



Transit & Bus Committee Meeting

December 2015

Committee Members

F. Ferrer, Committee Chairman
J. Banks III, Committee Vice Chairman
J. Ballan
A. Cappelli
J. Kay
S. Metzger
C. Moerdler
J. Molloy
P. Trottenberg
A. Albert
E. Watt

New York City Transit and Bus Committee Meeting

2 Broadway - 20th Floor Board Room

New York, NY 10004

Monday, 12/14/2015

10:30 AM - 12:00 PM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – NOVEMBER 16, 2015

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3. COMMITTEE WORK PLAN

Committee Work Plan - Page 9

Proposed 2016 Committee Work Plan - Page 18

4. OPERATIONS PERFORMANCE SUMMARY

a. October Operations Report

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5. FINANCIAL REPORTS

a. October NYCT Financial & Ridership Report

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b. October SIR Financial & Ridership Report

SIR Financial Report - Page 86

c. October MTA Bus Financial & Ridership Report

October MTA Bus Financial & Ridership Report - Page 99

d. Capital Program Status Report

Capital Program Status Report - Page 114

6. PROCUREMENTS

December Procurement Staff Summary and Resolution - Page 123

a. Non-Competitive

NYCT Non-Competitive Procurement - Page 127

b. Competitive

NYCT Competitive Procurement - Page 132

c. Ratifications

MTACC Ratifications - Page 135

7. ACTION ITEMS

a. TAB Senior Hearing Officers Retainer Agreement

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b. NYCT 2016 Final Proposed Budget

NYCT 2016 Final Proposed Budget and 2016-2019 Financial Plan - Page 139

c. SIR 2016 Final Proposed Budget

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d. MTA Bus 2016 Final Proposed Budget

MTA Bus 2016 Final Proposed Budget and 2016-2019 Financial Plan - Page 161

8. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 173

9. STANDARD FOLLOW-UP REPORT

a. NYCT and MTA Bus EEO Diversity Report, 3rd Quarter, 2015

NYCT and MTA Bus EEO Diversity Report, 3rd Quarter, 2015 - Page 177

10. MTACC REPORT

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Minutes of Regular Meeting
Committee on Operations of the MTA New York City Transit Authority, Manhattan and
Bronx Surface Transit Operating Authority,
Staten Island Rapid Transit Operating Authority,
Capital Construction Company and Bus Company
November 16, 2015

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. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. Allen P. Cappelli
Hon. Ira Greenberg
Hon. Susan G. Metzger
Hon. John J. Molloy
Hon. Polly Trottenberg

The following Members were absent:
Hon. John H. Banks III, Vice-Chair
Hon. Jeffrey Kay
Hon. Charles G. Moerdler

Also present were:
James L. Ferrara, Interim President, New York City Transit
Michael Chubak, Acting Executive Vice President
Joe Leader, Senior Vice President, Subways
Vincent Coogan, Assistant Chief Executive Officer, NYPD Transit Bureau
Owen J. Monaghan, Vice President, Security
Cheryl Kennedy, Vice President, Office of System Safety
Stephen Plochochi, Vice President, Materiel
Sarah Wyss, Senior Director, Operations Planning
John O'Grady, Acting Senior Vice President, CPM
Darryl Irick, President, MTA Bus
Evan Eisland, Senior Vice President and General Counsel, MTA Capital Construction

Chair Ferrer opened the meeting.

II. Public Speakers

Murray Bodin addressed the Committee on commuter bus design, advocating the use of low floor buses to streamline the boarding process, and asking for the opportunity to meet with President Irick on the issue.

Orrin Getz asked NYCT to work with NYC DOT to address the issue of congestion on Madison Avenue between 56th and 59th Streets, caused by buses turning onto 57th Street. He also asked the Committee to consider extending the 7 line to Secaucus, New Jersey.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the October 26, 2015 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company. There were no changes to the Work Plan.

IV. Agenda Items

Interim President Ferrara informed Members that the NYC Transit and MTA Bus Committee Charter had been included in this month's Agenda for information only since no changes to the November 2014 Charter were being recommended.

A. Operations Report

SVP Leader reported to the Committee on the Department of Subways' operating performance, and presented a video on the duties and responsibilities of platform controllers.

In response to a question from Member Cappelli, SVP Leader informed the Committee that there are 60-80 platform controllers in place as part of the pilot program, mostly along the Lexington Avenue corridor, noting that dwell times have decreased and throughput increased as a result of their efforts.

In response to a question from Member Albert, SVP Leader noted that the potential increase in crowding created by holding trains in the station to improve service can be alleviated by having platform controllers maintain radio communication with the Rail Control Center.

In response to a question from Member Greenberg regarding the reporting of weekend terminal delays in the Agenda, SVP leader noted that the term "right of way delays" encompasses any unplanned event along the right of way.

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

VP Kennedy presented the Safety Report.

Assistant Chief Coogan presented the NYPD Transit Bureau statistics.

In response to Member Albert's concern regarding fare evaders accessing the system through slam gates, Assistant Chief Coogan noted that the fare array is usually under video surveillance.

In response to a question from Member Cappelli, Assistant Chief Coogan remarked that of 433 robberies, 298 have resulted in arrests, noting the continued application of the parole stipulation system to address the problem of recidivist crime.

B. Financial Reports

Acting EVP Chubak reported to the Committee on NYCT's finances.

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

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

Details on the following are provided in the Agenda materials:

- Financial and Ridership Report
- Capital Program Status

C. Procurements

VP Plochochi introduced the NYCT, MTA CC and MTA Bus Company procurement agendas, which consisted of seven action items totaling \$198.7 million in expenditures. VP Plochochi highlighted for the Committee two procurement agenda items: (1) the purchase of 231 low-floor 60-foot articulated diesel buses from two bus manufacturers to replace aging buses in the NYCT fleet; and (2) the award of a competitively solicited, five-year miscellaneous service contract for the removal and disposal of non-hazardous oily waste from oil-water separator collection units used by MTA Bus Company, NYCT's Department of Buses, and NYCT's Department of Subways.

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

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

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

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

In response to a question from Member Ballan, VP Plochochi advised that in connection with the current bus procurement, only two of the eight bus companies contacted were “structurally qualified” and that the reasonableness of their pricing was duly evaluated.

In response to a question from Member Ballan, VP Plochochi advised the Committee that the proposed six-month extension of the current contract with CGI Technologies and Solutions Inc. is necessary to allow for the transition to an independent in-house Transit Adjudication Bureau Information System (TABIS), explaining that moving to TABIS would allow for more competition on the staffing component of TAB support services. Wael Hibri, Senior Director, MTA Business Service Center, noted the economic efficiencies of separating the staffing and technology components of TAB support services.

Member Trottenberg voted “no” on the purchase of the low-floor articulated buses, noting the City’s concern with the potential for reduced visibility associated with the A-pillar component of the bus design. Interim President Ferrara advised the Committee that the design element is structural and provides bus operators with protection in the event of a collision, noting, however, that bus manufacturers would be consulted for further design input.

V. Action Item

Acting EVP Chubak presented an action item seeking authorization to use the services of the New York Power Authority (NYPA) to perform 17 Level II energy audits as defined by ASHRAE, the American Society of Heating, Refrigeration and Air Conditioning Engineers.

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

Member Ballan recused himself from the vote.

VI. Service Changes

Mark Holmes, Chief Officer, MTA Bus Operations Planning, presented, for the Committee’s information, a revision to QM1/QM5 bus service in the Fresh Meadows section of Queens.

VII. Special Reports and Presentations

Interim President Ferrara presented to the Committee for its information the MetroCard Report, the 2015 Subway Customer Satisfaction Survey and the 2015 Local Bus Customer Satisfaction Survey.

VIII. MTA CC Project Report

SVP Eisland reported on the status of the Fulton Transit Center, Second Avenue Subway and Extension projects. 7

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

Respectfully submitted,



Bettina Quintas
Assistant Secretary



2015 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

December 2015

NYCT 2016 Adopted Budget/Financial Plan 2016-2019	Management & Budget
SIR 2016 Adopted Budget/Financial Plan 2016-2019	Management & Budget
MTA Bus 2016 Adopted Budget/Financial Plan 2016-2019	Management & Budget
NYCT & MTA Bus EEO & Diversity Report, 3 rd Qtr, 2015	EEO & Human Resources

January 2016

Approval of 2016 NYC Transit Committee Work Plan	Committee Chair & Members
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February 2016

Preliminary Review of NYC Transit 2015 Operating Results	Management & Budget
Preliminary Review of SIR 2015 Operating Results	Management & Budget
Preliminary Review of MTA Bus 2015 Operating Results	Management & Budget
NYC Transit Adopted Budget/Financial Plan 2016-2019	Management & Budget
SIR Adopted Budget/Financial Plan 2016-2019	Management & Budget
MTA Bus Adopted Budget/Financial Plan 2016-2019	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, 2015 Yr End Report	EEO & Human Resources

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

March 2016

No Items

April 2016

Final Review of NYC Transit 2014 Operating Results

Final Review of SIR 2014 Operating Results

Final Review of MTA Bus 2014 Operating Results

Management & Budget

Management & Budget

Management & Budget

May 2016

Transit Adjudication Bureau Report, 1st Qtr, 2016

Elevator & Escalator Service Report, 1st Qtr, 2016

NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2016

Law

Subways

EEO & Human Resources

June 2016

No Items

July 2016

No Items

August 2016

No Meetings Held

September 2016

Public comment/Committee review of budget

2016 NYC Transit Mid-Year Forecast Monthly Allocation

2016 SIR Mid-Year Forecast Monthly Allocation

2016 MTA Bus Mid-Year Forecast Monthly Allocation

2017 Preliminary NYC Transit Budget

2017 Preliminary SIR Budget

2017 Preliminary MTA Bus Budget

Service Quality Indicators (including PES & MTA Bus PES)

Elevator & Escalator Service Report, 2nd Qtr, 2016

Transit Adjudication Bureau Report, 2nd Qtr, 2016

NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2016

Management & Budget

Management & Budget

Management & Budget

Management & Budget

Management & Budget

Management & Budget

Operations Planning

Subways

Law

EEO & Human Resources

October 2016

Public Comment/Committee review of budget

2017 Preliminary NYC Transit Budget

2017 Preliminary SIR Budget

2017 Preliminary MTA Bus Budget

Management & Budget

Management & Budget

Management & Budget

November 2016

Charter for Transit Committee

Elevator & Escalator Service Report, 3rd, Qtr, 2016

Transit Adjudication Bureau Report, 3rd Qtr, 2016

Law

Subways

Law



2015 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

DECEMBER 2015

NYCT 2016 Adopted Budget/Financial Plan 2016-2019

NYC Transit will present its revised 2016-2019 Financial Plan. This plan will reflect the 2016 Adopted Budget and an updated Financial Plan for 2016-2019 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2016 by category.

SIR 2016 Adopted Budget/Financial Plan 2016-2019

NYC Transit will present SIR's revised 2016-2019 Financial Plan. This plan will reflect the 2016 Adopted Budget and an updated Financial Plan for 2016-2019 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2016 by category.

MTA 2016 Bus Adopted Budget/Financial Plan 2016-2019

MTA Bus will present its revised 2016-2019 Financial Plan. This plan will reflect the 2016 Adopted Budget and an updated Financial Plan for 2016-2019 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2016 by category.

EEO & Diversity Report, 3rd Qtr, 2015

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 2016

Approval of Committee Work Plan

The Committee will be provided with the work plan for 2016 and will be asked to approve its use for the year.

FEBRUARY 2016

Preliminary Review of NYC Transit's 2015 Operating Results

NYC Transit will present a brief review of its 2015 Budget results.

Preliminary Review of SIR 2015 Operating Results

NYC Transit will present a brief review of SIR's 2015 Budget results.

Preliminary Review of MTA Bus 2015 Operating Results

MTA Bus will present a brief review of its 2015 Budget results.

II. SPECIFIC AGENDA ITEMS (con't)

Adopted Budget/Financial Plan 2016-2019

NYC Transit will present its revised 2016-2019 Financial Plan. This plan will reflect the 2016 Adopted Budget and an updated Financial Plan for 2016-2019 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2016 by category.

SIR Adopted Budget/Financial Plan 2016-2019

NYC Transit will present SIR's revised 2016-2019 Financial Plan. This plan will reflect the 2016 Adopted Budget and an updated Financial Plan for 2016-2019 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2016 by category.

MTA Bus Adopted Budget/Financial Plan 2016-2019

MTA Bus will present its revised 2016-2019 Financial Plan. This plan will reflect the 2016 Adopted Budget and an updated Financial Plan for 2016-2019 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2016 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- 2015 Year-End Report

A detailed year-end 2015 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 2016

No Agenda Items

II. SPECIFIC AGENDA ITEMS (con't)

APRIL 2016

Final Review of NYC Transit 2015 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 2015 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 2015 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 2016

Transit Adjudication Bureau Report, 1st Qtr, 2016

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, 2016

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, 2016

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 2016

No Agenda Items

JULY 2016

No Agenda Items

AUGUST 2016

No Meetings Held

SEPTEMBER 2016

2016 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of its 2016 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

II. SPECIFIC AGENDA ITEMS (con't)

2016 SIR Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of SIR's 2016 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2016 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2016 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2017 NYC Transit Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

2017 SIR Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

2017 MTA Bus Preliminary Budget

Public comments will be accepted on the 2017 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, 2016

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, 2016

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, 2016

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.

OCTOBER 2016

2017 NYC Transit Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

2017 SIR Preliminary Budget

Public comments will be accepted on the SIR 2017 Preliminary Budget.

2017 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2017 Preliminary Budget.

II. SPECIFIC AGENDA ITEMS (con't)

NOVEMBER 2016

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, 2016

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, 2016

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



Proposed 2016 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
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MTACC Projects Report	MTACC
MetroCard Report	AFC Program Mgmt & Sales
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Tariff Changes (if any)	Management & Budget
Capital Budget Modifications (if any)	Capital Planning & Budget
Action Items (if any)	As Listed

II. SPECIFIC AGENDA ITEMS

Responsibility

January 2016

Approval of 2016 NYC Transit Committee Work Plan	Committee Chair & Members
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February 2016

Preliminary Review of NYC Transit 2015 Operating Results	Management & Budget
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ADA Compliance Report	Capital Program Management
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law
NYCT & MTA Bus EEO & Diversity Report, 2015 Yr End Report	EEO & Human Resources

March 2016

No Items

April 2016

Final Review of NYC Transit 2015 Operating Results	Management & Budget
Final Review of SIR 2015 Operating Results	Management & Budget
Final Review of MTA Bus 2015 Operating Results	Management & Budget

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

May 2016

Transit Adjudication Bureau Report, 1st Qtr, 2016
Elevator & Escalator Service Report, 1st Qtr, 2016
NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2016

Law
Subways
EEO & Human Resources

June 2016

No Items

July 2016

No Items

August 2016

No Meetings Held

September 2016

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

October 2016

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Management & Budget
Management & Budget
Management & Budget

November 2016

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Law
Subways
Law

December 2016

NYCT 2017 Adopted Budget/Financial Plan 2017-2020
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Management & Budget
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Detailed Summary

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II. SPECIFIC AGENDA ITEMS (con't)

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Transit Adjudication Bureau Report

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EEO & Diversity Report- 2015 Year-End Report

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MARCH 2016

No Agenda Items

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II. SPECIFIC AGENDA ITEMS (con't)

JUNE 2016

No Agenda Items

JULY 2016

No Agenda Items

AUGUST 2016

No Meetings Held

SEPTEMBER 2016

2016 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of its 2016 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2016 SIR Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of SIR's 2016 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2016 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2016 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2017 NYC Transit Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

2017 SIR Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

2017 MTA Bus Preliminary Budget

Public comments will be accepted on the 2017 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, 2016

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

II. SPECIFIC AGENDA ITEMS (con't)

Transit Adjudication Bureau Report, 2nd Qtr, 2016

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, 2016

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.

OCTOBER 2016

2017 NYC Transit Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

2017 SIR Preliminary Budget

Public comments will be accepted on the SIR 2017 Preliminary Budget.

2017 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2017 Preliminary Budget.

NOVEMBER 2016

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, 2016

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, 2016

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

DECEMBER 2016

NYCT 2017 Adopted Budget/Financial Plan 2017-2020

NYC Transit will present its revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 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 2017 by category.

II. SPECIFIC AGENDA ITEMS (con't)

SIR 2017 Adopted Budget/Financial Plan 2017-2020

NYC Transit will present SIR's revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 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 2017 by category.

MTA Bus 2017 Adopted Budget/Financial Plan 2017-2020

MTA Bus will present its revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 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 2017 by category.

EEO & Diversity Report, 3rd Qtr, 2016

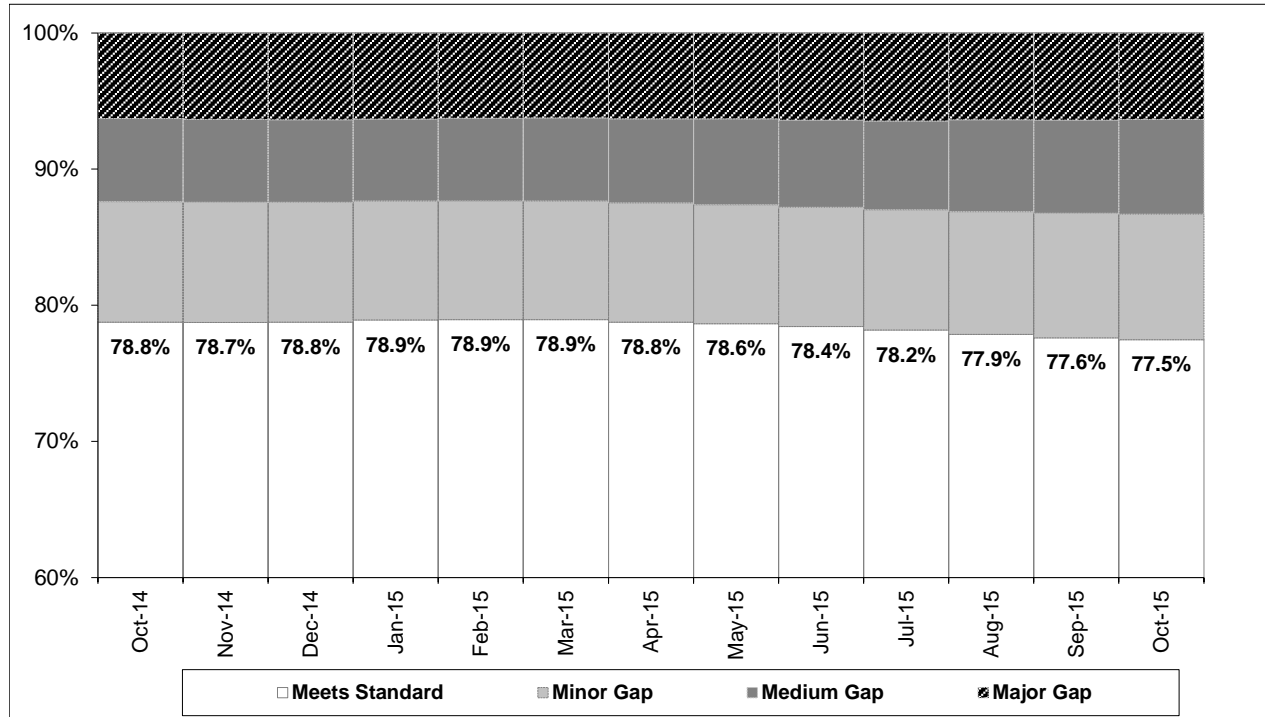
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

Monthly Operations Report

Statistical results for the month of October 2015 are shown below.

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: October 2015			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)				77.5%	78.8%	-1.3%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	71.3%	72.3%	-1.0%	72.2%	73.1%	-0.9%
A Division Weekday Wait Assessment - (All Lines)				74.7%	75.7%	-1.0%
B Division Weekday Wait Assessment	78.6%	79.7%	-1.1%	78.9%	80.4%	-1.5%
System Weekend Wait Assessment (Charts 3)				84.8%	84.8%	0.0%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	79.3%	85.0%	-5.7%	80.9%	84.3%	-3.4%
A Division Weekend Wait Assessment - (All Lines)				82.8%	85.6%	-2.8%
B Division Weekend Wait Assessment	81.5%	86.6%	-5.1%	86.2%	84.3%	+1.9%
System Weekday Terminal On-Time Performance (Charts 4-5)	67.5%	74.5%	-7.0%	70.0%	75.2%	-5.2%
A Division Weekday Terminal On-Time Performance	63.3%	69.4%	-6.1%	66.0%	69.6%	-3.6%
B Division Weekday Terminal On-Time Performance	71.0%	78.7%	-7.7%	73.3%	79.7%	-6.4%
System Number of Terminal Delays (Charts 6)	55,484	45,562	+21.8%	48,954	41,516	+17.9%
System Weekend Terminal On-Time Performance (Charts 7-8)	74.9%	79.6%	-4.7%	75.2%	82.3%	-7.1%
A Division Weekend Terminal On-Time Performance	68.1%	80.3%	-12.2%	72.6%	79.8%	-7.2%
B Division Weekend Terminal On-Time Performance	79.3%	79.1%	+0.2%	76.9%	83.9%	-7.0%
System Number of Weekend Terminal Delays (Charts 9)	12,280	8,946	+37.3%	12,866	8,936	+44.0%
Mean Distance Between Failures (Charts 10-11)	123,241	153,211	-19.6%	135,912	141,094	-3.7%
A Division Mean Distance Between Failures	105,813	138,784	-23.8%	116,470	129,213	-9.9%
B Division Mean Distance Between Failures	140,526	165,835	-15.3%	154,916	151,370	+2.3%
System Weekday Service-KPI (Charts 12-13)	75.4%	77.9%	-2.5%	76.4%	78.3%	-1.9%
A Division Weekday Service-KPI	70.9%	73.6%	-2.7%	72.3%	74.1%	-1.8%
B Division Weekday Service-KPI	78.7%	81.0%	-2.3%	79.4%	81.3%	-1.9%
System Weekday PES-KPI (Charts 14-16)				91.6%	90.9%	+0.7%
Staten Island Railway						
24 Hour On-Time Performance	95.5%	90.2%	+5.3%	94.5%	92.4%	+2.1%
AM Rush On-Time Performance	96.4%	90.6%	+5.8%	94.0%	93.5%	+0.5%
PM Rush On-Time Performance	98.3%	93.5%	+4.8%	95.7%	95.5%	+0.2%
Percentage of Completed Trips	100.0%	99.8%	+0.2%	99.8%	99.6%	+0.2%
Mean Distance Between Failures	223,999	107,834	+107.7%	52,025	68,939	-24.5%
Staten Island Railway PES-KPI (Charts 17)				90.4%	90.2%	+0.2%

Subway Weekday Wait Assessment (6 am - midnight)



Wait Assessment Definition

Wait Assessment (WA), which is measured weekdays between 6:00 am - midnight is defined as the percent 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*					Annual Results (Meets Standard)
<u>12-Month Average</u>					
	<u>Meets Standard</u>	<u>GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Nov '14 - Oct '15	77.5%	9.2%	7.0%	6.4%	2015 GOAL: 80.7%
Nov '13 - Oct '14	78.8%	8.8%	6.1%	6.3%	2014 ACTUAL: 78.8%

Chart 1

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

Nov '14 - Oct '15					Nov '13 - Oct '14				
Line	Meets	GAP			Meets	GAP			Standard
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	Difference
①	78.6%	9.2%	6.7%	5.5%	80.3%	8.3%	5.8%	5.5%	-1.7%
②	72.5%	10.0%	9.2%	8.3%	71.5%	10.2%	9.2%	9.1%	+1.0%
③	78.1%	9.5%	7.0%	5.5%	77.2%	9.8%	7.0%	5.9%	+0.9%
④	71.1%	9.6%	8.6%	10.7%	71.6%	9.7%	8.8%	10.0%	-0.5%
⑤	66.5%	10.0%	10.7%	12.8%	67.8%	10.0%	10.0%	12.2%	-1.3%
⑥	66.3%	9.6%	10.7%	13.4%	70.1%	8.6%	9.0%	12.3%	-3.8%
⑦	75.0%	10.4%	7.7%	6.9%	75.6%	9.7%	7.2%	7.4%	-0.6%
S 42nd	89.9%	4.2%	2.9%	3.0%	91.3%	3.8%	1.9%	3.0%	-1.4%
Subdivision A	74.7%	9.1%	7.9%	8.3%	75.7%	8.8%	7.4%	8.2%	-1.0%
① A	68.0%	10.2%	9.7%	12.2%	69.6%	10.4%	8.2%	11.8%	-1.6%
① B	78.2%	9.9%	6.3%	5.5%	79.7%	9.9%	5.8%	4.7%	-1.5%
① C	79.3%	10.2%	6.0%	4.5%	80.1%	9.4%	5.6%	4.9%	-0.8%
① D	78.6%	10.2%	7.0%	4.3%	82.0%	8.9%	5.3%	3.9%	-3.4%
① E	75.1%	10.3%	7.8%	6.8%	74.0%	9.2%	7.8%	9.1%	+1.1%
① F	72.1%	9.9%	8.5%	9.4%	70.7%	9.0%	8.1%	12.2%	+1.4%
S Fkln	96.1%	1.6%	1.2%	1.1%	95.7%	2.0%	0.9%	1.4%	+0.4%
① G	81.0%	10.4%	6.0%	2.6%	79.7%	10.7%	5.6%	4.0%	+1.3%
S Rock	92.0%	4.5%	2.2%	1.3%	89.3%	6.8%	1.8%	2.2%	+2.7%
① J Z	77.2%	10.7%	6.7%	5.4%	81.7%	9.3%	5.4%	3.6%	-4.5%
① L	79.1%	9.9%	7.0%	4.1%	81.3%	9.9%	4.5%	4.3%	-2.2%
① M	76.8%	10.1%	7.5%	5.5%	78.8%	10.3%	6.7%	4.2%	-2.0%
① N	76.9%	11.1%	7.0%	5.1%	81.5%	8.6%	5.2%	4.6%	-4.6%
① Q	78.9%	10.5%	6.2%	4.4%	79.7%	10.0%	6.0%	4.4%	-0.8%
① R	74.7%	9.8%	7.6%	8.0%	82.2%	9.2%	4.9%	3.8%	-7.5%
Subdivision B	78.9%	9.3%	6.4%	5.3%	80.4%	8.9%	5.4%	5.3%	-1.5%
Systemwide	77.5%	9.2%	7.0%	6.4%	78.8%	8.8%	6.1%	6.3%	-1.3%

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

* Headway
Definitions

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

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

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

Subway Weekend Wait Assessment (6 am - midnight)

Nov '14 - Oct '15					Nov '13 - Oct '14				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		Minor	Medium	Major		Minor	Medium	Major	
①	88.4%	6.6%	3.3%	1.6%	88.6%	6.2%	3.2%	2.0%	-0.2%
②	78.4%	10.4%	7.1%	4.2%	81.4%	9.8%	5.8%	3.1%	-3.0%
③	86.0%	7.8%	3.9%	2.3%	88.1%	6.9%	3.0%	2.0%	-2.1%
④	73.5%	10.1%	8.6%	7.7%	79.3%	9.7%	6.4%	4.6%	-5.8%
⑤	83.0%	7.6%	5.0%	4.5%	84.5%	7.8%	4.6%	3.1%	-1.5%
⑥	76.0%	9.8%	7.9%	6.3%	84.1%	7.8%	4.8%	3.3%	-8.1%
⑦	78.0%	11.8%	5.5%	4.8%	80.7%	10.0%	5.1%	4.1%	-2.7%
Ⓢ 42nd	98.9%	0.6%	0.2%	0.4%	98.3%	0.9%	0.3%	0.5%	+0.6%
Sub Division A	82.8%	8.1%	5.2%	4.0%	85.6%	7.4%	4.2%	2.8%	-2.8%
Ⓐ	73.6%	10.3%	8.4%	7.6%	79.7%	9.3%	5.3%	5.7%	-6.1%
Ⓒ	81.7%	9.4%	4.8%	4.0%	79.8%	9.0%	7.9%	3.2%	+1.9%
Ⓓ	86.1%	6.9%	4.1%	2.9%	82.5%	9.7%	4.8%	3.0%	+3.6%
Ⓔ	81.5%	9.4%	4.6%	4.5%	84.8%	8.2%	3.9%	3.1%	-3.3%
Ⓕ	88.0%	7.6%	2.1%	2.3%	76.9%	10.1%	6.5%	6.5%	+11.1%
Ⓢ Fkln	93.3%	3.7%	1.7%	1.3%	95.3%	3.6%	0.4%	0.7%	-2.0%
Ⓖ	92.6%	4.7%	1.8%	1.0%	86.5%	8.8%	2.3%	2.5%	+6.1%
Ⓙ	90.8%	6.5%	1.7%	1.0%	91.8%	5.5%	2.1%	0.6%	-1.0%
Ⓛ	85.0%	7.8%	4.9%	2.3%	83.7%	8.0%	4.0%	4.2%	+1.3%
Ⓝ	86.4%	7.8%	3.8%	2.0%	82.9%	8.8%	4.8%	3.4%	+3.5%
Ⓚ	88.0%	6.7%	3.2%	2.2%	86.9%	8.2%	4.2%	0.8%	+1.1%
Ⓡ	87.2%	4.6%	3.9%	4.3%	80.7%	11.5%	4.1%	3.8%	+6.5%
Sub Division B	86.2%	7.1%	3.8%	2.9%	84.3%	8.4%	4.2%	3.1%	+1.9%
Systemwide	84.8%	7.5%	4.3%	3.4%	84.8%	8.0%	4.2%	3.0%	+0.0%

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

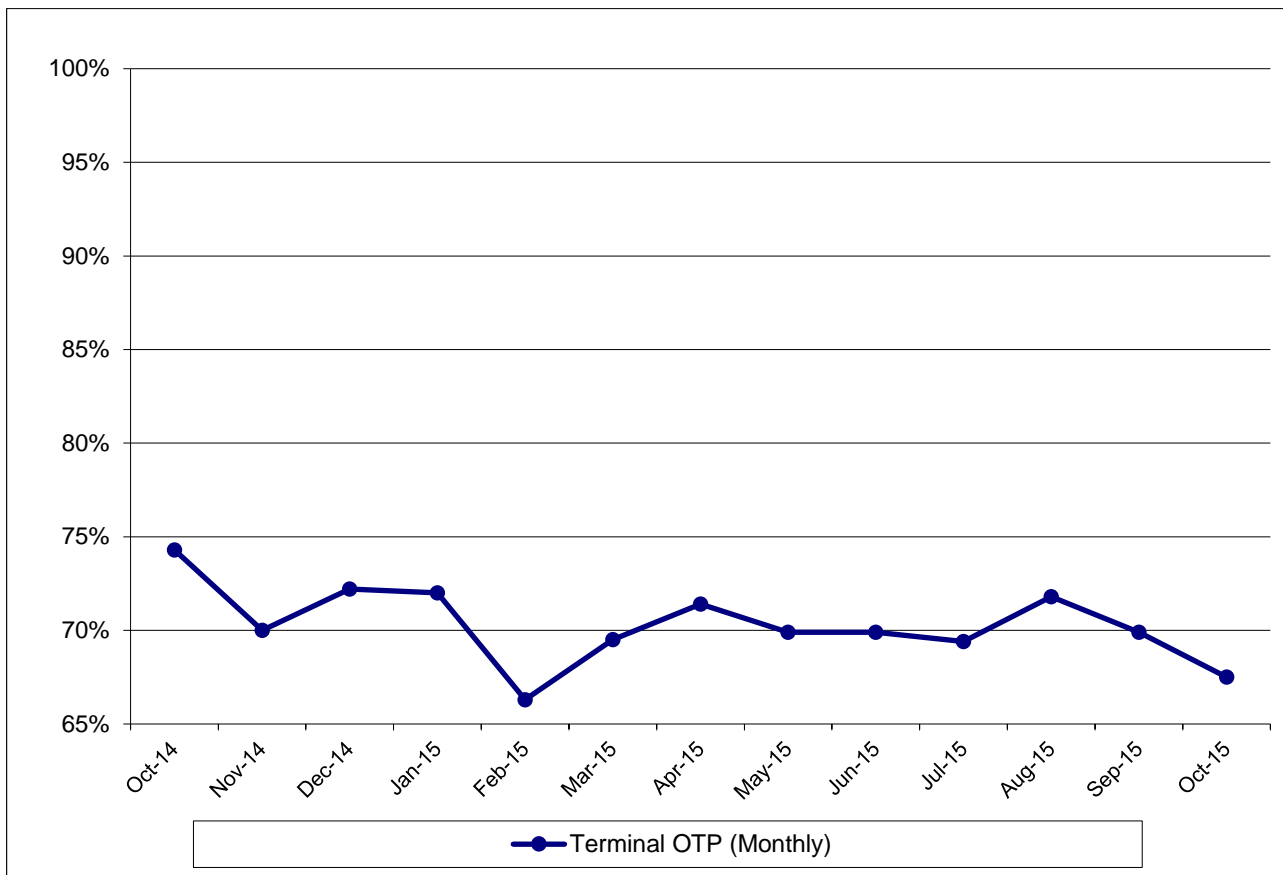
* Headway Definitions

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

Weekday Terminal On-Time Performance (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

Oct 2015: 67.5%
 Oct 2014: 74.5%
 12-Mon Avg: 70.0%
 (Nov '14-Oct '15)

Subdivision A

Monthly Results

Oct 2015: 63.3%
 Oct 2014: 69.4%
 12-Mon Avg: 66.0%
 (Nov '14-Oct '15)

Subdivision B

Monthly Results

Oct 2015: 71.0%
 Oct 2014: 78.7%
 12-Mon Avg: 73.3%
 (Nov '14-Oct '15)

Discussion of Results

In October 2015, Over Crowding (20,376 delays), Track Gangs (8,300 delays), and Right Of Way (8,185 delays) were the highest categories of delays, representing 66.4% of the total 55,484 delays.

Chart 4

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Nov '14 - Oct '15</u>	<u>Nov '13 - Oct '14</u>	<u>% Difference</u>
1	76.5%	79.9%	-3.4%
2	43.8%	47.0%	-3.2%
3	65.9%	66.0%	-0.1%
4	43.8%	46.0%	-2.2%
5	40.4%	44.5%	-4.1%
6	46.5%	55.8%	-9.3%
7	83.4%	87.5%	-4.1%
S 42 St	98.3%	97.6%	+0.7%
Subdivision A	66.0%	69.6%	-3.6%
A	66.1%	74.4%	-8.3%
B	76.0%	75.1%	+0.9%
C	80.0%	84.9%	-4.9%
D	74.4%	76.1%	-1.7%
E	69.9%	72.5%	-2.6%
F	58.0%	55.3%	+2.7%
S Fkln	99.5%	99.1%	+0.4%
G	66.9%	80.3%	-13.4%
S Rock	95.6%	95.4%	0.2%
J Z	75.7%	87.7%	-12.0%
L	92.1%	93.5%	-1.4%
M	70.1%	76.4%	-6.3%
N	66.8%	74.2%	-7.4%
Q	70.7%	80.7%	-10.0%
R	59.6%	86.7%	-27.1%
Subdivision B	73.3%	79.7%	-6.4%
Systemwide	70.0%	75.2%	-5.2%

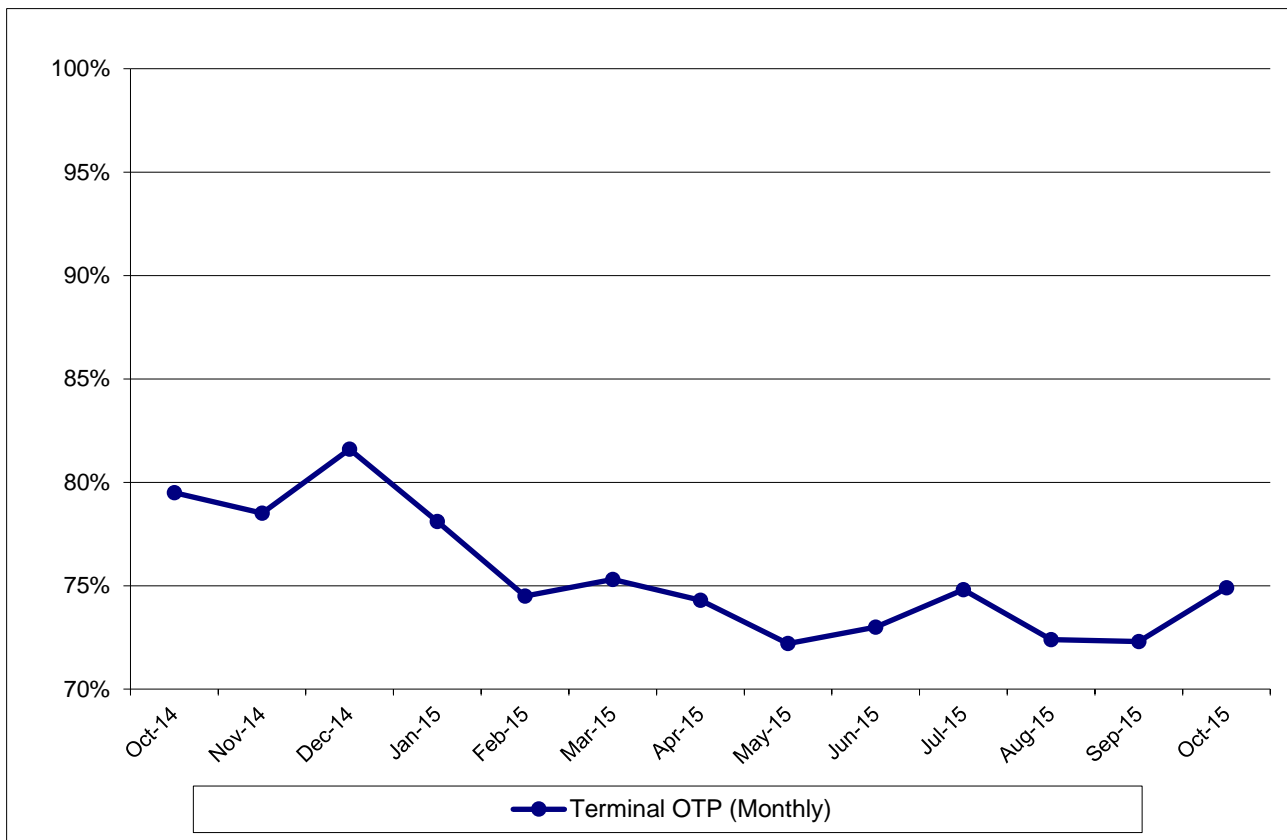
Chart 5

October 2015 Weekday Terminal Delays Systemwide Summary

Categories	Delays
Over Crowding	20,376
Track Gangs	8,300
ROW Delays	8,185
Sick Customer	3,682
Work Equipment/G. O.	3,250
Car Equipment	2,872
Operational Diversions	1,862
Police	1,690
Unruly Customer	1,533
Infrastructure	1,081
Employee	976
Inclement Weather	785
Fire	709
External	181
Total Delays	<u><u>55,484</u></u>

* Total may differ slightly due to rounding.

Weekend Terminal On-Time Performance (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

Oct 2015: 74.9%
Oct 2014: 79.6%
12-Mon Avg: 75.2%
(Nov '14-Oct '15)

Subdivision A Monthly Results

Oct 2015: 68.1%
Oct 2014: 80.3%
12-Mon Avg: 72.6%
(Nov '14-Oct '15)

Subdivision B Monthly Results

Oct 2015: 79.3%
Oct 2014: 79.1%
12-Mon Avg: 76.9%
(Nov '14-Oct '15)

Discussion of Results

In October 2015, Track Gangs (2,580 delays), Over Crowding (2,212 delays), and Work Equipment G.O. (2,203 delays) were the highest categories of delays, representing 57.0% of the total 12,280 delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Nov '14 - Oct '15</u>	<u>Nov '13 - Oct '14</u>	<u>% Difference</u>
①	88.3%	87.1%	+1.2%
②	43.2%	46.7%	-3.5%
③	64.8%	77.1%	-12.3%
④	48.0%	65.6%	-17.6%
⑤	74.0%	74.8%	-0.8%
⑥	57.8%	74.0%	-16.2%
⑦	88.2%	93.5%	-5.3%
⑤ 42 St	99.6%	99.3%	+0.3%
Subdivision A	72.6%	79.8%	-7.2%
①	61.8%	77.1%	-15.3%
③	63.5%	75.8%	-12.3%
④	71.3%	84.1%	-12.8%
⑤	61.4%	72.2%	-10.8%
⑥	48.8%	54.9%	-6.1%
⑤ Fkln	99.6%	98.9%	+0.7%
⑦	83.7%	90.5%	-6.8%
⑤ Rock	97.5%	97.5%	0.0%
① ②	90.5%	95.0%	-4.5%
③	90.1%	96.0%	-5.9%
④	96.6%	97.5%	-0.9%
⑤	70.8%	78.9%	-8.1%
⑥	81.4%	89.6%	-8.2%
⑦	72.4%	74.3%	-1.9%
Subdivision B	76.9%	83.9%	-7.0%
Systemwide	75.2%	82.3%	-7.1%

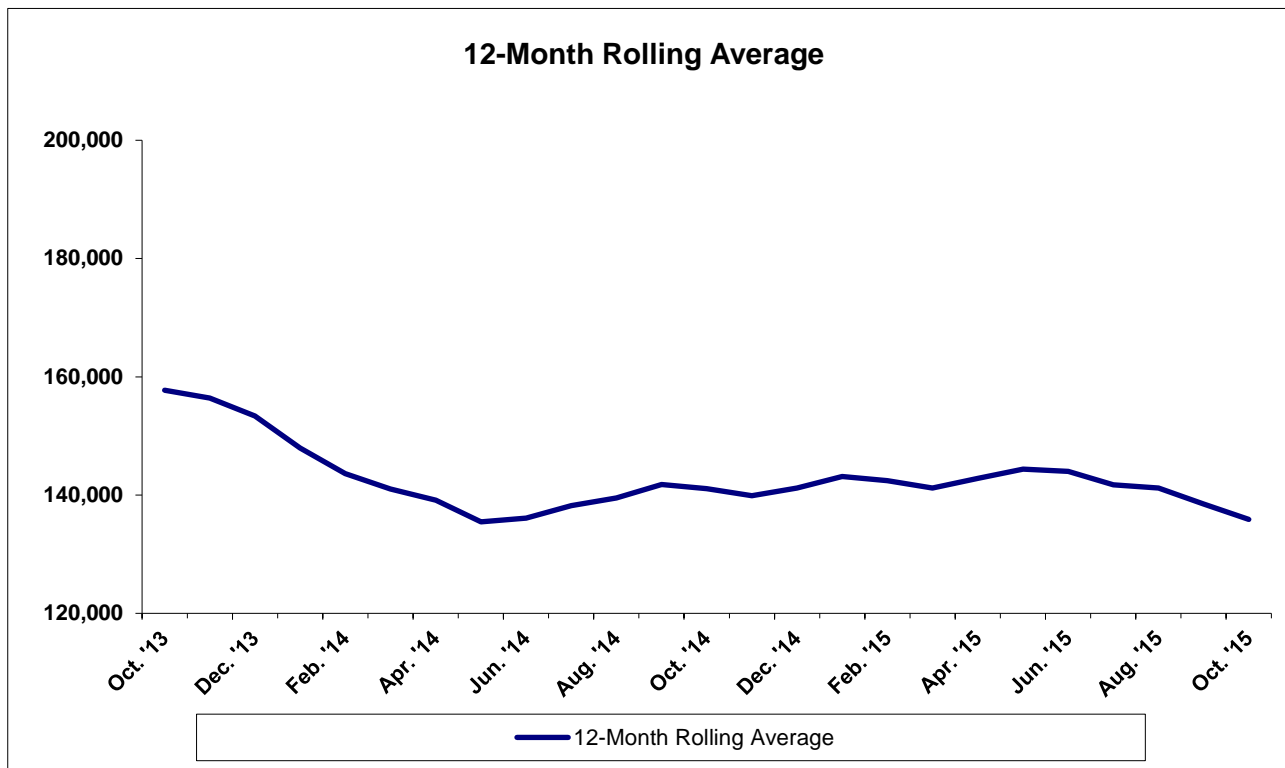
Chart 8

October 2015 Weekend Terminal Delays Systemwide Summary

Categories	Delays
Track Gangs	2,580
Over Crowding	2,212
Work Equipment/G. O.	2,203
ROW Delays	1,765
Unruly Customer	668
Police	639
Sick Customer	610
Car Equipment	587
Operational Diversions	429
Employee	322
Fire	113
Infrastructure	62
Inclement Weather	53
External	32
Collision/Derailment	7
Total Delays	12,280

* Total may differ slightly due to rounding.

Subway Mean Distance Between Failure



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

Oct 2015: 123,241

Oct 2014: 153,211

12-Month Average

Nov 14 - Oct 15: 135,912

Nov 13 - Oct 14: 141,094

Annual Result

2015 Goal: 150,000

2014 Actual: 141,202

Discussion of Results

MDBF in October 2015 decreased 19.6% from October 2014. Over the past year, the MDBF 12-month average decreased 3.7%.

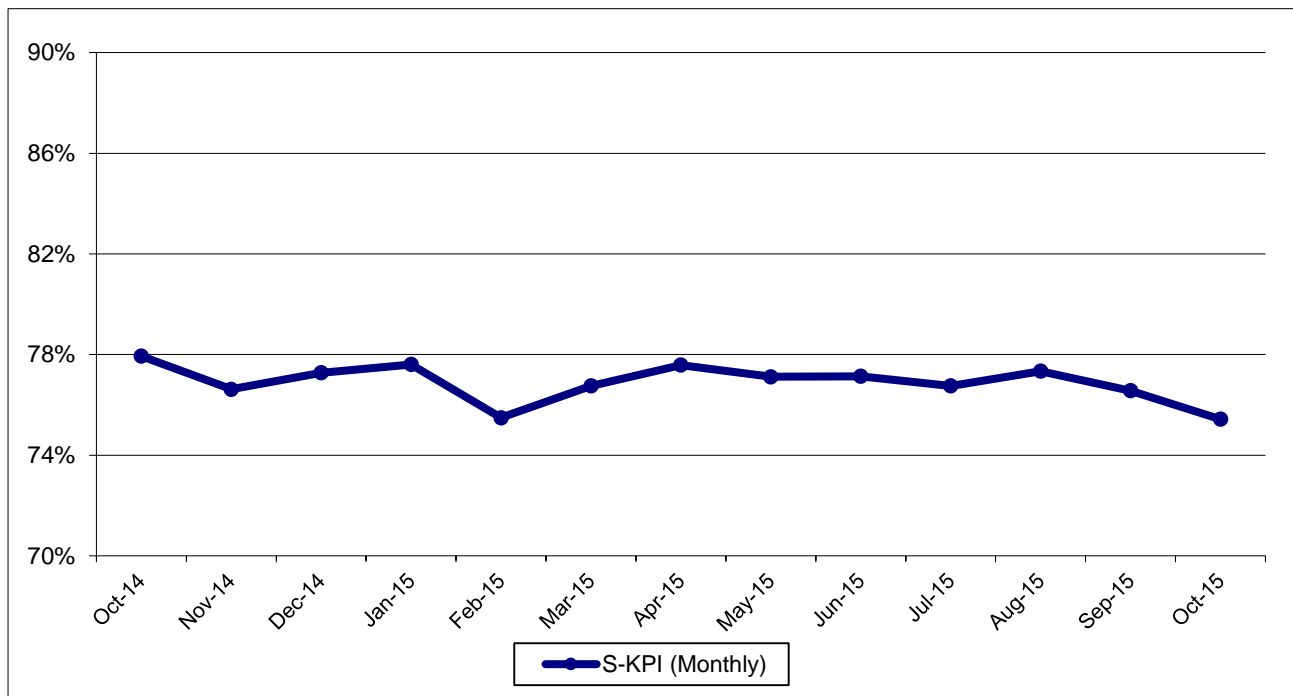
Car Reliability

Mean Distance Between Failures (Miles)

12-Month Average MDBF

Car Class	# of Cars	October '15	October '14	% Change
R32	222	48,392	57,466	-15.79%
R42	50	48,774	49,375	-1.22%
R46	752	109,185	83,123	31.35%
R62	315	196,021	222,672	-11.97%
R62A	824	97,423	128,648	-24.27%
R68	425	130,648	151,996	-14.05%
R68A	200	118,127	83,466	41.53%
R142	1,030	159,664	138,762	15.06%
R142A	305	66,142	89,859	-26.39%
R143	212	66,012	86,820	-23.97%
R160	1,662	370,543	383,167	-3.29%
R188	374	127,038	N/A	N/A
FLEET	6,371	135,912	141,094	-3.67%

Service - Key Performance Indicator (S-KPI)



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 - midnight and is defined as the percent of actual intervals between trains that are no more than the scheduled interval plus 25%. Results are based on 12-month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and 42nd Street Shuttle.
- 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

Oct. 2015: 75.4%
 Oct. 2014: 77.9%
 12 Mon Avg: 76.4%
 (Nov '14 - Oct '15)

Subdivision A

Monthly Results

Oct. 2015: 70.9%
 Oct. 2014: 73.6%
 12 Mon Avg: 72.3%
 (Nov '14 - Oct '15)

Subdivision B

Monthly Results

Oct. 2015: 78.7%
 Oct. 2014: 81.0%
 12 Mon Avg: 79.4%
 (Nov '14 - Oct '15)

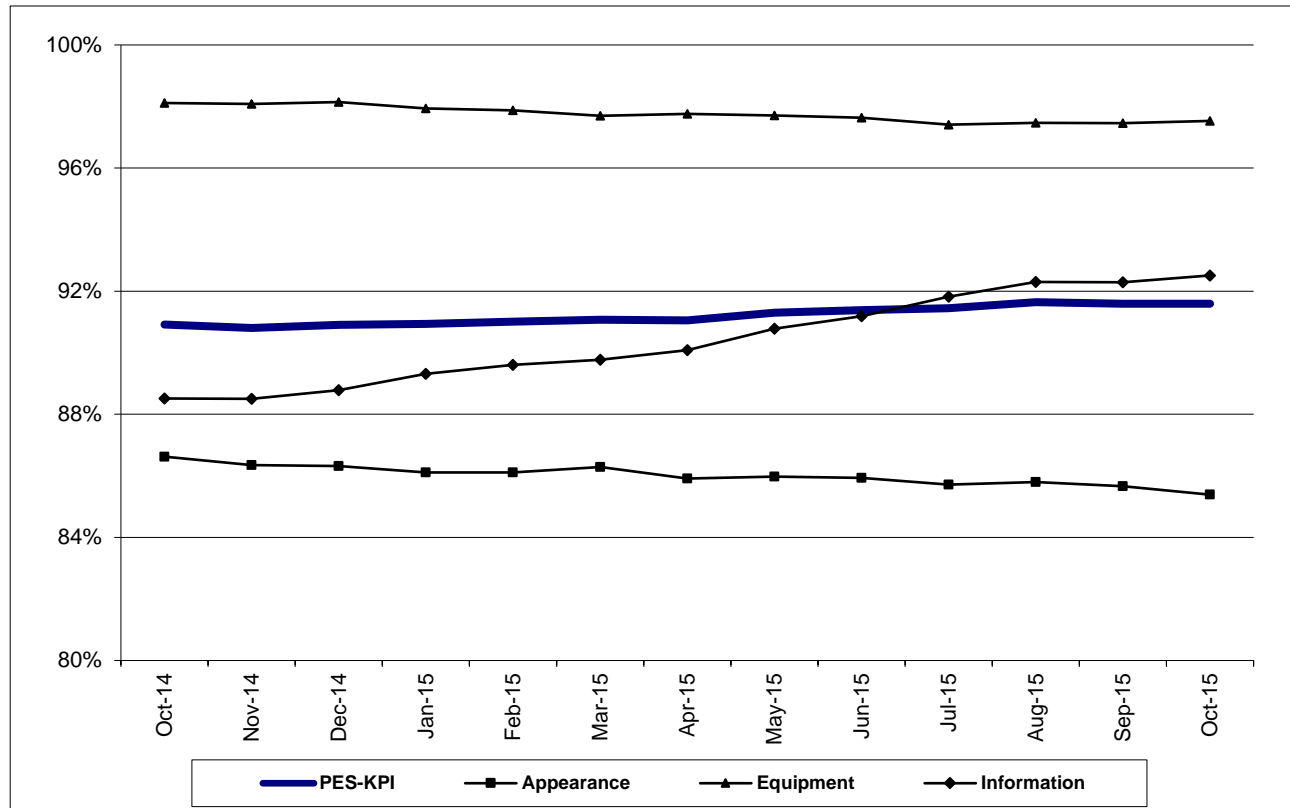
Chart 12

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>Nov '14 - Oct '15</u>	<u>Nov '13 - Oct '14</u>	<u>% Difference</u>
①	77.9%	79.3%	-1.4%
②	66.6%	64.8%	+1.8%
③	76.6%	76.1%	+0.5%
④	62.0%	63.9%	-1.9%
⑤	62.0%	62.1%	-0.1%
⑥	58.0%	64.3%	-6.3%
⑦	79.6%	81.6%	-2.0%
⑤ 42nd	86.4%	85.3%	+1.1%
SubDivision A	72.3%	74.1%	-1.8%
①	68.1%	69.1%	-1.0%
②	77.4%	76.3%	+1.1%
③	75.9%	77.5%	-1.6%
④	79.5%	82.0%	-2.5%
⑤	76.1%	76.1%	+0.0%
⑥	70.7%	69.0%	+1.7%
⑤ Fkln	90.0%	89.4%	+0.6%
⑦	74.1%	76.7%	-2.6%
⑤ Rock	87.2%	85.7%	+1.5%
① ②	74.6%	84.3%	-9.7%
③	79.9%	82.3%	-2.4%
④	77.1%	80.2%	-3.1%
⑤	76.2%	81.2%	-5.0%
⑥	78.5%	82.0%	-3.5%
⑦	70.8%	85.3%	-14.5%
SubDivision B	79.4%	81.3%	-1.9%
Systemwide	76.4%	78.3%	-1.9%

Chart 13

Passenger Environment Survey - Key Performance Indicator (PES-KPI)



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>
October 2015:	91.6%	85.4%	97.5%	92.5%
October 2014:	90.9%	86.6%	98.1%	88.5%
% Difference:	+0.7%	-1.2%	-0.6%	+4.0%

Chart 14

PES-KPI - Subway Car

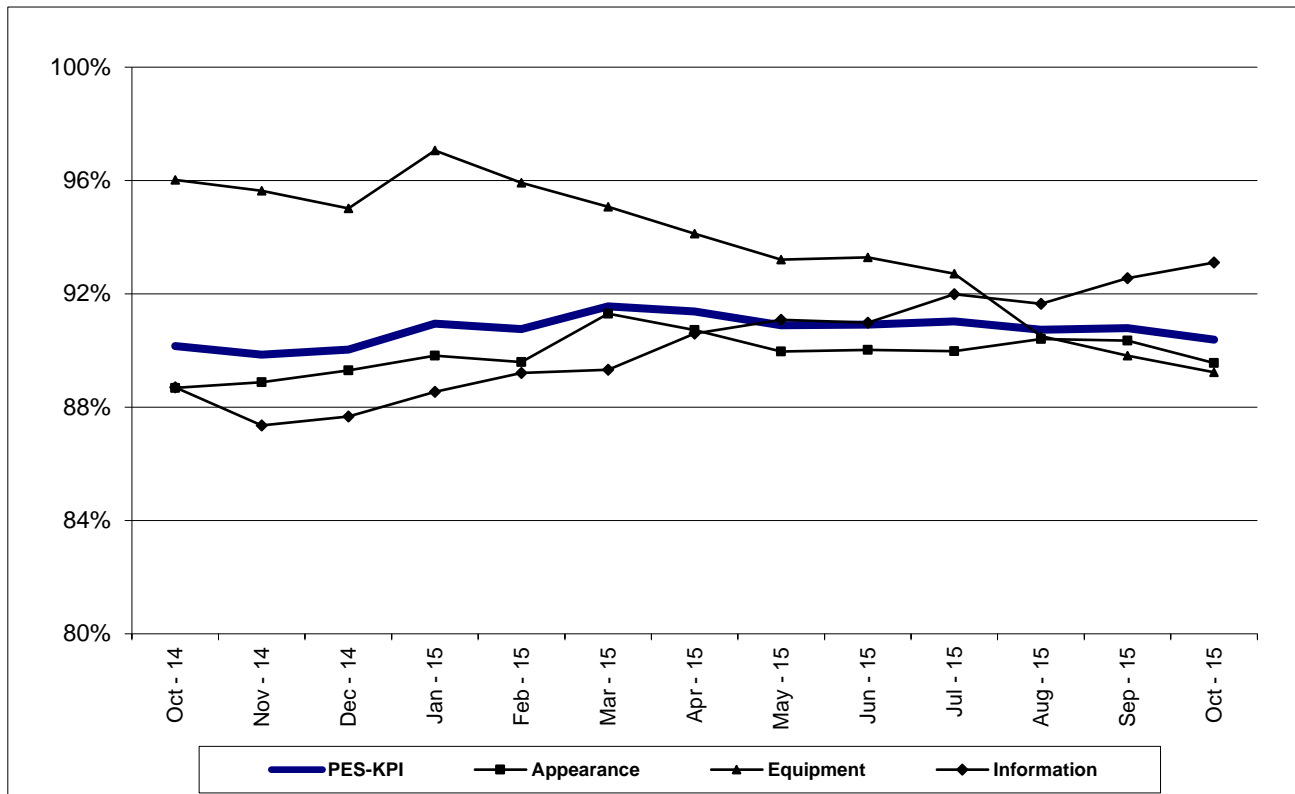
<u>Line</u>	October 2015				October 2014				% Difference
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
1	93.7%	95.3%	95.0%	90.8%	92.7%	92.7%	93.2%	92.1%	+1.0%
2	95.7%	92.3%	99.0%	96.0%	95.5%	92.0%	96.9%	97.8%	+0.2%
3	95.1%	97.0%	97.5%	90.7%	94.9%	94.4%	98.4%	92.0%	+0.2%
4	94.9%	92.6%	95.9%	96.1%	95.9%	92.7%	97.7%	97.3%	-1.0%
5	95.8%	93.2%	97.3%	97.0%	95.4%	93.2%	97.8%	95.4%	+0.4%
6	94.2%	94.2%	95.4%	92.9%	95.4%	91.4%	97.4%	97.4%	-1.2%
7	97.1%	97.0%	98.6%	95.6%	95.8%	97.0%	98.1%	92.2%	+1.3%
S 42nd	93.4%	95.3%	93.7%	91.2%	95.4%	95.6%	98.8%	92.0%	-2.0%
SubDivision A	95.0%	94.4%	96.8%	93.9%	95.0%	93.2%	97.0%	94.7%	+0.0%
A	93.8%	92.5%	95.3%	93.5%	95.9%	95.3%	97.1%	95.2%	-2.1%
B	92.1%	92.1%	92.8%	91.3%	94.5%	94.4%	95.8%	93.1%	-2.4%
C	94.3%	93.7%	96.4%	93.0%	95.3%	94.4%	99.0%	92.4%	-1.0%
D	91.0%	89.1%	92.6%	91.3%	94.3%	94.3%	96.6%	91.9%	-3.3%
E	96.6%	94.5%	96.8%	98.5%	96.0%	93.3%	99.3%	95.6%	+0.6%
F	95.4%	92.3%	98.2%	95.8%	94.4%	91.8%	98.8%	92.7%	+1.0%
S Fkln	93.8%	92.6%	94.1%	94.8%	92.4%	93.2%	95.0%	89.0%	+1.4%
G	93.7%	94.5%	94.4%	92.0%	94.7%	94.2%	95.7%	94.3%	-1.0%
J/Z	96.1%	93.2%	98.7%	96.6%	95.1%	92.2%	95.4%	97.6%	+1.0%
L	94.9%	91.3%	95.7%	97.9%	95.5%	91.9%	97.6%	97.0%	-0.6%
M	95.0%	89.8%	96.4%	99.1%	96.3%	91.5%	99.1%	98.4%	-1.3%
N	96.1%	92.3%	97.2%	99.0%	95.0%	88.8%	98.9%	97.5%	+1.1%
Q	95.8%	89.7%	98.4%	99.5%	95.0%	88.7%	99.7%	96.9%	+0.8%
R	95.2%	93.9%	97.5%	94.2%	95.6%	91.3%	98.4%	97.3%	-0.4%
SubDivision B	94.6%	92.2%	96.1%	95.6%	95.1%	92.3%	97.8%	95.3%	-0.5%
Systemwide	94.8%	93.0%	96.4%	95.0%	95.1%	92.7%	97.5%	95.0%	-0.3%

Chart 15

PES-KPI - Station

<u>Borough</u>	October 2015				October 2014				% Difference
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	86.2%	73.9%	98.1%	88.8%	86.3%	80.9%	98.1%	81.0%	-0.1%
Manhattan	87.5%	76.8%	98.6%	89.1%	86.2%	78.6%	98.8%	82.9%	+1.3%
Brooklyn	89.2%	79.7%	98.4%	91.1%	86.6%	82.6%	98.8%	79.3%	+2.6%
Queens	90.0%	82.2%	99.7%	89.8%	88.2%	82.4%	98.9%	84.6%	+1.8%
Systemwide	88.4%	78.4%	98.8%	89.9%	86.8%	81.0%	98.7%	81.8%	+1.6%

Staten Island Railway Passenger Environment Survey - Key Performance Indicator (SIR PES-KPI)



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>
October 2015:	90.4%	89.6%	89.2%	93.1%
October 2014:	90.2%	88.7%	96.0%	88.7%
% Difference:	+0.2%	+0.9%	-6.8%	+4.4%

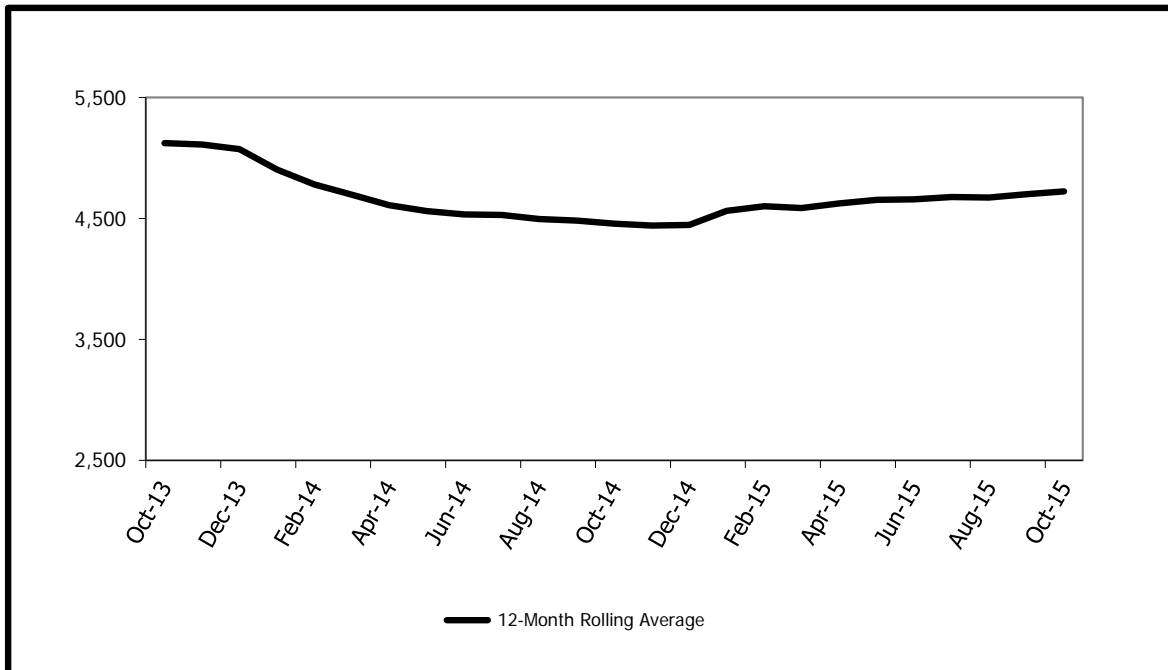
Chart 17

Monthly Operations Report

Statistical results for the month of October 2015 are shown below.

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: October 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	5,266	4,938	+6.6%	4,724	4,456	+6.0%
NYCT Bus	5,066	4,577	+10.7%	4,494	4,246	+5.8%
MTA Bus	6,028	6,604	-8.7%	5,647	5,291	+6.7%
System MDBSI (chart 2)	2,557	2,552	+0.2%	2,446	2,405	+1.7%
NYCT Bus	2,424	2,436	-0.5%	2,354	2,372	-0.8%
MTA Bus	3,102	3,011	+3.0%	2,794	2,516	+11.1%
System Trips Completed (chart 3)	99.26%	99.16%	+0.1%	98.86%	98.88%	-0.0%
NYCT Bus	99.26%	99.20%	+0.1%	98.94%	99.05%	-0.1%
MTA Bus	99.26%	99.01%	+0.3%	98.57%	98.15%	+0.4%
System AM Pull Out (chart 4)	99.88%	99.65%	+0.2%	99.50%	99.28%	+0.2%
NYCT Bus	99.88%	99.64%	+0.2%	99.56%	99.52%	+0.0%
MTA Bus	99.89%	99.70%	+0.2%	99.29%	98.47%	+0.8%
System PM Pull Out (chart 5)	99.90%	99.82%	+0.1%	99.73%	99.55%	+0.2%
NYCT Bus	99.94%	99.93%	+0.0%	99.87%	99.80%	+0.1%
MTA Bus	99.75%	99.42%	+0.3%	99.25%	98.65%	+0.6%
System Buses> = 12 years	24%	28%				
NYCT Bus	29%	32%				
MTA Bus	10%	12%				
System Fleet Age	8.46	8.74				
NYCT Bus	8.46	8.91				
MTA Bus	8.43	8.15				
Paratransit						
% of Trips Completed	94.61%	94.42%	+0.2%	94.59%	93.96%	+0.6%
Trips Requested	680,339	691,730	-1.6%	651,114	650,694	+0.1%
Trips Scheduled	590,436	609,760	-3.2%	560,449	569,344	-1.6%
Trips Completed	558,621	575,755	-3.0%	530,151	534,967	-0.9%
Early Cancellations as a Percentage of Trips Requested	12.38%	11.00%	+1.4%	13.16%	11.70%	+1.5%
Late Cancellations as a Percentage of Trips Scheduled	2.83%	3.45%	-0.6%	2.92%	3.84%	-0.9%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.57%	1.39%	+0.2%	1.56%	1.47%	+0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	1.00%	0.73%	+0.3%	0.92%	0.72%	+0.2%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%
Customer Refusals as a Percentage of Trips Requested	0.84%	0.85%	-0.0%	0.76%	0.81%	-0.0%
New Applications Received	3,251	3,392	-4.2%	3,052	3,013	+1.3%

Bus Mean Distance Between Failures - System*



Definition

Bus Mean Distance Between Failures (MDBF) measures the average miles between mechanical road calls. It indicates the Mechanical Reliability of the Fleet.

Monthly Results

October 2015: 5,266
October 2014: 4,938

12-Month Average

November 14 - October 15 4,724
November 14 - October 15 4,456

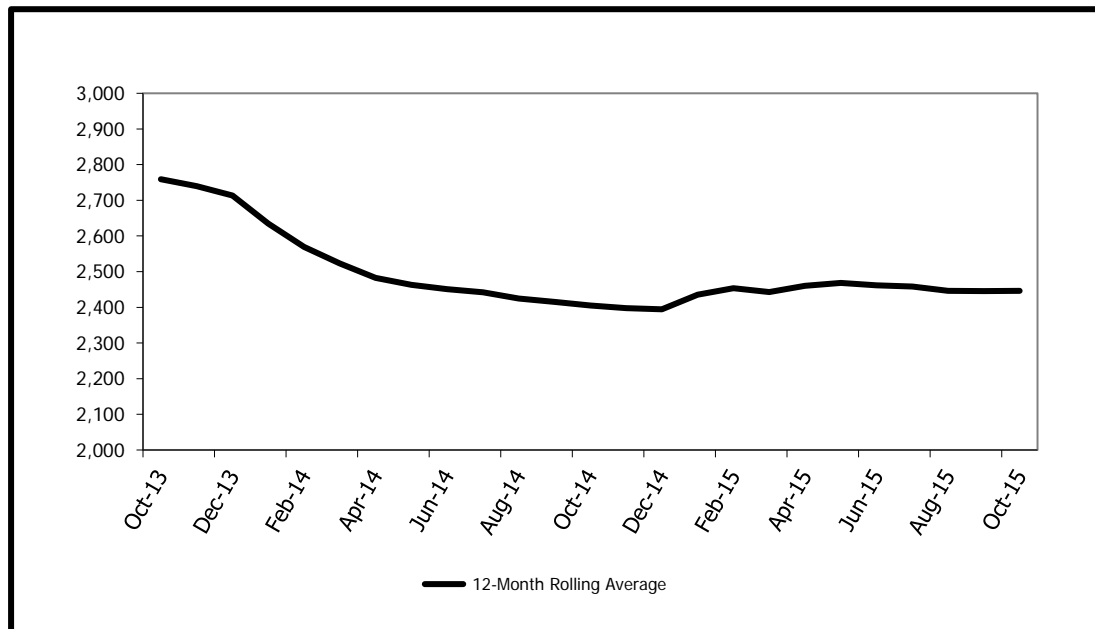
Annual Results

2015 Goal: 4,790
2014 Actual: 4,447

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

Chart 1

Bus Mean Distance Between Service Interruptions - System*



Definition

The average distance traveled by a bus between all delays and/or inconveniences to customers within a 12-month period. All road calls caused by both mechanical and non-mechanical failures are included.

Monthly Results

October 2015: 2,557
October 2014: 2,552

12-Month Average

November 14 - October 15 2,446
November 14 - October 15 2,405

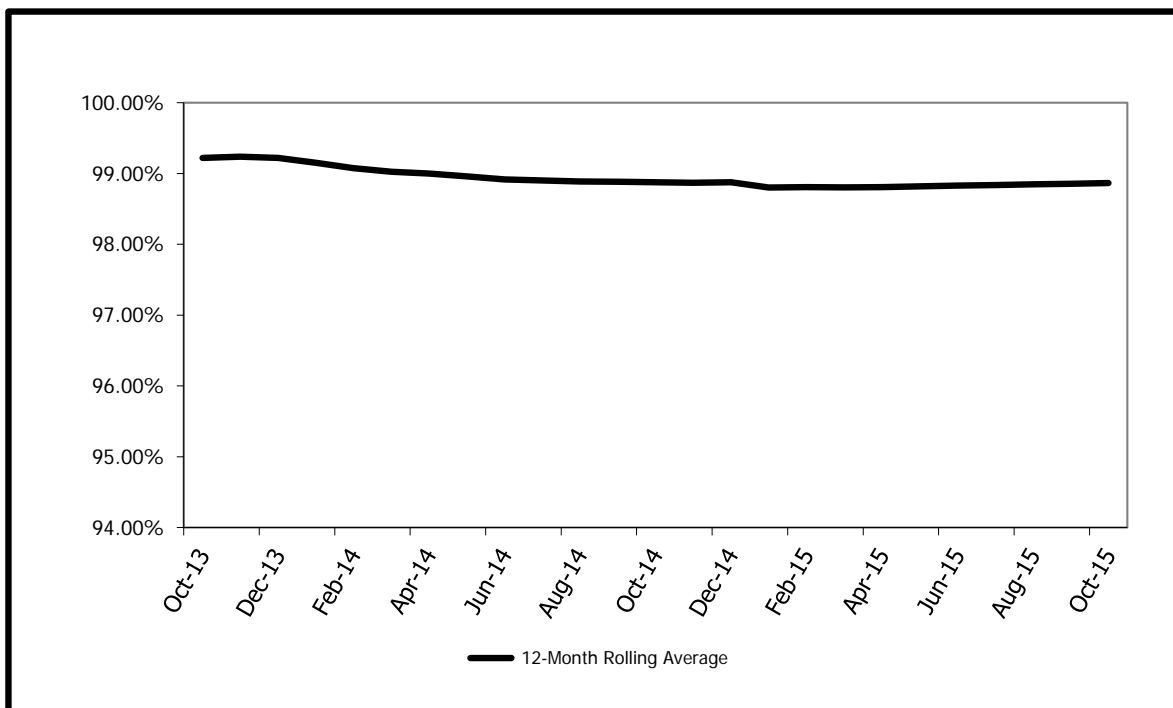
Annual Results

2015 YTD: 2,425
2014 Actual: 2,394

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

Chart 2

Bus Percentage of Completed Trips - System*



Definition

The percent of trips completed system wide for the 12-month period.

Monthly Results

October 2015: 99.26%
October 2014: 99.16%

12-Month Average

November 14 - October 15 98.86%
November 14 - October 15 98.88%

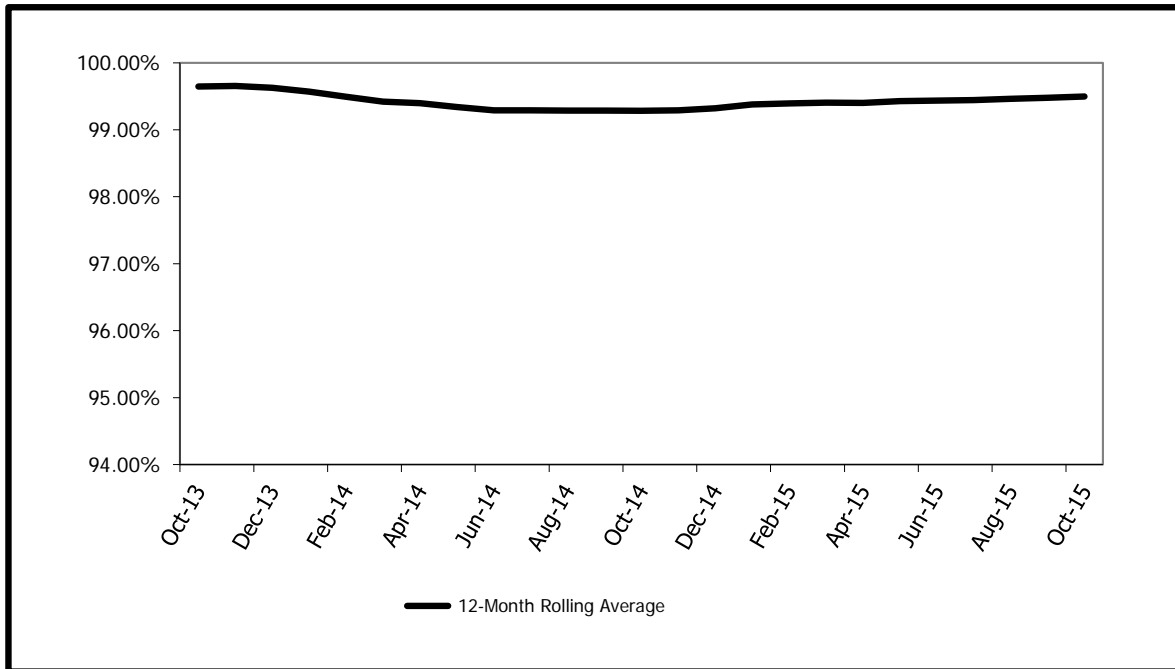
Annual Results

2015 YTD: 98.83%
2014 Actual: 98.88%

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

Chart 3

Bus AM Weekday Pull Out Performance - System*



Definition

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

Monthly Results

October 2015: 99.88%
October 2014: 99.65%

12-Month Average

November 14 - October 15 99.50%
November 14 - October 15 99.28%

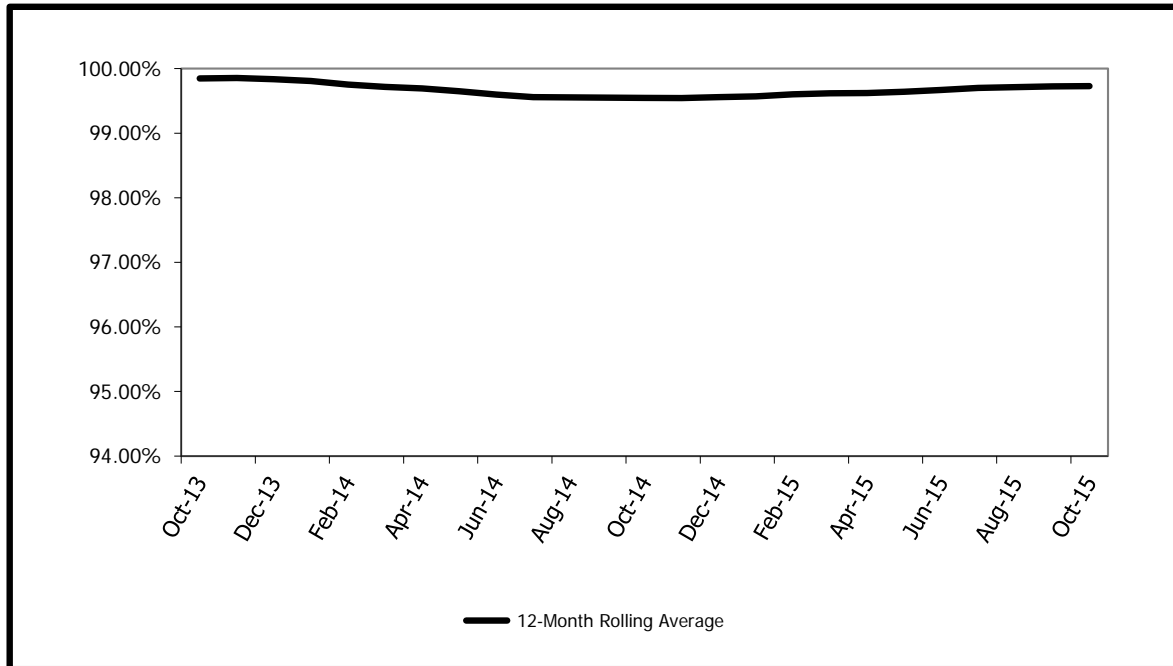
Annual Results

2015 YTD: 99.48%
2014 Actual: 99.32%

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

Chart 4

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

October 2015:	99.90%	November 14 - October 15	99.73%	2015 YTD:	99.74%
October 2014:	99.82%	November 14 - October 15	99.55%	2014 Actual:	99.56%

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

Chart 5

Monthly Operations Report

Statistical results for the month of October 2015 are shown below.

Safety Report						
Performance Indicator	Current Month: October 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers ^{1,5} (chart 1)	2.30	2.08	+10.2%	2.61	2.60	+0.4%
Subway Customer Injuries per Million Customers ^{1,5} (chart 2)	2.28	2.05	+11.3%	2.60	2.63	-1.1%
Subway Collisions ^{2,4} (chart 3)	0	0	N/A	0	1	-100.0%
Subway Derailments ^{2,4} (chart 4)	0	0	N/A	2	2	0.0%
Subway Fires ² (charts 5-6)	75	71	+5.6%	1,048	978	+7.2%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	2.93	2.69	+8.9%	2.85	2.59	+10.0%

Bus Collisions Per Million Miles (chart 7)						
Regional	58.33	50.61	+15.3%	52.15	49.24	+5.9%
NYCT Bus	59.09	52.40	+12.8%	53.52	50.19	+6.6%
MTA Bus	55.93	44.87	+24.7%	47.79	46.20	+3.4%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	10.65	8.23	+29.4%	6.55	6.31	+3.8%
NYCT Bus	8.76	8.75	+0.2%	6.73	6.58	+2.3%
MTA Bus	16.65	6.54	+154.5%	5.97	5.45	+9.5%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	1.29	1.23	+4.8%	1.13	1.08	+4.1%
NYCT Bus	1.18	1.26	-6.1%	1.17	1.14	+2.5%
MTA Bus	1.86	1.10	+69.1%	0.93	0.79	+17.5%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	1.38	1.29	+7.1%	1.20	1.15	+4.6%
NYCT Bus	1.27	1.31	-3.0%	1.24	1.20	+3.8%
MTA Bus	1.95	1.19	+64.5%	0.96	0.86	+11.4%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	6.86	6.71	+2.3%	5.56	5.60	-0.8%
MTA Bus	8.45	4.91	+71.9%	7.49	7.65	-2.1%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)	3.83	3.70	+3.5%	3.42	3.30	+3.6%

Subways Crime Report						
Performance Indicator	Current Month: November 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachments 1-3)	243	202	+20.3%	2,241	2,053	+9.2%
Robberies ^{3,4}	54	46	+17.4%	476	397	+19.9%

SIR Crime Report						
Performance Indicator	Current Month: November 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachment 4)	0	2	-100.0%	16	23	-30.4%
Robberies ^{3,4}	0	1	-100.0%	7	14	-50.0%

¹ Current month data are for September 2015.

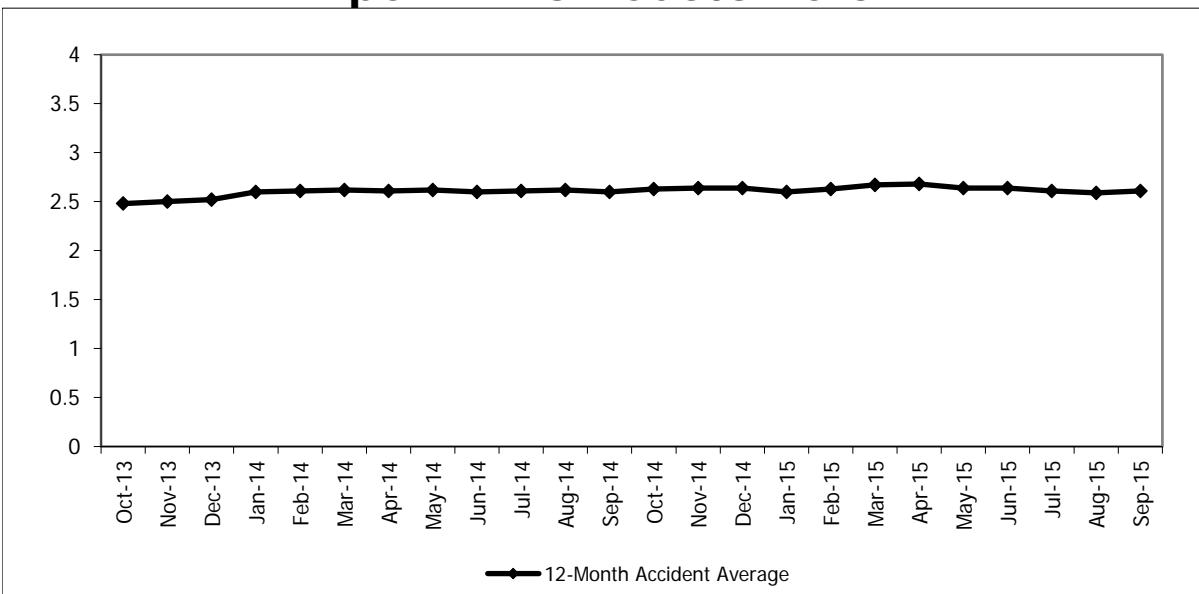
² 12-month figures shown are totals rather than averages.

⁵ Excludes Elevator Entrapments (except for claimed injuries).

³ The table shows year-to-date figures rather than 12-month averages.

⁴ Current month data are for November 2015.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

Sep 2015: 2.30

Sep 2014: 2.08

12-Month Average

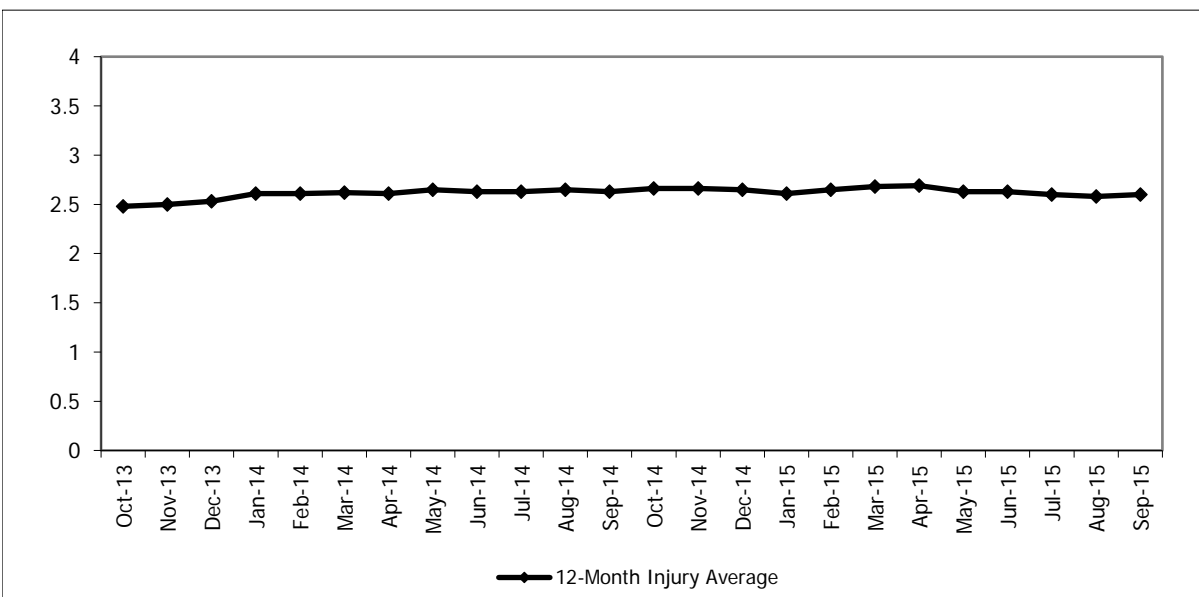
Oct 14 – Sep 15: 2.61

Oct 13 – Sep 14: 2.60

Annual Results

2015 YTD: 2.58

2014 Actual: 2.64



Monthly Results

Sep 2015: 2.28

Sep 2014: 2.05

12-Month Average

Oct 14 – Sep 15: 2.60

Oct 13 – Sep 14: 2.63

Annual Results

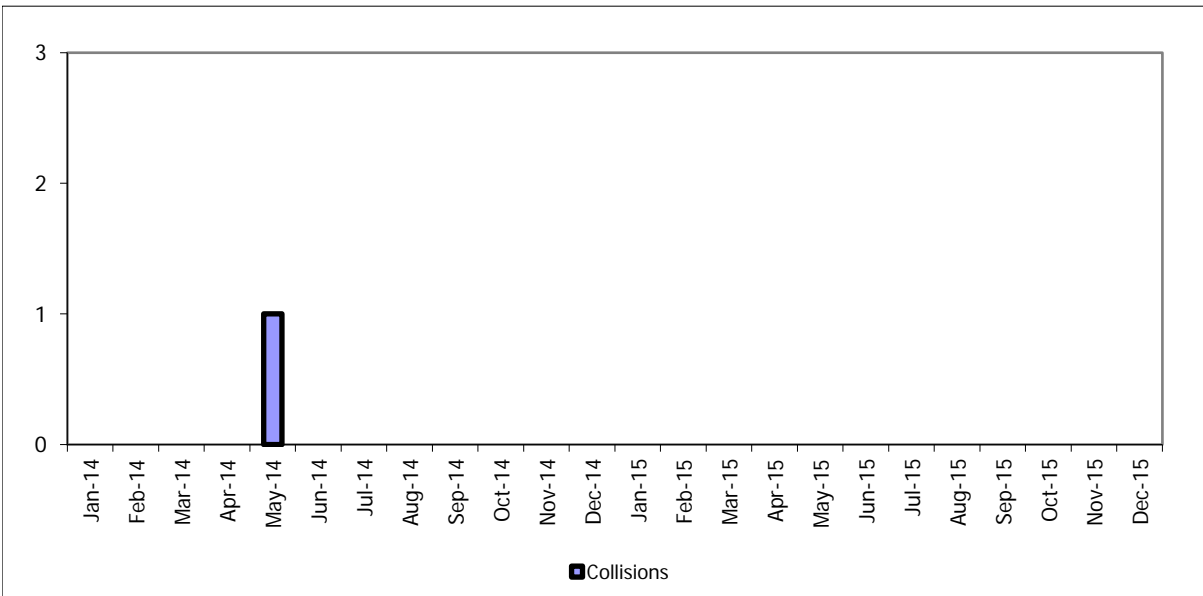
2015 YTD: 2.56

2014 Actual: 2.65

Definitions

Any claimed accident to a subway customer within/on transit property, or an injury resulting there from. Does not include crime/assault statistics.

Subway Collisions/Derailments



Monthly Results

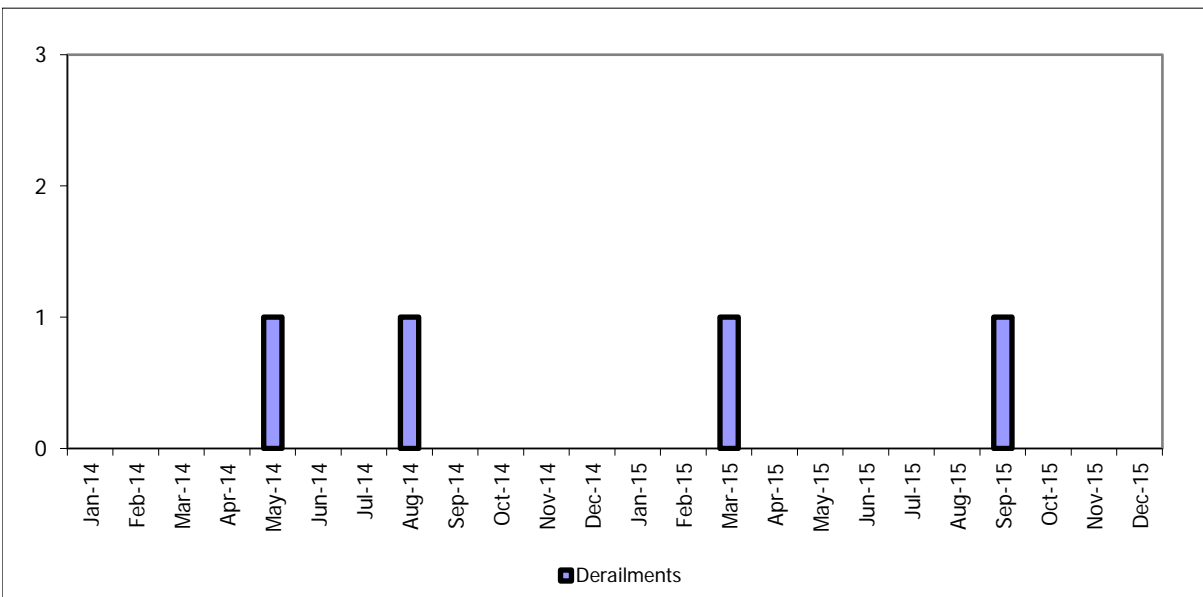
Nov 2015: 0
Nov 2014: 0

12-Month Average

Dec 14 – Nov 15: 0
Dec 13 – Nov 14: 1

Annual Results

2015 YTD: 0
2014 Actual: 1



Monthly Results

Nov 2015: 0
Nov 2014: 0

12-Month Average

Dec 14 – Nov 15: 2
Dec 13 – Nov 14: 2

Annual Results

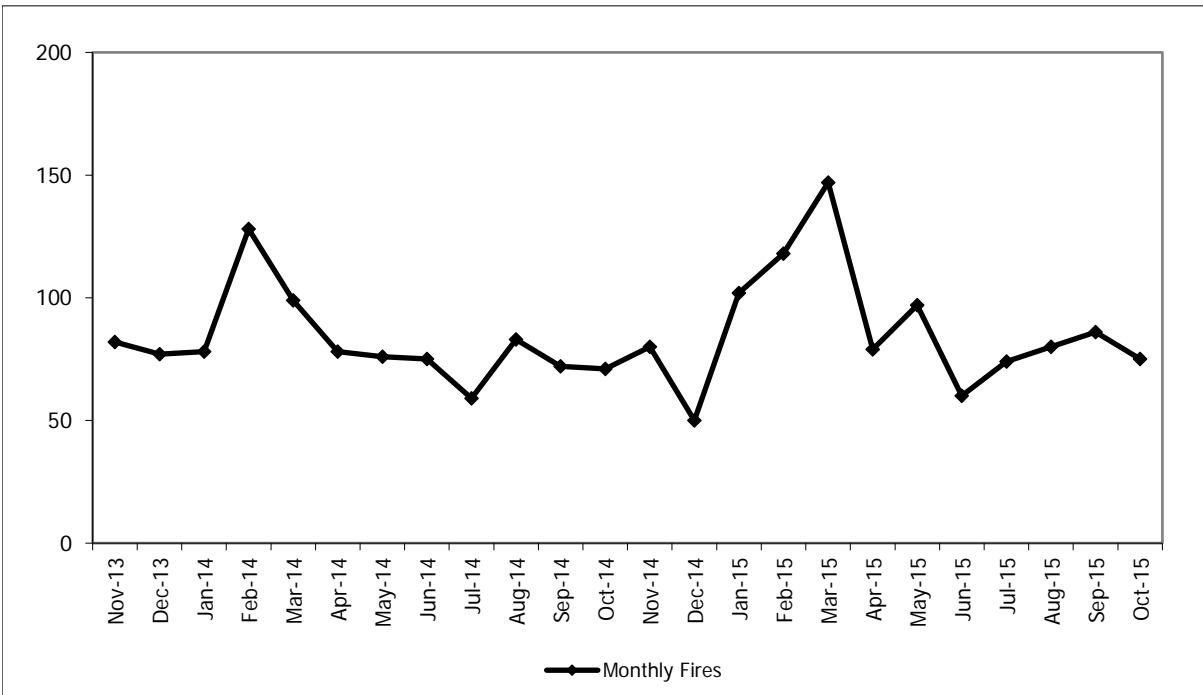
2015 YTD: 2
2014 Actual: 2

Definitions

Collision: An accident involving undesired/unplanned contact between single cars; two or more passenger trains (light and/or in revenue service); between a light/revenue train & a work train; between 2 work trains; between rolling stock & bumper blocks/tie bumpers; etc. (5-29-14)

Derailment: An incident in which one or more wheels of a truck/axle of a train lose their normal relationship with the head of the running rail. (5-2-14, 8-7-14, 3-24-15, 9-10-15)

Subway Fires



Monthly Results

Oct 2015: 75
Oct 2014: 71

12-Month Average

Nov 14 – Oct 15: 1048
Nov 13 – Oct 14: 978

Annual Results

2015 YTD: 918
2014 Actual: 949

Chart 5

Subway Fires

Fire severity is classified as follows:

Severity	Criteria
Low	No disruption to service No damage to NYC Transit property No reported injuries No discharge/evacuation of passengers Fire self-extinguished or extinguished without Fire Department
Average	Delays to service 15 minutes or less Minor damage to NYC Transit property (no structural damage) No reported injuries/fatalities due to fire/smoke Discharge of passengers in station Minor residual smoke present (haze)
Above Average	Delays to service greater than 15 minutes Moderate to heavy damage to NYC Transit property Four or less injuries due to fire/smoke Discharge of train or transfer of passengers to another train (not in station) Station/platform/train filled with smoke
High	Major delays in service (over one hour) Major structural damage Five or more reported injuries or one or more fatalities Evacuation of passengers to benchwall or roadbed Mass evacuation of more than one train

Severity & Location of fires during the current month were as follows:

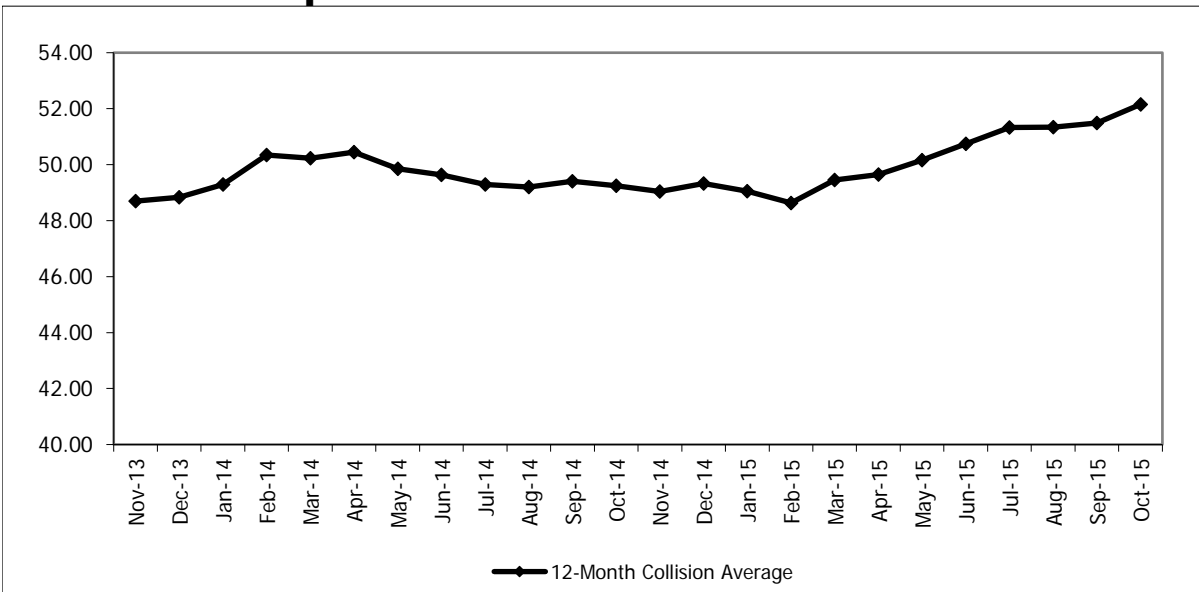
Low:	92.0%	Train:	8
Average:	8.0%	Right-of-way	46
Above Average:	0.0%	Station:	19
High:	0.0%	Other:	2
		Total:	75

Top Items Burnt by Location during the current month were as follows:

Train:		Right-of-Way:		Station:	
Debris:	2	Debris:	30	Debris:	13
Contact Shoe:	1	Tie:	12	Electrical:	3
Car Body:	1	Protection Board:	1	Supplies:	1
Blower Motor:	1	Cable:	1	Oil:	1
Low Voltage Wiring:	1	Grease:	1	Bench:	1

Chart 6

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

Oct 2015: 58.33

Oct 2014: 50.61

12-Month Average

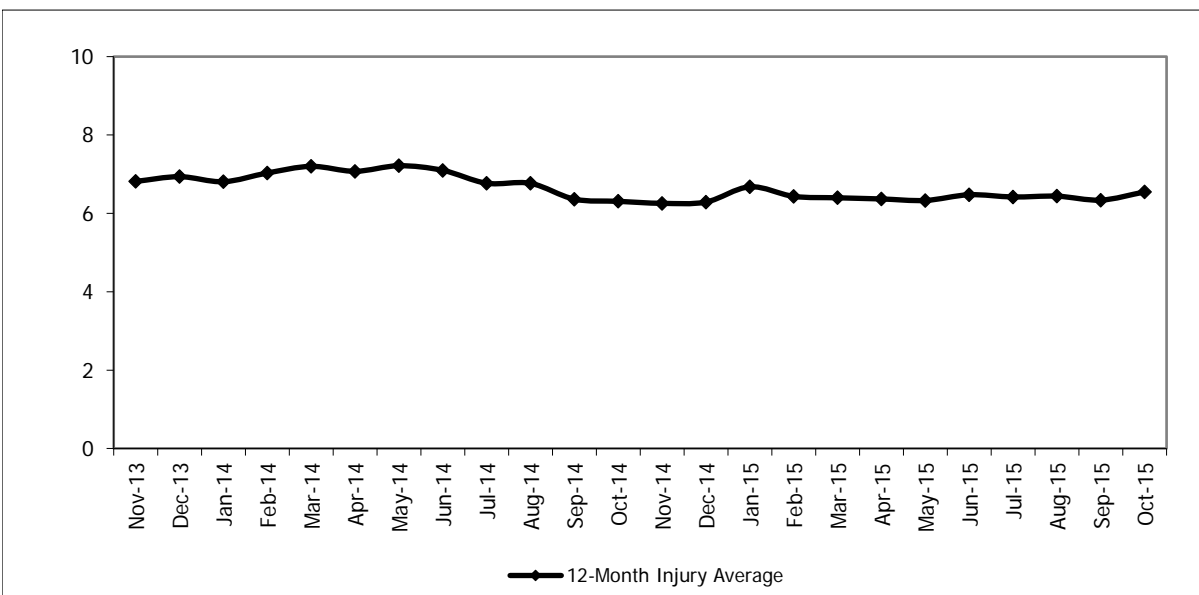
Nov 14 – Oct 15: 52.15

Nov 13 – Oct 14: 49.24

Annual Results

2015 YTD: 52.67

2014 Actual: 49.33



Monthly Results

Oct 2015: 10.65

Oct 2014: 8.23

12-Month Average

Nov 14 – Oct 15: 6.55

Nov 13 – Oct 14: 6.31

Annual Results

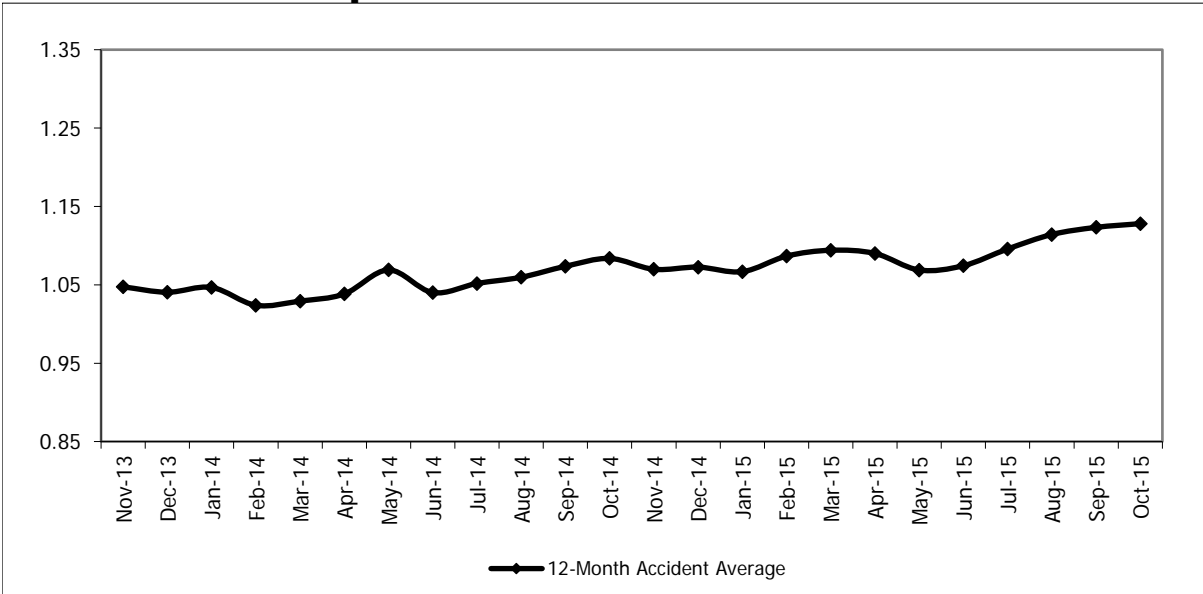
2015 YTD: 6.49

2014 Actual: 6.29

Definitions

An incident involving a collision between a bus and another vehicle, an object, a person, or an animal, or an injury resulting there from.

Regional Bus Customer Accidents/Injuries per Million Customers



Monthly Results

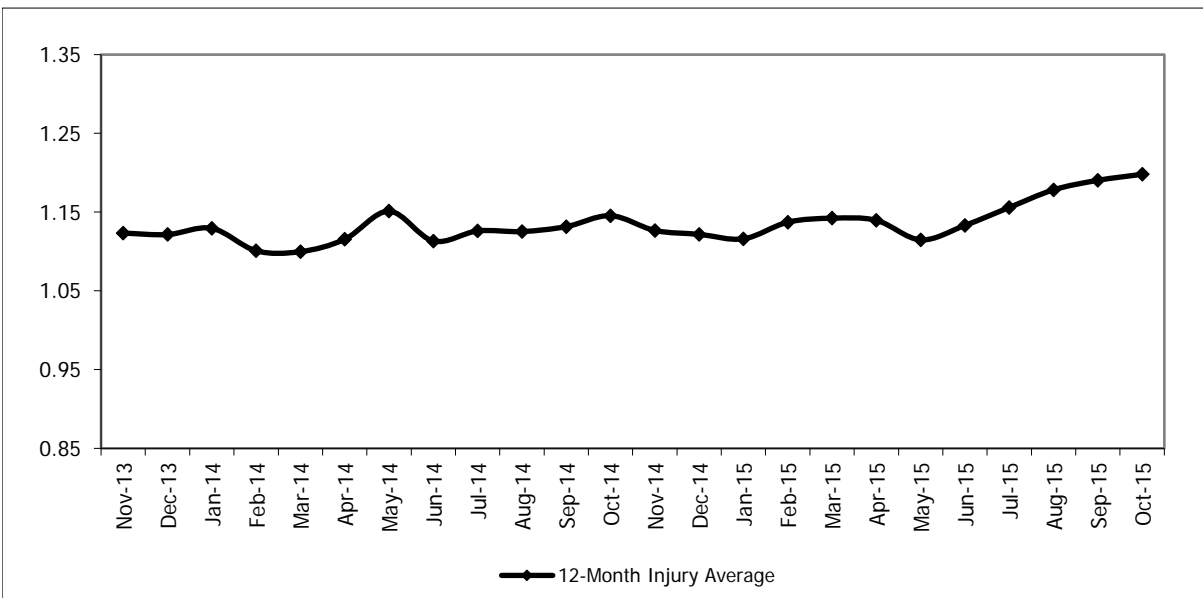
Oct 2015: 1.29
Oct 2014: 1.23

12-Month Average

Nov 14 – Oct 15: 1.13
Nov 13 – Oct 14: 1.08

Annual Results

2015 YTD: 1.16
2014 Actual: 1.07



Monthly Results

Oct 2015: 1.38
Oct 2014: 1.29

12-Month Average

Nov 14 – Oct 15: 1.20
Nov 13 – Oct 14: 1.15

Annual Results

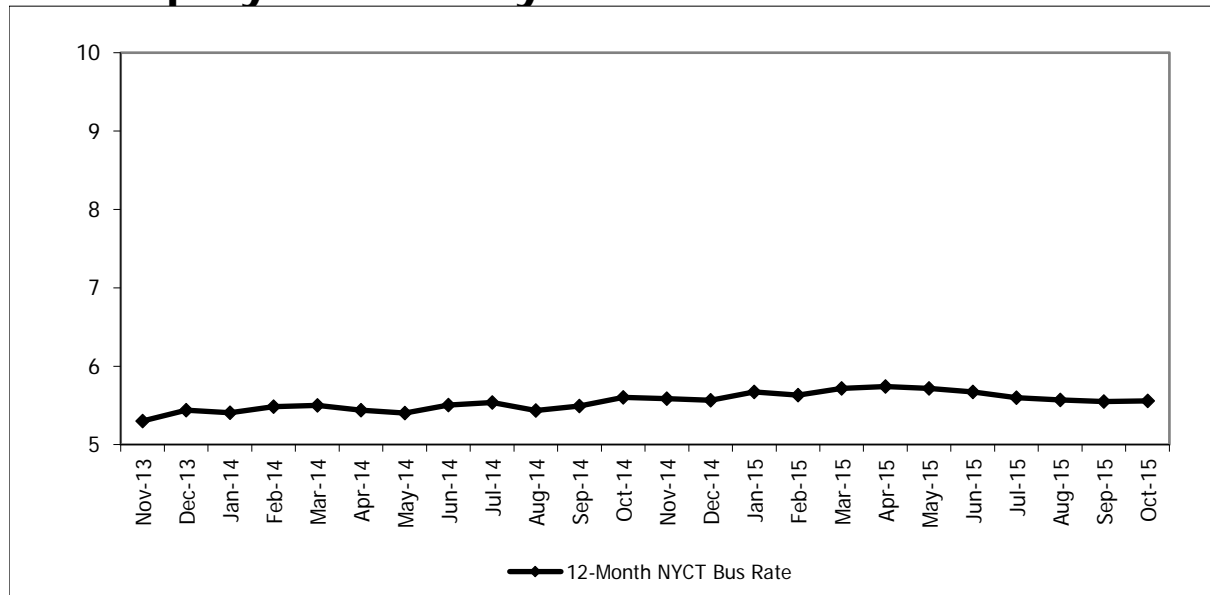
2015 YTD: 1.24
2014 Actual: 1.12

Definitions

An incident involving one or more claimed injuries to a customer on the bus system that occurred while the person was boarding the bus, on board the bus, or alighting from the bus (excludes assaults), or an injury resulting there from.

NYCT Bus & MTA Bus

Employee On-Duty Lost-Time Accident Rate



Monthly Results

Oct 2015: 6.86

Oct 2014: 6.71

12-Month Average

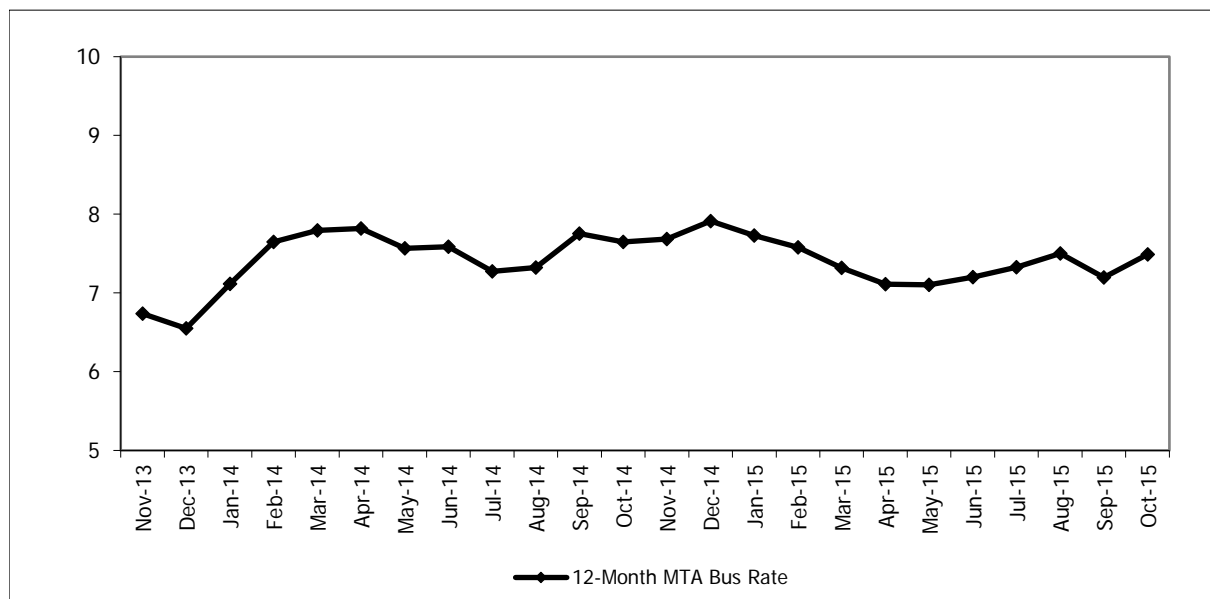
Nov 14 – Oct 15: 5.56

Nov 13 – Oct 14: 5.60

Annual Results

2015 Goal: 5.49

2014 Actual: 5.57



Monthly Results

Oct 2015: 8.45

Oct 2014: 4.91

12-Month Average

Nov 14 – Oct 15: 7.49

Nov 13 – Oct 14: 7.65

Annual Results

2015 Goal: 7.36

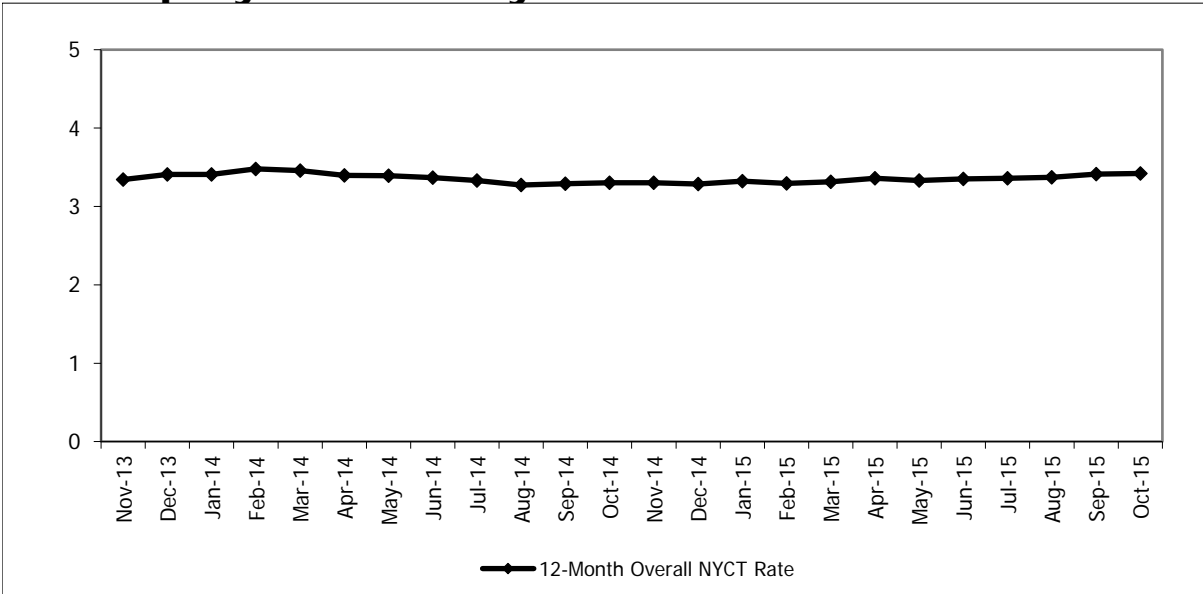
2014 Actual: 7.91

Definitions

A job-related incident that results in death or the inability of an employee to perform full job duties for at least one working day beyond the day of the incident. (NYCT Bus determinations come from NYCT's Law Department.)

NYCT Overall & Subways

Employee On-Duty Lost-Time Accident Rate



Monthly Results

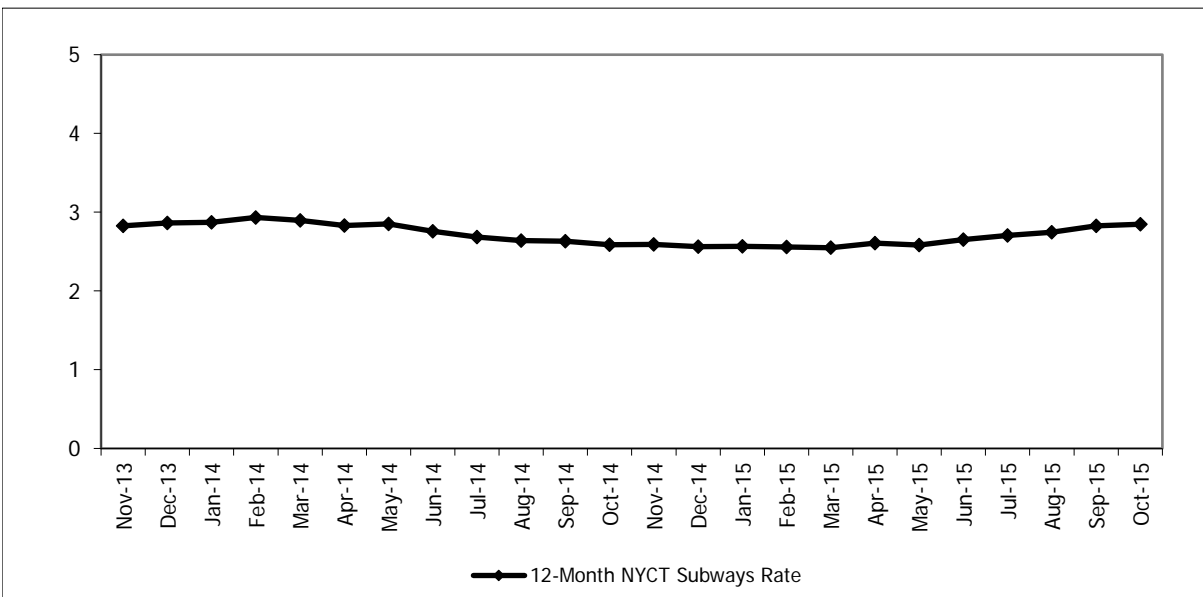
Oct 2015: 3.83
Oct 2014: 3.70

12-Month Average

Nov 14 – Oct 15: 3.42
Nov 13 – Oct 14: 3.30

Annual Results

2015 Goal: 3.20
2014 Actual: 3.29



Monthly Results

Oct 2015: 2.93
Oct 2014: 2.69

12-Month Average

Nov 14 – Oct 15: 2.85
Nov 13 – Oct 14: 2.59

Annual Results

2015 Goal: 2.47
2014 Actual: 2.56

Definitions

A job-related incident that results in death or the inability of an employee to perform full job duties for at least one working day beyond the day of the incident. (NYCT & NYCT Subways determinations come from NYCT's Law Department.)



Police Department
City of New York

MTA Report

CRIME STATISTICS NOVEMBER

	2015	2014	Diff	% Change
MURDER	1	1	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	54	46	8	17.4%
GL	155	129	26	20.2%
FELASSAULT	32	25	7	28.0%
BURGLARY	1	1	0	0.0%
<u>TOTAL MAJOR FELONIES</u>	<u>243</u>	<u>202</u>	<u>41</u>	<u>20.3%</u>

During November, the daily Robbery average incleased from 1.5 to 1.8

During November, the daily Major Felony average incleased from 6.7 to 8.1

CRIME STATISTICS JANUARY THRU NOVEMBER

	2015	2014	Diff	% Change
MURDER	2	2	0	0.0%
RAPE	1	5	-4	-80.0%
ROBBERY	476	397	79	19.9%
GL	1508	1430	78	5.5%
FELASSAULT	236	201	35	17.4%
BURGLARY	18	18	0	0.0%
<u>TOTAL MAJOR FELONIES</u>	<u>2241</u>	<u>2053</u>	<u>188</u>	<u>9.2%</u>

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

Year to date the daily Major Felony average incleased from 6.1 to 6.7

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

NOVEMBER ACTIVITY

	2015	2014	Diff	% Change
Total Arrests	3875	3759	116	3.1%
TOS Arrests	2186	1966	220	11.2%
Summons	5443	6420	-977	-15.2%

JANUARY THRU NOVEMBER ACTIVITY

	2015	2014	Diff	% Change
Total Arrests	44576	47688	-3112	-6.5%
TOS Arrests	24639	24946	-307	-1.2%
Summons	73762	89186	-2E+04	-17.3%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

Police Department
City of New York

REPORT



	JANUARY-NOVEMBER																		
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
<i>Murder</i>	4	1	5	2	2	2	4	3	5	2	4	2	2	1	1	0	1	2	2
<i>Rape</i>	2	14	1	5	2	0	3	3	3	3	1	2	2	1	3	9	5	5	1
<i>Robbery</i>	2066	1720	1530	1260	1107	1137	1041	993	1026	899	724	718	643	644	709	731	559	397	476
<i>Assault</i>	455	394	386	327	250	266	237	254	202	176	188	165	143	178	184	187	180	201	236
<i>Burglary</i>	29	15	10	12	41	15	7	6	1	5	2	5	1	3	8	26	32	18	18
<i>GL</i>	3242	2297	2185	2315	2075	1953	1634	1705	1627	1382	1186	1194	1051	1125	1407	1539	1564	1430	1508
<i>TOTAL MAJOR FELONIES</i>	<i>5798</i>	<i>4441</i>	<i>4117</i>	<i>3921</i>	<i>3477</i>	<i>3373</i>	<i>2926</i>	<i>2964</i>	<i>2864</i>	<i>2467</i>	<i>2105</i>	<i>2086</i>	<i>1842</i>	<i>1952</i>	<i>2312</i>	<i>2492</i>	<i>2341</i>	<i>2053</i>	<i>2241</i>
<i>Major Fel Per Day</i>	<i>17.36</i>	<i>13.30</i>	<i>12.33</i>	<i>11.74</i>	<i>10.41</i>	<i>10.10</i>	<i>8.76</i>	<i>8.87</i>	<i>8.57</i>	<i>7.39</i>	<i>6.30</i>	<i>6.25</i>	<i>5.51</i>	<i>5.84</i>	<i>6.92</i>	<i>7.46</i>	<i>7.01</i>	<i>6.15</i>	<i>6.71</i>



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

November 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	0	1	-1	-100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	0	2	-2	-100%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	14	-7	-50%
Felony Assault	2	1	1	100%
Burglary	0	0	0	0%
Grand Larceny	7	8	-1	-13%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	16	23	-7	-30%



FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for October 2015 are presented in the table below and compared to the Mid-Year Forecast (forecast).

Category (\$ in millions)	October Results		October Year-to-Date Results			
	Variance Fav/(Unfav)		Prel Actual		Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	4.3	1.1	3,618.7	3,618.4	(0.2)	(0.0)
Nonreimb. Exp. before Dep./OPEB	25.1	4.7	6,160.4	6,082.3	78.1	1.3
Net Cash Deficit*	(27.6)	(21.5)	(2,056.2)	(2,031.0)	25.2	1.2

*Excludes Subsidies and Debt Service

October 2015 **farebox revenue** was \$394.2 million, \$4.3 million (1.1 percent) above forecast. Subway revenue was \$2.7 million (0.9 percent) above forecast, bus revenue was \$2.6 million (3.0 percent) below forecast, and paratransit revenue was \$0.1 million (5.6 percent) below forecast. Accrued fare media liability was \$4.3 million (more than 100 percent) above forecast. Year-to-date revenue of \$3,618.4 million was \$0.2 million (less than 0.1 percent) below forecast. The October 2015 non-student **average fare** of \$1.874 increased 7.6¢ from October 2014; the subway fare increased 7.4¢, the local bus fare increased 7.1¢, and the express bus fare increased 13.7¢.

Total **ridership** in October 2015 of 220.3 million was 0.1 million trips (0.1 percent) below forecast. Average weekday ridership in October 2015 was 8.2 million, a decrease of 0.2 percent from October 2014. Average weekday ridership for the twelve months ending October 2015 was 7.7 million, less than 0.1 million higher than the twelve months ending October 2014.

Nonreimbursable expenses before depreciation and OPEB in October were below forecast by \$25.1 million (4.7 percent). Labor expenses exceeded forecast by \$11.7 million (3.1 percent), primarily from the timing of health & welfare/OPEB current expenses and higher overtime expenses. Non-labor expenses were under forecast by \$36.8 million (24.5 percent), with favorable results reported in several accounts.

Year-to-date, nonreimbursable expenses were under forecast by \$78.1 million (1.3 percent). Labor expenses were less than forecast by \$15.7 million (0.3 percent), including several account underruns, primarily from favorable overhead credits and the timing of health & welfare/OPEB current expenses, partly offset by higher overtime expenses. Non-labor expenses were under forecast by \$62.4 million (4.4 percent), with favorable results reported in several accounts, largely in professional service contracts and energy costs.

The **net cash deficit** for October year-to-date was \$2,031.0 million, favorable to forecast by \$25.2 million (1.2 percent).

FINANCIAL RESULTS

Farebox Revenue

October 2015 Farebox Revenue - (\$ in millions)

	October				October Year-to-Date			
	Preliminary		Favorable/(Unfavorable)		Preliminary		Favorable/(Unfavorable)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	297.0	299.7	2.7	0.9%	2,756.0	2,752.6	(3.5)	(0.1%)
NYCT Bus	87.4	84.8	(2.6)	(3.0%)	810.5	805.4	(5.1)	(0.6%)
Paratransit	1.7	1.6	(0.1)	(5.6%)	14.8	14.5	(0.3)	(1.9%)
Subtotal	386.1	386.1	0.0	0.0%	3,581.3	3,572.5	(8.8)	(0.2%)
Fare Media Liability	3.7	8.0	4.3	114.8%	37.3	45.9	8.6	23.0%
Total - NYCT	389.9	394.2	4.3	1.1%	3,618.7	3,618.4	(0.2)	(0.0%)
MTA Bus Company	18.7	18.4	(0.3)	(1.5%)	174.6	175.6	1.0	0.6%
<i>Total - Regional Bus</i>	<i>106.1</i>	<i>103.2</i>	<i>(2.9)</i>	<i>(2.7%)</i>	<i>985.1</i>	<i>981.0</i>	<i>(4.1)</i>	<i>(0.4%)</i>

Note: Totals may not add due to rounding.

- The positive October subway revenue variance was due to higher-than-forecasted ridership as well as a positive prior month adjustment.
- The negative October bus revenue variance was due to lower-than-forecasted ridership.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2014	Prelim.	Change		2014	Prelim.	Change	
		2015	Amount	Percent		2015	Amount	Percent
Subway	1.882	1.955	0.074	3.9%	1.516	1.593	0.077	5.1%
Local Bus	1.499	1.570	0.071	4.7%	1.516	1.593	0.077	5.1%
Subway & Local Bus	1.782	1.859	0.077	4.3%	1.516	1.593	0.077	5.1%
Express Bus	4.948	5.085	0.137	2.8%	4.928	5.105	0.177	3.6%
Total	1.798	1.874	0.076	4.2%	1.782	1.844	0.062	3.5%

- The average fare increases were mostly due to the March 22, 2015 fare increase.
- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the preliminary October average fare of \$1.21 was 17¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

In the month of October, other operating revenue surpassed forecast by \$2.0 million (5.6 percent), due mostly to higher advertising and real estate revenues. Year-to-date, other operating revenue was higher by \$9.4 million (2.6 percent), mainly due to higher advertising, real estate, paratransit Urban Tax and MetroCard surcharge revenues.

Nonreimbursable Expenses

In the month of October, nonreimbursable expenses before depreciation and OPEB were below forecast by \$25.1 million (4.7 percent). Year-to-date, expenses underran by \$78.1 million (1.3 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of October exceeded forecast by \$11.7 million (3.1 percent). Health & welfare/OPEB current expenses were above forecast by \$8.8 million (9.1 percent), due to the unfavorable timing of expenses. Overtime expenses surpassed forecast by \$7.3 million (24.7 percent), due largely to bus overage fleet maintenance requirements, subway service delays and overcrowding, bus traffic/ramp delays and vacancy/absentee coverage requirements for Bus Operators and Signal/Track Maintainers. Other fringe benefit expenses underran forecast by \$5.8 million (25.8 percent), largely from favorable direct overhead credits and the timing of Workers' Compensation expenses. Year-to-date, labor expenses underran forecast by \$15.7 million (0.3 percent), including \$15.0 million (7.8 percent) of favorable reimbursable overhead credits, resulting from increased reimbursable overtime requirements. Health & welfare/OPEB current expenses were less than forecast \$7.8 million (0.8 percent), due to favorable rates and the favorable timing of expenses. Other fringe benefit expenses were below forecast by \$3.8 million (1.5 percent), caused largely by favorable direct overhead credits and the timing of Workers' Compensation expenses. Payroll expenses were under forecast by \$3.7 million (0.1 percent), mainly from vacancies. These favorable results were partly offset by higher overtime expenses of \$15.7 million (4.3 percent), due mainly to subway service delays and overcrowding, bus traffic/ramp delays and vacancy/absentee coverage requirements for Bus Operators and Maintainers and Signal/Track Maintainers.

Non-labor expenses were less than forecast in October by \$36.8 million (24.5 percent). Professional service contract expenses were under forecast by \$10.2 million (80.0 percent), due primarily to the retroactive recharge of consolidated Information Technology hardware expenses to MTA and the favorable timing of bond service expenses. Fuel expenses were lower than forecast by \$8.4 million (80.9 percent), mainly from CNG/heating fuel credits, lower prices and consumption. Electric power expenses were under forecast by \$6.5 million (26.9 percent), largely due to favorable accrual/billing adjustments. Materials & supplies expenses were below forecast by \$4.6 million (18.2 percent), due mostly to the favorable timing of maintenance material requirements and inventory adjustments. Maintenance contract expenses were favorable to the forecast by \$2.7 million (13.9 percent), principally due to savings from painting contracts, tires & tubes and auto purchases. Paratransit service contract expenses were less by \$2.6 million (7.5 percent), mostly due to lower trips. Claims expenses were under by \$2.0 million (18.4 percent), due to the timing of accrued expenses to be corrected in subsequent months. Year-to-date, non-labor expenses were under forecast by \$62.4 million (4.4 percent), including the following:

- Professional service contract expenses were favorable by \$20.8 million (21.6 percent), due primarily to the retroactive recharge of consolidated Information Technology hardware expenses to MTA and the favorable timing of bond service expenses.
- Fuel expenses were lower than forecast by \$12.8 million (12.7 percent), mainly from lower prices/consumption and CNG/heating fuel credits.

- Electric power expenses were under forecast by \$8.6 million (3.4 percent), due mainly to favorable accrual/billing adjustments and lower consumption, partly offset by higher prices.
- Claims expenses underran by \$8.1 million (7.4 percent), due to under-accrued expenses to be corrected in subsequent months.
- Materials and supplies expenses were less than forecast by \$6.6 million (2.7 percent), due mostly to favorable inventory adjustments.
- Maintenance contract expenses were lower than forecast by \$5.8 million (3.5 percent), due principally to savings from painting contracts, tires & tubes and auto purchases, partly offset by the unfavorable timing of maintenance & repair expenses.
- Paratransit service contract expenses were below forecast by \$1.9 million (0.6 percent), resulting from the favorable timing of expenses.
- Other business expenses overran forecast by \$2.4 million (3.6 percent), caused by higher MVM debit/credit card charges and unfavorable results for miscellaneous expenses and credits.

Depreciation expenses were higher than forecast year-to-date by \$2.5 million (0.2 percent).

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$1,274.9 million of accrued expenses year-to-date, \$62.2 million (5.1 percent) higher than forecast, based on current actuarial information.

Net Cash Deficit

The net cash deficit for October year-to-date was \$2,031.0 million, favorable to forecast by \$25.2 million (1.2 percent).

Incumbents

There were 47,119 full-time paid incumbents at the end of October, an increase of 225 from September and an increase of 378 from December 2014 (excluding 115 December temporary paid incumbents and reflecting a 1/1/15 transfer of 409 IT consolidation incumbents to MTA).

RIDERSHIP RESULTS

October 2015 Ridership vs. Forecast - (millions)

	October				October Year-to-Date			
	Forecast	Preliminary	More/(Less)		Forecast	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	158.9	161.1	2.2	1.4%	1,473.1	1,467.2	(5.9)	(0.4%)
NYCT Bus	60.8	58.4	(2.3)	(3.8%)	547.6	539.1	(8.5)	(1.6%)
Subtotal	219.7	219.6	(0.1)	(0.0%)	2,020.6	2,006.2	(14.4)	(0.7%)
Paratransit	0.8	0.8	(0.0)	(4.0%)	7.4	7.4	(0.0)	(0.1%)
Total - NYCT	220.5	220.3	(0.1)	(0.1%)	2,028.0	2,013.6	(14.4)	(0.7%)
MTA Bus Company	11.4	11.3	(0.2)	(1.3%)	103.9	104.0	0.1	0.1%
<i>Total - Regional Bus</i>	<i>72.2</i>	<i>69.7</i>	<i>(2.5)</i>	<i>(3.4%)</i>	<i>651.5</i>	<i>643.0</i>	<i>(8.5)</i>	<i>(1.3%)</i>

Notes: Totals may not add due to rounding.

- Student ridership was 5.4 percent below forecast on subways and 12.3 percent below forecast on NYCT bus.

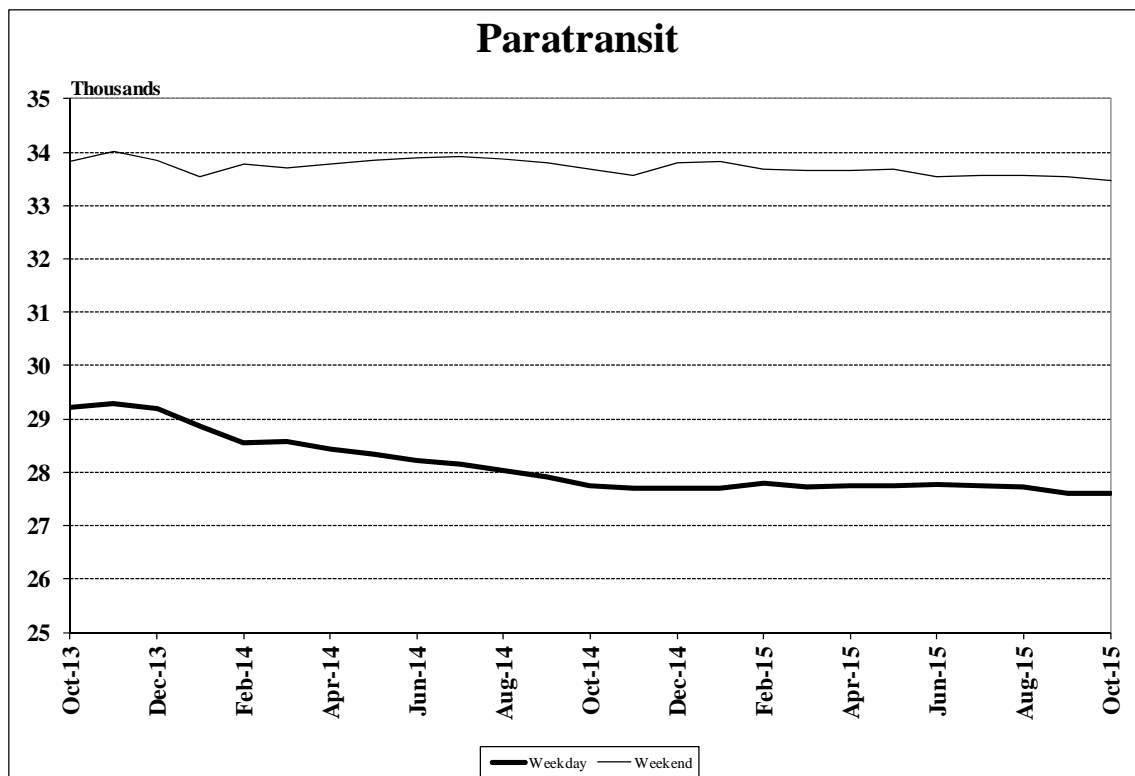
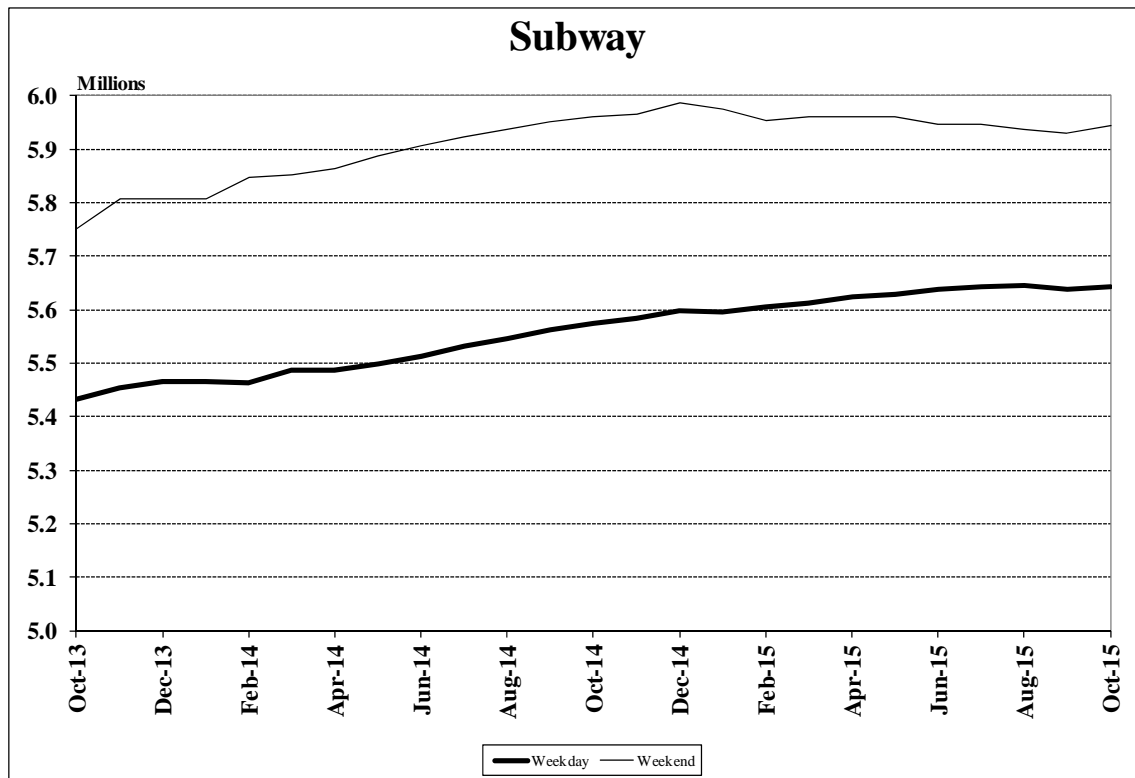
October Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2014	Preliminary	Change		2014	Preliminary	Change	
		2015	Amount	Percent		2015	Amount	Percent
Subway	5,893	5,974	+81	+1.4%	6,144	6,255	+111	+1.8%
NYCT Local Bus	2,240	2,146	-94	-4.2%	2,373	2,245	-128	-5.4%
NYCT Express Bus	44	42	-2	-4.5%	13	13	-0	-3.0%
Paratransit	28	28	-0	-0.8%	35	34	-1	-2.7%
TOTAL - NYCT	8,205	8,190	-15	-0.2%	8,564	8,546	-19	-0.2%
MTABC Local Bus	409	399	-10	-2.5%	397	392	-5	-1.3%
MTABC Express Bus	33	30	-3	-9.3%	13	12	-1	-6.9%
Total - MTA Bus	442	429	-13	-3.0%	410	404	-6	-1.4%
<i>Total - Regional Bus</i>	<i>2,726</i>	<i>2,617</i>	<i>-109</i>	<i>-4.0%</i>	<i>2,796</i>	<i>2,661</i>	<i>-135</i>	<i>-4.8%</i>
12-Month Rolling Average								
Subway	5,575	5,644	+69	+1.2%	5,960	5,943	-17	-0.3%
Local Bus	2,084	2,021	-64	-3.1%	2,315	2,246	-69	-3.0%
Express Bus	42	41	-2	-4.0%	12	12	-0	-2.0%
Paratransit	28	28	-0	-0.5%	34	33	-0	-0.6%
TOTAL - NYCT	7,729	7,732	+3	+0.0%	8,321	8,235	-87	-1.0%
MTABC Local Bus	374	374	+0	+0.1%	390	389	-1	-0.2%
MTABC Express Bus	32	30	-1	-4.7%	13	12	-0	-3.1%
Total - MTA Bus	406	404	-1	-0.3%	402	401	-1	-0.3%
<i>Total - Regional Bus</i>	<i>2,532</i>	<i>2,465</i>	<i>-67</i>	<i>-2.6%</i>	<i>2,730</i>	<i>2,659</i>	<i>-70</i>	<i>-2.6%</i>

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

- October 2015 subway ridership was the highest of any month in over forty-five years.
- Fifteen weekdays in October 2015 had more than six million subway riders.
- Thursday October 29, 2015 had 6,217,621 riders, the highest one-day subway ridership since daily records began in 1985, and likely the highest since the late 1940s or early 1950s.

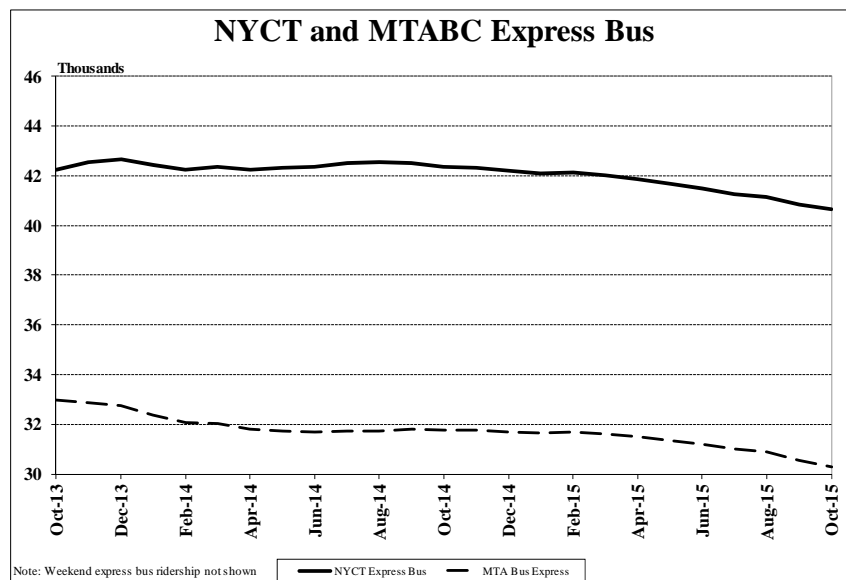
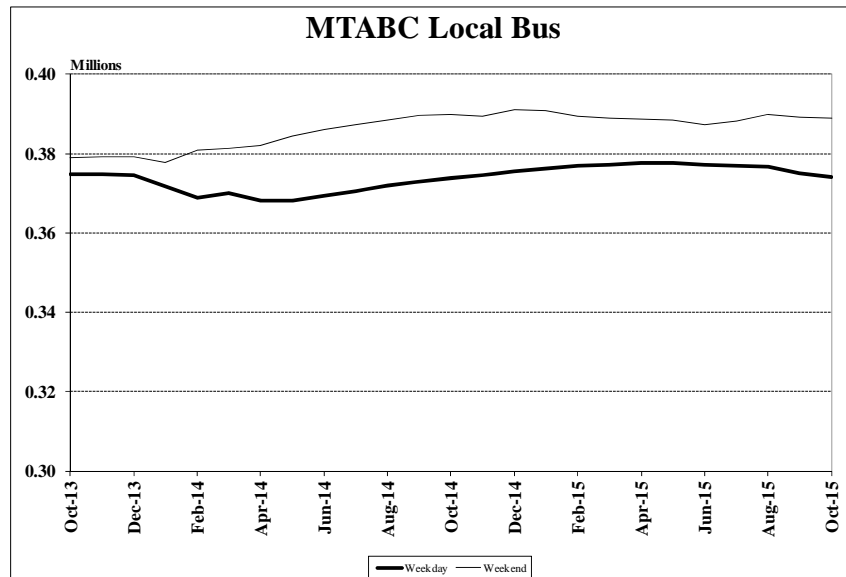
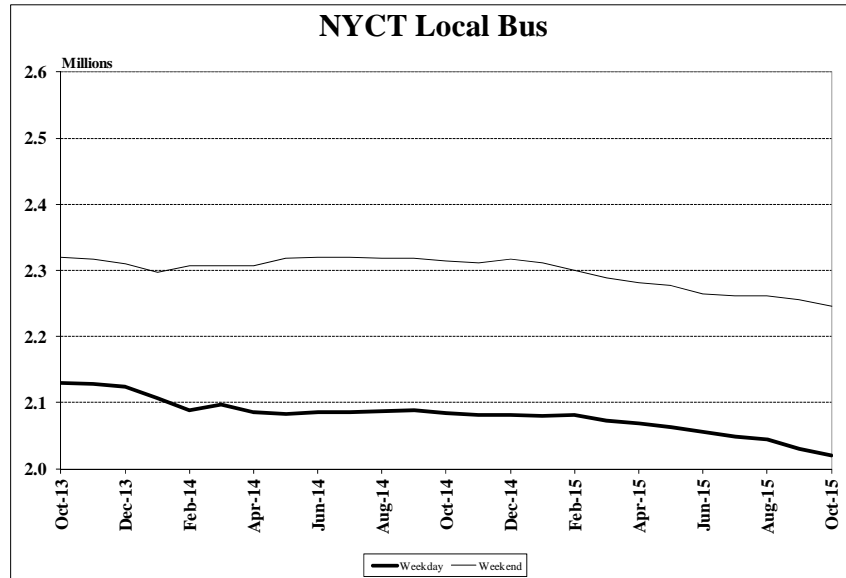
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From October 2014 to October 2015, weekday ridership increased on all area rail services and decreased on all area bus services, with the largest decreases on MTA Bus express bus (down 9.3 percent) and NYCT express bus (down 4.5 percent). The largest weekday increase was on the Staten Island Railway (up 4.9 percent), indicating a shift from Staten Island express buses to the Staten Island Railway after the March 22, 2015 fare increase.

Bridges and Tunnels traffic increased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Oct-14	Preliminary Oct-15	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,893	5,974	+1.4%	+1.2%
NYCT Local Bus	2,240	2,146	-4.2%	-3.1%
NYCT Express Bus	44	42	-4.5%	-4.0%
NYCT Paratransit	28	28	-0.8%	-0.5%
Staten Island Railway	17	18	+4.9%	+2.8%
MTA Local Bus	409	399	-2.5%	+0.1%
MTA Express Bus	33	30	-9.3%	-4.7%
Long Island Rail Road	298	310	+4.0%	+2.4%
Metro-North Railroad	286	293	+2.2%	+1.7%
Staten Island Ferry	71	71	-0.3%	+3.3%
PATH	262	271	+3.4%	+2.3%
<u>Average Weekend</u>				
NYCT Subway	6,144	6,255	+1.8%	-0.3%
NYCT Local Bus	2,373	2,245	-5.4%	-3.0%
NYCT Express Bus	13	13	-3.0%	-2.0%
NYCT Paratransit	35	34	-2.7%	-0.6%
Staten Island Railway	8	8	-0.8%	+0.5%
MTA Local Bus	397	392	-1.3%	-0.2%
MTA Express Bus	13	12	-6.9%	-3.1%
Long Island Rail Road	186	193	+4.0%	+1.6%
Metro-North Railroad	228	236	+3.3%	+2.2%
Staten Island Ferry	97	92	-6.0%	+0.5%
PATH	191	214	+11.8%	+3.4%

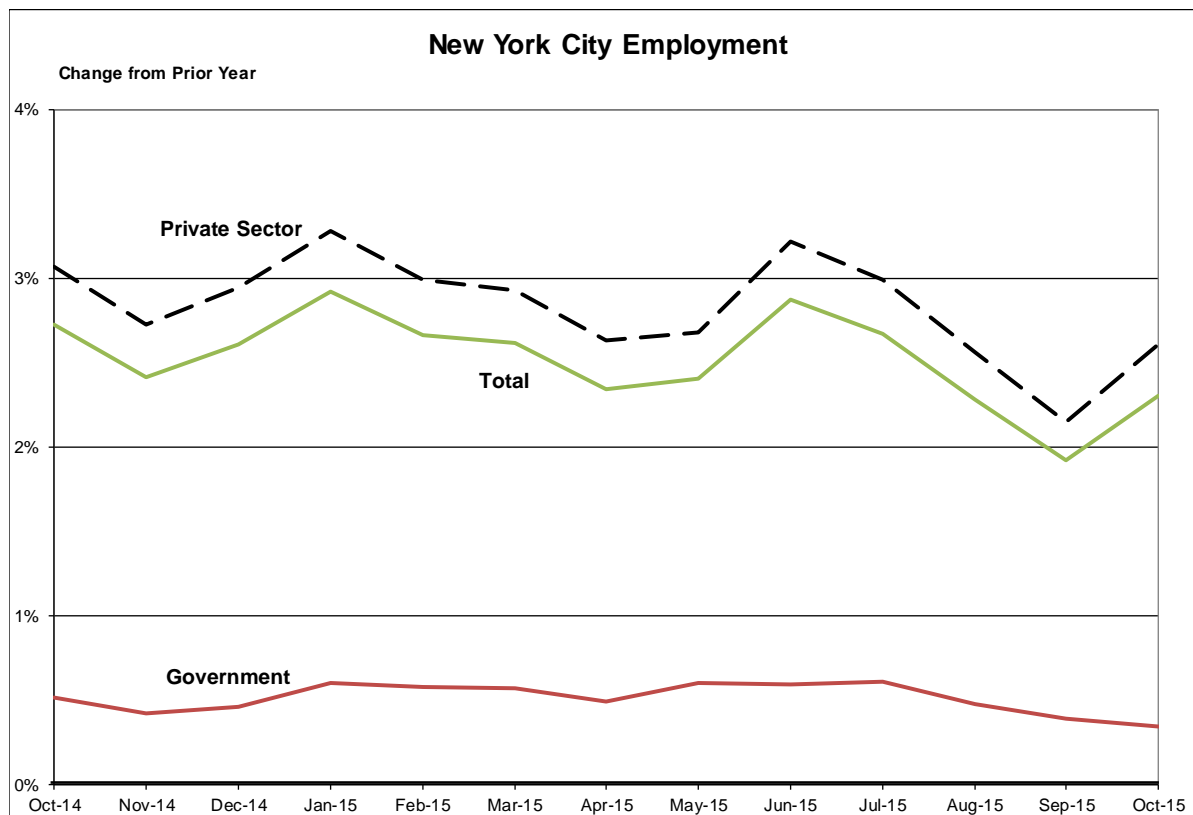
MTA Bridges and Tunnels (thousands)				
Average Weekday	822	862	+4.8%	+3.5%
Average Weekend	1,569	1,614	+2.9%	+4.0%

Note: Percentages are based on unrounded data.

Economy

From October 2014 to October 2015, New York City employment increased 2.3 percent (95,900 jobs). Private sector employment increased 2.6 percent (94,000 jobs) and government employment increased 0.3 percent (1,900 jobs). All of the private employment sub-sectors increased except manufacturing (down 1,700 jobs or 2.2 percent). The sub-sector with the largest absolute increase was educational & health services (up 31,200 jobs or 3.6 percent). The sub-sector with the largest percentage increase was other services (up 4.1 percent or 7,400 jobs).

As shown in the chart below, private sector employment growth over the prior year has fluctuated over the past thirteen months from a high of 3.3 percent in January to a low of 2.1 percent in September. The 2.6 percent private sector increase in October was slightly below the 12-month average increase of 2.8 percent.



MTA NEW YORK CITY TRANSIT
July Financial Plan - 2015 Mid_Year
Accrual Statement of Operations By Category_MM
 Month - Oct 2015
 (\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$297.027	\$299.746	\$2.719	0.9	\$0.000	\$0.000	-	-	\$297.027	\$299.746	\$2.719	0.9
Bus	\$87.406	\$84.804	(2.602)	(3.0)	\$0.000	\$0.000	-	-	\$87.406	\$84.804	(2.602)	(3.0)
Paratransit	\$1.689	\$1.594	(0.095)	(5.6)	\$0.000	\$0.000	-	-	\$1.689	\$1.594	(0.095)	(5.6)
Fare Liability	\$3.731	\$8.014	\$4.283	-	\$0.000	\$0.000	-	-	\$3.731	\$8.014	\$4.283	-
Farebox Revenue	\$389.853	\$394.157	\$4.304	1.1	\$0.000	\$0.000	-	-	\$389.853	\$394.157	\$4.304	1.1
Fare Reimbursement	\$9.447	\$9.446	(0.001)	0.0	\$0.000	\$0.000	-	-	\$9.447	\$9.446	(0.001)	0.0
Paratransit Reimbursement	\$14.263	\$13.795	(0.468)	(3.3)	\$0.000	\$0.000	-	-	\$14.263	\$13.795	(0.468)	(3.3)
Other Operating Revenue	\$12.511	\$14.990	\$2.479	19.8	\$0.000	\$0.000	-	-	\$12.511	\$14.990	\$2.479	19.8
Other Revenue	\$36.221	\$38.232	\$2.011	5.6	\$0.000	\$0.000	-	-	\$36.221	\$38.232	\$2.011	5.6
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$124.766	\$127.811	\$3.045	2.4	\$124.766	\$127.811	\$3.045	2.4
Total Revenue	\$426.074	\$432.389	\$6.315	1.5	\$124.766	\$127.811	\$3.045	2.4	\$550.840	\$560.200	\$9.360	1.7
Expenses												
Labor :												
Payroll	\$245.857	\$245.070	\$0.788	0.3	\$52.967	\$47.463	\$5.504	10.4	\$298.824	\$292.533	\$6.291	2.1
Overtime	\$29.468	\$36.753	(7.285)	(24.7)	\$10.283	\$16.003	(5.719)	(55.6)	\$39.752	\$52.756	(13.004)	(32.7)
Total Salaries & Wages	\$275.326	\$281.823	(6.498)	(2.4)	\$63.250	\$63.465	(0.216)	(0.3)	\$338.576	\$345.289	(6.713)	(2.0)
Health and Welfare	\$64.167	\$67.951	(3.784)	(5.9)	\$1.726	\$1.877	(0.151)	(8.8)	\$65.893	\$69.829	(3.936)	(6.0)
OPEB Current Payment	\$32.069	\$37.070	(5.001)	(15.6)	\$0.688	\$0.730	(0.042)	(6.1)	\$32.758	\$37.800	(5.043)	(15.4)
Pensions	\$18.431	\$18.331	\$0.100	0.5	\$0.546	\$0.547	(0.001)	(0.2)	\$18.976	\$18.877	\$0.099	0.5
Other Fringe Benefits	\$22.419	\$16.626	\$5.793	25.8	\$17.350	\$19.743	(2.393)	(13.8)	\$39.768	\$36.369	\$3.399	8.5
Total Fringe Benefits	\$137.085	\$139.978	(2.893)	(2.1)	\$20.310	\$22.897	(2.587)	(12.7)	\$157.395	\$162.875	(5.480)	(3.5)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(31.178)	(28.903)	(2.275)	(7.3)	\$31.178	\$28.903	\$2.275	7.3	\$0.000	\$0.000	\$0.000	-
Labor	\$381.233	\$392.898	(11.665)	(3.1)	\$114.738	\$115.266	(0.528)	(0.5)	\$495.971	\$508.164	(12.193)	(2.5)
Non-Labor :												
Electric Power	\$24.012	\$17.562	\$6.450	26.9	\$0.021	\$0.045	(0.024)	-	\$24.034	\$17.607	\$6.427	26.7
Fuel	\$10.436	\$1.995	\$8.442	80.9	\$0.002	\$0.002	\$0.000	16.2	\$10.438	\$1.996	\$8.442	80.9
Insurance	\$6.137	\$5.977	\$0.160	2.6	\$0.000	\$0.000	-	-	\$6.137	\$5.977	\$0.160	2.6
Claims	\$10.934	\$8.919	\$2.015	18.4	\$0.000	\$0.000	-	-	\$10.934	\$8.919	\$2.015	18.4
Paratransit Service Contracts	\$35.013	\$32.382	\$2.631	7.5	\$0.000	\$0.000	-	-	\$35.013	\$32.382	\$2.631	7.5
Maintenance and Other Operating Contracts	\$19.568	\$16.850	\$2.718	13.9	\$2.390	\$4.463	(2.073)	(86.7)	\$21.958	\$21.313	\$0.645	2.9
Professional Service Contracts	\$12.729	\$2.549	\$10.180	80.0	\$0.632	\$1.378	(0.745)	-	\$13.361	\$3.926	\$9.435	70.6
Materials & Supplies	\$25.358	\$20.741	\$4.616	18.2	\$6.661	\$6.307	\$0.354	5.3	\$32.018	\$27.048	\$4.970	15.5
Other Business Expenses	\$5.858	\$6.291	(0.433)	(7.4)	\$0.323	\$0.351	(0.028)	(8.6)	\$6.181	\$6.642	(0.460)	(7.4)
Non-Labor	\$150.046	\$113.266	\$36.780	24.5	\$10.029	\$12.545	(2.516)	(25.1)	\$160.075	\$125.811	\$34.264	21.4
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$531.279	\$506.164	\$25.114	4.7	\$124.767	\$127.811	(3.044)	(2.4)	\$656.046	\$633.975	\$22.071	3.4
Depreciation	\$144.009	\$188.077	(44.068)	(30.6)	\$0.000	\$0.000	-	-	\$144.009	\$188.077	(44.068)	(30.6)
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$675.287	\$694.241	(18.954)	(2.8)	\$124.767	\$127.811	(3.044)	(2.4)	\$800.055	\$822.052	(21.997)	(2.7)
OPERATING SURPLUS/DEFICIT	(249.213)	(261.853)	(12.639)	(5.1)	(0.001)	\$0.000	\$0.001	-	(249.215)	(261.853)	(12.638)	(5.1)

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2015 Mid_Year
Accrual Statement of Operations By Category_MM
Year-To-Date - Oct 2015
(\$ in Millions)

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	Nonreimbursable		Var Percent		Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$2,756.046	\$2,752.586	(3.460)	(0.1)	\$0.000	\$0.000	-	-	\$2,756.046	\$2,752.586	(3.460)	(0.1)
Bus	\$810.504	\$805.440	(5.064)	(0.6)	\$0.000	\$0.000	-	-	\$810.504	\$805.440	(5.064)	(0.6)
Paratransit	\$14.793	\$14.513	(0.280)	(1.9)	\$0.000	\$0.000	-	-	\$14.793	\$14.513	(0.280)	(1.9)
Fare Liability	\$37.310	\$45.875	\$8.565	23.0	\$0.000	\$0.000	-	-	\$37.310	\$45.875	\$8.565	23.0
Farebox Revenue	\$3,618.653	\$3,618.413	(0.240)	0.0	\$0.000	\$0.000	-	-	\$3,618.653	\$3,618.413	(0.240)	0.0
Fare Reimbursement	\$68.271	\$68.269	(0.001)	0.0	\$0.000	\$0.000	-	-	\$68.271	\$68.269	(0.001)	0.0
Paratransit Reimbursement	\$157.425	\$159.866	\$2.441	1.6	\$0.000	\$0.000	-	-	\$157.425	\$159.866	\$2.441	1.6
Other Operating Revenue	\$130.750	\$137.721	\$6.972	5.3	\$0.000	\$0.000	-	-	\$130.750	\$137.721	\$6.972	5.3
Other Revenue	\$356.445	\$365.857	\$9.411	2.6	\$0.000	\$0.000	-	-	\$356.445	\$365.857	\$9.411	2.6
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$934.582	\$1,004.807	\$70.226	7.5	\$934.582	\$1,004.807	\$70.226	7.5
Total Revenue	\$3,975.098	\$3,984.270	\$9.172	0.2	\$934.582	\$1,004.807	\$70.226	7.5	\$4,909.680	\$4,989.077	\$79.398	1.6
Expenses												
Labor :												
Payroll	\$2,534.891	\$2,531.234	\$3.658	0.1	\$380.213	\$370.208	\$10.005	2.6	\$2,915.104	\$2,901.442	\$13.662	0.5
Overtime	\$364.348	\$380.013	\$(15.665)	(4.3)	\$79.441	\$114.914	\$(35.473)	(44.7)	\$443.789	\$494.927	\$(51.138)	(11.5)
Total Salaries & Wages	\$2,899.240	\$2,911.247	\$(12.007)	(0.4)	\$459.654	\$485.122	\$(25.468)	(5.5)	\$3,358.893	\$3,396.369	\$(37.475)	(1.1)
Health and Welfare	\$626.468	\$594.975	\$31.494	5.0	\$16.941	\$16.514	\$0.427	2.5	\$643.410	\$611.489	\$31.921	5.0
OPEB Current Payment	\$313.281	\$336.986	\$(23.705)	(7.6)	\$6.687	\$6.276	\$0.411	6.1	\$319.969	\$343.263	\$(23.294)	(7.3)
Pensions	\$842.230	\$841.134	\$1.096	0.1	\$28.998	\$29.005	\$(0.008)	0.0	\$871.228	\$870.140	\$1.088	0.1
Other Fringe Benefits	\$253.846	\$250.085	\$3.761	1.5	\$141.412	\$143.243	\$(1.831)	(1.3)	\$395.258	\$393.329	\$1.929	0.5
Total Fringe Benefits	\$2,035.825	\$2,023.180	\$12.645	0.6	\$194.039	\$195.040	\$(1.001)	(0.5)	\$2,229.864	\$2,218.220	\$11.644	0.5
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$(191.713)	\$(206.748)	\$15.035	7.8	\$191.713	\$206.748	\$(15.035)	(7.8)	\$0.000	\$0.000	\$0.000	-
Labor	\$4,743.352	\$4,727.679	\$15.673	0.3	\$845.405	\$886.910	\$(41.505)	(4.9)	\$5,588.757	\$5,614.589	\$(25.831)	(0.5)
Non-Labor :												
Electric Power	\$252.755	\$244.205	\$8.551	3.4	\$0.210	\$0.472	\$(0.261)	-	\$252.966	\$244.677	\$8.289	3.3
Fuel	\$100.692	\$87.872	\$12.820	12.7	\$0.019	\$0.016	\$0.003	16.2	\$100.711	\$87.888	\$12.823	12.7
Insurance	\$60.719	\$60.467	\$0.251	0.4	\$0.000	\$0.000	-	-	\$60.719	\$60.467	\$0.251	0.4
Claims	\$109.341	\$101.282	\$8.059	7.4	\$0.000	\$0.000	-	-	\$109.341	\$101.282	\$8.059	7.4
Paratransit Service Contracts	\$317.955	\$316.066	\$1.889	0.6	\$0.000	\$0.000	\$0.000	-	\$317.955	\$316.066	\$1.889	0.6
Maintenance and Other Operating Contracts	\$165.184	\$159.376	\$5.808	3.5	\$27.838	\$34.823	\$(6.985)	(25.1)	\$193.022	\$194.198	\$(1.176)	(0.6)
Professional Service Contracts	\$96.705	\$75.860	\$20.845	21.6	\$7.968	\$23.582	\$(15.614)	-	\$104.673	\$99.442	\$5.231	5.0
Materials & Supplies	\$246.034	\$239.414	\$6.621	2.7	\$57.707	\$63.702	\$(5.995)	(10.4)	\$303.741	\$303.116	\$0.626	0.2
Other Business Expenses	\$67.640	\$70.078	\$(2.438)	(3.6)	\$(4.576)	\$(4.697)	\$0.121	2.6	\$63.064	\$65.381	\$(2.318)	(3.7)
Non-Labor	\$1,417.024	\$1,354.620	\$62.405	4.4	\$89.166	\$117.898	\$(28.731)	(32.2)	\$1,506.191	\$1,472.517	\$33.674	2.2
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$6,160.376	\$6,082.298	\$78.078	1.3	\$934.572	\$1,004.807	\$(70.236)	(7.5)	\$7,094.948	\$7,087.106	\$7.842	0.1
Depreciation	\$1,348.846	\$1,351.338	\$(2.492)	(0.2)	\$0.000	\$0.000	-	-	\$1,348.846	\$1,351.338	\$(2.492)	(0.2)
OPEB Liability	\$1,212.712	\$1,274.934	\$(62.222)	(5.1)	\$0.000	\$0.000	-	-	\$1,212.712	\$1,274.934	\$(62.222)	(5.1)
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$8,721.935	\$8,708.571	\$13.364	0.2	\$934.572	\$1,004.807	\$(70.236)	(7.5)	\$9,656.506	\$9,713.378	\$(56.872)	(0.6)
OPERATING SURPLUS/DEFICIT	\$(4,746.836)	\$(4,724.301)	\$22.536	0.5	\$0.010	\$0.000	\$(0.010)	-	\$(4,746.826)	\$(4,724.301)	\$22.526	0.5

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
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
October 2015
(\$ 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	4.3	1.1	Due primarily to increased accrued fare media liability expiration revenues	(0.2)	0.0	Due primarily to lower than forecast subway and bus ridership, mostly offset by increased accrued fare media liability expiration revenues
Other Operating Revenue	NR	2.0	5.6	Mostly higher advertising and real estate revenues	9.4	2.6	Mostly due to higher advertising, real estate, paratransit Urban Tax and MetroCard surcharge revenues
Payroll	NR				3.7	0.1	Due primarily to vacancy savings
Overtime	NR	(7.3)	(24.7)	Mainly due to bus overage fleet maintenance requirements, subway service delays and overcrowding, bus traffic/ramp delays, and vacancy/absentee coverage requirements for bus operators and signal/track maintainers	(15.7)	(4.3)	Mainly due to subway service delays and overcrowding, bus traffic/ramp delays and vacancy/absentee coverage requirements for bus operators and maintainers and signal/track maintainers
Health & Welfare (including OPEB current payment)	NR	(8.8)	(9.1)	Largely the unfavorable timing of expenses	7.8	0.8	Favorable rates and the favorable timing of expenses
Other Fringe Benefits	NR	5.8	25.8	Primarily favorable direct overhead credits and the timing of Workers' Compensation expenses	3.8	1.5	Primarily favorable direct overhead credits and the timing of Workers' Compensation expenses
Reimbursable Overhead	NR				15.0	7.8	Favorable overhead credits, resulting from higher reimbursable overtime requirements
Electric Power	NR	6.5	26.9	Largely favorable accrual/billing adjustments	8.6	3.4	Largely favorable accrual/billing adjustments and lower consumption, partly offset by higher prices
Fuel	NR	8.4	80.9	Mainly CNG/heating fuel credits, lower prices and consumption	12.8	12.7	Mainly lower prices/consumption and CNG/heating fuel credits
Claims	NR	2.0	18.4	Under-accrued expenses to be corrected in subsequent months	8.1	7.4	Under-accrued expenses to be corrected in subsequent months
Paratransit Service Contracts	NR	2.6	7.5	Mostly due to lower trips	1.9	0.6	The favorable timing of expenses

Table 3

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
October 2015
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance and Other Operating Contracts	NR	2.7	13.9	Principally savings from painting contracts, tires & tubes and auto purchases	5.8	3.5	Principally savings from painting contracts, tires & tubes and auto purchases, partly offset by the unfavorable timing of maintenance & repair expenses
Professional Service Contracts	NR	10.2	80.0	Due primarily to the retroactive recharge of consolidated Information Technology hardware expenses to MTA and the favorable timing of bond service expenses	20.8	21.6	Due primarily to the retroactive recharge of consolidated Information Technology hardware expenses to MTA and the favorable timing of bond service expenses
Materials and Supplies	NR	4.6	18.2	Due mostly to the favorable timing of maintenance material requirements and inventory adjustments	6.6	2.7	Due mostly to favorable inventory adjustments
Other Business Expenses	NR				(2.4)	(3.6)	Mainly higher MVM debit/credit card charges and unfavorable results for miscellaneous expenses and credits
Capital and Other Reimbursements	R	3.0	2.4	Reimbursement increase consistent with higher reimbursable expenses	70.2	7.5	Reimbursement increase consistent with higher reimbursable expenses
Payroll	R	5.5	10.4	Due primarily to the timing of capital construction work	10.0	2.6	Due primarily to the timing of capital construction work
Overtime	R	(5.7)	(55.5)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability and other Capital Program support	(35.5)	(44.7)	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	(2.4)	(13.8)	Largely higher overhead expenses	(1.8)	(1.3)	Largely higher overhead expenses
Maintenance and Other Operating Contracts	R	(2.1)	(86.7)	Largely the unfavorable timing of construction service requirements	(7.0)	(25.1)	Largely the unfavorable timing of construction service requirements
Professional Service Contracts	R	(0.7)	over (100.0)	Mostly the unfavorable timing of several professional service account expenses	(15.6)	over (100.0)	Mostly involving support for new IT projects
Materials & Supplies	R				(6.0)	(10.4)	Mainly the unfavorable timing of non-vehicle maintenance material requirements

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2015 Mid_Year
Cash Receipts and Expenditures
Oct FY15
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$386.551	\$388.673	\$2.122	0.5	\$3,628.261	\$3,654.594	\$26.333	0.7
Fare Reimbursement	\$6.313	\$0.000	(6.313)	-	\$62.705	\$101.426	\$38.721	61.8
Paratransit Reimbursement	\$4.738	\$6.591	\$1.853	39.1	\$124.485	\$87.698	(\$36.787)	(29.6)
Other Operating Revenue	\$3.166	\$3.887	\$0.721	22.8	\$32.161	\$34.724	\$2.563	8.0
Other Revenue	\$14.217	\$10.478	(3.739)	(26.3)	\$219.350	\$223.848	\$4.498	2.1
Capital and Other Reimbursements	\$141.118	\$94.364	(46.754)	(33.1)	\$998.437	\$1,019.200	\$20.763	2.1
Total Revenue	\$541.886	\$493.515	(48.371)	(8.9)	\$4,846.048	\$4,897.642	\$51.594	1.1
Expenditures								
Labor :								
Payroll	\$278.974	\$273.471	\$5.503	2.0	\$2,836.934	\$2,833.880	\$3.054	0.1
Overtime	\$37.447	\$52.756	(15.309)	(40.9)	\$436.350	\$494.839	(58.489)	(13.4)
Total Salaries & Wages	\$316.421	\$326.227	(9.806)	(3.1)	\$3,273.284	\$3,328.719	(55.435)	(1.7)
Health and Welfare	\$65.893	\$47.029	\$18.864	28.6	\$662.501	\$604.635	\$57.866	8.7
OPEB Current Payment	\$32.758	\$37.800	(5.042)	(15.4)	\$319.969	\$343.262	(23.293)	(7.3)
Pensions	\$75.757	\$75.777	(0.020)	0.0	\$782.506	\$781.517	\$0.989	0.1
Other Fringe Benefits	\$34.617	\$35.925	(1.308)	(3.8)	\$357.980	\$364.796	(6.816)	(1.9)
Total Fringe Benefits	\$209.025	\$196.531	\$12.494	6.0	\$2,122.955	\$2,094.210	\$28.745	1.4
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$525.446	\$522.758	\$2.688	0.5	\$5,396.239	\$5,422.929	(26.690)	(0.5)
Non-Labor :								
Electric Power	\$23.184	\$23.024	\$0.160	0.7	\$254.853	\$254.532	\$0.321	0.1
Fuel	\$10.840	\$7.534	\$3.306	30.5	\$99.939	\$90.751	\$9.188	9.2
Insurance	\$8.411	\$1.130	\$7.281	86.6	\$68.917	\$56.273	\$12.644	18.3
Claims	\$7.334	\$8.839	(1.505)	(20.5)	\$105.824	\$109.404	(3.580)	(3.4)
Paratransit Service Contracts	\$34.858	\$29.423	\$5.435	15.6	\$316.266	\$311.529	\$4.737	1.5
Maintenance and Other Operating Contracts	\$21.958	\$13.973	\$7.985	36.4	\$193.066	\$179.455	\$13.611	7.1
Professional Service Contracts	\$9.611	\$7.517	\$2.094	21.8	\$96.230	\$108.863	(12.633)	(13.1)
Materials & Supplies	\$22.789	\$29.629	(6.840)	(30.0)	\$305.732	\$329.469	(23.737)	(7.8)
Other Business Expenses	\$6.134	\$5.997	\$0.137	2.2	\$65.155	\$65.420	(0.265)	(0.4)
Non-Labor	\$145.119	\$127.066	\$18.053	12.4	\$1,505.981	\$1,505.696	\$0.285	0.0
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	\$670.565	\$649.824	\$20.741	3.1	\$6,902.220	\$6,928.625	(26.405)	(0.4)
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.001	\$0.000	\$0.001	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$670.565	\$649.824	\$20.741	3.1	\$6,902.221	\$6,928.625	(26.404)	(0.4)
Net Surplus/(Deficit)	(128.679)	(156.309)	(27.630)	(21.5)	(2,056.173)	(2,030.983)	\$25.190	1.2

Note: Totals may not add due to rounding

Table 5

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL CASH BASIS
October 2015
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	2.1	0.5	Mostly the favorable timing of receipts	26.3	0.7	Mostly the favorable timing of receipts
Other Operating Receipts	(3.7)	(26.3)	Due mainly to the unfavorable timing of student fare reimbursements, partly offset by favorable paratransit Urban Tax receipts	4.5	2.1	Due largely to the favorable timing of receipt of student fare reimbursements and favorable MetroCard surcharge receipts, partly offset by the unfavorable timing of NYC partial reimbursement of paratransit expenses
Capital and Other Reimbursements	(46.8)	(33.1)	Mostly due to the unfavorable timing of reimbursements	20.8	2.1	Mostly due to increased 2015 project expenses/billing, partly offset by the unfavorable timing of reimbursements
Salaries & Wages	(9.8)	(3.1)	Largely due to higher overtime expenditures	(55.4)	(1.7)	Largely due to higher overtime expenditures
Health & Welfare (including OPEB current payment)	13.9	14.1	Primarily favorable timing of payments	34.6	3.5	Primarily favorable timing of payments
Other Fringe Benefits	(1.3)	(3.8)	Primarily the unfavorable timing of payments	(6.8)	(1.9)	Primarily the unfavorable timing of payments
Fuel	3.3	30.5	Mainly CNG/heating fuel credits and lower prices and consumption, partly offset by the unfavorable timing of payments	9.2	9.2	Mainly lower prices/consumption and CNG/heating fuel credits, partly offset by the unfavorable timing of payments
Insurance	7.3	86.6	Largely the favorable timing of interagency payments	12.6	18.3	Largely the favorable timing of interagency payments
Claims	(1.5)	(20.5)	The unfavorable timing of payments	(3.6)	(3.4)	The unfavorable timing of payments
Paratransit Service Contracts	5.4	15.6	Primarily lower expenses and the favorable timing of payments	4.7	1.5	Primarily lower expenses and the favorable timing of payments
Maintenance Contracts	8.0	36.4	Largely the favorable timing of payments	13.6	7.1	Largely the favorable timing of payments
Professional Service Contracts	2.1	21.8	Favorable expense results, largely offset by the unfavorable timing of payments	(12.6)	(13.1)	Largely the unfavorable timing of payments, partly offset by favorable expense results
Materials & Supplies	(6.8)	(30.0)	Mostly the unfavorable timing of payments	(23.7)	(7.8)	Mostly the unfavorable timing of payments

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2015 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Oct FY15
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	(3.302)	(5.484)	(2.182)	(66.1)	\$9.608	\$36.181	\$26.573	-
Fare Reimbursement	(3.134)	(9.446)	(6.312)	-	(5.566)	\$33.157	\$38.723	-
Paratransit Reimbursement	(9.525)	(7.204)	\$2.321	24.4	(32.940)	(72.168)	(39.228)	-
Other Operating Revenue	(9.345)	(11.103)	(1.758)	(18.8)	(98.589)	(102.997)	(4.408)	(4.5)
Other Revenue	(22.004)	(27.754)	(5.750)	(26.1)	(137.095)	(142.009)	(4.914)	(3.6)
Capital and Other Reimbursements	\$16.352	(33.447)	(49.799)	-	\$63.855	\$14.393	(49.462)	(77.5)
Total Revenue	(8.954)	(66.685)	(57.731)	-	(63.632)	(91.435)	(27.803)	(43.7)
Expenses								
Labor :								
Payroll	\$19.850	\$19.062	(0.788)	(4.0)	\$78.170	\$67.562	(10.609)	(13.6)
Overtime	\$2.305	\$0.000	(2.305)	-	\$7.439	\$0.088	(7.351)	(98.8)
Total Salaries & Wages	\$22.155	\$19.062	(3.093)	(14.0)	\$85.609	\$67.650	(17.960)	(21.0)
Health and Welfare	\$0.000	\$22.800	\$22.800	-	(19.091)	\$6.854	\$25.945	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.001	\$0.001	-
Pensions	(56.781)	(56.900)	(0.119)	(0.2)	\$88.722	\$88.623	(0.099)	(0.1)
Other Fringe Benefits	\$5.151	\$0.444	(4.707)	(91.4)	\$37.278	\$28.533	(8.745)	(23.5)
Total Fringe Benefits	(51.630)	(33.656)	\$17.974	34.8	\$106.909	\$124.010	\$17.101	16.0
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Labor	(29.475)	(14.594)	\$14.881	50.5	\$192.518	\$191.660	(0.859)	(0.4)
Non-Labor :								
Electric Power	\$0.850	(5.417)	(6.267)	-	(1.887)	(9.855)	(7.968)	-
Fuel	(0.400)	(5.538)	(5.138)	-	\$0.784	(2.863)	(3.647)	-
Insurance	(2.274)	\$4.847	\$7.121	-	(8.198)	\$4.194	\$12.392	-
Claims	\$3.600	\$0.080	(3.520)	(97.8)	\$3.517	(8.122)	(11.639)	-
Paratransit Service Contracts	\$0.155	\$2.959	\$2.804	-	\$1.689	\$4.537	\$2.848	-
Maintenance and Other Operating Contracts	\$0.000	\$7.340	\$7.340	-	(0.044)	\$14.743	\$14.787	-
Professional Service Contracts	\$3.750	(3.591)	(7.341)	-	\$8.443	(9.421)	(17.864)	-
Materials & Supplies	\$9.229	(2.581)	(11.810)	-	(1.991)	(26.353)	(24.362)	-
Other Business Expenses	\$0.047	\$0.645	\$0.598	-	(2.091)	(0.039)	\$2.052	98.2
Non-Labor	\$14.957	(1.255)	(16.212)	-	\$0.222	(33.179)	(33.401)	-
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	(14.518)	(15.849)	(1.331)	(9.2)	\$192.740	\$158.481	(34.259)	(17.8)
Depreciation	\$144.009	\$188.077	\$44.068	30.6	\$1,348.845	\$1,351.338	\$2.493	0.2
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$1,212.712	\$1,274.934	\$62.222	5.1
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$129.491	\$172.228	\$42.737	33.0	\$2,754.298	\$2,784.753	\$30.455	1.1
Total Cash Conversion Adjustments	\$120.537	\$105.544	(14.993)	(12.4)	\$2,690.666	\$2,693.318	\$2.652	0.1

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
October 2015

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	76	58	18	
Law	280	282	(2)	
Office of the EVP	46	43	3	
Human Resources	227	239	(12)	
Office of Management and Budget	42	39	3	
Capital Planning & Budget	35	30	5	
Corporate Communications	261	250	11	
Non-Departmental	(33)	-	(33)	
Labor Relations	97	94	3	
Materiel	287	271	16	
Controller	137	125	12	
Total Administration	1,455	1,431	24	
Operations				
Subways Service Delivery	7,781	7,824	(43)	
Subways Operations Support/Admin	386	393	(7)	
Subways Stations	2,632	2,641	(9)	
Sub-total Subways	10,799	10,858	(59)	
Buses	10,957	10,936	21	
Paratransit	213	200	13	
Operations Planning	384	395	(11)	
Revenue Control	579	538	41	
Total Operations	22,932	22,927	5	
Maintenance				
Subways Operations Support/Admin	163	155	8	
Subways Engineering	362	349	13	
Subways Car Equipment	4,360	4,330	30	
Subways Infrastructure	1,528	1,503	25	
Subways Elevators & Escalators	442	411	31	
Subways Stations	3,697	3,646	51	
Subways Track	2,805	2,782	23	
Subways Power	603	613	(10)	
Subways Signals	1,505	1,471	34	
Subways Electronic Maintenance	1,578	1,488	90	Mostly PTE and Hourly Vacancies
Sub-total Subways	17,043	16,748	295	
Buses	3,649	3,664	(15)	
Revenue Control	0	0	0	
Supply Logistics	561	552	9	
System Safety	99	91	8	
Non-Departmental	(77)	0	(77)	
Total Maintenance	21,275	21,055	220	
Engineering/Capital				
Capital Program Management	1,319	1,364	(45)	
Total Engineering/Capital	1,319	1,364	(45)	
Public Safety				
Security	644	606	38	
Total Public Safety	644	606	38	
Total Positions	47,625	47,383	242	
Non-Reimbursable	42,622	41,578	1,044	
Reimbursable	5,003	5,805	(802)	
Total Full-Time	47,483	47,119	364	
Total Full-Time Equivalents	142	264	(122)	

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
October 2015

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	558	464	94	
Professional, Technical, Clerical	866	943	(77)	
Operational Hourlies	31	24	7	
Total Administration	1,455	1,431	24	
Operations				
Managers/Supervisors	2,729	2,686	43	
Professional, Technical, Clerical	499	486	13	
Operational Hourlies	19,704	19,755	(51)	
Total Operations	22,932	22,927	5	
Maintenance				
Managers/Supervisors	3,832	3,785	47	
Professional, Technical, Clerical	1,066	1,008	58	
Operational Hourlies	16,377	16,262	115	
Total Maintenance	21,275	21,055	220	
Engineering/Capital				
Managers/Supervisors	339	346	(7)	
Professional, Technical, Clerical	978	1,016	(38)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,319	1,364	(45)	
Public Safety				
Managers/Supervisors	262	244	18	
Professional, Technical, Clerical	39	34	5	
Operational Hourlies	343	328	15	
Total Public Safety	644	606	38	
Total Positions				
Managers/Supervisors	7,720	7,525	195	
Professional, Technical, Clerical	3,448	3,487	(39)	
Operational Hourlies	36,457	36,371	86	
Total Positions	47,625	47,383	242	

MTA New York City Transit
2015 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	October						October Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	360,267	\$10.773	344,492	\$10.763	15,775	\$0.010 0.1%	3,324,717	\$101.985	3,294,714	\$103.024	30,003	(\$1.039) (1.0%)
<u>Unscheduled Service</u>	250,580	\$8.229	323,198	\$10.374	(72,619)	(\$2.144) (26.1%)	2,717,834	\$84.886	3,069,595	\$94.803	(351,760)	(\$9.917) (11.7%)
<u>Programmatic/Routine Maintenance</u>	398,260	\$8.264	317,252	\$10.78	81,008	(\$2.512) (30.4%)	3,654,454	\$114.601	3,602,833	\$114.196	51,622	\$0.405 .4%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000 0.0%	0	\$0.000	0	\$0.000	0	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	22,147	\$1.217	85,830	\$2.831	(63,683)	(\$1.614) *	685,212	\$24.528	912,688	\$29.559	(227,477)	(\$5.032) (20.5%)
<u>Weather Emergencies</u>	425	\$0.014	40,760	\$1.344	(40,335)	(\$1.329) *	779,763	\$25.497	836,710	\$27.382	(56,947)	(\$1.885) (7.4%)
<u>Safety/Security/Law Enforcement</u>	9,156	\$0.299	14,153	\$0.390	(4,997)	(\$0.091) (30.2%)	87,605	\$2.764	98,677	\$2.867	(11,072)	(\$0.103) (3.7%)
<u>Other</u>	(16,442)	\$0.671	7,367	\$0.28	(23,809)	\$0.394 58.8%	148,302	\$10.087	246,697	\$8.182	(98,395)	\$1.905 18.9%
Subtotal	1,024,392	\$29.468	1,133,052	\$36.753	(108,660)	(\$7.285) (24.7%)	11,397,886	\$364.347	12,061,913	\$380.013	(664,028)	(\$15.666) (4.3%)
REIMBURSABLE OVERTIME	307,632	\$10.283	466,660	\$16.003	(159,027)	(\$5.720) (55.6%)	2,413,665	\$79.440	3,419,562	\$114.914	(1,005,897)	(\$35.473) (44.7%)
TOTAL OVERTIME	1,332,025	\$39.751	1,599,712	\$52.756	(267,687)	(\$13.005) (32.7%)	13,811,551	\$443.788	15,481,475	\$494.927	(1,669,925)	(\$51.139) (11.5%)

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
2015 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	October			October Year to Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	15,775	\$0.0		30,003	(\$1.0)	Unfavorable YTD results in scheduled service mainly due to additional work in DoB - supervisors (set-up and close-out of shift) and hourlies (fueling).
		(0.1%)			6.6%	
<u>Unscheduled Service</u>	(72,619)	(\$2.1)	Unfavorable variance due to subway service delays and overcrowding and Buses traffic and ramp delays.	(351,760)	(\$9.9)	Unfavorable variance due to subway service delays and overcrowding and Buses traffic and ramp delays.
		29.4%			63.3%	
<u>Programmatic/Routine Maintenance</u>	81,008	(\$2.5)	Unfavorable results due to DoB maintenance of overage fleet.	51,622	\$0.4	Due to less maintenance coverage required.
		34.5%			(2.6%)	
<u>Unscheduled Maintenance</u>	0	\$0.0		0	\$0.0	
		.0%			.0%	
<u>Vacancy/Absentee Coverage</u>	(63,683)	(\$1.6)	Mainly due to vacancy / absentee coverage for bus operators, signal and track maintainers.	(227,477)	(\$5.0)	Mainly due to vacancy / absentee coverage for bus operators and maintainers, signal and track maintainers.
		22.2%			32.1%	
<u>Weather Emergencies</u>	(40,335)	(\$1.3)	Mainly due to preparation for Hurricane Joaquin.	(56,947)	(\$1.9)	Mainly due to preparation for Hurricane Joaquin.
		18.2%			12.0%	
<u>Safety/Security/Law Enforcement</u>	(4,997)	(\$0.1)		(11,072)	(\$0.1)	
		1.2%			.7%	
<u>Other</u>	(23,809)	\$0.4	Favorable due to timing of expenses.	(98,395)	\$1.9	Favorable due to timing of expenses.
		(5.4%)			(12.2%)	
Subtotal	(108,660)	(\$7.3)		(664,027)	(\$15.7)	
		56.0%			30.6%	
REIMBURSABLE OVERTIME	(159,027)	(\$5.7)	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.	(1,005,897)	(\$35.5)	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.
		44.0%			69.4%	
TOTAL OVERTIME	(267,687)	(\$13.0)		(1,669,924)	(\$51.1)	

Totals may not add due to rounding.

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2015 Overtime Reporting
Overtime Legend

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

MTA NEW YORK CITY TRANSIT
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2015 YEAR-TO-DATE
(\$ in millions)

	October 2015 Year-to-Date			Favorable/(Unfavorable) Variance			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual Results</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Total Revenue	3,975.1	3,966.2	3,984.3	9.2	0.2	18.1	0.5
Total Expenses before Depreciation, OPEB and Environmental Remediation	6,160.4	6,154.9	6,082.3	78.1	1.3	72.6	1.2
Depreciation	1,348.8	1,345.9	1,351.3	(2.5)	(0.2)	(5.4)	(0.4)
OPEB Account	1,212.7	1,212.2	1,274.9	(62.2)	(5.1)	(62.7)	(5.2)
Environmental Remediation	0.0	0.0	0.0	0.0	n/a	0.0	0.0
Total Expenses	8,721.9	8,713.0	8,708.6	13.4	0.2	4.4	0.1
Net Surplus/(Deficit)	(4,746.8)	(4,746.8)	(4,724.3)	22.5	0.5	22.5	0.5

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
OCTOBER 2015 YEAR-TO-DATE
(\$ in millions)

	October 2015 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	18.1	0.5	Farebox revenue was higher by \$8.7M, due to increased subway ridership and favorable pass average fare adjustments. Other operating revenue was favorable by \$9.4 million, due to higher advertising and paratransit Urban Tax revenues.
Total Expenses (Nonreimbursable)	4.4	0.1	Labor expenses were less than forecast by \$28.7M, due to the favorable timing of pension expenses and favorable overhead credits, resulting from increased reimbursable labor requirements. Non-labor expenses were below forecast by \$44.0M, due to fuel credits and favorable accrual adjustments, the favorable timing of claims accrual adjustments, and retroactive recharges to MTA involving consolidated IT hardware expenses. Depreciation expenses were higher by \$5.5M. OPEB LT Liability expenses exceeded forecast by \$62.7M.

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



FINANCIAL AND RIDERSHIP REPORT

October 2015

(All data are preliminary and subject to audit)

In the month of October, **operating revenues** were \$0.1 million (14.9 percent) above the Mid-Year Forecast (forecast), and, year-to-date, operating revenues were under forecast by \$0.1 million (1.0 percent), due primarily to the timing of student fare reimbursements.

Total **ridership** in October 2015 was 446,478 riders, 1.4 percent (6,211 riders) above forecast, due to a higher ridership growth trend. Year-to-date, ridership was 3,728,214 riders, below forecast by 0.5 percent (17,165 riders). October 2015 average weekday ridership was 18,134 riders, 4.9 percent (844 riders) higher than October 2014, due to a higher ridership growth trend. Average weekday ridership for the twelve months ending October 2015 was 15,842 riders, 2.8 percent (438 riders) more than the previous twelve-month period, also due to a higher ridership growth trend.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were lower than forecast in October by \$1.7 million (36.4 percent). Labor expenses were below forecast by \$0.8 million (23.3 percent), due primarily to the favorable timing of payroll expenses. Non-labor expenses underran forecast by \$0.9 million (69.9 percent), including favorable results in maintenance contract expenses of \$0.5 million (86.6 percent), due largely to the favorable timing of non-revenue vehicle purchases and other expenses, and materials & supplies expenses of \$0.3 million (over 100.0 percent), due largely to the timing of reimbursable project material requirements. Year-to-date, expenses were less than forecast by \$3.4 million (8.3 percent), including a net favorable labor expense variance of \$0.1 million (0.3 percent), comprised of the favorable timing of payroll/overtime expenses of \$0.7 million (3.8 percent), partially offset by other fringe benefit overruns of \$0.5 million (17.9 percent), caused primarily by higher Workers' Compensation requirements and interagency charges. Non-labor expenses underran by \$3.3 million (28.7 percent), including favorable results in maintenance contract expenses of \$2.3 million (72.8 percent), due largely to the favorable timing of non-revenue vehicle purchases and other expenses, and materials & supplies expenses of \$0.8 million (39.8 percent), due largely to the timing of reimbursable project material requirements.

Depreciation expenses were \$0.1 million (0.9 percent) below the forecast year-to-date.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Staten Island Railway recorded \$1.7 million of accrued expenses year-to-date, slightly lower than the forecast.

The **operating cash deficit** (excluding subsidies) year-to-date was \$31.5 million, \$1.4 million (4.2 percent) favorable to forecast.

MTA STATEN ISLAND RAILWAY
 July Financial Plan - 2015 Mid_Year
 Accrual Statement of Operations By Category_MM
 Month - Oct 2015
 (\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$0.587	\$0.611	\$0.024	4.1	\$0.000	\$0.000	-	-	\$0.587	\$0.611	\$0.024	4.1
Other Revenue	\$0.195	\$0.288	\$0.093	47.4	\$0.000	\$0.000	-	-	\$0.195	\$0.288	\$0.093	47.4
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.529	\$0.803	\$0.274	51.8	\$0.529	\$0.803	\$0.274	51.8
Total Revenue	\$0.782	\$0.899	\$0.117	14.9	\$0.529	\$0.803	\$0.274	51.8	\$1.311	\$1.702	\$0.391	29.8
Expenses												
Labor:												
Payroll	\$2.254	\$1.385	\$0.869	38.6	\$0.239	\$0.158	\$0.081	33.9	\$2.493	\$1.543	\$0.950	38.1
Overtime	\$0.209	\$0.233	(0.024)	(11.6)	\$0.061	\$0.127	(0.066)	-	\$0.270	\$0.360	(0.090)	(33.4)
Total Salaries & Wages	\$2.463	\$1.618	\$0.845	34.3	\$0.300	\$0.285	\$0.015	5.0	\$2.763	\$1.903	\$0.860	31.1
Health and Welfare	\$0.335	\$0.389	(0.054)	(16.1)	\$0.000	\$0.000	\$0.000	-	\$0.335	\$0.389	(0.054)	(16.1)
OPEB Current Payment	\$0.114	\$0.146	(0.032)	(28.0)	\$0.000	\$0.000	\$0.000	-	\$0.114	\$0.146	(0.032)	(28.0)
Pensions	\$0.500	\$0.500	\$0.000	0.0	\$0.000	\$0.000	\$0.000	-	\$0.500	\$0.500	\$0.000	0.0
Other Fringe Benefits	\$0.250	\$0.237	\$0.013	5.0	\$0.000	\$0.000	\$0.000	-	\$0.250	\$0.237	\$0.013	5.0
Total Fringe Benefits	\$1.199	\$1.272	(0.073)	(6.1)	\$0.000	-	\$0.000	-	\$1.199	\$1.272	(0.073)	(6.1)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.229)	(0.258)	\$0.029	12.5	\$0.229	\$0.258	(0.029)	(12.7)	\$0.000	\$0.000	\$0.000	-
Labor	\$3.433	\$2.833	\$0.800	23.3	\$0.529	\$0.543	(0.014)	(2.6)	\$3.962	\$3.176	\$0.786	19.8
Non-Labor:												
Electric Power	\$0.271	\$0.270	\$0.001	0.4	\$0.000	\$0.001	(0.001)	-	\$0.271	\$0.271	\$0.000	0.0
Fuel	\$0.015	\$0.007	\$0.007	49.8	\$0.000	\$0.000	-	-	\$0.015	\$0.007	\$0.007	49.8
Insurance	\$0.110	\$0.077	\$0.033	29.9	\$0.000	\$0.000	-	-	\$0.110	\$0.077	\$0.033	29.9
Claims	\$0.010	\$0.002	\$0.008	79.9	\$0.000	\$0.000	-	-	\$0.010	\$0.002	\$0.008	79.9
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.550	\$0.074	\$0.476	86.6	\$0.000	\$0.000	-	-	\$0.550	\$0.074	\$0.476	86.6
Professional Service Contracts	\$0.077	(0.003)	\$0.081	-	\$0.000	\$0.005	(0.005)	-	\$0.077	\$0.002	\$0.076	97.9
Materials & Supplies	\$0.310	(0.036)	\$0.346	-	\$0.000	\$0.254	(0.254)	-	\$0.310	\$0.218	\$0.092	29.8
Other Business Expenses	\$0.000	\$0.014	(0.014)	-	\$0.000	\$0.000	-	-	\$0.000	\$0.014	(0.014)	-
Non-Labor	\$1.343	\$0.404	\$0.939	69.9	\$0.000	\$0.260	(0.260)	-	\$1.343	\$0.664	\$0.679	50.5
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$4.776	\$3.037	\$1.739	36.4	\$0.529	\$0.803	(0.274)	(51.8)	\$5.305	\$3.840	\$1.465	27.6
Depreciation	\$0.726	\$0.642	\$0.084	11.6	\$0.000	\$0.000	-	-	\$0.726	\$0.642	\$0.084	11.6
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$5.502	\$3.679	\$1.823	33.1	\$0.529	\$0.803	(0.274)	(51.8)	\$6.031	\$4.482	\$1.549	25.7
OPERATING SURPLUS/DEFICIT	(4.720)	(2.780)	\$1.940	41.1	\$0.000	\$0.000	\$0.000	-	(4.720)	(2.780)	\$1.940	41.1

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid_Year
Accrual Statement of Operations By Category_MM
Year-To-Date - Oct 2015
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$5.304	\$5.330	\$0.026	0.5	\$0.000	\$0.000	-	-	\$5.304	\$5.330	\$0.026	0.5
Other Revenue	\$2.098	\$2.000	(0.098)	(4.7)	\$0.000	\$0.000	\$0.000	-	\$2.098	\$2.000	(0.098)	(4.7)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$2.893	\$2.985	\$0.092	3.2	\$2.893	\$2.985	\$0.092	3.2
Total Revenue	\$7.402	\$7.329	(0.073)	(1.0)	\$2.893	\$2.985	\$0.092	3.2	\$10.295	\$10.315	\$0.019	0.2
Expenses												
Labor :												
Payroll	\$16.069	\$15.634	\$0.435	2.7	\$1.239	\$0.822	\$0.417	33.7	\$17.308	\$16.456	\$0.852	4.9
Overtime	\$2.608	\$2.337	\$0.271	10.4	\$0.278	\$0.494	(0.216)	(77.7)	\$2.886	\$2.831	\$0.055	1.9
Total Salaries & Wages	\$18.677	\$17.970	\$0.707	3.8	\$1.517	\$1.316	\$0.201	13.2	\$20.194	\$19.286	\$0.908	4.5
Health and Welfare	\$3.259	\$3.104	\$0.155	4.7	\$0.000	\$0.000	\$0.000	-	\$3.259	\$3.104	\$0.155	4.7
OPEB Current Payment	\$1.079	\$1.276	(0.197)	(18.2)	\$0.003	\$0.009	(0.006)	-	\$1.082	\$1.285	(0.203)	(18.7)
Pensions	\$5.000	\$5.000	\$0.000	0.0	\$0.000	\$0.000	\$0.000	-	\$5.000	\$5.000	\$0.000	0.0
Other Fringe Benefits	\$2.657	\$3.132	(0.475)	(17.9)	\$0.000	\$0.000	\$0.000	-	\$2.657	\$3.132	(0.475)	(17.9)
Total Fringe Benefits	\$11.995	\$12.512	(0.517)	(4.3)	\$0.003	\$0.009	(0.006)	-	\$11.998	\$12.521	(0.523)	(4.4)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(1.295)	(1.187)	(0.108)	(8.3)	\$1.295	\$1.188	\$0.107	8.2	\$0.000	\$0.001	(0.001)	-
Labor	\$29.377	\$29.295	\$0.082	0.3	\$2.815	\$2.513	\$0.302	10.7	\$32.192	\$31.808	\$0.384	1.2
Non-Labor :												
Electric Power	\$3.386	\$3.271	\$0.115	3.4	\$0.003	\$0.008	(0.005)	-	\$3.389	\$3.279	\$0.110	3.3
Fuel	\$0.210	\$0.214	(0.005)	(2.2)	\$0.000	\$0.000	-	-	\$0.210	\$0.214	(0.005)	(2.2)
Insurance	\$1.230	\$1.260	(0.030)	(2.5)	\$0.000	\$0.000	-	-	\$1.230	\$1.260	(0.030)	(2.5)
Claims	\$0.881	\$0.880	\$0.001	0.1	\$0.000	\$0.000	-	-	\$0.881	\$0.880	\$0.001	0.1
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$3.146	\$0.855	\$2.291	72.8	\$0.000	\$0.000	-	-	\$3.146	\$0.855	\$2.291	72.8
Professional Service Contracts	\$0.563	\$0.364	\$0.199	35.3	\$0.000	\$0.013	(0.013)	-	\$0.563	\$0.377	\$0.186	33.0
Materials & Supplies	\$2.031	\$1.223	\$0.808	39.8	\$0.075	\$0.451	(0.376)	-	\$2.106	\$1.674	\$0.432	20.5
Other Business Expenses	\$0.056	\$0.136	(0.080)	-	\$0.000	\$0.000	\$0.000	-	\$0.056	\$0.136	(0.080)	-
Non-Labor	\$11.502	\$8.203	\$3.299	28.7	\$0.078	\$0.472	(0.394)	-	\$11.580	\$8.675	\$2.905	25.1
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	\$40.879	\$37.498	\$3.381	8.3	\$2.893	\$2.985	(0.092)	(3.2)	\$43.772	\$40.483	\$3.289	7.5
Depreciation	\$6.849	\$6.788	\$0.061	0.9	\$0.000	\$0.000	-	-	\$6.849	\$6.788	\$0.061	0.9
OPEB Liability	\$1.738	\$1.720	\$0.018	1.0	\$0.000	\$0.000	-	-	\$1.738	\$1.720	\$0.018	1.0
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$49.466	\$46.006	\$3.460	7.0	\$2.893	\$2.985	(0.092)	(3.2)	\$52.359	\$48.991	\$3.368	6.4
OPERATING SURPLUS/DEFICIT	(42.064)	(38.677)	\$3.387	8.1	\$0.000	\$0.000	\$0.000	-	(42.064)	(38.677)	\$3.387	8.1

Note: Totals may not add due to rounding

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

Table 3

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS
October 2015
(\$ 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.	0.024	4.1	Mainly from a prior period adjustment	0.026	0.5	Mainly from a prior period adjustment
Other Operating Revenue	Non Reimb.	0.093	47.4	Mostly the favorable timing of accrued student fare reimbursements	(0.098)	(4.7)	Mostly the unfavorable timing of accrued student fare reimbursements
Payroll	Non Reimb.	0.869	38.6	The favorable timing of expenses	0.435	2.7	The favorable timing of expenses and vacancies
Overtime	Non Reimb.	(0.024)	(11.6)	Largely the unfavorable timing of project support and maintenance requirements	0.271	10.4	Largely the favorable timing of project support and maintenance requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.086)	(19.2)	Primarily the unfavorable timing of expenses	(0.042)	(1.0)	Primarily the unfavorable timing of expenses
Other Fringe Benefits	Non Reimb.				(0.475)	(17.9)	Mostly higher Workers' Compensation requirements and interagency charges
Electric Power	Non Reimb.				0.115	3.4	Favorable timing of expenses
Fuel	Non Reimb.	0.007	49.8	The favorable timing of non-revenue vehicle expenses	(0.005)	(2.2)	The unfavorable timing of expenses
Insurance	Non Reimb.	0.033	29.9	The favorable timing of interagency payments	(0.030)	(2.5)	The unfavorable timing of interagency payments
Maintenance & Other Operating Contracts	Non Reimb.	0.476	86.6	Mostly the favorable timing of non-revenue vehicle purchases and other expenses	2.291	72.8	Mostly the favorable timing of non-revenue vehicle purchases and other expenses
Professional Service Contracts	Non Reimb.	0.081	n/a	Mostly the favorable timing of expenses	0.199	35.3	Mostly the favorable timing of expenses
Materials and Supplies	Non Reimb.	0.346	n/a	Mostly unanticipated reimbursable material requirements and the favorable timing of project maintenance material requirements	0.808	39.8	Mostly unanticipated reimbursable material requirements and the favorable timing of project maintenance material requirements
Capital and Other Reimbursements	Reimb.	0.274	51.8	Timing of Contractor requirements	0.092	3.2	Timing of Contractor requirements
Payroll	Reimb.	0.081	33.9	Timing of Contractor requirements	0.417	33.7	Timing of Contractor requirements
Overtime	Reimb.	(0.066)	over (100.0)	Timing of Contractor requirements	(0.216)	(77.7)	Timing of Contractor requirements
Materials & Supplies	Reimb.	(0.254)	n/a	Unanticipated reimbursable project material requirements	(0.376)	over (100.0)	Unanticipated reimbursable project material requirements

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid_Year
Cash Receipts and Expenditures
 Oct FY15
 (\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.457	\$0.576	\$0.119	26.0	\$5.112	\$5.230	\$0.118	2.3
Other Revenue	\$0.247	\$0.023	(0.224)	(90.7)	\$2.904	\$1.822	(1.082)	(37.3)
Capital and Other Reimbursements	\$0.570	\$0.712	\$0.142	24.9	\$2.729	\$1.817	(0.912)	(33.4)
Total Revenue	\$1.274	\$1.311	\$0.037	2.9	\$10.745	\$8.869	(1.876)	(17.5)
Expenditures								
Labor :								
Payroll	\$1.700	\$1.553	\$0.147	8.6	\$17.657	\$16.778	\$0.879	5.0
Overtime	\$0.303	\$0.429	(0.126)	(41.6)	\$3.020	\$2.618	\$0.402	13.3
Total Salaries & Wages	\$2.003	\$1.982	\$0.021	1.0	\$20.677	\$19.396	\$1.281	6.2
Health and Welfare	\$0.254	\$0.037	\$0.217	85.4	\$3.420	\$3.402	\$0.018	0.5
OPEB Current Payment	\$0.153	\$0.059	\$0.094	61.4	\$1.003	\$0.538	\$0.465	46.4
Pensions	\$0.500	\$0.500	\$0.000	0.0	\$5.000	\$5.000	\$0.000	0.0
Other Fringe Benefits	\$0.200	\$0.310	(0.110)	(55.0)	\$2.545	\$3.219	(0.674)	(26.5)
Total Fringe Benefits	\$1.107	\$0.906	\$0.201	18.2	\$11.968	\$12.159	(0.191)	(1.6)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$3.110	\$2.888	\$0.222	7.1	\$32.645	\$31.555	\$1.090	3.3
Non-Labor :								
Electric Power	\$0.223	\$0.541	(0.319)	-	\$3.481	\$3.709	(0.228)	(6.5)
Fuel	\$0.056	\$0.000	\$0.056	-	\$0.338	\$0.096	\$0.242	71.6
Insurance	\$0.282	\$0.035	\$0.247	87.6	\$1.738	\$0.417	\$1.321	76.0
Claims	\$0.012	\$0.000	\$0.012	-	\$1.016	\$1.003	\$0.013	1.3
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.255	\$0.081	\$0.174	68.2	\$1.515	\$0.801	\$0.714	47.1
Professional Service Contracts	\$0.055	\$0.018	\$0.037	67.4	\$0.605	\$0.818	(0.214)	(35.3)
Materials & Supplies	\$0.229	\$0.057	\$0.172	75.1	\$2.190	\$1.808	\$0.382	17.4
Other Business Expenses	\$0.000	\$0.008	(0.008)	-	\$0.069	\$0.142	(0.073)	-
Non-Labor	\$1.112	\$0.740	\$0.372	33.4	\$10.951	\$8.794	\$2.157	19.7
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$4.222	\$3.628	\$0.594	14.1	\$43.596	\$40.349	\$3.247	7.4
Depreciation	\$0.001	\$0.000	\$0.001	-	\$0.002	\$0.000	\$0.002	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$4.223	\$3.628	\$0.595	14.1	\$43.598	\$40.349	\$3.249	7.5
Net Surplus/(Deficit)	(2.949)	(2.317)	\$0.632	21.4	(32.853)	(31.480)	\$1.373	4.2

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL CASH BASIS
October 2015
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	0.119	26.0%	Primarily the favorable timing of cash settlements with NYCT	0.118	2.3%	Primarily the favorable timing of cash settlements with NYCT
Other Operating Revenue	(0.224)	(90.7%)	Mostly the unfavorable timing of student fare reimbursements	(1.082)	(37.3%)	Mostly the unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	0.142	24.9%	The favorable timing of reimbursements	(0.912)	(33.4%)	The unfavorable timing of reimbursements
Payroll				0.879	5.0%	Mostly the favorable timing of expenses
Overtime	(0.126)	(41.6%)	Mainly the unfavorable timing of expenses	0.402	13.3%	Mostly the favorable timing of payments
Health and Welfare (including OPEB current payment)	0.311	80.3%	Mostly favorable timing of payments	0.483	10.9%	Mostly favorable timing of payments
Other Fringe Benefits	(0.110)	(55.0%)	Largely the unfavorable timing of payments	(0.674)	(26.5%)	Largely higher Workers' Compensation requirements and interagency payments
Electric Power	(0.319)	over (100.0)	Primarily the unfavorable timing of payments	(0.228)	(6.5%)	Primarily the unfavorable timing of payments
Insurance	0.247	87.6%	The favorable timing of interagency payments	1.321	76.0%	The favorable timing of interagency payments
Maintenance Contracts	0.174	68.2%	Largely the favorable timing of expenses, partly offset by the unfavorable timing of payments	0.714	47.1%	Largely the favorable timing of expenses, partly offset by the unfavorable timing of payments
Professional Service Contracts				(0.214)	(35.3%)	Largely the unfavorable timing of payments, partly offset by the favorable timing of expenses
Materials and Supplies	0.172	75.1%	Mainly the favorable timing of expenses and payments	0.382	17.4%	Largely the favorable timing of expenses

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Oct FY15
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	(0.130)	(0.035)	\$0.095	72.8	(0.192)	(0.100)	\$0.092	48.1
Other Revenue	\$0.052	(0.265)	(0.317)	-	\$0.806	(0.178)	(0.984)	-
Capital and Other Reimbursements	\$0.041	(0.091)	(0.132)	-	(0.164)	(1.168)	(1.004)	-
Total Revenue	(0.037)	(0.391)	(0.354)	-	\$0.450	(1.446)	(1.896)	-
Expenses								
Labor :								
Payroll	\$0.793	(0.010)	(0.803)	-	(0.349)	(0.322)	\$0.027	7.6
Overtime	(0.033)	(0.069)	(0.036)	-	(0.134)	\$0.213	\$0.347	-
Total Salaries & Wages	\$0.760	(0.079)	(0.839)	-	(0.483)	(0.110)	\$0.373	77.3
Health and Welfare	\$0.081	\$0.352	\$0.271	-	(0.161)	(0.298)	(0.137)	(85.0)
OPEB Current Payment	(0.039)	\$0.087	\$0.126	-	\$0.079	\$0.747	\$0.668	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.050	(0.073)	(0.123)	-	\$0.112	(0.087)	(0.199)	-
Total Fringe Benefits	\$0.092	\$0.366	\$0.274	-	\$0.030	\$0.362	\$0.332	-
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	\$0.001	\$0.001	-
Labor	\$0.852	\$0.288	(0.564)	(66.2)	(0.453)	\$0.253	\$0.706	-
Non-Labor :								
Electric Power	\$0.048	(0.270)	(0.318)	-	(0.092)	(0.430)	(0.338)	-
Fuel	(0.041)	\$0.007	\$0.048	-	(0.128)	\$0.118	\$0.246	-
Insurance	(0.172)	\$0.042	\$0.214	-	(0.508)	\$0.843	\$1.351	-
Claims	(0.002)	\$0.002	\$0.004	-	(0.135)	(0.123)	\$0.012	8.6
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.295	(0.007)	(0.302)	-	\$1.631	\$0.054	(1.577)	(96.7)
Professional Service Contracts	\$0.022	(0.016)	(0.038)	-	(0.042)	(0.441)	(0.399)	-
Materials & Supplies	\$0.081	\$0.161	\$0.080	98.3	(0.084)	(0.134)	(0.050)	(59.7)
Other Business Expenses	\$0.000	\$0.006	\$0.006	-	(0.013)	(0.006)	\$0.007	52.3
Non-Labor	\$0.231	(0.076)	(0.307)	-	\$0.629	(0.119)	(0.748)	-
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	\$1.083	\$0.212	(0.871)	(80.4)	\$0.176	\$0.134	(0.042)	(23.8)
Depreciation	\$0.725	\$0.642	(0.083)	(11.5)	\$6.847	\$6.788	(0.059)	(0.9)
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$1.738	\$1.720	(0.018)	(1.0)
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$1.808	\$0.854	(0.954)	(52.8)	\$8.761	\$8.642	(0.119)	(1.4)
Total Cash Conversion Adjustments	\$1.771	\$0.463	(1.308)	(73.8)	\$9.211	\$7.197	(2.014)	(21.9)

Note: Totals may not add due to rounding

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

**MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
October 2015**

<u>Function/Departments</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	11	2
General Office	9	9	0
Purchasing/Stores	6	5	1
Total Administration	28	25	3
Operations			
Transportation	107	109	(2)
Total Operations	107	109	(2)
Maintenance			
Mechanical	43	41	2
Electronics/Electrical	15	15	0
Power/Signals	26	23	3
Maintenance of Way	46	50	(4)
Infrastructure	25	28	(3)
Total Maintenance	155	157	(2)
Engineering/Capital			
Reimbursable Program Support	26	26	0
Total Engineering Capital	26	26	0
Total Positions	316	317	(1)
Non-Reimbursable	290	291	(1)
Reimbursable	26	26	0
Total Full-Time	316	317	(1)
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
October 2015

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	17	18	(1)	
Professional, Technical, Clerical	11	7	4	
Operational Hourlies	0	0	0	
Total Administration	28	25	3	
Operations				
Managers/Supervisors	5	3	2	
Professional, Technical, Clerical	3	4	(1)	
Operational Hourlies	99	102	(3)	
Total Operations	107	109	(2)	
Maintenance				
Managers/Supervisors	8	13	(5)	
Professional, Technical, Clerical	3	3	0	
Operational Hourlies	144	141	3	
Total Maintenance	155	157	(2)	
Engineering/Capital (Sandy Recovery)				
Managers/Supervisors	4	3	1	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	20	21	(1)	
Total Engineering/Capital	26	26	0	
Total Positions				
Managers/Supervisors	34	37	(3)	
Professional, Technical, Clerical	19	16	3	
Operational Hourlies	263	264	(1)	
Total Positions	316	317	(1)	

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2015 MID-YEAR FORECAST VERSUS 2015 PRELIMINARY ACTUAL
(in millions)**

Month of October				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.440	0.446	0.006	1.4%	
Year-to-Date				
3.745	3.728	(0.017)	(0.5%)	

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

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2014 ACTUAL VERSUS 2015 PRELIMINARY ACTUAL
(in millions)**

	Month of October				Explanation
	2014	2015	Variance		
			Amount	Percent	
Average Weekday	0.017	0.018	0.001	4.9%	Higher ridership growth trend
Average Weekend	0.008	0.008	(0.000)	(0.8%)	
12-Month Rolling Average					
Average Weekday	0.015	0.016	0.000	2.8%	Higher ridership growth trend
Average Weekend	0.008	0.008	0.000	0.5%	

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

MTA STATEN ISLAND RAILWAY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2015 YEAR-TO-DATE
(\$ in millions)

	October 2015 Year-to-Date			Favorable/(Unfavorable) Variance			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual Results</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Total Revenue	7.4	7.3	7.3	(0.1)	(1.0)	0.1	0.7
Total Expenses before Depreciation, OPEB and Environmental Remediation	40.9	37.4	37.5	3.4	8.3	(0.1)	(0.4)
Depreciation	6.8	6.9	6.8	0.1	0.9	0.1	1.1
OPEB Account	1.7	1.7	1.7	0.0	1.0	0.0	0.0
Total Expenses	49.5	45.9	46.0	3.5	7.0	(0.1)	(0.2)
Net Surplus/(Deficit)	(42.1)	(38.7)	(38.7)	3.4	8.1	(0.0)	(0.0)

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
OCTOBER 2015 YEAR-TO-DATE
(\$ in millions)

	October 2015 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	0.1	0.7	
Total Expenses (Nonreimbursable)	(0.1)	(0.2)	Labor expenses were higher by \$0.5M, due to higher overtime and other fringe benefit expenses. Non-labor expenses underran by \$0.4M, due to the favorable timing of materials & supplies expenses

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

**FINANCIAL AND RIDERSHIP REPORT
October 2015**

(All data are preliminary and subject to audit)

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

Operating revenue was \$20.6 million in October, \$0.3 million (1.3 percent) above forecast, of which other operating revenue was favorable by \$0.5 million (33.5 percent), due to higher student fare reimbursements, mostly offset by an underrun in farebox revenue of \$0.3 million (1.5 percent), caused by lower ridership. Year-to-date, operating revenue of \$192.4 million surpassed forecast by \$0.5 million (0.2 percent), including favorable farebox revenue of \$1.0 million (0.6 percent) caused by higher pass average fares and ridership. Other operating revenue was below forecast by \$0.5 million (2.9 percent), due to lower insurance recoveries.

Total MTA Bus **ridership** in October 2015 was 11.3 million, 1.3 percent (0.2 million riders) below forecast. Year-to-Date, ridership was 104.0 million, 0.1 percent (0.1 million riders) above forecast. October 2015 average weekday ridership was 428,922, a decrease of 3.0 percent (13,260 riders) from October 2014. Average weekday ridership for the twelve months ending October 2015 was 404,263, a decrease of 0.3 percent (1,292 riders) from the twelve months ending October 2014.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$52.3 million in October, \$1.8 million (3.3 percent) under forecast. Labor expenses exceeded forecast by \$1.3 million (3.3 percent), including higher overtime expenses of \$1.2 million (28.8 percent), resulting from additional requirements for overage fleet maintenance and vacancy/absentee coverage. Payroll expenses overran by \$0.6 million (2.9 percent), due to additional wage progression adjustments for represented groups, partly offset by vacancies. Other fringe benefits were below forecast by \$0.5 million (13.1 percent), due largely Workers' Compensation accrual adjustments. Non-labor expenses were under forecast by \$3.1 million (21.5 percent), due primarily to the timing of expenses in maintenance contracts, professional service contracts and insurance expenses, as well as lower fuel prices. Year-to-date, expenses of \$521.4 million underran forecast by \$4.9 million (0.9 percent). Labor expenses were above forecast by \$7.1 million (1.8 percent), including higher overtime expenses of \$4.5 million (10.2 percent), due mostly to maintenance requirements in support of an overage fleet and vacancy/absentee coverage requirements. Payroll expenses were over by \$3.3 million (1.6 percent), due to additional wage progression adjustments for represented groups and vacation buyback payments. Health & welfare/OPEB current expenses were in excess of forecast by \$3.7 million (6.0 percent), resulting from the recording of prior period expenses and higher claims. Other fringe benefits underran by \$3.1 million (7.9 percent), due largely to favorable Workers' Compensation accrual adjustments. Non-labor expenses were lower by \$12.0 million (9.0 percent), due in large part to the favorable timing of expenses affecting several accounts and lower fuel prices.

Year-to-date, depreciation expenses exceeded forecast by \$5.2 million (14.3 percent) and Other Post-Employment Benefit expenses of \$83.5 million were slightly below forecast.

The **operating cash deficit** (excluding subsidies) was \$335.1 million year-to-date, \$3.4 million (1.0 percent) favorable to forecast.

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
October 2015
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 18.694	\$ 18.419	\$ (0.275)	(1.5)	\$ -	\$ -	\$ -	-	\$ 18.694	\$ 18.419	\$ (0.275)	(1.5)
Other Operating Income	1.611	2.150	0.539	33.5	-	-	-	-	1.611	2.150	0.539	33.5
Capital and Other Reimbursements	-	-	-	-	0.559	0.501	(0.058)	(10.4)	0.559	0.501	(0.058)	(10.4)
Total Revenue	\$ 20.305	\$ 20.569	\$ 0.264	1.3	\$ 0.559	\$ 0.501	\$ (0.058)	(10.4)	\$ 20.864	\$ 21.070	\$ 0.206	1.0
Labor:												
Payroll	\$ 21.067	\$ 21.675	\$ (0.608)	(2.9)	\$ 0.226	\$ 0.269	\$ (0.043)	(19.2)	\$ 21.293	\$ 21.944	\$ (0.652)	(3.1)
Overtime	4.091	5.271	(1.180)	(28.8)	-	-	-	-	4.091	5.271	(1.180)	(28.8)
Health and Welfare	4.551	4.870	(0.319)	(7.0)	0.099	0.088	0.011	10.8	4.650	4.958	(0.308)	(6.6)
OPEB Current Payment	1.829	1.758	0.071	3.9	-	-	-	-	1.829	1.758	0.071	3.9
Pensions	3.859	3.799	0.060	1.6	0.044	0.044	-	0.0	3.903	3.843	0.060	1.5
Other Fringe Benefits	4.169	3.621	0.548	13.1	0.043	0.044	(0.001)	(2.3)	4.212	3.665	0.547	13.0
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.113)	0.113	-	-	0.039	(0.039)	-	-	(0.074)	0.074	-
Total Labor Expenses	\$ 39.566	\$ 40.881	\$ (1.315)	(3.3)	\$ 0.411	\$ 0.484	\$ (0.073)	(17.7)	\$ 39.977	\$ 41.365	\$ (1.388)	(3.5)
Non-Labor:												
Electric Power	\$ 0.164	\$ 0.119	\$ 0.045	27.4	\$ -	\$ -	\$ -	-	\$ 0.164	\$ 0.119	\$ 0.045	27.4
Fuel	2.218	1.583	0.635	28.6	-	-	-	-	2.218	1.583	0.635	28.6
Insurance	0.563	0.284	0.279	49.6	-	-	-	-	0.563	0.284	0.279	49.6
Claims	2.528	2.500	0.028	1.1	-	-	-	-	2.528	2.500	0.028	1.1
Maintenance and Other Operating Contracts	3.399	1.949	1.450	42.7	0.033	-	0.033	100.0	3.432	1.949	1.483	43.2
Professional Service Contracts	2.641	1.756	0.885	33.5	-	-	-	-	2.641	1.756	0.885	33.5
Materials & Supplies	2.926	2.954	(0.028)	(1.0)	0.115	0.017	0.098	85.2	3.041	2.971	0.070	2.3
Other Business Expense	0.140	0.305	(0.165)	*	-	-	-	-	0.140	0.305	(0.165)	*
Total Non-Labor Expenses	\$ 14.579	\$ 11.450	\$ 3.129	21.5	\$ 0.148	\$ 0.017	\$ 0.131	88.5	\$ 14.727	\$ 11.467	\$ 3.260	22.1
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 54.145	\$ 52.332	\$ 1.813	3.3	\$ 0.559	\$ 0.501	\$ 0.058	10.4	\$ 54.704	\$ 52.833	\$ 1.871	3.4
Depreciation	3.171	4.241	(1.070)	(33.7)	-	-	-	-	3.171	4.241	(1.070)	(33.7)
OPEB Obligation	8.437	8.350	0.087	1.0	-	-	-	-	8.437	8.350	0.087	1.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 65.753	\$ 64.923	\$ 0.830	1.3	\$ 0.559	\$ 0.501	\$ 0.058	10.4	\$ 66.312	\$ 65.424	\$ 0.888	1.3
Net Surplus/(Deficit)	\$ (45.448)	\$ (44.354)	\$ 1.094	2.4	\$ (0.000)	\$ -	\$ 0.000	*	\$ (45.448)	\$ (44.354)	\$ 1.094	2.4

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
October 2015 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 174.566	\$ 175.553	\$ 0.987	0.6	\$ -	\$ -	\$ -	-	\$ 174.566	\$ 175.553	\$ 0.987	0.6
Other Operating Income	17.385	16.876	(0.509)	(2.9)	-	-	-	-	17.385	16.876	(0.509)	(2.9)
Capital and Other Reimbursements	-	-	-	-	4.816	4.183	(0.633)	(13.1)	4.816	4.183	(0.633)	(13.1)
Total Revenue	\$ 191.951	\$ 192.429	\$ 0.478	0.2	\$ 4.816	\$ 4.183	\$ (0.633)	(13.1)	\$ 196.767	\$ 196.612	\$ (0.155)	(0.1)
Expenses												
<i>Labor:</i>												
Payroll	\$ 209.136	\$ 212.422	\$ (3.287)	(1.6)	2.269	2.346	\$ (0.077)	(3.4)	\$ 211.405	\$ 214.768	\$ (3.364)	(1.6)
Overtime	44.789	49.337	(4.548)	(10.2)	-	-	-	-	44.789	49.337	(4.548)	(10.2)
Health and Welfare	44.855	49.049	(4.194)	(9.4)	0.844	0.735	0.109	12.9	45.699	49.784	(4.085)	(8.9)
OPEB Current Payment	17.299	16.808	0.491	2.8	-	-	-	-	17.299	16.808	0.491	2.8
Pensions	38.509	38.073	0.436	1.1	0.384	0.345	0.038	10.0	38.893	38.418	0.474	1.2
Other Fringe Benefits	38.887	35.801	3.086	7.9	0.379	0.344	0.035	9.2	39.266	36.145	3.121	7.9
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.914)	0.914	-	0.169	0.313	(0.144)	(85.2)	0.169	(0.601)	0.770	*
Total Labor Expenses	\$ 393.475	\$ 400.576	\$ (7.102)	(1.8)	\$ 4.045	\$ 4.084	\$ (0.039)	(1.0)	\$ 397.520	\$ 404.660	\$ (7.141)	(1.8)
<i>Non-Labor:</i>												
Electric Power	\$ 1.480	\$ 1.266	\$ 0.214	14.5	\$ -	\$ -	\$ -	-	\$ 1.480	\$ 1.266	\$ 0.214	14.5
Fuel	21.111	19.156	1.955	9.3	-	-	-	-	21.111	19.156	1.955	9.3
Insurance	4.237	2.874	1.363	32.2	-	-	-	-	4.237	2.874	1.363	32.2
Claims	23.785	23.768	0.017	0.1	-	-	-	-	23.785	23.768	0.017	0.1
Maintenance and Other Operating Contracts	24.951	18.537	6.414	25.7	0.162	-	0.162	100.0	25.113	18.537	6.576	26.2
Professional Service Contracts	21.541	17.105	4.436	20.6	-	-	-	-	21.541	17.105	4.436	20.6
Materials & Supplies	33.564	35.052	(1.488)	(4.4)	0.609	0.099	0.510	83.7	34.173	35.151	(0.979)	(2.9)
Other Business Expense	2.147	3.084	(0.937)	(43.7)	-	-	-	-	2.147	3.084	(0.937)	(43.7)
Total Non-Labor Expenses	\$ 132.814	\$ 120.842	\$ 11.972	9.0	\$ 0.771	\$ 0.099	\$ 0.672	87.2	\$ 133.585	\$ 120.941	\$ 12.644	9.5
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 526.289	\$ 521.418	\$ 4.870	0.9	\$ 4.816	\$ 4.183	\$ 0.633	13.1	\$ 531.104	\$ 525.601	\$ 5.503	1.0
Depreciation	35.987	41.149	(5.162)	(14.3)	-	-	-	-	35.987	41.149	(5.162)	(14.3)
OPEB Obligation	83.525	83.501	0.024	0.0	-	-	-	-	83.525	83.501	0.024	0.0
Environmental Remediation	0.004	(0.648)	0.652	*	-	-	-	-	0.004	(0.648)	0.652	*
Total Expenses	\$ 645.806	\$ 645.420	\$ 0.385	0.1	\$ 4.816	\$ 4.183	\$ 0.633	13.1	\$ 650.621	\$ 649.603	\$ 1.018	0.2
Net Surplus/(Deficit)	\$ (453.854)	\$ (452.991)	\$ 0.863	0.2	\$ 0.000	\$ 0.000	\$ 0.000	0.0	\$ (453.854)	\$ (452.991)	\$ 0.863	0.2

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NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	October 2015			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ (0.275)	(1.5)	Lower ridership	\$ 0.987	0.6	Higher average fare and ridership
Other Operating Income	NR	\$ 0.539	33.5	Higher Student Fare Reimbursements	\$ (0.509)	(2.9)	Lower insurance recoveries
Capital and Other Reimbursements	R	\$ (0.058)	(10.4)	(a)	\$ (0.633)	(13.1)	Timing of reimbursement receipts, and vacancies.
Total Revenue Variance		\$ 0.206	1.0		\$ (0.155)	(0.1)	
Payroll	NR	\$ (0.608)	(2.9)	Mainly due to wage progression not budgeted for represented groups , partially offset by vacancies.	\$ (3.287)	(1.6)	Mainly due to wage progression not budgeted for represented groups and vacation buyback, partially offset by vacancies.
Overtime	NR	\$ (1.180)	(28.8)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements	\$ (4.548)	(10.2)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements
Health and Welfare (including OPEB)	NR	\$ (0.248)	(3.9)	Higher claims	\$ (3.703)	(6.0)	Payment of prior period expenses and higher claims
Pension	NR	\$ 0.060	1.6	(a)	\$ 0.436	1.1	(a)
Other Fringe Benefits	NR	\$ 0.548	13.1	Favorable variance due to accrual adjustment per updated actuarial analysis of workers' compensation cost as well as associated vacancies	\$ 3.086	7.9	Favorable variance due to accrual adjustment per updated actuarial analysis of workers' compensation cost as well as associated vacancies
Reimbursable Overhead	NR	\$ 0.113	-	Not budgeted	\$ 0.914	-	Not budgeted
Electric Power	NR	\$ 0.045	27.4	Timing of expenses	\$ 0.214	14.5	Timing of expenses
Fuel	NR	\$ 0.635	28.6	Lower rates	\$ 1.955	9.3	Lower rates
Insurance	NR	\$ 0.279	49.6	Timing of scheduled insurance premium expenses	\$ 1.363	32.2	Timing of scheduled insurance premium expenses
Claims	NR	\$ 0.028	1.1	(a)	\$ 0.017	0.1	(a)
Maintenance and Other Operating Contracts	NR	\$ 1.450	42.7	Delay in maintenance contracts	\$ 6.414	25.7	Delay in maintenance contracts
Professional Service Contracts	NR	\$ 0.885	33.5	Delay in billing cycle	\$ 4.436	20.6	Delay in billing cycle
Materials & Supplies	NR	\$ (0.028)	(1.0)	(a)	\$ (1.488)	(4.4)	Prior period expenses
Other Business Expense	NR	\$ (0.165)	*	Greater than budgeted Automatic Fare Collection fees.	\$ (0.937)	(43.7)	Greater than budgeted Automatic Fare Collection fees.
Depreciation	NR	\$ (1.070)	(33.7)	Non cash expense	\$ (5.162)	(14.3)	Non cash expense
Other Post Employment Benefits	NR	\$ 0.087	1.0	(a)	\$ 0.024	0.0	(a)
Environmental Remediation		\$ -	-		\$ 0.652	*	Reversal of prior year expenses
Payroll	R	\$ (0.043)	(19.2)	Timing of charges	\$ (0.077)	(3.4)	Timing of charges
Health and Welfare	R	\$ 0.011	10.8	Timing of charges.	\$ 0.109	12.9	Timing of charges.
Pension	R	\$ -	-		\$ 0.038	10.0	
Other Fringe Benefits	R	\$ (0.001)	(2.3)		\$ 0.035	9.2	
Reimbursable Overhead	R	\$ (0.039)	*	(a)	\$ (0.144)	*	(a)
Maintenance and Other Operating Contracts	R	\$ 0.033	*	(a)	\$ 0.162	*	(a)
Materials & Supplies	R	\$ 0.098	*	(a)	\$ 0.510	*	Timing of charges
Total Expense Variance		\$ 0.888	1.3		\$ 1.018	0.2	
Net Variance		\$ 1.094	2.4		\$ 0.863	0.2	

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

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES

(\$ in millions)

	October 2015					Year-To-Date				
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)			
			Variance	Percent			Variance	Percent		
Receipts										
Farebox Revenue	\$ 18.694	\$ 17.013	\$ (1.681)	(9.0)	\$ 173.276	\$ 174.101	\$ 0.825	0.5		
Other Operating Revenue	1.865	0.639	(1.226)	(65.7)	17.830	16.783	(1.047)	(5.9)		
Capital and Other Reimbursements	1.430	0.478	(0.952)	(66.6)	8.930	4.555	(4.375)	(49.0)		
Total Receipts	\$ 21.989	\$ 18.130	\$ (3.859)	(17.5)	\$ 200.036	\$ 195.439	\$ (4.597)	(2.3)		
Expenditures										
<i>Labor:</i>										
Payroll	\$ 30.514	\$ 17.034	\$ 13.480	44.2	\$ 214.803	\$ 205.699	\$ 9.104	4.2		
Overtime	4.091	5.252	(1.161)	(28.4)	44.790	49.179	(4.389)	(9.8)		
Health and Welfare	4.324	8.424	(4.100)	(94.8)	45.801	51.458	(5.657)	(12.4)		
OPEB Current Payment	1.800	1.758	0.042	2.3	17.305	16.810	0.495	2.9		
Pensions	3.858	3.799	0.059	1.5	38.695	38.401	0.294	0.8		
Other Fringe Benefits	4.429	2.584	1.845	41.7	40.941	38.070	2.871	7.0		
GASB Account	-	-	-	-	-	-	-	-		
Reimbursable Overhead	-	-	-	-	-	-	-	-		
Total Labor Expenditures	\$ 49.016	\$ 38.851	\$ 10.165	20.7	\$ 402.334	\$ 399.617	\$ 2.717	0.7		
<i>Non-Labor:</i>										
Electric Power	\$ 0.162	\$ 0.119	\$ 0.043	26.5	\$ 1.476	\$ 1.266	\$ 0.210	14.2		
Fuel	2.395	1.408	0.987	41.2	20.686	20.841	(0.155)	(0.7)		
Insurance	1.075	-	1.075	100.0	6.094	0.850	5.244	86.1		
Claims	1.490	2.148	(0.658)	(44.2)	21.783	24.109	(2.326)	(10.7)		
Maintenance and Other Operating Contracts	3.549	6.386	(2.837)	(79.9)	23.772	23.656	0.116	0.5		
Professional Service Contracts	2.953	0.966	1.987	67.3	24.838	16.620	8.218	33.1		
Materials & Supplies	2.668	3.571	(0.903)	(33.8)	34.818	41.050	(6.232)	(17.9)		
Other Business Expenses	0.315	0.368	(0.053)	(16.8)	2.788	2.553	0.235	8.4		
Total Non-Labor Expenditures	\$ 14.607	\$ 14.966	\$ (0.359)	(2.5)	\$ 136.255	\$ 130.945	\$ 5.310	3.9		
Other Expenditure Adjustments :										
Other			-	-	-	-	-	-		
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-		
Total Expenditures	\$ 63.623	\$ 53.817	\$ 9.806	15.4	\$ 538.589	\$ 530.562	\$ 8.027	1.5		
Operating Cash Surplus/(Deficit)	\$ (41.634)	\$ (35.687)	\$ 5.947	14.3	\$ (338.553)	\$ (335.123)	\$ 3.430	1.0		

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

	October 2015			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Operating Receipts or Disbursements						
Farebox Revenue	\$ (1.681)	(9.0)	Timing of receipts	\$ 0.825	0.5	Higher ridership
Other Operating Revenue	(1.226)	(65.7)	Timing of receipts	(1.047)	(5.9)	Timing of receipts
Capital and Other Reimbursements	(0.952)	(66.6)	Timing of reimbursement receipts, and vacancies.	(4.375)	(49.0)	Timing of reimbursement receipts, and vacancies.
Total Receipts	\$ (3.859)	(17.5)		\$ (4.597)	(2.3)	
Payroll	\$ 13.480	44.2	Prefunding of October 1 payroll in September	\$ 9.104	4.2	Vacancies and pending RWA payments
Overtime	(1.161)	(28.4)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements	(4.389)	(9.8)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements
Health and Welfare (including OPEB)	(4.058)	(66.3)	Higher claims	(5.162)	(8.2)	Payment of prior period expenses and higher claims
Pension	0.059	1.5	(a)	0.294	0.8	Timing of payments
Other Fringe Benefits	1.845	41.7	Favorable variance due to higher actuarial recommended accruals of workers' compensation expenses and associated vacancies	2.871	7.0	Favorable variance due to higher actuarial recommended accruals of workers' compensation expenses and associated vacancies
GASB	-	-		-	-	
Electric Power	0.043	26.5	(a)	0.210	14.2	Timing of payments
Fuel	0.987	41.2	Lower rates	(0.155)	(0.7)	Prior period payments
Insurance	1.075	100.0	Timing of payments	5.244	86.1	Timing of payments
Claims	(0.658)	(44.2)	Higher settlements than budget	(2.326)	(10.7)	Higher settlements than budget
Maintenance and Other Operating Contracts	(2.837)	(79.9)	Payment of prior period	0.116	0.5	(a)
Professional Service Contracts	1.987	67.3	Timing of payments	8.218	33.1	Timing of payments
Materials & Supplies	(0.903)	(33.8)	Prior period expenses	(6.232)	(17.9)	Prior period expenses
Other Business Expenditure	(0.053)	(16.8)	(a)	0.235	8.4	Timing of payments
Total Expenditures	\$ 9.806	15.4		\$ 8.027	1.5	
Net Cash Variance	\$ 5.947	14.3		\$ 3.430	1.0	

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

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

	October 2015					Year-To-Date				
			Favorable (Unfavorable)					Favorable (Unfavorable)		
	Mid Year Forecast	Actual	Variance	Percent		Mid Year Forecast	Actual	Variance	Percent	
Receipts										
Farebox Revenue	\$ -	\$ (1.406)	\$ (1.406)	-		\$ (1.290)	\$ (1.452)	\$ (0.162)	(12.5)	
Other Operating Revenue	0.254	(1.511)	(1.765)	*		0.445	(0.093)	(0.538)	*	
Capital and Other Reimbursements	0.871	(0.023)	(0.894)	*		4.114	0.372	(3.742)	(91.0)	
Total Receipts	\$ 1.125	\$ (2.940)	\$ (4.065)	*		\$ 3.269	\$ (1.173)	\$ (4.442)	*	
Expenditures										
Labor:										
Payroll	\$ (9.221)	\$ 4.910	\$ 14.131	*		\$ (3.398)	\$ 9.069	\$ 12.467	*	
Overtime	-	0.019	0.019	-		(0.001)	0.158	0.159	*	
Health and Welfare	0.325	(3.466)	(3.791)	*		(0.102)	(1.674)	(1.572)	*	
OPEB Current Payment	0.029	-	(0.029)	(100.0)		(0.006)	(0.002)	0.004	66.7	
Pensions	0.044600	0.044	(0.00060)	(1.3)		0.198	0.017	(0.180)	(91.2)	
Other Fringe Benefits	(0.217)	1.081	1.298	*		(1.675)	(1.925)	(0.250)	(15.0)	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	(0.074)	(0.074)	-		0.169	(0.601)	(0.770)	*	
Total Labor Expenditures	\$ (9.039)	\$ 2.514	\$ 11.554	*		\$ (4.815)	\$ 5.043	\$ 9.858	*	
Non-Labor:										
Traction and Propulsion Power	\$ 0.002	\$ -	\$ (0.002)	(100.0)		\$ 0.004	\$ -	\$ (0.004)	(100.0)	
Fuel for Buses and Trains	(0.177)	0.175	0.352	*		0.425	(1.685)	(2.110)	*	
Insurance	(0.512)	0.284	0.796	*		(1.857)	2.024	3.881	*	
Claims	1.038	0.352	(0.686)	(66.1)		2.002	(0.341)	(2.343)	*	
Maintenance and Other Operating Contracts	(0.117)	(4.437)	(4.320)	*		1.341	(5.119)	(6.460)	*	
Professional Service Contracts	(0.312)	0.790	1.102	*		(3.297)	0.485	3.782	*	
Materials & Supplies	0.373	(0.600)	(0.973)	*		(0.645)	(5.899)	(5.253)	*	
Other Business Expenditures	(0.175)	(0.063)	0.112	64.0		(0.641)	0.531	1.172	*	
Total Non-Labor Expenditures	\$ 0.120	\$ (3.499)	\$ (3.619)	*		\$ (2.670)	\$ (10.004)	\$ (7.334)	*	
Other Expenditure Adjustments:										
Other	-	-	-	-		-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-		\$ -	\$ -	\$ -	-	
Gap Closing Expenditures:										
Additional Actions for Budget Balance: Expenditure	-	-	-	-		-	-	-	-	
Total Gap Closing Expenditures	-	-	-	-		-	-	-	-	
Total Cash Conversion Adjustments before Non-Cash Liability Adj's.										
	\$ (7.794)	\$ (3.924)	\$ 3.870	49.7		\$ (4.216)	\$ (6.134)	\$ (1.918)	(45.5)	
Depreciation Adjustment	3.171	4.241	1.070	33.7		35.987	41.149	5.162	14.3	
Other Post Employment Benefits	8.437	8.350	(0.087)	(1.0)		83.525	83.501	(0.024)	(0.0)	
Environmental Remediation	-	-	-	-		0.004	(0.648)	(0.652)	*	
Total Expenses/Expenditures	\$ 3.814	\$ 8.667	\$ 4.853	*		\$ 115.301	\$ 117.868	\$ 2.568	2.2	
Total Cash Conversion Adjustments	\$ 3.814	\$ 8.667	\$ 4.853	*		\$ 115.301	\$ 117.868	\$ 2.568	2.2	

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
Utilization
(In millions)

	<u>October 2015</u>			<u>Year-to-date as of October 2015</u>		
	<u>Mid Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Mid Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<u>Farebox Revenue</u>						
Fixed Route	\$ 18.694	\$ 18.419	\$ (0.275)	\$ 174.566	\$ 175.553	\$ 0.987
Total Farebox Revenue	\$ 18.694	\$ 18.419	\$ (0.275)	\$ 174.566	\$ 175.553	\$ 0.987
Other Revenue	\$ 1.611	\$ 2.150	\$ 0.539	\$ 17.385	\$ 16.876	\$ (0.509)
Capital & Other	0.559	0.501	(0.058)	4.816	4.183	(0.633)
Total Revenue	\$ 20.864	\$ 21.070	\$ 0.206	\$ 196.767	\$ 196.612	\$ (0.155)
<u>Ridership</u>						
Fixed Route	11.431	11.280	(0.151)	103.885	103.953	0.068
Total Ridership	11.431	11.280	(0.151)	103.885	103.953	0.068

MTA BUS COMPANY
July Financial Plan - 2015 Mid - Year Forecast
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME / FULL TIME EQUIVALENTS
OCTOBER 2015

FUNCTION/DEPARTMENT	Mid - Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	6	3	3	
Human Resources	16	8	8	
Office of Management and Budget	17	13	4	
Technology & Information Services	-	-	-	
Material	18	15	3	
Controller	15	19	(4)	
Office of the President	2	6	(4)	
System Safety Administration	5	1	4	
Law	21	24	(3)	
Corporate Communications	-	-	-	
Labor Relations	4	3	1	
Strategic Office	15	12	3	
Non-Departmental	27	-	27	
Total Administration	146	104	42	Vacancies to be filled
Operations				
Buses	2,220	2,205	15	
Office of the Executive VP	4	4	-	
Safety & Training	29	45	(16)	Students in Training
Road Operations	119	121	(2)	
Transportation Support	22	23	(1)	
Operations Planning	31	31	-	
Revenue Control	27	27	-	
Total Operations	2,452	2,456	(4)	
Maintenance				
Buses	756	759	(3)	
Maintenance Support/CMF	176	174	2	
Facilities	73	64	9	
Supply Logistics	93	90	3	
Total Maintenance	1,098	1,087	11	Vacancies to be filled
Capital Program Management	37	26	11	
Total Engineering/Capital	37	26	11	Vacancies to be filled
Security	18	16	2	
Total Public Safety	18	16	2	
Total Positions	3,751	3,689	62	
Non-Reimbursable	3,713	3,653	60	
Reimbursable	38	36	2	
Total Full-Time	3,736	3,675	61	
Total Full-Time Equivalents	15	14	1	

MTA BUS COMPANY
July Financial Plan - 2015 Mid - Year Forecast
TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
OCTOBER 2015

FUNCTION/OCCUPATIONAL GROUP	Mid - Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	57	44	13	
Professional, Technical, Clerical	64	60	4	
Operational Hourlies	25	-	25	
Total Administration	146	104	42	Vacancies to be filled
Operations				
Managers/Supervisors	301	308	(7)	
Professional, Technical, Clerical	50	52	(2)	
Operational Hourlies	2,101	2,096	5	
Total Operations	2,452	2,456	(4)	
Maintenance				
Managers/Supervisors	220	219	1	
Professional, Technical, Clerical	18	21	(3)	
Operational Hourlies	860	847	13	
Total Maintenance	1,098	1,087	11	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	16	5	
Professional, Technical, Clerical	16	10	6	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	26	11	Vacancies to be filled
Public Safety				
Managers/Supervisors	14	12	2	
Professional, Technical, Clerical	4	4	-	
Operational Hourlies	-	-	-	
Total Public Safety	18	16	2	
Total Baseline Positions				
Managers/Supervisors	613	599	14	
Professional, Technical, Clerical	152	147	5	
Operational Hourlies	2,986	2,943	43	
Total Baseline Positions	3,751	3,689	62	

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

	October						October Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	54,782	\$2.227	49,956	\$2.449	4,826 8.8%	(\$0.222) -10.0%	519,342	\$21.582	499,556	\$22.533	19,786 3.8%	(\$0.951) -4.4%
<u>Unscheduled Service</u>	12,087	\$0.535	9,296	\$0.490	2,791 23.1%	\$0.045 8.4%	103,699	\$4.492	91,977	\$4.149	11,722 11.3%	\$0.343 7.6%
<u>Programmatic/Routine Maintenance</u>	11,719	\$0.532	24,413	\$1.300	(12,694) -108.3%	(\$0.768) -144.4%	185,312	\$8.370	244,129	\$11.012	(58,817) -31.7%	(\$2.642) -31.6%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0 0.0%	\$0.000 0.0%	0	\$0.000	0	\$0.000	0 0.0%	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	13,930	\$0.601	20,716	\$0.949	(6,786) -48.7%	(\$0.348) -57.9%	161,563	\$7.214	207,159	\$9.344	(45,596) -28.2%	(\$2.130) -29.5%
<u>Weather Emergencies</u>	4,483	\$0.163	104	\$0.042	4,379 *	\$0.121 *	63,489	\$2.750	41,882	\$1.890	21,607 *	\$0.860 *
<u>Safety/Security/Law Enforcement</u>	253	\$0.013	188	\$0.009	65 25.7%	\$0.004 30.8%	2,146	\$0.102	1,882	\$0.085	264 12.3%	\$0.017 16.7%
<u>Other</u>	65	\$0.019	720	\$0.032	(655) *	(\$0.013) *	3,677	\$0.279	7,200	\$0.325	(3,523) *	(\$0.046) *
Subtotal	97,319	\$4.090	105,393	\$5.271	(8,074) -8.3%	(\$1.181) -28.9%	1,039,228	\$44.789	1,093,785	\$49.338	(54,557) -5.2%	(\$4.549) -10.2%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	-	0	\$0.000	0	\$0.000	0	-
TOTAL OVERTIME	97,319	\$4.090	105,393	\$5.271	(8,074) -8.3%	(\$1.181) -28.9%	1,039,228	\$44.789	1,093,785	\$49.338	(54,557) -5.2%	(\$4.549) -10.2%

Totals may not add due to rounding.

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

* Exceeds 100%

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

	October			October Year-to Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
Scheduled Service	4,826	(\$0.2)		19,786	(\$1.0)	
	8.8%	-10.0%		3.8%	-4.4%	
Unscheduled Service	2,791	\$0.0		11,722	\$0.3	
	23.1%	8.4%		11.3%	7.6%	
Programmatic/Routine Maintenance	(12,694)	(\$0.8)		(58,817)	(\$2.6)	
	-108.3%	-144.4%	Aging bus fleet impact on bus maintenance.	-31.7%	-31.6%	Aging bus fleet impact on bus maintenance.
Unscheduled Maintenance	-	\$0.0		-	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
Vacancy/Absentee Coverage	(6,786)	(\$0.3)	Vacancies and Absence Coverage	(45,596)	(\$2.1)	Vacancies and Absence Coverage
	-48.7%	-57.9%		-28.2%	-29.5%	
Weather Emergencies	4,379	\$0.1		21,607	\$0.9	-
	*	*		*	*	
Safety/Security/Law Enforcement	65	\$0.0		264	\$0.0	
	25.7%	30.8%		12.3%	16.7%	
Other	(655)	(\$0.0)		(3,523)	(\$0.0)	
	*	*		*	*	
Subtotal	(8,074)	(\$1.2)		(54,557)	(\$4.5)	
	-8.3%	-28.9%		-5.2%	-10.2%	
REIMBURSABLE OVERTIME	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
TOTAL OVERTIME	(8,074)	(\$1.2)		(54,557)	(\$4.5)	

METROPOLITAN TRANSPORTATION AUTHORITY

2015 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 Routine Maintenance work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

MTA BUS COMPANY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2015 YEAR-TO-DATE
(\$ in millions)

	October Year-to-Date			Favorable(Unfavorable) Variance			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	\$	\$	\$	\$	%	\$	%
Total Revenue	192.0	192.5	192.4	0.4	0.2	(0.1)	(0.1)
Total Expenses before Non-Cash Liability Adjs	526.3	532.1	521.4	4.9	0.9	10.7	2.0
Depreciation	36.0	35.2	41.1	(5.1)	(14.2)	(5.9)	(16.8)
OPEB Obligation	83.5	83.5	83.5	-	0.0	-	0.0
Environmental Remediation	-	-	(0.7)	0.7	0.0	0.7	0.0
Total Expenses	645.8	650.8	645.3	0.5	0.1	5.5	0.8
Net Surplus/(Deficit)	(453.8)	(458.3)	(452.9)	0.9	0.2	5.4	1.2

Note: Totals may not add due to rounding

MTA BUS COMPANY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2015 YEAR-TO-DATE
(\$ in millions)

	Favorable/(Unfavorable)		Variance Explanation
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$0.1)	(0.1)	Lower ridership offset by higher average fares due mainly to higher unlimited pass average fares (due to fewer trips per pass than expected).
Total Expenses	\$5.5	0.8	Delay in maintenance contracts

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

Report



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through October 31, New York City Transit's performance against its 2015 Capital Project Milestones was:

	(\$ in Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$20.0	\$95.0	475
Design Completions	\$153.6	\$83.5	54
Construction Awards	\$1,888.2	\$1,307.3	69
Substantial Completions	\$1,577.1	\$1,019.4	65
Closeouts	\$7,109.2	\$2,312.3	33

During October, NYCT awarded projects totaling \$22.1 million including:

- Phase 4 of a roof replacement program to address deficiencies at transit facilities system wide; and
- two contracts for Help Point procurement and installation at a total of 13 locations.

During the same period, NYCT substantially completed projects totaling \$54.7 million including:

- heating, ventilation and air conditioning (HVAC) upgrades at Yukon Depot in Staten Island; and
- restoration of the Stillwell Terminal Police District Office and Employee Facilities damaged due to Superstorm Sandy.

Also during October, NYCT started five design projects for \$4.8 million, completed one design for \$1.0 million, and closed out six projects for \$83.9 million.

Capital Program Status
December 2015
(October 2015)

During October, NYCT awarded projects totaling \$22.1 million, including \$14.8 million for Phase 4 of the roof replacement program at NYCT facilities. This contract involves the repair of roofs at 5 locations, including 4 substation enclosures in Brooklyn and Manhattan and roofing at Prospect Park Station on the Brighton Line in Brooklyn. The project scope includes roofing, drainage, skylights, parapet walls and façade repairs.

Also during October, NYCT awarded a total of \$7.4 million across two contracts for Help Point installation at 13 locations. One contract is for installation of Help Points by In-House forces at 12 locations throughout the system and the second contract is for installation of Help Points by a third-party contractor at Woodhaven Boulevard Station on the Queens Boulevard Line in Queens. These 13 locations support the goal to install Help Points at 130 stations in 2016. Help Point kiosks in stations provide customers with a reliable, easy to use communications link to NYCT customer service personnel for information or in the event of an emergency.

During October, NYCT substantially completed projects totaling \$54.7 million, including \$15.7 million for HVAC upgrades at Yukon Depot in Staten Island. The upgrade involved replacement of oil-fired heat and ventilation units with gas-fired units and connection to gas service, in order to provide adequate service to the facility, while achieving energy cost savings.

NYCT also completed \$14.9 million for restoration of the Stillwell Terminal Police District Office and employee facilities damaged in Superstorm Sandy. This project involved extensive repair and rehabilitation of police and employee facilities located at Stillwell Terminal in Brooklyn. The scope included repair and replacement of HVAC systems, electrical systems, architectural finishes, drainage, utilities and related work as needed, based on damage assessment.

Also during October, NYCT started five design projects for \$4.8 million, completed one design for \$1.0 million, and closed out six projects for \$83.9 million.

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

Projects Closed During October 2015
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
ADA: Hunts Point Av / Pelham Line	\$15.75	\$18.28	3/2015	7
ADA: Kingsbridge Rd / Concourse Line	\$21.36	\$24.45	4/2015	6
Sandy Repairs: Signal Equipment Replacement - Montague Tube	\$31.77	\$33.25	7/2015	3
Replace Solid State Signal Equipment - 2 Locations	\$0.48	\$0.48	7/2015	3
Yard Track - 2014	\$1.50	\$1.46	10/2015	0
Mainline Track Replacement 2014 / Flushing Line	\$5.98	\$5.98	11/2015	(1)

The closeout of ADA improvements at Hunts Point Avenue on the Pelham line was delayed 7 months due to a delay in the submittal of finalized as-built drawings and related deliverables. The closeout of ADA improvements at Kingsbridge Road on the Concourse Line was delayed 6 months due to the completion and acceptance of punch list work.

CAPITAL PROJECT MILESTONE SUMMARY
2015
(THROUGH OCTOBER 31, 2015)

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

October

Design Starts	\$0.0	0	\$4.8	5	N/A	N/A
Design Completions	13.3	6	1.0	1	7.8	16.7
Construction Awards	165.6	11	22.1	3	13.4	27.3
Substantial Completions	128.5	11	54.7	9	42.6	81.8
Closeouts	369.3	9	83.9	6	22.7	66.7

2015 Year-To-Date

Design Starts	\$20.0	20	\$95.0	78	474.8	390.0
Design Completions	153.6	83	83.5	52	54.4	62.7
Construction Awards	1,888.2	142	1,307.3	117	69.2	82.4
Substantial Completions	1,577.1	173	1,019.4	121	64.6	69.9
Closeouts	7,109.2	195	2,312.3	102	32.5	52.3

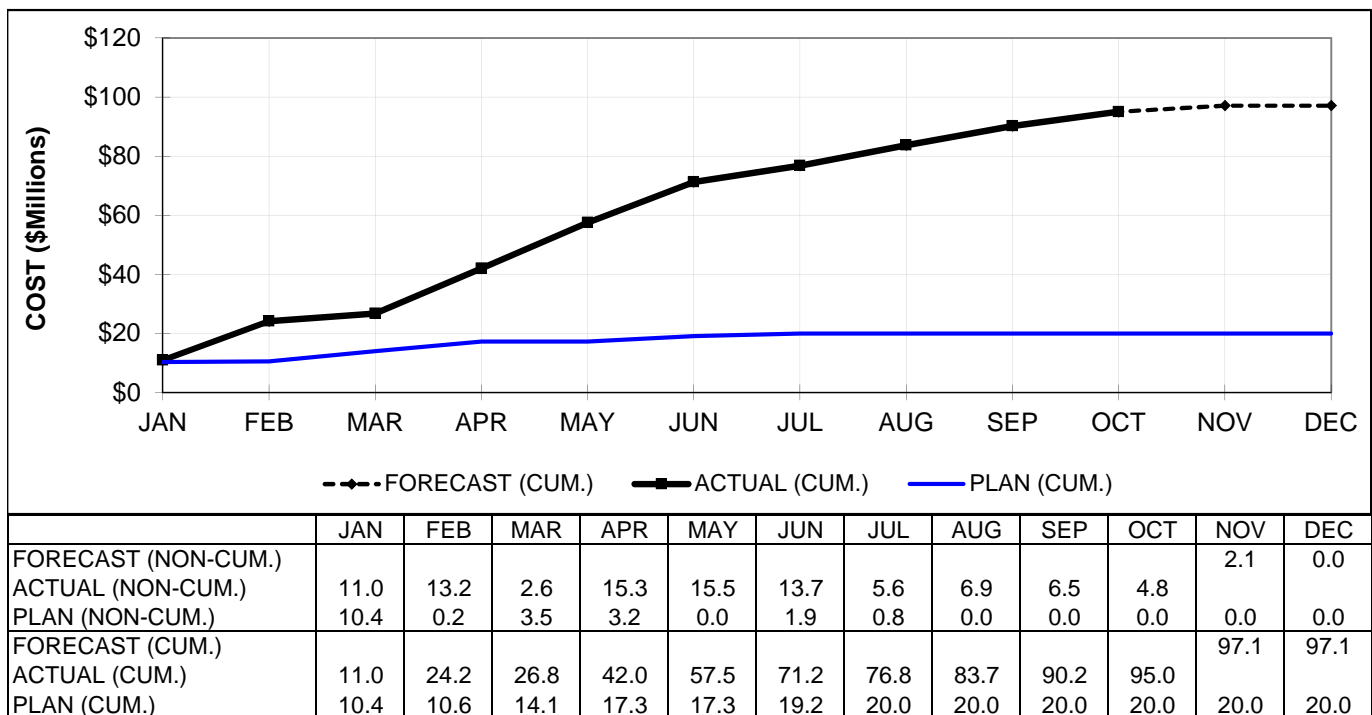
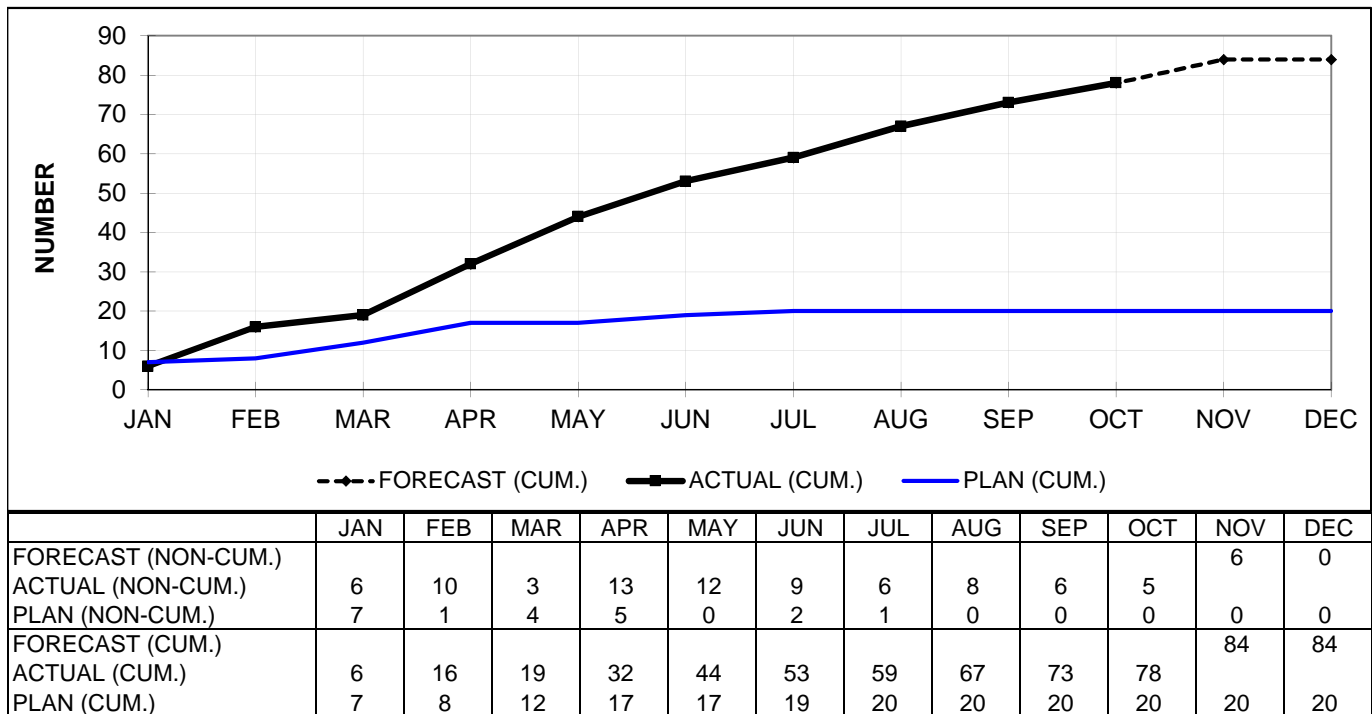
2015 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$20.0	20	\$97.1	84	485.4	420.0
Design Completions	188.2	96	122.4	75	65.0	78.1
Construction Awards	2,367.6	152	1,679.0	131	70.9	86.2
Substantial Completions	1,824.2	201	1,606.8	174	88.1	86.6
Closeouts	8,149.3	236	7,023.6	187	86.2	79.2

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

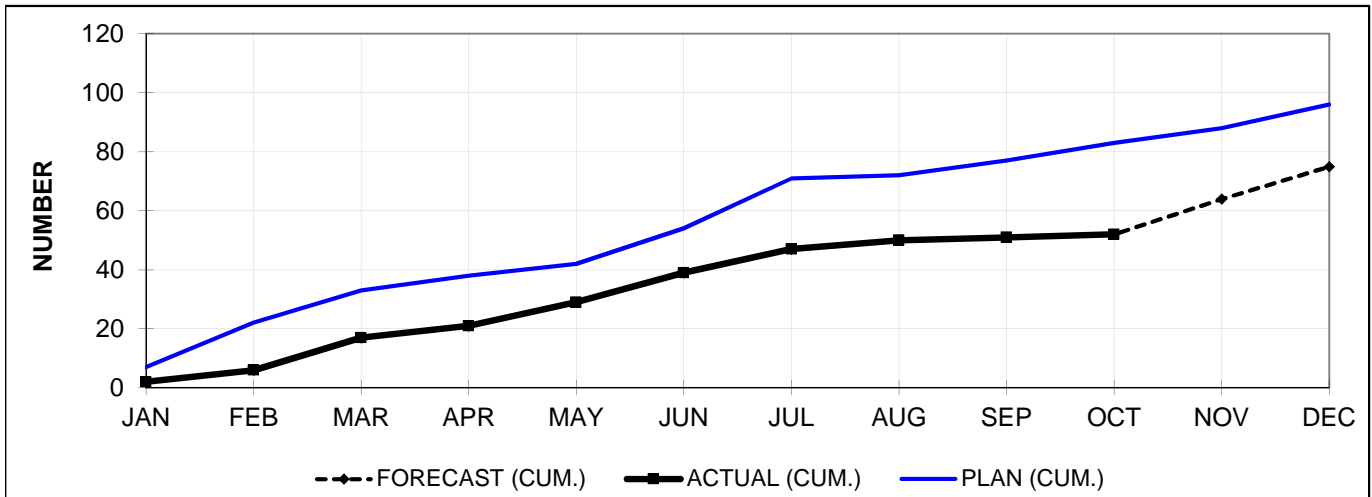
2015 Design Starts Charts

As of October 2015

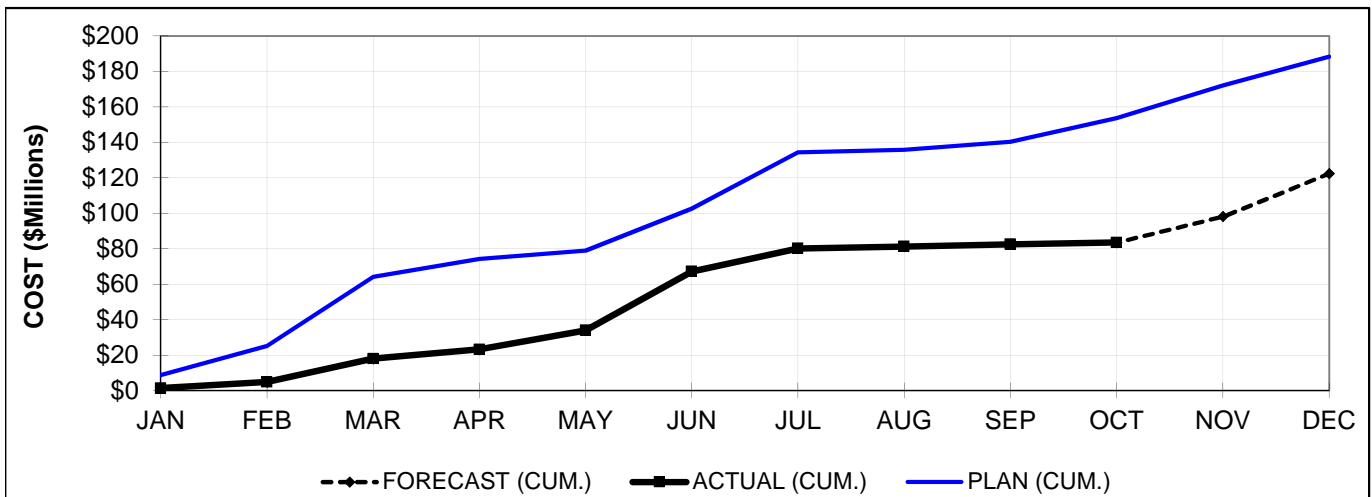


2015 Design Completions Charts

As of October 2015



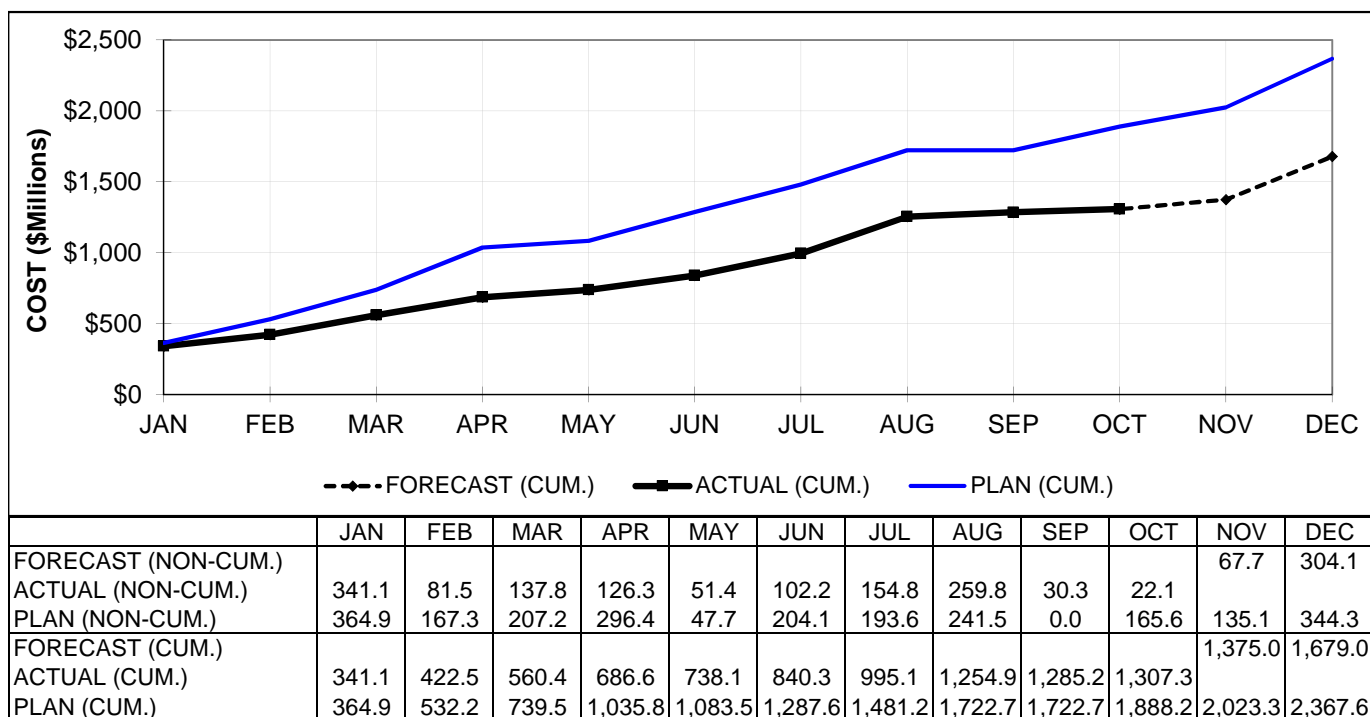
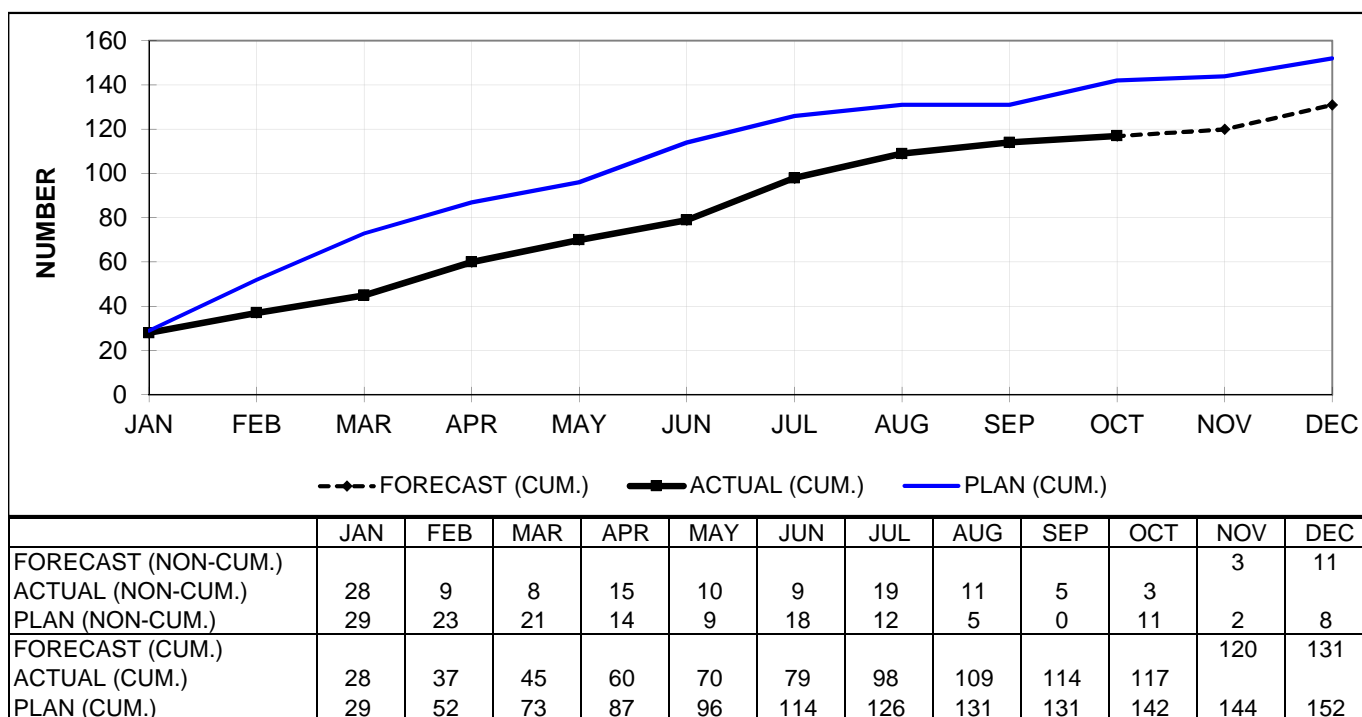
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											12	11
ACTUAL (NON-CUM.)	2	4	11	4	8	10	8	3	1	1	5	8
PLAN (NON-CUM.)	7	15	11	5	4	12	17	1	5	6	5	8
FORECAST (CUM.)	2	6	17	21	29	39	47	50	51	52	64	75
ACTUAL (CUM.)	7	22	33	38	42	54	71	72	77	83	88	96
PLAN (CUM.)	7	22	33	38	42	54	71	72	77	83	88	96



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											14.7	24.2
ACTUAL (NON-CUM.)	1.4	3.4	13.2	5.2	10.8	33.2	13.0	1.0	1.2	1.0	18.4	16.2
PLAN (NON-CUM.)	8.8	16.4	39.0	10.1	4.7	23.6	31.8	1.4	4.5	13.3	18.4	16.2
FORECAST (CUM.)	1.4	4.8	18.0	23.2	34.0	67.2	80.2	81.2	82.5	83.5	98.2	122.4
ACTUAL (CUM.)	8.8	25.2	64.2	74.3	79.0	102.6	134.3	135.7	140.3	153.6	172.0	188.2
PLAN (CUM.)	8.8	25.2	64.2	74.3	79.0	102.6	134.3	135.7	140.3	153.6	172.0	188.2

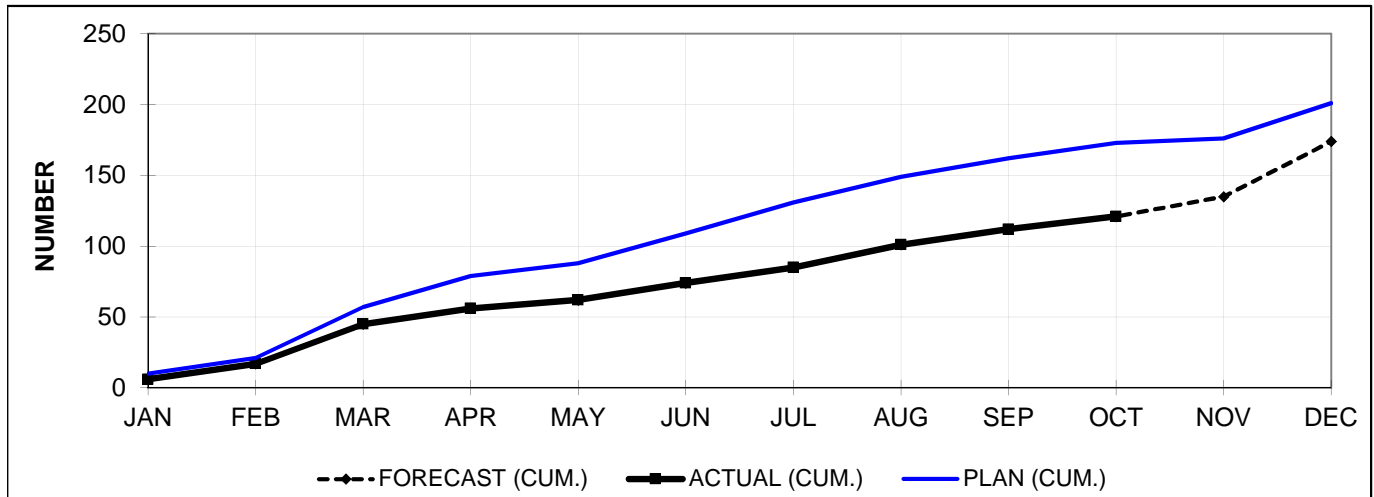
2015 Awards Charts

As of October 2015

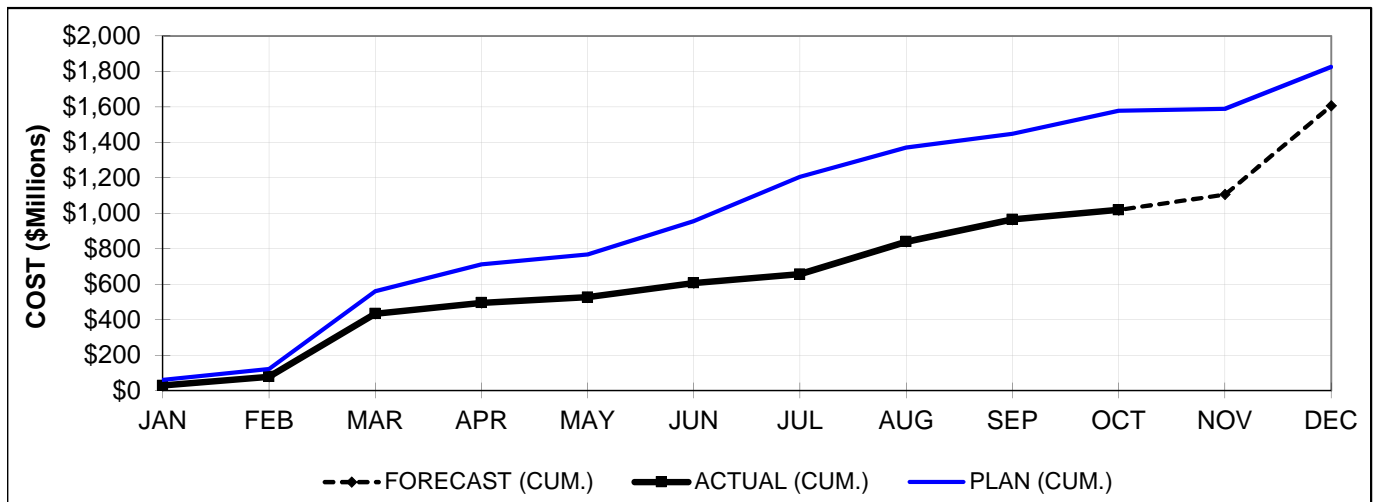


2015 Substantial Completions Charts

As of October 2015



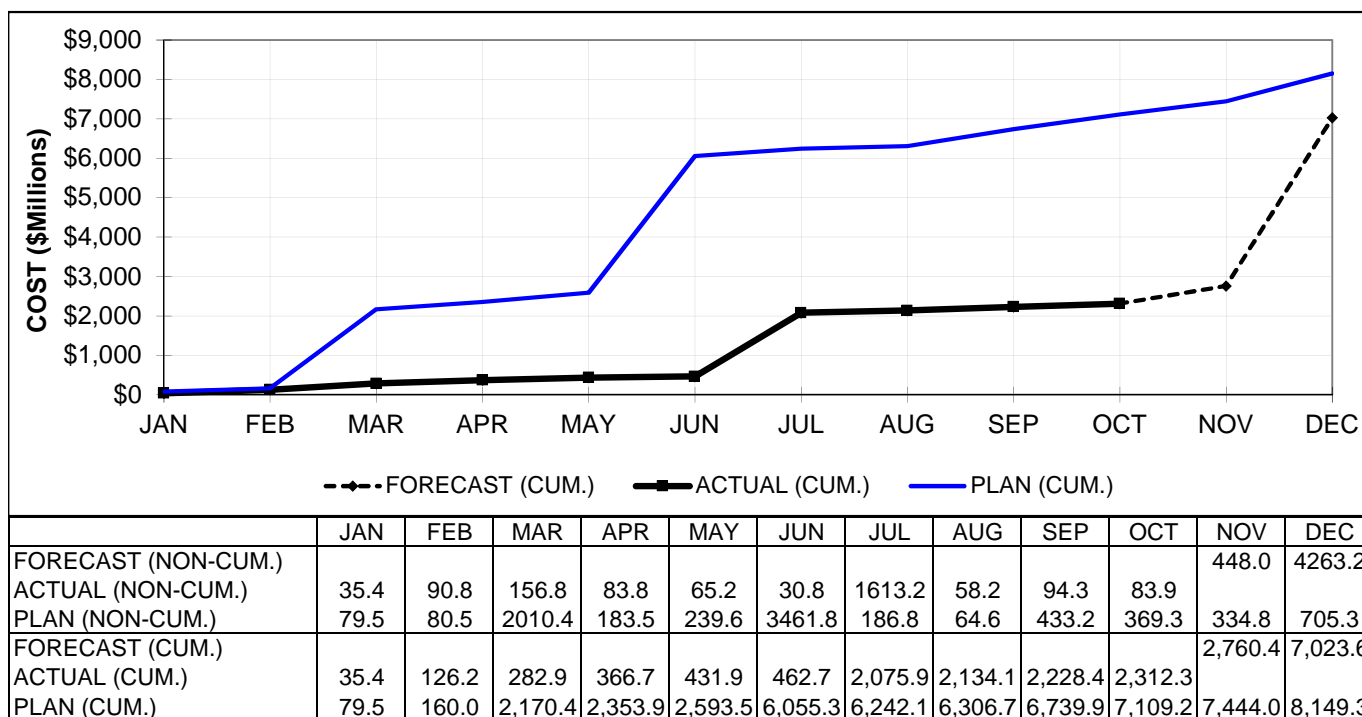
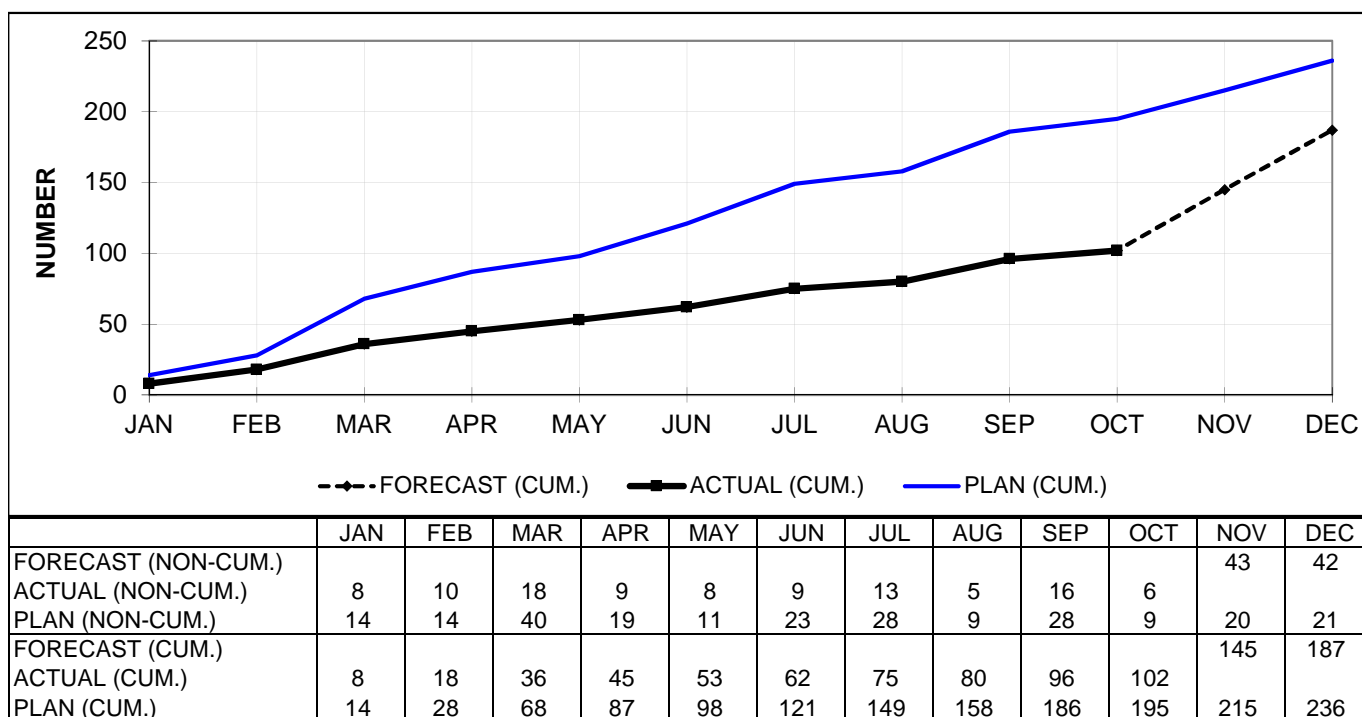
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	6	11	28	11	6	12	11	16	11	9	14	39
ACTUAL (NON-CUM.)	6	11	28	11	6	12	11	16	11	9	3	25
PLAN (NON-CUM.)	10	11	36	22	9	21	22	18	13	11	3	25
FORECAST (CUM.)	6	17	45	56	62	74	85	101	112	121	135	174
ACTUAL (CUM.)	6	17	45	56	62	74	85	101	112	121	135	174
PLAN (CUM.)	10	21	57	79	88	109	131	149	162	173	176	201



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	28.3	49.7	355.5	61.9	31.4	79.8	49.5	183.2	125.3	54.7	86.8	500.7
ACTUAL (NON-CUM.)	28.3	49.7	355.5	61.9	31.4	79.8	49.5	183.2	125.3	54.7	12.3	234.9
PLAN (NON-CUM.)	60.6	61.4	437.8	151.6	56.5	186.9	250.1	164.7	78.9	128.5	12.3	234.9
FORECAST (CUM.)	28.3	78.0	433.5	495.4	526.9	606.7	656.2	839.4	964.7	1,019.4	1,106.1	1,606.8
ACTUAL (CUM.)	28.3	78.0	433.5	495.4	526.9	606.7	656.2	839.4	964.7	1,019.4	1,106.1	1,606.8
PLAN (CUM.)	60.6	122.0	559.8	711.4	768.0	954.9	1,205.0	1,369.7	1,448.6	1,577.1	1,589.3	1,824.2

2015 Closeouts Charts

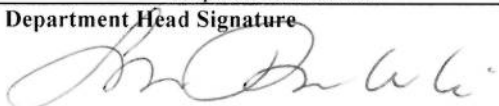
As of October 2015



Report

PROCUREMENTS

The Procurement Agenda this month includes 6 actions for a proposed expenditure of \$91.3M.

Subject Request for Authorization to Award Various Procurements					
Department Materiel Division – NYCT					
Department Head Name Stephen M. Plochochi					
Department Head Signature 					
Project Manager Name Rose Davis					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	12/14/15			
2	Board	12/16/15			

December 4, 2015			
Department Law and Procurement – MTACC			
Department Head Name Evan Eisland			
Department Head Signature 			
Internal Approvals			
	Approval	Approval	
	President NYCT 	President MTACC	
	Executive VP (Active) 	President MTA Bus	
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

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

PURPOSE:

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

DISCUSSION:

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

Procurements Requiring Two Thirds Vote:

Schedule A: Non-Competitive Purchases and Public Work Contracts	# of Actions	\$ Amount
• Prevost Car (US), Inc. \$ 9.2 M	1	\$ 9.2 M

Schedules Requiring Majority Vote:

Schedule G: Miscellaneous Service Contracts	2	\$ 1.1 M
• Leica Geosystems, Inc. \$ 0.2 M		
• Storage Systems USA \$ 0.9 M		

Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$ 1.9 M
• Trapeze Software Group, Inc. \$ 1.9 M		

SUBTOTAL	4	\$ 12.2 M
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MTA Capital Construction proposes to award Non-Competitive procurements in the following categories: NONE

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

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

<u>Procurements Requiring Two-Thirds Vote:</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule C:	Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$ 78.1 M
SUBTOTAL		1	\$ 78.1 M

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

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

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

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

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

Schedules Requiring Majority Vote:

Schedule K:	Ratification of Completed Procurement Actions	1	\$ 1.0 M
SUBTOTAL		1	\$ 1.0 M
TOTAL		6	\$ 91.3 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 non-competitive 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 non-competitive 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.

DECEMBER 2015**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL****Procurements Requiring Two-Thirds Vote:****A. Non-Competitive Purchases and Public Work Contracts**

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive.) 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. Prevost Car (US), Inc.
Sole Source - Three-year omnibus
Multi-agency purchase of inventory and non-inventory replacement bus parts. | \$9,200,000 (Est.) | <u>Staff Summary Attached</u> |
|--|---------------------------|-------------------------------|

Procurements Requiring Majority Vote:**G. Miscellaneous Service Contracts**

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

- | | | |
|---|------------------|-------------------------------|
| 2. Leica Geosystems, Inc.
Non-Competitive
Req. # 5375
Maintenance of a Leica HDS7000 3D Laser Scanning system. | \$154,672 | <u>Staff Summary Attached</u> |
| 3. Storage Systems USA
Non-Competitive
RFQ# 112677
Preventive and remedial maintenance of Hanel Rotomat and Lean-lift vertical storage units. | \$930,441 | <u>Staff Summary Attached</u> |

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

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

- | | | |
|--|---------------------------|-------------------------------|
| 4. Trapeze Software Group, Inc.
Contract# 05F9221.8
Modification to the contract to provide software maintenance and technical support for the Automated Travel Information System, in order to extend the contract by five years. | \$1,906,107 (Est.) | <u>Staff Summary Attached</u> |
|--|---------------------------|-------------------------------|

Schedule A: Non-Competitive Purchases and Public Work Contracts



Item Number: 1

Vendor Name (& Location) Prevost Car (US), Inc. (Elgin, IL)	
Description Purchase of inventory and non-inventory replacement bus parts	
Contract Term (including Options, if any) December 17, 2015 – December 16, 2018	
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"/> Non-competitive	
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: NYC Transit: \$9,000,000 MTABC: \$200,000	
\$9,200,000 (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: Division of Materiel, Stephen M. Plochochi	

Discussion:

This is an omnibus approval request for items identified as obtainable only from Prevost Car (US), Inc. (Prevost), and will eliminate the need to advertise and prepare individual procurement staff summaries for Board approval for each procurement over the \$15,000 small purchase threshold. NYC Transit and MTA Bus Company (MTABC) are not obligated to generate any purchase orders pursuant to an omnibus approval. Any purchases made under this approval will be made pursuant to paragraph 9(b) of Public Authorities Law 1209, and paragraph 4(b) of Public Authorities Law 1265-a for NYC Transit and MTABC respectively, which allows for purchases of items that are available from only a single responsible source to be conducted without competitive bidding.

There are approximately 4,708 items covered by this approval for the purchase of replacement bus parts such as cooling & heating system components as well as brake and bus body parts used on NYC Transit and MTABC buses. These items are identified as obtainable only from Prevost for the following reasons: sole pre-qualified item on the Qualified Products List and not available from any distributor or other source; publicly advertised within a twelve month period without an acceptable alternate supplier; or proprietary to Prevost. These items are advertised a minimum of once every twelve months to seek competition. A list of Nova and Prevost sole source items, as well as NYC Transit and MTABC'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 parts will be used by NYC Transit's Department of Buses (DOB) and MTABC for normal maintenance and replenishment of inventory and non-inventory bus parts on its combined fleet of 1,537 Nova and Prevost buses (1,446 NYC Transit, 91 MTABC), which represent approximately 27% of the combined bus fleet of 5,740 buses. Of the 1,537 buses covered by this request, 1,271 were manufactured by Nova and 266 were manufactured by Prevost.

The original Prevost Omnibus approval for \$5,300,000 (\$5,000,000 for NYC Transit and \$300,000 for MTABC) was approved by the Board in February 2014 and expires on March 27, 2017. The \$300,000 MTABC portion of the omnibus approval was sufficient as approximately \$205,669 remains. NYC Transit has expended \$4,610,021 or 92% of its portion of the original omnibus approval, leaving a remaining balance of approximately \$389,979. A new Omnibus approval is now requested because the remaining balance of \$389,979 will be insufficient to support normal maintenance requirements for NYC Transit through March 2017. This accelerated expenditure is in part due to DOB's 2014 decision to change certain aspects of the scopes of work for buses going through the shop program.

Procurement performed an analysis on 87 contracts (83 NYC Transit, 4 MTABC) issued during the term of the original omnibus approval that exceeded the \$15,000 threshold. A subset of the 87 contracts that had a comparative history revealed an annual weighted average price increase of 1.58%. The corresponding Producer Price Index showed an annual weighted average price increase of 1.63%, which compares favorably to the 1.58% annual weighted price increase.

Based on an analysis of the fleet composition, it is anticipated that NYC Transit and MTABC will require approximately \$9,000,000 and \$200,000 respectively for sole source items from Prevost during the term of this new omnibus approval request. Procurement believes that the amount requested will be sufficient to procure all sole source materials from Prevost for the next three-year period for the existing fleets as well as new buses that will be delivered during the period of this omnibus approval request. Procurement, DOB, and MTABC will continue to research alternate sources of supply wherever possible. Under this new omnibus approval, pricing for any procurement is established by requesting a quotation for each item from Prevost on an as-required basis. Each item to be purchased under this new approval will be subject to a cost and/or price analysis and determination that the price is found to be fair and reasonable.

Schedule G: Miscellaneous Service Contracts

Item Number: 2

Vendor Name (& Location) Leica Geosystems, Inc. (Norcross, GA)
Description Maintenance of a Leica HDS7000 3D Laser Scanning system
Contract Term (including Options, if any) Five years
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"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Non-competitive

Contract Number Req. 5375	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$154,672	
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: MTA IT, Sidney Gellineau	

Discussion:

This contract is for continued maintenance of a Leica HDS7000 3D Laser Scanning system for five years.

The Leica HDS7000 3D Laser Scanning system takes and records measurements which are converted into an electronic drawing which can be manipulated using computer aided design (CAD). This system is capable of recording and creating drawings for preliminary design analysis of scanned sites, such as subway infrastructure, subway tunnels, station platforms, vent plants, facility buildings, or bus depots. The system can be used indoors and outdoors. The Leica HDS7000 3D laser scanning system is used industry-wide due to its speed and high accuracy in data collection. The system is used by NYC Transit's Capital Program Management Department to provide measurements to design managers and construction managers for capital projects.

To maintain the Leica HDS7000 3D Laser Scanning system and keep it in working condition, cleaning, calibration, software upgrades, etc. are required. The HDS7000 3D Laser Scanning system includes software which is proprietary to Leica Geosystems, Inc. (Leica). Based on the proprietary nature of the software, Leica does not allow any other firms to maintain the software and only Leica can ensure that the software and hardware functions correctly as a system.

In the event that the Leica HDS7000 requires repair at the Leica workshop, Leica will provide a backup scanner to be utilized until the unit is repaired.

The most efficient manner in which to obtain the five year renewal maintenance contract for the Leica HDS7000 3D Laser Scanning System is to utilize OGS Contract No. PT64061. The OGS contract is directly with Leica. There are no value added resellers on the OGS contract. The terms of the OGS contract were deemed suitable for this procurement.

The unit prices for this new contract reflect a discount of 36% off the list price and are 22% below the unit prices in the existing contract. The price has been found to be fair and reasonable.

Schedule G: Miscellaneous Service Contracts

Item Number: 3

Vendor Name (& Location) Storage Systems USA (Phillipsburg, NJ)	
Description Preventive and remedial maintenance of Hanel Rotomat and Lean-lift vertical storage units	
Contract Term (including Options, if any) Five years	
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"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Non-competitive	

Contract Number RFQ 112677	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$930,441	
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: Division of Supply Logistics, Gary Smith	

Discussion:

This contract is for continued preventive and remedial maintenance of Hanel Rotomat and Lean-Lift vertical storage units for five years.

This agreement will include coverage for 15 Hanel Rotomats and 55 Hanel Lean-Lift vertical storage units. Rotomats and Lean-Lifts are used by Supply Logistics in NYC Transit storerooms where there is limited floor space, thus allowing personnel to utilize the storeroom's height to maximize storage capacity. The storage units also increase efficiency and productivity by bringing parts to the stock handler rather than having to retrieve various items from different stock bins. The units are used to store bus and train parts. To ensure their proper and safe operation, Rotomats and Lean-Lifts require periodic preventive and remedial maintenance.

Storage Systems is the sole Hanel-certified and -authorized provider for the New York and New Jersey area for service for all Hanel Rotomat and Lean-lift vertical storage units. No other firm is authorized by Hanel to maintain these units.

Storage Systems will provide preventive maintenance and unlimited remedial repair service. All work will be performed by factory trained technicians. Preventive maintenance will be performed twice a year on all storage units. Preventive maintenance will include any/all repairs, labor, parts and travel expenses. The cost of labor, special tools, cleaning agents, parts, travel and unlimited remedial repair service is included in the unit price.

Escalation under the existing contract is 3% per year. For this new contract, the escalation was reduced through negotiations to 2% per year and savings of \$37,669 were achieved. Storage Systems has stated that NYC Transit receives better pricing than any of their other clients. The price has been found to be fair and reasonable.



Item Number: 4

Vendor Name (& Location) Trapeze Software Group, Inc. (Mississauga, Ontario, Canada)	
Description Maintenance and Consultant services to support the Automated Travel Information System	
Contract Term (including Options, if any) December 19, 2005 – December 31, 2015	
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"/> Non-competitive
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: Corporate Communications, Paul Fleuranges	

Contract Number	AWO/Modification
05F9221	8
Original Amount:	\$ 769,617
Prior Modifications:	\$ 3,552,749
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 4,322,366
This Request:	\$ 1,906,107 (Est.)
% of This Request to Current Amount:	44.1%
% of Modifications (including This Request) to Original Amount:	709.3%

Discussion:

This modification will extend the contract with Trapeze Software Group, Inc. (Trapeze) for five years (January 1, 2016 – December 31, 2020) to continue to provide maintenance and technical support for the Automated Travel Information System (ATIS) that enables Department of Corporate Communications' (DCC) staff to provide trip planning information for customers.

This contract is for support of the ATIS system. ATIS is the trip planning software and database that feeds information to and supports: travel information agents in NYC Transit's call center; the Interactive Voice Response System; the Trip Planner+ application on the MTA website; the real time service status information display on the MTA website; the Text Message Alert System that provides service advisories; On-The-Go kiosks in subway stations; and the Bus Time and Train Time apps. Trip Planner+ and the Interactive Voice Response System allow customers to obtain customized self-service point to point travel directions that include notifications of any service disruptions. Trip Planner+ provides customized travel directions via subway, bus, MetroNorth Railroad, Long Island Rail Road and other regional transit agencies. ATIS is the underlying program that feeds data to the automated applications described above that allow customers to plan itineraries, obtain schedules and schedule advisory information. Thus, ATIS reduces the number of calls from customers requesting travel information.

Both ATIS and Trapeze have performed well during this maintenance agreement. Trapeze developed the ATIS system by upgrading the older OTIS system and is the only firm with the necessary licensing and technical knowledge to upgrade and maintain the ATIS software. While Trapeze markets ATIS to other transit agencies, the version in use at NYC Transit has been heavily customized by Trapeze to meet the MTA's requirements and to interface with the applications described above. This extension will allow NYC Transit to further leverage its investment in ATIS.

When the base contract award was approved by the Board, NYC Transit indicated that ATIS was scalable and would allow NYC Transit to expand and enhance the system. Subsequently, the Board approved two modifications. The first was for Trapeze to provide Trip Planner+ and to make ATIS interface with the Interactive Voice Response System. The second was an extension from August 1, 2011 through December 31, 2015. Five other modifications have been issued to provide, among other things, enhancements for web based applications; to provide information on changes in service due to construction, weather events, etc.; and to incorporate Long Island Rail Road and MetroNorth Railroad schedule information.

The final price of \$1,906,107 is considered to be fair and reasonable. While Trapeze's standard offering includes a 7% annual escalation, Procurement negotiated an annual escalation of 3%. This compares favorably with the relevant PPI which is increasing at 3.3%.

DECEMBER 2015

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

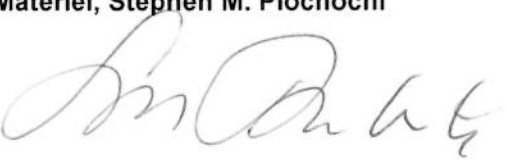
C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

(Staff Summaries required for items requiring Board approval.)

- | | | |
|---|--------------|-------------------------------|
| 1. New Flyer of America, Inc.
Eighty month contract
Contract# B-40663 | \$78,081,581 | <u>Staff Summary Attached</u> |
|---|--------------|-------------------------------|
- Furnish and deliver 138 low floor 40-foot Compressed Natural Gas buses.

Staff Summary



Item Number 1			
Division & Division Head Name: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1 <i>Jenn for Lam</i>	Materiel	6	EVP (ACTING) <i>MPC 12/7/15</i>
2 X	Law	7	President (Interim) <i>A 12/15</i>
3 X	Budget	8	
4 X	DDCR	9	
5 X	Buses	10	

SUMMARY INFORMATION	
Vendor Name New Flyer of America, Inc.	Contract No. B-40663
Description Furnish and Deliver 138 Low Floor 40-foot Compressed Natural Gas Buses	
Total Amount \$78,081,581 (Est.)	
Contract Term (including Options, if any) 80 months from Notice of Award (20 months for delivery of the last bus and 60 months for warranty support)	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To request that the Board approve the purchase, pursuant to subdivision 9(g) of Section 1209 of the Public Authorities Law, of 138 Low Floor 40-foot Compressed Natural Gas (CNG) Buses and related items such as spare parts, special tools and equipment, diagnostic testing, technical documentation and training from New Flyer of America, Inc. (New Flyer) in the total estimated amount of \$78,081,581.

DISCUSSION:

On July 22, 2015, the Board adopted a resolution authorizing the use of a competitive Request for Proposal (RFP) in lieu of competitive bidding to award a contract for the purchase of 138 Low Floor 40-foot CNG Buses. These CNG buses will be purchased to replace aging buses that will have reached the end of their useful life. Additionally, as these buses have CNG tanks that, by federal regulations, can only be used for 15 years from the date of manufacture, the buses must be taken out of service or undergo a cost prohibitive and technically intrusive CNG tank replacement program.

The solicitation was advertised in July 2015 and eight bus manufacturers were directly contacted. Pursuant to the statutory framework, the selection criteria, listed in descending order, were as follows: Overall Project Cost, New York State Content, Overall Quality of Proposer and Product and Other Relevant Matters. Selection Committee members were drawn from NYC Transit - Department of Buses (DOB), Procurement, Office of Management & Budget and Operations Planning.

Two low floor 40-foot CNG bus manufacturers, New Flyer and Nova Bus, attended the pre-proposal conference held on August 11, 2015. Initial proposals were received on September 18, 2015 from both New Flyer and Nova Bus.

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 September through October 2015. Negotiations centered on the current performance of the bus fleets from each bus manufacturer operating at NYC Transit (of the two only New Flyer has CNG buses operating at NYC Transit), experience with CNG technology, current performance of CNG bus fleets operating in North America from each bus manufacturer (1,300+ for New Flyer and 2 for Nova Bus), pricing, alternate proposals, as well as exceptions/deviations/clarifications to the technical specifications and the terms and conditions.

Best and Final Offers (BAFOs) were received from both New Flyer and Nova Bus on November 6, 2015. The Selection Committee reviewed the two BAFOs in accordance with the evaluation criteria and unanimously recommended award of this contract for 138 Low Floor 40-foot CNG buses to New Flyer. The Selection Committee determined that New Flyer's substantially higher technical evaluation and extensive experience manufacturing and delivering CNG buses in North America far outweighed Nova Bus' slightly higher New York State Content and slightly lower price.

The award to New Flyer will consist of \$77,370,100 (\$560,653 per bus) for the 138 buses, \$352,638 for qualification testing, diagnostic tools and manuals, \$204,764 for an estimated quantity of training, and \$154,079 for capital spares. The total award amount is \$78,081,581 which is \$1,734,771 or 2.17% below New Flyer's initial proposal of \$79,816,352, and is \$610,369 or 0.8% above the BAFO pricing provided by Nova Bus.

New Flyer will build five pilot buses in order to expedite delivery of the production buses. Pilot buses are scheduled to be delivered by New Flyer in September 2016 and will be used for configuration audit and qualification testing. The delivery of the production buses is scheduled to begin in March 2017 and be completed in September 2017.

The total New York State Content offered by New Flyer for this contract will be \$20,140,100, which represents 25.79% of the total award. It should be noted that the total New York State Content offered by Nova Bus was 26.09%.

Procurement, DOB, and the Cost/Price Analysis Unit have determined the final prices to be fair and reasonable. Based on a review of New Flyer's financials, there is reasonable assurance that New Flyer is financially qualified to perform this contract; New Flyer has submitted a Letter of Guarantee from its parent, New Flyer Industries, guaranteeing New Flyer's performance under this contract.

MBE/WBE:

The MTA Department of Diversity and Civil Rights (DDCR) has established a 15% MWBE goal based on the sub-contractible elements which represent approximately 18% of the total contract value. The utilization plan submitted by New Flyer of 15.81% MWBE was reviewed and approved by DDCR. New Flyer has significantly increased its MWBE goal attainment, is currently meeting the MWBE goals established for recently awarded bus contracts and has demonstrated an ongoing commitment to expand its MWBE supplier base.

IMPACT ON FUNDING:

The contract will be funded with 100% MTA funds. Interim funding is available in the approved 2010-2014 Capital Program. A WAR certificate will be secured prior to award.

ALTERNATIVES:

There are no alternatives as not awarding this contract will seriously undermine NYC Transit's fleet plan and its ability to retire older CNG buses with expiring CNG tanks.

RECOMMENDATION:

It is recommended that the Board approve the purchase, pursuant to subdivision 9 (g) of Section 1209 of the Public Authorities Law, of 138 Low Floor 40-foot CNG Buses and related items from New Flyer of America, Inc. (New Flyer) in the total estimated amount of \$78,081,581.

DECEMBER 2015

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. Plaza Schiavone JV
Contract# A-36125.492 | \$990,000 | <u>Staff Summary Attached</u> |
| Modification to the contract for the construction of the Fulton Center Enclosure, in order to provide finishes in the second floor retail lobby area and staircase in the Fulton Center. | | |

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location)
Plaza Schiavone JV (New York, NY)
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"/> Non-competitive
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. #
A-36125	492
Original Amount:	\$ 175,988,000
Prior Modifications:	\$ 43,715,136
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 219,703,136
This Request:	\$ 990,000
% of This Request to Current Amount:	0.5%
% of Modifications (including This Request) to Original Amount:	25%

Discussion:

This modification is for providing finishes in the second floor retail lobby area and staircase in Fulton Center.

This contract is for the construction of the Fulton Center Enclosure, which is a new structure at the corner of Fulton Street and Broadway in the Borough of Manhattan, including all interior finishes and systems.

This is another of several modifications initiated across the various Fulton Center contracts, for the implementation of technology changes and the reprogramming of space previously identified for use by NYC Transit personnel at Fulton Center and the Corbin Building into commercial tenant, retail and public spaces. The base contract originally included completing the entire second floor of Fulton Center for mixed retail use and the third floor for use by NYC Transit personnel. As part of the reprogramming of Fulton Center, the third floor was converted to commercial space. During the processing of the various modifications implementing the reprogramming, it was decided that the finishes in the second floor retail Lobby Area and staircase to the third floor would not be addressed as it was understood, at that time, that the Master Lessee would reconfigure these spaces in order to suit their future tenant fit-out requirements.

However, as a result of negotiations with the Master Lessee (Westfield), MTACC is now required to provide these finishes. This modification includes furnishing and installing finishes on the walls and ceilings of the second floor lobby and staircase. The finishes include glass fiber reinforced concrete beam covers, stainless steel guardrails and handrails, metal and polished plaster wall finishes, polished plaster ceilings and all lighting in these areas. The work also includes the demolition of temporary partitions and doors built for fire separation, installation of glass and stainless steel storefronts and minor mechanical/plumbing work.

Considering the criticality of this work to the Master Lessee and tenant occupancy, it was necessary to direct the Contractor to procure long lead materials. Approval to process this modification on a retroactive basis was obtained from the MTACC President on September 30, 2015. Additional efforts toward facilitating tenant occupancy include the initiation of separate modifications for the preparation of shop drawings and the furnishing and installation of granite floor finishes.

The contractor's proposal was \$1,215,000. MTACC's estimate is \$965,914. Negotiations resulted in a lump sum price of \$990,000, which was found to be fair and reasonable. Savings of \$225,000 were achieved.

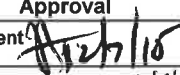
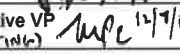
Staff Summary




Subject TAB Senior Hearing Officers
Department Law Department
Department Head Name James Henly
Department Head Signature
Project Manager Name Mary-Ann E. Maloney, TAB Executive Director

Date December 4, 2015
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

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

Internal Approvals			
Order	Approval	Order	Approval
3	President  12/7/15		
2	Executive VP (ACTING)  12/7/15		

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

Narrative

Purpose

To obtain Board approval for the renewal of retainer agreements with the Transit Adjudication Bureau's (TAB) current panel of two Senior Hearing Officers in amounts not to exceed \$70,000 and \$55,000 for the period of January 1, 2016 – December 31, 2016 .

Discussion

In accordance with Section 1209-a (2) of the Public Authorities Law (PAL), TAB maintains a roster of per diem hearing officers appointed by the President of NYCT. There are currently two per diem Senior Hearing Officers on TAB's roster.

The Senior Hearing Officers are responsible for conducting hearings, training and supervising the panel of hearing officers, reviewing decisions and chairing the TAB Appeals Board, a three-member panel with responsibility to review appeals of hearing officer determinations. Debra Siedman DeWan, who was appointed in January 1990, serves approximately 3 days per week and is paid at an hourly rate of \$56.75 (or \$397.25 for a seven hour day). Anne Marie Zanfardino who was promoted to Senior Hearing Officer in September 2015, serves approximately 2 days per week, and is paid at an hourly rate of \$56.75 (or \$397.25 for a seven hour day).

NYC Transit requests approval to renew its agreements with Ms. Siedman DeWan and Ms. Zanfardino for the period of January 1, 2016 – December 31, 2016, at the hourly rate contained in the existing agreements. Both have demonstrated themselves to be highly competent Senior Hearing Officers. Their retainers will be capped as follows: Ms. Siedman DeWan at \$70,000, Ms. Zanfardino at \$55,000. Please note that the caps include provisions for anticipated extra hours due to the potential of an increased workload.

Impact on Funding

Funding for the per diem Senior Hearing Officers has been included in TAB's 2016 operating budget.

Recommendation

That the Board approves the award of retainer agreements for Debra Siedman DeWan and Anne Marie Zanfardino as described above.

Approved For Submission to the Board:




James Ferrara, NYCT Interim President

Dated:

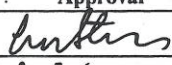


12/7/15

Staff Summary

Subject NYCT 2016 Budget and 2016-2019 Financial Plan Adoption
Department Office of Management & Budget
Department Head Name Aaron Stern
Department Head Signature 
Project Manager Name

Date December 2, 2015
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	TA Committee		X		
2	Finance Committee		X		
3	MTA Board		X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB – Director		
2	Executive VP (Acting)		
3	President (Interim)		

Purpose

To secure MTA Board adoption of MTA New York City Transit's 2015 November Forecast, 2016 Final Proposed Budget, and the Four-Year Financial Plan for 2016-2019.

Discussion

The 2016 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA New York City Transit's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service to the metropolitan New York region. The baseline projections that follow for MTA New York City Transit include several new programmatic initiatives and support for current projects. Projections also capture reductions in projected paratransit costs and savings from several re-estimates, most notably from projected lower pension expenses and energy prices. NYCT continues to manage the use of overtime as efficiently as possible, including reducing vacancies and controllable leaves to moderate absence coverage requirements. NYCT projections do not include the estimated impacts from projected fare increases, unidentified MTA efficiencies, and MTA policy actions. These impacts will be presented as part of MTA consolidated materials.

Key Programmatic Initiatives

- **Enterprise Asset Management (EAM) Project.** This significant project is intended to maximize the safety, service life and efficiency of each and every asset at NYCT. The initial objectives of the Subways EAM rollout include automation of track inspection and joint switch inspection reports, the replacement of historical manuals with mobile devices, and greatly improved management of infrastructure defects and signal relay information. The overall goal is the establishment of a single platform for all asset-related information, migration to paperless reporting, and greatly improved maintenance and capital planning. The initial Bus EAM rollout will focus on improving the accuracy of data in the current Spear maintenance management system and gradually apply reliability-based maintenance (RBM) practices to critical bus component maintenance issues. Additional positions of 8 in 2015, 62 in 2016, 100 in 2017, 124 in 2018 and 146 in 2019 will be required. Increased costs are projected at \$4.2 million in 2015, \$10.1 million in 2016, \$18.5 million in 2017, \$20.9 million in 2018 and \$23.4 million in 2019.
- **Select Bus Service Expansion.** An expansion of seven Select Bus Service (SBS) routes is programmed, beginning 2016, bringing the total routes to ten, with expenses of \$4.1 million in 2016, \$14.8 million in 2017, \$22.3 million in 2018 and \$25.3 million in 2019. This service represents an increased-speed, high performance bus system, incorporating off-board fare collection, bus lanes and real-time information.

- **Delay Mitigation Program.** Due to an increase in subway delays, largely attributed to historic ridership growth, a plan will be implemented to reverse this trend on several lines, by adding passenger controllers at key station platforms to reduce station dwell times, enhance Road Car Inspector coverage at targeted locations for rapid response to car equipment problems and subway emergencies, and increase track maintenance and defect repair to mitigate delays on the right-of-way. To accomplish this, additional positions of 120 in 2015, 134 in 2016, 131 in both 2017 and 2018 and 117 in 2019 will be required. Increased costs are projected at \$13.4 million in 2015, \$21.8 million in 2016, \$15.2 million in 2017, \$14.9 million in 2018 and \$13.4 million in 2019.
- **R32 Fleet SMS (Scheduled Maintenance).** The R32 fleet was scheduled to be retired in 2017-2018. This retirement will need to be delayed until 2022 due to delays in the delivery of R179 replacement cars and increased revenue service fleet requirements. The cost of this delay is estimated to be \$1.1 million in 2016, \$15.9 million in 2017, \$17.7 million in 2018 and \$15.5 million in 2019. Position requirements are projected at 132 for 2017 and 110 for both 2018 and 2019.
- **Second Avenue Subway Increased Costs.** The first segment of the Second Avenue Subway is scheduled to open in December, 2016. Operating costs to support the new service were developed in 2011, but since then, it has been determined that the new stations and their associated support areas are much larger than typical stations, and will contain greatly augmented equipment inventory. Additional position requirements are 91 in 2017, 86 in 2018 and 83 in 2019 with additional cost requirements of \$12.2 million in 2017, \$11.6 million in 2018 and \$11.2 million in 2019. A portion of the costs to support this service expansion is included within the MTA consolidated projections.

Budget Reduction Program-Projected savings of \$10.3 million in 2016, \$17.6 million in 2017, \$21.6 million in 2018 and \$22.6 million in 2019, mostly resulting from lower vendor prescription drug costs and a subways timekeeping consolidation.

2015 November Forecast-Baseline

Total operating revenues are projected at \$4.771 billion, including \$4.344 billion of farebox revenues. Total operating expenses are projected to be \$7.308 billion, consisting of labor costs of \$5.623 billion and non-labor expenses of \$1.685 billion. Non-cash depreciation expense is projected at \$1.638 billion and other post-employment benefit expenses are projected at \$1.616 billion. After including favorable cash adjustments of \$3.249 billion, the projected net cash deficit is \$2.542 billion. Projected reimbursable expenses of \$1.153 billion are fully offset by capital reimbursements. Total end-of-year positions are projected at 47,706, including 42,650 non-reimbursable positions and 5,056 reimbursable positions.

2016 Final Proposed Budget-Baseline

Total operating revenues are projected at \$4.891 billion, including farebox revenues of \$4.455 billion. Total operating expenses are projected to be \$7.569 billion, consisting of labor costs of \$5.824 billion and non-labor expenses of \$1.745 billion. Non-cash depreciation expense is projected at \$1.688 billion and other post-employment benefit expenses are projected at \$1.681 billion. After including favorable cash adjustments of \$3.366 billion, the projected net cash deficit is \$2.681 billion. Projected reimbursable expenses of \$1.161 billion are fully offset by capital reimbursements. Total end-of-year positions are projected at 48,214, including 43,146 non-reimbursable positions and 5,068 reimbursable positions.

Impact on Funding

The 2015 November Forecast, the 2016 Final Proposed Budget and the Four-Year Financial Plan for 2016-2019, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2015 November Forecast, the 2016 Final Proposed Budget and the Four-Year Financial Plan for 2016-2019 for MTA New York City Transit and the related authorization to draw down Transit Adjudication Bureau (TAB) receipts and interest consistent with this Final Proposed Budget.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2016 - 2019
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2014 Actual	2015 November Forecast	2016 Final Proposed Budget	2017	2018	2019
Operating Revenue						
Farebox Revenue:						
Subway	\$3,171.793	\$3,303.475	\$3,397.986	\$3,416.390	\$3,437.621	\$3,449.442
Bus	949.898	960.608	977.116	986.540	990.205	991.830
Paratransit	15.957	17.823	19.751	21.034	22.402	23.858
Fare Media Liability	53.391	61.900	60.400	60.400	60.400	60.400
Farebox Revenue	\$4,191.039	\$4,343.806	\$4,455.253	\$4,484.364	\$4,510.628	\$4,525.530
Vehicle Toll Revenue	\$0.000					
Other Operating Revenue:						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	178.139	187.634	191.981	197.738	211.760	230.534
Other	174.846	155.779	159.704	163.318	167.037	170.865
Other Operating Revenue	\$437.001	\$427.429	\$435.701	\$445.072	\$462.813	\$485.415
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$4,628.040	\$4,771.235	\$4,890.954	\$4,929.436	\$4,973.441	\$5,010.945
Expenses						
Labor:						
Payroll	\$3,041.049	\$3,079.089	\$3,184.516	\$3,278.871	\$3,336.338	\$3,396.015
Overtime	415.599	450.310	431.700	434.215	442.186	452.791
Total Salaries & Wages	3,456.648	\$3,529.399	\$3,616.216	\$3,713.086	\$3,778.524	\$3,848.806
Health and Welfare	666.761	741.101	822.482	885.243	950.148	1,025.083
OPEB Current Payment	352.674	393.258	429.574	464.474	505.998	552.660
Pensions	907.877	879.805	883.171	849.684	833.397	842.297
Other Fringe Benefits	437.921	316.714	310.876	326.384	339.060	346.615
Total Fringe Benefits	2,365.233	2,330.878	2,446.103	2,525.785	2,628.603	2,766.655
Reimbursable Overhead	(226.548)	(237.290)	(238.558)	(231.927)	(224.539)	(226.161)
Total Labor Expenses	\$5,595.333	\$5,622.987	\$5,823.761	\$6,006.944	\$6,182.588	\$6,389.300
Non-Labor:						
Electric Power	\$312.554	\$301.437	\$309.334	\$325.326	\$346.347	\$370.321
Fuel	172.346	121.376	111.557	117.217	135.466	152.950
Insurance	68.879	72.439	77.779	85.127	95.025	106.860
Claims	147.420	135.827	125.145	126.455	129.333	130.909
Paratransit Service Contracts	365.599	383.014	406.636	426.203	463.349	501.931
Maintenance and Other Operating Contracts	186.056	191.323	218.500	204.467	185.826	187.577
Professional Service Contracts	125.757	104.301	104.742	102.699	104.881	106.256
Materials & Supplies	302.697	294.125	312.227	314.636	309.152	322.837
Other Business Expenses	76.132	81.139	79.149	75.868	77.963	79.545
Total Non-Labor Expenses	\$1,757.440	\$1,684.981	\$1,745.069	\$1,777.998	\$1,847.342	\$1,959.186
Other Expense Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before						
Depreciation and GASB Adjustments	\$7,352.773	\$7,307.968	\$7,568.830	\$7,784.942	\$8,029.930	\$8,348.486
Depreciation	\$1,519.813	\$1,638.144	\$1,688.144	\$1,863.292	\$1,913.292	\$1,964.634
OPEB Obligation	1,638.388	1,616.261	1,680.911	1,748.148	1,818.074	1,890.797
Environmental Remediation	12.478	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$10,523.452	\$10,562.373	\$10,937.885	\$11,396.382	\$11,761.296	\$12,203.917
Net Surplus/(Deficit)	(\$5,895.412)	(\$5,791.138)	(\$6,046.931)	(\$6,466.946)	(\$6,787.855)	(\$7,192.972)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2016 - 2019
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2014 Actual	2015 November Forecast	2016 Final Proposed Budget	2017	2018	2019
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1,075.088	1,152.817	1,161.145	1,133.930	1,107.713	1,117.906
Total Revenue	\$1,075.088	\$1,152.817	\$1,161.145	\$1,133.930	\$1,107.713	\$1,117.906
Expenses						
Labor:						
Payroll	\$375.367	\$438.567	\$481.746	\$471.157	\$464.633	\$468.631
Overtime	135.102	126.397	98.364	98.656	95.876	97.794
Total Salaries & Wages	\$510.469	\$564.964	\$580.110	\$569.813	\$560.509	\$566.425
Health and Welfare	15.922	20.221	21.982	22.896	23.852	24.852
OPEB Current Payment	7.421	7.854	9.131	9.522	10.032	10.569
Pensions	28.543	30.097	28.947	27.917	27.680	27.748
Other Fringe Benefits	142.713	167.410	180.667	176.726	172.936	174.234
Total Fringe Benefits	\$194.599	\$225.582	\$240.727	\$237.061	\$234.500	\$237.403
Reimbursable Overhead	226.548	237.290	238.558	231.927	224.539	226.161
Total Labor Expenses	\$931.616	\$1,027.836	\$1,059.395	\$1,038.801	\$1,019.548	\$1,029.989
Non-Labor:						
Electric Power	\$0.371	\$0.252	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	0.019	0.023	0.023	0.023	0.023	0.023
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	1.189	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	49.151	37.219	30.133	30.209	30.173	30.173
Professional Service Contracts	20.747	21.720	6.983	6.699	6.688	6.688
Materials & Supplies	71.140	71.349	64.401	57.989	51.072	50.822
Other Business Expenses	0.855	(5.582)	(0.042)	(0.043)	(0.043)	(0.041)
Total Non-Labor Expenses	\$143.472	\$124.981	\$101.750	\$95.129	\$88.165	\$87.917
Other Expense Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$1,075.088	\$1,152.817	\$1,161.145	\$1,133.930	\$1,107.713	\$1,117.906
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$1,075.088	\$1,152.817	\$1,161.145	\$1,133.930	\$1,107.713	\$1,117.906
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
November Financial Plan 2016 - 2019
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE						
	2014 Actual	2015 November Forecast	2016 Final Proposed Budget	2017	2018	2019
Revenue						
<u>Farebox Revenue:</u>						
Subway	\$3,171.793	\$3,303.475	\$3,397.986	\$3,416.390	\$3,437.621	\$3,449.442
Bus	949.898	960.608	977.116	986.540	990.205	991.830
Paratransit	15.957	17.823	19.751	21.034	22.402	23.858
Fare Media Liability	53.391	61.900	60.400	60.400	60.400	60.400
Farebox Revenue	\$4,191.039	\$4,343.806	\$4,455.253	\$4,484.364	\$4,510.628	\$4,525.530
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	178.139	187.634	191.981	197.738	211.760	230.534
Other	174.846	155.779	159.704	163.318	167.037	170.865
Other Operating Revenue	\$437.001	\$427.429	\$435.701	\$445.072	\$462.813	\$485.415
Capital and Other Reimbursements	1,075.088	1,152.817	1,161.145	1,133.930	1,107.713	1,117.906
Total Revenue	\$5,703.128	\$5,924.052	\$6,052.099	\$6,063.366	\$6,081.154	\$6,128.851
Expenses						
<u>Labor:</u>						
Payroll	\$3,416.416	\$3,517.656	\$3,666.262	\$3,750.028	\$3,800.971	\$3,864.646
Overtime	550.701	\$576.707	\$530.064	\$532.871	\$538.062	\$550.585
Total Salaries & Wages	\$3,967.117	\$4,094.363	\$4,196.326	\$4,282.899	\$4,339.033	\$4,415.231
Health and Welfare	682.683	\$761.322	\$844.464	\$908.139	\$974.000	\$1,049.935
OPEB Current Payment	360.095	\$401.112	\$438.705	\$473.996	\$516.030	\$563.229
Pensions	936.420	\$909.902	\$912.118	\$877.601	\$861.077	\$870.045
Other Fringe Benefits	580.634	\$484.124	\$491.543	\$503.110	\$511.996	\$520.849
Total Fringe Benefits	\$2,559.832	\$2,556.460	\$2,686.830	\$2,762.846	\$2,863.103	\$3,004.058
Reimbursable Overhead	0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Labor Expenses	\$6,526.949	\$6,650.823	\$6,883.156	\$7,045.745	\$7,202.136	\$7,419.289
<u>Non-Labor:</u>						
Electric Power	\$312.925	\$301.689	\$309.586	\$325.578	\$346.599	\$370.573
Fuel	172.365	121.399	111.580	117.240	135.489	152.973
Insurance	68.879	72.439	77.779	85.127	95.025	106.860
Claims	147.420	135.827	125.145	126.455	129.333	130.909
Paratransit Service Contracts	366.788	383.014	406.636	426.203	463.349	501.931
Maintenance and Other Operating Contracts	235.207	228.542	248.633	234.676	215.999	217.750
Professional Service Contracts	146.504	126.021	111.725	109.398	111.569	112.944
Materials & Supplies	373.837	365.474	376.628	372.625	360.224	373.659
Other Business Expenses	76.987	75.557	79.107	75.825	77.920	79.504
Total Non-Labor Expenses	\$1,900.912	\$1,809.962	\$1,846.819	\$1,873.127	\$1,935.507	\$2,047.103
<u>Other Expense Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjustments	\$8,427.861	\$8,460.785	\$8,729.975	\$8,918.872	\$9,137.643	\$9,466.392
Depreciation	\$1,519.813	\$1,638.144	\$1,688.144	\$1,863.292	\$1,913.292	\$1,964.634
OPEB Obligation	1,638.388	1,616.261	1,680.911	1,748.148	1,818.074	1,890.797
Environmental Remediation	12.478	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$11,598.540	\$11,715.190	\$12,099.030	\$12,530.312	\$12,869.009	\$13,321.823
Net Surplus/(Deficit)	(\$5,895.412)	(\$5,791.138)	(\$6,046.931)	(\$6,466.946)	(\$6,787.855)	(\$7,192.972)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2016 - 2019
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2014	2015	2016			
	Actual	November	Final Proposed	2017	2018	2019
Receipts						
Farebox Revenue	\$4,189.443	\$4,348.703	\$4,455.453	\$4,484.564	\$4,510.828	\$4,525.730
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>						
Fare Reimbursement	84.052	114.016	54.016	84.016	84.016	84.016
Paratransit Reimbursement	195.035	173.091	192.252	197.738	211.594	230.285
Other	68.510	47.496	48.173	48.441	48.713	48.992
Other Operating Revenue	\$347.597	\$334.603	\$294.441	\$330.195	\$344.323	\$363.293
Capital and Other Reimbursements	973.279	1,236.854	1,191.717	1,139.105	1,112.678	1,115.274
Total Receipts	\$5,510.319	\$5,920.160	\$5,941.611	\$5,953.864	\$5,967.829	\$6,004.297
Expenditures						
Labor:						
Payroll	\$3,627.729	\$3,530.080	\$3,628.734	\$3,721.374	\$3,771.490	\$3,834.111
Overtime	581.898	580.846	527.193	531.307	536.454	548.896
Total Salaries & Wages	\$4,209.627	\$4,110.926	\$4,155.927	\$4,252.681	\$4,307.944	\$4,383.007
Health and Welfare	648.477	773.167	837.578	905.832	966.042	1,041.380
OPEB Current Payment	360.095	401.112	438.705	473.996	516.030	563.229
Pensions	923.540	934.828	919.187	883.829	868.094	865.850
Other Fringe Benefits	416.716	451.010	457.506	460.994	469.017	476.971
Total Fringe Benefits	\$2,348.828	\$2,560.117	\$2,652.976	\$2,724.651	\$2,819.183	\$2,947.430
GASB Account	35.786	0.000	0.000	0.000	8.305	17.637
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$6,594.241	\$6,671.043	\$6,808.903	\$6,977.332	\$7,135.432	\$7,348.074
Non-Labor:						
Electric Power	\$316.106	\$301.689	\$309.586	\$325.578	\$346.599	\$370.573
Fuel	166.510	121.399	111.580	117.240	135.489	152.973
Insurance	68.067	72.822	77.321	86.155	95.220	108.607
Claims	110.864	125.197	112.360	113.670	116.548	118.124
Paratransit Service Contracts	366.243	381.014	404.636	424.203	461.349	499.931
Maintenance and Other Operating Contracts	245.600	239.242	259.333	245.376	226.699	228.450
Professional Service Contracts	138.974	115.194	99.725	97.398	99.569	100.944
Materials & Supplies	386.284	356.689	360.128	366.125	358.724	372.159
Other Business Expenditures	73.614	77.557	79.107	75.825	77.920	79.504
Total Non-Labor Expenditures	\$1,872.262	\$1,790.803	\$1,813.776	\$1,851.570	\$1,918.117	\$2,031.265
Other Expenditure Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$8,466.503	\$8,461.846	\$8,622.679	\$8,828.902	\$9,053.549	\$9,379.339
Net Cash Deficit	(\$2,956.184)	(\$2,541.686)	(\$2,681.068)	(\$2,875.038)	(\$3,085.720)	(\$3,375.042)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2016 - 2019
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	2014 Actual	2015 November Forecast	2016 Final Proposed Budget	2017	2018	2019
Receipts						
Fare Revenue	(\$1,596)	\$4,897	\$0.200	\$0.200	\$0.200	\$0.200
Vehicle Toll Revenue	0.000					
Other Operating Revenue:						
Fare Reimbursement	0.036	30.000	(30.000)	0.000	0.000	0.000
Paratransit Reimbursement	16.896	(14.543)	0.271	0.000	(0.166)	(0.249)
Other	(106.336)	(108.283)	(111.531)	(114.877)	(118.324)	(121.873)
Other Operating Revenue	(\$89.404)	(\$92.826)	(\$141.260)	(\$114.877)	(\$118.490)	(\$122.122)
Capital and Other Reimbursements	(101.809)	84.037	30.572	5.175	4.965	(2.632)
Total Receipt Adjustments	(\$192.809)	(\$3.892)	(\$110.488)	(\$109.502)	(\$113.325)	(\$124.554)
Expenditures						
Labor:						
Payroll	(\$211.313)	(\$12.424)	\$37.528	\$28.654	\$29.481	\$30.535
Overtime	(31.197)	(4.139)	2.871	1.564	1.608	1.689
Total Salaries & Wages	(\$242.510)	(\$16.563)	\$40.399	\$30.218	\$31.089	\$32.224
Health and Welfare	34.206	(11.845)	6.886	2.307	7.958	8.555
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	12.880	(24.926)	(7.069)	(6.228)	(7.017)	4.195
Other Fringe Benefits	163.918	33.114	34.037	42.116	42.979	43.878
Total Fringe Benefits	\$211.004	(\$3.657)	\$33.854	\$38.195	\$43.920	\$56.628
GASB Account	(35.786)	0.000	0.000	0.000	(8.305)	(17.637)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$67.292)	(\$20.220)	\$74.253	\$68.413	\$66.704	\$71.215
Non-Labor:						
Electric Power	(\$3.181)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	5.855	0.000	0.000	0.000	0.000	0.000
Insurance	0.812	(0.383)	0.458	(1.028)	(0.195)	(1.747)
Claims	36.556	10.630	12.785	12.785	12.785	12.785
Paratransit Service Contracts	0.545	2.000	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	(10.393)	(10.700)	(10.700)	(10.700)	(10.700)	(10.700)
Professional Service Contracts	7.530	10.827	12.000	12.000	12.000	12.000
Materials & Supplies	(12.447)	8.785	16.500	6.500	1.500	1.500
Other Business Expenditures	3.373	(2.000)	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$28.650	\$19.159	\$33.043	\$21.557	\$17.390	\$15.838
Other Expenditure Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditure Adjustments	(\$38.642)	(\$1.061)	\$107.296	\$89.970	\$84.094	\$87.053
Total Cash Conversion Adjustments before Depreciation and GASB Adjustments	(\$231.451)	(\$4.953)	(\$3.192)	(\$19.532)	(\$29.231)	(\$37.501)
Depreciation Adjustment	\$1,519.813	\$1,638.144	\$1,688.144	\$1,863.292	\$1,913.292	\$1,964.634
OPEB Obligation	1,638.388	1,616.261	1,680.911	1,748.148	1,818.074	1,890.797
Environmental Remediation	12.478	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$2,939.228	\$3,249.452	\$3,365.863	\$3,591.908	\$3,702.135	\$3,817.930

MTA NEW YORK CITY TRANSIT
November Financial Plan 2016 - 2019
Ridership/Traffic Volume (Utilization)
(\$ in millions)

	2014 Actual	2015 November Forecast	2016 Final Proposed Budget	2017	2018	2019
RIDERSHIP						
Subway	1,751.288	1,763.213	1,801.642	1,811.038	1,821.877	1,827.912
Bus	667.051	652.005	661.215	661.204	663.452	664.449
Paratransit	8.884	8.808	9.573	10.195	10.858	11.564
Total Ridership	2,427.223	2,424.026	2,472.430	2,482.437	2,496.187	2,503.925
FAREBOX REVENUE (Excluding fare media liability)						
Subway	\$ 3,171.793	\$ 3,303.475	\$ 3,397.986	\$ 3,416.390	\$ 3,437.621	\$ 3,449.442
Bus	949.898	960.608	977.116	986.540	990.205	991.830
Paratransit	15.957	17.823	19.751	21.034	22.402	23.858
Total Farebox Revenue	\$ 4,137.648	\$ 4,281.906	\$ 4,394.853	\$ 4,423.964	\$ 4,450.228	\$ 4,465.130

MTA New York City Transit
November Financial Plan 2016-2019
2015 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2015	Pos.	2016	Pos.	2017	Pos.	2018	Pos.	2019
<u>Administration</u>										
Corporate Communications Savings		0.128		0.263		0.263		0.263		0.263
Subways Timekeeping Consolidation		0.000	30	1.913	50	4.632	50	5.141	50	5.141
Prescription Drug Rebid	-	0.000	-	5.917	-	10.460	-	13.998	-	14.977
<i>Subtotal Administration</i>	-	0.128	30	8.093	50	15.355	50	19.402	50	20.381
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Customer Convenience/Amenities</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
Operations Planning Fastrack Suppt. Reduction	6	0.154	6	0.332	6	0.332	6	0.332	6	0.332
Supply Logistics Efficiencies	-	0.262	2	0.577	2	0.577	2	0.577	2	0.577
<i>Subtotal Maintenance</i>	6	0.416	8	0.909	8	0.909	8	0.909	8	0.909
<u>Service Support</u>										
Revenue Collection Efficiencies	7	0.578	7	0.640	7	0.640	7	0.640	7	0.640
<i>Subtotal Service Support</i>	7	0.578	7	0.640	7	0.640	7	0.640	7	0.640
<u>Safety</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Safety</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Security</u>										
Security Efficiencies	1	0.298	2	0.660	2	0.660	2	0.660	2	0.660
<i>Subtotal Security</i>	1	0.298	2	0.660	2	0.660	2	0.660	2	0.660
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Service</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Other</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Agency Submission	14	\$1.420	47	\$10.302	67	\$17.564	67	\$21.611	67	\$22.590


MTA New York City Transit
November Financial Plan 2016 - 2019
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2014 Actual	2015 November Forecast	2016 Final Proposed Budget	2017	2018	2019
Administration						
Office of the President	59	54	64	63	63	62
Law	272	285	312	312	312	312
Office of the EVP	42	45	46	46	46	46
Human Resources	232	227	232	232	230	229
Office of Management and Budget	36	42	42	42	42	42
Capital Planning & Budget	30	35	35	35	35	35
Corporate Communications	259	261	260	260	260	260
Technology & Information Services	409	-	-	-	-	-
Non-Departmental	-	(33)	(34)	(34)	(34)	(34)
Labor Relations	87	97	98	98	98	98
Materiel	264	284	290	285	284	283
Controller	134	137	128	128	128	128
Total Administration	1,824	1,434	1,473	1,467	1,464	1,461
Operations						
Subways Service Delivery	7,806	7,814	8,029	7,959	7,958	7,958
Subways Operation Support /Admin	355	365	365	365	365	365
Subways Stations	2,610	2,640	2,632	2,628	2,628	2,628
Subtotal - Subways	10,771	10,819	11,026	10,952	10,951	10,951
Buses	10,628	10,946	11,028	11,005	11,005	11,005
Paratransit	205	213	213	213	213	213
Operations Planning	386	401	401	401	401	401
Revenue Control	402	579	579	579	579	579
Non-Departmental	-	-	-	114	114	114
Total Operations	22,392	22,958	23,247	23,264	23,263	23,263
Maintenance						
Subways Operation Support /Admin	204	184	157	141	145	144
Subways Engineering	349	363	381	361	339	322
Subways Car Equipment	4,310	4,450	4,390	4,366	4,260	4,218
Subways Infrastructure	1,408	1,528	1,594	1,595	1,542	1,542
Subways Elevator & Escalators	361	442	454	455	450	455
Subways Stations	3,606	3,691	3,722	3,727	3,723	3,709
Subways Track	2,738	2,805	2,819	2,824	2,827	2,813
Subways Power	558	597	596	596	585	584
Subways Signals	1,374	1,505	1,510	1,473	1,449	1,450
Subways Electronics Maintenance	1,433	1,578	1,595	1,563	1,543	1,539
Subtotal - Subways	16,341	17,143	17,218	17,101	16,863	16,776
Buses	3,804	3,644	3,692	3,648	3,653	3,707
Revenue Control	137	-	-	-	-	-
Supply Logistics	563	558	560	561	561	562
System Safety	82	99	99	99	99	99
Non-Departmental	-	(84)	(84)	194	189	186
Total Maintenance	20,927	21,360	21,485	21,603	21,365	21,330
Engineering/Capital						
Capital Program Management	1,343	1,319	1,358	1,358	1,358	1,358
Total Engineering/Capital	1,343	1,319	1,358	1,358	1,358	1,358
Public Safety						
Security	603	635	651	651	651	651
Total Public Safety	603	635	651	651	651	651
Total Baseline Positions	47,089	47,706	48,214	48,343	48,101	48,063
Non-Reimbursable	42,996	42,650	43,146	43,521	43,445	43,446
Reimbursable	4,093	5,056	5,068	4,822	4,656	4,617
Total Full-Time	46,856	47,552	48,010	48,139	47,897	47,859
Total Full-Time Equivalents	233	154	204	204	204	204

MTA New York City Transit
November Financial Plan 2016 - 2019
Total Positions by Function and Occupation

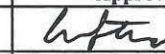


FUNCTION/OCCUPATIONAL GROUP	2014 Actual	2015 November Forecast	2016 Final Proposed Budget	2017	2018	2019
Administration						
Managers/Supervisors	564	545	542	540	539	536
Professional, Technical, Clerical	1,234	858	900	896	894	894
Operational Hourlies	26	31	31	31	31	31
Total Administration	1,824	1,434	1,473	1,467	1,464	1,461
Operations						
Managers/Supervisors	2,561	2,712	2,709	2,694	2,693	2,693
Professional, Technical, Clerical	471	500	506	506	506	506
Operational Hourlies	19,360	19,746	20,032	20,064	20,064	20,064
Total Operations	22,392	22,958	23,247	23,264	23,263	23,263
Maintenance						
Managers/Supervisors	3,848	3,862	3,901	3,918	3,869	3,859
Professional, Technical, Clerical	1,010	1,067	1,116	1,082	1,068	1,077
Operational Hourlies	16,069	16,431	16,468	16,603	16,428	16,394
Total Maintenance	20,927	21,360	21,485	21,603	21,365	21,330
Engineering/Capital						
Managers/Supervisors	331	339	339	339	339	339
Professional, Technical, Clerical	1,010	978	1,017	1,017	1,017	1,017
Operational Hourlies	2	2	2	2	2	2
Total Engineering/Capital	1,343	1,319	1,358	1,358	1,358	1,358
Public Safety						
Managers/Supervisors	236	261	275	275	275	275
Professional, Technical, Clerical	34	39	39	39	39	39
Operational Hourlies	333	335	337	337	337	337
Total Public Safety	603	635	651	651	651	651
Total Baseline Positions						
Managers/Supervisors	7,540	7,719	7,766	7,766	7,715	7,702
Professional, Technical, Clerical	3,759	3,442	3,578	3,540	3,524	3,533
Operational Hourlies	35,790	36,545	36,870	37,037	36,862	36,828
Total Baseline Positions	47,089	47,706	48,214	48,343	48,101	48,063

Staff Summary

Subject SIR 2016 Budget and 2016 – 2019 Financial Plan Adoption
Department Office of Management & Budget
Department Head Name Aaron Stern
Department Head Signature 
Project Manager Name

Date December 2, 2015
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	TA Committee		X		
2	Finance Committee		X		
3	MTA Board		X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB – Director		
2	Executive VP (Acting)		
3	President (Interim)		

Purpose

To secure MTA Board adoption of MTA Staten Island Railway's 2015 November Forecast, 2016 Final Proposed Budget, and the Four-Year Financial Plan for 2016-2019.

Discussion

The 2016 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA Staten Island Railway's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service. The baseline projections that follow for MTA Staten Island Railway include several new programmatic initiatives and support for current projects. Projections also capture budget reduction initiatives and savings from re-estimates. SIR projections do not include the estimated impacts from projected fare increases, unidentified MTA efficiencies, and MTA policy actions. These impacts will be presented as part of MTA consolidated materials.

Major Programmatic Initiatives

- **Enterprise Asset Management (EAM) Project.** This project is intended to improve asset performance and maximize resource efficiency. To help accomplish this, an additional 3 positions are included in this plan in 2016 and 2017 and 4 positions in subsequent years with expenses of \$0.264 million in 2016, \$0.364 million in 2017, \$0.347 million in 2018 and \$0.399 million in 2019. These resources will be focused on achieving the following: improve maintenance and capital planning (e.g. work planning, defect management, and failure analysis); implement a paperless reporting system, with a heavy focus on mobile devices and migrate to a single platform for capturing and analyzing asset and maintenance information.
- **Composite Third Rail Safety Project Installation.** \$0.990 million of operating funds are required over five years to improve the Railway's Third Rail to a "state of good repair."
- **Signal & Switch Replacement Program.** Required expenses of \$0.190 million in order to bring this system up to a future "state-of-good-repair", by providing spare parts for signal, electrical and communications needs.

- **On-Time Performance.** Operational safety initiatives, resulting from a derailment and collision in 2014, along with seasonal impacts such as slippery rails, have negatively impacted On-Time Performance. Additionally, a current shortage of train crews makes it difficult to fully provide for scheduled lunch periods. To help solve these difficulties, this plan requests approval to add two additional train crews, comprised of two Locomotive Engineers and two Conductors with an annual cost of \$0.407 million.
- **Additional Training Requirements.** Due to a rise in Capital Project requirements, an increase in hiring to support ongoing repairs resulting from Tropical Storm Sandy, and the loss of employees to attrition, SIR has been faced with increased training demands. Currently, the training unit is comprised of 1 manager and 3 hourly employees, who are on loan from their respective departments, thus impacting the ability of those departments to meet their normal work requirements. To address this problem, this plan requests approval to add three Supervisory Training positions with an annual cost of \$0.388 million.
- **SIR Car Fleet Scheduled Maintenance Project Timing.** This important 18 month project that is necessary in order to extend the useful life of this over-40 year old fleet until anticipated replacement was delayed five months from July 2015 to December 2015, resulting in the project being extended through May 2017 with a transfer of planned maintenance costs of \$7.3 million from 2015 to 2017.

Budget Reduction Initiatives included in this financial plan project annual savings of \$0.211 million beginning in 2015, mostly from several non-labor accounts and extended delays in filling non-priority vacancy positions.

2015 November Forecast-Baseline

Total operating revenues are projected at \$8.9 million, including farebox revenues of \$6.4 million. Total operating expenses are projected to be \$49.8 million, consisting of labor costs of \$37.4 million and non-labor expenses of \$12.3 million. Non-cash depreciation expense is projected at \$8.3 million and other post-employment benefit expenses are projected at \$2.3 million. After including favorable cash adjustments of \$5.8 million, the projected net cash deficit is \$45.8 million. Projected reimbursable expenses of \$3.9 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 317, including 291 non-reimbursable positions and 26 reimbursable positions.

2016 Final Proposed Budget-Baseline

Total operating revenues are projected at \$9.3 million, including farebox revenues of \$6.7 million. Total operating expenses are projected to be \$68.2 million, consisting of labor costs of \$39.3 million and non-labor expenses of \$28.9 million. Non-cash depreciation expense is projected at \$8.3 million and other post-employment benefit expenses are projected at \$2.3 million. After including favorable cash adjustments of \$10.6 million, the projected net cash deficit is \$58.9 million. Projected reimbursable expenses of \$6.9 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 328, including 302 non-reimbursable positions and 26 reimbursable positions.

Impact on Funding

The 2015 November Forecast, the 2016 Final Proposed Budget and the Four-Year Financial Plan for 2016-2019, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2015 November Forecast, the 2016 Final Proposed Budget and the Four-Year Financial Plan for 2016-2019 for MTA Staten Island Railway.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2016-2019
Accrual Statement of Operations by Category
(\$ in millions)

Non-Reimbursable						
	2014	2015	2016			
	Actual	November Forecast	Final Proposed Budget	2017	2018	2019
Operating Revenue						
Farebox Revenue	\$5.898	\$6.373	\$6.735	\$6.769	\$6.816	\$6.839
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.593	2.486	2.568	2.589	2.612	2.635
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$8.491	\$8.859	\$9.303	\$9.358	\$9.428	\$9.474
Operating Expenses						
<u>Labor:</u>						
Payroll	\$20.011	\$22.715	\$22.117	\$22.549	\$22.973	\$23.470
Overtime	3.156	1.780	3.342	1.588	1.402	1.416
Health and Welfare	4.296	3.938	4.310	4.361	4.543	4.732
OPEB Current Payment	1.094	1.309	1.420	1.437	1.498	1.561
Pensions	5.865	6.007	6.133	6.220	6.306	6.541
Other Fringe Benefits	5.417	3.437	3.756	3.739	3.823	3.910
Reimbursable Overhead	(0.514)	(1.754)	(1.754)	(1.754)	(1.754)	(1.754)
Total Labor Expenses	\$39.325	\$37.432	\$39.324	\$38.140	\$38.791	\$39.876
<u>Non-Labor:</u>						
Electric Power	\$4.244	\$3.837	\$3.945	\$4.085	\$4.342	\$4.636
Fuel	0.342	0.216	0.217	0.229	0.238	0.261
Insurance	1.594	1.241	1.590	1.610	1.780	1.806
Claims	0.283	0.904	0.085	0.089	0.089	0.091
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.833	3.396	20.049	9.019	1.829	1.893
Professional Service Contracts	1.247	0.754	0.766	0.784	0.802	0.820
Materials & Supplies	1.766	1.964	2.222	1.332	1.346	1.359
Other Business Expenses	0.210	0.030	0.030	0.030	0.030	0.030
Total Non-Labor Expenses	\$10.519	\$12.342	\$28.904	\$17.178	\$10.456	\$10.896
<u>Other Expenses Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$49.844	\$49.774	\$68.228	\$55.318	\$49.247	\$50.772
Depreciation	\$7.923	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Obligation	2.398	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	(0.042)	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$60.123	\$60.374	\$78.828	\$65.918	\$59.847	\$61.372
Net Surplus/(Deficit)	(\$51.632)	(\$51.515)	(\$69.525)	(\$56.560)	(\$50.419)	(\$51.898)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2016-2019
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2014	2015	2016			
	Actual	November	Final Proposed	2017	2018	2019
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1.250	3.871	6.871	5.371	3.871	3.871
Total Revenue	\$1.250	\$3.871	\$6.871	\$5.371	\$3.871	\$3.871
Expenses						
<u>Labor:</u>						
Payroll	\$0.447	\$1.717	\$1.717	\$1.717	\$1.717	\$1.717
Overtime	0.131	0.400	1.794	1.794	0.400	0.400
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.016	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.106	0.106	0.000	0.000
Reimbursable Overhead	0.514	1.754	1.754	1.754	1.754	1.754
Total Labor Expenses	\$1.108	\$3.871	\$5.371	\$5.371	\$3.871	\$3.871
<u>Non-Labor:</u>						
Electric Power	\$0.007	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.135	0.000	1.500	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.142	\$0.000	\$1.500	\$0.000	\$0.000	\$0.000
<u>Other Expenses Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$1.250	\$3.871	\$6.871	\$5.371	\$3.871	\$3.871
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$1.250	\$3.871	\$6.871	\$5.371	\$3.871	\$3.871
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
November Financial Plan 2016-2019
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2014	2015	2016			
	Actual	November Forecast	Final Proposed Budget	2017	2018	2019
Revenue						
Farebox Revenue	\$5.898	\$6.373	\$6.735	\$6.769	\$6.816	\$6.839
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.593	2.486	2.568	2.589	2.612	2.635
Capital and Other Reimbursements	1.250	3.871	6.871	5.371	3.871	3.871
Total Revenue	\$9.741	\$12.730	\$16.174	\$14.729	\$13.299	\$13.345
Expenses						
<u>Labor:</u>						
Payroll	\$20.458	\$24.432	\$23.834	\$24.266	\$24.690	\$25.187
Overtime	3.287	2.180	5.136	3.382	1.802	1.816
Health and Welfare	4.296	3.938	4.310	4.361	4.543	4.732
OPEB Current Payment	1.110	1.309	1.420	1.437	1.498	1.561
Pensions	5.865	6.007	6.133	6.220	6.306	6.541
Other Fringe Benefits	5.417	3.437	3.862	3.845	3.823	3.910
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$40.433	\$41.303	\$44.695	\$43.511	\$42.662	\$43.747
<u>Non-Labor:</u>						
Electric Power	\$4.251	\$3.837	\$3.945	\$4.085	\$4.342	\$4.636
Fuel	0.342	0.216	0.217	0.229	0.238	0.261
Insurance	1.594	1.241	1.590	1.610	1.780	1.806
Claims	0.283	0.904	0.085	0.089	0.089	0.091
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.833	3.396	20.049	9.019	1.829	1.893
Professional Service Contracts	1.247	0.754	0.766	0.784	0.802	0.820
Materials & Supplies	1.901	1.964	3.722	1.332	1.346	1.359
Other Business Expenses	0.210	0.030	0.030	0.030	0.030	0.030
Total Non-Labor Expenses	\$10.661	\$12.342	\$30.404	\$17.178	\$10.456	\$10.896
<u>Other Expenses Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$51.094	\$53.645	\$75.099	\$60.689	\$53.118	\$54.643
Depreciation	\$7.923	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Obligation	2.398	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	(0.042)	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$61.373	\$64.245	\$85.699	\$71.289	\$63.718	\$65.243
Net Surplus/(Deficit)	(\$51.632)	(\$51.515)	(\$69.525)	(\$56.560)	(\$50.419)	(\$51.898)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2016-2019
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES

	2014 Actual	2015 November Forecast	2016 Final Proposed Budget	2017	2018	2019
Receipts						
Farebox Revenue	\$5.859	\$5.932	\$6.735	\$6.769	\$6.816	\$6.840
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	3.005	3.396	2.568	2.589	2.612	2.635
Capital and Other Reimbursements	2.592	3.871	6.871	5.371	3.871	3.871
Total Receipts	\$11.456	\$13.199	\$16.174	\$14.729	\$13.299	\$13.346
Expenditures						
<u>Labor:</u>						
Payroll	\$18.827	\$28.137	\$23.834	\$24.266	\$24.690	\$25.187
Overtime	2.971	2.380	5.136	3.382	1.802	1.816
Health and Welfare	6.452	3.938	4.310	4.361	4.543	4.732
OPEB Current Payment	0.460	1.309	1.420	1.437	1.498	1.561
Pensions	5.995	6.007	6.133	6.220	6.306	6.541
Other Fringe Benefits	3.769	3.644	3.862	3.845	3.823	3.912
GASB Account	0.464	0.000	0.000	0.000	0.007	0.017
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$38.938	\$45.415	\$44.695	\$43.511	\$42.669	\$43.766
<u>Non-Labor:</u>						
Electric Power	\$4.228	\$3.837	\$3.945	\$4.085	\$4.342	\$4.636
Fuel	0.123	0.430	0.217	0.229	0.238	0.257
Insurance	0.892	2.092	1.590	1.610	1.780	1.806
Claims	0.041	1.039	0.085	0.089	0.089	0.091
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.423	3.396	20.049	9.019	1.829	1.893
Professional Service Contracts	0.889	0.754	0.766	0.784	0.802	0.820
Materials & Supplies	2.789	1.964	3.722	1.332	1.346	1.359
Other Business Expenses	0.097	0.030	0.030	0.030	0.030	0.030
Total Non-Labor Expenditures	\$10.482	\$13.542	\$30.404	\$17.178	\$10.456	\$10.892
<u>Other Expenditure Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$49.420	\$58.957	\$75.099	\$60.689	\$53.125	\$54.658
Net Cash Surplus/(Deficit)	(\$37.964)	(\$45.758)	(\$58.925)	(\$45.960)	(\$39.826)	(\$41.312)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2016-2019
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2014	2015	2016			
	Actual	November Forecast	Final Proposed Budget	2017	2018	2019
Receipts						
Farebox Revenue	(\$0.039)	(\$0.441)	\$0.000	\$0.000	\$0.000	\$0.001
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.412	0.910	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1.342	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$1.715	\$0.469	\$0.000	\$0.000	\$0.000	\$0.001
Expenditures						
<u>Labor:</u>						
Payroll	\$1.631	(\$3.705)	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.316	(0.200)	0.000	0.000	0.000	0.000
Health and Welfare	(2.156)	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.650	0.000	0.000	0.000	0.000	0.000
Pensions	(0.130)	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	1.648	(0.207)	0.000	0.000	0.000	(0.002)
GASB Account	(0.464)	0.000	0.000	0.000	(0.007)	(0.017)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1.495	(\$4.112)	\$0.000	\$0.000	(\$0.007)	(\$0.019)
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.023	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.219	(0.214)	0.000	0.000	0.000	0.004
Insurance	0.702	(0.851)	0.000	0.000	0.000	0.000
Claims	0.242	(0.135)	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.590)	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.358	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	(0.888)	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.113	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.179	(\$1.200)	\$0.000	\$0.000	\$0.000	\$0.004
<u>Other Expenditures Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$3.389	(\$4.843)	\$0.000	\$0.000	(\$0.007)	(\$0.014)
Depreciation Adjustment	\$7.923	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Obligation	2.398	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	(0.042)	0.000	0.000	0.000	0.000	0.000
Baseline Total Cash Conversion Adjustments	\$13.668	\$5.757	\$10.600	\$10.600	\$10.593	\$10.586
Total Cash Conversion Adjustments	\$13.668	\$5.757	\$10.600	\$10.600	\$10.593	\$10.586

MTA STATEN ISLAND RAILWAY
November Financial Plan 2016-2019
Ridership/(Utilization)
(\$ in millions)

		2016 Final Proposed Budget			
2014 Actual	2015 November Forecast		2017	2018	2019

RIDERSHIP

Fixed Route	4.368	4.533	4.660	4.680	4.708	4.721
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Baseline Total Ridership	4.368	4.533	4.660	4.680	4.708	4.721
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FAREBOX REVENUE

Fixed Route	\$5.898	\$6.373	\$6.735	\$6.769	\$6.816	\$6.839
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Baseline Total Revenue	\$5.898	\$6.373	\$6.735	\$6.769	\$6.816	\$6.839
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STATEN ISLAND RAILWAY
November Financial Plan 2016-2019
2015 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2015	Pos.	2016	Pos.	2017	Pos.	2018	Pos.	2019
Administration										
Lower Audit Fees/Workers' Comp. Board Costs (July Plan)	—	\$0.074	—	\$0.074	—	\$0.074	—	\$0.074	—	\$0.074
Subtotal Administration	—	0.074	—	0.074	—	0.074	—	0.074	—	0.074
Customer Convenience/Amenities										
None	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Customer Convenience/Amenities	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Maintenance										
Reduced Tire/Tube and Diesel Valve Cost (July Plan)	—	0.026	—	0.026	—	0.026	—	0.026	—	0.026
Subtotal Maintenance	—	0.026	—	0.026	—	0.026	—	0.026	—	0.026
Revenue Enhancement										
None	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Revenue Enhancement	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Safety										
None	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Safety	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Security										
None	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Security	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Service										
None	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Service	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Service Support										
None	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Service Support	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Other										
Extend Deferral for Filling Vacancies (July Plan)	—	0.111	—	0.111	—	0.111	—	0.111	—	0.111
Subtotal Other	—	0.111	—	0.111	—	0.111	—	0.111	—	0.111
Agency Submission	—	\$0.211	—	\$0.211	—	\$0.211	—	\$0.211	—	\$0.211

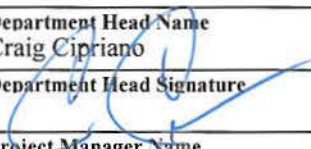
MTA STATEN ISLAND RAILWAY
November Financial Plan 2016-2019
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2014 Actual	2015 November Forecast	2016 Final Proposed Budget	2017	2018	2019
Administration						
Executive	11	13	13	13	13	13
General Office	7	9	10	10	10	10
Purchasing/Stores	5	6	6	6	6	6
Total Administration	23	28	29	29	29	29
Operations						
Transportation	94	107	107	107	107	107
Maintenance						
Mechanical	40	43	52	52	52	52
Electronic/Electrical	13	15	15	15	15	15
Power/Signals	24	26	26	26	26	26
Maintenance of Way	50	47	48	48	49	49
Infrastructure	27	25	25	25	25	25
Total Maintenance	154	156	166	166	167	167
Engineering/Capital						
None	18	26	26	26	26	-
Public Safety						
Police	-	-	-	-	-	-
Baseline Total Positions	289	317	328	328	329	303
Non-Reimbursable	268	291	302	302	303	303
Reimbursable	21	26	26	26	26	-
Total Full-Time	289	317	328	328	329	303
Total Full-Time Equivalents						

MTA STATEN ISLAND RAILWAY
November Financial Plan 2016-2019
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2014 Actual	2015 November Forecast	2016 Final Proposed Budget	2017	2018	2019
Administration						
Managers/Supervisors	16	17	17	17	17	17
Professional, Technical, Clerical	7	11	12	12	12	12
Operational Hourlies	-	-	-	-	-	-
Total Administration	23	28	29	29	29	29
Operations						
Managers/Supervisors	2	5	5	5	5	5
Professional, Technical, Clerical	2	3	3	3	3	3
Operational Hourlies	90	99	99	99	99	99
Total Operations	94	107	107	107	107	107
Maintenance						
Managers/Supervisors	12	9	12	12	12	12
Professional, Technical, Clerical	2	3	6	6	6	6
Operational Hourlies	140	144	148	148	149	149
Total Maintenance	154	156	166	166	167	167
Engineering/Capital						
Managers/Supervisors	3	4	4	4	4	-
Professional, Technical, Clerical	2	2	2	2	2	-
Operational Hourlies	13	20	20	20	20	-
Total Engineering/Capital	18	26	26	26	26	-
Public Safety						
Managers/Supervisors	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-
Total Positions						
Managers/Supervisors	33	35	38	38	38	34
Professional, Technical, Clerical	13	19	23	23	23	21
Operational Hourlies	243	263	267	267	268	248
Baseline Total Positions	289	317	328	328	329	303

Staff Summary

Subject MTA Bus 2016 Budget and 2016-2019 Financial Plan Adoption
Department Finance
Department Head Name Craig Cipriano
Department Head Signature 
Project Manager Name Jacqueline Bruce

Date December 1, 2015
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT/MTA Bus	12/14/15	X		
2	Finance Committee	12/14/15	X		
3	MTA Board	12/16/15	X		

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

Purpose

To secure MTA Board adoption of MTA Bus Company's 2015 November Forecast, 2016 Final Proposed Budget, and the Four-Year Financial Plan for 2016-2019.

Discussion

The 2016 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA Bus Company's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service to the metropolitan New York region. The baseline projections that follow for MTA Bus Company include the impact of budget reduction initiatives and exclude certain items that are captured "below-the-line" in the MTA Consolidated Financial Plan: Fare/Toll increases, unidentified MTA Efficiencies, and other MTA policy actions. The MTA is reimbursed from the City of New York for the operating deficits of MTA Bus.

The 2016 Final Proposed Budget includes funding for new and enhanced investments and initiatives in support of our core transit goals as follows:

Key Programmatic Initiatives

- Enterprise Asset Management (EAM): This initiative will improve the management of assets and the accuracy of data in the maintenance system and apply reliability-based maintenance practices to critical bus maintenance- and facilities-related work. EAM will maximize the safety, service life, and efficiency of each physical asset.
- Platform Budget: MTA Bus is refining all 80 bus routes over the course of the Plan to more accurately reflect traffic trends and operating conditions. Also included are the conversion of three routes to articulated service, one route transfer, and four service-related changes to existing routes.

- Tires & Tubes: The bus tire contract with the existing vendor has been extended. The terms of the extension allow for the continued testing/evaluation of all season traction tires, and covers costs associated with high and low floor buses, and replacement costs.
- SBS Routes: Two Select Bus Service (SBS) routes starting in 2016, the Q25 and Q70 will have start-up costs including: Fare machine purchase, fare machine installation, fare machine decals, bus wraps and eagle team ramp-up costs (MOU with NYCT); Annual cost: fare machine maintenance and Eagle team (MOU with NYCT)
- Farebox Component Replacements: MTABC's fareboxes are approximately 18 years old, whereas their useful life is determined to be ten years. The current schedule projects new fareboxes being replaced in 2023, at which time they will be 25 years old. This initiative will maintain these fareboxes in a State of Good Repair (SOGR) for the next 5 years.
- NAMS Radio Repair: The MTA Bus Electronic Support and Revenue Control Department is responsible for maintaining the radio communication recording system and bus and handheld radio equipment. The system allows radio communication between bus operators, road dispatchers, depot personnel and security throughout the five boroughs and Yonkers daily. These radios are used by road operations and security personnel to regulate service as well as communicate service disruptions, report emergencies and suspicious activity in and around MTA bus depots. This initiative is for the continued use of the outside vendor (NAMS) for installation, removal and repair of the radios until the new radio system is installed in 2021.

Budget Reduction Initiatives

The Plan provides overall savings of \$19.1 million through 2019, comprised of annual savings of \$3.0 million (2015), \$2.8 million (2016), \$4.2 million (2017), \$4.5 million (2018), and \$4.6 million (2019).

The savings are driven by three budget reduction initiatives discussed below.

- Payroll Savings: MTA Bus Company utilizes the expertise of NYC DOB personnel to avoid duplication of functions and to benefit from other economies of scale. This was achieved through various arrangements with NYCT, primarily through MOU's utilizing NYC DOB personnel to provide necessary service that would be invoiced to and approved for payment by MTA Bus Company. Although many of these arrangements are still required and will remain in effect, MTA Bus recently reviewed and restructured the functions and approval processes of such arrangements and identified some tasks that are no longer necessary.
- Prescription Drug Savings: These savings, are resulting from the recent RFP award to Express Scripts and are expected to begin to take effect on April 1, 2016.
- OTPS: These savings are based on a top down review of controllable non-labor categories.

2015 November Forecast – Baseline

Total operating revenues are projected at \$231.0 million, including \$210.4 million of farebox revenues. Total non-reimbursable expenses before depreciation and GASB adjustments are projected to be \$638.5 million in 2015, consisting of labor costs of \$477.0 million and non-labor expenses of \$161.5 million. Non-cash depreciation expense is projected at \$42.2 million and other post-employment benefit expenses are projected at \$100.2 million. After including favorable cash adjustments of \$138.3 million, the projected net cash deficit is \$411.6 million. Projected reimbursable expenses of \$5.7 million are fully offset by capital reimbursements.

Total end-of-year positions are projected at 3,752, consisting of 3,714 non-reimbursable positions and 38 reimbursable positions.

2016 Final Proposed Budget - Baseline

Total operating revenues are budgeted at \$235.2 million, including farebox revenues of \$214.5 million. Total non-reimbursable expenses before depreciation and GASB adjustments is budgeted to be \$670.5 million in 2016 consisting of labor costs of \$495.8 million and non-labor expenses of \$174.8 million. Non-cash depreciation expense is projected at \$42.2 million and other post-employment benefit expenses is projected at \$100.2 million. After including favorable cash adjustments of \$152.4 million, the projected net cash deficit is \$425.4 million. Projected reimbursable expenses of \$6.0 million are fully offset by capital reimbursements.

Total 2016 end-of-year positions are projected at 3,807 consisting of 3,767 non-reimbursable positions and 40 reimbursable positions.

Impact on Funding

The 2015 November Forecast, the 2016 Final Proposed Budget and the Four-Year Financial Plan for 2016-2019 revenues, expenses, and positions, which are presented in the attached tables, are consistent with the proposed MTA financial plan.

Recommendation

It is recommended that the MTA Board adopt the 2015 November Forecast, the 2016 Final Proposed Budget, and the Four-Year Financial Plan for 2016-2019 for MTA Bus Company.

MTA BUS COMPANY
November Financial Plan 2016 - 2019
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2014	2015	2016			
	Actual	November Forecast	Final Proposed Budget	2017	2018	2019
Operating Revenue						
Farebox Revenue	\$203.591	\$210.400	\$214.471	\$214.485	\$215.271	\$215.613
Other Operating Revenue	20.094	20.560	20.724	21.089	21.471	21.650
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$223.685	\$230.960	\$235.195	\$235.574	\$236.742	\$237.263
Operating Expenses						
<u>Labor:</u>						
Payroll	\$254.708	\$251.409	\$261.513	\$268.151	\$267.857	\$266.956
Overtime	58.921	52.841	52.900	53.702	54.307	55.306
Health and Welfare	54.590	56.928	60.015	57.926	54.401	52.737
OPEB Current Payment	19.641	22.098	23.955	24.339	25.433	26.578
Pensions	44.956	46.240	47.044	47.743	48.493	50.324
Other Fringe Benefits	69.131	47.437	50.329	50.186	53.083	55.095
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$501.947	\$476.954	\$495.757	\$502.047	\$503.575	\$506.996
<u>Non-Labor:</u>						
Electric Power	\$1.503	\$1.773	\$1.837	\$1.955	\$2.080	\$2.173
Fuel	35.099	23.661	24.131	25.181	28.166	30.786
Insurance	3.354	5.345	6.166	6.521	7.370	7.820
Claims	32.222	28.768	29.000	29.447	29.977	30.490
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	21.190	32.772	40.363	68.371	27.085	23.696
Professional Service Contracts	20.481	27.281	26.443	26.627	26.662	27.170
Materials & Supplies	43.097	39.509	44.282	41.750	34.849	37.982
Other Business Expenses	3.856	2.441	2.557	3.715	3.789	3.008
Total Non-Labor Expenses	\$160.802	\$161.549	\$174.779	\$203.567	\$159.977	\$163.125
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$662.749	\$638.503	\$670.536	\$705.614	\$663.551	\$670.121
Depreciation	\$48.530	\$42.236	\$42.236	\$42.887	\$43.658	\$43.657
OPEB Obligation	105.049	100.150	100.150	100.150	100.150	100.150
Environmental Remediation	0.610	-	-	-	-	-
Total Expenses	\$816.938	\$780.889	\$812.922	\$848.651	\$807.359	\$813.928
Net Surplus/(Deficit)	(\$593.253)	(\$549.929)	(\$577.727)	(\$613.077)	(\$570.617)	(\$576.665)

MTA BUS COMPANY
November Financial Plan 2016 - 2019
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2014 Actual	2015 November Forecast	2016 Final Proposed Budget	2017	2018	2019
Revenue						
Farebox Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	6.148	5.738	6.039	5.857	5.960	5.925
Total Revenue	\$6.148	\$5.738	\$6.039	\$5.857	\$5.960	\$5.925
Expenses						
<u>Labor:</u>						
Payroll	\$2.804	\$2.714	\$2.892	\$2.682	\$2.731	\$2.586
Overtime	-	-	-	-	-	-
Health and Welfare	0.749	1.038	1.093	1.101	1.121	1.214
OPEB Current Payment	-	-	-	-	-	-
Pensions	0.442	0.470	0.498	0.498	0.508	0.508
Other Fringe Benefits	0.419	0.462	0.482	0.486	0.495	0.495
Reimbursable Overhead	0.093	-	-	-	-	-
Total Labor Expenses	\$4.507	\$4.684	\$4.965	\$4.767	\$4.855	\$4.803
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-
Insurance	-	-	-	-	-	-
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	0.227	0.231	0.235	0.238	0.242
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	1.641	0.827	0.843	0.855	0.867	0.881
Other Business Expenses	-	-	-	-	-	-
Total Non-Labor Expenses	\$1.641	\$1.054	\$1.074	\$1.090	\$1.105	\$1.122
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$6.148	\$5.738	\$6.039	\$5.857	\$5.960	\$5.925
Depreciation	-	-	-	-	-	-
Total Expenses	\$6.148	\$5.738	\$6.039	\$5.857	\$5.960	\$5.925
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
November Financial Plan 2016 - 2019
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2014	2015	2016			
	Actual	November	Final Proposed	2017	2018	2019
Revenue		Forecast	Budget			
Farebox Revenue	\$203.591	\$210.400	\$214.471	\$214.485	\$215.271	\$215.613
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	20.094	20.560	20.724	21.089	21.471	21.650
Capital and Other Reimbursements	6.148	5.738	6.039	5.857	5.960	5.925
Total Revenue	\$229.833	\$236.698	\$241.234	\$241.431	\$242.702	\$243.188
Expenses						
<u>Labor:</u>						
Payroll	\$257.512	\$254.123	\$264.405	\$270.833	\$270.588	\$269.542
Overtime	58.921	52.841	52.900	53.702	54.307	55.306
Health and Welfare	55.339	57.966	61.109	59.027	55.522	53.951
OPEB Current Payment	19.641	22.098	23.955	24.339	25.433	26.578
Pensions	45.398	46.710	47.542	48.241	49.001	50.832
Other Fringe Benefits	69.550	47.899	50.811	50.671	53.578	55.590
Reimbursable Overhead	0.093	-	-	-	-	-
Total Labor Expenses	\$506.454	\$481.638	\$500.722	\$506.814	\$508.429	\$511.799
<u>Non-Labor:</u>						
Electric Power	\$1.503	\$1.773	\$1.837	\$1.955	\$2.080	\$2.173
Fuel	35.099	23.661	24.131	25.181	28.166	30.786
Insurance	3.354	5.345	6.166	6.521	7.370	7.820
Claims	32.222	28.768	29.000	29.447	29.977	30.490
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	21.190	32.999	40.594	68.606	27.323	23.937
Professional Service Contracts	20.481	27.281	26.443	26.627	26.662	27.170
Materials & Supplies	44.738	40.336	45.125	42.605	35.716	38.863
Other Business Expenses	3.856	2.441	2.557	3.715	3.789	3.008
Total Non-Labor Expenses	\$162.443	\$162.603	\$175.853	\$204.657	\$161.082	\$164.247
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$668.897	\$644.241	\$676.575	\$711.471	\$669.511	\$676.046
Depreciation	\$48.530	\$42.236	\$42.236	\$42.887	\$43.658	\$43.657
OPEB Obligation	105.049	100.150	100.150	100.150	100.150	100.150
Environmental Remediation	0.610	-	-	-	-	-
Total Expenses	\$823.086	\$786.627	\$818.961	\$854.508	\$813.319	\$819.853
Net Surplus/(Deficit)	(\$593.253)	(\$549.929)	(\$577.727)	(\$613.077)	(\$570.617)	(\$576.665)

MTA BUS COMPANY
November Financial Plan 2016 - 2019
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2014 Actual	2015 November Forecast	2016 Final Proposed Budget	2017	2018	2019
Receipts						
Farebox Revenue	\$203.251	\$210.650	\$214.471	\$214.485	\$215.271	\$215.613
Other Operating Revenue	19.508	21.560	20.724	21.089	21.471	21.650
Capital and Other Reimbursements	7.438	11.790	9.227	11.048	11.244	14.575
Total Receipts	\$230.197	\$244.000	\$244.422	\$246.622	\$247.986	\$251.838
Expenditures						
<u>Labor:</u>						
Payroll	\$274.384	261.251	\$262.376	\$268.793	\$268.509	\$270.921
Overtime	58.921	52.841	52.900	53.702	54.307	55.306
Health and Welfare	59.262	57.552	60.692	58.607	55.094	53.951
OPEB Current Payment	18.505	22.098	23.955	24.339	25.433	26.578
Pensions	44.065	46.537	47.370	48.071	48.827	50.658
Other Fringe Benefits	46.779	49.863	50.638	50.498	53.401	55.413
GASB Account	2.586	0.001	-	-	-	0.094
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$504.502	\$490.144	\$497.931	\$504.011	\$505.571	\$512.921
<u>Non-Labor:</u>						
Electric Power	\$1.699	\$1.773	\$1.837	\$1.955	\$2.080	\$2.173
Fuel	39.313	23.661	24.131	25.181	28.166	29.363
Insurance	3.190	8.245	6.166	6.521	7.370	7.820
Claims	32.257	24.768	25.000	25.385	25.842	26.355
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	23.778	31.999	40.594	68.607	27.323	22.449
Professional Service Contracts	16.994	31.281	26.443	26.627	26.662	27.170
Materials & Supplies	43.941	40.336	45.125	42.605	35.716	38.863
Other Business Expenses	1.059	3.441	2.558	3.715	3.788	3.008
Total Non-Labor Expenditures	\$162.231	\$165.503	\$171.854	\$200.596	\$156.946	\$157.201
<u>Other Expenditure Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$666.733	\$655.647	\$669.785	\$704.607	\$662.517	\$670.122
Net Cash Surplus/(Deficit)	(\$436.536)	(\$411.647)	(\$425.363)	(\$457.985)	(\$414.531)	(\$418.284)

MTA BUS COMPANY
November Financial Plan 2016 - 2019
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2014 Actual	2015 November Forecast	2016 Final Proposed Budget	2017	2018	2019
Receipts						
Farebox Revenue	(\$0.340)	\$0.250	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	(0.586)	1.000	-	-	-	-
Capital and Other Reimbursements	1.290	6.052	3.188	5.191	5.284	8.650
Total Receipts	\$0.364	\$7.302	\$3.188	\$5.191	\$5.284	\$8.650
Expenditures						
<u>Labor:</u>						
Payroll	(\$16.872)	(\$7.128)	\$2.029	\$2.040	\$2.079	(\$1.379)
Overtime	-	-	-	-	-	-
Health and Welfare	(3.923)	0.414	0.417	0.420	0.428	-
OPEB Current Payment	1.136	-	-	-	-	-
Pensions	1.333	0.173	0.172	0.170	0.174	0.174
Other Fringe Benefits	22.771	(1.964)	0.173	0.173	0.177	0.177
GASB Account	(2.586)	(0.001)	-	-	-	(0.094)
Reimbursable Overhead	0.093	-	-	-	-	-
Total Labor Expenditures	\$1.952	(\$8.506)	\$2.791	\$2.803	\$2.858	(\$1.122)
<u>Non-Labor:</u>						
Electric Power	(\$0.196)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(4.214)	-	-	-	-	1.423
Insurance	0.164	(2.900)	-	-	-	-
Claims	(0.035)	4.000	4.000	4.062	4.135	4.135
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(2.588)	1.000	-	(0.001)	-	1.488
Professional Service Contracts	3.487	(4.000)	-	-	-	-
Materials & Supplies	0.797	-	-	-	-	(0.001)
Other Business Expenditures	2.797	(1.000)	(0.001)	-	0.001	-
Total Non-Labor Expenditures	\$0.212	(\$2.900)	\$3.999	\$4.061	\$4.136	\$7.045
<u>Other Expenditures Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	\$2.528	(\$4.104)	\$9.978	\$12.055	\$12.278	\$14.574
Depreciation Adjustment	\$48.530	\$42.236	\$42.236	\$42.887	\$43.658	\$43.657
OPEB Obligation	105.049	100.150	100.150	100.150	100.150	100.150
Environmental Remediation	0.610	-	-	-	-	-
Total Cash Conversion Adjustments	\$156.717	\$138.282	\$152.364	\$155.092	\$156.086	\$158.381

MTA BUS COMPANY
November Financial Plan 2016 - 2019
Ridership/(Utilization)
(in millions)

	2014 Actual	2015 November Forecast	2016 Final Proposed Budget	2017	2018	2019
<u>RIDERSHIP</u>						
Fixed Route	125.581	125.700	127.401	127.403	127.833	128.023
Total Ridership	125.581	125.700	127.401	127.403	127.833	128.023
<u>FAREBOX REVENUE</u>						
Fixed Route	\$203.591	\$210.400	\$214.471	\$214.485	\$215.271	\$215.613
Total Revenue	\$203.591	\$210.400	\$214.471	\$214.485	\$215.271	\$215.613

MTA BUS COMPANY
November Financial Plan 2016 - 2019
2015 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2015	Pos.	2016	Pos.	2017	Pos.	2018	Pos.	2019
<u>Administration</u>										
Payroll	-	\$0.500	-	\$0.500	-	\$0.500	-	\$0.500	-	\$0.500
Subtotal Administration	-	\$0.500	-	\$0.500	-	\$0.500	-	\$0.500	-	\$0.500
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Maintenance	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Revenue Enhancement	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety/Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
Health & Welfare	-	0.000	-	0.420	-	0.742	-	0.992	-	1.062
OTPS (July Plan)	-	2.500	-	1.900	-	3.000	-	3.000	-	3.000
Subtotal Other	-	2.500	-	2.320	-	3.742	-	3.992	-	4.062
Agency Submission	-	\$3.000	-	\$2.820	-	\$4.242	-	\$4.492	-	\$4.562

MTA BUS COMPANY
November Financial Plan 2016 - 2019
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2014 Actual	2015 November Forecast	2016 Final Proposed Budget	2017	2018	2019
Administration						
Office of the EVP	3	6	6	6	6	6
Human Resources	10	16	16	16	16	16
Office of Management and Budget	11	17	17	17	17	17
Technology & Information Services	14	-	-	-	-	-
Materiel	16	18	18	18	18	18
Controller	19	15	15	15	15	15
Office of the President	7	2	2	2	2	2
System Safety Administration	1	5	5	5	5	5
Law	24	21	21	21	21	21
Corporate Communications	3	-	-	-	-	-
Strategic Office	12	16	23	24	26	27
Labor Relations	3	4	4	4	4	4
Non Departmental	-	27	19	23	15	15
Total Administration	123	147	146	151	145	146
Operations						
Buses	2,198	2,220	2,227	2,236	2,236	2,236
Office of the Executive Vice President, Regional	3	4	4	4	4	4
Safety & Training	67	29	29	29	29	29
Road Operations	122	119	117	117	117	117
Transportation Support	22	22	22	22	22	22
Operations Planning	30	31	31	31	31	31
Revenue Control	21	27	27	27	27	27
Total Operations	2,463	2,452	2,457	2,466	2,466	2,466
Maintenance						
Buses	762	756	755	751	757	757
Maintenance Support/CMF	168	176	225	236	190	256
Facilities	47	73	74	74	74	74
Supply Logistics	91	93	95	95	95	95
Total Maintenance	1,068	1,098	1,149	1,156	1,116	1,182
Engineering/Capital						
Capital Program Management	28	37	37	37	37	37
Public Safety						
Office of the Senior Vice President	15	18	18	18	18	18
Total Positions	3,697	3,752	3,807	3,828	3,782	3,849
Non-Reimbursable	3,664	3,714	3,767	3,788	3,742	3,809
Reimbursable	33	38	40	40	40	40
Total Full-Time	3,682	3,737	3,792	3,813	3,767	3,834
Total Full-Time Equivalents	15	15	15	15	15	15

MTA BUS COMPANY
November Financial Plan 2016 - 2019
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2014 Actual	2015 November Forecast	2016 Final Proposed Budget	2017	2018	2019
Administration						
Managers/Supervisors	50	57	58	59	57	57
Professional, Technical, Clerical	73	65	71	71	73	74
Operational Hourlies	-	25	17	21	15	15
Total Administration	123	147	146	151	145	146
Operations						
Managers/Supervisors	304	301	302	302	302	302
Professional, Technical, Clerical	55	50	50	50	50	50
Operational Hourlies	2,104	2,101	2,105	2,114	2,114	2,114
Total Operations	2,463	2,452	2,457	2,466	2,466	2,466
Maintenance						
Managers/Supervisors	199	220	220	220	220	220
Professional, Technical, Clerical	21	18	21	21	21	21
Operational Hourlies	848	860	908	915	875	941
Total Maintenance	1,068	1,098	1,149	1,156	1,116	1,182
Engineering/Capital						
Managers/Supervisors	17	21	21	21	21	21
Professional, Technical, Clerical	11	16	16	16	16	16
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	28	37	37	37	37	37
Public Safety						
Managers/Supervisors	10	14	14	14	14	14
Professional, Technical, Clerical	3	4	4	4	4	4
Operational Hourlies	2	-	-	-	-	-
Total Public Safety	15	18	18	18	18	18
Total Positions						
Managers/Supervisors	580	613	615	616	614	614
Professional, Technical, Clerical	163	153	162	162	164	165
Operational Hourlies	2,954	2,986	3,030	3,050	3,004	3,070
Total Positions	3,697	3,752	3,807	3,828	3,782	3,849



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

Actual October 2015 fare media market share of non-student passenger trips compared to the previous year are summarized below:

<u>Fare Media</u>	<u>October 2014</u>	<u>October 2015*</u>	<u>Difference</u>
Cash	2.5%	2.0%	(0.5%)
Single-Ride Ticket	0.8%	0.8%	(0.0%)
Bonus Pay-Per-Ride	42.3%	39.4%	(2.9%)
Non-Bonus Pay-Per-Ride	3.3%	5.2%	1.9%
7-Day Farecard	21.4%	22.6%	1.2%
30-Day Farecard	<u>29.7%</u>	<u>30.1%</u>	0.4%
Total	100.0%	100.0%	

* Preliminary

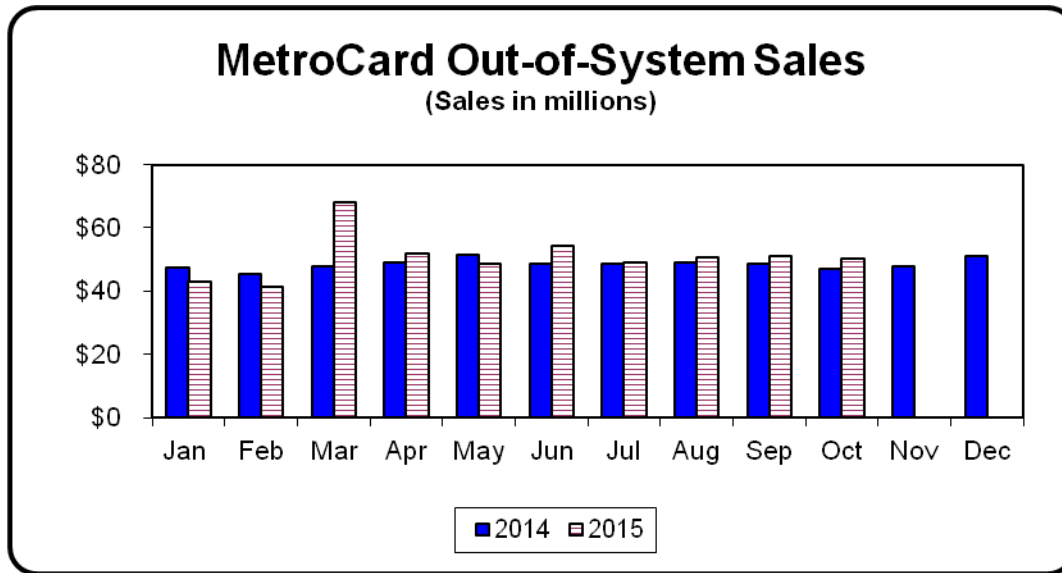
Note: Percentages may not add due to rounding.

Balance-Protection Program

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in October 2015 was 5,016, a 1.40 percent decrease from the same period last year. The average value of a credit issued was \$71.36.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$50.5 million in October 2015, a 7.7 percent increase compared to October of 2014. Year to date sales totaled \$511.2 million, a 5.6 percent increase compared to the same period last year.



Retail Sales

There were 4,340 active out-of-system sales and distribution locations for MetroCards, generating \$26.2 million in sales revenue during October 2015.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 131,295 MetroCards valued at approximately \$12.0 million were made in October 2015 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$91.06. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 89,581 for October 2015, generating an additional \$10.4 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$240.7 million, a 12 percent increase when compared to last year.

Mobile Sales Program

In October 2015, the Mobile Sales unit completed 196 site visits, of which 139 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$113,000 in revenue was generated. In October 2015, the Mobile Sales unit assisted and enabled 1,921 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and at local events including 3rd Avenue Festival (Brooklyn).

Reduced-Fare Program

During October 2015 enrollment in the Reduced-Fare Program increased by 7,135 new customers, while 3,752 customers left the program. The total number of customers in the program is 986,384. Seniors account for 809,069 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 177,315 customers. Of those, a total of 37,995 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$8.5 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In October 2015, the EasyPay Reduced Fare program enrollment totaled 152,746 accounts. During the month, active EasyPay customers accounted for approximately 2.4 million subway and bus rides with \$2.4 million charged to their accounts. Each active account averaged 29 trips per month, with an average monthly bill of \$16.

EasyPay Xpress Pay-Per-Ride Program

In October 2015, the EasyPay Xpress PPR program enrollment totaled 80,309 accounts. During this month, active Xpress PPR customers accounted for approximately 1.5 million subway, express bus and local bus rides with \$4.0 million charged to their accounts. Each active account averaged 24 trips per month, with an average monthly bill of \$64.

EasyPay Xpress Unlimited Program

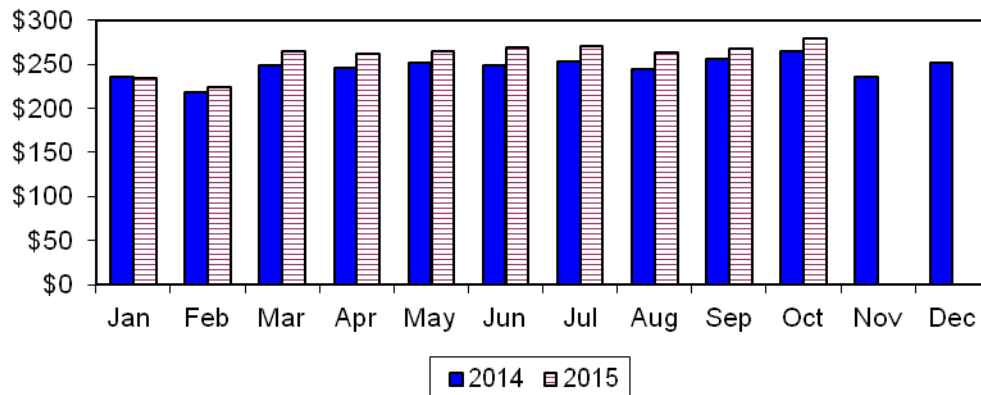
In October 2015, the EasyPay Xpress Unlimited program enrollment totaled 16,566 accounts. During this month, active Xpress Unlimited customers accounted for approximately 807,000 subway and local bus rides with \$1.6 million charged to their accounts. Each active account averaged 50 trips per month with a fixed monthly bill of \$116.50.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during October 2015 totaled \$279.9 million, on a base of 15.8 million customer transactions. This represents a 1.3 percent decrease in vending machine transactions compared to the same period last year. During October 2015, MEMs accounted for 2,186,331 transactions resulting in \$57,084,899 in sales. Debit/credit card purchases accounted for 77.4 percent of total vending machine revenue, while cash purchases accounted for 22.6 percent. Debit/credit card transactions account for 53.4 percent of total vending machine transactions, while cash transactions account for 46.6 percent. The average credit sale was \$28.87, more than three times the average cash sale of \$8.55. The average debit sale was \$21.12.

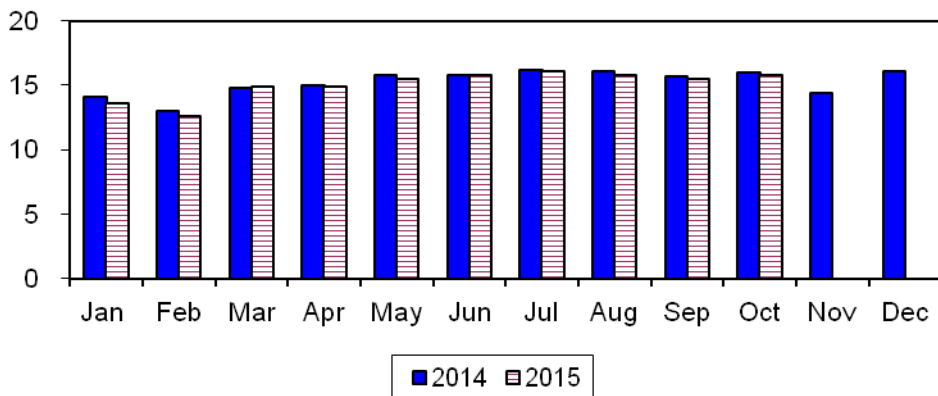
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



NYC Transit and MTA Bus Company EEO and Diversity Report

Data as of September 30, 2015

OVERVIEW

MTA NYC Transit and MTA Bus Company have conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTA NYC Transit and MTA Bus Company's **September 30, 2015** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.

2015-Q3 EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

WORKFORCE UTILIZATION ANALYSIS
As of September 30, 2015

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOPI***			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	29%	16%	No	23%	36%	Yes	7%	12%	Yes	5%	14%	Yes	0%	0%	Yes	1%	0%	No	1%	3%	Yes
Professionals	36%	36%	Yes	10%	32%	Yes	8%	9%	Yes	7%	26%	Yes	0%	0%	Yes	3%	0%	No	1%	3%	Yes
Technicians	39%	53%	Yes	11%	51%	Yes	12%	11%	No	5%	14%	Yes	0%	0%	Yes	12%	0%	No	2%	3%	Yes
Protective Services	21%	22%	Yes	31%	59%	Yes	18%	16%	No	1%	7%	Yes	1%	0%	No	3%	0%	No	1%	1%	Yes
Paraprofessionals	52%	51%	No	20%	44%	Yes	16%	26%	Yes	2%	7%	Yes	0%	0%	Yes	6%	0%	No	2%	2%	Yes
Administrative Support	54%	43%	No	21%	55%	Yes	23%	14%	No	4%	17%	Yes	0%	0%	Yes	6%	0%	No	2%	2%	Yes
Skilled Craft	21%	5%	No	22%	38%	Yes	16%	12%	No	5%	14%	Yes	0%	0%	Yes	8%	0%	No	2%	2%	Yes
Service Maintenance	15%	18%	Yes	33%	56%	Yes	28%	21%	No	3%	5%	Yes	0%	0%	Yes	2%	0%	No	1%	2%	Yes

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

** American Indian/Alaskan Native

*** Native Hawaiian Other Pacific Islander

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

2015-Q3 EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

NEW HIRES
January 1, 2015 to September 30, 2015

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	86	18	20.9%	21	24.4%	17	19.8%	11	12.8%	0	0.0%	0	0.0%	1	1.2%
Professionals	222	71	32.0%	52	23.4%	28	12.6%	69	31.1%	0	0.0%	0	0.0%	4	1.8%
Technicians	14	3	21.4%	5	35.7%	2	14.3%	4	28.6%	0	0.0%	0	0.0%	0	0.0%
Protective Services	20	3	15.0%	8	40.0%	4	20.0%	2	10.0%	0	0.0%	0	0.0%	1	5.0%
Paraprofessionals	6	6	100.0%	2	33.3%	1	16.7%	1	16.7%	0	0.0%	0	0.0%	1	16.7%
Administrative Support	445	212	47.6%	187	42.0%	47	10.6%	143	32.1%	0	0.0%	1	0.2%	4	0.9%
Skilled Craft	849	49	5.8%	278	32.7%	122	14.4%	170	20.0%	2	0.2%	0	0.0%	10	1.2%
Service Maintenance	1,627	333	20.5%	903	55.5%	368	22.6%	142	8.7%	4	0.2%	0	0.0%	19	1.2%
Total	3,269	695	21.3%	1,456	44.5%	589	18.0%	542	16.6%	6	0.2%	1	0.03%	40	1.2%

¹ Total includes males and females, both minority and non-minority.

² Total includes females, both minority and non-minority.

2015-Q3 EEO & DIVERSITY REPORT**NEW YORK CITY TRANSIT**

EEO AND TITLE VI COMPLAINTS
January 1, 2015 to September 30, 2015

Category	Race/ Color	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other ²	Total Issues ³	Total Cases	Status (# Open)
EEO	123	70	37	75	22	67	73	156	623	318	236
External Complaints	47	11	27	30	10	29	63	86	303	166	126
Internal Complaints	76	59	10	45	12	38	10	70	320	152	110

Category	Race	Color	National Origin	Total Issues ³	Total Cases	Status (# Open)
Title VI	81	3	28	112	105	75

¹ This chart includes all pending matters as of the date of the report; some matters were filed prior to the reporting period.

² "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

³ In some instances, a single complaint may involve two or more EEO protected classifications.

2015-Q3 EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 to 9/30/15
EXTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	31	0	4	2	2	1	40
TOTAL	31	0	4	2	2	1	40

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 to 9/30/15
INTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	26	9	9	0	0	0	44
TOTAL	26	9	9	0	0	0	44

* There were a total of 42 closed cases as of 9/30/15. However, two complaints resulted in a dual (reasonable cause/no reasonable cause) determination.

TITLE VI COMPLAINT RESOLUTION FROM 1/1/15 to 9/30/15

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	21	0	9	0	0	0	30
TOTAL	21	0	9	0	0	0	30

2015-Q3 EEO & DIVERSITY REPORT
MTA BUS COMPANY

WORKFORCE UTILIZATION ANALYSIS
As of September 30, 2015

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOPI***			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	22%	11%	No	14%	31%	Yes	8%	15%	Yes	5%	7%	Yes	0%	0%	Yes	0%	0%	Yes	2%	3%	Yes
Professionals	32%	52%	Yes	10%	22%	Yes	6%	12%	Yes	11%	19%	Yes	0%	0%	Yes	2%	0%	No	1%	5%	Yes
Technicians	20%	59%	Yes	8%	18%	Yes	8%	18%	Yes	14%	12%	No	0%	0%	Yes	4%	0%	No	1%	0%	No
Protective Services	16%	17%	Yes	34%	67%	Yes	18%	17%	No	3%	0%	No	0%	0%	Yes	2%	0%	No	2%	17%	Yes
Paraprofessionals	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes
Administrative Support	59%	40%	No	21%	29%	Yes	22%	13%	No	4%	6%	Yes	0%	0%	Yes	5%	0%	No	3%	9%	Yes
Skilled Craft	1%	1%	Yes	23%	30%	Yes	25%	14%	No	2%	11%	Yes	0%	0%	Yes	3%	2%	No	1%	5%	Yes
Service Maintenance	11%	13%	Yes	27%	52%	Yes	31%	21%	No	4%	6%	Yes	0%	0%	Yes	3%	0%	No	1%	3%	Yes

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

** American Indian/Alaskan Native

*** Native Hawaiian Other Pacific Islander

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Technicians

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

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Skilled Craft

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

Service Maintenance

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

2015-Q3 EEO & DIVERSITY REPORT
MTA BUS COMPANY

NEW HIRES
January 1, 2015 to September 30, 2015

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	46	5	10.9%	15	32.6%	6	13.0%	2	4.3%	0	0.0%	0	0.0%	0	0.0%
Professionals	17	8	47.1%	5	29.4%	1	5.9%	4	23.5%	0	0.0%	0	0.0%	1	5.9%
Technicians	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Protective Services	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	8	1	12.5%	4	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	12.5%
Skilled Craft	40	0	0.0%	14	35.0%	7	17.5%	12	30.0%	0	0.0%	0	0.0%	2	5.0%
Service Maintenance	229	49	21.4%	131	57.2%	57	24.9%	15	6.6%	1	0.4%	0	0.0%	3	1.3%
Total	340	63	18.5%	169	49.7%	71	20.9%	33	9.7%	1	0.3%	0	0.0%	7	2.1%

¹ Total includes males and females, both minority and non-minority.

² Total includes females, both minority and non-minority.

2015-Q3 EEO & DIVERSITY REPORT
MTA BUS COMPANY

EEO AND TITLE VI COMPLAINTS
January 1, 2015 to September 30, 2015

Category	Race/ Color	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other ²	Total Issues ³	Total Cases ⁴	Status (# Open) ⁵
EEO	3	0	3	1	1	1	7	3	18	15	6
External Complaints	2	0	2	1	0	0	7	3	15	12	4
Internal Complaints	1	0	1	0	1	1	0	0	3	3	2

Category	Race	Color	National Origin	Total Issues ³	Total Cases	Status (# Open)
Title VI	5	0	1	6	6	3

¹ This chart includes all pending matters as of the date of the report; some matters were filed prior to the reporting period.

² "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

³ In some instances, a single complaint may involve two or more EEO protected classifications.

2015-Q3 EEO & DIVERSITY REPORT
MTA BUS COMPANY

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 to 9/30/15
EXTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA BUS CO.	4	0	0	4	0	0	8
TOTAL	4	0	0	4	0	0	8

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 to 9/30/15
INTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA BUS CO.	0	0	0	0	0	1	1
TOTAL	0	0	0	0	0	1	1

TITLE VI COMPLAINT RESOLUTION FROM 1/1/15 to 9/30/15

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA BUS CO.	3	0	0	0	0	0	3
TOTAL	3	0	0	0	0	0	3

MTACC MONTHLY PROJECT STATUS REPORTS:

- **7 LINE EXTENSION**
- **SECOND AVENUE SUBWAY**

7 Line Extension Active Construction Contracts

Report to the Transit Committee - December 2015

data thru November 2015; \$\$ in million

	Budget	Expenditures
Final Design	\$ 119.4	118.0
Construction	1,903.9	1,845.4
Construction Management	49.8	45.5
Subway Project Reserve	27.7	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 2,008.9
HYDC-Funded Non-Subway Work [†]	266.0	243.1
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,252.0
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,305.1

	Schedule
Project Design Start	September-2002
Project Design Completion	March-2011
Project Construction Start	December-2007
Systems Testing and Integration Start	October-2013
Revenue Service Date	September-2015

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	\$555.8	\$555.5	\$0.3	\$545.7	Aug-2011	Jun-2014	Feb-2016
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes^{††} <i>John P. Picone Inc.</i>	\$92.3	\$86.0	\$6.2	\$43.4	Sep-2012	Apr-2016	TBD**

*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

** To accommodate Developer's work, the Contractor is working on an Agreement with the Developer, which will extend the completion of Site P. Exact completion date will be decided after the Agreement is finalized.

[†] Non-subway work includes design, construction management, and construction tasks.

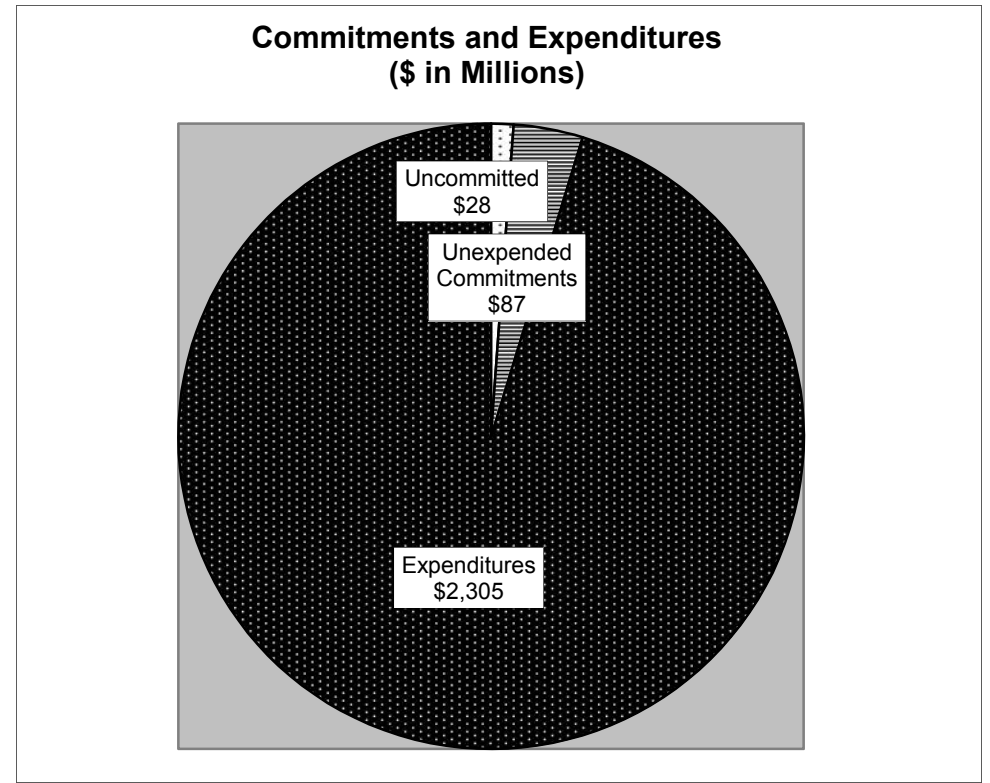
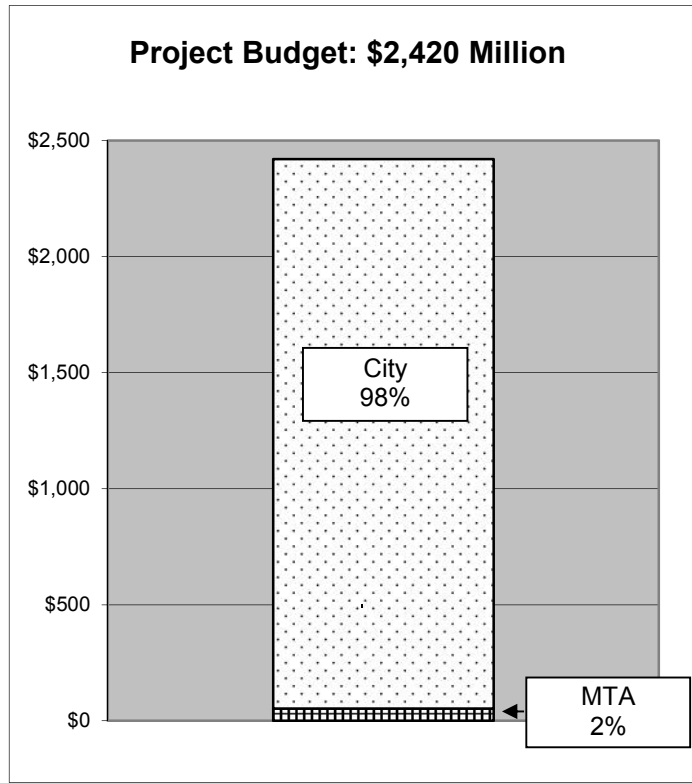
^{††} The scope of work in the Secondary Station Entrance Core & Shell and Building Systems/Finishes (Site P) contract package is not required for revenue service.

7 Line Extension Status

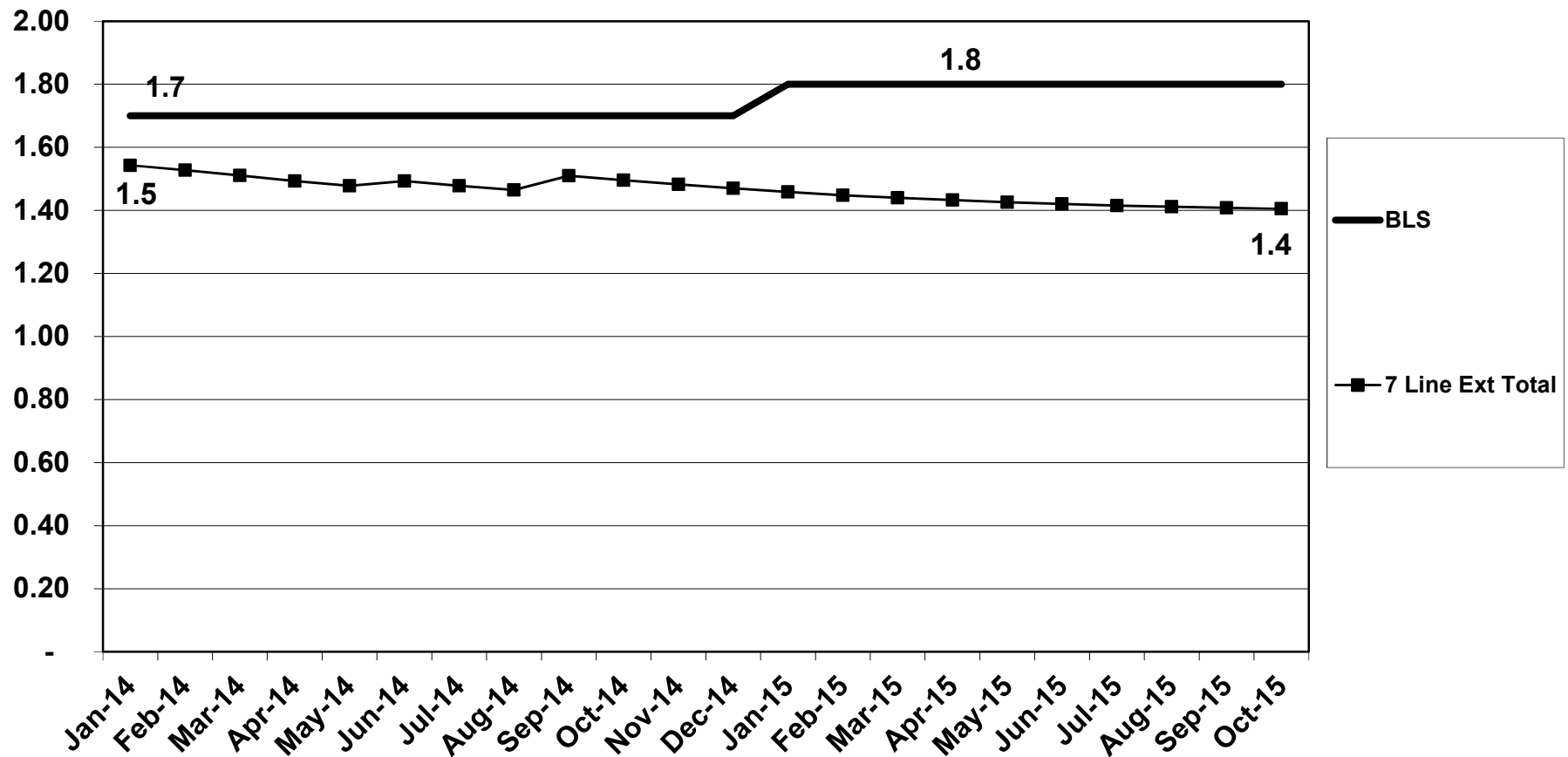
Report to the Transit Committee - December 2015
data thru November 2015

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	MTA Funds*	City Funds	City Funds Received	Committed	Uncommitted	Expended
2000-2004	\$ 53	\$ 53	\$ -	\$ -	\$ 53	\$ 0	\$ 53
2005-2009	2,367	-	2,367	2,339	2,339	28	2,252
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,339	\$ 2,392	\$ 28	\$ 2,305

* MTA funding was for preliminary engineering and environmental review work.



Lost Time Injury Rate 7 Line Extension Project, 2014-2015 vs. US BLS National Standard for Heavy & Civil Construction



Note:

Lost Time Injury Rate = Number of Lost Time Injuries per 200,000 Workhours (equivalent to 100 full-time workers)

Second Ave Subway (Ph I) Active Construction Contracts

Report to the Transit Committee - December 2015

data thru November 2015; \$s in million

	Budget	Expenditures
Construction	\$ 3,393.3	\$ 2,709.3
Design	\$ 508.2	491.8
Construction Management	\$ 268.0	182.3
Real Estate	\$ 281.5	233.9
Total	\$ 4,451.0	\$ 3,617.4

	Schedule
Project Design Start	December-2001
Project Design Completion	February-2011
Project Construction Start	March-2007
Revenue Service Date	December-2016

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved + Pending AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
63rd St Station Upgrade <i>Judlau Contracting</i>	\$205.9	\$201.7	\$4.1	\$183.0	Jul-2010	Jan-2011	May-2014	Mar-2016
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$282.9	\$270.0	\$12.9	\$174.5	Mar-2011	Jan-2012	Aug-2016	Nov-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	\$362.3	\$354.2	\$8.2	\$268.2	Mar-2011	Jun-2012	Dec-2015	Nov-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$289.3	\$287.2	\$2.0	\$191.4	Nov-2012	Feb-2013	Nov-2015	Sep-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$223.0	\$215.3	\$7.7	\$117.7	Oct-2013	Jun-2013	May-2016	Sep-2016

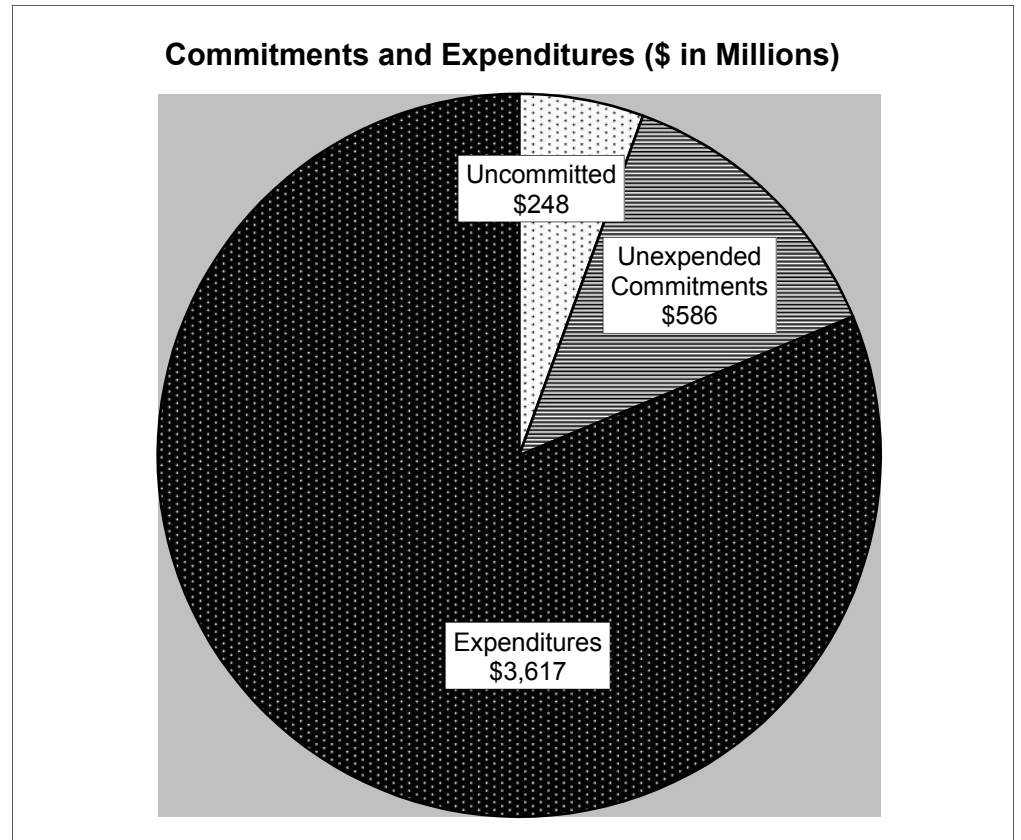
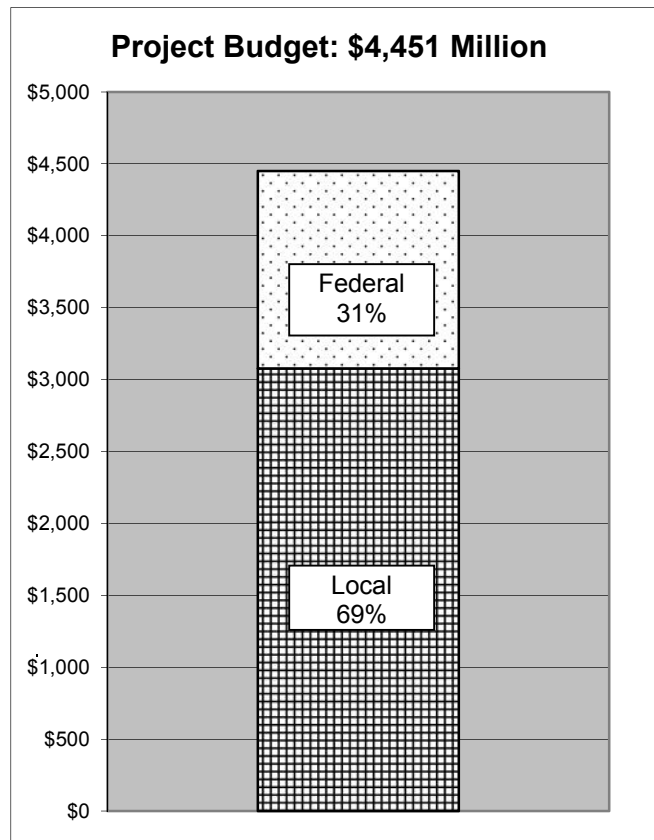
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Second Avenue Subway (Phase 1) Status

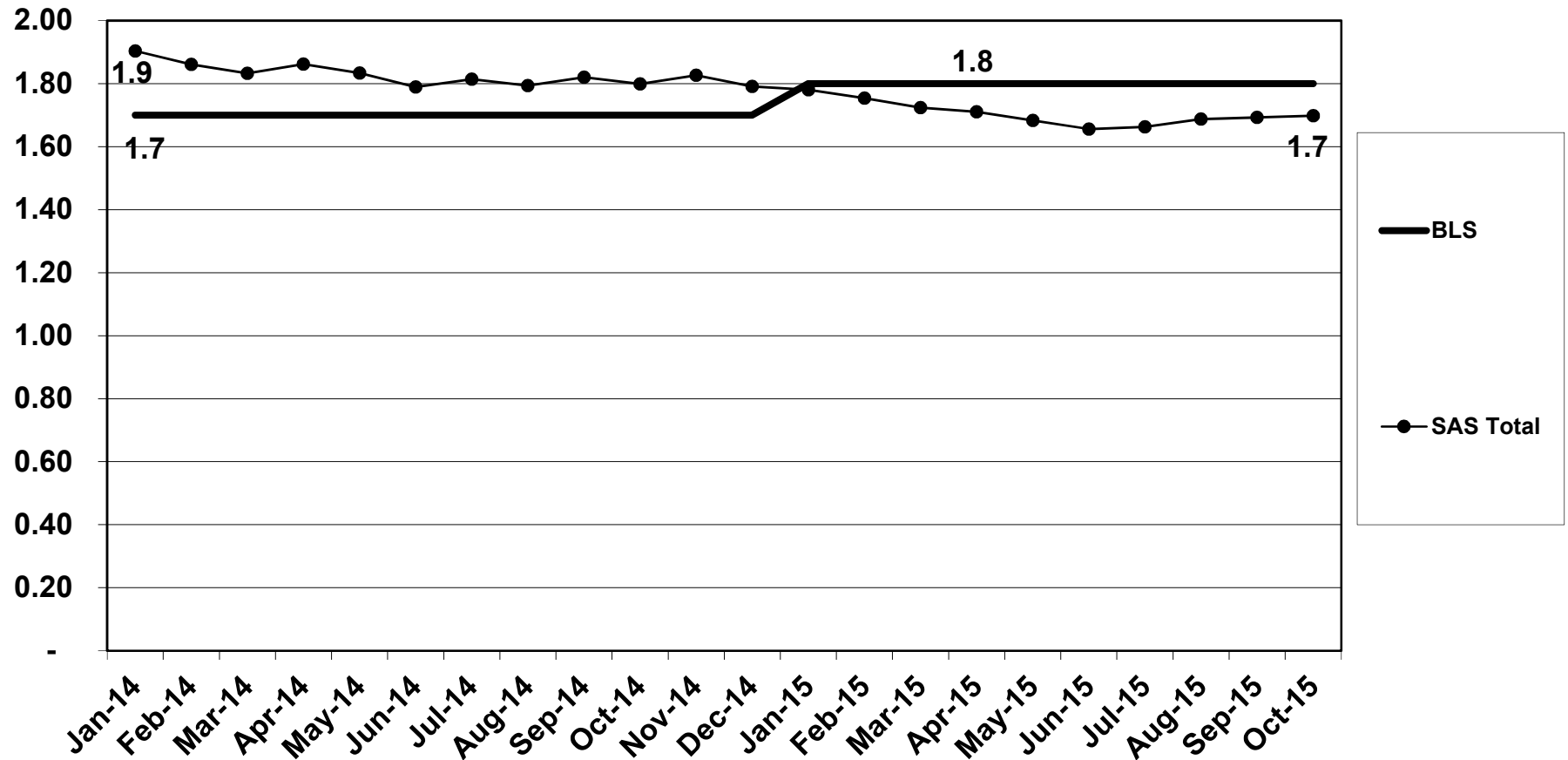
Report to the Transit Committee - December 2015

data thru November 2015

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 744	\$ 306	\$ 306	\$ 1,049	\$ 1	\$ 1,041
2005-2009	1,914	846	1,068	944	1,876	38	1,675
2010-2014	1,487	1,487	-	-	1,277	210	901
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,251	\$ 4,203	\$ 248	\$ 3,617



Lost Time Injury Rate **Second Avenue Subway Project, 2014-2015** **vs. US BLS National Standard for Heavy & Civil Construction**



Note:

Lost Time Injury Rate = Number of Lost Time Injuries per 200,000 Workhours (equivalent to 100 full-time workers)