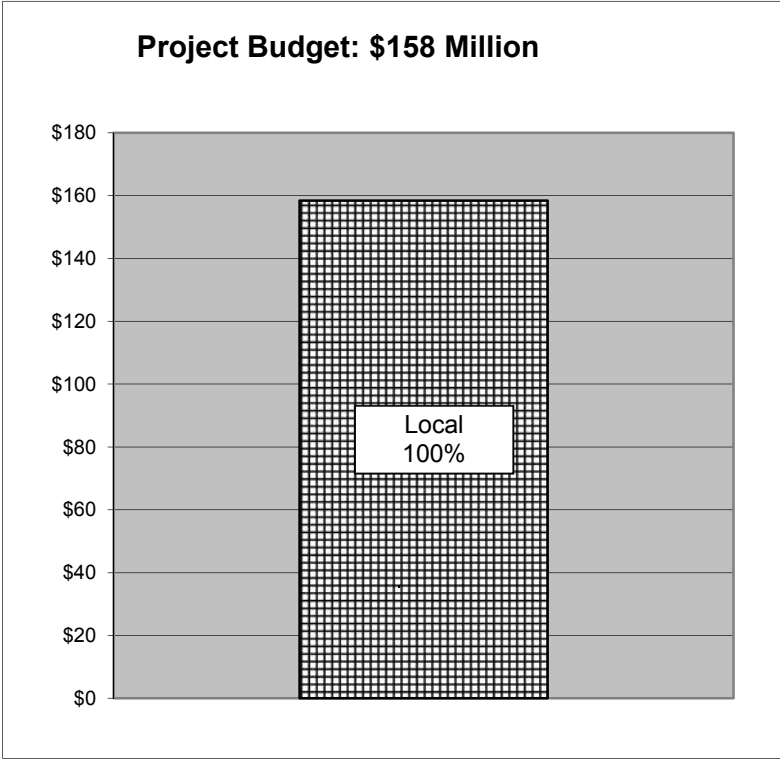
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Actual Award Date	Planned Completion at Award	Forecast Substantial Completion
Reconstruct Cortlandt Street Station <i>Judlau Contracting, Inc.</i>	117.7	103.1	14.6	39.4	Apr-2015	Feb-2018	Aug-2018

Cortlandt Street No. 1 Line Station Reconstruction Status

Report to the Transit Committee - April 2017

data thru March 2017

MTA Capital Program \$ in Millions	<u>Funding Sources</u>		<u>Status of Commitments</u>		
	<u>Budgeted</u>	<u>Local Funding</u>	<u>Committed</u>	<u>Uncommitted</u>	<u>Expended</u>
Total Authorized	\$ 158	\$ 158	\$ 131	\$ 27	\$ 50



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

